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Executive Summary
Adoption of CEQA Findings, Planning Code Amendment, Development Agreement, Conditional Use

HEARING DATE: NOVEMBER 21, 2019

Record No.:	**2019-012970PRJ**
Project Address:	**34 Properties Owned or Leased by the Academy of Art University ("Academy")**
Zoning:	Multiple Zoning Districts
Block/Lot:	Multiple Block and Lots
Project Sponsor:	Jim Abrams J. Abrams Law, P.C. One Maritime Plaza, Suite 1900 San Francisco, CA 94111
Property Owner(s):	Multiple LLCs 79 New Montgomery Street, 3rd Floor San Francisco, CA 94105
Staff Contact:	Andrew Perry – (415) 575-9017 andrew.perry@sfgov.org
Recommendation:	**Adopt CEQA Findings** **Adopt Resolution Recommending Approval** **Approval with Conditions**

PROJECT BACKGROUND

The Academy of Art Project before the Commission is the culmination of more than a decade of review and enforcement action by the Planning Department and City. In 2007, the Academy of Art ("Academy") occupied 34 properties throughout the City, 28 of which had changes of use or building modifications that had occurred without benefit of required permits or other entitlements. By 2016, the number of total properties occupied by the Academy had increased to 40. Between 2010 and 2016, an Environmental Impact Report ("EIR") and Existing Sites Technical Memorandum ("ESTM") were prepared to evaluate the potential impacts associated with bringing the various Academy properties into compliance with the Planning Code and to analyze proposed future growth. On July 28, 2016 the Final EIR was certified and on October 9, 2019 an Addendum to the EIR was published for the Project, which addresses changes made to the project since 2016.

Project changes addressed in the Addendum were made as a result of settlement negotiations. On May 6, 2016 the City Attorney's Office commenced litigation against the Academy and affiliated LLCs. The Academy expressed interest in bringing uses into compliance with the Planning Code, compensating the City for past violations, legalizing or reversing alterations to bring its buildings into compliance with City

codes, and working more cooperatively with the City in planning for future growth. On November 15, 2016, the Academy and City entered into a Term Sheet for Global Resolution, later amended by that certain Supplement to Term Sheet for Global Resolution, dated July 10, 2019 (collectively, the "Term Sheet"), intended to provide a basis to resolve land use issues related to the lawsuit.

As contemplated by the Term Sheet, the City, the Academy and its LLCs have entered into a comprehensive Consent Judgment, which consists of:

1. Settlement Agreement – including obligations of the Academy to make payments to the City, including the affordable housing payment
2. Stipulated Injunction – provides mechanism for judicial enforcement of the obligations in the Settlement Agreement
3. Development Agreement – provides mechanism for City approvals consistent with the Settlement Agreement

On July 25, 2019, the Commission accepted as complete the Academy's Institutional Master Plan, which was informed by the Term Sheet and Settlement Agreement. On November 20, 2019, the Historic Preservation Commission considered project approvals, including a Master Certificate of Appropriateness and Master Permit to Alter.

PROJECT DESCRIPTION

The Project is the settlement of the Lawsuit, including payment to the City of a substantial Affordable Housing Public Benefit; payment of Planning Code and UCL penalties for past violations; agreements regarding the Academy's present and future provision of housing to its students; the withdrawal and cessation of all further use at nine (9) of the Academy's properties; legalization of Academy uses at the remaining 31 original properties; and approval of new uses at 3 additional properties. The Project also includes internal and external building modifications to remove, legalize, or modify unpermitted work, to provide a comprehensive signage program including the removal of certain existing signs and placement of new code compliant signage, and to implement the legalization of certain uses. The proposed uses are predominantly either Post-Secondary Education Institutional ("PSEI") or forms of residential student housing; 16 properties fall into each of these two categories. The remaining two properties are ancillary buildings used for storage. The Project does not propose demolition, new construction, or physical building expansion at any of the 34 properties that will remain in use by the Academy.

REQUIRED COMMISSION ACTIONS

The Commission will consider the following items:

1. **Adoption of CEQA Findings.** While the FEIR was certified in 2016, the Commission must adopt CEQA Findings, including a Statement of Overriding Considerations, prior to any approval action by the Commission. No action is required on the Addendum.

2. **Resolution on Planning Code Amendment and Development Agreement Legislation.** To facilitate the Project in accordance with the Term Sheet and Settlement Agreement, the Commission must adopt a resolution recommending approval to the Board of Supervisors of the proposed ordinance.

3. **Master Conditional Use Authorization.** As proposed through the above Planning Code Amendment, Project approvals would be consolidated into a single action by the Planning Commission, defined as a Master Conditional Use Authorization (MCUA). The MCUA includes all 34 properties that will remain in use by the Academy, whether or not each property individually might require conditional use, and consolidates other discretionary actions such as waivers, exceptions, or variances that might otherwise be granted by the Zoning Administrator or permitted under the Code.

ENVIRONMENTAL REVIEW

The Final EIR for the Project was certified on July 28, 2016. An Addendum was issued on October 9, 2019 regarding changes to the Project, in which the Planning Department determined that the actions contemplated in the Project comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.); that no supplemental or subsequent environmental review is required, as there are no substantial changes to the proposed Project, or to the circumstances under which the Project will be undertaken, involving new significant environmental effects or a substantial increase in the severity of previously identified environmental effects; and that there is no new information of substantial importance that shows that the Project will have one or more effects not discussed in the FEIR, that the previously identified effects will be more severe, or that there are mitigation measures or alternatives that would reduce such effects, but the Project proponents refuse to adopt them.

BASIS FOR RECOMMENDATION

The Department finds that the Project is, on balance, consistent with the Objectives and Policies of the General Plan and necessary and desirable for the City, as a whole. Approval of the Project brings resolution to more than ten years of enforcement action and litigation brought by the Planning Department and City Attorney's Office. If approved, Academy uses would be authorized at 34 properties, the same number seen in 2007, and reduced from the footprint seen in 2016. The Academy will vacate and terminate all uses at nine (9) existing properties, and bring the remaining 34 properties into compliance with the Planning Code including, where applicable, Articles 10 and 11. The result will be a smaller footprint for the Academy's operations. In addition, as compensation for past violations and the conversion of residential units to student housing, the City would receive public benefits in the way of: (i) payment of an affordable housing benefit of $37.6 million; (ii) payment of approximately $8.2 million to the City's Small Sites Fund; (iii) a Housing Metering agreement; (iv) payment of $1 million in Planning Code penalties and $6 million in Unfair Competition Law penalties; and (v) impact fees associated with the legalization of uses in excess of $3.8 million. The City will also receive eight (8) new Residential Guest Rooms subject to Administrative Code Chapter 41 as part of a redesignation of Chapter 41 units from two of the Academy's buildings to a third building on Sutter Street.

In many cases, the Academy's uses would not have been problematic were they to have obtained the necessary permits and entitlements. Where changes of use or building alterations have been problematic, the public benefits above provide an appropriate remedy to the City. The Academy does not propose any building expansion or major construction that might be detrimental to surrounding neighborhoods or properties. Rather, physical work proposed at most properties is focused on the repair and restoration of Academy buildings, including window replacements, sign and awning removals, and the minimization of unpermitted conduits, lighting and security features, particularly at properties of historic significance. The legalization of uses will also result in provision of bike parking at many sites, as well as streetscape

improvements and the addition of open space at several properties. Finally, the settlement will improve the compliance of Academy buildings, individually and collectively, with the Secretary of the Interior's Standards.

The Project also provides mechanisms for the City, through the City Attorney's Office, to ensure compliance with both the Planning Code and the terms of the Settlement Agreement and the Development Agreement, by the entry of a Stipulated Consent Judgment and Injunction.

ATTACHMENTS:

Draft Motion – Adoption of CEQA Findings (includes Attachment A – CEQA Findings and Attachment B – MMRP)
Draft Resolution – Planning Code Amendment and Development Agreement
Attachment C – Proposed Ordinance Text
Draft Motion – Conditional Use Authorization with Conditions of Approval (Exhibit A)
Exhibit B – Project Plans for 34 Sites
Exhibit C – Addendum to EIR, dated October 9, 2019
Exhibit D – Settlement Agreement
Exhibit E – Property Summary Sheets

OTHER RELEVANT INFORMATION:

All of the documents below may be found on the Department's webpage at: ***sfplanning.org/academy***

Institutional Master Plan, accepted July 25, 2019
Term Sheet for Global Resolution, dated November 15, 2016
Supplement to Term Sheet for Global Resolution, dated July 19, 2019
Final Environmental Impact Report
Existing Sites Technical Memorandum
Chapter 41 Permit to Convert Application

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Planning Commission Draft Motion
CEQA Findings

HEARING DATE: November 21, 2019

Case No.:	**2008.0586E**
Project Address:	**34 Properties Owned or Leased by the Academy of Art University ("Academy")**
Zoning District:	Multiple Zoning Districts
Block/Lot:	Multiple Blocks and Lots
Project Sponsor:	Jim Abrams J. Abrams Law, P.C. One Maritime Plaza, Suite 1900 San Francisco, CA 94111
Property Owner:	Multiple LLCs 79 New Montgomery Street, 3rd Floor San Francisco, CA 94105
Staff Contact:	Andrew Perry – (415) 575-9017 andrew.perry@sfgov.org

ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND THE CEQA GUIDELINES INCLUDING FINDINGS OF FACT, FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, THE ADOPTION OF A MITIGATION, MONITORING AND REPORTING PROGRAM AND THE ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS IN CONNECTION WITH APPROVALS FOR THE ACADEMY OF ART UNIVERSITY ("THE ACADEMY") PROJECT TO LEGALIZE USES AND BUILDING MODIFICATIONS AT 34 PROPERTIES OWNED OR LEASED BY THE ACADEMY WITHIN THE CITY AND COUNTY OF SAN FRANCISCO ("CITY"), CONSISTENT WITH THE PROPOSED DEVELOPMENT AGREEMENT AND THE TERM SHEET FOR GLOBAL RESOLUTION BETWEEN THE CITY AND THE ACADEMY.

PREAMBLE

The Academy of Art University (the "Academy") is a private, for-profit post-secondary academic institution that currently occupies, either in part or in full, 40 properties within the City and County of San Francisco for its existing educational programs, recreational activities, and student housing. In 2007, the Academy occupied 34 properties, in 28 of which, the Academy had implemented various tenant improvements and changes of use without benefit of required conditional uses, building permits or other entitlements. In order to evaluate the potential impacts associated with bringing those 28 properties into compliance with the San Francisco Planning Code and to analyze the Academy's then-proposed plans for growth, an Environmental Evaluation application was filed with the Planning Department ("Department") for preparation of an Environmental Impact Report (EIR). The Planning Department published a Notice of Preparation ("NOP") for the project on September 29, 2010.

On February 25, 2015, the Department published a Draft Environmental Impact Report (DEIR) for the Academy of Art University Project and published a Notice of Availability (NOA) for the DEIR. The NOA identified a public comment period on the DEIR from February 25, 2015, through April 27, 2015. On April 16, 2015, the Planning Commission conducted a duly advertised public hearing on the DEIR, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for commenting on the EIR ended on April 27, 2015. The Department prepared responses to comments on environmental issues received during the 62 day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected clerical errors in the DEIR.

Between approximately 2010 and 2016, the Academy acquired an additional six properties, bringing the total number of properties owned or occupied by the Academy and its affiliates to 40. On May 4, 2016, the Academy Existing Sites Technical Memorandum (ESTM) was prepared by the Department in connection with the discretionary approvals necessary to legalize the Academy's use of 28 of its 34 existing sites. The ESTM may be used by the Historic Preservation and Planning Commissions for information in considering all the Academy applications to legalize past unauthorized changes and its ongoing operations. Unlike the EIR, the ESTM is not required to go through a certification process by the Planning Commissions, and its recommendations to decision makers are not binding until approval of the conditions as part of any entitlements for each Academy property.

On June 30, 2016, the Department published a Responses to Comments document. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the public review process, any additional information that became available, and the Responses to Comments document, all as required by law. The Responses to Comments document was distributed to the Planning Commission and all parties who commented on the DEIR, and made available to others at the request of Planning Department staff.

On July 28, 2016, the Planning Commission reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code. The FEIR was certified by the Commission on July 28, 2016 by adoption of its Motion No. 19704.

On May 6, 2016, the City Attorney of the City and County of San Francisco (the "City Attorney"), on behalf of the City and the People of the State of California, commenced litigation against the Academy and the affiliated LLC Parties in People v. Stephens Institute, et. al, San Francisco Superior Court Number CGC-16-551-832 (the "Lawsuit"). In the Lawsuit, the City Attorney alleged 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. (the "UCL").

During court-supervised settlement discussions to resolve the Lawsuit, the Academy and the LLC Parties expressed their commitment to bring the Academy's existing uses into compliance with the Planning Code; relocate existing Academy uses or change Academy uses in buildings in accordance with applicable laws in those specific instances where the Planning Department has determined that legalization is not appropriate or the Academy has agreed to withdraw its use; compensate the City for past violations, including providing affordable housing public benefits to the City; legalize or reverse alterations to bring its buildings into compliance City codes, and work cooperatively with the City in planning for future Academy 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 part of that plan, building new housing for its students on property that is zoned for such use.

As a result of those discussions, and under the auspices of the court, the Academy and the City entered into a non-binding Term Sheet for Global Resolution, dated November 15, 2016, as amended by that certain Supplement to Term Sheet for Global Resolution, dated July 10, 2019 (collectively, the "Term Sheet"), intended to provide a basis to resolve all of the outstanding issues relating to the Lawsuit and other land use matters, and to establish appropriate principles and processes for land use compliance by the Academy.

As contemplated by the Term Sheet, the City, the Academy, and the LLC Parties have entered into a comprehensive consent judgment that they will file with the Superior Court seeking the Court's approval and entry of judgment (the "Consent Judgment"). The Consent Judgment contains four main parts: (1) a Settlement Agreement (the "Settlement Agreement"), which includes obligations of the LLC Parties to make payments to the City (including the Affordable Housing Benefit); (2) a Stipulated Injunction (the "Injunction"), which is an exhibit to the Settlement Agreement and provides a mechanism for judicial enforcement of the Academy's and the LLC Parties' obligations under the Settlement Agreement and this Agreement, and (3) the Development Agreement, which is also an exhibit to the Settlement Agreement. Also critical to the global resolution that the Consent Judgment would achieve is the instrument securing the LLC Parties' financial obligations under the Settlement Agreement and this Agreement. The obligations of the LLC Parties to make the full settlement payments under the Settlement Agreement 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.

As contemplated by the Term Sheet, the Academy will vacate nine (9) of the previously occupied properties; bring the remaining 31 previously occupied properties owned by the LLC Parties and used by the Academy into compliance with the Planning Code by legalizing previously unpermitted changes in use and alterations and permitting work to revers other previously unpermitted work; and obtain authorization for changes of use and other alterations at three (3) new properties not previously occupied by the Academy. ("Project"). The Project requires the City's approval of a variety of permits and authorizations, including (i) legislation approving the Development Agreement, amending the Planning Code and granting exceptions to the Administrative Code; (ii) approval of a Master Conditional Use authorization by the Planning Commission to reflect the approval of the use of thirty-four (34) properties (primarily in the northeast quadrant of the City) and to grant certain exceptions to the Planning Code, (iii) the approval of a Master Permit to Alter and Master Certificate of Appropriateness by the Historic Preservation Commission, and (iv) a variety of other building alterations and street improvements including without limitation the removal and installation of signage, removal and repair of nonconforming awnings and exterior alterations, the installation Class 1 and Class 2 bike racks, the removal of curb cuts, and the replacement of certain windows.

On October 9, 2019, the Academy filed a complete application with the City's Planning Department for approval of a development agreement relating to the Project Site (the "Development Agreement") under Chapter 56. As set forth in the Development Agreement, the Academy requests legalization of the proposed uses of all 34 properties, and of the previous alterations made to the buildings and facilities on these sites, as well as approval of the work necessary to bring these properties into compliance with the San Francisco Planning Code and, where applicable, the Secretary of the Interior Standards for buildings subject to Planning Code Articles 10 and 11. The Development Agreement requires the Academy to obtain all

necessary permits to perform corrective work at the 34 properties and complete the work to bring these buildings into compliance with the Planning Code pursuant to the Schedule of Performance set forth as Exhibit E to the Development Agreement. While the Development Agreement is between the City, acting primarily through the Planning Department, and Academy, other City agencies retain a role in reviewing and issuing certain later approvals for the Project. Later approvals include approval of building permits, streetscape permits, and permits to allow for the installation of Class 2 bicycle racks. As a result, affected City agencies have consented to the Development Agreement.

On October 9, 2019, the Academy filed complete applications with the City's Planning Department for required entitlements pursuant to the Term Sheet and Development Agreement. These applications are the consolidated master applications for Conditional Use Authorization, Certificate of Appropriateness and Permit to Alter.

On October 9, 2019, the Planning Department issued an Addendum to the FEIR, in which it determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.); that no supplemental or subsequent environmental review is required, as there are no substantial changes to the proposed Project, or to the circumstances under which the Project will be undertaken, involving new significant environmental effects or a substantial increase in the severity of previously identified environmental effects; and that there is no new information of substantial importance that shows that the Project will have one or more effects not discussed in the FEIR, that the previously identified effects will be more severe, or that there are mitigation measures or alternatives that would reduce such effects, but the Project proponents refuse to adopt them.

On November 20, 2019, the City, acting through the Historic Preservation Commission, made and adopted findings of fact and decisions regarding the Project description and objectives, significant impacts, significant and unavoidable impacts, mitigation measures and alternatives, and a statement of overriding considerations ("CEQA Findings"), based on substantial evidence in the whole record of this proceeding and pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 et seq. ("CEQA"), particularly Section 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 et seq. ("CEQA Guidelines"), Section 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code ("Chapter 31") pursuant to Motion No. XXXX. The Historic Preservation Commission adopted the CEQA Findings as required by CEQA, separate and apart from the Planning Commission's certification of the Project's Final EIR, which the Planning Commission certified prior to the Historic Preservation Commission's adoption of these CEQA findings.

On November 20, 2019, the Historic Preservation Commission conducted a duly noticed public hearing at a regularly scheduled meeting regarding Master Certificate of Appropriateness and Permit to Alter applications (Planning Record Nos. 2019-012970COA and 2019-012970PTA) and approved these applications by Motion Nos. XXXX and XXXX, having heard and considered the testimony presented to it at the public hearing and further considered written materials and oral testimony presented on behalf of the applicant, Department staff and other interested parties, and the record as a whole. The Historic Preservation Commission also considered and commented upon the legislation approving the Development Agreement between the Academy and City.

On November 21, 2019, the City, acting through the Planning Commission, made and adopted as its own the findings of fact and decisions regarding the Project description and objectives, significant impacts, significant and unavoidable impacts, mitigation measures and alternatives, and a statement of overriding

considerations, based on substantial evidence in the whole record of this proceeding and pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 et seq. contained in the CEQA Findings, pursuant to this Motion No. XXXXX. The Commission adopted these findings as required by CEQA, separate and apart from the Commission's certification of the Project's Final EIR, which the Commission certified prior to adopting these CEQA Findings. The Commission hereby incorporates by reference the CEQA Findings attached hereto as Attachment A as set forth in this Motion No. XXXXX.

On November 21, 2019, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting regarding the proposed Planning Code Amendments and Development Agreement between the Academy and City (Planning Records Nos. 2019-012970PCA and 2019-012970DVA).

On November 21, 2019, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting regarding Conditional Use Authorization Application No. 2019-012970CUA. The Commission heard and considered the testimony presented to it at the public hearing and further considered written materials and oral testimony presented on behalf of the applicant, Department staff and other interested parties, and the record as a whole.

The Planning Department's Commission Secretary is the custodian of records; all pertinent documents are located in the File for Case No. 2019-012970PRJ, at 1650 Mission Street, Fourth Floor, San Francisco, California.

MOVED, that the Planning Commission hereby adopts findings under the California Environmental Quality Act, including rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations, and adopts the MMRP attached as Attachment B, based on the findings attached to this Motion as Attachment A as though fully set forth in this Motion, and based on substantial evidence in the entire record of this proceeding.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of November 21, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

DATE: November 21, 2019

Attachment A

California Environmental Quality Act Findings

PREAMBLE

In determining to approve the project described in Section I, Project Description below, the City, acting through the Planning Commission ("Commission"), makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives, and adopts the statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. ("CEQA"), particularly Sections 21081 and 21081.5, the Guidelines for Implementation of CEQA, California Code of Regulations, Title 14, Sections 15000 et seq. ("CEQA Guidelines"), particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code. The Commission adopts these findings in conjunction with the Approval Actions described in Section I(c), below, as required by CEQA, separate and apart from the Commission's certification of the Project's Final EIR, which the Commission certified prior to adopting these CEQA findings.

These findings are organized as follows:

Section I provides a description of the project (the "Proposed Project") as analyzed in the Final Environmental Impact Report for the Project ("FEIR"), as well as the revisions to the project (the "Revised Project") as described in the Addendum to the Environmental Impact Report ("Addendum"; the Proposed Project, together with the revisions described the Revised Project, hereinafter, the "Project"), the environmental review process for the Project, and the approval actions to be taken and the location of records;

Section II identifies the impacts found not to be significant that do not require mitigation;

Section III identifies potentially significant impacts that can be avoided or reduced to less-than significant levels through mitigation and describes the mitigation measures;

Section IV identifies significant impacts that cannot be avoided or reduced to less-than-significant levels and describes any applicable mitigation measures;

Section V evaluates the different Project alternatives and the economic, legal, social, technological, and other considerations that support approval of the Project and the rejection of the alternatives, or elements thereof; and

Section VI presents a statement of overriding considerations setting forth specific reasons in support of the Commission's actions and its rejection of the alternatives not incorporated into the Project.

The Mitigation Monitoring and Reporting Program ("MMRP") for the mitigation measures that have been proposed for adoption is attached with these findings as Attachment B to this Motion. The MMRP is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. Attachment B provides a table setting forth each mitigation measure listed in the FEIR, as revised by the Addendum, that is required to reduce or avoid a significant adverse impact. Attachment B also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule. The full text of the mitigation measures is set forth in Attachment B. These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the Draft Environmental Impact Report ("DEIR") or the Responses to Comments document ("RTC" or "Responses to Comments") in the FEIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

I. PROJECT DESCRIPTION AND PROCEDURAL BACKGROUND

A. Project Description

a. Project Location

The Academy of Art University ("Academy"), located within the City and County of San Francisco (the "City"), is a private for-profit postsecondary academic institution established in 1929 that currently occupies 40 buildings in the City (predominantly in the northeast quadrant) for its existing educational programs, recreational activities, and student housing. In 2007, the Academy occupied 34 buildings; in 28 of those buildings, the Academy had implemented various tenant improvements and changes of use without obtaining required building permits or other entitlements. In order to evaluate the potential impacts associated with bringing these 28 buildings into compliance with the San Francisco Planning Code and to analyze Academy's then-proposed plans for growth, an environmental impact report was prepared between 2010 and 2016. During this period, affiliates of the Academy acquired an additional six buildings beyond the 34 already occupied, bringing the total number of properties owned or occupied by Academy and its affiliates to 40. The Planning Commission certified the FEIR, which analyzed the 40 properties, on July 28, 2016. The 40 properties are identified on Table 1 below:

Table 1: Properties Analyzed in the FEIR

#	Property	#	Property
1.	2340 Stockton Street	21.	1900 Jackson Street
2.	2295 Taylor Street	22.	1916 Octavia Street
3.	2151 Van Ness Avenue	23.	1153 Bush Street
4.	1849 Van Ness Avenue	24.	1080 Bush Street
5.	950 Van Ness Avenune	25.	860 Sutter Street
6.	1069 Pine Street	26.	817-825 Sutter Street
7.	740 Taylor Street	27.	736 Jones Street
8.	625-629 Sutter Street	28.	1055 Pine Street
9.	491 Post Street	29.	680-688 Sutter Street
10.	540 Powell Street	30.	620 Sutter Street
11.	410 Bush Street	31.	655 Sutter Street
12.	77-79 New Montgomery Street	32.	560 Powell Street
13.	180 New Montgomery	33.	575 Harrison Stree

14.	58-60 Federal Street	34.	168 Bluxome Streett
15.	601 Brannan Street	35.	2801 Leavenworth Street
16.	460 Townsend Street	36.	700 Montgomery Street
17.	466 Townsend Street	37.	625 Polk Street
18.	1727 Lombard Street	38.	150 Hayes Street
19.	2211 Van Ness Avenue	39.	121 Wisconsin Street
20.	2209 Van Ness Avenue	40.	2225 Jerrold Avenue

As part of the Project, the Academy intends to vacate nine of its existing campus properties, and convert and occupy three new properties, and thereby occupy a total of 34 properties in the City (predominantly in the northeast quadrant) for education programs, recreational activities, and student housing. The Academy's San Francisco campus under the Project, will be comprised of 34 properties is shown on Figure 1.

Figure 1. Proposed Academy 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)

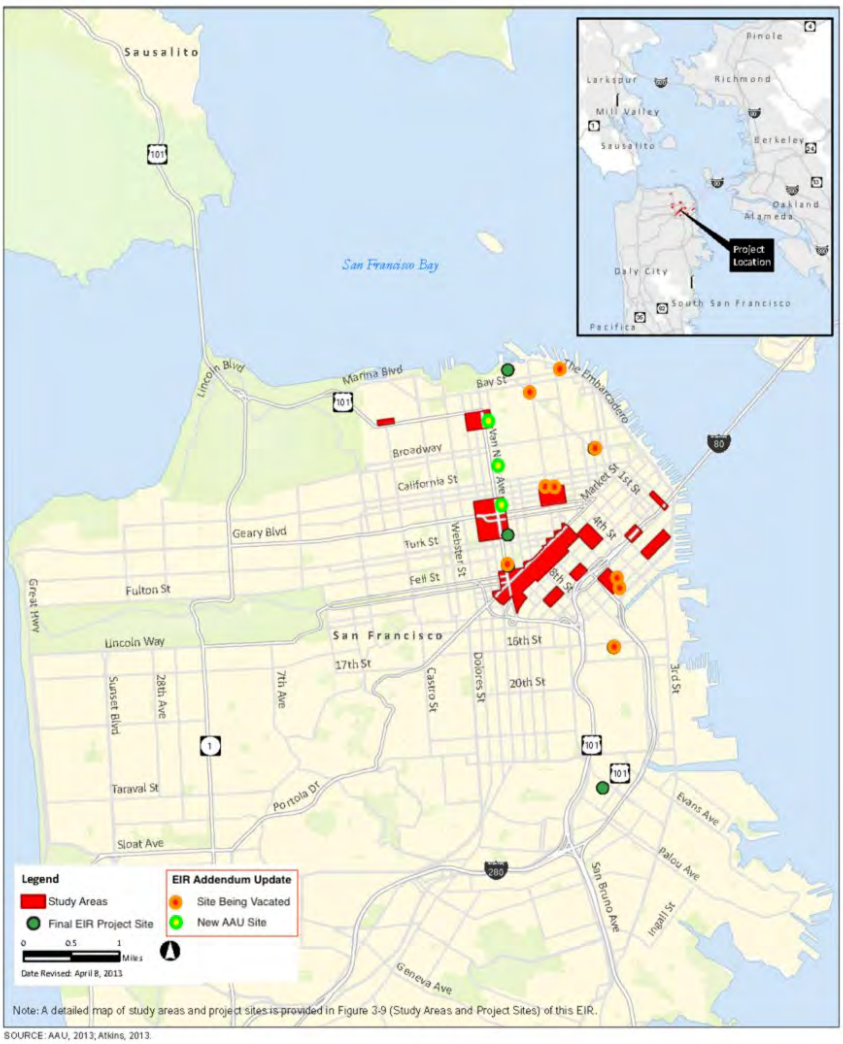
34. 950 Van Ness Ave./963 O'Farrell St.
Private Parking Garage with groundfloor classic car museum ancillary to museum located at 1849 Van Ness Ave.

Clusters

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

In addition to the existing Academy properties, the DEIR identified 12 geographic areas ("Study Areas") where the Academy could occupy existing buildings to accommodate the program-level growth described below. The DEIR analyzed all Study Areas in its programmatic analysis of the Proposed Project. The 12 Study Areas generally included the following: Study Area ("SA") 1: Lombard Street/Divisadero Street; SA-2: Lombard Street/Van Ness Avenue; SA-3: Mid Van Ness Avenue; SA-4: Sutter Street/Mason Street; SA-5: Mid-Market Street; SA-6: Fourth Street/Howard Street; SA-7: Rincon Hill East; SA-8: Third Street/Bryant Street; SA-9: Second Street/Brannan Street; SA-10: Fifth Street/Brannan Street; SA-11: Sixth Street/Folsom Street; and SA-12: Ninth Street/Folsom Street. The Study Areas are shown on Figure 2.

Figure 2. Study Areas



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

b. Proposed Project Description

The Proposed Project analyzed in the DEIR consisted of four general components: program-level growth, project-level growth, legalization of prior unauthorized changes, and shuttle expansion, as explained below:

1. Program-level growth consisted of approximately 110,000 net square feet ("sf") of additional residential uses (to house approximately 400 students, equivalent to about 220 rooms) and 669,670 sf of additional institutional space in the 12 Study Areas.

2. Project-level growth consisted of six additional buildings that had been occupied, identified, or otherwise changed by the Academy since publication of the September 2010 Notice of Preparation ("NOP") for the DEIR, but for which one or more City approvals had not yet been issued. These six project sites included 393,537 sf of institutional uses and 17,533 sf of recreational uses. The six project sites included the following addresses: Project Site 1 ("PS-1"): 2801 Leavenworth Street (The Cannery); PS-2: 700 Montgomery Street; PS-3: 625 Polk Street; PS-4: 150 Hayes Street; PS-5: 121 Wisconsin Street; and PS-6: 2225 Jerrold Avenue.

3. The legalization of pre-NOP changes through the necessary approvals ("Legalization Approvals"). The list of analyzed approvals can be found in the DEIR: Table 3-2, Existing Institutional Facilities, p. 3-9; Table 3-3, Existing Residential Facilities, p. 3-10; and Section 3.6, Intended Uses of the EIR, p. 3-148.2. The DEIR analyzed the existing conditions, in which the Academy had already changed the applicable use or appearance of the building which required the Legalization Approvals, and therefore such legalizations were found to have had no impact.

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

c. Revised Project

The Academy has revised the Proposed Project, as analyzed by the Planning Department in the Addendum. The Proposed Project changed in light of a Term Sheet for Global Resolution entered into by the City and the Academy on November 15, 2016, as updated by a Supplement to Term Sheet dated July 10, 2019 (collectively, "Term Sheet"), the Academy's withdrawal and cessation of all further use at nine (9) of the Academy's properties, and the decrease in Academy student enrollment as compared to the projected increase that was studied by the Planning Department in the DEIR. Specifically, where the Department's analysis in the FEIR was based on an increase in the Academy's on-site student enrollment of approximately 6,100 students (or approximately five percent (5%) per year) and an anticipated increase of 1,220 staff members by 2020, the actual total reported on-site student enrollment for 2018 was 6,710 students. This number represents a decline of 4,471 students from the FEIR's project enrollment figure, and less than one half of the 16,062 on-site students that were projected in the Proposed Project for 2020. To account for these disparete enrollment numbers, the Addendum revised its projected enrollment increases to a three percent (3%) annual growth rate, resulting in a total on-site enrollment of 7,119 students in 2020, less than one half of the 17,282 students projected for in the Proposed Project.

The Revised Project would result in the reduced Academy San Francisco campus shown and described in Figure 1 above. In addition, the Revised Project consists of four general components as follows:

1. The program-level growth in the Proposed Project of 669,670 net sf of additional institutional uses and 110,000 net sf of additional residential uses has not yet occurred and under the Revised Project is not proposed to occur.

2. Project-level growth consisting of the addition of three buildings the Academy intends to convert to Academy use. These three project sites include 75,261 sf of institutional uses and 76,402 sf of recreational uses. The addresses of the three additional buildings are: 1946 Van Ness Avenue, 1142 Van Ness Avenue, and 2550 Van Ness Avenue. Under the Revised Project, 2801 Leavenworth Street and 2225 Jerrold Avenue, analyzed in the FEIR, would remain part of the Academy campus, but the ground floor of 2801 Leavenworth would contain no institutional uses and 2225 Jerrold Avenue would include a new community facility.

3. The legalization of pre-NOP changes through the necessary approvals ("Legalization Approvals"). The Legalization Approvals would result in the full legalization of all 34 Academy campus sites described and shown in Figure 1 above. The comprehensive list of the 34 Academy properties and the corresponding proposed changes and/or modifications are identified on Appendix A of the Addendum.

4. The revised project would modify some elements of the existing shuttle service provided by the Academy. Existing shuttle service stops would be removed at 150 Hayes Street, 2340 Stockton Street, 168 Bluxome Street, 1069 Pine Street and 1055 Pine Street due to the Academy vacating these properties. However, the Academy would add new shuttle stops to the "M" route at 1604 Broadway and 1916 Octavia Street. In addition, the Academy has prepared a Shuttle Management Plan in compliance with the EIR Mitigation Measure M-TR-3.1 Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard and EIR Improvement Measure I-TR-2 the Academy Shuttle Activities Monitoring.

B. Project Objectives

The FEIR discusses several Project objectives identified by the Academy. The objectives are as follows:

- Project Objective #1 - Operate in an urban context, where academic programs can contribute to and draw from the cultural wealth of the local communities.

- Project Objective #2 - Create opportunities for students to interact with the urban community (i.e., facilitate the "urban experience") by maintaining facilities throughout the City rather than creating a consolidated campus.

- Project Objective #3 - Offer on-site residential housing for new full-time students who desire to live in Academy housing.

- Project Objective #4 - Consolidate administrative and classroom functions for each academic discipline in the same buildings so that students and faculty do not have to travel from building to building unnecessarily.

- Project Objective #5 - Manage facilities in a flexible manner to ensure availability of space to meet changing needs of academic programs.

- Project Objective #6 - Enable long-range programs and service planning to meet the needs of the community.

- Project Objective #7 - Occupy and use space in buildings and properties near existing Academy facilities, where possible.

- Project Objective #8 - Locate future facilities to:

    a. Provide proximity between buildings so students can walk between classes.
    b. Provide a sense of campus unity while still maintaining the benefits of a dispersed urban campus as the learning environment for Academy students.
    c. Locate the Academy facilities so that they are easily accessible to all Academy students and faculty/staff, allowing professors to teach and work in close proximity to students' daily activities.

- Project Objective #9 - Locate future facilities in proximity to existing Academy shuttle stops or public transit to discourage use of private automobiles.

- Project Objective #10 - Occupy and utilize space in existing historic or culturally interesting buildings in need of renovation and/or revitalization.

C. Project Approvals

The Project requires the following Board of Supervisors approvals:

- Review and approval of an ordinance approving a Development Agreement, finding conformity with or waiving provisions of Administrative Code Sections 41 and 56; and adopting Planning Code Text Amendments.

- Adopting CEQA findings (including a Statement of Overriding Considerations), and a Mitigation Monitoring and Reporting Program

The Project requires the following Planning Commission approvals:

- Adopting CEQA findings (including a Statement of Overriding Considerations), and a Mitigation Monitoring and Reporting Program

- Approval of a Master Conditional Use Authorization, and a determination that the Project is consistent with the General Plan and complies with the City's Priority Policy Findings.

- Review and recommendation to the Board of Supervisors of an ordinance approving a Development Agreement, finding conformity with or waiving provisions of Administrative Code Sections 41 and 56; and adopting Planning Code Text Amendments

The Project requires the following Historic Preservation Commission approvals:

- Approval of a Master Certificate of Appropriateness
- Approval of a Master Permit to Alter
- Review and provide comments on an ordinance approving a Development Agreement, finding conformity with or waiving provisions of Administrative Code Sections 41 and 56; and adopting Planning Code Text Amendments.

Actions by Other City Departments and State Agencies

- San Francisco Department of Public Works
  - Various permits and approvals related to streetscape improvement plans
- San Francisco Department of Building Inspection
  - Building permits for each property described in Figure 1 above
- San Francisco Municipal Transportation Agency
  - Various permits and approvals related to curb striping and Class 2 bike rack installation.

D. Environmental Review

Pursuant to and in accordance with the requirements of Section 21094 of the Public Resources and Sections 15063 and 15082 of the CEQA Guidelines, the San Francisco Planning Department, as lead agency, prepared a Notice of Preparation ("NOP") on September 29, 2010. The NOP was distributed to the State Clearinghouse and mailed to governmental agencies with potential interest, expertise, and/or authority over the Project; interested members of the public; and occupants and owners of real property surrounding the project area.

The Planning Department held a Public Scoping Meeting on October 26, 2010 to receive oral comments on the scope of the EIR. In total, during the scoping period the Planning Department received comments from two agencies, three non-governmental organizations, and three individuals. The Notice of Preparation, Revised NOP, and Summary of NOP Comments are included as Appendix A to the DEIR.

A Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on February 25, 2015.

On February 25, 2015, the Planning Department published the DEIR and circulated the same to local, state, and federal agencies and to interested organizations and individuals. The DEIR was made available for public review at the following locations: (i) San Francisco Planning Department, Planning Information

Counter, 1660 Mission Street; (ii) San Francisco Main Library, 100 Larkin Street; (iii) San Francisco State University Library, 1630 Holloway Avenue; and (iv) Hastings College of Law-Library, 200 McAllister Street. Electronic copies were also available for review or download on the Planning Department's web page.

Also, on February 25, 2015, the Planning Department distributed notices of availability of the DEIR by (i) publishing notice in a newspaper of general circulation in San Francisco; (ii) posting the notice of availability at the San Francisco County Clerk's office; and (iii) posting notices at locations near the project sites. The distribution list for the DEIR, as well as all documents referenced in the DEIR, were also available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

On April 8, 2015, the Planning Department distributed revised notices of availability of the DEIR, published revised notification of its availability in a newspaper of general circulation in San Francisco, posted the revised notice of availability at the San Francisco County Clerk's office, and posted revised notices at locations near the Proposed Project and in a 300-foot buffer of 2550 Van Ness Avenue. The notice was revised to address a specific site in Study Area 2 (Lombard/Van Ness Avenue) at 2550 Van Ness Avenue (Assessor's block/lot: 0526/021). This additional site is within the proposed identified uses in Study Area 2 of up to 220 rooms or 400 beds, as described in the DEIR.

During the DEIR public review period, the Planning Department received written comments from five public agencies, one Planning Commission member, 45 non-governmental organizations, and 35 individuals (or groups of individuals). During the public review period, the Department conducted a public hearing to receive verbal comments on the DEIR. Verbal comments were received from five Planning Commission members, nine non-governmental organizations, and 13 individuals (or groups of individuals). The public hearing was held before the San Francisco Planning Commission on April 16, 2015, at San Francisco City Hall.

The San Francisco Planning Department then prepared the responses to comments on environmental issues received during the 62-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and correct errors in the DEIR. That document, which also includes written responses to each comment received on the DEIR, was published on June 30, 2016.

The Department prepared the FEIR consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document as required by law.

The Planning Commission reviewed and considered the FEIR and all of the supporting information and certified the FEIR on July 28, 2016. In certifying the FEIR, this Planning Commission found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code. Further, the Planning Commission determined that the FEIR does not add significant new information to the DEIR that would require recirculation of the FEIR under CEQA, because the FEIR contains no information revealing (1) any new significant environmental impact that would result from the Project or from a new mitigation measure proposed to be implemented, (2) any substantial increase in the severity of a previously

identified environmental impact, (3) any feasible project alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project, but that was rejected by the Project's proponents, or (4) that the DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

In addition to the above documents, the Planning Department also prepared an Existing Sites Technical Memorandum ("ESTM") on May 4, 2016. The ESTM evaluates the Academy's use at the 34 properties that were occupied by the Academy at the time of publication of the NOP. The Commission may use the ESTM for information in considering all Academy applications to legalize past, unauthorized changes and its ongoing operations, as consistent with the Settlement Agreement. Unlike the FEIR, however, the ESTM is not required to go through a certification process by the Commission, and its recommendations to decision makers are not binding until approval of the conditions as part of any entitlements for each Academy property.

Prior to considering approval of the Project, the Commission must determine that the Project proposed for approval has been sufficiently assessed under CEQA. Changes to the project have been proposed since the Planning Commission certified the FEIR on July 28, 2016. Once an EIR has been certified, CEQA Section 21166 and CEQA Guidelines Section 15162 provide the rules for determining whether the certified EIR provides a sufficient analysis of the modified Project or if subsequent assessment is required. If such analysis is sufficient, but certain changes to a certified EIR are needed, the changes can be in the form of an addendum to the certified EIR. An "addendum" can be used if some changes or additions to the certified EIR are necessary but none of the conditions described in Section 15162 above have occurred. An addendum need not be circulated for public review and comment, and public participation in the decision to utilize an addendum (rather than a supplement or subsequent EIR) is not required. The Planning Department determined the Revised Project qualified for analysis through the addendum process and issued the Addendum on October 9, 2019.

E. Content and Location of Record

The record upon which all findings and determinations related to the adoption of the proposed Project are based include the following:

- The FEIR, and all documents referenced in or relied upon by the FEIR, including the Addendum;
- All information (including written evidence and testimony) provided by City staff to the City relating to the FEIR and Addendum, the proposed approvals and entitlements, the Project, and the alternatives set forth in the FEIR;
- All information (including written evidence and testimony) presented to the City by the environmental consultant and subconsultants who prepared the FEIR and Addendum, or incorporated into reports presented to the City;
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project, the FEIR, or Addendum;

- All applications, letters, testimony, and presentations presented to the City by the Project Sponsor and its consultants in connection with the Project;
- All information (including written evidence and testimony) presented at any public hearing related to the EIR;
- The MMRP;
- the ESTM, and,
- All other documents comprising the record pursuant to Public Resources Code Section 21167.6(e).

The public hearing transcripts and audio files, a copy of all letters regarding the FEIR received during the public review period, the administrative record, and background documentation for the FEIR are located at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco. The Planning Department, Jonas P. Ionin, is the custodian of these documents and materials.

F. Findings About Significant Environmental Impacts of the Project and Mitigation Measures

The following Sections II, III and IV set forth the City's findings about the FEIR, as modified by the Addendum, determinations regarding significant environmental impacts of the project and the mitigation measures proposed to address them. These findings provide the written analysis and conclusions of the City regarding the environmental impacts of the Project and the mitigation measures included as part of the FEIR and Addendum and adopted by the City as part of the Project. To avoid duplication and redundancy, and because the Commission agrees with, and hereby adopts, the conclusions in the FEIR and Addendum, these findings will not repeat the analysis and conclusions in either the FEIR or Addendum, but instead incorporates them by reference herein and relies upon them as substantial evidence supporting these findings.

In making these findings, the City has considered the opinions of Planning Department and other City staff and experts, other agencies, and members of the public. The Commission finds that: the determination of significance thresholds is a judgment decision within the discretion of the City and County of San Francisco; the significance thresholds used in the FEIR, as modified by the Addendum, are supported by substantial evidence in the record, including the expert opinion of the EIR preparers and City staff; and the significance thresholds used in the FEIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project.

These findings do not attempt to describe the full analysis of each environmental impact contained in the FEIR and Addendum. Instead, a full explanation of these environmental findings and conclusions can be found in the FEIR and Addendum and these findings hereby incorporate by reference the discussion and analysis in the FEIR and Addendum supporting the determination regarding the Project impacts and mitigation measures designed to address those impacts. In making these findings, the City ratifies, adopts and incorporates in these findings the determinations and conclusions of the FEIR and Addendum relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

As set forth below, the City adopts and incorporates the mitigation measures set forth in the FEIR, the Addendum, and the attached MMRP to substantially lessen or avoid the potentially significant and significant impacts of the Project. The City intends to adopt the mitigation measures proposed in the FEIR, as revised in the Addendum. Accordingly, in the event a mitigation measure recommended in the FEIR, as revised in the Addendum, has inadvertently been omitted in these findings or the MMRP, such mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measures in the FEIR, as revised in the Addendum, due to a clerical error, the language of the policies and implementation measures as set forth in the FEIR, as revised in the Addendum, shall control. The impact numbers and mitigation measure numbers used in these findings reflect the information contained in the FEIR, as revised by the Addendum.

In the Sections II, III and IV below, the same findings are made for a category of environmental impacts and mitigation measures. Rather than repeat the identical finding dozens of times to address each and every significant effect and mitigation measure, the initial finding obviates the need for such repetition because in no instance is the Planning Commission rejecting the conclusions of the FEIR, and Addendum, or the mitigation measures recommended in the FEIR, as revised by the Addendum, for the Project.

II. IMPACTS OF THE PROJECT FOUND NOT TO BE SIGNIFICANT AND THUS DO NOT REQUIRE MITIGATION

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.). Based on the evidence in the whole record of this proceeding, the City finds that, the Project described in the DEIR, and as revised in the Addendum, will not result in any significant impacts, on a Program-Level, Project-Level, or Proposed-Project Level, in the below areas and that these impact areas therefore do not require mitigation.

Land Use

- **Impact LU-1.1/1.2/1.3:** Physically divide an established community.
- **Impact LU-2.1/2.2/2.3:** Result in a substantial adverse impact on the existing character of the vicinity.
- **Impact LU-3.1/3.2/3.3:** Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental impact.
- **Impact C-LU-1**: Cumulative impact on land use resulting from implementation of the Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity.

Aesthetics

- **Impact AE-1.1/1.2/1.3:** Result in a substantial adverse effect on a scenic vista.
- **Impact AE-2.1/2.2/2.3:** Substantially damage visual resources, including, but not limited to, tree, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting.
- **Impact AE-3.1/3.2/3.3:** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties
- **Impact C-AE-1:** The implementation of the Project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to a significant aesthetic impact.

Population, Housing, and Employment

- **Impact PH-1.1/1.2/1.3:** Induce substantial population growth in an area, either directly or indirectly.
- **Impact PH-2.2:** The Proposed Project, including growth at the six project sites, would not displace substantial numbers of people or existing housing units or create demand for additional housing, necessitating the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees.

Cultural and Paleontological Resources

- **Impact CP-1.1/1.2/1.3:** Cause a substantial adverse change in the significance of a historical architectural resource.
- **Impact CP-2.2:** The Proposed Project, including growth at the six project sites, would not cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5.
- **Impact CP-3.1/3.2/3.3:** Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.
- **Impact CP-4.2:** The Proposed Project, including growth at the six project sites would not disturb any human remains, including those interred outside of formal cemeteries.
- **Impact C-CP-1:** The Project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to a significant cumulative historical, archeological, or paleontological resources impact, or to a significant cumulative disturbance of human remains.

Transportation and Circulation

- **Impact TR-1.1/1.2/1.3:** Result in a substantial adverse impact at any of the study intersections during the peak hours, or cause major traffic hazards.
- **Impact TR-2.1/2.2/2.3:** Result in a substantial increase in local or regional transit demand that could not be accommodated by local or regional transit demand that could not be accommodated by local or regional transit capacity; nor would it affect transit operating conditions such that adverse impacts to local or regional transit service could occur.
- **Impact TR-4.1/4.2/4.3:** Result in substantial overcrowding on public sidewalks or otherwise interfere with pedestrian accessibility, or create potentially hazardous conditions for pedestrians.
- **Impact TR-5.1/5.2/5.3:** Result in potentially hazardous conditions for bicyclists, nor otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.
- **Impact TR-6.1/6.2/6.3:** Would not substantially increase loading demand and would, therefore, have a less-than-significant commercial loading impact.
- **Impact TR-7.1/7.2/7.3:** Would not substantially increase parking demand nor would it cause unsafe or delayed conditions for other transportation activities.
- **Impact TR-8:** Result in inadequate emergency access.
- **Impact TR-9:** Result in construction-related transportation impacts because of their temporary and limited duration.
- **Impact C-TR-1.1/1.2/1.3:** The Project, in combination with past, present, and reasonably foreseeable future projects, would not cumulatively result in a substantial adverse impact at any of the study intersections, or cause major traffic hazards.
- **Impact C-TR-2.1b/2.2b/2.3b:** The Project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively substantial increase in regional transit demand that could not be accommodated by regional transit capacity under 2035 Cumulative plus Project conditions.

Implementation of the following improvement measures will ensure the above impacts remain less-than-significant:

Improvement Measure I-TR-1 – Implement Transportation Demand Management Strategies to Reduce Single-Occupancy Vehicle Trips.

Improvement Measure I-TR-2 – Academy Shuttle Activities Monitoring.

Improvement Measure I-TR-3 – Improvement of Pedestrian Conditions at PS-6, 2225 Jerrold Avenue.

Improvement Measure I-TR-4 – Improvement of Bicycle Parking Conditions at Academy Facilities.

Improvement Measure I-TR-5 – Academy Monitoring of Commercial Loading Activities.

Improvement Measure I-TR-6 – Construction Truck Deliveries during Off-Peak Periods.

Improvement Measure I-TR-7 – Additions to the Construction Management Plan.

Noise

- **Impact NO-1.1/1.2/1.3:** Cause a temporary increase in noise levels substantially in excess of ambient levels resulting from construction activities.
- **Impact NO-2.2:** Expose persons to or generate noise levels in excess of standards established in the San Francisco General Plan or Noise Ordinance (Police Code Article 29) or result in a substantial permanent increase in ambient noise levels.
- **Impact NO-3.1/3.2/3.3:** Create excessive groundborne vibration levels in existing residential neighborhoods adjacent to the study area.

Air Quality

- **Impact AQ-1.1/1.2/1.3:** Generate fugitive dust or criteria air pollutants, from construction activities, that would violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.
- **Impact AQ-3.1/3.2:** Result in emissions of criteria air pollutants from operations but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.
- **Impact AQ-4.2:** Generate new emissions of toxic air contaminants from operation, including diesel particulate matter, and therefore would not expose sensitive receptors to substantial air pollutant concentrations.
- **Impact AQ-5.1/5.2/5.3:** Conflict with, or obstruct implementation of, the 2010 Clean Air Plan.
- **Impact AQ-6.1/6.2/6.3:** Create objectionable odors that would affect a substantial number of people.

Greenhouse Gas Emissions

- **Impact C-GG-1.1/1.2/1.3:** Generate greenhouse gas emissions at levels that would result in a cumulatively considerably impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions.

Wind and Shadow

- **Impact WS-1.1/1.2/1.3:** Alter wind in a manner that would substantially affect public areas.
- **Impact WS-2.1/2.2/2.3:** Create new shadow in a manner that could substantially affects outdoor recreation facilities or other public areas.

Recreation

- **Impact RE-1.1/1.2/1.3:** Increase the use of or physically degrade existing recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated or require construction or expansion of recreational facilities in a way that would adversely affect the environment.

- **Impact C-RE-1:** Considerably contribute to a significant cumulative impact on recreational use to existing public parks or recreational facilities.

Utilities and Services Systems

- **Impact UT-1.1/1.2/1.3:** Require or result in the construction of substantial new water treatment facilities, and the City would have sufficient water supply available to serve the project from existing entitlements and resources, and would not require new or expanded water supply resources or entitlements.
- **Impact UT-2.1/2.2/2.3:** Require or result in the expansion or construction of new wastewater treatment or stormwater facilities, exceed capacity of the wastewater treatment provider when combined with other commitments, or exceed wastewater treatment requirements of the Regional Water Quality Control Board.
- **Impact UT-3.1/3.2/3.3:** Result in increased generation of solid waste that could not be accommodated by existing landfill capacity and comply with federal, state and local statues and regulations related to solid waste.
- **Impact C-UT-1:** The implementation of the Proposed Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to a significant cumulative impact on utilities.

Public Services

- **Impact PS-1.1/1.2/1.3:** Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered fire or police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire and police protection.
- **Impact PS-2.1/2.2/2.3:** Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools.
- **Impact PS-3.1/3.2/3.3:** Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for libraries.
- **Impact C-PS-1:** The implementation of the Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to a significant cumulative impact on public services.

Biological Resources

- **Impact BI-1.1/1.2/1.3:** Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service.
- **Impact BI-2.1/2.2/2.3:** Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- **Impact C-BI-1:** Implementation of the Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, could make a considerable contribution to a significant cumulative impact on biological resources.

Geology and Soil

- **Impact GE-1.1/1.2/1.3:** Expose people or structures to the risk of loss, injury, or death involving strong seismic groundshaking and seismic-related ground failure such as liquefaction.

- **Impact GE-2.1/2.2/2.3:** Would not be located on geologic or soil units that are unstable, or that could become unstable as a result of the Proposed Project.
- **Impact GE-3.1/3.2/3.3:** Would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, and, therefore, would not create substantial risks to life or property.
- **Impact C-GE-1:** The implementation of the Proposed Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to a cumulative impact on geology and soils.

Hydrology and Water Quality

- **Impact HY-1.1/1.2/1.3:** Violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality.
- **Impact HY-2.1/2.2/2.3:** Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site, or create or contribute runoff water that would exceed the capacity of existing or planned storm sewer systems or provide substantial additional sources of polluted runoff.
- **Impact HY-3.1/3.2/3.3:** Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map, or place within a 100-year flood hazard area structures that would impede or redirect flood flows.
- **Impact HY-4.1/4.2/4.3:** Expose people or structures to inundation by tsunami.
- **Impact C-HY-1:** The implementation of the Proposed Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to a cumulative impact on hydrology and water quality.

Hazards and Hazardous Materials

- **Impact HZ-1.1/1.2/1.3:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- **Impact HZ-3.1/3.2/3.3:** Expose the public or the environment to unacceptable levels of known or newly discovered hazardous materials as a result of a site being located on a hazardous materials list site.
- **Impact HZ-4.1/4.2/4.3:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Mineral and Energy Resources

- **Impact ME-1.1/1.2/1.3:** Encourage activities that result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner.
- **Impact C-ME-1:** Result in a cumulatively considerable contribution to wasteful use of energy.

Agriculture and Forest Resources

- Project will have no impact on agricultural or forest resources.

III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible (unless mitigation to such levels is achieved through adoption of a project alternative). The findings in this Section

III and in Section IV concern mitigation measures set forth in the EIR. These findings discuss mitigation measures identified in the DEIR to mitigate the potentially significant impacts of the proposed project. As described in Section 4 of the Addendum, the severity of the impacts of the Revised Project is the same or less than for the Proposed Project, and as described in this Section the potentially significant impacts of the project also would be mitigated to a less-than-significant level by the same mitigation measures identified in the DEIR for the Original Project (or minor variations of the same mitigation measures to be specific to the Revised Project). The full text of the mitigation measures is contained in the FEIR, Addendum and in Attachment B, the Mitigation Monitoring and Reporting Program. The City finds that the impacts of the Revised Project identified in this Section III would be reduced to a less-than-significant level through implementation of the mitigation measures contained in the FEIR and Addendum, included in the Revised Project, or imposed as conditions of approval and set forth in Attachment B.

This Commission recognizes that some of the mitigation measures are partially within the jurisdiction of other agencies. The Commission urges these agencies to assist in implementing these mitigation measures, and finds that these agencies can and should participate in implementing these mitigation measures.

Impact CP-2.1: With mitigation, the Proposed Project, including growth in the 12 study areas, would not cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5.

Impact CP-2.3: With mitigation, the Proposed Project, including growth in the 12 study areas and at the six project sites, would not cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5.

In the Proposed Project the Academy would revises the utilization of its City campus through occupation and change of use of existing buildings for institutional and student residential uses. The FEIR conservatively estimated that as a result of the occupation and change of use some of the existing buildings may require seismic retrofits or other renovations or modifications to be compatible with the proposed use, which in turn may require minor excavation causing ground-disturbing activities. Mitigation Measure M-CP-2.1, requiring a project-specific preliminary archaeological assessment for individual project components involving ground-disturbing activities within the 12 studies areas, reduces the Proposed Project's impact on archaeological resources to a less than significant level. The Addendum found the Revised Project did not change these facts and conclusions.

Mitigation Measure M-CP-2.1 – Project-Specific Preliminary Archaeological Assessment

Impact CP-4.1: With mitigation, the Proposed Project, including growth in the 12 study areas, would likely not disturb human remains including those interred outside of formal cemeteries.

Impact CP-4.3: With mitigation, the Proposed Project, including growth in the 12 study areas and at the six project sites, would likely not disturb human remains, including those interred outside of formal cemeteries.

As explained above, the Proposed Project is unlikely to cause any ground disturbances outside of shallow depth excavation associated with any potential seismic retrofits or renovations and modifications

compatible with proposed building use. In the outside chance such ground disturbances could disturb human remains, Mitigation Measure M-CP-2.1, requiring a project-specific preliminary archaeological assessment for individual project components involving ground-disturbing activities within the 12 studies areas, reduces the Proposed Project's impact to a less than significant level. The Addendum found the Revised Project did not change these facts and conclusions.

Mitigation Measure M-CP-2.1 – Project-Specific Preliminary Archaeological Assessment

Impact C-TR-3: With mitigation, the Proposed Project, including growth in the 12 study areas and at the six project sites, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the study areas and project sites, would likely not have less–than-significant with mitigation cumulative Academy shuttle impact.

Impact TR-3.1: With mitigation, the Proposed Project, including growth within the 12 study areas, would likely not result in a substantial increase in shuttle demand that could not be accommodated by planned shuttle capacity so as to avoid an impact to the City's transit or transportation system; and would not cause substantial conflicts with traffic, public transit, pedestrian, bicycles, or commercial loading.

Impact TR-3.2: With mitigation, the Proposed Project, including growth at the six project sites, would likely not result in a substantial increase in shuttle demand that could not be accommodated by planned shuttle capacity so as to avoid an impact to the City's transit or transportation system; but would not cause substantial conflicts with traffic, public transit, pedestrian, bicycles, or commercial loading.

Impact TR-3.3: With mitigation, the Proposed Project, including growth within the 12 study areas and at the six project sites, would likely not result in a substantial increase in shuttle demand that could not be accommodated by planned shuttle capacity so as to avoid an impact to the City's transit or transportation system; but would not cause substantial conflicts with traffic, public transit, pedestrian, bicycles, or commercial loading.

As existing in 2010, the capacity of the Academy's shuttle routes are not adequate to accommodate all Project development as envisioned by the projected growth in the Proposed Project. Such growth could therefore result in an increased burden on the City's transit or transportation system. Specifically, the Proposed Project projects growth in the 12 study areas to generate a demand of up to 642 PM peak hour shuttle bus trips. Growth in individually study areas would range from 15 (in SA-12) to 502 PM peak hour shuttle trips (in SA-5). Maximum demand for several study areas could exceed 100 PM peak hour shuttle trips, depending on the conceptual development option of the shuttle program, including SA-5 (up to 502), SA-7 (up to 296), SA-4 (up to 168), SA-6 (up to 140), SA-2 (up to 147), and SA-3 (up to 131 PM peak hour shuttle trips).

The above projected growth could therefore result in an increased burden on the City's transit or transportation system. The implementation of Mitigation Measure M-TR-3.1 – Shuttle Demand, Service Monitoring and Capacity Utilization Performance Standard, along with the ongoing analysis and monitoring to meet an established performance standard would ensure that the shuttle demand could be met and any impact to the City's transit or transportation system would be reduced to a less-than-significant level.

As analyzed in the Addendum, the growth projected in the Proposed Project, reiterated above, has not occurred and future projected growth has been significantly reduced to three percent per year. The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impact TR-3.1.

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

Impact NO-2.1: With mitigation, the Proposed Project, including growth in the 12 study areas would like not expose persons to or generate noise levels in excess of standards established in the San Francisco General Plan or Noise Ordinance (Police Code Article 29) or result in a substantial permanent increase in ambient noise levels.

Impact NO-2.3: With mitigation, the Proposed Project, including growth in the 12 study areas and at the six project sites, would likely not expose persons to or generate noise levels in excess of standards established in the San Francisco General Plan or Noise Ordinance (Police Code Article 29) or result in a substantial permanent increase in ambient noise levels.

As part of the Proposed Project, the Academy could propose changes of use of currently nonresidential buildings in study areas to residential use, thereby placing noise-sensitive land uses in a noise environment that may be incompatible with that sensitive use. Specifically, the traffic-generated noise levels along most major streets throughout the Proposed Project area exceed 70 dBA, above the San Francisco General Plan guidelines of 60 dBA. The majority of the new residential units would be subject to state Title 24 noise requirements contained in the California Noise Insulation Standards, thus such units would have interior noise levels at 45dBA. For residential development not subject to the California Noise Insulation Standards, where traffic noise in the Project Area has the potential to result in a significant effect, implementation of Mitigation Measures M-NO-2.1a – Interior Noise Levels for Residential Uses and M-NO-2.1b – Siting of Noise-Sensitive Uses, would reduce the impact of exposure to noise levels in excess of the San Francisco General Plan recommendations to a less-than-significant level.

The Academy uses in the study area could add fixed noise sources such as pumps, fans, air-conditioning apparatus or refrigeration machines. Section 2909 of the City's Noise Ordinance prohibits "any machine or device, music or entertainment or any combination of same" located on residential or commercial/industrial property from emitting noise that is 5 dBA or 8 dBA (commercial/industrial) above the local ambient noise at any point outside the property plan of use containing noise source, as well has allowing any fixed noise source to cause noise level measured inside any sleeping or living room in any dwelling unit located on residential property to exceed 45 dBA between the hours of 10:00pm to 7:00am or 55 dBA between the hours of 7:00 am to 10:00 pm with windows open. The Academy intends to comply with all such guidelines in all designs, but without such adequate designs, significant impact on such uses could result from noise levels generated by fixed sources. Implementation of Mitigation Measure M-NO-2.1c – Siting of Noise-Generating Equipment would reduce this impact to less-than-significant level.

The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impacts NO-2.1 and NO-2.3.

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.

Impact C-NO-1: With mitigation, the implementation of the Proposed Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to a cumulative impact associated with noise and vibration.

Without mitigation the Proposed Project, in combination with past, present, and reasonably would have a less than significant impact associated with vibration and noise caused by cumulative traffic noise or construction activities. It is not anticipated that the Academy stationary noise sources would cause significant off-noise impacts to off-site receptors in the study areas due to the City's Noise Ordinance and anticipated consistency with the San Francisco General Plan, but significant impacts from such uses could occur without adequate design. Implementation of Mitigation Measure M-NO-2.1c – Siting of Noise-Generating Equipment would reduce this impact to a less-than-significant level.

It is possible that with cumulative development, the ambient noise level will increase in study areas where the Academy might seek changes of use to accommodate student housing. For residential development not subject to the California Noise Insulation Standards, traffic noise in the Project Area has the potential to result in a significant effect. Implementation of Mitigation Measures M-NO-2.1a – Interior Noise Levels for Residential Uses and M-NO-2.1b – Siting of Noise Sensitive Uses the potential conflict between the cumulative noise environment and the Academy residential uses would be reduced to less-than-significant levels.

The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impact C-NO-1.

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.

Impact AQ-2.1: With mitigation, construction in the 12 study areas would likely not generate toxic air contaminants, including diesel particulate matter that would expose sensitive receptors to substantial pollutant concentrations.

Impact AQ-2.2: With mitigation, construction at the six project sites, would likely not generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial pollutant concentrations.

Impact AQ-2.3: With mitigation, construction of the Proposed Project, including growth in the 12 study areas and at the six project sites, would generate toxic air contaminants, including diesel particulate matter, that would expose sensitive receptors to substantial pollutant concentrations.

Several Study Areas are located completely or partially in areas that already experience poor air quality and tenant improvements associated with the Proposed Project would general additional air pollution, adversely affecting nearby sensitive receptors that are already exposed to high levels of air pollution. Uncontrolled diesel equipment operating in connection with this construction would cause a significant impact. Compliance with Mitigation Measure M-AQ-2.1 – Construction Emissions Minimization with an Air Pollutant Exposure Zone requires cleaner diesel equipment and would reduce the impact form renovation activities on nearby sensitive receptors to a less-than-significant level.

The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impacts AQ-2.1, AQ 2.2, and AQ 2.3.

Mitigation Measure M-AQ-2.1 – Construction Emissions Minimization within an Air Pollutant Exposure Zone.

Impact AQ-3.3: With mitigation, operation of the Proposed Project, including growth in the 12 study areas and at the six project sites, would result in emissions of criteria air pollutants, but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.

The Academy renovations of 200,000 sf of development is a significant source of ROG emissions due to architectural coating, but implementation of Mitigation Measure M-AQ-3.3 – Maximum Daily Construction Activities would reduce emissions of ROGs to less-than significant levels by limiting construction activities to the renovation (including architectural coasting) of a maximum of 100,000 sf of building space at a time.

The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impact AQ-3.3.

Mitigation Measure M-AQ-3.3 – Maximum Daily Construction Activities.

Impact AQ-4.1: With mitigation, operation of the 12 study areas would likely not generate toxic air contaminants, including diesel particulate matter, and could expose sensitive receptors to substantial air pollutant concentrations.

Impact AQ-4.3: With mitigation, operation of the Proposed Project, including growth in the 12 study areas and at the six project sites, would likely not generate toxic air contaminants, including diesel particulate matter, and could expose sensitive receptors to substantial air pollutant concentrations.

There is a potential for Academy buildings, in the Study Areas, will require the installation of a new emergency back-up generator or a boiler, both of which have the potential to add pollutant concentrations. Generations of such additional pollutants within the Air Pollutant Exposure Zones would be a significant impact, but implementation of Mitigation Measures M-AQ-4.1a – Best Available Control Technology for Diesel Generators, and M-AQ-4.1b – Best Available Control Technology for Boilers, at study area sites within Air Pollutant Exposure Zones when the occupation of that site requires the installation of a new generator or boiler will reduce impacts from new stationary sources to less-than-significant levels. When the Academy occupies a new site within study area that is partially within an Air Pollutant Exposure Zone, the Planning Department will review the specific location to determine applicability of Mitigation Measure M-AQ-2.1 – Construction Emissions Minimization within an Air Pollutant Exposure Zone.

Six of the Study Areas have the potential to house resident students which is considered a sensitive land use, or these, five study areas have the potential to place student residences partially within Air Pollutant Exposure Zones. Siting sensitive land use within Air Pollutant Exposure Zones could expose residents within student housing to elevated levels of air pollution, resulting in a significant impact, but implementation of Mitigation Measure M-AQ-4.1c – Air Filtration Measures within an Air Pollutant Exposure Zone, would reduce impacts to new sensitive receptors to less-than-significant levels.

The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impacts AQ-4.1 and AQ-4.3.

Mitigation Measure M-AQ-4.1a – Best Available Control Technology for Diesel Generators.

Mitigation Measure M-AQ-4.1b – Best Available Control Technology for Boilers.

Mitigation Measure M-AQ-4.1c – Air Filtration Measures within an Air Pollutant Exposure Zone.

Impact C-AQ-1: With mitigation, the Proposed Project, in combination with past, present, and reasonably foreseeable future projects, would likely not result in a considerable contribution to a cumulative regional criteria air pollutant impact.

The project-level thresholds for criteria air pollutants are based on levels at which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. The Proposed Project's construction and operational emissions would not exceed the project-level thresholds for criteria air pollutants NOx, PM10, and PM2.5. However unmitigated emissions under Impact AQ-3.3 would exceed ROG thresholds. With the implementation of Mitigation Measure M-AQ-3.3 – Maximum Daily Construction Activities impacts from ROG for Impact AQ-3.3 would be reduced to below the significance thresholds; therefore, the Proposed Project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impact C-AQ-1.

Mitigation Measure M-AQ-3.3 – Maximum Daily Construction Activities.

Impact C-AQ-2: With mitigation, the Proposed Project, in combination with past, present, and reasonably foreseeable future projects, would likely not contribute considerably to cumulative health risk impacts.

The Proposed Project would add new sensitive land uses and new sources of TACs (e.g., construction, new shuttle trips and potentially stationary sources) within some areas already adversely affected by air quality, resulting in a contribution to cumulative health risk impacts on sensitive receptors. This would be a significant cumulative impact, but the Proposed Project would be required to implement Mitigation Measure M-AQ-2.1 – Construction Emissions Minimization within Air Pollutant Exposure Zone, which could reduce construction period emissions by as much as 94 percent; Mitigation Measure M-AQ-4.1a – Best Available Control Technology for Diesel Generators, which requires best available control technology

to limit emissions from any new emergency back-up generator; Mitigation Measure M-AQ-4.1b – Best Available Control Technology for Boilers, which limits emissions from any new boilers; and Mitigation Measure M-AQ-4.1c – Air Filtration Measures Within an Air Pollutant Exposure Zone, which requires that enhanced ventilation be provided for buildings converted to residential use, designed to reduce outdoor infiltration of fine particulate matter indoors by 80 percent. Implementation of these mitigation measures would minimize the Proposed Project's contribution to cumulative air quality impacts, and other projects in the vicinity would be required to implement similar measures to avoid or minimize their contributions to the degradation of air quality. Therefore, with mitigation this impact would be less than significant.

The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impacts C-AQ-2.

Mitigation Measure M-AQ-2.1 – Construction Emissions Minimization within Air Pollutant Exposure Zone.

Mitigation Measure M-AQ-4.1a – Best Available Control Technology for Diesel Generators.

Mitigation Measure M-AQ-4.1b – Best Available Control Technology for Boilers.

Mitigation Measure M-AQ-4.1c – Air Filtration Measures Within an Air Pollutant Exposure Zone.

Impact HZ-2.1: With mitigation, the Proposed Project, including the growth in the 12 study areas, would likely not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous building materials into the environment, including within 0.25 mile of a school.

Impact HZ-2.2: With mitigation, the Proposed Project, including growth at the six project sites, would likely not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous building materials into the environment, including within 0.25 mile of a school.

Impact HZ-2.3 The Proposed Project, including growth in 12 study areas and at the six project sites, could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous building materials into the environment, including within 0.25 mile of a school.

The Proposed Project, including the growth within the 12 study areas, would involve the occupation and change of use of existing buildings. Most construction activities would consist of interior tenant improvements. Growth in the study areas could also involve some limited ground disturbance to complete exterior seismic upgrades. Therefore, the Proposed Project could result in a reasonably foreseeable upset or accident conditions, including limited disturbance of hazardous building materials and contaminated soil. Materials containing PCBs could pose both a human health and environmental hazard which would be a significant impact, but implementation of Mitigation Measure M-HZ-2.1 would reduce this impact of the Proposed Project, including growth in the 12 study areas, to a less-than-significant level.

The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impacts HZ-2.1, HZ-2.2, and HZ-2.3.

Mitigation Measure M-HZ-2.1 – Testing and Removal of Hazardous Building Materials.

Impact C-HZ-1: With mitigation, the Proposed Project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to a significant cumulative hazard and hazardous materials impacts.

Implementation of the Proposed Project, with incorporation of Mitigation Measure M-HZ-2.1 – Testing and Removal of Hazardous Building Materials, would have a less-than-significant hazardous materials impact on the public and the environment in the vicinity of the study areas and project sites. Any other development in the Project vicinity would be required to comply with the same or similar regulatory framework as the Proposed Project. Adherence to these regulations would minimize exposure and ultimately result in removing hazardous materials from the region. Therefore, the Proposed Project would not contribute considerably to any significant cumulative impacts with respect to hazardous materials.

The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impact C-HZ-1.

Mitigation Measure M-HZ-2.1 – Testing and Removal of Hazardous Building Materials.

IV. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of these proceedings, the Commission finds that, where feasible, changes or alterations have been required, or incorporated into, the Project to reduce the significant environmental impacts as identified in the FEIR, Addendum and listed below. The Commission finds that the mitigation measures in the FEIR, Addendum and described below are appropriate, and that changes have been required in, or incorporated into, the Project that, pursuant to Public Resources Code Section 21002 and CEQA Guidelines Section 15091, may substantially lessen, but do not avoid (i.e., reduce to less-than-significant levels), the potentially significant environmental effects associated with implementation of the Project that are described below. The Commission adopts all of the mitigation measures and improvement measures set forth in the Mitigation Monitoring and Reporting Plan (MMRP), attached as Attachment B. The Commission further finds, however, for the impacts listed below, despite the implementation of feasible mitigation measures, the effects remain significant and unavoidable.

Based on the analysis contained within the FEIR, Addendum, other considerations in the record, and the significance criteria identified in the FEIR and Addendum, the Commission finds that because some aspects of the Revised Project could cause potentially significant impacts for which feasible mitigation measures are not available to reduce the impact to a less-than-significant level, those impacts are significant and unavoidable. The Commission recognizes that for certain significant impacts, although mitigation measures are identified in the FEIR and Addendum that would reduce those impacts to a less-than-significant level, the measures are uncertain or infeasible for reasons set forth below, and therefore those impacts remain significant and unavoidable or potentially significant and unavoidable.

The Commission determines that the following significant impacts on the environment, as reflected in the FEIR and Addendum, are unavoidable, but under Public Resources Code Section 21081(a)(3) and (b), and

CEQA Guidelines 15091(a)(3), 15092(b)(2)(B), and 15093, the Commission determines that the impacts are acceptable due to the overriding considerations described in Section VII below. This finding is supported by substantial evidence in the record of this proceeding.

Impact PH-2.1: The Proposed Project, including growth in the 12 study areas, would displace substantial numbers of people, or existing housing units, or create demand for additional housing, necessitating the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees.

Impact PH-2.3: The Proposed Project, including growth in the 12 study areas and at the six project sites, would displace substantial numbers of people, or existing housing units or create demand for additional housing, necessitating the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees.

Impact C-PH-1: The implementation of the Proposed Project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would contribute considerably to a cumulative impact on population and housing.

Based on the growth projections of the Proposed Project, the FEIR projected the Proposed Project would result in 4,209 new student residents and 525 new faculty/staff residents in San Francisco. The FEIR projects 2,203 units of housing within San Francisco are required to accommodate this population growth. The 2,203 units of housing were in addition to The Academy's projected growth of 400 Academy supplied student housing beds. The FEIR concludes that this population growth would not displace substantial numbers of people, or existing housing units, or displace a substantial number of businesses or employees, and that as to each of those elements the Proposed Project's impact is less than significant.

The FEIR concludes that Proposed Project would not result in displacement of existing residents because Planning Code Section 317 prohibits the conversion of existing residential uses, and change of use of group housing and SROs to student housing. In addition, Ordinance 188-12 prohibits the conversion of residential housing stock into student housing in most cases. Displacement of employees could occur if the Academy were to occupy a nonvacant building whose employees were not able to relocate within the city or region, however, given the regions current prospective job growth employees are likely to be able to find replacement jobs or relocate with the city or region.

The Proposed Project's projected growth requiring 2,203 units of houses would create demand for additional housing that is significant and unavoidable. The FEIR notes the 2010 vacancy rate is about 31,250 units of housing. Additionally, the FEIR notes approximately 58,000 new units that could be developed under various areawide planning efforts and redevelopment plans identified in the 2009 Housing Element. The FEIR notes that it is unknown whether these vacant units and new developments could accommodate the increased demand. There is no feasible mitigation for this impact, and it would therefore be significant and unavoidable.

The Addendum does not disagree with the FEIR's conclusion, but notes the substantial reduction of projected growth from the level analyzed in the FEIR. This reduced projected growth reduces demand for additional housing.

In addition to such a reduction, the Academy has agreed to commit to the provision of student housing to 36 percent of its full-time student population (students taking up to one class online) by July 1, 2022, 38 percent of its full time student population (students taking up to one class online) by July 1, 2023 and to use good faith efforts to house 45 percent of its full-time students (students taking up to one class online) by July 1, 2023. Further, the Academy would provide an affordable housing benefit to the city in the form of an in-lieu fee for the equivalent of 160 units of affordable housing (anticipated to be $37,600,000.00). The Revised Project would continue to create a substantial demand for additional housing, although the demand would be less than what was analyzed in the FEIR due to the decreases in existing and projected enrollment. As with the Proposed Project, the addition of residential uses to sufficiently mitigate this impact or reduction of institutional growth sufficient to avoid any increase in housing demand would fundamentally alter the Revised Project. There is no feasible mitigation for this impact. Therefore, as with the Proposed project, the Revised Project's impact on housing demand would be significant and unavoidable. The Revised Project would not change the conclusions reached in the FEIR regarding housing demand.

Impact C-TR-2.1a: Even with mitigation, the Proposed Project, including growth in the 12 study areas, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the study areas, could result in a substantial increase in local transit demand that could not be accommodated by adjacent Muni transit capacity at the Kearny/Stockton and Geary corridors under 2035 Cumulative plus Project conditions.

Impact C-TR-2.2a: Even with mitigation, the Proposed Project, including growth at the six project sites, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project sites, could result in a substantial increase in local transit demand that could not be accommodated by adjacent Muni transit capacity at the Kearny/Stockton corridor and Geary corridor under 2035 Cumulative plus Project conditions.

Impact C-TR-2.3a: Even with mitigation, the Proposed Project, including growth in the 12 study areas and at the six project sites, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the study areas and project sites, could result in a substantial increase in local transit demand that could not be accommodated by adjacent Muni transit capacity at the Kearny/Stockton corridor and Geary Corridor under 2035 Cumulative plus Project conditions.

The FEIR concluded that the Proposed Project would result in significant impacts on local transit demand on the Kearny/Stockton corridor and Geary corridor due to increases in capacity utilization exceeding 85 percent. Therefore, Mitigation Measure C-M-TR-2.1a would be applicable and would require the Academy to make a fair share contribution to corridor. However, because the source or sources of additional funding for transit service improvements are unknown at this time the feasibility of these improvements are uncertain the project-related impacts on local transit demand at the Kearny/Stockton corridor and Geary corridor would remain significant and unavoidable with mitigation.

The Addendum found the Revised Project did not change the facts and conclusions in the FEIR as analyzed in connection with Impacts C-TR-2.1a, C-TR-2.2a, and C-TR-2.3a.

Mitigation Measure C-M-TR-2.1a – The Academy Fair Share Contribution to Cumulative Transit Impact.

V. EVALUATION OF PROJECT ALTERNATIVES

This section describes the EIR alternatives and the reasons for rejecting the alternatives as infeasible. The CEQA Guidelines, section 15126.6(a), state that an EIR must describe and evaluate a reasonable range of alternatives to the Project that would feasibly attain most of the Project's basic objectives, but that would avoid or substantially lessen any identified significant adverse environmental effects of the project. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.

The Planning Department considered a range of alternatives in Chapter 6 of the FEIR. The FEIR analyzed the No Project Alternative ("Alternative A"), the Centralized Growth Alternative ("Alternative B"), the Reduced Growth Alternative (Alternative C), and the Reduced Institutional Growth Alternative (Alternative D). Each alternative is discussed and analyzed in these findings, in addition to being analyzed in Chapter 6 of the FEIR.

The Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the FEIR and in the record. The FEIR reflects the City's independent judgment as to the alternatives.

The City rejects the alternatives listed below because the Commission finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described in this Section, in addition to those described below under CEQA Guidelines Section 15091(a)(3), that make these alternatives infeasible. In making these determinations, the Commission is aware that CEQA defines "feasibility" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." The Commission is also aware that under CEQA case law the concept of "feasibility" encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project; and (ii) the question of whether an alternative is "desirable" from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors. The Commission finds that the Revised Project provides the best balance between satisfaction of Project objectives and mitigation of environmental impacts to the extent feasible, as described and analyzed in the FEIR and as modified by the Addendum.

A. Alternatives Considered and Rejected

The following alternatives were considered during the EIR scoping period, but, for the reasons set forth in the FEIR and in these findings, these alternatives were not carried forward for full analysis in the EIR.

1. Alternative Location

CEQA Guidelines section 15126.6(f)(2) states that alternative locations should be considered if they would avoid or substantially lessen any of the significant effects.

- Other Locations within the City Alternative. This alternative consists of locating all of the Academy's future growth in areas not analyzed in the FEIR and requires the Academy to vacate project sites requiring a change of use authorization. The study areas analyzed in the FEIR are those most suited to future Academy growth within the city. Given the Academy's practice of occupying buildings similar to the ones that would be vacated, any feasible alternative location is likely already within the study areas. For most impacts, occupancy of alternative study areas or project site locations would likely be similar to those of the Proposed Project and would by necessity be located further from the existing Academy facilities. Given this increased distance, transportation needs may have greater impacts as compared to the Proposed Project. Therefore, development at other locations within the City would not avoid or substantially lessen the impacts identified for the Proposed Project. For these reasons this alternative was rejected from further consideration.

  Other Locations outside the City Alternative. This alternative consists of the Academy providing all future growth outside of San Francisco. Such growth area would be limited by the Academy's need to be situated in a major city with a thriving arts and cultural community. This alternative would likely require that the Academy create two distinctly separate campuses and may force the Academy to organize its coursework along disciplines across those separate campuses, diminishing the interaction of students from various art disciplines. This alternative would not avoid or substantially lessen most of the Proposed Project's identified significant impacts because these impacts would likely occur in any new location adequately suited to the Academy's operations. This alternative may worsen transportation-related environmental impacts if students and staff were required to commute the increased distances between such campuses. The reduced campus cohesion also fails to meet the following basic project objectives: Objective 1, 5, 7, 8, and 9. For these reasons this alternative was rejected from further consideration.

The Commission concurs with the findings in the EIR and rejects these location alternatives because they would not (i) avoid significant impacts of the Revised Project, and (ii) fails to meet several of the Project's basic objectives.

2. Commitment to Only Interior Construction Activities in the Study Areas Alternative

This alternative was identified to address public concerns regarding the effect on historic resources and other Academy occupied buildings. It requires the Academy not make any exterior modifications to future occupied buildings in the study areas. Instead, improvements would be limited to interior construction activities, fire sprinkler/fire alarm upgrades, and seismic retrofit work. Under this alternative the Academy could not implement San Francisco Building Code ("SFBC") life safety requirements. This concept was rejected due to regulatory limitations which could require exterior modifications consisted with the SFBC or to promote safety. Additionally, this alternative would not reduce or avoid any identified significant impacts.

The Commission concurs with the findings in the EIR and rejects this alternative because it (i) would not avoid significant impacts of the Project, and (ii) is infeasible due to the requirements of the SFBC.

3. Building Construction Growth Alternative

This alternative was identified to address public concerns that (i) the Academy converts existing housing into student housing reducing the supply of housing in the City and (ii) the Academy is not developing its own facilities. It requires the Academy to accommodate the Project's projected growth by either (i) acquiring a large parcel and developing a number of new buildings, or (ii) accumulating contiguous parcels, demolishing the existing buildings, and developing a number of new buildings

There does not appear to currently be a large enough parcel in San Francisco capable of accommodating the Project's projected growth, making this alternative infeasible. If this alternative involves demolition and replacement of existing buildings, it could cause greater impacts to archaeological resources, historical architectural resources, and human remains; result in increased generation of toxic air contaminants, criteria air pollutant emissions and greenhouse gases, and increase releases of hazardous building materials into the environment compared to the Proposed Project. Therefore, this alternative was rejected from further consideration.

The Commission concurs with the findings in the EIR, and rejects this alternative because it (i) would not avoid significant impacts of the Project, and (ii) could create nor or greater physical impacts

B. Alternatives Considered in the EIR

The following Alternatives were fully considered and compared in the FEIR:

1. Alternative 1: No Project Alternative

As required by CEQA Guidelines section 15126.6(e), a no project alternative is provided to allow decision-makers to compare the environmental effects of approving the proposed project with the effects of not approving the project. The no project alternative is "the circumstance in which the Project does not proceed." (CEQA Guidelines section 15126.6(e)(3)(B).)

Under Alternative 1, the Academy would not occupy and change the use of 110,000 sf (220 rooms) of residential uses, 669,670 sf of institutional uses, and 17,533 sf of community facility use. Alternative 1 would result in a net loss of occupied space by the Academy of 225,460 sf of institutional uses at three project sites and 164 to 399 rooms. The Academy would continue to operate in its existing 27 sites (34 existing sites minus the seven potentially vacated residential sites) and at three of the six project sites.

Alternative 1 would not fulfill the Project's basic objectives. Specifically, the alternative would not meet Objectives 3, 4, 5, 6, 7, 8, 9, and 10. Alternative 1 prohibits the Academy from occupying the facilities necessary for its growth and would severely hamper its ability to accommodate its current enrolled students. While Alternative 1 could provide an avenue for future Academy growth as individual projects are proposed (each subject to future environmental review, compliance with the City's zoning code, and any IMP requirements), such avenue is infeasible in the near future due to the disruption caused by the City's requirement to vacate several buildings while simultaneously prohibiting student housing use at many of the Academy's current properties applicable in the Alternative 1 scenario. Without the growth provided in the Project, the Academy would be unable to provide accessible world class art education to all students seeking it and would be forced to reduce admissions. The reduction in future art students

would significantly reduce the amount of artistic activity occurring in San Francisco, as well as limited opportunities for the Academy students' integration into the city.

The Academy would also be unable to meet the student housing demand associated with any growth in enrollment, potentially increasing housing demand in the broader city. In addition, under Alternative 1, the Academy would not provide commitments to the City to house a larger percentage of its full-time student population than any other higher education institution in the city. The Academy would also not provide the large affordable housing in-lieu payment to the City. It is assumed, however, that this alternative would meet the objectives related to the Academy's operation in an urban context

The Commission concurs with these findings in the EIR, and rejects this alternative as infeasible because it fails to meet several of the basic Project Objectives. For this reason the Commission rejects Alternative 1 in favor of the Revised Project.

2. Alternative 2: Centralized Growth Alternative

Alternative 2 would focus 110,000 sf of residential (400 rooms serving 220 students), and 669,670 sf of institutional, of the Academy's future growth along transit corridors including Market, Mission and Fourth Streets as well as the Van Ness Avenue corridor. This alternative would consolidate the Academy's residential and institutional program-level growth in: SA-3 – Mid Van Ness Avenue; SA-4 – Sutter Street/Mason Street; SA-5 – Mid Market Street; SA-6 – Fourth Street/Howard Street; and SA-10 – Fifth Street/Brannan Street. Residential growth would be limited to SA-3 and SA-4, and institutional growth would be limited to SA-4, SA-5, SA-6, and SA-10. The rationale for locating the future Academy campus in the study areas proposed under Alternative 2 include: (i) creation of a more compact Academy campus, and (ii) permitting students to walk or use transit instead of cars or an expanded shuttle system.

Alternative 2 would not avoid any significant impact identified for the Project, although it would lessen the severity of the following impact, reducing a portion of it from significant and unavoidable to less than significant:

- Significant and unavoidable cumulative impacts on local transit in the Kearny/Stockton Corridor, but not in the Geary Corridor, would be reduced to less than significant due to the reduction in transit trips.

Alternative 2 would not meet Objectives 5, and 6, preventing the Academy from managing facilities in a flexible manner to ensure availability of space to meet changing needs of academic programs, and to enabling long-range programs and service planning to meet the needs of the community. The alternative would meet Objectives 1, 2, 3, 4, 7, 8, 9, and 10.

As analyzed in the Addendum, under the Revised Project the Academy would immediately vacate nine of its existing 40 campus properties. In addition to the 31 existing properties set to continue as Academy use, three properties not currently occupied by the Academy would be converted to Academy use for educational programs and student housing. The Revised Project increases the centralization of the Academy's campus to existing buildings on the Van Ness corridor. The Revised Project is also consolidates the Academy's campus into four clusters, identified in the IMP, which generally correspond to: (i) Van Ness Transit Corridor, (ii) Union Square, (iii) Financial District, and (iv) South of Market. While these

clusters do not align with the Alternative 2 study areas, they centralized the Academy's campus compared to the Proposed Project. This centralization accomplishes Alternative 2's rationales by created a more compact campus and by increasing predestrian walk trips. Under the Revised Project therefore, the objectives of Alternative 2 have, in part, been met.

The Commission concurs with these findings in the EIR, and rejects this alternative as infeasible because it (i) would fail to avoid several significant and unavoidable impacts of the Project, (ii) fails to meet some of the Project Objectives to the same extent as the Project, and (iii) the Revised Project accomplished significant centralization of the Academy campus. For these reasons, each of which is independently sufficient, the Commission rejects Alternative 2 in favor of the Project.

3. Alternative 3: Reduced Growth Alternative

Alternative 3 would reduce program-level growth by 50 percent in 12 study areas, resulting in a maximum growth of 110 beds/200 rooms, 335,000 sf of institutional use and 17,533 sf of community facility use in the 12 study areas, with the use and improvements at the project sites remaining the same as under the Proposed Project.

The 50 percent reduction in growth in Alternative 3 would also reduce the cumulative impacts on local transit in the Kearny/Stockton Corridor by a comparable 50 percent reduction of local transit trips. This reduction of local transit trips would result in reducing this impact from significant and avoidable to less-than-significant. Such reduction, however, would not extend to the cumulative transit impacts of the Geary Corridor, which would remain a significant and unavoidable impact. Alternative 4 would also not avoid any other significant impact identified for the Project, all of which would remain substantially similar.

The Reduced Growth Alternative would meet most of the Project objectives, including Objectives 1, 2, 4, 7, 8, 9, and 10. However, it would not meet any of the Project's primary objectives relating to occupying new buildings to provide flexibility in programming due to the reduce growth allowance.

The Commission concurs with these findings in the EIR and rejects this alternative as infeasible because it (1) would fail to avoid significant and unavoidable impacts of the Project, and (2) would fail to meet some of the Project Objectives to the same extent as the Project. For these reasons, each of which is independently sufficient, the Commission rejects Alternative 3 in favor of the Project.

4. Alternative 4: Reduced Institutional Growth Alternative

Alternative 4 would reduce program-level institutional growth by 50 percent in 12 study areas, resulting in growth of 110,000 sf (400 beds/220 rooms) of residential use and 335,000 sf of institutional use, with the use and improvements at the project sites remaining the same as under the Proposed Project. This alternative would result in approximately 72 percent of the total growth (including half the institutional growth in the study areas, all the residential growth in the study areas, and all of the growth at the project sites) compared to the Proposed Project.

Under Alternative 4, the housing demand impact would be reduced because the Academy would provide the same number of residences as under the Proposed Project, but the reduced institutional use would reduce student, faculty, and staff housing demands. However, the reduced student, faculty, and staff

housing demands would not reduce the cumulative impacts related to housing demand to a less-than-significant level. Alternative 4 would also not avoid any other significant impact identified for the Project, all of which would remain substantially similar, although it would lessen the severity of the following impact, reducing a portion of it from significant and unavoidable to less than significant:

- Significant and unavoidable cumulative impacts on local transit in the Kearny/Stockton Corridor, but not in the Geary Corridor, would be reduced to less than significant due to the reduction in transit trips.

Alternative 4 would meet, or partially meet, most of the Project objectives, including Objectives 1, 2, 3, 4, 7, 8, 9, and 10. However, it would not meet any of the Project's primary objectives relating to occupying new buildings to provide flexibility in programming due to the reduce industrial growth allowance.

The Commission concurs with these findings in the EIR and rejects this alternative as infeasible because it (1) would fail to avoid significant and unavoidable impacts of the Project, and (2) would fail to meet some of the Project Objectives to the same extent as the Project. For these reasons, each of which is independently sufficient, the Commission rejects Alternative 4 in favor of the Project.

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA section 21081 and CEQA Guideline 15093, the Commission hereby finds, after consideration of the FEIR, Addendum, and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs the significant and unavoidable impacts and is an overriding consideration warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Commission will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this Section, and in the documents found in the Record of Proceedings, as defined in Section I.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Commission specially finds that there are significant benefits of the Project in spite of the unavoidable significant impacts, and therefore makes this Statement of Overriding Considerations. The Commission further finds that, as part of the process of obtaining Project approval, all significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. The Commission has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the specific overriding economic, technical, legal, social and other considerations set forth below.

The Project will include the following benefits:

1. Resolve extended enforcement and related litigation concerning past noncompliance by the Academy with the Planning Code at its properties, including the provision of a Consent Judgment and Injunction to provide enforcement mechanisms for any future noncompliance;

2. Payment by the Academy of an anticipated $37,600,000.00 in-lieu affordable housing benefit to the City as well as payment by the Academy of an estimated $8.2 million into the City's Small Sites Program to assist low-moderate income tenants;

3. Preservation of historic properties in a manner generally consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties;

4. Addition of approximately 29 student housing beds to the City's housing stock helping the City to meet its housing demand;

5. Addition of 8 Single Room Occupancy hotel room units regulated under Chapter 41 of the San Francisco Administrative Code;

6. Commitment by the Academy that (i) by July 1, 2022, the Academy will house in San Francisco at least 36 percent of its full-time students taking up to one class online; (ii) by July 1, 2023, the Academy will house in San Francisco at least 38 percent of it full time students taking no more than one class online; (iii) after July 1, 2023, the Academy will use good faith efforts to house in San Francisco at least 45 percent of its full-time students taking no more than one class online;

7. The legalization of, and compliance by the Academy with, the agreed upon Existing Sites Technical Memorandum conditions of approval correcting any previously unauthorized changes of use and/or alterations;

8. Development and implementation of a Shuttle Demand Management Plan intended to address the Academy meeting the peak hour transportation needs of Academy students and staff through its shuttle service such that unmet shuttle demand does not impact the city's transit and transportation system, submittal by the Academy of an annual report documenting actual travelled shuttle routes, ridership numbers, and received complaints, and implementation of a Transportation Demand Management Program that seeks to minimize the number of single-occupancy vehicle trips generated by the Project for the lifetime of the Project;

9. Development of a more consolidated and "clustered" Academy campus that will contribute to walking, bicycling and use of public transportation, and minimize the impacts and use of private automobiles due to the withdrawal of the Academy from nine existing Academy properties, resulting in a footprint that is the same size as that occupied by the Academy in 2007;

10. Implementation of all EIR mitigation measures, and improvement measures, in accordance with the approved Mitigation Monitoring and Reporting Program.

Having considered the above, the Commission finds that the benefits of the Project outweigh the unavoidable adverse environmental effects identified in the FEIR and Addendum, and that those adverse environmental effects are therefore acceptable.

Attachment B

Mitigation Monitoring and Reporting Program

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 Archaeological Assessment. [Applies to growth in the 12 study areas: Impacts C-4.1 and CP-4.3] This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of two feet below ground surface (bgs) or greater within the following study areas: SA-2, Lombard Street/Van Ness Avenue, SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; and SA-12, Ninth Street/Folsom Street; to a depth of four feet bgs or greater and located within properties within the remaining study areas (SA-1, Lombard Street/Divisadero Street; SA-3, Mid Van Ness Avenue; SA-4, Sutter Street/Mason Street; SA-10, Fifth Street/Brannan Street; and SA-11, Sixth Street/Folsom Street); or to the thresholds identified in the Area Plan EIR Archeological Mitigation Zones outlined in Table 4.5-2, Area Plan EIR Archeological Resources Mitigation Measures, p. 4.5-59, for projects covered by those Zones. Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist, or a Preliminary Archeological Sensitivity Study (PASS) may be required in consultation with the San Francisco Planning Department archeologist. The PASS shall be prepared by an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The PASS shall contain the following:	Project sponsor; Planning Department archeologist or qualified archeological consultant; Environmental Review Officer (ERO)	Prior to any soil disturbing activities	Project-specific Preliminary Archaeological Assessment	Project sponsor, archaeologist and Environmental Review Officer (ER0)	The project archeologist to consult with the ERO as indicated. Considered complete after review and approval of the Final Archeological Resources Report by the ERO.

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					

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
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	Project sponsor	Submitted Annually	Development, submittal, and approval of shuttle management plan Update shuttle management plan, as needed, to address capacity utilization performance standard and as additional project sites are added or prior	ERO or designee; MTA	Annually

[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.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM Responsibility for Implementation	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. 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	Project sponsor	Prior to issuance of a building permit	Payment of fair-share transit fee to SFMTA	Project Sponsor, ERO, and SFMTA	Ongoing

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 Residential Uses. [Applies to growth in the 12 study areas: Impacts NO-2.1a, NO-2.3, and C-NO-1] For new development including conversion of non-noise-sensitive to noise-sensitive uses 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.	Project sponsor; qualified acoustical consultant	During project design	Detailed analysis of noise reduction requirements	Planning Department; Department of 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**
Mitigation Measure M-NO-2.1b – Siting of Noise-Sensitive Uses. [Applies to growth in the 12 study areas: Impacts NO-2.1a, NO-2.3, and C-NO-1] To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new residential development and development that includes other 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.	Project sponsor; Planning Department; qualified acoustical consultant	Prior to issuance of a building permit	Analysis of site noise-generating uses	Project sponsor; Planning Department	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**
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 change of use new (as opposed to replacement) mechanical equipment or ventilation units that would be expected, to increase ambient to noise levels by 5 dBA or more, either short-term, at 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 *San Francisco General Plan* 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.	Project sponsor; Planning Department; qualified acoustical consultant	Prior to issuance of a building permit	Analysis of site noise-generating uses	Project sponsor; Planning Department	Considered complete upon approval of building plans

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**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.	Project sponsor/ contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Submit certification statement.	Project sponsor / contractor(s) and the ERO.	Considered complete on submittal of certification statement.
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	Project sponsor and contractor	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Prepare and submit a Plan.	Project sponsor/ contractor(s) and the ERO.	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.

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*

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.

* Alternative fuels are not a VDECS.

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 Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
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. *Reporting.* 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

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM 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. 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. C. *Certification Statement and On-Site Requirements.* 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.					implemented.
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.	Project Sponsor and contractor	Ongoing during construction	Maximum daily construction activities	Project Sponsor; Contractor; Planning Department; and the ERO	Considered complete after construction activities have ended
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).	Project Sponsor and contractor	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.

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
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.	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.
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] *Air Filtration and Ventilation Requirements for Sensitive Land Uses.* 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 meets the MERV-13 performance standard identified in this measure. *Maintenance Plan.* 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. *Disclosure to Renters.* 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	Project sponsor and contractor	Prior to receipt of a building permit	Enhanced Ventilation Plan; Maintenance Plan; disclosure to buyers and renters	Project sponsor and the ERO.	Ongoing during operation

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
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.	Project sponsor and contractor	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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Planning Commission Draft Resolution

HEARING DATE: NOVEMBER 21, 2019

Case No.:	**2019-012970PCADVA**
Project Name:	**34 Properties Owned or Leased by the Academy of Art University ("Academy")**
Zoning:	Multiple Zoning Districts
Block/Lot:	Multiple Blocks and Lots
Project Sponsor:	Jim Abrams J. Abrams Law, P.C. One Maritime Plaza, Suite 1900 San Francisco, CA 94111
Property Owner(s):	Multiple LLCs 79 New Montgomery Street, 3rd Floor San Francisco, CA 94105
Staff Contact:	Andrew Perry – (415) 575-9017 andrew.perry@sfgov.org

RESOLUTION RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY AND COUNTY OF SAN FRANCISCO AND THE STEPHENS INSTITUTE (ACADEDMY OF ART UNIVERSITY) AND ITS AFFILIATED ENTITIES, AS TO THE ACADEMY'S PROPERTIES, WHICH AGREEMENT PROVIDES FOR VARIOUS PUBLIC BENEFITS, INCLUDING, AMONG OTHERS, AN "AFFORDABLE HOUSING PAYMENT" OF $37,600,000 AND A PAYMENT OF APPROXIMATELY $8,200,000 TO THE CITY'S SMALL SITES FUND; AMENDING THE PLANNING CODE TO PROVIDE REVIEW PROCEDURES FOR LARGE NONCONTIGUOUS POST-SECONDARY EDUCATIONAL INSTITUTIONS; WAIVING CONFLICTING PROVISIONS IN THE PLANNING AND ADMINISTRATIVE CODES; CONFIRMING COMPLIANCE WITH OR WAIVING CERTAIN PROVISIONS OF ADMINSITRATIVE CODE CHAPTERS 41 AND 56; AND RATIFYING CERTAIN ACTIONS TAKEN IN CONNECTION WITH THE DEVELOPMENT AGREEMENT AND AUTHORIZING CERTAIN ACTIONS TO BE TAKEN CONSISTENT WITH THE DEVELOPMENT AGREEMENT; AFFIRMING THE PLANNING DEPARTMENT'S DETERMINATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND FINDINGS OF CONFORMITY WITH THE GENERAL PLAN AND WITH THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1(B); AND ADOPTING FINDINGS OF PUBLIC CONVENIENCE, NECESSITY, AND WELFARE UNDER PLANNING CODE SECTION 302.

WHEREAS, California Government Code Section 65864 et seq. authorizes any city, county, or city and county to enter into an agreement for the development of real property within the jurisdiction of the city, county, or city and county.

WHEREAS, Chapter 56 of the San Francisco Administrative Code ("Chapter 56") sets forth certain procedures by which a request for a development agreement will be processed and approved in the City and County of San Francisco.

WHEREAS, the Stephens Institute, dba Academy of Art University ("Stephens Institute") is a private for-profit postsecondary academic institution that currently occupies 40 buildings in the City (predominantly in the northeast quadrant) for its educational programs, recreational activities, and student housing. The buildings are owned or leased by the Stephens Institute from affiliated entities (collectively, the "LLC Parties"). This ordinance sometimes refers to the Stephens Institute and the LLC Parties, collectively and individually, as the "Academy."

WHEREAS, in 2007, the Stephens Institute occupied 34 buildings. In 28 of those buildings, the Academy had implemented various tenant improvements and changes of use without benefit of required conditional uses, building permits, or other entitlements. To evaluate the potential impacts associated with bringing these 28 buildings into compliance with the Planning Code and to analyze the Academy's then-proposed plans for growth, an Environmental Impact Report ("EIR") and an Existing Sites Technical Memorandum ("ESTM") were prepared between 2010 and 2016. During this period, one or more LLC Parties acquired an additional six buildings beyond the 34 already occupied, bringing the total number of properties owned or occupied by the Academy to 40. Collectively, the 40 properties described in this paragraph are referred to as the "Academy Properties;" the Academy Properties are more particularly described in the July 5, 2019 Academy of Art University Institutional Master Plan, a copy of which is on file with the Planning Department in File No. 2019-012970IMP. The Planning Commission approved the ESTM and certified the Final Environmental Impact Report ("FEIR"), which analyzed the 40 properties, on July 28, 2016.

WHEREAS, on May 6, 2016, the City Attorney of the City and County of San Francisco, on behalf of the City and the People of the State of California, commenced litigation against the Academy and certain LLC Parties in People v. Stephens Institute, et. al, San Francisco Superior Court Number CGC-16-551832 (the "Lawsuit"). In the Lawsuit, the City and state alleged violations of the City's Administrative Code, Planning Code, Building Code and the State Unfair Competition Law, California Business and Professions Code Sections 17200 et seq. (the "UCL").

WHEREAS, during court-supervised settlement discussions to resolve the Lawsuit, the Academy expressed its commitment to bring its existing uses into compliance with the Planning Code; relocate existing Academy uses or change Academy uses in buildings in accordance with applicable laws in those instances where the Planning Department has determined that legalization is not appropriate or the Academy has agreed to withdraw its use; compensate the City for past violations, including providing affordable housing public benefits to the City; legalize or reverse prior alterations performed without required permits or approvals in order to bring its properties into compliance with City codes; and work cooperatively with the City in planning for future Stephens Institute growth in a manner that accounts for the urban nature of the Stephens Institute 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 zoned for such use.

WHEREAS, as a result of those settlement discussions, and under the auspices of the Superior Court, the Academy and the City (collectively "Parties") entered into a non-binding Term Sheet for Global Resolution, dated November 15, 2016 (the "Initial Term Sheet"), as later supplemented by the Parties under the

Superior Court's supervision in the Supplement to Term Sheet for Global Resolution, dated July 10, 2019 (the "Supplement"). This ordinance refers to the Initial Term Sheet and the Supplement collectively as the "Term Sheet". The Term Sheet was intended to provide a basis to resolve all of the outstanding issues relating to the Lawsuit with respect to land use matters, and to establish appropriate principles and processes for land use compliance by the Academy. The Parties made the Term Sheet public, each time with the Court's consent, and the Planning Commission held public hearings relating to the matters addressed in the Term Sheet.

WHEREAS, as contemplated by the Term Sheet, the Parties will enter into a comprehensive consent judgment that they will file with the Superior Court seeking the Court's approval and entry of judgment (the "Consent Judgment"). The Consent Judgment contains four main parts: (1) a Settlement Agreement (the "Settlement Agreement"), which is subject to approval by the Board of Supervisors and includes obligations of the LLC Parties to make payments to the City (including the Affordable Housing Public Benefit, defined below); (2) a Stipulated Injunction (the "Injunction"), which is an exhibit to the Settlement Agreement and provides a mechanism for judicial enforcement of the Academy's obligations under the Settlement Agreement and the Development Agreement; and (3) the Development Agreement, which is also an exhibit to the Settlement Agreement. Also critical to the global resolution that the Consent Judgment would achieve is the instrument securing the LLC Parties' financial obligations under the Settlement Agreement and the Development Agreement. The obligations of the LLC Parties to make the full settlement payments under the Settlement Agreement will be secured by a Guaranty (the "Guaranty") from the Stephens Family Revocable Trust, the Elisa Stephens Revocable Trust, the Scott Alan Stephens Revocable Trust, Elisa Stephens, Scott Alan Stephens, and Susanne Stephens.

WHEREAS, as contemplated by the Term Sheet, the Academy proposes to withdraw from, and cease any Stephens Institute operations at, nine of the 40 Academy Properties referenced in subsection (d), to occupy three additional properties, and to bring all of the remaining 34 properties owned by the LLC Parties and used by the Stephens Institute or intended for future Stephens Institute use into compliance with the Planning Code ("Project"). The Project requires the City's approval of a variety of permits and authorizations, including: (1) approval of a conditional use authorization by the Planning Commission to reflect the approval of the use of 34 properties (primarily in the northeast quadrant of the City) and to grant certain exceptions to the Planning Code, (2) the approval of permits to alter and certificates of appropriateness by the Historic Preservation Commission, (3) amendment of the Planning Code to permit uses that are currently not permitted at certain properties, and (4) building permits and associated approvals from other City departments for a variety of other building alterations and street improvements including without limitation the removal and installation of signage, the removal and repair of nonconforming awnings and exterior alterations, the installation of Class 1 and Class 2 bike racks, the removal of curb cuts, and the replacement of certain windows.

WHEREAS, the Stephens Institute filed an application with the Planning Department for approval of a development agreement relating to the Project (the "Development Agreement") under Chapter 56.

WHEREAS, as set forth in the Development Agreement, the Academy requests legalization of certain previously unpermitted alterations and changes in use at the Academy Properties. The Academy also seeks approval of the work necessary to correct or reverse other previously unpermitted alterations and changes, and to bring these properties into compliance with the Planning Code including, where applicable, Planning Code Articles 10 and 11.

WHEREAS, the Development Agreement requires the Academy to obtain all necessary permits to perform corrective work at the 34 properties referenced in subsection (i) and complete all work necessary to bring these buildings into compliance with the Planning Code pursuant to the Schedule of Performance Schedule set forth as Exhibit E to the Development Agreement.

WHEREAS, while the Development Agreement is between the City, acting primarily through the Planning Department, and the Academy, other City agencies retain a role in reviewing and issuing certain later approvals for the Project, including approval of building permits. All affected City agencies have consented or will consent to the Development Agreement.

WHEREAS, concurrently with adopting this ordinance, the Board will take a number of actions in furtherance of the Project, including approval of a Settlement Agreement, Consent Judgment, Stipulated Injunction and Guaranty, and other approvals as generally described in the Development Agreement, including Exhibit D to the Development Agreement (the "Approvals").

WHEREAS, public benefits to the City from the Project includes: (1) an "Affordable Housing Benefit" defined as the cash payment by the LLC Parties of $37,600,000 to the City to be used solely for affordable housing purposes, with a first priority for uses related to the creation or preservation of single room occupancy (SRO) units in those supervisorial districts in which the City alleges the Academy unlawfully converted SRO buildings to student housing, in such manner as the City, acting by and through the Mayor's Office of Housing and Community Development, may determine in its sole discretion; (2) a cash payment by the LLC Parties to the City's Small Sites Fund approximately $8,200,000; (3); an agreement by the Stephens Institute to 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 (not zoned or operated as production, distribution and repair businesses) structures to student housing use, to not promise new students more housing units than the number of lawful units that are at its disposal, to not temporarily house its students in non-Academy facilities with limited exceptions, and to increase the percentage of housing it provides to On Campus Students (defined as on-site, full-time undergraduate and graduate students taking no more than one course online per semester) pursuant to a "Housing Metering" formula agreed to by the Parties; (4) payment by the LLC Parties to the Planning Department of Planning Code penalties totaling $1,000,000; and (5) payment by the LLC Parties to the City Attorney's Office of Unfair Competition Law penalties totaling $6,000,000. In addition, the Academy will pay impact, fair share, and in lieu fees totaling in excess of $3,500,000. The total of all payments detailed in this subsection will be approximately $58,000,000. Further, the Academy will pay permit fees and the City's administrative costs in connection with the processing of the Development Agreement.

WHEREAS, on July 28, 2016, by Motion No. 19704, the Planning Commission certified as adequate, accurate, and complete the FEIR for the Project pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA").

WHEREAS, on October 9, 2019, the Planning Department issued an Addendum to the FEIR ("Addendum"), in which it determined that the actions contemplated in this ordinance comply with CEQA; that no supplemental or subsequent environmental review is required, as there are no substantial changes to the proposed Project, or to the circumstances under which the Project will be undertaken, involving new significant environmental effects or a substantial increase in the severity of previously identified

environmental effects; and that there is no new information of substantial importance that shows that the Project will have one or more effects not discussed in the FEIR, that the previously identified effects will be more severe, or that there are mitigation measures or alternatives that would reduce such effects, but the Project proponents refuse to adopt them.

WHEREAS, on November 5, 2019, pursuant to Planning Code section 302(b), Supervisor Aaron Peskin introduced an ordinance to approve a Development Agreement between the City and County of San Francisco and the Stephens Institute (Academy of Art University) and its affiliated entities, and amend the Planning Code to provide review procedures for Large Noncontiguous Post-Secondary Educational Institutions, to waive conflicting provisions in the Planning and Administrative Codes, and confirm compliance with or waive certain provisions of Administrative Code Chapters 41 and 56, in order to implement the Academy of Art University Project (the "Ordinance").

WHEREAS, the Ordinance would enable the Project. The Project involves the withdrawal of all Academy use from nine (9) properties and the legalization and/or establishment of uses associated with the Academy at 34 properties within the City and County of San Francisco. Also included in the Project are building modifications, both internal and external, that have either been made by the Academy and require legalization, are required for purposes of establishing Academy uses at these various properties, or are required to bring the buildings into conformance with the Planning Code including, where applicable, Articles 10 and 11 of the Planning Code. The Project also includes signage proposals for all properties. The Project does not propose any demolition, new construction, or physical expansion of a building at any of the 34 properties, or at the sites to be withdrawn from Academy use. In total, the Project will establish a Post-Secondary Educational Institution ("PSEI") use at 16 properties, with a total of approximately 1,137,108 square feet of institutional space. An additional 16 properties will be used by the Academy for residential student housing uses (and incidental PSEI space located in some of the properties, such as student activity centers, recreation spaces and cafeterias), with some authorized as dwelling units and others as group housing; one building within this category includes legal nonconforming live/work units. These residential buildings comprise approximately 462,448 square feet and include 143 dwelling units, 579 group housing rooms, and 33 live/work units, resulting in a total available count of 1,843 beds at the 16 properties. Also included in the residential square footage discussed above are areas proposed for non-accessory private parking uses to be used by Academy faculty and staff totaling 100 spaces at four properties – 575 Harrison St., 1727 Lombard St., 1900 Jackson St., and 2550 Van Ness Ave. The two remaining sites will be authorized for multiple uses including a private parking garage, commercial storage, and a community facility. As discussed in the Institutional Master Plan (IMP) for the Academy, three of the thirty-four properties will include newly approved Academy uses and were not otherwise used by the Academy prior to approval.

WHEREAS, the Ordinance would add Planning Code Sections 304.6 and 304.7 to establish comprehensive and consolidated public review processes and procedures for Large Noncontiguous Post-Secondary Educational Institutions that meet prescribed criteria and would otherwise be subject to multiple approval processes and hearings. Any number of individual Conditional Use Authorizations, Certificates of Appropriateness, or Permits to Alter may be sought by a Large Noncontiguous Post-Secondary Educational Institution under a single application for a Master Conditional Use Authorization, a Master Certificate of Appropriateness, or a Master Permit to alter, respectively. In making a determination on a Master Conditional Use Authorization, the Commission is authorized to grant exceptions to Code requirements subject to the criteria of Planning Code Section 303(c). Under Section 304.6, no application for

Certificate of Appropriateness or Permit to Alter shall be considered a Minor Alteration under either Section 1006.2 or 1111.1 of the Planning Code. Additionally, where the City enters into a Development Agreement with a Large Noncontiguous Post-Secondary Educational Institution the following shall apply: (1) where such Development Agreement compensates the City for the loss of Residential Units, the restrictions of Section 317(e) may be waived by the Master Conditional Use Authorization; and (2) where such Development Agreement authorizes the conversion of no more than one property from an industrial use subject to Section 202.8 to an institutional use, the requirements and restrictions of Section 202.8 shall be met by application for a Master Conditional Use Authorization; and (3) where such Development Agreement would expand the number of residential hotel rooms subject to the provisions of Administrative Code Chapter 41, the density limitations of Article 2 of the Planning Code shall not apply to the property where expansion occurs.

WHEREAS, on November 20, 2019, by Motion No. XXXX, the Historic Preservation Commission adopted CEQA findings; on November 21, 2019, by Motion No. XXXXX, the Planning Commission adopted CEQA findings (the "CEQA Findings"), including a statement of overriding considerations and a mitigation monitoring and reporting program (MMRP), pursuant to CEQA.

WHEREAS, this Resolution recommending the approval of the Ordinance is a companion to other legislative approvals relating to the Project, including the Master Conditional Use Authorization, Master Certificate of Appropriateness and Master Permit to Alter to authorize the Project (Motion Nos. XXXXX, XXXX, and XXXX). The approval of the Development Agreement under this ordinance is contingent on the Board of Supervisors' approval of the companion ordinance approving the Settlement Agreement.

WHEREAS the Planning Department Commission Secretary is the Custodian of Records, located in Case No. 2019-012970PRJ, at 1650 Mission Street, Fourth Floor, San Francisco,

WHEREAS, on November 21, 2019, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on the proposed Ordinance.

NOW THEREFORE BE IT RESOLVED, that the Commission has reviewed and considered the FEIR certified in Motion No. 19704, and adopts and incorporates by reference as though fully set forth herein, the findings, including the statement of overriding considerations and the MMRP, adopted by the Commission in Motion No. XXXXX on November 21, 2019;

AND BE IT FURTHER RESOLVED, that the Commission recommends approval of the Development Agreement, in substantially the form attached hereto as Exhibit D, subject to any additions and modifications that may be made by the Board of Supervisors.

AND BE IT FURTHER RESOLVED, that the Commission finds that the application, public notice, Planning Commission hearing, and Planning Director reporting requirements regarding the Development Agreement negotiations contained in Administrative Code Chapter 56 have been substantially satisfied in light of the meetings held for the last three years, the public hearings by the Planning Department staff at the Planning Commission, the provision of required public notices, and the information contained in the Director's Report.

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code section 302, the Planning Commission hereby finds that the Ordinance promotes the public welfare, convenience and necessity for the following reasons:

1. The Ordinance would facilitate the Academy of Art University Project, which resolves extended enforcement and related litigation concerning past noncompliance by the Academy with the Planning Code at its properties, including the provision of a Consent Judgment and Injunction to provide enforcement mechanisms for any future noncompliance.
2. The Ordinance would facilitate the Academy of Art University Project, which results in payment by the Academy of an anticipated $37,600,000 in-lieu affordable housing benefit to the City, as well as payment by the Academy of an estimated $8.2 million into the City's Small Sites Program to assist low-moderate income tenants.
3. The Ordinance would facilitate the Academy of Art University Project, which includes the preservation of historic properties in a manner generally consistent with the Sectary of the Interior's Standards for Treatment of Historic Properties.
4. The Ordinance would facilitate the Academy of Art University Project, which results in the addition of approximately 29 student housing beds to the City's housing stock, and the addition of 8 Single Room Occupancy hotel room units regulated under Chapter 41 of the Administrative Code.

The Commission hereby recommends approval of the Ordinance and adopts this resolution to that effect.

AND BE IT FURTHER RESOLVED, that the Commission finds that the Development Agreement and proposed Ordinance are consistent with the Objectives and Policies of the General Plan and the eight priority policies in Planning Code section 101.1(b) for the reasons set forth in the findings in the Master Conditional Use Authorization, Motion No. XXXXX, which are incorporated by reference as though fully set forth herein.

AND BE IT FURTHER RESOLVED, that the Commission authorizes the Planning Director to take such actions and make such changes as deemed necessary and appropriate to implement this Commission's recommendation of approval and to incorporate recommendations or changes from other City agencies and/or the Board of Supervisors, provided that such changes do not materially modify the proposed legislation approved by the Commission, or materially increase any obligations of the City or materially decrease any benefits to the City contained in the Development Agreement attached as Exhibit D.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on November 21, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: November 21, 2019

Attachment C

Proposed Ordinance Text

[Planning, Administrative Codes - Approval of Development Agreement, Conditional Use Procedures for Large Noncontiguous Post-Secondary Educational Institutions, Planning and Administrative Code Waivers]

Ordinance approving a Development Agreement between the City and County of San Francisco and the Stephens Institute (Academy of Art University) and its affiliated entities, as to the Academy's properties, which agreement provides for various public benefits, including, among others, an "affordable housing payment" of $37,600,000 and a payment of approximately $8,200,000 to the City's Small Sites Fund; amending the Planning Code to provide review procedures for Large Noncontiguous Post-Secondary Educational Institutions; waiving conflicting provisions in the Planning and Administrative Codes, including Planning Code Section 169; confirming compliance with or waiving certain provisions of Administrative Code, Chapters 41 and 56; and ratifying certain actions taken in connection with the Development Agreement and authorizing certain actions to be taken consistent with the Development Agreement; affirming the Planning Department's determination under the California Environmental Quality Act and findings of conformity with the General Plan, and with the eight priority policies of Planning Code, Section 101.1(b); and adopting findings of public convenience, necessity, and welfare under Planning Code, Section 302.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. General Background and Findings.

(a) California Government Code Sections 65864 et seq. authorizes any city, county, or city and county to enter into an agreement for the development of real property within the jurisdiction of the city, county, or city and county.

(b) Chapter 56 of the San Francisco Administrative Code ("Chapter 56") sets forth certain procedures for the processing and approval of development agreements in the City and County of San Francisco (the "City").

(c) The Stephens Institute, dba Academy of Art University ("Stephens Institute") is a private for-profit postsecondary academic institution that currently occupies 40 buildings in the City (predominantly in the northeast quadrant) for its educational programs, recreational activities, and student housing. The buildings are owned or leased by the Stephens Institute from affiliated entities (collectively, the "LLC Parties"). This ordinance sometimes refers to the Stephens Institute and the LLC Parties, collectively and individually, as the "Academy."

(d) In 2007, the Stephens Institute occupied 34 buildings. In 28 of those buildings, the Academy had implemented various tenant improvements and changes of use without benefit of required conditional uses, building permits, or other entitlements. To evaluate the potential impacts associated with bringing these 28 buildings into compliance with the Planning Code and to analyze the Academy's then-proposed plans for growth, an Environmental Impact Report ("EIR") and an Existing Sites Technical Memorandum ("ESTM") were prepared between 2010 and 2016. During this period, one or more LLC Parties acquired an additional six buildings beyond the 34 already occupied, bringing the total number of properties owned or occupied by the Academy to 40. Collectively, the 40 properties described in this paragraph are referred to as the "Academy Properties"; the Academy Properties are more particularly described in the July 5, 2019 Academy of Art University Institutional Master Plan, a copy of which is on file with the Planning Department in File No. 2019-012970IMP. The Planning Commission approved the ESTM and certified the Final Environmental Impact

Report ("FEIR"), which analyzed the 40 properties, on July 28, 2016.

(e) On May 6, 2016, the City Attorney of the City and County of San Francisco (the "City Attorney"), on behalf of the City and the People of the State of California, commenced litigation against the Academy and certain LLC Parties in People v. Stephens Institute, et. al, San Francisco Superior Court Number CGC-16-551832 (the "Lawsuit"). In the Lawsuit, the City Attorney alleged violations of the City's Administrative Code, Planning Code, Building Code and the State Unfair Competition Law, California Business and Professions Code Sections 17200 et seq. (the "UCL").

(f) During court-supervised settlement discussions to resolve the Lawsuit, the Academy expressed its commitment to bring its existing uses into compliance with the Planning Code; relocate existing Academy uses or change Academy uses in buildings in accordance with applicable laws in those instances where the Planning Department has determined that legalization is not appropriate or the Academy has agreed to withdraw its use; compensate the City for past violations, including providing affordable housing public benefits to the City; and work cooperatively with the City in planning for future Stephens Institute growth in a manner that accounts for the urban nature of the Stephens Institute 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 zoned for such use.

(g) As a result of those settlement discussions, and under the auspices of the Superior Court, the Academy and the City (collectively "Parties") entered into a non-binding Term Sheet for Global Resolution, dated November 15, 2016 (the "Initial Term Sheet"), as later supplemented by the Parties under the Superior Court's supervision in the Supplement to Term Sheet for Global Resolution, dated July 10, 2019 (the "Supplement"). This ordinance refers to the Initial Term Sheet and the Supplement collectively as the "Term Sheet". The

Term Sheet was intended to provide a basis to resolve all of the outstanding issues relating to the Lawsuit with respect to land use matters, and to establish appropriate principles and processes for land use compliance by the Academy. The Parties made the Term Sheet public, each time with the Court's consent, and the Planning Commission held public hearings relating to the matters addressed in the Term Sheet.

(h) As contemplated by the Term Sheet, the Parties will enter into a comprehensive consent judgment that they will file with the Superior Court seeking the Court's approval and entry of judgment (the "Consent Judgment"). The Consent Judgment contains four main parts: (1) a Settlement Agreement (the "Settlement Agreement"), which is subject to approval by the Board of Supervisors in the ordinance in File No. _____ and includes obligations of the LLC Parties to make payments to the City (including the Affordable Housing Public Benefit, defined below); (2) a Stipulated Injunction (the "Injunction"), which is an exhibit to the Settlement Agreement and provides a mechanism for judicial enforcement of the Academy's obligations under the Settlement Agreement and the Development Agreement; and (3) the Development Agreement, which is also an exhibit to the Settlement Agreement. Also critical to the global resolution that the Consent Judgment would achieve is the instrument securing the LLC Parties' financial obligations under the Settlement Agreement and the Development Agreement. The obligations of the LLC Parties to make the full settlement payments under the Settlement Agreement will be secured by a Guaranty (the "Guaranty") from the Stephens Family Revocable Trust, the Elisa Stephens Revocable Trust, the Scott Alan Stephens Revocable Trust, Elisa Stephens, Scott Alan Stephens, and Susanne Stephens.

(i) As contemplated by the Term Sheet, the Academy proposes to withdraw from, and cease any Stephens Institute operations at nine of the 40 Academy Properties referenced in subsection (d), to occupy three additional properties, and to bring all of the remaining 34

properties owned by the LLC Parties and used by the Stephens Institute or intended for future Stephens Institute use into compliance with the Planning Code ("Project"). The Project requires the City's approval of a variety of permits and authorizations, including: (1) approval of a conditional use authorization by the Planning Commission to reflect the approval of the use of 34 properties (primarily in the northeast quadrant of the City) and to grant certain exceptions to the Planning Code, (2) the approval of permits to alter and certificates of appropriateness by the Historic Preservation Commission, (3) amendment of the Planning Code to permit uses that are currently not permitted at certain properties, and (4) building permits and associated approvals from other City departments for a variety of other building alterations and street improvements including without limitation the removal and installation of signage, the removal and repair of nonconforming awnings and exterior alterations, the installation of Class 1 and Class 2 bike racks, the removal of curb cuts, and the replacement of certain windows.

(j) The Stephens Institute filed an application with the Planning Department for approval of a development agreement relating to the Project (the "Development Agreement") under Chapter 56. A copy of the Development Agreement is on file with the Clerk of the Board of Supervisors in File No. _____.

(k) As set forth in the Development Agreement, the Academy requests legalization of certain previously unpermitted alterations and changes in use at the Academy Properties. The Academy also seeks approval of the work necessary to correct or reverse other previously unpermitted alterations and changes, and to bring these properties into compliance with the Planning Code including, where applicable, Planning Code Articles 10 and 11.

(l) The Development Agreement requires the Academy to obtain all necessary permits to perform corrective work at the 34 properties referenced in subsection (i) and complete all work necessary to bring these buildings into compliance with the Planning Code

pursuant to the Schedule of Performance Schedule set forth as Exhibit E to the Development Agreement.

(m) While the Development Agreement is between the City, acting primarily through the Planning Department, and the Academy, other City agencies retain a role in reviewing and issuing certain later approvals for the Project, including approval of building permits. All affected City agencies have consented to or will consent to the Development Agreement.

(n) Concurrently with this ordinance, the Board is taking a number of actions in furtherance of the Project, including approval of a Settlement Agreement, Consent Judgment, Stipulated Injunction and Guaranty, and other approvals as generally described in the Development Agreement, including Exhibit D to the Development Agreement (the "Approvals").

(o) Public benefits to the City from the Project include: (1) an "Affordable Housing Benefit" defined as the cash payment by the LLC Parties of $37,600,000 to the City to be used by the City solely for affordable housing purposes, with a first priority for uses related to the creation or preservation of single room occupancy (SRO) units in those supervisorial districts in which the City alleges the Academy unlawfully converted SRO buildings to student housing, in such manner as the City, acting by and through the Mayor's Office of Housing and Community Development, may determine in its sole discretion; (2) a cash payment by the LLC Parties to the City's Small Sites Fund approximately $8,200,000; (3); an agreement by the Stephens Institute to 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 (not zoned or operated as production, distribution and repair businesses) structures to student housing use, to not promise new students more housing units than the number of lawful units that are at its disposal, to not temporarily house its students in non-Academy facilities with limited exceptions, and to provide housing to increase the percentage of housing it provides to

On Campus Students (defined as on-site, full-time undergraduate and graduate students taking no more than one course online per semester) pursuant to a "Housing Metering" formula agreed to by the Parties; (4) payment by the LLC Parties to the Planning Department of Planning Code penalties totaling $1,000,000; and (5) payment by the LLC Parties to the City Attorney's Office of Unfair Competition Law penalties totaling $6,000,000. In addition, the Academy will pay impact, fair share, and in lieu fees totaling in excess of $3,500,000. The total of all payments detailed in this subsection (o) will exceed $58,000,000. Further, the Academy will pay permit fees and the City's administrative costs in connection with the processing of the Development Agreement.

Section 2: Environmental Findings.

(a) On July 28, 2016, by Motion No. 19704, the Planning Commission certified as adequate, accurate, and complete the FEIR for the Project pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA"). A copy of Planning Commission Motion No. 19704 is on file with the Clerk of the Board of Supervisors in File No. _____.

(b) On October 9, 2019, the Planning Department issued an Addendum to the FEIR ("Addendum"), in which it determined that the actions contemplated in this ordinance comply with CEQA. The Addendum is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference. The Board affirms this determination.

(c) On November 20, 2019, by Motion No. _____, the Historic Preservation Commission adopted CEQA findings; on November 21, 2019, by Motion No. _____, the Planning Commission adopted findings (the "CEQA Findings"). These motions are on file with the Clerk of the Board of Supervisors in File No. _____. In accordance with the actions contemplated in this ordinance, the Board has reviewed the FEIR, the Addendum, and related documents, and adopts as its own and incorporates by reference as though fully set forth

herein the CEQA Findings, including the statement of overriding considerations, and the MMRP.

Section 3. Planning Code Findings.

(a) On November 7, 2019, the Planning Commission, in Resolution No. _____, adopted findings that the actions contemplated in this ordinance are consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____, and is incorporated herein by reference.

(b) Pursuant to Planning Code Section 302, the Board finds that these Planning Code amendments will serve the public necessity, convenience, and welfare for the reasons set forth in Planning Commission Resolution No. _____, and the Board incorporates such reasons herein by reference. A copy of said Resolution is on file with the Board of Supervisors in File No. _____.

Section 4. Article 3 of the Planning Code is hereby amended by adding Sections 304.6 and 304.7, to read as follows:

SEC. 304.6. REVIEW PROCEDURES FOR LARGE NONCONTIGUOUS POST-SECONDARY EDUCATIONAL INSTITUTIONS.

(a) Intent. *This Section 304.6 establishes a comprehensive and consolidated public review process through which the Planning Commission shall review proposals involving Post-Secondary Educational Institutions that meet prescribed criteria and would otherwise be subject to multiple approval processes and hearings.*

(b) Applicability. *This Section 304.6 applies to all properties owned, occupied, or operated, in any capacity, by a Large Noncontiguous Post-Secondary Educational Institution. For purposes of this Section, a Large Noncontiguous Post-Secondary Educational Institution is an organization or entity*

that, regardless of certification by the Western Association of Schools and Colleges or primary course of study, meets all other requirements for a Post-Secondary Educational Institution, and satisfies all of the following conditions:

(1) is subject to the Institutional Master Plan requirements of Section 304.5 of this Code;

(2) is a for-profit institution; and

(3) owns, occupies, or operates, in any capacity, 10 or more properties that are located in three or more non-overlapping Clusters anywhere in the City. For purposes of this subsection (b)(3), a Cluster is a circular area with a ¼-mile diameter that encompasses one or more properties. Clusters shall be drawn so that the fewest number of Clusters are required to encompass all such properties, without any one Cluster overlapping with any other.

(c) Master Conditional Use Authorization. *Any number of individual Conditional Use Authorizations or building permits sought by a Large Noncontiguous Post-Secondary Educational Institution under this Section 304.6 may be sought under a single application for Conditional Use Authorization, also referred to as a "Master Conditional Use Authorization," and may be acted on in a single action of the Planning Commission, regardless of the number of distinct properties involved. Determination on such Master Conditional Use Authorization shall be made pursuant to the criteria in Section 303(c) of this Code. In considering such Master Conditional Use Authorization, the Commission may consider such exceptions to the Planning Code as may be necessary to implement the Master Conditional Use Authorization.*

(d) Master Certificate of Appropriateness. *Any number of individual Certificates of Appropriateness may be sought by a Large Noncontiguous Post-Secondary Educational Institution under a single application for a Certificate of Appropriateness, also referred to as a "Master Certificate of Appropriateness," and acted on by single action of the Historic Preservation Commission, regardless of the number of distinct properties involved. Determination on such Master*

Certificate of Appropriateness shall be made as set forth in Section 1006.6 of this Code and in other provisions of the Municipal Code, as applicable. Additionally, no application made under this Section 304.6 shall be considered a Minor Alteration under Section 1006.2 of this Code.

(e) Master Permit to Alter. *Any number of individual Permits to Alter may be sought by a Large Noncontiguous Post-Secondary Educational Institution under a single application for a Permit to Alter, also referred to as a "Master Permit to Alter," and acted on by single action of the Historic Preservation Commission, regardless of the number of distinct properties involved. Determination on such Master Permit to Alter shall be made as set forth in Section 1111 of this Code and in other provisions of the Municipal Code, as applicable. Additionally, no application made under this Section 304.6 shall be considered a Minor Alteration under Section 1111.1 of this Code.*

(f) No Discretionary Review. *No requests for Discretionary Review shall be accepted by the Planning Department or heard by the Planning Commission for any permits or other applications subject to this Section 304.6(c).*

(g) Sunset. *This Section 304.6 shall remain in effect until the later of: (1) the date on which all work has been completed as required pursuant to the Schedule of Performance (Exhibit E) of the Development Agreement by and among the City and County of San Francisco and the Stephens Institute, dba Academy of Art University and the LLC Parties, and (2) January 1, 2025.*

SEC. 304.7. ADDITIONAL PROVISIONS APPLICABLE TO LARGE NONCONTIGUOUS POST-SECONDARY EDUCATIONAL INSTITUTIONS.

In cases where the City enters into a Development Agreement with a Large Noncontiguous University, all of the following additional provisions apply:

(a) where such Development Agreement provides the City compensation for the loss of specific Residential Units that are not Student Housing units, the restrictions of Section 317(e) of this Code may be waived through a Master Conditional Use Authorization under Section 304.6;

(b) where such Development Agreement authorizes the conversion of no more than one property

from an industrial use subject to Section 202.8 of this Code to an Institutional Use, the Conditional Use Authorization requirements and other restrictions of Section 202.8 shall be met by application for a Master Conditional Use Authorization under Section 304.6; and

(c) where such Development Agreement would expand the number of guest rooms subject to the provisions of Chapter 41 of the Administrative Code, the density limitations of Article 2 of this Code shall not apply to the property with the expanded number of guestrooms.

Section 5. Development Agreement.

(a) The Board of Supervisors approves all of the terms and conditions of the Development Agreement, in substantially the form on file with the Clerk of the Board of Supervisors in File No. _____.

(b) The Board of Supervisors approves and authorizes the execution, delivery and performance by the City of the Development Agreement as follows: (1) the Director of Planning is authorized to execute and deliver the Development Agreement, and (2) the Director of Planning and other applicable City officials are authorized to take all actions reasonably necessary or prudent to perform the City's obligations under the Development Agreement in accordance with the terms of the Development Agreement.

(c) The Director of Planning, at the Director's discretion and in consultation with the City Attorney, is authorized to enter into any additions, amendments, or other modifications to the Development Agreement that the Director of Planning determines are in the best interests of the City and that do not materially increase the obligations or liabilities of the City or materially decrease the benefits to the City as provided in the Development Agreement.

(d) The approval of the Development Agreement under this ordinance is contingent on the Board of Supervisors' approval of the companion ordinance approving the Settlement Agreement, in Board of Supervisors File No. _____.

///

Section 6. Board Authorization and Appropriation; Waiver/Override of Municipal Code Provisions.

(a) By approving the Development Agreement, the Board of Supervisors authorizes the Controller and City Departments to accept the funds paid by the Academy as set forth therein, and to appropriate and use the funds for the purposes described therein. The Board expressly approves the use of the Impact Fees as described and set forth in the Development Agreement.

(b) The Board of Supervisors waives or overrides any provision in Article 4 of the Planning Code and Chapter 10 of the Administrative Code that would conflict with the uses of these funds as described in the Development Agreement.

Section 7. Administrative Code Conformity and Waivers.

In connection with the Development Agreement, the Board of Supervisors finds that the City has substantially complied with the requirements of Administrative Code Chapters 41 and 56, and waives any requirement to the extent not strictly followed. The Development Agreement shall prevail in the event of any conflict between the Development Agreement and Administrative Code Chapters 41 and 56, and without limiting the generality of the foregoing, the following provisions of Administrative Code Chapter 56 are waived or deemed satisfied as follows:

(a) The Project comprises 43 discrete properties located throughout the City and is the type of large multi-phase and/or mixed-use development contemplated by the Administrative Code and therefore satisfies the provisions of Chapter 56, Section 56.3(g).

(b) Any provisions of the Development Agreement that conflict with the provisions of Administrative Code Chapter 56 shall apply.

(c) The provisions of the Development Agreement regarding any amendment or termination, including those relating to “Material Change,” shall apply in lieu of the provisions

of Chapter 56, Sections 56.15 and Section 56.18.

(d) The provisions of Chapter 56, Section 56.20 have been satisfied by agreement set forth in the Settlement Agreement and Development Agreement for the reimbursement of City costs.

(e) The Board of Supervisors waives the applicability of Section 56.4 ("Application, Forms, Initial Notice, Hearing") and Section 56.10 ("Negotiation Report and Documents").

(f) The Board of Supervisors waives the applicability of Section 56.3(b) ("Applicant/Developer").

Section 8. Planning Code Waivers.

(a) The Board of Supervisors finds that the Impact Fees due under the Development Agreement will provide greater benefits to the City than the impact fees and exactions under Planning Code Article 4 and waives the application of, and to the extent applicable exempts the Project from, impact fees and exactions under Planning Code Article 4 on the condition that Developer pays the Impact Fees due under the Development Agreement.

(b) The Board of Supervisors finds that the Transportation Management Plan ("TMP") attached as Exhibit H to the Term Sheet includes provisions requiring that the Academy develop, implement, and provide a shuttle management plan, and provide bicycle parking, and other provisions that meet the goals of the City's Transportation Demand Management Program in Planning Code Section 169, and waives the application of Section 169 to the Project on the condition that the Academy implements and complies with the TMP.

Section 9. Ratification.

All actions taken by City officials in preparing and submitting the Development Agreement to the Board of Supervisors for review and consideration are hereby ratified and

confirmed, and the Board of Supervisors hereby authorizes all subsequent action to be taken by City officials consistent with this ordinance.

Section 10. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

Section 11. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
KRISTEN A. JENSEN
Deputy City Attorney

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SAN FRANCISCO
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Planning Commission Draft Motion

HEARING DATE: NOVEMBER 21, 2019

Record No.:	**2019-012970CUA**
Project Address:	**34 Properties Owned or Leased by the Academy of Art University ("Academy")**
Zoning:	Multiple Zoning Districts
Block/Lot:	Multiple Blocks and Lots
Project Sponsor:	Jim Abrams J. Abrams Law, P.C. One Maritime Plaza, Suite 1900 San Francisco, CA 94111
Property Owner(s):	Multiple LLCs 79 New Montgomery Street, 3rd Floor San Francisco, CA 94105
Staff Contact:	Andrew Perry – (415) 575-9017 andrew.perry@sfgov.org

ADOPTING FINDINGS TO APPROVE A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303 AND 304.6, TO LEGALIZE USES AND BUILDING MODIFICATIONS AND PERMIT WORK TO BRING BUILDINGS AT 34 PROPERTIES OWNED OR LEASED BY THE ACADEMY OF ART UNIVERSITY ("ACADEMY") WITHIN THE CITY AND COUNTY OF SAN FRANCISCO ("CITY") INTO CONFORMANCE WITH THE PLANNING CODE, CONSISTENT WITH THE PROPOSED DEVELOPMENT AGREEMENT AND THE TERM SHEET FOR GLOBAL RESOLUTION BETWEEN THE CITY AND THE ACADEMY, AND TO ADOPT FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

The Academy of Art University ("Academy") is a private, for-profit post-secondary academic institution that currently occupies, either in part or in full, 40 properties within the City and County of San Francisco for its existing educational programs, recreational activities, and student housing. In 2007, the Academy occupied 34 properties, in 28 of which, the Academy had implemented various tenant improvements and changes of use without benefit of required conditional uses, building permits or other land use entitlements. In order to evaluate the potential impacts associated with bringing those 28 properties into compliance with the San Francisco Planning Code and to analyze the Academy's then-proposed plans for growth, an Environmental Impact Report (EIR) and an Existing Sites Technical Memorandum (ESTM) were prepared between 2010 and 2016. On July 28, 2016, by Motion No. 19704, the Planning Commission certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR") for the Project pursuant to the California Environmental Quality Act (California Public Resources Code Section 21000 et seq.) ("CEQA").

During this same time period, however, affiliates of the Academy acquired an additional six properties bringing the total number of properties owned or occupied by the Academy and its affiliates to 40.

On May 6, 2016, the City Attorney of the City and County of San Francisco (the "City Attorney"), on behalf of the City and the People of the State of California, commenced litigation against the Academy and the affiliated LLC Parties in *People v. Stephens Institute, et. al*, San Francisco Superior Court Number CGC-16-551-832 (the "Lawsuit"). In the Lawsuit, the City and the State alleged 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. (the "UCL").

During court-supervised settlement discussions to resolve the Lawsuit, the Academy and the LLC Parties expressed their commitment to bring the Academy's existing uses into compliance with the Planning Code; relocate existing Academy uses or change Academy uses in buildings in accordance with applicable laws in those specific instances where the Planning Department has determined that legalization is not appropriate or the Academy has agreed to withdraw its use; compensate the City for past violations, including providing affordable housing public benefits to the City; legalize or reverse prior alterations performed without required permits or approvals in order to bring its properties into compliance with City codes, and work cooperatively with the City in planning for future Academy 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 part of that plan, building new housing for its students on property that is zoned for such use.

As a result of those discussions, and under auspices of the court, the Academy and the City entered into a non-binding Term Sheet for Global Resolution, dated November 15, 2016, as amended by that certain Supplement to Term Sheet for Global Resolution, dated July 10, 2019 (collectively, the "Term Sheet"), intended to provide a basis to resolve all of the outstanding issues relating to the Lawsuit and other land use matters, and to establish appropriate principles and processes for land use compliance by the Academy.

As contemplated by the Term Sheet, the City, the Academy, and the LLC Parties have entered into a comprehensive consent judgment that they will file with the Superior Court seeking the Court's approval and entry of judgment (the "Consent Judgment"). The Consent Judgment contains four main parts: (1) a Settlement Agreement (the "Settlement Agreement"), which includes obligations of the LLC Parties to make payments to the City (including the Affordable Housing Benefit); (2) a Stipulated Injunction (the "Injunction"), which is an exhibit to the Settlement Agreement and provides a mechanism for judicial enforcement of the Academy's and the LLC Parties' obligations under the Settlement Agreement and this Agreement, and (3) the Development Agreement, which is also an exhibit to the Settlement Agreement. Also critical to the global resolution that the Consent Judgment would achieve is the instrument securing the LLC Parties' financial obligations under the Settlement Agreement and this Agreement. The obligations of the LLC Parties to make the full settlement payments under the Settlement Agreement 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.

As contemplated by the Term Sheet, the Parties propose to bring the properties owned by the LLC Parties and used by the Academy or intended for future Academy use, which consists of the original forty (40) properties, and three additional properties – 1142 Van Ness Ave., 1946 Van Ness Ave., and 2550 Van Ness Ave. – that the Academy wishes to occupy, for a total of forty-three (43) properties and associated improvements located throughout San Francisco (the "Academy Properties"), as more particularly described in the July 5, 2019 Academy of Art University Institutional Master Plan, into compliance with the Planning Code ("Project"). The Project, as authorized by the Development Agreement, requires the City's approval of a variety of permits and authorizations, including (i) approval of a conditional use authorization by the Planning Commission to reflect the approval of the use of thirty-four (34) properties (primarily in the northeast quadrant of the City) and to grant certain exceptions to the Planning Code, (ii) the approval of permits to alter and certificates of appropriateness 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 other building alterations and street improvements including without limitation the removal and installation of signage, removal and repair of nonconforming awnings and exterior alterations, the installation Class 1 and Class 2 bike racks, the removal of curb cuts, removal of signage, and the replacement of certain windows. The Academy will vacate and cease any operations at the remaining nine (9) properties – 150 Hayes St., 168 Bluxome St., 460 Townsend St., 700 Montgomery St., 1055 Pine St., 1069 Pine St., 2295 Taylor St., 2340 Stockton St., and 121 Wisconsin St. In addition, the City will reclassify certain residential hotel units at 1080 and 1153 Bush Street to remove Administrative Code Chapter 41 designations, and will designate all tourist hotel units at 860 Sutter Street as permanent residential hotel units under Administrative Code Chapter 41, for a net increase of eight (8) new residential hotel units.

On October 9, 2019, the Academy filed an updated and complete application with the City's Planning Department for approval of a development agreement relating to the Project (the "Development Agreement") under Chapter 56 of the Administrative Code. As set forth in the Development Agreement, the Academy requests legalization of the proposed uses of all 34 properties, and of certain previous alterations made to the buildings and facilities on these sites without required permits, as well as approval of the work necessary to bring these properties into compliance with the San Francisco Planning Code and, where applicable, the Secretary of the Interior's Standards for buildings subject to Planning Code Articles 10 and 11. The Development Agreement requires the Academy to obtain all necessary permits to perform corrective work at the 34 properties and complete the work to bring these buildings into compliance with the Planning Code pursuant to the Schedule of Performance set forth as Exhibit E to the Development Agreement. While the Development Agreement is between the City, acting primarily through the Planning Department, and Academy, other City agencies retain a role in reviewing and issuing certain later approvals for the Project. Later approvals include approval of building permits, street improvement permits, and permits to install Class 2 bicycle parking. As a result, affected City agencies have consented or will consent to the Development Agreement.

Public benefits to the City from the Project include: (1) an "Affordable Housing Benefit" defined as the cash payment of $37.6 million to the City to be used by the City solely for affordable housing purposes, with a first priority for uses related to the creation or preservation of single room occupancy (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; (2) a cash payment to the City's Small Sites Fund in excess of $8.2 million; (3) an agreement by the Academy to 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 in the Development Agreement, to not promise new students more housing units than the number of lawful units that are at the Academy's disposal, to not temporarily house its students in non-Academy facilities, and to provide housing to increase the percentage of housing it provides to On Campus Students pursuant to a "Housing Metering" formula agreed to by the Parties; (4) payment of Planning Code civil penalties totaling $1 million, and reimbursement for Planning enforcement costs totaling $1.3 million; (5) payment of Unfair Competition Law penalties totaling $6 million; and (6) payment of impact, fair share, and in-lieu fees of approximately $3.8 million. Those payments total approximately $58 million. In addition, the Academy will pay the City's administrative and legal costs in connection with the negotiation of the Development Agreement.

On October 9, 2019, the Planning Department issued an Addendum to the FEIR, in which it determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.).

On October 9, 2019, the Academy filed complete applications with the City's Planning Department for required entitlements pursuant to the Term Sheet and Development Agreement. These applications are the consolidated master applications for Conditional Use Authorization, Certificate of Appropriateness and Permit to Alter.

On November 20, 2019, by Motion Nos. XXXX, XXXX, and XXXX, the Historic Preservation Commission adopted CEQA findings and approved the master Certificate of Appropriateness and Permit to Alter applications (Planning Record Nos. 2019-012970COA and 2019-012970PTA).

On November 21, 2019, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2019-012970CUA. At this same hearing, and prior to acting on the requested Conditional Use Authorization, the Commission considered and adopted CEQA Findings for the Project under Motion No. XXXXX, and adopted Resolution No. XXXXX recommending approval to the Board of Supervisors of an ordinance amending the Planning Code, waiving provisions of Administrative Code sections 41 and 56, and adopting the Development Agreement.

The Planning Department Commission Secretary is the custodian of records; the Files for Record No. 2019-012970PRJ are located at 1650 Mission Street, Suite 400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use Authorization as requested in Application No. 2019-012970CUA, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.

2. **Project Description.** The Project involves the withdrawal of all Academy use from nine (9) properties and the legalization and/or establishment of uses associated with the Academy at 34 properties within the City and County of San Francisco. Also included in the Project are building modifications, both internal and external, that have either been made by the Academy and require legalization, are required for purposes of establishing Academy uses at these various properties, or are required to bring the buildings into conformance with the Planning Code including, where applicable, Articles 10 and 11 of the Planning Code. The Project also includes signage proposals for all properties. The Project does not propose to include any demolition, new construction, or physical expansion of a building at any of the 34 properties, or at the sites to be withdrawn from Academy use.

   In total, the Project will establish a Post-Secondary Educational Institution ("PSEI") use at 16 properties, with a total of approximately 1,137,108 square feet of institutional space. An additional 16 properties will be used by the Academy for residential student housing uses (and incidental PSEI space located in some of the properties, such as student activity centers, recreation spaces and cafeterias), with some authorized as dwelling units and others as group housing; one building within this category includes legal nonconforming live/work units. These residential buildings comprise approximately 462,448 square feet and include 143 dwelling units, 579 group housing rooms, and 33 live/work units, resulting in a total available count of 1,843 beds at the 16 properties. Also included in the residential square footage discussed above are areas proposed for non-accessory private parking uses to be used by Academy faculty and staff totaling 100 spaces at four properties – 575 Harrison St., 1727 Lombard St., 1900 Jackson St., and 2550 Van Ness Ave. The two remaining sites will be authorized for multiple uses including a private parking garage, commercial storage, and a community facility. As discussed in the Institutional Master Plan (IMP) for the Academy, three of the thirty-four properties will include newly approved Academy uses and were not otherwise used by the Academy prior to approval. Table 1, below, provides specific land use information and proposed scopes of work for each property to be considered under the Project.

   Authorization of the Project is anticipated through Planning Code Section 304.6, which would be enacted through a proposed Planning Code Text Amendment. The proposed legislation effectively

subjects all Academy permits and approvals that are the included in the Project to a Conditional Use Authorization requirement, which may be sought under a single application for Conditional Use Authorization, also referred to as a "Master Conditional Use Authorization", or "MCUA". Such Master Conditional Use Authorization shall be in lieu of any other discretionary action by the Zoning Administrator, such as variances. Table 1, below, also provides information regarding the types of discretionary actions that would otherwise be required at each property, but which will instead be approved and acted upon in a single decision by the Commission through Planning Code Section 304.6 and the approval of the MCUA.

Table 1. Proposed Academy Uses and Scope of Work at Each Academy Property. For full proposed scopes of work, please refer to plan drawings for each property, attached as Exhibit B to this Motion.

Property Address	Existing Legal Use	Proposed Academy Use	Proposed Scopes of Work	Discretionary Actions Needed
601 Brannan Street	Office	Post-Secondary Education Institutional (PSEI)	• Legalize change of use from Office to PSEI, with 17 accessory off-street parking spaces • Reconfiguration of parking lot and basketball court open space • Fill in of two curb cuts along Brannan St. • Provision of Class 1 and 2 bicycle parking • Removal of stucco wall infill and replacement with window with brick sill along Brannan St. • Removal of film applied to windows to comply with active use requirements • Exterior alterations (e.g. replacement of light fixtures, concealing conduit) • Addition of Academy signage	• Conditional Use for PSEI in MUG (§840.32) • Code exception from active use requirements (§145.1) for Class 1 bicycle parking location
410 Bush Street	Office	PSEI	• Legalize change of use from Office to PSEI, with 10 accessory off-street parking spaces • Provision of Class 1 and 2 bicycle parking • Partial repainting of building to remove prior signage remnants; two existing projecting signs legal, to remain and no other signage proposed • Exterior alterations (e.g. replacement of light fixtures, concealing conduit, removal of barbed wire)	• Approval by HPC of Major Permit to Alter (Article 11) • Code exception from bicycle parking design standards (§155.1) for vertical spaces
58-60 Federal Street	Office	PSEI	• Legalize change of use from Office to PSEI, with 8 accessory off-street parking spaces • Provision of Class 1 and 2 bicycle parking • New steel-frame entry door to replace unpermitted glass door and restore historic character	• Approval by HPC of Certificate of Appropriateness (Article 10)

58-60 Federal Street (continued)			• New steel windows with true divided lites in existing rough openings to match historic character; enlarged openings to be legalized, except as noted • Legalization of other exterior modifications (e.g. exterior barrel housing on garage roll-up doors, installation of ventilation grates in window openings, installation of roof railing for HVAC system) • Exterior alterations (e.g. replacement of security cameras, removal of Juliet balconies) • New signage and relocation of signage	• Code exception from bicycle parking design standards (§155.1) for vertical spaces and access path
2801 Leavenworth Street	Office, Retail at ground floor	PSEI, Retail at ground floor	• Legalize change of use from Office to PSEI at 2nd and 3rd floors. Ground floor remains Retail Sales and Service; however, may be operated by the Academy, provided meets certain conditions as specified in Development Agreement • Provision of Class 1 and 2 bicycle parking • New signage including repurposing of neon projecting sign	• Code exception from bicycle parking design standards (§155.1) for vertical spaces and access path
77-79 New Montgomery Street	Office	PSEI	• Legalize change of use from Office to PSEI • Provision of Class 1 and 2 bicycle parking • Partial removal of interior partitions within first 25' of building depth at ground floor, and removal of translucent film on glazing • Three existing projecting signs legal, to remain; awnings to be legalized with painted signage on awnings removed; window decal signs removed. • Exterior alterations (e.g. replacement or relocation of security cameras, concealing conduit) • Legalization of exterior alterations (e.g. infilled windows at upper floor)	• Approval by HPC of Minor Permit to Alter (Article 11) • Code exception from bicycle parking design standards (§155.1) for vertical spaces • Code exception from active use requirements (§145.1) for interior partitions within first 25'
180 New Montgomery Street	Office	PSEI	• Legalize change of use from Office to PSEI • Provision of Class 1 and 2 bicycle parking • Three existing projecting signs legal, to remain; no other signage proposed • Exterior alterations (e.g. replacement of security cameras and light fixtures, concealing conduit, painting of building panels to be consistent with historic standards, repair of façade damage, restoration of ground floor panels) • Legalization of exterior alterations (e.g. window replacements at upper floors, murals and seating installations at Natoma St.)	• Approval by HPC of Major Permit to Alter (Article 11) • Code exception from bicycle parking design standards (§155.1) for vertical spaces

625 Polk Street	PSEI	PSEI	• Exterior alterations (e.g. replacement of security cameras and light fixtures, concealing conduit in existing masonry grooves, repair of façade damage) • Legalization of security gates • New wall signage and new copy on existing wall sign, to be installed consistent with historic standards	• Approval by HPC of Certificate of Appropriateness (Article 10)
491 Post Street	Religious Institution	PSEI	• Legalize change of use from Religious Institution to PSEI • Provision of Class 1 and 2 bicycle parking • Two existing banner signs and statues legal, to remain; one additional wall sign proposed in existing church box fixture and interpretive historic display proposed for other fixture; removal of unpermitted signage on fence • Exterior alterations (e.g. replacement of light fixtures, removal of unused conduit) and legalization of existing alterations (e.g. window vents, basement door replacement, skateboard deterrents)	• Approval by HPC of Administrative Certificate of Appropriateness (Article 10) • Code exception from bicycle parking design standards (§155.1) for vertical spaces and access path
540 Powell Street	PSEI, Museum	PSEI	• Legalize change of use to PSEI for entire building; portions of existing building already considered legal PSEI • Provision of Class 2 bicycle parking • Relocation of existing projecting sign below belt course; removal of awnings with signage • Exterior alterations (e.g. replacement of security cameras and light fixtures, concealing conduit, replacement of windows to match historic conditions at primary façade, legalization of window replacements and security bars at secondary façade, repair of entry marquee and façade damage, legalization of infilled window at upper floor)	• Approval by HPC of Major Permit to Alter (Article 11)
625-629 Sutter Street	Office	PSEI	• Legalize change of use from Office to PSEI • Provision of Class 1 and 2 bicycle parking. • One existing projecting sign legal, to remain; two new non-illuminated window signs proposed at storefront glazing. • Removal of three storefront awnings and associated signage; restoration of transom glazing. • Removal of interior storefront display partitions within first 25′ of building depth at ground floor to allow for transparent views into building	• Approval by HPC of Major Permit to Alter (Article 11) • Code exception from active use requirements (§145.1) for Class 1 bicycle parking location, and for interior partitions within the first 25′

625-629 Sutter Street (continued)			• Exterior alterations (e.g. removal of flood lighting at belt course and installation of new light fixtures consistent with preservation standards)	• Code exception from bicycle parking design standards (§155.1) for vertical spaces
740 Taylor Street	PSEI	PSEI	• Retention of existing Class 2 bicycle parking. • One existing projecting sign legal, to remain; one additional wall sign proposed.	
466 Townsend Street	Internet Service Exchange	PSEI	• Legalize change of use from Internet Service Exchange to PSEI, with instruction limited to fields related to PDR and Arts Activities uses. • Provision of Class 1 and 2 bicycle parking. • New signage to include 4 wall signs and 1 awning sign. • Removal of remnant light fixtures at roofline from previous unpermitted signage	• Code amendment limiting the conversion of PDR use (§202.8)
950 Van Ness Avenue	Retail Automobile Sales	Private Parking, accessory ground floor museum	• Change of use from Retail Automobile Sales to Private Parking Garage with accessory ground floor museum. • Provision of Class 1 and 2 bicycle parking. • Removal of one curb cut along Van Ness Avenue • Removal of two ground floor canopy structures along Van Ness Avenue • New signage to include 3 wall signs and 1 projecting sign	• Conditional Use for Private Parking Garage in RC-4 (§209.3)
1849 Van Ness Avenue	Retail Sales	PSEI, accessory ground floor museum	• Legalize change of use from Retail to PSEI with accessory ground floor museum • Provision of Class 1 and 2 bicycle parking • Existing LED wall sign legal, to remain; removal of painted wall signage copy and painted awning copy • Exterior alterations (e.g. replacement of security cameras and concealing of conduit)	• Conditional Use for PSEI in RC-4 (§209.3) • Code exception from active use requirements (§145.1) for window display boxes along Washington Street frontage
2151 Van Ness Avenue	Religious Institution	PSEI	• Legalize change of use from Religious Institution to PSEI • Provision of Class 1 and 2 bicycle parking • New signage to include one new wall sign within existing church sign cabinet, and one new freestanding sign attached to fence along Broadway	• Approval by HPC of Certificate of Appropriateness (Article 10) • Conditional Use for PSEI in RC-4 (§209.3) • Code exception to allow provision of Class 1 bicycle parking at 2211 Van Ness Ave., within 500 feet (§307(k))

1080 Bush Street	42 Dwelling Units; 15 Residential Hotel Rooms (Ch. 41)	Student Housing – 42 Dwelling Units; 15 Group Housing Rooms	• Legalize change of use for the 15 Residential Hotel Rooms to Group Housing with Student Housing use characteristic; dwelling units already considered legal Student Housing • Removal of the Chapter 41 designation from the 15 Residential Hotel Rooms through a Permit to Convert application, proposing replacement units at 860 Sutter Street. • Provision of Class 1 and 2 bicycle parking • Reinstate ground floor dwelling unit at area of ground floor lounge. • Existing wall sign legal, to remain; no other signage proposed. • Replacement of ground floor door consistent with preservation standards	• Code amendment limiting the conversion of housing to student housing use (§317(e)) • Conditional Use for Group Housing affiliated with PSEI use in RC-4 (§209.3) • Code exception from active use requirements (§145.1) for Class 1 bicycle parking location • Code exception from bicycle parking design standards (§155.1) for vertical spaces and access path
1153 Bush Street	1 Dwelling Unit; 15 Residential Hotel Rooms (Ch. 41)	Student Housing – 16 Group Housing Rooms	• Legalize change of use to Group Housing with Student Housing use characteristic • Removal of the Chapter 41 designation from the 15 Residential Hotel Rooms through a Permit to Convert application, proposing replacement units at 860 Sutter Street. • Provision of Class 1 and 2 bicycle parking • Removal of existing curb cut and driveway • Exterior alterations (e.g. removal of entry canopy, window replacements, and installation of security card reader for bike access at garage) • New wall signage proposed at garage, must allow for garage operation for access to bicycle parking	• Code amendment limiting the conversion of housing to student housing use (§317(e)) • Conditional Use for Group Housing affiliated with PSEI use in RC-4 (§209.3) • Code exception from bicycle parking design standards (§155.1) for vertical spaces and to allow provision of Class 2 bicycle parking at 1080 Bush St., within 500 feet (§307(k))
575 Harrison Street	33 Live/Work Units	33 Live/Work Units; Private Parking Garage	• Legalize change of use at garage from accessory parking to Private Parking use; no change of use to legal nonconforming live/work units • Provision of Class 1 and 2 bicycle parking • New signage to include one wall and one projecting sign	• Conditional Use for Private Parking use in MUO (§842.41)

1900 Jackson Street	9 Dwelling Units	Student Housing – 9 Dwelling Units; Private Parking Garage	• Legalize change of use at garage from accessory parking to Private Parking use; dwelling units already considered legal Student Housing • Provision of Class 1 and 2 bicycle parking • New signage to include two identifying wall signs	• Conditional Use for Private Parking use in RH-2 (§209.1) • Code exception from bicycle parking design standards (§155.1) for vertical spaces
736 Jones Street	34 Dwelling Units	Student Housing – 34 Dwelling Units	• No change of use; dwelling units already considered legal Student Housing • Reinstate basement level dwelling unit adjacent to student lounge • Existing wall sign legal, to remain; new signage proposed on existing awning over entry	
1727 Lombard Street	Tourist Motel	Student Housing – 52 Group Housing Rooms; Private Parking Lot and Garage	• Legalize change of use from Tourist Motel to Group Housing with Student Housing use characteristic; legalize change of use from accessory parking lot to Private Parking use • Provision of Class 1 and 2 bicycle parking • Development of code compliant open space on portion of prior parking lot • Removal of two curb cuts and driveways, one along Lombard St. and one along Greenwich St. • Removal of window signs at lobby/office, to allow for transparent views into building; retention of existing freestanding "Star Motel" sign to be designated as a Vintage Sign; new signage to include wall sign adjacent to freestanding sign and identifying wall sign at Greenwich frontage	• Conditional Use for Group Housing in RH-2 (§209.1) • Conditional Use for Private Parking use in RH-2 and NC-3 (§209.1 and §712) • Code exception from rear yard requirements (§134)
1916 Octavia Street	22 Residential Hotel Units (Ch. 41)	Student Housing – 22 Group Housing Rooms (Ch. 41)	• Legalize change of use from 22 Residential Hotel Rooms to Group Housing with Student Housing use characteristic • Provision of Class 1 and 2 bicycle parking • Relocation of shuttle stop to property frontage	• Code amendment limiting the conversion of housing to student housing use (§317(e)) • Conditional Use for Group Housing in RH-2 (§209.1) • Code exception from bicycle parking design standards (§155.1) for vertical spaces

560 Powell Street	28 Dwelling Units	Student Housing – 27 Dwelling Units	• No change of use; dwelling units already considered legal Student Housing • New signage to include two wall signs and one projecting sign	• Conditional Use for removal of dwelling unit, based on 3R Report (§317)
620 Sutter Street	Tourist Hotel	Student Housing – 61 Group Housing Rooms, accessory PSEI	• Legalize change of use from Tourist Hotel to Group Housing with Student Housing use characteristic • Partial provision of Class 1 bicycle parking and provision of Class 2 bicycle parking • Retention of existing legal center awning with signage; no new signage proposed • Exterior alterations (e.g. removal of eastern awning, replacement of security cameras and lighting fixtures, concealing conduit, restoration of original YWCA engraving, repair of façade damage)	• Approval by HPC of Major Permit to Alter (Article 11) • Code exception from rear yard and open space (§134, §135) • Code exception from bicycle parking design standards (§155.1) for vertical spaces, and overall deficiency of spaces (§155.2)
655 Sutter Street	61 Group Housing Rooms	Student Housing – 55 Group Housing Rooms, accessory PSEI	• No change of use; Group Housing with Student Housing use characteristic already legal • Existing wall sign legal, to remain, with conduit to be routed internally; new signage proposed to include two projecting signs for left and right storefronts, reflecting specific use and not to include generic Academy signage copy • Exterior alterations (e.g. replacement of security cameras and lighting fixtures, concealing conduit, painting of storefront in Article 11 compatible color)	• Approval by HPC of Major Permit to Alter (Article 11)
680-688 Sutter Street	28 Dwelling Units	Student Housing – 27 Dwelling Units; PSEI gallery	• No change of use; dwelling units already considered legal Student Housing • New signage to include two wall signs, one painted • Exterior alterations (e.g. removal of awning and brackets, removal of previous sign mounting brackets, window replacements, concealing conduit, repair of façade damage)	• Approval by HPC of Minor Permit to Alter (Article 11) • Conditional Use for removal of dwelling unit (§317)
817-831 Sutter Street (aka 825 Sutter Street)	Tourist Hotel	Student Housing – 111 Group Housing Rooms	• Legalize change of use from Tourist Hotel to Group Housing with Student Housing use characteristic • Partial provision of Class 1 bicycle parking and provision of Class 2 bicycle parking • Retention of existing "Commodore" projecting and awning signs to be designated as Vintage Signs; new proposed Academy wall sign	• Conditional Use for Group Housing affiliated with PSEI use in RC-4 (§209.3) • Code exception from rear yard and open space (§134, §135)

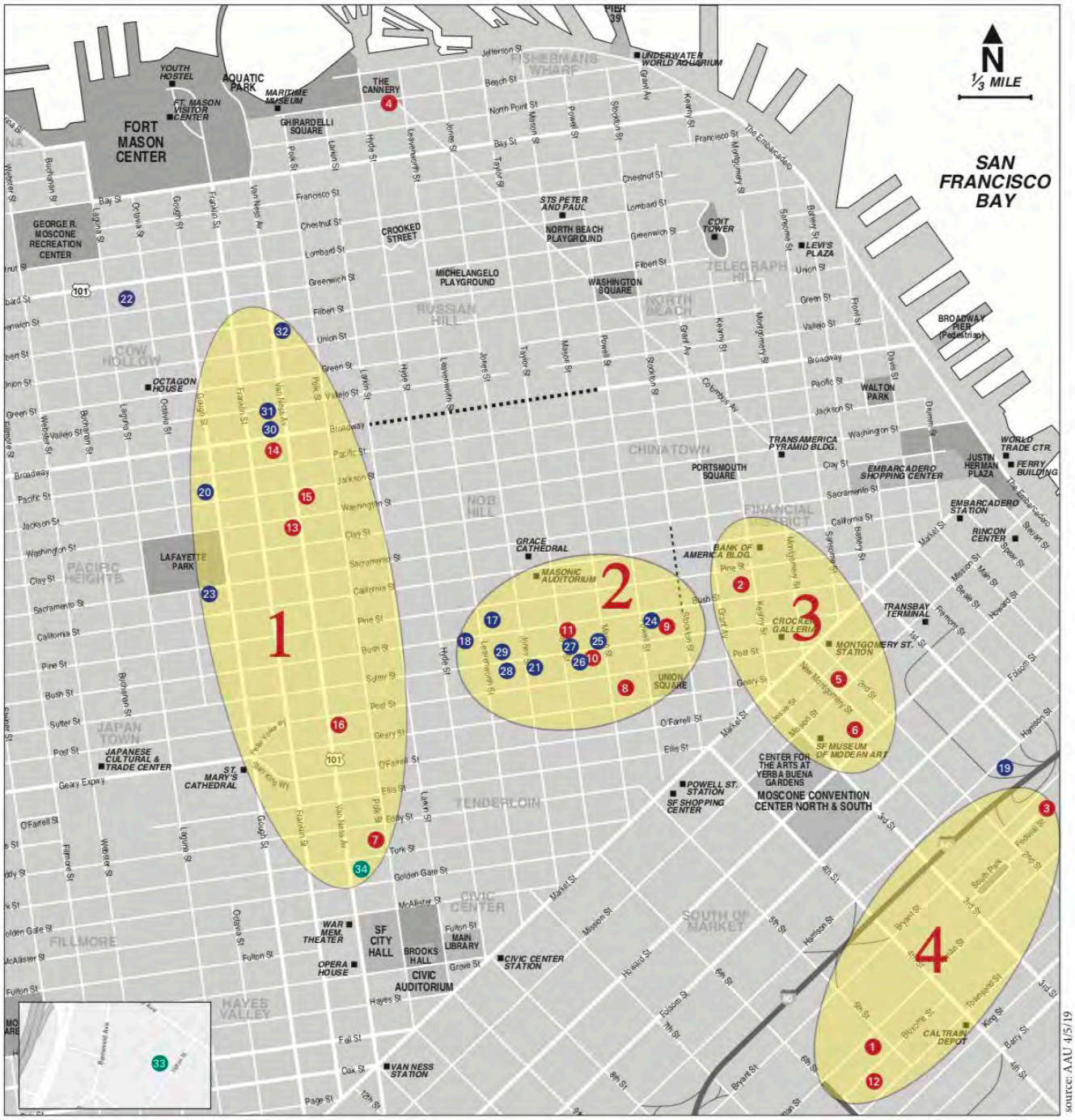
817-831 Sutter Street (aka 825 Sutter Street) (continued)			• Removal of ground floor security gate installed without permit, to provide access to bicycle parking • Aluminum window replacements are legal and no further replacement is proposed; however, future window replacements shall require wood sash windows to match historic character	• Code exception from bicycle parking design standards (§155.1) for vertical spaces, and overall deficiency of spaces (§155.2) • Code exception from active use requirements (§145.1) for Class 1 bicycle parking location
860 Sutter Street	Tourist Hotel (39 rooms) and 50 Residential Hotel Rooms (Ch. 41)	Student Housing – 89 Group Housing Rooms (Ch. 41)	• Legalize change of use from 39 Tourist Hotel rooms and 50 Residential Hotel Rooms to Group Housing with Student Housing use characteristic • Addition of Chapter 41 designation to all 39 rooms that are being converted from Tourist Hotel, such that entire building is designated under Chapter 41; these are replacement units for 1080 and 1153 Bush St. as part of the Permit to Convert application. • Provision of Class 2 bicycle parking • New signage to include one wall sign and one projecting sign • Exterior alterations (e.g. window replacements, removal of window film to allow transparency at ground level)	• Code amendment limiting the conversion of housing to student housing use (§317(e)) • Conditional Use for Group Housing affiliated with PSEI use in RC-4 (§209.3) • Code exception from open space (§135) • Code exception for overall deficiency of bicycle parking spaces (§155.2) and to allow provision of Class 2 bicycle parking at 825 Sutter St., within 500 feet (§307(k))
2209 Van Ness Avenue	1 Dwelling Unit	Student Housing – 18 Group Housing Rooms	• Legalize change of use from 1 Dwelling Unit to Group Housing with Student Housing use characteristic • Partial provision of Class 1 bicycle parking and provision of Class 2 bicycle parking • New signage to include freestanding sign on fence at property line	• Code amendment limiting the conversion of housing to student housing use (§317(e)) • Conditional Use for Group Housing affiliated with PSEI use in RC-3 (§209.3) • Code exception from exposure (§140)

2209 Van Ness Avenue (continued)				• Code exception for overall deficiency of bicycle parking spaces (§155.2) and to allow provision of Class 1 bicycle parking at 2211 Van Ness Ave., within 500 feet (§307(k))
2211 Van Ness Avenue	2 Dwelling Units; ground floor Retail Sales and Service	Student Housing – 3 Dwelling Units, 4 Group Housing Rooms	• Legalize change of use from 2 Dwelling Units and ground floor Retail to 3 Dwelling Units and 4 Group Housing Rooms with Student Housing use characteristic • Provision of Class 1 bicycle parking (including partial provision for 2209 and 2151 Van Ness Ave.) and provision of Class 2 bicycle parking • Removal of existing signage on building awning; new signage to include freestanding sign on fence at property line • Window replacements	• Code amendment limiting the conversion of housing to student housing use (§317(e)) • Conditional Use for Group Housing affiliated with PSEI use in RC-3 (§209.3) • Code exception from open space and exposure (§135 and §140) • Code exception from bicycle parking design standards (§155.1) for vertical spaces, and to allow provision of Class 2 bicycle parking at 2209 Van Ness Ave., within 500 feet (§307(k))
2225 Jerrold Avenue	Commercial Storage, accessory Office	Commercial Storage with accessory Office; Private Parking Garage and Lot with accessory Office; Community Facility	• Legalize partial change of use to Private Parking Garage, with accessory office; establish new partial change of use as Community Facility; 9 accessory off-street parking spaces associated with Academy Commercial Storage and Private Parking Garage uses; 7 accessory off-street parking spaces associated with Community Facility • Provision of Class 1 and 2 bicycle parking • Interior and exterior alterations necessary to implement the Community Facility use, to include removal of existing roll-up doors and replacement with glazed storefront system, and installation of stairs and ADA lift	• Conditional Use for Private Parking use in PDR-2 (§210.3)

1142 Van Ness Avenue	Private Community Facility	PSEI	• Establish change of use from Private Community Facility to PSEI • Provision of Class 1 and 2 bicycle parking • New signage to include four wall signs • Exterior alterations (e.g. replacement of security cameras with concealed conduit, replacement of egress doors with removal of gate, window/door replacement along alley façade at fire escape egress	• Conditional Use for PSEI in RC-4 (§209.3)
1946 Van Ness Avenue	Light Manufacturing and Retail	PSEI	• Establish change of use from Retail and Light Manufacturing to PSEI • Provision of Class 1 and 2 bicycle parking • Interior alterations necessary to implement the change of use • New signage to include 3 wall signs and 1 projecting sign • Exterior alterations (e.g. new aluminum storefronts, window replacements, and other building details consistent with historic standards)	• Conditional Use for PSEI in RC-4 (§209.3)
2550 Van Ness Avenue	Tourist Hotel	Student Housing – 153 Group Housing Rooms	• Establish change of use from Tourist Hotel to Group Housing with Student Housing use characteristic • Provision of Class 1 and 2 bicycle parking • Operation of an Academy dining facility open to the public; no change of use from existing Limited Restaurant • Removal of existing freestanding sign and structure; new signage to include one projecting sign and one wall sign; retention of existing "Da Vinci" wall sign copy	• Conditional Use for Group Housing affiliated with PSEI use in RC-3 and RM-2 (§209.3 and §209.2) • Conditional Use for Private Parking use in RC-3 and RM-2 (§209.3 and §209.2) • Code exception from rear yard and open space (§134 and §135)

3. **Site Description and Present Use.** The Project will approve Academy uses located across 34 noncontiguous properties throughout the City and County of San Francisco, as shown on Map 1, below. With the exception of the three properties to be added to the Academy's campus at 1142, 1946, and 2550 Van Ness Avenue, all properties are currently occupied and used by the Academy for residential student housing, post-secondary educational institution, or Academy-related storage uses; however, many sites are not currently authorized for such uses. Table 1, above, provides information on the last legal uses at the 34 properties to be occupied by the Academy. Many properties contain buildings considered to be historic resources. Table 2, below, provides information regarding a property's historic resource status.

Map 1. Academy of Art University – 34 Proposed Properties



4. **Surrounding Properties and Neighborhood.** Table 2, below, provides zoning districts and other neighborhood-specific information for the 34 properties comprising the Project. Given the dispersed nature of the Project, with buildings located in residential, commercial, and industrial-

zoned areas, a single characterization of the surrounding neighborhood is not appropriate for this Project. As discussed in the IMP, the Academy envisions their campus with four main area "clusters" – Van Ness Transit Corridor, Union Square, Financial District, and South of Market.

Van Ness Transit Corridor: The Academy operates eight buildings (three residential, five institutional) located along Van Ness Avenue, including the three properties that will be added to the campus as part of the proposed Project. These properties stretch from O'Farrell Street to the south, to Filbert Street on the north end. In general, density and building heights decrease along the corridor moving south to north, changing from the RC-4 to the RC-3 zoning district and from 130-foot, to 80-foot, to 65-foot height districts. Uses along Van Ness Avenue historically were frequently automotive in nature as a primary north-south path of travel through the City. Academy uses reflect this, in part, through the location of their automotive museums at 950 and 1849 Van Ness Avenue. Today, Van Ness Avenue serves not only as a corridor for automotive traffic, but also several bus lines including the recent development of bus rapid transit along the corridor. Additionally, the Academy operates three residential buildings that are located a few blocks west of Van Ness Avenue, within walking distance of other Academy facilities.

Union Square: The Academy operates at thirteen properties in what they consider to be the Union Square cluster, which extends west along Sutter Street as its main axis toward the adjacent Lower Nob Hill area. These properties consist of four academic institutional buildings and nine residential student housing buildings. Neighborhood density and building heights are relatively consistent throughout this area, characterized by RC-4 and C-3-G zoning districts, and 80- to 130-foot height districts. While the area immediately around Union Square is predominantly known as a retail hub of the City, the broader area includes a dense mix of hotel and tourist-oriented uses as well as dense residential use characterized by small apartments and residential hotels. Retail, restaurants, and other daily-serving needs are found at ground floors throughout this area. Many properties in the area have historical significance, particularly for architectural integrity, and many properties located within the C-3 zoning district are also within the Kearny-Market-Mason-Sutter ("KMMS") Conservation district.

Financial District: The Academy operates three properties within the Financial District cluster and neighborhood, one to the north and two to the south of Market Street. All three properties were previously offices and are now proposed for PSEI use. The Financial District neighborhood encompasses that portion of the downtown geographically farthest to the east, historically having developed first in the areas north of Market Street (C-3-O District), with more recent office development moving to the south in connection with the Transbay District Area Plan (C-3-O(SD) District). While building heights in these districts are commonly in excess of 300 feet and include the tallest structures in the City, the Academy properties are located on the edge of the Financial District with more moderate heights. Each of the three Academy properties in this area has historical significance under Article 11.

South of Market: The Academy operates four properties within the South of Market ("SoMa") area of the City, three for PSEI use and one live/work building. Two properties are toward Eastern SoMa, while the other two are within the recently zoned Central SoMa area. The property at 601 Brannan Street, specifically, is adjacent to three Central SoMa key sites, at the corner of 5th and Brannan Streets. Two of the properties proposed for PSEI use were previously office buildings, while the third is changing from an Internet Utilities Exchange use; the live/work building is a continuation of the existing legal nonconforming use. One of the PSEI properties is listed under Article 10, the South End Landmark District, while the other two PSEI buildings are considered to be historic resources under CEQA.

Table 2. Zoning and Other Property Information for Each Academy Property.

Property Address	Zoning District	Height/ Bulk District	Special Use District	Preservation Designation	Supervisor District	Planning Dept. Neighborhood Group	Academy-Named Cluster
601 Brannan St.	MUG	160-CS	Western SoMa; Central SoMa	Category A – Historic Resource	6	South of Market	South of Market
410 Bush Street	C-3-O	80-130-F	N/A	Article 11 (KMMS)	3	Chinatown	Financial District
58-60 Federal Street	MUO	65-X	N/A	Article 10 (South End Landmark District)	6	South of Market	South of Market
2801 Leavenworth Street	C-2	40-X	Waterfront 2	Category A – Historic Resource	2	North Beach	N/A
77-79 New Montgomery Street	C-3-O(SD)	150-S	N/A	Article 11 (New Montgomery-Mission-2nd St.)	6	Financial District	Financial District
180 New Montgomery Street	C-3-O(SD)	150-S	N/A	Article 11 (New Montgomery-Mission-2nd St.)	6	Financial District	Financial District
625 Polk Street	NC-3	130-E	N/A	Article 10 (Landmark #174)	6	Downtown / Civic Center	Van Ness Transit Corridor
491 Post Street	C-3-G	80-130-F	N/A	Article 10 (Landmark #177); Article 11 (KMMS)	3	Downtown / Civic Center	Union Square
540 Powell Street	C-3-R	80-130-F	N/A	Article 11 (KMMS)	3	Downtown / Civic Center	Union Square
625-629 Sutter Street	C-3-G	80-130-F	N/A	Article 11 (KMMS)	3	Downtown / Civic Center	Union Square

740 Taylor Street	RC-4	65-A	N/A	Category A – Historic Resource	3	Downtown / Civic Center	Union Square
466 Townsend Street	CMUO	85-X	Western SoMa; Central SoMa	Category A – Historic Resource	6	South of Market	South of Market
950 Van Ness Avenue	RC-4	130-V	Van Ness; Van Ness Automotive	Category C – No Historic Resource	6	Downtown / Civic Center	Van Ness Transit Corridor
1849 Van Ness Avenue	RC-4	80-D	Van Ness	Category A – Historic Resource	2	Pacific Heights	Van Ness Transit Corridor
2151 Van Ness Avenue	RC-4	80-D	Van Ness	Article 10 (Landmark #252)	2	Pacific Heights	Van Ness Transit Corridor
1080 Bush Street	RC-4	65-A	N/A	Category A – Historic Resource	3	Nob Hill	Union Square
1153 Bush Street	RC-4	65-A	N/A	Category A – Historic Resource	3	Downtown / Civic Center	Union Square
575 Harrison Street	MUO	65-X	N/A	Category C – No Historic Resource	6	South of Market	South of Market
1900 Jackson Street	RH-2	40-X	N/A	Category B – Age Eligible, unknown	2	Pacific Heights	Van Ness Transit Corridor
736 Jones Street	RC-4	80-A	N/A	Category A – Historic Resource	3	Downtown / Civic Center	Union Square
1727 Lombard Street	NC-3 / RH-2	40-X	N/A	Category B – Age Eligible, unknown	2	Marina	Van Ness Transit Corridor
1916 Octavia Street	RH-2	40-X	N/A	Category C – No Historic Resource	2	Pacific Heights	Van Ness Transit Corridor
560 Powell Street	RC-4	80-130-F	N/A	Category A – Historic Resource	3	Downtown / Civic Center	Union Square
620 Sutter Street	C-3-G	80-130-F	N/A	Article 11 (KMMS)	3	Downtown / Civic Center	Union Square
655 Sutter Street	C-3-G	80-130-F	N/A	Article 11 (KMMS)	3	Downtown / Civic Center	Union Square
680-688 Sutter Street	C-3-G	160-F	N/A	Article 11 (KMMS)	3	Downtown / Civic Center	Union Square
817-831 Sutter Street (aka 825 Sutter Street)	RC-4	80-A	N/A	Category A – Historic Resource	3	Downtown / Civic Center	Union Square

860 Sutter Street	RC-4	80-A	N/A	Category A – Historic Resource	3	Downtown / Civic Center	Union Square
2209 Van Ness Avenue	RC-3	80-D	N/A	Category A – Historic Resource	2	Pacific Heights	Van Ness Transit Corridor
2211 Van Ness Avenue	RC-3	80-D	N/A	Category A – Historic Resource	2	Pacific Heights	Van Ness Transit Corridor
2225 Jerrold Avenue	PDR-2	65-J	Industrial Protection Zone	Category C – No Historic Resource	10	Bayview	N/A
1142 Van Ness Avenue	RC-4	130-V	Van Ness; Van Ness Automotive	Category A – Historic Resource	3	Downtown / Civic Center	Van Ness Transit Corridor
1946 Van Ness Avenue	RC-4	80-D	Van Ness	Category A – Historic Resource	3	Nob Hill	Van Ness Transit Corridor
2550 Van Ness Avenue	RC-3 / RM-3	65-A	N/A	Category B – Age Eligible, unknown	2	Russian Hill	Van Ness Transit Corridor

5. **Public Outreach and Comments.** The Department has received correspondence from 21 people asking to be included on all hearing notices regarding the proposed project. Since notices were mailed and posted regarding Project hearings, staff has received approximately six general inquiries regarding the Project from members of the public, typically interested in a few specific properties comprising the larger Project. Lastly, staff has received 10 emails from neighbors of the property at 1900 Jackson Street, specifically in opposition to the Academy signage that has been proposed for this building located in an RH-2 District.

6. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

   A. **Use.** Various Planning Code Sections regulate the proposed uses, dependent on the specific zoning district in which a property is located. Below, the zoning district applicable to each of the proposed 34 properties will be described. Predominantly, Academy uses fall into two categories: Post-Secondary Educational Institution ("PSEI") and Residential use (dwelling unit or group housing) with a Student Housing use characteristic.

   C-3 Districts (Section 210.2): The Academy operates at nine properties within C-3 Districts. For purposes of this discussion, there is no need to differentiate between the different types of C-3 Districts as they are consistent across type with regard to the uses proposed. Within C-3 Districts, both PSEI use

and a Student Housing characteristic are principally permitted, and there is no residential density limit for either dwelling units or group housing bedrooms.

C-2 District (Section 210.1): The Academy also has one property located within a C-2 District at 2801 Leavenworth St. ("The Cannery"), which contains retail sales and service uses at the ground floor of the property and proposes PSEI use at upper floors; retail and PSEI uses are both principally permitted within this District. While some of the ground floor retail spaces will continue to be operated by businesses unaffiliated with the Academy, the Academy may also operate their own retail sales and service uses at the ground floor, provided that these uses are open to the general public during normal retail hours, that these uses do not appear by virtue of signage or other physical aspects to be a use exclusive to Academy-associated individuals or groups, and that these uses do not provide any discount, subsidy or operational preference exclusive to Academy-associated individuals or groups.

RC Districts (Section 209.3): The Academy operates at fourteen properties located entirely within either the RC-3 or RC-4 District. One additional property (2550 Van Ness Ave.) has split RC-3 and RM-3 zoning (Section 209.2). Within RC Districts, PSEI use requires conditional use authorization; this is required for proposed changes of use at four properties: 1142 Van Ness Ave., 1849 Van Ness Ave., 1946 Van Ness Ave., and 2151 Van Ness Ave. Note that although 740 Taylor also proposes PSEI use, no change of use is required due to the last legal PSEI use at this property, prior to Academy occupancy.

Within RC Districts, while a Student Housing use characteristic is permitted, conditional use authorization is required for group housing that is affiliated with and operated by an Institutional Educational use. This requirement applies to seven Academy properties: 1080 Bush St., 1153 Bush St., 817-831 Sutter St., 860 Sutter St., 2209 Van Ness Ave., 2211 Van Ness Ave., and 2550 Van Ness Ave. (where conditional use is also required for the RM-zoned portion of this property.) Residential Student Housing at two properties – 736 Jones St. and 560 Powell St. – are principally permitted as these buildings contain dwelling units, as opposed to group housing rooms. Proposed residential density at these properties are kept within maximums allowed by Code where a change of use occurs; where there is no change of use, such as for 736 Jones St. and 560 Powell St., residential density may exceed Code maximums as a continuation of a legal nonconforming use.

The last property within an RC District is located at 950 Van Ness Ave. where the Academy proposes to operate a private parking garage use for its classic automobile collection. Private parking garages require conditional use authorization. As part of this use, the Academy will operate an accessory museum at the ground floor, open to the public in conjunction with the auto museum at 1849 Van Ness Ave. An additional private parking garage use is requested at 2550 Van Ness. Parking exists at this site already and was used in an accessory manner by the prior tourist motel use; however, under Academy operation, this parking would no longer be used in an accessory manner by those residing in the building, and would instead be used more generally by Academy faculty and staff, thus needing to be authorized as a separate use instead of remaining as an accessory function of the student housing.

RH-2 District (Section 209.1): The Academy operates at two properties located entirely within the RH-2 District: 1900 Jackson St. and 1916 Octavia St. Additionally, the property at 1727 Lombard St. has split zoning between the RH-2 and NC-3 Districts. All three properties are used for Student Housing, which is a permitted use characteristic in this District (and within the NC-3 District at 1727 Lombard St.). At 1900 Jackson St., there are nine dwelling units at this property considered a continuation of the legal nonconforming use at this property. At both 1916 Octavia St. and 1727 Lombard St., group housing uses are proposed within allowable density limits, but require conditional use authorization within the RH-2 District.

Similar to 2550 Van Ness Ave., above, both 1900 Jackson St. and 1727 Lombard St. contain existing parking areas on the property, which will no longer be used in an accessory manner by students occupying these properties, and would instead be used more generally by Academy faculty and staff. Considered as a separate use, the private parking garage and private parking lot and garage at 1900 Jackson St. and 1727 Lombard St., respectively, require conditional use authorization within the RH-2 District.

NC-3 District (Section 712): In addition to the uses at 1727 Lombard St., which were discussed in full immediately above, the Academy has one other property located within the NC-3 District at 625 Polk St. This property proposes a continuation of the last legal PSEI use that existed at the property prior to Academy occupation and is a principally permitted use within the NC-3 District.

Mixed Use Districts (Sections 840, 842, and 845): The Academy operates at four properties within Mixed Use Districts: 601 Brannan St. (MUG), 58-60 Federal St. (MUO), 466 Townsend St. (CMUO), and 575 Harrison St. (MUO); the first three properties contain PSEI use, while 575 Harrison contains legal nonconforming live/work units. Within the MUG District at 601 Brannan St., PSEI use requires conditional use authorization; the proposed parking at 601 Brannan St. is considered accessory to the PSEI use. At 58-60 Federal St. and 466 Townsend St., within the MUO and CMUO Districts respectively, PSEI use is principally permitted. There is no proposed change of use for the legal nonconforming live/work units at 575 Harrison; student residents of this building are pursuing educational study in fields related to PDR, arts activities, and design professional uses. Additionally, at 575 Harrison (and similar to 2550 Van Ness Ave., 1900 Jackson St., and 1727 Lombard St.), the parking at this property is no longer proposed to be used in an accessory manner by those residing at this property, and would instead be used more generally by Academy faculty and staff; this private parking garage use requires conditional use authorization within the MUO District.

At 466 Townsend St., the proposed change of use from Internet Service Exchange to PSEI would require that the Project provide replacement PDR space at a rate of 0.75 square feet per square foot to be changed, as per the requirements of Planning Code Section 202.8. However, as per the proposed Planning Code amendment, the requirement of Section 202.8 is fulfilled through application and receipt of a Master Conditional Use Authorization and no replacement space would be required for this change of use.

PDR-2 District (Section 210.3): Lastly, the Academy operates at part of 2225 Jerrold Ave. within the PDR-2 District. Uses within this building include commercial storage and accessory office use for both the Academy as well as the SF Fire Fighter's Toy Program, a private parking garage and lot for Academy shuttle vehicles and accessory office for the operation and dispatch of those shuttles, and a newly proposed community facility use. Commercial Storage and the Community Facility are principally permitted within the PDR-2 District; the private parking garage and lot require conditional use authorization.

B. **Rear Yard.** Planning Code Section 134 sets forth rear yard requirements in various Districts.

For this project, rear yard requirements generally fall into three categories: non-residential properties without a rear yard requirement, existing residential properties that may or may not have complying rear yards and are adding a student housing use characteristic, and properties undergoing a change of use from non-residential to residential student housing.

All 16 properties proposed for PSEI use have no rear yard requirement based on the zoning district in which they are located and fall into the first category above. The properties at 950 Van Ness Ave. and 2225 Jerrold, also proposed for non-residential use, similarly do not have a rear yard requirement.

Of the 16 proposed student housing buildings, all but four properties had some amount of residential use prior to Academy occupancy. In some cases, such as 1153 Bush St., a Code-complying rear yard already exists and will continue to exist following approval of the Project. In most cases, however, these buildings have legal noncomplying rear yards, which are permitted to continue in their existing state; the change to student housing does not exacerbate the noncompliance seen at these properties.

However, the conversion of four properties – 1727 Lombard St., 620 Sutter St., 817-831 Sutter St., and 2550 Van Ness Ave. – from non-residential use to residential student housing use triggers new rear yard requirements. For all of these properties, the existing building extends into portions of the lot that would be required rear yard areas upon conversion to residential use. As the Academy does not propose to demolish or otherwise alter existing building envelopes, a variance would be typically be required in these instances; however, pursuant to the provisions of proposed Planning Code Section 304.6, the Planning Commission may grant an exception to the rear yard requirements at these four properties through a conditional use authorization.

C. **Usable Open Space.** Planning Code Section 135 sets forth usable open space requirements for dwelling units and group housing in various Districts.

For this Project, usable open space pursuant to this Section will be required in instances where a building is being converted from non-residential to residential use, or where there is a change to the type or extent of the residential use at the property such that a greater amount of residential open space would be required. However, in instances such as at 560 Powell St., where there is no proposed change of use and no proposed increase to the number of existing residential units, although this building does not currently contain any usable open space, this deficiency may carry forward as a legal noncomplying

characteristic; the addition of the Student Housing use characteristic alone does not impose any greater usable open space requirement on the building and existing use.

In total, there are seven properties where additional usable open space is required. These properties are: 1727 Lombard St., 620 Sutter St., 817-831 Sutter St., 860 Sutter St., 2209 Van Ness Ave., 2211 Van Ness Ave., and 2550 Van Ness Ave. At all but two of these properties, an exception to open space requirements is required due to existing building configurations on these properties such that open space could only feasibly be accommodated through the development of roof decks. At 1727 Lombard St., a portion of the existing parking areas from the prior motel use will be converted to usable open space for residents in the amount required by Code. At 2209 Van Ness Ave., which will change use from the last legal single-family dwelling unit to 18 group housing rooms, the required usable open space can be provided at the rear of the building. Pursuant to the provisions of proposed Planning Code Section 304.6, the Planning Commission may grant an exception to the usable open space requirements at the five deficient properties through a conditional use authorization.

D. **Exposure.** Planning Code Section 140 sets forth requirements for dwelling units and group housing projects to face onto a public street, alley, yard or other open area meeting certain dimensional requirements.

Exposure requirements for the Project are applicable when there is a proposed change of use to residential or where there is a proposed change to the type of residential use at the property, for example at 2209 Van Ness Ave., which will change use from the last legal single-family dwelling unit to 18 group housing rooms. In cases where there is no proposed change of use, any legal noncomplying Code deficiency may be carried forward by the Project. For buildings that are proposed for group housing, a single interior common area that meets the requirements of Section 140(a) may satisfy the exposure requirement for the entirety of group housing rooms within the building. Of the 16 proposed residential buildings within the Project, only the two properties at 2209 Van Ness Ave. and 2211 Van Ness Ave. require an exception from exposure requirements. Pursuant to the provisions of proposed Planning Code Section 304.6, the Planning Commission may grant an exception to the exposure requirements at these two properties through a conditional use authorization.

E. **Street Frontages in NC, RC, C, and Mixed-Use Districts.** Section 145.1 of the Planning Code requires that within these Districts space for active uses shall be provided within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any facade facing a street at least 30 feet in width. Frontages with active uses must be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and allow visibility to the inside of the building. The use of dark or mirrored glass shall not count towards the required transparent area. Any decorative railings or grillwork, other than wire mesh, which is placed in front of or behind ground floor windows, shall be at least 75 percent open to perpendicular view. Rolling or sliding security gates shall consist of open grillwork rather than solid material, so as to provide visual interest to pedestrians when the gates are closed, and to permit light to pass through mostly unobstructed. Gates, when

both open and folded or rolled as well as the gate mechanism, shall be recessed within, or laid flush with, the building facade.

The Project does not propose modifications to most buildings as part of the proposed changes of use at these sites. As many buildings included within the Project have historical significance, including buildings designated under either Article 10 or 11 of the Planning Code, modifications to allow for greater fenestration were inappropriate to include as part of the Project. For two properties at 79 New Montgomery St. and 625 Sutter St., unpermitted partitions were constructed at the interior of the buildings, which prevented transparent views into the buildings. In these two cases, the Project includes the complete or partial removal of partitions to allow for increased views into the building. Additionally, such as for the building at 601 Brannan St., the Project also proposes the removal of unpermitted translucent or opaque films that have been placed along existing street-facing windows, in order to bring buildings into closer compliance with the requirements of this Section. Pursuant to the provisions of proposed Planning Code Section 304.6, the Planning Commission may grant an exception to the street frontage active use and transparency requirements at seven properties – 79 New Montgomery St., 625 Sutter St., 601 Brannan St., 1849 Washington St., 1080 Bush St., 620 Sutter St., and 825 Sutter – through a conditional use authorization.

F. **Off-Street Parking.** Planning Code Sections 151 and 151.1 regulate off-street parking requirements and maximum limits for accessory parking.

The Project includes off-street parking at the following institutional (PSEI) properties: 601 Brannan St., 410 Bush St., and 58 Federal St. At 601 Brannan St., the existing parking areas at the property are being reconfigured and will result in a total of 17 accessory parking spaces, as permitted by Code, and representing a reduction of 14 spaces from what currently exists. At 410 Bush St. and 58 Federal St., the existing accessory parking provided within garages at these buildings is considered legal nonconforming and is permitted to continue; the Academy will provide 10 spaces and 8 spaces at these properties, respectively.

The Project also includes off-street parking at the following residential properties: 575 Harrison St., 1900 Jackson St., 1727 Lombard St., and 2550 Van Ness Ave. Academy policy does not allow students, whether residing at these properties or not, to park any personal vehicles within these spaces; rather, these spaces are reserved for faculty and other staff. As such, these off-street parking spaces are not considered accessory and are therefore not subject to maximum accessory limits identified in these Sections of the Code. For purposes of summarizing overall off-street parking quantities controlled by the Academy, these properties propose to include 20 spaces, 9 spaces, 24 spaces, and 47 spaces, respectively, for the properties identified above.

Additionally, two other properties included as part of the Academy Project seek approval, at least in part, for private parking garage or lot use; these are located at 950 Van Ness Ave. and 2225 Jerrold Ave (2225 Jerrold also includes 9 accessory off-street parking spaces associated with the Academy's Commercial Storage and Private Parking uses and 7 accessory off-street parking spaces associated with the

Community Facility.) Similar to the off-street parking at residential properties described above, this parking is not subject to the accessory limits stated through Sections 151 and 151.1, however, will be described below in the interest of summarizing overall Academy parking. At 950 Van Ness, the approximately 49,595 square-foot building would be converted to a private parking garage. Unlike other Academy parking, however, this garage would not be open to faculty and staff, instead used as parking for the Academy's extensive classic car collection. A portion of this building would be open to the public through appointment as an accessory museum and in conjunction with the accessory classic car museum operated at 1849 Van Ness Ave., which is otherwise proposed for PSEI use. At 2225 Jerrold, the private parking areas include both a lot and internal garage areas at the southern end of the building, used as parking for Academy shuttle buses.

G. **Bicycle Parking.** Planning Code Section 155.2 sets forth bicycle parking requirements for uses. Where the change of occupancy or increase in intensity of use would increase the number of total required bicycle parking spaces by at least 15 percent, bicycle parking would be provided based on the occupied area of uses changed.

For all properties within the Project where no change of use is proposed, the Code does not require provision of bicycle parking spaces. However, properties proposing a change of use are subject to bicycle parking requirements based on the uses proposed. In general, this is the case due to higher bicycle parking requirements for PSEI uses compared with the office or other uses that previously existed at many sites. For residential properties that had not already legally been established for student housing, bike parking requirements are generally applicable due to requirements of this Section that state "Student Housing shall provide 50 percent more spaces than would otherwise be required." Plans for each property within the Project include an analysis on the cover sheet of the number of spaces required by Code due to the proposed change of use, as well as the number of spaces proposed at each property. An accounting of the number of required spaces at each property, as well as the proposed number of spaces by the Project, is provided in Table 3 below.

Table 3. Required and Proposed Bicycle Parking Spaces.

Property Address	Required Class 1 Spaces	Proposed Class 1 Spaces	Required Class 2 Spaces	Proposed Class 2 Spaces	Notes and Exceptions Needed
601 Brannan St.	3 req.	4 prop.	7 req.	8	- Exception required; however, from Section 145.1 for location of bike parking within active use area
410 Bush Street	5 req.	5 prop.	8 req.	8	- Exception required from Section 155.1 for vertical spaces (all 5)

58-60 Federal Street	4 req.	22 prop.	7 req.	14	- ESTM Condition references 36 Class 2 racks in basement, requiring relocation. Academy complies by improving 22 spaces as Class 1, and other 14 relocated for more convenient use. - Exception required from Section 155.1 for vertical spaces (16 of 22), and access path
2801 Leavenworth Street	4 req.	4 prop.	8 req.	10	- Exception required from Section 155.1 for vertical spaces (all 4), and access path
77-79 New Montgomery Street	16 req.	16 prop.	18 req.	26	- Class 1 and 2 requirements come from ESTM condition, exceeds Planning Code requirements of 5 Class 1 spaces and 10 Class 2 spaces. - Exception required from Section 155.1 for vertical spaces (all 16)
180 New Montgomery Street	28 req.	28 prop.	16 req.	16	- ESTM Condition requires 28 existing Class 1 spaces to be retained an 16 additional spaces, either Class 1 or 2 to be added, exceeds Code requirements of 7 Class 1 and 15 Class 2 spaces. - Exception required from Section 155.1 for vertical spaces (all 28)
625 Polk Street	0 req.	0 prop.	0 req.	4	
491 Post Street	10 req.	14 prop.	4 req.	10	- Class 1 requirement comes from ESTM condition, exceeds Planning Code requirement of 2 spaces.
540 Powell Street	0 req.	0 prop.	0 req.	8	
625-629 Sutter Street	0 req.	2 prop.	0 req.	10	- Exception required; however, from Section 145.1 for location of bike parking within active use area - Exception required from Section 155.1 for vertical spaces (all 2)
740 Taylor Street	0 req.	0 prop.	0 req.	4	
466 Townsend Street	6 req.	6 prop.	11 req.	12	

950 Van Ness Avenue	4 req.	4 prop.	2 req.	2	
1849 Van Ness Avenue	30 req.	30 prop.	9 req.	10	- Class 1 requirement comes from ESTM condition, exceeds Planning Code requirement of 5 spaces.
2151 Van Ness Avenue	1 req.	1 prop.	2 req.	2	- 1 Class 1 space is provided at 2211 Van Ness Ave., within 500' of subject property
1080 Bush Street	6 req.	12 prop.	3 req.	8	- Exception required; however, from Section 145.1 for location of bike parking within active use area - Exception required from Section 155.1 for vertical spaces (all 12), and access path (7 of 12)
1153 Bush Street	16 req.	20 prop.	3 req.	2	- Exception required from Section 155.1 for vertical spaces (all 20) - 1 deficient Class 2 space is provided at 1080 Bush St., within 500' of subject property
575 Harrison Street	47 req.	47 prop.	8 req.	8	
1900 Jackson Street	14 req.	14 prop.	8 req.	8	- Exception required from Section 155.1 for vertical spaces (all 14)
736 Jones Street	0 req.	0 prop.	0 req.	0	
1727 Lombard Street	39 req.	40 prop.	11 req.	12	
1916 Octavia Street	17 req.	17 prop.	3 req.	4	- Exception required from Section 155.1 for vertical spaces (all 17)
560 Powell Street	0 req.	0 prop.	0 req.	0	
620 Sutter Street	49 req.	8 prop.	6 req.	12	- Deficient by 41 Class 1 spaces - Exception required; however, from Section 145.1 for location of bike parking within active use area - Exception required from Section 155.1 for vertical spaces (all 8)
655 Sutter Street	0 req.	0 prop.	0 req.	0	
680-688 Sutter Street	0 req.	0 prop.	0 req.	0	

817-831 Sutter Street (aka 825 Sutter Street)	74 req.	55 prop.	8 req.	10	- Deficient by 19 Class 1 spaces - Exception required; however, from Section 145.1 for location of bike parking within active use area - Exception required from Section 155.1 for vertical spaces (all 55)
860 Sutter Street	63 req.	0 prop.	8 req.	6	- Deficient by 63 Class 1 spaces; - 2 deficient Class 2 spaces are provided at 825 Sutter St. across the street within 500' of subject property
2209 Van Ness Avenue	21 req.	15 prop.	3 req.	3	- Deficient by 6 Class 1 spaces; - All 15 Class 1 spaces are provided at adjacent 2211 Van Ness Ave., within 500' of subject property; - 6 Class 2 spaces are provided at 2209 Van Ness Ave., 3 for subject property, and 3 for adjacent 2211 Van Ness Ave.
2211 Van Ness Avenue	8 req.	8 prop.	3 req.	3	- A total of 24 Class 1 spaces are proposed at 2211 Van Ness Ave. to count toward requirements of 2209, 2211 and 2151 Van Ness Ave.; - Exception required from Section 155.1 for vertical spaces (20 of 24)
2225 Jerrold Avenue	6 req.	6 prop.	8 req.	8	
1142 Van Ness Avenue	2 req.	2 prop.	3 req.	4	
1946 Van Ness Avenue	1 req.	1 prop.	2 req.	2	
2550 Van Ness Avenue	99 req.	99 prop.	15 req.	16	

As shown in the table above, there are certain sites where the Academy is unable to provide the full quantity of required bicycle parking spaces due to existing building constraints and space limitations. However, as also shown in the table, there are certain sites where the Academy can accommodate bicycle parking beyond the stated requirements. In the case of the properties at 2151 Van Ness Ave., 2209 Van Ness Ave., and 2211 Van Ness Ave., which are located within 500 feet of each other, the Project proposes to provide bicycle parking at 2211 Van Ness in part for all three properties due to the building's internal configuration and availability of space, subject to review by the Department of Building Inspection and other City agencies. Lastly, due to existing building constraints at many properties, provision of Class 1 bicycle parking may not fully meet design standards as set forth in Section 155.1; for example, access

to proposed bicycle parking may require access by steps or stairs, or access through a corridor narrower than 5 feet, or that proposed spaces are vertical, wall-mounted spaces in excess of the one-third allowed by Code. However, as part of the Global Settlement, the Academy will provide these spaces for students, even if they do not fully meet all design requirements. As such, the Project will require various exceptions – to allow for a reduction in the overall amount of bicycle parking that would otherwise be required by Code, to allow for provision of spaces at another Academy property located within 500 feet, and to allow for spaces that may not fully meet the design standards of Section 155.1. Pursuant to the provisions of proposed Planning Code Section 304.6, the Planning Commission may grant such exceptions to bike parking requirements as described above through a conditional use authorization.

In total, as proposed, the Project is deficient by 129 Class 1 bicycle parking spaces. However, as the Project is reviewed by other City agencies during building permit review, it is possible that some of the proposed Class 1 spaces may not be approvable, for example, based on Building and/or Fire codes. As provided under the Development Agreement and as part of the conditions of approval of this Motion, the Commission is granting an exception for the deficiency of Class 1 bicycle parking, up to 150 total spaces from what would be required by Code. In lieu of providing the deficiency of Class 1 bicycle spaces, the Academy will pay the City an amount equal to $519 per space. The in-lieu fee will be credited against the development impact fees to be paid under the Development Agreement for up to 150 spaces. In the event that the deficiency in Class 1 bicycle parking spaces exceeds 150 spaces, the Academy will pay the in-lieu fee with funds at the same rate stated above, in addition to those identified and allocated in the Development Agreement, and will not be credited against the Settlement Payment.

H. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, only one property (466 Townsend St.) of the 34 properties included within the Project is subject to TDM Plan requirements. The Project shall finalize a TDM Plan for this property prior to Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the property at 466 Townsend St. must achieve a target of 10 points. No other sites are subject to the requirements of this Section as there is either no change of use contemplated, or the proposed change of use involves a change to a lower land use category and is not seen as an intensification from the prior use.

The Project submitted a completed Environmental Evaluation Application prior to September 4, 2016 and the 466 Townsend St. site is located within the Central SoMa Special Use District. Therefore, the Project must only achieve 75% of the point target established in the TDM Program Standards, resulting in a required target of 10 points. As currently proposed, the Project will achieve its required 10 points through the following TDM measures:

- Parking Supply
- Bicycle Parking (Option A)
- Shuttle Bus Service

While the Project will comply with the TDM Plan requirements as shown above, the proposed ordinance also includes language waiving the application of Section 169 to the Project, on the condition that the Academy implements and complies with the Transportation Management Plan ("TMP") attached as Exhibit H to the Term Sheet. The TMP includes provisions requiring that the Academy develop, implement, and provide a shuttle management plan, provide bicycle parking and other provisions that support the goals of the Transportation Demand Management Program of this Section. Through either means then, the Project will comply with this Section.

I. **Signs.** Article 6 of the Planning Code sets forth sign controls in various zoning districts, in recognition of the important function of signs and of the need for their regulation under the Planning Code. Included as part of the Project, the Academy proposes signage that complies with the various requirements of Article 6.

For Academy properties located within Commercial and Industrial Districts (C-3, C-2, and PDR-2), the Academy proposes signage in the form of wall signs and projecting signs, which are not limited by Section 607 in terms of number of signs or means of illumination. The proposed signs in these districts will comply with all other requirements of this section, including limitations on moving or animated parts and height of signs attached to buildings. For Academy properties located within Neighborhood Commercial, Residential-Commercial, and Mixed-Use Districts, the Academy generally proposes signs to generally include wall signs and one projecting sign per property, as allowed per Sections 607.1 and 607.2. The Academy will comply with other requirements of these sections, including limitations on illumination and height of signs attached to buildings. For Academy properties located within Residential Districts, the Academy proposes to include one identifying sign for each street frontage of the lot, not to exceed a height of 12 feet and an area of 12 square feet, and indirectly illuminated, as permitted by Section 606(b)(2). All Academy-branded flags are considered under the Planning Code to be wind signs and are generally not permitted in these districts and have been proposed for removal.

7. **Conditional Use Findings.** Planning Code Section 303 establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. On balance, the project complies with said criteria in that:

A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The withdrawal of Academy use at 9 properties, and the proposed Academy uses at the 34 properties included within the Project are consistent with the uses described in the Academy's Institutional Master Plan ("IMP"), accepted by the Commission on July 25, 2019, and are consistent with the Development Agreement and Term Sheet. The Project does not contemplate any new construction or building expansion at any of the property sites; therefore, the Project's use sizes are compatible with the existing neighborhood character in which the properties are located. The proposed changes of use, predominantly to PSEI and residential student housing uses, are comparable with, or are a less-intensive use than what was previously permitted at these sites. The resolution of the Lawsuit and Planning enforcement actions

against the Academy is both necessary and desirable in that it fully legalizes the uses and operational facilities needed by the Academy to operate its Post-Secondary Education Institutional use, and it provides the City with monetary payments toward affordable housing, transportation, and other City priorities, and brings closure to issues that have lasted more than a decade. The withdrawal of nine properties from the Academy's footprint within San Francisco is desirable as it helps facilitate the clustering of Academy facilities into fewer and more distinct areas within the City.

B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

(1) Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The Project involves changes of use, associated interior tenant improvements, and minor alterations at the exteriors of buildings, such as window replacements and repair and restoration of historic properties. The Project does not include any new construction or physical building expansion to the existing structures. As such, the size and shape of structures will not change from what currently exists and will therefore not be detrimental to the health, safety, convenience or general welfare of those residing or working in the vicinity.

(2) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The Project includes off-street parking at eight properties, all of which have existing off-street parking in either equal or greater quantities than what is proposed by the Project at each site. As discussed in Section 6(F), above, all proposed off-street parking spaces are available to faculty and staff only and are not available to students. Students are expected to walk, bike, take public transit or Academy shuttles between student housing and academic buildings. The proposed number of off-street parking spaces balances Academy demand such that faculty and staff would not be overwhelming on-street neighborhood parking in these areas, while also not providing parking in such quantities as to encourage travel by private automobile. The Project also includes the filling of curb cuts at 601 Brannan St., 1153 Bush St., and 1727 Lombard St., which will help reduce conflicts with pedestrians, bicyclists, and public transit vehicles, and may help restore additional on-street parking spaces. As discussed in the Academy's accepted IMP, a shuttle bus system is provided for students, faculty and staff for travel between Academy properties; however, the number and frequency of buses has been decreased in recent years, lessening impacts to neighborhood traffic patterns.

(3) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

It is not expected that the interior improvements and limited exterior alterations proposed would create noxious or offensive emissions such as noise, glare, dust and odor. The proposed legalization of PSEI and residential student housing uses are also not anticipated to result in any offensive emissions. The Project will subsequently need to submit building permits for all proposed exterior alterations, changes of use and interior improvements; therefore, the Department of Building Inspection may impose other requirements with regard to proposed construction activities or specific machinery that may be installed at a given building for instructional or fabrication purposes. Academy dining facilities, whether intended solely for Academy use or more broadly open to the general public, are subject to standard conditions of approval for eating and drinking facilities to minimize any odor or noise generated by the use.

(4) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The Project will be providing new open space at 1727 Lombard St. and will be reconfiguring open space and parking areas at 601 Brannan St. These areas have been given consideration so as to be usable by the residents and students using these facilities, and proposed parking areas will be landscaped and screened in an appropriate manner, consistent with the Planning Code. Other existing parking areas are already screened from view, located within internal garage areas. The Project has also given large consideration to lighting and signage features, particularly on historic buildings. Providing sufficient lighting at Academy properties is an important institutional goal for the Academy, as it provides students and faculty with an increased sense of security, particularly in conjunction with Academy security cameras that also rely on having adequate nighttime lighting; provision of security cameras and adequate lighting is similarly beneficial to the general public walking adjacent to any specific property. However, for all historic properties included within the Project, the Department has worked with the Academy to ensure that the location, quantity, and type of lighting fixtures, security cameras, and associated conduit are installed or concealed in a manner consistent with the Secretary of Interior's Standards, so as not to be detrimental to the character of the historic resource. Similarly, the Department has reviewed signage proposals for each property. In some cases, properties will see a reduction in signage from what currently exists on a particular building; however, the Department has also reviewed proposals for new signage to ensure that any new signage is consistent with the requirements and limits of both Article 6 of the Planning Code, as well as Articles 10 and 11, where applicable.

C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies, to the extent feasible, with all relevant requirements and standards of the Planning Code and has submitted a detailed request for exceptions to be granted through the Master Conditional Use Authorization process where it is not feasible to do so. The Project is consistent with Objectives and Policies of the General Plan, as detailed below.

D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Districts.

The proposed Project is, on balance, consistent with the stated purposes of the various Districts in which the 34 properties are located. Uses are generally permitted principally or through conditional use authorization throughout the Project. Institutional and student housing uses have been organized in general consistency with zoning requirements, and through the Settlement Agreement provides funds to the City for the creation of replacement affordable housing. Uses such as the Academy auto museums are located along Van Ness Avenue, with historical ties to the automotive uses that have concentrated along that corridor.

8. **Loss of Residential Units Through Demolition, Merger, and Conversion.** In addition to the criteria of Section 303(c) of this Code, the Commission shall consider the extent to which the following criteria of Planning Code Section 317 are met:

A. Pursuant to Planning Code Section 317(e), the conversion of Residential Units to Student Housing is prohibited.

This provision of the Planning Code became effective as a result of Ordinance 188-12, on October 11, 2012. At the time of the effective date of the ordinance, the Academy was operating, without benefit of permit or authorization, Student Housing uses at several buildings that were previously occupied by a non-student housing residential use. Specifically, these include the residential hotel units at 1080 Bush St., 1153 Bush St., 1916 Octavia St., and 860 Sutter St., and the residential units at 2209 and 2211 Van Ness Ave. Where the Academy elsewhere converted dwelling units to Student Housing, there was no such prohibition on conversion at the time when permits were filed, and the conversion did not otherwise require additional authorization from the Planning Commission; therefore, the Student Housing designation is already legal in these instances.

In order to facilitate the legalization of uses pursuant to the Term Sheet and Development Agreement, the Project requires a Planning Code Amendment to allow for the conversion of these Residential Units to Student Housing at this time. The proposed amendment addresses this with language as follows: "where such Development Agreement provides the City compensation for the loss of specific Residential Units that are not Student Housing units, the restrictions of Section 317(e) of this Code may be waived through a Master Conditional Use Authorization under Section 304.6." As discussed above, the Project is on balance consistent with the criteria of Section 303(c) and the restrictions of Section 317(e) should therefore be waived.

B. Pursuant to Planning Code Section 317(g)(3), the Commission shall consider certain criteria where Residential Conversion results in the loss of units.

The Project proposes the conversion of units at two properties: 560 Powell St. and 680-688 Sutter St. For 560 Powell St., the issue primarily appears perhaps to be of a clerical nature, where the 3R report

lists the property as having 28 dwelling units, though only 27 units are found at the property today. Examining the plans for the property, units are of a consistent size and layout, uniformly spaced throughout the building; it is difficult, therefore, to understand where a unit has been either merged or converted from residential use at this property. At 680-688 Sutter St., the building similarly has 27 dwelling units compared with the 28 units stated in the 3R report. Here, it is likely that the missing unit was located at the ground floor in what the Academy now operates as a ground floor gallery space, displaying student work and open to the public. It appears the unit was converted in approximately 2003 and has operated as an Academy gallery since that time. For the criteria below, only 680-688 Sutter St. will be evaluated, due to the inconclusive nature of where an additional unit might have been located at 560 Powell St.

The criteria are:

i. whether conversion of the unit(s) would eliminate only owner occupied housing, and if so, for how long the unit(s) proposed to be removed were owner occupied;

It is unclear whether the unit removed was owner occupied housing, and if so, how long it was owner occupied.

ii. whether residential conversion would provide desirable new Non-Residential use(s) appropriate for the neighborhood and adjoining district(s);

The conversion provides for non-residential gallery space affiliated with the Academy and allows for the display of student work and public interaction. This type of ground-floor activation is appropriate for the C-3-G and RC-4 corridor along Sutter St. in the area adjacent to Union Square.

iii. in districts where Residential Uses are not permitted, whether Residential Conversion will bring the building closer into conformance with the Uses permitted in the zoning district;

Not applicable; residential uses are permitted.

iv. whether conversion of the unit(s) will be detrimental to the City's housing stock;

While conversion of the unit decreases the City's housing stock by one unit, the Project will provide the City with an affordable housing payment to compensate for the loss of units due to Academy conversion and occupancy.

v. whether conversion of the unit(s) is necessary to eliminate design, functional, or habitability deficiencies that cannot otherwise be corrected;

Not applicable; the unit was not converted for these reasons.

vi. whether the Residential Conversion will remove Affordable Housing, or units subject to the Residential Rent Stabilization and Arbitration Ordinance.

It is unclear whether the unit removed was subject to these designations, though unlikely it was an Affordable Housing unit as defined by the Planning Code. Due to the building's age, it is likely that the unit was subject to rent control.

9. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 2:
RETAIN EXISTING HOUSING UNITS, AND PROMOTE SAFETY AND MAINTENANCE STANDARDS, WITHOUT JEOPARDIZING AFFORDABILITY.

Policy 2.4
Promote improvements and continued maintenance to existing units to ensure long term habitation and safety.

OBJECTIVE 3:
PROTECT THE AFFORDABILITY OF THE EXISTING HOUSING STOCK, ESPECIALLY RENTAL UNITS.

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

OBJECTIVE 4:
FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.4
Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.5
Ensure that new permanently affordable housing is located in all of the City's neighbor-hoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

OBJECTIVE 11:
SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.3
Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.5:
Ensure densities in established residential areas promote compatibility with prevailing neighborhood character.

Policy 11.7
Respect San Francisco's historic fabric, by preserving landmark buildings and ensuring consistency with historic districts.

Policy 11.8
Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:
MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1
Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

Policy 1.3
Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

OBJECTIVE 7:
ENHANCE SAN FRANCISCO'S POSITION AS A NATIONAL AND REGIONAL CENTER FOR GOVERNMENTAL, HEALTH, AND EDUCATIONAL SERVICES.

Policy 7.2
Encourage the extension of needed health and educational services, but manage expansion to avoid or minimize disruption of adjacent residential areas.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 1:
MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

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

OBJECTIVE 28:
PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1
Provide secure bicycle parking in new governmental, commercial, residential developments.

OBJECTIVE 33:
CONTAIN AND LESSEN THE TRAFFIC AND PARKING IMPACT OF INSTITUTIONS ON SURROUNDING RESIDENTIAL AREAS.

Policy 33.1
Limit the provision of long-erm automobile parking facilities at institutions and encourage such institutions to regulate existing facilities to assure use by short-term clients and visitors.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 2:
CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

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

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

OBJECTIVE 4:
IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.3
Provide adequate lighting in public areas.

Policy 4.4
Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13
Improve pedestrian areas by providing human scale and interest.

Policy 4.14
Remove and obscure distracting and cluttering elements.

ARTS ELEMENT

Objectives and Policies

OBJECTIVE I-1:
RECOGNIZE THE ARTS AS NECESSARY TO THE QUALITY OF LIFE FOR ALL SEGMENTS OF SAN FRANCISCO.

Policy I-1.4
Provide access to the creative process and cultural resources for all neighborhoods, cultural communities, and segments of the city and its populations.

OBJECTIVE II-3:
PROMOTE ARTS EDUCATION PROGRAMS THAT REFLECT THE CULTURAL DIVERSITY OF SAN FRANCISCO.

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:
ADVOCATE AND ASSIST IN PROVIDING ARTS EDUCATION PROGRAMMING AT ALL LEVELS.

Policy IV-1.1
Advocate for arts education opportunities for all residents of San Francisco.

Policy IV-1.2
Strengthen collaborations among artists, arts organizations, and teachers, school administrators, and others responsible for arts curricula.

OBJECTIVE IV-2:
RECOGNIZE IN ARTS EDUCATION PROGRAMS THAT A PARTNERSHIP AMONG ARTISTS, TEACHERS, AND ARTS ORGANIZATIONS IS ESSENTIAL TO CREATE AND MAINTAIN QUALITY ARTS EDUCATION PROGRAMMING.

Policy IV-2.1
Support and increase the participation of artists in San Francisco's arts education programs.

OBJECTIVE V-3:
DEVELOP AND EXPAND ONGOING PARTNERSHIPS WITH THE PRIVATE SECTOR IN SUPPORT OF THE ARTS.

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:
SUPPORT THE CONTINUED DEVELOPMENT AND PRESERVATION OF ARTISTS' AND ARTS ORGANIZATIONS' SPACES.

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.

On balance, the Project is consistent with the Objectives and Policies of the General Plan, particularly as it relates to the specifically listed Objectives and Policies, above. The Project represents the culmination of more than a decade of review and enforcement action by the Planning Department and City, the details of which are centered around the Settlement Agreement. While many of the past actions by the Academy, which led to litigation by the City Attorney, would be viewed as inconsistent with the Objectives and Policies of the General Plan, the terms of the Settlement Agreement substantially change that conclusion. Specifically, those

past actions include unpermitted interior and exterior alterations and changes of use at 28 of 34 buildings which the Academy occupied in 2007; subsequently, the Academy further expanded their presence in the City to 40 buildings, also without the necessary permits. Perhaps most problematic and inconsistent with the City's General Plan were actions by the Academy to convert existing residential buildings to student housing, particularly at five properties that contained residential hotel rooms, subject to the provisions of Administrative Code Chapter 41. To compensate for these past losses and violations, the Settlement contemplates that the Academy and its LLC Parties will pay an estimated $58 million to the City, which includes a $37.6 million affordable housing public benefit payment. That affordable housing payment has a first priority to be applied toward the creation or preservation of SRO units located in those same districts where the Academy had unlawfully converted SRO buildings in the past. An additional estimated $8.2 million will go to the City's Small Sites Program, which has a mission to help San Franciscans avoid displacement or eviction, by providing funds to nonprofit organizations to buy buildings that are vulnerable to development pressure and increased rents and evictions, so that they may turn the property into permanently affordable housing. Apart from monetary payments, the Settlement also commits the Academy to provide housing for certain percentages of its full-time, on-campus student population, and the Settlement also results in the net addition of at least 8 new SRO units at 860 Sutter Street. The monetary payments and housing metering obligation are public benefits that could only be made available to the City through the Settlement Agreement.

On the Academy's end, the Settlement allows them to legalize and continue operations at 34 properties within the City. In terms of overall number of properties, this is the same number that were occupied by the Academy in 2007, when the Department commenced enforcement action, though not the exact same properties. From their peak occupancy of 40 properties in 2016, the Project results in the withdrawal of Academy use from 9 properties, including 1055 Pine Street, which contains 59 residential hotel rooms. The Project then also results in an addition of 3 properties for Academy use (40 properties – 9 + 3 = 34 properties), however occupancy of these buildings is also consistent with the General Plan. At 2550 Van Ness Avenue, the Academy is converting a tourist hotel use to student housing, thus without potential displacement of existing residents, and at both 1142 and 1946 Van Ness Avenue, the Academy is making interior and exterior modifications to the building, in order to both implement the PSEI uses and also restore these buildings in a manner consistent with historic preservation standards. Indeed, the Academy will undertake to some degree similar scopes of work at the majority of properties included as part of the final Academy footprint. Unpermitted changes of use will be legalized by the Project and will require the Academy to file building permit applications to ensure all buildings are consistent with life safety standards. Unpermitted alterations, particularly those made to historic structures, are being legalized where consistent with Code and Secretary of the Interior's Standards, or are being modified or removed where they are not.

In many cases, the Academy's uses would not have been problematic were they to have obtained necessary permits and entitlements prior to their occupancy and use. The residential and institutional uses proposed are generally consistent with the zoning controls of each underlying district, as either principally permitted or conditionally permitted uses. At two properties where uses were more problematic, the Settlement Agreement comes to resolution as follows: a) at 2801 Leavenworth Street (the "Cannery"), the Academy is not permitted to operate a PSEI use at the ground floor and must instead retain active retail uses; b) at 2225

Jerrold Street, the Project will result in the creation of a new Community Facility for use by nearby residents and interested non-profits free of charge, while the Academy will also be permitted to use such facility on an accessory basis.

The Project does not include any new construction or physical expansion of buildings, which could further alter or disrupt existing neighborhood character and patterns. As discussed above, scopes of work are largely either internal, in order to implement the desired change of use, or external to correct or repair past modifications made without benefit of permit. For the former, perhaps the most noticeable improvements to be made will be the installation of Class 1 and 2 bicycle parking at the various properties; in total, the Project proposes some 480 Class 1 spaces and 250 Class 2 spaces. Additionally, at two properties – 79 New Montgomery and 625 Sutter Street – the Academy will be removing unpermitted interior partitions that were constructed adjacent to ground floor fenestration so as to allow for improved visual access into buildings and increased interest at the pedestrian environment. For the latter, exterior repair and restoration work was particularly focused on those properties considered to be historic resources, whether under Articles 10 or 11 of the Planning Code, or under CEQA. Though exact scopes of work vary by property, work includes the removal or relocation of signage, new signage that is sensitive the character of the resource, removal of awnings and canopies, replacement of lighting and security fixtures to be more minimally visible or sensitively installed, and the concealment of conduit.

10. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies in that:

    A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

    The Project helps preserve and enhance neighborhood-serving retail uses through direct activation of ground floor retail storefronts. Galleries and museums open to the public enhance pedestrian activity and have co-benefits for other artistic enterprises, particularly along the Sutter Street corridor. At 2801 Leavenworth St., the Project retains space for retail uses at the ground floor, and at 2550 Van Ness Ave., the Academy proposes to operate a restaurant with hours open to the public. Students, faculty, and staff of the Academy support neighborhood-serving retail businesses through everyday purchases.

    B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

    The Project, through the Development Agreement, resolves a long-standing enforcement case that resulted in the conversion of existing residential housing stock to student housing. To compensate for these past actions, the Project delivers an affordable housing payment to the City of $37.6 million, in addition to an estimated $8.2 million to the City's Small Sites Fund. The Academy is withdrawing use from 1055 Pine St., which contains 59 Residential Hotel Rooms, and the City will gain at least 8 new Residential Hotel Rooms at 860 Sutter Street. The Development Agreement also includes a Housing

Metering requirement, such that the Academy must be able to provide a certain percentage of housing in order to meet potential demands of future enrollment growth. Any new housing will not come from the City's existing housing stock or PDR space.

Physically, the Project helps conserve and protect neighborhood character through exterior alterations and repair work, particularly to buildings of historical significance.

C. That the City's supply of affordable housing be preserved and enhanced,

As discussed in B, above, the Project compensates the City for past conversions of residential housing to student housing in various ways, including a payment of $37.6 million for Affordable Housing Benefits, and an estimated payment of $8.2 million to the Small Sites Fund.

D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project is located throughout the City, but is generally accessible via public transportation, bicycle and pedestrian networks, in addition to the Academy's private shuttle service, which will operate within approved curb loading zones. The Academy does not make parking available to students. In total, the Academy has 135 off-street spaces, not including the two properties used for vehicle storage, which do not affect transit service due to their infrequent use or removed location. The Project additionally results in the installation of numerous new bicycle racks, to make alternative means of transportation more feasible. Lastly, several properties include curb cut removals, helping reduce potential vehicle conflicts.

E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project does not include any commercial office development. The Academy employs 764 faculty and 793 staff, including working artists trained in the field of industrial art and design, thus helping contribute toward a diverse economic base.

F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project will resolve unpermitted changes of use and will require building permits to implement the proposed uses. Through this process, properties will be required to comply with applicable life safety codes.

G. That landmarks and historic buildings be preserved.

The Historic Preservation Commission approved a Master Certificate of Appropriateness and Master Permit to Alter for the Project, on November 20, 2019 per Motion Nos. XXXX and XXXX. The Project results in exterior alterations at many historic properties related to removing or modifying lighting and security fixtures, signage, awnings and canopies, paint color, and the concealing of conduit, in order to bring the property into greater consistency with the Secretary of the Interior's Standards.

H. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project does propose any new construction or physical expansion of any existing building.

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the City and would constitute a beneficial development.

12. The Commission hereby finds that approval of this Master Conditional Use Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Master Conditional Use Authorization Application No. 2019-012970CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated October 11, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth**.**

The Planning Commission has reviewed and considered the FEIR and Addendum and the record as a whole and incorporates by reference herein the CEQA Findings contained in Motion No. XXXXX and the MMRP, included as Attachment B to said Motion. All required mitigation and improvement measures identified in Attachment B of Motion No. XXXXX are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 21, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: November 21, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to vacate 9 properties, and to legalize uses and building modifications at 34 properties owned or leased by the Academy of Art University ("Academy") within the City and County of San Francisco ("City"), consistent with the proposed Development Agreement and the Term Sheet for Global Resolution between the City and the Academy; in general conformance with plans, dated October 11, 2019, and stamped "EXHIBIT B" included in the file for Record No. 2019-012970CUA and subject to conditions of approval reviewed and approved by the Commission on November 21, 2019 under Motion No. **XXXXX**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permits or commencement of uses contemplated by the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on November 21, 2019 under Motion No. **XXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **XXXXX** shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for that period of time as specified pursuant to the Development Agreement, Exhibit E.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the periods of time as specified pursuant to the Development Agreement, Exhibit E, the Project Sponsor shall be subject to renewal procedures and default provisions specified in the Development Agreement.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence and be completed within the performance schedule specified in the Development Agreement, Exhibit E. Failure to do so shall subject the Project Sponsor to default penalties as specified in the Development Agreement
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Extension.** All time limits in the preceding three paragraphs may only be extended pursuant to the remedies afforded through the Development Agreement.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval, unless otherwise authorized through the Development Agreement.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

6. **Additional Project Authorization**. The Project Sponsor must obtain approvals through the Master Certificate of Appropriateness and Master Permit to Alter from the Historic Preservation Commission, pursuant to Articles 10 and 11 of the Planning Code, respectively. The Project must also obtain approval through Board of Supervisors of an ordinance amending the Planning Code in order to implement the Project pursuant to the Settlement Agreement and Term Sheet, and of the Development Agreement between the Academy and City. The conditions set forth below are additional conditions required in connection with the Project. Unless otherwise prescribed through the Development Agreement, if these conditions overlap with any other requirement imposed on

the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

7. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant impacts of the proposed Project and have been agreed to by the Project Sponsor. Their implementation is a condition of project approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

DESIGN – COMPLIANCE AT PLAN STAGE

8. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval in substantial conformance with the plan sets in Exhibit B. This final review and approval includes, but is not limited to, review by historic preservation staff on final window materials, security camera and lighting fixtures, location and means of attachment, methods of conduit concealment, and repair means and methods for historic structures.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

9. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. **Lighting Plan.** For all properties that are considered historic resources under CEQA, or Articles 10 or 11 of the Planning Code, the Project Sponsor shall submit additional details in the building permit applications regarding the proposed lighting, which shall be subject to Department staff review and approval in substantial conformance with the plan sets in Exhibit B. This final review and approval may include, but is not limited to, the type and location of light fixtures, means of attachment, methods of conduit concealment, and repair means and methods.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **Streetscape Plan.** The Project Sponsor shall submit additional details in the building permit applications regarding proposed streetscape improvements, which shall be subject to Department staff review and approval in substantial conformance with the plan sets in Exhibit B. This final review and approval includes details on the installation of Class 2 bicycle racks, filling in of curb cuts, and modifications to proposed loading color curbs. The Project Sponsor shall complete final design and construction of all required street improvements, including procurement of relevant City permits, pursuant to the Schedule of Performance as specified in the Development Agreement, Exhibit E.
    For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

12. **Signage.** The Project Sponsor shall submit additional details in the building permit applications regarding proposed signage, which shall be subject to Department staff review and approval in substantial conformance with the plan sets in Exhibit B. Such final review and approval may include, but is not limited to materials, copy, the means of attachment, and minor adjustments to the final size and location of proposed signage based upon final details related to the means of attachment.
    For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

13. **Landscaping, Screening of Parking and Vehicular Use Areas.** Pursuant to Planning Code Section 142, the Project Sponsor shall submit additional details in the building permit applications regarding proposed screening of parking and vehicle use areas not within a building, which shall be subject to Department staff review and approval in substantial conformance with the plan sets in Exhibit B.
    For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

14. **Odor Control Unit.** In order to ensure any significant new noxious or offensive odors are prevented from escaping the premises once the project is operational, the building permit applications to implement the Project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans, as necessary. Odor control ducting shall not be applied to the primary façade of the building, except where previously agreed to as part of the Settlement Agreement and Term Sheet, and in substantial conformance with the plan sets in Exhibit B.
    For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

PARKING AND TRAFFIC

15. **Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan for the property at 466 Townsend St. prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved

uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

Prior to the issuance of the first Building Permit or Site Permit, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.
For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 415-558-6377, www.sf-planning.org.

16. **Car Share.** Pursuant to Planning Code Section 166, no fewer than one (1) car share space shall be made available at 2550 Van Ness Avenue, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

17. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide bicycle parking in the amounts indicated in this Motion and on the plans dated October 11, 2019, and stamped Exhibit B. In total, the Project is deficient by 129 Class 1 spaces. However, as the Project is reviewed by other City agencies during building permit review, it is possible that some of the proposed Class 1 spaces may not be approvable, for example, based on Building and/or Fire codes. As provided under the Development Agreement, the Commission is granting an exception for the deficiency of Class 1 bicycle parking, up to 150 total spaces from what would be required by Code. In lieu of providing the deficiency of Class 1 bicycle spaces, the Academy will pay the City an amount equal to $519 per space. The in-lieu fee will be credited against the development impact fees to be paid under the Development Agreement for up to 150 spaces. In the event that the deficiency in Class 1 bicycle parking spaces exceeds 150 spaces, the Academy will pay the in-lieu fee with funds at the same rate stated above, in addition to those identified and allocated in the Development Agreement, and will not be credited against the Settlement Payment.

SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

18. **Parking Maximum.** Pursuant to Planning Code Sections 150, 151 and 151.1, and except for the shuttle and classic car parking uses at 2225 Jerrold and 950 Van Ness, respectively, the Project shall provide Academy-affiliated off-street parking not to exceed the specified number of spaces for each property listed here: (1) 601 Brannan St., 17 spaces; (2) 410 Bush St., 10 spaces; (3) 58 Federal St., 8 spaces; (4) 575 Harrison St., 20 spaces; (5) 1900 Jackson St., 9 spaces; (6) 1727 Lombard St., 24 spaces; (7) 2550 Van Ness Ave., 47 spaces; (8) 2225 Jerrold Street, 9 spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

19. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

20. **First Source Hiring.** The Project shall adhere to First Source Hiring and Prevailing Wage requirements as specified in the Development Agreement.
For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

21. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF) and Transit Impact Development Fee (TIDF), as applicable, pursuant to Planning Code Sections 411A and 411, and as specified in the Development Agreement, Schedule 1.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

22. **Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A, and as specified in the Development Agreement, Schedule 1.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING - AFTER ENTITLEMENT

23. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other City officials, departments and agencies for appropriate enforcement action under their

jurisdiction. If there is a material violation of the Planning Code or a pattern of immaterial violations at one or more Academy properties, additional remedies are available as set for the in the Development Agreement, Settlement Agreement, Consent Judgment and Injunction.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

24. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

25. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

26. **Eating and Drinking Uses**. As defined in Planning Code Section 202.2, Eating and Drinking Uses, as defined in Section 102, shall be subject to the following conditions:

    A. The business operator shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Street and Sidewalk Maintenance Standards. In addition, the operator shall be responsible for daily monitoring of the sidewalk within a one-block radius of the subject business to maintain the sidewalk free of paper or other litter associated with the business during business hours, in accordance with Article 1, Section 34 of the San Francisco Police Code.
    For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, http://sfdpw.org.

    B. When located within an enclosed space, the premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building, and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance of fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org.

For information about compliance with construction noise requirements, contact the Department of Building Inspection at 415-558-6570, www.sfdbi.org.

For information about compliance with the requirements for amplified sound, including music and television, contact the Police Department at 415-553-0123, www.sf-police.org.

C. While it is inevitable that some low level of odor may be detectable to nearby residents and passersby, appropriate odor control equipment shall be installed in conformance with the approved plans and maintained to prevent any significant noxious or offensive odors from escaping the premises.
For information about compliance with odor or other chemical air pollutants standards, contact the Bay Area Air Quality Management District, (BAAQMD), 1-800-334-ODOR (6367), www.baaqmd.gov and Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

D. Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.
For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org.

27. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, http://sfdpw.org

28. **Community Liaison.** Prior to issuance of a building permit to construct the Project and implement the approved uses, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

29. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property. All new lighting requires review and approval by the Planning Department through submittal of a building/site permit.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

Exhibit B

Project Plans for 34 Sites

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-31: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust and monitor the shuttle bus capacity for its shuttle routes, specifically Routes G, H, and I, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the routes.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan
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.
	AAU PROPOSAL: AAU proposes to close and fill both curb cuts on Brannan Street and relocate the basketball court that had been in the middle of the lot to Brannan Street. AAU proposes retaining both curb cuts on Bluxome Street and incorporating Code-compliant parking as shown on the site plan. AAU submits this proposal meets the intent of the condition while also factoring in 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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
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.
	AAU PROPOSAL: Condition has been removed per Streetscape Memo Response on 1/23/19
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY			
	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	RELOCATE EXISTING	3	4
CLASS II	PER CODE	7	8

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	43,350	43,350
LEVEL 2	40,720	40,720
GROSS SF TOTAL	84,070	84,070

FLOOR AREA RATIO (PER SECTION 249.78.d.3):

THERE SHALL BE NO MAXIMUM FLOOR AREA RATIO LIMIT FOR LOTS WITHIN THE CMUO, MUR, MUG AND WMUP DISTRICTS IN THIS SUD.

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	33,134	33,134
LEVEL 2	34,472	34,472
OCCUPIED SF TOTAL	67,606	67,606

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

*EXCEPTION REQUEST: This project seeks an exception from Code Section 145.1 Active Use controls to add Class I bicycle parking in the first 25 ft of ground floor.

C- OFF-STREET CAR SPACES

*SEE SHEET A0.S2 FOR REFERENCE

EXISTING	31
PROPOSED	17 (based on 34 Classrooms)
PROPOSED CAR SHARE SPACES	0 NOT REQUIRED (17 < 25*)

*PER SF PLANNING CODE TABLE 151.1 MAXIMUM 1 OFF-STREET CAR SPACE PER CLASSROOM.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 601 BRANNAN FROM THE LAST LEGAL USE OF GENERAL OFFICE TO POST-SECONDARY EDUCATIONAL INSTITUTIONAL.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 601 BRANNAN LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO ABATE AND CLOSE ENFORCEMENT CASES 9114 (CONVERSION OF OFFICE TO POST-SECONDARY EDUCATIONAL INSTITUTION WITHOUT BENEFIT OF PERMIT) AND 2015-012595 (PAINTED WALL SIGN AT 601 BRANNAN WITHOUT PERMIT. BPA 2010.06.08.4045 AND 2010.06.08.4046 ON HOLD PENDING LEGALIZATION).

CONDITIONAL USE AUTHORIZATION REQUESTED TO INSTITUTE POST-SECONDARY EDUCATIONAL SERVICES USE IN THE MUG DISTRICT.

NEW SIGNAGE PROPOSED AS PART OF PROJECT.

SHEET INDEX

TOTAL SHEETS: 21

PROPERTY INFORMATION

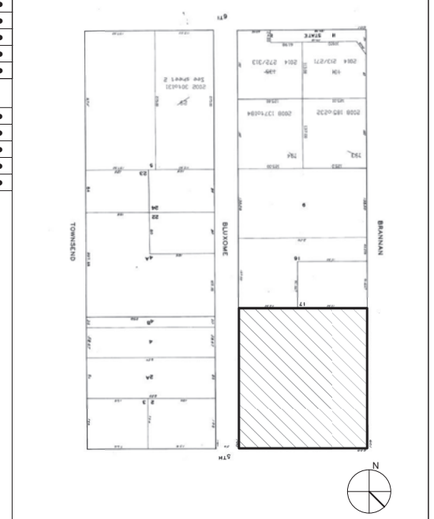
ADDRESS	601 BRANNAN
BLOCK/LOT	3785/132
DISTRICTS	
ZONING	MUG
HEIGHT/BULK	160-CS
SPECIAL USE	WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE WESTERN SOMA CENTRAL SOMA
USE	
LAST LEGAL	OFFICE
PROPOSED	INSTITUTIONAL: POST-SECONDARY EDUCATION
No OF STORIES	2 (NO CHANGE)

HISTORIC EVALUATION

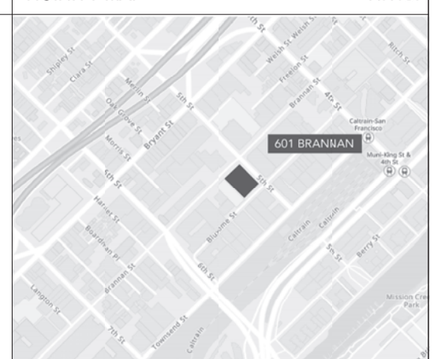
601 BRANNAN	A- Historic Resource Present
NATIONAL REGISTER HISTORIC DISTRICTS	None
CALIFORNIA REGISTER HISTORIC DISTRICTS	None
HISTORIC RESOURCE EVALUATION RESPONSES	None
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT PLAN N.T.S.



VICINITY MAP N.T.S.



tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929
79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

601 BRANNAN
San Francisco, CA 94107

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

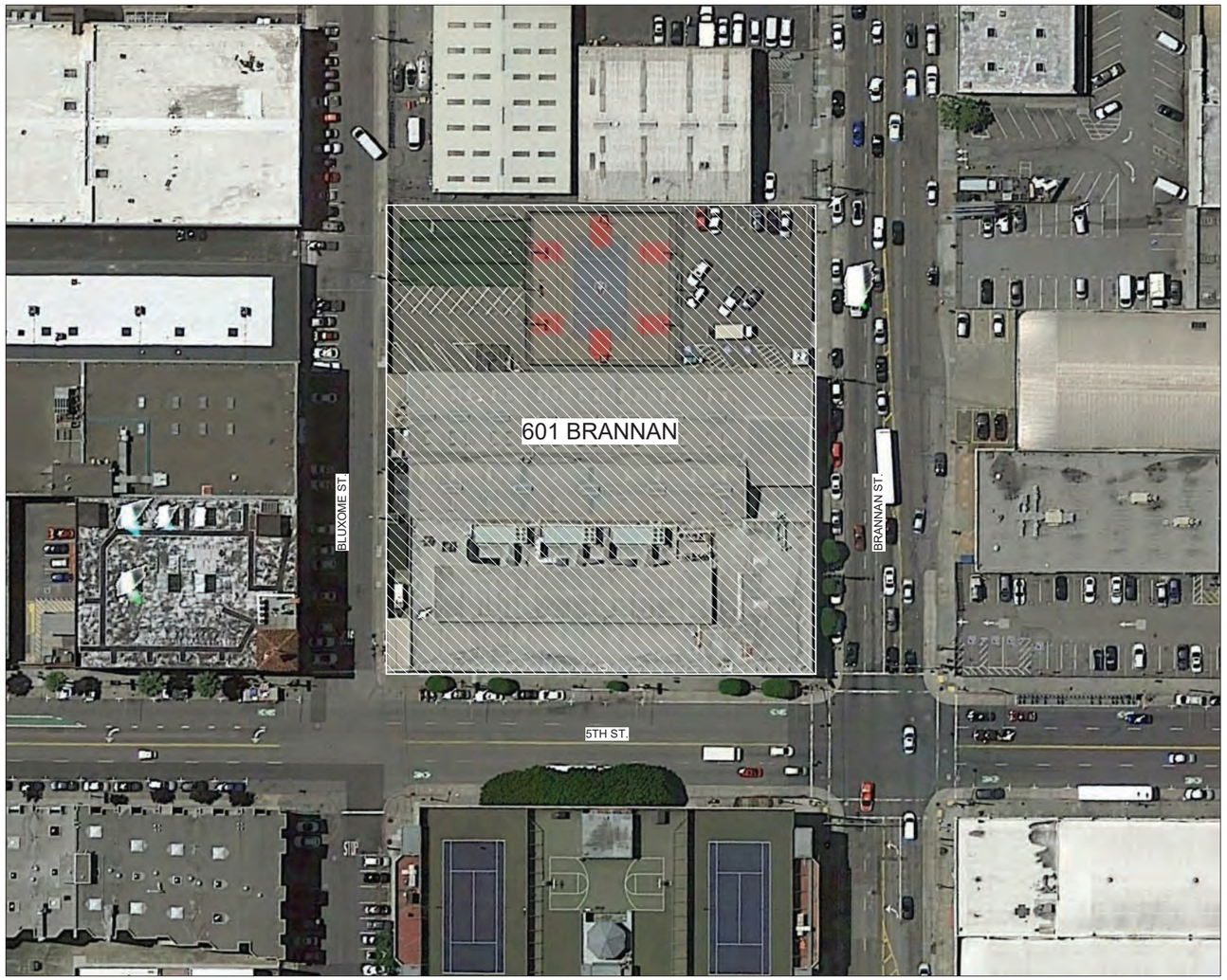
Project Number 21826.01
Issue Date 10/11/19
Scale: As indicated
Phase
Print Date: 10/11/2019 11:22:15 PM

No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 SITE PLAN AERIAL IMAGE
NTS

N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

601 BRANNAN
San Francisco, CA 94107

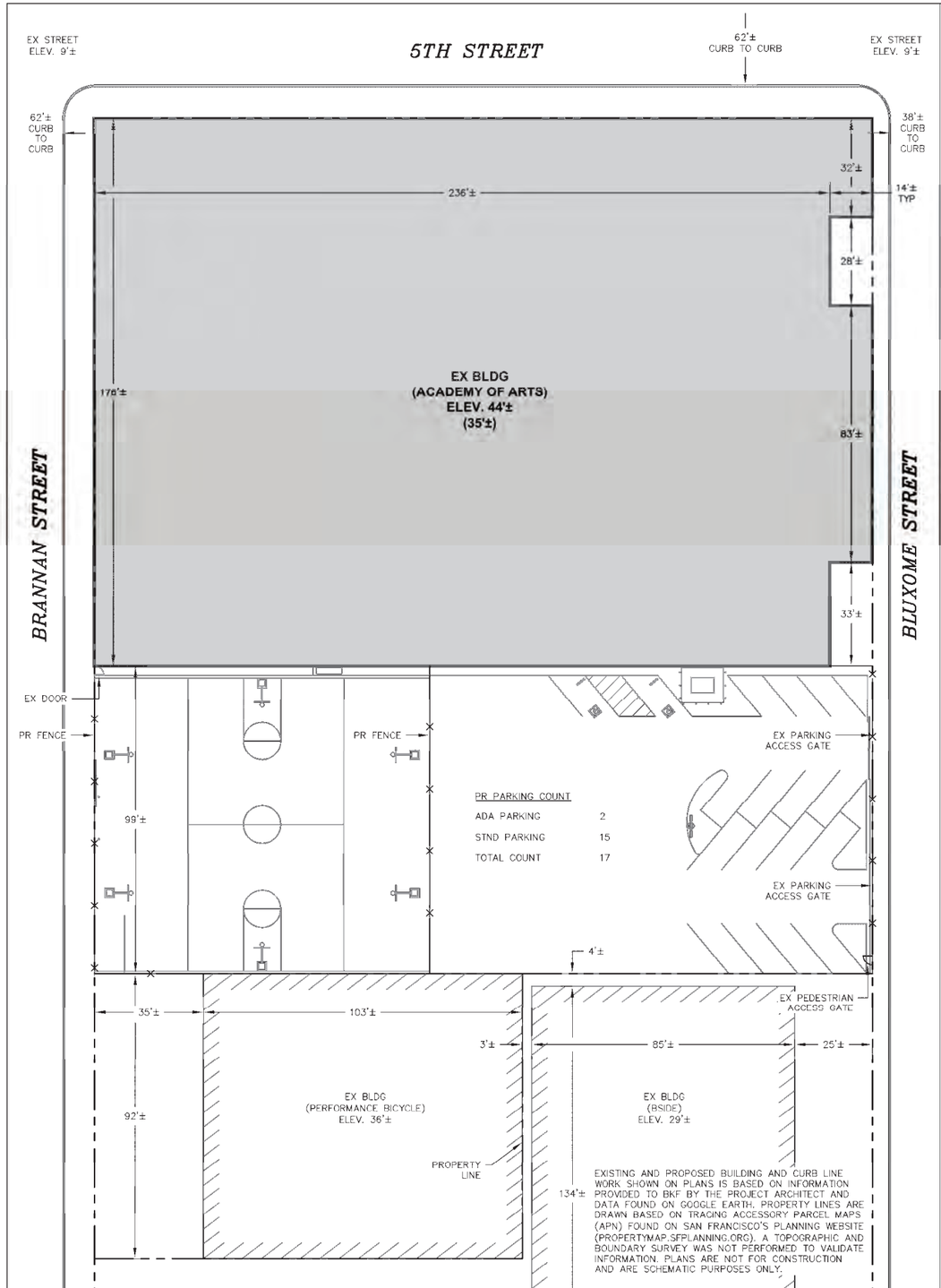
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number	21826.01
Issue Date	10/11/19
Scale:	Not To Scale
Phase	
Print Date:	10/11/2019 11:22:17 PM

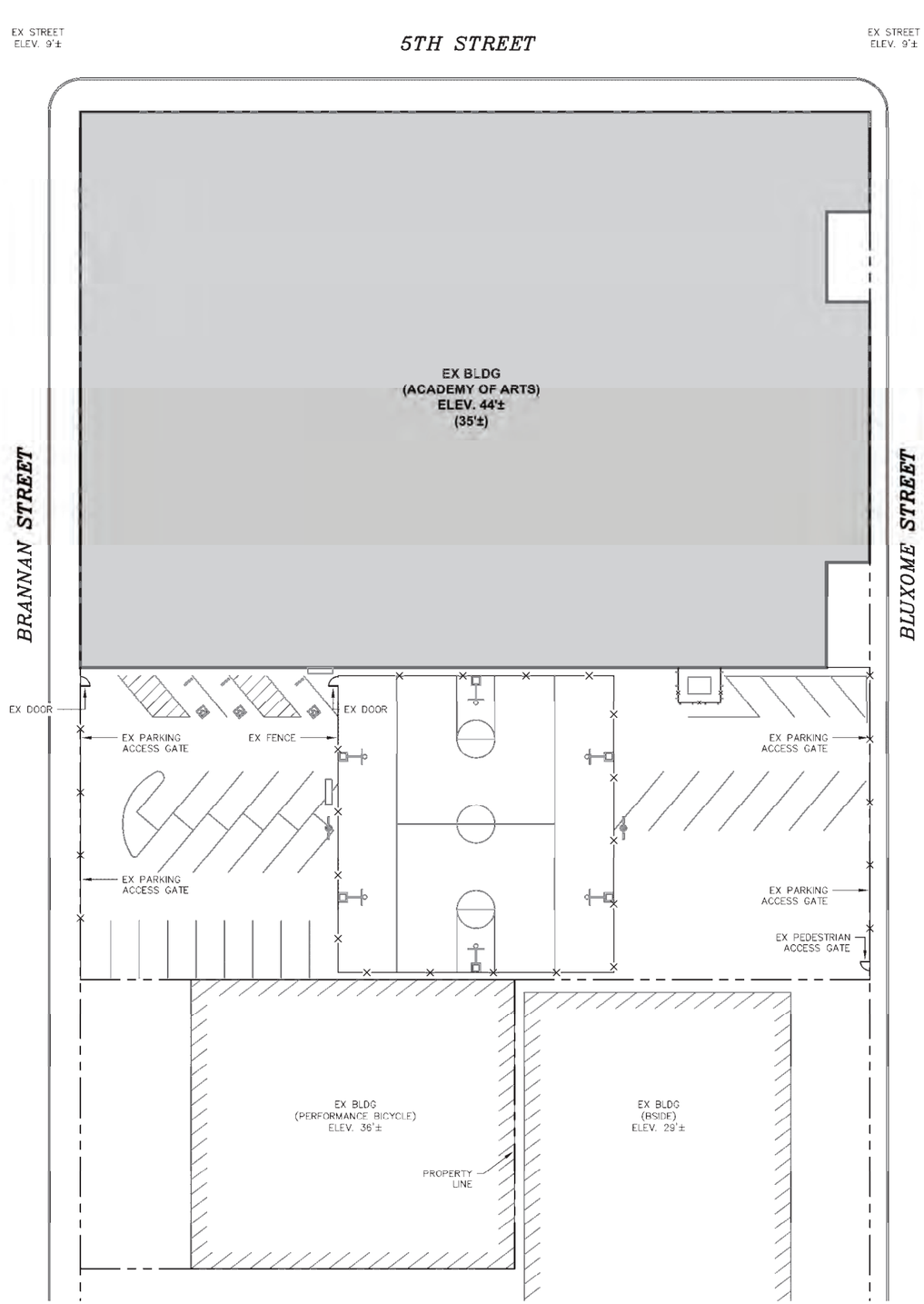
No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



2 601 BRANNAN STREET - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 601 BRANNAN - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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TEFarch.com

ACADEMY of ART UNIVERSITY
79 New Montgomery Street
San Francisco, CA 94105

BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU
INSTITUTIONAL
COMPLIANCE
SET

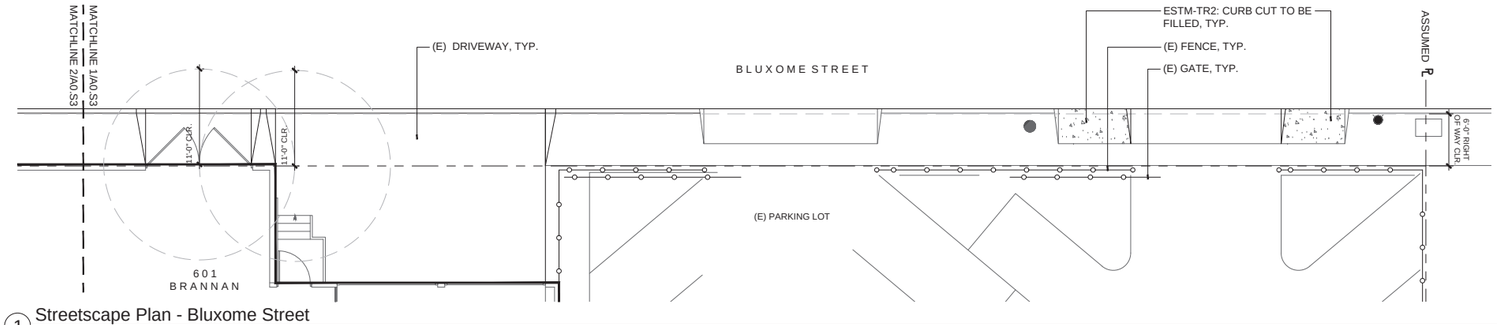
601 BRANNAN
San Francisco, CA 94107

REGISTERED PROFESSIONAL ENGINEER
No. C 52281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

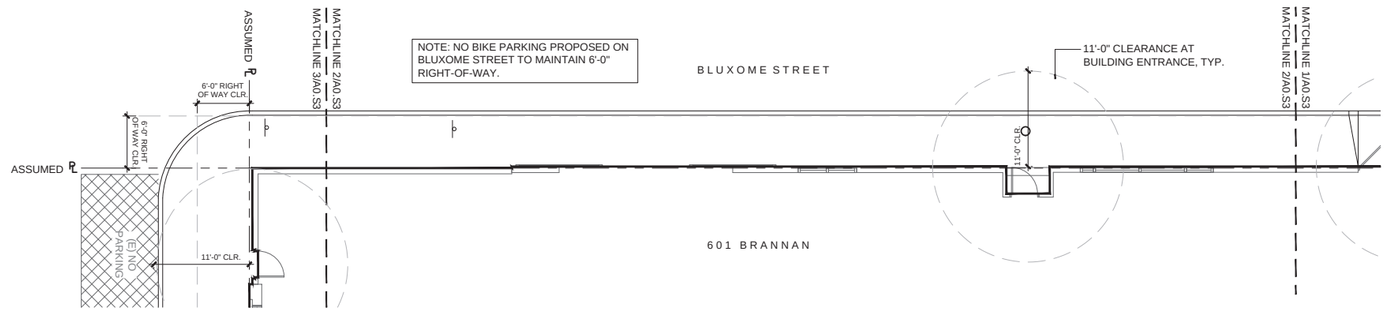
21826.01 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

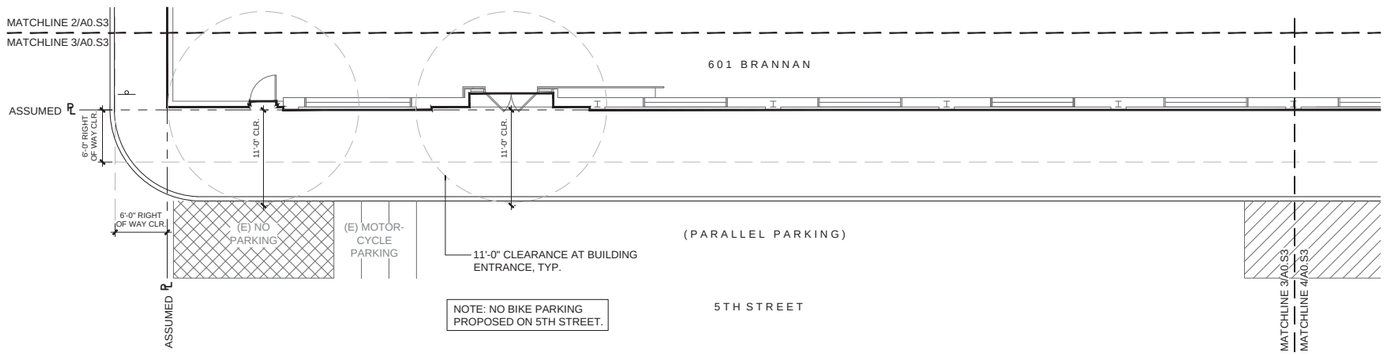
A0.S2



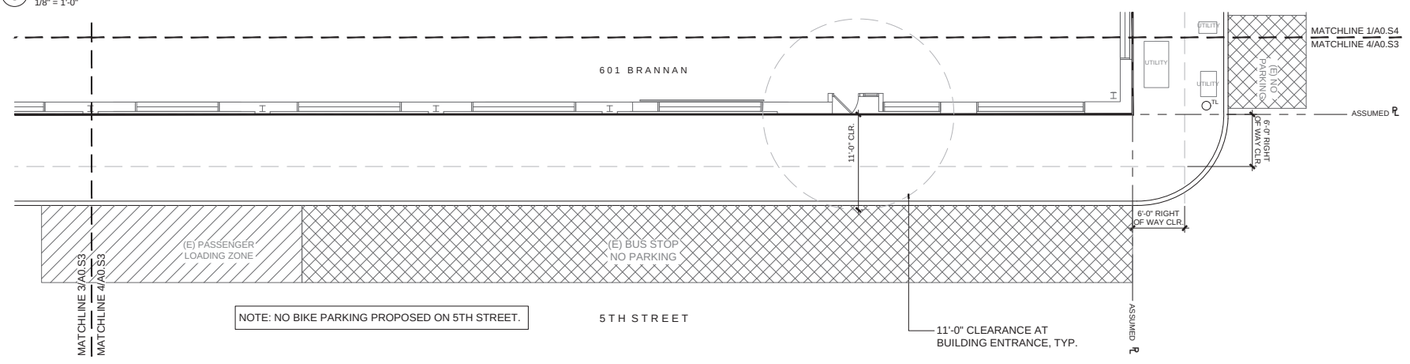
1 Streetscape Plan - Bluxome Street
1/8" = 1'-0"



2 Streetscape Plan - Bluxome Street
1/8" = 1'-0"



3 Streetscape Plan - 5th Street
1/8" = 1'-0"



4 Streetscape Plan - 5th Street
1/8" = 1'-0"

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(8) BIKE PARKING SPACES

TOTAL: 8

LEGEND

- (N) BIKE RACK, CLASS II
- (E) FENCE
- (E) IN-GROUND UTILITY
- (E) NO PARKING SIGN
- (E) ELECTRIC POLE
- (E) TRAFFIC LIGHT
- ESTM-TR2: CURB CUT TO BE FILLED
- (E) NO PARKING (RED CURB)
- (E) PASSENGER LOADING (WHITE CURB)

NOTES:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING
2) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS

SCALE: 1/8"=1'-0"
0' 4' 8' 16'

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AAU INSTITUTIONAL COMPLIANCE SET

601 BRANNAN
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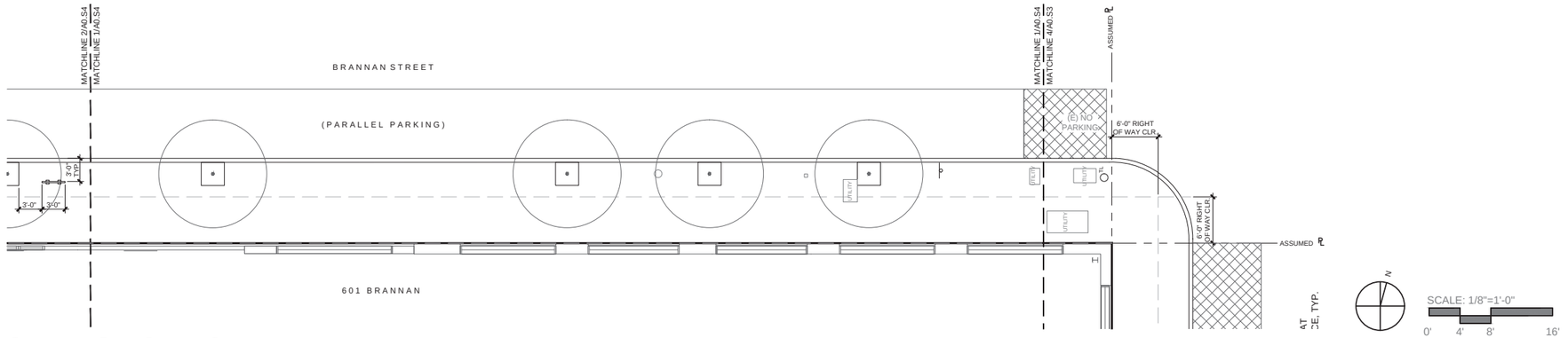
REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MUNKLAND
C-4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

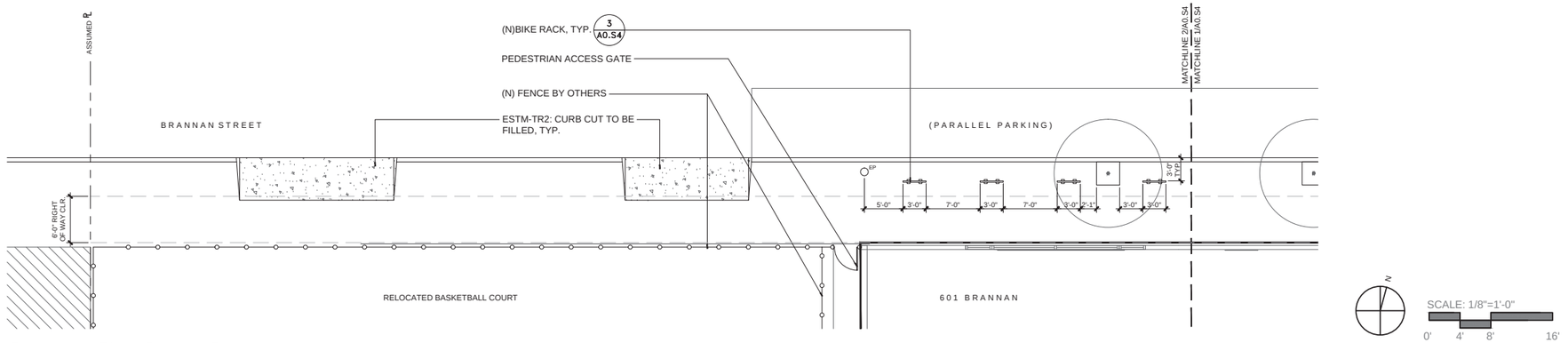
Project Number: 21826.01
Issue Date: 10/11/19
Scale: AS NOTED
Phase:
Print Date:

STREETSCAPE DRAWINGS

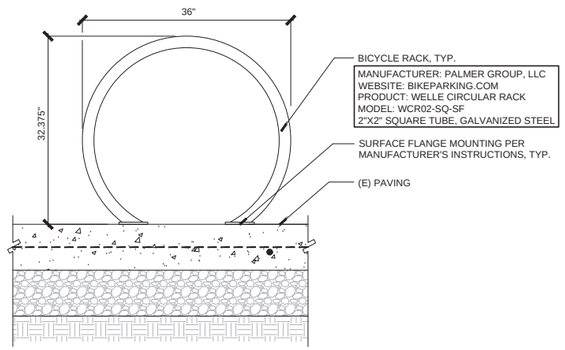
A0.S3



1 Streetscape Plan - Brannan Street
1/8" = 1'-0"



2 Streetscape Plan - Brannan Street
1/8" = 1'-0"



3 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

SEE A0.S3

LEGEND

(N) BIKE RACK, CLASS II

(E) FENCE

(E) IN-GROUND UTILITY

(E) NO PARKING SIGN

(E) ELECTRIC POLE

(E) TRAFFIC LIGHT

(E) NO PARKING (RED CURB)

(E) PASSENGER LOADING (WHITE CURB)

ESTM-TR2: CURB CUT TO BE FILLED

NOTES:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING
2) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS

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STREETSCAPE DRAWINGS

A0.S4

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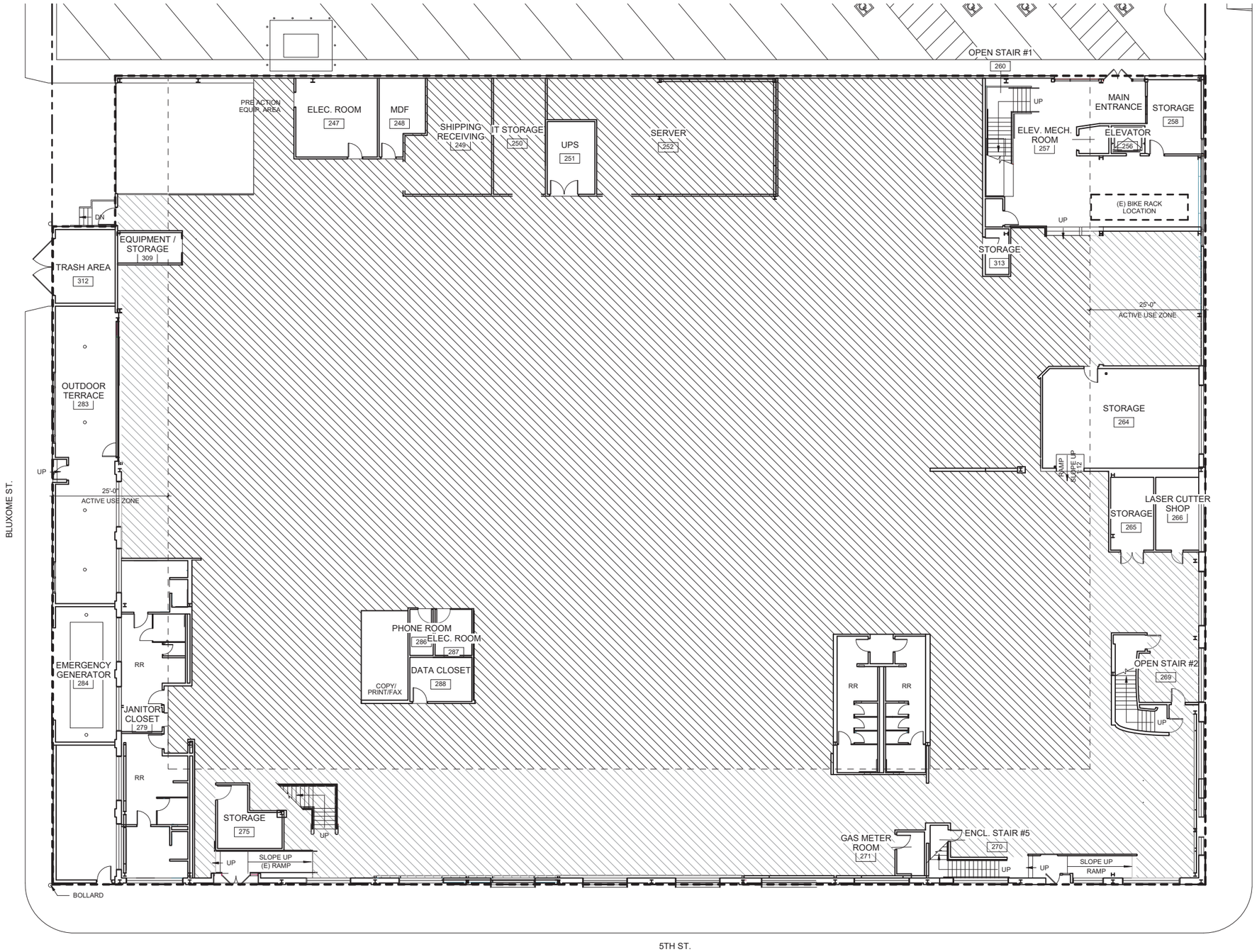

1 LEVEL 1 - EXISTING
3/32" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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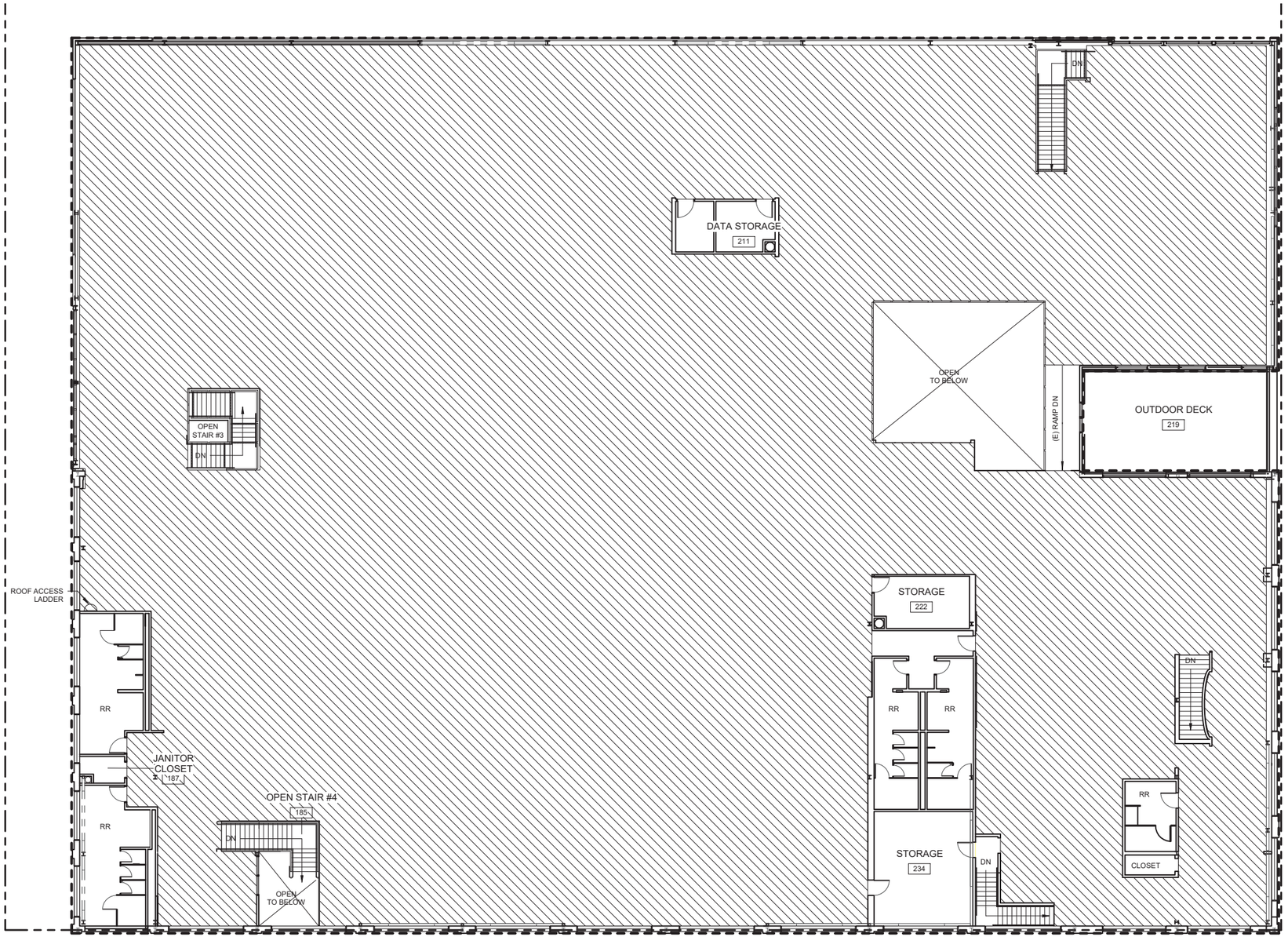
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1

A1.1



1 LEVEL 2 -EXISTING
3/32" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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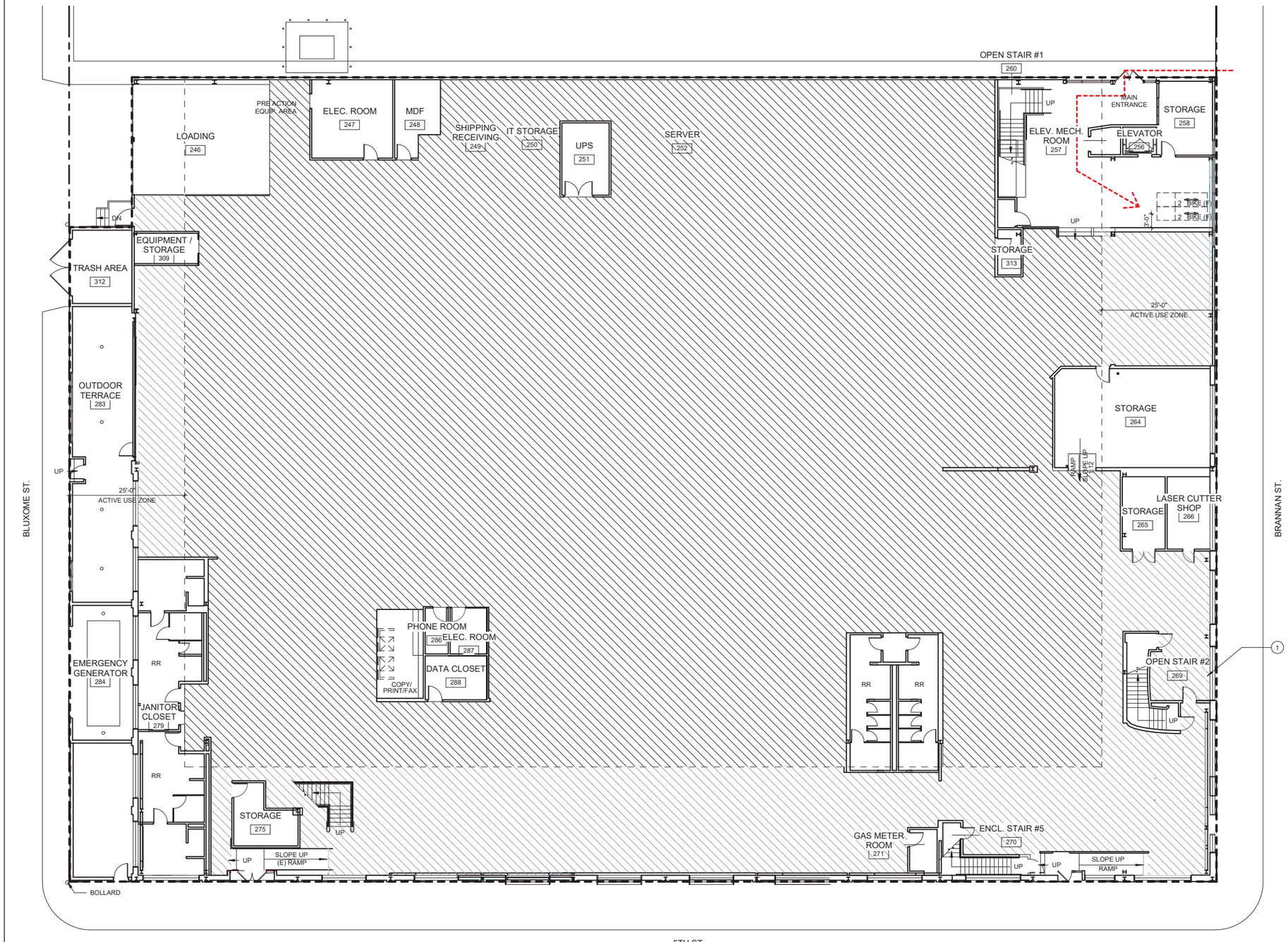
Project Number	21826.01
Issue Date	10/11/19
Scale:	As indicated
Phase	
Print Date:	10/11/2019 11:22:26 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 2

A1.2



1 LEVEL 1 - PROPOSED
3/32" = 1'-0"

KEYNOTES

1 LOCATION OF INFILLED DOOR SUBJECT TO PLANNING COMMENT AND FURTHER DISCUSSION

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I	
TYPE OF BIKE RACK	PROPOSED BIKE SPACES
HORIZONTAL	4
TOTAL	4

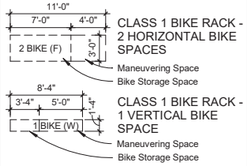
LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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PROPOSED FLOOR PLANS - LEVEL 1

A2.1

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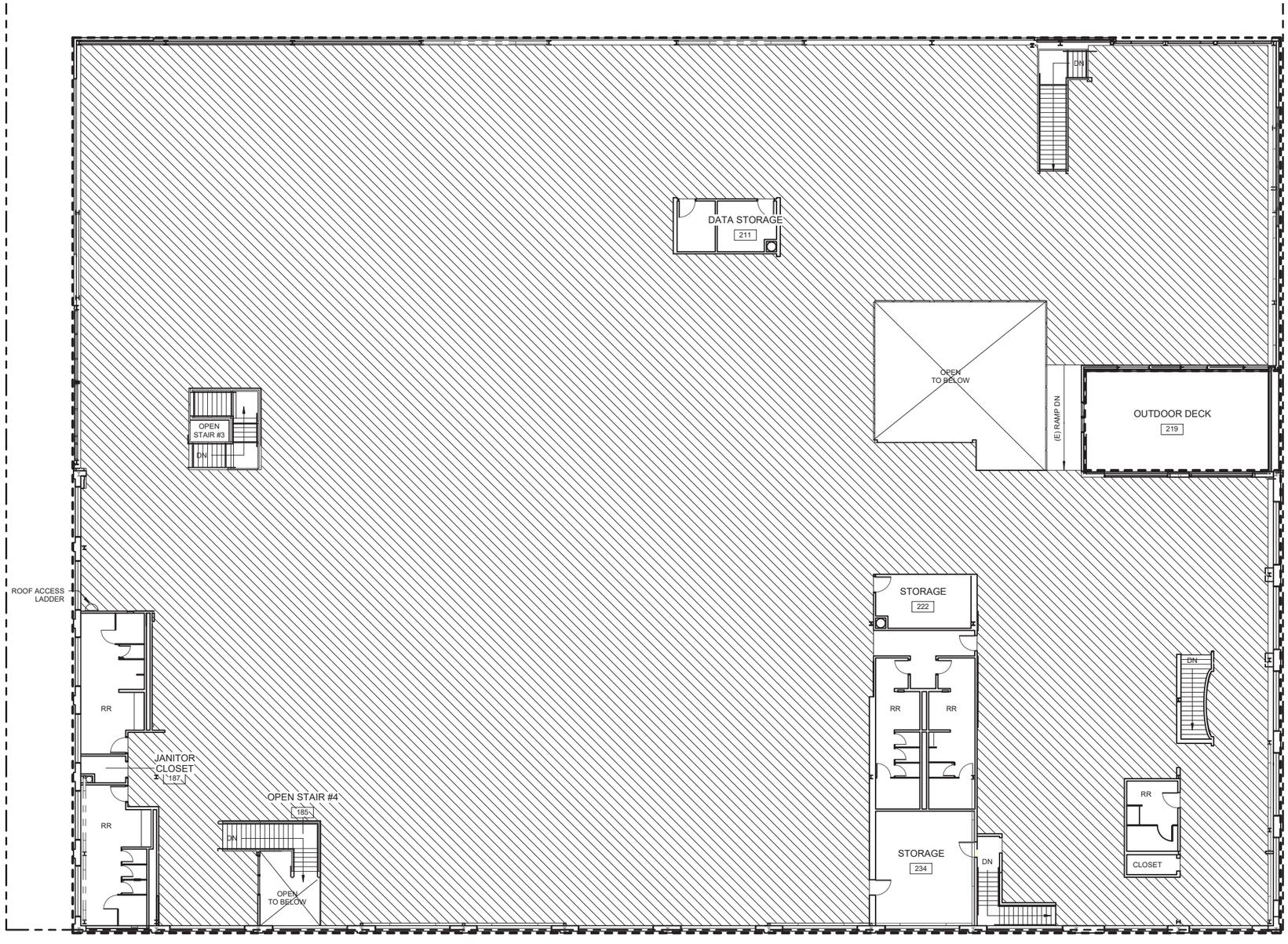

1 LEVEL 2 - PROPOSED
3/32" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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Phase
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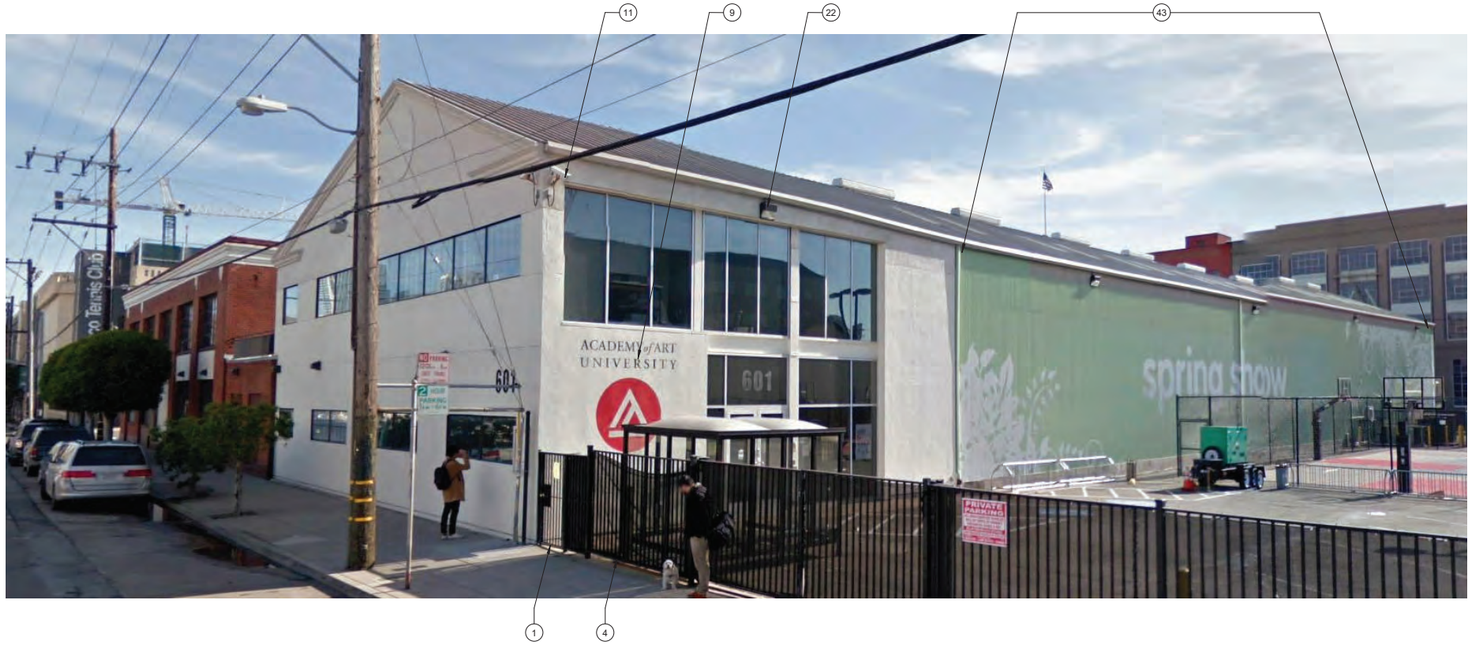
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2

A2.2



2 SOUTH ELEVATION - BRANNAN STREET
NTS

1 NORTH ELEVATION - BRANNAN ST - 2019
NTS

KEYNOTES

28 EXISTING ADA PUSH BUTTON
29 EXISTING STAND PIPE
30 EXISTING FIRE ALARM BELL
31 EXISTING VENT
32 EXISTING PIPE PENETRATION
33 EXISTING BLADE SIGN
34 REMOVE EXISTING METAL FRAME
35 EXISTING PVC PIPE PENETRATING WINDOW
36 EXISTING BOLLARD
37 EXISTING METAL RAILING
38 EXISTING AWNING STRUCTURE
39 EXISTING ROLL-UP DOOR & ENCLOSURE
40 EXISTING GLAZING WALL
41 EXISTING CINDER BLOCK WALL
42 EXISTING SCUPPER
43 WALL ARTWORK (NOT A COMMERCIAL SIGN)

KEYNOTES

1 EXISTING PEDESTRIAN ACCESS GATE
2 PROPOSED FENCE 12'-0" MIN. HIGH AT SPORTS COURT
3 EXISTING PARKING ACCESS GATE
4 EXISTING FENCE
5 REMOVE EXISTING FENCE ALONG RELOCATED SPORTS COURT
6 FILM APPLIED ON WINDOWS WITHIN ACTIVE USE AREA TO BE REMOVED, TYP.
7 EXISTING FLOOD LIGHT FIXTURES TO BE REMOVED
8 PROPOSED FLOOD LIGHT FIXTURE, TYP
9 SIGNAGE PERMITS 201006084046 & 201006084045 TO BE WITHDDRAWN
9b REMOVE EXISTING PAINTED SIGN
10 EXISTING STUCCO WALL INFILL
10b REMOVE STUCCO WALL INFILL
10c INFILL TO MATCH EXISTING STEEL FRAME AND SINGLE PANE WINDOW. MATCH BRICK SILL AND BRICK PONY WALL
11 SECURITY CAMERAS TO BE LEGALIZED AS-IS, SEE PHOTOS ON SHT A4.1
12 PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN, ATTACH THROUGH MORTAR JOINTS
13 EXISTING WALL MOUNTED PROJECTING SIGN
13b PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS PROJECTING SIGN AT 45° ANGLE
13c SEE SIGNAGE CONSULTANT DRAWINGS
13d REMOVE EXISTING WALL MOUNTED PROJECTING SIGN & MOUNTING STRUCTURE
14 NEW EXTERIOR LIGHT FIXTURES AT BRICK BUILDING PORTION OF BLUXOME STREET OT HAVE NEW POWER FEEDS FROM INTERIOR OF BUILDING
15 PROPOSED NEW DISCREET CONDUIT RUN FROM EXISTING ORIGIN, ALONG UNDERSIDE OF PEDIMENT, TO F3 LIGHT FIXTURES AT CORRUGATED METAL BUILDING
16 POINT OF ORIGIN OF EXISTING CONDUIT AT ADJACENT PARKING LOT

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK
*SEE PHOTOS ON SHT A4.1

17 EXISTING METAL GATE & FENCE
18 EXISTING STUCCO SIDING
19 EXISTING RAIN WATER LEADER
20 EXISTING CORRUGATED METAL SIDING
21 EXISTING STANDING SEAM METAL ROOF
22 EXISTING LIGHT FIXTURE
23 EXISTING SECURITY CAMERA
24 EXISTING BRICK ANCHOR PLATES
25 EXISTING BRICK WALL
26 EXISTING BRICK PILASTER
27 EXISTING AAU SHUTTLE INFORMATION

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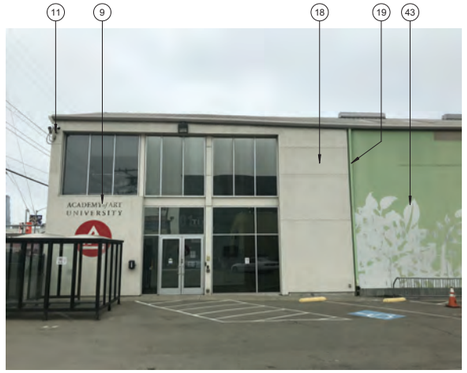
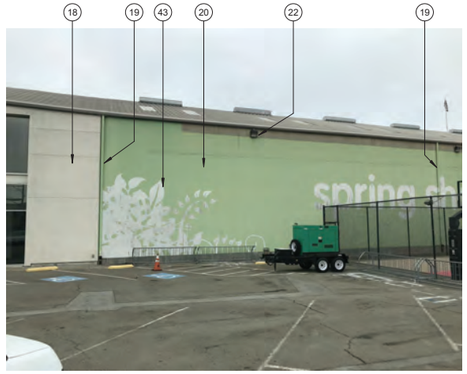
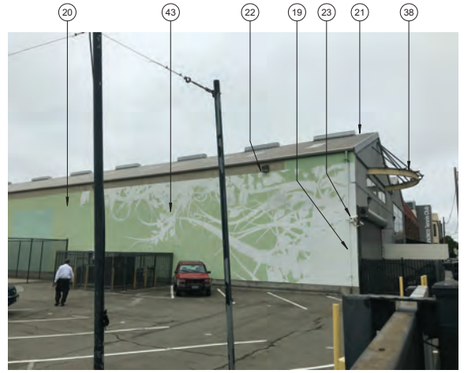
EXTERIOR ELEVATION IMAGES

A3.1a

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.







3 SOUTHWEST WALL - 2019

1/8" = 1'-0"

2 EAST ELEVATION - 5TH STREET - 2019

NTS

1 EAST ELEVATION - 5TH STREET - 2019

NTS

KEYNOTES

28 EXISTING ADA PUSH BUTTON
29 EXISTING STAND PIPE
30 EXISTING FIRE ALARM BELL
31 EXISTING VENT
32 EXISTING PIPE PENETRATION
33 EXISTING BLADE SIGN
34 REMOVE EXISTING METAL FRAME
35 EXISTING PVC PIPE PENETRATING WINDOW
36 EXISTING BOLLARD
37 EXISTING METAL RAILING
38 EXISTING AWNING STRUCTURE
39 EXISTING ROLL-UP DOOR & ENCLOSURE
40 EXISTING GLAZING WALL
41 EXISTING CINDER BLOCK WALL
42 EXISTING SCUPPER
43 WALL ARTWORK (NOT A COMMERCIAL SIGN)

KEYNOTES

1 EXISTING PEDESTRIAN ACCESS GATE
2 PROPOSED FENCE 12'-0" MIN. HIGH AT SPORTS COURT
3 EXISTING PARKING ACCESS GATE
4 EXISTING FENCE
5 REMOVE EXISTING FENCE ALONG RELOCATED SPORTS COURT
6 FILM APPLIED ON WINDOWS WITHIN ACTIVE USE AREA TO BE REMOVED, TYP.
7 EXISTING FLOOD LIGHT FIXTURES TO BE REMOVED
8 PROPOSED FLOOD LIGHT FIXTURE, TYP
9 SIGNAGE PERMITS 201006084046 & 201006084045 TO BE WITHDDRAWN
9b REMOVE EXISTING PAINTED SIGN
10 EXISTING STUCCO WALL INFILL
10b REMOVE STUCCO WALL INFILL
10c INFILL TO MATCH EXISTING STEEL FRAME AND SINGLE PANE WINDOW. MATCH BRICK SILL AND BRICK PONY WALL
11 SECURITY CAMERAS TO BE LEGALIZED AS-IS, SEE PHOTOS ON SHT A4.1
12 PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN, ATTACH THROUGH MORTAR JOINTS
13 EXISTING WALL MOUNTED PROJECTING SIGN
13b PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS PROJECTING SIGN AT 45° ANGLE
13c SEE SIGNAGE CONSULTANT DRAWINGS
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16 POINT OF ORIGIN OF EXISTING CONDUIT AT ADJACENT PARKING LOT

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK
*SEE PHOTOS ON SHT A4.1

17 EXISTING METAL GATE & FENCE
18 EXISTING STUCCO SIDING
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EXTERIOR ELEVATION IMAGES

A3.1b

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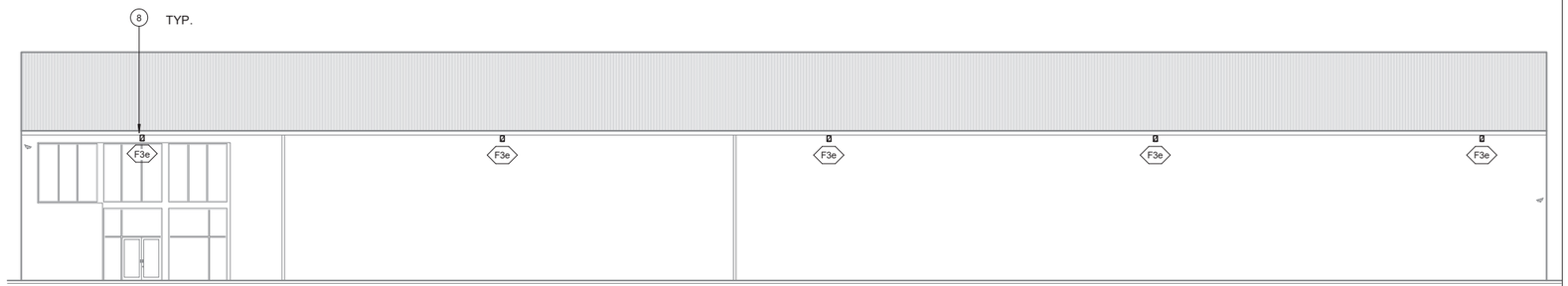
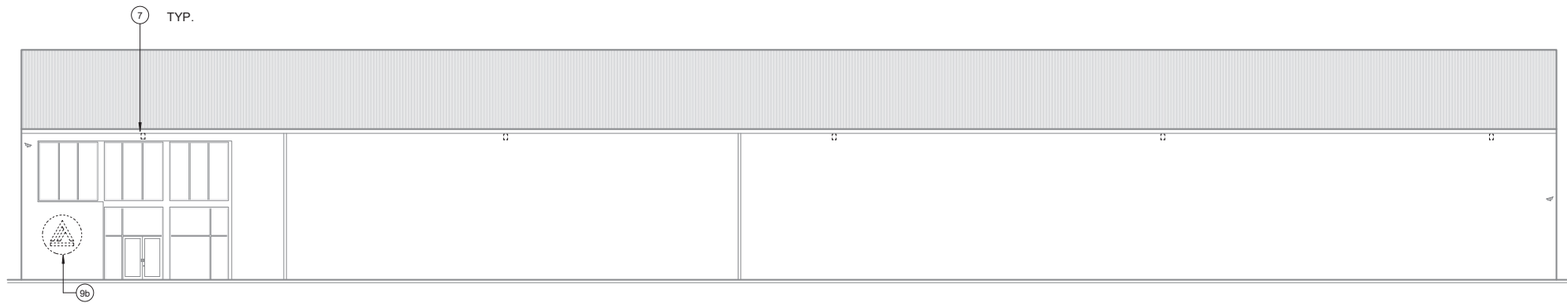
GENERAL NOTES

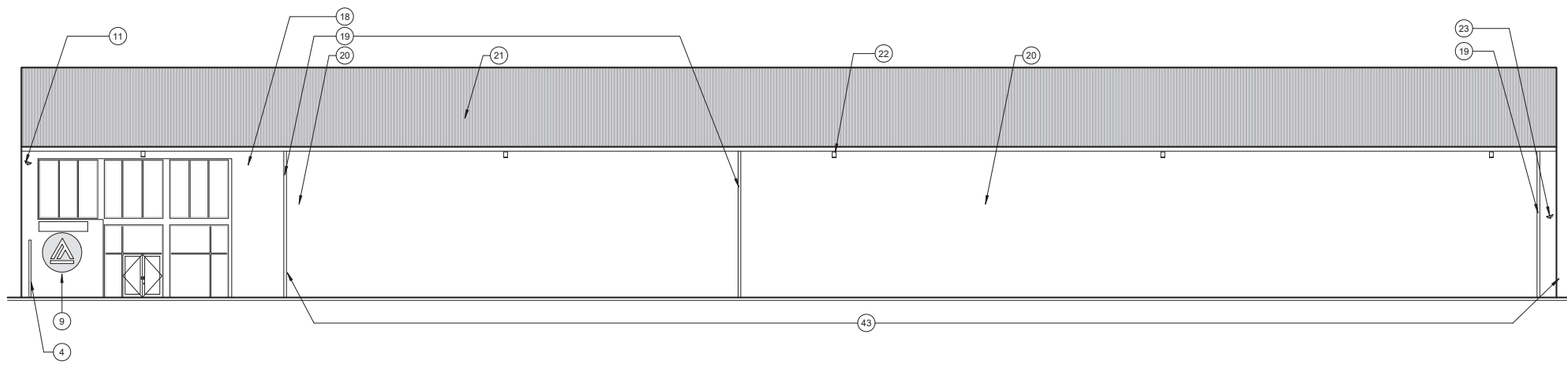
1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
3. REMOVE ALL ABANDONED EQUIPMENT AND ATTACHMENTS ON THE EXTERIOR. ROUTE ALL CONDUIT TO THE INTERIOR OF THE BUILDING.
4. LIGHTING SHOULD BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE. ROUTE ALL CONDUIT TO THE INTERIOR OF THE BUILDING OR CONCEAL BEHIND EXISTING FEATURES
5. ANY PROPOSED NEW LIGHTING ATTACHED VIA MORTAR JOINTS AND NOT DRILLED DIRECTLY INTO MASONRY/BRICK
6. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED



SOUTHWEST ELEVATION - PROPERTY LINE (PROPOSED)
3 3/32" = 1'-0"



SOUTHWEST ELEVATION - PROPERTY LINE (DEMO)
2 3/32" = 1'-0"



SOUTHWEST ELEVATION - PROPERTY LINE (EXISTING)
1 3/32" = 1'-0"

KEYNOTES

28 EXISTING ADA PUSH BUTTON
29 EXISTING STAND PIPE
30 EXISTING FIRE ALARM BELL
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33 EXISTING BLADE SIGN
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35 EXISTING PVC PIPE PENETRATING WINDOW
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41 EXISTING CINDER BLOCK WALL
42 EXISTING SCUPPER
43 WALL ARTWORK (NOT A COMMERCIAL SIGN)

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

KEYNOTES

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11 SECURITY CAMERAS TO BE LEGALIZED AS-IS, SEE PHOTOS ON SHT A4.1
12 PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN, ATTACH THROUGH MORTAR JOINTS
13 EXISTING WALL MOUNTED PROJECTING SIGN
13b PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS PROJECTING SIGN AT 45° ANGLE
13c SEE SIGNAGE CONSULTANT DRAWINGS
13d REMOVE EXISTING WALL MOUNTED PROJECTING SIGN & MOUNTING STRUCTURE
14 NEW EXTERIOR LIGHT FIXTURES AT BRICK BUILDING PORTION OF BLUXOME STREET OT HAVE NEW POWER FEEDS FROM INTERIOR OF BUILDING
15 PROPOSED NEW DISCREET CONDUIT RUN FROM EXISTING ORIGIN, ALONG UNDERSIDE OF PEDIMENT, TO F3 LIGHT FIXTURES AT CORRUGATED METAL BUILDING
16 POINT OF ORIGIN OF EXISTING CONDUIT AT ADJACENT PARKING LOT

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK
*SEE PHOTOS ON SHT A4.1

17 EXISTING METAL GATE & FENCE
18 EXISTING STUCCO SIDING
19 EXISTING RAIN WATER LEADER
20 EXISTING CORRUGATED METAL SIDING
21 EXISTING STANDING SEAM METAL ROOF
22 EXISTING LIGHT FIXTURE
23 EXISTING SECURITY CAMERA
24 EXISTING BRICK ANCHOR PLATES
25 EXISTING BRICK WALL
26 EXISTING BRICK PILASTER
27 EXISTING AAU SHUTTLE INFORMATION

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FOUNDED IN SAN FRANCISCO 1929
79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

601 BRANNAN
San Francisco, CA 94107

I LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.01 Issue Date 10/11/19
Scale: As indicated Phase
Print Date: 10/11/2019 11:22:40 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

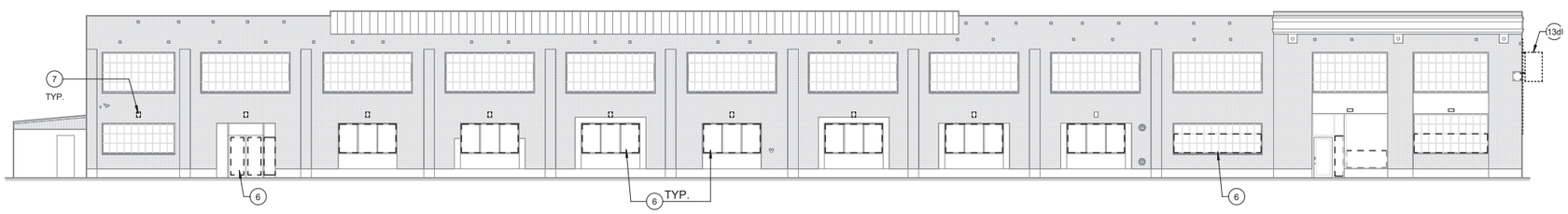
GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
3. REMOVE ALL ABANDONED EQUIPMENT AND ATTACHMENTS ON THE EXTERIOR. ROUTE ALL CONDUIT TO THE INTERIOR OF THE BUILDING.
4. LIGHTING SHOULD BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE. ROUTE ALL CONDUIT TO THE INTERIOR OF THE BUILDING OR CONCEAL BEHIND EXISTING FEATURES
5. ANY PROPOSED NEW LIGHTING ATTACHED VIA MORTAR JOINTS AND NOT DRILLED DIRECTLY INTO MASONRY/BRICK
6. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

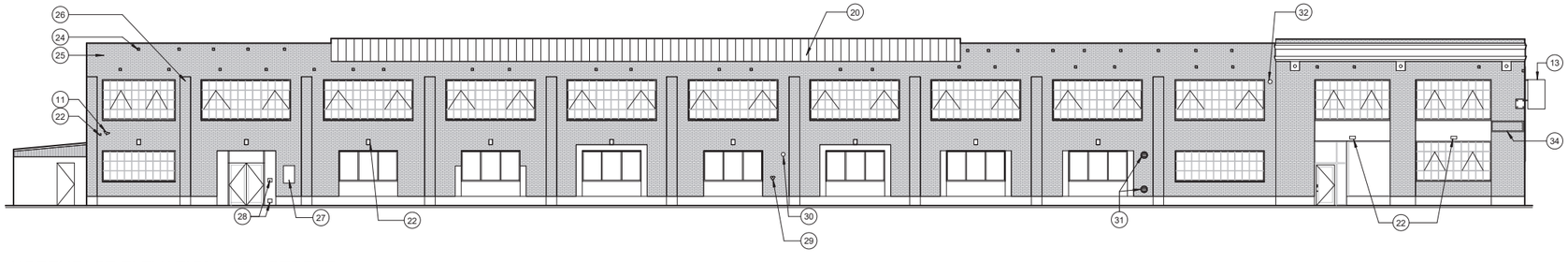
KEYNOTES

SEE SHEET A3.2 FOR KEYNOTES

NORTHEAST ELEVATION - 5TH STREET (PROPOSED)
3 3/32" = 1'-0"



NORTHEAST ELEVATION - 5TH STREET (DEMO)
2 3/32" = 1'-0"



NORTHEAST ELEVATION - 5TH STREET (EXISTING)
1 3/32" = 1'-0"

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

601 BRANNAN
San Francisco, CA 94107

LICENSED ARCHITECTS
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

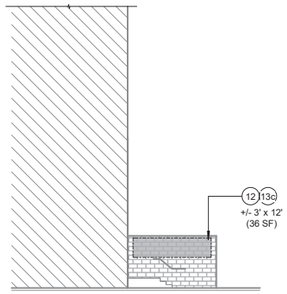
Project Number 21826.01
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 11:22:43 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

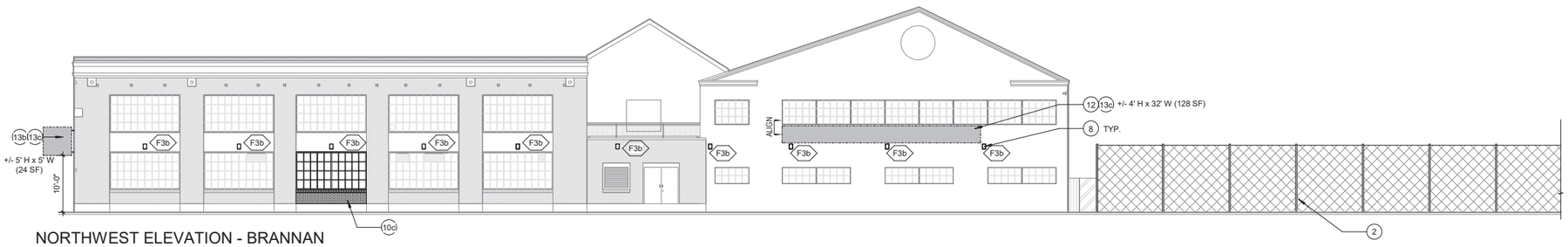
A3.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



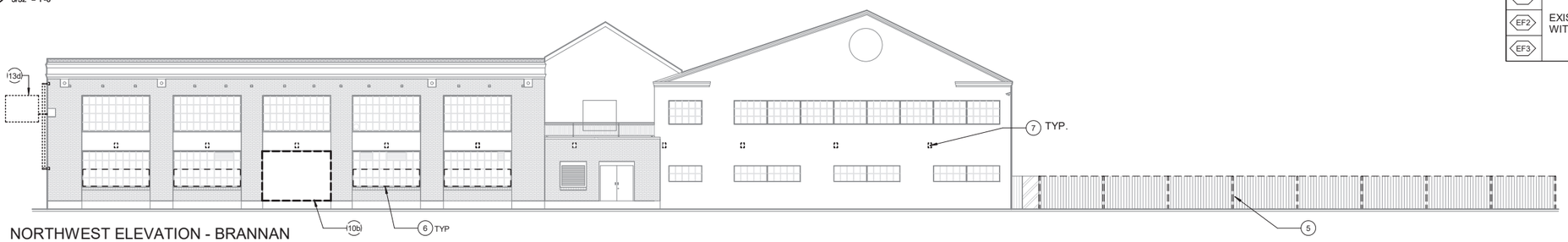
SOUTHEAST ELEVATION - LOW WALL AT BLUXOME STREET (PROPOSED)

4 3/32" = 1'-0"



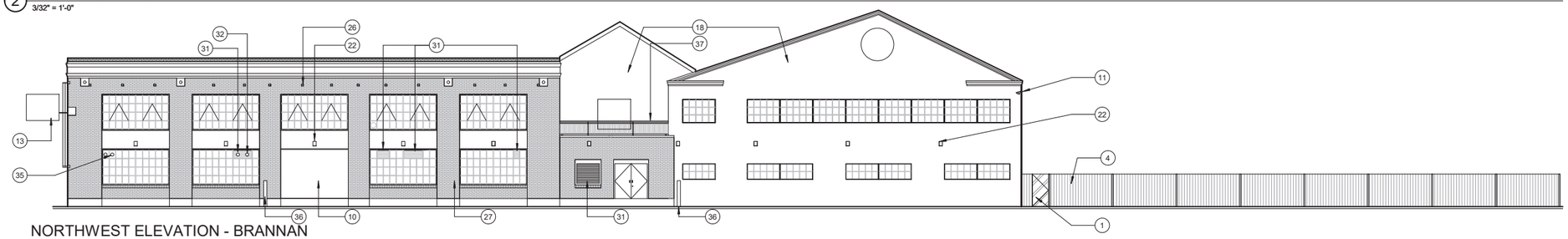
NORTHWEST ELEVATION - BRANNAN STREET (PROPOSED)

3 3/32" = 1'-0"



NORTHWEST ELEVATION - BRANNAN STREET (DEMO)

2 3/32" = 1'-0"



NORTHWEST ELEVATION - BRANNAN STREET (EXISTING)

1 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
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4. LIGHTING SHOULD BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE. ROUTE ALL CONDUIT TO THE INTERIOR OF THE BUILDING OR CONCEAL BEHIND EXISTING FEATURES
5. ANY PROPOSED NEW LIGHTING ATTACHED VIA MORTAR JOINTS AND NOT DRILLED DIRECTLY INTO MASONRY/BRICK
6. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

SEE SHEET A3.2 FOR KEYNOTES

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

tef DESIGN

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601 BRANNAN
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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.01
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Phase
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No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

GENERAL NOTES

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2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
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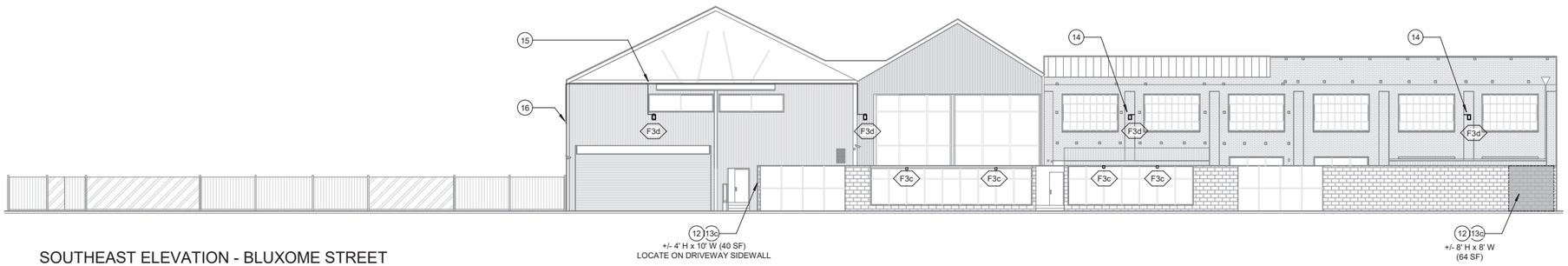
KEYNOTES

SEE SHEET A3.2 FOR KEYNOTES

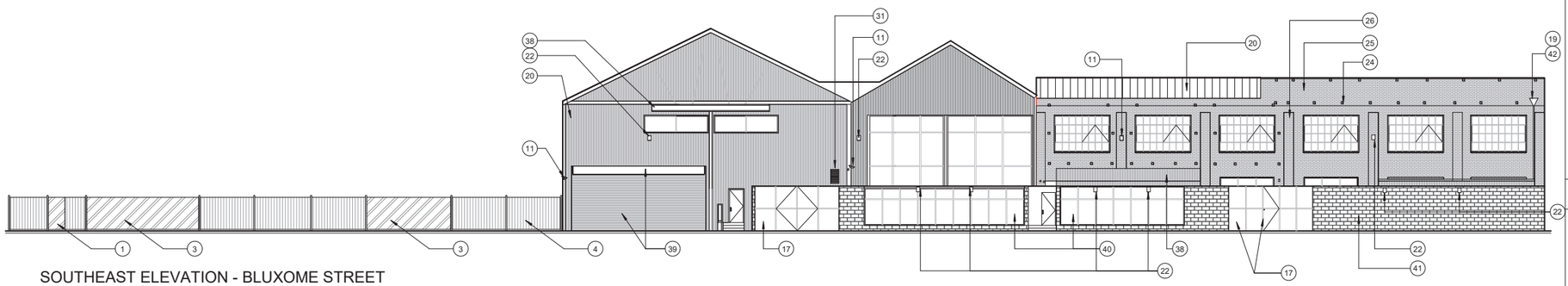


SOUTHEAST ELEVATION - BLUXOME STREET (PROPOSED)

3 3/32" = 1'-0"

SOUTHEAST ELEVATION - BLUXOME STREET (DEMO)

2 3/32" = 1'-0"



SOUTHEAST ELEVATION - BLUXOME STREET (EXISTING)

1 3/32" = 1'-0"

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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LICENSED ARCHITECTS
DOUGLAS G TOM
NO. C12405
REN 10/2019
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Project Number 21826.01
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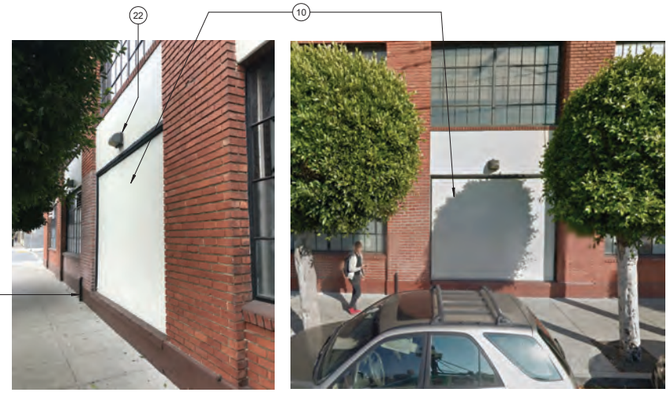
No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.5

12 IMAGE @ 5TH ST
1/8" = 1'-0"

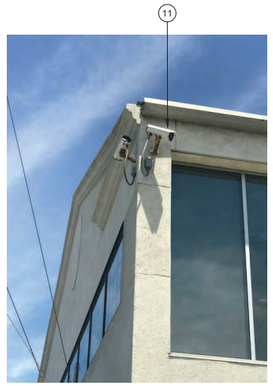
5 IMAGE @ SOUTHWEST WALL
NTS



11 IMAGE @ BRANNAN ST
NTS

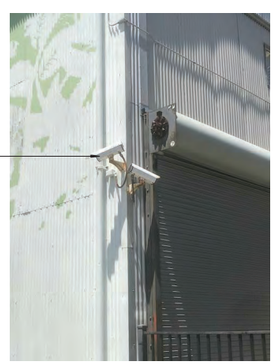
10 BRANNAN ST DOOR INFILL BEYOND
NTS

3 IMAGE @ BRANNAN ST
NTS



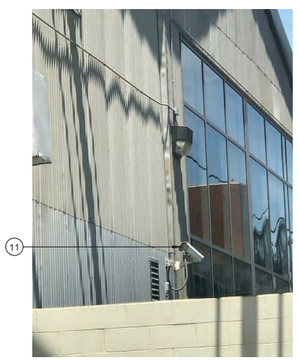
9 IMAGE @ BRANNAN ST
NTS

4 EXTERIOR LIGHTING @ BASKETBALL COURTS
NTS



8 IMAGE @ BLUXOME ST
NTS

2 IMAGE @ BLUXOME ST
NTS



7 IMAGE @ BLUXOME ST
NTS

1 IMAGE @ BLUXOME ST
NTS

KEYNOTES

28 EXISTING ADA PUSH BUTTON
29 EXISTING STAND PIPE
30 EXISTING FIRE ALARM BELL
31 EXISTING VENT
32 EXISTING PIPE PENETRATION
33 EXISTING BLADE SIGN
34 REMOVE EXISTING METAL FRAME
35 EXISTING PVC PIPE PENETRATING WINDOW
36 EXISTING BOLLARD
37 EXISTING METAL RAILING
38 EXISTING AWNING STRUCTURE
39 EXISTING ROLL-UP DOOR & ENCLOSURE
40 EXISTING GLAZING WALL
41 EXISTING CINDER BLOCK WALL
42 EXISTING SCUPPER
43 WALL ARTWORK (NOT A COMMERCIAL SIGN)

KEYNOTES

1 EXISTING PEDESTRIAN ACCESS GATE
2 PROPOSED FENCE 12'-0" MIN. HIGH AT SPORTS COURT
3 EXISTING PARKING ACCESS GATE
4 EXISTING FENCE
5 REMOVE EXISTING FENCE ALONG RELOCATED SPORTS COURT
6 FILM APPLIED ON WINDOWS WITHIN ACTIVE USE AREA TO BE REMOVED, TYP.
7 EXISTING FLOOD LIGHT FIXTURES TO BE REMOVED
8 PROPOSED FLOOD LIGHT FIXTURE, TYP
9 SIGNAGE PERMITS 201006084046 & 201006084045 TO BE WITHDDRAWN
9b REMOVE EXISTING PAINTED SIGN
10 EXISTING STUCCO WALL INFILL
10b REMOVE STUCCO WALL INFILL
10c INFILL TO MATCH EXISTING STEEL FRAME AND SINGLE PANE WINDOW. MATCH BRICK SILL AND BRICK PONY WALL
11 SECURITY CAMERAS TO BE LEGALIZED AS-IS, SEE PHOTOS ON SHT A4.1
12 PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN, ATTACH THROUGH MORTAR JOINTS
13 EXISTING WALL MOUNTED PROJECTING SIGN
13b PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS PROJECTING SIGN AT 45° ANGLE
13c SEE SIGNAGE CONSULTANT DRAWINGS
13d REMOVE EXISTING WALL MOUNTED PROJECTING SIGN & MOUNTING STRUCTURE
14 NEW EXTERIOR LIGHT FIXTURES AT BRICK BUILDING PORTION OF BLUXOME STREET OT HAVE NEW POWER FEEDS FROM INTERIOR OF BUILDING
15 PROPOSED NEW DISCREET CONDUIT RUN FROM EXISTING ORIGIN, ALONG UNDERSIDE OF PEDIMENT, TO F3 LIGHT FIXTURES AT CORRUGATED METAL BUILDING
16 POINT OF ORIGIN OF EXISTING CONDUIT AT ADJACENT PARKING LOT

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK
*SEE PHOTOS ON SHT A4.1

17 EXISTING METAL GATE & FENCE
18 EXISTING STUCCO SIDING
19 EXISTING RAIN WATER LEADER
20 EXISTING CORRUGATED METAL SIDING
21 EXISTING STANDING SEAM METAL ROOF
22 EXISTING LIGHT FIXTURE
23 EXISTING SECURITY CAMERA
24 EXISTING BRICK ANCHOR PLATES
25 EXISTING BRICK WALL
26 EXISTING BRICK PILASTER
27 EXISTING AAU SHUTTLE INFORMATION

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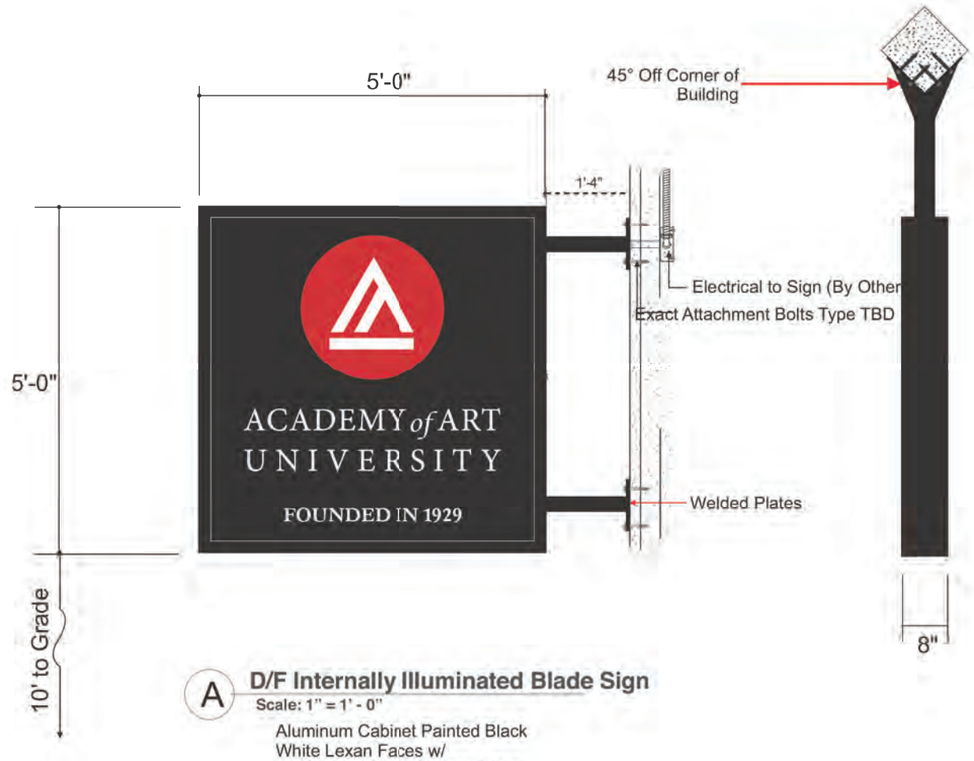
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.01
Issue Date 10/11/19
Scale: 1/8" = 1'-0"
Phase
Print Date: 10/11/2019 11:22:54 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1



A D/F Internally Illuminated Blade Sign

Scale: 1" = 1' - 0"

Aluminum Cabinet Painted Black
White Lexan Faces w/
1st Surface Black Opaque Vinyl
w/ Reversed Out Copy. (Shows White)
w/ 3M Poppy Red Logo
Internal Illumination is w/ White
LED Modules

Remove Existing Blade Sign

A Remove Existing Blade Sign

Scale: NTS

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 **Date: 9/18/19**

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____

☒ Illuminated
☐ Non-Illuminated

Type of Lighting:

☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
601 BRANNAN STREET
SAN FRANCISCO

Customer Approval

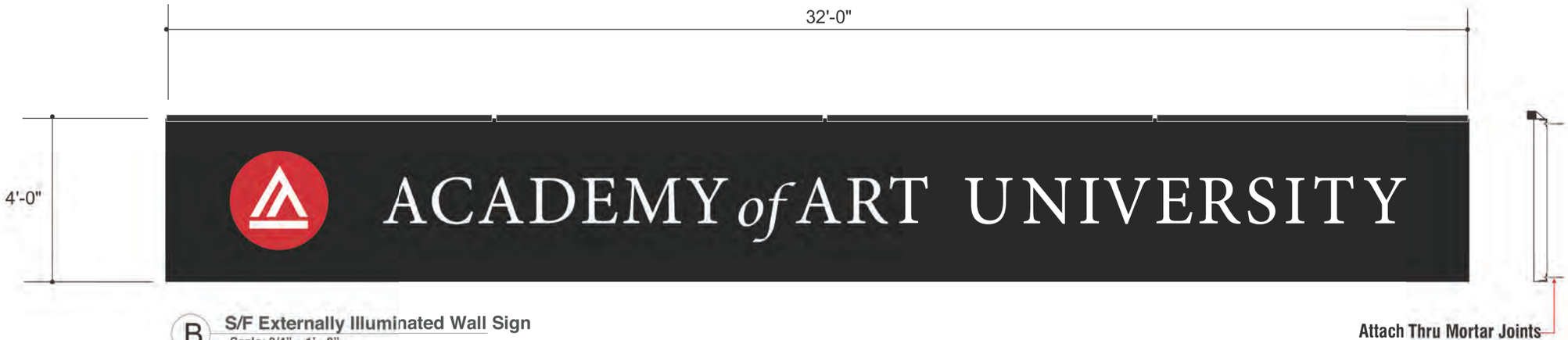
Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

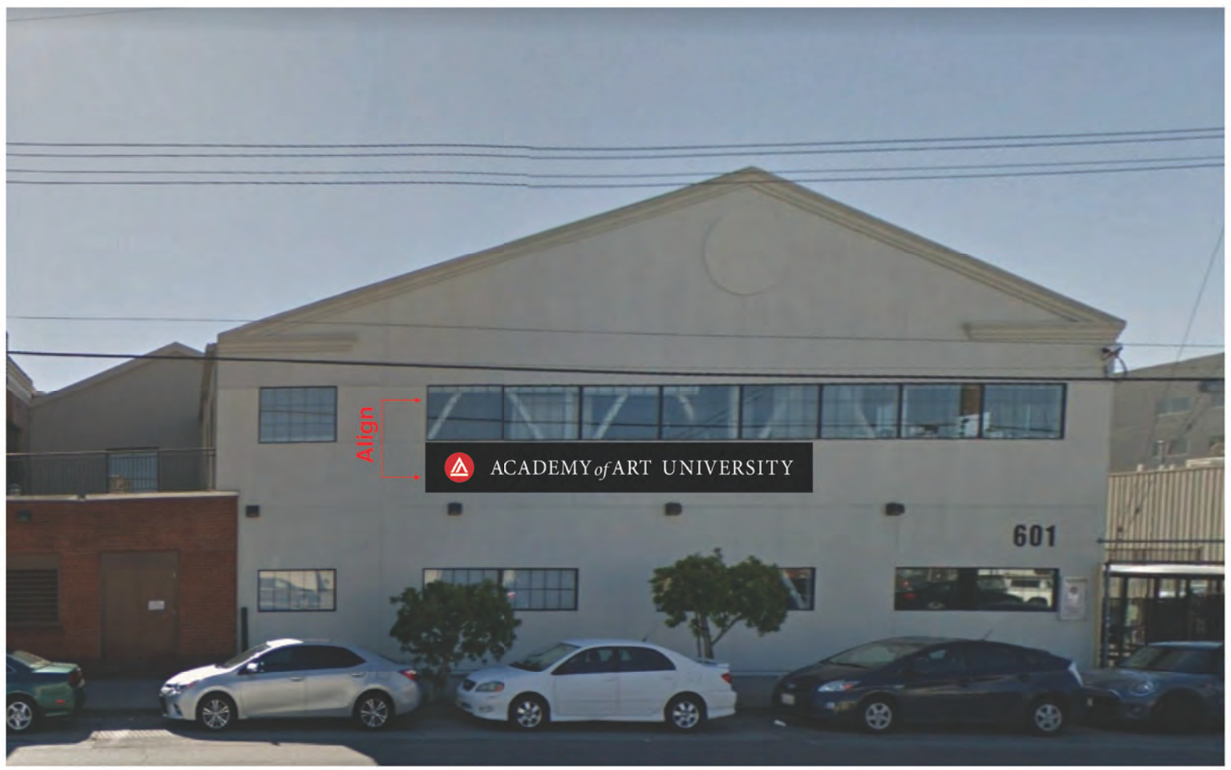
All Signs to be
Title 24
Compliant

Sheet No.
GG 2.0



B **S/F Externally Illuminated Wall Sign**
Scale: 3/4" = 1' - 0"

Aluminum Cabinet Painted Black
w/ 1st Surface Vinyl Graphics
w/ 3M Poppy Red Logo & White
Copy.
External Illumination is w/ White
LED Light Bars



SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bissa Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 Date: 9/18/19

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____

☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
601 BRANNAN STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

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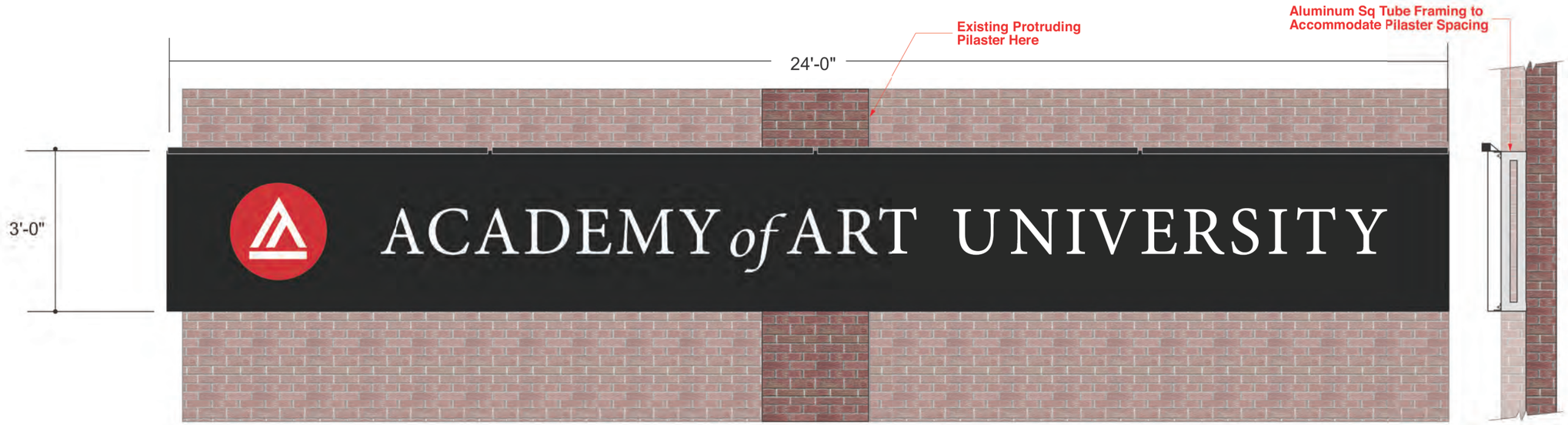
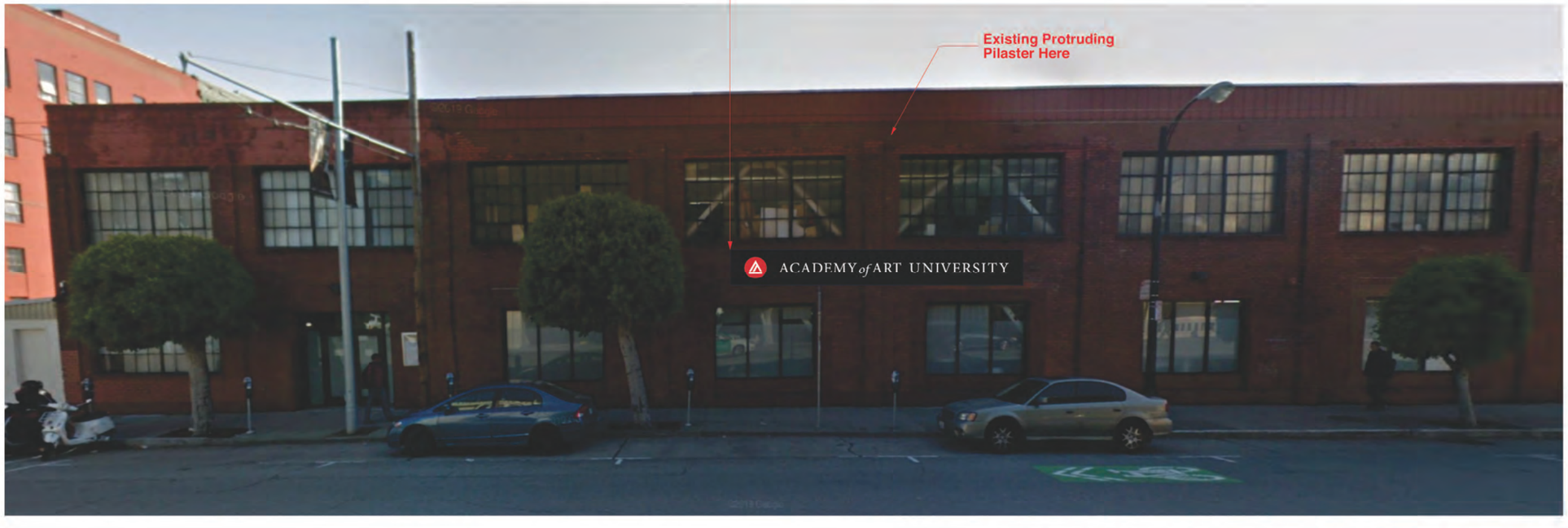
All Signs to be
Title 24
Compliant

Sheet No.
GG 3.0



C **S/F Externally Illuminated Wall Sign**
Scale: 1" = 1' - 0"

Aluminum Cabinet Painted Black
w/ 1st Surface Vinyl Graphics
w/ 3M Poppy Red Logo & White
Copy.
External Illumination is w/ White
LED Light Bars



GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 Date: 9/18/19

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____

☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
601 BRANNAN STREET
SAN FRANCISCO

Customer Approval

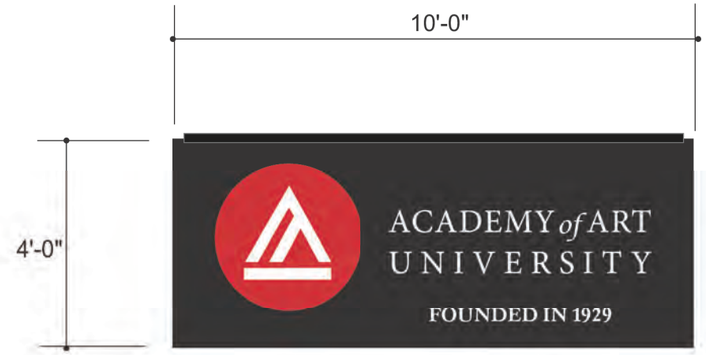
Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

Sheet No.
GG 4.0

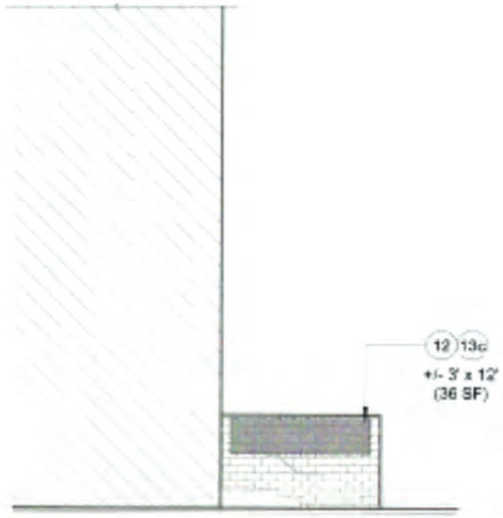


D S/F Externally Illuminated Wall Sign

Scale: 3/4" = 1' - 0"

Aluminum Cabinet Painted Black
w/ 1st Surface Vinyl Graphics
w/ 3M Poppy Red Logo & White
Copy.
External Illumination is w/ White
LED Light Bars

Proposed Location



4 SOUTHEAST ELEVATION - LOW WALL AT BLUXOME STREET (PROPOSED)

3/32" = 1'-0"

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date:	8/19/19
Sales:	A. Bartizal
Designer:	G. Graves
Rev. #: 1	Date: 9/18/19

Revision Notes:

- [ ] Interior
- [x] Exterior
- [ ] Single Faced
- [x] Double Faced
- [x] Illuminated
- [ ] Non-Illuminated

Type of Lighting:

- [ ] Lamps
- [x] L.E.D.
- [ ] Neon
- [ ] Other

Address
601 BRANNAN STREET
SAN FRANCISCO

Customer Approval

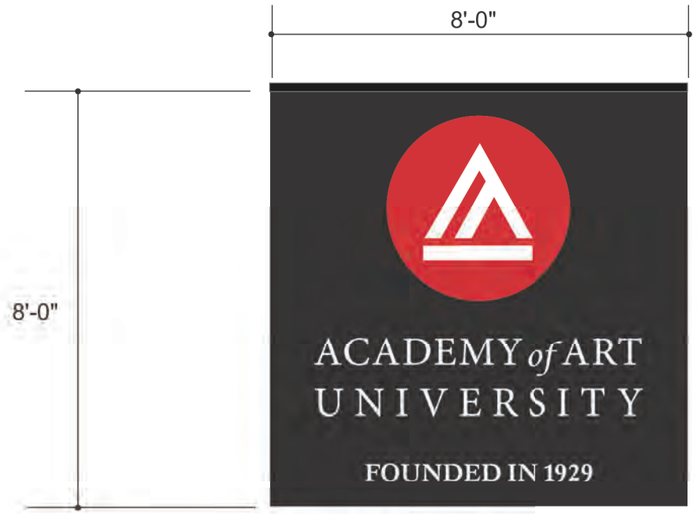
Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

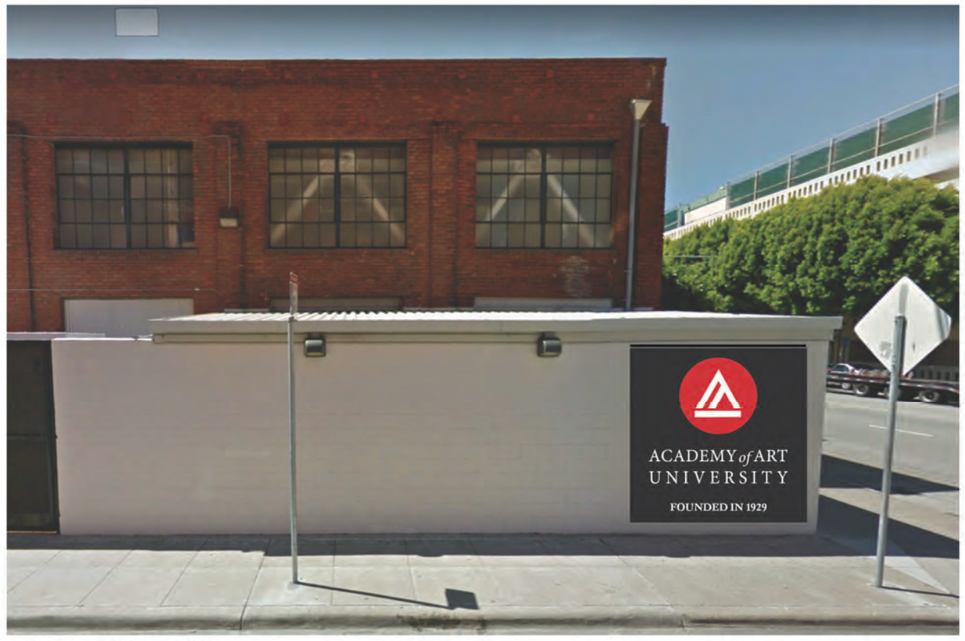
All Signs to be
Title 24
Compliant

Sheet No.
GG 5.0



E **S/F Externally Illuminated Wall Sign**
Scale: 3/4" = 1' - 0"

Aluminum Cabinet Painted Black
w/ 1st Surface Vinyl Graphics
w/ 3M Poppy Red Logo & White Copy.
External Illumination is w/ White LED Light Bars



Proposed Location

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 **Date: 9/18/19**

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
601 BRANNAN STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

World Sign Associates

Sheet No.
GG 6.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case No. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-26: HR-1	Signage. The exterior signs on the façade (south) and rear (north) elevations do not appear to comply with current guidance for signage within Conservation Districts. To bring the signage into compliance AAU shall remove the project box signs, repair/patch and refinish the exterior wall to match existing in materials and appearance, and install a new sign that is indirectly illuminated as specified in applicable guidelines for signage in Article 11 Conservation Districts.
	AAU PROPOSAL: See Notes on Sheet A3.2

BICYCLE PARKING SUMMARY
*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	-	5	5
CLASS II	-	8 (2 + 6*)	8

*PER SF PLANNING CODE TABLE 155.2 PRIVATE PARKING GARAGE MINIMUM REQUIREMENT FOR CLASS II BICYCLE PARKING: ONE CLASS 2 SPACE FOR EVERY 20 CAR SPACES, EXCEPT IN NO CASE LESS THAN SIX CLASS 2 SPACES.
**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	7,243	7,243
LEVEL 1*	9,941	9,941
LEVEL 2	9,663	9,663
LEVEL 3	9,663	9,663
GROSS SF TOTAL	36,510	36,510

*PER SF PLANNING CODE SECTION 102.b.13, GROSS FLOOR AREA SHALL NOT INCLUDE THE FOLLOWING:

GROUND FLOOR AREA IN THE C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), AND C-3-G DISTRICTS, AND IN THE CENTRAL SOMA SPECIAL USE DISTRICT DEVOTED TO BUILDING OR PEDESTRIAN CIRCULATION AND BUILDING SERVICE.

FLOOR AREA RATIO (PER SECTION 210.2 - TABLE 210.2):

MAXIMUM ALLOWED GROSS SF

C-3-O FAR X LOT AREA = 9.0 X 13,200 SF = 118,800 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	2,743	2,743
LEVEL 1*	7,302	7,302
LEVEL 2	8,106	8,106
LEVEL 3	7,613	7,613
OCCUPIED SF TOTAL	25,764	25,764

B- ACTIVE USE
*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

C- OFF-STREET CAR SPACES
*SEE SHEETS A2.1 FOR REFERENCE

MAXIMUM AREA PERMITTED BY CODE FOR ACCESSORY PARKING[1]	1,804 SF.
EXISTING	10
EXISTING PARKING AREA	1,973 SF
PROPOSED[2]	10
PROPOSED CAR SHARE SPACES[3]	0 (10 < 25: not required)

(1) PER SF PLANNING CODE TABLE 151.1 MAXIMUM 7% OF OCCUPIED FLOOR AREA
(2) PER CONDITIONAL USE REQUESTED FOR PRIVATE PARKING GARAGE USE FOR AAU FACULTY AND STAFF
(3) PER SF PLANNING CODE TABLE 166 REQUIRED CAR-SHARE PARKING SPACES
(4) EXISTING PARKING AREA (PERMITTED PRIOR TO DOWNTOWN PLAN PARKING CONTROLS) PROPOSED AS LEGAL NONCONFORMING. SEE BUILDING PERMIT NOS. 60670, 93911 & 7806971

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE*	SF DBI ISSUE
	* Minor Permit to Alter requires HISTORIC PRESERVATION COMMISSION REVIEW			
A0.0	COVER SHEET	●	●	●
A0.1	PROJECT INFORMATION			●
A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	
A0.S2	SITE PLAN DRAWINGS	●	●	
A0.S3	STREETSCAPE DRAWINGS	●		
A0.S4	STREETSCAPE DRAWINGS	●		
A0.T1	OCCUPANCY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.1	EXISTING FLOOR PLANS - BASEMENT & LEVEL 1	●		●
A1.2	EXISTING FLOOR PLANS - LEVELS 2 & 3	●		●
A2.1	PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1	●		●
A2.2	PROPOSED FLOOR PLANS - LEVELS 2 & 3	●		●
A3.0	HISTORICAL EXTERIOR ELEVATION IMAGES	●	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A4.1	EXISTING WINDOW IMAGES	●	●	●
A4.2	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●
	TOTAL SHEETS:	16		

PROJECT INFORMATION

ADDRESS	410 BUSH STREET
BLOCK/LOT	0270/007
DISTRICTS	
ZONING	C-3-O (DOWNTOWN-OFFICE)
HEIGHT/BULK	80-130-F
SPECIAL USE	WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	CHANGE OF USE REQUIRED
EXISTING	OFFICE
PROPOSED	INSTITUTIONAL: POST-SECONDARY EDUCATION
No OF STORIES	3 (NO CHANGE)

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	CATEGORY: V - Unrated Building DISTRICT: Kearny-Market-Mason-Sutter
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 410 BUSH FROM A LAST LEGAL USE OF OFFICE TO POST-SECONDARY EDUCATIONAL INSTITUTION.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 410 BUSH LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

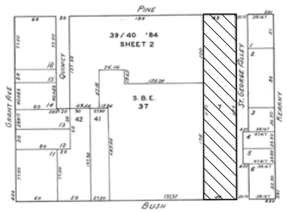
THE PROJECT ALSO PROPOSES TO REFLECT THAT THE LEGALLY INSTITUTED USE OF BASEMENT PARKING IN 410 BUSH IS FOR ACADEMY OF ART UNIVERSITY FACULTY AND STAFF. THE PROJECT PROPOSES CONDITIONAL USE AUTHORIZATION FOR A PRIVATE PARKING GARAGE USE IN THE BASEMENT OF 410 BUSH.

SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE DRAWINGS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS.

EXTERIOR VIEW

PLOT PLAN

N.T.S.



VICINITY MAP

N.T.S.

tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929
79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

410 BUSH
San Francisco, CA 94108

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

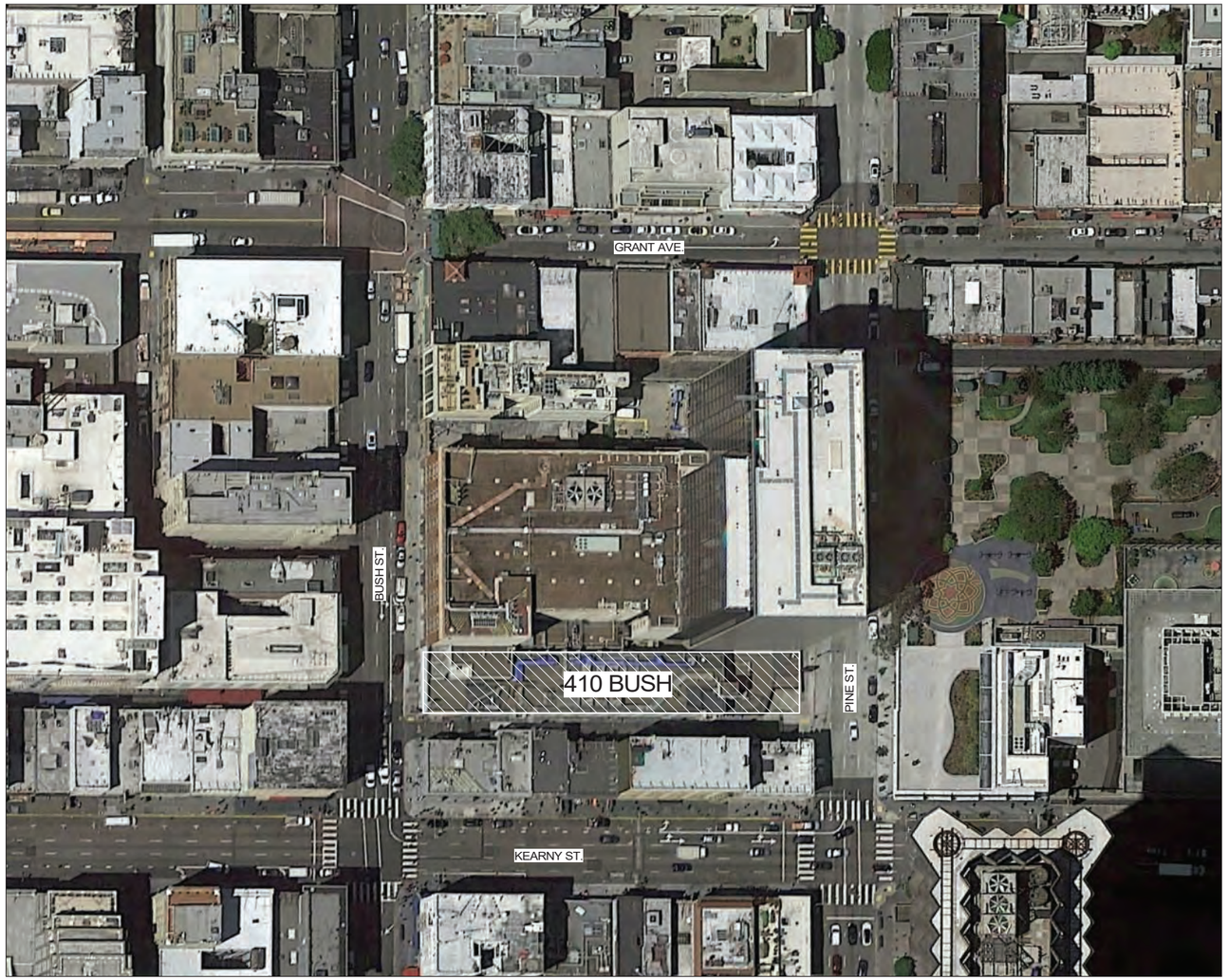
Project Number	21826.02
Issue Date	10/11/19
Scale	As indicated
Phase	
Print Date	10/11/2019 11:34:58 PM

No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 SITE PLAN AERIAL IMAGE
1/8" = 1'-0"

SITE HISTORY

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

According to building permits on file with the San Francisco Planning Department, 410 Bush Street was initially designed and constructed in 1915 as the St. George Garage. This date falls within the era of rapid, post-fire construction within the Kearny-Market-Mason-Sutter Conservation District, with most of the district's architecturally significant buildings constructed between 1907 and 1918. Made of reinforced concrete and rising 41 feet, the building was commissioned by Charles F. Haulou. San Francisco architects the O'Brien Brothers, Inc. constructed the property at a cost of $25,000 in early 1915, with additional structural work carried out by the O'Brien Brothers in July 1915. The O'Brien Brothers completed numerous commissions in San Francisco, with a focus on commercial and automobile-related designs in the 1910s and 1920s. By 1933 and into the early 1940s, the property, now owned by the Grant Company, continued operating as a garage. All floors of the building, including the basement, were originally utilized for parking.

In the immediate postwar period, in 1946/1947, the St. George Garage was converted to office space by the Westinghouse Electric Company. The early-twentieth-century appearance and features of the building were replaced, and the façade underwent a $150,000, Mid-Century Modern make-over by San Francisco architect Albert F. Roller, in collaboration with contractors Barrett & Hilp.

A native of San Francisco, Roller (1891-1981) worked in the offices of Coxhead & Coxhead, Ward & Blohme, among others, before opening his open practice in 1926. Roller's many commissions in San Francisco include 100 California Street (Bethlehem Steel Building, 1959), completed by Roller and Welton Becket in 1959, 444 Taylor Street (National Broadcasting Company Studios, 1941), 1111 California Street (Masonic Auditorium, 1958), and 155 Hayes Street (AAA Building, 1959). In the postwar period, Roller served on the San Francisco Redevelopment Agency between 1951 and 1953, as well as the San Francisco Art Commission between 1955 and 1958. According to the San Francisco Modern Architecture and Landscape Design 1935-1970 Historic Context Statement, Roller is recognized as a master architect in San Francisco.

As presented in Architect and Engineer in November 1949, "The Westinghouse Electric Corporation's new three-story building at 410 Bush Street in San Francisco now provides a thoroughly modern, centrally located, office headquarters for the company's engineering sales and executive personnel… The new quarters affords ample space to meet current and immediate future office space requirements and fills a long need for consolidation in one downtown, central location." Following the remodel, the building spanned approximately 40,000 square feet, with the 40-foot storefront facing Bush Street.

By 1967, the property was owned and occupied by Commercial Union Insurance Group, which remained in the building through at least 1975. At the time of the 1978 San Francisco Architectural Quality Survey, 410 Bush Street still retained signage for Commercial Union Company and appeared to be for sale at the time. Until AAU occupied the property in 1994, a variety of tenants appear to have occupied its office space, including a San Francisco branch of the United Way, which operated in the building from the early 1980s until 1994.

N

tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

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79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

410 BUSH
San Francisco, CA 94108

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number	21826.02
Issue Date	10/11/19
Scale	1/8" = 1'-0"
Phase	
Print Date	10/11/2019 11:35:01 PM

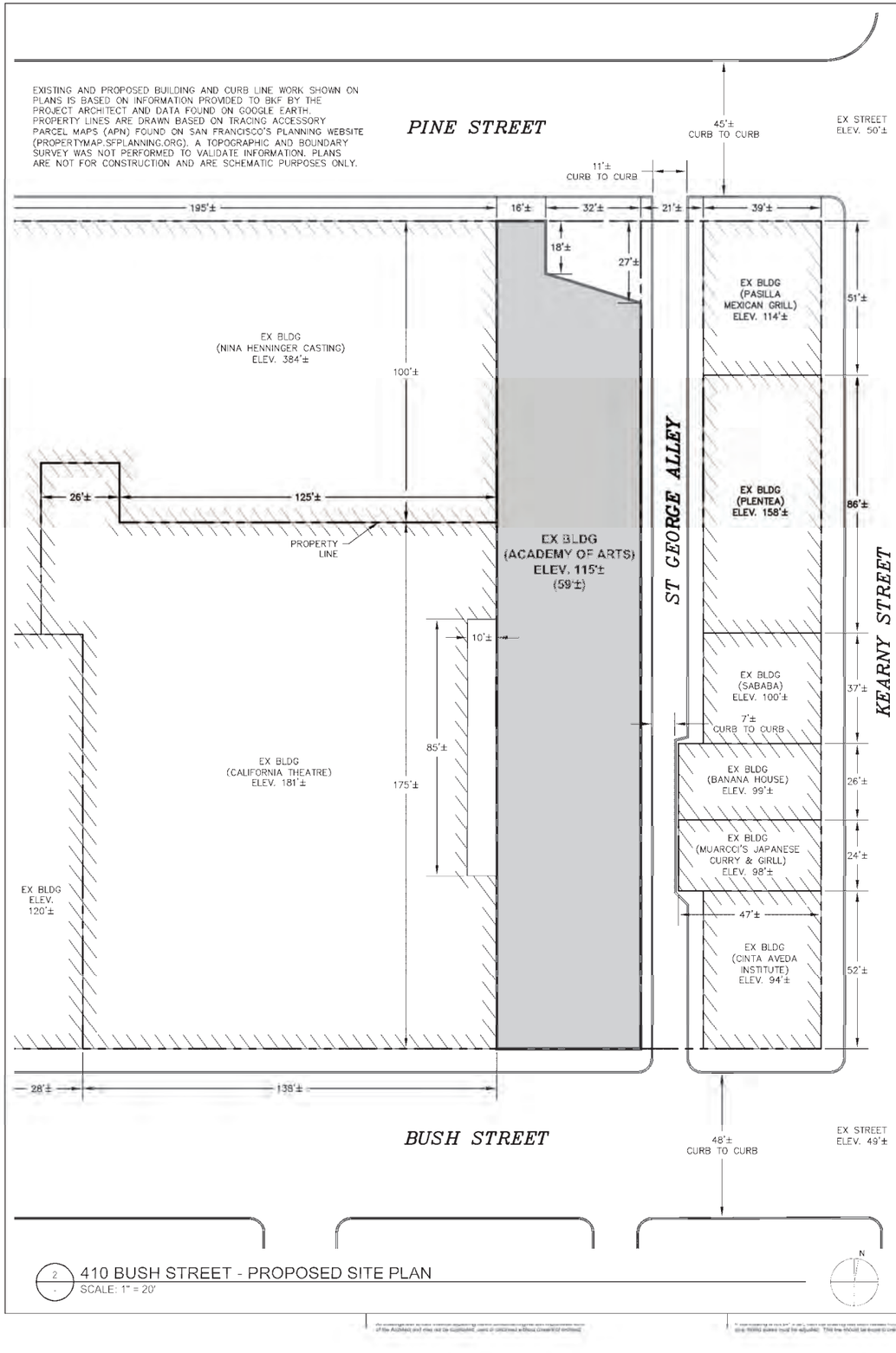
No.	Date	Description

SITE PLAN AERIAL IMAGE & SITE HISTORY

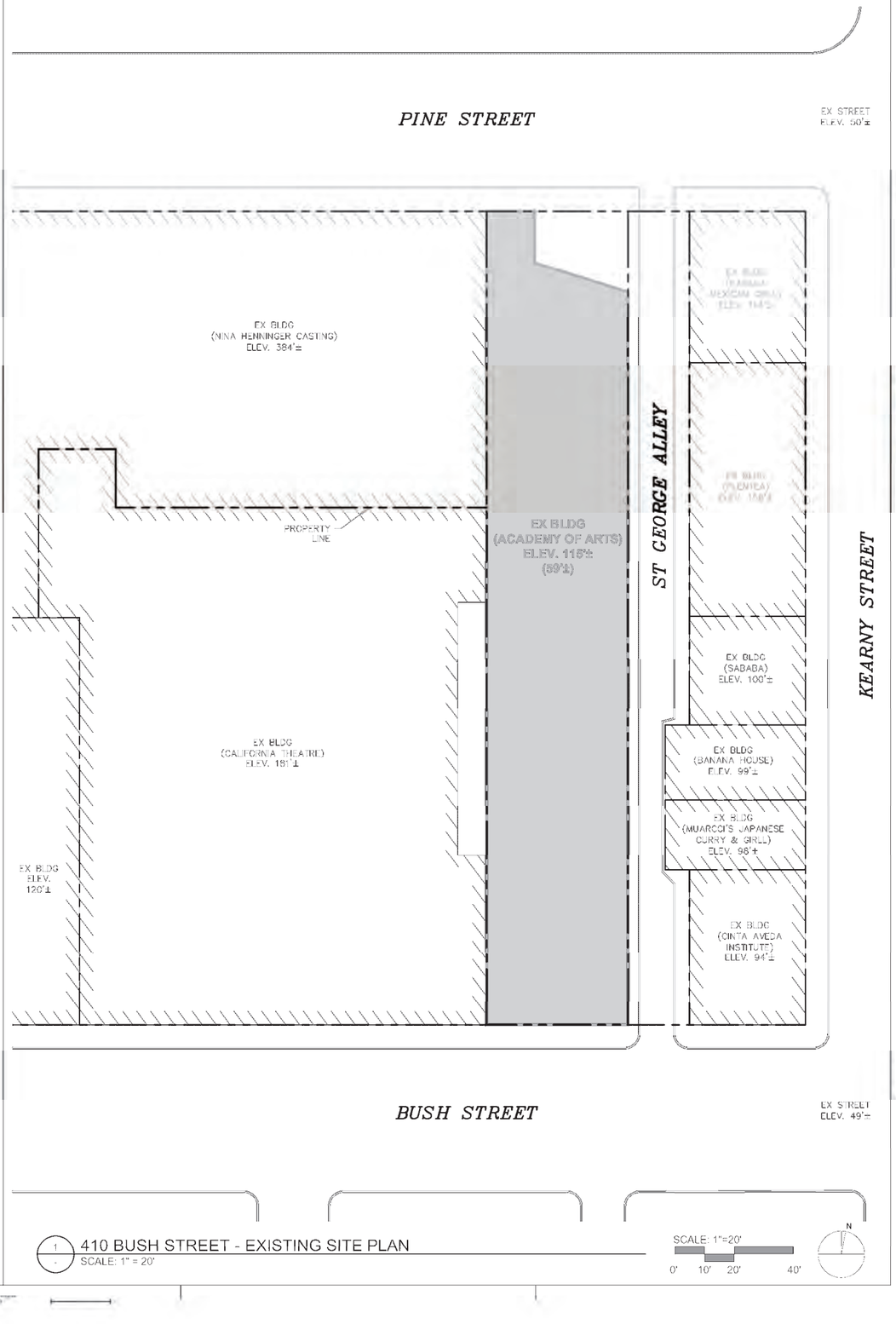
A0.S1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.



2 410 BUSH STREET - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 410 BUSH STREET - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

ACADEMY of ART UNIVERSITY
79 New Montgomery Street
San Francisco, CA 94105

BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU INSTITUTIONAL COMPLIANCE SET

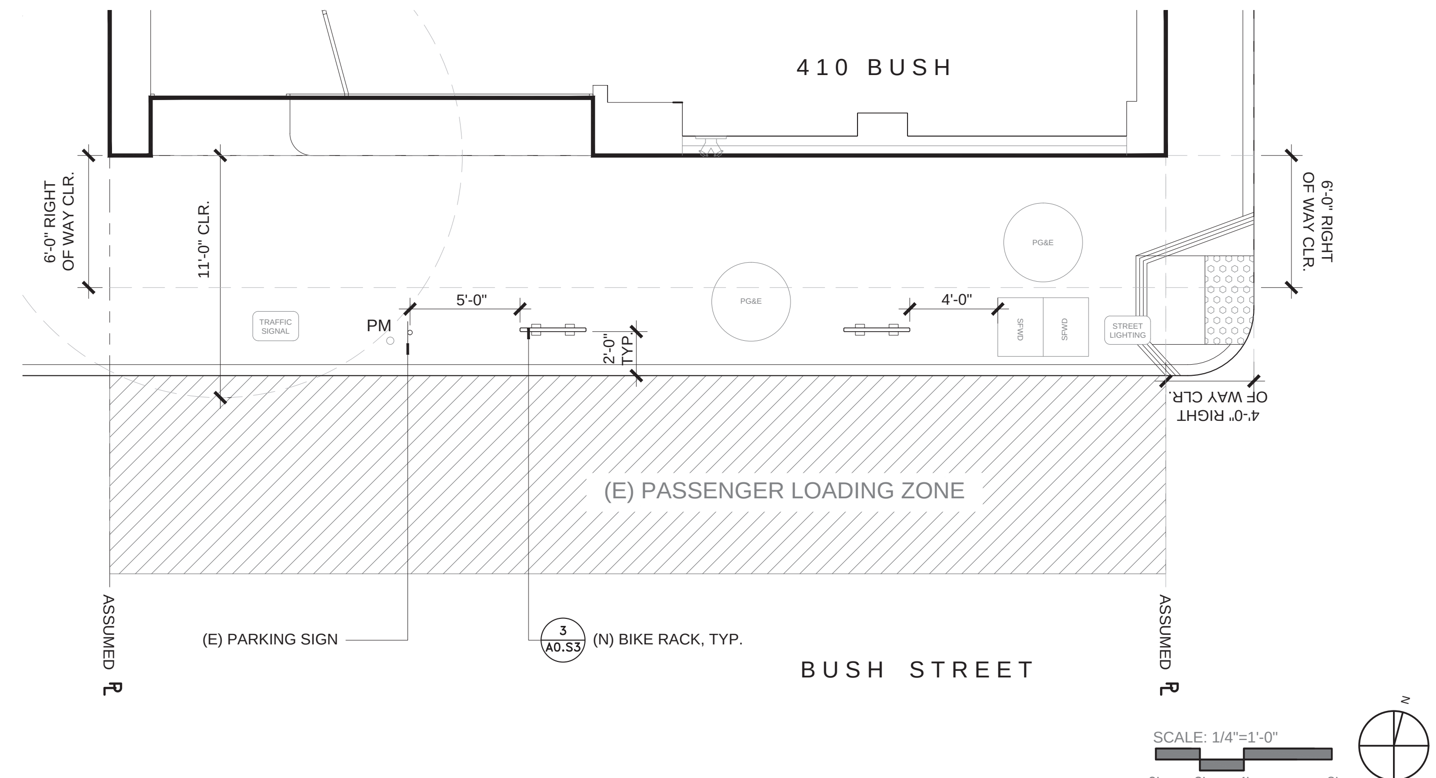
410 BUSH
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER JASIA T. WU No. C 22281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

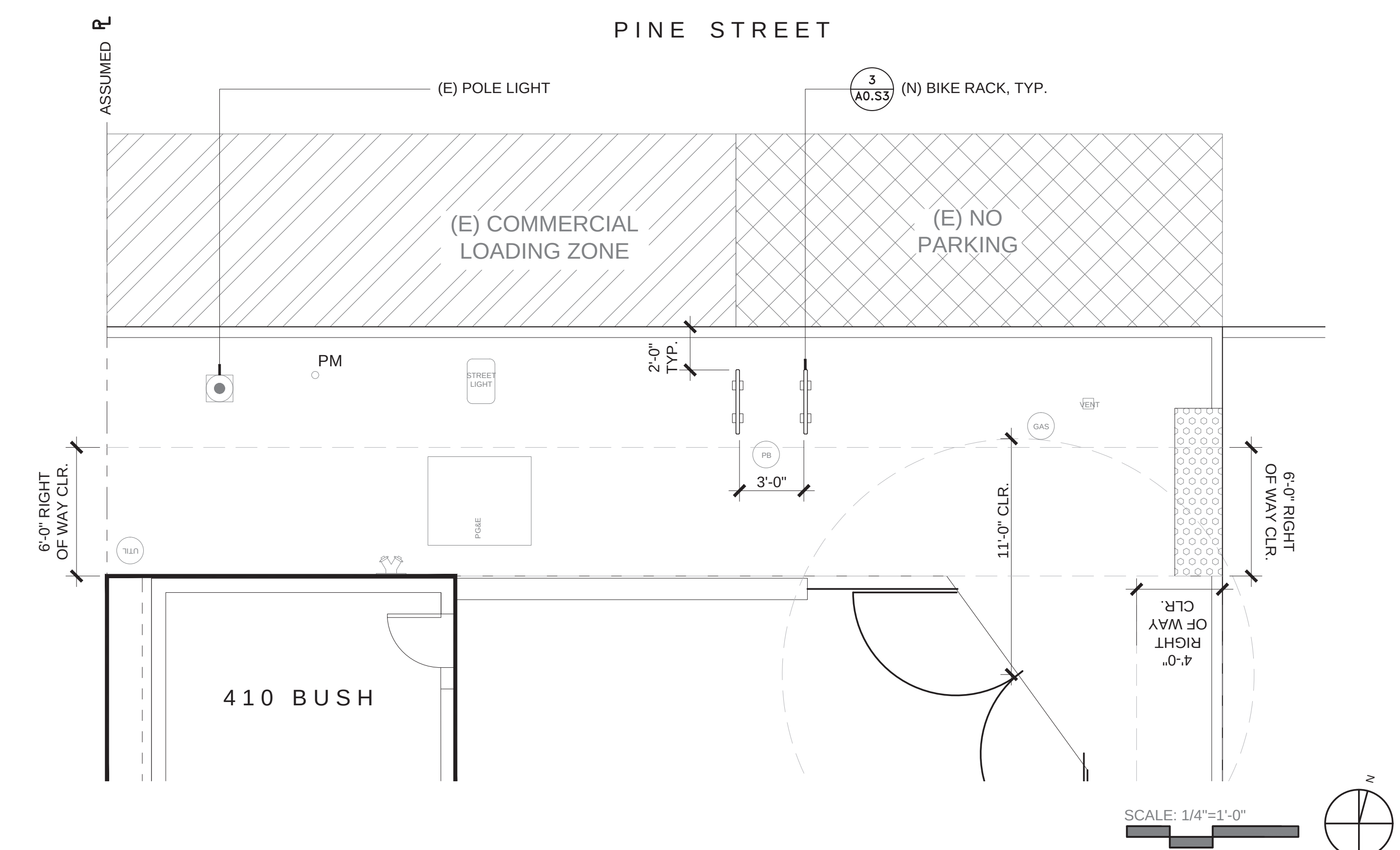
21826.02 10/11/19
AS NOTED

SITE PLAN DRAWINGS

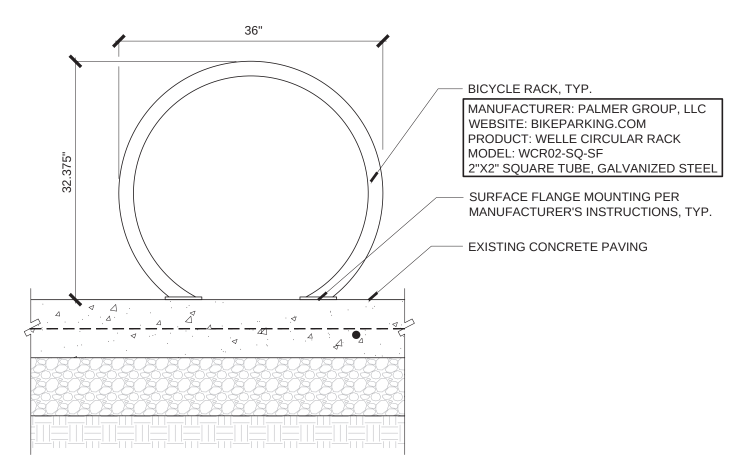
A0.S2



1 Streetscape Plan
1/4" = 1'-0"



2 Streetscape Plan
1/4" = 1'-0"



3 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(8) BIKE PARKING SPACES

TOTAL: 8

LEGEND

(N) BIKE RACK, CLASS II

(E) BUILDING STAND PIPE

(E) IN-GROUND UTILITY

(E) PARKING METER

(E) PARKING SIGN

(E) POLE LIGHT

(E) NO PARKING (RED CURB)

(E) PASSENGER LOADING (WHITE CURB)

(E) COMMERCIAL LOADING ZONE

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929
79 New Montgomery Street
San Francisco, CA 94105

Creo
landscape architecture
466 Geary Street, Suite 300
San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU INSTITUTIONAL COMPLIANCE SET

410 BUSH
San Francisco, CA 94108

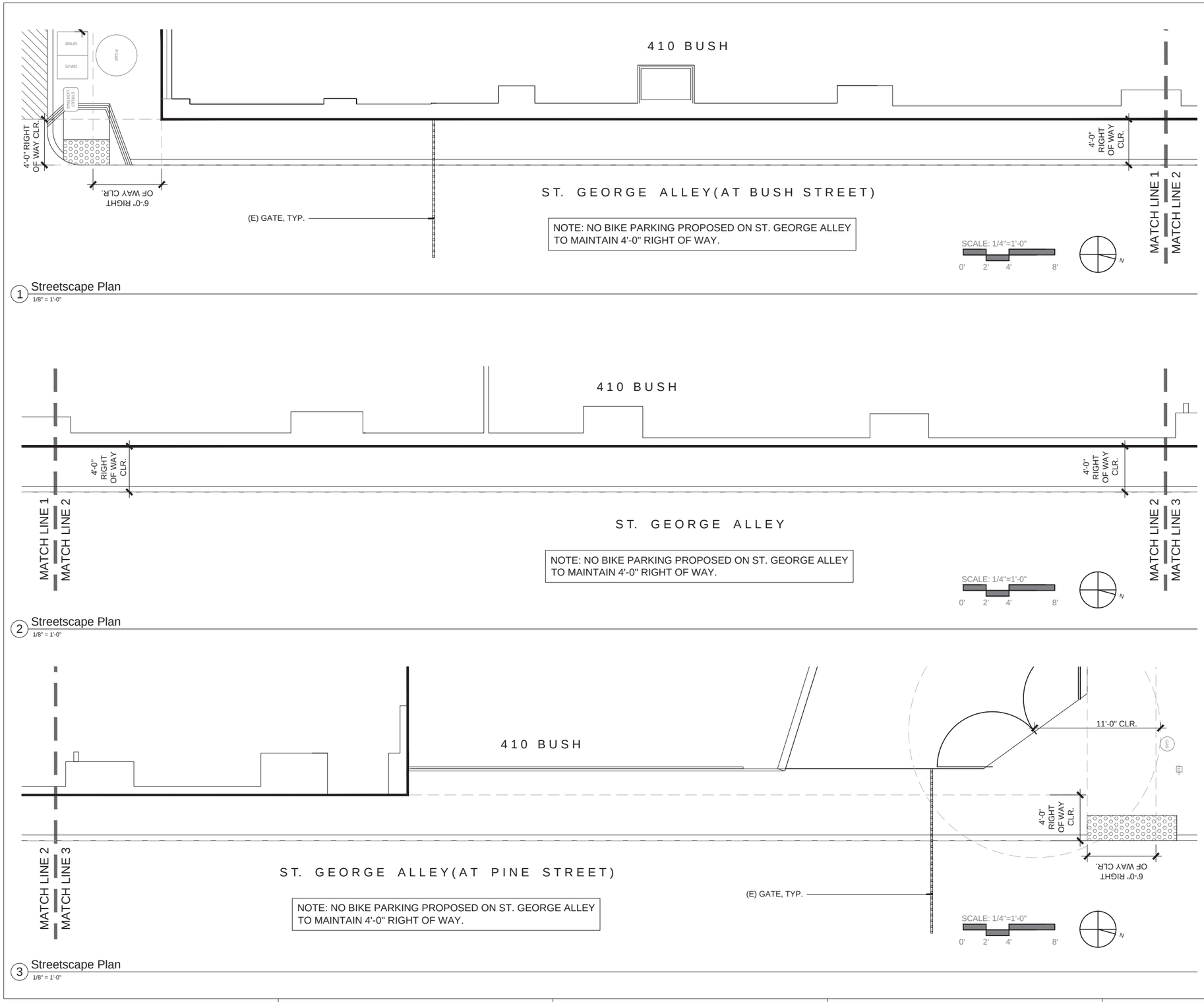
REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MULHOLLAND
C 4980
Signature
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number: 21826.02
Issue Date: 10/11/19
Scale: AS NOTED
Phase:
Print Date:

STREETSCAPE DRAWINGS

A0.S3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

℄ = PROPERTY LINE

BIKE PARKING COUNT

SEE A0.S3

LEGEND

(N) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) NO PARKING SIGN

(E) WARNING PAVERS

(E) PASSENGER LOADING (WHITE CURB)

NOTE:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING

tefDESIGN
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466 Geary Street, Suite 300
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www.creolandarch.com
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REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MUNKLAND
C-4990
08/31/21
10/11/19
STATE OF CALIFORNIA

Project Number: 21826.02
Issue Date: 10/11/19
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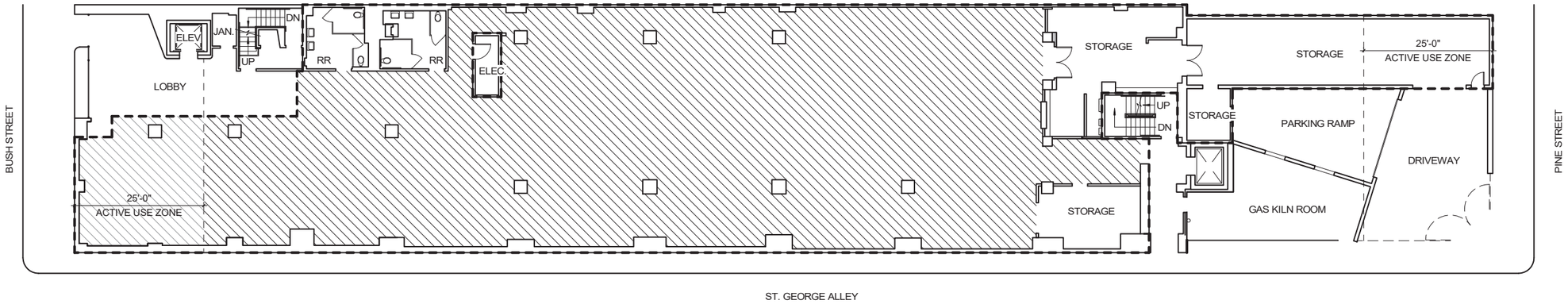
Phase:
Print Date:

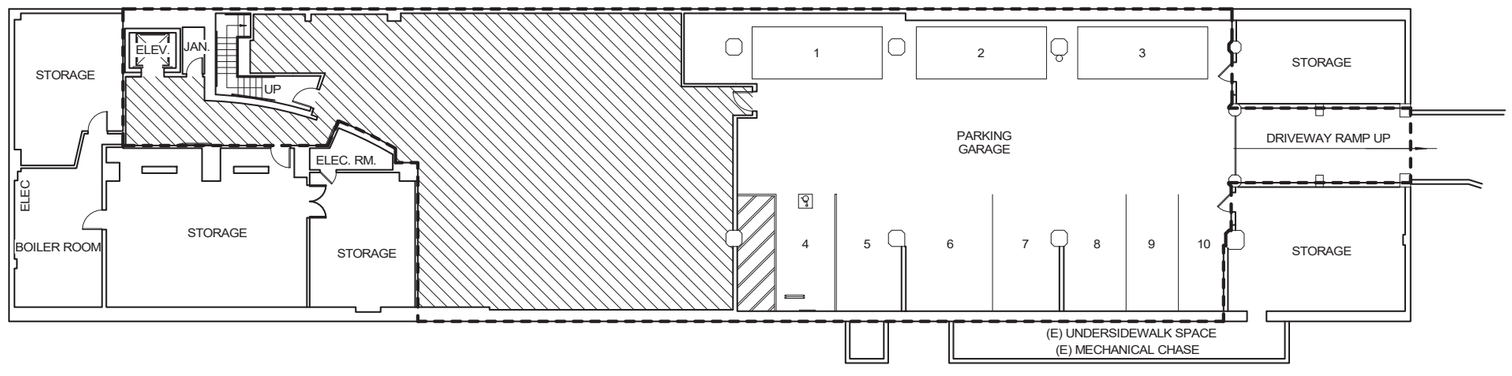
STREETSCAPE DRAWINGS

A0.S4



2 LEVEL 1 - EXISTING

3/32" = 1'-0"



1 BASEMENT - EXISTING

3/32" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

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LICENSED ARCHITECT
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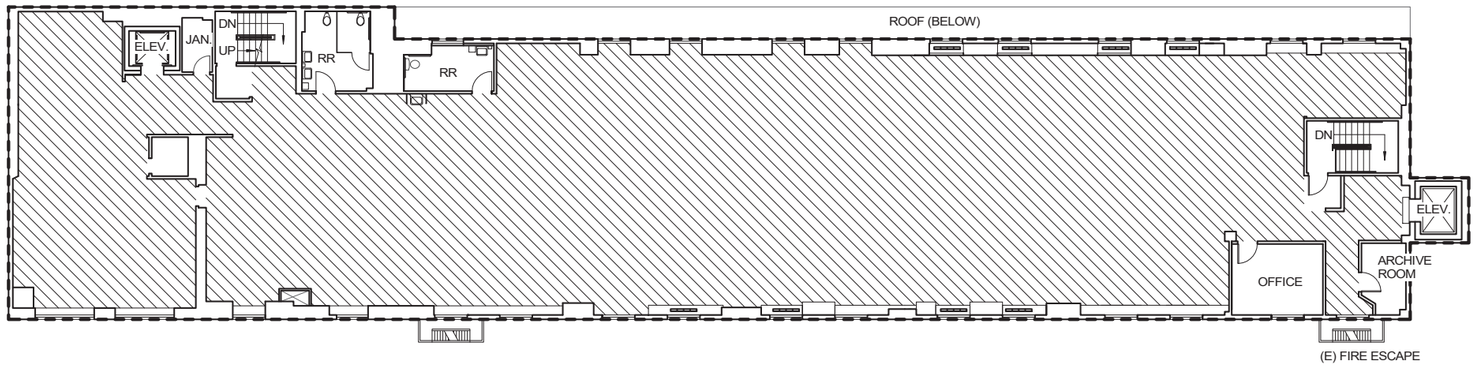
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.02
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 11:35:03 PM

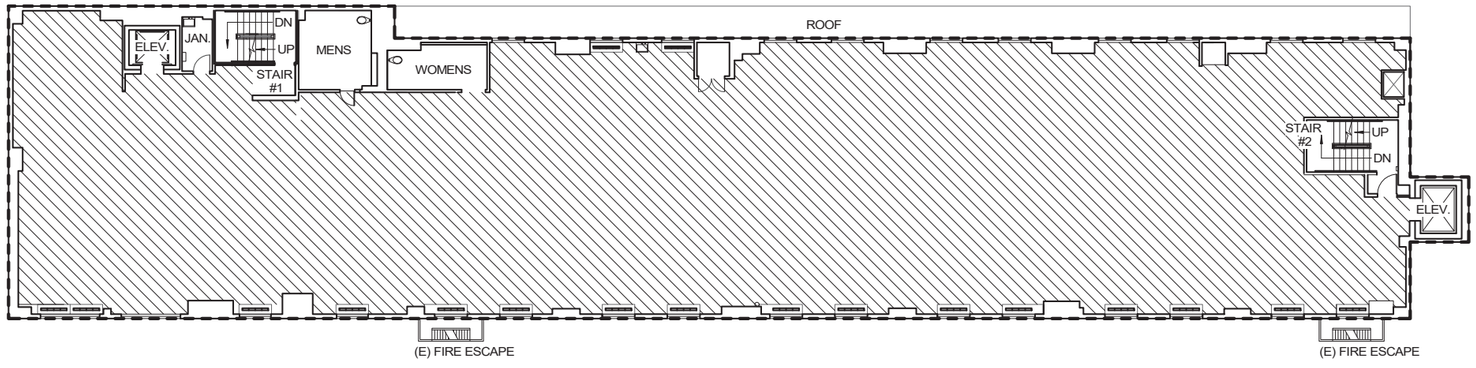
No.	Date	Description

EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1



2 LEVEL 3 - EXISTING
3/32" = 1'-0"



1 LEVEL 2 - EXISTING
3/32" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

N

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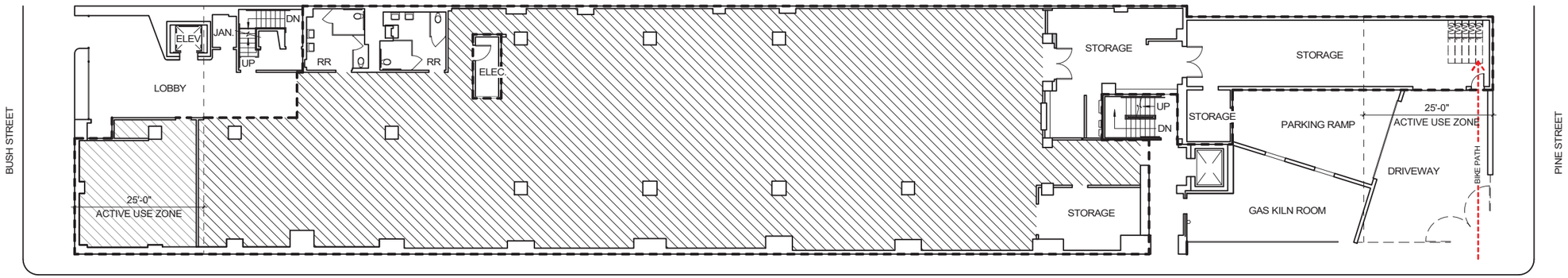
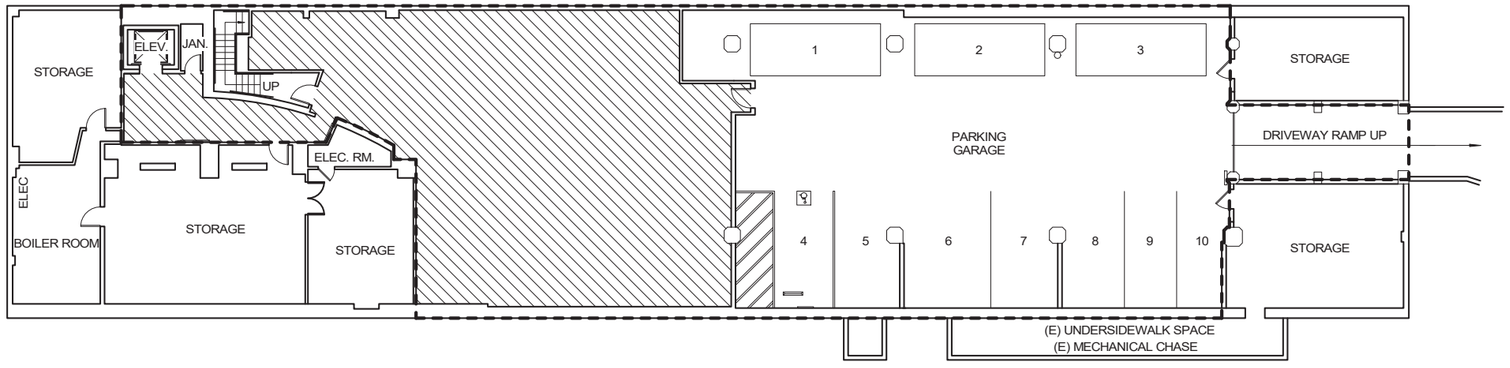
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 2 & 3

A1.2



2 LEVEL 1 - PROPOSED
3/32" = 1'-0"



1 BASEMENT - PROPOSED
3/32" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

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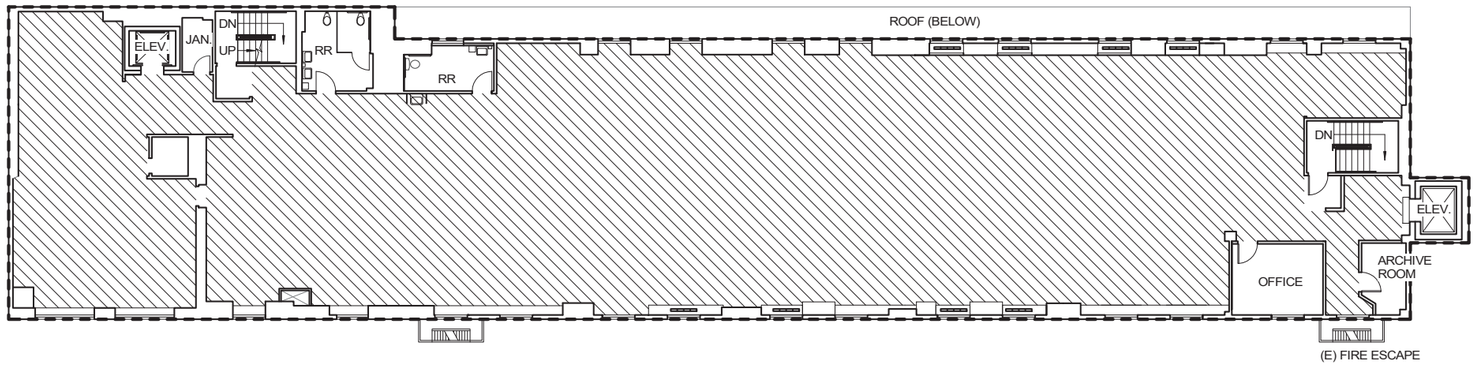
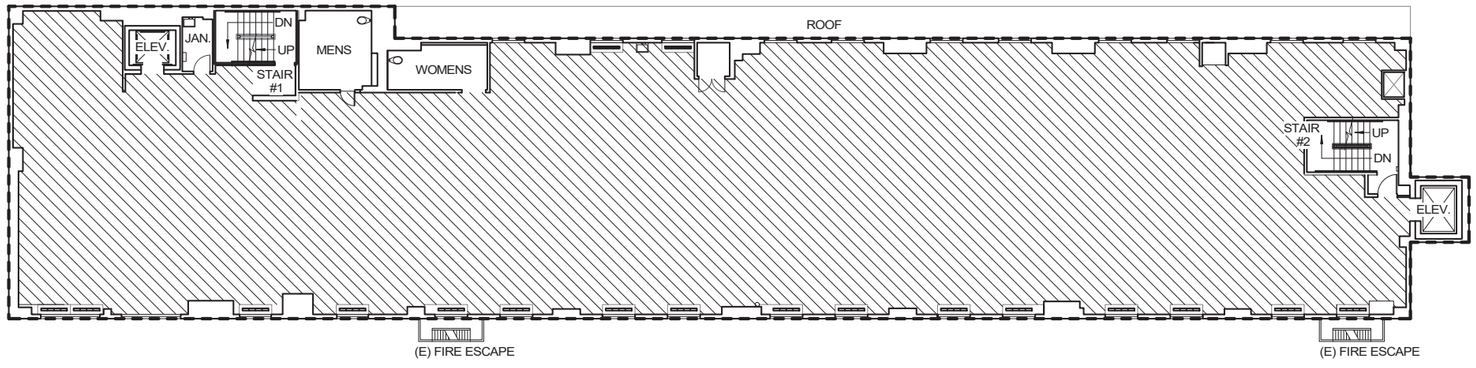
No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

A2.1



2 LEVEL 3 -PROPOSED
3/32" = 1'-0"



1 LEVEL 2 - PROPOSED
3/32" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

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No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 2 & 3

A2.2

3 SOUTH ELEVATION - (1949)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

2 SOUTH ELEVATION - (1964)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

1 SOUTH ELEVATION - (1978)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

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No.	Date	Description

HISTORICAL
EXTERIOR
ELEVATION IMAGES

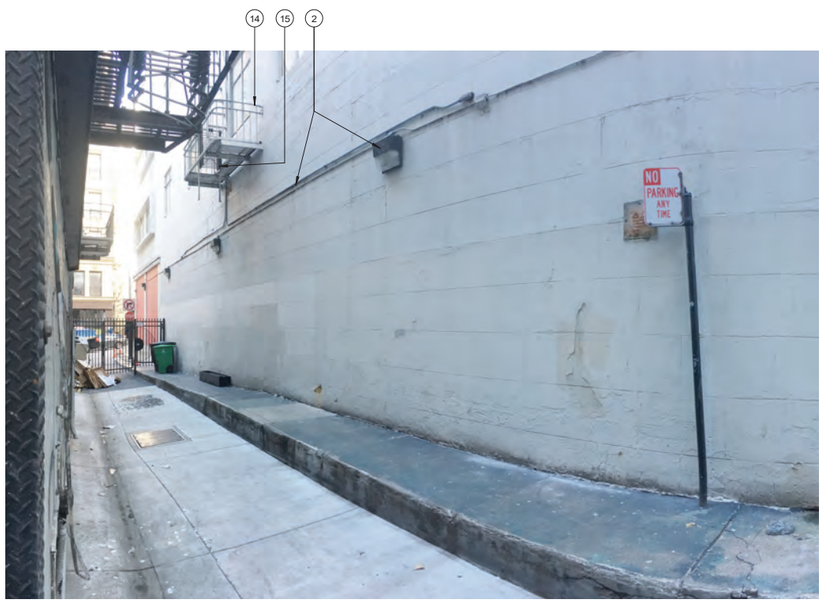
A3.0

SOUTH ELEVATION - BUSH STREET
(EXISTING/PROPOSED)

4

NORTH ELEVATION - PINE STREET
(EXISTING/PROPOSED)

3



EAST ELEVATION - ST. GEORGE ALLEY
FACING SOUTH (EXISTING/PROPOSED)

2

EAST ELEVATION - ST. GEORGE ALLEY
FACING NORTH (EXISTING/PROPOSED)

1

KEYNOTES

1. ESTM ES-26, HR-1 SIGNAGE LEGALLY PERMITTED BY PERMIT NOS 9404204, 9404205, 200512301328, 200512130163, 201002226883, 201003228698
2. EXISTING FLOOD LIGHT FIXTURES AND ASSOCIATED CONDUIT ALONG ALLEY TO BE REMOVED
2b. PROPOSED FLOOD LIGHT FIXTURES ADDED, POWER FEED FOR ALL LIGHT FIXTURES ALONG ST. GEORGE ALLEY TO BE PROVIDED FROM WITHIN THE BUILDING; NO EXPOSED CONDUIT
3. EXISTING SECURITY CAMERA WITH MINIMAL PROFILE AND CONCEALED CONDUIT
3b. EXISTING SECURITY CAMERA SYSTEM AT ALLEY, TYP., PROPOSED TO BE RETAINED
4. TILE TO BE REPAINTED IN A MEDIUM/DARK GREY (CHARCOAL) COLOR DISTINCT FROM EXISTING FACADE PAINT COLOR, TO REFLECT THE HISTORIC LOOK OF THE BUILDING
5. PLANTER ENCLOSED AND SHEATHED IN BLACK TILE
6a 6b 6c 6d 6e 6f
   EXISTING ALUMINUM WINDOWS REPLACED WITHOUT THE BENEFIT OF A PERMIT: AAU PROPOSES TO LEGALIZE; SEE PHOTOS ON A4.1
7. POWER FEED FOR ALL LIGHT FIXTURES ALONG ST. GEORGE ALLEY TO BE PROVIDED FROM WITHIN THE BUILDING; NO EXTERIOR CONDUIT
8. PAINT ALL PATHWAYS AND HOUSING TO MATCH THE EXTERIOR BUILDING COLOR
9. REMOVE EXISTING PAINTED SIGN

   ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
   *SEE IMAGES ON SHT. A4.1
10. FIRE ALARM DEVICE
11. WINDOW TRANSOM PANEL REPLACED BY VENT
12. CHAIN LINK FENCE
13. EXISTING BARBED WIRE
13b. REMOVE EXISTING BARBED WIRE
14. EXISTING FIRE ESCAPE BALCONIES
15. EXISTING ACCORDIAN FIRE LADDER

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EXTERIOR ELEVATION IMAGES

A3.1

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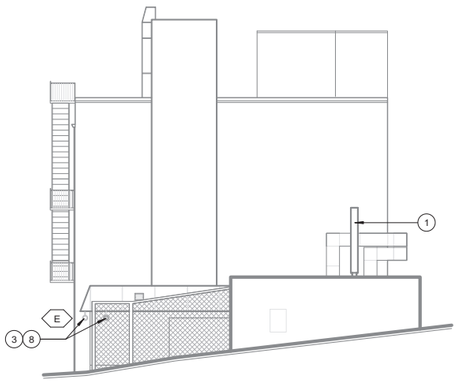
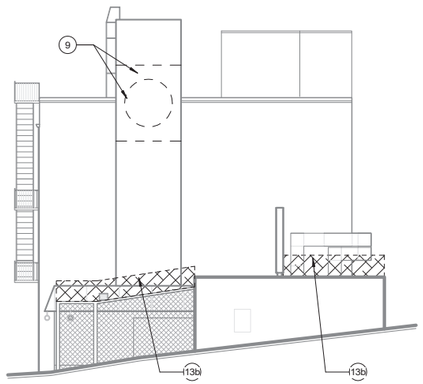
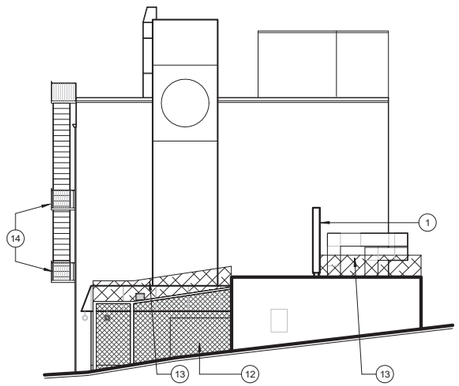


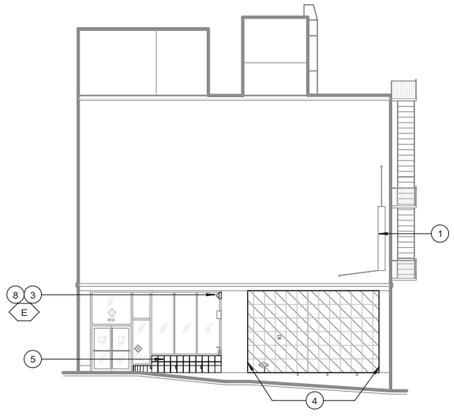
6 NORTH ELEVATION - PINE STREET (PROPOSED)
3/32" = 1'-0"



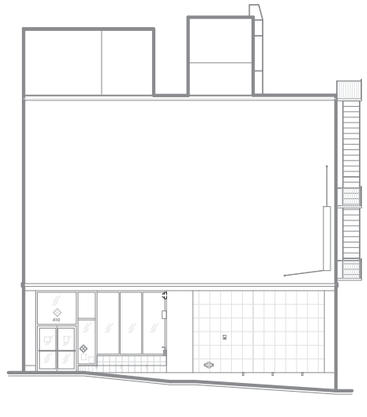
5 NORTH ELEVATION - PINE STREET (DEMO)
3/32" = 1'-0"



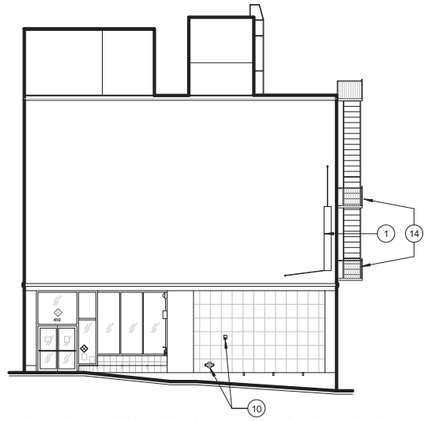
4 NORTH ELEVATION - PINE STREET (EXISTING)
3/32" = 1'-0"



3 SOUTH ELEVATION - BUSH STREET (PROPOSED)
3/32" = 1'-0"



2 SOUTH ELEVATION - BUSH STREET (DEMO)
3/32" = 1'-0"



1 SOUTH ELEVATION - BUSH STREET (EXISTING)
3/32" = 1'-0"

GENERAL NOTES

SEE SHEET A3.4 FOR GENERAL NOTES

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

E	EXISTING SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

LEGEND

SECURITY CAMERA

KEYNOTES

1. ESTM ES-26, HR-1 SIGNAGE LEGALLY PERMITTED BY PERMIT NOS 9404204, 9404205, 200512301328, 200512130163, 201002226883, 201003228698
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5. PLANTER ENCLOSED AND SHEATHED IN BLACK TILE
6a 6b 6c 6d 6e 6f EXISTING ALUMINUM WINDOWS REPLACED WITHOUT THE BENEFIT OF A PERMIT: AAU PROPOSES TO LEGALIZE; SEE PHOTOS ON A4.1
7. POWER FEED FOR ALL LIGHT FIXTURES ALONG ST. GEORGE ALLEY TO BE PROVIDED FROM WITHIN THE BUILDING; NO EXTERIOR CONDUIT
8. PAINT ALL PATHWAYS AND HOUSING TO MATCH THE EXTERIOR BUILDING COLOR
9. REMOVE EXISTING PAINTED SIGN

   ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
   *SEE IMAGES ON SHT. A4.1
10. FIRE ALARM DEVICE
11. WINDOW TRANSOM PANEL REPLACED BY VENT
12. CHAIN LINK FENCE
13. EXISTING BARBED WIRE
13b. REMOVE EXISTING BARBED WIRE
14. EXISTING FIRE ESCAPE BALCONIES
15. EXISTING ACCORDIAN FIRE LADDER

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REN 10/2019
STATE OF CALIFORNIA

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No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

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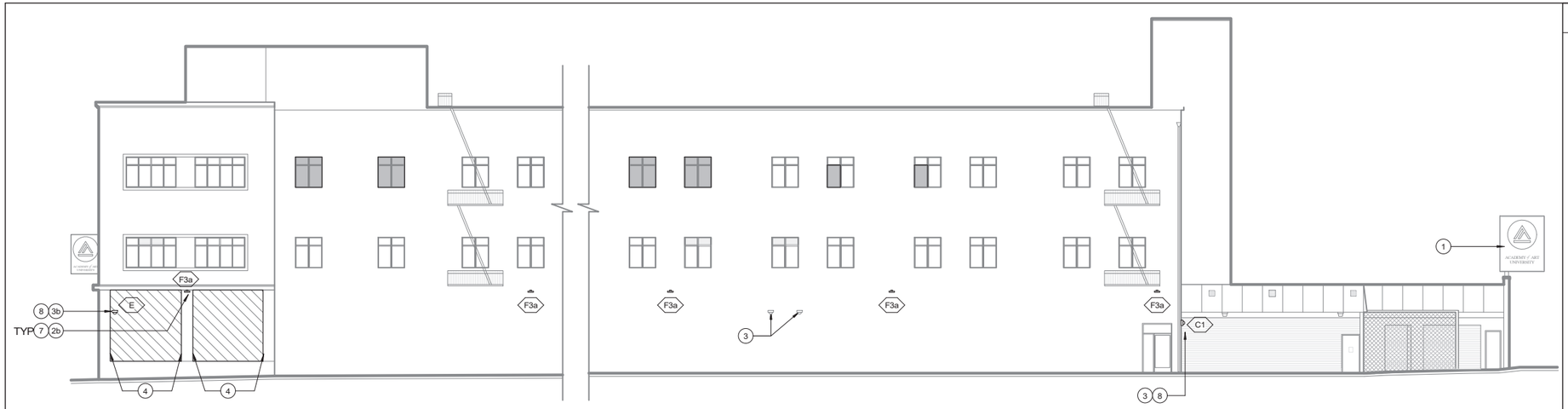
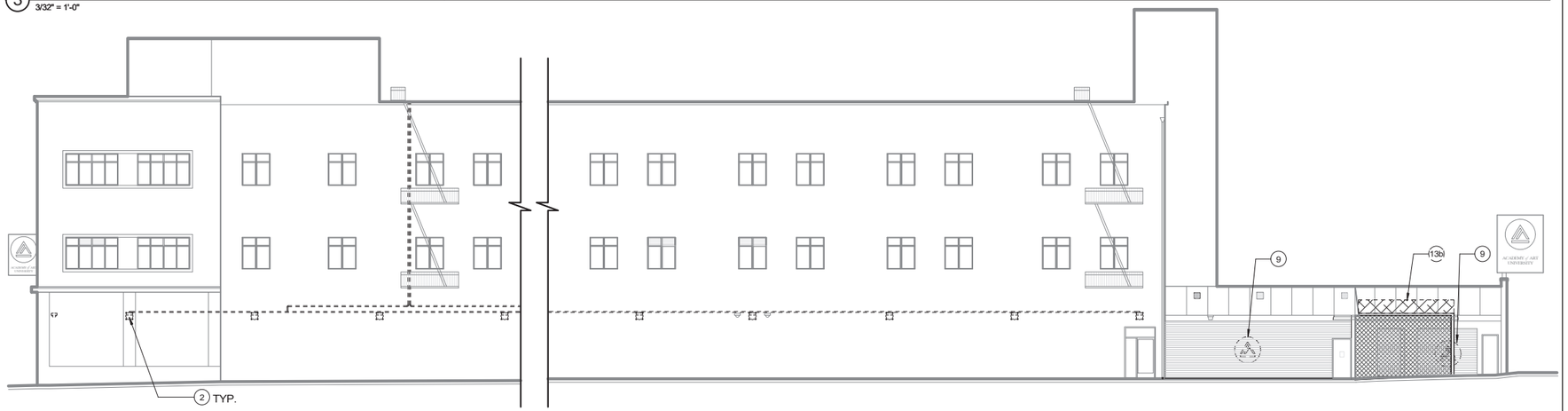
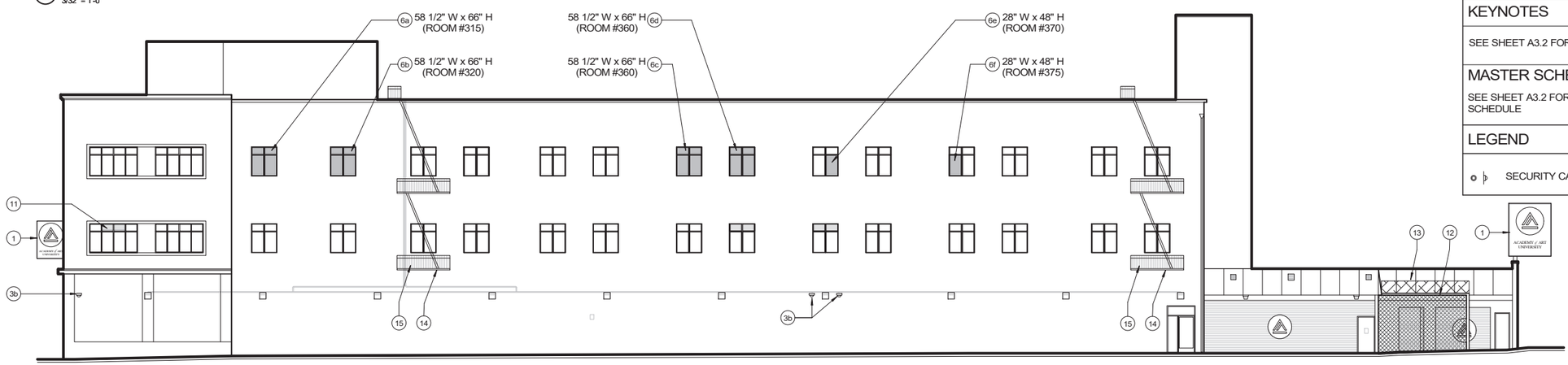


3 EAST ELEVATION - ST. GEORGE ALLEY (PROPOSED)
3/32" = 1'-0"



2 EAST ELEVATION - ST. GEORGE ALLEY (DEMO)
3/32" = 1'-0"



1 EAST ELEVATION - ST. GEORGE ALLEY (EXISTING)
3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
3. WITHDRAW BUILDING PERMIT APPLICATION No. 201008098351
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
5. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
6. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

KEYNOTES

SEE SHEET A3.2 FOR KEYNOTES

MASTER SCHEDULE

SEE SHEET A3.2 FOR MASTER SCHEDULE

LEGEND

SECURITY CAMERA

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No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

GENERAL NOTES

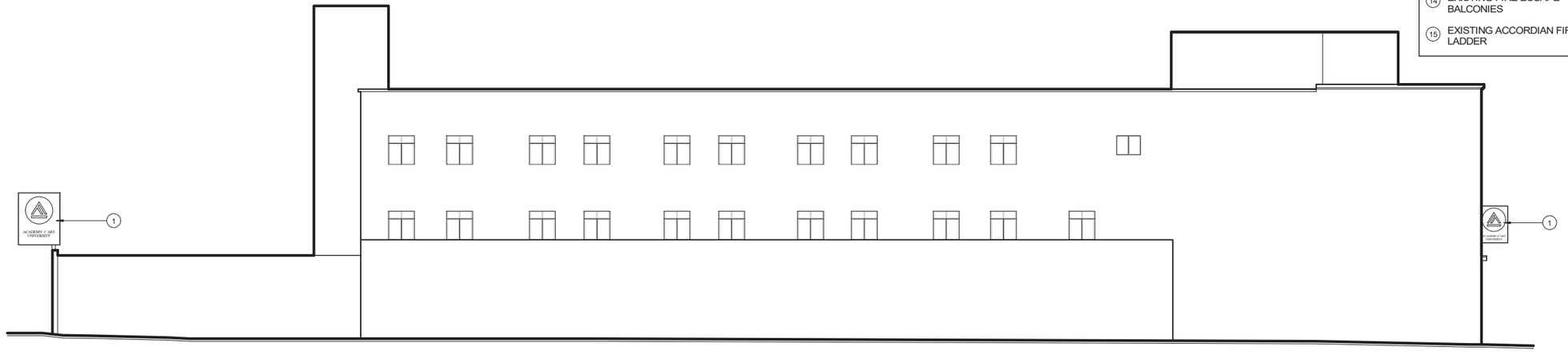
1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
3. WITHDRAW BUILDING PERMIT APPLICATION No. 201008098351
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
5. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
6. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

KEYNOTES

1. ESTM ES-26, HR-1 SIGNAGE LEGALLY PERMITTED BY PERMIT NOS 9404204, 9404205, 200512301328, 200512130163, 201002226883, 201003228698
2. EXISTING FLOOD LIGHT FIXTURES AND ASSOCIATED CONDUIT ALONG ALLEY TO BE REMOVED
2b. PROPOSED FLOOD LIGHT FIXTURES ADDED, POWER FEED FOR ALL LIGHT FIXTURES ALONG ST. GEORGE ALLEY TO BE PROVIDED FROM WITHIN THE BUILDING; NO EXPOSED CONDUIT
3. EXISTING SECURITY CAMERA WITH MINIMAL PROFILE AND CONCEALED CONDUIT
3b. EXISTING SECURITY CAMERA SYSTEM AT ALLEY, TYP., PROPOSED TO BE RETAINED
4. TILE TO BE REPAINTED IN A MEDIUM/DARK GREY (CHARCOAL) COLOR DISTINCT FROM EXISTING FACADE PAINT COLOR, TO REFLECT THE HISTORIC LOOK OF THE BUILDING
5. PLANTER ENCLOSED AND SHEATHED IN BLACK TILE
6a 6b 6c 6d 6e 6f EXISTING ALUMINUM WINDOWS REPLACED WITHOUT THE BENEFIT OF A PERMIT: AAU PROPOSES TO LEGALIZE; SEE PHOTOS ON A4.1
7. POWER FEED FOR ALL LIGHT FIXTURES ALONG ST. GEORGE ALLEY TO BE PROVIDED FROM WITHIN THE BUILDING; NO EXTERIOR CONDUIT
8. PAINT ALL PATHWAYS AND HOUSING TO MATCH THE EXTERIOR BUILDING COLOR
9. REMOVE EXISTING PAINTED SIGN

ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
*SEE IMAGES ON SHT. A4.1

10. FIRE ALARM DEVICE
11. WINDOW TRANSOM PANEL REPLACED BY VENT
12. CHAIN LINK FENCE
13. EXISTING BARBED WIRE
13b. REMOVE EXISTING BARBED WIRE
14. EXISTING FIRE ESCAPE BALCONIES
15. EXISTING ACCORDIAN FIRE LADDER



1 WEST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
3/32" = 1'-0"

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DOUGLAS G TOM
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REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.02
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No.	Date	Description

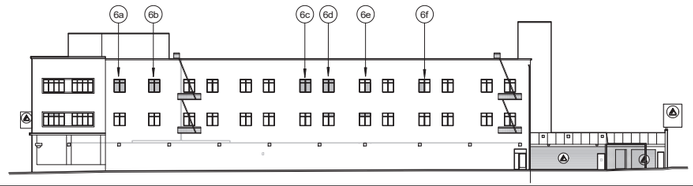
EXISTING/PROPOSED EXTERIOR ELEVATIONS

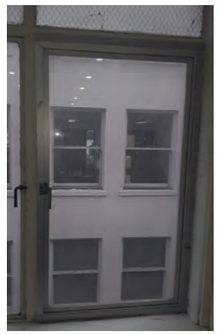
A3.4

GENERAL NOTES

1. FOR MORE INFORMATION, REFER TO ELEVATIONS ON A3.3
2. EXISTING ALUMINUM WINDOWS REPLACED BY AAU: AAU PROPOSES TO LEGALIZE

KEY ELEVATION - ST. GEORGE ALLEY





12 6f WINDOW - INTERIOR VIEW

11 6f WINDOW - EXTERIOR VIEW

10 6e WINDOW - INTERIOR VIEW

9 6e WINDOW - EXTERIOR VIEW

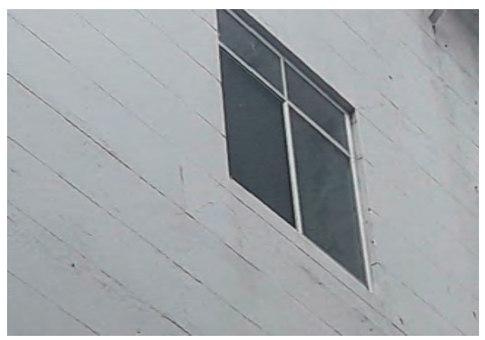
8 6d WINDOW - INTERIOR VIEW

7 6d WINDOW - EXTERIOR VIEW

6 6c WINDOW - INTERIOR VIEW

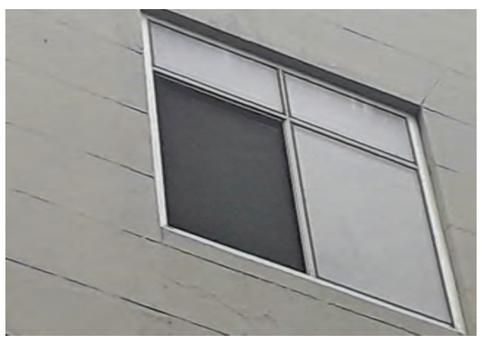
5 6c WINDOW - EXTERIOR VIEW

4 6b WINDOW - INTERIOR VIEW



3 6b WINDOW - EXTERIOR VIEW

2 6a WINDOW - INTERIOR VIEW



1 6a WINDOW - EXTERIOR VIEW

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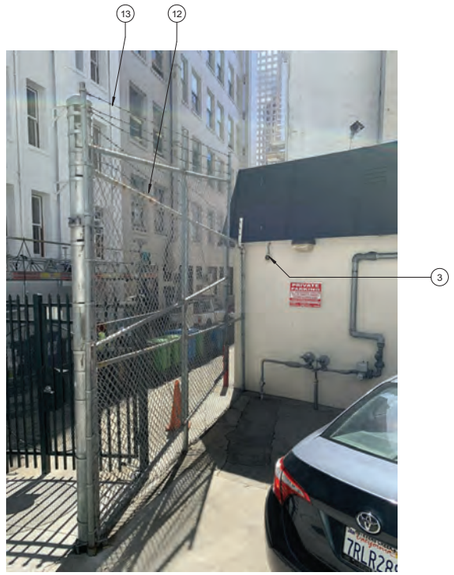
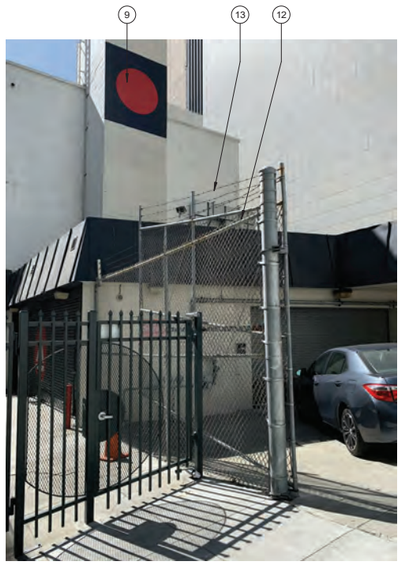
EXISTING WINDOW IMAGES

A4.1



4 IMAGE
3/16" = 1'-0"



3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

KEYNOTES

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EXTERIOR ELEVATION DETAIL IMAGES

A4.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case No. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-30: TR-1	Shuttle Demand and Capacity: AAU shall assess, adjust, and monitor the shuttle bus capacity for Shuttle Route G serving 58-60 Federal Street, potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan
ES-30: TR-2	Shuttle Stop: AAU shall work with SFMTA to establish an alternate shuttle bus stop, such as near the intersectin of Federal and Rincon streets, to serve the 58-60 Federal Street building, taking into account possible operational and safety considerations.
	AAU PROPOSAL: AAU respectfully contends that it has already complied with this condition by moving the shuttle stop directly in front of the subject property on Federal Street.
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.
	AAU PROPOSAL: AAU proposes to continually monitor conditions, but respectfully contends that current pedestrian conditions are satisfactory.
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet.
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet.

BICYCLE PARKING SUMMARY
*SEE SHEET A2.3 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	RELOCATE EXISTING	4	22
CLASS II	PER CODE	7	14

** THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT (LOWER) - NON-AAU	7,767	7,767
BASEMENT	12,417	12,417
LEVEL 1	15,629	15,629
LEVEL 2	15,625	15,625
LEVEL 3	15,625	15,625
LEVEL 4	15,625	15,625
LEVEL 5	15,625	15,625
GROSS SF TOTAL	98,313	98,313

FLOOR AREA RATIO (PER SECTION 124):

MAXIMUM ALLOWED GROSS SF

MUO FAR X LOT AREA = 5.0 X 18,162 SF = 90,810 SF

INSTITUTIONAL OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	6,548	6,548
LEVEL 1	13,079	13,079
LEVEL 2	13,495	13,495
LEVEL 3	11,884	11,884
LEVEL 4	13,517	13,517
LEVEL 5	13,537	13,537
OCCUPIED SF TOTAL	72,060	72,060

B- ACTIVE USE
*SEE SHEET A2.3 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

C- OFF-STREET CAR SPACES
*SEE SHEETS A2.2, A2,3 FOR REFERENCE

MAXIMUM PERMITTED BY CODE[1] 12 (based on 24 Classrooms)
EXISTING/PROPOSED 8
PROPOSED CAR SHARE SPACES[2] 0 (8 < 25: not required)

(1) PER SF PLANNING CODE TABLE 151.1 MAXIMUM 1 OFF-STREET CAR SPACE PER 2 CLASSROOMS
(2) PER SF PLANNING CODE TABLE 166 REQUIRED CAR-SHARE PARKING SPACES

SHEET INDEX

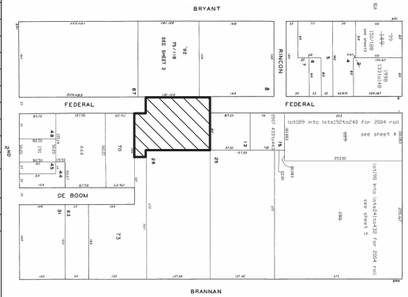
* **Administrative Certificate of Appropriateness requires HISTORIC PRESERVATION COMMISSION REVIEW**

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE*	SF DBI ISSUE
A0.0	COVER SHEET	●	●	●
A0.1	PROJECT INFORMATION			●
A0.2	GENERAL NOTES			●
A0.3	ACCESSIBILITY REPORT			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	
A0.S2	SITE PLAN DRAWINGS	●	●	
A0.S3	STREETSCAPE DRAWINGS	●		
A0.T1	OCCUPANCY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.1	EXISTING FLOOR PLANS - BASEMENT (LOWER)	●		●
A1.2	EXISTING FLOOR PLANS - BASEMENT	●		●
A1.3	EXISTING FLOOR PLANS - LEVEL 1	●		●
A1.4	EXISTING FLOOR PLANS - LEVEL 2	●		●
A1.5	EXISTING FLOOR PLANS - LEVEL 3	●		●
A1.6	EXISTING FLOOR PLANS - LEVEL 4	●		●
A1.7	EXISTING FLOOR PLANS - LEVEL 5	●		●
A2.1	PROPOSED FLOOR PLANS - BASEMENT (LOWER)	●		●
A2.2	PROPOSED FLOOR PLANS - BASEMENT	●		●
A2.3	PROPOSED FLOOR PLANS - LEVEL 1	●		●
A2.4	PROPOSED FLOOR PLANS - LEVEL 2	●		●
A2.5	PROPOSED FLOOR PLANS - LEVEL 3	●		●
A2.6	PROPOSED FLOOR PLANS - LEVEL 4	●		●
A2.7	PROPOSED FLOOR PLANS - LEVEL 5	●		●
A3.0	HISTORIC EXTERIOR ELEVATION IMAGES	●	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A4.1	EXTERIOR ELEVATION IMAGES	●	●	●
	SIGNAGE			
G 2.0	SIGNAGE DETAILS	●	●	●
G 3.0	SIGNAGE DETAILS	●	●	●

TOTAL SHEETS: 26

EXTERIOR VIEW

PLOT PLAN N.T.S.



APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 58-60 FEDERAL FROM THE LAST LEGAL USE OF GENERAL OFFICE TO POST-SECONDARY EDUCATIONAL INSTITUTIONAL.

PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 58-60 FEDERAL ARE LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO ABATE AND CLOSE ENFORCEMENT CASE 8729 (CHANGE OF USE TO EDUCATIONAL SERVICES W/O BUILDING PERMIT).

NEW PROPOSED SIGNAGE

SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE DRAWINGS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS.

PROPERTY INFORMATION

ADDRESS 60 FEDERAL STREET
BLOCK/LOT 3774/074

No OF STORIES 5 + 2 BASEMENT LEVELS (NO CHANGE)

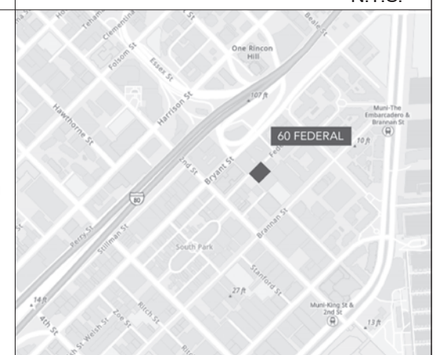
DISTRICTS
ZONING MUO (MIXED USE-OFFICE)
HEIGHT/BULK 65-X
SPECIAL USE NONE

USE CHANGE OF USE REQUIRED
LAST LEGAL OFFICE
PROPOSED INSTITUTIONAL: POST-SECONDARY EDUCATION

HISTORIC EVALUATION

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 LANDMARKS	South End
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

VICINITY MAP N.T.S.



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COVER SHEET

A0.0

1 SITE PLAN AERIAL IMAGE
NTS

N

SITE HISTORY

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

Constructed between 1910 and 1912, in advance of the 1914 opening of the Panama Canal, 58-60 Federal Street was commissioned by M.J. Hawley of the Rincon Warehouse Company for an estimated cost of $200,000. Designed by Perseo Righetti & August G. Headman, the building was "one of the largest and most costly warehouses in the city" at the time of its construction. The site was particularly promising, given its proximity to both the harbor and adjacent rail lines, an advantage that had become "recognized within the last two weeks by capitalists, who bought two valuable holdings in the same warehouse districts." The building was originally occupied by Weston Basket and Barrel Company, which utilized the space for offices, storage, and manufacturing operations.

The cohesive, industrial character of the adjacent area reflects "the development of warehouses over a 120-year period along the southern waterfront" of San Francisco.

> The interdependence of architecture and history can be seen from a look at the evolution of warehouse forms along the southern waterfront. Unlike most other areas of the San Francisco waterfront, the South End district contains an extraordinary concentration of buildings from almost every period of San Francisco's maritime history. Several street fronts…are characterized by solid walls of brick and reinforced concrete warehouses. With this harmony of scale and materials, the South End Historic District is clearly a visually recognizable place. …The buildings of the South End Historic District represent a rich and varied cross-section of the prominent local architects and builders of the period.

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SITE PLAN AERIAL IMAGE & SITE HISTORY

A0.S1

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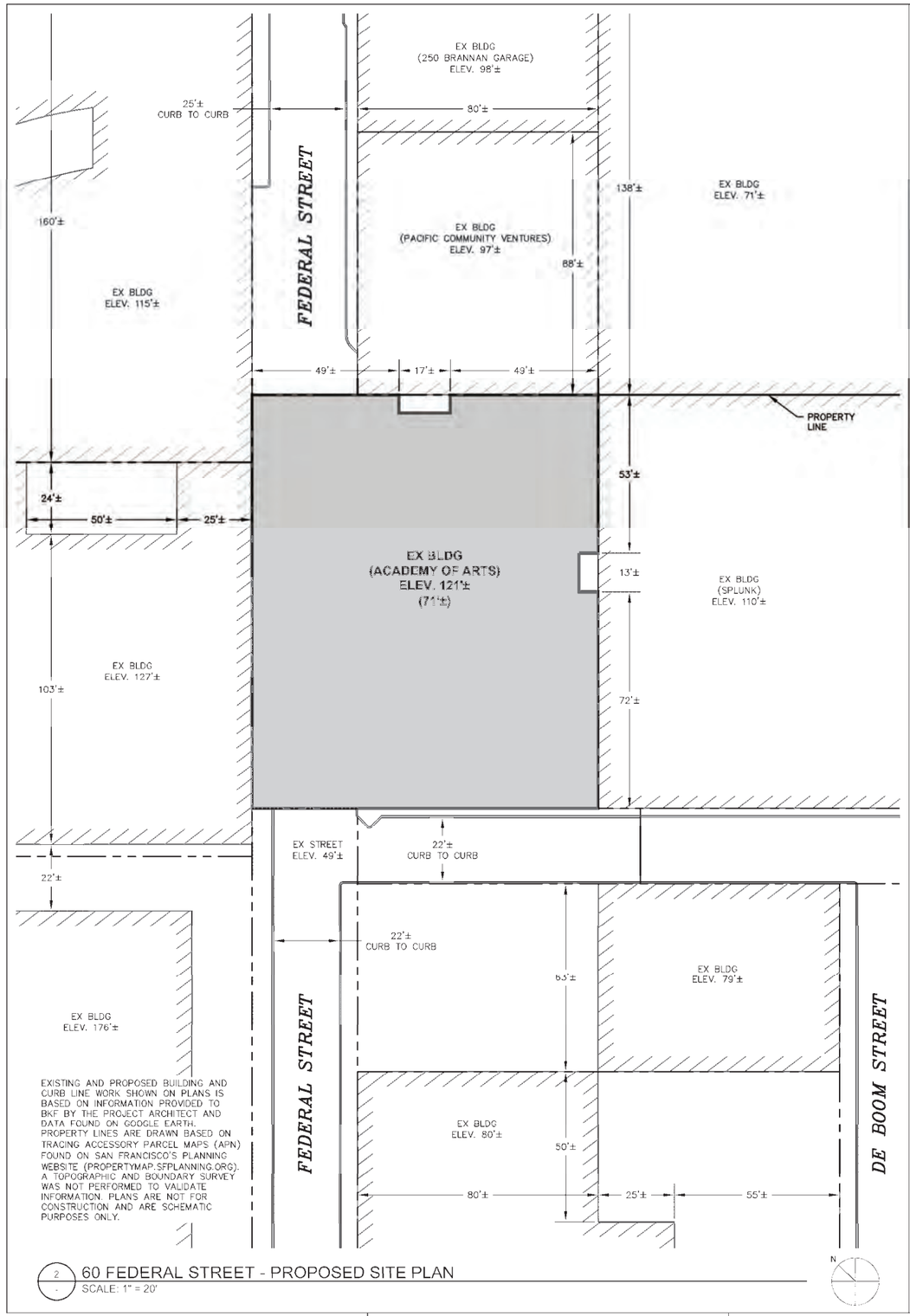
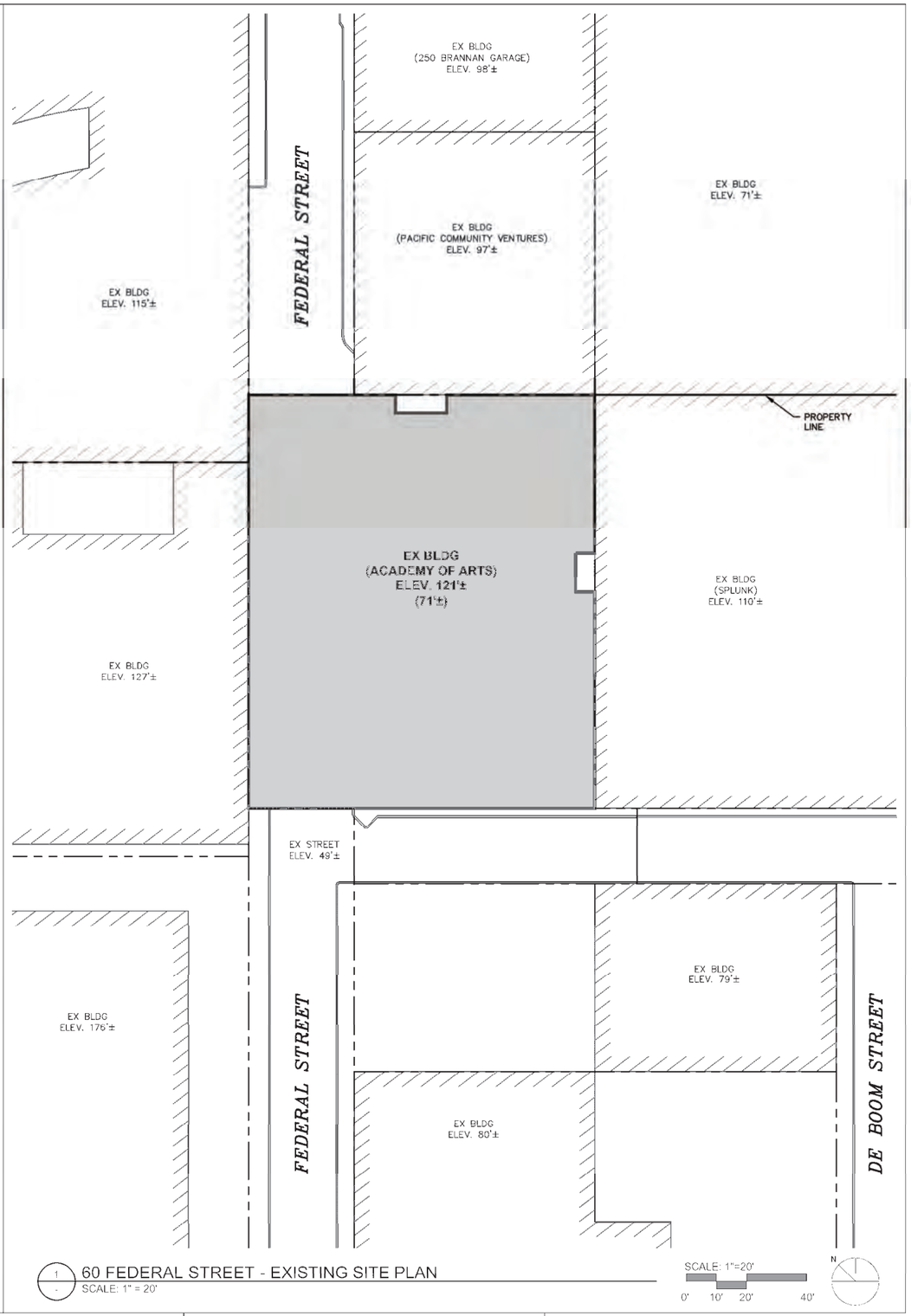


2 60 FEDERAL STREET - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 60 FEDERAL STREET - EXISTING SITE PLAN
SCALE: 1" = 20'

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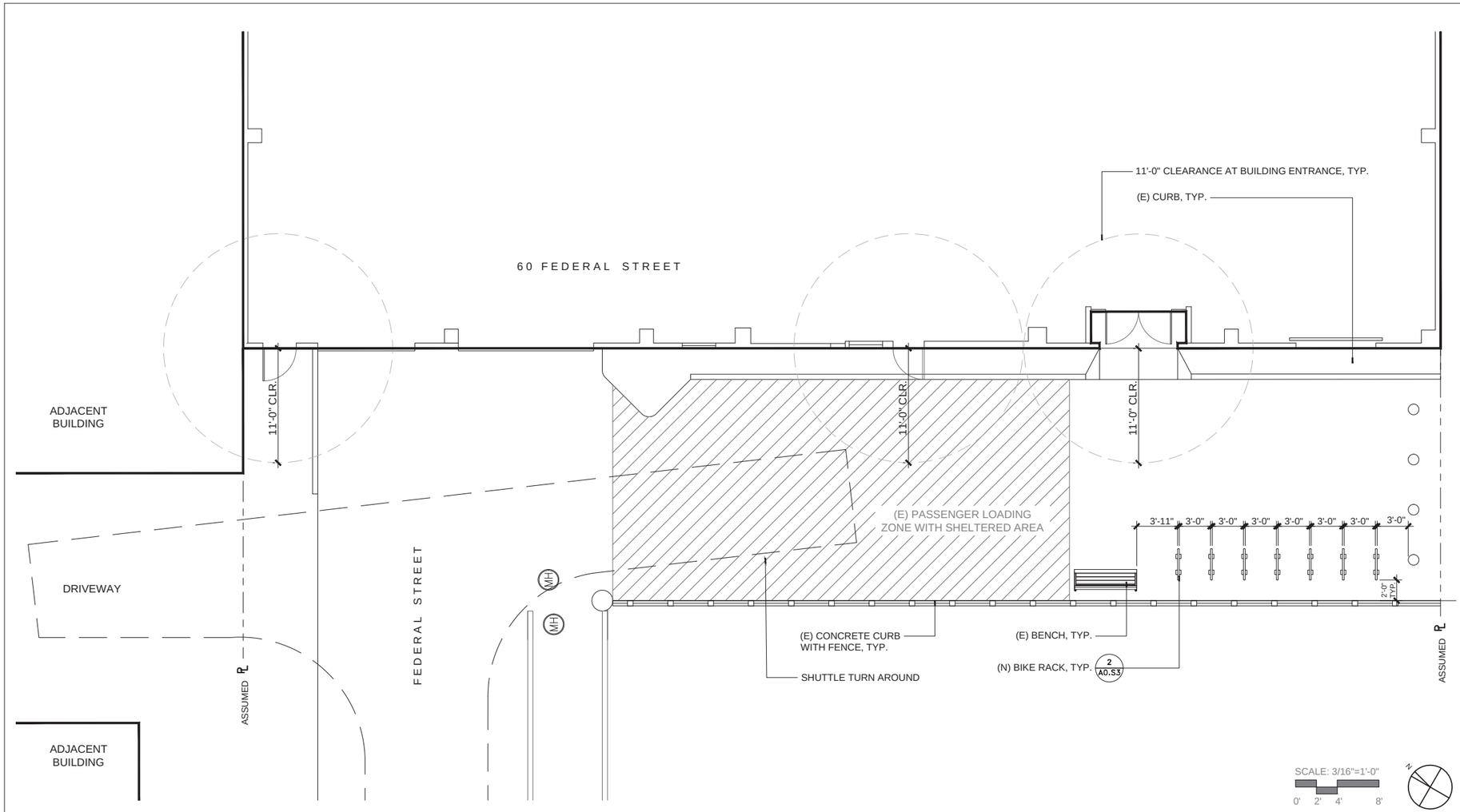
San Francisco, CA 94107

REGISTERED PROFESSIONAL ENGINEER JASON T. WU No. C 72281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

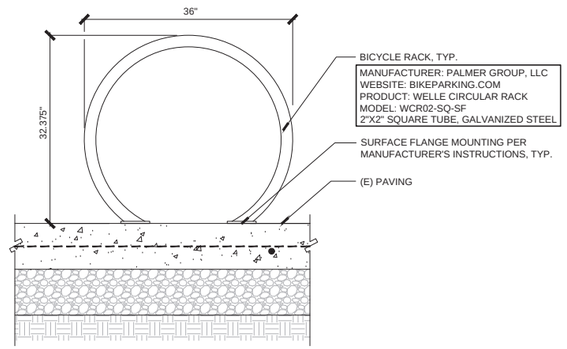
21826.03 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

A0.S2



1 Streetscape Plan
3/16" = 1'-0"



2 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(14) BIKE PARKING SPACES

TOTAL: 14

LEGEND

(N) BIKE RACK, CLASS II

(E) BOLLARDS

(E) PASSENGER LOADING (WHITE CURB)

SHUTTLE TURNAROUND

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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Creo
landscape architecture
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San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

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San Francisco, CA 94107

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HUTCHINS
C 4980
08/31/21
10/11/19
STATE OF CALIFORNIA

Project Number: 21826.03
Issue Date: 10/11/19
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Phase:
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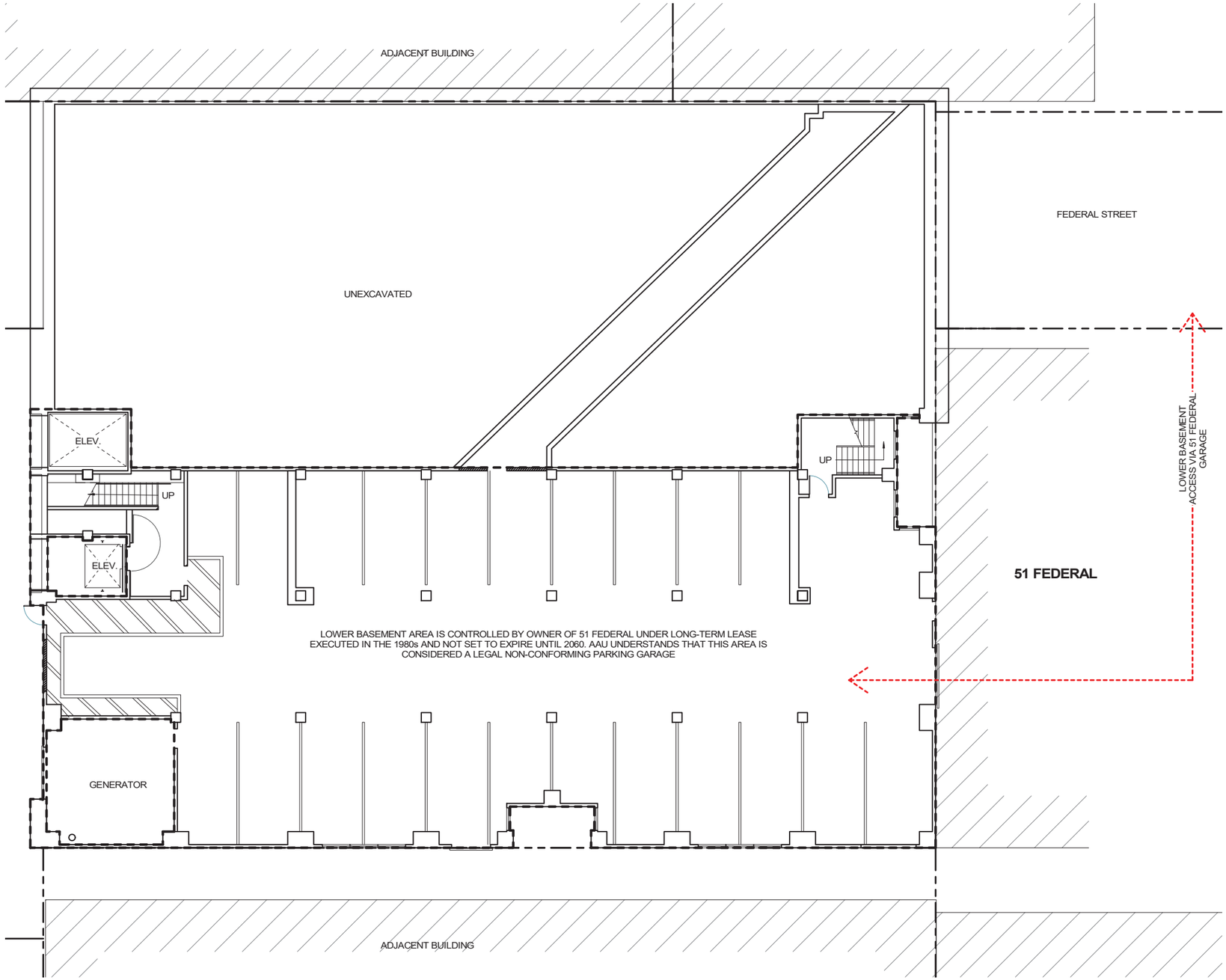
STREETSCAPE DRAWINGS

A0.S3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 BASEMENT (LOWER) - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21826.03
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EXISTING FLOOR PLANS - BASEMENT (LOWER)

A1.1

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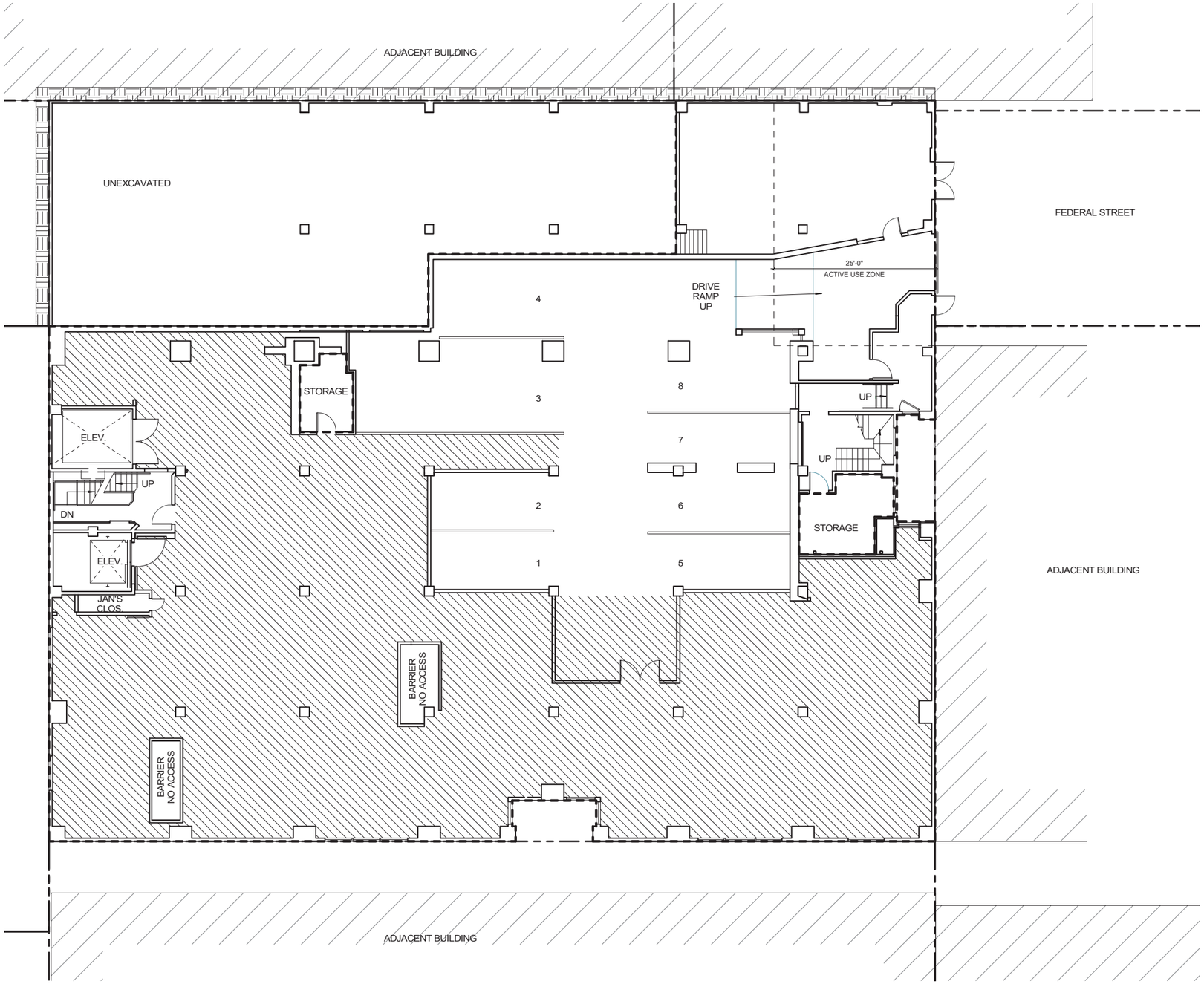

1 BASEMENT - EXISTING
1/8" = 1'-0"

N

LEGEND

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- GROSS FLOOR AREA
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ROOM TAG

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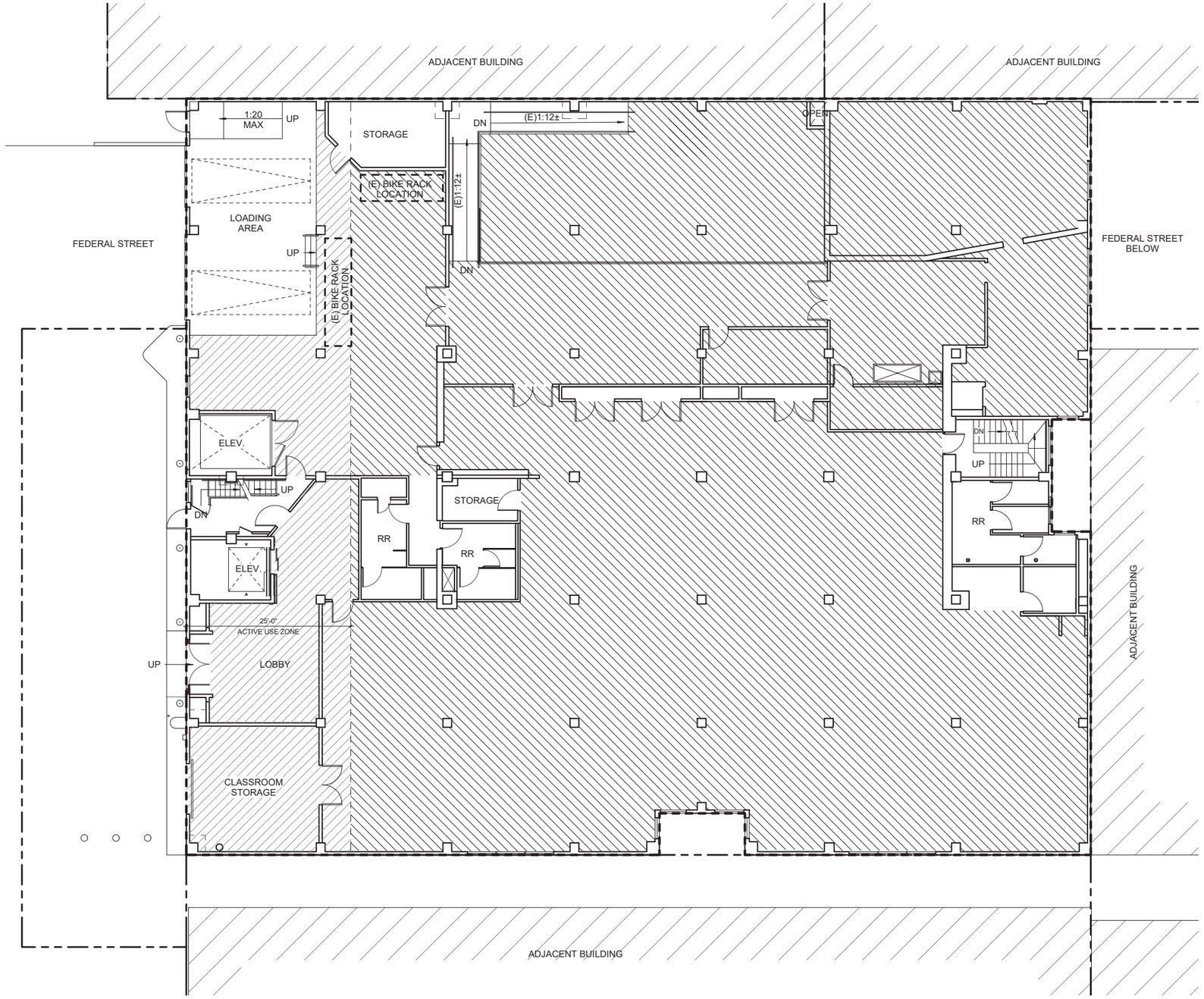
EXISTING FLOOR
PLANS - BASEMENT

A1.2



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
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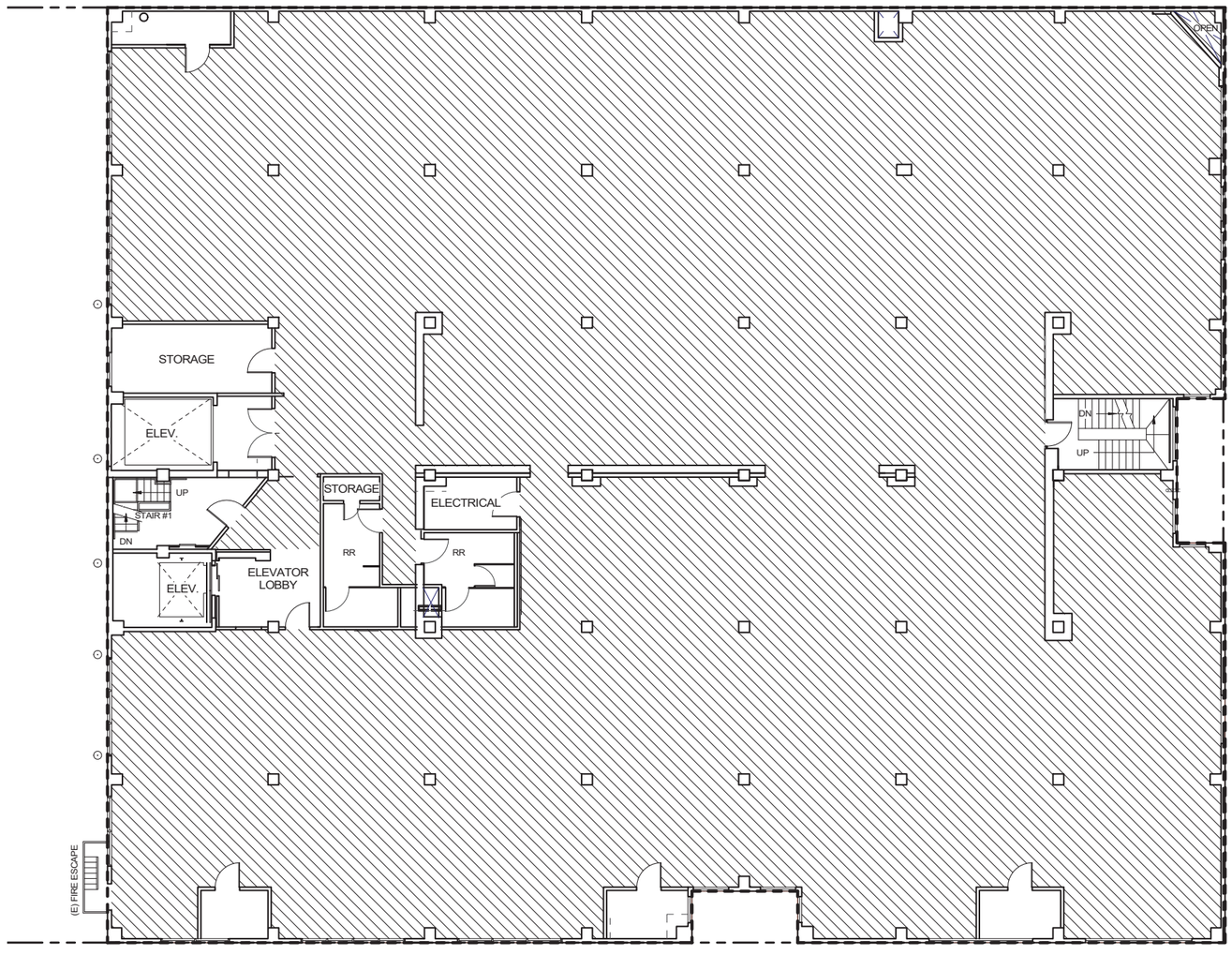
EXISTING FLOOR PLANS - LEVEL 1

A1.3



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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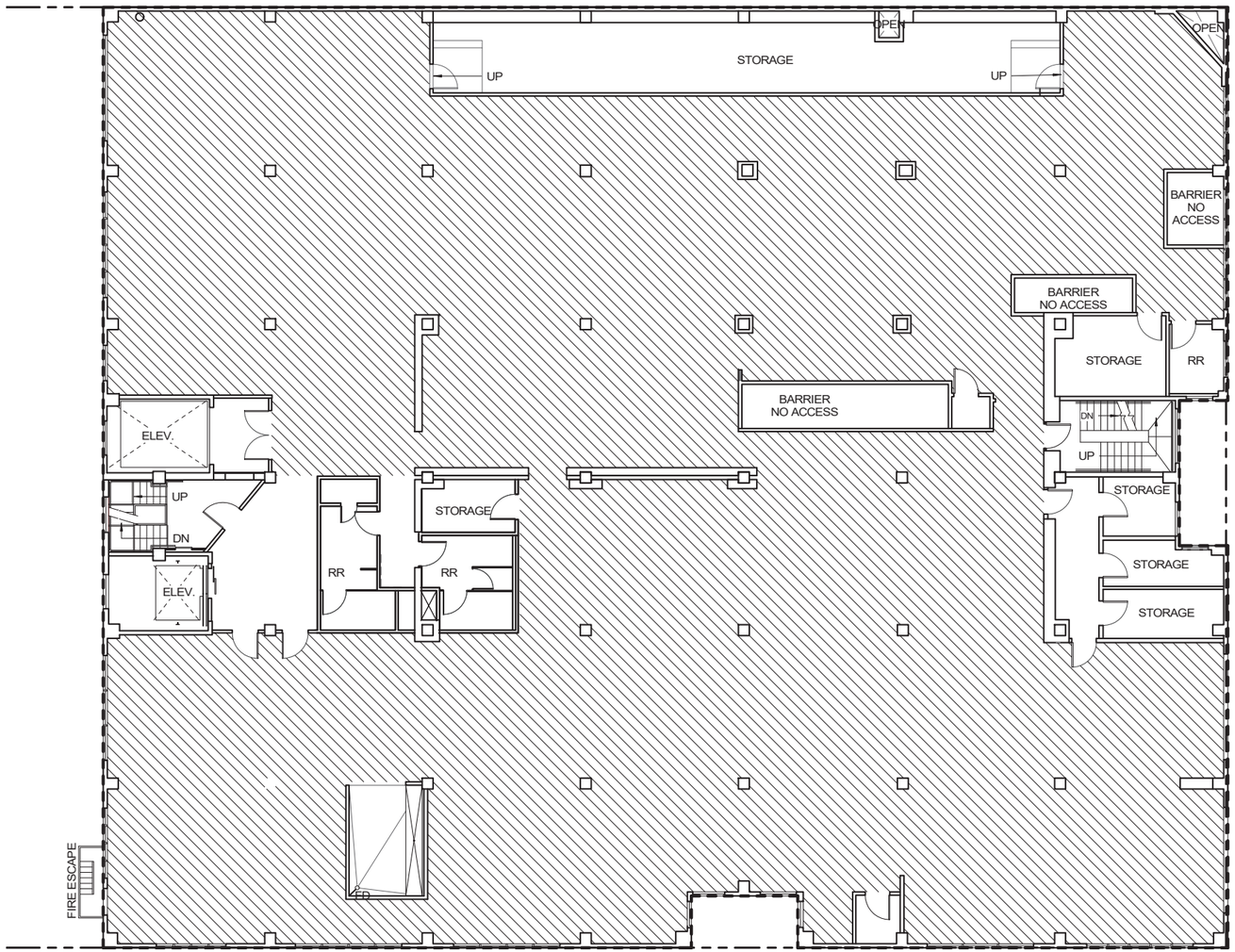
EXISTING FLOOR PLANS - LEVEL 2

A1.4



1 LEVEL 3 - EXISTING
1/8" = 1'-0"

N

LEGEND

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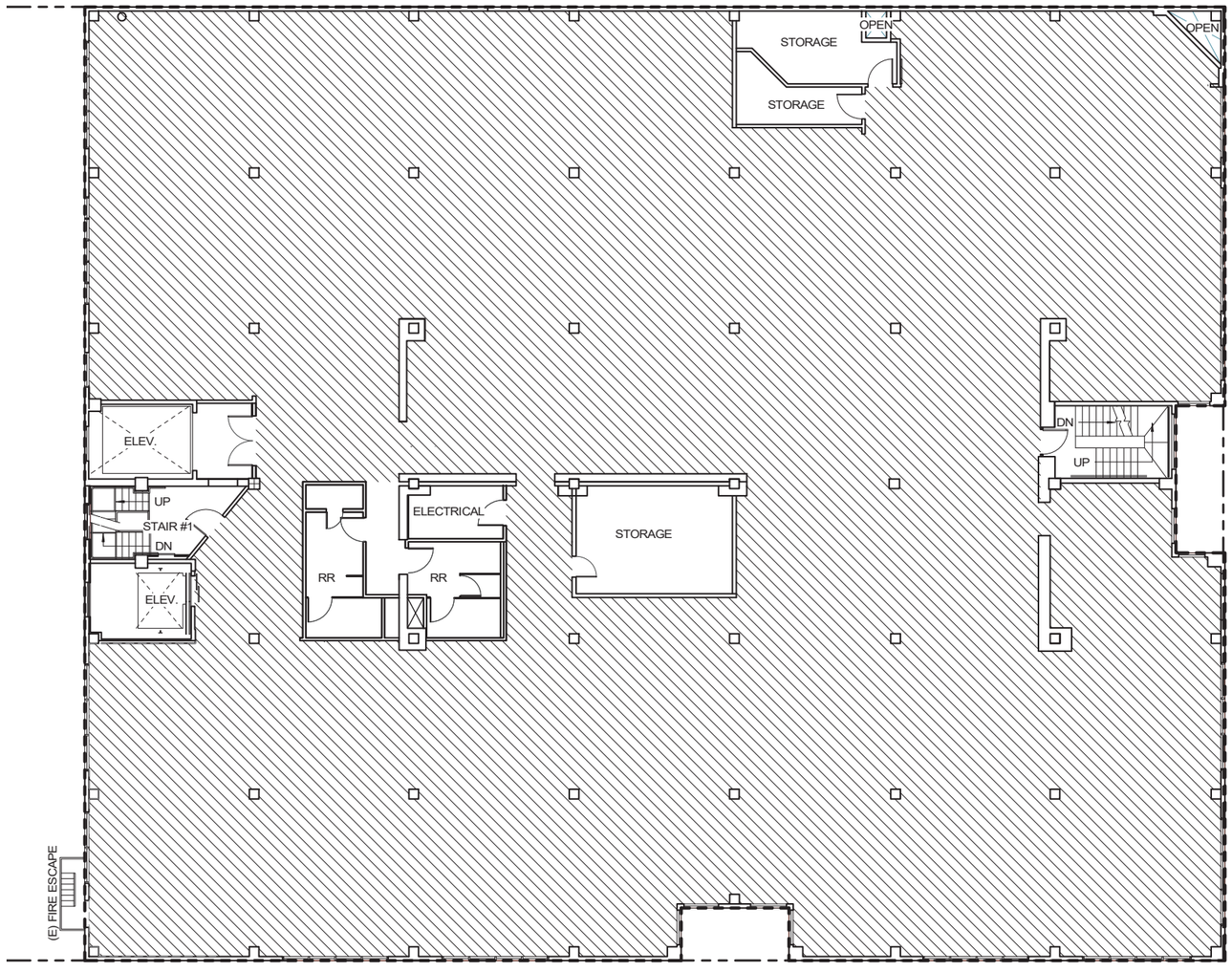
EXISTING FLOOR PLANS - LEVEL 3

A1.5



1 LEVEL 4 - EXISTING
1/8" = 1'-0"

N

LEGEND

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- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
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EXISTING FLOOR PLANS - LEVEL 4

A1.6

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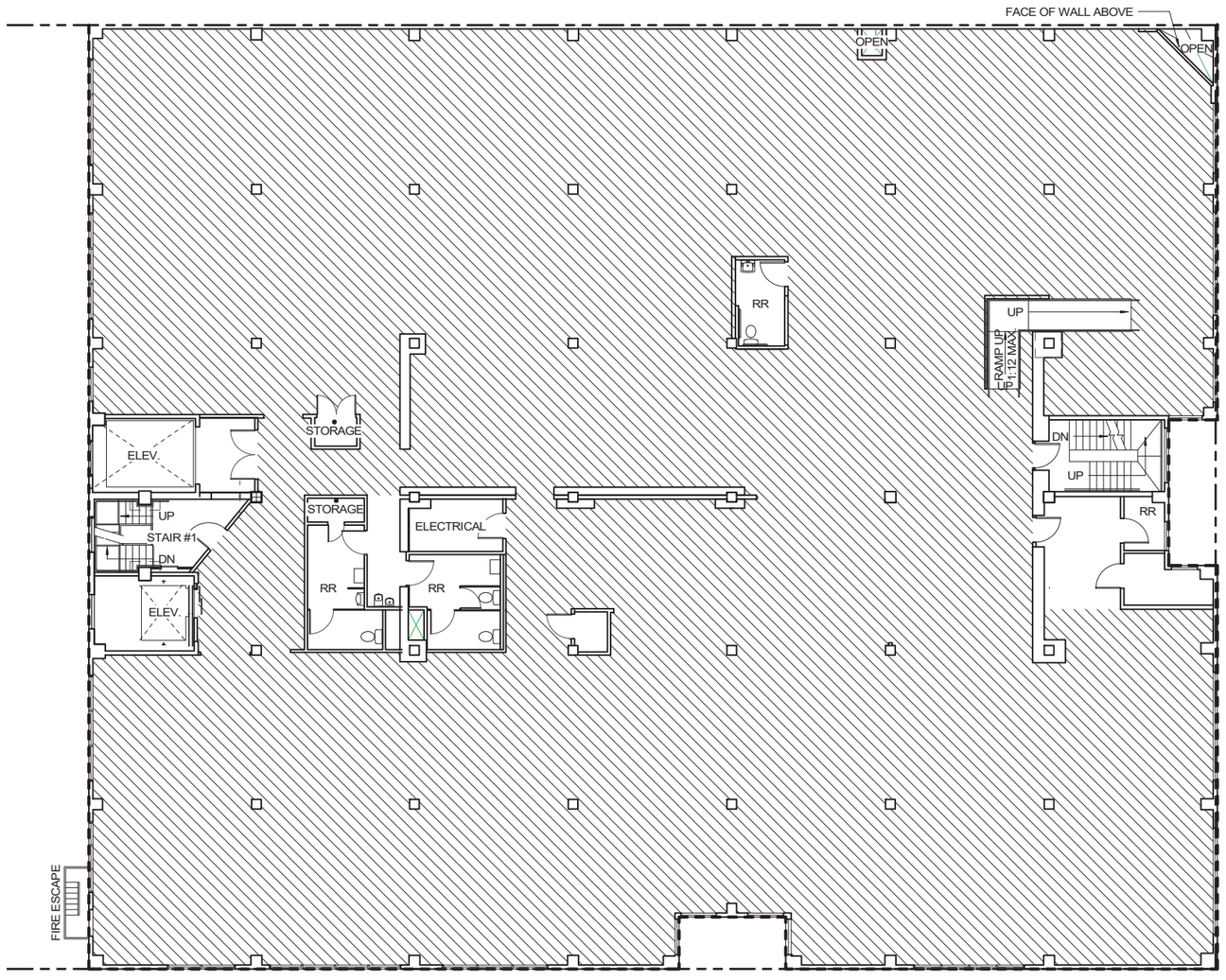

1 LEVEL 5 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
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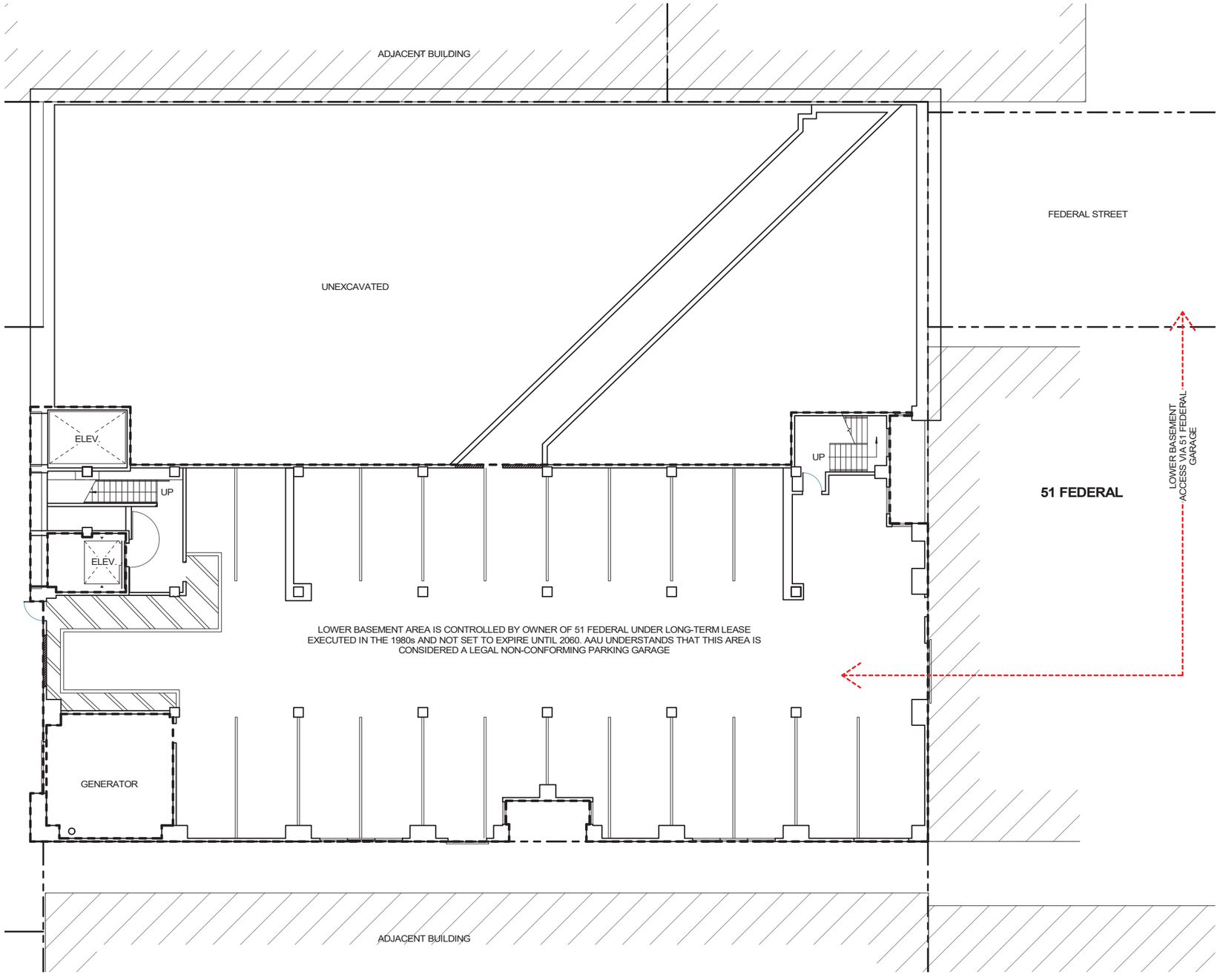
EXISTING FLOOR PLANS - LEVEL 5

A1.7



1 BASEMENT (LOWER) - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
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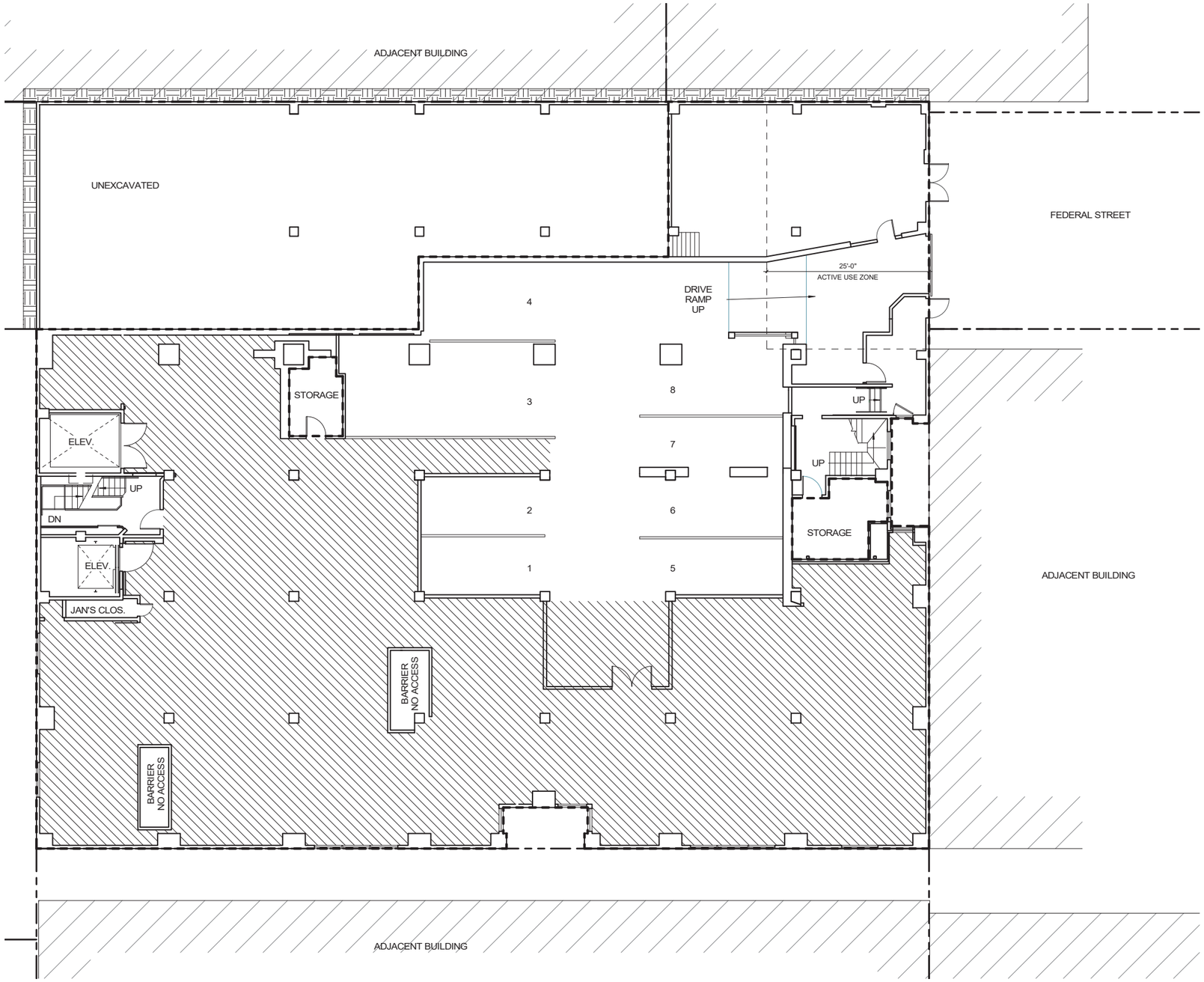
PROPOSED FLOOR PLANS - BASEMENT (LOWER)

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 BASEMENT - PROPOSED
1/8" = 1'-0"

N

LEGEND

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- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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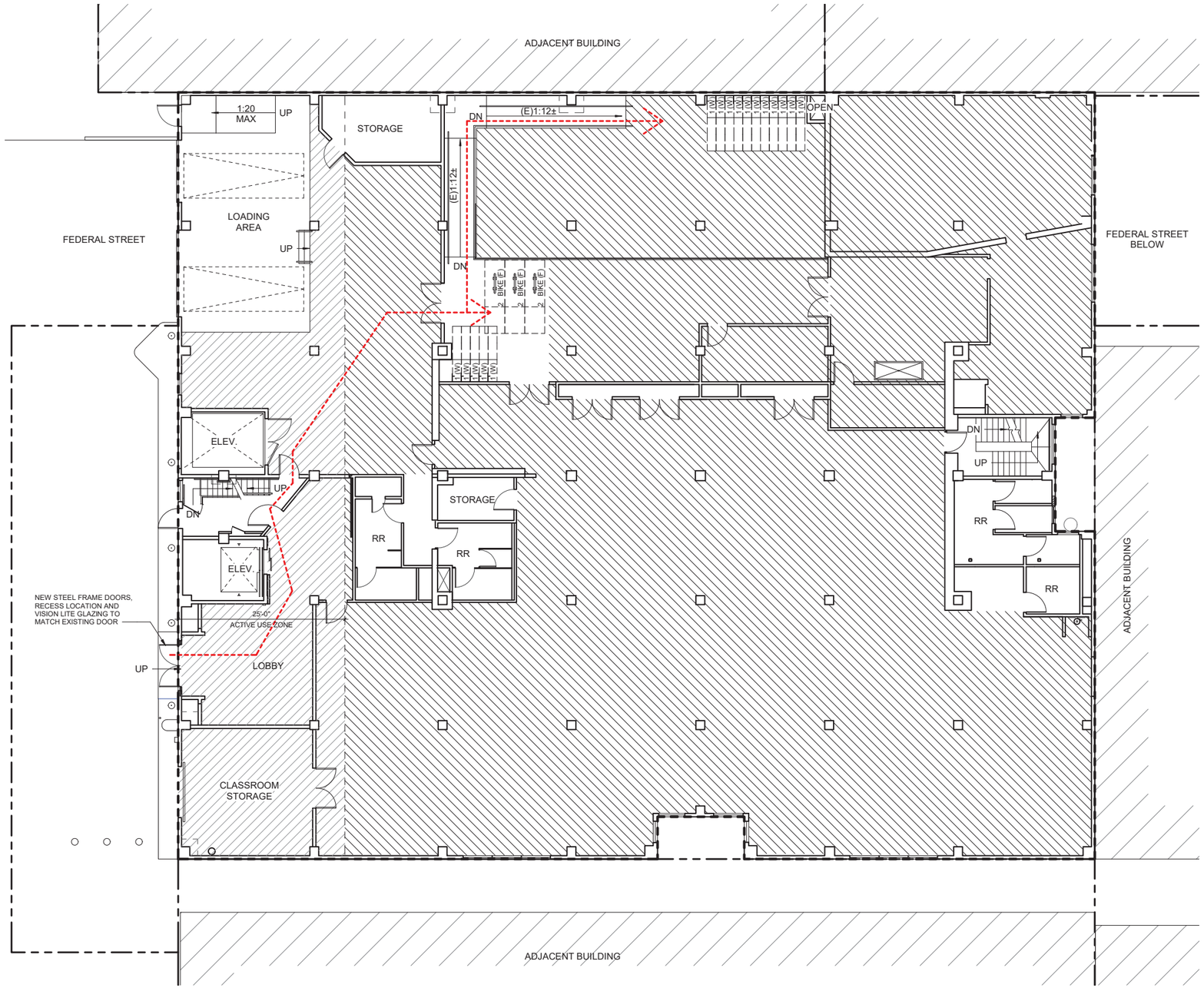
PROPOSED FLOOR PLANS - BASEMENT

A2.2



1 LEVEL 1 - PROPOSED
1/8" = 1'-0"

N

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I	
TYPE OF BIKE RACK	PROPOSED BIKE SPACES
FLOOR MOUNT BIKE RACK (2)	6
WALL MOUNT BIKE RACK (1)	16
TOTAL	22

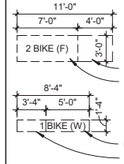
LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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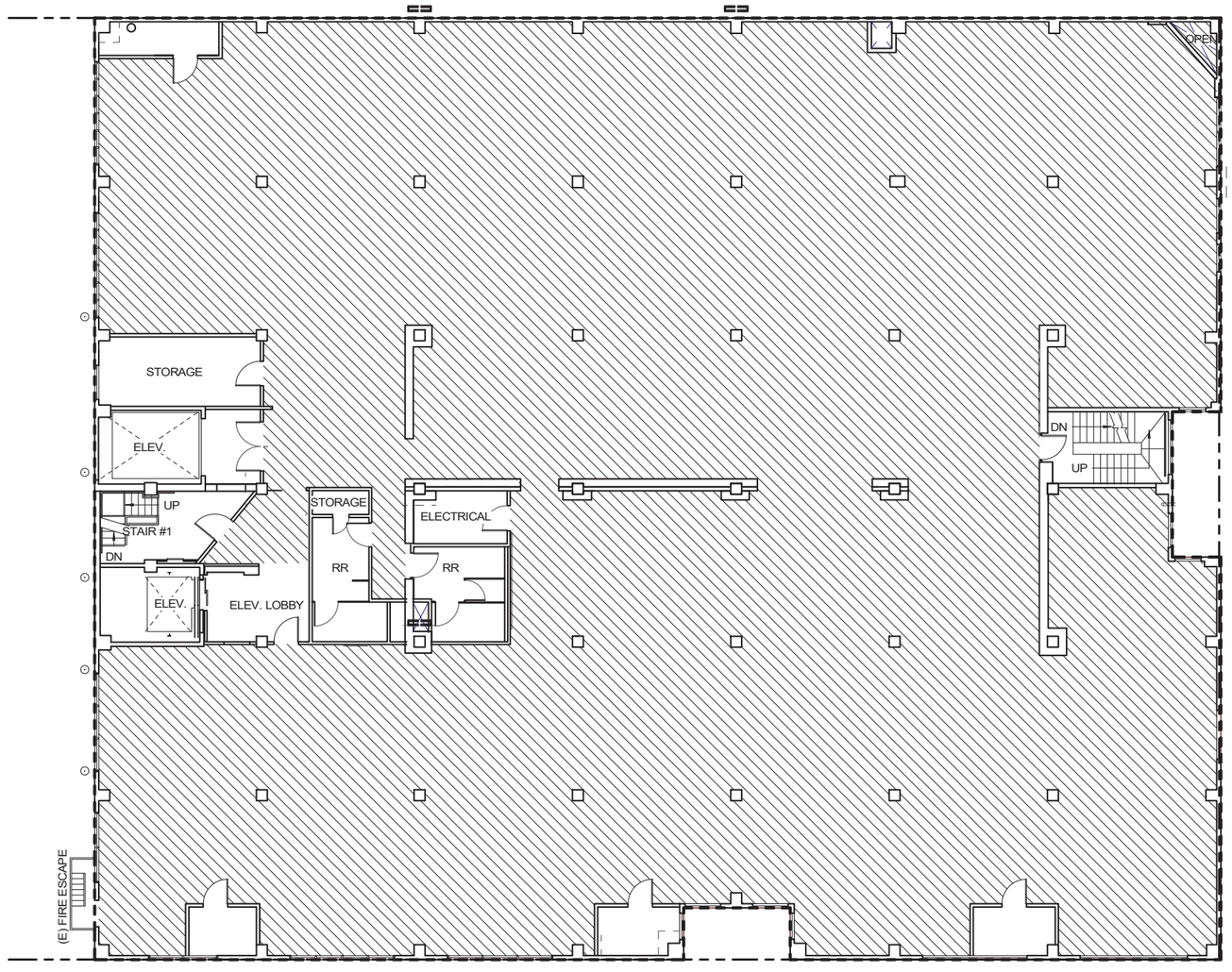
PROPOSED FLOOR PLANS - LEVEL 1

A2.3



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

LEGEND

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PROPOSED FLOOR PLANS - LEVEL 2

A2.4

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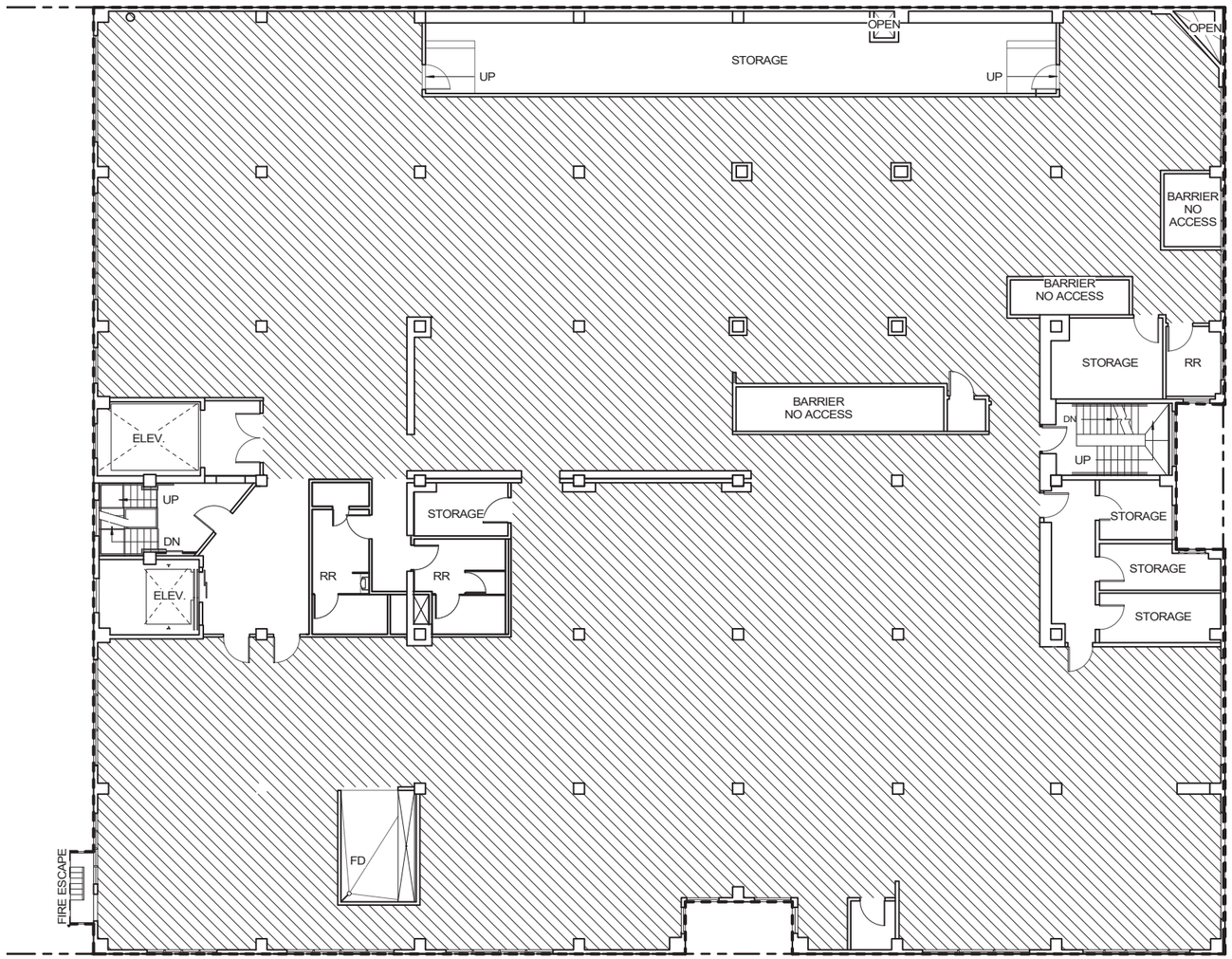

1 LEVEL 3 - PROPOSED
1/8" = 1'-0"

N

LEGEND

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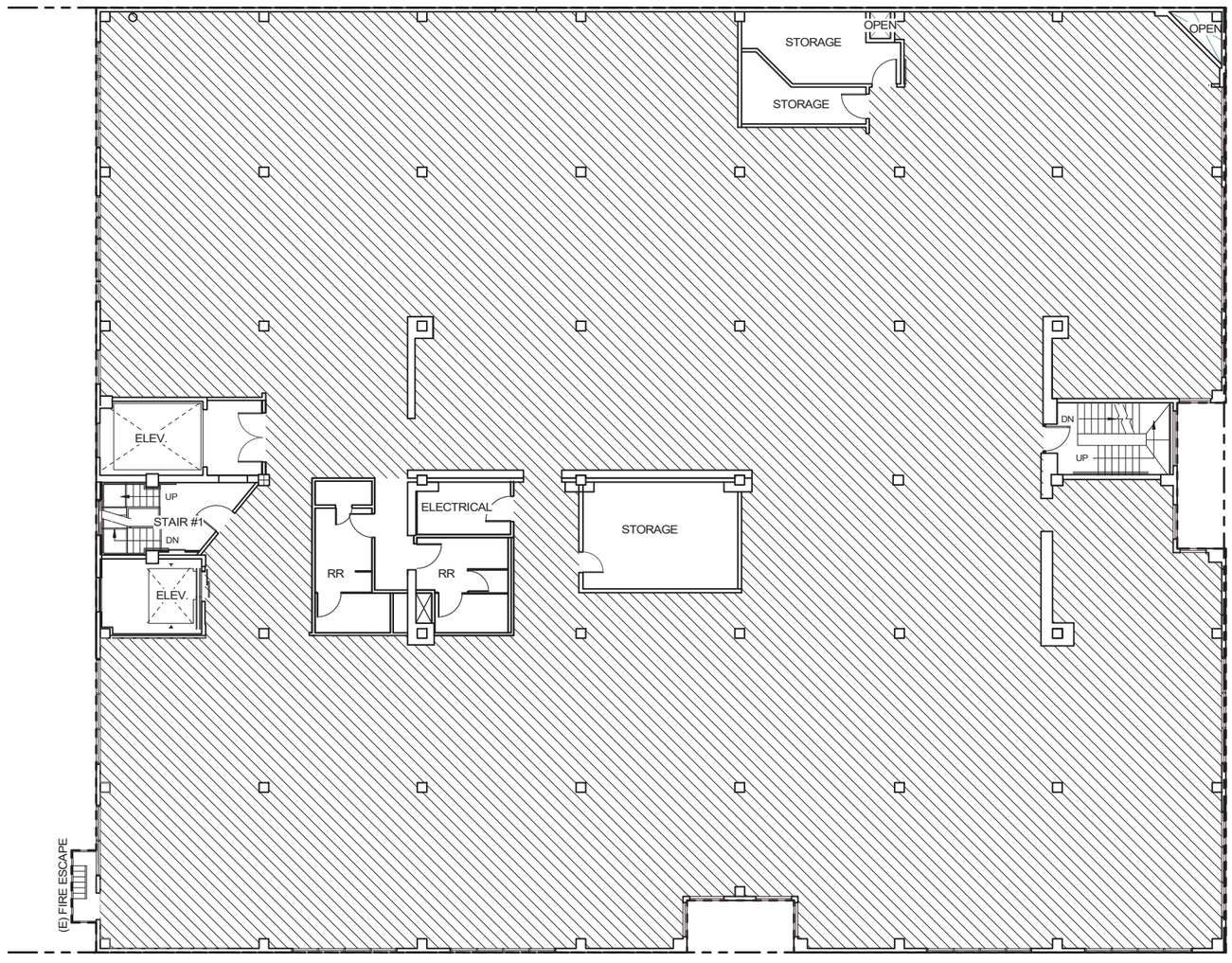
PROPOSED FLOOR PLANS - LEVEL 3

A2.5



1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

N

LEGEND

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PROPOSED FLOOR PLANS - LEVEL 4

A2.6

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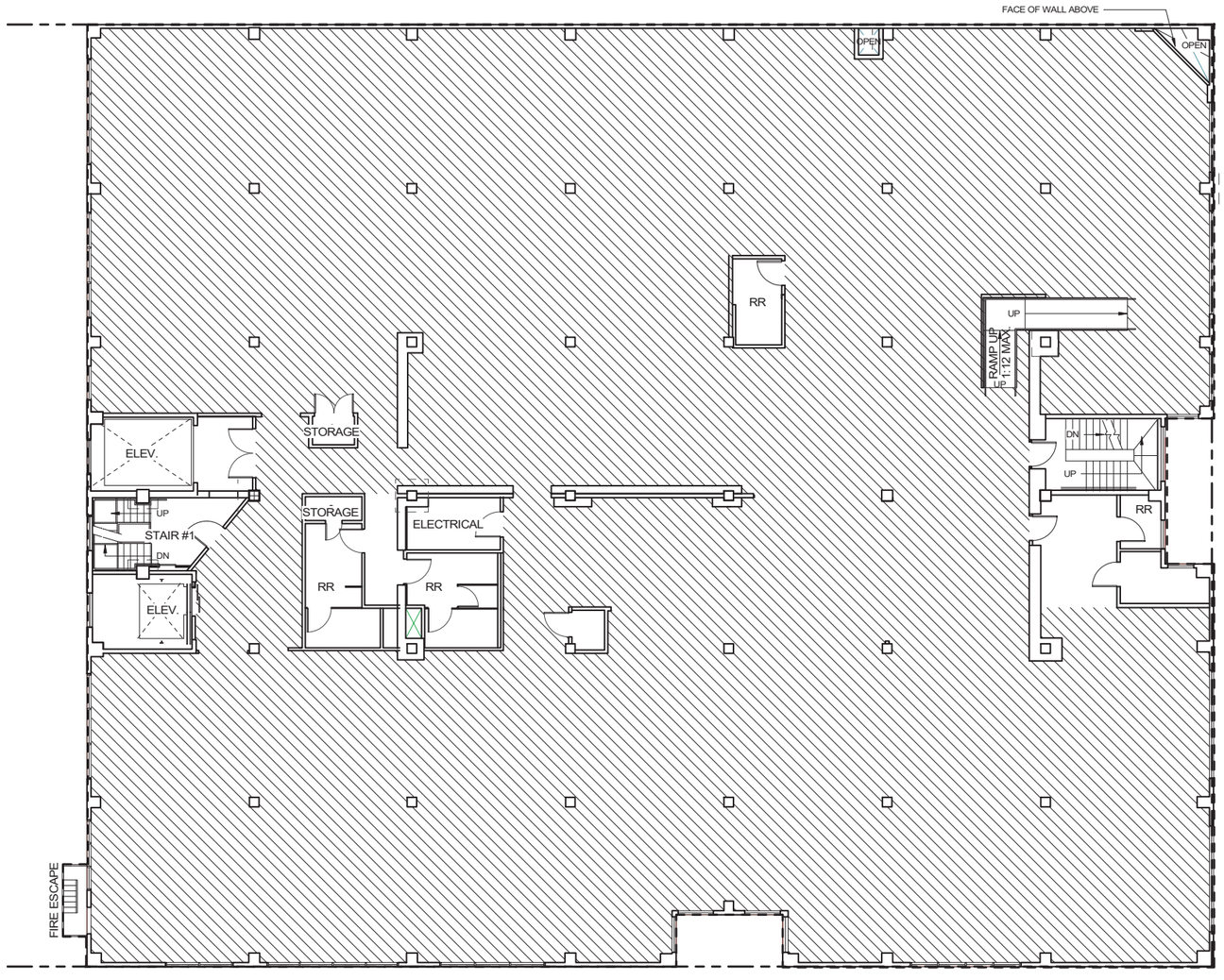

1 LEVEL 5 - PROPOSED
1/8" = 1'-0"

N

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PROPOSED FLOOR PLANS - LEVEL 5

A2.7

3 SOUTHWEST ELEVATION - (1980)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

2 SOUTHWEST ELEVATION - (2005)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

1 SOUTHWEST ELEVATION - (1921)
SOURCE: OpenSFHistory / wnp36.02540.jpg / DPW Book29, DPW7025

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LICENSED ARCHITECTS
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.03
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date:

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HISTORIC EXTERIOR ELEVATION IMAGES

A3.0

2 NORTHEAST ELEVATION - FEDERAL STREET

1 SOUTHWEST ELEVATION - FEDERAL STREET

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EXTERIOR ELEVATION IMAGES

A3.1

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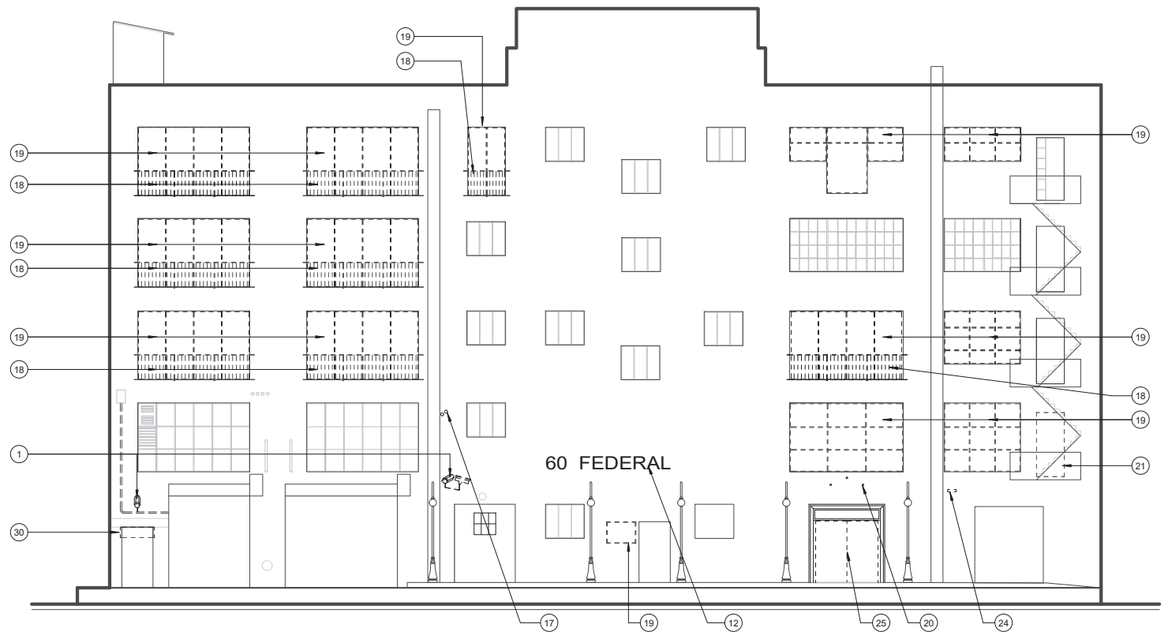
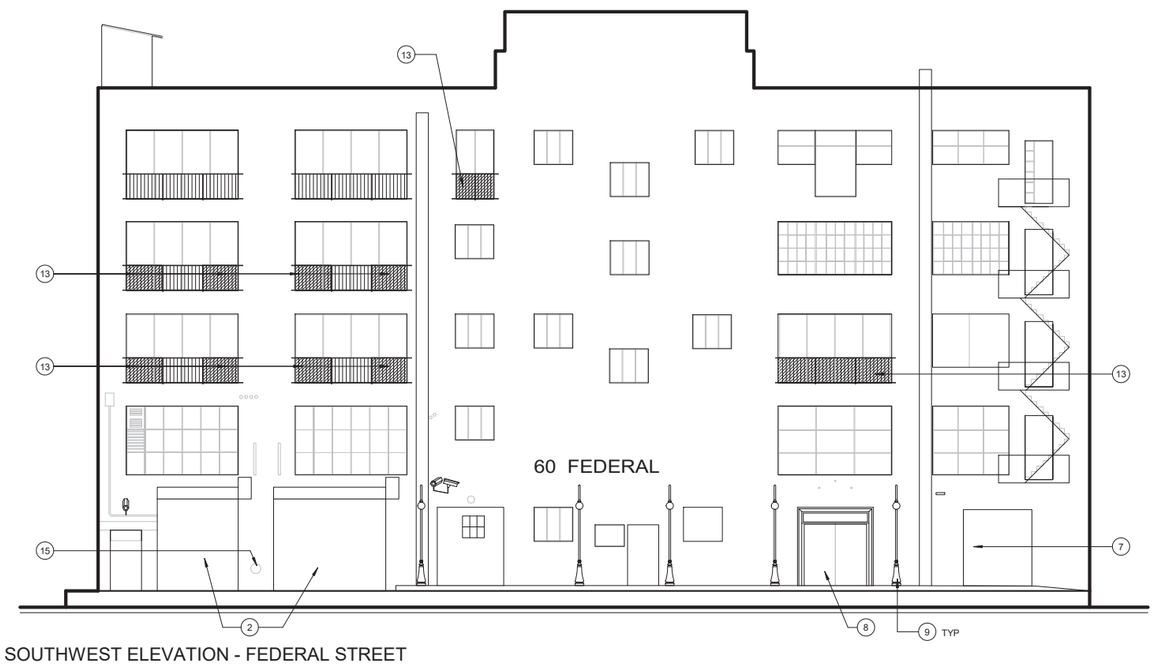


SOUTHWEST ELEVATION - FEDERAL STREET (DEMO)
2 1/8" = 1'-0"



SOUTHWEST ELEVATION - FEDERAL STREET (EXISTING)
1 1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
3. REMOVE ALL ABANDONED EQUIPMENT & ATTACHMENTS ON THE EXTERIOR
4. SIGNAGE BUILDING PERMIT APPLICATION NOS. 201006084048 & 201006084047 TO BE WITHDRAWN
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
6. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
7. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

SECURITY CAMERA

KEYNOTES

29. RESTORE ARCADE
30. REMOVE EXISTING AWNING
31. EXISTING VENTS TO BE LEGALIZED
32. INFILL PORTION OF WINDOW; PATCH & REPAIR TO MATCH ADJACENT WALL

KEYNOTES

1. REMOVE EXISTING BULLET STYLE SECURITY CAMERAS AND EXTERIOR SECTIONS OF FLEX CONDUIT
2. EXISTING ROLL-UP DOOR ON GROUND LEVEL AT MAIN FACADE TO BE LEGALIZED AS IS
3. EXISTING METAL ROLL-UP DOOR LOCATED ON SECOND LEVEL TO BE LEGALIZED AS IS. SEE SHEET A4.1. ROLL-UP DOOR DOES NOT HAVE BARREL ON EXTERIOR
4. EXISTING VENTILATION GRATE TO BE LEGALIZED
5. EXISTING RAILING ON ROOF LINE
6. INSTALL SMALL FORMFACTOR DOME CAMERA. LOWER THE CAMERA TO SIT ABOVE THE EXISTING ELECTRICAL GUTTER. INSTALL 3/4" CONDUIT ROUTED ABOVE THE ELECTRICAL GUTTER
7. EXISTING METAL DOOR
8. WEST FRONTAGE RELOCATED PURSUANT PERMIT NO. 8600336
9. EXISTING STREET LAMPS PROPOSED FOR LEGALIZATION
10. INSTALL SINGLE SMALL FORM FACTOR PANORAMIC DOME CAMERA, EXTEND ONE 3/4" UP FROM THE EXISTING EXTERIOR JUNCTION BOX
11a. PROPOSED IDENTIFYING SIGN ON EXISTING GLAZED TRANSOM ABOVE ENTRANCE; SEE SIGNAGE CONSULTANT DRAWINGS
11b. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN PAINTED ON ROLL-UP DOOR; SEE SIGNAGE CONSULTANT DRAWINGS
12. REMOVE EXISTING IDENTIFYING SIGN

ITEMS NOTED BELOW ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.1

13. AREA OF EXISTING WINDOW OPENING EXPANSION (SHOWN HATCHED)
14. EXISTING WINDOW OPENING TO BE LEGALIZED
15. EXISTING FIRE STAND PIPE
16. EXISTING VENT PIPE
17. REMOVE PVC PIPES
18. REMOVE JULIET BALCONY
19. REMOVE EXISTING WINDOW
20. REMOVE BOLT; PATCH & REPAIR WALL TO MATCH ADJACENT WALL
21. REPLACE DOOR TO MATCH DOOR ABOVE
22. EXISTING ROLL-UP DOOR
23. RELOCATE EXISTING DRAIN PIPE TO INTERIOR
24. REMOVE EXISTING LIGHT FIXTURE
25. REMOVE EXISTING GLASS DOOR SYSTEM
26. NEW STEEL WINDOWS WITH TRUE DIVIDED LITES TO MATCH HISTORIC FENESTRATIONS
27. NEW STEEL FRAME DOORS RECESS LOCATION AND VISION LITE GLAZING TO MATCH EXISTING DOOR
28. NEW WINDOW, RESTORE TO MATCH ORIGINAL SIZE & HISTORIC FENESTRATION FEATURES

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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

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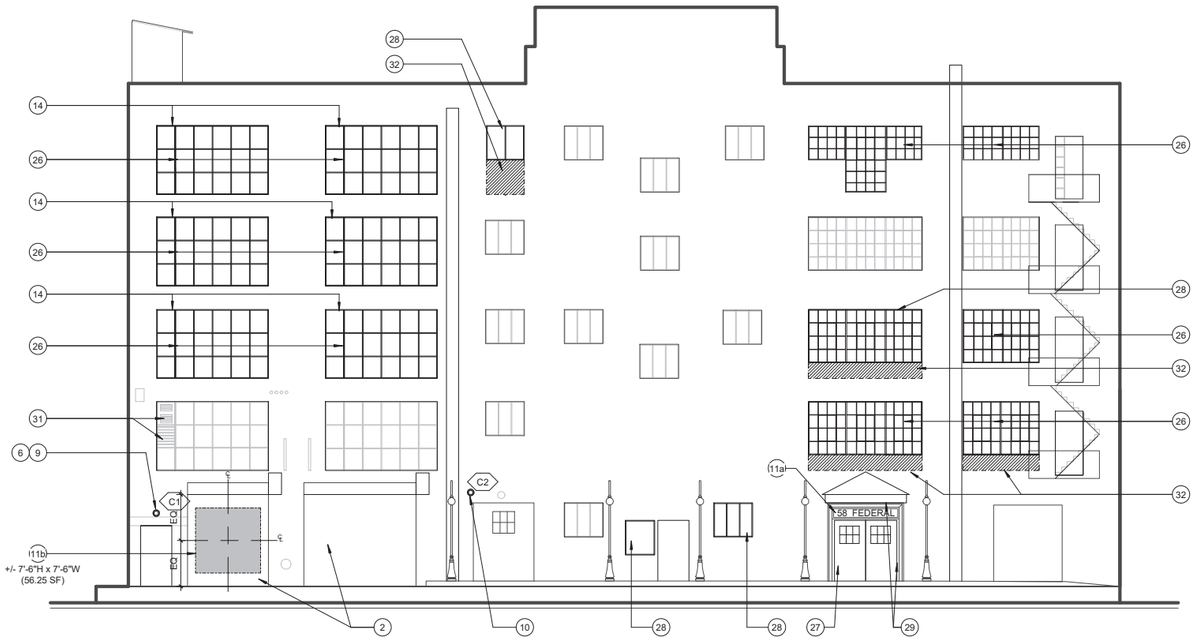
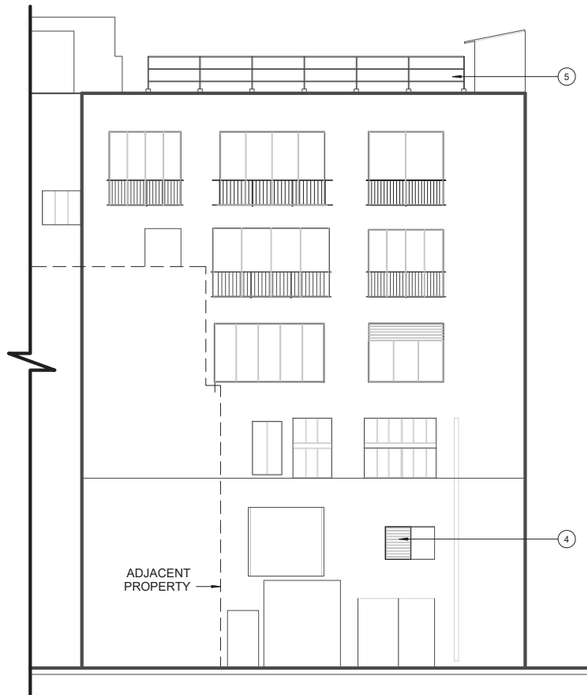


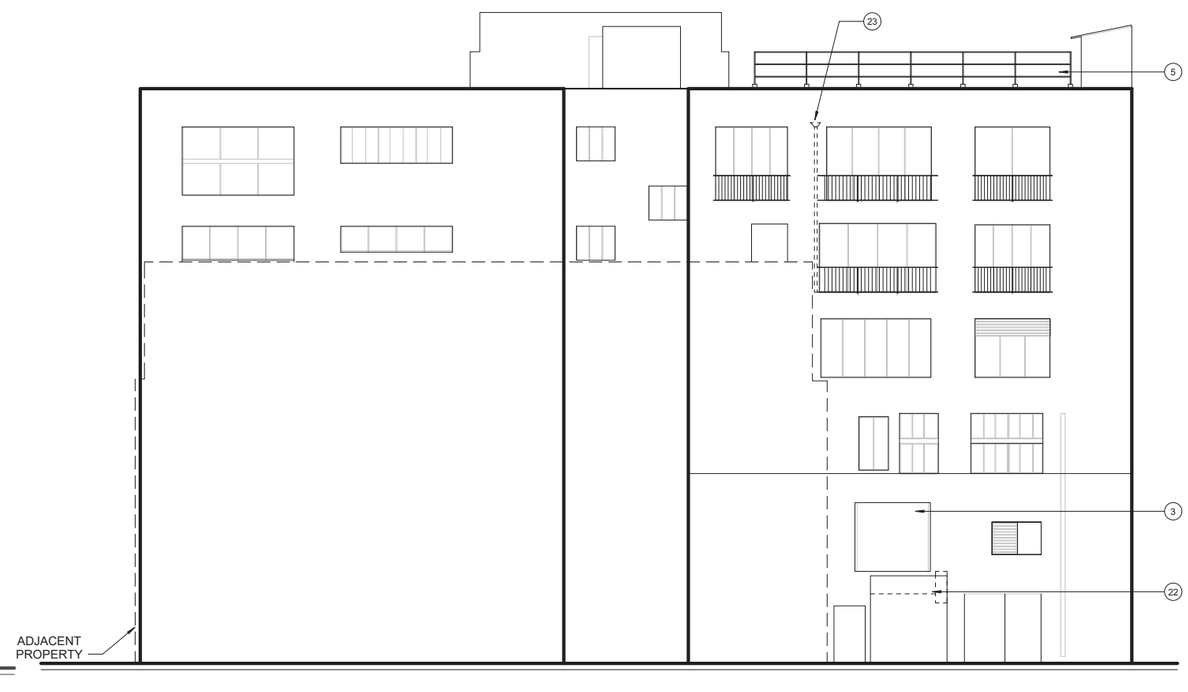
SOUTHWEST ELEVATION - FEDERAL STREET (PROPOSED)

3 1/8" = 1'-0"



NORTHEAST ELEVATION - FEDERAL STREET (PROPOSED)

2 1/8" = 1'-0"



NORTHEAST ELEVATION - FEDERAL STREET (EXISTING/DEMO)

1 1/8" = 1'-0"

KEYNOTES

29 RESTORE ARCADE

30 REMOVE EXISTING AWNING

31 EXISTING VENTS TO BE LEGALIZED

32 INFILL PORTION OF WINDOW; PATCH & REPAIR TO MATCH ADJACENT WALL

GENERAL NOTES

GENERAL NOTES SEE SHEET A3.2

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

SECURITY CAMERA

KEYNOTES

1 REMOVE EXISTING BULLET STYLE SECURITY CAMERAS AND EXTERIOR SECTIONS OF FLEX CONDUIT

2 EXISTING ROLL-UP DOOR ON GROUND LEVEL AT MAIN FACADE TO BE LEGALIZED AS IS

3 EXISTING METAL ROLL-UP DOOR LOCATED ON SECOND LEVEL TO BE LEGALIZED AS IS, SEE SHEET A4.1. ROLL-UP DOOR DOES NOT HAVE BARREL ON EXTERIOR

4 EXISTING VENTILATION GRATE TO BE LEGALIZED

5 EXISTING RAILING ON ROOF LINE

6 INSTALL SMALL FORMFACTOR DOME CAMERA. LOWER THE CAMERA TO SIT ABOVE THE EXISTING ELECTRICAL GUTTER. INSTALL 3/4" CONDUIT ROUTED ABOVE THE ELECTRICAL GUTTER

7 EXISTING METAL DOOR

8 WEST FRONTAGE RELOCATED PURSUANT PERMIT NO. 8600336

9 EXISTING STREET LAMPS PROPOSED FOR LEGALIZATION

10 INSTALL SINGLE SMALL FORM FACTOR PANORAMIC DOME CAMERA, EXTEND ONE 3/4" UP FROM THE EXISTING EXTERIOR JUNCTION BOX

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12 REMOVE EXISTING IDENTIFYING SIGN

ITEMS NOTED BELOW ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.1

13 AREA OF EXISTING WINDOW OPENING EXPANSION (SHOWN HATCHED)

14 EXISTING WINDOW OPENING TO BE LEGALIZED

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24 REMOVE EXISTING LIGHT FIXTURE

25 REMOVE EXISTING GLASS DOOR SYSTEM

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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

SOUTHEAST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
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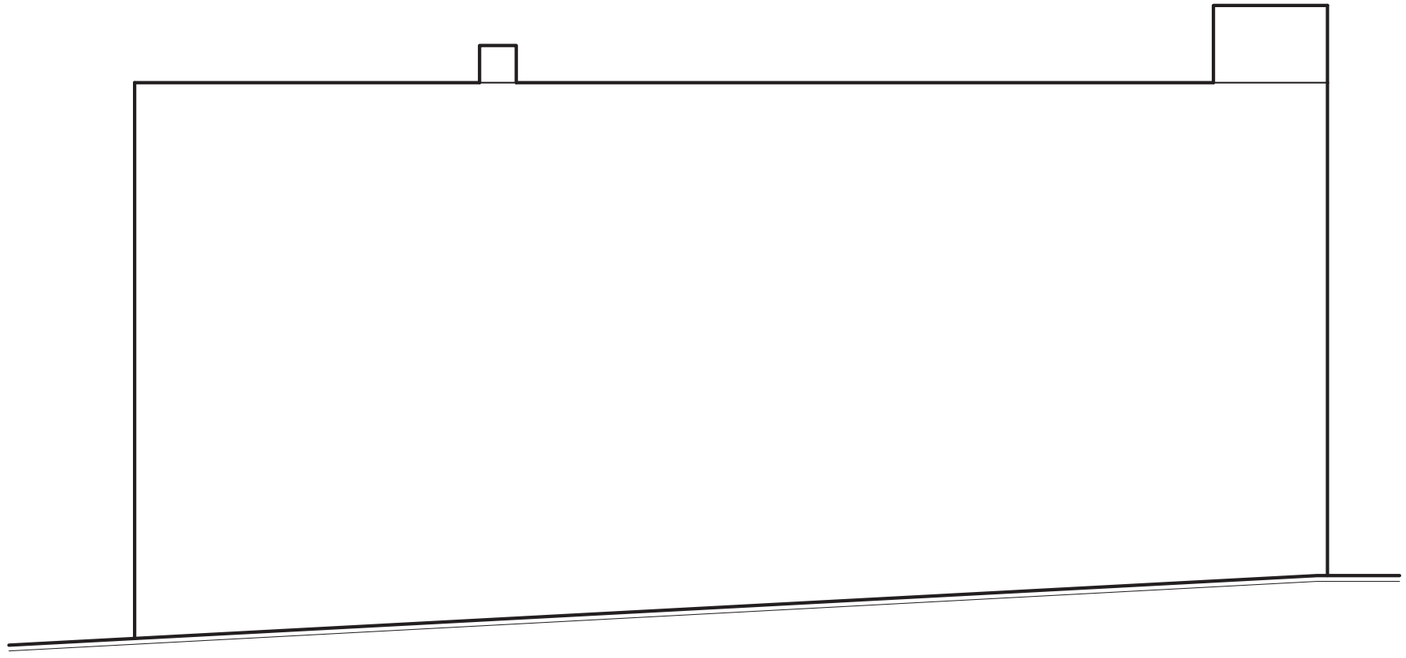

NORTHWEST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
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GENERAL NOTES

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KEYNOTES

(29) RESTORE ARCADE
(30) REMOVE EXISTING AWNING
(31) EXISTING VENTS TO BE LEGALIZED
(32) INFILL PORTION OF WINDOW; PATCH & REPAIR TO MATCH ADJACENT WALL

KEYNOTES

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EXISTING/PROPOSED EXTERIOR ELEVATIONS

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11 IMAGE
NTS

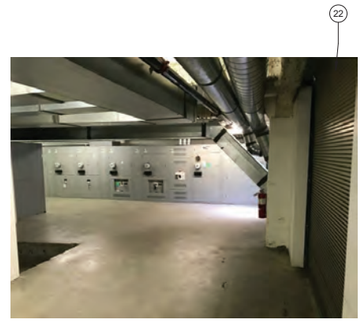
10 IMAGE
NTS

9 IMAGE
NTS

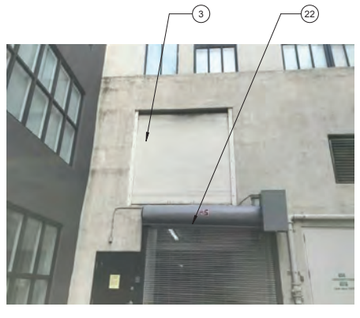
8 IMAGE
NTS

7 IMAGE
NTS

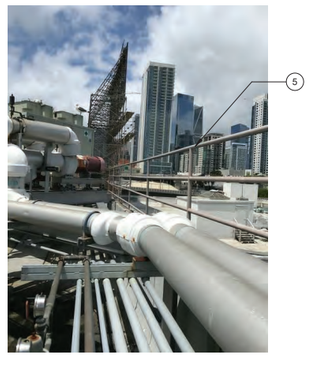
6 IMAGE
NTS



5 IMAGE
NTS



4 IMAGE
NTS



3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

KEYNOTES

29 RESTORE ARCADE

30 REMOVE EXISTING AWNING

31 EXISTING VENTS TO BE LEGALIZED

32 INFILL PORTION OF WINDOW; PATCH & REPAIR TO MATCH ADJACENT WALL

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*SEE PHOTOS ON SHT A4.1

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EXTERIOR ELEVATION IMAGES

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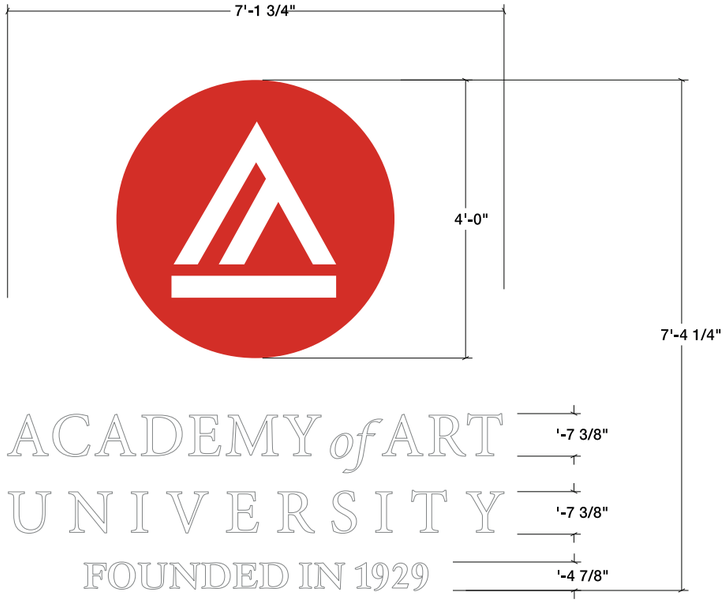


A Painted Logo on Roll Up Door

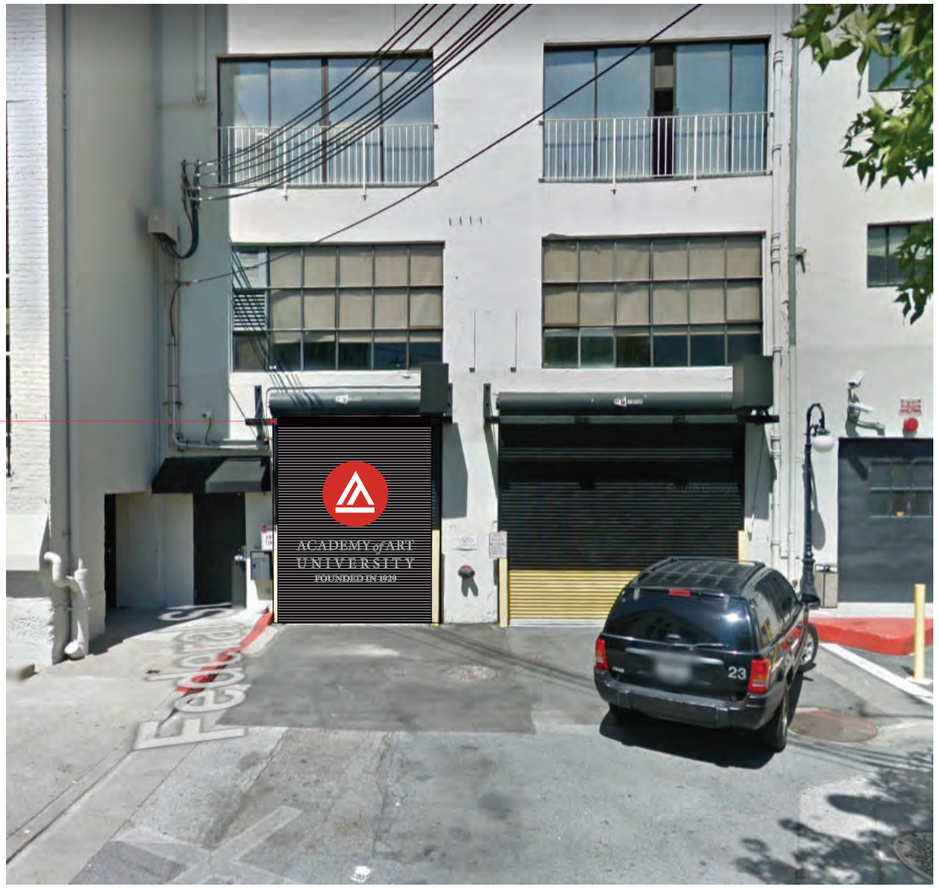
Scale: 1” = 1’ - 0”

Indirect LED Lighting Bar Above Painted Door

Red

Black

White



GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19

Sales: A. Bartizal

Designer: N. Ford

Rev. #: 2 **Date: 9/20/19**

Revision Notes:

A) Revised placement and size of alum. wall sign

B) Removed painted logo on roll up door on Southwest Elevation

☐ Interior ☒ Exterior

☒ Single Faced ☐ Double Faced

☐ _____

☒ Illuminated

☐ Non-Illuminated

Type of Lighting:

☐ Lamps ☒ L.E.D.

☐ Neon ☐ Other

Address

58-60 FEDERAL STREET
SAN FRANCISCO

Customer Approval

Signature

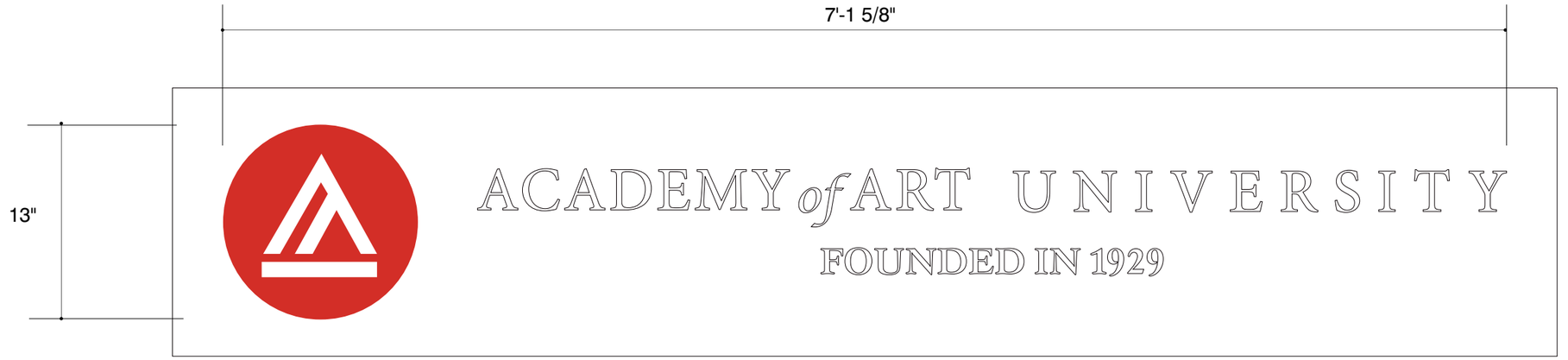
MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.

GG 2.0



A Vinyl Window Graphics - Applied To Transom Window above Doors

Scale: 3"=1'-0"

Red

Match Poppy Red 3630-143

White

White Opaque Vinyl

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 2 **Date: 9/20/19**

Revision Notes:
A) Revised placement and size of alum. wall sign

B) Removed painted logo on roll up door on Southwest Elevation

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____

☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
58-60 FEDERAL STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.
GG 3.0

CODE NOTES

REFERENCE:
2016 SAN FRANCISCO PLANNING CODE

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	42,290	42,290
LEVEL 2	34,134	34,134
MEZZANINE	13,466	13,466
LEVEL 3	35,091	35,091
GROSS SF TOTAL	124,981	124,981

FLOOR AREA RATIO (PER SECTION 209.3 - TABLE 209.3):

MAXIMUM ALLOWED GROSS SF

C-2 FAR X LOT AREA = 5 X 66,124 SF = 330,620 SF

INSTITUTIONAL OCCUPIED FLOOR AREA

Level	Existing (SF)	Proposed (SF)
LEVEL 1	14,025	0
LEVEL 2	27,325	27,325
MEZZANINE	6,260	6,260
LEVEL 3	31,036	31,036
OCCUPIED SF TOTAL	78,646	64,621

RETAIL OCCUPIED FLOOR AREA

Level	Existing (SF)	Proposed (SF)
LEVEL 1	22,037	36,062
LEVEL 2	929	929
MEZZANINE	0	0
LEVEL 3	0	0
OCCUPIED SF TOTAL	22,966	36,991

B- ACTIVE USE

*SEE SHEET A2.3 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

C- BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	-	4	4
CLASS II	-	8	10 EXISTING

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT INFORMATION

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	●	●
A0.1	PROJECT INFORMATION		●
A0.2	GENERAL NOTES		●
A0.S1	SITE PLAN AERIAL IMAGE	●	
A0.S2	SITE PLAN DRAWINGS	●	
A0.S3	STREETSCAPE DRAWINGS	●	
A0.S4	STREETSCAPE DRAWINGS	●	
A0.S5	STREETSCAPE DRAWINGS	●	
A0.S6	STREETSCAPE DRAWINGS	●	
A0.T1	OCCUPANCY AND EGRESS PLANS		●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		●
A1.1	EXISTING FLOOR PLANS - LEVEL 1	●	●
A1.2	EXISTING FLOOR PLANS - LEVEL 2	●	●
A1.3	EXISTING FLOOR PLANS - MEZZANINE	●	●
A1.4	EXISTING FLOOR PLANS - LEVEL 3	●	●
A2.1	PROPOSED FLOOR PLANS - LEVEL 1	●	●
A2.2	PROPOSED FLOOR PLANS - LEVEL 2	●	●
A2.3	PROPOSED FLOOR PLANS - MEZZANINE	●	●
A2.4	PROPOSED FLOOR PLANS - LEVEL 3	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●
A3.5	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	●	●
	SIGNAGE SHEETS		
G 2.0	SIGNAGE DETAILS	●	●
G 3.0	SIGNAGE DETAILS	●	●
G 4.0	SIGNAGE DETAILS	●	●
G 5.0	SIGNAGE DETAILS	●	●
G 6.0	SIGNAGE DETAILS	●	●
	TOTAL SHEETS: 26		

PROPERTY INFORMATION

ADDRESS 2801 LEAVENWORTH STREET
BLOCK/LOT 0010/001

DISTRICTS
ZONING C-2
HEIGHT/BULK 40-X
SPECIAL USE WATERFRONT 2

USE CHANGE OF USE REQUIRED
LAST LEGAL OFFICE & RETAIL

PROPOSED INSTITUTIONAL: POST-SECONDARY EDUCATION & RETAIL

No OF STORIES 3 + MEZZANINE (NO CHANGE)

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

PROJECT SCOPE

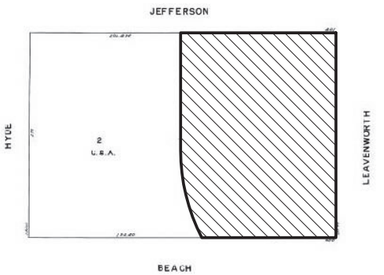
PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE ABOVE GROUND LEVEL USES OF 2801 LEAVENWORTH FROM LAST LEGAL GENERAL OFFICE USE TO POST-SECONDARY EDUCATIONAL INSTITUTIONAL.

NO CHANGE OF USE TO EXISTING RETAIL SALES AND SERVICES USES ON THE GROUND FLOOR OF 2801 LEAVENWORTH IS PROPOSED; HOWEVER, PURSUANT TO THE DEVELOPMENT AGREEMENT, THE PROJECT PROPOSES INSTITUTING GROUND-FLOOR CONTROLS SPECIFIED ON SHEETS A2.1.

NEW SIGNAGE PROPOSED AS PART OF PROJECT.

EXTERIOR VIEW

PLOT PLAN N.T.S.



N

VICINITY MAP N.T.S.

N

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1420 Sutter Street
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TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929
79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

2801 LEAVENWORTH
San Francisco, CA 94133

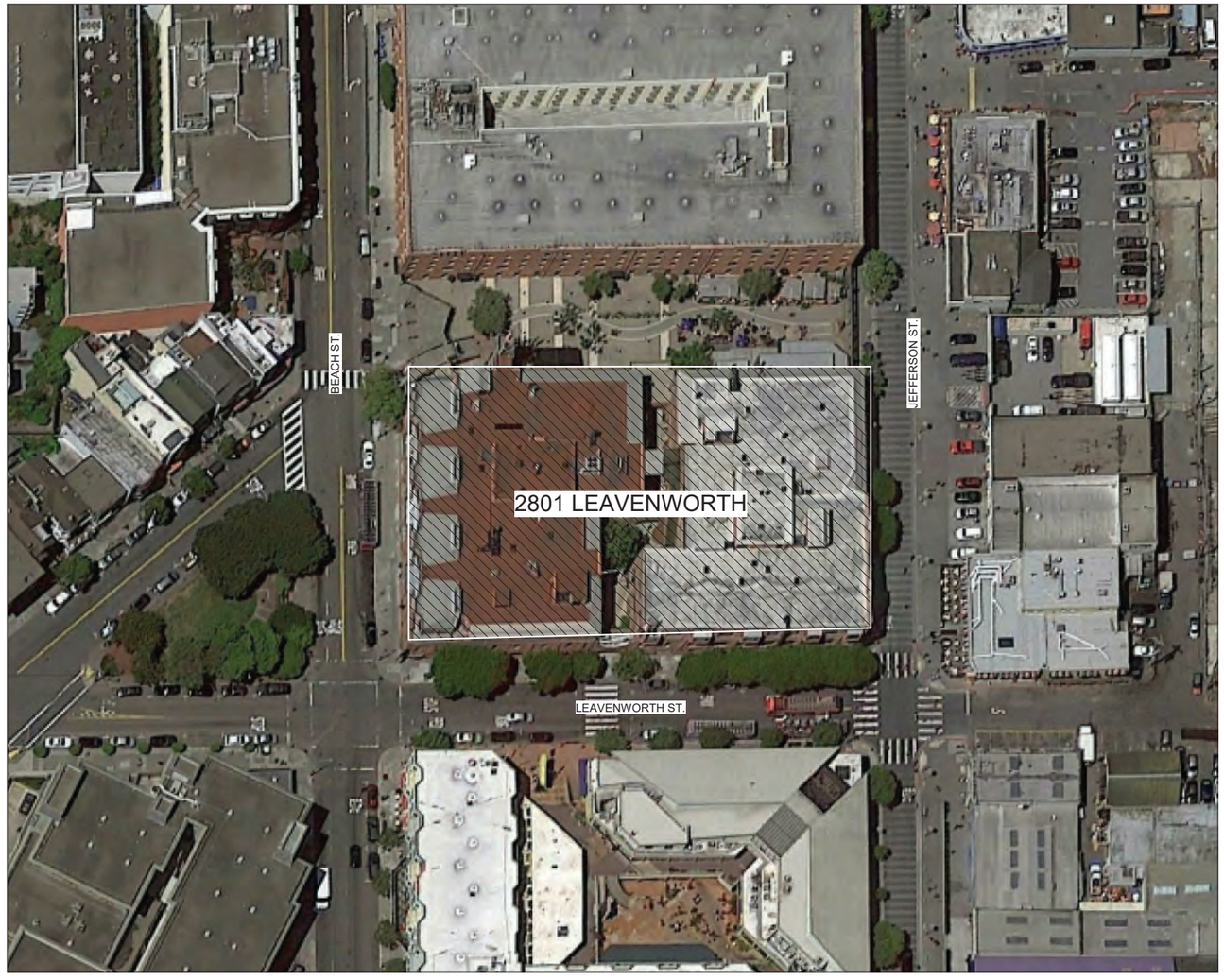
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.17
Issue Date 10/11/19
Scale: As indicated
Phase
Print Date: 10/12/2019 2:07:17 AM

No.	Date	Description

COVER SHEET

A0.0



1 SITE PLAN AERIAL IMAGE
NTS

N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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San Francisco, CA 94133

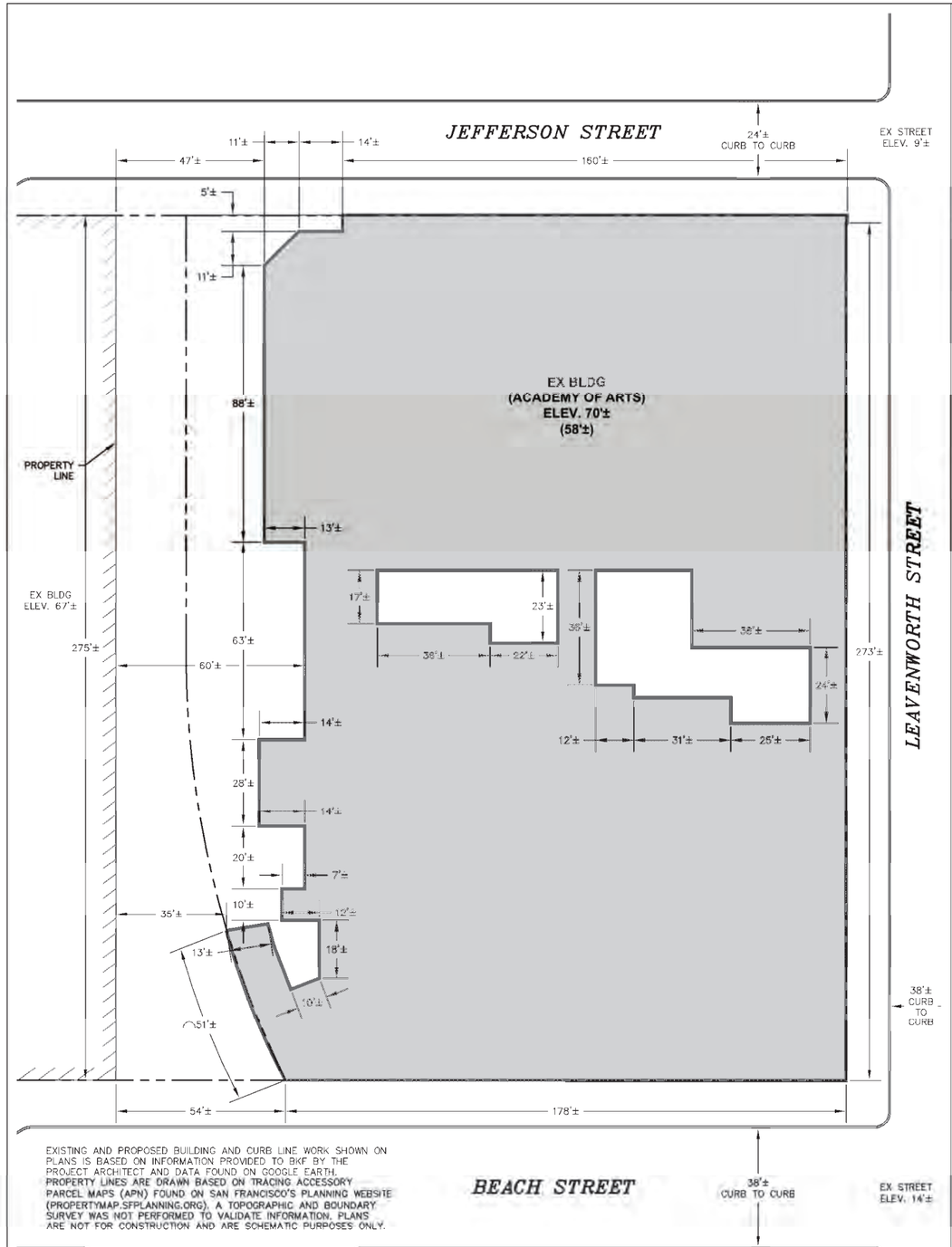
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number	21826.17
Issue Date	10/11/19
Scale	Not To Scale
Phase	
Print Date	10/12/2019 2:07:19 AM

No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



2 2801 LEAVENWORTH STREET - PROPOSED SITE PLAN
SCALE: 1" = 20'

1 2801 LEAVENWORTH STREET - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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79 New Montgomery Street
San Francisco, CA 94105

BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU INSTITUTIONAL COMPLIANCE SET

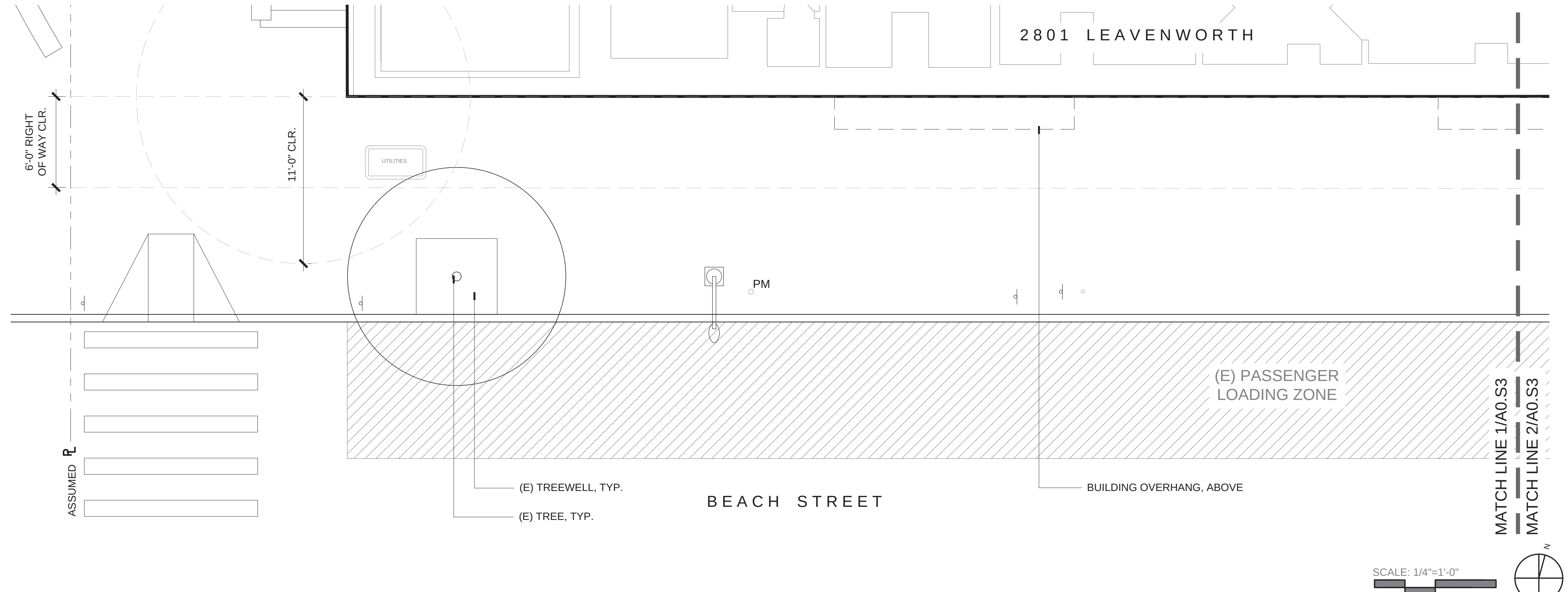
2801 LEAVENWORTH
San Francisco, CA 94133

REGISTERED PROFESSIONAL ENGINEER JASON T. No. C 69281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

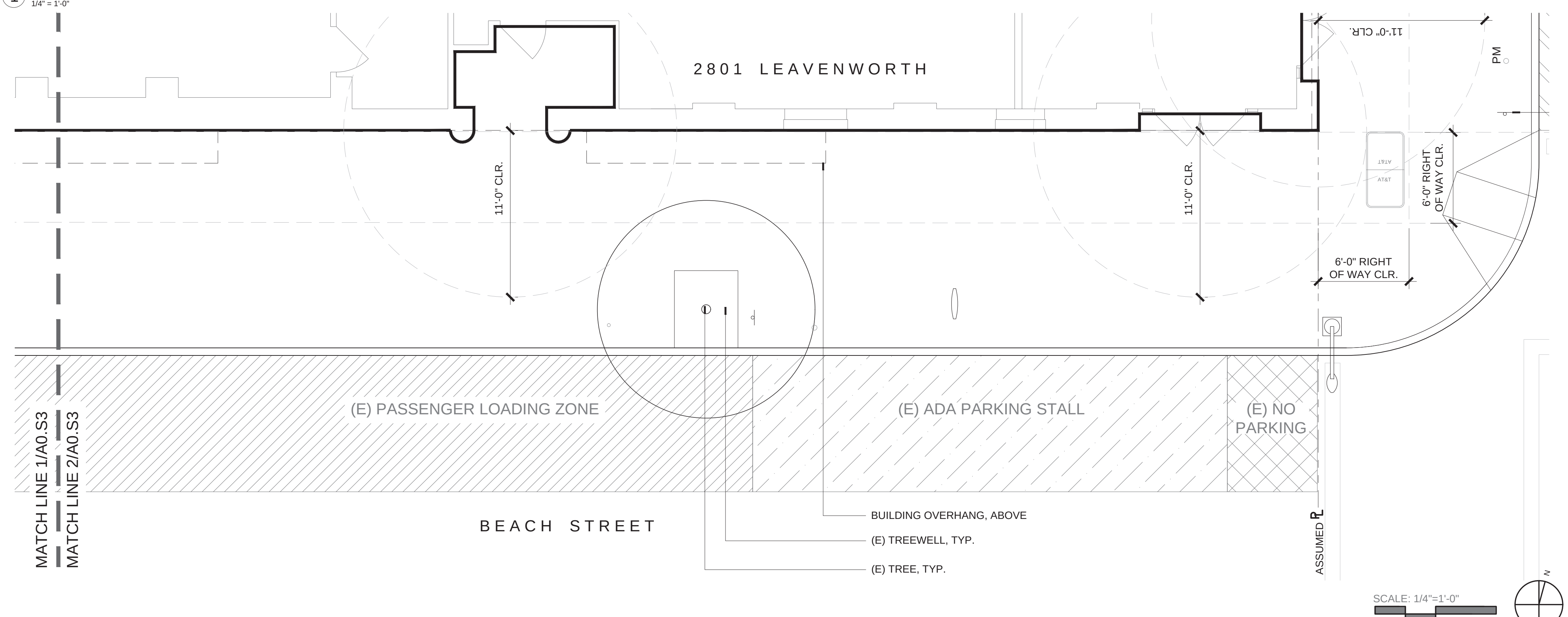
21826.17 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



1 Streetscape Plan - Beach Street
1/4" = 1'-0"



2 Streetscape Plan - Beach Street
1/4" = 1'-0"

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℞ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(10) BIKE PARKING SPACES

PROPOSED:
(0) BIKE PARKING SPACES

TOTAL: 10

LEGEND

- (E) IN-GROUND UTILITY
- (E) PARKING SIGN
- (E) PARKING METER
- (E) POLE LIGHT
- (E) DIRECTORY
- (E) NO PARKING (RED CURB)
- (E) PASSENGER LOADING (WHITE CURB)
- (E) ADA PARKING (BLUE CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING
3) BIKE RACKS ARE NOT ALLOWED AT ADA PARKING.

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San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU INSTITUTIONAL COMPLIANCE SET

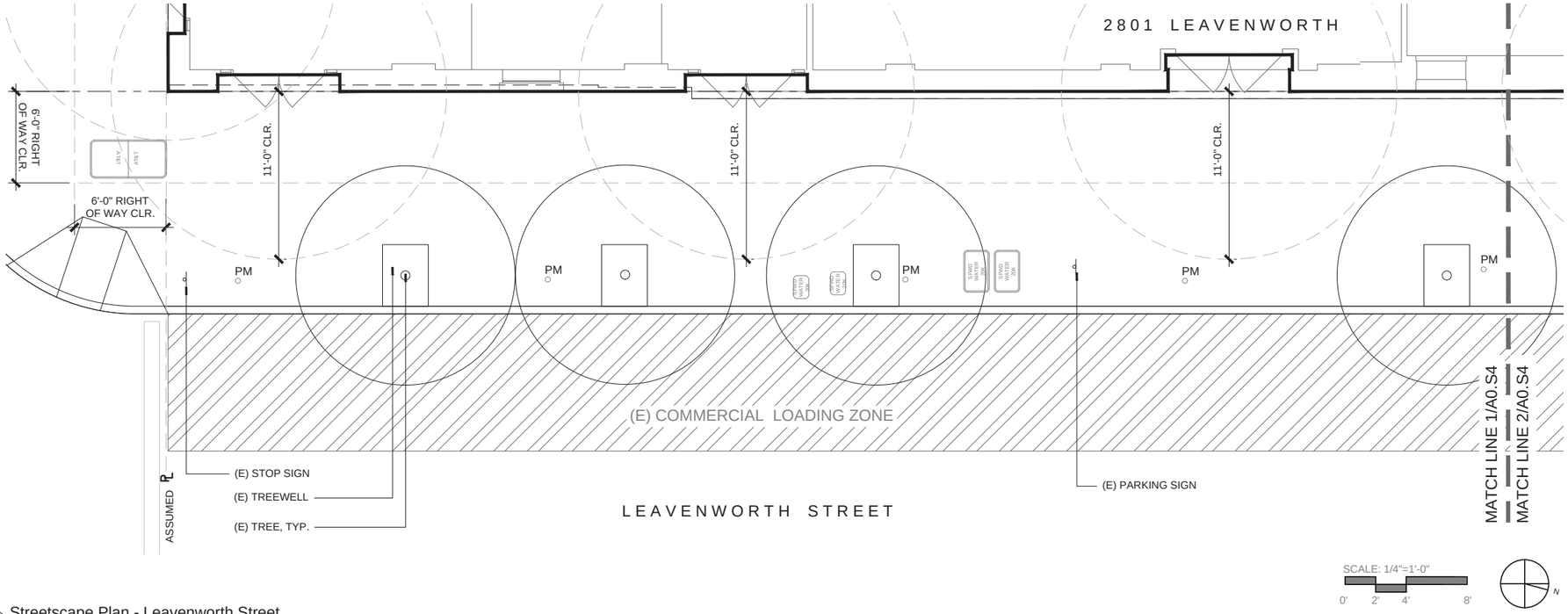
2801 LEAVENWORTH
San Francisco, CA 94133

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MULHOLLAND
C 4980
Signature
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

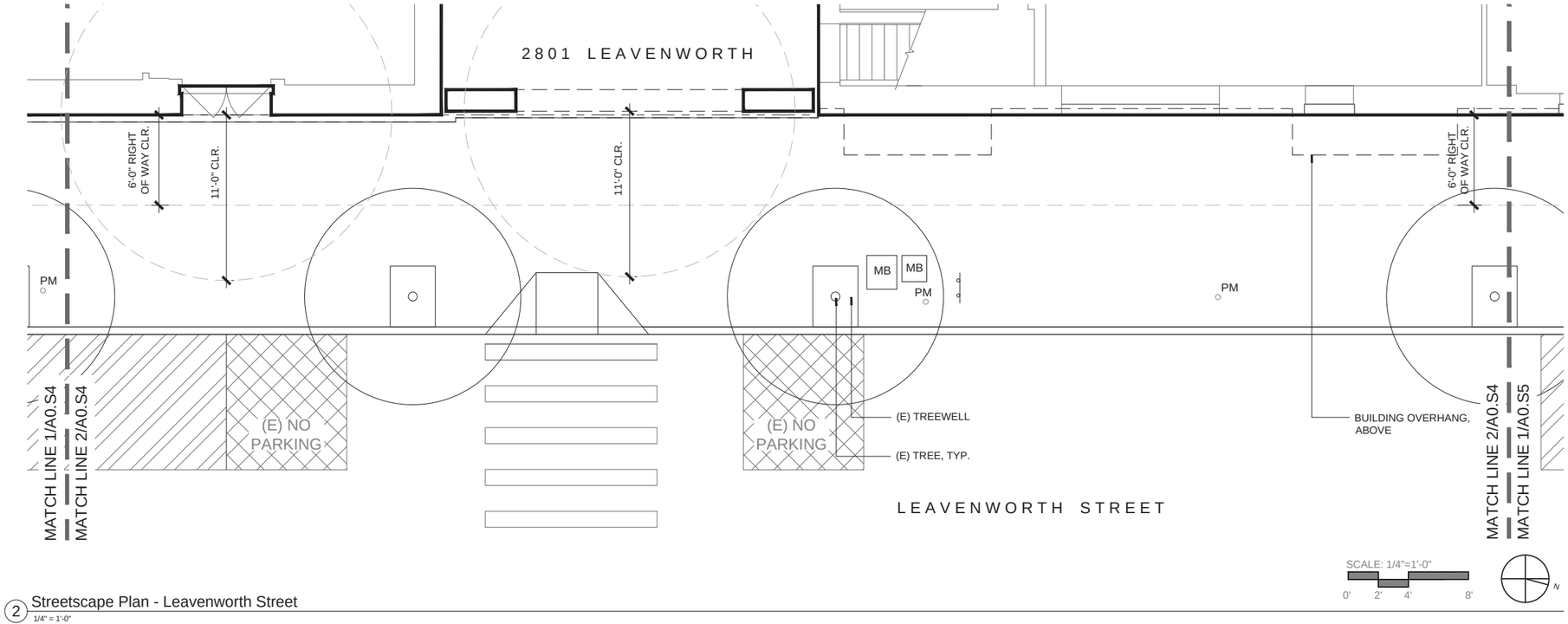
Project Number: 21826.17	Issue Date: 10/11/19
Scale: AS NOTED	Phase:
Print Date:	

STREETSCAPE DRAWINGS

A0.S3



1 Streetscape Plan - Leavenworth Street
1/4" = 1'-0"



2 Streetscape Plan - Leavenworth Street
1/4" = 1'-0"

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

SEE A0.S3

LEGEND

(E) IN-GROUND UTILITY

(E) PARKING SIGN

MB MB (E) MAILBOX

PM (E) PARKING METER

(E) NO PARKING (RED CURB)

(E) COMMERCIAL LOADING ZONE

NOTES:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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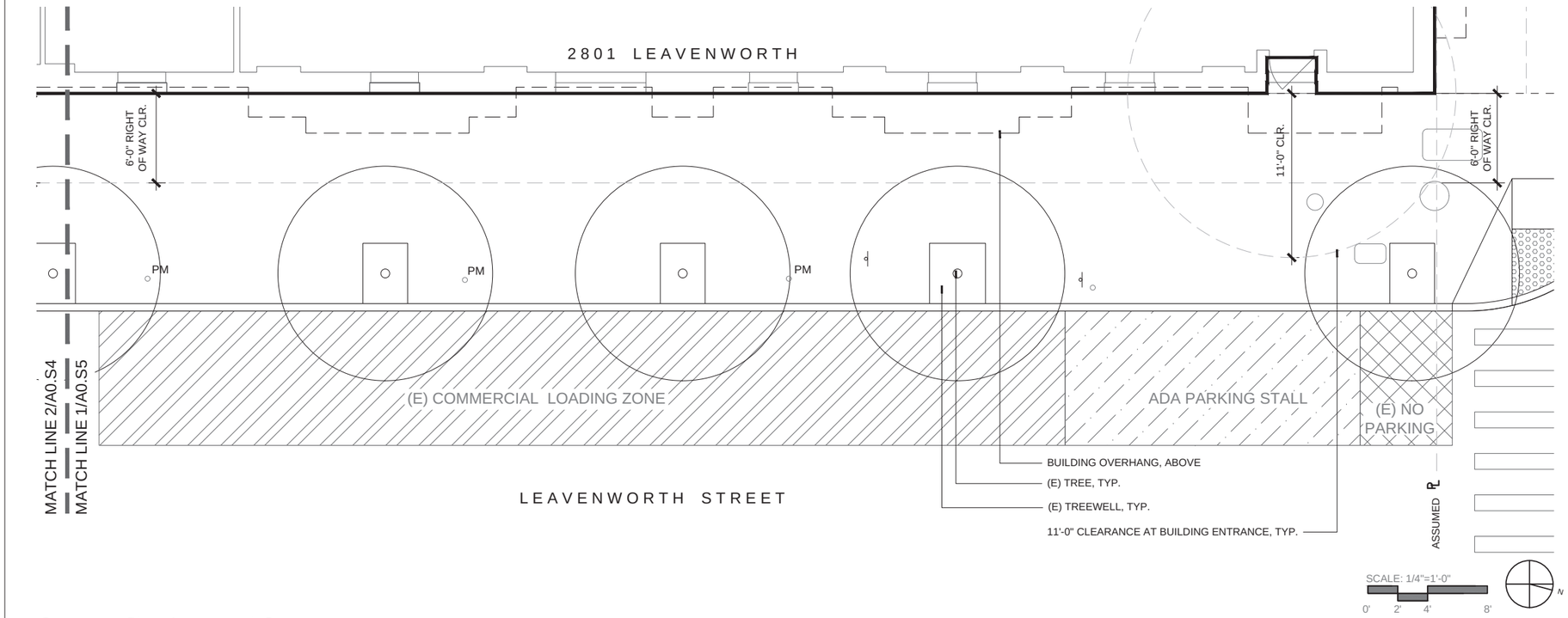
San Francisco, CA 94133

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HOLLAND
C 4980
08/31/21
10/11/19
STATE OF CALIFORNIA

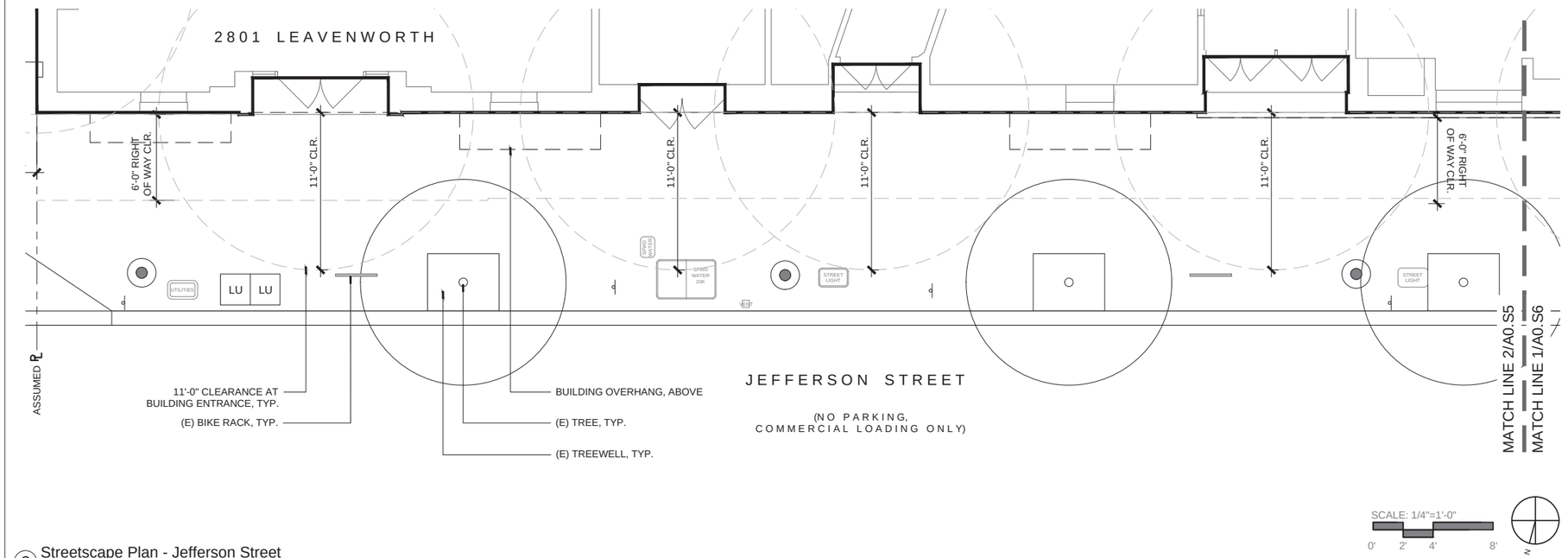
Project Number: 21826.17
Issue Date: 10/11/19
Scale: AS NOTED
Phase:
Print Date:

STREETSCAPE DRAWINGS

A0.S4



1 Streetscape Plan - Leavenworth Street
1/4" = 1'-0"



2 Streetscape Plan - Jefferson Street
1/4" = 1'-0"

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

SEE A0.S3

LEGEND

- (E) BIKE RACK, CLASS II
- (E) IN-GROUND UTILITY (SFWD WATER 20K / SFWD WATER)
- (E) PARKING SIGN
- PM (E) PARKING METER
- (E) POLE LIGHT
- LU LU (E) LITTER UNIT
- (E) NO PARKING (RED CURB)
- (E) COMMERCIAL LOADING ZONE
- (E) ADA PARKING (BLUE CURB)
- (E) WARNING PAVERS

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING
3) BIKE RACKS ARE NOT ALLOWED AT ADA PARKING.

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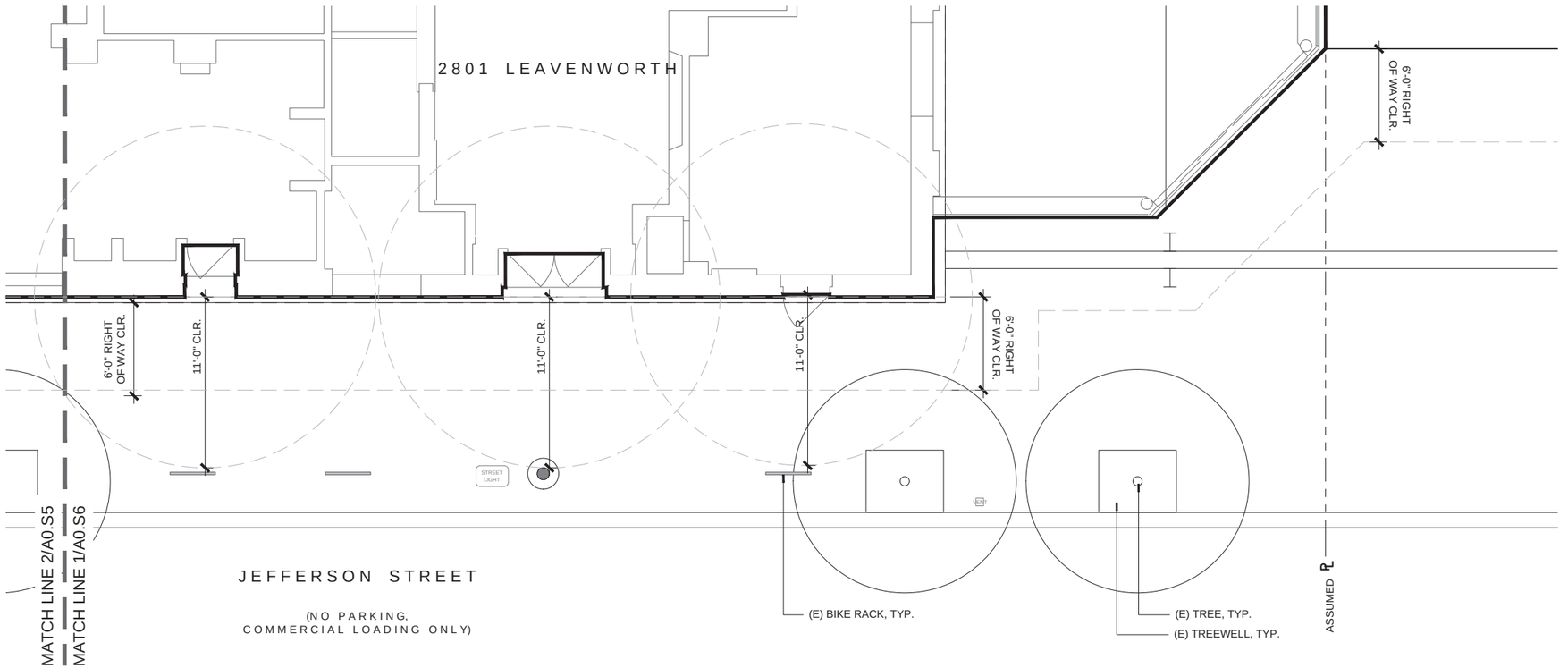
REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MULHOLLAND
C 4980
08/31/21
10/11/19
STATE OF CALIFORNIA

Project Number	Issue Date
21826.17	10/11/19
Scale: AS NOTED	Phase
Print Date:	

STREETSCAPE DRAWINGS

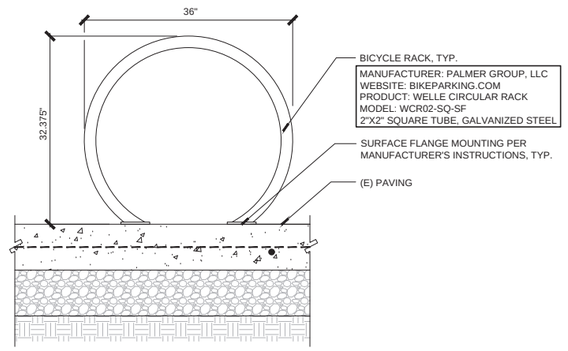
A0.S5



SCALE: 1/4"=1'-0"

0' 2' 4' 8'

1 Streetscape Plan - Jefferson Street
1/4" = 1'-0"



2 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

SEE A0.S3

LEGEND

(E) BIKE RACK, CLASS II

STREET LIGHT (E) IN-GROUND UTILITY

(E) POLE LIGHT

NOTES:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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AAU INSTITUTIONAL COMPLIANCE SET

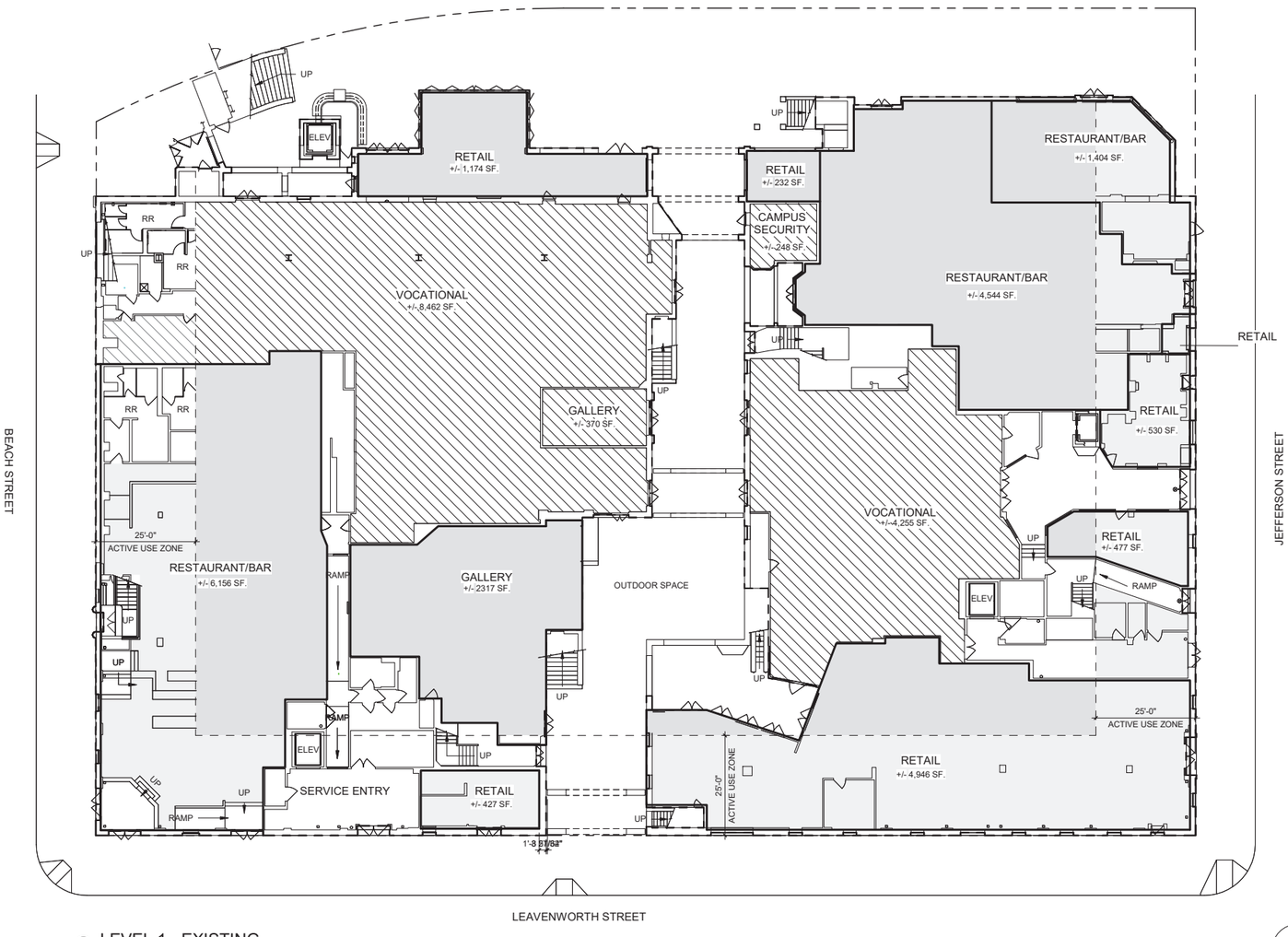
2801 LEAVENWORTH
San Francisco, CA 94133

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HILKELAND
No. 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21826.17
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S6



1 LEVEL 1 - EXISTING
1/16" = 1'-0"

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

2801 LEAVENWORTH
San Francisco, CA 94133

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

LEGEND

- OCCUPIED FLOOR AREA POST-SECONDARY EDUCATION
- OCCUPIED FLOOR AREA RETAIL/TENANT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

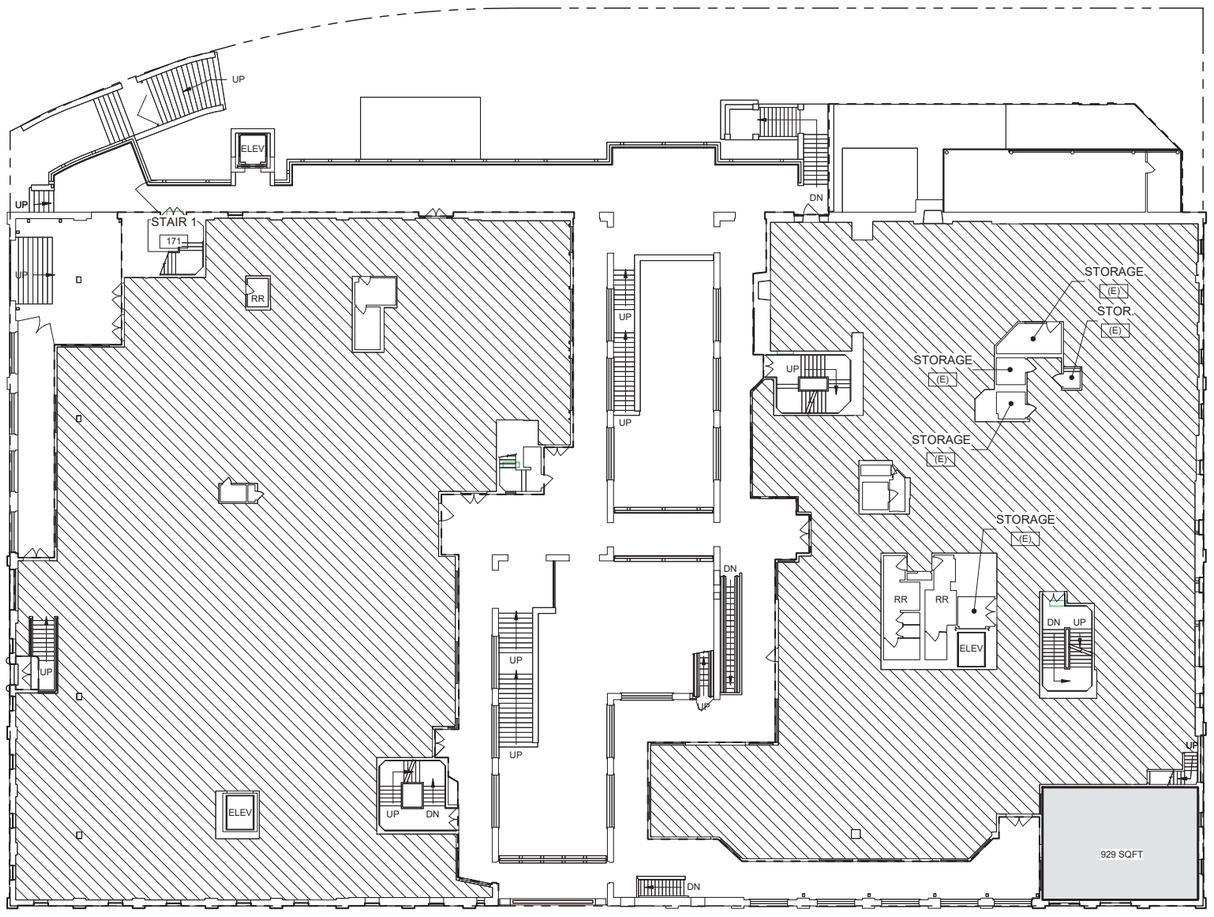
- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

Project Number 21826.17 | Issue Date 10/11/19
Scale: As indicated | Phase
Print Date: 10/12/2019 2:07:31 AM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1

A1.1



1 LEVEL 2 - EXISTING
1/16" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA POST-SECONDARY EDUCATION
- OCCUPIED FLOOR AREA RETAIL/TENANT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

tef DESIGN

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San Francisco, CA 94109

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TEFarch.com

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79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

2801 LEAVENWORTH
San Francisco, CA 94133

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

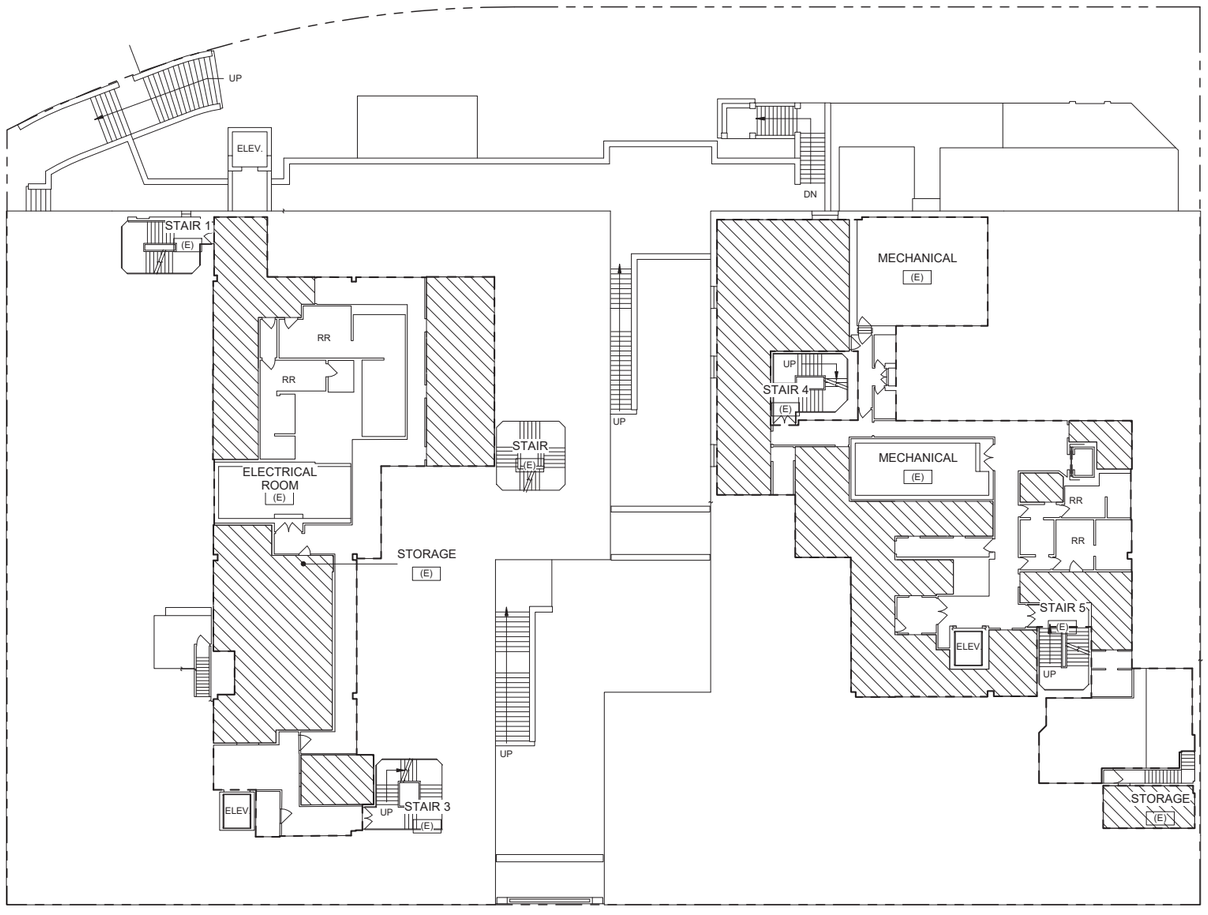
Project Number	21826.17
Issue Date	10/11/19
Scale:	As indicated
Phase	
Print Date:	10/12/2019 2:07:34 AM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 2

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 MEZZANINE - EXISTING
1/16" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA POST-SECONDARY EDUCATION
- OCCUPIED FLOOR AREA RETAIL/TENANT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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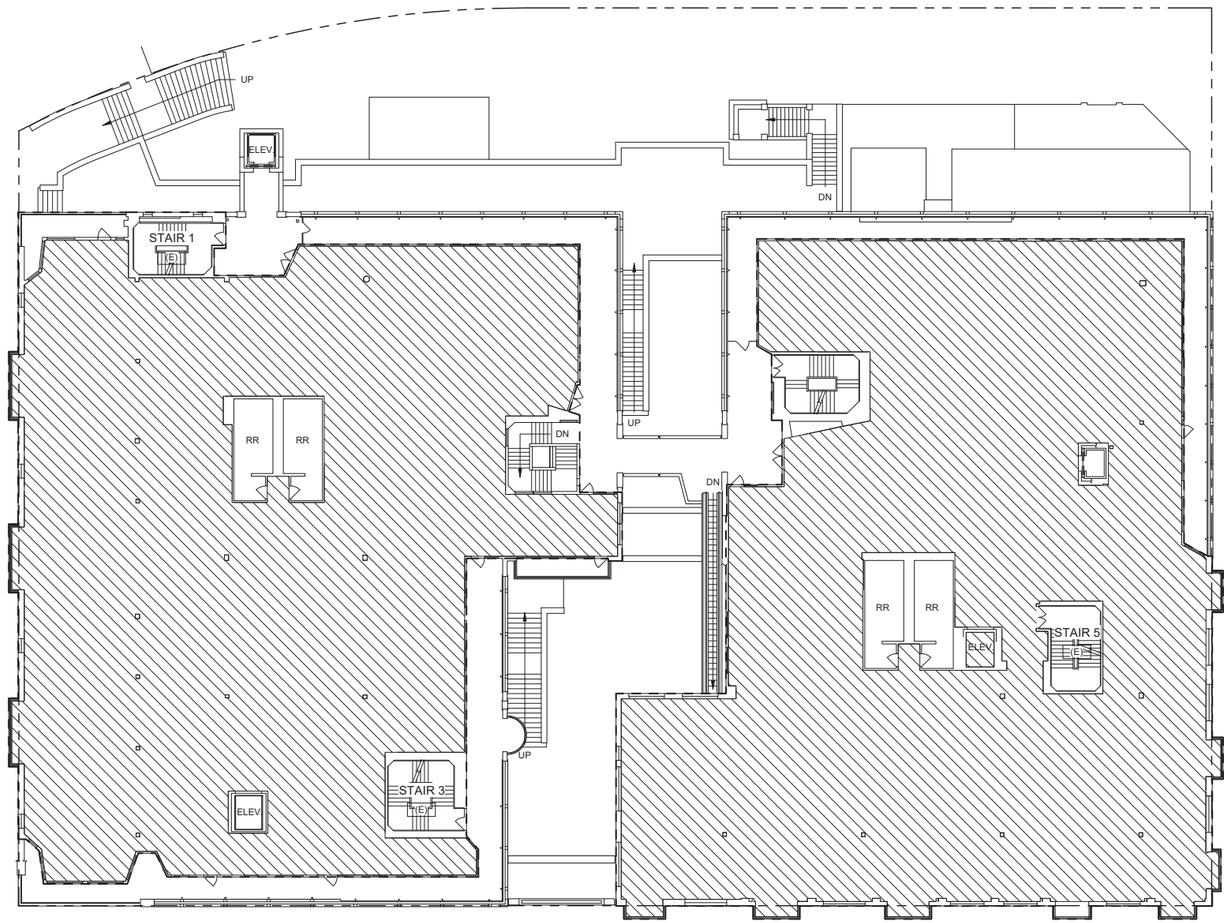
No.	Date	Description

EXISTING FLOOR PLANS - MEZZANINE

A1.3



1 LEVEL 3 - EXISTING
1/16" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA POST-SECONDARY EDUCATION
- OCCUPIED FLOOR AREA RETAIL/TENANT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
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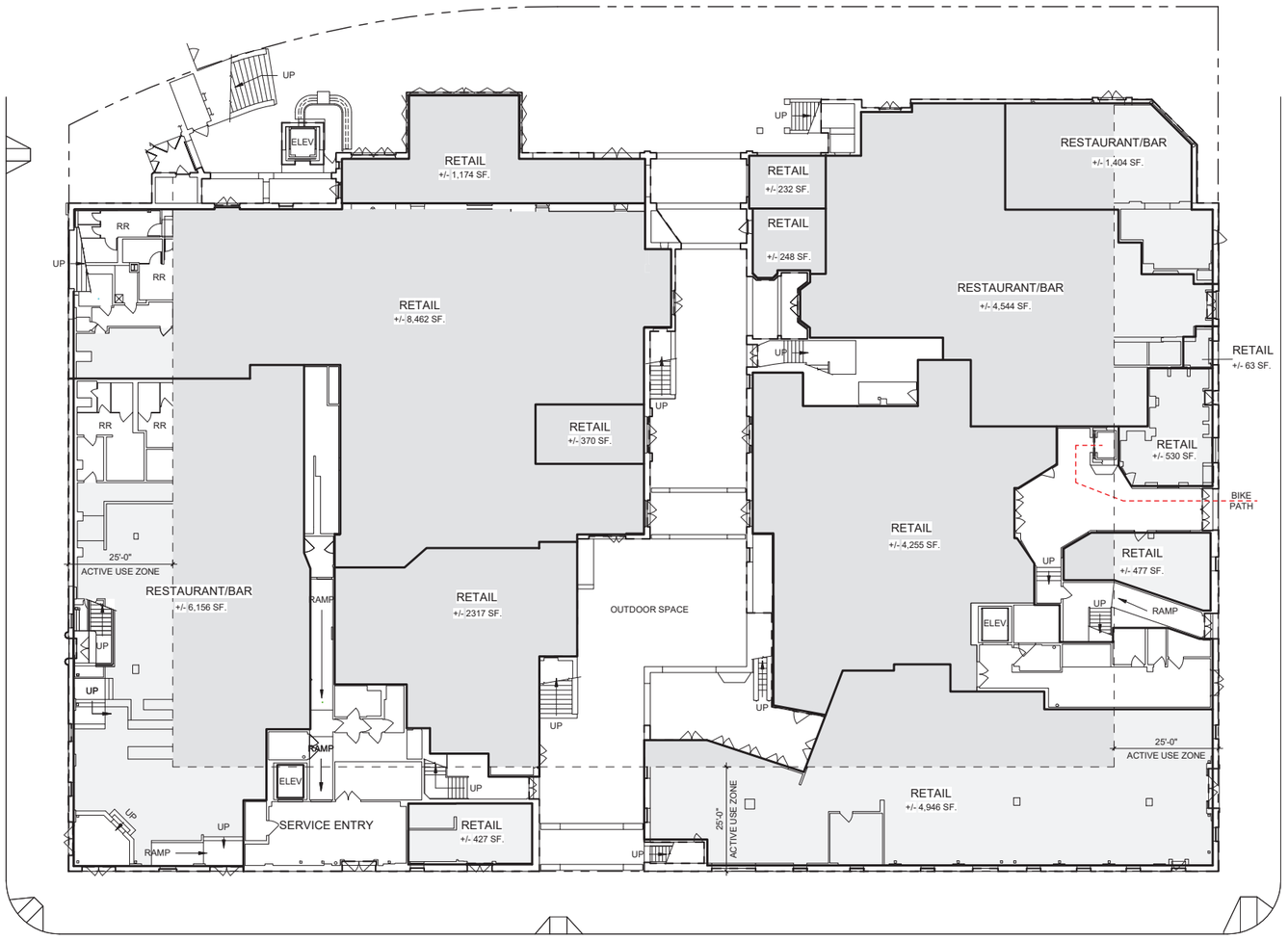
EXISTING FLOOR PLANS - LEVEL 3

A1.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 1 - PROPOSED
1/16" = 1'-0"

GENERAL NOTES

AAU MAY OPERATE RETAIL OR CERTAIN OTHER USES ON THE GROUND FLOOR PROVIDED THE GIVE USE MEETS ALL FOUR OF THE FOLLOWING REQUIREMENTS: (1) THE USE IS LISTED IN THE SAN FRANCISCO PLANNING CODE, AS AMENDED FROM TIME-TO-TIME, AS A PRINCIPALLY OR CONDITIONALLY PERMITTED USE AT THE SUBJECT PROPERTY; (2) THE USE IS OPEN TO THE GENERAL PUBLIC DURING NORMAL RETAIL HOURS, WHICH AT A MINIMUM SHALL BE 12PM TO 6PM, 7 DAYS PER WEEK (EXCLUDING FEDERAL, STATE AND CITY HOLIDAYS); (3) THE USE DOES NOT APPEAR, BY VIRTUE OF SIGNAGE, ARCHITECTURE, OR OTHER PHYSICAL ASPECTS, TO BE A USE THAT IS EXCLUSIVE TO AAU-ASSOCIATED INDIVIDUALS OR GROUPS; AND (4) THE USE DOES NOT PROVIDE ANY DISCOUNT, SUBSIDY, OR OPERATIONAL PREFERENCE EXCLUSIVELY TO AAU-ASSOCIATED INDIVIDUALS OR GROUPS

BIKE PARKING COUNT

SEE SHEET A2.3

LEGEND

- OCCUPIED FLOOR AREA POST-SECONDARY EDUCATION
- OCCUPIED FLOOR AREA RETAIL/TENANT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
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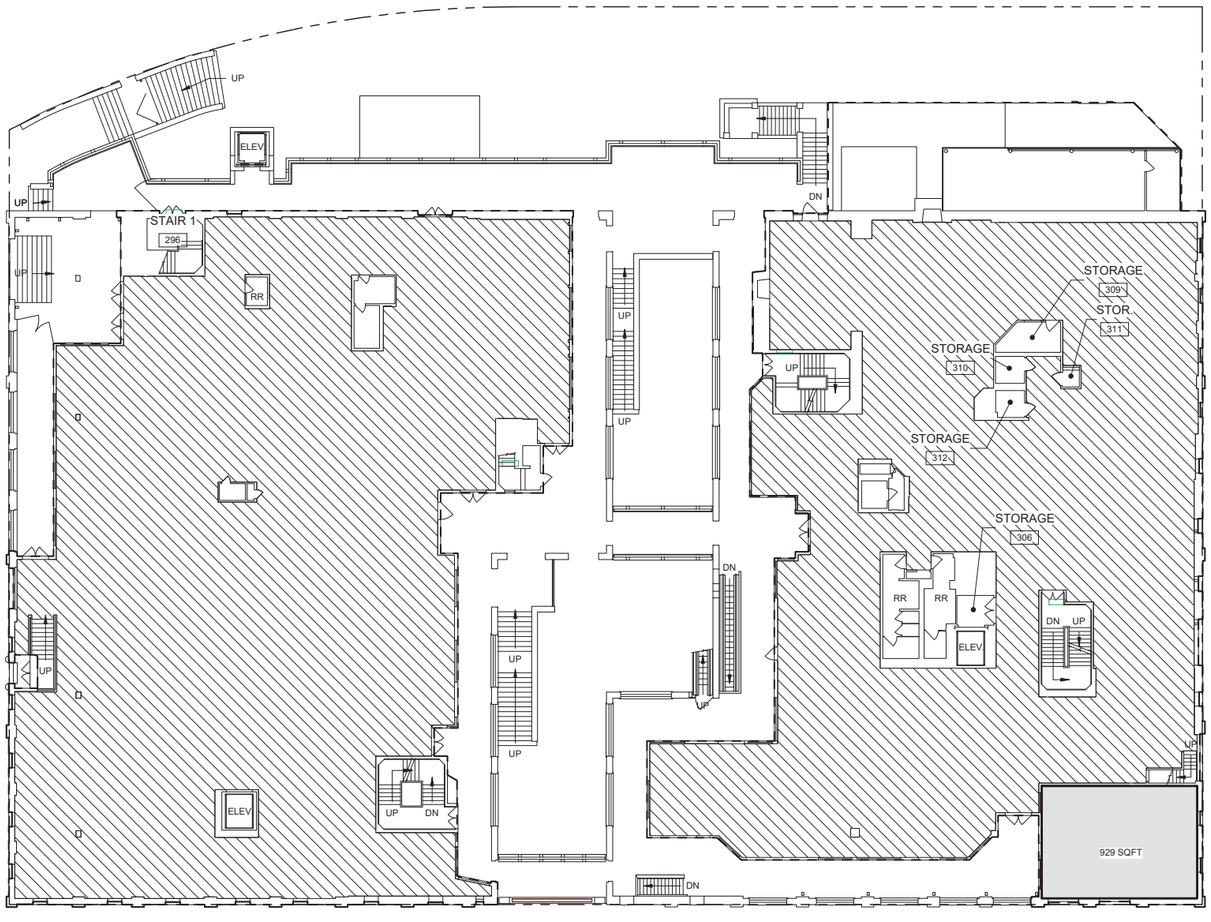
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2 - PROPOSED
1/16" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA POST-SECONDARY EDUCATION
- OCCUPIED FLOOR AREA RETAIL/TENANT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
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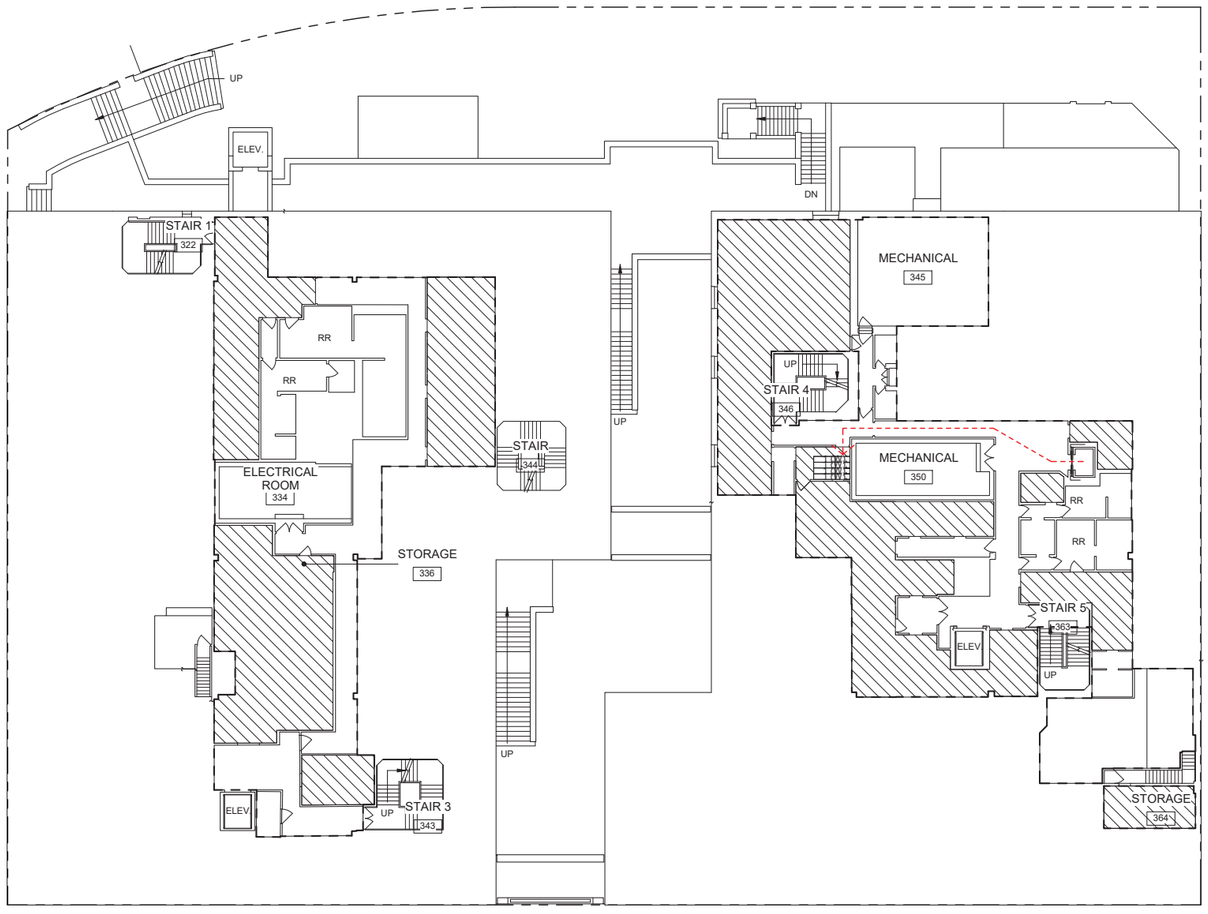
Scale As indicated
Phase
Print Date 10/12/2019 2:07:44 AM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2

A2.2



1 MEZZANINE - PROPOSED
1/16" = 1'-0"

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I	
TYPE OF BIKE RACK	PROPOSED BIKE SPACES
WALL MOUNT BIKE RACK (1)	4
TOTAL	4

LEGEND

- OCCUPIED FLOOR AREA POST-SECONDARY EDUCATION
- OCCUPIED FLOOR AREA RETAIL/TENANT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

BIKE TAG

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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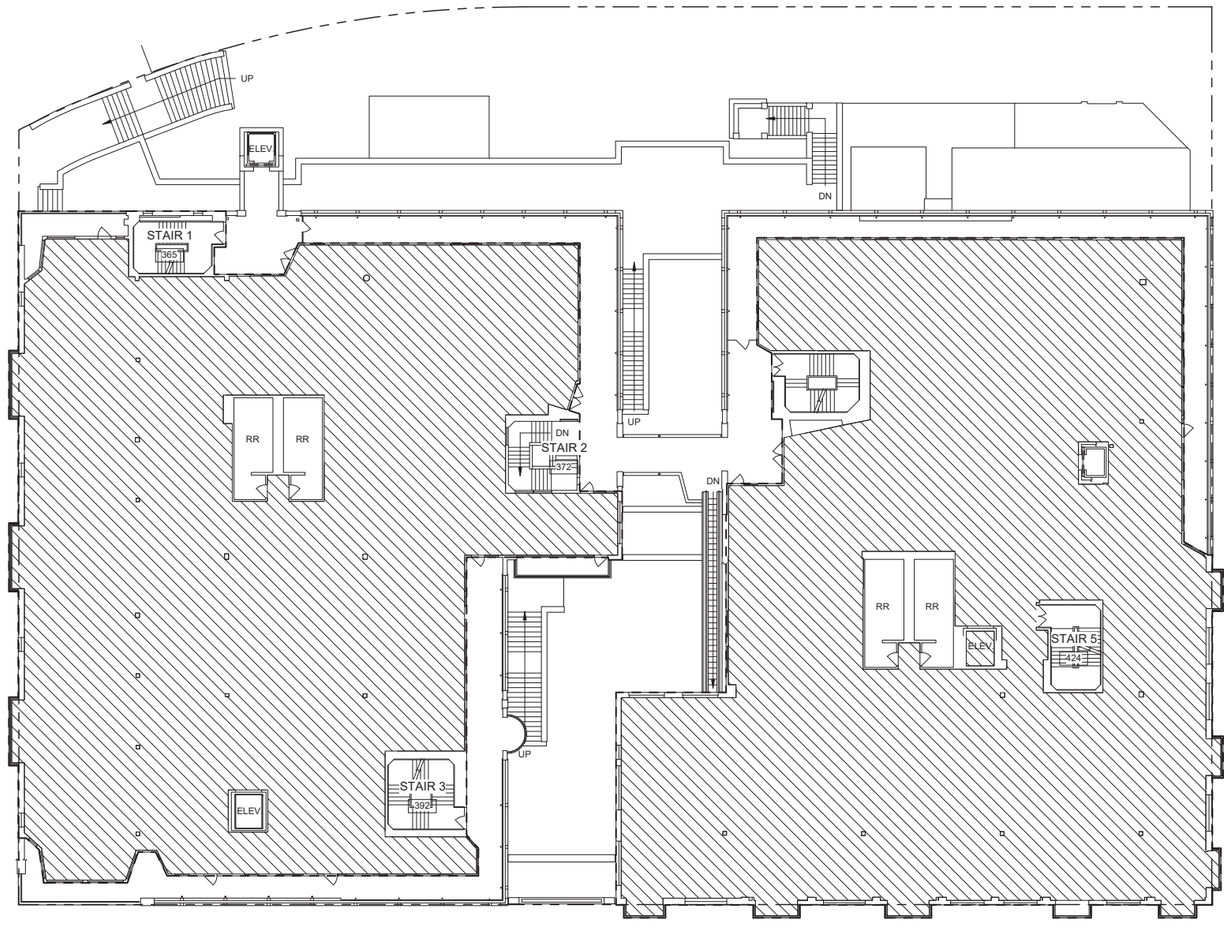
No.	Date	Description

PROPOSED FLOOR PLANS - MEZZANINE

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 3 - PROPOSED
1/16" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA POST-SECONDARY EDUCATION
- OCCUPIED FLOOR AREA RETAIL/TENANT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 3

A2.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

4 NORTH ELEVATION - JEFFERSON STREET
NTS

3 SOUTH ELEVATION - BEACH STREET
NTS

2 NORTHEAST CORNER - LEAVENWORTH STREET & JEFFERSON STREET
NTS

1 SOUTHEAST CORNER - LEAVENWORTH STREET & BEACH STREET
NTS

KEYNOTES

1a EXISTING NON-AAU WALL SIGN

1b EXISTING NON-AAU WINDOW SIGN TO REMAIN

1c EXISTING NON-AAU PROJECTING SIGN TO REMAIN

1d REMOVE EXISTING NON-AAU WALL SIGN

2a REFURBISHED NEON SIGN, SEE SIGNAGE CONSULTANT DRAWINGS

2b EXISTING PROJECTING SIGN DIMENSIONS:
SIGN HEIGHT: 14'-0"
SIGN LENGTH: 6'-0"
(BOTTOM PORTION)
SIGN THICKNESS: 1'-2"
HEIGHT FROM GROUND TO BOTTOM OF SIGN: 13'-6"
HEIGHT FROM GROUND TO TOP OF SIGN: 27'-6"

3 REMOVE EXISTING NEON COCKTAIL CUP AND "BAR" LETTERING SIGN COPY; EXISTING SIGN STRUCTURE TO REMAIN / PRESERVE

4 PROPOSED NEW DIRECTLY ILLUMINATED AAU BUSINESS PROJECTING SIGN, SEE SIGNAGE DRAWINGS

5a REUSE EXISTING PROJECTING SIGN AND CHANGE TO DIRECTLY ILLUMINATED AAU BUSINESS SIGN; SIZE COPY AS NEEDED TO MEET CODE REQUIREMENTS; SEE SIGNAGE CONSULTANT DRAWINGS

5b EXISTING PROJECTING SIGN DIMENSIONS: V.I.F.
SIGN HEIGHT: X'-X"
SIGN LENGTH: X'-X"
SIGN THICKNESS: X'-X"
HEIGHT FROM GROUND TO BOTTOM OF SIGN: X'-X"
HEIGHT FROM GROUND TO TOP OF SIGN: X'-X"

6 REMOVE EXISTING SIGNAGE BRACKETING

ITEMS NOTED ON 9/25/19 SITE WALK:

7 EXISTING BRICK

8 EXISTING SIGN "QUIET ZONE"

9 EXISTING SHUTTER AWNING

10 EXISTING EXPOSED CONCRETE PATCH / HEADER @ BRICK WALL

11 EXISTING IDENTIFYING SIGN

12 EXISTING SECURITY CAMERA

13 EXISTING LIGHT FIXTURE

14 EXISTING LOUVER

15 EXISTING STAND PIPE

16 EXISTING FIRE ALARM BELL

17 EXISTING LIGHT FIXTURE CONDUIT

18 EXISTING BRICK ANCHOR PLATES, TYP

19 EXISTING METAL RAILING AT BALCONY

20 EXISTING BALCONY

21 EXISTING SIGN SCULPTURE

22 EXISTING ROUND DUCT

23 EXISTING BAY WINDOWS

24 EXISTING NON-AAU WINDOW SIGN

25 EXISTING ALARM BELL

26 EXISTING POLE, TO REMAIN

27 EXISTING GLAZING WALL

28 EXISTING CANOPY WITH WALL SIGN

29 EXISTING PATCH OF BRICK WALL REMOVED

30 EXISTING SECURITY GATE OVER GLASS ENTRANCE DOOR

31 OPEN TO BEYOND, TYP

32 EXISTING ROD (BANNER SIGN SUPPORTS

33 EXISTING PAINTED MURAL

34 EXISTING PROTRUDING GLASS ENCLOSURE

35 EXISTING METAL SECURITY GATE

36 EXISTING CONCRETE AWNING

37 EXISTING RESTAURANT SIGNAGE

38 EXISTING CORRUGATED METAL ROOF

39 EXISTING VENT

40 EXISTING DOWN LIGHT ON PORCH

41 EXISTING MECH DUCTS

42 EXISTING BRIDGE

43 EXISTING EXTERIOR CONCRETE ELEVATOR STRUCTURE

44 EXISTING NON-AAU PAINTED SIGN

45 EXISTING RAILING AT BALCONY

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NO. C12405
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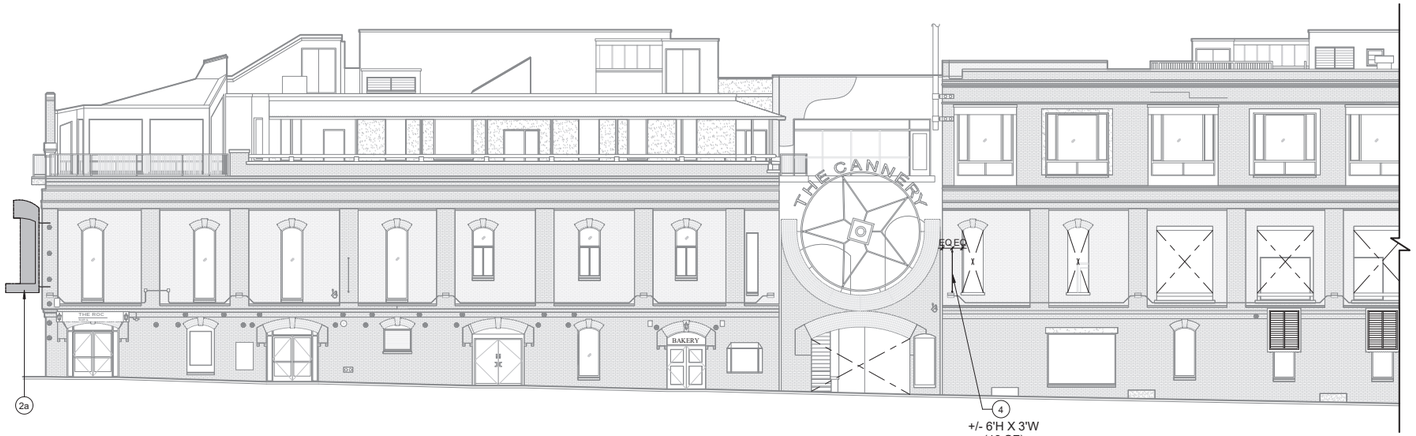
Project Number	21826.17
Issue Date	10/11/19
Scale:	Not To Scale
Phase	
Print Date:	10/12/2019 2:07:54 AM

No.	Date	Description

EXTERIOR ELEVATION IMAGES

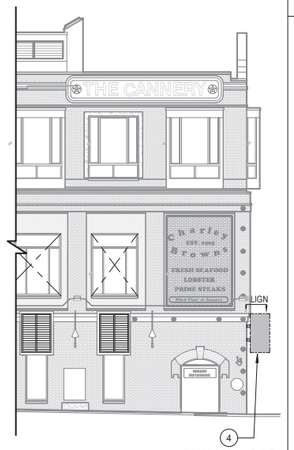
A3.1

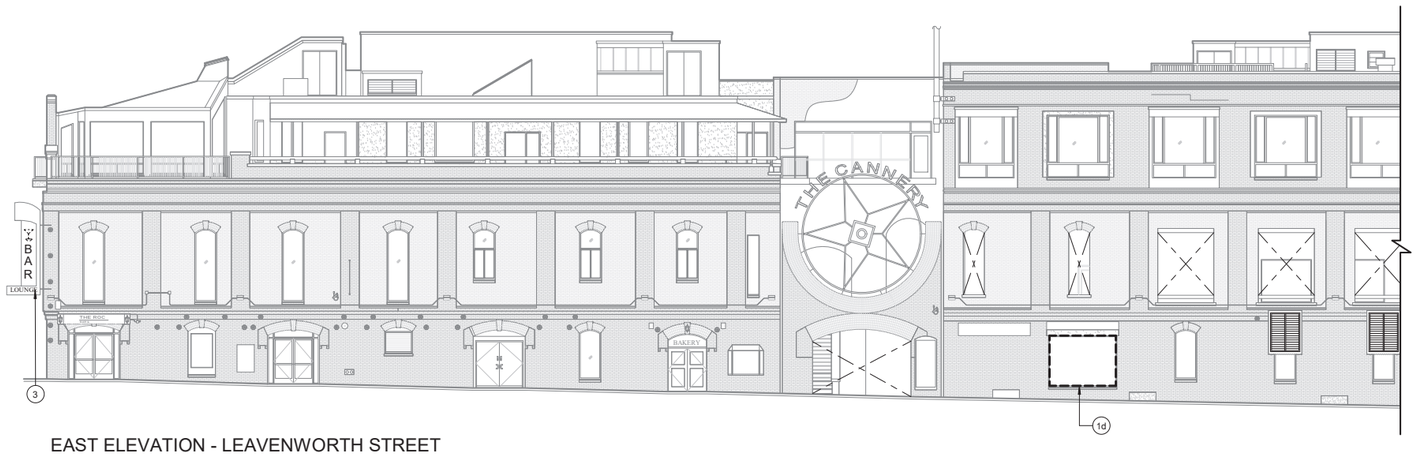
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



EAST ELEVATION - LEAVENWORTH STREET
(PROPOSED)

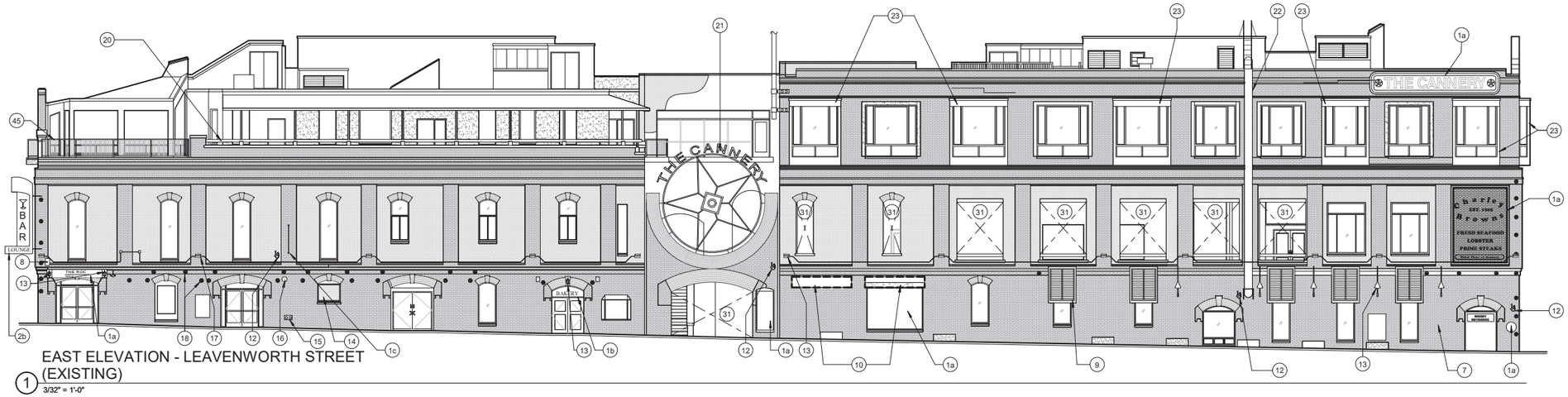
3 3/32" = 1'-0"





EAST ELEVATION - LEAVENWORTH STREET
(DEMO)

2 3/32" = 1'-0"



EAST ELEVATION - LEAVENWORTH STREET
(EXISTING)

1 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. FOR MORE INFORMATION, SEE SIGNAGE CONSULTANT DRAWINGS
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

SEE SHEET A3.3 FOR KEYNOTES

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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Print Date 10/12/2019 2:08:01 AM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

NORTH ELEVATION - JEFFERSON STREET
(PROPOSED)

3 3/32" = 1'-0"

NORTH ELEVATION - JEFFERSON STREET
(DEMO)

2 3/32" = 1'-0"

NORTH ELEVATION - JEFFERSON STREET
(EXISTING)

1 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
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4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

KEYNOTES

1a EXISTING NON-AAU WALL SIGN

1b EXISTING NON-AAU WINDOW SIGN TO REMAIN

1c EXISTING NON-AAU PROJECTING SIGN TO REMAIN

1d REMOVE EXISTING NON-AAU WALL SIGN

2a REFURBISHED NEON SIGN, SEE SIGNAGE CONSULTANT DRAWINGS

2b EXISTING PROJECTING SIGN DIMENSIONS:
SIGN HEIGHT: 14'-0"
SIGN LENGTH: 6'-0"
(BOTTOM PORTION)
SIGN THICKNESS: 1'-2"
HEIGHT FROM GROUND TO BOTTOM OF SIGN: 13'-6"
HEIGHT FROM GROUND TO TOP OF SIGN: 27'-6"

3 REMOVE EXISTING NEON COCKTAIL CUP AND "BAR" LETTERING SIGN COPY; EXISTING SIGN STRUCTURE TO REMAIN / PRESERVE

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SIGN THICKNESS: X'-X"
HEIGHT FROM GROUND TO BOTTOM OF SIGN: X'-X"
HEIGHT FROM GROUND TO TOP OF SIGN: X'-X"

6 REMOVE EXISTING SIGNAGE BRACKETING

ITEMS NOTED ON 9/25/19 SITE WALK:

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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

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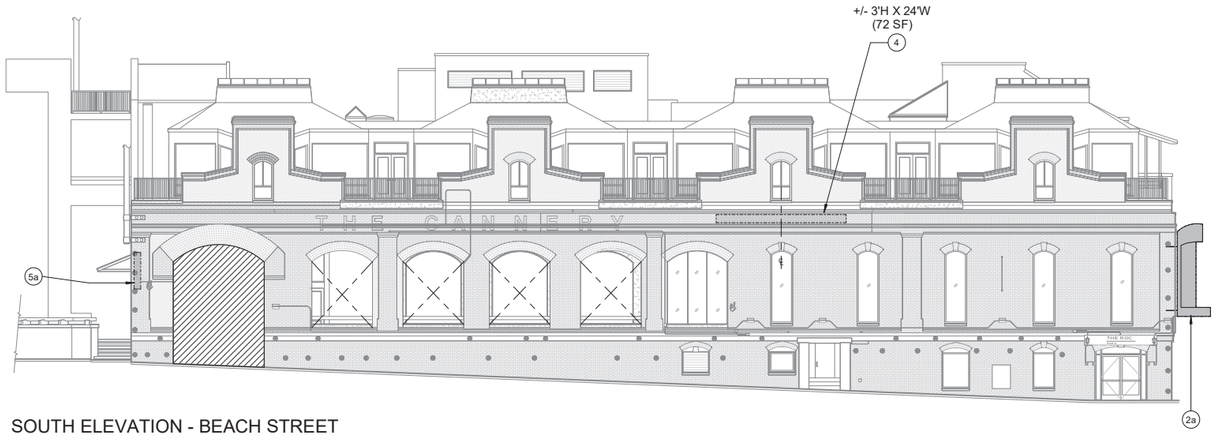
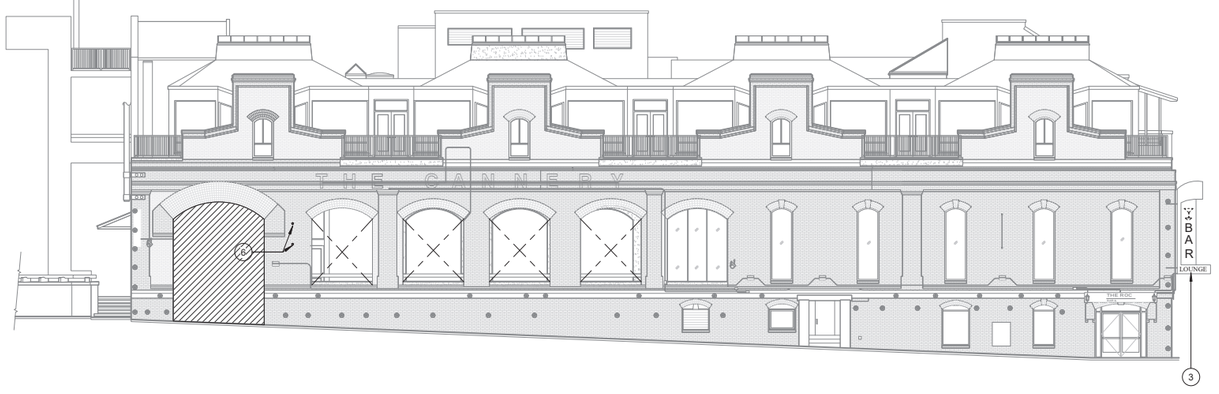


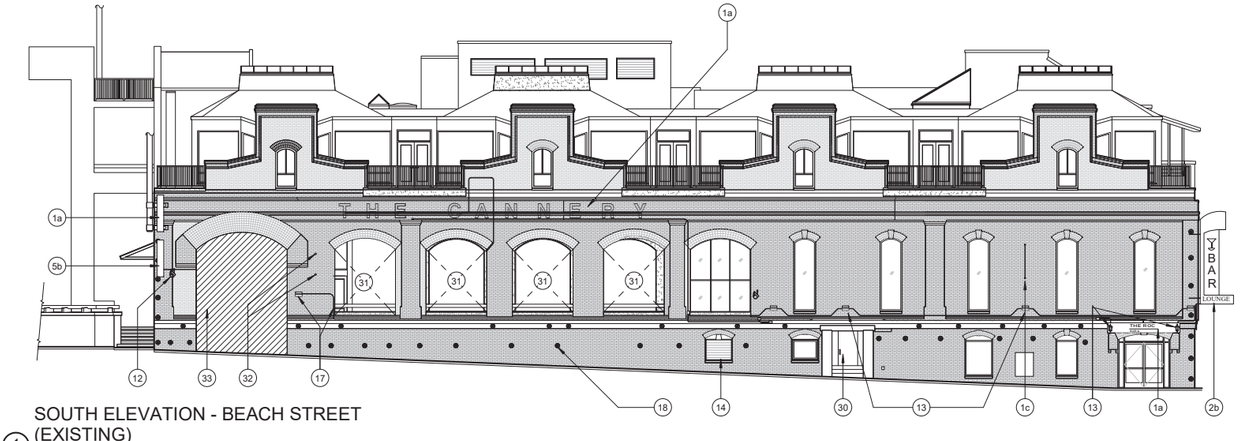
SOUTH ELEVATION - BEACH STREET (PROPOSED)

3 3/32" = 1'-0"



SOUTH ELEVATION - BEACH STREET (DEMO)

2 3/32" = 1'-0"



SOUTH ELEVATION - BEACH STREET (EXISTING)

1 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. FOR MORE INFORMATION, SEE SIGNAGE CONSULTANT DRAWINGS
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

SEE SHEET A3.3 FOR KEYNOTES

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

tefDESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

2801 LEAVENWORTH
San Francisco, CA 94133

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.17
Issue Date 10/11/19
Scale: As indicated
Phase
Print Date: 10/12/2019 2:08:12 AM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

WEST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)

3 3/32" = 1'-0"

NORTH ELEVATION - COURTYARD
(EXISTING/PROPOSED)

2 3/32" = 1'-0"

SOUTH ELEVATION - COURTYARD
(EXISTING/PROPOSED)

1 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. FOR MORE INFORMATION, SEE SIGNAGE CONSULTANT DRAWINGS
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

SEE SHEET A3.3 FOR KEYNOTES

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

tef DESIGN
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NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.17
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/12/2019 2:08:16 AM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.5

11 IMAGE
NTS

10 IMAGE
NTS

8 IMAGE
NTS

7 IMAGE
NTS

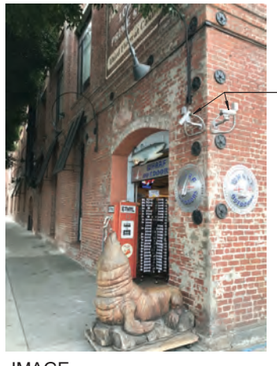
6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS

3 IMAGE
NTS

2 IMAGE
NTS



1 IMAGE
NTS

KEYNOTES

1a EXISTING NON-AAU WALL SIGN

1b EXISTING NON-AAU WINDOW SIGN TO REMAIN

1c EXISTING NON-AAU PROJECTING SIGN TO REMAIN

1d REMOVE EXISTING NON-AAU WALL SIGN

2a REFURBISHED NEON SIGN, SEE SIGNAGE CONSULTANT DRAWINGS

2b EXISTING PROJECTING SIGN DIMENSIONS:
SIGN HEIGHT: 14'-0"
SIGN LENGTH: 6'-0"
(BOTTOM PORTION)
SIGN THICKNESS: 1'-2"
HEIGHT FROM GROUND TO BOTTOM OF SIGN: 13'-6"
HEIGHT FROM GROUND TO TOP OF SIGN: 27'-6"

3 REMOVE EXISTING NEON COCKTAIL CUP AND "BAR" LETTERING SIGN COPY; EXISTING SIGN STRUCTURE TO REMAIN / PRESERVE

4 PROPOSED NEW DIRECTLY ILLUMINATED AAU BUSINESS PROJECTING SIGN, SEE SIGNAGE DRAWINGS

5a REUSE EXISTING PROJECTING SIGN AND CHANGE TO DIRECTLY ILLUMINATED AAU BUSINESS SIGN; SIZE COPY AS NEEDED TO MEET CODE REQUIREMENTS; SEE SIGNAGE CONSULTANT DRAWINGS

5b EXISTING PROJECTING SIGN DIMENSIONS: V.I.F.
SIGN HEIGHT: *X'-X"*
SIGN LENGTH: *X'-X"*
SIGN THICKNESS: *X'-X"*
HEIGHT FROM GROUND TO BOTTOM OF SIGN: *X'-X"*
HEIGHT FROM GROUND TO TOP OF SIGN: *X'-X"*

6 REMOVE EXISTING SIGNAGE BRACKETING

ITEMS NOTED ON 9/25/19 SITE WALK:

7 EXISTING BRICK

8 EXISTING SIGN "QUIET ZONE"

9 EXISTING SHUTTER AWNING

10 EXISTING EXPOSED CONCRETE PATCH / HEADER @ BRICK WALL

11 EXISTING IDENTIFYING SIGN

12 EXISTING SECURITY CAMERA

13 EXISTING LIGHT FIXTURE

14 EXISTING LOUVER

15 EXISTING STAND PIPE

16 EXISTING FIRE ALARM BELL

17 EXISTING LIGHT FIXTURE CONDUIT

18 EXISTING BRICK ANCHOR PLATES, TYP

19 EXISTING METAL RAILING AT BALCONY

20 EXISTING BALCONY

21 EXISTING SIGN SCULPTURE

22 EXISTING ROUND DUCT

23 EXISTING BAY WINDOWS

24 EXISTING NON-AAU WINDOW SIGN

25 EXISTING ALARM BELL

26 EXISTING POLE, TO REMAIN

27 EXISTING GLAZING WALL

28 EXISTING CANOPY WITH WALL SIGN

29 EXISTING PATCH OF BRICK WALL REMOVED

30 EXISTING SECURITY GATE OVER GLASS ENTRANCE DOOR

31 OPEN TO BEYOND, TYP

32 EXISTING ROD (BANNER SIGN SUPPORTS

33 EXISTING PAINTED MURAL

34 EXISTING PROTRUDING GLASS ENCLOSURE

35 EXISTING METAL SECURITY GATE

36 EXISTING CONCRETE AWNING

37 EXISTING RESTAURANT SIGNAGE

38 EXISTING CORRUGATED METAL ROOF

39 EXISTING VENT

40 EXISTING DOWN LIGHT ON PORCH

41 EXISTING MECH DUCTS

42 EXISTING BRIDGE

43 EXISTING EXTERIOR CONCRETE ELEVATOR STRUCTURE

44 EXISTING NON-AAU PAINTED SIGN

45 EXISTING RAILING AT BALCONY

tef DESIGN
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AAU INSTITUTIONAL COMPLIANCE SET

2801 LEAVENWORTH
San Francisco, CA 94133

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

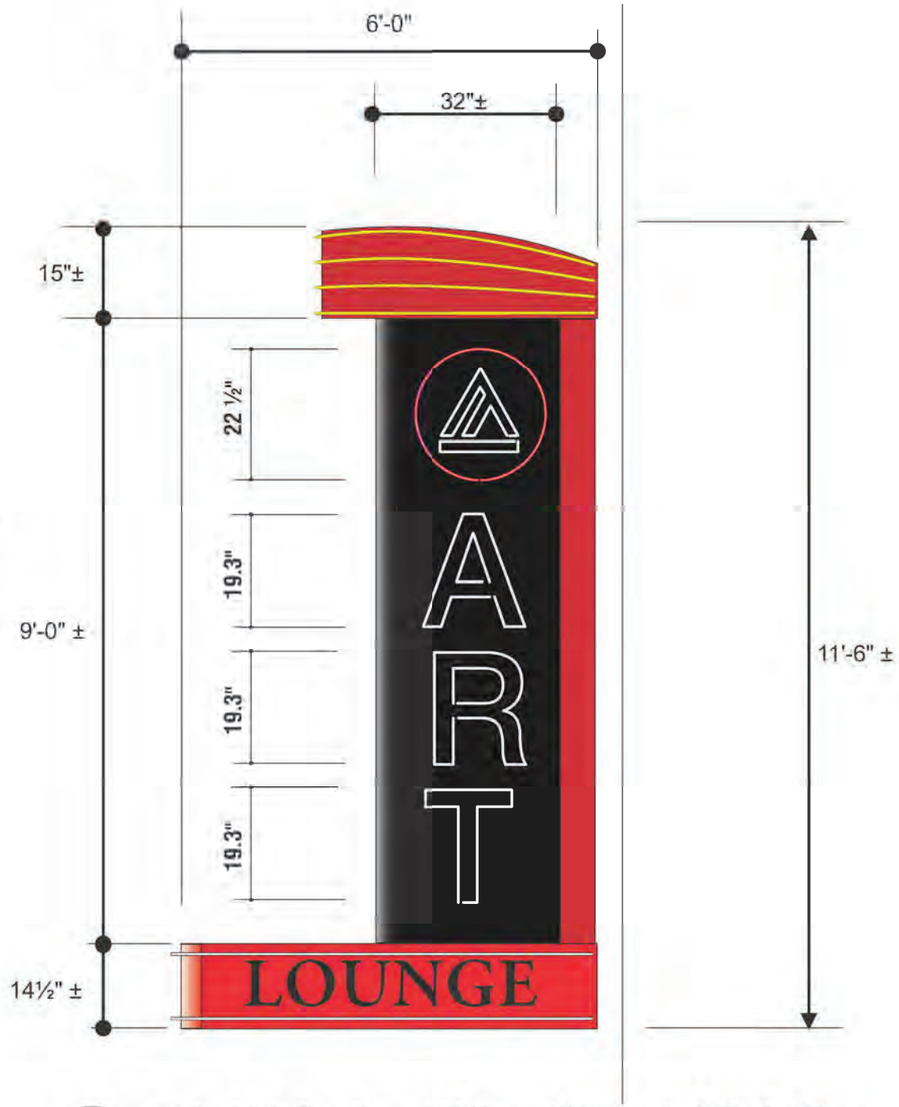
Project Number 21826.17
Issue Date 10/11/19
Scale: 1/8" = 1'-0"
Phase
Print Date: 10/12/2019 2:08:21 AM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



A **Refurbish Existing D/F Neon Illuminated Blade Sign**
Scale: 1" = 1' - 0"

Repaint Existing Sign
Add New Neon as Shown

Proposed Sign Results

Existing Signage

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/20/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
2801 LEAVENWORTH STREET
SAN FRANCISCO

Customer Approval

Signature

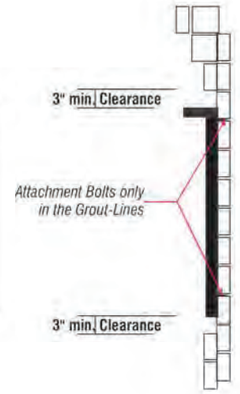
MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

WSA World Sign Associates · CSA California Sign Association · BBB · ISA

Sheet No.
GG 2.0



D S/F Internally Illuminated Wall Sign — 72 sq ft

Scale: 1" = 1' - 0"

2" Sq Tube Frame w/ a .125" Alum. Panel - Painted Black
1st Surface Vinyl Graphics: 3M 3630-143 Poppy Red Logo/Vinyl.
Externally Illuminated w/ L.E.D. Downlights

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/20/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: Date:

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
2801 LEAVENWORTH STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.
GG 3.0

B D/F Internally Illuminated Blade Sign

Scale: 1" = 1' - 0"

18 Sq Ft

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy
on White Lexan Face & 3M 3630-143 Poppy Red Logo/Vinyl.
Internally Illuminated w/ LED Modules

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/20/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: Date:

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
2801 LEAVENWORTH STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.
GG 4.0

C D/F Internally Illuminated Blade Sign

Scale: 1" = 1' - 0"

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy
on White Lexan Face & 3M 3630-143 Poppy Red Logo/Vinyl.
Internally Illuminated w/ LED Modules

GOLDEN GATE SIGN Company, Inc.
2500 Bissa Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/20/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
2801 LEAVENWORTH STREET
SAN FRANCISCO

Customer Approval

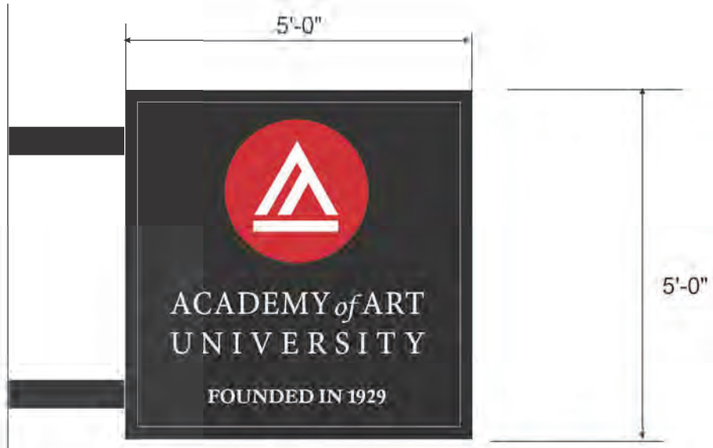
Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

Sheet No.
GG 5.0

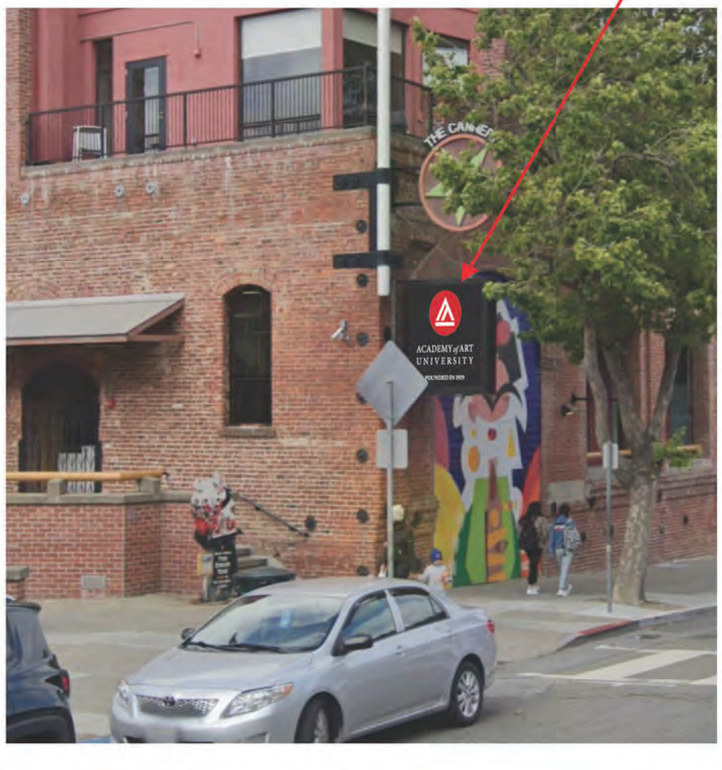


Existing Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy
on White Lexan Face & 3M 3630-143 Poppy Red Logo/Vinyl.
Internally Illuminated w/ LED Modules

(E) Reface Existing D/F Internally Illuminated Blade Sign

Scale: 1" = 1' - 0"

Re-Face Existing
Blade Sign



SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/20/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: Date:

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
2801 LEAVENWORTH STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

World Sign Associates

Sheet No.
GG 6.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-27: HR-1	Signage. The projecting signs do not appear to comply with the SOIS or Article 11 guidelines. With three large projecting signs, placed above the ground story, the signs segment and obscure what was intended to be a continuous, unified design. To facilitate compliance, The two projecting signs on the most visible elevations of the building (i.e., the sign at the center of the building and one other sign) shall be removed, and the original surface patched and repaired where necessary and refinished to match existing in materials and appearance. To facilitate compliance with Article 11 guidelines, the one remaining sign shall be designed, installed, and located in such a way that it meets the specifications enumerated above, with respect to illumination, placement, and lighting, 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.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan
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.
	AAU PROPOSAL: CONDITION HAS BEEN REMOVED per Streetscape Memo Response dated 1/23/19
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.
	AAU PROPOSAL: AAU proposes to comply with this measure
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
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet

BICYCLE PARKING SUMMARY

*SEE SHEET A2.2 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	RELOCATE EXISTING	5	16
CLASS II	18 OR	10	26

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	28,367	28,367
LEVEL 1	18,466	18,466
LEVEL 2	22,372	22,372
LEVEL 3	21,380	21,380
LEVEL 4	22,372	22,372
LEVEL 5	21,388	21,388
LEVEL 6	6,300	6,300
GROSS SF TOTAL	140,645	140,645

*PER SF PLANNING CODE SECTION 102.b.13, GROSS FLOOR AREA SHALL NOT INCLUDE THE FOLLOWING:

GROUND FLOOR AREA IN THE C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), AND C-3-G DISTRICTS, AND IN THE CENTRAL SOMA SPECIAL USE DISTRICT DEVOTED TO BUILDING OR PEDESTRIAN CIRCULATION AND BUILDING SERVICE.

FLOOR AREA RATIO (PER SECTION 210.2 - TABLE 210.2):

MAXIMUM ALLOWED GROSS SF

C-3-O (SD) FAR X LOT AREA = 9.0 X 22,550 SF = 202,950 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	17,373	17,373
LEVEL 1	13,226	13,226
LEVEL 2	16,614	16,614
LEVEL 3	16,241	16,241
LEVEL 4	16,202	16,202
LEVEL 5	16,267	16,267
LEVEL 6	5,151	5,151
OCCUPIED SF TOTAL	101,074	101,074

B- ACTIVE USE

*SEE SHEET A2.2 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

*EXCEPTION REQUEST: The project seeks an exception from Code Section 145.1 Active use controls to add Class I bicycle parking in the first 25 ft of ground floor.

PROPERTY INFORMATION

ADDRESS	79 NEW MONTGOMERY STREET
BLOCK/LOT	3707/014
DISTRICTS	
ZONING	C-3-O (SD)
HEIGHT/BULK	150-S
SPECIAL USE	WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	CHANGE OF USE REQUIRED
LAST LEGAL	OFFICE
PROPOSED	INSTITUTIONAL: POST-SECONDARY EDUCATION
No OF STORIES	7 (NO CHANGE)
HISTORIC EVALUATION	
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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	I - Significant Building, No Alterations. Conservation District: New Montgomery - Mission - 2nd St
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

SHEET INDEX

*** Minor Permit to Alter requires HISTORIC PRESERVATION COMMISSION REVIEW**

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE*	SF DBI ISSUE
A0.0	COVER SHEET	●	●	●
A0.1	PROJECT INFORMATION			●
A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	
A0.S2	SITE PLAN DRAWINGS	●	●	
A0.S3	STREETSCAPE DRAWINGS	●		
A0.T1	OCCUPANCY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.1	EXISTING FLOOR PLANS - BASEMENT	●		●
A1.2	EXISTING FLOOR PLANS - LEVEL 1	●		●
A1.3	EXISTING FLOOR PLANS - LEVEL 2	●		●
A1.4	EXISTING FLOOR PLANS - LEVEL 3	●		●
A1.5	EXISTING FLOOR PLANS - LEVEL 4	●		●
A1.6	EXISTING FLOOR PLANS - LEVEL 5	●		●
A1.7	EXISTING FLOOR PLANS - LEVEL 6	●		●
A2.1	PROPOSED FLOOR PLANS - BASEMENT	●		●
A2.2	PROPOSED FLOOR PLANS - LEVEL 1	●		●
A2.3	PROPOSED FLOOR PLANS - LEVEL 2	●		●
A2.4	PROPOSED FLOOR PLANS - LEVEL 3	●		●
A2.5	PROPOSED FLOOR PLANS - LEVEL 4	●		●
A2.6	PROPOSED FLOOR PLANS - LEVEL 5	●		●
A2.7	PROPOSED FLOOR PLANS - LEVEL 6	●		●
A3.0	HISTORIC EXTERIOR ELEVATION IMAGES	●	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A4.1	ELEVATION IMAGES - DOORS	●	●	●
A4.2	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●

TOTAL SHEETS: 25

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 77-79 NEW MONTGOMERY FROM THE LAST LEGAL USE OF GENERAL OFFICE TO POST-SECONDARY EDUCATIONAL INSTITUTIONAL.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 77-79 NEW MONTGOMERY ARE LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEETS A3.2 & A3.3.

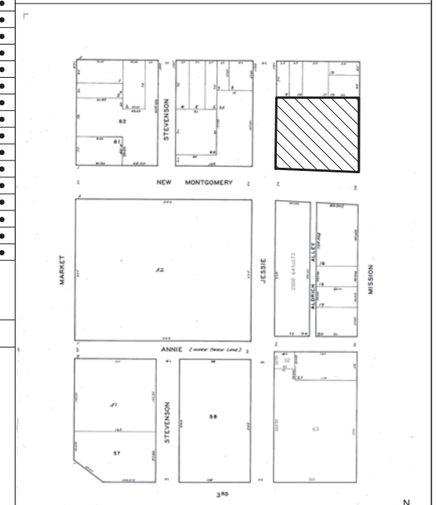
THE PROJECT PROPOSES TO ABATE AND CLOSE ENFORCEMENT CASE 2015-013579 (UNAUTHORIZED USE).

SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE DRAWINGS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS.

EXTERIOR VIEW

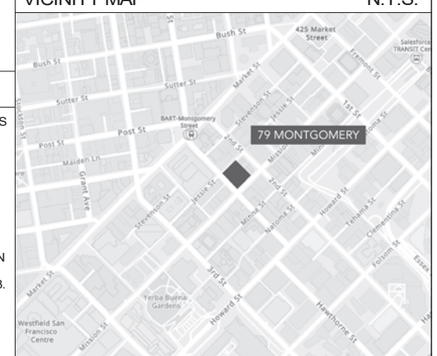
PLOT PLAN

N.T.S.



VICINITY MAP

N.T.S.



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79 New Montgomery Street
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AAU INSTITUTIONAL COMPLIANCE SET

79 NEW MONTGOMERY
San Francisco, CA 94105

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.06 | Issue Date 10/11/19
Scale: As indicated | Phase
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COVER SHEET

A0.0

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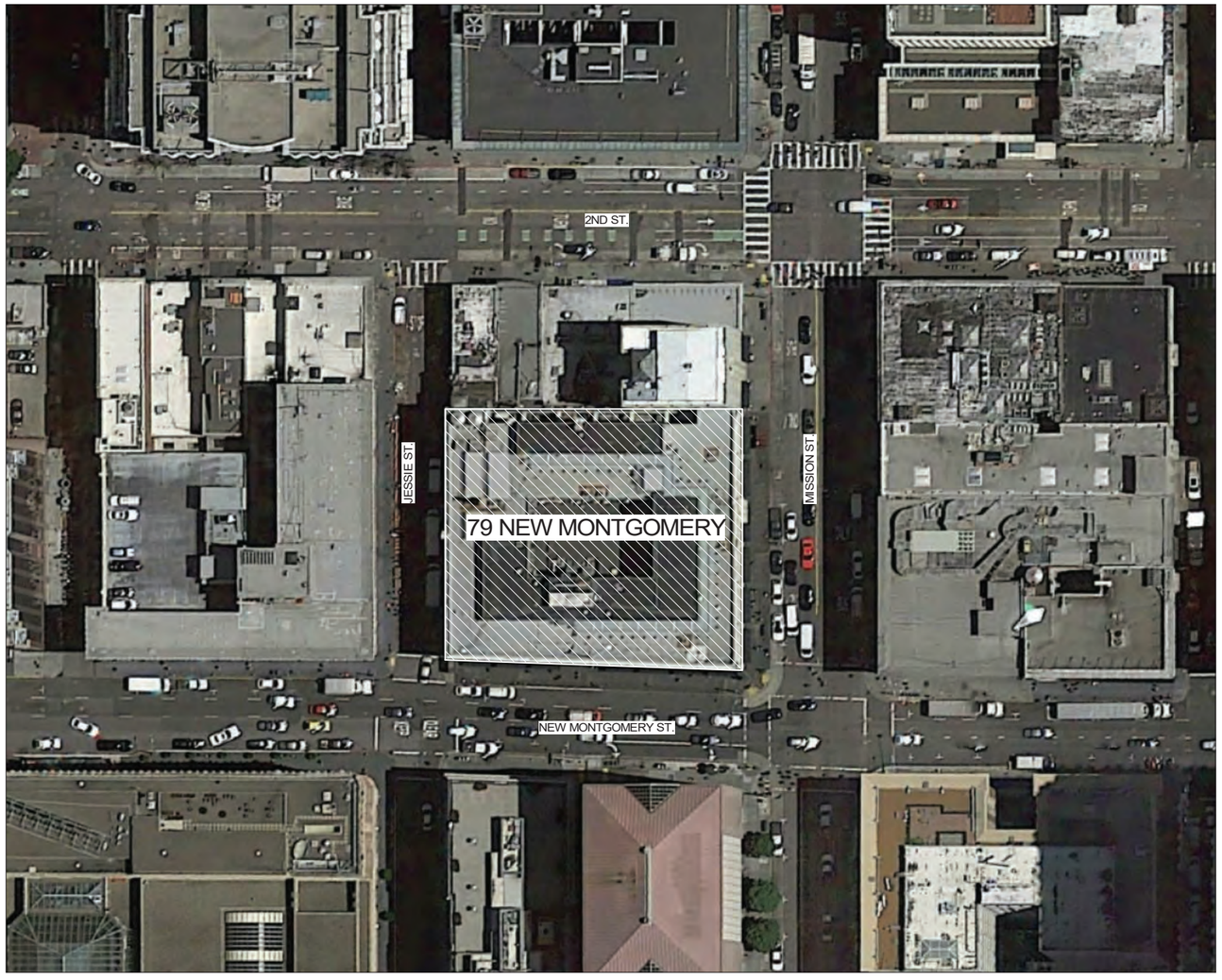

1 SITE PLAN AERIAL IMAGE
NTS

N

SITE HISTORY

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

77-79 New Montgomery was constructed in 1913 as a two-story commercial building designed to be expanded in phases up to eight stories. This commission replaced the Crossley Building, which originally occupied the site but was destroyed in the 1906 earthquake and fire. In the initial phase of construction, the first two stories were designed by San Francisco architect Sylvain Schnaittacher (1874-1926), for an estimated cost of $150,000. The property was commissioned by Central Realty Company and its principal stockholder, A. Aronson, "one of the ablest realty operators in the city." The phased building plan was due to the size and divisions of the parcel, which consisted of three separate lots. As building plans were announced in May 1913, the San Francisco Chronicle thus described 77-79 New Montgomery:

> Among the new building announcements made this week the most interesting is that of a Class A structure at the northeast corner of Mission and New Montgomery streets [sic]. …The site of the new building was recently acquired by A. Aronson in an exchange of properties from Mrs. Oelrichs. The building is intended to be eventually the first two stories and basement of a big office structure of eight stories. ...The plans have been so laid out that in the event of a purchaser acquiring either one of the three buildings he could add six stories and be independent of the other buildings.

While the architect listed for the 1920 expansion of the property is Mel Schwartz, it appears that the plans and design had already been determined in Schnaittacher's 1913 plans. The 1920 addition brought three more stories, bringing the building to its current five-story massing (rather than the original planned eight stories).

Ownership and tenancy in the building appears to have changed hands on several occasions through the years. Owners/ tenants included Associated Oil Company, which occupied the building as early as the 1920s through the mid-1950s, Allied Properties as of the late 1950s, which commissioned the Gardner Dailey remodel of the entrance, and Crocker National Bank/Crocker Properties, which occupied at least a portion of the property from as early as 1960 through the late 1980s. As of 1968, Pacific Telephone and Telegraph occupied office space as a tenant.

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SITE PLAN AERIAL IMAGE & SITE HISTORY

A0.S1

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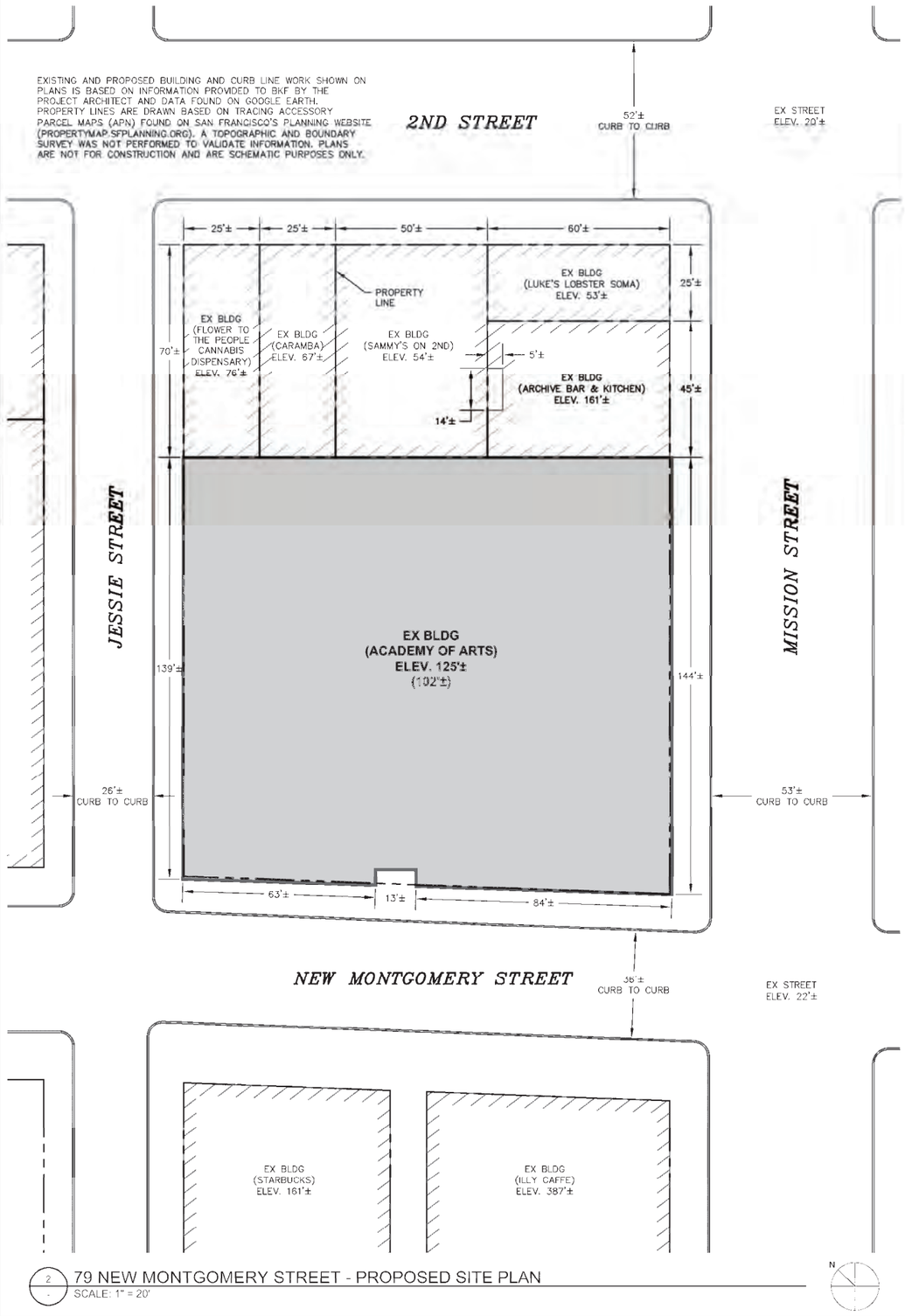
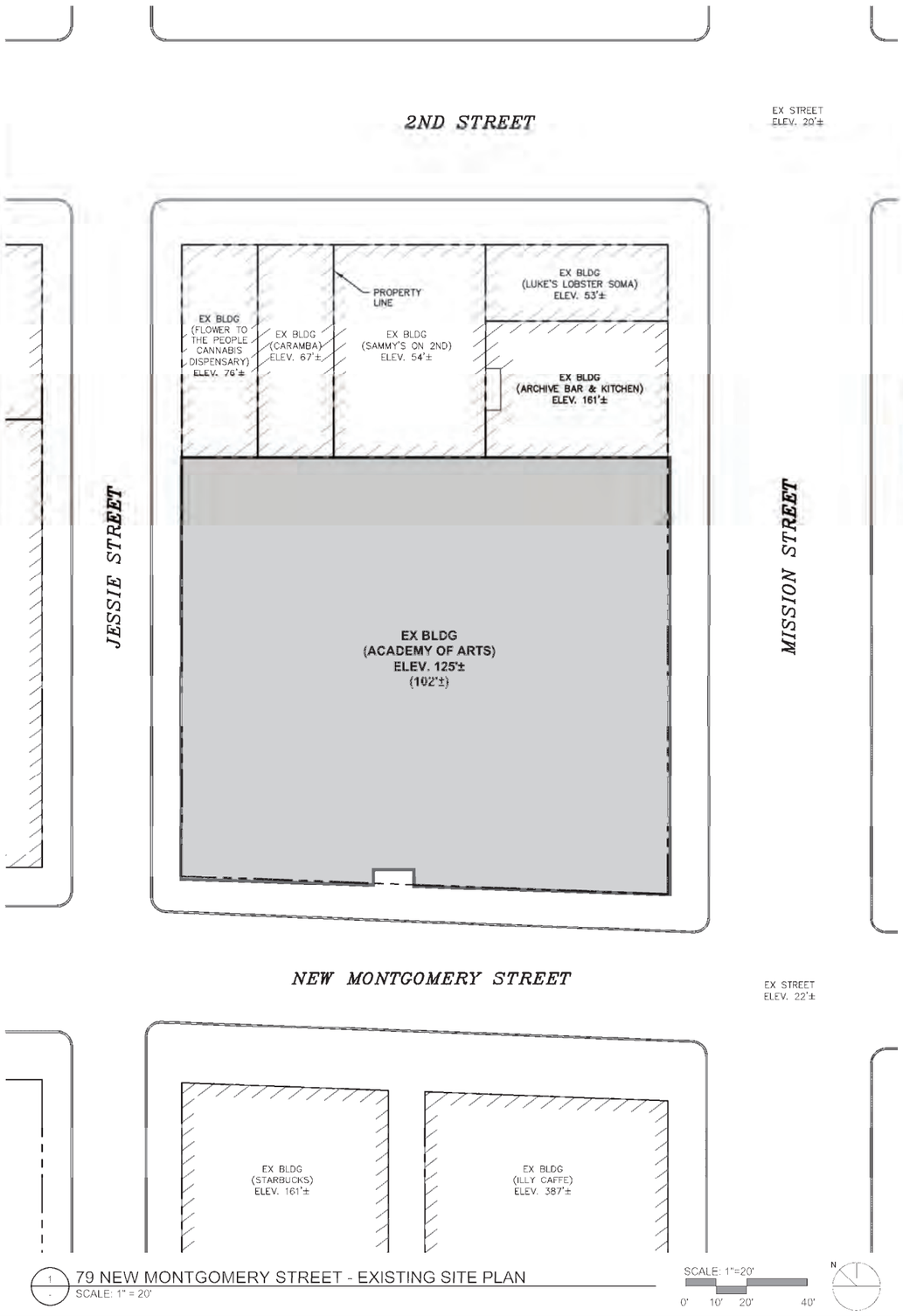
EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.



2 79 NEW MONTGOMERY STREET - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 79 NEW MONTGOMERY STREET - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

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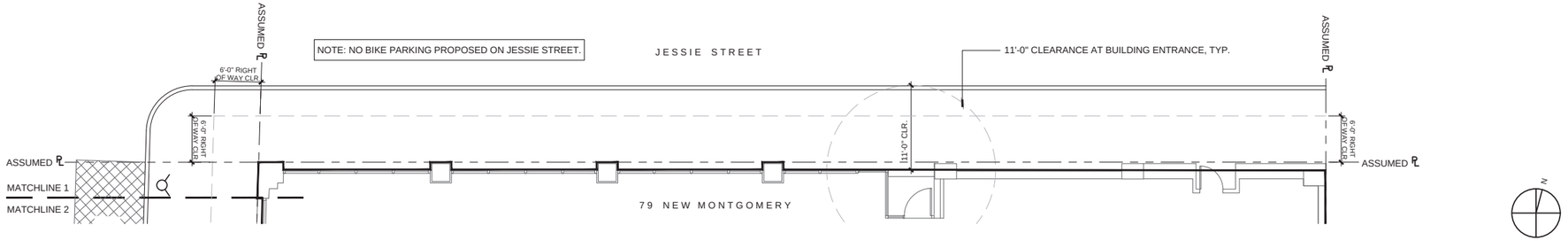
79 NEW MONTGOMERY
San Francisco, CA 94105

REGISTERED PROFESSIONAL ENGINEER JASON T. [illegible] No. C 59281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

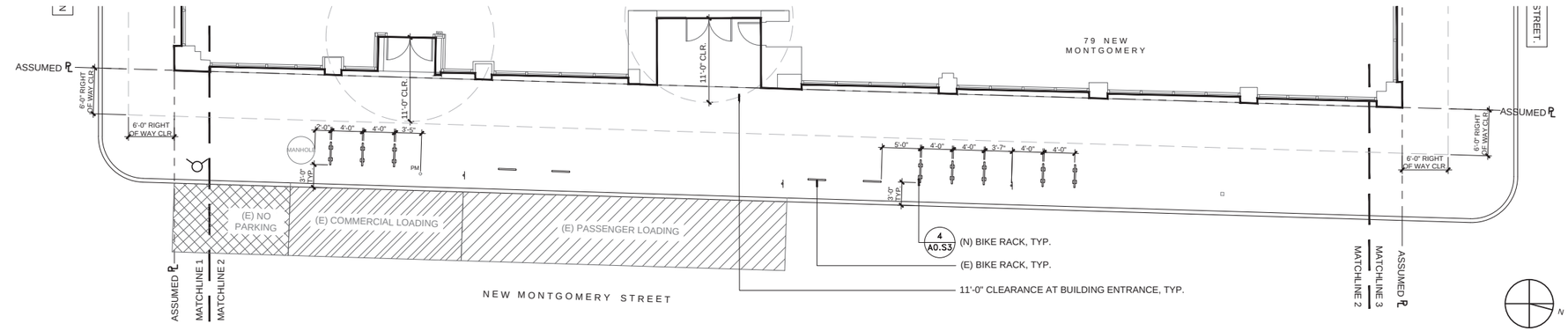
21826.13 10/11/19
AS NOTED

SITE PLAN DRAWINGS

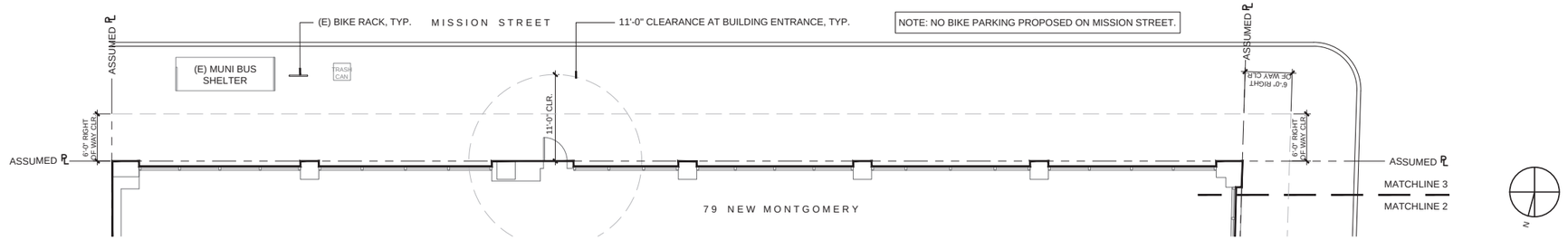
A0.S2



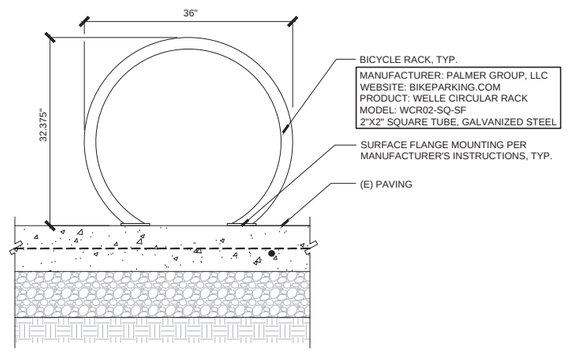
1 Streetscape Plan - Jessie Street
1/8" = 1'-0"



2 Streetscape Plan - New Montgomery Street
1/8" = 1'-0"



3 Streetscape Plan - Mission Street
1/8" = 1'-0"



4 Bike Rack
NTS

SCALE: 1/8"=1'-0"
0' 4' 8' 16'

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(10) BIKE PARKING SPACES

PROPOSED:
(16) BIKE PARKING SPACES

TOTAL: 26

LEGEND

(N) BIKE RACK, CLASS II

(E) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) NO PARKING SIGN

(E) NO PARKING (RED CURB)

(E) COMMERCIAL LOADING (YELLOW CURB)

(E) PASSENGER LOADING (WHITE CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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landscape architecture
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San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

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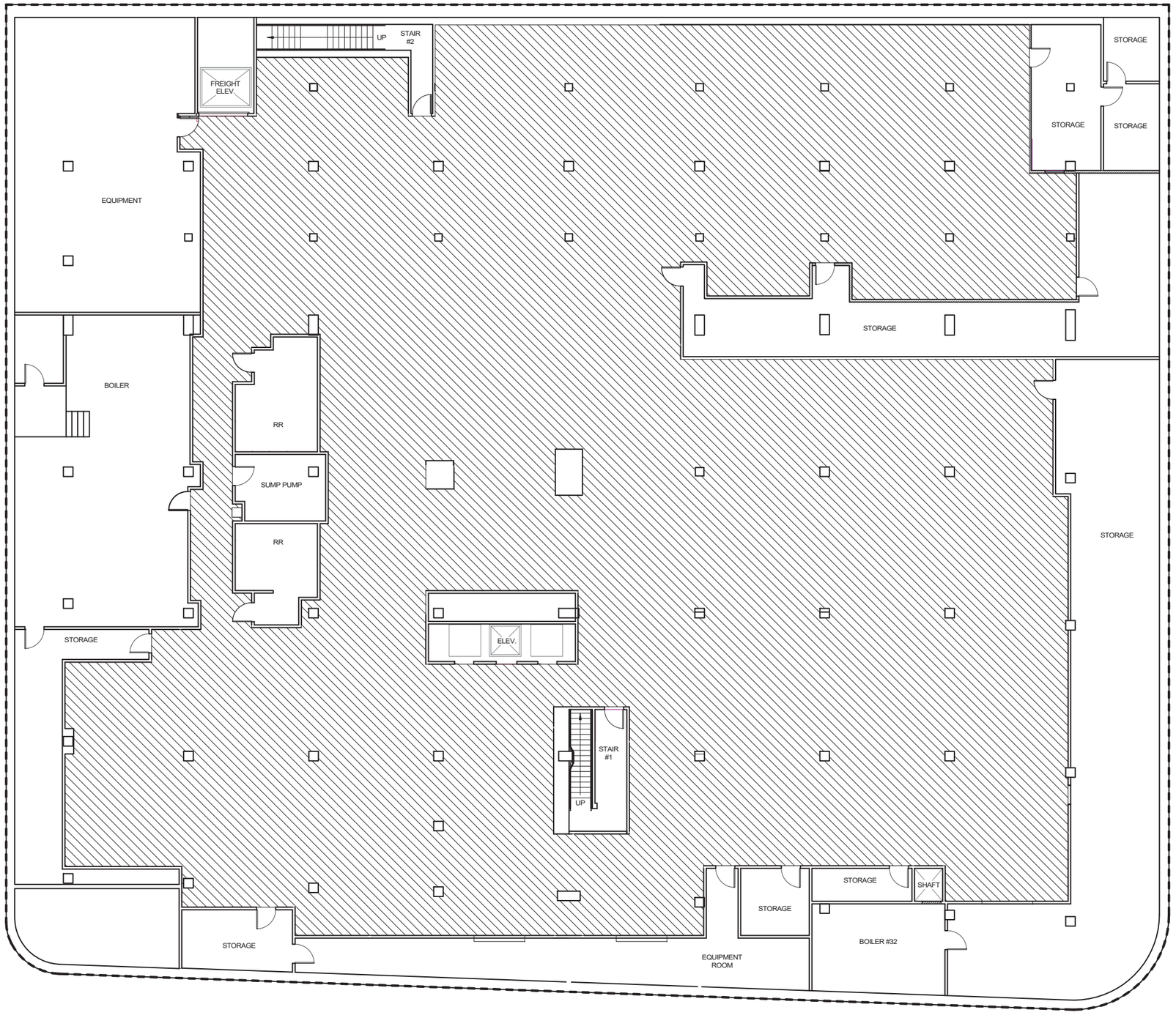
79 NEW MONTGOMERY
San Francisco, CA 94105

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HUTCHINS
C 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number: 21826.13
Issue Date: 10/11/19
Scale: AS NOTED
Phase:
Print Date:

STREETSCAPE DRAWINGS

A0.S3



1 Basement
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
Name ROOM NAME
XXX ROOM NUMBER
RR RESTROOM

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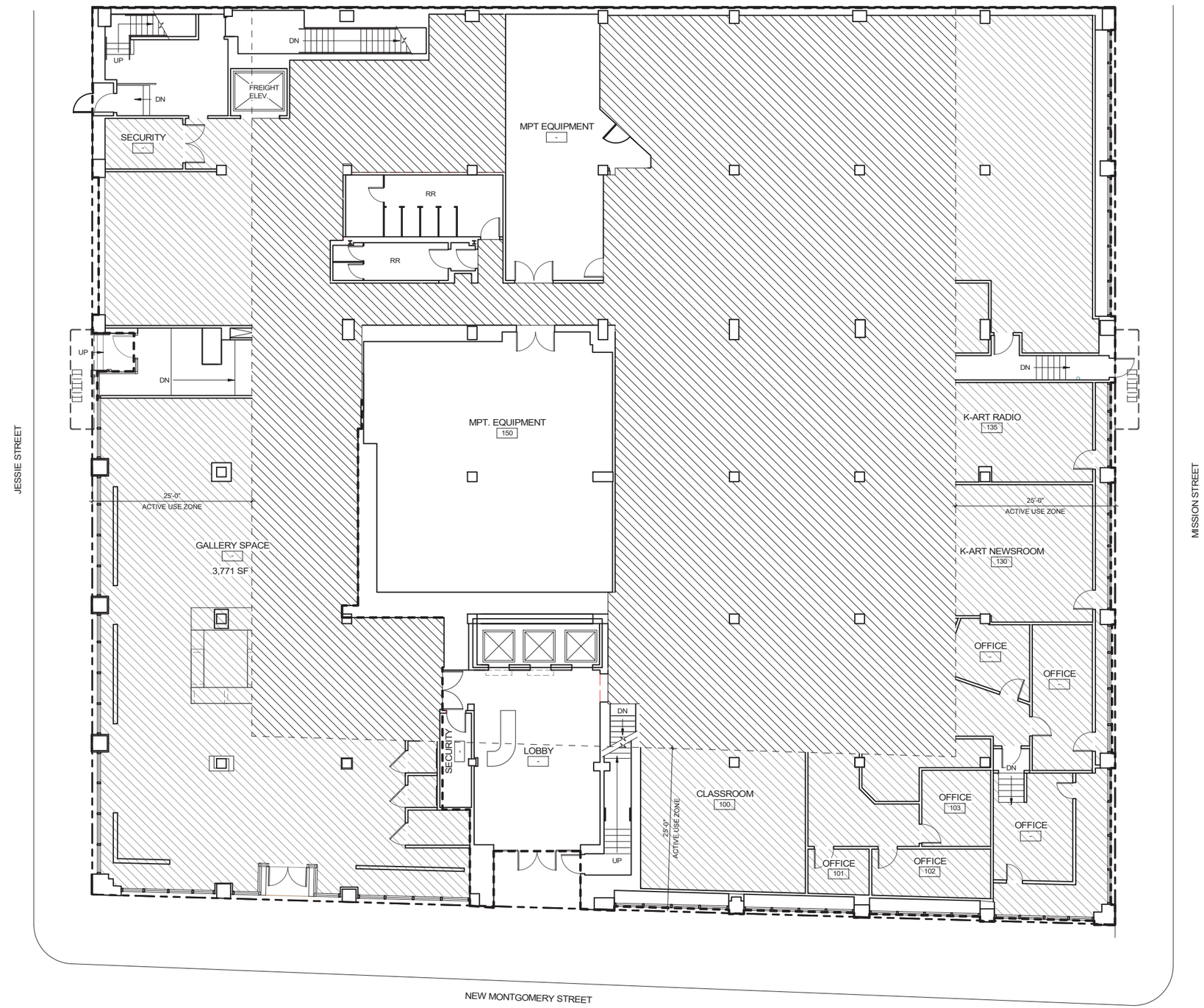
EXISTING FLOOR PLANS - BASEMENT

A1.1



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
Name — ROOM NAME
XXX — ROOM NUMBER
RR — RESTROOM

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EXISTING FLOOR PLANS - LEVEL 1

A1.2

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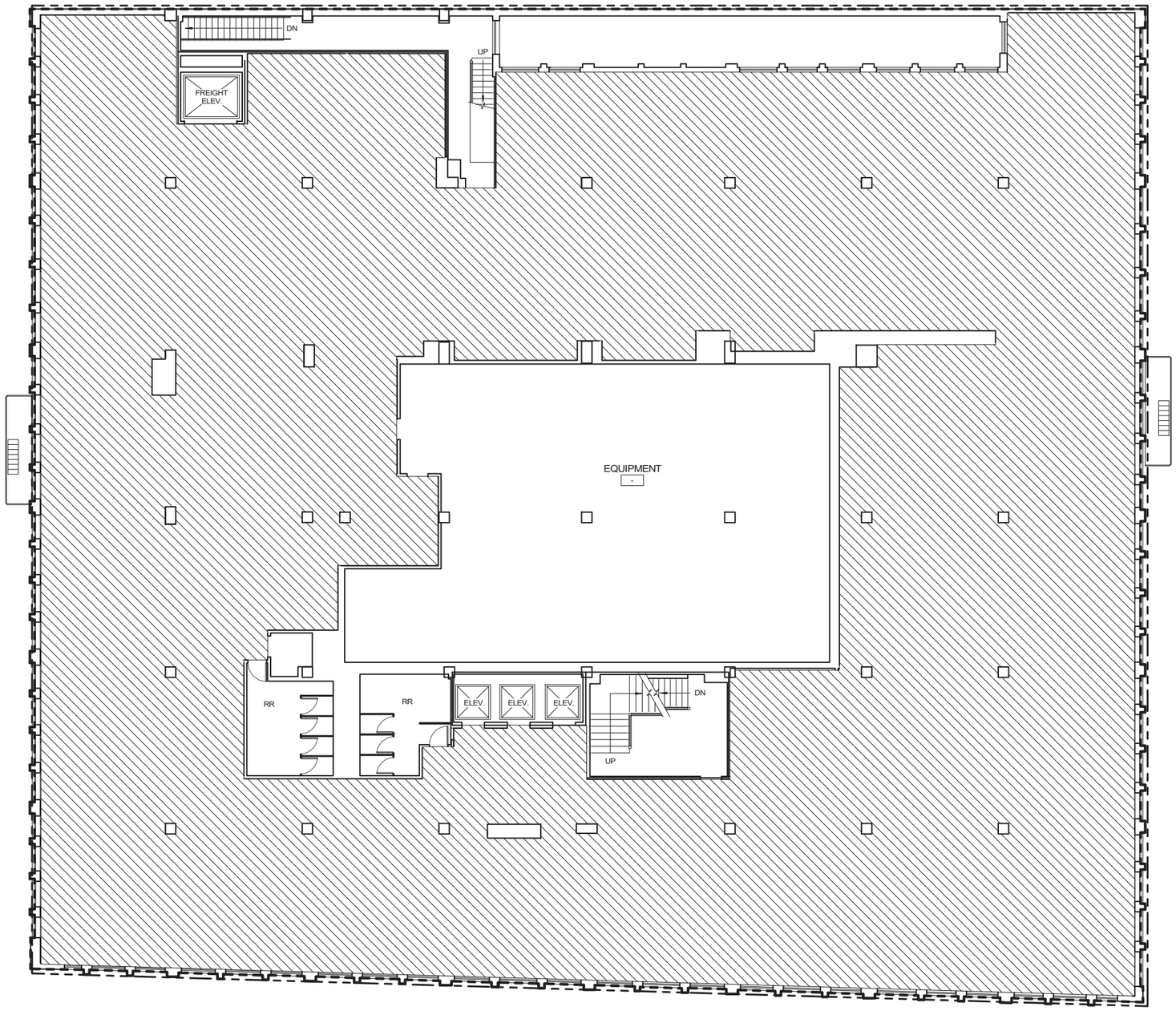

1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
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EXISTING FLOOR PLANS - LEVEL 2

A1.3

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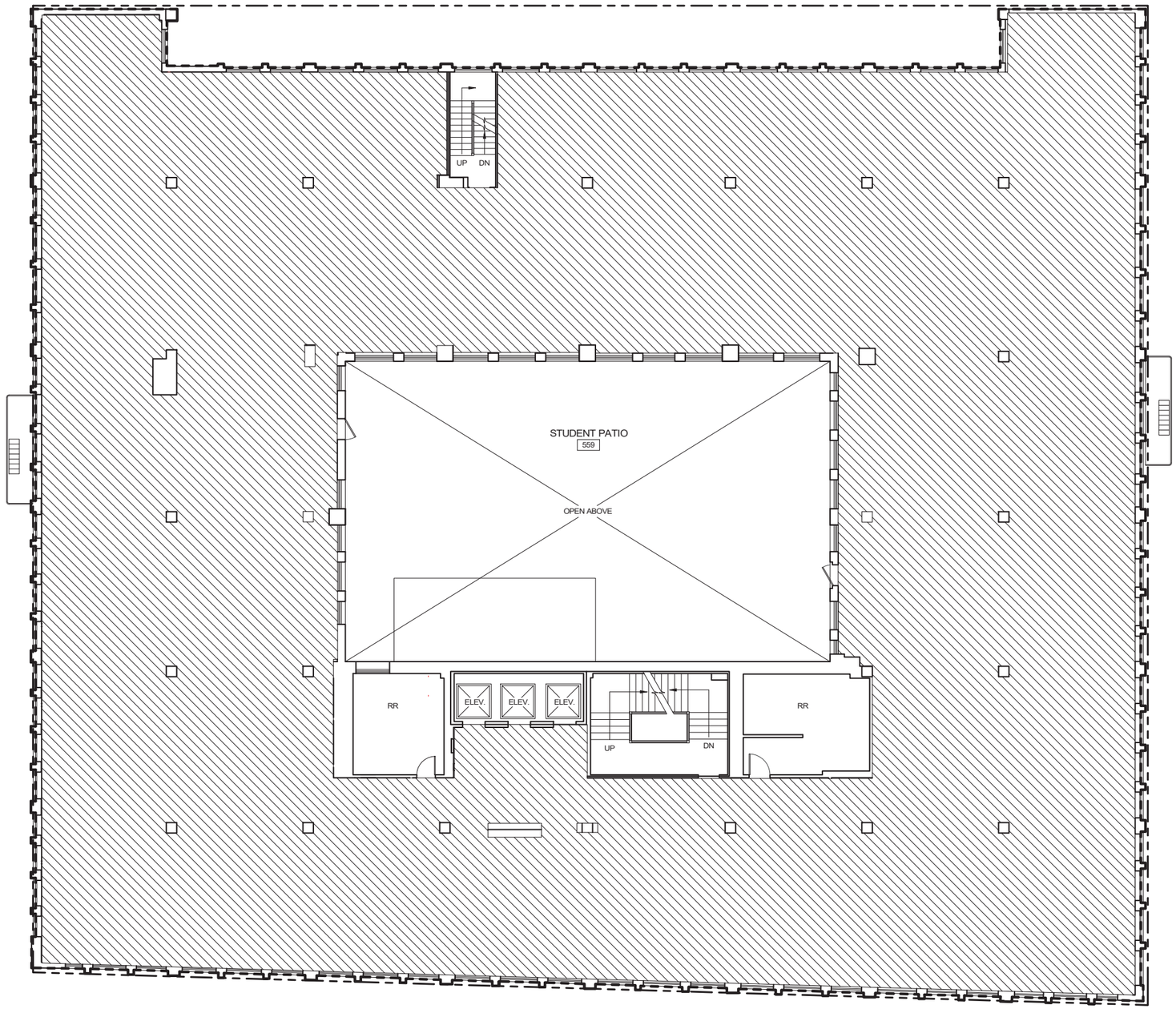

1 LEVEL 3 - EXISTING
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
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EXISTING FLOOR PLANS - LEVEL 3

A1.4

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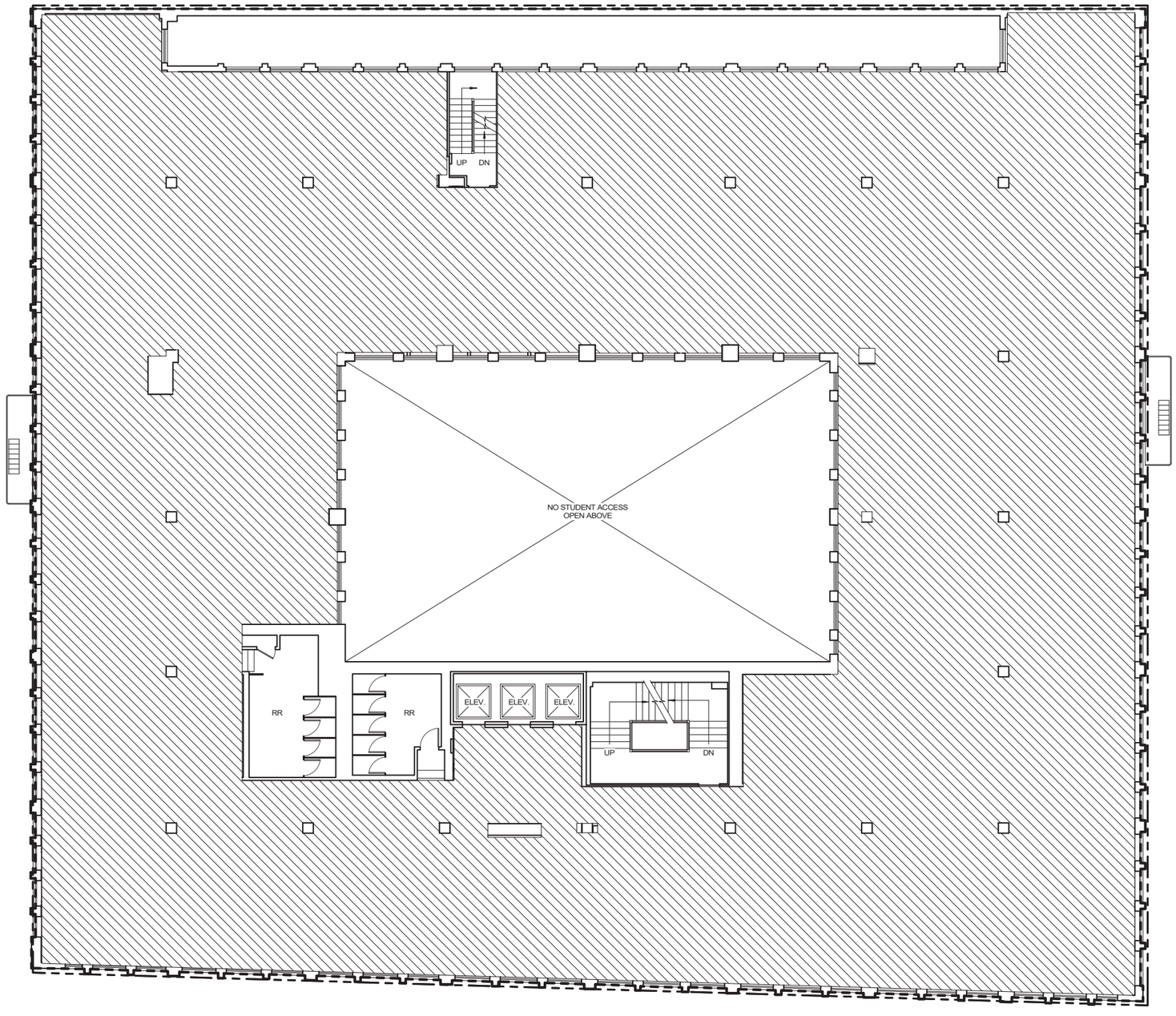

1 LEVEL 4 - EXISTING
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
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ROOM TAG
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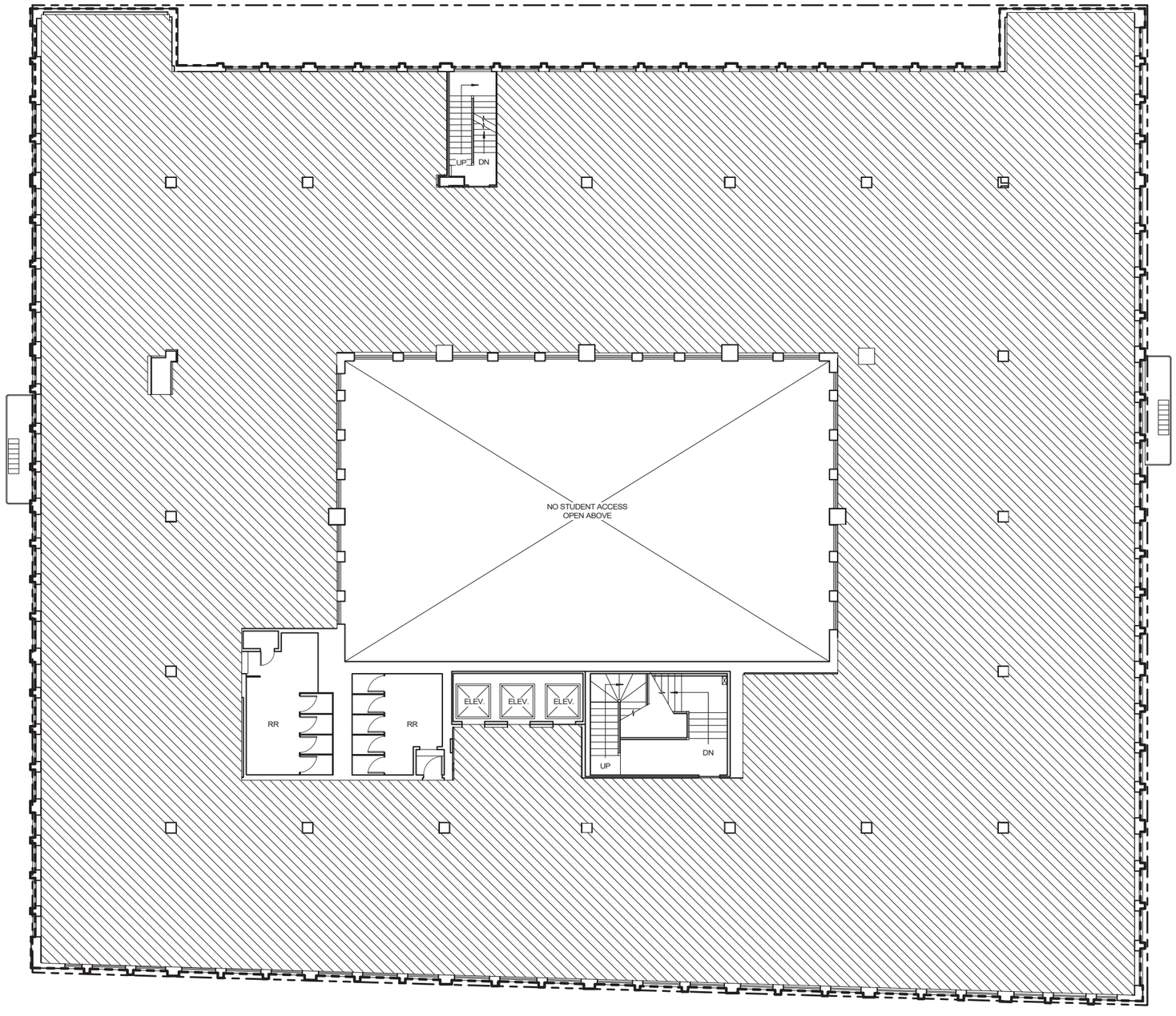
EXISTING FLOOR PLANS - LEVEL 4

A1.5



1 LEVEL 5 - EXISTING
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
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EXISTING FLOOR PLANS - LEVEL 5

A1.6

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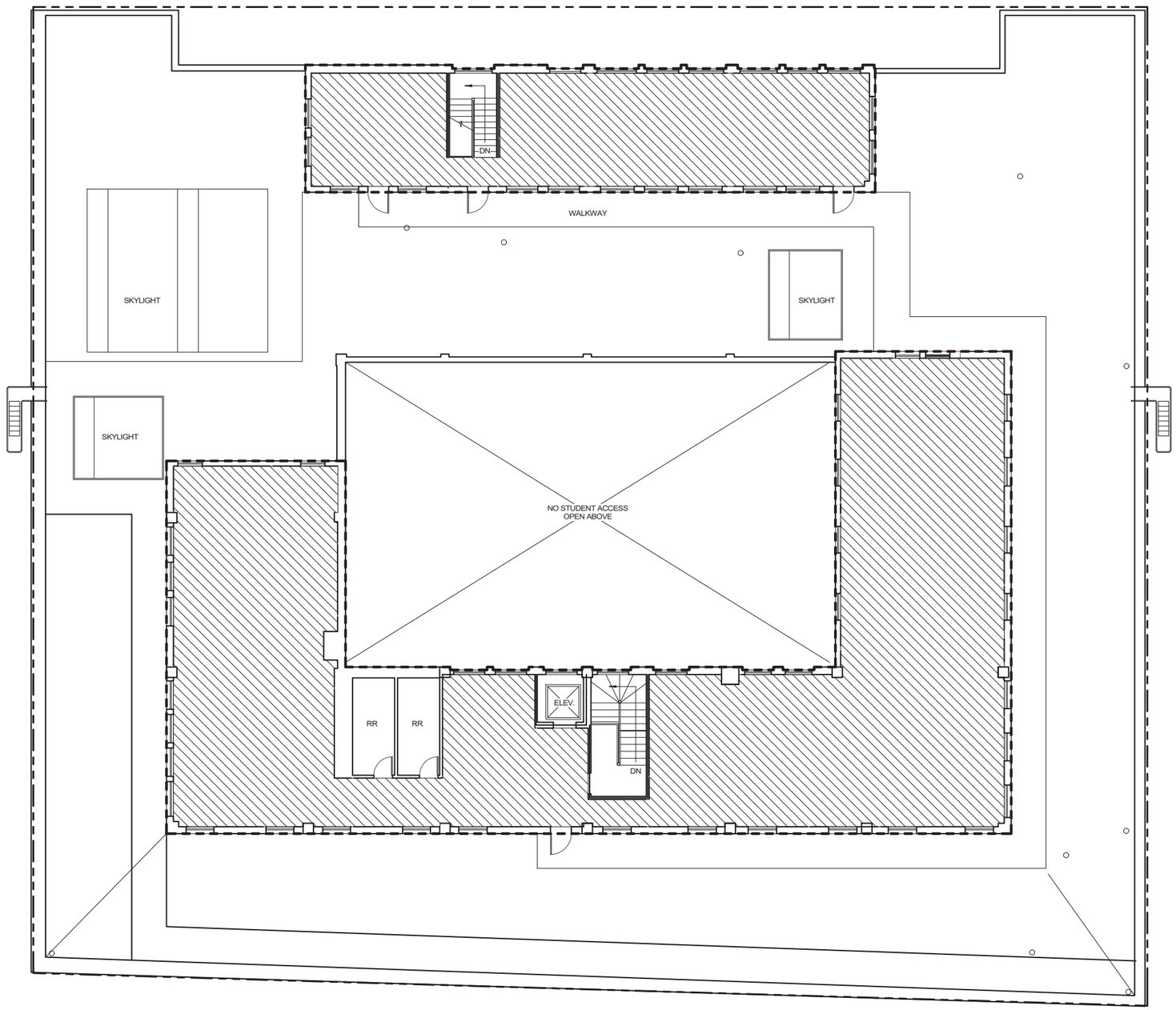

1 LEVEL 6 - EXISTING
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
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XXX ROOM NUMBER
RR RESTROOM

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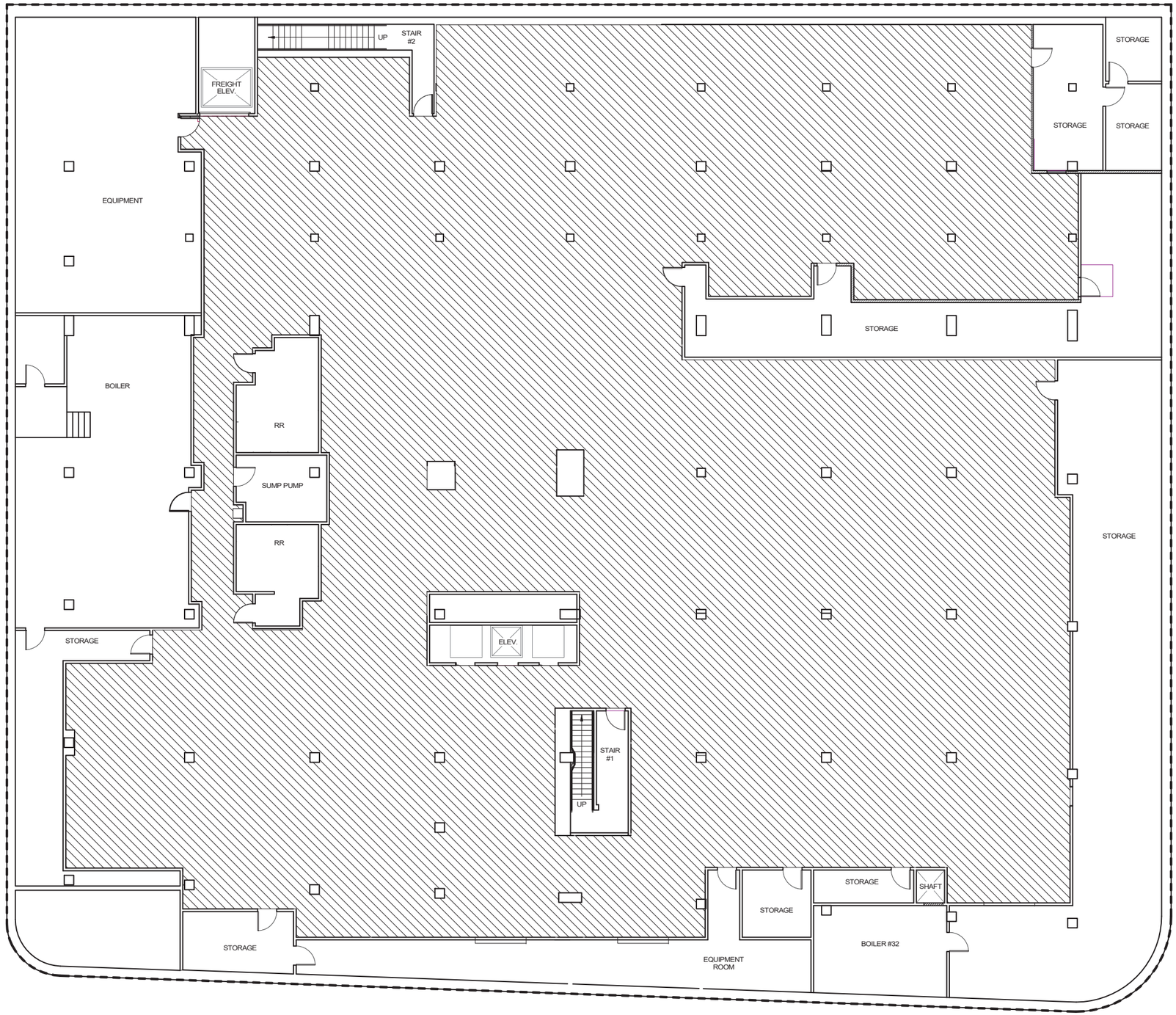
EXISTING FLOOR PLANS - LEVEL 6

A1.7



1 Basement - NEW
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
Name ROOM NAME
XXX ROOM NUMBER
RR RESTROOM

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NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number	21823.06
Issue Date	10/11/19
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Print Date	10/12/2019 12:10:15 AM

No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT

A2.1

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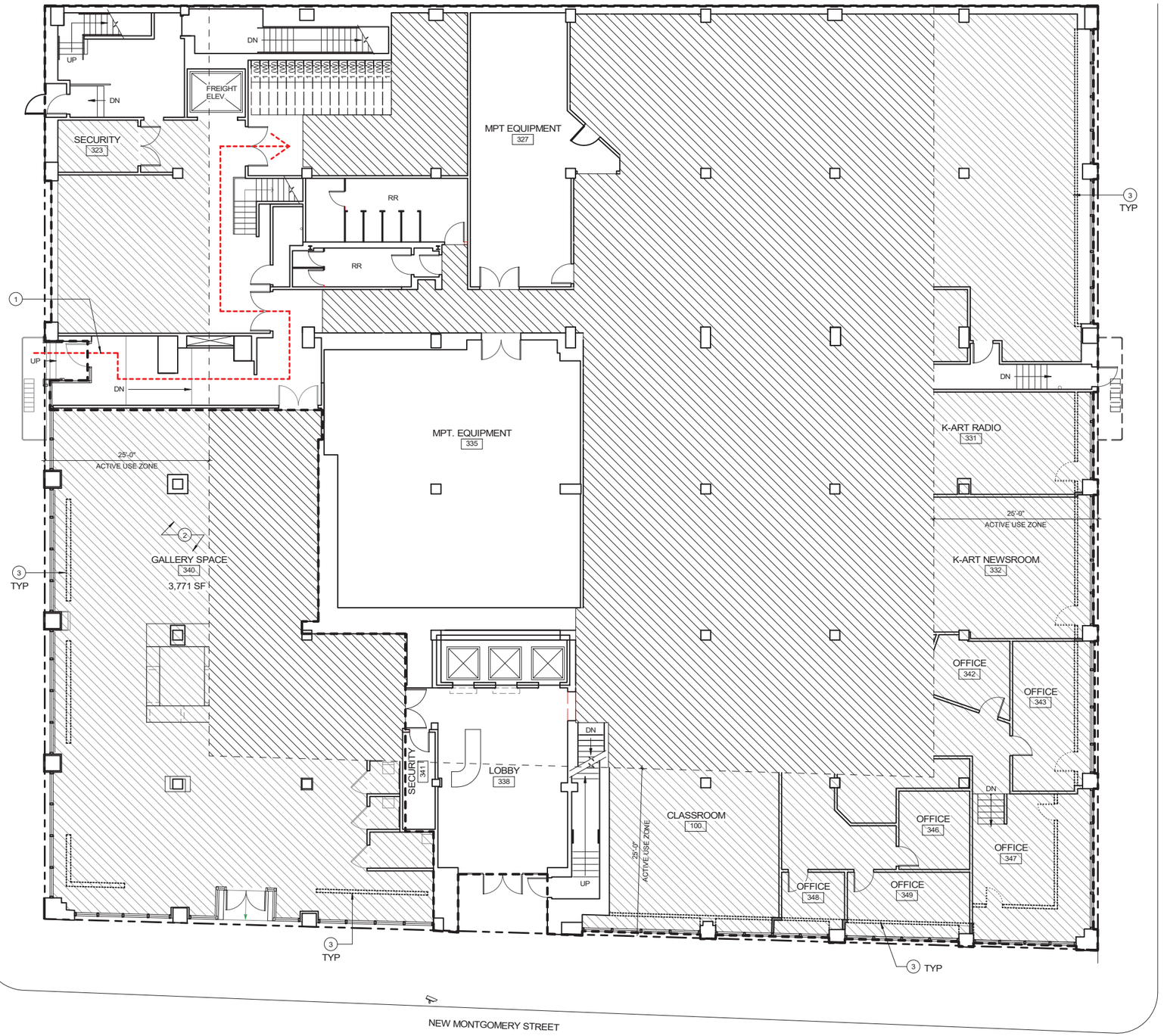

1 LEVEL 1 - PROPOSED
1/8" = 1'-0"

KEYNOTES

1. INTERIOR SIGNAGE PROGRAM DIRECTING USERS TO CLASS I BIKE PARKING WILL BE IMPLEMENTED.
2. PER DEVELOPMENT AGREEMENT, SPACE KNOWN AS ATELIER GALLERY IS A RETAIL USE ACCESSORY TO AAU POST-SECONDARY EDUCATIONAL INSTITUTIONAL USE; HOWEVER, SPACE TO BE OPEN TO THE PUBLIC AT LEAST 40 HOURS PER WEEK, 10 MONTHS OUT OF EACH YEAR, PROVIDED THAT AAU MAY AT A LATER DATE SEEK DISCRETIONARY APPROVALS TO CONVERT SPACE TO A USE NOT MEETING ABOVE-DESCRIBED PUBLIC ACCESSIBILITY STANDARDs
3. PARTIAL PARTITION REMOVAL AS SHOWN FOR TRANSPARENCY COMPLIANCE. SEE EXTERIOR ELEVATION SHEETS

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I	
TYPE OF BIKE RACK	PROPOSED BIKE SPACES
WALL MOUNT BIKE RACK (1)	16
TOTAL	16

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
Name — ROOM NAME
XXX — ROOM NUMBER
RR — RESTROOM

BIKE TAG

CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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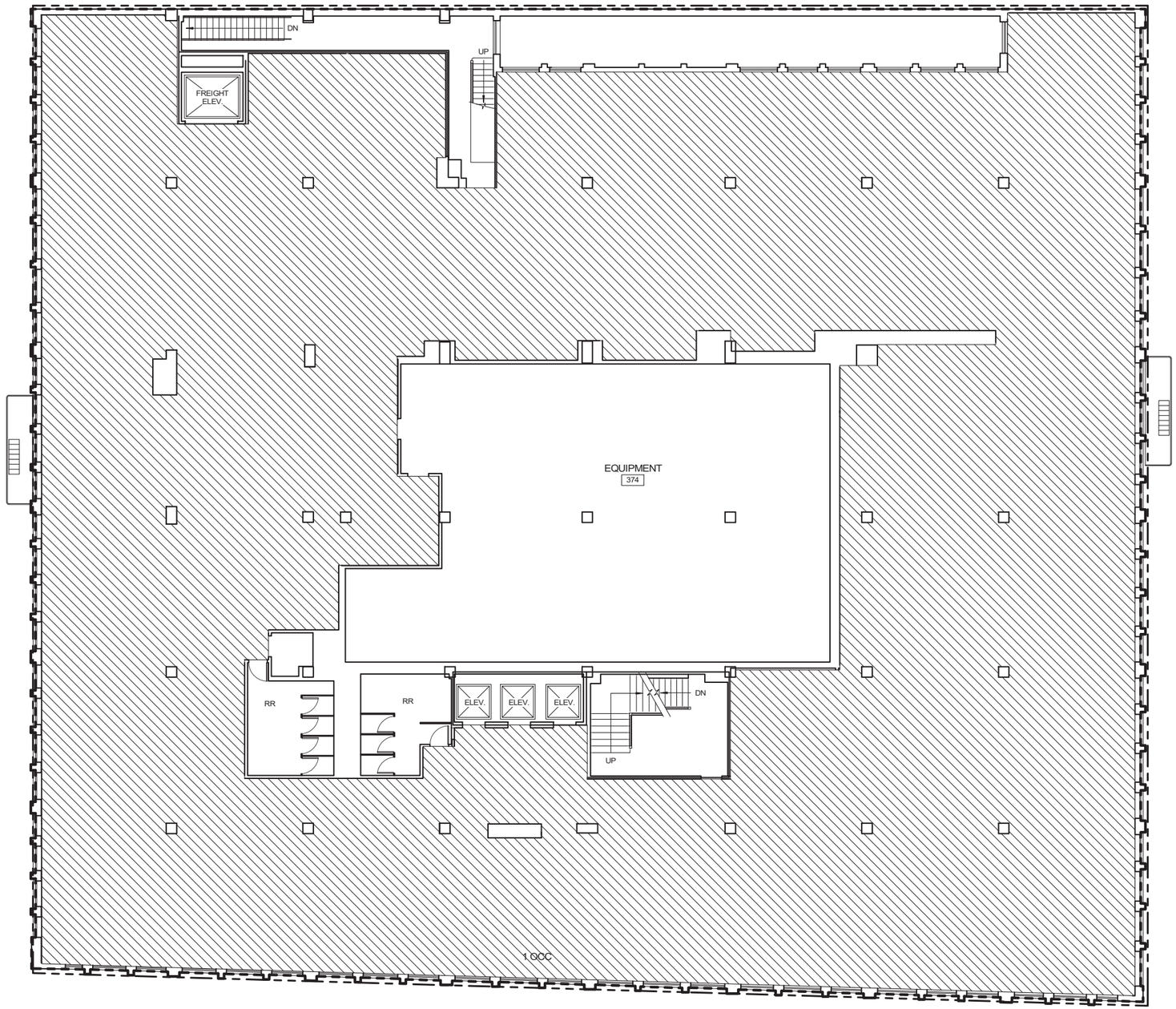
PROPOSED FLOOR PLANS - LEVEL 1

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
Name ROOM NAME
XXX ROOM NUMBER
RR RESTROOM

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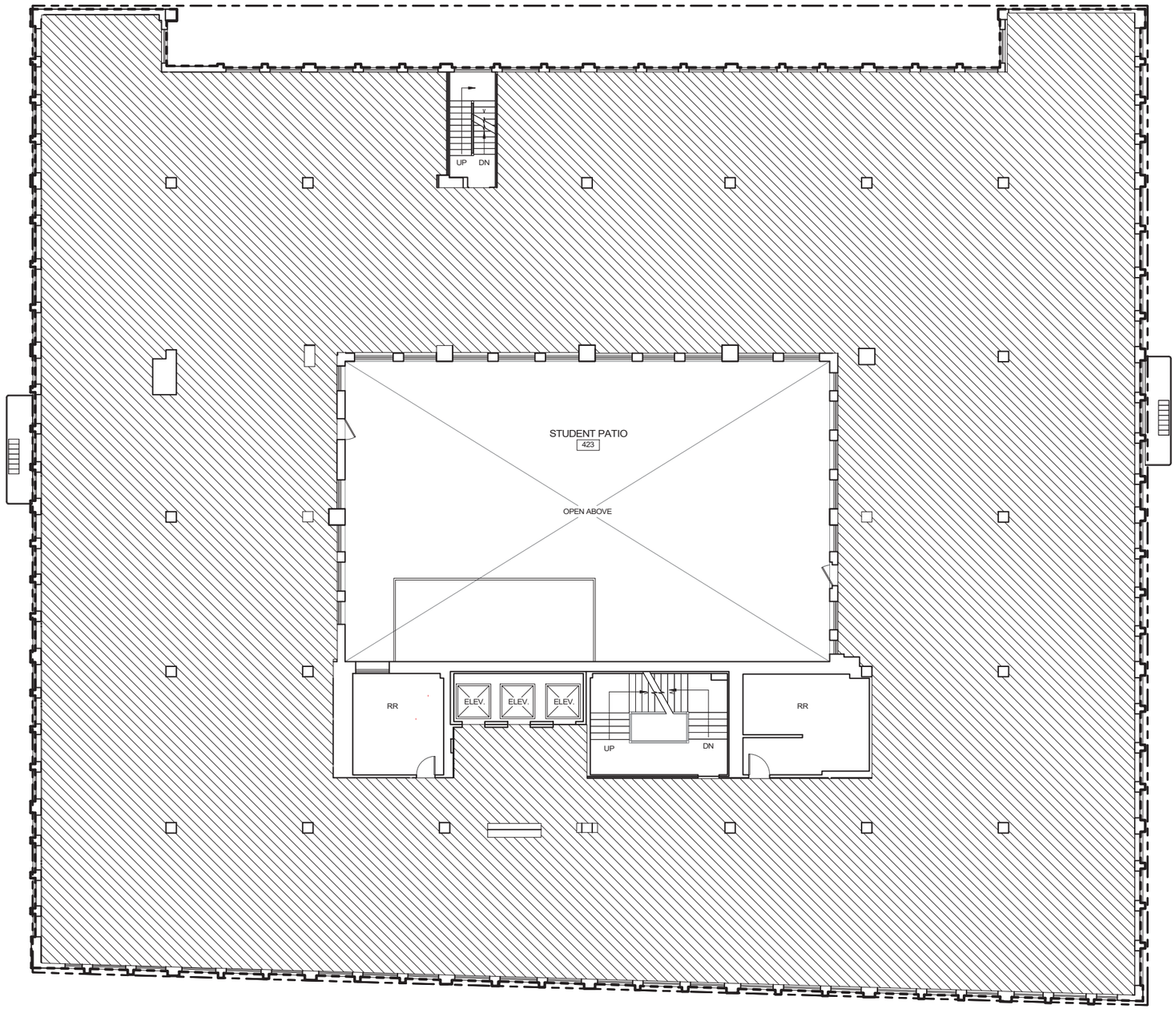
PROPOSED FLOOR PLANS - LEVEL 2

A2.3



1 LEVEL 3 - PROPOSED
1/8" = 1'-0"

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

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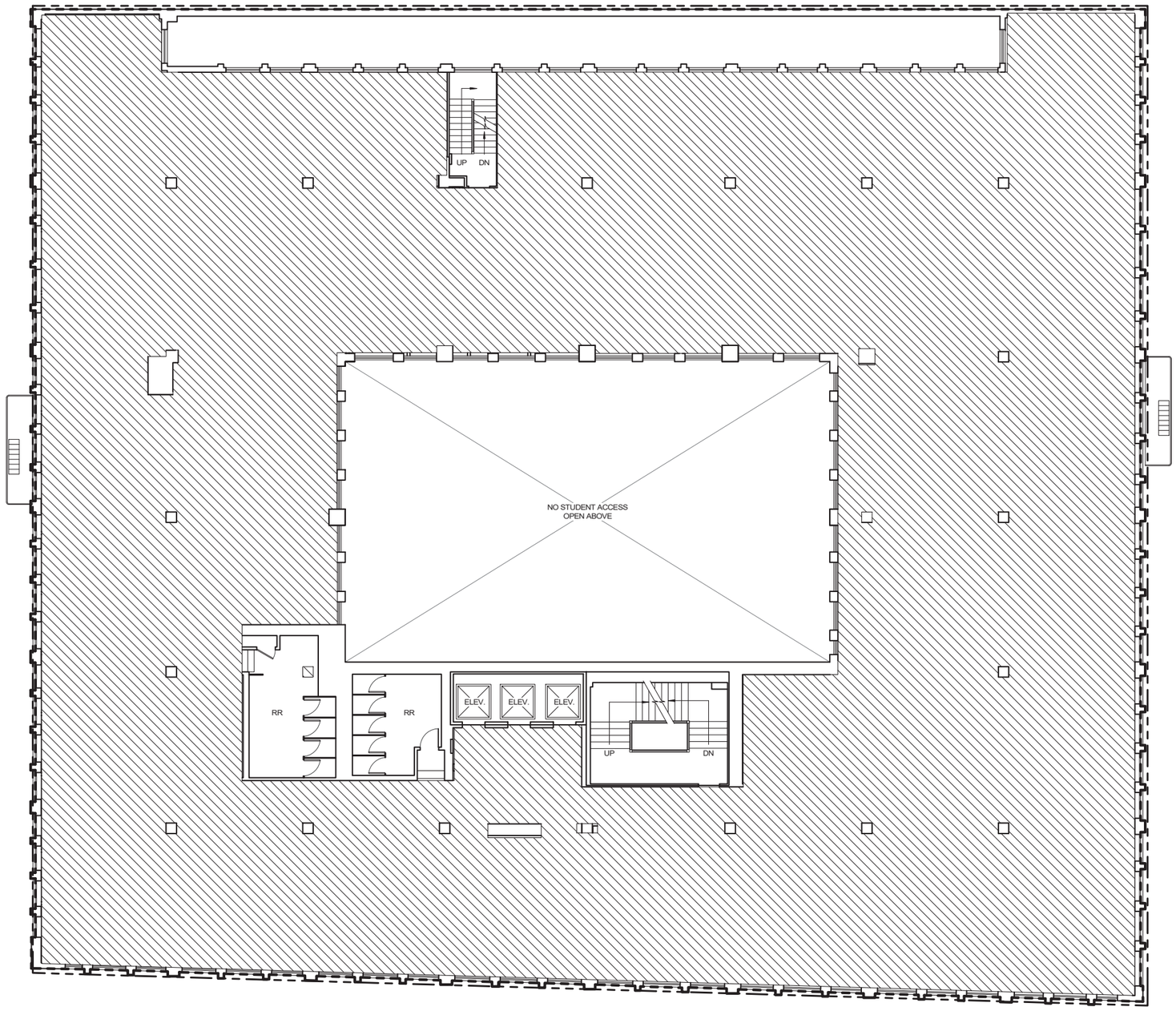
PROPOSED FLOOR PLANS - LEVEL 3

A2.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

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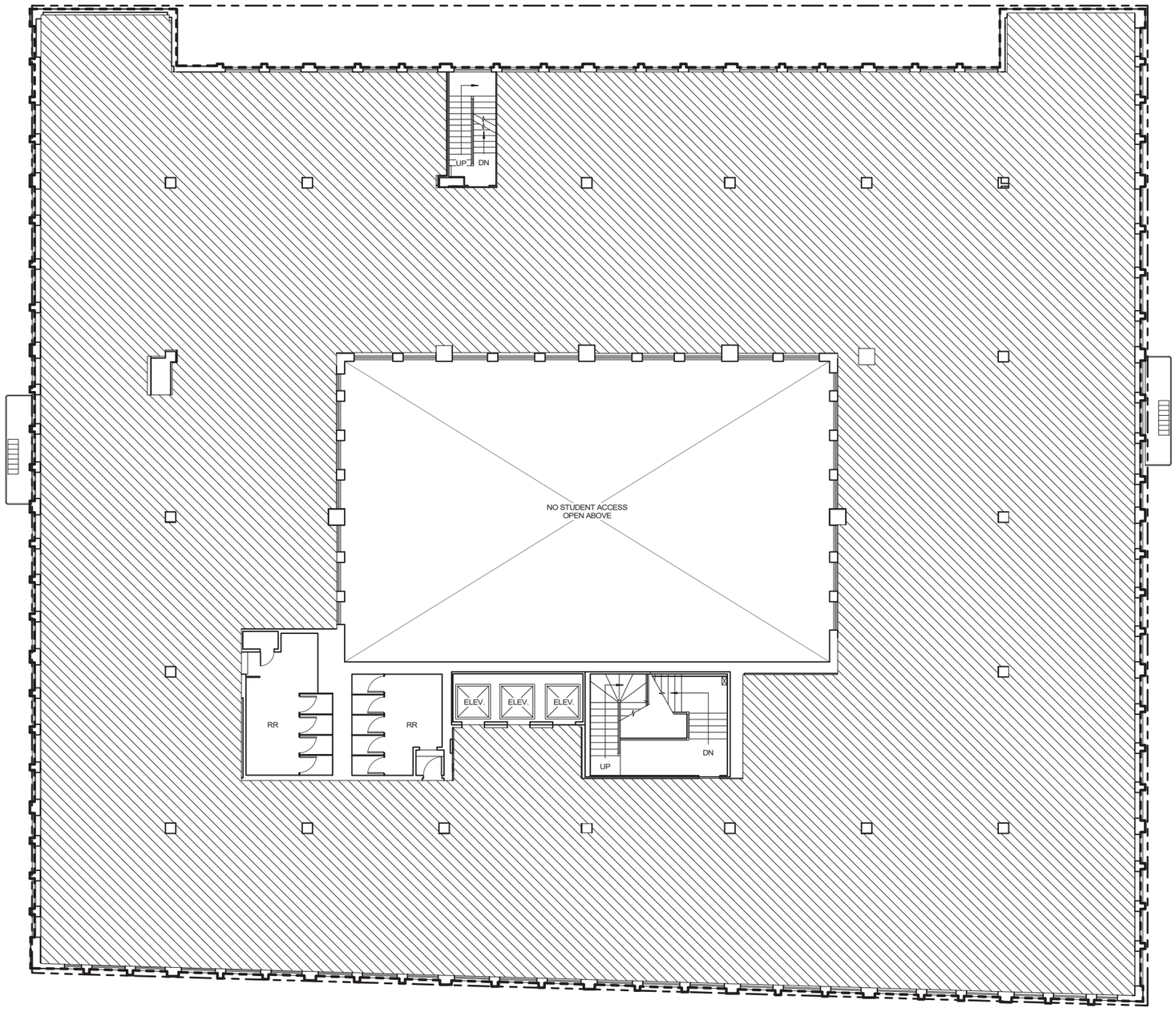
PROPOSED FLOOR PLANS - LEVEL 4

A2.5

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 5 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
Name ROOM NAME
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RR RESTROOM

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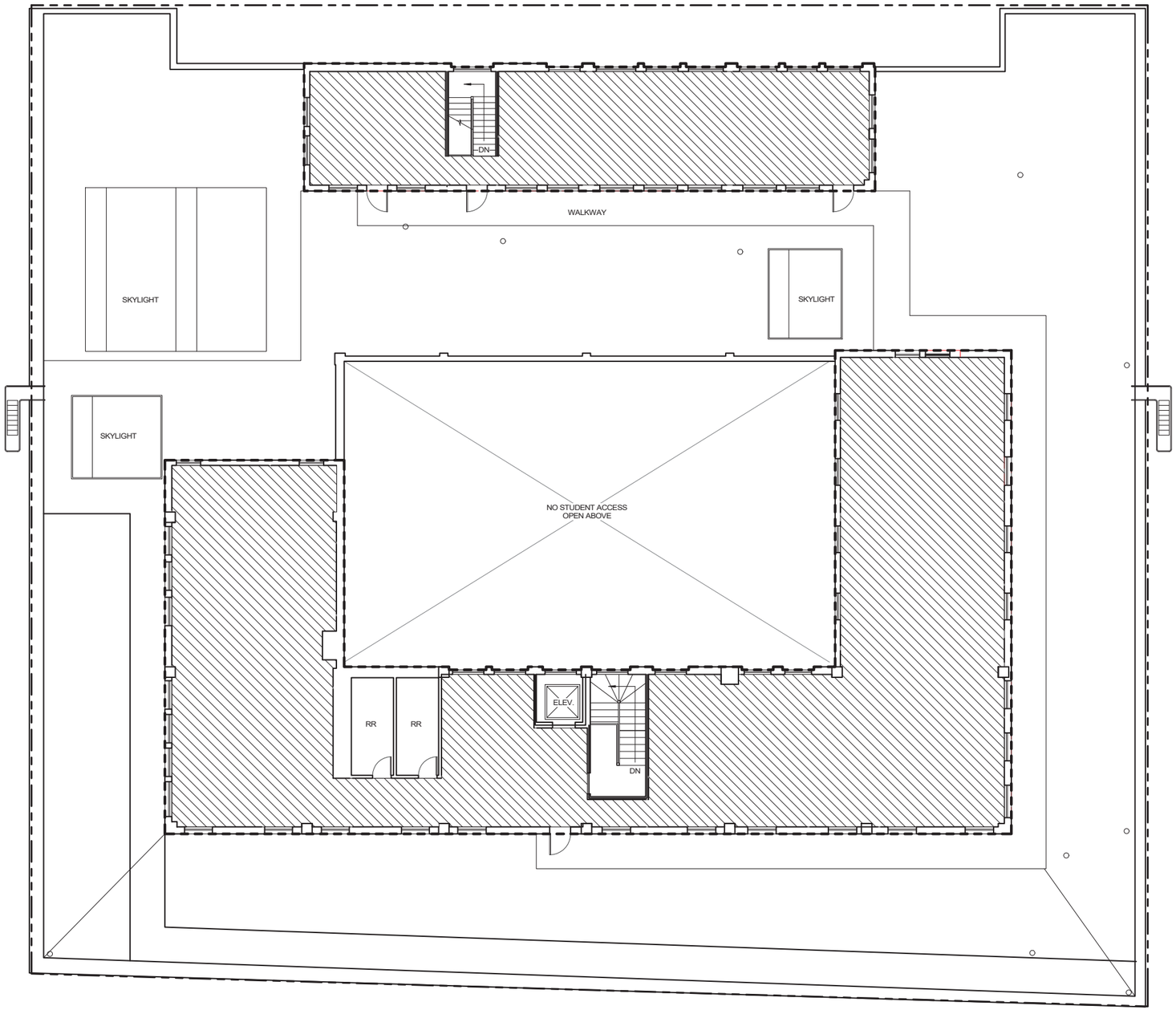
PROPOSED FLOOR PLANS - LEVEL 5

A2.6



1 LEVEL 6 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- INSTITUTIONAL OCCUPIED FLOOR AREA
- INSTITUTIONAL OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE
- EXISTING PARTITION TO REMAIN
- EXISTING PARTITION TO BE REMOVED
- PROPOSED PARTITION

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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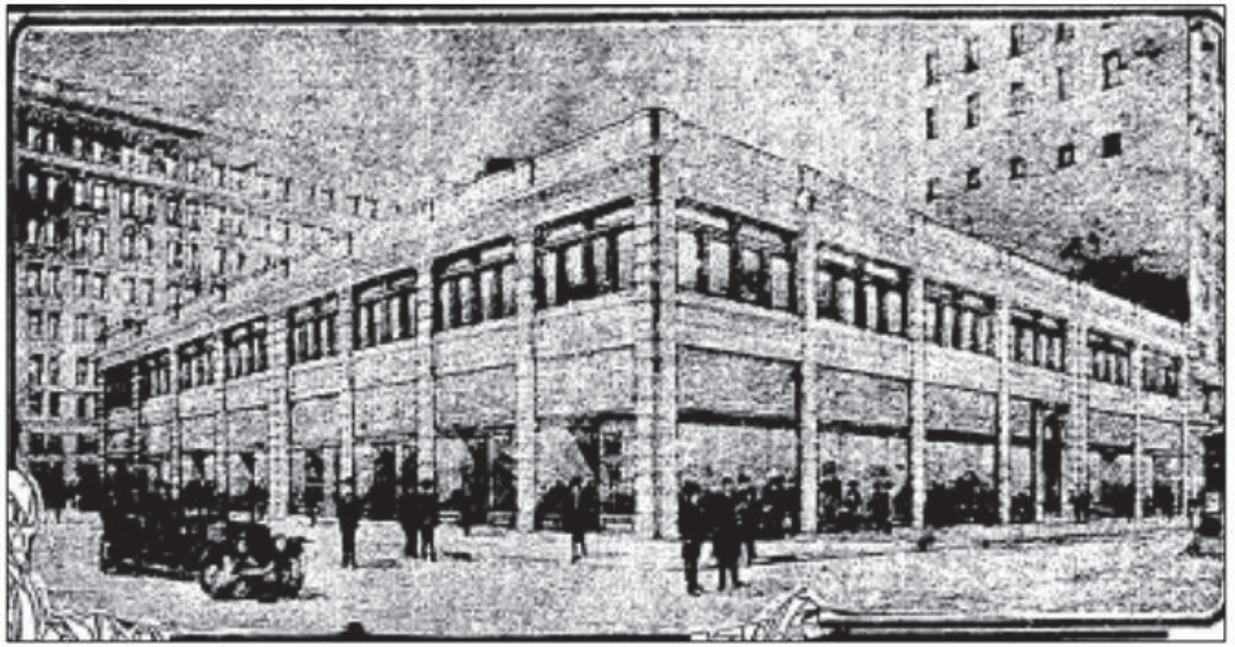
PROPOSED FLOOR PLANS - LEVEL 6

A2.7



3 SOUTH EAST ELEVATION (1913)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

2 SOUTH EAST ELEVATION (1977)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

1 SOUTH EAST ELEVATION (2007)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

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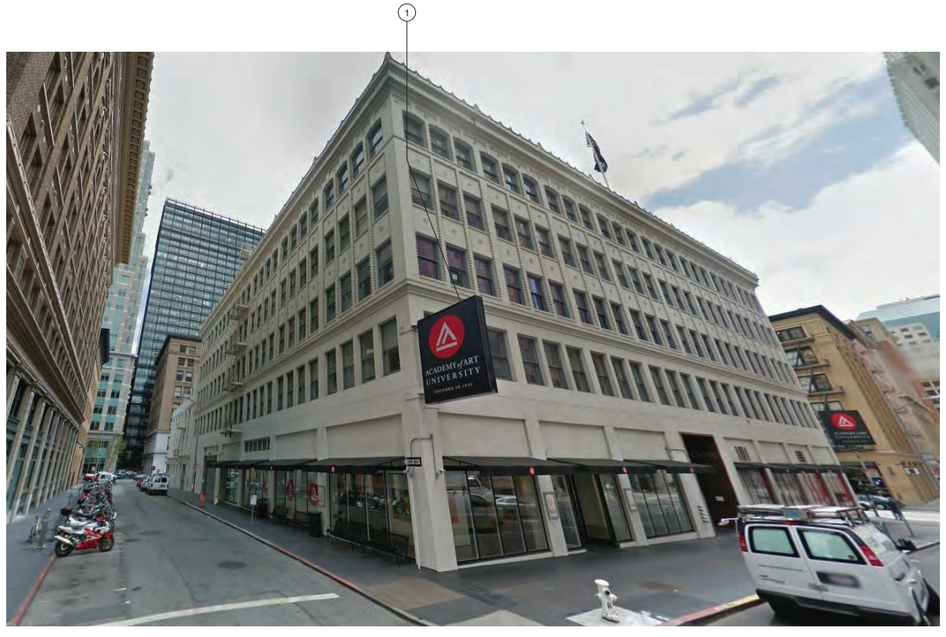
HISTORIC EXTERIOR ELEVATION IMAGES

A3.0

3 SOUTH ELEVATION - NEW MONTGOMERY
1/8" = 1'-0"



2 SOUTH WEST ELEVATION - NEW MONTGOMERY AND JESSIE STREET

1 EAST ELEVATION - MISSION STREET

KEYNOTES

1. ES-27, HR-1 PROJECTING SIGNAGE LEGALLY PERMITTED BY PERMIT NOS [9305460, 9305461, 9305463, 200106282578, 200106282581, 200108166236, 20100119488]
1b. EXTERIOR CONDUITS FOR THE EXISTING SIGNS TO BE CONCEALED BEHIND EXISTING FEATURES OR INTERNALLY ROUTED, IF POSSIBLE
2. EXISTING BULLET-STYLE SECURITY CAMERAS AND ASSOCIATED CONDUITS TO BE REMOVED; SALVAGE CAMERA EQUIPMENT FOR REINSTALL
2b. REINSTALL SALVAGED CAMERA UNDER THE AWNING; NO EXPOSED CONDUITS. FEED THE CAMERA FROM INSIDE THE BUILDING, THROUGH THE SOFFIT
2c. PROPOSED SINGLE SMALL FORM FACTOR DOME CAMERA; ROUTE CABLE THROUGH EXISTING BUILDING PENETRATION
3. WINDOWS ALONG ALL FRONTAGES TO BE BROUGHT INTO COMPLIANCE WITH TRANSPARENCY REQUIREMENTS OF SEC 145.1. SEE LEVEL 1 FLOOR PLAN ON SHT A2.2 FOR REMOVAL SCOPE.
4. SECONDARY ENTRANCE DOOR INSTALLED, 2009
5. SPECIFICATION FOR THE ROLLING DOOR (WHICH THE ESTM NOTES WAS REPLACED IN 2011) PROVIDED TO PLANNING DEPARTMENT UNDER SEPARATE COVER; AAU DOES NOT HAVE RECORD OF ANY ADDITIONAL DOOR REPLACEMENTS; MAY BE LEGALIZED AS IS.
6. EXISTING AWNINGS WITH UNDERMOUNT LINEAR LIGHT FIXTURES
6a. PURSUANT TO REVIEW WITH PLANNING DEPARTMENT HISTORIC PRESERVATION STAFF, PERMITS AUTHORIZING AWNINGS ARE EXPIRED. AWNINGS PROPOSED FOR LEGITIMIZATION; CONDUITS ASSOCIATED WITH LIGHTING TO BE INTERNALLY ROUTED
6b. REMOVE EXISTING AAU PAINTED COPY ON AWNING, TYP.
7. EXISTING LIGHT FIXTURES TO REMAIN; CONCEAL ASSOCIATED EXPOSED CONDUITS
8. REMOVE WINDOW SIGNAGE DECALS AND FILM ON GLAZING AT ALCOVE. SEE PHOTOS ON SHT. A4.1

ITEMS BELOW NOTED DURING 9/25/19 SITE WALK

9. EXISTING METAL SIGNAGE BOXES DEDICATED TO GALLERY SPACE, TYP. OF (3) TO REMAIN
10. INFILLED WINDOWS, TYP. OF (2) ON JESSIE ST. ELEVATION
11. EXISTING TINTED FILM AT SOME OF THE EXTERIOR WINDOWS ON 3RD & 4TH LEVELS OF NEW MONTGOMERY ST. ELEVATION

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EXTERIOR ELEVATION IMAGES

A3.1

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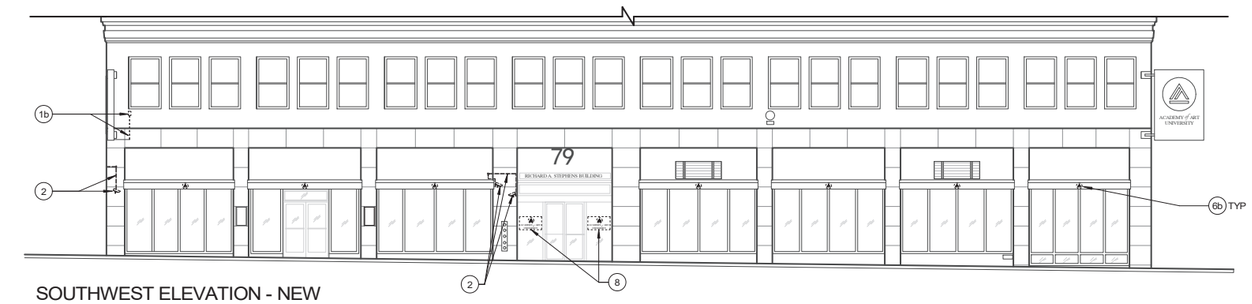
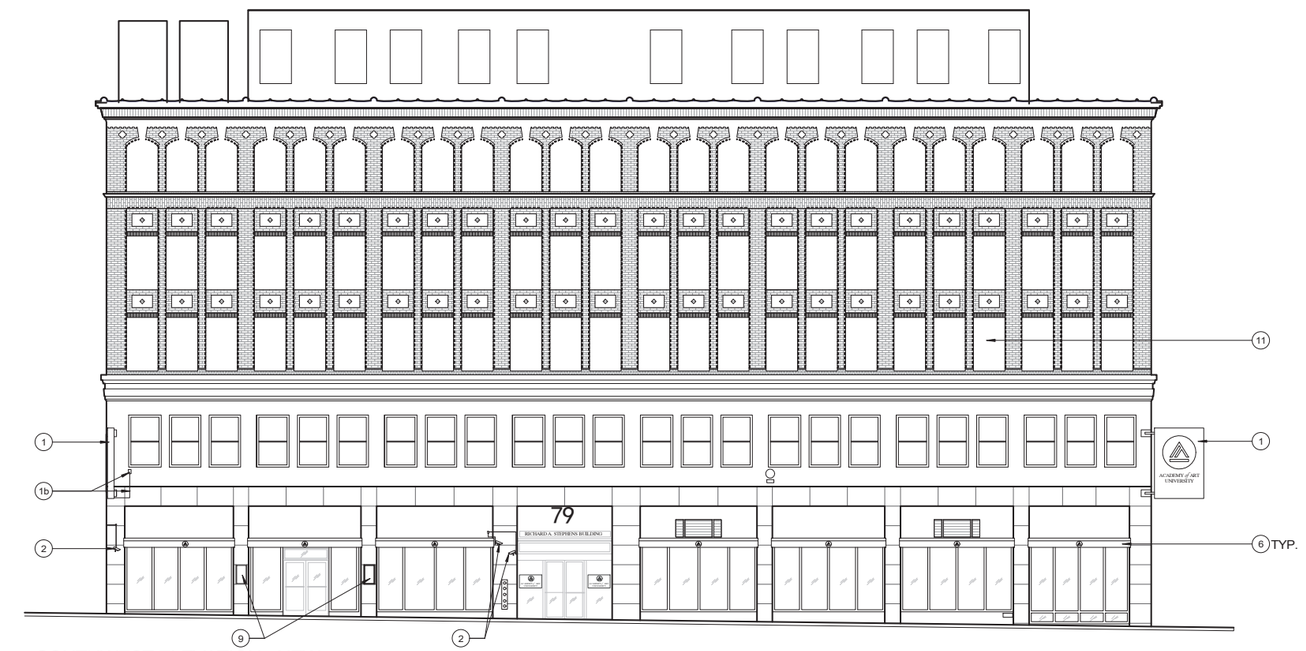
3 SOUTHWEST ELEVATION - NEW MONTGOMERY (PROPOSED)
3/32" = 1'-0"



2 SOUTHWEST ELEVATION - NEW MONTGOMERY (DEMO)
3/32" = 1'-0"



1 SOUTHWEST ELEVATION - NEW MONTGOMERY (EXISTING)
3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
3. REMOVE ALL ABANDONED EQUIPMENT & ATTACHMENTS ON THE EXTERIOR
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
5. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
6. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

E	EXISTING SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR

LEGEND

SECURITY CAMERA

KEYNOTES

1. ES-27, HR-1 PROJECTING SIGNAGE LEGALLY PERMITTED BY PERMIT NOS [9305460, 9305461, 9305463, 200106282578, 20010628258l, 200108166236, 20100119488]
1b. EXTERIOR CONDUITS FOR THE EXISTING SIGNS TO BE CONCEALED BEHIND EXISTING FEATURES OR INTERNALLY ROUTED, IF POSSIBLE
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2c. PROPOSED SINGLE SMALL FORM FACTOR DOME CAMERA; ROUTE CABLE THROUGH EXISTING BUILDING PENETRATION
3. WINDOWS ALONG ALL FRONTAGES TO BE BROUGHT INTO COMPLIANCE WITH TRANSPARENCY REQUIREMENTS OF SEC 145.1. SEE LEVEL 1 FLOOR PLAN ON SHT A2.2 FOR REMOVAL SCOPE.
4. SECONDARY ENTRANCE DOOR INSTALLED, 2009
5. SPECIFICATION FOR THE ROLLING DOOR (WHICH THE ESTM NOTES WAS REPLACED IN 2011) PROVIDED TO PLANNING DEPARTMENT UNDER SEPARATE COVER; AAU DOES NOT HAVE RECORD OF ANY ADDITIONAL DOOR REPLACEMENTS; MAY BE LEGALIZED AS IS.
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8. REMOVE WINDOW SIGNAGE DECALS AND FILM ON GLAZING AT ALCOVE. SEE PHOTOS ON SHT. A4.1

ITEMS BELOW NOTED DURING 9/25/19 SITE WALK

9. EXISTING METAL SIGNAGE BOXES DEDICATED TO GALLERY SPACE, TYP. OF (3) TO REMAIN
10. INFILLED WINDOWS, TYP. OF (2) ON JESSIE ST. ELEVATION
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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

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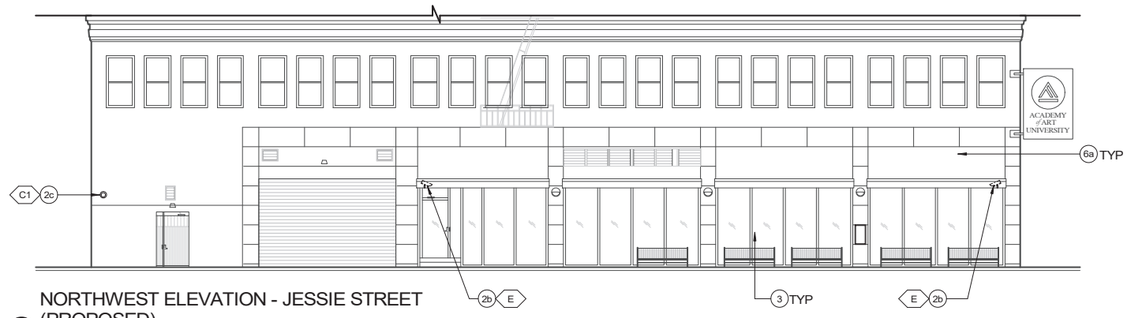
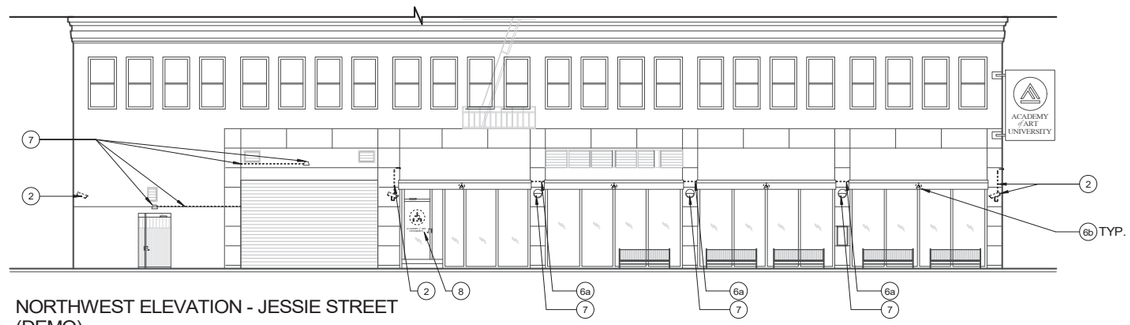


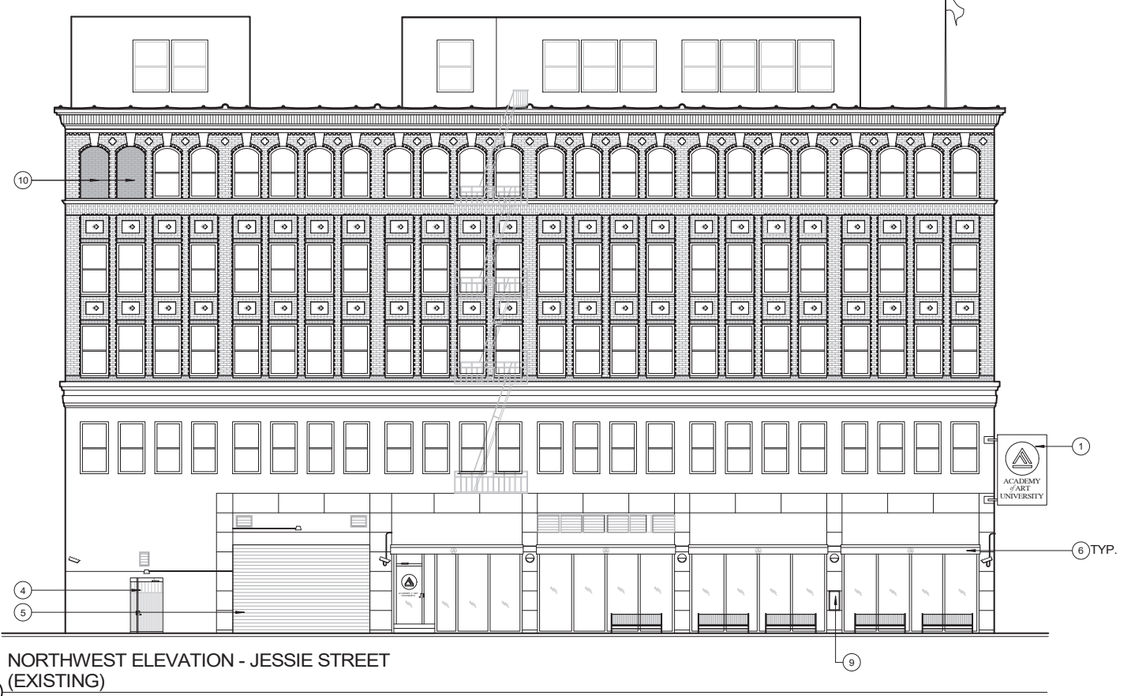
NORTHWEST ELEVATION - JESSIE STREET (PROPOSED)

3 3/32" = 1'-0"



NORTHWEST ELEVATION - JESSIE STREET (DEMO)

2 3/32" = 1'-0"



NORTHWEST ELEVATION - JESSIE STREET (EXISTING)

1 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
3. REMOVE ALL ABANDONED EQUIPMENT & ATTACHMENTS ON THE EXTERIOR
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
5. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
6. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

E	EXISTING SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR

LEGEND

SECURITY CAMERA

KEYNOTES

1. ES-27, HR-1 PROJECTING SIGNAGE LEGALLY PERMITTED BY PERMIT NOS [9305460, 9305461, 9305463, 200106282578, 200106282581, 200108166236, 20100119488]
1b. EXTERIOR CONDUITS FOR THE EXISTING SIGNS TO BE CONCEALED BEHIND EXISTING FEATURES OR INTERNALLY ROUTED, IF POSSIBLE
2. EXISTING BULLET-STYLE SECURITY CAMERAS AND ASSOCIATED CONDUITS TO BE REMOVED; SALVAGE CAMERA EQUIPMENT FOR REINSTALL
2b. REINSTALL SALVAGED CAMERA UNDER THE AWNING; NO EXPOSED CONDUITS. FEED THE CAMERA FROM INSIDE THE BUILDING, THROUGH THE SOFFIT
2c. PROPOSED SINGLE SMALL FORM FACTOR DOME CAMERA; ROUTE CABLE THROUGH EXISTING BUILDING PENETRATION
3. WINDOWS ALONG ALL FRONTAGES TO BE BROUGHT INTO COMPLIANCE WITH TRANSPARENCY REQUIREMENTS OF SEC 145.1. SEE LEVEL 1 FLOOR PLAN ON SHT A2.2 FOR REMOVAL SCOPE.
4. SECONDARY ENTRANCE DOOR INSTALLED, 2009
5. SPECIFICATION FOR THE ROLLING DOOR (WHICH THE ESTM NOTES WAS REPLACED IN 2011) PROVIDED TO PLANNING DEPARTMENT UNDER SEPARATE COVER; AAU DOES NOT HAVE RECORD OF ANY ADDITIONAL DOOR REPLACEMENTS; MAY BE LEGALIZED AS IS.
6. EXISTING AWNINGS WITH UNDERMOUNT LINEAR LIGHT FIXTURES
6a. PURSUANT TO REVIEW WITH PLANNING DEPARTMENT HISTORIC PRESERVATION STAFF, PERMITS AUTHORIZING AWNINGS ARE EXPIRED. AWNINGS PROPOSED FOR LEGITIMIZATION; CONDUITS ASSOCIATED WITH LIGHTING TO BE INTERNALLY ROUTED
6b. REMOVE EXISTING AAU PAINTED COPY ON AWNING, TYP.
7. EXISTING LIGHT FIXTURES TO REMAIN; CONCEAL ASSOCIATED EXPOSED CONDUITS
8. REMOVE WINDOW SIGNAGE DECALS AND FILM ON GLAZING AT ALCOVE. SEE PHOTOS ON SHT. A4.1

ITEMS BELOW NOTED DURING 9/25/19 SITE WALK

9. EXISTING METAL SIGNAGE BOXES DEDICATED TO GALLERY SPACE, TYP. OF (3) TO REMAIN
10. INFILLED WINDOWS, TYP. OF (2) ON JESSIE ST. ELEVATION
11. EXISTING TINTED FILM AT SOME OF THE EXTERIOR WINDOWS ON 3RD & 4TH LEVELS OF NEW MONTGOMERY ST. ELEVATION

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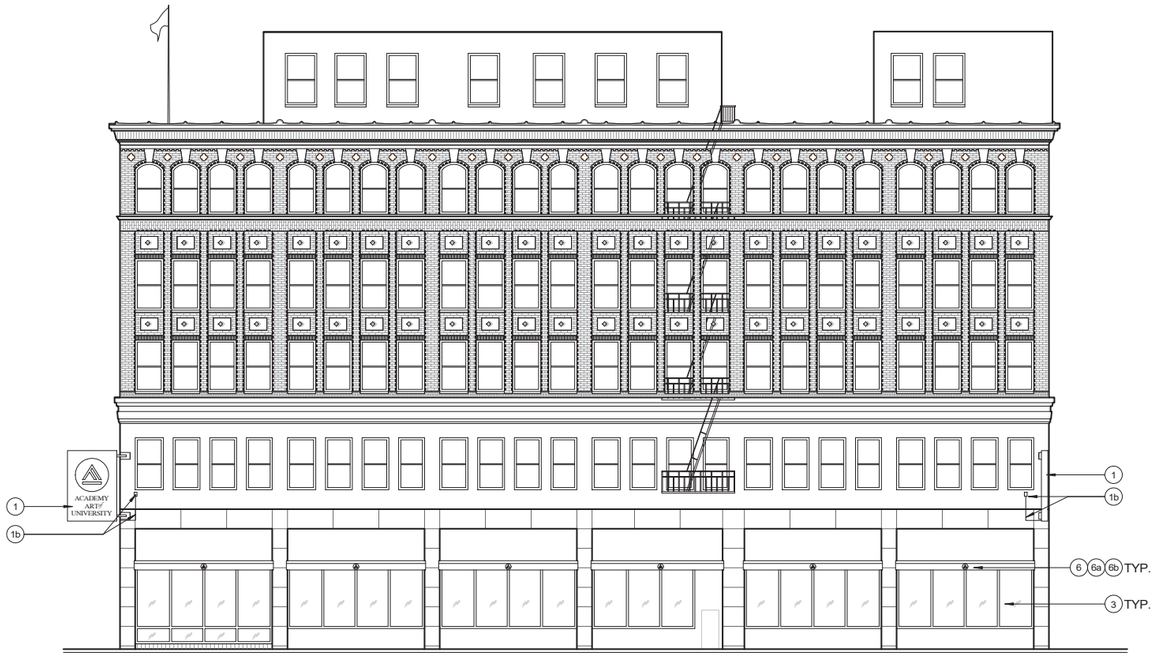
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number	21823.06
Issue Date	10/11/19
Scale	As indicated
Phase	
Print Date	10/12/2019 12:11:05 AM

No.	Date	Description

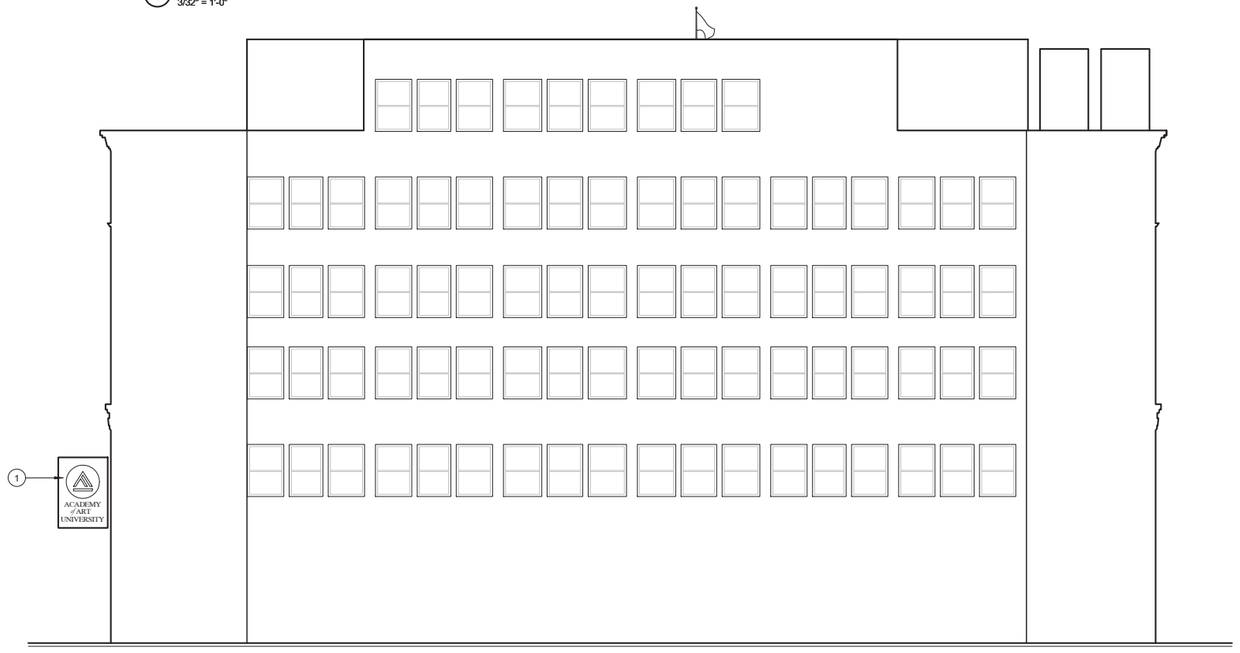
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3



SOUTHEAST ELEVATION - MISSION STREET (EXISTING/PROPOSED)

1 3/32" = 1'-0"



NORTHEAST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)

2 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
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LEGEND

SECURITY CAMERA

KEYNOTES

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5. SPECIFICATION FOR THE ROLLING DOOR (WHICH THE ESTM NOTES WAS REPLACED IN 2011) PROVIDED TO PLANNING DEPARTMENT UNDER SEPARATE COVER; AAU DOES NOT HAVE RECORD OF ANY ADDITIONAL DOOR REPLACEMENTS; MAY BE LEGALIZED AS IS.
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ITEMS BELOW NOTED DURING 9/25/19 SITE WALK

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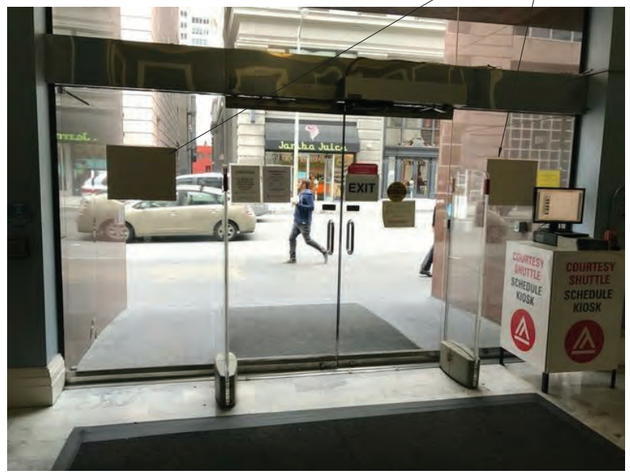
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.4

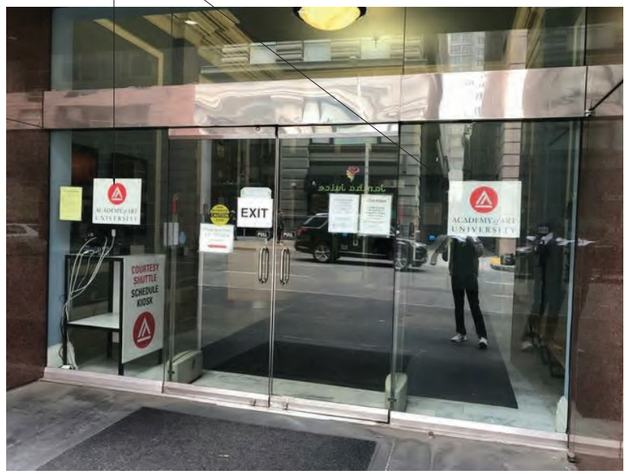
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

6 ELEVATION - JESSIE ST ROLL UP DOOR INFORMATION
1/8" = 1'-0"

REMOVE WINDOW DECALS

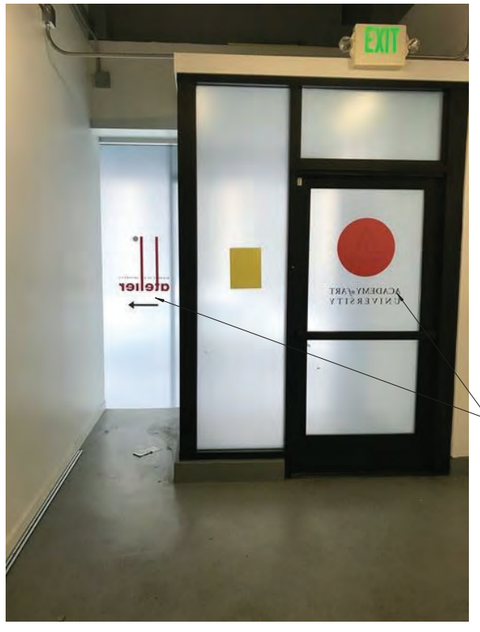


5 ELEVATION - MAIN ENTRY - INTERIOR
1/8" = 1'-0"



4 ELEVATION - MAIN ENTRY - EXTERIOR
1/8" = 1'-0"

3 ELEVATION - JESSIE ST. ROLL UP DOOR
1/8" = 1'-0"



2 ELEVATION - JESSIE ST. SIDE DOOR - INTERIOR
1/8" = 1'-0"

REMOVE WINDOW DECALS AND FILM ON GLAZING

1 ELEVATION - JESSIE ST. SIDE DOOR - EXTERIOR
1/8" = 1'-0"

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No.	Date	Description

ELEVATION IMAGES - DOORS

A4.1

KEYNOTES

1. ES-27, HR-1 PROJECTING SIGNAGE LEGALLY PERMITTED BY PERMIT NOS [9305460, 9305461, 9305463, 200106282578, 200106282581, 200108166236, 20100119488]
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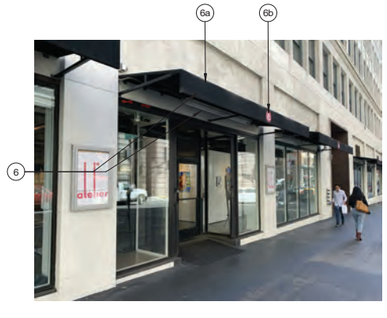

4 IMAGE
NTS

3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

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EXTERIOR ELEVATION DETAIL IMAGES

A4.2

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-28: HR-1	Signage. The projecting signs do not comply with the SOIS or Article 11 guidelines. With three large projecting signs placed just above the ground story, the signs segment and obscure what was intended to be a continuous, unified design. 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.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan
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.
	AAU PROPOSAL: AAU proposes to comply with this measure
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 PROPOSAL: See Bicycle Parking Summary on this Sheet
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	(E) 28 + (P) 16 = 44 OR	7	28
CLASS II	16 OR	15	16

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	18,033	18,033
LEVEL 1	18,075	18,075
LEVEL 2	21,667	21,667
LEVEL 3	21,667	21,667
LEVEL 4	21,667	21,667
LEVEL 5	21,667	21,667
LEVEL 6	21,667	21,667
LEVEL 7	21,667	21,667
LEVEL 8	21,667	21,667
GROSS SF TOTAL	187,777	187,777

*PER SF PLANNING CODE SECTION 102.b.13, GROSS FLOOR AREA SHALL NOT INCLUDE THE FOLLOWING:

GROUND FLOOR AREA IN THE C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), AND C-3-G DISTRICTS, AND IN THE CENTRAL SOMA SPECIAL USE DISTRICT DEVOTED TO BUILDING OR PEDESTRIAN CIRCULATION AND BUILDING SERVICE.

FLOOR AREA RATIO (PER SECTION 210.2 - TABLE 210.2):

MAXIMUM ALLOWED GROSS SF

C-3-O (SD) FAR X LOT AREA = 6.0 X 21,418 SF = 128,508 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	15,347	15,347
LEVEL 1	17,990	17,990
LEVEL 2	18,545	18,545
LEVEL 3	18,533	18,533
LEVEL 4	18,643	18,643
LEVEL 5	18,615	18,615
LEVEL 6	18,426	18,426
LEVEL 7	17,953	17,953
LEVEL 8	17,912	17,912
OCCUPIED SF TOTAL	161,964	161,964

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 180 NEW MONTGOMERY FROM THE LAST LEGAL USE OF GENERAL OFFICE TO POST-SECONDARY EDUCATIONAL INSTITUTION.

PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 180 NEW MONTGOMERY ARE LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO ABATE AND CLOSE ENFORCEMENT CASE 2015-013540 (NO AUTHORIZATION FOR CONVERSION OF OFFICE USE TO POST-SECONDARY INSTITUTIONAL USE).

SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE DRAWINGS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS.

SHEET INDEX

* Minor Permit to Alter requires HISTORIC PRESERVATION COMMISSION REVIEW

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A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	
A0.S2	SITE PLAN DRAWINGS	●	●	
A0.S3	STREETSCAPE DRAWINGS	●		
A0.T1	OCCUPANCY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
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A1.2	EXISTING FLOOR PLANS - LEVEL 1	●		●
A1.3	EXISTING FLOOR PLANS - LEVEL 2	●		●
A1.4	EXISTING FLOOR PLANS - LEVEL 3	●		●
A1.5	EXISTING FLOOR PLANS - LEVEL 4	●		●
A1.6	EXISTING FLOOR PLANS - LEVEL 5	●		●
A1.7	EXISTING FLOOR PLANS - LEVEL 6	●		●
A1.8	EXISTING FLOOR PLANS - LEVEL 7	●		●
A1.9	EXISTING FLOOR PLANS - LEVEL 8	●		●
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A2.2	PROPOSED FLOOR PLANS - LEVEL 1	●		●
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A2.6	PROPOSED FLOOR PLANS - LEVEL 5	●		●
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A3.0	HISTORIC EXTERIOR ELEVATION IMAGES	●	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.2a	EXISTING/PROPOSED EXTERIOR ELEVATIONS - ALTERNATE INFILL	●	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
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A4.1	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●

TOTAL SHEETS: 30

PROPERTY INFORMATION

ADDRESS	180 NEW MONTGOMERY STREET
BLOCK/LOT	3722/022
No OF STORIES	9 (NO CHANGE)
DISTRICTS	
ZONING	C-3-O (SD)
HEIGHT/BULK	150-S
SPECIAL USE	WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE

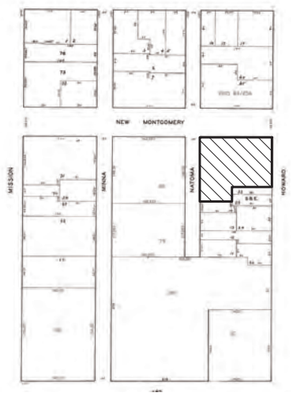
USE	CHANGE OF USE REQUIRED
LAST LEGAL	OFFICE
PROPOSED	INSTITUTIONAL: POST-SECONDARY EDUCATION

HISTORIC EVALUATION

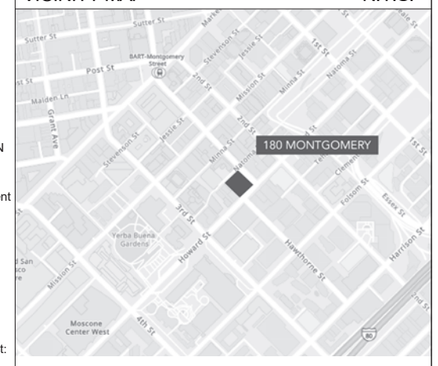
HISTORIC RESOURCE STATUS	A- Historic Resource Present
NATIONAL REGISTER HISTORIC DISTRICTS	None
CALIFORNIA REGISTER HISTORIC DISTRICTS	None
HISTORIC RESOURCE EVALUATION RESPONSES	None
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	Iv - Contributory Building, Within Conservation District: New Montgomery-Mission-2nd St
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT PLAN N.T.S.



VICINITY MAP N.T.S.



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AAU INSTITUTIONAL COMPLIANCE SET

180 NEW MONTGOMERY
San Francisco, CA 94105

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.06 | Issue Date 10/11/19
Scale 1/8" = 1'-0" | Phase
Print Date: 10/12/2019 12:14:15 AM

No.	Date	Description

COVER SHEET

A0.0

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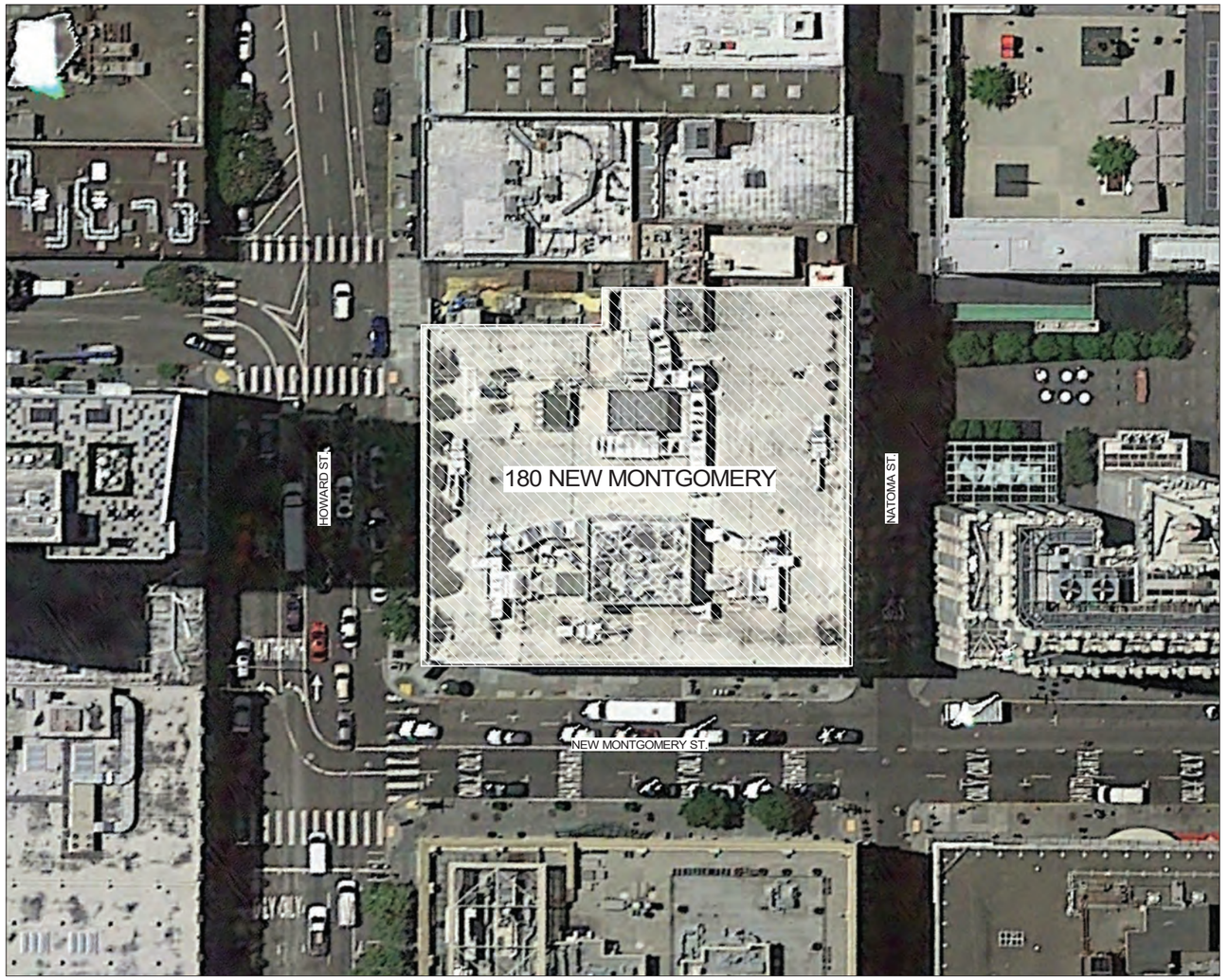

1 SITE PLAN AERIAL IMAGE
NTS

N

SITE HISTORY

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

Designed by architect Kenneth MacDonald, Jr., 170-180 New Montgomery Street was constructed in 1920 to serve as the San Francisco Furniture Exchange. The building was constructed for an estimated cost of $700,000 and commissioned by the Sharon Estate and Henry J. Moore, head of the city's Furniture Exchange. Upon its construction, the building was heralded in the San Francisco Chronicle as offering "a practical solution of what has been one of the city's greatest commercial problems"—namely, that previously "foreign buyers landing at any Pacific Coast port and representatives of Western houses" had been "compelled to make a long trip East to inspect furniture stocks." Once completed, space in the building went quickly, with "practically all the large manufacturers of furniture in the United States represented" in the Furniture Exchange.

By the late 1960s, for at least twenty years, the building served as one of several locations in San Francisco for the offices of Pacific Telephone & Telegraph Company/Pacific Bell.

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number	21823.06
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Phase	
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SITE PLAN AERIAL IMAGE & SITE HISTORY

A0.S1

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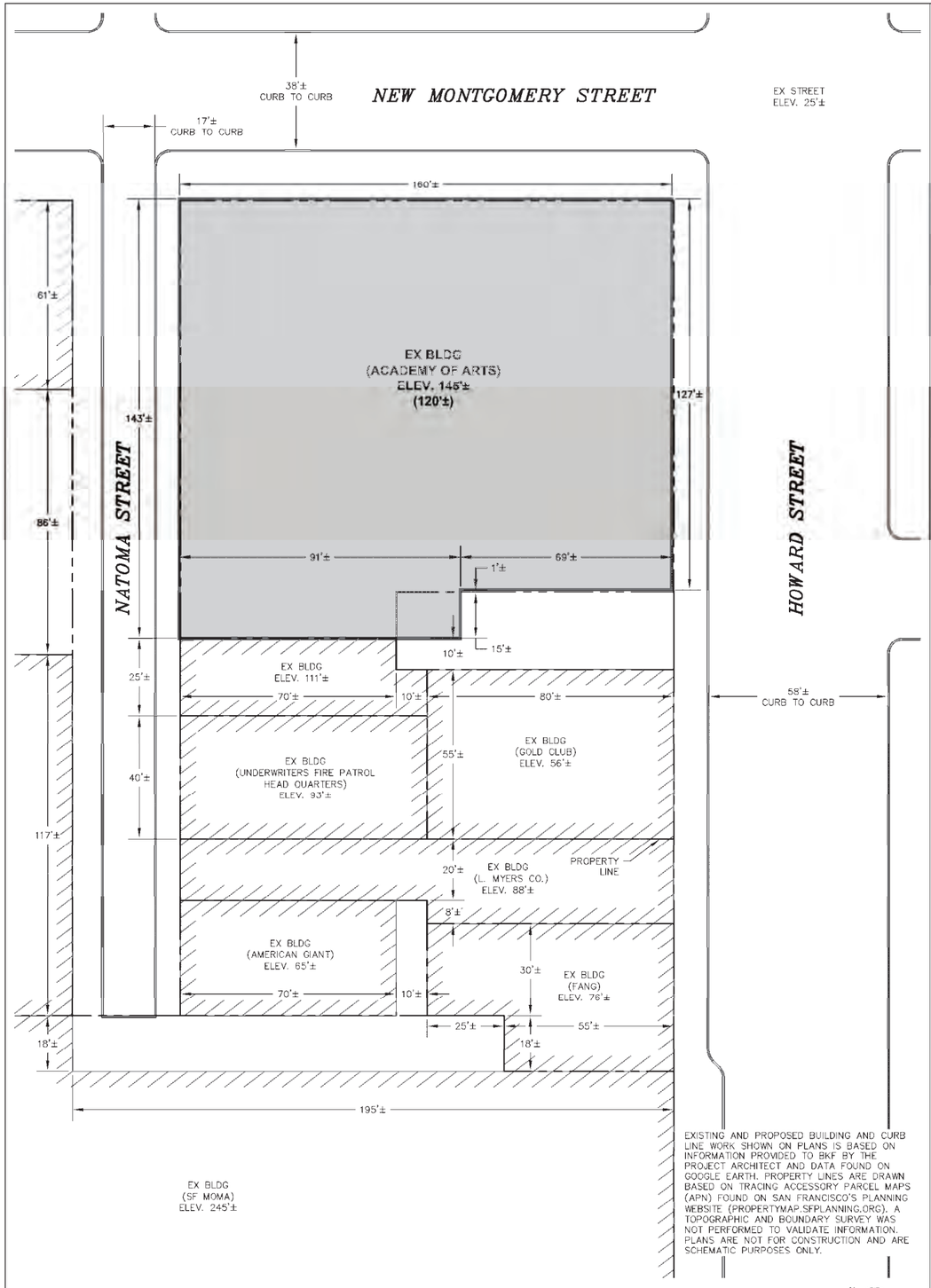
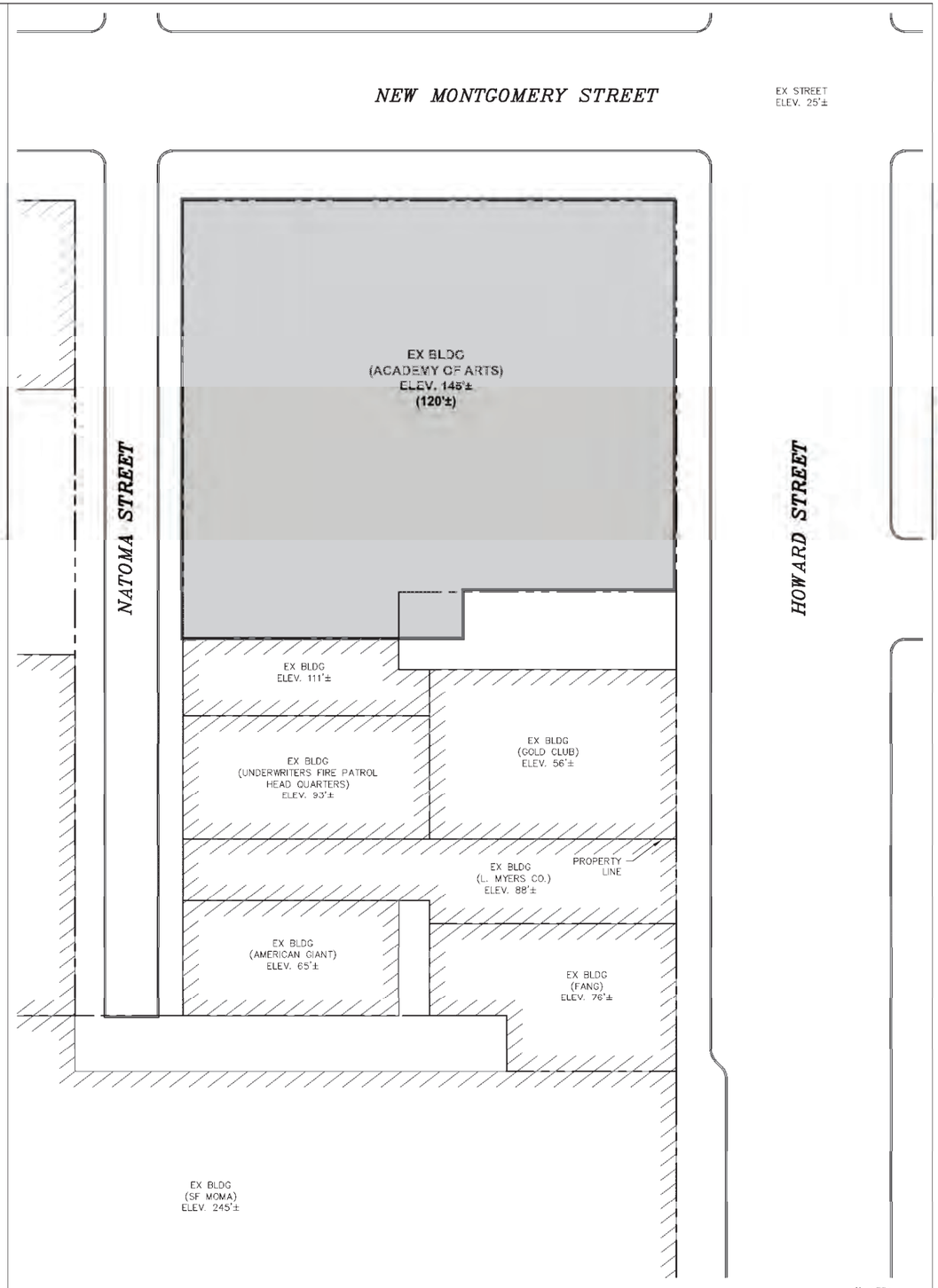


EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.

2 — 180 NEW MONTGOMERY - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 — 180 NEW MONTGOMERY - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU
INSTITUTIONAL
COMPLIANCE
SET

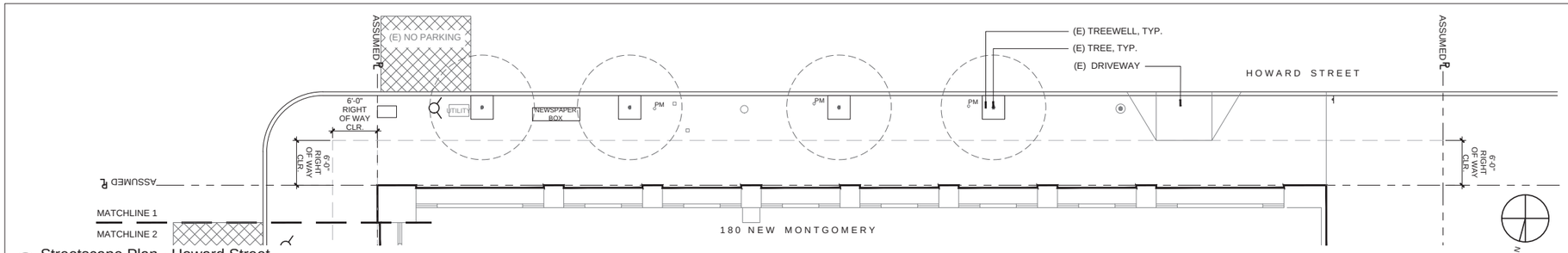
180 NEW MONTGOMERY
San Francisco, CA 94105

REGISTERED PROFESSIONAL ENGINEER
JASON T. [illegible]
No. C 52281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

21826.14 10/11/19
AS NOTED

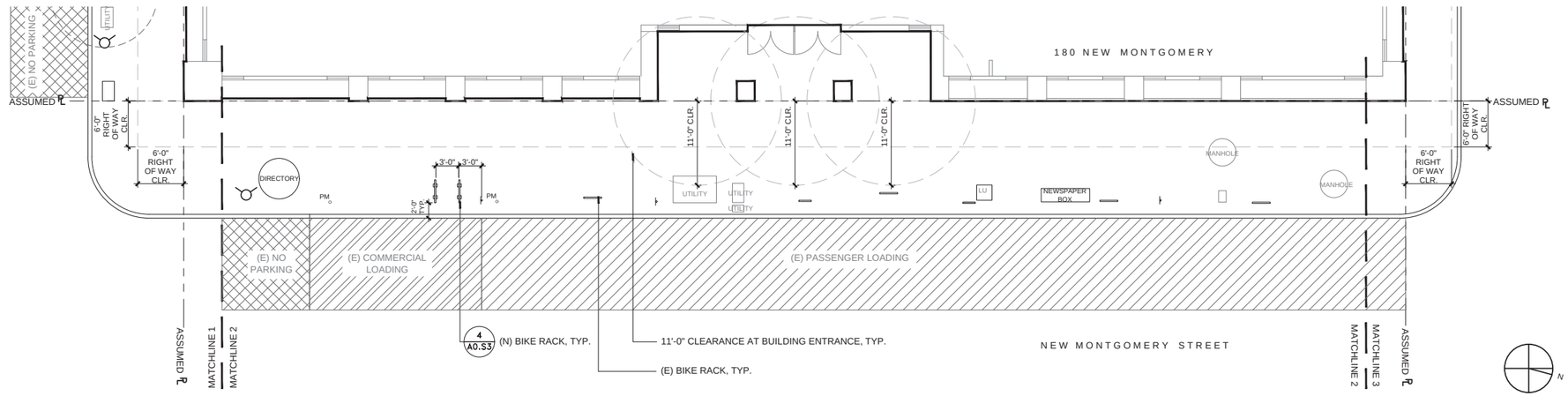
SITE PLAN
DRAWINGS

A0.S2



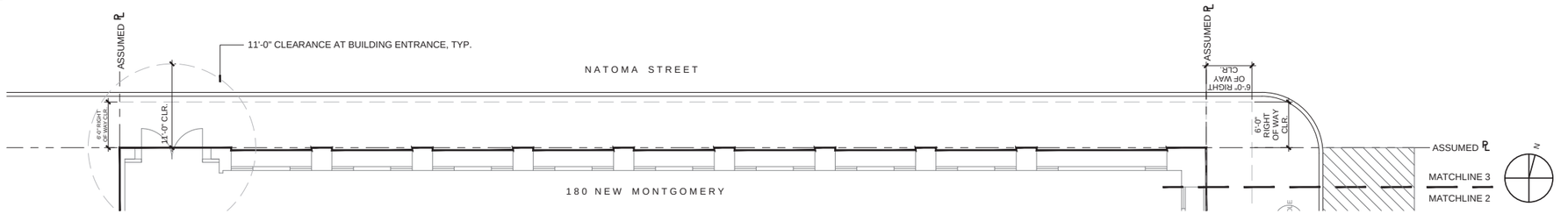
1 Streetscape Plan - Howard Street

1/8" = 1'-0"



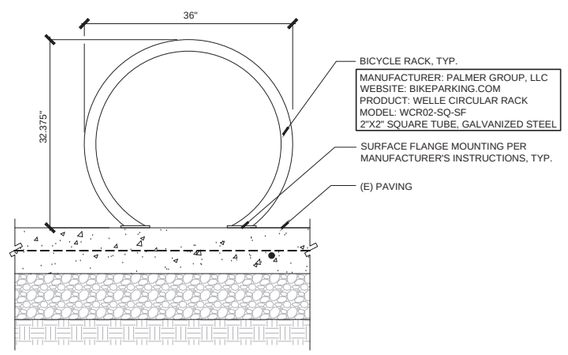
2 Streetscape Plan - New Montgomery Street

1/8" = 1'-0"



3 Streetscape Plan - Natoma Street

1/8" = 1'-0"



4 Bike Rack

NTS

SCALE: 1/8"=1'-0"

0' 4' 8' 16'

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(12) BIKE PARKING SPACES

PROPOSED:
(4) BIKE PARKING SPACES

TOTAL: 16

LEGEND

(N) BIKE RACK, CLASS II

(E) BIKE RACK, CLASS II

(E) POLE LIGHT

(E) IN-GROUND UTILITY

(E) PARKING SIGN

(E) NO PARKING (RED CURB)

(E) COMMERCIAL LOADING (YELLOW CURB)

(E) PASSENGER LOADING (WHITE CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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t 415.688.2506

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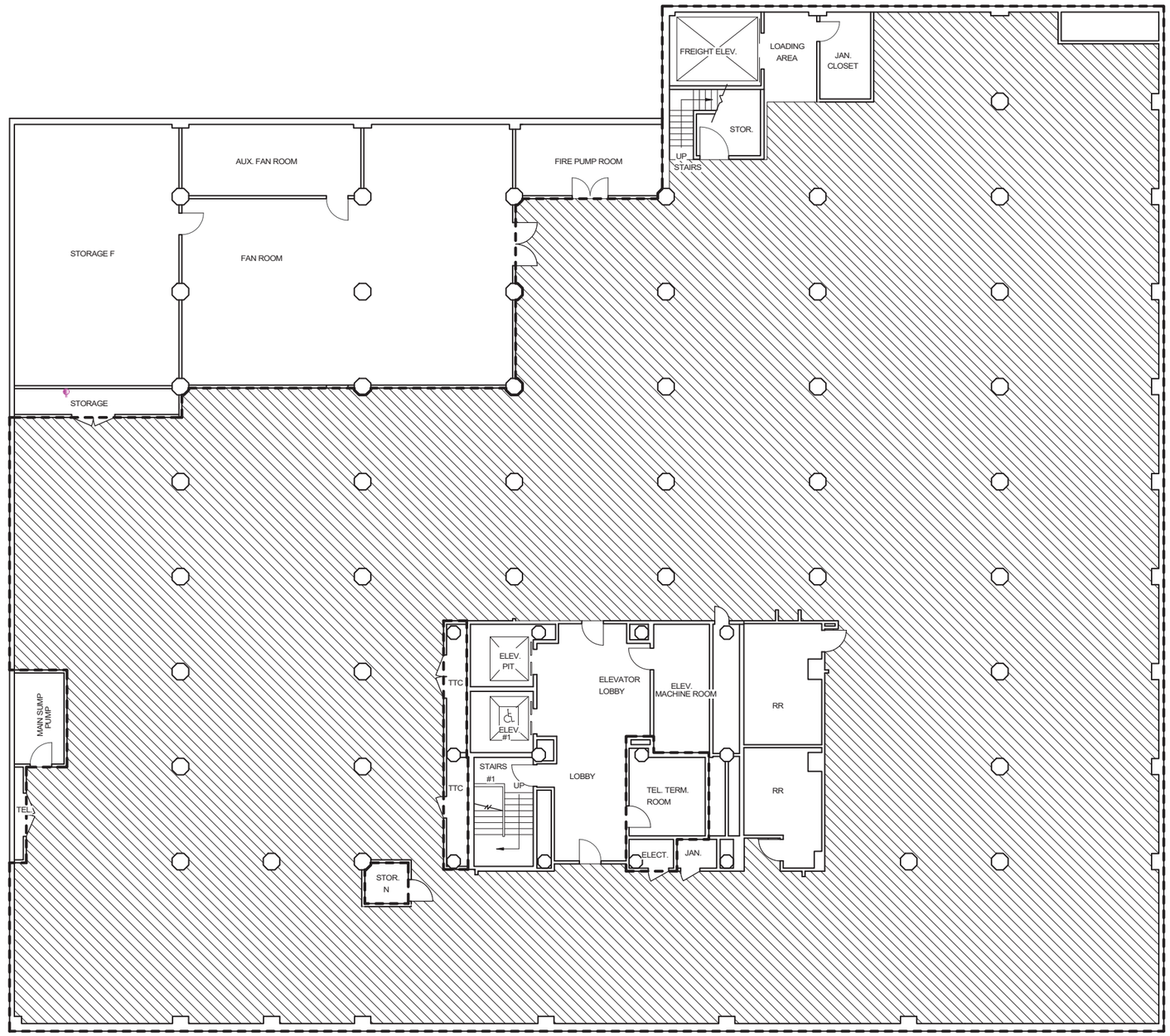
180 NEW MONTGOMERY
San Francisco, CA 94105

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MUHLLAND
C 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21826.14
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S3



1 BASEMENT - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21823.06
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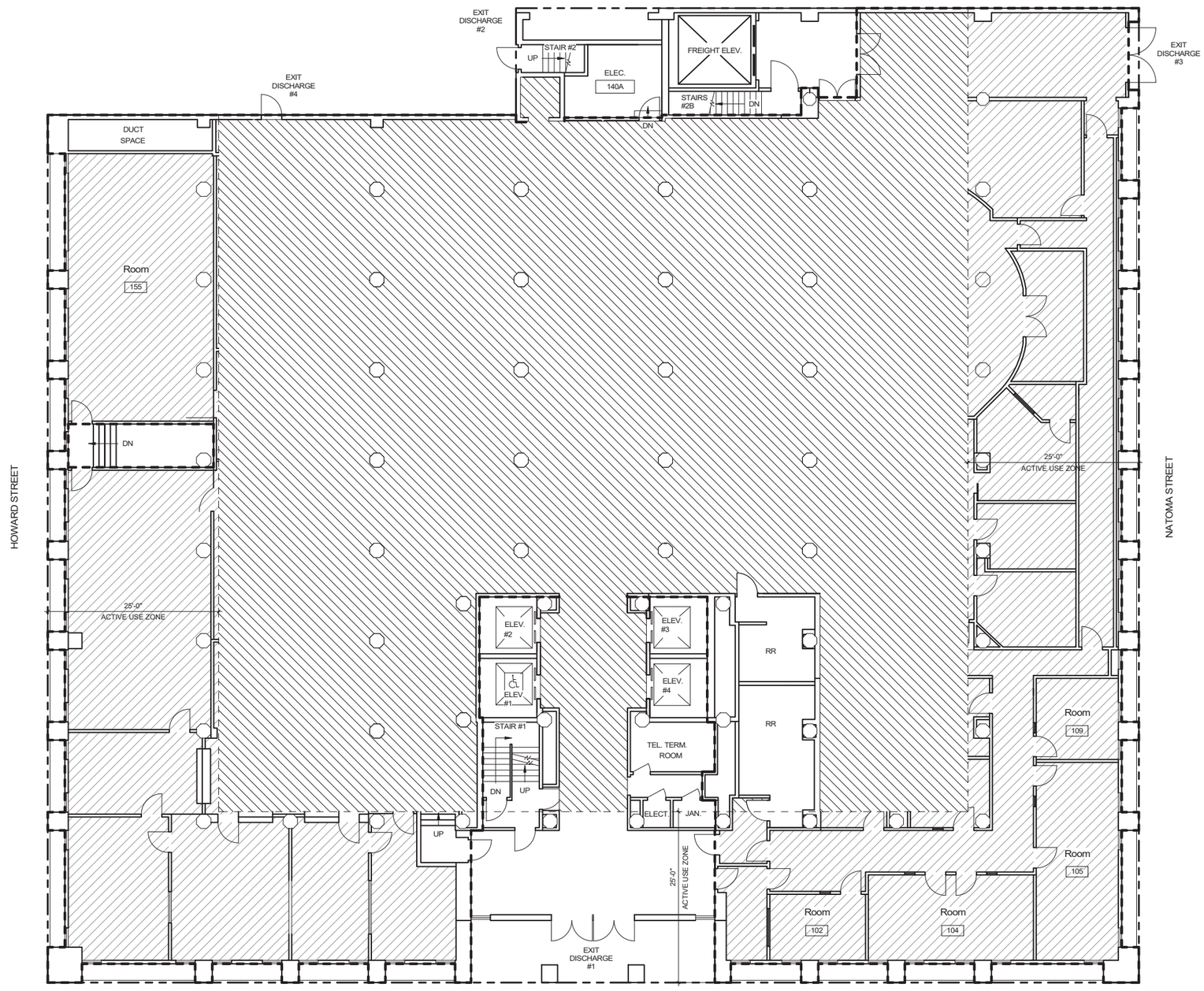
No.	Date	Description

EXISTING FLOOR PLANS - BASEMENT

A1.1



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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I, DOUGLAS G TOM, C12405, REN. 10/2019, LICENSED ARCHITECT, STATE OF CALIFORNIA

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EXISTING FLOOR PLANS - LEVEL 1

A1.2

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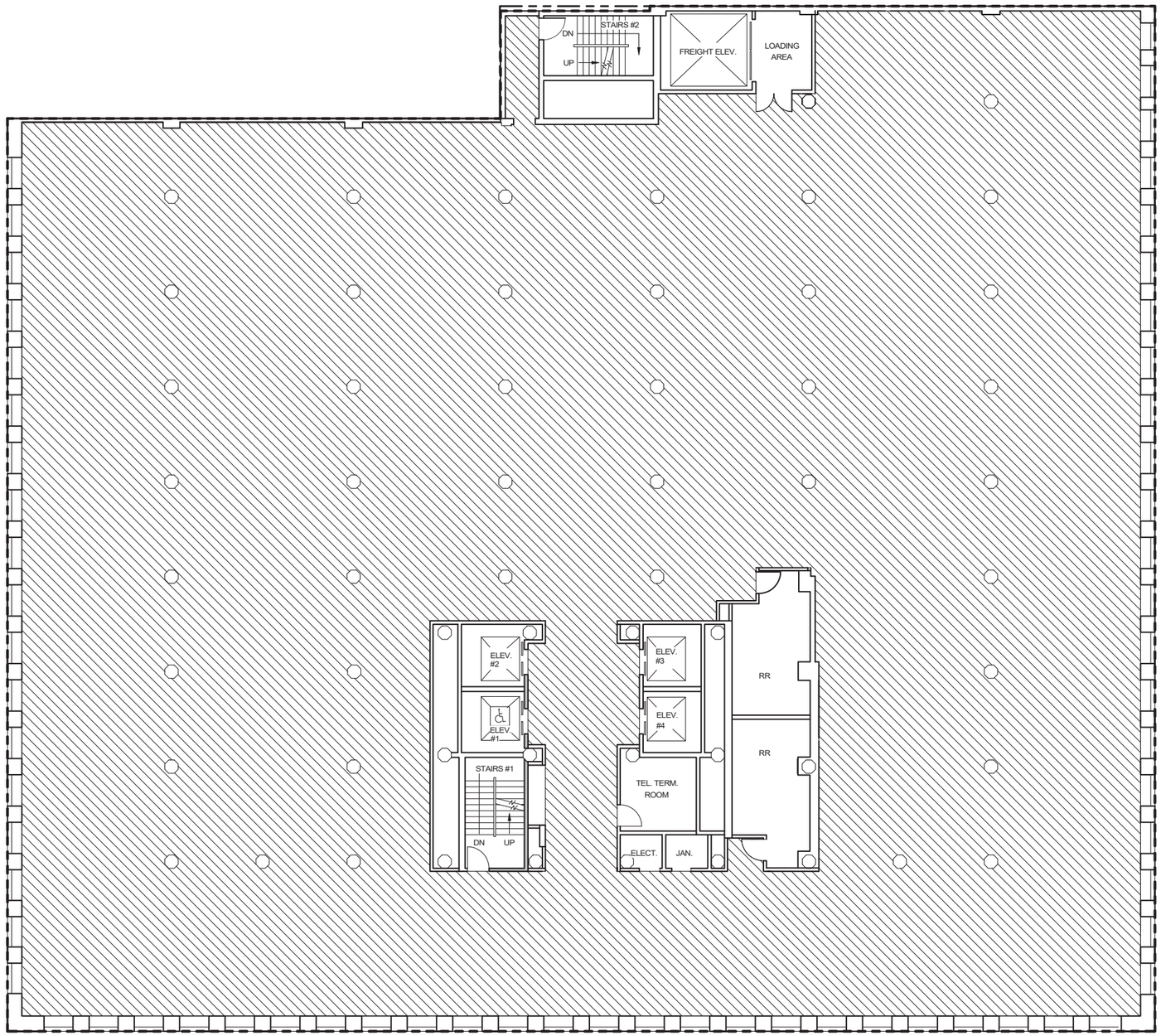

1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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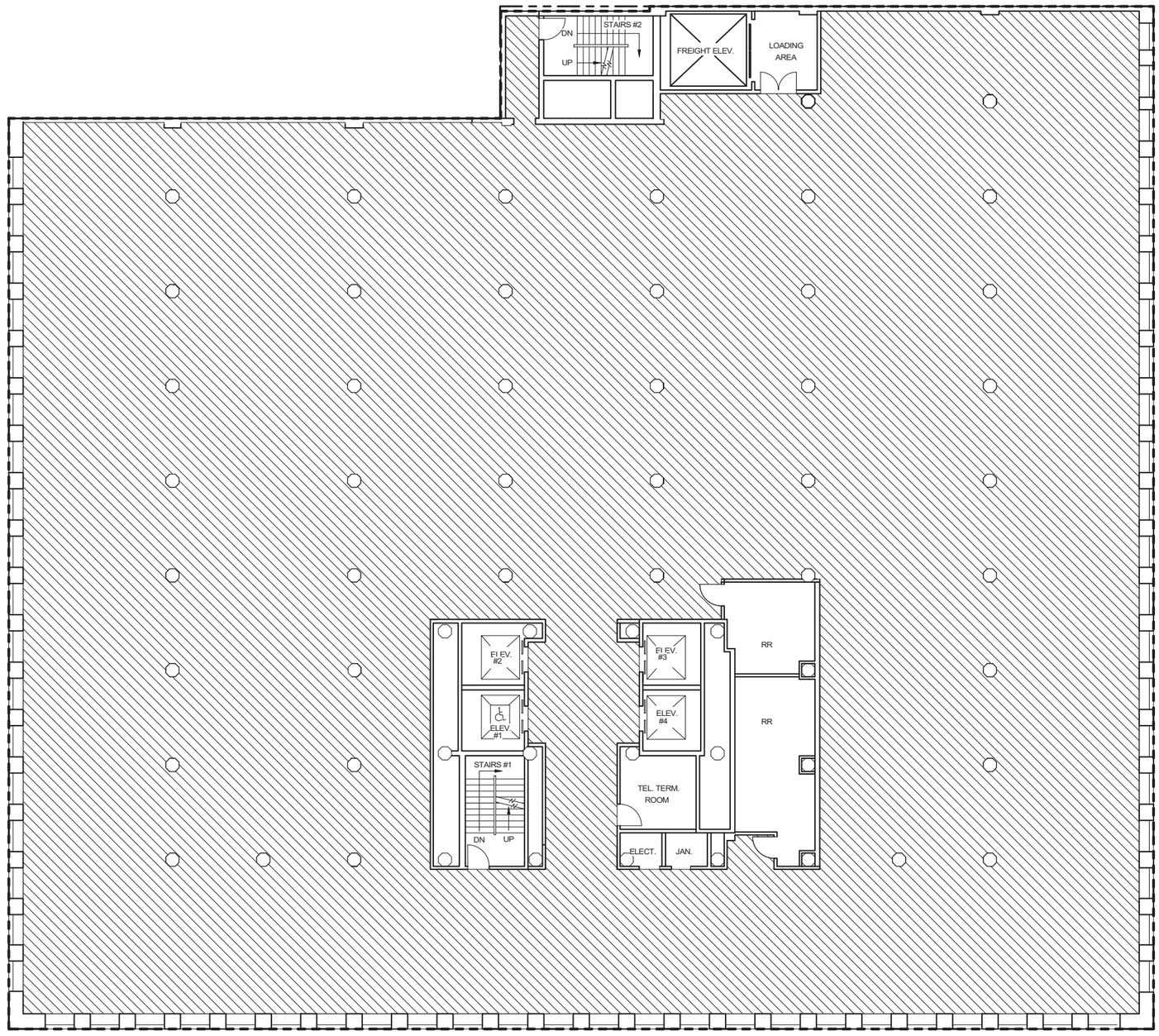
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 2

A1.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 3 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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REN. 10/2019
STATE OF CALIFORNIA

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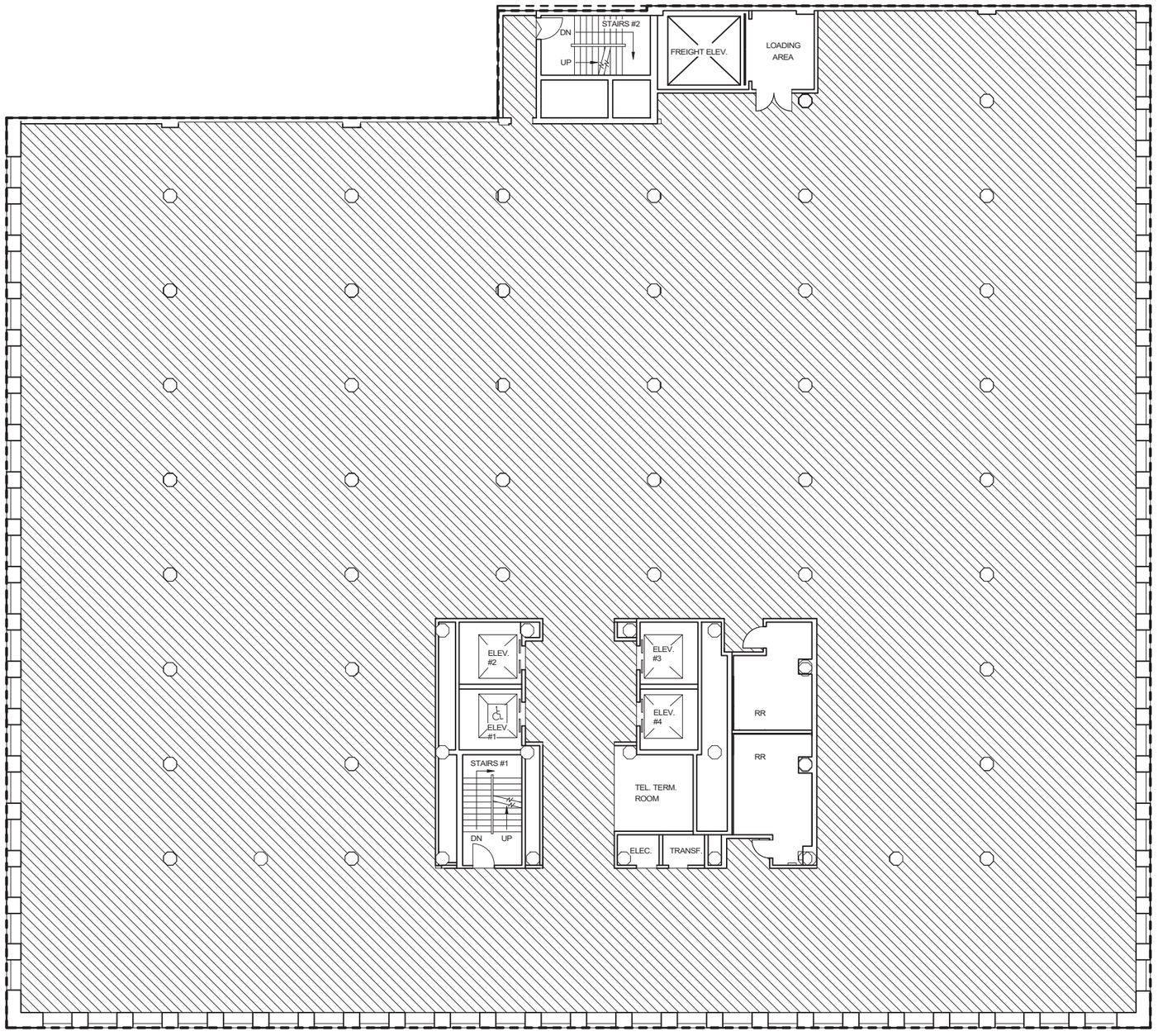
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 3

A1.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 4 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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- RR — RESTROOM

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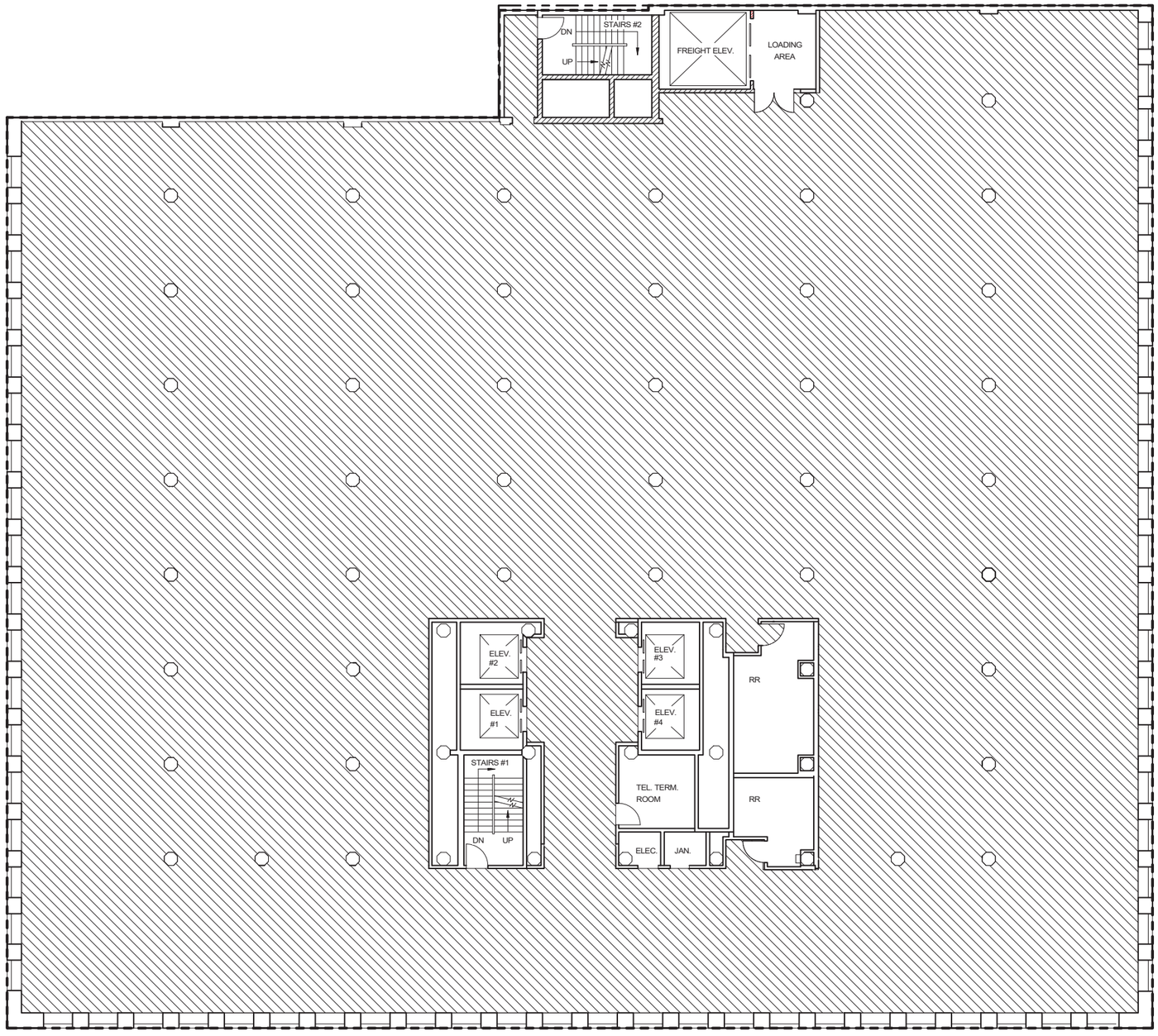
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 4

A1.5

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 5 - EXISTING
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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- RR — RESTROOM

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

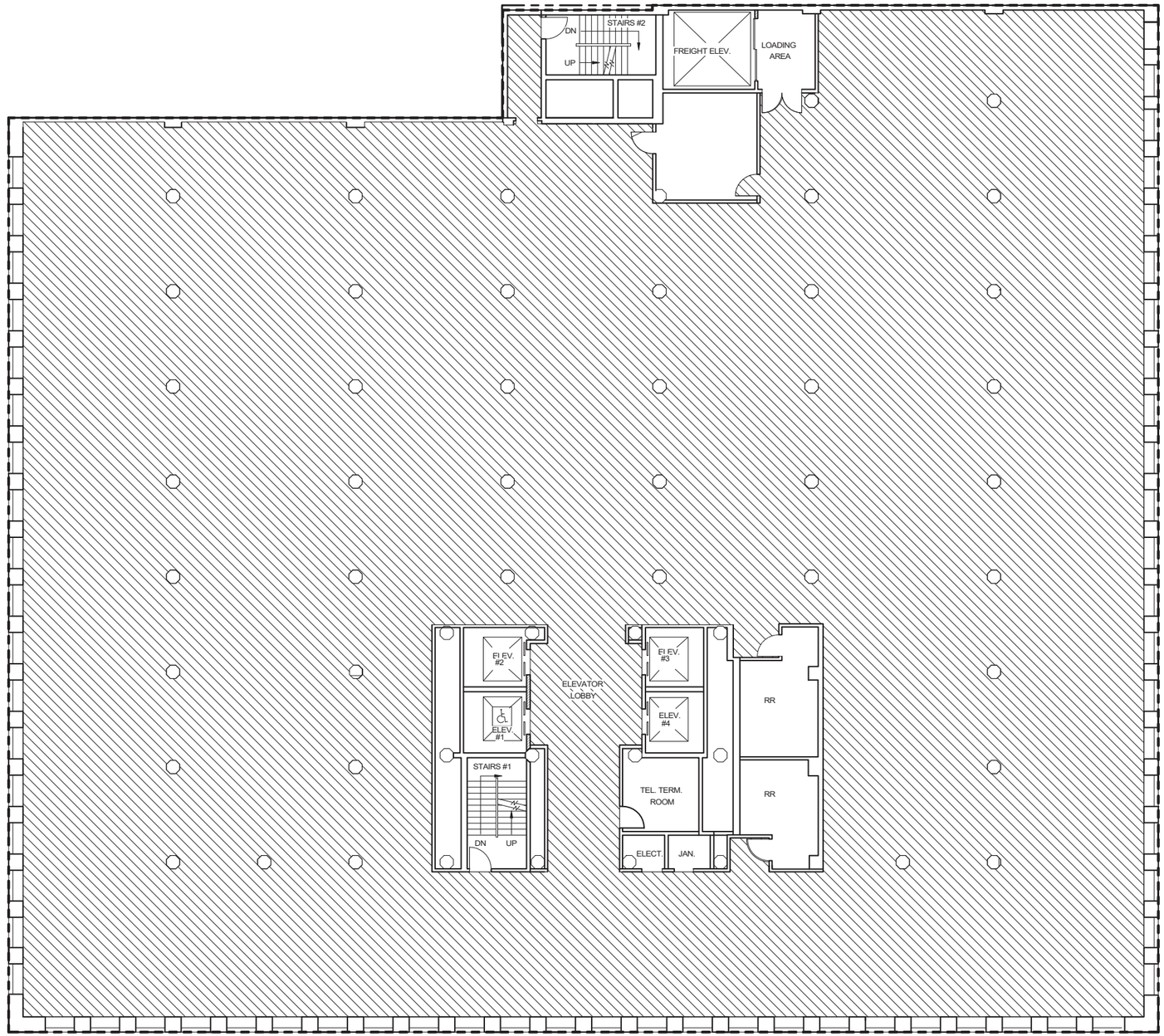
Project Number	Issue Date
21823.06	10/11/19
Scale	Phase
As indicated	
Print Date	
10/12/2019 12:14:41 AM	

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 5

A1.6

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 6 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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DOUGLAS G TOM
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REN 10/2019
STATE OF CALIFORNIA

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Phase
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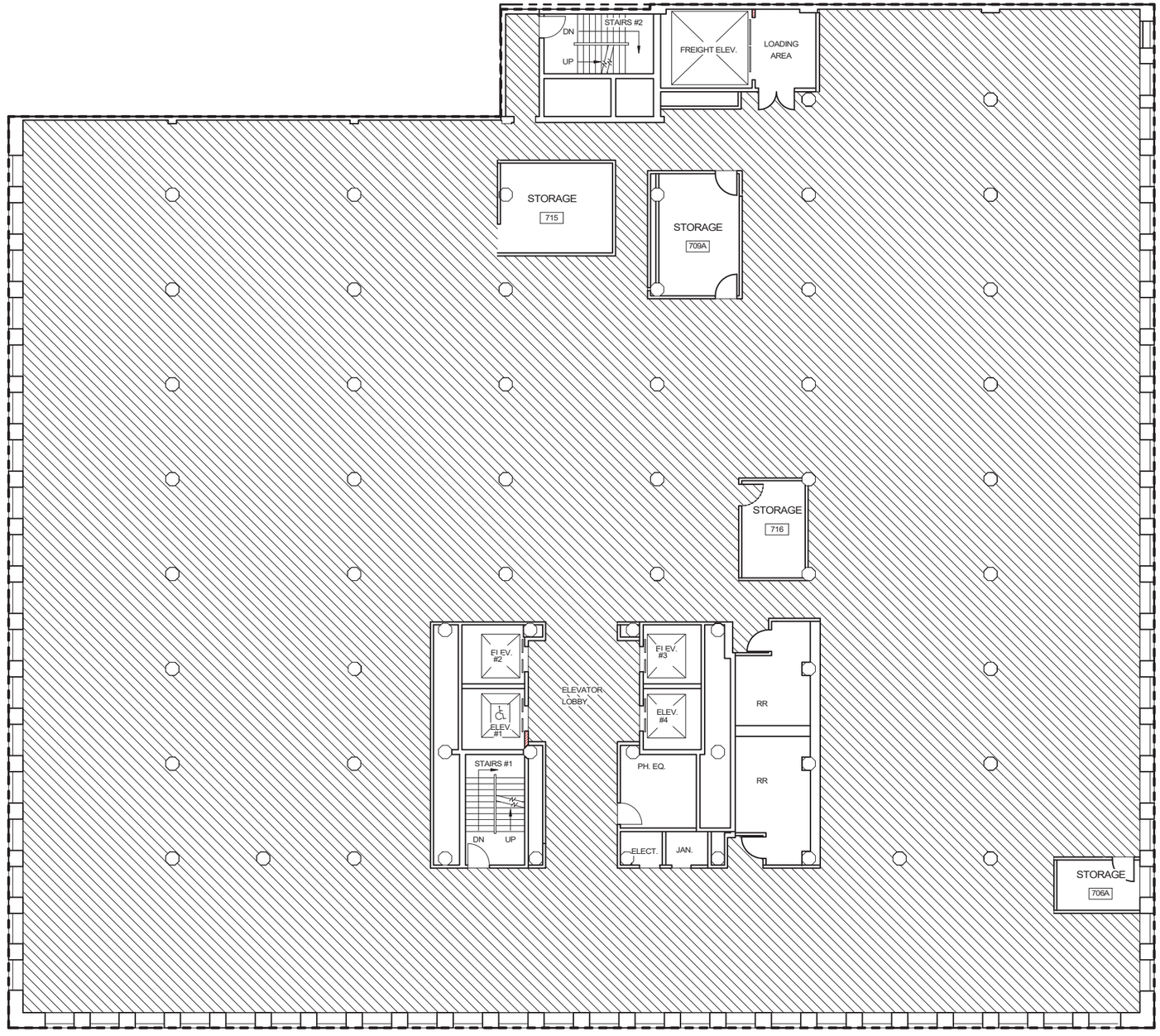
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 6

A1.7

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 7 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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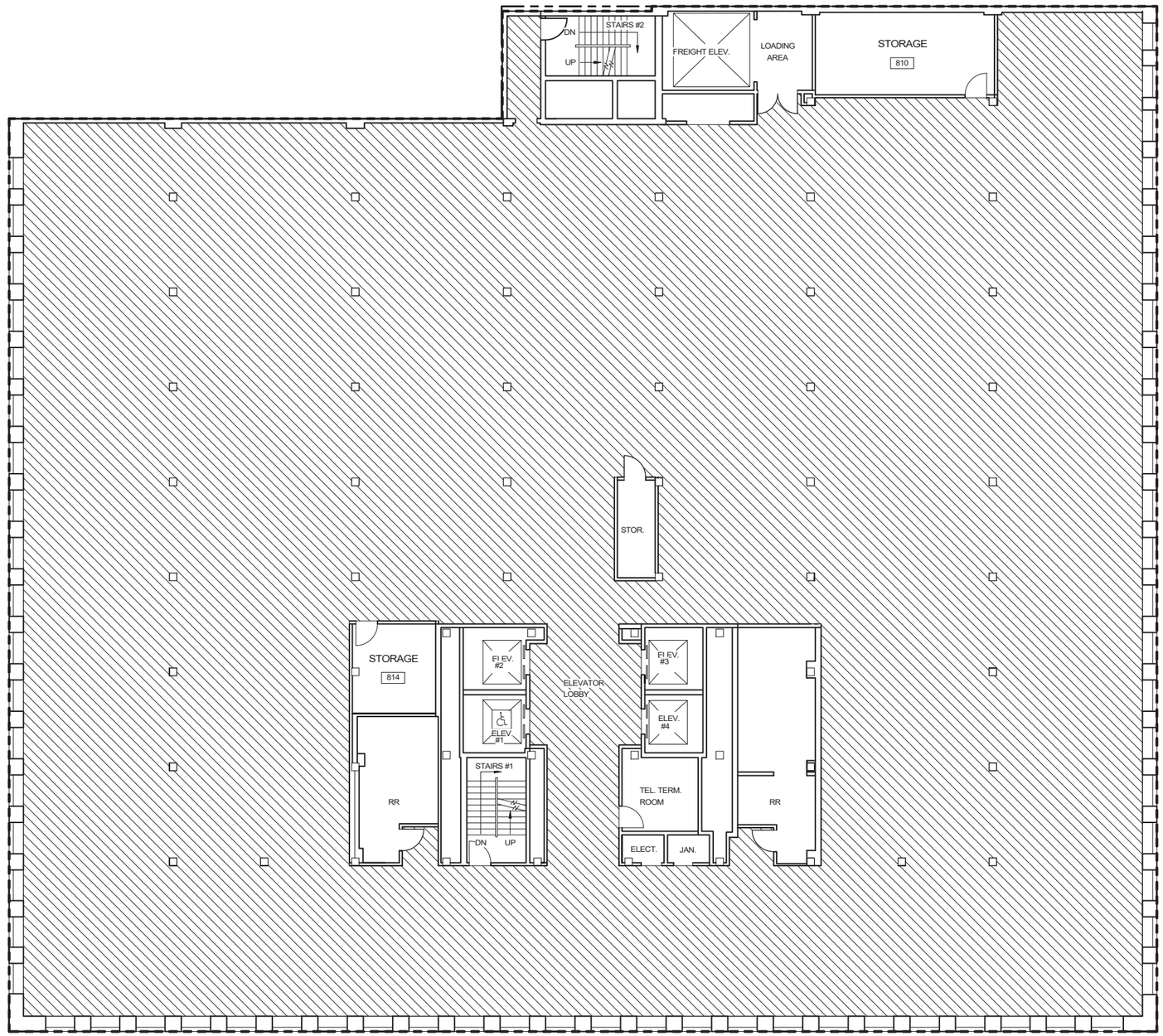
EXISTING FLOOR PLANS - LEVEL 7

A1.8

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 8 - EXISTING
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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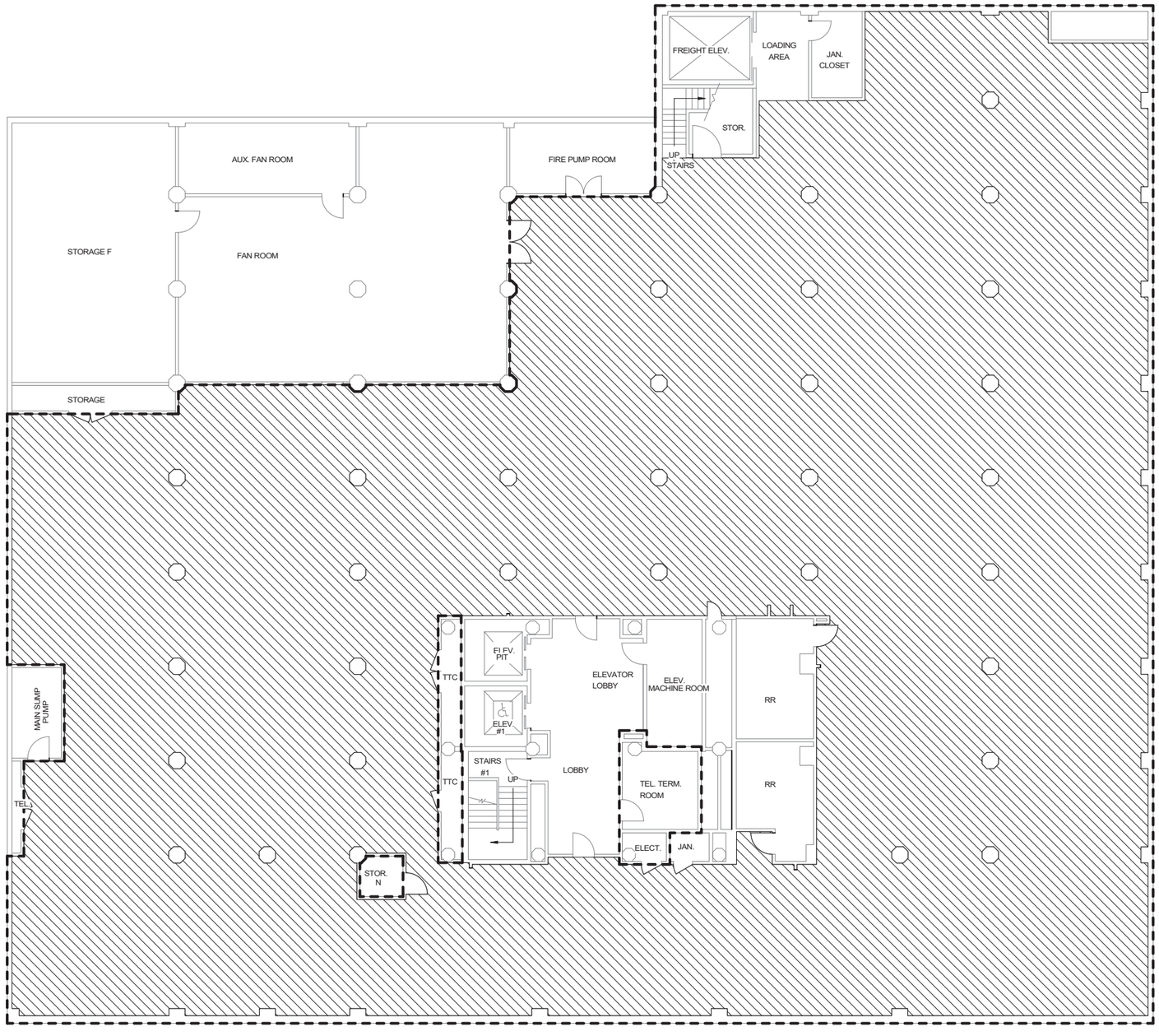
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 8

A1.9

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 BASEMENT - PROPOSED

1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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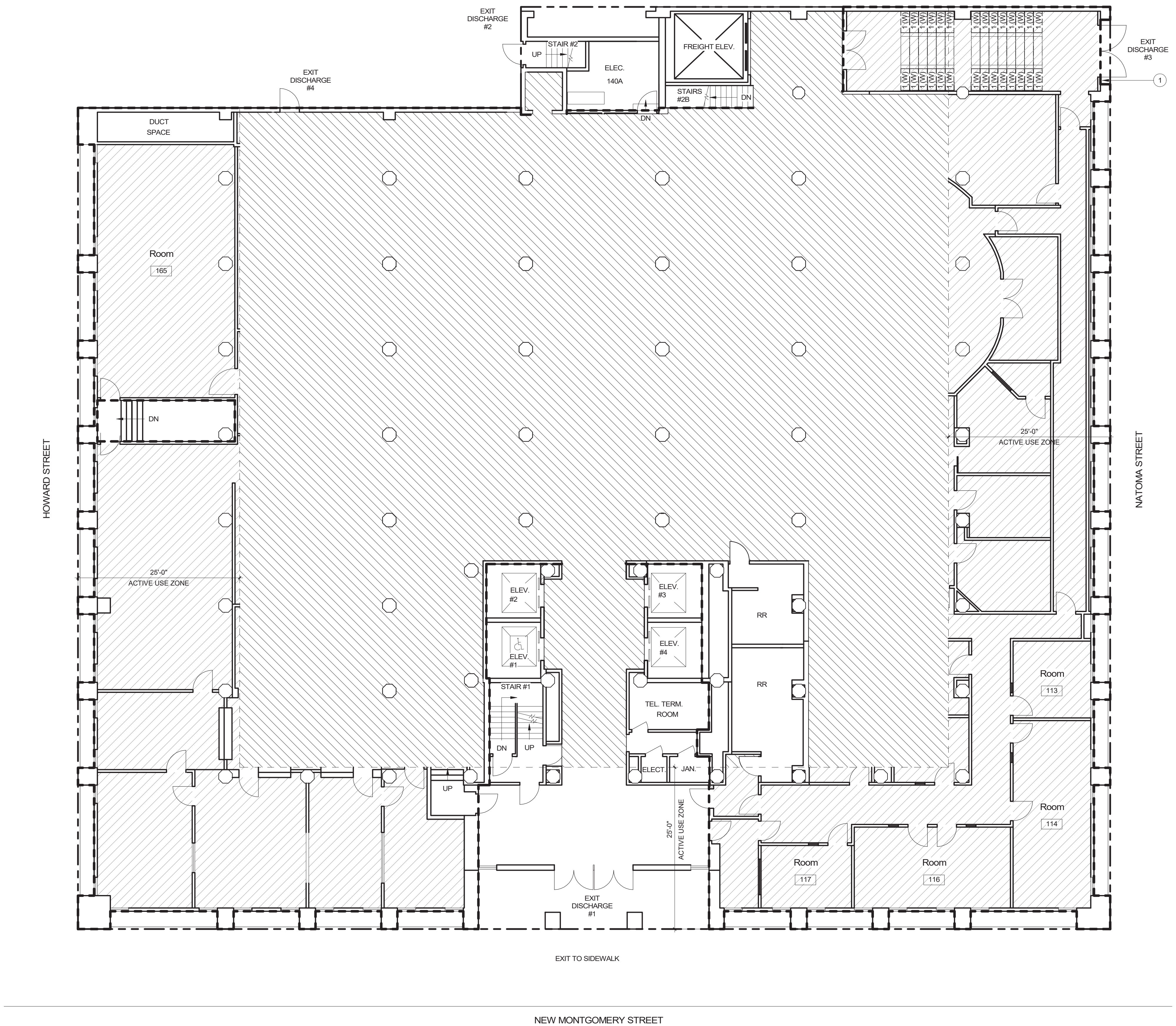
No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT

A2.1



1 LEVEL 1 - PROPOSED
1/8" = 1'-0"

KEYNOTES

1 KEYCARD READER TO BE PROVIDED FOR CLASS I BIKE PARKING ACCESS

BIKE PARKING COUNT

CLASS I REQ'D PARKING SPACES: 62

BIKE PARKING COUNT CLASS I	
TYPE OF BIKE RACK	PROPOSED BIKE SPACES
	28
TOTAL	28

LEGEND

OCCUPIED FLOOR AREA

OCCUPIED FLOOR AREA IN ACTIVE USE ZONE

GROSS FLOOR AREA

PROPERTY LINE

ROOM TAG

Name — ROOM NAME

XXX — ROOM NUMBER

BIKE TAG

1'-0" RR REST

7'-0" 4'-0" 3'-0" 2 BIKE (F) — CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES

Maneuvering Space

Bike Storage Space

8'-4" 3'-4" 5'-0" 1'-4" 1 BIKE (W) — CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE

Maneuvering Space

Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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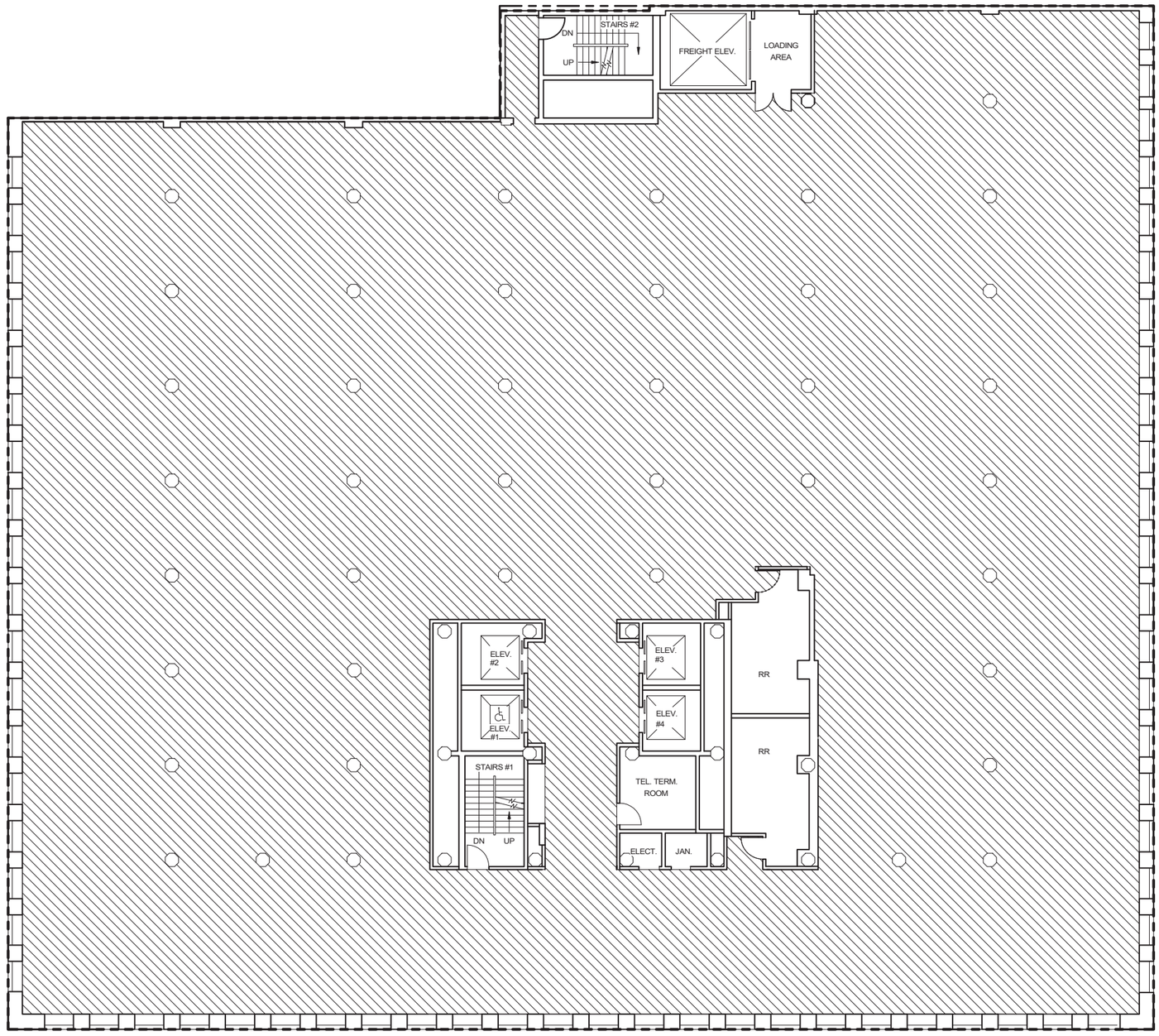
PROPOSED FLOOR PLANS - LEVEL 1

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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PROPOSED FLOOR PLANS - LEVEL 2

A2.3

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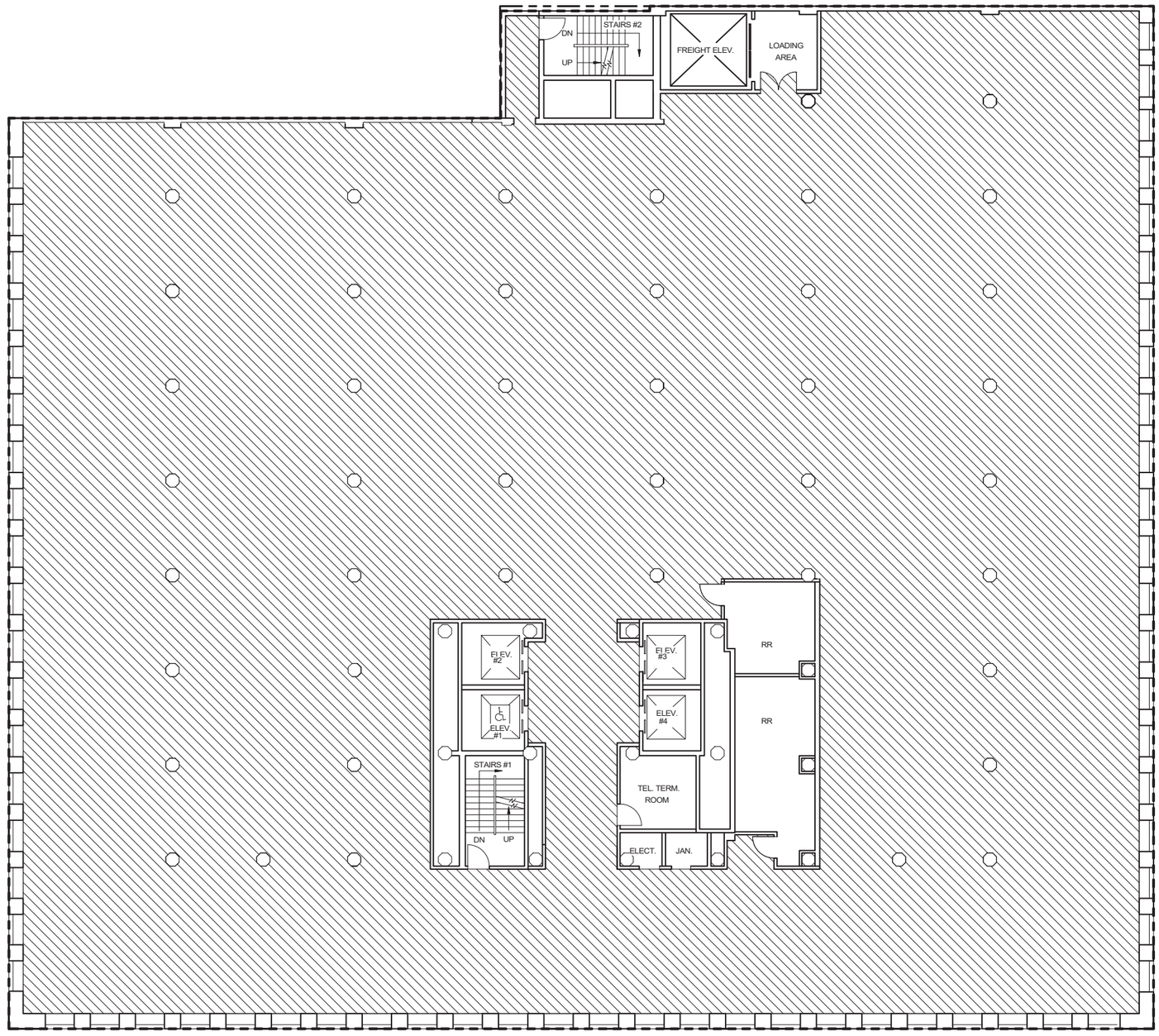

1 LEVEL 3 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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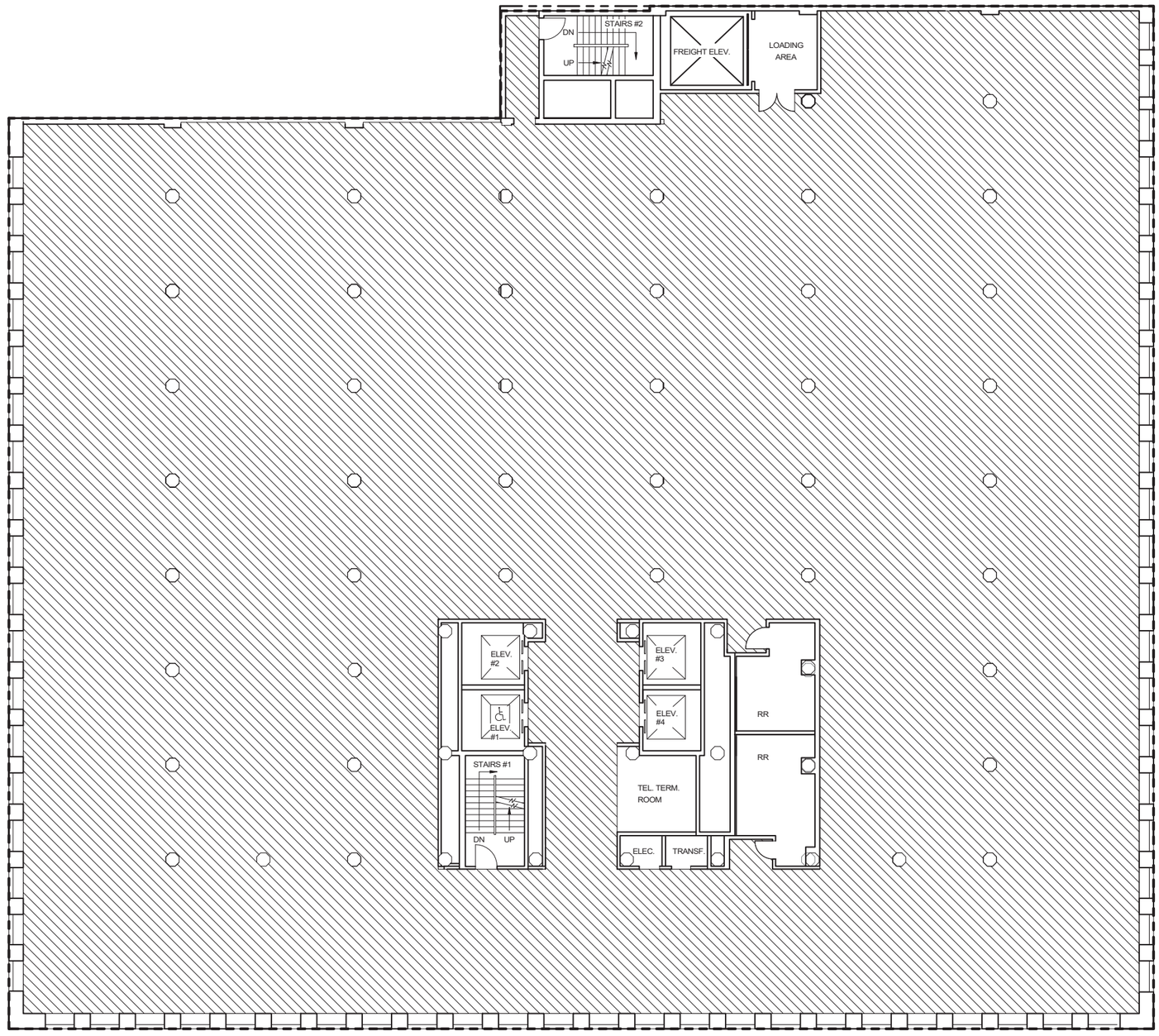
PROPOSED FLOOR PLANS - LEVEL 3

A2.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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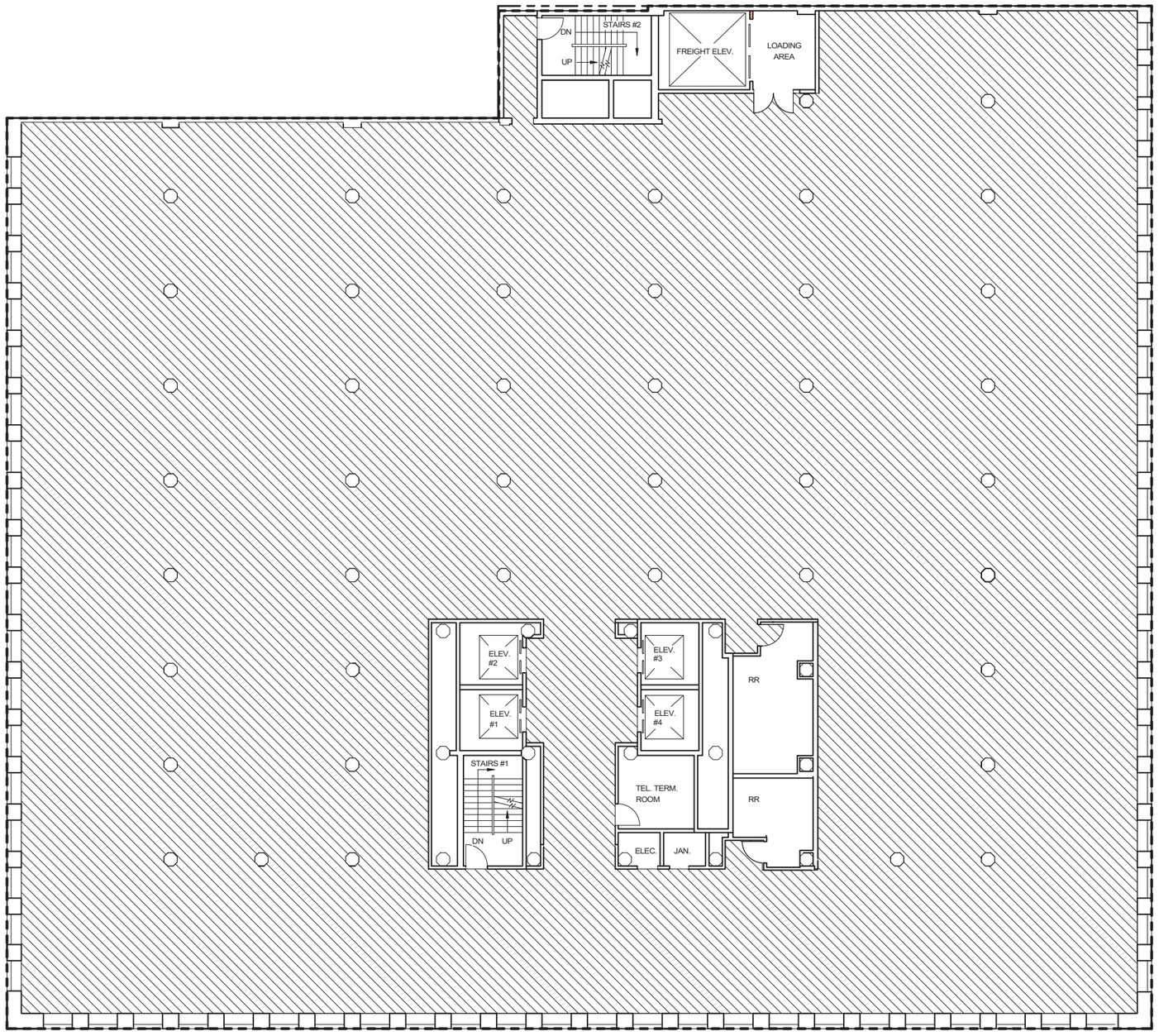
PROPOSED FLOOR PLANS - LEVEL 4

A2.5

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 5 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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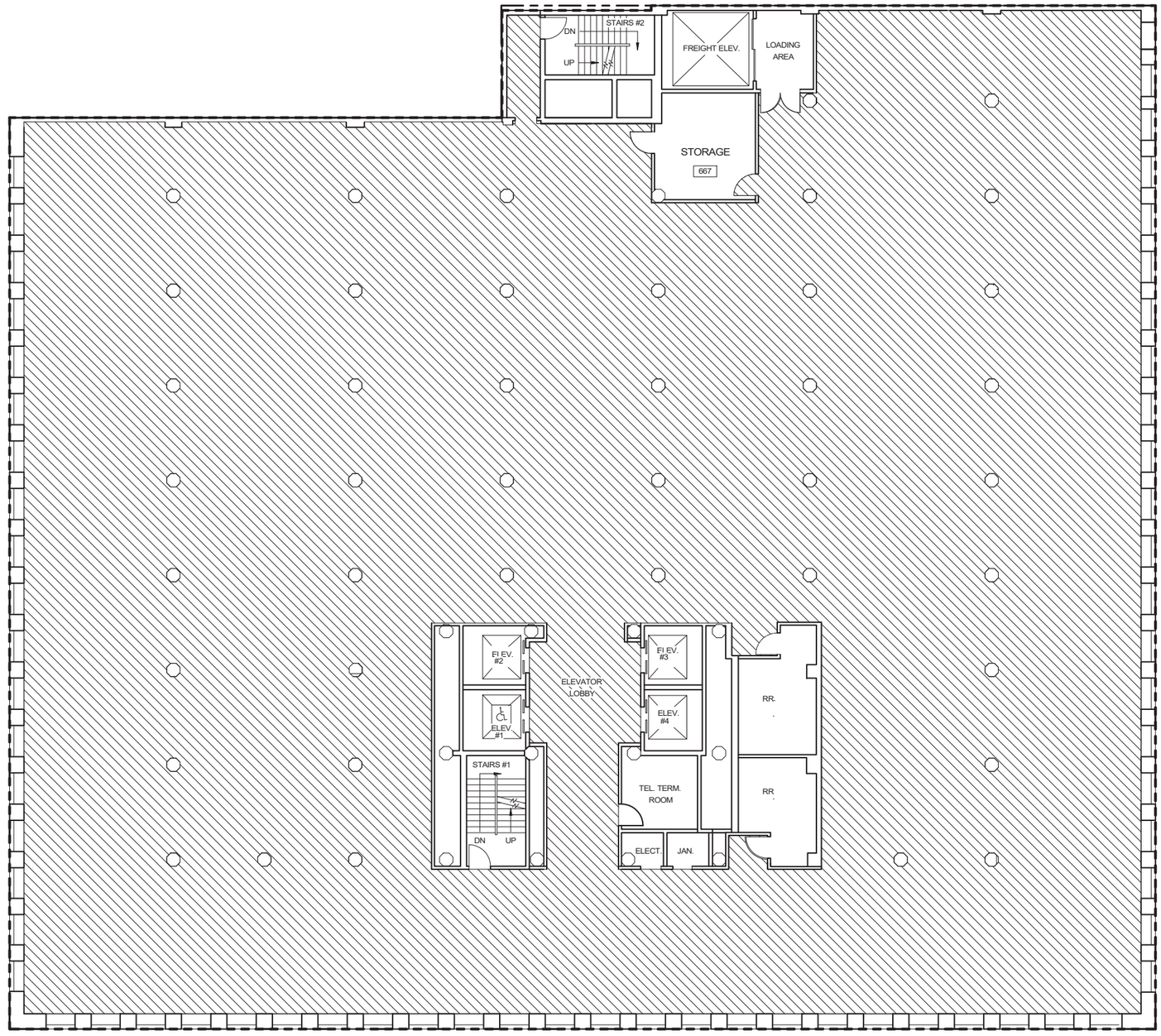
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 5

A2.6

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 6 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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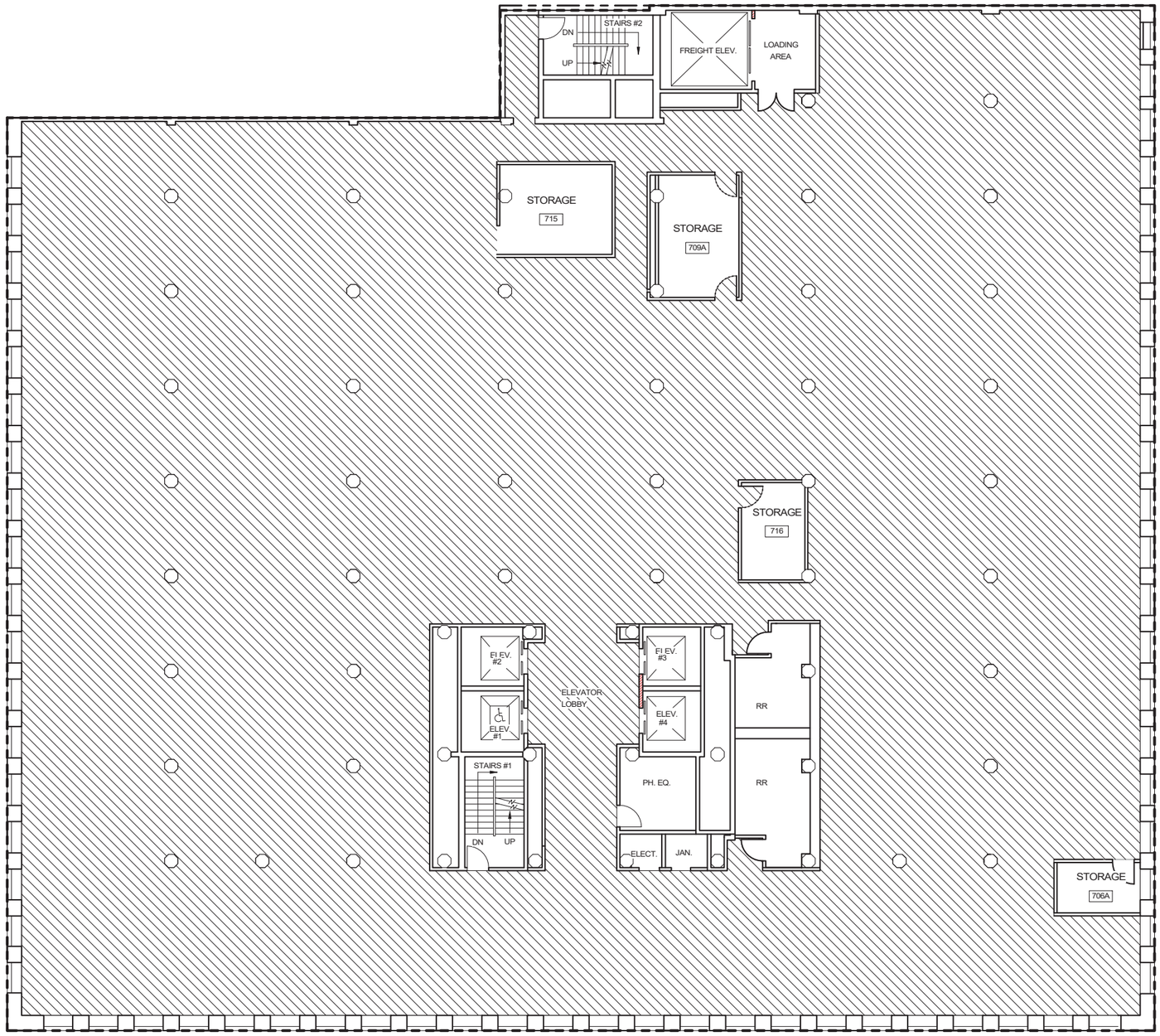
PROPOSED FLOOR PLANS - LEVEL 6

A2.7

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 7 - PROPOSED
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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RR	RESTROOM

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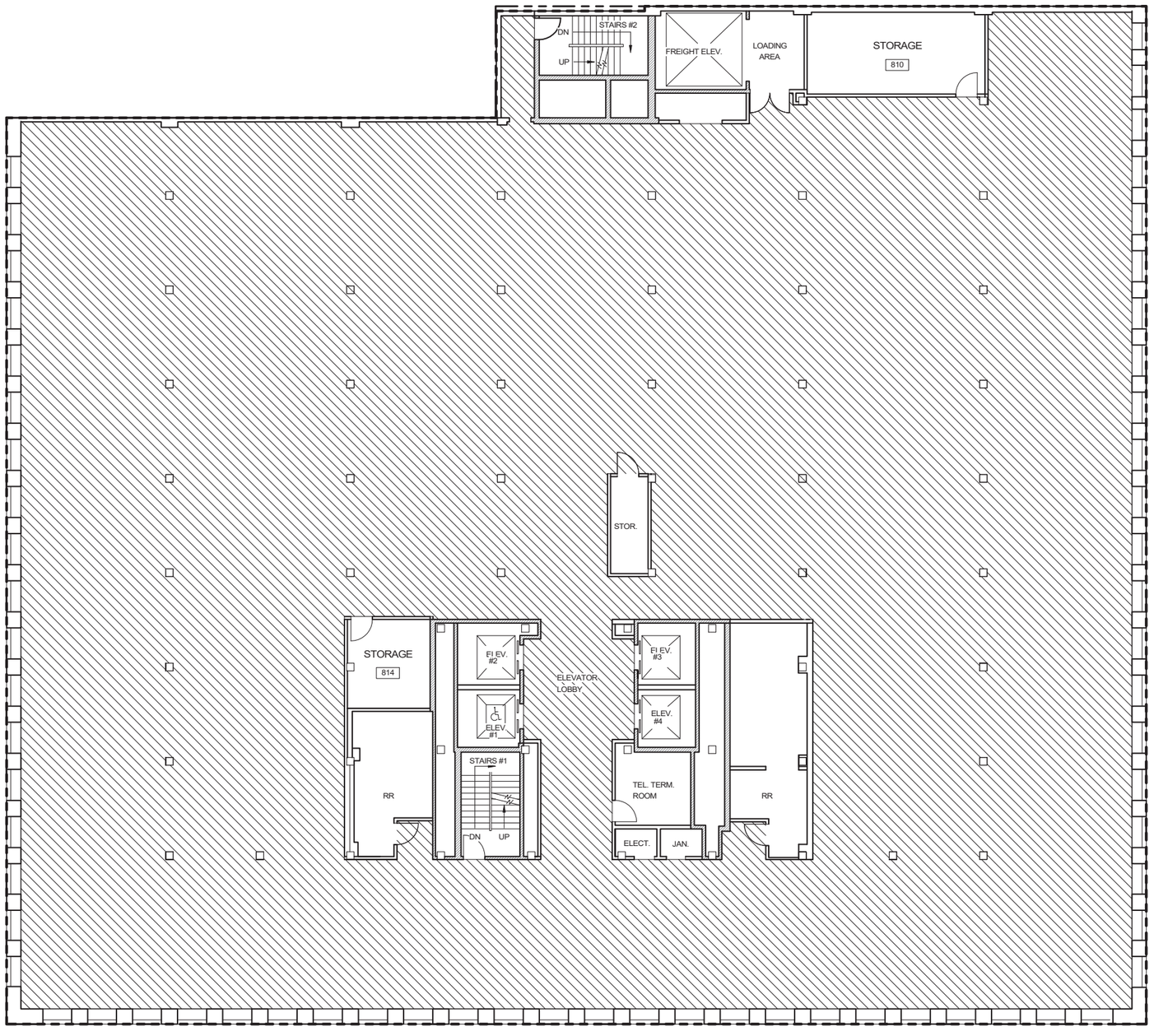
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 7

A2.8



1 LEVEL 8 - PROPOSED
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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PROPOSED FLOOR PLANS - LEVEL 8

A2.9

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3 SOUTHEAST ELEVATION (1930)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

2 SOUTHEAST ELEVATION (1977)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

1 SOUTHEAST ELEVATION (1995)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

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No.	Date	Description

HISTORIC EXTERIOR ELEVATION IMAGES

A3.0

NORTHEAST ELEVATION - NEW MONTGOMERY STREET

NORTHWEST ELEVATION - NATOMA STREET

SOUTHEAST ELEVATION - HOWARD STREET

KEYNOTES

1. ES-28, HR-1 SIGNAGE LEGALLY PERMITTED BY PERMIT NOS [9404204, 9404205, 2005 12301328, 2005 12130163, 2010 02226883, 2010 03228698]
2. STOREFRONT PANELS AT THE CORNER OF NEW MONTGOMERY AND HOWARD STREETS NOTED IN ESTM PAINTED AFTER AAU OCCUPATION
3. REMOVE EXISTING SECURITY CAMERAS, FLEX CONDUIT AND ANY UNUSED PATHWAYS, U.O.N.
3b. RELOCATE EXISTING CAMERA TO THE CORNER OF THE ENTRY AREA, BELOW THE CENTER WINDOW MULLION, REMOVE ALL EXTERNAL PATHWAYS
3c. PROVIDE SMALL FORMFACTOR DOME CAMERA AT EDGE OF COLUMN, ROUTE CONDUIT THROUGH STOREFRONT PANEL ALONG THE INSIDE EDGE OF THE COLUMN DIRECTLY INTO THE CAMERA HOUSING
4. REMOVE FLOODLIGHTS AND ASSOCIATED EXPOSED CONDUITS
4b. NEW RECESSED LIGHT FIXTURE AT ALCOVE SOFFITS, TYP
4c. CONDUIT CONCEALED ABOVE BELT COURSE; CONNECT 2"X4" HORIZONTAL J-BOX ABOVE BELT COURSE; PROTECT TERRACOTA CROWN DURING INSTALLATION
5. REMOVE EXISTING SQUARE WALL MOUNTED SIGN
6. EXISTING WALL SIGN "PARK" TO BE REMOVED EITHER AS PART OF AAU PROJECT BUILDING PERMIT OR SEPARATE BUILDING PERMIT FILED BY AUTHORIZED AGENT OF S.F. MUSEUM OF MODERN ART.
7. REPAINT STOREFRONT PANEL TO MATCH BEIGE COLOR OF BUILDING (SHOWN HATCHED)
8. ALUMINUM FRAMED WINDOWS AT THE UPPER SEVEN STORIES ON THE NEW MONTGOMERY AND HOWARD FACADES REPLACED WITHOUT BENEFIT OF PERMIT, PROPOSED TO BE LEGALIZED AS-IS. SEE PHOTOS ON SHT. A4.1

   ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
   *SEE PHOTOS ON SHT. A4.1
9. STOREFRONT PANELS AT CORNER OF NATOMA STREET PAINTED WITH ART MURAL AFTER AAU OCCUPATION, SEE ART INSTALLATION PHOTOS
9b. CONCRETE AND METAL PANELS AT (5) NATOMA STREET ALCOVES PAINTED AFTER AAU OCCUPATION, SEE ART INSTALLATION PHOTOS
9c. PUBLIC FURNITURE, INCLUDING PROJECTING ACRYLIC BOX, AFFIXED TO CONCRETE WALL AND TILED FLOOR AT (5) NATOMA STREET ALCOVES, SEE ART INSTALLATION PHOTOS
10. PARTIAL REPLACEMENT OF PAINTED METAL PANEL BY TINTED GLAZING WITHOUT THE BENEFIT OF A PERMIT - AT HOWARD AND NEW MONTGOMERY STREET LEVELS, TYP OF (10)
10b. REMOVE GLAZING PANELS
10c. PROPOSED METAL PANELS TO MATCH EXISTING
11. ALTERNATE PANEL INFILL AT HOWARD STREET, WITH SPONSOR ELECTION TO BE SPECIFIED IN BUILDING PERMIT APPLICATION
11b. REMOVE METAL PANELS

KEYNOTES CONT.

11c. PROPOSED TINTED GLAZING PANELS TO MATCH EXISTING
12. METAL DUCT VENT
13. RAILING AT ROOF LEVEL
14. RECESSED LIGHT FIXTURES AT ENTRY ALCOVE, TYP OF (6)
15. SPRINKLER HEADS AT ALCOVE SOFFITS, TYP.
16. LIGHT FIXTURE
17. METAL BENCHES AFFIXED TO TILED FLOOR AT ALCOVE, TYP.
18. WINDOW WITH BROKEN GLAZING TO BE REPAIRED
19. MINOR PROTRUSIONS (APPEARING TO BE ATTACHMENTS) CONCENTRATED AT HOWARD STREET 3RD AND 4TH LEVELS IN THE MARKED STUCCO AREA, TO BE REPAIRED
20. BICYCLE RACK
21. PUBLIC LIGHT FIXTURE AND ASSOCIATED CONDUITS AFFIXED TO CONCRETE COLUMN
22. EXISTING FIRE ALARM BELL TO REMAIN

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EXTERIOR ELEVATION IMAGES

A3.1

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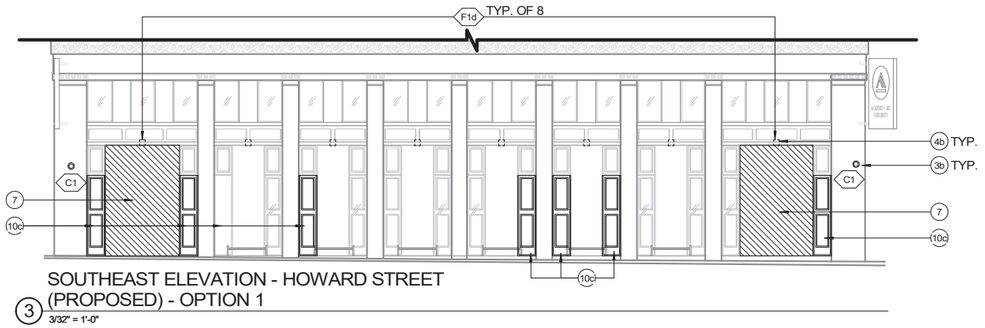
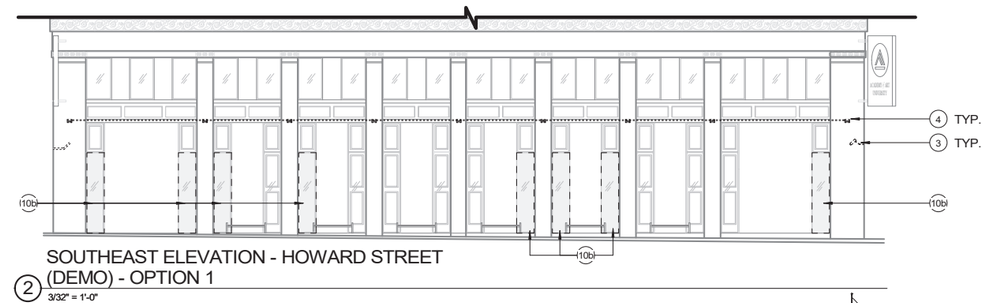


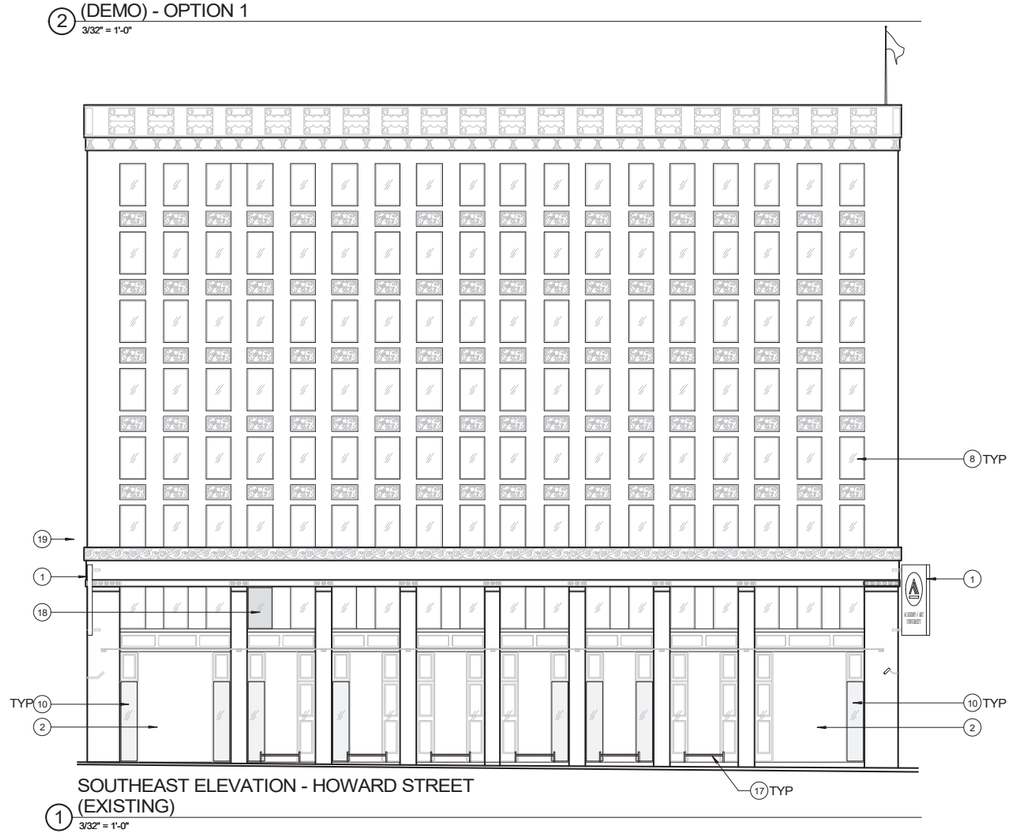
SOUTHEAST ELEVATION - HOWARD STREET (PROPOSED) - OPTION 1

3 3/32" = 1'-0"



SOUTHEAST ELEVATION - HOWARD STREET (DEMO) - OPTION 1

2 3/32" = 1'-0"



SOUTHEAST ELEVATION - HOWARD STREET (EXISTING)

1 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
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MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

E	EXISTING SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
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F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

LEGEND

SECURITY CAMERA

KEYNOTES CONT.

- 11c PROPOSED TINTED GLAZING PANELS TO MATCH EXISTING
- 12 METAL DUCT VENT
- 13 RAILING AT ROOF LEVEL
- 14 RECESSED LIGHT FIXTURES AT ENTRY ALCOVE, TYP OF (6)
- 15 SPRINKLER HEADS AT ALCOVE SOFFITS, TYP.
- 16 LIGHT FIXTURE
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- 22 EXISTING FIRE ALARM BELL TO REMAIN

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ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
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I CERTIFIED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

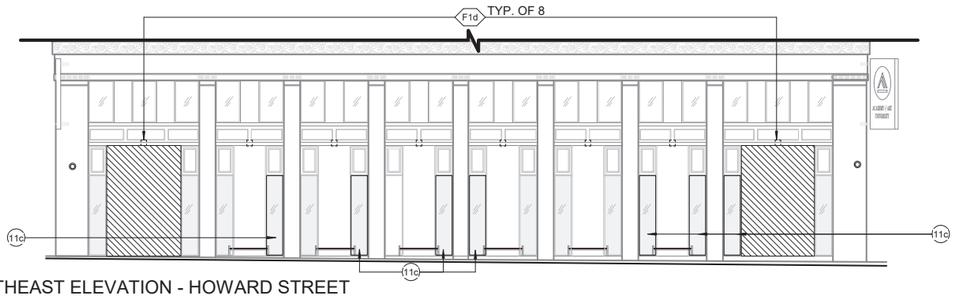
Project Number	21823.06
Issue Date	10/11/19
Scale:	As indicated
Phase	
Print Date	10/12/2019 12:15:44 AM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

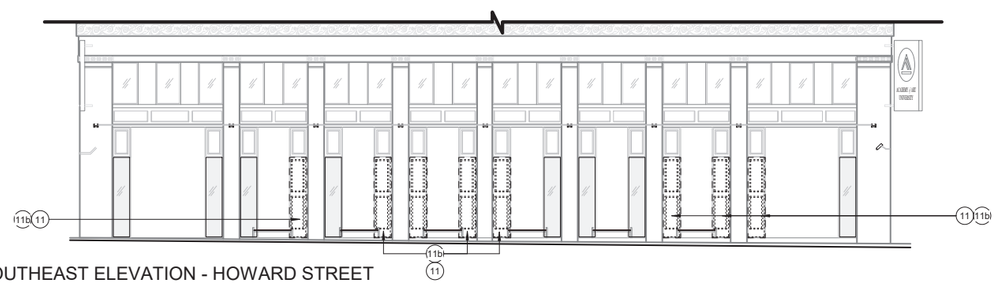
A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



SOUTHEAST ELEVATION - HOWARD STREET (PROPOSED) - ALTERNATE

2 3/32" = 1'-0"



SOUTHEAST ELEVATION - HOWARD STREET (DEMO) - ALTERNATE

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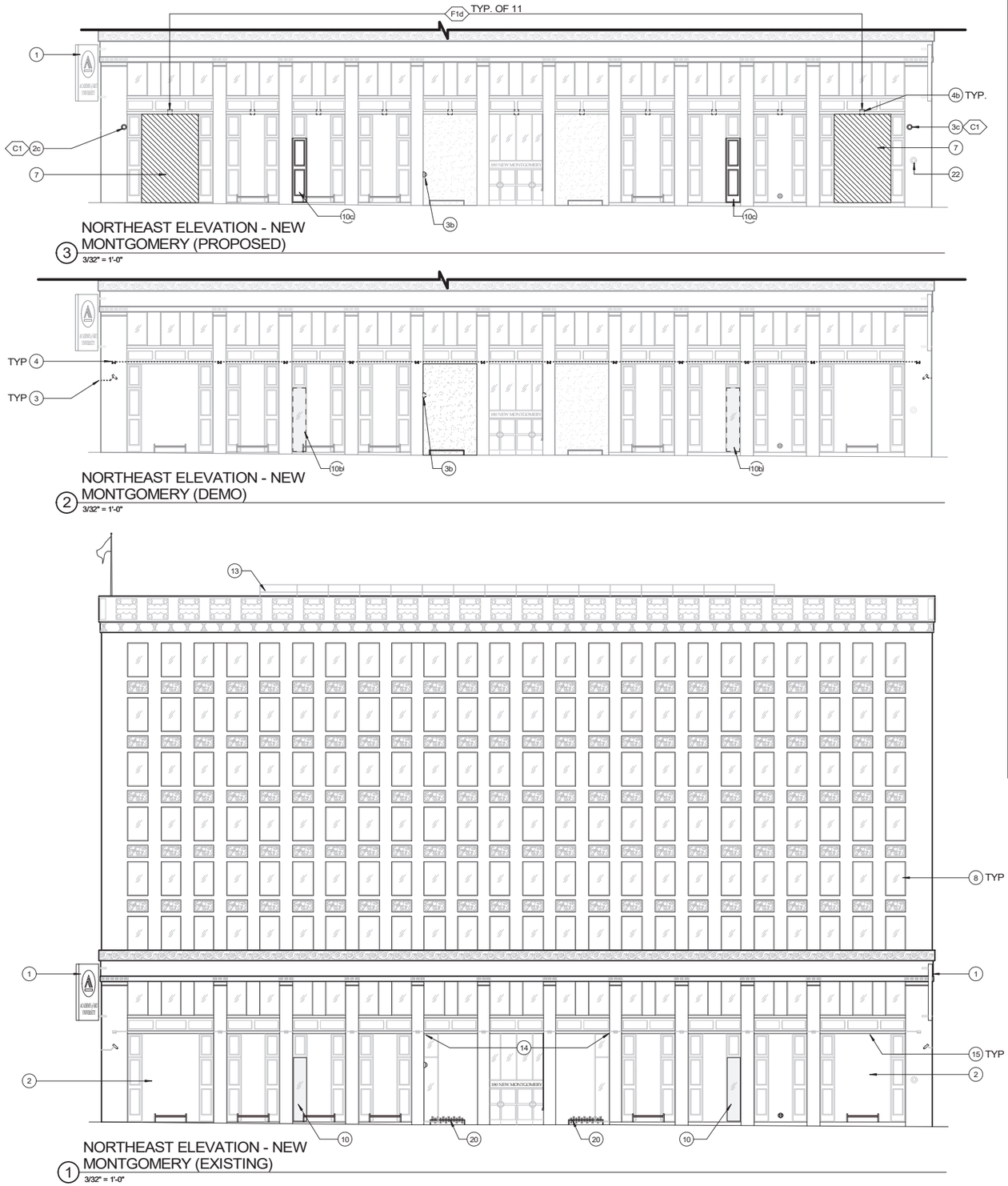

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SECURITY CAMERA

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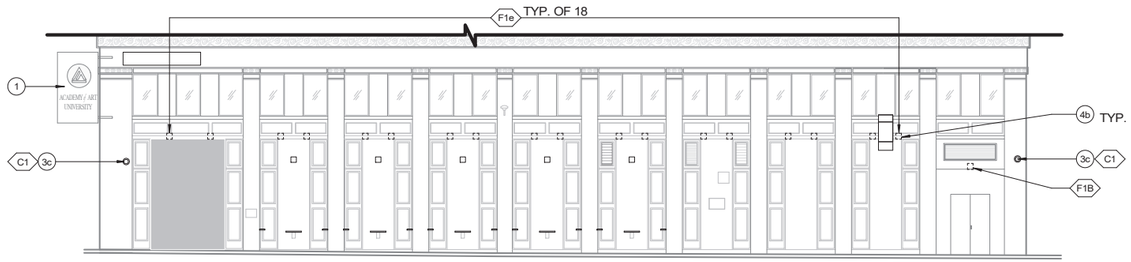
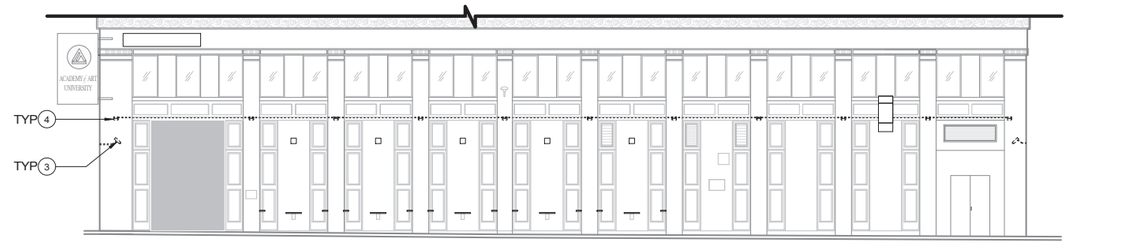
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3



NORTHWEST ELEVATION - NATOMA STREET (PROPOSED)

3 3/32" = 1'-0"



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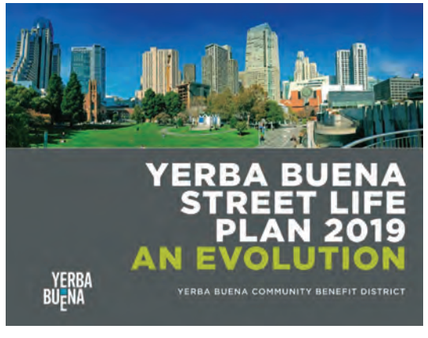

ALLEYWAYS

Alleyways ofer unique opportunities for human-scale changes more achievable than on major streets or corridors. Yerba Buena has a distinct network of historic and varied alleys to create spaces for everyday use. Each alley is diferent and allows for customized, fexible solutions. The results could create memorable locations that are safer, more inviting and vibrant, well cared for, accessible and ecologically sustainable.

Many types of improvements are possible. Alleyways could add public art, greening, seating and pedestrian-focused ideas. More specifcally, an alley's use may fuctuate between pedestrian and vehicle access during diferent times of the day with features to signal the priority for pedestrian right-of-way. Examples include wider sidewalks, bulb-outs, special paving or strategic plantings.

Alleys to consider for improvements from east to west include:

- **Minna and Natoma:** The section of the alleys located between Second and Third streets and Mission and Howard streets are prime for improvement as an invaluable neighborhood connector. Both provide opportunities for public art, greening and pedestrian safety improvements as new connections between Yerba Buena Gardens and cultural institutions to the Salesforce Transit Center.
- **Annie North | YBCBD Project Underway**: In 2018, the YBCBD completed designs and secured funding to improve the plaza at Market and north Annie streets. The plan is to create an open plaza for social gathering. The project is expected to be completed in 2019.

NORTHWEST ELEVATION - NATOMA STREET (EXISTING)

1 3/32" = 1'-0"

GENERAL NOTES

SEE SHEET A3.3 FOR GENERAL NOTES

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F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

LEGEND

SECURITY CAMERA

KEYNOTES CONT.

11c PROPOSED TINTED GLAZING PANELS TO MATCH EXISTING

12 METAL DUCT VENT

13 RAILING AT ROOF LEVEL

14 RECESSED LIGHT FIXTURES AT ENTRY ALCOVE, TYP OF (6)

15 SPRINKLER HEADS AT ALCOVE SOFFITS, TYP.

16 LIGHT FIXTURE

17 METAL BENCHES AFFIXED TO TILED FLOOR AT ALCOVE, TYP.

18 WINDOW WITH BROKEN GLAZING TO BE REPAIRED

19 MINOR PROTRUSIONS (APPEARING TO BE ATTACHMENTS) CONCENTRATED AT HOWARD STREET 3RD AND 4TH LEVELS IN THE MARKED STUCCO AREA, TO BE REPAIRED

20 BICYCLE RACK

21 PUBLIC LIGHT FIXTURE AND ASSOCIATED CONDUITS AFFIXED TO CONCRETE COLUMN

22 EXISTING FIRE ALARM BELL TO REMAIN

KEYNOTES

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3 REMOVE EXISTING SECURITY CAMERAS, FLEX CONDUIT AND ANY UNUSED PATHWAYS, U.O.N.

3b RELOCATE EXISTING CAMERA TO THE CORNER OF THE ENTRY AREA, BELOW THE CENTER WINDOW MULLION, REMOVE ALL EXTERNAL PATHWAYS

3c PROVIDE SMALL FORMFACTOR DOME CAMERA AT EDGE OF COLUMN, ROUTE CONDUIT THROUGH STOREFRONT PANEL ALONG THE INSIDE EDGE OF THE COLUMN DIRECTLY INTO THE CAMERA HOUSING

4 REMOVE FLOODLIGHTS AND ASSOCIATED EXPOSED CONDUITS

4b NEW RECESSED LIGHT FIXTURE AT ALCOVE SOFFITS, TYP

4c CONDUIT CONCEALED ABOVE BELT COURSE; CONNECT 2"X4" HORIZONTAL J-BOX ABOVE BELT COURSE; PROTECT TERRACOTA CROWN DURING INSTALLATION

5 REMOVE EXISTING SQUARE WALL MOUNTED SIGN

6 EXISTING WALL SIGN "PARK" TO BE REMOVED EITHER AS PART OF AAU PROJECT BUILDING PERMIT OR SEPARATE BUILDING PERMIT FILED BY AUTHORIZED AGENT OF S.F. MUSEUM OF MODERN ART.

7 REPAINT STOREFRONT PANEL TO MATCH BEIGE COLOR OF BUILDING (SHOWN HATCHED)

8 ALUMINUM FRAMED WINDOWS AT THE UPPER SEVEN STORIES ON THE NEW MONTGOMERY AND HOWARD FACADES REPLACED WITHOUT BENEFIT OF PERMIT, PROPOSED TO BE LEGALIZED AS-IS. SEE PHOTOS ON SHT. A4.1

ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
*SEE PHOTOS ON SHT. A4.1

9 STOREFRONT PANELS AT CORNER OF NATOMA STREET PAINTED WITH ART MURAL AFTER AAU OCCUPATION, SEE ART INSTALLATION PHOTOS

9b CONCRETE AND METAL PANELS AT (5) NATOMA STREET ALCOVES PAINTED AFTER AAU OCCUPATION, SEE ART INSTALLATION PHOTOS

9c PUBLIC FURNITURE, INCLUDING PROJECTING ACRYLIC BOX, AFFIXED TO CONCRETE WALL AND TILED FLOOR AT (5) NATOMA STREET ALCOVES, SEE ART INSTALLATION PHOTOS

10 PARTIAL REPLACEMENT OF PAINTED METAL PANEL BY TINTED GLAZING WITHOUT THE BENEFIT OF A PERMIT - AT HOWARD AND NEW MONTGOMERY STREET LEVELS, TYP OF (10)

10b REMOVE GLAZING PANELS

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11 ALTERNATE PANEL INFILL AT HOWARD STREET, WITH SPONSOR ELECTION TO BE SPECIFIED IN BUILDING PERMIT APPLICATION

11b REMOVE METAL PANELS

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Phase	
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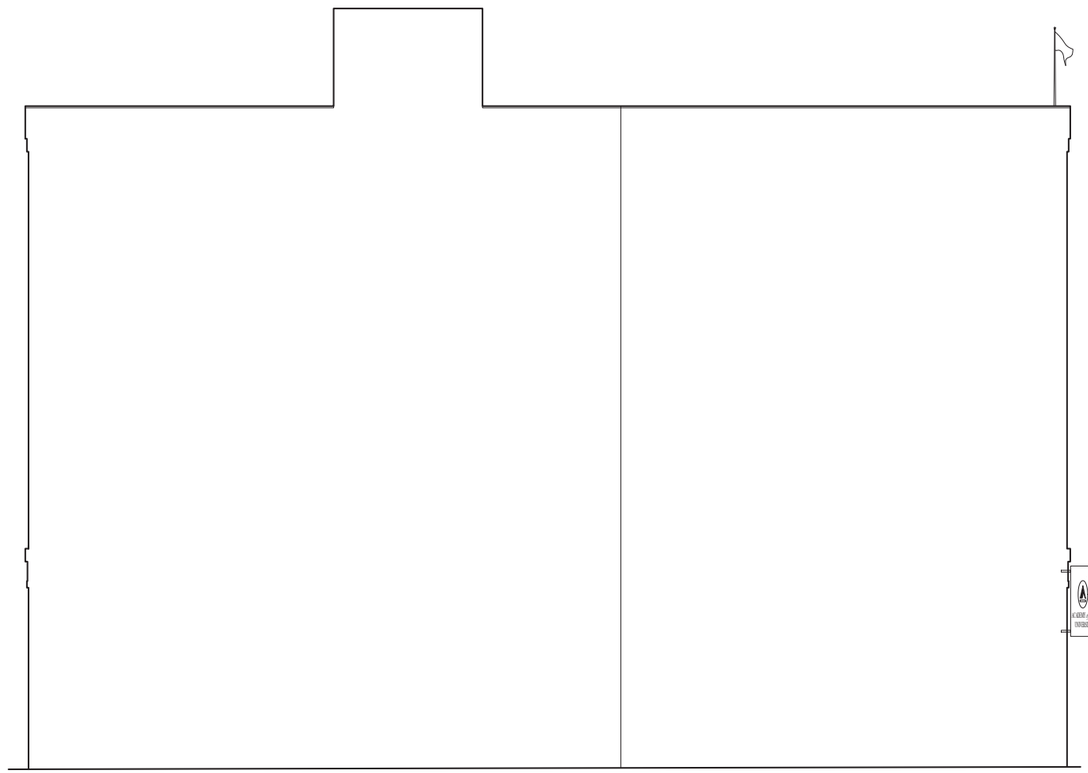
No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.4



SOUTHWEST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)

1 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
3. SIGNAGE BUILDING PERMIT APPLICATION Nos. 201312043363 AND 201312043359 TO BE WITHDRAWN.
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
5. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
6. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

KEYNOTES CONT.

(11c) PROPOSED TINTED GLAZING PANELS TO MATCH EXISTING

(12) METAL DUCT VENT

(13) RAILING AT ROOF LEVEL

(14) RECESSED LIGHT FIXTURES AT ENTRY ALCOVE, TYP OF (6)

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(16) LIGHT FIXTURE

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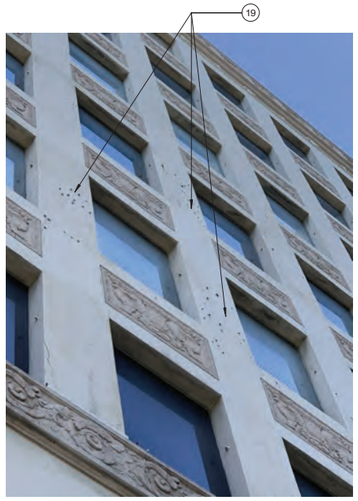
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.5

8 IMAGE
NTS

7 IMAGE
NTS



6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS

3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

KEYNOTES CONT.

- 11c PROPOSED TINTED GLAZING PANELS TO MATCH EXISTING
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- 13 RAILING AT ROOF LEVEL
- 14 RECESSED LIGHT FIXTURES AT ENTRY ALCOVE, TYP OF (6)
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REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.06
Issue Date 10/11/19
Scale: 1/8" = 1'-0"
Phase
Print Date 10/12/2019 12:16:11 AM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

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CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	21,639	21,639
LEVEL 1	18,522	18,522
MEZZANINE	4,513	4,513
LEVEL 2	18,301	18,301
LEVEL 3	9,648	9,648
LEVEL 4	9,666	9,666
LEVEL 5	8,392	8,392
GROSS SF TOTAL	90,681	90,681

FLOOR AREA RATIO (PER SECTION 712 - TABLE 712):

MAXIMUM ALLOWED GROSS SF

NC-3 FAR X LOT AREA = 3.6 X 18,906 SF = 68,062 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	18,596	18,596
LEVEL 1	13,261	13,261
MEZZANINE	4,513	4,513
LEVEL 2	11,312	11,312
LEVEL 3	7,321	7,321
LEVEL 4	7,308	7,308
LEVEL 5	6,496	6,496
OCCUPIED SF TOTAL	68,807	68,807

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

C- BICYCLE PARKING SUMMARY

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	EXISTING
CLASS I	-	N/A	0
CLASS II	-	N/A	4

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO RETAIN THE EXISTING POST-SECONDARY EDUCATIONAL INSTITUTION USE AT 601-625 POLK. NO CHANGE OF USE PROPOSED.

THE PROJECT PROPOSES TO ABATE AND CLOSE PLANNING DEPARTMENT COMPLAINT NO. 11492; (UNAUTHORIZED ALTERATIONS TO EXTERIOR) SEE SHEETS A3.2 AND A3.3 FOR REFERENCE.

NEW PROPOSED SIGNAGE

SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE DRAWINGS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS.

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE	SF DBI ISSUE
	* Administrative Certificate of Appropriateness requires HISTORIC PRESERVATION COMMISSION REVIEW			
A0.0	COVER SHEET	●	●	●
A0.1	PROJECT INFORMATION			●
A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	
A0.S2	SITE PLAN DRAWINGS	●	●	
A0.T1	OCCUPANY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.0	EXISTING FLOOR PLANS - BASEMENT	●		●
A1.1	EXISTING FLOOR PLANS - LEVEL 1	●		●
A1.1M	EXISTING FLOOR PLANS - MEZZANINE	●		●
A1.2	EXISTING FLOOR PLANS - LEVEL 2	●		●
A1.3	EXISTING FLOOR PLANS - LEVEL 3	●		●
A1.4	EXISTING FLOOR PLANS - LEVEL 4	●		●
A1.5	EXISTING FLOOR PLANS - LEVEL 5	●		●
A2.0	PROPOSED FLOOR PLANS - BASEMENT	●		●
A2.1	PROPOSED FLOOR PLANS - LEVEL 1	●		●
A2.1M	PROPOSED FLOOR PLANS - MEZZANINE	●		●
A2.2	PROPOSED FLOOR PLANS - LEVEL 2	●		●
A2.3	PROPOSED FLOOR PLANS - LEVEL 3	●		●
A2.4	PROPOSED FLOOR PLANS - LEVEL 4	●		●
A2.5	PROPOSED FLOOR PLANS - LEVEL 5	●		●
A3.0	HISTORICAL EXTERIOR ELEVATION IMAGES	●	●	●
A3.1	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS & SIGNAGE	●	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS & SIGNAGE	●	●	●
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●
A4.2	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●
A4.3	EXTERIOR ELEVATION IMAGES	●	●	●
	SIGNAGE SHEETS			
G 2.0	SIGNAGE DETAILS	●	●	●

TOTAL SHEETS: 26

PROPERTY INFORMATION

ADDRESS 625 POLK STREET BLOCK/LOT 0742/002

No OF STORIES 6 (NO CHANGE)

DISTRICTS
ZONING NC-3
HEIGHT/BULK 130-E
SPECIAL USE WITHIN 1/4 MILE OF THE FRINGE FINANCIAL SERVICES RUD
WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE

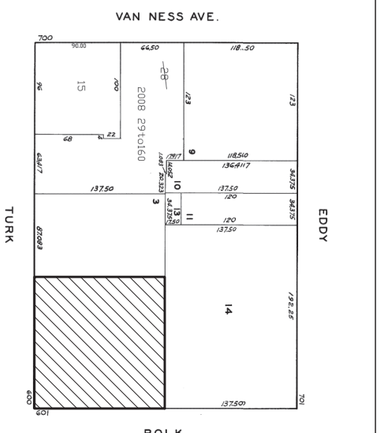
USE NO CHANGE OF USE REQUIRED
EXISTING/
PROPOSED INSTITUTIONAL: POST-SECONDARY EDUCATION

HISTORIC EVALUATION

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 LANDMARKS	Landmark Number 174
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT PLAN N.T.S.



VICINITY MAP N.T.S.

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No.	Date	Description

COVER SHEET

A0.0

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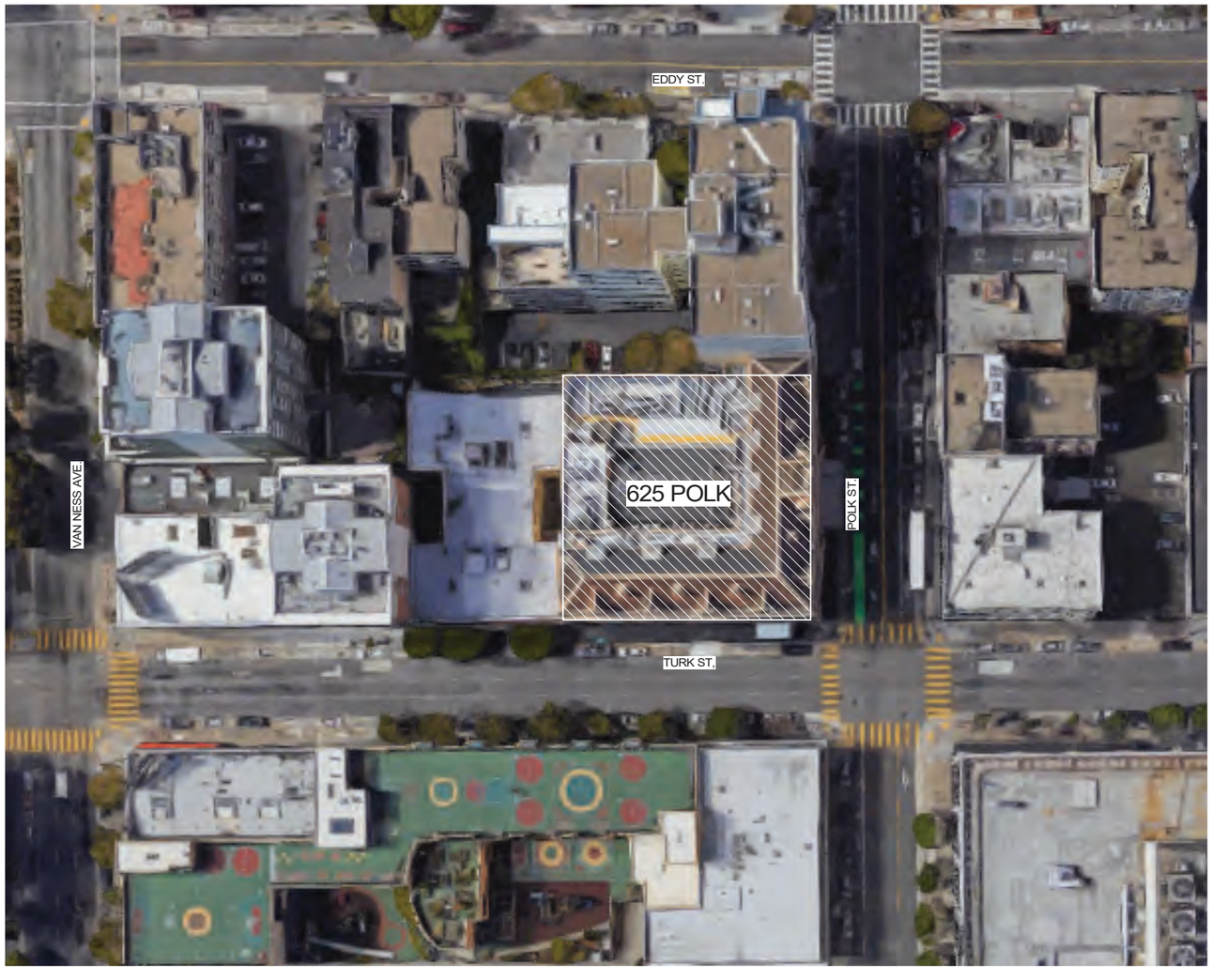

1 SITE PLAN AERIAL IMAGE
NTS

N

SITE HISTORY

SOURCE: San Francisco Planning Commision Resolution No.9985

625 Polk is a German Renaissance designed by Frederick Meyer and completed in 1912. Originally named California Hall and owned by the California Hall Association, this building was built as a social hall for one of San Francisco's principle ethnic communities.

625 Polk is a finely detailed example of a rarely seen architectural style in San Francisco, and is one of a limited number of structures associated with the city's German Community. The building was constructed from funds raised by German societies and served as a social center for the community.

The cornerstone was laid in March of 1912 by John Hermann, founder of Hermann Safe Company. The hall opened in December of 1912 in an elaborate celebration with a message of personal best wishes from Kaiser Wilhelm. The design of the structure is reminiscent of Heidelberg Castle in Germany.

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AAU INSTITUTIONAL COMPLIANCE SET

601-625 POLK
San Francisco, CA 94102

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12409
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.05
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date 10/11/2019 11:39:44 PM

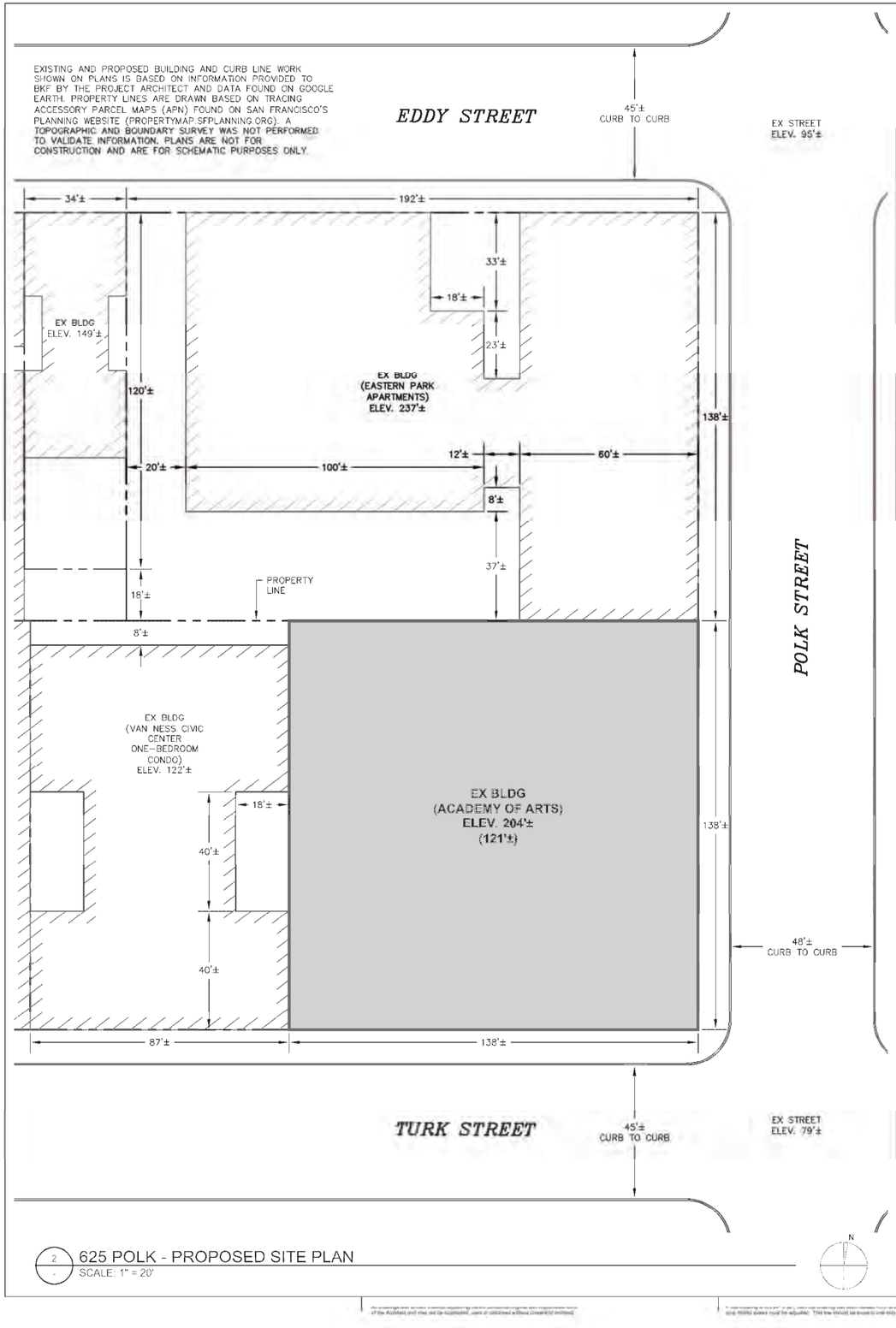
No.	Date	Description

SITE PLAN AERIAL IMAGE & SITE HISTORY

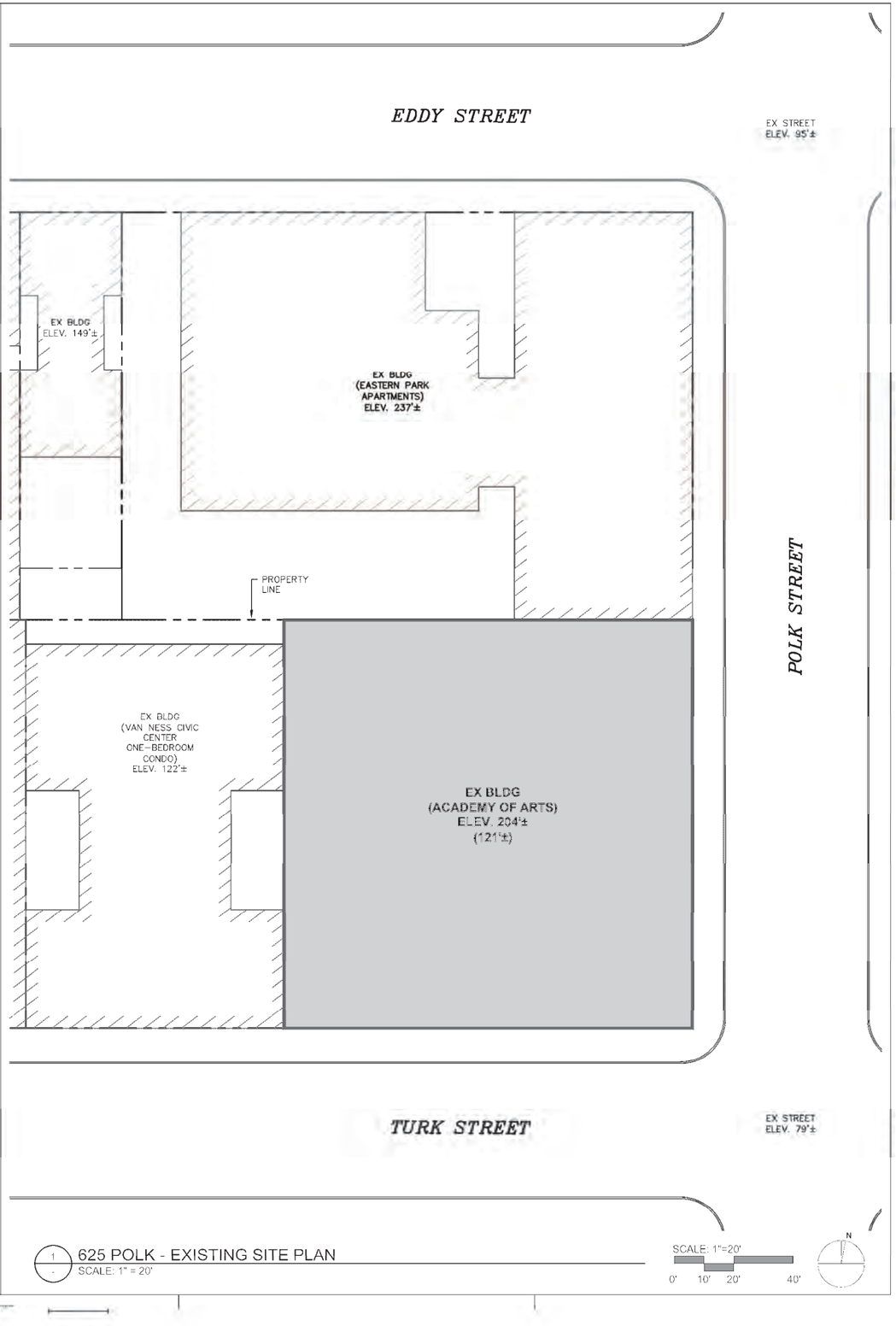
A0.S1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE FOR SCHEMATIC PURPOSES ONLY.



2 625 POLK - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 625 POLK - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

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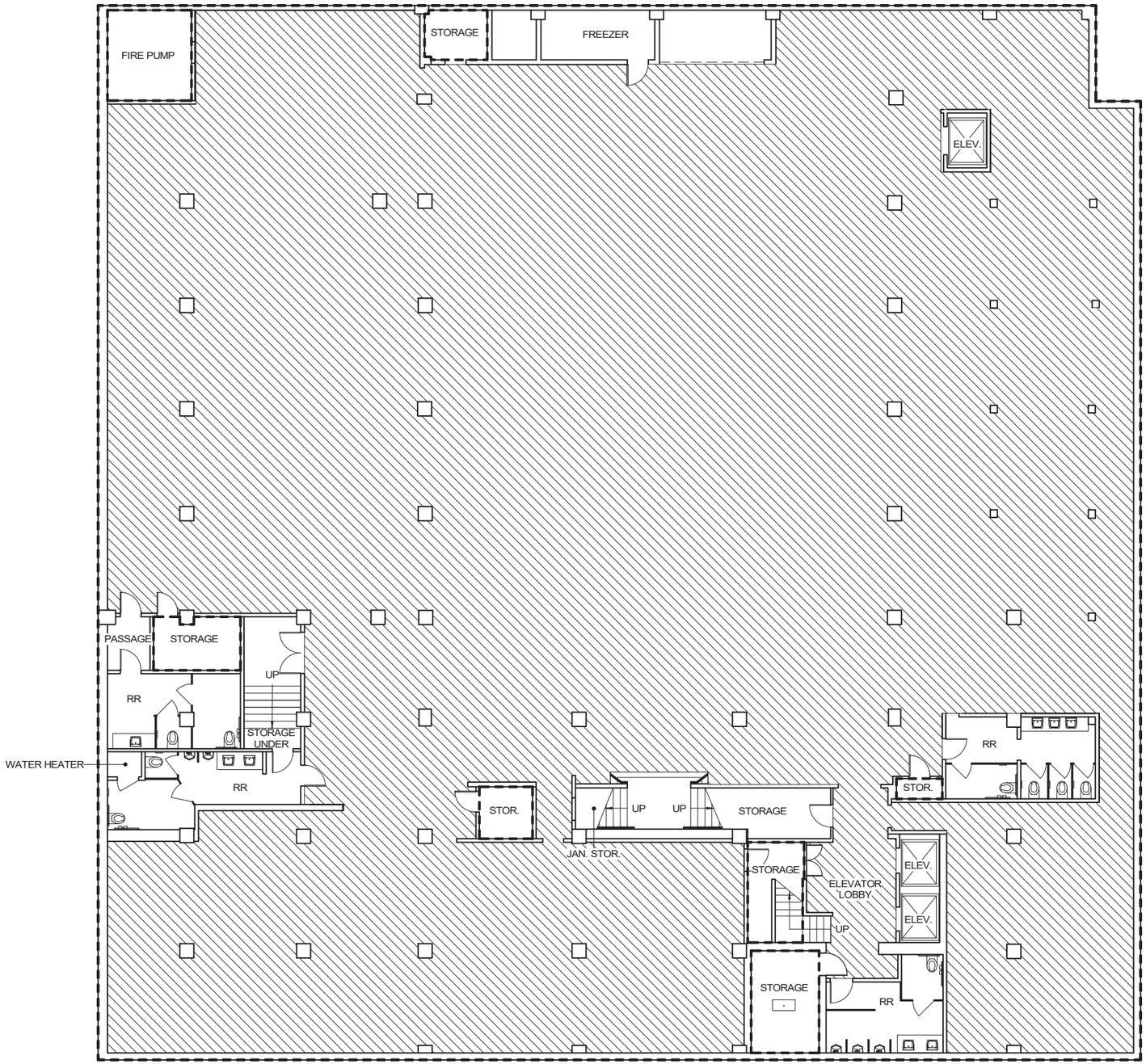
625 POLK
San Francisco, CA 94102

REGISTERED PROFESSIONAL ENGINEER JASON T. WU No. C 72281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

21826.05 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



1 BASEMENT - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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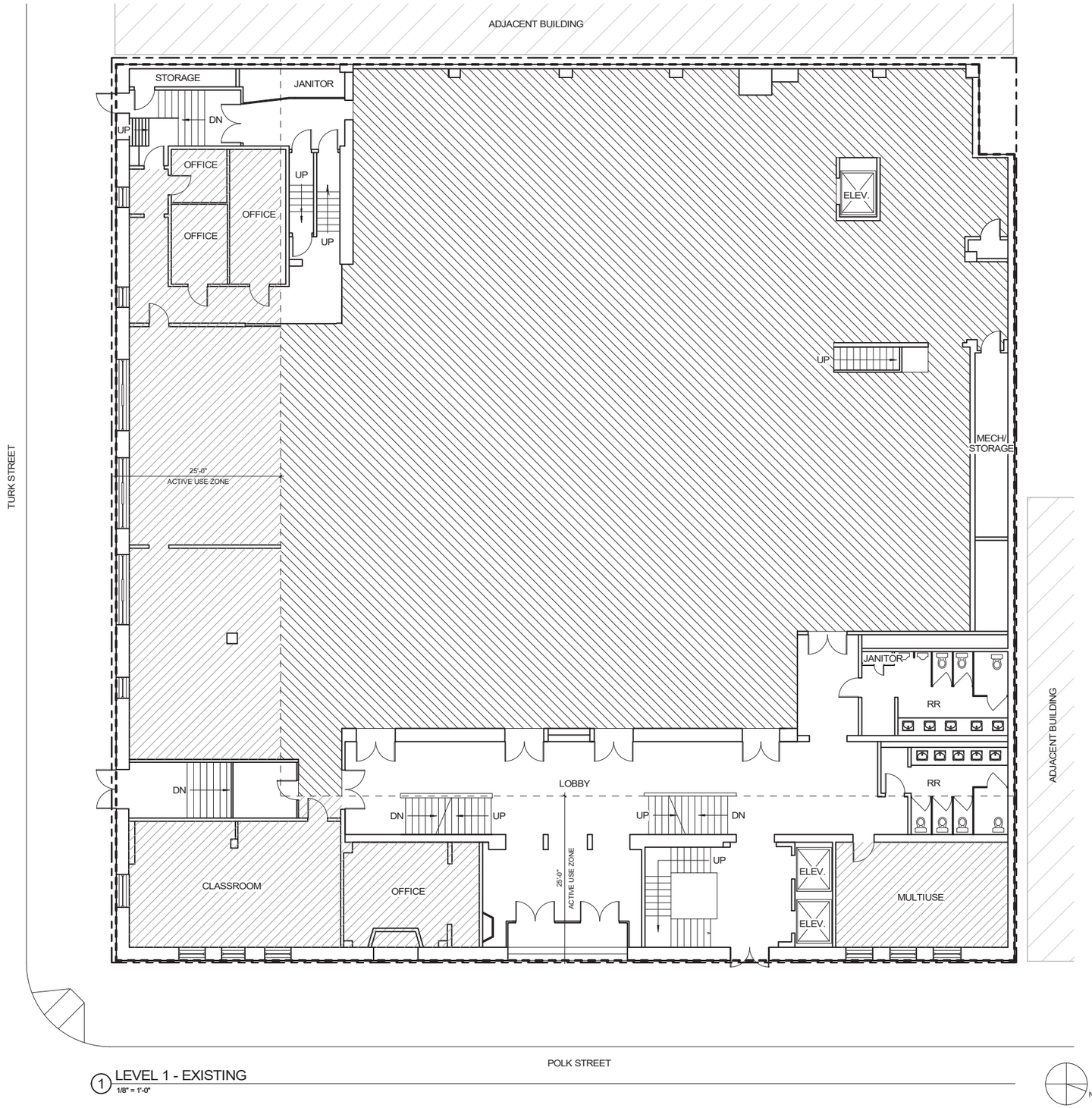
No.	Date	Description

EXISTING FLOOR PLANS - BASEMENT

A1.0



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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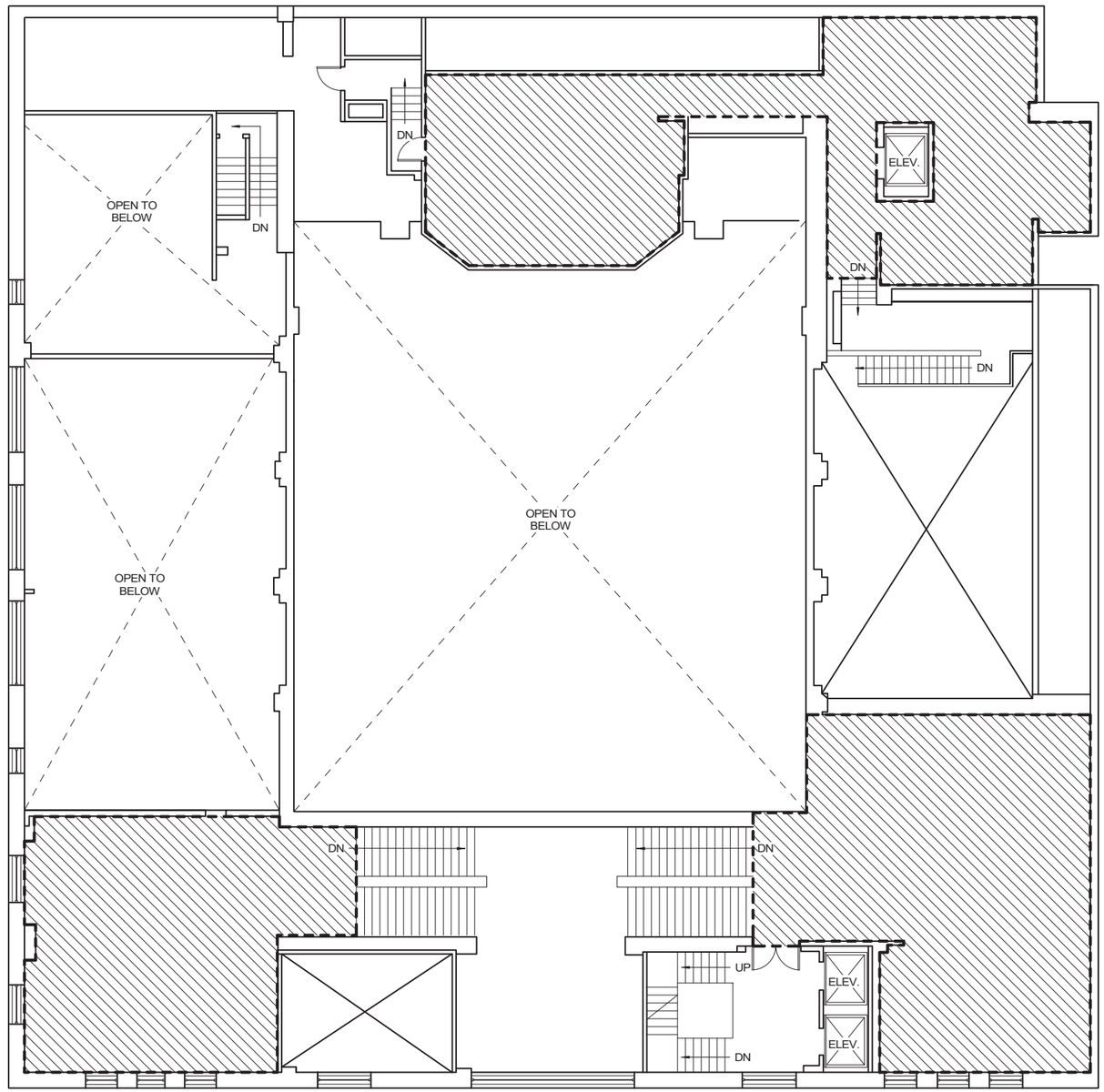
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1

A1.1



1 MEZZANINE - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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- RR — RESTROOM

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No.	Date	Description

EXISTING FLOOR PLANS - MEZZANINE

A1.1M

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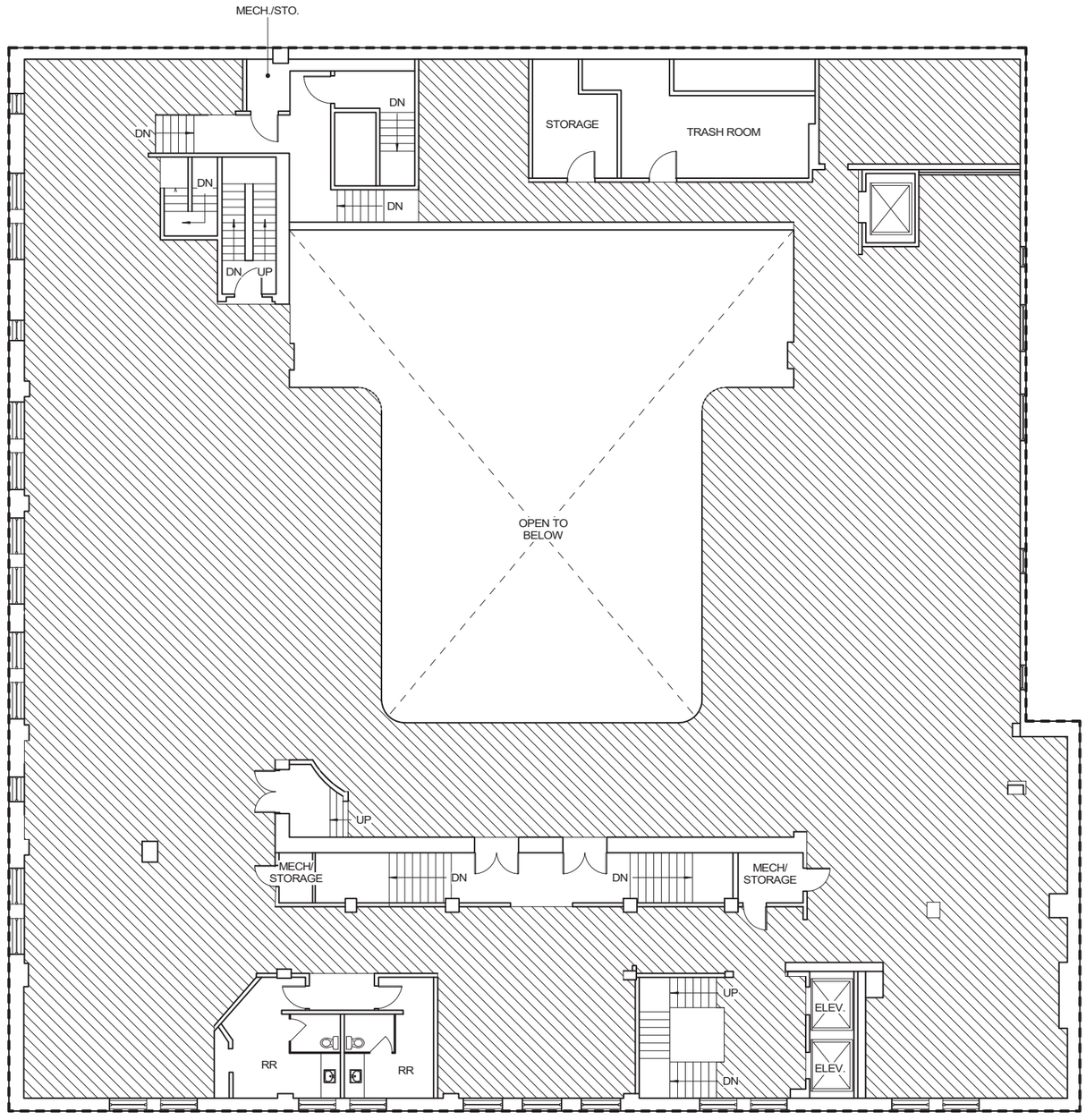

1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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EXISTING FLOOR PLANS - LEVEL 2

A1.2

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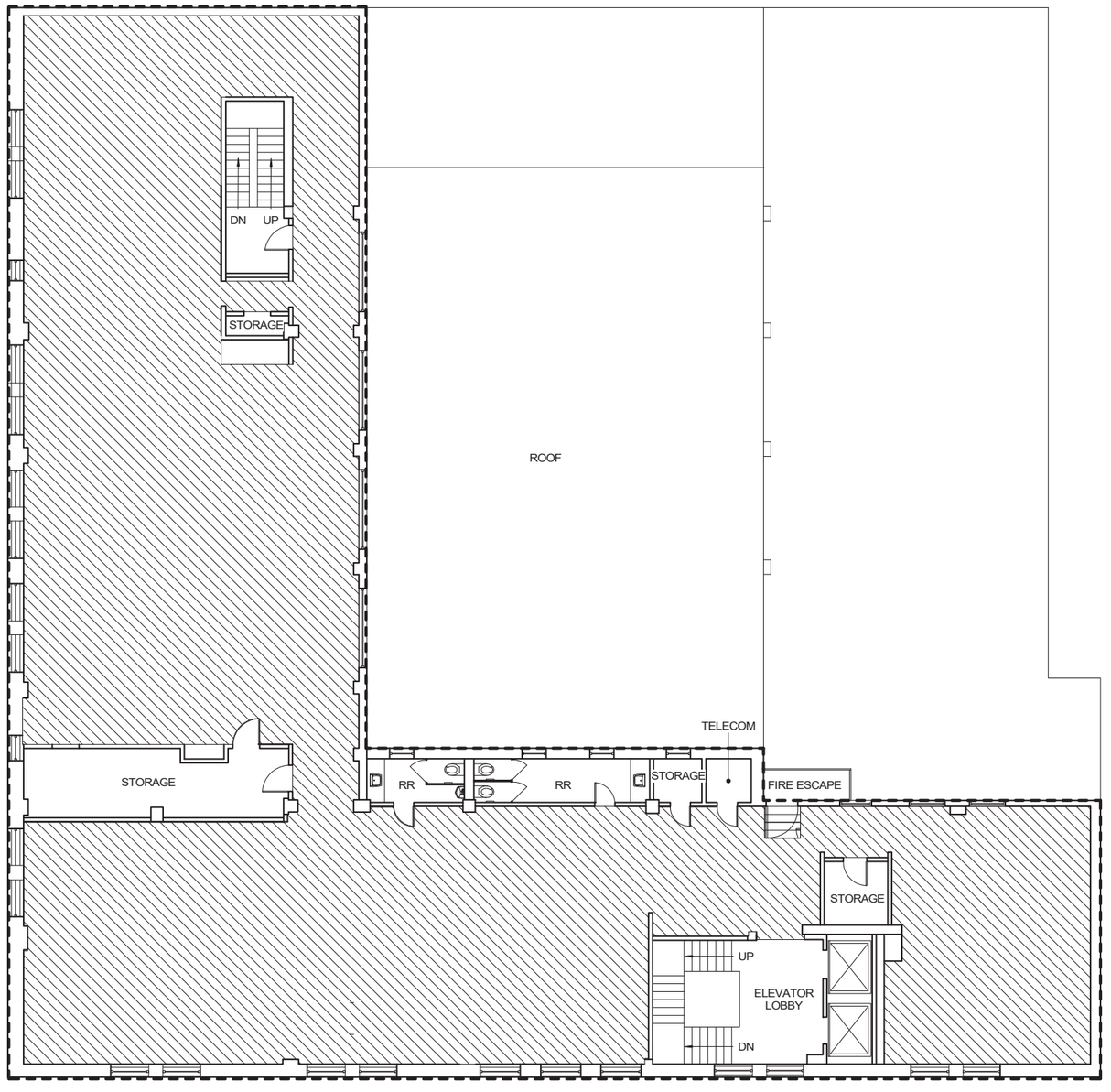

1 LEVEL 3 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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EXISTING FLOOR PLANS - LEVEL 3

A1.3

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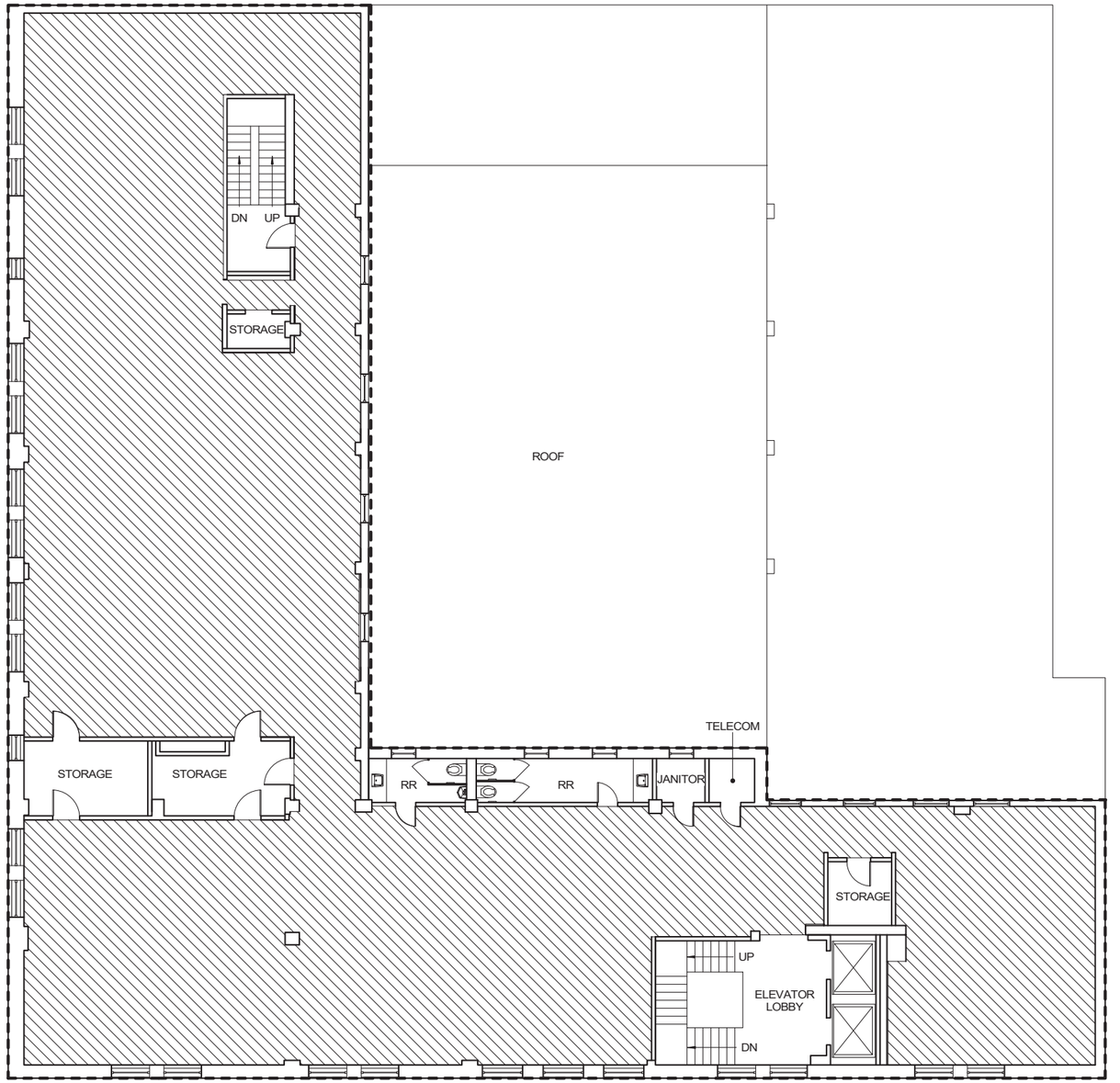

1 LEVEL 4 - EXISTING
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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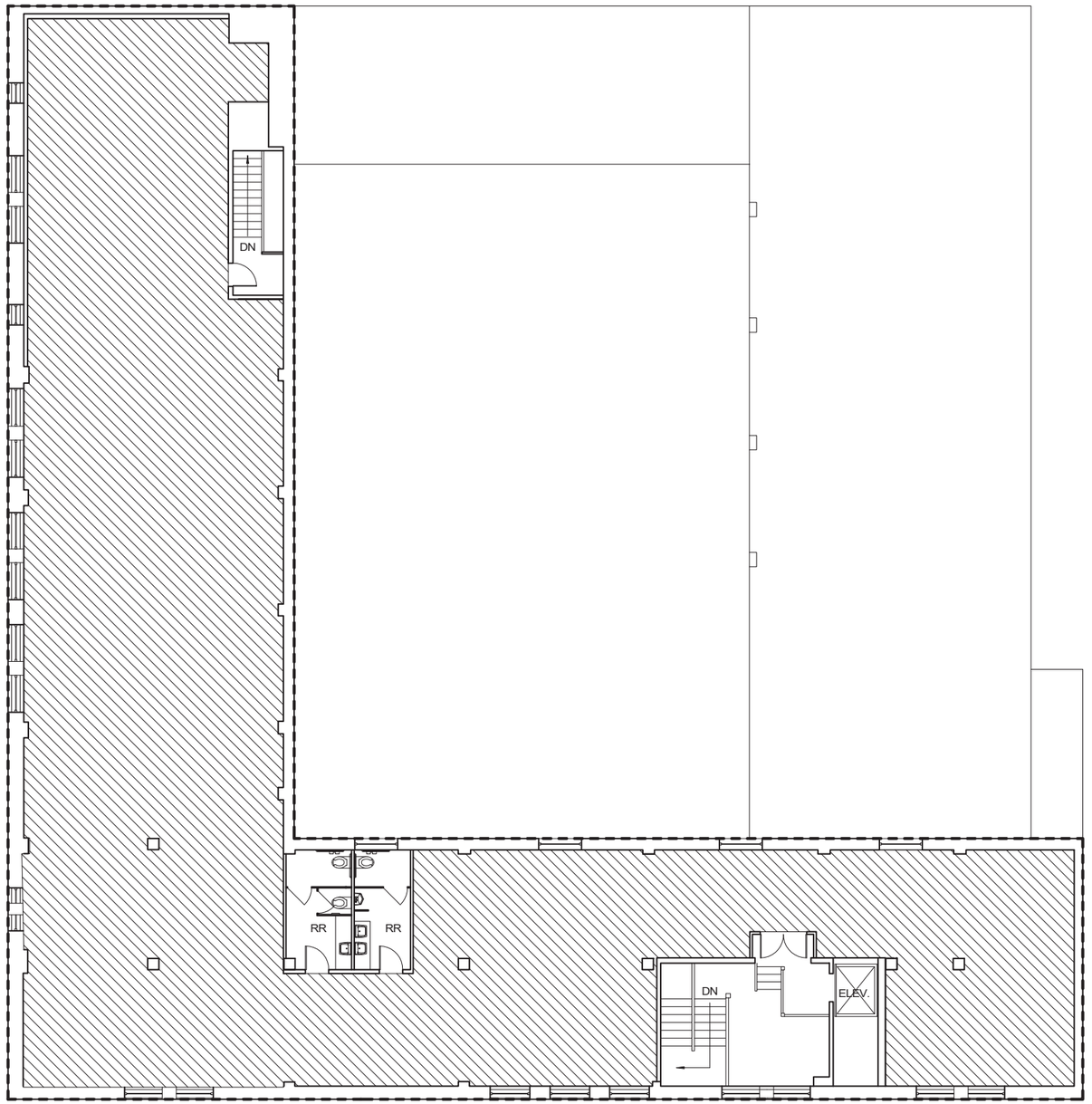
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 4

A1.4



1 LEVEL 5 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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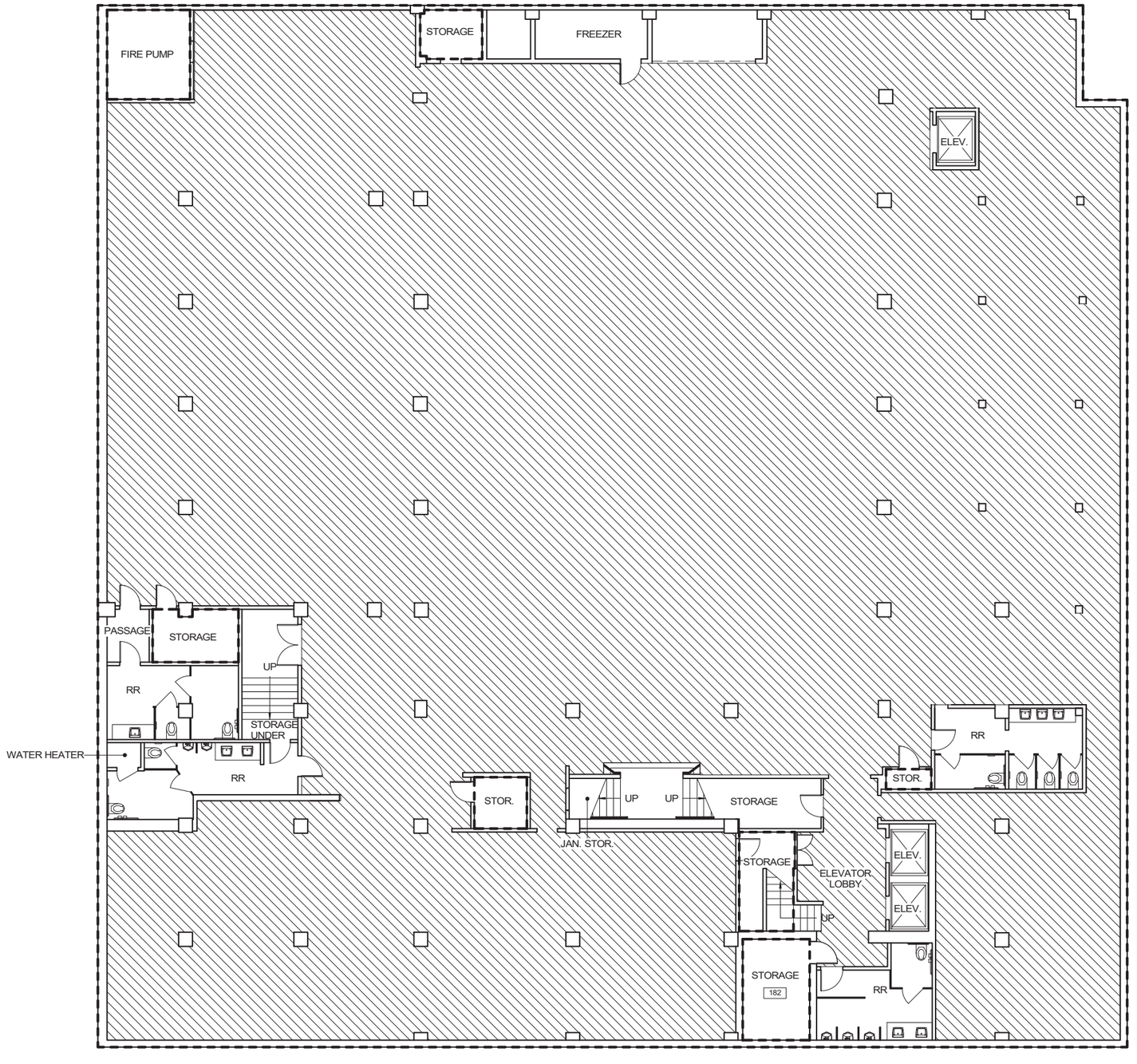
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 5

A1.5



1 BASEMENT - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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REN 10/2019
STATE OF CALIFORNIA

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Issue Date	10/11/19
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No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT

A2.0

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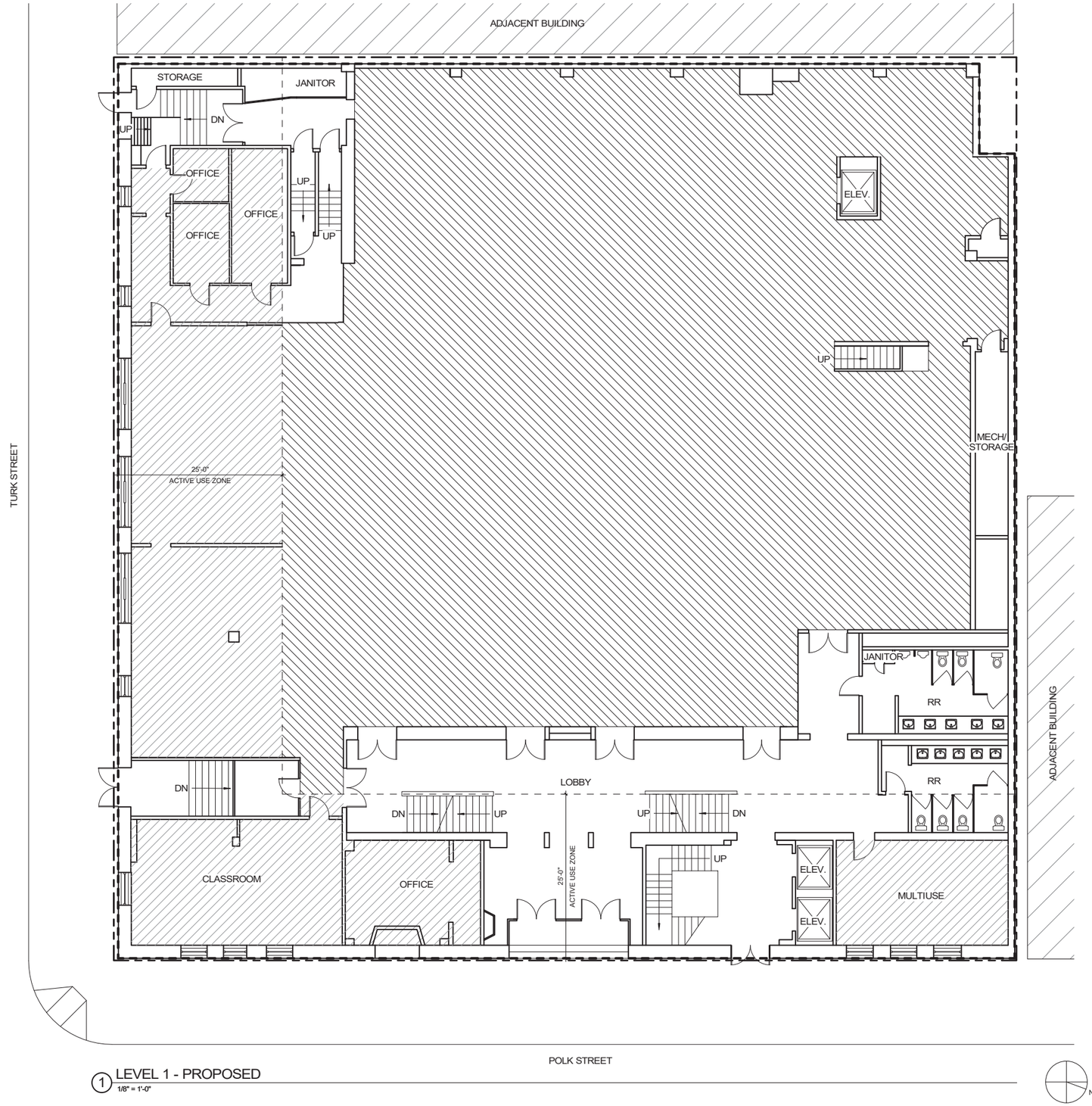

1 LEVEL 1 - PROPOSED
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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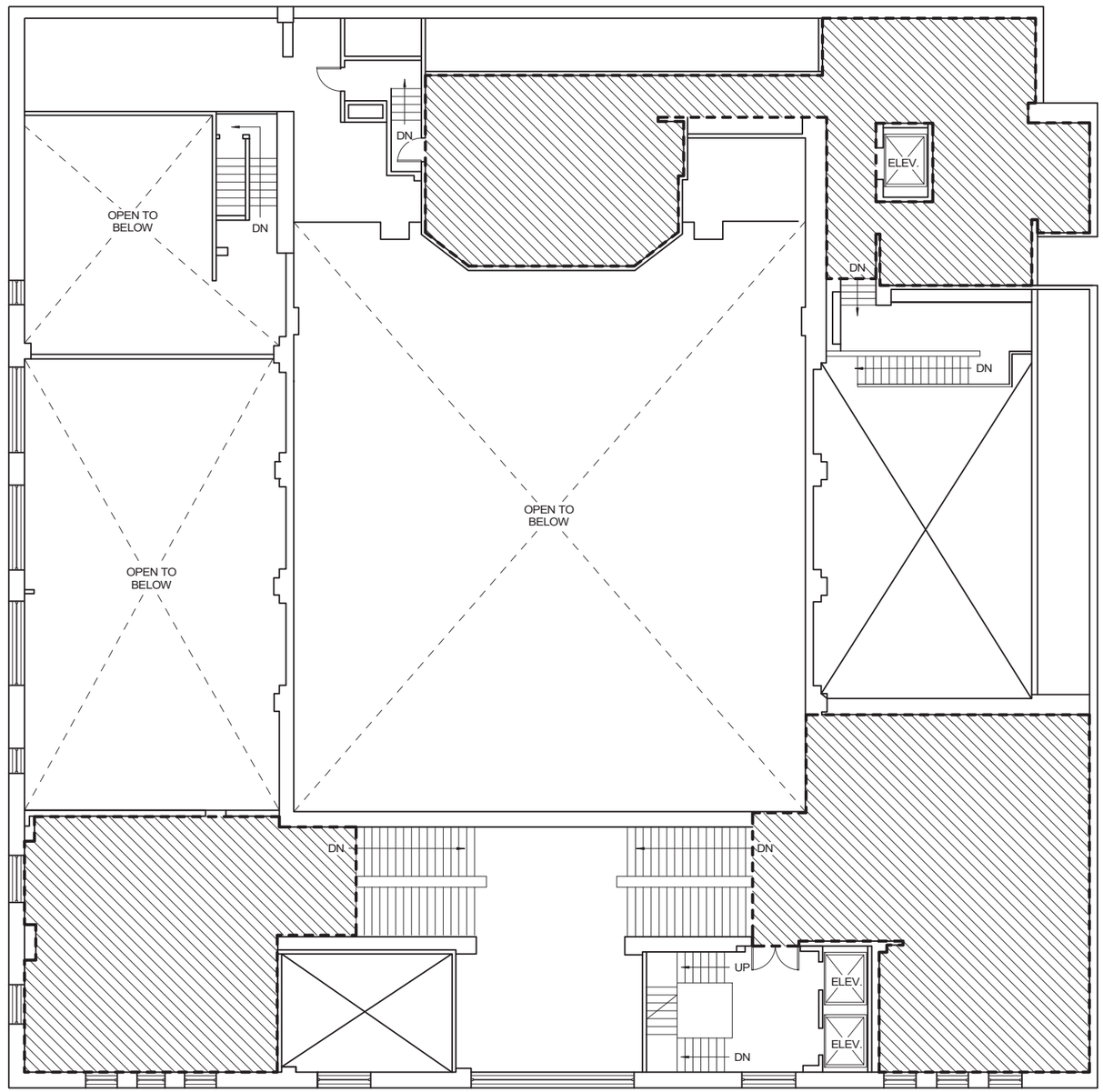
PROPOSED FLOOR PLANS - LEVEL 1

A2.1



1 MEZZANINE - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
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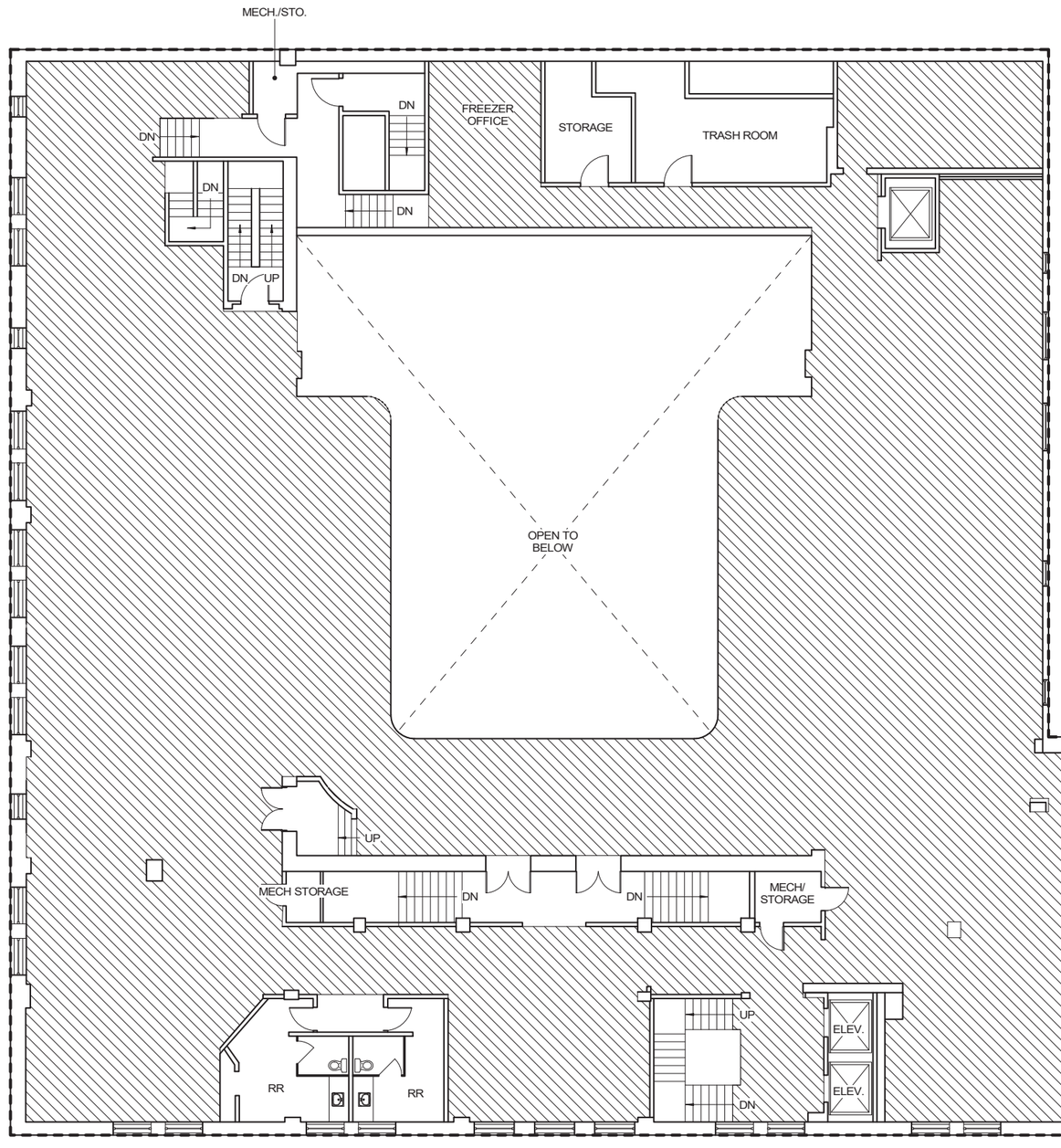
PROPOSED FLOOR PLANS - MEZZANINE

A2.1M



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
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- PROPERTY LINE

ROOM TAG

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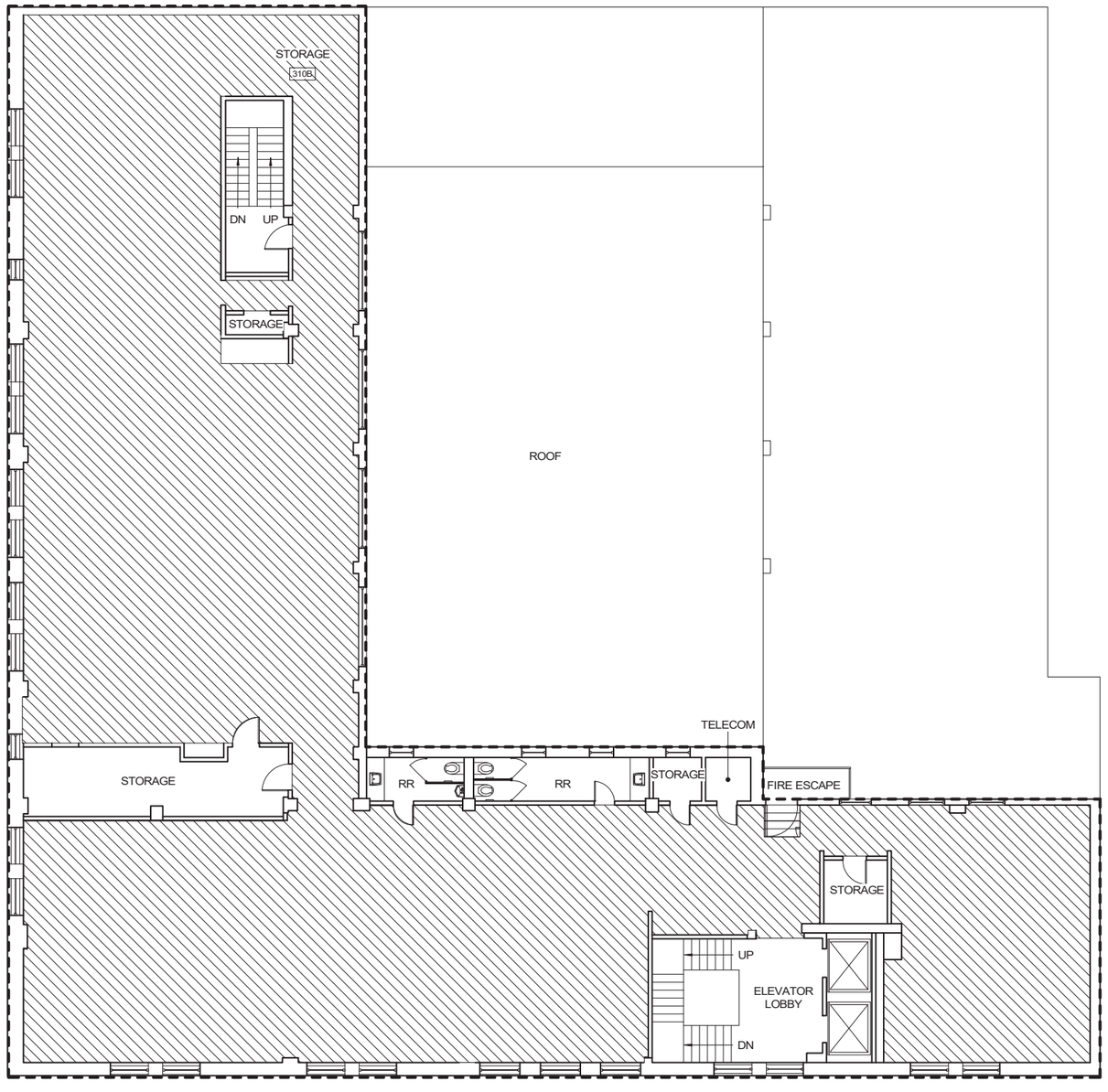
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2

A2.2



1 LEVEL 3 - PROPOSED
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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PROPOSED FLOOR PLANS - LEVEL 3

A2.3

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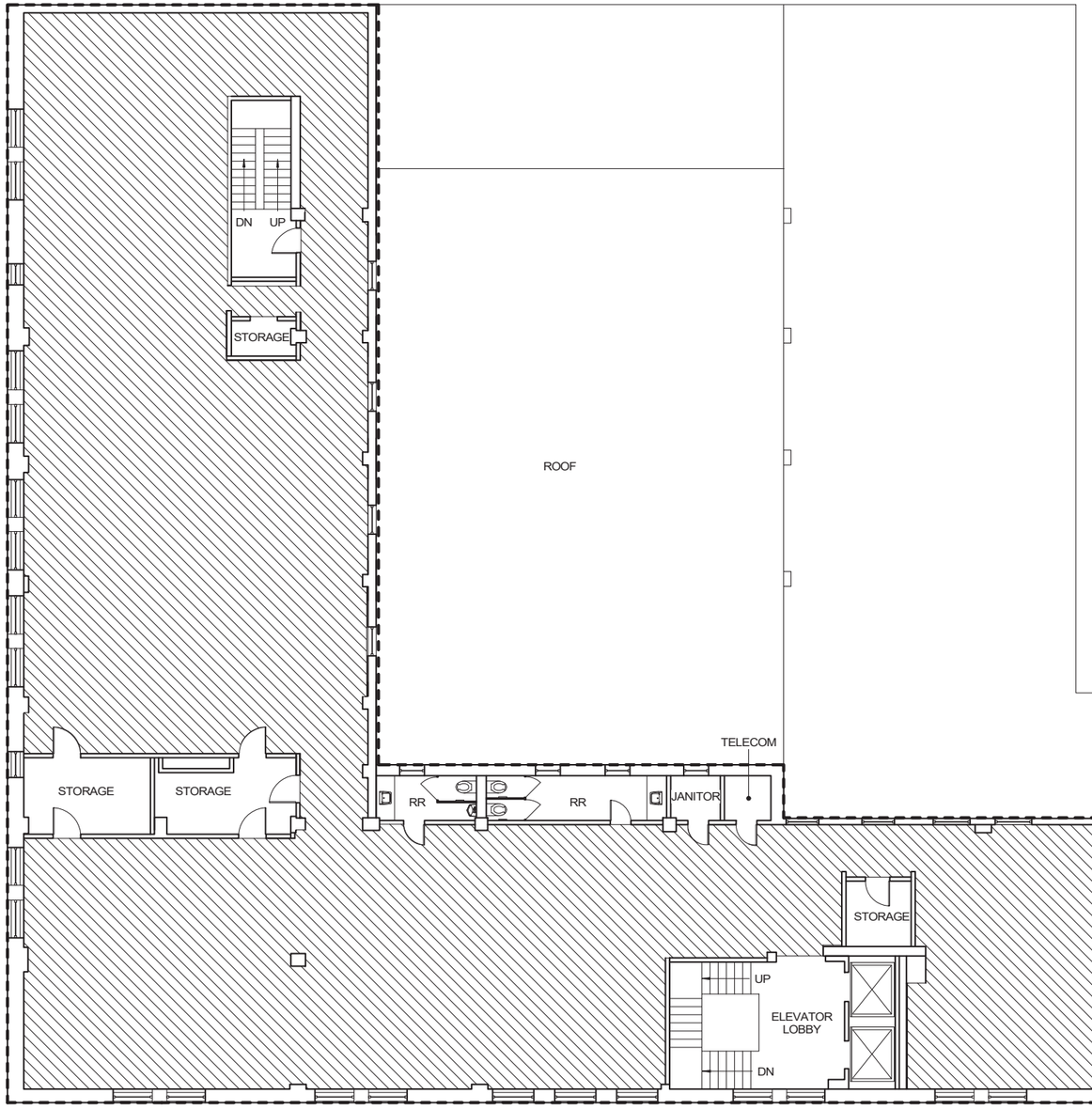

1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

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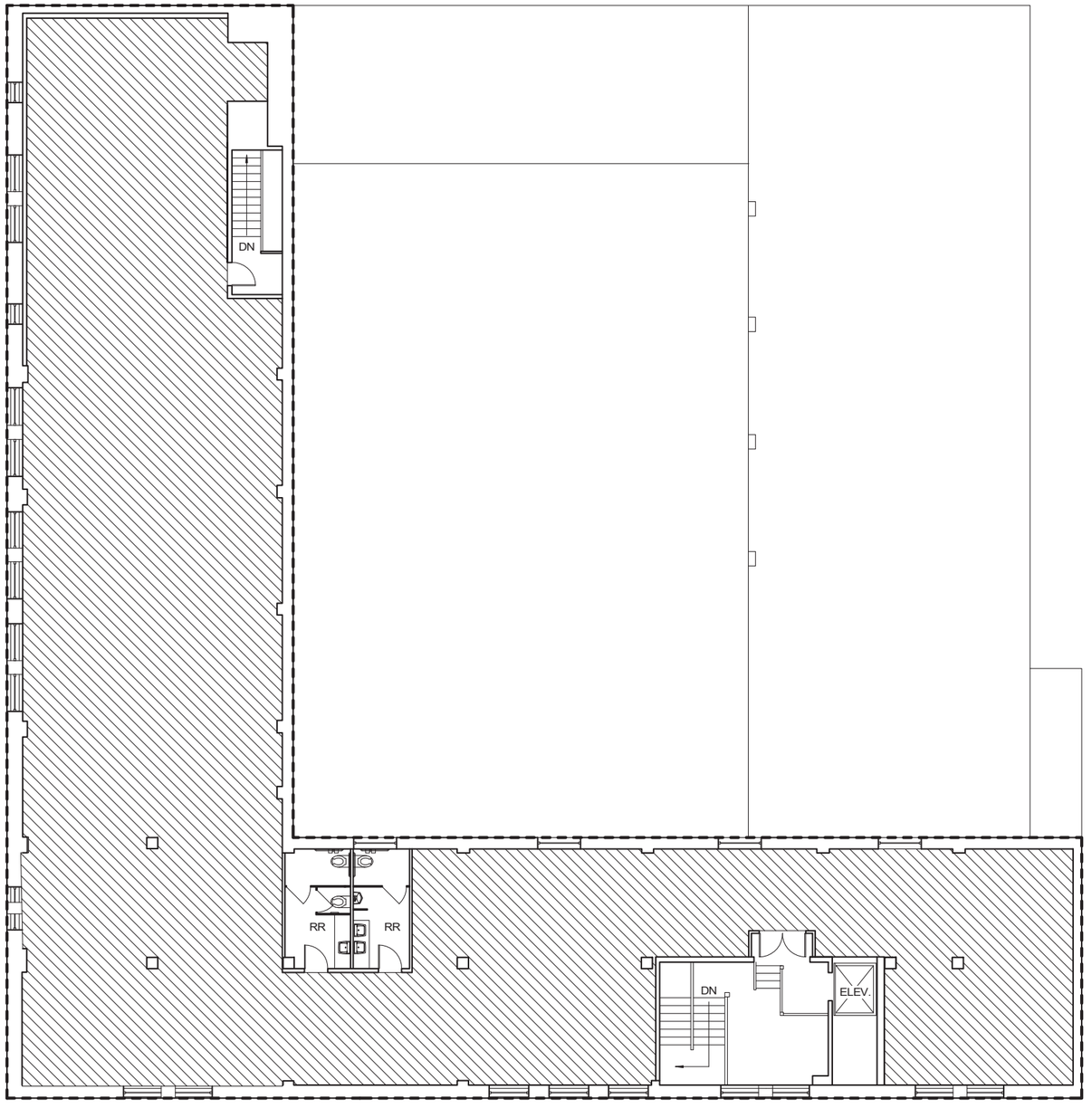
PROPOSED FLOOR PLANS - LEVEL 4

A2.4



1 LEVEL 5 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 5

A2.5

1 EAST ELEVATION - (1964)

SOURCE: SAN FRANCISCO PUBLIC LIBRARY

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ACADEMY of ART UNIVERSITY
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79 New Montgomery Street
San Francisco, CA 94105

AAU
INSTITUTIONAL
COMPLIANCE
SET

601-625 POLK
San Francisco, CA 94102

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.05
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:40:31 PM

No.	Date	Description

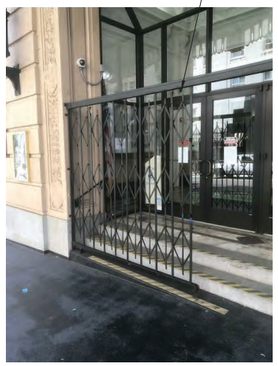
HISTORICAL
EXTERIOR
ELEVATION IMAGES

A3.0

EXISTING COLLAPSIBLE IRON SECURITY GATE

9 GATE 2 @ POLK ST - OPENED
1" = 10'-0"

8 GATE 2 @ POLK ST - CLOSED
1" = 10'-0"



7 GATE 1 @ POLK ST - HALF CLOSED
NTS

EXISTING COLLAPSIBLE IRON SECURITY GATE

6 GATE 1 @ POLK ST - OPENED
NTS

5 GATE 1 @ POLK ST - OPENED
NTS

4 GATE 1 @ POLK ST - FULLY CLOSED
NTS

EXISTING COLLAPSIBLE IRON SECURITY GATE

10 GATE @ TURK ST - CLOSED
1" = 10'-0"

EXISTING COLLAPSIBLE IRON SECURITY GATE

11 GATE @ TURK ST - OPENED
1" = 10'-0"

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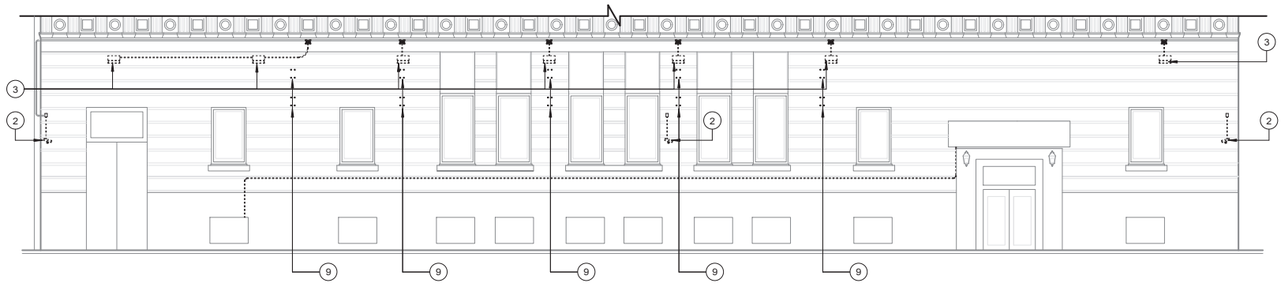
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.05
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date 10/11/2019 11:40:35 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A3.1



2 SOUTH ELEVATION - TURK STREET (DEMO)
1/8" = 1'-0"

1 SOUTH ELEVATION - TURK STREET (EXISTING)
1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING.
3. EXTERIOR LIGHTING BUILDING PERMIT APPLICATION No. 201212075767 TO BE WITHDRAWN
4. REMOVE ALL ABANDONED EQUIPMENT AND ATTACHMENTS ON THE EXTERIOR
5. SECURITY CAMERAS SHALL BE THE MOST MINIMALLY VISIBLE FIXTURE FEASIBLE WITH REMOVAL OF ALL CONDUIT ON PRIMARY FACADE
6. LIGHTING SHOULD BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE AND ALL CONDUIT ROUTED INTERNALLY OR CONCEALED BEHIND EXISTING FEATURES, IF POSSIBLE. ANY PROPOSED NEW OR RETAINED LIGHTING WILL REQUIRE ATTACHMENT DETAILS THAT DEMONSTRATE THAT LIGHTS ARE ATTACHED VIA MORTAR JOINTS AND NOT DRILLED DIRECTLY INTO MASONRY/BRICK
7. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
8. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
9. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

KEYNOTES

1 EXISTING HISTORIC FIXTURES

2 REMOVE EXISTING BULLET STYLE SECURITY CAMERAS AND ASSOCIATED CONDUITS; REMOVE EXISTING CAMERA BACKBOX OR JUNCTION BOX

2b INSTALL SMALL FORM FACTOR DOME CAMERA, INSTALL THE CABLE WITHIN THE CAMERA HOUSING, PAINT THE CAMERA BODY TO MATCH EXTERIOR BUILDING COLOR; VERIFY EXISTING SYSTEMS ARE FUNCTIONAL, TYPE TO BE REVIEWED BY PLANNING DEPARTMENT STAFF PRIOR TO APPROVAL/ INSTALLATION

2c UTILIZE THE EXISTING BUILDING PENETRATION

2d ROUTE CABLE THROUGH EXISTING CONDUIT

2e ROUTE CABLE FROM INSIDE OF BUILDING

2f PROPOSED CAMERA LOCATION AT EDGE OF COLUMN

3 EXISTING EXTERIOR LIGHTS AND ASSOCIATED CONDUITS TO BE REMOVED

3b PROPOSED NEW LIGHT FIXTURES, SEE LIGHTING CUT SHEETS

4 STEEL FOLDING SECURITY GATES PROPOSED FOR LEGALIZATION SUBJECT TO FIRE AND BUILDING CODE REVIEW. SEE PHOTOS 4-11 ON SHEET A3.1 AND ATTACHMENT DETAILS ON A4.1 (DETAIL ON MATERIALS TO BE PROVIDED TO PLANNING UNDER SEPARATE COVER)

5 PROPOSED NON-ILLUMINATED WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

6 CONDUIT CONCEALED WITHIN GROOVE, CONNECTS TO J-BOX WITHIN GROOVE

7 RETROFIT HISTORIC LIGHT FIXTURES WITH LED LAMPS

8 PROPOSED INDIRECTLY ILLUMINATED BLADE SIGN, SEE SIGNAGE CONSULTANT DRAWINGS

ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.2

9 EXISTING PENETRATIONS SHALL BE APPROPRIATELY REPAIRED IN ACCORDANCE WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. SEE PHOTOS PROVIDED ON A4.2

10 EXISTING SIGN PROPOSED FOR LEGALIZATION. MODIFY ATTACHMENTS TO ALIGN AT MORTAR JOINTS

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. CT2405
REN 10/2019
STATE OF CALIFORNIA

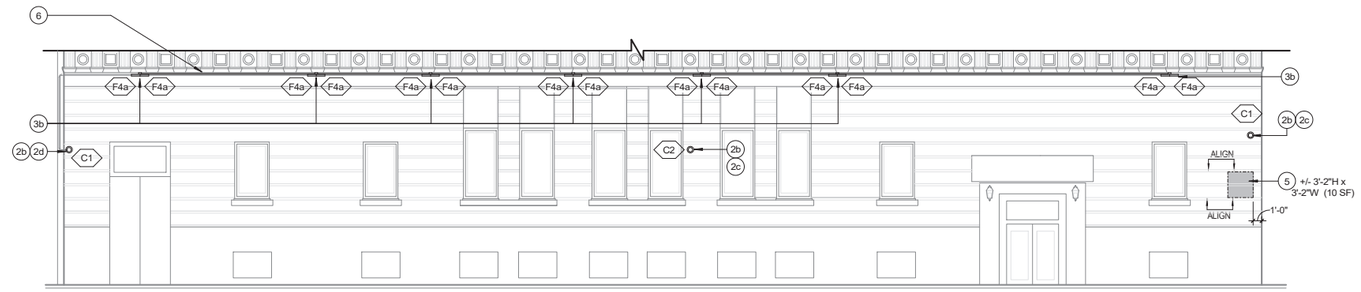
Project Number 21826.05
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 11:40:40 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 SOUTH ELEVATION - TURK STREET (PROPOSED)
1/8" = 1'-0"

1 EAST ELEVATION - POLK STREET (EXISTING)
1/8" = 1'-0"

LEGEND

- SECURITY CAMERA
- PROPOSED SIGNAGE;SEE SIGNAGE CONSULTANT DRAWINGS

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING.
3. EXTERIOR LIGHTING BUILDING PERMIT APPLICATION No. 201212075767 TO BE WITHDRAWN
4. REMOVE ALL ABANDONED EQUIPMENT AND ATTACHMENTS ON THE EXTERIOR
5. SECURITY CAMERAS SHALL BE THE MOST MINIMALLY VISIBLE FIXTURE FEASIBLE WITH REMOVAL OF ALL CONDUIT ON PRIMARY FACADE
6. LIGHTING SHOULD BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE AND ALL CONDUIT ROUTED INTERNALLY OR CONCEALED BEHIND EXISTING FEATURES, IF POSSIBLE. ANY PROPOSED NEW OR RETAINED LIGHTING WILL REQUIRE ATTACHMENT DETAILS THAT DEMONSTRATE THAT LIGHTS ARE ATTACHED VIA MORTAR JOINTS AND NOT DRILLED DIRECTLY INTO MASONRY/BRICK
7. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
8. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
9. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

KEYNOTES

1. EXISTING HISTORIC FIXTURES
2. REMOVE EXISTING BULLET STYLE SECURITY CAMERAS AND ASSOCIATED CONDUITS; REMOVE EXISTING CAMERA BACKBOX OR JUNCTION BOX
2b. INSTALL SMALL FORM FACTOR DOME CAMERA, INSTALL THE CABLE WITHIN THE CAMERA HOUSING, PAINT THE CAMERA BODY TO MATCH EXTERIOR BUILDING COLOR; VERIFY EXISTING SYSTEMS ARE FUNCTIONAL, TYPE TO BE REVIEWED BY PLANNING DEPARTMENT STAFF PRIOR TO APPROVAL/ INSTALLATION
2c. UTILIZE THE EXISTING BUILDING PENETRATION
2d. ROUTE CABLE THROUGH EXISTING CONDUIT
2e. ROUTE CABLE FROM INSIDE OF BUILDING
2f. PROPOSED CAMERA LOCATION AT EDGE OF COLUMN
3. EXISTING EXTERIOR LIGHTS AND ASSOCIATED CONDUITS TO BE REMOVED
3b. PROPOSED NEW LIGHT FIXTURES, SEE LIGHTING CUT SHEETS
4. STEEL FOLDING SECURITY GATES PROPOSED FOR LEGALIZATION SUBJECT TO FIRE AND BUILDING CODE REVIEW. SEE PHOTOS 4-11 ON SHEET A3.1 AND ATTACHMENT DETAILS ON A4.1 (DETAIL ON MATERIALS TO BE PROVIDED TO PLANNING UNDER SEPARATE COVER)
5. PROPOSED NON-ILLUMINATED WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
6. CONDUIT CONCEALED WITHIN GROOVE. CONNECTS TO J-BOX WITHIN GROOVE
7. RETROFIT HISTORIC LIGHT FIXTURES WITH LED LAMPS
8. PROPOSED INDIRECTLY ILLUMINATED BLADE SIGN, SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:
   *SEE PHOTOS ON SHT A4.2
9. EXISTING PENETRATIONS SHALL BE APPROPRIATELY REPAIRED IN ACCORDANCE WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. SEE PHOTOS PROVIDED ON A4.2
10. EXISTING SIGN PROPOSED FOR LEGALIZATION. MODIFY ATTACHMENTS TO ALIGN AT MORTAR JOINTS

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

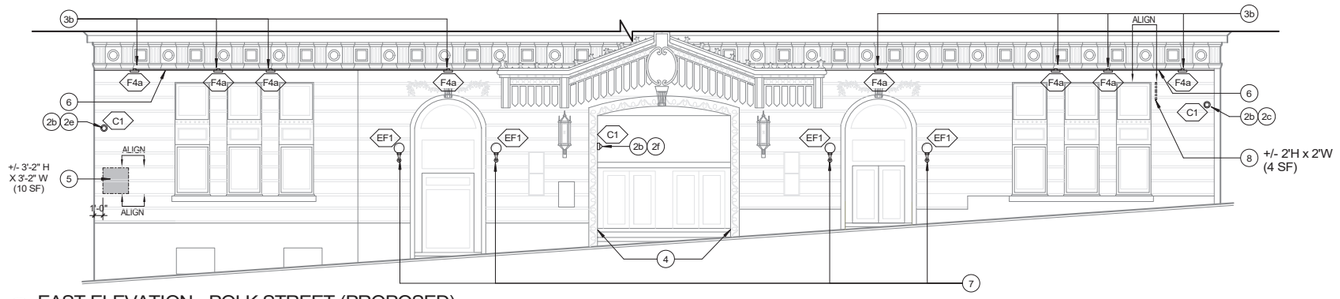
Project Number	21826.05
Issue Date	10/11/19
Scale	As indicated
Phase	
Print Date	10/11/2019 11:40:44 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS & SIGNAGE

A3.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 EAST ELEVATION - POLK STREET (PROPOSED)
1/8" = 1'-0"

1 EAST ELEVATION - POLK STREET (DEMO)
1/8" = 1'-0"

LEGEND

- SECURITY CAMERA
- PROPOSED SIGNAGE;SEE SIGNAGE CONSULTANT DRAWINGS

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
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KEYNOTES

1. EXISTING HISTORIC FIXTURES
2. REMOVE EXISTING BULLET STYLE SECURITY CAMERAS AND ASSOCIATED CONDUITS; REMOVE EXISTING CAMERA BACKBOX OR JUNCTION BOX
2b. INSTALL SMALL FORM FACTOR DOME CAMERA, INSTALL THE CABLE WITHIN THE CAMERA HOUSING, PAINT THE CAMERA BODY TO MATCH EXTERIOR BUILDING COLOR; VERIFY EXISTING SYSTEMS ARE FUNCTIONAL, TYPE TO BE REVIEWED BY PLANNING DEPARTMENT STAFF PRIOR TO APPROVAL/ INSTALLATION
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6. CONDUIT CONCEALED WITHIN GROOVE, CONNECTS TO J-BOX WITHIN GROOVE
7. RETROFIT HISTORIC LIGHT FIXTURES WITH LED LAMPS
8. PROPOSED INDIRECTLY ILLUMINATED BLADE SIGN, SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:
   *SEE PHOTOS ON SHT A4.2
9. EXISTING PENETRATIONS SHALL BE APPROPRIATELY REPAIRED IN ACCORDANCE WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. SEE PHOTOS PROVIDED ON A4.2
10. EXISTING SIGN PROPOSED FOR LEGALIZATION. MODIFY ATTACHMENTS TO ALIGN AT MORTAR JOINTS

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NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number	21826.05
Issue Date	10/11/19
Scale	As indicated
Phase	
Print Date	10/11/2019 11:40:49 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS & SIGNAGE

A3.4

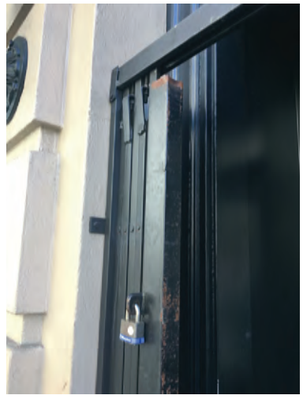
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

12 GATE AT TURK - ATTACHMENT DETAIL
NTS

9 GATE AT TURK - ATTACHMENT DETAIL
NTS

6 GATE AT TURK - ATTACHMENT DETAIL
NTS

3 GATE AT TURK - ATTACHMENT DETAIL
NTS

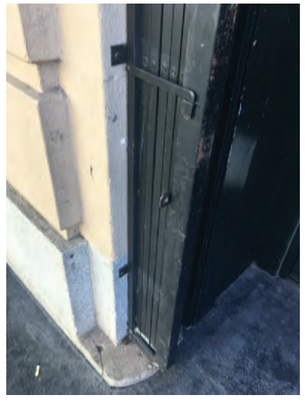


11 GATE 2 AT POLK - ATTACHMENT DETAIL
NTS

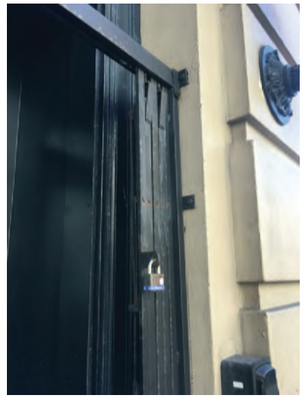
8 GATE 2 AT POLK - ATTACHMENT DETAIL
NTS

5 GATE 1 AT POLK ST - ATTACHMENT DETAIL
NTS

2 GATE 1 AT POLK ST - ATTACHMENT DETAIL
NTS



10 GATE 2 AT POLK - ATTACHMENT DETAIL
NTS



7 GATE 2 AT POLK - ATTACHMENT DETAIL
NTS

4 GATE 1 AT POLK ST - ATTACHMENT DETAIL
NTS

1 GATE 1 AT POLK ST - ATTACHMENT DETAIL
NTS

GENERAL NOTES

1. GATE ATTACHMENTS SHALL BE CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS.

KEYNOTES

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Project Number 21826.05
Issue Date 10/11/19
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Phase
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No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

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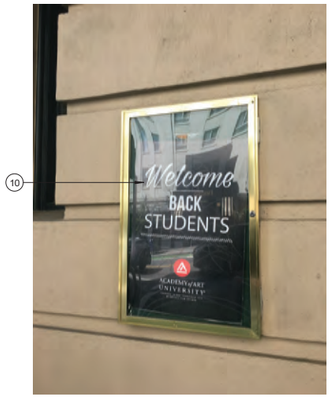
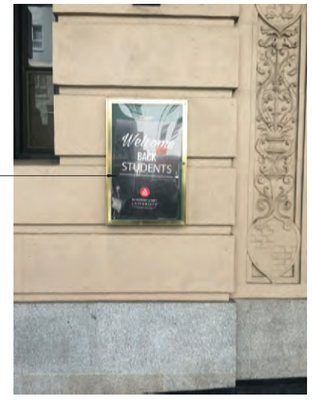


4 EXISTING SIGN AT POLK - ATTACHMENT
NTS



2 EXISTING SIGN AT POLK
NTS

5 (E) MOUNTING MARK AT TURK ST
NTS

3 (E) MOUNTING MARK AT TURK ST
NTS

1 (E) MOUNTING MARK AT TURK ST
NTS

GENERAL NOTES

1. GATE ATTACHMENTS SHALL BE CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS.

KEYNOTES

1. EXISTING HISTORIC FIXTURES
2. REMOVE EXISTING BULLET STYLE SECURITY CAMERAS AND ASSOCIATED CONDUITS; REMOVE EXISTING CAMERA BACKBOX OR JUNCTION BOX
2b. INSTALL SMALL FORM FACTOR DOME CAMERA, INSTALL THE CABLE WITHIN THE CAMERA HOUSING, PAINT THE CAMERA BODY TO MATCH EXTERIOR BUILDING COLOR; VERIFY EXISTING SYSTEMS ARE FUNCTIONAL, TYPE TO BE REVIEWED BY PLANNING DEPARTMENT STAFF PRIOR TO APPROVAL/ INSTALLATION
2c. UTILIZE THE EXISTING BUILDING PENETRATION
2d. ROUTE CABLE THROUGH EXISTING CONDUIT
2e. ROUTE CABLE FROM INSIDE OF BUILDING
2f. PROPOSED CAMERA LOCATION AT EDGE OF COLUMN
3. EXISTING EXTERIOR LIGHTS AND ASSOCIATED CONDUITS TO BE REMOVED
3b. PROPOSED NEW LIGHT FIXTURES, SEE LIGHTING CUT SHEETS
4. STEEL FOLDING SECURITY GATES PROPOSED FOR LEGALIZATION SUBJECT TO FIRE AND BUILDING CODE REVIEW. SEE PHOTOS 4-11 ON SHEET A3.1 AND ATTACHMENT DETAILS ON A4.1 (DETAIL ON MATERIALS TO BE PROVIDED TO PLANNING UNDER SEPARATE COVER)
5. PROPOSED NON-ILLUMINATED WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
6. CONDUIT CONCEALED WITHIN GROOVE, CONNECTS TO J-BOX WITHIN GROOVE
7. RETROFIT HISTORIC LIGHT FIXTURES WITH LED LAMPS
8. PROPOSED INDIRECTLY ILLUMINATED BLADE SIGN, SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:
   *SEE PHOTOS ON SHT A4.2
9. EXISTING PENETRATIONS SHALL BE APPROPRIATELY REPAIRED IN ACCORDANCE WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. SEE PHOTOS PROVIDED ON A4.2
10. EXISTING SIGN PROPOSED FOR LEGALIZATION. MODIFY ATTACHMENTS TO ALIGN AT MORTAR JOINTS

tef DESIGN
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San Francisco, CA 94109
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TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

601-625 POLK
San Francisco, CA 94102

LICENSED ARCHITECTS
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.05
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 11:41:07 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

3 EAST ELEVATION - POLK STREET
1/8" = 1'-0"

2 SOUTH ELEVATION - TURK STREET
1/8" = 1'-0"

1 SOUTHEAST CORNER - POLK STREET & TURK STREET
1/8" = 1'-0"

KEYNOTES

1. EXISTING HISTORIC FIXTURES
2. REMOVE EXISTING BULLET STYLE SECURITY CAMERAS AND ASSOCIATED CONDUITS; REMOVE EXISTING CAMERA BACKBOX OR JUNCTION BOX
2b. INSTALL SMALL FORM FACTOR DOME CAMERA, INSTALL THE CABLE WITHIN THE CAMERA HOUSING, PAINT THE CAMERA BODY TO MATCH EXTERIOR BUILDING COLOR; VERIFY EXISTING SYSTEMS ARE FUNCTIONAL, TYPE TO BE REVIEWED BY PLANNING DEPARTMENT STAFF PRIOR TO APPROVAL/ INSTALLATION
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2e. ROUTE CABLE FROM INSIDE OF BUILDING
2f. PROPOSED CAMERA LOCATION AT EDGE OF COLUMN
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   ITEMS NOTED ON 9/25/19 SITE WALK:
   *SEE PHOTOS ON SHT A4.2
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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.05
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:41:11 PM

No.	Date	Description

EXTERIOR ELEVATION IMAGES

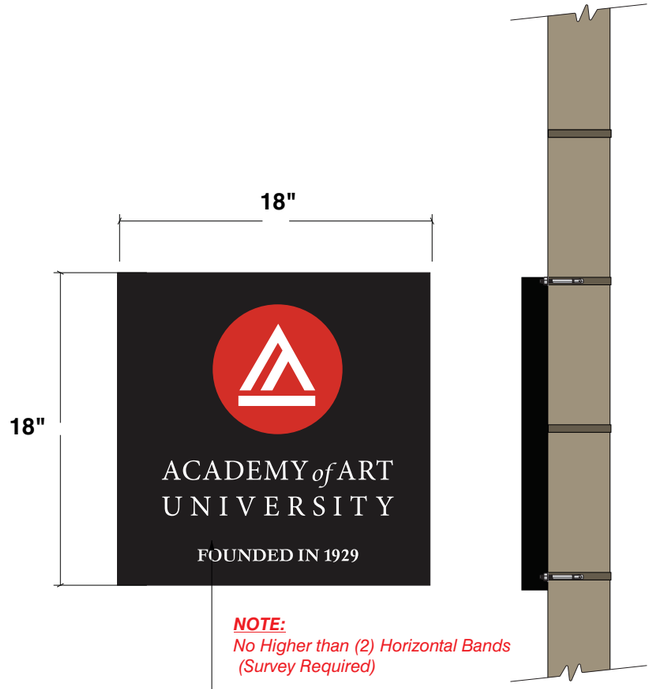
A4.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

Red

Black

White



NOTE:
No Higher than (2) Horizontal Bands
(Survey Required)

Cut vinyl graphics on painted sign panel

1-1/2” alum. sq. tube frame w/ .125” alum. sign face painted black

Note: Bolt into Grout Lines Only

12" away from Corner

12" away from Corner

12" away from Corner

A Aluminum Wall Sign w/ Vinyl Graphics QTY 2

Scale: 3” = 1’ - 0”

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: **8/14/19**
Sales: **A. Bartizal**
Designer: **N. Ford**

Rev. #: 1 **Date: 9/20/19**

Revision Notes:
Revised sign placements

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____

☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
625 POLK STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.

GG 2.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-23: HR-1	Signs and Statues. The banner signs and statues shall be removed, areas of damage repaired, and the original appearance restored and refinished to match existing in materials and appearance. If a new sign is to be installed, it shall be placed in a location that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and designed and placed to comply with applicable Article 11 guidelines.
	AAU PROPOSAL: CONDITION REMOVED. See Notes on Sheet A3.2.
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. 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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
ES-23: TR-2	Reconfigure Curb Space to Accommodate Relocated Shuttle Stop. If the recommended Condition of Approval in the discussions of 860 Sutter Street (ES-13) and 620 Sutter Street (ES-20) is implemented, the shuttle zone along Post Street at the 491 Post Street site would be required to increase in size, subject to SFMTA approval, from 40 feet to 80 feet to accommodate the additional six routes (E, G, H, I, M, and Sutter Express). With the potential shuttle zone expansion, the commercial loading space in front of the 491 Post Street site would have to be relocated to the west, shortening the tour bus zone along Post Street by 20 feet. All changes to the curb zone shall be reviewed and approved by SFMTA.
	AAU PROPOSAL: See Notes on Sheet A0.S3 AAU moved shuttle service from 620 Sutter and 860 Sutter properties to 491 Post between the hours of 4-6pm. Due to increased usage and pursuant to the provisions of this condition, AAU proposes to increase the zone from 40' to 80'.
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet

BICYCLE PARKING SUMMARY

*SEE SHEET A2.3 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	RELOCATE EXISTING	2	14
CLASS II	PER CODE	4	10

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT (LOWER)	0	0
BASEMENT	14,668	14,668
LEVEL 1	13,711	13,711
LEVEL 2	13,501	13,501
GROSS SF TOTAL	41,880	41,880

*PER SF PLANNING CODE SECTION 102.b.13, GROSS FLOOR AREA SHALL NOT INCLUDE THE FOLLOWING:

GROUND FLOOR AREA IN THE C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), AND C-3-G DISTRICTS, AND IN THE CENTRAL SOMA SPECIAL USE DISTRICT DEVOTED TO BUILDING OR PEDESTRIAN CIRCULATION AND BUILDING SERVICE.

FLOOR AREA RATIO (PER SECTION 210.2 - TABLE 210.2):

MAXIMUM ALLOWED GROSS SF

C-3-G FAR X LOT AREA = 6 X 15,124 SF = 90,744 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT (LOWER)	0	0
BASEMENT	10,446	10,446
LEVEL 1	9,632	9,632
LEVEL 2	6,076	6,076
OCCUPIED SF TOTAL	26,154	26,154

B- ACTIVE USE

*SEE SHEET A2.3 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 491 POST FROM THE LAST LEGAL USE OF RELIGIOUS INSTITUTION TO POST-SECONDARY EDUCATIONAL INSTITUTIONAL.

PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 491 POST ARE LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO ABATE AND CLOSE ENFORCEMENT CASE 8623 (POST-SECONDARY EDUCATIONAL INSTITUTION WITHOUT PERMIT. INSTALLATION OF STATUES ON LANDMARK BUILDING).

NEW PROPOSED SIGNAGE

SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE DRAWINGS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS.

SHEET INDEX

*** Minor Permit to Alter requires HISTORIC PRESERVATION COMMISSION REVIEW**

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE*	SF DBI ISSUE
A0.0	COVER SHEET	●	●	
A0.1	PROJECT INFORMATION			●
A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	
A0.S2	SITE PLAN DRAWINGS	●	●	
A0.S3	STREETSCAPE PLANS	●		
A0.T1	OCCUPANY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.1	EXISTING FLOOR PLANS - BASEMENT (LOWER)	●		●
A1.2	EXISTING FLOOR PLANS - BASEMENT	●		●
A1.3	EXISTING FLOOR PLANS - LEVEL 1	●		●
A1.4	EXISTING FLOOR PLANS - STAGE LEVEL	●		●
A1.5	EXISTING FLOOR PLANS - LEVEL 2	●		●
A2.1	PROPOSED FLOOR PLANS - BASEMENT (LOWER)	●		●
A2.2	PROPOSED FLOOR PLANS - BASEMENT	●		●
A2.3	PROPOSED FLOOR PLANS - LEVEL 1	●		●
A2.4	PROPOSED FLOOR PLANS - STAGE LEVEL	●		●
A2.5	PROPOSED FLOOR PLANS - LEVEL 2	●		●
A3.0	HISTORICAL EXTERIOR ELEVATION IMAGES	●	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A4.1	EXISTING DOORS & SKATE BOARD STOPS	●	●	●
A4.2	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●
	SIGNAGE SHEETS			
G 2.0	SIGNAGE DETAILS	●	●	●

TOTAL SHEETS: 22

PROPERTY INFORMATION

ADDRESS 491 POST STREET
BLOCK/LOT 0307/009

DISTRICTS
ZONING C-3-G
HEIGHT/BULK 80-130-F
SPECIAL USE WITHIN 1/4 MILE OF THE FRINGE SERVICES RUD
WITHIN 1/4 MILE OF AN EXISTING FRINGE
FINANCIAL SERVICE

USE CHANGE OF USE REQUIRED
LAST LEGAL INSTITUTIONAL: RELIGIOUS
PROPOSED INSTITUTIONAL: POST-SECONDARY EDUCATION

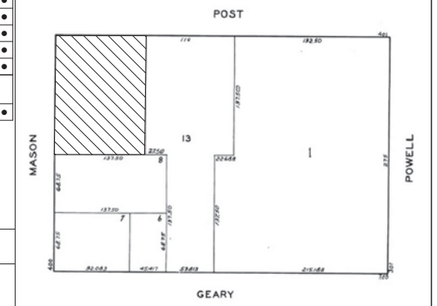
No OF STORIES 4 (NO CHANGE)

HISTORIC EVALUATION

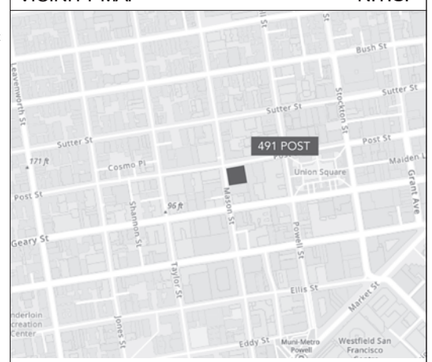
HISTORIC RESOURCE STATUS	A- Historic Resource Present
NATIONAL REGISTER HISTORIC DISTRICTS	None
CALIFORNIA REGISTER HISTORIC DISTRICTS	None
HISTORIC RESOURCE EVALUATION RESPONSES	None
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	Landmark Number: 117
ARTICLE 11 PRESERVATION DESIGNATION	I - Significatn Building, No Alterations. Conservation District: Kearny - Market - Mason - Sutter
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT PLAN N.T.S.



VICINITY MAP N.T.S.



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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.12
Issue Date 10/11/19
Scale As indicated
Phase DRAFT
Print Date 10/11/2019 11:44:24 PM

No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

1 SITE PLAN AERIAL IMAGE
NTS

N

SITE HISTORY

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

491 Post Street was constructed between 1913 and 1915 as the home of the First Congregational Church of San Francisco. This building replaced the group's earlier Gothic Revival-style church constructed on the site in 1870 and destroyed in the 1906 earthquake and fire. The First Congregational Church owned and occupied the building from the 1910s for nearly 90 years, until 2001, when the building was sold due to the congregation's declining numbers and need for a smaller space. On the occasion of the building's sale, the San Francisco Chronicle noted that the First Congregational Church had been established in 1850

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

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

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

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

The building was purchased by AAU in 2001.

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REN. 10/2019
STATE OF CALIFORNIA

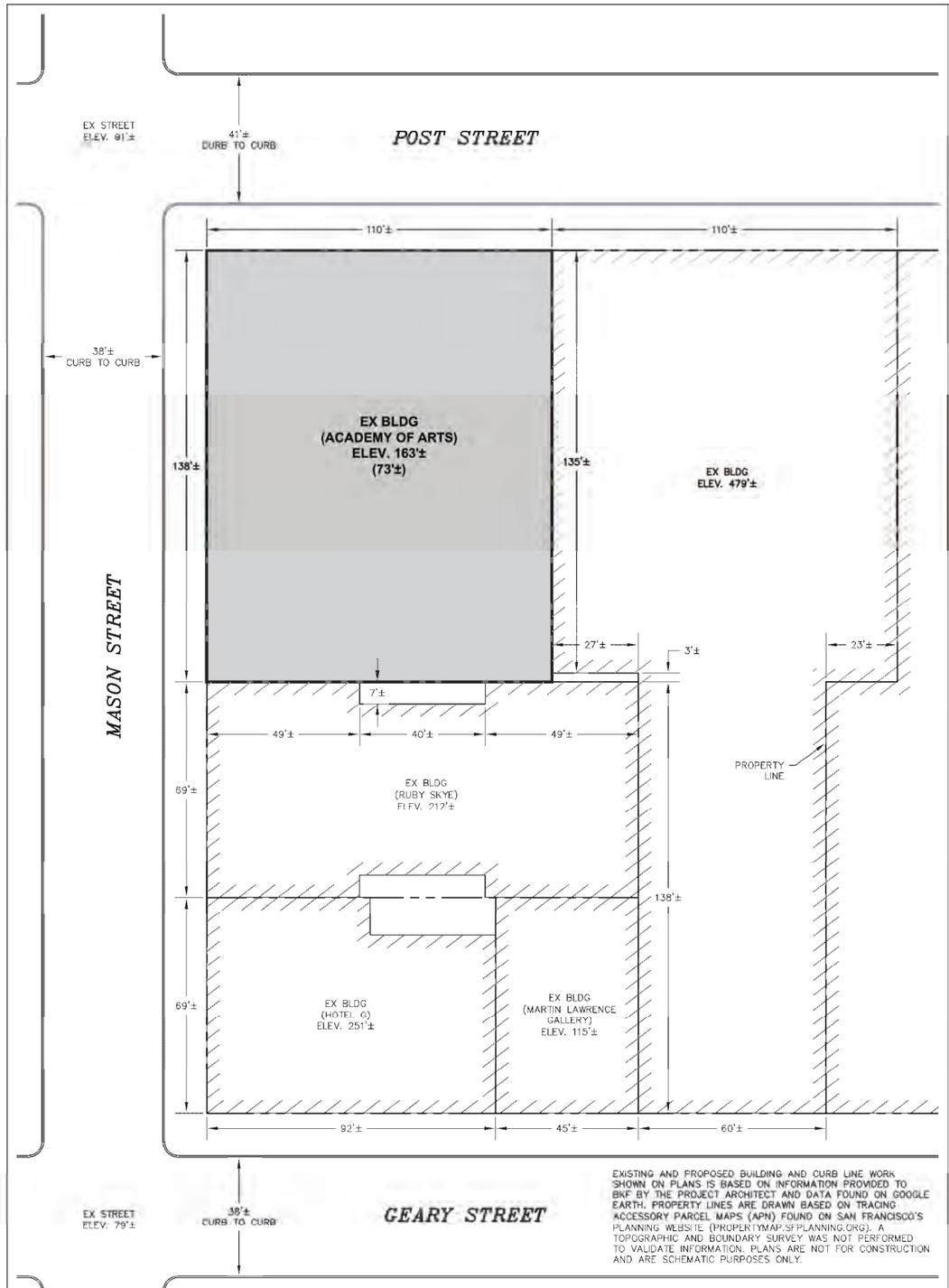
Project Number	21826.12
Issue Date	10/11/19
Scale	Not To Scale
Phase	DRAFT
Print Date	10/11/2019 11:44:27 PM

No.	Date	Description

SITE PLAN AERIAL IMAGE & SITE HISTORY

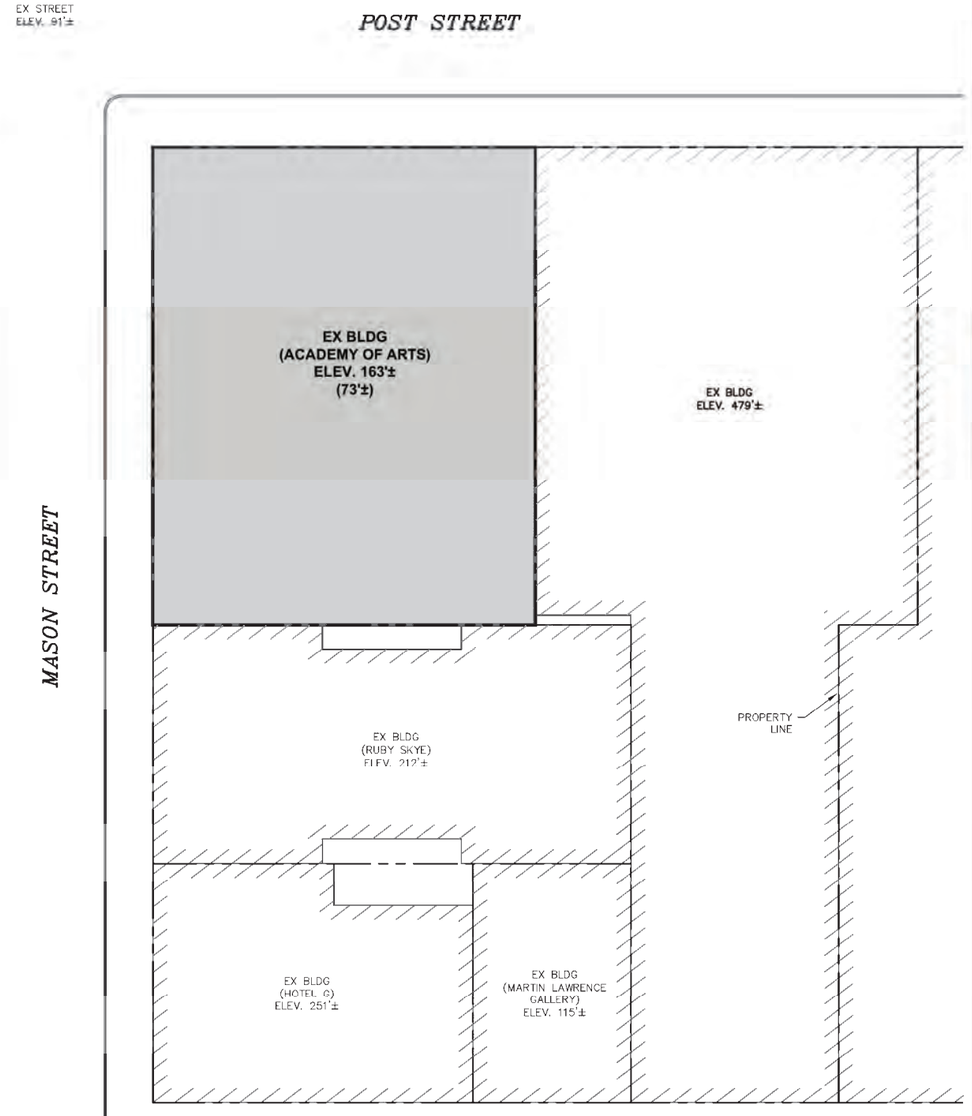
A0.S1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.

2 491 POST STREET - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 491 POST - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
100+ YEARS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU
INSTITUTIONAL
COMPLIANCE
SET

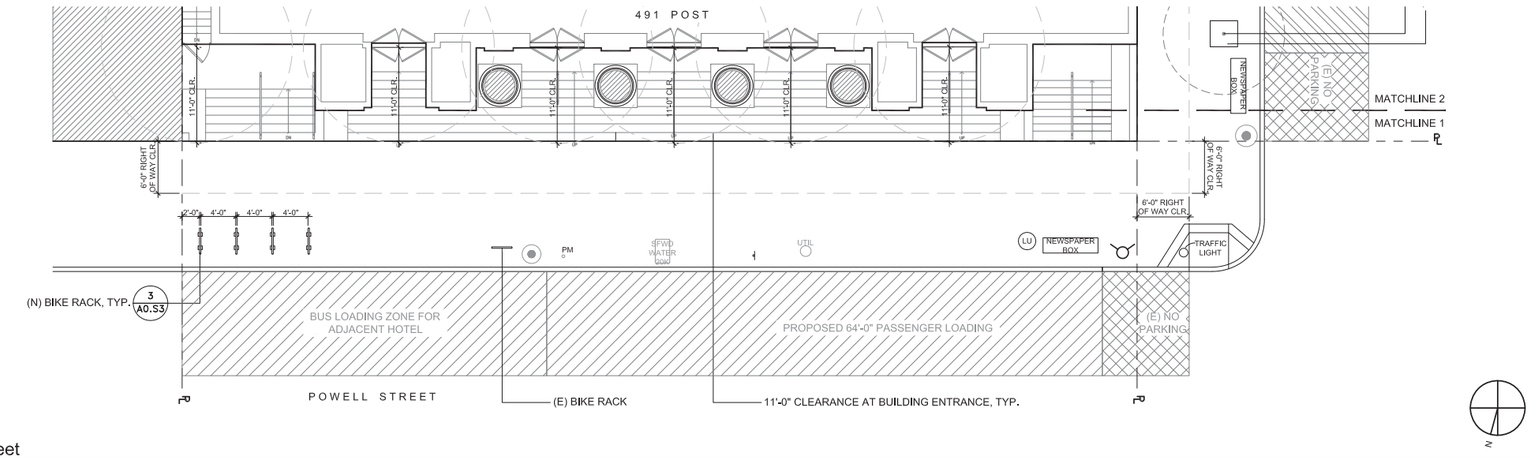
491 POST
San Francisco, CA 94102

REGISTERED PROFESSIONAL ENGINEER
JASIM T. MU
No. C 81281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

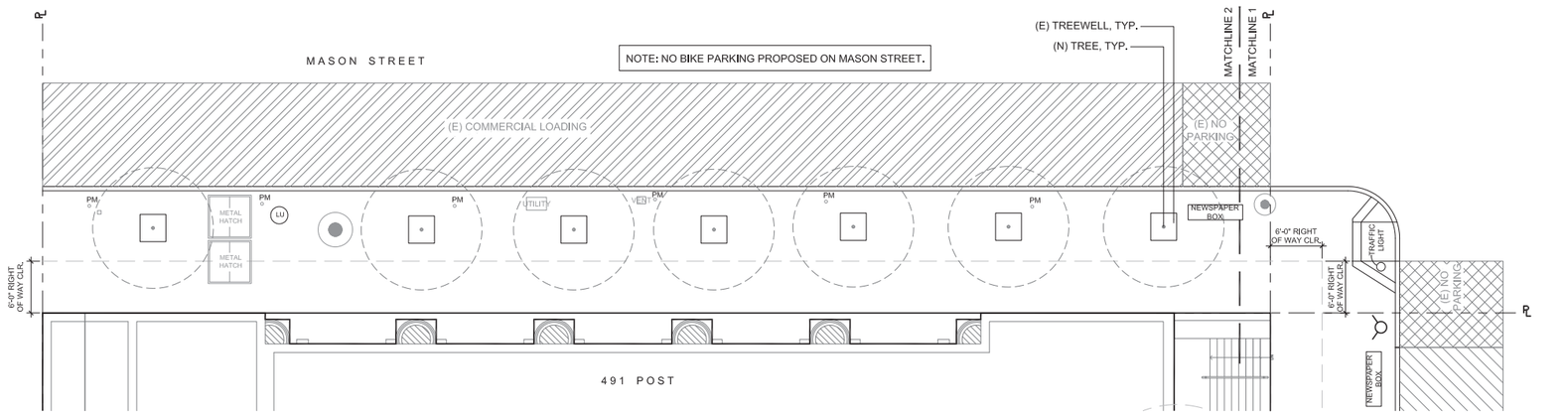
21826.12 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

A0.S2

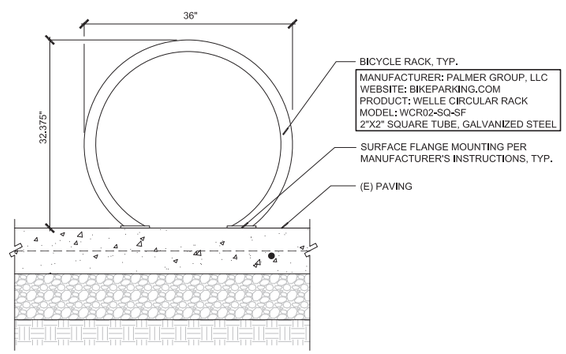


1 Streetscape Plan - Powell Street
1/8" = 1'-0"



2 Streetscape Plan - Mason Street
1/8" = 1'-0"

SCALE: 1/8"=1'-0"
0' 4' 8' 16'



3 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(2) BIKE PARKING SPACES

PROPOSED:
(8) BIKE PARKING SPACES

TOTAL: 10

LEGEND

- (N) BIKE RACK, CLASS II
- (E) BIKE RACK, CLASS II
- (E) FIRE HYDRANT
- (E) IN-GROUND UTILITY
- (E) LITTER UNIT
- (E) NO PARKING SIGN
- (E) POLE LIGHT
- (E) NO PARKING (RED CURB)
- (E) COMMERCIAL LOADING (YELLOW CURB)
- (E) PASSENGER LOADING (WHITE CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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466 Geary Street, Suite 300
San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

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491 POST
San Francisco, CA 94102

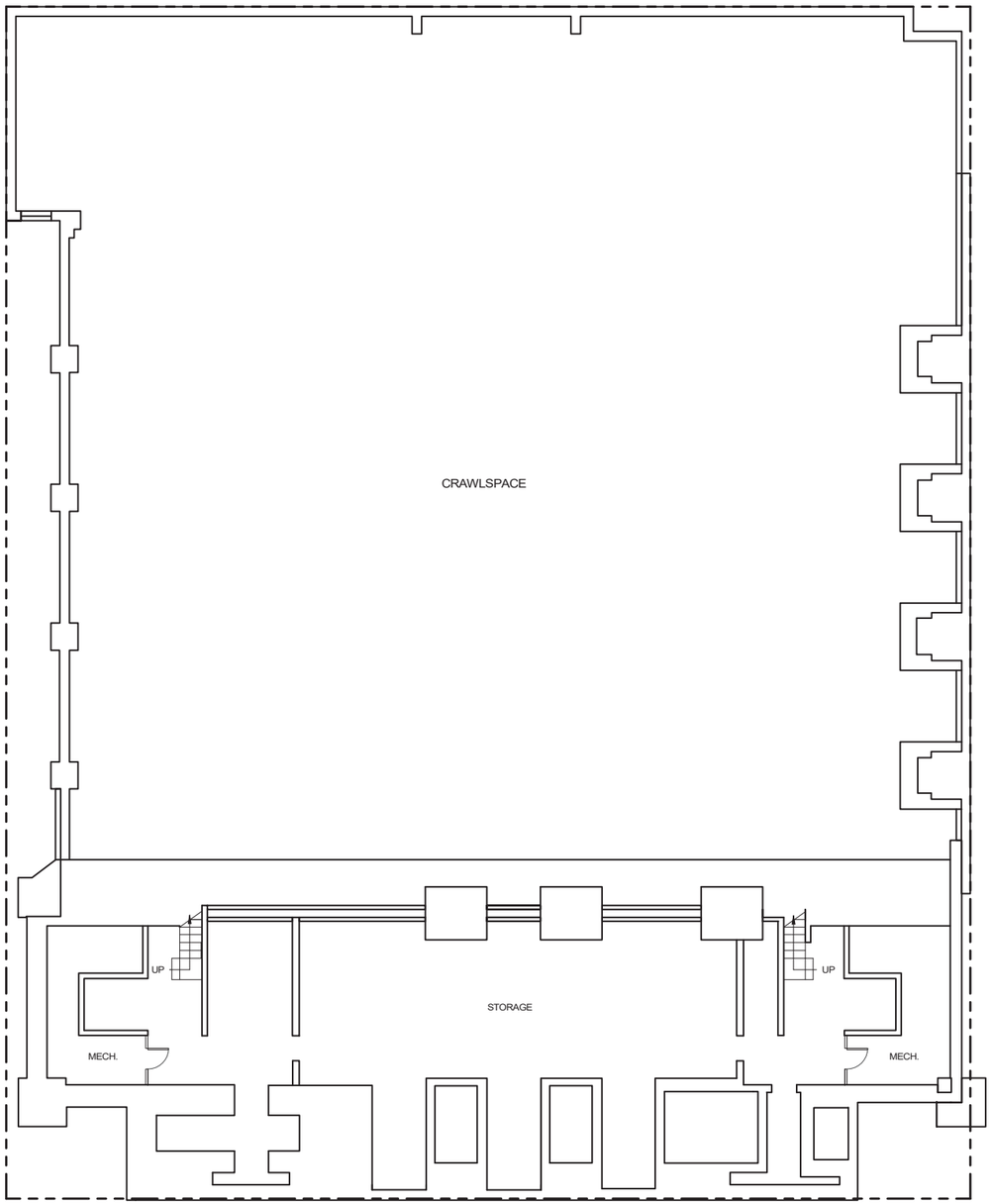
REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MULHOLLAND
C 4980
Signature
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21826.12 | Issue Date 10/11/19
Scale: AS NOTED | Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 BASEMENT (LOWER) - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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REN. 10/2019
STATE OF CALIFORNIA

Project Number 21826.12 | Issue Date 10/11/19
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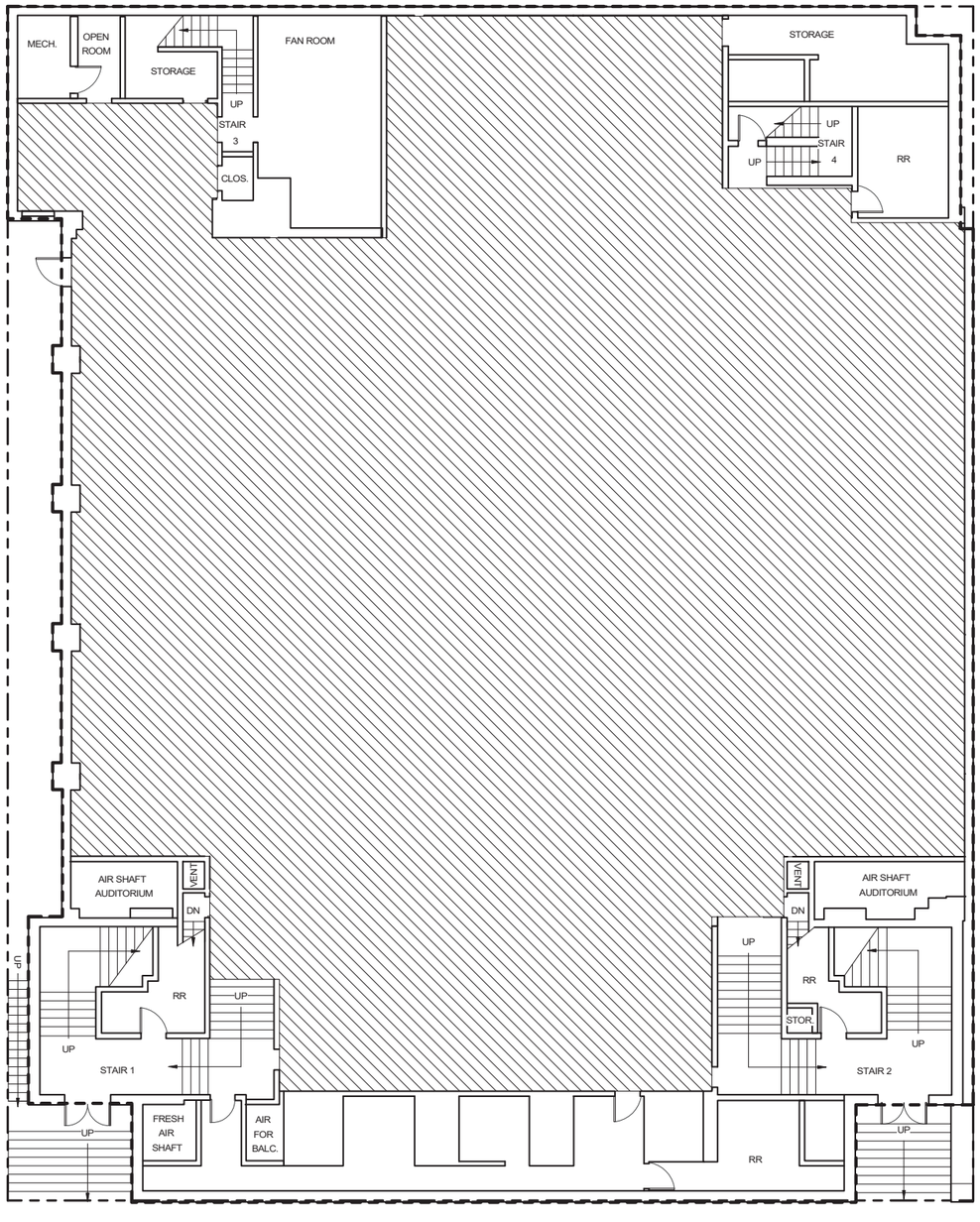
Print Date 10/11/2019 11:44:35 PM

No.	Date	Description

EXISTING FLOOR PLANS - BASEMENT (LOWER)

A1.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 BASEMENT - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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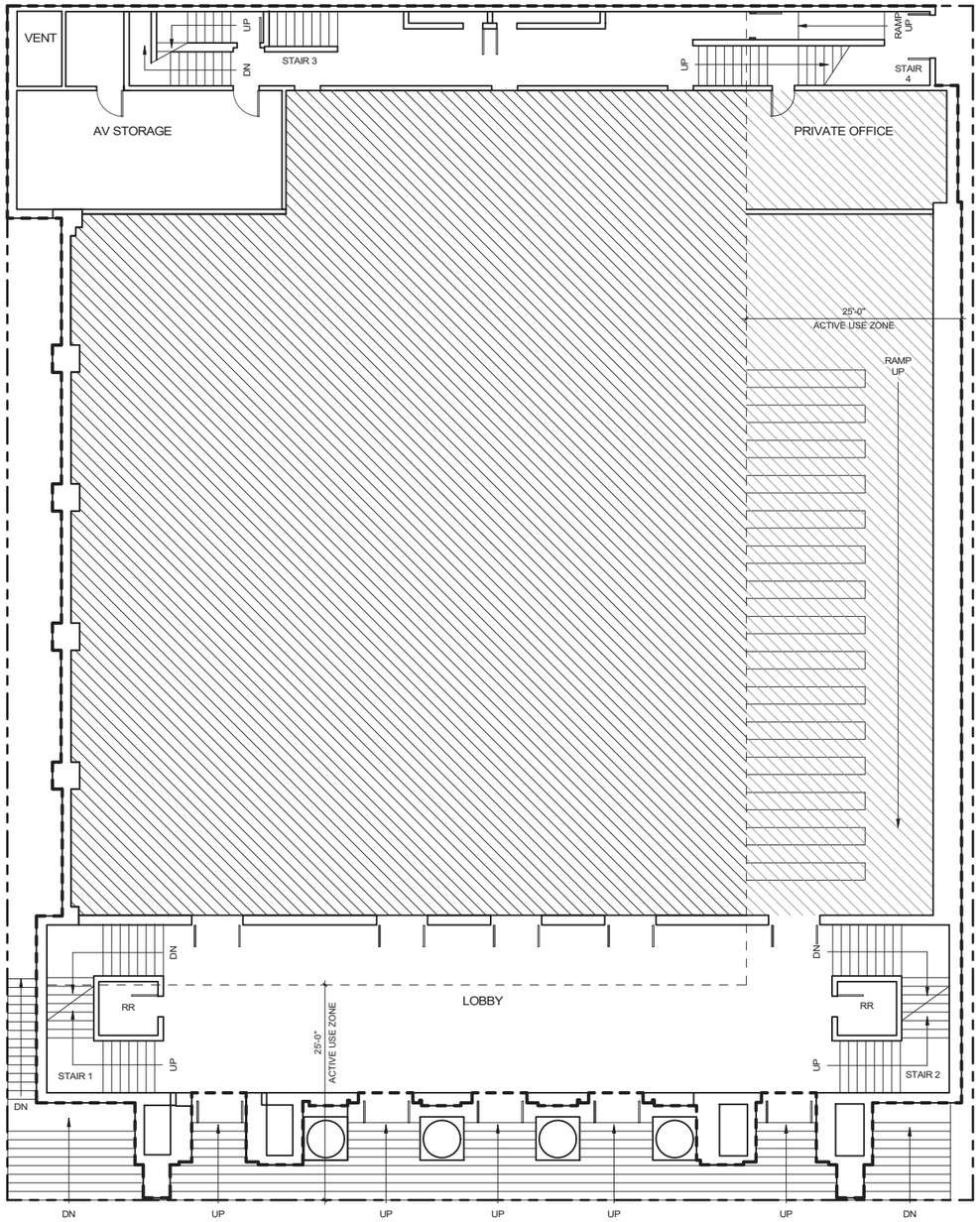
No.	Date	Description

EXISTING FLOOR PLANS - BASEMENT

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

N

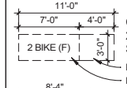
LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

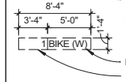
ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space



CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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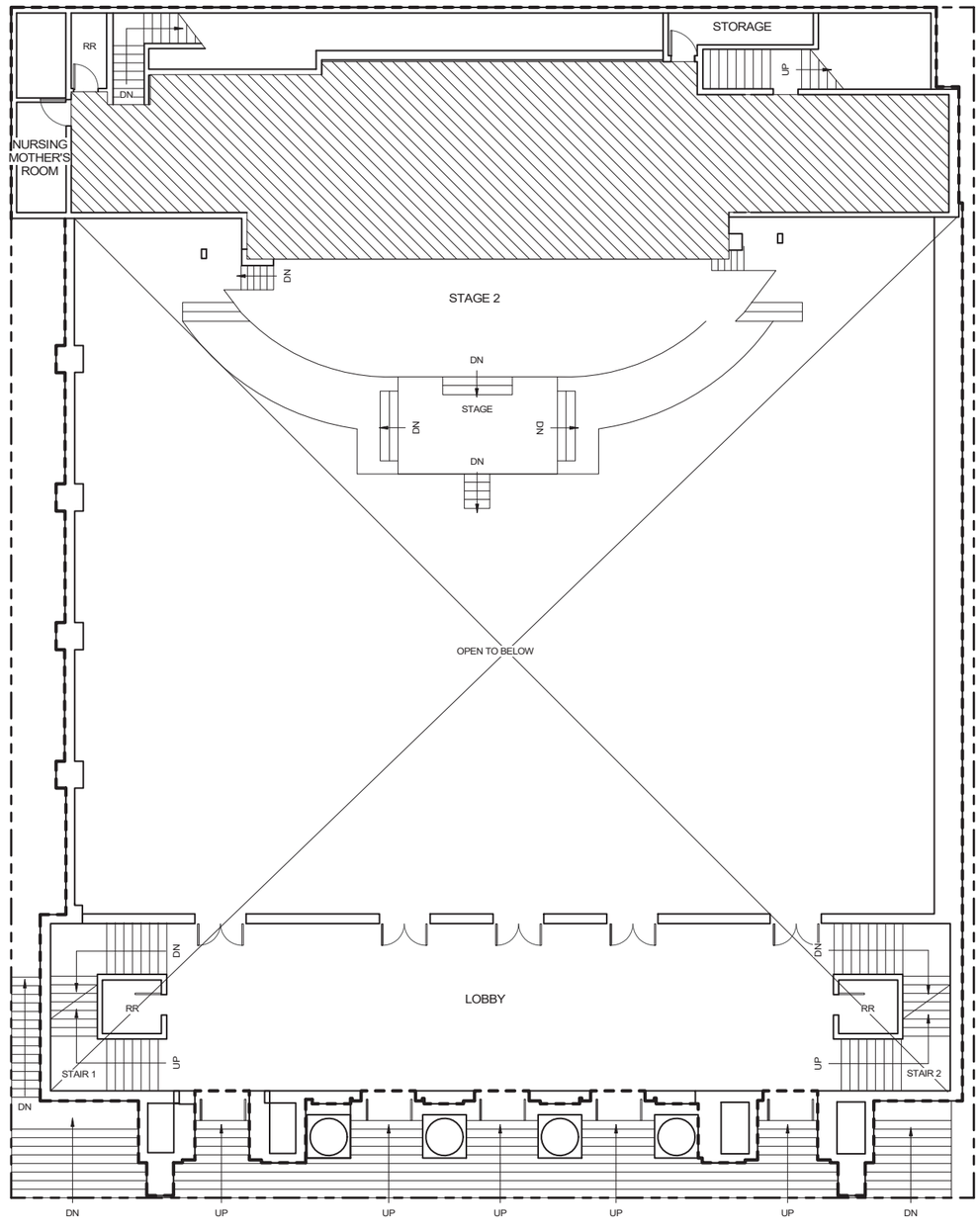
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1

A1.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 STAGE LEVEL - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
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Phase DRAFT
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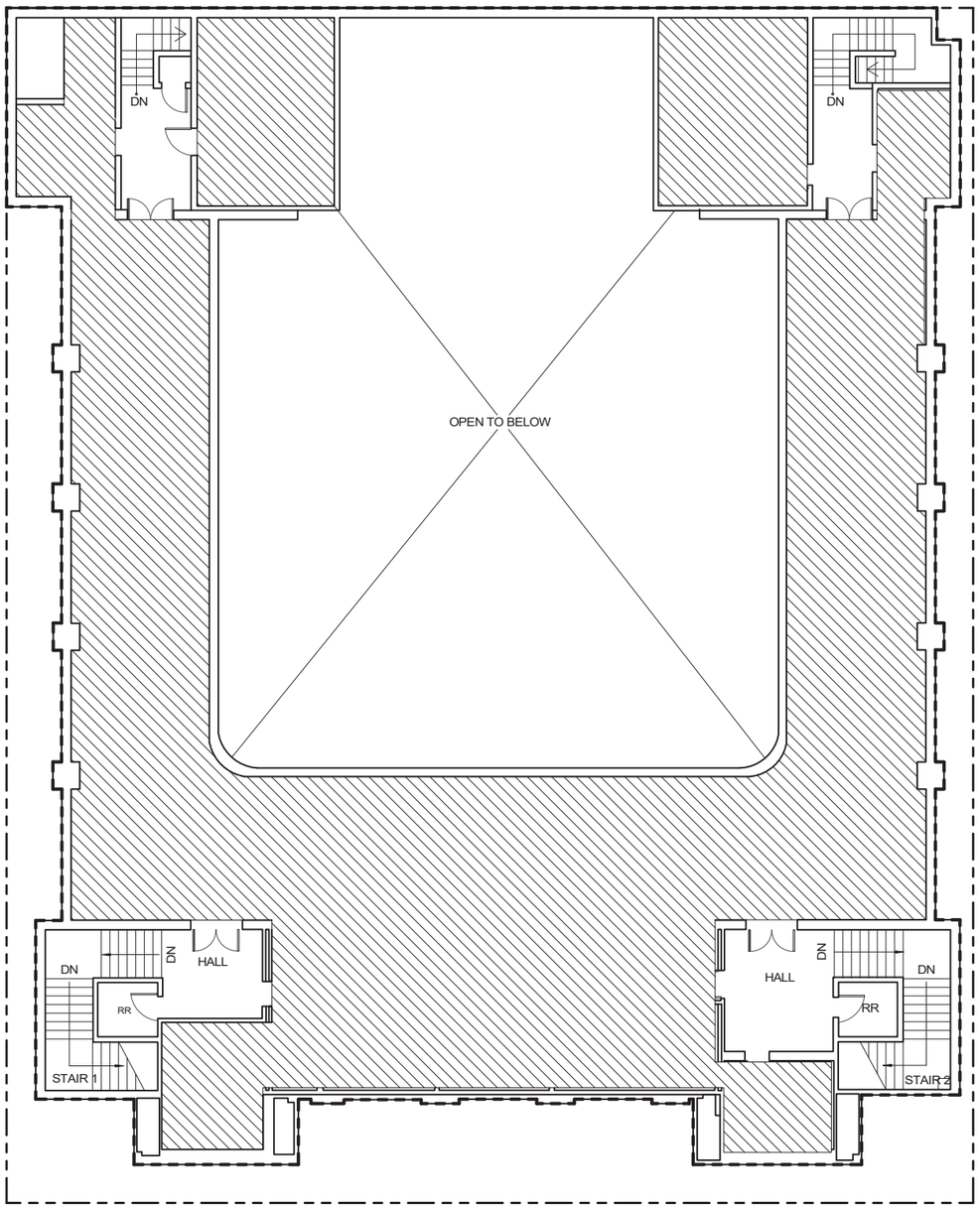
No.	Date	Description

EXISTING FLOOR PLANS - STAGE LEVEL

A1.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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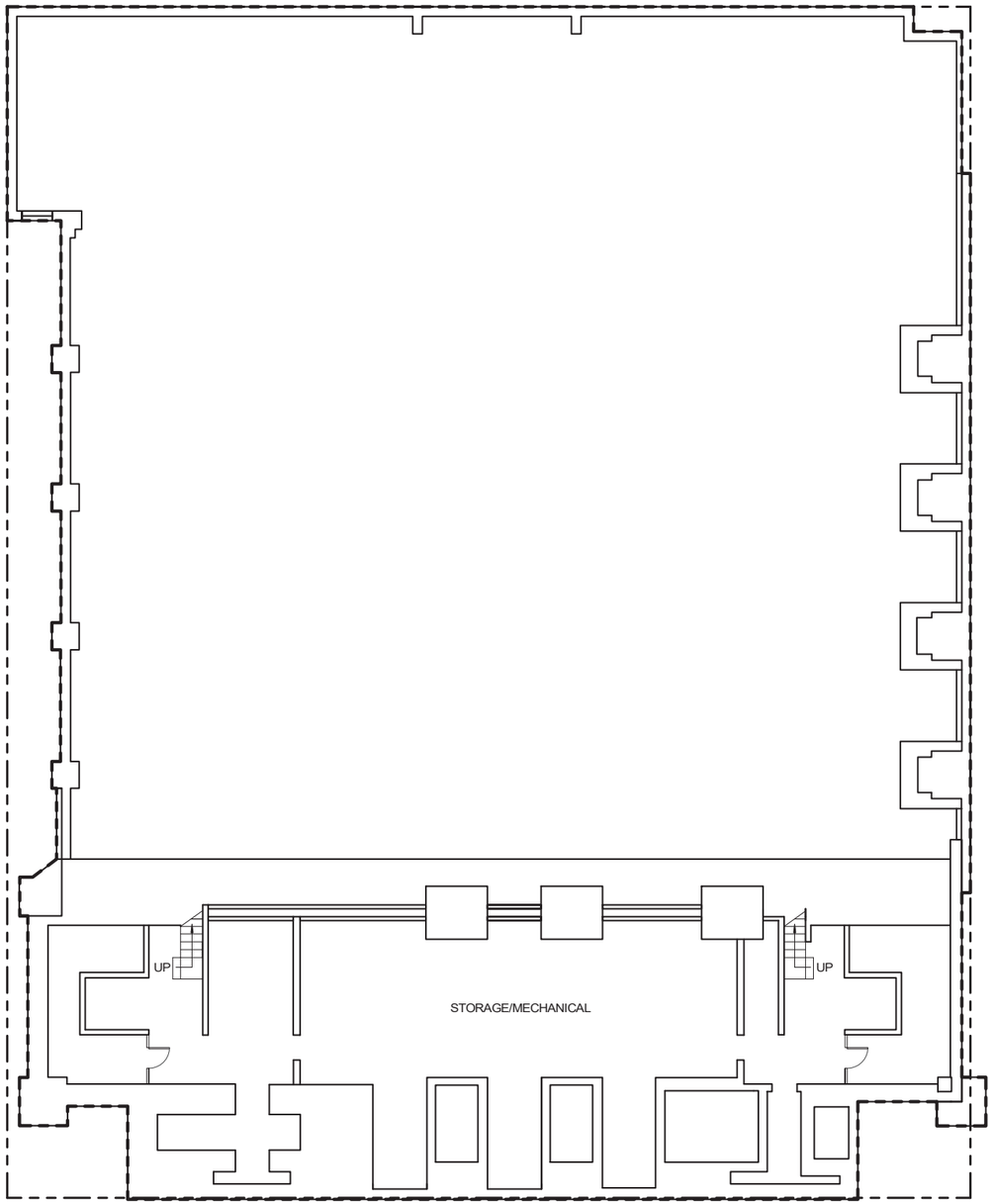
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 2

A1.5

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 BASEMENT (LOWER) - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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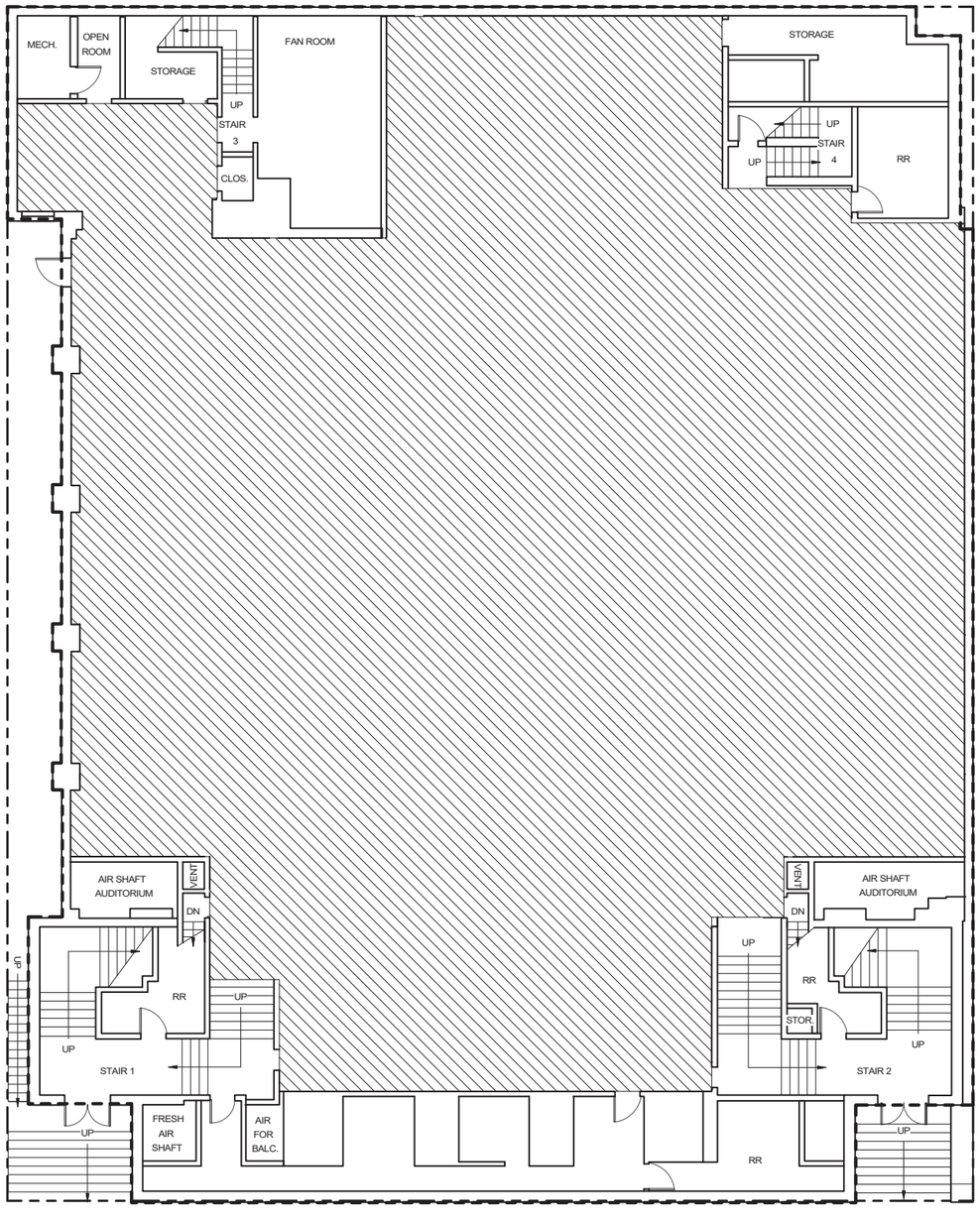
Phase DRAFT
Print Date 10/11/2019 11:44:49 PM

No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT (LOWER)

A2.1



1 BASEMENT - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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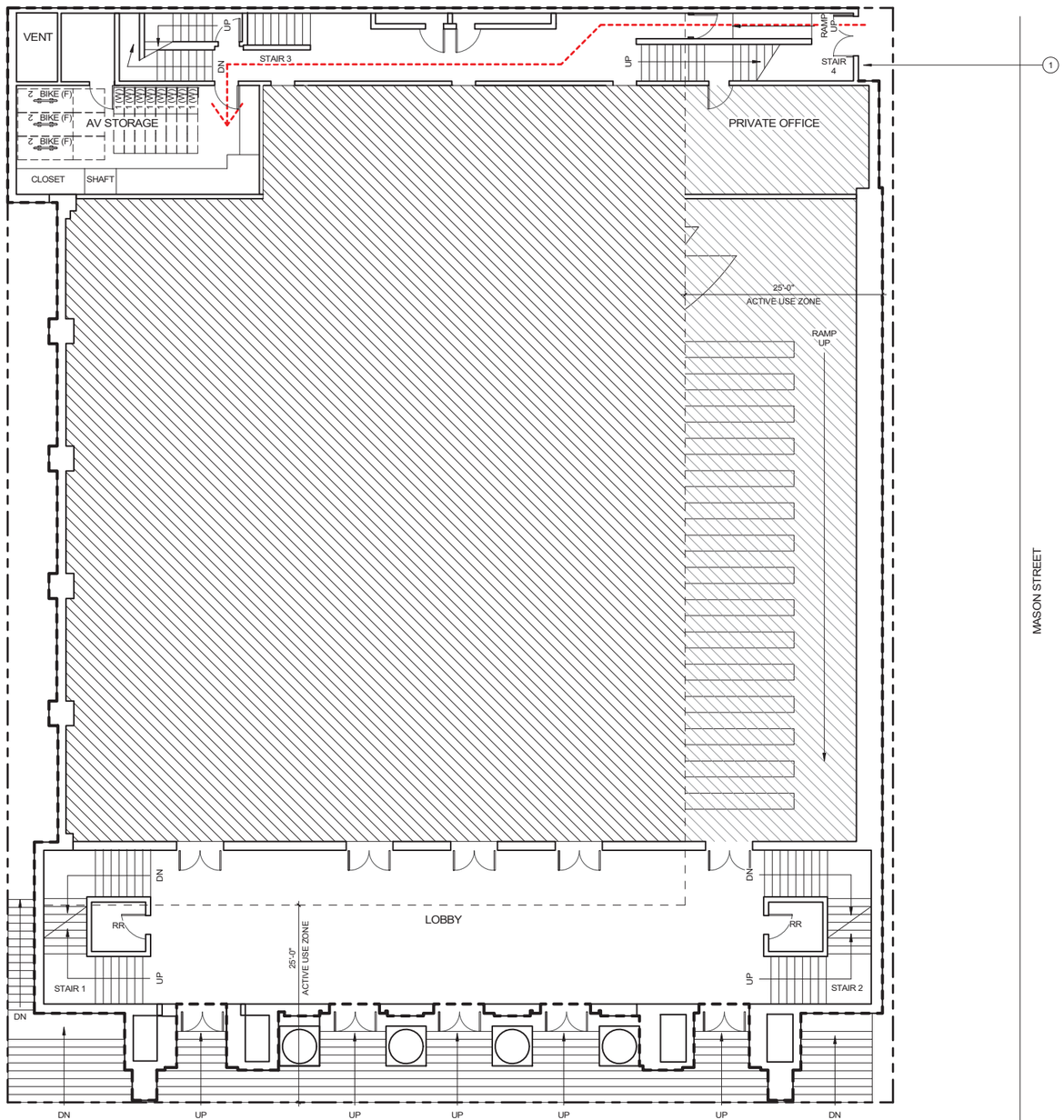
No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 1 - PROPOSED
1/8" = 1'-0"

KEYNOTES

1. KEY CARD ACCESS WILL BE PROVIDED AT THE DOOR ON MASON STREET FOR CLASS I BICYCLE ACCESS

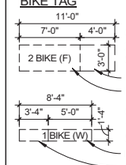
LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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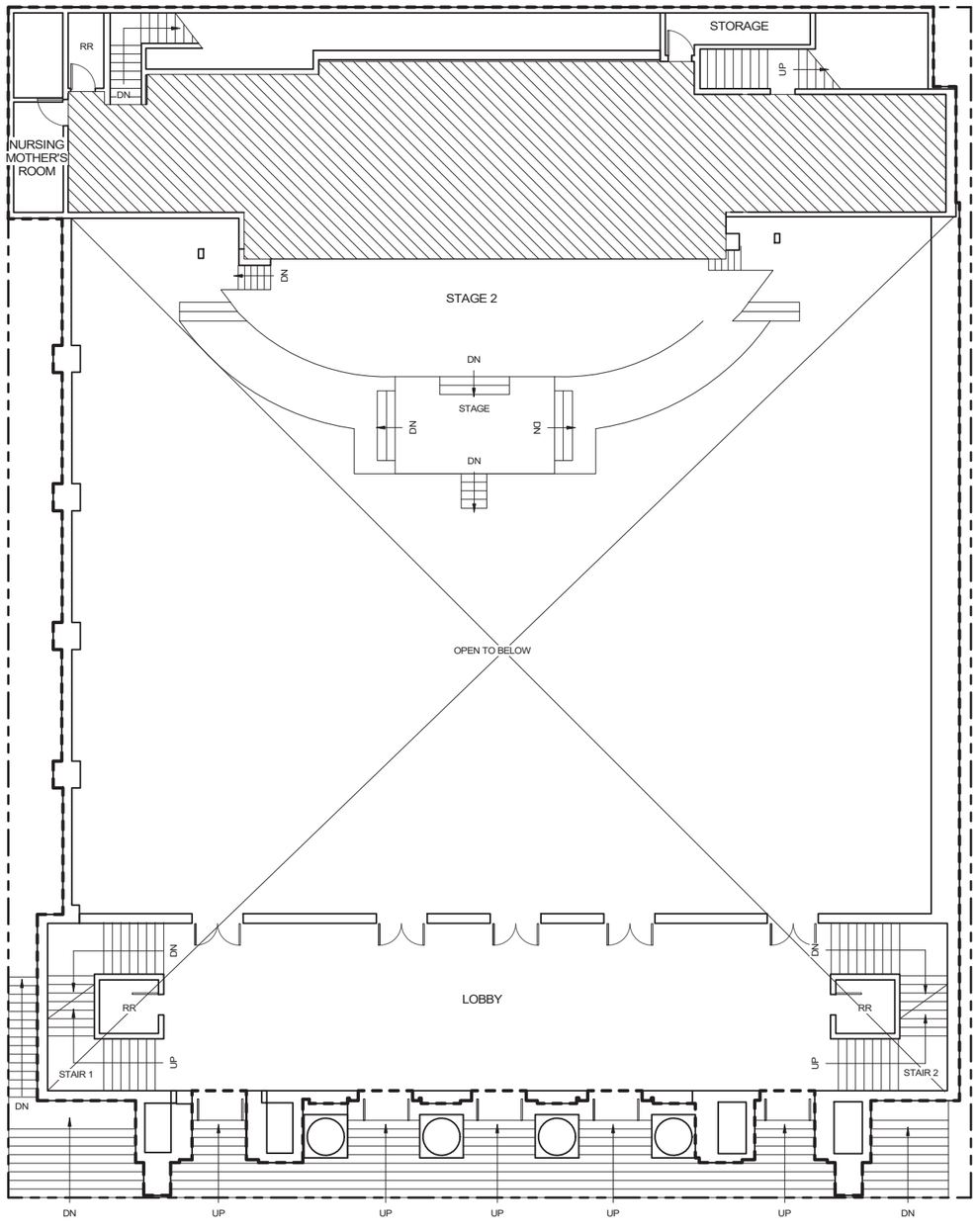
Phase	DRAFT
Print Date	10/11/2019 11:44:55 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 STAGE LEVEL - PROPOSED
1/8" = 1'-0"

N

KEYNOTES

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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- RR — RESTROOM

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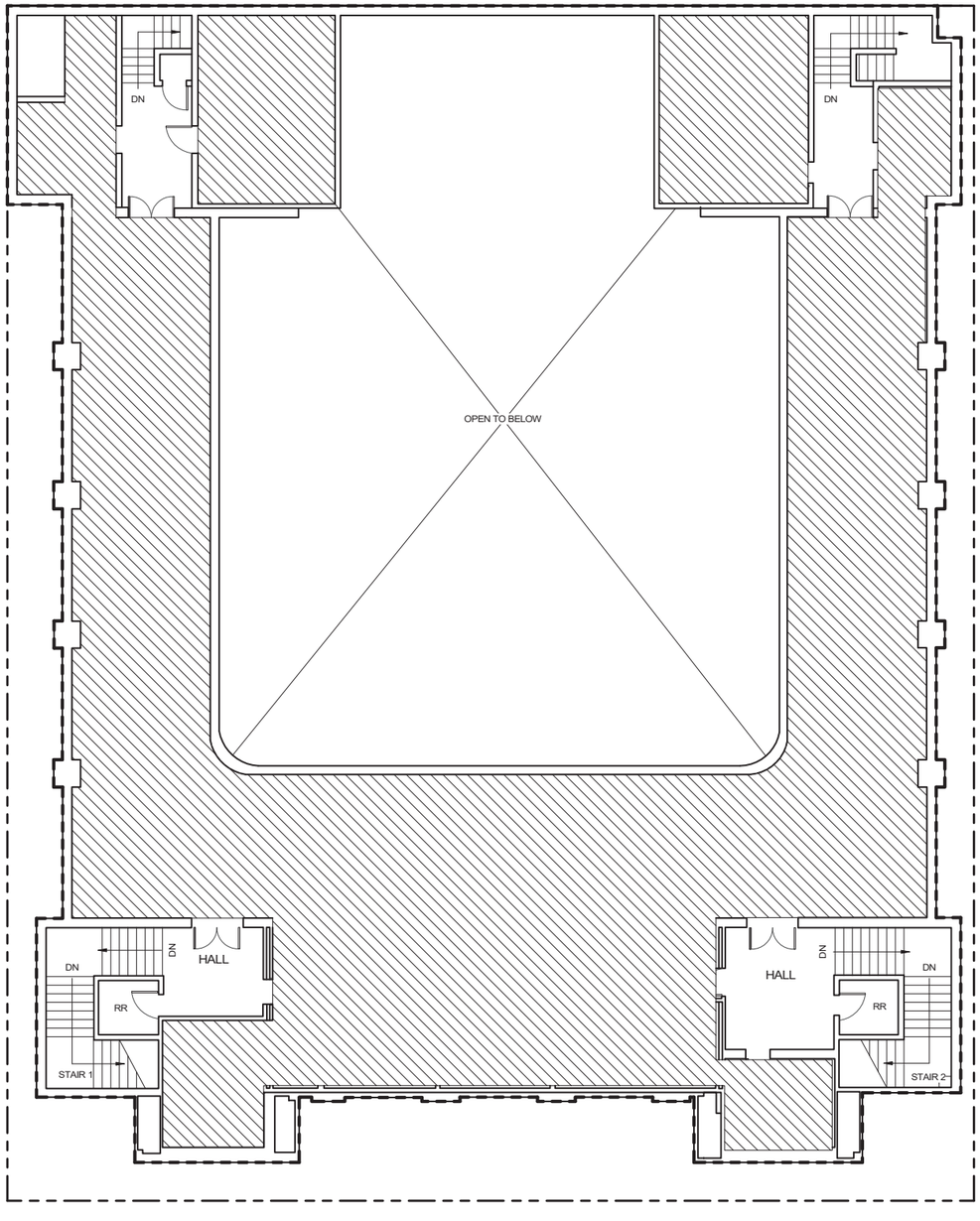
No.	Date	Description

PROPOSED FLOOR PLANS - STAGE LEVEL

A2.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2

A2.5

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

3 NORTHWEST CORNER (1932)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

2 NORTHWEST CORNER (1959)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

1 NORTHWEST CORNER (1978)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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No.	Date	Description

HISTORICAL EXTERIOR ELEVATION IMAGES

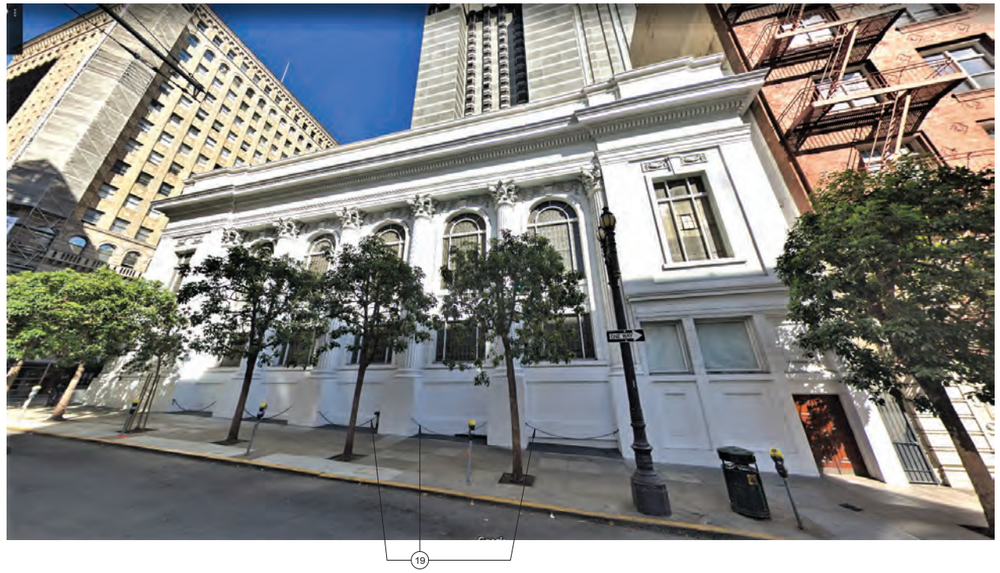
A3.0

12 8 14 15 19

3 NORTHWEST CORNER - MASON & POST

12 8

2 NORTH ELEVATION - POST STREET



19

1 WEST ELEVATION - MASON STREET

KEYNOTES

1. ESTM ES-23, HR-1 BANNER SIGNS PERMITTED BY PERMIT NO 2008111966923 AND 201301188360 AND THE STATUES LEGALIZED BY PERMIT NO 200801112355 AND 20110277764.
2. EXISTING DOUBLE DOORS ALLOWING BASEMENT LEVEL ACCESS FROM POST, PROPOSED FOR LEGITIMIZATION, DETAILS PROVIDED ON SHEET A4.1
3. DEMO UNUSED CONDUIT PATHWAY, REMOVE BACKBOX
4. SKATEBOARD DETERRENTS ON POST STREET STAIRS, DETAIL ON DETERRENTS PROVIDED ON SHEET A4.1
5. NEW LIGHT MOUNTED IN SAME LOCATION. REUSE EXISTING JUNCTION BOX
6. PAINT CAMERA HOUSING TO MATCH BUILDING COLOR
7. EXISTING LIGHTING ABOVE THE STATUES AT THE POST STREET FRONTAGE TO BE REMOVED, SEE REVISED LIGHTING ON PROPOSED ELEVATION
8. EXISTING CHURCH WALL FIXTURE SIGN +/- 2'X4' VIF (WHICH AAU UNDERSTANDS WERE INSTALLED BY CHURCH WITHOUT PERMIT) PROPOSED FOR LEGITIMIZATION AS AAU BUSINESS SIGN AND ADD INDIRECT ILLUMINATION; SEE SIGNAGE CONSULTANT DRAWINGS
9. INSTALL CONDUIT ADAPTER TO FEED DIRECTLY INTO CAMERA BODY
10. NOT USED
11. KEY CARD ACCESS WILL BE PROVIDED AT THE DOOR ON MASON STREET FOR CLASS I BICYCLE ACCESS
12. EXISTING CHURCH WALL SIGN +/- 2'X4' VIF (WHICH AAU UNDERSTANDS WERE INSTALLED BY CHURCH WITHOUT PERMIT) PROPOSED FOR LEGITIMIZATION AS INTERPRETIVE PANEL ON THE BUILDING'S HISTORY AND ADD INDIRECT ILLUMINATION; SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:

   SEE PHOTOS ON SHEET A4.2
13. EXISTING ENCLOSURE AND LIGHT FIXTURE INSIDE
14. EXISTING FENCE
15. EXISTING SIGN

15b. REMOVE EXISTING SIGN

16. EXISTING SCREEN PROPOSED TO BE LEGALIZED AS IS
17. EXISTING VENT
18. EXISTING SKATEBOARD DETERRENTS
19. EXISTING METAL CHAIN STANCHION

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EXTERIOR ELEVATION IMAGES

A3.1

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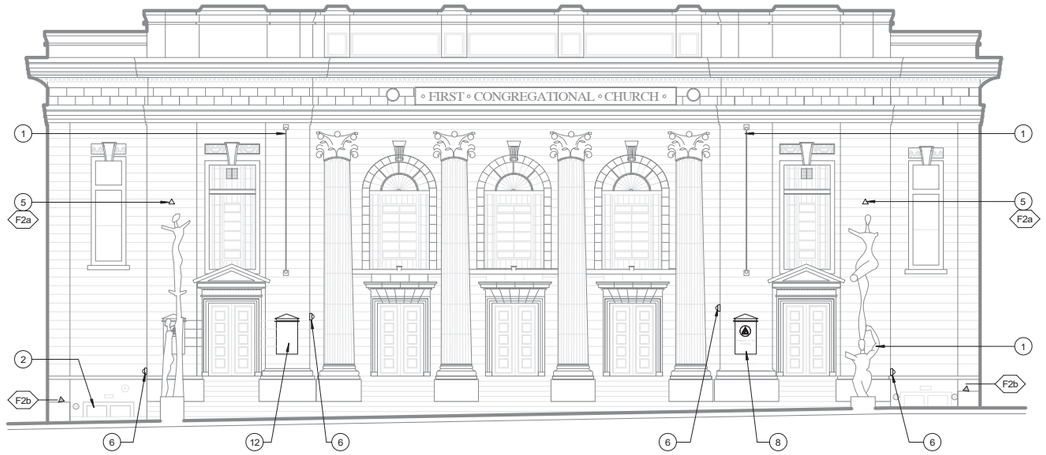
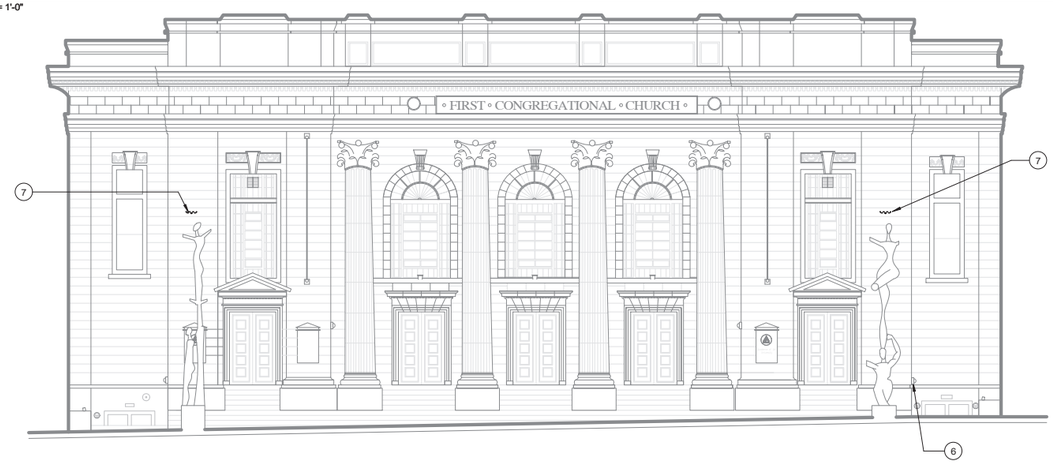
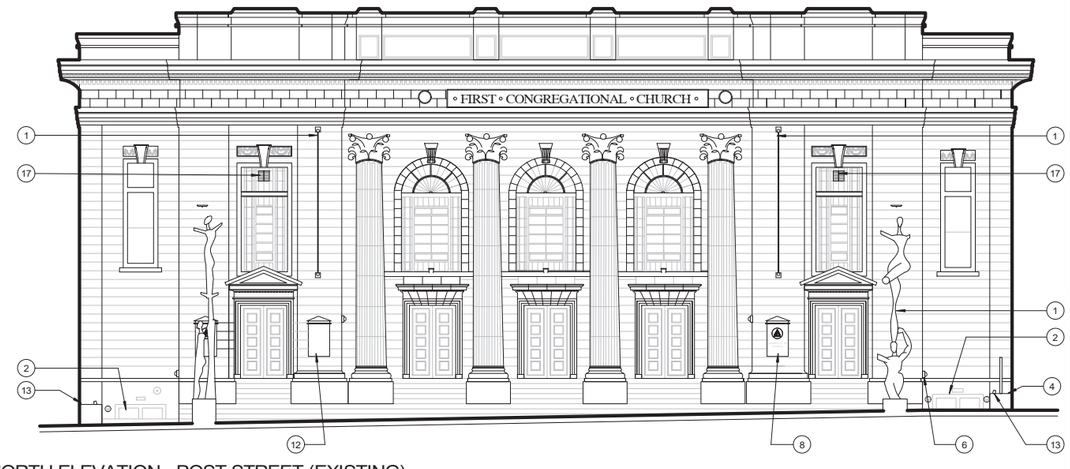


3 NORTH ELEVATION - POST STREET (PROPOSED)
1/8" = 1'-0"



2 NORTH ELEVATION - POST STREET (DEMO)
1/8" = 1'-0"



1 NORTH ELEVATION - POST STREET (EXISTING)
1/8" = 1'-0"

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
4. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
5. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

KEYNOTES

1. ESTM ES-23, HR-1 BANNER SIGNS PERMITTED BY PERMIT NO 2008111966923 AND 201301188360 AND THE STATUES LEGALIZED BY PERMIT NO 200801112355 AND 20110277764.
2. EXISTING DOUBLE DOORS ALLOWING BASEMENT LEVEL ACCESS FROM POST, PROPOSED FOR LEGITIMIZATION, DETAILS PROVIDED ON SHEET A4.1
3. DEMO UNUSED CONDUIT PATHWAY, REMOVE BACKBOX
4. SKATEBOARD DETERRENTS ON POST STREET STAIRS, DETAIL ON DETERRENTS PROVIDED ON SHEET A4.1
5. NEW LIGHT MOUNTED IN SAME LOCATION. REUSE EXISTING JUNCTION BOX
6. PAINT CAMERA HOUSING TO MATCH BUILDING COLOR
7. EXISTING LIGHTING ABOVE THE STATUES AT THE POST STREET FRONTAGE TO BE REMOVED, SEE REVISED LIGHTING ON PROPOSED ELEVATION
8. EXISTING CHURCH WALL FIXTURE SIGN +/- 2'X4' VIF (WHICH AAU UNDERSTANDS WERE INSTALLED BY CHURCH WITHOUT PERMIT) PROPOSED FOR LEGITIMIZATION AS AAU BUSINESS SIGN AND ADD INDIRECT ILLUMINATION; SEE SIGNAGE CONSULTANT DRAWINGS
9. INSTALL CONDUIT ADAPTER TO FEED DIRECTLY INTO CAMERA BODY
10. NOT USED
11. KEY CARD ACCESS WILL BE PROVIDED AT THE DOOR ON MASON STREET FOR CLASS I BICYCLE ACCESS
12. EXISTING CHURCH WALL SIGN +/- 2'X4' VIF (WHICH AAU UNDERSTANDS WERE INSTALLED BY CHURCH WITHOUT PERMIT) PROPOSED FOR LEGITIMIZATION AS INTERPRETIVE PANEL ON THE BUILDING'S HISTORY AND ADD INDIRECT ILLUMINATION; SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:

   SEE PHOTOS ON SHEET A4.2
13. EXISTING ENCLOSURE AND LIGHT FIXTURE INSIDE
14. EXISTING FENCE
15. EXISTING SIGN
16. REMOVE EXISTING SIGN
17. EXISTING SCREEN PROPOSED TO BE LEGALIZED AS IS
18. EXISTING VENT
19. EXISTING SKATEBOARD DETERRENTS
20. EXISTING METAL CHAIN STANCHION

LEGEND

- SECURITY CAMERA
- PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

491 POST
San Francisco, CA 94102

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

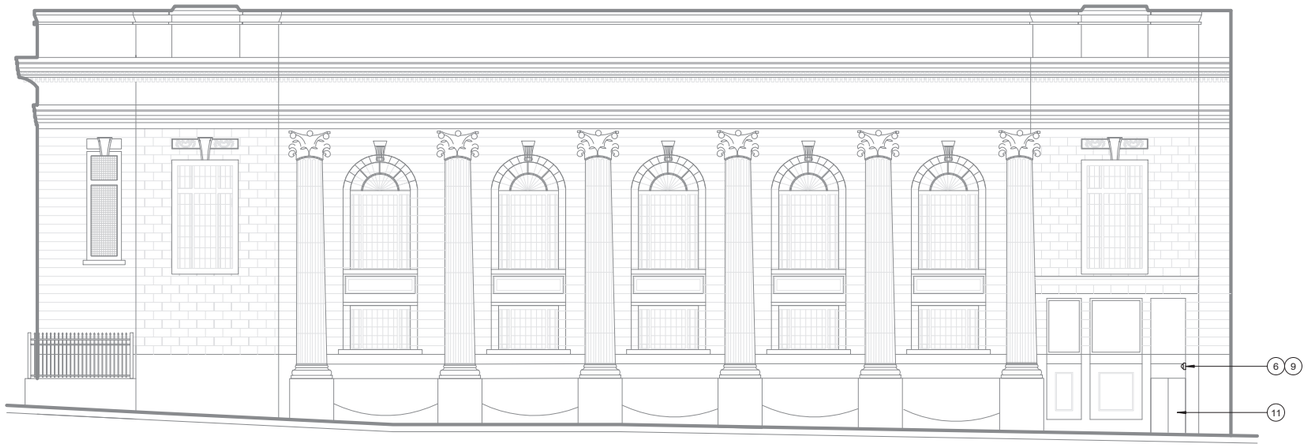
Project Number	21826.12
Issue Date	10/11/19
Scale	As indicated
Phase	DRAFT
Print Date	10/11/2019 11:45:15 PM

No.	Date	Description

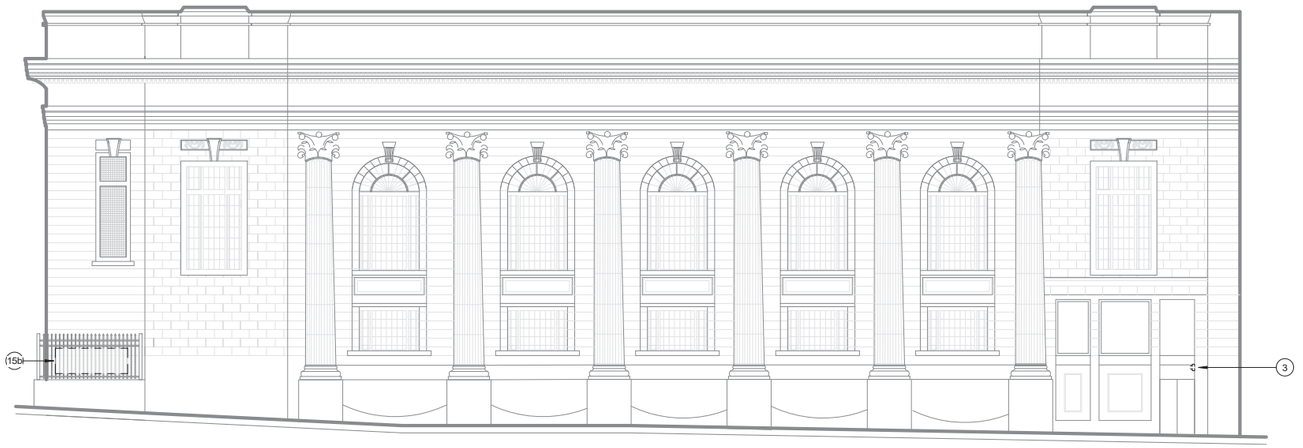
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

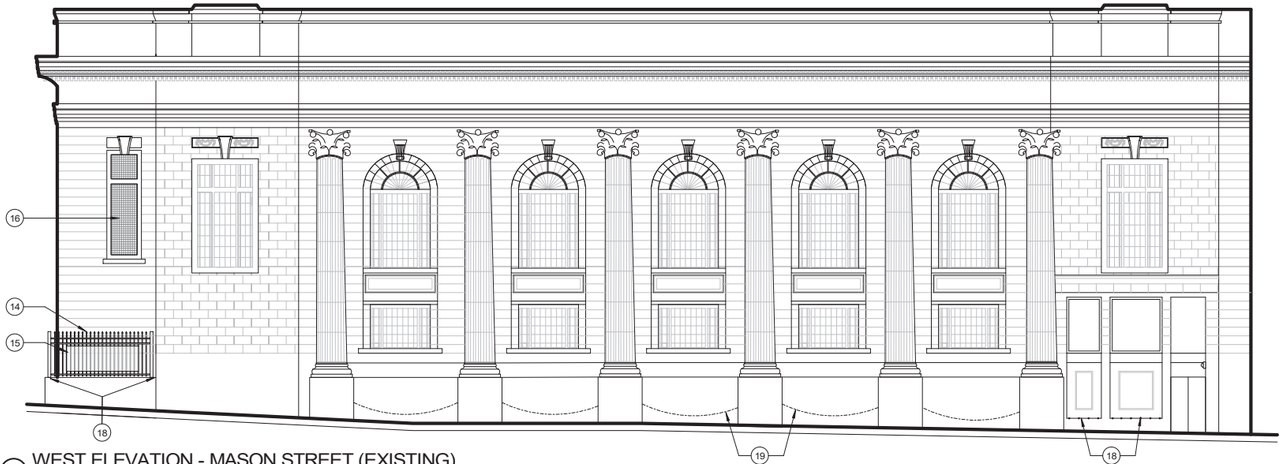
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



3 WEST ELEVATION - MASON STREET (PROPOSED)
1/8" = 1'-0"



2 WEST ELEVATION - MASON STREET (DEMO)
1/8" = 1'-0"



1 WEST ELEVATION - MASON STREET (EXISTING)
1/8" = 1'-0"

GENERAL NOTES

SEE SHEET A3.2 FOR GENERAL NOTES

LEGEND

	SECURITY CAMERA
	PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

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C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

KEYNOTES

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4. SKATEBOARD DETERRENTS ON POST STREET STAIRS, DETAIL ON DETERRENTS PROVIDED ON SHEET A4.1
5. NEW LIGHT MOUNTED IN SAME LOCATION. REUSE EXISTING JUNCTION BOX
6. PAINT CAMERA HOUSING TO MATCH BUILDING COLOR
7. EXISTING LIGHTING ABOVE THE STATUES AT THE POST STREET FRONTAGE TO BE REMOVED, SEE REVISED LIGHTING ON PROPOSED ELEVATION
8. EXISTING CHURCH WALL FIXTURE SIGN +/- 2'X4' VIF (WHICH AAU UNDERSTANDS WERE INSTALLED BY CHURCH WITHOUT PERMIT) PROPOSED FOR LEGITIMIZATION AS AAU BUSINESS SIGN AND ADD INDIRECT ILLUMINATION; SEE SIGNAGE CONSULTANT DRAWINGS
9. INSTALL CONDUIT ADAPTER TO FEED DIRECTLY INTO CAMERA BODY
10. NOT USED
11. KEY CARD ACCESS WILL BE PROVIDED AT THE DOOR ON MASON STREET FOR CLASS I BICYCLE ACCESS
12. EXISTING CHURCH WALL SIGN +/- 2'X4' VIF (WHICH AAU UNDERSTANDS WERE INSTALLED BY CHURCH WITHOUT PERMIT) PROPOSED FOR LEGITIMIZATION AS INTERPRETIVE PANEL ON THE BUILDING'S HISTORY AND ADD INDIRECT ILLUMINATION; SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:

   SEE PHOTOS ON SHEET A4.2
13. EXISTING ENCLOSURE AND LIGHT FIXTURE INSIDE
14. EXISTING FENCE
15. EXISTING SIGN
15bi. REMOVE EXISTING SIGN
16. EXISTING SCREEN PROPOSED TO BE LEGALIZED AS IS
17. EXISTING VENT
18. EXISTING SKATEBOARD DETERRENTS
19. EXISTING METAL CHAIN STANCHION

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Phase	DRAFT
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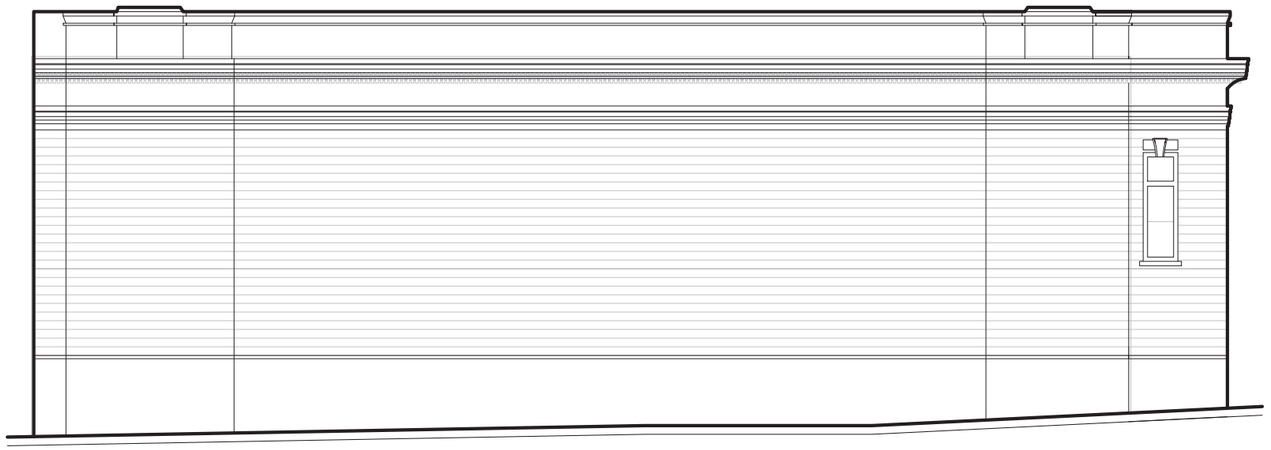
No.	Date	Description

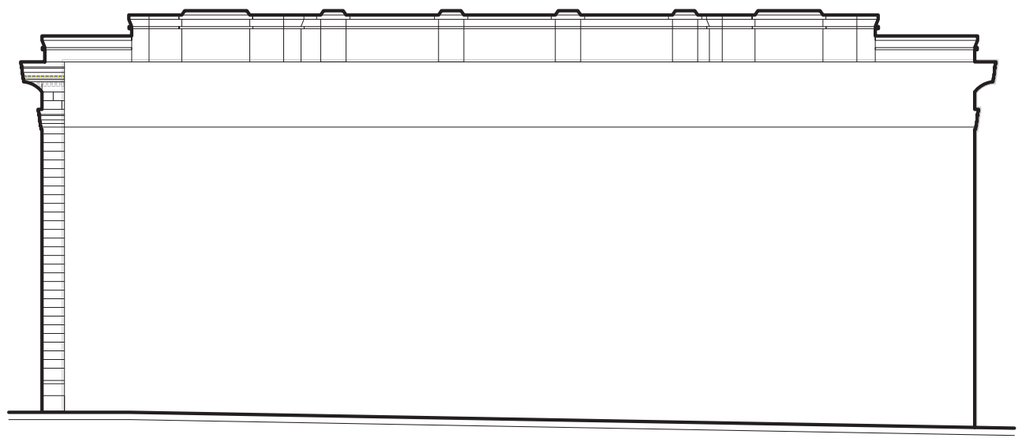
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 EAST ELEVATION - @ PROPERTY LINE (EXISTING / NO WORK)
1/8" = 1'-0"



1 SOUTH ELEVATION - PROPERTY LINE (EXISTING / NO WORK)
1/8" = 1'-0"

GENERAL NOTES

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LEGEND

SECURITY CAMERA

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

KEYNOTES

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   ITEMS NOTED ON 9/25/19 SITE WALK:

   SEE PHOTOS ON SHEET A4.2
13. EXISTING ENCLOSURE AND LIGHT FIXTURE INSIDE
14. EXISTING FENCE
15. EXISTING SIGN

15bi REMOVE EXISTING SIGN

16. EXISTING SCREEN PROPOSED TO BE LEGALIZED AS IS
17. EXISTING VENT
18. EXISTING SKATEBOARD DETERRENTS
19. EXISTING METAL CHAIN STANCHION

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REN. 10/2019
STATE OF CALIFORNIA

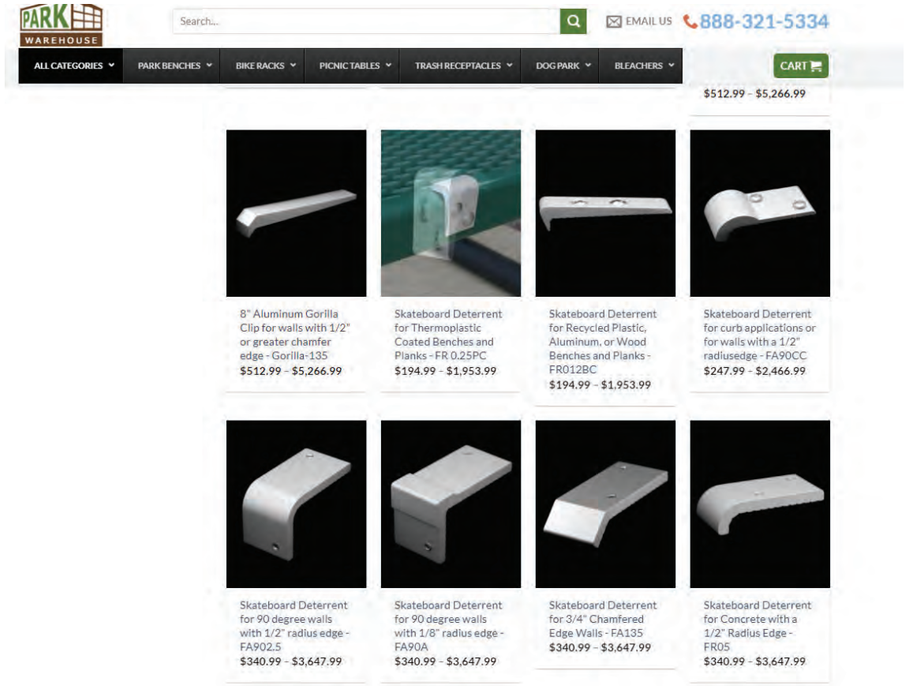
Project Number	21826.12
Issue Date	10/11/19
Scale	As indicated
Phase	DRAFT
Print Date	10/11/2019 11:45:25 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

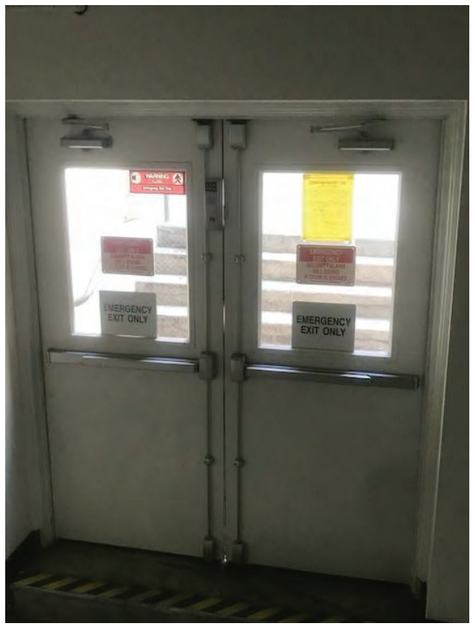


7 SKATE BOARD DETERRENT CUTSHEET

6 SKATE BOARD DETERRENT

5 EXTERIOR DOOR - FIRE RATING LABEL

4 EXTERIOR DOOR AT POST STREET 4



3 EXTERIOR DOOR AT POST STREET 3

2 EXTERIOR DOOR AT POST STREET 2

1 EXTERIOR DOOR AT POST STREET 1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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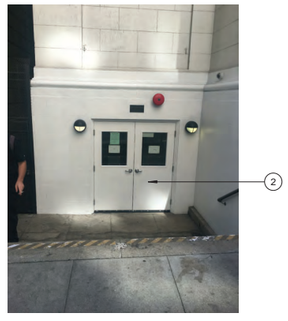
Project Number 21826.12
Issue Date 10/11/19
Scale As indicated
Phase DRAFT
Print Date 10/11/2019 11:45:28 PM

No.	Date	Description

EXISTING DOORS & SKATE BOARD STOPS

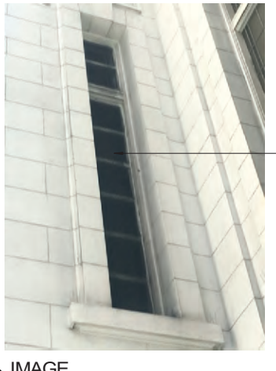
A4.1



7 IMAGE
1/8" = 1'-0"

6 IMAGE
1/8" = 1'-0"

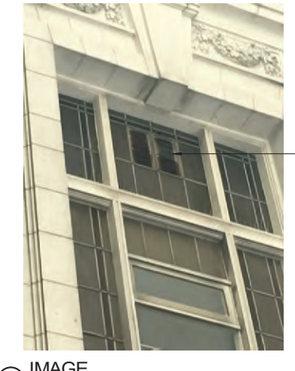
5 IMAGE
1/8" = 1'-0"



4 IMAGE
1/8" = 1'-0"

3 IMAGE
1/8" = 1'-0"

2 IMAGE
1/8" = 1'-0"



1 IMAGE
1/8" = 1'-0"

KEYNOTES

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    ITEMS NOTED ON 9/25/19 SITE WALK:

    SEE PHOTOS ON SHEET A4.2
13. EXISTING ENCLOSURE AND LIGHT FIXTURE INSIDE
14. EXISTING FENCE
15. EXISTING SIGN
15a. REMOVE EXISTING SIGN
16. EXISTING SCREEN PROPOSED TO BE LEGALIZED AS IS
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Scale	1/8" = 1'-0"
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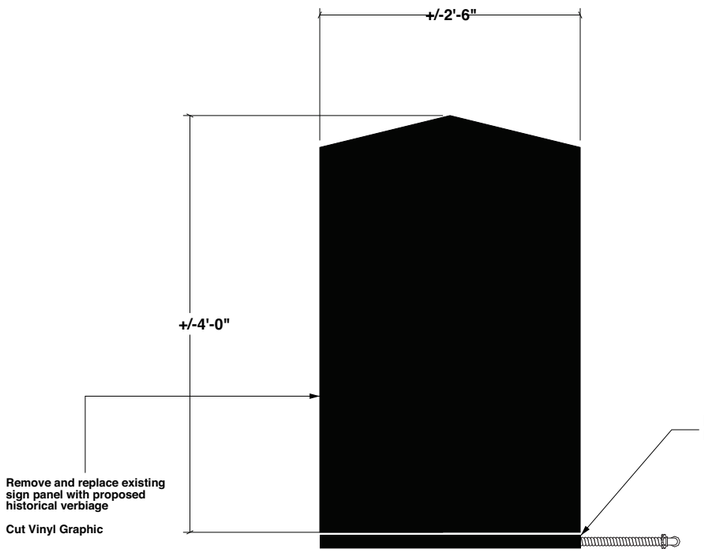
No.	Date	Description

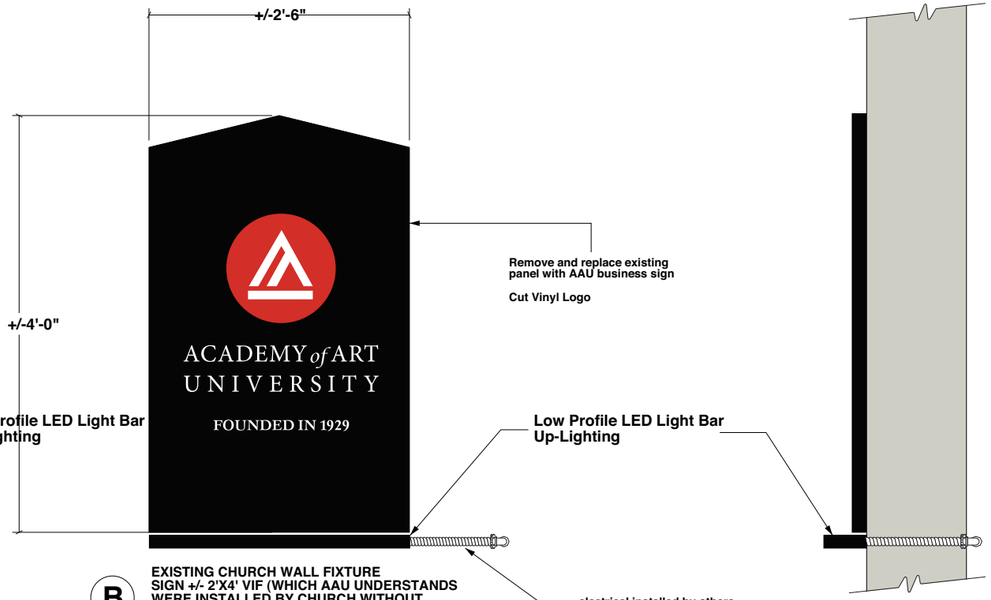
EXTERIOR ELEVATION DETAIL IMAGES

A4.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



A EXISTING CHURCH WALL SIGN +/-2'X4' VIF (WHICH AAU UNDERSTANDS WERE INSTALLED BY CHURCH WITHOUT PERMIT)PROPOSED FOR LEGITIMIZATIONAS INTERPRETIVE PANEL ON THE BUILDING'S HISTORY AND ADD INDIRECT ILLUMINATION



B EXISTING CHURCH WALL FIXTURE SIGN +/- 2'X4' VIF (WHICH AAU UNDERSTANDS WERE INSTALLED BY CHURCH WITHOUT PERMIT)PROPOSED FOR LEGITIMIZATION AS AAU BUSINESS SIGN AND ADD INDIRECT ILLUMINATION;

A/B Additional Indirect lighting to existing signs

Scale: 1-1/2" = 1' - 0"

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 2 **Date: 9/20/19**

Revision Notes:
A) Revised sign verbiage
B) Revised sign replacement

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
491 POST STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.
GG 2.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case No. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-25: HR-1	Signage. The projecting wall sign shall be removed and the original physical appearance of wall materials and surrounding details and finish restored. If a new sign is to be installed, it shall be placed in a location on a secondary elevation that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and be indirectly illuminated per Article 11 and Article 6 guidelines.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: See Notes on Sheet A3.2

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	-	0	0
CLASS II	-	0	8

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	5,633	5,633
LEVEL 1	5,599	5,599
LEVEL 2	6,767	6,767
LEVEL 3	6,426	6,426
LEVEL 4	6,429	6,429
LEVEL 5	6,373	6,373
GROSS SF TOTAL	37,227	37,227

*PER SF PLANNING CODE SECTION 102.b.13, GROSS FLOOR AREA SHALL NOT INCLUDE THE FOLLOWING:

GROUND FLOOR AREA IN THE C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), AND C-3-G DISTRICTS, AND IN THE CENTRAL SOMA SPECIAL USE DISTRICT DEVOTED TO BUILDING OR PEDESTRIAN CIRCULATION AND BUILDING SERVICE.

FLOOR AREA RATIO (PER SECTION 210.2 - TABLE 210.2):

MAXIMUM ALLOWED GROSS SF

C-3-R FAR X LOT AREA = 6.0 X 6,875 SF = 41,250 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	4,055	4,055
LEVEL 1	564	564
LEVEL 2	4,599	4,599
LEVEL 3	4,749	4,749
LEVEL 4	4,969	4,969
LEVEL 5	2,452	2,452
OCCUPIED SF TOTAL	21,388	21,388

SHEET INDEX

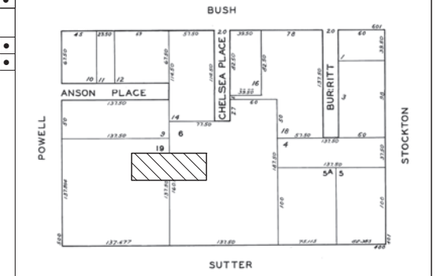
*** Minor Permit to Alter requires HISTORIC PRESERVATION COMMISSION REVIEW**

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE*	SF DBI ISSUE
A0.0	COVER SHEET	●	●	●
A0.1	PROJECT INFORMATION			
A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	
A0.S2	SITE PLAN DRAWINGS	●	●	
A0.S3	STREETSCAPE DRAWINGS	●		
A0.T1	OCCUPANCY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.1	EXISTING FLOOR PLANS - BASEMENT & LEVEL 1	●		●
A1.2	EXISTING FLOOR PLANS - LEVELS 2 & 3	●		●
A1.3	EXISTING FLOOR PLANS - LEVELS 4 & 5	●		●
A2.1	PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1	●		●
A2.2	PROPOSED FLOOR PLANS - LEVELS 2 & 3	●		●
A2.3	PROPOSED FLOOR PLANS - LEVELS 4 & 5	●		●
A3.0	HISTORICAL EXTERIOR ELEVATION IMAGES	●	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/ PROPOSED EXTERIOR ELEVATIONS	●	●	
A3.3	EXISTING/ PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.4	EXISTING/ PROPOSED EXTERIOR ELEVATIONS	●	●	●
A4.1	WINDOW SCOPE	●	●	●
A4.2	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●
A4.3	BUILDING MATERIALS DAMAGE	●	●	●
	SIGNAGE			
GG1.0	SIGNAGE DETAILS	●	●	●
GG2.0	SIGNAGE DETAILS	●	●	●

TOTAL SHEETS: 20

EXTERIOR VIEW

PLOT MAP N.T.S.



N

PROJECT INFORMATION

ADDRESS	540 POWELL STREET
BLOCK/LOT	0285/009
DISTRICTS	
ZONING	C-3-R (DOWNTOWN-RETAIL)
HEIGHT/BULK	80-130-F
SPECIAL USE	WITHIN 1/4 MILE OF THE FRINGE SERVICES RUD WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	CHANGE OF USE REQUIRED
EXISTING	SCHOOL, MUSEUM & HOTEL
PROPOSED	INSTITUTIONAL: POST-SECONDARY EDUCATION
No OF STORIES	4 (NO CHANGE)

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	CATEGORY: I - Significant Building, No Alterations DISTRICT: Kearny-Market-Mason-Sutter
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

VICINITY MAP N.T.S.

N

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF ALL PORTIONS OF 540 POWELL NOT CURRENTLY ENTITLED FOR POST-SECONDARY EDUCATIONAL INSTITUTIONAL USE TO POST-SECONDARY EDUCATIONAL INSTITUTION. AAU UNDERSTANDS THAT SOME, BUT NOT ALL OF THE BUILDING WAS ENTITLED AS AN EROTIC ART MUSEUM PRIOR TO AAU'S OCCUPATION IN THE 1970s.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 540 POWELL LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

NEW PROPOSED SIGNAGE

SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE DRAWINGS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS.

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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ACADEMY of ART UNIVERSITY
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79 New Montgomery Street
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AAU INSTITUTIONAL COMPLIANCE SET

540 POWELL
San Francisco, CA 94108

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

Project Number 21826.04
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 11:40:53 PM

No.	Date	Description

COVER SHEET

A0.0

1 SITE PLAN AERIAL IMAGE
1/8" = 1'-0"

SITE HISTORY

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

Construction of 540 Powell Street commenced with a ground-breaking ceremony in November 1908. The San Francisco Lodge, No. 3, Benevolent and Protective Order of Elks commissioned the building after its members raised $150,000 for the construction through the sale of stock. The Spanish Renaissance/Mission Revival-style building was designed by well-regarded and prolific San Francisco architect (and Elks lodge member), Alexander Aimwell Cantin. The San Francisco Chronicle, in an article published 2 October 1908, hearlded the amenities and details of the new Elks building:

> The basement will be fitted up as a jinksroom and ballroom, with heavy timbered beams, clinker brick walls and high wainscot. The demands of the social side of the lodge, which are exacting, will be met on the first floor, which is to be luxuriously furnished and arranged as a lounging room with nooks and cozy corners, a large dining room, billiard-rooms, library, writing-rooms, telephone and hat rooms and office. The second floor will be exclusively devoted to living-rooms with baths, as will be the front part of the third and fourth floors. In the rear of the third and fourth floors will be richly wainscoted to a height of twelve feet and the walls and ceiling will be decorated and topped by a grand dome. The funishings throughout will be on par with the style of the building itself, which will be used exclusively by the lodge as a club and for fraternal purposes and also for its numerous social functions.

By 1927, 540 Powell Street had been purchased by the University of California, which used the property as an extension space. A major remodel of the building took place in 1927, consisting of nearly $50,000 of work carried out by architect W.P. Stephenson; these alterations appear to have included the construction of classrooms. According to available building permits, the building's decorative, overhanging cornice line, which appears in historic photographs, was removed by the University of California in 1943. By circa 1970, San Francisco State College began occupying the building. Prior to the AAU's 1977 acquisition of the property, a portion of the building was occupied by the Erotic Art Museum.

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Project Number	21826.04
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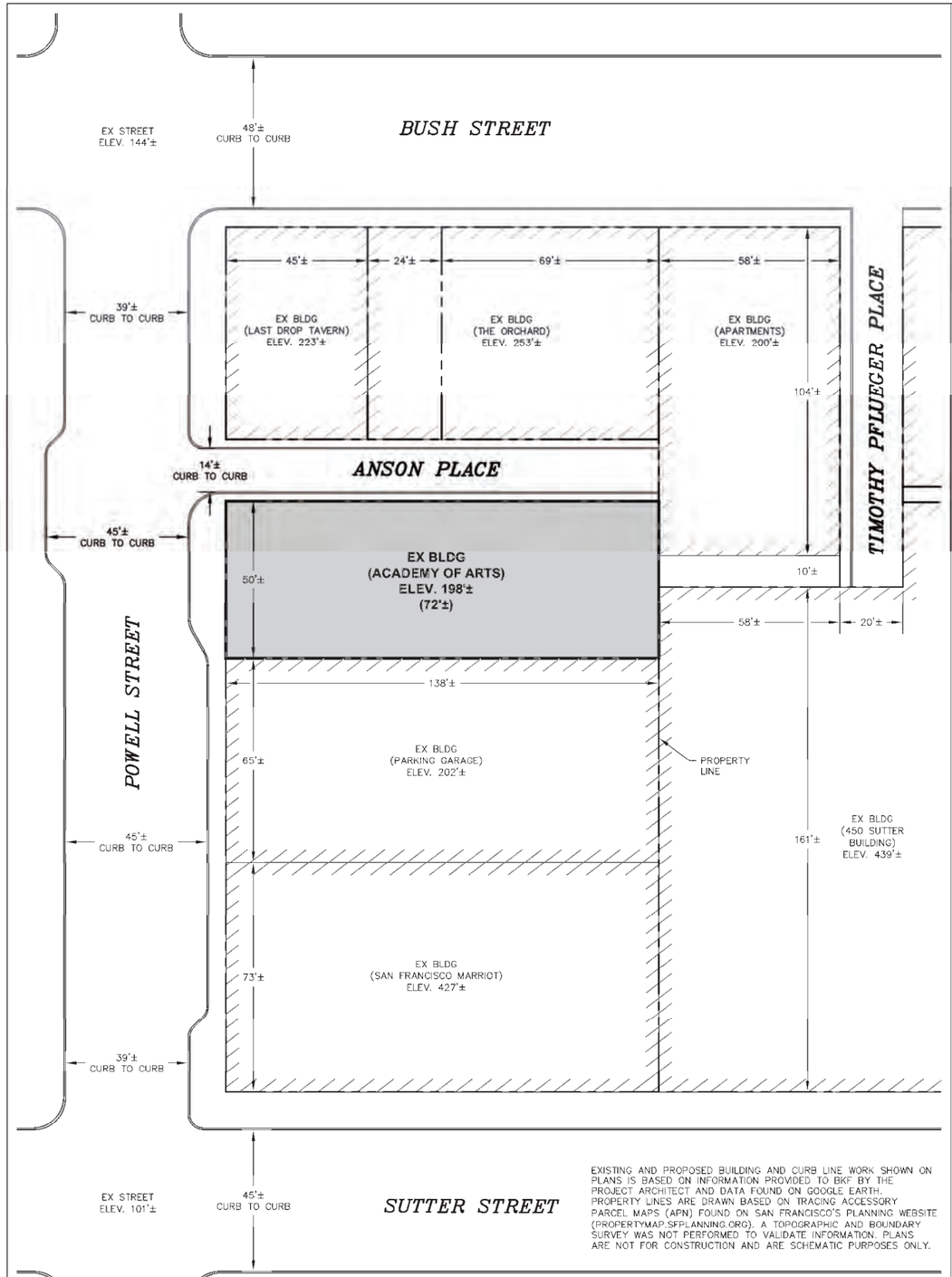
SITE PLAN AERIAL IMAGE & SITE HISTORY

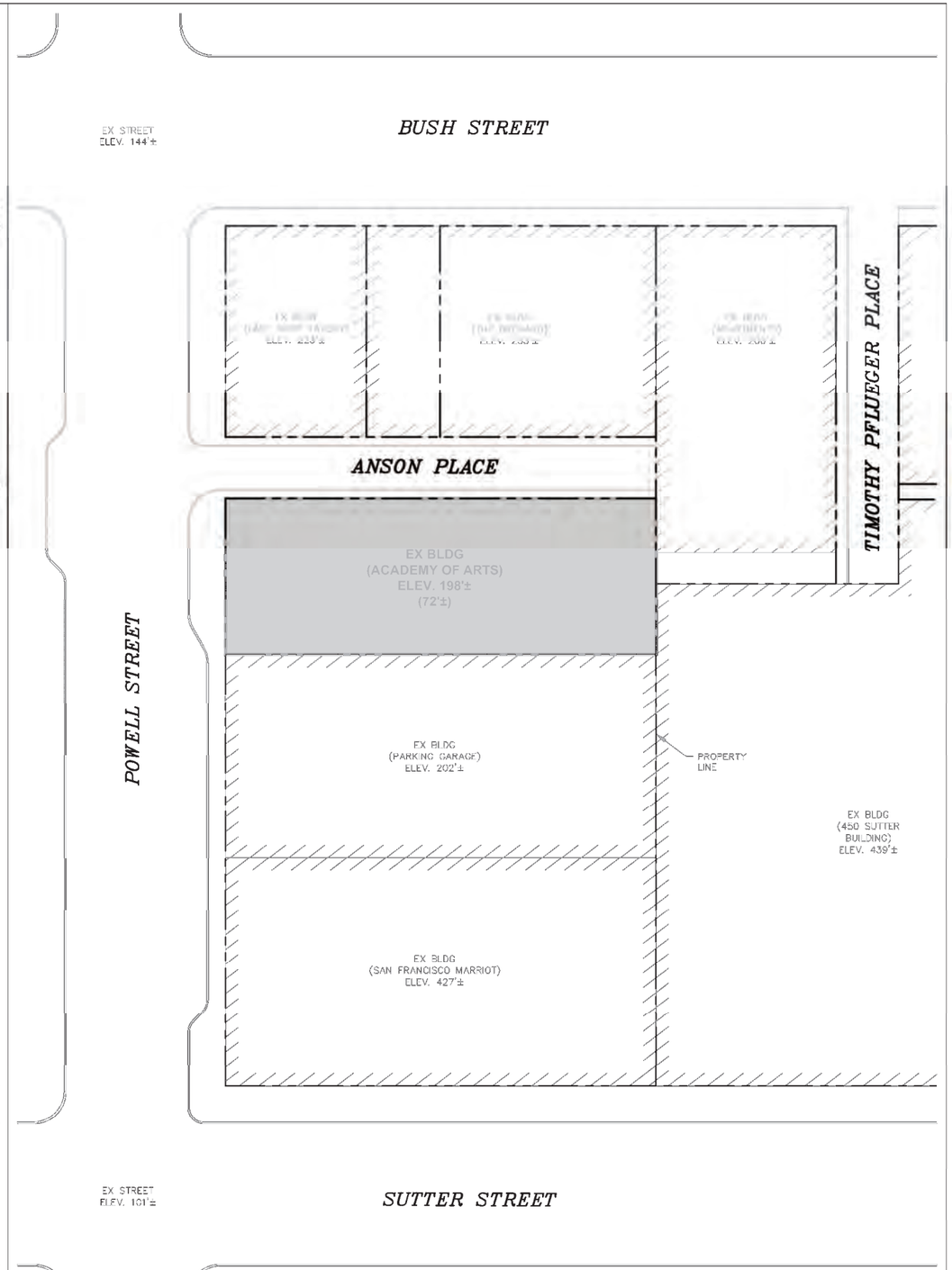
A0.S1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.

2 540 POWELL STREET - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 540 POWELL STREET - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

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INSTITUTIONAL
COMPLIANCE
SET

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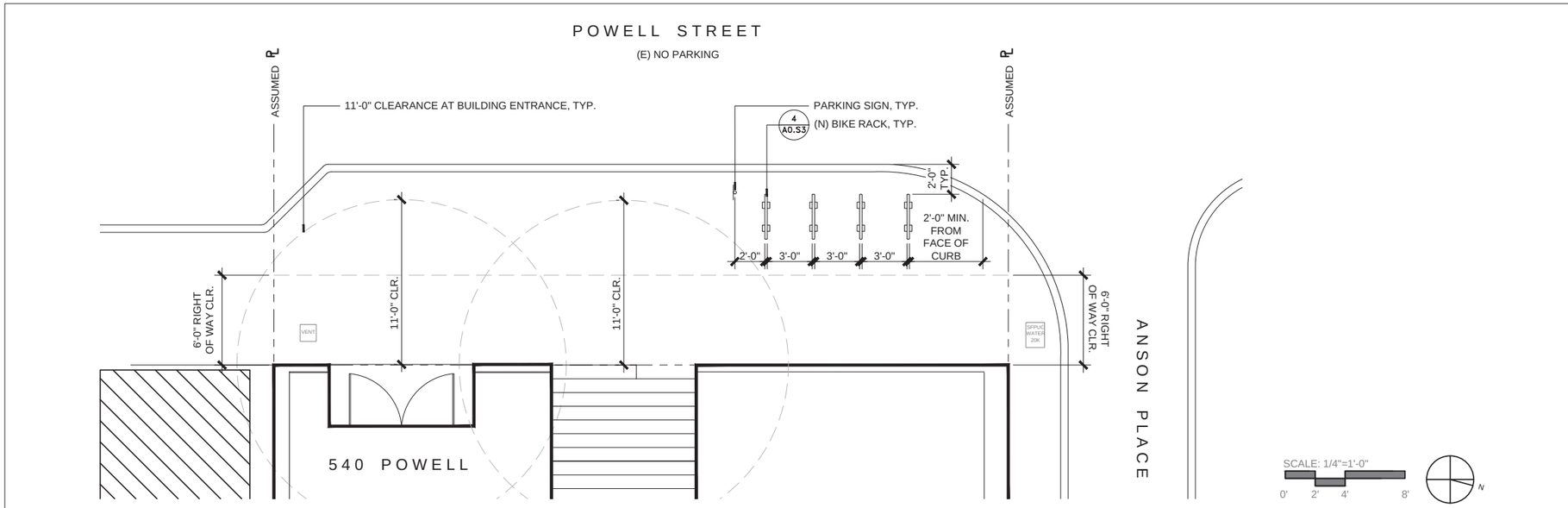
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER
No. C 39281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

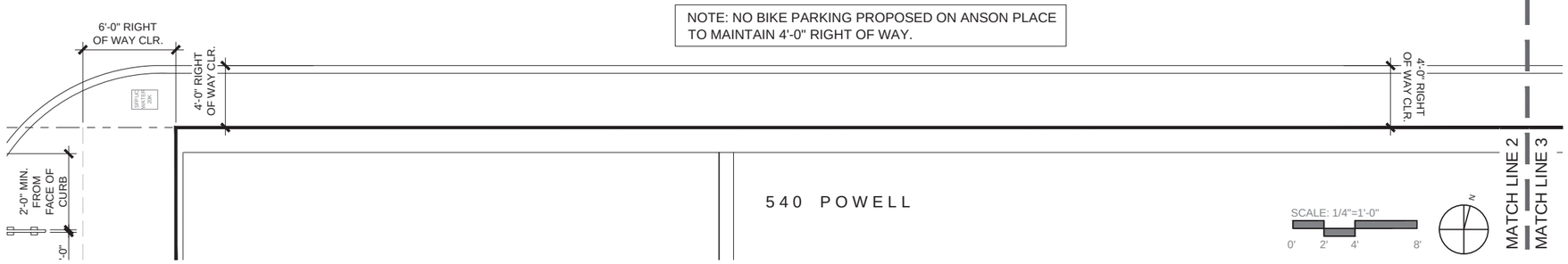
21826.04 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

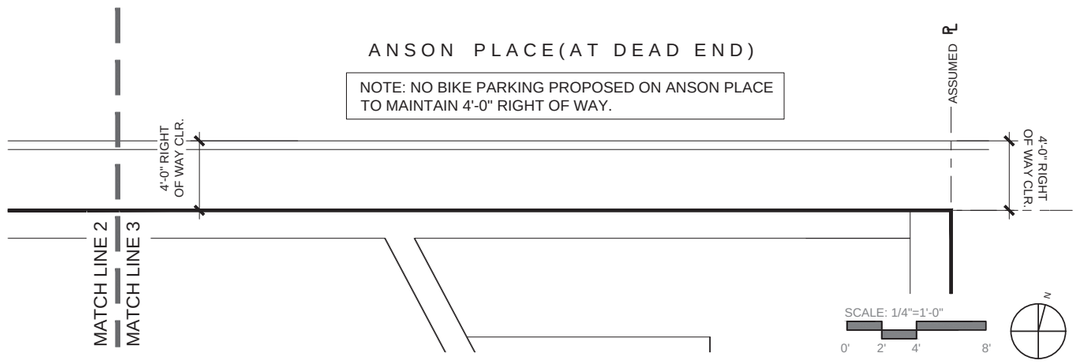
A0.S2



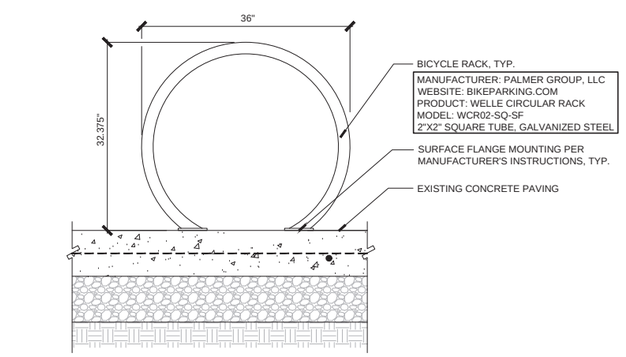
1 Streetscape Plan
1/4" = 1'-0"



2 Streetscape Plan
1/4" = 1'-0"



3 Streetscape Plan
1/4" = 1'-0"



4 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(8) BIKE PARKING SPACES

TOTAL: 8

LEGEND

(N) BIKE RACK, CLASS II

SFPUC 20K — (E) IN-GROUND UTILITY

(E) PARKING SIGN

NOTE:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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Creo
landscape architecture
466 Geary Street, Suite 300
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t 415.688.2506

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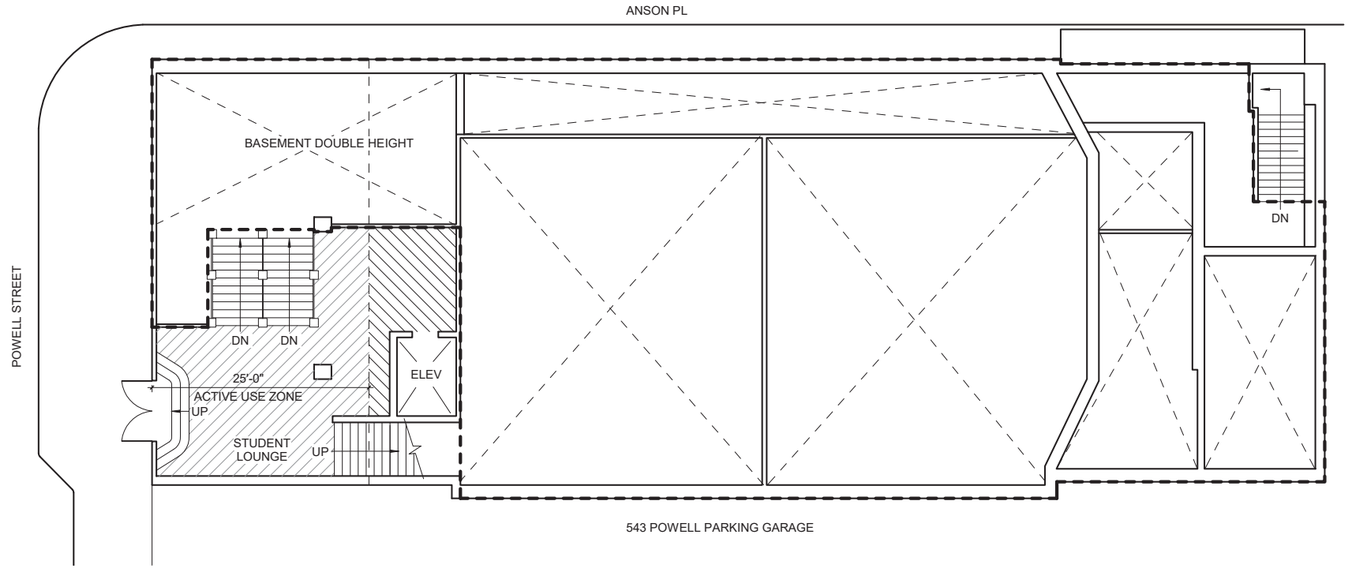
REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MUNKLAND
C 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

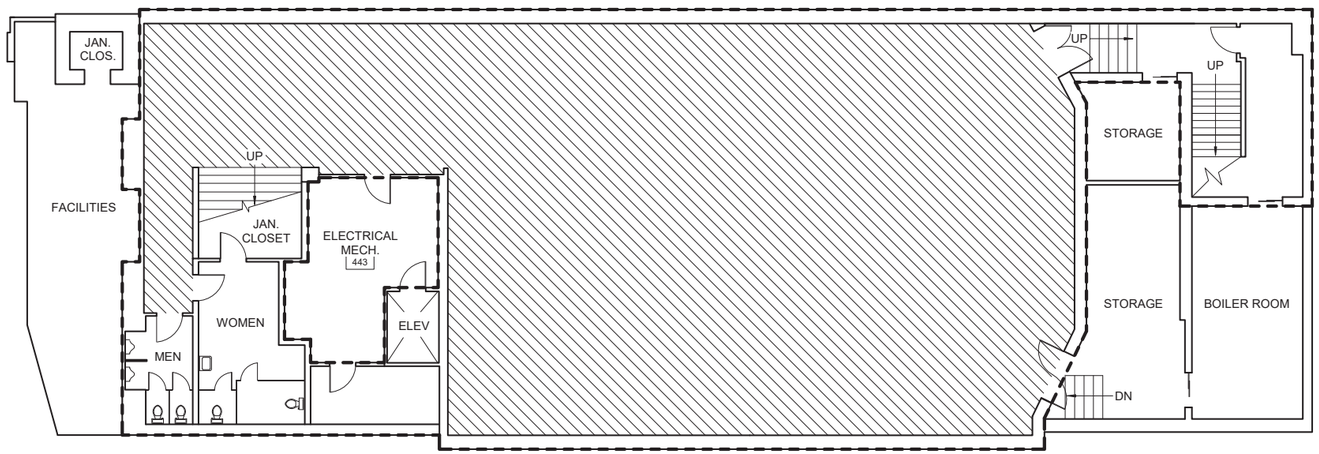
Project Number 21826.04
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S3



2 LEVEL 1 - EXISTING
1/8" = 1'-0"



1 BASEMENT - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2021
STATE OF CALIFORNIA

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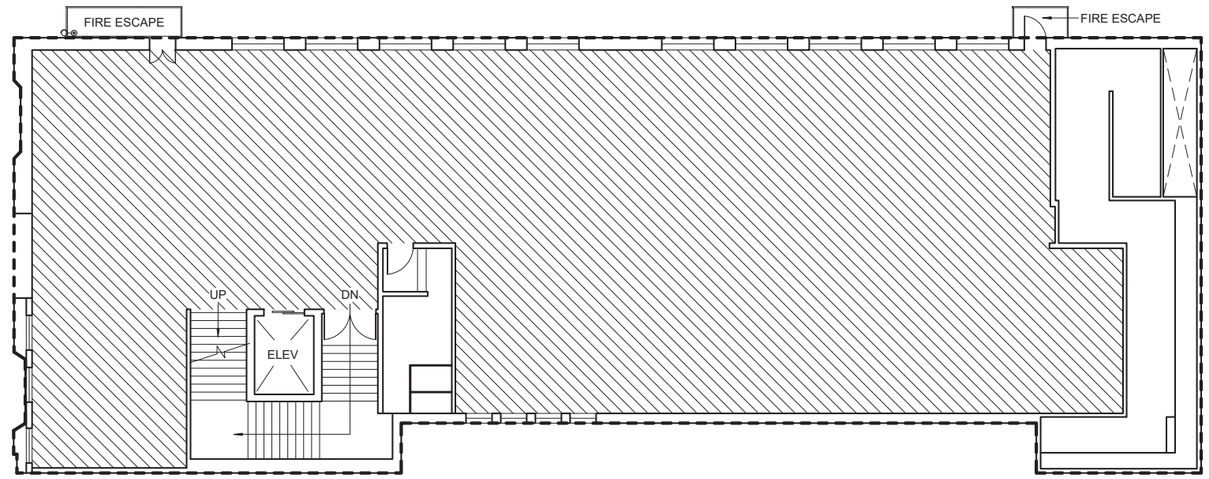
Scale 1/8" = 1'-0" | Phase
Print Date 10/11/2019 11:40:59 PM

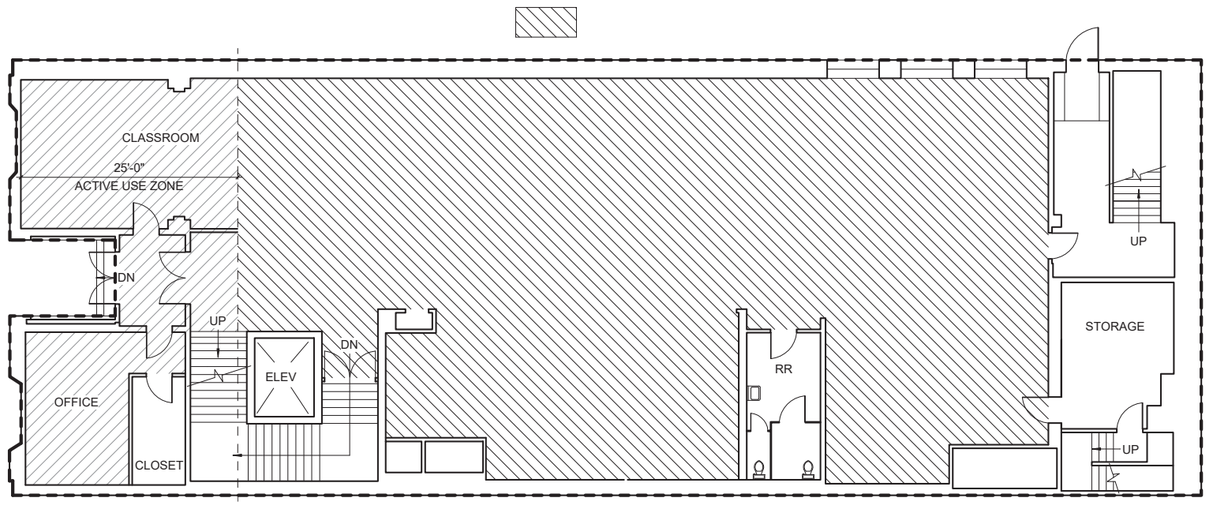
No.	Date	Description

EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1



2 LEVEL 3 - EXISTING
1/8" = 1'-0"



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

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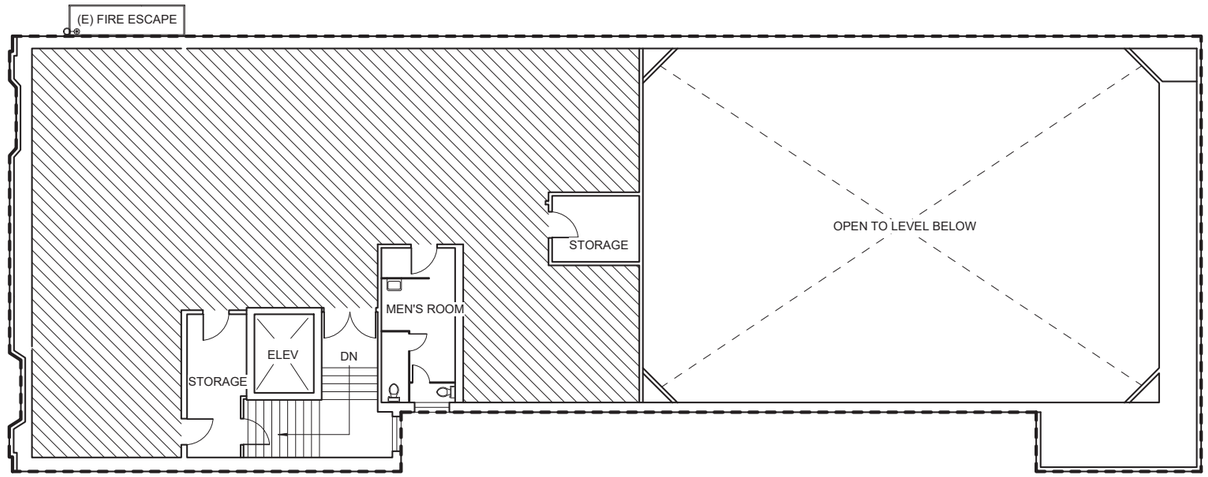
Scale	1/8" = 1'-0"
Phase	
Print Date	10/11/2019 11:41:01 PM

No.	Date	Description

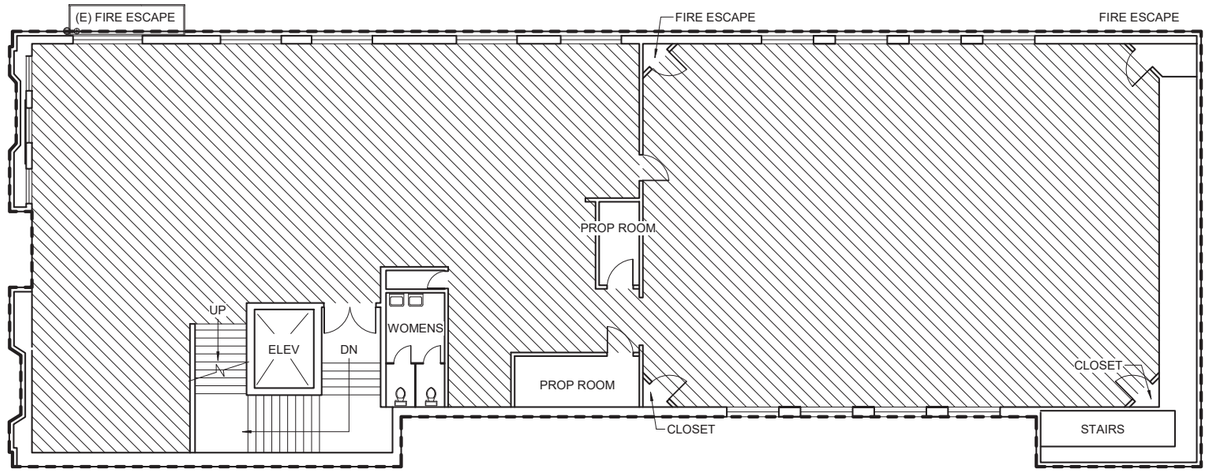
EXISTING FLOOR PLANS - LEVELS 2 & 3

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 5 - EXISTING
1/8" = 1'-0"



1 LEVEL 4 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

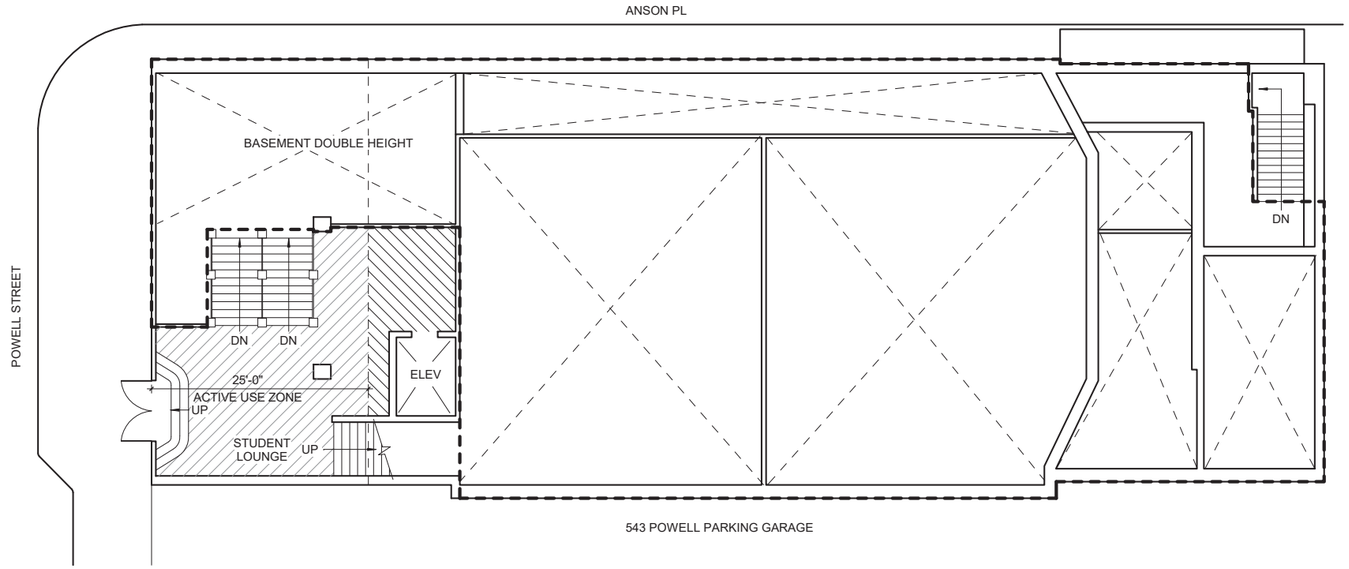
Project Number 21826.04 | Issue Date 10/11/19
Scale 1/8" = 1'-0" | Phase
Print Date 10/11/2019 11:41:03 PM

No.	Date	Description

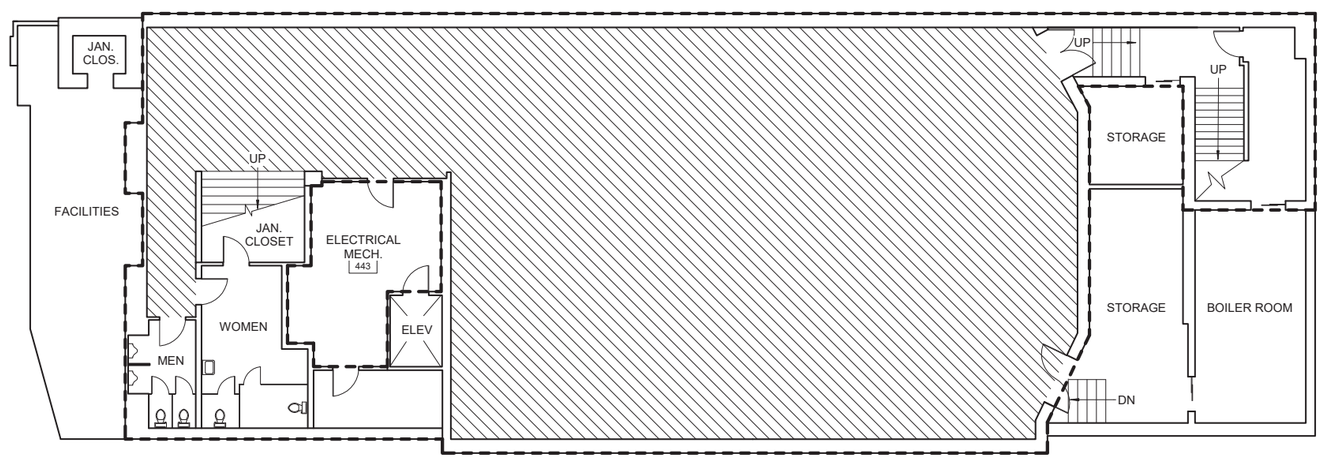
EXISTING FLOOR PLANS - LEVELS 4 & 5

A1.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2021
STATE OF CALIFORNIA

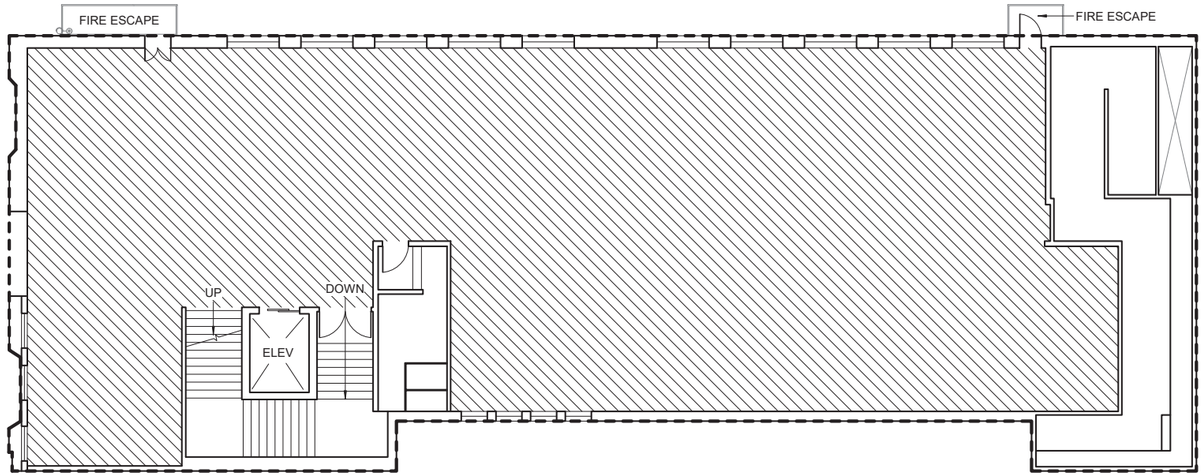
Project Number 21826.04 | Issue Date 10/11/19
Scale 1/8" = 1'-0" | Phase
Print Date 10/11/2019 11:41:05 PM

No.	Date	Description

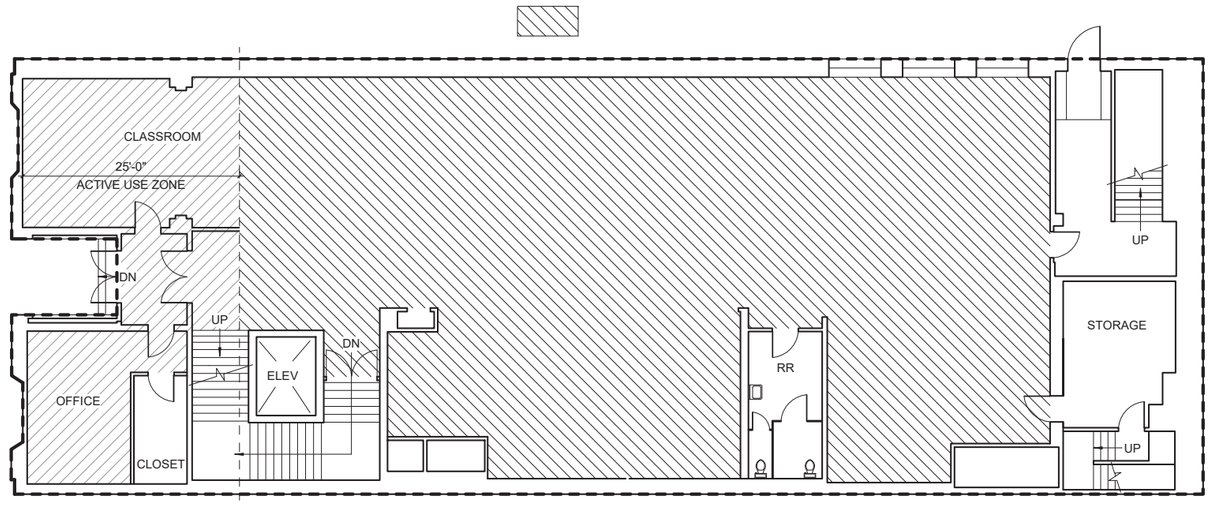
PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 3 - PROPOSED
1/8" = 1'-0"



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

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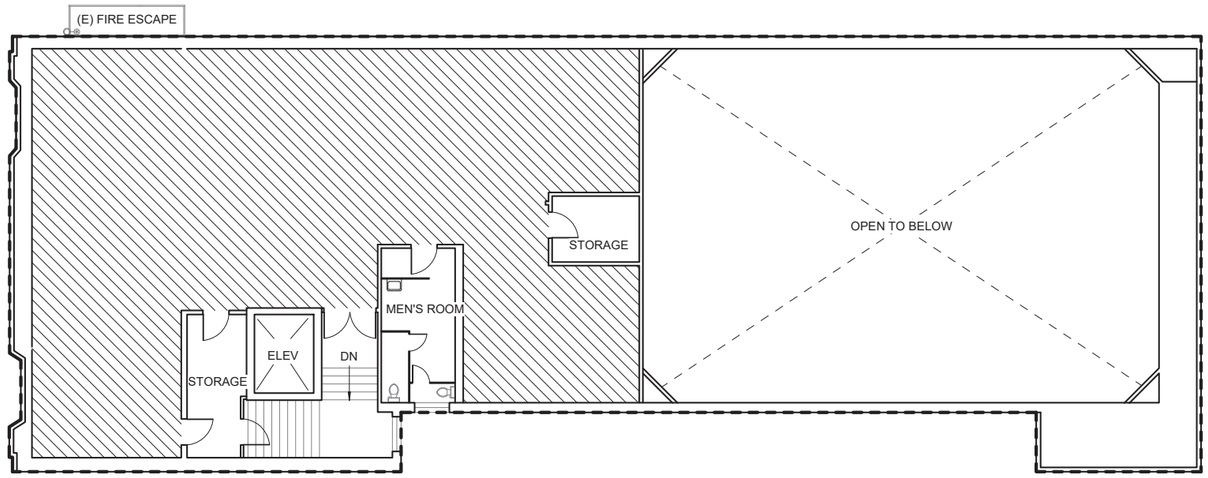
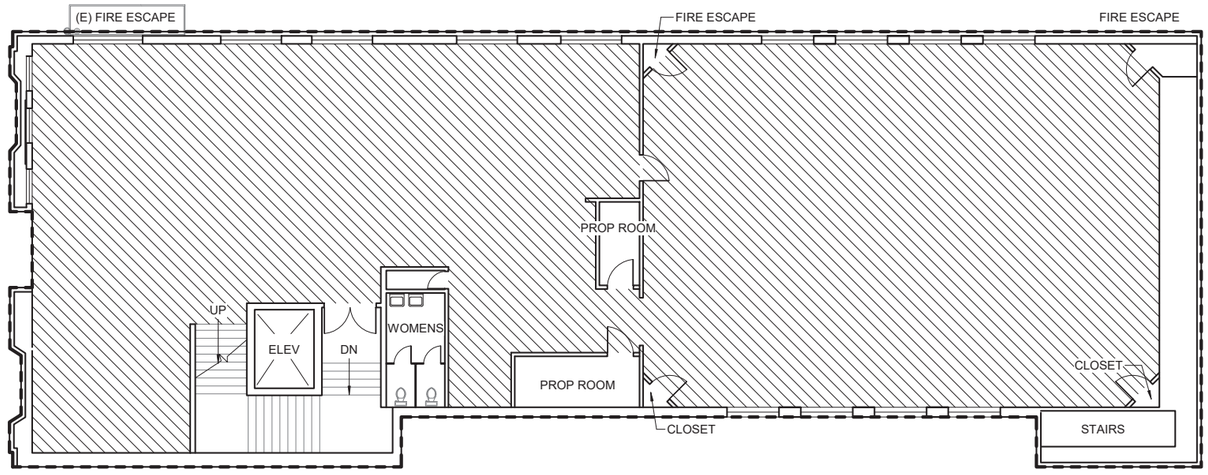
PROPOSED FLOOR PLANS - LEVELS 2 & 3

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 5 -PROPOSED
1/8" = 1'-0"



1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

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PROPOSED FLOOR PLANS - LEVELS 4 & 5

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

3 EARLY PHOTOGRAPH (NO DATE)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

2 PHOTOGRAPH (1968)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

1 PHOTOGRAPH (1978/79)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

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HISTORICAL
EXTERIOR
ELEVATION IMAGES

A3.0

3 PERSPECTIVE (EXISTING/PROPOSED)

NORTH ELEVATION - ANSON PLACE
(EXISTING/PROPOSED)

2

WEST ELEVATION - POWELL STREET
(EXISTING/PROPOSED)

1

KEYNOTES

1. ESTM ES-25, HR-1; SALVAGE AND RELOCATE (E) PROJECTING SIGN
1b. PROPOSED LOCATION FOR REINSTALLATION OF EXISTING PROJECTING SIGN
1c. EXISTING PLAQUE SIGN TO REMAIN
2. ESTM ES-25, HR-2 AWNINGS LEGALLY PERMITTED BY PERMIT NO. 9214035
2b. REMOVE EXISTING AWNINGS; RESTORE TRANSOMS AND LEAVE ORIGINAL MUNTIN DETAIL. GLAZING TO BE TRANSPARENT
3. REMOVE THE EXISTING BULLET-STYLE CAMERA, DEMO EXISTING PATHWAY AND ANY UNUSED PATHWAYS
3b. INSTALL SMALL FORM FACTOR DOME CAMERA; PAINT CAMERA BODY AND ASSOCIATED PATHWAYS TO MATCH BUILDING EXTERIOR
3c. ROUTE CABLE BEHIND CAMERA TO THE BUILDING INTERIOR
3d. ROUTE CONDUIT THROUGH THE PANEL ABOVE THE EXIT DOOR
3e. INSTALL A CONDUIT ADAPTER TO ROUTE THE CABLE DIRECTLY INTO THE CAMERA HOUSING; ROUTE CABLE THROUGH EXISTING BUILDING PENETRATION
3f. REMOVE THE EXISTING CAMERA BACKBOX AND CAMERA
4. ESTM ES-25, HR-3 PARAPET LEGALLY PERMITTED BY PERMIT NO 8104080; ANY FUTURE RESTORATION OF THE EXISTING PARAPET WILL REQUIRE REMOVAL OF THE EXISTING SUPPORT STRUCTURE AND REPLACEMENT WITH A MORE SENSITIVE STABILITZATION THAT MEETS CURRENT PRESERVATION AND BUILDING SAFETY REQUIREMENTS. THE EXSITING BRACE IS NOW APPROXIMATELY 37 YEARS OLD.
5. ESTM ES-25, HR-4 WINDOW TO BE REMOVED AND REPLACED IN ACCORDANCE WITH SCHEDULE OF PERFORMANCE
5b. PROPOSED NEW WOOD 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 FACADE SHALL BE REPLACED AND ITS ORIGINAL CHARACTER / APPEARANCE RESTORED, SEE SHT. A4.1
5c. FILLED-IN WINDOWS, TYP. OF 2
5d. METAL SECURITY BARS ADDED TO FIRST-STORY WINDOWS ALONG THE EAST ELEVATION WITHOUT BENEFIT OF PERMIT, PROPOSED TO BE LEGALIZED AS-IS
5e. WINDOWS REPLACED TO SECOND & THIRD-STORY ALONG THE EAST ELEVATION WITHOUT BENEFIT OF PERMIT, PROPOSED TO BE LEGALIZED AS-IS
6. ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
*SEE PHOTOS ON SHT. A4.2
7. FACADE MATERIALS DAMAGE IDENTIFIED AT THE ENTRY AREA, SEE SHT. A4.2, A4.3
8. ENTRY MARQUEE METAL/GLASS LID DAMAGE TO BE REPAIRED (REQUIRES TO BE SAFELY SECURED TEMPORARILY)
9. EXISTING VENT AT WINDOW TRANSOM

EXISTING FLOOD LIGHT FIXTURE

KEYNOTES CONT.

9b. REMOVE EXISTING FLOOD LIGHT
10. NEW LIGHT FIXTURE RECESSED IN SOFFIT

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No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

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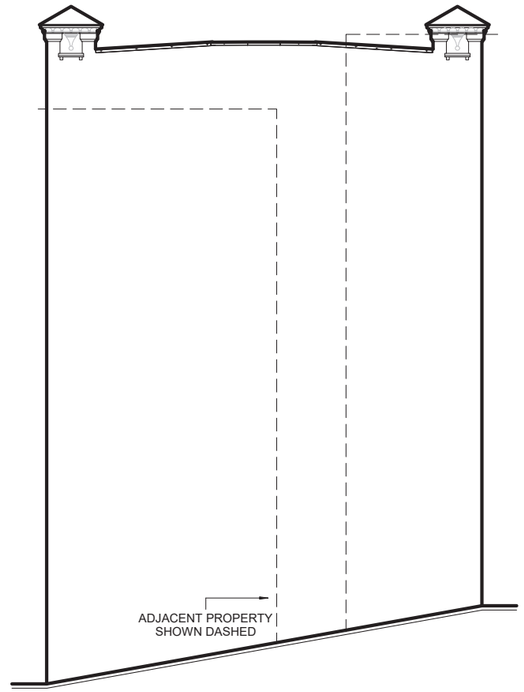
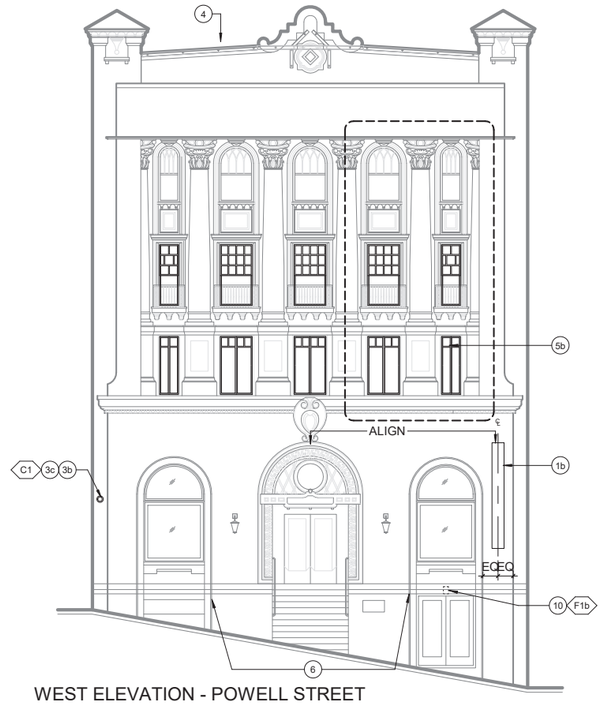
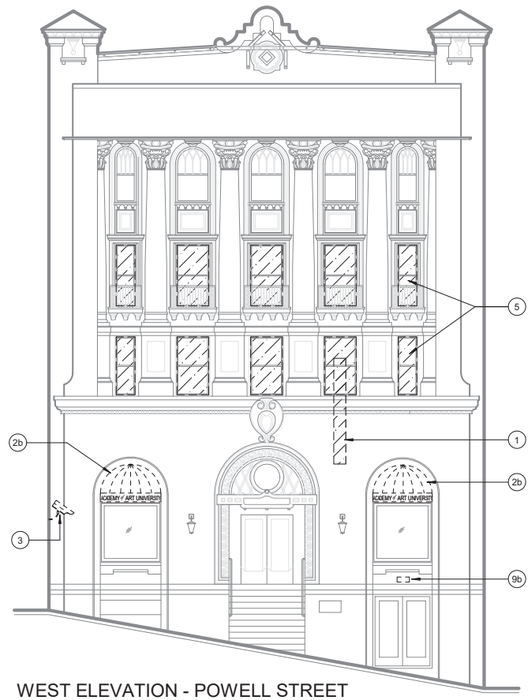


EAST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
4 1/8" = 1'-0"



WEST ELEVATION - POWELL STREET (PROPOSED)
3 1/8" = 1'-0"



WEST ELEVATION - POWELL STREET (DEMO)
2 1/8" = 1'-0"

WEST ELEVATION - POWELL STREET (EXISTING)
1 1/8" = 1'-0"

GENERAL NOTES

SEE SHEET 3.4 FOR GENERAL NOTES

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

LEGEND

SECURITY CAMERA

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

KEYNOTES CONT.

9b REMOVE EXISTING FLOOD LIGHT

10 NEW LIGHT FIXTURE RECESSED IN SOFFIT

KEYNOTES

1 ESTM ES-25, HR-1; SALVAGE AND RELOCATE (E) PROJECTING SIGN

1b PROPOSED LOCATION FOR REINSTALLATION OF EXISTING PROJECTING SIGN

1c EXISTING PLAQUE SIGN TO REMAIN

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2b REMOVE EXISTING AWNINGS; RESTORE TRANSOMS AND LEAVE ORIGINAL MUNTIN DETAIL. GLAZING TO BE TRANSPARENT

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3b INSTALL SMALL FORM FACTOR DOME CAMERA; PAINT CAMERA BODY AND ASSOCIATED PATHWAYS TO MATCH BUILDING EXTERIOR

3c ROUTE CABLE BEHIND CAMERA TO THE BUILDING INTERIOR

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3e INSTALL A CONDUIT ADAPTER TO ROUTE THE CABLE DIRECTLY INTO THE CAMERA HOUSING; ROUTE CABLE THROUGH EXISTING BUILDING PENETRATION

3f REMOVE THE EXISTING CAMERA BACKBOX AND CAMERA

4 ESTM ES-25, HR-3 PARAPET LEGALLY PERMITTED BY PERMIT NO 8104080; ANY FUTURE RESTORATION OF THE EXISTING PARAPET WILL REQUIRE REMOVAL OF THE EXISTING SUPPORT STRUCTURE AND REPLACEMENT WITH A MORE SENSITIVE STABILITZATION THAT MEETS CURRENT PRESERVATION AND BUILDING SAFETY REQUIREMENTS. THE EXSITING BRACE IS NOW APPROXIMATELY 37 YEARS OLD.

5 ESTM ES-25, HR-4 WINDOW TO BE REMOVED AND REPLACED IN ACCORDANCE WITH SCHEDULE OF PERFORMANCE

5b PROPOSED NEW WOOD 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 FACADE SHALL BE REPLACED AND ITS ORIGINAL CHARACTER / APPEARANCE RESTORED, SEE SHT. A4.1

5c FILLED-IN WINDOWS, TYP. OF 2

5d METAL SECURITY BARS ADDED TO FIRST-STORY WINDOWS ALONG THE EAST ELEVATION WITHOUT BENEFIT OF PERMIT, PROPOSED TO BE LEGALIZED AS-IS

5e WINDOWS REPLACED TO SECOND & THIRD-STORY ALONG THE EAST ELEVATION WITHOUT BENEFIT OF PERMIT, PROPOSED TO BE LEGALIZED AS-IS

ITEMS BELOW NOTED DURING 9/25/19 SITE WALK

6 *SEE PHOTOS ON SHT. A4.2

7 FACADE MATERIALS DAMAGE IDENTIFIED AT THE ENTRY AREA, SEE SHT. A4.2, A4.3

8 ENTRY MARQUEE METAL/GLASS LID DAMAGE TO BE REPAIRED (REQUIRES TO BE SAFELY SECURED TEMPORARILY)

9 EXISTING VENT AT WINDOW TRANSOM

EXISTING FLOOD LIGHT FIXTURE

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STATE OF CALIFORNIA

Project Number 21826.04
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EXISTING/ PROPOSED EXTERIOR ELEVATIONS

A3.2

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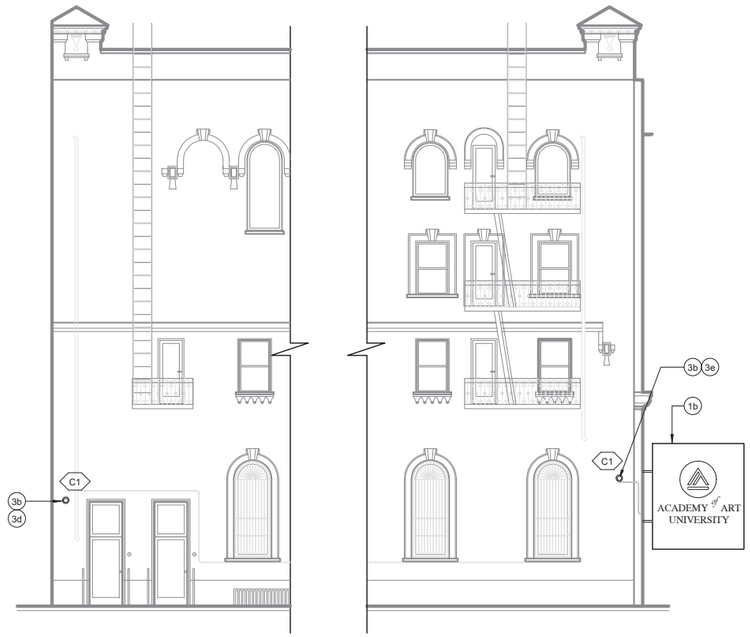
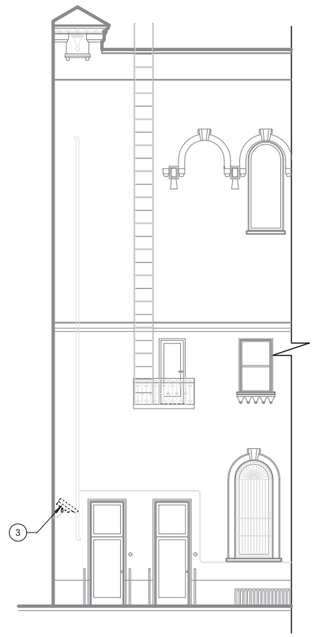
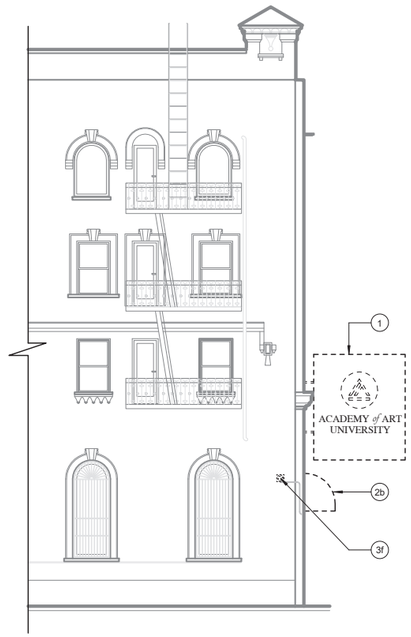


PARTIAL NORTH ELEVATION - ANSON PLACE (PROPOSED)

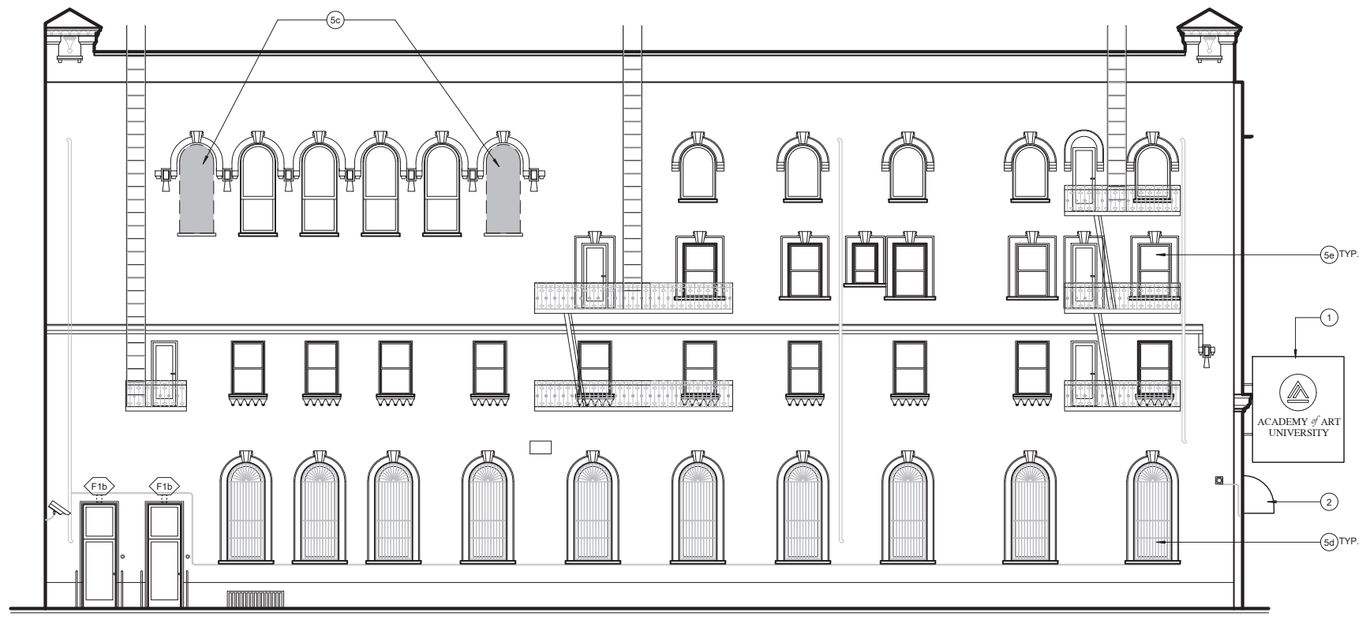
3 1/8" = 1'-0"





PARTIAL NORTH ELEVATION - ANSON PLACE (DEMO)

2 1/8" = 1'-0"



NORTH ELEVATION - ANSON PLACE (EXISTING)

1 1/8" = 1'-0"

GENERAL NOTES

SEE SHEET 3.4 FOR GENERAL NOTES

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

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F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

LEGEND

SECURITY CAMERA

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

KEYNOTES CONT.

9b REMOVE EXISTING FLOOD LIGHT

10 NEW LIGHT FIXTURE RECESSED IN SOFFIT

KEYNOTES

1 ESTM ES-25, HR-1; SALVAGE AND RELOCATE (E) PROJECTING SIGN

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1c EXISTING PLAQUE SIGN TO REMAIN

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ITEMS BELOW NOTED DURING 9/25/19 SITE WALK

6 *SEE PHOTOS ON SHT. A4.2

7 FACADE MATERIALS DAMAGE IDENTIFIED AT THE ENTRY AREA, SEE SHT. A4.2, A4.3

8 ENTRY MARQUEE METAL/GLASS LID DAMAGE TO BE REPAIRED (REQUIRES TO BE SAFELY SECURED TEMPORARILY)

9 EXISTING VENT AT WINDOW TRANSOM

EXISTING FLOOD LIGHT FIXTURE

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EXISTING/ PROPOSED EXTERIOR ELEVATIONS

A3.3

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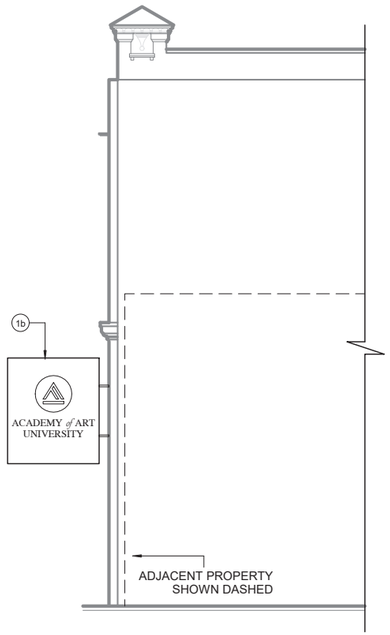
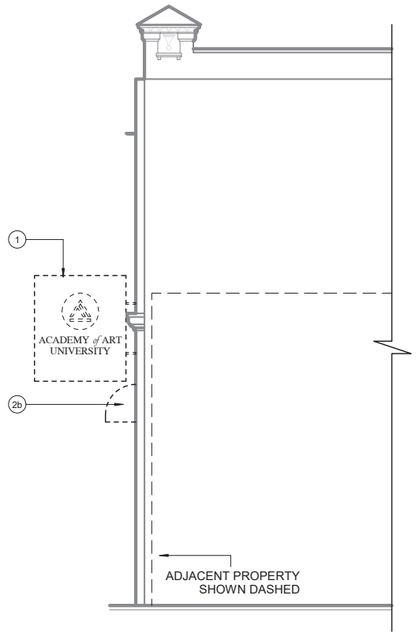
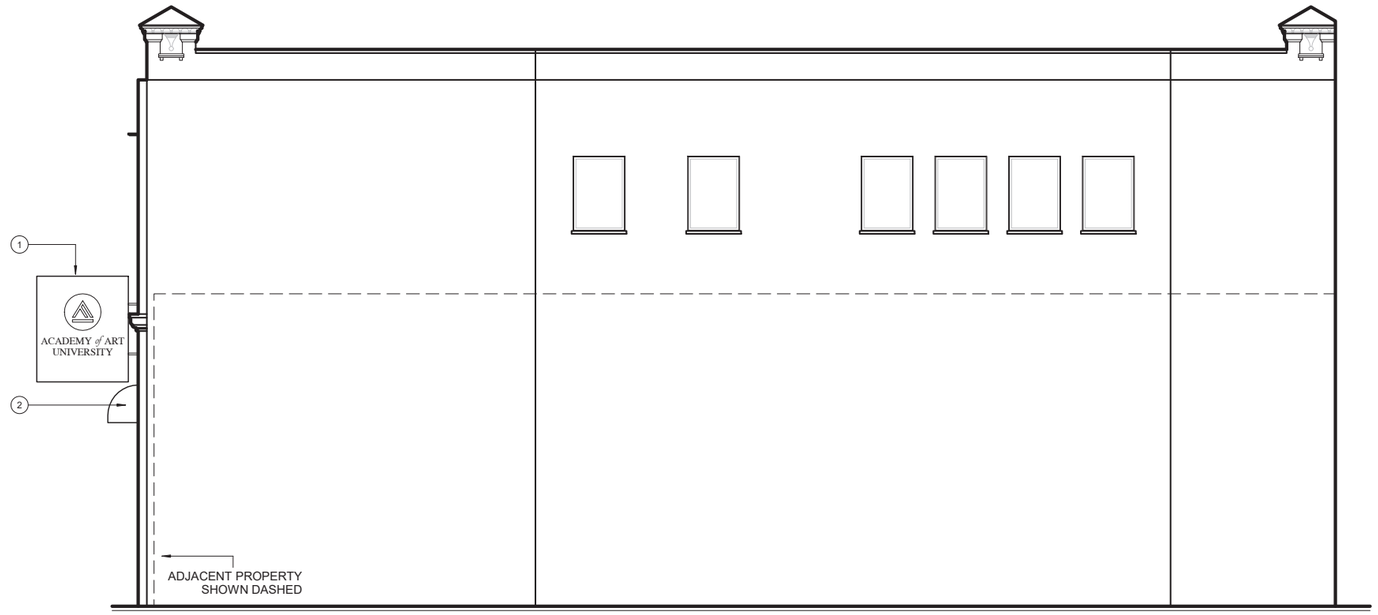


3 PARTIAL SOUTH ELEVATION - PROPERTY LINE (PROPOSED)
1/8" = 1'-0"



2 PARTIAL SOUTH ELEVATION - PROPERTY LINE (DEMO)
1/8" = 1'-0"



1 SOUTH ELEVATION - PROPERTY LINE (EXISTING)
1/8" = 1'-0"

MASTER SCHEDULE
*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR

LEGEND

- SECURITY CAMERA
- PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL ATTACHMENT, AND PATCHING
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
5. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
6. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

KEYNOTES

1. ESTM ES-25, HR-1; SALVAGE AND RELOCATE (E) PROJECTING SIGN
1b. PROPOSED LOCATION FOR REINSTALLATION OF EXISTING PROJECTING SIGN
1c. EXISTING PLAQUE SIGN TO REMAIN
2. ESTM ES-25, HR-2 AWNINGS LEGALLY PERMITTED BY PERMIT NO. 9214035
2b. REMOVE EXISTING AWNINGS; RESTORE TRANSOMS AND LEAVE ORIGINAL MUNTIN DETAIL. GLAZING TO BE TRANSPARENT
3. REMOVE THE EXISTING BULLET-STYLE CAMERA, DEMO EXISTING PATHWAY AND ANY UNUSED PATHWAYS
3b. INSTALL SMALL FORM FACTOR DOME CAMERA; PAINT CAMERA BODY AND ASSOCIATED PATHWAYS TO MATCH BUILDING EXTERIOR
3c. ROUTE CABLE BEHIND CAMERA TO THE BUILDING INTERIOR
3d. ROUTE CONDUIT THROUGH THE PANEL ABOVE THE EXIT DOOR
3e. INSTALL A CONDUIT ADAPTER TO ROUTE THE CABLE DIRECTLY INTO THE CAMERA HOUSING; ROUTE CABLE THROUGH EXISTING BUILDING PENETRATION
3f. REMOVE THE EXISTING CAMERA BACKBOX AND CAMERA
4. ESTM ES-25, HR-3 PARAPET LEGALLY PERMITTED BY PERMIT NO 8104080; ANY FUTURE RESTORATION OF THE EXISTING PARAPET WILL REQUIRE REMOVAL OF THE EXISTING SUPPORT STRUCTURE AND REPLACEMENT WITH A MORE SENSITIVE STABILITZATION THAT MEETS CURRENT PRESERVATION AND BUILDING SAFETY REQUIREMENTS. THE EXSITING BRACE IS NOW APPROXIMATELY 37 YEARS OLD.
5. ESTM ES-25, HR-4 WINDOW TO BE REMOVED AND REPLACED IN ACCORDANCE WITH SCHEDULE OF PERFORMANCE
5b. PROPOSED NEW WOOD 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 FACADE SHALL BE REPLACED AND ITS ORIGINAL CHARACTER / APPEARANCE RESTORED, SEE SHT. A4.1
5c. FILLED-IN WINDOWS, TYP. OF 2
5d. METAL SECURITY BARS ADDED TO FIRST-STORY WINDOWS ALONG THE EAST ELEVATION WITHOUT BENEFIT OF PERMIT, PROPOSED TO BE LEGALIZED AS-IS
5e. WINDOWS REPLACED TO SECOND & THIRD-STORY ALONG THE EAST ELEVATION WITHOUT BENEFIT OF PERMIT, PROPOSED TO BE LEGALIZED AS-IS

ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
6. *SEE PHOTOS ON SHT. A4.2
7. FACADE MATERIALS DAMAGE IDENTIFIED AT THE ENTRY AREA, SEE SHT. A4.2, A4.3
8. ENTRY MARQUEE METAL/GLASS LID DAMAGE TO BE REPAIRED (REQUIRES TO BE SAFELY SECURED TEMPORARILY)
9. EXISTING VENT AT WINDOW TRANSOM

EXISTING FLOOD LIGHT FIXTURE

KEYNOTES CONT.

9b. REMOVE EXISTING FLOOD LIGHT
10. NEW LIGHT FIXTURE RECESSED IN SOFFIT

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FOUNDED IN SAN FRANCISCO 1929
79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

540 POWELL
San Francisco, CA 94108

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

Project Number 21826.04 | Issue Date 10/11/19
Scale: 1/8" = 1'-0" | Phase
Print Date: 10/11/2019 11:41:23 PM

No.	Date	Description

EXISTING/ PROPOSED EXTERIOR ELEVATIONS

A3.4

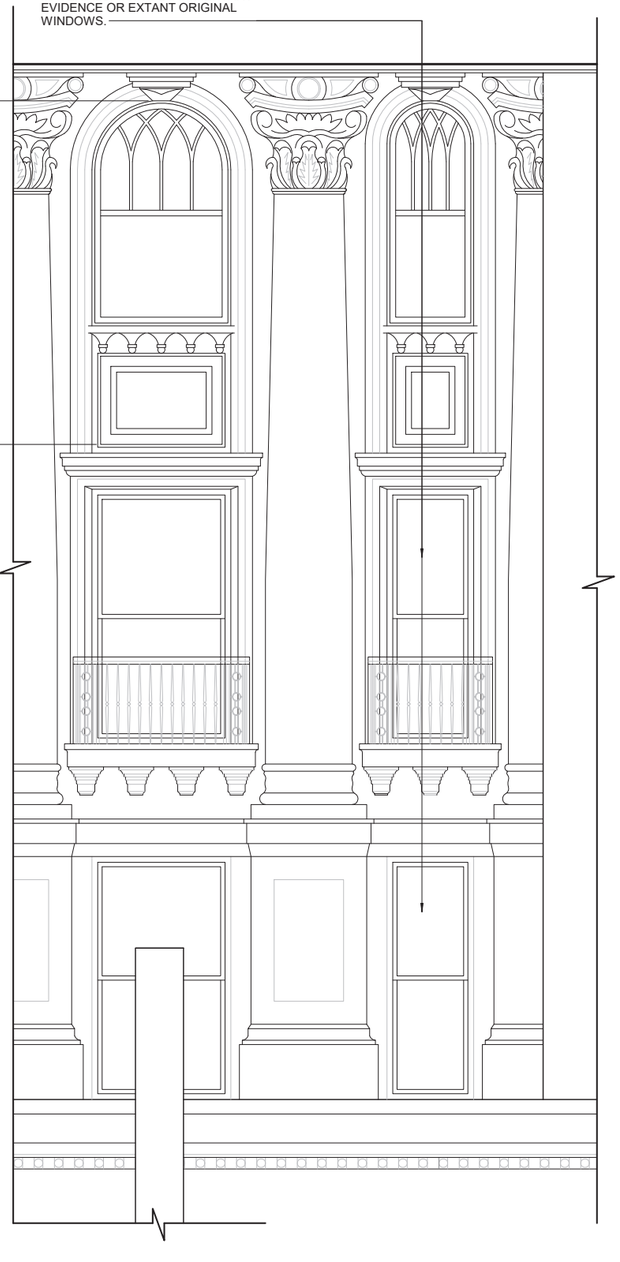
PARTIAL ENLARGED WEST ELEVATION (PROPOSED)

3 1/2" = 1'-0" [Ref: 3/A3.2]

1/A4.1 PHOTOS OF EXISTING UPER LEVEL WINDOWS

PHOTOS - EXISTING UPPER LEVEL WINDOWS

2



PARTIAL ENLARGED WEST ELEVATION (EXISTING)

1 1/2" = 1'-0" [Ref: 1/A3.2]

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL ATTACHMENT, AND PATCHING
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AAU INSTITUTIONAL COMPLIANCE SET

540 POWELL
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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

Project Number	21826.04
Issue Date	10/11/19
Scale:	As indicated
Phase	
Print Date:	10/11/2019 11:41:26 PM

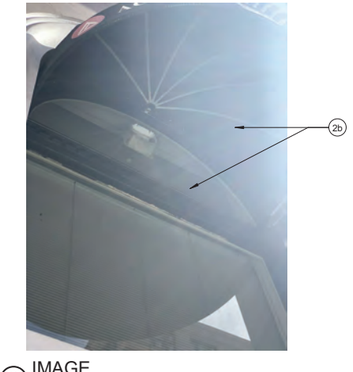
No.	Date	Description

WINDOW SCOPE

A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

4 IMAGE



3 IMAGE

2 IMAGE

1 IMAGE
1/8" = 1'-0"

KEYNOTES CONT.

(9b) REMOVE EXISTING FLOOD LIGHT

(10) NEW LIGHT FIXTURE RECESSED IN SOFFIT

KEYNOTES

(1) ESTM ES-25, HR-1; SALVAGE AND RELOCATE (E) PROJECTING SIGN

(1b) PROPOSED LOCATION FOR REINSTALLATION OF EXISTING PROJECTING SIGN

(1c) EXISTING PLAQUE SIGN TO REMAIN

(2) ESTM ES-25, HR-2 AWNINGS LEGALLY PERMITTED BY PERMIT NO. 9214035

(2b) REMOVE EXISTING AWNINGS; RESTORE TRANSOMS AND LEAVE ORIGINAL MUNTIN DETAIL. GLAZING TO BE TRANSPARENT

(3) REMOVE THE EXISTING BULLET-STYLE CAMERA, DEMO EXISTING PATHWAY AND ANY UNUSED PATHWAYS

(3b) INSTALL SMALL FORM FACTOR DOME CAMERA; PAINT CAMERA BODY AND ASSOCIATED PATHWAYS TO MATCH BUILDING EXTERIOR

(3c) ROUTE CABLE BEHIND CAMERA TO THE BUILDING INTERIOR

(3d) ROUTE CONDUIT THROUGH THE PANEL ABOVE THE EXIT DOOR

(3e) INSTALL A CONDUIT ADAPTER TO ROUTE THE CABLE DIRECTLY INTO THE CAMERA HOUSING; ROUTE CABLE THROUGH EXISTING BUILDING PENETRATION

(3f) REMOVE THE EXISTING CAMERA BACKBOX AND CAMERA

(4) ESTM ES-25, HR-3 PARAPET LEGALLY PERMITTED BY PERMIT NO 8104080; ANY FUTURE RESTORATION OF THE EXISTING PARAPET WILL REQUIRE REMOVAL OF THE EXISTING SUPPORT STRUCTURE AND REPLACEMENT WITH A MORE SENSITIVE STABILITZATION THAT MEETS CURRENT PRESERVATION AND BUILDING SAFETY REQUIREMENTS. THE EXSITING BRACE IS NOW APPROXIMATELY 37 YEARS OLD.

(5) ESTM ES-25, HR-4 WINDOW TO BE REMOVED AND REPLACED IN ACCORDANCE WITH SCHEDULE OF PERFORMANCE

(5b) PROPOSED NEW WOOD 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 FACADE SHALL BE REPLACED AND ITS ORIGINAL CHARACTER / APPEARANCE RESTORED, SEE SHT. A4.1

(5c) FILLED-IN WINDOWS, TYP. OF 2

(5d) METAL SECURITY BARS ADDED TO FIRST-STORY WINDOWS ALONG THE EAST ELEVATION WITHOUT BENEFIT OF PERMIT, PROPOSED TO BE LEGALIZED AS-IS

(5e) WINDOWS REPLACED TO SECOND & THIRD-STORY ALONG THE EAST ELEVATION WITHOUT BENEFIT OF PERMIT, PROPOSED TO BE LEGALIZED AS-IS

(6) ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
*SEE PHOTOS ON SHT. A4.2

(7) FACADE MATERIALS DAMAGE IDENTIFIED AT THE ENTRY AREA, SEE SHT. A4.2, A4.3

(8) ENTRY MARQUEE METAL/GLASS LID DAMAGE TO BE REPAIRED (REQUIRES TO BE SAFELY SECURED TEMPORARILY)

(9) EXISTING VENT AT WINDOW TRANSOM

EXISTING FLOOD LIGHT FIXTURE

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

Project Number	Issue Date
21826.04	10/11/19
Scale	Phase
1/8" = 1'-0"	
Print Date	
10/11/2019 11:41:28 PM	

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.2

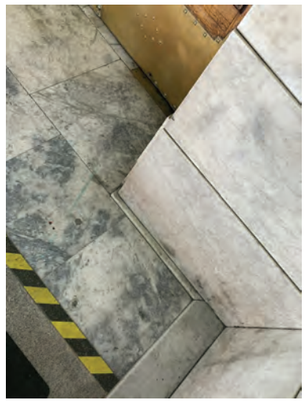
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

11 EXAMPLE OF MATERIAL DAMAGE

10 EXAMPLE OF MATERIAL DAMAGE

9 EXAMPLE OF MATERIAL DAMAGE

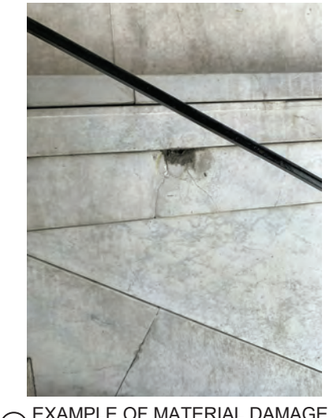
8 EXAMPLE OF MATERIAL DAMAGE



7 EXAMPLE OF MATERIAL DAMAGE

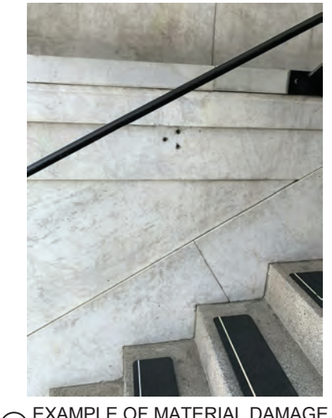
6 EXAMPLE OF MATERIAL DAMAGE

5 EXAMPLE OF MATERIAL DAMAGE

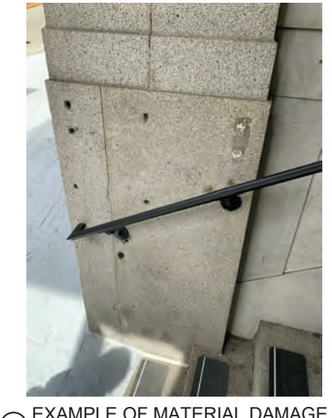


4 EXAMPLE OF MATERIAL DAMAGE

3 EXAMPLE OF MATERIAL DAMAGE



2 EXAMPLE OF MATERIAL DAMAGE



1 EXAMPLE OF MATERIAL DAMAGE

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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AAU INSTITUTIONAL COMPLIANCE SET

540 POWELL
San Francisco, CA 94108

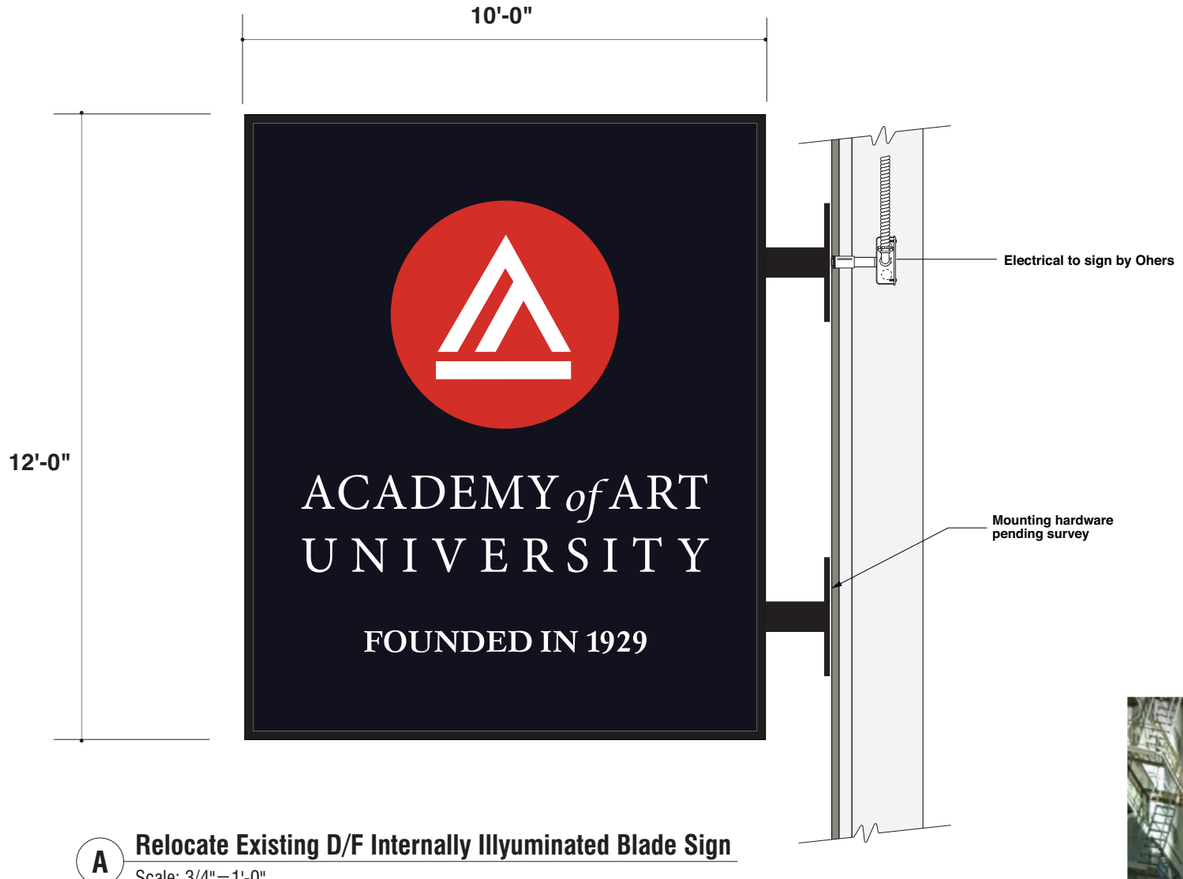
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12409
REN. 10/2021
STATE OF CALIFORNIA

Project Number 21826.04
Issue Date 10/11/19
Scale 1" = 40'-0"
Phase
Print Date 10/11/2019 11:41:36 PM

No.	Date	Description

BUILDING MATERIALS DAMAGE

A4.3

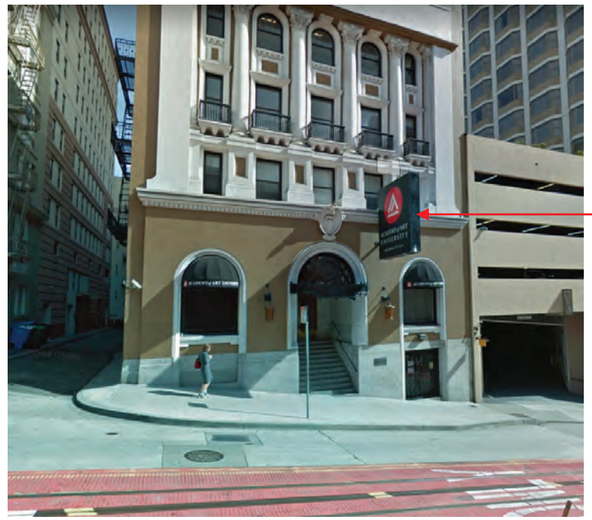


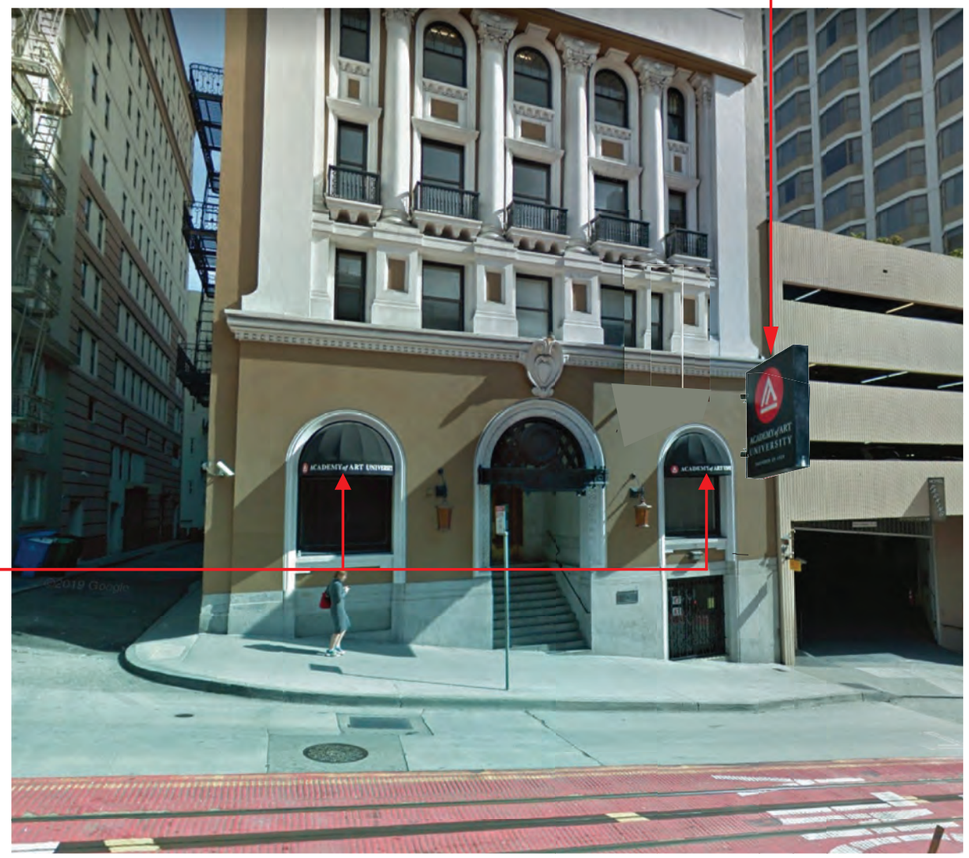
A **Relocate Existing D/F Internally Illyuminated Blade Sign**
Scale: 3/4"=1'-0"

Red

Black

White





GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: **8/14/19**
Sales: **A. Bartizal**
Designer: **N. Ford**

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
540 Powell st.

Customer Approval

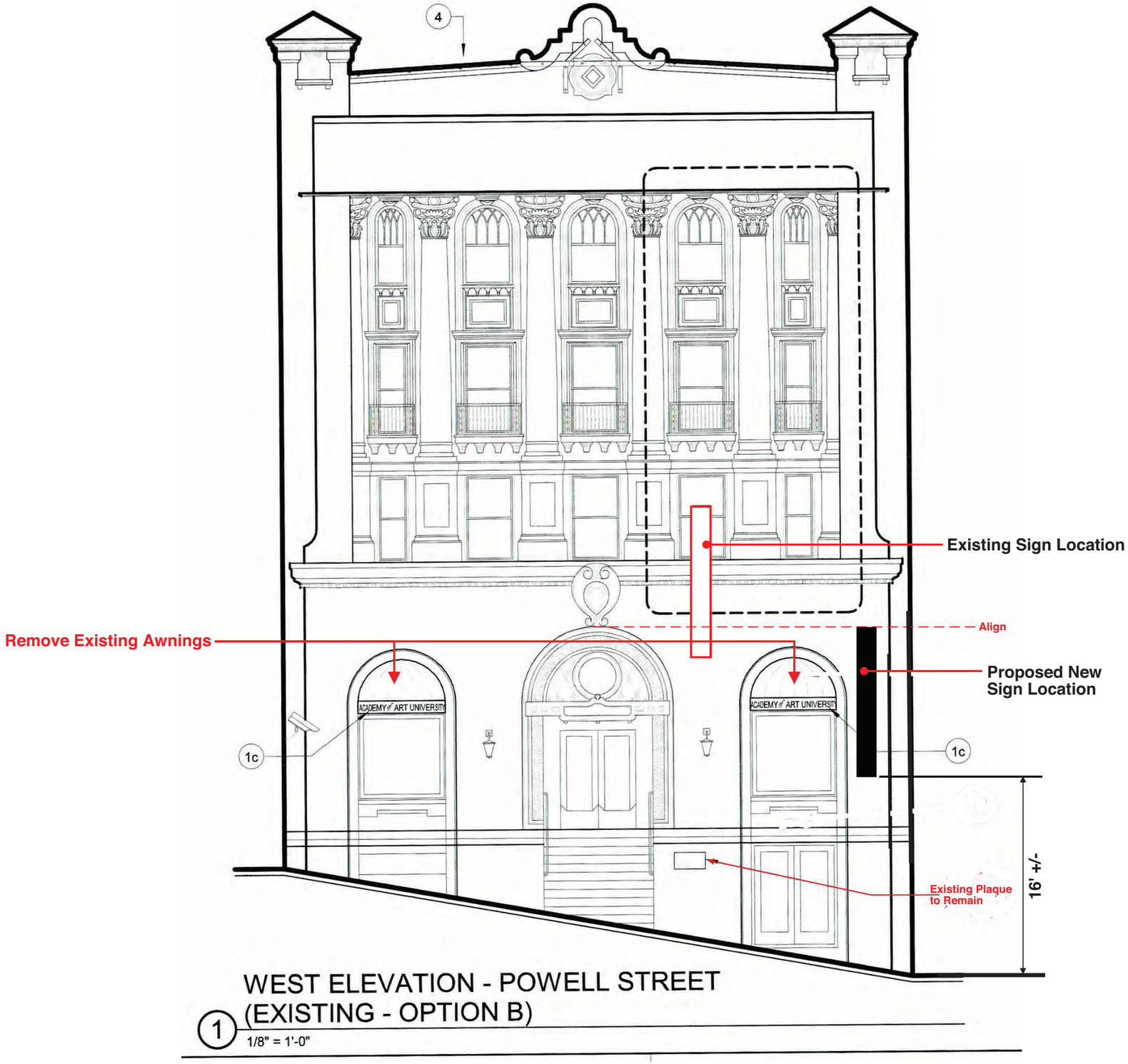
Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.
GG 1.0



WEST ELEVATION - POWELL STREET
(EXISTING - OPTION B)

1 1/8" = 1'-0"

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: **8/14/19**

Sales: **A. Bartizal**

Designer: **N. Ford**

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior

☐ Single Faced ☒ Double Faced

☐ _____

☒ Illuminated

☐ Non-Illuminated

Type of Lighting:

☐ Lamps ☒ L.E.D.

☐ Neon ☐ Other

Address
540 Powell st.

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

World Sign Associates

Sheet No.

GG 2.0

ESTM CONDITIONS

EXISTING SITES TECHICAL MEMORANDUM

Academy of Art University Project
ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-22: HR-1	Signage. The projecting wall sign shall be removed and the original physical appearance of wall materials replaced. If a new sign is to be installed, it shall follow the guidelines of the KMMS Design Standards and be placed in a location that does not obscure character-defining features, installed in a manner that results in minimal damage to historic materials, and be indirectly illuminated.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: See Notes on Sheet A3.2

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	-	0	2
CLASS II	-	0	10

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS:

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	5,925	5,925
LEVEL 1*	3,836	3,836
LEVEL 2	5,052	5,052
LEVEL 3	5,052	5,052
LEVEL 4	5,052	5,052
GROSS SF TOTAL	24,917	24,917

*PER SF PLANNING CODE SECTION 102.b.13, GROSS FLOOR AREA SHALL NOT INCLUDE THE FOLLOWING:

GROUND FLOOR AREA IN THE C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), AND C-3-G DISTRICTS, AND IN THE CENTRAL SOMA SPECIAL USE DISTRICT DEVOTED TO BUILDING OR PEDESTRIAN CIRCULATION AND BUILDING SERVICE.

FLOOR AREA RATIO (PER SECTION 210.2 - TABLE 210.2):

MAXIMUM ALLOWED GROSS SF

C-3-G FAR X LOT AREA = 6.0 X 6,662 SF = 39,972 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	4,642	4,642
LEVEL 1*	3,186	3,186
LEVEL 2	4,357	4,357
LEVEL 3	4,093	4,093
LEVEL 4	4,286	4,286
OCCUPIED SF TOTAL	20,564	20,564

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

*EXCEPTION REQUEST: The project seeks an exception from Code Section 145.1 Active use controls to add Class I bicycle parking in the first 25 ft of ground floor.

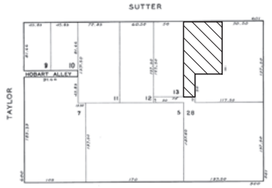
SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE*	SF DBI ISSUE
	* Minor Permit to Alter requires HISTORIC PRESERVATION COMMISSION REVIEW			
A0.0	COVER SHEET	●	●	●
A0.1	PROJECT INFORMATION			●
A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	
A0.S2	SITE PLAN DRAWINGS	●	●	
A0.S3	STREETSCAPE DRAWINGS	●		
A0.T1	OCCUPANCY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.1	EXISTING FLOOR PLANS - BASEMENT & LEVEL 1	●		●
A1.2	EXISTING FLOOR PLANS - LEVELS 2 & 3	●		●
A1.3	EXISTING FLOOR PLANS - LEVEL 4	●		●
A2.1	PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1	●		●
A2.2	PROPOSED FLOOR PLANS - LEVELS 2 & 3	●		●
A2.3	PROPOSED FLOOR PLANS - LEVEL 4	●		●
A3.0	HISTORICAL EXTERIOR ELEVATION IMAGES	●	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A4.1	WINDOW SCOPE	●	●	●
A4.2	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●
	SIGNAGE SHEETS			
GG 2.0	SIGNAGE DETAILS	●	●	●

TOTAL SHEETS: 17

EXTERIOR VIEW

PLOT PLAN N.T.S.

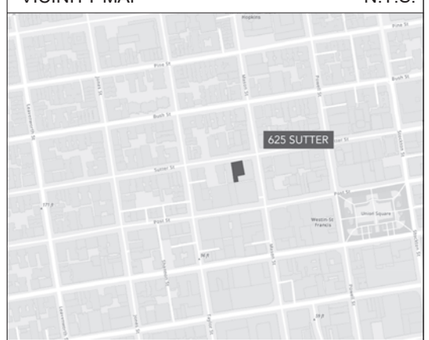


N

PROPERTY INFORMATION

ADDRESS	625 SUTTER STREET
BLOCK/LOT	0297/014
DISTRICTS	
ZONING	C-3-G (DOWNTOWN-GENERAL)
HEIGHT/BULK	80-130-F
SPECIAL USE	WITHIN 1/4 MILE OF THE FRINGE SERVICES RUD WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	CHANGE OF USE REQUIRED
LAST LEGAL	OFFICE
PROPOSED	INSTITUTIONAL: POST-SECONDARY EDUCATION
No OF STORIES	4 (NO CHANGE)
HISTORIC EVALUATION	
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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	CATEGORY: II - Signifcant Building, Possible Alterations DISTRICT: Kearny-Market-Mason-Sutter
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

VICINITY MAP N.T.S.



N

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF ALL PORTIONS OF 625 SUTTER NOT CURRENTLY ENTITLED FOR POST-SECONDARY EDUCATIONAL INSTITUTIONAL USE TO POST-SECONDARY EDUCATIONAL INSTITUTION.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 625 SUTTER LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

NEW PROPOSED SIGNAGE

SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE DRAWINGS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS.

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FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

625 SUTTER
San Francisco, CA 94102

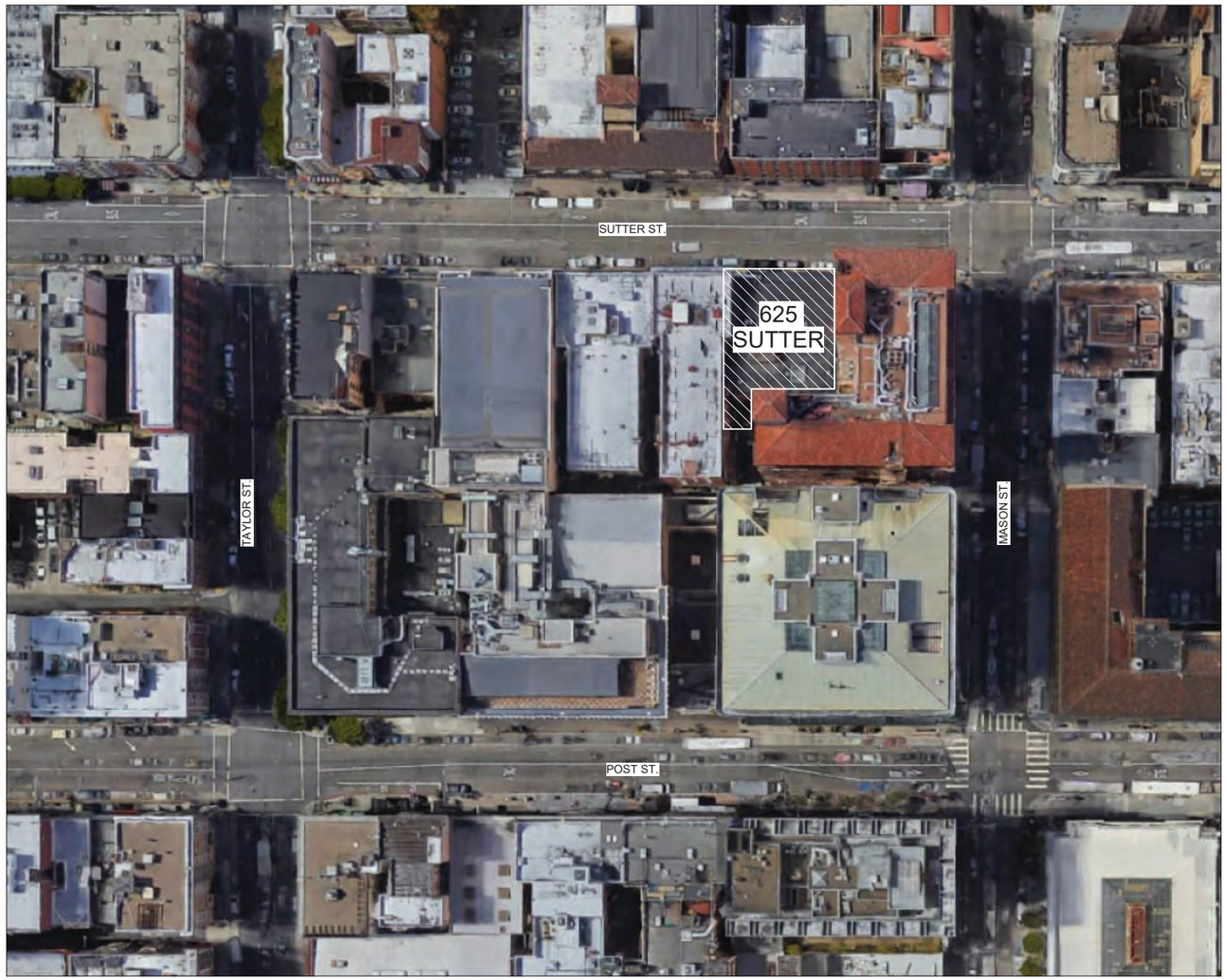
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.06
Issue Date 10/11/19
Scale: As indicated
Phase
Print Date:

No.	Date	Description

COVER SHEET

A0.0



1 SITE PLAN AERIAL IMAGE

N

SITE HISTORY

SOURCE: ESTM Case N0. 2008.0586E - Appendix HR

In 1921, Meyers commissioned the firm to design 625-629 Sutter. When it was completed in 1925, four years later, the San Francisco Chronicle reported that:

> [t]he building, which is the workmanship of Samuel Lightner Hyman and Abraham Appleton, architects, is a new departure in store buildings, representing a rich, old Spanish structure appealing to the aesthetic rather than the commercial taste.

Ownership of the building changed on numerous occasions in subsequent decades, with various improvements undertaken by each occupant. Building permits indicate that, as of 1929, the building was owned by F.M Gilberd, who in April of that year added a one-story addition to the rear. By October of 1929, D.R. Eisenbach was listed as the owner; ten years later, in 1939, it was owned by S. Weisser. During the 1940s, the American Red Cross and the U.S. Army leased the building.

The building was owned by Herbert W. and Barbara F. Richards by April of 1946 before it transferred again to new owners Walter & Ross in October of that year. By 1959, U.P. Channon had taken ownership of the building. As of 1962, the building was owned by George B. McDonald and occupied at least partially by the June Terry Finishing School. In 1968, AAU took ownership of the building; since that time it has completed a number of alterations, most notably to the storefronts on the ground level of the main (north) elevation.

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21826.06	10/11/19
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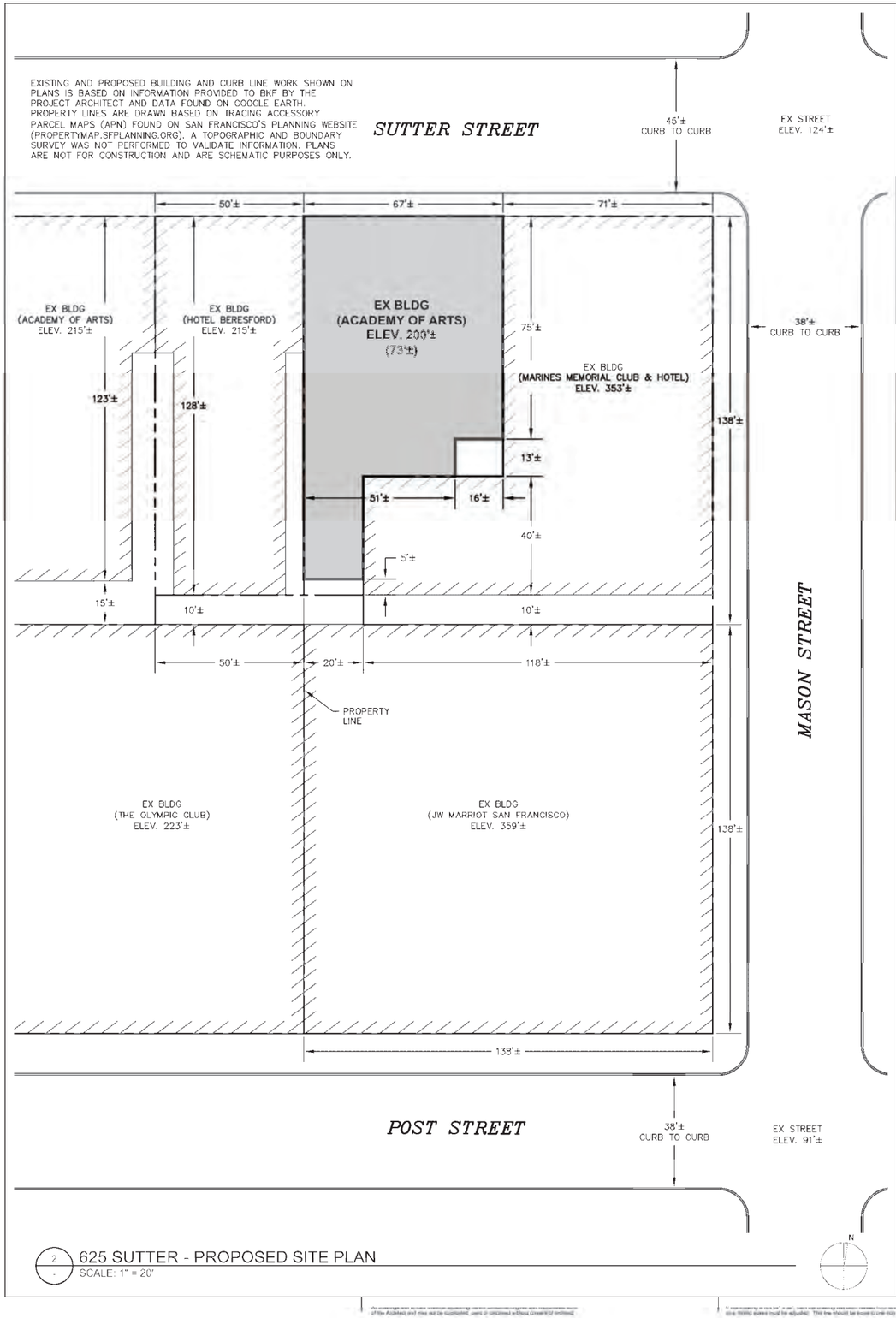
SITE PLAN AERIAL IMAGE & SITE HISTORY

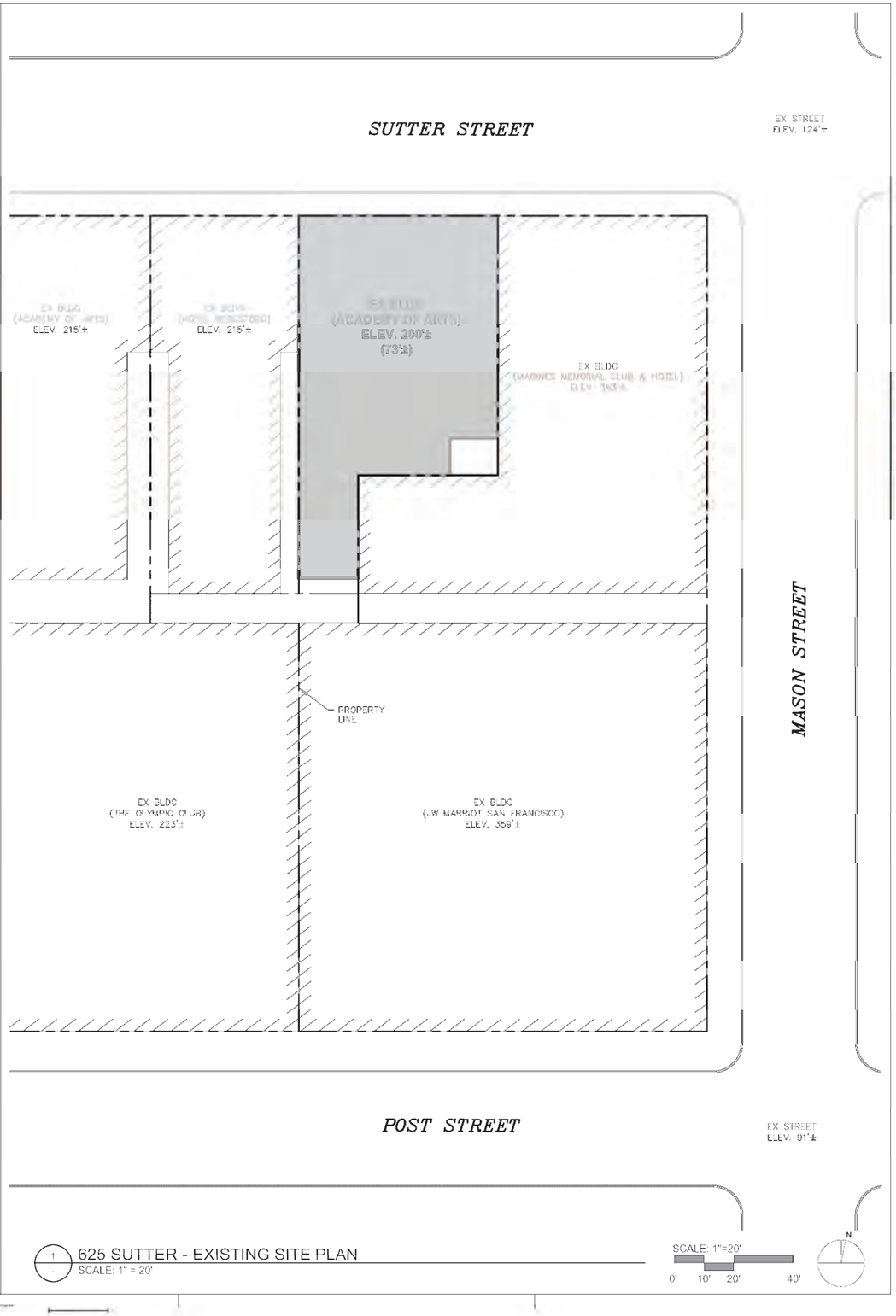
A0.S1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.



2 625 SUTTER - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 625 SUTTER - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU INSTITUTIONAL COMPLIANCE SET

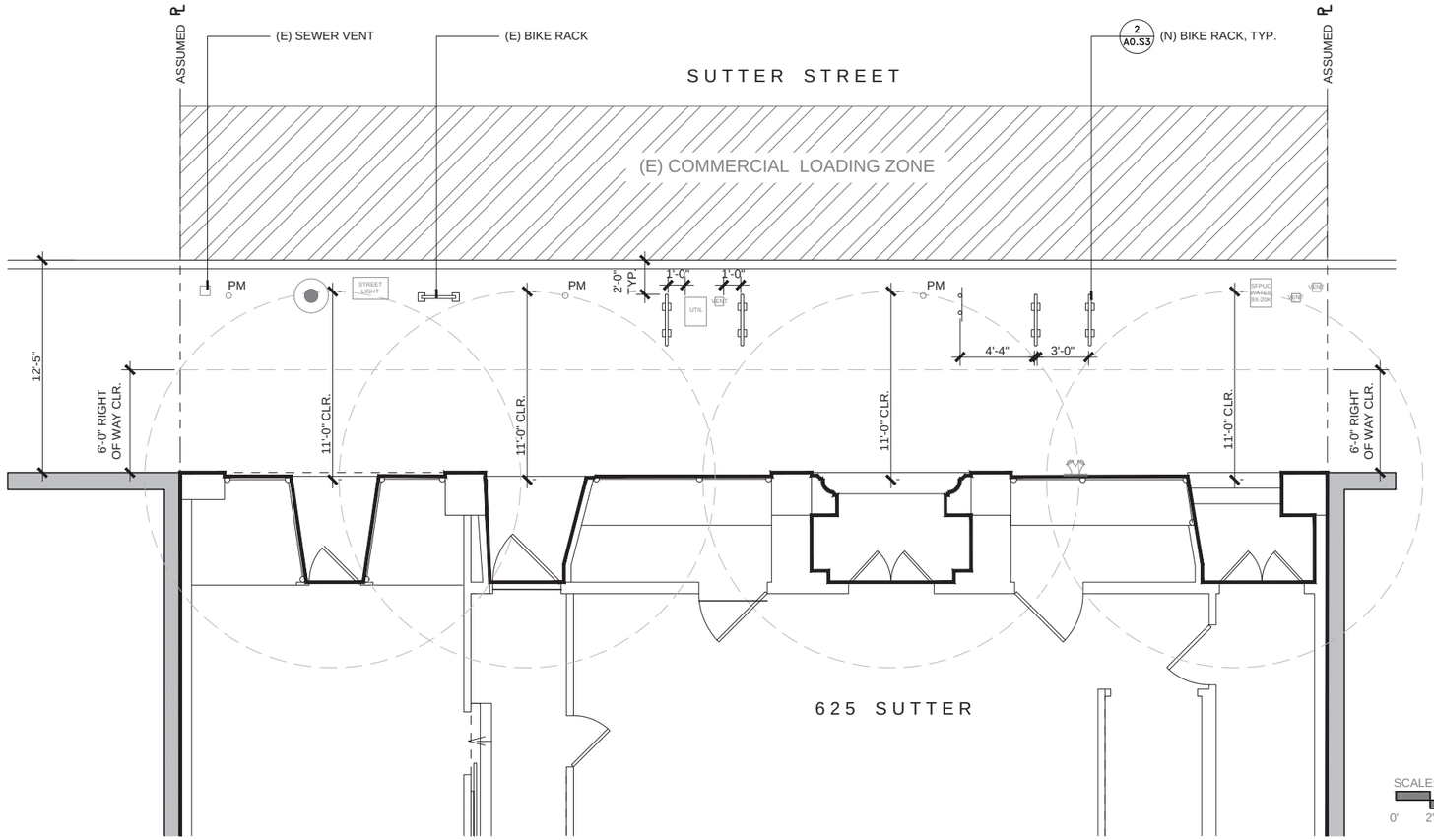
625 SUTTER
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER JASON T. WU No. C 72281 CIVIL STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

21826.06 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



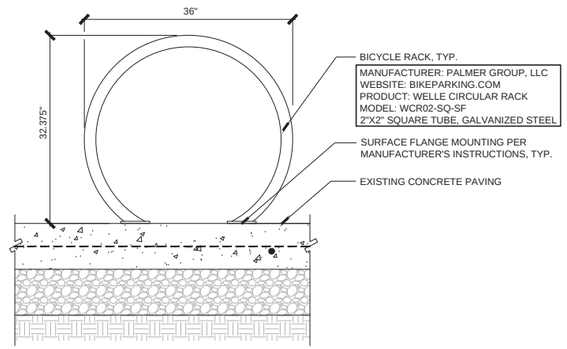
SCALE: 1/4"=1'-0"

0' 2' 4' 8'

N

1 Streetscape Plan

1/4" = 1'-0"



2 Bike Rack

NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(2) BIKE PARKING SPACES

PROPOSED:
(8) BIKE PARKING SPACES

TOTAL: 10

LEGEND

(N) BIKE RACK, CLASS II

(E) BIKE RACK, CLASS II

(E) BUILDING STAND PIPE

UTIL (E) IN-GROUND UTILITY

PM (E) PARKING METER

(E) PARKING SIGN

(E) POLE LIGHT

(E) COMMERCIAL LOADING ZONE

NOTE:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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Creo
landscape architecture
466 Geary Street, Suite 300
San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

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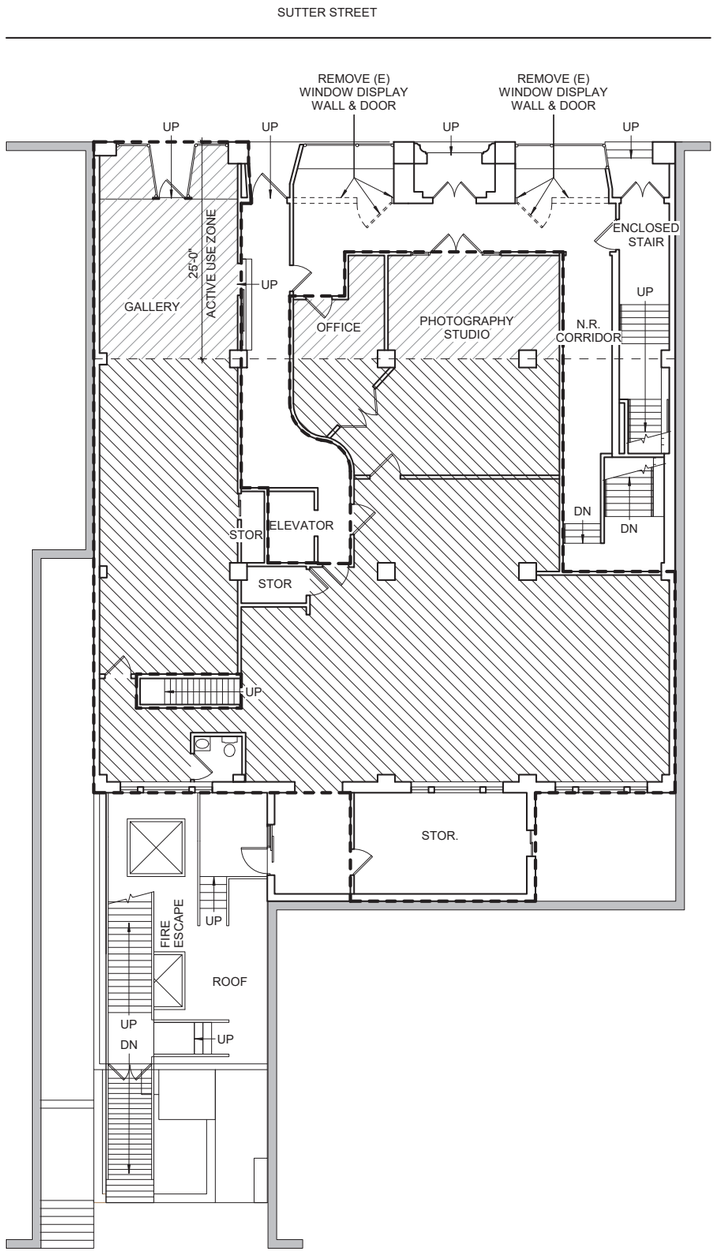
San Francisco, CA 94102

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MURRAY
C-4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

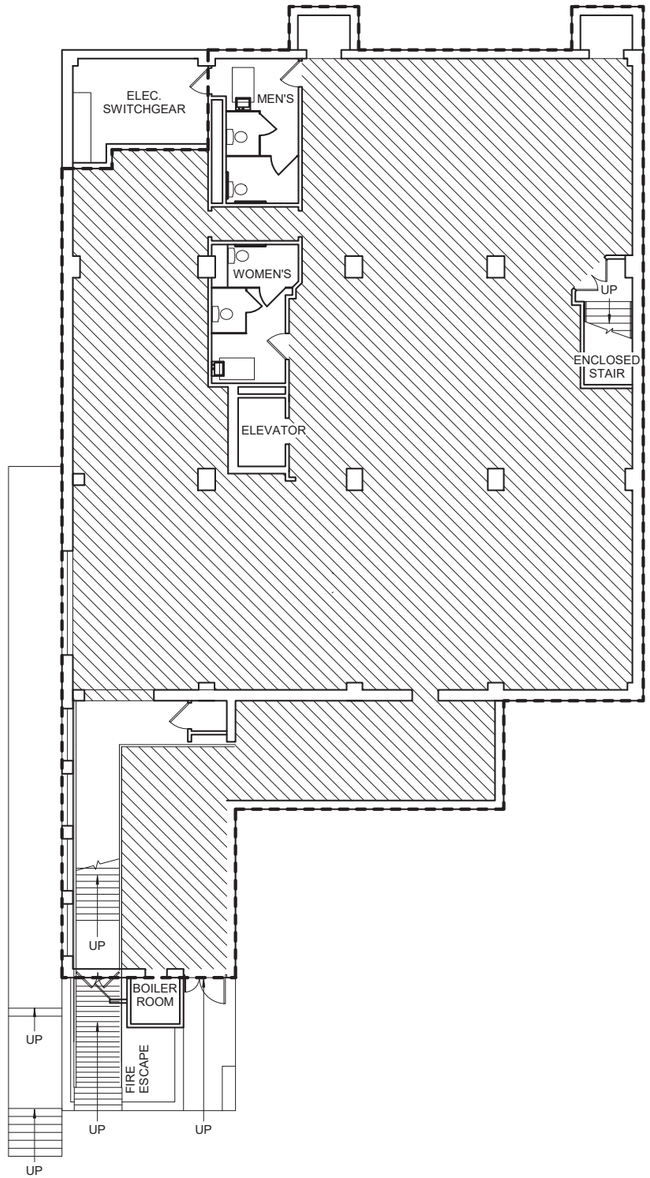
Project Number: 21826.06
Issue Date: 10/11/19
Scale: AS NOTED
Phase:
Print Date:

STREETSCAPE DRAWINGS

A0.S3



2 LEVEL 1 - EXISTING / DEMO
1/8" = 1'-0"



1 BASEMENT - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number: 21826.06
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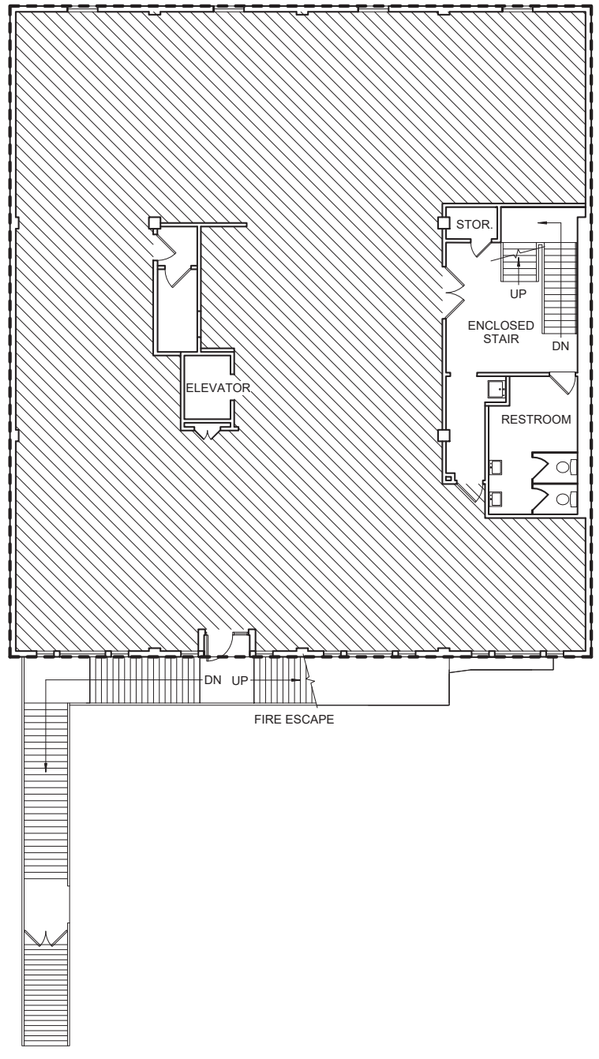
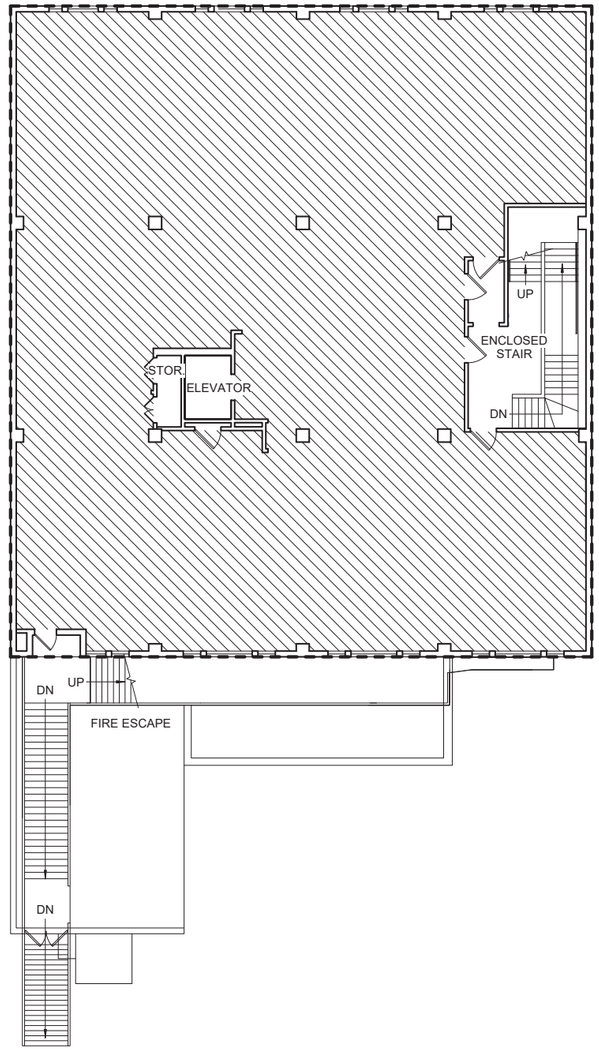
EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 3 - EXISTING
1/8" = 1'-0"



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name ROOM NAME
XXX ROOM NUMBER

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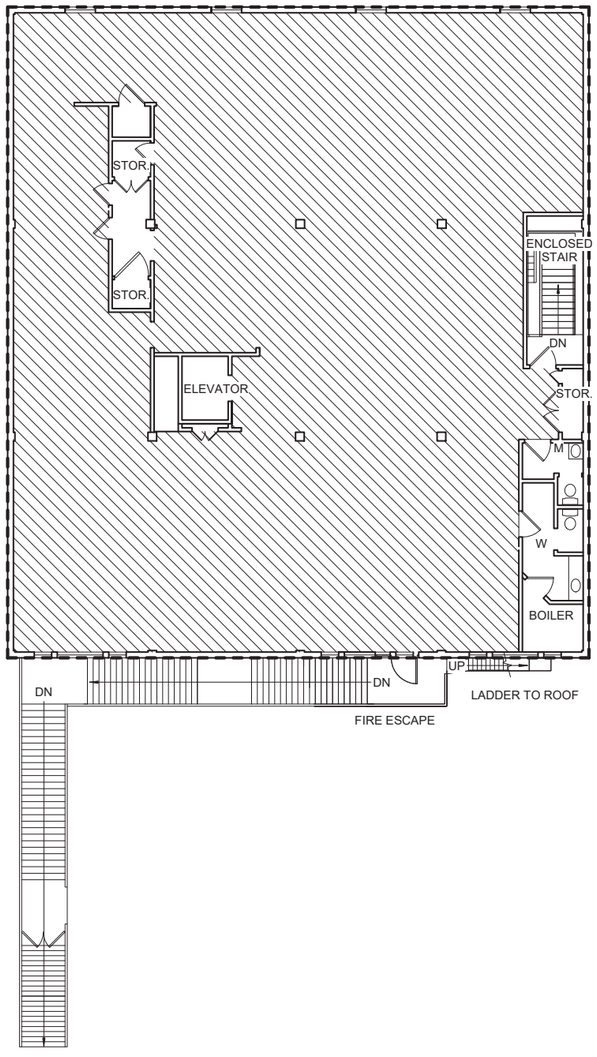
EXISTING FLOOR PLANS - LEVELS 2 & 3

A1.2



1 LEVEL 4 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

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EXISTING FLOOR PLANS - LEVEL 4

A1.3

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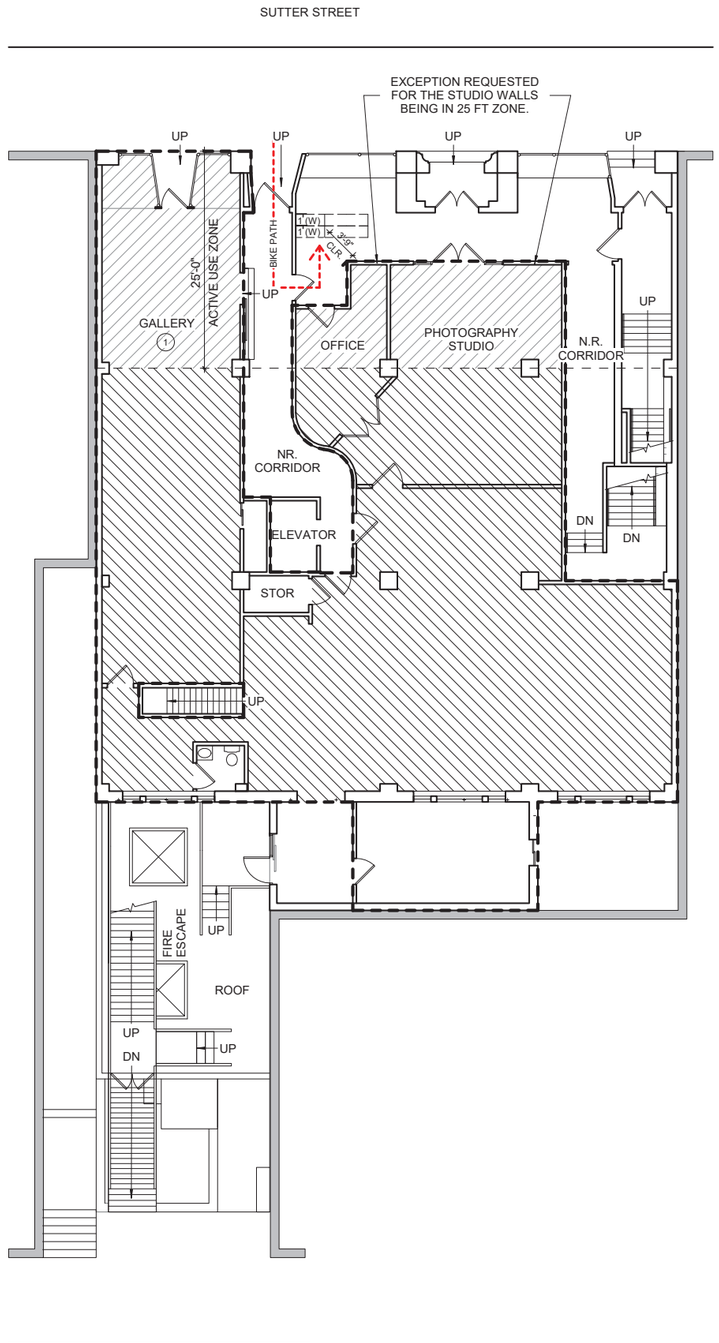
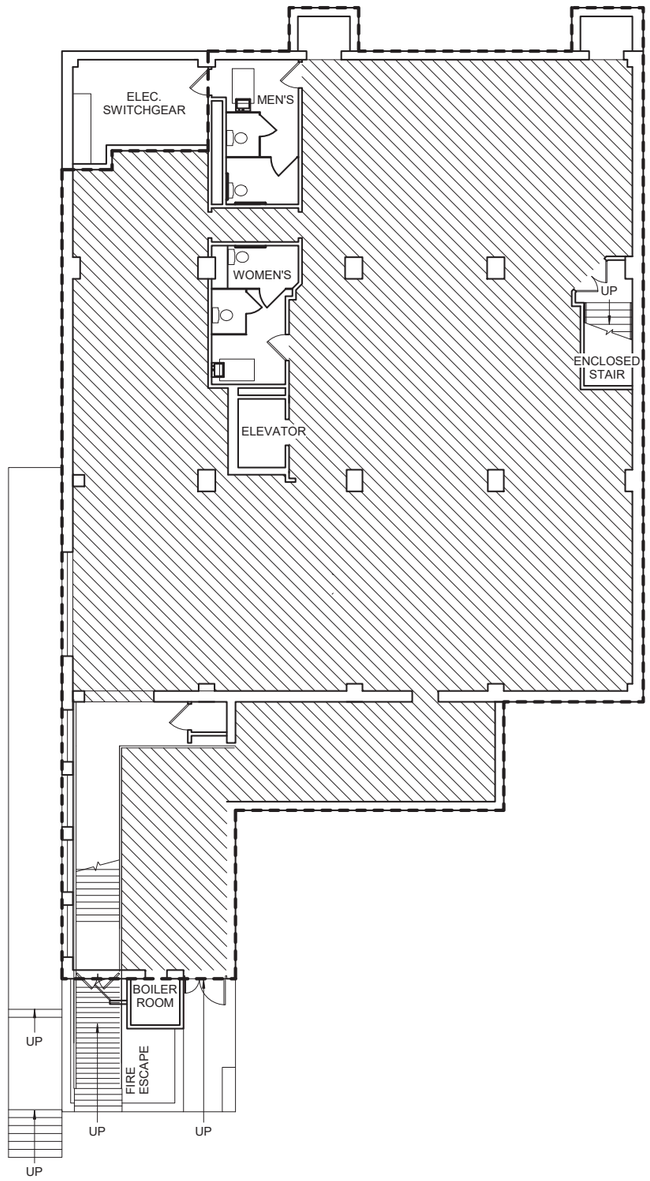


2 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

KEYNOTES

1. PER DEVELOPMENT AGREEMENT, GALLERY SPACE IS A RETAIL USE ACCESSORY TO AAU POST-SECONDARY EDUCATIONAL INSTITUTIONAL USE; HOWEVER, SPACE TO BE OPEN TO THE PUBLIC AT LEAST 40 HOURS PER WEEK, 10 MONTHS OUT OF EACH YEAR, PROVIDED THAT AAU MAY AT A LATER DATE SEEK DISCRETIONARY APPROVALS TO CONVERT SPACE TO A USE NOT MEETING ABOVE-DESCRIBED PUBLIC ACCESSIBILITY STANDARDS

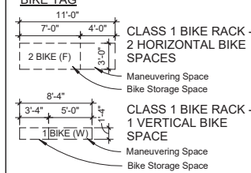
LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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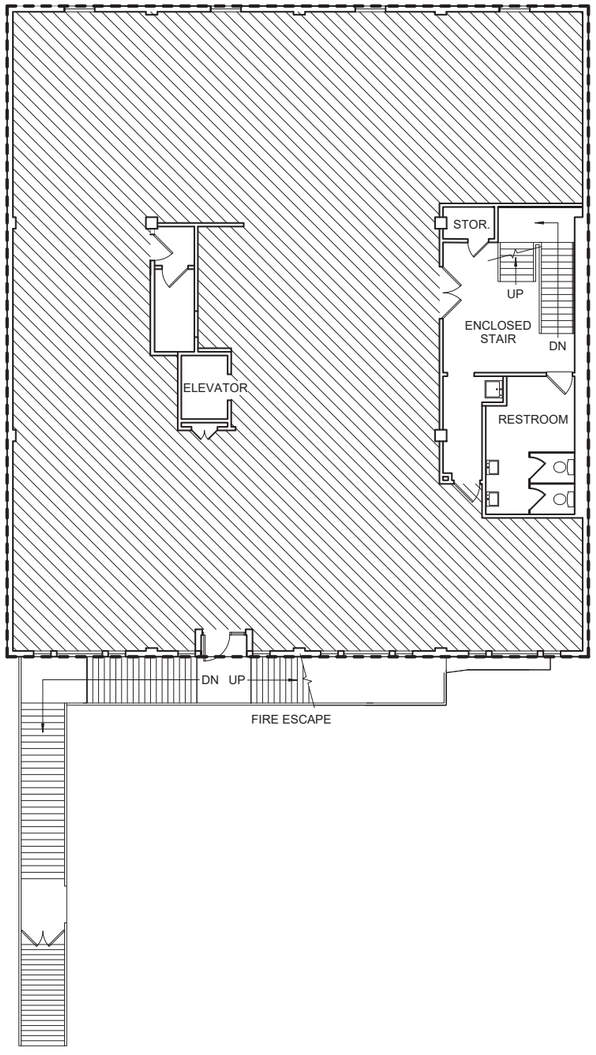
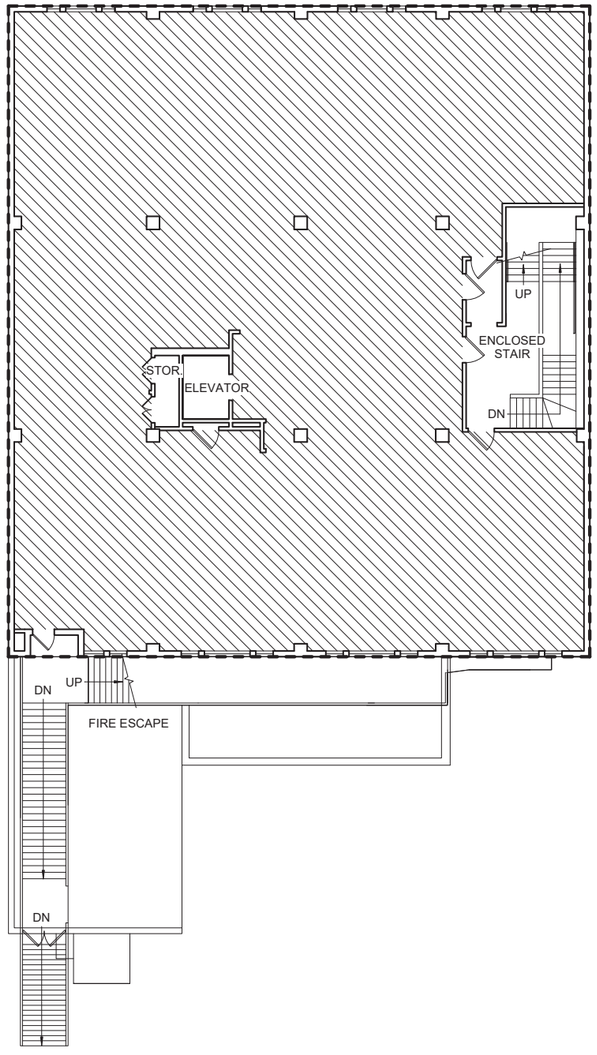
PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

A2.1



2 LEVEL 3 - PROPOSED
1/8" = 1'-0"



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

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XXX — ROOM NUMBER

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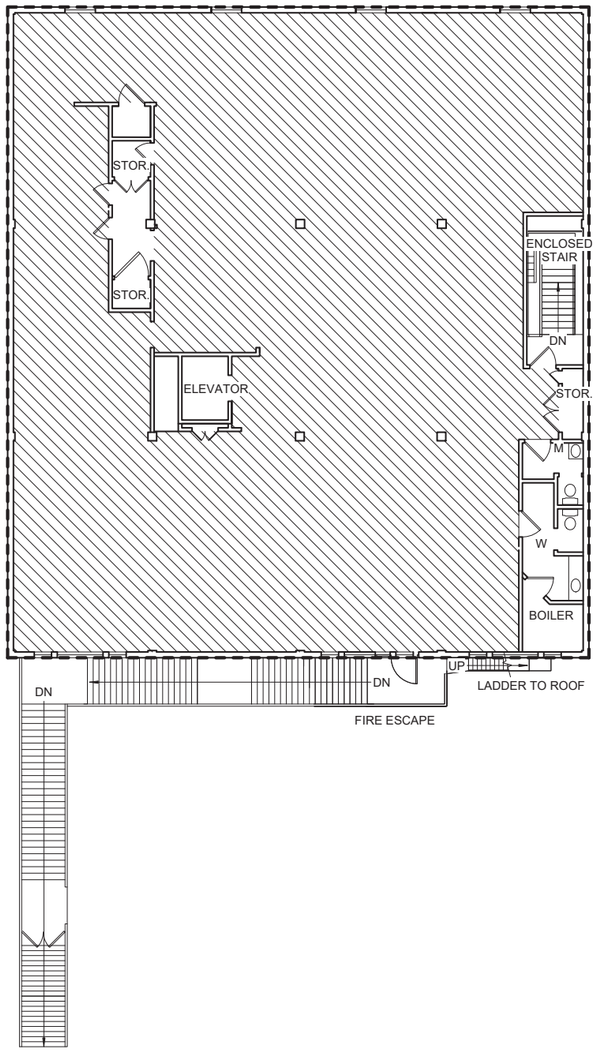
No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 2 & 3

A2.2



1 LEVEL 5 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- OCCUPIED FLOOR AREA IN ACTIVE USE ZONE
- GROSS FLOOR AREA

ROOM TAG

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PROPOSED FLOOR PLANS - LEVEL 4

A2.3

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1 NORTH ELEVATION (1964)
SOURCE: ESTM Case N0. 2008.0586E - Appendix HR

2 NORTH ELEVATION (1976)
SOURCE: ESTM Case N0. 2008.0586E - Appendix HR

3 NORTH ELEVATION (UNKNOWN DATE)
SOURCE: ESTM Case N0. 2008.0586E - Appendix HR

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STATE OF CALIFORNIA

Project Number 21826.06
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date:

No.	Date	Description

HISTORICAL EXTERIOR ELEVATION IMAGES

A3.0

4 EXISTING SIGNAGE DETAIL

3 EXISTING SIGNAGE DETAIL

2 EXISITNG FENESTRATION DETAILS

1 NORTH ELEVATION - SUTTER STREET

KEYNOTES

1. ESTM ES-22, HR-1 SIGNAGE RETAIN EXISTING PROJECTING SIGN
2. ESTM ES-22, HR-2 AWNINGS TO BE REMOVED USING GENTLEST MEANS POSSIBLE
2b. RESTORE TRANSOMS AND LEAVE ORIGINAL MUNTIN DETAIL; GLAZING TO BE TRANSPARENT
3. ESTM ES-22, HR-4 NON-ORIGINAL WINDOW CONDITION TO BE REMOVED IN GENTLEST MEANS POSSIBLE
4. STOREFRONTS TO ALLOW FOR TRANSPARENCY INTO THE BUILDING. OBSTRUCTIONS TO BE REMOVED.
5. LOCATION OF STOREFRONT AND TRANSOM WINDOWS REMOVED AND/OR IN-FILLED WITH PLYWOOD PANELS. WINDOWS TO BE RESTORED
6. REPAIR AND REFINISH SURFACE AND MATERIALS TO MATCH EXISTING
7. INSTALL NEW WOOD CASEMENT WINDOW WITH SASH AND MUNTINS TO MATCH ORIGINAL HISTORIC PROFILES SUBJECT TO SCHEDULE OF PERFORMANCE
8. EXISTING TRACK FLOOD LIGHTS
8b. REMOVE EXISTING TRACK FLOOD LIGHTS AND ASSOCIATED CONDUITS
9. DECORATIVE PEDESTRIAN LEVEL LIGHT FIXTURE
9b. RECESSED LIGHT FIXTURE IN SOFFIT
10. EXISTING REAR METAL STAIRS NOTED IN ESTM HISTORIC RESOURCES APPENDIX
11. PROPOSED NON-ILLUMINATED AAU BUSINESS WINDOW SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

    ITEMS NOTED ON 9/25/19 SITE WALK:
    *SEE IMAGES ON SHT. A4.2
12. EXISTING IDENTIFYING SIGN, AAU 15"x18" PLAQUE
13. TRANSOM GLAZING COVERED WITH WOOD PANELING
14. BROKEN WINDOW GLAZING TO BE REPLACED
15. EXISTING LINEAR LIGHT FIXTURES AND ASSOCIATED CONDUITS TO BE REMOVED

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San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

625 SUTTER
San Francisco, CA 94102

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.06 Issue Date 10/11/19
Scale: Not To Scale Phase
Print Date:

No.	Date	Description

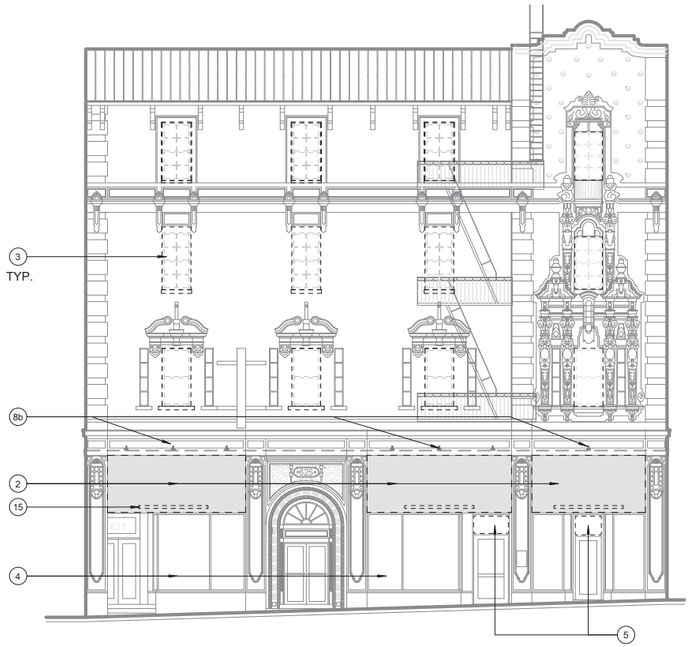
EXTERIOR ELEVATION IMAGES

A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

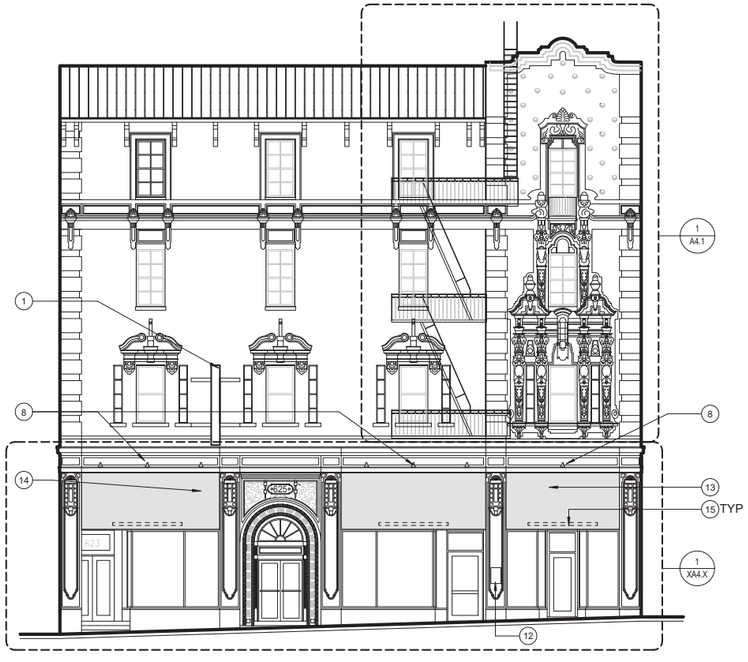
NORTH ELEVATION - SUTTER STREET (PROPOSED)

3 1/8" = 1'-0"



NORTH ELEVATION - SUTTER STREET (DEMO)

2 1/8" = 1'-0"



NORTH ELEVATION - SUTTER STREET (EXISTING)

1 1/8" = 1'-0"

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
2. PROPOSED LIGHTING SHOULD BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE AND ALL CONDUIT ROUTED INTERNALLY OR CONCEALED BEHIND EXISTING FEATURES, IF POSSIBLE. ANY PROPOSED NEW OR RETAINED LIGHTING WILL REQUIRE ATTACHMENT DETAILS THAT DEMONSTRATE THAT LIGHTS ARE ATTACHED VIA MORTAR JOINTS AND NOT DRILLED DIRECTLY INTO MASONRY/BRICK
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING.
5. ATTACHMENT FOR ANY PROPOSED SECURITY, LIGHTING, SIGNAGE TO BE ATTACHED VIA MORTAR JOINTS & NOT DRILLED DIRECTLY INTO MASONRY/BRICK
6. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
7. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
8. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS

KEYNOTES

1. ESTM ES-22, HR-1 SIGNAGE RETAIN EXISTING PROJECTING SIGN
2. ESTM ES-22, HR-2 AWNINGS TO BE REMOVED USING GENTLEST MEANS POSSIBLE
2b. RESTORE TRANSOMS AND LEAVE ORIGINAL MUNTIN DETAIL; GLAZING TO BE TRANSPARENT
3. ESTM ES-22, HR-4 NON-ORIGINAL WINDOW CONDITION TO BE REMOVED IN GENTLEST MEANS POSSIBLE
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*SEE IMAGES ON SHT. A4.2

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LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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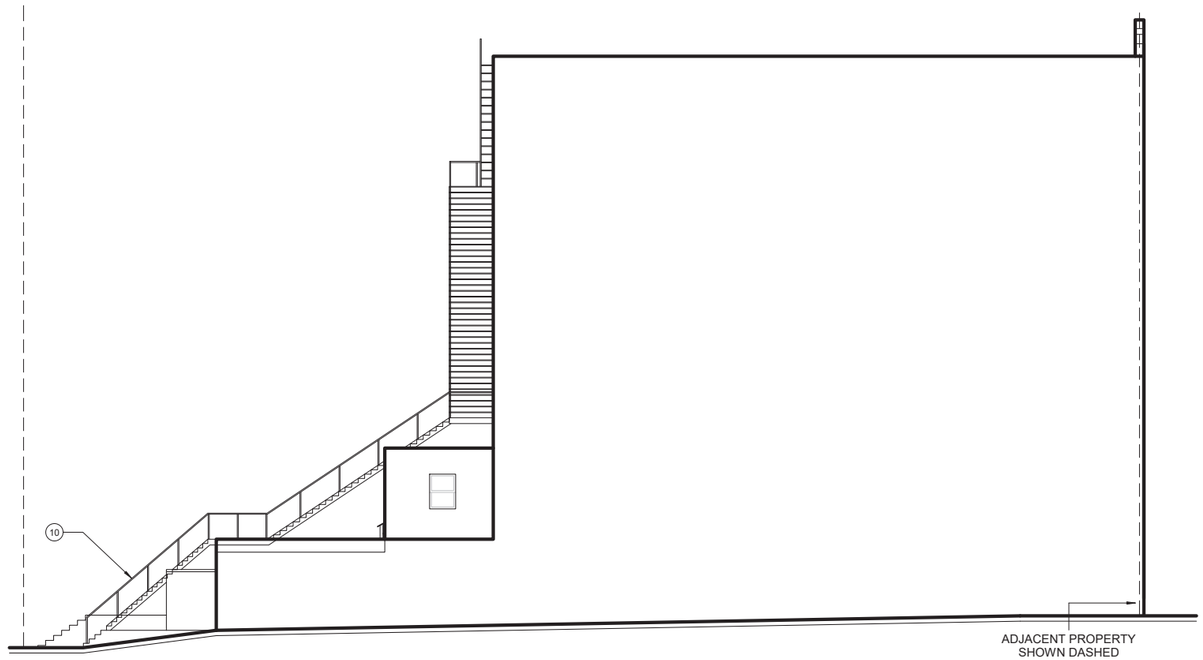
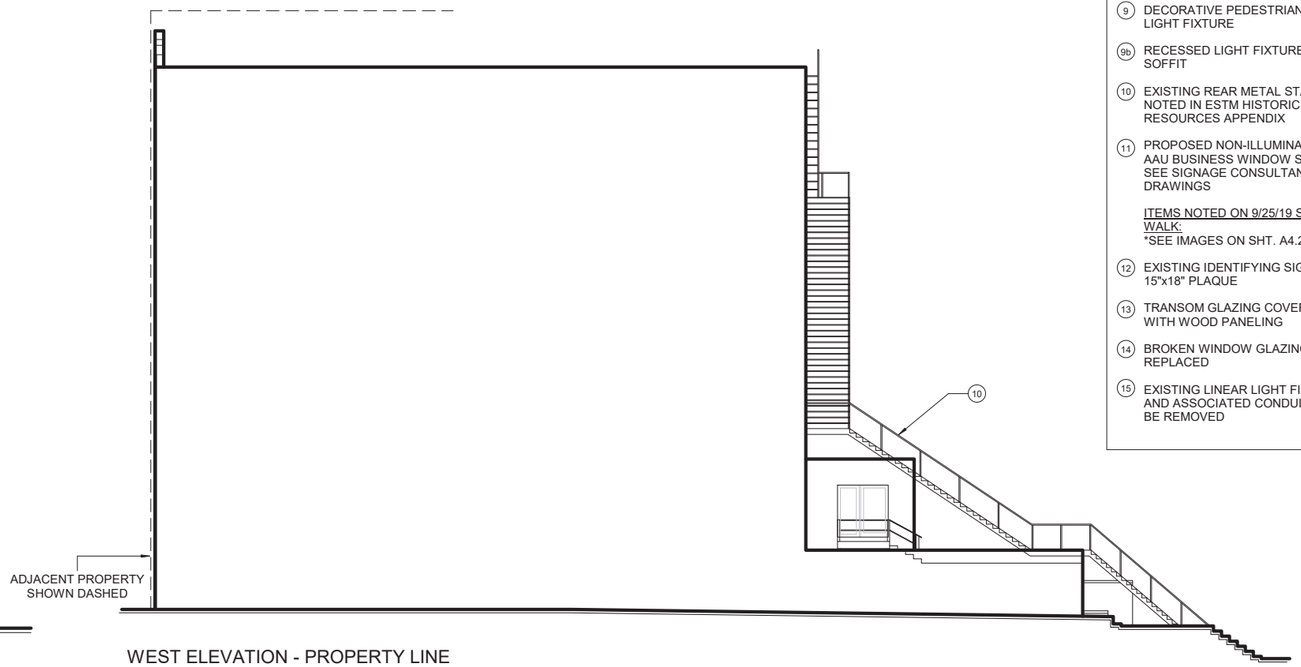
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2



EAST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
3 1/8" = 1'-0"

SOUTH ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
2 1/8" = 1'-0"



WEST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
1 1/8" = 1'-0"

GENERAL NOTES

SEE SHEET A3.2 FOR GENERAL NOTES

KEYNOTES

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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

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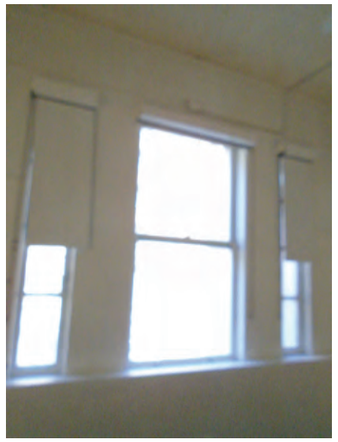
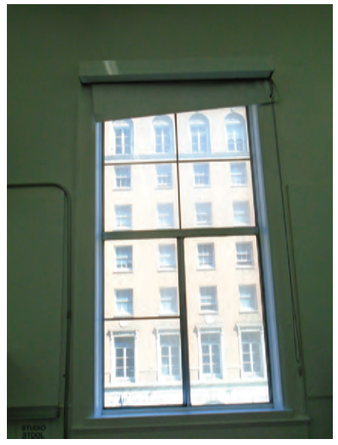
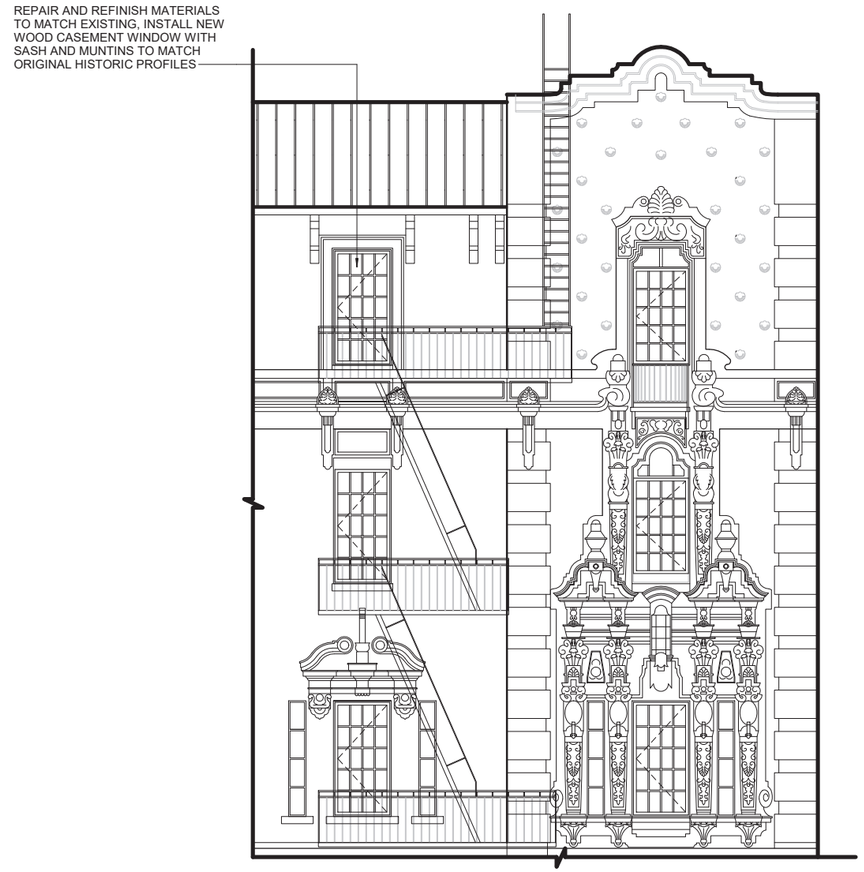


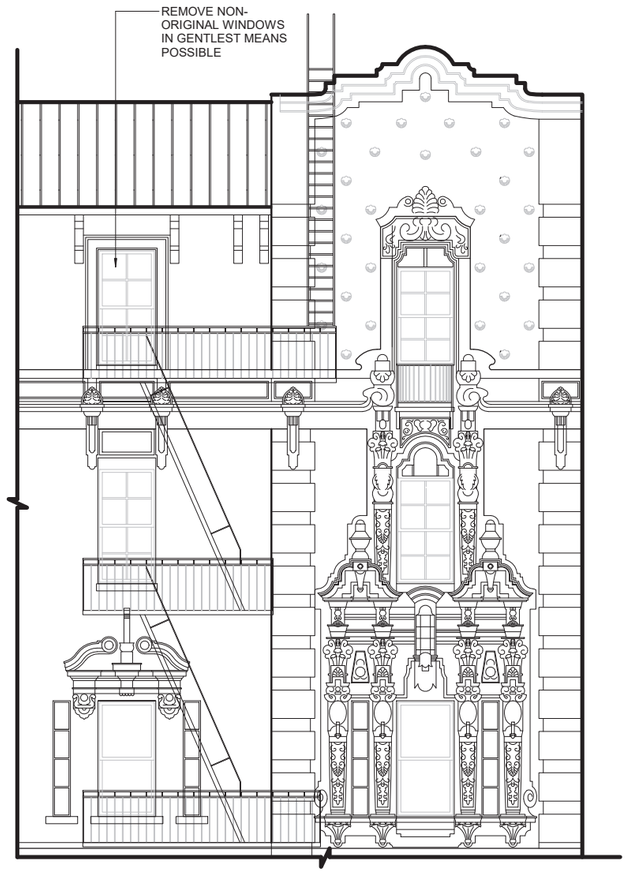


③ PHOTOS - EXISTING WINDOWS



② PARTIAL ENLARGED NORTH ELEVATION (PROPOSED)

1/4" = 1'-0" [Ref: 3/A3.2]



① PARTIAL ENLARGED NORTH ELEVATION (EXISTING)

1/4" = 1'-0" [Ref: 1/A3.2]

GENERAL NOTES

SEE SHEET A3.2 FOR GENERAL NOTES

KEYNOTES

SEE SHEET A3.2 FOR KEYNOTES

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Phase
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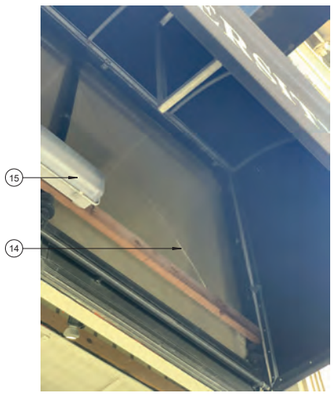
WINDOW SCOPE

A4.1



4 IMAGE

3 IMAGE

2 IMAGE

1 IMAGE

KEYNOTES

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EXTERIOR ELEVATION DETAIL IMAGES

A4.2

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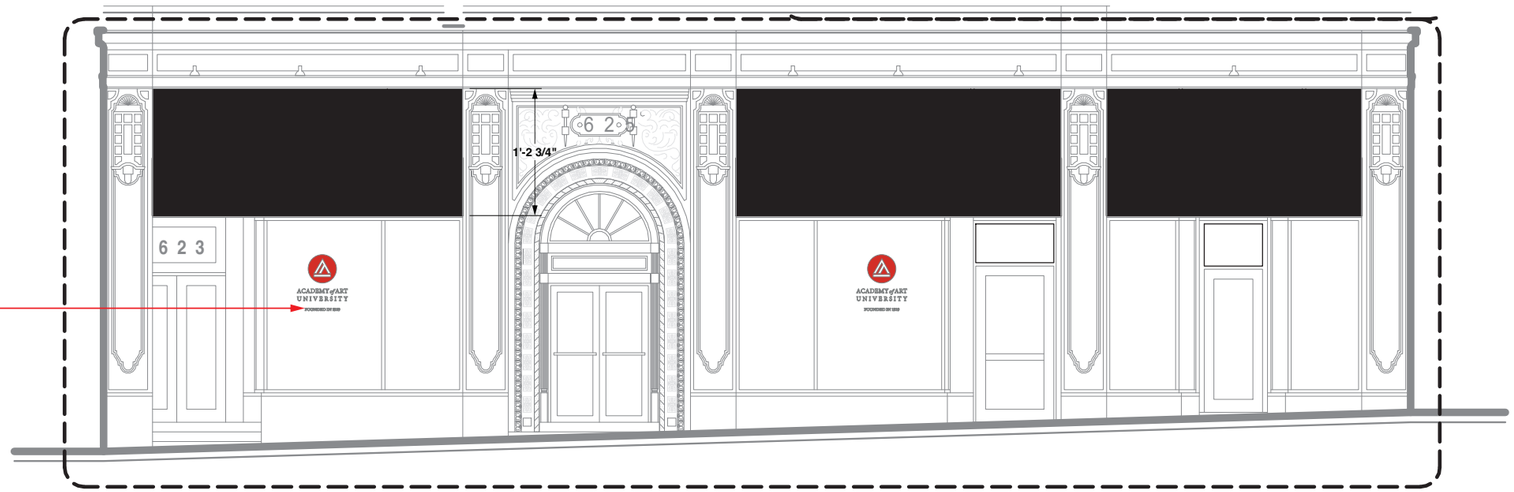
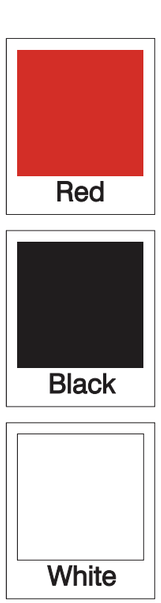
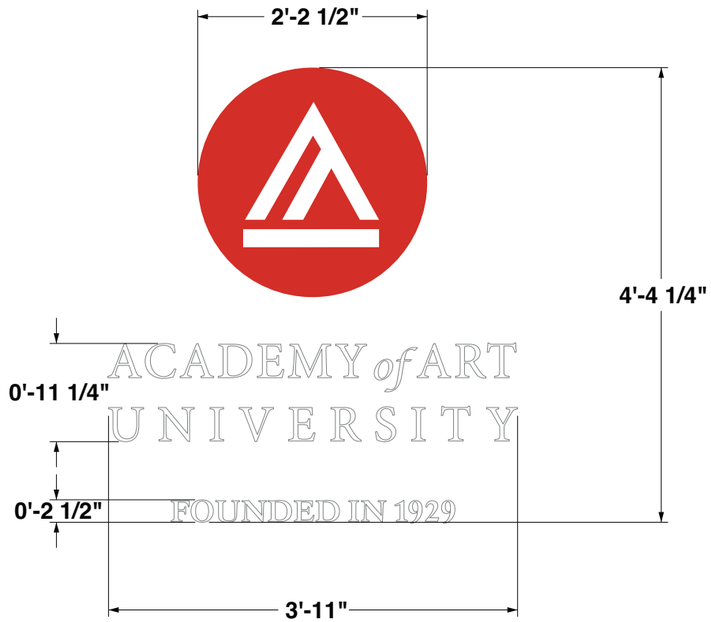


INSTALL NEW 2nd Surface Vinyl Graphics





THIS DRAWING IS ONLY SHOWING SIGNAGE LOGOS ON GLAZING. SEE ARCHITECTURAL ELEVATION FOR ALL OTHER SCOPE.

A 2nd Surface Vinyl Window Signs (OPTION B) QTY 2

Scale: 1-1/2" = 1' - 0"

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 1 Date: 9/17/19

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
625 SUTTER STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.
GG 2.0

CODE NOTES

REFERENCE:
2016 SAN FRANCISCO PLANNING CODE

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS. PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	2,677	2,677
LEVEL 1	2,518	2,518
LEVEL 2	2,518	2,518
LEVEL 3	2,518	2,518
GROSS SF TOTAL	10,231	10,231

FLOOR AREA RATIO (PER SECTION 209.3 - TABLE 209.3):

MAXIMUM ALLOWED GROSS SF

RC-4 FAR X LOT AREA = 4.8 X 3,594 SF = 17,251 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	1,080	1,080
LEVEL 1	1,740	1,740
LEVEL 2	1,492	1,492
LEVEL 3	1,744	1,744
OCCUPIED SF TOTAL	6,056	6,056

B- ACTIVE USE

*SEE SHEET A2.3 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

C- BICYCLE PARKING SUMMARY

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	-	0	0
CLASS II	-	0	4 (EXISTING)

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO RETAIN THE EXISTING POST-SECONDARY EDUCATIONAL INSTITUTION USE AT 740 TAYLOR. NO CHANGE OF USE IS PROPOSED.

NEW SIGNAGE PROPOSED AS PART OF PROJECT.

SHEET INDEX

*** Minor Permit to Alter requires HISTORIC PRESERVATION COMMISSION REVIEW**

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE*	SF DBI ISSUE
A0.0	COVER SHEET	•	•	
A0.1	PROJECT INFORMATION	•		
A0.2	GENERAL NOTES			•
A0.S1	SITE PLAN AERIAL IMAGE AND SITE HISTORY	•	•	
A0.S2	SITE PLAN DRAWINGS	•	•	•
A0.T1	OCCUPANY AND EGRESS PLANS			•
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			•
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			•
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			•
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			•
A1.1	EXISTING FLOOR PLANS - BASEMENT & LEVELS 1, 2, & 3	•		•
A2.1	PROPOSED FLOOR PLANS - BASEMENT & LEVELS 1, 2, & 3	•		•
A3.1	EXTERIOR ELEVATION IMAGES	•	•	•
A3.2	EXISTING/PROPOSED EXTERIOR SIGNAGE	•	•	•
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	•	•	•

TOTAL SHEETS: 6

PROPERTY INFORMATION

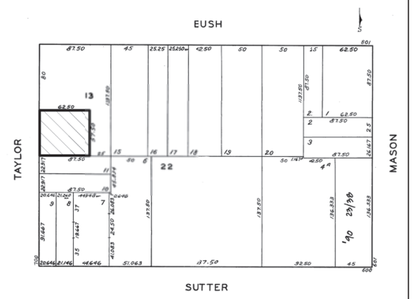
ADDRESS	740 TAYLOR STREET
BLOCK/LOT	0283/012
DISTRICTS	
ZONING	RC-4
HEIGHT/BULK	65-A
SPECIAL USE	WITHIN 1/4 MILE OF THE FRINGE SERVICES RUD WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	NO CHANGE OF USE REQUIRED
LAST LEGAL/ PROPOSED	INSTITUTIONAL: POST-SECONDARY EDUCATION & COMMERCIAL
No OF STORIES	3 (NO CHANGE)

HISTORIC EVALUATION

HISTORIC RESOURCE STATUS	A- Historic Resource Present
NATIONAL REGISTER HISTORIC DISTRICTS	Lower Nob Hill Apartment Hotel Historic Distrcit
CALIFORNIA REGISTER HISTORIC DISTRICTS	Lower Nob Hill Apartment Hotel Historic Distrcit
HISTORIC RESOURCE EVALUATION RESPONSES	None
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	CATEGORY: V - Unrated Building
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT PLAN N.T.S.



VICINITY MAP N.T.S.

tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
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ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929
79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

740 TAYLOR
San Francisco, CA 94108

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.18
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 8:40:32 PM

No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

1 SITE PLAN AERIAL IMAGE
NTS

N

SITE HISTORY

SOURCE: SAN FRANCISCO PROPERTY INFORMATION MAP

740 Taylor is a Psuedo-Japanese Style of architecture designed by Benjamin Geer McDougall and completed in 1918. The building's historic name is The Nippon Club. The building has been given an Article 11 Preservation Designation of Category V - Unrated Buildings.

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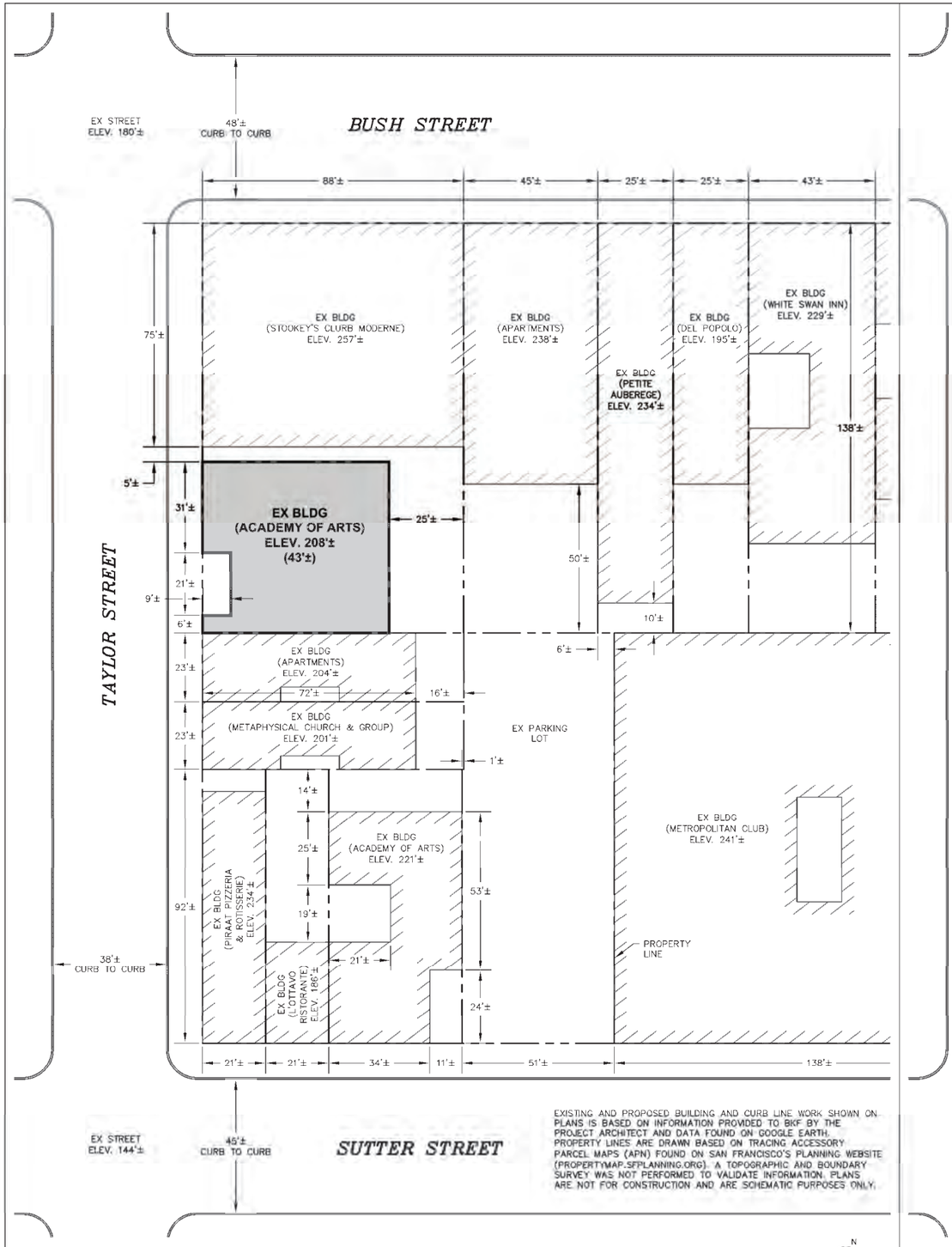
Phase	
Print Date	10/11/2019 8:40:34 PM

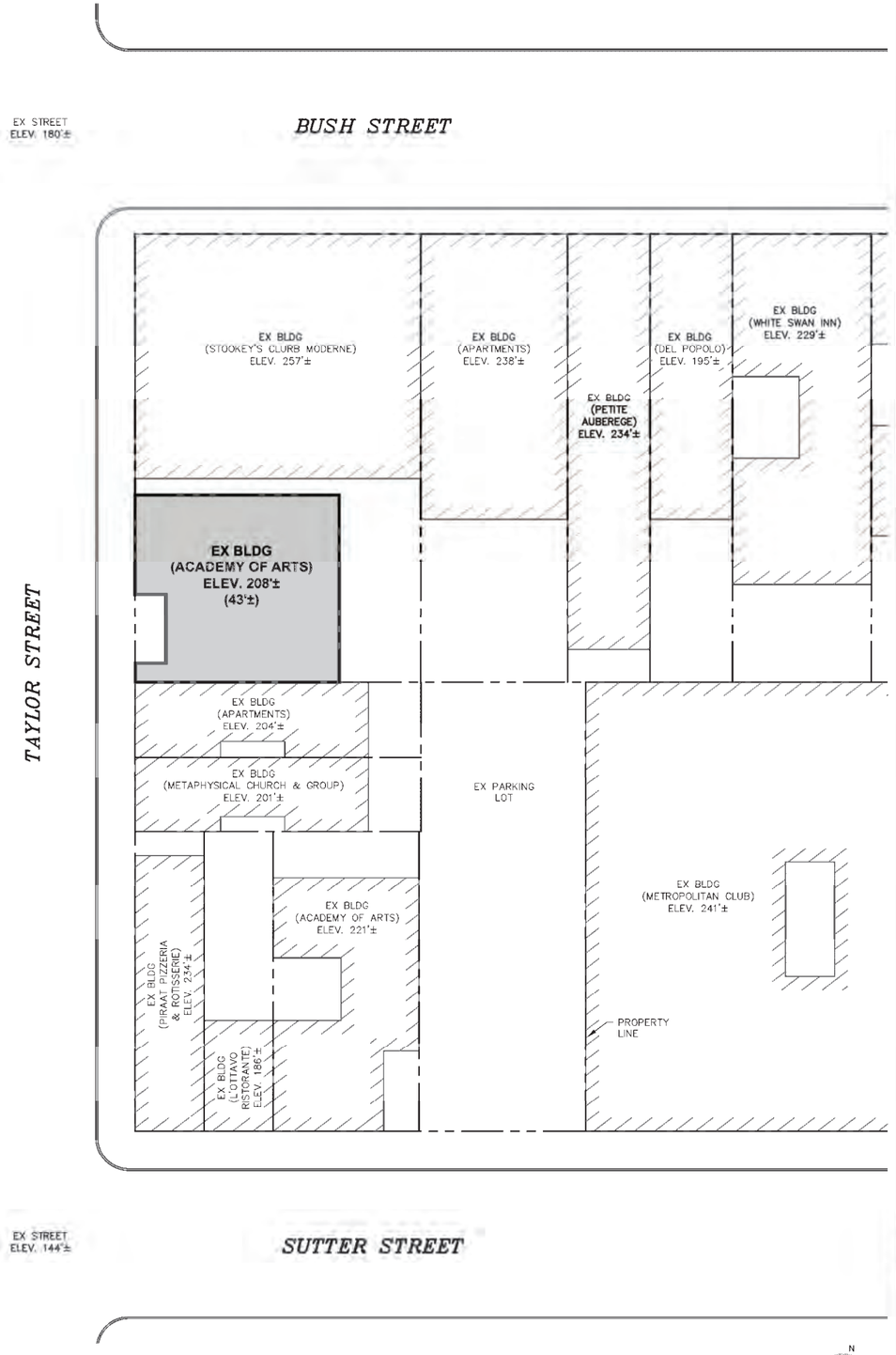
No.	Date	Description

SITE PLAN AERIAL IMAGE AND SITE HISTORY

A0.S1



2 740 TAYLOR STREET - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 740 TAYLOR STREET - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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ACADEMY of ART UNIVERSITY
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San Francisco, CA 94105

BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU
INSTITUTIONAL
COMPLIANCE
SET

740 TAYLOR
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER
JASON T. WU
No. C 52281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

21826.18 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

A0.S2

3 WEST ELEVATION - (2007)
NTS

2 WEST ELEVATION - TAYLOR STREET - 2019
NTS

1 WEST ELEVATION - TAYLOR STREET
NTS

KEYNOTES

1. EXISTING AAU PROJECTING SIGN PERMITTED BY PERMIT No. 8302268 TO REMAIN
2. REINSTALL EXISTING, PREVIOUSLY REMOVED INDIRECTLY ILLUMINATED AAU BUSINES WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. EXISTING BUILDING NAMEPLATE TO REMAIN

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

4. (E) MTL LOUVERS OVER WINDOWS
5. (E) STUCCO
6. (E) WOOD LOUVERS OVER WINDOWS
7. (E) LIGHT
8. (E) STUCCO WALL DETAIL PATTERN
9. (E) BLDG NAMEPLATE
10. (E) TILE SHINGLE AWNING
11. (E) DOME SECURITY CAMERA
12. (E) PLANTER
13. (E) WHEEL CHAIR LIFT
14. (E) STAND PIPE
15. (E) SHED
16. (E) FIRE ALARM BELL
17. (E) FIXED WINDOWS W/ HEX PATTERN
18. (E) WOOD DETAIL OVER STUCCO
19. (E) SLIDING WINDOW GRATE OVER WINDOW
20. (E) DOWN LIGHT, TYP.
21. (E) ROOF

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No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

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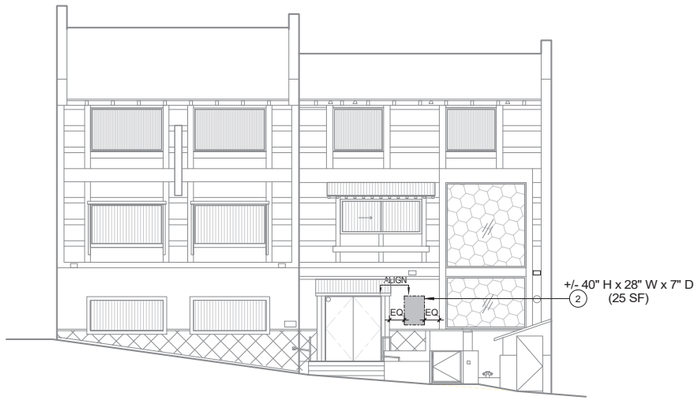

WEST ELEVATION - TAYLOR STREET (PROPOSED)

2 1/8" = 1'-0"

WEST ELEVATION - TAYLOR STREET (EXISTING)

1 1/8" = 1'-0"

GENERAL NOTES

1. PERFORATIONS TO AND DAMAGED AREAS IN THE MASONRY OF THE ORNAMENTAL DOOR SURROUNDS SHALL BE PATCHED, REPAIRED AND RESTORED TO MATCH EXISTING APPEARANCE (COLOR, TEXTURE, DETAILING
2. ALL PENETRATIONS RESULTING FROM THE REMOVAL OF LIGHT FIXTURES SHALL BE APPROPRIATELY REPAIRED TO MATCH EXISTING MATERIALS AND APPEARANCE
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). THE ACADEMY OF ART RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS THE ACADEMY OF ART'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED.
5. THE METHOD OF ATTACHMENT OF THE PROPOSED SIGNS WILL BE CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ANY SUCH SIGNAGE WILL SHOW THE METHOD OF ATTACHMENT, AND WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY.
6. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
7. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
8. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
9. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME

KEYNOTES

1. EXISTING AAU PROJECTING SIGN PERMITTED BY PERMIT No. 8302268 TO REMAIN
2. REINSTALL EXISTING, PREVIOUSLY REMOVED INDIRECTLY ILLUMINATED AAU BUSINES WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. EXISTING BUILDING NAMEPLATE TO REMAIN

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

4. (E) MTL LOUVERS OVER WINDOWS
5. (E) STUCCO
6. (E) WOOD LOUVERS OVER WINDOWS
7. (E) LIGHT
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15. (E) SHED
16. (E) FIRE ALARM BELL
17. (E) FIXED WINDOWS W/ HEX PATTERN
18. (E) WOOD DETAIL OVER STUCCO
19. (E) SLIDING WINDOW GRATE OVER WINDOW
20. (E) DOWN LIGHT, TYP.
21. (E) ROOF

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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San Francisco, CA 94108

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.18
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 8:40:48 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR SIGNAGE

A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

KEYNOTES

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18. (E) WOOD DETAIL OVER STUCCO
19. (E) SLIDING WINDOW GRATE OVER WINDOW
20. (E) DOWN LIGHT, TYP.
21. (E) ROOF

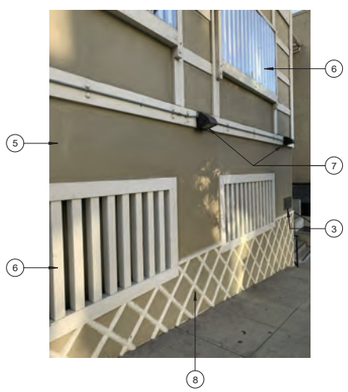
6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS

3 IMAGE
NTS

2 IMAGE
NTS



1 IMAGE
NTS

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DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number	21826.18
Issue Date	10/11/19
Scale:	1/8" = 1'-0"
Phase	
Print Date	10/11/2019 8:40:51 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

ESTM CONDITIONS

Academy of Art University Project ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-34: TR-1	Shuttle Demand and Capacity. Consistent with AAU Shuttle Policy, AAU shall continue to assess, adjust, and monitor the shuttle bus capacity for its shuttle routes (G, H, and I), potentially increasing frequency or capacity to meet the measured demand of this and other academic and residential buildings along the route.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan
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.
	AAU PROPOSAL: AAU proposes to comply with this measure
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
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. 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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet

BICYCLE PARKING SUMMARY
*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	RELOCATE EXISTING	6	6
CLASS II	ADD 2 OR	11	12

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: 2016 SAN FRANCISCO PLANNING CODE

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	37,995	37,995
LEVEL 2	37,914	37,914
LEVEL 3	37,750	37,750
GROSS SF TOTAL	113,659	113,659

FLOOR AREA RATIO (PER SECTION 249.78.d.3):

THERE SHALL BE NO MAXIMUM FLOOR AREA RATIO LIMIT FOR LOTS WITHIN THE CMUO, MUR, MUG AND WMUP DISTRICTS IN THIS SUD.

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	34,811	34,811
LEVEL 2	34,909	34,909
LEVEL 3	35,071	35,071
OCCUPIED SF TOTAL	104,791	104,791

B- ACTIVE USE
*SEE SHEET A2.3 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	●	●	●
A0.1	PROJECT INFORMATION			●
A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	
A0.S2	SITE PLAN DRAWINGS	●		
A0.S3	STREETSCAPE DRAWINGS	●		
A0.T1	OCCUPANY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.1	EXISTING FLOOR PLANS - LEVEL 1	●		●
A1.2	EXISTING FLOOR PLANS - LEVEL 2	●		●
A1.3	EXISTING FLOOR PLANS - LEVEL 3	●		●
A2.1	PROPOSED FLOOR PLANS - LEVEL 1	●		●
A2.2	PROPOSED FLOOR PLANS - LEVEL 2	●		●
A2.3	PROPOSED FLOOR PLANS - LEVEL 3	●		●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	●	●	
G 2.0	SIGNAGE DETAILS	●	●	●
G 3.0	SIGNAGE DETAILS	●	●	●
G 4.0	SIGNAGE DETAILS	●	●	●
G 5.0	SIGNAGE DETAILS	●	●	●

TOTAL SHEETS: 19

PROPERTY INFORMATION

ADDRESS	466 TOWNSEND STREET
BLOCK/LOT	3785/005
DISTRICTS	
ZONING	CMUO
HEIGHT/BULK	80-X
SPECIAL USE	WESTERN SOMA CENTRAL SOMA
USE	CHANGE OF USE REQUIRED
LAST LEGAL	INDUSTRIAL: INTERNET SERVICE EXCHANGE
PROPOSED	INSTITUTIONAL: POST-SECONDARY EDUCATION
No OF STORIES	3 (NO CHANGE)
HISTORIC EVALUATION	
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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 466 TOWNSEND FROM INTERNET SERVICE EXCHANGE (UTILITY AND INFRASTRUCTURE USE) TO POST-SECONDARY EDUCATIONAL INSTITUTION INSTRUCTION RELATED TO PDR AND ARTS ACTIVITIES USES.

PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 466 TOWNSEND LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

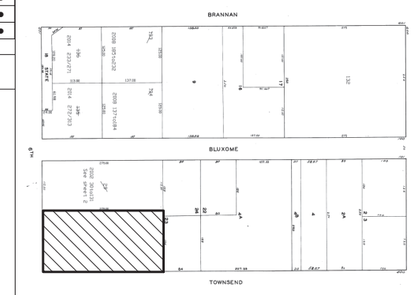
THE PROJECT PROPOSES TO ABATE AND CLOSE ENFORCEMENT CASE 7622 (CHANGE OF USE TO EDUCATIONAL SERVICES W/O BUILDING PERMIT).

CONDITIONAL USE AUTHORIZATION REQUESTED TO INSTITUTE POST-SECONDARY EDUCATIONAL INSTITUTIONAL USE WHERE PRIOR LEGAL USE WAS PDR, PER CODE SECTION 202.8(A). DEVELOPMENT AGREEMENT PROVISION PROPOSED TO WAIVE CODE SECTION 202.8(A) REPLACEMENT REQUIREMENT WITH RESTRICTION ON AAU PROGRAMMING IN BUILDING (I.E., LIMITED TO PDR AND ARTS ACTIVITY RELATED INSTRUCTION)

PROJECT PROPOSES NEW SIGNAGE.

EXTERIOR VIEW

PLOT PLAN N.T.S.



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No.	Date	Description

COVER SHEET

A0.0

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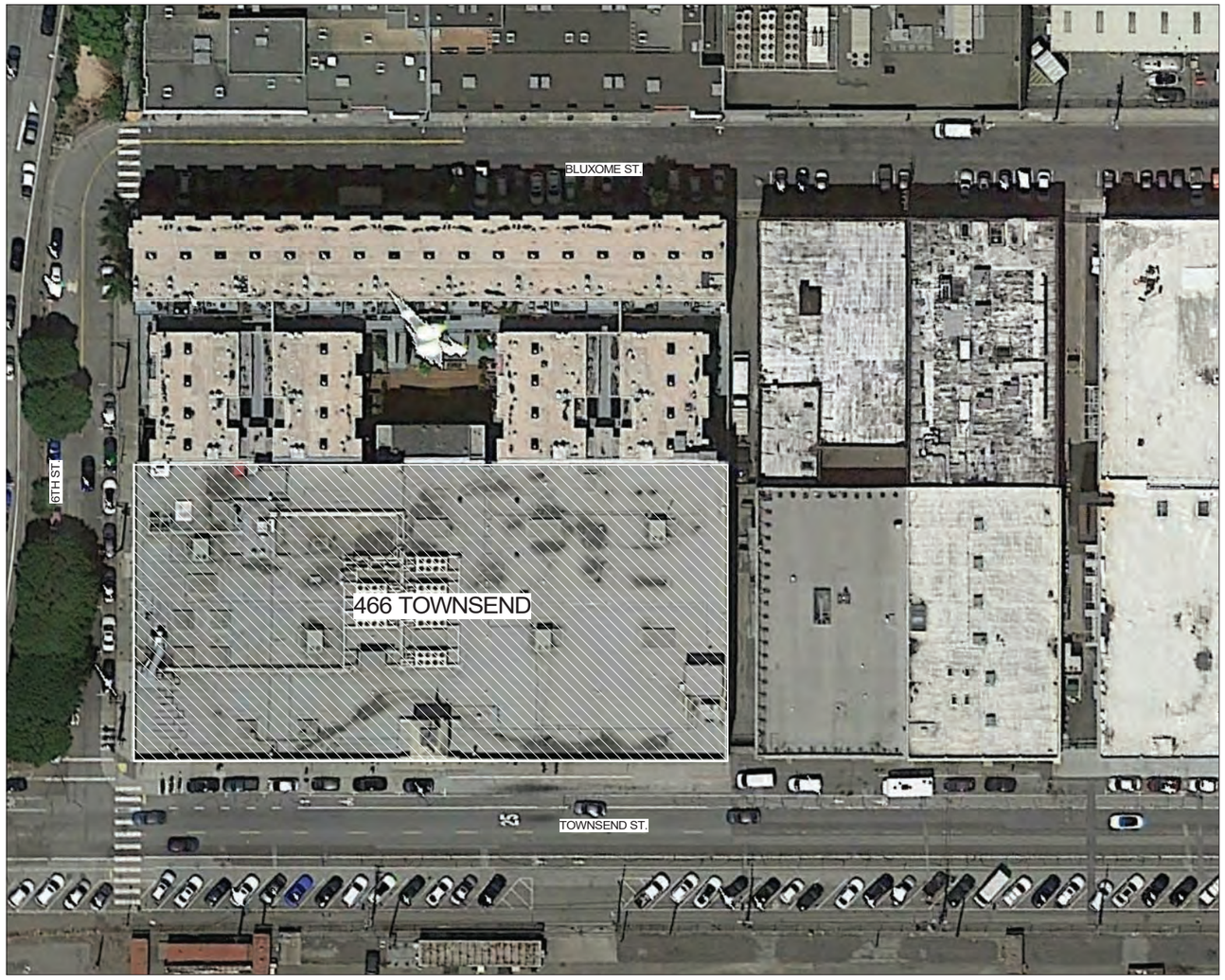

1 SITE PLAN AERIAL IMAGE
NTS

N

SITE HISTORY

Constructed in 1920, the building at 466 Townsend Street has provided warehouse space for a variety of tenants since its construction. Historic newspapers and city directories offer limited information on its early tenants. From circa 1945 through 1958, the building was occupied by wholesale grocers, United Grocers Ltd, followed by house furnishing manufacturer Ellery of California, Jencraft Manufacturing Company, and Western Curtain Manufacturing Company in 1968.

By 1978, the building was occupied by Frontier Management Corp., who employed Roger Benson to install movable partitions on the interior. Roll-up doors on the ground levels were subsequently replaced by Bill Wrens Towing in 1980, and by 1987 the building was owned by San Francisco Partners. Building permits indicate that the building was occupied by multiple tenants in 2000, including Markley Steams Partner, Firstworld Communications, and Adelphia Business Solutions. It was during this time, and prior to AAU's acquisition of the building in 2005, that the upper-level windows were infilled as part of seismic upgrades to the building.

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79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

466 TOWNSEND
San Francisco, CA 94107

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

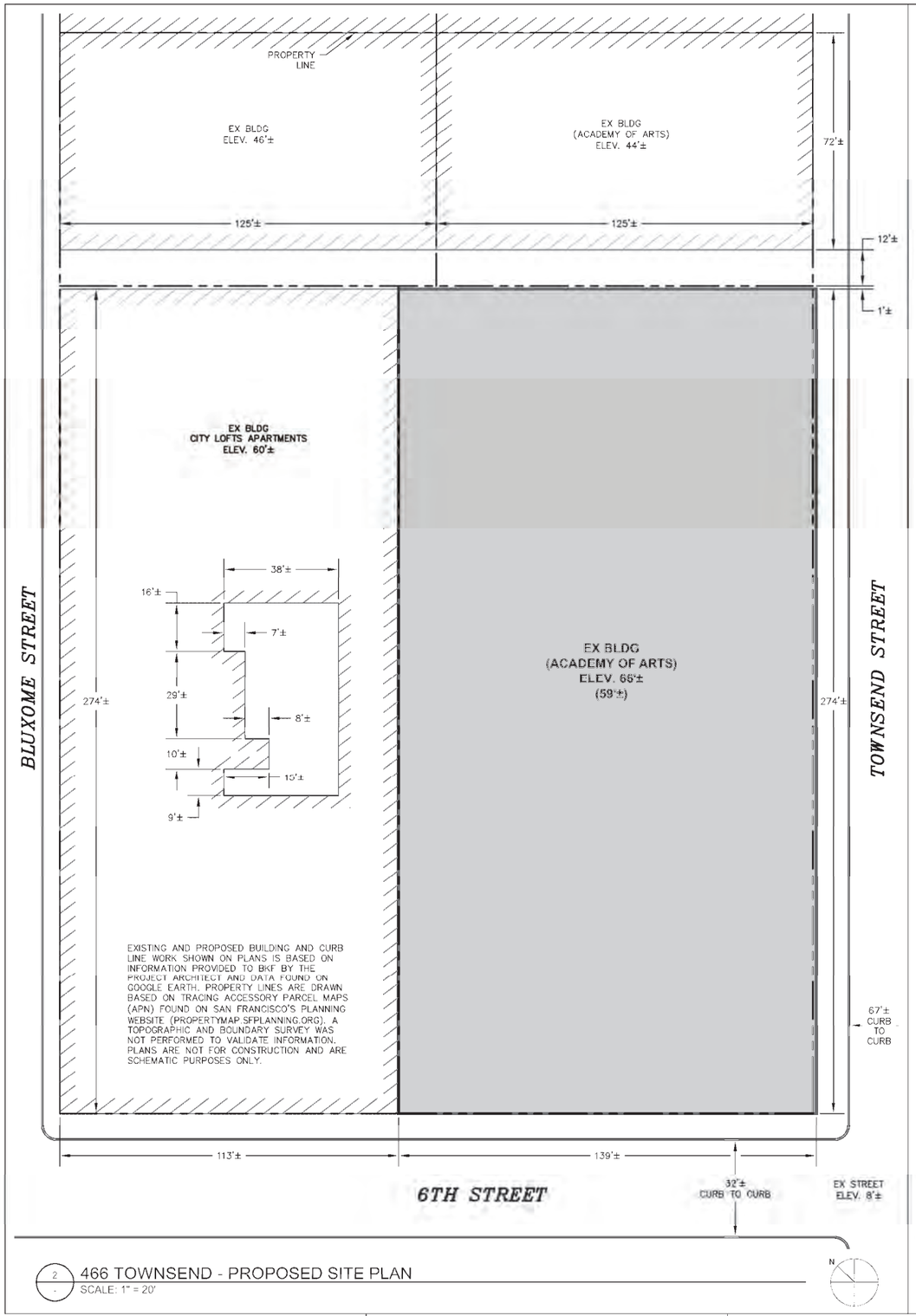
Project Number 21826.08
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date 10/11/2019 11:48:25 PM

No.	Date	Description

SITE PLAN AERIAL IMAGE & SITE HISTORY

A0.S1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 466 TOWNSEND - PROPOSED SITE PLAN
SCALE: 1" = 20'

1 466 TOWNSEND - EXISTING SITE PLAN
SCALE: 1" = 20'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU
INSTITUTIONAL
COMPLIANCE
SET

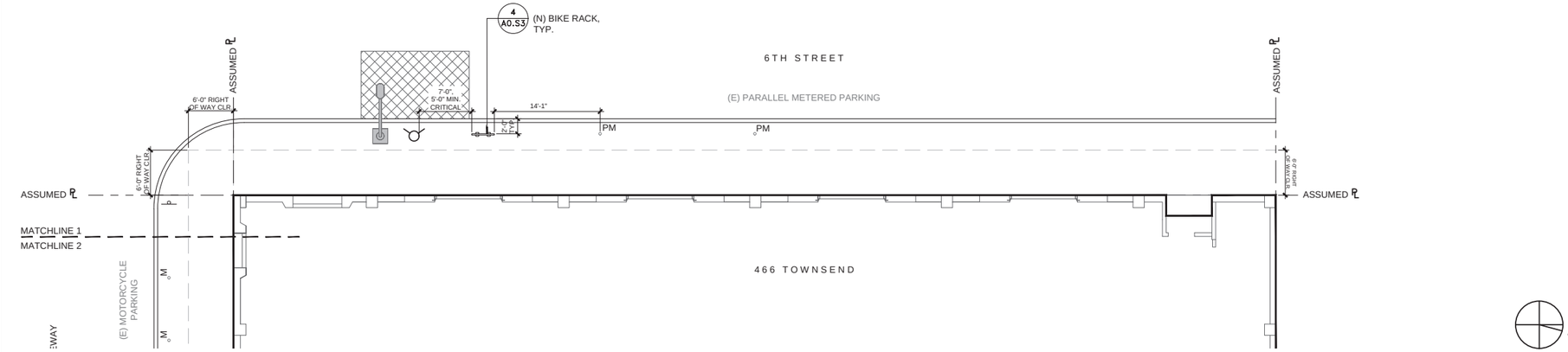
466 TOWNSEND
San Francisco, CA 94107

REGISTERED PROFESSIONAL ENGINEER
No. C 53281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

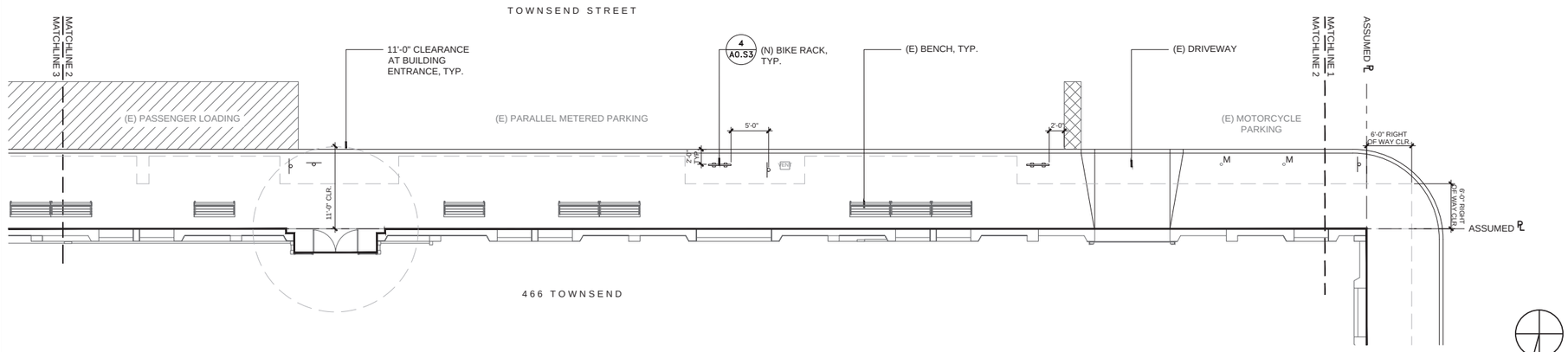
21826.08 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

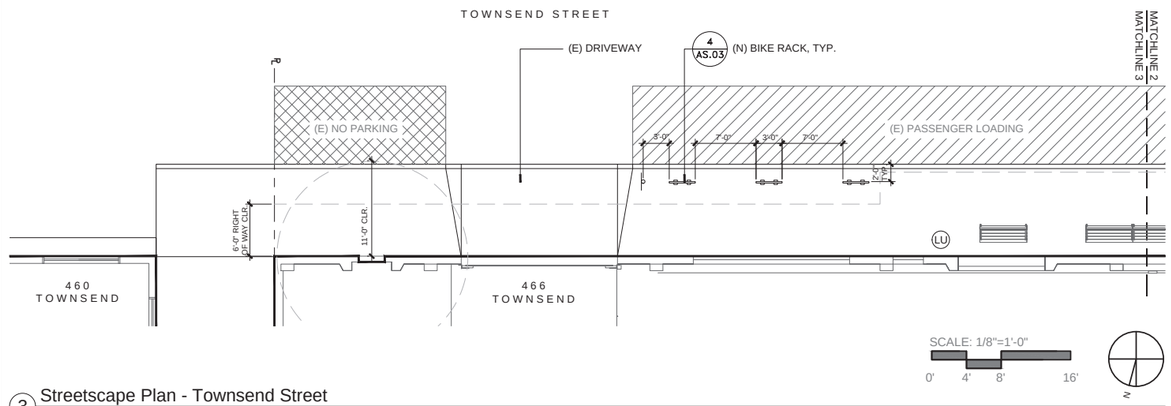
A0.S2



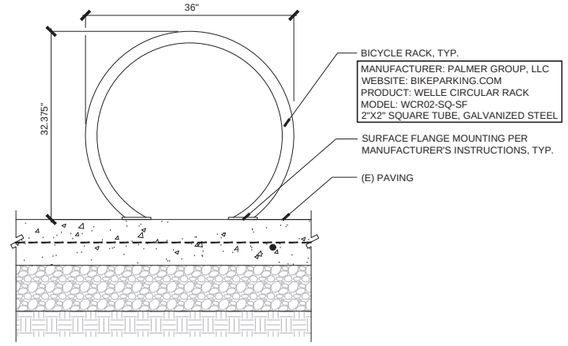
1 Streetscape Plan - 6th Street
1/8" = 1'-0"



2 Streetscape Plan - Townsend Street
1/8" = 1'-0"



3 Streetscape Plan - Townsend Street
1/8" = 1'-0"



4 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(12) BIKE PARKING SPACES

TOTAL: 12

LEGEND

(N) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) POLE LIGHT

(E) NO PARKING SIGN

(E) PARKING METER

(E) MOTORCYCLE PARKING

(E) LITTER UNIT

(E) NO PARKING (RED CURB)

(E) PASSENGER LOADING (WHITE CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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Creo
landscape architecture
466 Geary Street, Suite 300
San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU INSTITUTIONAL COMPLIANCE SET

466 TOWNSEND
San Francisco, CA 94107

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HOLLAND
C 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21826.08
Issue Date 10/11/19
Scale AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

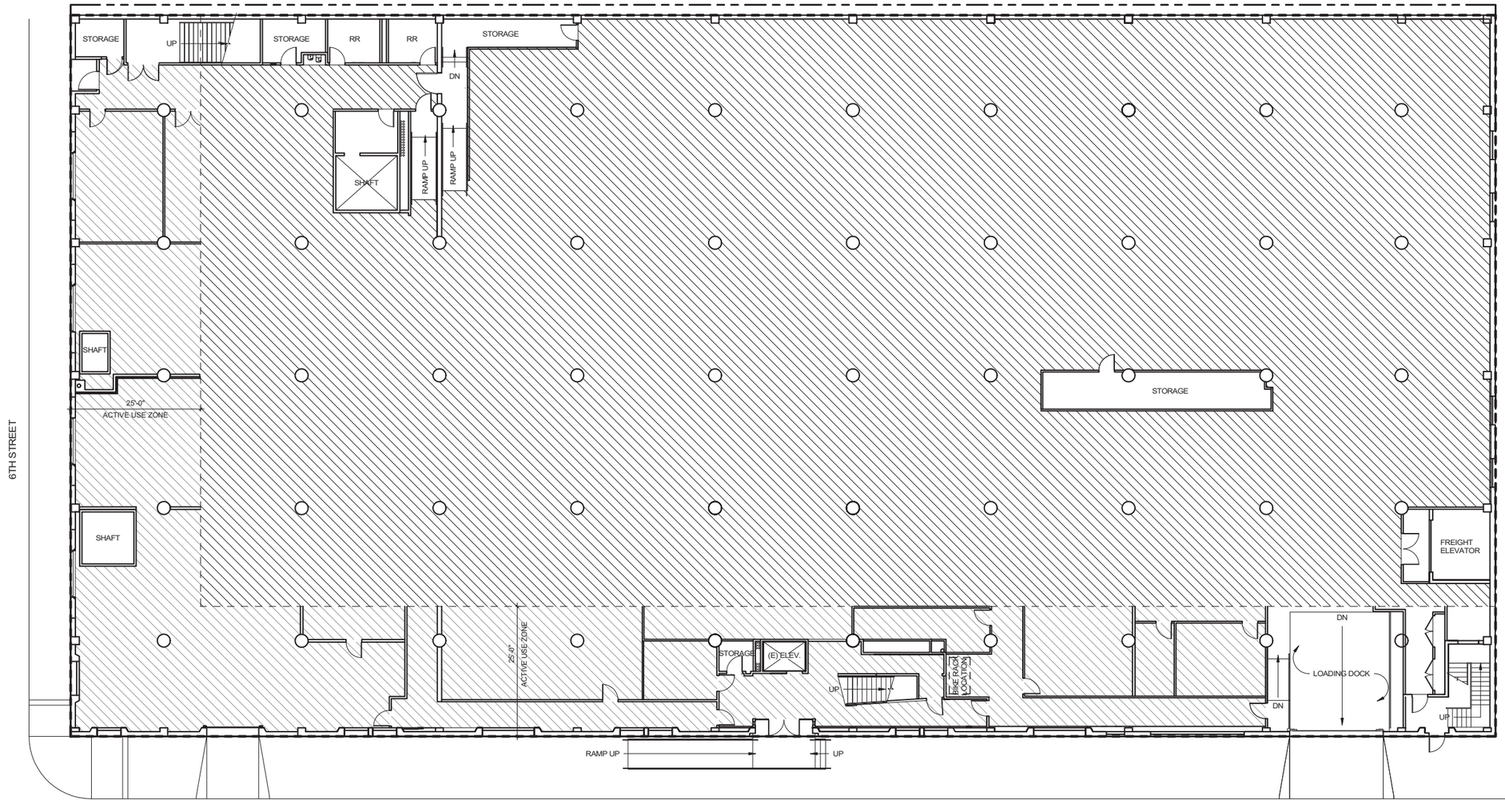
A0.S3

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM



1 LEVEL 1 - EXISTING
3/32" = 1'-0"

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

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EXISTING FLOOR PLANS - LEVEL 1

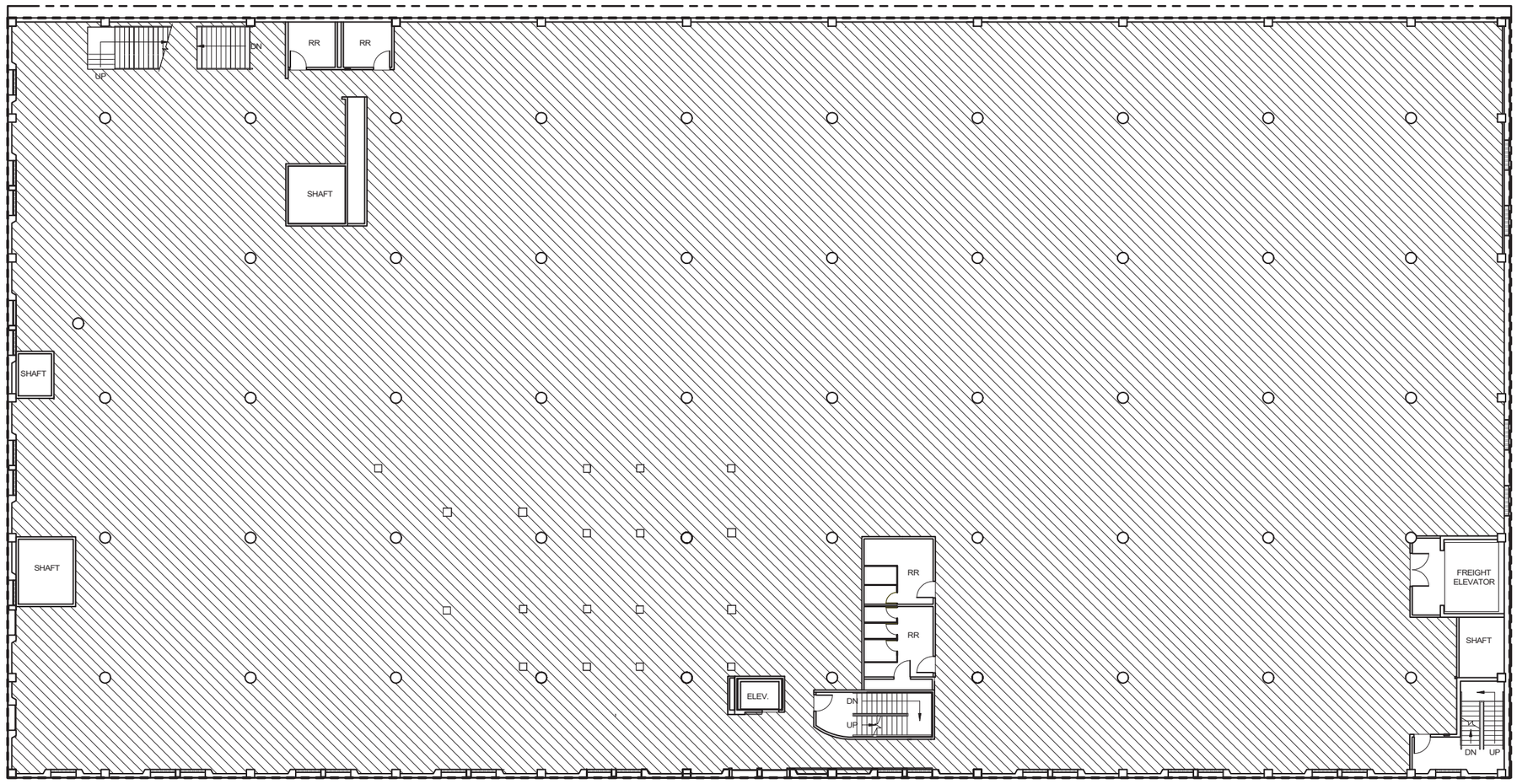
A1.1

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM



1 LEVEL 2 - EXISTING
3/32" = 1'-0"

N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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EXISTING FLOOR PLANS - LEVEL 2

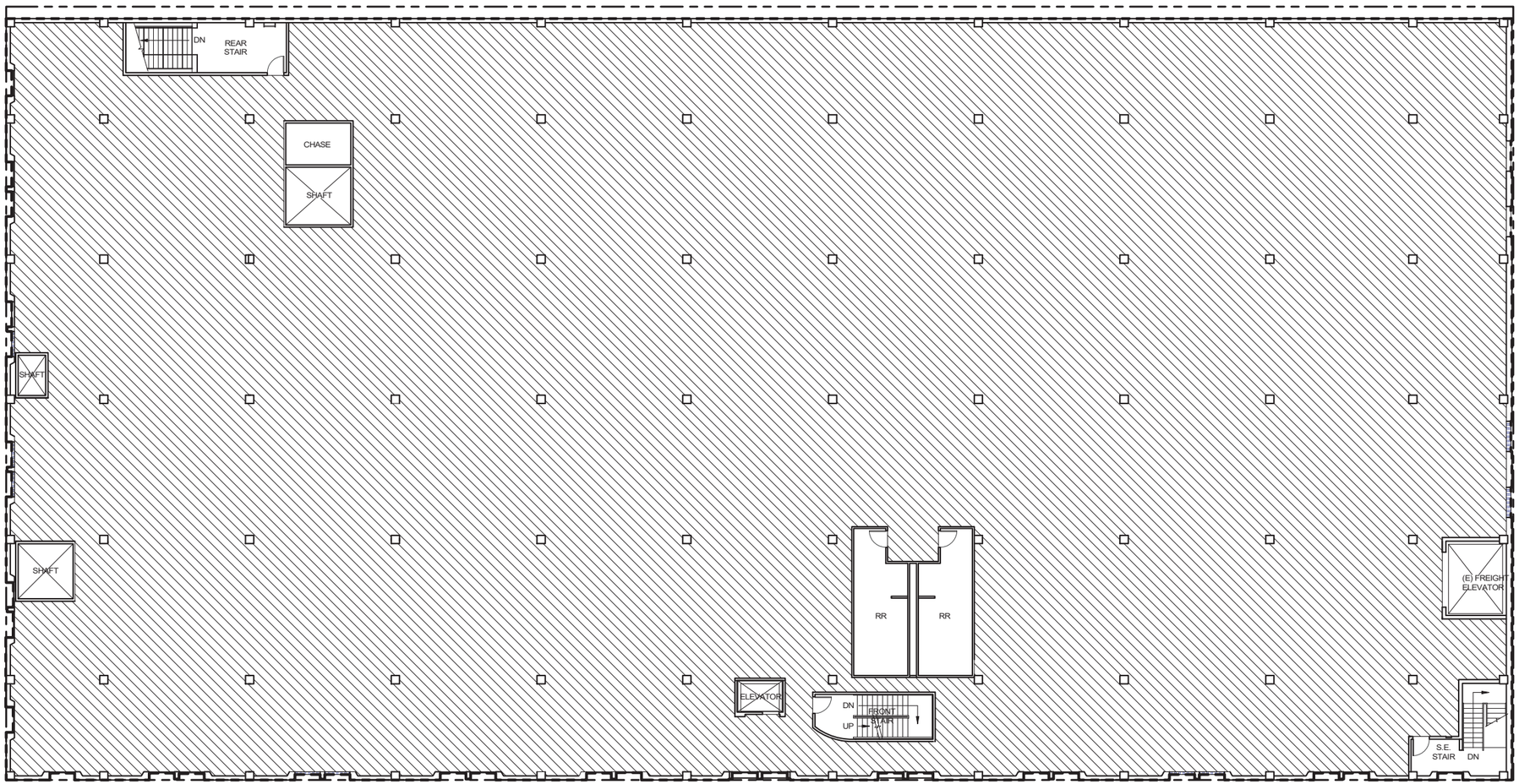
A1.2

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM



1 LEVEL 3 - EXISTING
3/32" = 1'-0"

N

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21826.08	10/11/19
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No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 3

A1.3

LEGEND

OCCUPIED FLOOR AREA

GROSS FLOOR AREA

PROPERTY LINE

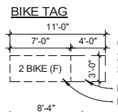
ROOM TAG

Name ROOM NAME

XXX ROOM NUMBER

RR RESTROOM

BIKE TAG

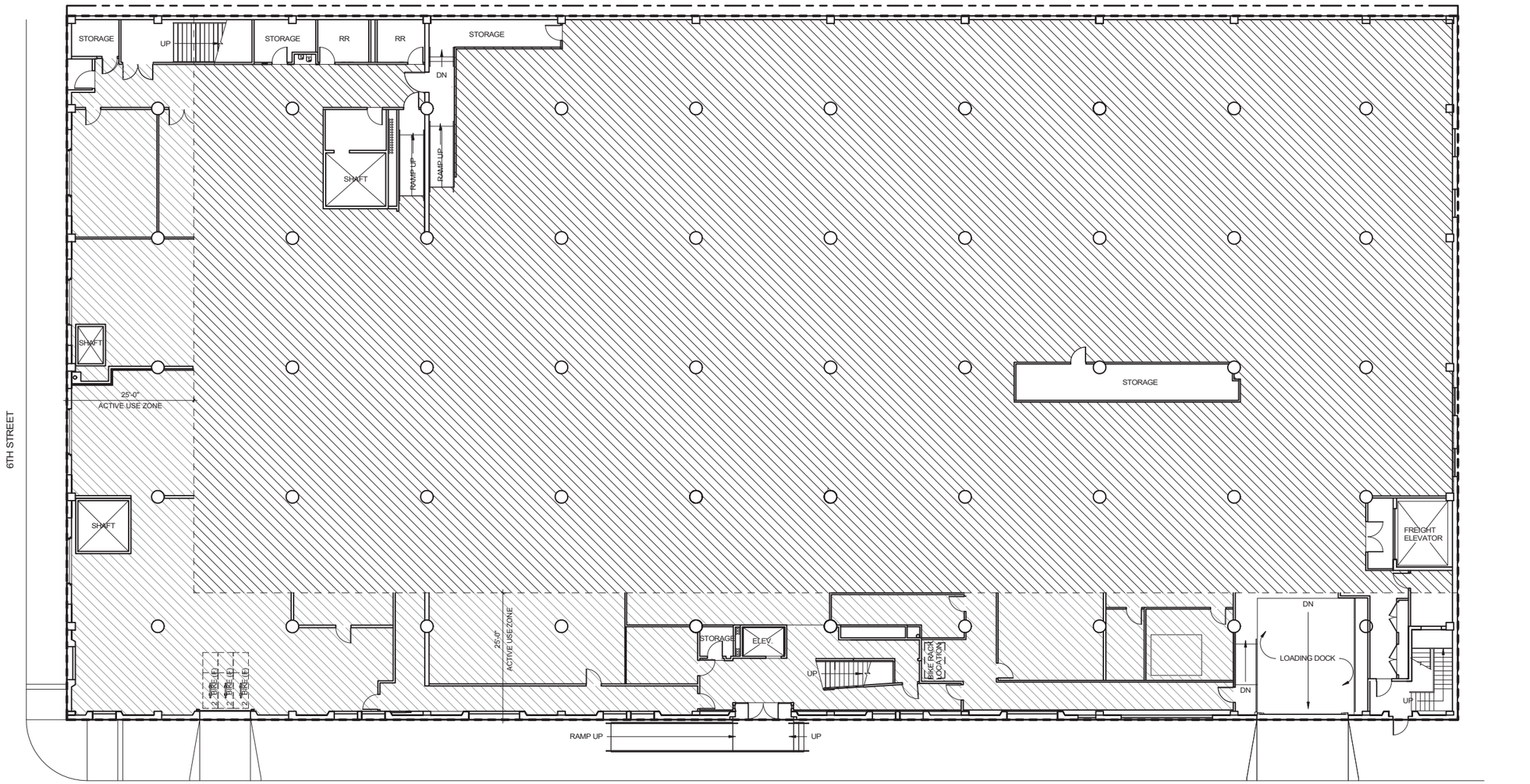


CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE



1 LEVEL 1 - PROPOSED

3/32" = 1'-0"

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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1

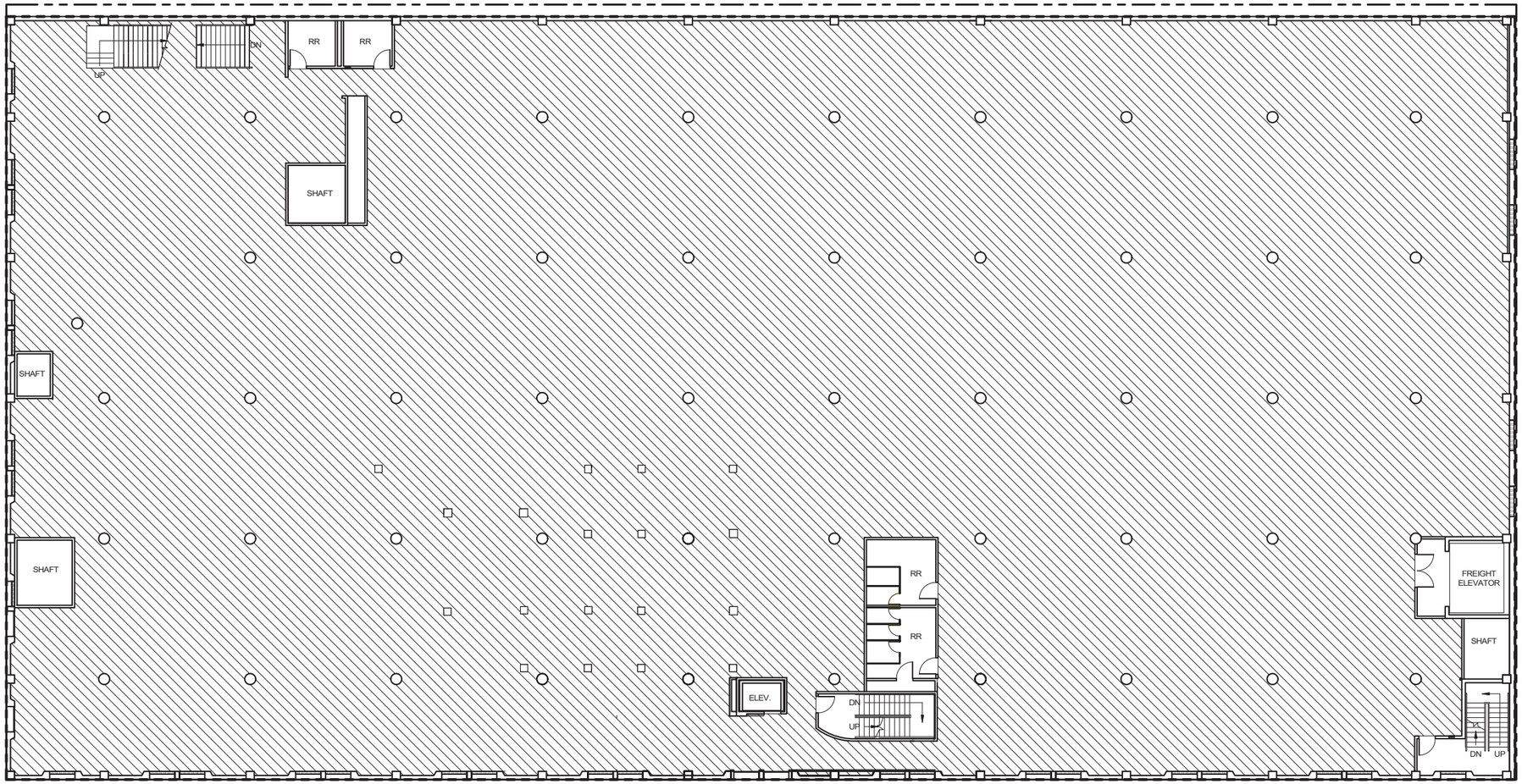
A2.1

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM



1 LEVEL 2 - PROPOSED
3/32" = 1'-0"

N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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Project Number	21826.08
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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2

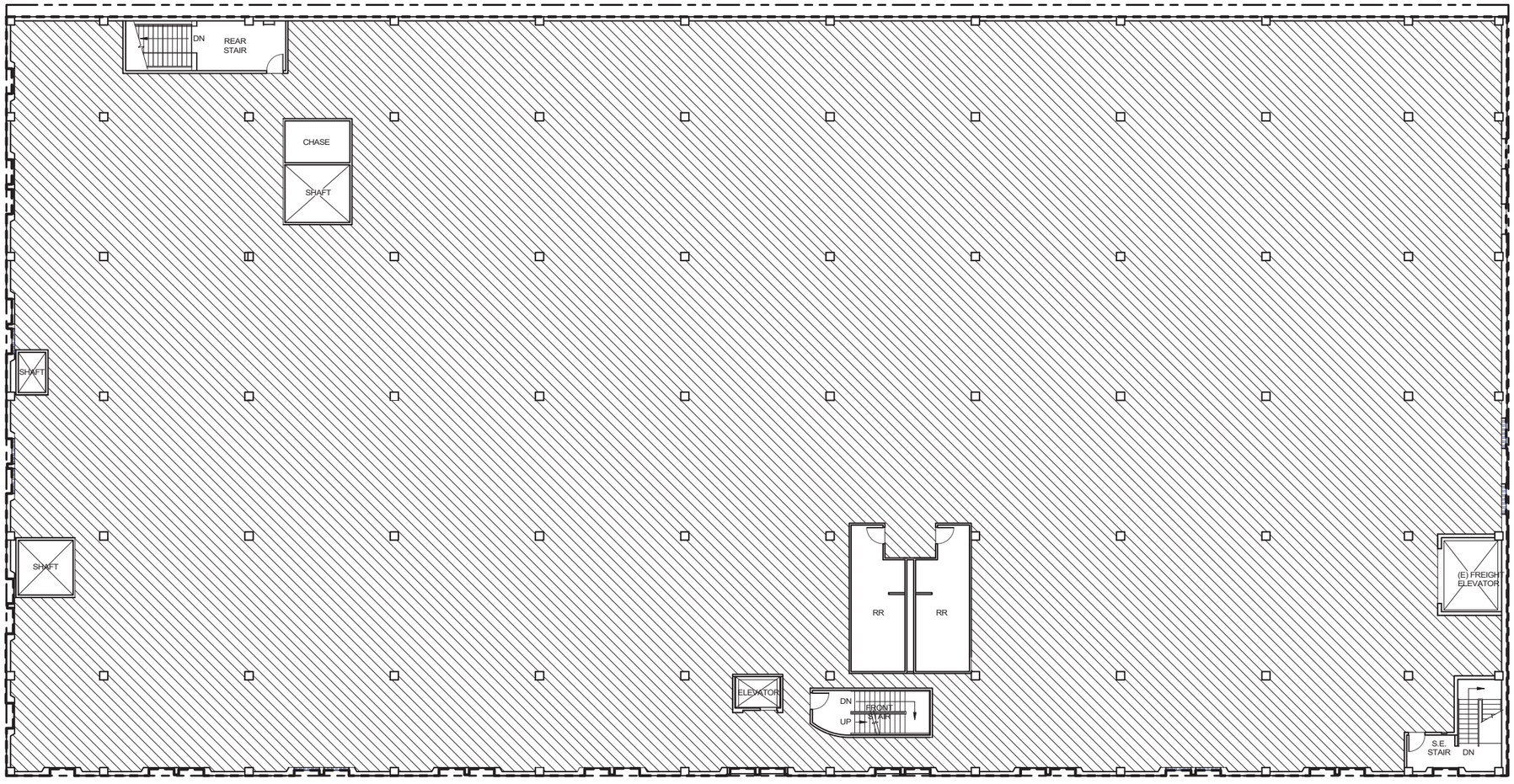
A2.2

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM



1 LEVEL 3 - PROPOSED
3/32" = 1'-0"

N

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LICENSED ARCHITECT
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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 3

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

4 SOUTH ELEVATION - TOWNSEND STREET - 2019
3/32" = 1'-0"

2 SOUTH ELEVATION - TOWNSEND ST - 2019
NTS

3 SOUTH ELEVATION - TOWNSEND STREET - 2019
3/32" = 1'-0"

1 WEST ELEVATION - SIXTH STREET - 2019
NTS

KEYNOTES

1. INSTALLATION OF METAL VENT HOOD, POST-2005
2. PROPOSED INDIRECTLY ILLUMINATED BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS AWNING SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
4. NOT USED

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK
***SEE PHOTOS ON SHT A4.1**

5. EXISTING SECURITY CAMERA
6. EXISTING ROLL UP DOOR
7. EXISTING LIGHTS, TYP.
8. EXISTING INFILLED WINDOWS PROPOSED TO BE LEGALIZED AS-IS
9. EXISTING VENT
10. EXISTING FLAG POLE
10b. REMOVE "AAU" BRANDED FLAG
11. EXISTING AWNING AT MAIN ENTRY
12. NOT USED
13. EXISTING PROTRUDING PIPE
14. EXISTING METAL HOOD
15. EXISTING SECURITY GATE
16. EXISTING PIPES
17. EXISTING MECH VENTS
18. EXISTING STAND PIPE
19. EXISTING PANEL
20. EXISTING STREET SIGN
21. EXISTING GOOSENECK LIGHT FIXTURE
22. REMOVE (E) GOOSENECK LIGHT FIXTURE

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EXTERIOR ELEVATION IMAGES

A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

GENERAL NOTES

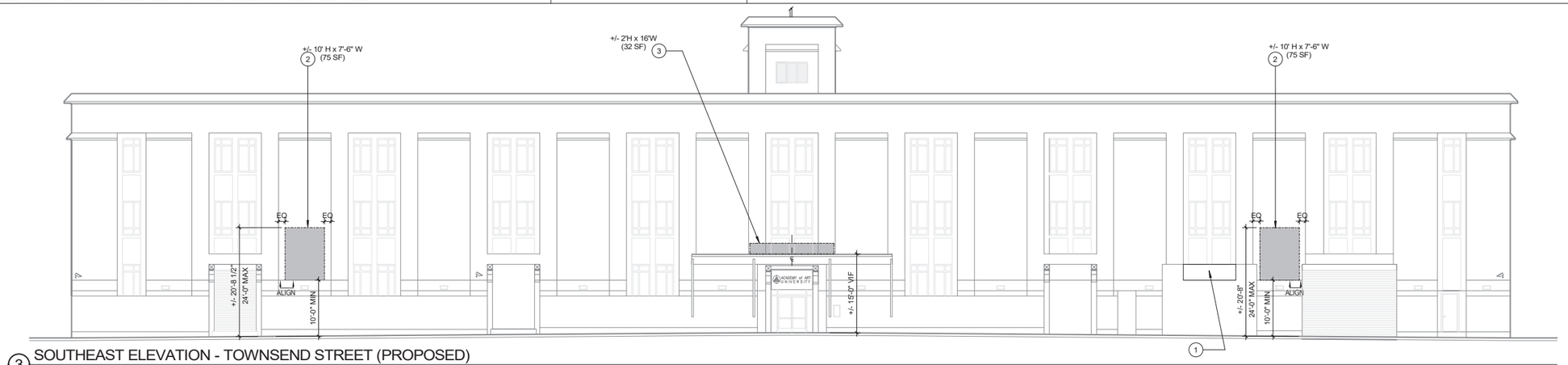
1. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
2. LEGALIZE THE CONDITIONS PRESENTED IN THIS SET UNLESS OTHERWISE NOTED

LEGEND

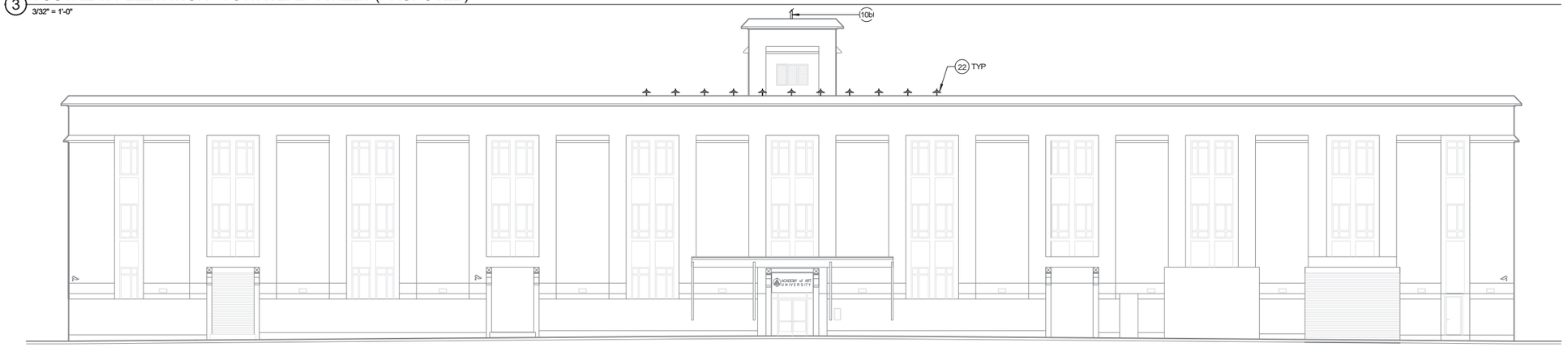
PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

KEYNOTES

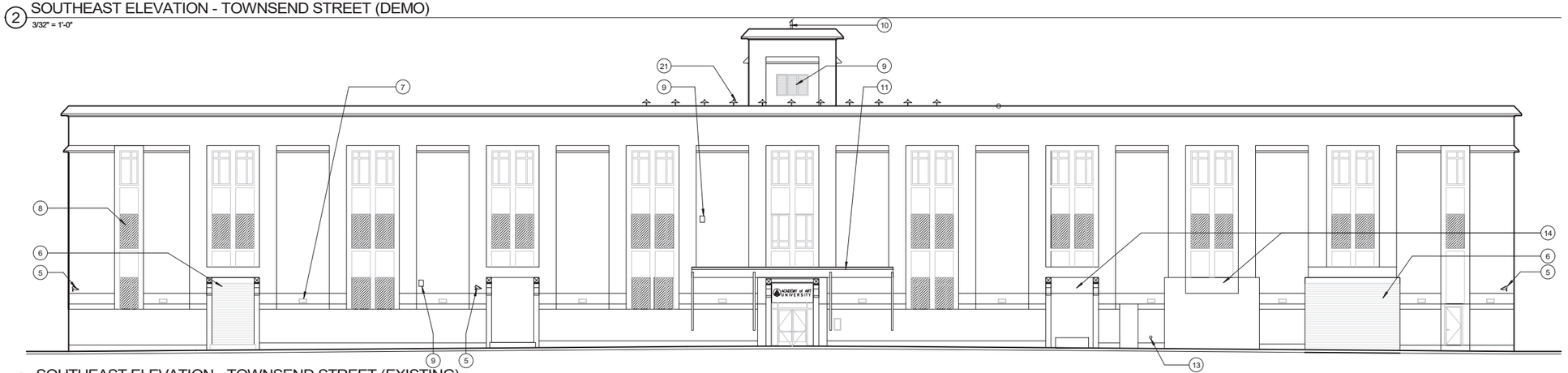
SEE SHT. A3.3 FOR KEYNOTES



3 SOUTHEAST ELEVATION - TOWNSEND STREET (PROPOSED)
3/32" = 1'-0"



2 SOUTHEAST ELEVATION - TOWNSEND STREET (DEMO)
3/32" = 1'-0"



1 SOUTHEAST ELEVATION - TOWNSEND STREET (EXISTING)
3/32" = 1'-0"

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San Francisco, CA 94107

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

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Issue Date	10/11/19
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Phase	
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No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

2 SOUTHWEST ELEVATION - SIXTH STREET (PROPOSED)
1/8" = 1'-0"

1 SOUTHWEST ELEVATION - SIXTH STREET (EXISTING)
1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
3. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

1. INSTALLATION OF METAL VENT HOOD, POST-2005
2. PROPOSED INDIRECTLY ILLUMINATED BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS AWNING SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
4. NOT USED

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK
***SEE PHOTOS ON SHT A4.1**

5. EXISTING SECURITY CAMERA
6. EXISTING ROLL UP DOOR
7. EXISTING LIGHTS, TYP.
8. EXISTING INFILLED WINDOWS PROPOSED TO BE LEGALIZED AS-IS
9. EXISTING VENT
10. EXISTING FLAG POLE
10b. REMOVE "AAU" BRANDED FLAG
11. EXISTING AWNING AT MAIN ENTRY
12. NOT USED
13. EXISTING PROTRUDING PIPE
14. EXISTING METAL HOOD
15. EXISTING SECURITY GATE
16. EXISTING PIPES
17. EXISTING MECH VENTS
18. EXISTING STAND PIPE
19. EXISTING PANEL
20. EXISTING STREET SIGN
21. EXISTING GOOSENECK LIGHT FIXTURE
22. REMOVE (E) GOOSENECK LIGHT FIXTURE

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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LICENSED ARCHITECT
DOUGLAS G TOM
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REN 10/2019
STATE OF CALIFORNIA

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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

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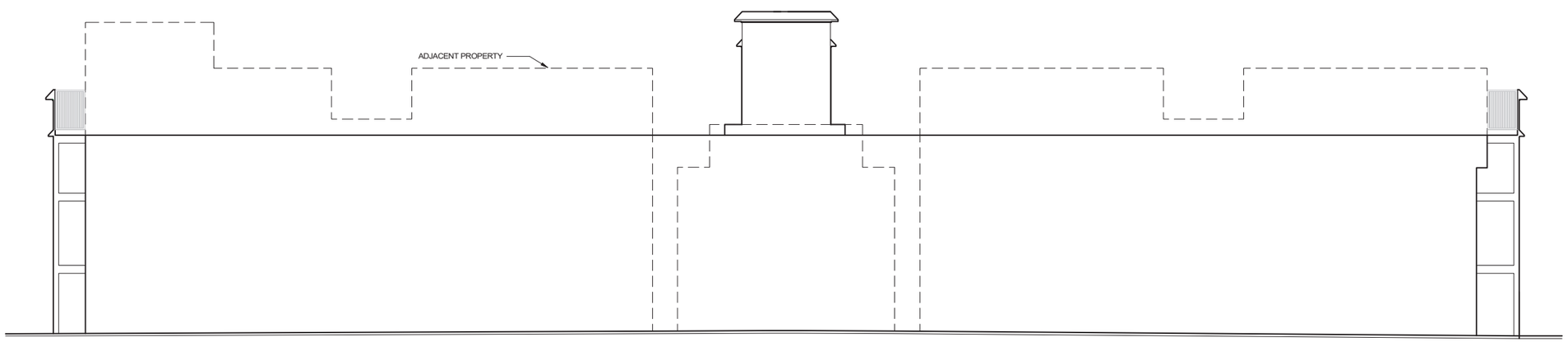
2 NORTHEAST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
1/8" = 1'-0"



1 NORTHWEST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
3/32" = 1'-0"

GENERAL NOTES

1. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
2. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
3. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

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79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

466 TOWNSEND
San Francisco, CA 94107

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

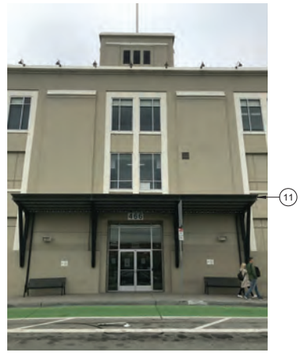
Project Number	21826.08
Issue Date	10/11/19
Scale	As indicated
Phase	
Print Date	10/11/2019 11:49:00 PM

No.	Date	Description

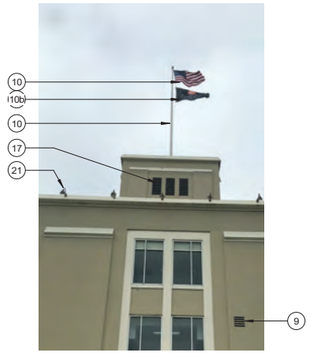
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

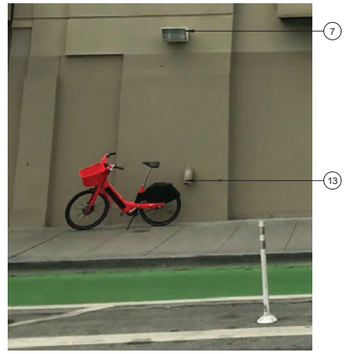


14 IMAGE
NTS



13 IMAGE
NTS

12 IMAGE
NTS



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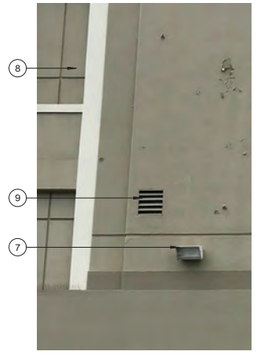

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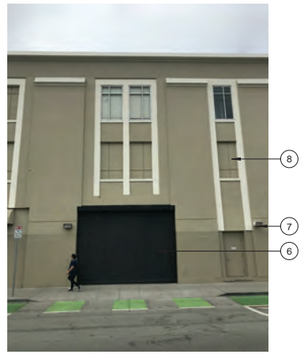

9 IMAGE
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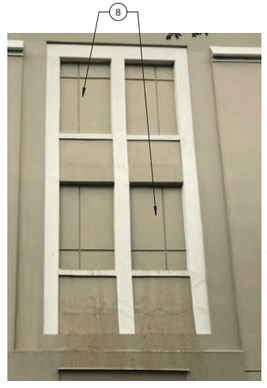
8 IMAGE
NTS

7 IMAGE
NTS

6 IMAGE
NTS



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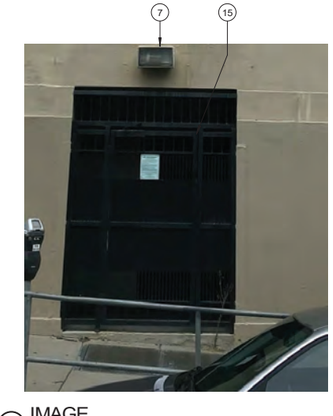

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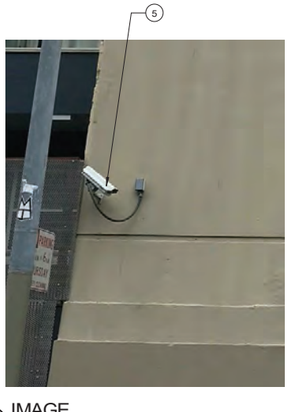

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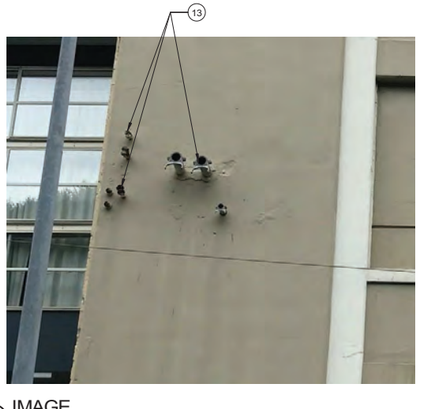

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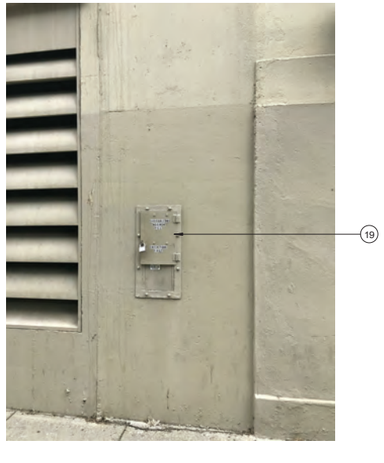

1 IMAGE
NTS

KEYNOTES

1. INSTALLATION OF METAL VENT HOOD, POST-2005
2. PROPOSED INDIRECTLY ILLUMINATED BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS AWNING SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
4. NOT USED

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK
***SEE PHOTOS ON SHT A4.1**

5. EXISTING SECURITY CAMERA
6. EXISTING ROLL UP DOOR
7. EXISTING LIGHTS, TYP.
8. EXISTING INFILLED WINDOWS PROPOSED TO BE LEGALIZED AS-IS
9. EXISTING VENT
10. EXISTING FLAG POLE
10b. REMOVE "AAU" BRANDED FLAG
11. EXISTING AWNING AT MAIN ENTRY
12. NOT USED
13. EXISTING PROTRUDING PIPE
14. EXISTING METAL HOOD
15. EXISTING SECURITY GATE
16. EXISTING PIPES
17. EXISTING MECH VENTS
18. EXISTING STAND PIPE
19. EXISTING PANEL
20. EXISTING STREET SIGN
21. EXISTING GOOSENECK LIGHT FIXTURE
22. REMOVE (E) GOOSENECK LIGHT FIXTURE

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Project Number	21826.08
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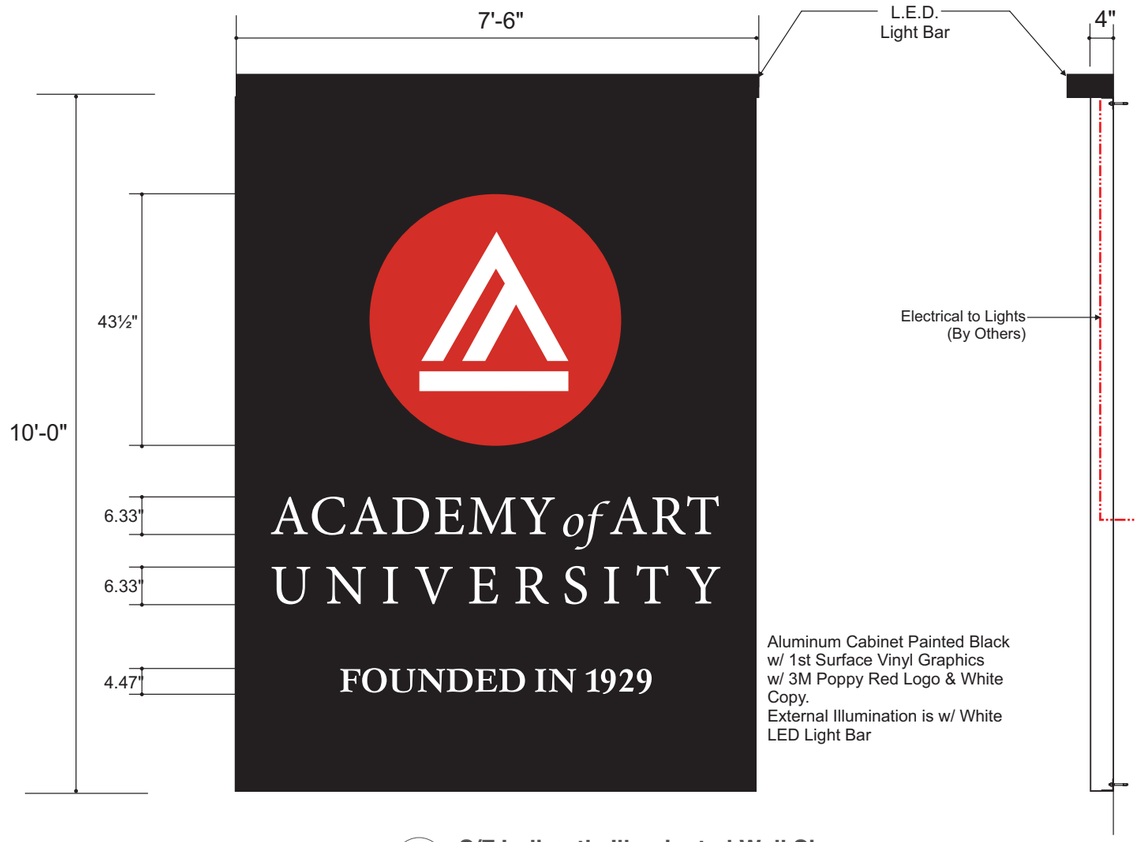
Scale	1/8" = 1'-0"
Phase	
Print Date	10/11/2019 11:49:06 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



B **S/F Indirectly Illuminated Wall Sign**
Scale: 1" = 1' - 0"

Proposed Location

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
466 TOWNSEND STREET
SAN FRANCISCO

Customer Approval

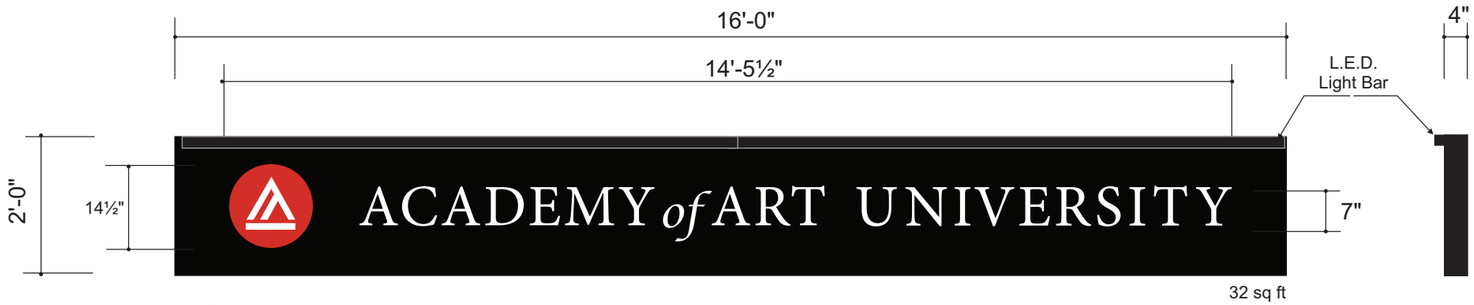
Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

Sheet No.
GG 2.0

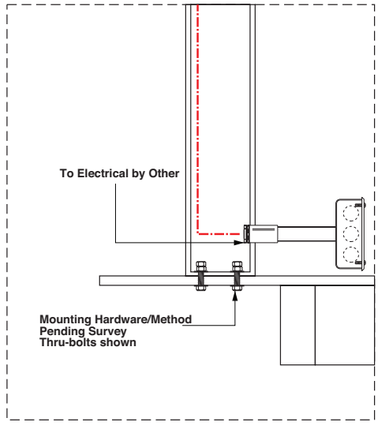


32 sq ft

C S/F Externally Illuminated Awning Sign

Scale: 1" = 1' - 0"

Aluminum Cabinet Painted Blackl
w/ 1st Surface Vinyl Graphics
w/ 3M Poppy Red Logo & White Copy
External Illumination is w/ White
LED Light Bars



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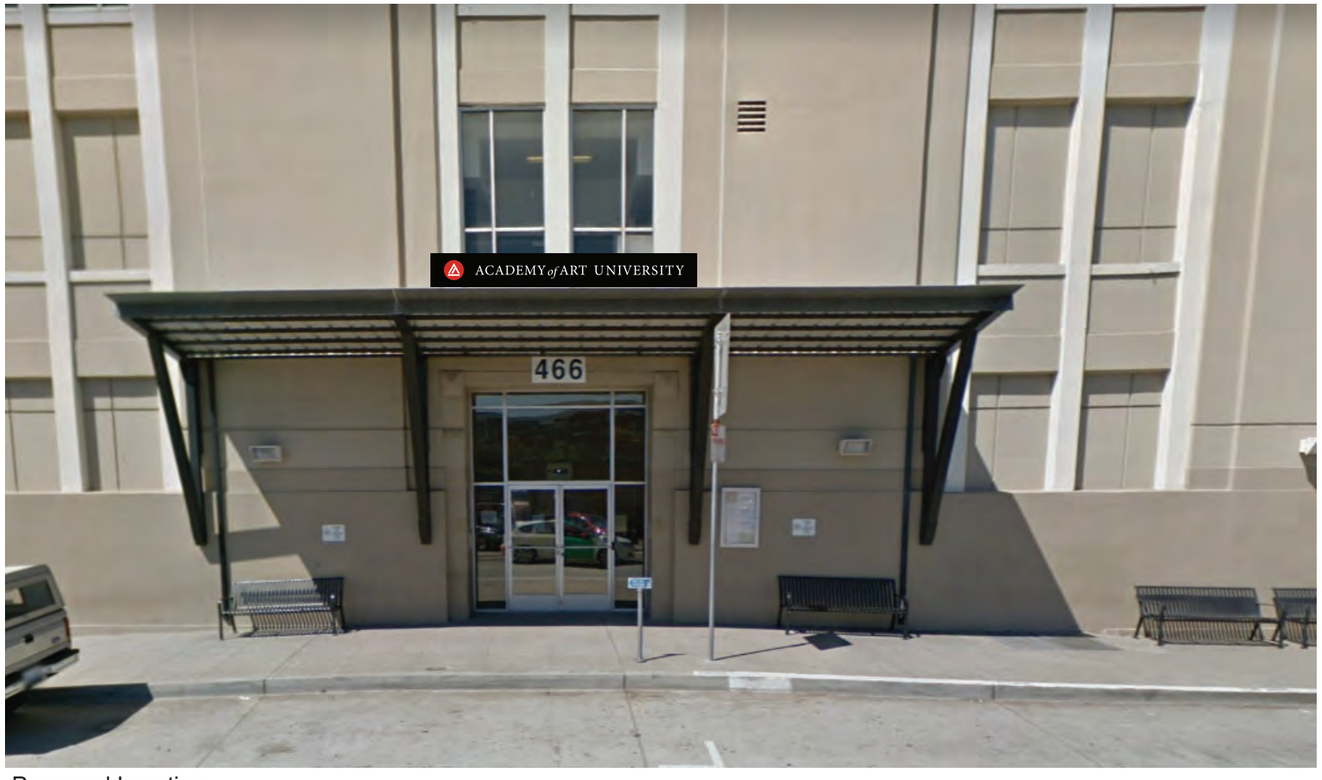


Proposed Location

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: Date:

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
466 TOWNSEND STREET
SAN FRANCISCO

Customer Approval

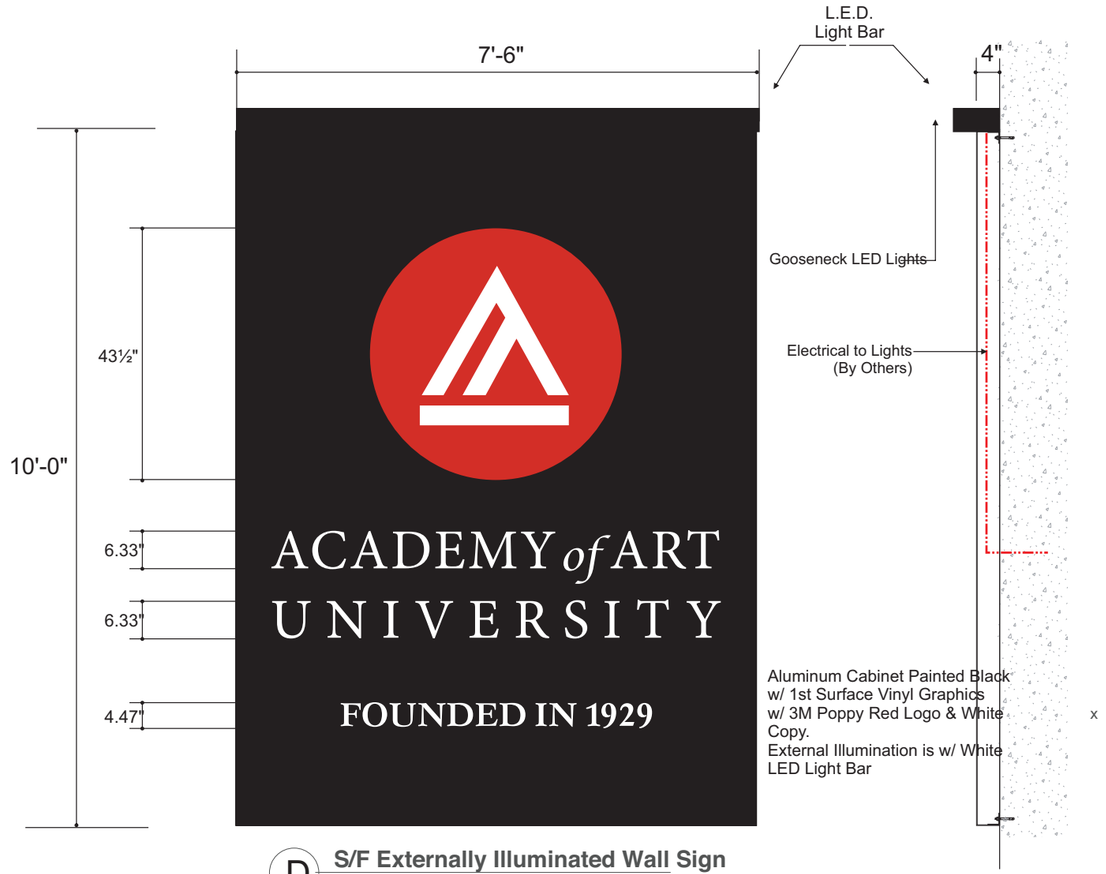
Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

Sheet No.
GG 3.0



D **S/F Externally Illuminated Wall Sign**
Scale: 1" = 1' - 0"

Proposed Location

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
466 TOWNSEND STREET
SAN FRANCISCO

Customer Approval

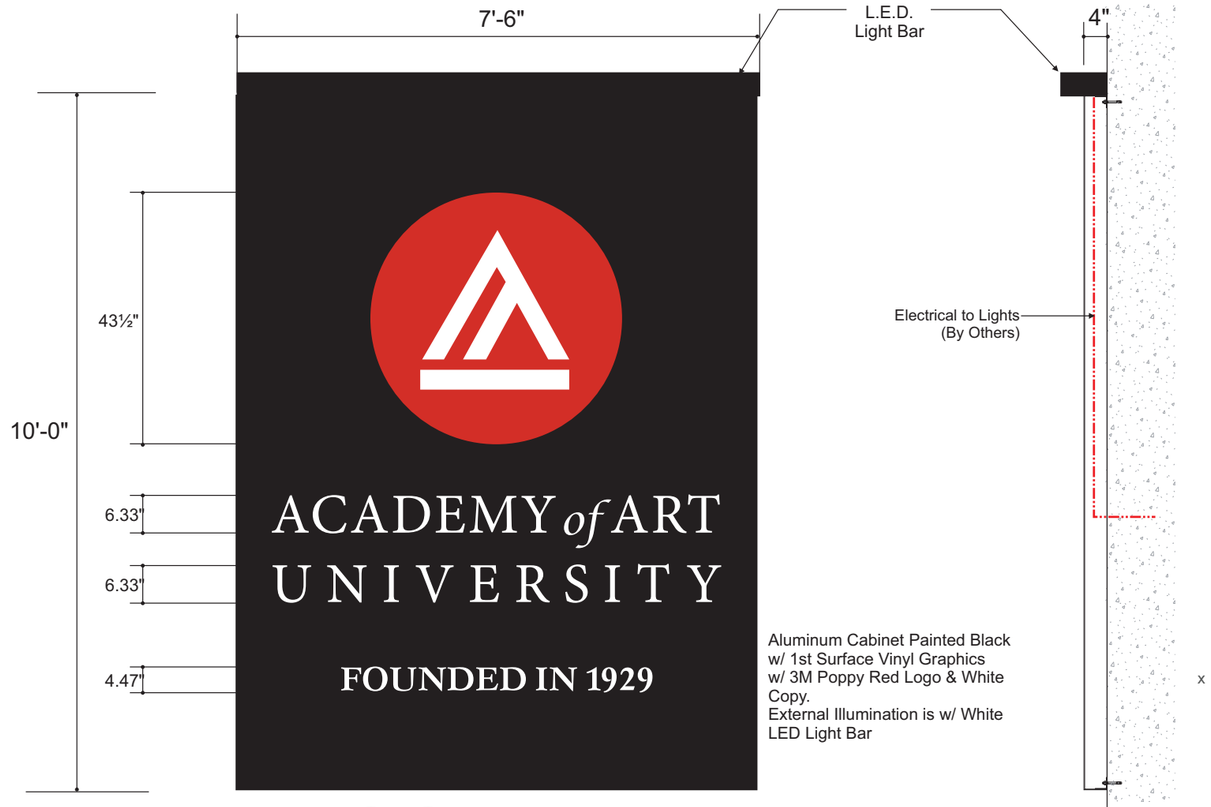
Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

Sheet No.
GG 4.0



Aluminum Cabinet Painted Black
w/ 1st Surface Vinyl Graphics
w/ 3M Poppy Red Logo & White Copy.
External Illumination is w/ White LED Light Bar

E C E F

S/F Externally Illuminated Wall Sign

Scale: 1" = 1' - 0"

Proposed Location

Proposed Location

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
466 TOWNSEND STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.

GG 5.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
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.
	AAU PROPOSAL: See Sheet A0.S3. After coordination with Planning Department staff regarding the operation and use of the building and desired use of the existing curb cuts, AAU will fill the northern curb cut along Van Ness, maintaining the other existing curb cuts on Van Ness Ave, Olive and O'Farrell Streets. The curb cuts being retained are necessary for the circulation of cars into the basement, ground floor and above-ground floor spaces of the building, as well as access to the car repair space at 963 O'Farrell.
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.
	AAU PROPOSAL: See Note on Sheet A3.2

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	--	4	4
CLASS II	--	2	2

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	16,813	16,813
LEVEL 1	16,495	16,495
MEZZANINE	3,378	3,378
LEVEL 2	12,909	12,909
GROSS SF TOTAL	49,595	49,595

FLOOR AREA RATIO (PER PER SECTION 243.c.1):

MAXIMUM ALLOWED GROSS SF
FAR X LOT AREA = 7 X 15,806 SF = 110,642 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	13,551	13,551
LEVEL 1	14,419	14,419
MEZZANINE	2,908	2,908
LEVEL 2	11,230	11,230
OCCUPIED SF TOTAL:	42,108	42,108

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	•	•	•
A0.1	PROJECT INFORMATION			•
A0.2	GENERAL NOTES			•
A0.S1	SITE PLAN AERIAL IMAGE	•	•	
A0.S2	SITE PLAN DRAWINGS	•	•	
A0.S3	STREETSCAPE PLANS	•		
A0.T1	OCCUPANY AND EGRESS PLANS			•
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			•
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			•
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			•
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			•
A1.0	EXISTING FLOOR PLANS - BASEMENT	•		•
A1.1	EXISTING FLOOR PLANS - LEVEL 1	•		•
A1.1M	EXISTING FLOOR PLANS - MEZZANINE	•		•
A1.2	EXISTING FLOOR PLANS - LEVEL 2	•		•
A2.0	PROPOSED FLOOR PLANS - BASEMENT	•		•
A2.1	PROPOSED FLOOR PLANS - LEVEL 1	•		•
A2.1M	PROPOSED FLOOR PLANS - MEZZANINE	•		•
A2.2	PROPOSED FLOOR PLANS - LEVEL 2	•		•
A3.1	EXTERIOR ELEVATION IMAGES & SIGNAGE	•	•	•
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS & SIGNAGE	•	•	•
A4.1	EXISTING ELEVATION DETAILS	•	•	•
A4.2	EXISTING ELEVATION DETAILS	•	•	•
	SIGNAGE SHEETS			
G 2.0	SIGNAGE DETAILS	•	•	•
G 3.0	SIGNAGE DETAILS	•	•	•
G 4.0	SIGNAGE DETAILS	•	•	•

TOTAL SHEETS: 19

PROPERTY INFORMATION

ADDRESS	930-950 VAN NESS AVENUE/ 963 O'FARRELL STREET
BLOCK/LOT	0718/021
DISTRICTS	
ZONING	RC-4
HEIGHT/BULK	130-V
SPECIAL USE	VAN NESS VAN NESS AUTOMOTIVE WITHIN 1/4 MILE OF THE FRINGE FINANCIAL SERVICES RUD WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	CHANGE OF USE REQUIRED
LAST LEGAL	RETAIL: AUTOMOBILE SALES
PROPOSED	PRIVATE PARKING GARAGE
No OF STORIES	4 (NO CHANGE)

HISTORIC EVALUATION

HISTORIC RESOURCE STATUS	C - No Historic Resource Present/Not Age Elligible
NATIONAL REGISTER HISTORIC DISTRICTS	None
CALIFORNIA REGISTER HISTORIC DISTRICTS	None
HISTORIC RESOURCE EVALUATION RESPONSES	None
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 930-950 VAN NESS FROM RETAIL AUTOMOTIVE TO PRIVATE PARKING GARAGE FOR CLASSIC CAR COLLECTION WITH GROUND FLOOR CLASSIC CAR MUSEUM OPERATION PURSUANT TO JULY 5, 2019 INSTITUTIONAL MASTER PLAN.

PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 950 VAN NESS LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET.

CONDITIONAL USE AUTHORIZATION REQUESTED FOR PRIVATE PARKING GARAGE USE IN THE RC-4 AND AUTOMOTIVE SPECIAL USE DISTRICTS.

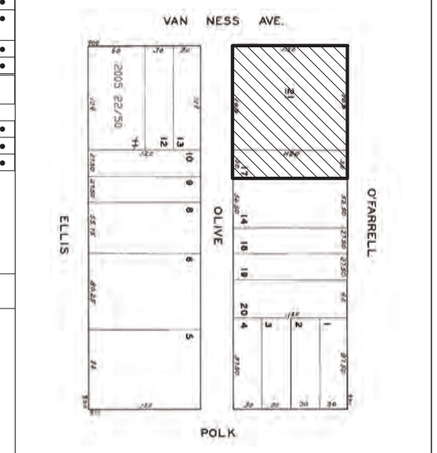
THE PROJECT PROPOSES TO CLOSE ENFORCEMENT CASE 10508 (CHANGE OF USE TO PRIVATE AUTOMOBILE STORAGE).

NEW SIGNAGE PROPOSED AS PART OF PROJECT.

EXTERIOR VIEW

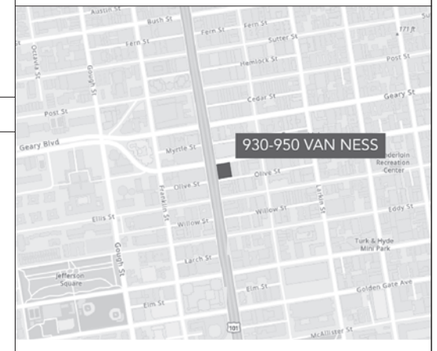
PLOT PLAN

N.T.S.



VICINITY MAP

N.T.S.



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963 O'FARRELL
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. CT2405
REN 10/2021
STATE OF CALIFORNIA

Project Number 21823.11 | Issue Date 10/11/19
Scale As indicated | Phase
Print Date 10/11/2019 11:51:41 PM

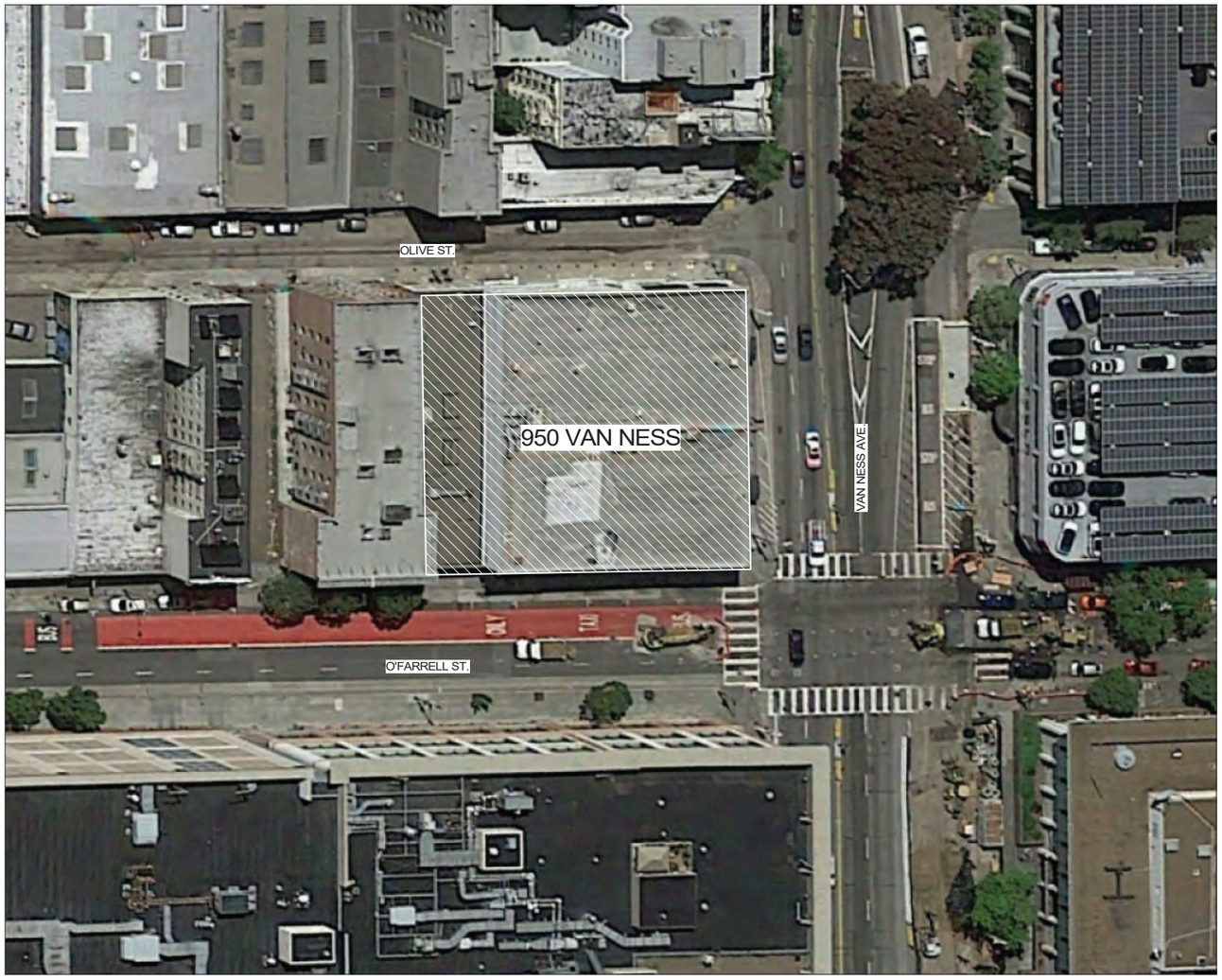
No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

GENERAL NOTES



1 SITE PLAN AERIAL IMAGE
NTS

N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

tef DESIGN
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79 New Montgomery Street
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AAU INSTITUTIONAL COMPLIANCE SET

930-950 VAN NESS/
963 O'FARRELL
San Francisco, CA 94109

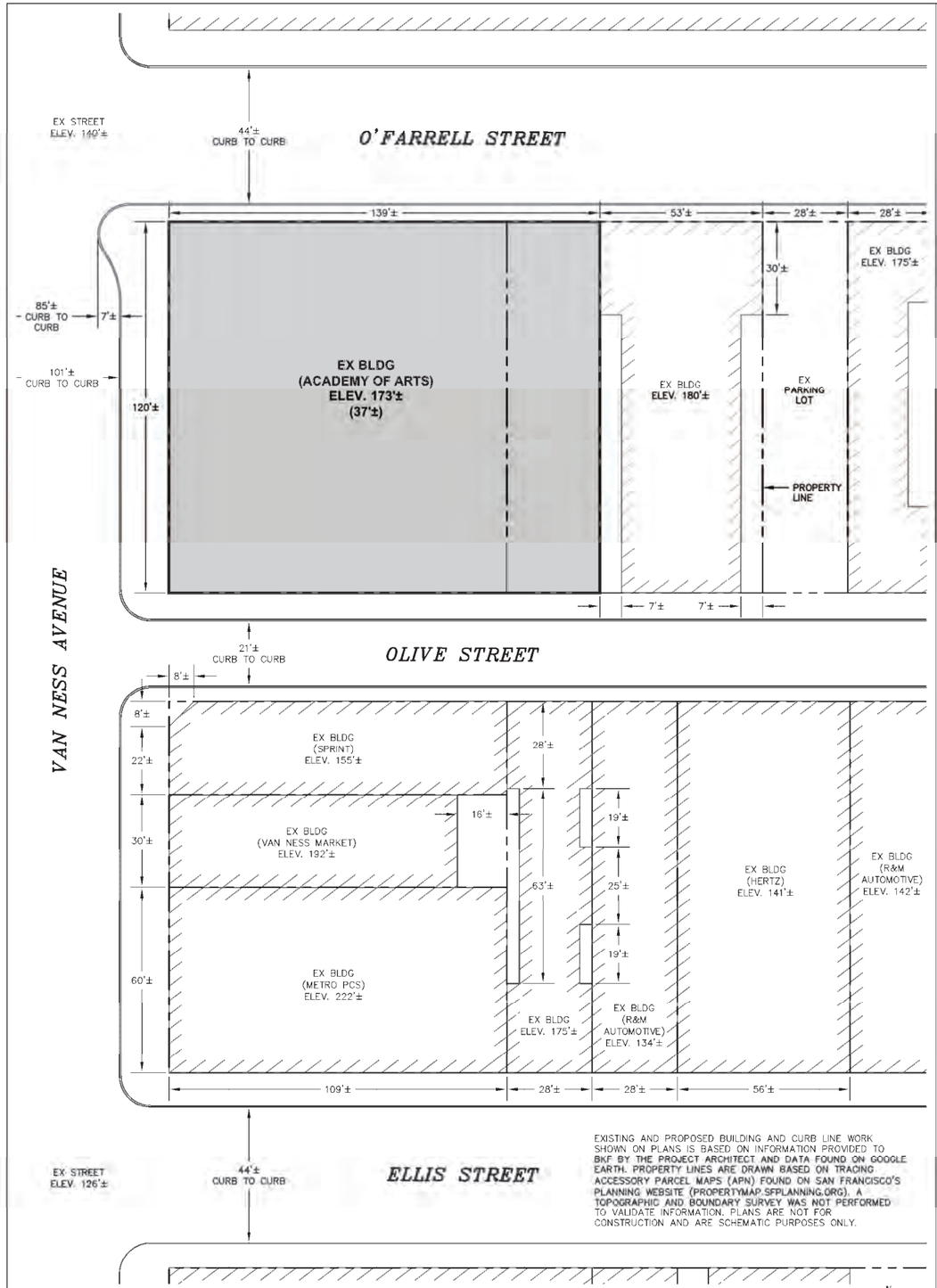
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2021
STATE OF CALIFORNIA

Project Number	21823.11
Issue Date	10/11/19
Scale	Not To Scale
Phase	
Print Date	10/11/2019 11:51:44 PM

No.	Date	Description

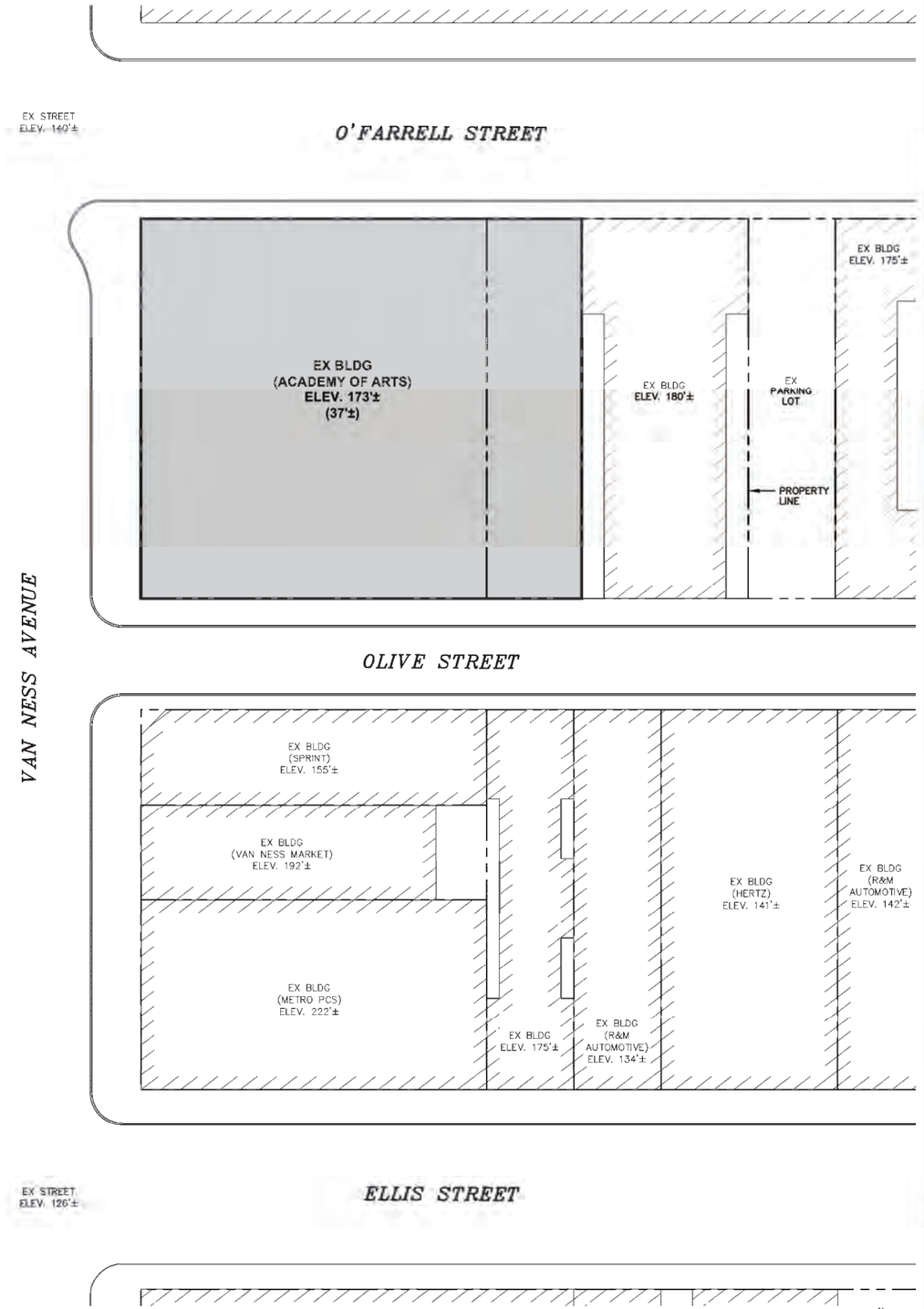
SITE PLAN AERIAL IMAGE

A0.S1



EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.

2 950 VAN NESS - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 950 VAN NESS - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

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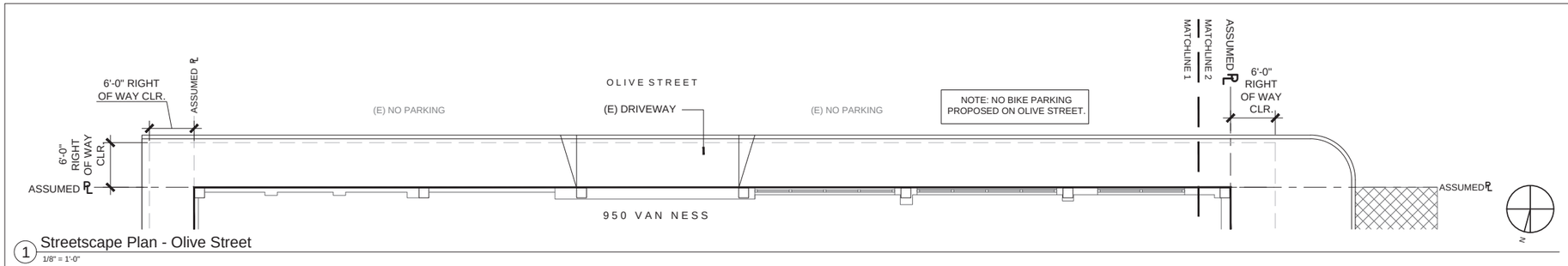
950 VAN NESS
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER
No. C 052281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

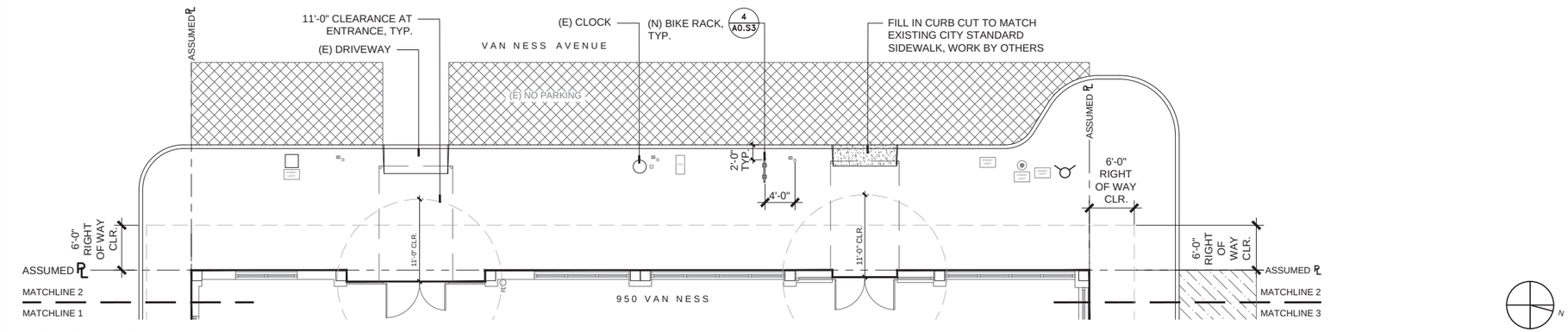
21826.11 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

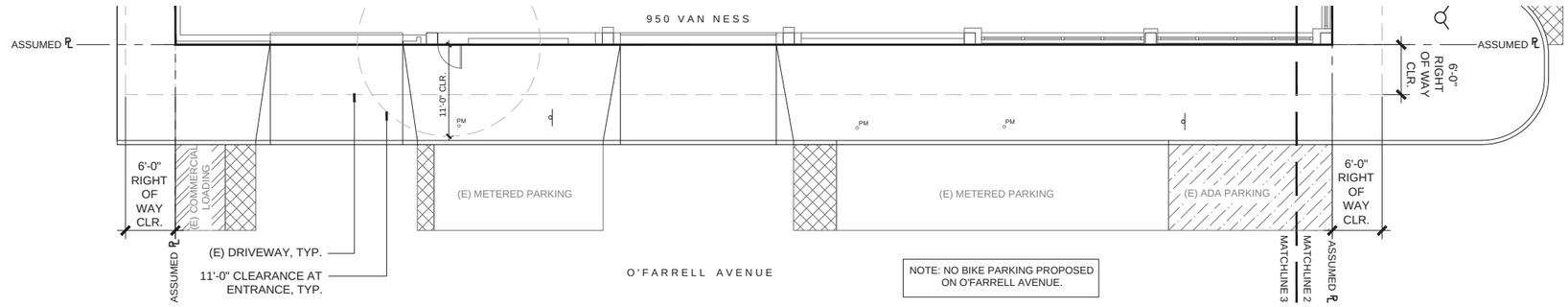
A0.S2



1 Streetscape Plan - Olive Street
1/8" = 1'-0"

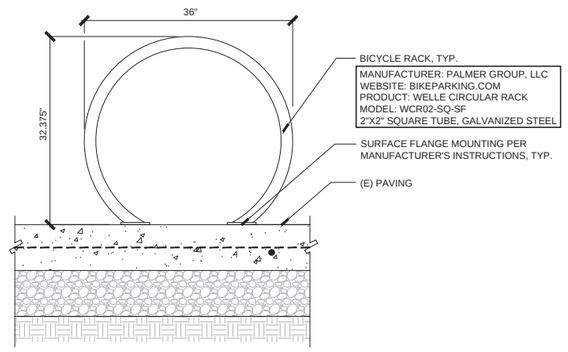


2 Streetscape Plan - Van Ness Avenue
1/8" = 1'-0"



3 Streetscape Plan - O'Farrell Avenue
1/8" = 1'-0"

SCALE: 1/8"=1'-0"
0' 4' 8' 16'



4 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(2) BIKE PARKING SPACES

TOTAL: 2

LEGEND

(N) BIKE RACK, CLASS II

(E) FIRE HYDRANT

(E) IN-GROUND UTILITY

(E) PARKING SIGN

(E) POLE LIGHT

(E) COMMERCIAL LOADING (YELLOW CURB)

(E) NO PARKING (RED CURB)

(E) ADA PARKING (BLUE CURB)

NOTES:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING
2) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
3) BIKE RACKS ARE NOT ALLOWED AT ADA PARKING

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landscape architecture
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San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU INSTITUTIONAL COMPLIANCE SET

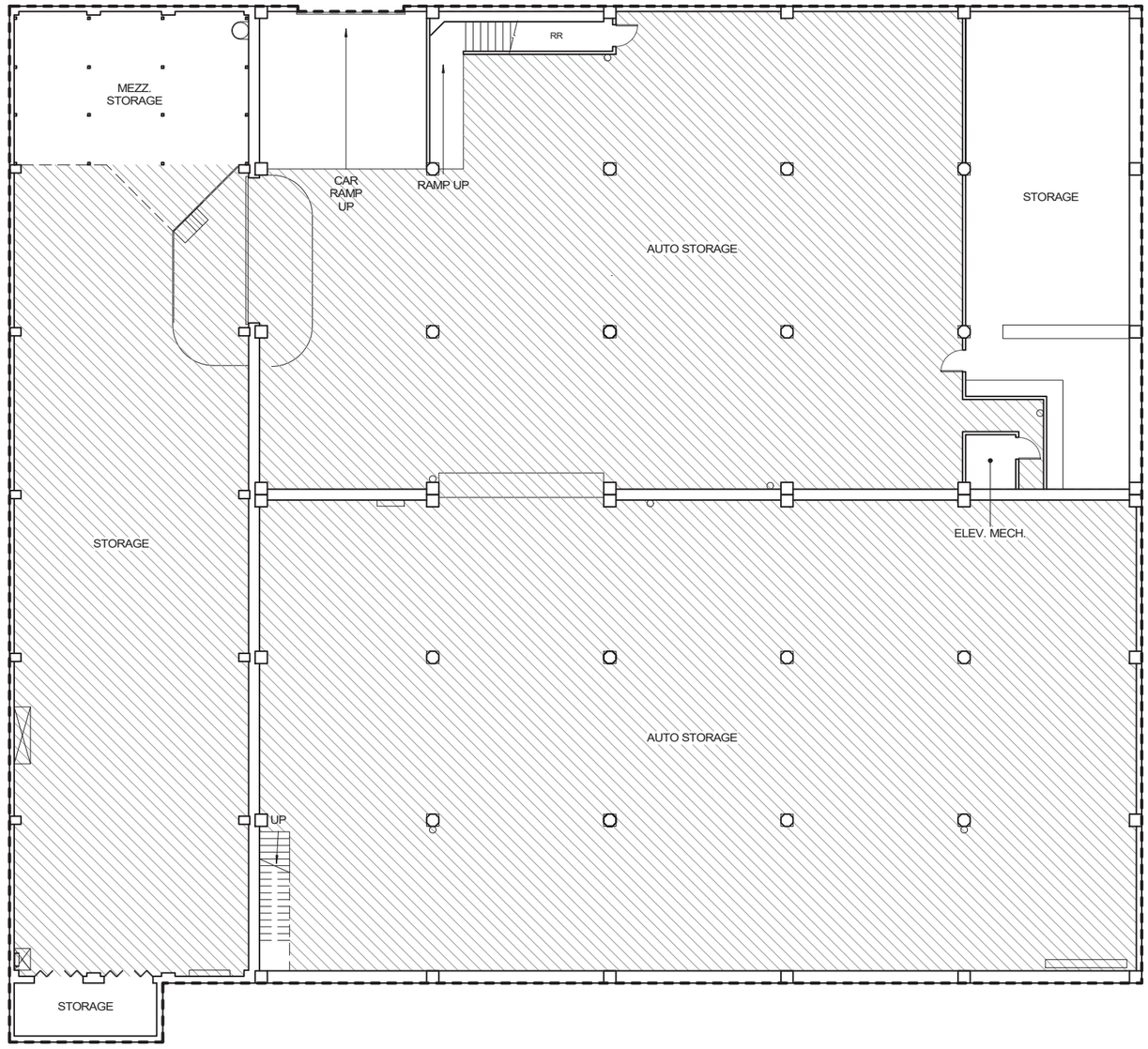
950 VAN NESS
San Francisco, CA 94109

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HUTCHINS
C-4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number: 21826.11
Issue Date: 10/11/19
Scale: AS NOTED
Phase:
Print Date:

STREETSCAPE DRAWINGS

A0.S3



1 BASEMENT - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

Project Number	21823.11
Issue Date	10/11/19
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Phase	
Print Date	10/11/2019 11:51:49 PM

No.	Date	Description

EXISTING FLOOR
PLANS - BASEMENT

A1.0

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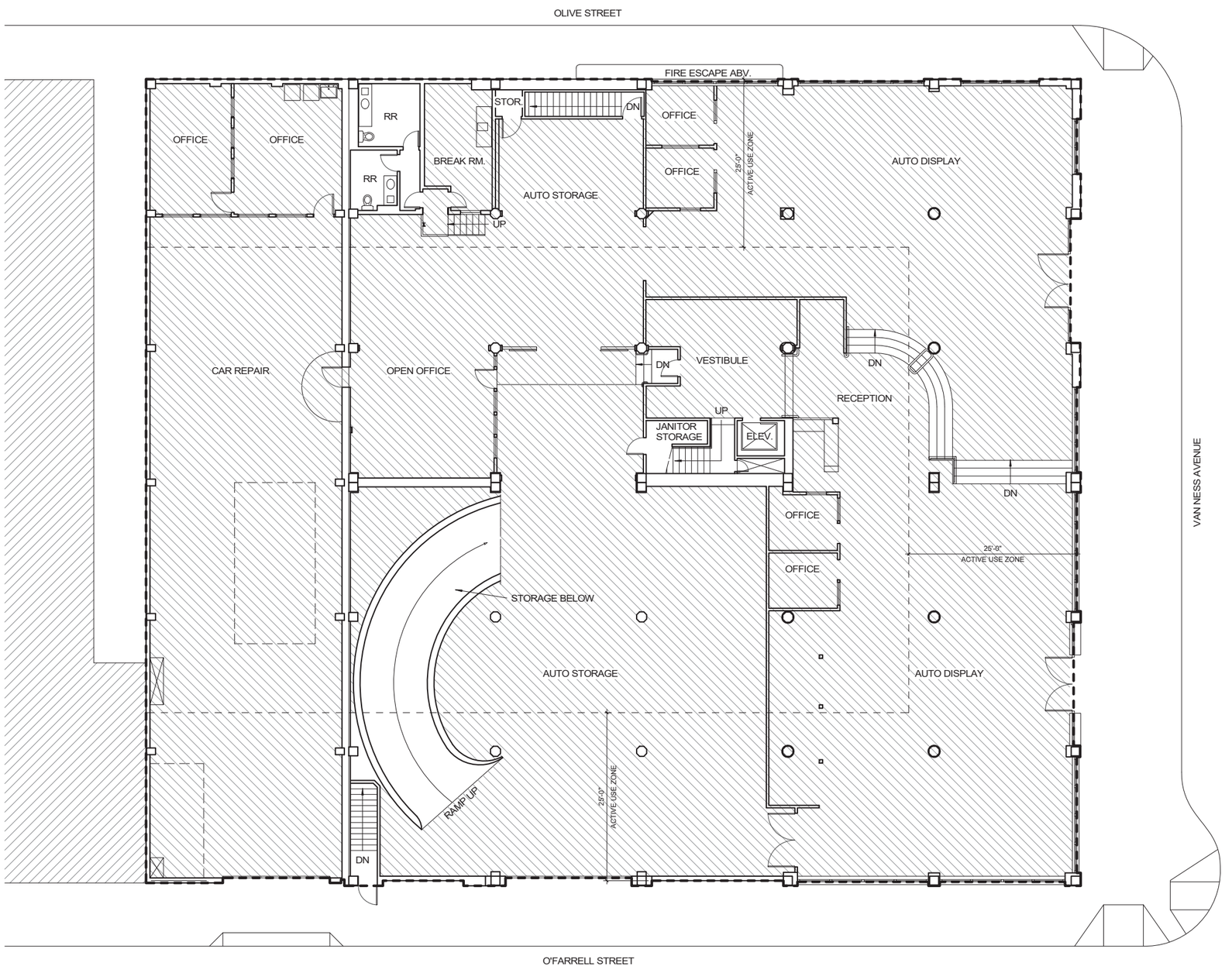

1 LEVEL 1 - EXISTING
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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STATE OF CALIFORNIA

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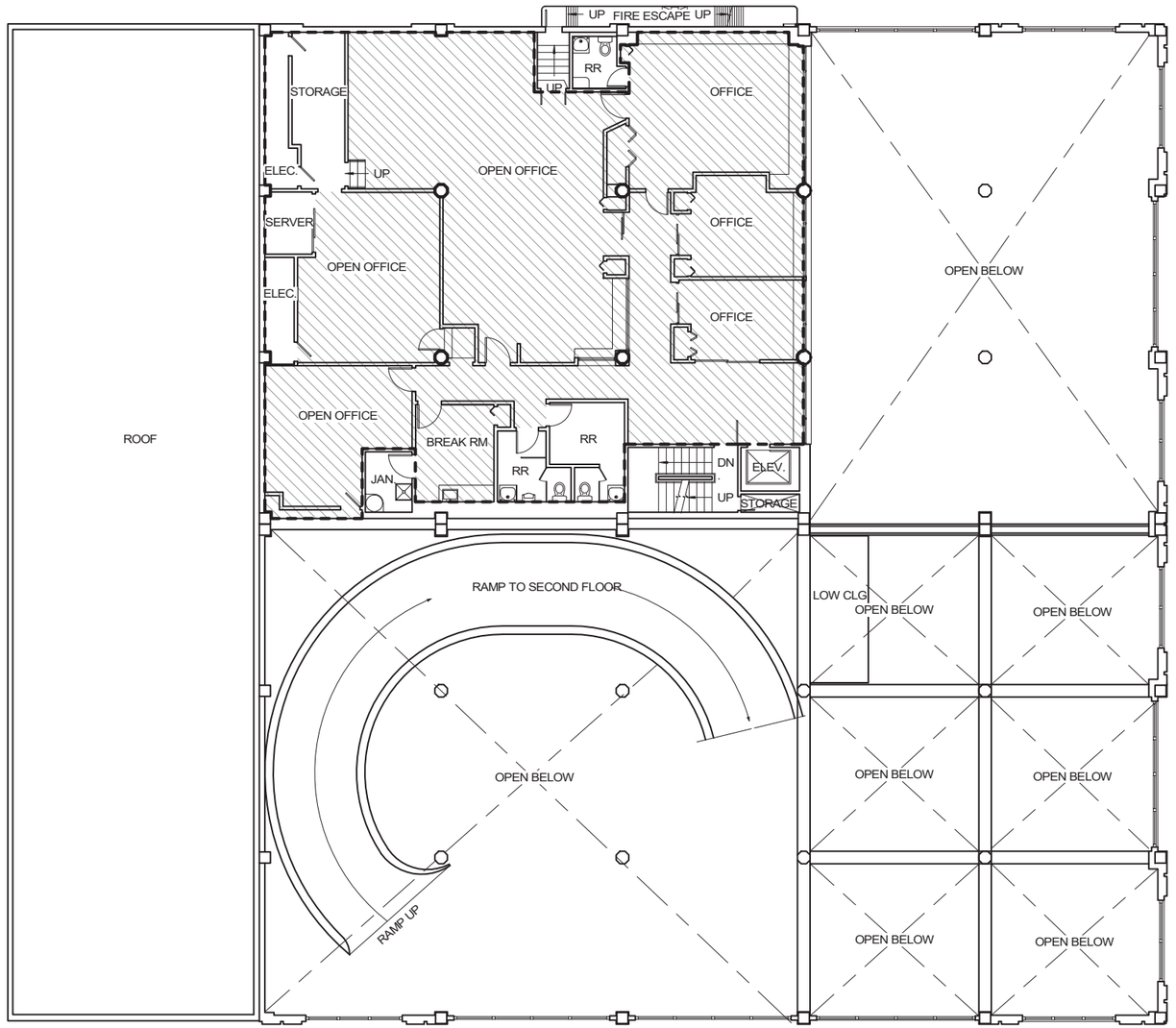
Scale As indicated | Phase
Print Date 10/11/2019 11:51:52 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1

A1.1



1 MEZZANINE - EXISTING

1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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- RR — RESTROOM

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21823.11	10/11/19
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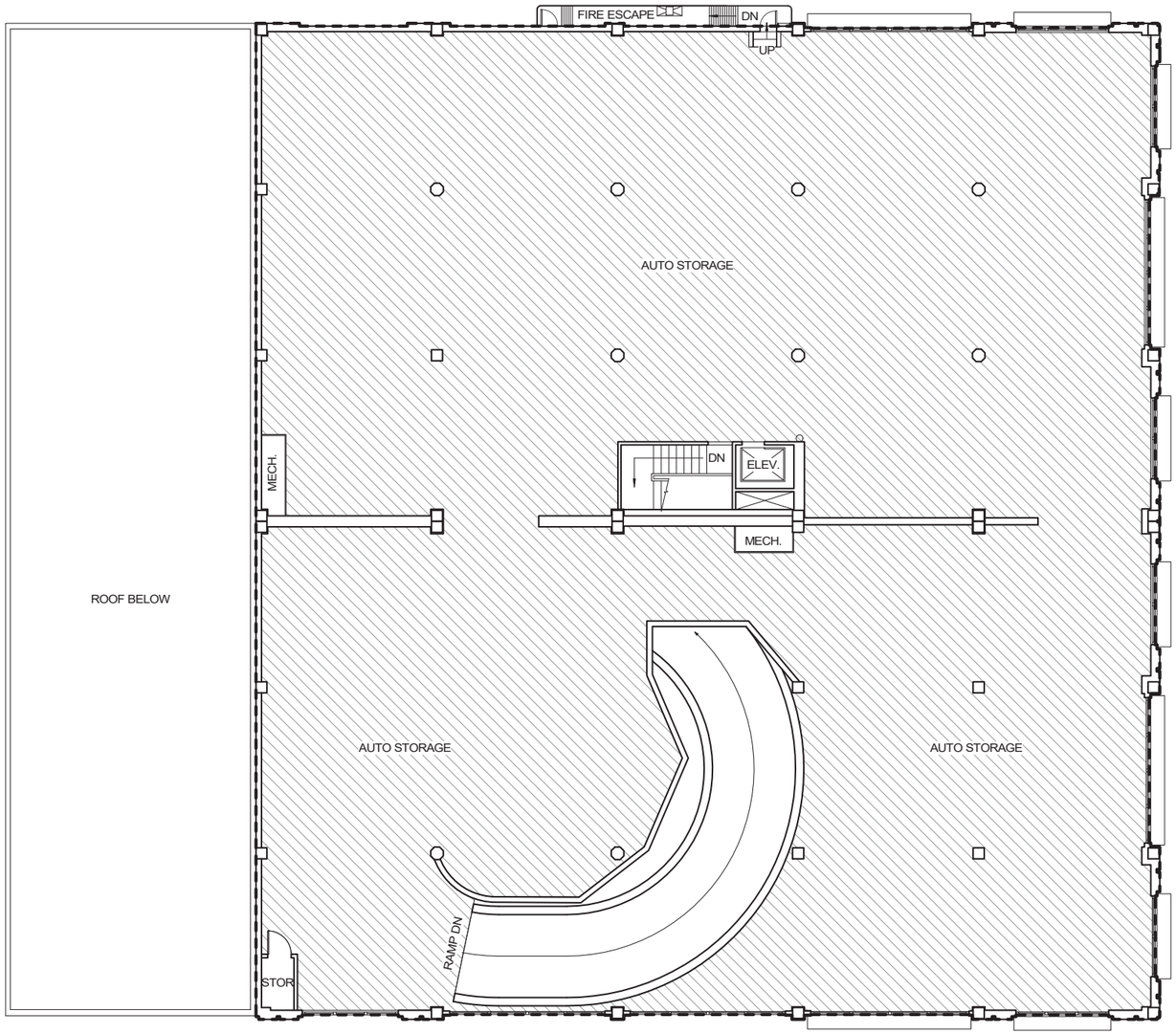
EXISTING FLOOR PLANS - MEZZANINE

A1.1M

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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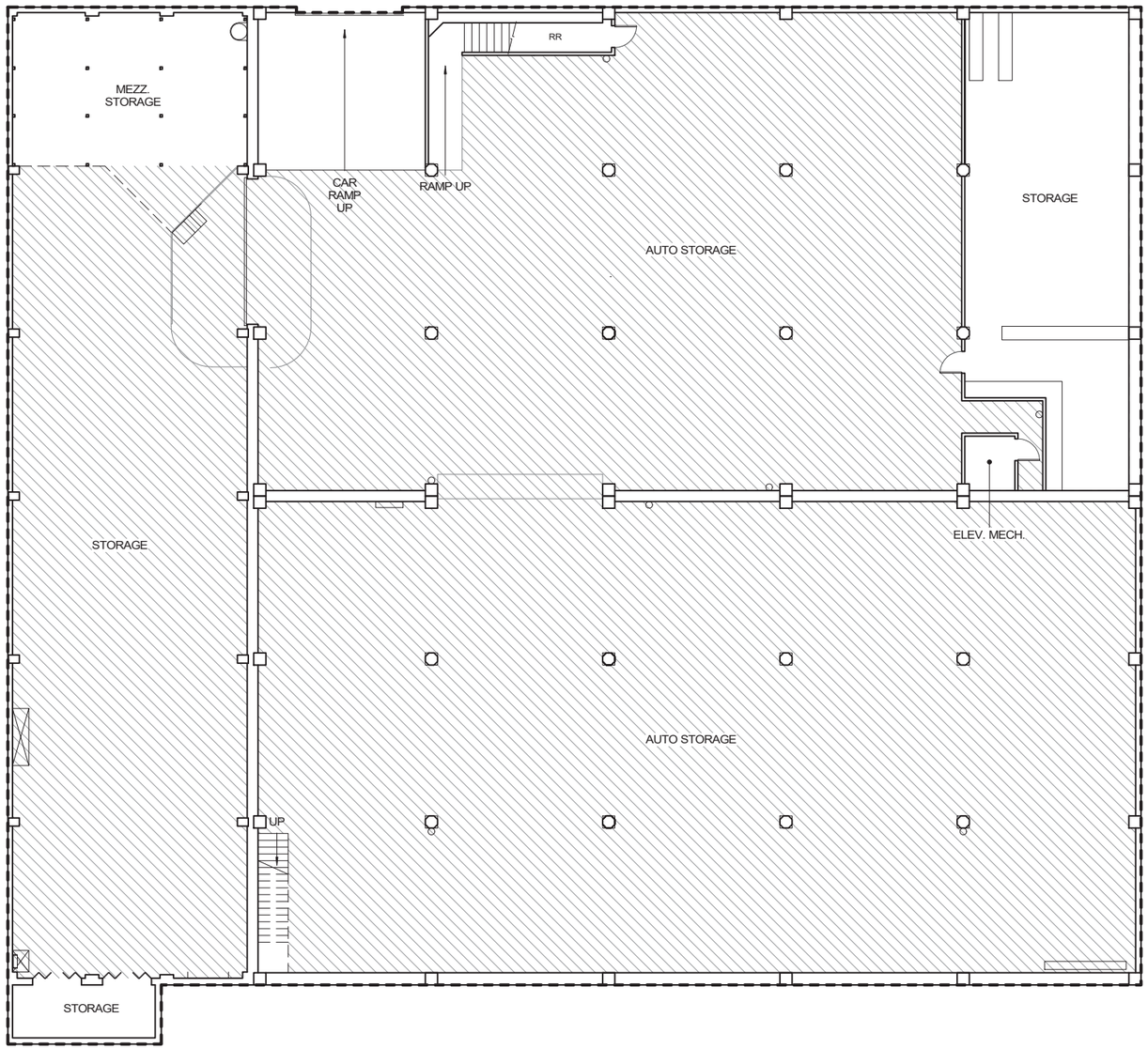
Print Date	10/11/2019 11:51:57 PM

No.	Date	Description

EXISTING FLOOR
PLANS - LEVEL 2

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 BASEMENT - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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Project Number	Issue Date
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Scale	Phase
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Print Date	
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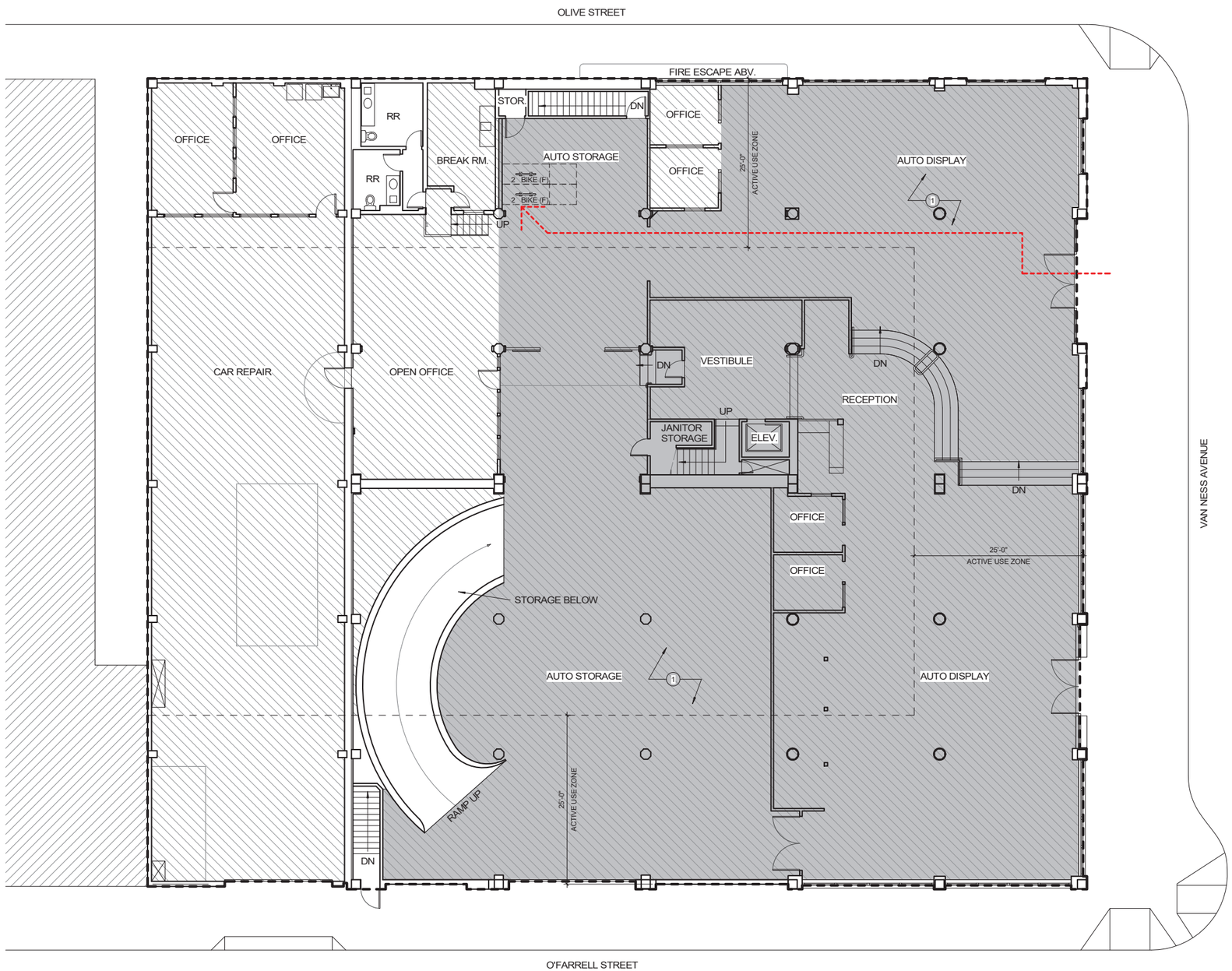
No.	Date	Description

PROPOSED FLOOR
PLANS - BASEMENT

A2.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 1 - PROPOSED
1/8" = 1'-0"

KEY NOTES

1. AREA SHADED IN DARK GREY INDICATES PRIVATE PARKING AREA SUBJECT TO GROUND FLOOR CONTROL REQUIRING OPERATION AS SATELLITE MUSEUM SPACE FOR 1849 VAN NESS MUSEUM PER JULY 5, 2019 INSTITUTIONAL MASTER PLAN

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

BIKE TAG

- CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES (11'-0" x 7'-0" + 4'-0", 2 BIKE (F), 3'-0")
  - Maneuvering Space
  - Bike Storage Space
- CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE (8'-4" x 3'-4" + 5'-0", 1 BIKE (W), 1'-4")
  - Maneuvering Space
  - Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

- BIKE ENTRY / EXIT ROUTE

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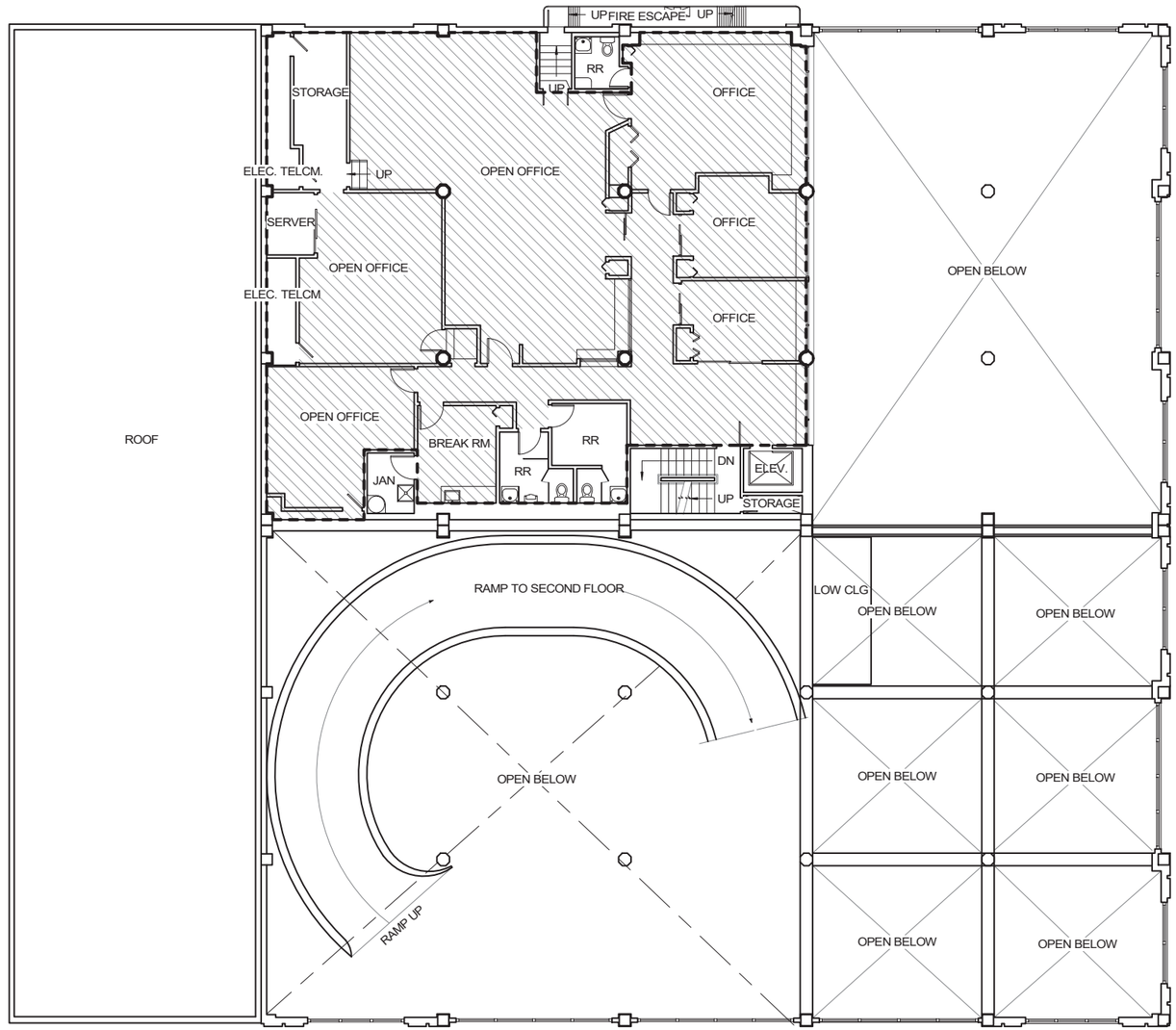
Print Date	10/11/2019 11:52:03 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1

A2.1



1 MEZZANINE - PROPOSED

1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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- RR — RESTROOM

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STATE OF CALIFORNIA

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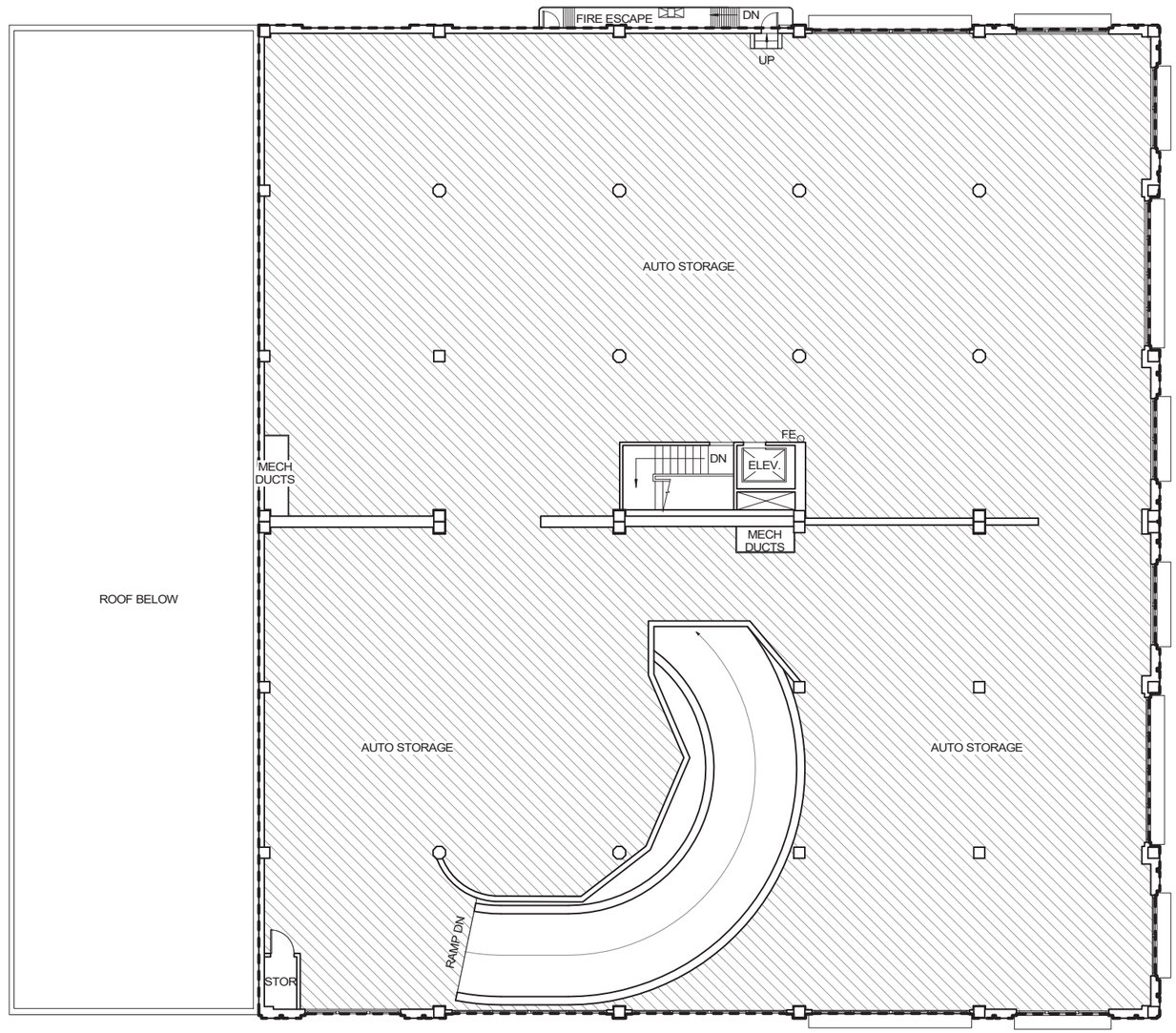
No.	Date	Description

PROPOSED FLOOR PLANS - MEZZANINE

A2.1M



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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No.	Date	Description

PROPOSED FLOOR
PLANS - LEVEL 2

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

2 NORTH ELEVATION - O'FARRELL STREET
NTS

1 WEST ELEVATION - VAN NESS AVENUE

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION.
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

KEYNOTES

1. ESTM ES-11:HR-1 (2) GROUND LEVEL CANOPY TO BE REMOVED; PATCH & REPAIR FACADE AS NEEDED.
2. SHADES PREVIOUSLY INSTALLED WITHOUT BUILDING PERMIT PROPOSED TO BE LEGALIZED.
3. EXISTING PROJECTING SIGN ON VAN NESS STREET TO BE REPLACED. EXISTING DIMS APPROX: 8'H X 9'W X 10"T.
4. PROPOSED AAU BUSINESS WALL SIGN; TO BE DIRECTLY ILLUMINATED DURING BUSINESS HOURS AND INDIRECTLY ILLUMINATED DURING OFF-BUSINESS HOURS.
5. PROPOSED AAU PROJECTING SIGN; TO BE DIRECTLY ILLUMINATED DURING BUSINESS HOURS AND INDIRECTLY ILLUMINATED DURING OFF-BUSINESS HOURS.

   ITEMS BELOW NOTED ON 9/25/19 SITE WALK:
   *SEE PHOTOS ON SHT A4.1 & A4.2
6. EXISTING DOME SECURITY CAMERA
7. EXISTNG SKATEBOARD DETERRENTS, TYP
8. EXISTING LIGHT FIXTURE
9. EXISTING NO PARKING SIGN
10. EXISTING SIDE WALK BOLLARDS
11. EXISTING VENTS
12. EXISTING ROLL UP DOOR AND ENCLOSURE
13. EXISTING SCUPPER DRAIN
14. EXISTING EGRESS DOOR
15. EXISTING ACCORDION FIRE LADDER
16. EXISTING FIRE ESCAPE BALCONY
17. EXISTING PIPE ROOF LADDER
18. EXISTING AWNINGS
19. EXISTING SPEAKER
20. EXISTING METAL ENCLOSURES
21. EXISTING FIRE ALARM BELL
22. EXISTING FIRE STAND PIPE
23. EXISTING PRIVATE PARKING SIGN
24. EXISTING MECH VENTS
25. EXISTING PANEL INFILL
26. EXISTING PROTRUDING PIPE
27. EXISTING METAL RAILINGS

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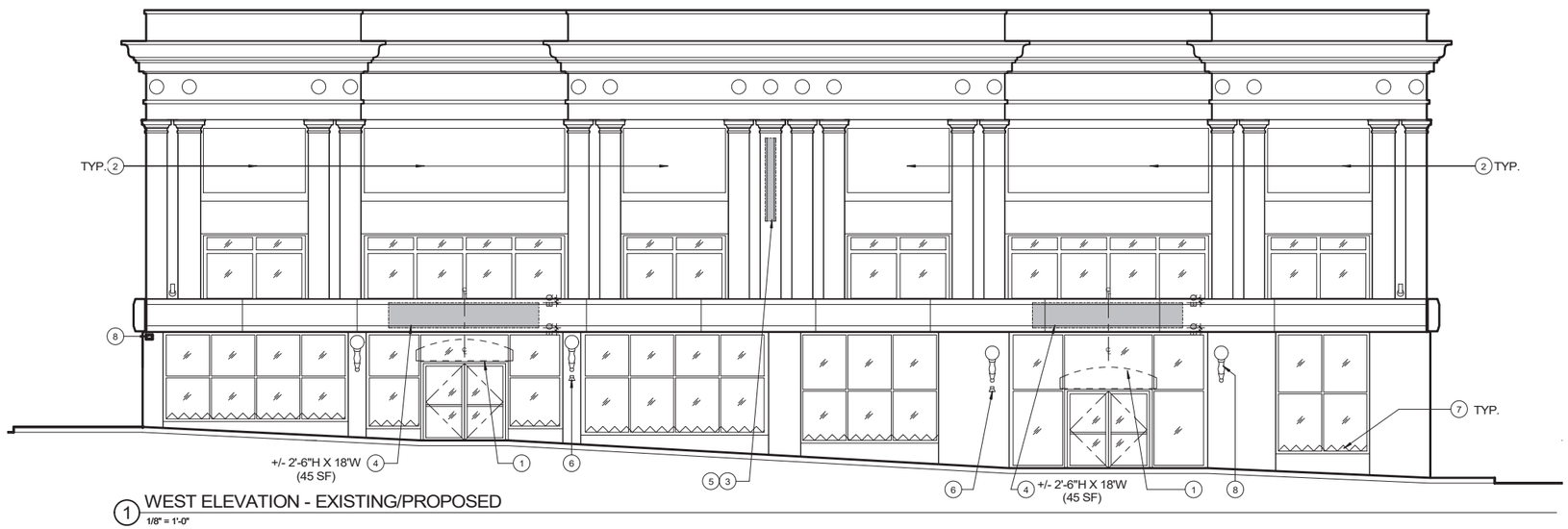
EXTERIOR ELEVATION IMAGES & SIGNAGE

A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

2 SOUTH ELEVATION - OLIVE STREET
NTS



1 WEST ELEVATION - EXISTING/PROPOSED
1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION.
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

KEYNOTES

1. ESTM ES-11:HR-1 (2) GROUND LEVEL CANOPY TO BE REMOVED; PATCH & REPAIR FACADE AS NEEDED.
2. SHADES PREVIOUSLY INSTALLED WITHOUT BUILDING PERMIT PROPOSED TO BE LEGALIZED.
3. EXISTING PROJECTING SIGN ON VAN NESS STREET TO BE REPLACED. EXISTING DIMS APPROX: 8'H X 9'W X 10"T.
4. PROPOSED AAU BUSINESS WALL SIGN; TO BE DIRECTLY ILLUMINATED DURING BUSINESS HOURS AND INDIRECTLY ILLUMINATED DURING OFF-BUSINESS HOURS.
5. PROPOSED AAU PROJECTING SIGN; TO BE DIRECTLY ILLUMINATED DURING BUSINESS HOURS AND INDIRECTLY ILLUMINATED DURING OFF-BUSINESS HOURS.

   ITEMS BELOW NOTED ON 9/25/19 SITE WALK:
   *SEE PHOTOS ON SHT A4.1 & A4.2
6. EXISTING DOME SECURITY CAMERA
7. EXISTNG SKATEBOARD DETERRENTS, TYP
8. EXISTING LIGHT FIXTURE
9. EXISTING NO PARKING SIGN
10. EXISTING SIDE WALK BOLLARDS
11. EXISTING VENTS
12. EXISTING ROLL UP DOOR AND ENCLOSURE
13. EXISTING SCUPPER DRAIN
14. EXISTING EGRESS DOOR
15. EXISTING ACCORDION FIRE LADDER
16. EXISTING FIRE ESCAPE BALCONY
17. EXISTING PIPE ROOF LADDER
18. EXISTING AWNINGS
19. EXISTING SPEAKER
20. EXISTING METAL ENCLOSURES
21. EXISTING FIRE ALARM BELL
22. EXISTING FIRE STAND PIPE
23. EXISTING PRIVATE PARKING SIGN
24. EXISTING MECH VENTS
25. EXISTING PANEL INFILL
26. EXISTING PROTRUDING PIPE
27. EXISTING METAL RAILINGS

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79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL USE

930-950 VAN NESS/
963 O'FARRELL
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

Project Number 21823.11
Issue Date 10/11/19
Scale As indicated
Phase DRAFT
Print Date 10/11/2019 11:52:15 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS & SIGNAGE

A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

11 IMAGE
NTS

10 IMAGE
NTS

9 IMAGE
NTS

8 IMAGE
NTS

7 IMAGE
NTS

6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS

3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

KEYNOTES

1. ESTM ES-11:HR-1 (2) GROUND LEVEL CANOPY TO BE REMOVED; PATCH & REPAIR FACADE AS NEEDED.
2. SHADES PREVIOUSLY INSTALLED WITHOUT BUILDING PERMIT PROPOSED TO BE LEGALIZED.
3. EXISTING PROJECTING SIGN ON VAN NESS STREET TO BE REPLACED. EXISTING DIMS APPROX: 8'H X 9'W X 10"T.
4. PROPOSED AAU BUSINESS WALL SIGN; TO BE DIRECTLY ILLUMINATED DURING BUSINESS HOURS AND INDIRECTLY ILLUMINATED DURING OFF-BUSINESS HOURS.
5. PROPOSED AAU PROJECTING SIGN; TO BE DIRECTLY ILLUMINATED DURING BUSINESS HOURS AND INDIRECTLY ILLUMINATED DURING OFF-BUSINESS HOURS.

   ITEMS BELOW NOTED ON 9/25/19 SITE WALK:
   *SEE PHOTOS ON SHT A4.1 & A4.2
6. EXISTING DOME SECURITY CAMERA
7. EXISTNG SKATEBOARD DETERRENTS, TYP
8. EXISTING LIGHT FIXTURE
9. EXISTING NO PARKING SIGN
10. EXISTING SIDE WALK BOLLARDS
11. EXISTING VENTS
12. EXISTING ROLL UP DOOR AND ENCLOSURE
13. EXISTING SCUPPER DRAIN
14. EXISTING EGRESS DOOR
15. EXISTING ACCORDION FIRE LADDER
16. EXISTING FIRE ESCAPE BALCONY
17. EXISTING PIPE ROOF LADDER
18. EXISTING AWNINGS
19. EXISTING SPEAKER
20. EXISTING METAL ENCLOSURES
21. EXISTING FIRE ALARM BELL
22. EXISTING FIRE STAND PIPE
23. EXISTING PRIVATE PARKING SIGN
24. EXISTING MECH VENTS
25. EXISTING PANEL INFILL
26. EXISTING PROTRUDING PIPE
27. EXISTING METAL RAILINGS

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2021
STATE OF CALIFORNIA

Project Number	21823.11
Issue Date	10/11/19
Scale	As indicated
Phase	DRAFT
Print Date	10/11/2019 11:52:27 PM

No.	Date	Description

EXISTING ELEVATION DETAILS

A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

KEYNOTES

1. ESTM ES-11:HR-1 (2) GROUND LEVEL CANOPY TO BE REMOVED; PATCH & REPAIR FACADE AS NEEDED.
2. SHADES PREVIOUSLY INSTALLED WITHOUT BUILDING PERMIT PROPOSED TO BE LEGALIZED.
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4. PROPOSED AAU BUSINESS WALL SIGN; TO BE DIRECTLY ILLUMINATED DURING BUSINESS HOURS AND INDIRECTLY ILLUMINATED DURING OFF-BUSINESS HOURS.
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   ITEMS BELOW NOTED ON 9/25/19 SITE WALK:
   *SEE PHOTOS ON SHT A4.1 & A4.2
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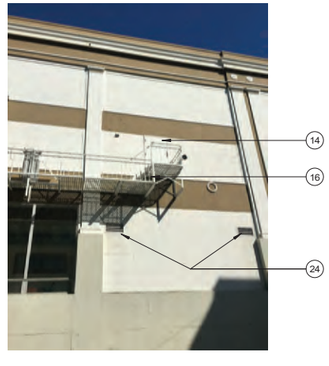
24. EXISTING MECH VENTS
25. EXISTING PANEL INFILL
26. EXISTING PROTRUDING PIPE
27. EXISTING METAL RAILINGS

5 AWNING AT OLIVE ST

4 FIRE ESCAPE BALCONY AT OLIVE ST



3 EGRESS DOOR AT OLIVE ST

2 ROLL UP DOOR AT OLIVE ST

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LICENSED ARCHITECT
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NO. C12409
REN 10/2021
STATE OF CALIFORNIA

Project Number	21823.11
Issue Date	10/11/19
Scale	As indicated
Phase	DRAFT
Print Date	10/11/2019 11:52:33 PM

No.	Date	Description

EXISTING ELEVATION DETAILS

A4.2

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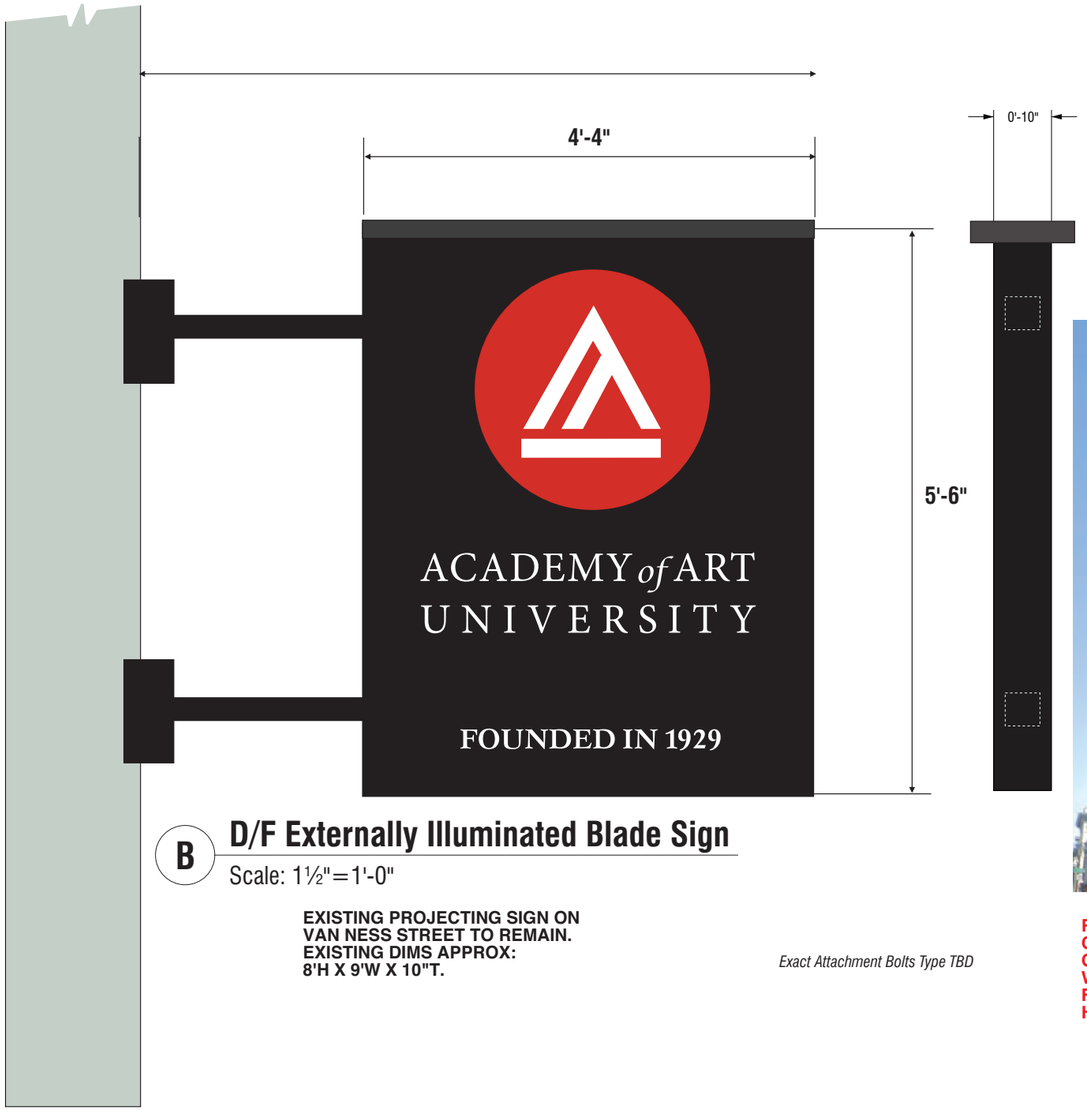


B D/F Externally Illuminated Blade Sign

Scale: 1½"=1'-0"

EXISTING PROJECTING SIGN ON VAN NESS STREET TO REMAIN. EXISTING DIMS APPROX: 8'H X 9'W X 10"T.

Exact Attachment Bolts Type TBD

Red | Black | White

Replace Existing Blade Sign

RESIZE PROJECTING SIGN TO CONTAIN CODE-COMPLIANT AAU COPY; RETAIN EXISTING LIGHTING WITH INDIRECT LIGHTING ADDED FOR ILLUMINATION DURING NONBUSINESS HOURS.

A D/F Reface/Refurbish Illuminated Projecting Blade Sign

Scale: 1" = 1' - 0"

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
& 3M 3630-143 Poppy Red Logo/Vinyl. Interior/Exterior Lighting w/ LED Modules

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 9/24/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
950 VAN NESS AVE
SAN FRANCISCO

Customer Approval

Signature

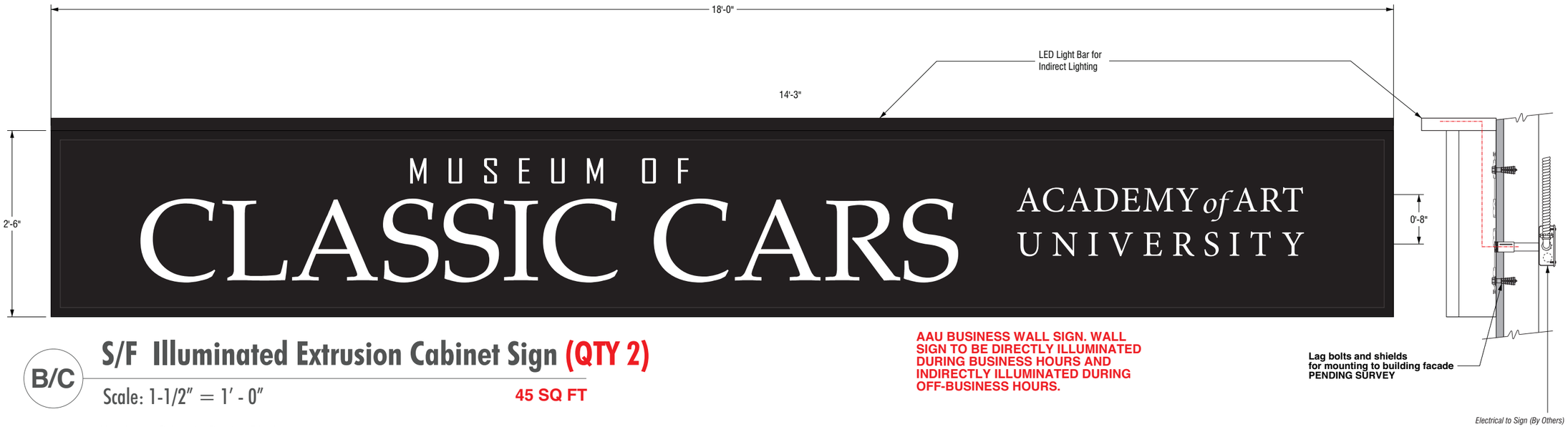
MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.
GG 2.0



B/C

S/F Illuminated Extrusion Cabinet Sign (QTY 2)

Scale: 1-1/2" = 1' - 0"

45 SQ FT

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
Interior/Exterior Lighting w/ LED Modules

AAU BUSINESS WALL SIGN. WALL SIGN TO BE DIRECTLY ILLUMINATED DURING BUSINESS HOURS AND INDIRECTLY ILLUMINATED DURING OFF-BUSINESS HOURS.

Black

White

GROUND LEVEL CANOPY TO BE REMOVED; PATCH & REPAIR FACADE AS NEEDED.

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 9/24/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____

☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
950 VAN NESS AVE
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

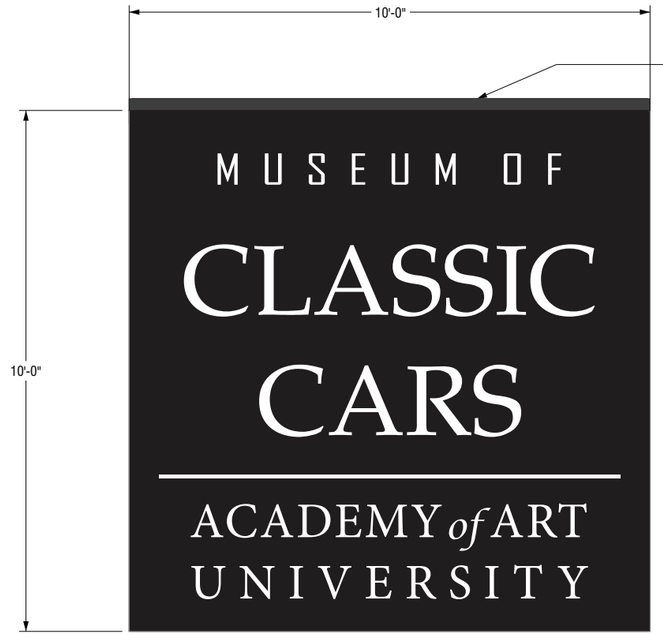
World Sign Associates

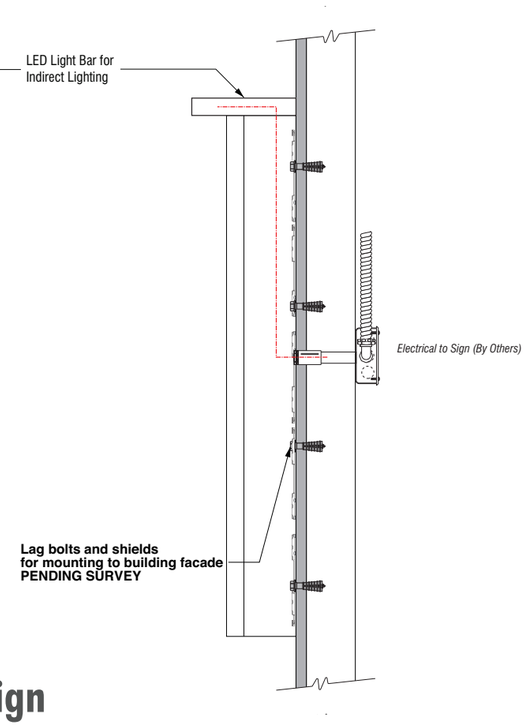
Sheet No.

GG 3.0

AAU BUSINESS WALL SIGN. WALL SIGN TO BE DIRECTLY ILLUMINATED DURING BUSINESS HOURS AND INDIRECTLY ILLUMINATED DURING OFF-BUSINESS HOURS.

100 SQ FT





Red

Black

White

D

S/F Illuminated Extrusion Cabinet Sign

Scale: 3/4" = 1' - 0"

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
. Interior/Exterior Lighting w/ LED Modules

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 9/24/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____

☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
950 VAN NESS AVE
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.

GG 4.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
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).
	AAU PROPOSAL: See Sheets A3.2 & A3.3/Keynote 2
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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.
	AAU PROPOSAL: See Sheet A0.S3 - 40' white zone proposed. As addresses in AAU's Transportation Management Plan provided under separate cover, the necessary length of passenger loading zones depends on the length and frequency of the shuttle buses serving the location. Though ridership typically fluctuates depending on the Academy's allocation of its courses/programs, note that as a specific result of the relocation of students to 2550 Van Ness per the Term Sheet, a large number of students at that location will be served on the same line that serves 1849 Van Ness. AAU has not yet been able to predict the likely ridership increase; however, AAU submits that it is reasonable to assume larger buses may be necessary in the near future.
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.
	AAU PROPOSAL: See Bicycle Parking Summary Below. Also note that ESTM incorrectly listed location of existing parking as Floor 3. It is actually only Floor 2 as shown in these plans.
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.
	AAU PROPOSAL: See Bicycle Parking Summary Below

BICYCLE PARKING SUMMARY

*SEE SHEET A2.3 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	EXISTING	5	30
CLASS II	PER CODE	9	10

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

APPLICABLE CODES

2016 SAN FRANCISCO BUILDING CODE

2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA ENERGY CODE (CAL GREEN)
2016 CALIFORNIA EXISTING BUILDING CODE
2016 CALIFORNA FIRE CODE

2016 CALIFORNIA STATE HISTORIC BUILDING CODE

NFPA 1
NFPA 101
NFPA 13

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	24,210	24,210
MEZZANINE	16,354	16,354
LEVEL 2	24,278	24,278
LEVEL 3	24,268	24,268
LEVEL 4	24,272	24,272
GROSS SF TOTAL	113,382	113,382

FLOOR AREA RATIO (PER PER SECTION 243.c.1):

MAXIMUM ALLOWED GROSS SF
FAR X LOT AREA = 4.8 X 26,413 SF = 126,782 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	16,597	16,597
MEZZANINE	15,013	15,013
LEVEL 2	21,039	21,039
LEVEL 3	19,941	19,941
LEVEL 4	21,462	21,462
OCCUPIED SF TOTAL:	94,052	94,052

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	●	●	●
A0.1	PROJECT INFORMATION			●
A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE	●	●	
A0.S2	SITE PLAN DRAWINGS	●	●	
A0.S3	STREETSCAPE DRAWINGS	●		
A0.T1	OCCUPANCY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.1	EXISTING FLOOR PLANS - LEVEL 1	●		●
A1.2	EXISTING FLOOR PLAN - MEZZANINE	●		●
A1.3	EXISTING FLOOR PLAN - LEVEL 2	●		●
A1.4	EXISTING FLOOR PLAN - LEVEL 3	●		●
A1.5	EXISTING FLOOR PLAN - LEVEL 4	●		●
A2.1	PROPOSED FLOOR PLAN - LEVEL 1	●		●
A2.2	PROPOSED FLOOR PLAN - MEZZANINE	●		●
A2.3	PROPOSED FLOOR PLAN - LEVEL 2	●		●
A2.4	PROPOSED FLOOR PLAN - LEVEL 3	●		●
A2.5	PROPOSED FLOOR PLANS - LEVEL 4	●		●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A4.1	EXTERIOR ELEVATION IMAGE DETAILS	●	●	●

TOTAL SHEETS: 19

PROJECT SCOPE

ADDRESS 1849 WASHINGTON STREET/
1849 VAN NESS AVENUE
BLOCK/LOT 0618/001

DISTRICTS
ZONING RC-4
HEIGHT/BULK 80-D
SPECIAL USE VAN NESS

USE CHANGE OF USE REQUIRED
LAST LEGAL RETAIL
PROPOSED INSTITUTIONAL: POST-SECONDARY EDUCATION

No OF STORIES 4 (NO CHANGE)

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROPERTY INFORMATION

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT IS TO CHANGE THE USE OF 1849 WASHINGTON STREET (ALSO KNOWN AS 1849 VAN NESS AVENUE) FROM A RETAIL SALES AND SERVICE USE TO A POST-SECONDARY EDUCATIONAL INSTITUTION USE.

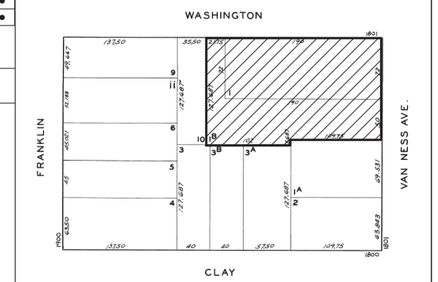
PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 1849 WASHINGTON STREET (REFERRED TO AS 1849 VAN NESS AVENUE) LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO CLOSE ENFORCEMENT CASES 8608 (CONVERSION OF SUBJECT[T] BUILDING TO ALLOW A POST-SECONDARY EDUCATIONAL INSTITUTION IN AN RC-4 DISTRICT), 10630 (ILLEGAL SIGNS), AND 2015-012704 (CANOPY AT REAR).

EXTERIOR VIEW

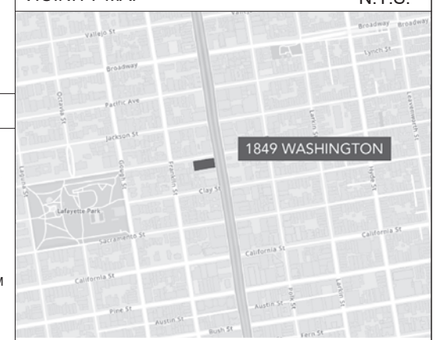
PLOT MAP

N.T.S.



VICINITY MAP

N.T.S.



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San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

1849 WASHINGTON|
1849 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECTS
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21826.10
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/12/2019 1:53:31 AM

No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

1 SITE PLAN AERIAL IMAGE
NTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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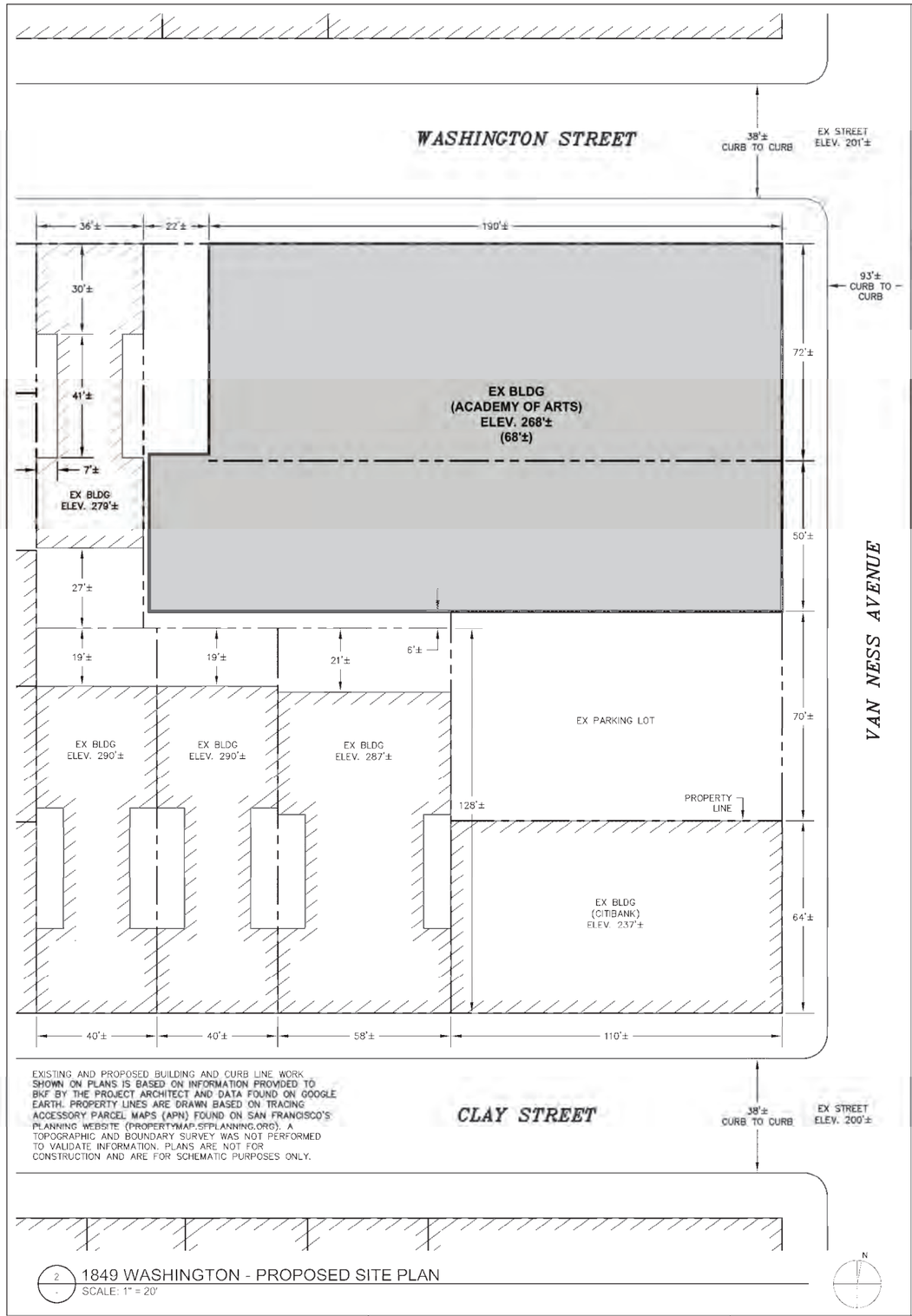
STATE OF CALIFORNIA

Project Number 21826.10
Issue Date 10/11/19
Scale: Not To Scale
Phase
Print Date: 10/12/2019 1:53:32 AM

No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU
INSTITUTIONAL
COMPLIANCE
SET

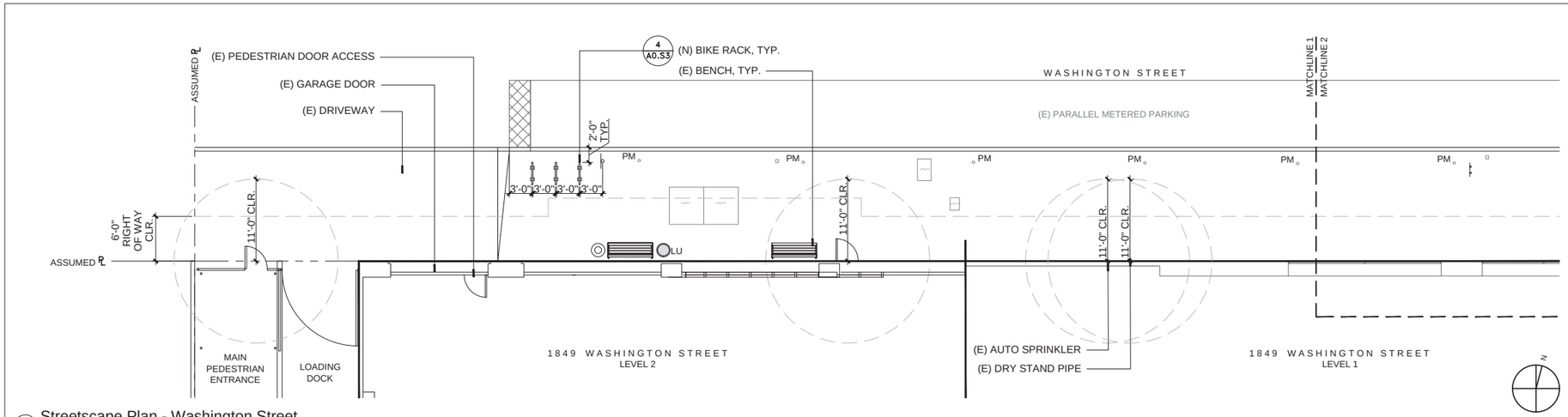
1849 WASHINGTON
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER
No. C-52281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

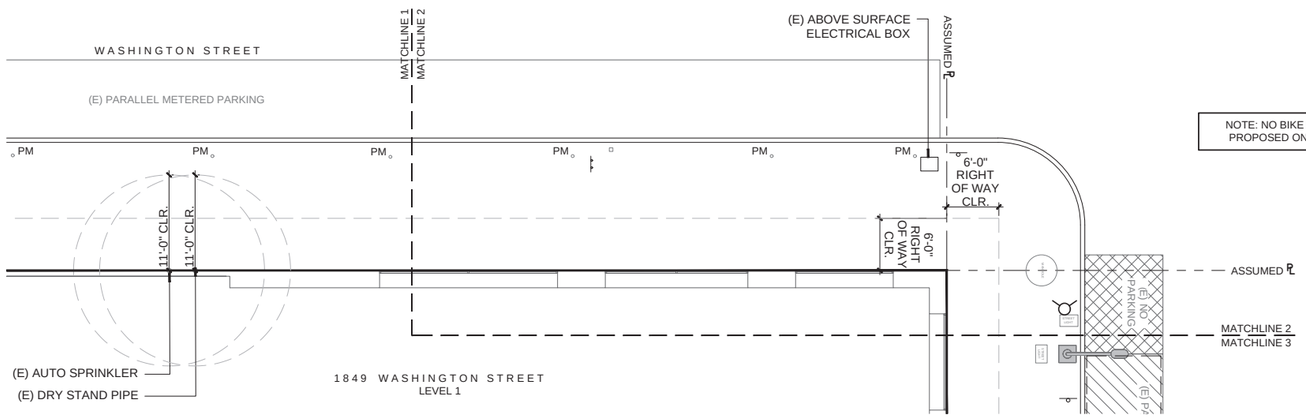
21826.10 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

A0.S2

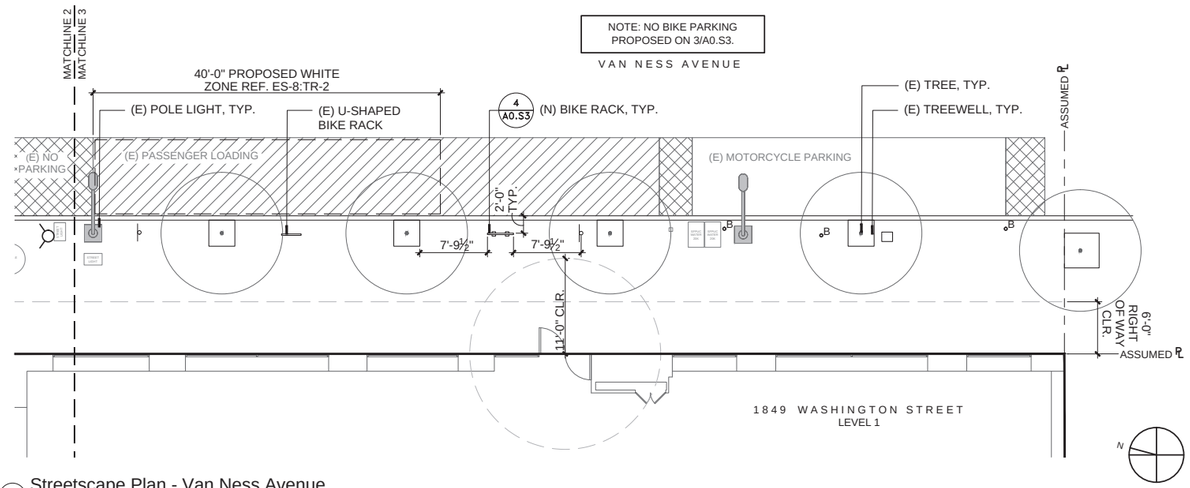


1 Streetscape Plan - Washington Street
1/8" = 1'-0"

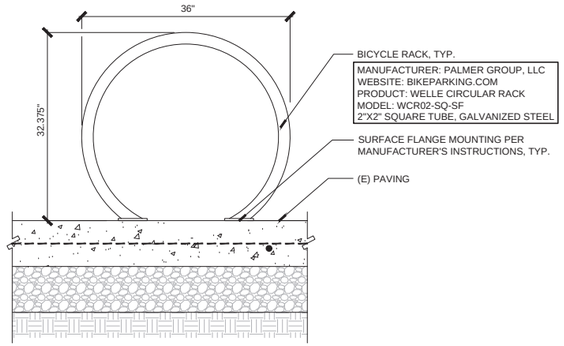


2 Streetscape Plan - Washington Street
1/8" = 1'-0"

NOTE: NO BIKE PARKING PROPOSED ON 2/A0.S3.



3 Streetscape Plan - Van Ness Avenue
1/8" = 1'-0"



4 Bike Rack
NTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(2) BIKE PARKING SPACES

PROPOSED:
(8) BIKE PARKING SPACES

TOTAL: 10

LEGEND

- (N) BIKE RACK, CLASS II
- (E) BENCH
- (E) IN-GROUND UTILITY
- LU (E) LITTER UNIT
- (E) PARKING SIGN
- (E) POLE LIGHT
- (E) URN
- (E) NO PARKING (RED CURB)
- (E) PASSENGER LOADING (WHITE CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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Creo
landscape architecture
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San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

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REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HOLLAND
C 4980
08/31/21
10/11/19
STATE OF CALIFORNIA

Project Number: 21826.10
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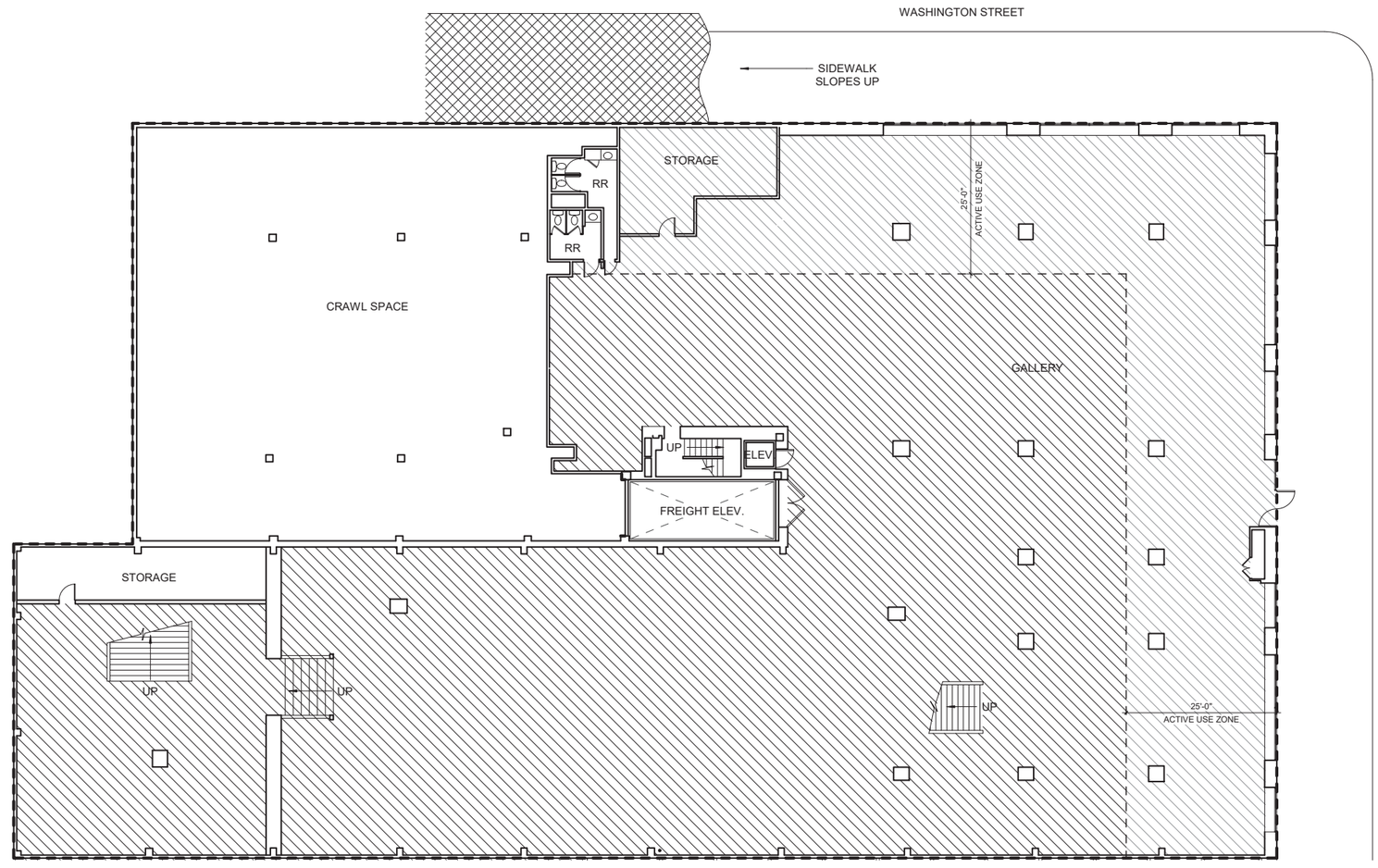
Phase:
Print Date:

STREETSCAPE DRAWINGS

A0.S3



1 LEVEL 1 - EXISTING
3/32" = 1'-0"

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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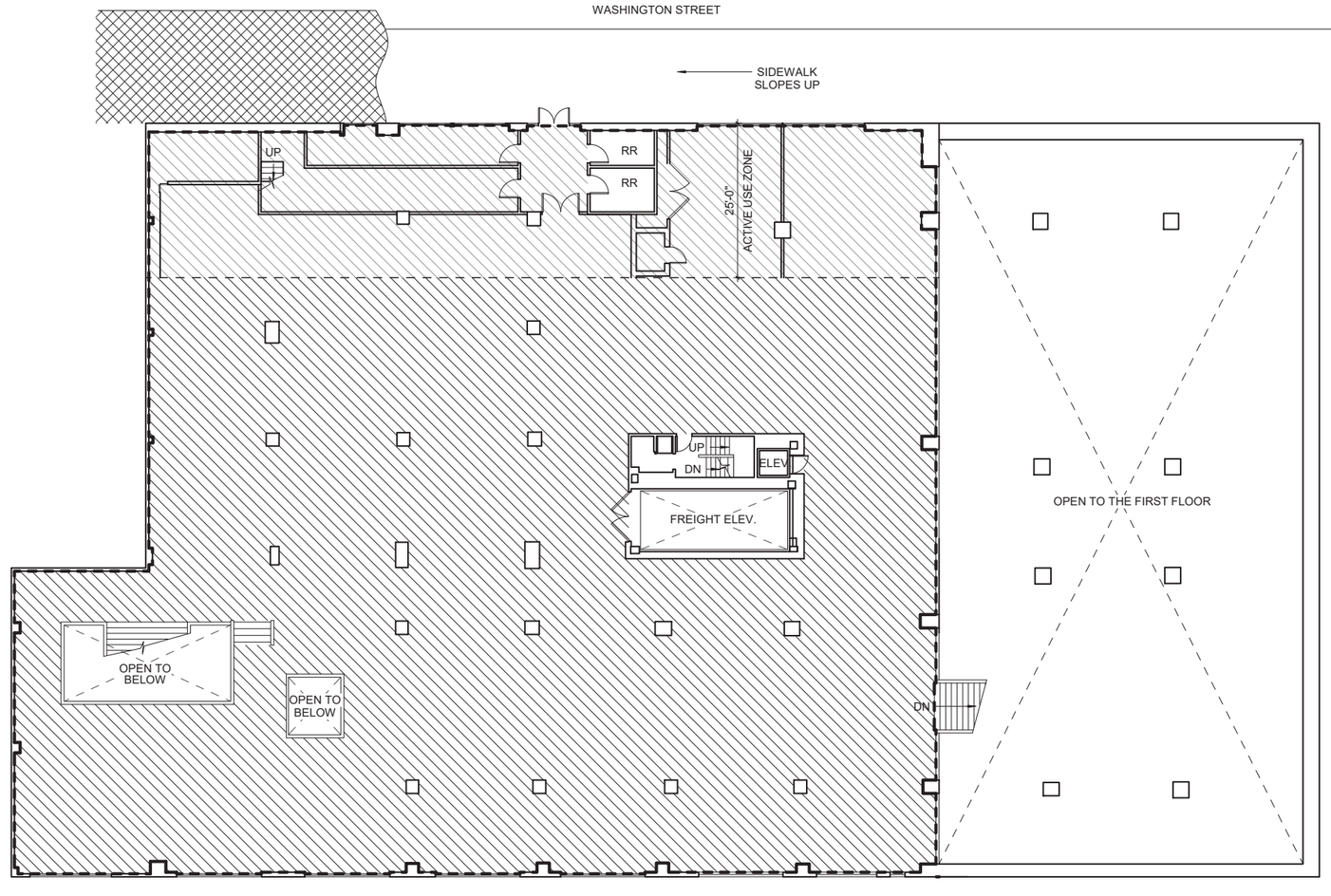
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1

A1.1



1 MEZZANINE LEVEL - EXISTING
3/32" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
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RR	RESTROOM

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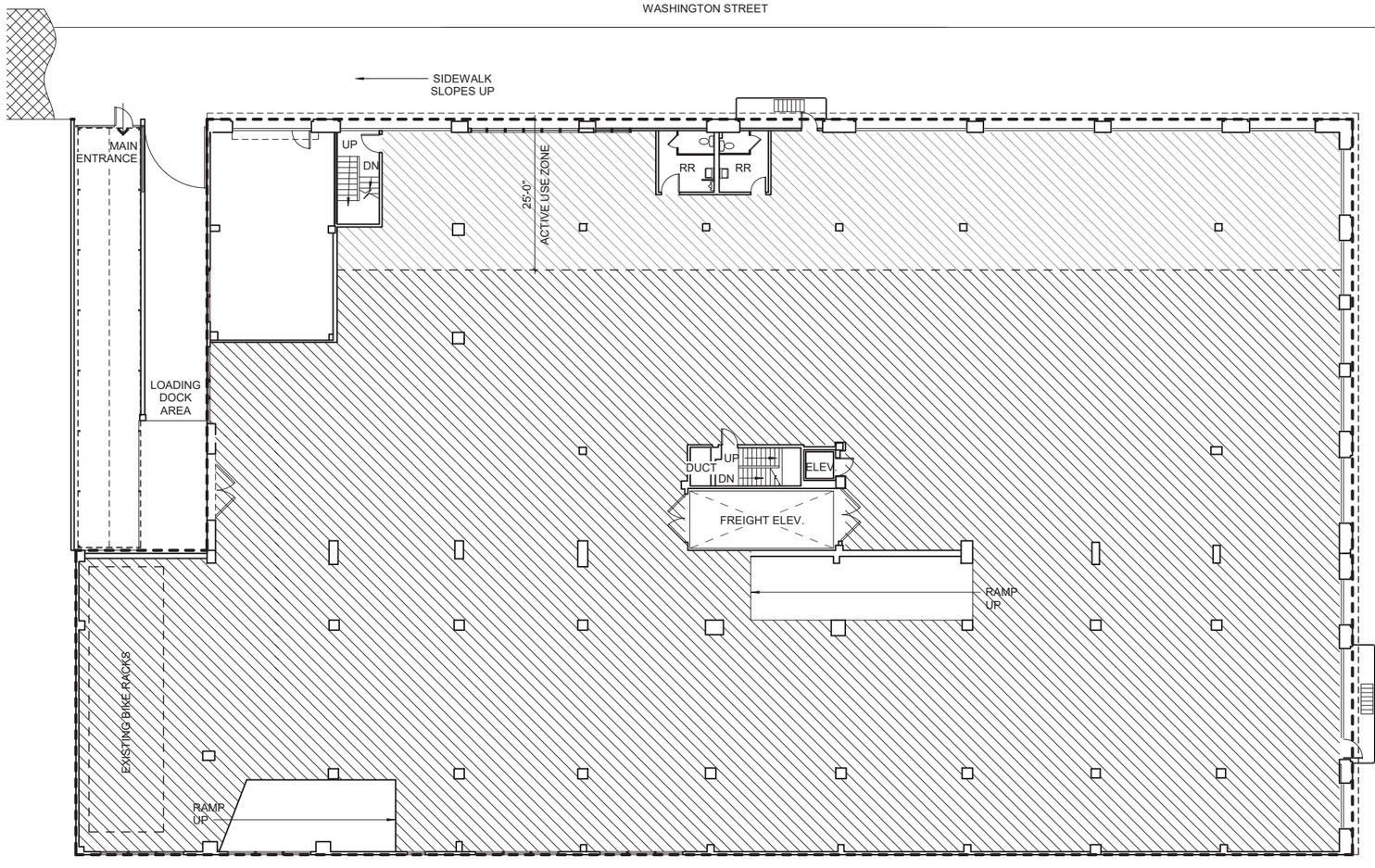
EXISTING FLOOR PLAN - MEZZANINE

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2 - EXISTING
3/32" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
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RR	RESTROOM

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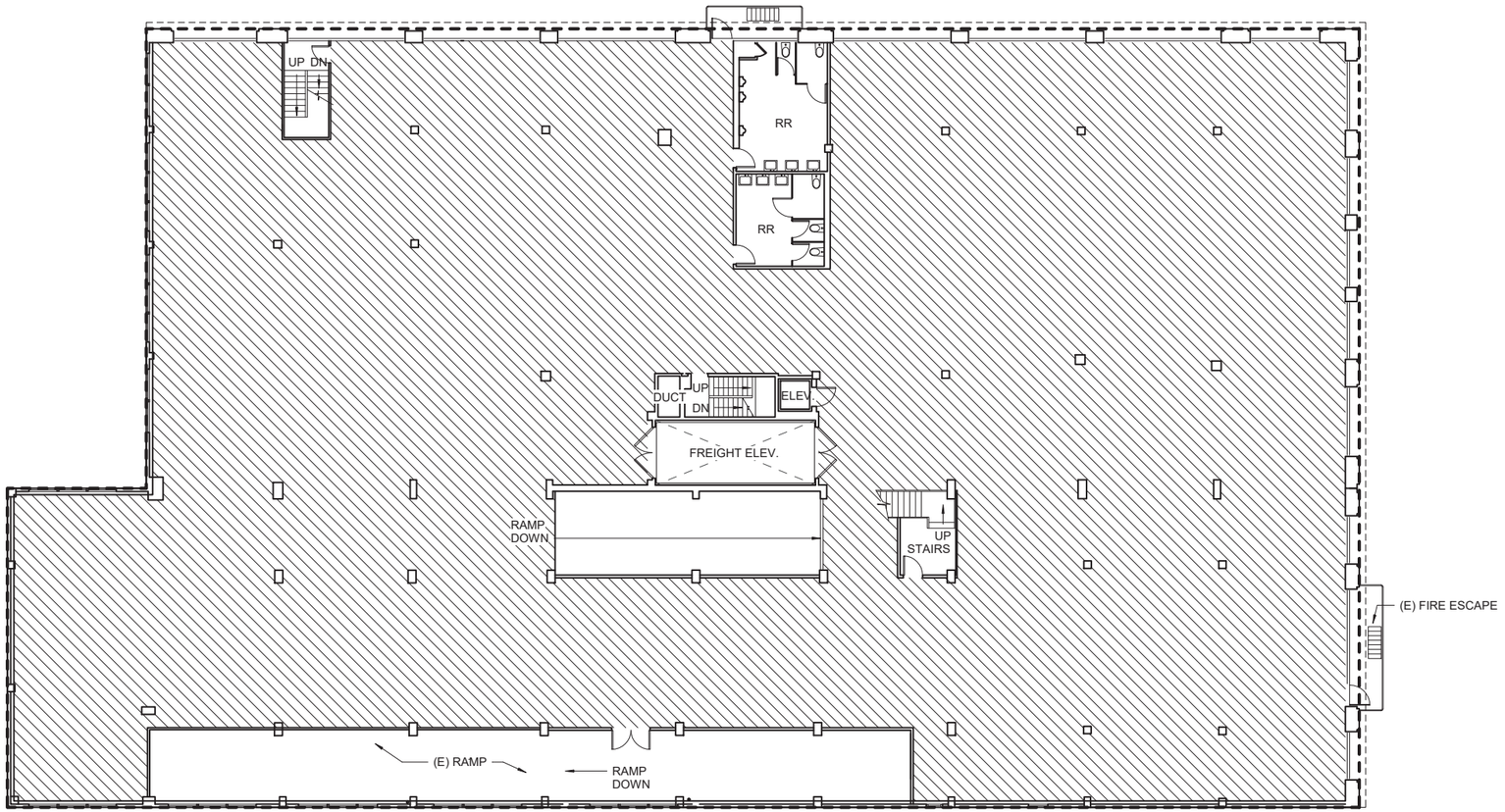
EXISTING FLOOR PLAN - LEVEL 2

A1.3



1 LEVEL 3 - EXISTING
3/32" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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No.	Date	Description

EXISTING FLOOR PLAN - LEVEL 3

A1.4

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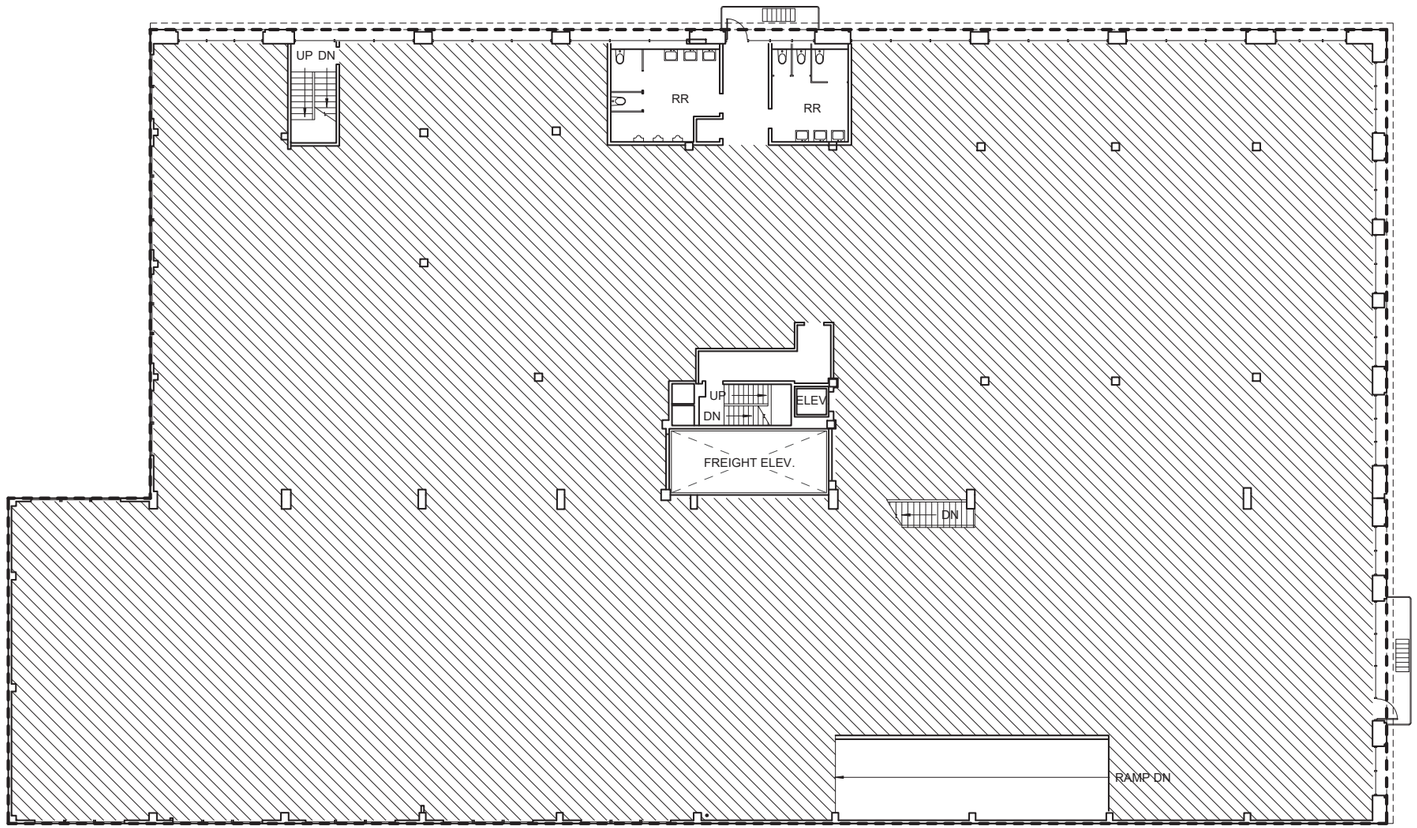

1 LEVEL 4 - EXISTING
3/32" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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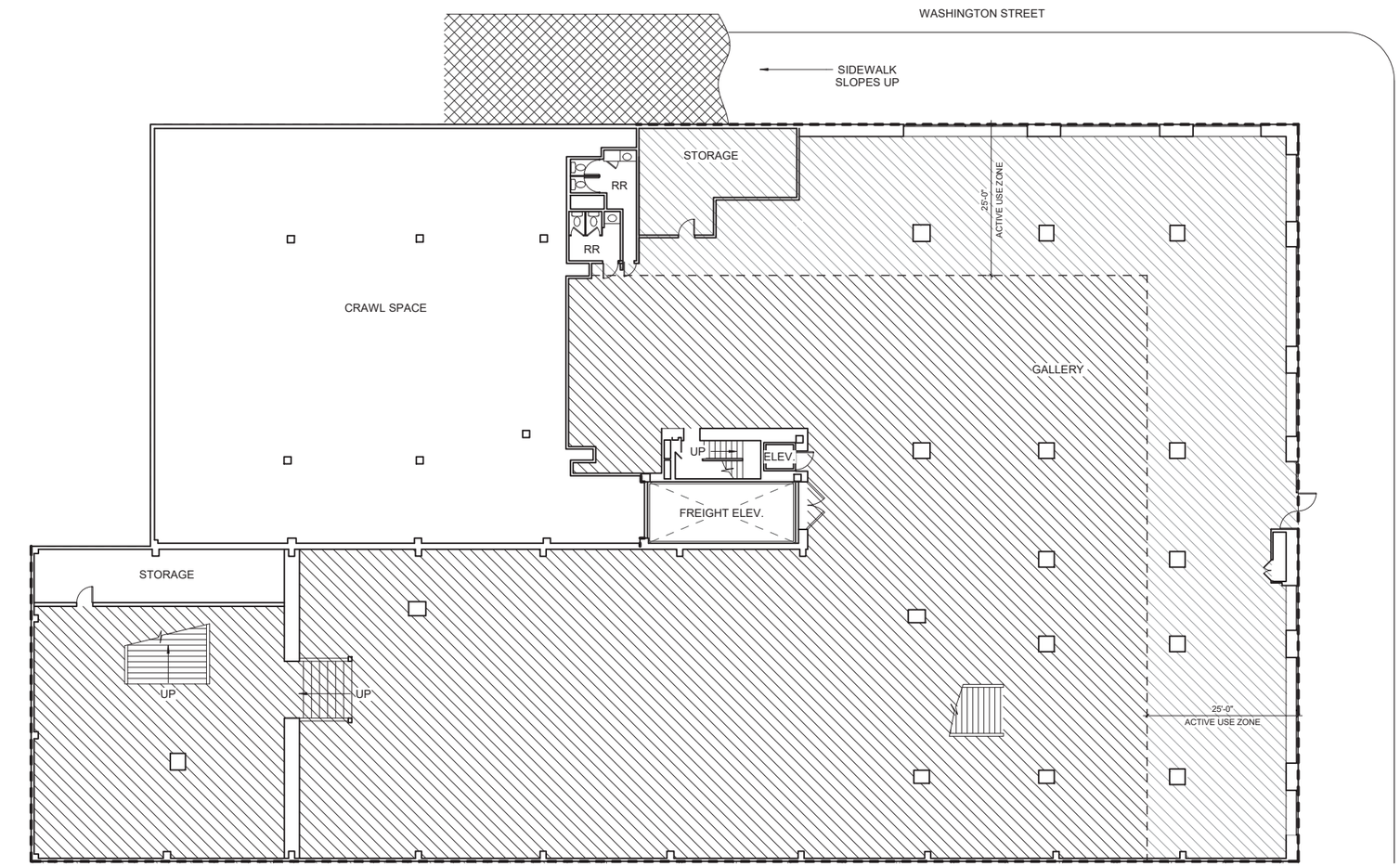
Phase	
Print Date:	10/12/2019 1:53:40 AM

No.	Date	Description

EXISTING FLOOR PLAN - LEVEL 4

A1.5



1 LEVEL 1 - PROPOSED
3/32" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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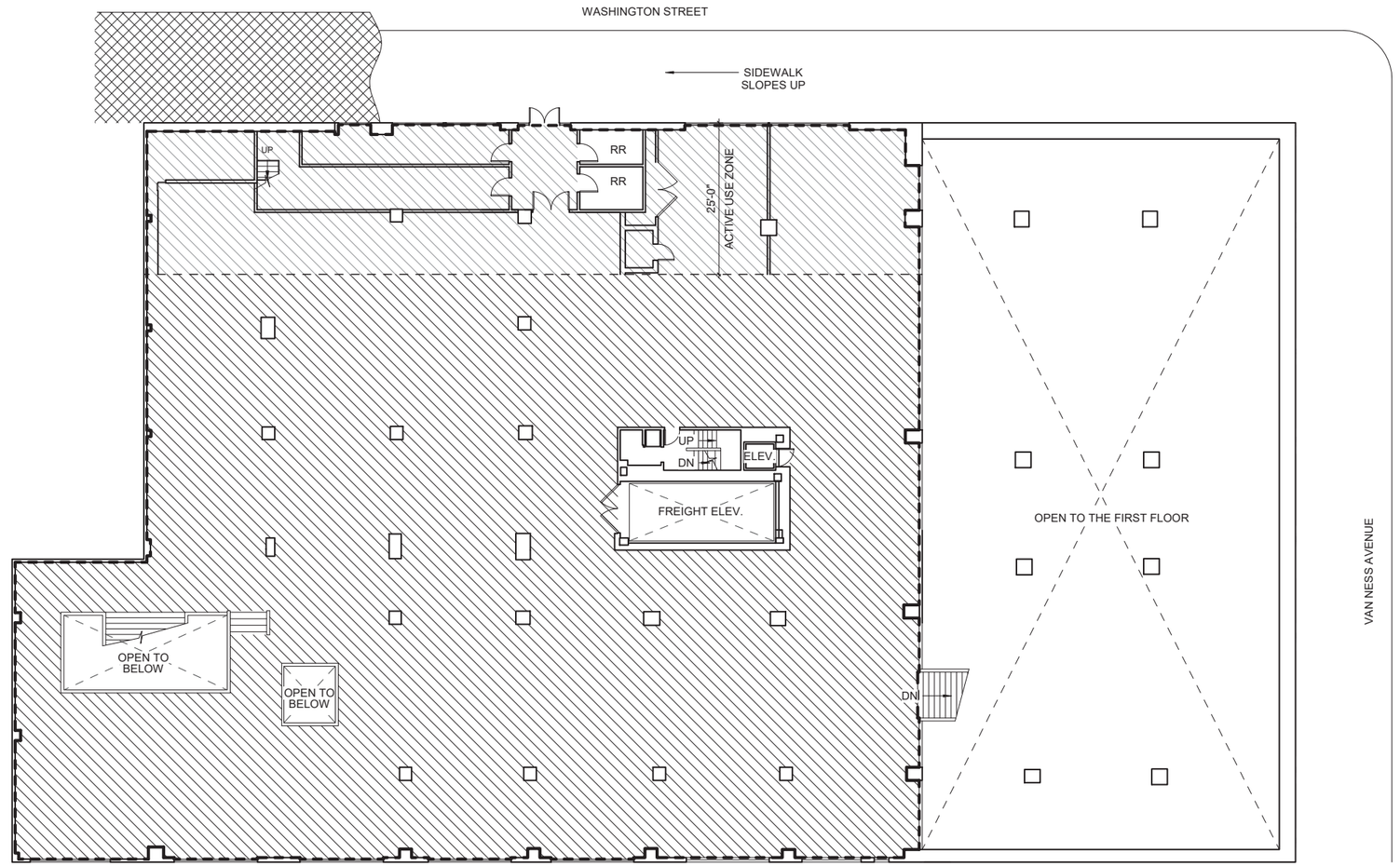
No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 1

A2.1



1 MEZZANINE LEVEL - PROPOSED
3/32" = 1'-0"

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
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- RR — RESTROOM

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Issue Date 10/11/19
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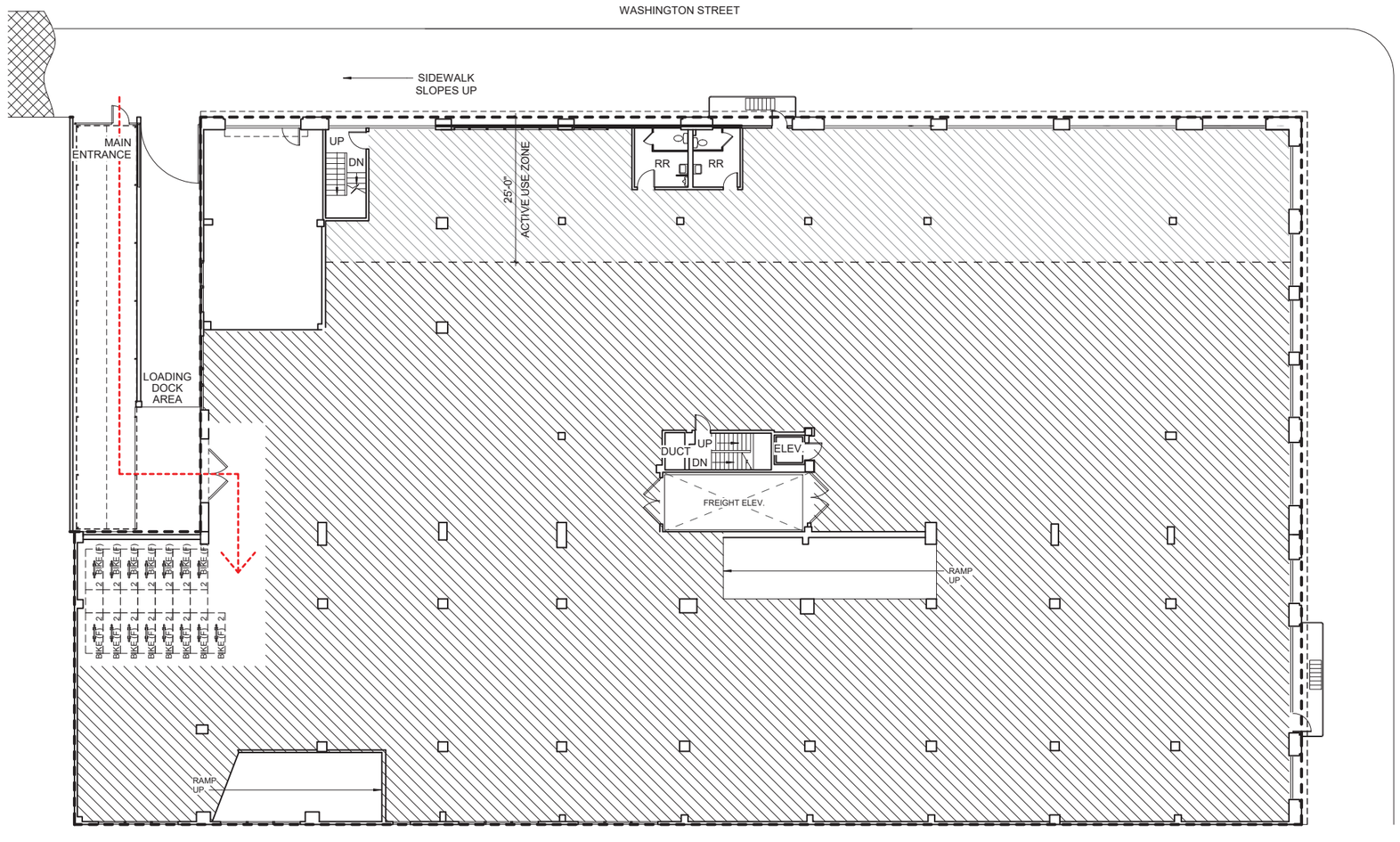
Print Date: 10/12/2019 1:53:42 AM

No.	Date	Description

PROPOSED FLOOR PLAN - MEZZANINE

A2.2



1 LEVEL 2 - PROPOSED
3/32" = 1'-0"

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I	
REQUIRED BIKE SPACES	PROPOSED BIKE SPACES
FLOOR MOUNTED BIKE RACK (2)	30
TOTAL	30

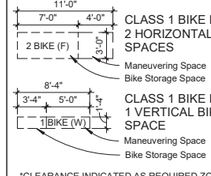
LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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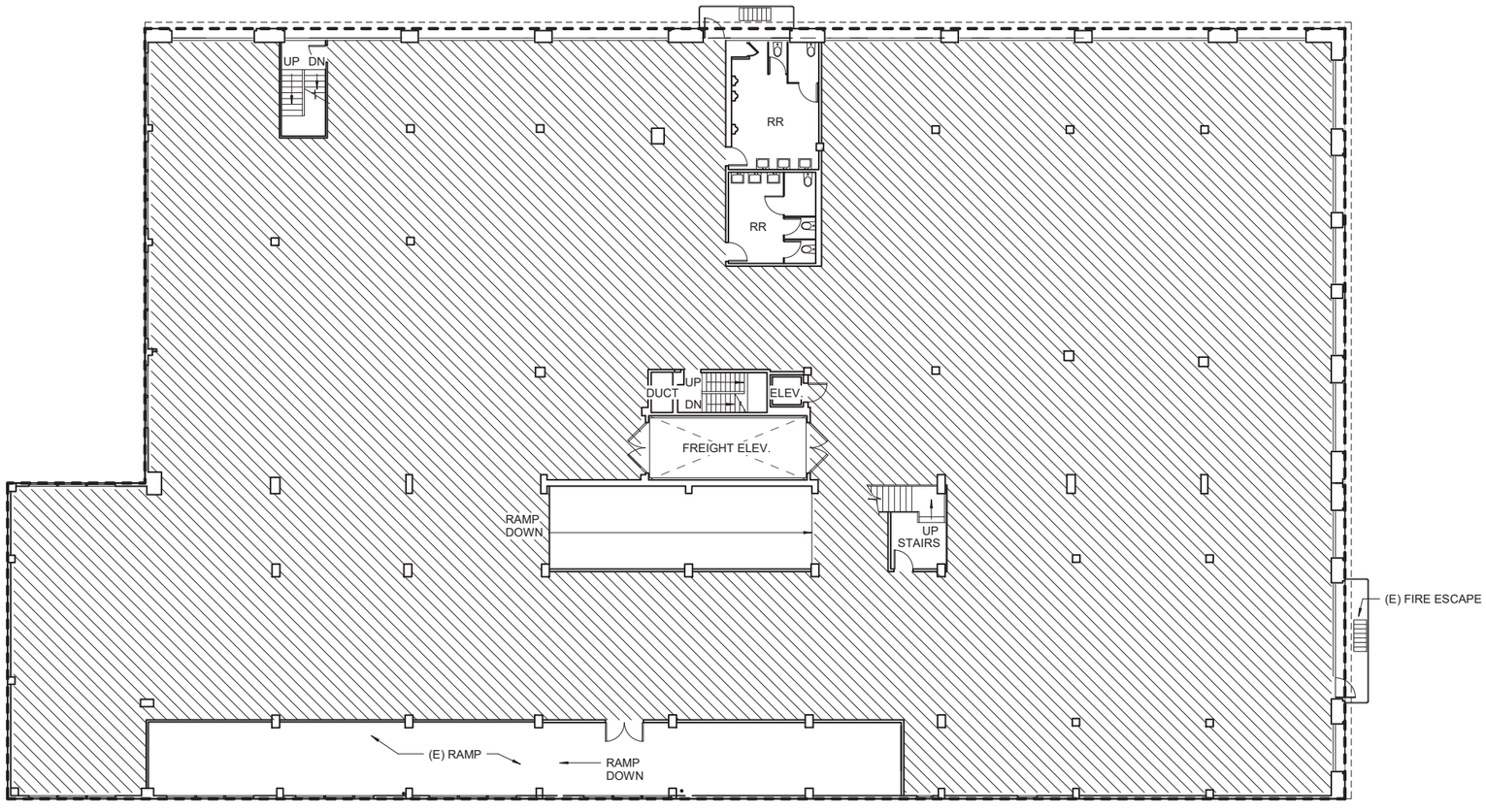
No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 2

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 3 - PROPOSED
3/32" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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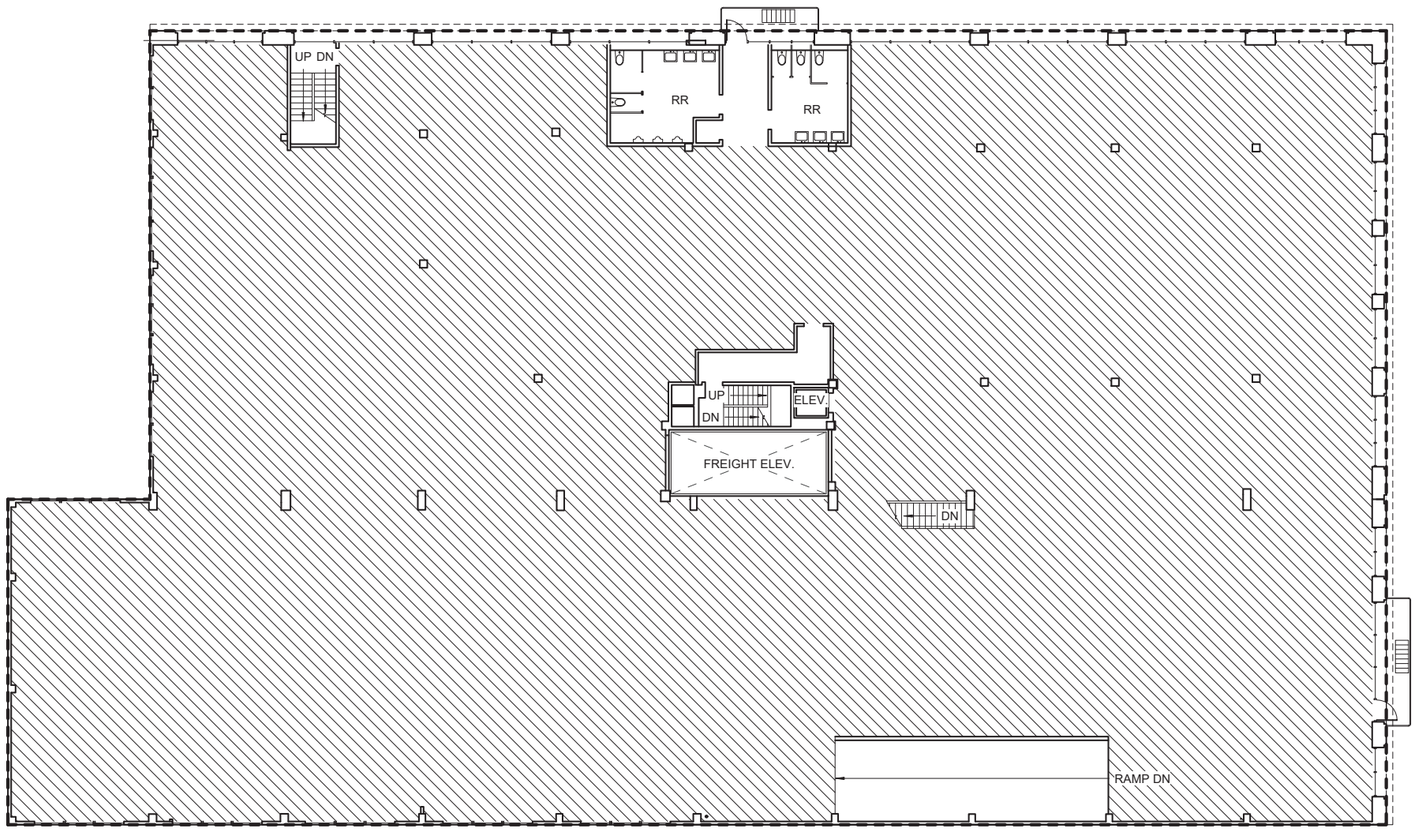
No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 3

A2.4



1 LEVEL 4 - PROPOSED
3/32" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

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PROPOSED FLOOR PLANS - LEVEL 4

A2.5

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NORTH EAST CORNER - WASHINGTON AVENUE AND VAN NESS AVENUE

3

NORTH ELEVATION - MAIN ENTRY - WASHINGTON AVENUE

2

NORTH ELEVATION - WASHINGTON AVENUE

1

KEYNOTES

1. ESTM ES-8, HR-1. LEGALLY PERMITTED BY BUILDING PERMIT NOS. 9921448 & 201105095662
2. PAINTED COPY ON EXTERIOR WALLS TO BE REMOVED
3. REMOVE SECURITY CAMERAS NOTED IN ESTM
4. PROVIDE NEW SECURITY CAMERAS WITH MINIMAL PROFILE, ALL CONDUIT TO BE INSTERNALLY ROUTED, VERIFY EXISTING SYSTEMS ARE FUNCTIONAL, TYPE TO BE REVIEWED BY PLANNING DEPARTMENT STAFF PRIOR TO APPROVAL/ INSTALLATION
5. EXISTING WINDOW REPLACED PER BUILDING PERMIT APPLICATION 200707278069, TYP. FOR ALL WINDOWS ON FACADE.
6. REMOVE PAINTED SIGNAGE COPY AT EXISTING AWNING
7. REMOVE PAINTED SIGNAGE COPY AT EXISTING CANOPY
8. REMOVE EXISTING LIGHT FIXTURE
9. EXISTING WINDOW BOXES TO THE RIGHT SIDE OF THE MIDDLE ENTRANCE AND WINDOW BOX (COVERING A RESTROOM) TO THE LEFT OF THE MIDDLE ENTRANCE TO BE LEGALIZED AS- IS
10. EXISTING SEMI TRANSPARENT FILM OVER WINDOW

10b. EXISTING SEMI TRANSPARENT FILM TO BE REMOVED

ITEMS BELOW NOTED DURING 9/26/19 SITE WALK

11. EXISTING VENTS IN WINDOW BAY, TYP.
12. EXISTING FIRE STAND PIPES
13. EXISTING FIRE EGRESS ROOF LADDER
14. EXISTING FIRE ESCAPE BALCONIES
15. EXISTING INDIRECTLY LIT WALL SIGN
16. EXISTING LIGHT
17. EXISTING PIPE PROTRUSIONS
18. EXISTING CANOPY STRUCTURE
19. EXISTING DOME SECURITY CAMERA
20. EXISTING SECURITY GATE @ PEDESTRIAN ENTRY
21. EXISTING SECURITY GATE AT LOADING DOCK
22. EXISTING ROLL UP DOOR
23. EXISTING VENT
24. EXISTING AAU LOGO, PAINTED
25. EXISTING METAL PANEL
26. EXISTING SECURITY CAMERA
27. EXISTING FLAGS
28. EXISTING ACCORDION FIRE LADDER

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EXTERIOR ELEVATION IMAGES

A3.1

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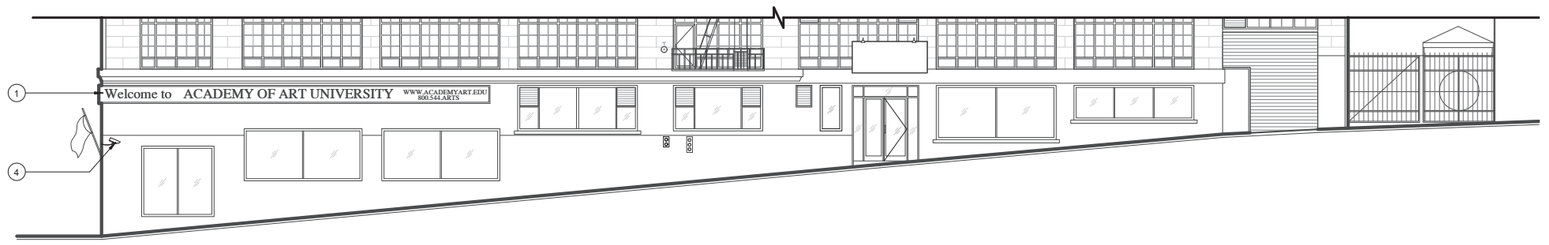
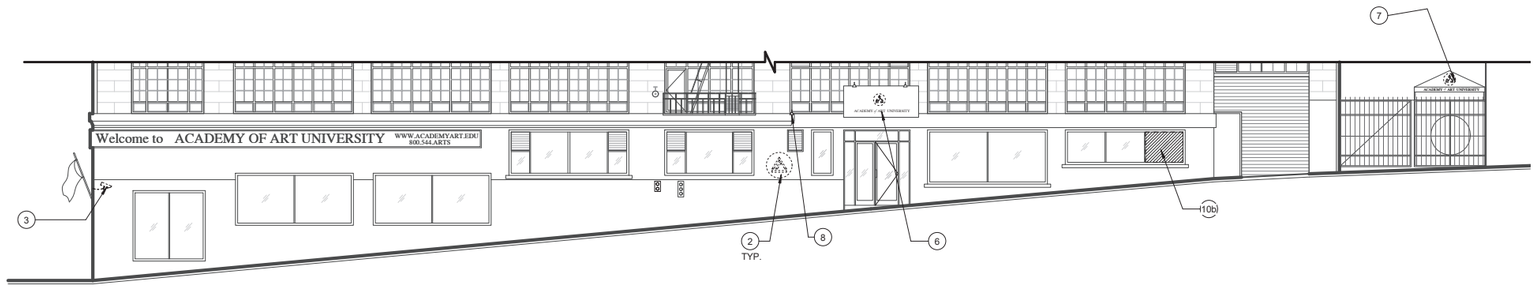
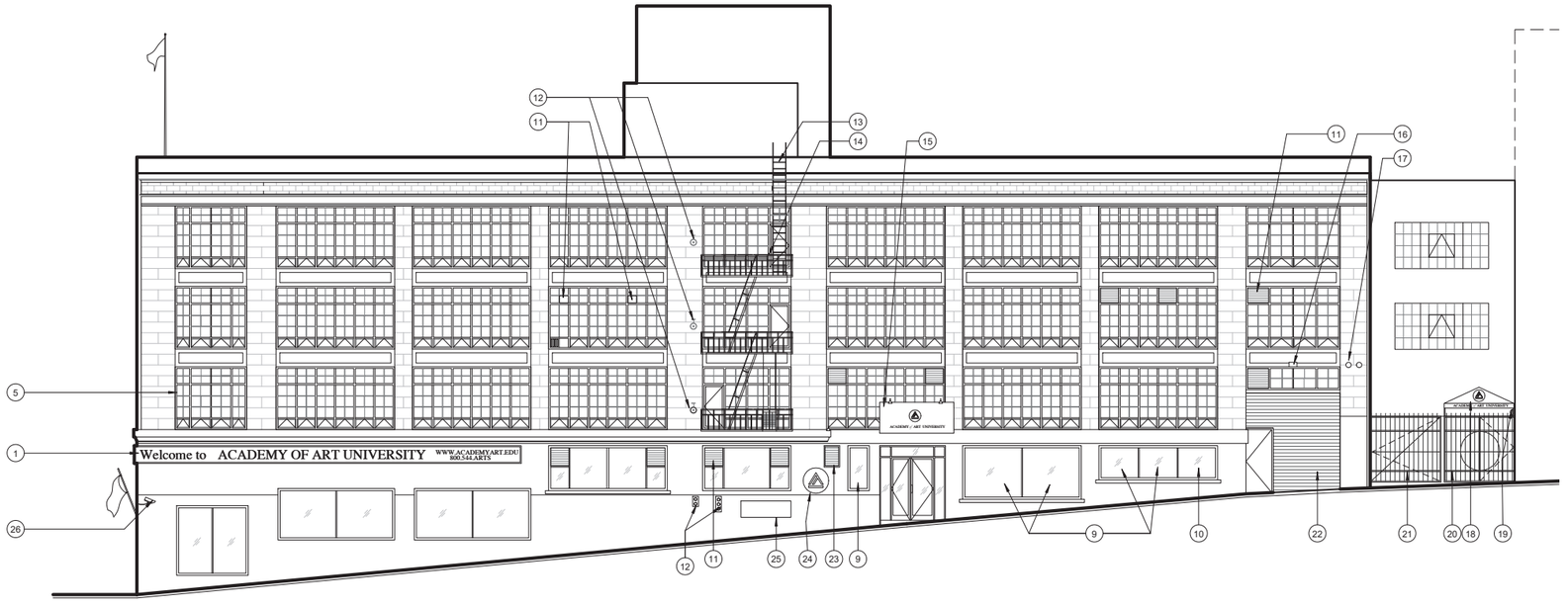


3 NORTH ELEVATION - WASHINGTON AVE. (PROPOSED)
3/32" = 1'-0"



2 NORTH ELEVATION - WASHINGTON AVE. (DEMO)
3/32" = 1'-0"



1 NORTH ELEVATION - WASHINGTON AVE. (EXISTING)
3/32" = 1'-0"

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3. REMOVE ALL ABANDONED EQUIPMENT & ATTACHMENTS ON THE EXTERIOR AND ROUTE ALL CONDUIT TO THE INTERIOR OF THE BUILDING/ MASONRY
4. SECURITY CAMERA SHALL BE THE MOST MINIMALLY VISIBLE FIXTURE FEASIBLE WITH REMOVAL OH CONDUIT ON PRIMARY FACADE
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7. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

1. ESTM ES-8, HR-1. LEGALLY PERMITTED BY BUILDING PERMIT NOS. 9921448 & 201105095662
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REN. 10/2019
STATE OF CALIFORNIA

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Phase	
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No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

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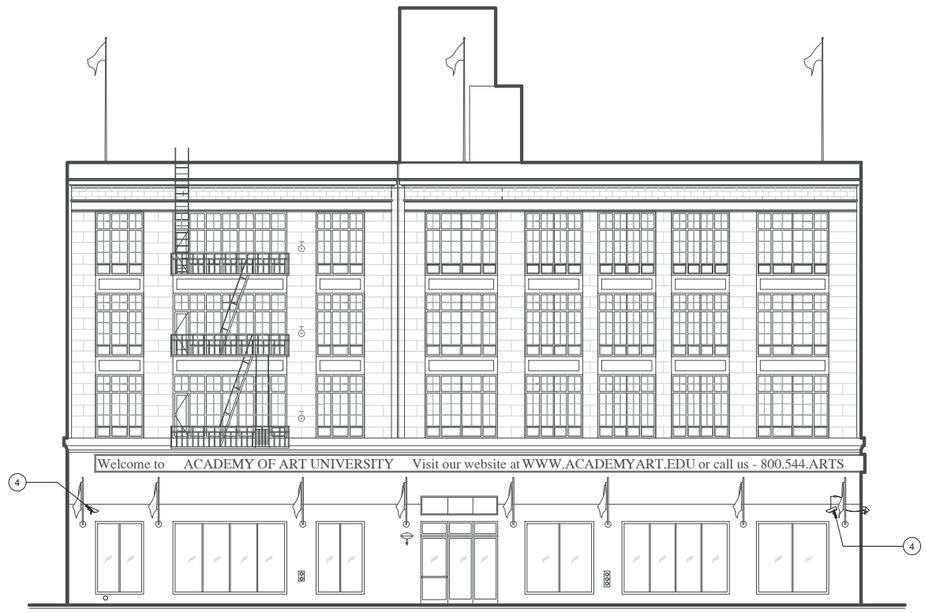
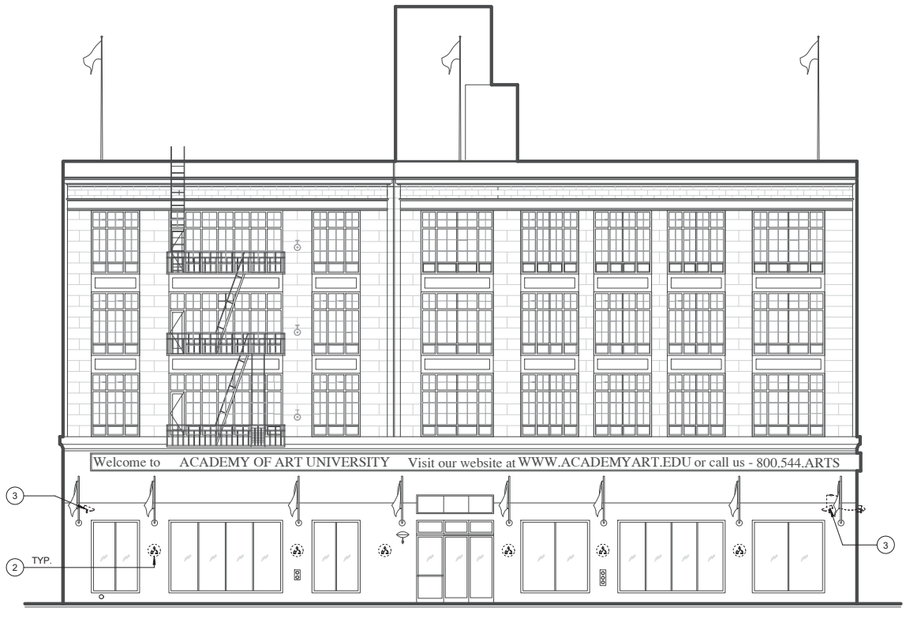


3 EAST ELEVATION - VAN NESS AVE. (PROPOSED)
3/32" = 1'-0"



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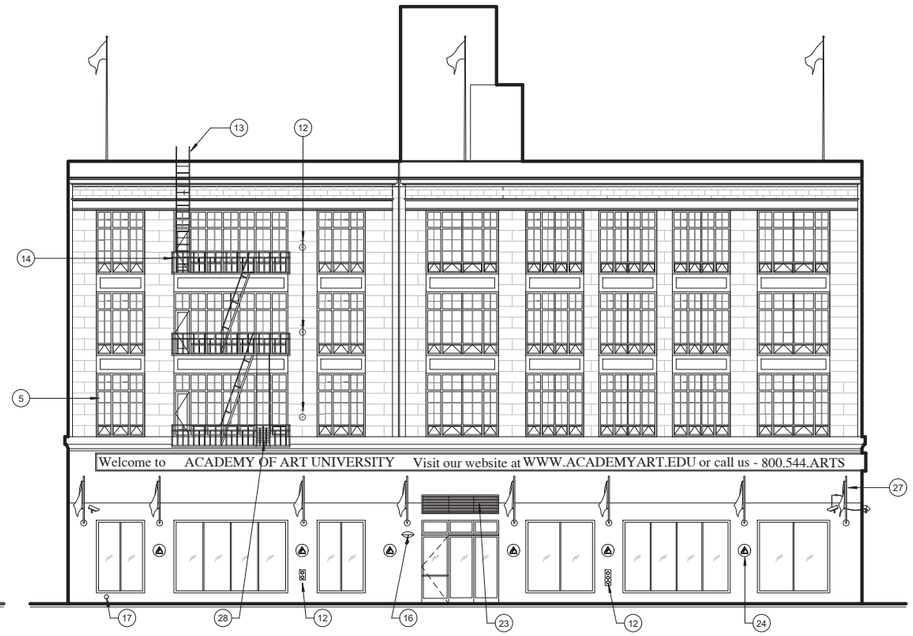

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A3.3

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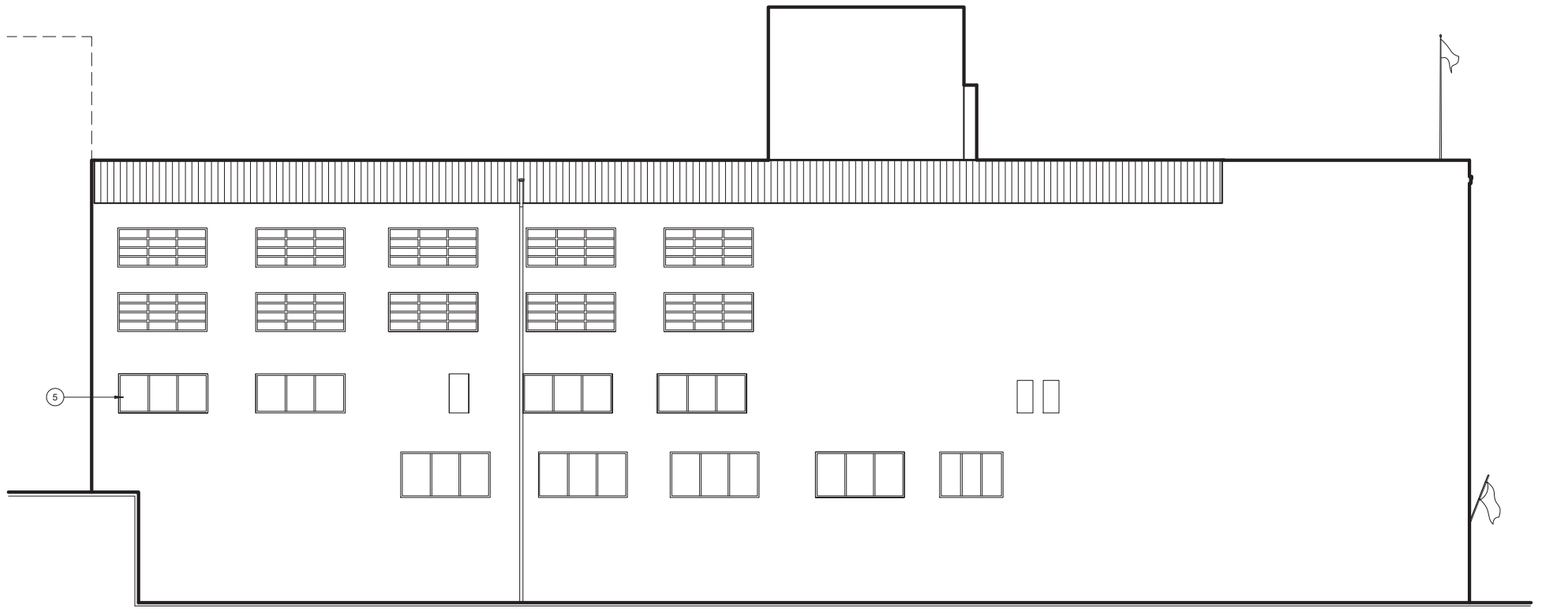

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A3.4

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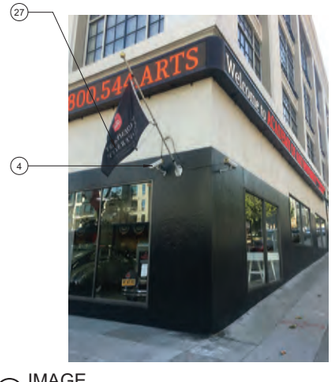
6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS

3 IMAGE
NTS



2 IMAGE
NTS

1 IMAGE
NTS

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EXTERIOR ELEVATION IMAGE DETAILS

A4.1

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ESTM CONDITIONS

Academy of Art University Project ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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.
	AAU PROPOSAL: See Bicycle Parking Summary Below
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.
	AAU PROPOSAL: See Bicycle Parking Summary Below

BICYCLE PARKING SUMMARY

*SEE 2211 VAN NESS COMPLIANCE SET/ SHEET A2.1 FOR CLASS I PROPOSED LAYOUT
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

AAU proposes consolidating the Class I bicycle parking for 2209, 2211, and 2151 Van Ness (all located within 500 feet of each other) at 2211 Van Ness. The Class I Code requirements at the three properties are as follows: 8 spaces at 2211 Van Ness, 21 spaces at 2209 Van Ness, and 1 space at 2151 Van Ness, resulting in 30 Class I spaces required by Code for the three properties.

In summary, AAU's proposal would provide 24 Class I spaces at 2211 Van Ness (six fewer than required by Code for 2211, 2209 and 2151 Van Ness due to historical site constraints). Planning Code exceptions for: (1) providing more than one-third of Class I spaces as vertical racks (see Code Section 155.1(c)(3), (2) providing all proposed Class I parking for 2151, 2209 and 2211 Van Ness at 2211 Van Ness (see Code Section 307(k)) and (3) Development Agreement provision providing for in-lieu fee for Code-required Class I parking not provided. The proposal also requires exceptions from the dimensional guidelines for vertical racks in Zoning Administrator Bulletin No. 9, discussed in the paragraph below.

With regards to exceptions to Bulletin No. 9 dimensional guidelines, more careful hallway measurements indicate that clearance width varies between approximately 3 to 4 feet, meaning a limited waiver of Bulletin No. 9 minimum 5 feet clearance standards may be required for some of the spaces provided.

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	PROVIDE SECURED PARKING IN CONVENIENTLY ACCESSIBLE LOCATION	1	1 (Offsite at 2211 Van Ness)
CLASS II	PER CODE	2	2

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	10,515	10,515
LEVEL 1	13,536	13,536
LEVEL 2	1,650	1,650
GROSS SF TOTAL	25,701	25,701

FLOOR AREA RATIO (PER SECTION 243.c.1):

MAXIMUM ALLOWED GROSS SF

FAR X LOT AREA = 4.8 X 21,496 SF = 103,180 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	6,701	6,701
LEVEL 1	10,669	10,669
LEVEL 2	0	0
OCCUPIED SF TOTAL:	17,370	17,370

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

C- OFF-STREET CAR SPACES

*SEE SHEET A0.S2 FOR REFERENCE

EXISTING/PROPOSED 16 (Non-AAU Use[1])

(1) The surface parking lot adjacent to the building is operated by St. Brigid School pursuant to a perpetual easement dating to October 2005, which grants the Roman Catholic Welfare Organization of San Francisco the exclusive right to use the surface parking lot for the St. Brigid School during school hours and only grants AAU a non-exclusive right to the area during non-school periods. AAU understands that the surface parking area is a legal nonconforming Private Parking Lot.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SHEET INDEX

*** Administrative Certificate of Appropriateness requires HISTORIC PRESERVATION COMMISSION REVIEW**

TOTAL SHEETS: 18

PROPERTY INFORMATION

ADDRESS 2151 VAN NESS AVENUE
BLOCK/LOT 0575/015

No OF STORIES 2 (NO CHANGE)

DISTRICTS
ZONING RC-4
HEIGHT/BULK 80-D
SPECIAL USE VAN NESS

USE
LAST LEGAL INSTITUTIONAL: RELIGIOUS

PROPOSED INSTITUTIONAL: POST-SECONDARY EDUCATION

HISTORIC EVALUATION

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 LANDMARKS	Landmark Number 252
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 2151 VAN NESS AVENUE FROM A RELIGIOUS INSTITUTION (VACANT FOR 13 YEARS PRIOR TO AAU ACQUIRED THE PROPERTY IN 2005) TO A POST-SECONDARY EDUCATIONAL INSTITUTION USE.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 2151 VAN NESS LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED MAY 4, 2016, ARE LISTED ON THIS COVER SHEET.

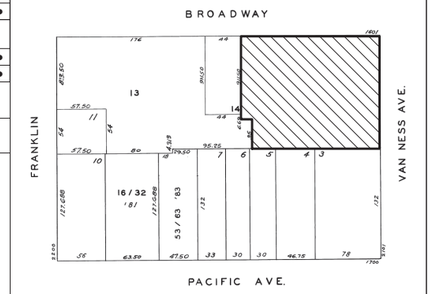
THE PROJECT PROPOSES TO ABATE AND CLOSE ENFORCEMENT CASE 8607 (CONVERSION OF DWELLING UNITS TO ALLOW A POST-SECONDARY EDUCATIONAL INSTITUTION IN AN RC-4 DISTRICT).

CONDITIONAL USE AUTHORIZATION REQUESTED FOR POST-SECONDARY EDUCATIONAL INSTITUTIONAL USE IN THE RC-4 DISTRICT.

OTHER THAN SIGNAGE PACKAGE, NO EXTERIOR ALTERATIONS PROPOSED.

EXTERIOR VIEW

PLOT MAP



N

VICINITY MAP N.T.S.

N

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AAU INSTITUTIONAL COMPLIANCE SET

2151 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.09 | Issue Date 10/11/19
Scale: As indicated | Phase
Print Date: 10/12/2019 12:02:43 AM

No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

1 SITE PLAN AERIAL IMAGE
NTS

N

SITE HISTORY

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

The Romanesque-Richardsonian church at 2151 Van Ness Avenue was constructed by the San Francisco's Roman Catholic Archdiocese for the parish of St. Brigid. The parish was founded in 1862 with the construction of the current church building beginning in 1896. The church was originally designed by the architectural firm of Shea and Shea.

The architectural firm of Shea and Shea was comprised of brothers Frank T. Shea (1859-1929) and William D. Shea (1866-1931), who completed a number of works for the San Francisco Archdiocese. Notable projects include 1822 Eddy Street, San Francisco (Holy Cross Catholic Church and Parish Hall, 1899), 221 Valley Street, San Francisco (St. Paul's, 1900-1902), 745 Waverly Street, Palo Alto (St. Thomas Aquinas Church, 1901) and 19 St. Mary's Avenue, San Francisco (Church of St. John the Evangelist, 1902).

Work on the building was phased with the basement and foundation being constructed between 1896-1897 and the interior, and north and south sides of the interior constructed between 1902 and 1904. In 1930, Henry A. Minton was commissioned to design the Romanesque Revival Facade, as well as complete interior alterations to accommodate additional seating. A native to Boston, Minton (1914-1974) studied at Harvard and after the 1906 earthquake, Minton headed west and eventually began working with the Shea brothers. In 1911, Minton struck out on his own, working primary for the Bank of Italy (Bank of America) and the Roman Catholic Archdiocese of San Francisco. Alterations that occurred after Minton included the replacement of stained glass windows in the 1940s and the construction of the upper story and roof of the corner tower in 1965.

Citing dwindling attendance and the need to seismically upgrade the building, the Archdiocese closed the parish in 1994. The building sat vacant for 11 years prior to AAU's occupancy in 2005.

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I, LICENSED ARCHITECT
DOUGLAS G TOM
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STATE OF CALIFORNIA

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SITE PLAN AERIAL IMAGE AND SITE HISTORY

A0.S1

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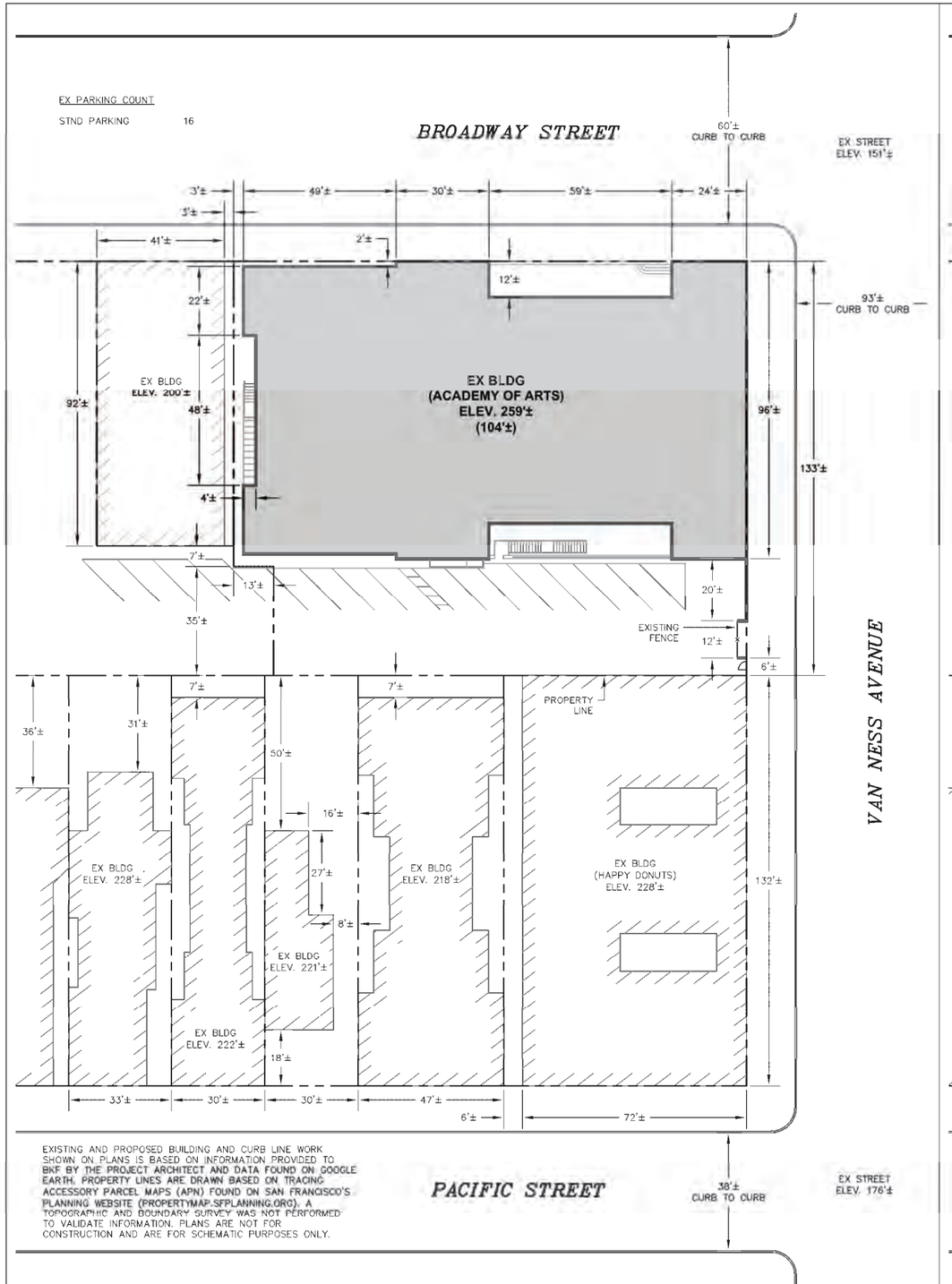
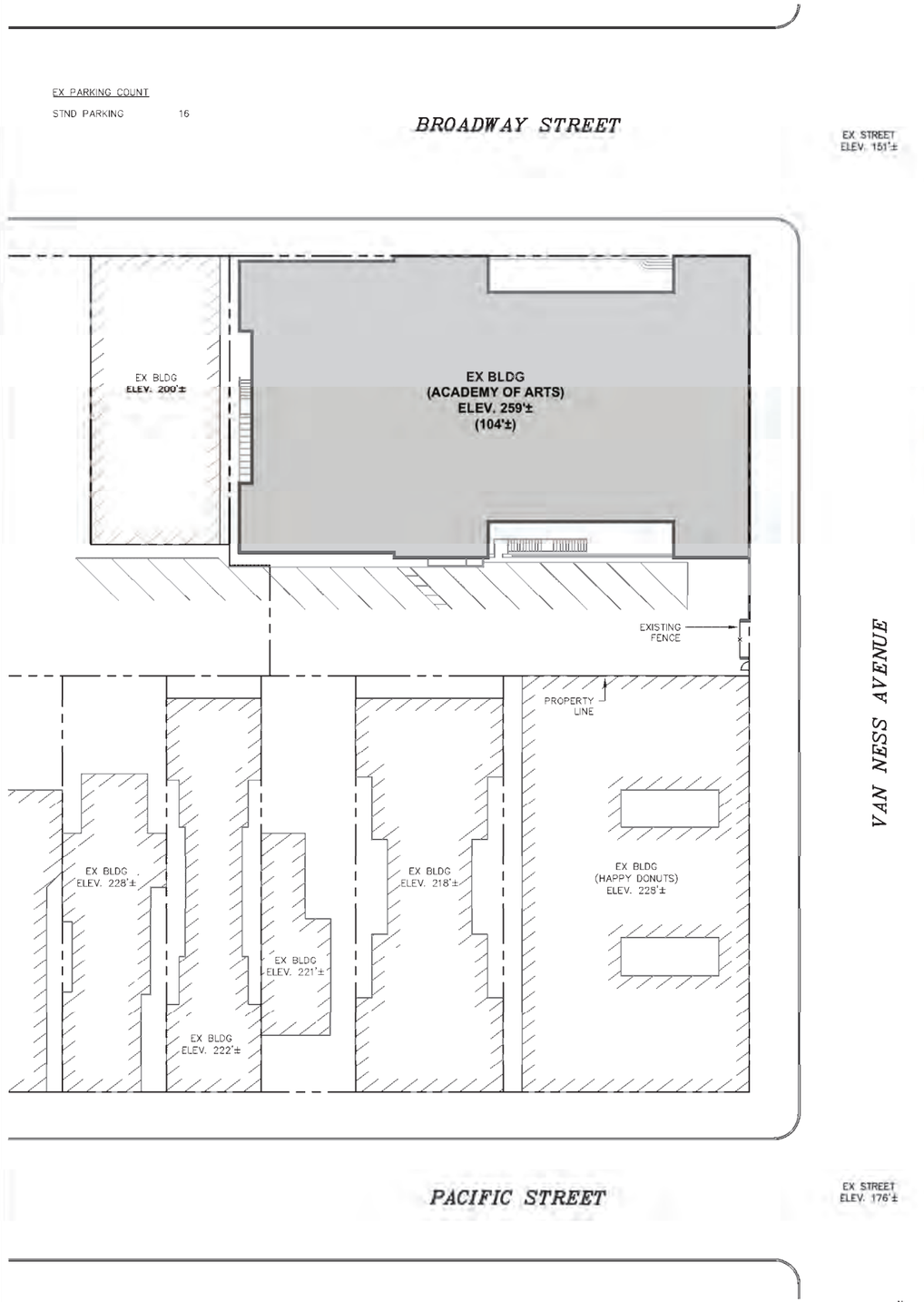


2 2151 VAN NESS - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 2151 VAN NESS - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF 100+ YEARS ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU INSTITUTIONAL COMPLIANCE SET

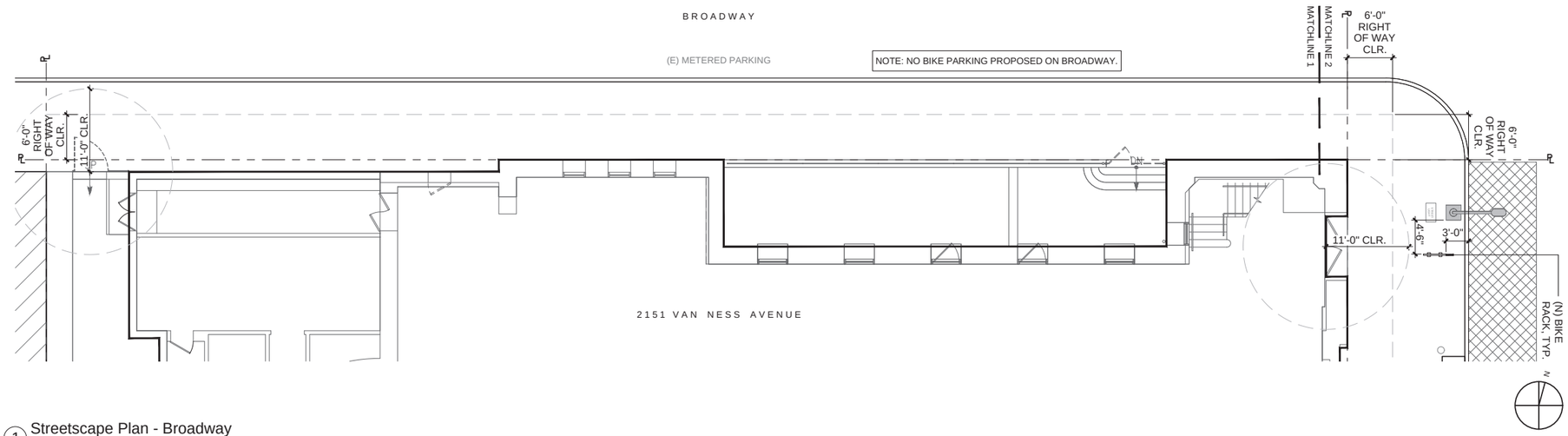
2151 VAN NESS
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER JASON T. WU No. C 65281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

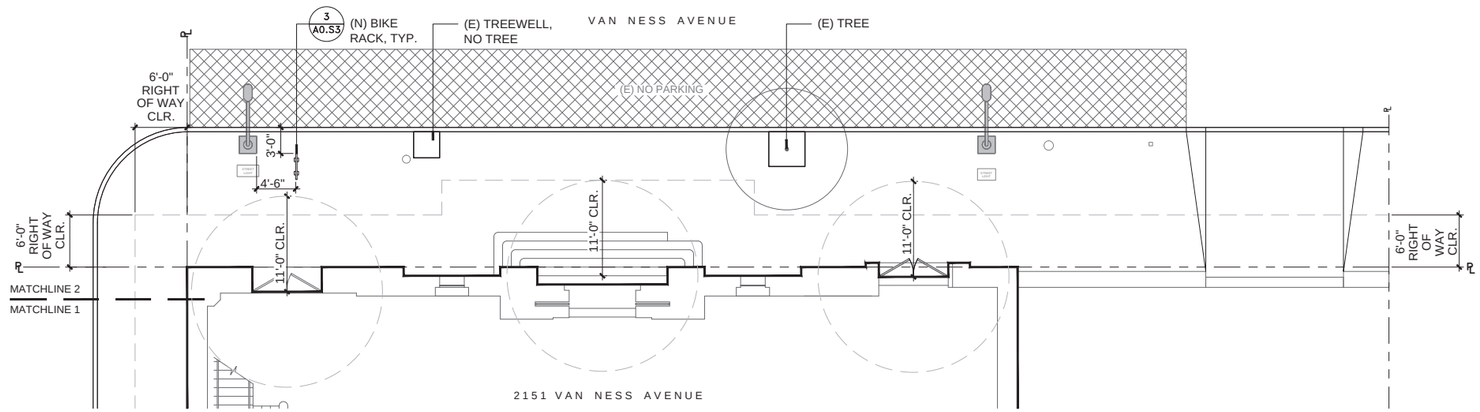
21826.09 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2

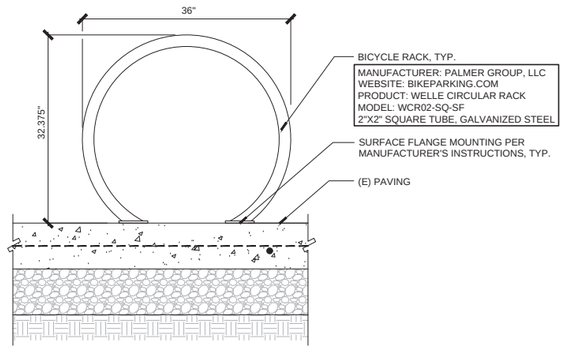


1 Streetscape Plan - Broadway
1/8" = 1'-0"



2 Streetscape Plan - Van Ness Avenue
1/8" = 1'-0"

SCALE: 1/8"=1'-0"
0' 4' 8' 16'



3 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(2) BIKE PARKING SPACES

TOTAL: 2

LEGEND

(N) BIKE RACK, CLASS II

(E) POLE LIGHT

(E) IN-GROUND UTILITY

(E) NO PARKING SIGN

(E) NO PARKING (RED CURB)

(E) PASSENGER LOADING (WHITE CURB)

NOTES:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING
2) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS

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Creo
landscape architecture
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San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU INSTITUTIONAL COMPLIANCE SET

2151 VAN NESS
San Francisco, CA 94109

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MULKERNE
No. 6980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21826.09
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S3

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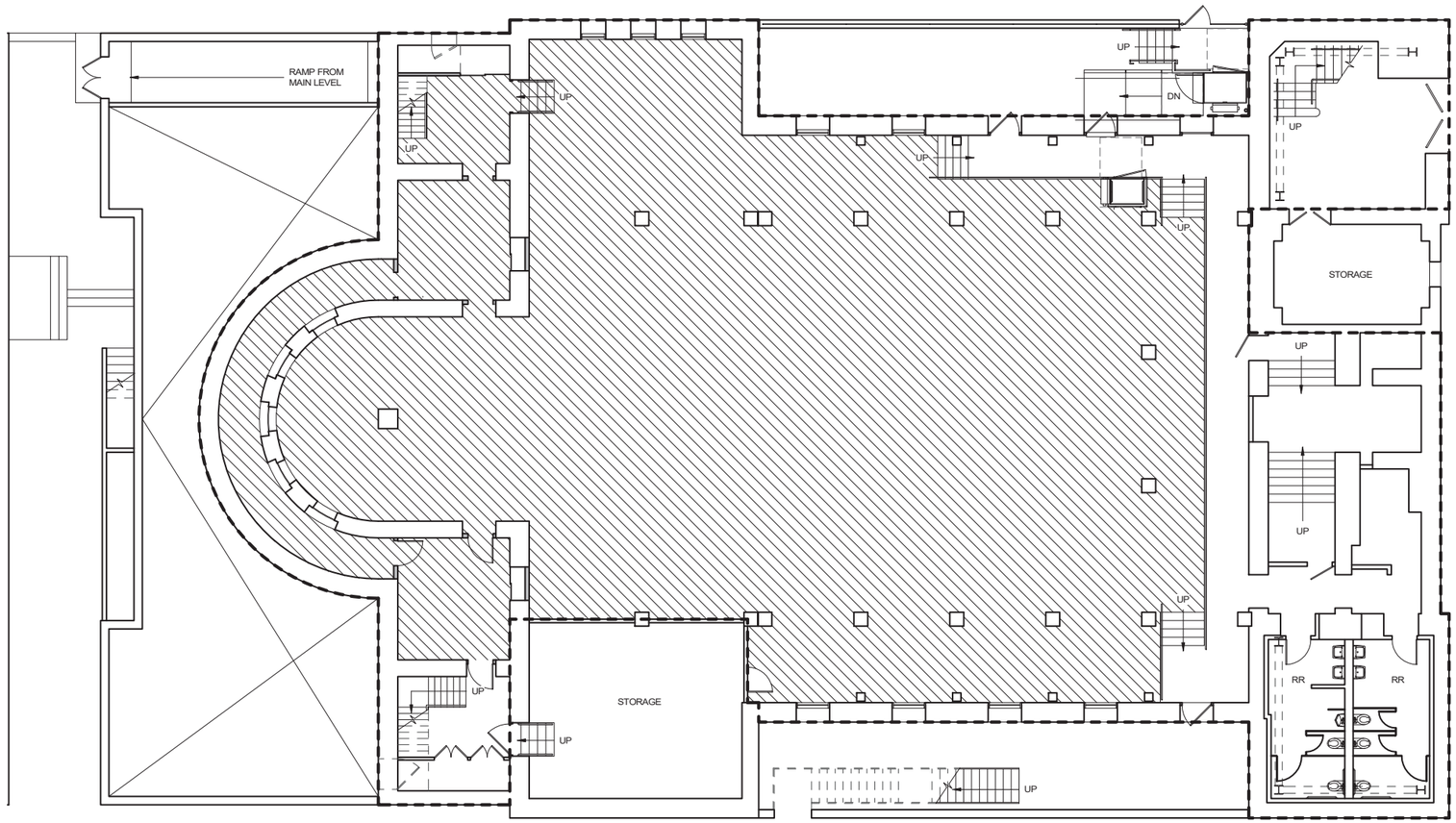

1 BASEMENT- EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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LICENSED ARCHITECT
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NO. C12405
REN 10/2019
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Issue Date	10/11/19
Scale	As indicated
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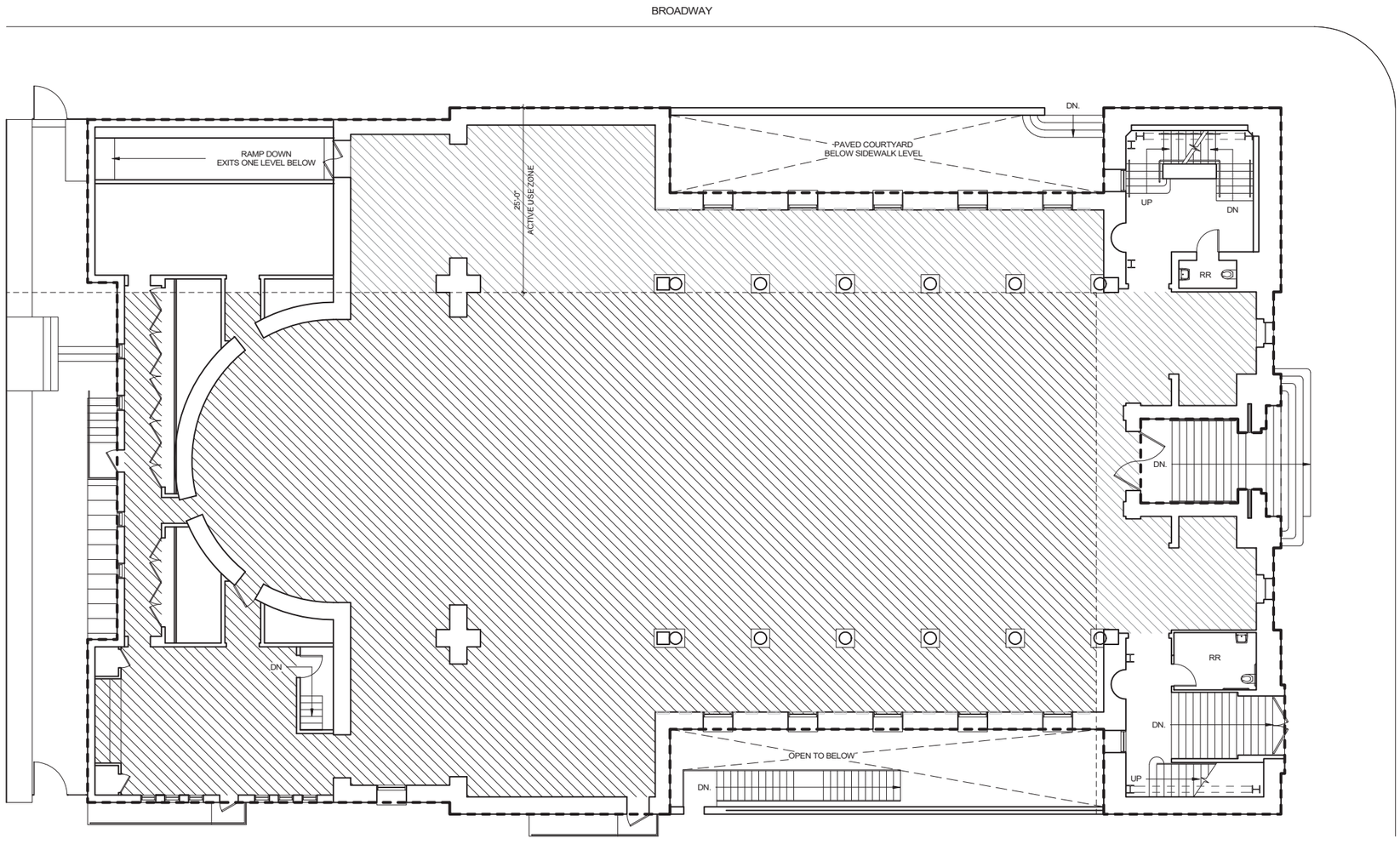
Print Date	10/12/2019 12:02:51 AM

No.	Date	Description

EXISTING FLOOR PLAN - BASEMENT

A1.0



1 LEVEL 1- EXISTING
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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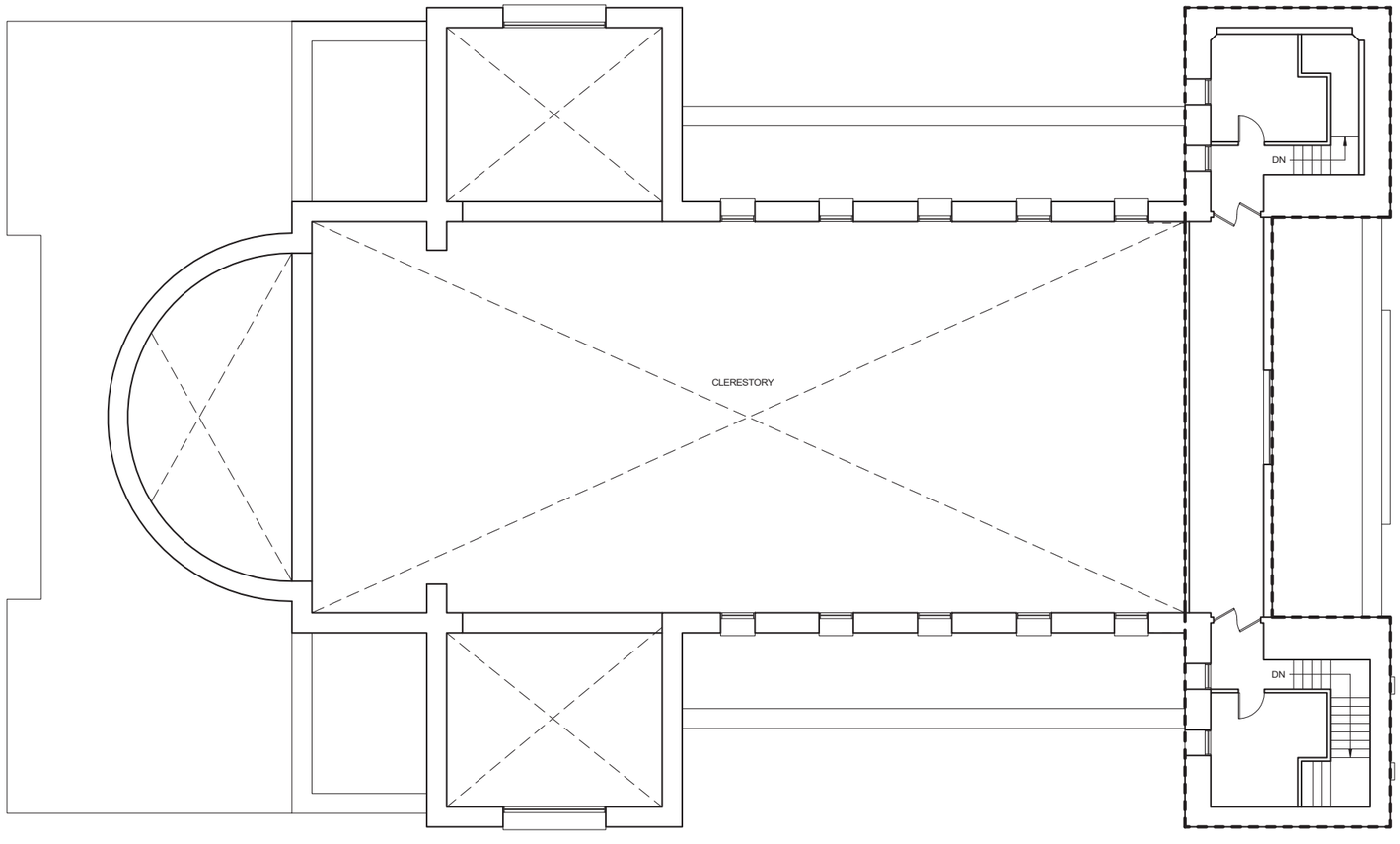
No.	Date	Description

EXISTING FLOOR PLAN - LEVEL 1

A1.1



1 LEVEL 2- EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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No.	Date	Description

EXISTING FLOOR PLAN - LEVEL 2

A1.2

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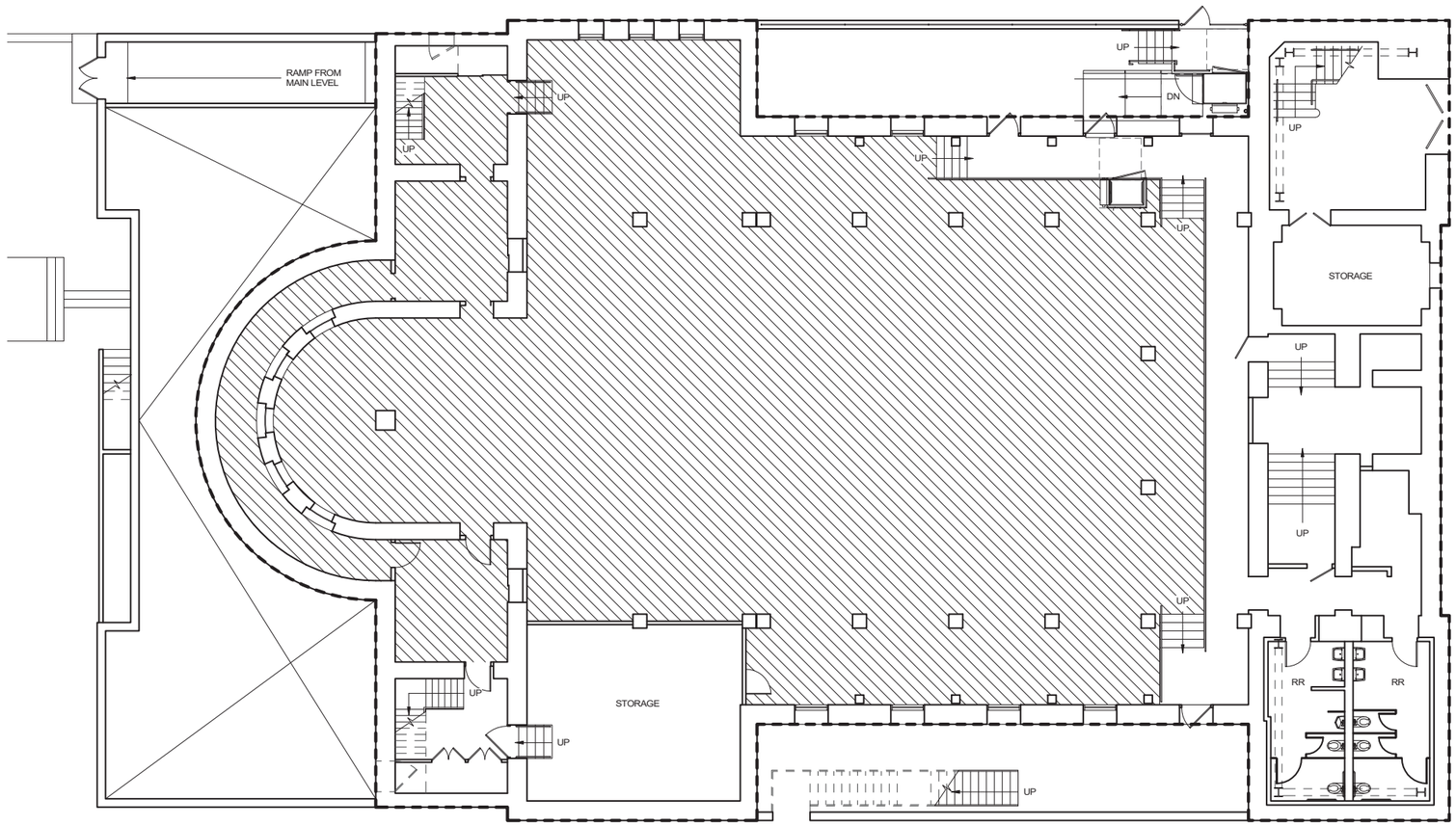

1 BASEMENT- PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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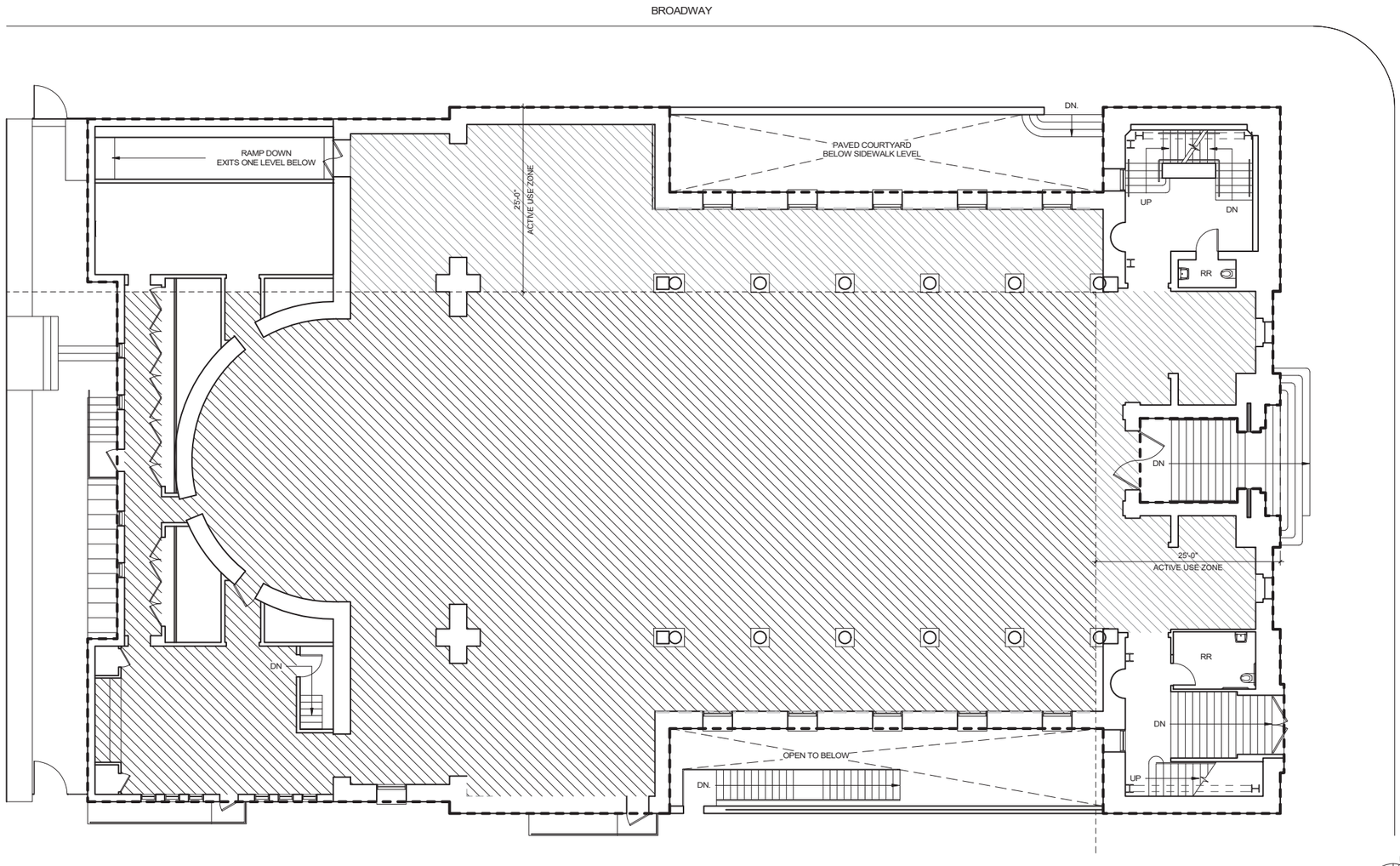
Print Date	10/12/2019 12:02:57 AM

No.	Date	Description

PROPOSED FLOOR PLAN - BASEMENT

A2.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 1- PROPOSED
1/8" = 1'-0"

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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Project Number	21826.09
Issue Date	10/11/19
Scale	As indicated
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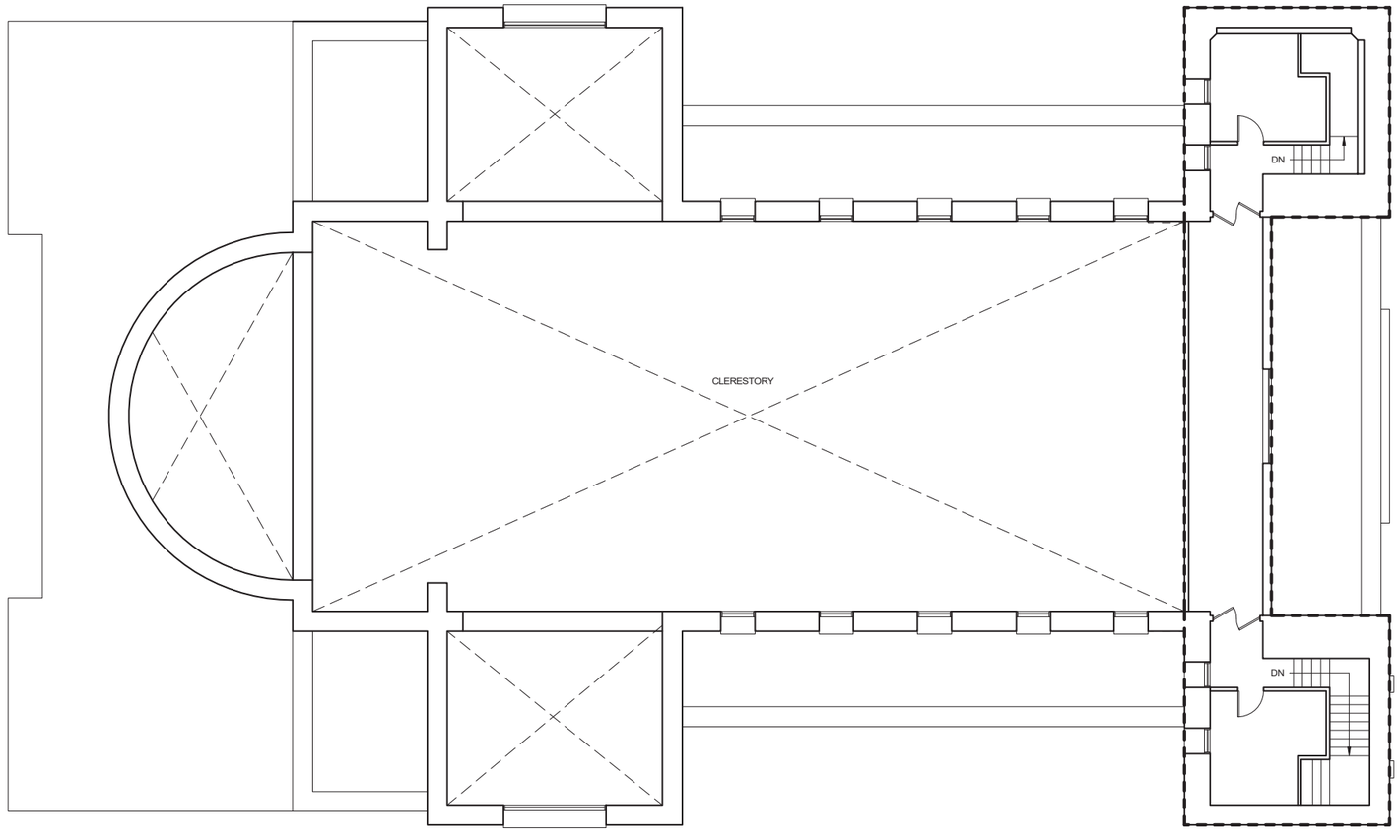
Print Date	10/12/2019 12:03:00 AM

No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 1

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2- PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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Phase
Print Date 10/12/2019 12:03:02 AM

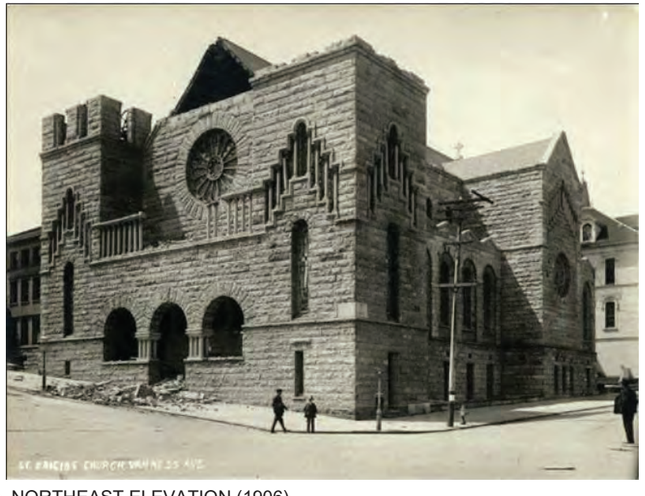
No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 2

A2.2

2 NORTHEAST ELEVATION (1910)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

3 NORTHEAST ELEVATION (2006)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR



1 NORTHEAST ELEVATION (1906)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

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Project Number 21826.09
Issue Date 10/11/19
Scale 1" = 1'-0"
Phase
Print Date 10/12/2019 1:13:08 AM

No.	Date	Description

HISTORIC EXTERIOR ELEVATION IMAGES

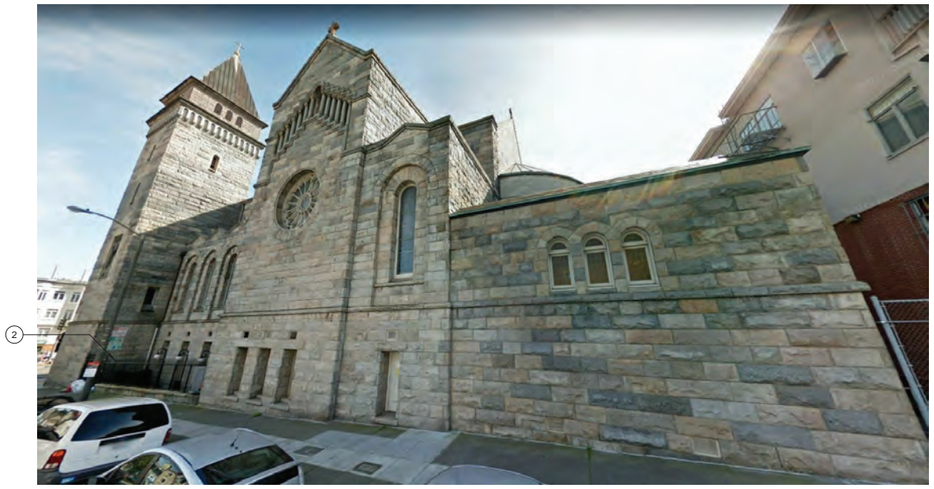
A3.0

KEYNOTES

1. PROPOSED NON-ILLUMINATED AAU FREESTANDING SIGN ATTACHED TO FENCE; SEE SIGNAGE CONSULTANT DRAWINGS
2. EXISTING METAL FENCE
3. CHANGE EXISTING WALL SIGN TO AAU SIGN AND INDIRECTLY ILLUMINATE INSIDE AT TOP OF CABINET; SEE SIGNAGE CONSULTANT DRAWINGS; SEE PHOTO ON SHT A4.1 FOR EXISTING CONDITION

<u>ITEMS BELOW NOTED ON 9/25/19 SITE WALK:</u>
*SEE PHOTOS ON SHT A4.1

4. EXISTING SIGN ON FENCE TO BE REMOVED.



3 NORTH ELEVATION - BROADWAY
NTS

2 EAST ELEVATION - VAN NESS
NTS

1 NORTH EAST CORNER
NTS

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STATE OF CALIFORNIA

Project Number 21826.09
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date 10/12/2019 12:03:05 AM

No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

KEYNOTES

1. PROPOSED NON-ILLUMINATED AAU FREESTANDING SIGN ATTACHED TO FENCE; SEE SIGNAGE CONSULTANT DRAWINGS
2. EXISTING METAL FENCE
3. CHANGE EXISTING WALL SIGN TO AAU SIGN AND INDIRECTLY ILLUMINATE INSIDE AT TOP OF CABINET; SEE SIGNAGE CONSULTANT DRAWINGS; SEE PHOTO ON SHT A4.1 FOR EXISTING CONDITION

ITEMS BELOW NOTED ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.1

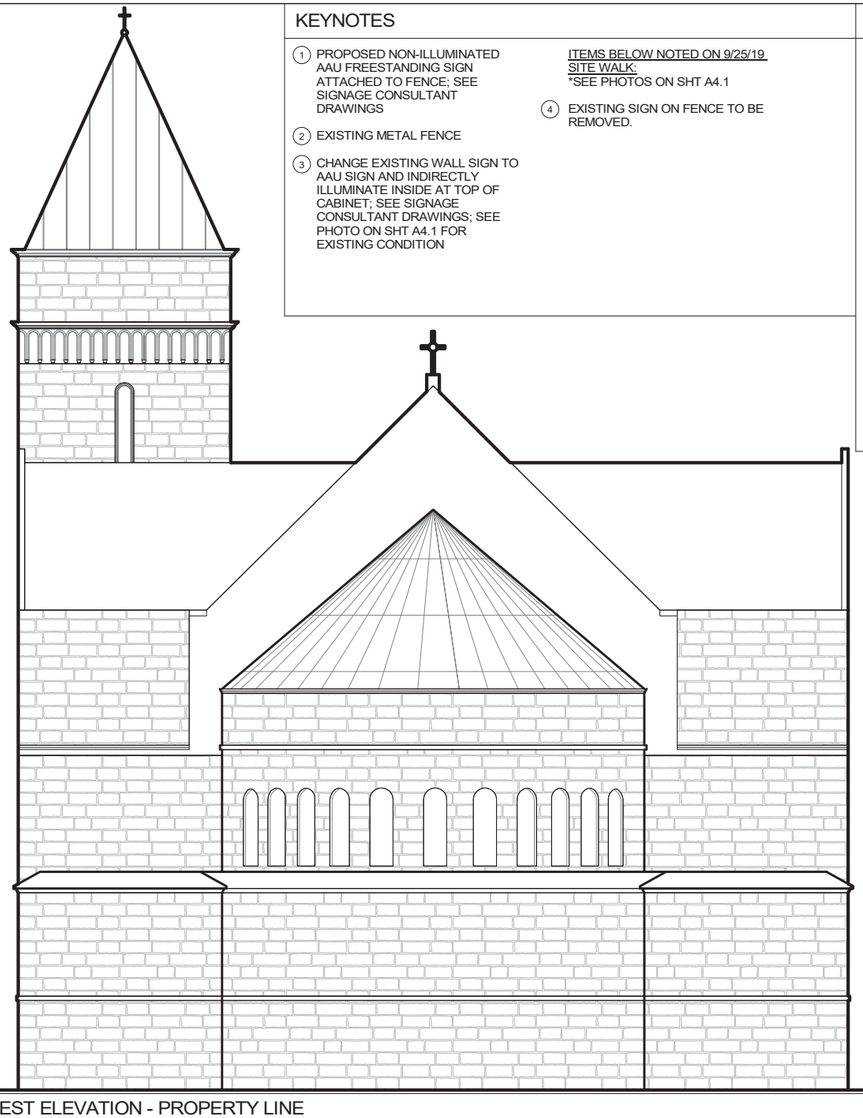
4. EXISTING SIGN ON FENCE TO BE REMOVED.

GENERAL NOTES

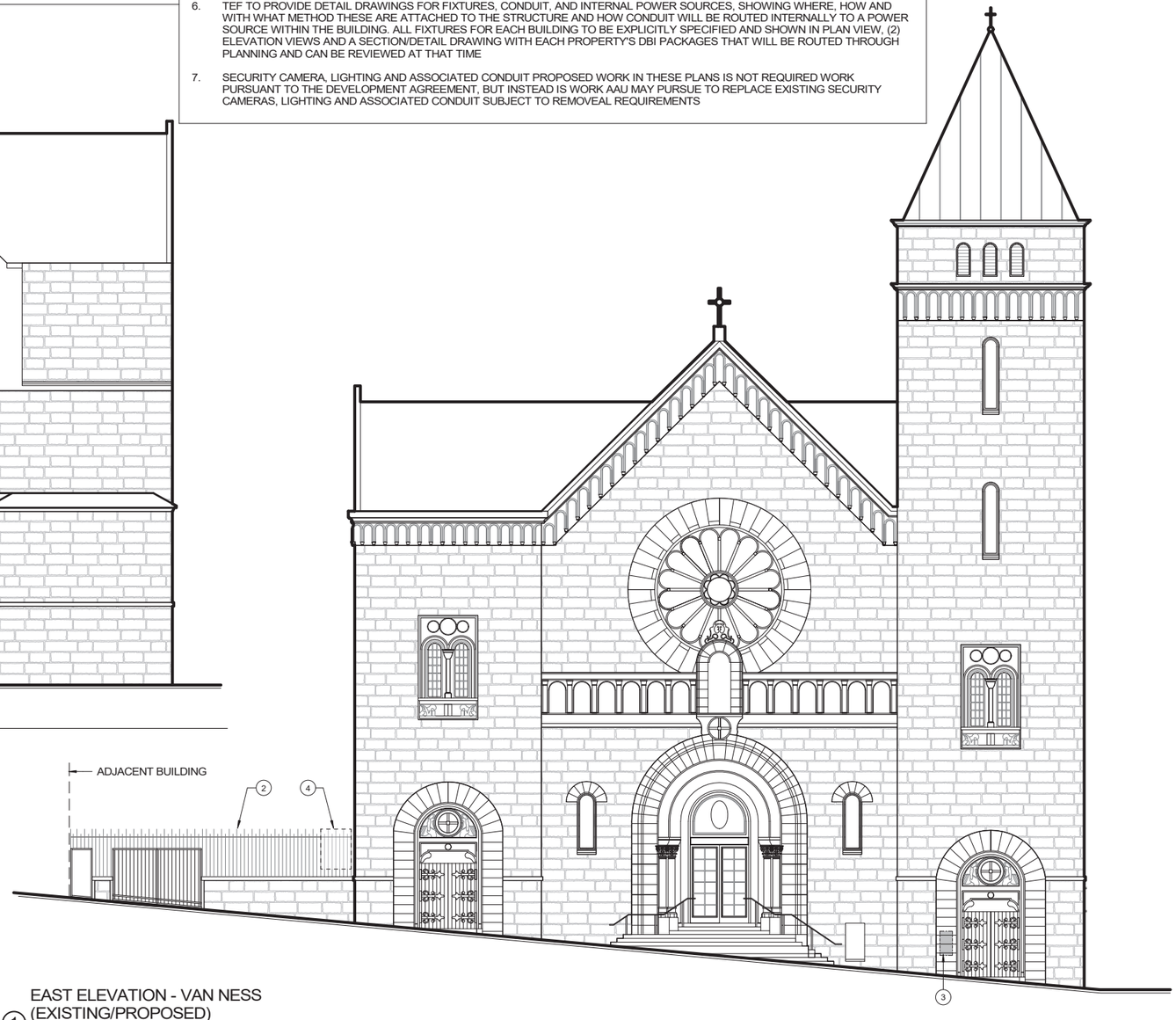
1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING.
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). THE ACADEMY OF ART RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS THE ACADEMY OF ART'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED.
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
6. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
7. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS



WEST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
1/8" = 1'-0"



EAST ELEVATION - VAN NESS (EXISTING/PROPOSED)
1/8" = 1'-0"

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AAU INSTITUTIONAL COMPLIANCE SET

2151 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.09
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/12/2019 12:03:10 AM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

KEYNOTES

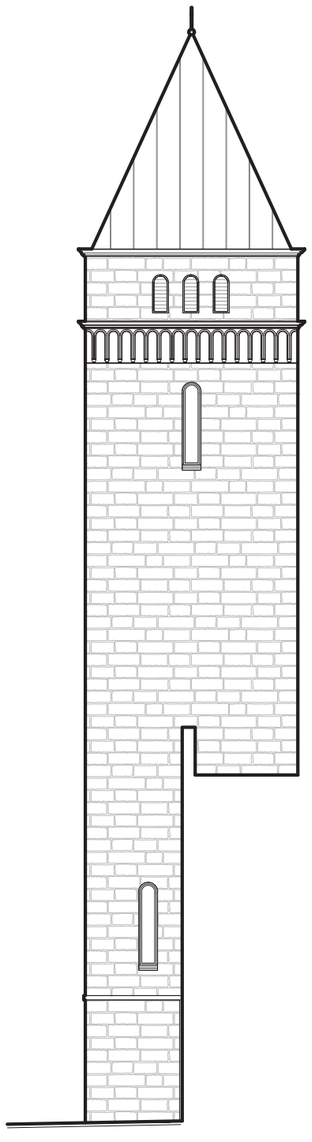
1. PROPOSED NON-ILLUMINATED AAU FREESTANDING SIGN ATTACHED TO FENCE; SEE SIGNAGE CONSULTANT DRAWINGS
2. EXISTING METAL FENCE
3. CHANGE EXISTING WALL SIGN TO AAU SIGN AND INDIRECTLY ILLUMINATE INSIDE AT TOP OF CABINET; SEE SIGNAGE CONSULTANT DRAWINGS; SEE PHOTO ON SHT A4.1 FOR EXISTING CONDITION

ITEMS BELOW NOTED ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.1

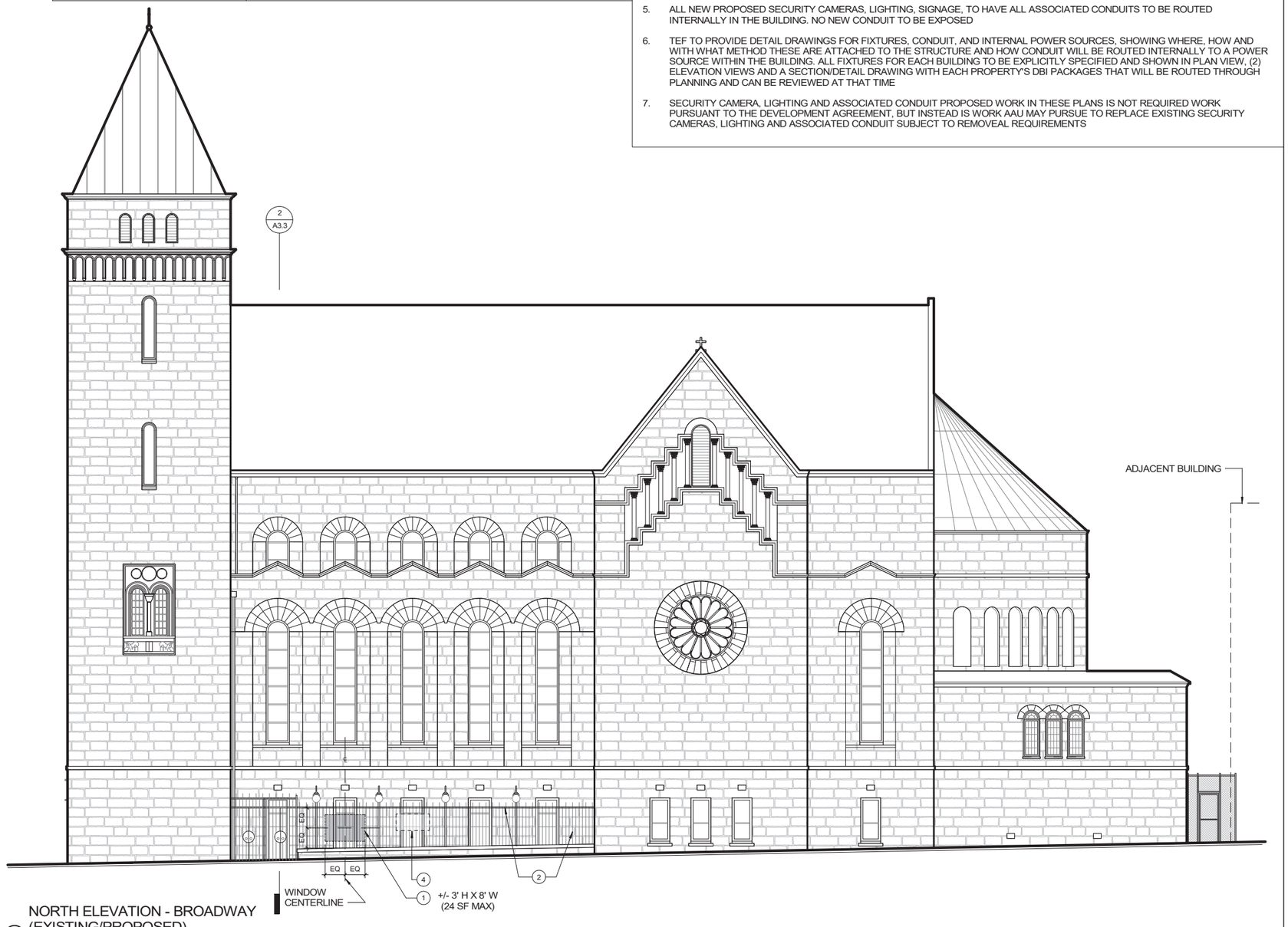
4. EXISTING SIGN ON FENCE TO BE REMOVED.

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING.
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). THE ACADEMY OF ART RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS THE ACADEMY OF ART'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED.
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED
6. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
7. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS



PARTIAL WEST ELEVATION - NICHE (EXISTING/PROPOSED)
2 1/8" = 1'-0" [Ref: 1/A3.3]



NORTH ELEVATION - BROADWAY (EXISTING/PROPOSED)
1 1/8" = 1'-0"

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

2151 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.09
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/12/2019 12:03:15 AM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING.
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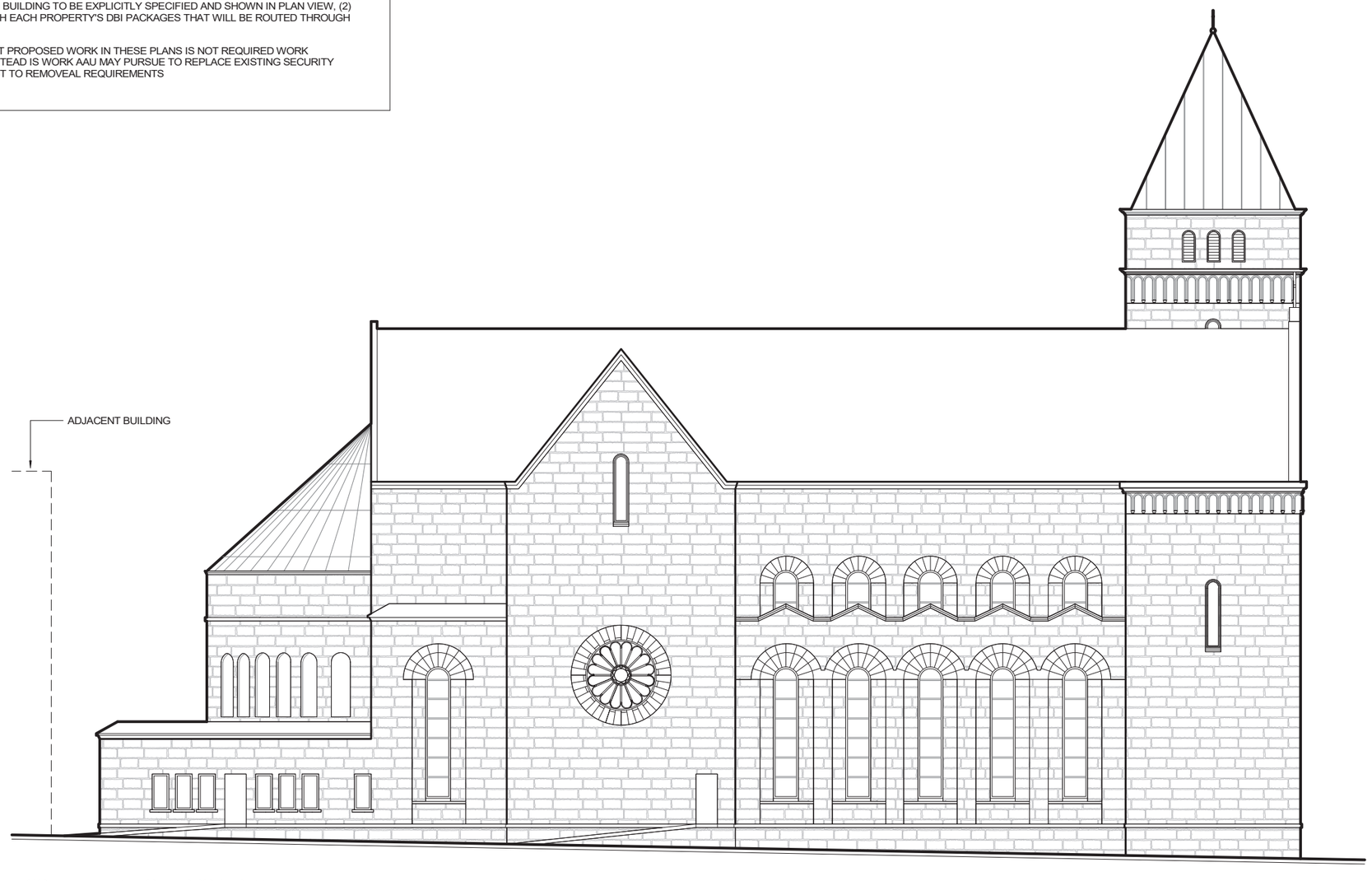

SOUTH ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
1 1/8" = 1'-0"

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San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

2151 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.09
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/12/2019 12:03:19 AM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

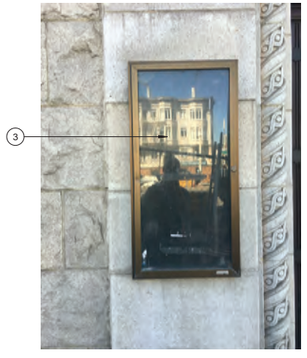
A3.4

KEYNOTES

1. PROPOSED NON-ILLUMINATED AAU FREESTANDING SIGN ATTACHED TO FENCE; SEE SIGNAGE CONSULTANT DRAWINGS
2. EXISTING METAL FENCE
3. CHANGE EXISTING WALL SIGN TO AAU SIGN AND INDIRECTLY ILLUMINATE INSIDE AT TOP OF CABINET; SEE SIGNAGE CONSULTANT DRAWINGS; SEE PHOTO ON SHT A4.1 FOR EXISTING CONDITION

ITEMS BELOW NOTED ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.1

4. EXISTING SIGN ON FENCE TO BE REMOVED.



2 IMAGE
NTS

1 IMAGE
NTS

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Project Number 21826.09
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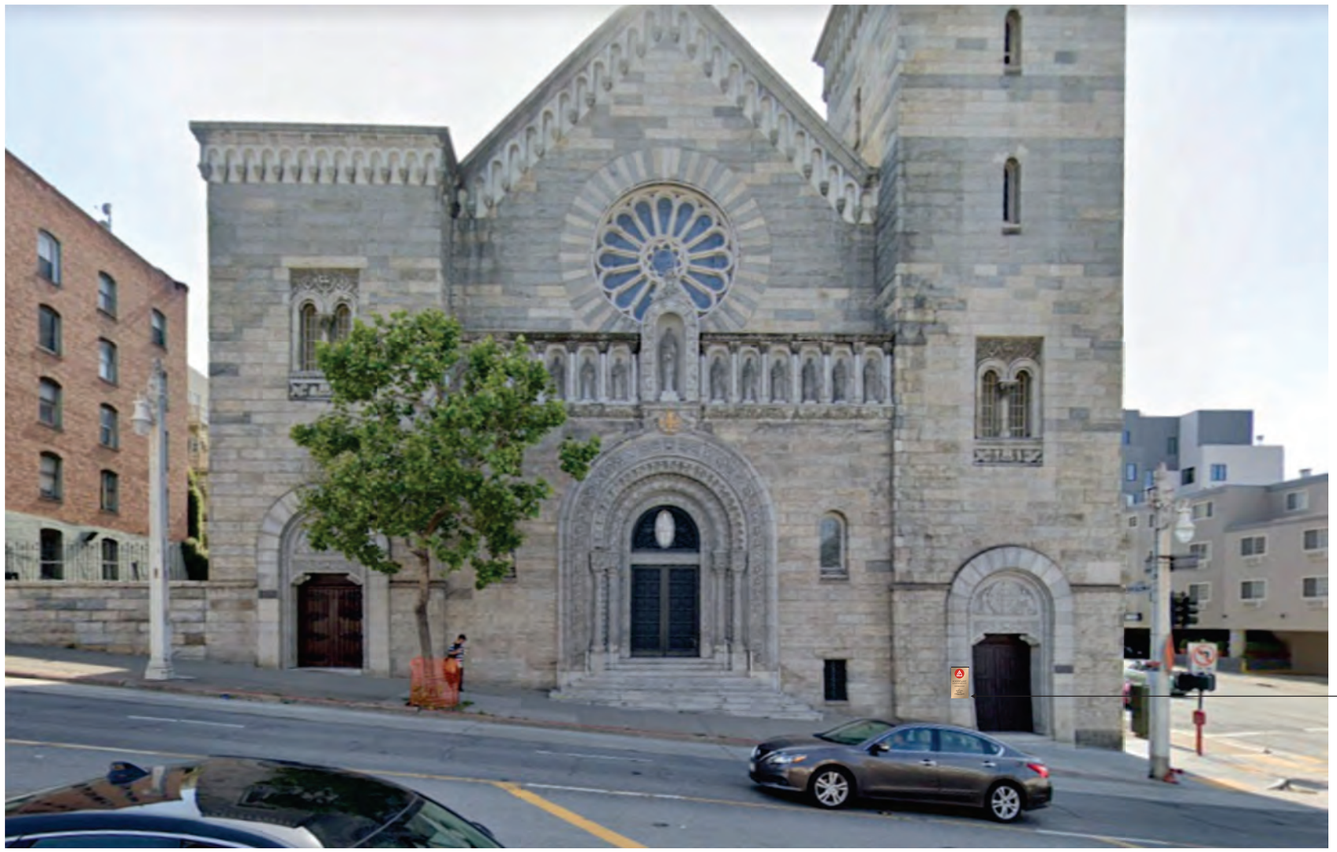
Scale 1/8" = 1'-0"
Phase
Print Date 10/12/2019 12:03:23 AM

No.	Date	Description

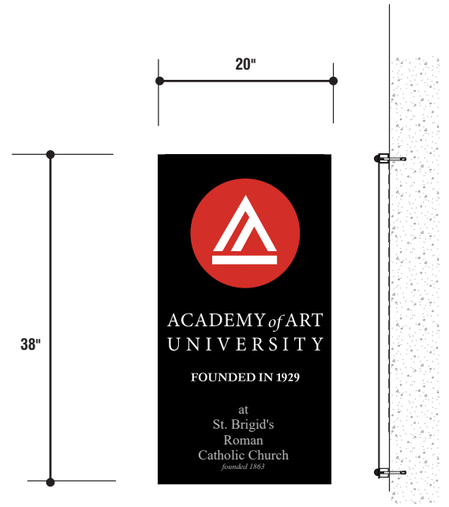
EXTERIOR ELEVATION DETAIL IMAGES

A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



Proposed New Signage



A S/F Int. Illuminated (Face Replacement)

Scale: 1½"=1'-0"

Replace Face of Existing S/F Internally Illuminated Sign. Use AAU Colors as Req.

White Acrylic Face w/:
w/ 1st Surface Black Bkgd
w/ 3M Poppy Red Logo & White Copy.

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/20/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
2151 VAN NESS AVE
SAN FRANCISCO

Customer Approval

Signature

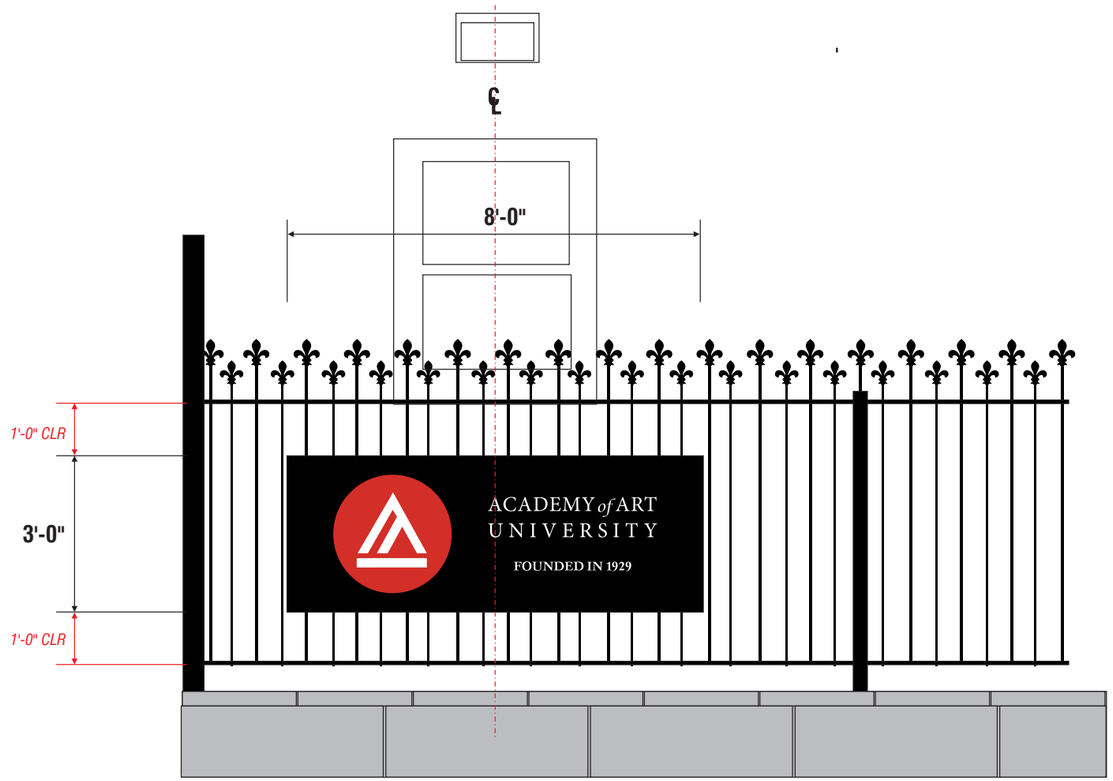
MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

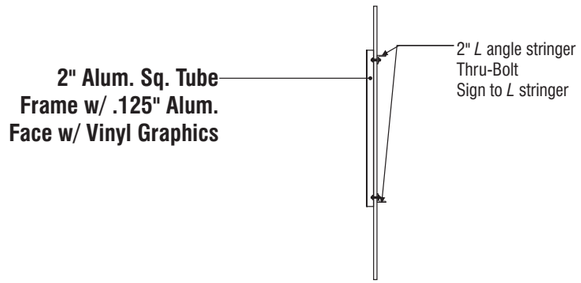
Sheet No.

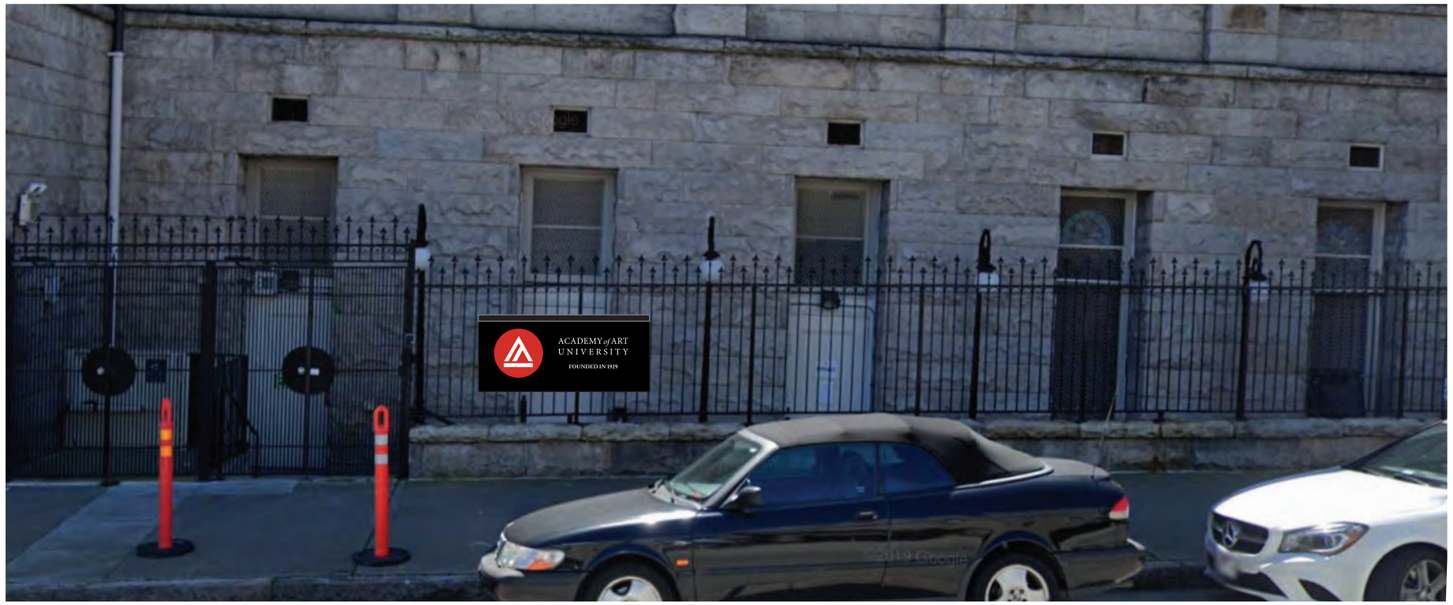
GG 2.0



B **S/F Non - Illuminated Panel w/ Vinyl Graphics** **24 sq ft**

Scale: 3/4"=1'-0"





NORTH ELEVATION - BROADWAY

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/20/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☐ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
2151 VAN NESS AVE
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.

GG 3.0

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	13,021	13,021
LEVEL 1	12,630	12,630
LEVEL 2	12,285	12,285
LEVEL 3	12,285	12,285
GROSS SF TOTAL	50,221	50,221

FLOOR AREA RATIO (PER PER SECTION 243.c.1):

MAXIMUM ALLOWED GROSS SF

FAR X LOT AREA = 7 X 13,080 SF = 91,560 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	6,257	6,257
LEVEL 1	8,210	8,210
LEVEL 2	9,543	9,543
LEVEL 3	7,423	7,423
OCCUPIED SF TOTAL	31,433	31,433

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

*EXCEPTION REQUEST: The project seeks an exception from Code Section 145.1 Active use controls to add Class I bicycle parking in the first 25 ft of ground floor.

C- BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	--	2	2
CLASS II	--	3	4

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 1142 VAN NESS FROM INSTITUTIONAL: PRIVATE COMMUNITY FACILITY TO POST-SECONDARY EDUCATIONAL INSTITUTION.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

CONDITIONAL USE AUTHORIZATION REQUESTED FOR POST-SECONDARY EDUCATIONAL INSTITUTIONAL USE IN THE RC-4 DISTRICT.

NEW SIGNAGE PROPOSED AS PART OF PROJECT.

SHEET INDEX

TOTAL SHEETS: 22

PROPERTY INFORMATION

ADDRESS: 1142 VAN NESS AVENUE
BLOCK/LOT: 0694/011

DISTRICTS
ZONING: RC-4
HEIGHT/BULK: 130-V
SPECIAL USE: VAN NESS
VAN NESS AUTOMOTIVE
WITHIN 1/4 MILE OF THE FRINGE FINANCIAL SERVICES RUD
WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE

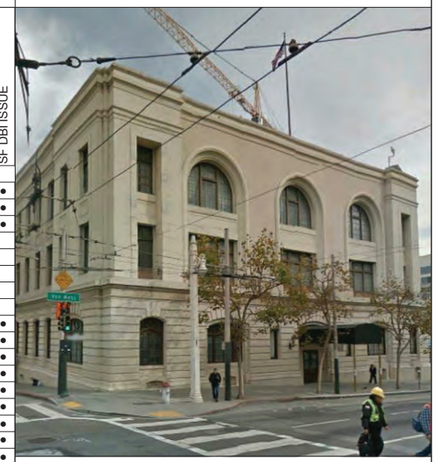
USE: CHANGE OF USE REQUIRED
LAST LEGAL: INSTITUTIONAL: PRIVATE COMMUNITY FACILITY
PROPOSED: INSTITUTIONAL: POST-SECONDARY EDUCATION

No OF STORIES: 4 (NO CHANGE)

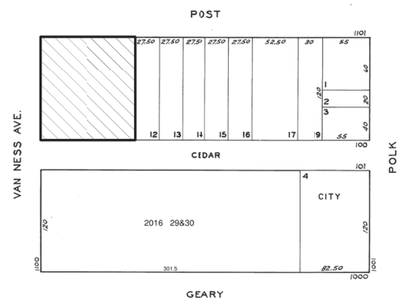
HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW



PLOT PLAN N.T.S.



VICINITY MAP N.T.S.

tef DESIGN
1420 Sutter Street
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San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

1142 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

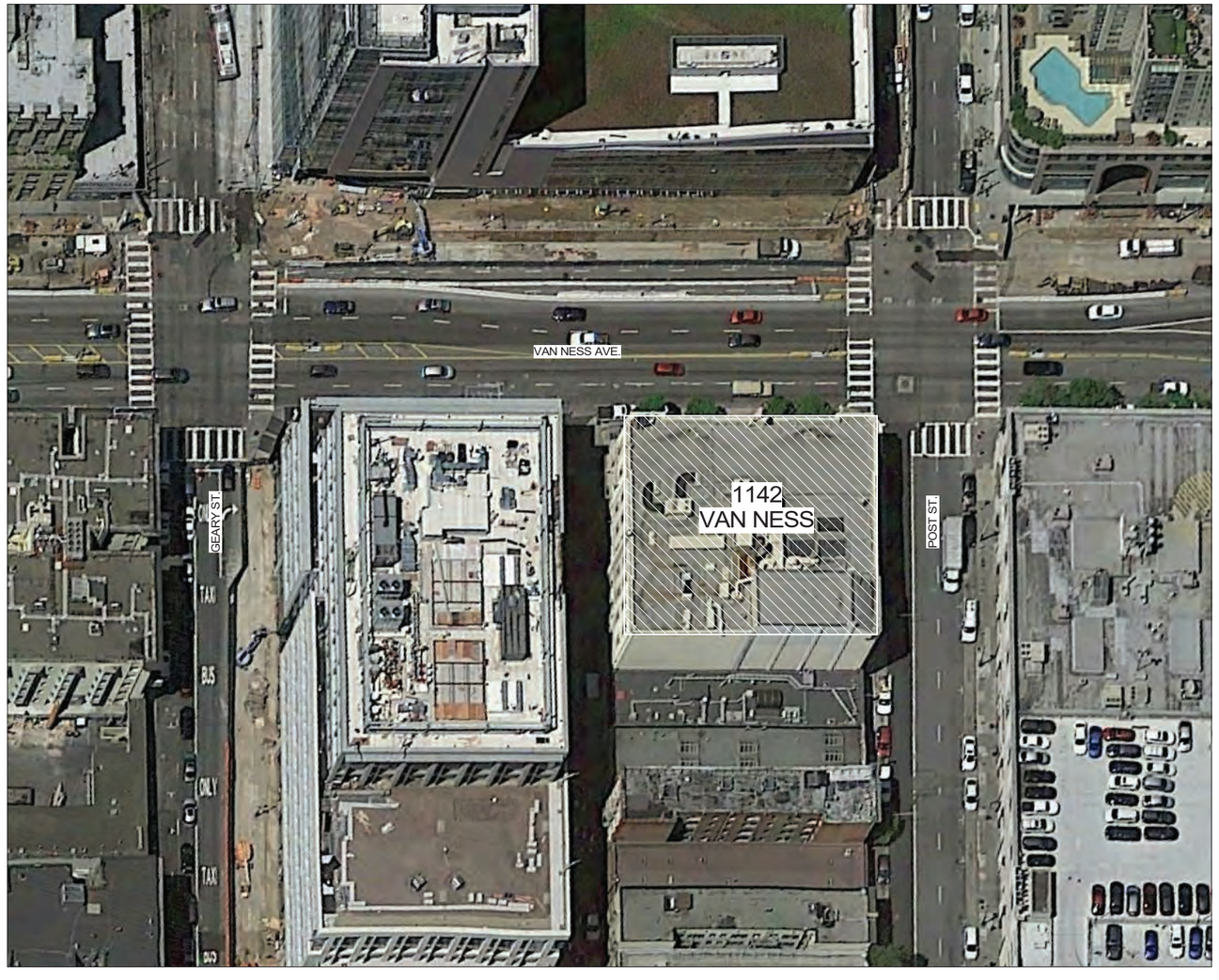
Project Number: 21826.19
Issue Date: 10/11/19
Scale: As indicated
Phase:
Print Date: 10/11/2019 11:56:31 PM

No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 SITE PLAN AERIAL IMAGE
NTS

N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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COMPLIANCE
SET

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Project Number 21826.19
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Phase
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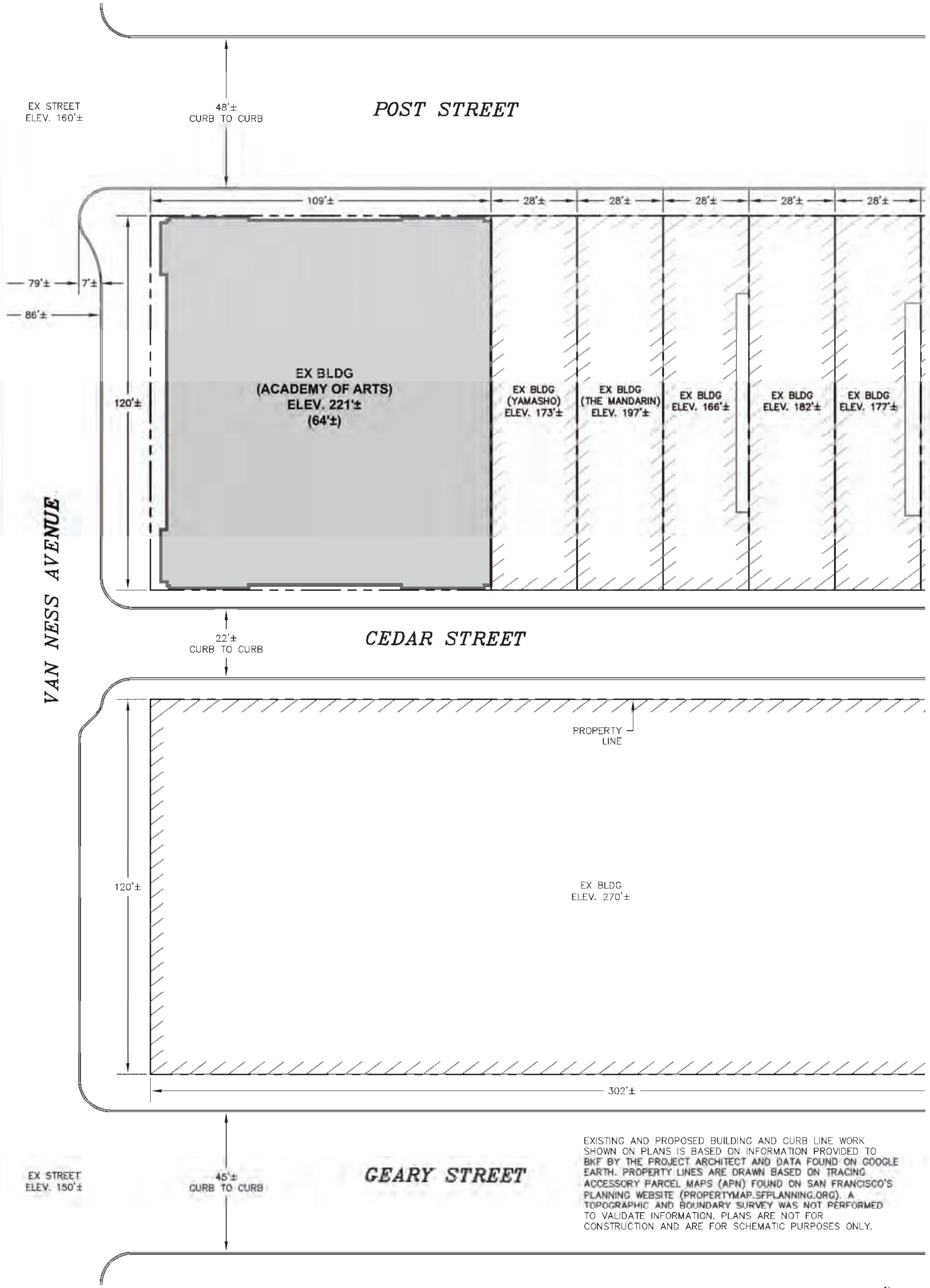
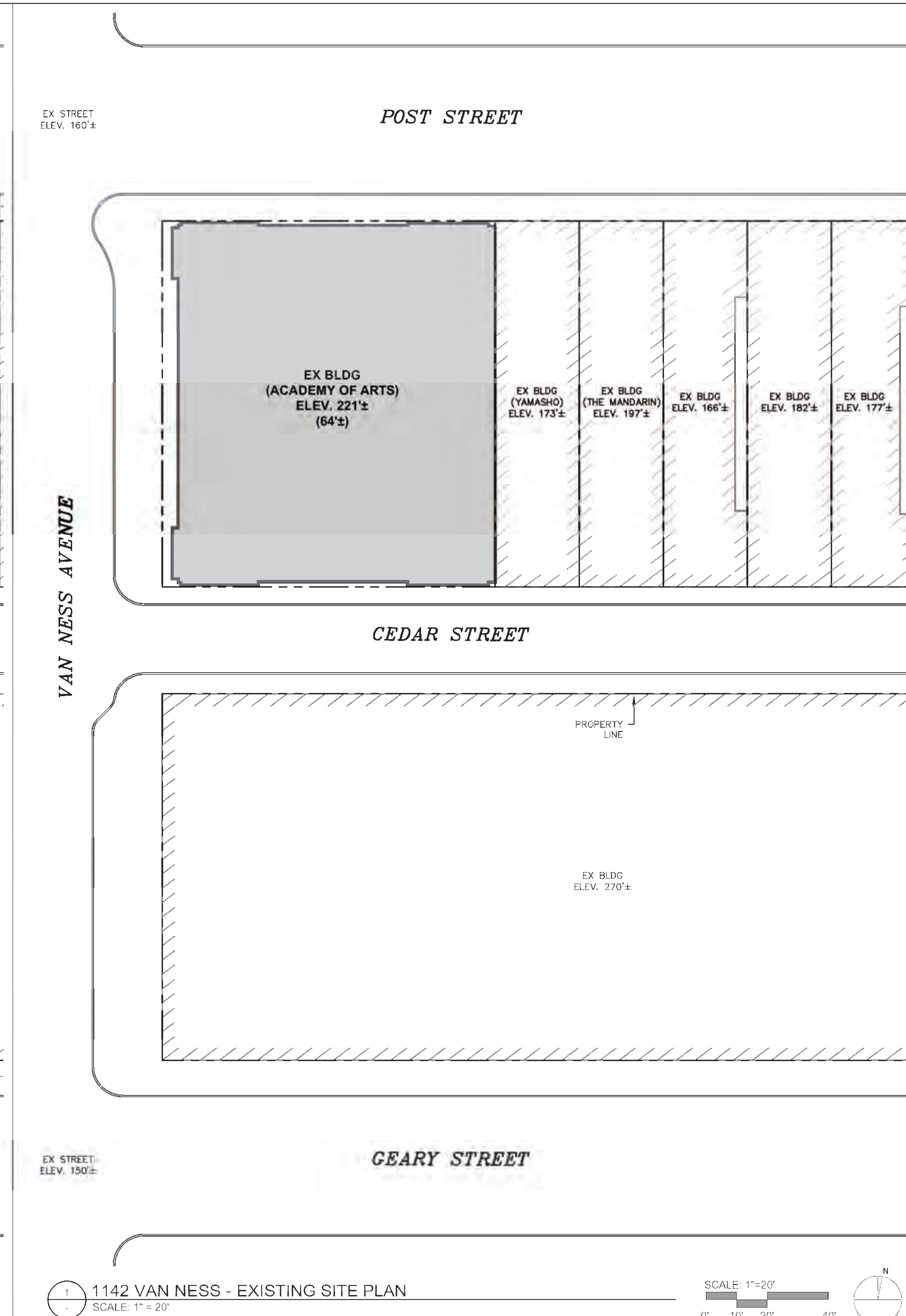
No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



2 - 1142 VAN NESS - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 - 1142 VAN NESS - EXISTING SITE PLAN
SCALE: 1" = 20'

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TEFarch.com

ACADEMY of ART UNIVERSITY
79 New Montgomery Street
San Francisco, CA 94105

BKF 100+ YEARS ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU INSTITUTIONAL COMPLIANCE SET

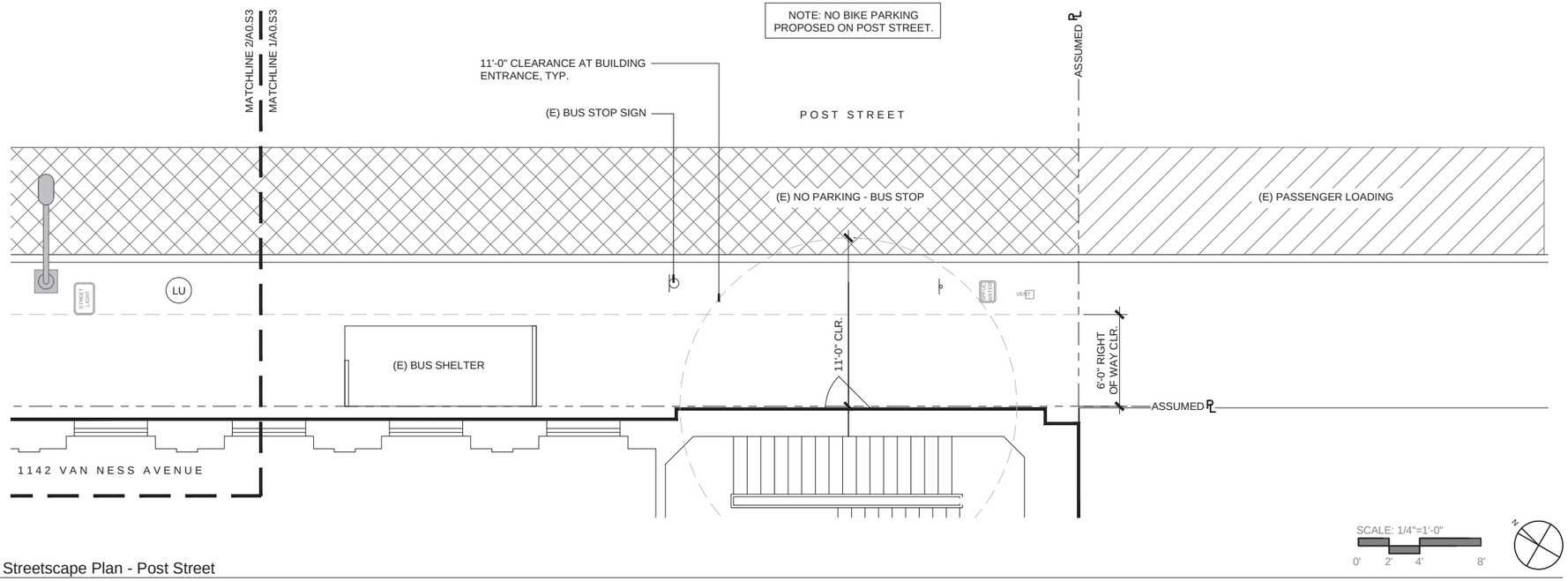
1142 VAN NESS
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER JASON T. WHIT... No. C 2281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

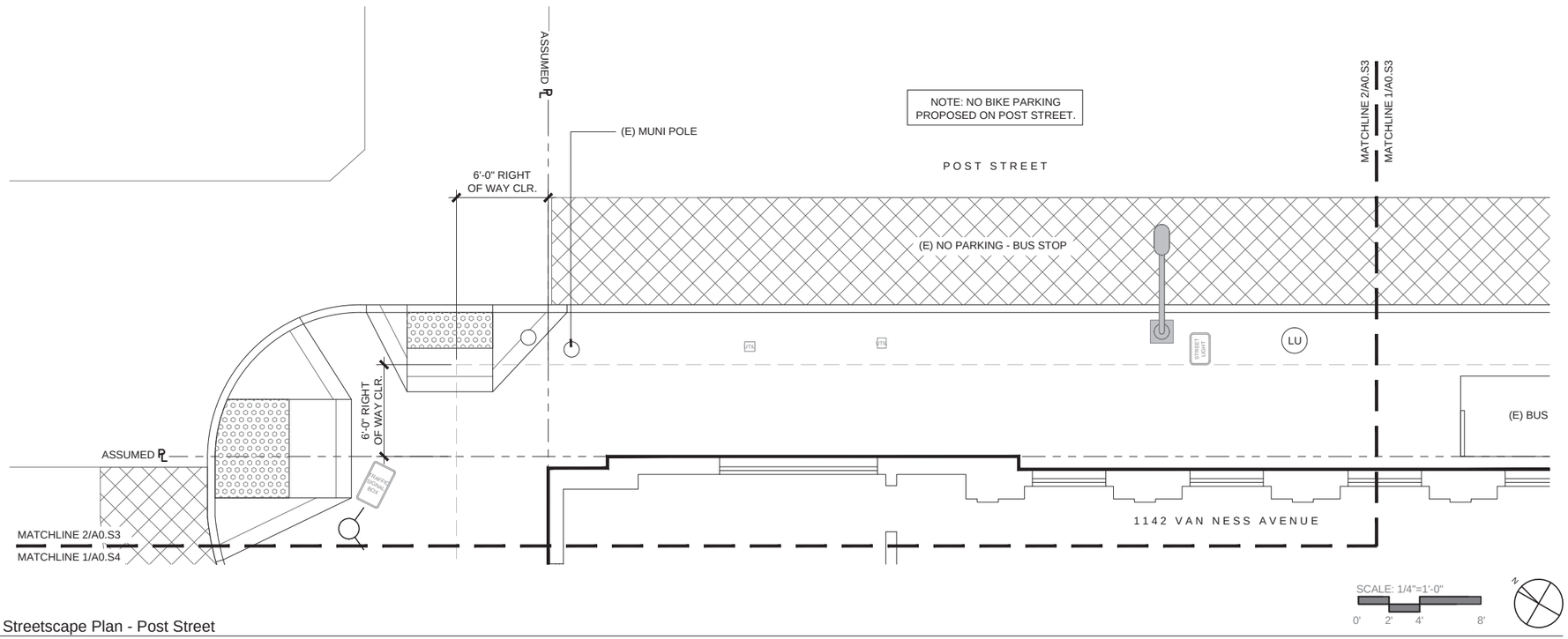
21826.19 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



1 Streetscape Plan - Post Street
1/4" = 1'-0"



2 Streetscape Plan - Post Street
1/4" = 1'-0"

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(4) BIKE PARKING SPACES

TOTAL: 4

LEGEND

(N) BIKE RACK, CLASS II

(E) FIRE HYDRANT

(E) IN-GROUND UTILITY

(E) LITTER UNIT

(E) PARKING SIGN

(E) POLE LIGHT

(E) NO PARKING (RED CURB)

(E) PASSENGER LOADING (WHITE CURB)

(E) WARNING PAVERS

NOTES:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING
2) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
3) PER SFMTA GUIDELINES APPENDIX F, BIKE RACKS CAN ONLY BE PLACED 20'-0" WITHIN THE FRONT OR 10'-0" WITHIN THE REAR OF A FAR-SIDE BUS ZONE OR 30'-0"' WITHIN REAR OF NEAR-SIDE BUS ZONE

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t 415.688.2506

AAU INSTITUTIONAL COMPLIANCE SET

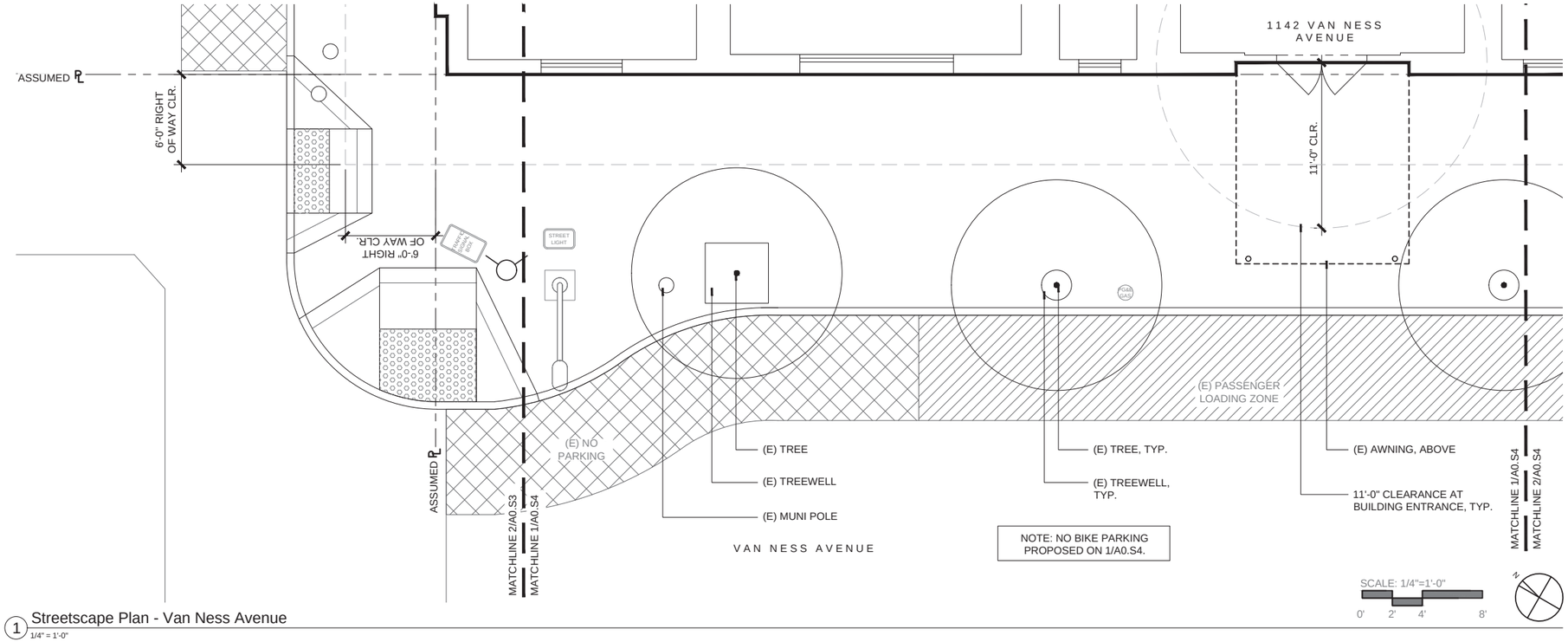
1142 VAN NESS
San Francisco, CA 94109

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HUTCHINS
C 4980
08/31/21
10/11/19
STATE OF CALIFORNIA

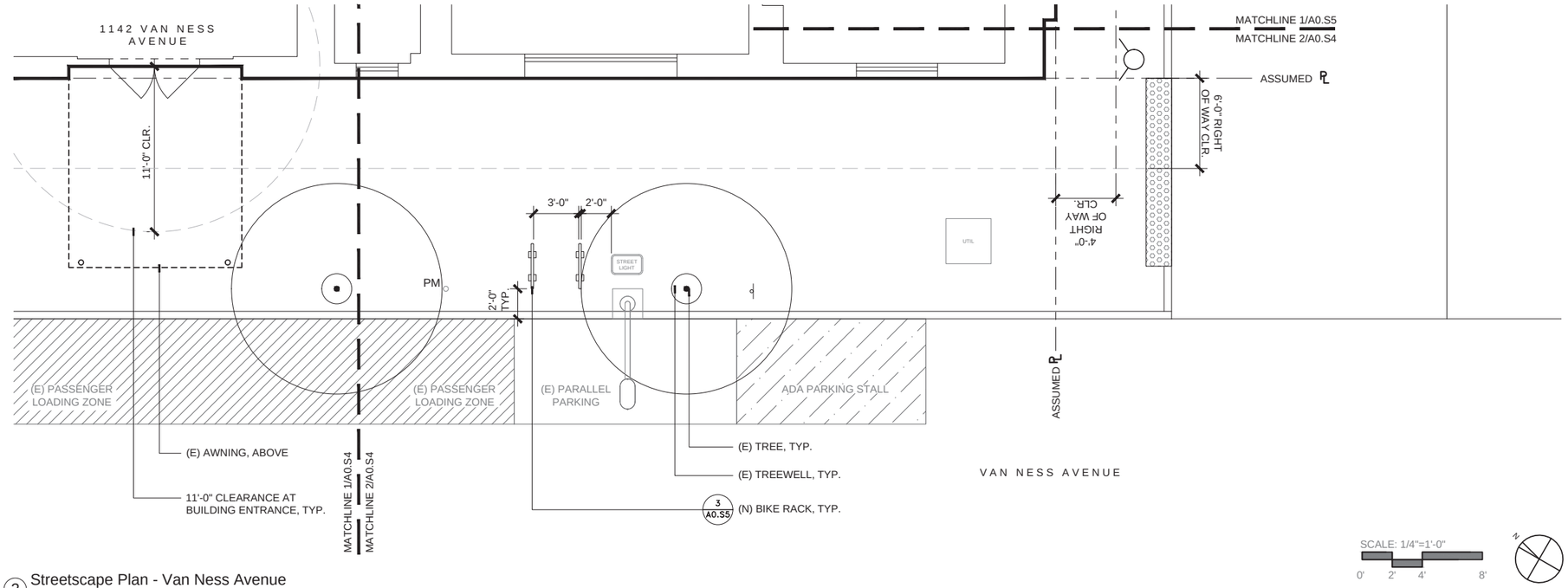
Project Number: 21826.19
Issue Date: 10/11/19
Scale: AS NOTED
Phase:
Print Date:

STREETSCAPE DRAWINGS

A0.S3



1 Streetscape Plan - Van Ness Avenue
1/4" = 1'-0"



2 Streetscape Plan - Van Ness Avenue
1/4" = 1'-0"

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

SEE A0.S3

LEGEND

- (N) BIKE RACK, CLASS II
- (E) FIRE HYDRANT
- (E) IN-GROUND UTILITY (STREET LIGHT, FUSE/GAS)
- PM (E) PARKING METER
- (E) PARKING SIGN
- (E) POLE LIGHT
- (E) NO PARKING (RED CURB)
- (E) PASSENGER LOADING (WHITE CURB)
- (E) WARNING PAVERS

NOTES:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING
2) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
3) BIKE RACKS ARE NOT ALLOWED AT ADA PARKING

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C 4980
08/31/21
10/11/19
STATE OF CALIFORNIA

Project Number: 21826.19
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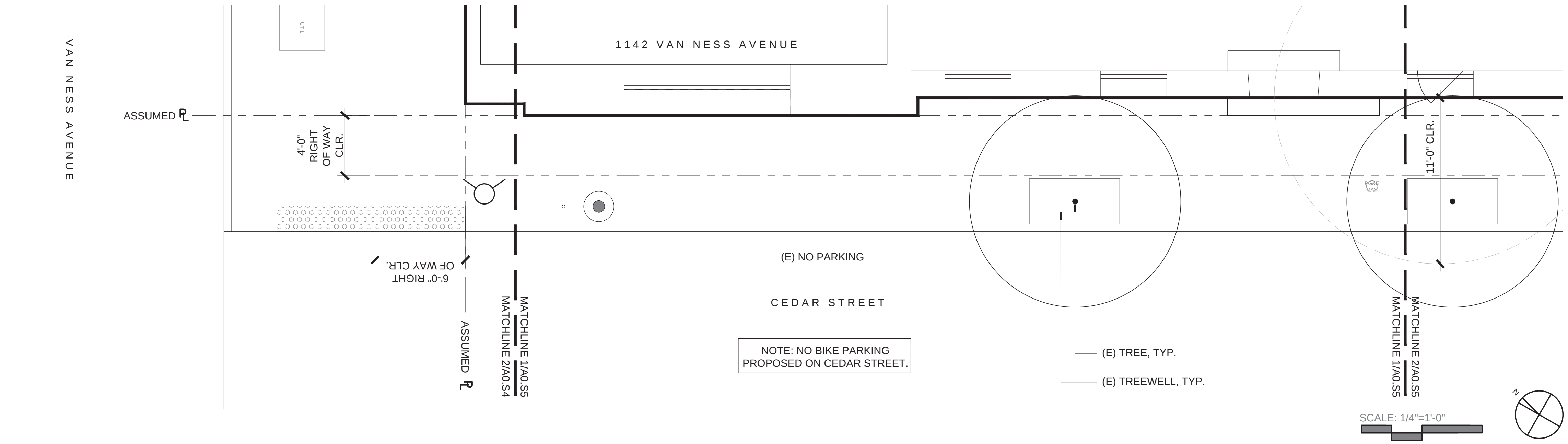
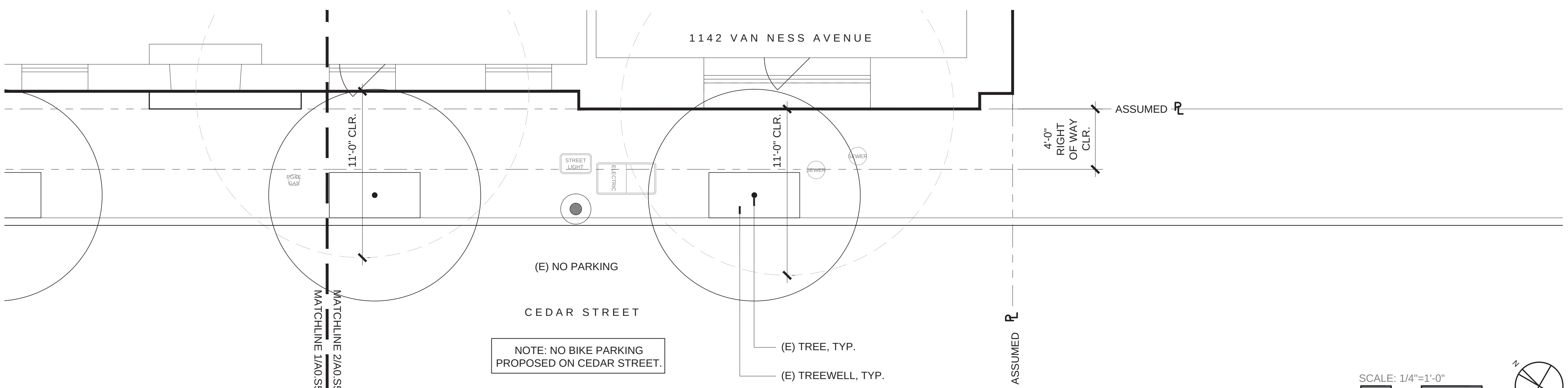
STREETSCAPE DRAWINGS

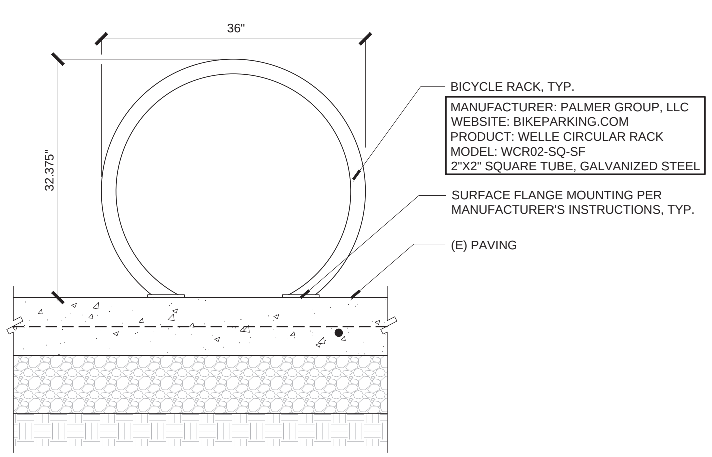
A0.S4



1 Streetscape Plan - Cedar Street
1/4" = 1'-0"



2 Streetscape Plan - Cedar Street
1/4" = 1'-0"



3 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

SEE A0.S3

LEGEND

(N) BIKE RACK, CLASS II

(E) FIRE HYDRANT

(E) IN-GROUND UTILITY

(E) PARKING SIGN

(E) POLE LIGHT

(E) WARNING PAVERS

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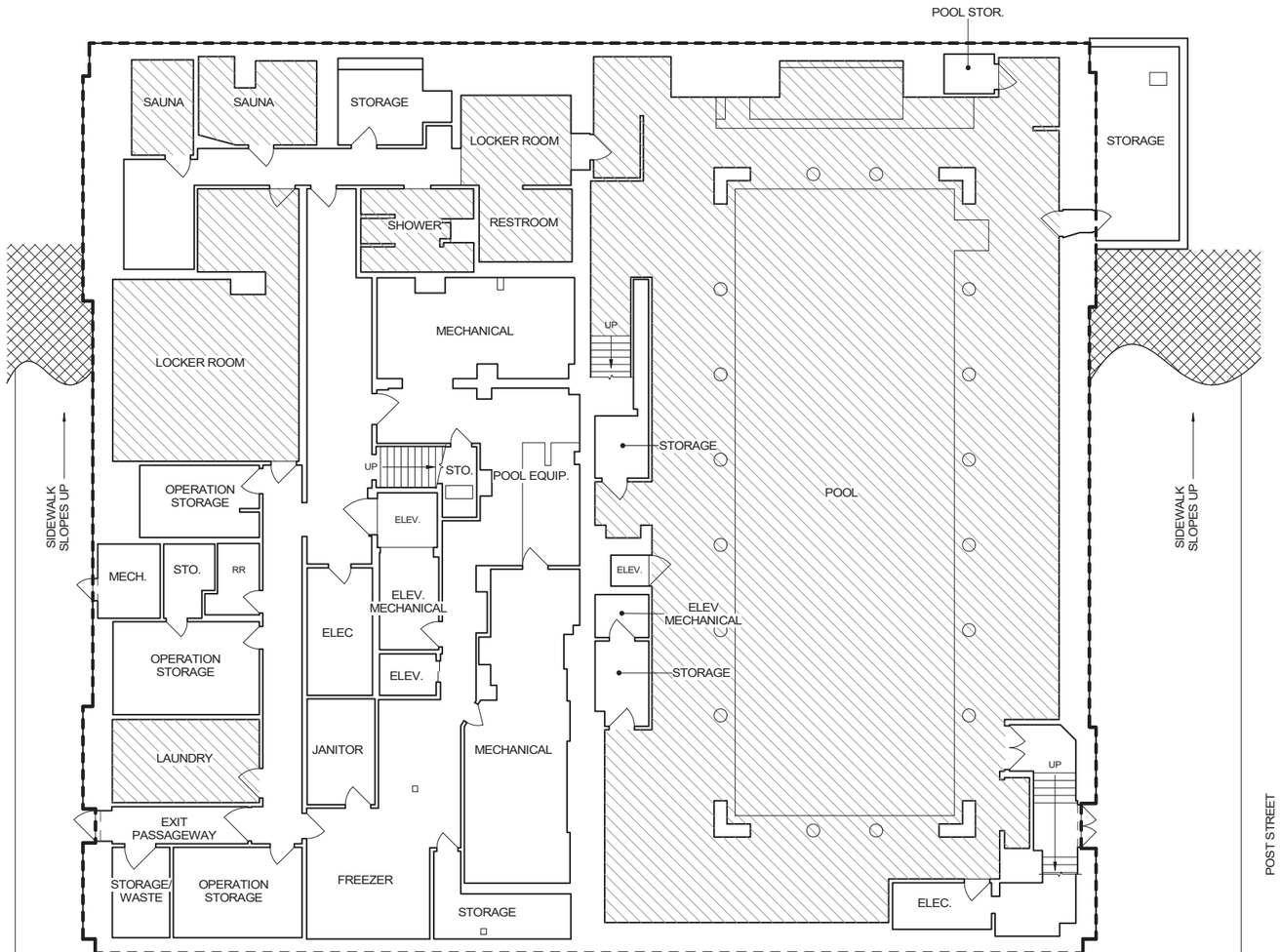
REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MULHOLLAND
C 4980
Signature
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21826.19
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S5

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 BASEMENT - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name ROOM NAME
XXX ROOM NUMBER
RR RESTROOM

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LICENSED ARCHITECT
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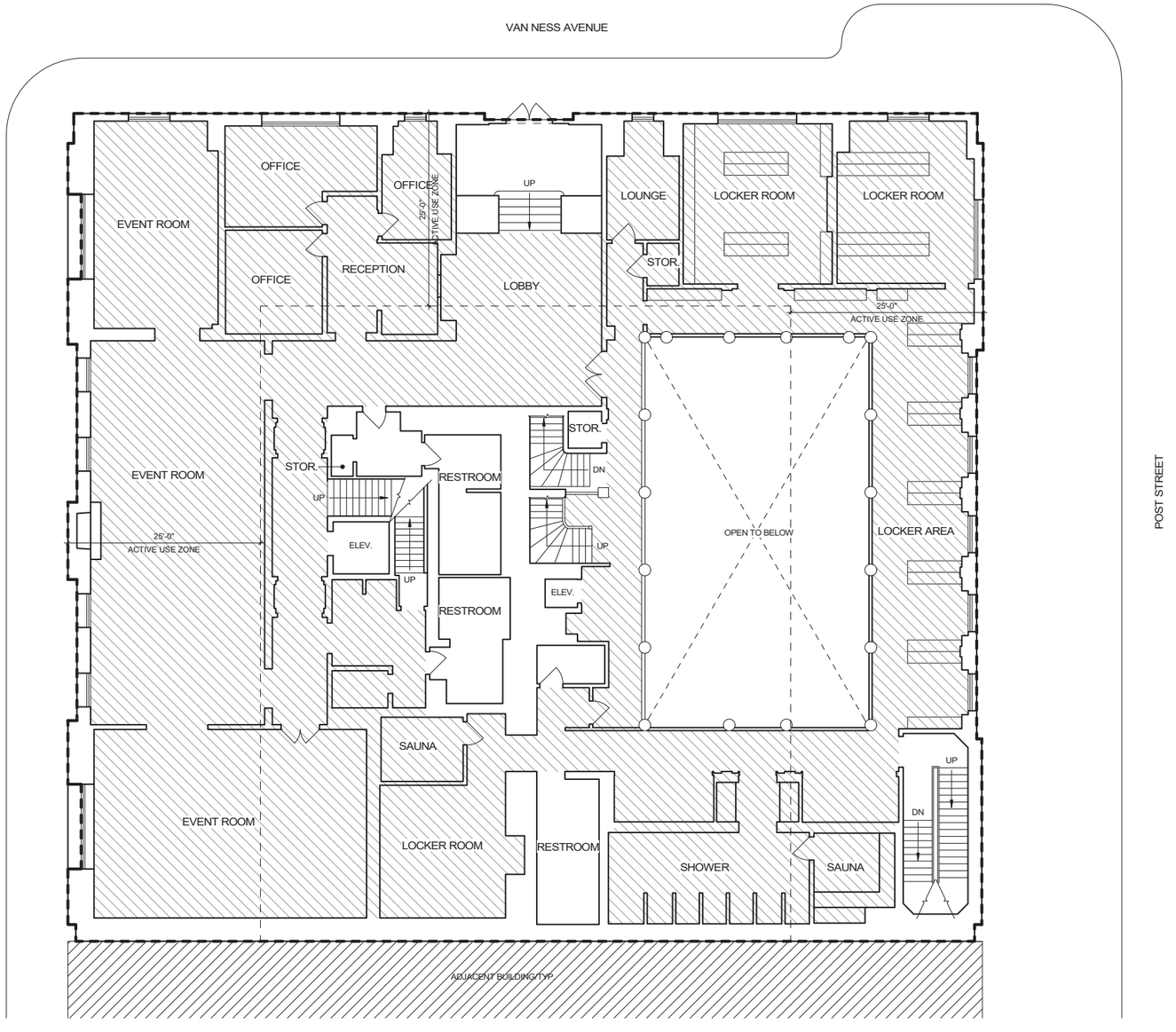
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.19
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 11:56:45 PM

No.	Date	Description

EXISTING FLOOR PLANS - BASEMENT

A1.0



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1

A1.1

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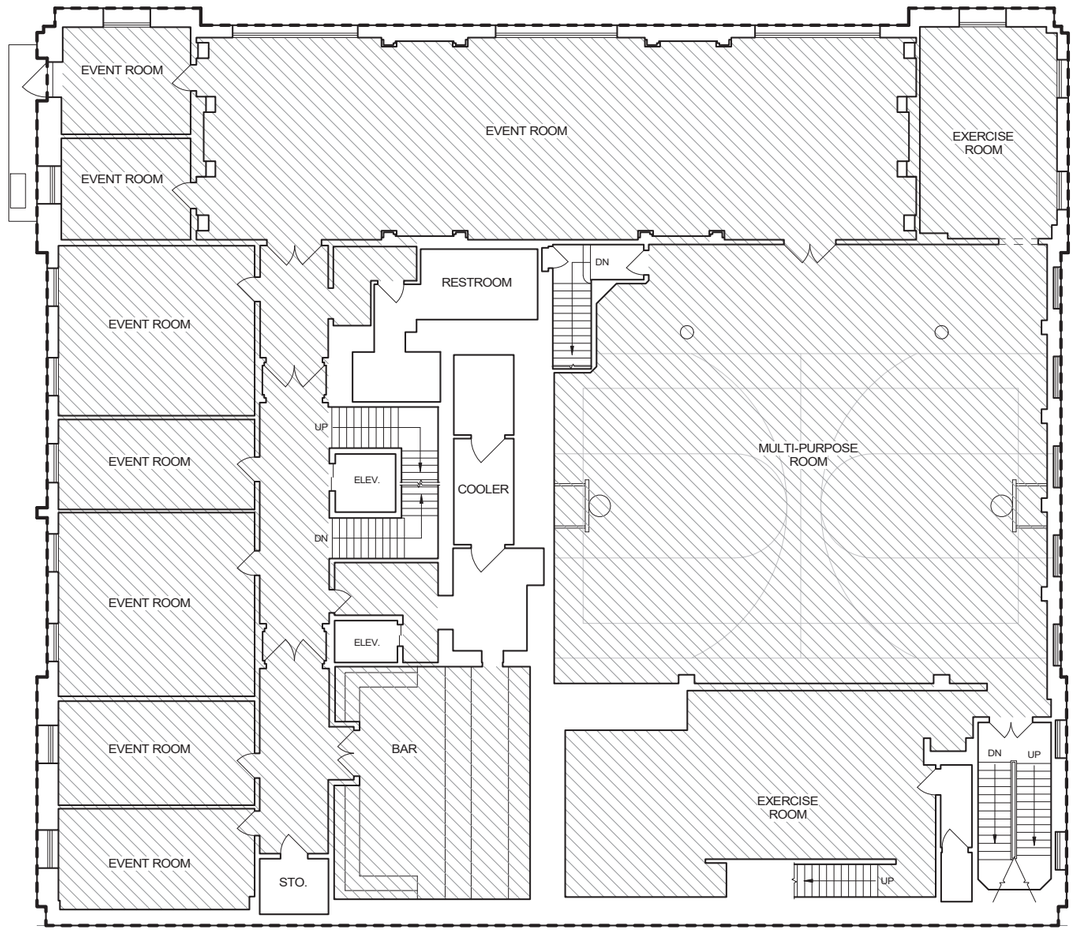

1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER
RR — RESTROOM

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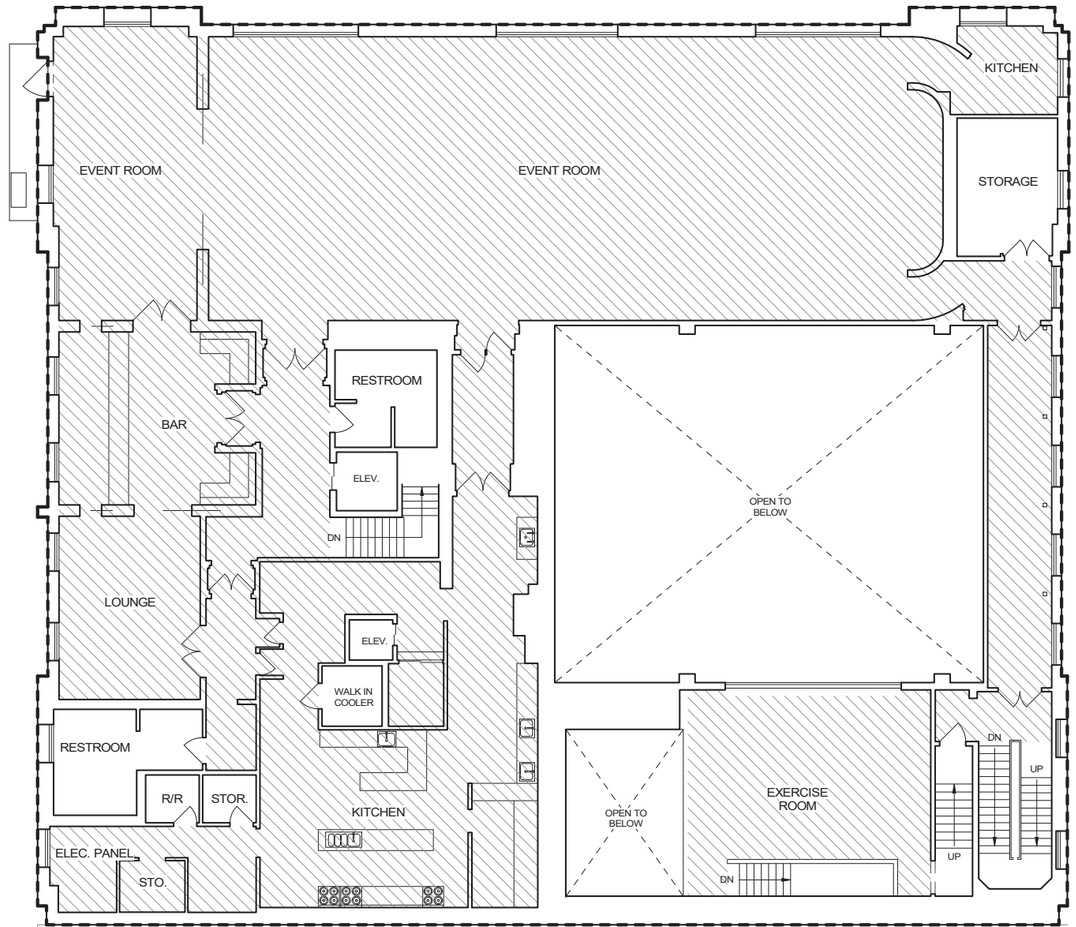
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 2

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 3 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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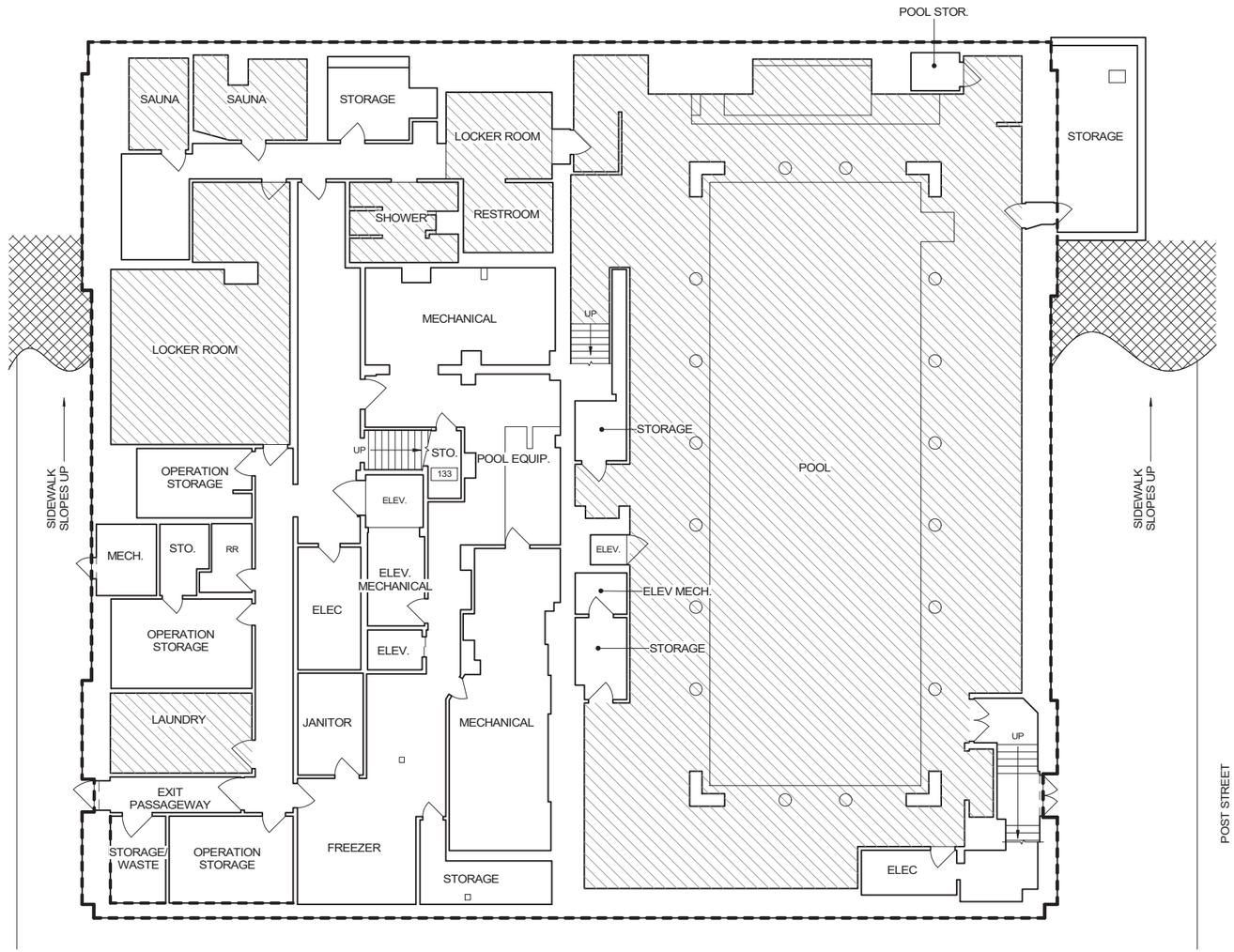
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 3

A1.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 BASEMENT - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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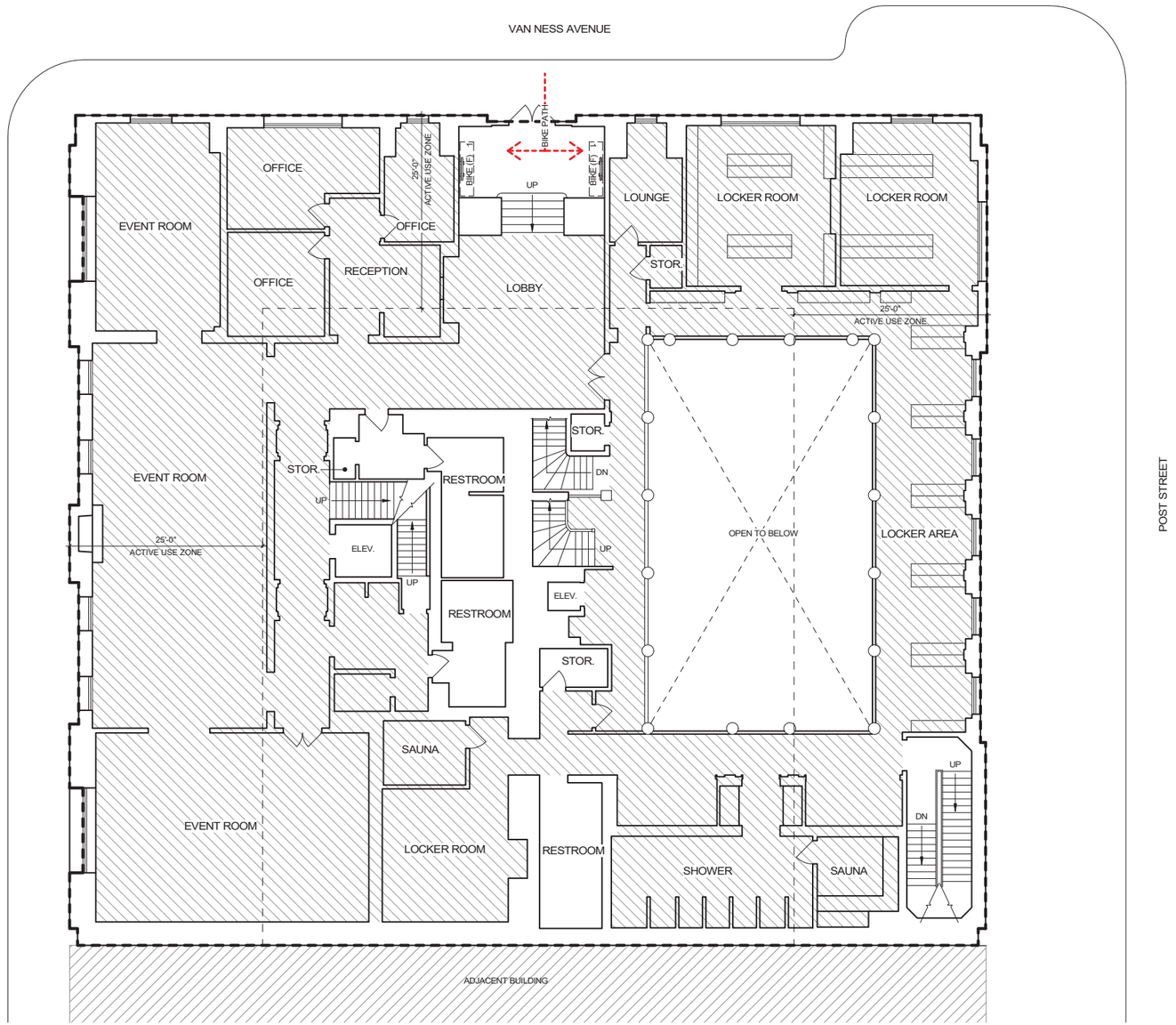
No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT

A2.0



1 LEVEL 1 - PROPOSED
1/8" = 1'-0"

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I	
TYPE OF BIKE RACK	PROPOSED BIKE SPACES
FLOOR MOUNT BIKE RACK	2
TOTAL	2

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG
Name — ROOM NAME
BIKE TAG — ROOM NUMBER

RR 11'-0" / 7'-0" / 4'-0" — RESTROOM

2 BIKE (F) — CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
- Maneuvering Space
- Bike Storage Space

8'-4" / 3'-4" / 5'-0" / 4" / 1'-4" / 1 BIKE (W) — CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
- Maneuvering Space
- Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

- BIKE ENTRY / EXIT ROUTE

N

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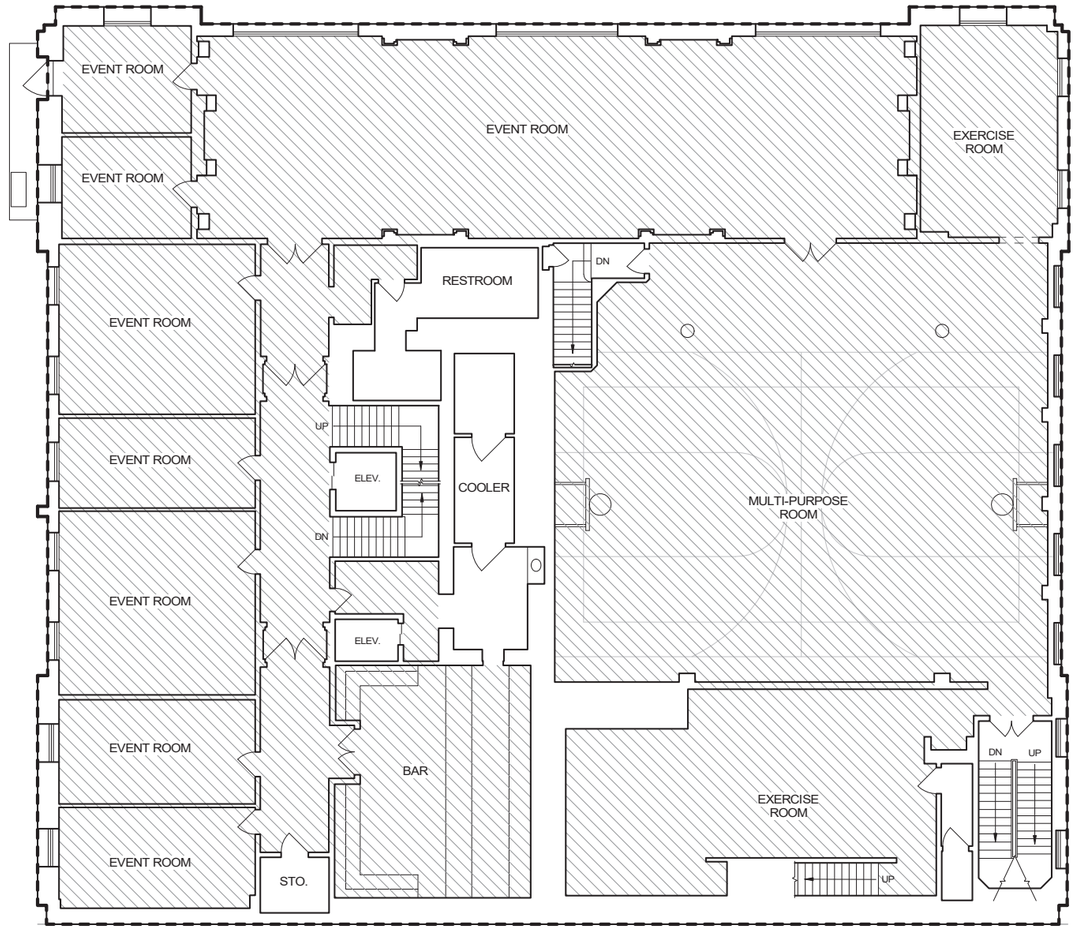
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1

A2.1



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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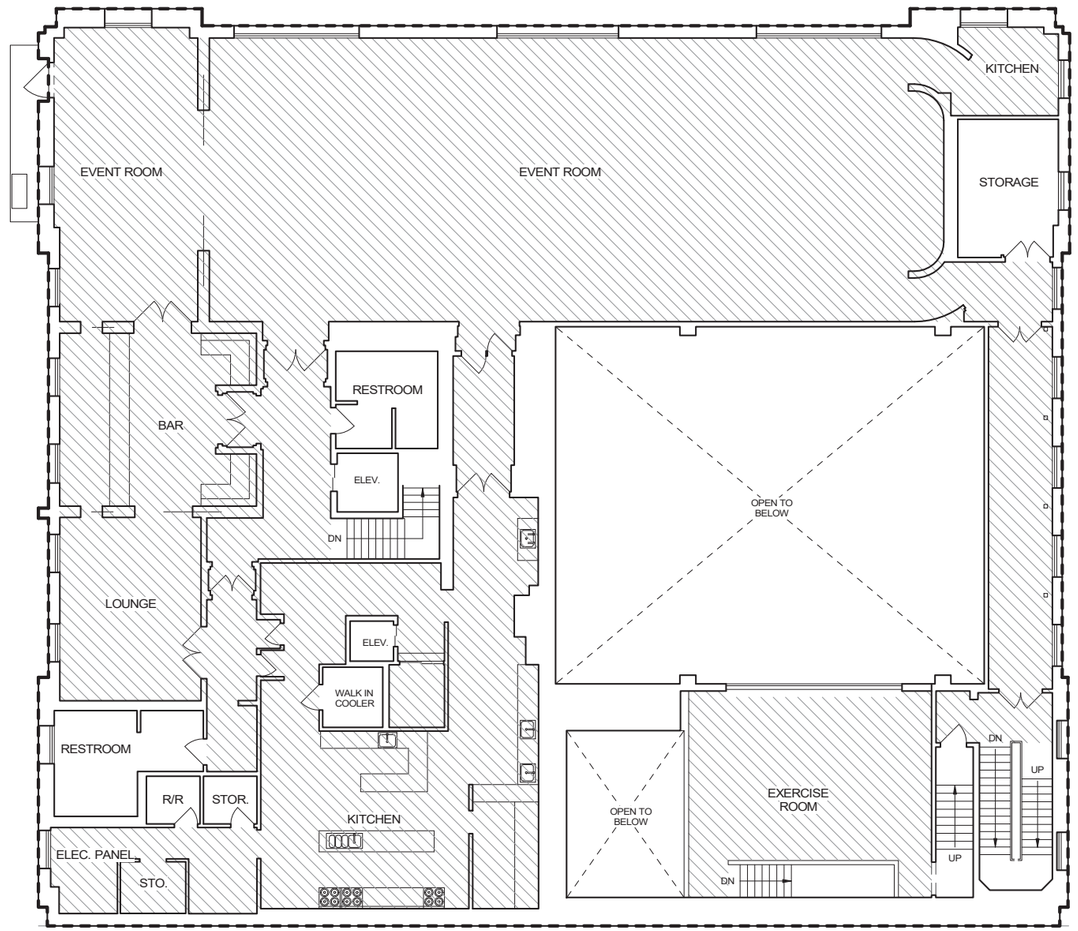
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 3 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 3

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

3 WEST ELEVATION - VAN NESS AVENUE
NTS

2 SOUTH ELEVATION - CEDAR STREET
NTS

1 NORTH ELEVATION - POST STREET
NTS

KEY NOTES

1. REMOVE EXISTING SECURITY CAMERA. PROVIDE NEW SECURITY CAMERA (LOCATION TBD) WITH MINIMAL PROFILE, ALL CONDUIT TO BE INTERNALLY ROUTED, VERIFY EXISTING SYSTEMS ARE FUNCTIONAL, TYPE TO BE REVIEWED BY PLANNING DEPARTMENT STAFF PRIOR TO APPROVAL/ INSTALLATION.
2. UNPERMITTED EGRESS DOORS TO BE REPLACED IN ACCORDANCE WITH THE SECRETARY'S STANDARDS. UNPERMITTED GATE TO BE REMOVED. FOLLOWING COMPLETION OF EGRESS ANALYSIS AS PART OF BUILDING PERMIT APPLICATION, AAU WILL EITHER PROPOSE A GATE REPLACEMENT THAT COMPLIES WITH THE SECRETARY'S STANDARDS OR LEAVE EXIT WITHOUT GATE REPLACEMENT.
3. CANOPY STRUCTURE LEGALLY PERMITTED. SEE PERMIT No. 9622217 AND ASSOCIATED PLAN SHEETS A3.2 AND A4.0
4. NOT USED
5. PROPOSED AAU BUSINESS WALL SIGN, UNPAINTED METAL LASER CUT LETTERING,1" OFFSET FROM WALL, NON-ILLUMINATED; MOUNT THROUGH REVEALS; SEE SIGNAGE CONSULTANT DRAWINGS
6. PROPOSED METAL & GLASS DOOR TO MATCH EXISTING ADJACENT WINDOW; HEADER HEIGHT, COLOR & SHAPE TO MATCH ADJACENT WINDOW HEADER

ITEMS BELOW NOTED DURING 9/28/19 SITE WALK

7. EXISTING BUILDING ADDRESS NAMEPLATE, TO REMAIN
8. EXISTING AWNING
9. EXISTING WALL SCONCE
10. EXISTING PROTRUDING PIPE
11. EXISTING FIRE STANDPIPE
12. EXISTING SECURITY GRILL, TYP.
13. EXISTING SKATE BOARD DETERRENTS
14. EXISTING BOLLARDS PROTECTING EXISTING PLUMBING
15. EXISTING VENT IN WINDOW
16. EXISTING LIGHT FIXTURE
17. EXISTING MECHANICAL DUCT, STUCCO ENCLOSURE
18. EXISTING VENTS
19. EXISTING DUMBWAITER FIRE LADDER
20. EXISTING FIRE ESCAPE BALCONIES
21. EXISTING FIRE ESCAPE LADDER TO ROOF
22. EXISTING STREET SIGN TO REMAIN
23. EXISTING JULIET BALCONY WITH METAL RAILING
24. EXISTING FLAGPOLE TO REMAIN, AAU FLAG NOT PERMITTED

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Phase
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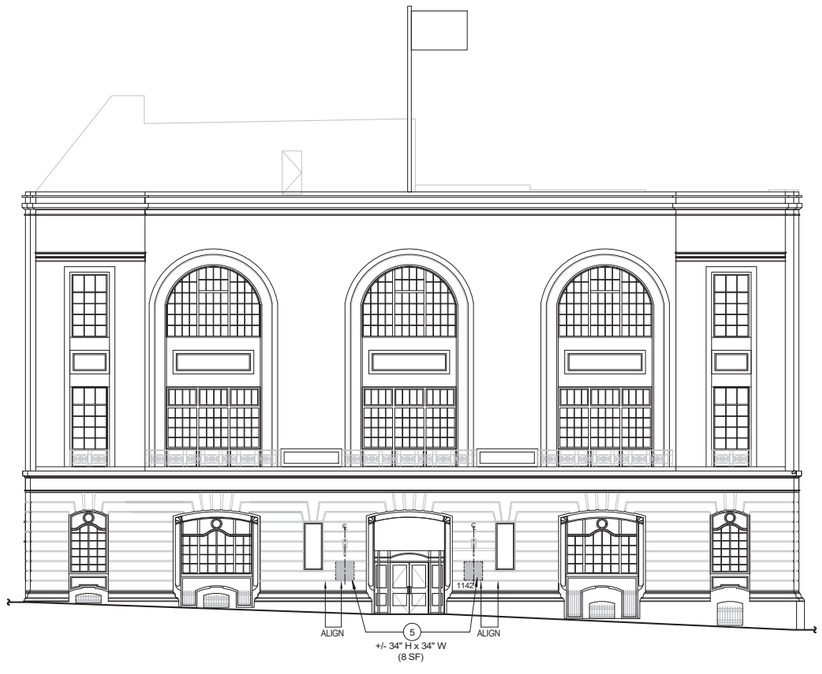
No.	Date	Description

EXTERIOR ELEVATION IMAGES

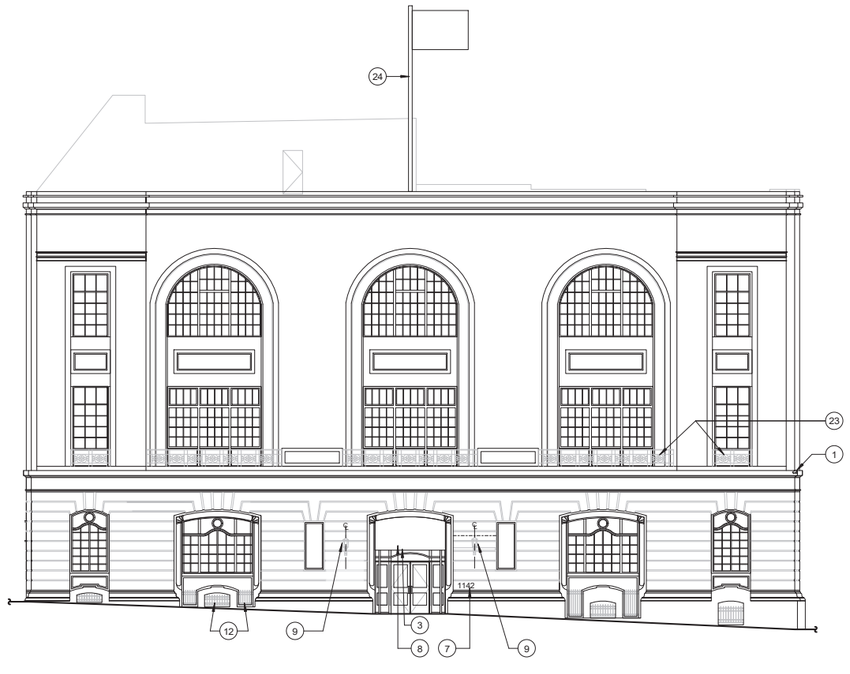
A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

EAST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
3 3/32" = 1'-0"



WEST ELEVATION - VAN NESS AVENUE (PROPOSED)
2 3/32" = 1'-0"



WEST ELEVATION - VAN NESS AVENUE (EXISTING)
1 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. AAU IS PREPARING A BUILDING PERMIT APPLICATION FOR THIS PROPERTY THAT WILL ADDRESS STRUCTURAL ANALYSIS. AAU WILL KEEP THIS COMMENT IN MIND WHILE PREPARING PERMIT APPLICATION
3. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS.THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

1. REMOVE EXISTING SECURITY CAMERA. PROVIDE NEW SECURITY CAMERA (LOCATION TBD) WITH MINIMAL PROFILE, ALL CONDUIT TO BE INTERNALLY ROUTED, VERIFY EXISTING SYSTEMS ARE FUNCTIONAL, TYPE TO BE REVIEWED BY PLANNING DEPARTMENT STAFF PRIOR TO APPROVAL/ INSTALLATION.
2. UNPERMITTED EGRESS DOORS TO BE REPLACED IN ACCORDANCE WITH THE SECRETARY'S STANDARDS. UNPERMITTED GATE TO BE REMOVED. FOLLOWING COMPLETION OF EGRESS ANALYSIS AS PART OF BUILDING PERMIT APPLICATION, AAU WILL EITHER PROPOSE A GATE REPLACEMENT THAT COMPLIES WITH THE SECRETARY'S STANDARDS OR LEAVE EXIT WITHOUT GATE REPLACEMENT.
3. CANOPY STRUCTURE LEGALLY PERMITTED. SEE PERMIT No. 9622217 AND ASSOCIATED PLAN SHEETS A3.2 AND A4.0
4. NOT USED
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6. PROPOSED METAL & GLASS DOOR TO MATCH EXISTING ADJACENT WINDOW; HEADER HEIGHT, COLOR & SHAPE TO MATCH ADJACENT WINDOW HEADER

ITEMS BELOW NOTED DURING 9/28/19 SITE WALK

7. EXISTING BUILDING ADDRESS NAMEPLATE, TO REMAIN
8. EXISTING AWNING
9. EXISTING WALL SCONCE
10. EXISTING PROTRUDING PIPE
11. EXISTING FIRE STANDPIPE
12. EXISTING SECURITY GRILL, TYP.
13. EXISTING SKATE BOARD DETERRENTS
14. EXISTING BOLLARDS PROTECTING EXISTING PLUMBING
15. EXISTING VENT IN WINDOW
16. EXISTING LIGHT FIXTURE
17. EXISTING MECHANICAL DUCT, STUCCO ENCLOSURE
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20. EXISTING FIRE ESCAPE BALCONIES
21. EXISTING FIRE ESCAPE LADDER TO ROOF
22. EXISTING STREET SIGN TO REMAIN
23. EXISTING JULIET BALCONY WITH METAL RAILING
24. EXISTING FLAGPOLE TO REMAIN, AAU FLAG NOT PERMITTED

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

1142 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

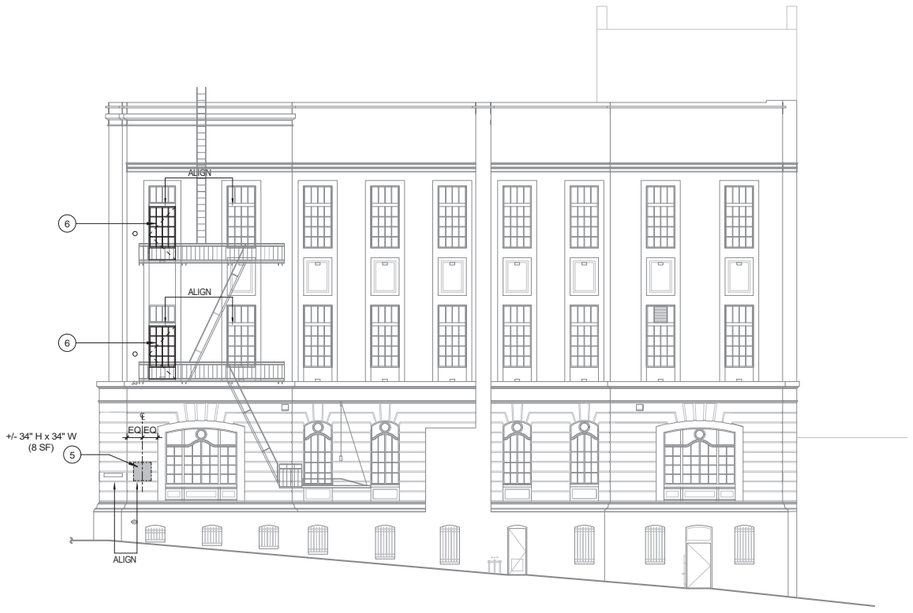
Project Number 21826.19
Issue Date 10/11/19
Scale: As indicated
Phase
Print Date: 10/11/2019 11:57:21 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

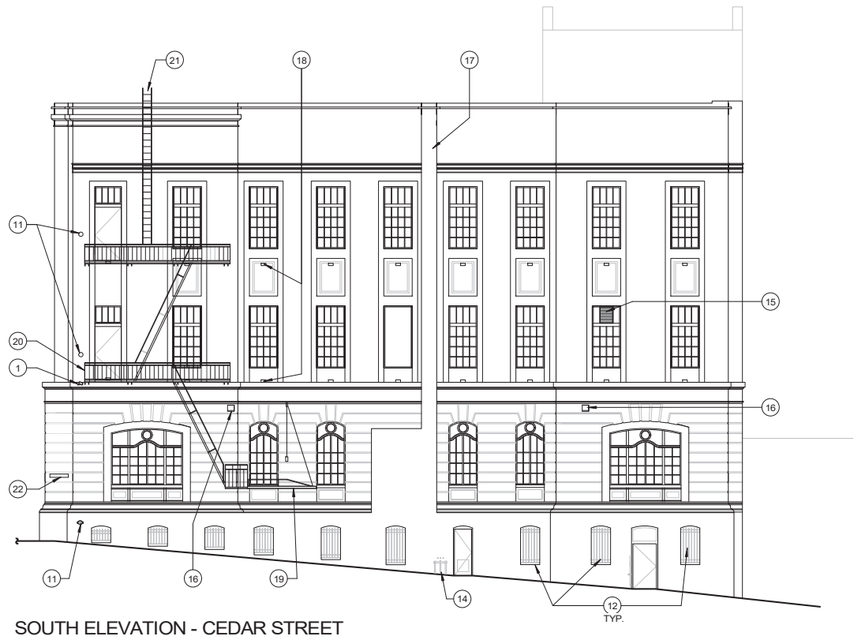
A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



SOUTH ELEVATION - CEDAR STREET
(PROPOSED)

2 3/32" = 1'-0"



SOUTH ELEVATION - CEDAR STREET
(EXISTING)

1 3/32" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. AAU IS PREPARING A BUILDING PERMIT APPLICATION FOR THIS PROPERTY THAT WILL ADDRESS STRUCTURAL ANALYSIS. AAU WILL KEEP THIS COMMENT IN MIND WHILE PREPARING PERMIT APPLICATION
3. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS.THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

1. REMOVE EXISTING SECURITY CAMERA. PROVIDE NEW SECURITY CAMERA (LOCATION TBD) WITH MINIMAL PROFILE, ALL CONDUIT TO BE INTERNALLY ROUTED, VERIFY EXISTING SYSTEMS ARE FUNCTIONAL, TYPE TO BE REVIEWED BY PLANNING DEPARTMENT STAFF PRIOR TO APPROVAL/ INSTALLATION.
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11. EXISTING FIRE STANDPIPE
12. EXISTING SECURITY GRILL, TYP.
13. EXISTING SKATE BOARD DETERRENTS
14. EXISTING BOLLARDS PROTECTING EXISTING PLUMBING
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LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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LICENSED ARCHITECT
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NO. C12405
REN 10/2019
STATE OF CALIFORNIA

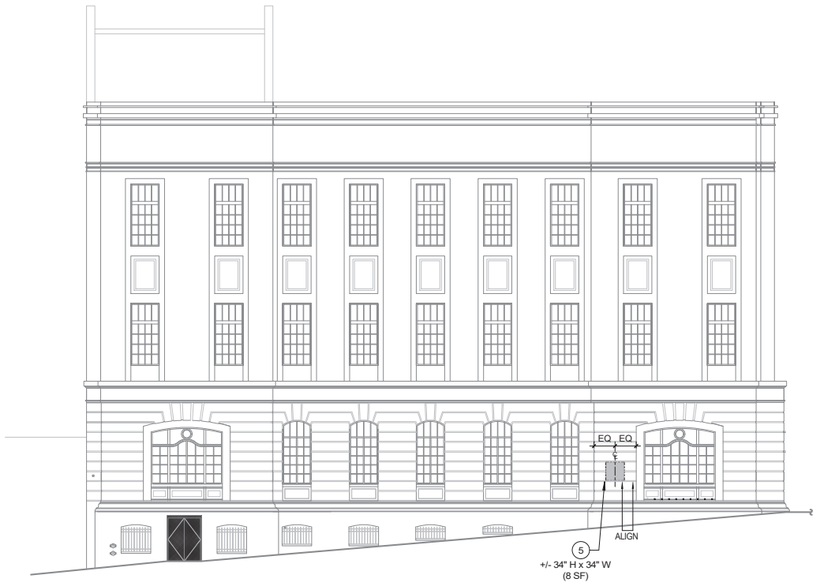
Project Number	21826.19
Issue Date	10/11/19
Scale	As indicated
Phase	
Print Date	10/11/2019 11:57:25 PM

No.	Date	Description

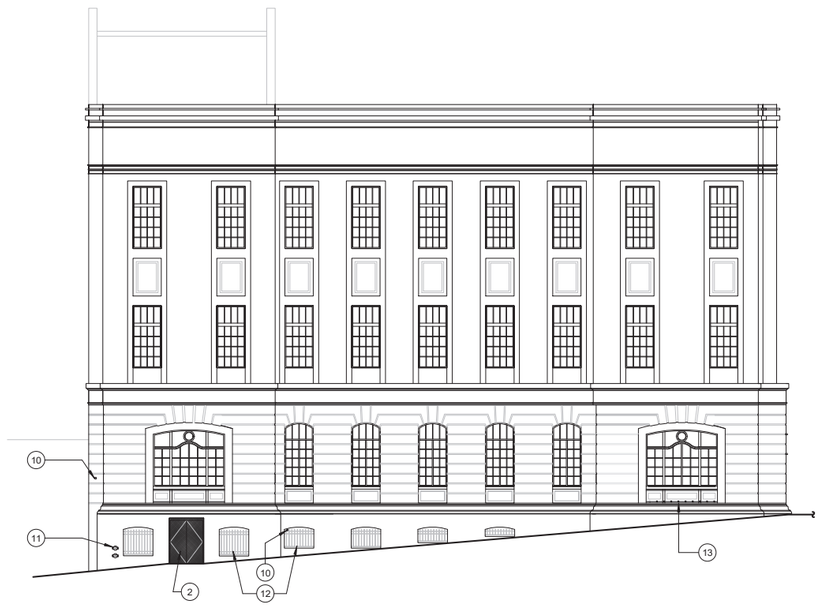
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



NORTH ELEVATION - POST STREET
(EXISTING/PROPOSED)
2 3/32" = 1'-0"



NORTH ELEVATION - POST STREET
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GENERAL NOTES

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KEYNOTES

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ITEMS BELOW NOTED DURING 9/28/19 SITE WALK

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LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.19
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 11:57:28 PM

No.	Date	Description

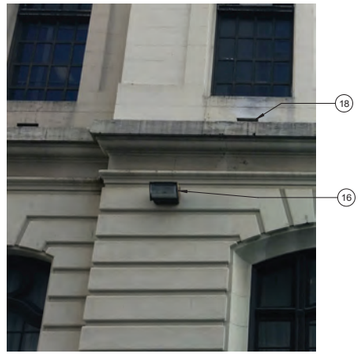
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

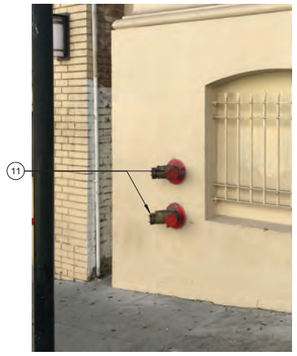
11 IMAGE
NTS

10 IMAGE
NTS



9 IMAGE
NTS

8 IMAGE
NTS



7 IMAGE
NTS

6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS

3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

KEYNOTES

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LICENSED ARCHITECT
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NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number	Issue Date
21826.19	10/11/19
Scale: 1/8" = 1'-0"	Phase
Print Date: 10/11/2019 11:57:36 PM	

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

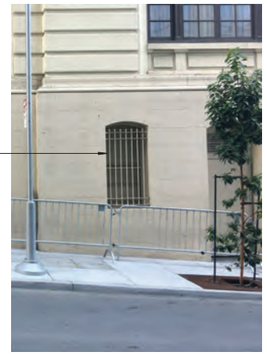
A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

8 IMAGE
1/8" = 1'-0"

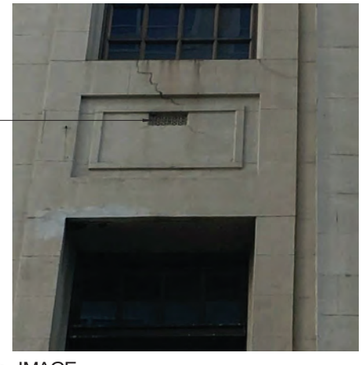
7 IMAGE
NTS

6 IMAGE
NTS



5 IMAGE
NTS

4 IMAGE
NTS



3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

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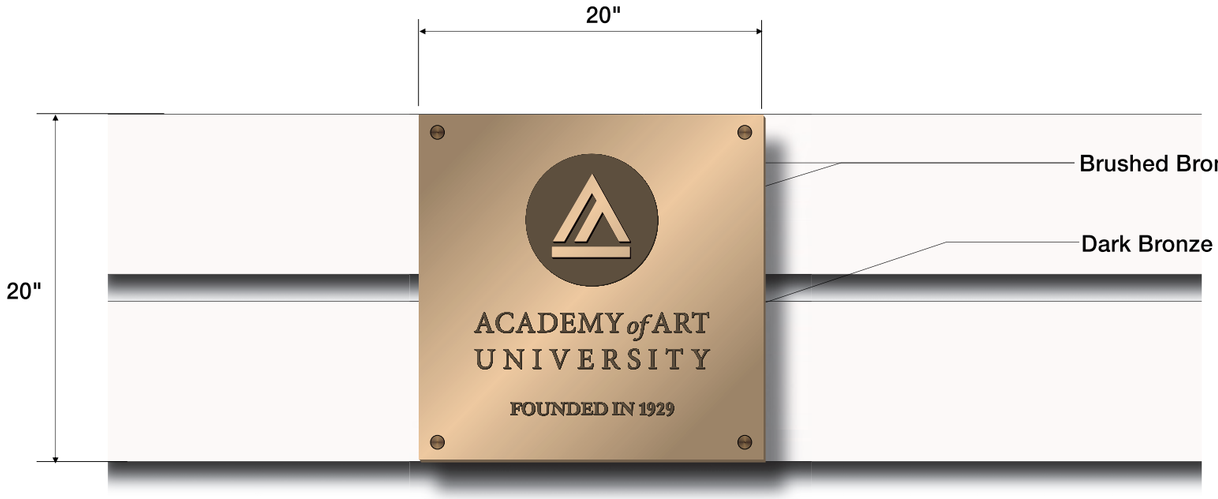
Project Number 21826.19
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:57:44 PM

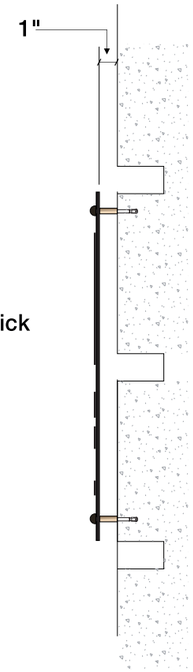
No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



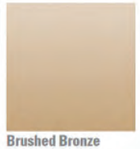


A S/F Non-Illuminated Wall Plaques

Scale: 3"=1'-0"

(4) Plaques Total

Sign Ht not to Exceed 2 Mortar Joints
(Field Survey to Verify)


Brushed Bronze


Dark Bronze

WEST ELEVATION - VAN NESS AVENUE

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 1 Date: 9/18/19

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
1142 VAN NESS AVENUE
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.
GG 2.0

NORTH ELEVATION - POST STREET

SOUTH ELEVATION - CEDAR STREET

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: **8/14/19**
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Rev. #: 1 **Date: 9/18/19**

Revision Notes:

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
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All Signs to be
Title 24
Compliant

Sheet No.
GG 3.0

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN THE C-3 AND CENTRAL SOMA AND VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE GLASS LINE AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR AND ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	7,251	7,251
MEZZANINE	3,399	3,399
LEVEL 2	7,195	7,195
LEVEL 3	7,195	7,195
GROSS SF TOTAL	25,040	25,040

FLOOR AREA RATIO (PER SECTION 243.c.1):

MAXIMUM ALLOWED GROSS SF

FAR X LOT AREA = 4.8 X 7,247 SF = 34,786 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	6,246	6,246
MEZZANINE	3,399	3,399
LEVEL 2	6,196	6,196
LEVEL 3	6,196	6,196
OCCUPIED SF TOTAL:	22,037	22,037

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

C- BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	--	1	1
CLASS II	--	2	2

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 1946 VAN NESS FROM LAST LEGAL GROUND FLOOR RETAIL AND ABOVE GROUND RETAIL AND/OR LIGHT MANUFACTURING TO POST-SECONDARY EDUCATIONAL INSTITUTION.

SEE ELEVATION SHEETS FOR DETAIL ON REPAIRS TO CURRENTLY COVERED FACADE.

CONDITIONAL USE AUTHORIZATION REQUESTED FOR POST-SECONDARY EDUCATIONAL INSTITUTIONAL USE IN THE RC-4 DISTRICT.

NEW SIGNAGE PROPOSED AS PART OF PROJECT.

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	●	●
A0.1	PROJECT INFORMATION		●
A0.2	GENERAL NOTES		●
A0.S1	SITE PLAN AERIAL IMAGE	●	
A0.S2	SITE PLAN DRAWINGS	●	
A0.S3	STREETSCAPE DRAWINGS	●	
A0.S4	STREETSCAPE DRAWINGS	●	
A0.T1	OCCUPANY AND EGRESS PLANS		●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		●
A1.1	EXISTING FLOOR PLANS - LEVEL 1	●	●
A1.2	EXISTING FLOOR PLANS - MEZZANINE & LEVEL 2	●	●
A1.3	EXISTING FLOOR PLANS - LEVEL 3	●	●
A2.1	PROPOSED FLOOR PLANS - LEVEL 1	●	●
A2.2	PROPOSED FLOOR PLANS - MEZZANINE & LEVEL 2	●	●
A2.3	PROPOSED FLOOR PLANS - LEVEL 3	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●
A3.2	EXISTING WEST ELEVATION	●	●
A3.3	EXISTING NORTH ELEVATION	●	●
A3.4	EXISTING/PROPOSED EAST ELEVATION	●	●
A3.5	EXISTING/PROPOSED SOUTH ELEVATION	●	●
A3.6	PROPOSED WEST ELEVATION	●	●
A3.7	PROPOSED NORTH ELEVATION	●	●
A4.1	EXTERIOR ELEVATION DETAILS	●	●
	SIGNAGE SHEETS		
G 2.0	SIGNAGE DETAILS	●	●
G 3.0	SIGNAGE DETAILS	●	●
G 4.0	SIGNAGE DETAILS	●	●

TOTAL SHEETS: 22

PROPERTY INFORMATION

ADDRESS: 1946 VAN NESS AVENUE
BLOCK/LOT: 0598/010A

DISTRICTS
ZONING RC-4
HEIGHT/BULK 80-D
SPECIAL USE VAN NESS

USE: CHANGE OF USE REQUIRED
LAST LEGAL GROUND FLOOR RETAIL AND ABOVE GROUND RETAIL AND/OR LIGHT MANUFACTURING

PROPOSED INSTITUTIONAL: POST-SECONDARY EDUCATION

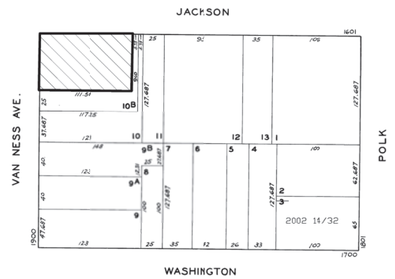
No OF STORIES 3 (NO CHANGE)

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT PLAN N.T.S.



VICINITY MAP N.T.S.

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79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

1946 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

Project Number	21826.20
Issue Date	10/11/19
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Phase	
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No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

1 SITE PLAN AERIAL IMAGE
NTS

N

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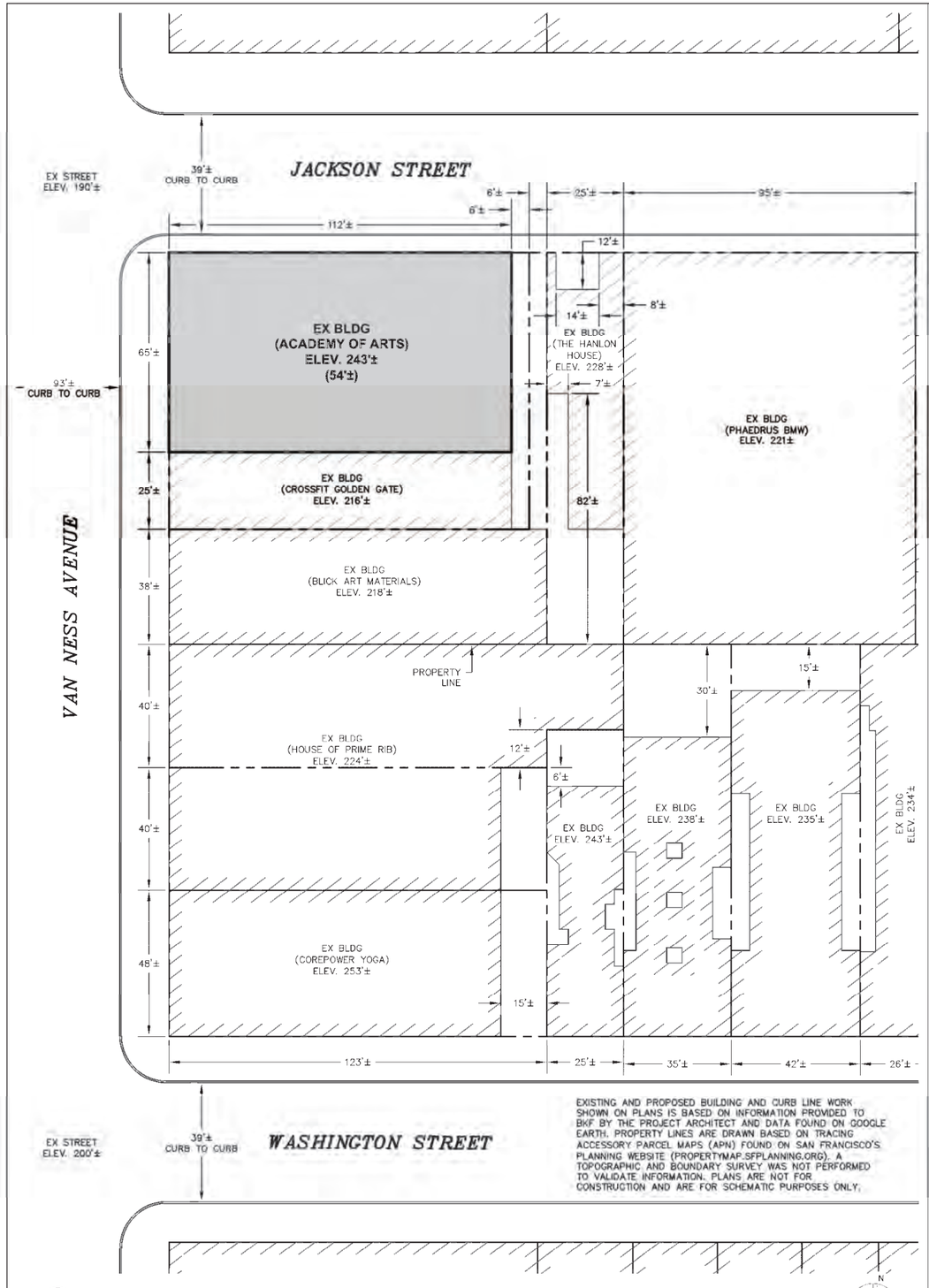
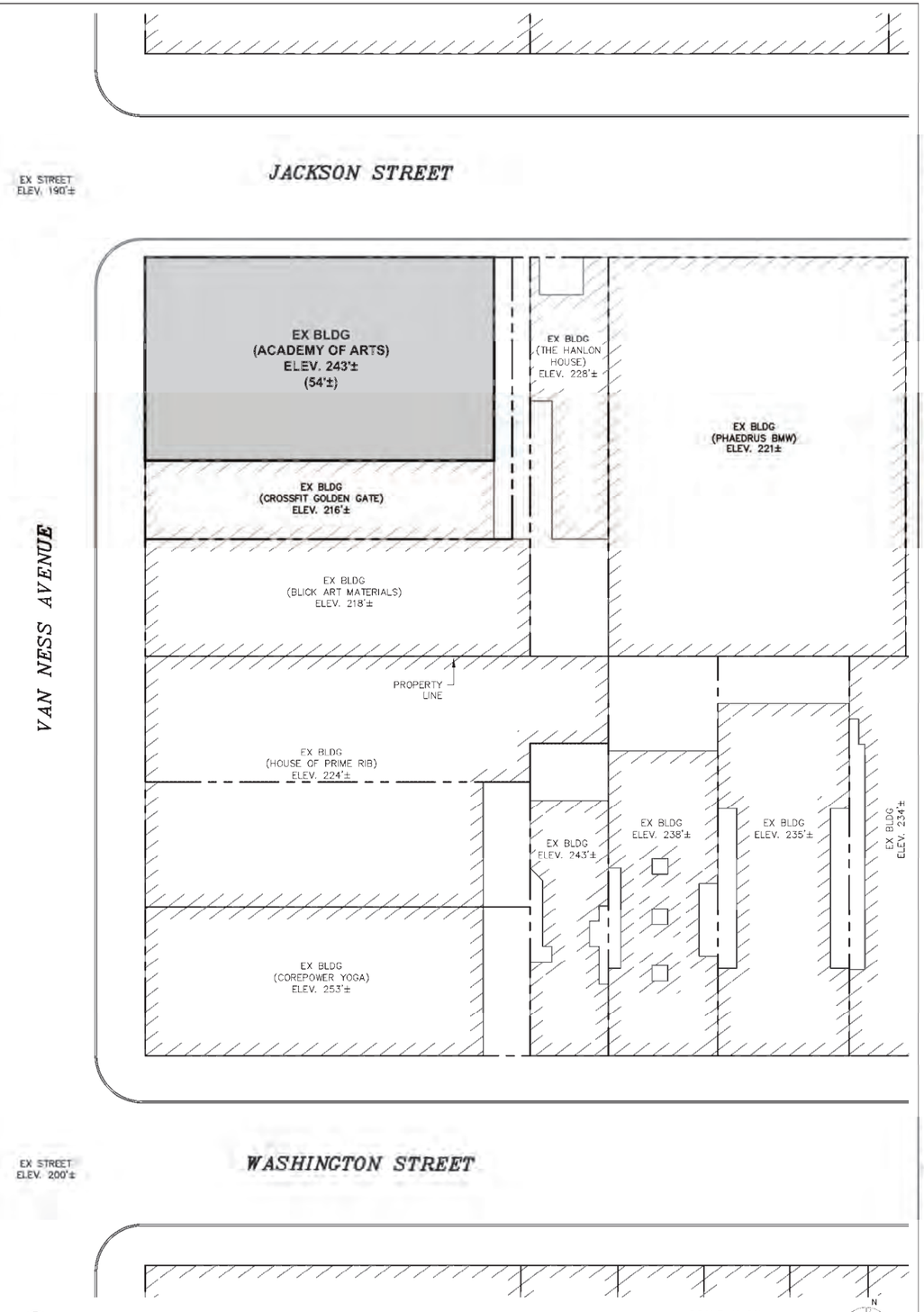
No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



2 1946 VAN NESS - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 1946 VAN NESS - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU INSTITUTIONAL COMPLIANCE SET

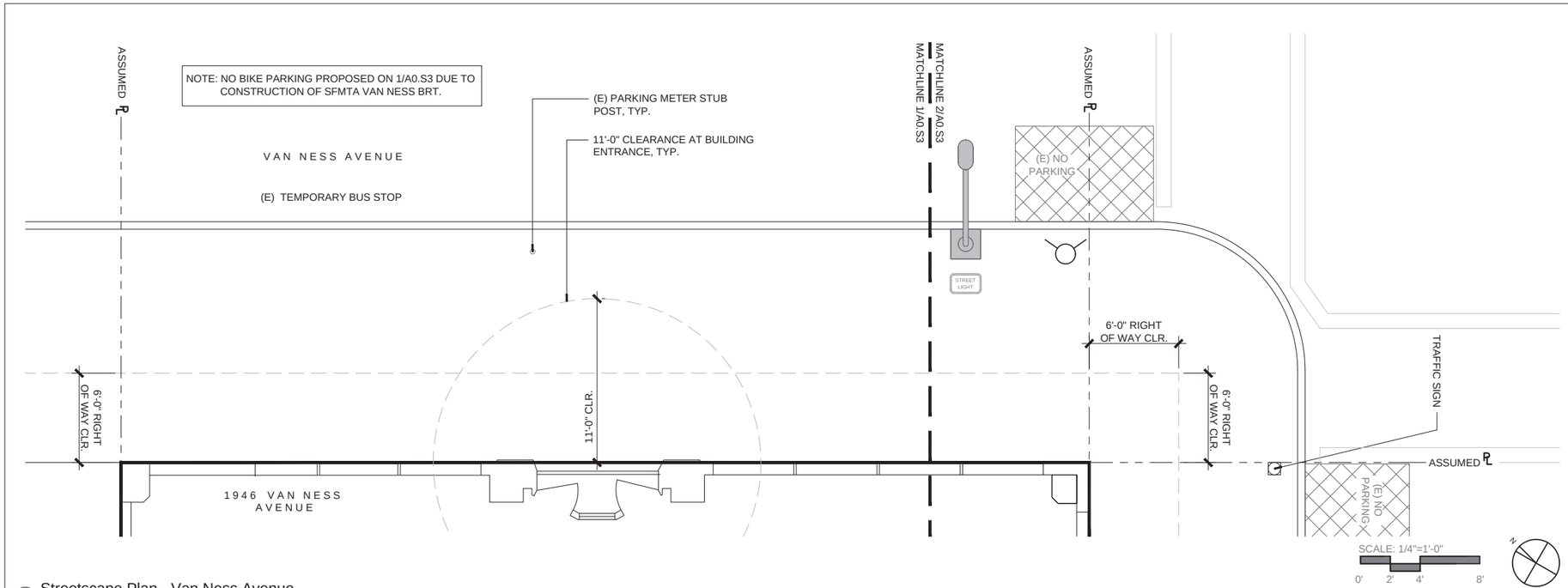
1946 VAN NESS
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER JASON T. WU No. C-52281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

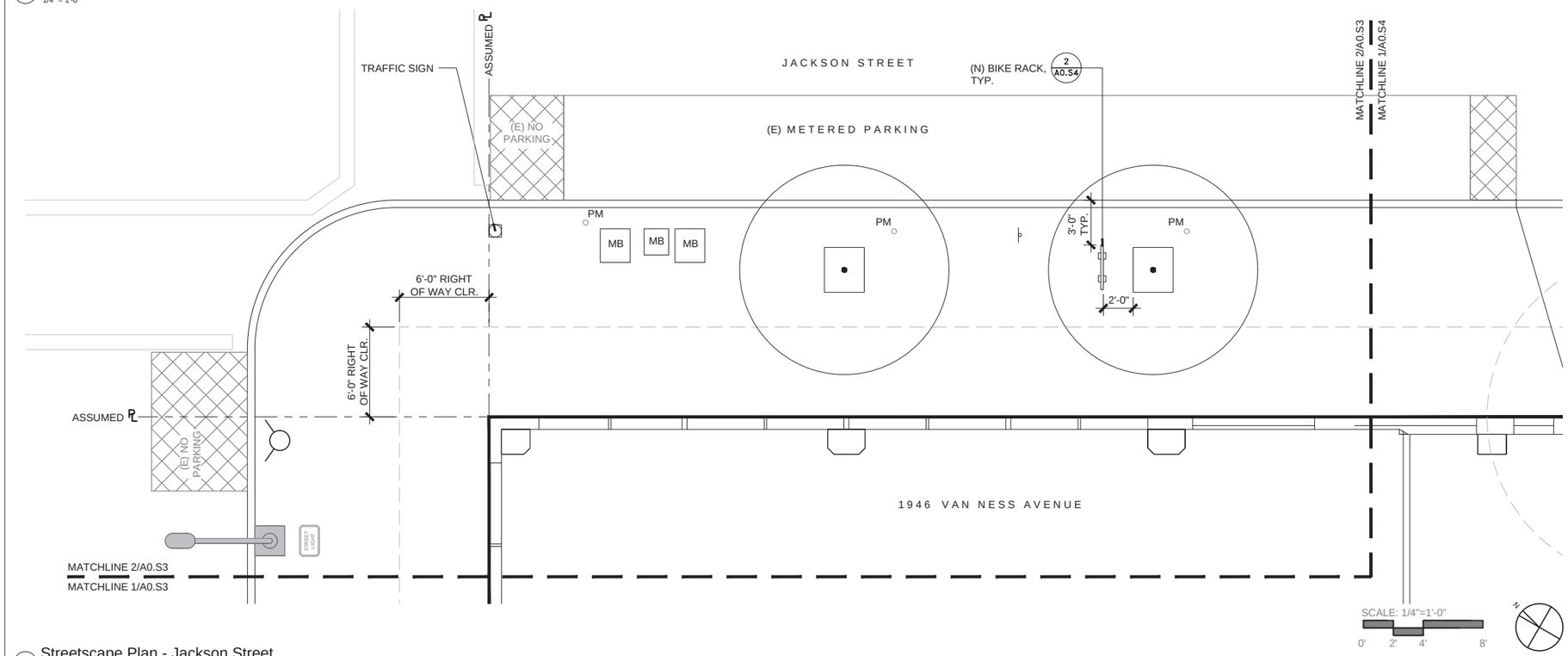
21826.20 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



1 Streetscape Plan - Van Ness Avenue
1/4" = 1'-0"



2 Streetscape Plan - Jackson Street
1/4" = 1'-0"

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(2) BIKE PARKING SPACES

TOTAL: 2

LEGEND

(N) BIKE RACK, CLASS II

(E) FIRE HYDRANT

(E) IN-GROUND UTILITY

(E) MAILBOX

(E) PARKING METER

(E) PARKING SIGN

(E) POLE LIGHT

(E) NO PARKING (RED CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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Creo
landscape architecture
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San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU INSTITUTIONAL COMPLIANCE SET

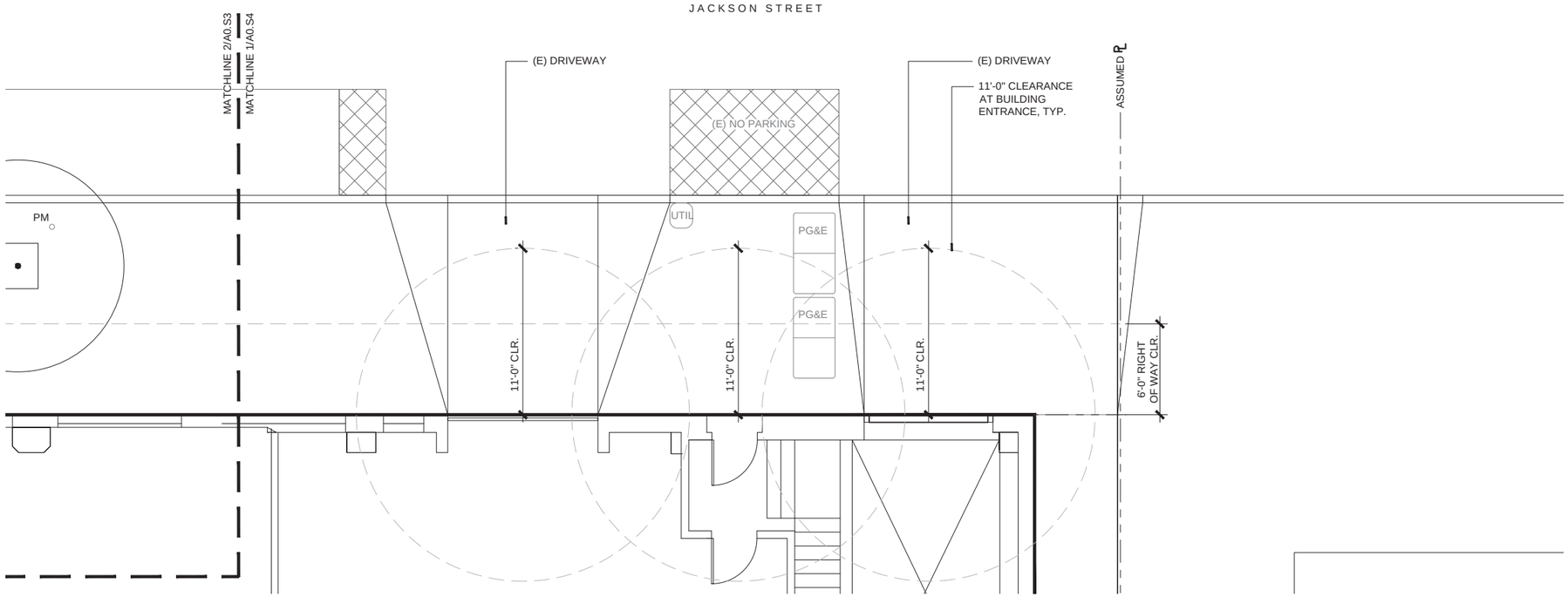
1946 VAN NESS
San Francisco, CA 94109

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MULHOLLAND
C 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21826.20
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

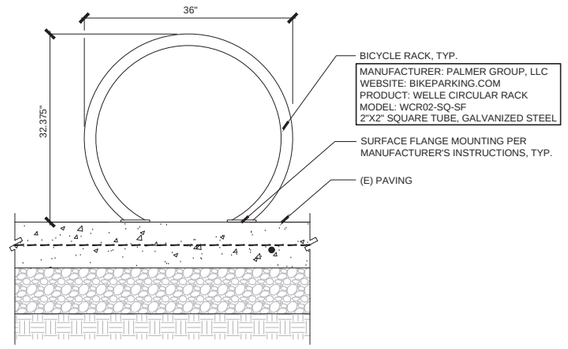
A0.S3



SCALE: 1/4"=1'-0"

0' 2' 4' 8'

1 Streetscape Plan - Jackson Street
1/4" = 1'-0"



2 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

SEE A0.S3

LEGEND

(N) BIKE RACK, CLASS II

PG&E — (E) IN-GROUND UTILITY

(E) NO PARKING (RED CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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C 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

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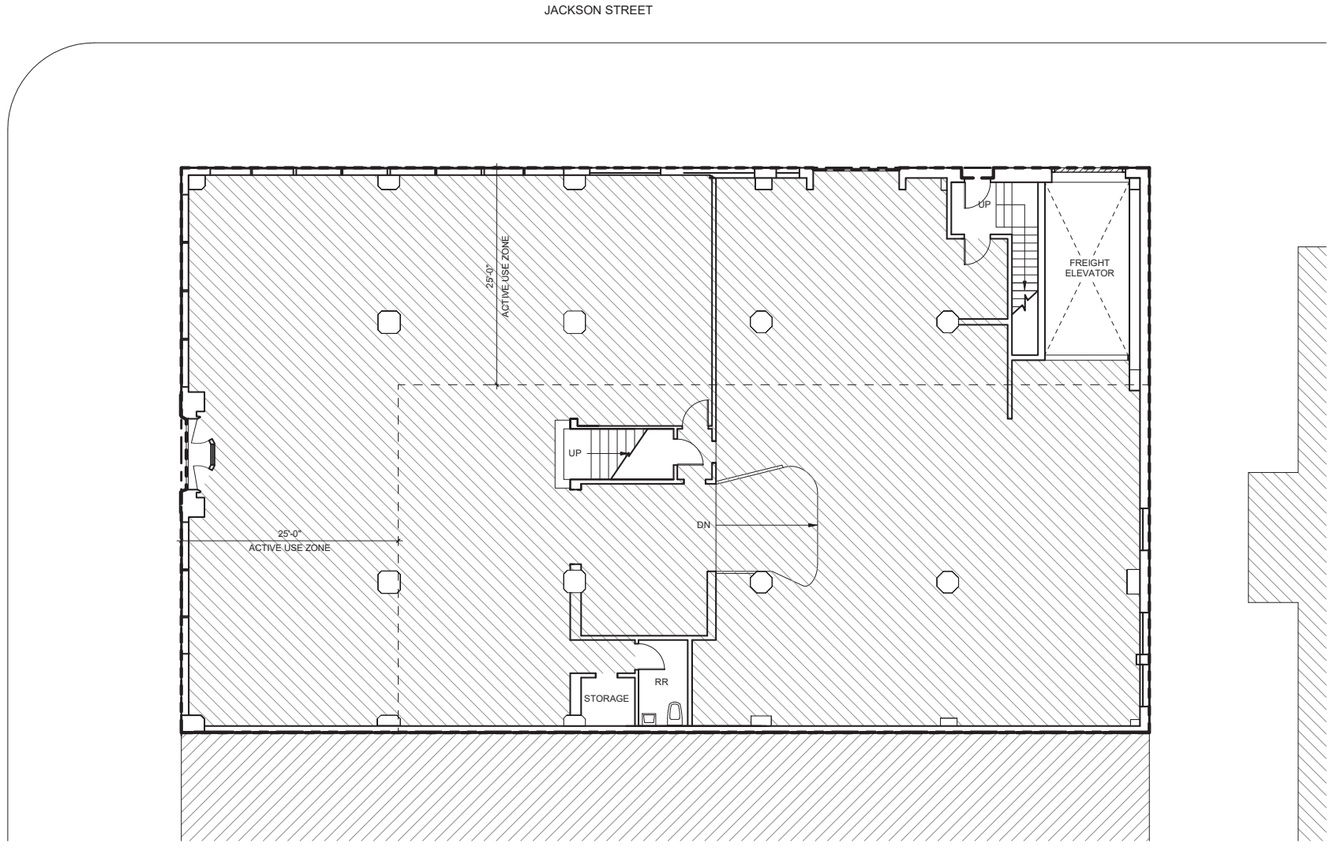
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S4



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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EXISTING FLOOR PLANS - LEVEL 1

A1.1

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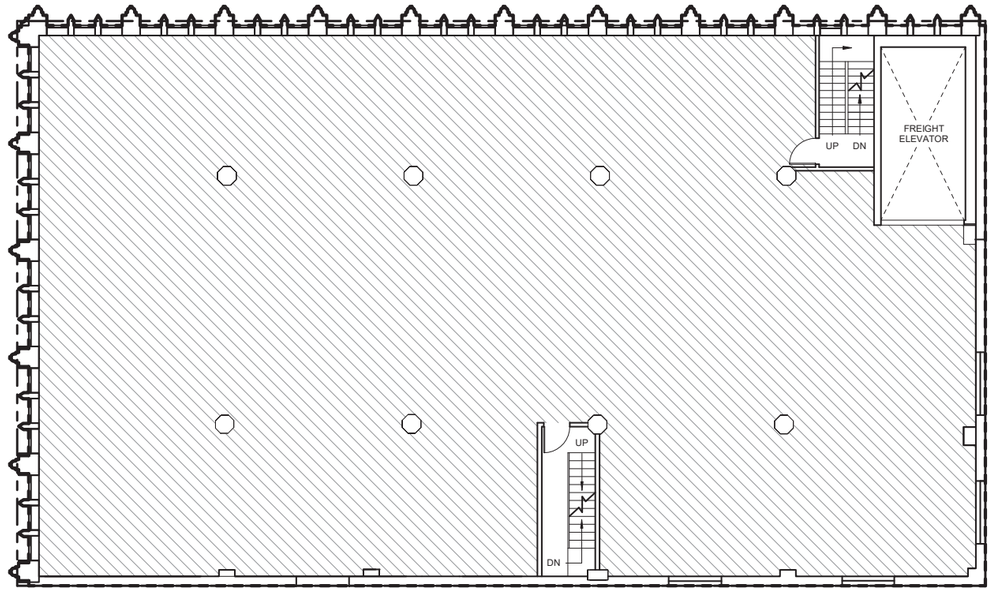
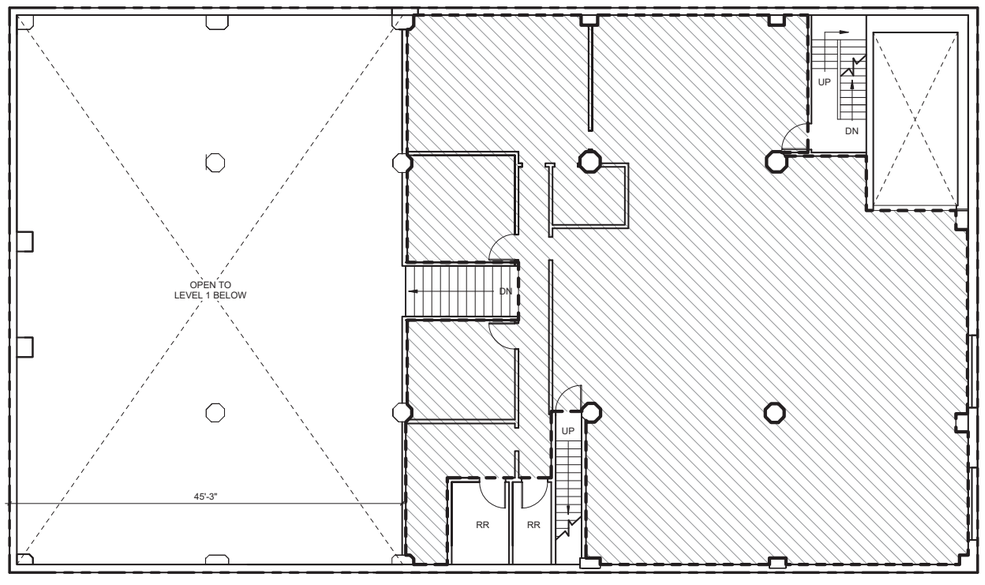


2 LEVEL 2 - EXISTING
1/8" = 1'-0"



1 MEZZANINE - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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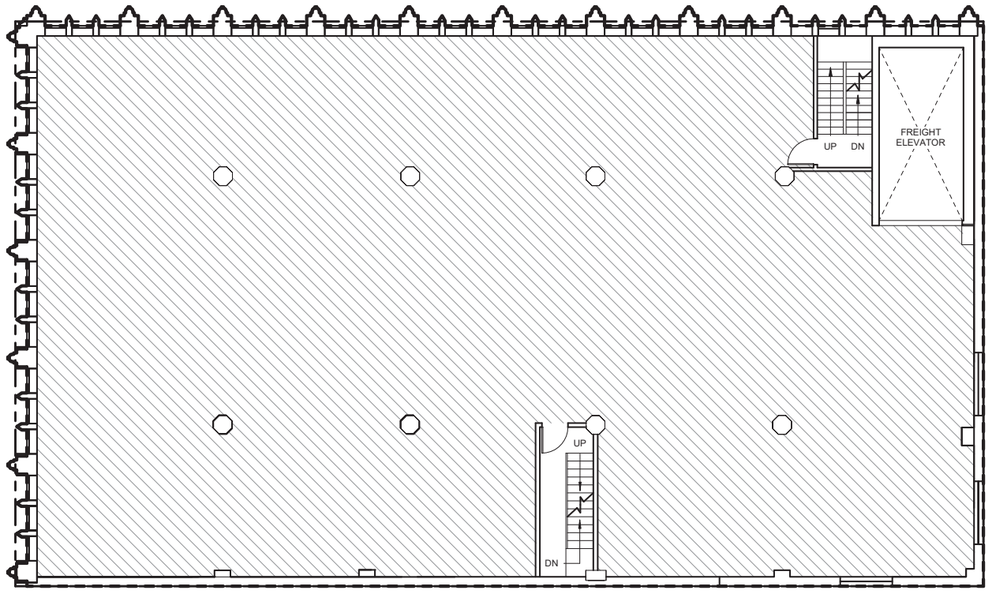
No.	Date	Description

EXISTING FLOOR PLANS - MEZZANINE & LEVEL 2

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 3 - EXISTING
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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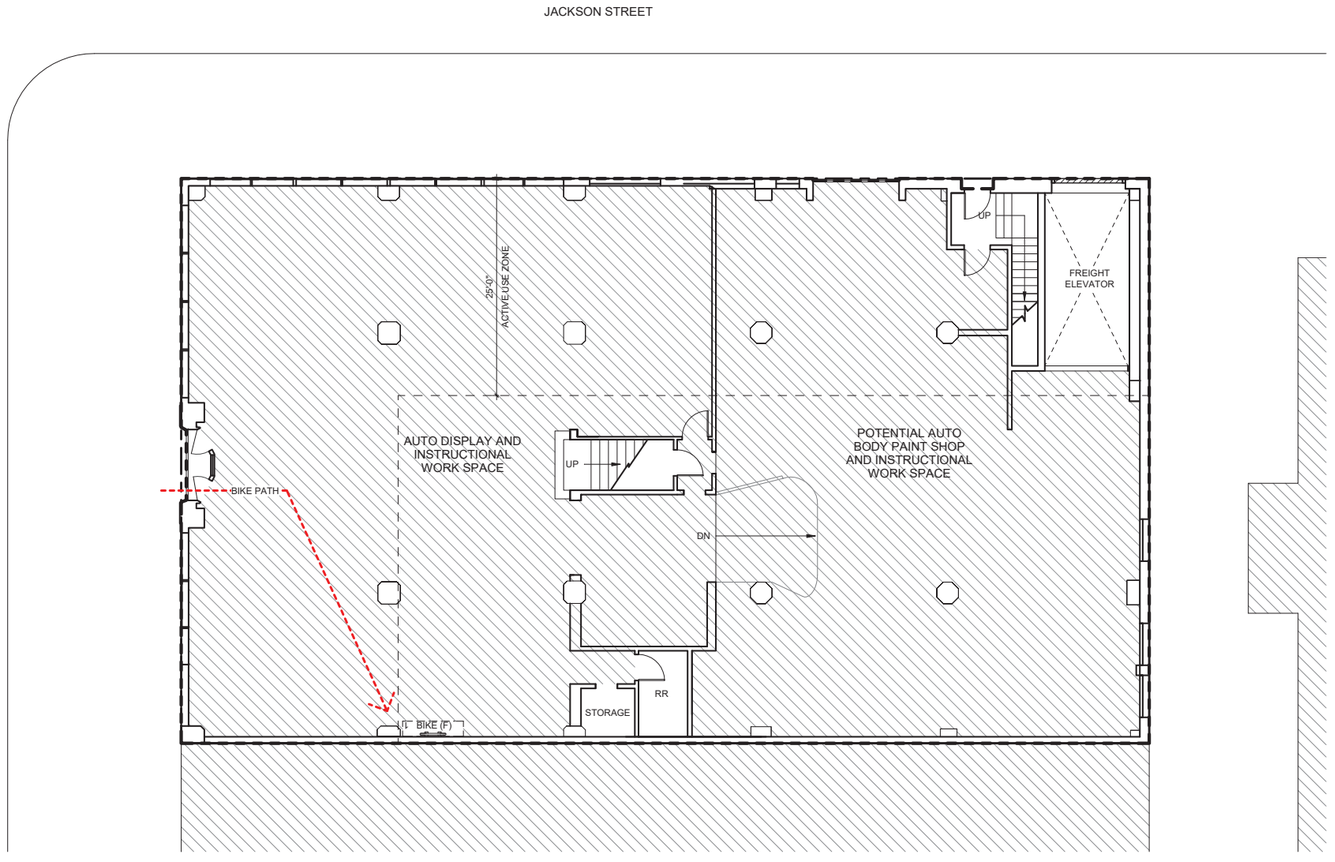
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 3

A1.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 1 - PROPOSED
1/8" = 1'-0"

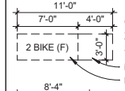
LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

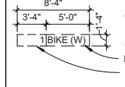
ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space



CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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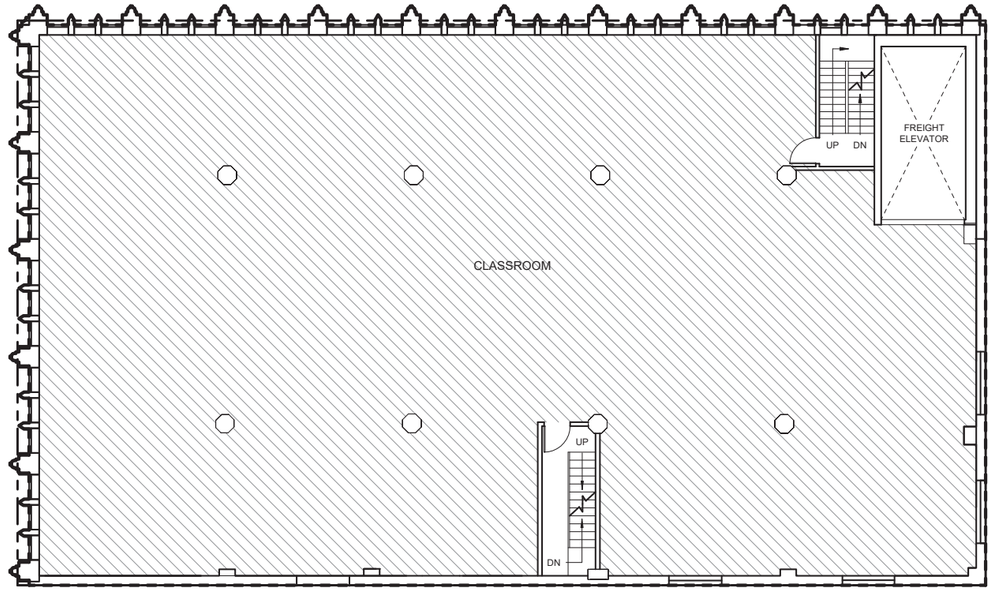
No.	Date	Description

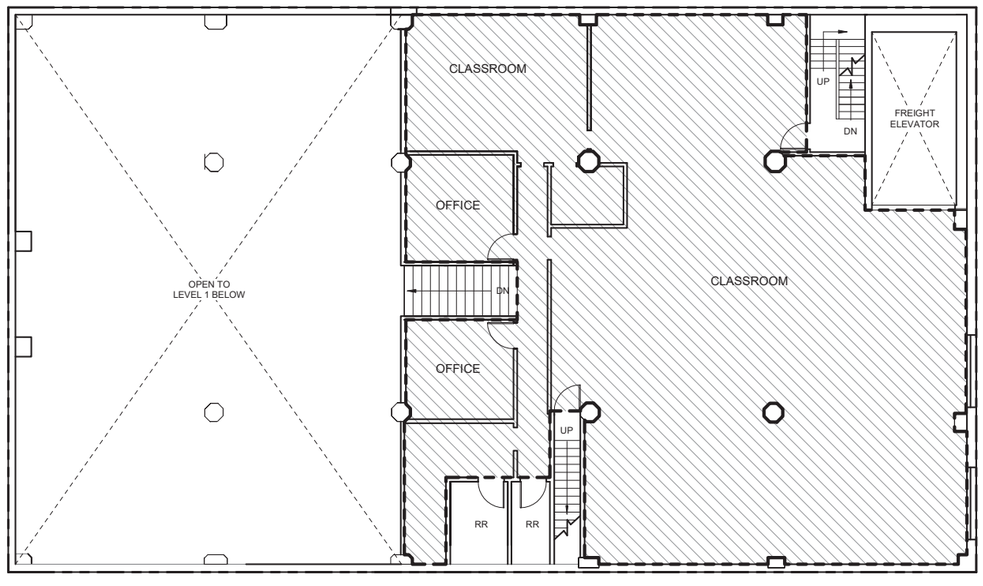
PROPOSED FLOOR PLANS - LEVEL 1

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 2 - PROPOSED
1/8" = 1'-0"



1 MEZZANINE - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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Phase	
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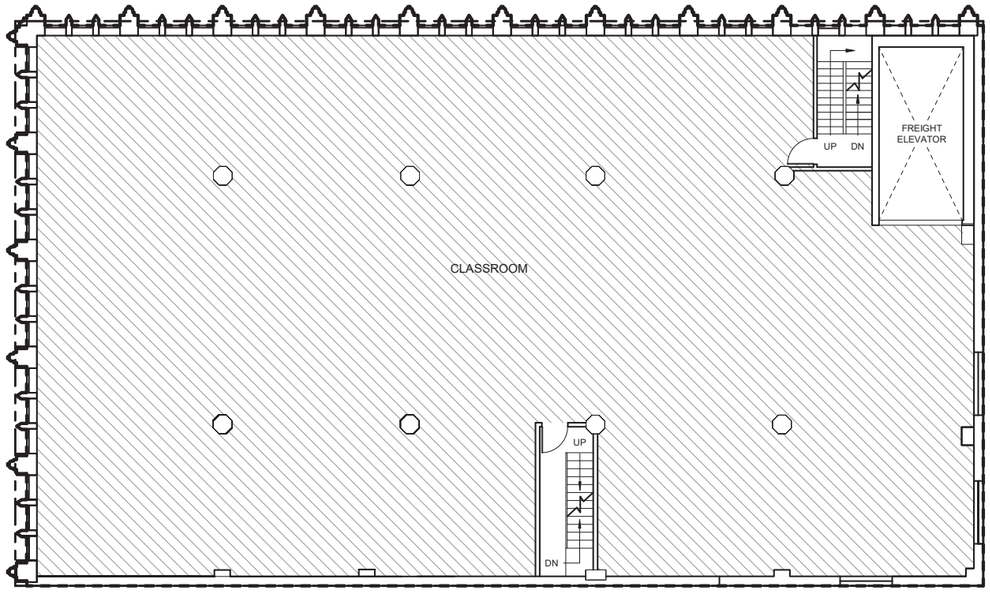
No.	Date	Description

PROPOSED FLOOR PLANS - MEZZANINE & LEVEL 2

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 3 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- OCCUPIED FLOOR AREA
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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INSTITUTIONAL
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SET

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LICENSED ARCHITECT
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No.	Date	Description

PROPOSED FLOOR
PLANS - LEVEL 3

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

KEYNOTES

1. INSTALL (N) ALUM. STOREFRONTS WITH CLEAR TEMPERED GLASS. DESIGN TO BE COMPATIBLE WITH HISTORIC DETAILS
2. REMOVE BOARD UP AND RESTORE/ REPAIR HISTORIC WINDOW
3. REMOVE MECH. EQUIPMENT/FLUE. RESTORE HISTORIC WINDOW
4. RESTORE HISTORIC WINDOW
5. RESTORE/REPAIR HISTORIC WINDOW FRAME/MULLION
6. REPAIR/RESTORE EXTERIOR HISTORIC MOLDING
7. REMOVE BOARD UP AND RESTORE/ REPAIR HISTORIC ENTRANCE
8. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; TO BE ILLUMINATED ONLY DURING BUSINESS HOURS; SEE SIGNAGE CONSULTANT DWGS
9. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS PROJECTION SIZE; TO BE ILLUMINATED ONLY DURING BUSINESS HOURS; SALVAGE AND REUSE EXISTING PROJECTING SIGN MOUNTING STRUCTURE; SEE SIGNAGE CONSULTANT DWGS

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

10. (E) VENT
11. (E) PIPE(S) PROTRUDING
12. (E) CONDUIT
13. (E) WOOD GARAGE DOOR
14. (E) PIPE, THROUGH GROUND
15. (E) MTL ENCLOSURE
16. (E) VENT PIPE

2 NORTH ELEVATION - JACKSON STREET
NTS

1 WEST ELEVATION - VAN NESS AVENUE
NTS

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79 New Montgomery Street
San Francisco, CA 94105

AAU INSTITUTIONAL COMPLIANCE SET

1946 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

Project Number 21826.20
Issue Date 10/11/19
Scale: Not To Scale
Phase
Print Date: 10/11/2019 11:28:58 PM

No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

LEGEND

- REMOVE GLASS SETTING
- REMOVE PAINTED GLASS
- REMOVE BOARDED GLASS
- REMOVE BROKEN GLASS
- PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

GENERAL NOTES

1. ALL DEMOLITION WORK ON EXTERIOR FACADE SHALL FOLLOW THE SECRETARY OF INTERIORS STANDARDS FOR HISTORIC PRESERVATION
2. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
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4. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

1. INSTALL (N) ALUM. STOREFRONTS WITH CLEAR TEMPERED GLASS. DESIGN TO BE COMPATIBLE WITH HISTORIC DETAILS
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9. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS PROJECTION SIZE; TO BE ILLUMINATED ONLY DURING BUSINESS HOURS; SALVAGE AND REUSE EXISTING PROJECTING SIGN MOUNTING STRUCTURE; SEE SIGNAGE CONSULTANT DWGS

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10. (E) VENT
11. (E) PIPE(S) PROTRUDING
12. (E) CONDUIT
13. (E) WOOD GARAGE DOOR
14. (E) PIPE, THROUGH GROUND
15. (E) MTL ENCLOSURE
16. (E) VENT PIPE

WEST ELEVATION - VAN NESS AVENUE (EXISTING/DEMO)

1 1/4" = 1'-0"

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REN 10/2021
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Phase:
Print Date: 10/11/2019 11:29:00 PM

No.	Date	Description

EXISTING WEST ELEVATION

A3.2

LEGEND

- REMOVE GLASS SETTING
- REMOVE PAINTED GLASS
- REMOVE BOARDED GLASS
- REMOVE BROKEN GLASS
- PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

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11. (E) PIPE(S) PROTRUDING
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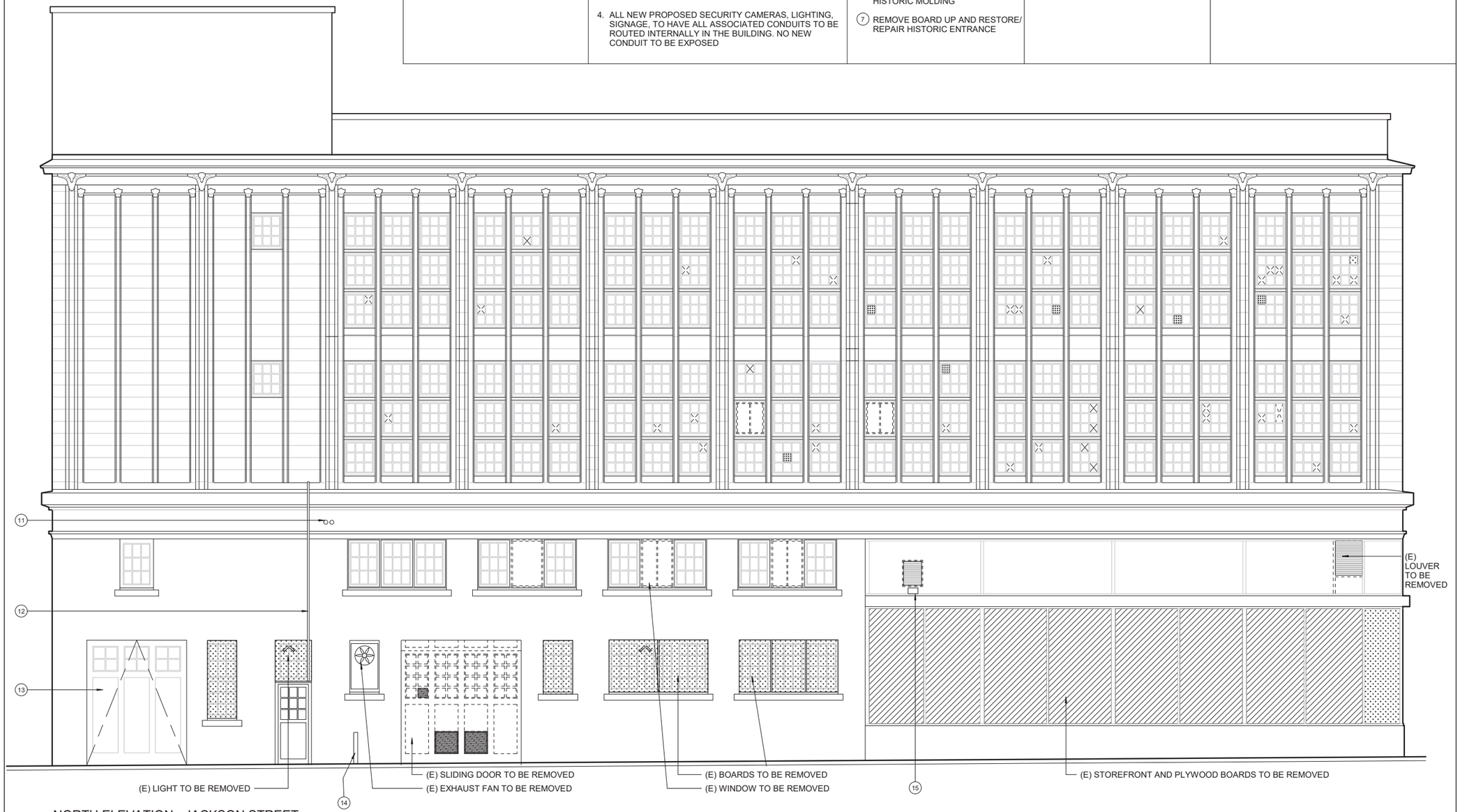
13. (E) WOOD GARAGE DOOR
14. (E) PIPE, THROUGH GROUND
15. (E) MTL ENCLOSURE
16. (E) VENT PIPE



NORTH ELEVATION - JACKSON STREET (EXISTING/DEMO)

1 1/4" = 1'-0"

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Print Date: 10/11/2019 11:29:03 PM

No.	Date	Description

EXISTING NORTH ELEVATION

A3.3

GENERAL NOTES

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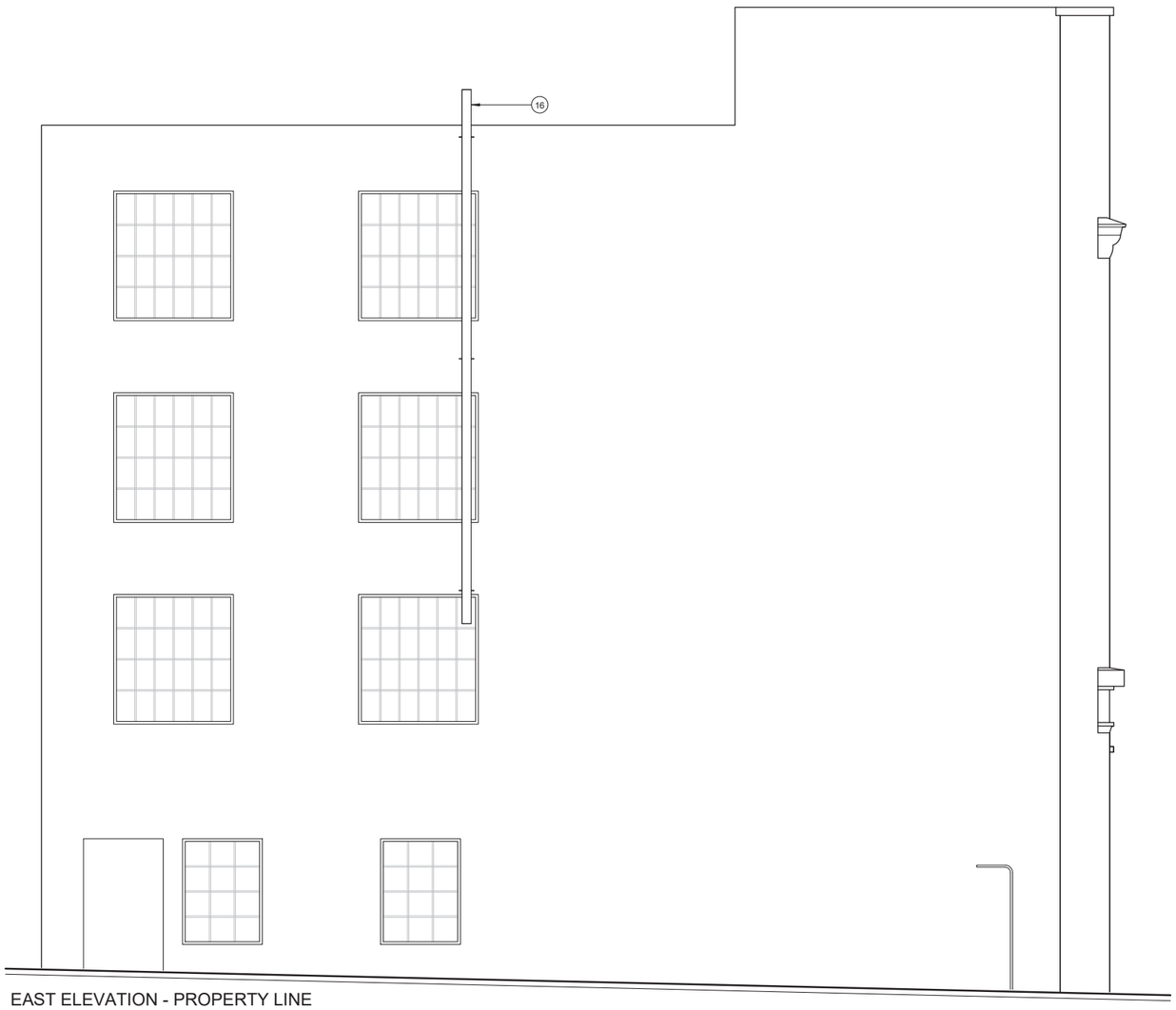
15. (E) MTL ENCLOSURE
16. (E) VENT PIPE



EAST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)

1 1/4" = 1'-0"

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21826.20	10/11/19
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No.	Date	Description

EXISTING/PROPOSED
EAST ELEVATION

A3.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

GENERAL NOTES

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KEYNOTES

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ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

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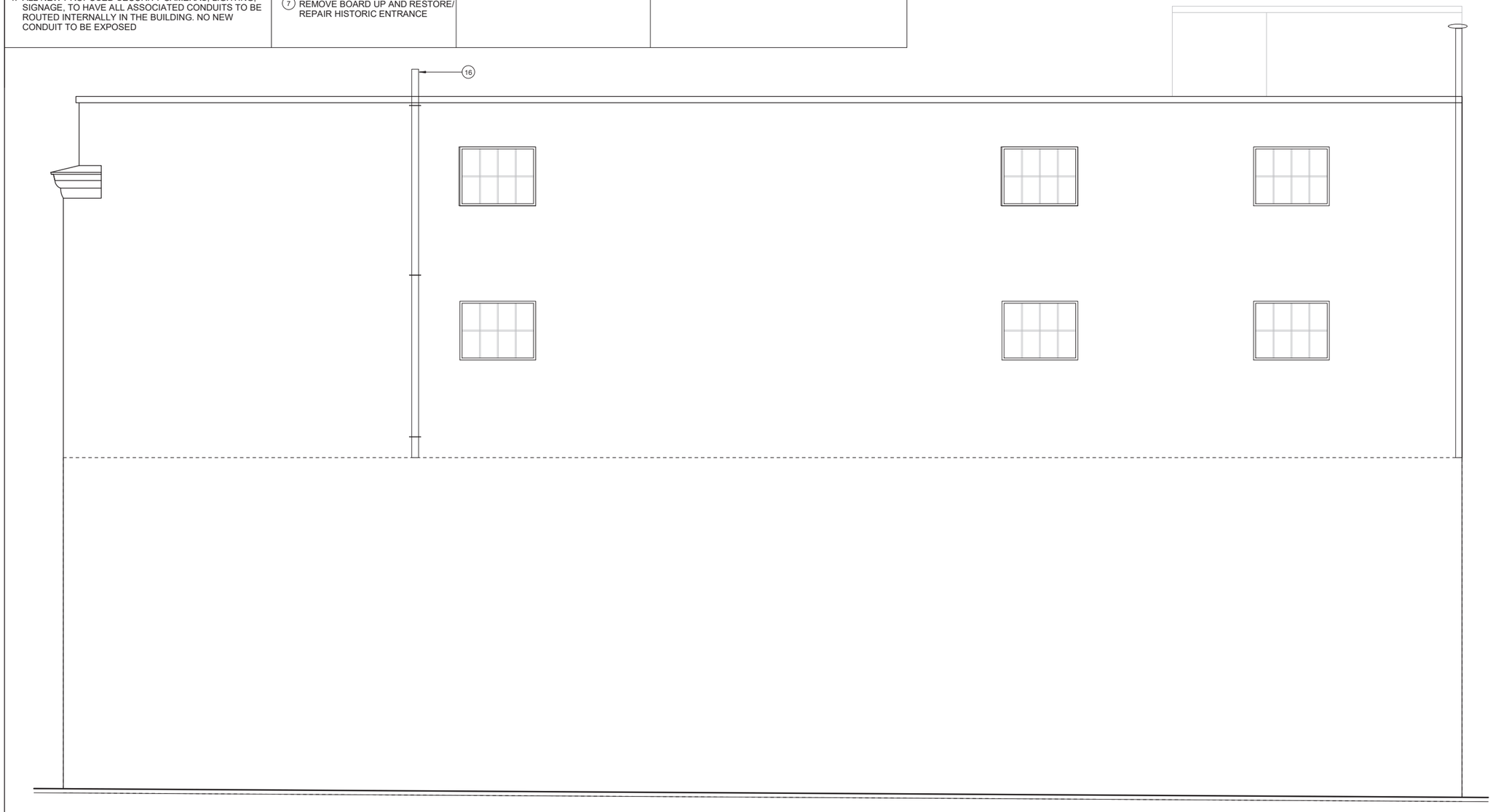

SOUTH ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
4 1/4" = 1'-0"

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No.	Date	Description

EXISTING/PROPOSED SOUTH ELEVATION

A3.5

LEGEND

NEW GLAZING IN EXISTING OPENING

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

GENERAL NOTES

1. THE NEW STOREFRONTS, NEW WINDOWS, WINDOW REHABILITATION, AND NEW DOORS WILL BE CONSISTENT WITH THE "SECRETARY OF THE INTERIOR STANDARDS FOR REHABILITATION." ALL NEW ELEMENTS WILL BE COMPATIBLE WITH THE HISTORIC CHARACTER DEFINING FEATURES OF THE BUILDING
2. PATCH EXTERIOR STUCCO AS NEEDED TO MATCH EXISTING
3. REPAIR ALL OPERABLE WINDOWS TO WORKABLE CONDITION
4. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

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ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

10. (E) VENT
11. (E) PIPE(S) PROTRUDING
12. (E) CONDUIT
13. (E) WOOD GARAGE DOOR
14. (E) PIPE, THROUGH GROUND
15. (E) MTL ENCLOSURE
16. (E) VENT PIPE

WEST ELEVATION - VAN NESS AVENUE (PROPOSED)

1 1/4" = 1'-0"

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No.	Date	Description

PROPOSED WEST ELEVATION

A3.6

LEGEND

NEW GLAZING IN EXISTING OPENING

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

GENERAL NOTES

1. THE NEW STOREFRONTS, NEW WINDOWS, WINDOW REHABILITATION, AND NEW DOORS WILL BE CONSISTENT WITH THE "SECRETARY OF THE INTERIOR STANDARDS FOR REHABILITATION." ALL NEW ELEMENTS WILL BE COMPATIBLE WITH THE HISTORIC CHARACTER DEFINING FEATURES OF THE BUILDING
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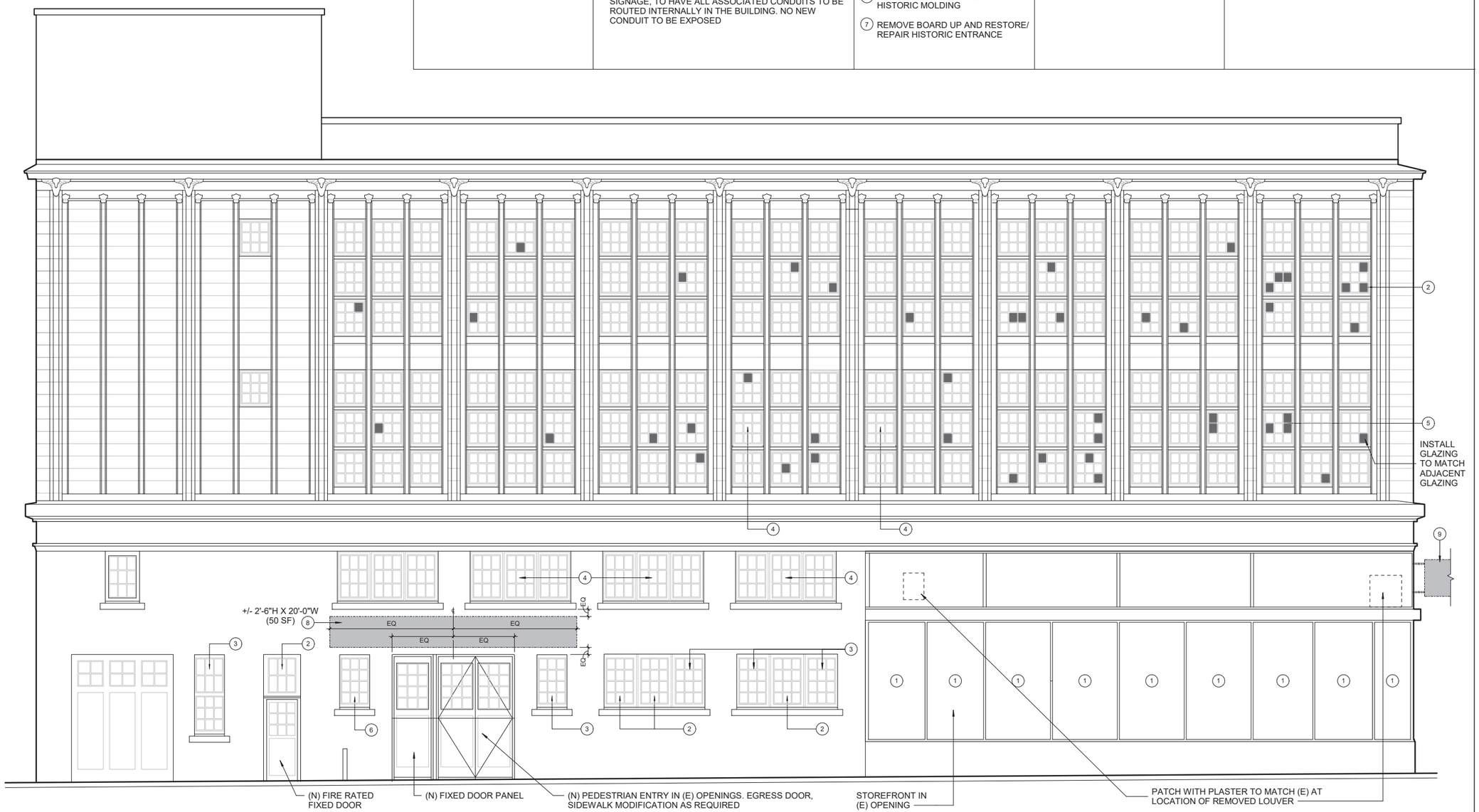

NORTH ELEVATION - JACKSON STREET (PROPOSED)

1 1/4" = 1'-0"

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No.	Date	Description

PROPOSED NORTH ELEVATION

A3.7

KEYNOTES

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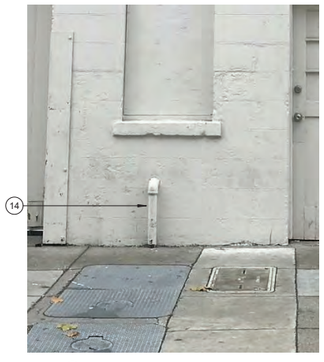
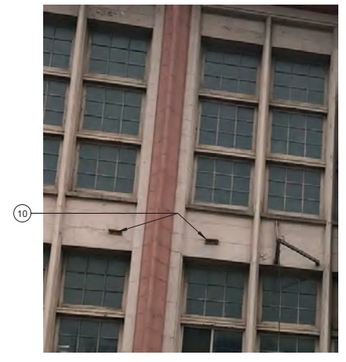


8 IMAGE

7 IMAGE

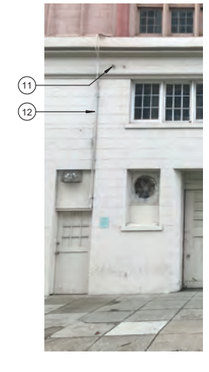


6 IMAGE

5 IMAGE

4 IMAGE

2 IMAGE



1 IMAGE

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1946 VAN NESS
San Francisco, CA 94109

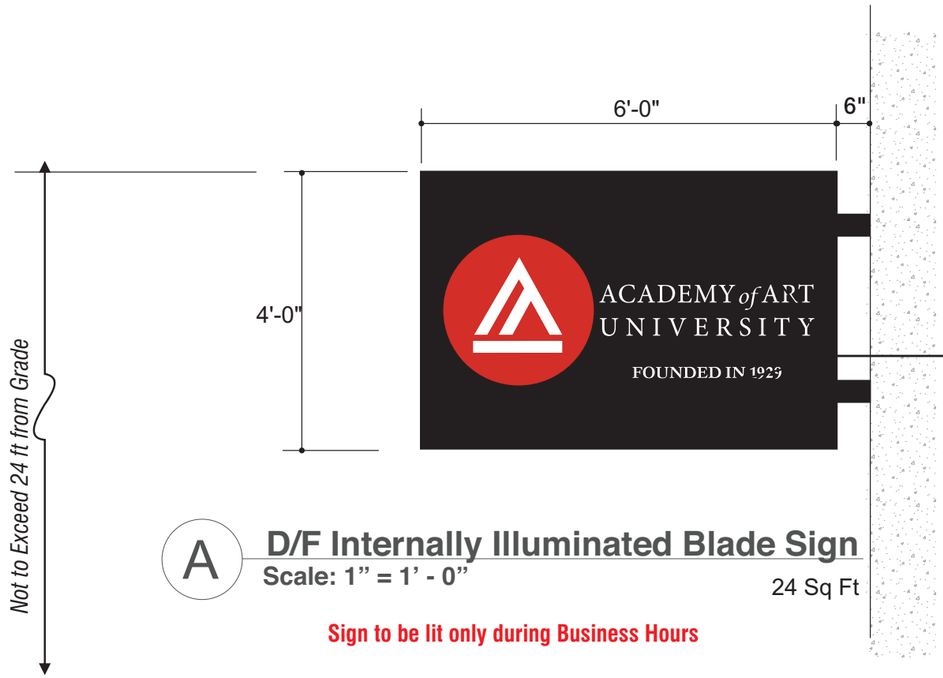
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

Project Number 21826.20
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:29:13 PM

No.	Date	Description

EXTERIOR ELEVATION DETAILS

A4.1



A **D/F Internally Illuminated Blade Sign**
Scale: 1” = 1’ - 0”

24 Sq Ft

Sign to be lit only during Business Hours

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
& 3M 3630-143 Poppy Red Logo/Vinyl. All Interior Lighting w/ LED Modules

Proposed New Sign

Existing Sign

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: **8/20/19**
Sales: **A. Bartizal**
Designer: **G. Graves**

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
1946 VAN NESS AVE
SAN FRANCISCO

Customer Approval

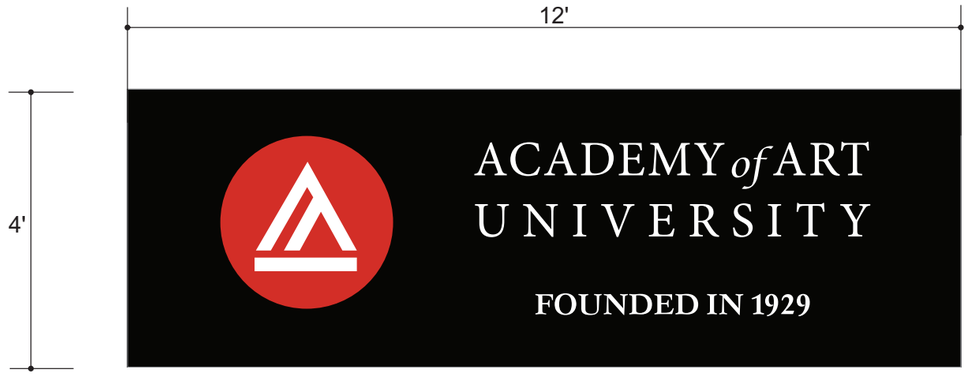
Signature

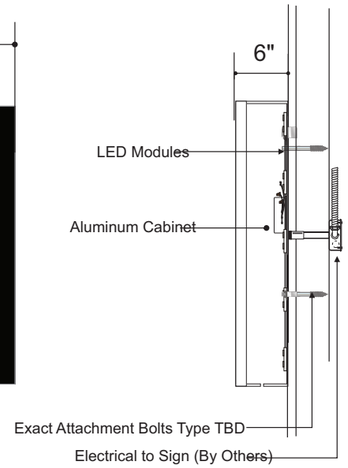
MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.
GG 2.0



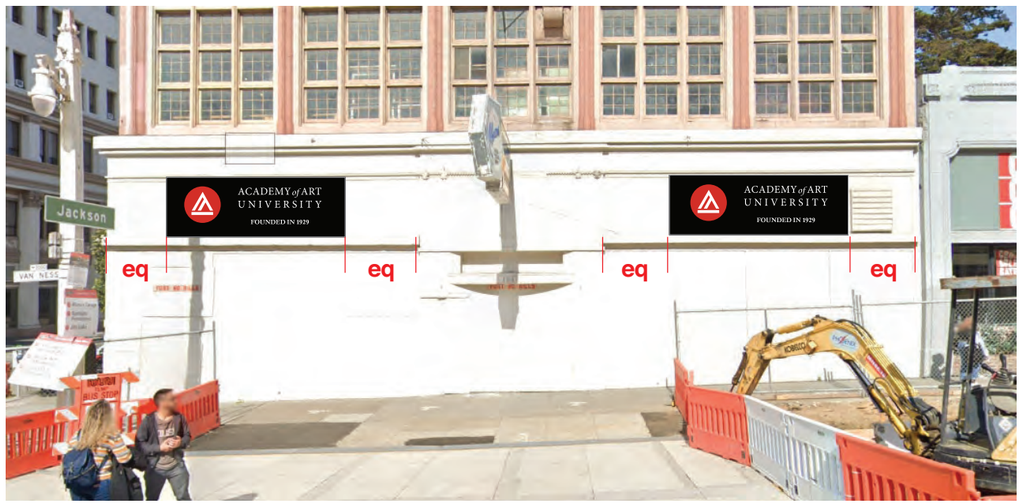


A S/F Internally Illuminated Wall Sign QTY 2

Scale: 1” = 1’ - 0”

48 Sq Ft

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
& 3M 3630-143 Poppy Red Logo/Vinyl. All Interior Lighting w/ LED Modules



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Date: 8/20/19
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Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
1946 VAN NESS AVE
SAN FRANCISCO

Customer Approval

_____
Signature

_____
MM/DD/YYYY

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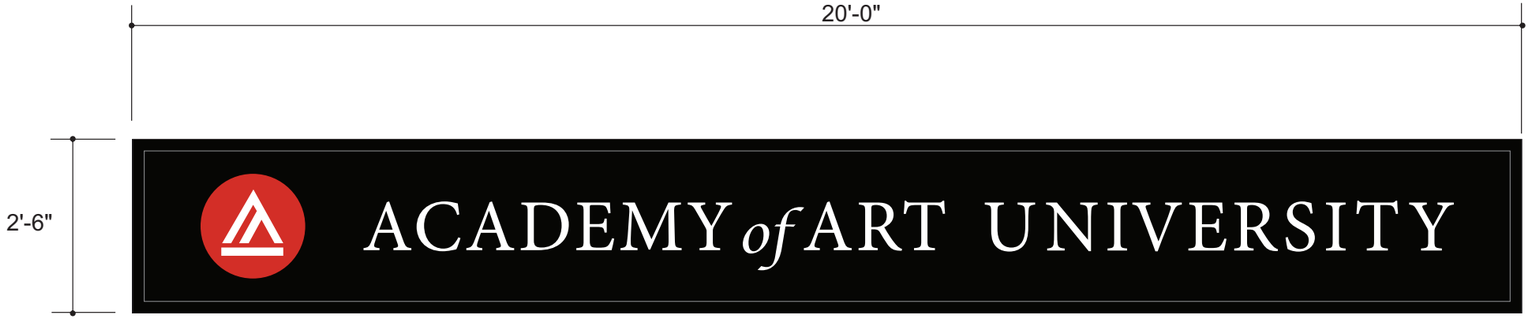
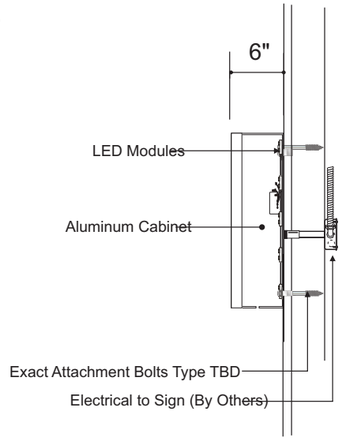
All Signs to be Title 24 Compliant

Sheet No.
GG 3.0





A

S/F Internally Illuminated Wall Sign

Scale: 1" = 1' - 0"

50 Sq Ft

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
& 3M 3630-143 Poppy Red Logo/Vinyl. All Interior Lighting w/ LED Modules

Proposed Location

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2500 Bisso Lane, Suite 200
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☒ Single Faced ☐ Double Faced
☐ _____
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☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
1946 VAN NESS AVE
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

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All Signs to be Title 24 Compliant

Sheet No.
GG 4.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case No. 2008.0586E

10890	Recommended Condition of Approval
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).
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: See Notes on Sheet A3.2
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).
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

AAU proposes 12 Class I spaces with vertical racks. Planning Code exception required for: (1) providing more than one-third of Class I spaces as vertical racks. (see Code Section 155.1(c)(3)) In addition to the existing non-compliant rack noted in the ESTM, AAU proposes 8 Class II spaces, 5 spaces over than required by Code.

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	9 OR	6 *Based on GH Bed count only	12
CLASS II	9 OR	3 *Based on GH Bed count only	8

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	4,204	4,204
LEVEL 2	4,602	4,602
LEVEL 3	4,602	4,602
LEVEL 4	4,602	4,602
LEVEL 5	4,602	4,602
LEVEL 6	4,602	4,602
GROSS SF TOTAL	27,214	27,214

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)

IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

CODE NOTES CONT.

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RC-4

DWELLING UNITS (DUs)	1 DU PER 200 SF LOT AREA
GROUP HOUSING ROOMS (GHs)	1 GH PER 70 SF LOT AREA

1080 BUSH CALCULATION

DWELLING UNITS (DUs)	6,294 SF / 200 SF = 31 DUs
GROUP HOUSING ROOMS (GHs)	6,294 SF / 70 SF = 90 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
DWELLING UNIT	31	42	41	42
RESIDENTIAL HOTEL ROOM	N/A	15	0	0
GROUP HOUSING ROOM	90	0	15	15
BED COUNT	180 *for GH only	122	111	150 (15 in GHs)

NOTES

1. Existing bed count reflects beds in residential Dwelling Units and bedrooms occupied by AAU for residential uses, based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. Two Bedrooms/Units occupied by non-AAU Permanent Residents (DU# 210, DU# 600) in this building. Bedrooms/Units entitled as student housing, with provision made that all existing non-AAU residents may remain in their current Bedrooms/Units until voluntarily vacating.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- EXPOSURE

*SEE SHEET A0.E1 FOR EXPOSURE PLAN ANALYSIS

E- OPEN SPACE

*SEE SHEET A0.S2 FOR OPEN SPACE ANALYSIS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

OPEN SPACE, REQUIRED: ANY FRONT SETBACKS, SIDE OR REAR YARDS, COURTS, USABLE OPEN SPACE OR OTHER OPEN AREA PROVIDED IN ORDER TO MEET THE REQUIREMENTS OF THIS CODE.

SAN FRANCISCO PLANNING CODE SEC. 135.D.2 FOR GROUP HOUSING STRUCTURES, SRO UNITS, AND DWELLING UNITS THAT MEASURE LESS THAN 350 SQUARE FEET PLUS A BATHROOM, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE ONE-THIRD THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D)(1) ABOVE AND (D)(4) AND (D)(5), BELOW.

1080 BUSH CALCULATION

REQUIRED	239 SF [(15 BEDROOMS * 36 SF/3)(1.33)]
EXISTING/PROPOSED	0 SF

NOTE: BEDROOMS IN THIS CALCULATION (15) EQUAL TO PROPOSED BED COUNT IN GROUP HOUSING ROOMS (15)

F- ACTIVE USE

*SEE SHEET A2.1 FOR REFERENCE

*EXCEPTION REQUEST: The project seeks an exception from Code Section 145.1 Active Use controls to add Class I bicycle parking in the first 25 ft. of ground floor.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SCOPE OF WORK

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO:

1) RETAIN 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 EXISTING ADMIN CODE CHAPTER 41 DESIGNATED RESIDENTIAL HOTEL UNITS TO 15 GROUP HOUSING BEDROOMS REFLECTING STUDENT HOUSING USE CHARACTERIZATION, WITH REPLACEMENT RESIDENTIAL HOTELS PROVIDED AT 860 SUTTER PURSUANT TO DEVELOPMENT AGREEMENT.

PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 1080 BUSH LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEETS A3.2 & A3.3.

THE PROJECT PROPOSES TO CLOSE ENFORCEMENT CASE 8547 (CONVERSION OF DWELLING UNITS TO GROUP HOUSING WITHOUT CU PER 209.2(C)).

LAST LEGAL GROUND FLOOR DWELLING UNIT PROPOSED TO BE REINSTATED, WITH MODIFICATION TO GROUND FLOOR PROPOSED TO MAKE IT ROOM ACCESSIBLE FROM HALLWAY RATHER THAN DWELLING UNIT.

SHEET INDEX

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A0.S2	SITE PLAN DRAWINGS	•	
A0.S3	STREETSCAPE DRAWINGS	•	
A0.T1	OCCUPANCY AND EGRESS PLANS		•
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		•
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		•
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		•
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		•
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A1.2	EXISTING FLOOR PLANS - LEVELS 3 & 4	•	•
A1.3	EXISTING FLOOR PLANS - LEVELS 5 & 6	•	•
A2.1	PROPOSED FLOOR PLANS - LEVELS 1 & 2	•	•
A2.2	PROPOSED FLOOR PLANS - LEVELS 3 & 4	•	•
A2.3	PROPOSED FLOOR PLANS - LEVELS 5 & 6	•	•
A3.1	EXTERIOR ELEVATION IMAGES	•	•
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	•	•
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	•	•
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	•	•

TOTAL SHEETS: 15

PROPERTY INFORMATION

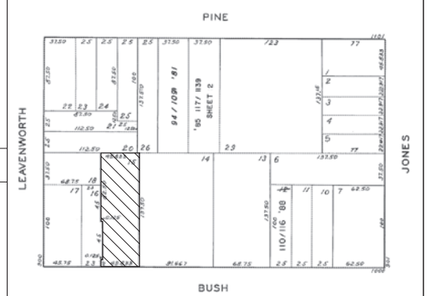
ADDRESS	1080 BUSH STREET
BLOCK/LOT	0276/015
No OF STORIES	6 (NO CHANGE)
DISTRICTS	
ZONING	RC-4
HEIGHT/BULK	65-A
SPECIAL USE	WITHIN 1/4 MILE OF THE FRINGE FINANCIAL SERVICES RUD
USE	CHANGE OF USE REQUIRED
LAST LEGAL	RESIDENTIAL: DWELLING UNITS (42 UNITS) & RESIDENTIAL HOTEL (15 ROOMS)
PROPOSED	RESIDENTIAL: DWELLING UNITS (42 UNITS) & GROUP HOUSING (15 ROOMS)

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT PLAN N.T.S.



VICINITY MAP N.T.S.

tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

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COVER SHEET

A0.0

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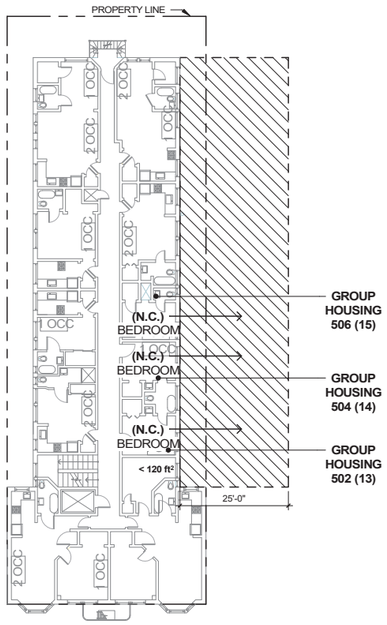
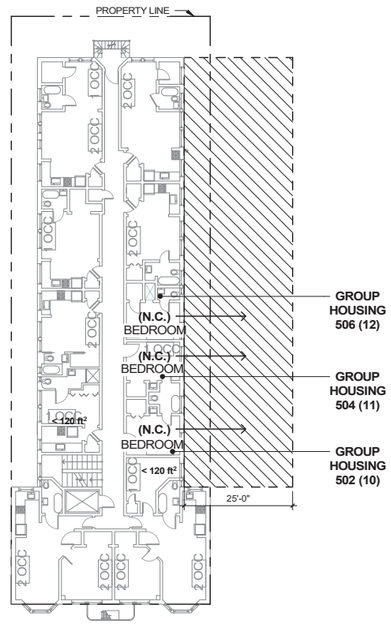


6 LEVEL 6 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



5 LEVEL 5 - EXPOSURE PLAN ANALYSIS
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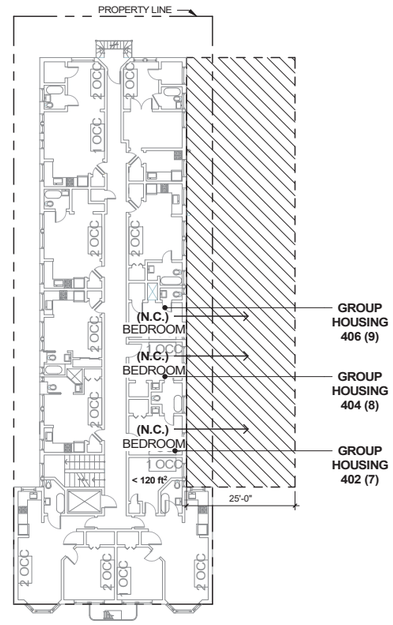

4 LEVEL 4 - EXPOSURE PLAN ANALYSIS
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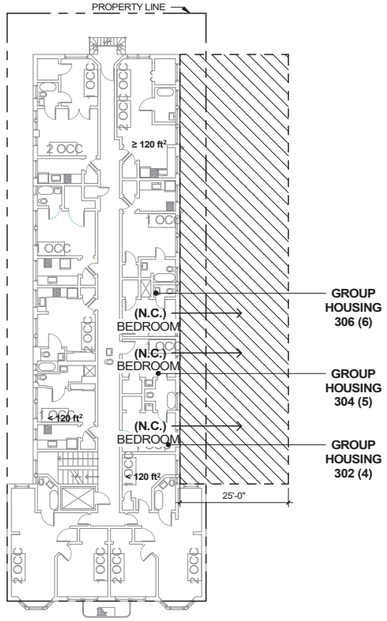
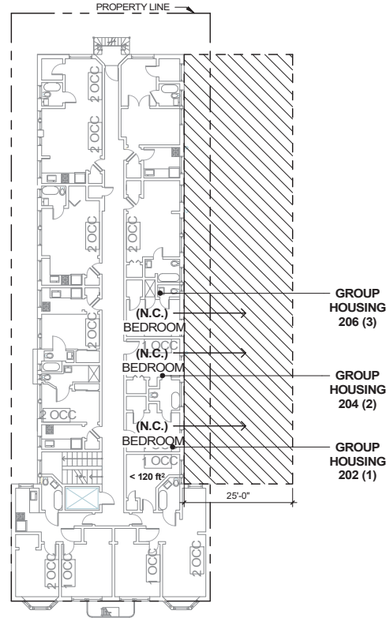
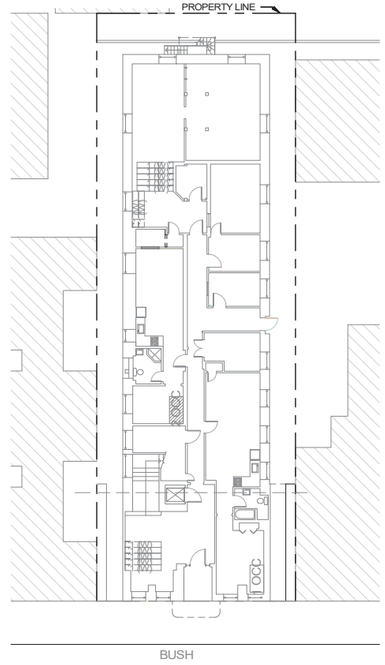


3 LEVEL 3 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



2 LEVEL 2 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



1 LEVEL 1 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"

N

LEGEND

EXPOSURE COMPLIANCE

(C.) ↓ (N.C.) ↓ — EXISTING VIEW COMPLIANT WITH CODE SECTION 140

(N.C.) ↓ — EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED TO B E COMPLIANT WITH CODE SECTION 140

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EXPOSURE PLAN ANALYSIS- LEVELS 1, 2, 3, 4, 5 & 6

A0.E1

1 SITE PLAN AERIAL IMAGE
1/8" = 1'-0"

N

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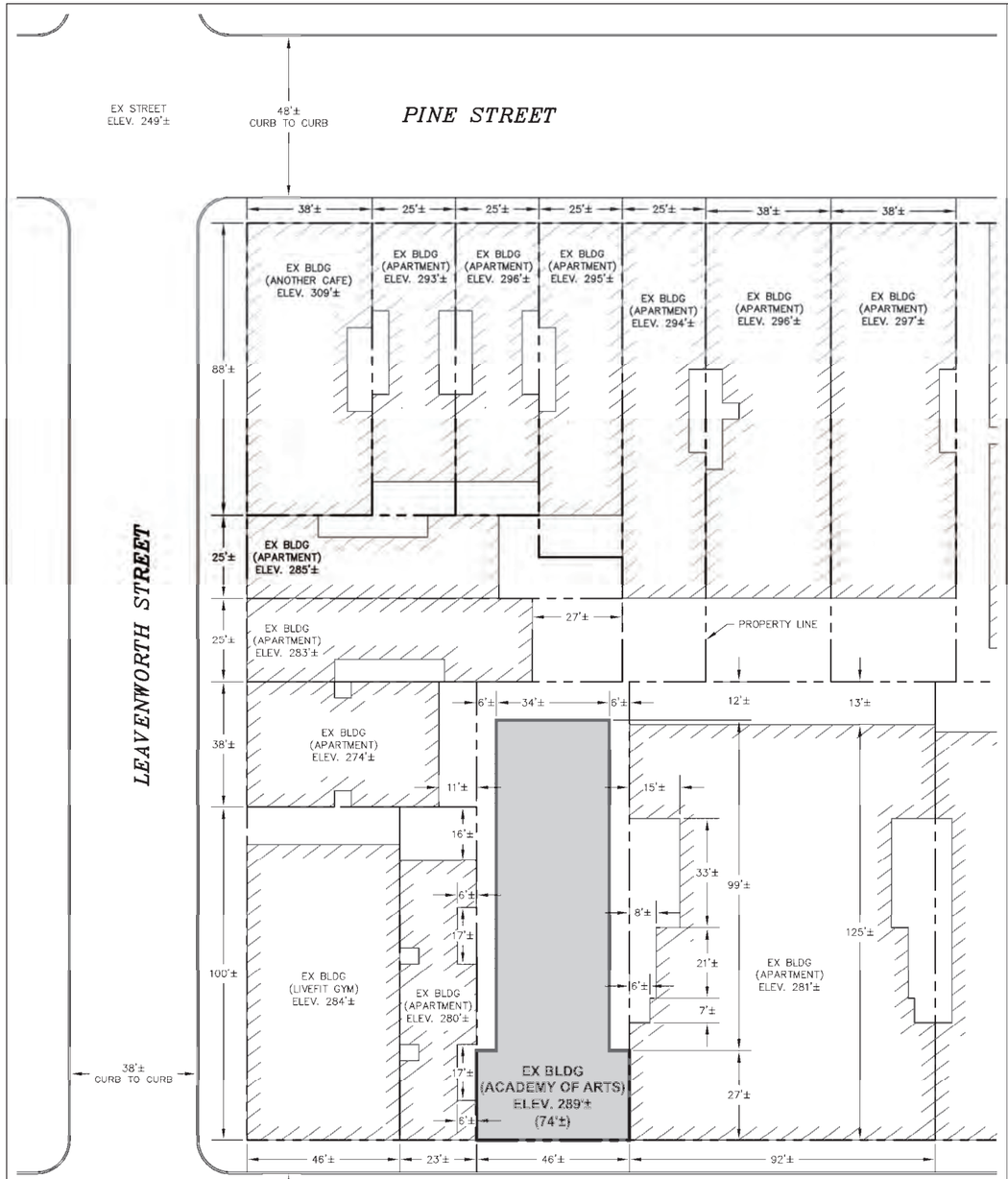
Phase
Print Date 10/11/2019 10:19:51 PM

No.	Date	Description

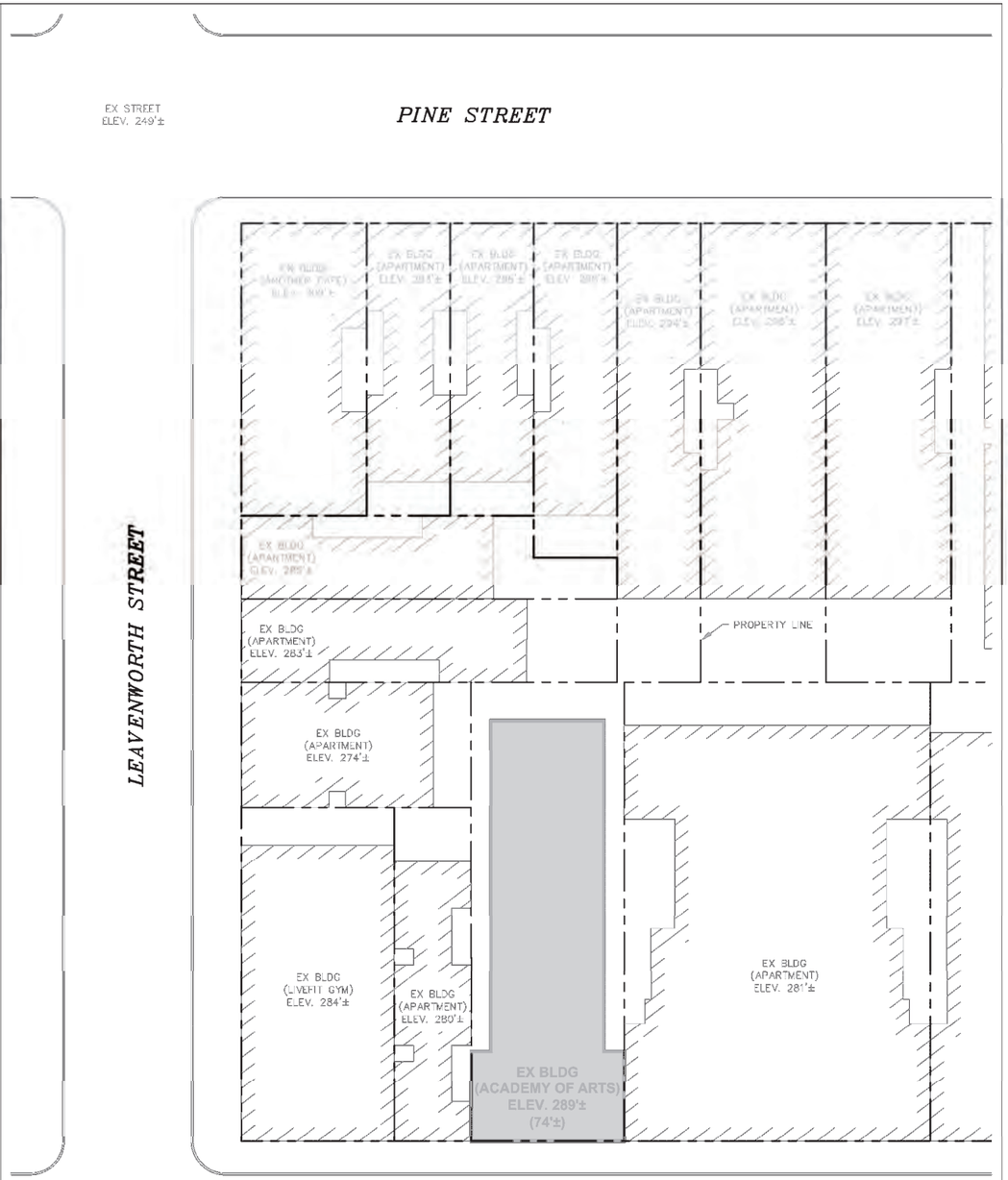
SITE PLAN AERIAL IMAGE

A0.S1



EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.

2 1080 BUSH - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 1080 BUSH - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU RESIDENTIAL COMPLIANCE SET

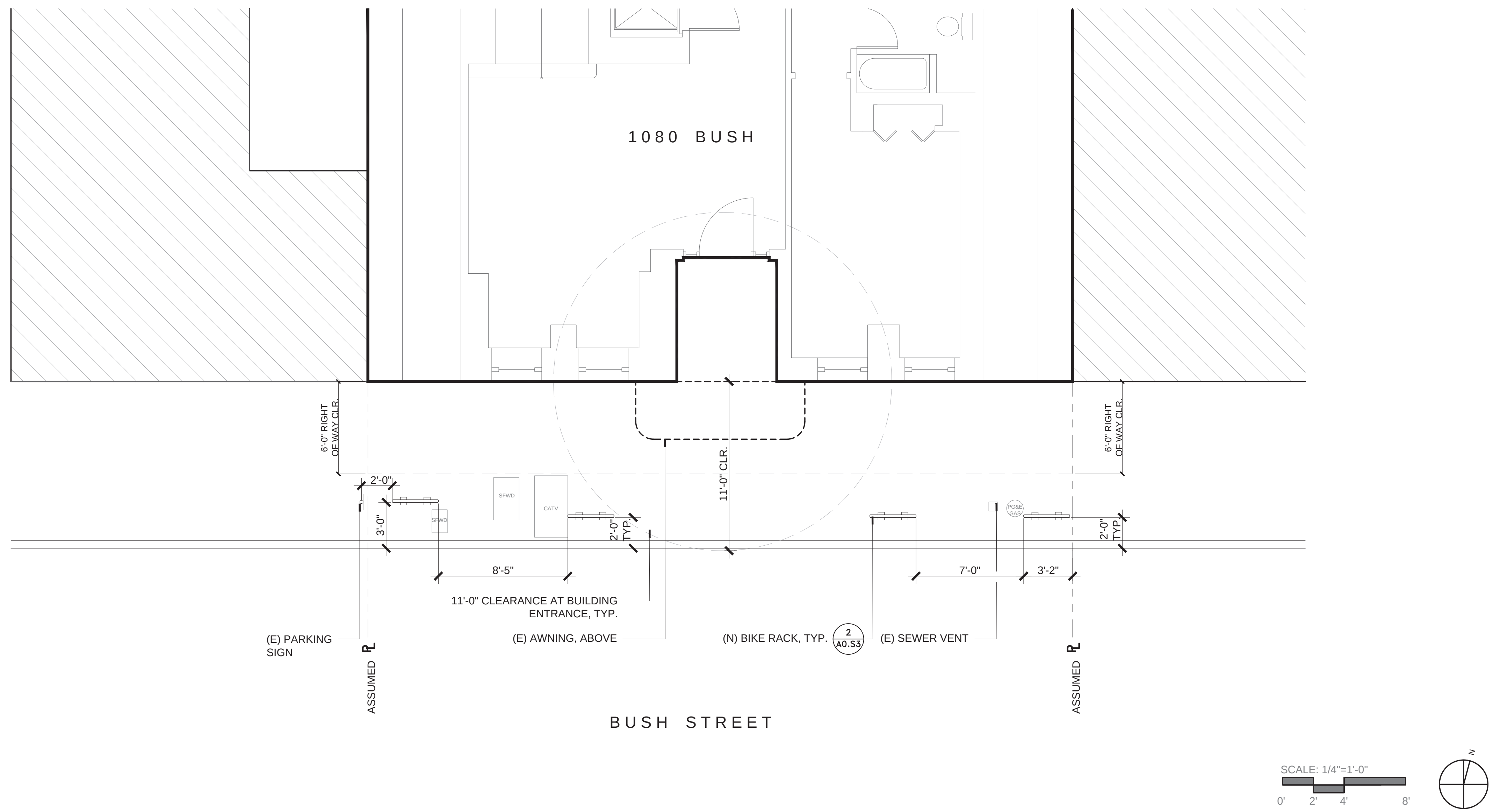
1080 BUSH
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER JASIA T. WU No. C 72281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

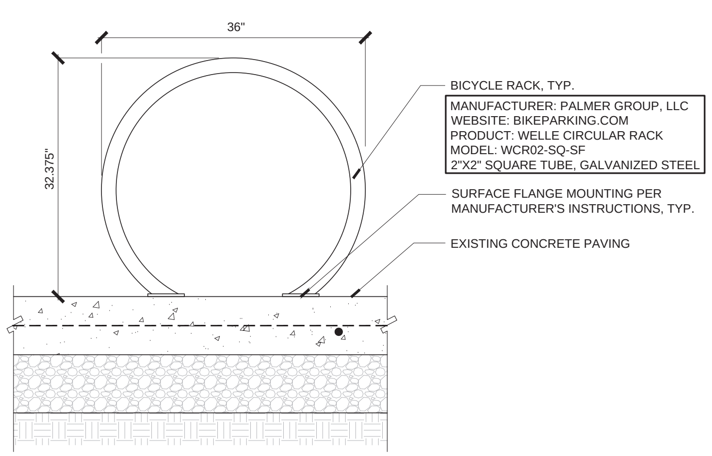
21823.01 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



1 Site Plan
1/4" = 1'-0"



2 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

℞ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(8) BIKE PARKING SPACES

TOTAL: 8

LEGEND

(N) BIKE RACK, CLASS II

SFWD PG&E GAS (E) IN-GROUND UTILITY

(E) PARKING SIGN

NOTES: ASSUMED PROPERTY LINE AT FACE OF BUILDING

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Creo
landscape architecture

466 Geary Street, Suite 300
San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

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1080 Bush Street
San Francisco, CA 94109

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MULHOLLAND
C 4980
Signature
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21823.06
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S3

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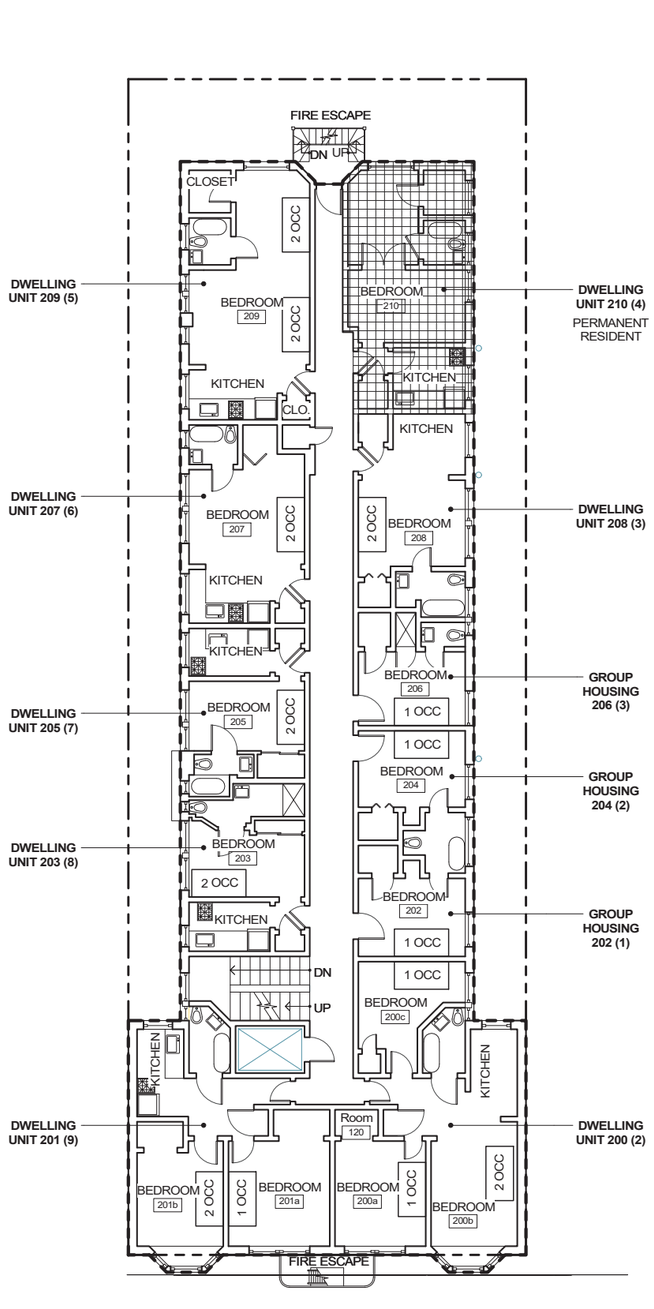
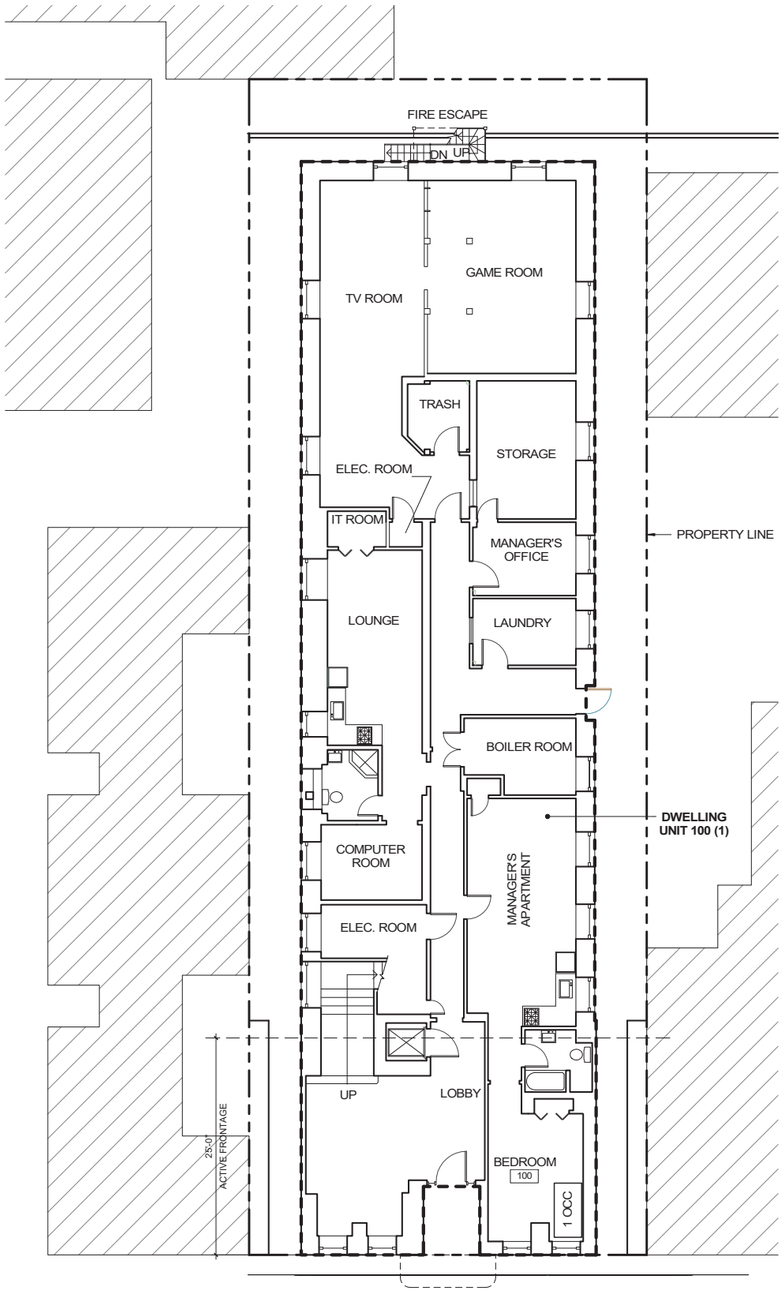


2 LEVEL 2 - EXISTING
1/8" = 1'-0"



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 1

Level 1 - (E) Bed Counts	
ROOM	COUNT
100	1
TOTAL BED COUNTS	1

Level 2

Level 2 - (E) Bed Counts	
ROOM	COUNT
200a	1
200b	2
200c	1
201a	1
201b	2
202	1
203	2
204	1
205	2
206	1
207	2
208	2
209	4
TOTAL BED COUNTS	22

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG
Name XXX — ROOM NAME, ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED, 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED, 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

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LICENSED ARCHITECT
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NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21823.01
Issue Date 10/11/19
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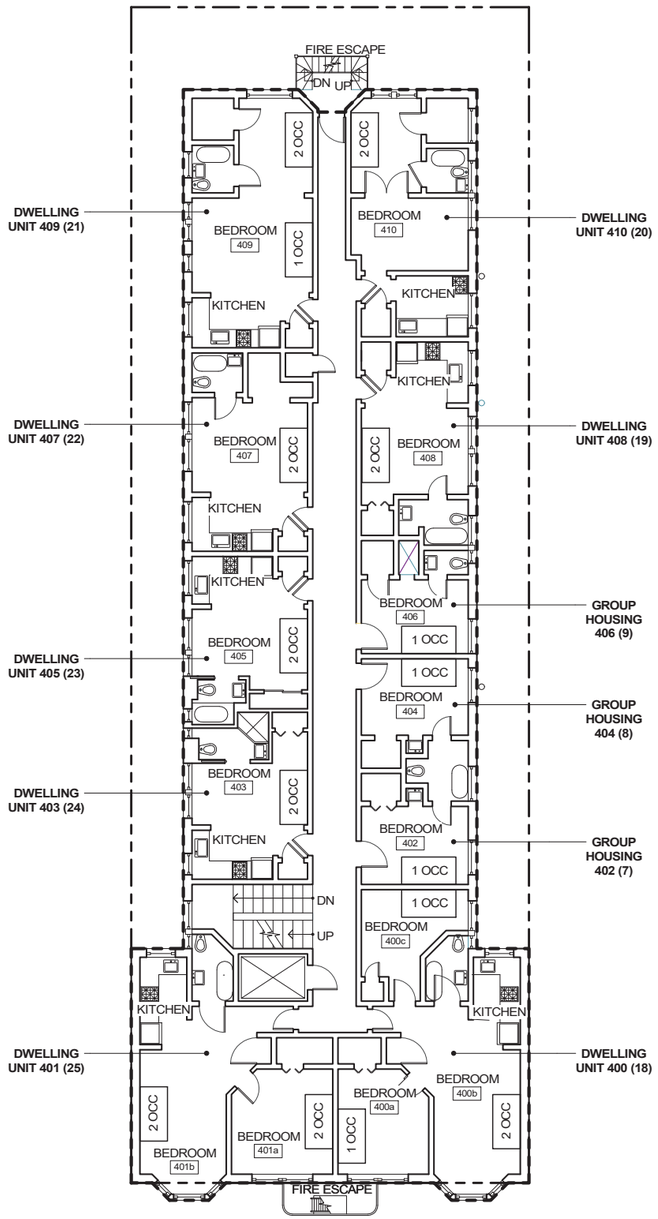
Phase
Print Date 10/11/2019 10:19:59 PM

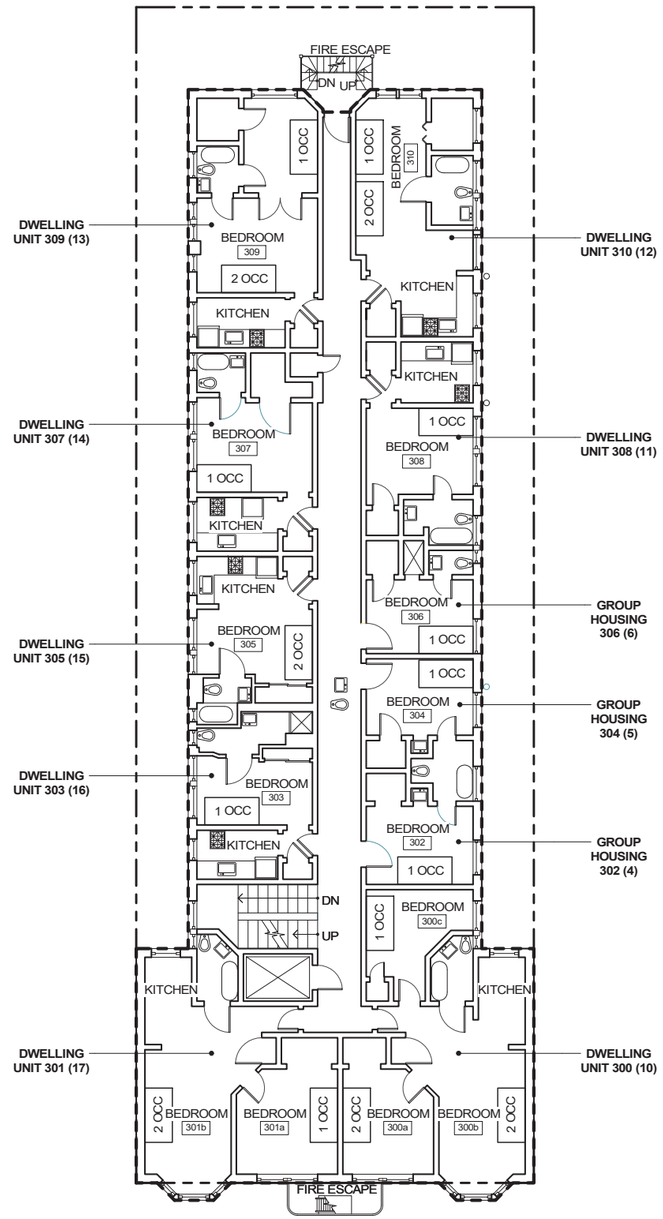
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 1 & 2

A1.1



2 LEVEL 4 - EXISTING
1/8" = 1'-0"



1 LEVEL 3 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 3

Level 3 - (E) Bed Counts

ROOM	COUNT
300a	2
300b	2
300c	1
301a	1
301b	2
302	1
303	1
304	1
305	2
306	1
307	1
308	1
309	3
310	3
TOTAL BED COUNTS	22

Level 4

Level 4 - (E) Bed Counts

ROOM	COUNT
400a	1
400b	2
400c	1
401a	2
401b	2
402	1
403	2
404	1
405	2
406	1
407	2
408	2
409	3
410	2
TOTAL BED COUNTS	24

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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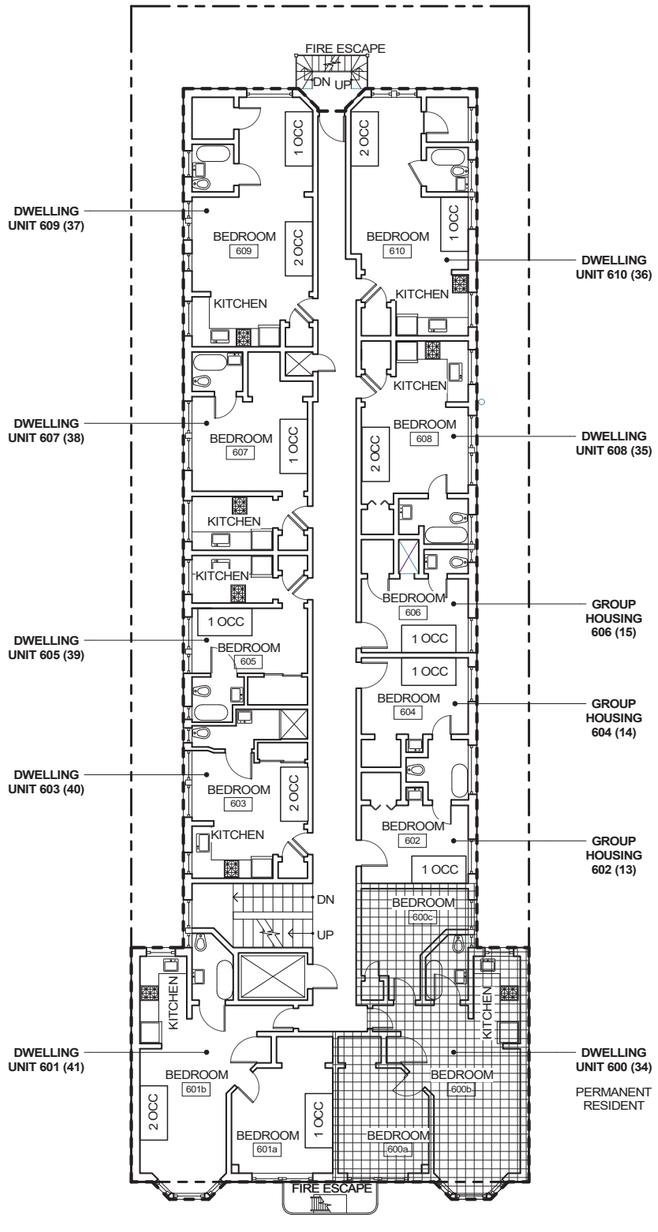
No.	Date	Description

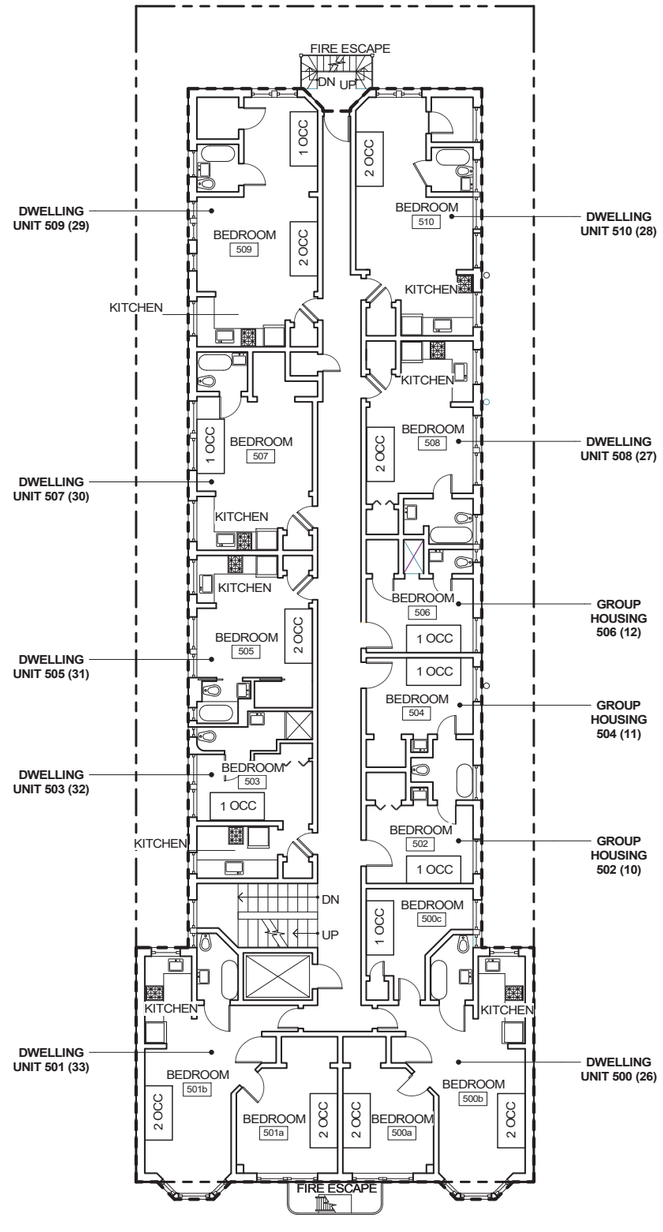
EXISTING FLOOR PLANS - LEVELS 3 & 4

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 6 - EXISTING
1/8" = 1'-0"



1 LEVEL 5 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 5

Level 5 - (E) Bed Counts

ROOM	COUNT
500a	2
500b	2
500c	1
501a	2
501b	2
502	1
503	1
504	1
505	2
506	1
507	1
508	2
509	3
510	2
TOTAL BED COUNTS	23

Level 6

Level 6 - (E) Bed Counts

ROOM	COUNT
601a	1
601b	2
602	1
603	2
604	1
605	1
606	1
607	1
608	2
609	3
610	3
TOTAL BED COUNTS	18

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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REN 10/2019
STATE OF CALIFORNIA

Project Number 21823.01
Issue Date 10/11/19
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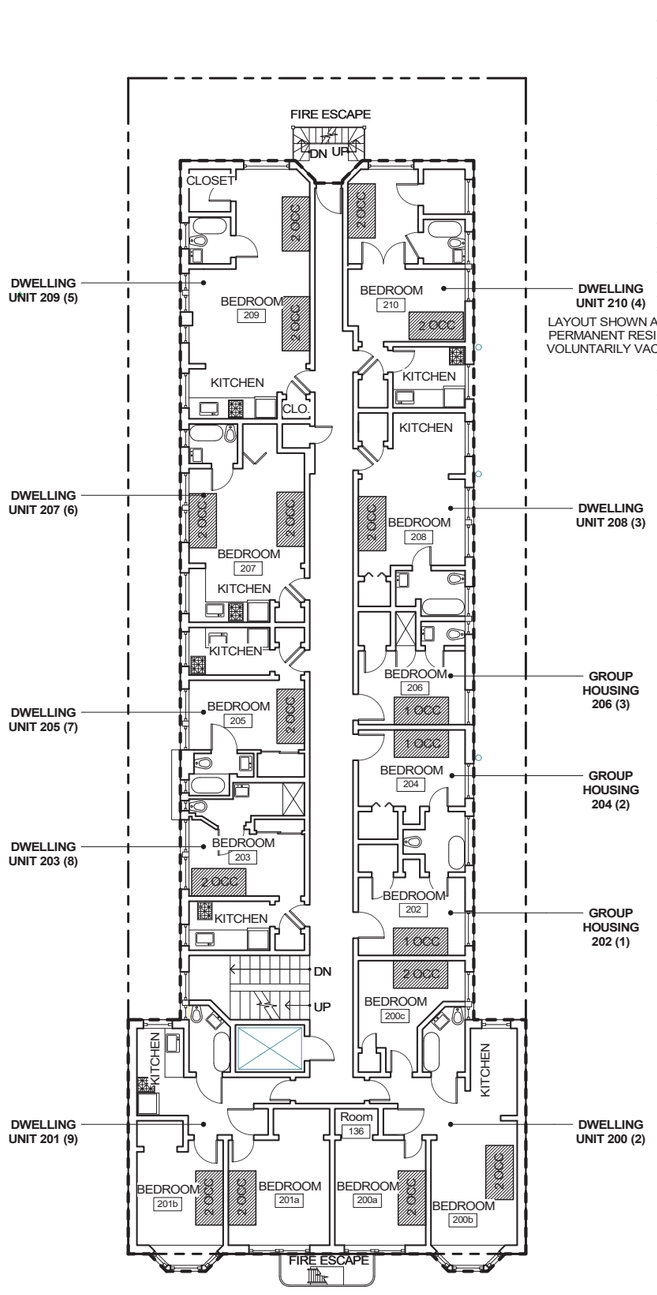
Phase
Print Date 10/11/2019 10:20:11 PM

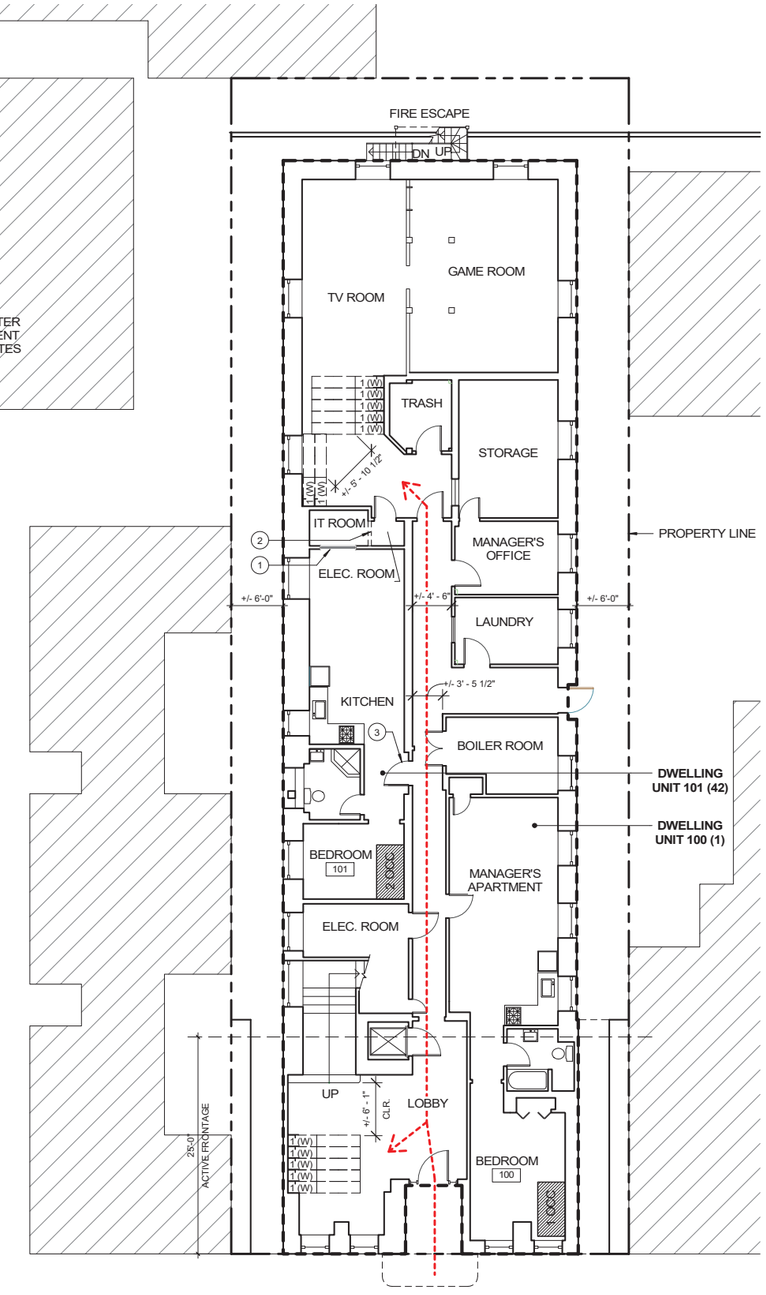
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 5 & 6

A1.3



2 LEVEL 2 - PROPOSED
1/8" = 1'-0"



1 LEVEL 1 - PROPOSED
1/8" = 1'-0"

KEYNOTES

1. NEW WALL INFILL
2. NEW OPENING IN EXISTING WALL
3. NEW DOOR

BED COUNT

Level 1

Level 1 - PROPOSED	
ROOM	COUNT
100	1
101	2
TOTAL BED COUNTS	3

Level 2

Level 2 - PROPOSED	
ROOM	COUNT
200a	2
200b	2
200c	2
201a	2
201b	2
202	1
203	2
204	1
205	2
206	1
207	4
208	2
209	4
210	4
TOTAL BED COUNTS	31

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

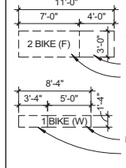
ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 1 & 2

A2.1

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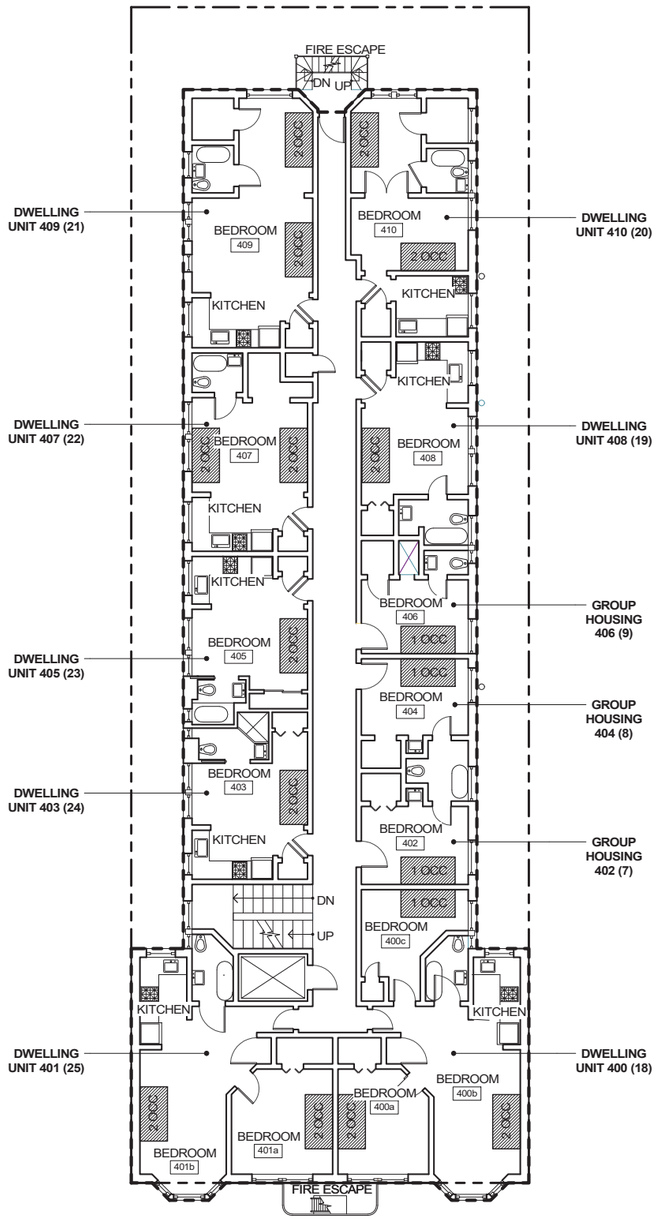
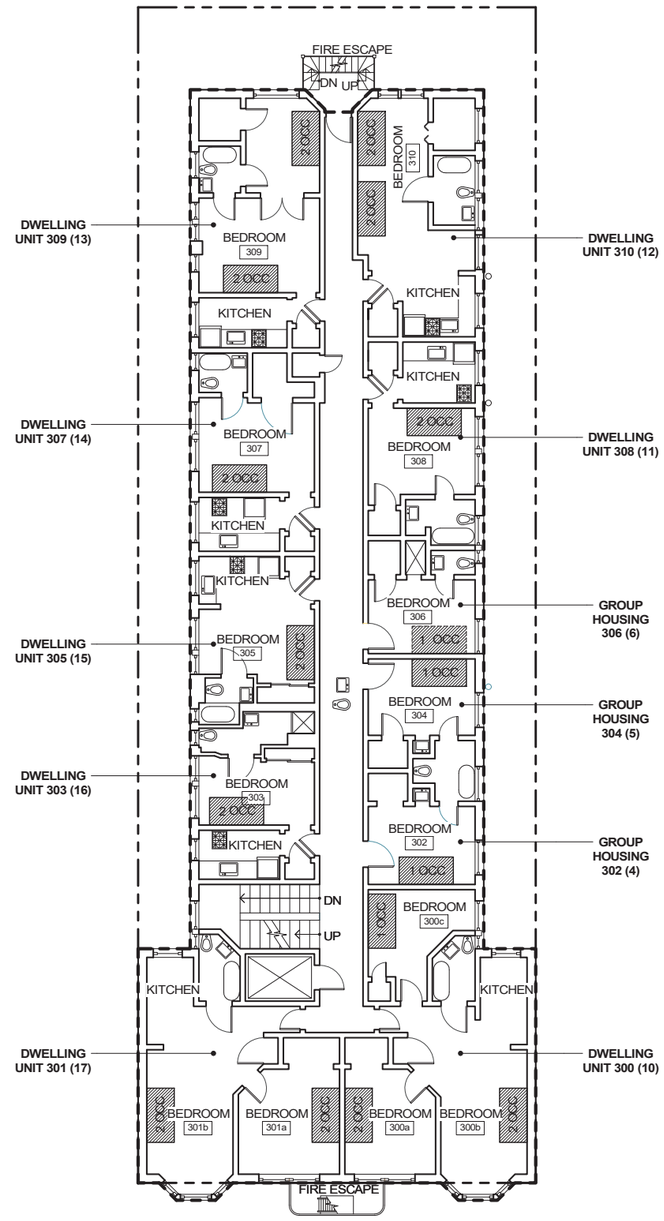


2 LEVEL 4 - PROPOSED
1/8" = 1'-0"



1 LEVEL 3 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 3

Level 3 - PROPOSED

ROOM	COUNT
300a	2
300b	2
300c	1
301a	2
301b	2
302	1
303a	2
304	1
305	2
306	1
307	2
308	2
309	4
310	4
TOTAL BED COUNTS	28

Level 4

Level 4 - PROPOSED

ROOM	COUNT
400a	2
400b	2
400c	1
401a	2
401b	2
402	1
403	2
404	1
405	2
406	1
407	4
408	2
409	4
410	4
TOTAL BED COUNTS	30

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG

Name
XXX

- ROOM NAME
- ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.01
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Phase
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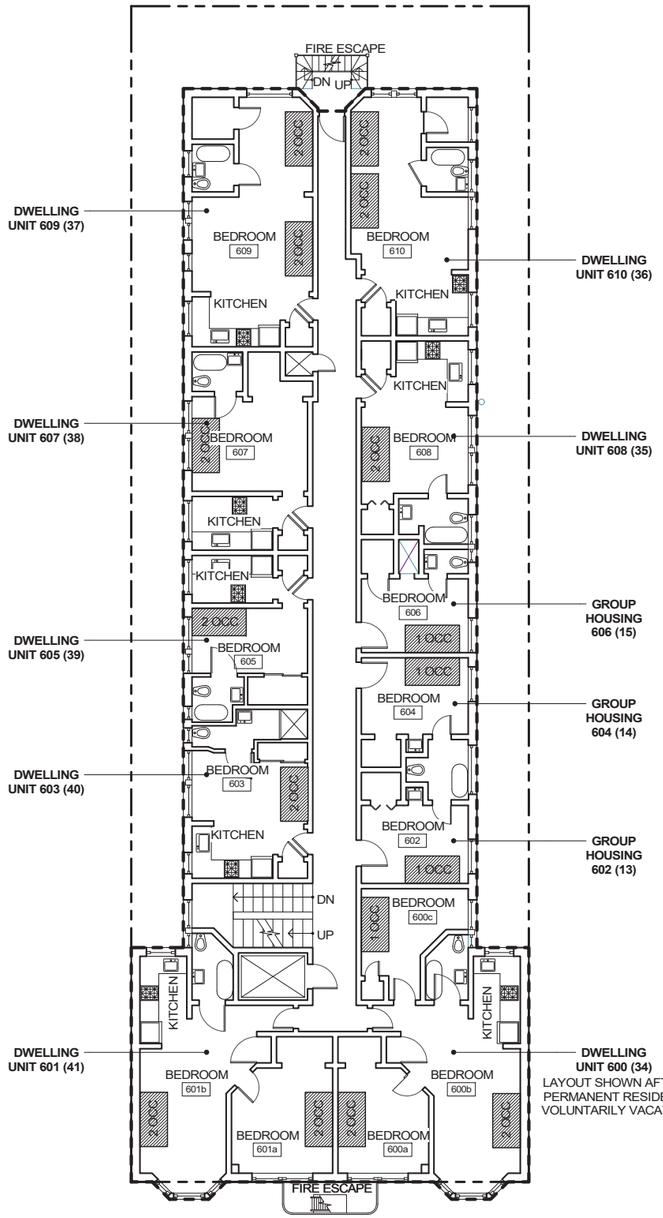
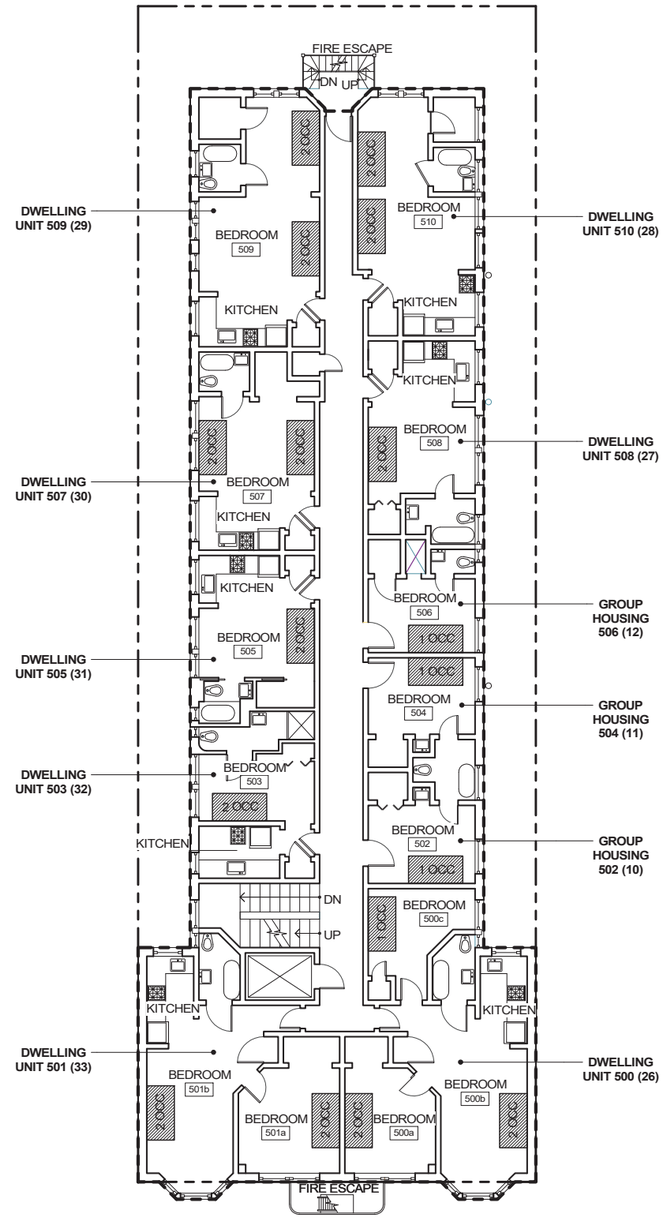
No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 3 & 4

A2.2



2 LEVEL 6 - PROPOSED
1/8" = 1'-0"



1 LEVEL 5 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 5

Level 5 - PROPOSED

ROOM	COUNT
500a	2
500b	2
500c	1
501a	2
501b	2
502	1
503	2
504	1
505	2
506	1
507	4
508	2
509	4
510	4
TOTAL BED COUNTS	30

Level 6

Level 6 - PROPOSED

ROOM	COUNT
600a	2
600b	2
600c	1
601a	2
601b	2
602	1
603	2
604	1
605	2
606	1
607	2
608	2
609	4
610	4
TOTAL BED COUNTS	28

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG
Name [XXX] — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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Phase
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No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 5 & 6

A2.3

1 SOUTH ELEVATION - BUSH STREET
NTS

KEYNOTES

1. EXISTING AAU BUSINESS WALL SIGN, *(132'L X 16'W X1C'D);* ESTM ES-12, HR-1 LEGALLY PERMITTED BY PERMIT NO. 2003 10278608
2. ESTM ES-12, HR-2 DOOR TO BE REPLACED IN ACCORDANCE WITH SECRETARY OF STANDARDS HISTORIC REGULATIONS TO MATCH EXISTING DOOR PATTERN, SEE IMAGE ON SHT. A4.1
2b. DOOR PATTERN TO BE MATCHED, SEE ESTM ES-12, HR-2, SEE IMAGE ON SHT. A4.1
3. EXISTING ADDRESS NAMEPLATE

ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.1

4. EXISTING FIRE STAND PIPE
5. EXISTING SECURITY GATE
5b. EXISTING WINDOW SECURITY GRILLE WITH EGRESS GATE
5c. EXISTING WINDOW SECURITY GRILLE
6. EXISTING FIRE ACCORDION LADDER
7. EXISTING BAY WINDOWS
8. EXISTING BRICK WALL
9. EXISTING FIRE ESCAPE BALCONIES
10. EXISTING FIRE ESCAPE ROOF LADDER
11. EXISTING FLAG POLE; NO COMMERCIAL OR AAU BRANDED FLAG PERMITTED
12. EXISTING WALL SCONCE
13. EXISTING FIRE ALARM BELL
14. EXISTING FIRE AUTO SPRINKLER CONNECTION

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Scale	As indicated
Phase	
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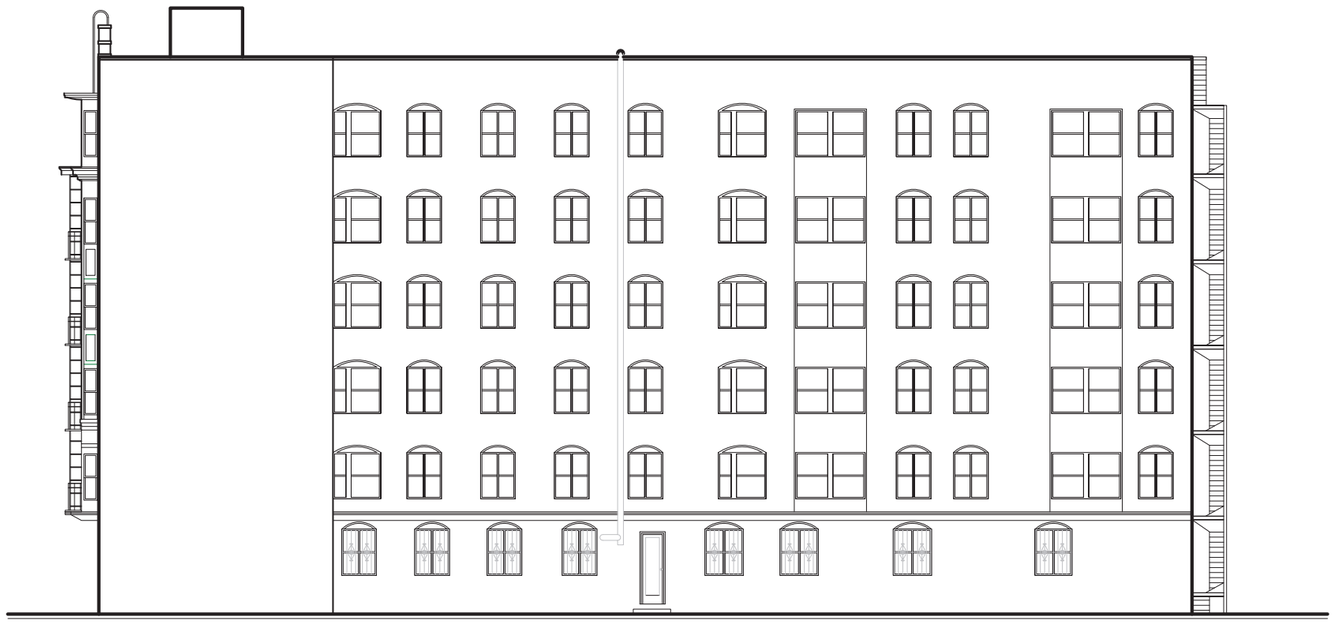
No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

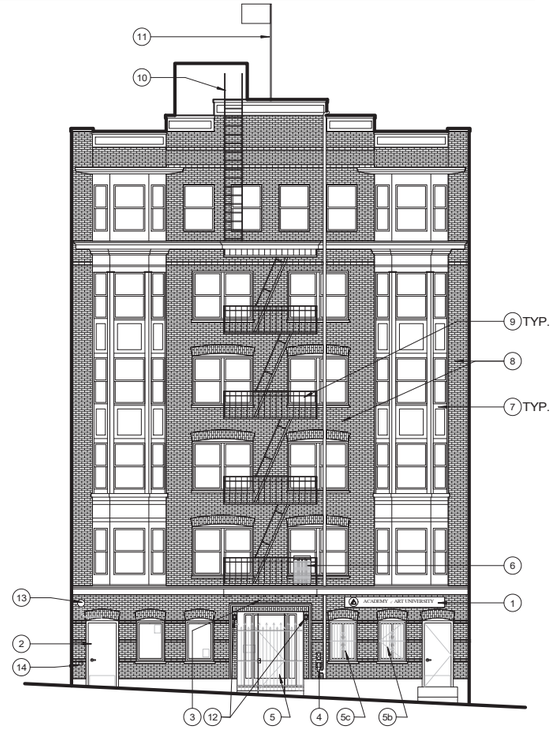


EAST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)

3 1/8" = 1'-0"

SOUTH ELEVATION - BUSH STREET (PROPOSED)

2 1/8" = 1'-0"



SOUTH ELEVATION - BUSH STREET (EXISTING)

1 1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED.

KEYNOTES

(1) EXISTING AAU BUSINESS WALL SIGN, *(132'L X 16'W X10'D);* ESTM ES-12, HR-1 LEGALLY PERMITTED BY PERMIT NO. 2003 10278608

(2) ESTM ES-12, HR-2 DOOR TO BE REPLACED IN ACCORDANCE WITH SECRETARY OF STANDARDS HISTORIC REGULATIONS TO MATCH EXISTING DOOR PATTERN, SEE IMAGE ON SHT. A4.1

(2b) DOOR PATTERN TO BE MATCHED, SEE ESTM ES-12, HR-2, SEE IMAGE ON SHT. A4.1

(3) EXISTING ADDRESS NAMEPLATE

ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.1

(4) EXISTING FIRE STAND PIPE

(5) EXISTING SECURITY GATE

(5b) EXISTING WINDOW SECURITY GRILLE WITH EGRESS GATE

(5c) EXISTING WINDOW SECURITY GRILLE

(6) EXISTING FIRE ACCORDION LADDER

(7) EXISTING BAY WINDOWS

(8) EXISTING BRICK WALL

(9) EXISTING FIRE ESCAPE BALCONIES

(10) EXISTING FIRE ESCAPE ROOF LADDER

(11) EXISTING FLAG POLE; NO COMMERCIAL OR AAU BRANDED FLAG PERMITTED

(12) EXISTING WALL SCONCE

(13) EXISTING FIRE ALARM BELL

(14) EXISTING FIRE AUTO SPRINKLER CONNECTION

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AAU RESIDENTIAL COMPLIANCE SET

1080 BUSH
San Francisco, CA 94109

I, LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

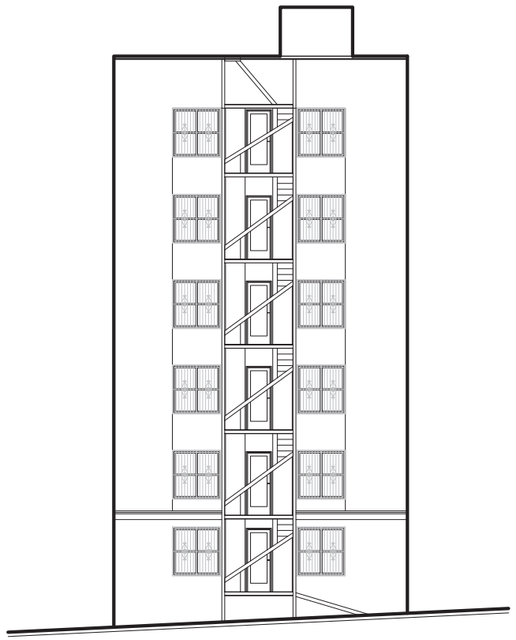
Project Number	21823.01
Issue Date	10/11/19
Scale:	1/8" = 1'-0"
Phase	
Print Date:	10/11/2019 10:20:35 PM

No.	Date	Description

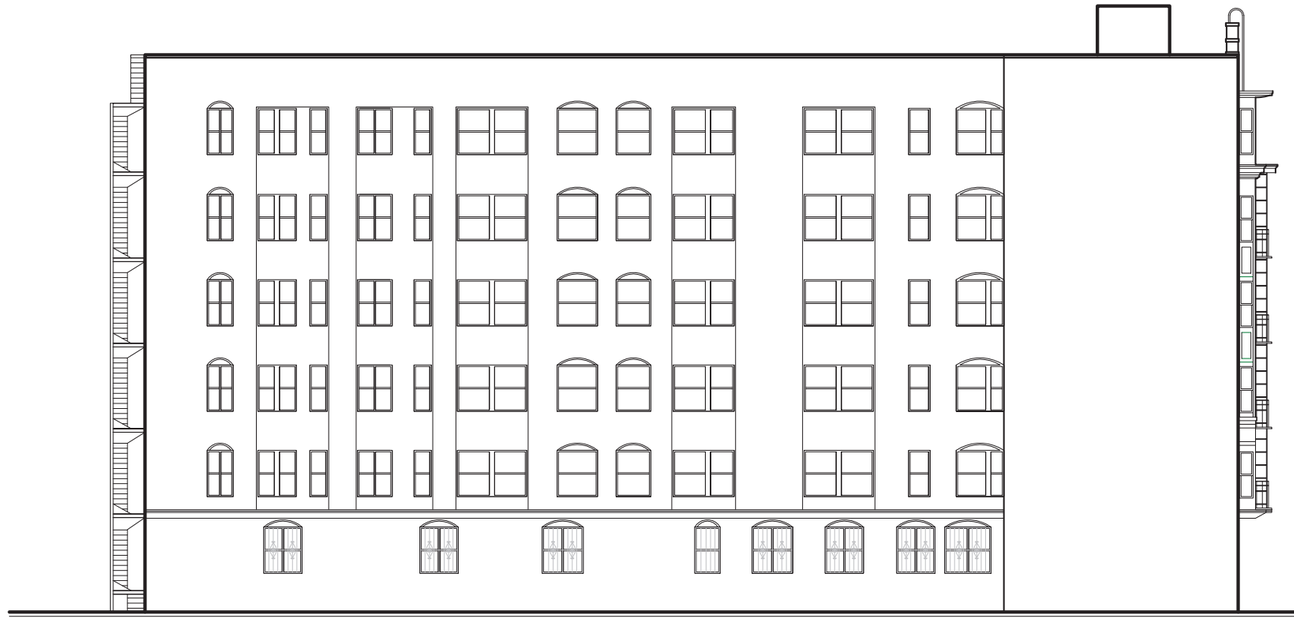
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



NORTH ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
2 1/8" = 1'-0"



WEST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
1 1/8" = 1'-0"

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2b. DOOR PATTERN TO BE MATCHED, SEE ESTM ES-12, HR-2, SEE IMAGE ON SHT. A4.1
3. EXISTING ADDRESS NAMEPLATE

ITEMS NOTED ON 9/25/19 SITE WALK:
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4. EXISTING FIRE STAND PIPE
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5b. EXISTING WINDOW SECURITY GRILLE WITH EGRESS GATE
5c. EXISTING WINDOW SECURITY GRILLE
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8. EXISTING BRICK WALL
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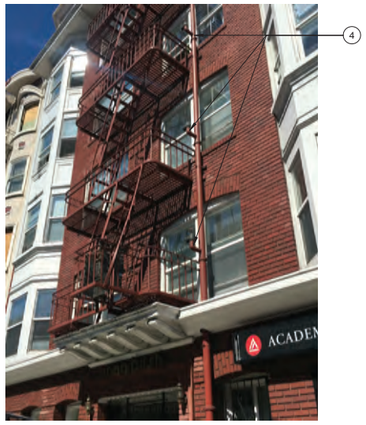
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

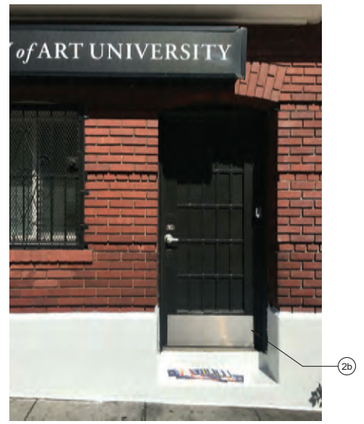
9 IMAGE
NTS

8 IMAGE
NTS

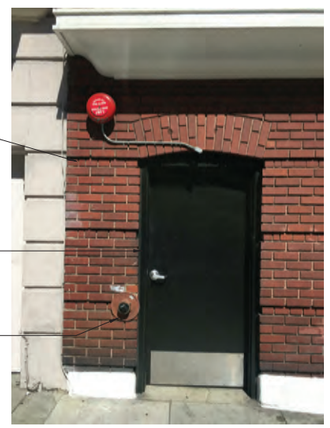


7 IMAGE
NTS

6 IMAGE
NTS

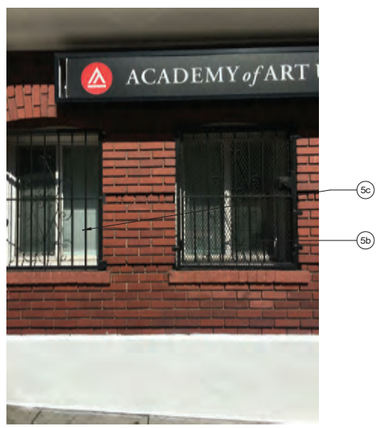


5 IMAGE
NTS



4 IMAGE
NTS

3 IMAGE
NTS



2 IMAGE
NTS

1 IMAGE
NTS

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EXTERIOR ELEVATION DETAIL IMAGES

A4.1

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ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM — Academy of Art University Project ESTM Case No. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
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.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this sheet

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

AAU proposes 20 Class I spaces with vertical racks. Planning Code exception required for: (1) providing more than one-third of Class I spaces as vertical racks. (see Code Section 155.1(c)(3))

AAU proposes 2 Class II spaces due to existing site constraints. (fire hydrant and an 11-ft clearance required within each of the two building entrances) AAU proposes 5 more Class II spaces than required by Code or ESTM at 1080 Bush, to accommodate Class II deficiency at 1153 Bush.

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	PER CODE	16	20
CLASS II	PER CODE	3	2

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	2,587	2,587
LEVEL 1	2,615	2,615
LEVEL 2	2,607	2,607
LEVEL 3	2,607	2,607
GROSS SF TOTAL	10,416	10,416

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)
IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RC-4

DWELLING UNITS (DUs)	1 DU PER 200 SF LOT AREA
GROUP HOUSING ROOMS (GHs)	1 GH PER 70 SF LOT AREA

1153 BUSH CALCULATION

DWELLING UNITS (DUs)	5,841 SF / 200 SF = 29 DUs
GROUP HOUSING ROOMS (GHs)	5,841 SF / 70 SF = 83 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
DWELLING UNIT	29	1	1	0
RESIDENTIAL HOTEL ROOM	N/A	14	0	0
GROUP HOUSING ROOM	83	0	14	16
BED COUNT	180 *for GH only	37	34	42

NOTES
1. Existing bed count based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. No Permanent Residents in this building.
5. Number of certified residential hotel units per Admin Code Chapter 14 is 15 units; however plans reflect that Room 200 is operable as two separate bedrooms and to be entitled as such.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- EXPOSURE

*SEE SHEET A0.E1 FOR EXPOSURE PLAN ANALYSIS

Building Compliance based on Common Areas at Basement and Level 2.

E- OPEN SPACE

*SEE SHEET A0.S2 FOR OPEN SPACE ANALYSIS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
OPEN SPACE, REQUIRED: ANY FRONT SETBACKS, SIDE OR REAR YARDS, COURTS, USABLE OPEN SPACE OR OTHER OPEN AREA PROVIDED IN ORDER TO MEET THE REQUIREMENTS OF THIS CODE.

SAN FRANCISCO PLANNING CODE SEC. 135.D.2
FOR GROUP HOUSING STRUCTURES, SRO UNITS, AND DWELLING UNITS THAT MEASURE LESS THAN 350 SQUARE FEET PLUS A BATHROOM, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE ONE-THIRD THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D)(1) ABOVE AND (D)(4) AND (D)(5), BELOW. FOR PURPOSES OF THESE CALCULATIONS, THE NUMBER OF BEDROOMS ON A LOT SHALL IN NO CASE BE CONSIDERED TO BE LESS THAN ONE BEDROOM FOR EACH TWO BEDS. WHERE THE ACTUAL NUMBER OF BEDS EXCEEDS AN AVERAGE OF TWO BEDS FOR EACH BEDROOM, EACH TWO BEDS SHALL BE CONSIDERED EQUIVALENT TO ONE BEDROOM.

1153 BUSH CALCULATION

REQUIRED	335 SF [(21 BEDROOMS * 36 SF. /3)(1.33)]
EXISTING/PROPOSED	2,479 SF

NOTE: BEDROOMS IN THIS CALCULATION (21) EQUAL TO HALF PROPOSED BED COUNT IN GROUP HOUSING ROOMS (16), PER 135.D.2

F- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SCOPE OF WORK

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CONVERT ONE DWELLING UNIT AND 14 RESIDENTIAL HOTEL UNITS TO 16 GROUP HOUSING BEDROOMS WITH A MAXIMUMG OF 42 BEDS.

CONVERT 15 EXISTING ADMIN CODE CHAPTER 41 DESIGNATED RESIDENTIAL HOTEL UNITS TO 16 GROUP HOUSING BEDROOMS REFLECTING STUDENT HOUSING USE CHARACTERIZATION, WITH REPLACEMENT RESIDENTIAL HOTELS PROVIDED AT 860 SUTTER PURSUANT TO DEVELOPMENT AGREEMENT.

PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 1153 BUSH LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO CLOSE ENFORCEMENT CASE 8549 (CONVERSION OF DWELLING UNITS TO GROUP HOUSING WITHOUT CU PER 209.2(C)).

NEW SIGNAGE PROPOSED.

SHEET INDEX

TOTAL SHEETS 15

PROPERTY INFORMATION

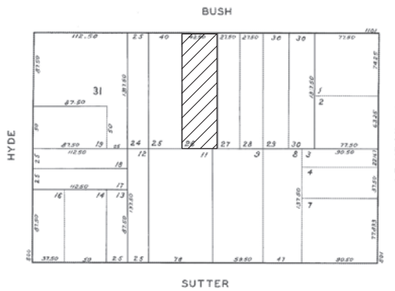
ADDRESS	1153 BUSH STREET
BLOCK/LOT	0280/026
No OF STORIES	4 (NO CHANGE)
DISTRICTS	
ZONING	RC-4
HEIGHT/BULK	65-A
SPECIAL USE	WITHIN 1/4 MILE OF THE FRINGE SERVICES RUD WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	CHANGE OF USE REQUIRED
LAST LEGAL	RESIDENTIAL: DWELLING UNIT (1 UNIT) & RESIDENTIAL HOTEL (14 ROOMS)
PROPOSED	RESIDENTIAL: GROUP HOUSING (16 ROOMS)

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

PLOT MAP

PLOT MAP N.T.S.



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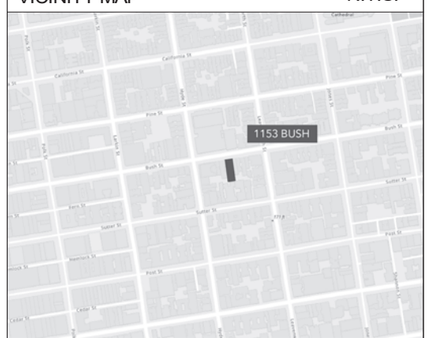
VICINITY MAP

N.T.S.



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COVER SHEET

A0.0

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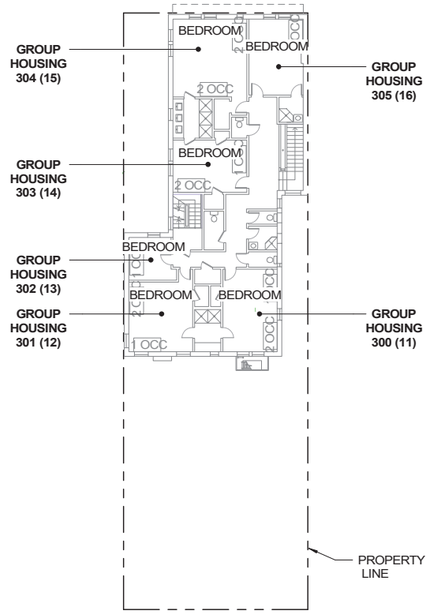
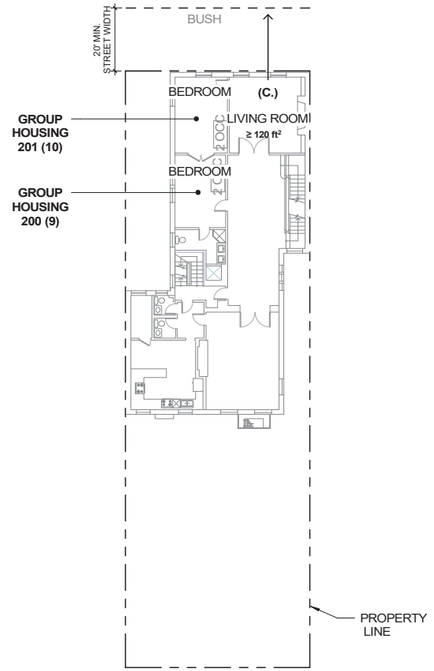
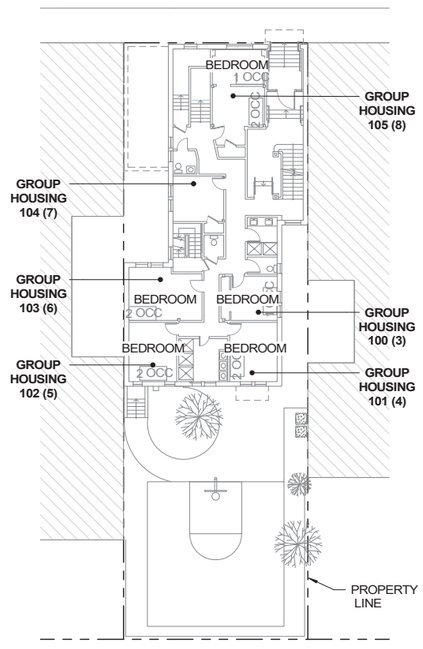


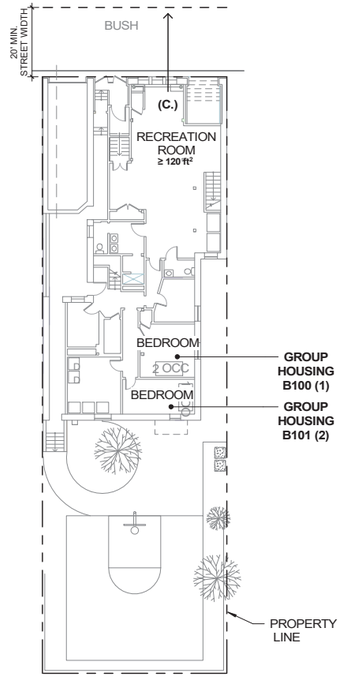
4 LEVEL 3 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



3 LEVEL 2 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



2 LEVEL 1 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



1 BASEMENT - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"

N

LEGEND

EXPOSURE COMPLIANCE

(C.) ↓ EXISTING VIEW COMPLIANT WITH CODE SECTION 140 (b) COMMON AREA WITH 120 SF. MIN.

(N.C.) ↓ EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED FOR COMPLIANCE WITH CODE SECTION 140

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DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.02
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 10:28:22 PM

No.	Date	Description

EXPOSURE ANALYSIS PLAN - BASEMENT & LEVELS 1, 2 & 3

A0.E1

1 SITE PLAN AERIAL IMAGE
1/8" = 1'-0"

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Print Date	10/11/2019 10:28:24 PM

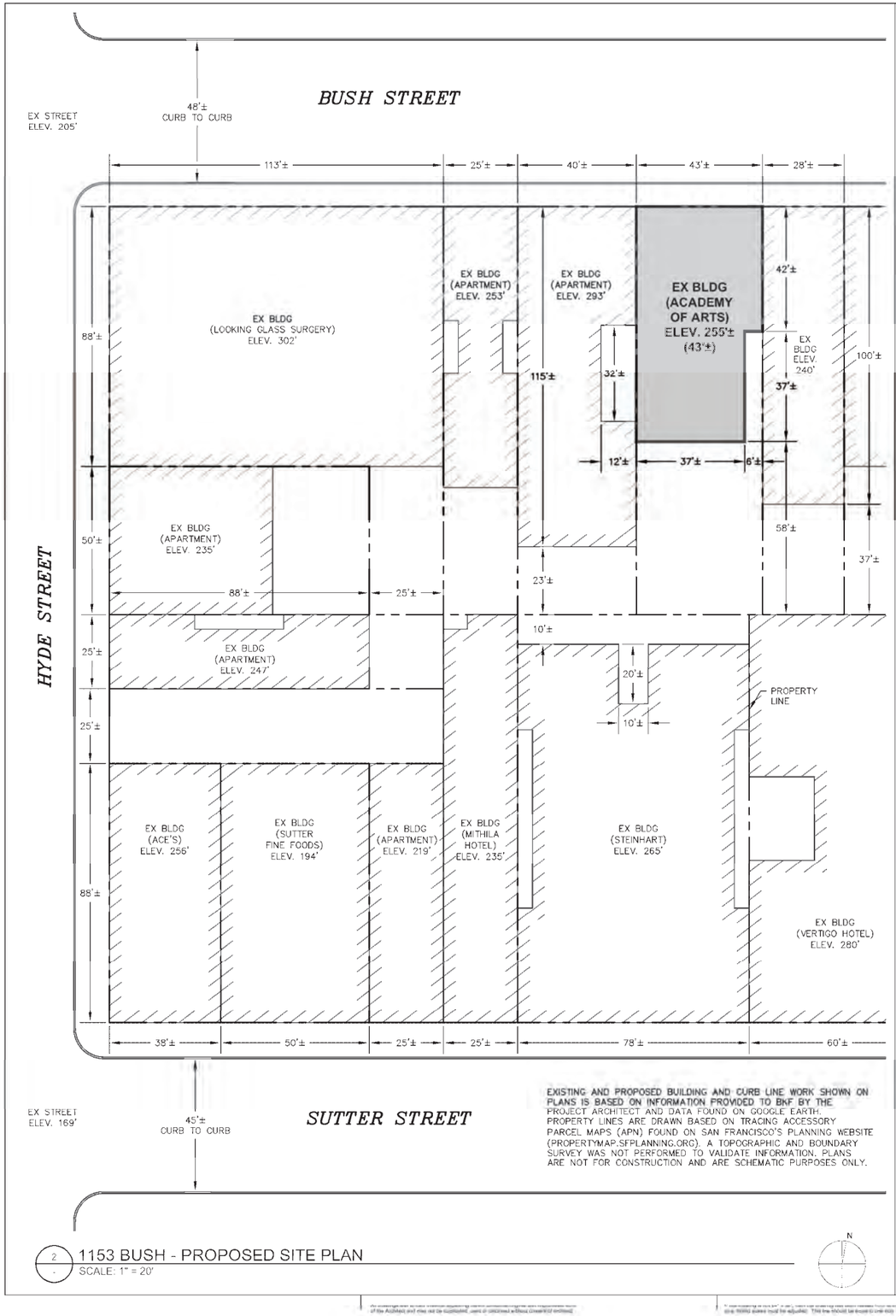
No.	Date	Description

SITE PLAN AERIAL IMAGE

N

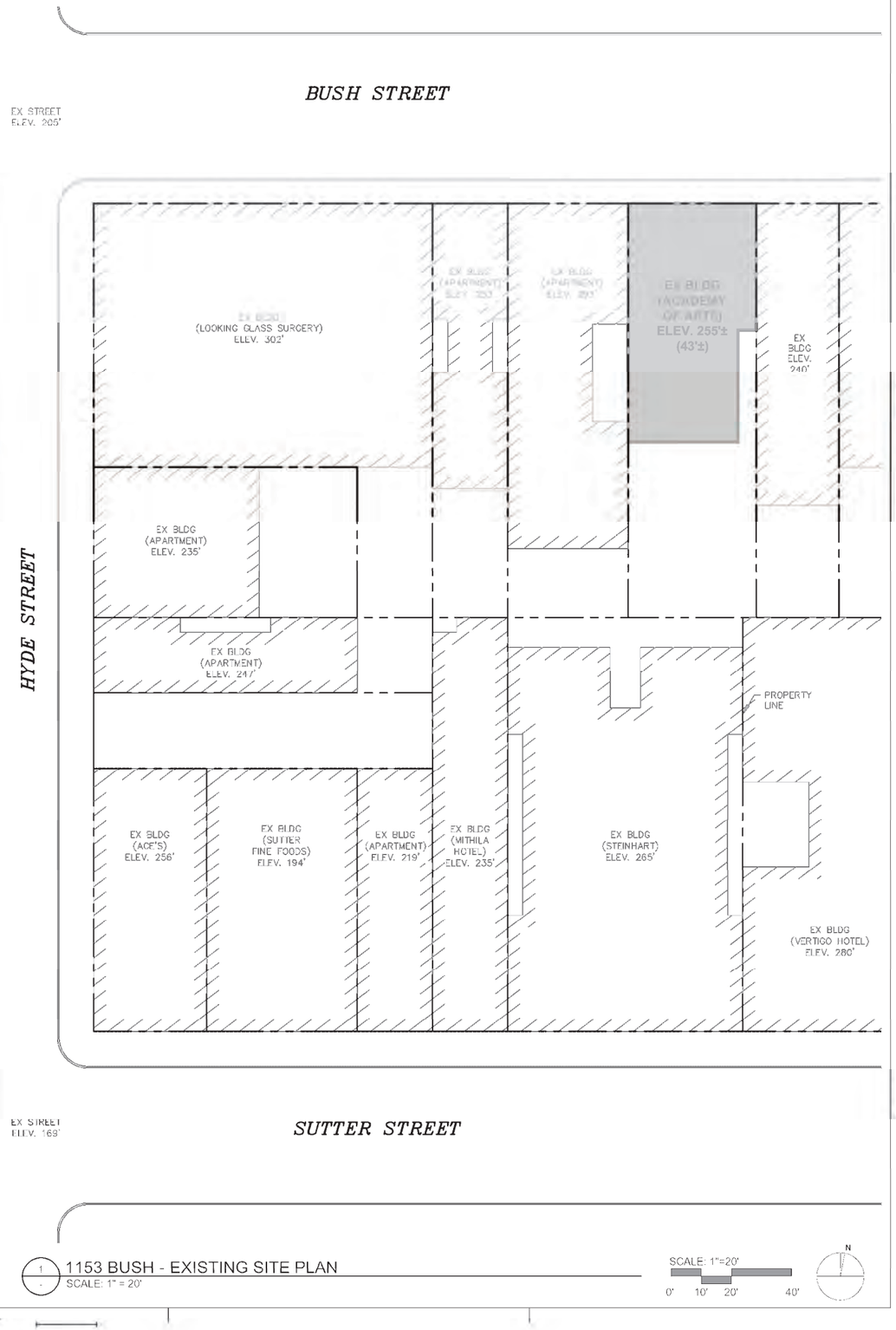
A0.S1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.

2 1153 BUSH - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 1153 BUSH - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF 100+ YEARS ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

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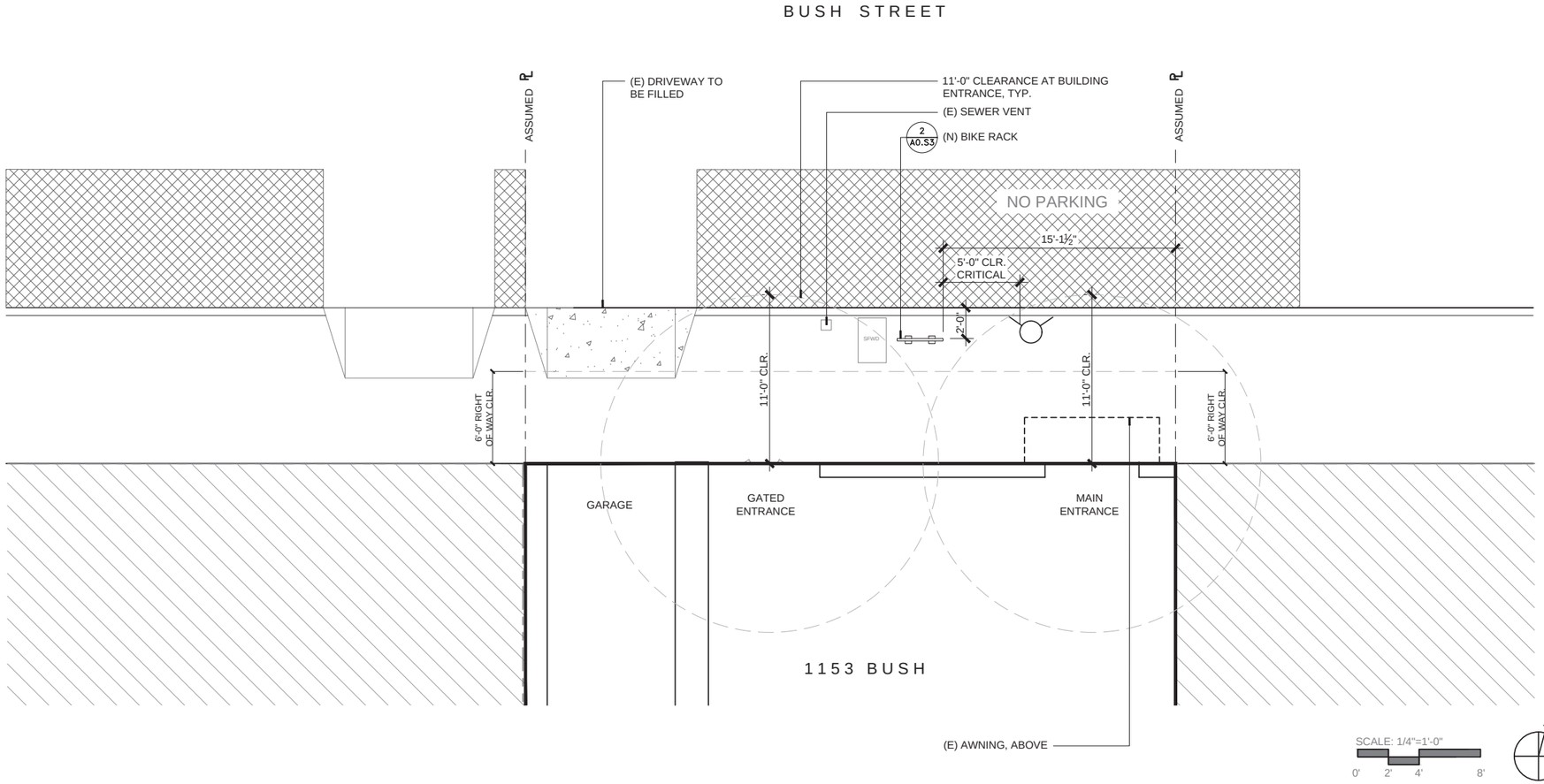
REGISTERED PROFESSIONAL ENGINEER JASON T. WU No. C 73281 CIVIL STATE OF CALIFORNIA NOT FOR CONSTRUCTION

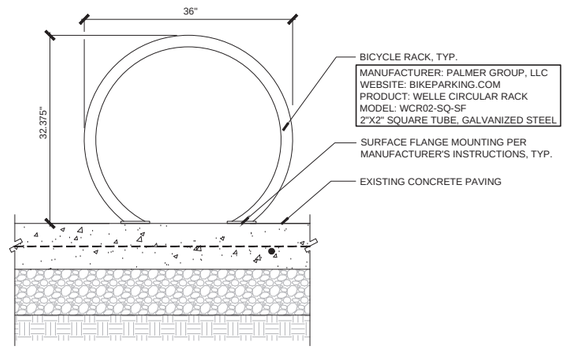
21823.02 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



1 Site Plan
1/4" = 1'-0"



2 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(2) BIKE PARKING SPACES

TOTAL: 2

LEGEND

(N) BIKE RACK, CLASS II

(E) FIRE HYDRANT

SFWD (E) IN-GROUND UTILITY

(E) DRIVEWAY TO BE FILLED

(E) NO PARKING (RED CURB)

NOTE: ASSUMED PROPERTY LINE AT FACE OF BUILDING

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www.creolandarch.com
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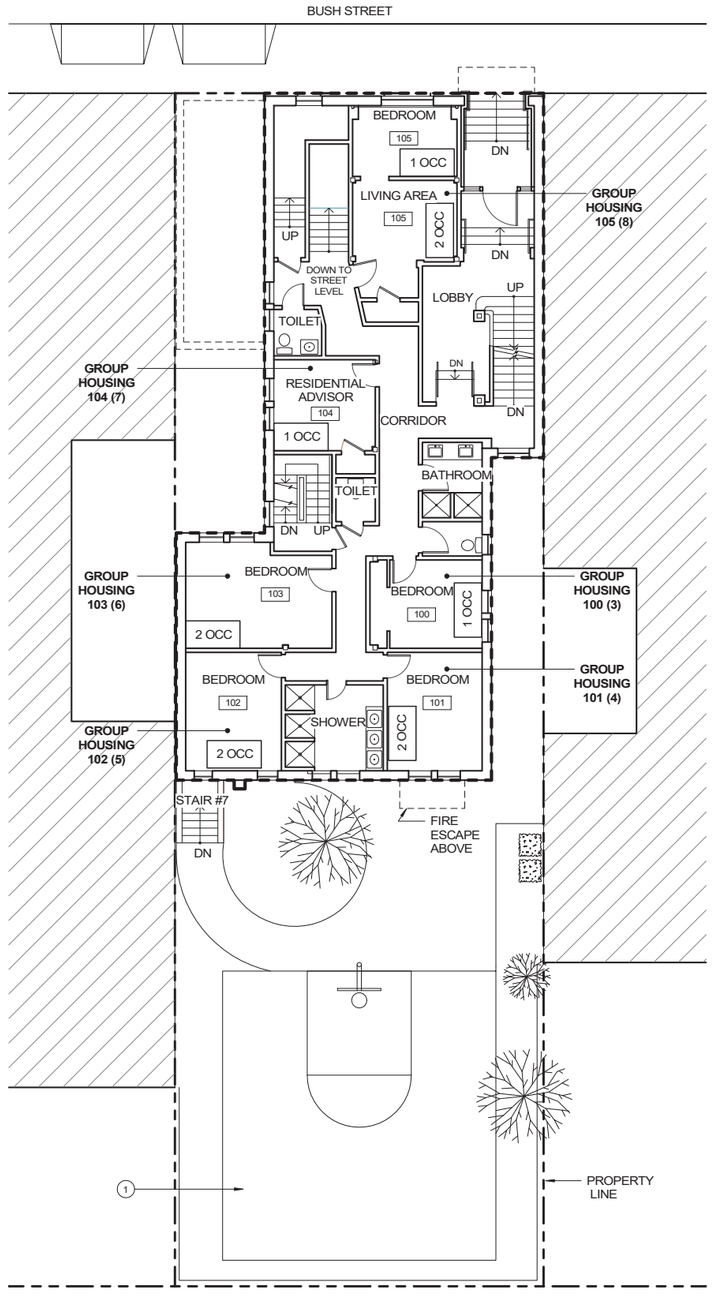
REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HUTCHINS
C 4980
08/31/21
Renewal date
10/11/19
Date
STATE OF CALIFORNIA

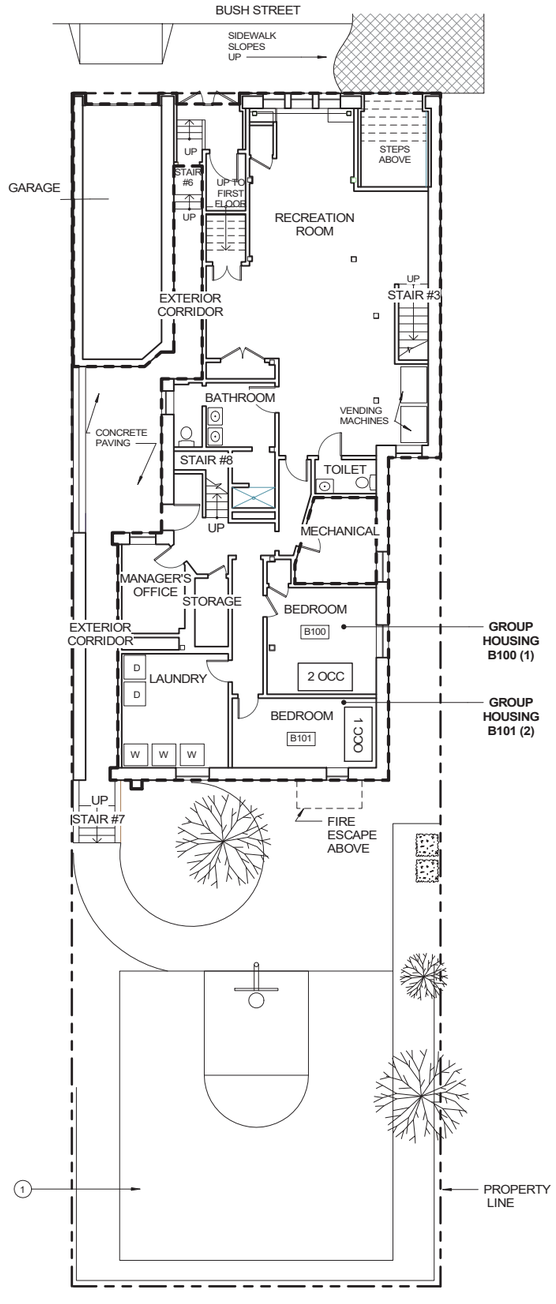
Project Number: 21823.06
Issue Date: 10/11/19
Scale: AS NOTED
Phase:
Print Date:

STREETSCAPE DRAWINGS

A0.S3



2 LEVEL 1 - EXISTING
1/8" = 1'-0"



1 BASEMENT - EXISTING
1/8" = 1'-0"

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KEYNOTES

1 POST-AAU ALTERATIONS:

PAVING OF BACKYARD FOR USE AS A BASKETBALL COURT

BED COUNT

Basement

BSMT. - (E) Bed Counts	
ROOM	COUNT
B100	2
B101	1
TOTAL BED COUNTS	3

Level 1

Level 1 - (E) Bed Counts	
ROOM	COUNT
100	1
101	2
102	2
103	2
104	1
105	3
TOTAL BED COUNTS	11

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX

- ROOM NAME
- ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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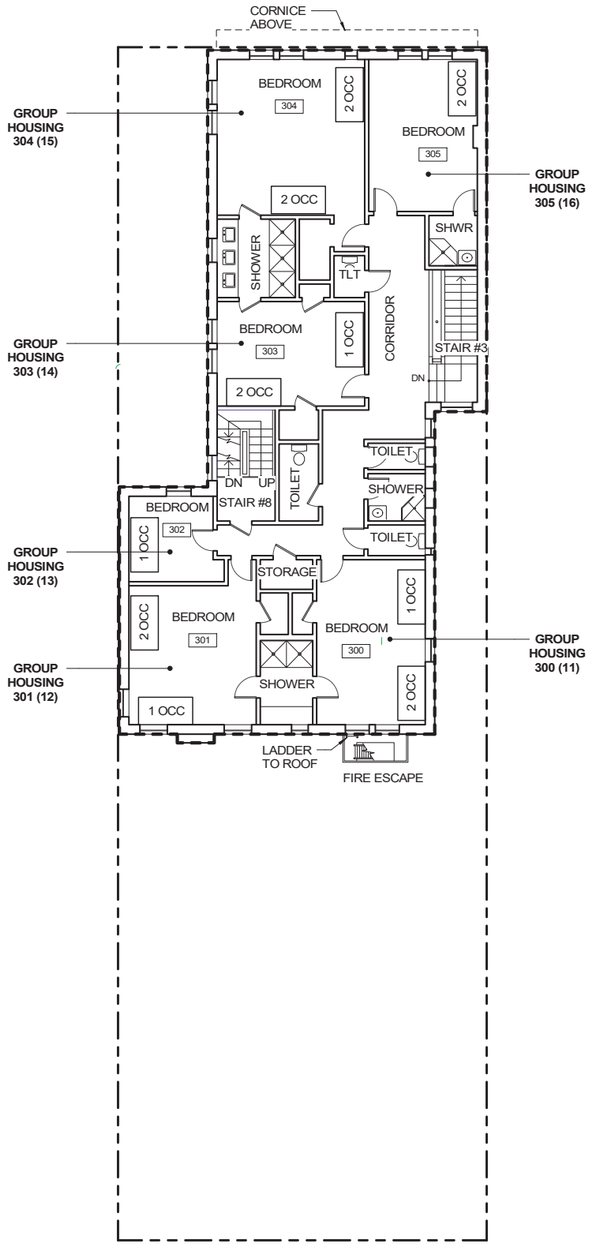
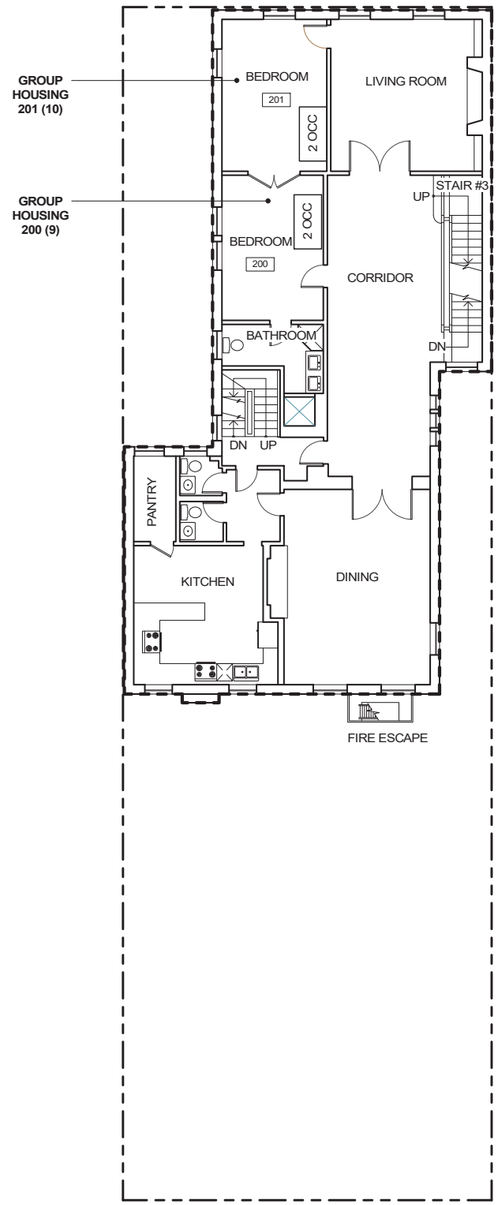
EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1



2 LEVEL 3 - EXISTING
1/8" = 1'-0"



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

BED COUNT

Level 2

Level 2 - (E) Bed Counts	
ROOM	COUNT
200	2
201	2
TOTAL BED COUNTS	4

Level 3

Level 3 - (E) Bed Counts	
ROOM	COUNT
300	3
301	3
302	1
303	3
304	4
305	2
TOTAL BED COUNTS	16

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 2 & 3

A1.2

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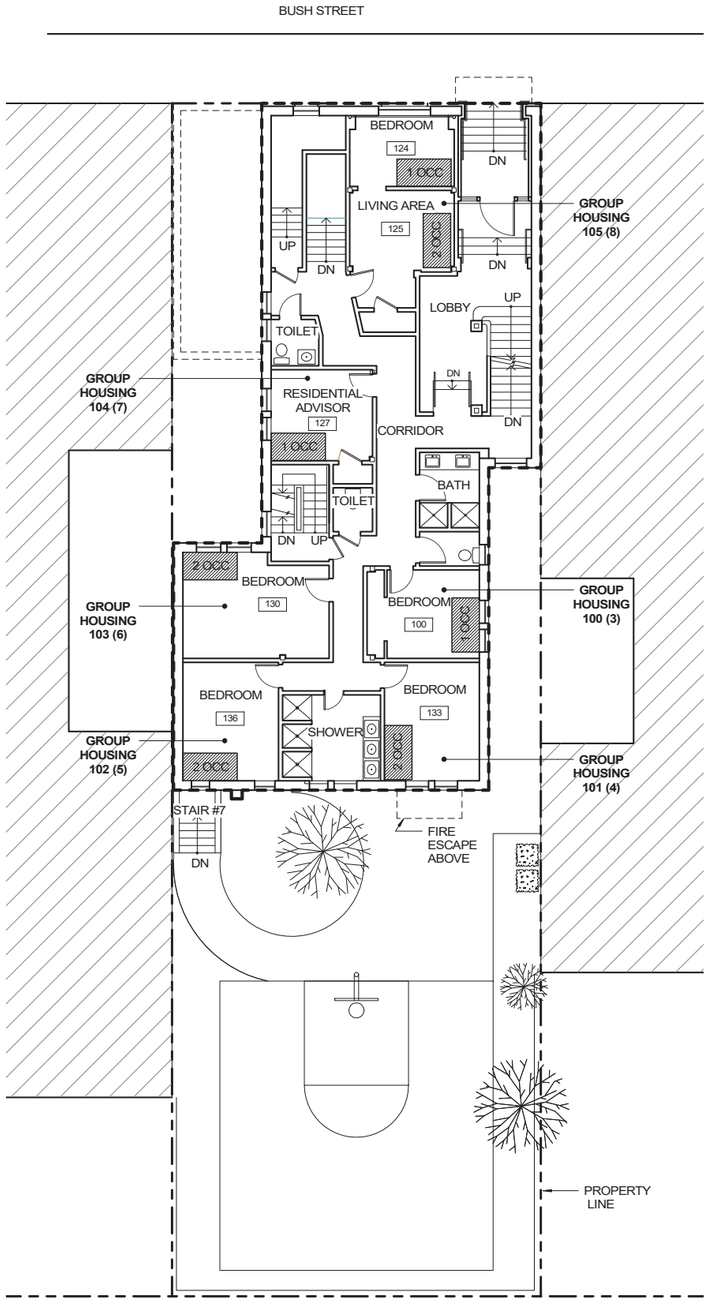
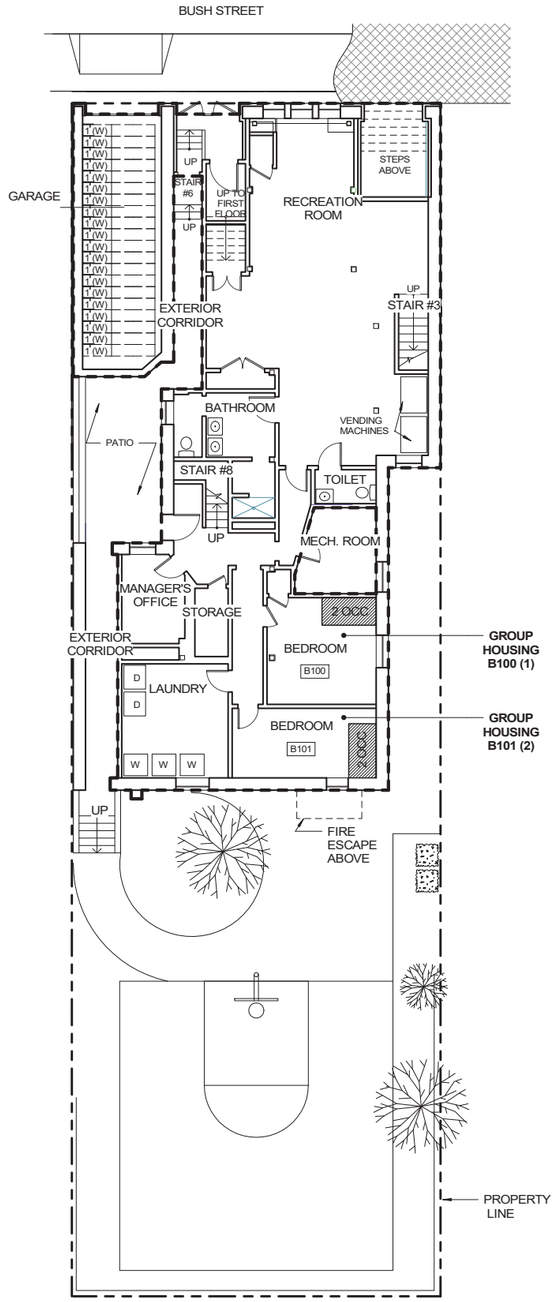


2 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

BED COUNT

Basement

BSMT. - PROPOSED	
ROOM	COUNT
B100	2
B101	2
TOTAL BED COUNTS	4

Level 1

Level 1 - PROPOSED	
ROOM	COUNT
100	1
101	2
102	2
103	2
105	2
124	1
127	1
TOTAL BED COUNTS	11

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED, 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED, 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

BIKE TAG
- CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES (11'-0" × 7'-0" + 4'-0", 2 BIKE (F), 3'-0", Maneuvering Space, Bike Storage Space)
- CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE (8'-4" × 3'-4" + 5'-0", 1 BIKE (W), 4'-4", Maneuvering Space, Bike Storage Space)

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

- BIKE ENTRY / EXIT ROUTE

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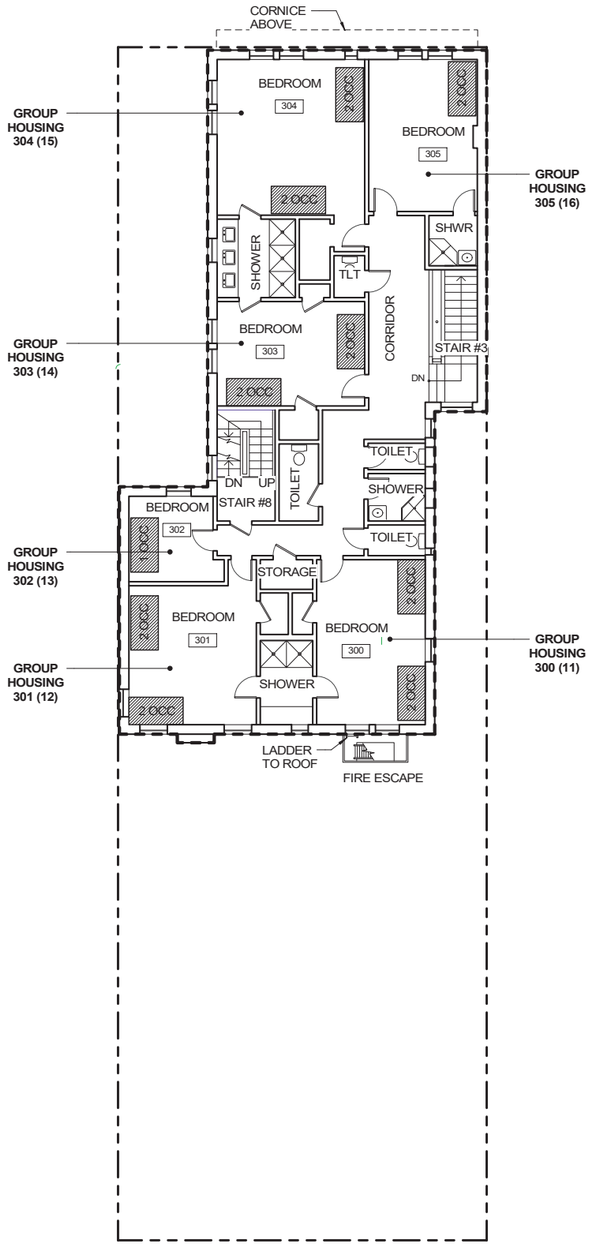
No.	Date	Description

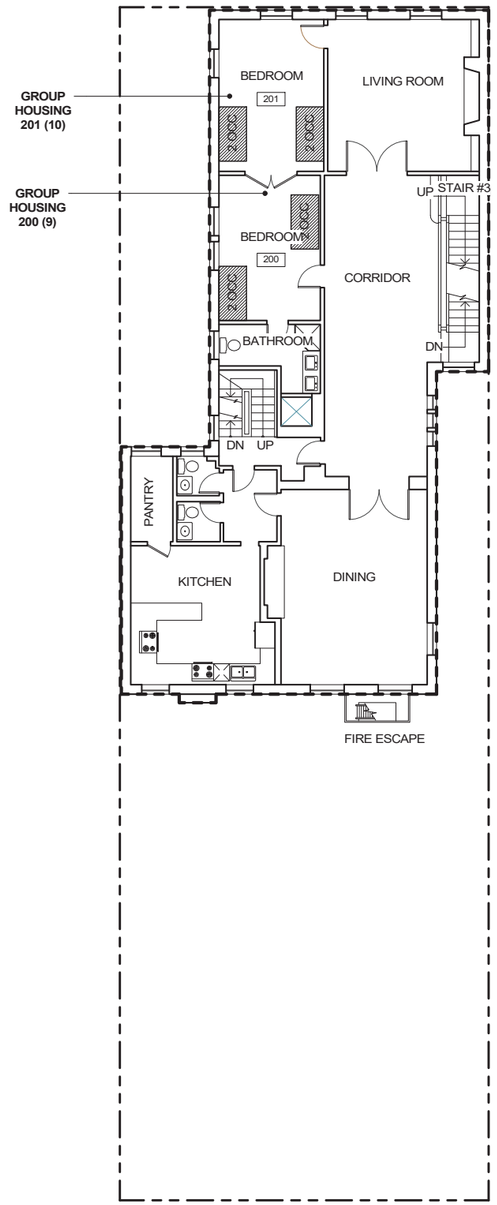
PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 3 - PROPOSED
1/8" = 1'-0"



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 2

Level 2 - PROPOSED	
ROOM	COUNT
200	4
201	4
TOTAL BED COUNTS	8

Level 3

Level 3 - PROPOSED	
ROOM	COUNT
300	4
301	4
302	1
303	4
304	4
305	2
TOTAL BED COUNTS	19

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED, 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED, 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2 & 3

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

NORTH ELEVATION - BUSH STREET
(EXISTING/PROPOSED)
2 NTS

SOUTH ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
1 NTS

KEYNOTES

1. ESTM ES-11, HR-1 CANOPY TO BE REMOVED
2. ESTM ES-11, HR-O-1 WINDOWS INDICATED TO BE REPLACED IN GENTLEST MEANS POSSIBLE
2b. DEMO INFILLED CONDITION WITH GENTLEST MEANS POSSIBLE
2c. INSTALL NEW WOOD WINDOW WITH SASH TO MATCH ORIGINAL HISTORIC FENESTRATION IN TERMS OF CONFIGURATION, FUNCTION, MUNTIN PATTERNS, PROFILE AND THICKNESS OF FRAMES (REF. A4.1)
3. INSTALLATION OF SECURITY BARS ON WINDOWS IN 2006
4. LOW PROFILE SECURITY CARD READER FOR BIKE PARKING ACCESS TO BE PROVIDED. INSTALL AT WOOD DOOR JAMB WITH INTERNAL CONDUIT ROUTING, AVOIDING EXTERIOR BRICK MATERIAL.
5. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
5b. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN. PAINTED ON EXISTING ROLL-UP DOOR; ROLL-UP DOOR TO REMAIN FUNCTIONAL; SEE SIGNAGE CONSULTANT DRAWINGS

ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.2

6. EXISTING FIRE ALARM BELL & SIGN
7. EXISTING SECURITY GATE
8. EXISTING ADDRESS NAMEPLATE
9. EXISTING DOORWAY CORNICE
10. EXISTING WINDOW SECURITY GRILLE
11. EXISTING PIPES
12. EXISTING FIRE EGRESS ROOF LADDER
13. EXISTING EGRESS BALCONIES
14. EXISTING WINDOW SECURITY GRILLE WITH EGRESS GATE
15. EXISTING VENT
16. EXISTING LIGHT
17. EXISTING BRICK
18. EXISTING CONCRETE
19. EXISTING GARAGE DOOR
20. REMOVE EXISTING NO PARKING SIGN

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No.	Date	Description

EXTERIOR ELEVATIONS - IMAGES

A3.1

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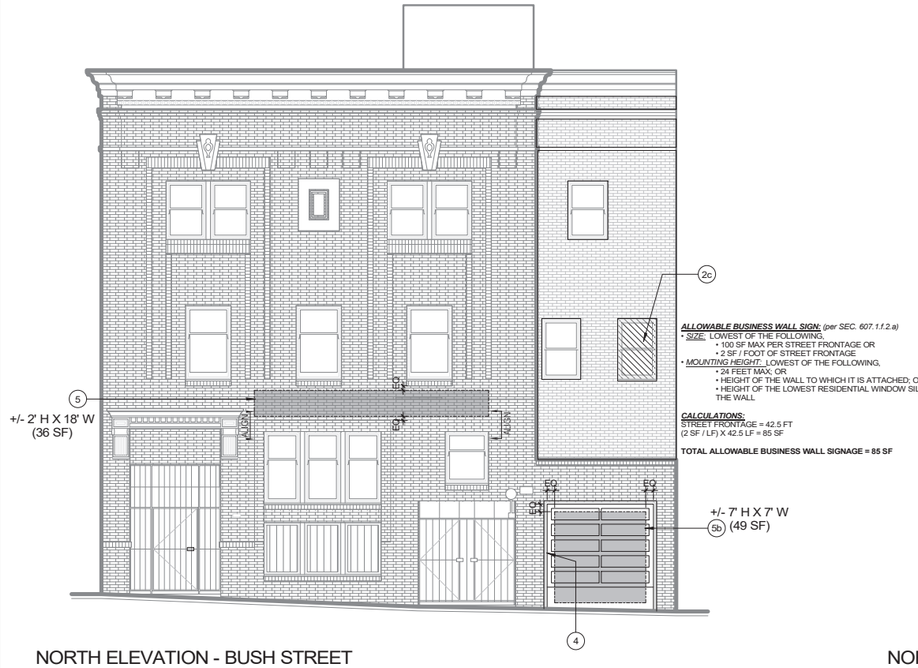
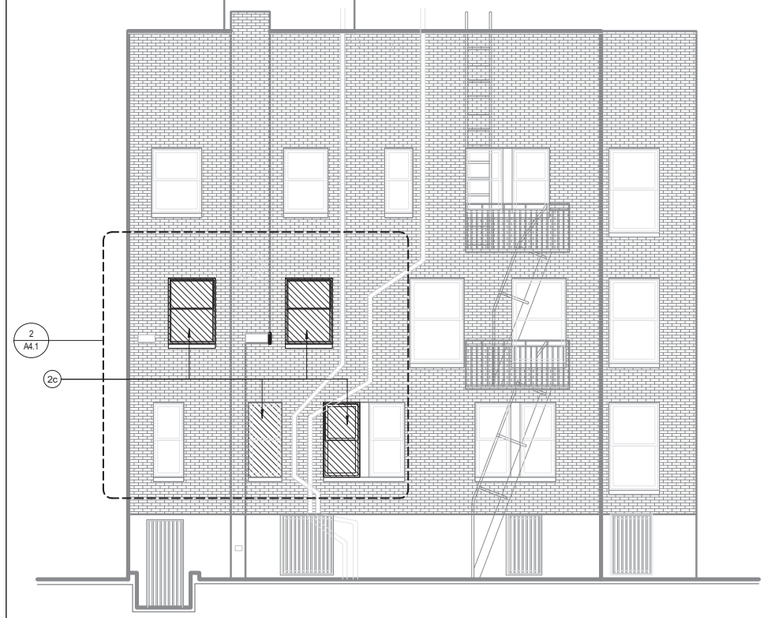


NORTH ELEVATION - BUSH STREET (PROPOSED)

4 3/16" = 1'-0"

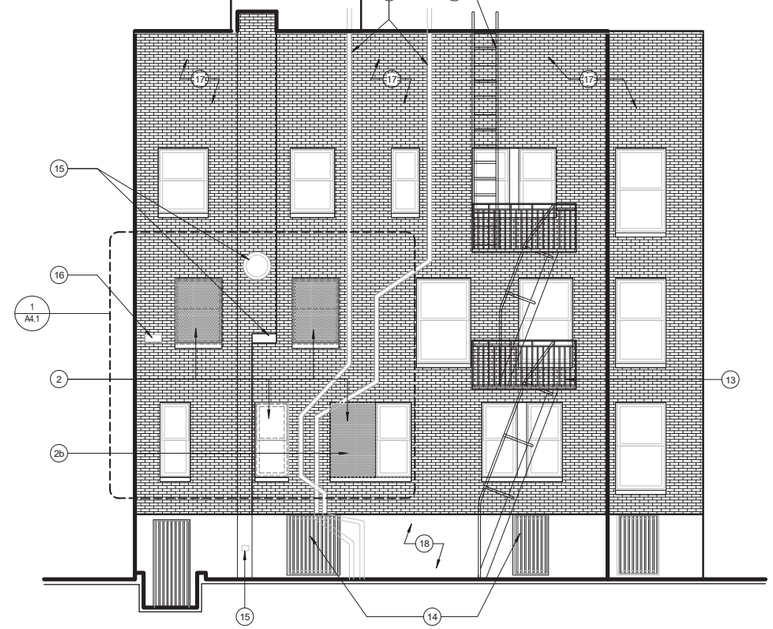
NORTH ELEVATION - BUSH STREET (EXISTING/DEMO)

3 3/16" = 1'-0"



SOUTH ELEVATION - PROPERTY LINE (PROPOSED)

2 3/16" = 1'-0"



SOUTH ELEVATION - PROPERTY LINE (EXISTING/DEMO)

1 3/16" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED.

KEYNOTES

1. ESTM ES-11, HR-1 CANOPY TO BE REMOVED
2. ESTM ES-11, HR-O-1 WINDOWS INDICATED TO BE REPLACED IN GENTLEST MEANS POSSIBLE
2b. DEMO INFILLED CONDITION WITH GENTLEST MEANS POSSIBLE
2c. INSTALL NEW WOOD WINDOW WITH SASH TO MATCH ORIGINAL HISTORIC FENESTRATION IN TERMS OF CONFIGURATION, FUNCTION, MUNTIN PATTERNS, PROFILE AND THICKNESS OF FRAMES (REF. A4.1)
3. INSTALLATION OF SECURITY BARS ON WINDOWS IN 2006
4. LOW PROFILE SECURITY CARD READER FOR BIKE PARKING ACCESS TO BE PROVIDED. INSTALL AT WOOD DOOR JAMB WITH INTERNAL CONDUIT ROUTING, AVOIDING EXTERIOR BRICK MATERIAL.
5. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
5b. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN. PAINTED ON EXISTING ROLL-UP DOOR; ROLL-UP DOOR TO REMAIN FUNCTIONAL; SEE SIGNAGE CONSULTANT DRAWINGS

ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.2

6. EXISTING FIRE ALARM BELL & SIGN
7. EXISTING SECURITY GATE
8. EXISTING ADDRESS NAMEPLATE
9. EXISTING DOORWAY CORNICE
10. EXISTING WINDOW SECURITY GRILLE
11. EXISTING PIPES
12. EXISTING FIRE EGRESS ROOF LADDER
13. EXISTING EGRESS BALCONIES
14. EXISTING WINDOW SECURITY GRILLE WITH EGRESS GATE
15. EXISTING VENT
16. EXISTING LIGHT
17. EXISTING BRICK
18. EXISTING CONCRETE
19. EXISTING GARAGE DOOR
20. REMOVE EXISTING NO PARKING SIGN

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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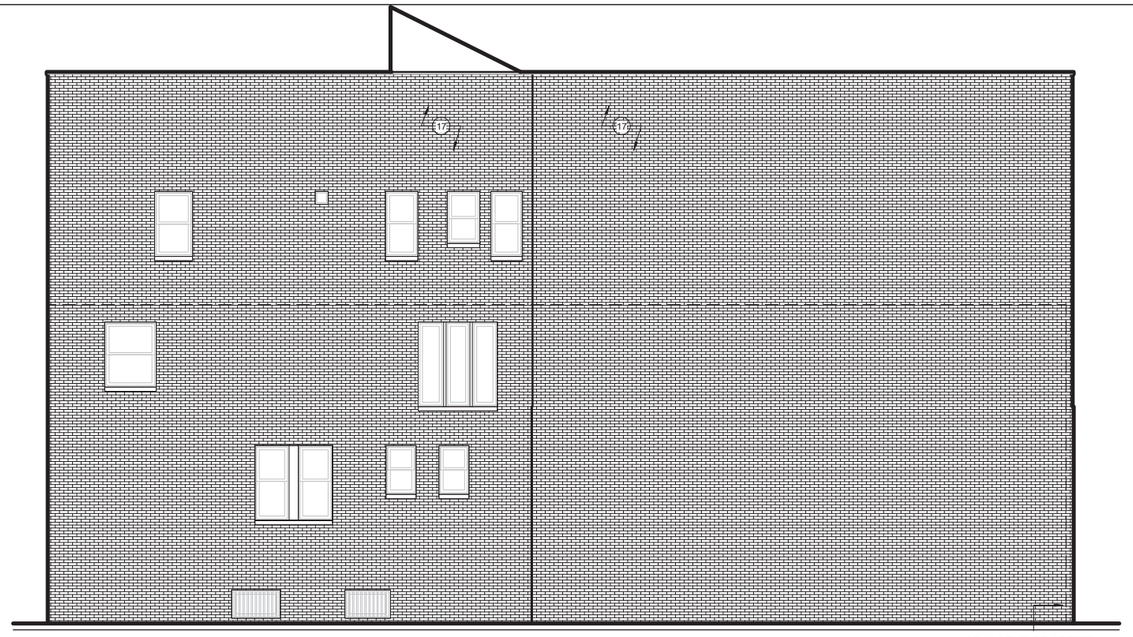
STATE OF CALIFORNIA

Project Number 21823.02
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 10:28:53 PM

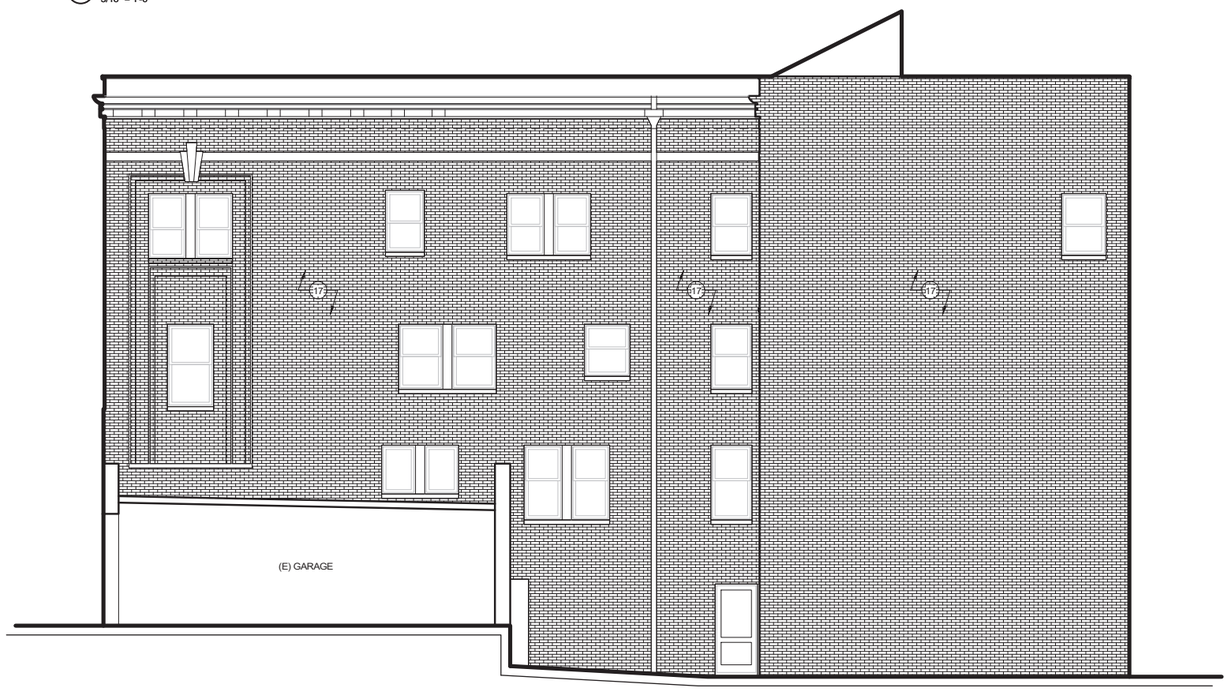
No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2



WEST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
2 3/16" = 1'-0"



EAST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
1 3/16" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED.

KEYNOTES

1. ESTM ES-11, HR-1 CANOPY TO BE REMOVED
2. ESTM ES-11, HR-O-1 WINDOWS INDICATED TO BE REPLACED IN GENTLEST MEANS POSSIBLE
2b. DEMO INFILLED CONDITION WITH GENTLEST MEANS POSSIBLE
2c. INSTALL NEW WOOD WINDOW WITH SASH TO MATCH ORIGINAL HISTORIC FENESTRATION IN TERMS OF CONFIGURATION, FUNCTION, MUNTIN PATTERNS, PROFILE AND THICKNESS OF FRAMES (REF. A4.1)
3. INSTALLATION OF SECURITY BARS ON WINDOWS IN 2006
4. LOW PROFILE SECURITY CARD READER FOR BIKE PARKING ACCESS TO BE PROVIDED. INSTALL AT WOOD DOOR JAMB WITH INTERNAL CONDUIT ROUTING, AVOIDING EXTERIOR BRICK MATERIAL.
5. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
5b. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN. PAINTED ON EXISTING ROLL-UP DOOR; ROLL-UP DOOR TO REMAIN FUNCTIONAL; SEE SIGNAGE CONSULTANT DRAWINGS

ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.2

6. EXISTING FIRE ALARM BELL & SIGN
7. EXISTING SECURITY GATE
8. EXISTING ADDRESS NAMEPLATE
9. EXISTING DOORWAY CORNICE
10. EXISTING WINDOW SECURITY GRILLE
11. EXISTING PIPES
12. EXISTING FIRE EGRESS ROOF LADDER
13. EXISTING EGRESS BALCONIES
14. EXISTING WINDOW SECURITY GRILLE WITH EGRESS GATE
15. EXISTING VENT
16. EXISTING LIGHT
17. EXISTING BRICK
18. EXISTING CONCRETE
19. EXISTING GARAGE DOOR
20. REMOVE EXISTING NO PARKING SIGN

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

1153 BUSH
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number	21823.02
Issue Date	10/11/19
Scale	As indicated
Phase	
Print Date	10/11/2019 10:28:56 PM

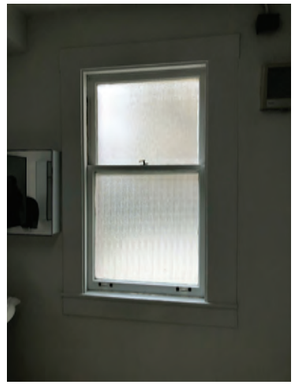
No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

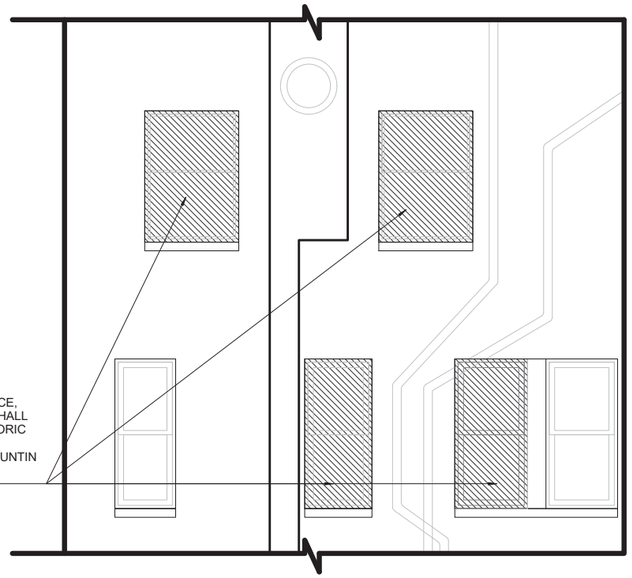
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

4 PHOTOS - EXISTING WINDOWS (DETAILS)
NTS

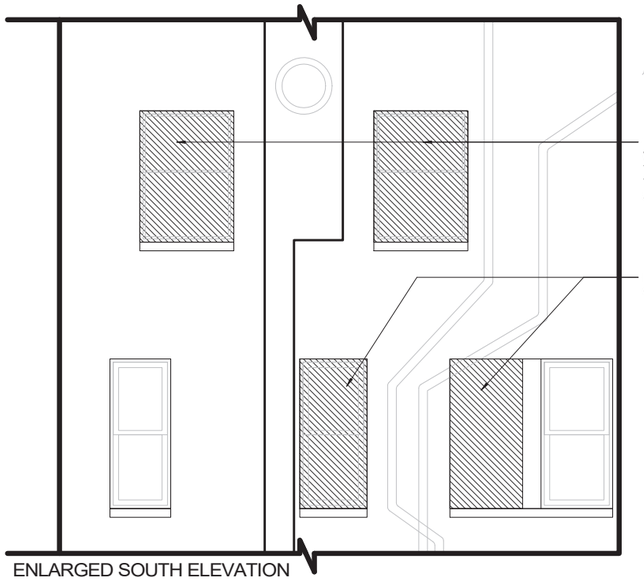


5 PHOTOS - EXISTING WINDOWS (INTERIOR)
NTS

3 PHOTOS - EXISTING WINDOWS (EXTERIOR)
NTS



2 ENLARGED SOUTH ELEVATION (PROPOSED)
3/8" = 1'-0" [Ref: 2/A3.2]



1 ENLARGED SOUTH ELEVATION (EXISTING/DEMO)
3/8" = 1'-0" [Ref: 1/A3.2]

GENERAL NOTES

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No.	Date	Description

WINDOW SCOPE

A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS

3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

KEYNOTES

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ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE PHOTOS ON SHT A4.2

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11. EXISTING PIPES
12. EXISTING FIRE EGRESS ROOF LADDER
13. EXISTING EGRESS BALCONIES
14. EXISTING WINDOW SECURITY GRILLE WITH EGRESS GATE
15. EXISTING VENT
16. EXISTING LIGHT
17. EXISTING BRICK
18. EXISTING CONCRETE
19. EXISTING GARAGE DOOR
20. REMOVE EXISTING NO PARKING SIGN

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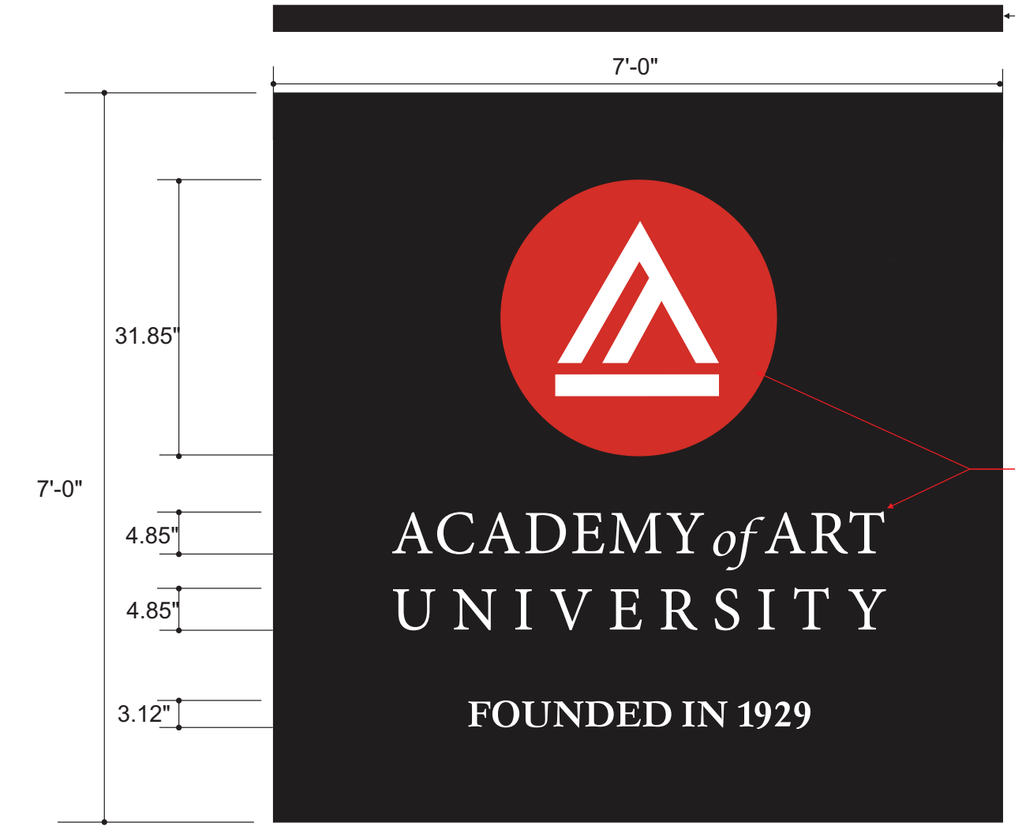
EXTERIOR ELEVATION DETAIL IMAGES

A4.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



Auxiliary Mounted Low Profile
LED Light Bar
Electrical to be routed internally
(by Others)

1/2" Thick Black Sintra Panel Screwed to Garage Door
(If Door is a Roll-Up Door, Graphics would need to be painted or Vinyl applied on uneven surface slats)
Door needs to be operational for bike parking

1st Surface Vinyl Graphics

Red

Black

White

Front Elevation

C **S/F Sintra Panel w/ Vinyl Graphics**
Scale: 1 " = 1' - 0"
49 sq ft

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/15/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 Date: 9/13/19

Revision Notes:
A) Revised size of cabinet sign

B) Revised size and lighting method of door sign.

C) Removed canopy

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
1153 BUSH STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.
GG 2.0

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
GARAGE LEVEL	6,104	6,104
LEVEL 1 (LOWER)	10,578	10,578
LEVEL 1 (UPPER)	6,322	6,322
LEVEL 2 (LOWER)	6,711	6,711
LEVEL 2 (MEZZANINE)	6,239	6,239
LEVEL 2 (UPPER)	7,748	7,748
LEVEL 3 (LOWER)	6,235	6,235
LEVEL 3 (MEZZANINE)	8,729	8,729
ROOF	615	615
GROSS SF TOTAL	59,281	59,281

FLOOR AREA RATIO (PER SECTION 124):

MAXIMUM ALLOWED GROSS SF
MUO FAR X LOT AREA = 5.0 X 14,407 SF = 72,035 SF

OFF-STREET PARKING OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF) Accessory Parking	Proposed (SF) Private Parking Garage
GARAGE LEVEL	4,888	4,888
LEVEL 1 (LOWER)	3,967	3,967
OCCUPIED SF TOTAL	8,855	8,855

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

LIVE/WORK UNIT: A HYBRID RESIDENTIAL AND PDR USE THAT IS DEFINED AS A STRUCTURE OR PORTION OF A STRUCTURE COMBINING A RESIDENTIAL LIVING SPACE FOR A GROUP OF PERSONS INCLUDING NOT MORE THAN FOUR ADULTS IN THE SAME UNIT WITH AN INTEGRATED WORK SPACE PRINCIPALLY USED BY ONE OR MORE OF THE RESIDENTS OF THAT UNIT; PROVIDED, HOWEVER, THAT NO OTHERWISE QUALIFYING PORTION OF A STRUCTURE THAT CONTAINS A GROUP A OCCUPANCY UNDER THE BUILDING CODE SHALL BE CONSIDERED A LIVE/WORK UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT MUO
LIVE/WORK UNITS (LWs) = NOT PERMITTED PER SEC. 842.67

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
LIVE/WORK UNIT	--	33	33	33
BED COUNT	--	132	134	132

NOTES
1. Existing bed count based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. No Permanent Residents in this building.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- OFF-STREET CAR SPACES

*SEE SHEET A2.1 FOR REFERENCE

MAXIMUM PERMITTED BY CODE FOR ACCESSORY PARKING[1]	8
EXISTING	24
PROPOSED[2]	20
PROPOSED CAR SHARE SPACES[3]	0 (20 < 25: not required)

(1) PER SF PLANNING CODE TABLE 151.1 MAXIMUM ONE CAR FOR EACH FOUR DWELLING UNITS
(2) PER CONDITIONAL USE REQUESTED FOR PRIVATE PARKING GARAGE USE FOR AAU FACULTY AND STAFF
(3) PER SF PLANNING CODE TABLE 166 REQUIRED CAR-SHARE PARKING SPACES

CODE NOTES (CONT.)

E-BICYCLE PARKING SUMMARY
*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	-	47	47
CLASS II	-	8 (2 + 6*)	8

*PER SF PLANNING CODE TABLE 155.2 PRIVATE PARKING GARAGE MINIMUM REQUIREMENT FOR CLASS II BICYCLE PARKING: ONE CLASS 2 SPACE FOR EVERY 20 CAR SPACES, EXCEPT IN NO CASE LESS THAN SIX CLASS 2 SPACES.
**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

F- EXPOSURE
*ANALYSIS NOT REQUIRED

G- OPEN SPACE
*ANALYSIS NOT REQUIRED

H- ACTIVE USE
*ANALYSIS NOT REQUIRED

I- REAR YARD
*ANALYSIS NOT REQUIRED

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT 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 CHARACTERISTIC UNDER THE CURRENT PLANNING CODE WAS LEGALLY INSTITUTED AT 575 HARRISON IN 1996 (RESIDENTS AT 575 HARRISON PURSUE THE POST-SECONDARY EDUCATIONAL STUDY OF VARIOUS ART ACTIVITIES, PDR AND DESIGN PROFESSIONAL USES, PERMITTED PURSUANT TO UNDERLYING ZONING). NO CHANGE TO LIVE-WORK USE IS PROPOSED.

THE PROJECT ALSO PROPOSES TO REFLECT THAT THE LEGALLY INSTITUTED USE OF BASEMENT PARKING IN 575 HARRISON IS FOR ACADEMY OF ART UNIVERSITY FACULTY AND STAFF, NOT BUILDING RESIDENTS. THE PROJECT PROPOSES CONDITIONAL USE AUTHORIZATION FOR A PRIVATE PARKING GARAGE USE IN THE BASEMENT OF 575 HARRISON.

NEW SIGNAGE PROPOSED

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	•	•
A0.1	PROJECT INFORMATION		•
A0.2	GENERAL NOTES		•
A0.S1	SITE PLAN AERIAL IMAGE	•	
A0.S2	SITE PLAN DRAWINGS	•	
A0.S3	STREETSCAPE DRAWINGS	•	
A0.T1	OCCUPANCY AND EGRESS PLANS		•
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		•
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		•
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		•
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		•
A1.1	EXISTING FLOOR PLAN - GARAGE	•	•
A1.2	EXISTING FLOOR PLAN - LEVEL 1 (LOWER)	•	•
A1.3	EXISTING FLOOR PLAN - LEVEL 1 (UPPER)	•	•
A1.4	EXISTING FLOOR PLAN - LEVEL 2 (LOWER)	•	•
A1.5	EXISTING FLOOR PLAN - LEVEL 2 (MEZZANINE)	•	•
A1.6	EXISTING FLOOR PLAN - LEVEL 2 (UPPER)	•	•
A1.7	EXISTING FLOOR PLAN - LEVEL 3 (LOWER)	•	•
A1.8	EXISTING FLOOR PLAN - LEVEL 3 (MEZZANINE)	•	•
A1.9	EXISTING FLOOR PLAN - LEVEL 3 (ROOF)	•	•
A2.1	PROPOSED FLOOR PLAN - GARAGE	•	•
A2.2	PROPOSED FLOOR PLAN - LEVEL 1 (LOWER)	•	•
A2.3	PROPOSED FLOOR PLAN - LEVEL 1 (UPPER)	•	•
A2.4	PROPOSED FLOOR PLAN - LEVEL 2 (LOWER)	•	•
A2.5	PROPOSED FLOOR PLAN - LEVEL 2 (MEZZANINE)	•	•
A2.6	PROPOSED FLOOR PLAN - LEVEL 2 (UPPER)	•	•
A2.7	PROPOSED FLOOR PLAN - LEVEL 3 (LOWER)	•	•
A2.8	PROPOSED FLOOR PLAN - LEVEL 3 (MEZZANINE)	•	•
A2.9	PROPOSED FLOOR PLAN - LEVEL 3 (ROOF)	•	•
A3.1	EXTERIOR ELEVATION IMAGES & PROPOSED EXTERIOR SIGNAGE	•	•
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	•	•
	SIGNAGE SHEETS		
G2.0	PROPOSED EXTERIOR SIGNAGE	•	•
G3.0	PROPOSED EXTERIOR SIGNAGE	•	•

TOTAL SHEETS: 26

PROPERTY INFORMATION

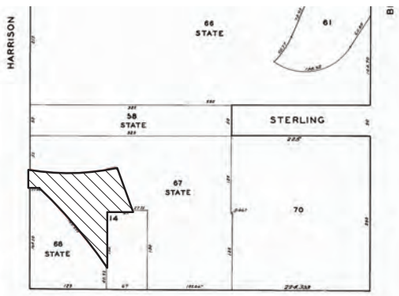
ADDRESS	575 HARRISON STREET
BLOCK/LOT	3769/198-230 (33 PARCELS)
No OF STORIES	9 (NO CHANGE)
DISTRICTS	
ZONING	MUO
HEIGHT/BULK	65-X
SPECIAL USE	NONE
USE	NO CHANGE OF USE REQUIRED FOR RESIDENTIAL
LAST LEGAL	RESIDENTIAL: LIVE/WORK UNITS (33 UNITS) WITH ACCESSORY PARKING
PROPOSED	RESIDENTIAL: LIVE/WORK UNITS (33 UNITS) & PRIVATE PARKING GARAGE

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

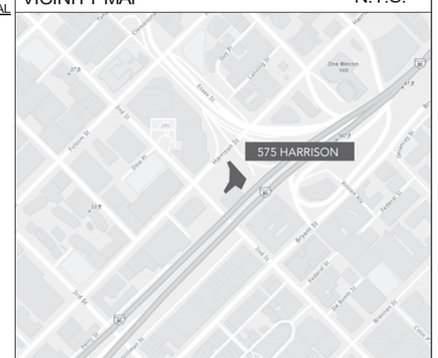
EXTERIOR VIEW

PLOT PLAN N.T.S.



N

VICINITY MAP N.T.S.



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Project Number	21836.14
Issue Date	10/11/19
Scale	As indicated
Phase	
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No.	Date	Description

COVER SHEET

A0.0

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1 SITE PLAN AERIAL IMAGE
NTS

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21836.14
Issue Date 10/11/19
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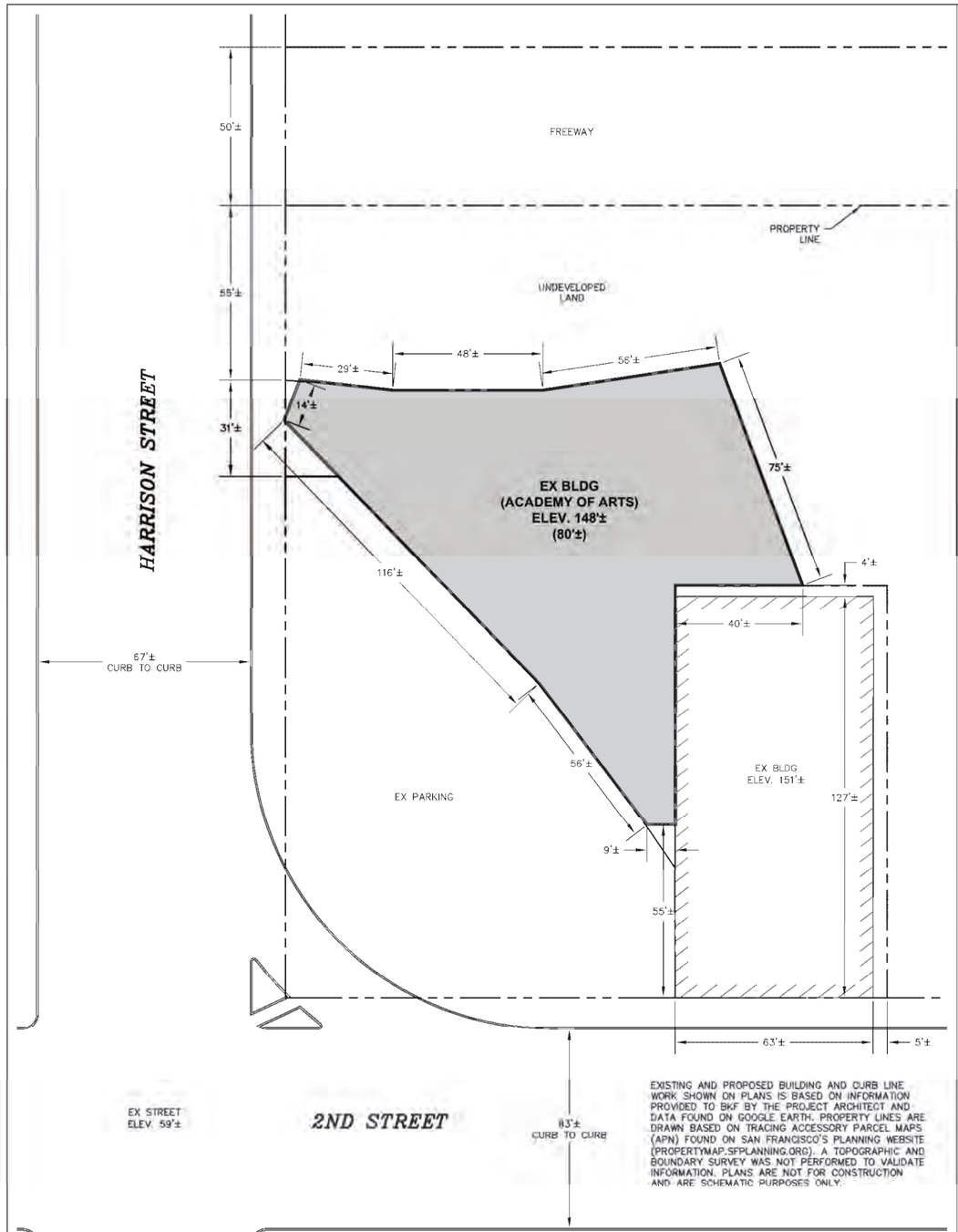
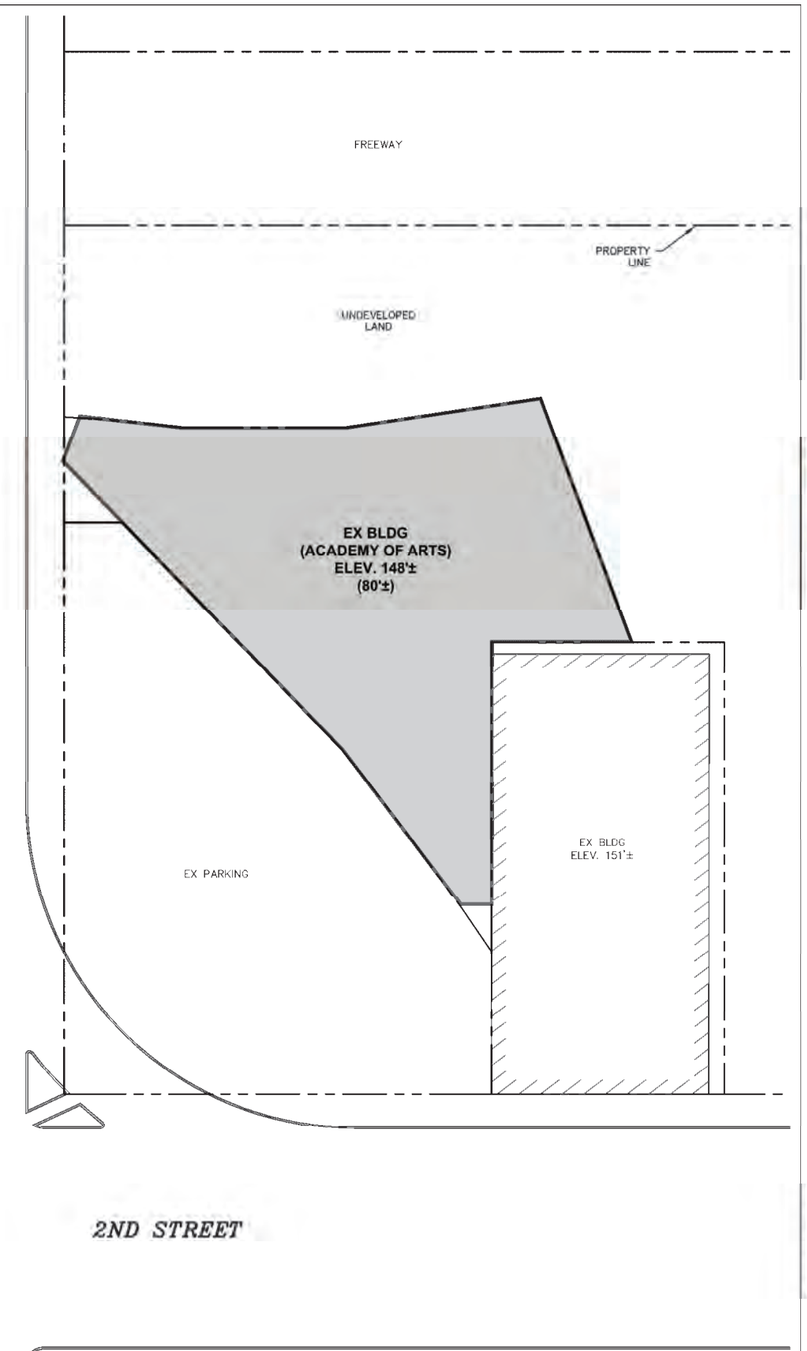
No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



2 575 HARRISON - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 575 HARRISON - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

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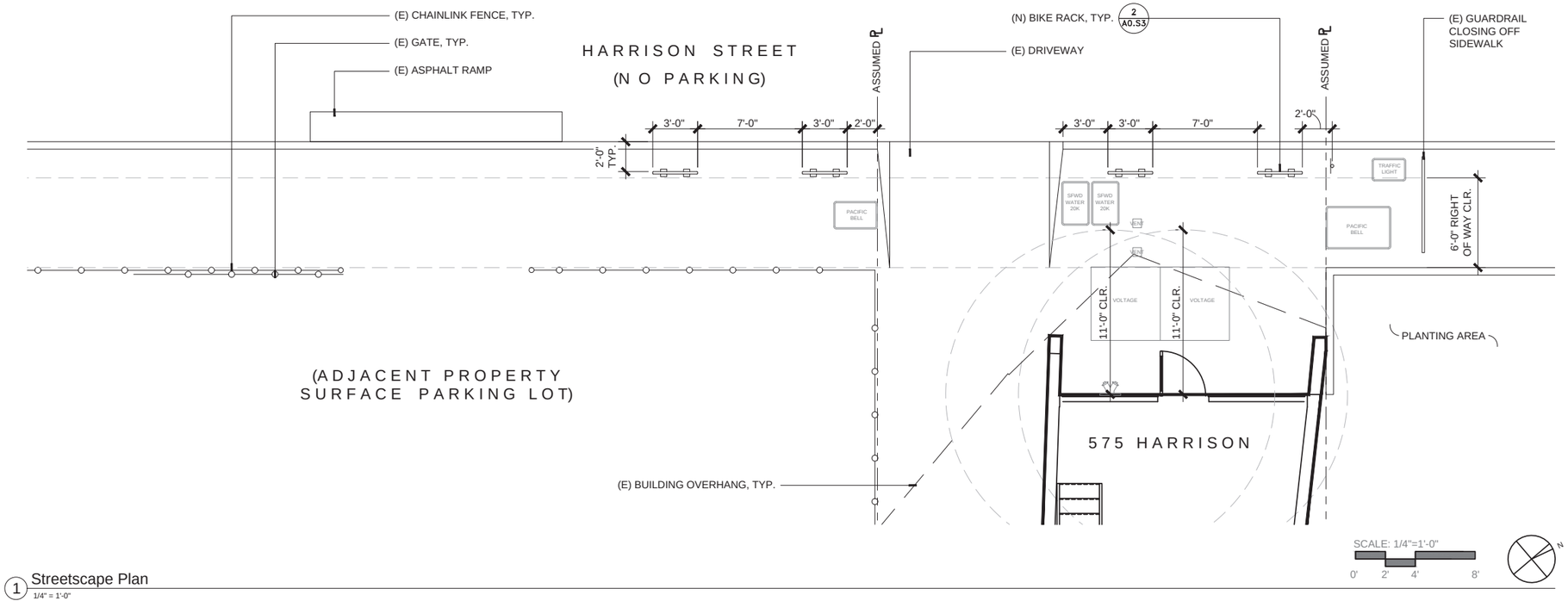
San Francisco, CA 94105

REGISTERED PROFESSIONAL ENGINEER JASON T. WU No. C-52281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

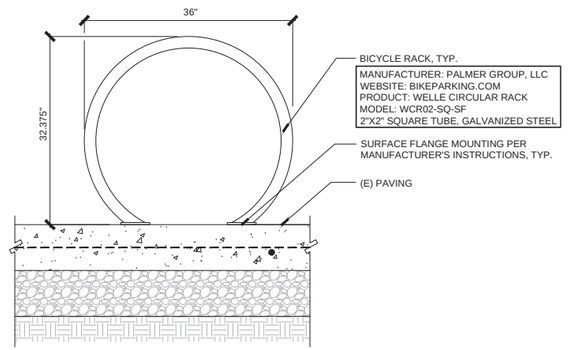
21823.16 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

A0.S2



1 Streetscape Plan
1/4" = 1'-0"



2 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(8) BIKE PARKING SPACES

TOTAL: 8

LEGEND

(N) BIKE RACK, CLASS II

(E) BUILDING STAND PIPE

(E) FENCE

(E) IN-GROUND UTILITY

(E) TRAFFIC SIGN

NOTES:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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landscape architecture
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www.creolandarch.com
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REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HUTCHINS
C 4980
08/31/21
10/11/19
STATE OF CALIFORNIA

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Phase:
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STREETSCAPE DRAWINGS

A0.S3

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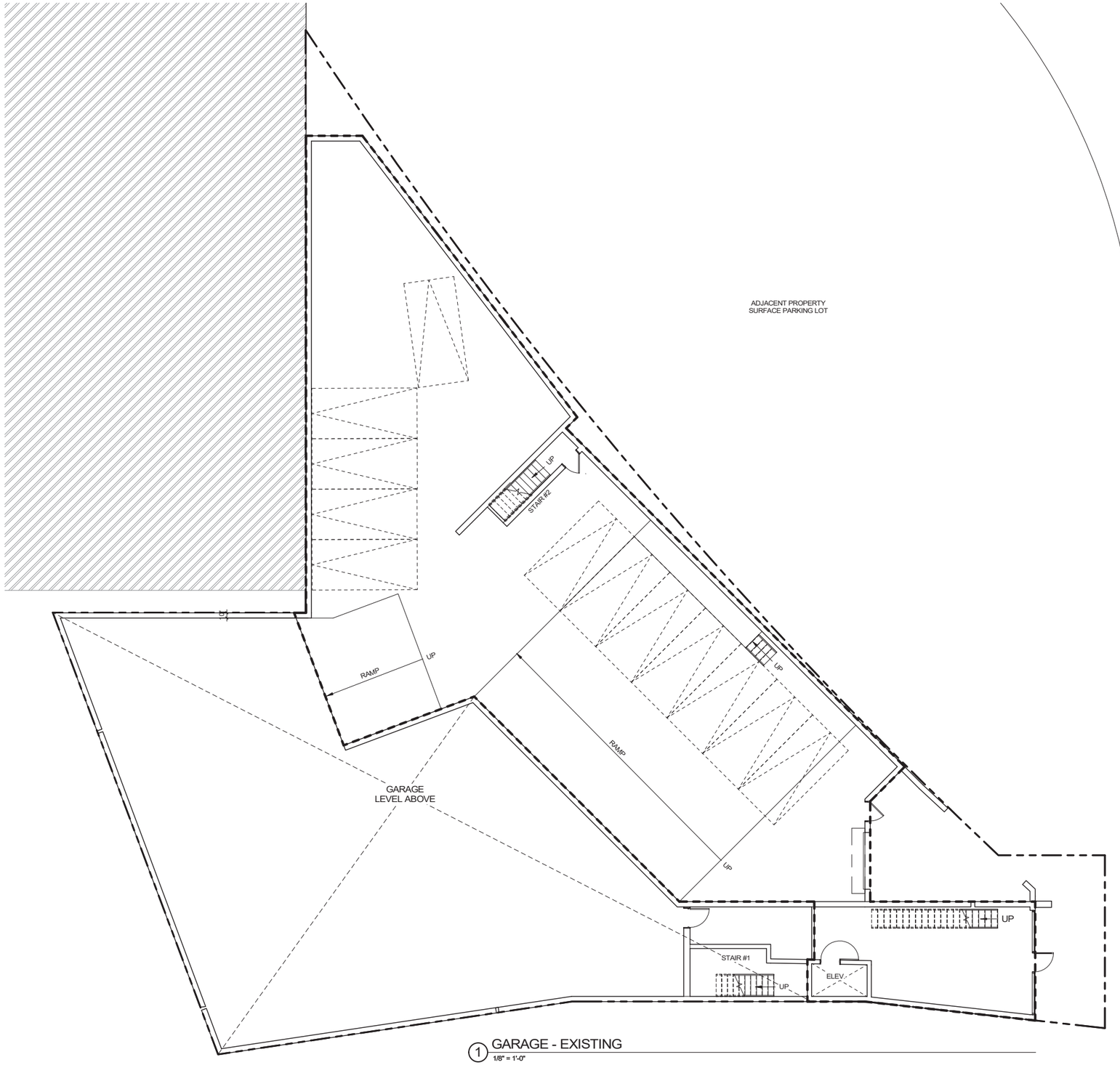

1 GARAGE - EXISTING
1/8" = 1'-0"

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name — ROOM NAME
XXX — ROOM NUMBER

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EXISTING FLOOR PLAN - GARAGE

A1.1

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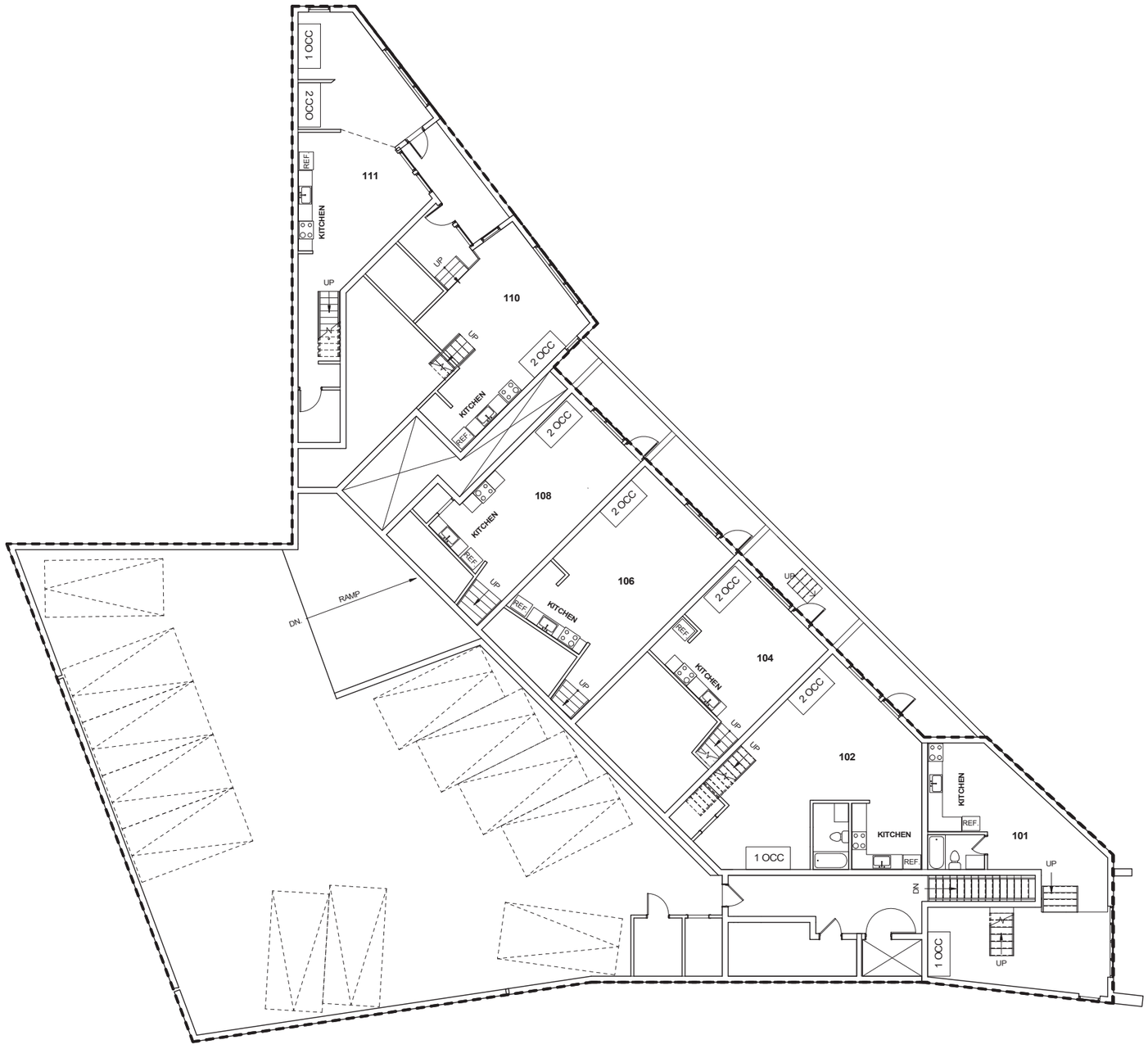

1 LEVEL 1 (LOWER) - EXISTING
1/8" = 1'-0"

BED COUNT

Level 1 - EXISTING

ROOM	COUNT
101	4
102	4
103	3
104	4
105	4
106	4
107	4
108	4
109	3
110	4
111	5
TOTAL BED COUNTS	43

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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Phase
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No.	Date	Description

EXISTING FLOOR PLAN - LEVEL 1 (LOWER)

A1.2

1 LEVEL 1 (UPPER) - EXISTING
1/8" = 1'-0"

BED COUNT

Level 1 - EXISTING	
ROOM	COUNT
101	4
102	4
103	3
104	4
105	4
106	4
107	4
108	4
109	3
110	4
111	5
TOTAL BED COUNTS	43

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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No.	Date	Description

EXISTING FLOOR PLAN - LEVEL 1 (UPPER)

A1.3

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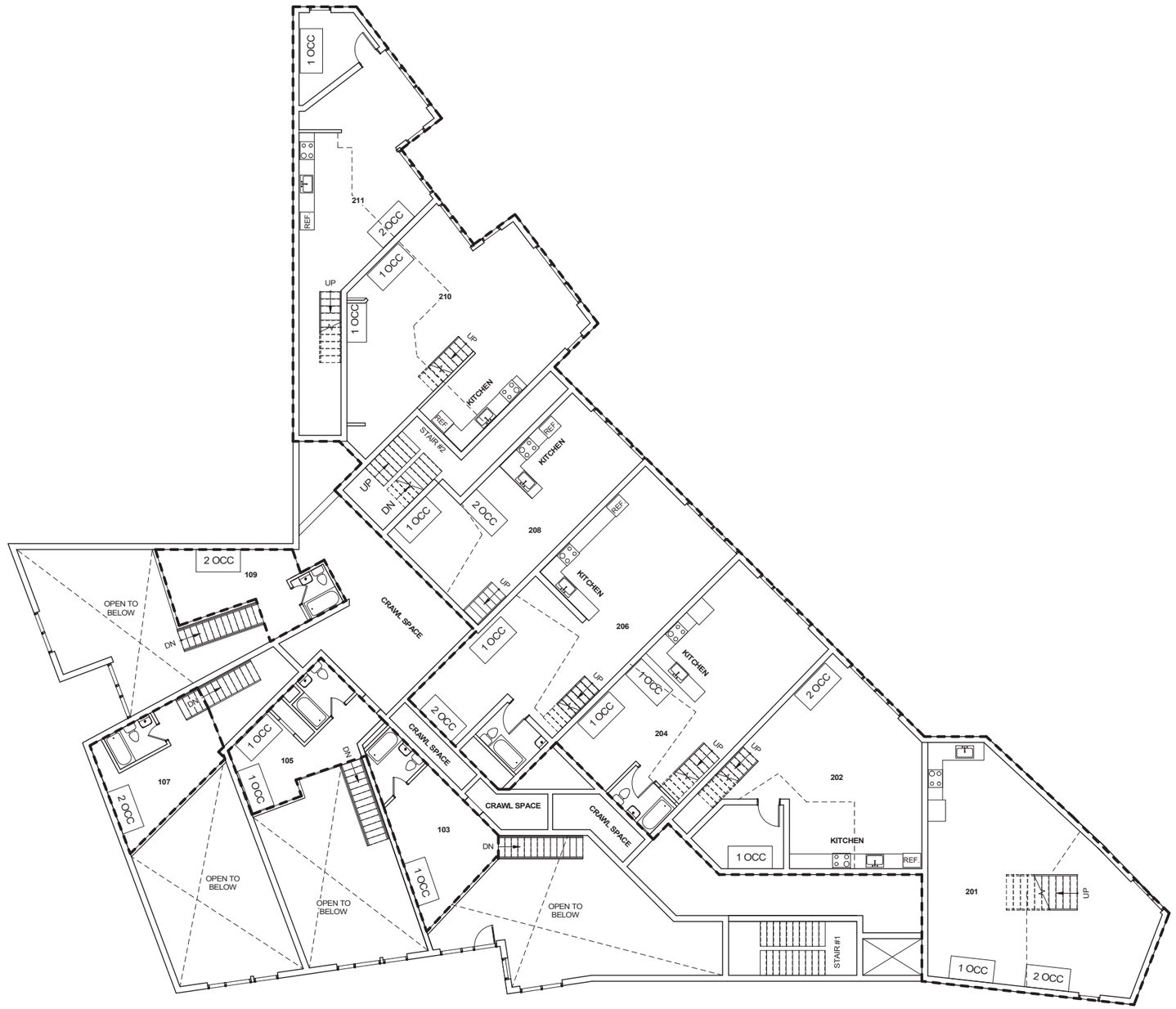

1 LEVEL 2 (LOWER) - EXISTING
1/8" = 1'-0"

BED COUNT

Level 2 - EXISTING

ROOM	COUNT
201	5
202	4
203	4
204	4
205	4
206	5
207	4
208	5
209	4
210	4
211	4
TOTAL BED COUNTS	47

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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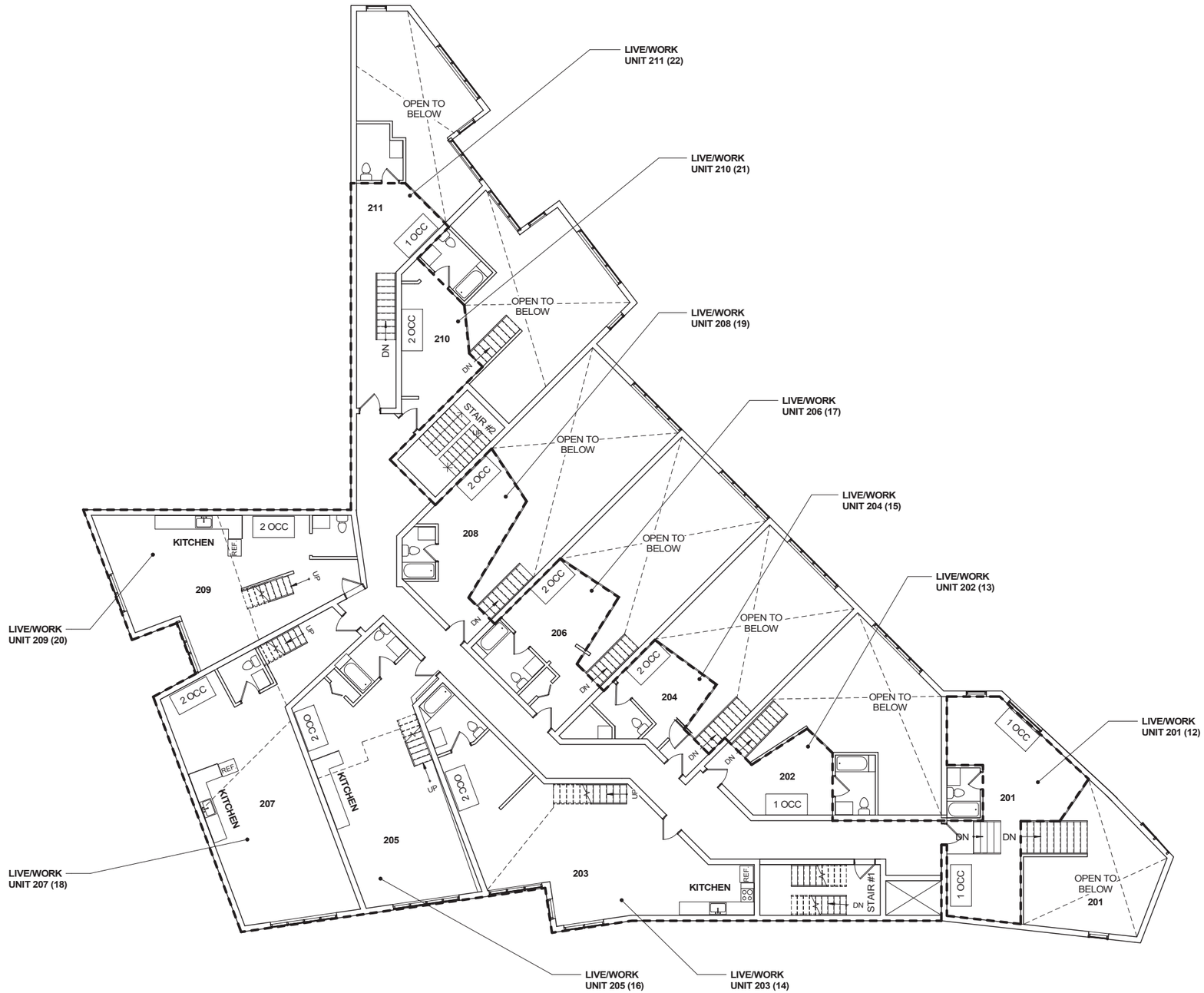
EXISTING FLOOR PLAN - LEVEL 2 (LOWER)

A1.4



1 LEVEL 2 (MEZZANINE) - EXISTING
1/8" = 1'-0"

BED COUNT

Level 2 - EXISTING

ROOM	COUNT
201	5
202	4
203	4
204	4
205	4
206	5
207	4
208	5
209	4
210	4
211	4
TOTAL BED COUNTS	47

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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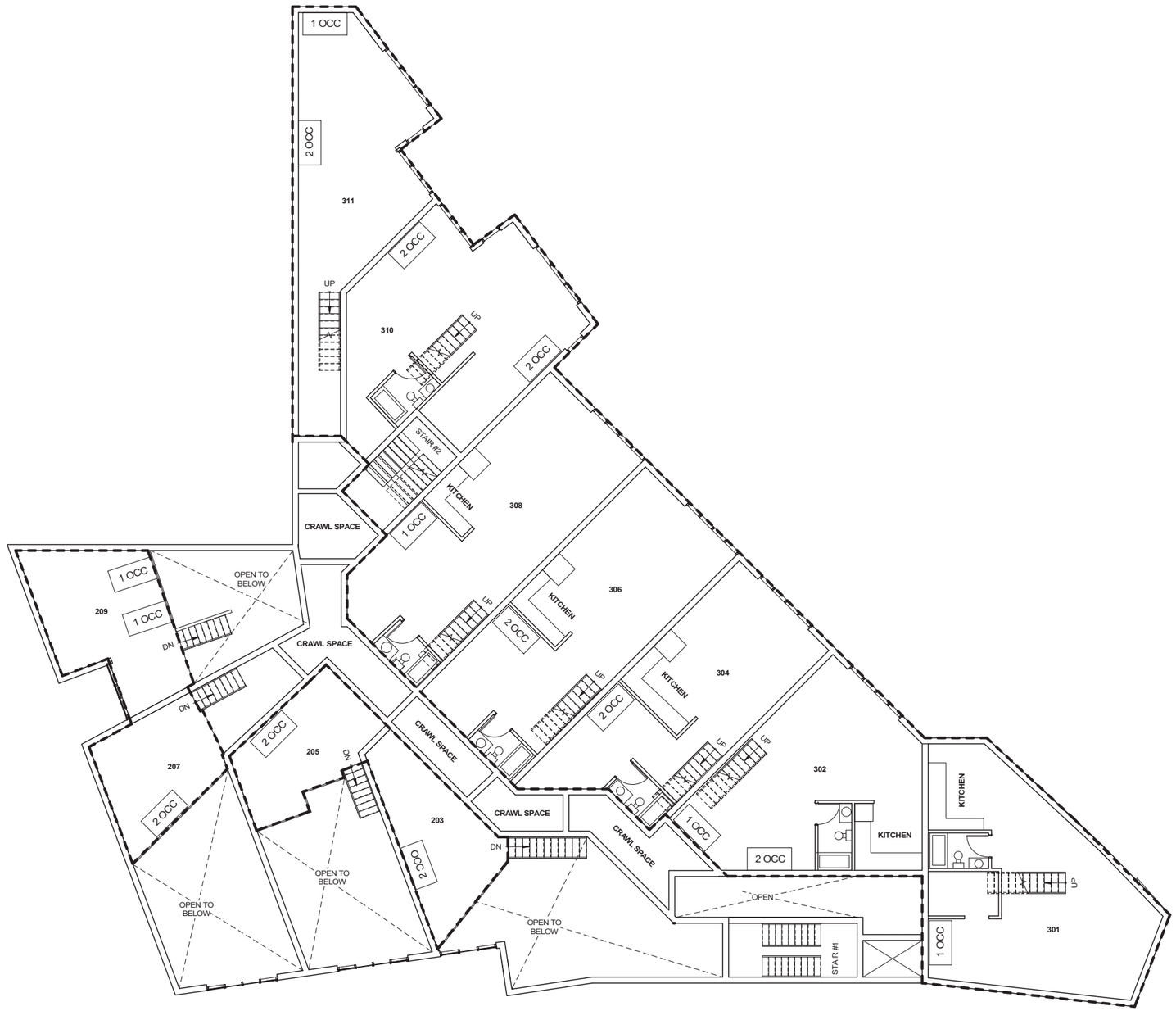
No.	Date	Description

EXISTING FLOOR PLAN - LEVEL 2 (MEZZANINE)

A1.5



1 LEVEL 2 (MEZZANINE) - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 2 - EXISTING

ROOM	COUNT
201	5
202	4
203	4
204	4
205	4
206	5
207	4
208	5
209	4
210	4
211	4
TOTAL BED COUNTS	47

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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EXISTING FLOOR PLAN - LEVEL 2 (UPPER)

A1.6

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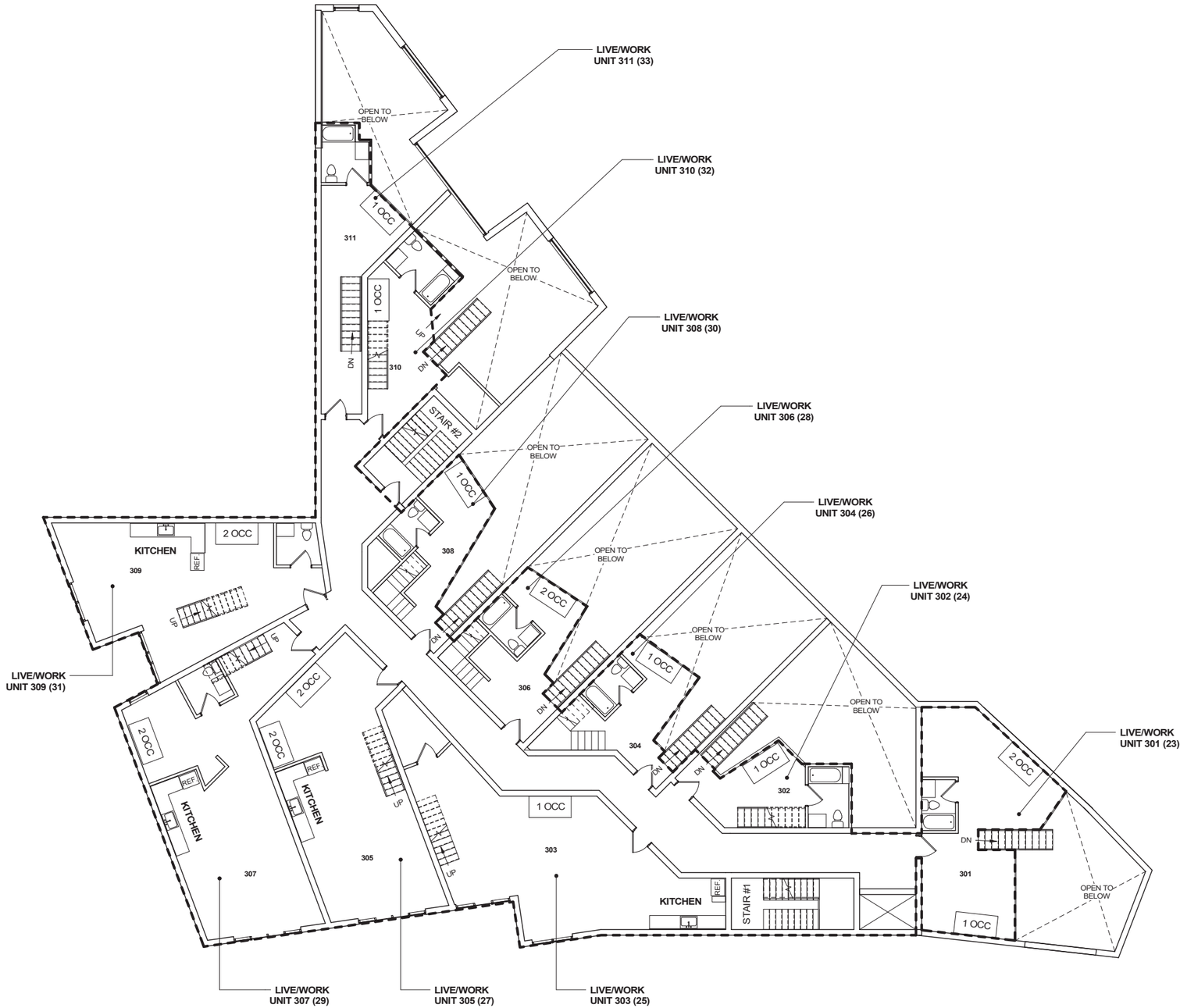

1 LEVEL 3 (LOWER) - EXISTING
1/8" = 1'-0"

BED COUNT

Level 3 - EXISTING

ROOM	COUNT
301	4
302	5
304	4
305	7
306	5
307	4
308	3
309	4
310	7
311	4
TOTAL BED COUNTS	47

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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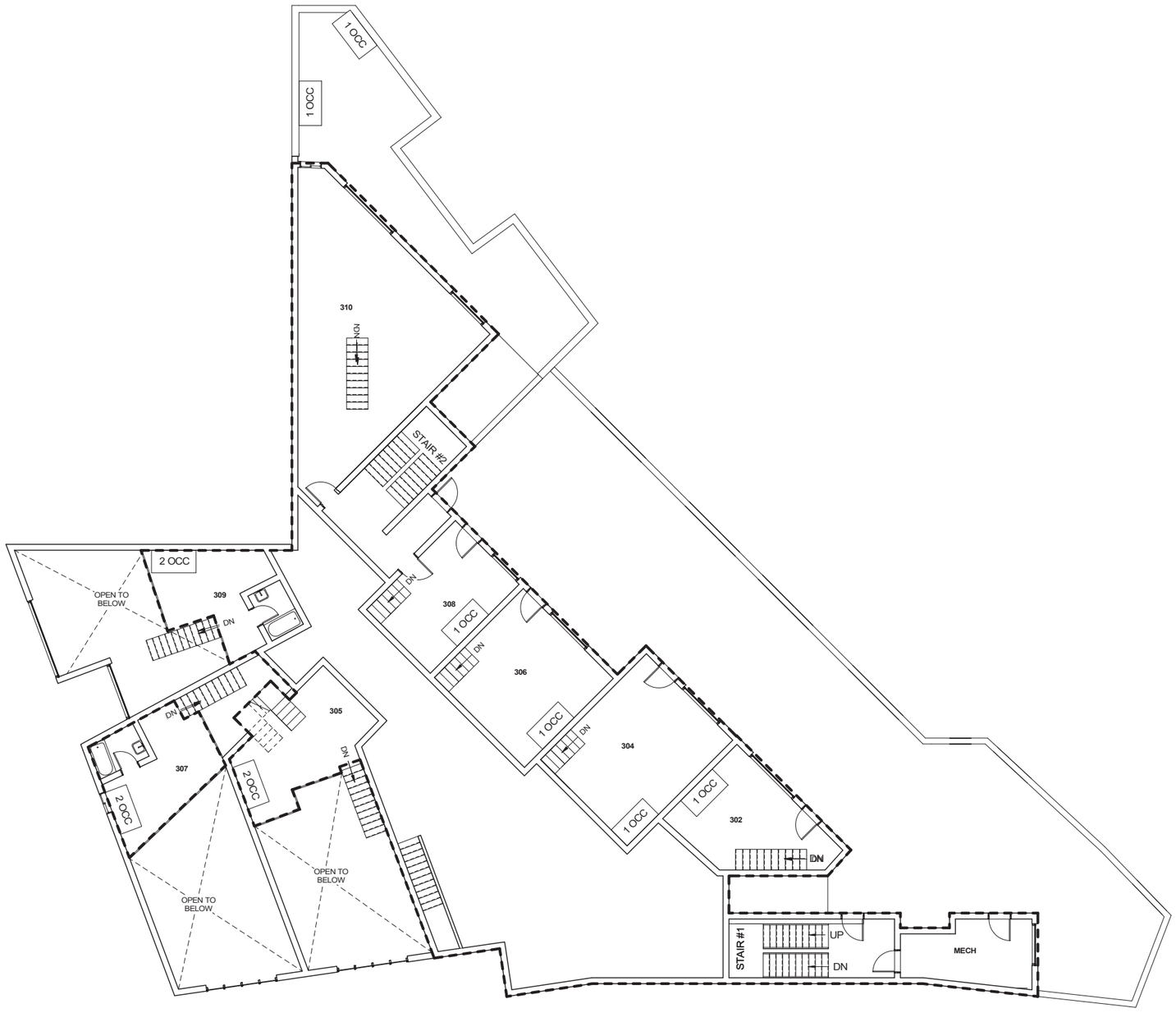
No.	Date	Description

EXISTING FLOOR PLAN - LEVEL 3 (LOWER)

A1.7



1 LEVEL 3 (MEZZANINE) - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 3 - EXISTING	
ROOM	**COUNT**
301	4
302	5
304	4
305	7
306	5
307	4
308	3
309	4
310	7
311	4
TOTAL BED COUNTS	47

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME

XXX — ROOM NUMBER

BED TAG

1 OCC — EXISTING SINGLE BED 1 OCCUPANT

2 OCC — EXISTING BUNK BED 2 OCCUPANTS

1 OCC — PROPOSED SINGLE BED 1 OCCUPANT

2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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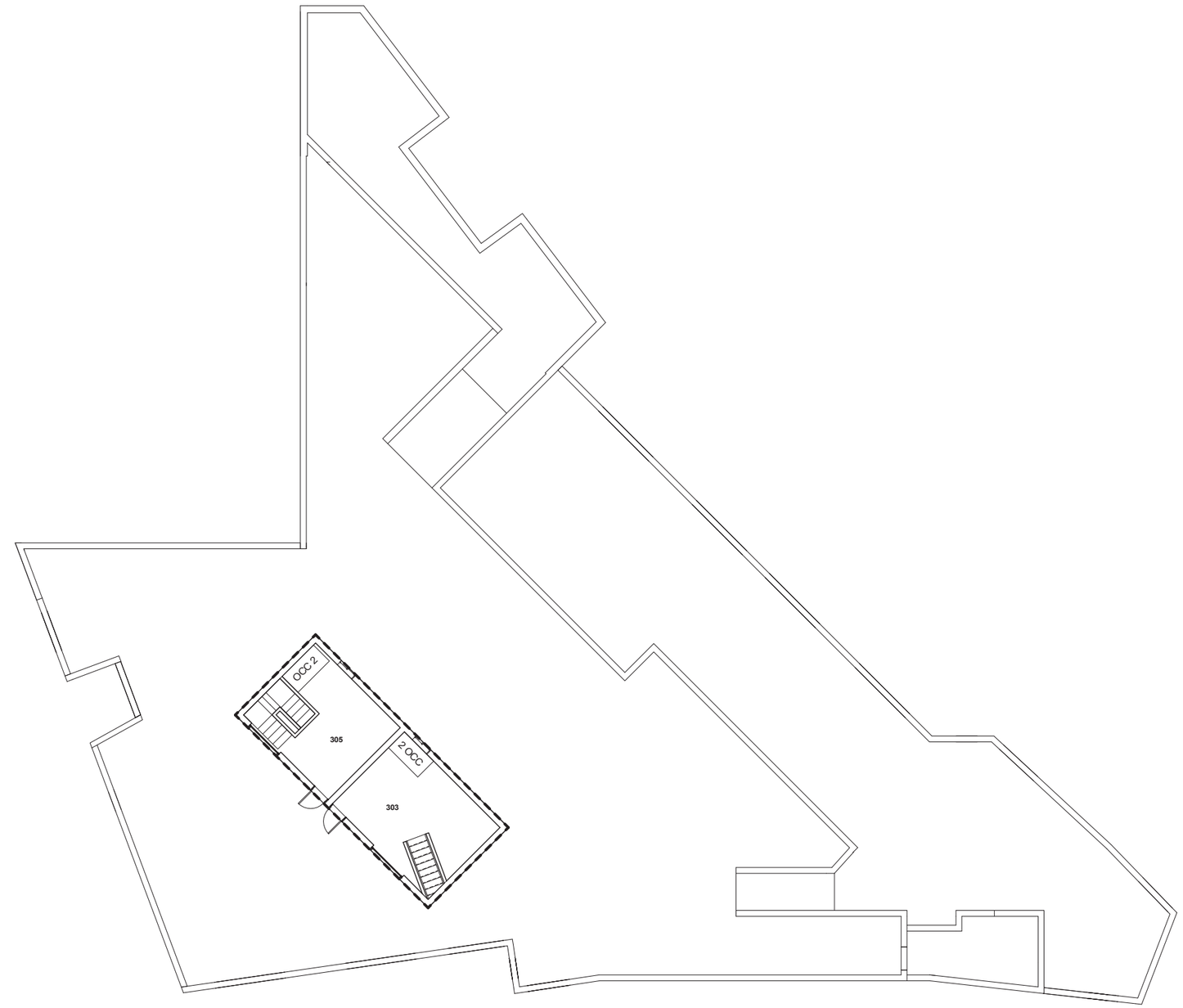
No.	Date	Description

EXISTING FLOOR PLAN - LEVEL 3 (MEZZANINE)

A1.8



1 ROOF - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 3 - EXISTING

ROOM	COUNT
301	4
302	5
304	4
305	7
306	5
307	4
308	3
309	4
310	7
311	4
TOTAL BED COUNTS	47

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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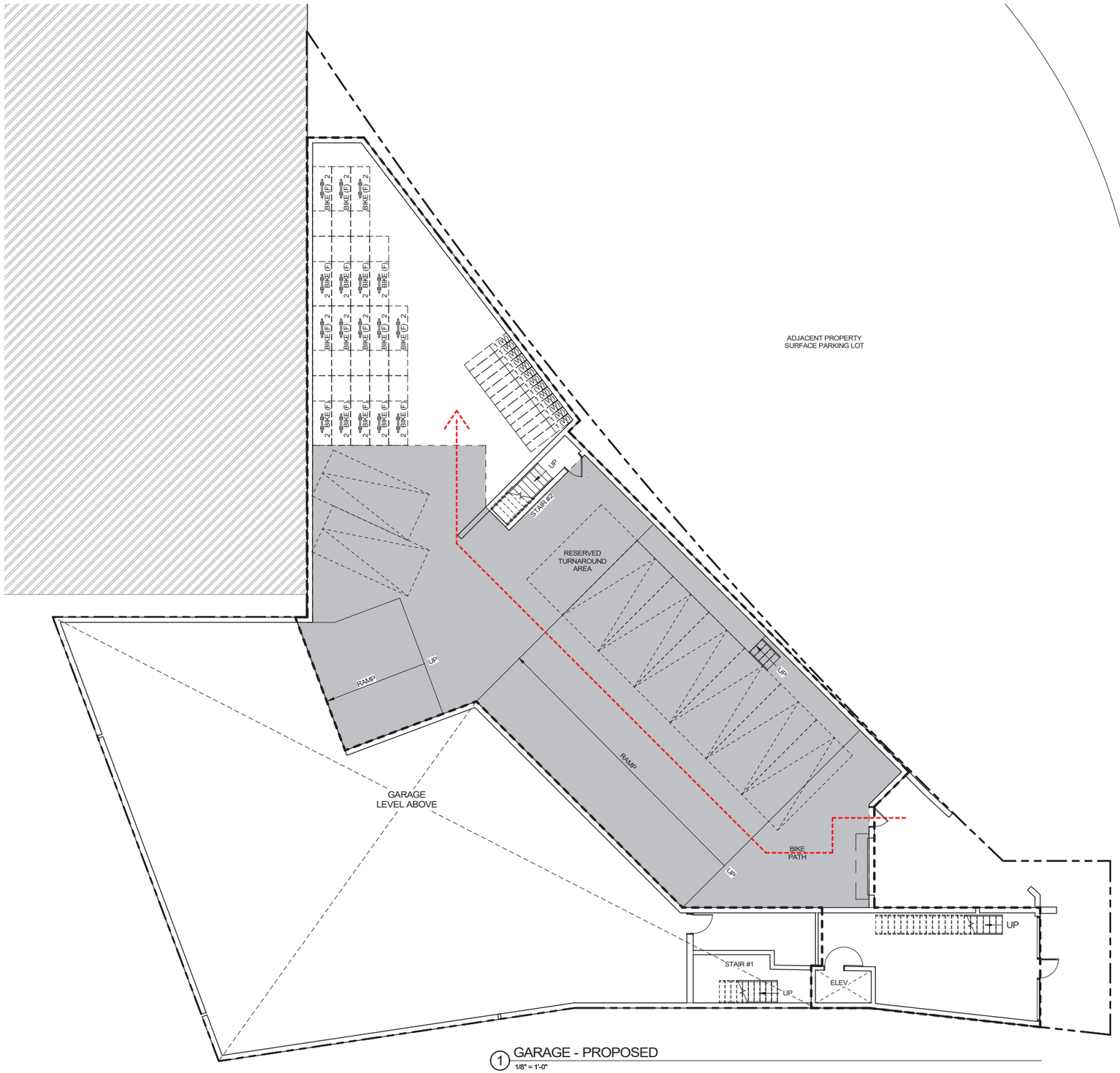
No.	Date	Description

EXISTING FLOOR PLAN - LEVEL 3 (ROOF)

A1.9



1 GARAGE - PROPOSED
1/8" = 1'-0"

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I

TYPE OF BIKE RACK	PROPOSED BIKE SPACES
FLOOR MOUNTED BIKE RACK	34
WALL MOUNTED BIKE RACK	13
TOTAL	47

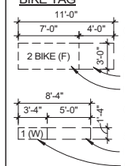
LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

N

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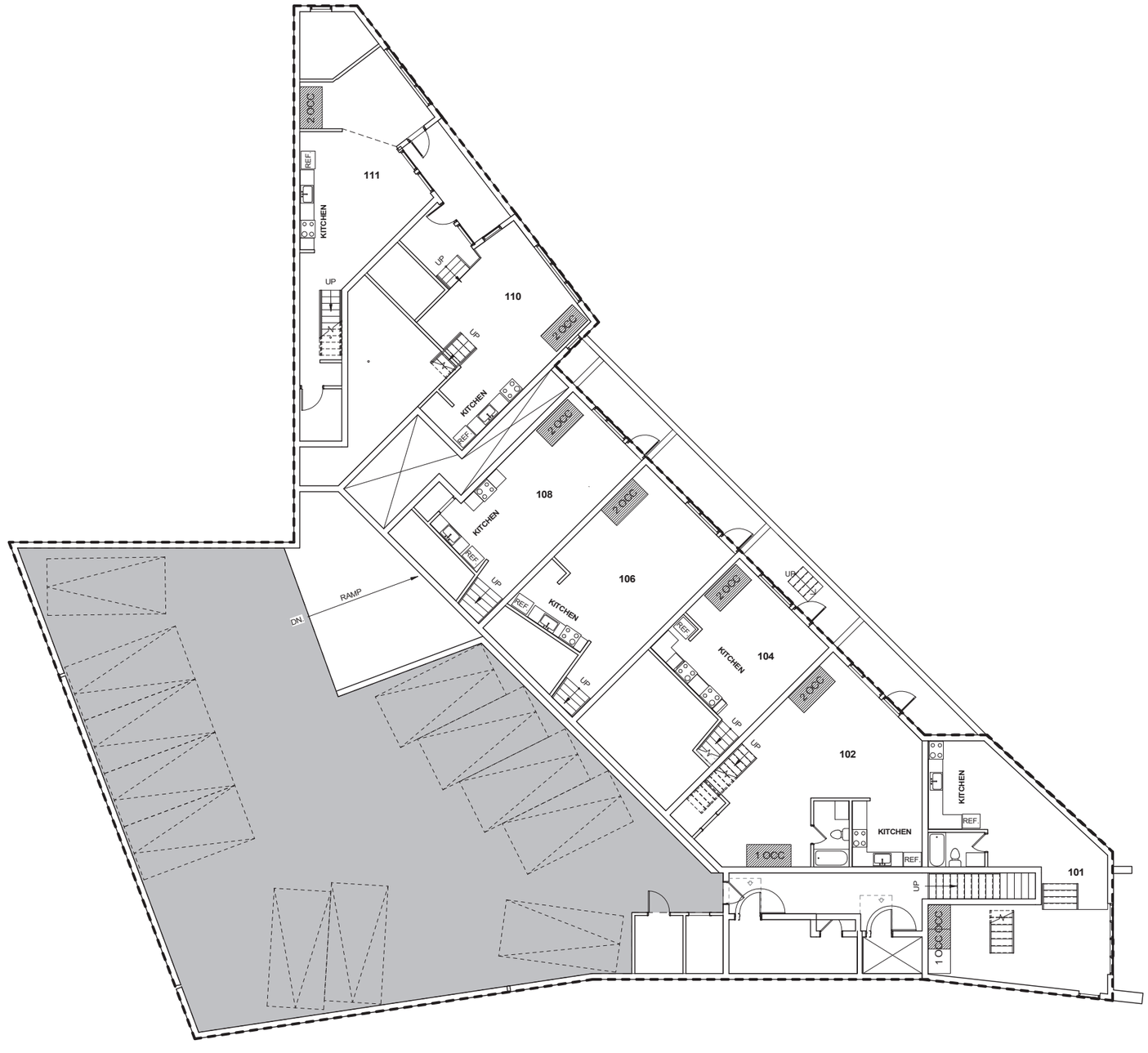
PROPOSED FLOOR PLAN - GARAGE

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 1 (LOWER) - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 1 - PROPOSED

ROOM	COUNT
101	4
102	4
103	4
104	4
105	4
106	4
107	4
108	4
109	4
110	4
111	4
TOTAL BED COUNTS	44

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929
79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

575 HARRISON
San Francisco, CA 94105

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21836.14
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 10:33:38 PM

No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 1 (LOWER)

A2.2

2 LEVEL 1 (UPPER) - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 1 - PROPOSED

ROOM	COUNT
101	4
102	4
103	4
104	4
105	4
106	4
107	4
108	4
109	4
110	4
111	4
TOTAL BED COUNTS	44

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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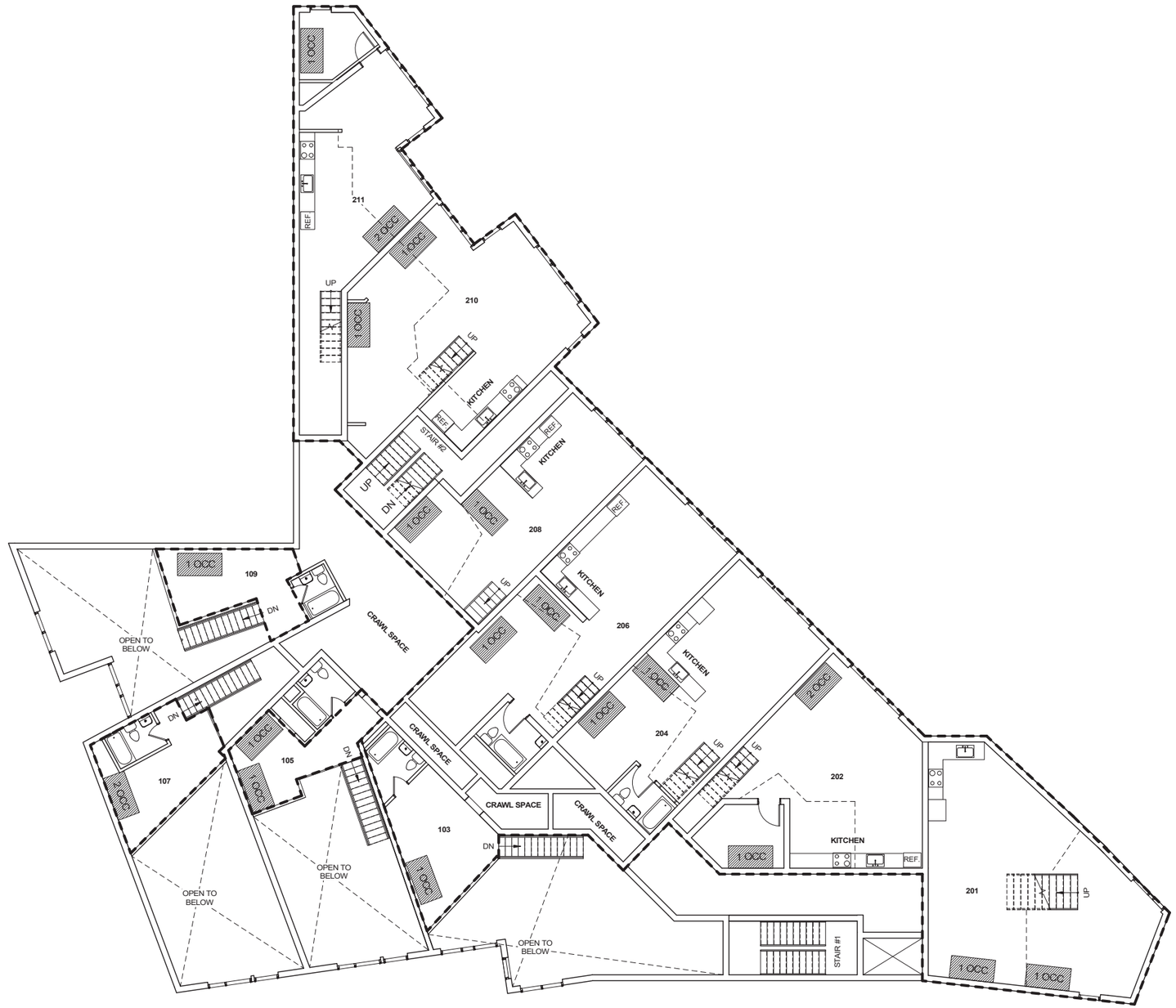
No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 1 (UPPER)

A2.3



2 LEVEL 2 (LOWER) - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 2 - PROPOSED

ROOM	COUNT
201	4
202	4
203	4
204	4
205	4
206	4
207	4
208	4
209	4
210	4
211	4
TOTAL BED COUNTS	44

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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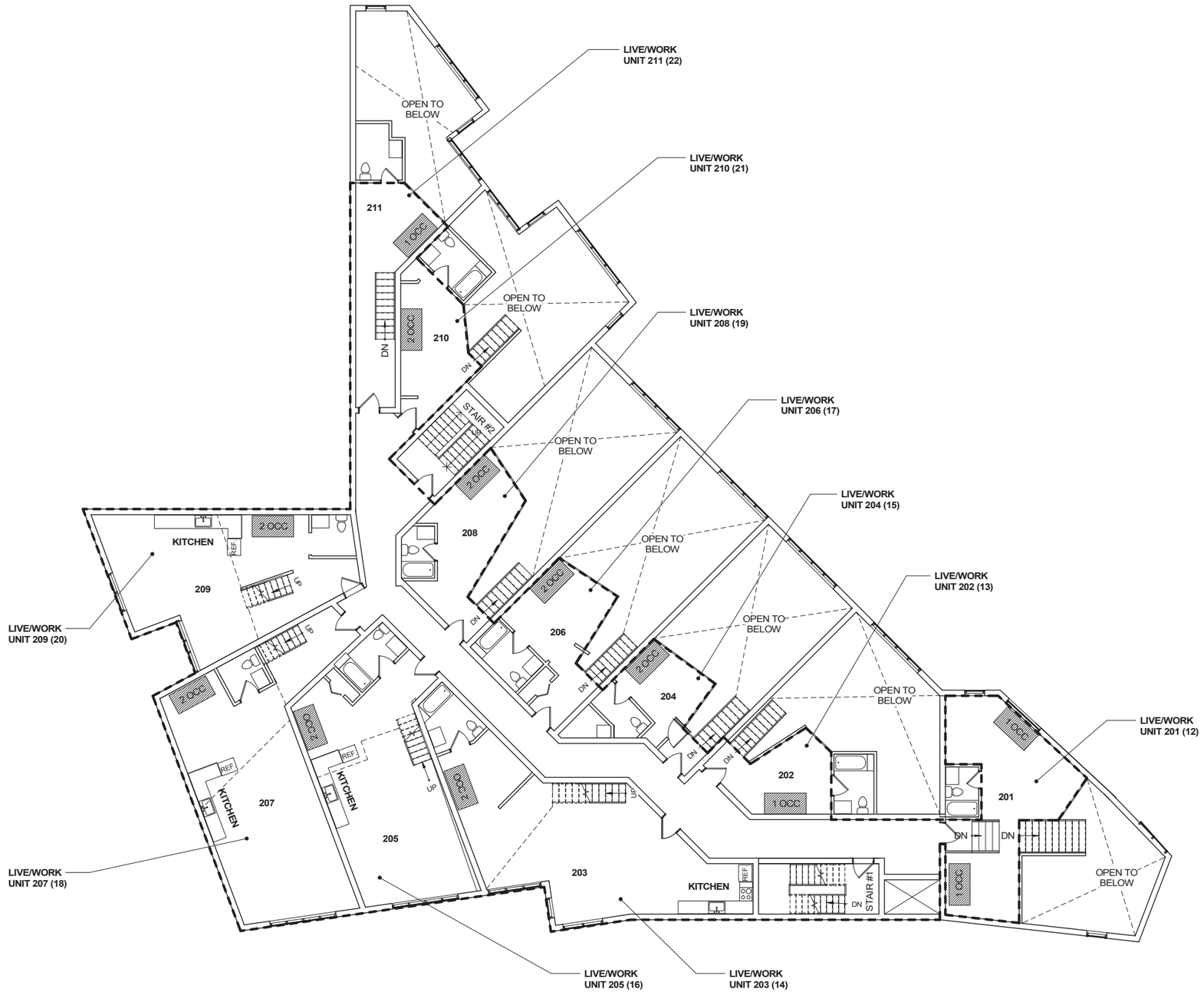
No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 2 (LOWER)

A2.4



1 LEVEL 2 (MEZZANINE) - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 2 - PROPOSED

ROOM	COUNT
201	4
202	4
203	4
204	4
205	4
206	4
207	4
208	4
209	4
210	4
211	4
TOTAL BED COUNTS	44

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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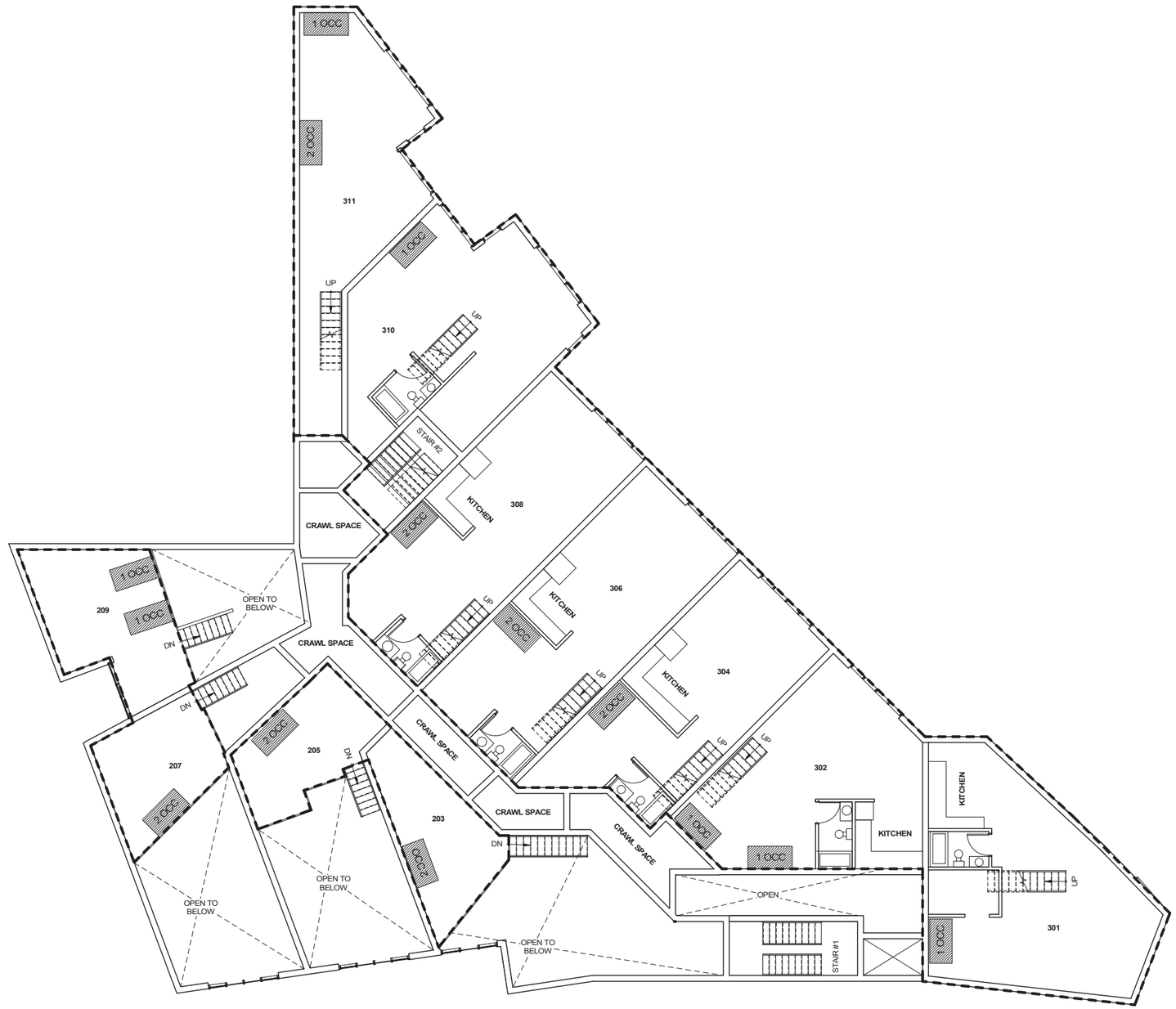
Print Date 10/11/2019 10:33:54 PM

No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 2 (MEZZANINE)

A2.5



1 LEVEL 2 (UPPER) - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 2 - PROPOSED	
ROOM	**COUNT**
201	4
202	4
203	4
204	4
205	4
206	4
207	4
208	4
209	4
210	4
211	4
TOTAL BED COUNTS	44

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

N

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I (OWNER) ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

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Issue Date 10/11/19
Scale 1/8" = 1'-0"
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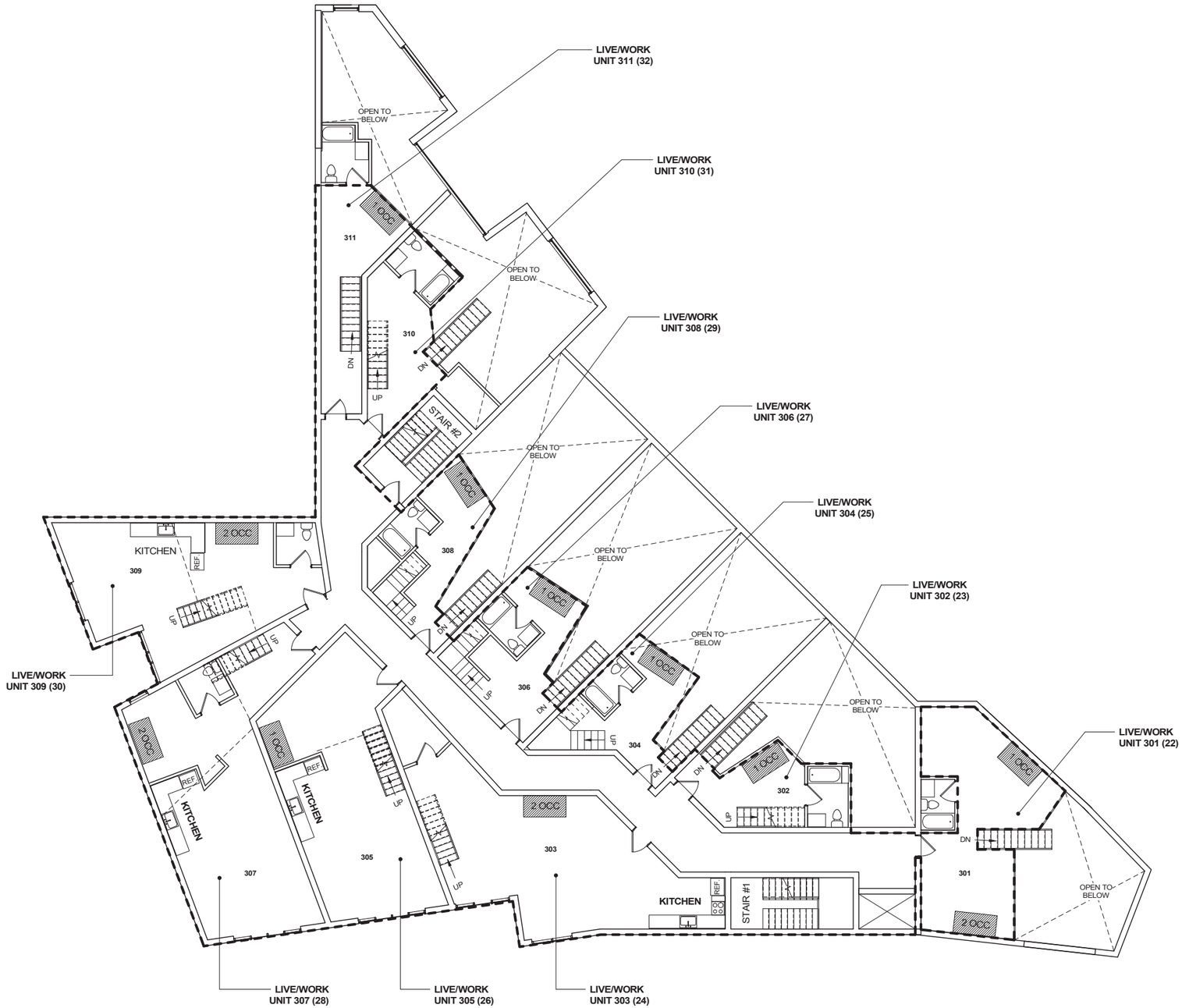
No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 2 (UPPER)

A2.6



1 LEVEL 3 (LOWER) - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 3 - PROPOSED

ROOM	COUNT
301	4
302	4
303	4
304	4
305	4
306	4
307	4
308	4
309	4
310	4
311	4
TOTAL BED COUNTS	44

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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LICENSED ARCHITECT
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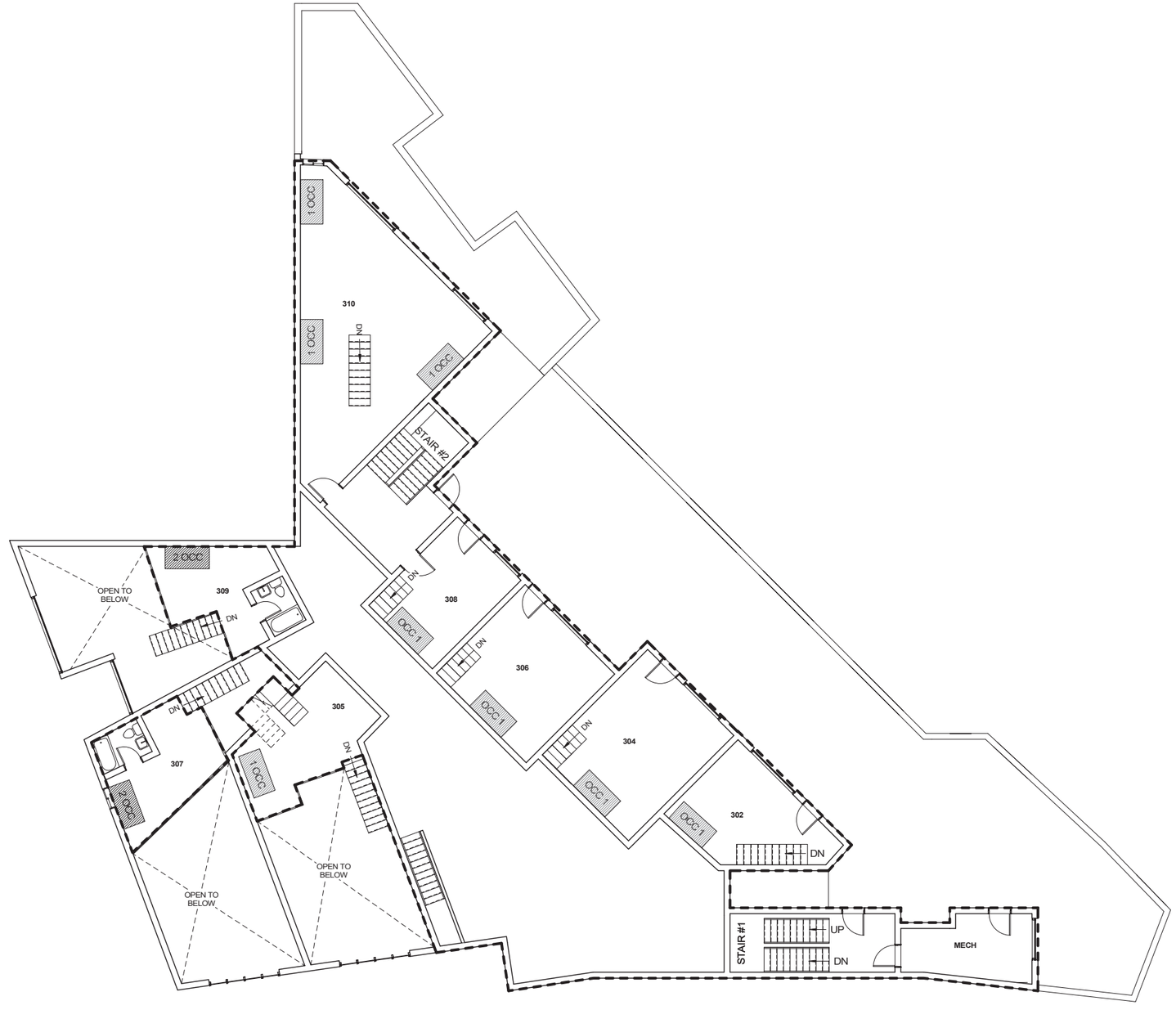
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number	21836.14
Issue Date	10/11/19
Scale	1/8" = 1'-0"
Phase	
Print Date	10/11/2019 10:34:01 PM

No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 3 (LOWER)

A2.7



1 LEVEL 3 (MEZZANINE) - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 3 - PROPOSED

ROOM	COUNT
301	4
302	4
303	4
304	4
305	4
306	4
307	4
308	4
309	4
310	4
311	4
TOTAL BED COUNTS	44

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

N

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LICENSED ARCHITECT
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NO. C12405
REN 10/2019
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Issue Date 10/11/19
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Phase
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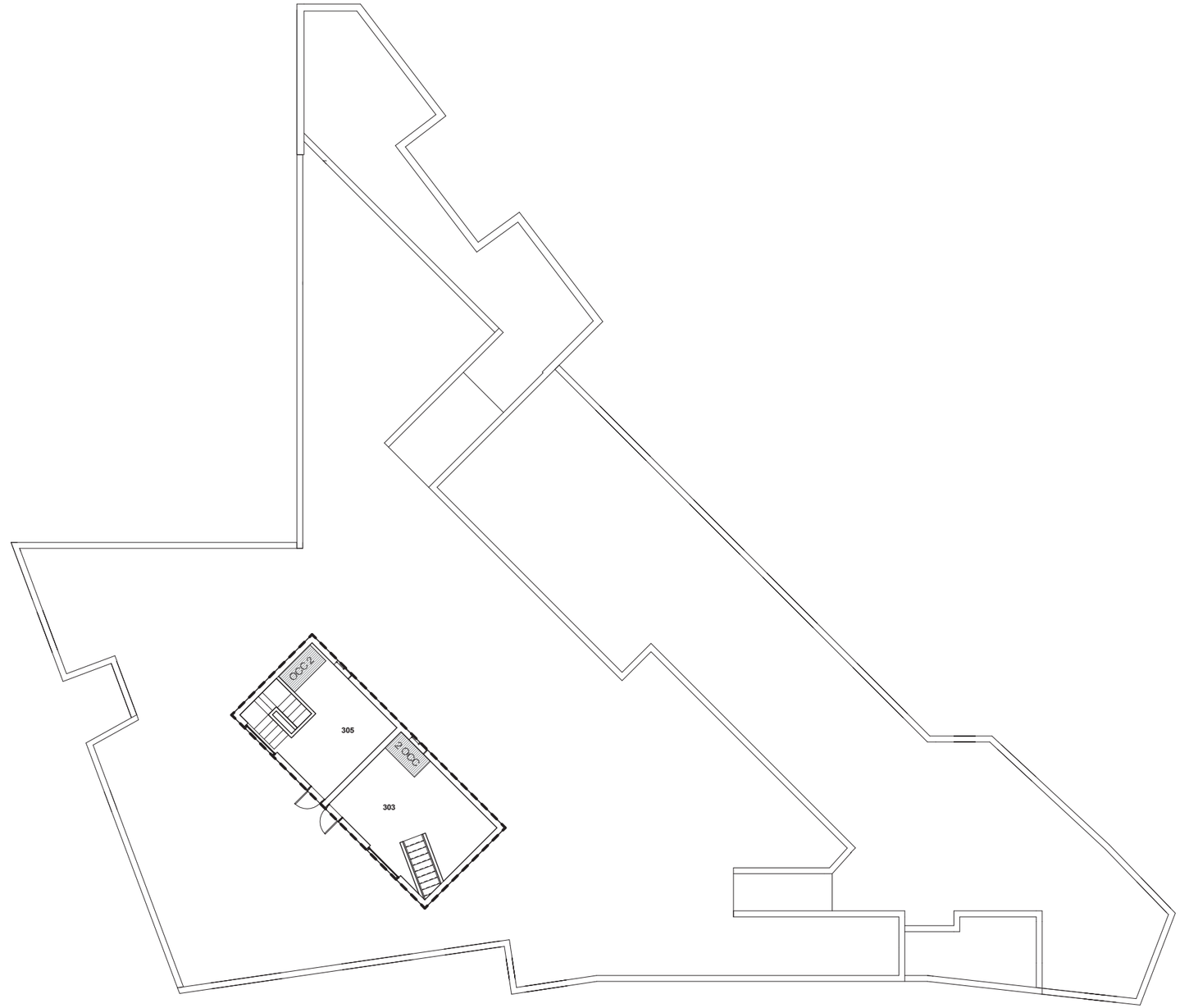
No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 3 (MEZZANINE)

A2.8



1 ROOF - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 3 - PROPOSED

ROOM	COUNT
301	4
302	4
303	4
304	4
305	4
306	4
307	4
308	4
309	4
310	4
311	4
TOTAL BED COUNTS	44

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21836.14
Issue Date 10/11/19
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Phase
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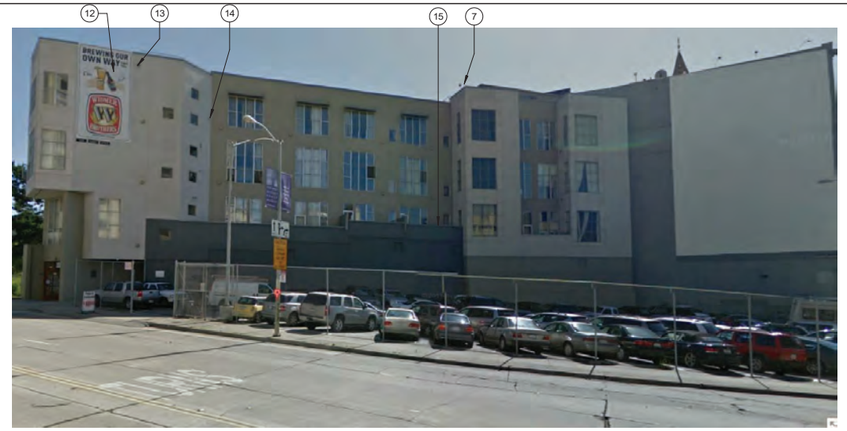
No.	Date	Description

PROPOSED FLOOR PLAN - LEVEL 3 (ROOF)

A2.9

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

5 NORTH ELEVATION - HARRISON STREET
NTS



3 WEST ELEVATION - 2ND STREET
NTS

2 WEST ELEVATION - 2ND STREET
NTS

1 NORTH ELEVATION - HARRISON STREET
NTS

ALLOWABLE BUSINESS WALL SIGN: *(per SEC. 607.2.f.3.B.i)*
- *SIZE:* LOWEST OF THE FOLLOWING
  - 150 SF MAX PER STREET FRONTAGE OR
  - 3 SF / FOOT OF STREET FRONTAGE
- *MOUNTING HEIGHT:* LOWEST OF THE FOLLOWING
  - 24 FEET MAX; OR
  - HEIGHT OF THE WALL TO WHICH IT IS ATTACHED; OR
  - HEIGHT OF THE LOWEST RESIDENTIAL WINDOW SILL ON THE WALL

CALCULATIONS:
STREET FRONTAGE = 30.4 FT
(3 SF / LF) X 30.4 LF = 91.2 SF

TOTAL ALLOWABLE BUSINESS WALL SIGNAGE = 91.2 SF

PROPOSED AAU BUSINESS WALL SIGN, INDIRECTLY ILLUMINATED

(10)

PROPOSED AAU BUSINESS PROJECTING SIGN, INDIRECTLY ILLUMINATED

4 PROPOSED EXTERIOR SIGNAGE
NTS

GENERAL NOTES

1. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
2. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
3. FOR MORE INFORMATION, SEE SIGNAGE CONSULTANT DRAWINGS.
4. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION.
5. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

(6) (E) LIGHT(S) ? V.I.F
(7) (E) DOME SECURITY CAMERA
(8) (E) FIRE ALARM BELL
(9) (E) LIGHTS
(10) (E) ADDRESS NAMEPLATE
(11) (E) STAND PIPES
(12) (E) WALL SIGN
(13) (E) SCUPPER
(14) (E) VENTS
(15) (E) BALCONIES FOR UNITS AT THIS FLOOR

LEGEND

APPROXIMATE AREA FOR ALLOWABLE SIGNAGE (HEIGHTS NEED TO BE VERIFIED)

PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS SIGN, LOCATION & SIZE (FOR PROPORTIONAL REFERENCE ONLY)

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21836.14
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date 10/11/2019 10:34:06 PM

No.	Date	Description

EXTERIOR ELEVATION IMAGES & PROPOSED EXTERIOR SIGNAGE

A3.1

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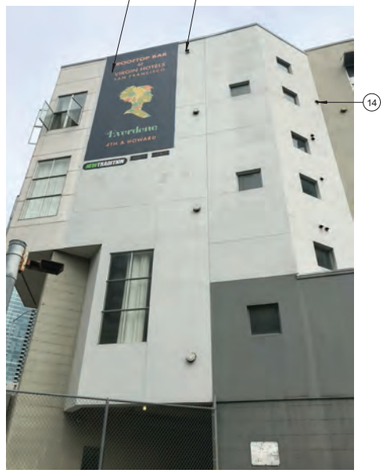
5 IMAGE
NTS

4 IMAGE
NTS



3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

GENERAL NOTES

1. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
2. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
3. FOR MORE INFORMATION, SEE SIGNAGE CONSULTANT DRAWINGS.
4. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION.
5. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

6. (E) LIGHT(S) ? V.I.F
7. (E) DOME SECURITY CAMERA
8. (E) FIRE ALARM BELL
9. (E) LIGHTS
10. (E) ADDRESS NAMEPLATE
11. (E) STAND PIPES
12. (E) WALL SIGN
13. (E) SCUPPER
14. (E) VENTS
15. (E) BALCONIES FOR UNITS AT THIS FLOOR

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Project Number	21836.14
Issue Date	10/11/19
Scale	1/8" = 1'-0"
Phase	
Print Date	10/11/2019 10:34:08 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

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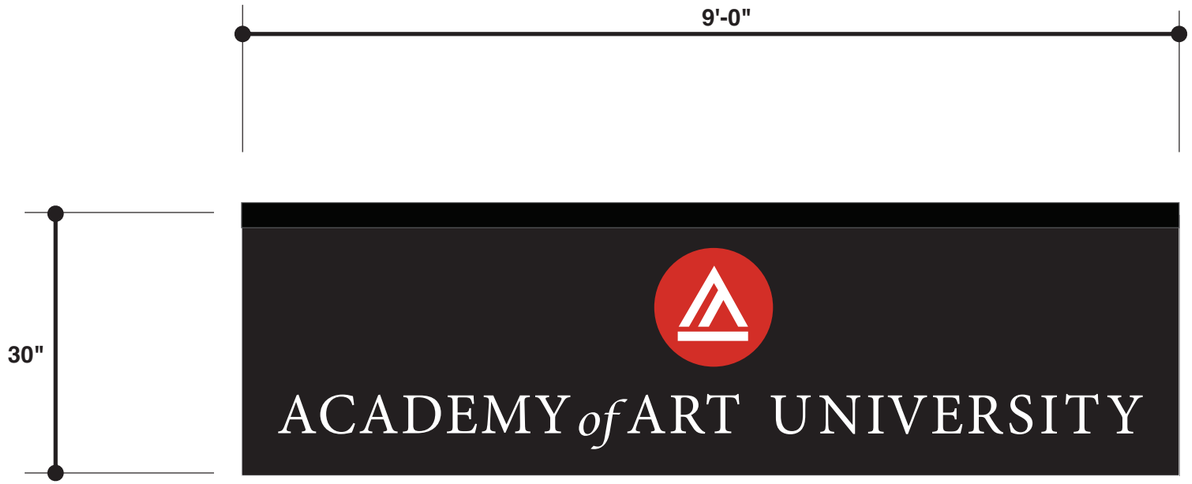
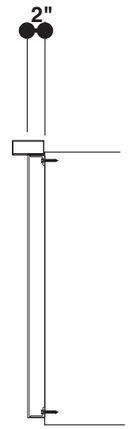




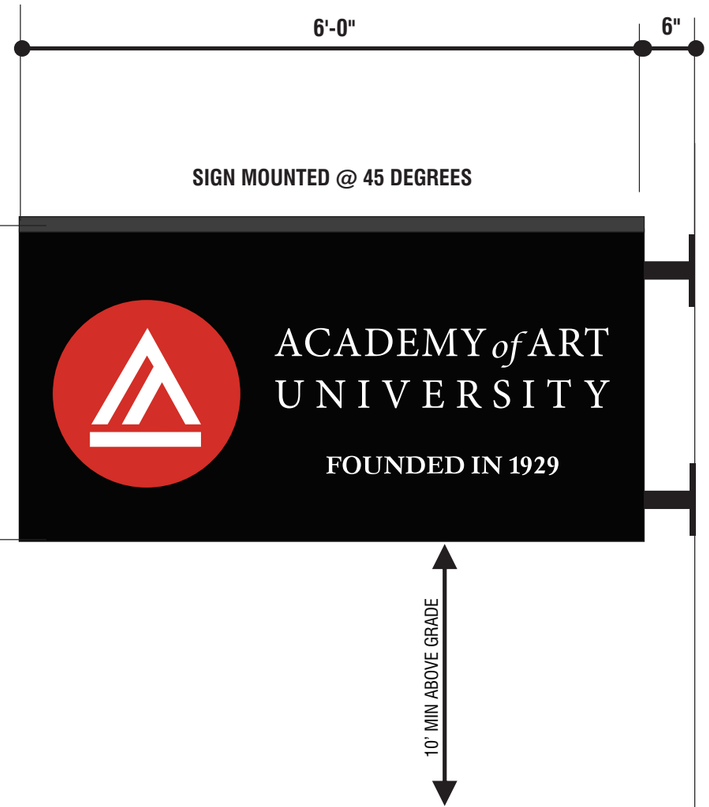
A S/F Externally Illuminated Wall Sign

22.5 sq ft

Scale: 1½" = 1' - 0"

2"x2" Angle Frame w/ Black Aluminum Face w/ Vinyl Graphics
LED Lighting Strip @ Top

Proposed Location



B D/F Externally Illuminated Blade Sign

18 sq ft

Scale: 1½" = 1' - 0"

2"x2" Sq Tube Frame w/ Black Aluminum Face w/ Vinyl Graphics
LED Lighting Strip @ Top

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #:1 **Date:9/24/19**

Revision Notes:
A) Revised size and mounting location of blade sign.

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
575 HARRISON STREET
SAN FRANCISCO

Customer Approval

Signature

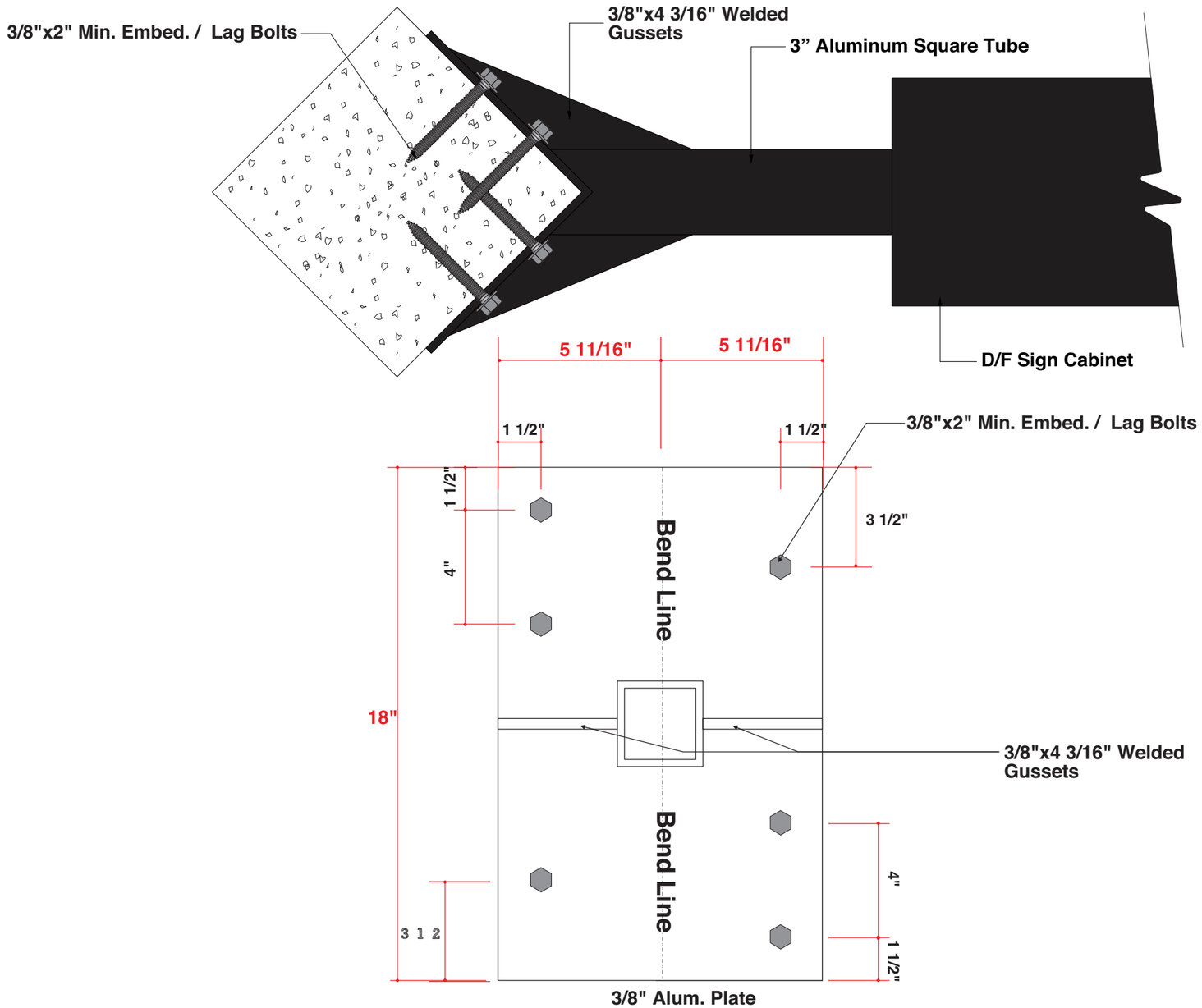
MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.
GG 2.0



B D/F Illuminated Projecting Blade Sign

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 1 Date: 9/24/19

Revision Notes:
A) Revised size and mounting location of blade sign.

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
575 HARRISON STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.
GG 3.0

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	2,572	2,572
LEVEL 1	2,544	2,544
LEVEL 2	2,374	2,374
LEVEL 3	2,374	2,374
LEVEL 4	2,374	2,374
GROSS SF TOTAL	12,238	12,238

OFF-STREET PARKING OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF) Accessory Parking	Proposed (SF) Private Parking Garage
BASEMENT	885	885
LEVEL 1	1,860	1,860
OCCUPIED SF TOTAL	2,745	2,745

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN..

MAXIMUM ALLOWABLE PER ZONING DISTRICT RH-2
DWELLING UNITS (DUs) = 1 DU PER 1,500 SF LOT AREA

1900 JACKSON CALCULATION
DWELLING UNITS (DUs) = 2,680 SF / 1,500 SF = 1 DUs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
DWELLING UNIT	1	9	9	9
BED COUNT	--	28	22	42

NOTES
1. Existing bed count reflects beds in residential Dwelling Units and bedrooms occupied by AAU for residential uses, based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. One Bedroom/Unit occupied by non-AAU Permanent Residents (DU# 100) in this building. Bedrooms/Units entitled as student housing, with provision made that all existing non-AAU residents may remain in their current Bedrooms/Units until voluntarily vacating.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- OFF-STREET CAR SPACES

*SEE SHEET A2.1 FOR REFERENCE

MAXIMUM PERMITTED BY CODE FOR ACCESSORY PARKING[1]	14
EXISTING	9
PROPOSED[2]	9
PROPOSED CAR SHARE SPACES[3]	0 (9 < 25: not required)

(1) PER SF PLANNING CODE TABLE 151 UP TO 1.5 PARKING SPACES FOR EACH DWELLING UNIT.
(2) PER CONDITIONAL USE REQUESTED FOR PRIVATE PARKING GARAGE USE FOR AAU FACULTY AND STAFF
(3) PER SF PLANNING CODE TABLE 166 REQUIRED CAR-SHARE PARKING SPACES

CODE NOTES (CONT.)

E-BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	-	14	14
CLASS II	-	8 (2 + 6*)	8

*PER SF PLANNING CODE TABLE 155.2 PRIVATE PARKING GARAGE MINIMUM REQUIREMENT FOR CLASS II BICYCLE PARKING: ONE CLASS 2 SPACE FOR EVERY 20 CAR SPACES, EXCEPT IN NO CASE LESS THAN SIX CLASS 2 SPACES.
**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

F- EXPOSURE
*ANALYSIS NOT REQUIRED

G- OPEN SPACE
*ANALYSIS NOT REQUIRED

H- ACTIVE USE
*ANALYSIS NOT REQUIRED

I- REAR YARD
*ANALYSIS NOT REQUIRED

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SCOPE OF WORK

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO RETAIN 9 DWELLING UNITS 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 RESIDENTIAL USE IS PROPOSED.

THE PROJECT ALSO PROPOSES TO REFLECT THAT THE LEGALLY INSTITUTED USE OF BASEMENT PARKING IN 1900 JACKSON IS FOR ACADEMY OF ART UNIVERSITY FACULTY AND STAFF, NOT BUILDING RESIDENTS. THE PROJECT PROPOSES CONDITIONAL USE AUTHORIZATION FOR A PRIVATE PARKING GARAGE USE IN THE BASEMENT AND LEVEL 1 OF 1900 JACKSON.

NEW SIGNAGE PROPOSED AS PART OF PROJECT.

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	•	•
A0.1	PROJECT INFORMATION		•
A0.2	GENERAL NOTES		•
A0.S1	SITE PLAN AERIAL IMAGE	•	
A0.S3	STREETSCAPE DRAWINGS	•	
A0.T1	OCCUPANCY AND EGRESS PLANS		•
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		•
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		•
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		•
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		•
A1.1	EXISTING FLOOR PLANS - BASEMENT & LEVEL 1	•	•
A1.2	EXISTING FLOOR PLANS - LEVELS 2, 3 & 4	•	•
A2.1	PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1	•	•
A2.2	PROPOSED FLOOR PLANS - LEVELS 2, 3 & 4	•	•
A3.1	EXTERIOR ELEVATION IMAGES	•	•
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	•	•
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	•	•
	SIGNAGE SHEETS		
G2.0	PROPOSED EXTERIOR SIGNAGE	•	•
G3.0	PROPOSED EXTERIOR SIGNAGE	•	•

TOTAL SHEETS: 12

PROPERTY INFORMATION

ADDRESS 1900 JACKSON STREET
BLOCK/LOT 0592/004A

No OF STORIES 5 (NO CHANGE)

DISTRICTS
ZONING RH-2
HEIGHT/BULK 40-X
SPECIAL USE NONE

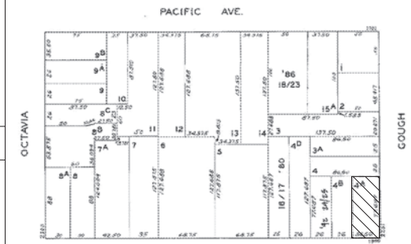
USE NO CHANGE OF USE REQUIRED
EXISTING/
PROPOSED RESIDENTIAL: DWELLING UNITS (9 UNITS)

HISTORIC EVALUATION

HISTORIC RESOURCE STATUS	B - UNKNOWN/AGE ELLIGIBLE
NATIONAL REGISTER HISTORIC DISTRICTS	NONE
CALIFORNIA REGISTER HISTORIC DISTRICTS	NONE
HISTORIC RESOURCE EVALUATION RESPONSES	NONE
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	NONE
ARTICLE 11 PRESERVATION DESIGNATION	NONE
MILLS ACT	NONE
LEGACY BUSINESS REGISTRY	NONE

EXTERIOR VIEW

PLOT PLAN N.T.S.



N

VICINITY MAP N.T.S.

N

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79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

1900 JACKSON
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.01
Issue Date 10/11/19
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Phase
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No.	Date	Description

COVER SHEET

A0.0

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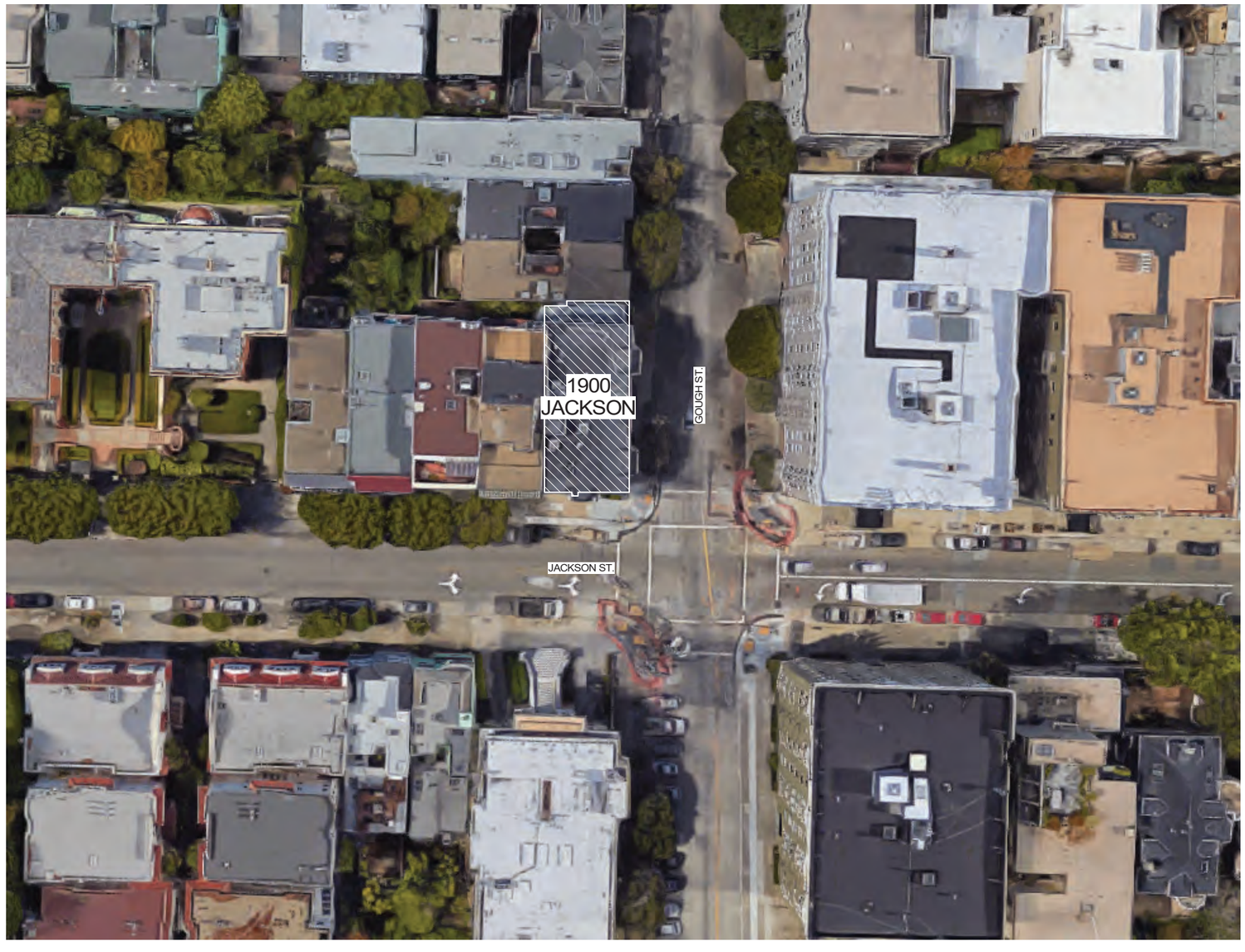

1 SITE PLAN AERIAL IMAGE
NTS

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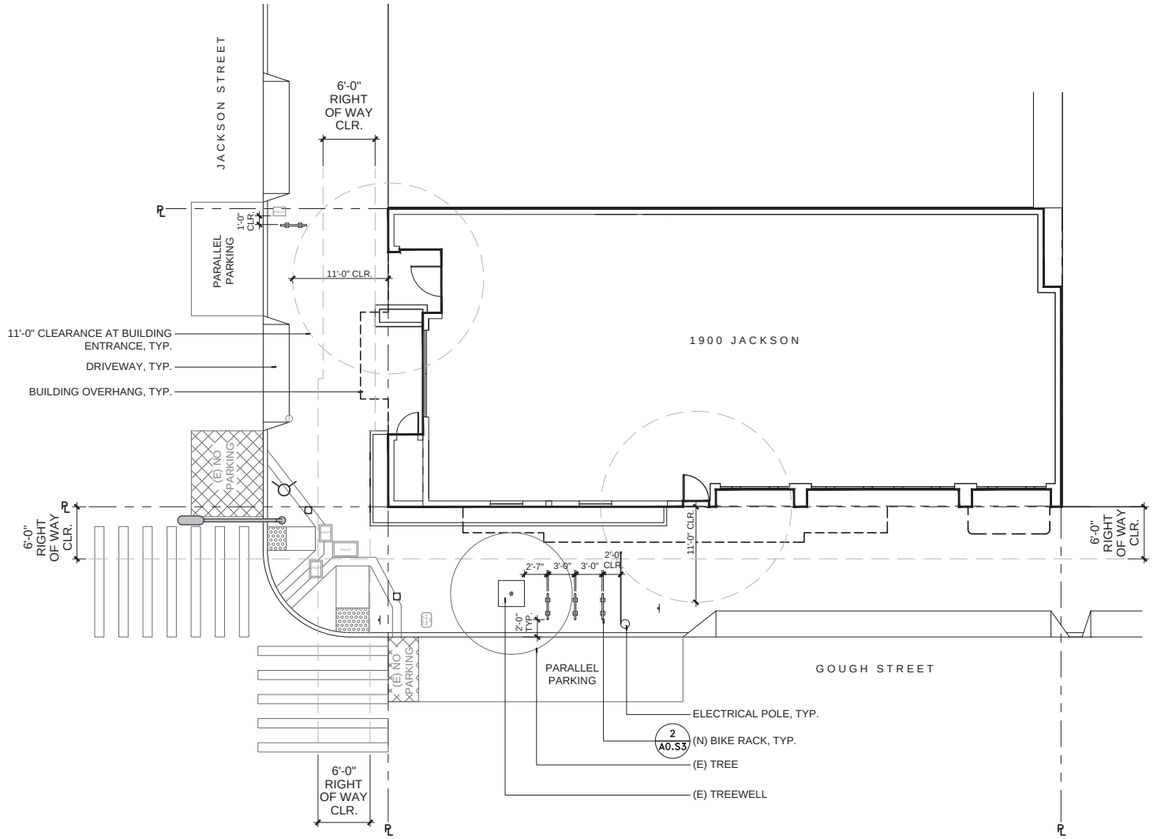
No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



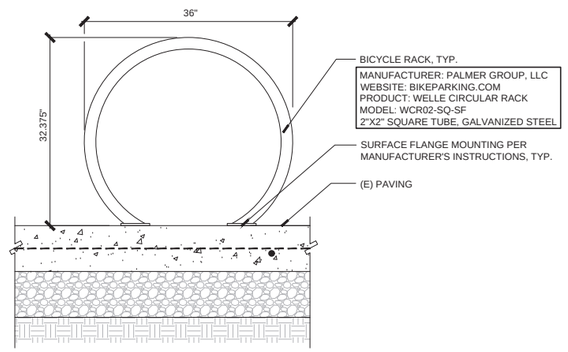
SCALE: 1/8"=1'-0""

0' 4' 8' 16'

N

1 Streetscape Plan

1/8" = 1'-0"



2 Bike Rack

NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(8) BIKE PARKING SPACES

TOTAL: 8

LEGEND

(N) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) PARKING SIGN

(E) POLE LIGHT

(E) FIRE HYDRANT

(E) NO PARKING (RED CURB)

(E) WARNING PAVERS

NOTE:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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Creo
landscape architecture
466 Geary Street, Suite 300
San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU RESIDENTIAL COMPLIANCE SET

1900 Jackson
San Francisco, CA 94109

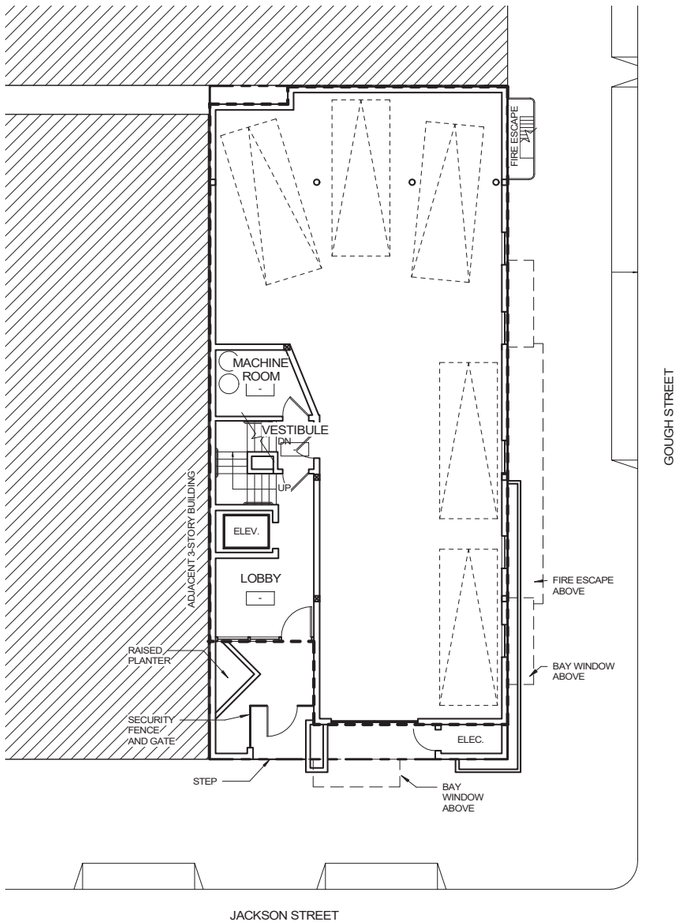
REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MILHOLLAND
No. 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21823.01
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

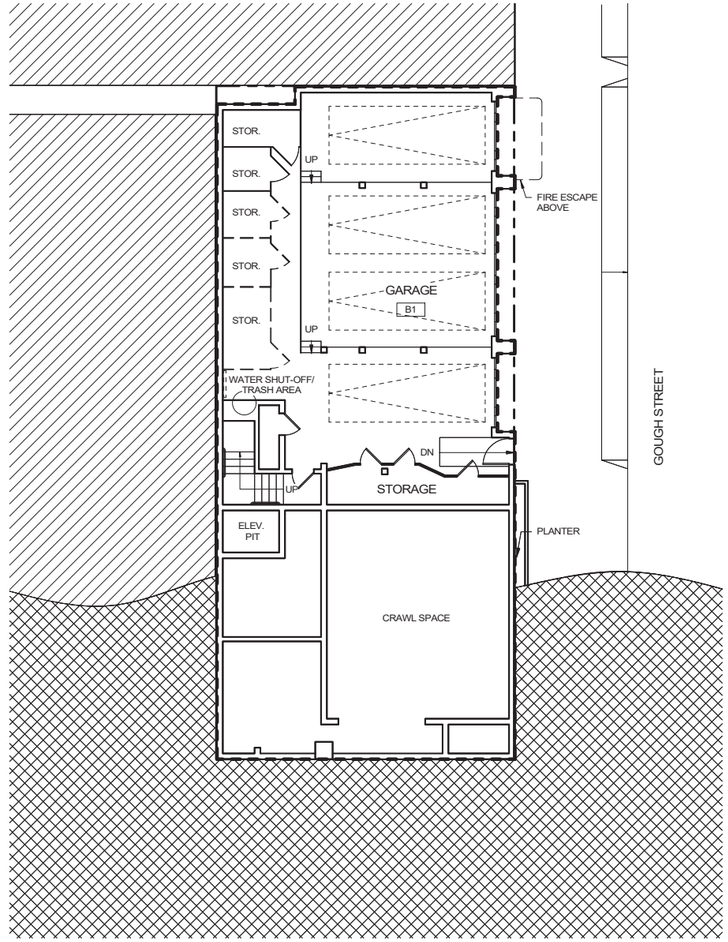
STREETSCAPE DRAWINGS

A0.S3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 1 - EXISTING
1/8" = 1'-0"



1 BASEMENT - EXISTING
1/8" = 1'-0"

N

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PERMANENT RESIDENT
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name — ROOM NAME
XXX — ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED 1 OCCUPANT
2 OCC — EXISTING BUNK BED 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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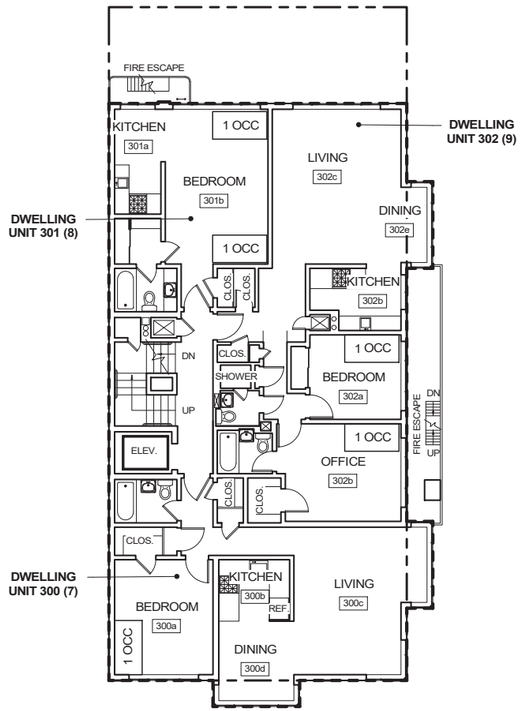
No.	Date	Description

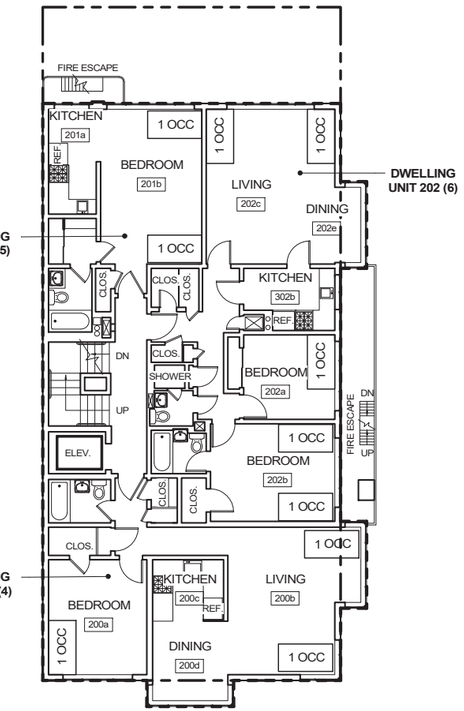
EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1

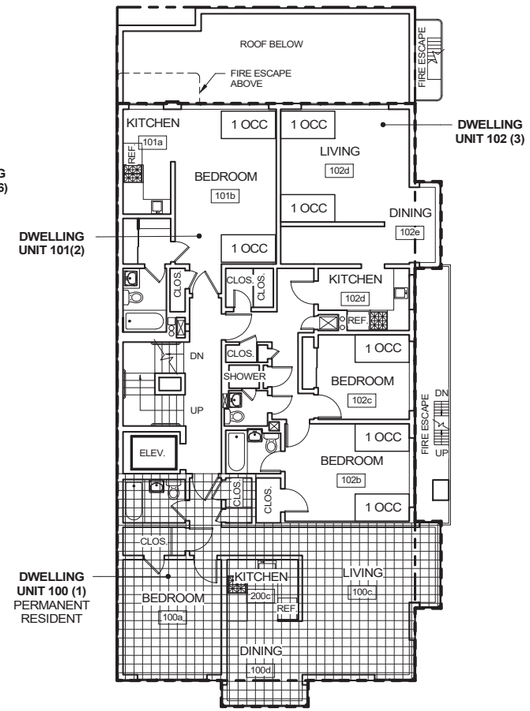
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



3 Level 4
1/8" = 1'-0"



2 Level 3
1/8" = 1'-0"



1 Level 2
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - (E) Bed Counts	
ROOM	**COUNT**
101b	2
102b	2
102c	1
102d	2
TOTAL BED COUNTS	7

Level 3

Level 3 - (E) Bed Counts	
ROOM	**COUNT**
200a	1
200b	2
201b	2
202a	1
202b	2
202c	2
TOTAL BED COUNTS	10

Level 4

Level 4 - (E) Bed Counts	
ROOM	**COUNT**
300a	1
301b	2
302a	1
302b	1
TOTAL BED COUNTS	5

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PERMANENT RESIDENT
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX

- ROOM NAME
- ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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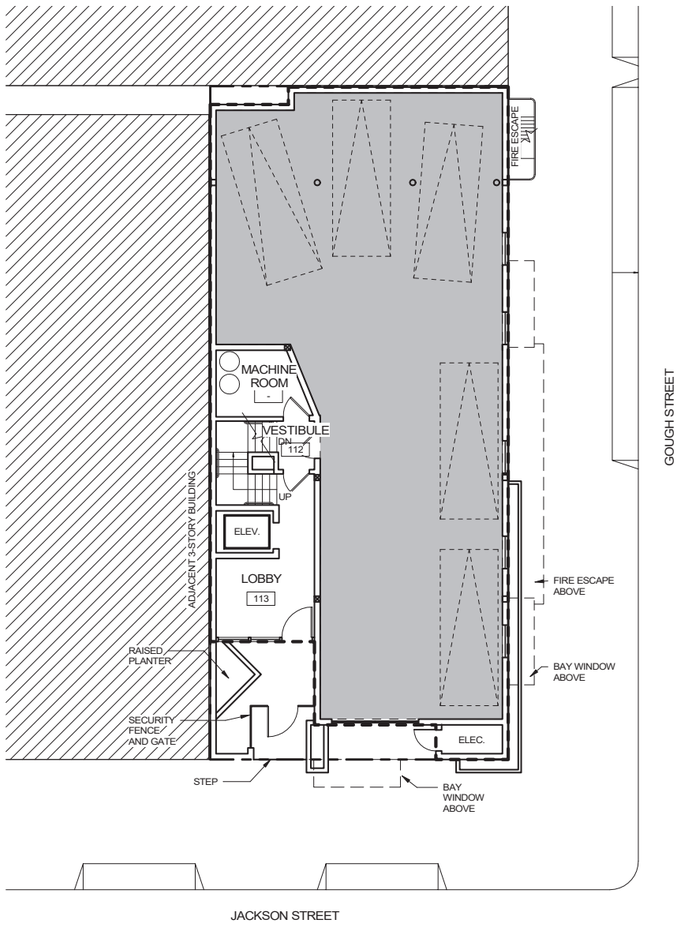
No.	Date	Description

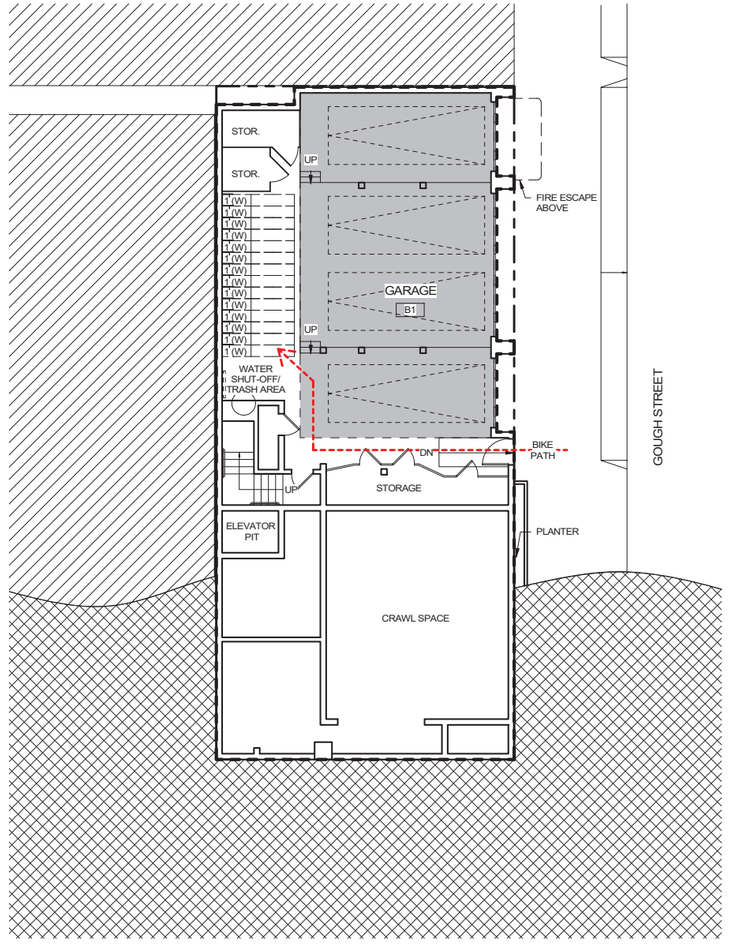
EXISTING FLOOR PLANS - LEVELS 2, 3 & 4

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I

TYPE OF BIKE RACK	PROPOSED BIKE SPACES
WALL MOUNTED BIKE RACK	14
TOTAL	14

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PERMANENT RESIDENT
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

BIKE TAG
- CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES (4'-0", 2 BIKE (F), 3'-0") — Maneuvering Space, Bike Storage Space
- CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE (8'-4", 3'-4", 5'-0", 4", 1 (W)) — Maneuvering Space, Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

- BIKE ENTRY / EXIT ROUTE

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AAU RESIDENTIAL COMPLIANCE SET

1900 JACKSON
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number	21823.01
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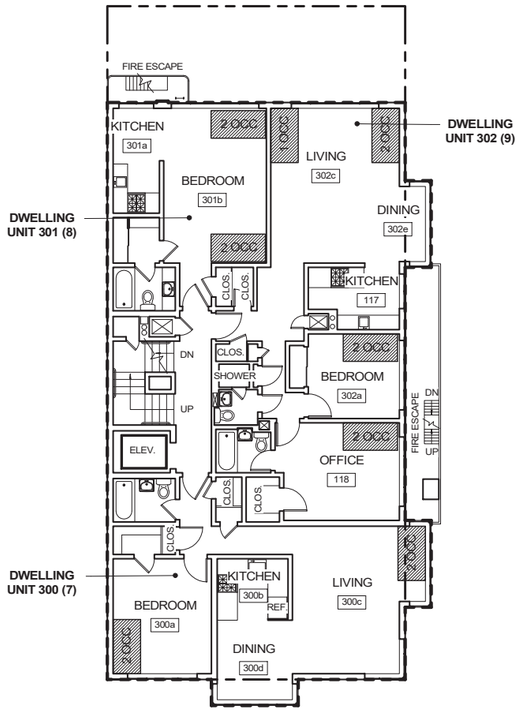
Phase	
Print Date	10/11/2019 10:37:54 PM

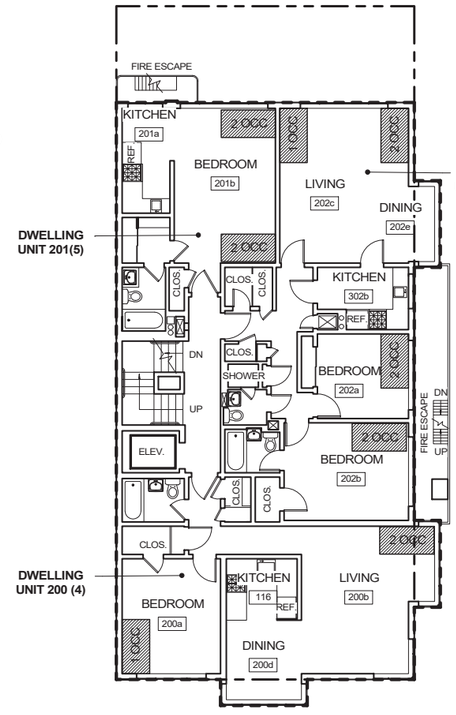
No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

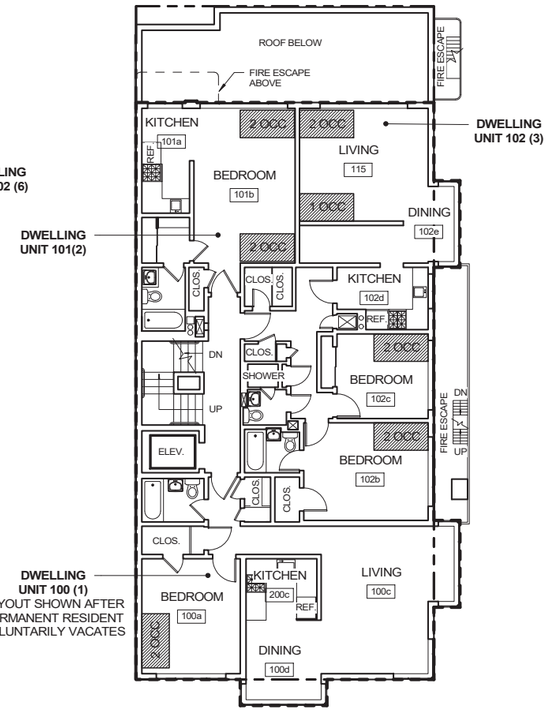
A2.1



3 LEVEL 4 - PROPOSED
1/8" = 1'-0"



2 LEVEL 3 - PROPOSED
1/8" = 1'-0"



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - PROPOSED	
ROOM	**COUNT**
100a	2
101b	4
102b	2
102c	2
102d	3
TOTAL BED COUNTS	13

Level 3

Level 3 - PROPOSED	
ROOM	**COUNT**
200a	1
200b	2
201b	4
202a	2
202b	2
202c	3
TOTAL BED COUNTS	14

Level 4

Level 4 - PROPOSED	
ROOM	**COUNT**
300a	4
301b	4
302a	2
302b	2
302c	3
TOTAL BED COUNTS	15

LEGEND

- PRIVATE PARKING GARAGE OCCUPIED FLOOR AREA
- PERMANENT RESIDENT
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED 1 OCCUPANT
2 OCC — EXISTING BUNK BED 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

1900 JACKSON
San Francisco, CA 94109

LICENSED ARCHITECTS
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.01 | Issue Date 10/11/19
Scale 1/8" = 1'-0" | Phase
Print Date 10/11/2019 10:38:01 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 2, 3 & 4

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

GENERAL NOTES

1. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION.

2 SOUTH ELEVATION - JACKSON STREET
NTS

1 EAST ELEVATION - GOUGH STREET
NTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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REN. 10/2019
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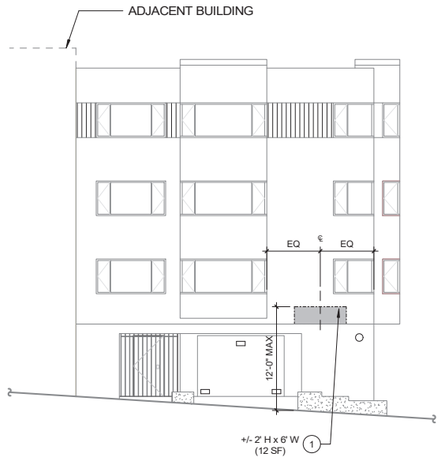
Project Number 21823.01
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date 10/11/2019 10:38:04 PM

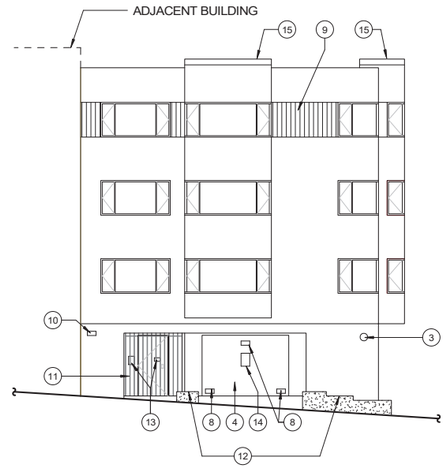
No.	Date	Description

EXTERIOR ELEVATION IMAGES

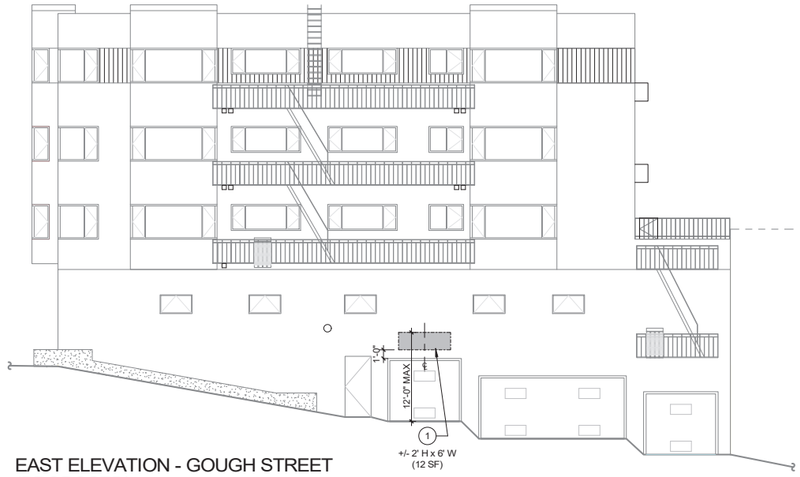
A3.1



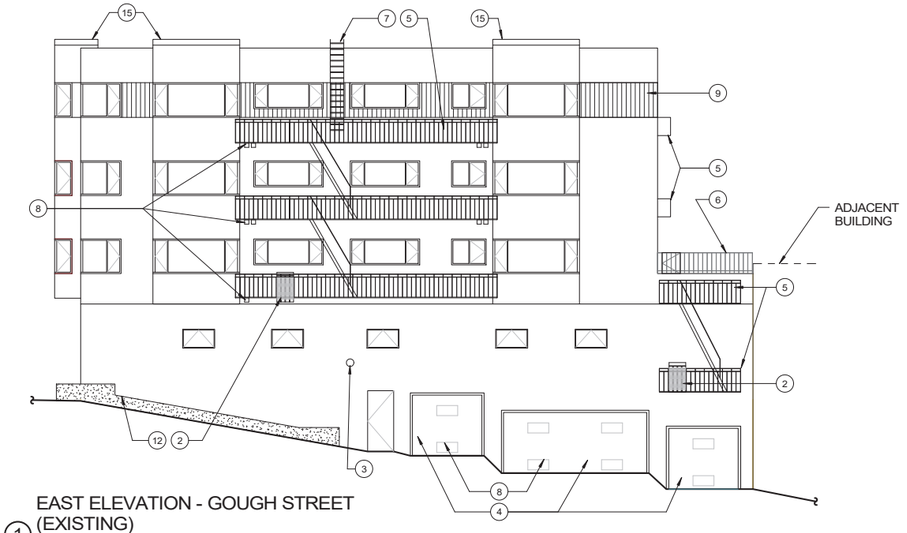
SOUTH ELEVATION - JACKSON STREET (PROPOSED)
4 1/8" = 1'-0"



SOUTH ELEVATION - JACKSON STREET (EXISTING / DEMO)
3 1/8" = 1'-0"



EAST ELEVATION - GOUGH STREET (PROPOSED)
2 1/8" = 1'-0"



EAST ELEVATION - GOUGH STREET (EXISTING)
1 1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. BUSINESS SIGNAGE IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED.
3. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION.

KEYNOTES

1. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:
   *SEE PHOTOS ON SHT A4.1
2. EXISTING ACCORDION FIRE LADDER
3. EXISTING DOME SECURITY CAMERA
4. EXISTING GARAGE DOOR
5. EXISTING FIRE ESCAPE BALCONIES
6. EXISTING RAILING
7. EXISTING FIRE EGRESS ROOF LADDER
8. EXISTING VENT
9. EXISTING WOOD PANELS
10. EXISTING ADDRESS NAMEPLATE
11. EXISTING SECURITY GATE
12. EXISTING PLANTER
13. EXISTING PLASTIC SIGNS MOUNTED ON METAL GATE TO BE REMOVED
14. EXISTING " NO PARKING" SIGN
15. EXISTING BAY WINDOWS

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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DOUGLAS G TOM
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REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.01
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Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 10:38:07 PM

No.	Date	Description

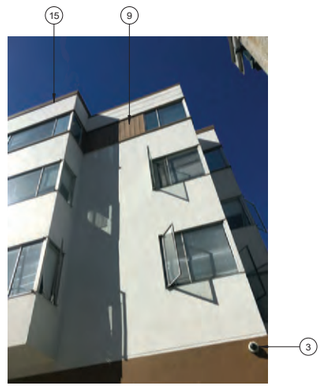
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

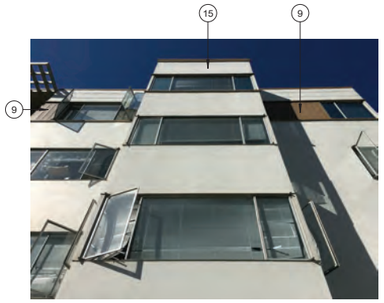
11 IMAGE
NTS

10 IMAGE
NTS



9 IMAGE
NTS

8 IMAGE
NTS



7 IMAGE
NTS

6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS

3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

KEYNOTES

1. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:
   *SEE PHOTOS ON SHT A4.1
2. EXISTING ACCORDION FIRE LADDER
3. EXISTING DOME SECURITY CAMERA
4. EXISTING GARAGE DOOR
5. EXISTING FIRE ESCAPE BALCONIES
6. EXISTING RAILING
7. EXISTING FIRE EGRESS ROOF LADDER
8. EXISTING VENT
9. EXISTING WOOD PANELS
10. EXISTING ADDRESS NAMEPLATE
11. EXISTING SECURITY GATE
12. EXISTING PLANTER
13. EXISTING PLASTIC SIGNS MOUNTED ON METAL GATE TO BE REMOVED
14. EXISTING " NO PARKING" SIGN
15. EXISTING BAY WINDOWS

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Scale	1/8" = 1'-0"
Phase	
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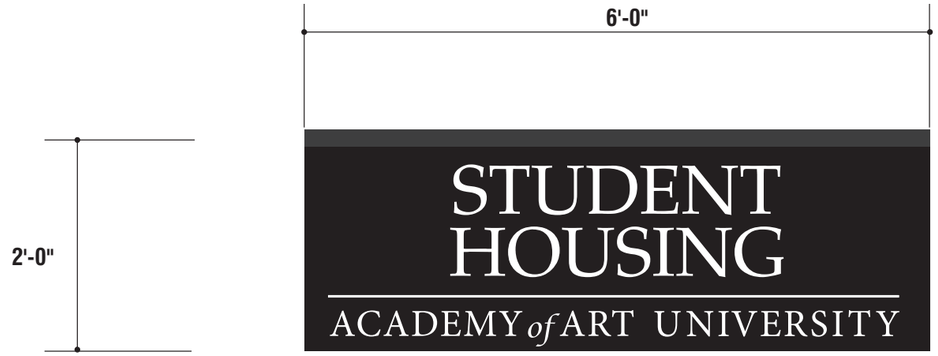
No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1



A S/F Externally Illuminated Wall Sign

Scale: 1½" = 1' - 0"

2"x2" Angle Frame w/ Black Aluminum Face w/ Vinyl Graphics
LED Lighting Strip @ Top

Jackson St Elevation

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
1900 JACKSON STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

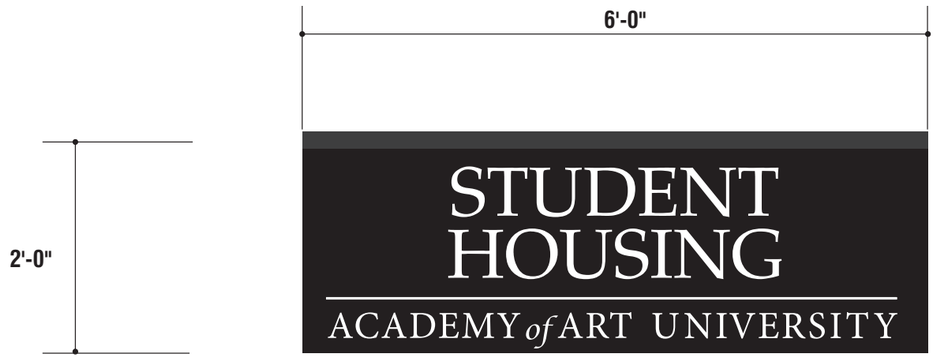
This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.

GG 2.0



A S/F Externally Illuminated Wall Sign

Scale: 1½" = 1' - 0"

2"x2" Angle Frame w/ Black Aluminum Face w/ Vinyl Graphics
LED Lighting Strip @ Top

Gough St Elevation

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
1900 JACKSON STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.

GG 3.0

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	1,453	1,453
LEVEL 1	3,038	3,038
LEVEL 2	3,060	3,060
LEVEL 3	3,060	3,060
LEVEL 4	3,060	3,060
LEVEL 5	3,060	3,060
LEVEL 6	3,060	3,060
GROSS SF TOTAL	19,791	19,791

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)

IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RC-4

DWELLING UNITS (DUs) 1 DU PER 200 SF LOT AREA

GROUP HOUSING ROOMS (GHs) 1 GH PER 70 SF LOT AREA

736 JONES CALCULATION

DWELLING UNITS (DUs) 4,031 SF / 200 SF = 20 DUs

GROUP HOUSING ROOMS (GHs) 4,031 SF / 70 SF = 58 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
DWELLING UNIT	20	34	34	35
BED COUNT	116 *for GH only	70	63	74

NOTES

1. Existing bed count reflects beds in residential Dwelling Units and bedrooms occupied by AAU for residential uses, based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. Two Bedrooms/Units occupied by non-AAU Permanent Residents (DU# 12, DU# 35) in this building. Bedrooms/Units entitled as student housing, with provision made that all existing non-AAU residents may remain in their current Bedrooms/Units until voluntarily vacating.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- EXPOSURE

*ANALYSIS NOT REQUIRED

E- OPEN SPACE

*ANALYSIS NOT REQUIRED

F- ACTIVE USE

*ANALYSIS NOT REQUIRED

G- REAR YARD

*ANALYSIS NOT REQUIRED

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO RETAIN 34 DWELLING UNITS CURRENTLY EXISTING 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.

NEW SIGNAGE PROPOSED AS PART OF PROJECT.

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	•	•
A0.1	PROJECT INFORMATION		•
A0.2	GENERAL NOTES		•
A0.S1	SITE PLAN AERIAL IMAGE	•	
A0.T1	OCCUPANCY AND EGRESS PLANS		
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		
A1.1	EXISTING FLOOR PLANS - BASEMENT & LEVEL 1	•	•
A1.2	EXISTING FLOOR PLANS - LEVELS 2 & 3	•	•
A1.3	EXISTING FLOOR PLANS - LEVELS 4 & 5	•	•
A1.4	EXISTING FLOOR PLANS - LEVEL 6	•	•
A2.1	PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1	•	•
A2.2	PROPOSED FLOOR PLANS - LEVELS 2 & 3	•	•
A2.3	PROPOSED FLOOR PLANS - LEVELS 4 & 5	•	•
A2.4	PROPOSED FLOOR PLANS - LEVEL 6	•	•
A3.1	EXTERIOR ELEVATIONS - IMAGES	•	•
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	•	
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	•	•
	SIGNAGE SHEETS		
G 2.0	SIGNAGE DETAILS	•	•

TOTAL SHEETS: 14

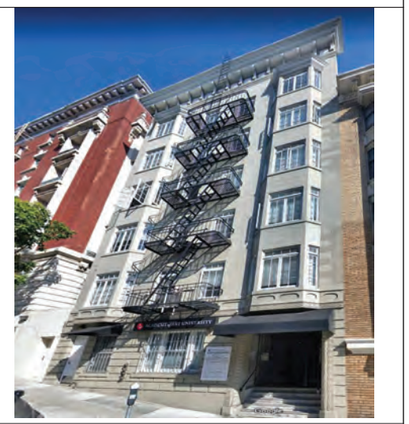
PROPERTY INFORMATION

ADDRESS	736 JONES STREET
BLOCK/LOT	0298/027
No OF STORIES	6 + BASEMENT (NO CHANGE)
DISTRICTS	
ZONING	RC-4
HEIGHT/BULK	80-A
SPECIAL USE	WITHIN 1/4 MILE OF THE FRINGE FINANCIAL SERVICES RUD WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	NO CHANGE OF USE REQUIRED
LAST LEGAL/ PROPOSED	RESIDENTIAL: 35 DWELLING UNITS

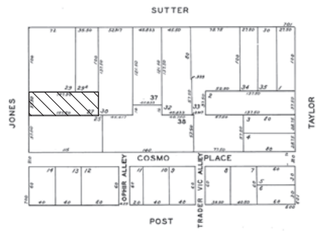
HISTORIC EVALUATION

HISTORIC RESOURCE STATUS	A- Historic Resource Present
NATIONAL REGISTER HISTORIC DISTRICTS	Lower Nob Hill Apartment Hotel District
CALIFORNIA REGISTER HISTORIC DISTRICTS	Lower Nob Hill Apartment Hotel District
HISTORIC RESOURCE EVALUATION RESPONSES	None
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

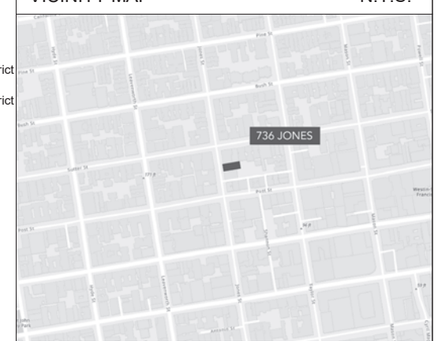
EXTERIOR PHOTO



PLOT PLAN N.T.S.



VICINITY MAP N.T.S.



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REN. 10/2019
STATE OF CALIFORNIA

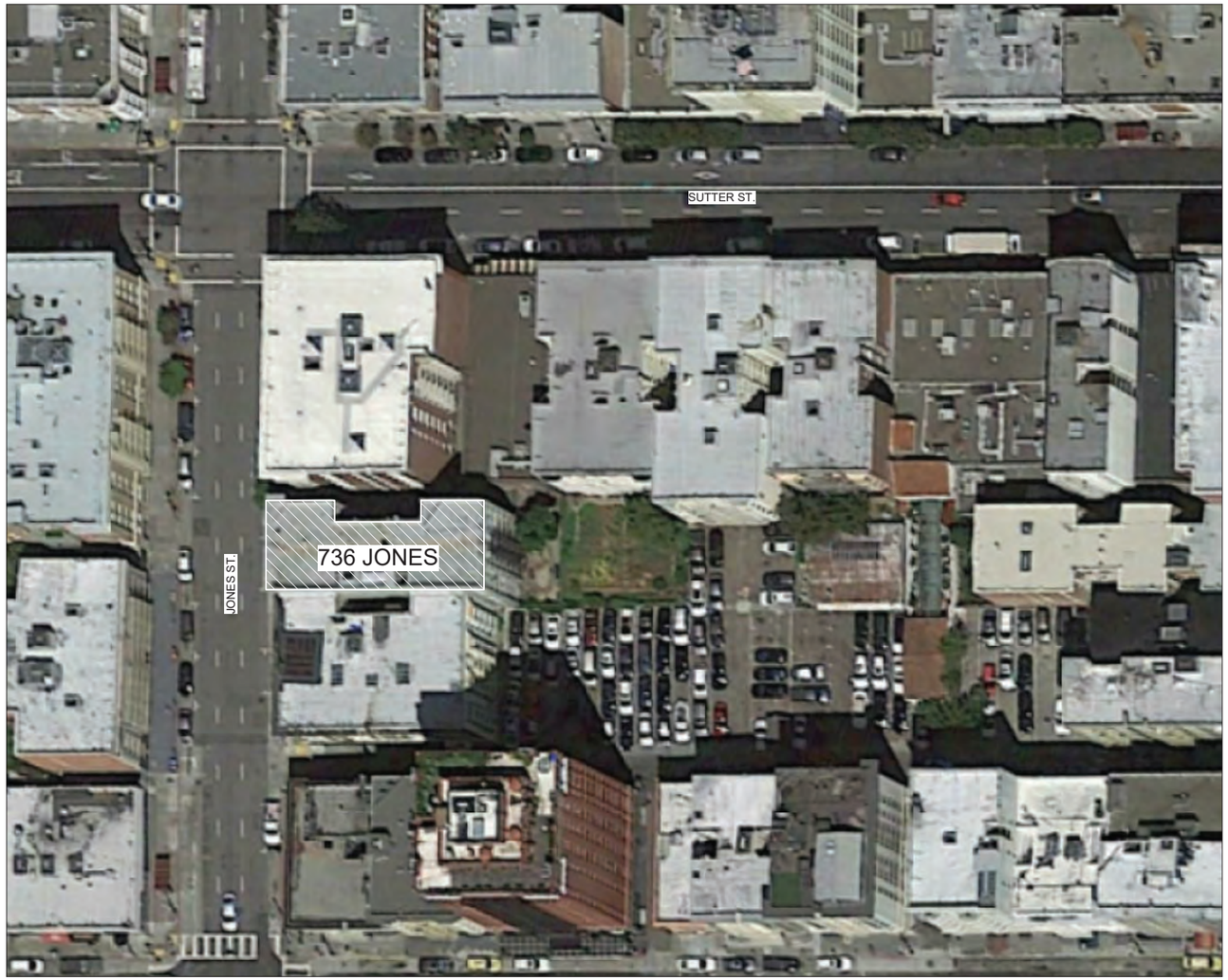
Project Number 21823.16 Issue Date 10/11/19
Scale: As indicated Phase
Print Date: 10/11/2019 11:19:57 PM

No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 SITE PLAN AERIAL IMAGE
1/8" = 1'-0"

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Phase	
Print Date	10/11/2019 11:19:58 PM

No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1

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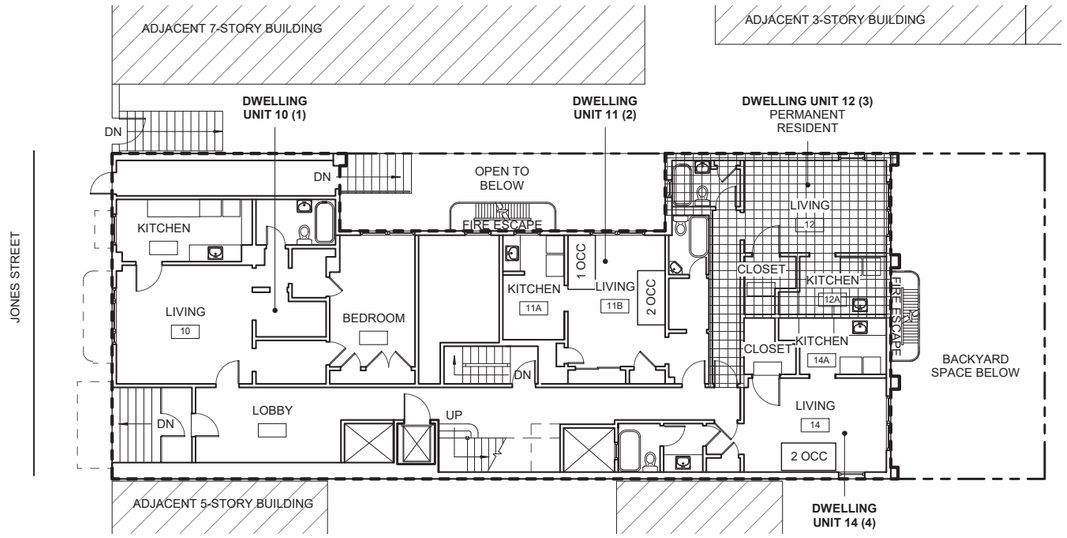
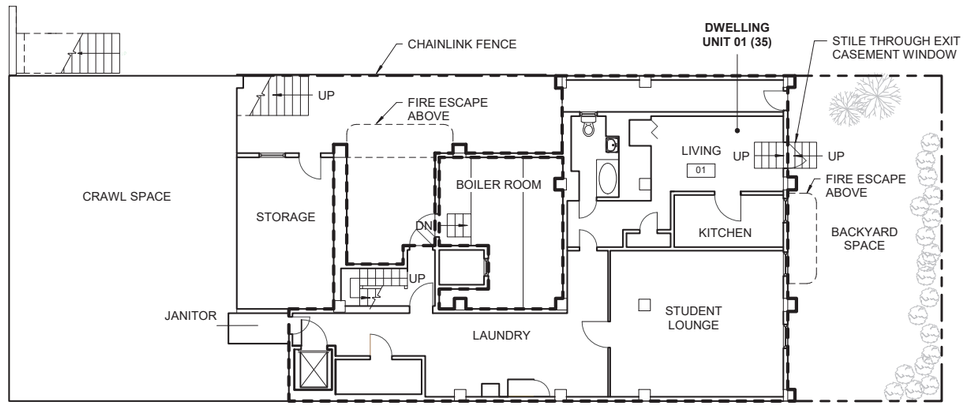


2 LEVEL 1 - EXISTING
1/8" = 1'-0"



1 BASEMENT - EXISTING
1/8" = 1'-0"

GENERAL NOTES

1. ESTM AND AUGUST 2018 SURVEY DID NOT NOTE EXISTENCE OF BASEMENT DWELLING UNIT. GIVEN BASEMENT LOCATION, THIS LEGALLY INSTITUTED UNIT IS NOT A PREFERRED LOCATION FOR STUDENT RESIDENTS AND WHEN AAU HOUSING IS NOT NEAR FULL OCCUPANCY, THIS DWELLING UNIT IS OFTEN LEFT OPEN AND TURNED INTO AN INFORMAL EXTENSION OF THE EXISTING SUDENT LOUNGE AND LAUNDRY AREA; HOWEVER, AAU MAINTAINS UNIT FOR USE AS LEGAL DWELLING UNIT AT ALL TIMES.

BED COUNT

Level 1

Level 1 - (E) Bed Counts	
ROOM	**COUNT**
11	3
14	2
TOTAL BED COUNTS	5

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG
Name — ROOM NAME
XXX — ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED 1 OCCUPANT
2 OCC — EXISTING BUNK BED 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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San Francisco, CA 94109

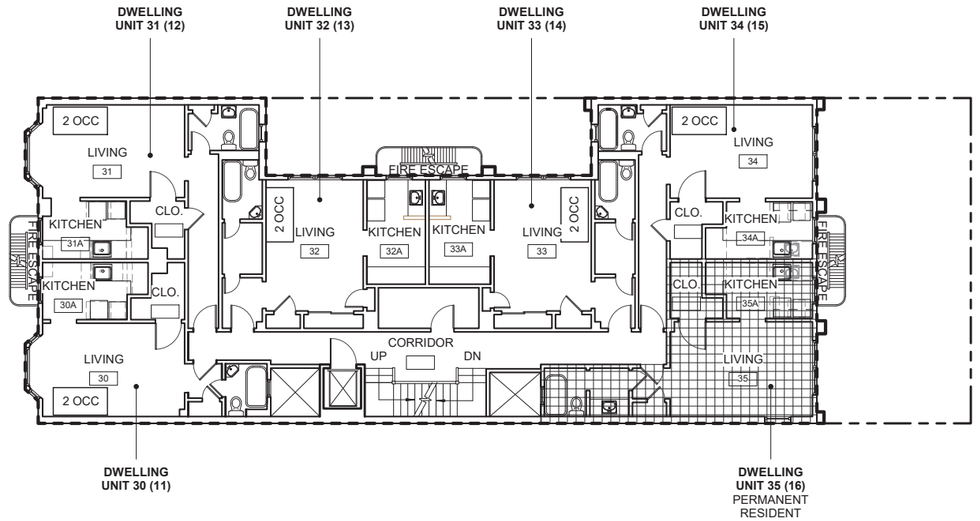
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.16 — Issue Date 10/11/19
Scale 1/8" = 1'-0" — Phase
Print Date 10/11/2019 11:20:01 PM

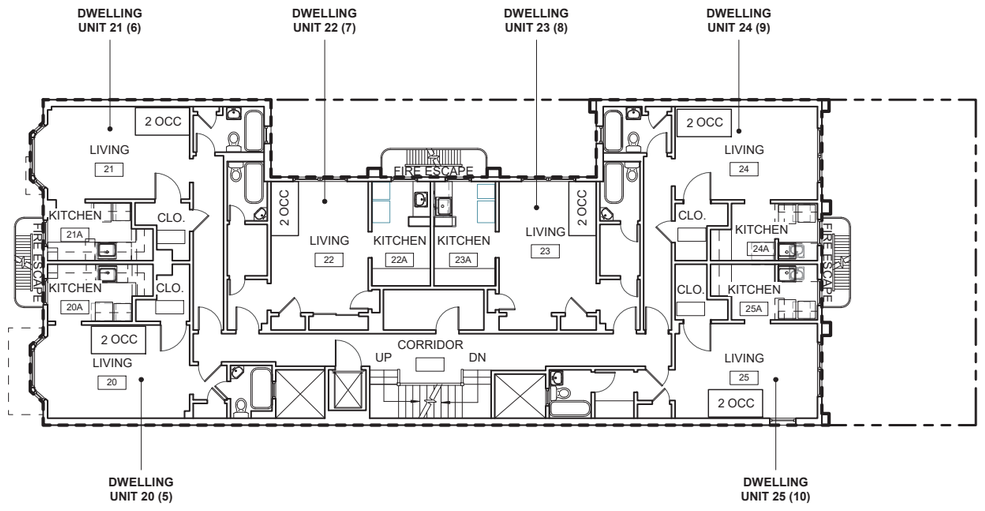
No.	Date	Description

EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1



2 LEVEL 3 - EXISTING
1/8" = 1'-0"



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

BED COUNT

Level 2

Level 2 - (E) Bed Counts	
ROOM	COUNT
20	2
21	2
22	2
23	2
24	2
25	2
TOTAL BED COUNTS	12

Level 3

Level 3 - (E) Bed Counts	
ROOM	COUNT
30	2
31	2
32	2
33	2
34	2
TOTAL BED COUNTS	10

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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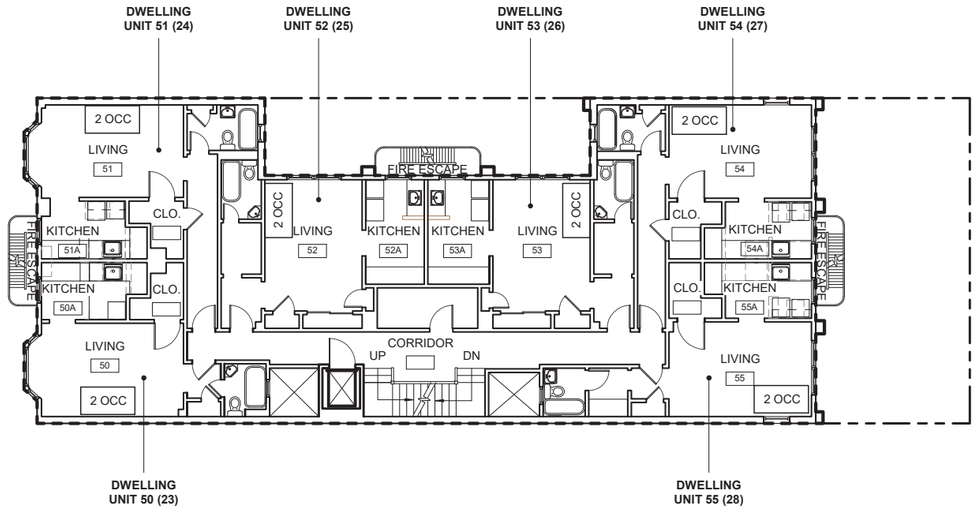
No.	Date	Description

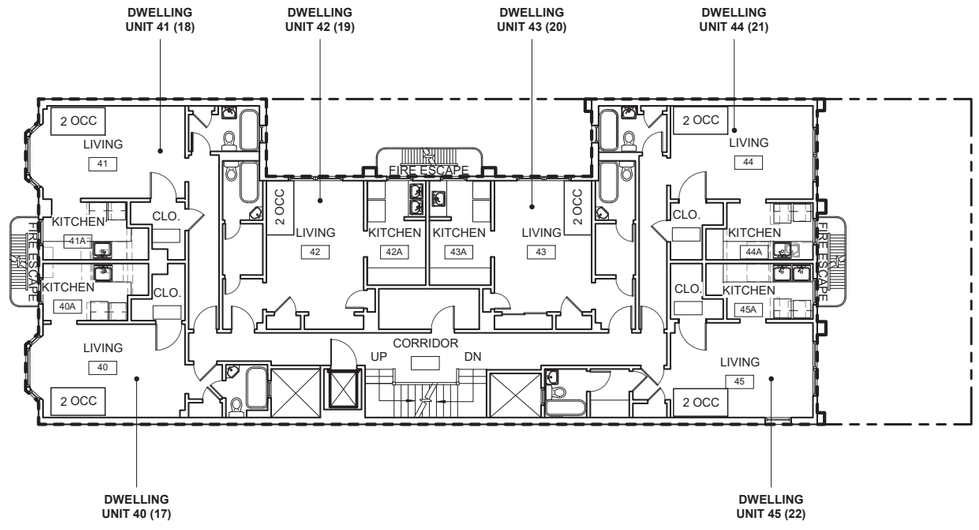
EXISTING FLOOR PLANS - LEVELS 2 & 3

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 5 - EXISTING
1/8" = 1'-0"



1 LEVEL 4 - EXISTING
1/8" = 1'-0"

BED COUNT

Level 4

Level 4 - (E) Bed Counts

ROOM	COUNT
40	2
41	2
42	2
43	2
44	2
45	2
TOTAL BED COUNTS	12

Level 5

Level 5 - (E) Bed Counts

ROOM	COUNT
50	2
51	2
52	2
53	2
54	2
55	2
TOTAL BED COUNTS	12

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG
Name — ROOM NAME
XXX — ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED 1 OCCUPANT
2 OCC — EXISTING BUNK BED 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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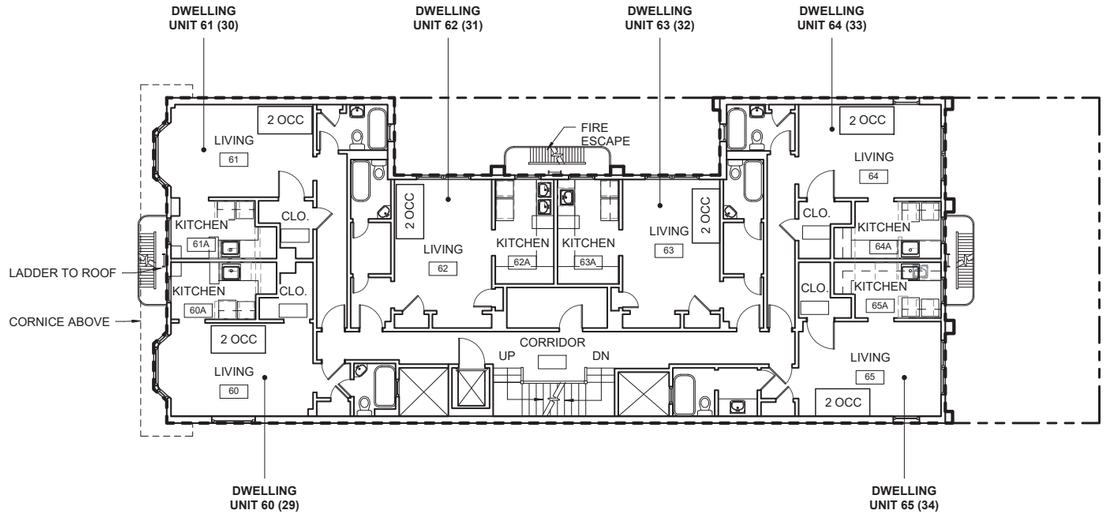
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 4 & 5

A1.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 6 - EXISTING
1/8" = 1'-0"

BED COUNT

Level 6

Level 6 - (E) Bed Counts

ROOM	COUNT
60	2
61	2
62	2
63	2
64	2
65	2
TOTAL BED COUNTS	12

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG

Name
XXX

- ROOM NAME
- ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED, 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED, 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

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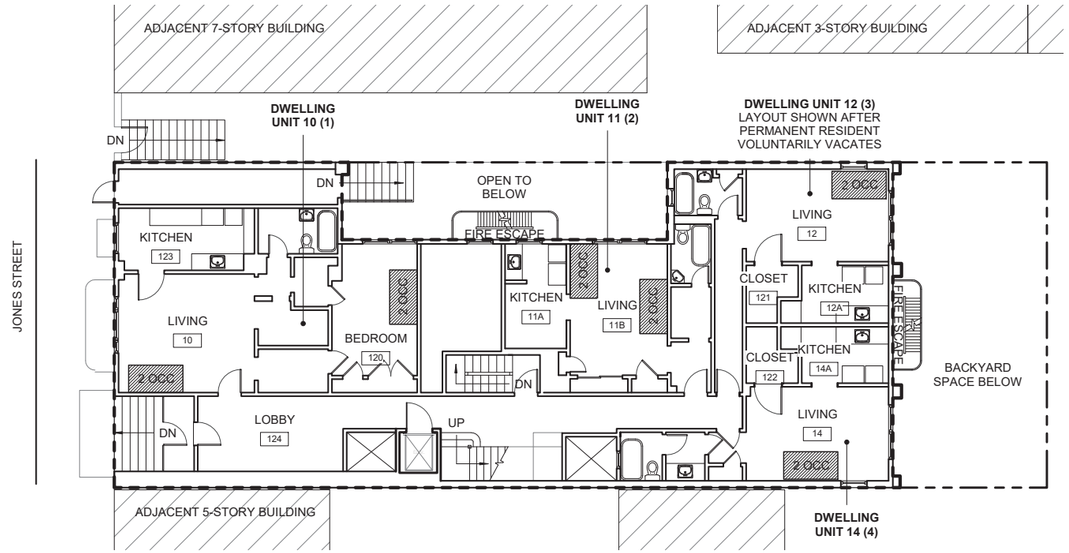
No.	Date	Description

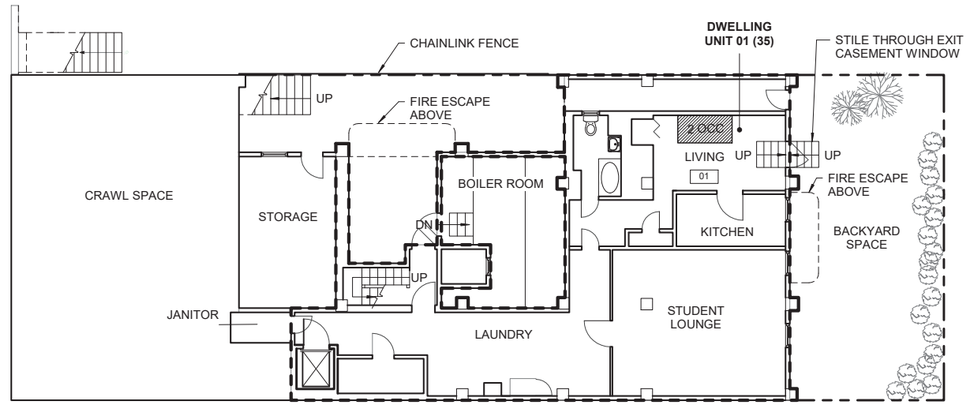
EXISTING FLOOR PLANS - LEVEL 6

A1.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Basement

Basement - PROPOSED	
ROOM	COUNT
01	2
TOTAL BED COUNTS	2

Level 1

Level 1 - PROPOSED	
ROOM	COUNT
10	4
11	4
12	2
14	2
TOTAL BED COUNTS	12

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG
Name — ROOM NAME
XXX — ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED, 1 OCCUPANT
2 OCC — EXISTING BUNK BED, 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

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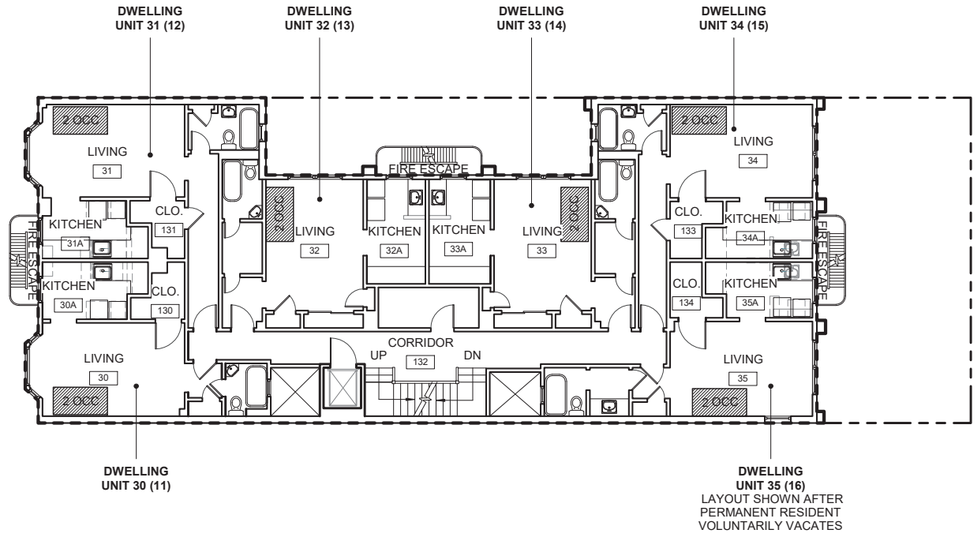
No.	Date	Description

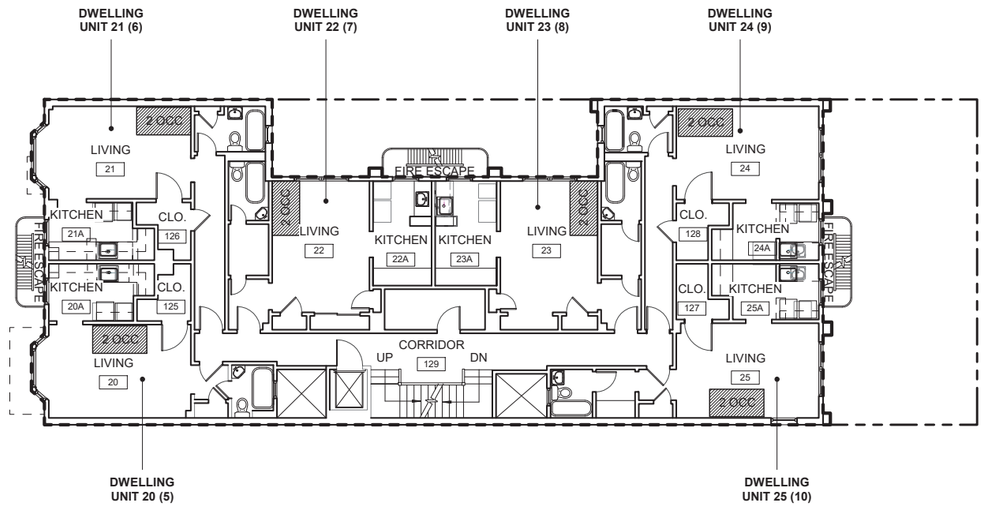
PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 3 - PROPOSED
1/8" = 1'-0"



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 2

Level 2 - PROPOSED	
ROOM	COUNT
20	2
21	2
22	2
23	2
24	2
25	2
TOTAL BED COUNTS	12

Level 3

Level 3 - PROPOSED	
ROOM	COUNT
30	2
31	2
32	2
33	2
34	2
35	2
TOTAL BED COUNTS	12

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED, 1 OCCUPANT
2 OCC — EXISTING BUNK BED, 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

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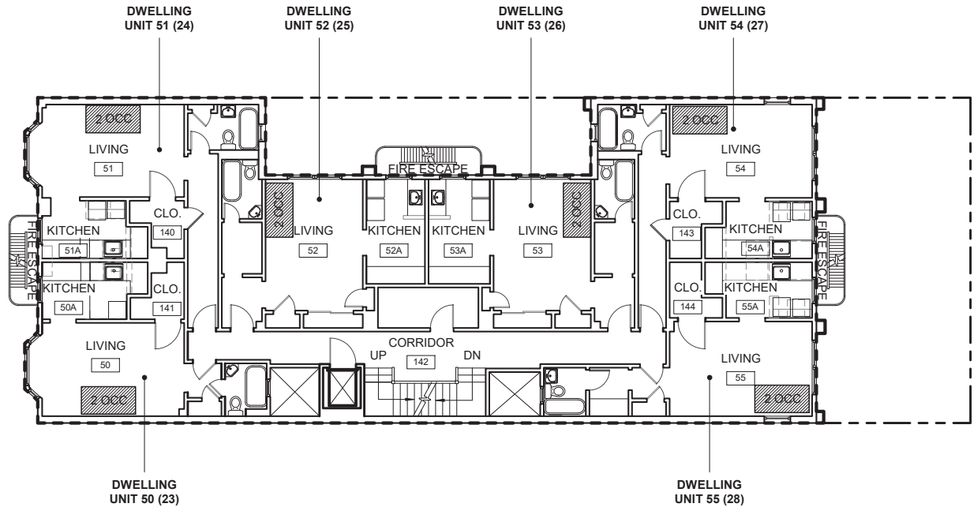
No.	Date	Description

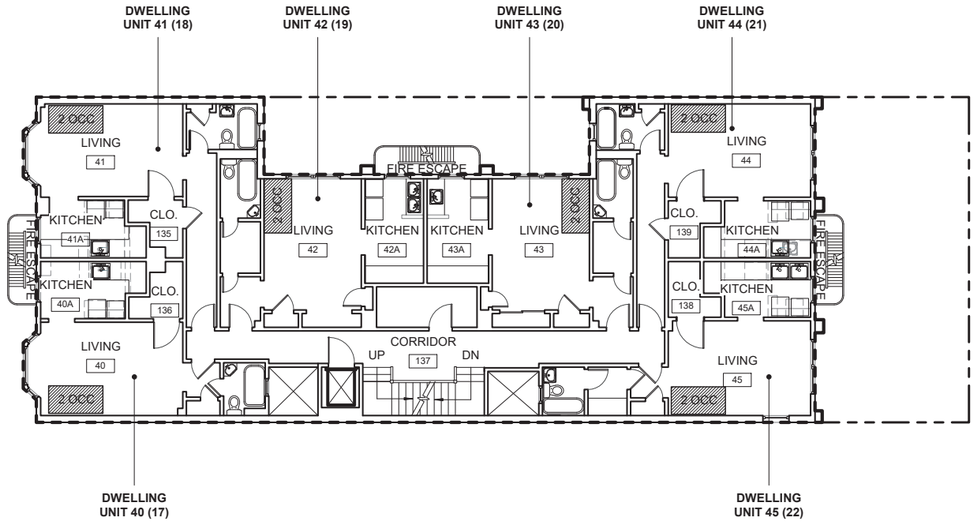
PROPOSED FLOOR PLANS - LEVELS 2 & 3

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 5 - PROPOSED
1/8" = 1'-0"



1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 4

Level 4 - PROPOSED

ROOM	COUNT
40	2
41	2
42	2
43	2
44	2
45	2
TOTAL BED COUNTS	12

Level 5

Level 5 - PROPOSED

ROOM	COUNT
50	2
51	2
52	2
53	2
54	2
55	2
TOTAL BED COUNTS	12

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED, 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED, 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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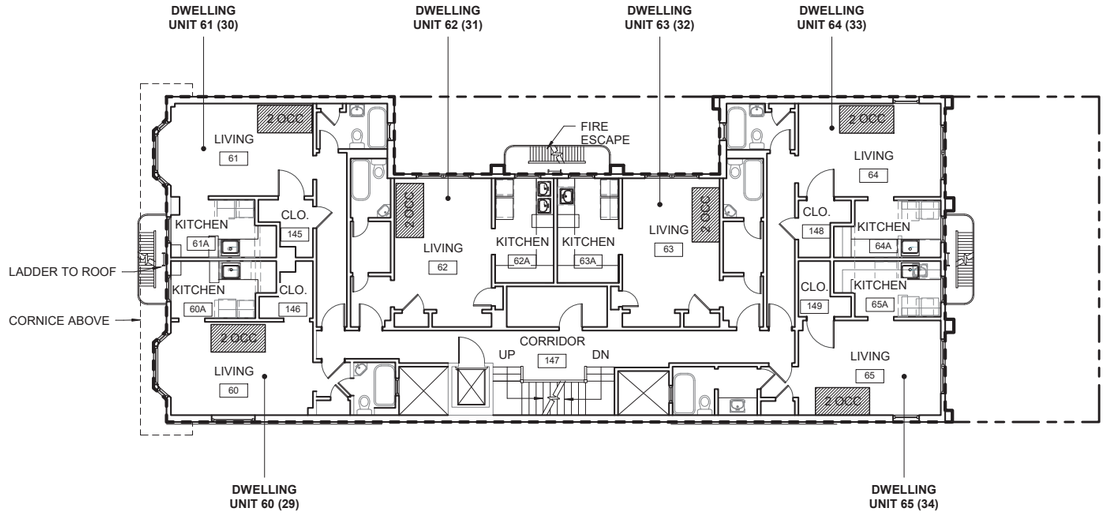
No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 4 & 5

A2.3



1 LEVEL 6 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 6

Level 6 - PROPOSED	
ROOM	**COUNT**
60	2
61	2
62	2
63	2
64	2
65	2
TOTAL BED COUNTS	12

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- PERMANENT RESIDENT

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED 1 OCCUPANT
2 OCC — EXISTING BUNK BED 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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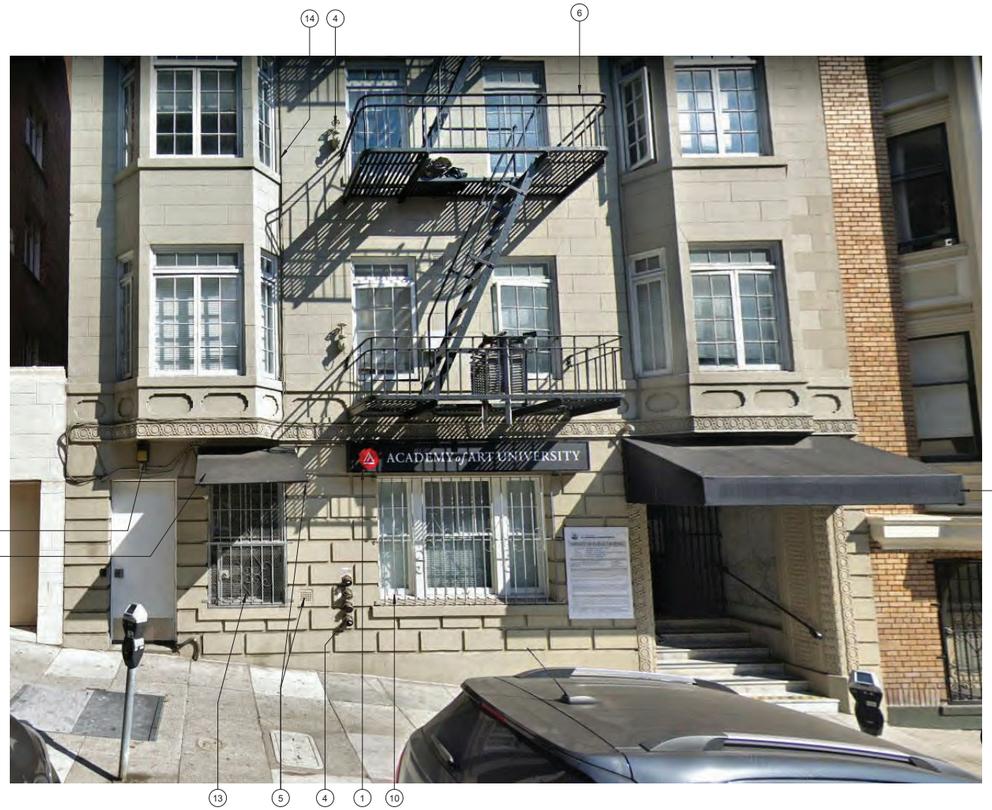
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 6

A2.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



WEST ELEVATION - JONES STREET
(EXISTING/PROPOSED)
2 NTS

WEST ELEVATION - JONES STREET - 2019
(EXISTING/PROPOSED)
1 NTS

KEYNOTES

1. EXISTING AAU SIGNAGE TO REMAIN
2. PROPOSED AAU NON-ILLUMINATED FRONT AWNING BUSINESS SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. PROPOSED AAU NON-ILLUMINATED SIDE AWNING BUSINESS SIGN, BOTH SIDES; SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:
   *SEE IMAGES ON SHT. A4.1
4. EXISTING STAND PIPE
5. EXISTING VENT
6. EXISTING FIRE ESCAPE BALCONY
7. EXISTING LADDER TO ROOF
8. EXISTING ACCORDION FIRE LADDER
9. EXISTING METAL SECURITY GATE
10. EXISTING SECURITY BARS OVER WINDOW
11. EXISTING LIGHT FIXTURE
12. EXISTING AWNING
13. EXISTING SECURITY BARS WITH EGRESS GATE OVER WINDOW
14. EXISTING VERTICAL CONDUIT AT BAY WINDOWS

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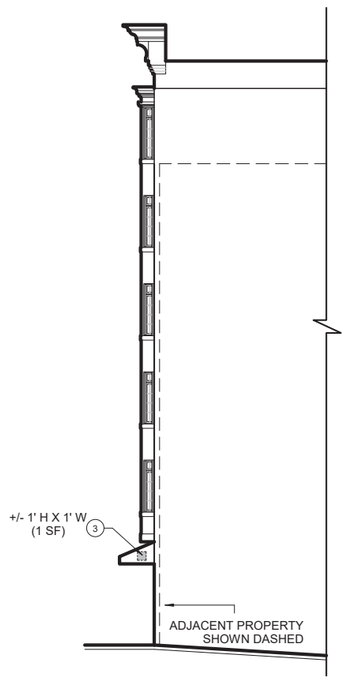
No.	Date	Description

EXTERIOR ELEVATIONS - IMAGES

A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

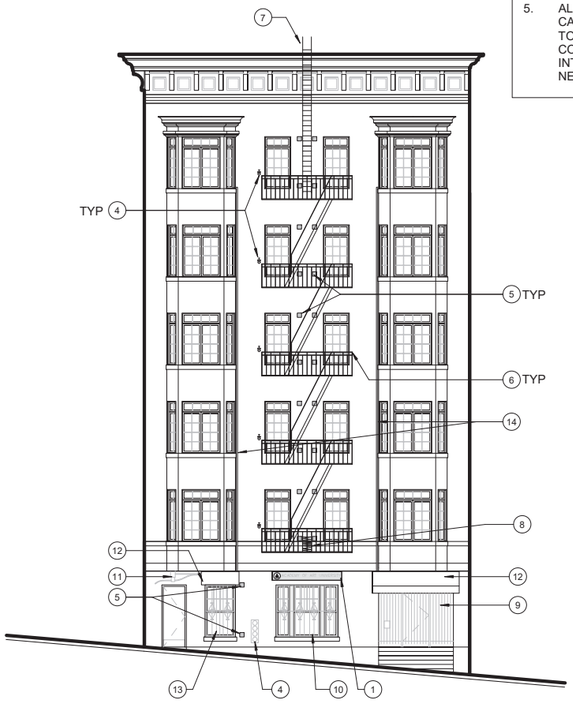


SOUTH ELEVATION - PROPERTY LINE (PROPERTY)

3 1/8" = 1'-0"

WEST ELEVATION - JONES STREET (PROPOSED)

2 1/8" = 1'-0"



WEST ELEVATION - JONES STREET (EXISTING)

1 1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED.

KEYNOTES

1. EXISTING AAU SIGNAGE TO REMAIN
2. PROPOSED AAU NON-ILLUMINATED FRONT AWNING BUSINESS SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. PROPOSED AAU NON-ILLUMINATED SIDE AWNING BUSINESS SIGN, BOTH SIDES; SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:
   *SEE IMAGES ON SHT. A4.1
4. EXISTING STAND PIPE
5. EXISTING VENT
6. EXISTING FIRE ESCAPE BALCONY
7. EXISTING LADDER TO ROOF
8. EXISTING ACCORDION FIRE LADDER
9. EXISTING METAL SECURITY GATE
10. EXISTING SECURITY BARS OVER WINDOW
11. EXISTING LIGHT FIXTURE
12. EXISTING AWNING
13. EXISTING SECURITY BARS WITH EGRESS GATE OVER WINDOW
14. EXISTING VERTICAL CONDUIT AT BAY WINDOWS

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

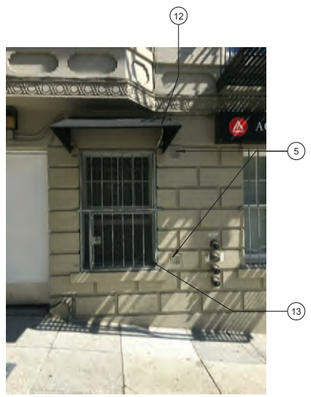
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

7 IMAGE
NTS

6 IMAGE
NTS

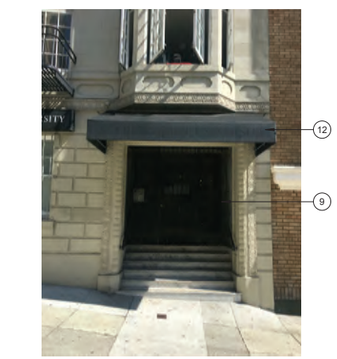
5 IMAGE
NTS

4 IMAGE
NTS



3 IMAGE
NTS

2 IMAGE
NTS



1 IMAGE
NTS

KEYNOTES

1. EXISTING AAU SIGNAGE TO REMAIN
2. PROPOSED AAU NON-ILLUMINATED FRONT AWNING BUSINESS SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. PROPOSED AAU NON-ILLUMINATED SIDE AWNING BUSINESS SIGN, BOTH SIDES; SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:
   *SEE IMAGES ON SHT. A4.1
4. EXISTING STAND PIPE
5. EXISTING VENT
6. EXISTING FIRE ESCAPE BALCONY
7. EXISTING LADDER TO ROOF
8. EXISTING ACCORDION FIRE LADDER
9. EXISTING METAL SECURITY GATE
10. EXISTING SECURITY BARS OVER WINDOW
11. EXISTING LIGHT FIXTURE
12. EXISTING AWNING
13. EXISTING SECURITY BARS WITH EGRESS GATE OVER WINDOW
14. EXISTING VERTICAL CONDUIT AT BAY WINDOWS

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San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

736 JONES
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number	21823.16
Issue Date	10/11/19
Scale:	1/8" = 1'-0"
Phase	
Print Date:	10/11/2019 11:20:25 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

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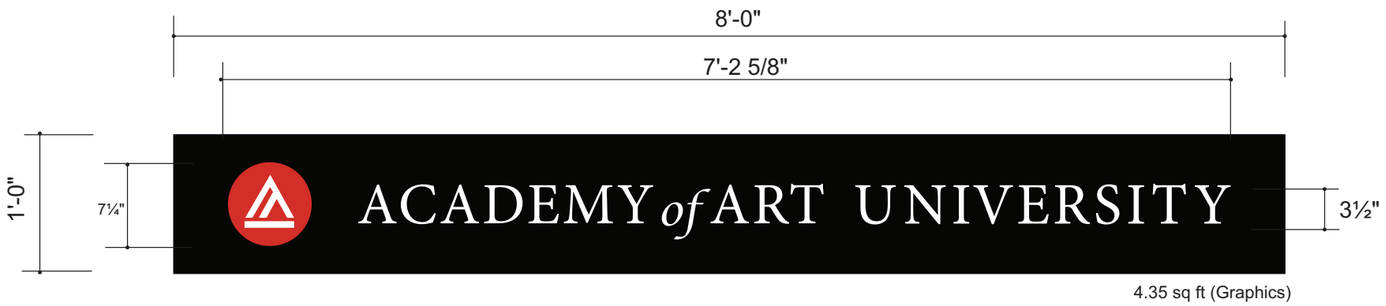

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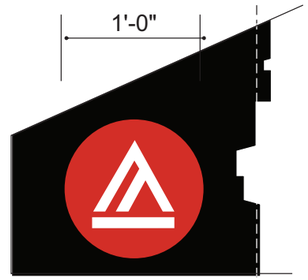


1.0 Sq Ft (Graphics)

Opposite Side to Match

A New Vinyl Lettering on Existing Awning

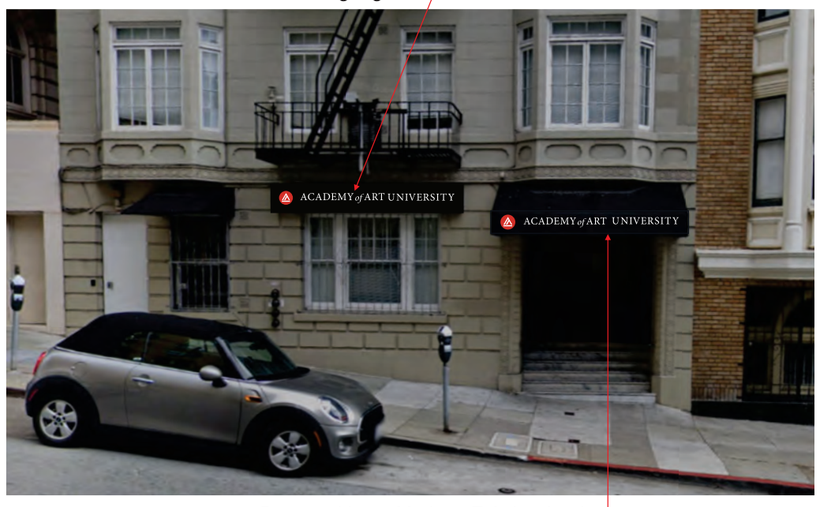
Scale: 2” = 1’ - 0”

Red

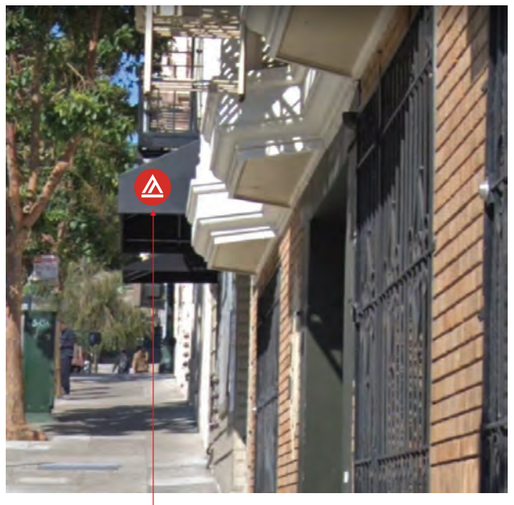
Black

White

Existing Sign



Proposed Logo Mark on Existing Awning



Proposed Logo Mark on Existing Awning
(Opposite End to Match)

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: **Date:**

Revision Notes:

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
736 JONES STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

World Sign Associates

Sheet No.
GG 2.0

ESTM CONDITIONS

Academy of Art University Project ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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.
	AAU PROPOSAL: As part of comprehensive efforts to address Code-required improvements for the change of use from Tourist Hotel to Group Housing with a Student Housing use characterization, AAU is proposing to incorporating signifiant common open space, an improvement not clearly contemplated in the ESTM. To accommodate this improvement, while maintaining what AAU proposes to be reasonable parking and an area for AAU shuttles to briefly park while drivers take a break at the end of the shuttle route, AAU proposes filling one curb cut on Lombard and retention of the other curb cut on Lombard and curb cut on Greenwich. See Sheet A0.S5. *AAU UNDERSTANDS THIS COMMENT IS SUBJECT TO DEPARTMENT COMMENT, WHICH REMAINS UNDER AAU REVIEW.
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.
	AAU PROPOSAL: Condition has been removed per Streetscape Memo Response dated 1/23/19
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).
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
ES-3: 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.
	AAU PROPOSAL: In light of CBIA v. BAAQMD, AAU understands this condition is no longer appliacable
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet

BICYCLE PARKING SUMMARY

*SEE SHEET A2.2 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	(E) + 20	39	40
CLASS II	3	11 (5 + 6*)	12

*PER SF PLANNING CODE TABLE 155.2 PRIVATE PARKING GARAGE MINIMUM REQUIREMENT FOR CLASS II BICYCLE PARKING: ONE CLASS 2 SPACE FOR EVERY 20 CAR SPACES, EXCEPT IN NO CASE LESS THAN SIX CLASS 2 SPACES.

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	6,035	6,035
LEVEL 2	10,680	10,680
GROSS SF TOTAL	16,715	16,715

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)

IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

B- RESIDENTIAL USES

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RH-2
GROUP HOUSING ROOMS (GHs) 1 GH PER 415 SF LOT AREA

MAXIMUM ALLOWABLE PER ZONING DISTRICT NC-3
GROUP HOUSING ROOMS (GHs) 1 GH PER 210 SF LOT AREA

1727 LOMBARD CALCULATION
RH-2 = GROUP HOUSING ROOMS (GHs) 6,875 SF / 415 SF = 16 GHs
NC-3 = GROUP HOUSING ROOMS (GHs) 18,594 SF / 210 SF = 88 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
GROUP HOUSING ROOMS	104	52	52	52
BED COUNT	208	81	86	105

NOTES
1. Existing bed count based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. No Permanent Residents in this building.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- OFF-STREET CAR SPACES

*SEE SHEET A0.S2 FOR REFERENCE

MAXIMUM PERMITTED BY CODE FOR ACCESSORY PARKING[1] 6

EXISTING 46
PROPOSED[2] 24
PROPOSED CAR SHARE SPACES[3] 0 (24 < 25: not required)

(1) PER SF PLANNING CODE 151(C) MAXIMUM 1 OFF-STREET CAR SPACE PER 2,000 SF. OF OCCUPIED FLOOR AREA
(2) PER CONDITIONAL USE REQUESTED FOR PRIVATE PARKING GARAGE USE FOR AAU FACULTY AND STAFF
(3) PER SF PLANNING CODE TABLE 166 REQUIRED CAR-SHARE PARKING SPACES

E- EXPOSURE

*SEE SHEETS A0.E1 FOR EXPOSURE PLAN ANALYSIS

36 COMPLIANT UNITS
16 NON-COMPLIANT UNITS - Common Area at Level 1 provided

F- REAR YARD

*SEE SHEET A0.S2 FOR REFERENCE

*EXCEPTION REQUEST: Due to existing site constraints, AAU proposes no exterior building modification as part of this project and therefore requests an exception from the requirements of Code Section 134.

CODE NOTES (CONT.)

G- OPEN SPACE

*SEE SHEET A0.S2 FOR OPEN SPACE ANALYSIS
*SEE SHEET A0.S3 FOR OPEN SPACE DESIGN PROPOSAL

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

OPEN SPACE, REQUIRED: ANY FRONT SETBACKS, SIDE OR REAR YARDS, COURTS, USABLE OPEN SPACE OR OTHER OPEN AREA PROVIDED IN ORDER TO MEET THE REQUIREMENTS OF THIS CODE.

SAN FRANCISCO PLANNING CODE SEC. 135.D.2

FOR GROUP HOUSING STRUCTURES, SRO UNITS, AND DWELLING UNITS THAT MEASURE LESS THAN 350 SQUARE FEET PLUS A BATHROOM, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE ONE-THIRD THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D)(1) ABOVE AND (D)(4) AND (D)(5), BELOW. FOR PURPOSES OF THESE CALCULATIONS, THE NUMBER OF BEDROOMS ON A LOT SHALL IN NO CASE BE CONSIDERED TO BE LESS THAN ONE BEDROOM FOR EACH TWO BEDS. WHERE THE ACTUAL NUMBER OF BEDS EXCEEDS AN AVERAGE OF TWO BEDS FOR EACH BEDROOM, EACH TWO BEDS SHALL BE CONSIDERED EQUIVALENT TO ONE BEDROOM.

1727 LOMBARD CALCULATION
REQUIRED (RH-2) 775 SF. [(14 BEDROOMS * 125 SF/3)(1.33)]
14 GH * 125 SF. /3

REQUIRED (NC-3) 1,267 SF. [(38 BEDROOMS * 125 SF/3)(1.33)]
38 GH * 100 SF. /3

REQUIRED TOTAL 2,042 SF.
PROPOSED 2,927 SF.

NOTE: BEDROOMS IN THIS CALCULATION (52) EQUAL TO HALF PROPOSED BED COUNT IN GROUP HOUSING ROOMS (52), PER 135.D.2

H- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

SCOPE OF WORK

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 1727 LOMBARD FROM THE LAST LEGAL TOURIST HOTEL USE TO 52 GROUP HOUSING (UP TO 52 BEDROOMS AND 105 BEDS) WITH A STUDENT HOUSING USE CHARACTERISTIC.

PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 1727 LOMBARD LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. AAU PROPOSES TO AUTHORIZE RETENTION OF ALL STRIPED PARKING SPACES NOT BEING REMOVED FOR COMMON OPEN SPACE AND BICYCLE PARKING, AS NON-ACCESSORY PRIVATE PARKING FOR AAU FACULTY AND STAFF, REQUIRED CONDITIONAL USE AUTHORIZATION.

THE PROJECT PROPOSES TO ABATE AND CLOSE ENFORCEMENT CASE 9113 (CONVERSION OF TOURIST HOTEL (STAR MOTEL) TO GROUP HOUSING FOR ACADEMY OF ART UNIVERSITY WITHOUT CONDITIONAL USE).

THE PROJECT ALSO PROPOSES TO REFLECT THAT THE LEGALLY INSTITUTED USE OF GROUND FLOOR PARKING IN 1727 LOMBARD IS FOR ACADEMY OF ART UNIVERSITY FACULTY AND STAFF, NOT BUILDING RESIDENTS. THE PROJECT PROPOSES CONDITIONAL USE AUTHORIZATION FOR A PRIVATE PARKING GARAGE USE IN THE GROUND FLOOR OF 1727 LOMBARD.

NEW SIGNAGE (INCLUDING THE CHANGE OF COPY ON EXISTING SIGN) PROPOSED AS A PART OF THE PROJECT

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SHEET INDEX

TOTAL SHEETS: 21

PROPERTY INFORMATION

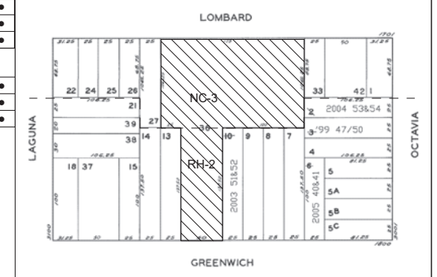
ADDRESS	1727 LOMBARD STREET
BLOCK/LOT	0506/036
No OF STORIES	4 (NO CHANGE)
DISTRICTS	
ZONING	RH-2, NC-3
HEIGHT/BULK	40-X
SPECIAL USE	NONE
USE	CHANGE OF USE REQUIRED
LAST LEGAL	TOURIST MOTEL (52 ROOMS) WITH ACCESSORY PARKING
PROPOSED	RESIDENTIAL: GROUP HOUSING (52 ROOMS) & PRIVATE PARKING GARAGE

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR PHOTO

PLOT PLAN N.T.S.



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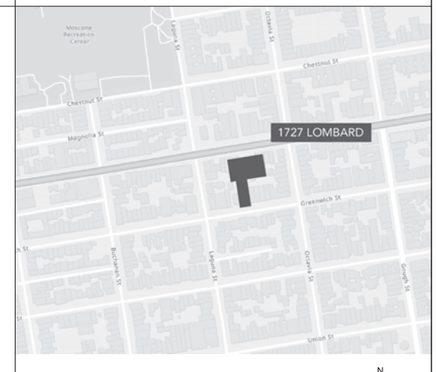
VICINITY MAP N.T.S.



N

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TEFarch.com

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79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

1727 LOMBARD
San Francisco, CA 94123

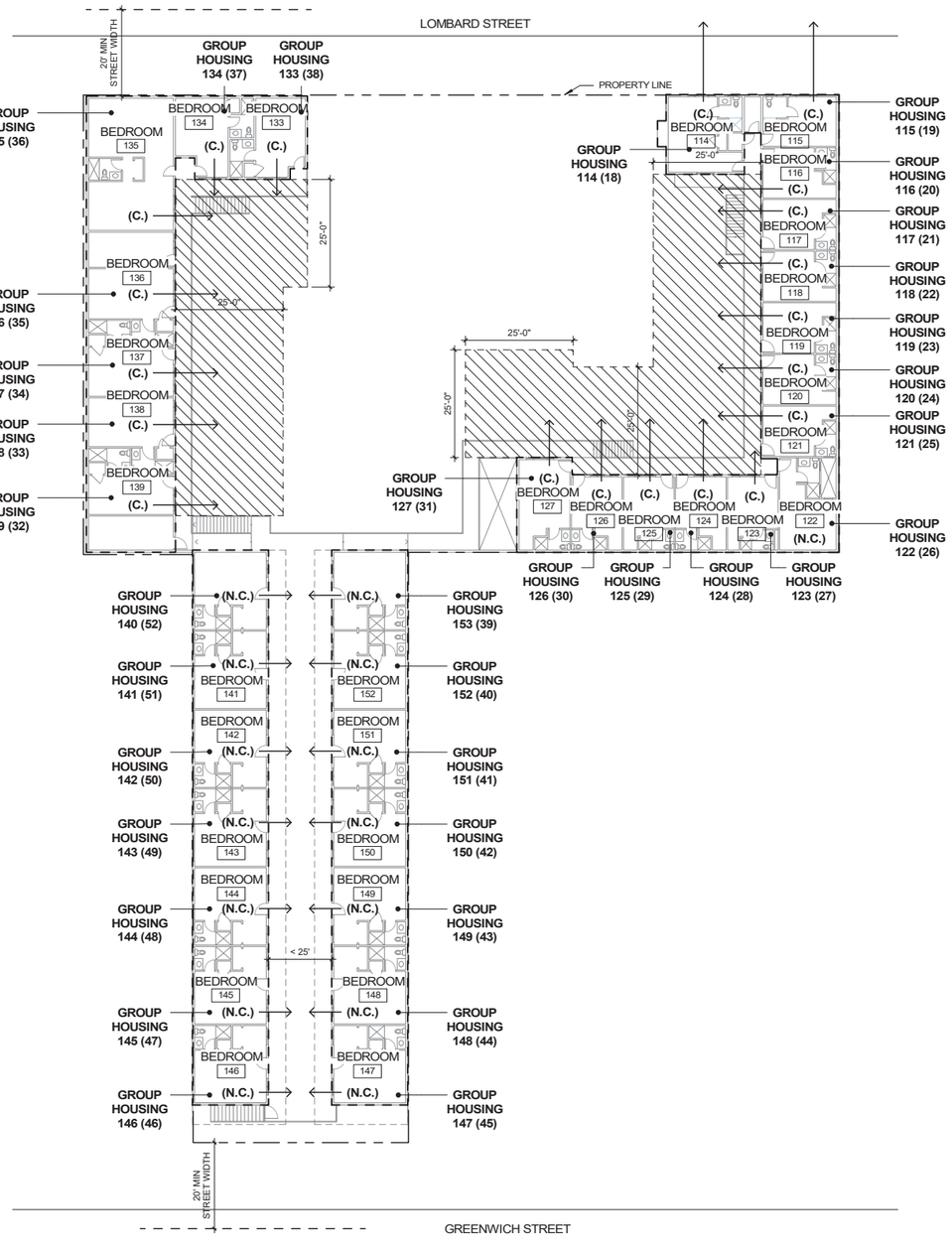
J. LOMBARD ARCHITECTS
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.04 Issue Date 10/11/19
Scale As indicated Phase
Print Date 10/11/2019 11:39:35 PM

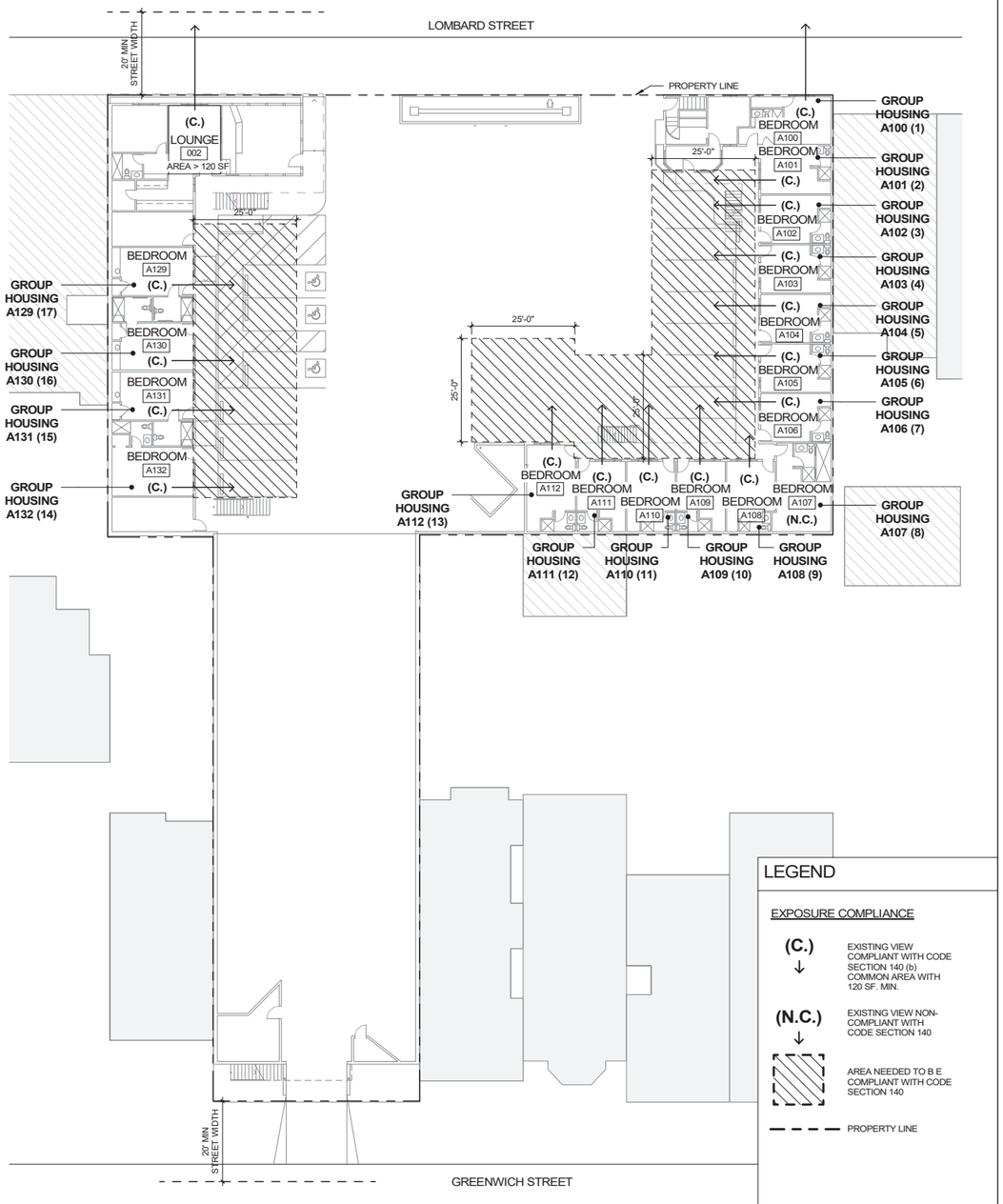
No.	Date	Description

COVER SHEET

A0.0



2 LEVEL 2 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



1 LEVEL 1 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"

N

LEGEND

EXPOSURE COMPLIANCE

(C.) ↓ EXISTING VIEW COMPLIANT WITH CODE SECTION 140 (b) COMMON AREA WITH 120 SF. MIN.

(N.C.) ↓ EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED TO B E COMPLIANT WITH CODE SECTION 140

PROPERTY LINE

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San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

1727 LOMBARD
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LICENSED ARCHITECTS
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NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.04
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 10:46:33 PM

No.	Date	Description

EXPOSURE PLAN ANALYSIS - LEVELS 1 & 2

A0.E1

1 SITE PLAN AERIAL IMAGE
NTS

N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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AAU RESIDENTIAL COMPLIANCE SET

1727 LOMBARD
San Francisco, CA 94123

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.04
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date 10/11/2019 10:46:35 PM

No.	Date	Description

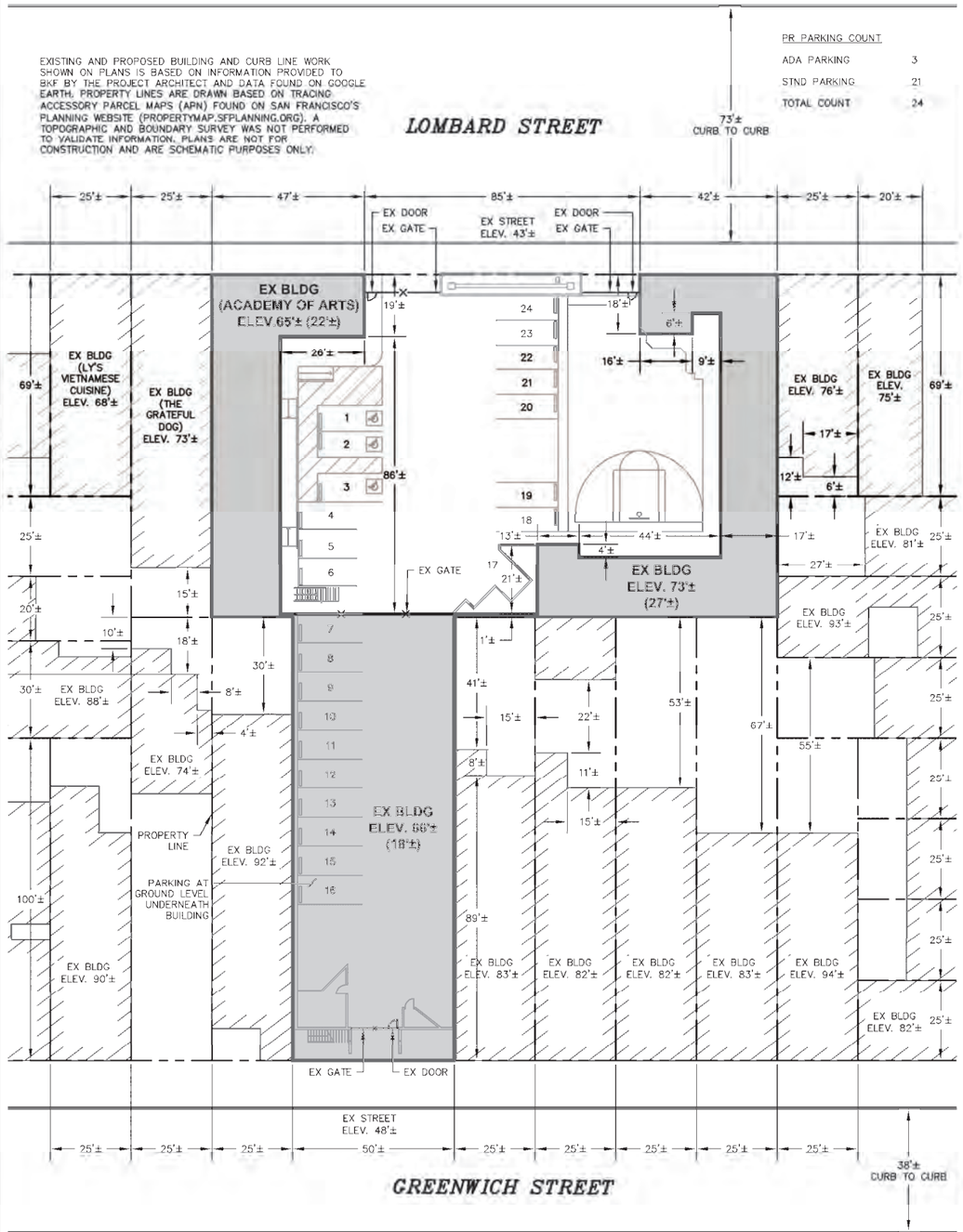
SITE PLAN AERIAL IMAGE

A0.S1

EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.

PR PARKING COUNT

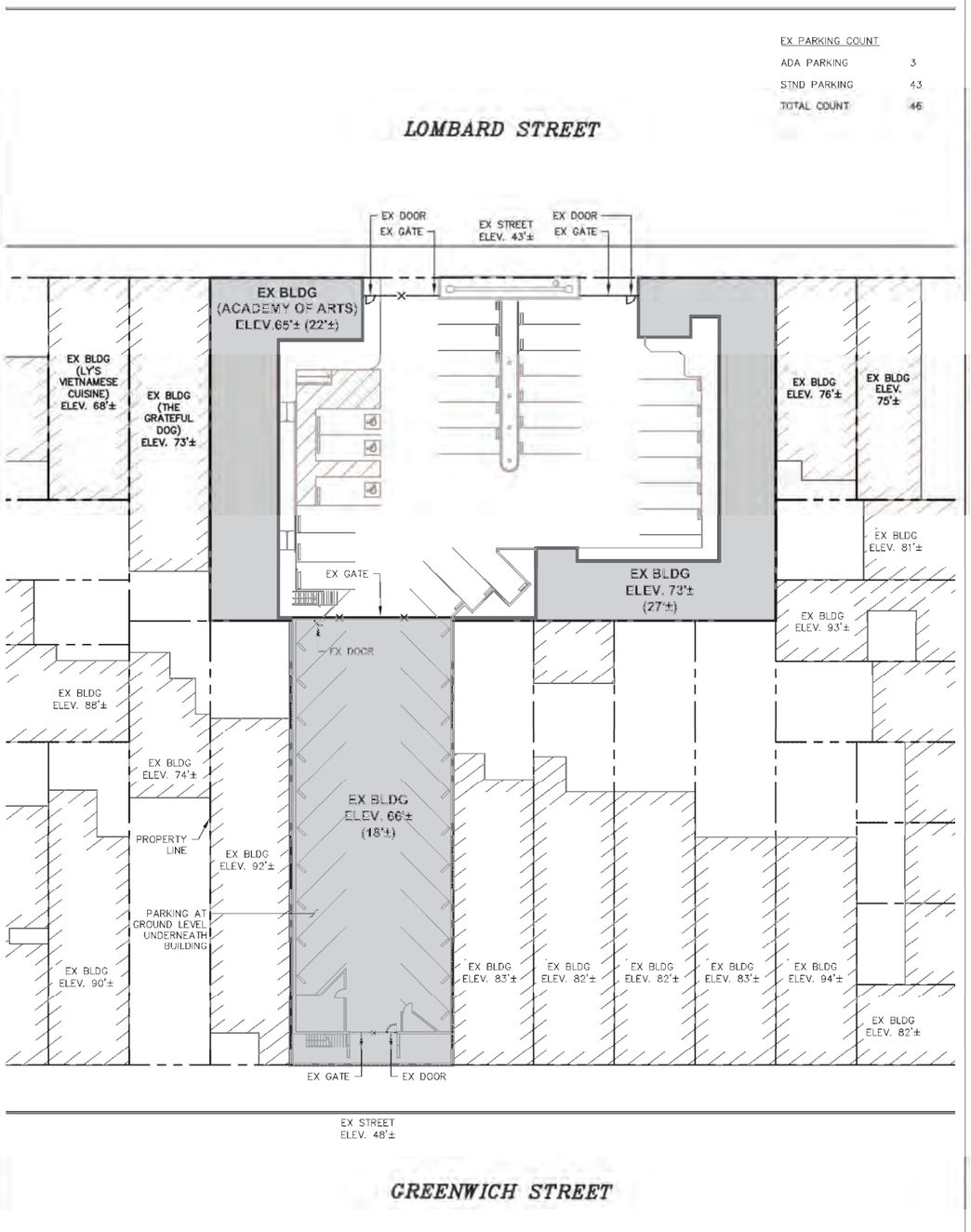
ADA PARKING	3
STND PARKING	21
TOTAL COUNT	24



2 1727 LOMBARD - PROPOSED SITE PLAN
SCALE: 1" = 20'

EX PARKING COUNT

ADA PARKING	3
STND PARKING	43
TOTAL COUNT	46



1 1727 LOMBARD - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
100+ YEARS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU RESIDENTIAL COMPLIANCE SET

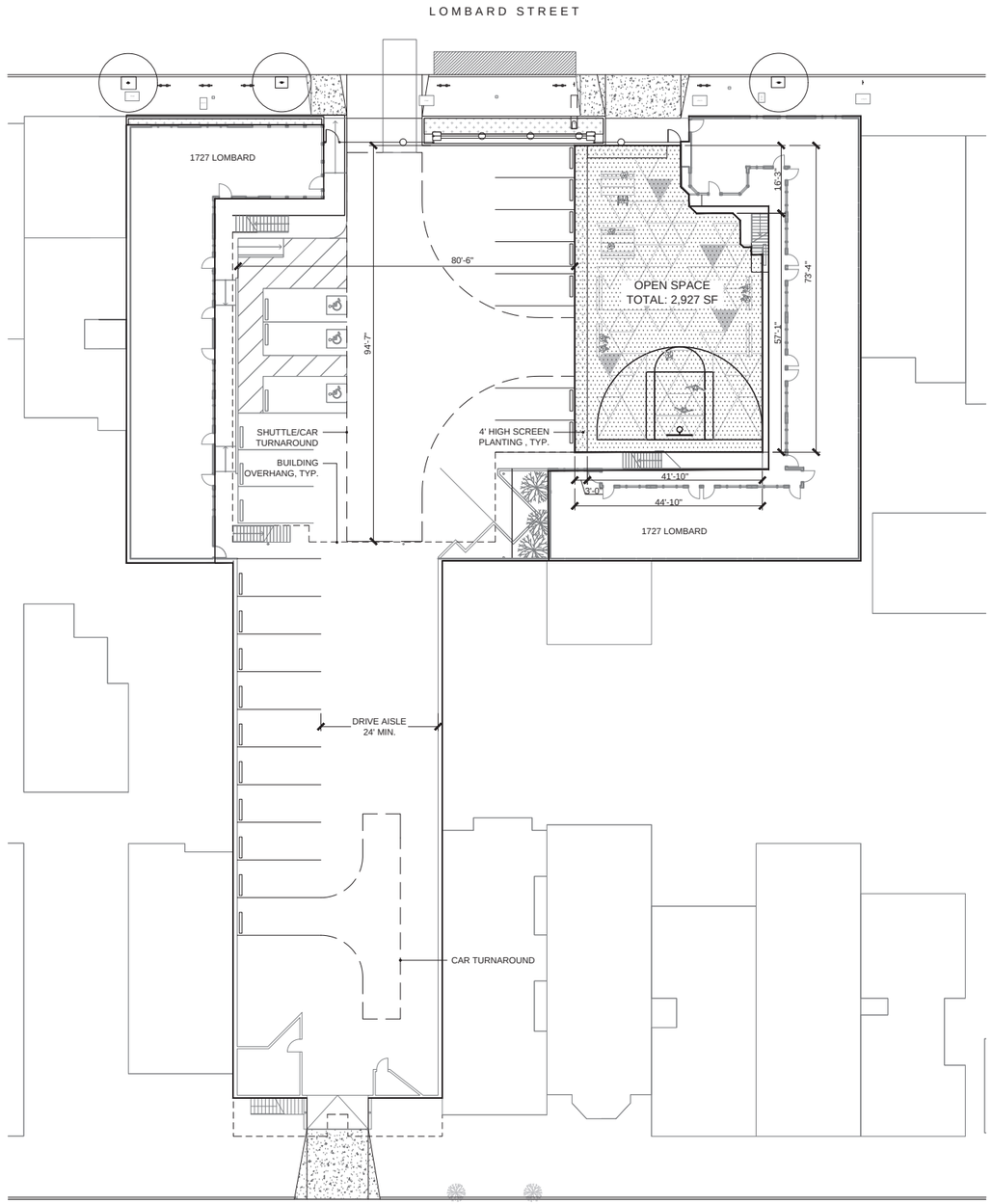
1727 LOMBARD
San Francisco, CA 94123

REGISTERED PROFESSIONAL ENGINEER
No. C 52281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

21823.04 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



SCALE: 1/16"=1'-0"

0' 8' 16' 32'

N

1 Open Space Plan
1/16" = 1'-0"

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

LEGEND

(N) SCREEN PLANTING

OPEN SPACE AREA

ESTM-TR2: CURB CUT TO BE FILLED

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REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MURKLAND
C 4980
08/31/21
10/11/19
STATE OF CALIFORNIA

Project Number 21823.04
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS
- OVERALL SITE

A0.S3

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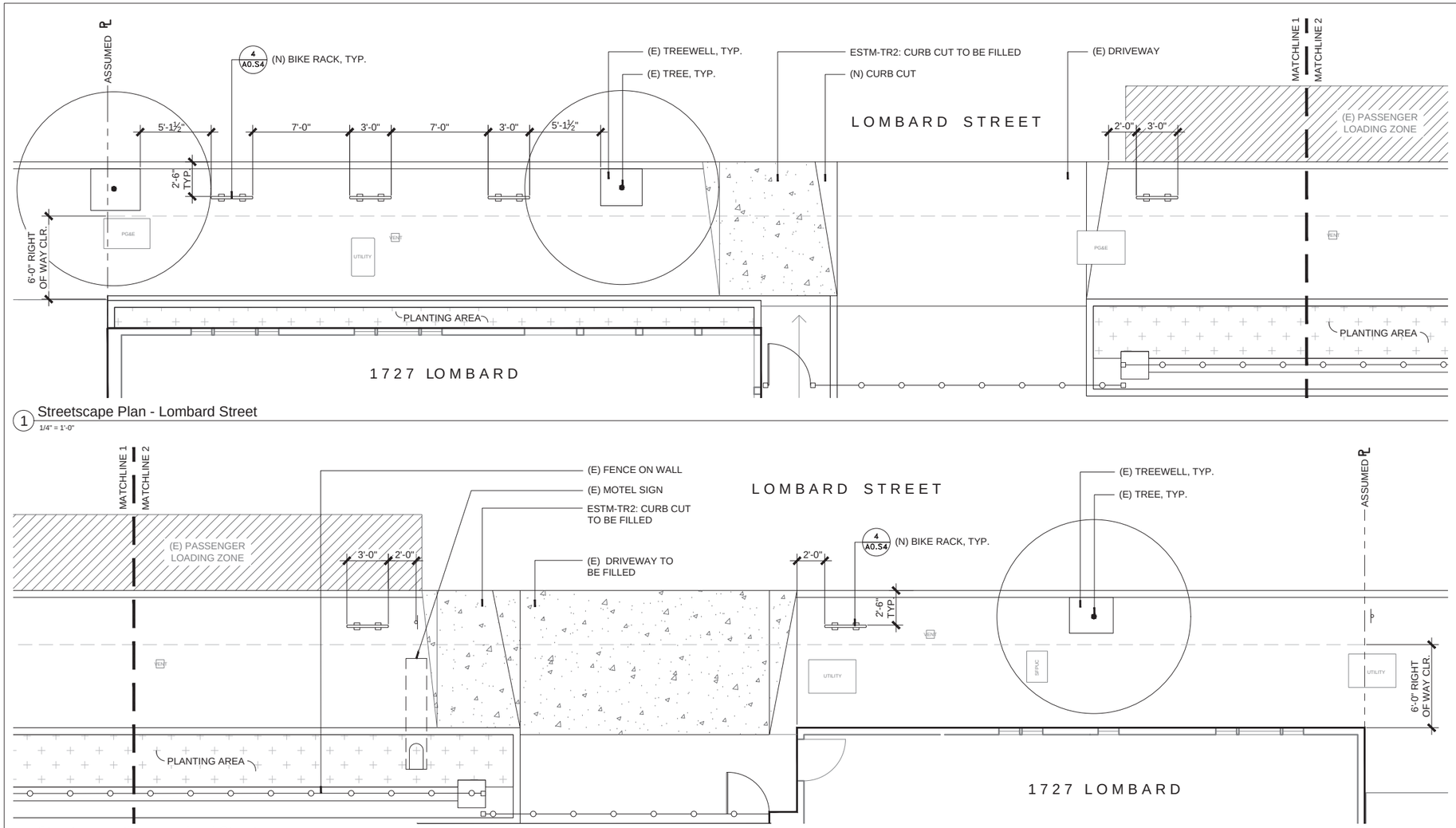
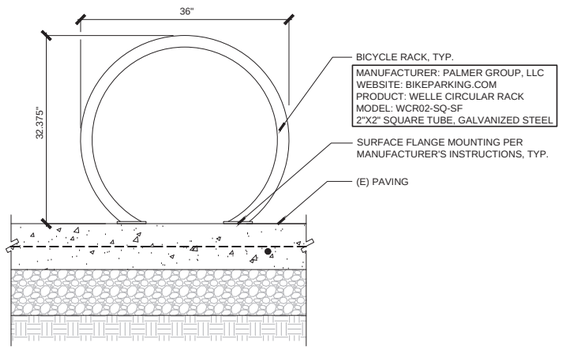
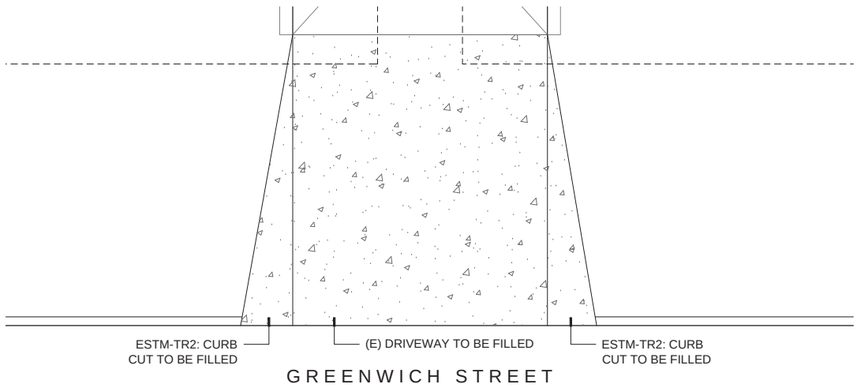


1 Streetscape Plan - Lombard Street
1/4" = 1'-0"

2 Streetscape Plan - Lombard Street
1/4" = 1'-0"



4 Bike Rack
NTS



3 Streetscape Plan - Greenwich Street
1/4" = 1'-0"

SCALE: 1/4"=1'-0"
0' 2' 4' 8'

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(12) BIKE PARKING SPACES

TOTAL: 12

LEGEND

(N) BIKE RACK, CLASS II

(E) FENCE

(E) IN-GROUND UTILITY

(E) PARKING SIGN

ESTM-TR2: CURB CUT TO BE FILLED

(E) PASSENGER LOADING (WHITE CURB)

(N) SCREEN PLANTING

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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10/11/19
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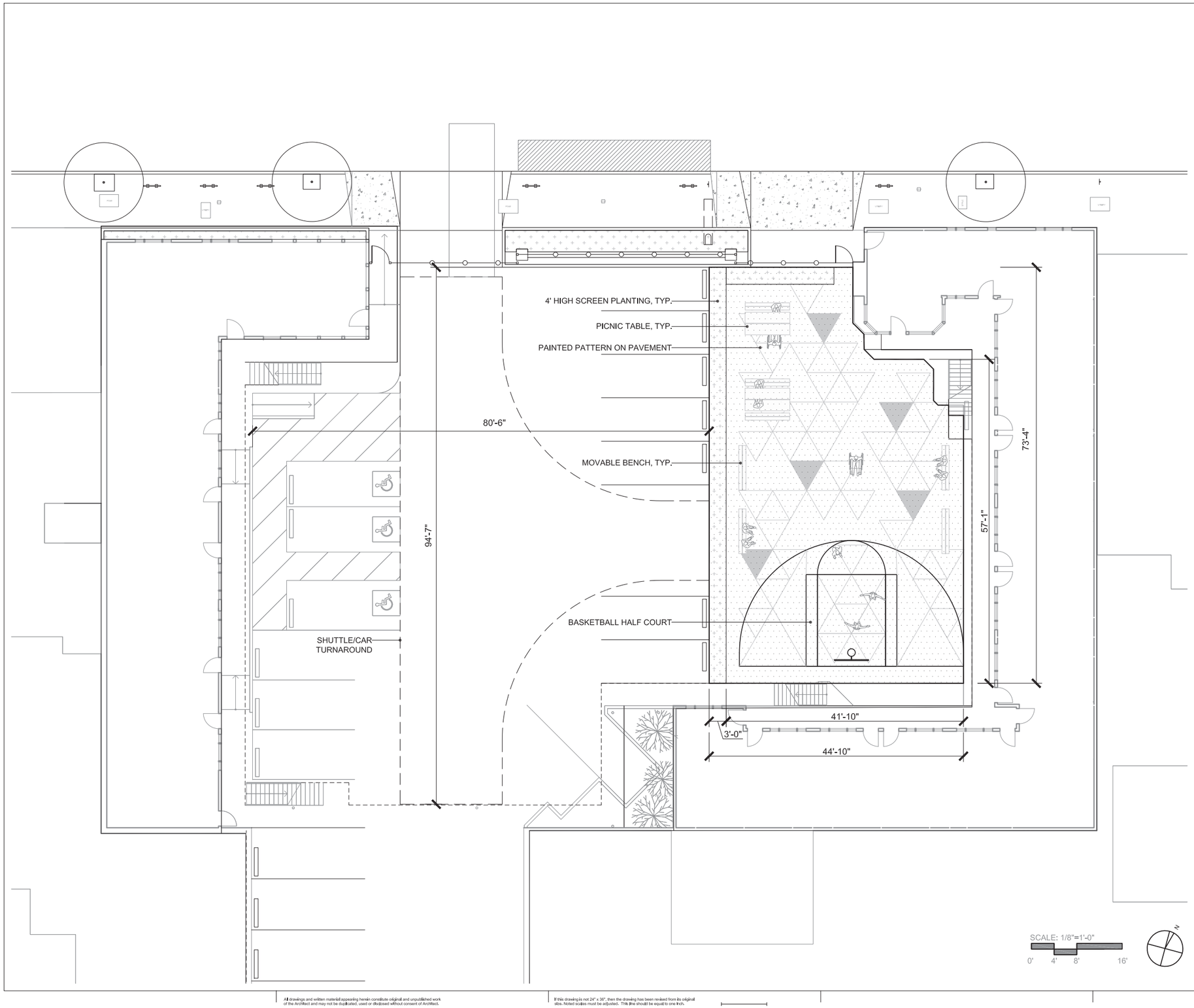
STREETSCAPE DRAWINGS

A0.S4



GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

LEGEND

- (N) SCREEN PLANTING
- OPEN SPACE AREA TOTAL: 2,927 SF
- ESTM-TR2: CURB CUT TO BE FILLED
- GEOMETRIC PAVING: PAINT OVER EXISTING PAVEMENT
- SHUTTLE TURNAROUND

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10/11/19
Date
STATE OF CALIFORNIA

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Print Date:	

LANDSCAPE DRAWINGS - PROPOSED CONCEPT FOR REQUIRED OPEN SPACE

A0.S5

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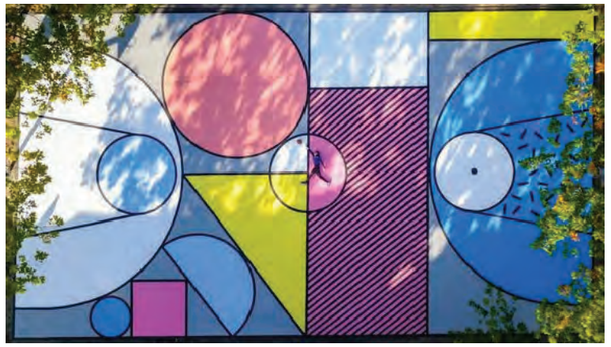
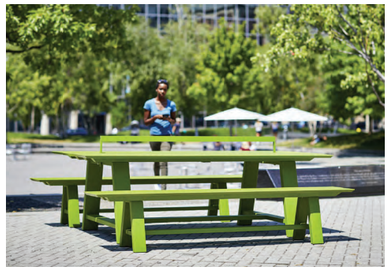


Super Graphic Paving

Outdoor Ping Pong Table

Outdoor Foosball Table



Picnic Table

Lounge Furniture

Movable Tables and Chairs

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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10/11/19
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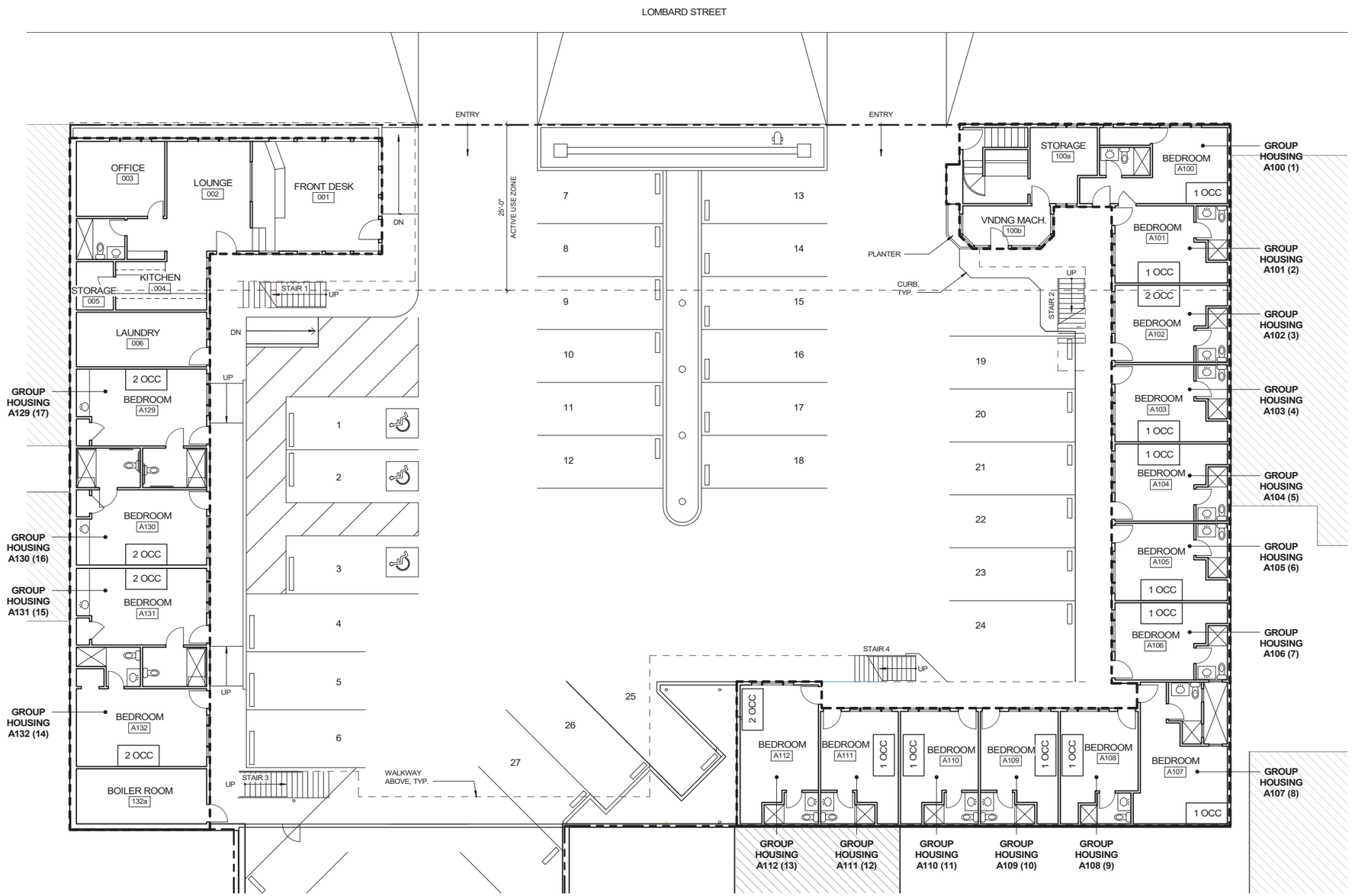
LANDSCAPE IMAGES - PROPOSED CONCEPT FOR REQUIRED OPEN SPACE

A0.S6



1 LEVEL 1 - NORTH (EXISTING)
1/8" = 1'-0"

BED COUNT

LEVEL 1 NORTH - EXISTING

ROOM	COUNT
A100	1
A101	1
A102	2
A103	1
A104	1
A105	1
A106	1
A107	1
A108	1
A109	1
A110	1
A111	1
A112	2
A129	2
A130	2
A131	2
A132	2
TOTAL BED COUNTS	23

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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REN. 10/2019
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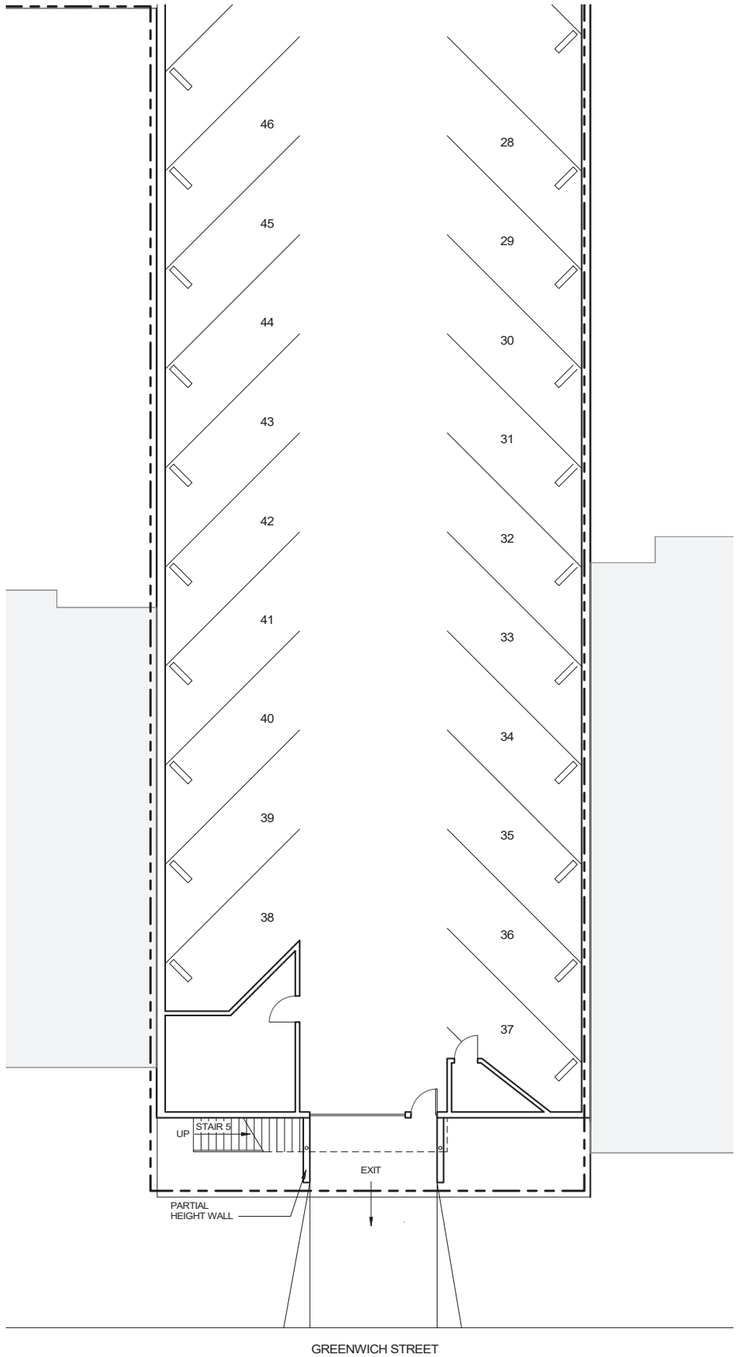
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 10:46:45 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1 NORTH

A1.1



1 LEVEL 1 - SOUTH (EXISTING)
1/8" = 1'-0"

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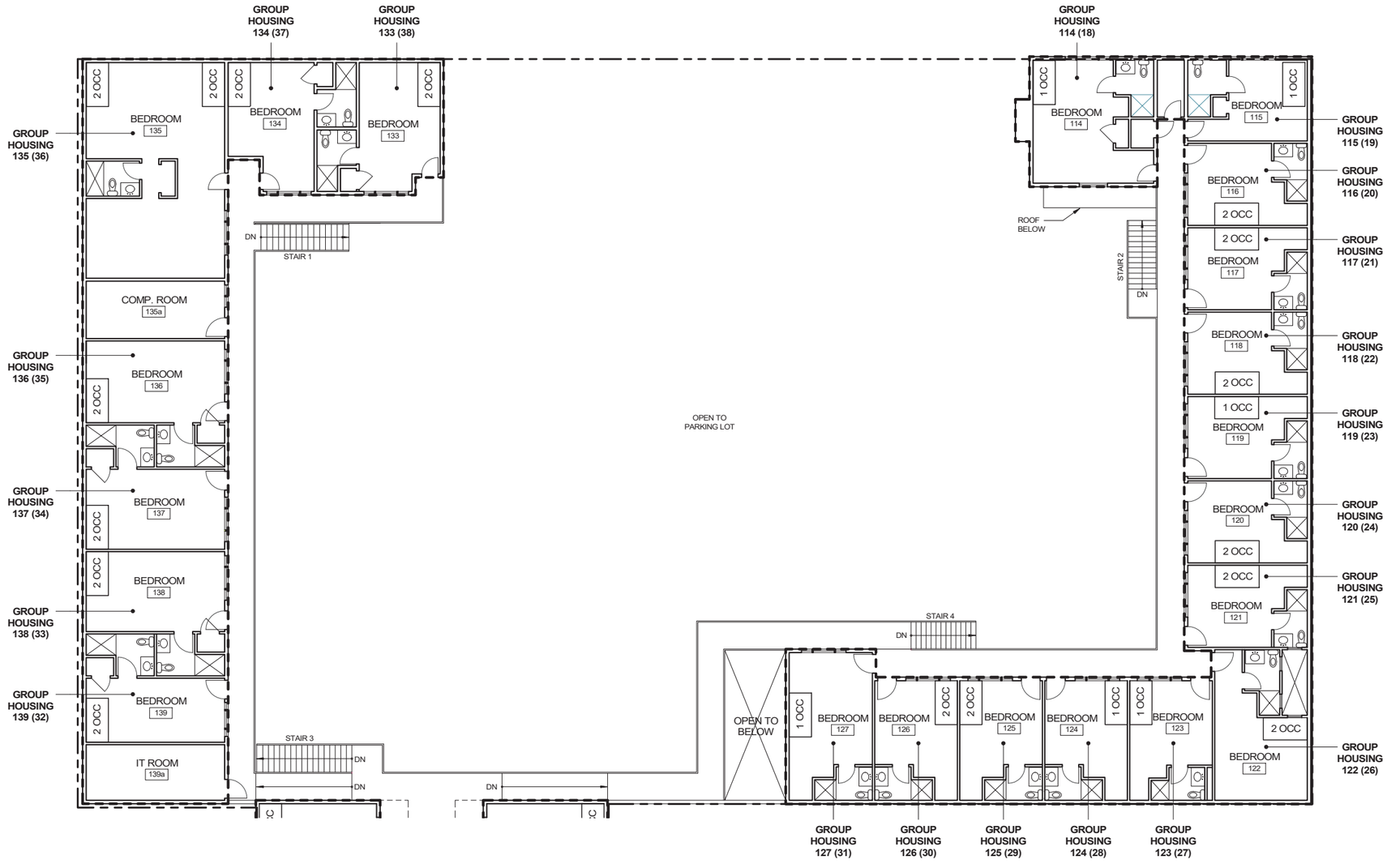
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1 SOUTH

A1.2



1 LEVEL 2 - NORTH (EXISTING)
1/8" = 1'-0"

BED COUNT

LEVEL 2 NORTH - EXISTING	
ROOM	COUNT
114	1
115	1
116	2
117	2
118	2
119	1
120	2
121	2
122	2
123	1
124	1
125	2
126	2
127	1
133	2
134	2
135	4
136	2
137	2
138	2
139	2
TOTAL BED COUNTS	38

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED 1 OCCUPANT
2 OCC — EXISTING BUNK BED 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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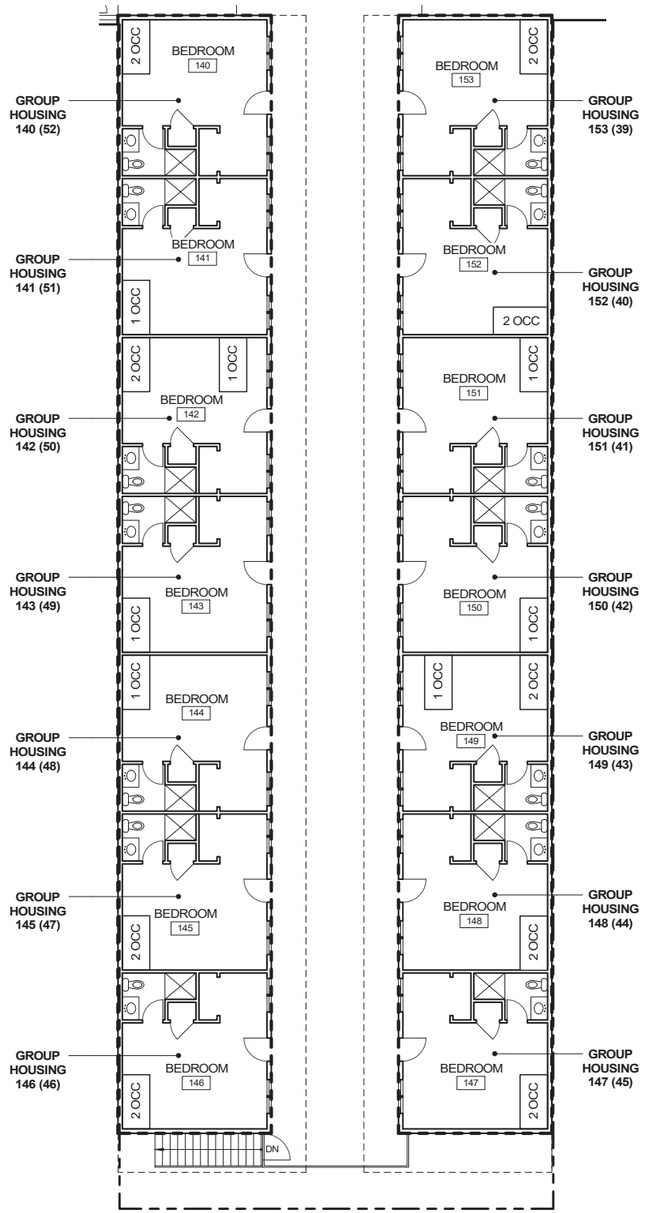
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 2 NORTH

A1.3



1 LEVEL 2 - SOUTH (EXISTING)
1/8" = 1'-0"

N

BED COUNT

LEVEL 2 SOUTH - EXISTING	
ROOM	COUNT
140	2
141	1
142	3
143	1
144	1
145	2
146	2
147	2
148	2
149	3
150	1
151	1
152	2
153	2
TOTAL BED COUNTS	25

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED, 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED, 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

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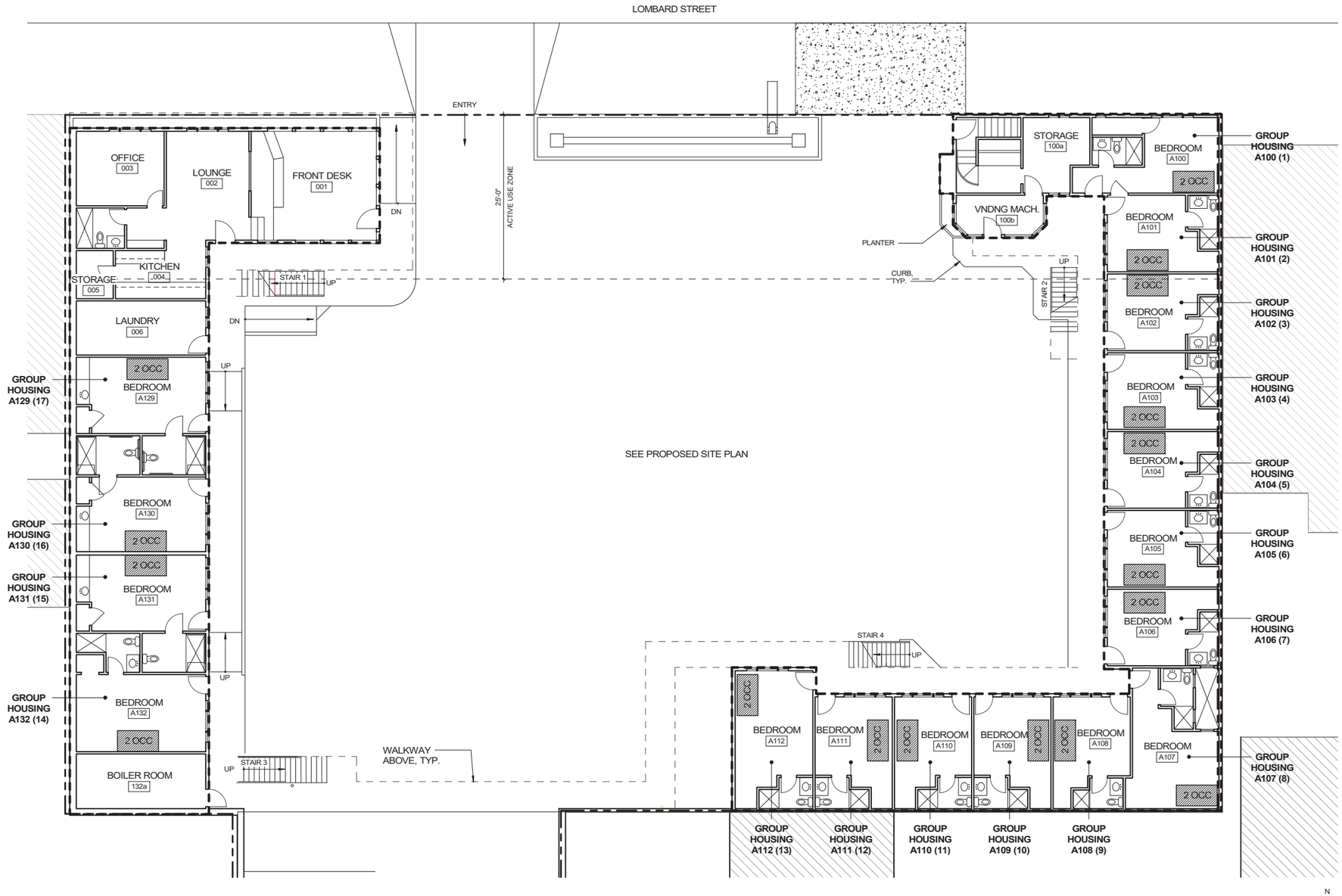
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 2 SOUTH

A1.4



1 LEVEL 1 - NORTH (PROPOSED)
1/8" = 1'-0"

BED COUNT

LEVEL 1 NORTH - PROPOSED

ROOM	COUNT
A100	2
A101	2
A102	2
A103	2
A104	2
A105	2
A106	2
A107	2
A108	2
A109	2
A110	2
A111	2
A112	2
A129	2
A130	2
A131	2
A132	2
TOTAL BED COUNTS	34

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED, 1 OCCUPANT
2 OCC — EXISTING BUNK BED, 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1 NORTH

A2.1

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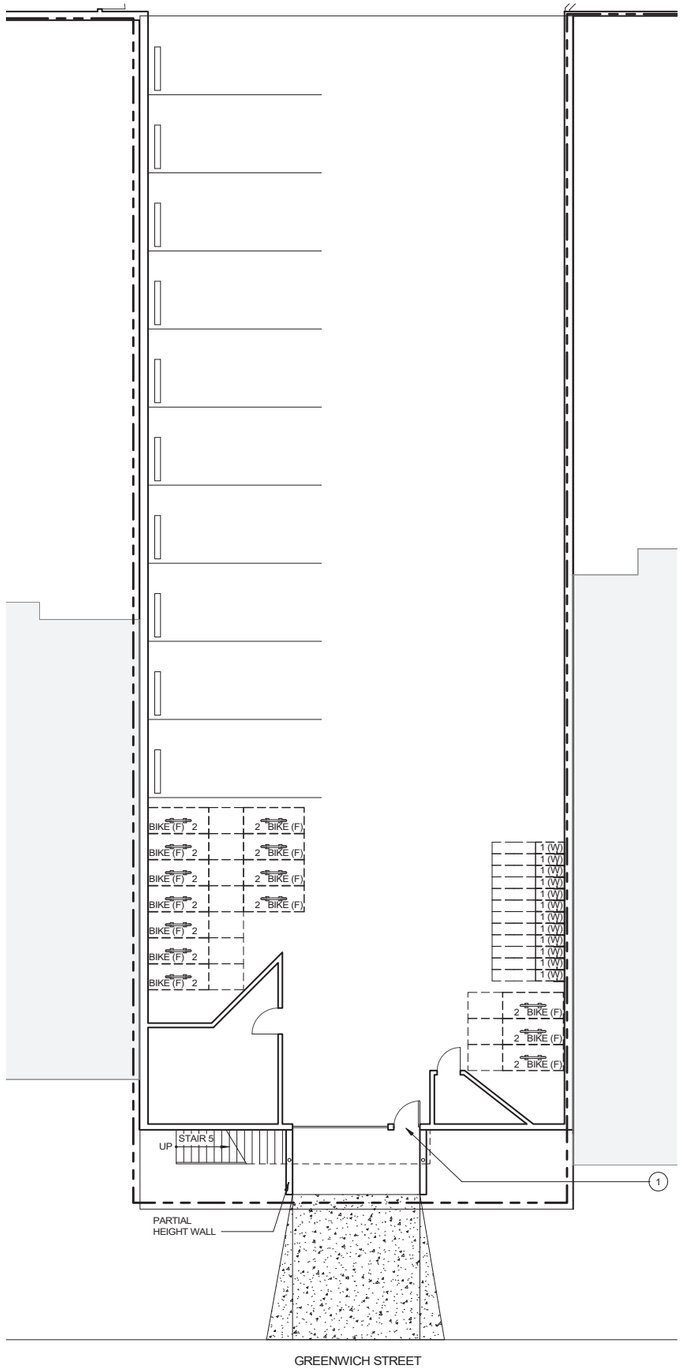


1 BIKE PARKING (PROPOSED)
1/8" = 1'-0"

N

KEYNOTES

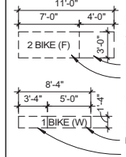
1 KEYCARD READER TO BE PROVIDED FOR BIKE PARKING ACCESS

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I	
TYPE OF BIKE RACK	PROPOSED BIKE SPACES
FLOOR MOUNT BIKE RACK	28
WALL MOUNT BIKE RACK	12
TOTAL BIKE COUNT	40

LEGEND

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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Phase
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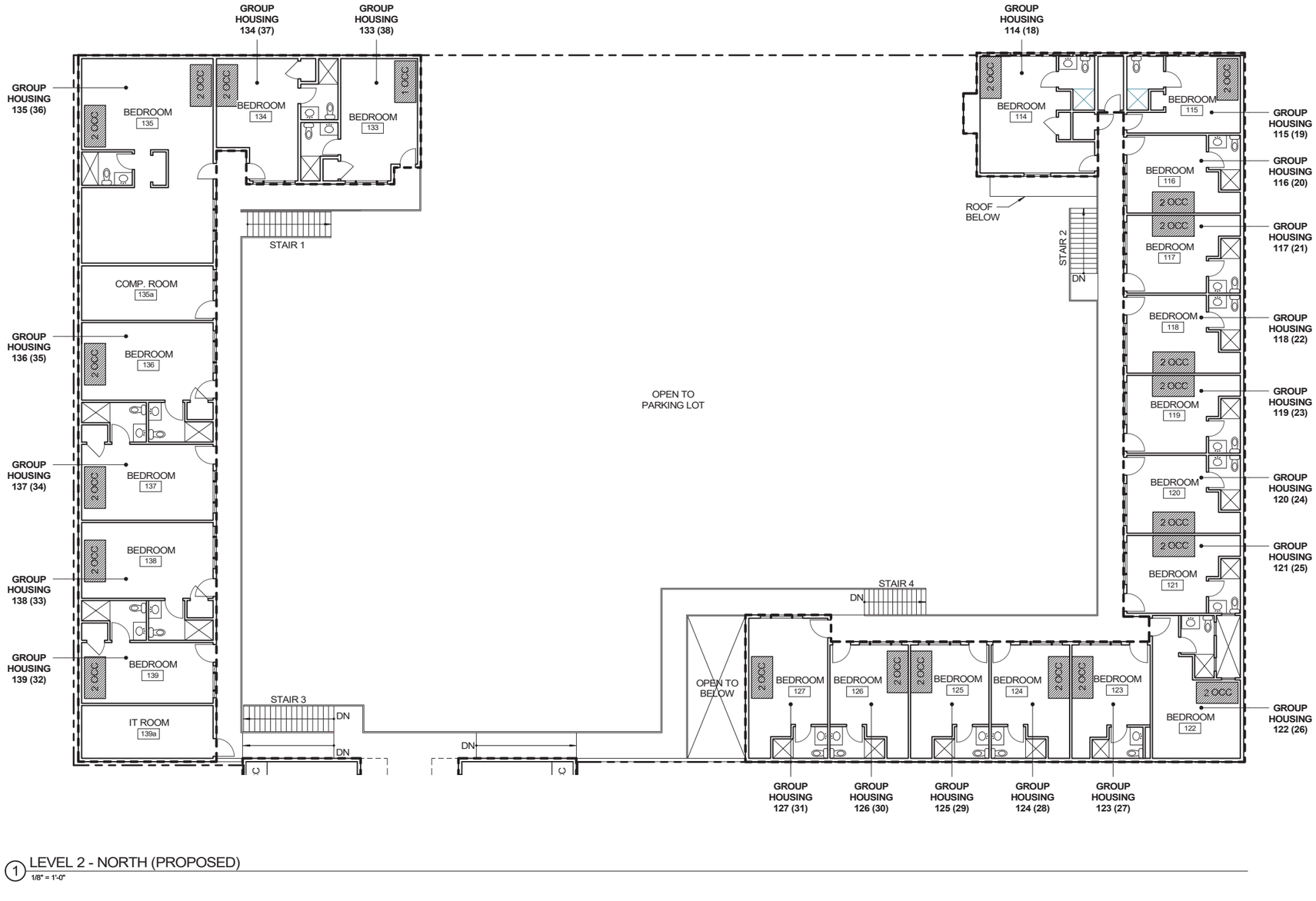
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1 SOUTH

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2 - NORTH (PROPOSED)
1/8" = 1'-0"

BED COUNT

LEVEL 2 NORTH - PROPOSED	
ROOM	COUNT
114	2
115	2
116	2
117	2
118	2
119	2
120	2
121	2
122	2
123	2
124	2
125	2
126	2
127	2
133	1
134	2
135	4
136	2
137	2
138	2
139	2
TOTAL BED COUNTS	43

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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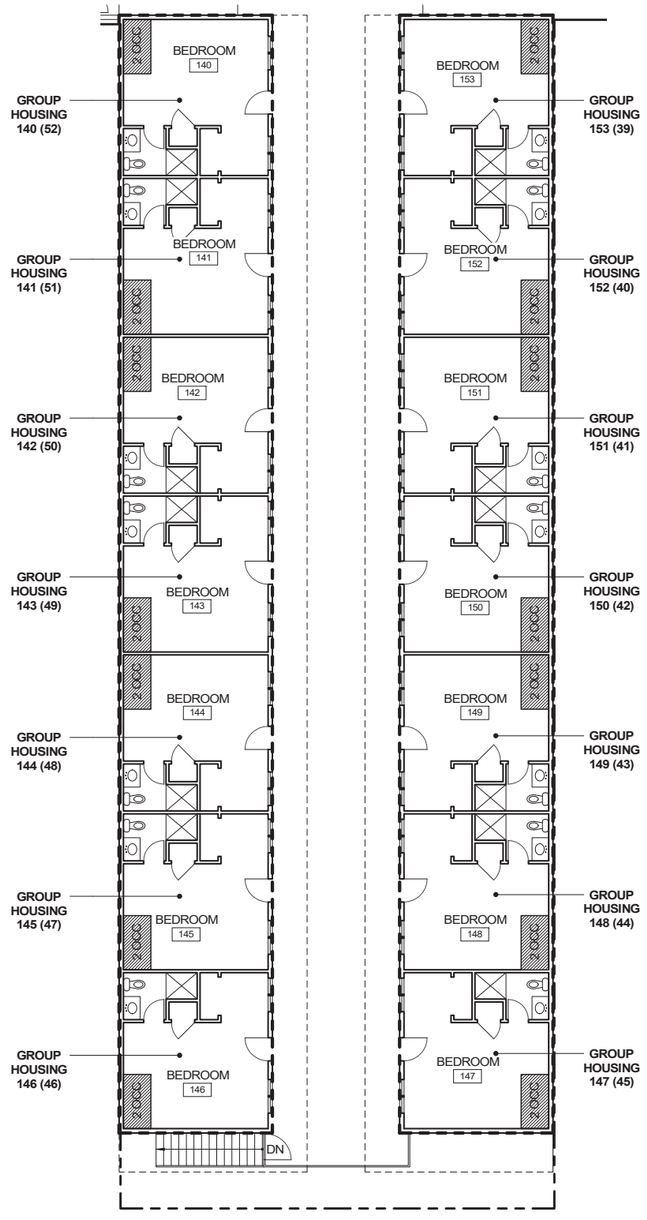
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2 NORTH

A2.3



1 LEVEL 2 - SOUTH (PROPOSED)
1/8" = 1'-0"

N

BED COUNT

LEVEL 2 SOUTH - PROPOSED	
ROOM	COUNT
140	2
141	2
142	2
143	2
144	2
145	2
146	2
147	2
148	2
149	2
150	2
151	2
152	2
153	2
TOTAL BED COUNTS	28

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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Phase
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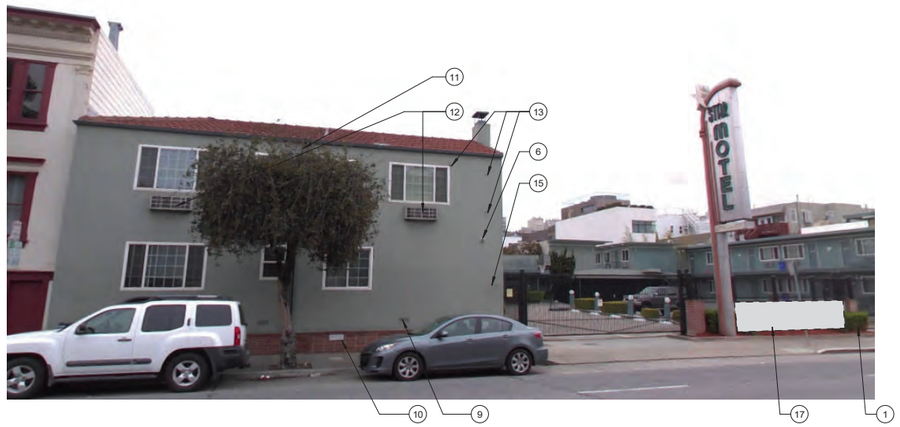
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2 SOUTH

A2.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

SOUTH ELEVATION - BUSH STREET
(EXISTING/PROPOSED)
3 NTS



NORTH ELEVATION - LOMBARD STREET
(EXISTING/PROPOSED)
2 NTS

NORTH ELEVATION - LOMBARD STREET
(EXISTING/PROPOSED)
1 NTS

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION.

KEYNOTES

ITEMS NOTED ON 9/25/19 SITE WALK:

1. EXISTING PLANTER
2. REMOVE ALL EXISTING AAU WINDOW SIGNS, TYP OF 3
3. EXISTING "OFFICE" PROJECTING SIGN
4. EXISTING FREE STANDING SIGN
5. EXISTING BULLET SECURITY CAMERA AND CONDUIT
6. EXISTING DOME SECURITY CAMERA
7. EXISTING HVAC UNIT
8. EXISTING LIGHT FIXTURE
9. EXISTING VENT. TYP OF 3
10. EXISTING VENT AT BRICK WALL, TYP OF 2
11. EXISTING VENT PIPE
12. EXISTING HVAC VENT, TYP OF 2
13. EXISTING SIGN MOUNTING STRUCTURE
14. EXISTING SECURITY GATE
15. EXISTING IDENTIFYING SIGN
16. EXISTING GARAGE DOOR
17. PROPOSED NON-ILLUMINATED AAU BUSINESS WALL SIGN TO REPLACE "STAR MOTEL" SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
18. PROPOSED IN-DIRECTLY ILLUMINATED IDENTIFYING SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

1727 LOMBARD
San Francisco, CA 94123

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.04
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date 10/11/2019 10:47:14 PM

No.	Date	Description

EXTERIOR ELEVATION IMAGES

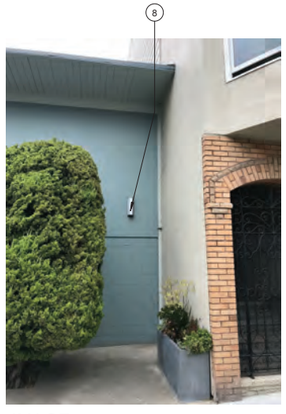
A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS



3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

KEYNOTES

ITEMS NOTED ON 9/25/19 SITE WALK:

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Project Number 21823.04
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:35:52 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

Existing Freestanding Sign
Sign to be designated as a vintage Sign

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 **Date: 9/25/19**

Revision Notes:

added sign on Greenwich elevation not included by GGS

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☐ Illuminated
☒ Non-Illuminated

Type of Lighting:

☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
1727 LOMBARD STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.

GG 2.0

19'-0"

19"

ACADEMY of ART UNIVERSITY

9"

B

1/2" Thick FCO Acrylic Graphics

Scale: 1" = 1' - 0"

1/2" Thick Acrylic Graphics pin Mounted on Wall (Wall to be Painted Black)

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 **Date: 9/25/19**

Revision Notes:

added sign on Greenwich elevation not included by GGS

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☒ Single Faced ☐ Double Faced
☐ _____
_____
☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
1727 LOMBARD STREET
SAN FRANCISCO

Customer Approval

_____
Signature

_____
MM/DD/YYYY

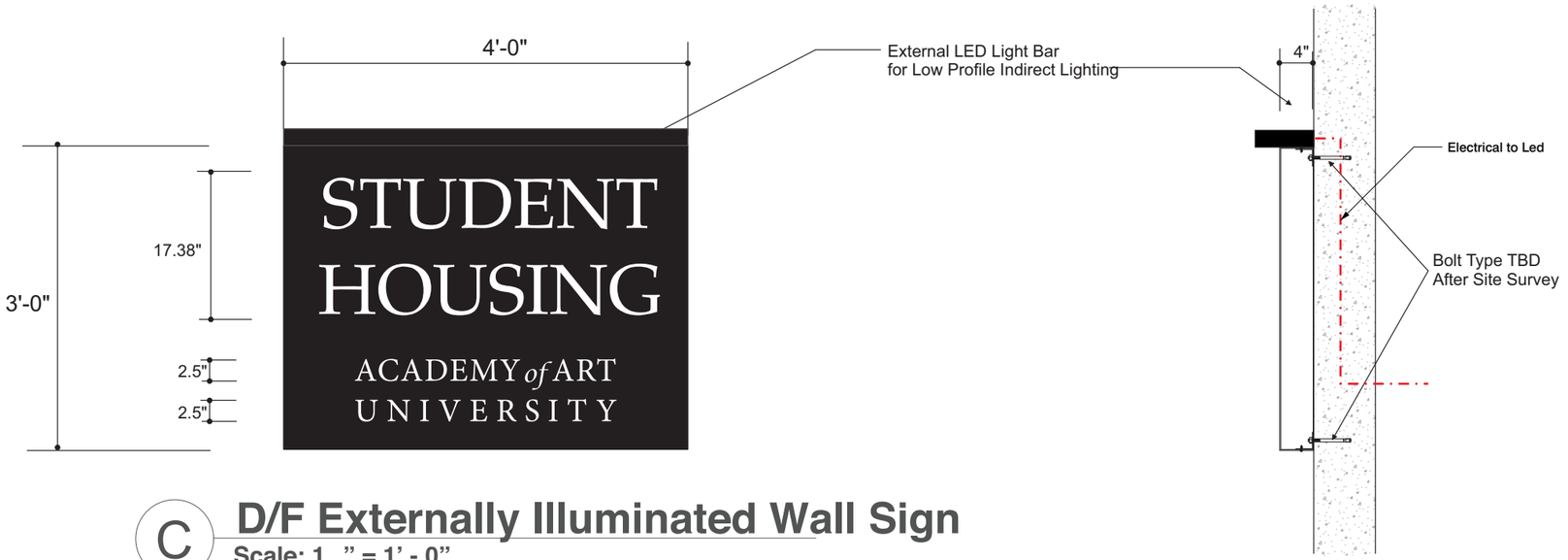
This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.

GG 3.0



C D/F Externally Illuminated Wall Sign

Scale: 1 ” = 1’ - 0”

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
All exterior Lighting w/ LED Modules

South Elevation - Greenwich St

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 **Date: 9/25/19**

Revision Notes:

added sign on Greenwich elevation not included by GGS

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
1727 LOMBARD STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

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All Signs to be Title 24 Compliant

Sheet No.

GG 5.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case No. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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.
	AAU PROPOSAL: AAU agrees that a white zone should be instituted and, on September 7, 2018, requested assistance from the Planning Department to attend to its denied May 9, 2016 application to SFMTA for a white zone.
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).
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

AAU proposes 17 Class I spaces with vertical racks. Planning Code exception required for: (1) providing more than one-third of Class I spaces as vertical racks. (see Code Section 155.1(c)(3))

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	EXISTING	17	17
CLASS II	PER CODE	3	4

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	4,262	4,262
LEVEL 2	3,408	3,408
LEVEL 3	2,864	2,864
LEVEL 4	2,686	2,686
GROSS SF TOTAL	13,220	13,220

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RH-2
GROUP HOUSING ROOMS (GHs) 1 GH PER 415 SF LOT AREA (CONDITIONAL)

1916 OCTAVIA CALCULATION
GROUP HOUSING ROOMS (GHs) 9,750 SF / 415 SF = 23 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
RESIDENTIAL HOTEL ROOM	0	22	0	0
GROUP HOUSING ROOM	24	0	22	22
BED COUNT	48	46	49	46

NOTES
1. Existing bed count based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. No Permanent Residents in this building.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- EXPOSURE

*SEE SHEET A0.E1 FOR EXPOSURE PLAN ANALYSIS

Building compliance based on Common Area at Levels 1 and 2.

E- OPEN SPACE

*SEE SHEET A0.S2 FOR OPEN SPACE ANALYSIS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

OPEN SPACE, REQUIRED: ANY FRONT SETBACKS, SIDE OR REAR YARDS, COURTS, USABLE OPEN SPACE OR OTHER OPEN AREA PROVIDED IN ORDER TO MEET THE REQUIREMENTS OF THIS CODE.

SAN FRANCISCO PLANNING CODE SEC. 135.D.2

FOR GROUP HOUSING STRUCTURES, SRO UNITS, AND DWELLING UNITS THAT MEASURE LESS THAN 350 SQUARE FEET PLUS A BATHROOM, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE ONE-THIRD THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D)(1) ABOVE AND (D)(4) AND (D)(5), BELOW. FOR PURPOSES OF THESE CALCULATIONS, THE NUMBER OF BEDROOMS ON A LOT SHALL IN NO CASE BE CONSIDERED TO BE LESS THAN ONE BEDROOM FOR EACH TWO BEDS. WHERE THE ACTUAL NUMBER OF BEDS EXCEEDS AN AVERAGE OF TWO BEDS FOR EACH BEDROOM, EACH TWO BEDS SHALL BE CONSIDERED EQUIVALENT TO ONE BEDROOM.

1916 OCTAVIA CALCULATION
REQUIRED 1,275 SF [(23 BEDROOMS * 125 SF/3)(1.33)]
EXISTING/PROPOSED 1,454 SF

NOTE: BEDROOMS IN THIS CALCULATION (23) EQUAL TO HALF PROPOSED BED COUNT IN GROUP HOUSING ROOMS (22), PER 135.D.2

F- ACTIVE USE

*SEE SHEET A2.1 FOR REFERENCE

G- OFF-STREET CAR SPACES

*SEE SHEET A2.1 FOR REFERENCE

MAXIMUM PERMITTED BY CODE FOR ACCESSORY PARKING[1] 8

EXISTING/PROPOSED 1 (Building Management Use)
PROPOSED CAR SHARE SPACES[2] 0 (1 < 50: not required)

(1) PER SF PLANNING CODE TABLE 151.1 UP TO ONE CAR FOR EACH THREE BEDROOMS OR FOR EACH SIX BEDS, WHICHEVER RESULTS IN THE GREATER REQUIREMENT, PLUS ONE FOR THE MANAGER'S DWELLING UNIT IF ANY.

(2) PER SF PLANNING CODE TABLE 166 REQUIRED CAR-SHARE PARKING SPACES

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES CONVERT 22 EXISTING RESIDENTIAL HOTEL UNITS TO 22 GROUP HOUSING BEDROOMS AND 48 BEDS, WITH A STUDENT HOUSING USE USE CHARACTERIZATION. NO CHANGE TO ADMIN CODE CHAPTER 41 DESIGNATION PROPOSED.

PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 1916 OCTAVIA LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO CLOSE ENFORCEMENT CASES 2015-012699 (AAU CANOPY WITHOUT PERMIT); 8559 (SIGNS W/O PERMIT); AND 8558 (CONVERSION OF HOTEL TO GROUP HOUSING W/O CU PER 209.2(C)).

CONDITIONAL USE AUTHORIZATION REQUESTED FOR GROUP HOUSING USE IN THE RH-2 DISTRICT.

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	●	●
A0.1	PROJECT INFORMATION		●
A0.2	GENERAL NOTES		●
A0.E1	EXPOSURE PLAN ANALYSIS - LEVELS 1, 2, 3 & 4	●	
A0.S1	SITE PLAN AERIAL IMAGE	●	
A0.S2	SITE PLAN DRAWINGS	●	
A0.S3	STREETSCAPE PLANS	●	
A0.T1	OCCUPANCY AND EGRESS PLANS		●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		●
A1.1	EXISTING FLOOR PLANS - LEVEL 1	●	●
A1.2	EXISTING FLOOR PLANS - LEVELS 2 & 3	●	●
A1.3	EXISTING FLOOR PLANS - LEVEL 4	●	●
A2.1	PROPOSED FLOOR PLANS - LEVEL 1	●	●
A2.2	PROPOSED FLOOR PLANS - LEVELS 2 & 3	●	●
A2.3	PROPOSED FLOOR PLANS - LEVEL 4	●	●
A3.1	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	●	●

TOTAL SHEETS: 13

PROPERTY INFORMATION

ADDRESS 1916 OCTAVIA STREET
BLOCK/LOT 0640/011

No OF STORIES 4 (NO CHANGE)

DISTRICTS
ZONING RH-2
HEIGHT/BULK 40-X
SPECIAL USE NONE

USE CHANGE OF USE REQUIRED
LAST LEGAL RESIDENTIAL: HOTEL ROOMS (22 ROOMS)

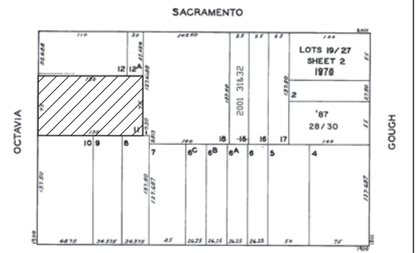
PROPOSED RESIDENTIAL: GROUP HOUSING (22 ROOMS)

HISTORIC EVALUATION

HISTORIC RESOURCE STATUS	C - No Historic Resource Present per ESTM Appendix HR
NATIONAL REGISTER HISTORIC DISTRICTS	None
CALIFORNIA REGISTER HISTORIC DISTRICTS	None
HISTORIC RESOURCE EVALUATION RESPONSES	None
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT PLAN N.T.S.



N

VICINITY MAP N.T.S.

N

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21823.03	10/11/19
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Print Date: 10/11/2019 10:49:42 PM	

No.	Date	Description

COVER SHEET

A0.0

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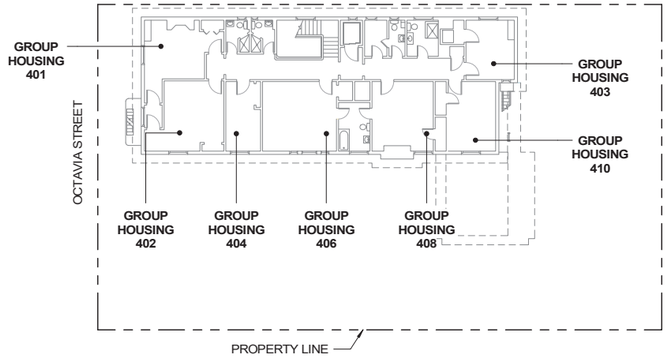
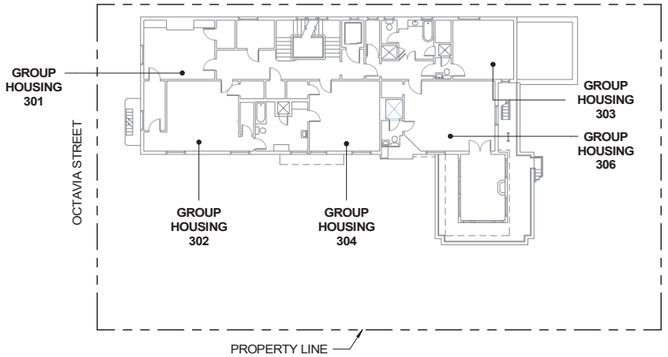


4 LEVEL 4 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



3 LEVEL 3 - EXPOSURE PLAN ANALYSIS
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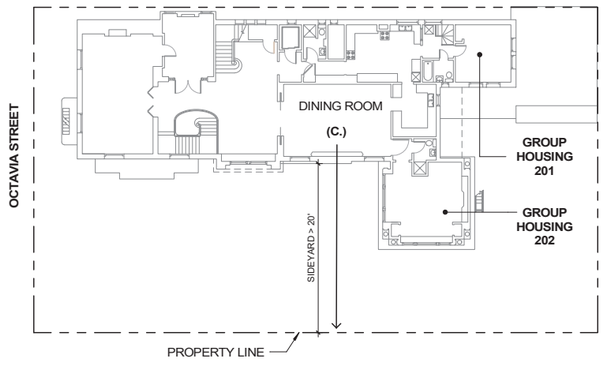
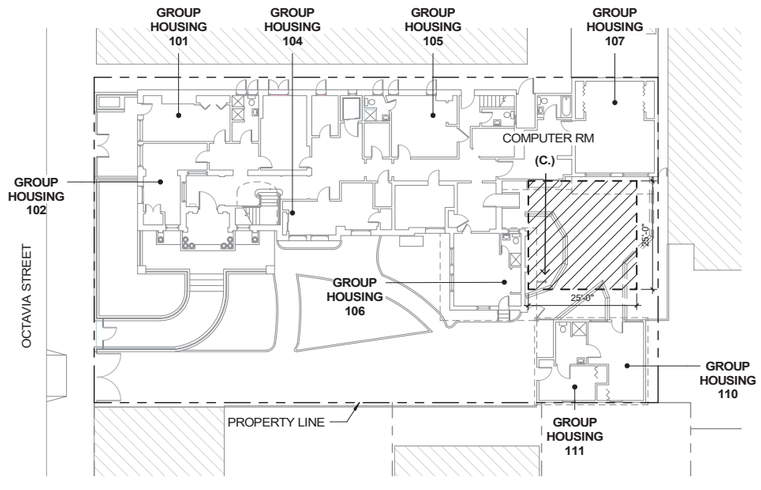


2 LEVEL 2 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



1 LEVEL 1 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"

N

KEYNOTES

LEGEND

EXPOSURE COMPLIANCE

(C.) ↓ EXISTING VIEW COMPLIANT WITH CODE SECTION 140 (b) COMMON AREA WITH 120 SF. MIN.

(N.C.) ↓ EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED TO BE COMPLIANT WITH CODE SECTION 140

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Project Number 21823.03 Issue Date 10/11/19
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EXPOSURE PLAN ANALYSIS - LEVELS 1, 2, 3 & 4

A0.E1

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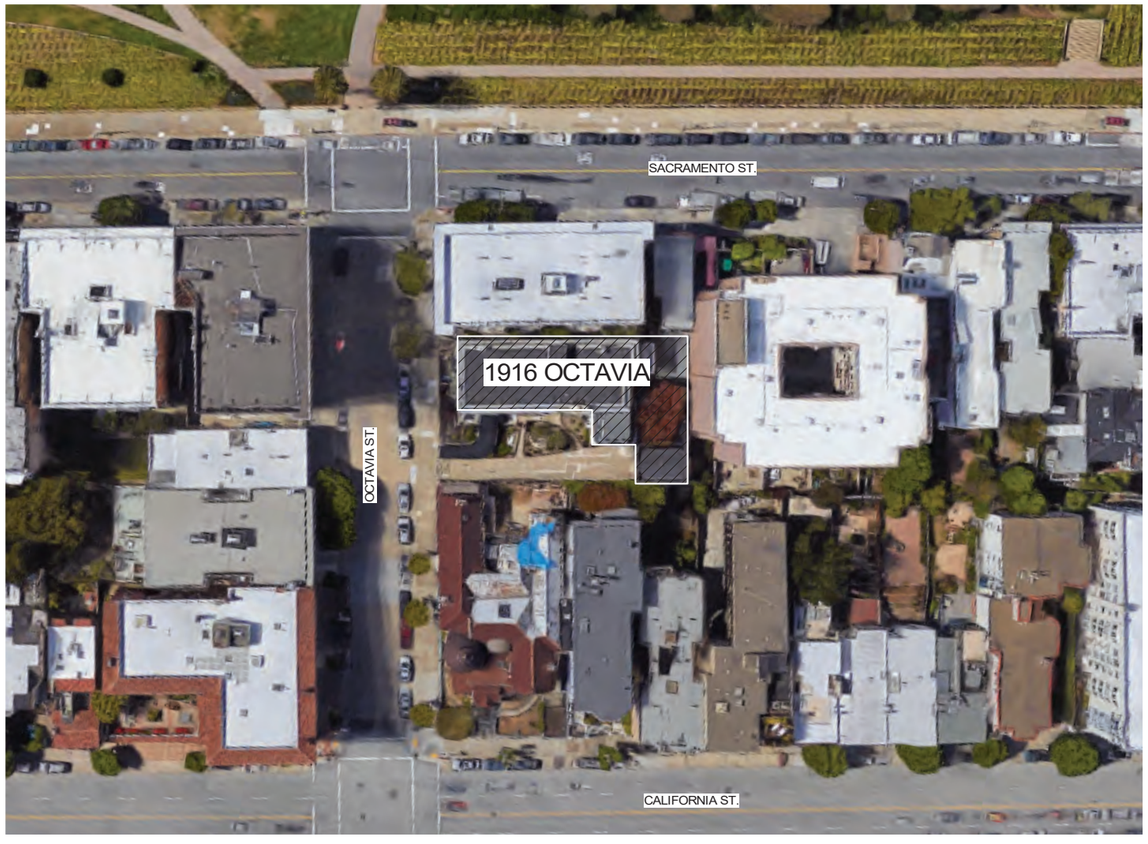
KEYNOTES



1 SITE PLAN AERIAL IMAGE
NTS

N

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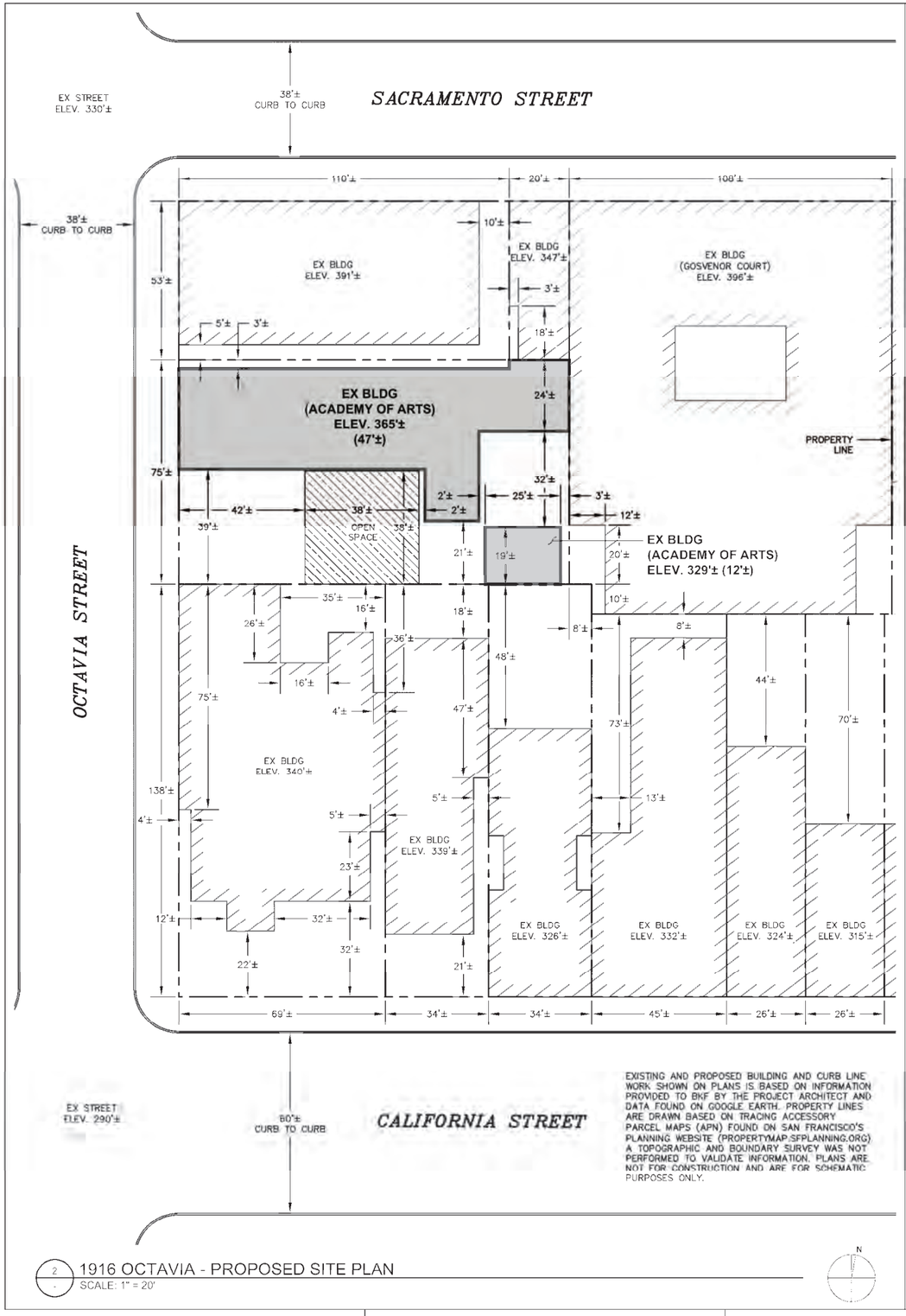
No.	Date	Description

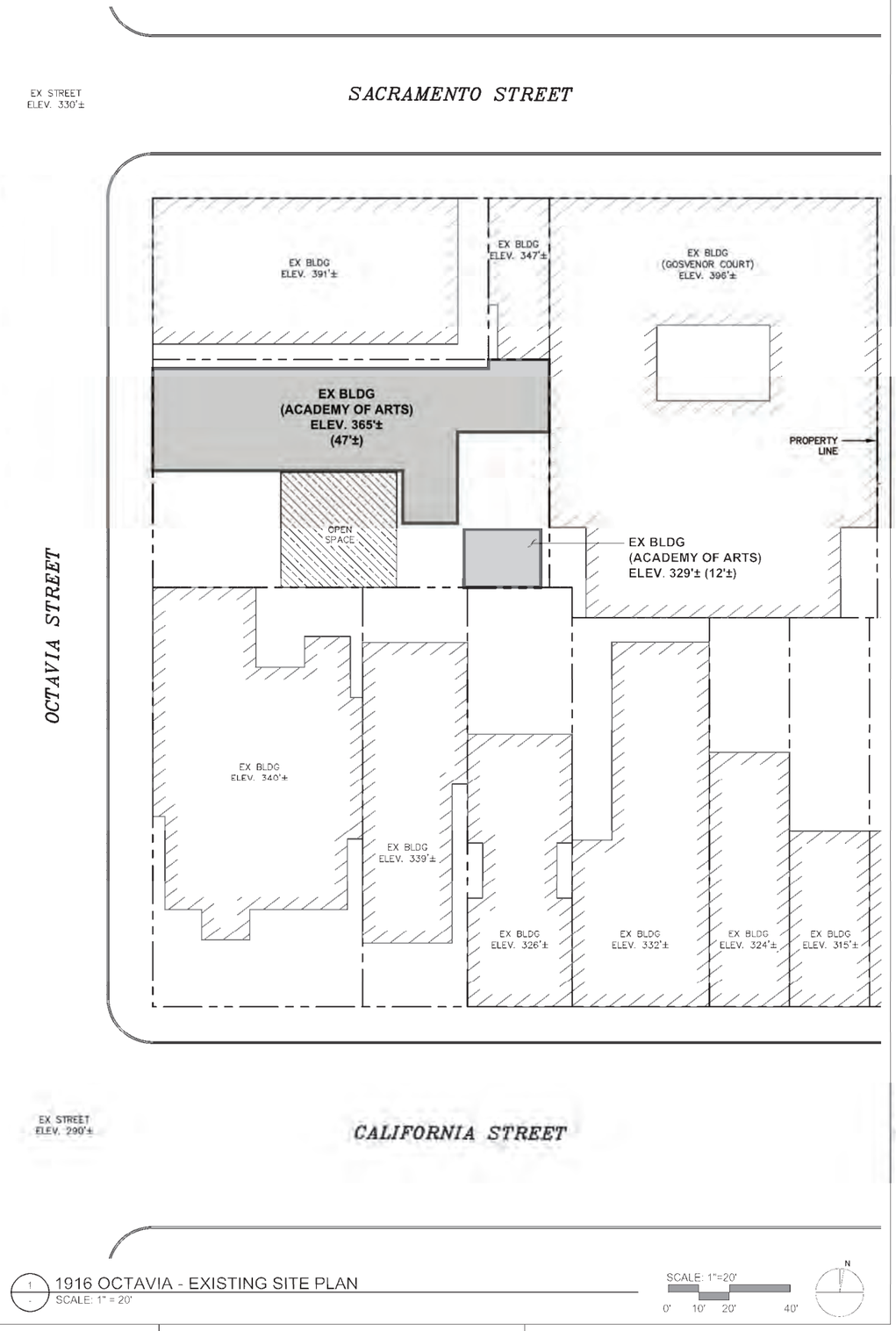
SITE PLAN AERIAL IMAGE

A0.S1



EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG) A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE FOR SCHEMATIC PURPOSES ONLY.

2 1916 OCTAVIA - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 1916 OCTAVIA - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

tef DESIGN
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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU RESIDENTIAL COMPLIANCE SET

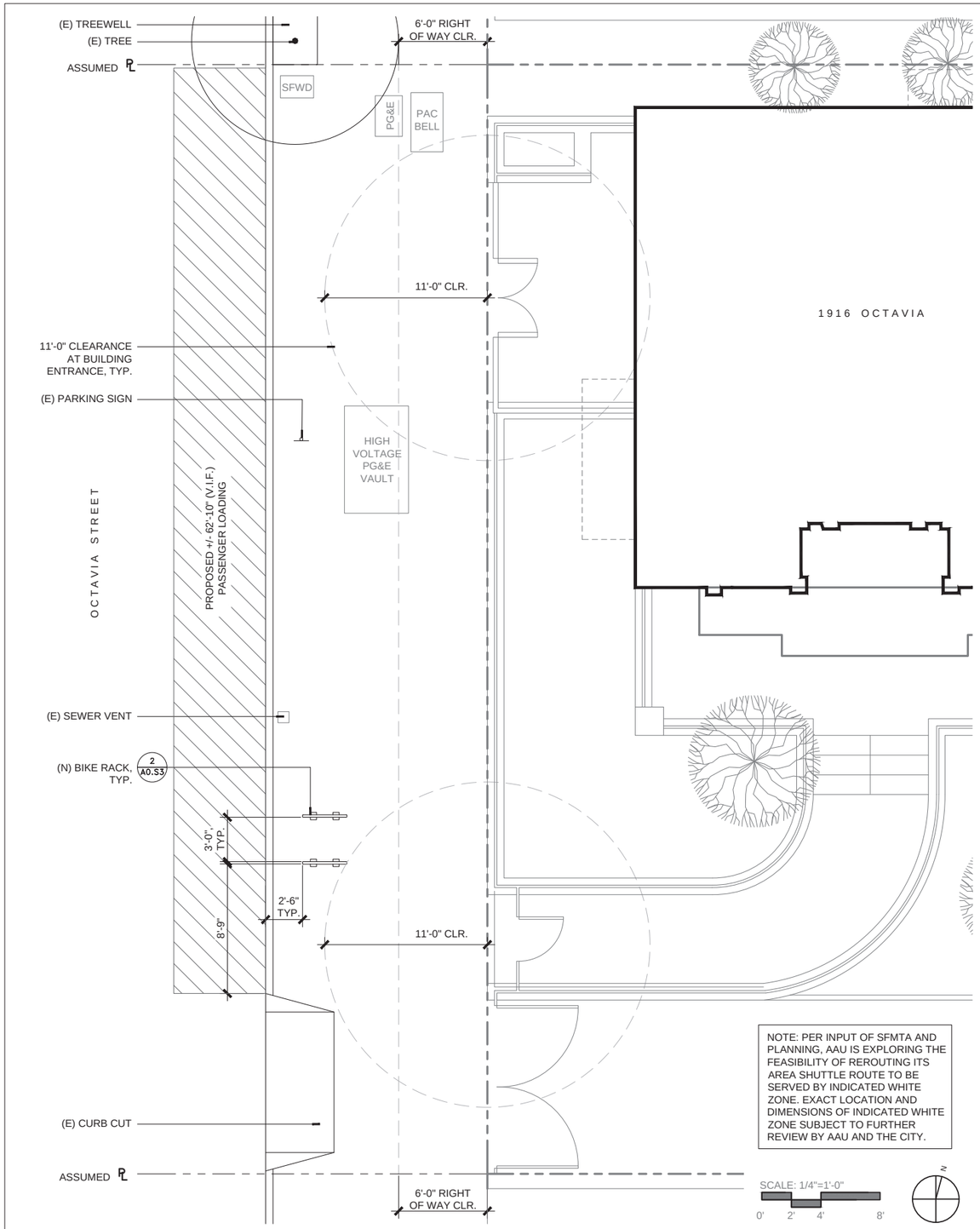
1916 OCTAVIA
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER
No. C-22281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

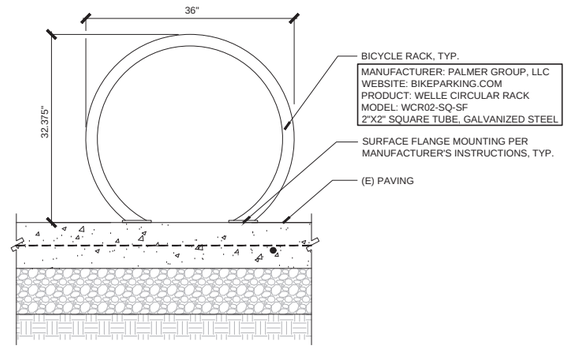
21823.03 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



1 Streetscape Plan
1/4" = 1'-0"



2 Bike Rack
NTS

NOTE: PER INPUT OF SFMTA AND PLANNING, AAU IS EXPLORING THE FEASIBILITY OF REROUTING ITS AREA SHUTTLE ROUTE TO BE SERVED BY INDICATED WHITE ZONE. EXACT LOCATION AND DIMENSIONS OF INDICATED WHITE ZONE SUBJECT TO FURTHER REVIEW BY AAU AND THE CITY.

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(4) BIKE PARKING SPACES

TOTAL: 4

LEGEND

(N) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) PARKING SIGN

PROPOSED PASSENGER LOADING (WHITE CURB)

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Creo
landscape architecture
466 Geary Street, Suite 300
San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU RESIDENTIAL COMPLIANCE SET

1916 OCTAVIA
San Francisco, CA 94109

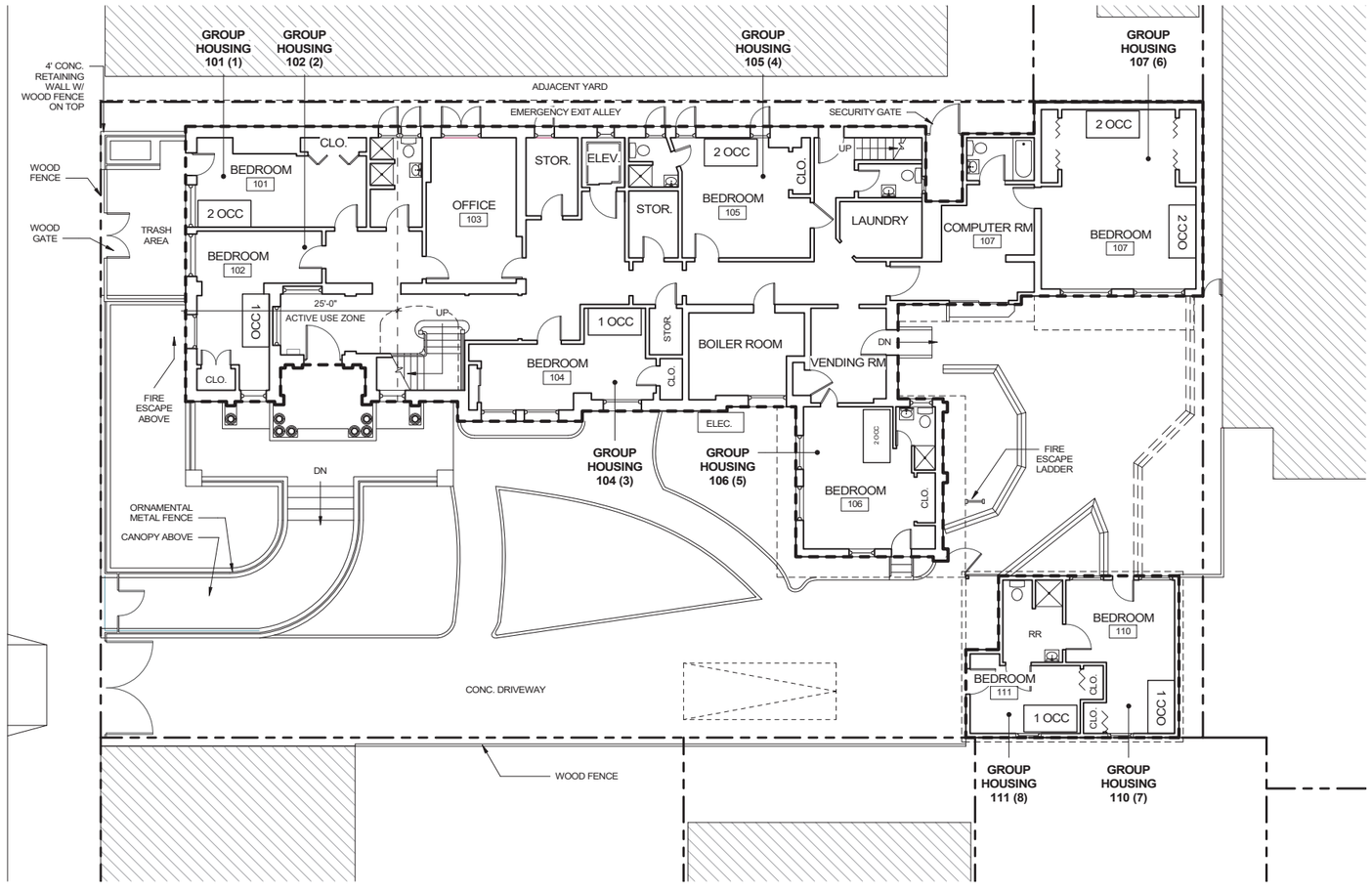
REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MULKILLAN
No. 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21823.03
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

BED COUNT

Level 1

Level 1 - (E) Bed Counts

ROOM	COUNT
101	2
102	1
104	1
105	2
106	2
107	4
110	1
111	1
TOTAL BED COUNTS	14

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX

ROOM NAME
ROOM NUMBER

BED TAG

1 OCC	EXISTING SINGLE BED 1 OCCUPANT
2 OCC	EXISTING BUNK BED 2 OCCUPANTS
1 OCC	PROPOSED SINGLE BED 1 OCCUPANT
2 OCC	PROPOSED BUNK BED 2 OCCUPANTS

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AAU RESIDENTIAL COMPLIANCE SET

1916 OCTAVIA
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

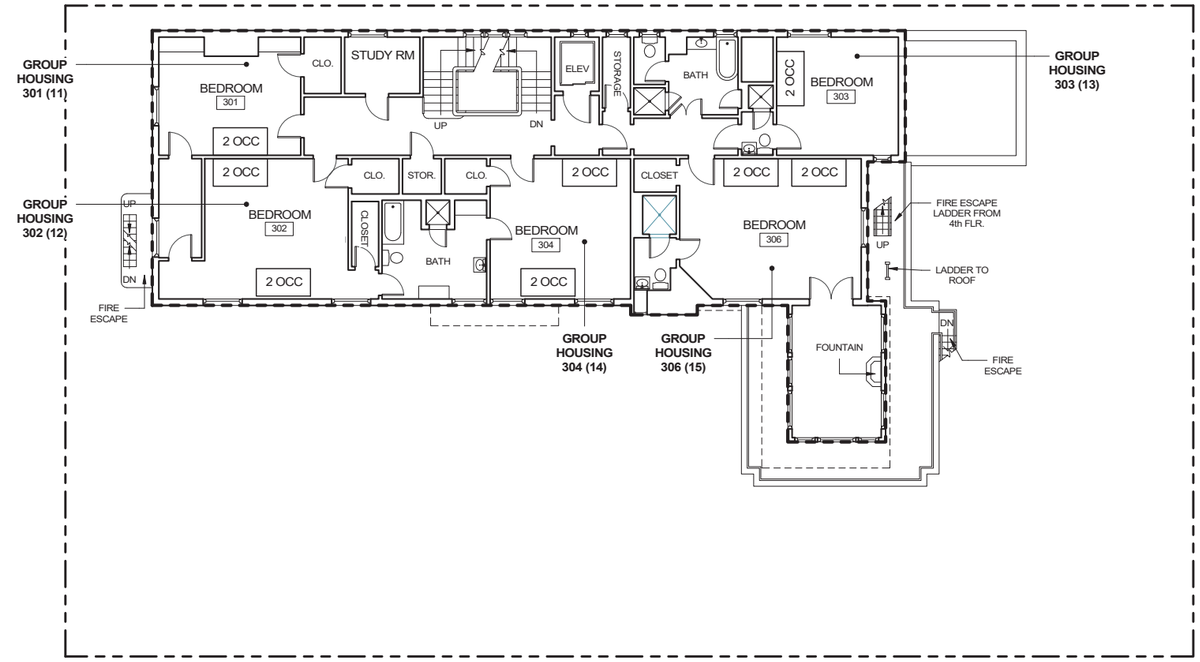
Project Number 21823.03
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 10:49:54 PM

No.	Date	Description

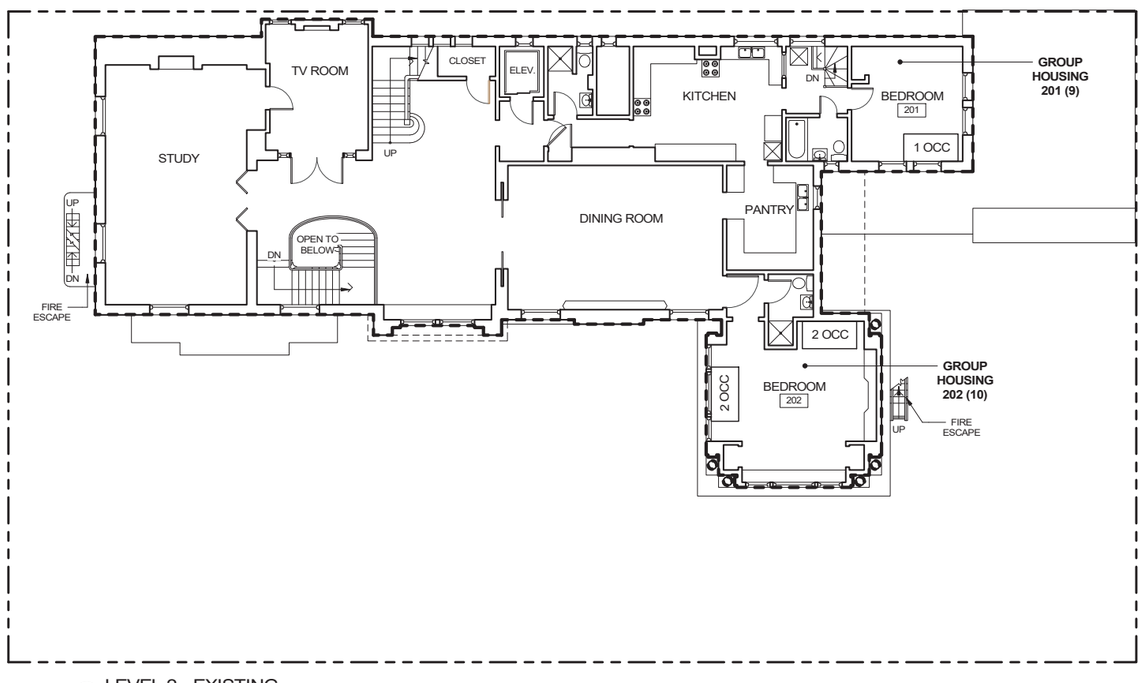
EXISTING FLOOR PLANS - LEVEL 1

A1.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 3 - EXISTING
1/8" = 1'-0"



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - (E) Bed Counts	
ROOM	COUNT
201	1
202	4
TOTAL BED COUNTS	5

Level 3

Level 3 - (E) Bed Counts	
ROOM	COUNT
301	2
302	4
303	2
304	4
306	4
TOTAL BED COUNTS	16

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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Issue Date	10/11/19
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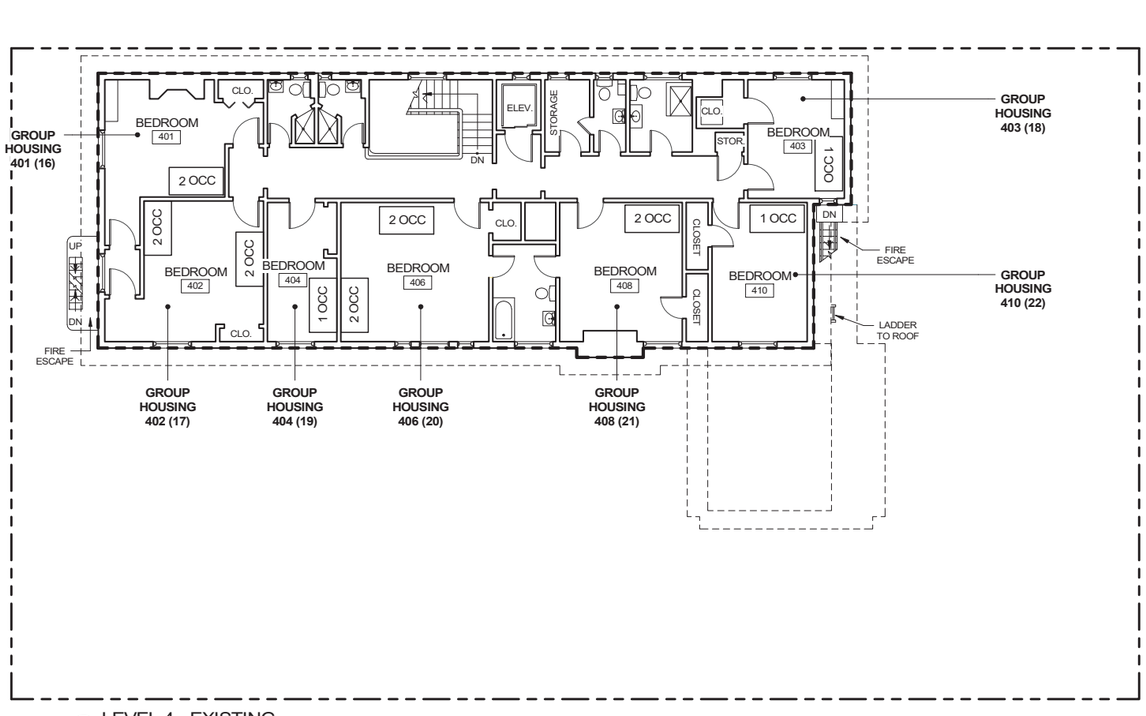
Print Date	10/11/2019 10:49:58 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 2 & 3

A1.2



2 LEVEL 4 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 4

Level 4 - (E) Bed Counts

ROOM	COUNT
401	2
402	4
403	1
404	1
406	4
408	2
410	1
TOTAL BED COUNTS	15

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

1 OCC — EXISTING SINGLE BED 1 OCCUPANT

2 OCC — EXISTING BUNK BED 2 OCCUPANTS

1 OCC — PROPOSED SINGLE BED 1 OCCUPANT

2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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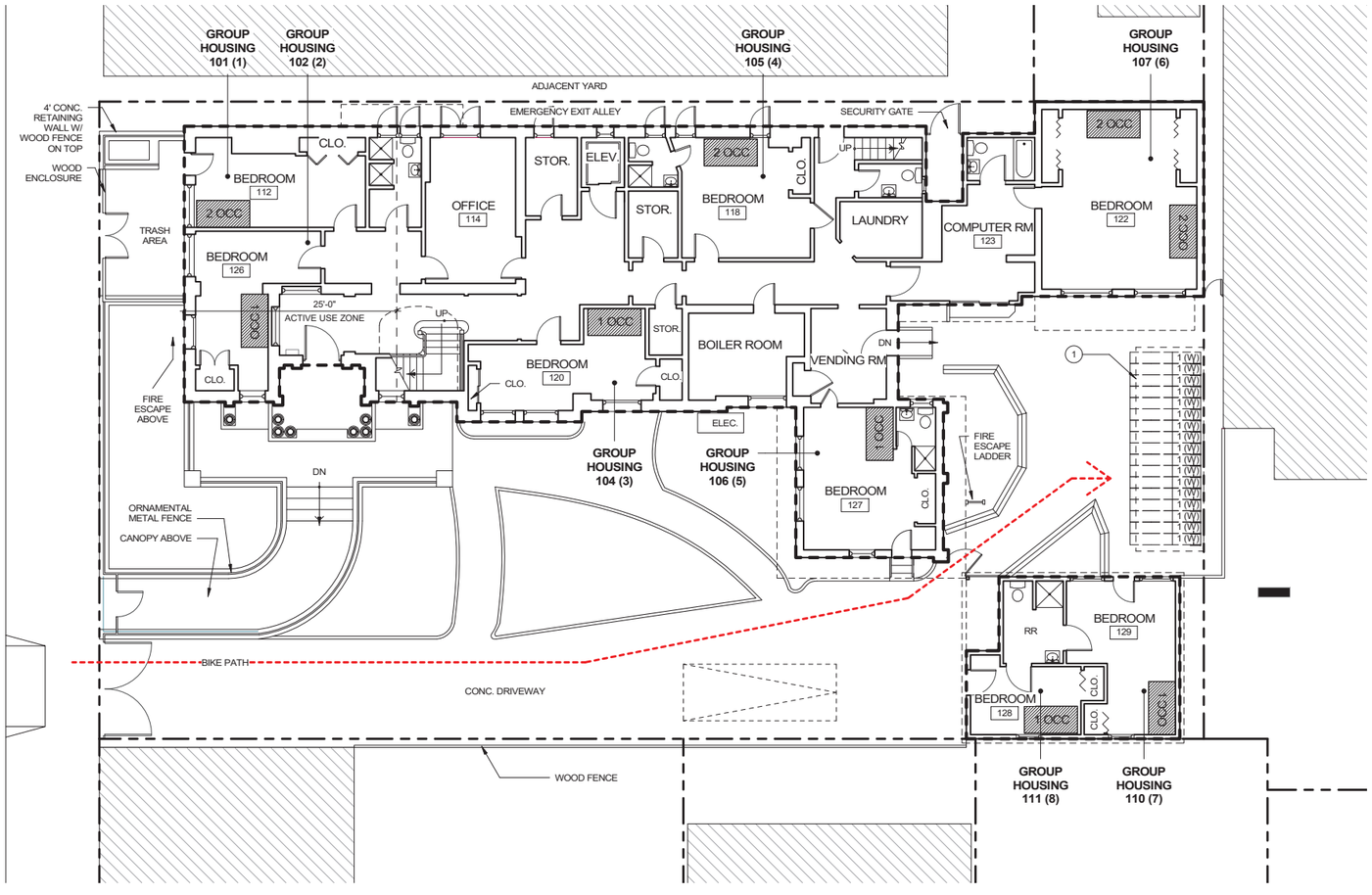
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 10:50:02 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 4

A1.3



1 LEVEL 1 - PROPOSED
1/8" = 1'-0"

KEYNOTES

1. NEW CANOPY FOR CLASS I BYCICLE PARKING. PROPOSED SPACES MEET CLASS I BECAUSE THEY WILL BE COVERED AND SECURED BY GATE REQUIRING KEYCARD ACCESS

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I	
TYPE OF BIKE RACK	PROPOSED BIKE SPACES
WALL MOUNT BIKE RACK (1)	17
TOTAL	17

BED COUNT

Level 1

Level 1 -(P) Bed Counts	
ROOM	COUNT
101	2
102	1
104	1
105	2
106	1
107	4
110	1
111	1
TOTAL BED COUNTS	13

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

BIKE TAG
- CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES (11'-0" x 7'-0" / 4'-0" / 3'-0"; 2 BIKE (F); Maneuvering Space; Bike Storage Space)
- CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE (8'-4" x 3'-4" / 5'-0" / 1'-4"; 1 BIKE (W); Maneuvering Space; Bike Storage Space)

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

- BIKE ENTRY / EXIT ROUTE

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LICENSED ARCHITECT
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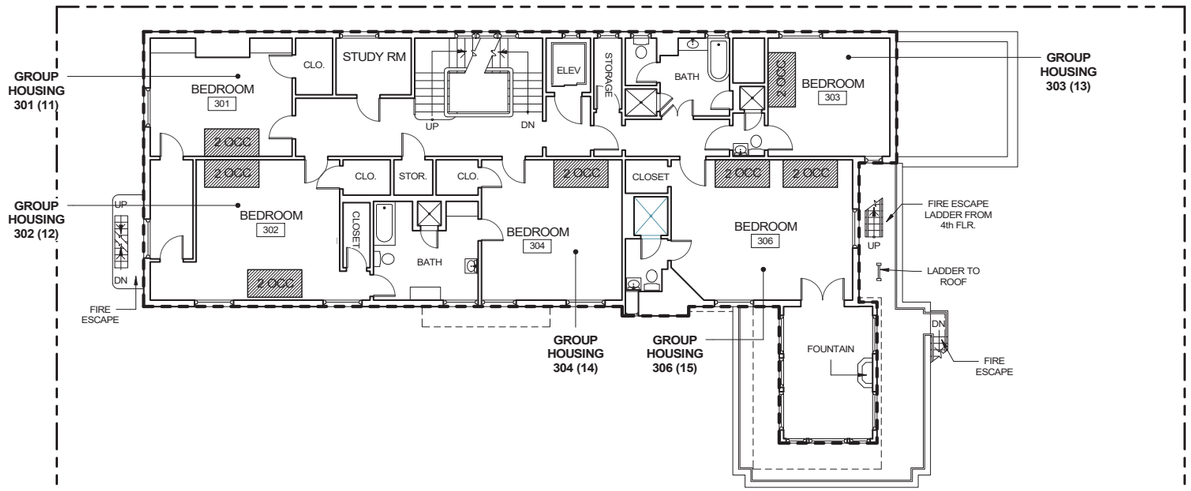
STATE OF CALIFORNIA

Project Number	21823.03
Issue Date	10/11/19
Scale	As indicated
Phase	
Print Date	10/11/2019 10:50:06 PM

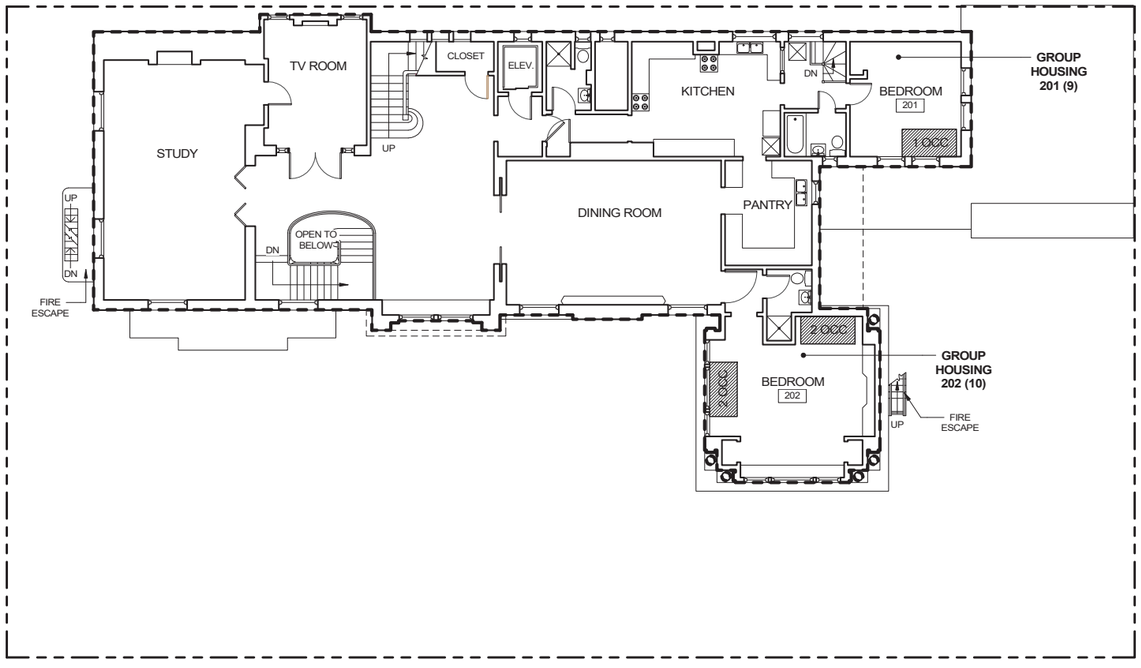
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1

A2.1



2 LEVEL 3 - PROPOSED
1/8" = 1'-0"



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - (P) Bed Counts	
ROOM	COUNT
201	1
202	4
TOTAL BED COUNTS	5

Level 3

Level 3 - (P) Bed Counts	
ROOM	COUNT
301	2
302	4
303	2
304	2
306	4
TOTAL BED COUNTS	14

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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Issue Date 10/11/19
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Phase
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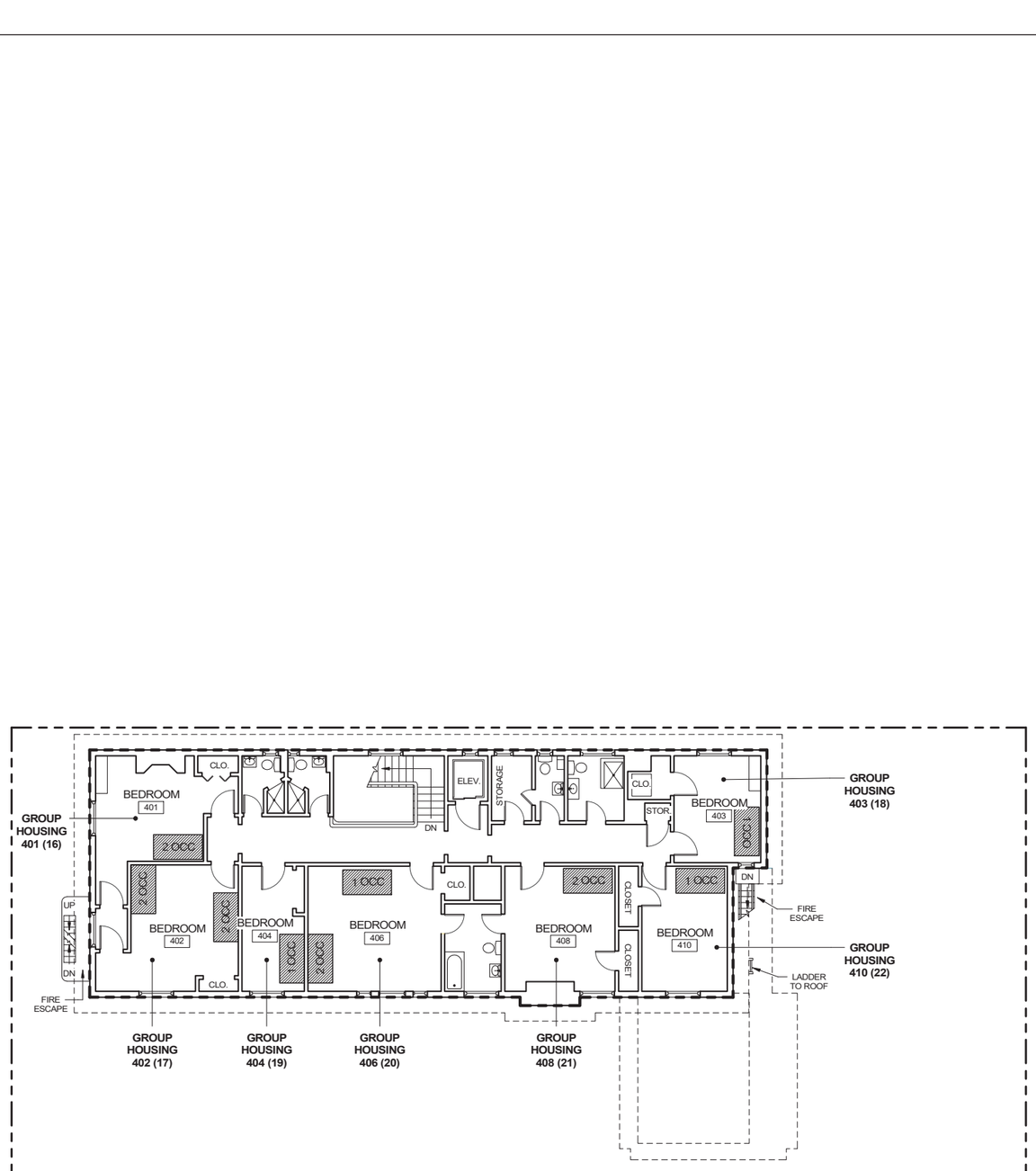
No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 2 & 3

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 4

Level 4 - (P) Bed Counts

ROOM	COUNT
401	2
402	4
403	1
404	1
406	3
408	2
410	1
TOTAL BED COUNTS	14

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21823.03
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 10:50:15 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 4

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

WEST ELEVATION - OCTAVIA STREET (PROPOSED)

4 1/8" = 1'-0"

WEST ELEVATION - OCTAVIA STREET

3 NTS

WEST ELEVATION - OCTAVIA STREET (EXISTING/DEMO)

2 1/8" = 1'-0"

WEST ELEVATION - OCTAVIA STREET

1 NTS

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. BUILDING PERMIT APPLICATION Nos. 201105095664 and 201105095670 TO BE WITHDRAWN
3. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
4. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION

KEYNOTES

1. NOT USED

ITEMS NOTED ON 9/25/19 SITE WALK:

SEE PHOTOS ON SHT. A4.1

2. EXISTING WOOD FENCE
3. EXISTING CAMERAS, TYP.
4. EXISTING CANOPY WITH LIGHTING: AAU PROPOSES LEGALIZATION OF AWNING STRUCTURE
5a. EXISTING AAU BUSINESS AWNING SIGN ON EXISTING AWNING TO BE LEGALIZED, TYP.
5b. EXISTING AAU LOGO ON EXISTING AWNING TO BE REMOVED, TYP.
6. REMOVE EXISTING AAU ADDRESS NAMEPLATE SIGN ON EXISTING AWNING
7. EXISTING MTL FENCE
8. EXISTING MTL GATE @ EXISTING DRIVEWAY
9. ADJACENT BUILDING
10. EXISTING STAND PIPES
11. EXISTING MTL GATE
12. EXISTING ACCORDIAN FIRE LADDER
13. EXISTING FIRE ESCAPE BALCONY
14. EXISTING FIRE EGRESS ROOF LADDER
15. EXISTING MTL RAILING
16. EXISTING WINDOW BEYOND
17. EXISTING SECURITY GATE TO ALLEY
18. EXISTING GUARD RAIL
19. EXISTING LOW BRICK WALL
20. EXISTING STAIR
21. EXISTING DOOR BEYOND

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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AAU RESIDENTIAL COMPLIANCE SET

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I, LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number	21823.03
Issue Date	10/11/19
Scale	As Indicated
Phase	
Print Date	10/11/2019 10:50:20 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

12 IMAGE
NTS

11 IMAGE
NTS

10 IMAGE
NTS

9 IMAGE
NTS

8 IMAGE
NTS

7 IMAGE
NTS

6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS

3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

KEYNOTES

1. NOT USED

ITEMS NOTED ON 9/25/19 SITE WALK:

SEE PHOTOS ON SHT. A4.1

2. EXISTING WOOD FENCE
3. EXISTING CAMERAS, TYP.
4. EXISTING CANOPY WITH LIGHTING: AAU PROPOSES LEGALIZATION OF AWNING STRUCTURE
5a. EXISTING AAU BUSINESS AWNING SIGN ON EXISTING AWNING TO BE LEGALIZED, TYP.
5b. EXISTING AAU LOGO ON EXISTING AWNING TO BE REMOVED, TYP.
6. REMOVE EXISTING AAU ADDRESS NAMEPLATE SIGN ON EXISTING AWNING
7. EXISTING MTL FENCE
8. EXISTING MTL GATE @ EXISTING DRIVEWAY
9. ADJACENT BUILDING
10. EXISTING STAND PIPES
11. EXISTING MTL GATE
12. EXISTING ACCORDIAN FIRE LADDER
13. EXISTING FIRE ESCAPE BALCONY
14. EXISTING FIRE EGRESS ROOF LADDER
15. EXISTING MTL RAILING
16. EXISTING WINDOW BEYOND
17. EXISTING SECURITY GATE TO ALLEY
18. EXISTING GUARD RAIL
19. EXISTING LOW BRICK WALL
20. EXISTING STAIR
21. EXISTING DOOR BEYOND

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REN. 10/2019
STATE OF CALIFORNIA

Project Number	21823.03
Issue Date	10/11/19
Scale	1/8" = 1'-0"
Phase	
Print Date	10/11/2019 10:50:34 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT*	3,186	3,186
LEVEL 1**	2,893	2,893
LEVEL 2	2,927	2,927
LEVEL 3	2,927	2,927
LEVEL 4	2,927	2,927
LEVEL 5	2,927	2,927
LEVEL 6	2,927	2,927
GROSS SF TOTAL	20,714	20,714

* INCLUDES NON-AAU RETAIL SPACE (APPROX. 967 SF. OF OCCUPIED FLOOR AREA)
** INCLUDES NON-AAU RETAIL SPACE (APPROX. 2,103 SF. OF OCCUPIED FLOOR AREA)

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)

IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RC-4

DWELLING UNITS (DUs)	1 DU PER 200 SF LOT AREA
GROUP HOUSING ROOMS (GHs)	1 GH PER 70 SF LOT AREA

560 POWELL CALCULATION

DWELLING UNITS (DUs)	3,037 SF / 200 SF = 15 DUs
GROUP HOUSING ROOMS (GHs)	3,037 SF / 70 SF = 43 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
DWELLING UNIT	15	27	27	27
BED COUNT	86 *for GH only	64	56	64

NOTES

1. Existing bed count reflects beds in residential Dwelling Units and bedrooms occupied by AAU for residential uses, based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. Three Bedrooms/Units occupied by non-AAU Permanent Residents (DU# 201, DU# 302, DU# 504) in this building. Bedrooms/Units entitled as student housing, with provision made that all existing non-AAU residents may remain in their current Bedroom/Units until voluntarily vacating.
5. According to Planning Department, Department of Building Inspection 3R Report on record for 560 Powell indicates the existence of 28 Dwelling Units. Project Sponsor is not aware of a permit set on file a tthe Department of Building Inspection supporting the existence of 28, instead of 27 Dwelling Units, but for the sake of record clarity is respectfully requesting a Planning Code Section 317 conditional use authorization to legitimize the 27 existing Dwelling Units at 560 Powell.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- EXPOSURE
*ANALYSIS NOT REQUIRED

E- OPEN SPACE
*ANALYSIS NOT REQUIRED

F- ACTIVE USE
*ANALYSIS NOT REQUIRED

G- REAR YARD
*ANALYSIS NOT REQUIRED

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT 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. NO CHANGE OF USE IS PROPOSED.

NEW SIGNAGE PROPOSED

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	●	●
A0.1	PROJECT INFORMATION		●
A0.2	GENERAL NOTES		●
A0.S1	SITE PLAN AERIAL IMAGE	●	
A0.T1	OCCUPANCY AND EGRESS PLANS		●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		●
A1.1	EXISTING FLOOR PLANS - BASEMENT & LEVEL 1	●	●
A1.2	EXISTING FLOOR PLANS - LEVELS 2, 3 & 4	●	●
A1.3	EXISTING FLOOR PLANS - LEVELS 5 & 6	●	●
A2.1	PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1	●	●
A2.2	PROPOSED FLOOR PLANS - LEVELS 2, 3, & 4	●	●
A2.3	PROPOSED FLOOR PLANS - LEVELS 5 & 6	●	●
A3.1	EXTERIOR ELEVATIONS - IMAGES	●	●
A3.2	EXISTING/PROPOSED EXTERIOR SIGNAGE	●	
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	●	●
	SIGNAGE SHEETS		
G 2.0	SIGNAGE DETAILS	●	●
G 3.0	SIGNAGE DETAILS	●	●
G 4.0	SIGNAGE DETAILS	●	●
G 5.0	SIGNAGE DETAILS	●	●

TOTAL SHEETS: 16

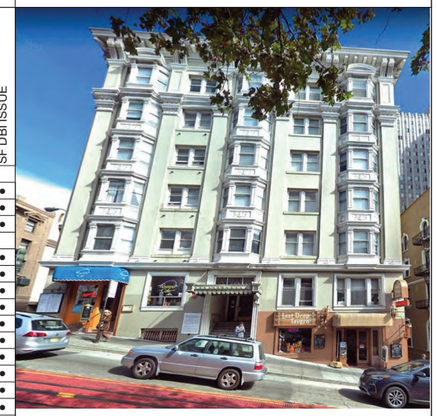
PROPERTY INFORMATION

ADDRESS	560 POWELL STREET
BLOCK/LOT	0285/010
No OF STORIES	6 + BASEMENT (NO CHANGE)
DISTRICTS	
ZONING	RC-4
HEIGHT/BULK	80-130-F
SPECIAL USE	WITHIN 1/4 MILE OF THE FRINGE SERVICES RUD WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	NO CHANGE OF USE REQUIRED
LAST LEGAL/ PROPOSED	RESIDENTIAL: 27 DWELLING UNITS & RESTAURANTS

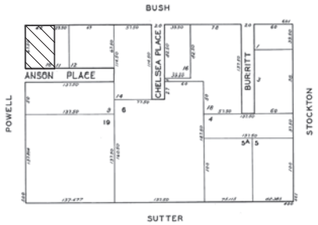
HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR PHOTO

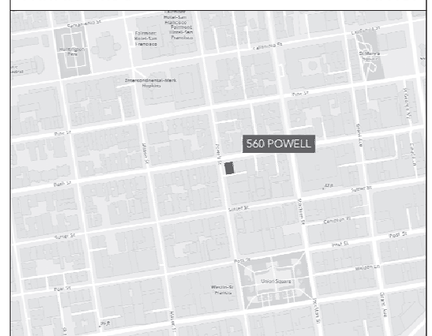


PLOT PLAN N.T.S.



N

VICINITY MAP N.T.S.



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San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

560 POWELL
San Francisco, CA

LICENSED ARCHITECTS
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.16
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 10:53:48 PM

No.	Date	Description

COVER SHEET

A0.0

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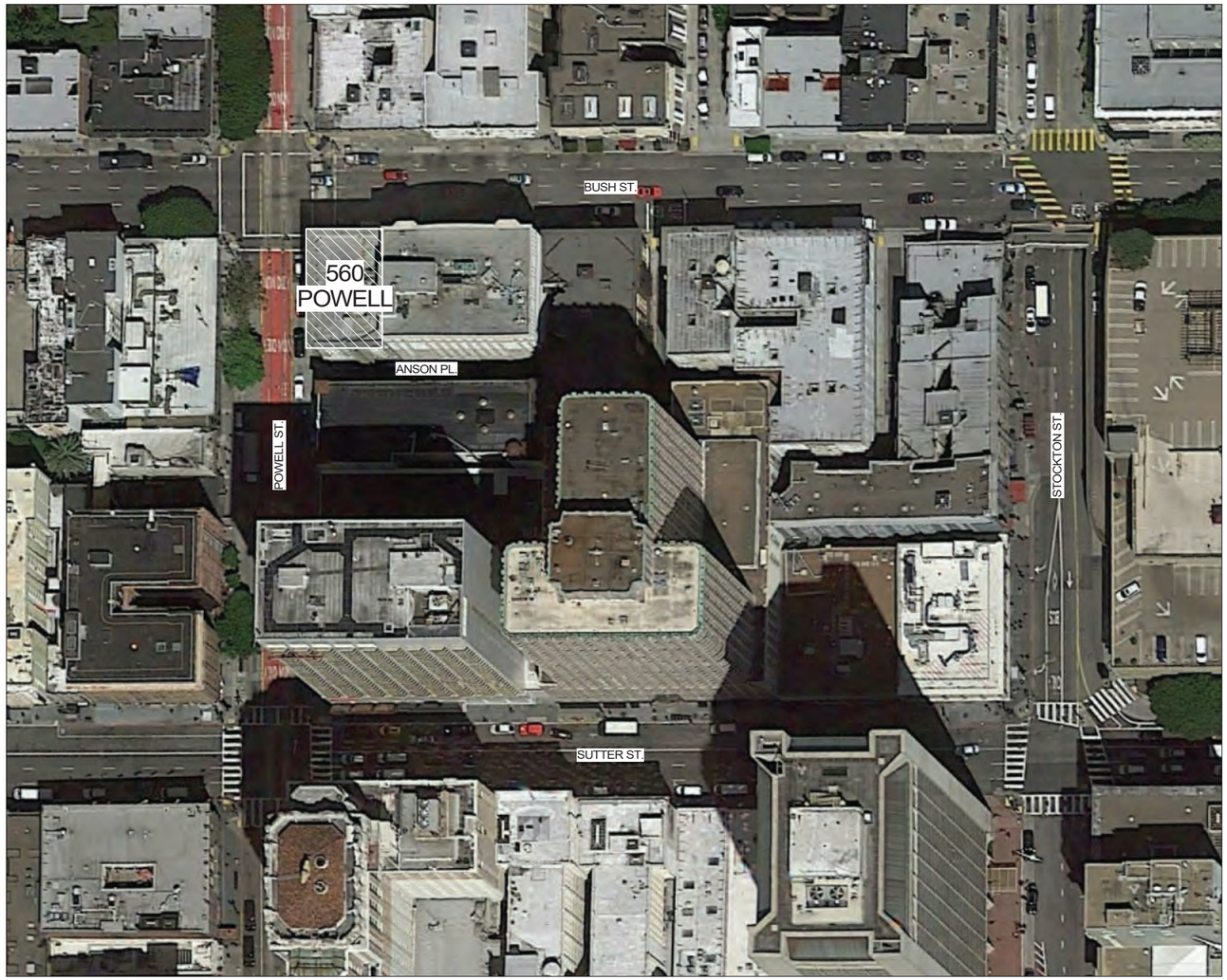

1 SITE PLAN AERIAL IMAGE
NTS

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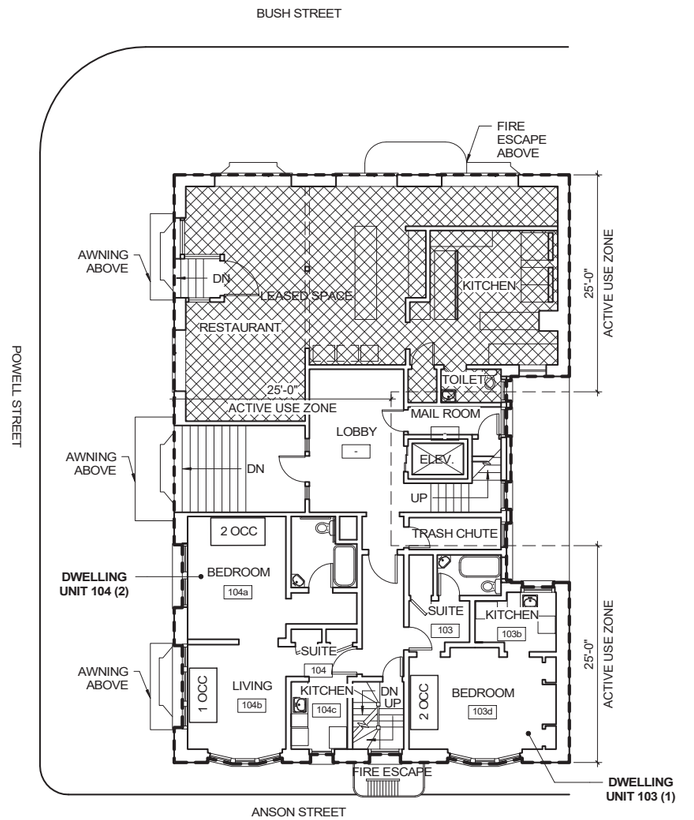
Phase	
Print Date	10/11/2019 10:53:51 PM

No.	Date	Description

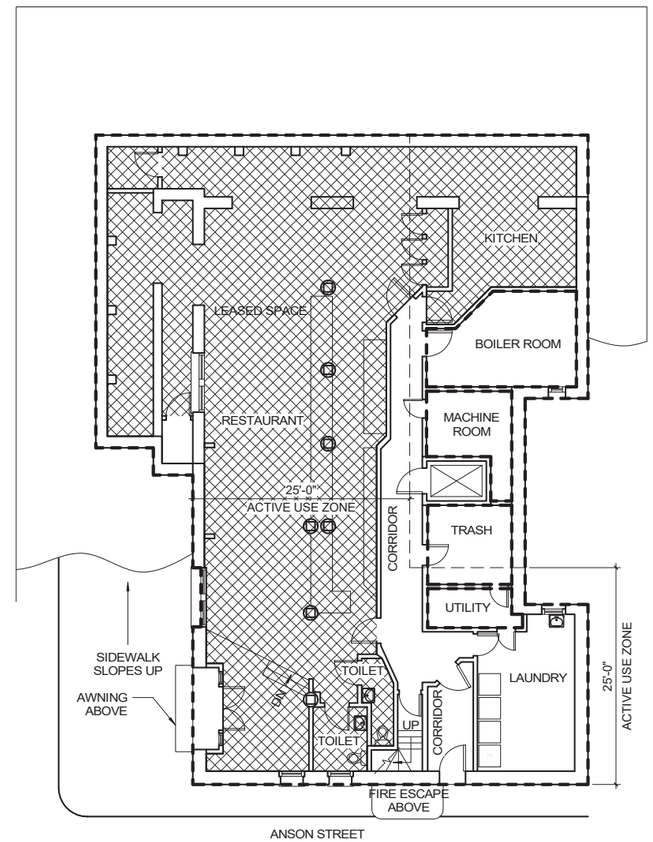
SITE PLAN AERIAL IMAGE

A0.S1



2 LEVEL 1 - EXISTING

1/8" = 1'-0"



1 BASEMENT - EXISTING

1/8" = 1'-0"

N

BED COUNT

Level 1

Level 1 - (E) Bed Counts

ROOM	COUNT
103d	2
104a	2
104b	1
TOTAL BED COUNTS	5

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- AREA NOT SUBJECT TO AAU PROJECT (CASE NO. 2008-0586)
- PERMANENT RESIDENT

ROOM TAG

Name
XXX

- ROOM NAME
- ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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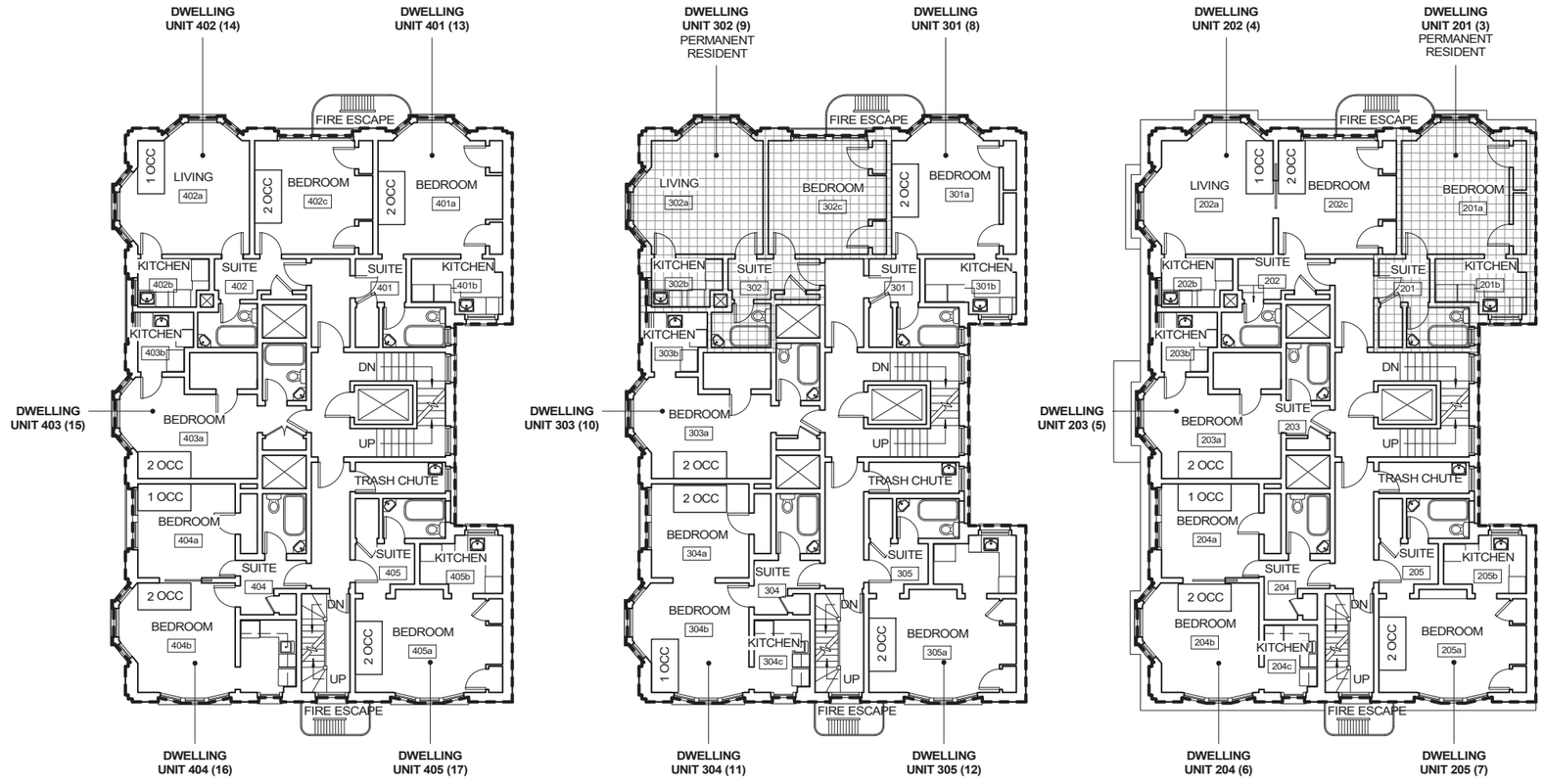
Phase
Print Date 10/11/2019 10:53:55 PM

No.	Date	Description

EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1



3 LEVEL 4 -EXISTING
1/8" = 1'-0"

2 LEVEL 3 - EXISTING
1/8" = 1'-0"

1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - (E) Bed Counts

ROOM	COUNT
202a	1
202c	2
203a	2
204a	1
204b	2
205a	2
TOTAL BED COUNTS	10

Level 3

Level 3 - (E) Bed Counts

ROOM	COUNT
301a	2
303a	2
304a	2
304b	1
305a	2
TOTAL BED COUNTS	9

Level 4

Level 4 - (E) Bed Counts

ROOM	COUNT
401a	2
402a	1
402c	2
403a	2
404a	1
404b	2
405a	2
TOTAL BED COUNTS	12

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- AREA NOT SUBJECT TO AAU PROJECT (CASE NO. 2008-0586)
- PERMANENT RESIDENT

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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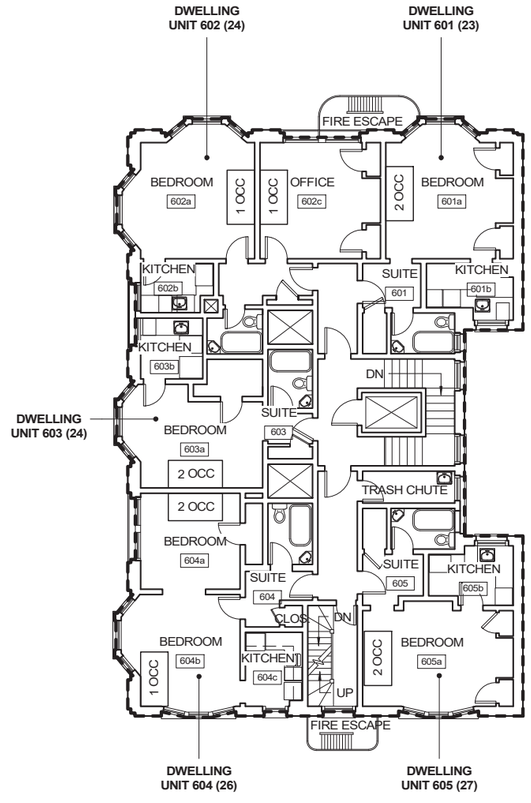
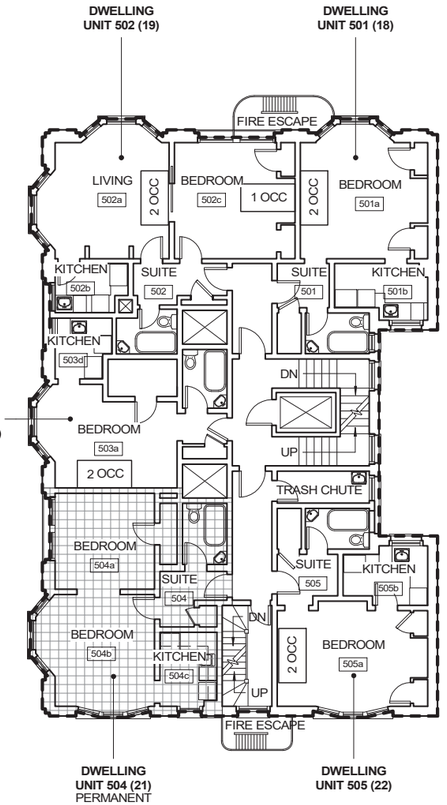
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 2, 3 & 4

A1.2



2 LEVEL 6 - EXISTING
1/8" = 1'-0"



1 LEVEL 5 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 5

Level 5 - (E) Bed Counts

ROOM	COUNT
501a	2
502a	2
502c	1
503a	2
505a	2
TOTAL BED COUNTS	9

Level 6

Level 6 - (E) Bed Counts

ROOM	COUNT
601a	2
602a	1
602c	1
603a	2
604a	2
604b	1
605a	2
TOTAL BED COUNTS	11

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- AREA NOT SUBJECT TO AAU PROJECT (CASE NO. 2008-0586)
- PERMANENT RESIDENT

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED 1 OCCUPANT
2 OCC — EXISTING BUNK BED 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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STATE OF CALIFORNIA

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Phase
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No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 5 & 6

A1.3

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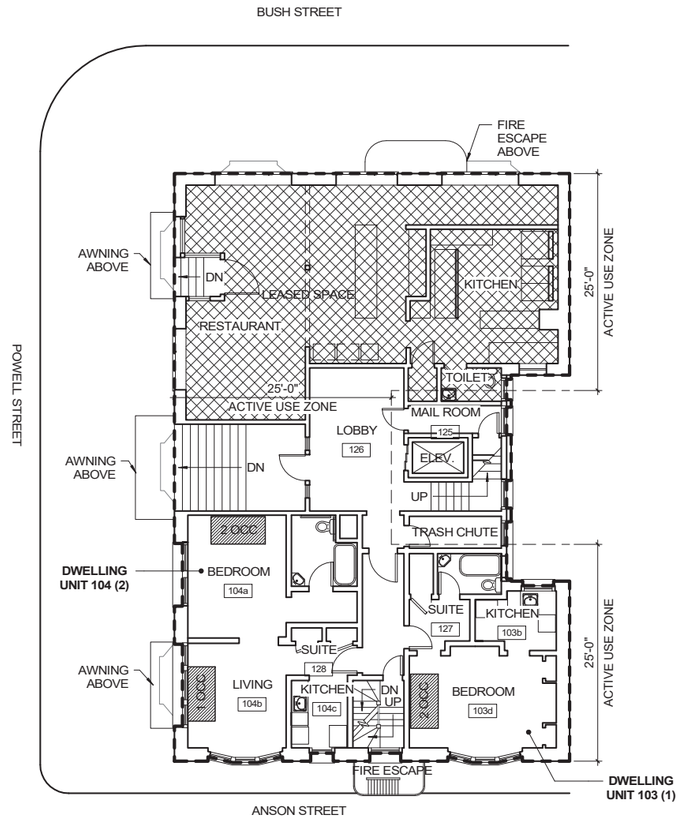
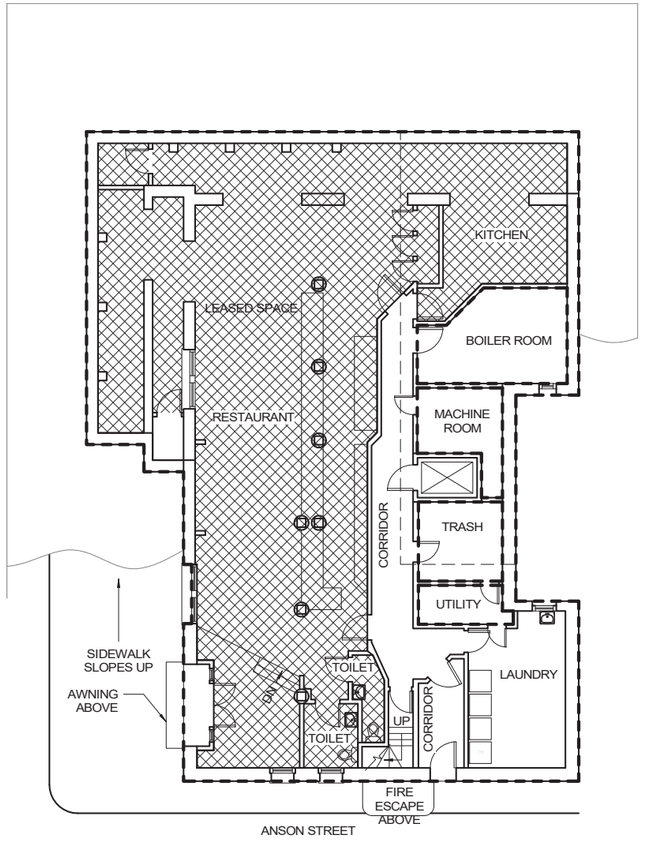


3 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 1

Level 1 - PROPOSED	
ROOM	**COUNT**
103d	2
104a	2
104b	1
TOTAL BED COUNTS	5

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- AREA NOT SUBJECT TO AAU PROJECT (CASE NO. 2008-0586)
- PERMANENT RESIDENT

ROOM TAG

Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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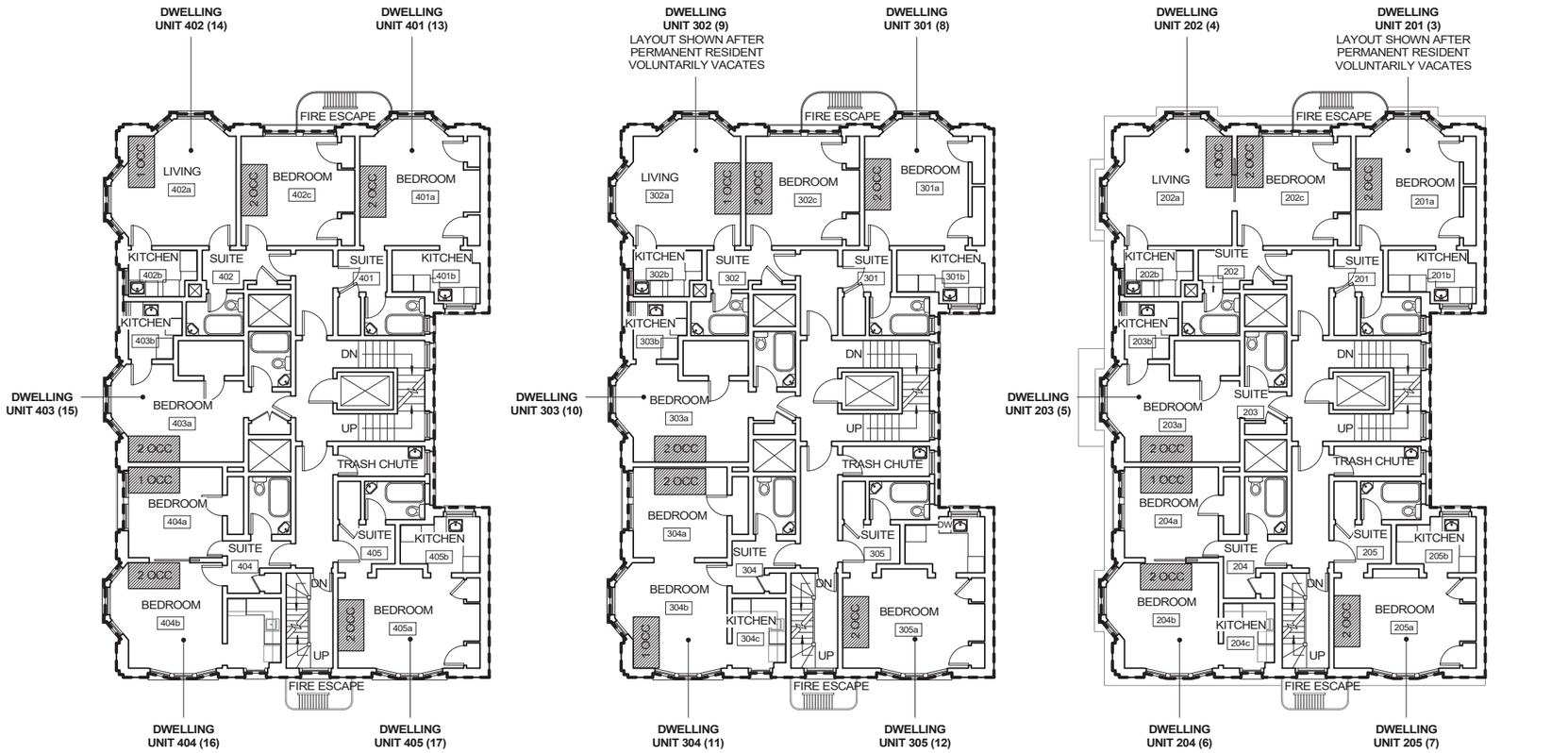
Project Number 21823.16 | Issue Date 10/11/19
Scale 1/8" = 1'-0" | Phase
Print Date 10/11/2019 10:54:12 PM

No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

A2.1



3 LEVEL 4 - PROPOSED
1/8" = 1'-0"

2 LEVEL 3 - PROPOSED
1/8" = 1'-0"

1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - PROPOSED

ROOM	COUNT
201a	2
202a	1
202c	2
203a	2
204a	1
204b	2
205a	2
TOTAL BED COUNTS	12

Level 3

Level 3 - PROPOSED

ROOM	COUNT
301a	2
302a	1
302c	2
303a	2
304a	2
304b	1
305a	2
TOTAL BED COUNTS	12

Level 4

Level 4 - PROPOSED

ROOM	COUNT
401a	2
402a	1
402c	2
403a	2
404a	1
404b	2
405a	2
TOTAL BED COUNTS	12

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- AREA NOT SUBJECT TO AAU PROJECT (CASE NO. 2008-0586)
- PERMANENT RESIDENT

ROOM TAG
Name
XXX
- ROOM NAME
- ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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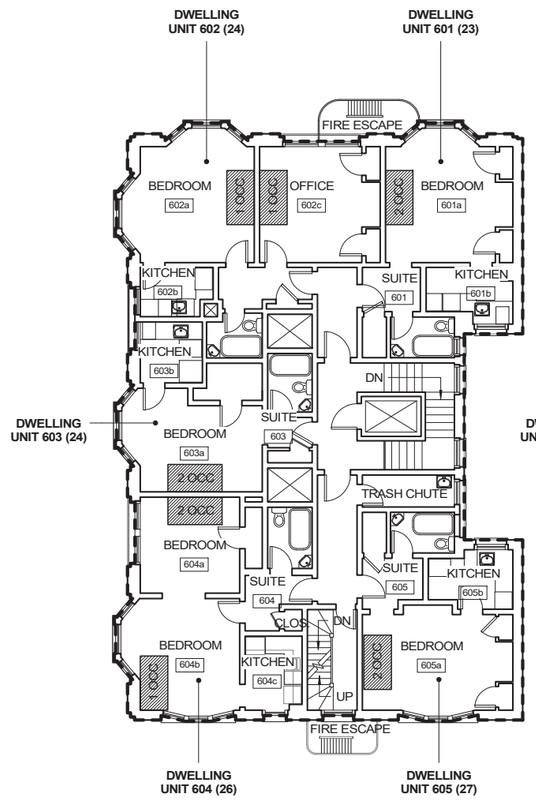
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.16
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date: 10/11/2019 10:54:20 PM

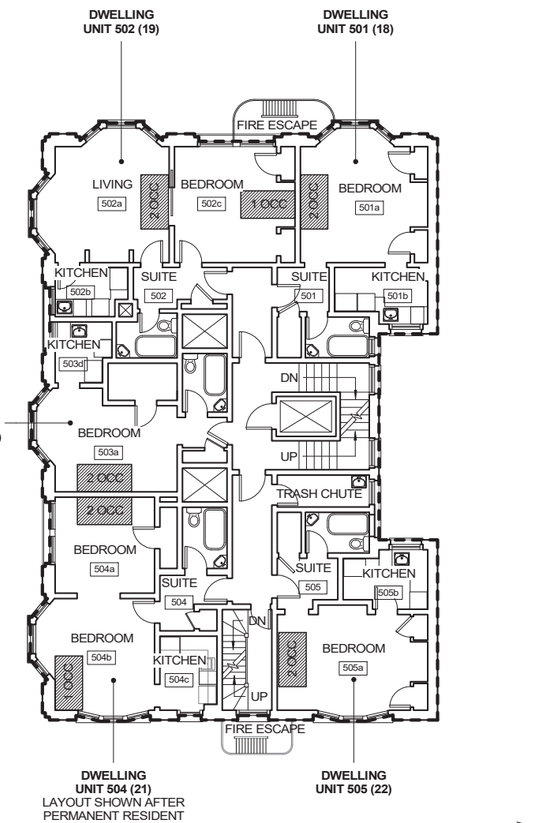
No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 2, 3, & 4

A2.2



2 LEVEL 6 - PROPOSED
1/8" = 1'-0"



1 LEVEL 5 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 5

Level 5 - PROPOSED

ROOM	COUNT
501a	2
502a	2
502c	1
503a	2
504a	2
504b	1
505a	2
TOTAL BED COUNTS	12

Level 6

Level 6 - PROPOSED

ROOM	COUNT
601a	2
602a	1
602c	1
603a	2
604a	2
604b	1
605a	2
TOTAL BED COUNTS	11

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- AREA NOT SUBJECT TO AAU PROJECT (CASE NO. 2008-0586)
- PERMANENT RESIDENT

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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560 POWELL
San Francisco, CA

LICENSED ARCHITECTS
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.16
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 10:54:26 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 5 & 6

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

SOUTH ELEVATION - ANSON STREET
(EXISTING/PROPOSED)

3 NTS

NORTH ELEVATION -BUSH STREET
(EXISTING/PROPOSED)

2 NTS

WEST ELEVATION - POWELL STREET
(EXISTING/PROPOSED)

1 NTS

KEYNOTES

1. EXISTING NON-AAU WALL SIGN
2. EXISTING NON-AAU PROJECTING SIGN
3. EXISTING AWNING
4. EXISTING AWNING WITH NON-AAU SIGN
5. PROPOSED IN-DIRECTLY ILLUMINATED AAU BUSINESS PROJECTING SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
6. PROPOSED IN-DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
7. EXISTING VENT
8. EXISTING STANDPIPE

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

SEE A4.1 AND A4.2 FOR EXTERIOR ELEVATION IMAGES OF THE ITEMS BELOW

9. (E) PIPE PROTRUDING
10. (E) ACCORDION FIRE LADDER
11. (E) FIRE ESCAPE BALCONY
12. (E) FIRE ESCAPE ROOF LADDER
13. (E) UP-LIGHT, TYP.
14. (E) SIGNAGE LIGHTING
15. (E) LIGHT
16. (E) FIRE ALARM BELL
17. (E) VENTS
18. (E) WALL SCONCE LIGHT
19. (E) VENT IN WINDOW
20. (E) SECURITY GRILLE OVER WINDOW
21. (E) NON-AAU RESTAURANT WALL SIGN
22. (E) STREET SIGN

tefDESIGN
1420 Sutter Street
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TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

560 POWELL
San Francisco, CA

I CERTIFIED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

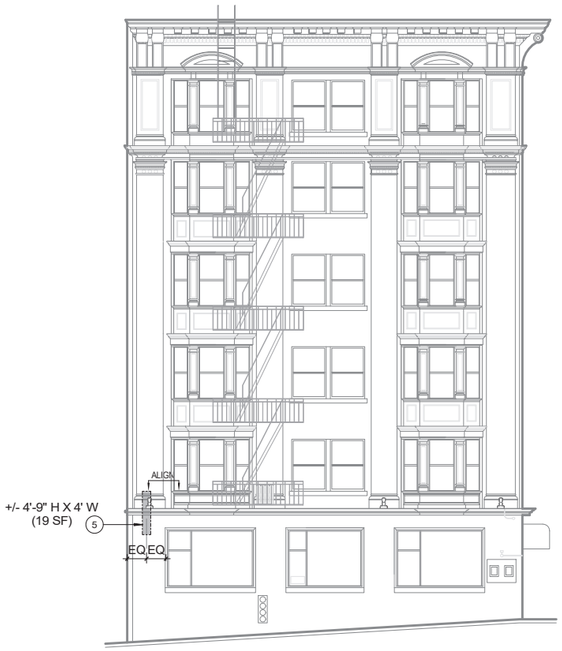
Project Number	21823.16
Issue Date	10/11/19
Scale:	As indicated
Phase	
Print Date	10/11/2019 10:54:29 PM

No.	Date	Description

EXTERIOR ELEVATIONS - IMAGES

A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



NORTH ELEVATION - BUSH STREET (PROPOSED)

4 1/8" = 1'-0"

WEST ELEVATION - POWELL STREET (PROPOSED)

3 1/8" = 1'-0"

NORTH ELEVATION - BUSH STREET (EXISTING)

2 1/8" = 1'-0"

WEST ELEVATION - POWELL STREET (EXISTING)

1 1/8" = 1'-0"

KEYNOTES

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19. (E) VENT IN WINDOW
20. (E) SECURITY GRILLE OVER WINDOW
21. (E) NON-AAU RESTAURANT WALL SIGN
22. (E) STREET SIGN

GENERAL NOTES

1. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
2. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED.
3. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
4. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED.

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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AAU RESIDENTIAL COMPLIANCE SET

560 POWELL
San Francisco, CA

LICENSED ARCHITECT
DOUGLAS G TOM
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REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.16 | Issue Date 10/11/19
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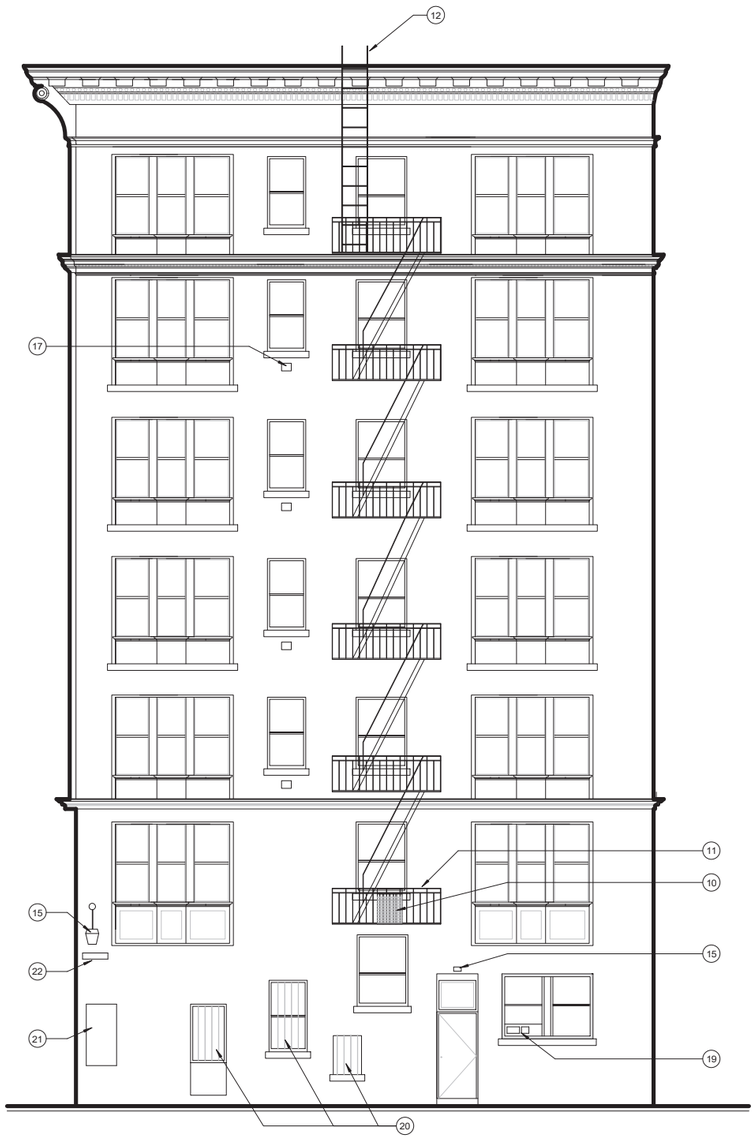
Print Date 10/11/2019 10:54:35 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR SIGNAGE

A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



SOUTH ELEVATION - ANSON PLACE
(EXISTING/PROPOSED)

2 3/16" = 1'-0"

KEYNOTES

1. EXISTING NON-AAU WALL SIGN
2. EXISTING NON-AAU PROJECTING SIGN
3. EXISTING AWNING
4. EXISTING AWNING WITH NON-AAU SIGN
5. PROPOSED IN-DIRECTLY ILLUMINATED AAU BUSINESS PROJECTING SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
6. PROPOSED IN-DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
7. EXISTING VENT
8. EXISTING STANDPIPE

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

SEE A4.1 AND A4.2 FOR EXTERIOR ELEVATION IMAGES OF THE ITEMS BELOW

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GENERAL NOTES

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LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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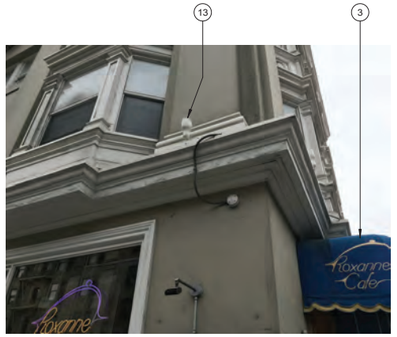
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

13 IMAGE
NTS

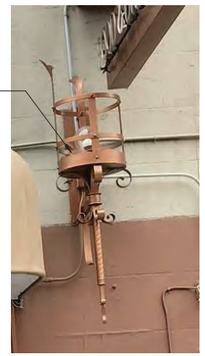
12 IMAGE
NTS



11 IMAGE
NTS

10 IMAGE
NTS

9 IMAGE
NTS



8 IMAGE
NTS

7 IMAGE
NTS

6 IMAGE
NTS

5 IMAGE
NTS

4 IMAGE
NTS

3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

KEYNOTES

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ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

SEE A4.1 AND A4.2 FOR EXTERIOR ELEVATION IMAGES OF THE ITEMS BELOW

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STATE OF CALIFORNIA

Project Number 21823.16
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Phase
Print Date 10/11/2019 10:54:44 PM

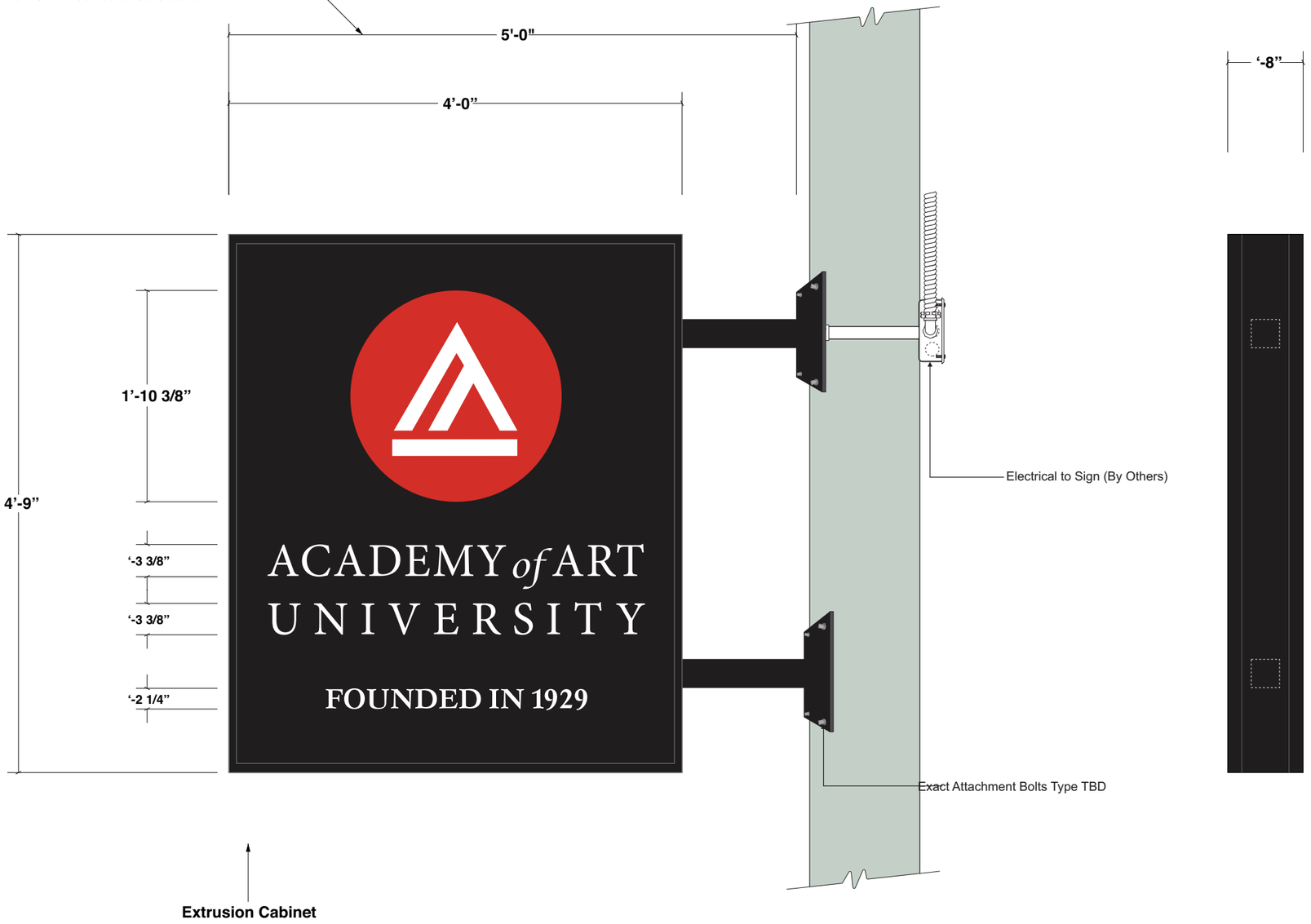
No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

Sidewalk on Bush is approx 9ft.
Sidewalk on Powell is approx. 12ft.
proposed projection is within the
6ft 9in / 75% of Bush sidewalk.



A D/F Illuminated Projecting Blade Sign

Scale: 2” = 1’ - 0”

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
& 3M 3630-143 Poppy Red Logo/Vinyl. All Interior Lighting w/ LED Modules

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 1 Date: 9/11/19

Revision Notes:
A) Revised size and mounting location of blade sign.
B) Revised size and lighting of proposed wall signs.

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
560 POWELL STREET
SAN FRANCISCO

Customer Approval

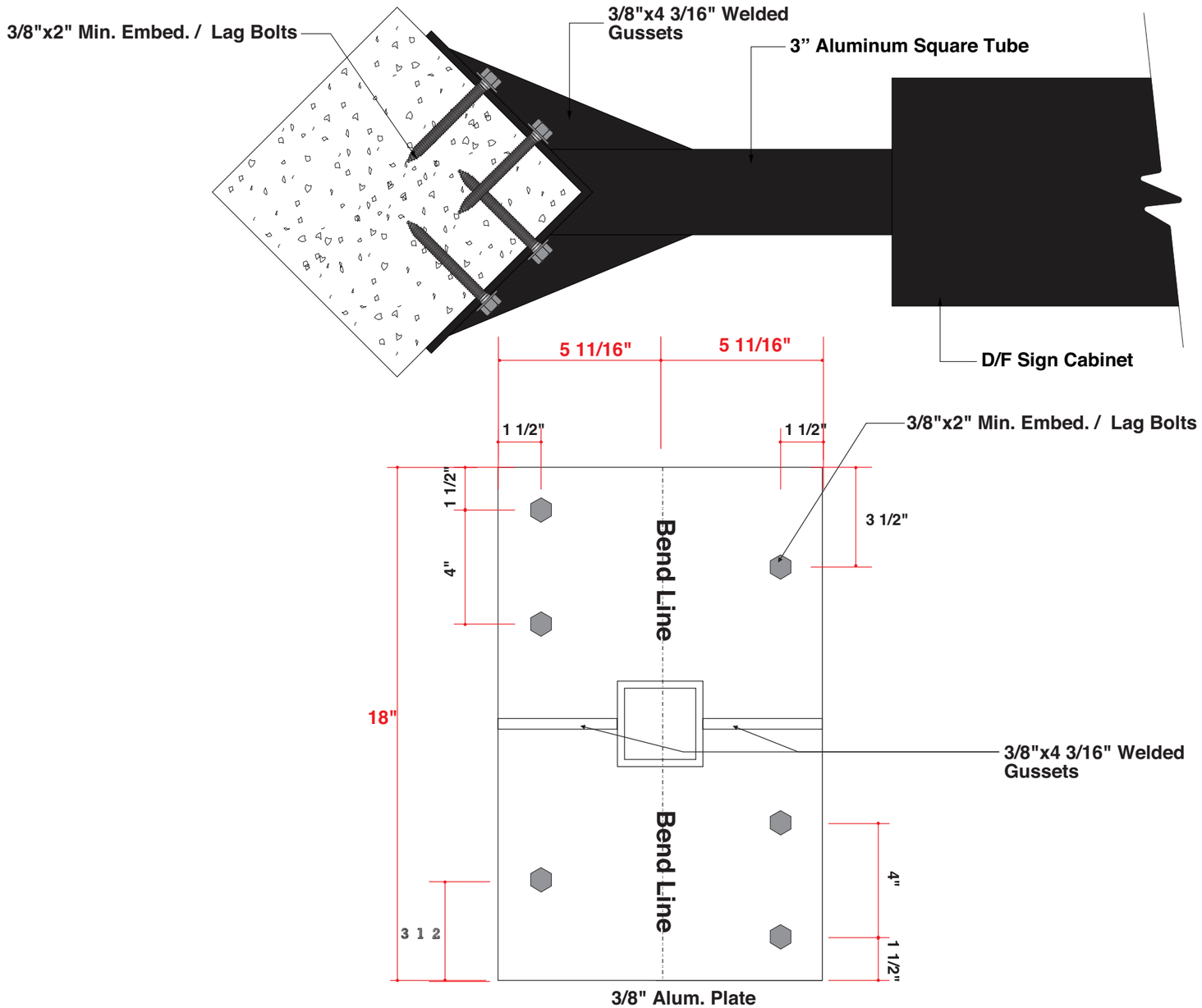
Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.
GG 2.0



A D/F Illuminated Projecting Blade Sign

Scale: 1 1/2" = 1' - 0"

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 1 Date: 9/11/19

Revision Notes:

A) Revised size and mounting location of blade sign.

B) Revised size and lighting of proposed wall signs.

- [ ] Interior
- [x] Exterior
- [x] Single Faced
- [ ] Double Faced
- [ ] _____
- [x] Illuminated
- [ ] Non-Illuminated

Type of Lighting:

- [ ] Lamps
- [x] L.E.D.
- [ ] Neon
- [ ] Other

Address
560 POWELL STREET
SAN FRANCISCO

Customer Approval

Signature

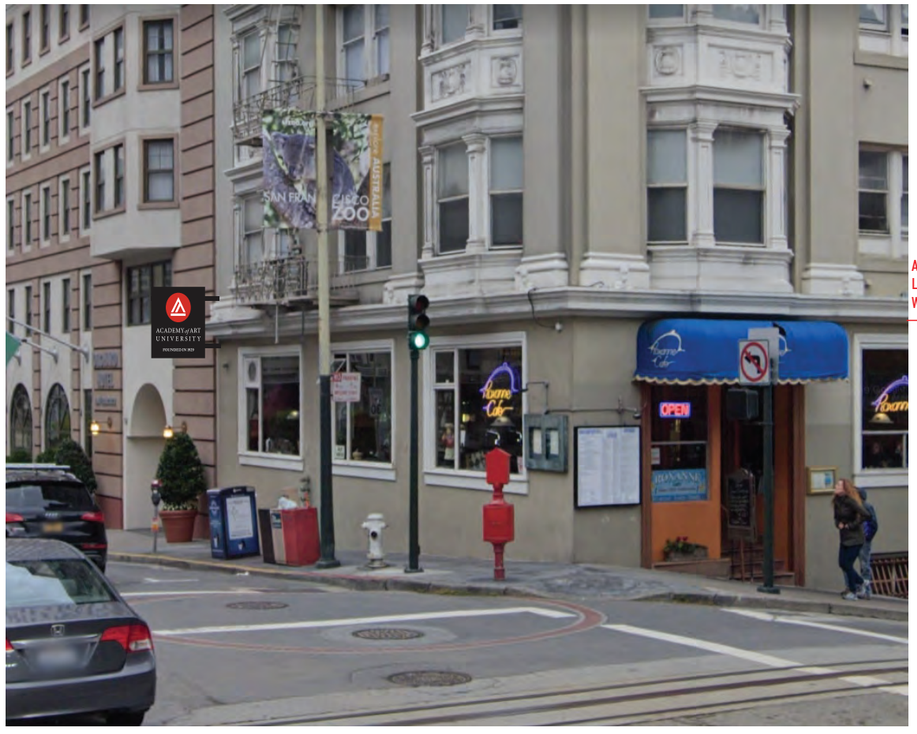
MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

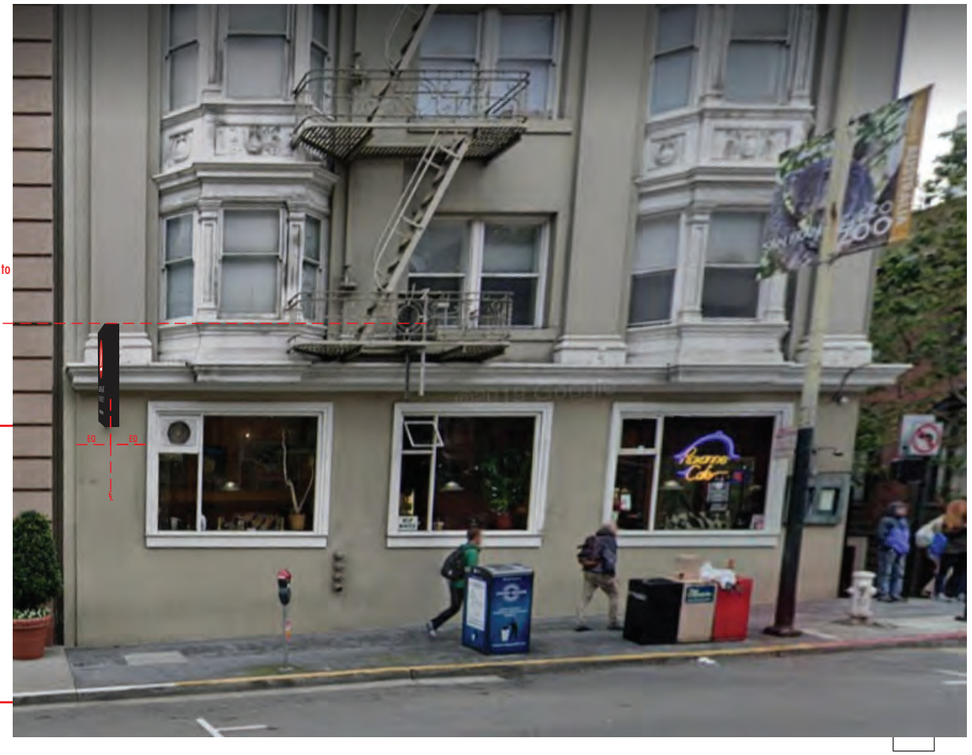
Sheet No.

GG 3.0



Align to Top of Sign to Lowest Residential Window Sill

10'-0"



Bush Street Elevation

A D/F Illuminated Projecting Blade Sign
Scale: NTS

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 1 Date: 9/11/19

Revision Notes:

A) Revised size and mounting location of blade sign.

B) Revised size and lighting of proposed wall signs.

☐ Interior ☒ Exterior
☐ Single Faced ☒ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
560 POWELL STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

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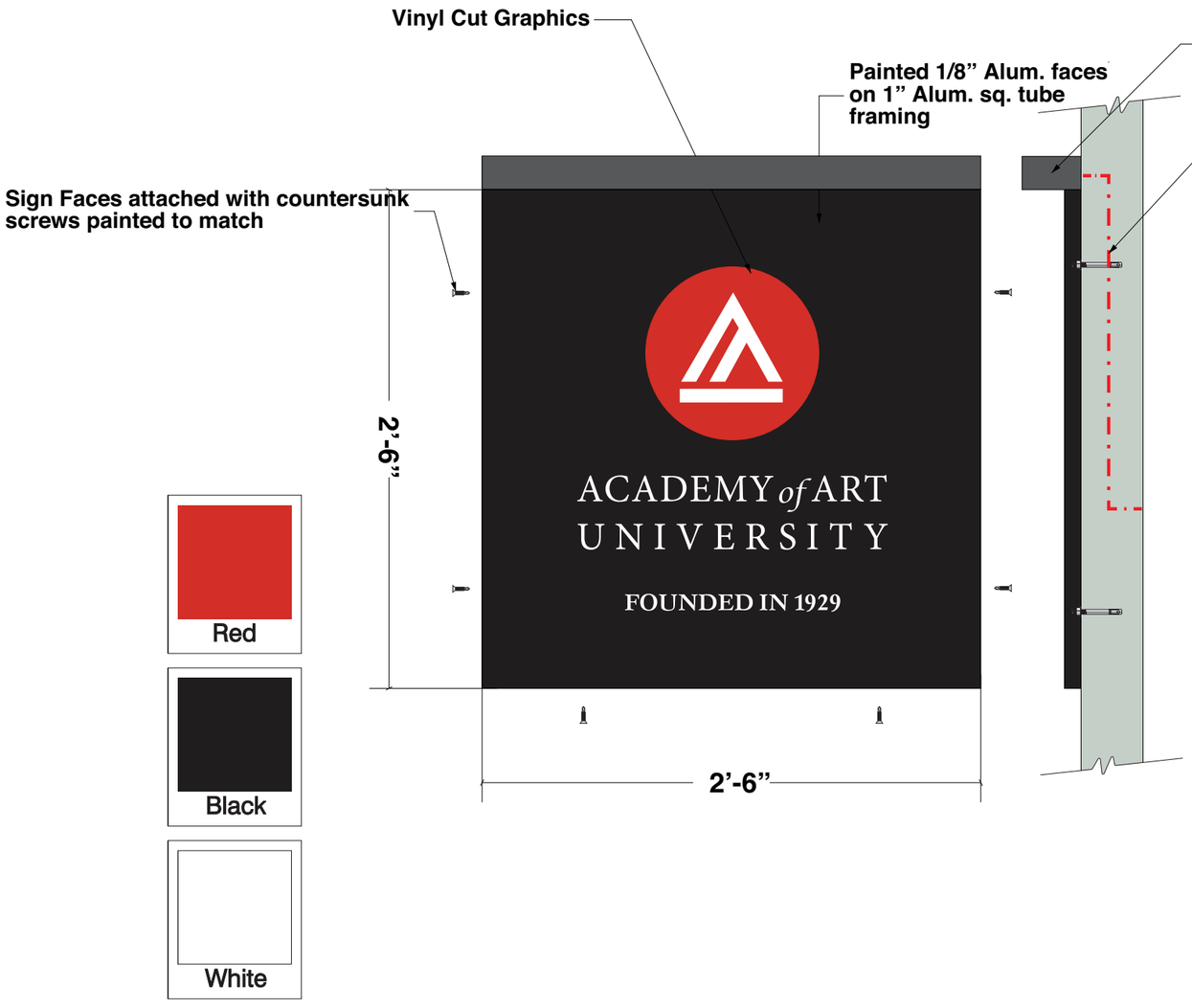
All Signs to be Title 24 Compliant

Sheet No.
GG 4.0



Both signs placed to left and right of doorway

B Externally Illuminated Aluminum Wall Sign w/ Vinyl Graphics QTY 2

Scale: 3” = 1’ - 0”

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
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Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 1 Date: 9/11/19

Revision Notes:
A) Revised size and mounting location of blade sign.
B) Revised size and lighting of proposed wall signs.

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☐ Illuminated
☒ Non-Illuminated
Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
560 POWELL STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

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All Signs to be Title 24 Compliant

Sheet No.
GG 5.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case No. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-20: HR-1	Awning. Awning covers and frames shall be removed and the original entrance appearance restored. Following removal of the awning mounting hardware, perforations to and damaged areas in the masonry of the ornamental door surrounds shall be patched, repaired, and restored to match existing in appearance (color, texture, detailing).
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan
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.
	AAU PROPOSAL: AAU is awaiting further direction from the Planning Department and SFMTA, given that this condition has been addressed by relocation shuttle stop to 491 Post.
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.
	AAU PROPOSAL: See Notes on Sheet A0.S3
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.
	AAU PROPOSAL: See Notes on Sheet A0.S3
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 located and easily accessed from the ground floor (at grade level).
	AAU PROPOSAL: See Bicycle Parking Summary.
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.
	AAU PROPOSAL: See Bicycle Parking Summary.
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 a person(s) qualified in acoustical analysis and/or engineering. Noise-insulation features identified and recommended by the analysis shall be added to meet the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.

ESTM CONDITIONS (CONT.)

Recommended Condition of Approval Number	Recommended Condition of Approval
	AAU PROPOSAL: AAU's review of the National Transportation Noise Map indicates that noise levels on the building's frontage on Sutter Street approach, but are 60 dBA or below.
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.
	AAU PROPOSAL: See Bicycle Parking Summary.

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

AAU proposes 8 Class I spaces with vertical racks. Planning Code exception for: (1) providing more than one-third of Class I spaces as vertical racks (see Code Section 155.1(c)(3) AAU proposes 12 Class II spaces.

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	31	49	8
CLASS II	3	6	12

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	11,327	11,327
LEVEL 1	8,925	8,925
BALCONY	10,616	10,616
LEVEL 2	10,660	10,660
LEVEL 3	6,630	6,630
LEVEL 4	5,109	5,109
LEVEL 5	3,670	3,670
LEVEL 6	3,670	3,670
LEVEL 7	3,675	3,675
ROOF	630	630
GROSS SF TOTAL	64,912	64,912

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)

IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

INSTITUTIONAL OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	6,668	6,668
LEVEL 1	7,230	7,230
BALCONY	845	845
LEVEL 2	3,110	3,110
LEVEL 7	2,529	2,529
ROOF	196	196
OCCUPIED SF TOTAL	20,578	20,578

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT C-3-G
*NO DENSITY LIMIT

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
DWELLING UNIT	N/A	0	0	0
TOURIST HOTEL ROOM	N/A	65	0	0
GROUP HOUSING ROOM	N/A	0	61	61
BED COUNT	N/A	129	109	136

NOTES
1. Existing bed count based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. No Permanent Residents in this building.

CODE NOTES (CONT.)

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- EXPOSURE

*SEE SHEET A0.E1 FOR EXPOSURE PLAN ANALYSIS

Building Compliance based on Common Areas at Level 1.

E- OPEN SPACE

*SEE SHEET A0.S2 FOR OPEN SPACE ANALYSIS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

OPEN SPACE, REQUIRED: ANY FRONT SETBACKS, SIDE OR REAR YARDS, COURTS, USABLE OPEN SPACE OR OTHER OPEN AREA PROVIDED IN ORDER TO MEET THE REQUIREMENTS OF THIS CODE.

SAN FRANCISCO PLANNING CODE SEC. 135.D.2

FOR GROUP HOUSING STRUCTURES, SRO UNITS, AND DWELLING UNITS THAT MEASURE LESS THAN 350 SQUARE FEET PLUS A BATHROOM, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE ONE-THIRD THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D)(1) ABOVE AND (D)(4) AND (D)(5), BELOW. FOR PURPOSES OF THESE CALCULATIONS, THE NUMBER OF BEDROOMS ON A LOT SHALL IN NO CASE BE CONSIDERED TO BE LESS THAN ONE BEDROOM FOR EACH TWO BEDS. WHERE THE ACTUAL NUMBER OF BEDS EXCEEDS AN AVERAGE OF TWO BEDS FOR EACH BEDROOM, EACH TWO BEDS SHALL BE CONSIDERED EQUIVALENT TO ONE BEDROOM.

620 SUTTER CALCULATION
REQUIRED 1,085 SF [(68 BEDROOMS * 36 SF. /3)(1.33)]
EXISTING/PROPOSED 0 SF

NOTE: BEDROOMS IN THIS CALCULATION (68) EQUAL TO HALF PROPOSED BED COUNT IN GROUP HOUSING ROOMS (61), PER 135.D.2

*EXCEPTION REQUEST: Compliance with Section 135 not feasible given existing conditions of Category A historic building.

F- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

*EXCEPTION REQUEST: The project seeks an exception from Code Section 145.1 Active Use controls to add class I bicycle parking in the first 25ft. of Ground Floor.

G- REAR YARD

*SEE SHEET A0.S2 FOR REFERENCE

*EXCEPTION REQUEST: Due to existing site constraints and the Category A historic rating of this building by the Planning Department, AAU proposes no exterior building modification as part of this project and therefore requests an exception from the requirements of Code Section 134.

PROJECT INFORMATION

ADDRESS 620 SUTTER STREET
BLOCK/LOT 0283/004a

No OF STORIES 8 (NO CHANGE)

DISTRICTS
ZONING C-3-G
HEIGHT/BULK 80-130-F
SPECIAL USE WITHIN 1/4 MILE OF THE FRINGE FINANCIAL SERVICES RUD
WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE

USE CHANGE OF USE REQUIRED
LAST LEGAL TOURIST HOTEL (65 ROOMS)

PROPOSED RESIDENTIAL: GROUP HOUSING (61 ROOMS) & INSTITUTIONAL: POST-SECONDARY EDUCATION

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	CATEGORY: I - Signifcant Building, No Alterations DISTRICT: Kearny-Market-Mason-Sutter
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

SHEET INDEX

* Minor Permit to Alter requires HISTORIC PRESERVATION COMMISSION REVIEW

TOTAL SHEETS: 23

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SCOPE OF WORK

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 620 SUTTER FROM THE LAST LEGAL TOURIST HOTEL USE TO GROUP HOUSING (UP TO 61 BEDROOMS AND 136 BEDS) WITH A STUDENT HOUSING USE CHARACTERISTIC.

THE PROJECT ALSO PROPOSES TO RETAIN 20,578 SF. OF POST-SECONDARY EDUCATIONAL INSTITUTIONAL OCCUPIED FLOOR AREA THROUGHOUT THE BUILDING.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 620 SUTTER LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET 3.2.

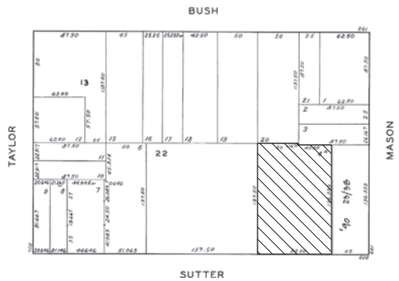
THE PROJECT PROPOSES TO ABATE AND/OR CLOSE ENFORCEMENT CASES 8730 (CHANGE OF USE TO GROUP HOUSING W/O BUILDING PERMIT); 2015-012594 (SIGN AT AAU WITHOUT APPROVED PERMITS); AND 2015-012702 (AWNINGS WITHOUT PERMIT).

NEW SIGNAGE PROPOSED

SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE DRAWINGS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS.

EXTERIOR IMAGE

PLOT PLAN N.T.S.



VICINITY MAP N.T.S.

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FOUNDED IN SAN FRANCISCO 1929
79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

620 SUTTER
San Francisco, CA 94102

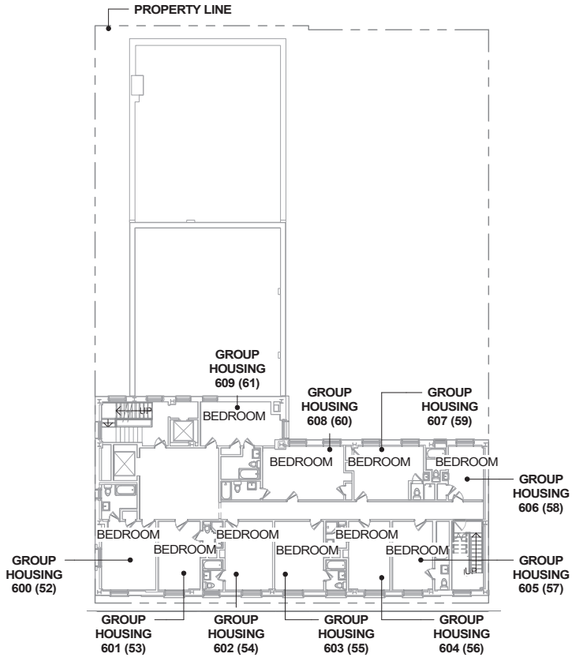
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.07
Issue Date 10/11/19
Scale As indicated
Phase
Print Date:

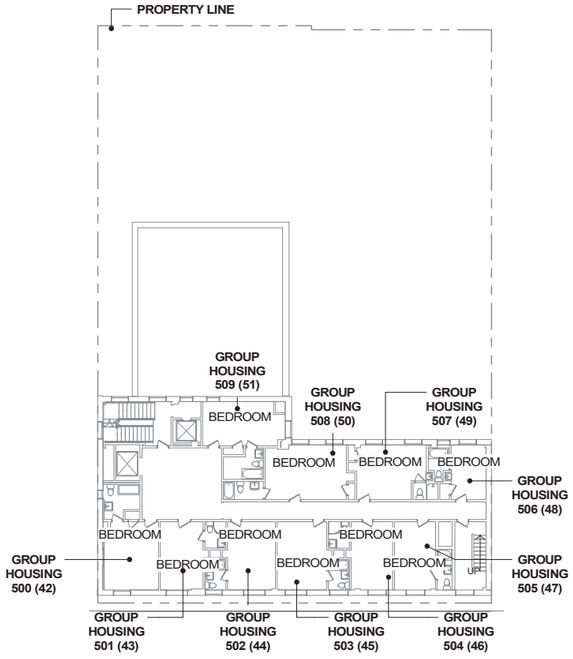
No.	Date	Description

COVER SHEET

A0.0



6 LEVEL 6 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



5 LEVEL 5 - EXPOSURE PLAN ANALYSIS
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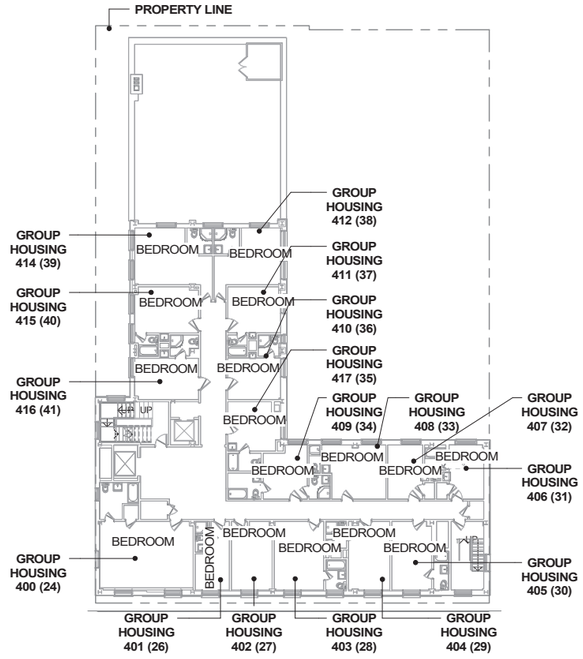

4 LEVEL 4 - EXPOSURE PLAN ANALYSIS
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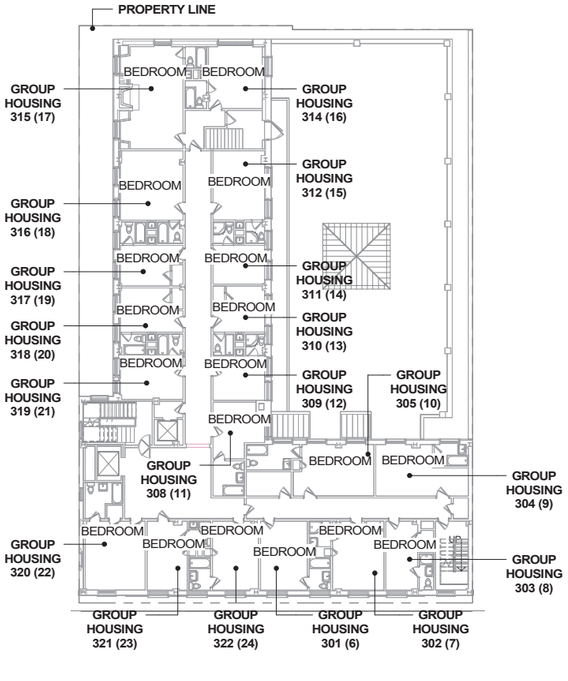
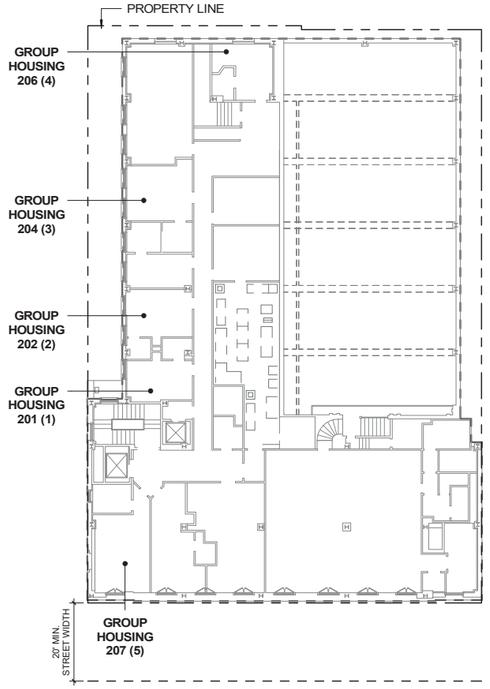
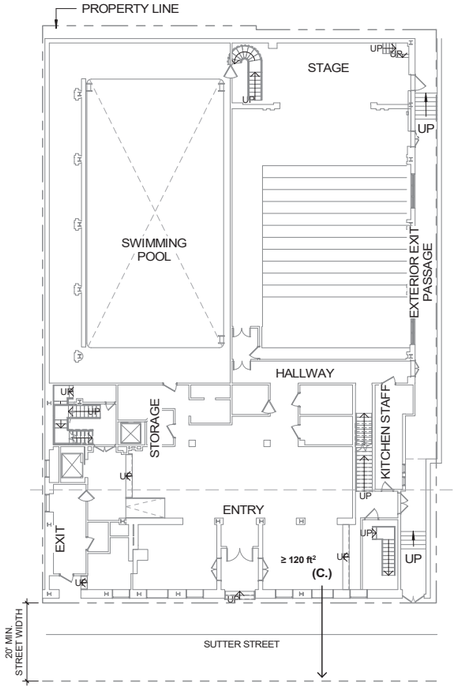


3 LEVEL 3 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



2 LEVEL 2 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



1 LEVEL 1 - EXISTING
1/16" = 1'-0"

N

LEGEND

EXPOSURE COMPLIANCE

(C.) ↓ EXISTING VIEW COMPLIANT WITH CODE SECTION 140 (b) COMMON AREA WITH 120 SF. MIN.

(N.C.) ↓ EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED TO B E COMPLIANT WITH CODE SECTION 140

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AAU RESIDENTIAL COMPLIANCE SET

620 SUTTER
San Francisco, CA 94102

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
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EXPOSURE PLAN ANALYSIS - LEVELS 1, 2, 3, 4, 5 & 6

A0.E1

1 SITE PLAN AERIAL IMAGE

N

SITE HISTORY

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

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

In his design for the new YWCA building, the San Francisco Chronicle detailed Hobart's approach:

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

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

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NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

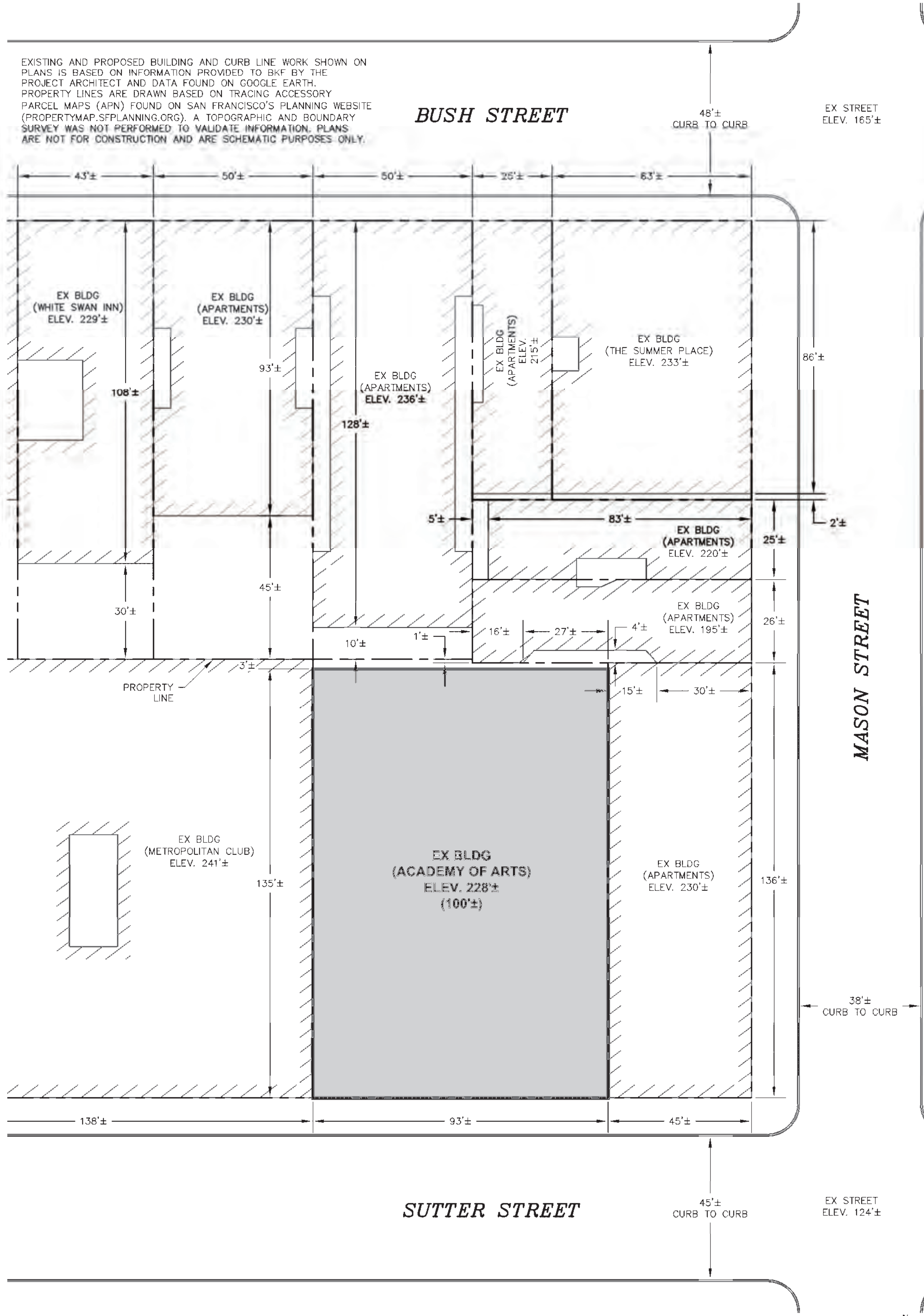
Project Number	Issue Date
21823.07	10/11/19
Scale: 1/8" = 1'-0"	Phase
Print Date:	

No.	Date	Description

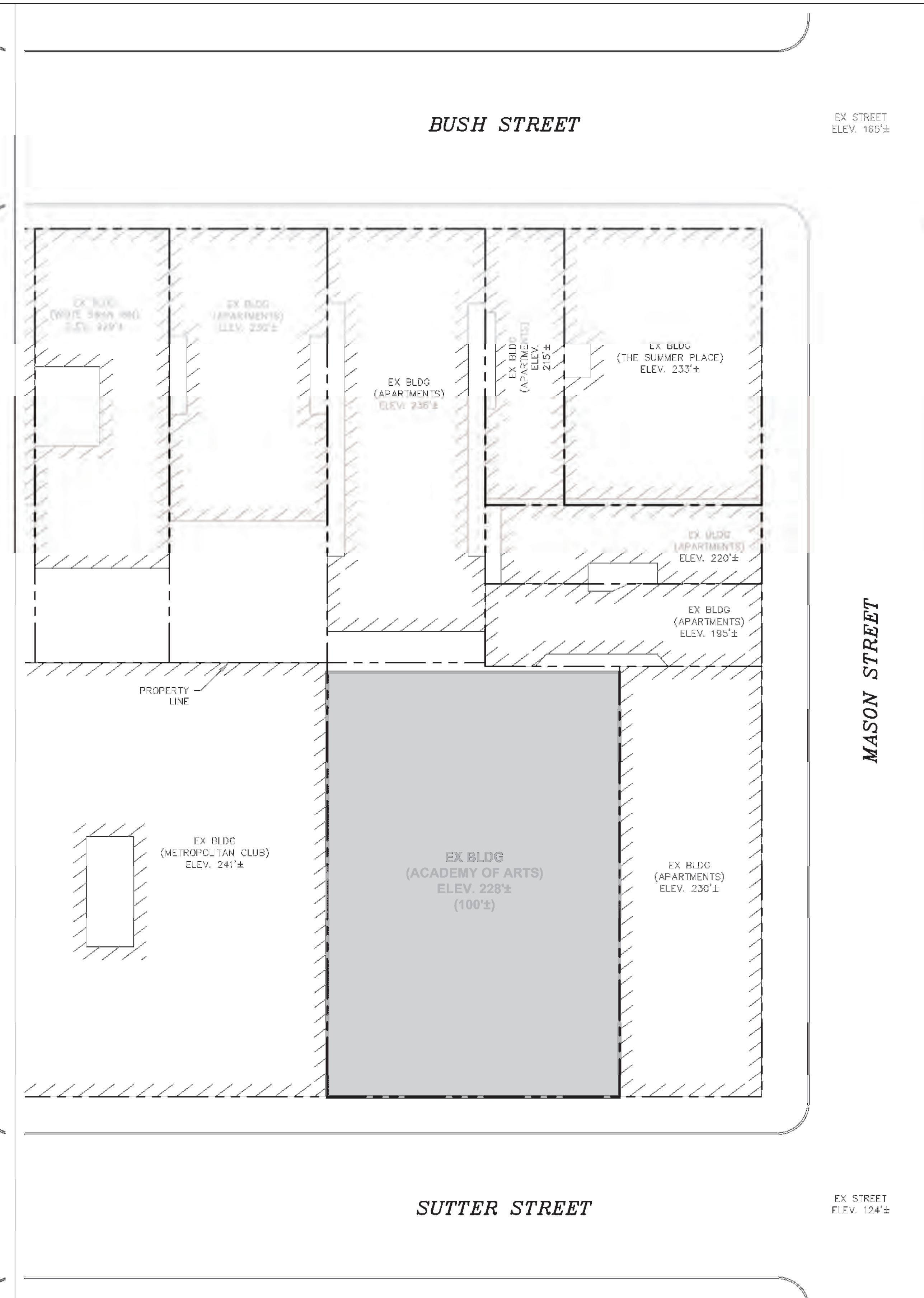
SITE PLAN AERIAL IMAGE & SITE HISTORY

A0.S1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 620 SUTTER - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 620 SUTTER - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU RESIDENTIAL COMPLIANCE SET

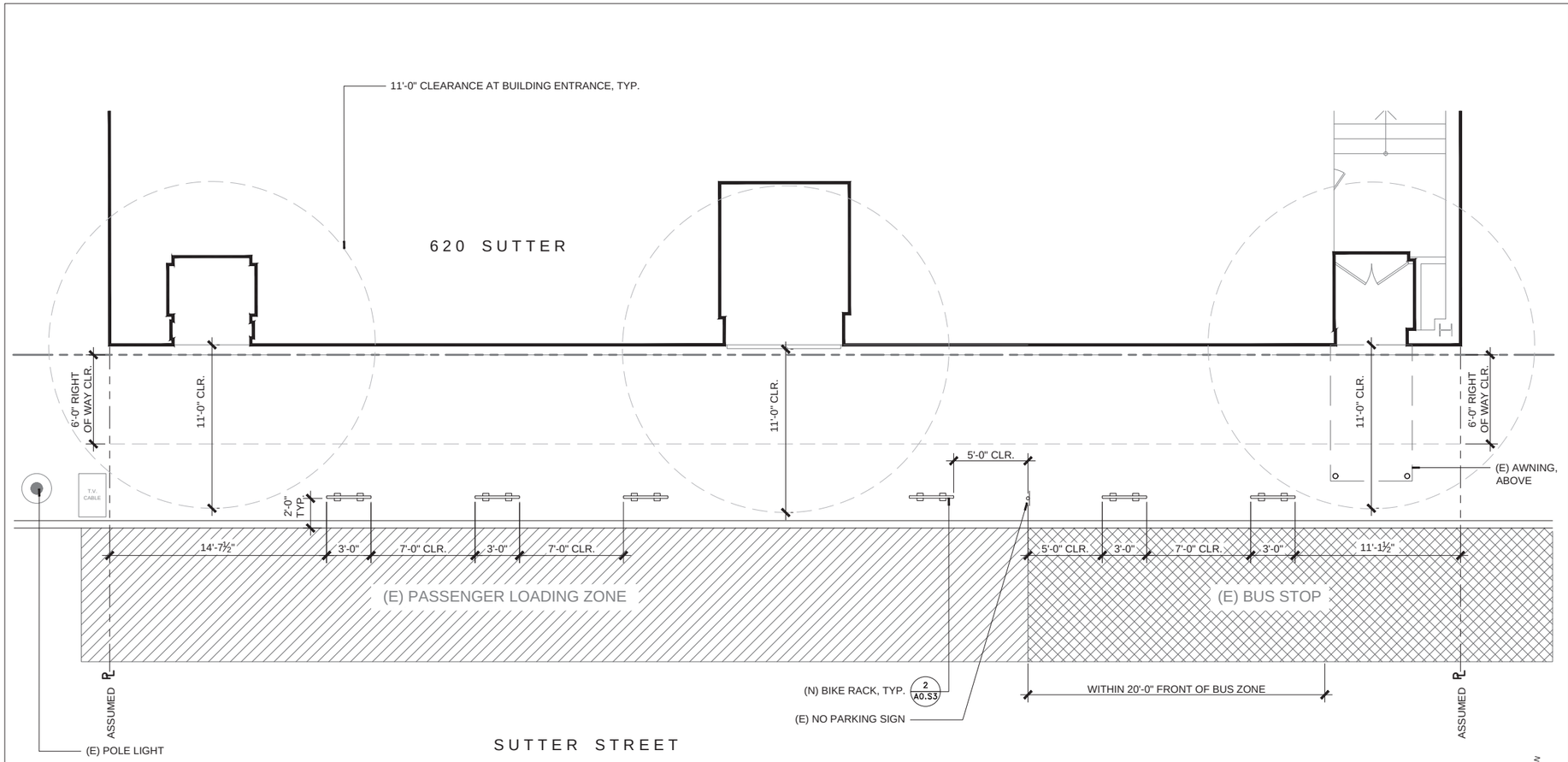
620 SUTTER
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER JASON T. WHIT... No. C 2281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

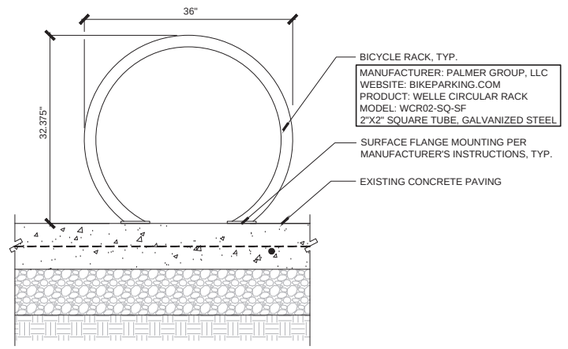
21823.07 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



1 Site Plan
1/4" = 1'-0"



2 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

℄ = PROPERTY LINE

KEYNOTES

1 ES-20: TR-3 COMPLIANCE PROPOSAL -- SUBJECT TO MODIFICATION BY SFMTA, AAU USE OF EXISTING PASSENGER LOADING ZONE NOT PERMITTED BETWEEN THE HOURS OF 4PM AND 6PM.

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(12) BIKE PARKING SPACES

TOTAL:12

LEGEND

(N) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) NO PARKING SIGN

(E) POLE LIGHT

(E) NO PARKING (RED CURB)

(E) PASSENGER LOADING (WHITE CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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Creo
landscape architecture
466 Geary Street, Suite 300
San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU RESIDENTIAL COMPLIANCE SET

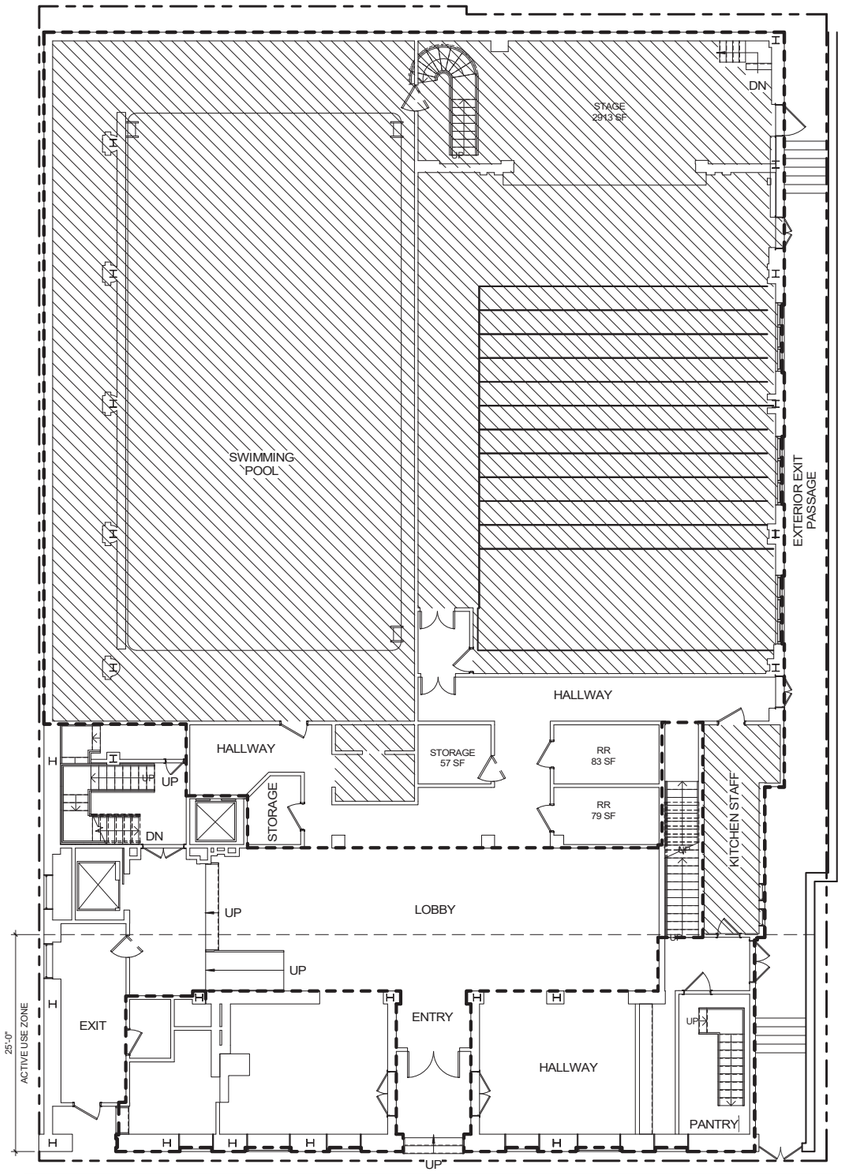
620 Sutter Street
San Francisco, CA 94109

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HOLLAND
C 4980
Date
08/31/21
10/11/19
STATE OF CALIFORNIA

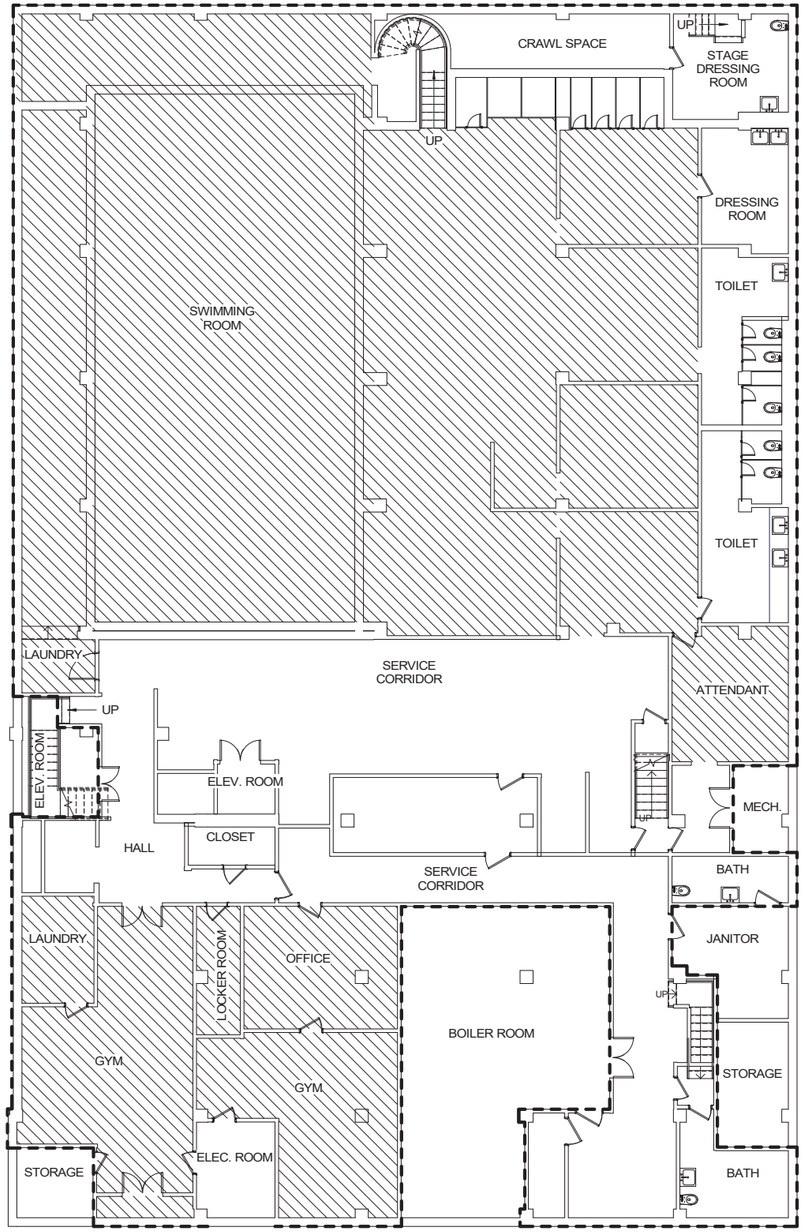
Project Number: 21823.06
Issue Date: 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S3



2 LEVEL 1 - EXISTING
1/8" = 1'-0"



1 BASEMENT - EXISTING
1/8" = 1'-0"

N

LEGEND

- AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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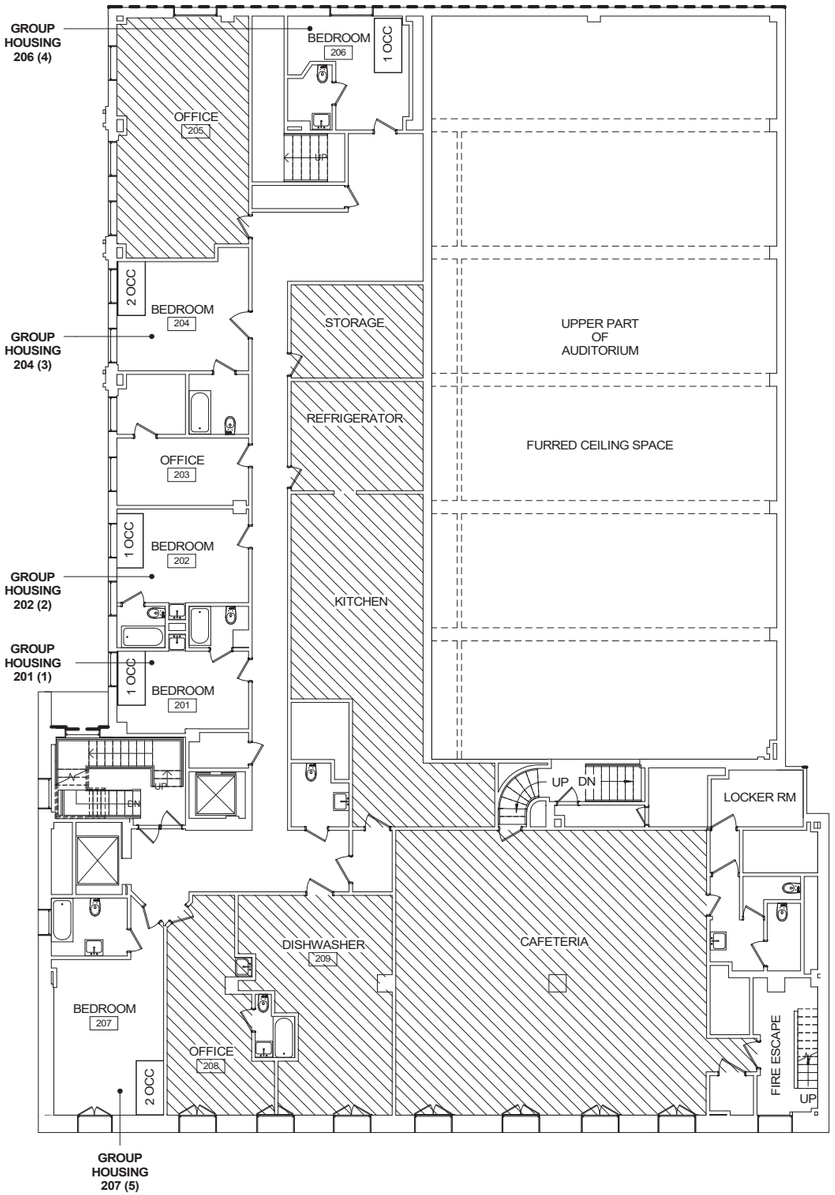
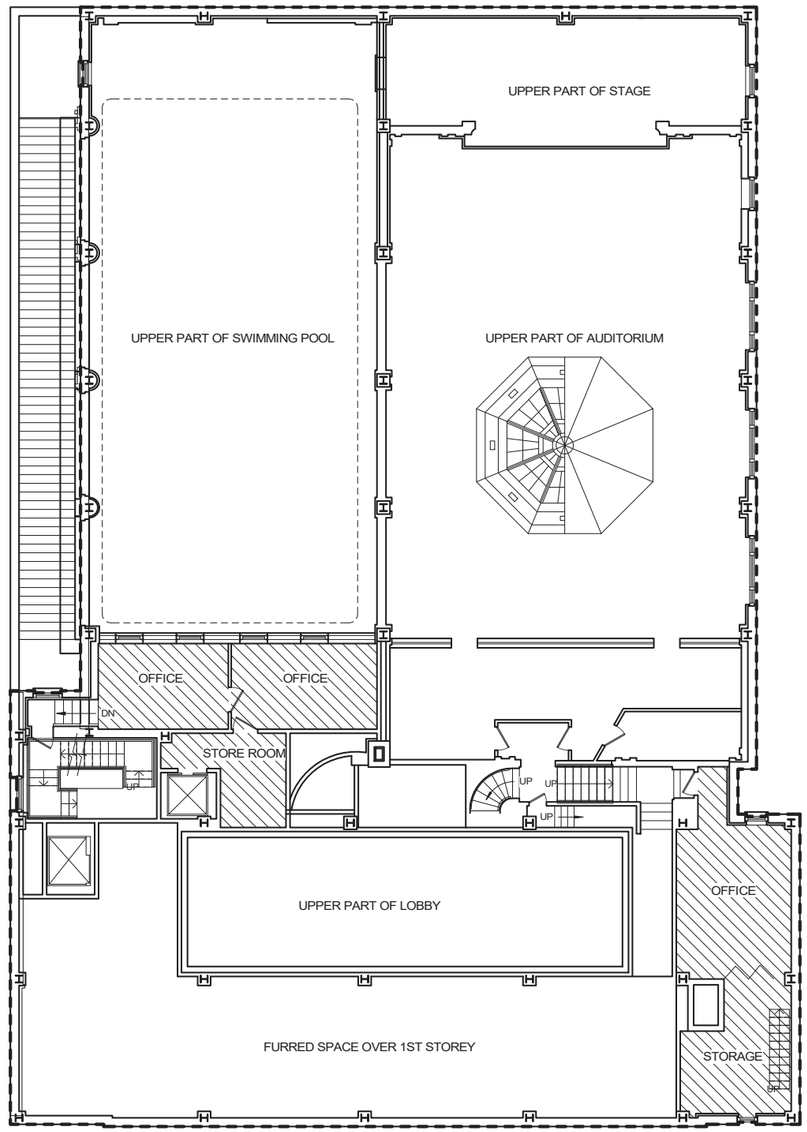
No.	Date	Description

EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1



2 LEVEL 2 - EXISTING
1/8" = 1'-0"



1 BALCONY - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - (E) Bed Counts

ROOM	COUNT
201	1
202	1
204	2
206	1
207	2
TOTAL BED COUNTS	7

LEGEND

- AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME

XXX — ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

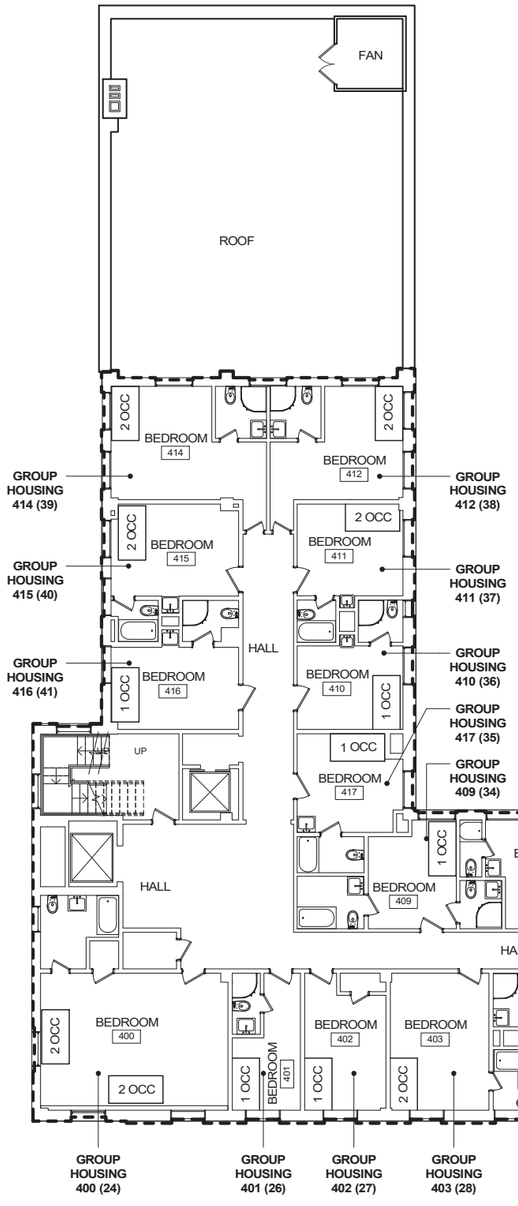
Project Number 21823.07
Issue Date 10/11/19
Scale: 1/8" = 1'-0"
Phase
Print Date:

No.	Date	Description

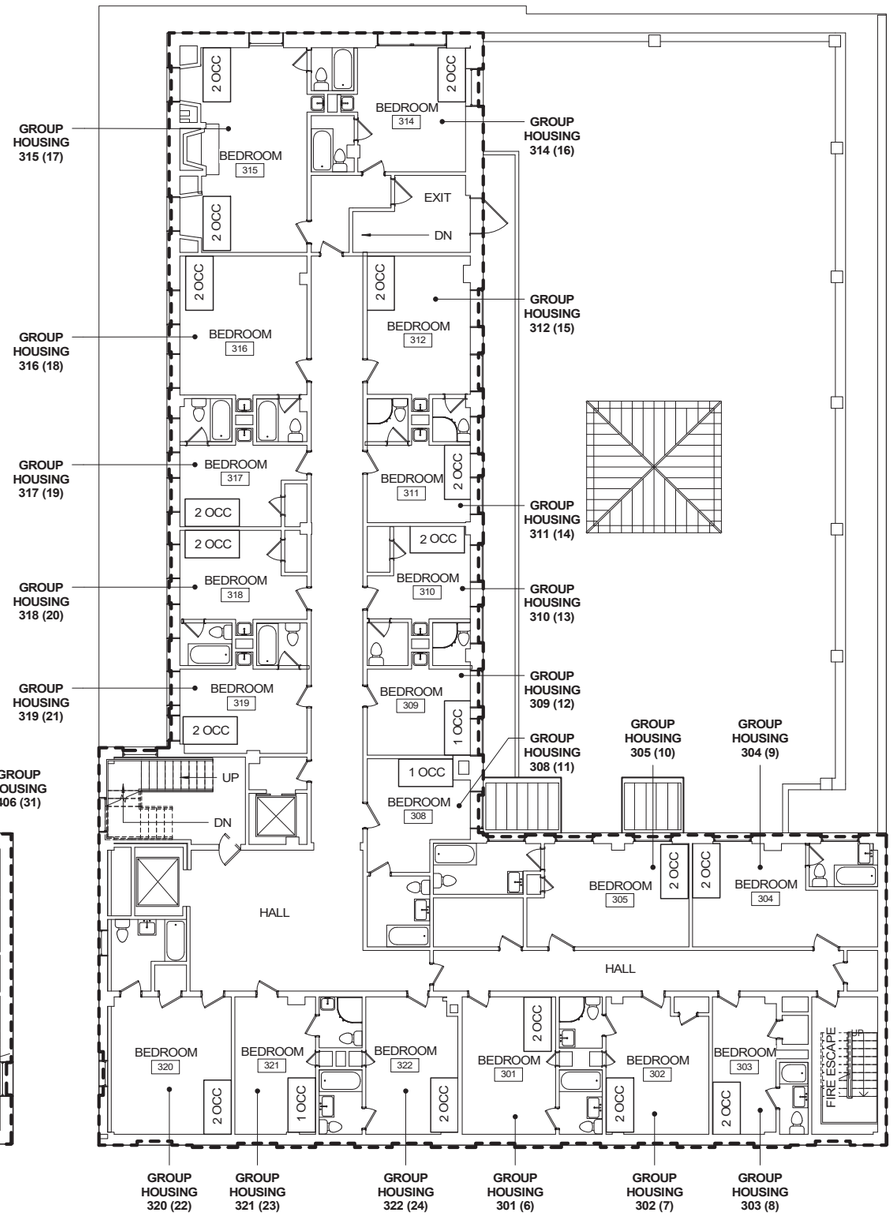
EXISTING FLOOR PLANS - LEVEL 2 & BALCONY

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 4 - EXISTING
1/8" = 1'-0"



1 LEVEL 3 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 3

Level 3 - (E) Bed Counts	
ROOM	COUNT
301	2
302	2
303	2
304	2
305	2
308	1
309	1
310	2
311	2
312	2
314	2
315	4
316	2
317	2
318	2
319	2
320	2
321	1
322	2
TOTAL BED COUNTS	37

Level 4

Level 4 - (E) Bed Counts	
ROOM	COUNT
400	8
401	2
402	2
403	4
404	4
405	4
406	2
407	2
408	4
409	2
410	2
411	4
412	4
414	4
415	4
416	2
417	2
TOTAL BED COUNTS	56

LEGEND

- AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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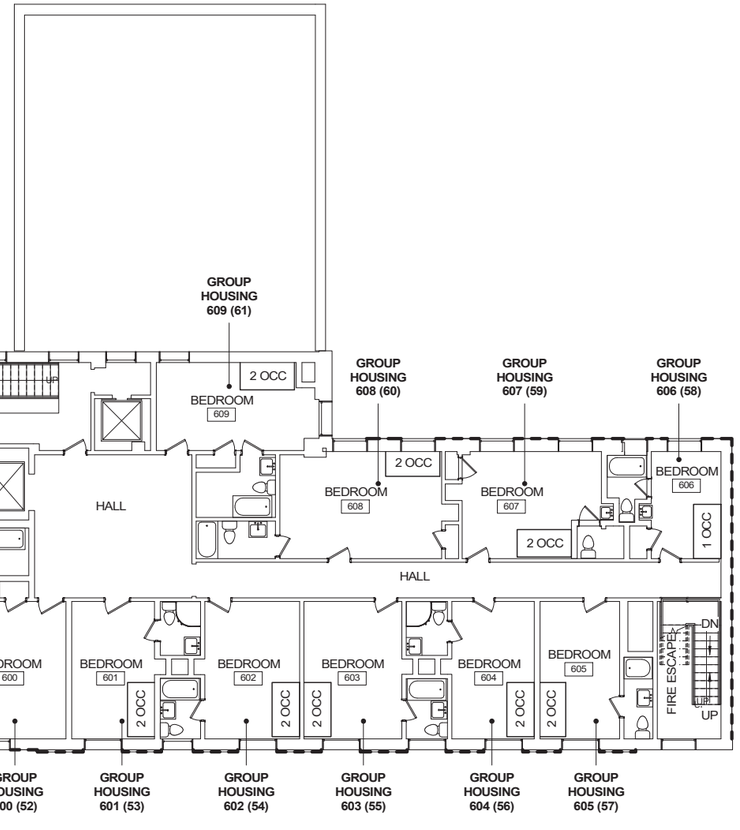
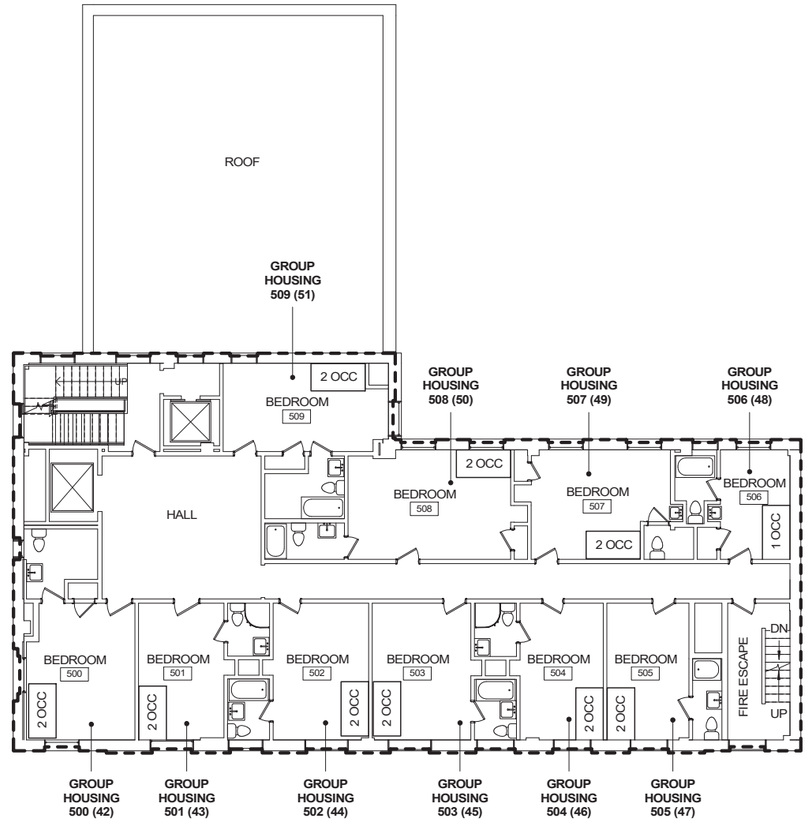
EXISTING FLOOR PLANS - LEVELS 3 & 4

A1.3



2 LEVEL 6 - EXISTING
1/8" = 1'-0"



1 LEVEL 5 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 5

Level 5 - (E) Bed Counts	
ROOM	COUNT
500	2
501	2
502	2
503	2
504	2
505	2
506	1
507	2
508	2
509	2
TOTAL BED COUNTS	19

Level 6

Level 6 - (E) Bed Counts	
ROOM	COUNT
600	1
601	2
602	2
603	2
604	2
605	2
606	1
607	2
608	2
609	2
TOTAL BED COUNTS	18

LEGEND

- AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name XXX — ROOM NAME / ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
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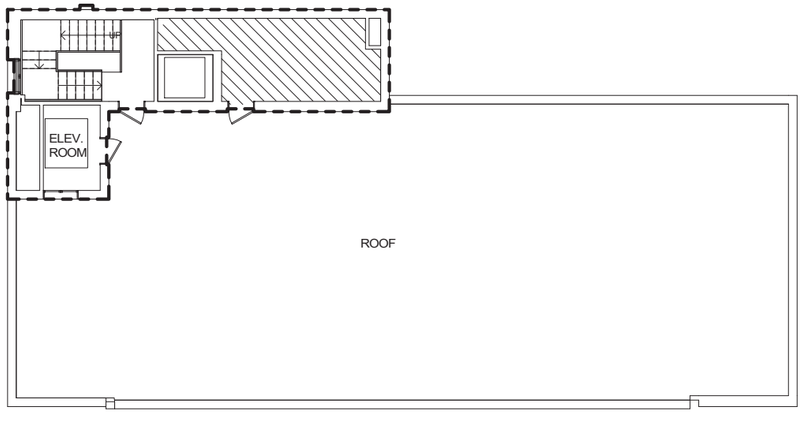
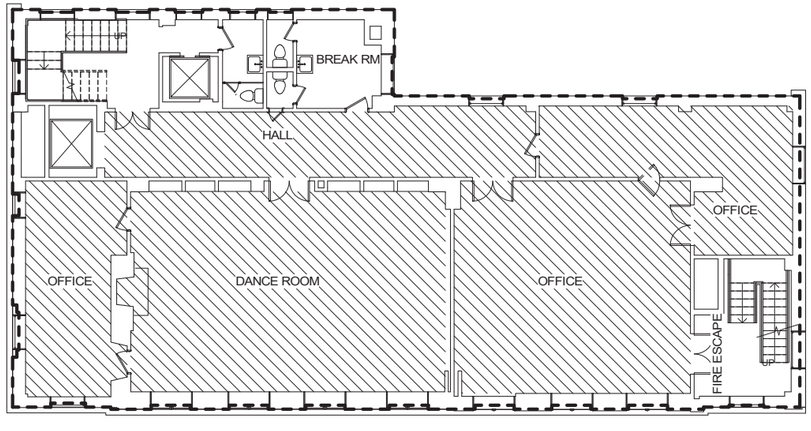
EXISTING FLOOR PLANS - LEVELS 5 & 6

A1.4



2 ROOF - EXISTING
1/8" = 1'-0"



1 LEVEL 7 - EXISTING
1/8" = 1'-0"

N

LEGEND

- AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME
XXX — ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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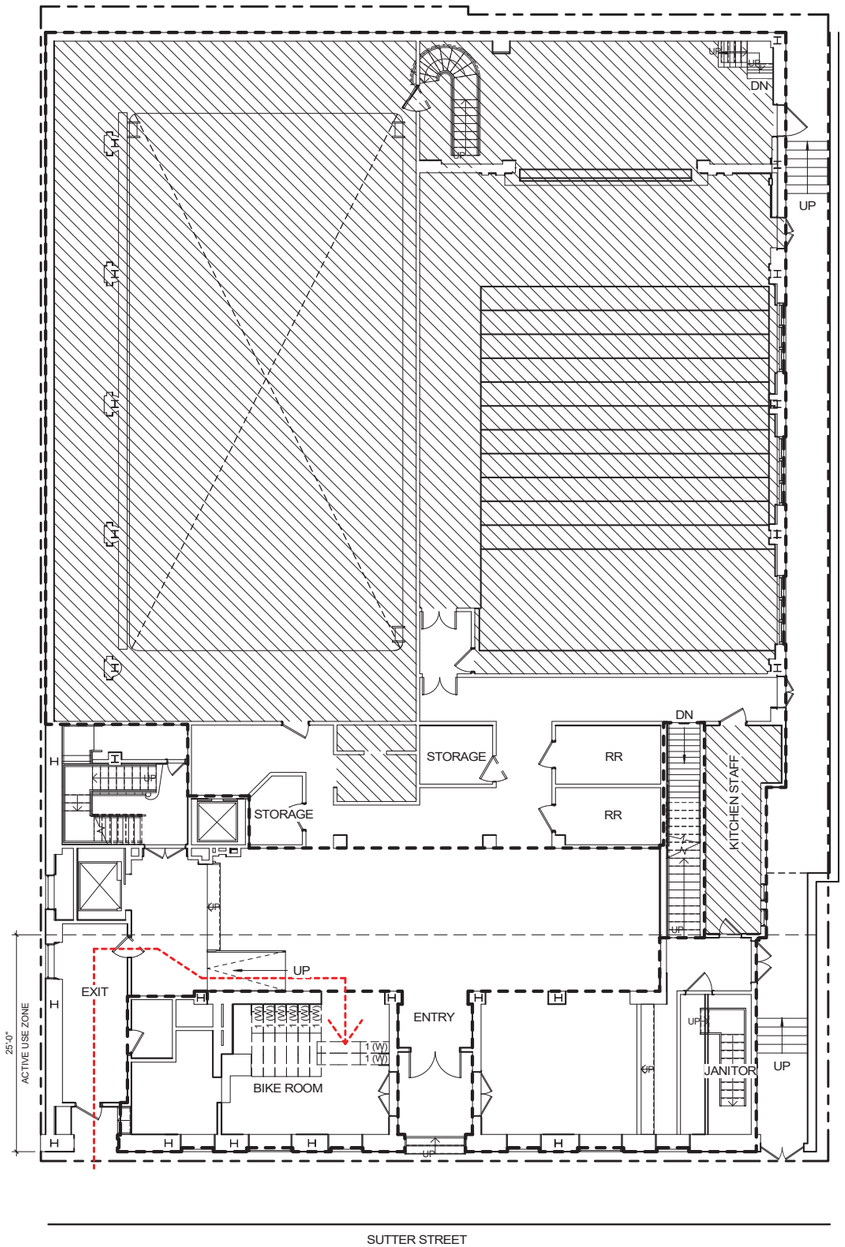
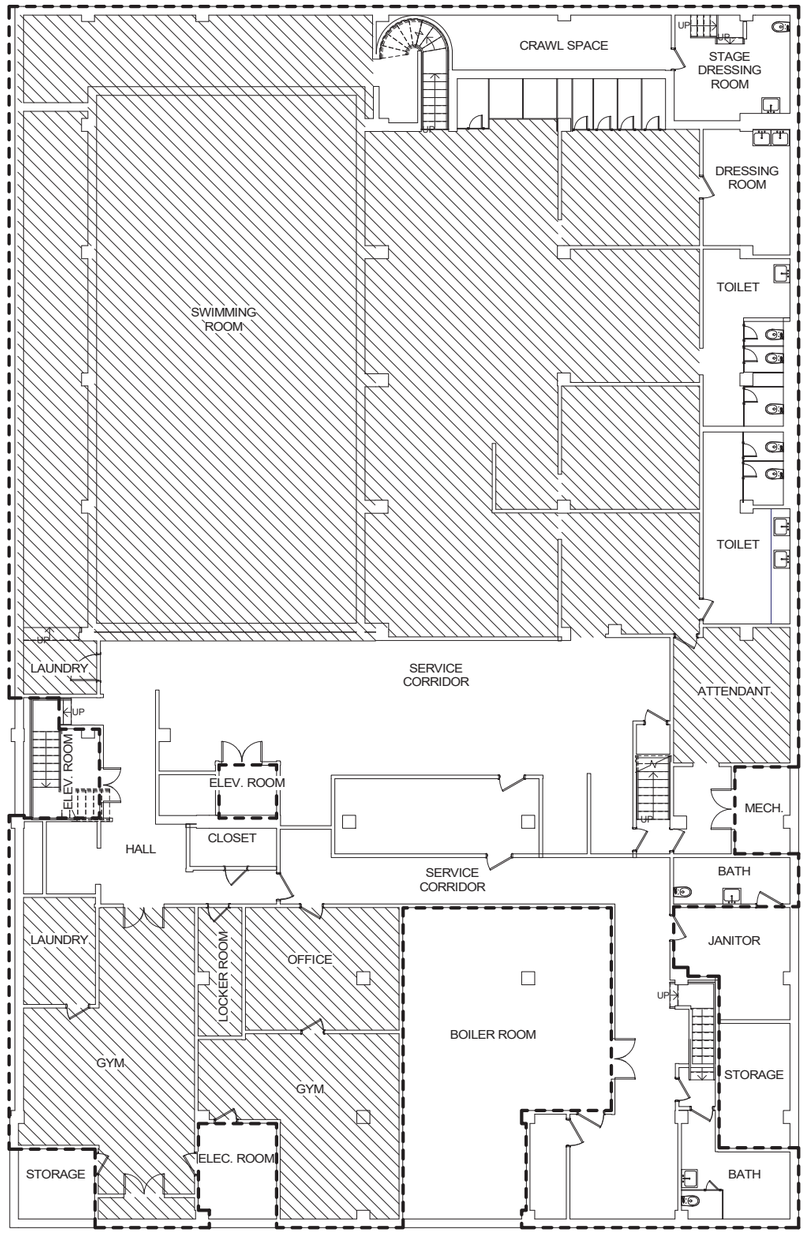
EXISTING FLOOR PLANS - LEVEL 7 & ROOF

A1.5



2 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I

TYPE OF BIKE RACK	PROPOSED BIKE SPACES
VERTICAL BIKE RACK	8
TOTAL	8

LEGEND

AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA

PROPERTY LINE

GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

1 OCC — EXISTING SINGLE BED 1 OCCUPANT

2 OCC — EXISTING BUNK BED 2 OCCUPANTS

1 OCC — PROPOSED SINGLE BED 1 OCCUPANT

2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

BIKE TAG

11'-0" / 7'-0" / 4'-0" / 2 BIKE (F) / 3'-0"
CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space

8'-4" / 3'-4" / 5'-0" / 4" / 1 BIKE (W)
CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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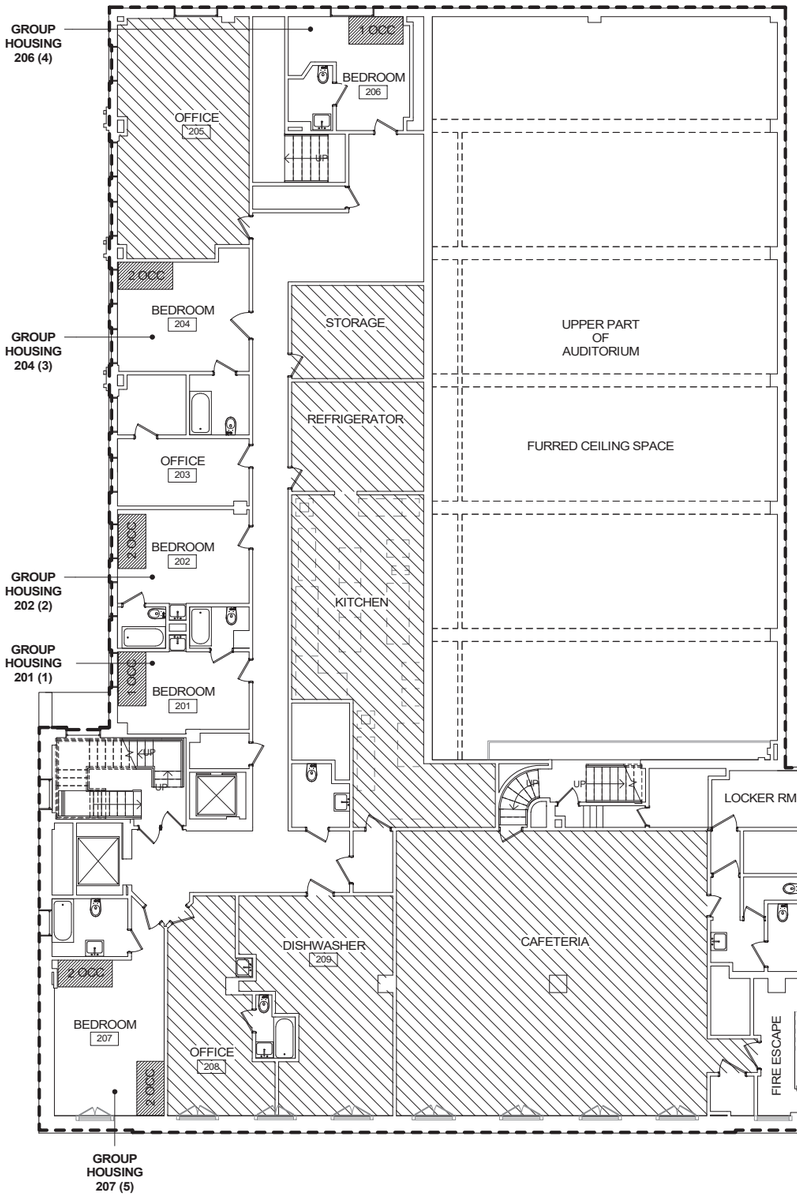
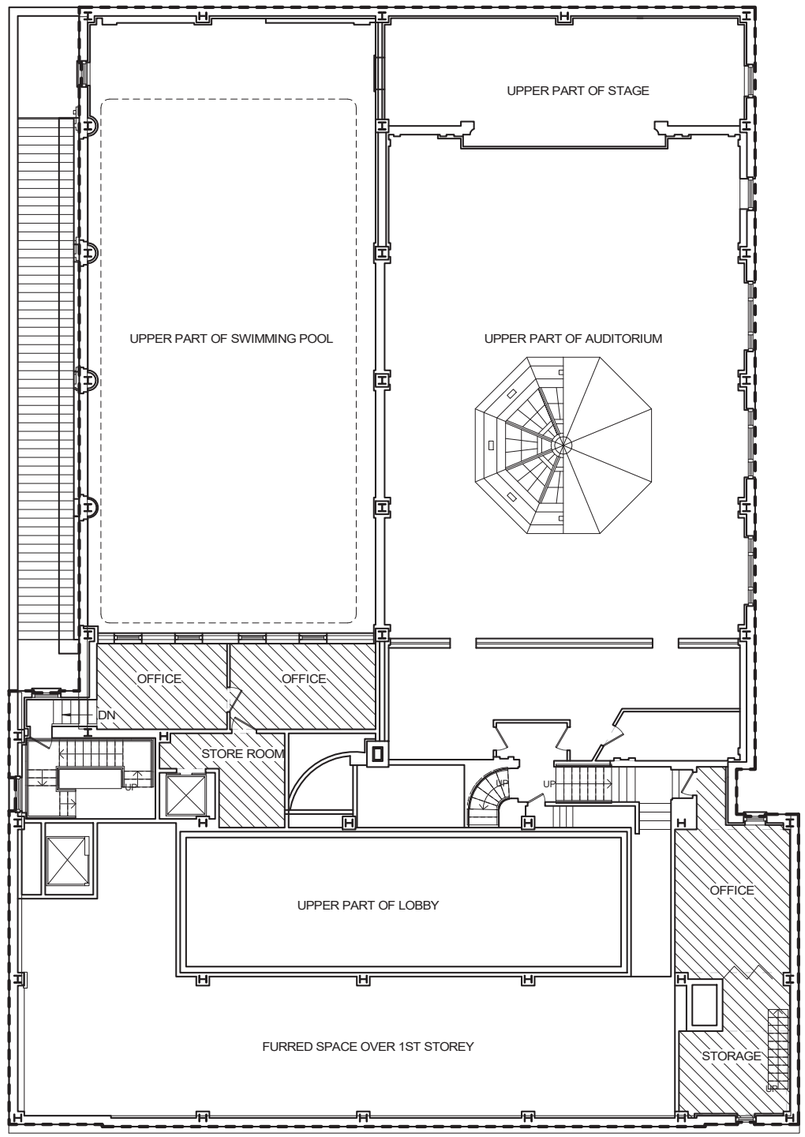
PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

A2.1



2 LEVEL 2 - PROPOSED
1/8" = 1'-0"



1 BALCONY - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - PROPOSED

ROOM	COUNT
201	1
202	2
206	1
207	6
TOTAL BED COUNTS	10

LEGEND

- AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
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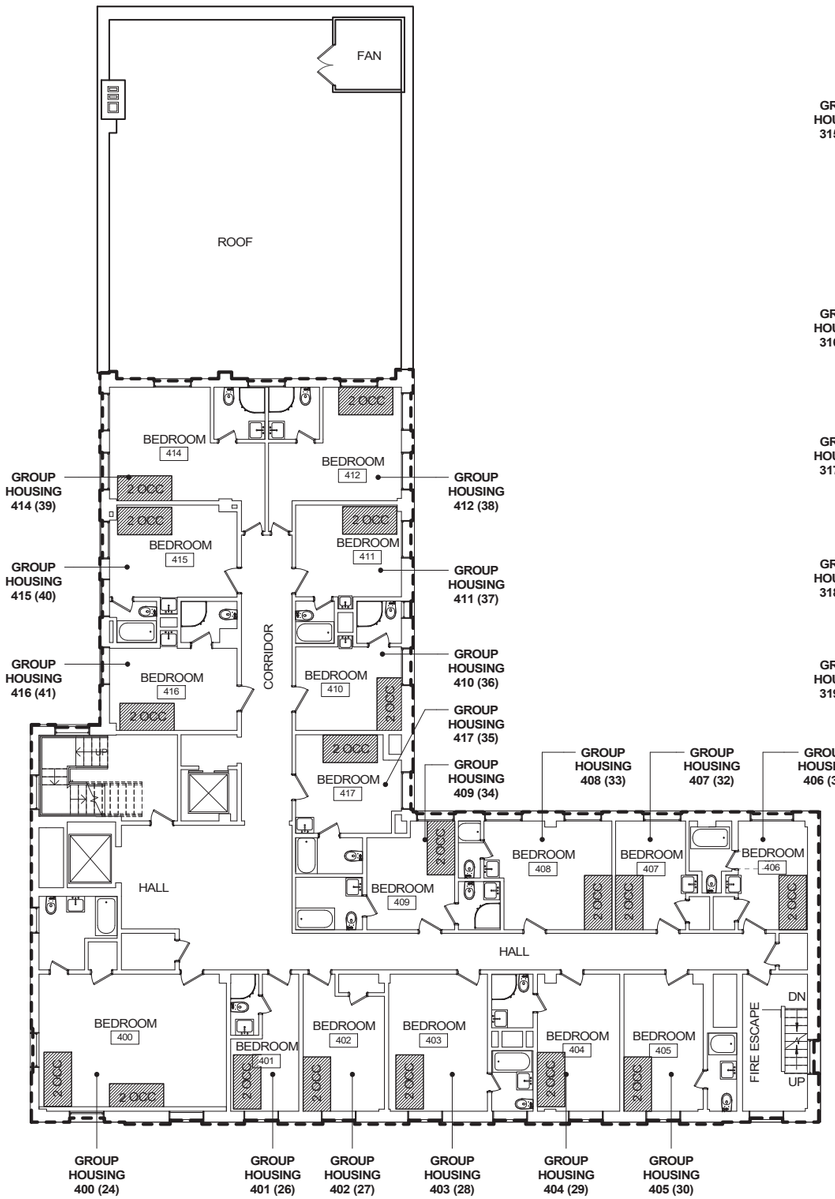
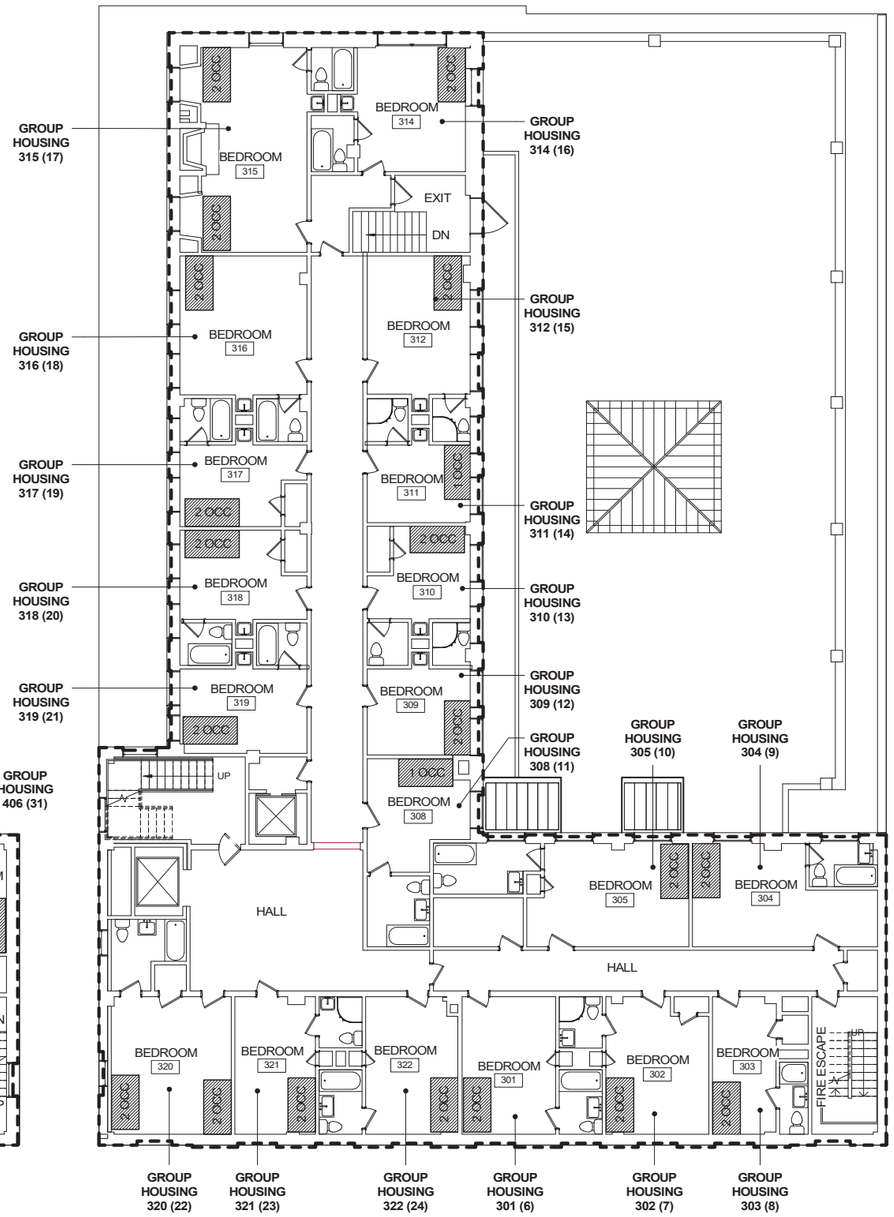
PROPOSED FLOOR PLANS - LEVEL 2 & BALCONY

A2.2



2 LEVEL 4 - PROPOSED
1/8" = 1'-0"



1 LEVEL 3 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 3

Level 3 - PROPOSED

ROOM	COUNT
301	4
302	4
303	4
304	8
305	4
308	1
309	4
310	8
311	1
312	2
314	2
315	4
316	2
317	4
318	4
319	4
320	8
321	4
322	4
TOTAL BED COUNTS	76

Level 4

Level 4 - PROPOSED

ROOM	COUNT
400	4
401	1
402	1
403	2
404	2
405	2
406	1
407	1
408	2
409	1
410	1
411	2
412	2
414	2
415	2
416	1
417	1
TOTAL BED COUNTS	28

LEGEND

- AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
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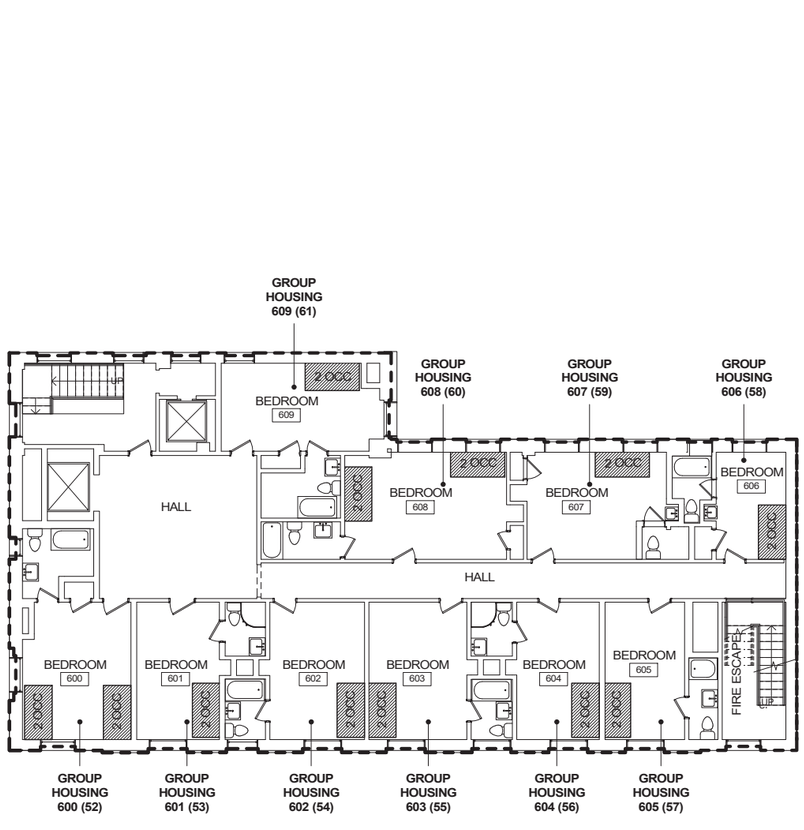
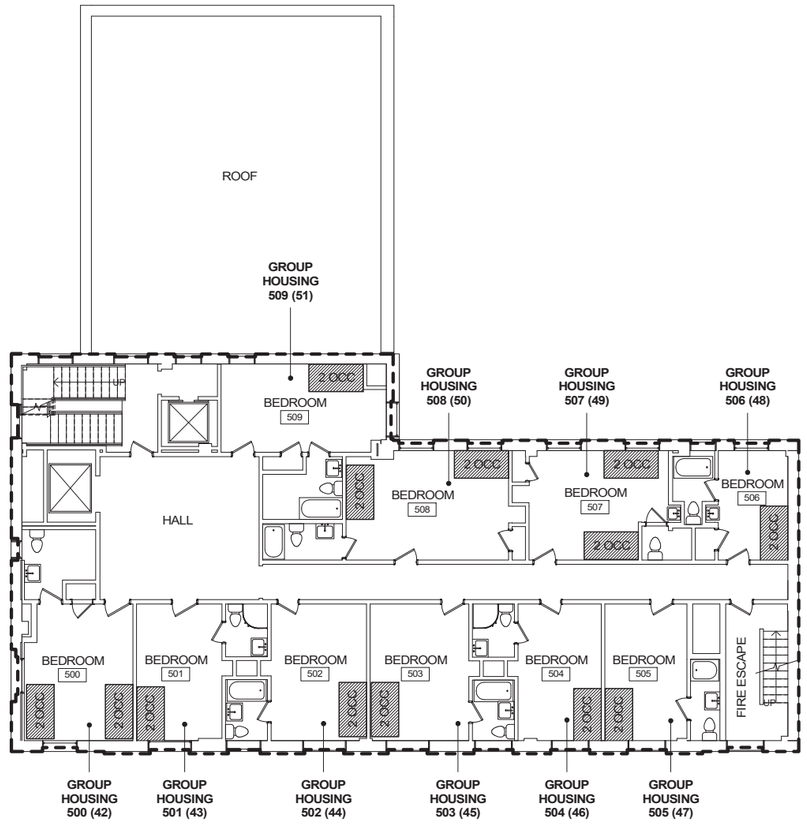
PROPOSED FLOOR PLANS - LEVELS 3 & 4

A2.3



2 LEVEL 6 - PROPOSED
1/8" = 1'-0"



1 LEVEL 5 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 5

Level 5 - PROPOSED

ROOM	COUNT
500	4
501	2
502	2
503	2
504	2
505	2
506	2
507	4
508	4
509	2
TOTAL BED COUNTS	26

Level 6

Level 6 - PROPOSED

ROOM	COUNT
600	4
601	2
602	2
603	2
604	2
605	2
606	2
607	2
608	4
609	2
TOTAL BED COUNTS	24

LEGEND

- AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
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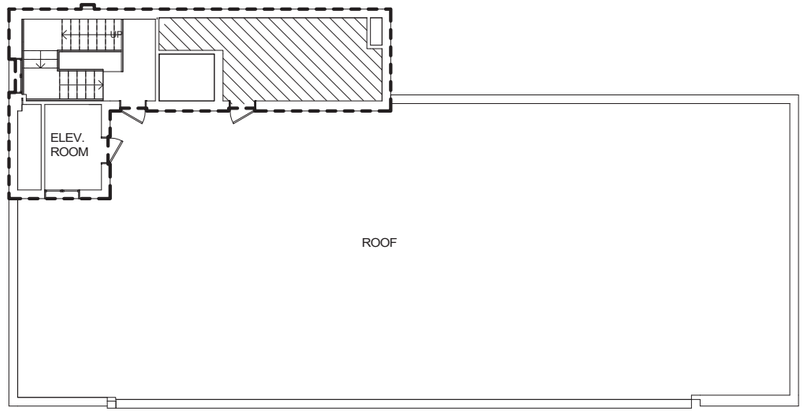
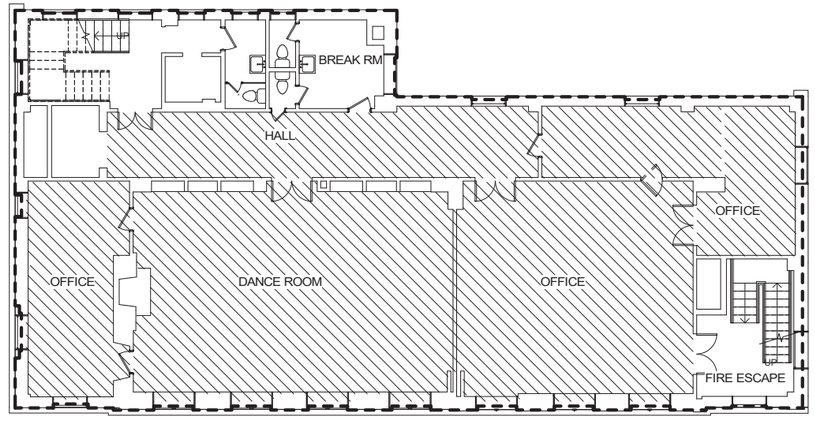
PROPOSED FLOOR PLANS - LEVELS 5 & 6

A2.4



2 ROOF - PROPOSED
1/8" = 1'-0"



1 LEVEL 7 - PROPOSED
1/8" = 1'-0"

N

LEGEND

- AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
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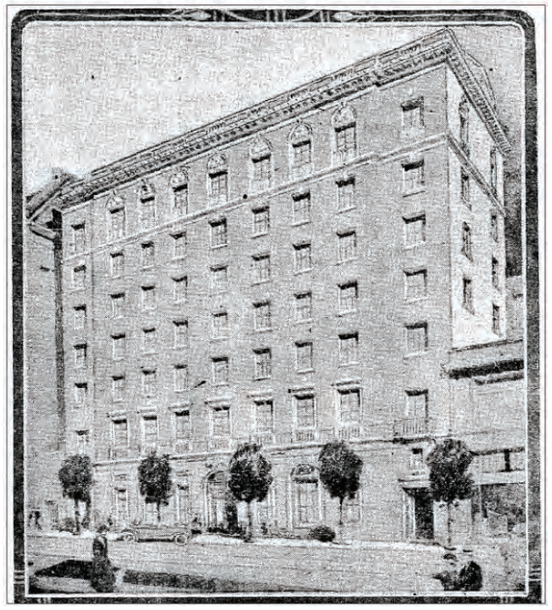
PROPOSED FLOOR PLANS - LEVEL 7 & ROOF

A2.5



3 SOUTH ELEVATIO (1918)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

2 SOUTH ELEVATION (1976)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

1 SOUTH ELEVATION (1976, WITH AWNING)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

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HISTORICAL EXTERIOR ELEVATION IMAGES

A3.0

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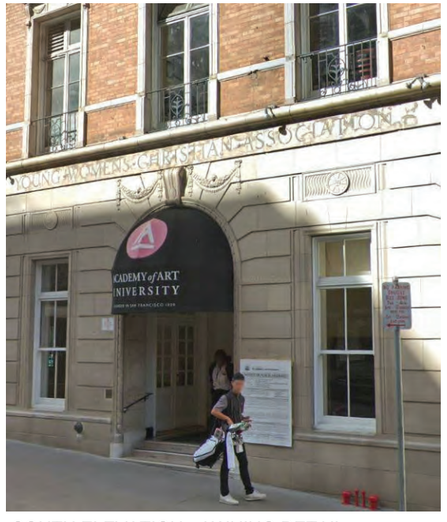
3 SOUTH ELEVATION - AWNING DETAIL
NTS



2 SOUTH ELEVATION - AWNING DETAIL
NTS

1 SOUTH ELEVATION - SUTTER STREET
NTS

KEYNOTES

1. ESTM ES-20, HR-1 EASTERN AWNING TO BE REMOVED
1b. ESTM ES-20, HR-1 CENTRAL AWNING TO REMAIN LEGALLY PERMITTED PER PERMIT Nos. 9418743, 9721964
2. REMOVE EXISTING BULLET-STYLE CAMERA AND PATHWAYS
2b. INSTALL SMALL FORMFACTOR DOME CAMERA WITH CUSTOM CORNER MOUNT IN THE CORNER OF THE AWNING, ROUTE THE CABLE BACK THROUGH THE ENTRYWAY INTO THE BUILDING; PAINT CAMERA BODY TO MATCH EXTERIOR AWNING COLOR
2c. EXISTING SMALL FORMFACTOR DOME CAMERA TO REMAIN, SEE 3/A3.2
2d. INSTALL SMALL FORMFACTOR DOME CAMERA WITH INTERNALLY ROUTED CONDUIT
3. LIGHT FIXTURES AT BELTCOURSE SHALL BE REMOVED
3b. PROPOSED LIGHT FIXTURE, ATTACH AT MORTAR JOINTS
4. 36" DIA EXISTING AAU AWNING SIGNAGE
5. 58" x 21" EXISTING AAU AWNING SIGNAGE
6. RESTORE EXISTING "YOUNG WOMEN'S CHRISTIAN ASSOCIATION" ENGRAVING
7. VENTILATION SYSTEMS TO BE LEGALIZED AS-IS

ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
*SEE PHOTOS ON SHT. A4.1, A4.2

8. EXISTING LIGHT FIXTURES AT (3) ALCOVES DO NOT MATCH. AAU TO PROVIDE CONSISTENT LIGHT FIXTURES
8b. REMOVE EXISTING LIGHT FIXTURES BEYOND
8c. PROPOSED RECESSED LIGHT FIXTURE IN SOFFIT
9. FACADE MATERIALS DAMAGE IDENTIFIED AT THE ENTRY AREA, SEE SHT. A4.2

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ACADEMY of ART UNIVERSITY
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79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

620 SUTTER
San Francisco, CA 94102

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number: 21823.07
Issue Date: 10/11/19
Scale: Not to Scale
Phase:
Print Date:

No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

SOUTH ELEVATION - SUTTER STREET (DEMO)

2 1/8" = 1'-0"

SOUTH ELEVATION - SUTTER STREET (EXISTING)

1 1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
3. PERFORATIONS TO AND DAMAGED AREAS IN THE MASONRY OF THE ORNAMENTAL DOOR SURROUNDS SHALL BE PATCHED, REPAIRED AND RESTORED TO MATCH EXISTING APPEARANCE (COLOR, TEXTURE, DETAILING
4. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
5. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS), THE ACADEMY OF ART RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS THE ACADEMY OF ART'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
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7. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

KEYNOTES

SEE SHT. A3.3 FOR KEYNOTES

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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

SOUTH ELEVATION - SUTTER STREET (PROPOSED)

1 1/8" = 1'-0"

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

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KEYNOTES

1. ESTM ES-20, HR-1 EASTERN AWNING TO BE REMOVED
1b. ESTM ES-20, HR-1 CENTRAL AWNING TO REMAIN LEGALLY PERMITTED PER PERMIT Nos. 9418743, 9721964
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ITEMS BELOW NOTED DURING 9/25/19 SITE WALK
*SEE PHOTOS ON SHT. A4.1, A4.2

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LEGEND

SECURITY CAMERA

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

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EAST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)

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KEYNOTES

SEE SHT. A3.3 FOR KEYNOTES

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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.4

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NORTH ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
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WEST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
1 1/8" = 1'-0"

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KEYNOTES

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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.5

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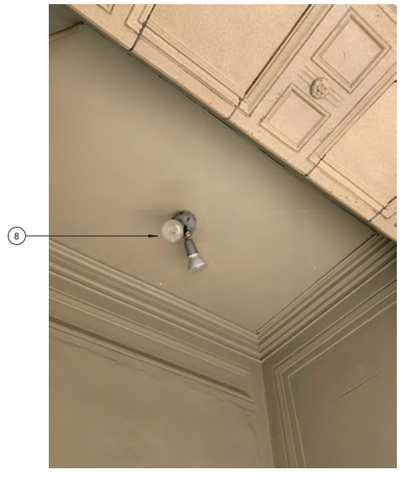
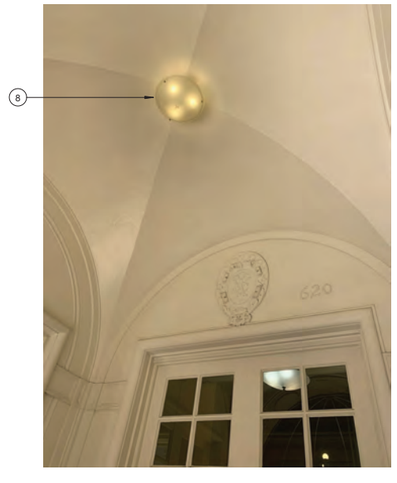


4 IMAGE
1" = 200'-0"



3 IMAGE
1" = 200'-0"

2 IMAGE
1" = 200'-0"

1 IMAGE

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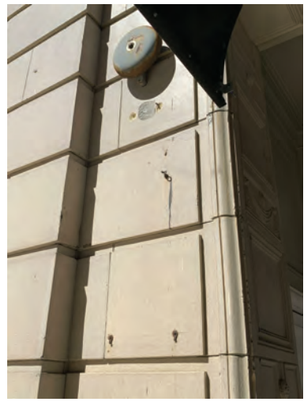
EXTERIOR ELEVATION DETAIL IMAGES

A4.1



12 EXAMPLE OF MATERIAL DAMAGE

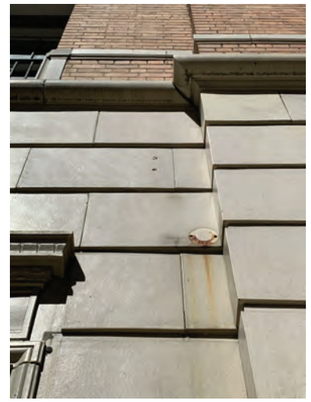
11 EXAMPLE OF MATERIAL DAMAGE

10 EXAMPLE OF MATERIAL DAMAGE

9 EXAMPLE OF MATERIAL DAMAGE

8 EXAMPLE OF MATERIAL DAMAGE

7 EXAMPLE OF MATERIAL DAMAGE

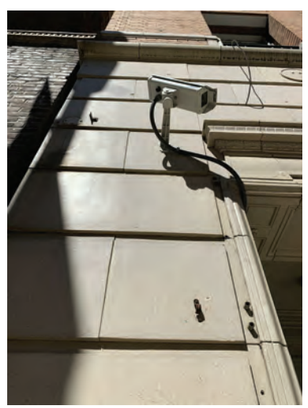


6 EXAMPLE OF MATERIAL DAMAGE

5 EXAMPLE OF MATERIAL DAMAGE

4 EXAMPLE OF MATERIAL DAMAGE

3 EXAMPLE OF MATERIAL DAMAGE



2 EXAMPLE OF MATERIAL DAMAGE

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BUILDING MATERIAL DAMAGE

A4.2

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM — Academy of Art University Project ESTM Case No. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-21: HR-1	Signage. To bring the sign into compliance with Article 11 guidelines AAU shall remove the current sign using the gentlest means possible, repair the exterior wall surface as needed, and install a new sign that is indirectly illuminated as specified in KMMS Design Standards.
	AAU PROPOSAL: See Notes on Sheet A3.2
ES-21: HR-2	Paint. AAU shall repaint the dark storefront colors in lighter hues, in accordance with Article 11 guidelines.
	AAU PROPOSAL: See Notes on Sheet A3.2

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	5,004	5,004
LEVEL 1	5,370	5,370
LEVEL 2	6,215	6,215
LEVEL 3	6,215	6,215
LEVEL 4	6,215	6,215
LEVEL 5	6,215	6,215
LEVEL 6	6,215	6,215
GROSS SF TOTAL	41,449	41,449

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)

IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

INSTITUTIONAL OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	3,155	3,155
LEVEL 1	4,145	4,145
OCCUPIED SF TOTAL	7,300	7,300

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT C-3-G
*NO DENSITY LIMIT

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
DWELLING UNIT	N/A	0	1	1
GROUP HOUSING ROOM	N/A	69	55	55
BED COUNT	N/A	177	175	177

NOTES
1. Existing bed count based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. No Permanent Residents in this building.
5. Panning Code Section 317 conditional use authorization requested to reflect revised layout of Group Housing bedroom floor plans (addition of some suites instead of single-resident rooms. Total reduction in Group Housing bedrooms appearing in last-legal plan set is 14 bedrooms).

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- EXPOSURE

*ANALYSIS NOT REQUIRED

E- REAR YARD

*ANALYSIS NOT REQUIRED

F- OPEN SPACE

*ANALYSIS NOT REQUIRED

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SCOPE OF WORK

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES ESTABLISHING EXISTING PREVIOUSLY INSTITUTED STUDENT HOUSING USES AT 655 SUTTER IN THE FORM OF ONE DWELLING UNIT AND 55 GROUP HOUSING BEDROOMS WITH 177 BEDS, ALL REFLECTING A STUDENT HOUSING USE CHARACTERISTIC.

THE PROJECT ALSO PROPOSES TO RETAIN 5,362 SF. OF POST-SECONDARY EDUCATIONAL INSTITUTIONAL OCCUPIED FLOOR AREA ON THE BASEMENT AND FIRST LEVEL OF THE BUILDING.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET.

NEW PROPOSED SIGNAGE

SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE DRAWINGS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVAL REQUIREMENTS.

SHEET INDEX

*** Minor Permit to Alter requires HISTORICAL PRESERVATION COMMISSION REVIEW**

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	●	●	●
A0.1	PROJECT INFORMATION			●
A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	
A0.S2	SITE PLAN DRAWINGS	●	●	
A0.T1	OCCUPANCY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.1	EXISTING FLOOR PLANS - BASEMENT & LEVEL 1	●		●
A1.2	EXISTING FLOOR PLANS - LEVELS 2 & 3	●		●
A1.3	EXISTING FLOOR PLANS - LEVELS 4 & 5	●		●
A1.4	EXISTING FLOOR PLANS - LEVEL 6	●		●
A2.1	PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1	●		●
A2.2	PROPOSED FLOOR PLANS - LEVELS 2 & 3	●		●
A2.3	PROPOSED FLOOR PLANS - LEVELS 4 & 5	●		●
A2.4	PROPOSED FLOOR PLANS - LEVEL 6	●		●
A3.0	HISTORICAL EXTERIOR ELEVATION IMAGES	●	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●
	SIGNAGE SHEET			
GG 2.0	SIGNAGE DETAILS	●	●	●
GG 4.0	SIGNAGE DETAILS	●	●	●

TOTAL SHEETS: 18

PROPERTY INFORMATION

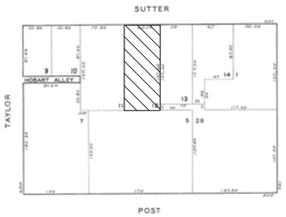
ADDRESS	655 SUTTER STREET	
BLOCK/LOT	0297/012	
No OF STORIES	7 (NO CHANGE)	
DISTRICTS		
ZONING	C-3-G	
HEIGHT/BULK	80-130-F	
SPECIAL USE	WITHIN 1/4 MILE OF THE FRINGE SERVICES RUD WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE	
USE	NO CHANGE OF USE REQUIRED	
LAST LEGAL	RESIDENTIAL:	GROUP HOUSING (61 ROOMS)
	INSTITUTIONAL:	POST-SECONDARY EDUCATION
PROPOSED	RESIDENTIAL:	GROUP HOUSING (55 ROOMS) DWELLING UNITS (1 UNIT)
	INSTITUTIONAL:	POST-SECONDARY EDUCATION

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	CATEGORY: I - Signifcant Building, No Alterations DISTRICT: Kearny-Market-Mason-Sutter
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR PHOTO

PLOT PLAN N.T.S.



VICINITY MAP N.T.S.

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San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

655 SUTTER
San Francisco, CA 94102

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

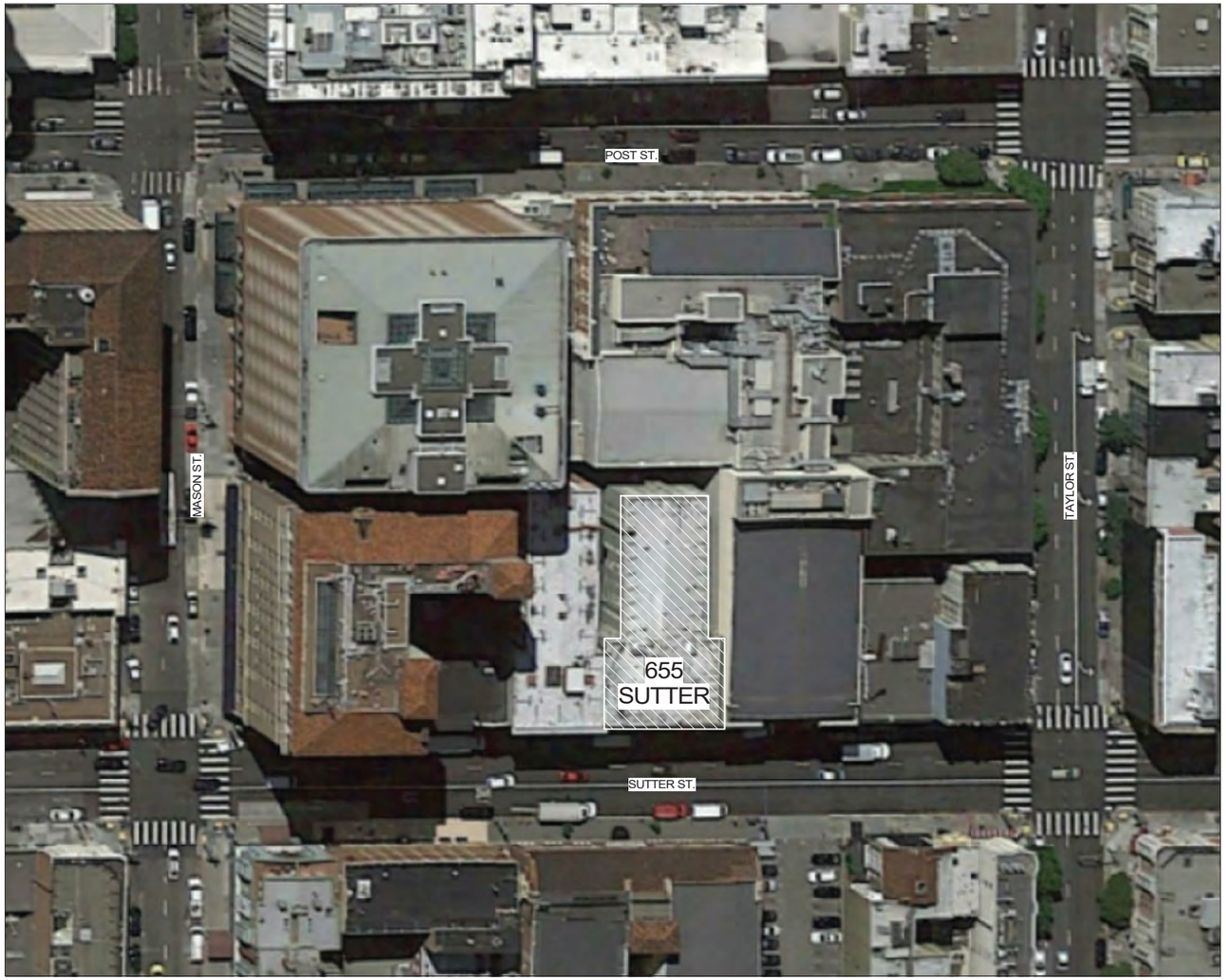
Project Number	21823.08
Issue Date	10/11/19
Scale	As indicated
Phase	
Print Date	10/12/2019 1:23:36 AM

No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 SITE PLAN AERIAL IMAGE
1/8" = 1'-0"

N

SITE HISTORY

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

Frederick Herman Meyer designed the apartment building at 655 Sutter Street for H.O. Trowbridge and W.F. Perkins. According to the San Francisco Chronicle article, published 23 October 1913:

> The suites of apartments are arranged in two and three rooms, each having a private hall and bathroom. Wall beds will be placed in all apartments. The bathrooms are to have tiled floors and tiled wainscot, with recess tubs. Dining-rooms will be wainscoted and all the walls covered with selected papers. A spacious lobby will lend character to the house, and its finish, to be in keeping with this idea, will be in tiled floor, marble wainscots and a ceiling decorated with ornamental plaster.

655 Sutter was completed in 1913 and would have numerous owners and tenants over the following decades. As of 1946, the property was owned by Dr. Francis B. Quinn. By 1955, Quinn had converted the apartment building into an office building, primarily oriented towards medical offices. Quinn renovated the entrance and lobby in 1962; by 1963, ownership transferred to Neil Thompson. Subsequent owners included Anthony Martino and Gilmer Anselmo, T. Knight, Sutter Medical, and Draper Financial Corporation. A number of tenants occupied spaces within the building, including the American Institute of Wine and Food, Paralegal Training and Resource Center, and an unknown bar that altered the eastern ground-level storefront and interior in 1986. Since AAU took ownership of the building in 1999, AAU changed the use of the property from office to residential and completed multiple alterations including installation of a box sign and new lighting,and materials along the eastern groud-level storefront.

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SITE PLAN AERIAL IMAGE & SITE HISTORY

A0.S1

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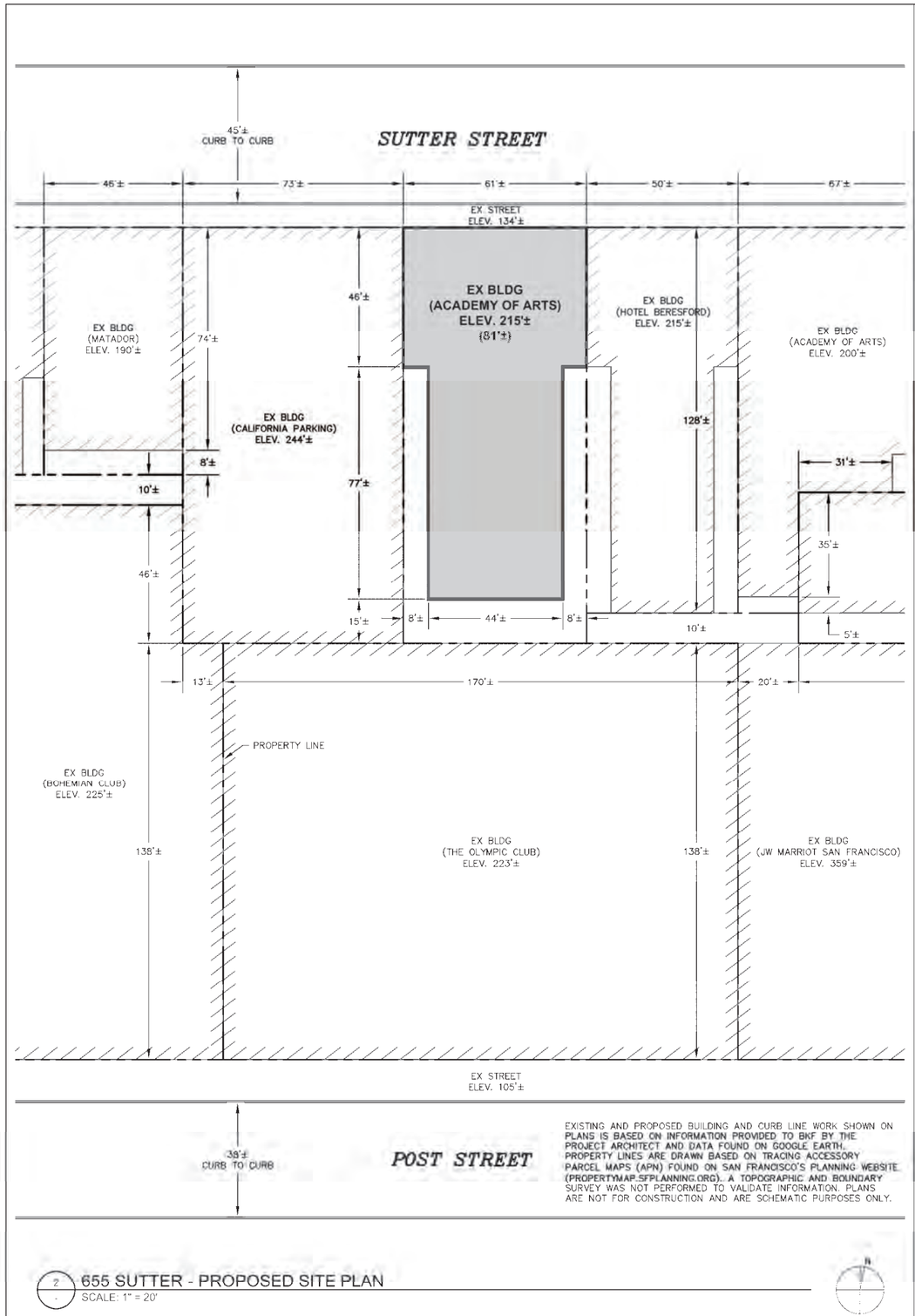
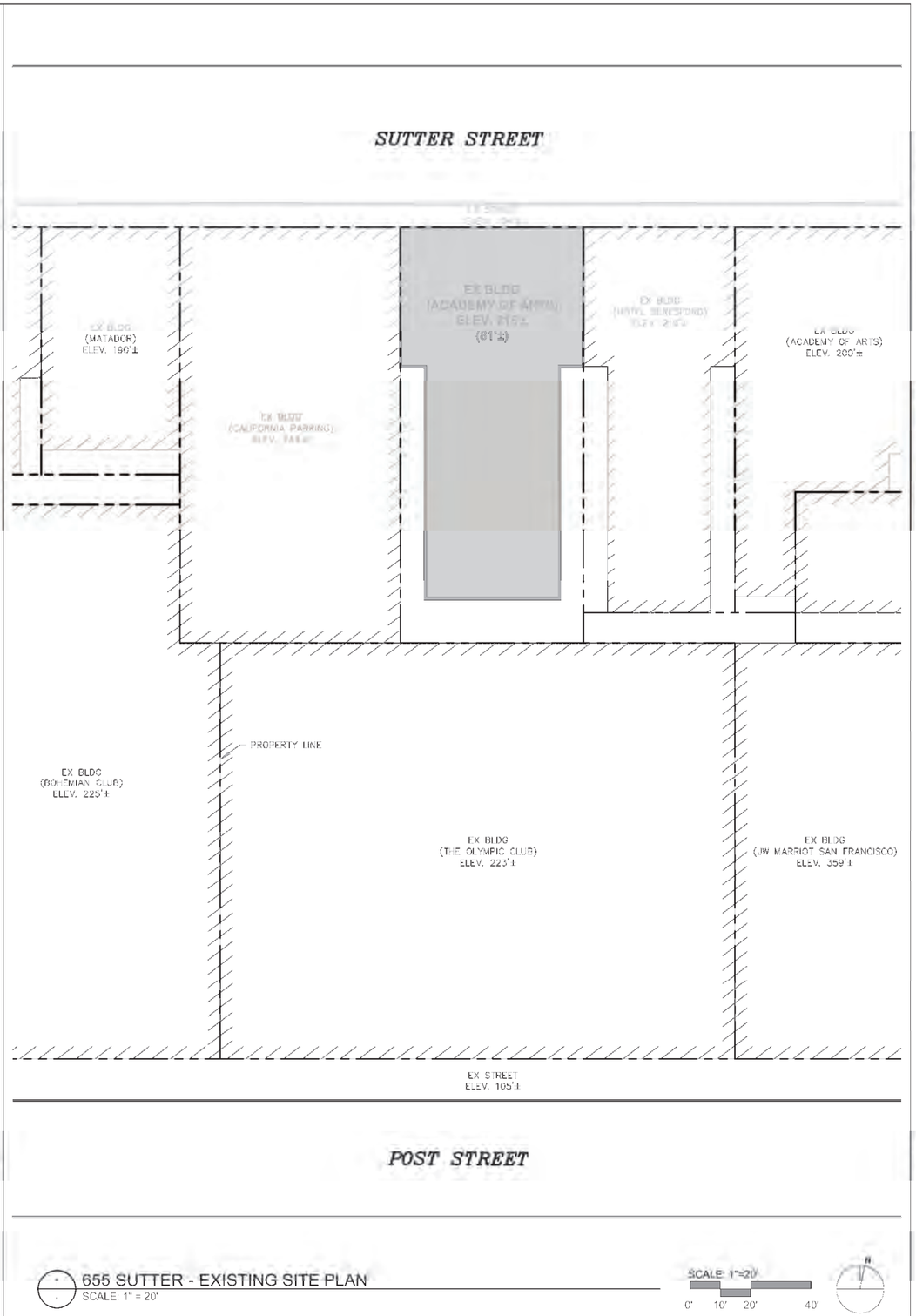


EXISTING AND PROPOSED BUILDING AND CURB LINE WORK SHOWN ON PLANS IS BASED ON INFORMATION PROVIDED TO BKF BY THE PROJECT ARCHITECT AND DATA FOUND ON GOOGLE EARTH. PROPERTY LINES ARE DRAWN BASED ON TRACING ACCESSORY PARCEL MAPS (APN) FOUND ON SAN FRANCISCO'S PLANNING WEBSITE (PROPERTYMAP.SFPLANNING.ORG). A TOPOGRAPHIC AND BOUNDARY SURVEY WAS NOT PERFORMED TO VALIDATE INFORMATION. PLANS ARE NOT FOR CONSTRUCTION AND ARE SCHEMATIC PURPOSES ONLY.

2 655 SUTTER - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 655 SUTTER - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU
RESIDENTIAL
COMPLIANCE
SET

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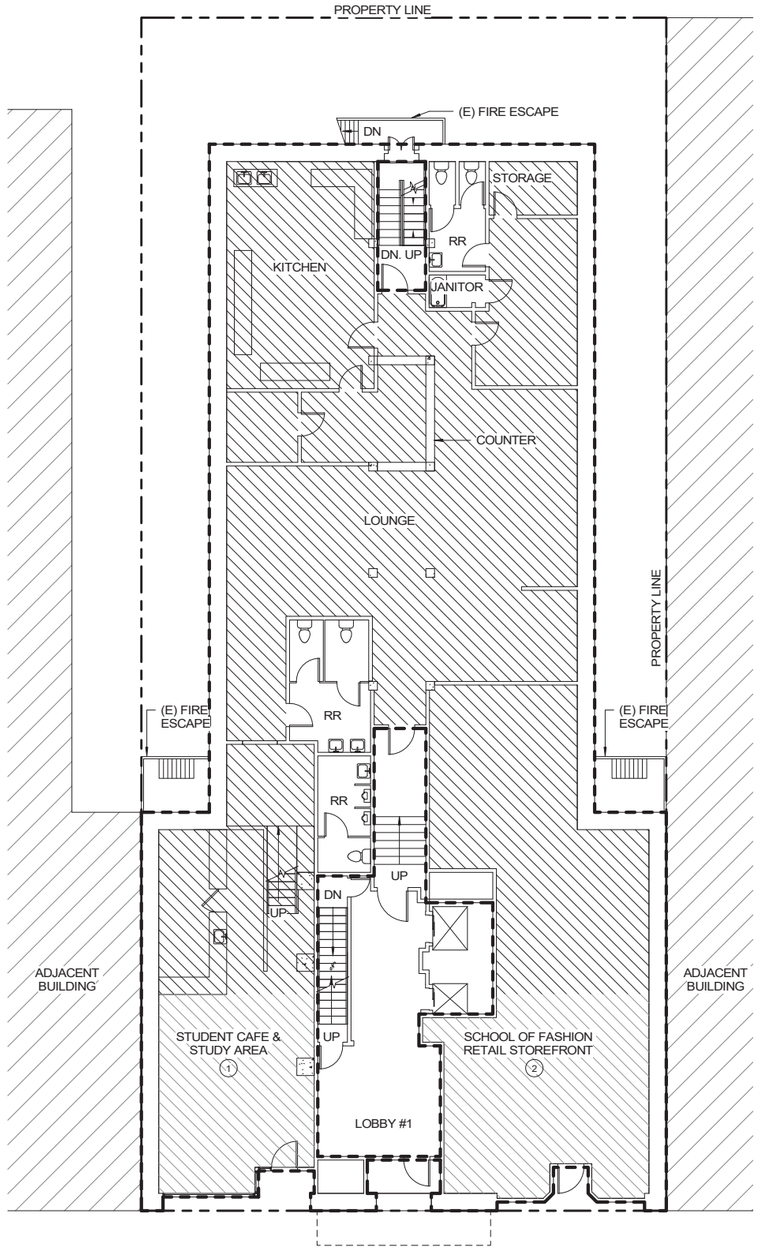
REGISTERED PROFESSIONAL ENGINEER
No. C 52281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

21823.08 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

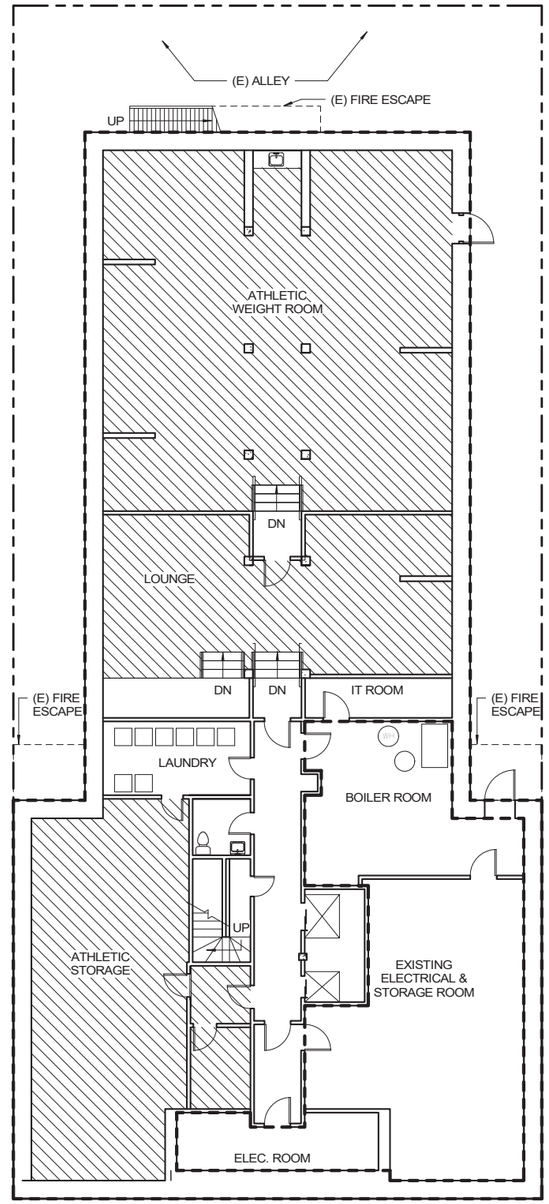
A0.S2



SUTTER STREET

2 LEVEL 1 - EXISTING

1/8" = 1'-0"



1 BASEMENT - EXISTING

1/8" = 1'-0"

N

KEYNOTES

1. CAFE & RESTAURANT (URBAN KNIGHTS ART CAFE) IS PRIMARILY USED AND INTENDED FOR AAU STUDENTS (RESTAURANT USE ACCESSORY TO POST-SECONDARY EDUCATIONAL INSTITUTION); HOWEVER, CURRENTLY THE CAFE IS OPEN AND AVAILABLE TO INTERESTED MEMBERS OF THE PUBLIC.
2. PER DEVELOPMENT AGREEMENT, STOREFRONT IS A RETAIL USE ACCESSORY TO AAU POST-SECONDARY INSTITUTIONAL USE; HOWEVER, STOREFRONT TO BE OPEN TO THE PUBLIC AT ALEAST 40 HOURS PER WEEK, 10 MONTHS OUT OF EACH YEAR, PROVIDED THAT AAU MAY AT A LATER DATE SEEK DISCRETIONARY APPROVALS TO CONVERT SPACE TO A USE NOT MEETING ABOVE DESCRIBED PUBLIC ACCESSIBILITY STANDARDS.

LEGEND

- AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX

ROOM NAME
ROOM NUMBER

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NO. C12405
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STATE OF CALIFORNIA

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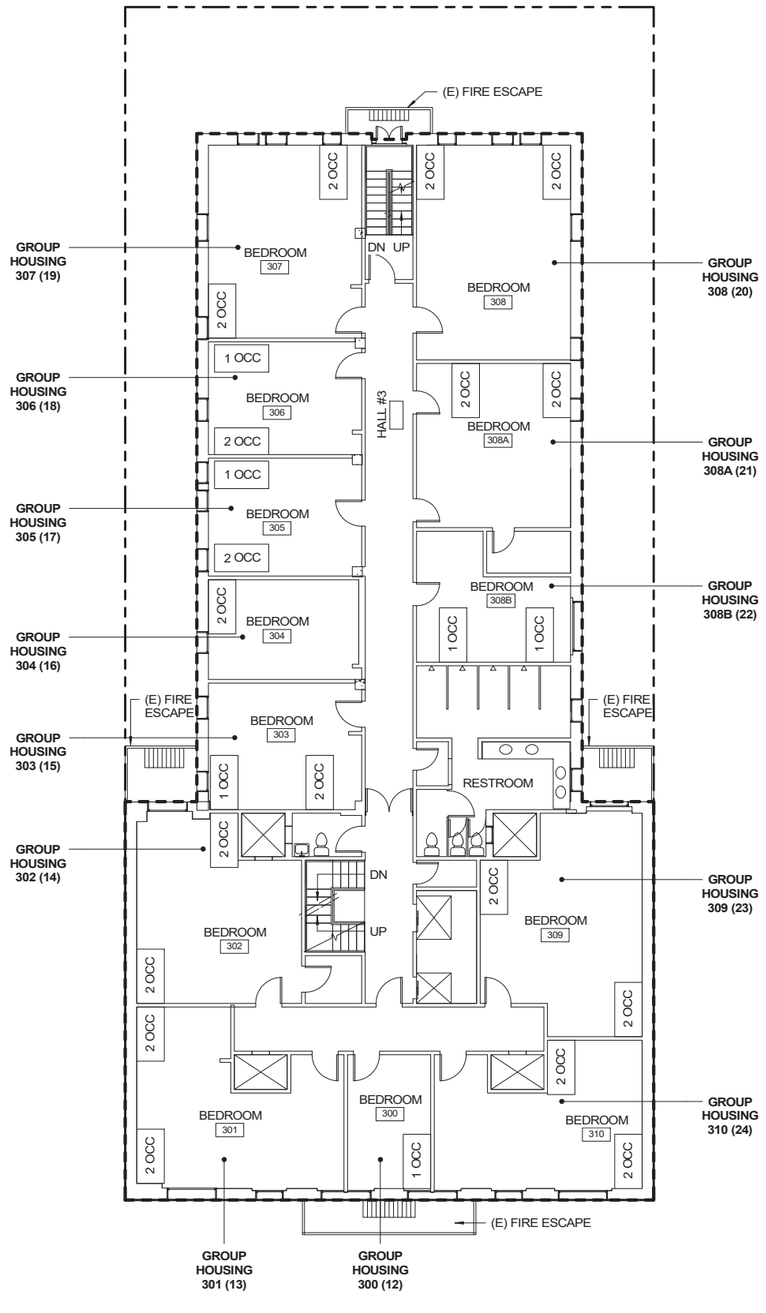
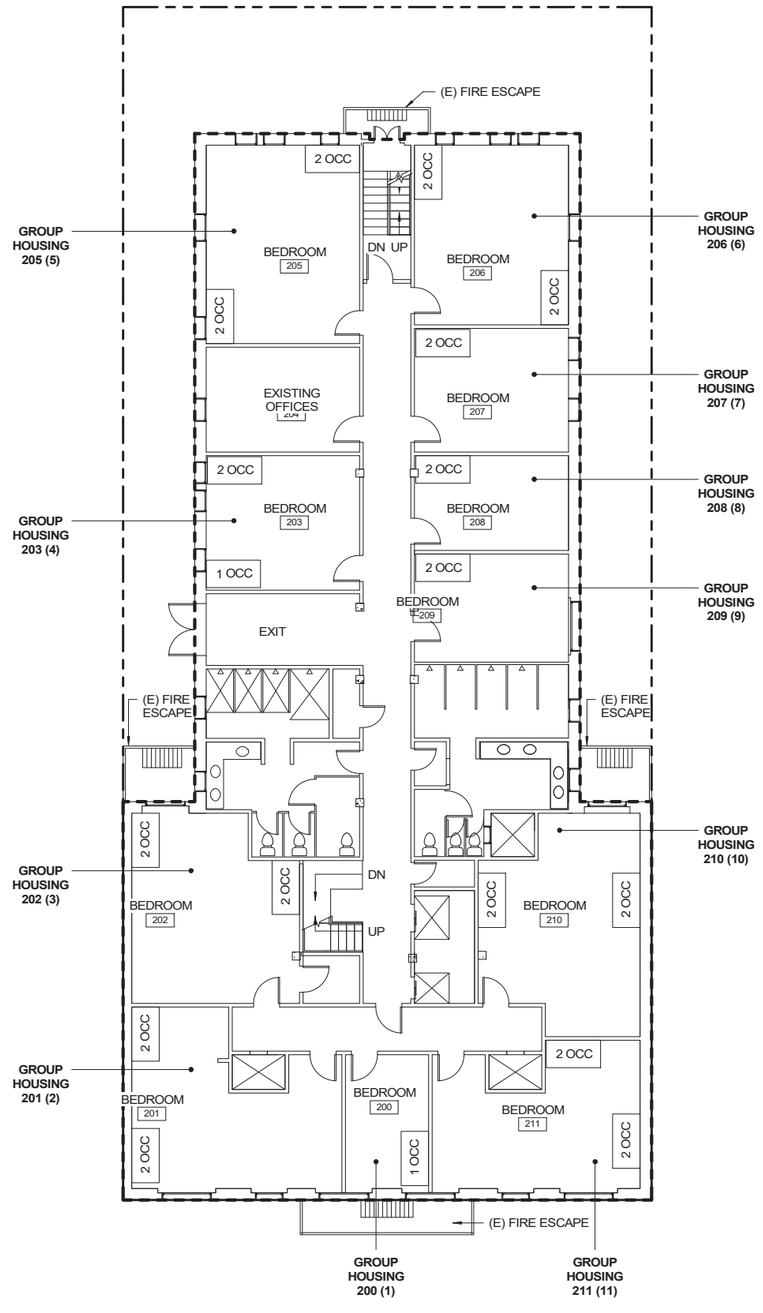
EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1



2 LEVEL 3 - EXISTING
1/8" = 1'-0"



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - (E) Bed Counts

ROOM	COUNT
200	1
201	4
202	4
203	3
205	4
206	4
207	2
208	2
209	2
210	4
211	4
TOTAL BED COUNTS	34

Level 3

Level 3 - (E) Bed Counts

ROOM	COUNT
300	1
301	4
302	4
303	3
304	2
305	3
306	3
307	4
308	4
308A	4
308B	2
309	4
310	4
TOTAL BED COUNTS	42

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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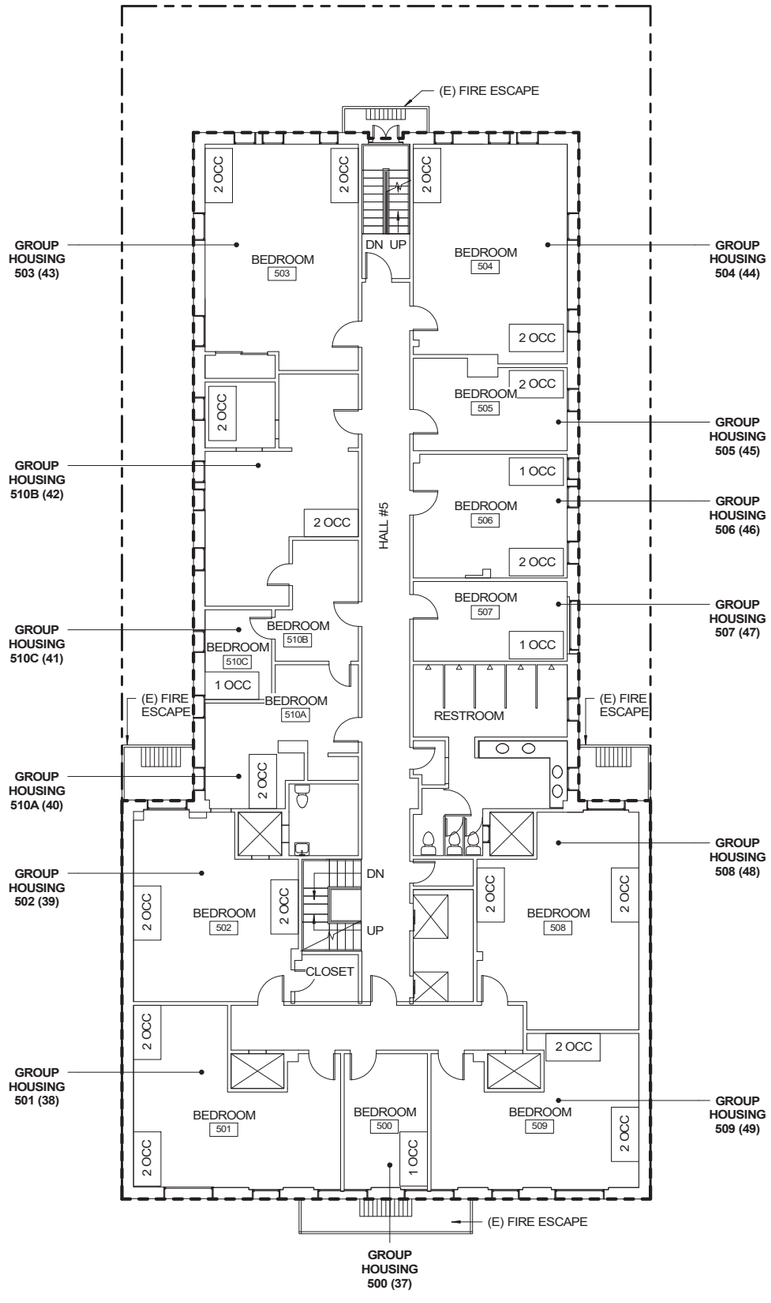
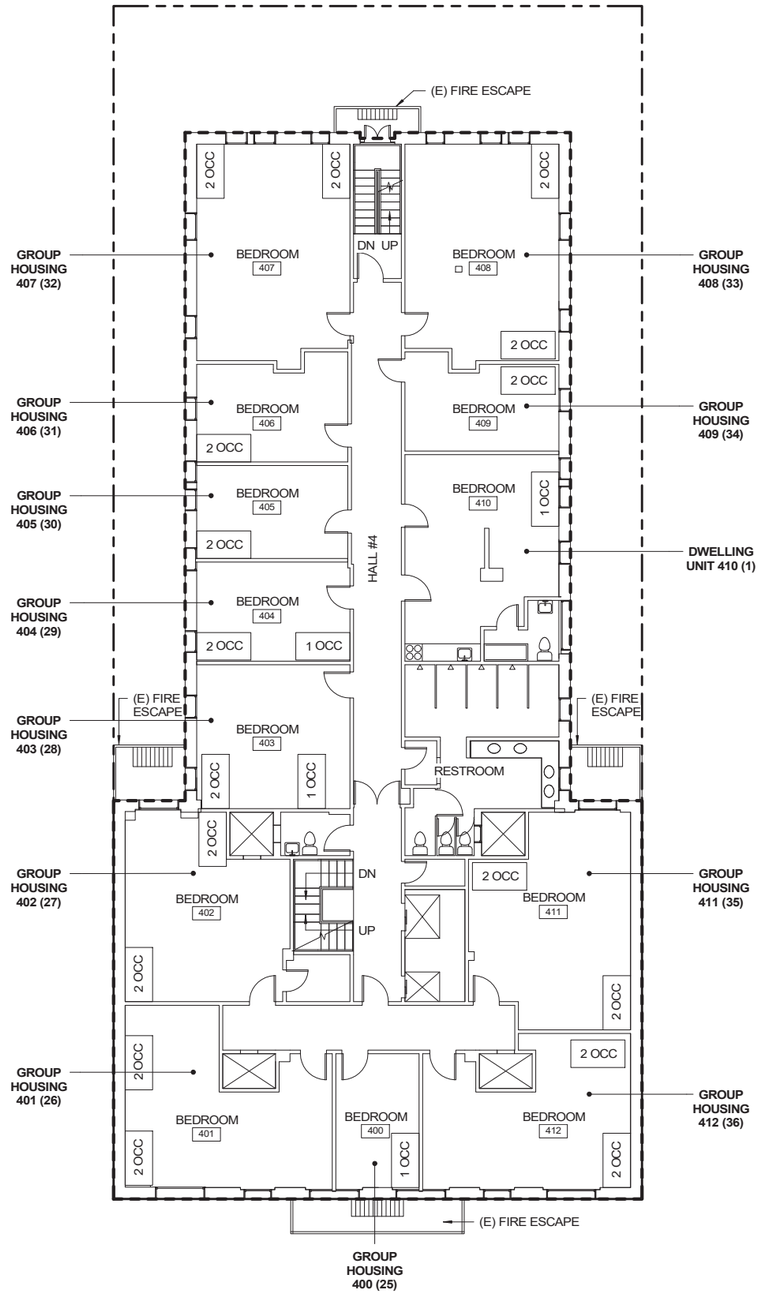
EXISTING FLOOR PLANS - LEVELS 2 & 3

A1.2



2 LEVEL 5 - EXISTING
1/8" = 1'-0"



1 LEVEL 4 -EXISTING
1/8" = 1'-0"

BED COUNT

Level 4

Level 4 - (E) Bed Counts

ROOM	COUNT
400	1
401	4
402	4
403	3
404	3
405	2
406	2
407	4
408	4
409	2
410	1
411	4
412	4
TOTAL BED COUNTS	38

Level 5

Level 5 - (E) Bed Counts

ROOM	COUNT
500	1
501	4
502	4
503	4
504	4
505	2
506	3
507	1
508	4
509	4
510A	2
510B	4
510C	1
TOTAL BED COUNTS	38

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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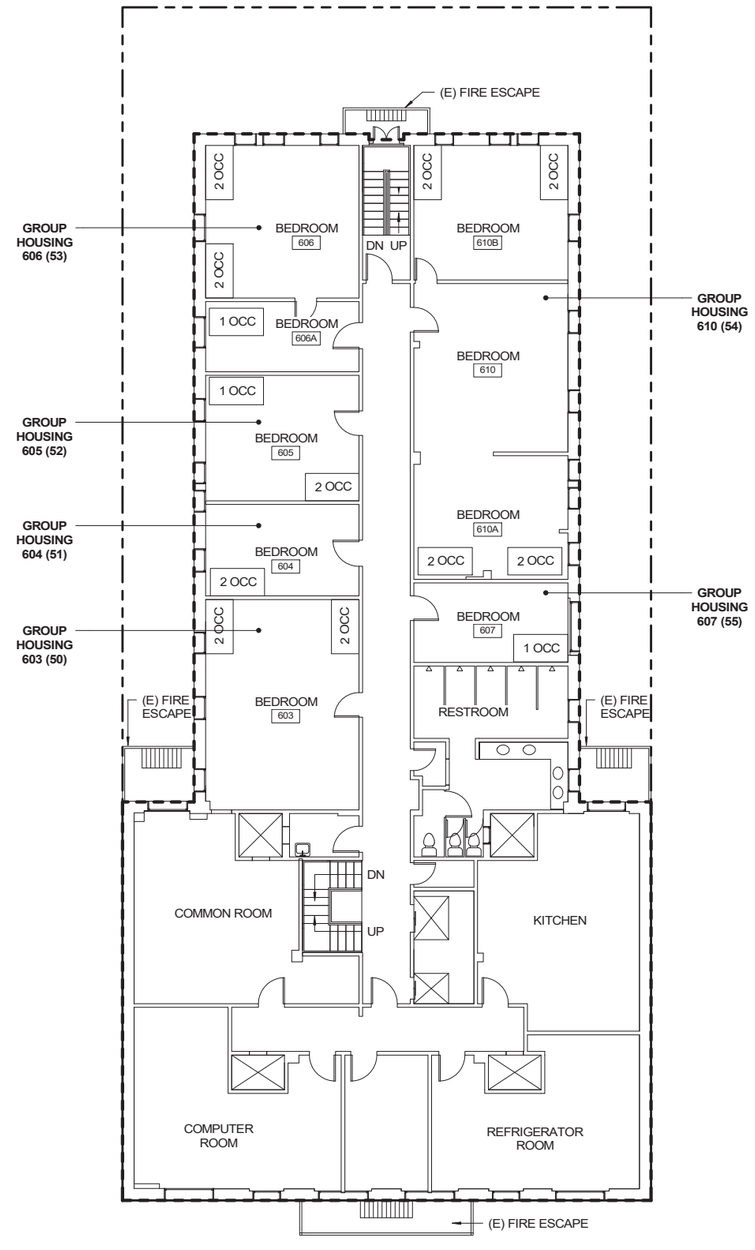
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 4 & 5

A1.3



1 LEVEL 6 - EXISTING
1/8" = 1'-0"

BED COUNT

Level 6

Level 6 - (E) Bed Counts

ROOM	COUNT
603	4
604	2
605	3
606	4
606A	1
607	1
610A	4
610B	4
TOTAL BED COUNTS	23

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 6

A1.4

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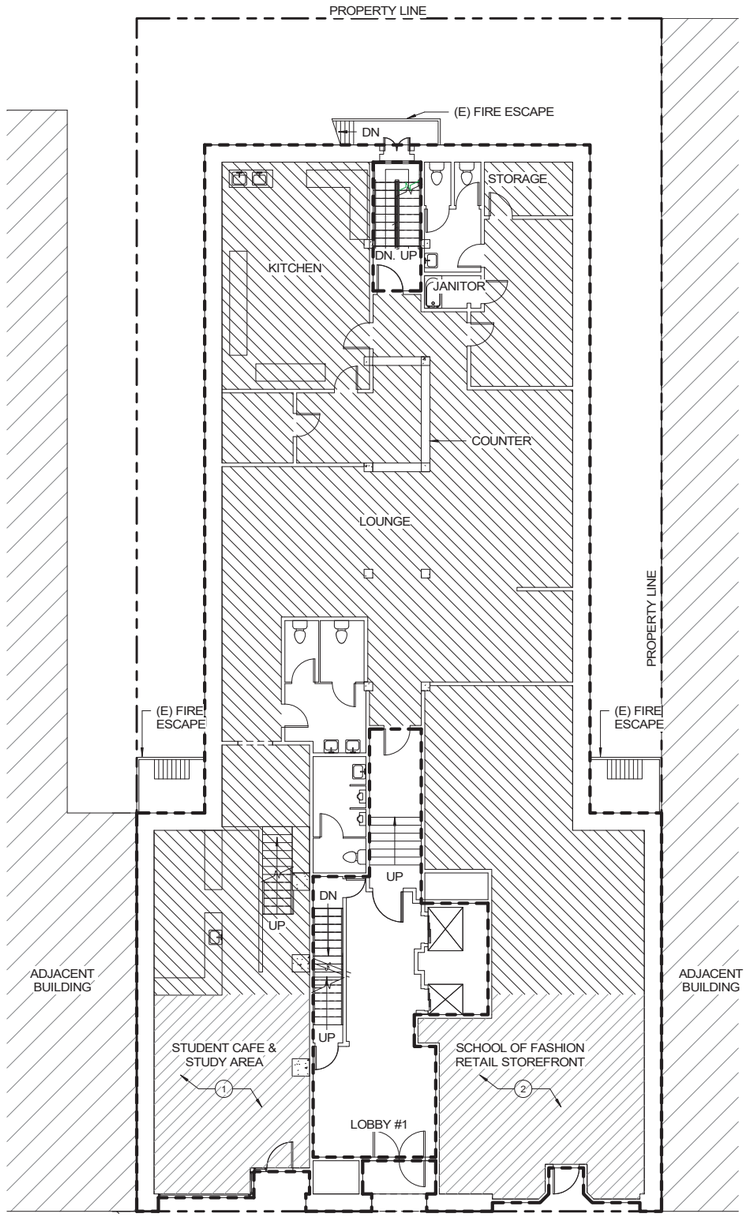
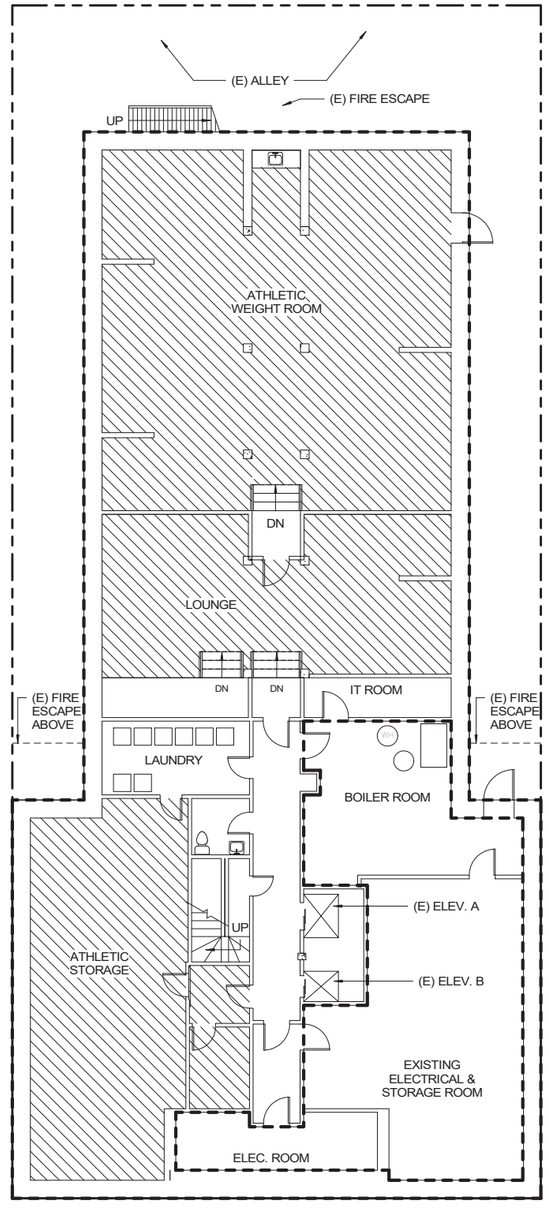


2 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

KEYNOTES

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LEGEND

AREAS DESIGNATED FOR INSTITUTIONAL USE / OCCUPIED FLOOR AREA

PROPERTY LINE

GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME

XXX — ROOM NUMBER

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Phase	
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No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

A2.1

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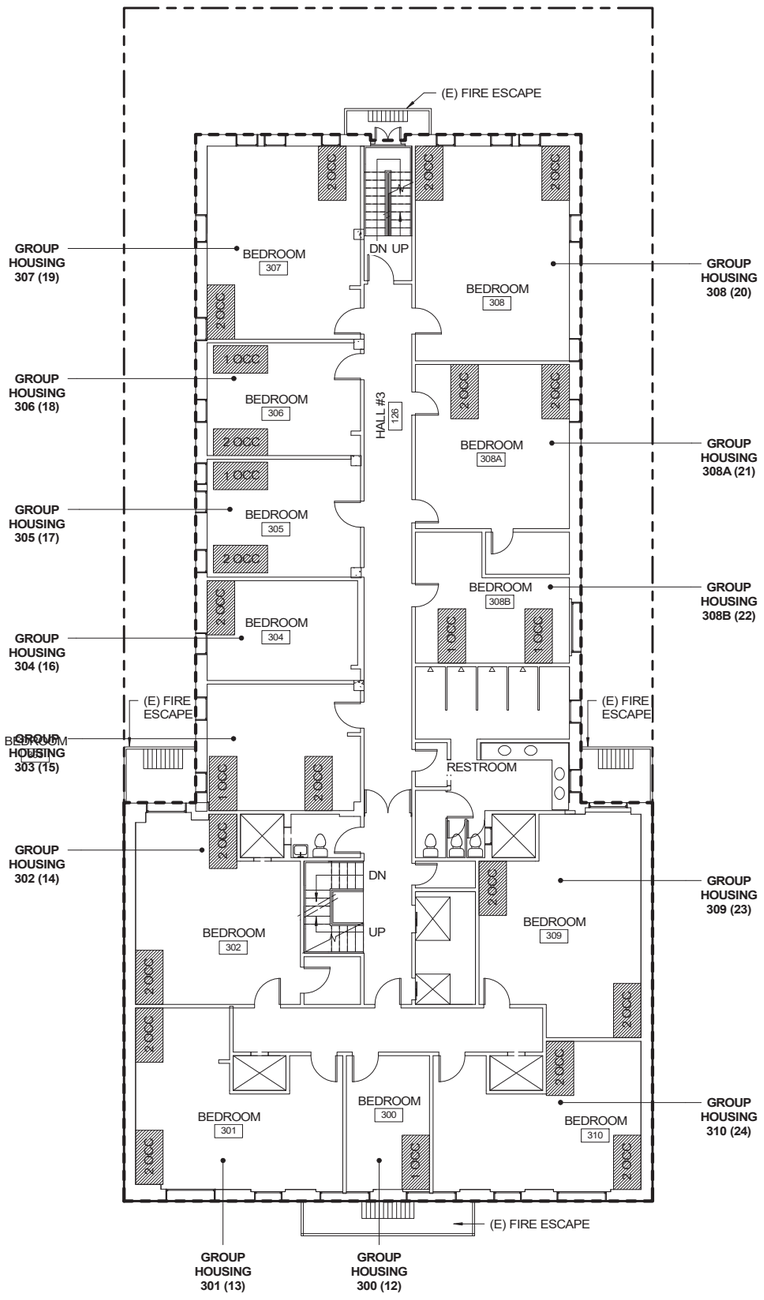
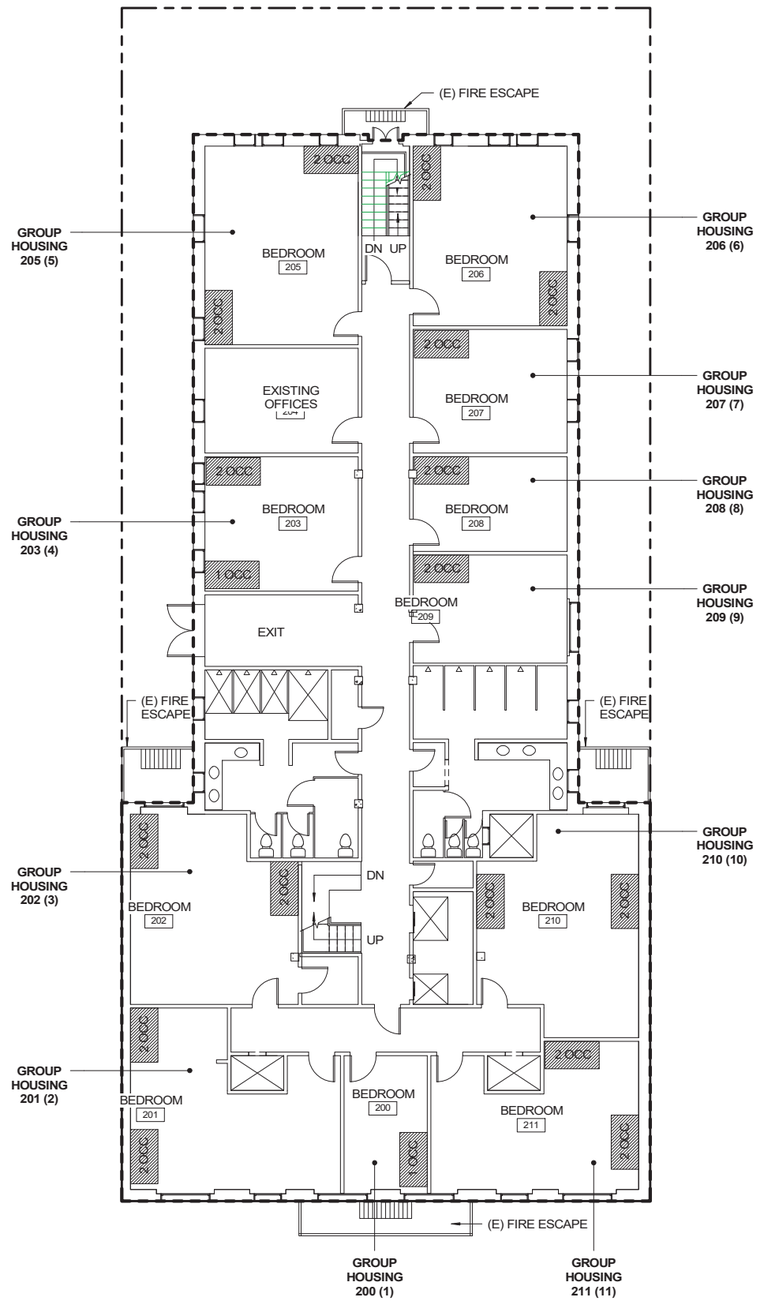


2 LEVEL 3 - PROPOSED
1/8" = 1'-0"



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - PROPOSED

ROOM	COUNT
200	1
201	4
202	4
203	3
205	4
206	4
207	2
208	2
209	2
210	4
211	4
TOTAL BED COUNTS	34

Level 3

Level 3 - PROPOSED

ROOM	COUNT
300	1
301	4
302	4
303	3
304	2
305	3
306	3
307	4
308	4
308A	4
308B	2
309	4
310	4
TOTAL BED COUNTS	42

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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655 SUTTER
San Francisco, CA 94102

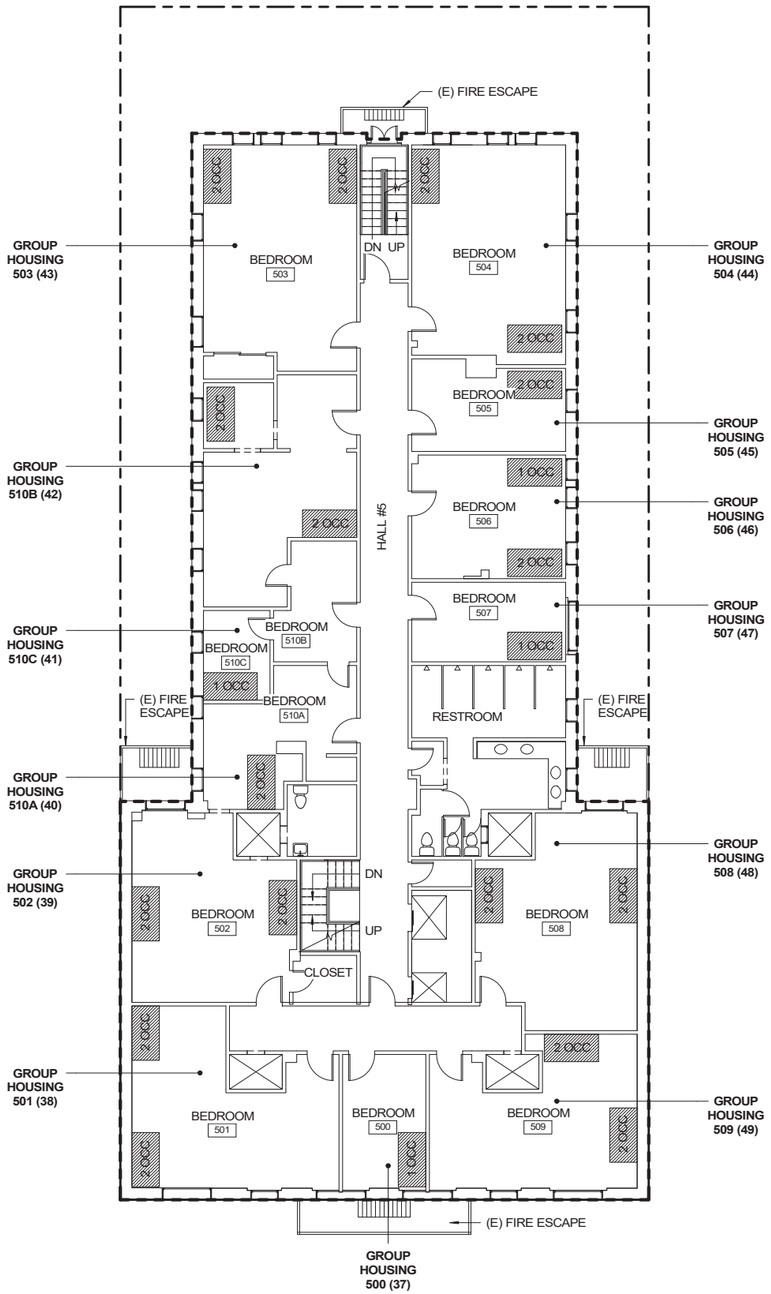
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.08
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:03:08 PM

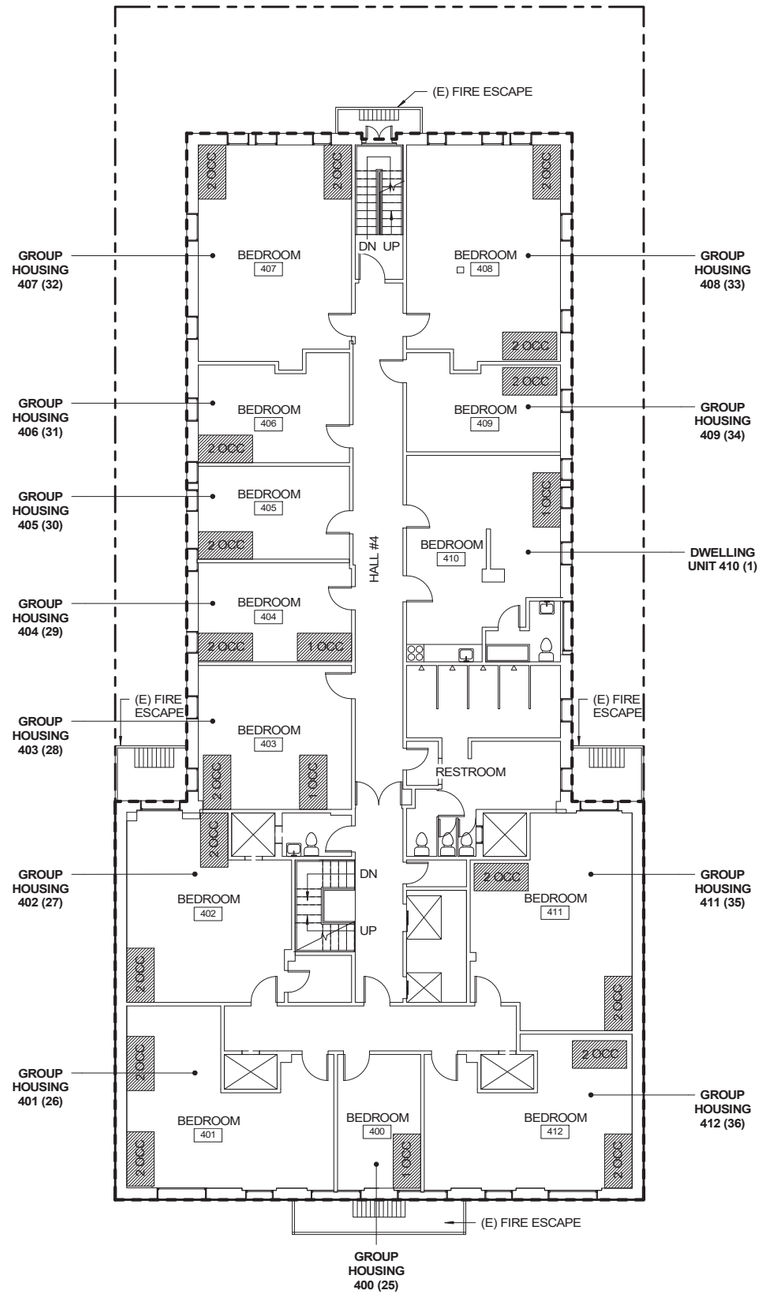
No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 2 & 3

A2.2



2 LEVEL 5 - PROPOSED
1/8" = 1'-0"



1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 4

Level 4 - PROPOSED

ROOM	COUNT
400	1
401	4
402	4
403	3
404	3
405	2
406	2
407	4
408	4
409	2
410	1
411	4
412	4
TOTAL BED COUNTS	38

Level 5

Level 5 - PROPOSED

ROOM	COUNT
500	1
501	4
502	4
503	4
504	4
505	2
506	3
507	1
508	4
509	4
510A	2
510B	4
510C	1
TOTAL BED COUNTS	38

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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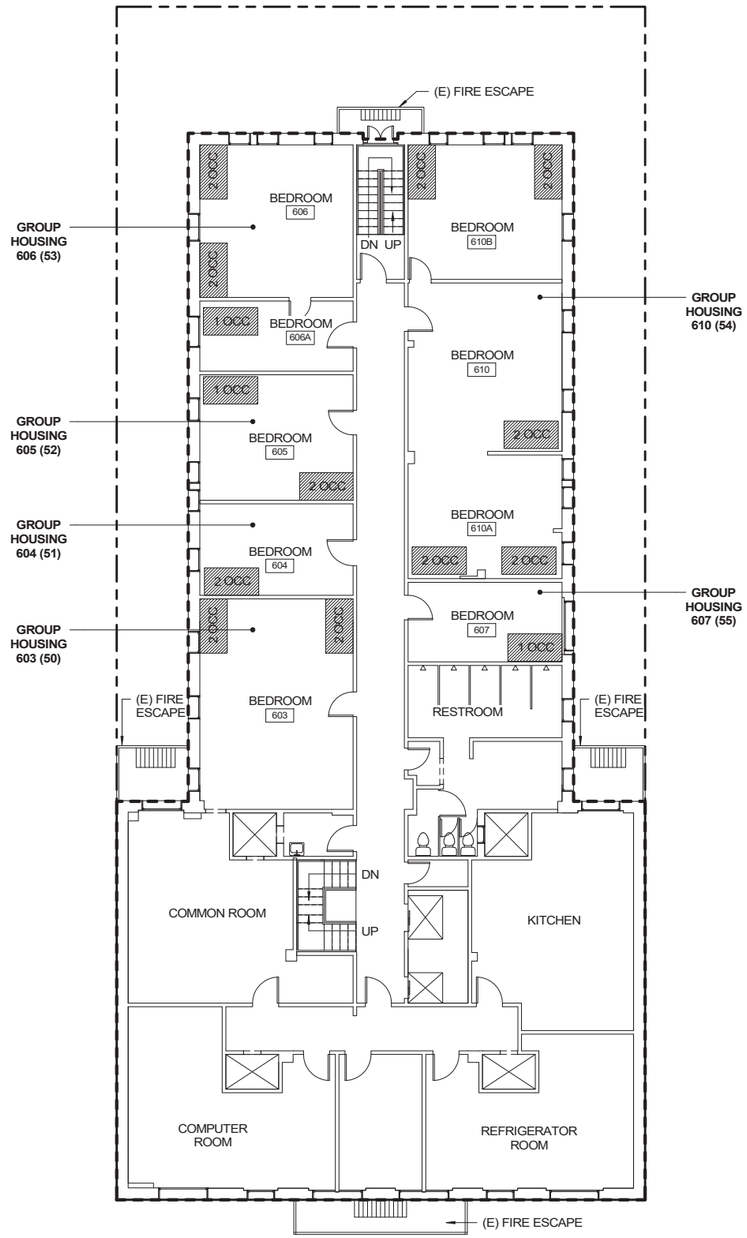
No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 4 & 5

A2.3



1 LEVEL 6 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 6

Level 6 - PROPOSED

ROOM	COUNT
603	4
604	2
605	3
606	4
606A	1
607	1
610	2
610A	4
610B	4
TOTAL BED COUNTS	25

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 6

A2.4

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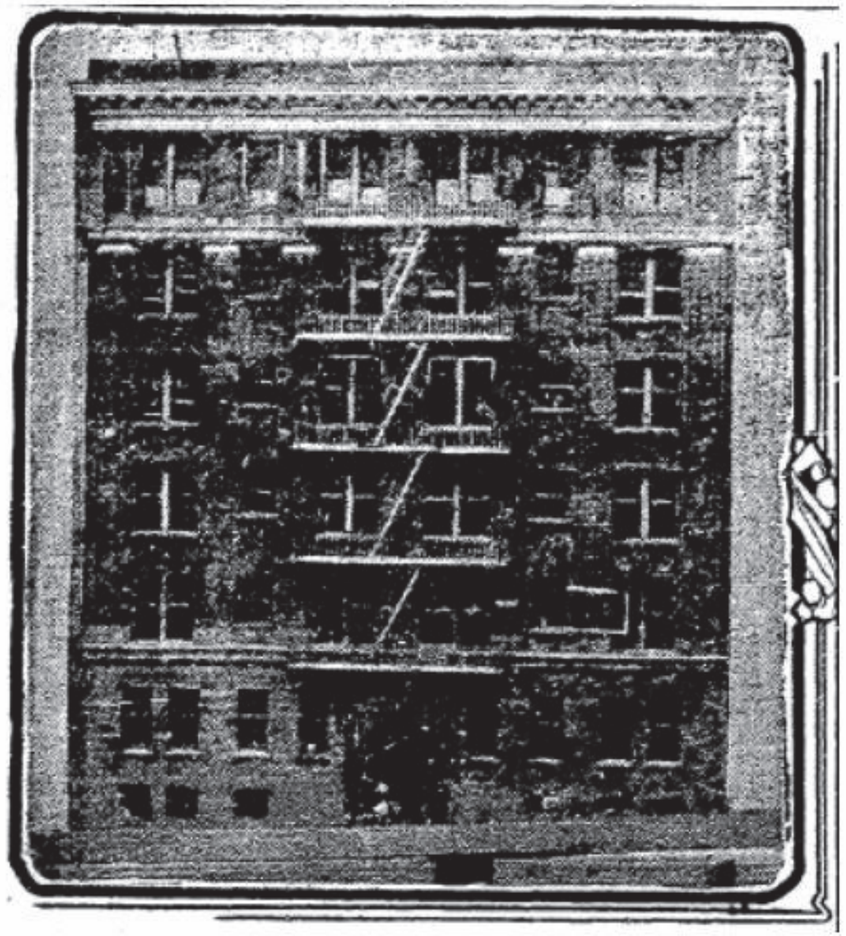
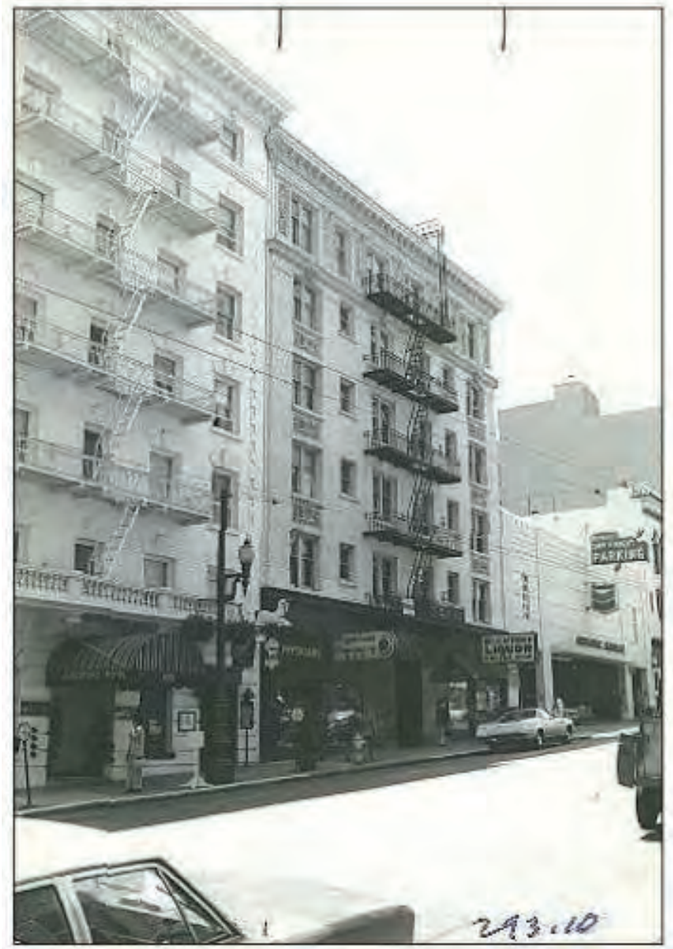


2 NORTH ELEVATION (1913)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR



1 NORTH ELEVATION (1976)

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

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No.	Date	Description

HISTORICAL
EXTERIOR
ELEVATION IMAGES

A3.0

2 NORTH ELEVATION - CROPPED
NTS

1 NORTH ELEVATION - SUTTER STREET
NTS

KEYNOTES

1. ESTM ES-21, HR-1 SIGNAGE TO REMAIN, PROVIDE INTERNALLY ROUTED CONDUIT
2. ESTM ES-21, HR-2 THE FACADE, STOREFRONT, WINDOW SASHES, AND SURROUNDS SHOULD BE PAINTED IN LIGHTER HUES TO BE COMPATIBLE WITH THE DISTRICTS COLOR PALLETE IN ACCORDANCE WITH ARTICLE 11.
3. SECURITY CAMERAS AND EXISTING FLEX CONDUIT PATHWAYS TO BE REMOVED
4. GOOSENECK LIGHT FIXTURES TO BE REMOVED
5. REMOVE EXISTING SIGNAGE
6. REMOVE EXISTING LINEAR LIGHT FIXTURES
7. RELOCATE SECURITY CAMERA TO DIRECTLY ABOVE CONDUIT PENETRATION FROM THROUGH THE BUILDING,
8. NEW LAMPS AT EXISTING RECESSED FIXTURES IN ALCOVE ABOVE
9. NEW LAMP AT EXSTING RECESSED ALCOVE
10. PROPOSED NON-ILLUMINATED AAU BUSINESS PROJECTING SIGN; "ACADEMY OF ART UNIVERSITY" "STUDENT STORE"; SEE SIGNAGE CONSULTANT DRAWINGS
11. PROPOSED NON-ILLUMINATED AAU BUSINESS PROJECTING SIGN; "ACADEMY OF ART UNIVERSITY" "ART CAFE"; SEE SIGNAGE CONSULTANT DRAWINGS

ITEMS NOTED ON 9/25/19 SITE WALK:

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EXTERIOR ELEVATION IMAGES

A3.1

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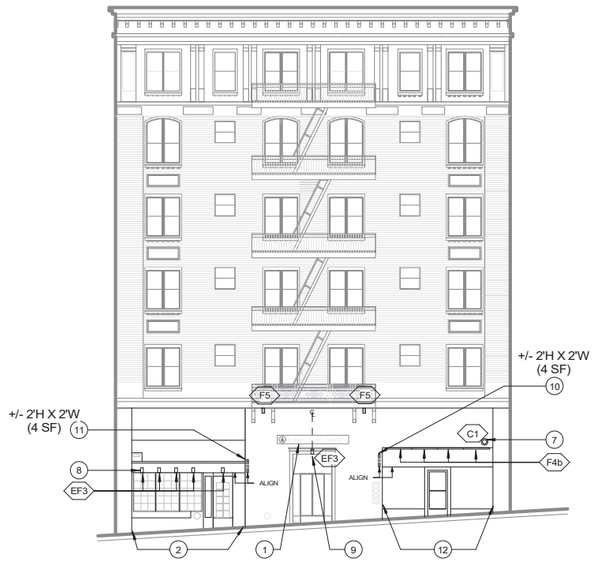

NORTH ELEVATION - SUTTER STREET (PROPOSED)

3 3/32" = 1'-0"

NORTH ELEVATION - SUTTER STREET (DEMO)

2 3/32" = 1'-0"

NORTH ELEVATION - SUTTER STREET (EXISTING)

1 3/32" = 1'-0"

MASTER SCHEDULE

*NOT ALL FIXTURES LISTED BELOW ARE USED AT EACH PROPERTY'S PROPOSAL

E	EXISTING SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C1	FIXED SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
C2	PANORAMIC SECURITY CAMERA *PAINT TO MATCH EXTERIOR BLDG. COLOR
F1a, F1b, F1c, F1d, F1e	RECESSED DOWNLIGHT FIXTURE
F2a, F2b	SPOT LIGHT FIXTURE
F3a, F3b, F3c, F3d, F3e	WALL SCONCE/ FLOOD LIGHT FIXTURE
F4a, F4b	LINEAR LIGHT FIXTURE
F5	DOWN LIGHT FIXTURE
F6a, F6b	WALL SCONCE FIXTURE
EF1, EF2, EF3	EXISTING FIXTURE. RELAMP WITH NEW LED RETROFIT LAMP

GENERAL NOTES

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2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING.
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED."
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6. ALL NEW SECURITY CAMERA CONDUIT TO BE INTERNALLY ROUTED. NO EXTERIOR EXPOSED CONDUIT
7. ALL NEW LIGHTING CONDUIT TO BE INTERNALLY ROUTED UNLESS OTHERWISE NOTED
8. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
9. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

KEYNOTES

1. ESTM ES-21, HR-1 SIGNAGE TO REMAIN, PROVIDE INTERNALLY ROUTED CONDUIT
2. ESTM ES-21, HR-2 THE FACADE, STOREFRONT, WINDOW SASHES, AND SURROUNDS SHOULD BE PAINTED IN LIGHTER HUES TO BE COMPATIBLE WITH THE DISTRICTS COLOR PALLETE IN ACCORDANCE WITH ARTICLE 11.
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<u>ITEMS NOTED ON 9/25/19 SITE WALK:</u>

12. THE FACADE, STOREFRONT, WINDOW SASHES, AND SURROUNDS AT STREET LEVEL SHOULD BE PAINTED IN LIGHTER HUES TO BE COMPATIBLE WITH THE DISTRICTS COLOR PALLETE IN ACCORDANCE WITH ARTICLE 11.

LEGEND

SECURITY CAMERA

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

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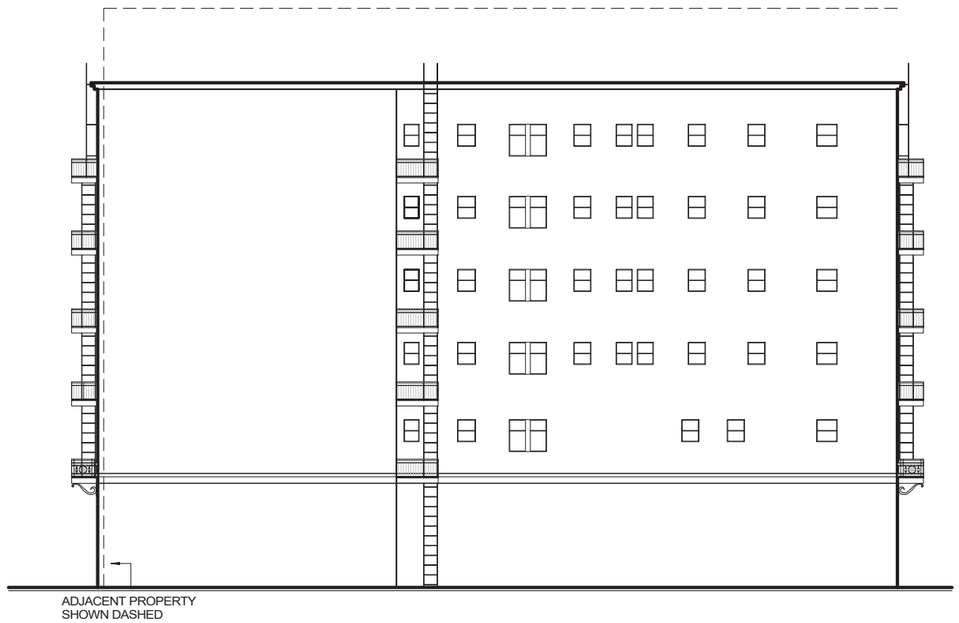
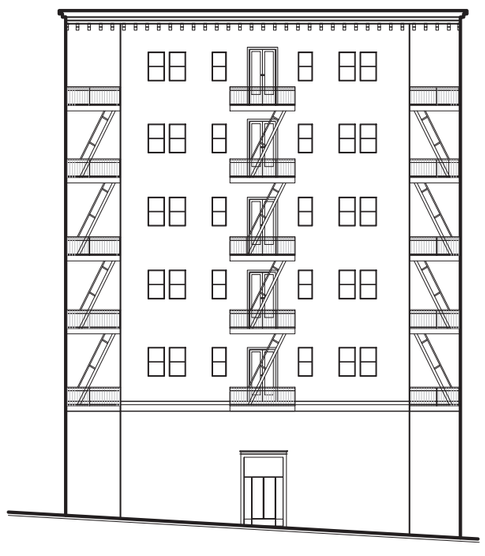
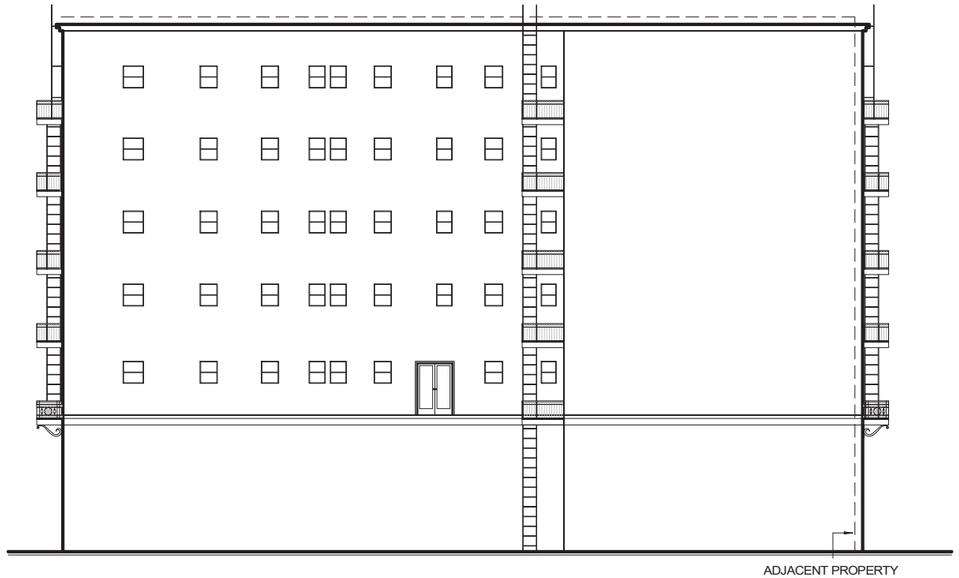


WEST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
3/32" = 1'-0"



SOUTH ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
3/32" = 1'-0"



EAST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
3/32" = 1'-0"

GENERAL NOTES

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3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED."
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KEYNOTES

SEE SHT. A3.2 FOR KEYNOTES

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No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

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KEYNOTES

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ITEMS NOTED ON 9/25/19 SITE WALK:

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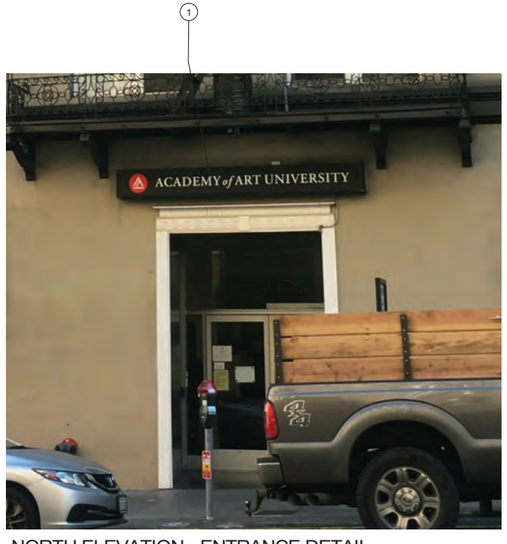

3 NORTH ELEVATION - ENTRANCE DETAIL
1/8" = 1'-0"

2 IMAGE
NTS

1 IMAGE
NTS

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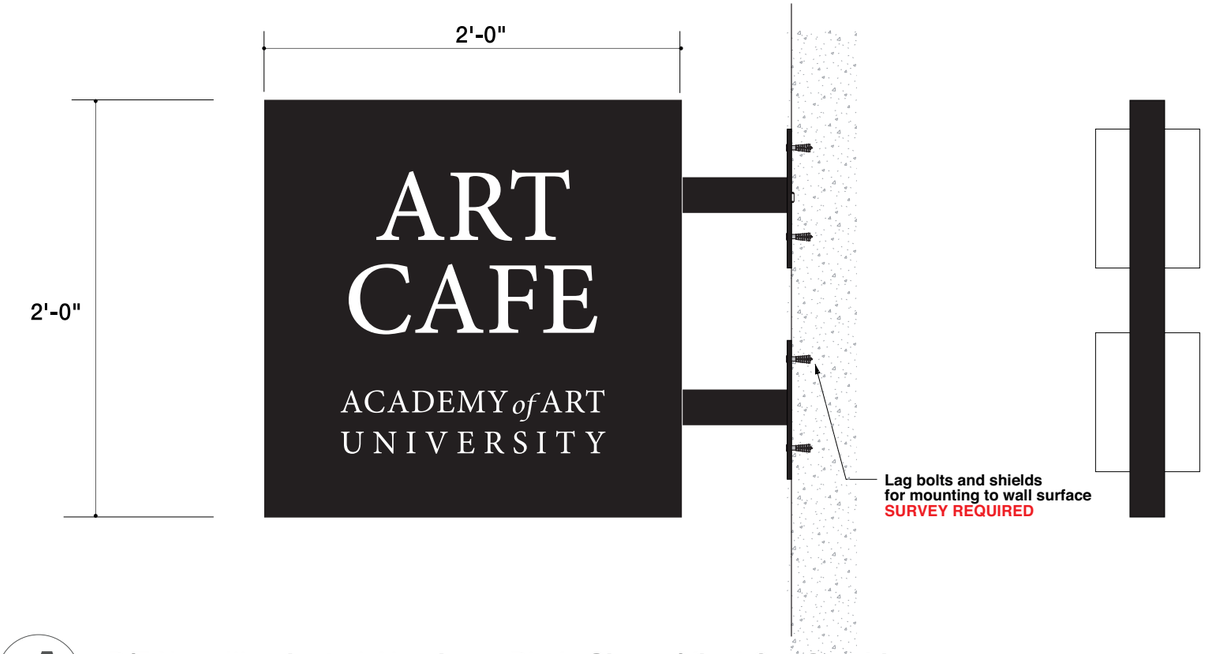
REN. 10/2019
STATE OF CALIFORNIA

Project Number: 21823.08
Issue Date: 10/11/19
Scale: 1/8" = 1'-0"
Phase:
Print Date: 10/11/2019 11:03:35 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1



A D/F Non- Illuminated Aluminum Blade Sign w/Vinyl Cut Graphics

Scale: 3 = 1' - 0"

Aluminum Cabinet - Painted Black
1st Surface Vinyl Graphic

All Exterior Indirect Lighting w/ LED Modules

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 2 Date: 9/24/19

Revision Notes:
A) Revised blade sign dims. and lighting
B) Revised wall sign lighting
C) Added wall sign above entrance
D) Added wall sign above retail entrance
E) Revised dimensions of sign B

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
655 SUTTER STREET
SAN FRANCISCO

Customer Approval

Signature

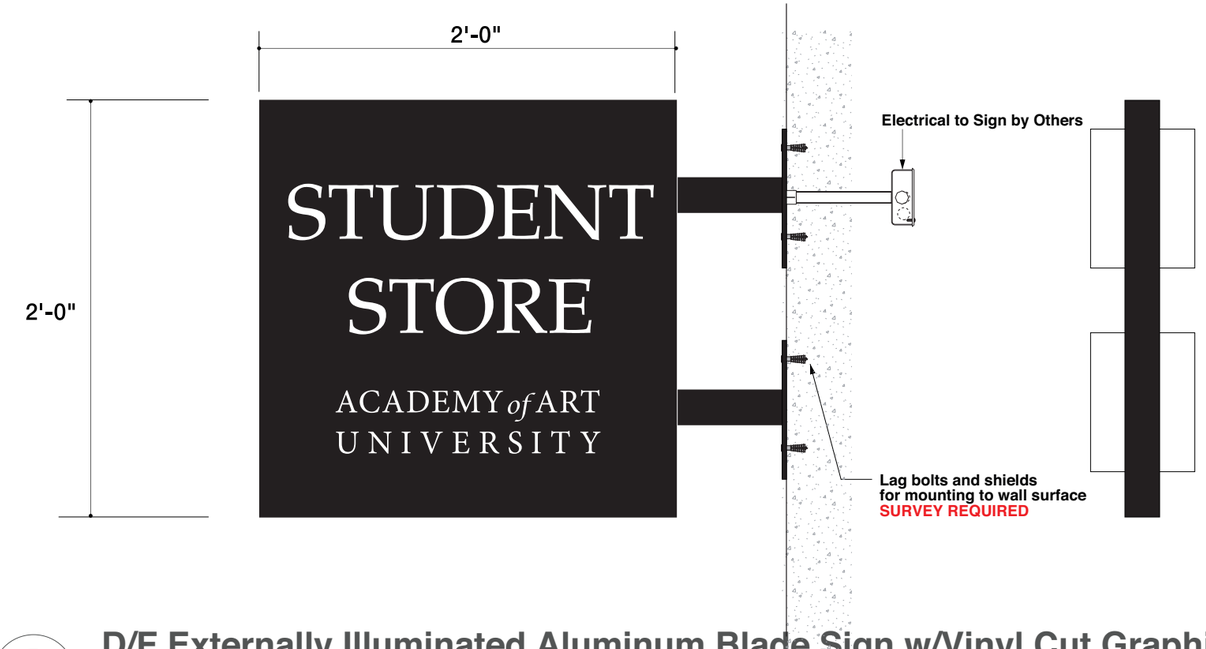
MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.

GG 2.0



C D/F Externally Illuminated Aluminum Blade Sign w/Vinyl Cut Graphics

Scale: 1-1/2” = 1’ - 0”

Aluminum Cabinet - Painted Black
1st Surface Vinyl Graphic
3M 3630-143 Poppy Red Logo/Vinyl.
All Exterior Indirect Lighting w/ LED Modules

SURVEY REQUIRED
NOT FOR PRODUCTION

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All Signs to be Title 24 Compliant

Sheet No.
GG 4.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-19: HR-1	Awning. The awning and brackets shall be removed and any damaged material shall be repaired.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: See Notes on Sheet A3.2

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	2,488	2,488
LEVEL 1	2,991	2,991
LEVEL 2	2,806	2,806
LEVEL 3	2,821	2,821
LEVEL 4	2,821	2,821
LEVEL 5	2,821	2,821
LEVEL 6	2,806	2,806
GROSS SF TOTAL	19,554	19,554

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)
IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

PROPOSED RETAIL OCCUPIED FLOOR AREA

Level	Existing (SF)	Proposed (SF)
LEVEL 1	898	898
OCCUPIED SF TOTAL	898	898

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT C-3-G
*NO DENSITY LIMIT

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
DWELLING UNIT	N/A	28	27	27
GROUP HOUSING ROOM	N/A	0	0	0
BED COUNT	N/A	67	61	80

NOTES
1. Existing bed count reflects beds in residential Dwelling Units and bedroom occupied by AAU for residential uses, based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. One Bedroom/Unit occupied by non-AAU Permanent Resident (DU# 208) in this building. Bedrooms/Units entitled as student housing, with provision made that all existing non-AAU residents may remain in their current Bedrooms/Units until voluntarily vacating.
5. Planning Code Section 317 conditional use authorization requested to reflect removal of one last-legal Dwelling Unit use on ground floor.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

*EXCEPTION REQUEST: An exception from the student housing conversion restrictions of Planning Code Section 317(e) is requested to approve the student housing use characteristic proposed for this project.

D- EXPOSURE
*ANALYSIS NOT REQUIRED

E- REAR YARD
*ANALYSIS NOT REQUIRED

F- OPEN SPACE
*ANALYSIS NOT REQUIRED

G- ACTIVE USE
*ANALYSIS NOT REQUIRED

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SCOPE OF WORK

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO LEGALIZE THE REMOVAL OF 1 DWELLING UNIT AT 680 SUTTER, RESULTING IN 27 DWELLING UNITS WITH A STUDENT HOUSING USE CHARACTERISTIC.

THE PROJECT ALSO PROPOSES TO RETAIN 898 SF. OF RETAIN OCCUPIED FLOOR AREA ON THE FIRST LEVEL OF THE BUILDING.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 680 SUTTER LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO ABATE AND/OR CLOSE ENFORCEMENT CASES 8730 (CHANGE OF USE TO GROUP HOUSING W/O BUILDING PERMIT); 2015-012594 (SIGN AT AAU WITHOUT APPROVED PERMITS); AND 2015-012702 (AWNINGS WITHOUT PERMIT).

NEW PROPOSED SIGNAGE

SHEET INDEX

*** Minor Permit to Alter requires HISTORIC PRESERVATION COMMISSION REVIEW**

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	PRESERVATION ISSUE*	SF DBI ISSUE
A0.0	COVER SHEET	●	●	●
A0.1	PROJECT INFORMATION			●
A0.2	GENERAL NOTES			●
A0.S1	SITE PLAN AERIAL IMAGE & SITE HISTORY	●	●	●
A0.S2	SITE PLAN DRAWINGS	●	●	●
A0.T1	OCCUPANCY AND EGRESS PLANS			●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM			●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)			●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)			●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)			●
A1.1	EXISTING FLOOR PLANS - BASEMENT, LEVELS 1 & 2	●		●
A1.2	EXISTING FLOOR PLANS - LEVELS 3 & 4	●		●
A1.3	EXISTING FLOOR PLANS - LEVELS 5 & 6	●		●
A2.1	PROPOSED FLOOR PLANS - BASEMENT, LEVELS 1 & 2	●		●
A2.2	PROPOSED FLOOR PLANS - LEVELS 3 & 4	●		●
A2.3	PROPOSED FLOOR PLANS - LEVELS 5 & 6	●		●
A3.0	HISTORICAL EXTERIOR ELEVATION IMAGES	●	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●	●
A4.1	WINDOW SCOPE	●	●	●
A4.2	WINDOW SCOPE	●	●	●
A4.3	EXTERIOR ELEVATION DETAIL IMAGES	●	●	●
	SIGNAGE SHEETS			
GG 2.0	SIGNAGE DETAILS	●	●	●
GG 3.0	SIGNAGE DETAILS	●	●	●

TOTAL SHEETS: 19

PROPERTY INFORMATION

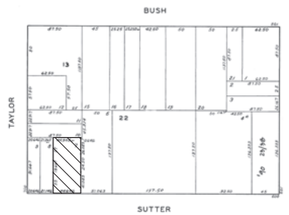
ADDRESS	680 SUTTER STREET
BLOCK/LOT	0283/007
No OF STORIES	7 (NO CHANGE)
DISTRICTS	
ZONING	C-3-G
HEIGHT/BULK	160-F
SPECIAL USE	WITHIN 1/4 MILE OF THE FRINGE FINANCIAL SERVICES RUD WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	NO CHANGE OF USE REQUIRED
LAST LEGAL	RESIDENTIAL: DWELLING UNITS (28 UNITS)
PROPOSED	RESIDENTIAL: DWELLING UNITS (27 UNITS) & GALLERY (RETAIL USE)

HISTORIC EVALUATION

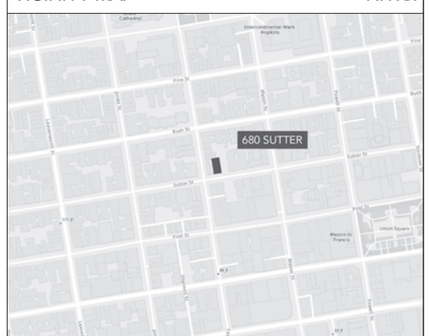
HISTORIC RESOURCE STATUS	A - Historic Resource Present
NATIONAL REGISTER HISTORIC DISTRICTS	Lower Nob Hill Apartment Hotel Historic District
CALIFORNIA REGISTER HISTORIC DISTRICTS	Lower Nob Hill Apartment Hotel Historic District
HISTORIC RESOURCE EVALUATION RESPONSES	None
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	CATEGORY: IV - Contributory Building,. Within Conserv. Dist. DISTRICT: Kearny-Market-Mason-Sutter
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR IMAGE

PLOT PLAN N.T.S.



VICINITY MAP N.T.S.



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TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

680 SUTTER
San Francisco, CA 94102

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.09
Issue Date 10/11/19
Scale: As indicated
Phase
Print Date: 10/11/2019 11:08:52 PM

No.	Date	Description

COVER SHEET

A0.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

1 SITE PLAN AERIAL IMAGE

N

SITE HISTORY

SOURCE: ESTM Case No. 2008.0586E - Appendix HR

In 1918, Conrad Alfred Meussdoffer constructed 680 Sutter Street for I. Goodfriend. Although little information was available on I. Goodfriend, he is presumed to be Isidor Goodfriend, the president and manager of the Goodfriend Hotel, located on 245 Powell Street.

A San Francisco native, Meussdoffer began his career at the architectural firm of Salfield & Kohlberg in 1892. Three years later, in 1895, he partnered with Victor de Prosse before opening his own firm two years later in 1897. Early in his career, Meussd offer designed a number of single-family residences in the Pacific Heights area, including 3016 Clay Street (1897), 3051 Clay Street (1902), 3320 Jackson Street (1906), and a pair of flats at 3353 and 3355 Jackson Street (1906). Meussdoffer later moved towards multifamily residences with some of his designs including 1925 Gough Street (1906), 2145 Franklin Street (1917) and 2100 Jackson (1923) among others. After 680 Sutter was completed in 1918, the building changed ownership on numerous occasions. Goodfriend owned the building through 1924, at which time it transferred to Ralph McLeran.83 By 1934, the building again changed hands, when T. Fahrenkrog acquired it and re-sold the same year to the Panama Realty Company.84 Between 1935 and 1962, available building permits show several names listed under the owners/leasees, including Hale Bros. Realty Company (1935), M. Rabonovitch (1948), Richard King (1960), and Don Faulkner and Associates (1962).

By 1965 the building was owned by Roy Christie, who would retain the building until 1973. Christie is the last known owner prior to the AAU acquisition of the building in 1982.

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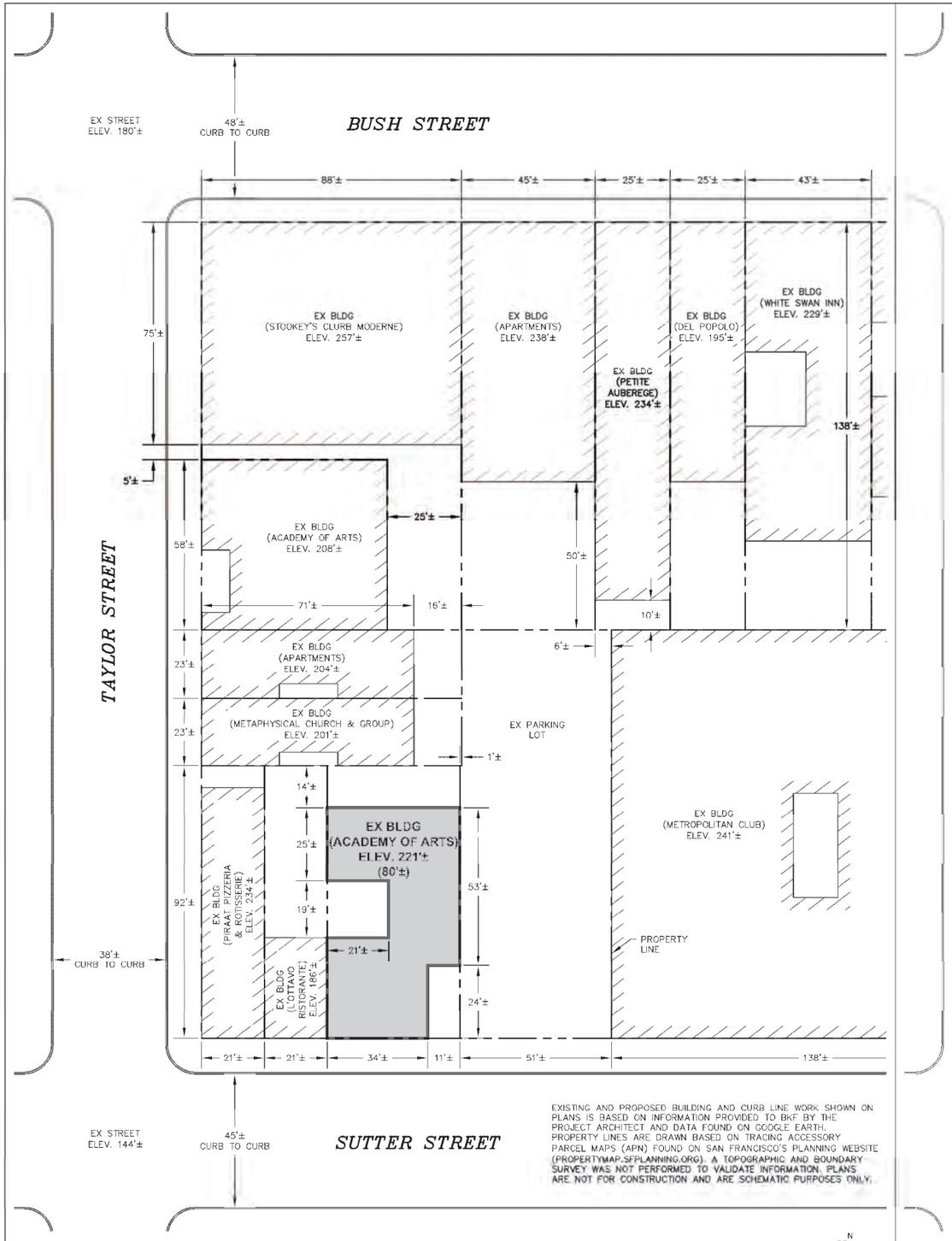
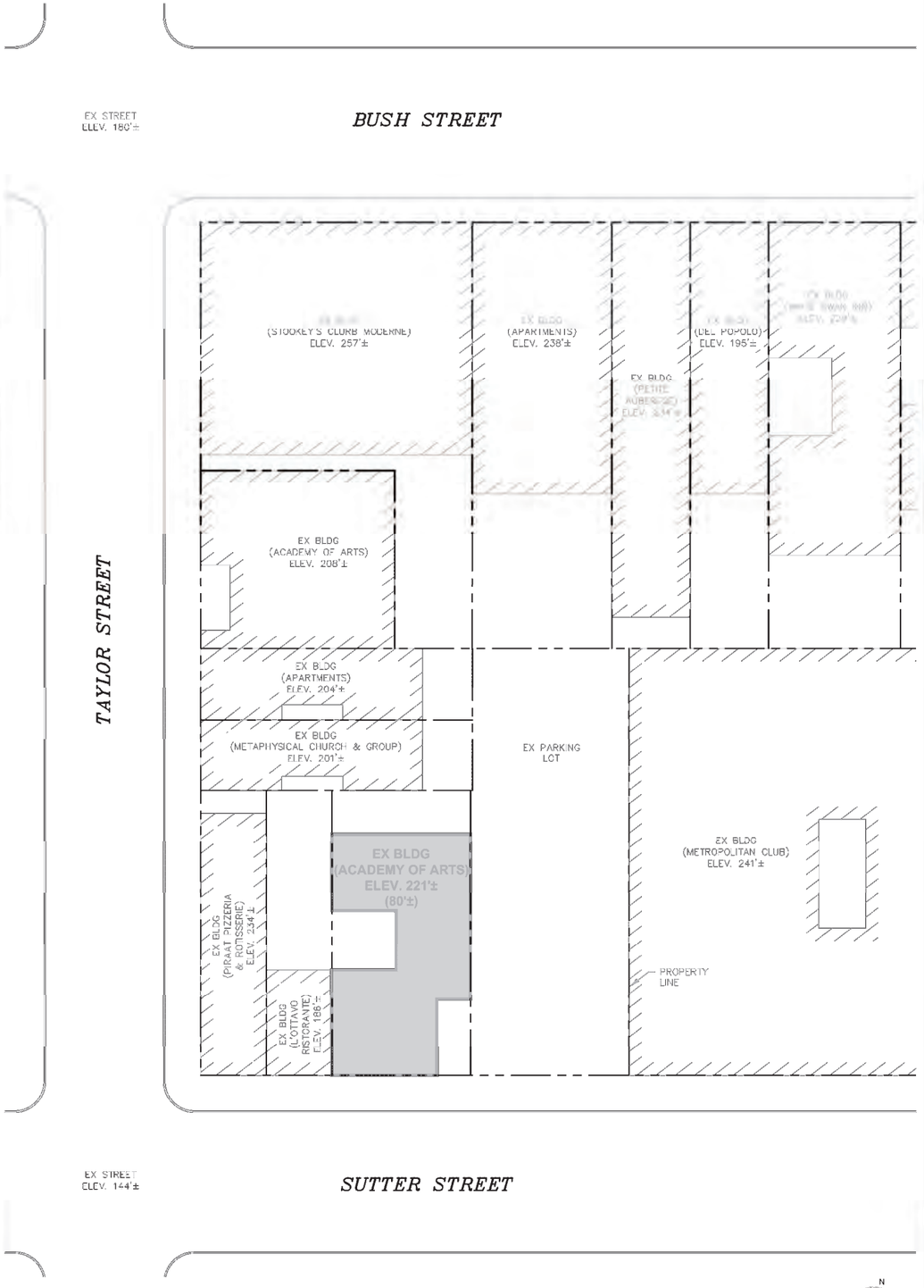
SITE PLAN AERIAL IMAGE & SITE HISTORY

A0.S1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 680 SUTTER - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 680 SUTTER - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'
N

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU
RESIDENTIAL
COMPLIANCE
SET

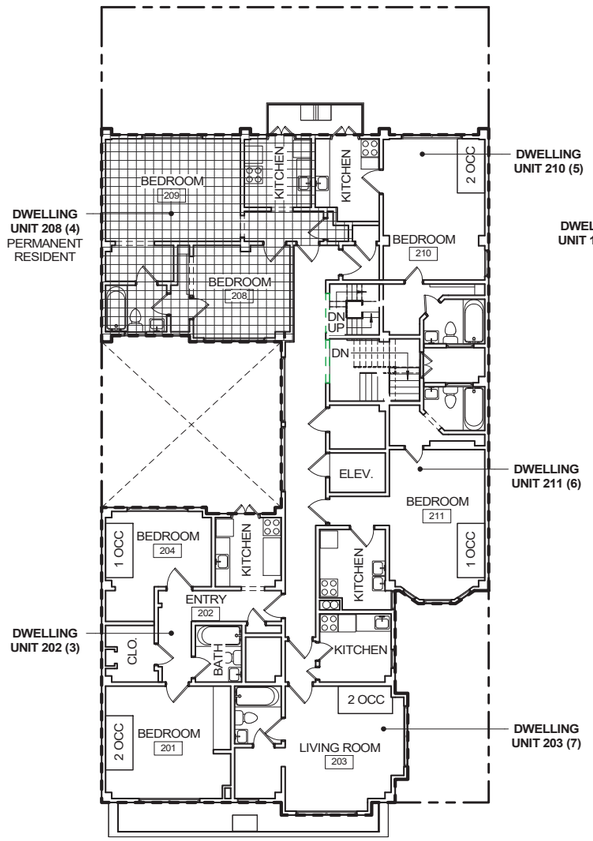
680 SUTTER
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER
JASON T. WU
No. C 52281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

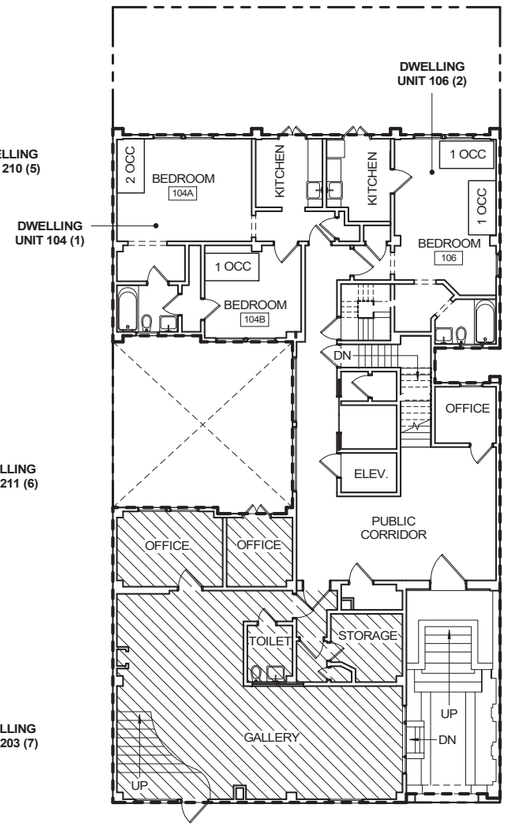
21823.09 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

A0.S2

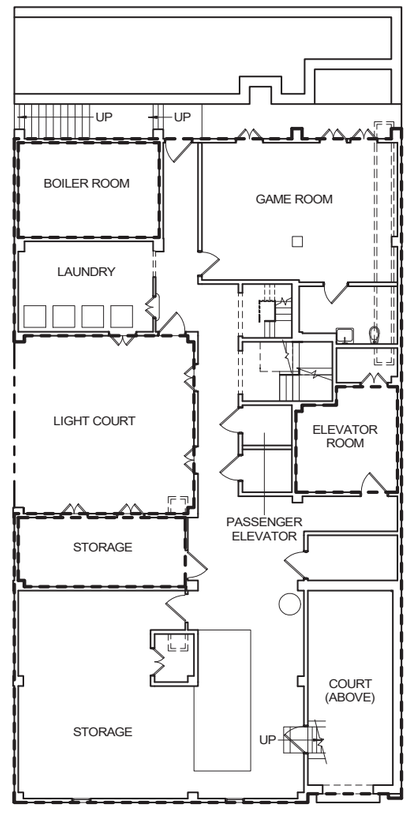


3 LEVEL 2 - EXISTING
1/8" = 1'-0"



SUTTER STREET

2 LEVEL 1 - EXISTING
1/8" = 1'-0"



1 BASEMENT - EXISTING
1/8" = 1'-0"

BED COUNT

Level 1

Level 1 - (E) Bed Counts	
ROOM	COUNT
104A	2
104B	1
106	2
TOTAL BED COUNTS	5

Level 2

Level 2 - (E) Bed Counts	
ROOM	COUNT
201	2
203	2
204	1
210	2
211	1
TOTAL BED COUNTS	8

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- RETAIL USE
- PERMANENT RESIDENT

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED, 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED, 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

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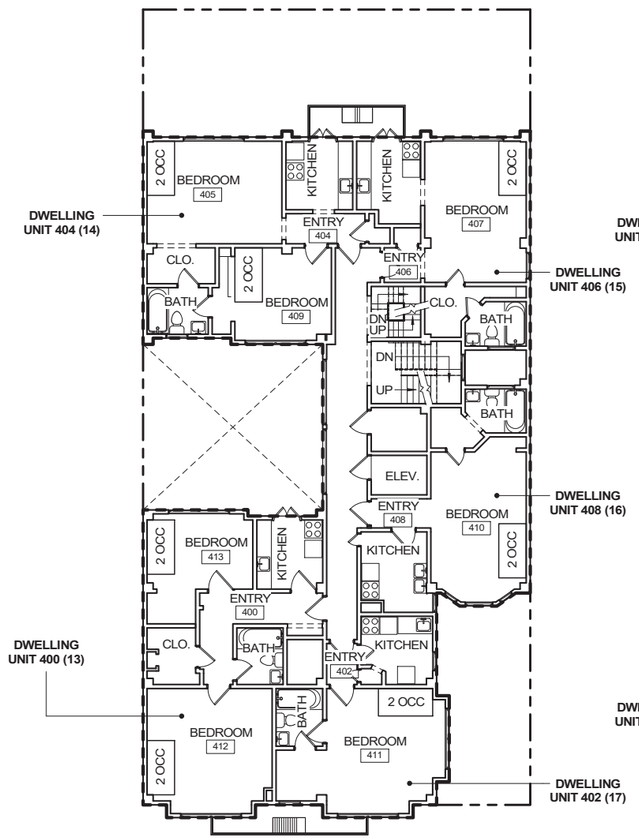
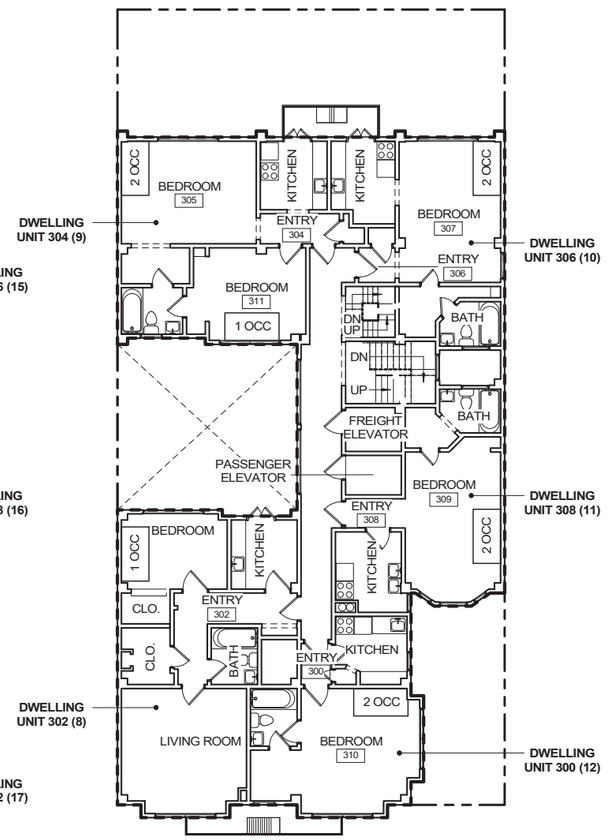
EXISTING FLOOR PLANS - BASEMENT, LEVELS 1 & 2

A1.1



2 LEVEL 4 - EXISTING
1/8" = 1'-0"



1 LEVEL 3 - EXISTING
1/8" = 1'-0"

BED COUNT

Level 3

Level 3 - (E) Bed Counts

ROOM	COUNT
302	1
305	2
307	2
309	2
310	2
311	1
TOTAL BED COUNTS	10

Level 4

Level 4 - (E) Bed Counts

ROOM	COUNT
405	2
407	2
409	2
410	2
411	2
412	2
413	2
TOTAL BED COUNTS	14

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- RETAIL USE
- PERMANENT RESIDENT

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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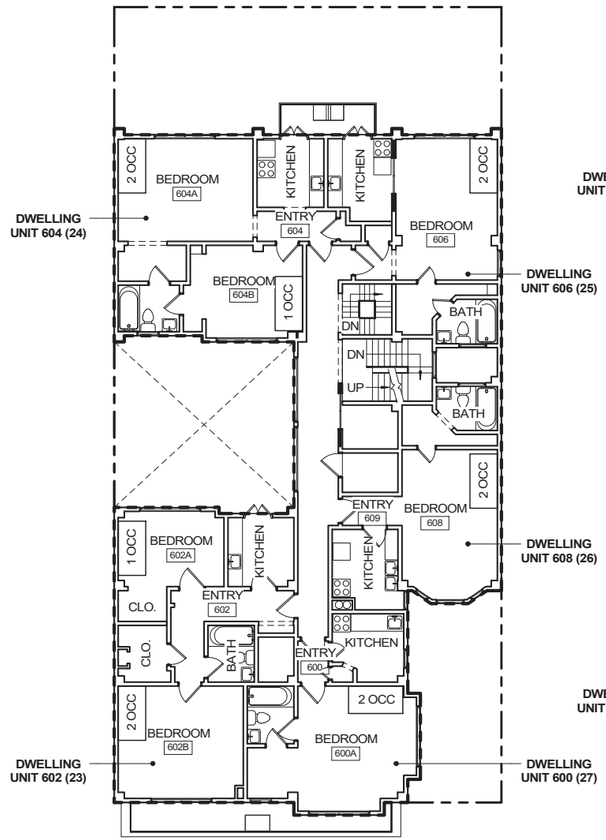
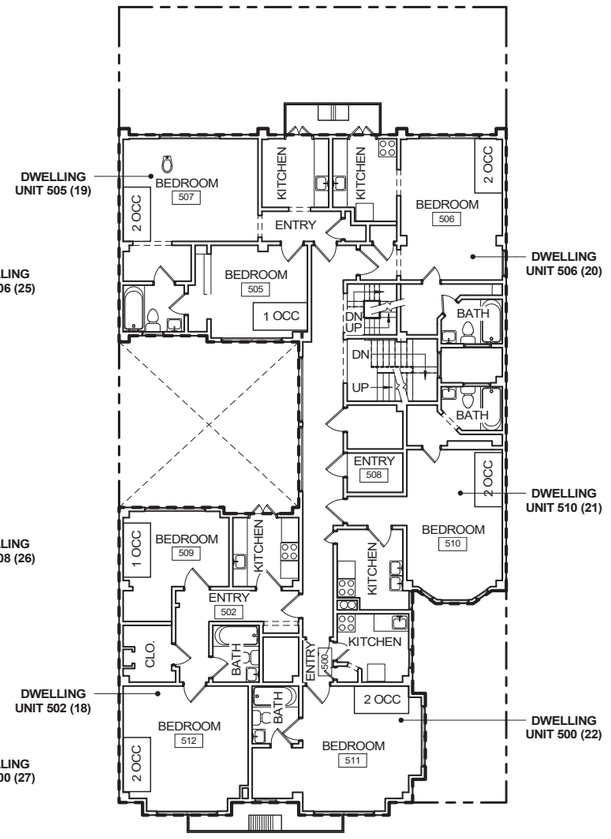
EXISTING FLOOR PLANS - LEVELS 3 & 4

A1.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 6 -EXISTING
1/8" = 1'-0"



1 LEVEL 5 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 5

Level 5 - (E) Bed Counts

ROOM	COUNT
505	1
506	2
507	2
509	1
510	2
511	2
512	2
TOTAL BED COUNTS	12

Level 6

Level 6 - (E) Bed Counts

ROOM	COUNT
600A	2
602A	1
602B	2
604A	2
604B	1
606	2
608	2
TOTAL BED COUNTS	12

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- RETAIL USE
- PERMANENT RESIDENT

ROOM TAG
Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.09
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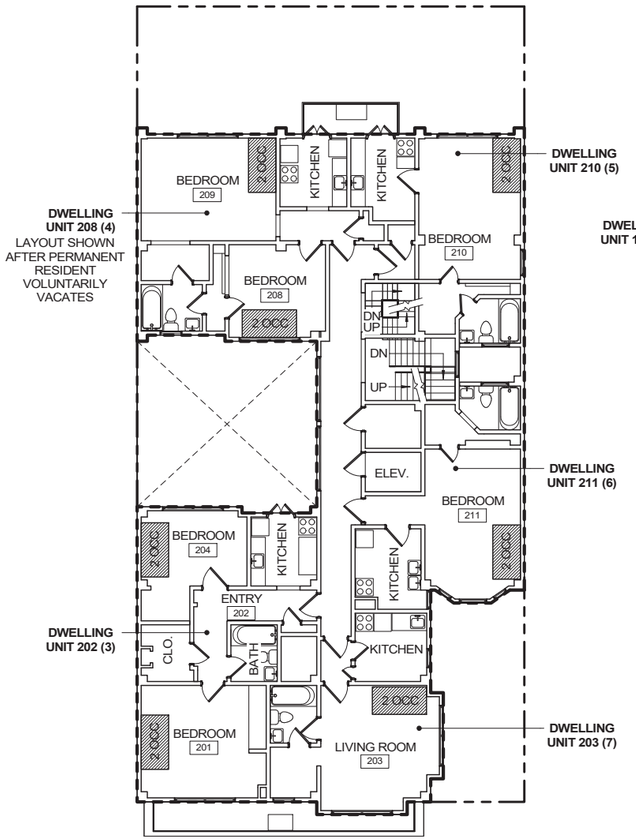
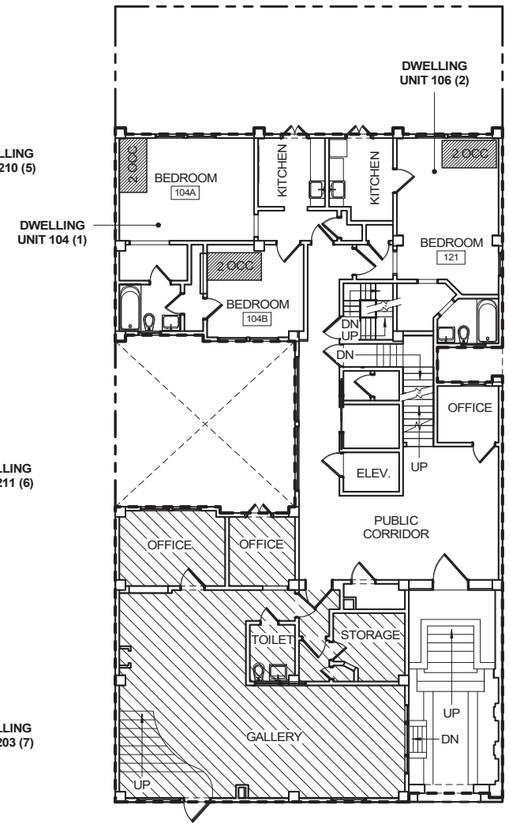
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 5 & 6

A1.3

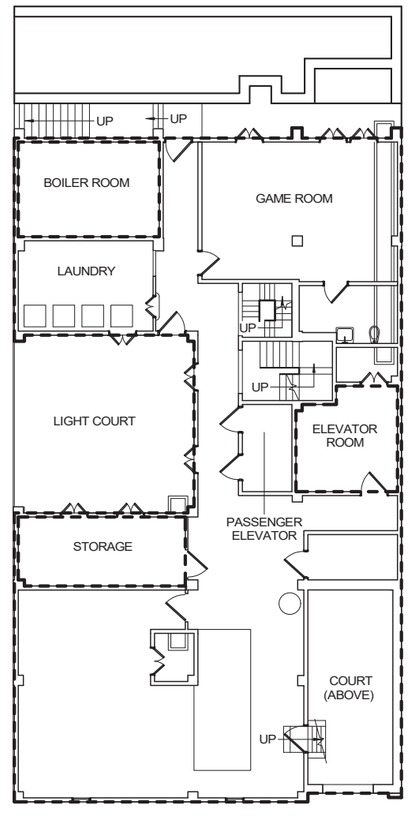


3 LEVEL 2 PROPOSED
1/8" = 1'-0"



SUTTER STREET

2 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 1

Level 1 - PROPOSED

ROOM	COUNT
104A	2
104B	2
106	2
TOTAL BED COUNTS	6

Level 2

Level 2 - PROPOSED

ROOM	COUNT
201	2
203	2
204	2
208	2
209	2
210	2
211	2
TOTAL BED COUNTS	14

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- RETAIL USE
- PERMANENT RESIDENT

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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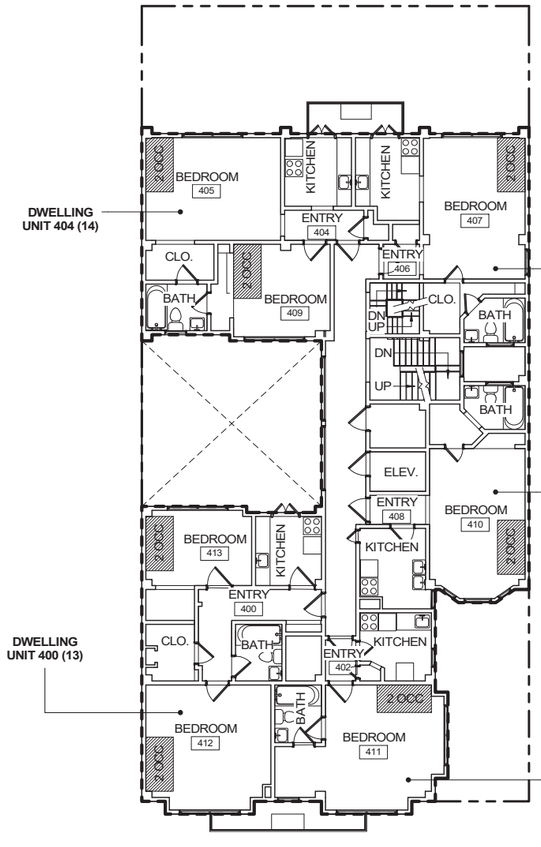
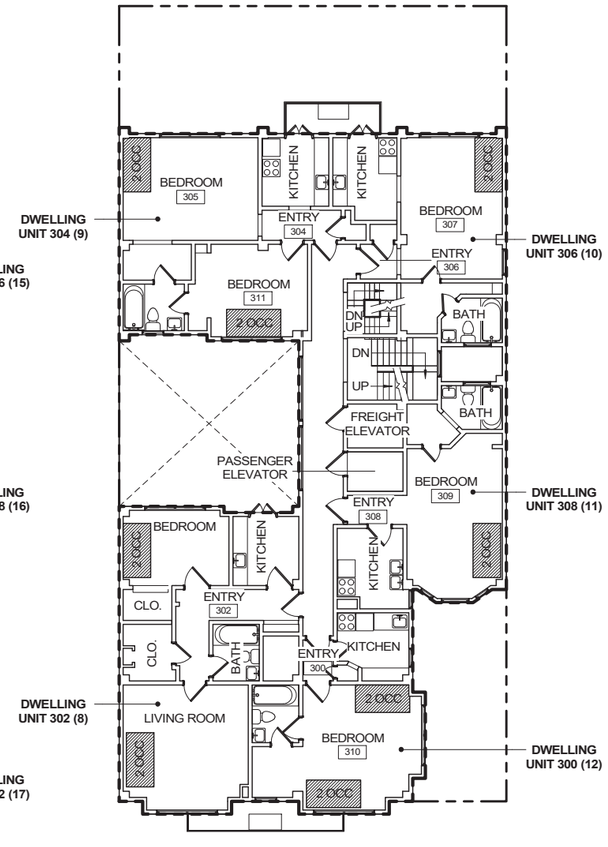
PROPOSED FLOOR PLANS - BASEMENT, LEVELS 1 & 2

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 4 - PROPOSED
1/8" = 1'-0"



1 LEVEL 3 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 3

Level 3 - PROPOSED

ROOM	COUNT
302	4
305	2
307	2
309	2
310	4
311	2
TOTAL BED COUNTS	16

Level 4

Level 4 - PROPOSED

ROOM	COUNT
405	2
407	2
409	2
410	2
411	2
412	2
413	2
TOTAL BED COUNTS	14

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- RETAIL USE
- PERMANENT RESIDENT

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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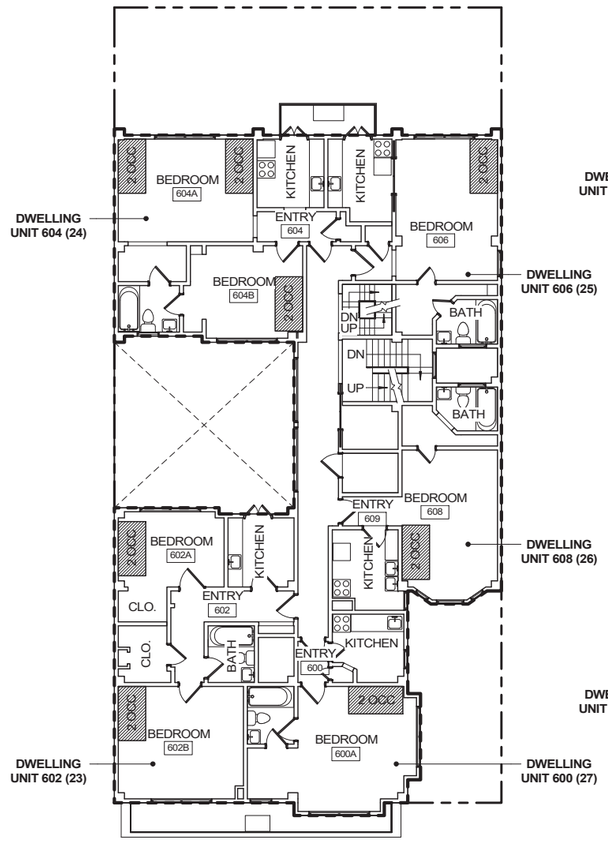
No.	Date	Description

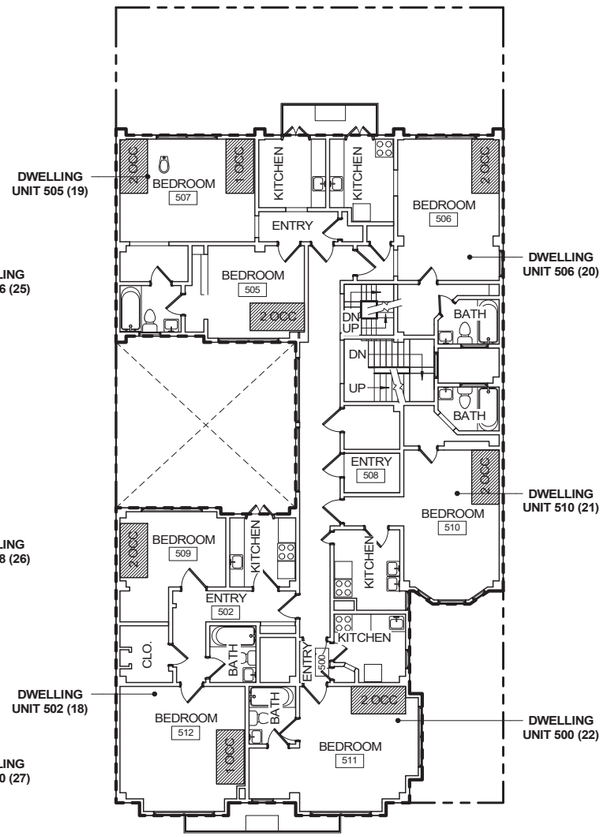
PROPOSED FLOOR PLANS - LEVELS 3 & 4

A2.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 6 - PROPOSED
1/8" = 1'-0"



1 LEVEL 5 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 5

Level 5 - PROPOSED

ROOM	COUNT
505	2
506	2
507	3
509	2
510	2
511	2
512	1
TOTAL BED COUNTS	14

Level 6

Level 6 - PROPOSED

ROOM	COUNT
600A	2
602A	2
602B	2
604A	4
604B	2
606	2
608	2
TOTAL BED COUNTS	16

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- RETAIL USE
- PERMANENT RESIDENT

ROOM TAG

Name
XXX

- ROOM NAME
- ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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PROPOSED FLOOR PLANS - LEVELS 5 & 6

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

4 SOUTH EAST CORNER (1919)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

3 SOUTH ELEVATION (1919, ENTRANCE DETAIL)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

2 SOUTH EAST CORNER (1978)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

1 SOUTH EAST CORNER (1993)
SOURCE: ESTM Case No. 2008.0586E - Appendix HR

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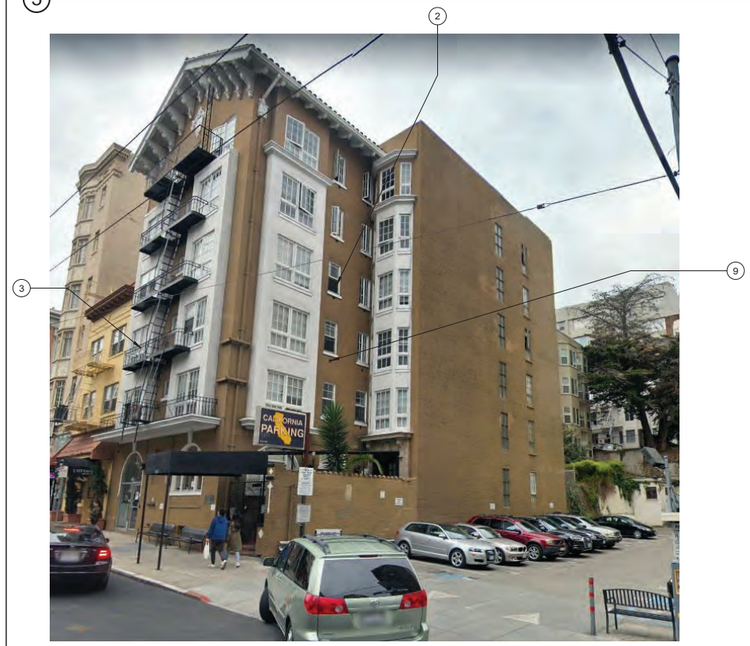
HISTORICAL EXTERIOR ELEVATION IMAGES

A3.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

5 SOUTH EAST CORNER - AWNING DETAIL



2 SOUTH EAST CORNER - SUTTER STREET (EXISTING/PROPOSED)

3 SOUTH EAST CORNER - SUTTER STREET (EXISTING/PROPOSED)

1 SOUTH ELEVATION - SUTTER STREET (EXISTING/PROPOSED)

KEYNOTES

1. ESTM ES-19, HR-1 AWNING AND BRACKETS TO BE REMOVED
2. ESTM ES-19, HR-2 NON-ORIGINAL VINYL, ALUMINUM, AND/OR SLIDER WINDOW TO BE REMOVED
3. ESTM ES-19, HR-3 FIRE ESCAPE LEGALLY PERMITTED BY PERMIT NO.S 9622494, 9710146.
4. ORIGINAL ENTRANCE APPEARANCE TO BE RESTORED; FOLLOWING REMOVAL OF THE AWNING MOUNTING HARDWARE, PERFORATIONS TO AND DAMAGED AREAS IN THE MASONRY OF THE ORNAMENTAL DOOR SURROUNDS TO BE PATCHED, REPAIRED, AND RESTORED TO MATCH EXISTING IN APPEARANCE (COLOR, TEXTURE, DETAILING.)
5. PROPOSED NEW MULTI-LIGHT WOOD SASH WINDOWS TO BE INSTALLED TO MATCH HISTORIC FENESTRATION IN TERMS OF CONFIGURATION, FUNCTION, MUNTIN PATTERNS, PROFILE AND THICKNESS OF FRAMES (REF. A4.1 & A4.2);

5b. UNPERMITTED SLIDER WINDOW PANEL TO BE REMOVED

5c. PROPOSED OPERABLE WINDOW, NON-SLIDER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS

6. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

6b. PROPOSED NON-ILLUMINATED PAINTED WALL SIGN, SEE SIGNAGE CONSULTANT DRAWINGS

7. EXISTING SIGN MOUNTING STUCTURE TO BE REMOVED ENTIRELY
8. DECORATIVE WALL MOUNTED LIGHT FIXTURES, TYP OF 3, TO REMAIN; ASSOCIATED EXPOSED CONDUITS TO BE REMOVED AND REPLACED BY INTERNALLY ROUTED CONDUITS

ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE IMAGES ON SHT. A4.3

9. PATCH & REPAIR EXISTING OPENING LOCATED BELOW WINDOW, TYP OF 10
10. EXISTING METAL IDENTIFYING SIGN TO REMAIN

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EXTERIOR ELEVATION IMAGES

A3.1

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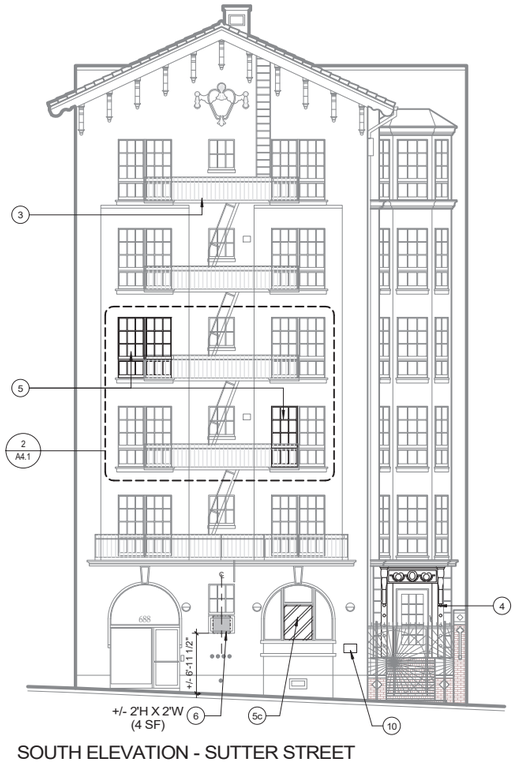
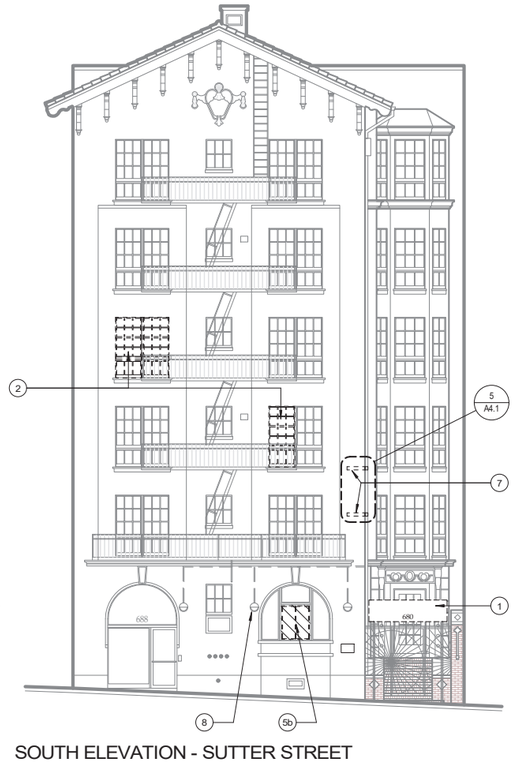


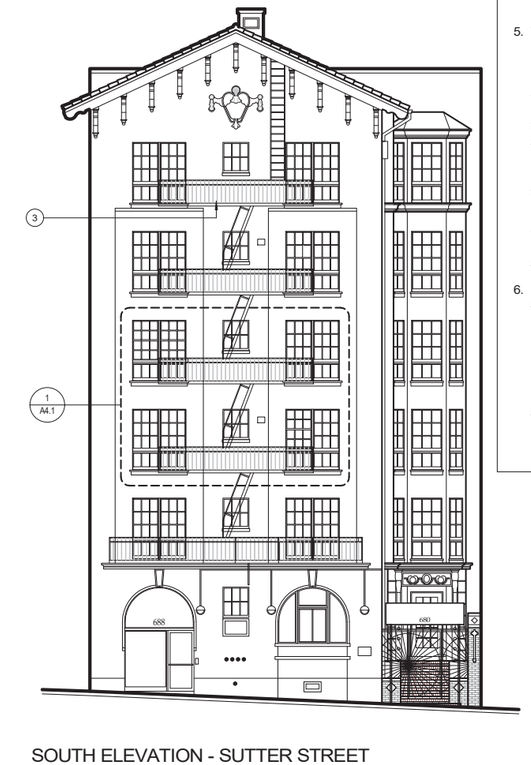
SOUTH ELEVATION - SUTTER STREET (PROPOSED)

3 1/8" = 1'-0"



SOUTH ELEVATION - SUTTER STREET (DEMO)

2 1/8" = 1'-0"



SOUTH ELEVATION - SUTTER STREET (EXISTING)

1 1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLICOTION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED."
5. TEF TO PROVIDE DETAIL DRAWINGS FOR FIXTURES, CONDUIT, AND INTERNAL POWER SOURCES, SHOWING WHERE, HOW AND WITH WHAT METHOD THESE ARE ATTACHED TO THE STRUCTURE AND HOW CONDUIT WILL BE ROUTED INTERNALLY TO A POWER SOURCE WITHIN THE BUILDING. ALL FIXTURES FOR EACH BUILDING TO BE EXPLICITLY SPECIFIED AND SHOWN IN PLAN VIEW, (2) ELEVATION VIEWS AND A SECTION/DETAIL DRAWING WITH EACH PROPERTY'S DBI PACKAGES THAT WILL BE ROUTED THROUGH PLANNING AND CAN BE REVIEWED AT THAT TIME
6. SECURITY CAMERA, LIGHTING AND ASSOCIATED CONDUIT PROPOSED WORK IN THESE PLANS IS NOT REQUIRED WORK PURSUANT TO THE DEVELOPMENT AGREEMENT, BUT INSTEAD IS WORK AAU MAY PURSUE TO REPLACE EXISTING SECURITY CAMERAS, LIGHTING AND ASSOCIATED CONDUIT SUBJECT TO REMOVEAL REQUIREMENTS

KEYNOTES

1. ESTM ES-19, HR-1 AWNING AND BRACKETS TO BE REMOVED
2. ESTM ES-19, HR-2 NON-ORIGINAL VINYL, ALUMINUM, AND/OR SLIDER WINDOW TO BE REMOVED
3. ESTM ES-19, HR-3 FIRE ESCAPE LEGALLY PERMITTED BY PERMIT NO.S 9622494, 9710146.
4. ORIGINAL ENTRANCE APPEARANCE TO BE RESTORED; FOLLOWING REMOVAL OF THE AWNING MOUNTING HARDWARE, PERFORATIONS TO AND DAMAGED AREAS IN THE MASONRY OF THE ORNAMENTAL DOOR SURROUNDS TO BE PATCHED, REPAIRED, AND RESTORED TO MATCH EXISTING IN APPEARANCE (COLOR, TEXTURE, DETAILING.)
5. PROPOSED NEW MULTI-LIGHT WOOD SASH WINDOWS TO BE INSTALLED TO MATCH HISTORIC FENESTRATION IN TERMS OF CONFIGURATION, FUNCTION, MUNTIN PATTERNS, PROFILE AND THICKNESS OF FRAMES (REF. A4.1 & A4.2);

5b. UNPERMITTED SLIDER WINDOW PANEL TO BE REMOVED

5c. PROPOSED OPERABLE WINDOW, NON-SLIDER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS

6. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

6b. PROPOSED NON-ILLUMINATED PAINTED WALL SIGN, SEE SIGNAGE CONSULTANT DRAWINGS

7. EXISTING SIGN MOUNTING STUCTURE TO BE REMOVED ENTIRELY
8. DECORATIVE WALL MOUNTED LIGHT FIXTURES, TYP OF 3, TO REMAIN; ASSOCIATED EXPOSED CONDUITS TO BE REMOVED AND REPLACED BY INTERNALLY ROUTED CONDUITS

ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE IMAGES ON SHT. A4.3

9. PATCH & REPAIR EXISTING OPENING LOCATED BELOW WINDOW, TYP OF 10
10. EXISTING METAL IDENTIFYING SIGN TO REMAIN

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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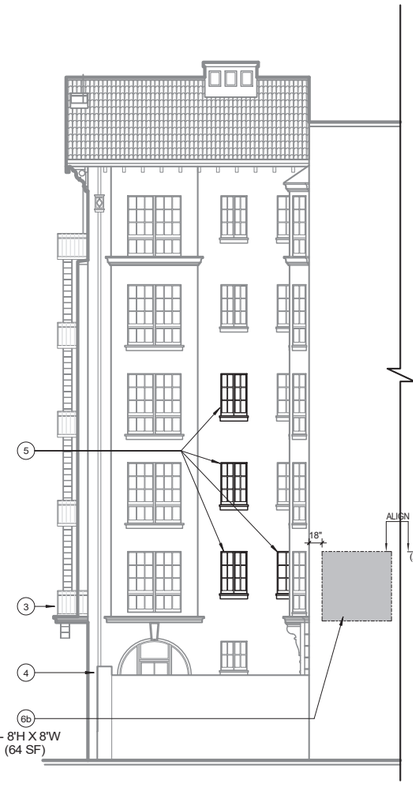
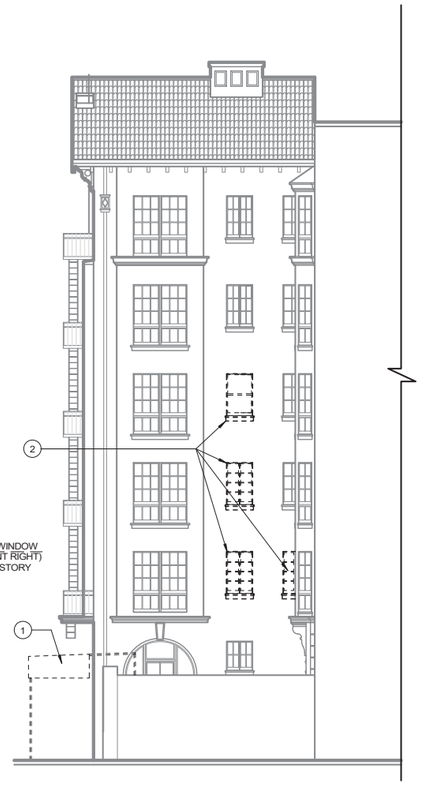
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

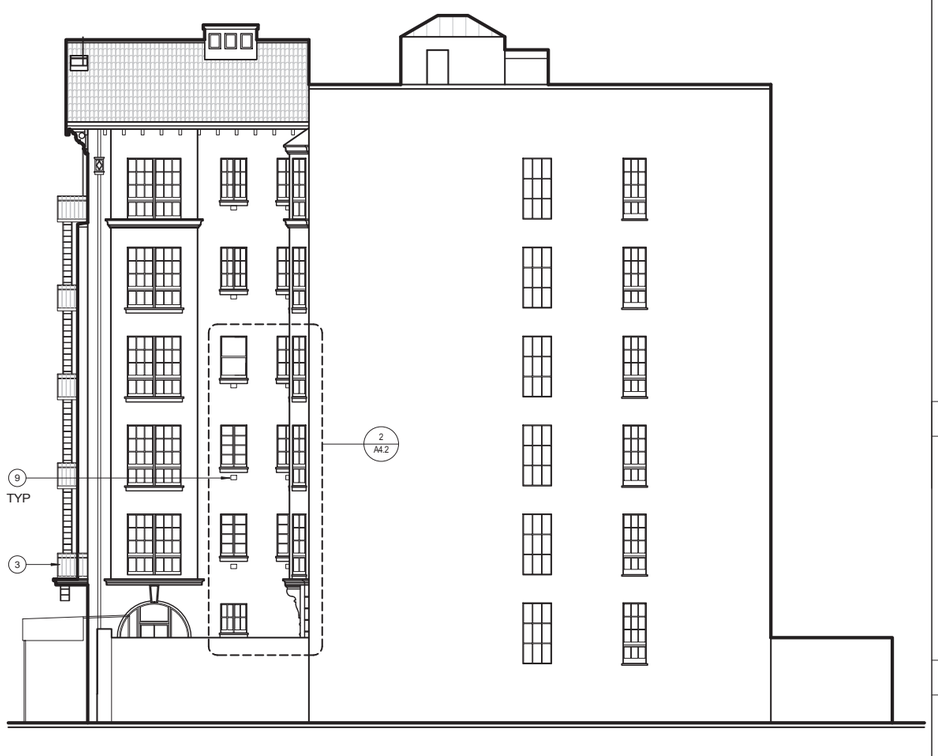
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



3 PARTIAL EAST ELEVATION - PROPERTY LINE (PROPOSED)
1/8" = 1'-0"



2 PARTIAL EAST ELEVATION - PROPERTY LINE (DEMO)
1/8" = 1'-0"



1 EAST ELEVATION - PROPERTY LINE (EXISTING)
1/8" = 1'-0"

KEYNOTES

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5b. UNPERMITTED SLIDER WINDOW PANEL TO BE REMOVED

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8. DECORATIVE WALL MOUNTED LIGHT FIXTURES, TYP OF 3, TO REMAIN; ASSOCIATED EXPOSED CONDUITS TO BE REMOVED AND REPLACED BY INTERNALLY ROUTED CONDUITS

ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE IMAGES ON SHT. A4.3

9. PATCH & REPAIR EXISTING OPENING LOCATED BELOW WINDOW, TYP OF 10
10. EXISTING METAL IDENTIFYING SIGN TO REMAIN

GENERAL NOTES

GENERAL NOTES SEE SHEET A3.2

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

680 SUTTER
San Francisco, CA 94102

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21823.09
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:09:54 PM

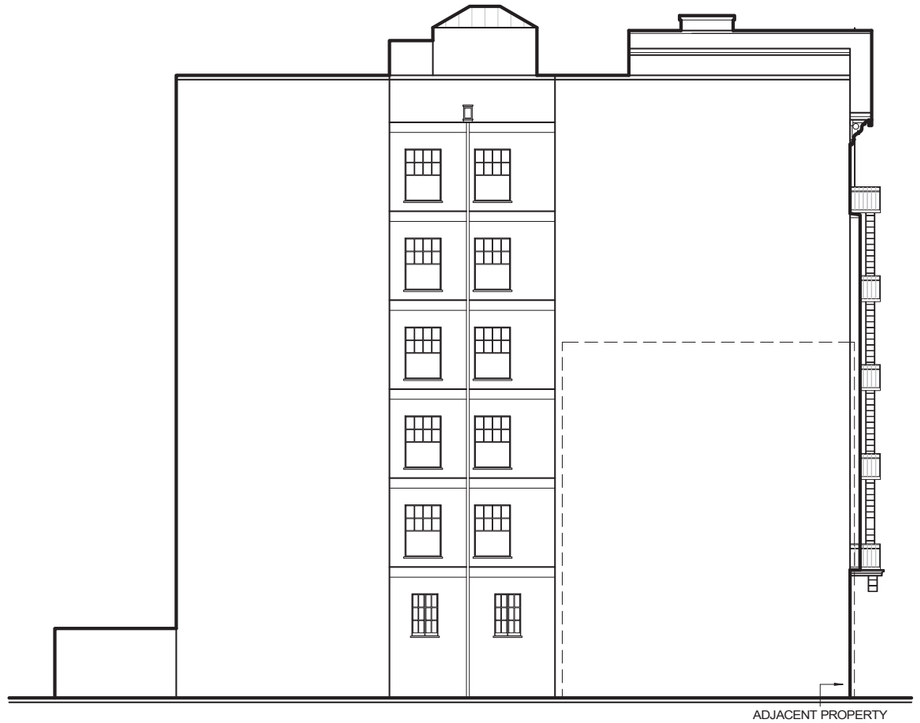
No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

NORTH ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
2 1/8" = 1'-0"



WEST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
1 1/8" = 1'-0"

KEYNOTES

1. ESTM ES-19, HR-1 AWNING AND BRACKETS TO BE REMOVED
2. ESTM ES-19, HR-2 NON-ORIGINAL VINYL, ALUMINUM, AND/OR SLIDER WINDOW TO BE REMOVED
3. ESTM ES-19, HR-3 FIRE ESCAPE LEGALLY PERMITTED BY PERMIT NO.S 9622494, 9710146.
4. ORIGINAL ENTRANCE APPEARANCE TO BE RESTORED; FOLLOWING REMOVAL OF THE AWNING MOUNTING HARDWARE, PERFORATIONS TO AND DAMAGED AREAS IN THE MASONRY OF THE ORNAMENTAL DOOR SURROUNDS TO BE PATCHED, REPAIRED, AND RESTORED TO MATCH EXISTING IN APPEARANCE (COLOR, TEXTURE, DETAILING.)
5. PROPOSED NEW MULTI-LIGHT WOOD SASH WINDOWS TO BE INSTALLED TO MATCH HISTORIC FENESTRATION IN TERMS OF CONFIGURATION, FUNCTION, MUNTIN PATTERNS, PROFILE AND THICKNESS OF FRAMES (REF. A4.1 & A4.2);

5b. UNPERMITTED SLIDER WINDOW PANEL TO BE REMOVED

5c. PROPOSED OPERABLE WINDOW, NON-SLIDER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS

6. PROPOSED INDIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

6b. PROPOSED NON-ILLUMINATED PAINTED WALL SIGN, SEE SIGNAGE CONSULTANT DRAWINGS

7. EXISTING SIGN MOUNTING STUCTURE TO BE REMOVED ENTIRELY
8. DECORATIVE WALL MOUNTED LIGHT FIXTURES, TYP OF 3, TO REMAIN; ASSOCIATED EXPOSED CONDUITS TO BE REMOVED AND REPLACED BY INTERNALLY ROUTED CONDUITS

ITEMS NOTED ON 9/25/19 SITE WALK:
*SEE IMAGES ON SHT. A4.3

9. PATCH & REPAIR EXISTING OPENING LOCATED BELOW WINDOW, TYP OF 10
10. EXISTING METAL IDENTIFYING SIGN TO REMAIN

GENERAL NOTES

GENERAL NOTES SEE SHEET A3.2

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.4

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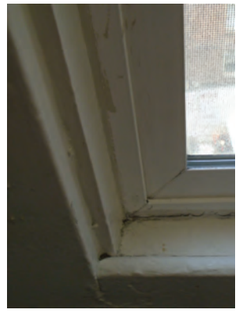
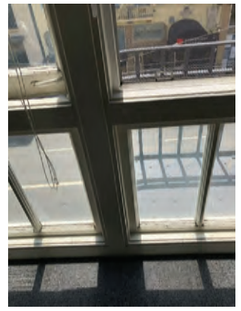
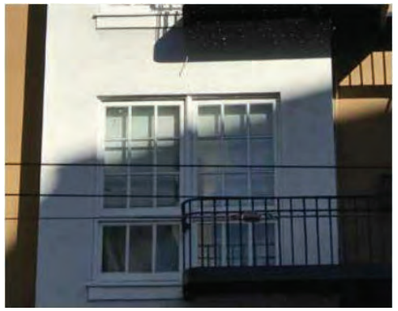
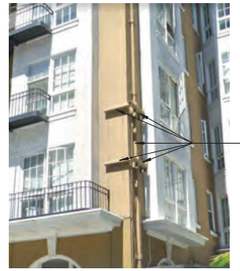


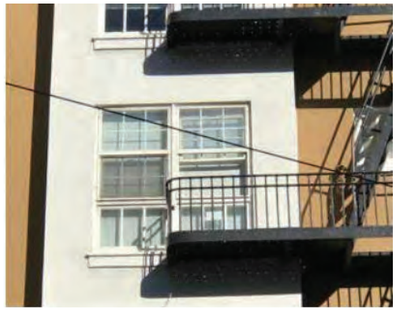



4 DETAIL IMAGES - ADJACENT HISTORIC FABRIC

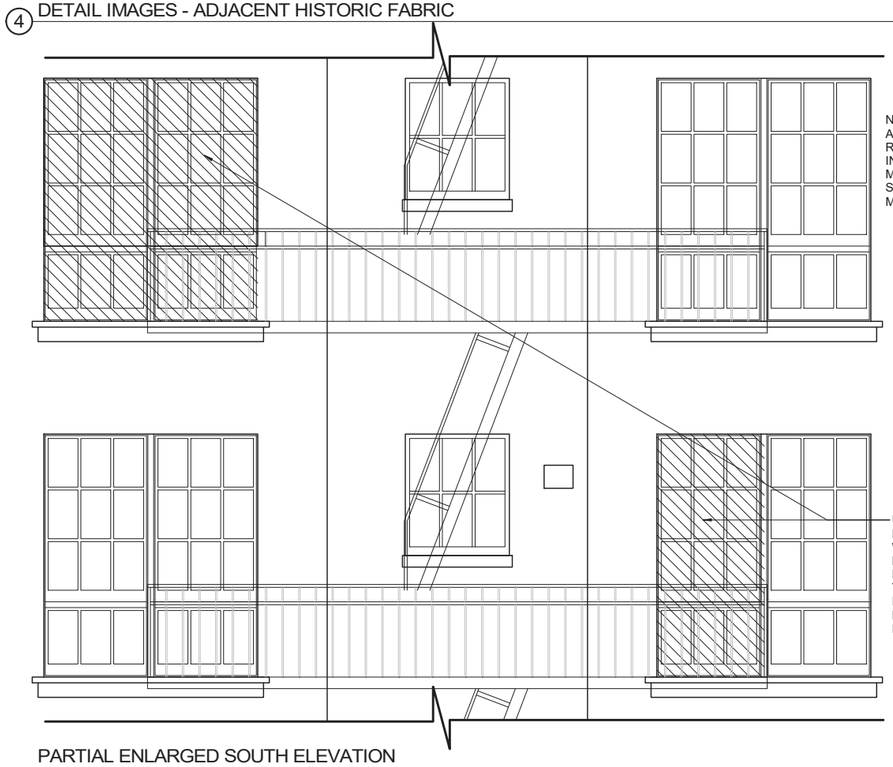


EXISTING SIGN MOUNTING STUCTURE TO BE REMOVED ENTIRELY

5 EXISTING SIGN MOUNTING STRUCTURE




3 DETAIL IMAGES - WINDOWS TO BE REPLACED

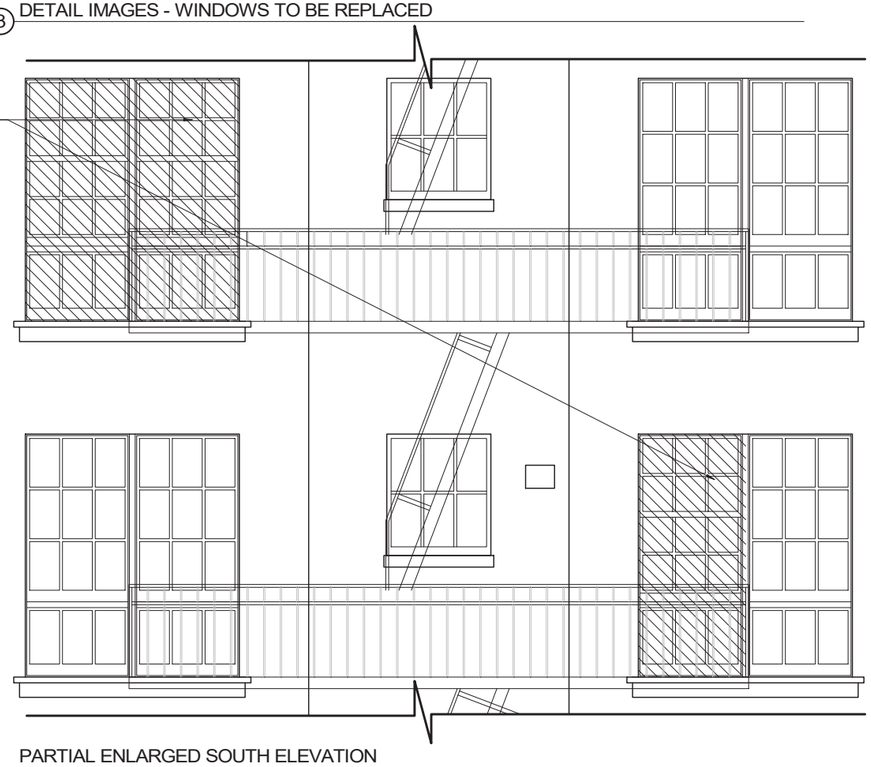


NON-ORIGINAL VINYL AND ALUMINUM WINDOWS SHALL BE REMOVED USING THE LEAST INVASIVE MEANS POSSIBLE TO MINIMIZE DAMAGE TO SURROUNDING SURFACE AND MATERIALS.

USING DOCUMENTARY EVIDENCE, NEW MULTI-LIGHT WOOD SASH WINDOWS SHALL BE INSTALLED TO MATCH HISTORIC FENESTRATION IN TERMS OF CONFIGURATION, FUNCTION, MUNTIN PATTERNS, PROFILE, AND THICKNESS OF FRAMES.

2 PARTIAL ENLARGED SOUTH ELEVATION (PROPOSED)

1/2" = 1'-0" [Ref: 3/A3.2]



1 PARTIAL ENLARGED SOUTH ELEVATION (EXISTING)

1/2" = 1'-0" [Ref: 1/A3.2]

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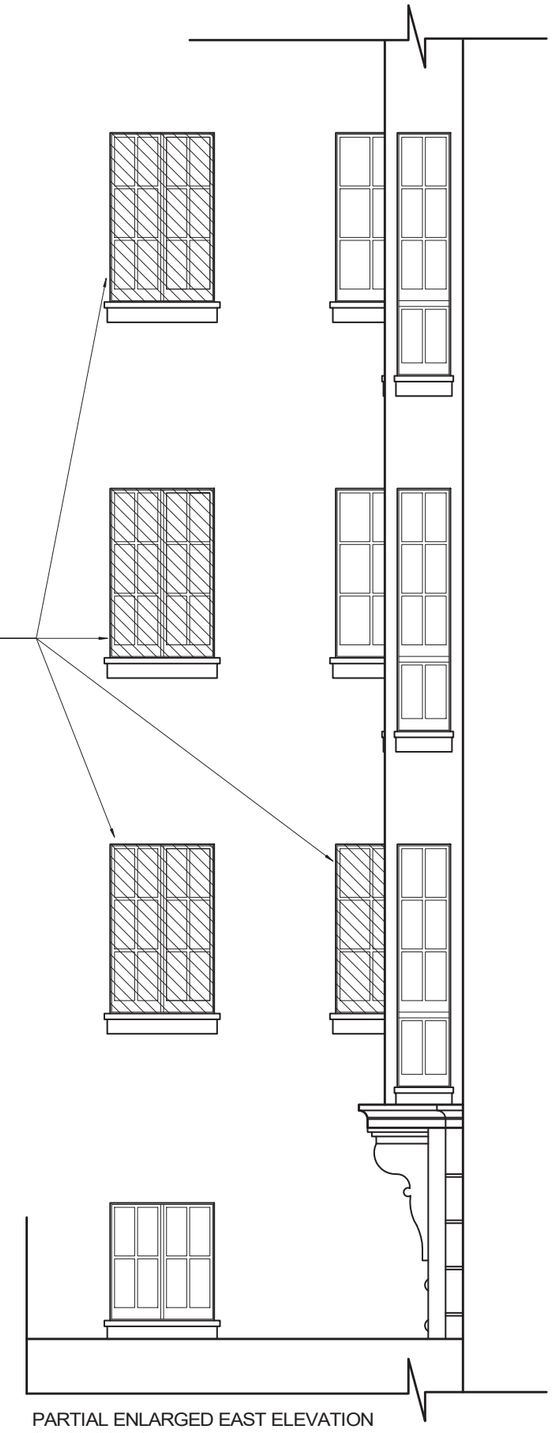
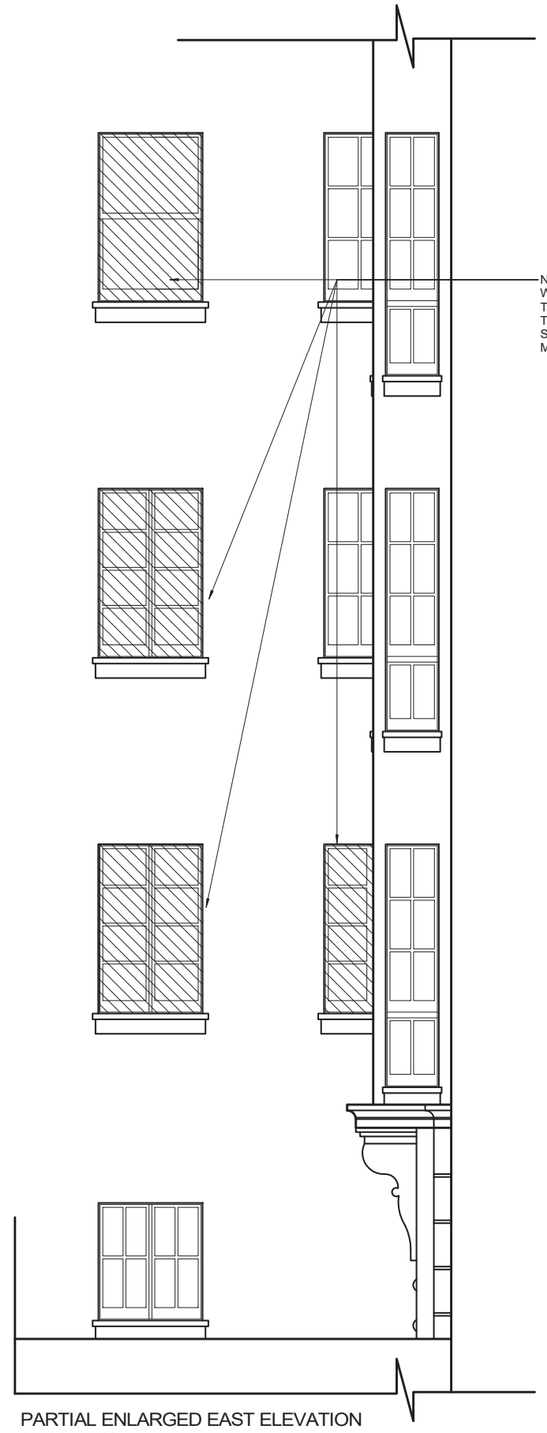
No.	Date	Description

WINDOW SCOPE

A4.1



3 PARTIAL ENLARGED EAST ELEVATION (PROPOSED)
1/2" = 1'-0"



2 PARTIAL ENLARGED EAST ELEVATION (EXISTING)
1/2" = 1'-0" [Ref: 1/A3.3]

1 DETAIL IMAGES - EAST WINDOWS

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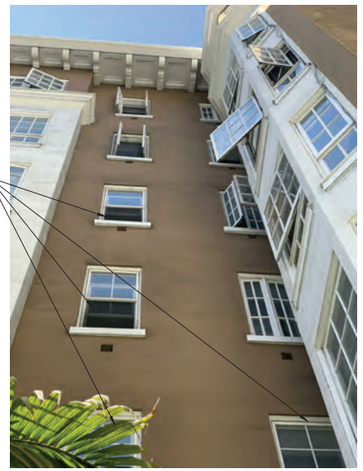
No.	Date	Description

WINDOW SCOPE

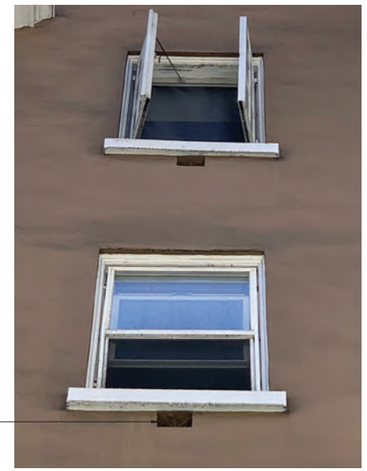
A4.2

4 IMAGE
NTS

3 IMAGE - EAST FACADE
NTS



2 IMAGE
NTS



1 IMAGE
NTS

KEYNOTES

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ITEMS NOTED ON 9/25/19 SITE WALK:
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EXTERIOR ELEVATION DETAIL IMAGES

A4.3

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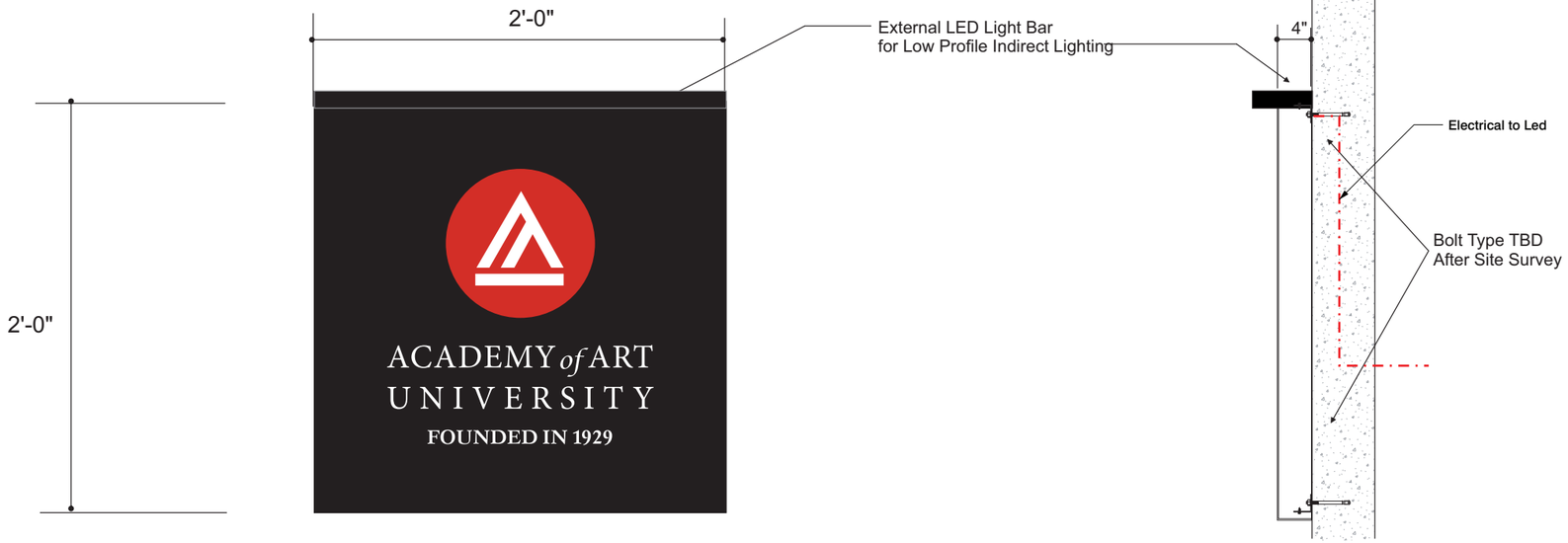


A D/F Externally Illuminated Wall Sign

Scale: 3” = 1’ - 0”

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
& 3M 3630-143 Poppy Red Logo/Vinyl. All exterior Lighting w/ LED Modules

Red

Black

White

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 **Date: 9/11/19**

Revision Notes:

A) Revised lighting method

B) Revised placement and lighting method

C) Revised placement

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____

☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
680 SUTTER STREET
SAN FRANCISCO

Customer Approval

Signature

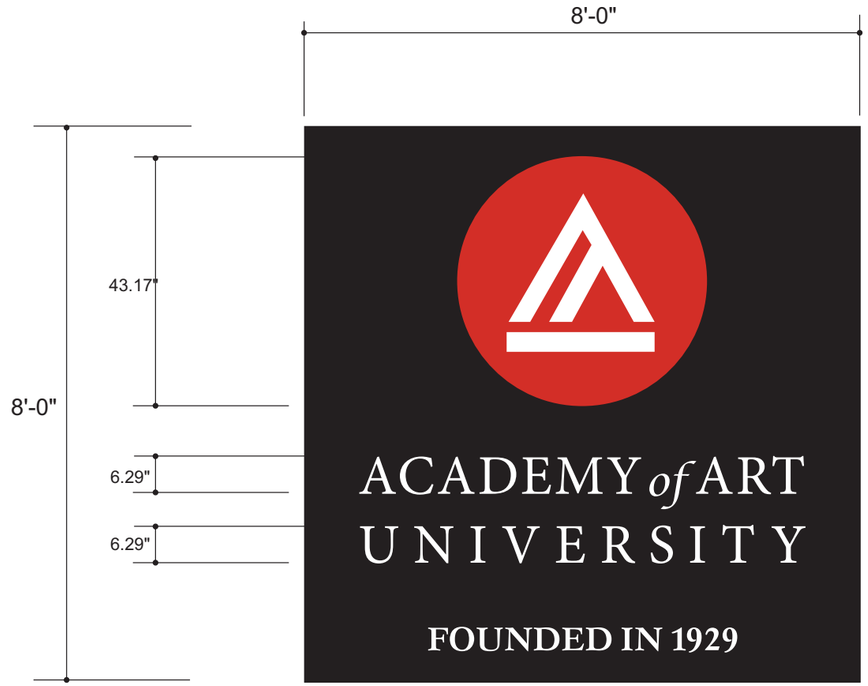
MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

WSA World Sign Associates
CSA California Sign Association
BBB
ISA

Sheet No.
GG 2.0

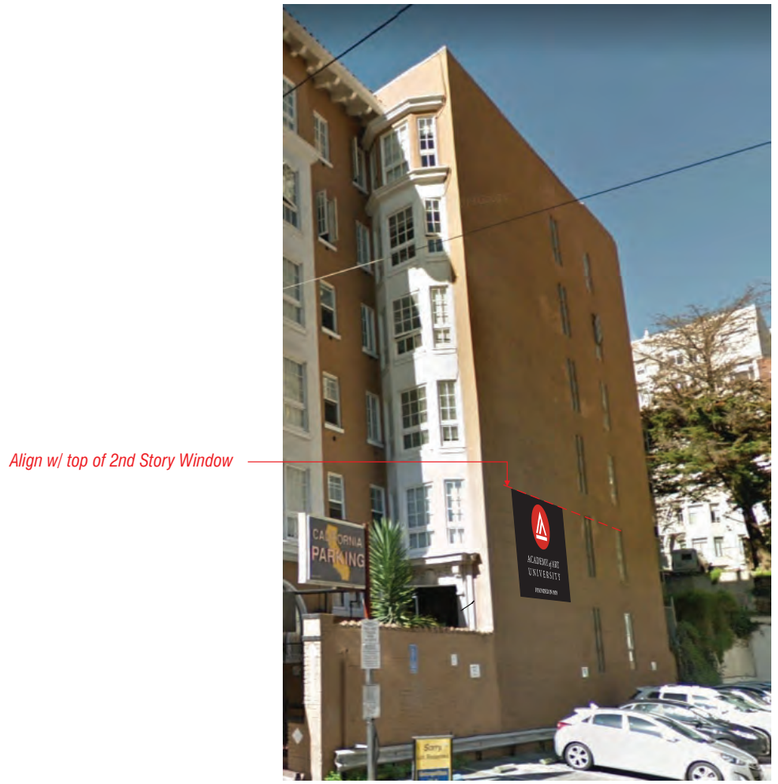


B

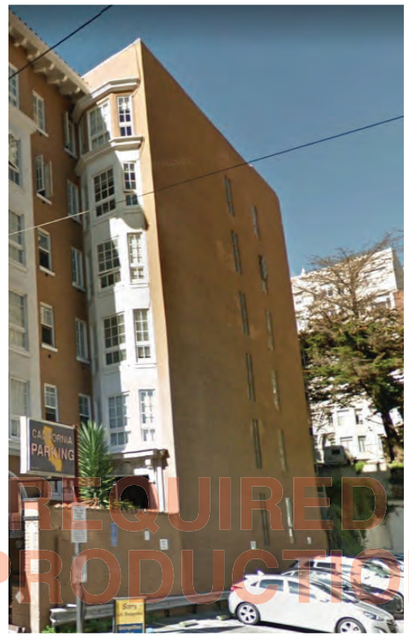
S/ Painted Wall Sign

Scale: 1” = 1’ - 0”

Sign to be painted directly onto wall (No Projection allowed)
Match Colors: 3M 3630-143 Poppy Red Logo/Vinyl.



Proposed Wall Sign Location



Existing Conditions

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CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
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A) Revised lighting method

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☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____

☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
680 SUTTER STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.
GG 3.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case No. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-14: HR-1	Windows. The window removal and replacement does not meet Standard Nos. 2, 3, 5, 6, or 9. However, the secondary elevation is not visible from the public right-of-way, and the affected features are considered of secondary character-defining importance. The Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS)-compliant approach would be to remove and replace vinyl windows with period-appropriate windows, based on documentary evidence. In addition, per the SOIS, original features shall be retained and repaired where possible, and, where necessary, replaced in-kind (to match in materials and appearance).
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: See Notes on Sheet A0.S3. Pending review and approval by SFMTA, AAU proposes converting the Passenger Loading Zone shown on Sheet A0.S3 to 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.
	AAU PROPOSAL: Per conversations with the Planning Department, AAU will make the westernmost door on Sutter frontage accessible to AAU students for bike parking access. Further, AAU will maintain last legal Restaurant use as Retail Sales and Service accessible to general public.
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).
	AAU PROPOSAL: See Bycicle Parking Summary on this Sheet
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
	AAU PROPOSAL: See Bycicle Parking Summary on this Sheet
ES-14: 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 a person(s) qualified in acoustical analysis and/or engineering. Noise-insulation features identified and recommended by the analysis shall be added to meet the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.
	AAU Proposal: AAU's review of the National Transportation Noise Map indicates that noise levels on the building's frontage on Sutter Street approach, but are 60 dBA or below.
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.
	AAU PROPOSAL: See Bycicle Parking Summary on this Sheet

ESTM CONDITIONS (CONT.)

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

AAU proposes 55 Class I spaces with vertical racks. Planning Code exception required for: (1) providing more than one-third of Class I spaces as vertical racks; (see Code Section 155.1(c)(3)) AAU proposes 10 Class II spaces, 2 spaces over code requirement.

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	49	74	55
CLASS II	6	8	10

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	5,791	5,791
LEVEL 1*	7,210	7,210
LEVEL 2	7,285	7,285
LEVEL 3	7,285	7,285
LEVEL 4	7,285	7,285
LEVEL 5	7,285	7,285
LEVEL 6	7,285	7,285
GROSS SF TOTAL	49,426	49,426

* INCLUDES NON-AAU RETAIL SPACE (APPROX. 490 SF. OF OCCUPIED FLOOR AREA)

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)
IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS:
DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RC-4

DWELLING UNITS (DUs)	1 DU PER 200 SF LOT AREA
GROUP HOUSING ROOMS (GHs)	1 GH PER 70 SF LOT AREA

825 SUTTER CALCULATION

GROUP HOUSING ROOMS (GHs)	8,559 SF / 70 SF = 122 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
TOURIST HOTEL ROOM	N/A	114	0	0
GROUP HOUSING ROOM	122	0	111	111
BED COUNT	244 *for GH only	222	218	222

NOTES
1. Existing bed count based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. No Permanent Residents in this building.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- EXPOSURE

*SEE SHEET A0.E1 FOR EXPOSURE PLAN ANALYSIS

Building Compliance based on Common Areas at Level 1

CODE NOTES (CONT.)

E- OPEN SPACE

*SEE SHEET A0.S2 FOR OPEN SPACE ANALYSIS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
OPEN SPACE, REQUIRED: ANY FRONT SETBACKS, SIDE OR REAR YARDS, COURTS, USABLE OPEN SPACE OR OTHER OPEN AREA PROVIDED IN ORDER TO MEET THE REQUIREMENTS OF THIS CODE.

SAN FRANCISCO PLANNING CODE SEC. 135.D.2
FOR GROUP HOUSING STRUCTURES, SRO UNITS, AND DWELLING UNITS THAT MEASURE LESS THAN 350 SQUARE FEET PLUS A BATHROOM, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE ONE-THIRD THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D)(1) ABOVE AND (D)(4) AND (D)(5), BELOW. FOR PURPOSES OF THESE CALCULATIONS, THE NUMBER OF BEDROOMS ON A LOT SHALL IN NO CASE BE CONSIDERED TO BE LESS THAN ONE BEDROOM FOR EACH TWO BEDS. WHERE THE ACTUAL NUMBER OF BEDS EXCEEDS AN AVERAGE OF TWO BEDS FOR EACH BEDROOM, EACH TWO BEDS SHALL BE CONSIDERED EQUIVALENT TO ONE BEDROOM.

825 SUTTER CALCULATION
REQUIRED 1,772 SF [(111 BEDROOMS * 36 SF. /3)(1.33)]
EXISTING/PROPOSED 0 SF

NOTE: BEDROOMS IN THIS CALCULATION (111) EQUAL TO HALF PROPOSED BED COUNT IN GROUP HOUSING ROOMS (111), PER 135.D.2

*EXCEPTION REQUEST: Compliance with Section 135 not feasible given existing conditions of Category A historic building. Note open space provided at nearby 1153 Bush.

F- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

*EXCEPTION REQUEST: The project seeks an exception from Code Section 145.1 Active Use controls to add class I bicycle parking in the first 25ft. of Ground Floor.

G- REAR YARD

*SEE SHEET A0.S2 FOR REFERENCE

*EXCEPTION REQUEST: Due to existing site constraints and the Category A historic rating of this building by the Planning Department, AAU proposes no exterior building modification as part of this project and therefore requests an exception from the requirements of Code Section 134.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SCOPE OF WORK

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 825 SUTTER (ALSO KNOWN AS 817-831 SUTTER) FROM THE LAST LEGAL TOURIST HOTEL USE TO GROUP HOUSING (UP TO 111 BEDROOMS AND 246 BEDS) WITH A STUDENT HOUSING USE CHARACTERISTIC.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 825 SUTTER LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO CLOSE ENFORCEMENT CASE 8613 (CONVERSION OF DWELLING UNITS TO GROUP HOUSING WITHOUT CU PER 209.2(C)).

NEW SIGNAGE PROPOSED

SHEET INDEX

TOTAL SHEETS: 19

PROPERTY INFORMATION

ADDRESS	825 SUTTER STREET
BLOCK/LOT	0299/021
No OF STORIES	7 (NO CHANGE)
DISTRICTS	
ZONING	RC-4
HEIGHT/BULK	80-A
SPECIAL USE	WITHIN 1/4 OF THE FRINGE FINANCIAL SERVICES RUD WITHIN 1/4 OF AN EXISTING FRINGE FINANCIAL SERVICE
USE	CHANGE OF USE REQUIRED
EXISTING	TOURIST HOTEL (114 ROOMS)
PROPOSED	RESIDENTIAL: GROUP HOUSING (111 ROOMS)

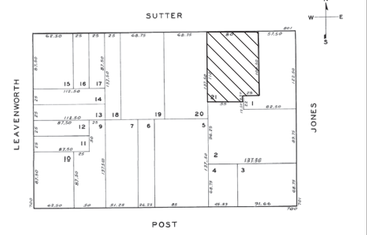
HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR PHOTO

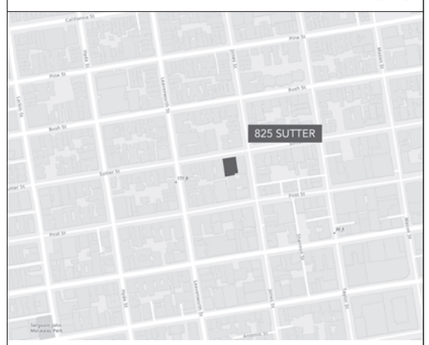
PLOT PLAN

N.T.S.



VICINITY MAP

N.T.S.



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I LICENSED ARCHITECT
DOUGLAS G TOM
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REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.10
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COVER SHEET

A0.0

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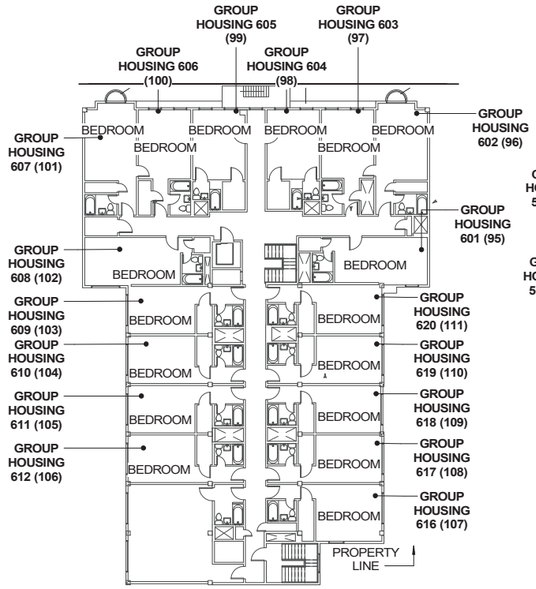
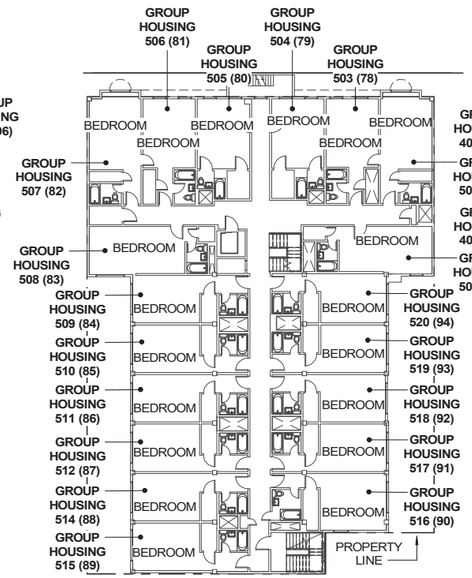


7 LEVEL 6 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



6 LEVEL 5 - EXPOSURE PLAN ANALYSIS
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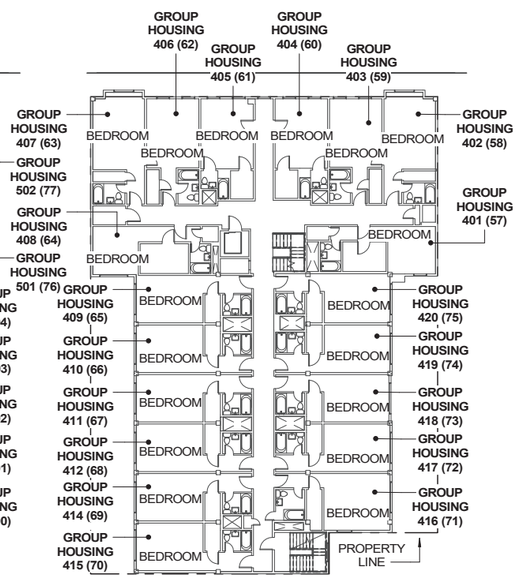
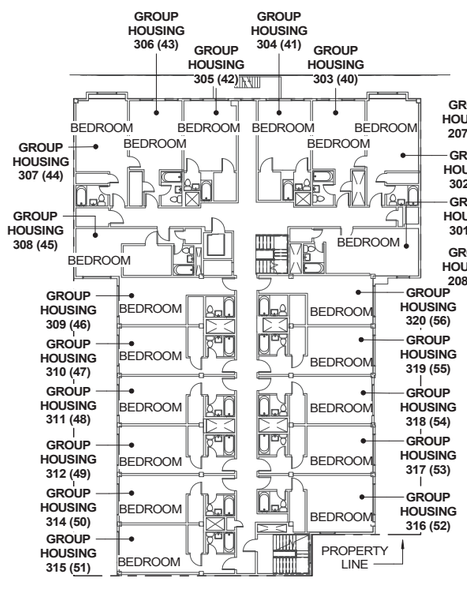
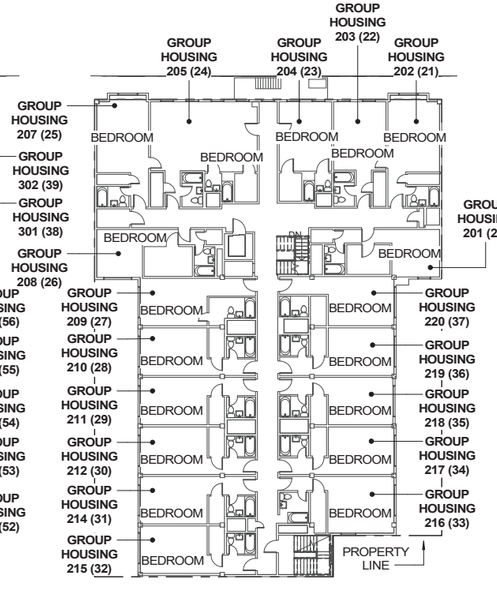


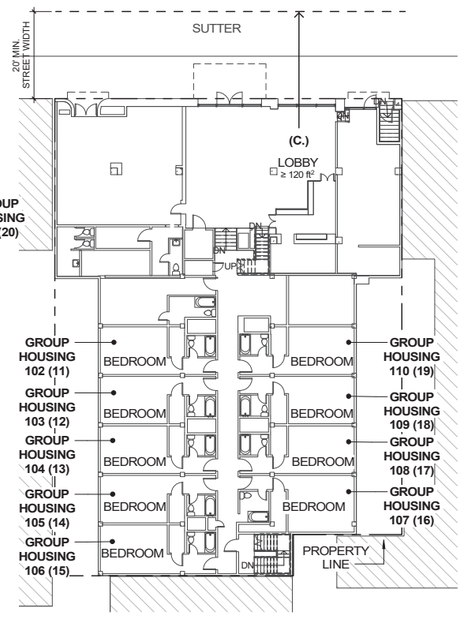
5 LEVEL 4 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



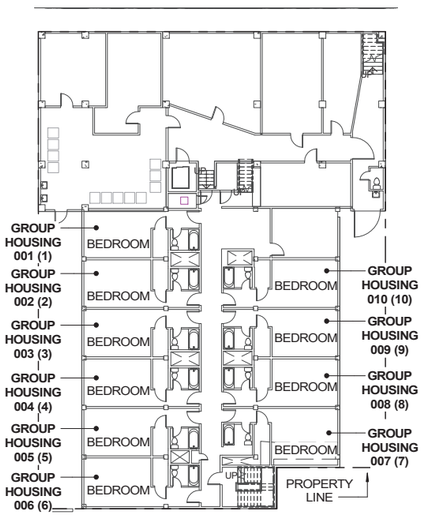
4 LEVEL 3 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



3 LEVEL 2 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



2 LEVEL 1 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



1 BASEMENT - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"

N

KEYNOTES

LEGEND

EXPOSURE COMPLIANCE

(C.) ↓ EXISTING VIEW COMPLIANT WITH CODE SECTION 140 (b) COMMON AREA WITH 120 SF. MIN.

(N.C.) ↓ EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED TO B E COMPLIANT WITH CODE SECTION 140

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REN. 10/2019
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EXPOSURE PLAN ANALYSIS - BASEMENT & LEVELS 1, 2, 3, 4, 5 & 6

A0.E1

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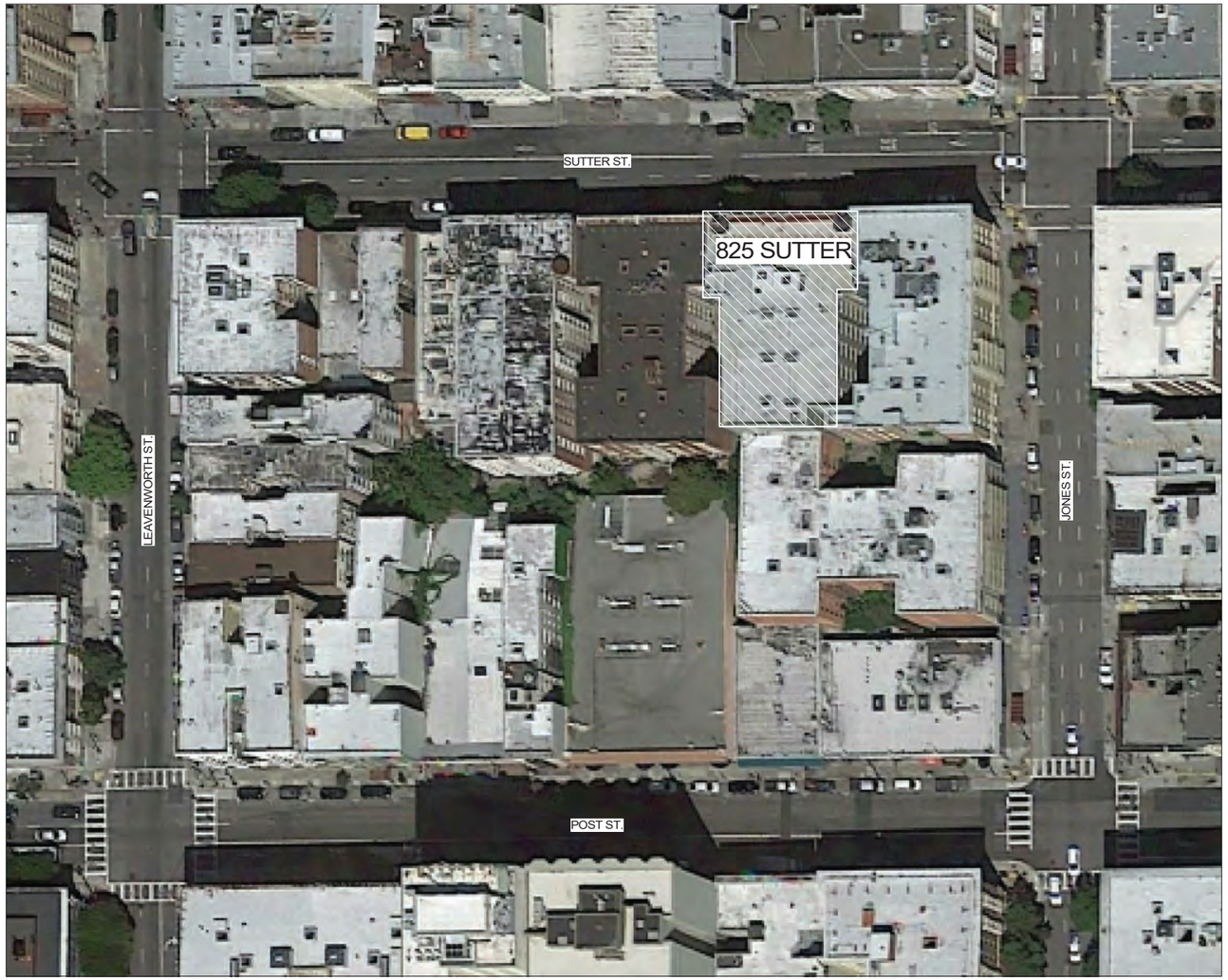

SITE PLAN - AERIAL IMAGE

SITE HISTORY

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

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

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

A native of the Bay Area, Herman Carl Baumann studied at the San Francisco Architectural Club. He worked in the offices of Thomas Edwards, Norman Sexton, and the George Wagner Construction Co. before opening his own practice in 1924. He then partnered with Edward Jose, a former City building inspector for a short period of time. Baumann had a prolific career in San Francisco, stating he had designed over 1,150 buildings, including apartments, pairs of flats, and single-family residences, in a self-written career summary in 1952. Notable works includes 620 Jones Street (The Gaylord Hotel, 1928), 290 Lombard (apartment building, 1940), and numerous houses in Pacific Heights, including 1950 Clay Street (1930), 1950 Gough Street (1926), and 1895 Pacific Avenue (1931).

By 1956 the hotel owner was listed as the Commodore Hotel, who hired Bolton White and Jack Hermann to complete the renovation of the hotel lobby and first floor. The firm of White and Herman was established in 1948. The practice expanded in 1958 to include Allen Steinau, and in 1961 with Don Hatch. After 1961 the firm was known as Hatch, White, Hermann, and Steinau.90 The firm featured a diverse work of modern architecture, however they are primarily known for 2233 Post Street (commercial, 1962), which was the first commercial building completed under the Western Addition Redevelopment Agency Program.

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

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SITE PLAN AERIAL IMAGE & SITE HISTORY

A0.S1

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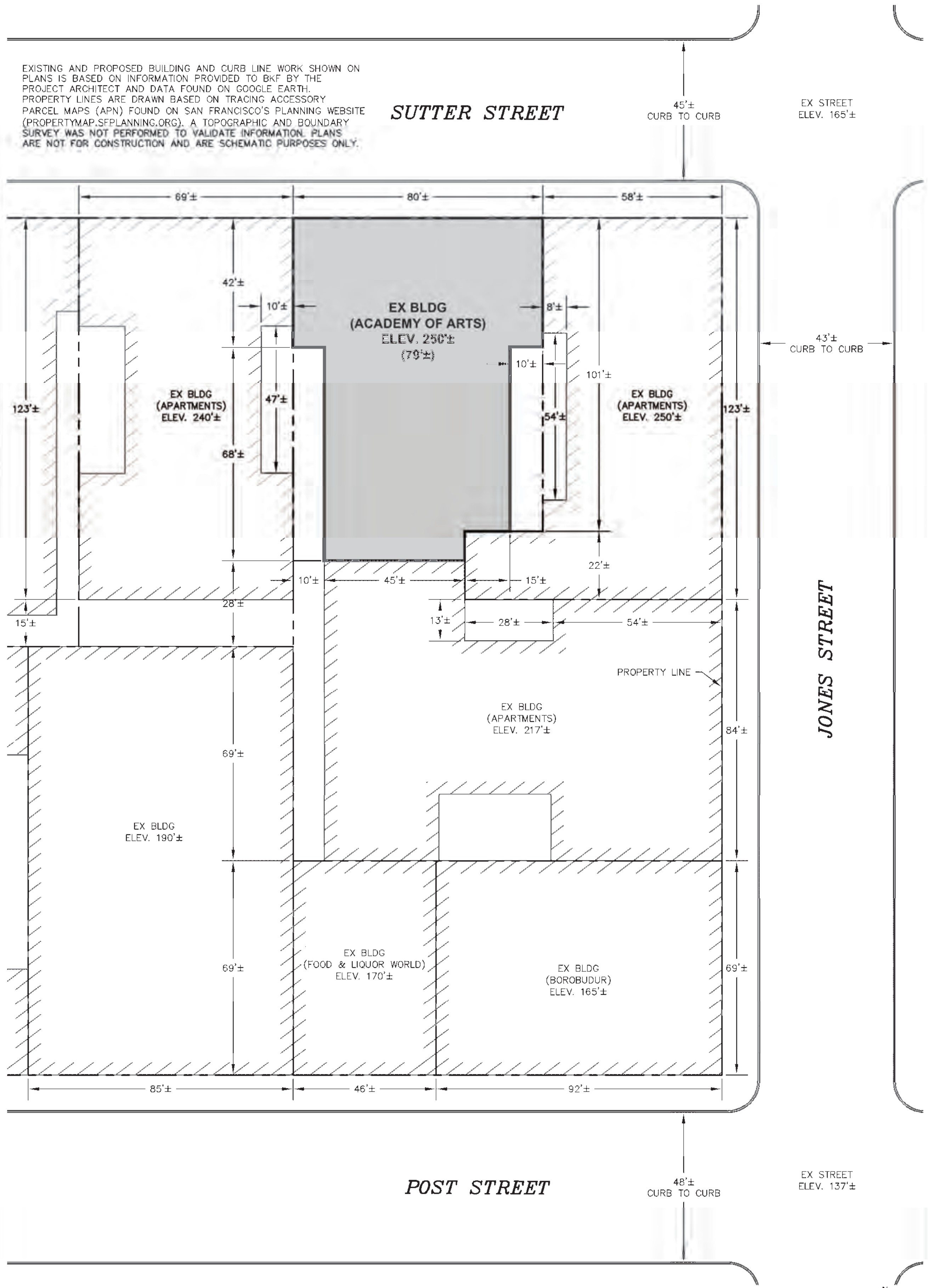
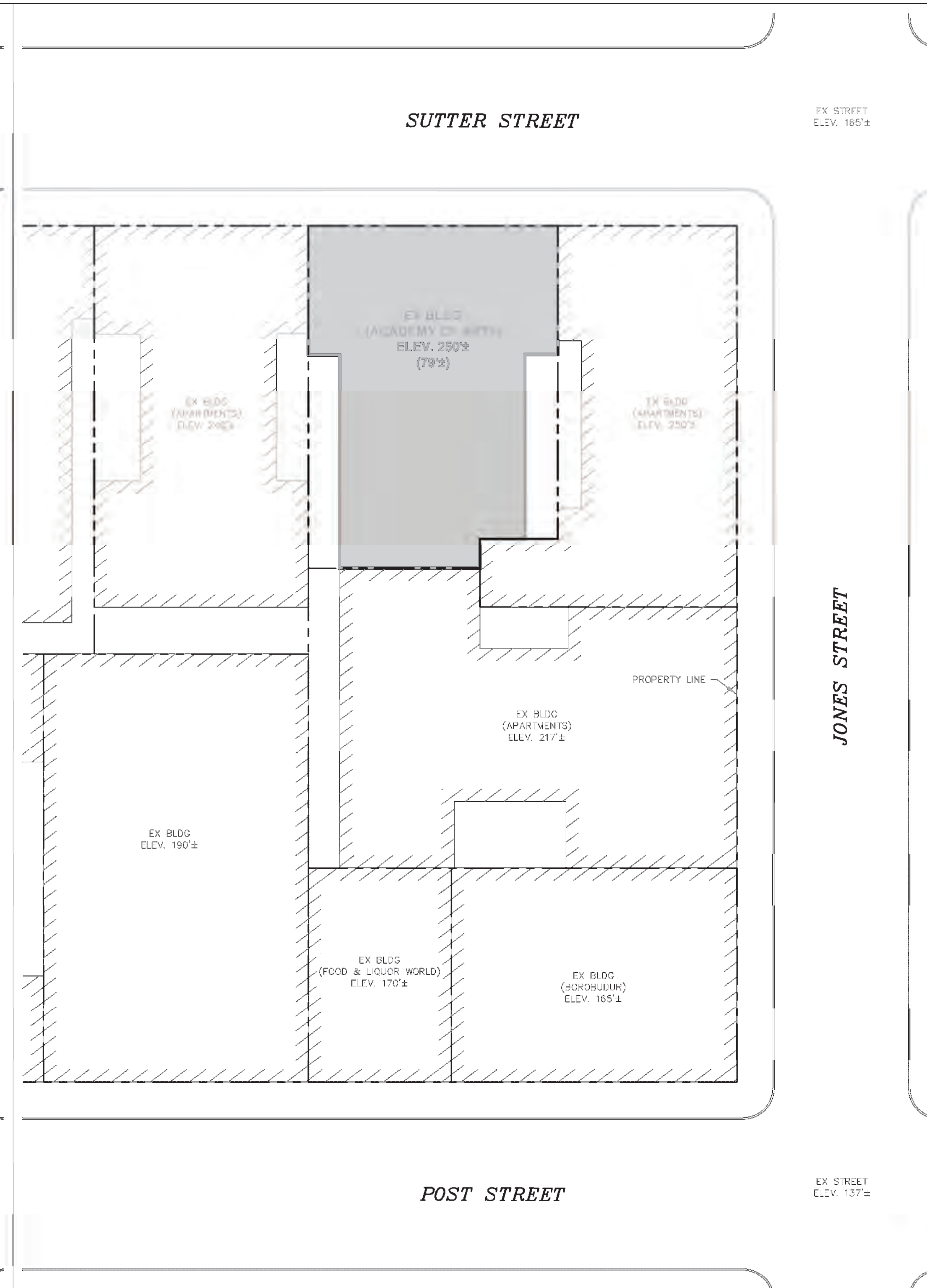


2 - 825 SUTTER - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 - 825 SUTTER - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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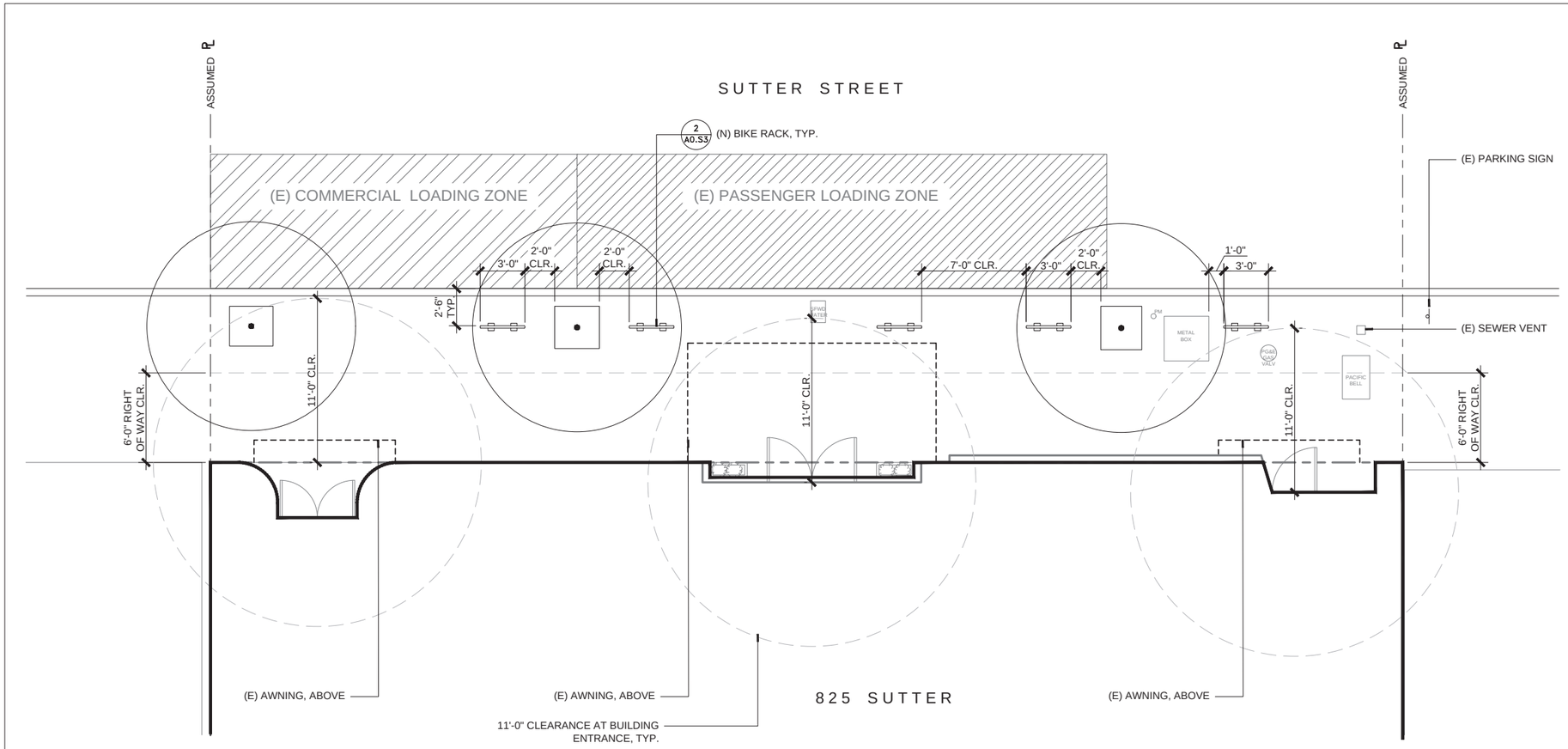
REGISTERED PROFESSIONAL ENGINEER JASON T. WHIT... No. C 2281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

21823.10 10/11/19
AS NOTED

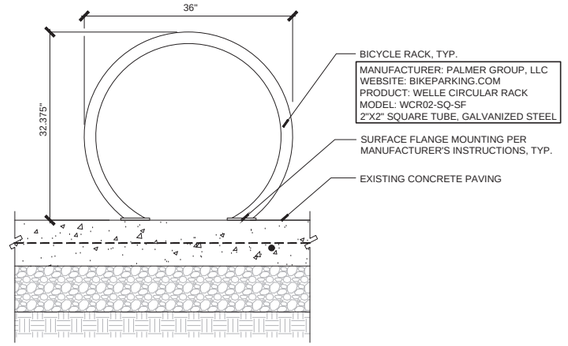
SITE PLAN DRAWINGS

A0.S2



1 Site Plan

1/4" = 1'-0"



2 Bike Rack

NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

PL = PROPERTY LINE

KEYNOTES

1. ES-14: TR-1 COMPLIANCE PROPOSAL -- SUBJECT TO APPROVAL BY SFMTA, EXISTING PASSENGER LOADING ZONE TO BE REMOVED AND REPLACED WITH A COMMERCIAL LOADING ZONE.
2. ES-14: TR-2 COMPLIANCE PROPOSAL -- GATE ON WESTERN-MOST DOOR TO BE REMOVED AND KEY CARD ACCESS TO BE PROVIDED.

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(10) BIKE PARKING SPACES

TOTAL: 10

LEGEND

(N) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) PARKING METER

(E) PARKING SIGN

(E) TREE WELL

(E) COMMERCIAL LOADING (YELLOW CURB)

(E) PASSENGER LOADING (WHITE CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HUTCHLAND
C 4980
08/31/21
10/11/19
STATE OF CALIFORNIA

Project Number	21823.06
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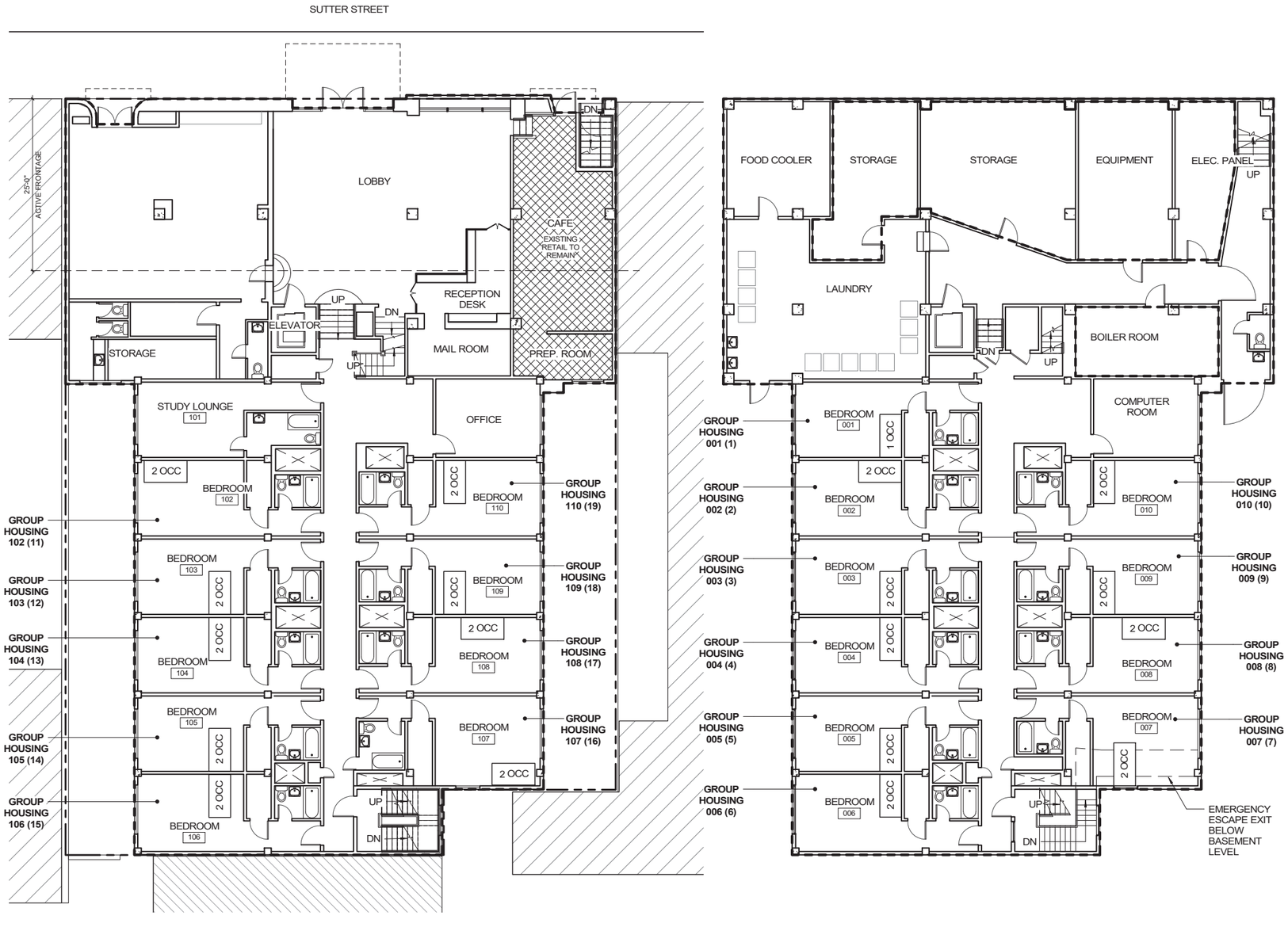
Phase	
Print Date:	

STREETSCAPE DRAWINGS

A0.S3



BED COUNT

Basement

Basement - (E) Bed Counts	
ROOM	COUNT
001	1
002	2
003	2
004	2
005	2
006	2
007	2
008	2
009	2
010	2
TOTAL BED COUNTS	19

Level 1

Level 1 - (E) Bed Counts	
ROOM	COUNT
102	2
103	2
104	2
105	2
106	2
107	2
108	2
109	2
110	2
TOTAL BED COUNTS	18

LEGEND

- AREA NOT PART OF AAU PROJECT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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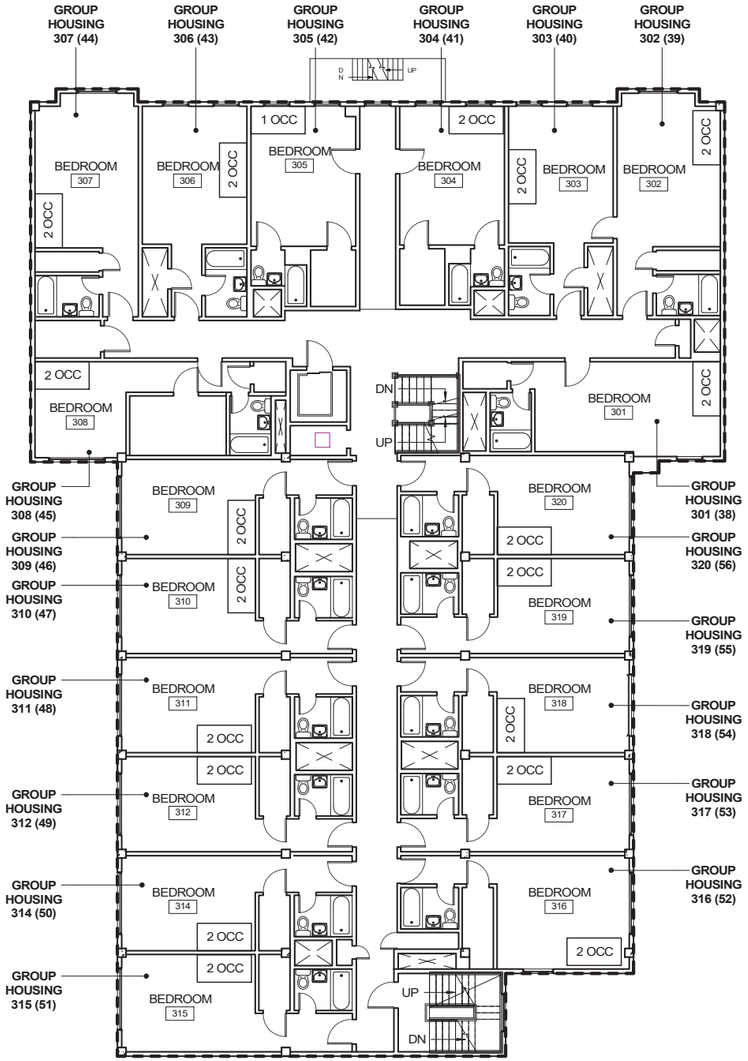
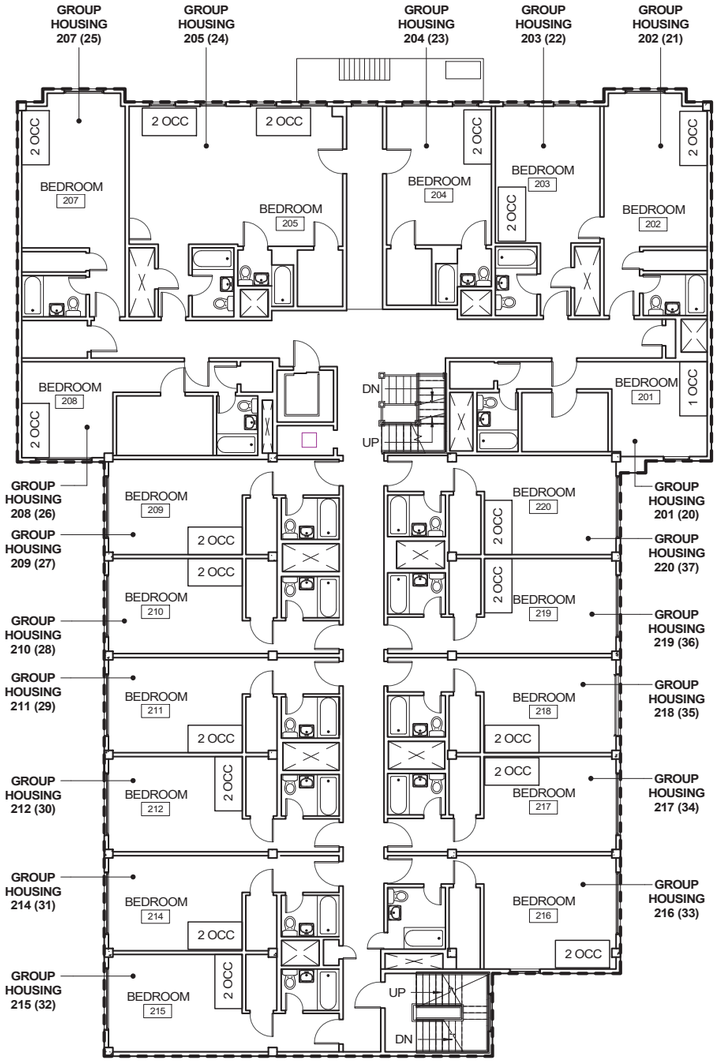
EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1



2 LEVEL 3 - EXISTING
1/8" = 1'-0"



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - (E) Bed Counts

ROOM	COUNT
201	1
202	2
203	2
204	2
205	4
207	2
208	2
209	2
210	2
211	2
212	2
214	2
215	2
216	3
217	2
218	2
219	2
220	2
TOTAL BED COUNTS	38

Level 3

Level 3 - (E) Bed Counts

ROOM	COUNT
301	2
302	2
303	2
304	2
305	2
306	2
307	2
308	2
309	2
310	2
311	2
312	2
314	2
315	2
316	2
317	2
318	2
319	2
320	2
TOTAL BED COUNTS	38

LEGEND

- AREA NOT PART OF AAU PROJECT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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Phase
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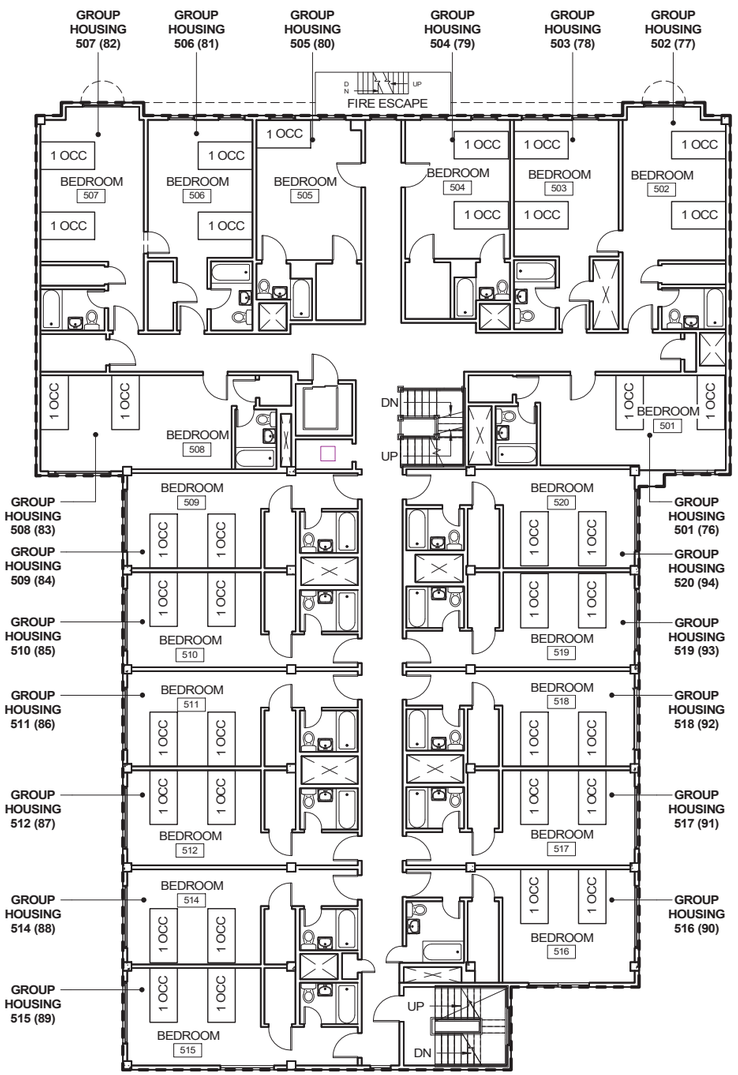
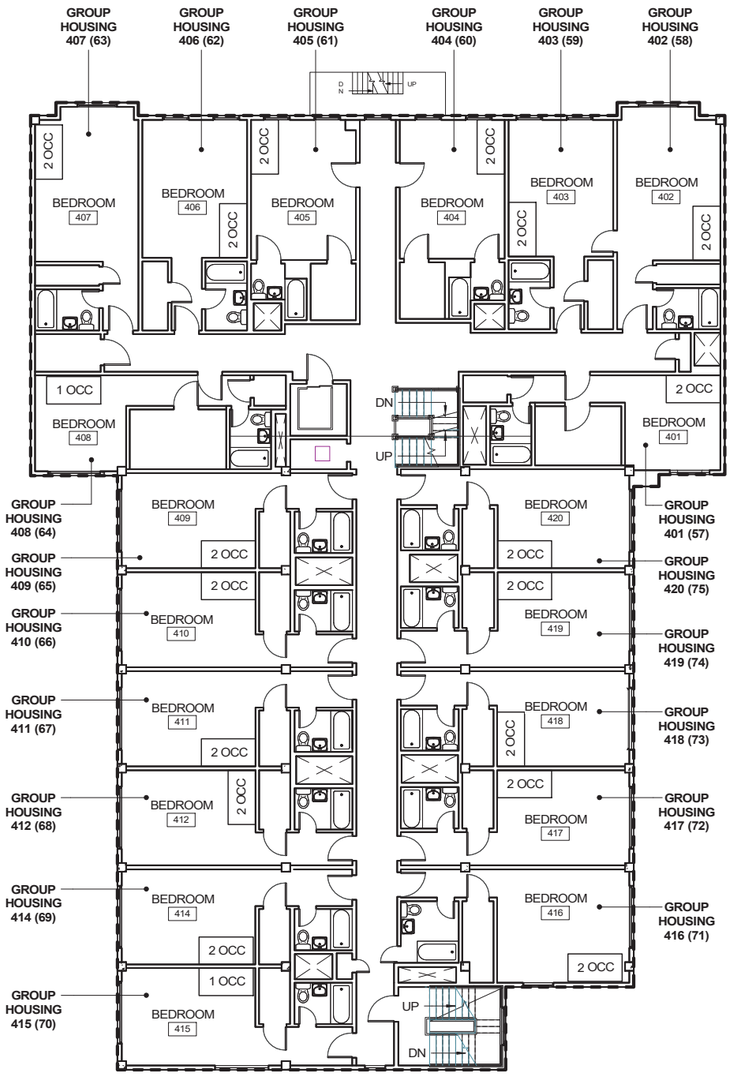
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 2 & 3

A1.2



2 LEVEL 5 - EXISTING
1/8" = 1'-0"



1 LEVEL 4 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 4

Level 4 - (E) Bed Counts

ROOM	COUNT
401	2
402	2
403	2
404	2
405	2
406	2
407	2
408	1
409	2
410	2
411	2
412	2
414	2
415	1
416	2
417	2
418	2
419	2
420	2
TOTAL BED COUNTS	36

Level 5

Level 5 - (E) Bed Counts

ROOM	COUNT
501	2
502	2
503	2
504	2
505	1
506	2
507	2
508	2
509	2
510	2
511	2
512	2
514	2
515	2
516	2
517	2
518	2
519	2
520	2
TOTAL BED COUNTS	37

LEGEND

- AREA NOT PART OF AAU PROJECT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21823.10
Issue Date 10/11/19
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Phase
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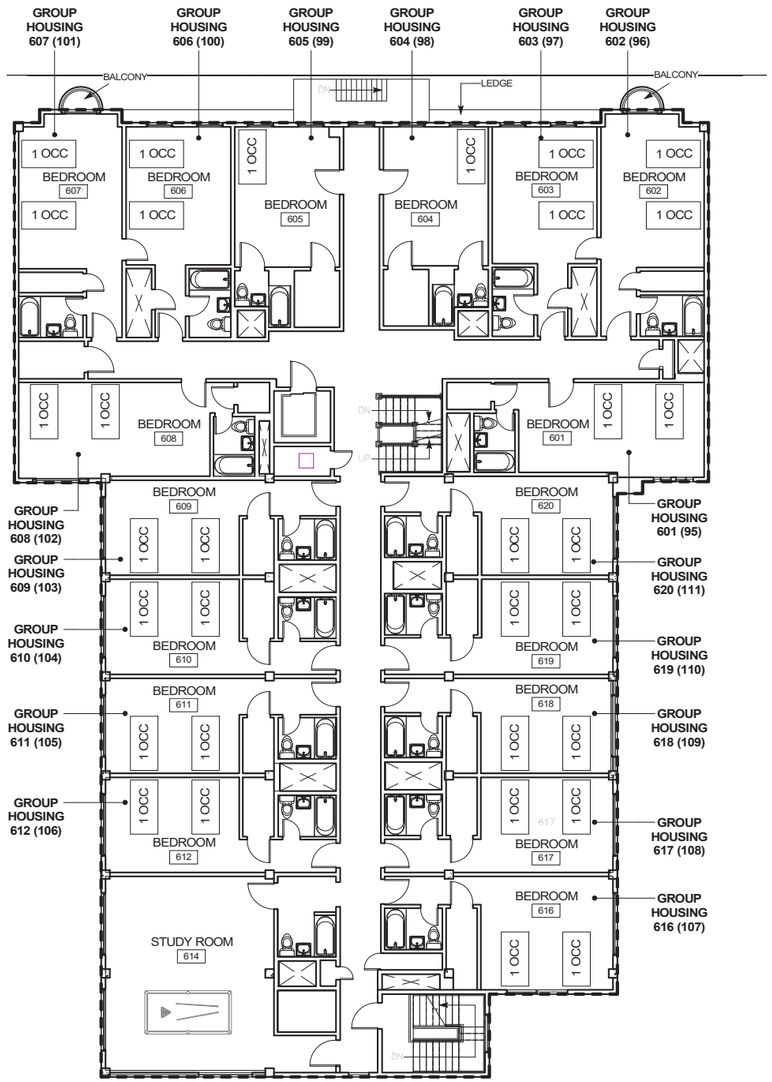
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 4 & 5

A1.3



1 LEVEL 6 - EXISTING
1/8" = 1'-0"

BED COUNT

Level 6

Level 6 - (E) Bed Counts

ROOM	COUNT
601	2
602	2
603	2
604	1
605	3
607	2
608	2
609	2
610	2
611	2
612	2
616	2
617	2
618	2
619	2
620	2
TOTAL BED COUNTS	32

LEGEND

- AREA NOT PART OF AAU PROJECT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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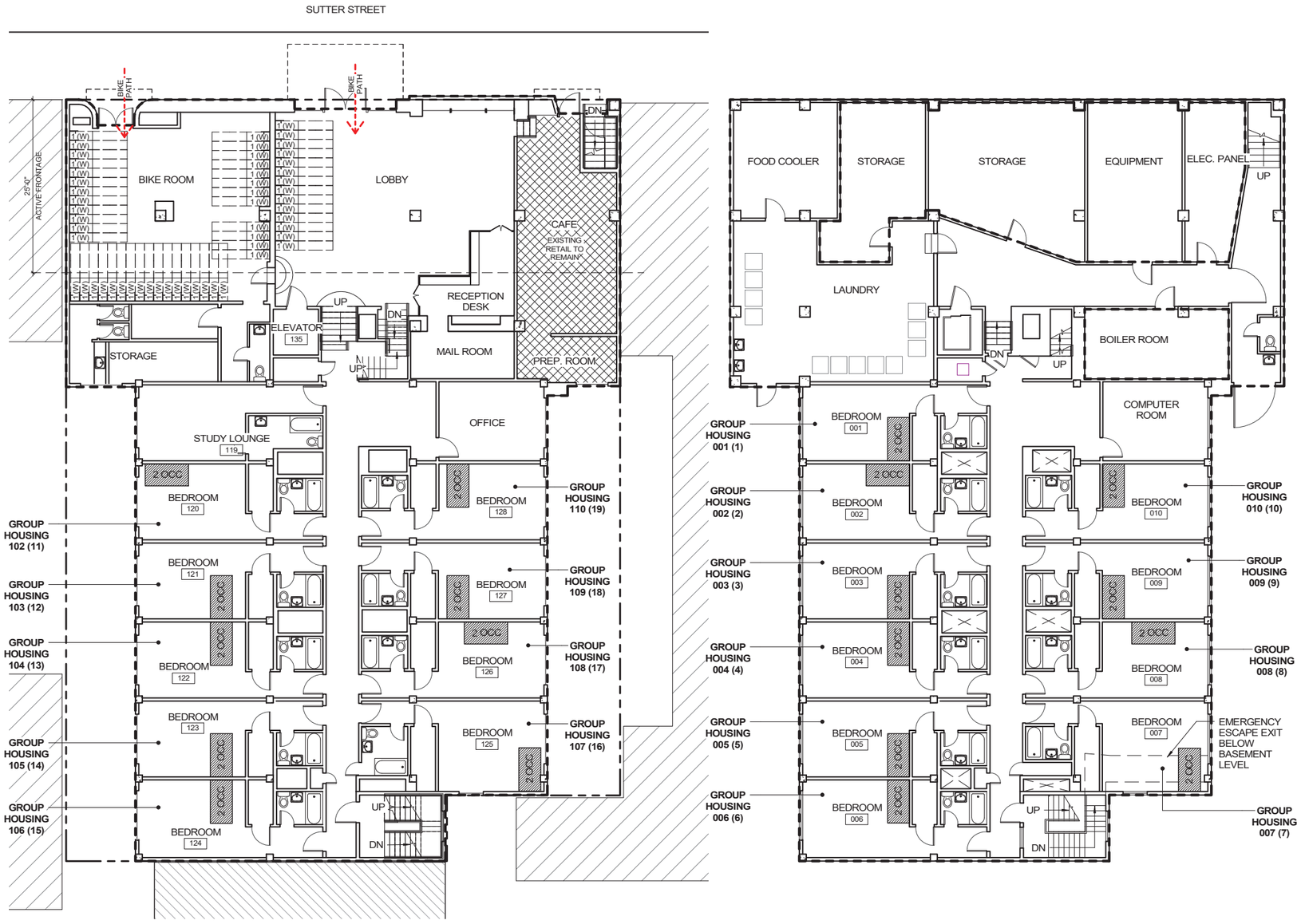
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 6

A1.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 1 - PROPOSED
1/8" = 1'-0"

1 BASEMENT - PROPOSED
1/8" = 1'-0"

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I	
TYPE OF BIKE RACK	PROPOSED BIKE SPACES
WALL MOUNT BIKE RACK (1)	55
TOTAL	55

BED COUNT

Basement

Basement - PROPOSED	
ROOM	COUNT
001	2
002	2
003	2
004	2
005	2
006	2
007	2
008	2
009	2
010	2
TOTAL BED COUNTS	20

Level 1

Level 1 - PROPOSED	
ROOM	COUNT
102	2
103	2
104	2
105	2
106	2
107	2
108	2
109	2
110	2
TOTAL BED COUNTS	18

LEGEND

- AREA NOT PART OF AAU PROJECT
- GROSS FLOOR AREA
- PROPERTY LINE

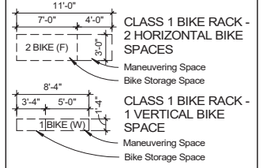
ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

BIKE TAG



- CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
- CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

- BIKE ENTRY / EXIT ROUTE

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PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

A2.1

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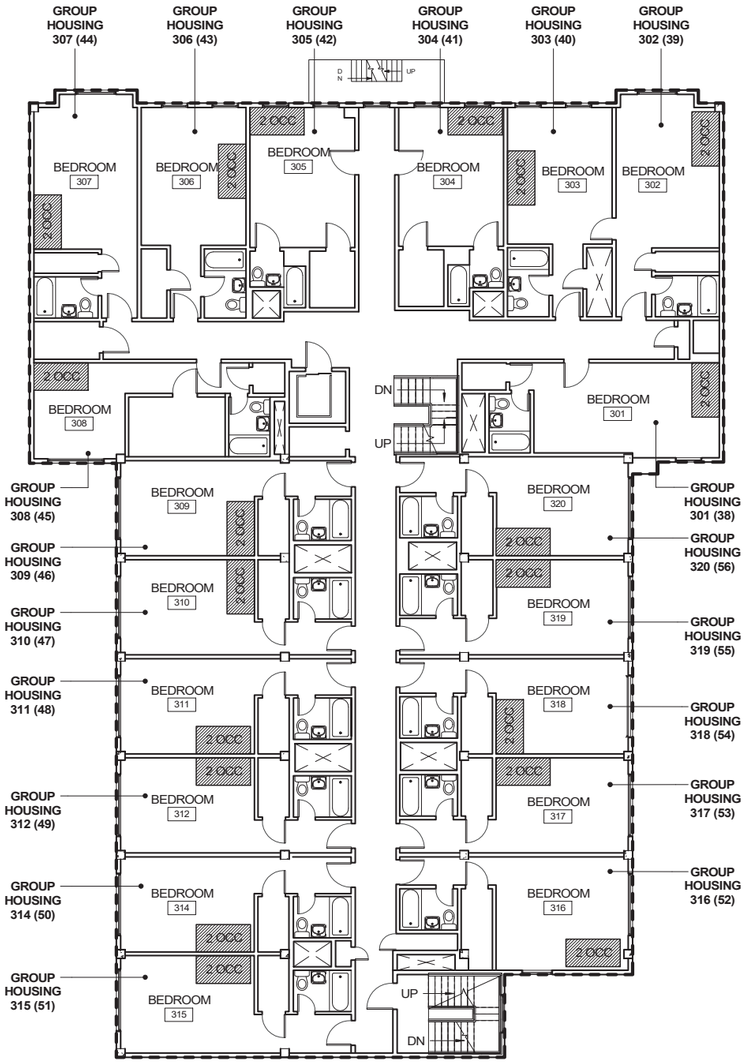
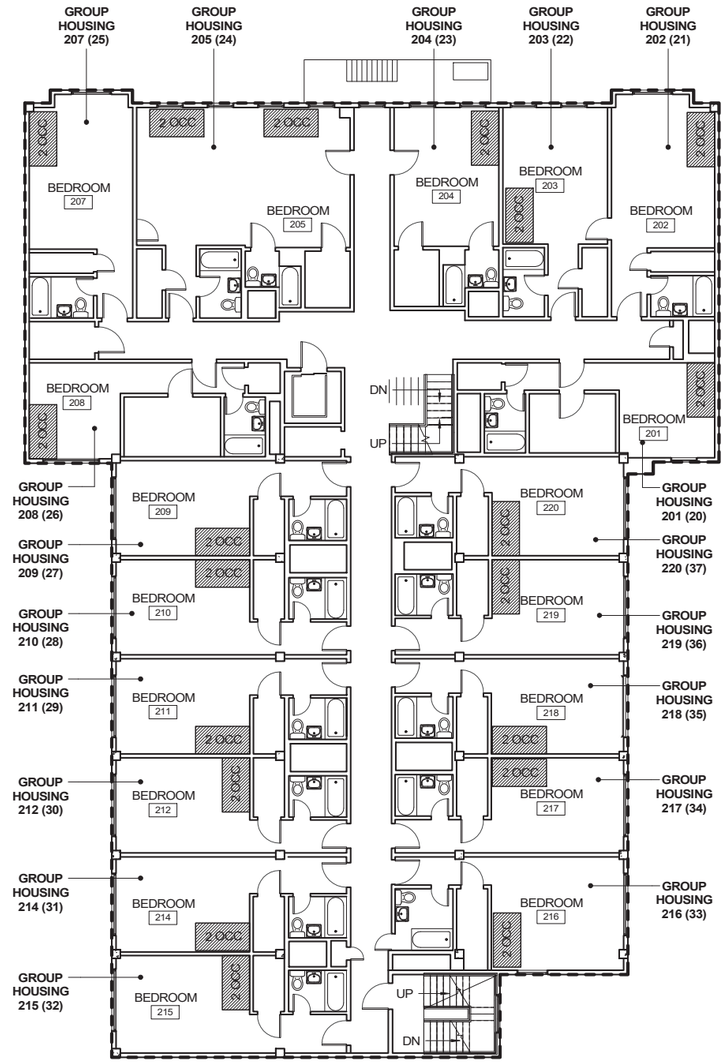


2 LEVEL 3 - PROPOSED
1/8" = 1'-0"



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 2

Level 2 - PROPOSED

ROOM	COUNT
201	2
202	2
203	2
204	2
205	4
207	2
208	2
209	2
210	2
211	2
212	2
214	2
215	2
216	2
217	2
218	2
219	2
220	2
TOTAL BED COUNTS	38

Level 3

Level 3 - PROPOSED

ROOM	COUNT
301	2
302	2
303	2
304	2
305	2
306	2
307	2
308	2
309	2
310	2
311	2
312	2
314	2
315	2
316	2
317	2
318	2
319	2
320	2
TOTAL BED COUNTS	38

LEGEND

- AREA NOT PART OF AAU PROJECT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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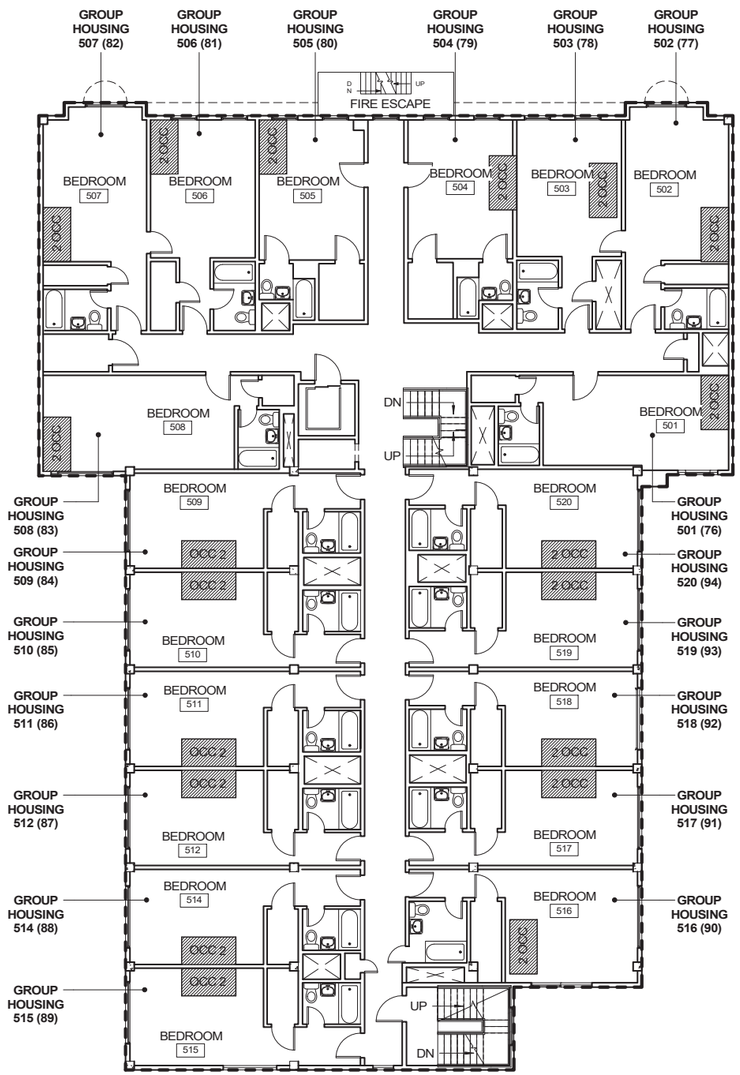
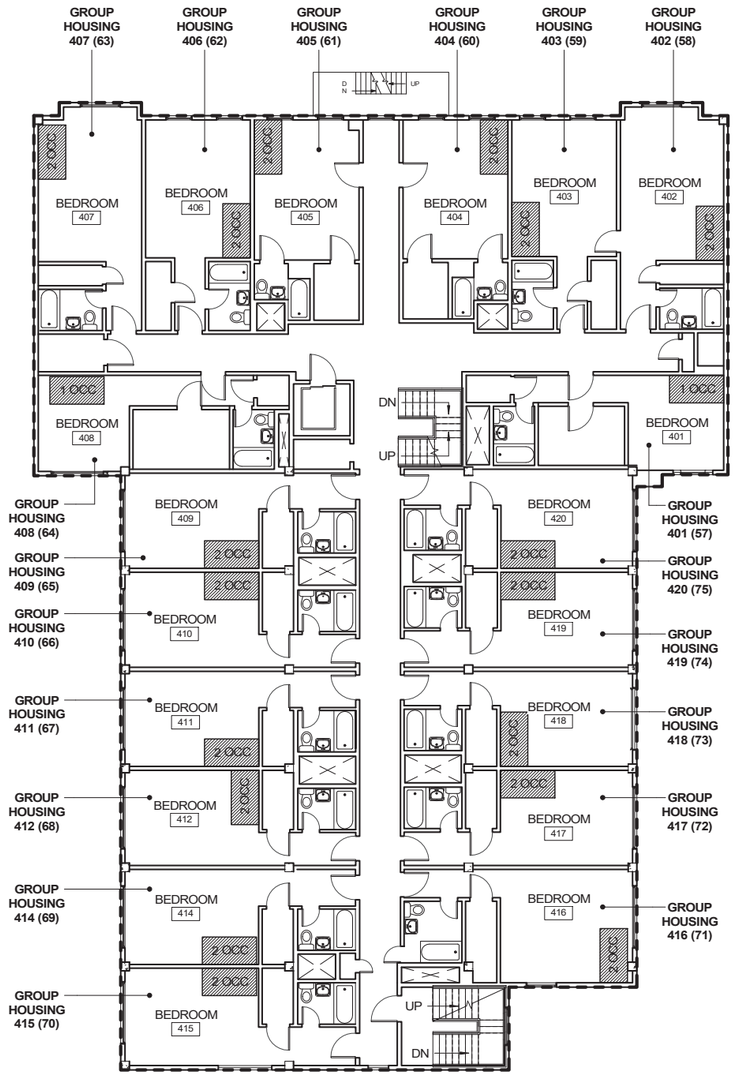
PROPOSED FLOOR PLANS - LEVELS 2 & 3

A2.2



2 LEVEL 5 - PROPOSED
1/8" = 1'-0"



1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 4

Level 4 - PROPOSED

ROOM	COUNT
401	1
402	2
403	2
404	2
405	2
406	2
407	2
408	1
409	2
410	2
411	2
412	2
414	2
415	2
416	2
417	2
418	2
419	2
420	2
TOTAL BED COUNTS	36

Level 5

Level 5 - PROPOSED

ROOM	COUNT
501	2
502	2
503	2
504	2
505	2
506	2
507	2
508	2
509	2
510	2
511	2
512	2
514	2
515	2
516	2
517	2
518	2
519	2
520	2
TOTAL BED COUNTS	38

LEGEND

- AREA NOT PART OF AAU PROJECT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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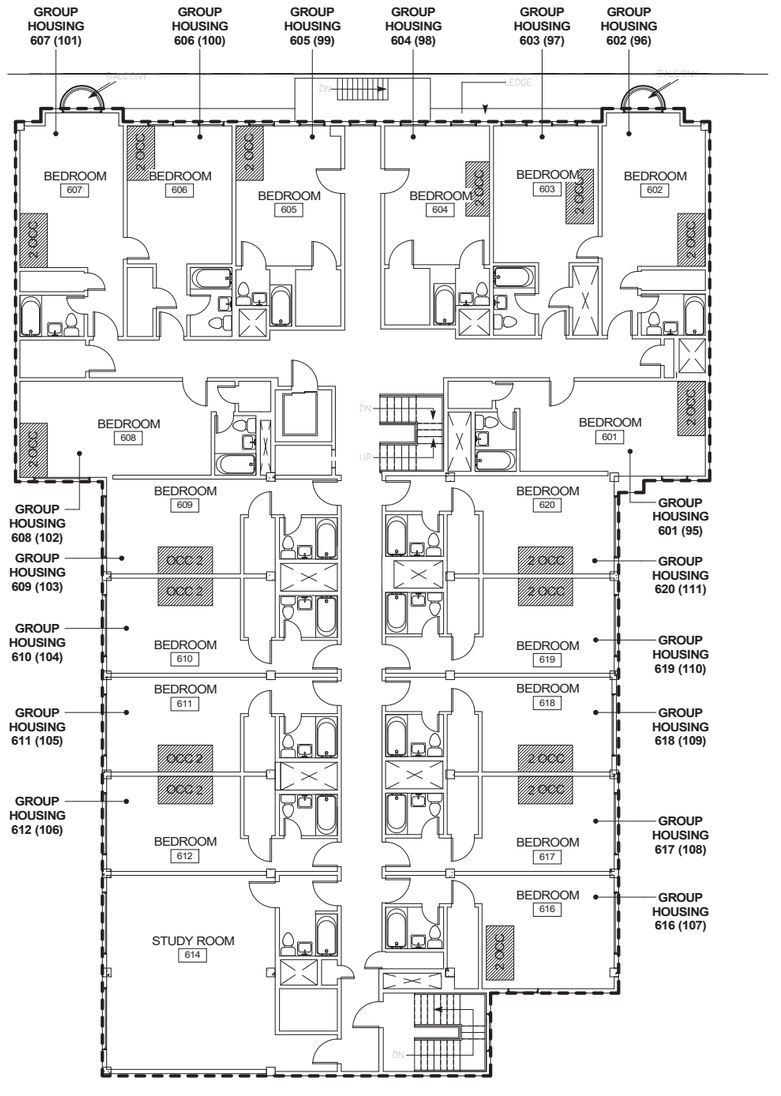
PROPOSED FLOOR PLANS - LEVELS 4 & 5

A2.3



1 LEVEL 6 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 6

Level 6 - PROPOSED	
ROOM	COUNT
601	2
602	2
603	2
604	2
605	2
606	2
607	2
608	2
609	2
610	2
611	2
612	2
616	2
617	2
618	2
619	2
620	2
TOTAL BED COUNTS	34

LEGEND

- AREA NOT PART OF AAU PROJECT
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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PROPOSED FLOOR PLANS - LEVEL 6

A2.4

3 RENDERING (1924)

2 PHOTOGRAPH (1925)

1 PHOTOGRAPH (2006)

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No.	Date	Description

HISTORIC EXTERIOR ELEVATION IMAGES

A3.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

1 NORTH ELEVATION - SUTTER STREET

KEYNOTES

1. EXISTING ALUMINUM WINDOWS WERE APPROVED IN 1980 (PERMIT NO. 8003129). NO WORK REQUIRED. ANY FUTURE WINDOW REPLACEMENT SHALL REQUIRED WOOD SASH WINDOWS TO MATCH HISTORIC PHOTOS.
2. EXISTING PROJECTING SIGN TO BE LEGALIZED AS VINTAGE SIGN (PREVIOUSLY PERMITTED, 1950'S); TURN ON EXISTING LIGHT
3. EXISTING AWNING SIGN TO BE LEGALIZED AS VINTAGE SIGN (PREVIOUSLY PERMITTED, 1950'S); TURN ON EXISTING LIGHT
4. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:

5. EXISTING LIGHT FIXTURE
6. EXISTING AWNING
7. EXISTING PROJECTING SIGN FRAME
8. EXISTING CASED SIGN
9. EXISTING ADA DOOR OPENER PUSH PLATE
10. EXISTING STAND PIPE
11. EXISTING JULIET BALCONY WITH METAL RAILING
12. EXISTING JULIET BALCONY WITH MASONRY RAILING
13. EXISTING LADDER TO ROOF
14. EXISTING ACCORDION LADDER
15. EXISTING FIRE ESCAPE BALCONY
16. EXISTING MOSAIC TILE LEDGE
17. EXISTING SECURITY GATE OVER ALCOVED DOUBLE DOOR TO BE REMOVED
18. EXISTING DOME SECURITY CAMERA,
19. EXISTING FLAGPOLE(S) TO REMAIN. REMOVE COMMERCIAL OR "AAU" BRANDED FLAG.

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No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

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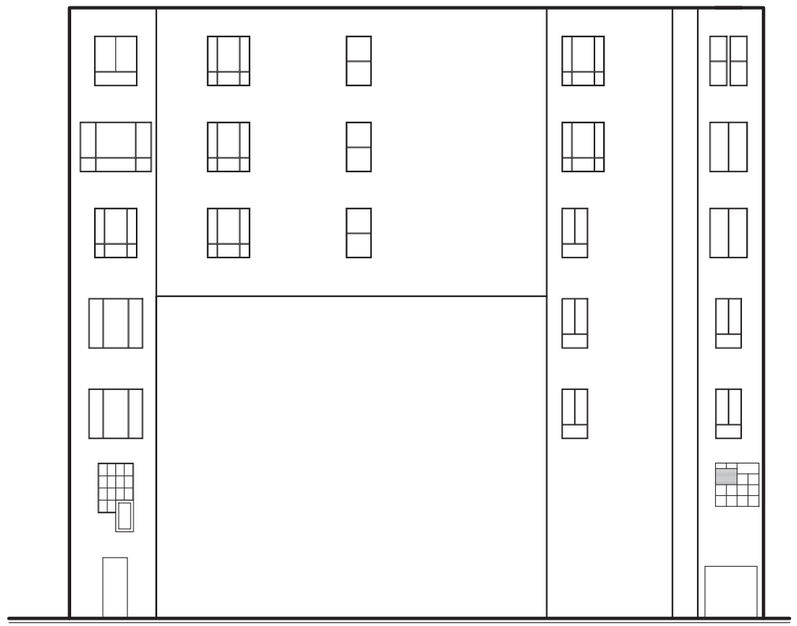

SOUTH ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
3 1/8" = 1'-0"

NORTH ELEVATION - SUTTER STREET
(PROPOSED)
2 1/8" = 1'-0"

NORTH ELEVATION - SUTTER STREET
(EXISTING])
1 1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

1. EXISTING ALUMINUM WINDOWS WERE APPROVED IN 1980 (PERMIT NO. 8003129). NO WORK REQUIRED. ANY FUTURE WINDOW REPLACEMENT SHALL REQUIRED WOOD SASH WINDOWS TO MATCH HISTORIC PHOTOS.
2. EXISTING PROJECTING SIGN TO BE LEGALIZED AS VINTAGE SIGN (PREVIOUSLY PERMITTED, 1950'S); TURN ON EXISTING LIGHT
3. EXISTING AWNING SIGN TO BE LEGALIZED AS VINTAGE SIGN (PREVIOUSLY PERMITTED, 1950'S); TURN ON EXISTING LIGHT
4. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

   ITEMS NOTED ON 9/25/19 SITE WALK:
5. EXISTING LIGHT FIXTURE
6. EXISTING AWNING
7. EXISTING PROJECTING SIGN FRAME
8. EXISTING CASED SIGN
9. EXISTING ADA DOOR OPENER PUSH PLATE
10. EXISTING STAND PIPE
11. EXISTING JULIET BALCONY WITH METAL RAILING
12. EXISTING JULIET BALCONY WITH MASONRY RAILING
13. EXISTING LADDER TO ROOF
14. EXISTING ACCORDION LADDER
15. EXISTING FIRE ESCAPE BALCONY
16. EXISTING MOSAIC TILE LEDGE
17. EXISTING SECURITY GATE OVER ALCOVED DOUBLE DOOR TO BE REMOVED
18. EXISTING DOME SECURITY CAMERA,
19. EXISTING FLAGPOLE(S) TO REMAIN. REMOVE COMMERCIAL OR "AAU" BRANDED FLAG.

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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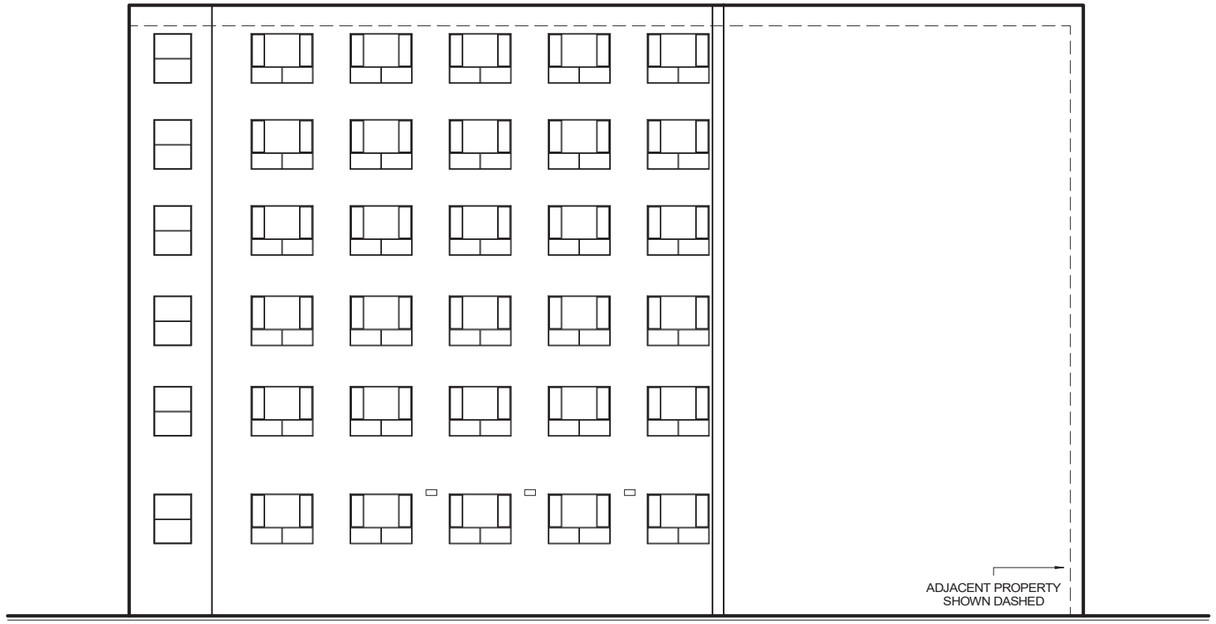
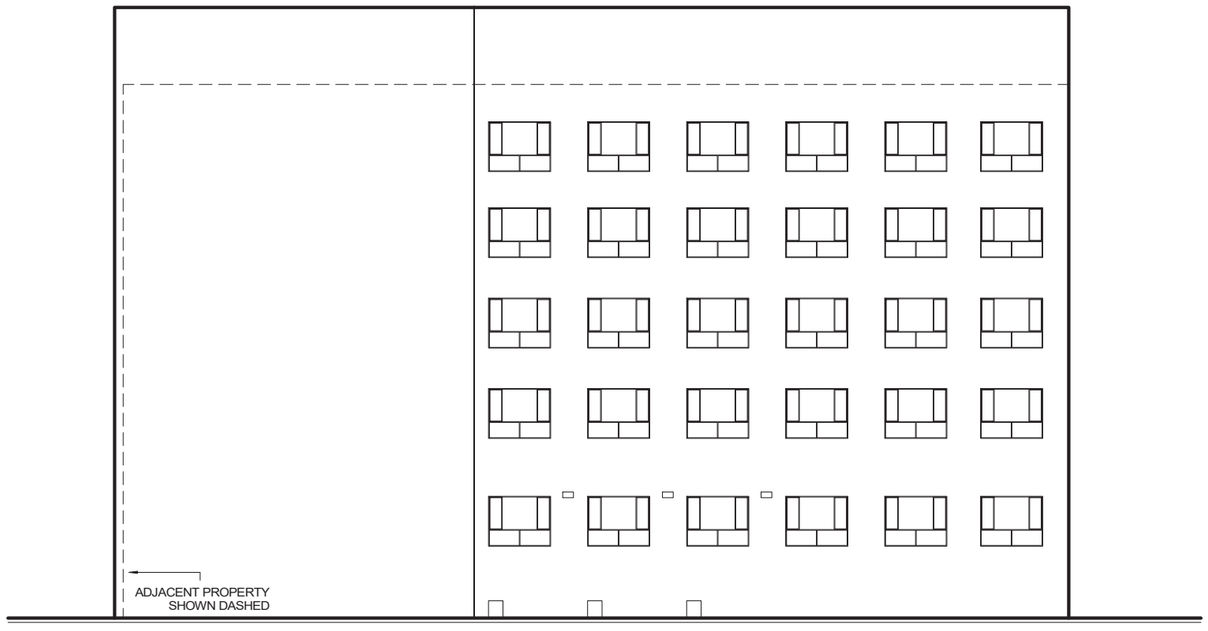
EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2



WEST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
2 1/8" = 1'-0"



EAST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
1 1/8" = 1'-0"

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED
2. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT AND PATCHING
3. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
4. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

1. EXISTING ALUMINUM WINDOWS WERE APPROVED IN 1980 (PERMIT NO. 8003129). NO WORK REQUIRED. ANY FUTURE WINDOW REPLACEMENT SHALL REQUIRED WOOD SASH WINDOWS TO MATCH HISTORIC PHOTOS.
2. EXISTING PROJECTING SIGN TO BE LEGALIZED AS VINTAGE SIGN (PREVIOUSLY PERMITTED, 1950'S); TURN ON EXISTING LIGHT
3. EXISTING AWNING SIGN TO BE LEGALIZED AS VINTAGE SIGN (PREVIOUSLY PERMITTED, 1950'S); TURN ON EXISTING LIGHT
4. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS

ITEMS NOTED ON 9/25/19 SITE WALK:

5. EXISTING LIGHT FIXTURE
6. EXISTING AWNING
7. EXISTING PROJECTING SIGN FRAME
8. EXISTING CASED SIGN
9. EXISTING ADA DOOR OPENER PUSH PLATE
10. EXISTING STAND PIPE
11. EXISTING JULIET BALCONY WITH METAL RAILING
12. EXISTING JULIET BALCONY WITH MASONRY RAILING
13. EXISTING LADDER TO ROOF
14. EXISTING ACCORDION LADDER
15. EXISTING FIRE ESCAPE BALCONY
16. EXISTING MOSAIC TILE LEDGE
17. EXISTING SECURITY GATE OVER ALCOVED DOUBLE DOOR TO BE REMOVED
18. EXISTING DOME SECURITY CAMERA,
19. EXISTING FLAGPOLE(S) TO REMAIN. REMOVE COMMERCIAL OR "AAU" BRANDED FLAG.

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TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

825 SUTTER
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.10
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 11:14:37 PM

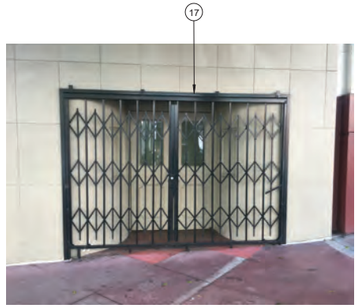
No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

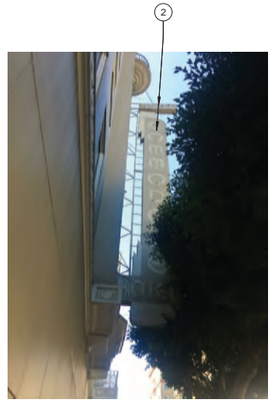
A3.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

12 IMAGE



11 IMAGE

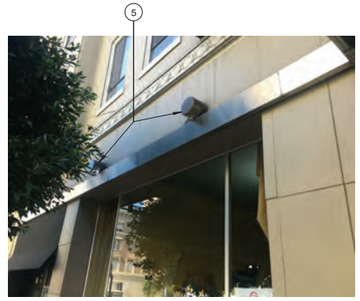


10 IMAGE

9 IMAGE

8 IMAGE

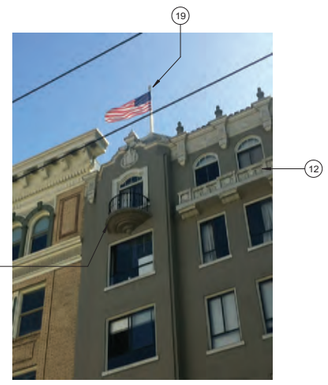
7 IMAGE



6 IMAGE

5 IMAGE

4 IMAGE



3 IMAGE

2 IMAGE

1 IMAGE

KEYNOTES

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STATE OF CALIFORNIA

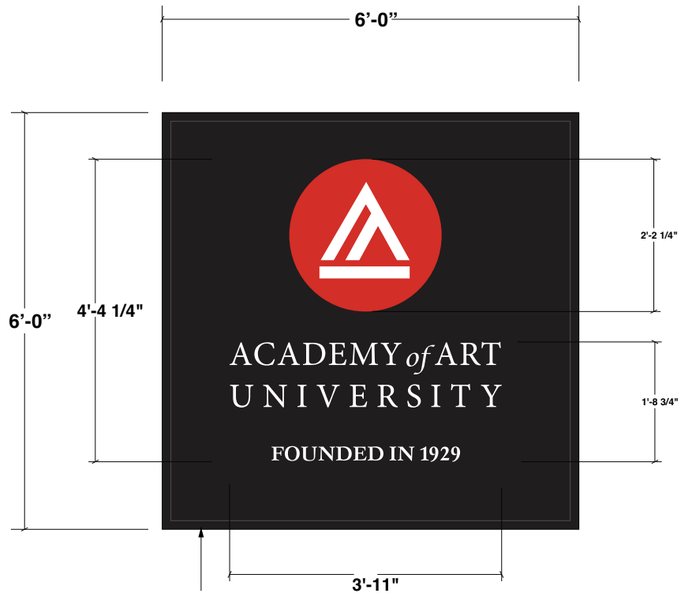
Project Number 21823.10
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:14:51 PM

No.	Date	Description

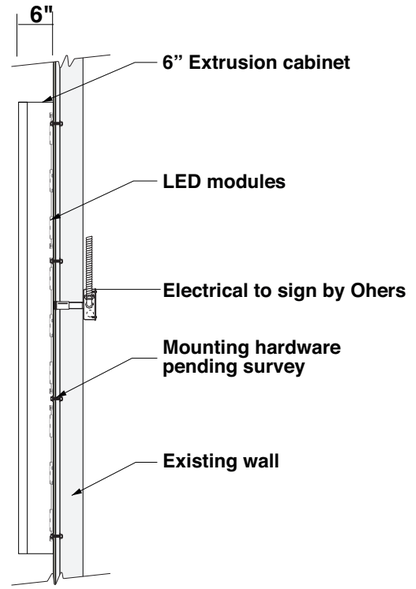
EXTERIOR ELEVATION DETAIL IMAGES

A4.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



Single faced extrusion cabinet sign
plex face with translucent vinyl graphic



Red

Black

White

A S/F Extrusion Cabinet Sign

Scale: 1” = 1’ - 0”

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
& 3M 3630-143 Poppy Red Logo/Vinyl. All Interior Lighting w/ LED Modules

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 1 Date: 9/12/19

Revision Notes:
A) Revised sign size
B) Revised sign placement

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
825 SUTTER STREET
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be
Title 24
Compliant

Sheet No.
GG 2.0

ESTM CONDITIONS
EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
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.
	AAU PROPOSAL: See Notes on Sheet A3.2
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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.
	AAU PROPOSAL: Pursuant to correspondence with the Planning Department, AAU understands this condition was removed, because shuttle stop has been relocated to 491 Post Street.
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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).
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet
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.
	AAU PROPOSAL: See Bicycle Parking Summary on this Sheet

ESTM CONDITIONS (CONT.)

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

AAU respectfully contends that it is not reasonable to add Class I spaces to the property. The subject property is a historic building that has 8 character-defining marble steps leading to its front door thereby not meeting access requirements for Class I parking. Note that the service door accessible from the street leads to an uncovered corridor, which then only leads to a kitchen and steps leading up to a basement storage/utility area.

To mitigate lack of Class I spaces, AAU proposes 6 Class II spaces on Sutter Street, 3 more than required by ES-13: TR-6.

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	42	70	0 *Hardship Request
CLASS II	3	8	6

** THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES
REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	3,813	3,813
LEVEL 1	4,807	4,807
LEVEL 2	4,832	4,832
LEVEL 3	4,811	4,811
LEVEL 4	4,810	4,810
LEVEL 5	4,810	4,810
LEVEL 6	4,810	4,810
GROSS FLOOR TOTAL	32,693	32,693

FLOOR AREA RATIO:
SAN FRANCISCO PLANNING CODE SEC. 124 (b)
IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

INSTITUTIONAL OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	2,969	2,969
OCCUPIED SF TOTAL	2,969	2,969

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RC-4
DWELLING UNITS (DUs) 1 DU PER 200 SF LOT AREA
GROUP HOUSING ROOMS (GHs) 1 GH PER 70 SF LOT AREA

860 SUTTER CALCULATION
GROUP HOUSING ROOMS (GHs) 6,410 SF / 70 SF = 92 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
RESIDENTIAL HOTEL ROOM	N/A	50	0	0
GROUP HOUSING ROOM	92	0	89	89
TOURIST HOTEL ROOM	N/A	39	0	0
BED COUNT	184*For GH Only	184	175	186

NOTES
1. Existing bed count reflects beds in residential Dwelling Units and bedroom occupied by AAU for residential uses, based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. Two Bedrooms/Units occupied by non-AAU Permanent Residents (GH# 106, GH# 216) in this building. Bedrooms/Units entitled as student housing, with provision made that all existing non-AAU residents may remain in their current Bedrooms/Units until voluntarily vacating.

CODE NOTES (CONT.)

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATICNAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- EXPOSURE

*SEE SHEET A0.E1 FOR EXPOSURE PLAN ANALYSIS

Building Compliance based on Common Areas at Level 1.

E- OPEN SPACE

*SEE SHEET A0.S2 FOR OPEN SPACE ANALYSIS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
OPEN SPACE, REQUIRED: ANY FRONT SETBACKS, SIDE OR REAR YARDS, COURTS, USABLE OPEN SPACE OR OTHER OPEN AREA PROVIDED IN ORDER TO MEET THE REQUIREMENTS OF THIS CODE.

SAN FRANCISCO PLANNING CODE SEC. 135.D.2
FOR GROUP HOUSING STRUCTURES, SRO UNITS, AND DWELLING UNITS THAT MEASURE LESS THAN 350 SQUARE FEET PLUS A BATHROOM, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE ONE-THIRD THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D)(1) ABOVE AND (D)(4) AND (D)(5), BELOW. FOR PURPOSES OF THESE CALCULATIONS, THE NUMBER OF BEDROOMS ON A LOT SHALL IN NO CASE BE CONSIDERED TO BE LESS THAN ONE BEDROOM FOR EACH TWO BEDS. WHERE THE ACTUAL NUMBER OF BEDS EXCEEDS AN AVERAGE OF TWO BEDS FOR EACH BEDROOM, EACH TWO BEDS SHALL BE CONSIDERED EQUIVALENT TO ONE BEDROOM.

860 SUTTER CALCULATION
REQUIRED 1,468 SF [(92 BEDROOMS * 36 SF. /3)(1.33)]
EXISTING/PROPOSED 0 SF

NOTE: BEDROOMS IN THIS CALCULATION (92) EQUAL TO HALF PROPOSED BED COUNT IN GROUP HOUSING ROOMS (88), PER 135.D.2

*EXCEPTION REQUEST: Compliance with Section 135 not feasible given existing conditions of Category A historic building.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 39 TOURIST HOTEL UNITS AND 50 RESIDENTIAL HOTEL UNITS AT 860 SUTTER TO GROUP HOUSING (UP TO 88 BEDROOMS AND 184 BEDS) WITH A STUDENT HOUSING USE CHARACTERISTIC.

ALL TOURIST HOTEL ROOMS BEING CONVERTED TO GROUP HOUSING WITH STUDENT HOUSING USE CHARACTERIZATION TO BECOME ADMIN CODE CHAPTER 41 DESIGNATED RESIDENTIAL HOTEL UNITS PURSUANT TO DEVELOPMENT AGREEMENT (REPLACING UNITS AT 1153 BUSH STREET AND 1080 BUSH STREET).

THE PROJECT ALSO PROPOSES TO RETAIN 2,969 SF. OF POST-SECONDARY EDUCATIONAL INSTITUTIONAL OCCUPIED FLOOR AREA AT THE BASEMENT LEVEL.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 860 SUTTER LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED ON MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO ABATE AND/OR CLOSE ENFORCEMENT CASES 10926 (UNAUTHORIZED INSTALLATION OF VINYL WINDOWS) AND 8617 (CONVERSION OF DWELLING UNITS TO GROUP HOUSING WITHOUT CU PER 209.2(C)).

NEW SIGNAGE PROPOSED

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	●	●
A0.1	PROJECT INFORMATION		●
A0.2	GENERAL NOTES		●
A0.E1	EXPOSURE PLAN ANALYSIS - LEVELS 1, 2, 3, 4, 5 & 6	●	
A0.S1	SITE PLAN AERIAL IMAGE	●	
A0.S2	SITE PLAN DRAWINGS	●	
A0.S3	STREETSCAPE DRAWINGS	●	
A0.T1	OCCUPANCY AND EGRESS PLANS		●
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		●
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		●
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		●
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		●
A1.1	EXISTING FLOOR PLANS - BASEMENT & LEVEL 1	●	●
A1.2	EXISTING FLOOR PLANS - LEVELS 2 & 3	●	●
A1.3	EXISTING FLOOR PLANS - LEVELS 4 & 5	●	●
A1.4	EXISTING FLOOR PLANS - LEVEL 6	●	●
A2.1	PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1	●	●
A2.2	PROPOSED FLOOR PLANS - LEVELS 2 & 3	●	●
A2.3	PROPOSED FLOOR PLANS - LEVELS 4 & 5	●	●
A2.4	PROPOSED FLOOR PLANS - LEVEL 6	●	●
A3.1	EXTERIOR ELEVATION IMAGES	●	●
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●
A3.3	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●
A3.4	EXISTING/PROPOSED EXTERIOR ELEVATIONS	●	●
A4.1	WINDOW SCOPE	●	●
A4.2	EXTERIOR ELEVATION DETAIL IMAGES	●	
	SIGNAGE SHEETS		
GG 2.0	SIGNAGE DETAILS	●	●
GG 3.0	SIGNAGE DETAILS	●	●

TOTAL SHEETS: 21

PROPERTY INFORMATION

ADDRESS 860 SUTTER STREET
BLOCK/LOT 0281/006

No OF STORIES 7 (NO CHANGE)

DISTRICTS
ZONING RC-4
HEIGHT/BULK 80-A
SPECIAL USE WITHIN 1/4 MILE OF THE FRINGE FINANCIAL SERVICES RUD
WITHIN 1/4 MULE OF AN EXISTING FRINGE FINANCIAL SERVICE

USE CHANGE OF USE REQUIRED
LAST LEGAL RESIDENTIAL: TOURIST HOTEL (39 ROOMS) & RESIDENTIAL HOTEL (50 ROOMS)

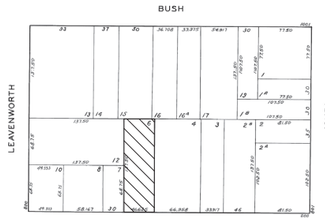
PROPOSED RESIDENTIAL: GROUP HOUSING (88 ROOMS)&
INSTITUTIONAL: POST-SECONDARY EDUCATION

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT PLAN N.T.S.



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VICINITY MAP N.T.S.

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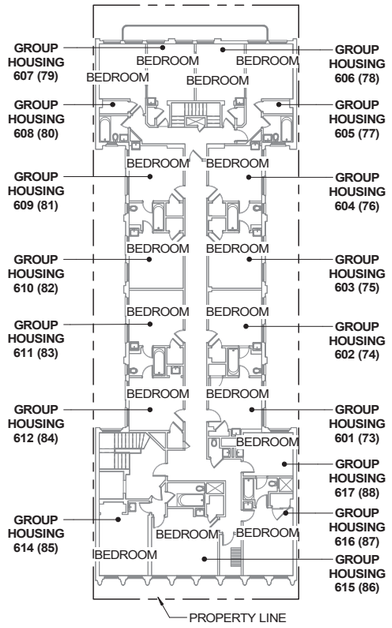
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.11
Issue Date 10/11/19
Scale: As indicated
Phase
Print Date: 10/11/2019 11:18:00 PM

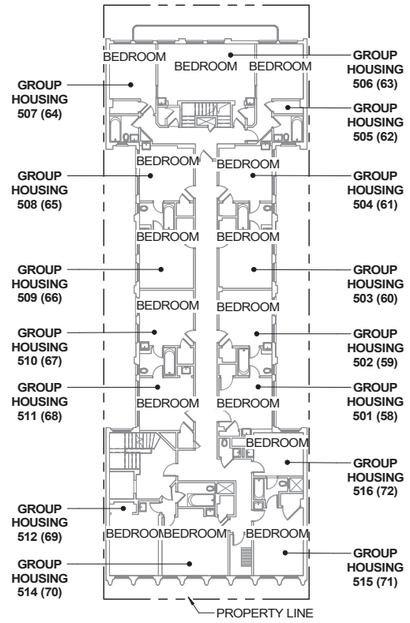
No.	Date	Description

COVER SHEET

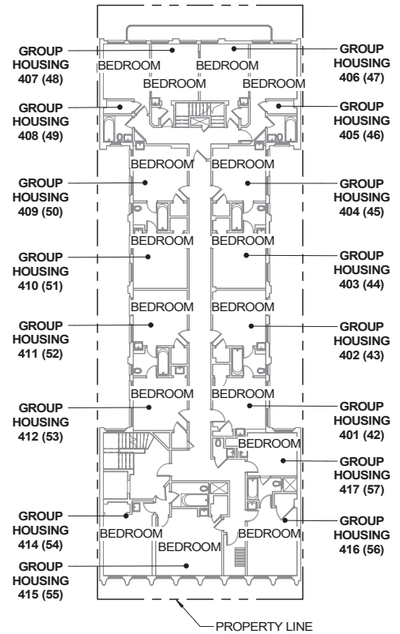
A0.0



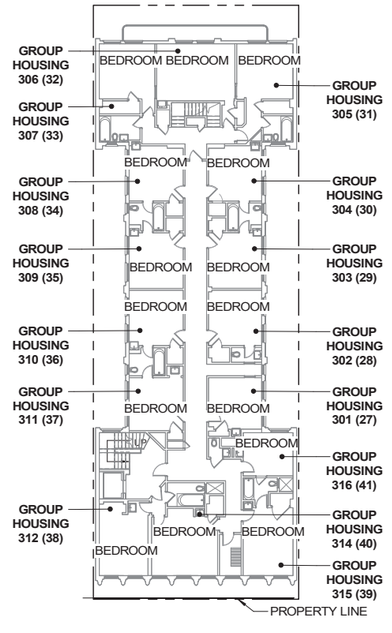
6 LEVEL 6 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



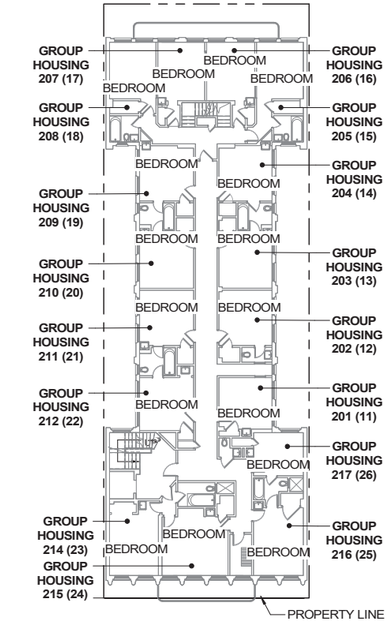
5 LEVEL 5 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



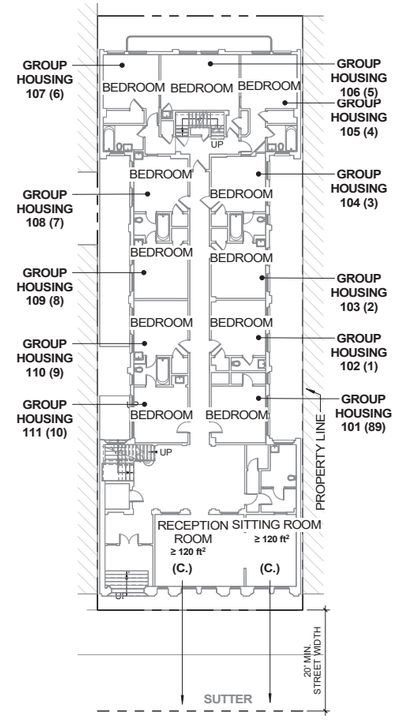
4 LEVEL 4 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



3 LEVEL 3 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



2 LEVEL 2 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



1 LEVEL 1 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"

N

LEGEND

EXPOSURE COMPLIANCE

(C.) ↓ EXISTING VIEW COMPLIANT WITH CODE SECTION 140 (b) COMMON AREA WITH 120 SF. MIN.

(N.C.) ↓ EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED TO BE COMPLIANT WITH CODE SECTION 140

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.11
Issue Date 10/11/19
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Phase
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EXPOSURE PLAN ANALYSIS - LEVELS 1, 2, 3, 4, 5 & 6

A0.E1

1 SITE PLAN AERIAL IMAGE

N

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DOUGLAS G TOM
NO. C12405
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Project Number	21823.11
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Scale	1/8" = 1'-0"
Phase	
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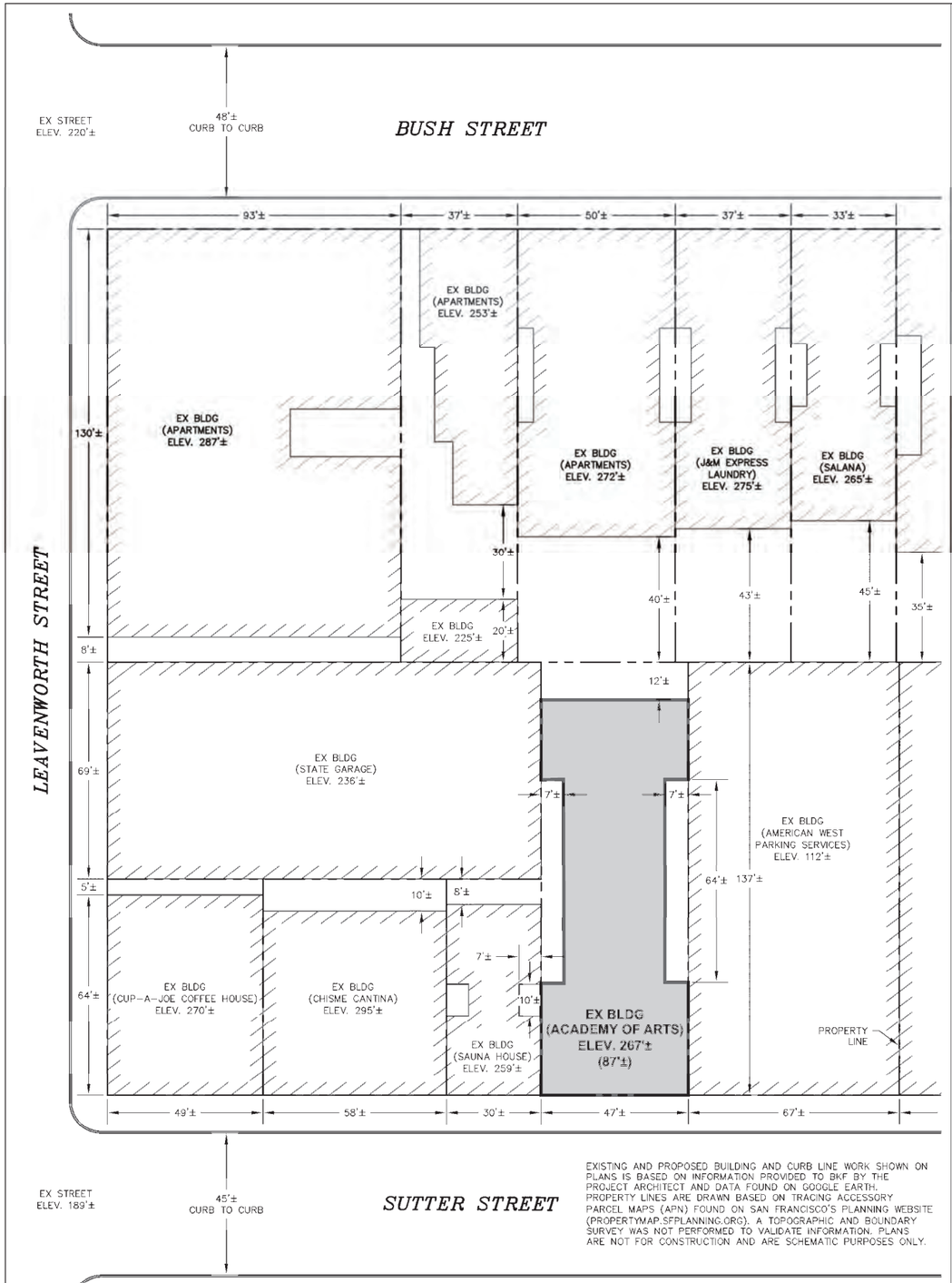
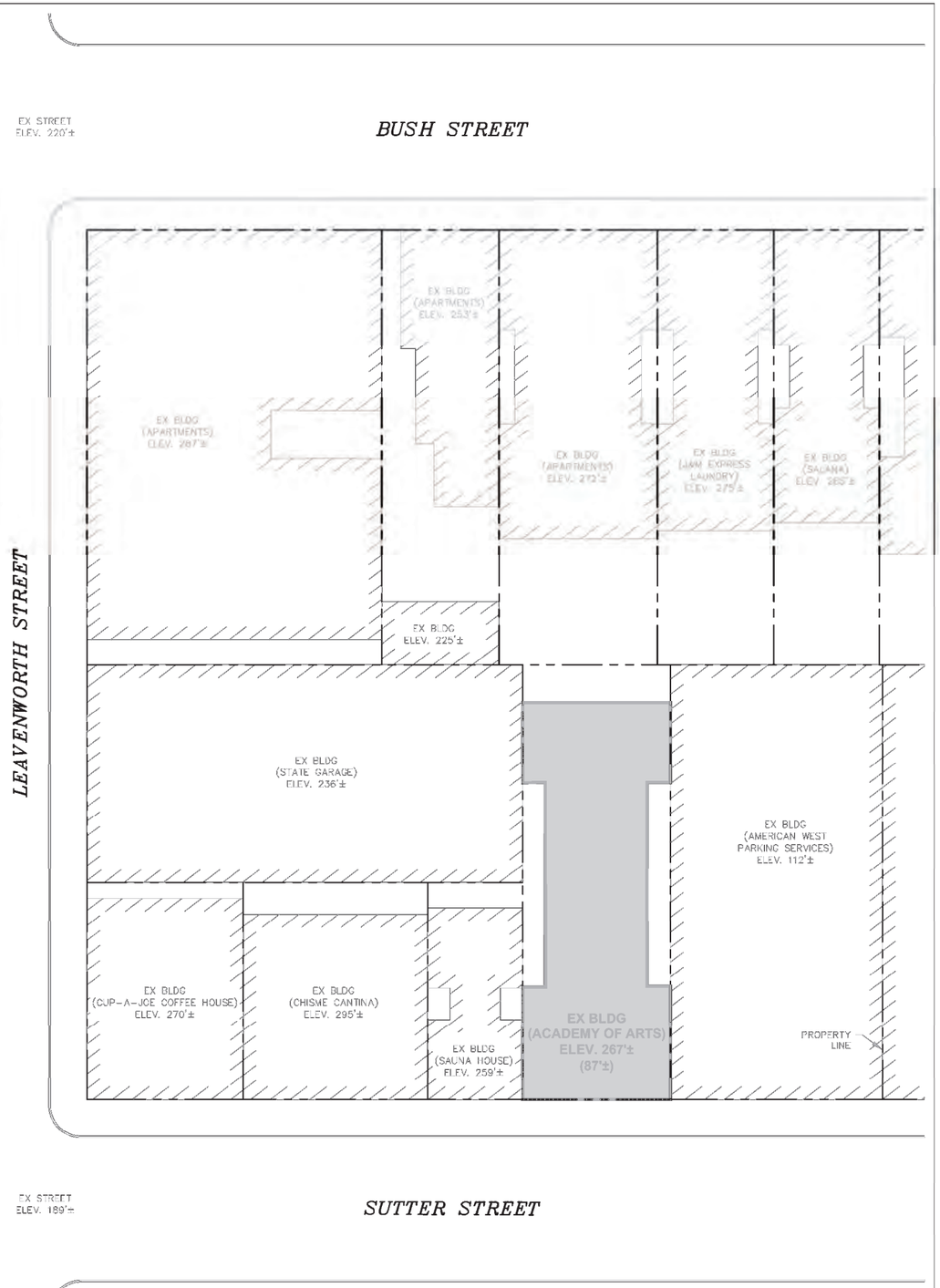
No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



2 860 SUTTER - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 860 SUTTER - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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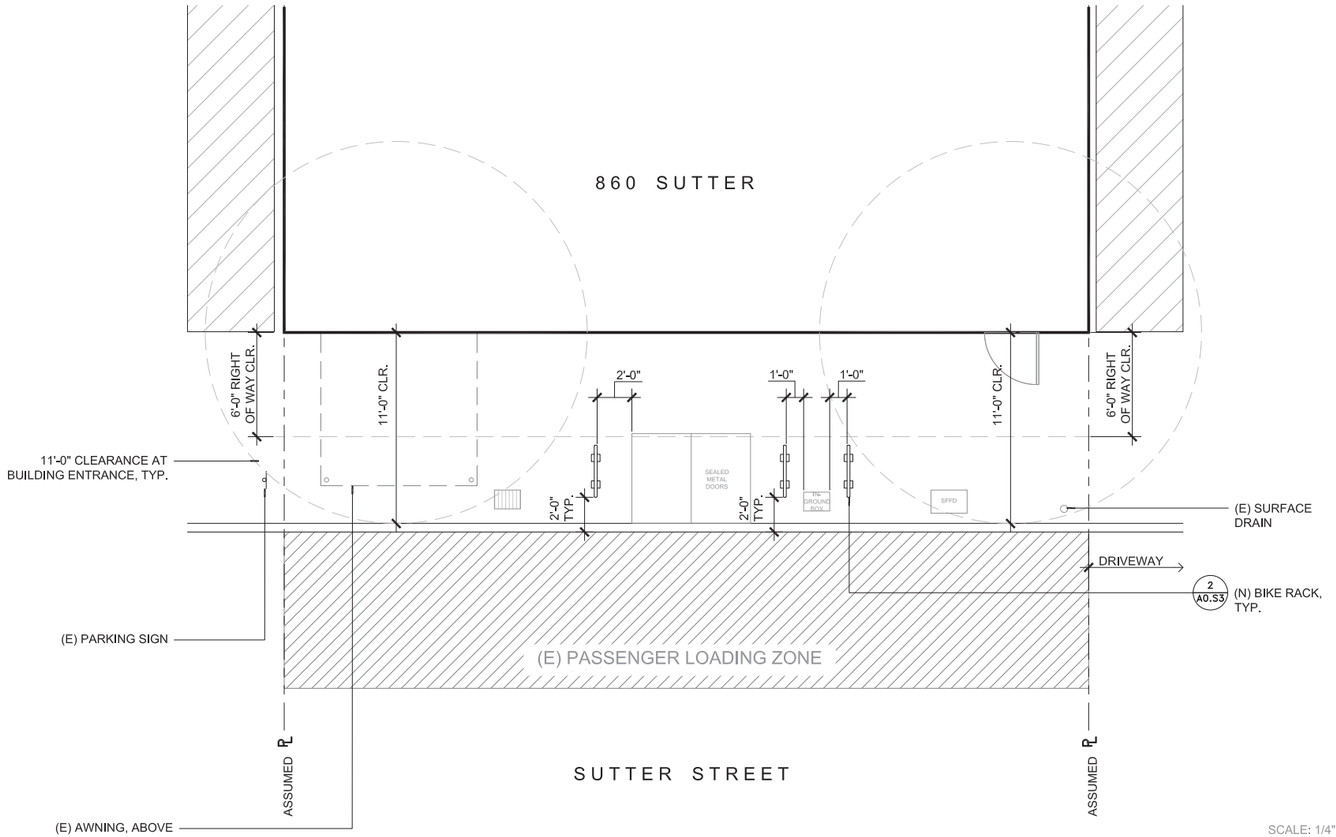
860 SUTTER
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER
JASON T. WU
No. C 52281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

21823.11 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

A0.S2

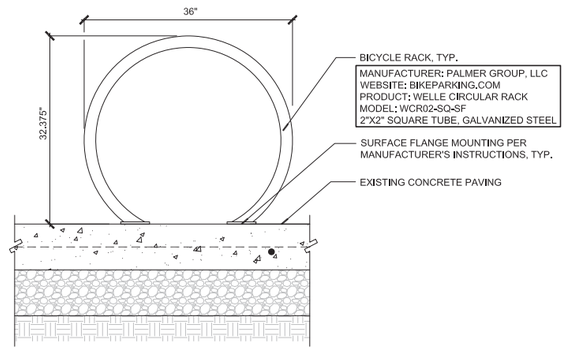


SCALE: 1/4"=1'-0"

0' 2' 4' 8'

N

1 Site Plan
1/4" = 1'-0"



2 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(6) BIKE PARKING SPACES

TOTAL: 6

LEGEND

(N) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) IN-GROUND VENT

(E) PARKING SIGN

(E) PASSENGER LOADING (WHITE CURB)

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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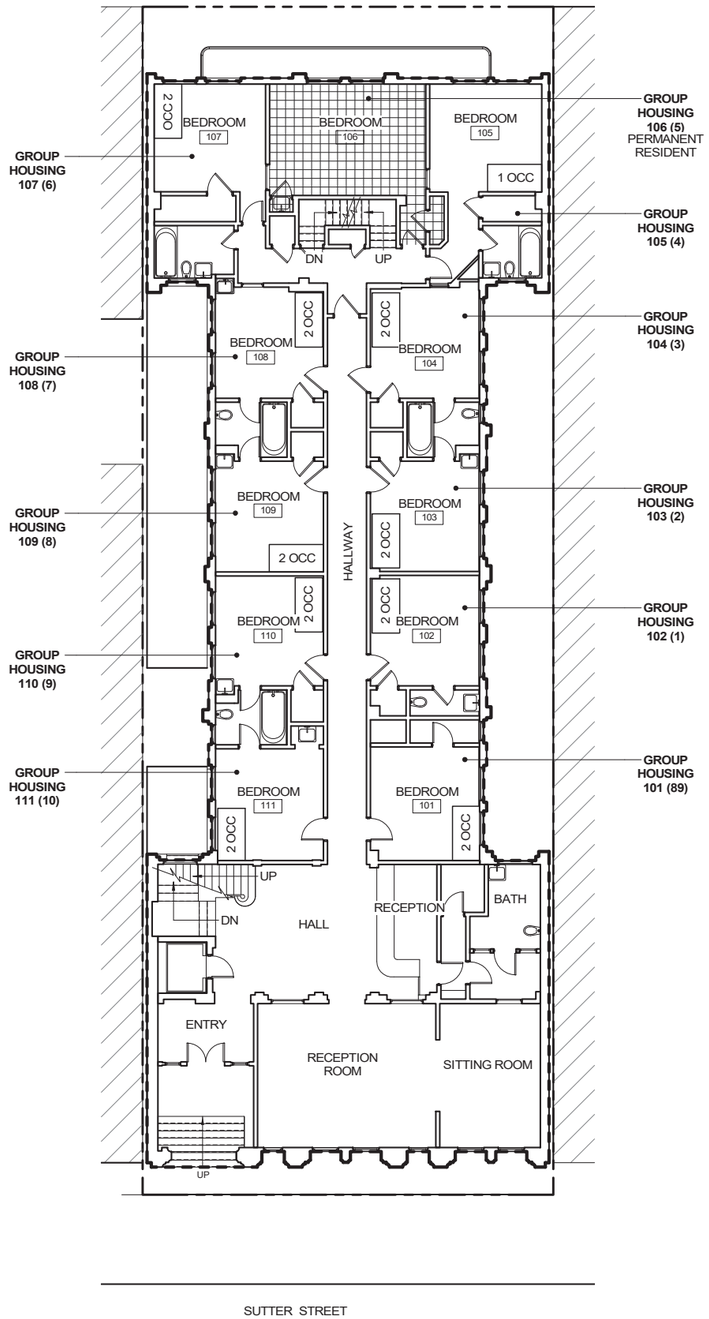
REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MCFARLAND
C 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

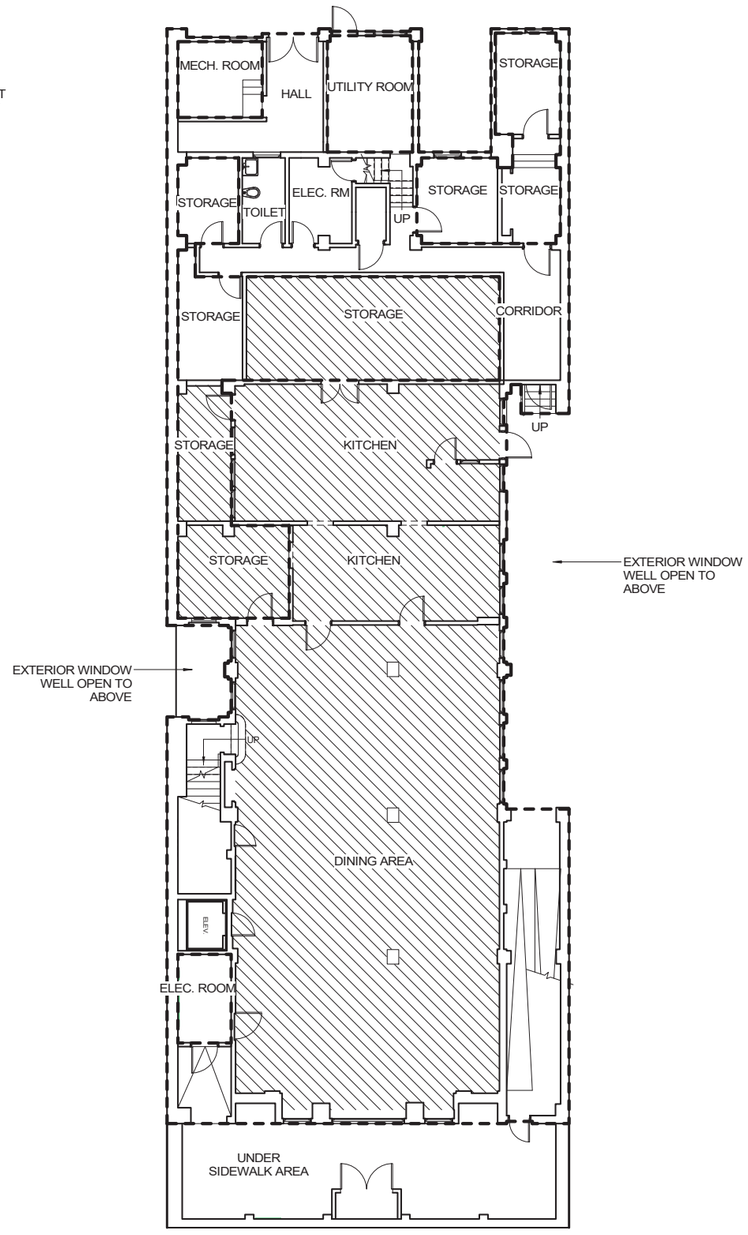
Project Number 21823.06
Issue Date 10/11/19
Scale AS NOTED
Phase
Print Date

STREETSCAPE DRAWINGS

A0.S3



2 LEVEL 1 - EXISTING
1/8" = 1'-0"



1 BASEMENT - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 1

Level 1 - (E) Bed Counts	
ROOM	COUNT
101	2
102	2
103	2
104	2
105	1
107	2
108	2
109	2
110	2
111	2
TOTAL BED COUNTS	19

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- INSTITUTIONAL USE POST-SECONDARY EDUCATION
- PERMANENT RESIDENT

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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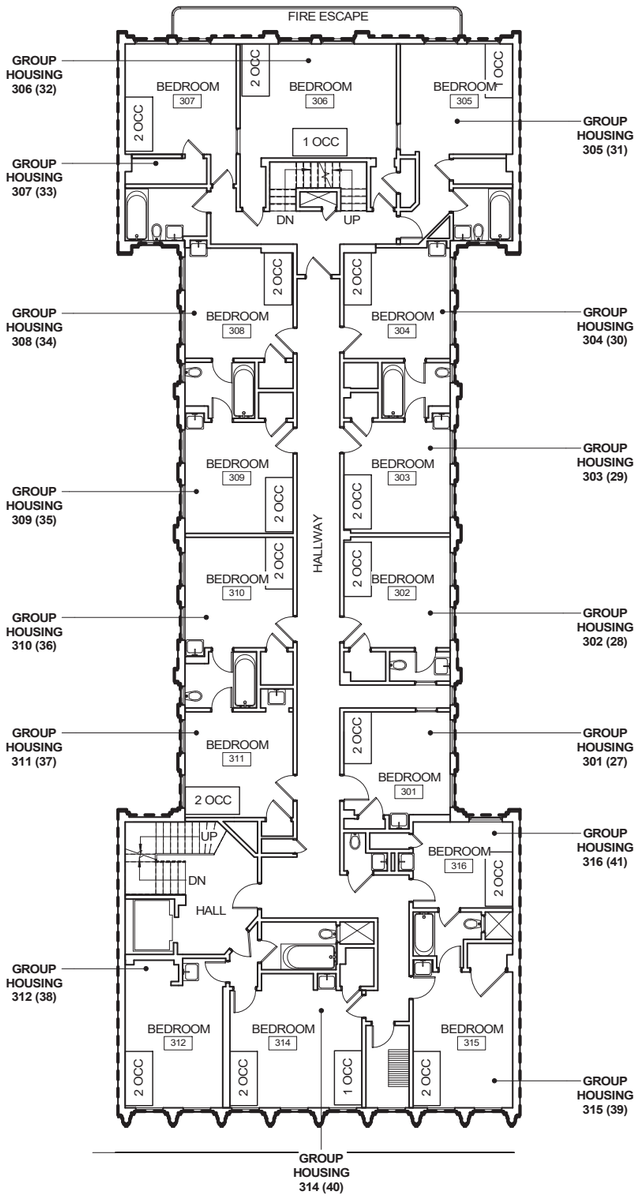
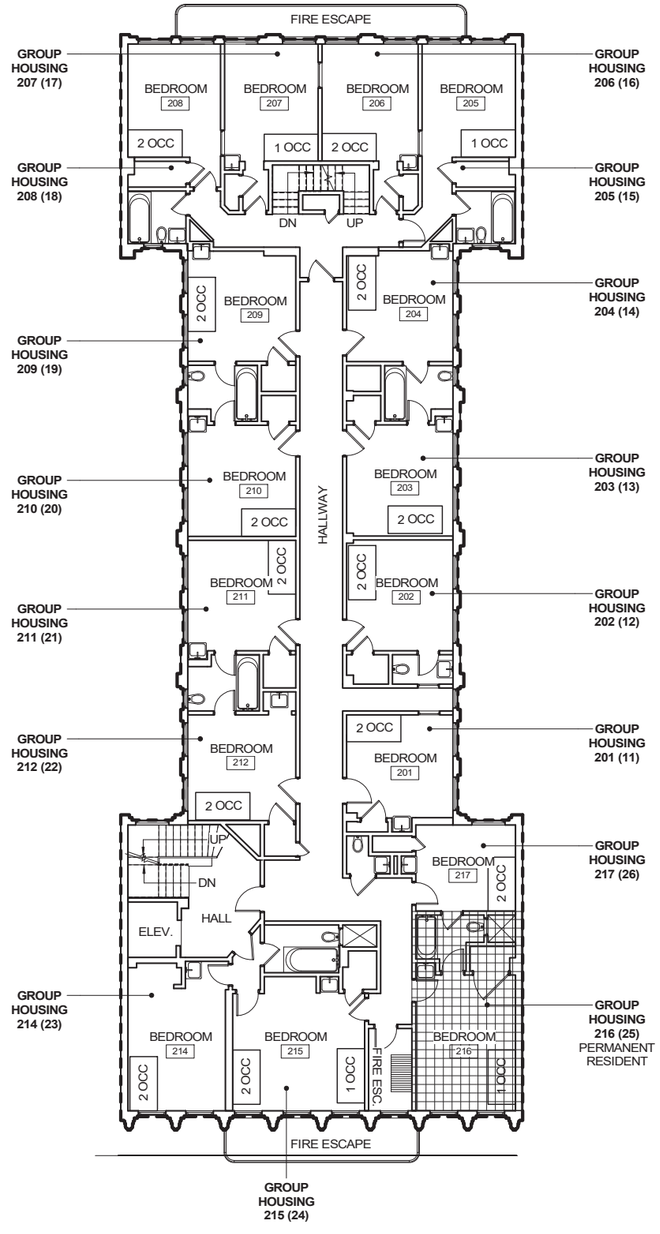
EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1



2 LEVEL 3 - EXISTING
1/8" = 1'-0"



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - (E) Bed Counts

ROOM	COUNT
201	2
202	2
203	2
204	2
205	1
206	2
207	1
208	2
209	2
210	2
211	2
212	2
214	2
215	3
216	1
217	2
TOTAL BED COUNTS	30

Level 3

Level 3 - (E) Bed Counts

ROOM	COUNT
301	2
302	2
303	2
304	2
305	1
306	3
307	2
308	2
309	2
310	2
311	2
312	2
314	3
315	2
316	2
TOTAL BED COUNTS	31

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- INSTITUTIONAL USE POST-SECONDARY EDUCATION
- PERMANENT RESIDENT

ROOM TAG

Name
XXX

- ROOM NAME
- ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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NO. C12405
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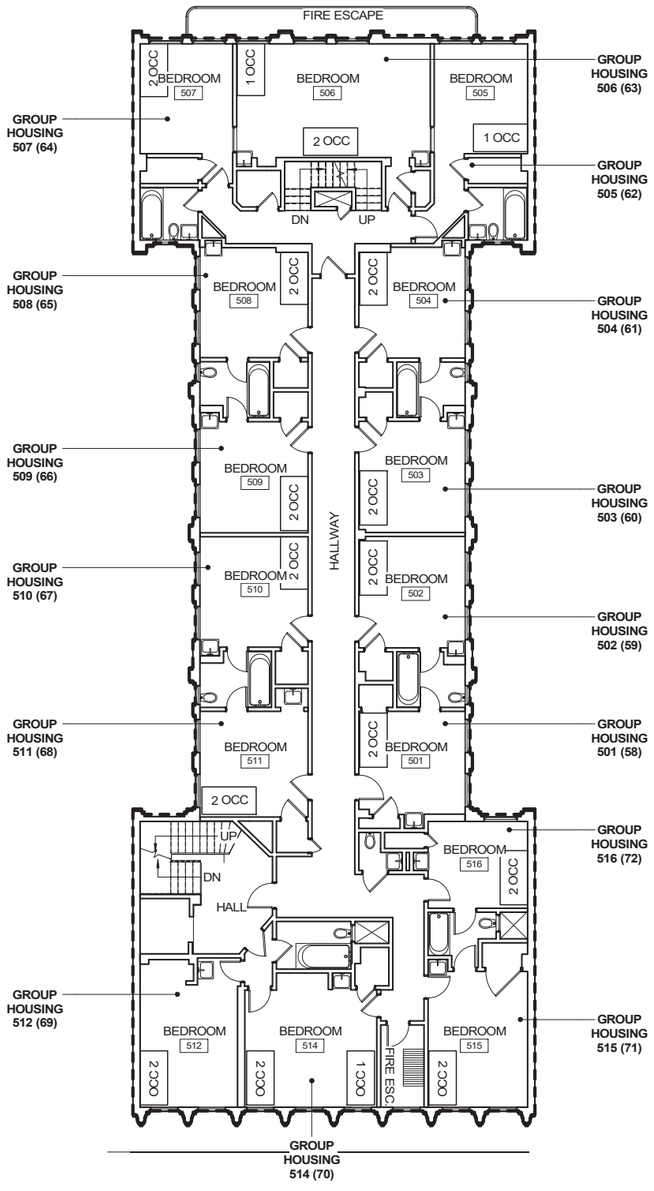
Print Date 10/11/2019 11:18:31 PM

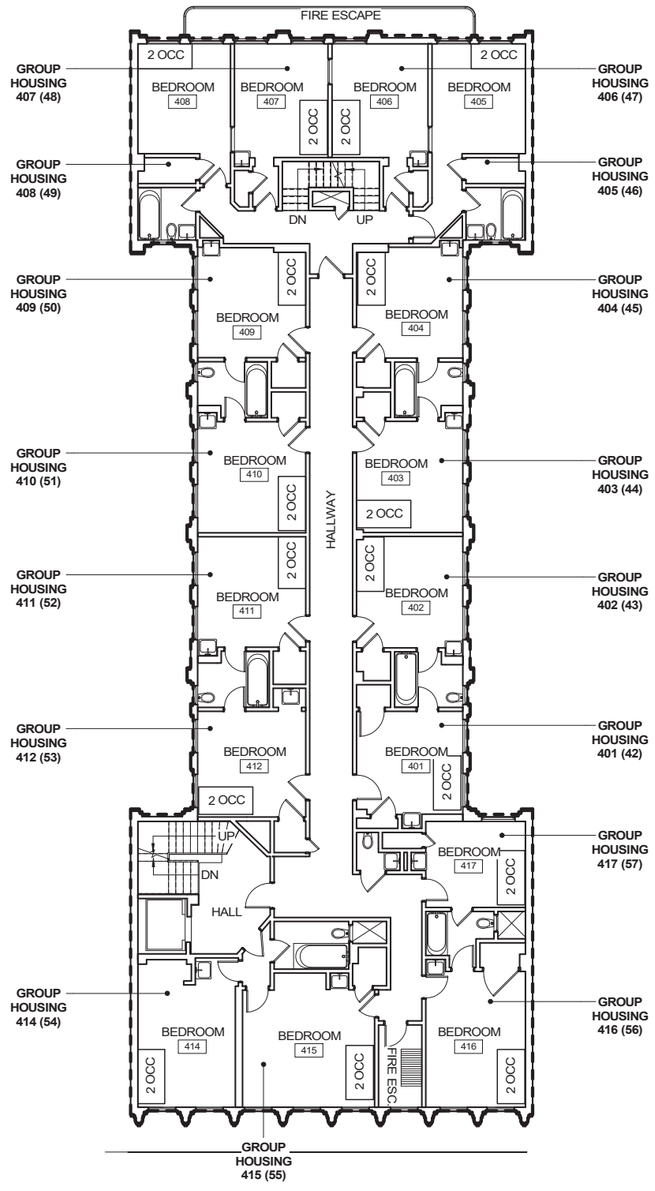
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 2 & 3

A1.2



2 LEVEL 5 - EXISTING
1/8" = 1'-0"



1 LEVEL 4 - EXISTING
1/8" = 1'-0"

BED COUNT

Level 4

Level 4 - (E) Bed Counts

ROOM	COUNT
401	2
402	2
403	2
404	2
405	2
406	2
407	2
408	2
409	2
410	2
411	2
412	2
414	2
415	2
416	2
417	2
TOTAL BED COUNTS	32

Level 5

Level 5 - (E) Bed Counts

ROOM	COUNT
501	2
502	2
503	2
504	2
505	1
506	3
507	2
508	2
509	2
510	2
511	2
512	2
514	3
515	2
516	2
TOTAL BED COUNTS	31

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- INSTITUTIONAL USE POST-SECONDARY EDUCATION
- PERMANENT RESIDENT

ROOM TAG

Name
XXX

- ROOM NAME
- ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

N

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DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.11
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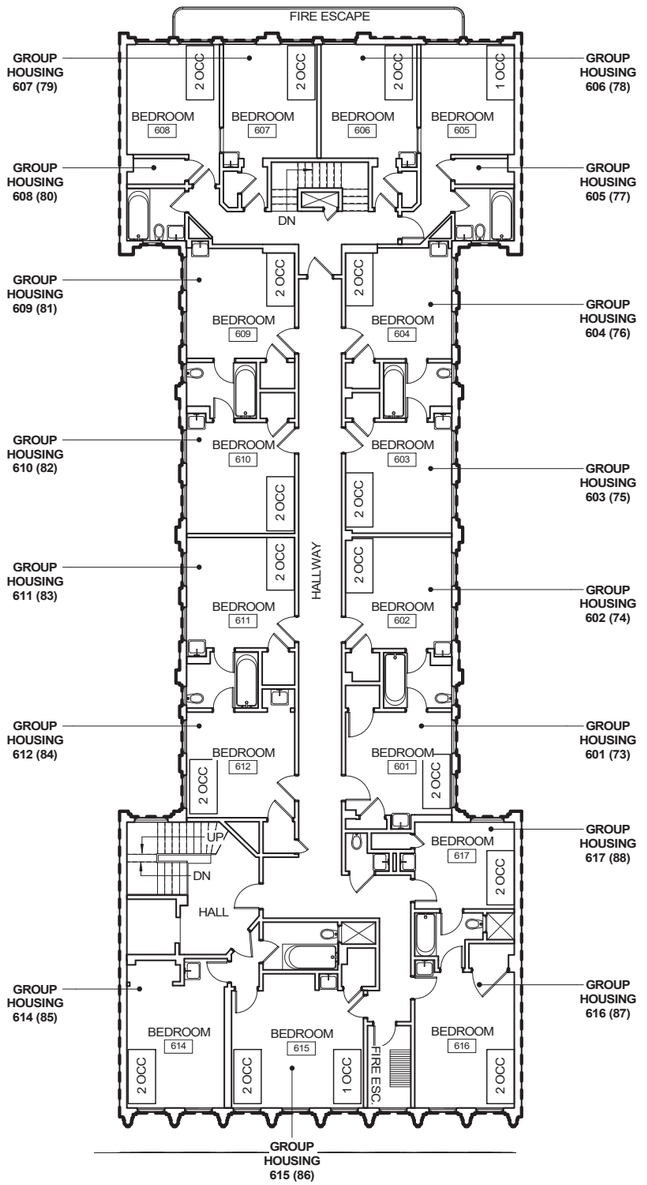
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:18:39 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 4 & 5

A1.3



1 LEVEL 6 - EXISTING
1/8" = 1'-0"

BED COUNT

Level 6

Level 6 - (E) Bed Counts

ROOM	COUNT
601	2
602	2
603	2
604	2
605	1
606	2
607	2
608	2
609	2
610	2
611	2
612	2
614	2
615	3
616	2
617	2
TOTAL BED COUNTS	32

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- INSTITUTIONAL USE POST-SECONDARY EDUCATION
- PERMANENT RESIDENT

ROOM TAG

Name
XXX

- ROOM NAME
- ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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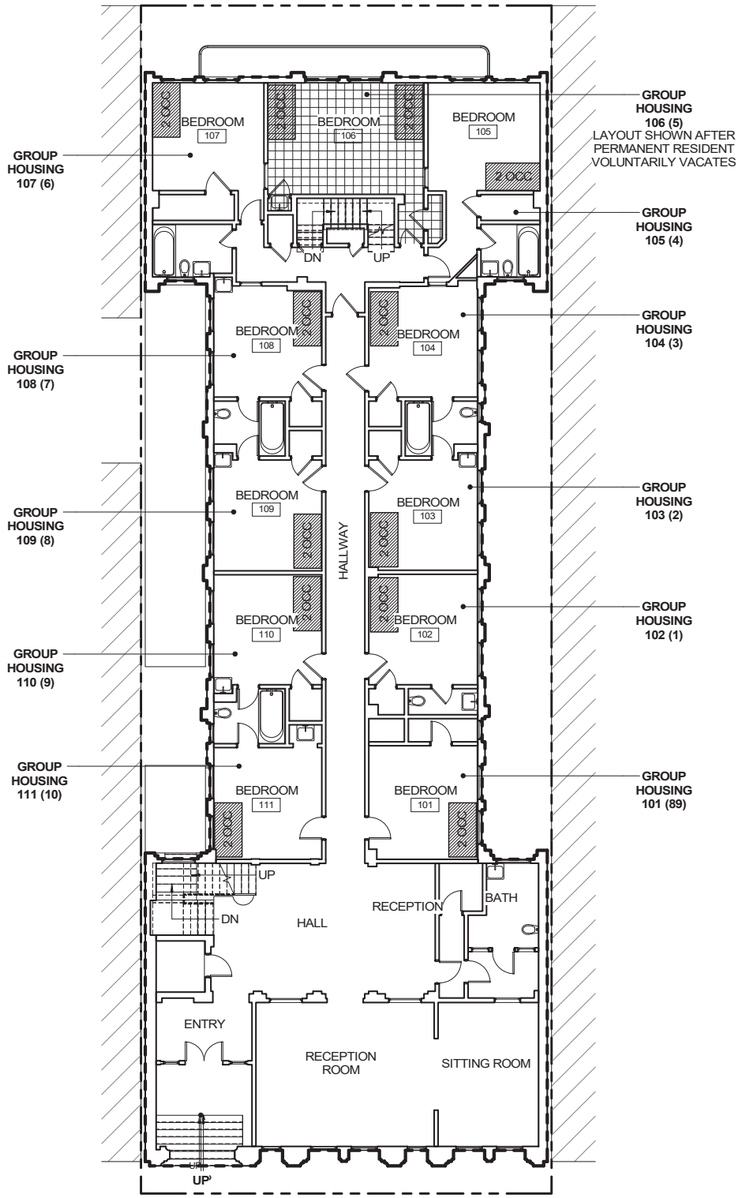
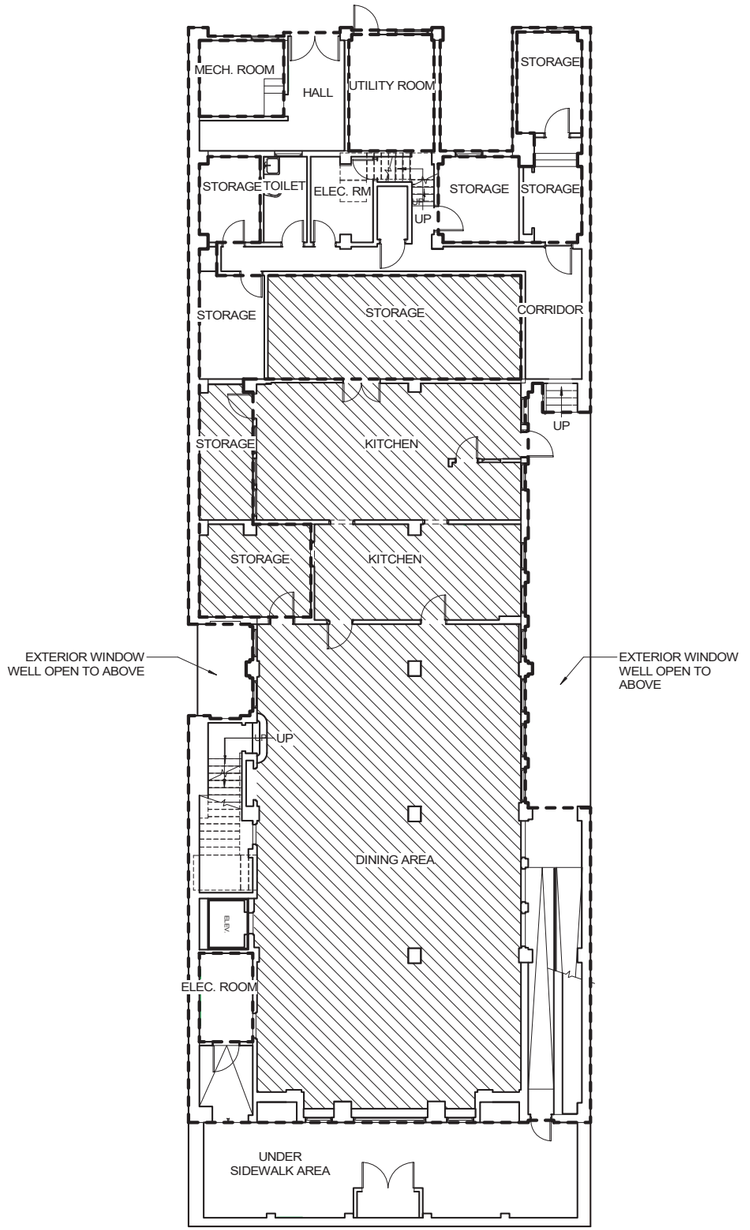
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 6

A1.4



2 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 1

Level 1 - PROPOSED

ROOM	COUNT
101	2
102	2
103	2
104	2
105	2
106	4
107	2
108	2
109	2
110	2
111	2
TOTAL BED COUNTS	24

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- INSTITUTIONAL USE POST-SECONDARY EDUCATION
- PERMANENT RESIDENT

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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No.	Date	Description

PROPOSED FLOOR PLANS - BASEMENT & LEVEL 1

A2.1

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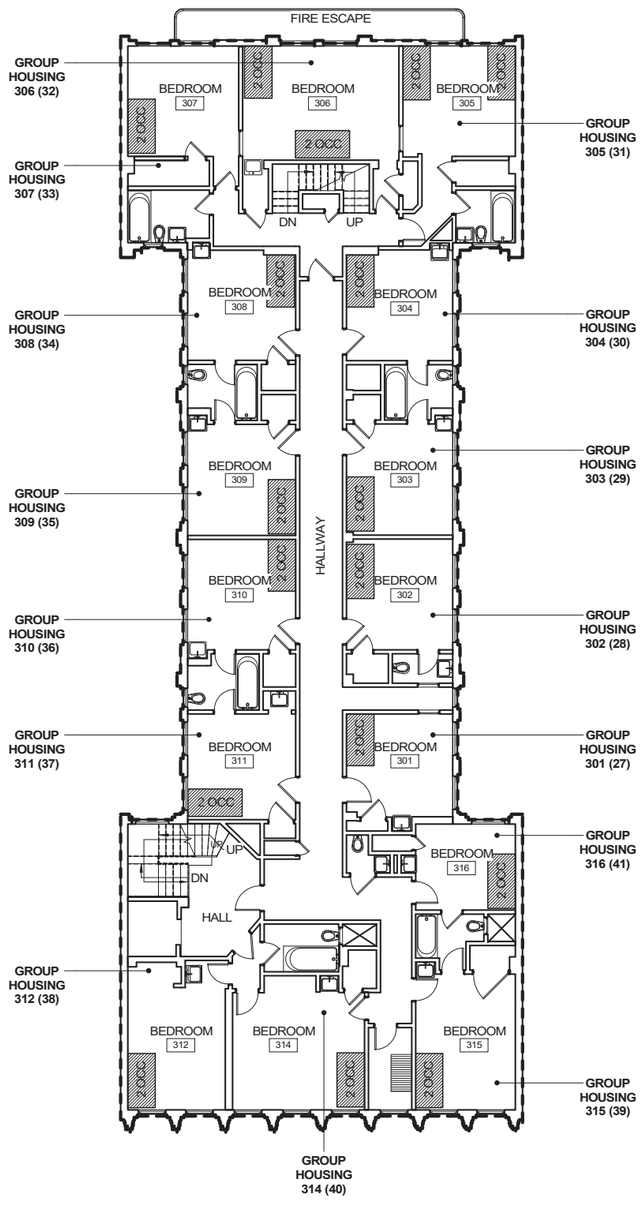
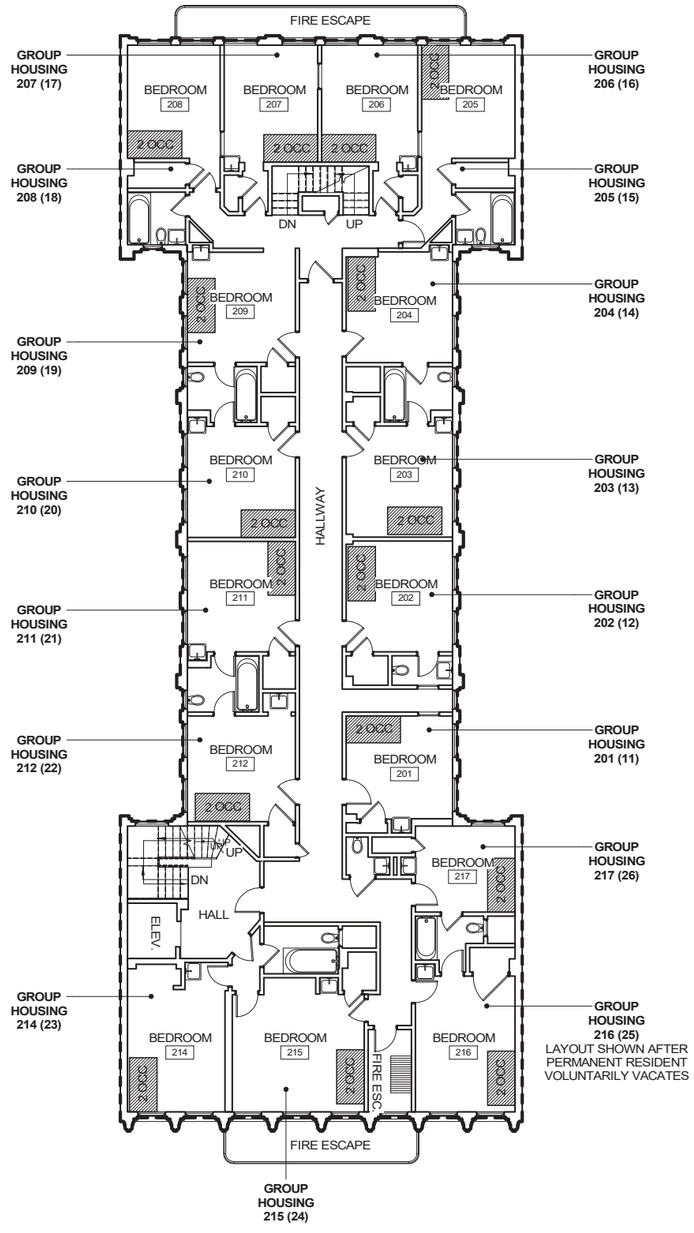


2 LEVEL 3 - PROPOSED
1/8" = 1'-0"



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - PROPOSED

ROOM	COUNT
201	2
202	2
203	2
204	2
205	2
206	2
207	2
208	2
209	2
210	2
211	2
212	2
214	2
215	2
216	2
217	2
TOTAL BED COUNTS	32

Level 3

Level 3 - PROPOSED

ROOM	COUNT
301	2
302	2
303	2
304	2
305	4
306	4
307	2
308	2
309	2
310	2
311	2
312	2
314	2
315	2
316	2
TOTAL BED COUNTS	34

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- INSTITUTIONAL USE POST-SECONDARY EDUCATION
- PERMANENT RESIDENT

ROOM TAG

Name [XXX] — ROOM NAME / ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

860 SUTTER
San Francisco, CA 94109

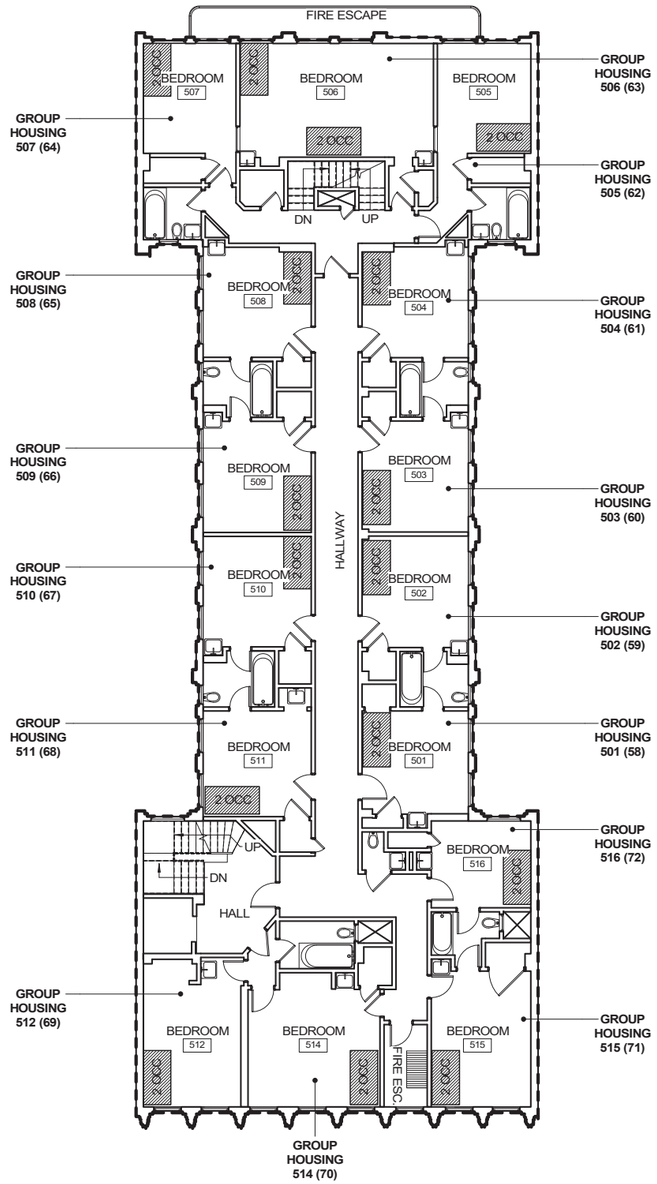
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.11 — Issue Date 10/11/19
Scale 1/8" = 1'-0" — Phase
Print Date 10/11/2019 11:18:57 PM

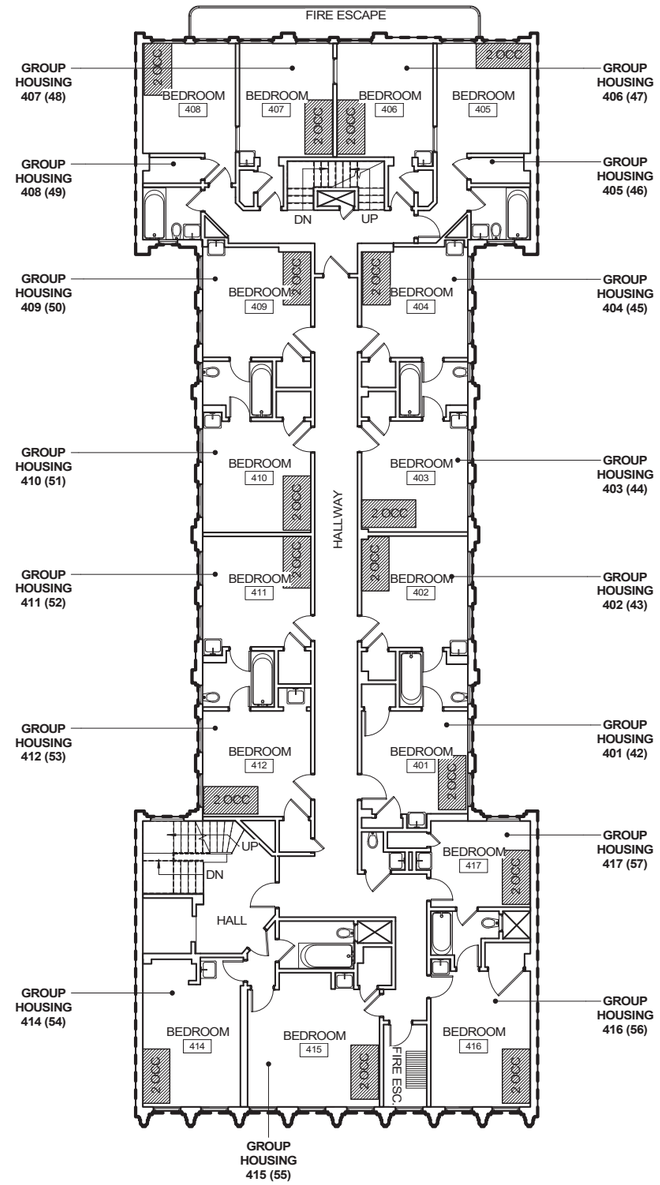
No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 2 & 3

A2.2



2 LEVEL 5 - PROPOSED
1/8" = 1'-0"



1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 4

Level 4 - PROPOSED

ROOM	COUNT
401	2
402	2
403	2
404	2
405	2
406	2
407	2
408	2
409	2
410	2
411	2
412	2
414	2
415	2
416	2
417	2
TOTAL BED COUNTS	32

Level 5

Level 5 - PROPOSED

ROOM	COUNT
501	2
502	2
503	2
504	2
505	2
506	4
507	2
508	2
509	2
510	2
511	2
512	2
514	2
515	2
516	2
TOTAL BED COUNTS	32

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- INSTITUTIONAL USE POST-SECONDARY EDUCATION
- PERMANENT RESIDENT

ROOM TAG

Name
XXX

- ROOM NAME
- ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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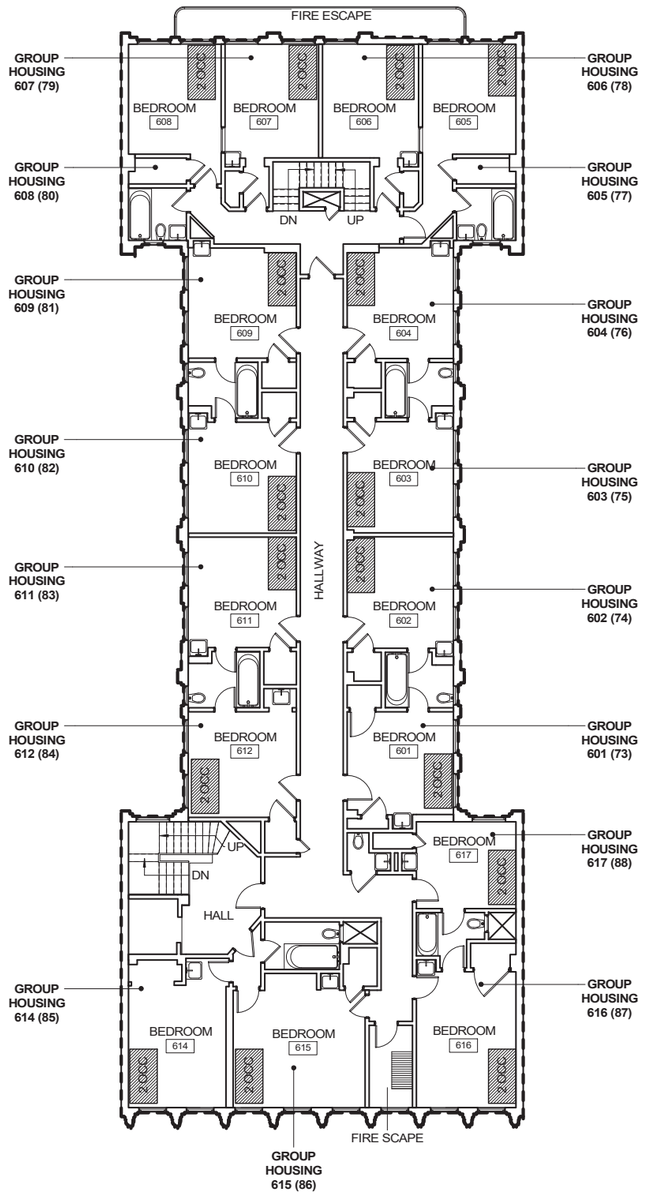
No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 4 & 5

A2.3



1 LEVEL 6 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 6

Level 6 - PROPOSED	
ROOM	COUNT
601	2
602	2
603	2
604	2
605	2
606	2
607	2
608	2
609	2
610	2
611	2
612	2
614	2
615	2
616	2
617	2
TOTAL BED COUNTS	32

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA
- INSTITUTIONAL USE POST-SECONDARY EDUCATION
- PERMANENT RESIDENT

ROOM TAG

Name (XXX) — ROOM NAME / ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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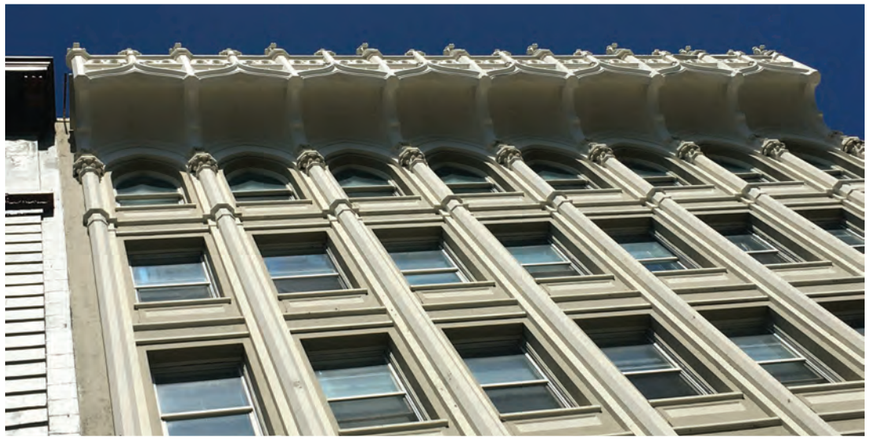
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 6

A2.4



③ SOUTH ELEVATION - ROOF LEVEL
1/8" = 1'-0"

② SOUTH ELEVATION - STREET LEVEL

① SOUTH ELEVATION - OVERALL FACADE

KEYNOTES

1. ES-13: HR-1 REMOVE AND REPLACE VINYL WINDOWS. PROPOSED NEW WOOD WINDOWS SHALL BE INSTALLED TO MATCH HISTORIC FENESTRATION IN TERMS OF CONFIGURATION, FUNCTION, MUNTIN PATTERNS, PROFILE AND THICKNESS OF FRAMES; WINDOWS TO BE DOUBLE-HUNG WOOD
2. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS PROJECTION SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
4. NOT USED

ITEMS NOTED ON 9/25/19 SITE WALK:

5. EXISTING DOME SECURITY CAMERA PROPOSED FOR LEGALIZATION. LOCATED UNDER BEYOND THE AWNING & IN THE ENTRY FOYER
6. EXISTING PIPES PROTRUDING
7. EXISTING VENT
8. EXISTING FIRE STAND PIPES
9. EXISTING GLAZING TO BE MADE TRANSPARENT (REMOVE FILM OR REPLACE GLASS)
10. EXISTING AWNING
11. EXISTING ACCORDION FIRE LADDER
12. EXISTING FIRE ESCAPE
13. EXISTING FIRE BELL
14. EXISTING FILLED WINDOW
15. EXISTING DOME SECURITY CAMERA
16. EXISTING WALL SCONCE

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Project Number	21823.11
Issue Date	10/11/19
Scale	Not To Scale
Phase	
Print Date	10/11/2019 11:19:13 PM

No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

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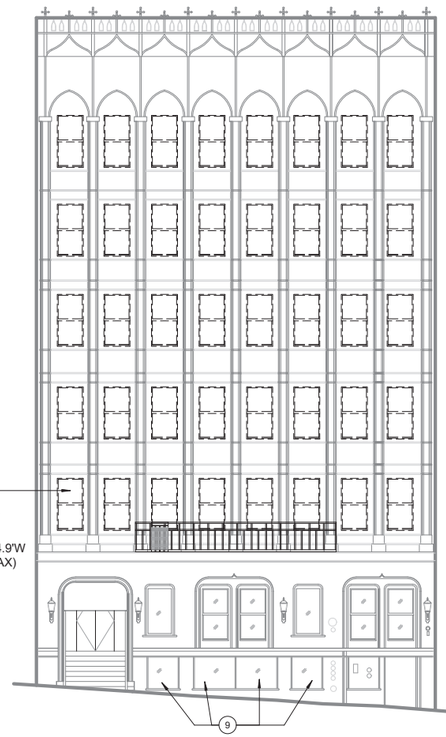
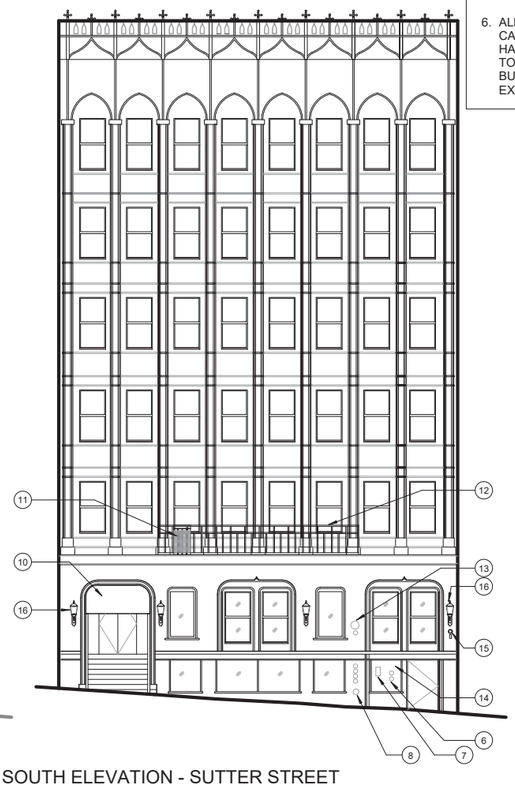
SOUTH ELEVATION - SUTTER STREET (PROPOSED)
3 1/8" = 1'-0"



SOUTH ELEVATION - SUTTER STREET (DEMO)
2 1/8" = 1'-0"



SOUTH ELEVATION - SUTTER STREET (EXISTING)
1 1/8" = 1'-0"

GENERAL NOTES

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3. BUILDING PERMIT APPLICATION No. 201009130696 TO BE WITHDRAWN
4. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
5. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
6. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

1. ES-13: HR-1 REMOVE AND REPLACE VINYL WINDOWS. PROPOSED NEW WOOD WINDOWS SHALL BE INSTALLED TO MATCH HISTORIC FENESTRATION IN TERMS OF CONFIGURATION, FUNCTION, MUNTIN PATTERNS, PROFILE AND THICKNESS OF FRAMES; WINDOWS TO BE DOUBLE-HUNG WOOD
2. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS PROJECTION SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
4. NOT USED

ITEMS NOTED ON 9/25/19 SITE WALK:

5. EXISTING DOME SECURITY CAMERA PROPOSED FOR LEGALIZATION. LOCATED UNDER BEYOND THE AWNING & IN THE ENTRY FOYER
6. EXISTING PIPES PROTRUDING
7. EXISTING VENT
8. EXISTING FIRE STAND PIPES
9. EXISTING GLAZING TO BE MADE TRANSPARENT (REMOVE FILM OR REPLACE GLASS)
10. EXISTING AWNING
11. EXISTING ACCORDION FIRE LADDER
12. EXISTING FIRE ESCAPE
13. EXISTING FIRE BELL
14. EXISTING FILLED WINDOW
15. EXISTING DOME SECURITY CAMERA
16. EXISTING WALL SCONCE

LEGEND

SECURITY CAMERA

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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Project Number 21823.11
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date:

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

NORTH ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
2 1/8" = 1'-0"

EAST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
1 1/8" = 1'-0"

KEYNOTES

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4. NOT USED

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11. EXISTING ACCORDION FIRE LADDER
12. EXISTING FIRE ESCAPE
13. EXISTING FIRE BELL
14. EXISTING FILLED WINDOW
15. EXISTING DOME SECURITY CAMERA
16. EXISTING WALL SCONCE

GENERAL NOTES

GENERAL NOTES SEE SHEET A3.2

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:19:21 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

EAST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
1
1/8" = 1'-0"

GENERAL NOTES

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KEYNOTES

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3. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS PROJECTION SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
4. NOT USED

ITEMS NOTED ON 9/25/19 SITE WALK:

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12. EXISTING FIRE ESCAPE
13. EXISTING FIRE BELL
14. EXISTING FILLED WINDOW
15. EXISTING DOME SECURITY CAMERA
16. EXISTING WALL SCONCE

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

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Project Number	21823.11
Issue Date	10/11/19
Scale	1/8" = 1'-0"
Phase	
Print Date	10/11/2019 11:19:24 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.4

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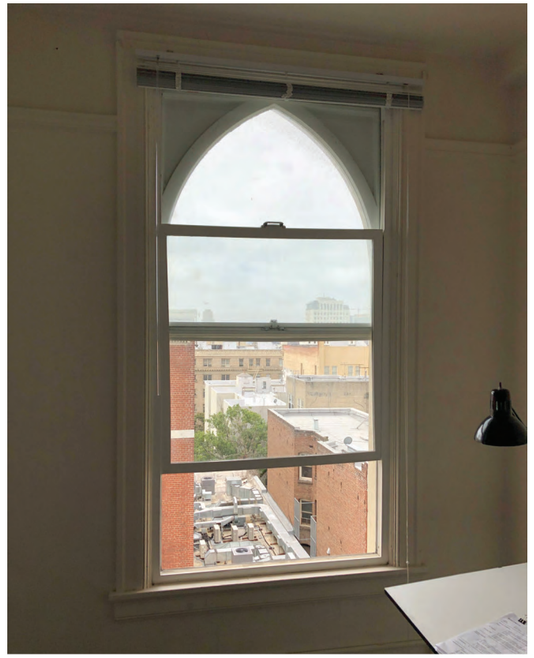

2 PHOTOS - EXISTING WINDOW CONDITION

GENERAL NOTES

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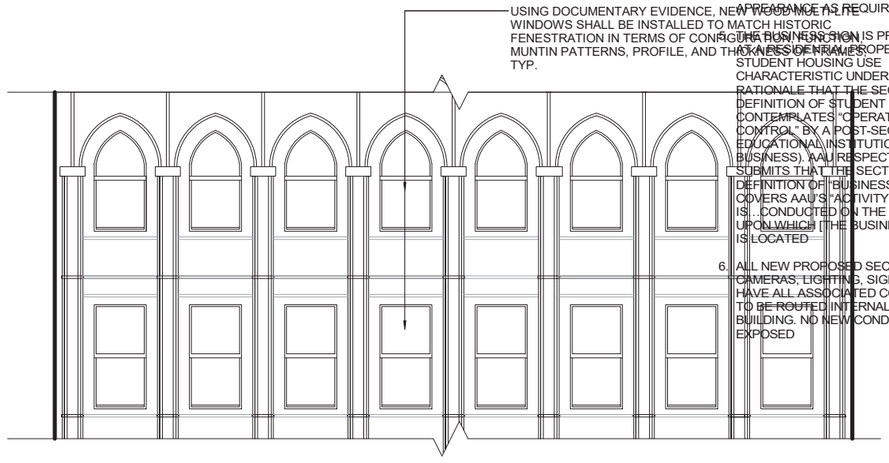
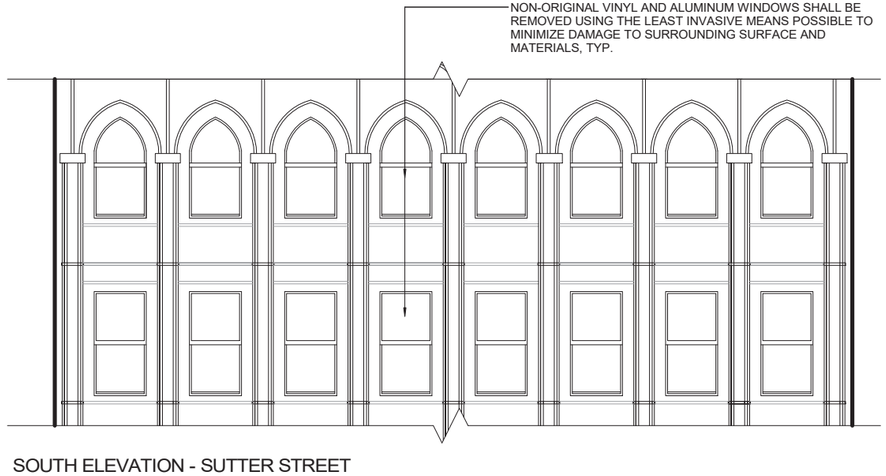


3 SOUTH ELEVATION - SUTTER STREET (PROPOSED)
1/4" = 1'-0"



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

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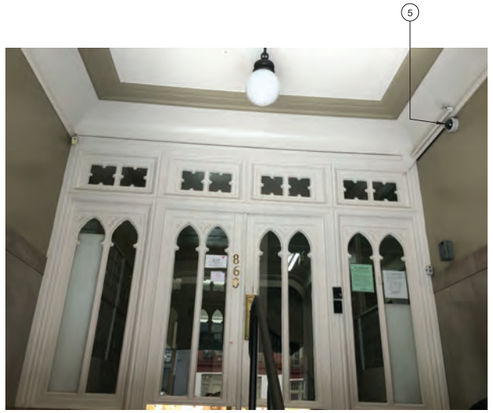
Scale As indicated
Phase
Print Date 10/11/2019 11:19:34 PM

No.	Date	Description

WINDOW SCOPE

A4.1

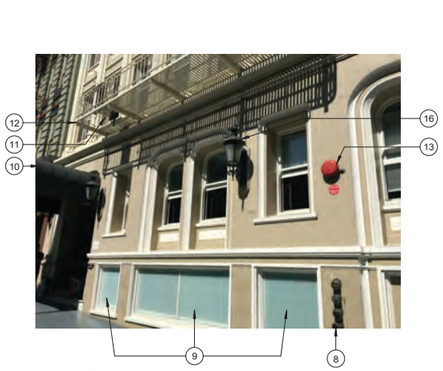
7 IMAGE



6 IMAGE

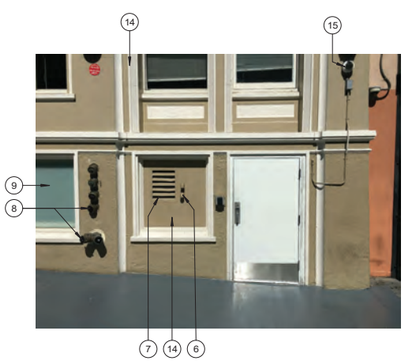
5 IMAGE

4 IMAGE



3 IMAGE

2 IMAGE



1 IMAGE

KEYNOTES

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2. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS WALL SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
3. PROPOSED DIRECTLY ILLUMINATED AAU BUSINESS PROJECTION SIGN; SEE SIGNAGE CONSULTANT DRAWINGS
4. NOT USED

ITEMS NOTED ON 9/25/19 SITE WALK:

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6. EXISTING PIPES PROTRUDING
7. EXISTING VENT
8. EXISTING FIRE STAND PIPES
9. EXISTING GLAZING TO BE MADE TRANSPARENT (REMOVE FILM OR REPLACE GLASS)
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11. EXISTING ACCORDION FIRE LADDER
12. EXISTING FIRE ESCAPE
13. EXISTING FIRE BELL
14. EXISTING FILLED WINDOW
15. EXISTING DOME SECURITY CAMERA
16. EXISTING WALL SCONCE

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San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

860 SUTTER
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

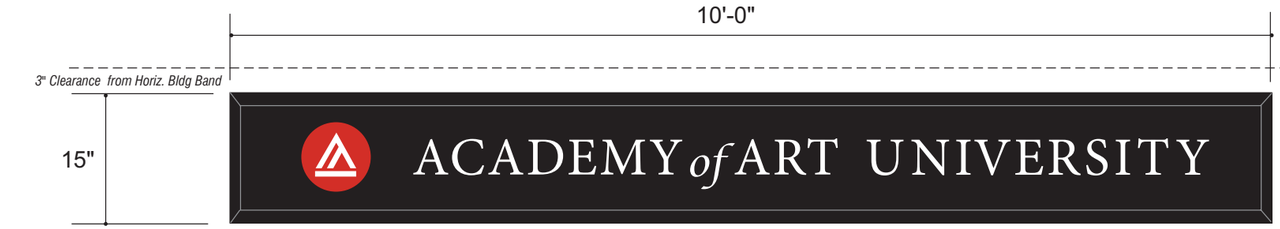
Project Number 21823.11
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:19:44 PM

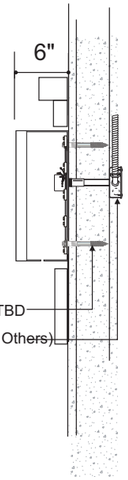
No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.





A Internally Illuminated Sign Cabinet — 12.5 Sq Ft

Scale: 1½" = 1' - 0"

Aluminum Cabinet - Painted Black
1st Surface Black Vinyl Bkgd. w/ Reversed Out Copy on White Lexan Face
& 3M 3630-143 Poppy Red Logo/Vinyl. All Interior Lighting w/ LED Modules

Red

Black

White

SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 **Date:** 9/12/19

Revision Notes:

A) Revised size and placement of projecting blade sign.

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____

☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
860 SUTTER STREET
SAN FRANCISCO

Customer Approval

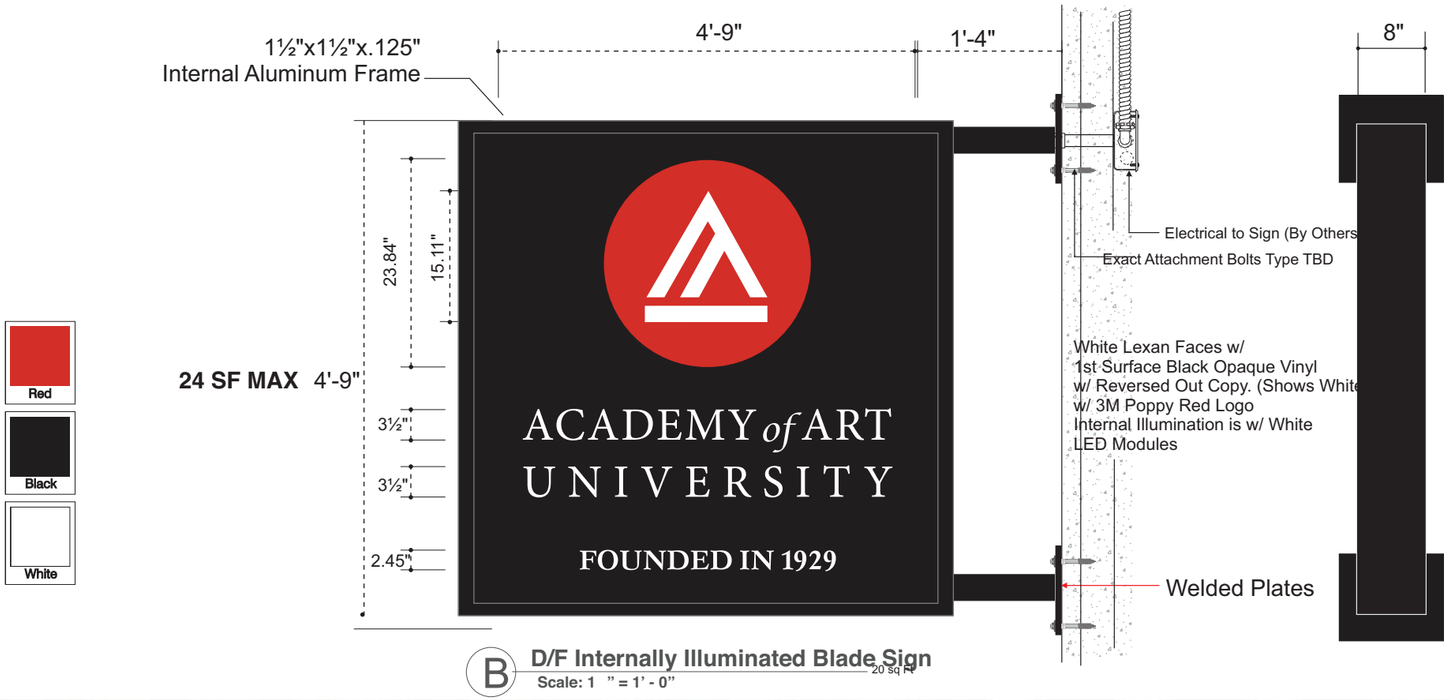
Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.
GG 2.0



Red

Black

White

B **D/F Internally Illuminated Blade Sign** 20 sq ft
Scale: 1 " = 1' - 0"

Red

Black

White

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
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☐ _____

☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
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All Signs to be Title 24 Compliant

Sheet No.
GG 3.0

ESTM CONDITIONS

EXISTING SITES TECHNICAL MEMORANDUM

Academy of Art University Project
ESTM Case No. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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.
	CONDITION REMOVED: This white zone has been removed by SFMTA in order to accommodate the Van Ness Improvement Project. AAU is coordinating with SFMTA on a replacement white zone located on Broadway.
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).
	AAU PROPOSAL: See Bicycle Parking Summary Below
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.
	AAU PROPOSAL: See Bicycle Parking Summary Below

BICYCLE PARKING SUMMARY

*SEE 2211 VAN NESS SET/ SHEET A2.1 FOR PROPOSED LAYOUT
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

AAU proposes consolidating the Class I bicycle parking for 2209, 2211, and 2151 Van Ness (all located within 500 feet of each other) at 2211 Van Ness. The Class I Code requirements at the three properties are as follows: 8 spaces at 2211 Van Ness, 21 spaces at 2209 Van Ness, and 1 space at 2151 Van Ness, resulting in 30 Class I spaces required by Code for the three properties.

In summary, AAU's proposal would provide 24 Class I spaces at 2211 Van Ness (six fewer than required by Code for 2211, 2209 and 2151 Van Ness due to historical site constraints). Planning Code exceptions for: (1) providing more than one-third of Class I spaces as vertical racks (see Code Section 155.1(c)(3); (2) providing all proposed Class I parking for 2151, 2209 and 2211 Van Ness at 2211 Van Ness (see Code Section 307(k)), (3) providing proposed Class II parking for 2209 and 2211 Van Ness at 2209 Van Ness, and (4) Development Agreement provision providing for in-lieu fee for Code-required Class I parking not provided. The proposal also requires exceptions from the dimensional guidelines for vertical racks in Zoning Administrator Bulletin No. 9, discussed in the paragraph below.

With regards to exceptions to Bulletin No. 9 dimensional guidelines, more careful hallway measurements indicate that clearance width varies between approximately 3 to 4 feet, meaning a limited waiver of Bulletin No. 9 minimum 5 feet clearance standards may be required for some of the spaces provided.

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	14	21	15 (Offsite at 2211 Van Ness)
CLASS II	3	3	3 (6 Total for 2209 and 2211 Van Ness)

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
BASEMENT	2,647	2,647
LEVEL 1	3,164	3,164
LEVEL 2	3,797	3,797
LEVEL 3	1,773	1,773
GROSS SF TOTAL	11,381	11,381

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)
IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RC-3
DWELLING UNITS (DUs) 1 DU PER 400 SF LOT AREA
GROUP HOUSING ROOMS (GHs) 1 GH PER 140 SF LOT AREA

2209 VAN NESS CALCULATION
GROUP HOUSING ROOMS (GHs) 6,357 SF / 140 SF = 45 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
GROUP HOUSING ROOM	45	22	18	18
BED COUNT	90	56	50	57

NOTES
1. Existing bed count based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. No Permanent Residents in this building.
5. AAU is awaiting detail from City regarding a Development Agreement-implemented Class I in-lieu fee to account for overall Class I bicycle parking deficiency at 2209, 2211 and 2151 Van Ness. Based upon that in-lieu fee detail, AAU may elect to either pay the fee or reduce the bed count at 2209 and/or 2211 Van Ness to bring proposed Class I bicycle parking into compliance.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

*EXCEPTION REQUEST: An exception from the student housing conversion restrictions of Planning Code Section 317(e) is requested to approve the student housing use characteristic proposed for this project.

D- EXPOSURE

*SEE SHEETS A0.E1 AND A0.E2 FOR EXPOSURE PLAN ANALYSIS

07 COMPLIANT UNITS
11 NON-COMPLIANT UNITS*

*EXCEPTION REQUEST: Because the building is rated a Category A resource by the Planning Department, AAU proposes no change to existing exposure nonconformities and therefore requests an exception from the requirements of Code Section 140.

CODE NOTES (CONT.)

E- OPEN SPACE

*SEE SHEET A0.S2 FOR OPEN SPACE ANALYSIS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS
OPEN SPACE, REQUIRED: ANY FRONT SETBACKS, SIDE OR REAR YARDS, COURTS, USABLE OPEN SPACE OR OTHER OPEN AREA PROVIDED IN ORDER TO MEET THE REQUIREMENTS OF THIS CODE.
SAN FRANCISCO PLANNING CODE SEC. 135.D.2 FOR GROUP HOUSING STRUCTURES, SRO UNITS, AND DWELLING UNITS THAT MEASURE LESS THAN 350 SQUARE FEET PLUS A BATHROOM, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE ONE-THIRD THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D)(1) ABOVE AND (D)(4) AND (D)(5), BELOW. FOR PURPOSES OF THESE CALCULATIONS, THE NUMBER OF BEDROOMS ON A LOT SHALL IN NO CASE BE CONSIDERED TO BE LESS THAN ONE BEDROOM FOR EACH TWO BEDS. WHERE THE ACTUAL NUMBER OF BEDS EXCEEDS AN AVERAGE OF TWO BEDS FOR EACH BEDROOM, EACH TWO BEDS SHALL BE CONSIDERED EQUIVALENT TO ONE BEDROOM.

2209 VAN NESS CALCULATION[1]
REQUIRED 612 SF [(23 BEDROOMS * 60 SF/3)(1.33)]
REQUIRED 120 SF [(6 BEDROOMS * 60 SF/3)]
REQUIRED TOTAL 732 SF

EXISTING/PROPOSED 846 SF

(1) BASED ON 23 BEDROOMS < 350 SF. AND 6 BEDROOMS > 350 SF.

NOTE: BEDROOMS IN THIS CALCULATION (29) EQUAL TO HALF PROPOSED BED COUNT IN GROUP HOUSING ROOMS (18), PER 135.D.2

F- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 2209 VAN NESS AVENUE FROM THE LAST LEGAL USE OF SINGLE DWELLING UNIT TO GROUP HOUSING (18 BEDROOMS AND 57 BEDS) WITH A STUDENT HOUSING USE CHARACTERISTIC.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 2209 VAN NESS LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

THE PROJECT PROPOSES TO ABATE AND CLOSE ENFORCEMENT CASE 8606 (CONVERSION OF DWELLING UNITS TO GROUP HOUSING WITHOUT CU PER 209.2(C)).

CONDITIONAL USE AUTHORIZATION REQUESTED FOR GROUP HOUSING USE AFFILIATED WITH INSTITUTIONAL EDUCATIONAL USE IN THE RC-3 DISTRICT.

NEW SIGNAGE PROPOSED

SHEET INDEX

TOTAL SHEETS: 13

PROPERTY INFORMATION

ADDRESS 2209 VAN NESS AVENUE
BLOCK/LOT 0570/029

No OF STORIES 3 + BASEMENT (NO CHANGE)

DISTRICTS
ZONING RC-3
HEIGHT/BULK 80-D
SPECIAL USE NONE

USE
LAST LEGAL RESIDENTIAL: DWELLING UNIT (1 UNIT)

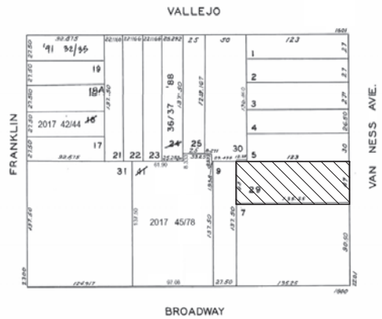
PROPOSED RESIDENTIAL: GROUP HOUSING (22 ROOMS)

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT MAP N.T.S.



N

VICINITY MAP N.T.S.

N

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REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.05
Issue Date 10/11/19
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Phase
Print Date: 10/11/2019 11:22:45 PM

No.	Date	Description

COVER SHEET

A0.0

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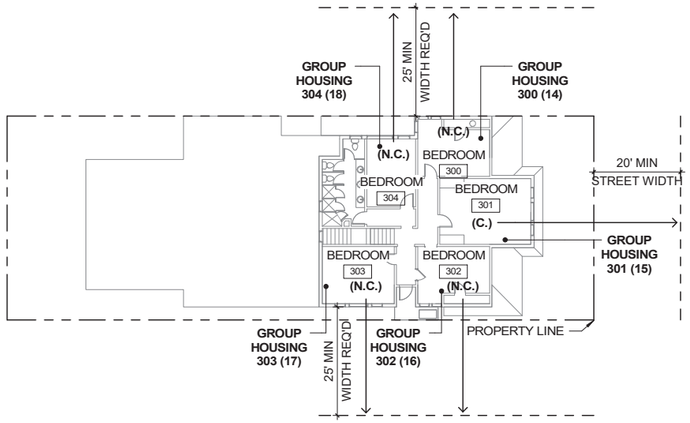
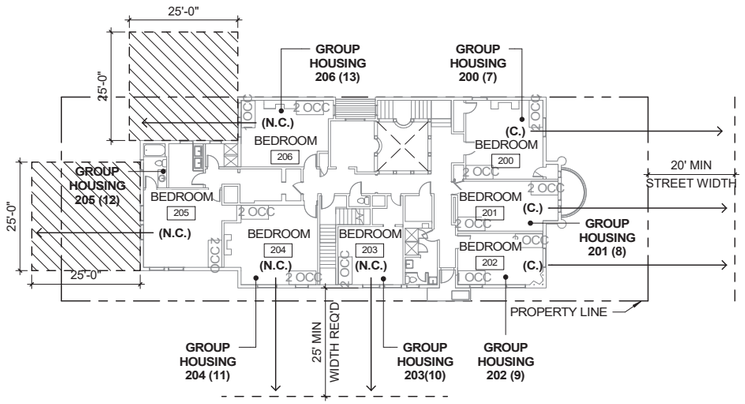


4 LEVEL 3 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



3 LEVEL 2 - EXPOSURE PLAN ANALYSIS
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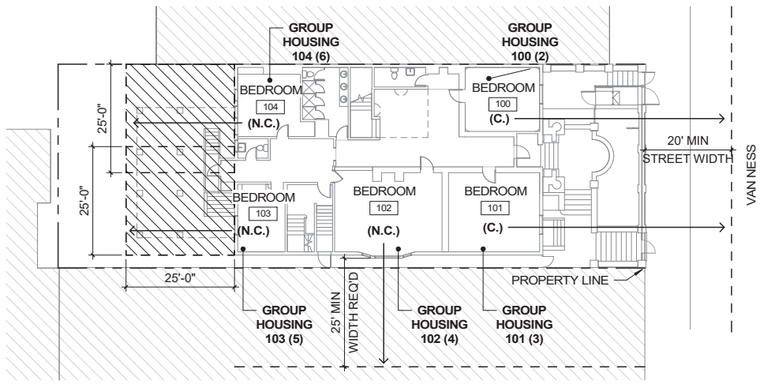

2 LEVEL 1 - EXPOSURE PLAN ANALYSIS
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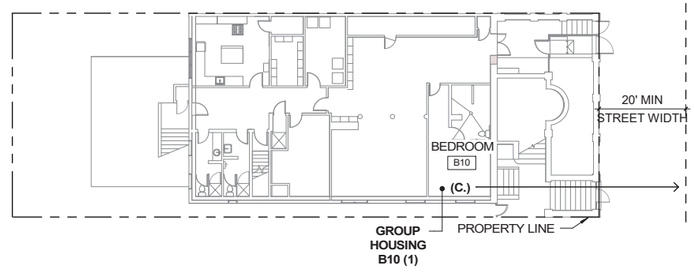

1 BASEMENT - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"

N

LEGEND

EXPOSURE COMPLIANCE

(C.) ↓ (N.C.) ↓ — EXISTING VIEW COMPLIANT WITH CODE SECTION 140 / EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED TO B E COMPLIANT WITH CODE SECTION 140

PROPERTY LINE

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REN 10/2019
STATE OF CALIFORNIA

Project Number 21823.05
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 11:22:50 PM

No.	Date	Description

EXPOSURE PLAN ANALYSIS - BASEMENT & LEVEL 1

A0.E1

1 SITE PLAN AERIAL IMAGE
NTS

N

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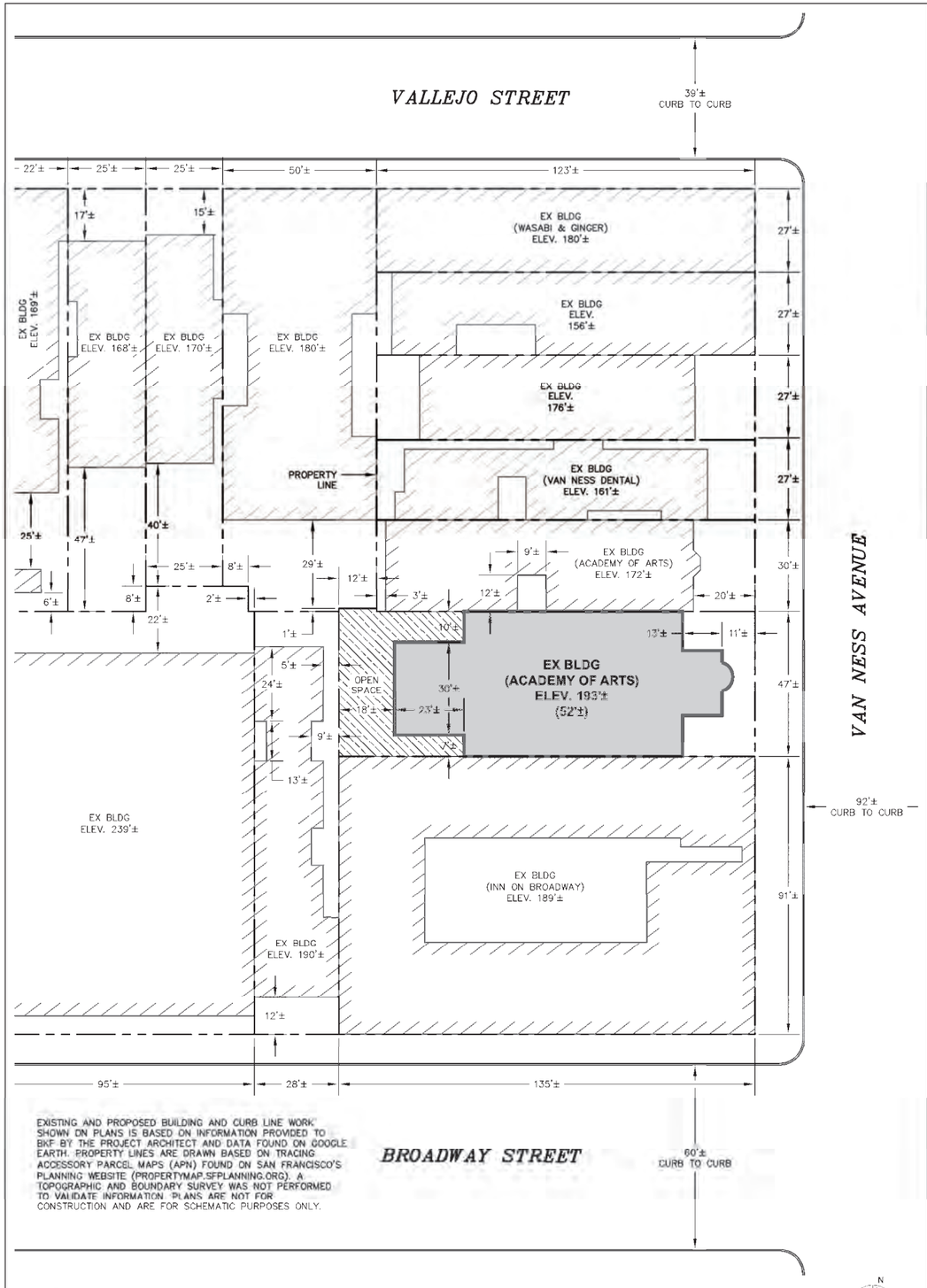
STATE OF CALIFORNIA

Project Number 21823.05
Issue Date 10/11/19
Scale Not To Scale
Phase
Print Date 10/11/2019 11:22:52 PM

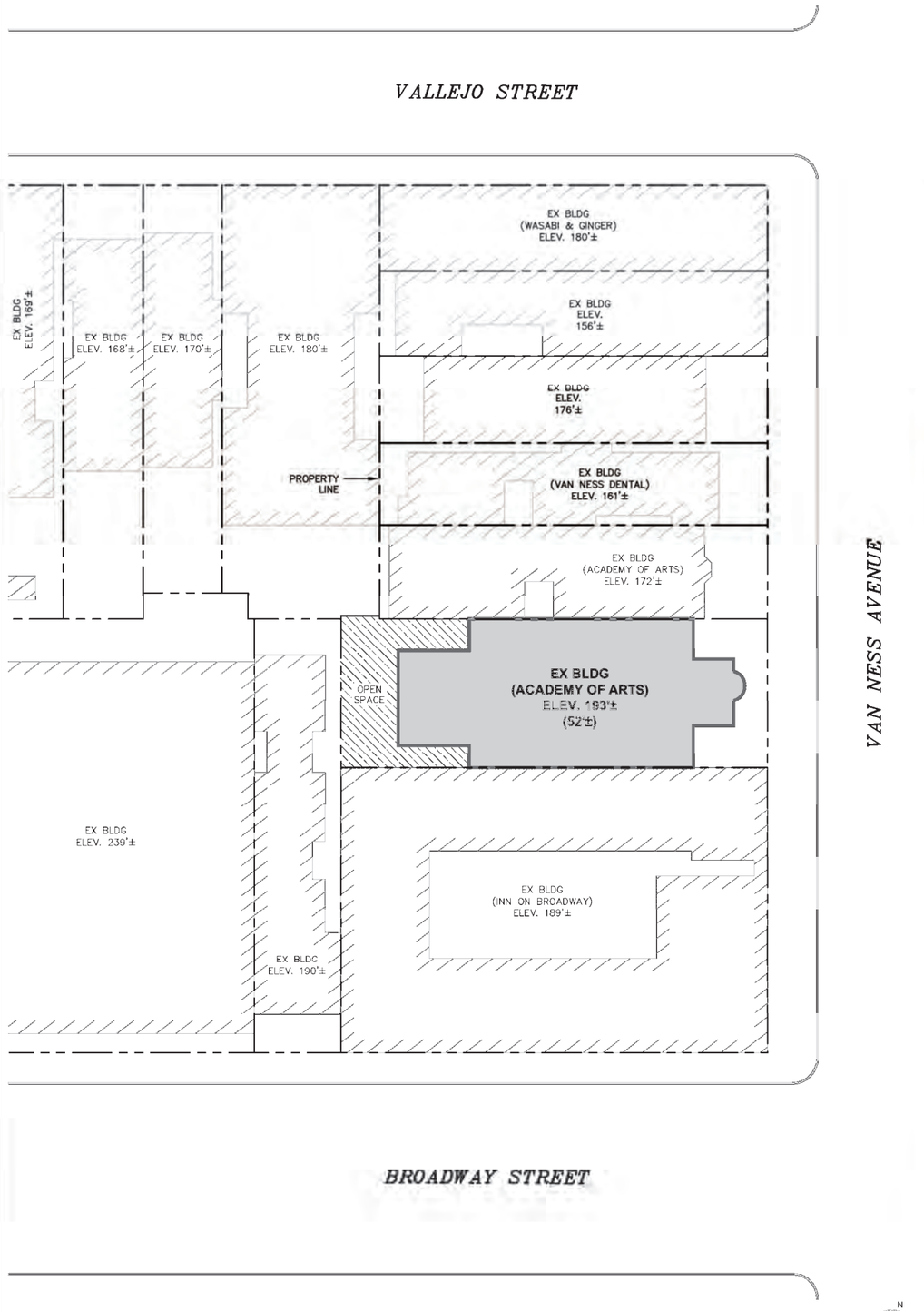
No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



2 2209 VAN NESS - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 2209 VAN NESS - EXISTING SITE PLAN
SCALE: 1" = 20'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU
RESIDENTIAL
COMPLIANCE
SET

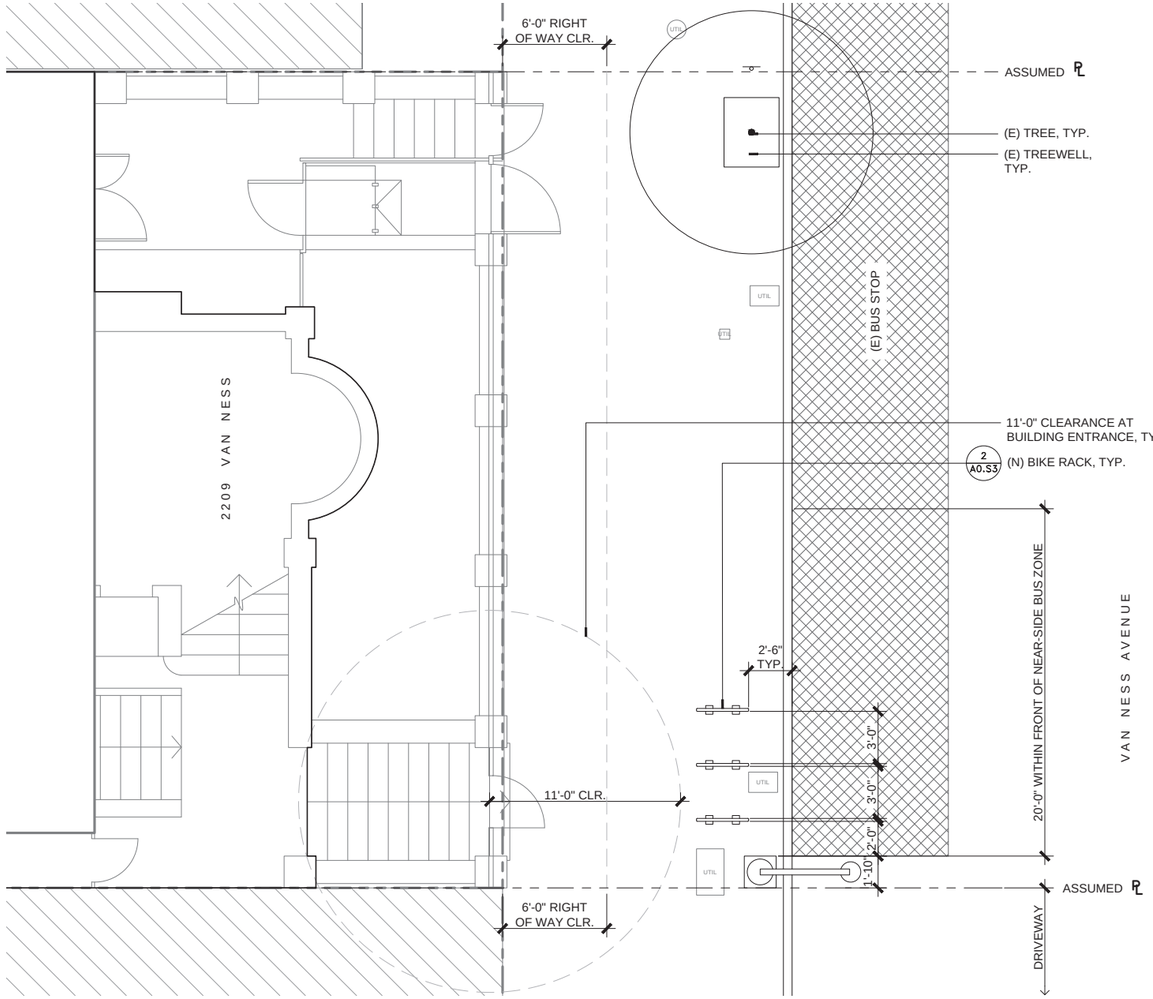
2209 VAN NESS
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER
JASON T. [illegible]
No. C [illegible] 2281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

21823.05 10/11/19
AS NOTED

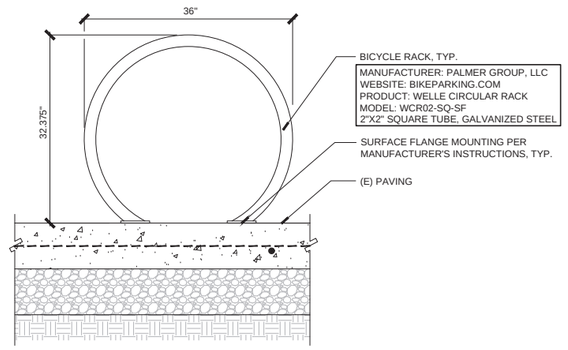
SITE PLAN
DRAWINGS

A0.S2



1 Streetscape Plan
1/4" = 1'-0"

SCALE: 1/4"=1'-0"
0' 2' 4' 8'



2 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(6) BIKE PARKING SPACES TOTAL
(3) 2209 VAN NESS +
(3) 2211 VAN NESS

TOTAL: 3

LEGEND

(N) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) PARKING SIGN

(E) POLE LIGHT

(E) NO PARKING (RED CURB)

NOTES:

1) BICYCLE PARKING AT BUS STOPS FOLLOWS SFMTA GUIDELINES APPENDIX F
2) PER SFMTA GUIDELINES APPENDIX F, BIKE RACKS CAN ONLY BE PLACED 20'-0" WITHIN THE FRONT OR 10'-0" WITHIN THE REAR OF A FAR-SIDE BUS ZONE OR 30'-0"' WITHIN REAR OF NEAR-SIDE BUS ZONE

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San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU RESIDENTIAL COMPLIANCE SET

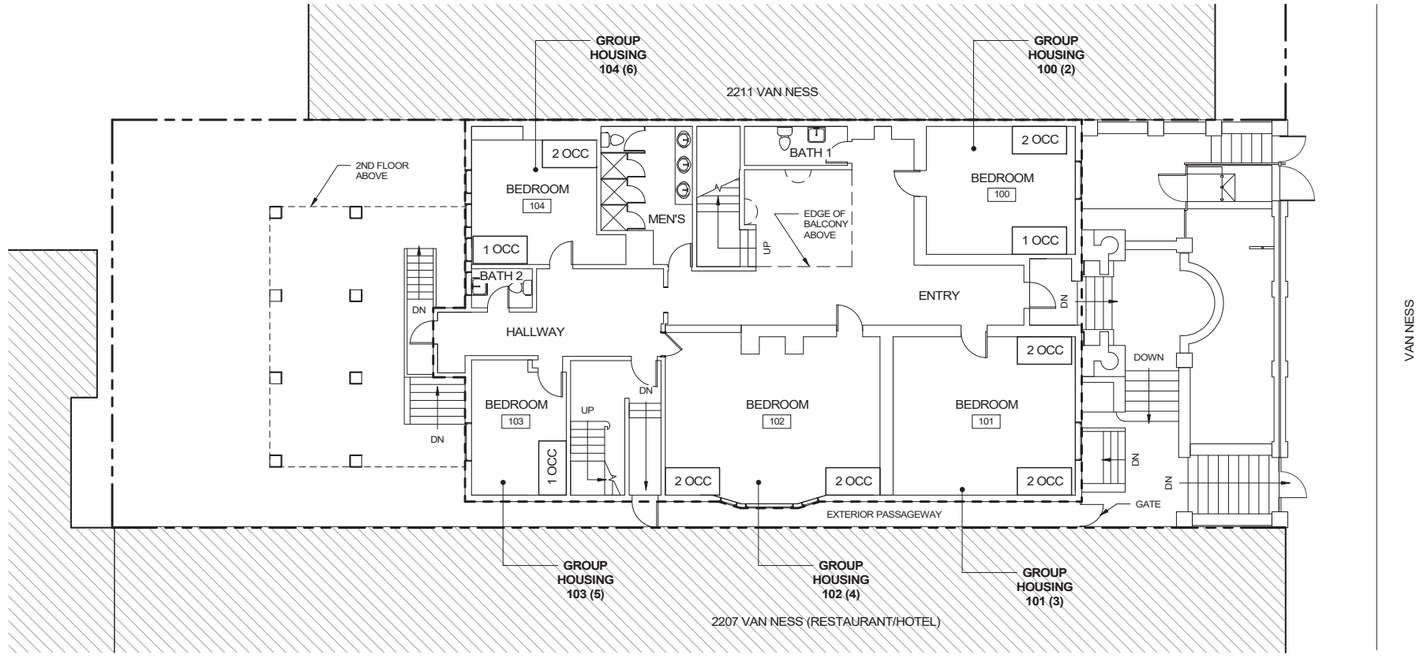
2209 VAN NESS
San Francisco, CA 94109

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. MUNRELAND
C 4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

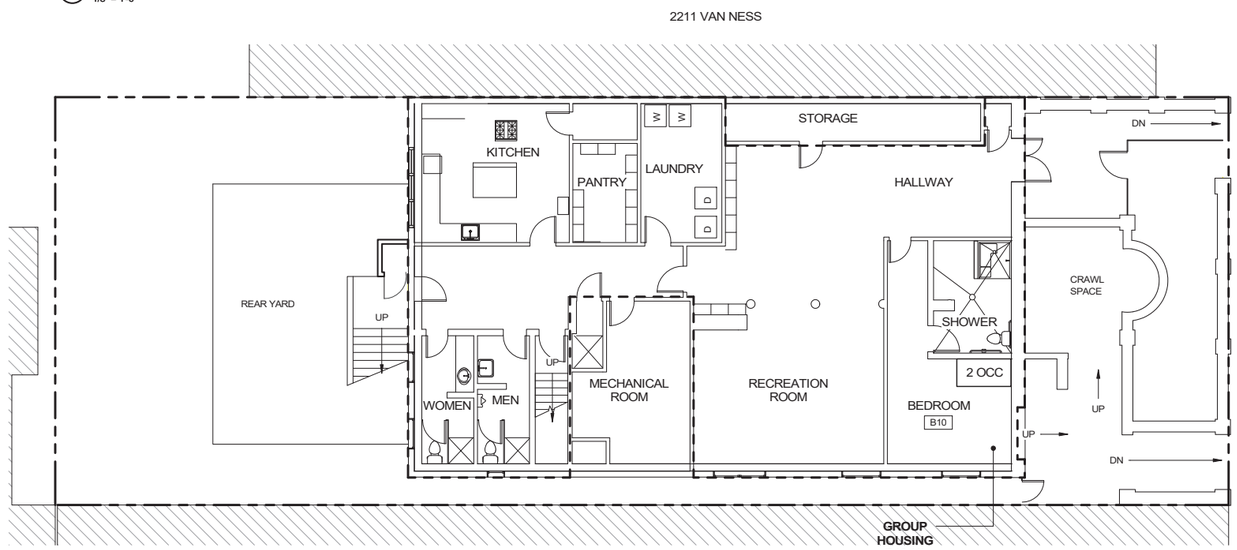
Project Number	Issue Date
21823.05	10/11/19
Scale: AS NOTED	Phase
Print Date:	

STREETSCAPE DRAWINGS

A0.S3



2 LEVEL 1 - EXISTING
1/8" = 1'-0"



1 BASEMENT - EXISTING
1/8" = 1'-0"

BED COUNT

Basement

Basement - (E) Bed Counts

ROOM	COUNT
B10	2
TOTAL BED COUNTS	2

Level 1

Level 1 - (E) Bed Counts

ROOM	COUNT
100	3
101	4
102	4
103	1
104	3
TOTAL BED COUNTS	15

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED 1 OCCUPANT
2 OCC — EXISTING BUNK BED 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

tef DESIGN
1420 Sutter Street
San Francisco, CA 94109
T 415.391.7918 F 415.391.7309
TEFarch.com

ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

2209 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

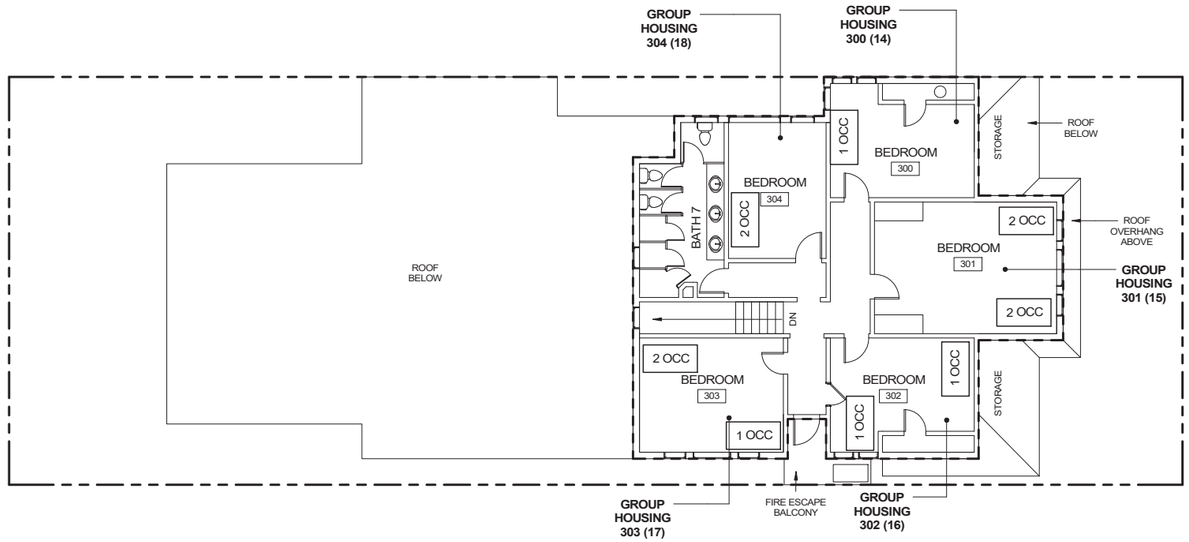
Project Number 21823.05
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:23:02 PM

No.	Date	Description

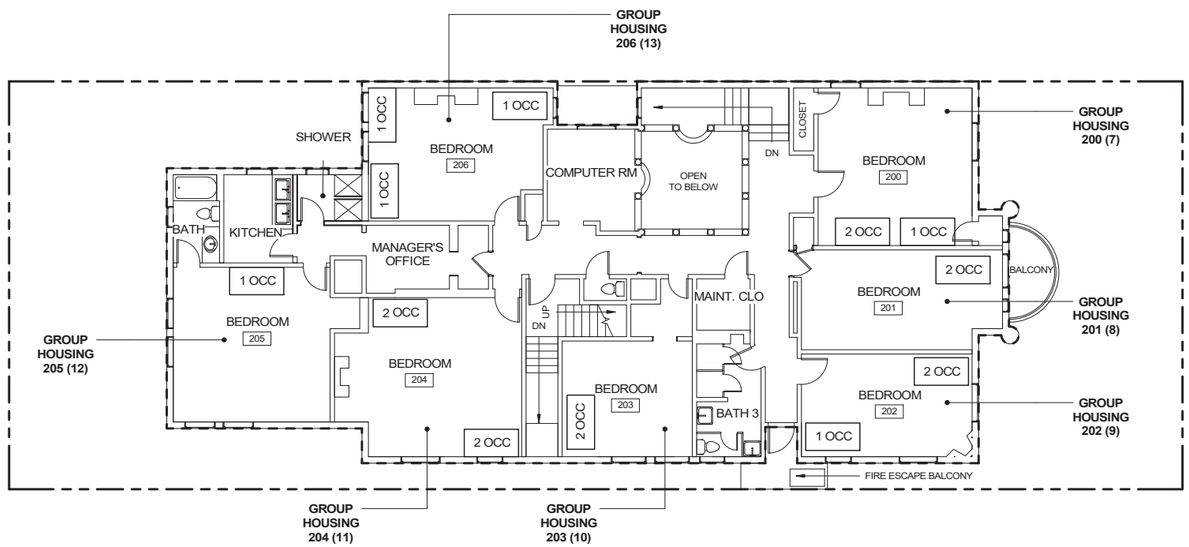
EXISTING FLOOR PLANS - BASEMENT & LEVEL 1

A1.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 3 - EXISTING
1/8" = 1'-0"



1 LEVEL 2 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 2

Level 2 - (E) Bed Counts

ROOM	COUNT
200	3
201	2
202	3
203	2
204	4
205	1
206	3
TOTAL BED COUNTS	18

Level 3

Level 3 - (E) Bed Counts

ROOM	COUNT
300	1
301	4
302	2
303	3
304	2
TOTAL BED COUNTS	12

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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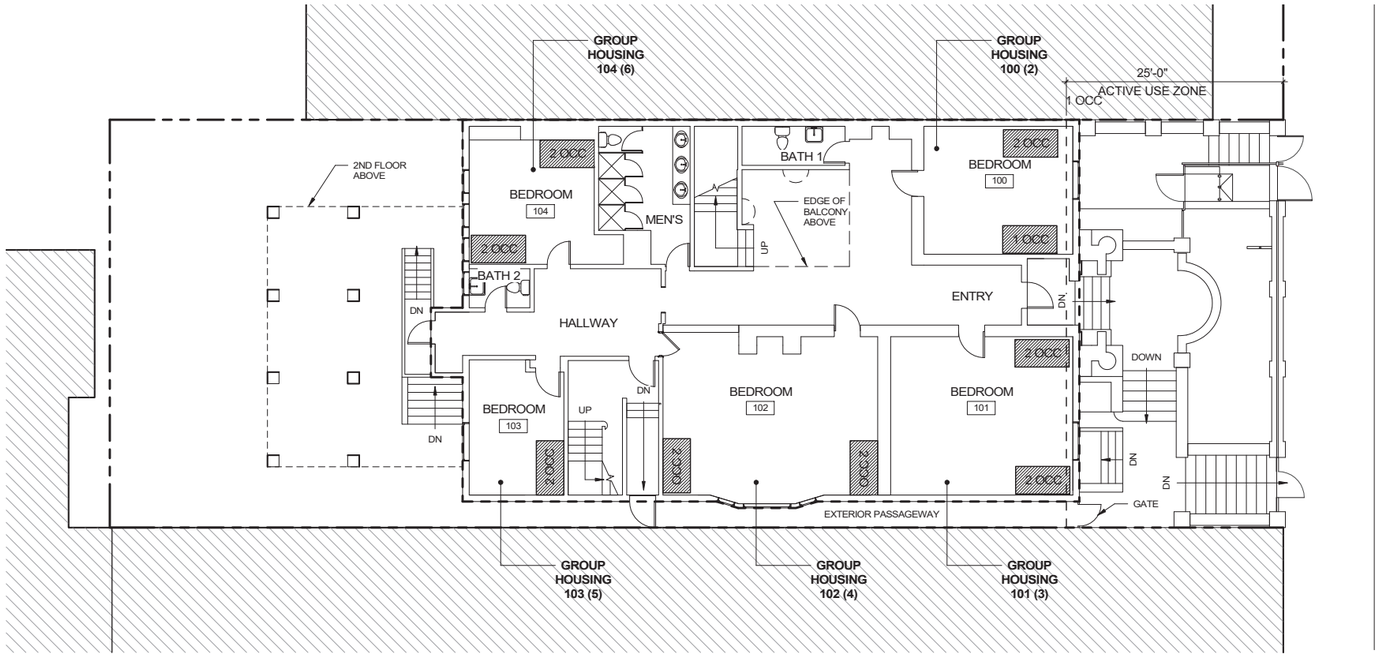
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.05
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:23:08 PM

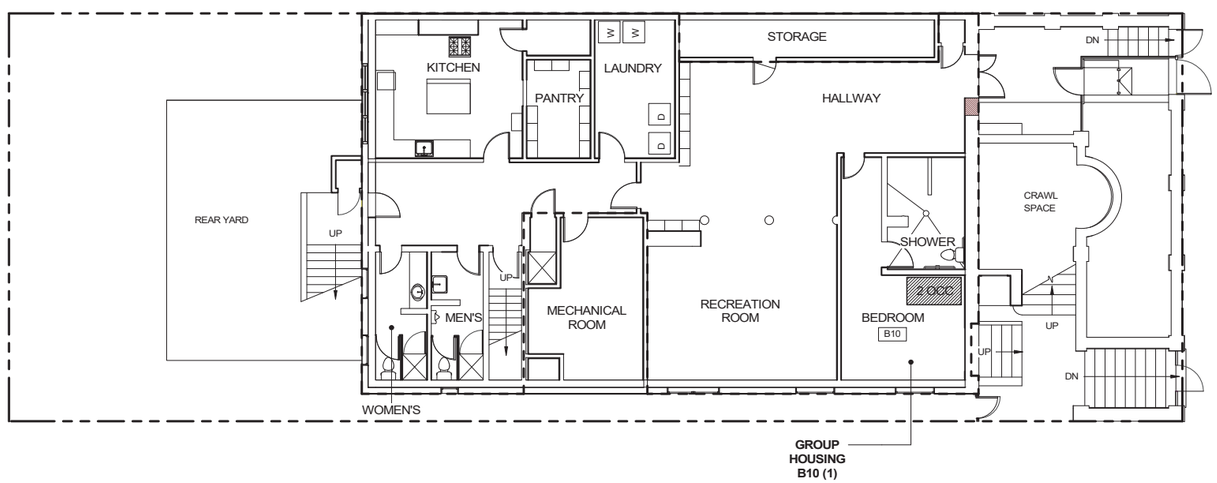
No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 2 & 3

A1.2



2 LEVEL 1 - PROPOSED
1/8" = 1'-0"



1 BASEMENT - PROPOSED
1/8" = 1'-0"

BED COUNT

Basement

Basement - (P) Bed Counts

ROOM	COUNT
B10	2
TOTAL BED COUNTS	2

Level 1

Level 1 - (P) Bed Counts

ROOM	COUNT
100	3
101	4
102	4
103	2
104	4
TOTAL BED COUNTS	17

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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REN. 10/2019
STATE OF CALIFORNIA

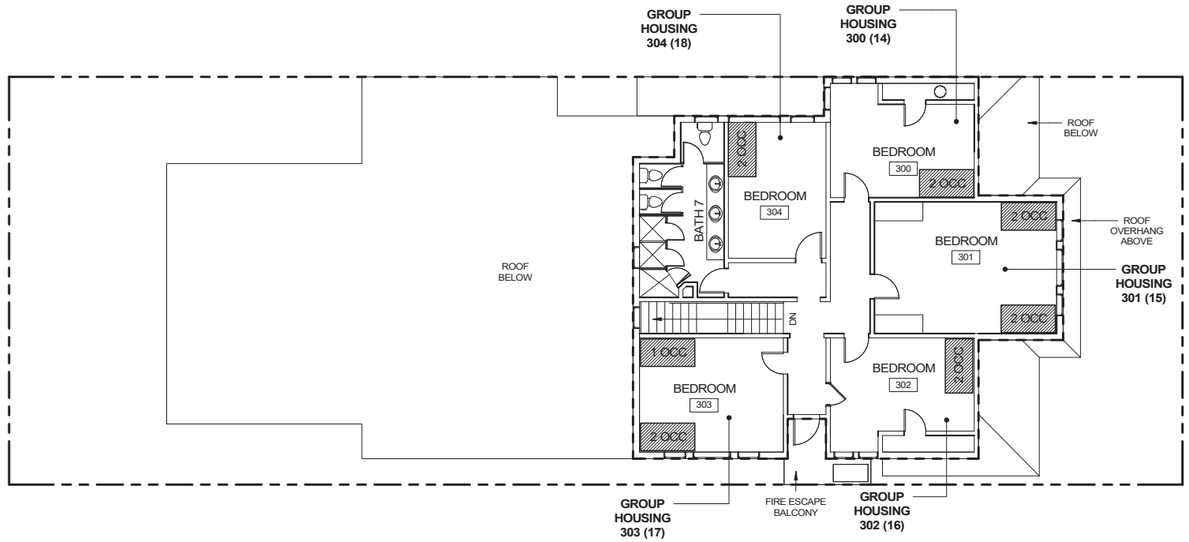
Project Number 21823.05
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:23:14 PM

No.	Date	Description

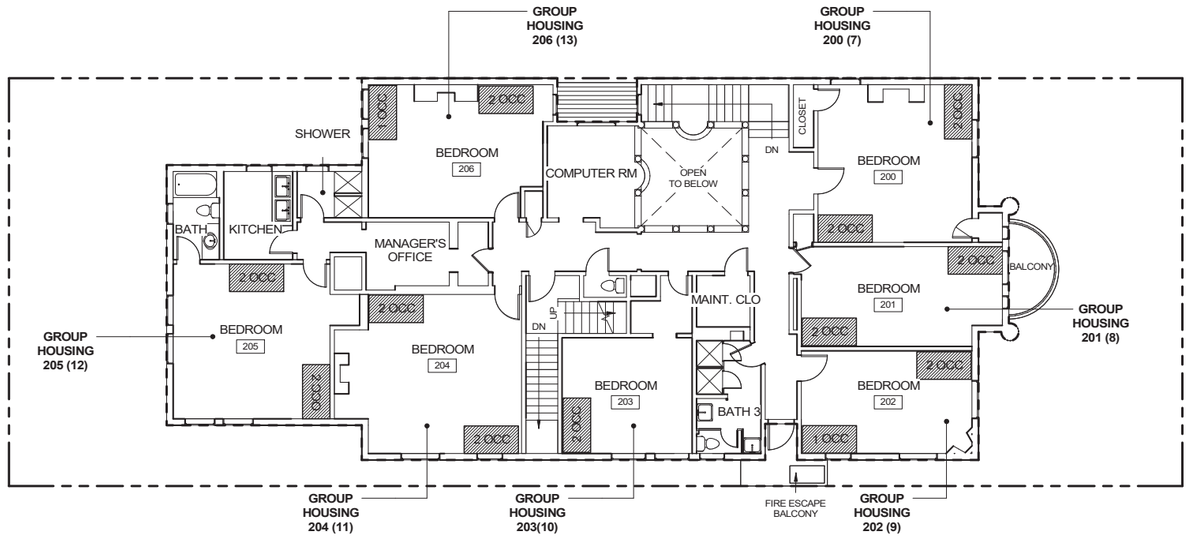
PROPOSED FLOOR PLANS - BASEMENT AND LEVEL 1

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 3 - PROPOSED
1/8" = 1'-0"



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 2

Level 2 - (P) Bed Counts

ROOM	COUNT
200	4
201	4
202	3
203	2
204	4
205	4
206	3
TOTAL BED COUNTS	24

Level 3

Level 3 - (P) Bed Counts

ROOM	COUNT
300	2
301	4
302	2
303	3
304	2
TOTAL BED COUNTS	13

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name (XXX) — ROOM NAME / ROOM NUMBER

BED TAG

- 1 OCC — EXISTING SINGLE BED 1 OCCUPANT
- 2 OCC — EXISTING BUNK BED 2 OCCUPANTS
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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Project Number 21823.05 — Issue Date 10/11/19
Scale 1/8" = 1'-0" — Phase
Print Date 10/11/2019 11:23:19 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 2 & 3

A2.2

4 FRONT GATE (2019)
NTS

3 FRONT FENCE (2019)
NTS

2 EAST ELEVATION - VAN NESS AVENUE
NTS

1 EAST ELEVATION - VAN NESS AVENUE
NTS

KEYNOTES

1. SECURITY FENCE AND WINDOW BARS NOTED IN ESTM
2. NOTICE BOARD INSTALLED AT DIRECTION OF SF PLANNING DEPARTMENT TO BE REMOVED
3. PROPOSED FREESTANDING INDIRECTLY ILLUMINATED AAU BUSINESS SIGN. INSTALL AT EXISTING POST MOUNTED LOCATION IN YARD IN FRONT OF BALCONY; SEE SIGNAGE CONSULTANT DRAWINGS
4. PROPOSED INDIRECTLY ILLUMINATED AAU FREESTANDING SIGN ON EXISTING SECURITY FENCE; SEE SIGNAGE CONSULTANT DRAWINGS
5. REMOVE EXISTING PLASTIC SIGNS ON METAL FENCE, TYP.

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

6. (E) JULIET BALCONY WITH METAL RAILING
7. (E) WALL SCONCE
8. (E) DOME SECURITY CAMERA
9. (E) CAMERA
10. (E) STAND PIPE
11. (E) BALCONY @ ENTRY
12. (E) LIGHT
13. (E) FIRE ALARM BELL
14. (E) DOOR CORNICE
15. (E) BRICK WALL AND (E) METAL FENCE ABOVE
16. (E) METAL GATE
17. (E) ROOF DRAIN PIPE

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AAU RESIDENTIAL COMPLIANCE SET

2209 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number	21823.05
Issue Date	10/11/19
Scale:	Not To Scale
Phase	
Print Date:	10/11/2019 11:23:24 PM

No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

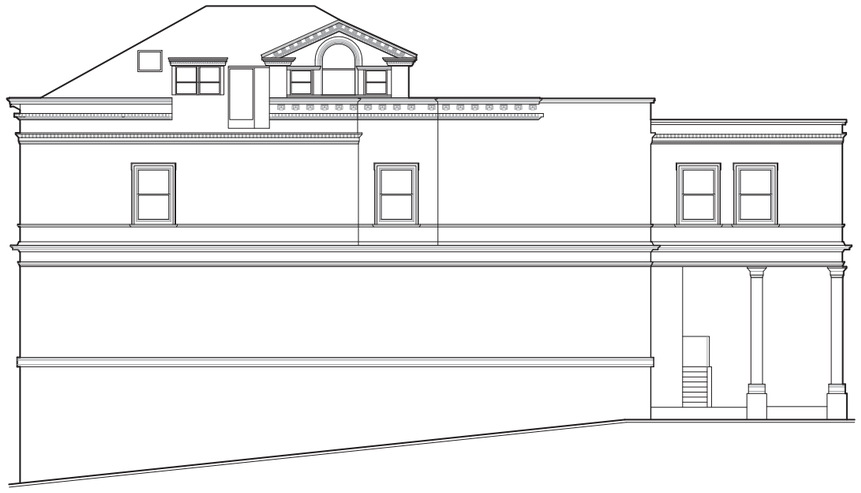
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

GENERAL NOTES

5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

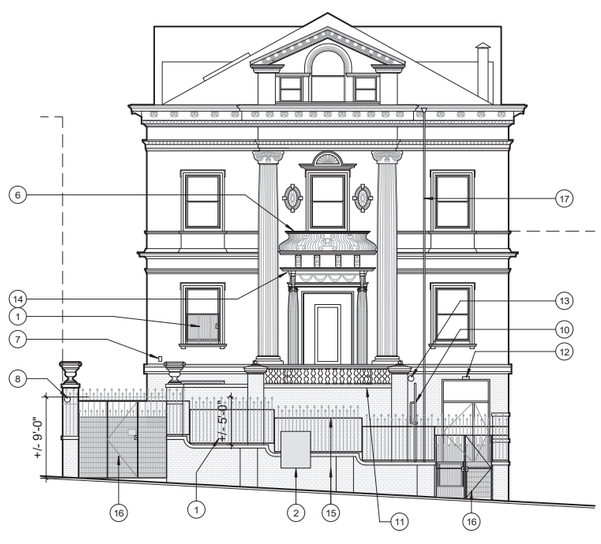


NORTH ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
5 1/8" = 1'-0"

SOUTH ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
4 1/8" = 1'-0"

WEST ELEVATION - PROPERTY LINE (EXISTING/PROPOSED)
3 1/8" = 1'-0"

EAST ELEVATION - VAN NESS (PROPOSED)
2 1/8" = 1'-0"



EAST ELEVATION - VAN NESS (EXISTING)
1 1/8" = 1'-0"

GENERAL NOTES

1. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED (COLOR, TEXTURE, DETAILING)
2. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS...CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
3. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
4. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING

KEYNOTES

1. SECURITY FENCE AND WINDOW BARS NOTED IN ESTM
2. NOTICE BOARD INSTALLED AT DIRECTION OF SF PLANNING DEPARTMENT TO BE REMOVED
3. PROPOSED FREESTANDING INDIRECTLY ILLUMINATED AAU BUSINESS SIGN. INSTALL AT EXISTING POST MOUNTED LOCATION IN YARD IN FRONT OF BALCONY; SEE SIGNAGE CONSULTANT DRAWINGS
4. PROPOSED INDIRECTLY ILLUMINATED AAU FREESTANDING SIGN ON EXISTING SECURITY FENCE; SEE SIGNAGE CONSULTANT DRAWINGS
5. REMOVE EXISTING PLASTIC SIGNS ON METAL FENCE, TYP.

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

6. (E) JULIET BALCONY WITH METAL RAILING
7. (E) WALL SCONCE
8. (E) DOME SECURITY CAMERA
9. (E) CAMERA
10. (E) STAND PIPE
11. (E) BALCONY @ ENTRY
12. (E) LIGHT
13. (E) FIRE ALARM BELL
14. (E) DOOR CORNICE
15. (E) BRICK WALL AND (E) METAL FENCE ABOVE
16. (E) METAL GATE
17. (E) ROOF DRAIN PIPE

tefDESIGN
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TEFarch.com

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79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

2209 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21823.05
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:23:31 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

KEYNOTES

1. SECURITY FENCE AND WINDOW BARS NOTED IN ESTM
2. NOTICE BOARD INSTALLED AT DIRECTION OF SF PLANNING DEPARTMENT TO BE REMOVED
3. PROPOSED FREESTANDING INDIRECTLY ILLUMINATED AAU BUSINESS SIGN. INSTALL AT EXISTING POST MOUNTED LOCATION IN YARD IN FRONT OF BALCONY; SEE SIGNAGE CONSULTANT DRAWINGS
4. PROPOSED INDIRECTLY ILLUMINATED AAU FREESTANDING SIGN ON EXISTING SECURITY FENCE; SEE SIGNAGE CONSULTANT DRAWINGS
5. REMOVE EXISTING PLASTIC SIGNS ON METAL FENCE, TYP.

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

6. (E) JULIET BALCONY WITH METAL RAILING
7. (E) WALL SCONCE
8. (E) DOME SECURITY CAMERA
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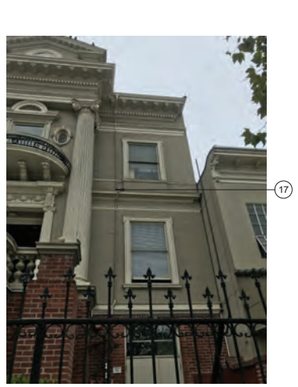
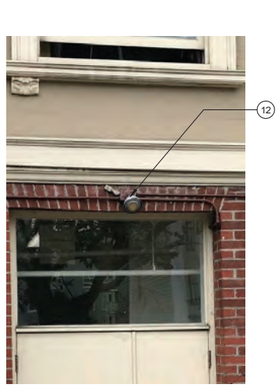
11. (E) BALCONY @ ENTRY
12. (E) LIGHT
13. (E) FIRE ALARM BELL
14. (E) DOOR CORNICE
15. (E) BRICK WALL AND (E) METAL FENCE ABOVE
16. (E) METAL GATE
17. (E) ROOF DRAIN PIPE

7 IMAGE
NTS

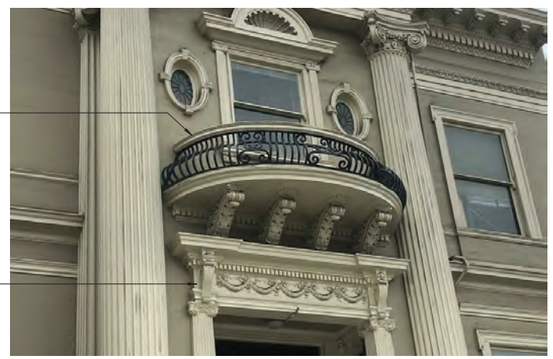
6 IMAGE
NTS



5 IMAGE
NTS



4 IMAGE
NTS



3 IMAGE
NTS

2 IMAGE
NTS

1 IMAGE
NTS

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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REN. 10/2019
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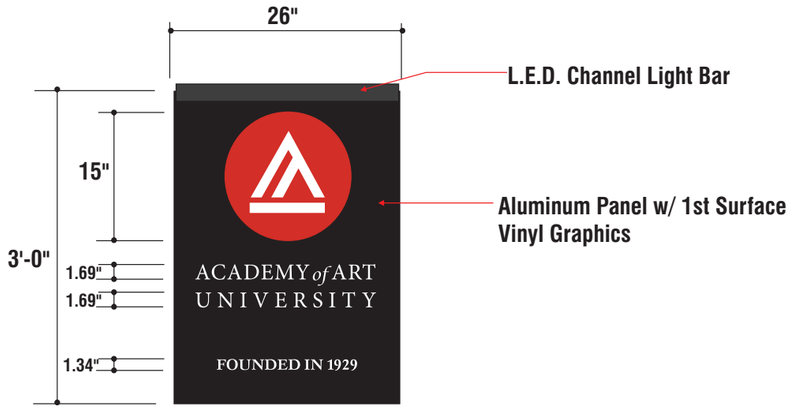
Project Number	21823.05
Issue Date	10/11/19
Scale:	1/8" = 1'-0"
Phase	
Print Date:	10/11/2019 11:23:34 PM

No.	Date	Description

EXTERIOR ELEVATION DETAILS

A4.1



Red

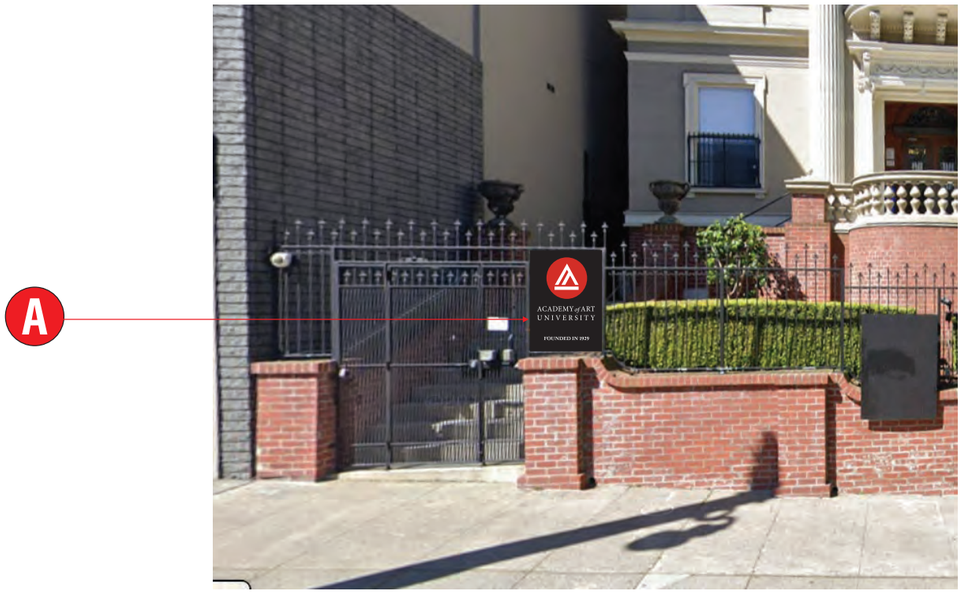
Black

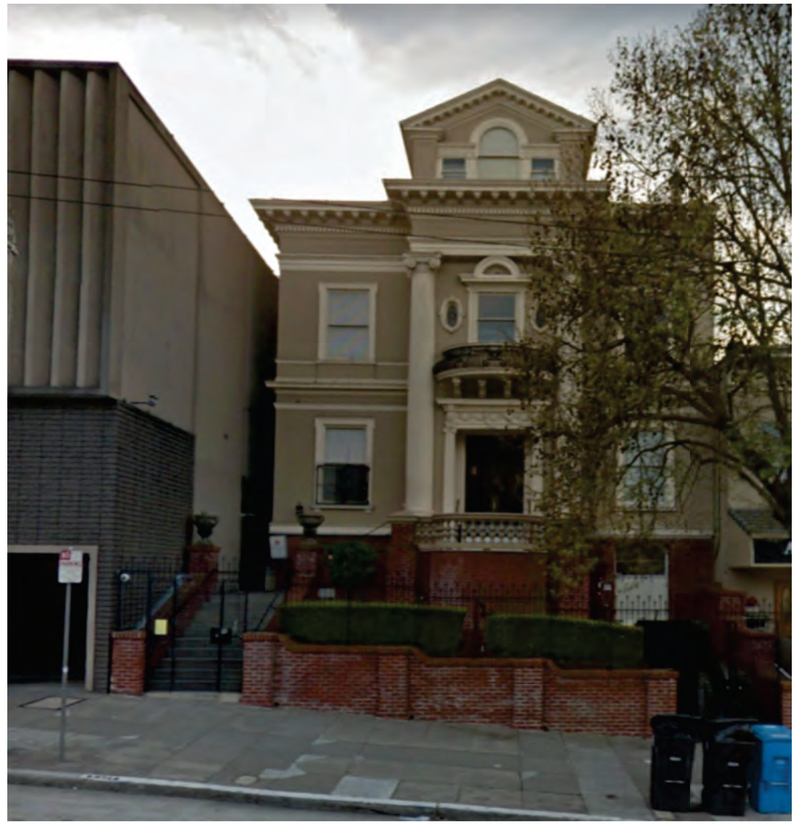
White

A S/F Aluminum Panel w/ Vinyl Graphics *6 sq ft*

Scale: 1½" = 1' - 0"

Attach to Fence w/ Clips and Bolts





Front Elevation

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/15/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 **Date: 9/25/19**

Revision Notes:

Revised proportions of sign B

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
2209 VAN NESS AVE
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.

GG 2.0

ESTM CONDITIONS

Academy of Art University Project ESTM Case N0. 2008.0586E

Recommended Condition of Approval Number	Recommended Condition of Approval
ES-4: 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.
	AAU PROPOSAL: To be addressed under separate cover in AAU's Transportation Management Plan.
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).
	AAU PROPOSAL: See Bicycle Parking Summary Below
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.
	AAU PROPOSAL: See Bicycle Parking Summary Below
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.
	AAU PROPOSAL: See Bicycle Parking Summary Below

BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED LAYOUT
*SEE STREETSCAPE PLAN FOR 2209 VAN NESS FOR PROPOSED CLASS II BICYCLE PARKING.

AAU proposes consolidating the Class I bicycle parking for 2209, 2211, and 2151 Van Ness (all located within 500 feet of each other) at 2211 Van Ness. The Class I Code requirements at the three properties are as follows: 8 spaces at 2211 Van Ness, 21 spaces at 2209 Van Ness, and 1 space at 2151 Van Ness, resulting in 30 Class I spaces required by Code for the three properties.

In summary, AAU's proposal would provide 24 Class I spaces at 2211 Van Ness (six fewer than required by Code for 2211, 2209 and 2151 Van Ness due to historical site constraints). Planning Code exceptions for: (1) providing more than one-third of Class I spaces as vertical racks (see Code Section 155.1(c)(3); (2) providing all proposed Class I parking for 2151, 2209 and 2211 Van Ness at 2211 Van Ness (see Code Section 307(k)), (3) providing proposed Class II parking for 2209 and 2211 Van Ness at 2209 Van Ness and (4) Development Agreement provision providing for in-lieu fee for Code-required Class I parking not provided. The proposal also requires exceptions from the dimensional guidelines for vertical racks in Zoning Administrator Bulletin No. 9, discussed in the paragraph below.

With regards to exceptions to Bulletin No. 9 dimensional guidelines, more careful hallway measurements indicate that clearance width varies between approximately 3 to 4 feet, meaning a limited waiver of Bulletin No. 9 minimum 5 feet clearance standards may be required for some of the spaces provided.

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	5	8	8 (Total 24 for all 3 properties)
CLASS II	3	3	3 (Offsite at 2209 Van Ness)

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	2,674	2,674
LEVEL 2	2,645	2,645
GROSS SF TOTAL:	5,319	5,319

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)

IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

B- RESIDENTIAL USES

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

DWELLING UNIT (DU): A RESIDENTIAL USE DEFINED AS A ROOM OR TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN.

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RC-3
DWELLING UNITS (DUs) 1 DU PER 400 SF LOT AREA
GROUP HOUSING ROOMS (GHs) 1 GH PER 140 SF LOT AREA

2211 VAN NESS CALCULATION
DWELLING UNITS 3,960 LOT SF / 400 SF = 9 DUs
GROUP HOUSING ROOMS 3,960 LOT SF / 140 SF = 26 GHs

SAN FRANCISCO PLANNING CODE SEC. 207 (b) (2)

WHERE PERMITTED BY THIS CODE, TWO OR MORE OF THE DWELLING AND OTHER HOUSING USES SPECIFIED IN THE CODE MAY BE LOCATED ON A SINGLE LOT, EITHER IN ONE STRUCTURE OR IN SEPARATE STRUCTURES, PROVIDED THAT THE SPECIFIED DENSITY LIMITS ARE NOT EXCEEDED BY THE TOTAL OF SUCH COMBINED USES. WHERE DWELLING UNITS AND GROUP HOUSING ARE COMBINED, THE MAXIMUM PERMITTED DENSITY FOR DWELLING UNITS AND FOR GROUP HOUSING SHALL BE PRORATED TO THE TOTAL LOT AREA ACCORDING TO THE QUANTITIES OF THESE TWO USES THAT ARE COMBINED ON THE LOT.

2211 VAN NESS CALCULATION
3 EXISTING DWELLING UNITS 3 X 400 SF = 1,200 SF

PRORATED LOT AREA FOR
MAXIMUM GROUP HOUSING ROOMS 3,960 SF - 1,200 SF = 2,490 SF

MAXIMUM ALLOWABLE
GROUP HOUSING ROOMS 2,490 SF / 140 SF = 17 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '18 Survey	Proposed '19
DWELLING UNIT	3	3	3	3
GROUP HOUSING ROOM	17	8	4	4
GROUP HOUSING BED COUNT	34	9	9	10
DWELLING UNIT BED COUNT	UL	11	11	14

NOTES
1. Existing bed count based on Jun-Aug 2018 Site Survey;
2. Proposed bed count subject to review by Fire and Building Departments;
3. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
4. No Permanent Residents in this building.
5. AAU is awaiting detail from City regarding a Development Agreement-implemented Class I in-lieu fee to account for overall Class I bicycle parking deficiency at 2209, 2211 and 2151 Van Ness. Based upon that in-lieu fee detail, AAU may elect to either pay the fee or reduce the bed count at 2209 and/or 2211 Van Ness to bring proposed Class I bicycle parking into compliance.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

*EXCEPTION REQUEST: An exception from the student housing conversion restrictions of Planning Code Section 317(e) is requested to approve the student housing use characteristic proposed for this project.

CODE NOTES (CONT.)

D- EXPOSURE

*SEE SHEETS A0.E1 FOR EXPOSURE PLAN ANALYSIS

02 COMPLIANT UNITS
05 NON-COMPLIANT UNITS*

*EXCEPTION REQUEST: Because the building is rated a Category A resource by the Planning Department, AAU proposes no change to existing exposure nonconformities and therefore requests an exception for two Dwelling Units and three Group Housing Rooms from the requirements of Code Section 140.

E- OPEN SPACE

*SEE SHEET A2.1 PROPOSED LEVEL 2 FLOOR PLAN FOR REFERENCE

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

OPEN SPACE, REQUIRED: ANY FRONT SETBACKS, SIDE OR REAR YARDS, COURTS, USABLE OPEN SPACE OR OTHER OPEN AREA PROVIDED IN ORDER TO MEET THE REQUIREMENTS OF THIS CODE.

SAN FRANCISCO PLANNING CODE SEC. 135.D.2 FOR GROUP HOUSING STRUCTURES, SRO UNITS, AND DWELLING UNITS THAT MEASURE LESS THAN 350 SQUARE FEET PLUS A BATHROOM, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE ONE-THIRD THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D)(1) ABOVE AND (D)(4) AND (D)(5), BELOW. FOR PURPOSES OF THESE CALCULATIONS, THE NUMBER OF BEDROOMS ON A LOT SHALL IN NO CASE BE CONSIDERED TO BE LESS THAN ONE BEDROOM FOR EACH TWO BEDS. WHERE THE ACTUAL NUMBER OF BEDS EXCEEDS AN AVERAGE OF TWO BEDS FOR EACH BEDROOM, EACH TWO BEDS SHALL BE CONSIDERED EQUIVALENT TO ONE BEDROOM.

2211 VAN NESS CALCULATION
REQUIRED COMMON SPACE 319 SF [(12 BEDROOMS * 60 SF/3)(1.33)]
EXISTING/PROPOSED[1] 337 SF

(1) EXISTING NON-CONFORMING PRIVATE OPEN SPACE PATIO DECK AT LEVEL 2 DWELLING UNIT No. 202

NOTE: BEDROOMS IN THIS CALCULATION (12) EQUAL TO HALF PROPOSED BED COUNT IN GROUP HOUSING ROOMS (4) AND DWELLING UNITS (3), PER 135.D.2

*EXCEPTION REQUEST: Due to existing site constraints and the Category A historic rating of this building by the Planning Department, AAU proposes no new usable open space as part of this project and therefore requests an exception from the requirements of Code Section 135.

F- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	•	•
A0.1	PROJECT INFORMATION		•
A0.2	GENERAL NOTES		•
A0.E1	EXPOSURE PLAN ANALYSIS - LEVELS 1 & 2	•	•
A0.S1	SITE PLAN AERIAL IMAGE	•	
A0.S2	SITE PLAN DRAWINGS	•	
A0.S3	STREETSCAPE DRAWINGS	•	
A0.T1	OCCUPANCY AND EGRESS PLANS		•
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		•
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		•
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		•
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		•
A1.1	EXISTING FLOOR PLANS - LEVELS 1 & 2	•	•
A2.1	PROPOSED FLOOR PLANS - LEVELS 1 & 2	•	•
A3.1	EXTERIOR ELEVATION IMAGES	•	•
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	•	•
A4.1	WINDOW SCOPE	•	•
A4.2	EXTERIOR ELEVATION IMAGES	•	•
	SIGNAGE SHEETS		
GG 2.0	SIGNAGE DETAILS	•	•

TOTAL SHEETS: 12

PROPERTY INFORMATION

ADDRESS 2211 VAN NESS STREET
BLOCK/LOT 0570/005

No OF STORIES 2 (NO CHANGE)

DISTRICTS
ZONING RC-3
HEIGHT/BULK 80-D
SPECIAL USE NONE

USE
LAST LEGAL RESIDENTIAL: DWELLING UNIT (2 UNITS) & GROUND FLOOR COMMERCIAL

PROPOSED RESIDENTIAL: DWELLING UNIT (3 UNITS) & GROUP HOUSING (4 ROOMS)

HISTORIC EVALUATION

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 LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 2211 VAN NESS AVENUE FROM TWO DWELLING UNITS AND A GROUND-FLOOR RESTAURANT USE TO THREE DWELLING UNITS AND GROUP HOUSING (3 DWELLING UNITS AND 4 GROUP HOUSING ROOMS IN A TOTAL OF 24 BEDS) WITH A STUDENT HOUSING USE CHARACTERISTIC FOR ALL PROPOSED RESIDENTIAL USES.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET. PROPOSED COMPLIANCE WITH RECOMMENDED CONDITIONS OF APPROVAL FOR 2211 VAN NESS LISTED IN TABLE 26 OF THE ACADEMY OF ART UNIVERSITY PROJECT EXISTING SITES TECHNICAL MEMORANDUM PUBLISHED MAY 4, 2016, ARE LISTED ON THIS COVER SHEET. EXISTING EXTERIOR ALTERATIONS WITHIN THE SCOPE OF THIS PROJECT ARE NOTED ON SHEET A3.2.

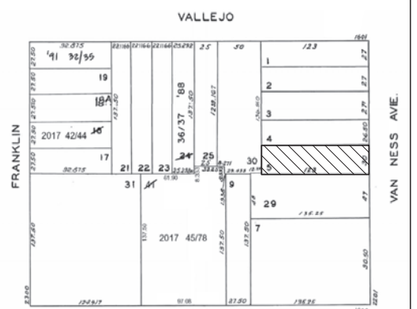
THE PROJECT PROPOSES TO ABATE AND CLOSE ENFORCEMENT CASE 8604 (CONVERSION OF DWELLING UNITS TO GROUP HOUSING WITHOUT CU PER 209.2(C)) AND ENFORCEMENT CASE 8605 (SIGNAGE AND CANOPY W/O PERMIT).

CONDITIONAL USE AUTHORIZATION REQUESTED FOR GROUP HOUSING USE AFFILIATED WITH INSTITUTIONAL EDUCATIONAL USE IN THE RC-3 DISTRICT.

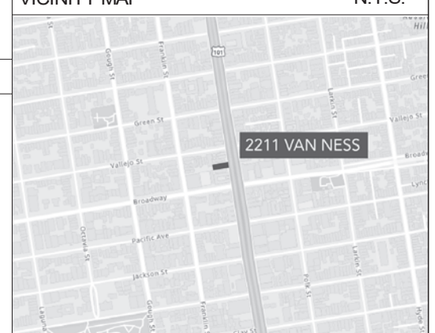
NEW SIGNAGE PROPOSED.

EXTERIOR VIEW

PLOT MAP N.T.S.



VICINITY MAP N.T.S.



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AAU RESIDENTIAL COMPLIANCE SET

2211 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number 21823.06 Issue Date 10/11/19
Scale As indicated Phase
Print Date 10/11/2019 11:26:27 PM

No.	Date	Description

COVER SHEET

A0.0

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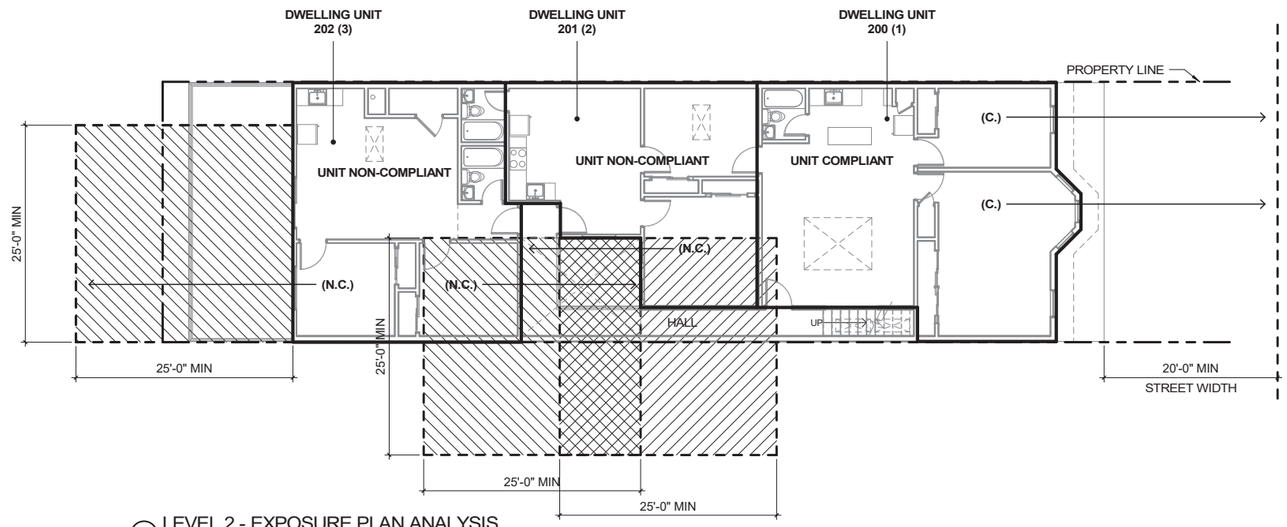
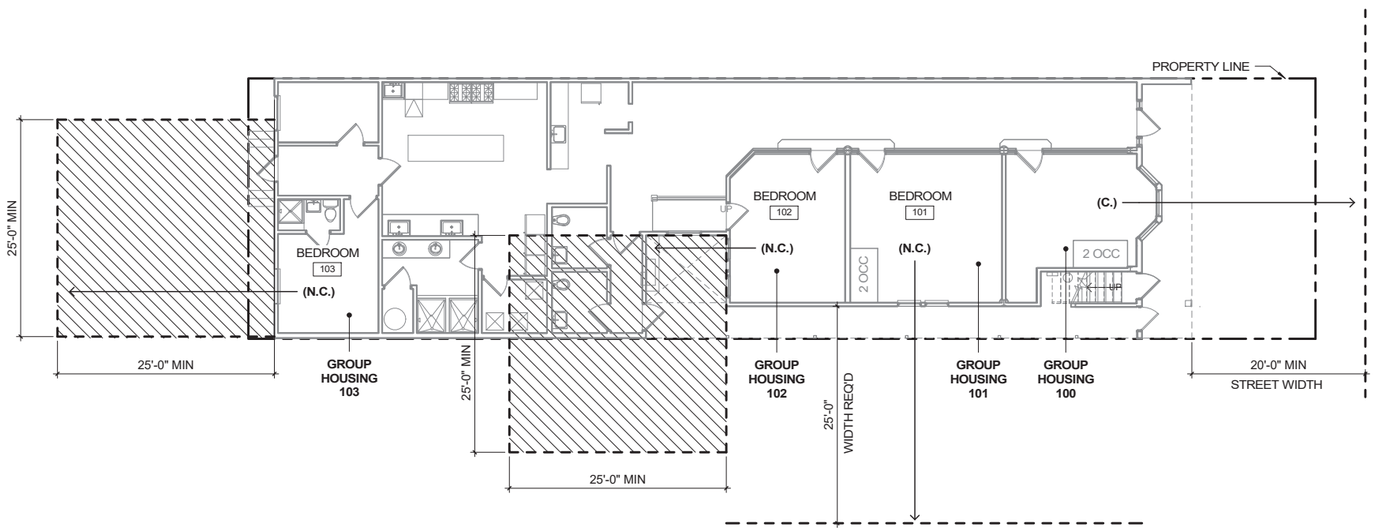


2 LEVEL 2 - EXPOSURE PLAN ANALYSIS
1/8" = 1'-0"



1 LEVEL 1 - EXPOSURE PLAN ANALYSIS
1/8" = 1'-0"

KEYNOTES

LEGEND

EXPOSURE COMPLIANCE

(C.) EXISTING VIEW COMPLIANT WITH CODE SECTION 140

(N.C.) EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED TO B E COMPLIANT WITH CODE SECTION 140

PROPERTY LINE

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Issue Date 10/11/19
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Phase
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EXPOSURE PLAN ANALYSIS - LEVELS 1 & 2

A0.E1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

1 SITE PLAN AERIAL IMAGE
NTS

N

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Project Number 21823.06
Issue Date 10/11/19
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Phase
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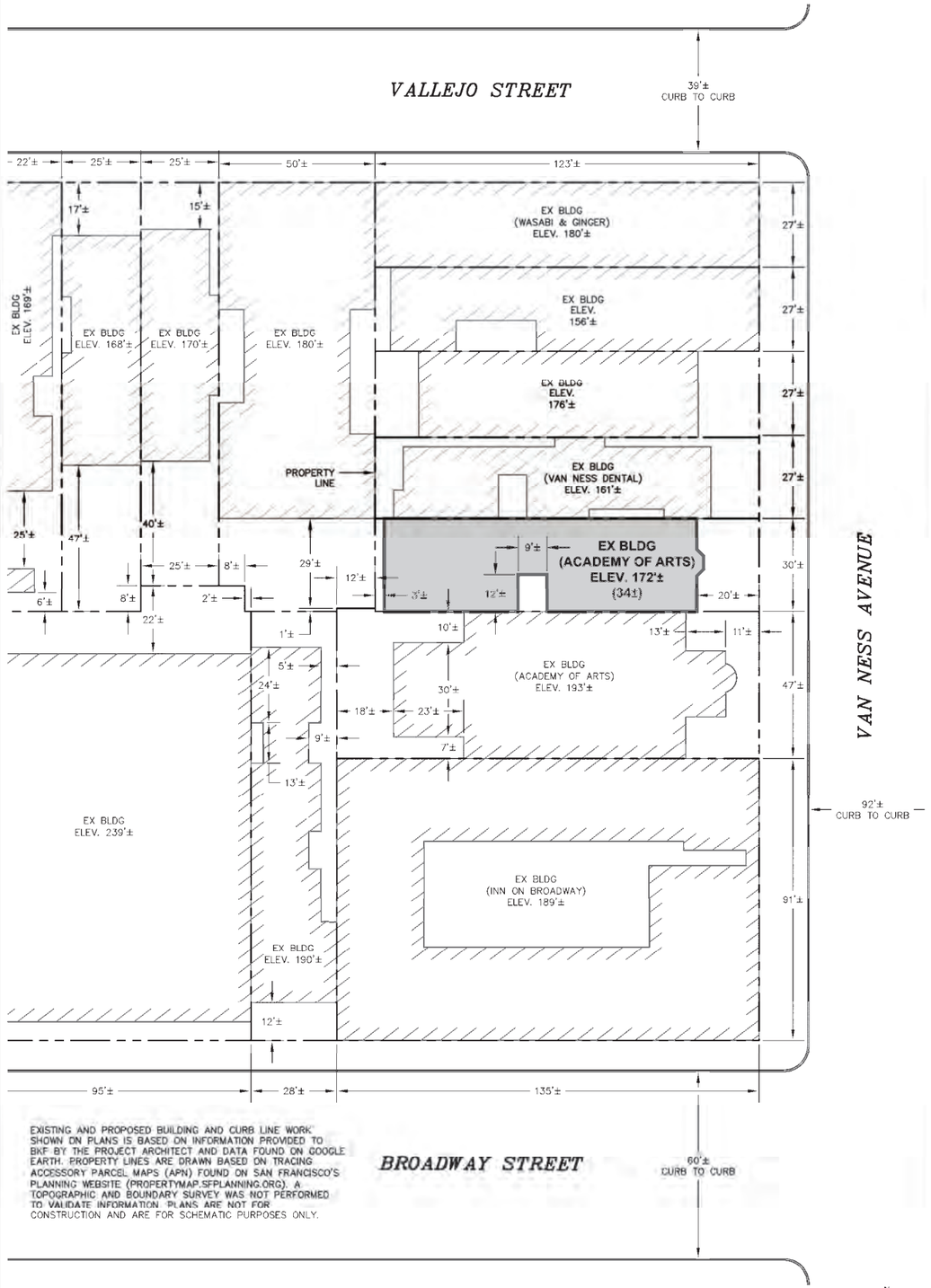
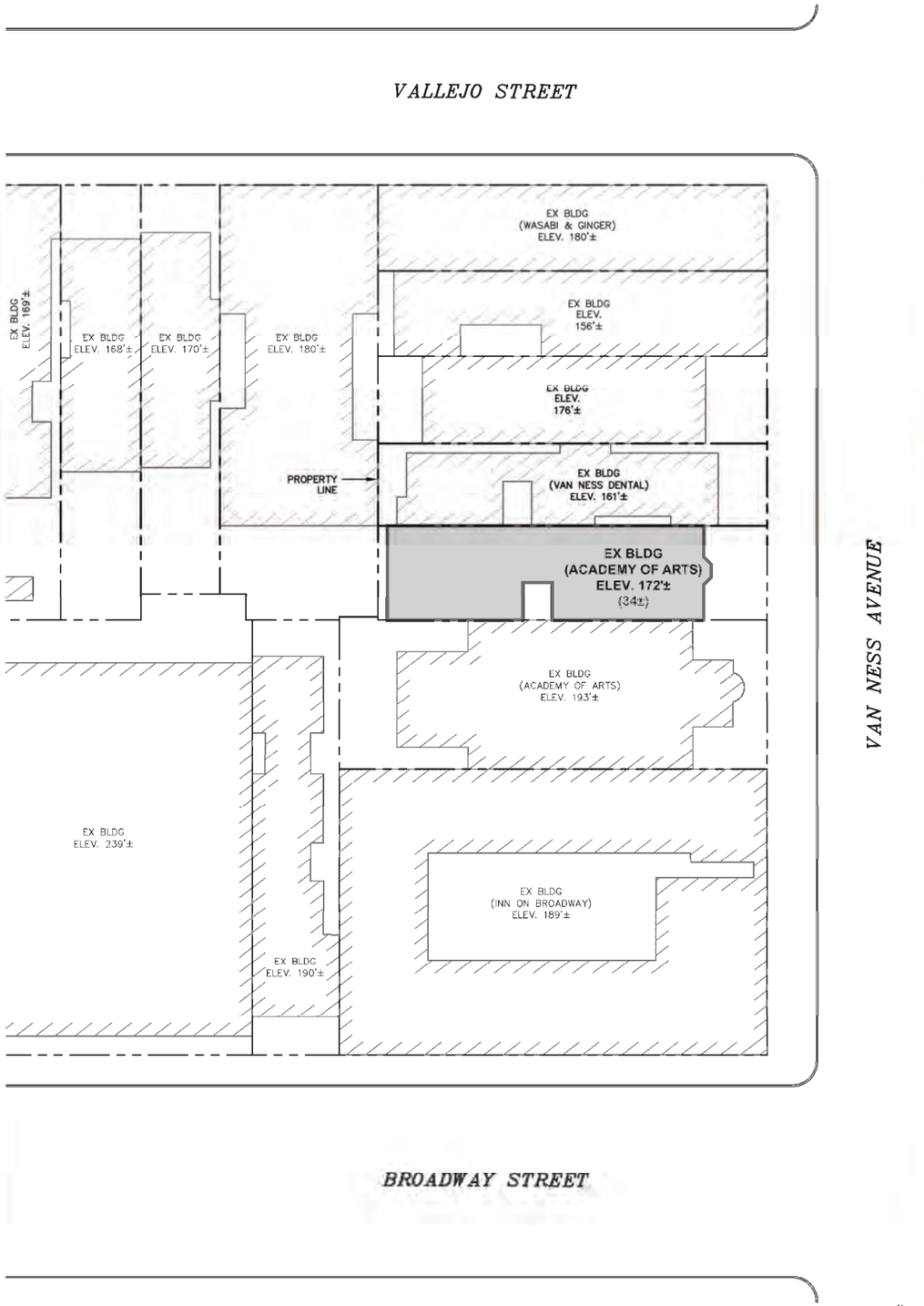
No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



2 2211 VAN NESS - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 2211 VAN NESS - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF 100+ YEARS ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU RESIDENTIAL COMPLIANCE SET

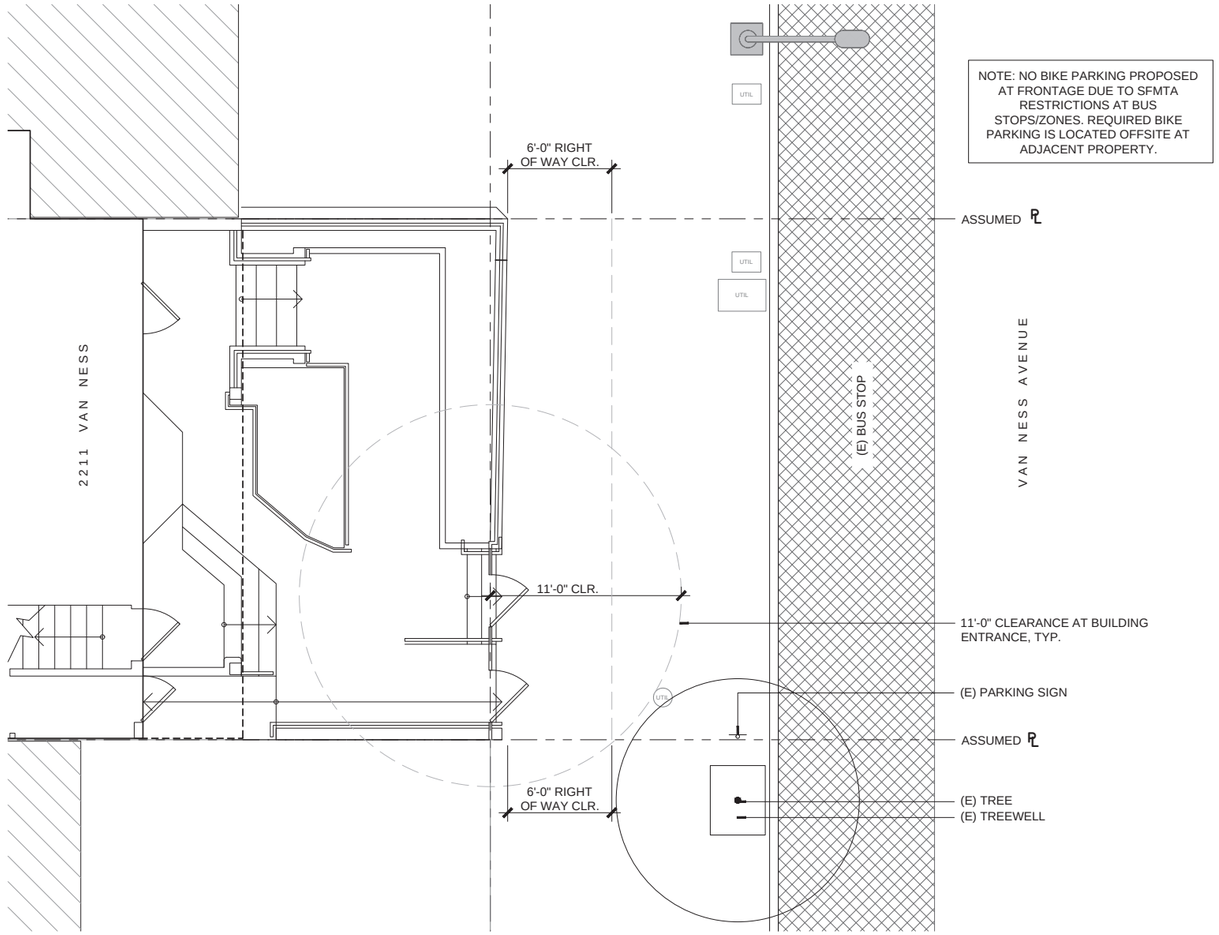
2211 VAN NESS
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER JASON T. WU No. C-52281 CIVIL STATE OF CALIFORNIA NOT FOR CONSTRUCTION

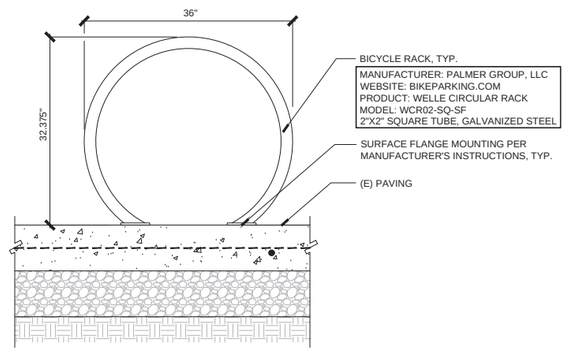
21823.06 10/11/19
AS NOTED

SITE PLAN DRAWINGS

A0.S2



1 Streetscape Plan
1/4" = 1'-0"



2 Bike Rack
NTS

SCALE: 1/4"=1'-0"
0' 2' 4' 8'
N

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(3) BIKE PARKING SPACES
*OFFSITE AT ADJACENT PROPERTY
2209 VAN NESS

TOTAL: 3

LEGEND

(N) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) PARKING SIGN

(E) POLE LIGHT

(E) NO PARKING (RED CURB)

NOTES:

1) BICYCLE PARKING AT BUS STOPS FOLLOWS SFMTA GUIDELINES APPENDIX F
2) PER SFMTA GUIDELINES APPENDIX F, BIKE RACKS CAN ONLY BE PLACED 20'-0" WITHIN THE FRONT OR 10'-0" WITHIN THE REAR OF A FAR-SIDE BUS ZONE OR 30'-0"' WITHIN REAR OF NEAR-SIDE BUS ZONE

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landscape architecture
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San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU RESIDENTIAL COMPLIANCE SET

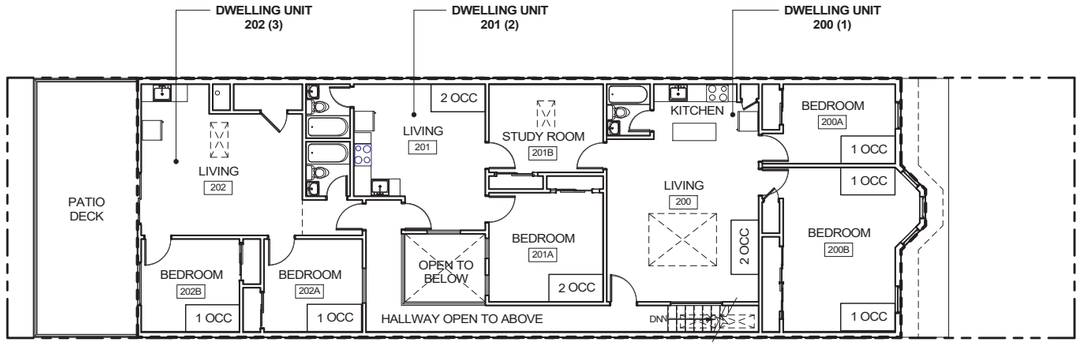
2211 VAN NESS
San Francisco, CA 94109

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HOLLAND
C 4980
08/31/21
Renewal Date
10/1/19
Date
STATE OF CALIFORNIA

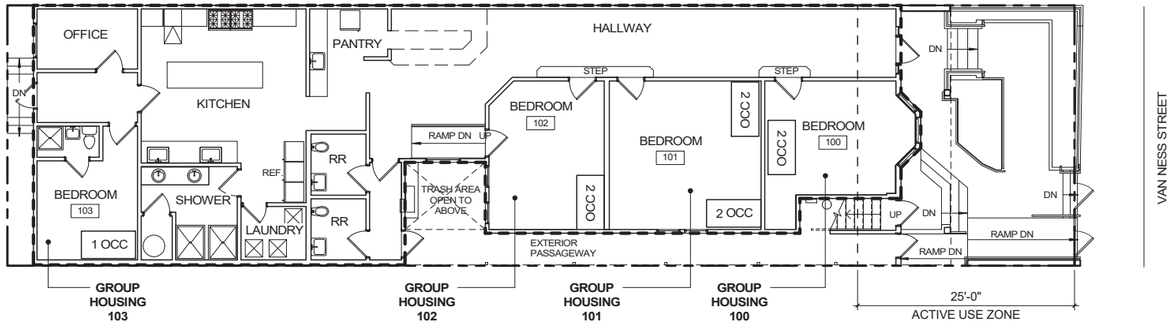
Project Number 21823.06
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S3



2 LEVEL 2 - EXISTING
1/8" = 1'-0"



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

N

BED COUNT

Level 1

Level 1 - (E) Bed Count	
ROOM	COUNT
100	2
101	4
102	2
103	1
TOTAL BED COUNTS	9

Level 2

Level 2 - (E) Bed Count	
ROOM	COUNT
201	2
201A	1
201B	2
201C	2
201E	2
203A	1
203B	1
TOTAL BED COUNTS	11

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — EXISTING SINGLE BED 1 OCCUPANT
2 OCC — EXISTING BUNK BED 2 OCCUPANTS
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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AAU RESIDENTIAL COMPLIANCE SET

2211 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21823.06
Issue Date 10/11/19
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No.	Date	Description

EXISTING FLOOR PLANS - LEVELS 1 & 2

A1.1

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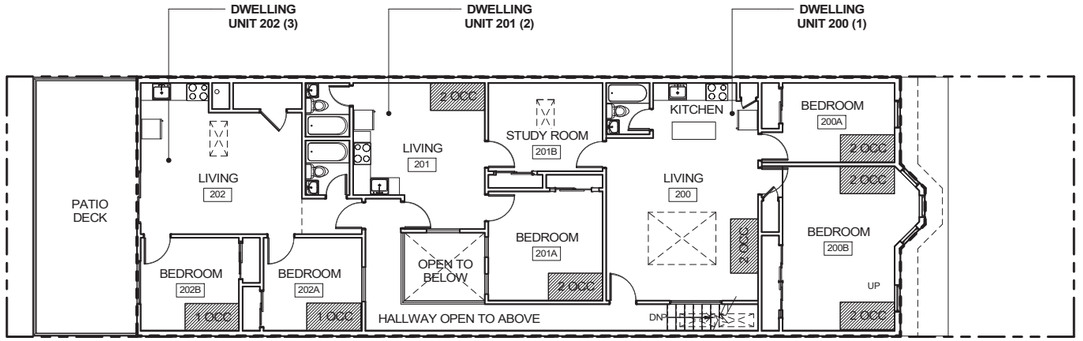
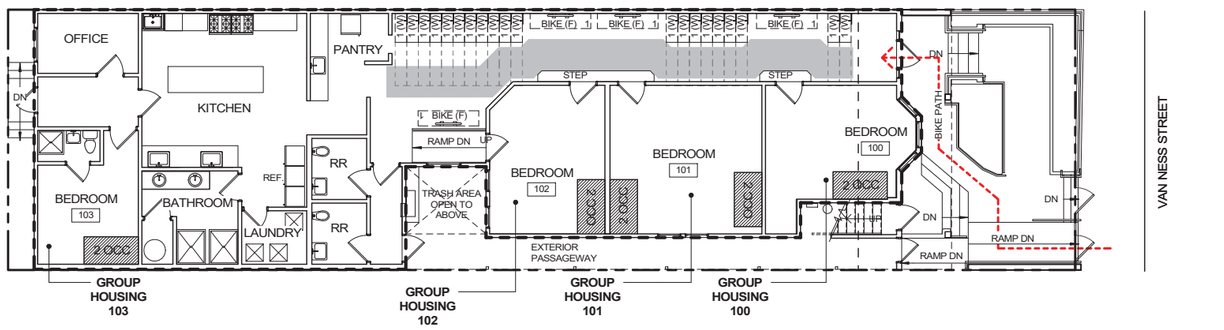


2 LEVEL 2 - PROPOSED
1/8" = 1'-0"



1 LEVEL 1 - PROPOSED
1/8" = 1'-0"

BIKE PARKING COUNT

BIKE PARKING COUNT CLASS I	
TYPE OF BIKE RACK	PROPOSED BIKE SPACES
HORIZONTAL BIKE RACK	4
VERTICAL BIKE RACK	20
TOTAL	24

BED COUNT

Level 1

Level 1 - (P) Bed Count	
ROOM	COUNT
100	2
101	4
102	2
103	2
TOTAL BED COUNTS	10

Level 2

Level 2 - (P) Bed Count	
ROOM	COUNT
201	2
201A	2
201B	4
201C	2
201E	2
203A	1
203B	1
TOTAL BED COUNTS	14

LEGEND

PROPERTY LINE

GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

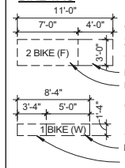
1 OCC — EXISTING SINGLE BED 1 OCCUPANT

2 OCC — EXISTING BUNK BED 2 OCCUPANTS

1 OCC — PROPOSED SINGLE BED 1 OCCUPANT

2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
Maneuvering Space
Bike Storage Space

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
Maneuvering Space
Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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79 New Montgomery Street
San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

2211 VAN NESS
San Francisco, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2019
STATE OF CALIFORNIA

Project Number	21823.06
Issue Date	10/11/19
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Phase	
Print Date	10/11/2019 11:26:48 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVELS 1 & 2

A2.1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

KEYNOTES

1. SECURITY FENCING NOTED IN ESTM
2. NOTICE BOARD INSTALLED AT DIRECTION OF SF PLANNING DEPARTMENT TO BE REMOVED
3. NON-ORIGINAL WINDOWS TO BE REMOVED IN GENTLEST MEANS POSSIBLE
4a. EXISTING AAU BUSINESS WALL SIGN
4b. PAINT OVER EXISTING AAU BUSINESS WALL SIGN
5. PROPOSED NON-ILLUMINATED AAU FREESTANDING SIGN ON METAL FENCE; SEE SIGNAGE CONSULTANT DRAWINGS
6. INSTALL NEW WOOD MULTI-LITE WINDOW TO MATCH ORIGINAL HISTORIC FENESTRATION IN TERMS OF CONFIGURATION, FUNCTION, MUNTIN PATTERNS, PROFILE AND THICKNESS OF FRAMES (REF. A4.1)

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

7. (E) ROOF OVER FRONT PORCH
8. (E) FIRE ALARM BELL
9. (E) MAILBOXES
10. (E) ADDRESS NAMEPLATE
11. (E) DRAIN PIPE
12. (E) DOME SECURITY CAMERA

1 EAST ELEVATION - VAN NESS AVENUE
NTS

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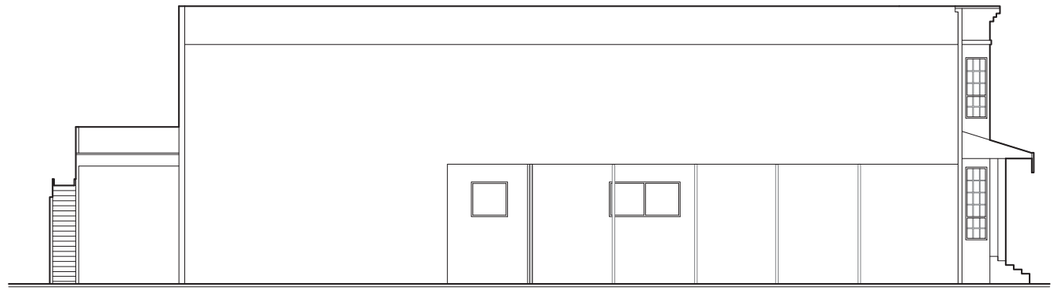
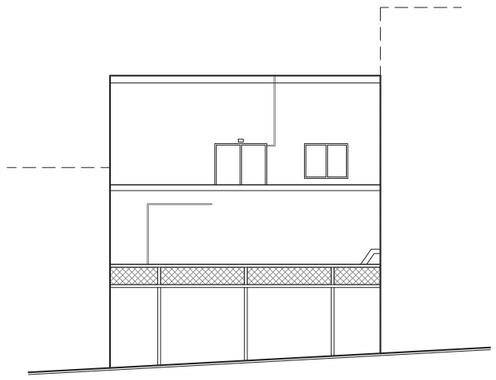
No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

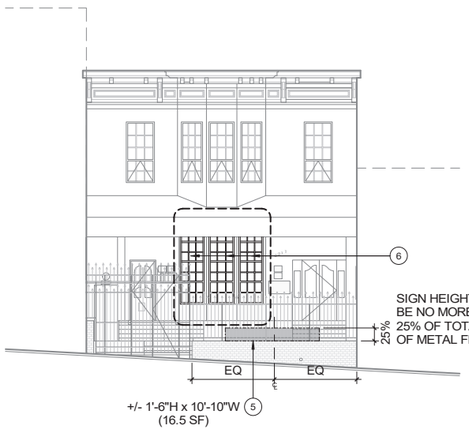


SOUTH ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
6 1/8" = 1'-0"

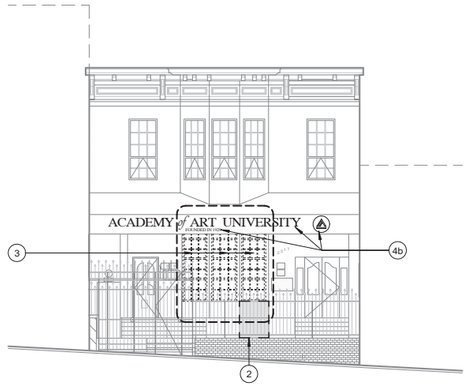


WEST ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
5 1/8" = 1'-0"

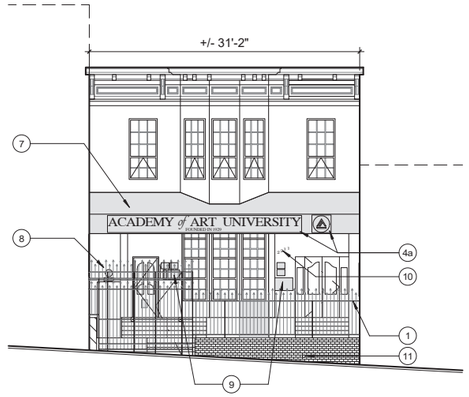
NORTH ELEVATION - PROPERTY LINE
(EXISTING/PROPOSED)
4 1/8" = 1'-0"



EAST ELEVATION - VAN NESS (PROPOSED)
3 1/8" = 1'-0"



EAST ELEVATION - VAN NESS (DEMO)
2 1/8" = 1'-0"



EAST ELEVATION - VAN NESS (EXISTING)
1 1/8" = 1'-0"

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT DRAWINGS

GENERAL NOTES

1. REPAIR/PATCH AND REFINISH THE EXTERIOR WALL TO MATCH EXISTING MATERIALS AND APPEARANCE AS REQUIRED
2. THE BUSINESS SIGN IS PROPOSED AT A RESIDENTIAL PROPERTY WITH STUDENT HOUSING USE CHARACTERISTIC UNDER THE RATIONALE THAT THE SECTION 102 DEFINITION OF STUDENT HOUSING CONTEMPLATES "OPERATION AND CONTROL" BY A POST-SECONDARY EDUCATIONAL INSTITUTION (I.E. A BUSINESS). AAU RESPECTFULLY SUBMITS THAT THE SECTION 602 DEFINITION OF "BUSINESS SIGN" COVERS AAU'S "ACTIVITY WHICH IS…CONDUCTED ON THE PREMISES UPON WHICH [THE BUSINESS] SIGN IS LOCATED
3. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET UNLESS OTHERWISE NOTED
4. PROPOSED WORK INVOLVING MODIFICATIONS TO THE EXTERIOR OF THE BUILDING, INCLUDING REPAIR, DEMOLITION, AND INSTALLATION SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS. THE BUILDING PERMITS FOR ALL SUCH WORK WILL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT STAFF TO ENSURE SUCH CONSISTENCY, INCLUDING BUT NOT LIMITED TO APPROPRIATE PLANS FOR METHOD OF REMOVAL, ATTACHMENT, AND PATCHING
5. ALL NEW PROPOSED SECURITY CAMERAS, LIGHTING, SIGNAGE, TO HAVE ALL ASSOCIATED CONDUITS TO BE ROUTED INTERNALLY IN THE BUILDING. NO NEW CONDUIT TO BE EXPOSED

KEYNOTES

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REN. 10/2019
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EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

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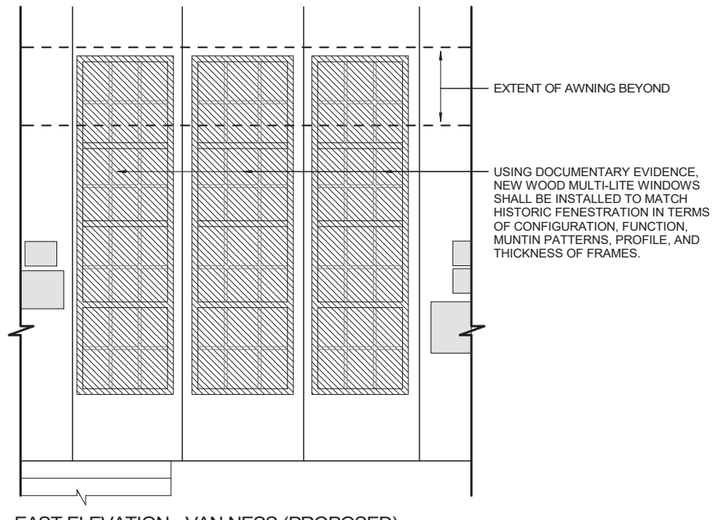
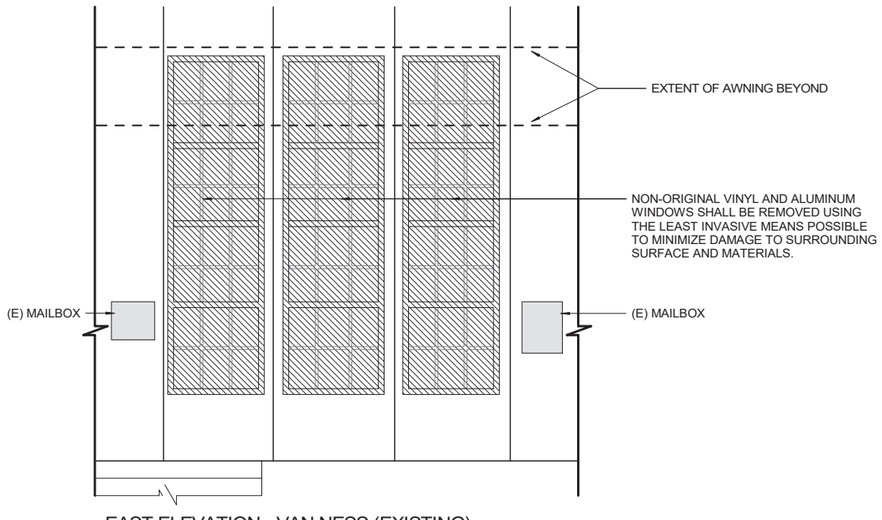
3 PHOTOS - EXISTING WINDOW CONDITIONS
NTS



2 EAST ELEVATION - VAN NESS (PROPOSED)
1/2" = 1'-0" [Ref: 3/A3.2]



1 EAST ELEVATION - VAN NESS (EXISTING)
1/2" = 1'-0" [Ref: 2/A3.2]

GENERAL NOTES

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No.	Date	Description

WINDOW SCOPE

A4.1

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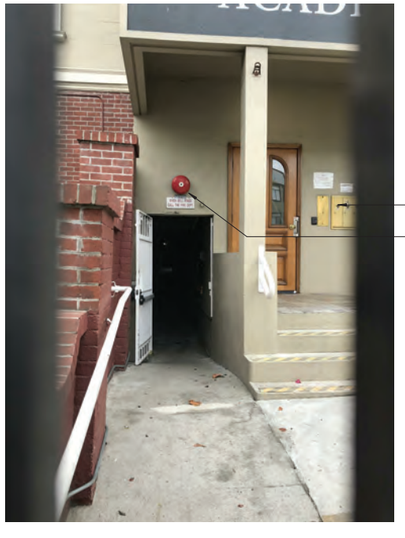

1 IMAGE
NTS

2 IMAGE
NTS

3 IMAGE
3/16" = 1'-0"

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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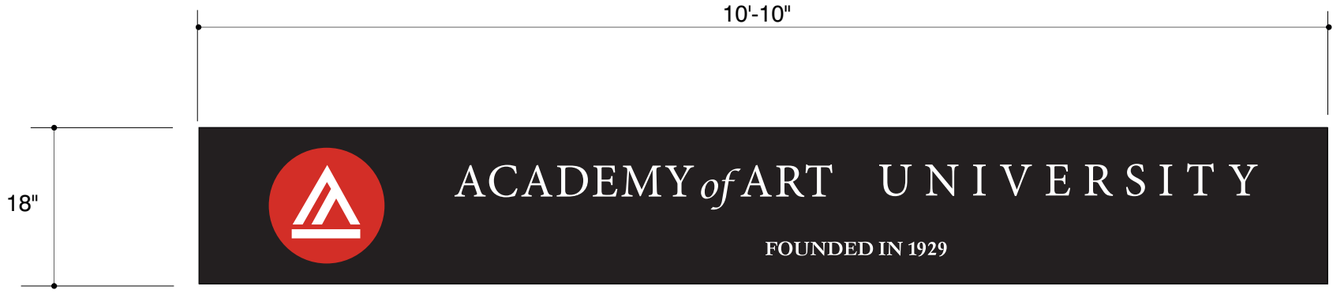
Phase
Print Date 10/11/2019 11:27:00 PM

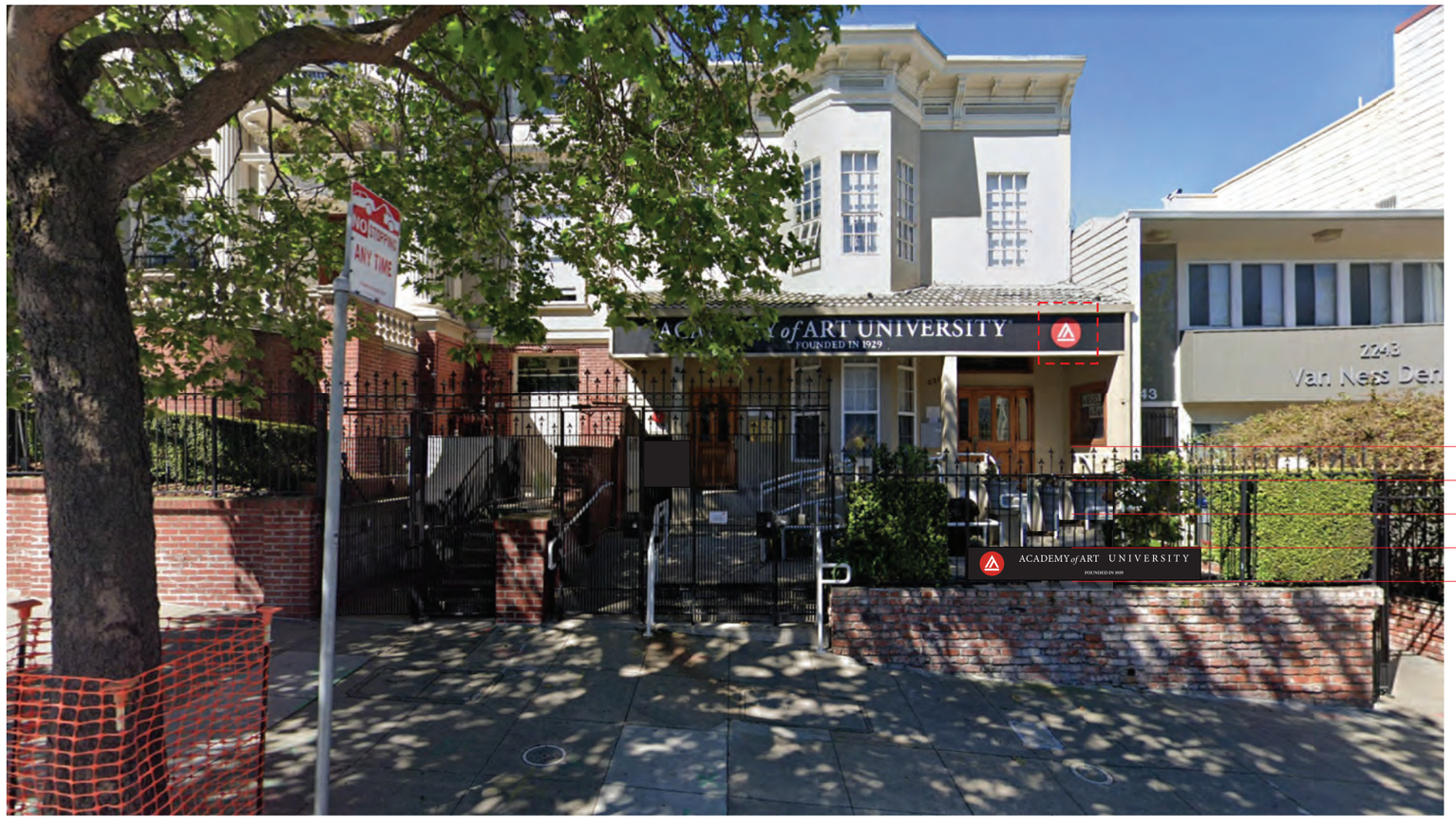
No.	Date	Description

EXTERIOR ELEVATION IMAGES

A4.2



A **S/F Banner Attached to Fence**
Scale: 1½"=1'-0"



SURVEY REQUIRED
NOT FOR PRODUCTION

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/14/19
Sales: A. Bartizal
Designer: N. Ford

Rev. #: 1 **Date: 9/25/19**

Revision Notes:
Revised sign A size and lighting to match sign on 2209 Van Ness

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
☒ Illuminated
☐ Non-Illuminated

Type of Lighting:
☐ Lamps ☒ L.E.D.
☐ Neon ☐ Other

Address
2211 VAN NESS AVENUE
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

Sheet No.
GG 2.0

CODE NOTES

REFERENCE: SAN FRANCISCO PLANNING CODE AS EXISTING ON JANUARY 1, 2019.

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	3,712	3,712
LEVEL 2	7,271	7,271
LEVEL 3	12,421	12,421
LEVEL 4	16,504	16,504
LEVEL 5	14,717	14,717
LEVEL 5	14,717	14,717
LEVEL 6	7,060	7,060
GROSS SF TOTAL	76,402	76,402

FLOOR AREA RATIO:

SAN FRANCISCO PLANNING CODE SEC. 124 (b)

IN R, RC, NC, AND MIXED USE DISTRICTS, FLOOR AREA RATIO LIMITS SHALL NOT APPLY TO DWELLINGS OR TO OTHER RESIDENTIAL USES.

RESTAURANT OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	2,419	2,419
OCCUPIED SF TOTAL	2,419	2,419

B- RESIDENTIAL USES

GROUP HOUSING (GH): A RESIDENTIAL USE THAT PROVIDES LODGING OR BOTH MEALS AND LODGING, WITHOUT INDIVIDUAL COOKING FACILITIES, BY PREARRANGEMENT FOR A WEEK OR MORE AT A TIME, IN A SPACE NOT DEFINED BY THIS CODE AS A DWELLING UNIT.

MAXIMUM ALLOWABLE PER ZONING DISTRICT RM-3
GROUP HOUSING UNITS (GHs) 1 GH PER 140 SF LOT AREA

MAXIMUM ALLOWABLE PER ZONING DISTRICT RC-3
GROUP HOUSING ROOMS (GHs) 1 GH PER 140 SF LOT AREA

2550 VAN NESS CALCULATION
GROUP HOUSING ROOMS (GHs) 30,696 SF / 140 SF = 219 GHs

RESIDENTIAL USES

	Max. Allowed per Code	Existing per ESTM	Existing per '19 Survey	Proposed '19
TOURIST HOTEL ROOM	N/A	--	136	0
GROUP HOUSING ROOM	219	--	--	136
BED COUNT	438	--	--	306

NOTES
1. Proposed bed count subject to review by Fire and Building Departments;
2. The exact number of beds in any unit may be adjusted to respond to student housing demand, provided the unit does not exceed code-mandated occupancy limits;
3. No Permanent Resident in this building.

C- STUDENT HOUSING CHARACTERIZATION

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

STUDENT HOUSING: A RESIDENTIAL USE CHARACTERISTIC DEFINED AS A LIVING SPACE FOR STUDENTS OF ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTIONS THAT MAY TAKE THE FORM OF DWELLING UNITS, GROUP HOUSING, OR SRO UNIT AND IS OWNED, OPERATED, OR OTHERWISE CONTROLLED BY AN ACCREDITED POST-SECONDARY EDUCATIONAL INSTITUTION. UNLESS EXPRESSLY PROVIDED FOR ELSEWHERE IN THIS CODE, THE USE OF STUDENT HOUSING IS PERMITTED WHERE THE FORM OF HOUSING IS PERMITTED IN THE UNDERLYING ZONING DISTRICT IN WHICH IT IS LOCATED. STUDENT HOUSING MAY CONSIST OF ALL OR PART OF A BUILDING, AND STUDENT HOUSING OWNED, OPERATED, OR CONTROLLED BY MORE THAN ONE POST-SECONDARY EDUCATIONAL INSTITUTION MAY BE LOCATED IN ONE BUILDING.

D- BICYCLE PARKING SUMMARY

*SEE SHEET A2.1, A2.2 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

	ESTM REQUIRED	CODE REQUIRED	PROPOSED
CLASS I	--	99	99
CLASS II	--	15 (9 + 6*)	16

*PER SF PLANNING CODE TABLE 155.2 PRIVATE PARKING GARAGE MINIMUM REQUIREMENT FOR CLASS II BICYCLE PARKING: ONE CLASS 2 SPACE FOR EVERY 20 CAR SPACES, EXCEPT IN NO CASE LESS THAN SIX CLASS 2 SPACES.
**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

CODE NOTES (CONT.)

E- OFF-STREET CAR SPACES
*SEE SHEETS A2.1, A2.3P FOR REFERENCE

MAXIMUM PERMITTED BY CODE FOR ACCESSORY PARKING	
*RESIDENTIAL USE- 64 GH (RM-3)[1]	9 (Based on OFA: 17,940 SF.)
*RESIDENTIAL USE- 72 GH (RC-3)[2]	27 (Based on 162 Beds)
*RESTAURANT USE (RC-3)[3]	12 (Based on OFA: 3,977 SF.)
TOTAL	48
EXISTING PARKING SPACES	53
PROPOSED ACCESSORY	3 (Restaurant/Non-AAU Use)
PROPOSED[4]	43 (Private Parking Garage)
PROPOSED CAR SHARE SPACES[5]	1 (47 within 25-49 required)
PROPOSED TOTAL	47

(1) PER SF PLANNING CODE 151(C) MAXIMUM 1 OFF-STREET CAR SPACE PER 2,000 SF. OF OCCUPIED FLOOR AREA
(2) PER SF PLANNING CODE 151.1 PERMITTED UP TO ONE CAR FOR EACH THREE BEDROOMS OR FOR EACH SIX BEDS, WHICHEVER RESULTS IN THE GREATER REQUIREMENT, PLUS ONE FOR THE MANAGER'S DWELLING UNIT IF ANY
(3) PER SF PLANNING CODE 151.1 PERMITTED UP TO ONE CAR FOR EACH 200 SQUARE FEET OF OCCUPIED FLOOR AREA
(4) PER CONDITIONAL USE REQUESTED FOR PRIVATE PARKING GARAGE USE FOR AAU FACULTY AND STAFF
(5) PER SF PLANNING CODE TABLE 166 REQUIRED CAR-SHARE PARKING SPACES

F- EXPOSURE
*SEE SHEET A0.E1 & A0.E2 FOR EXPOSURE PLAN ANALYSIS

Building compliance based on Common Area at Level 2.

G- OPEN SPACE
*SEE SHEET A0.S2 FOR OPEN SPACE ANALYSIS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

OPEN SPACE, REQUIRED: ANY FRONT SETBACKS, SIDE OR REAR YARDS, COURTS, USABLE OPEN SPACE OR OTHER OPEN AREA PROVIDED IN ORDER TO MEET THE REQUIREMENTS OF THIS CODE.

SAN FRANCISCO PLANNING CODE SEC. 135 D.2 FOR GROUP HOUSING STRUCTURES, SRO UNITS, AND DWELLING UNITS THAT MEASURE LESS THAN 350 SQUARE FEET PLUS A BATHROOM, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE ONE-THIRD THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D)(1) ABOVE AND (D)(4) AND (D)(5), BELOW.

2550 VAN NESS CALCULATION[1]

RM-3|RC-3 REQUIRED	3,884 SF [(146 BEDROOMS * 60 SF/3)(1.33)]
RM-3|RC-3 REQUIRED	559 SF [(7 BEDROOMS * 60 SF)(1.33)]
REQUIRED TOTAL	4,443 SF
EXISTING/PROPOSED[2]	3,045 SF

(1) BASED ON 146 BEDROOMS < 350 SF. AND 7 BEDROOMS > 350 SF.
(2) UNCOVERED INNER COURT USED FOR RECREATION AREA: NON-CONFORMING OPEN SPACE BASED ON SAN FRANCISCO PLANNING CODE SECTION 135 (G)(2)

NOTE: BEDROOMS IN THIS CALCULATION (153) EQUAL TO PROPOSED BED COUNT IN THE 136 GROUP HOUSING ROOMS, PER SECTION 135.D.2

*EXCEPTION REQUEST: Compliance with Section 135 not feasible given existing conditions of building and difficulty of creating functional open space amenity in driveway off of Filbert Street

H- ACTIVE USE
*SEE SHEET A2.1 FOR REFERENCE

*EXCEPTION REQUEST: The project seeks an exception from Code Section 145.1 Active Use controls to add Class I bicycle parking in the first 25 ft. of street level.

I- REAR YARD
*SEE SHEET A0.S2 FOR REFERENCE

*EXCEPTION REQUEST: Due to existing site constraints, AAU proposes no exterior building modification as part of this project and therefore requests an exception from the requirements of Code Section 134.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

SCOPE OF WORK

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF 2550 VAN NESS FROM THE LAST LEGAL TOURIST HOTEL USE TO 136 GROUP HOUSING BEDROOMS AND 306 BEDS WITH A STUDENT HOUSING USE CHARACTERISTIC.

PLANNING CODE EXCEPTIONS REQUESTED AS PART OF THE PROJECT ARE LISTED ON THIS COVER SHEET.

CONDITIONAL USE AUTHORIZATION REQUESTED FOR GROUP HOUSING AFFILIATED WITH INSTITUTIONAL EDUCATIONAL USE IN THE RC-3 AND RM-4 DISTRICTS.

THE PROJECT ALSO PROPOSES TO REFLECT THAT THE LEGALLY INSTITUTED USE OF PARKING IN 2550 VAN NESS IS FOR ACADEMY OF ART UNIVERSITY FACULTY AND STAFF, NOT BUILDING RESIDENTS. THE PROJECT PROPOSES CONDITIONAL USE AUTHORIZATION FOR A PRIVATE PARKING GARAGE USE OF 2500 VAN NESS.

NEW SIGNAGE REQUESTED AS PART OF PROJECT.

SHEET INDEX

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A0.2	GENERAL NOTES		•
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A0.E2	EXPOSURE ANALYSIS - LEVELS 5 & 6	•	
A0.S1	SITE PLAN AERIAL IMAGE	•	
A0.S2	SITE PLAN DRAWINGS	•	
A0.S3	STREETSCAPE DRAWINGS	•	
A0.T1.0	OCCUPANCY AND EGRESS - CALCULATIONS		
A0.T1.1	OCCUPANCY AND EGRESS PLANS - LEVEL 1		
A0.T1.2	OCCUPANCY AND EGRESS PLANS - LEVEL 2		
A0.T1.3	OCCUPANCY AND EGRESS PLANS - LEVEL 3		
A0.T1.4	OCCUPANCY AND EGRESS PLANS - LEVEL 4		
A0.T1.5	OCCUPANCY AND EGRESS PLANS - LEVEL 5		
A0.T1.6	OCCUPANCY AND EGRESS PLANS - LEVEL 6		
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		•
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		•
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		•
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		•
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A1.2	EXISTING FLOOR PLANS - LEVEL 2	•	•
A1.3	EXISTING FLOOR PLANS - LEVEL 3	•	•
A1.3P	EXISTING FLOOR PLANS - LEVEL 3 PARKING	•	•
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A3.1	EXTERIOR ELEVATION IMAGES	•	•
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	•	•
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GG 2.0	PROPOSED EXTERIOR SIGNAGE	•	•
GG 3.0	PROPOSED EXTERIOR SIGNAGE	•	•
GG 4.0	PROPOSED EXTERIOR SIGNAGE	•	•

TOTAL SHEETS: 26

PROPERTY INFORMATION

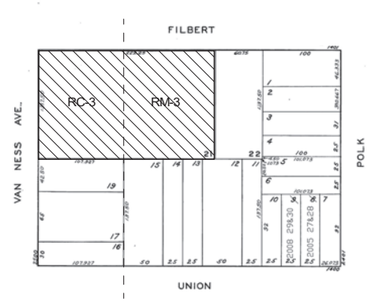
ADDRESS	2550 VAN NESS AVENUE
BLOCK/LOT	0526/021
No OF STORIES	6 (NO CHANGE)
DISTRICTS	
ZONING	RC-3, RM-3
HEIGHT/BULK	65-A
SPECIAL USE	NONE
USE	CHANGE OF USE REQUIRED
LAST LEGAL	TOURIST HOTEL (136 ROOMS) WITH ACCESSORY PARKING & RESTAURANT
PROPOSED	RESIDENTIAL: GROUP HOUSING (136 ROOMS) PRIVATE PARKING GARAGE & RESTAURANT

HISTORIC EVALUATION

HISTORIC RESOURCE STATUS	B - UNKNOWN/AGE ELLIGIBLE
NATIONAL REGISTER HISTORIC DISTRICTS	None
CALIFORNIA REGISTER HISTORIC DISTRICTS	None
HISTORIC RESOURCE EVALUATION RESPONSES	None
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW

PLOT PLAN N.T.S.



N

VICINITY MAP N.T.S.

N

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AAU RESIDENTIAL COMPLIANCE SET

2550 VAN NESS
SAN FRANCISCO, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2021
STATE OF CALIFORNIA

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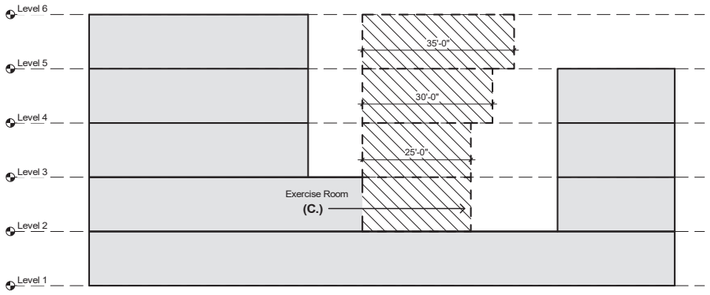
No.	Date	Description

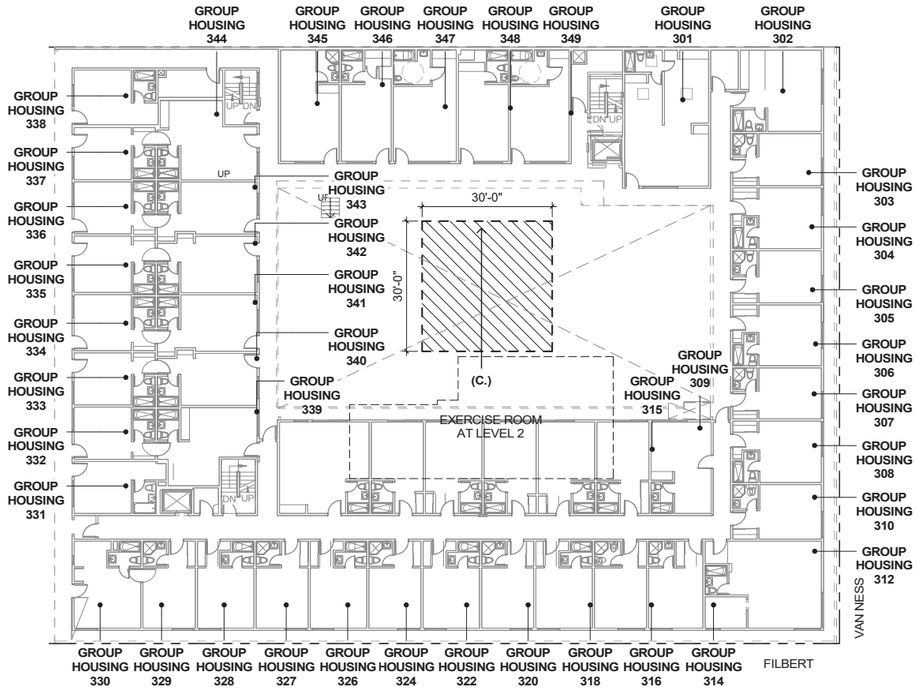
COVER SHEET

A0.0

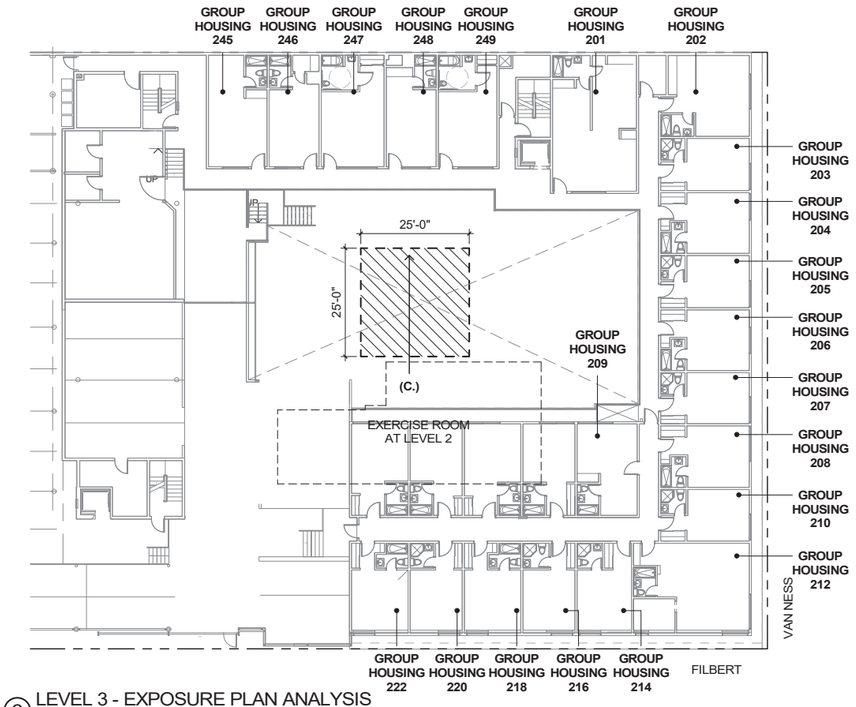
If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



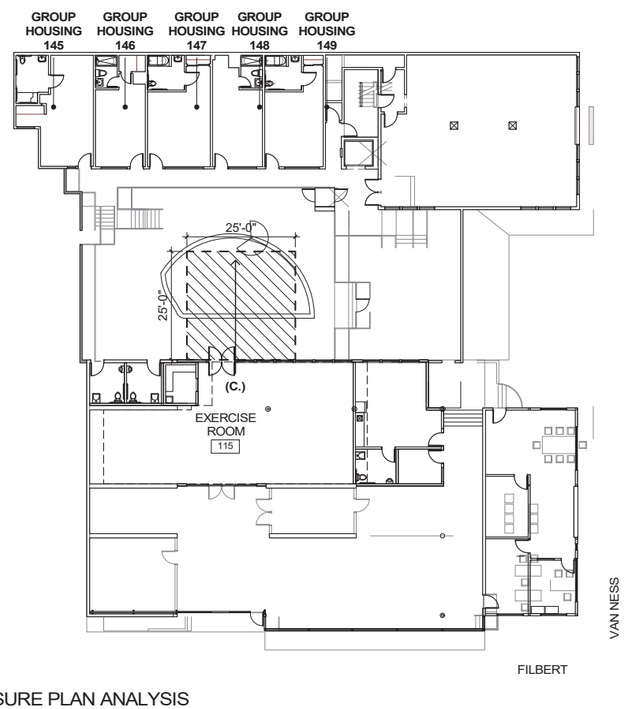
4 DIAGRAM SECTION 1 - EXPOSURE ANALYSIS
NTS



3 LEVEL 4 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



2 LEVEL 3 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



1 LEVEL 2 -EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"

KEYNOTES

LEGEND

EXPOSURE COMPLIANCE

(C.) ↓ (N.C.) ↓ — EXISTING VIEW COMPLIANT WITH CODE SECTION 140

EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED TO B E COMPLIANT WITH CODE SECTION 140

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DOUGLAS G TOM
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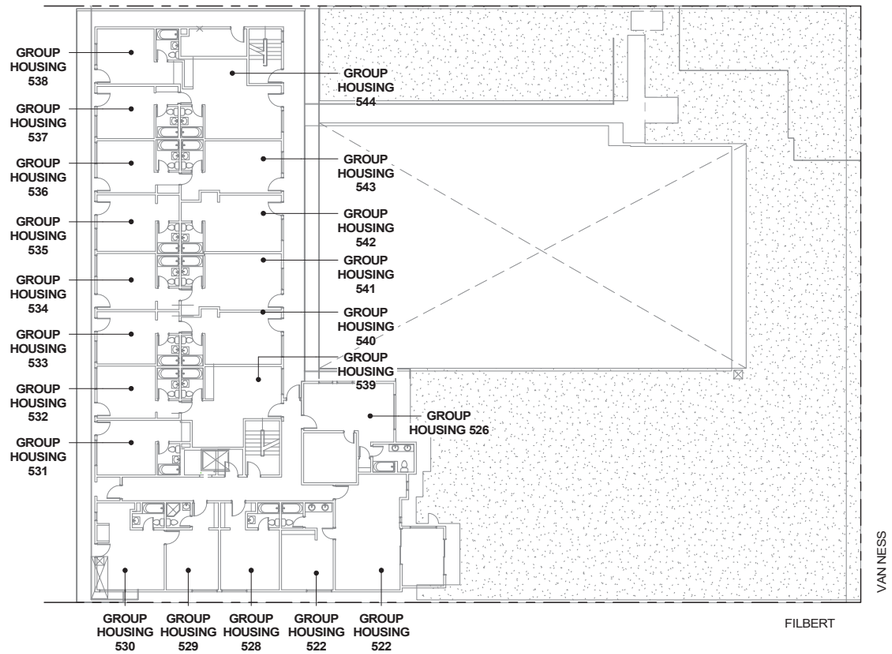
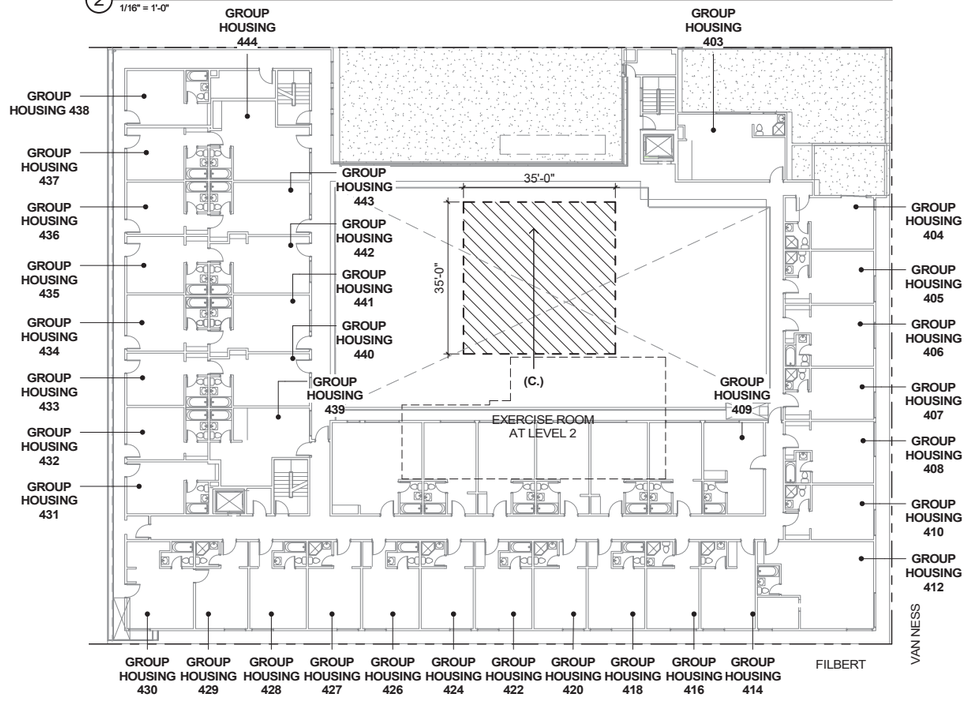
EXPOSURE ANALYSIS - LEVELS 2, 3, 4 & DIAGRAM SECTION 1

A0.E1

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 6 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"



1 LEVEL 5 - EXPOSURE PLAN ANALYSIS
1/16" = 1'-0"

N

KEYNOTES

LEGEND

EXPOSURE COMPLIANCE

(C.) ↓ (N.C.) ↓

EXISTING VIEW COMPLIANT WITH CODE SECTION 140

EXISTING VIEW NON-COMPLIANT WITH CODE SECTION 140

AREA NEEDED TO B E COMPLIANT WITH CODE SECTION 140

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EXPOSURE ANALYSIS - LEVELS 5 & 6

A0.E2

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

1 SITE PLAN AERIAL IMAGE
NTS

N

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STATE OF CALIFORNIA

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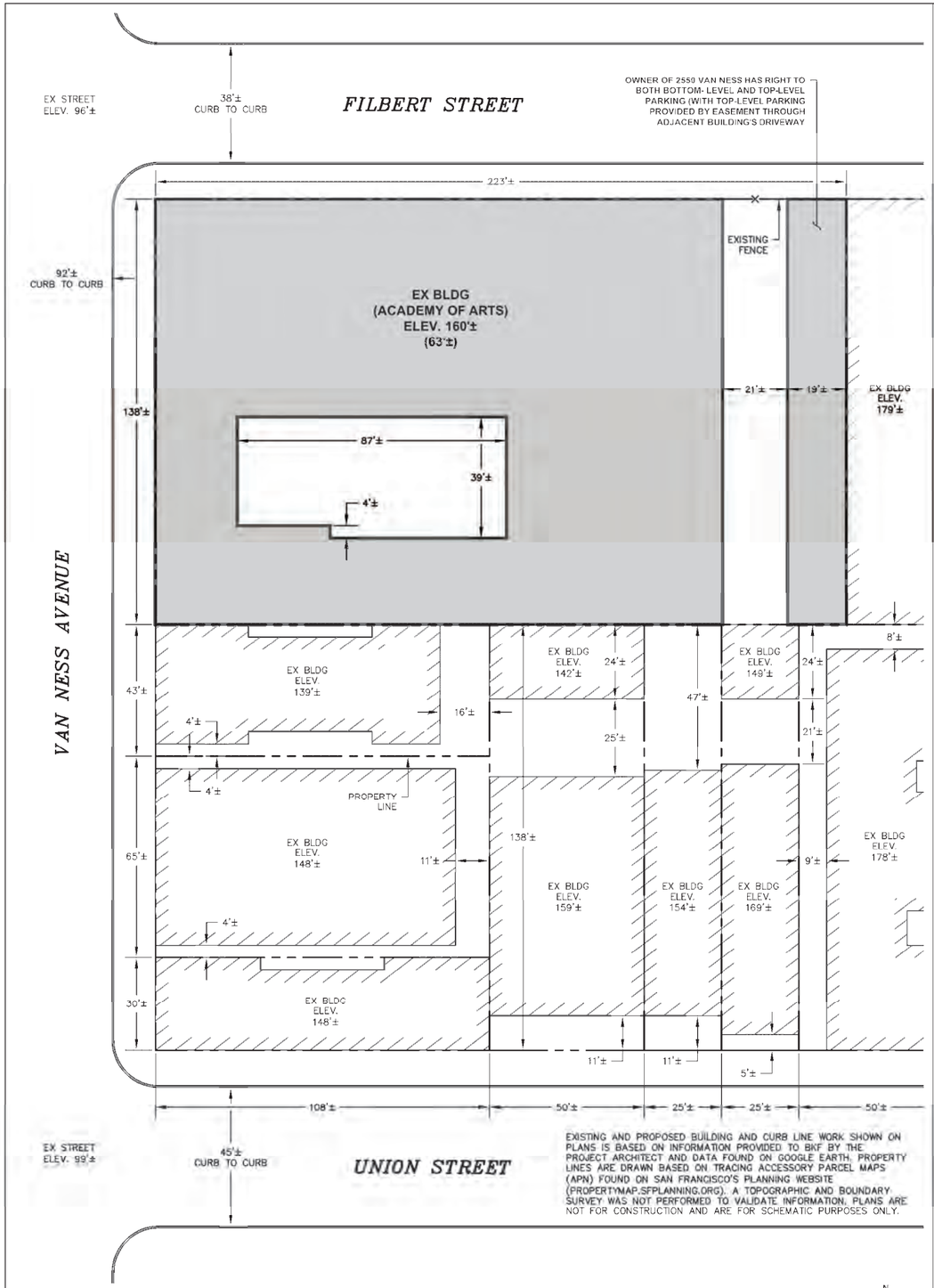
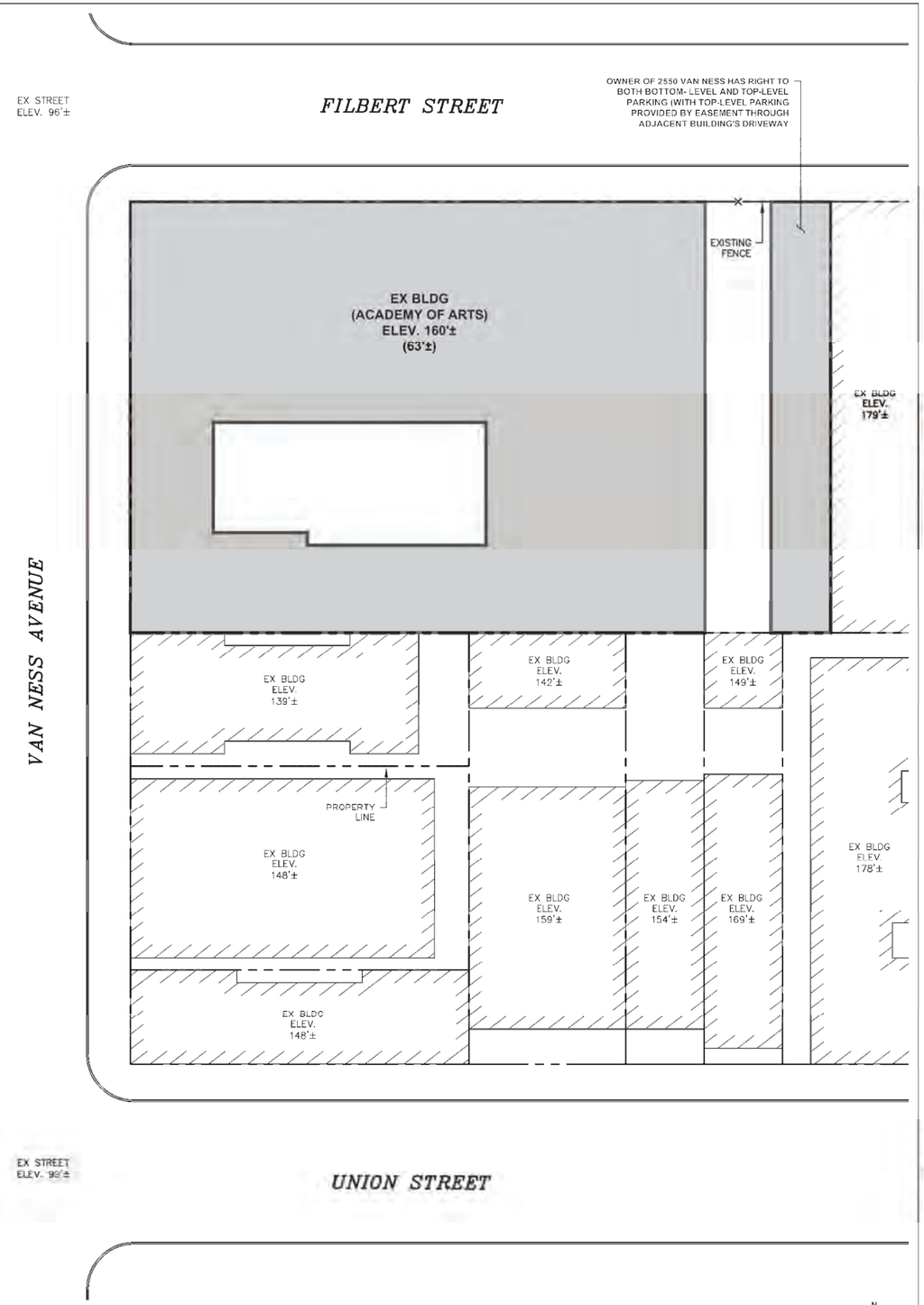
No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



2 — 2550 VAN NESS - PROPOSED SITE PLAN
SCALE: 1" = 20'



1 — 2550 VAN NESS - EXISTING SITE PLAN
SCALE: 1" = 20'

SCALE: 1"=20'
0' 10' 20' 40'

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BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

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RESIDENTIAL
COMPLIANCE
SET

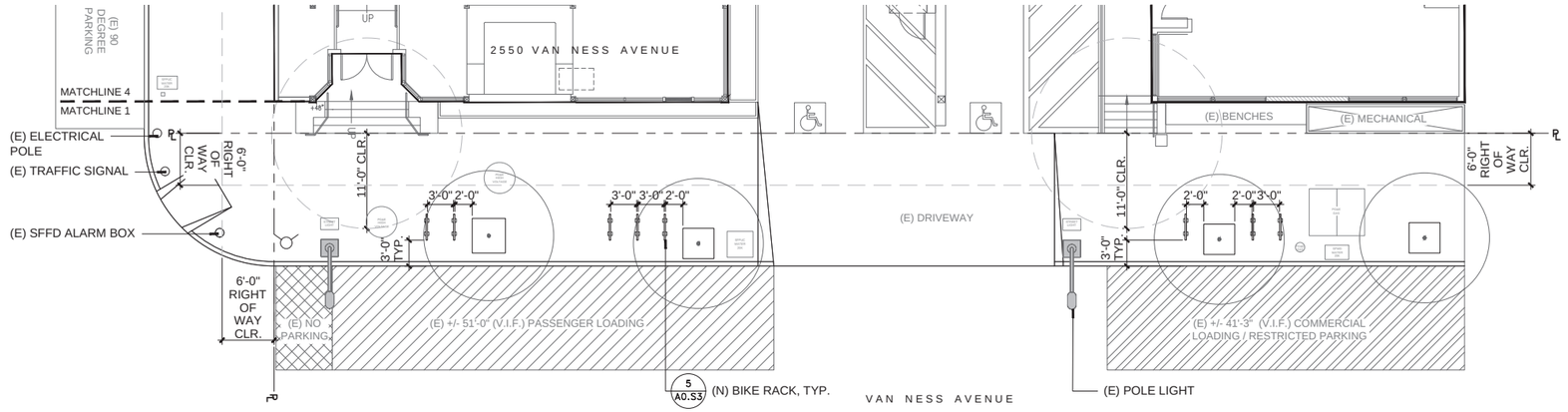
2550 VAN NESS
San Francisco, CA 94109

REGISTERED PROFESSIONAL ENGINEER
JASON T. [illegible]
No. C 52281
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

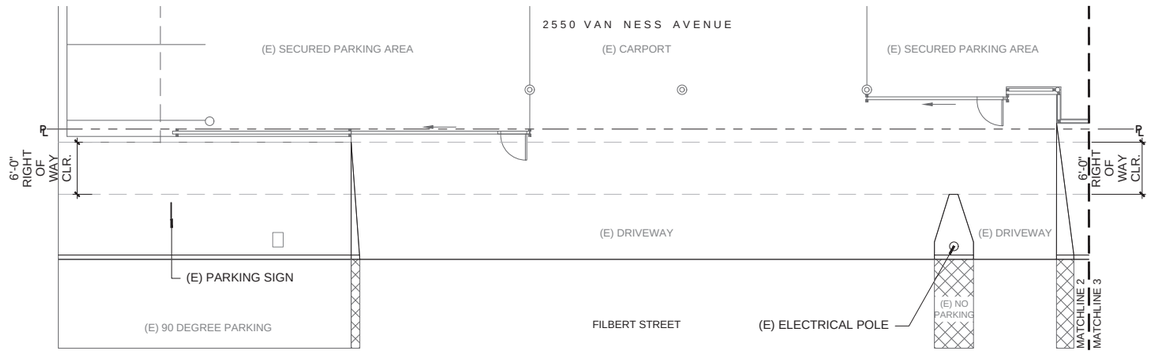
21823.17 10/11/19
AS NOTED

SITE PLAN
DRAWINGS

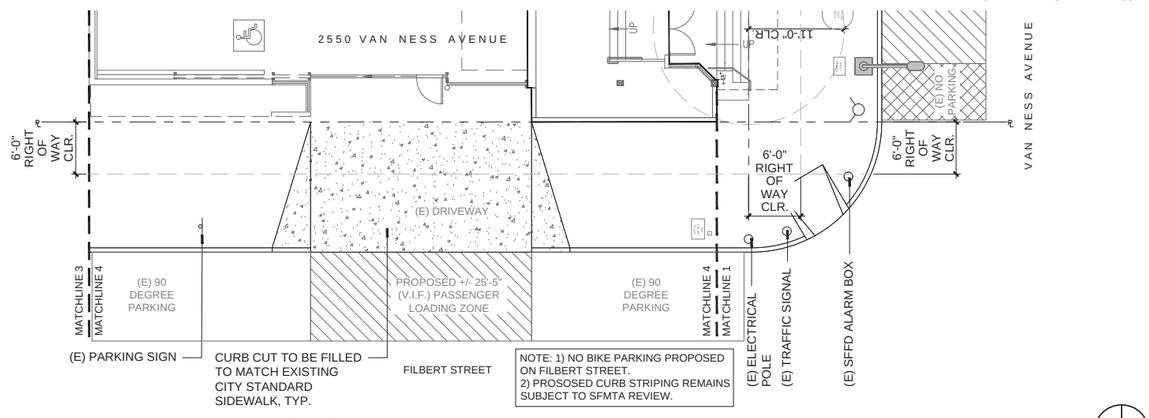
A0.S2



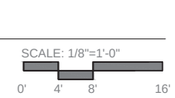
1 Streetscape Plan (Ground Level) - Van Ness Avenue
1/8" = 1'-0"



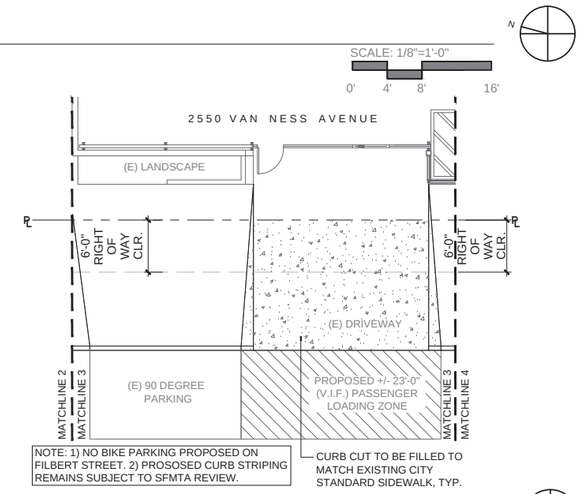
2 Streetscape Plan (3rd Level) - Filbert Street
1/8" = 1'-0"



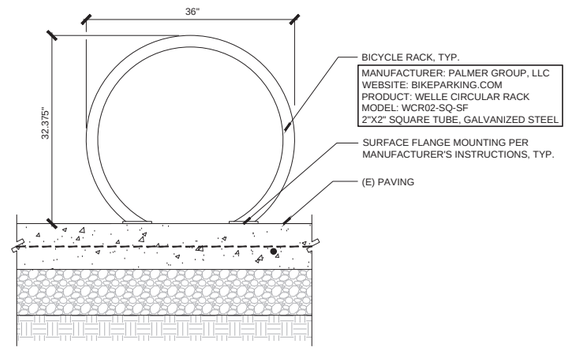
4 Streetscape Plan (Ground Level) - Filbert Street
1/8" = 1'-0"



3 Streetscape Plan (2nd Level) - Filbert Street
1/8" = 1'-0"



5 Bike Rack
NTS



GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(16) BIKE PARKING SPACES

TOTAL: 16

LEGEND

- (N) BIKE RACK, CLASS II
- (E) FIRE HYDRANT
- (E) IN-GROUND UTILITY
- (E) PARKING SIGN
- (E) POLE LIGHT
- (E) COMMERCIAL LOADING / PARKING (YELLOW CURB)
- (E) NO PARKING (RED CURB)
- (E) OR PROPOSED PASSENGER LOADING (WHITE CURB)
- CURB CUT TO BE FILLED

NOTES:

1) BIKE RACKS IN PASSENGER LOADING ZONE ARE ACCEPTED ON A CASE-BY-CASE BASIS
2) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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Creo
landscape architecture
466 Geary Street, Suite 300
San Francisco, CA 94102
www.creolandarch.com
t 415.688.2506

AAU RESIDENTIAL COMPLIANCE SET

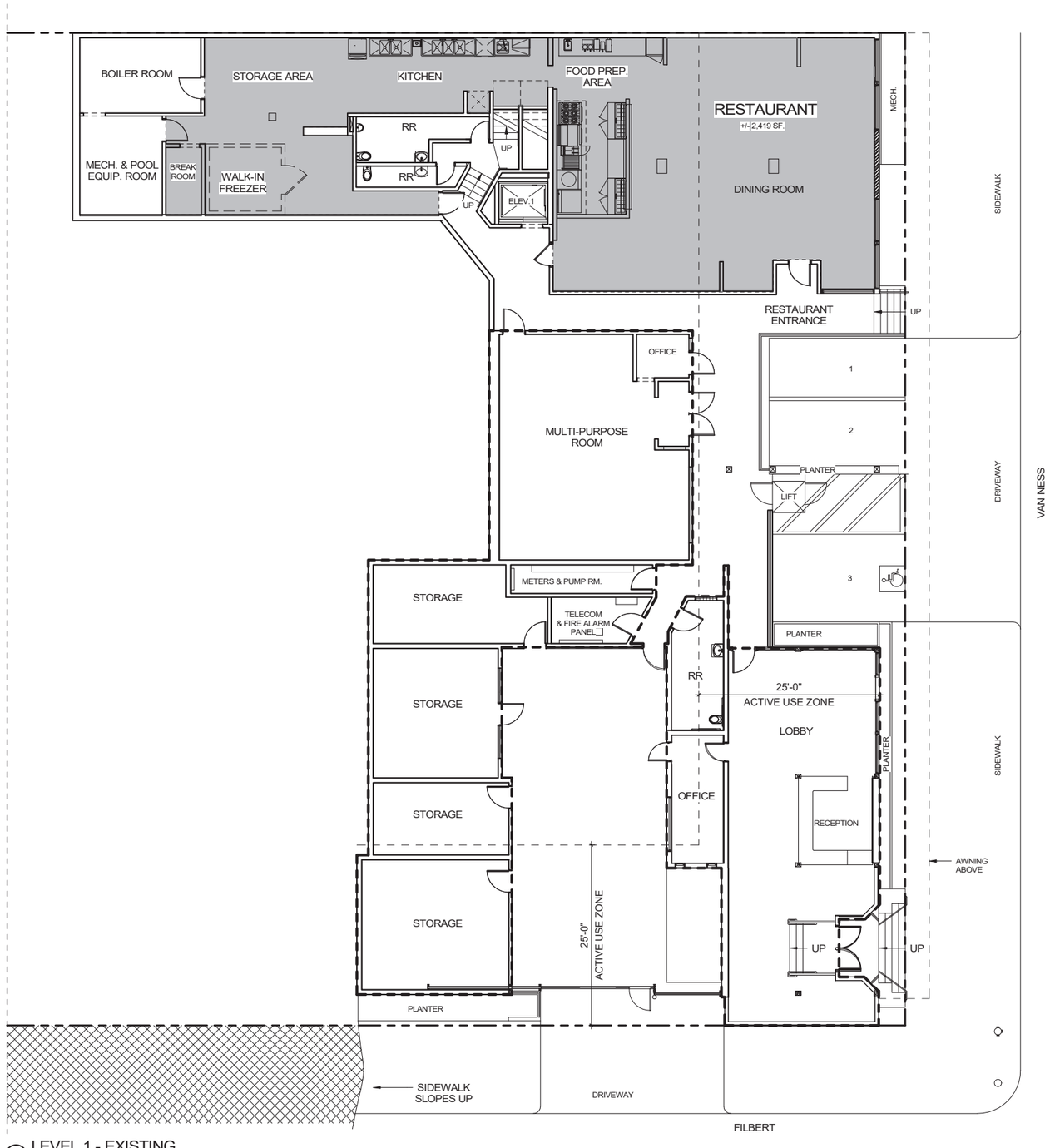
2550 VAN NESS
San Francisco, CA 94109

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HUTCHINS
C-4980
08/31/21
10/11/19
STATE OF CALIFORNIA

Project Number: 21823.17
Issue Date: 10/11/19
Scale: AS NOTED
Phase:
Print Date:

STREETSCAPE DRAWINGS

A0.S3



1 LEVEL 1 - EXISTING
1/8" = 1'-0"

LEGEND

- RESTAURANT (NON-AAU USE)
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name — ROOM NAME
- XXX — ROOM NUMBER

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2021
STATE OF CALIFORNIA

Project Number	21823.17
Issue Date	10/11/19
Scale	1/8" = 1'-0"
Phase	
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No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1

A1.1

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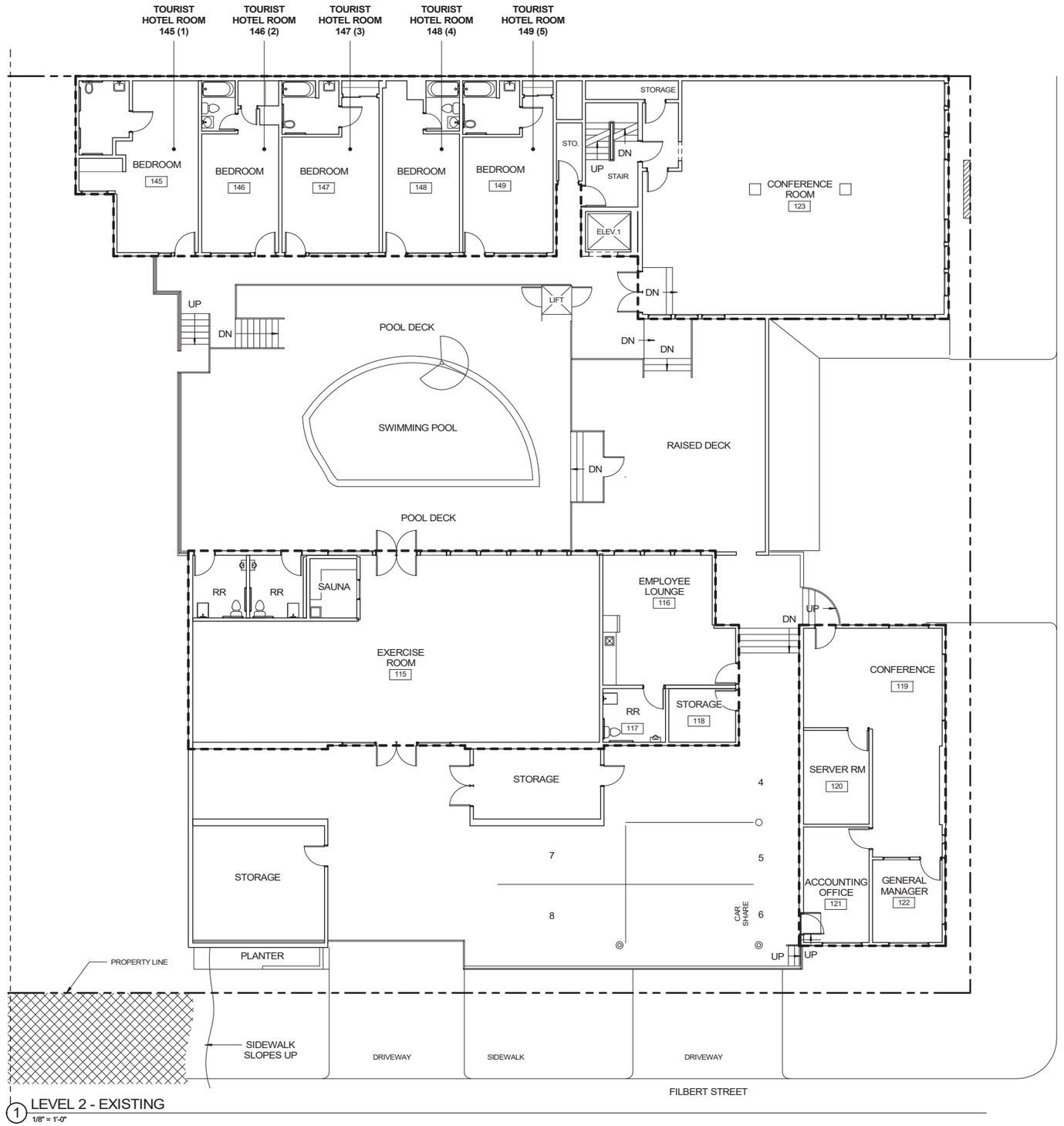

1 LEVEL 2 - EXISTING
1/8" = 1'-0"

LEGEND

- RESTAURANT (NON-AAU USE)
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name — ROOM NAME
XXX — ROOM NUMBER

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REN 10/2021
STATE OF CALIFORNIA

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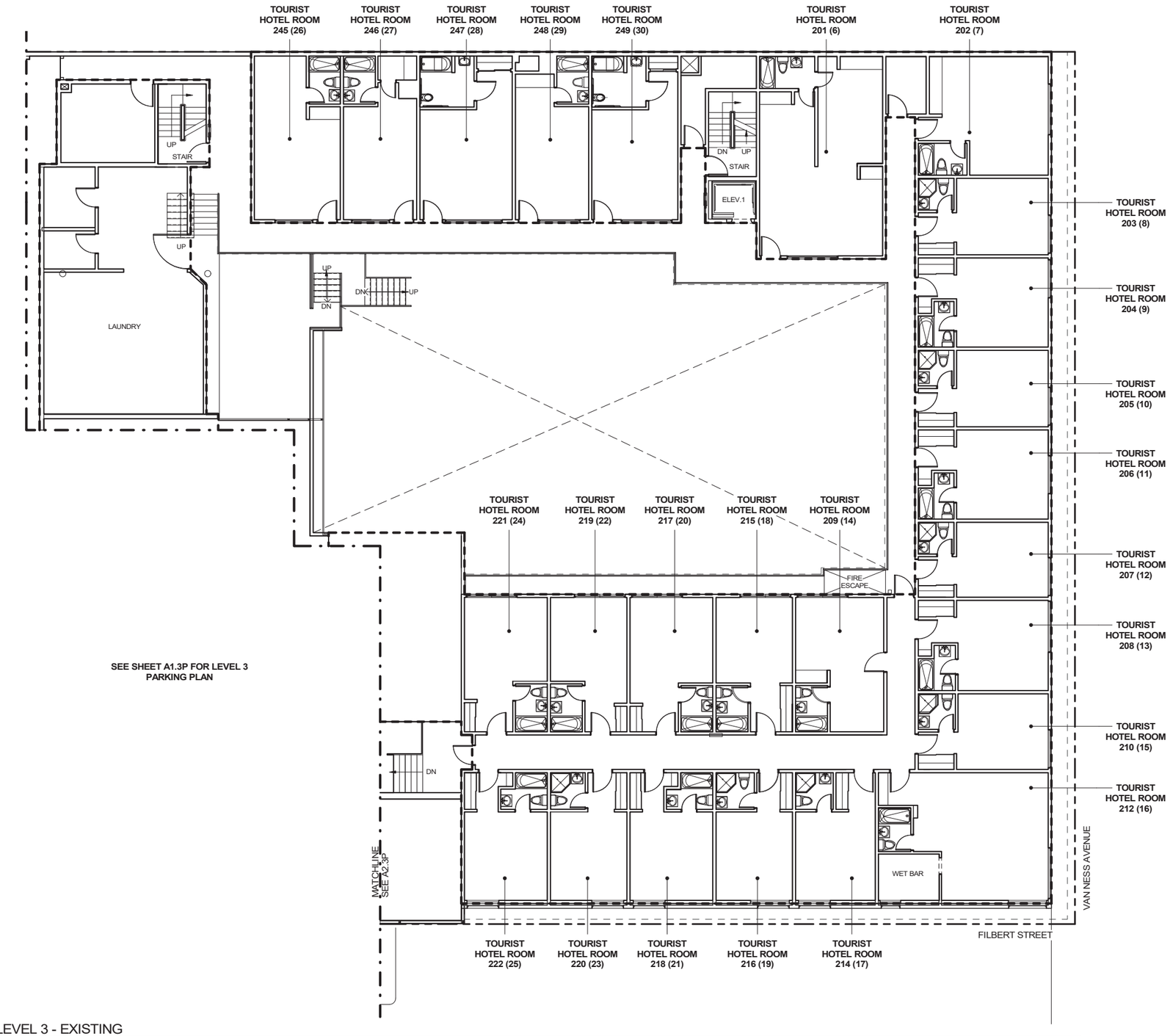
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:29:55 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 2

A1.2



1 LEVEL 3 - EXISTING
1/8" = 1'-0"

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name — ROOM NAME
XXX — ROOM NUMBER

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2021
STATE OF CALIFORNIA

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Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
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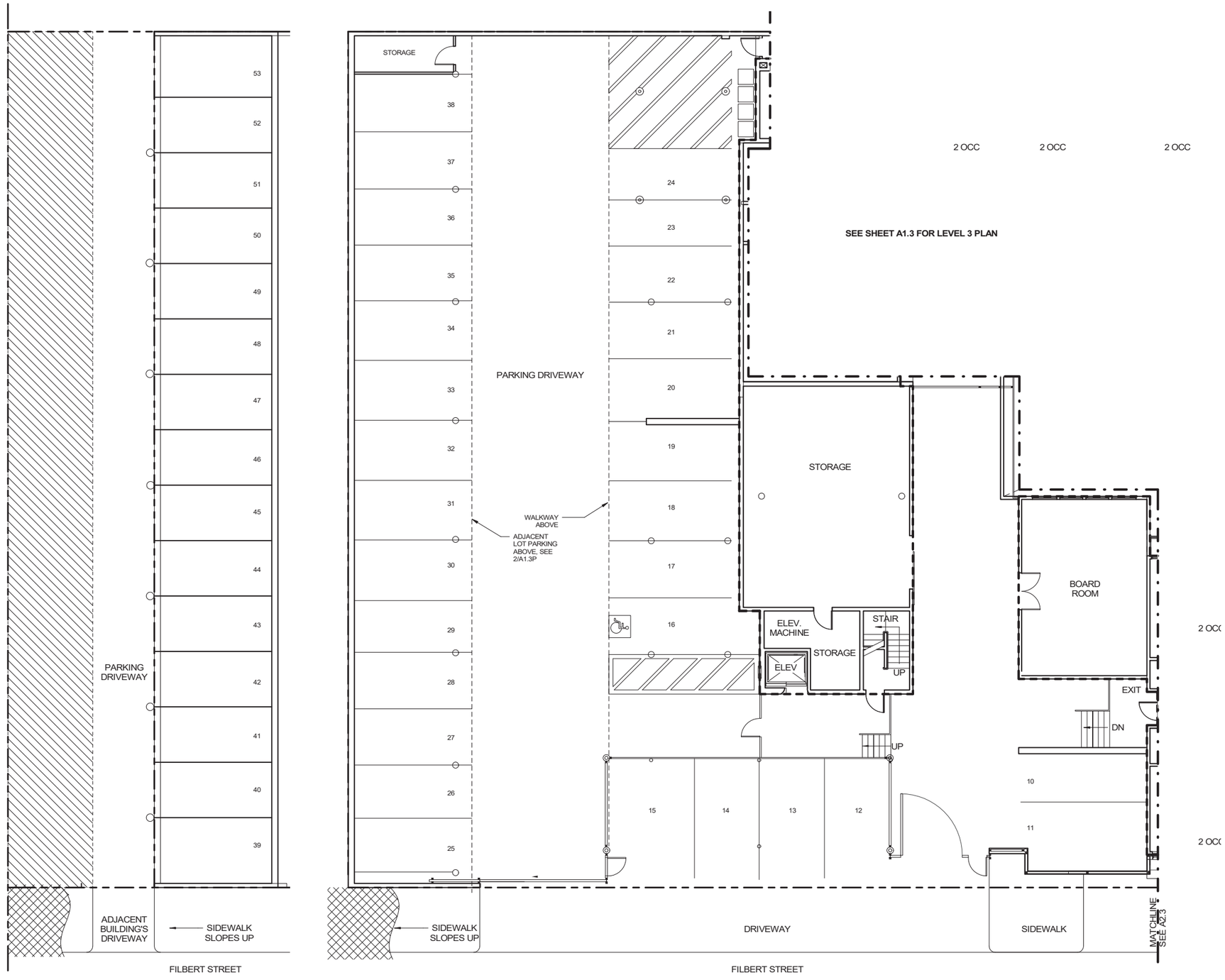
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 3

A1.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 3 PARKING ABOVE - EXISTING
1/8" = 1'-0"

1 LEVEL 3 PARKING - EXISTING
1/8" = 1'-0"

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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REN. 10/2021
STATE OF CALIFORNIA

LEGEND

PROPERTY LINE
GROSS FLOOR AREA

ROOM TAG
Name — ROOM NAME
XXX — ROOM NUMBER

Project Number 21823.17
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
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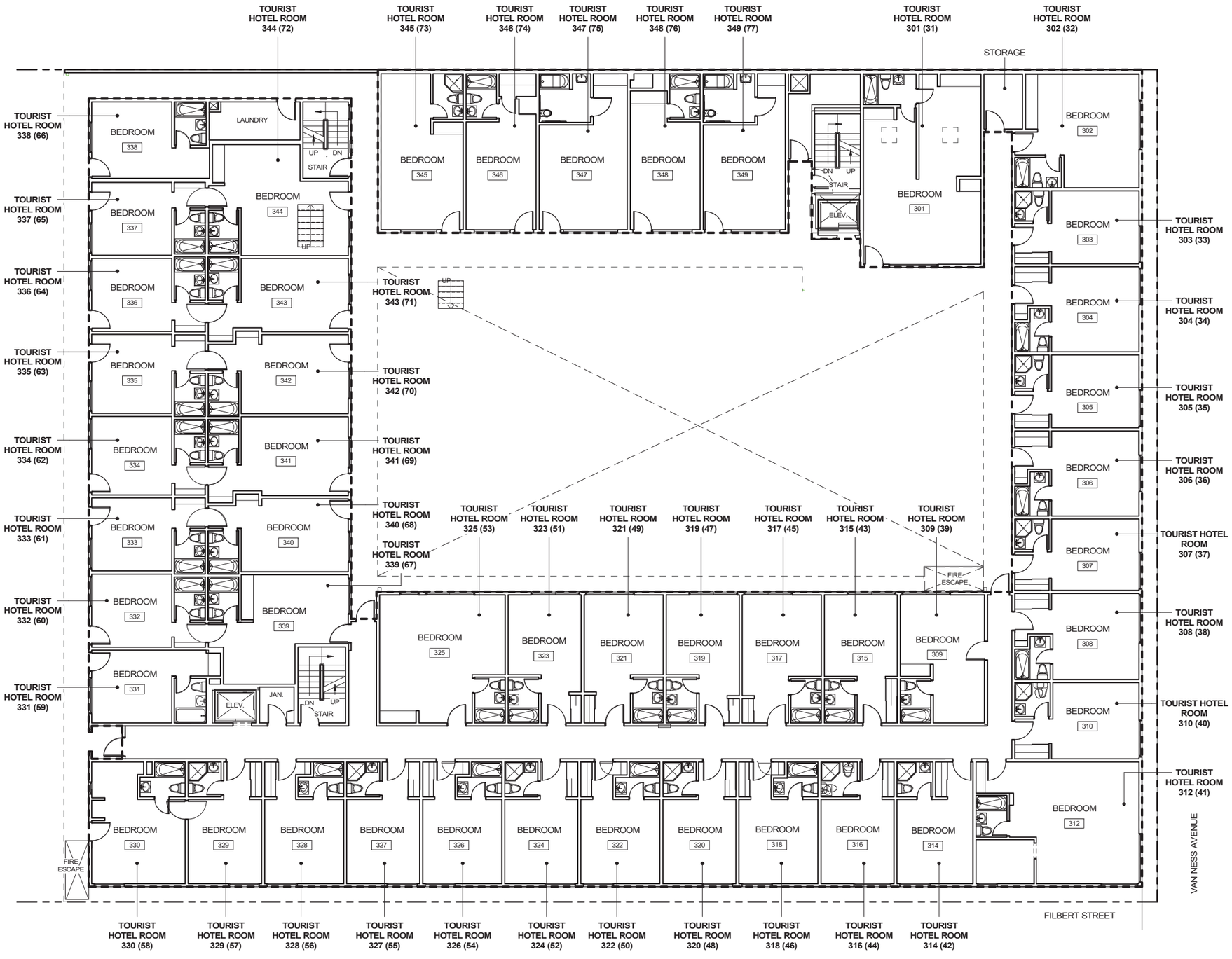
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 3 PARKING

A1.3P



1 LEVEL 4 - EXISTING
1/8" = 1'-0"

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name — ROOM NAME

XXX — ROOM NUMBER

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NO. C12405
REN. 10/2021
STATE OF CALIFORNIA

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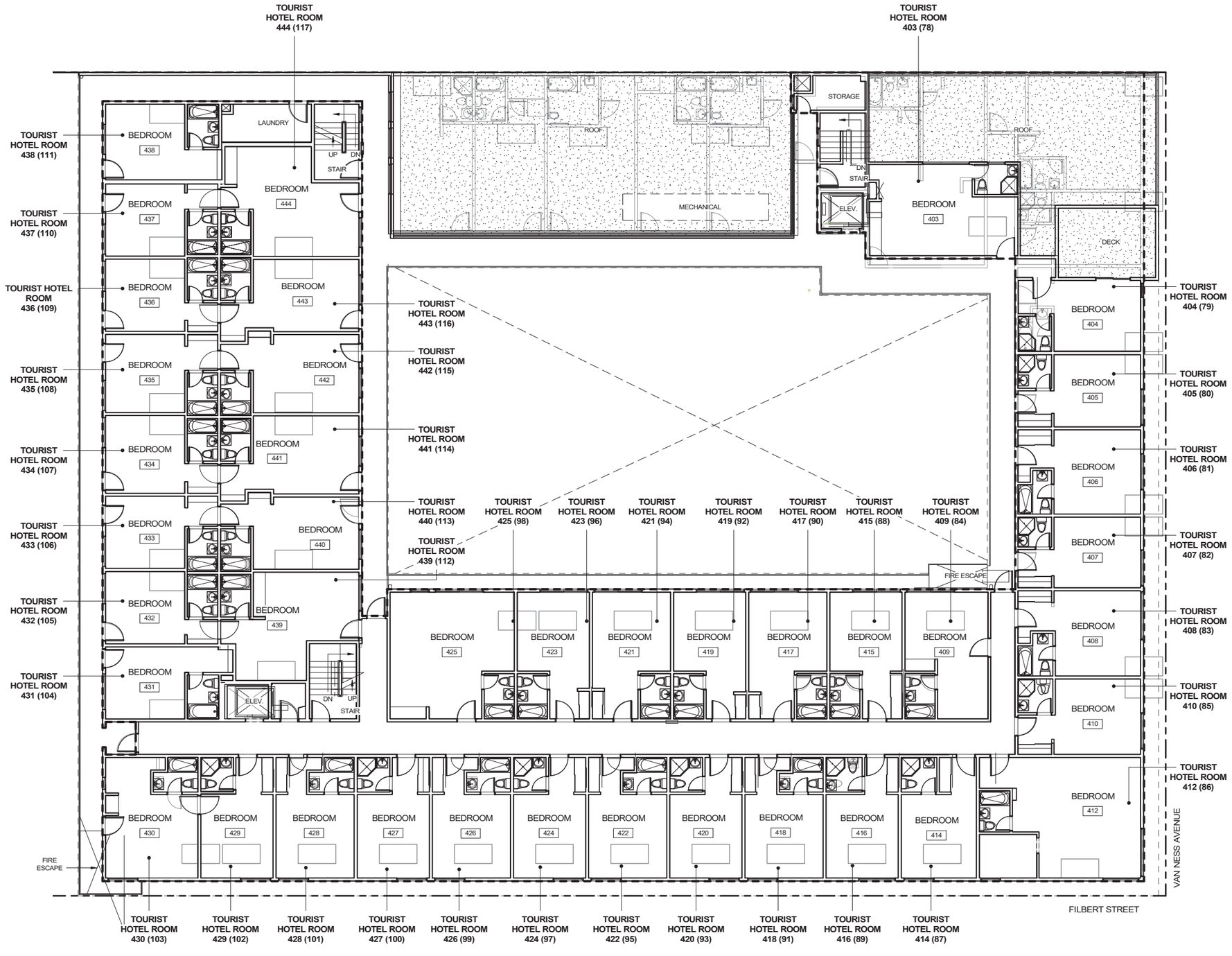
Phase
Print Date 10/11/2019 11:30:09 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 4

A1.4



1 LEVEL 5 - EXISTING
1/8" = 1'-0"

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
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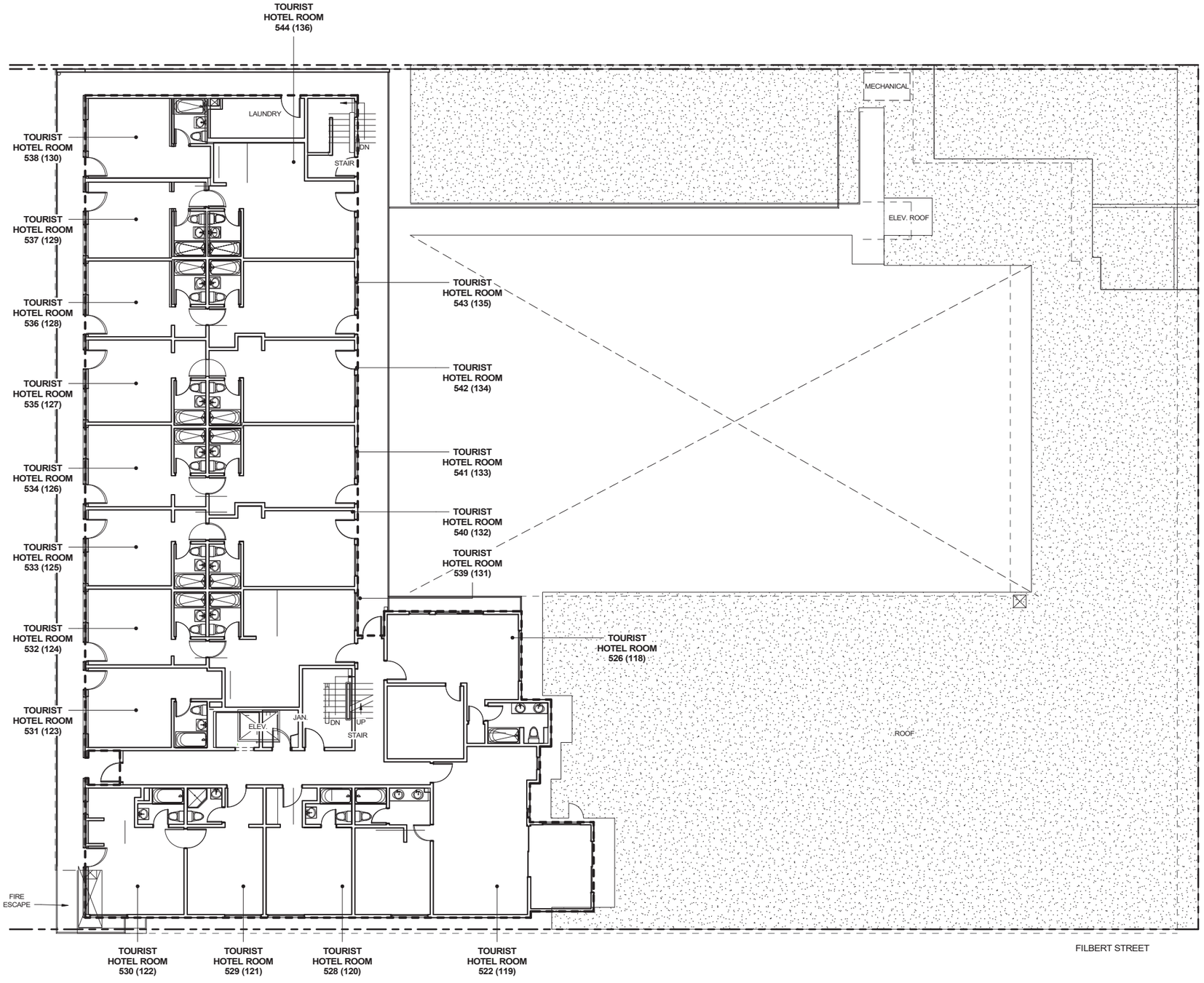
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 5

A1.5



1 LEVEL 6 - EXISTING
1/8" = 1'-0"

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
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Project Number 21823.17 — Issue Date 10/11/19
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No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 6

A1.6

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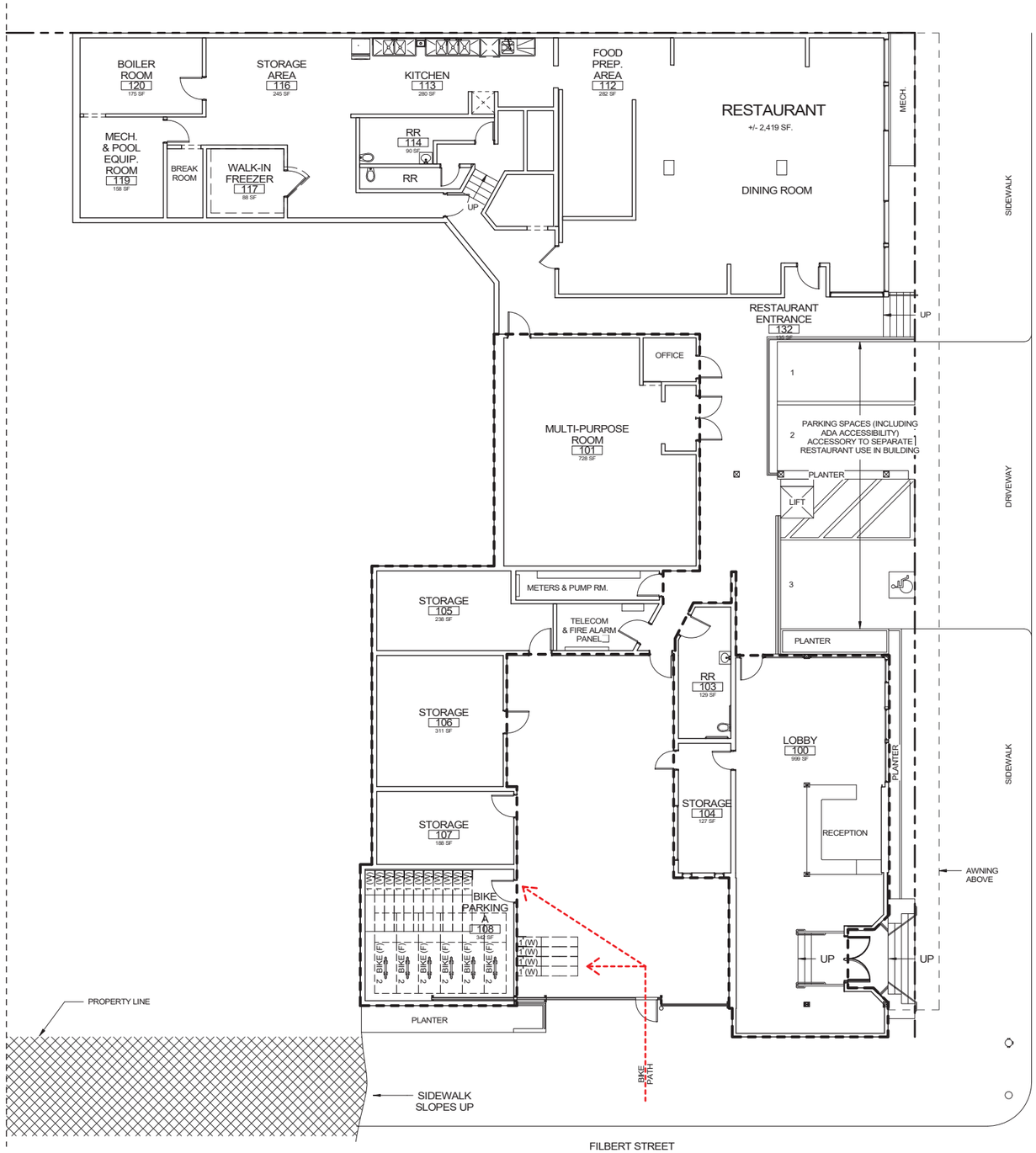


2 LEVEL 1 - PROPOSED

1/8" = 1'-0"

BIKE PARKING COUNT

SEE SHEET A2.2

LEGEND

- RESTAURANT (NON-AAU USE)
- OPEN SPACE NON-CONFORMING
- PROPERTY LINE
- GROSS FLOOR AREA

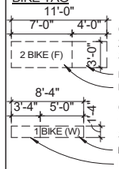
ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER

BED TAG

- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

BIKE TAG



- CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES
- Maneuvering Space
- Bike Storage Space
- CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE
- Maneuvering Space
- Bike Storage Space

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

- BIKE ENTRY / EXIT ROUTE

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Project Number	21823.17
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Scale	1/8" = 1'-0"
Phase	
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No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1

A2.1

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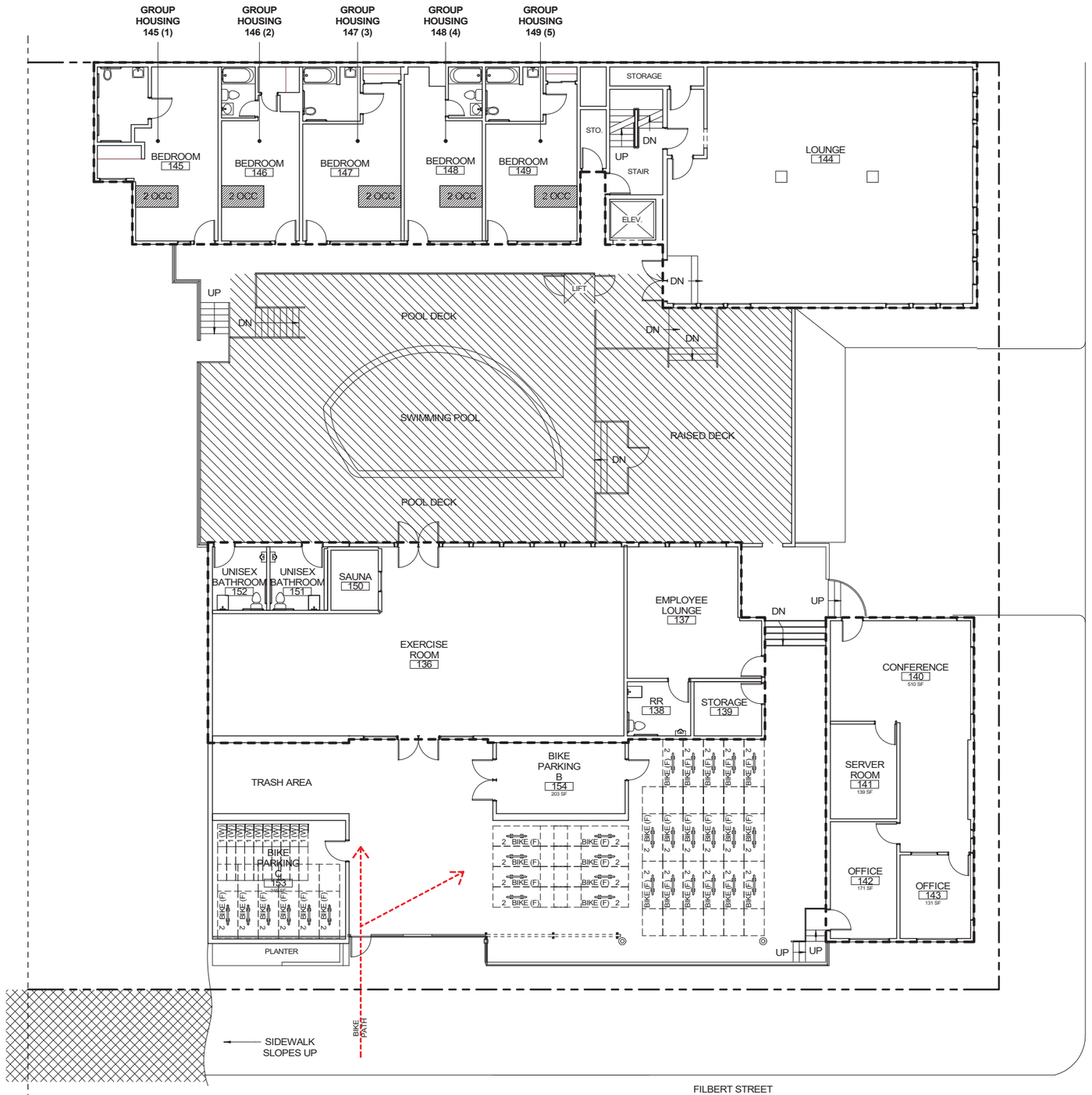


1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

BIKE PARKING COUNT

SEE SHEET A2.1

BIKE PARKING COUNT CLASS I

TYPE OF BIKE RACK	PROPOSED BIKE SPACES
HORIZONTAL BIKE RACK	74
VERTICAL BIKE RACK	25 < 1/3
TOTAL	99

BED COUNT

Level 2

LEVEL 2 - PROPOSED	
ROOM	**COUNT**
145	2
146	2
147	2
148	2
149	2
TOTAL BED COUNTS	10

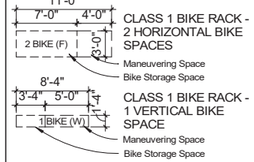
LEGEND

- RESTAURANT (NON-AAU USE)
- OPEN SPACE NON-CONFORMING
- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
- Name / XXX — ROOM NAME / ROOM NUMBER

BED TAG
- 1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
- 2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

BIKE TAG



CLASS 1 BIKE RACK - 2 HORIZONTAL BIKE SPACES

CLASS 1 BIKE RACK - 1 VERTICAL BIKE SPACE

*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

- BIKE ENTRY / EXIT ROUTE

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Project Number	Issue Date
21823.17	10/11/19
Scale: 1/8" = 1'-0"	Phase
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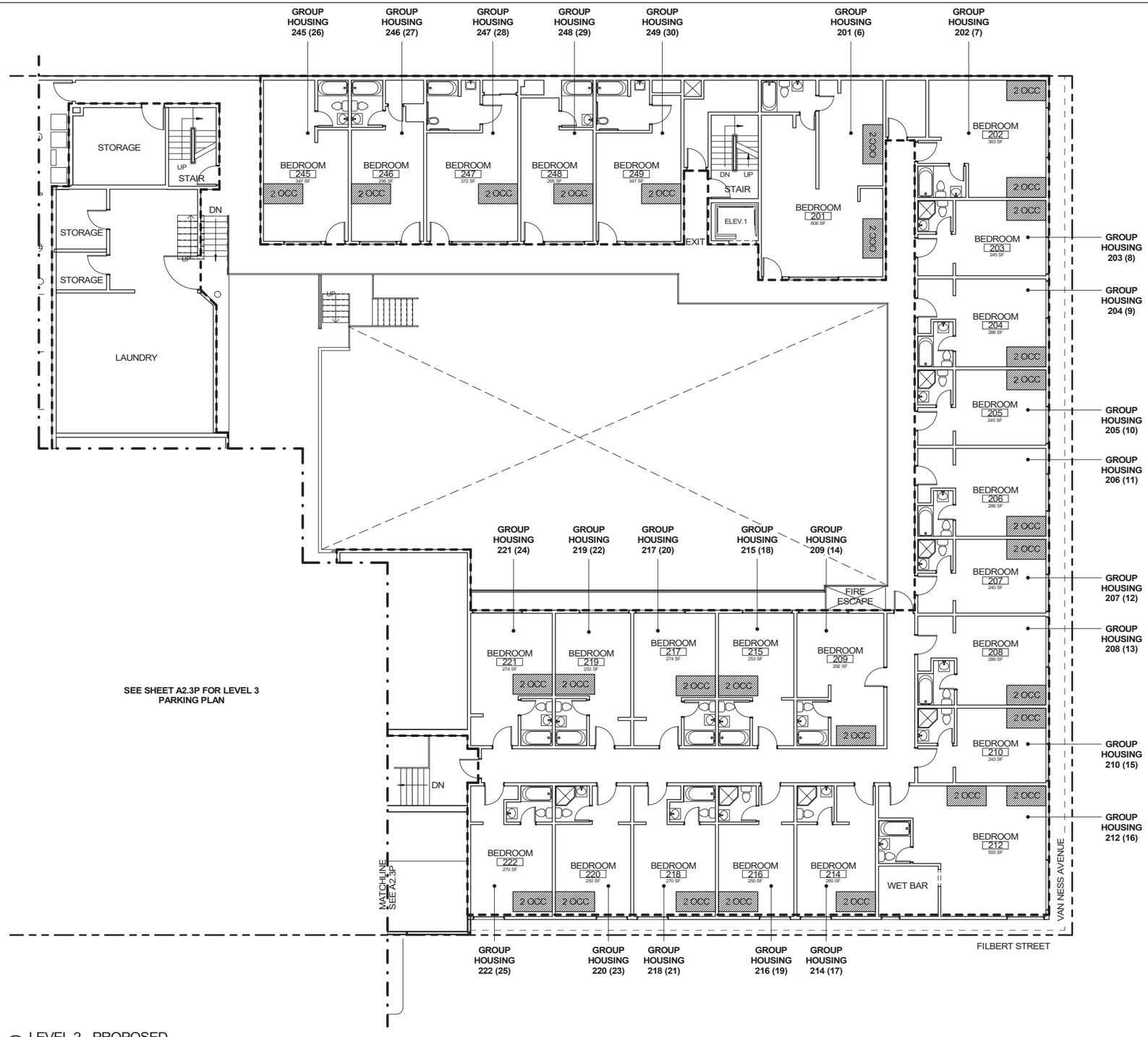
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2

A2.2



1 LEVEL 2 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 3

LEVEL 3 - PROPOSED	
ROOM	COUNT
201	4
202	4
203	2
204	2
205	2
206	2
207	2
208	2
209	2
210	2
212	4
214	2
215	2
216	2
217	2
218	2
219	2
220	2
221	2
222	2
245	2
246	2
247	2
248	2
249	2
TOTAL BED COUNTS	56

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

1 OCC — PROPOSED SINGLE BED 1 OCCUPANT

2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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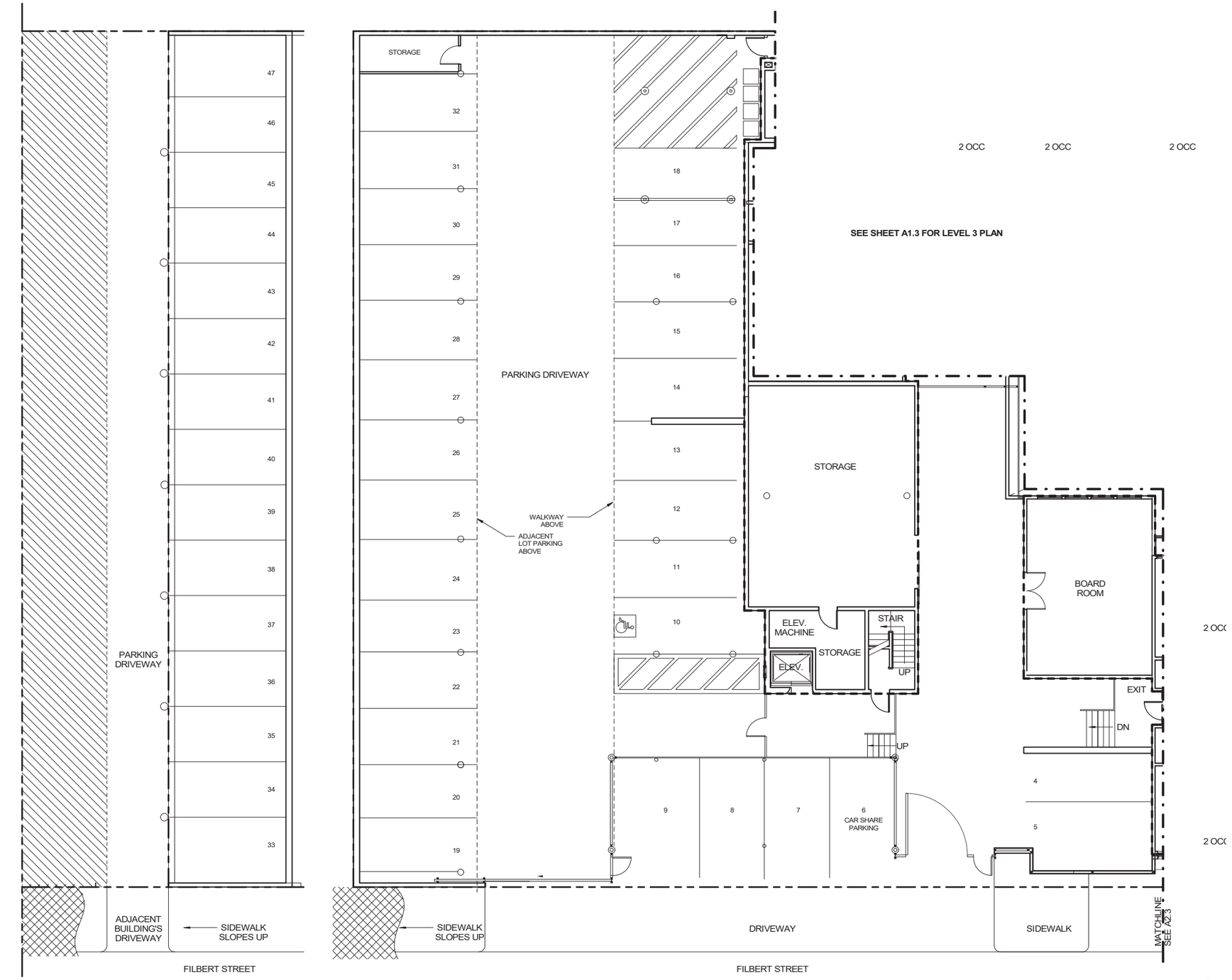
Phase
Print Date 10/11/2019 11:30:37 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 3

A2.3

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



2 LEVEL 3 PARKING ABOVE - PROPOSED
1/8" = 1'-0"

1 LEVEL 3 PARKING - PROPOSED
1/8" = 1'-0"

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LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — PROPOSED SINGLE BED, 1 OCCUPANT
2 OCC — PROPOSED BUNK BED, 2 OCCUPANTS

Project Number 21823.17
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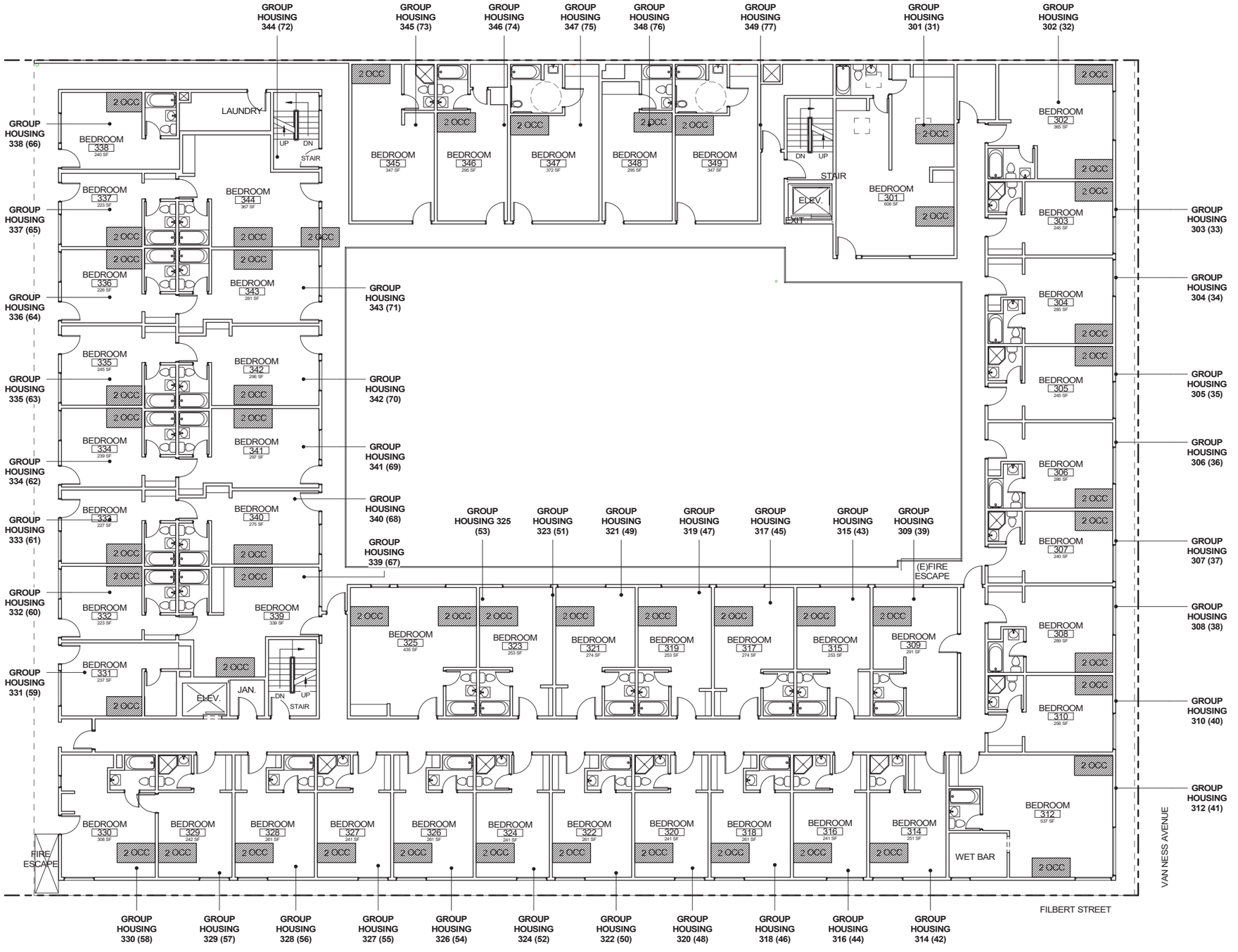
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:30:41 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 3 PARKING

A2.3P



1 LEVEL 4 - PROPOSED
1/8" = 1'-0"

N

BED COUNT

Level 4

LEVEL 4 - PROPOSED

ROOM	COUNT
301	4
302	4
303	2
304	2
305	2
306	2
307	2
308	2
309	2
310	2
312	4
314	2
315	2
316	2
317	2
318	2
319	2
320	2
321	2
322	2
323	2
324	2
325	4
326	2
327	2
328	2
329	2
330	2
331	2
332	2
333	2
334	2
335	2
336	2
337	2
338	2
339	4
340	2
341	2
342	2
343	2
344	4
345	2
346	2
347	2
348	2
349	2
TOTAL BED COUNTS	106

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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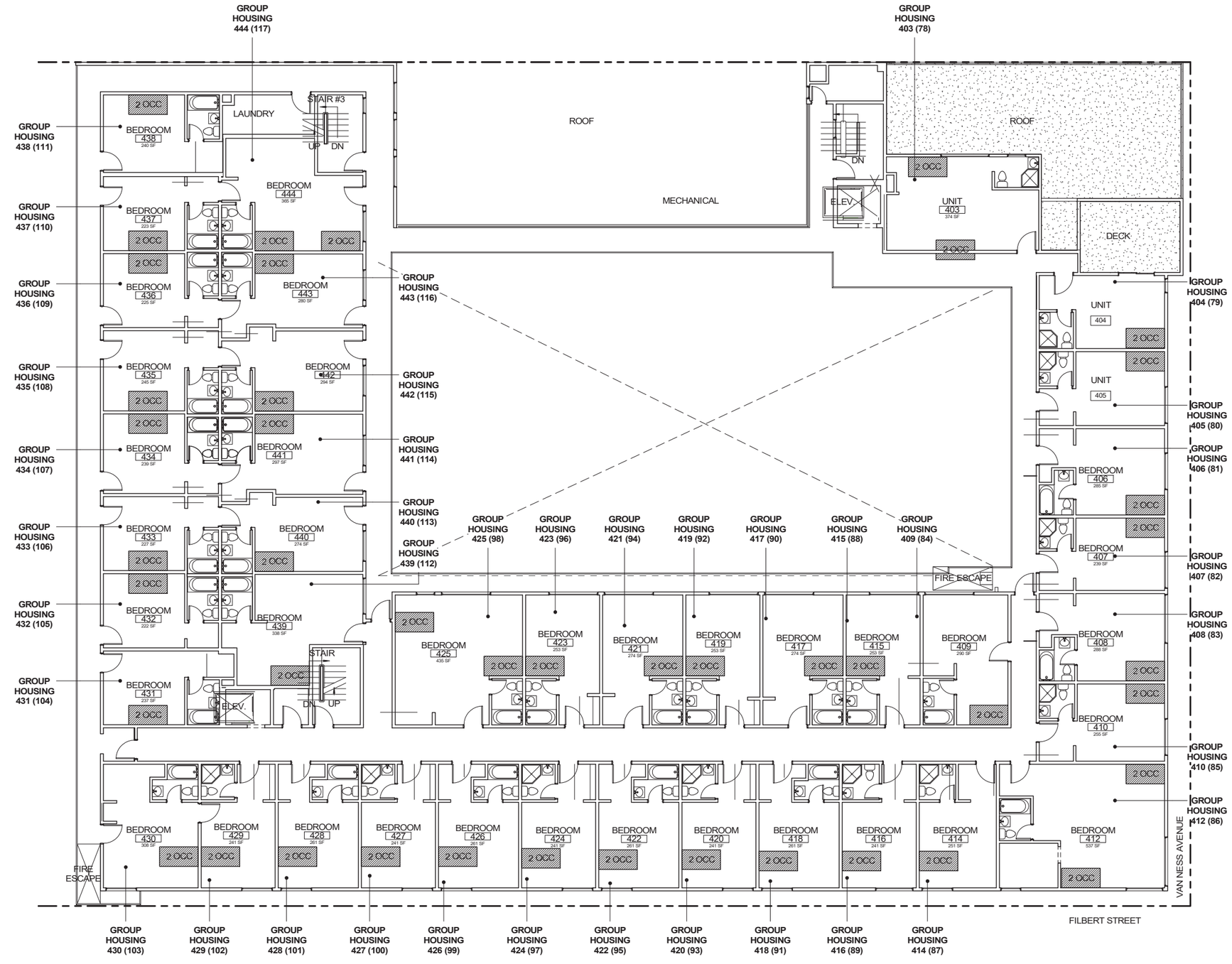
Print Date 10/11/2019 11:30:48 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 4

A2.4

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 5 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 5

LEVEL 5 - PROPOSED

ROOM	COUNT
403	4
404	2
405	2
406	2
407	2
408	2
409	2
410	2
412	4
414	2
415	2
416	2
417	2
418	2
419	2
420	2
421	2
422	2
423	2
424	2
425	4
426	2
427	2
428	2
429	2
430	2
431	2
432	2
433	2
434	2
435	2
436	2
437	2
438	2
439	2
440	2
441	2
442	2
443	2
444	4
TOTAL BED COUNTS	88

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG
Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG
1 OCC — PROPOSED SINGLE BED 1 OCCUPANT
2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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Phase
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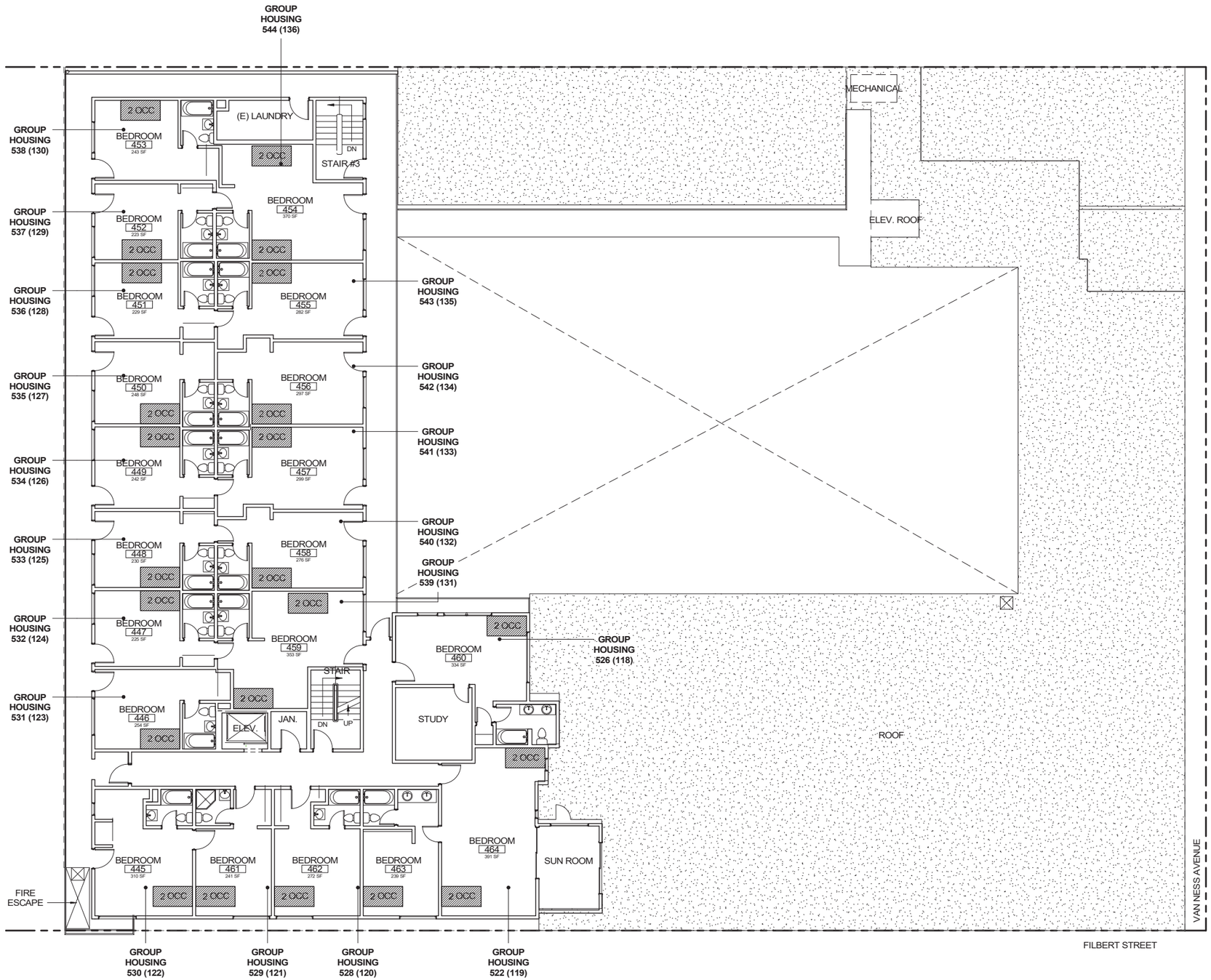
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 5

A2.5



1 LEVEL 6 - PROPOSED
1/8" = 1'-0"

BED COUNT

Level 6

LEVEL 6 - PROPOSED

ROOM	COUNT
522	4
526	2
527	2
528	2
529	2
530	2
531	2
532	2
533	2
534	2
535	2
536	2
537	2
538	2
539	4
540	2
541	2
542	2
543	2
544	4
TOTAL BED COUNTS	46

LEGEND

- PROPERTY LINE
- GROSS FLOOR AREA

ROOM TAG

Name
XXX
ROOM NAME
ROOM NUMBER

BED TAG

1 OCC — PROPOSED SINGLE BED 1 OCCUPANT

2 OCC — PROPOSED BUNK BED 2 OCCUPANTS

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Phase
Print Date 10/11/2019 11:31:01 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 6

A2.6

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

GENERAL NOTES

1. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED

KEYNOTES

1. EXISTING SPEAKER UNDER AWNING TO BE REMOVED

   ITEMS BELOW NOTED DURING 9/27/19 SITE WALK
2. (E) SIGN "GUEST PARKING, LEVEL NUMBER 1
3. (E) AC EQUIP PER UNIT, TYP
4. (E) JULIET BALCONIES W/ METAL RAILINGS, TYP AT THIS ELEVATION
5. (E) LIGHT(S)
6. (E) VENT(S)
7. (E) DOME SECURITY CAMERA
8. (E) PLANTER
9. (E) DA VINCI SIGNAGE
10. (E) ADDRESS NAMEPLATE
11. (E) WHEELCHAIR LIFT
12. (E) VERTICAL PANEL SIDING
13. (E) BENCH
14. (E) RESTAURANT SIGNAGE TO BE REPLACED; SEE SIGNAGE CONSULTANT DRAWINGS
15. (E) PLANTER W/ MECH EQUIP BEYOND
16. (E) STAND PIPES
17. (E) ADA PARKING SPACE
18. REMOVE (E) FREESTANDING SIGN AND POLL STRUCTURE. PATCH SIDEWALK
19. (E) PARKING
20. (E) PARKING GATE
21. (E) ACCORDION FIRE LADDER
22. (E) FIRE ESCAPE
23. (E) FIRE ESCAPE ROOF LADDER
24. (E) BALCONIES @ THIS ELEVATION W/ METAL RAILINGS
25. (E) SIGN GUEST PARKING, LEVEL 2
26. (E) GUEST PARKING
27. (E) AWNING
28. REMOVE ALL EXTERIOR SPEAKERS ON WALL

2 NORTH ELEVATION - FILBERT STREET
NTS

3 EAST ELEVATION - FILBERT STREET
NTS

1 WEST ELEVATION - VAN NESS AVENUE
NTS

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Project Number	21823.17
Issue Date	10/11/19
Scale	Not To Scale
Phase	
Print Date	10/11/2019 11:31:05 PM

No.	Date	Description

EXTERIOR ELEVATION IMAGES

A3.1

KEYNOTES

1. EXISTING SPEAKER UNDER AWNING TO BE REMOVED

   ITEMS BELOW NOTED DURING 9/27/19 SITE WALK
2. (E) SIGN "GUEST PARKING, LEVEL NUMBER 1
3. (E) AC EQUIP PER UNIT, TYP
4. (E) JULIET BALCONIES W/ METAL RAILINGS, TYP AT THIS ELEVATION
5. (E) LIGHT(S)
6. (E) VENT(S)
7. (E) DOME SECURITY CAMERA
8. (E) PLANTER
9. (E) DA VINCI SIGNAGE
10. (E) ADDRESS NAMEPLATE
11. (E) WHEELCHAIR LIFT
12. (E) VERTICAL PANEL SIDING
13. (E) BENCH
14. (E) RESTAURANT SIGNAGE TO BE REPLACED; SEE SIGNAGE CONSULTANT DRAWINGS
15. (E) PLANTER W/ MECH EQUIP BEYOND
16. (E) STAND PIPES
17. (E) ADA PARKING SPACE
18. REMOVE (E) FREESTANDING SIGN AND POLL STRUCTURE. PATCH SIDEWALK
19. (E) PARKING
20. (E) PARKING GATE
21. (E) ACCORDION FIRE LADDER
22. (E) FIRE ESCAPE
23. (E) FIRE ESCAPE ROOF LADDER
24. (E) BALCONIES @ THIS ELEVATION W/ METAL RAILINGS
25. (E) SIGN GUEST PARKING, LEVEL 2
26. (E) GUEST PARKING
27. (E) AWNING
28. REMOVE ALL EXTERIOR SPEAKERS ON WALL

8 IMAGE
1/8" = 1'-0"

7 IMAGE
1/8" = 1'-0"

6 IMAGE
1/8" = 1'-0"

5 IMAGE
1/8" = 1'-0"

4 IMAGE
1/8" = 1'-0"

3 IMAGE
1/8" = 1'-0"

2 IMAGE
1/8" = 1'-0"

1 IMAGE
1/8" = 1'-0"

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San Francisco, CA 94105

AAU RESIDENTIAL COMPLIANCE SET

2550 VAN NESS
SAN FRANCISCO, CA 94109

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN. 10/2021
STATE OF CALIFORNIA

Project Number 21823.17
Issue Date 10/11/19
Scale 1/8" = 1'-0"
Phase
Print Date 10/11/2019 11:31:11 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

KEYNOTES

1. EXISTING SPEAKER UNDER AWNING TO BE REMOVED

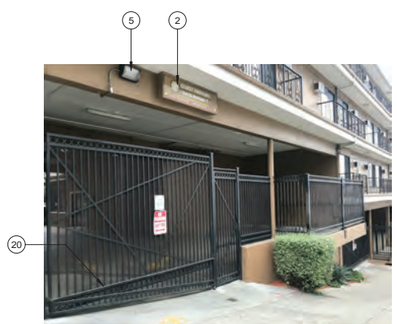
   ITEMS BELOW NOTED DURING 9/27/19 SITE WALK
2. (E) SIGN "GUEST PARKING, LEVEL NUMBER 1
3. (E) AC EQUIP PER UNIT, TYP
4. (E) JULIET BALCONIES W/ METAL RAILINGS, TYP AT THIS ELEVATION
5. (E) LIGHT(S)
6. (E) VENT(S)
7. (E) DOME SECURITY CAMERA
8. (E) PLANTER
9. (E) DA VINCI SIGNAGE
10. (E) ADDRESS NAMEPLATE
11. (E) WHEELCHAIR LIFT
12. (E) VERTICAL PANEL SIDING
13. (E) BENCH
14. (E) RESTAURANT SIGNAGE TO BE REPLACED; SEE SIGNAGE CONSULTANT DRAWINGS
15. (E) PLANTER W/ MECH EQUIP BEYOND
16. (E) STAND PIPES
17. (E) ADA PARKING SPACE
18. REMOVE (E) FREESTANDING SIGN AND POLL STRUCTURE. PATCH SIDEWALK
19. (E) PARKING
20. (E) PARKING GATE
21. (E) ACCORDION FIRE LADDER
22. (E) FIRE ESCAPE
23. (E) FIRE ESCAPE ROOF LADDER
24. (E) BALCONIES @ THIS ELEVATION W/ METAL RAILINGS
25. (E) SIGN GUEST PARKING, LEVEL 2
26. (E) GUEST PARKING
27. (E) AWNING
28. REMOVE ALL EXTERIOR SPEAKERS ON WALL

6 IMAGE
1/8" = 1'-0"

5 IMAGE
1/8" = 1'-0"

4 IMAGE
1/8" = 1'-0"

3 IMAGE
1/8" = 1'-0"



2 IMAGE
1/8" = 1'-0"

1 IMAGE
1/8" = 1'-0"

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

tef DESIGN
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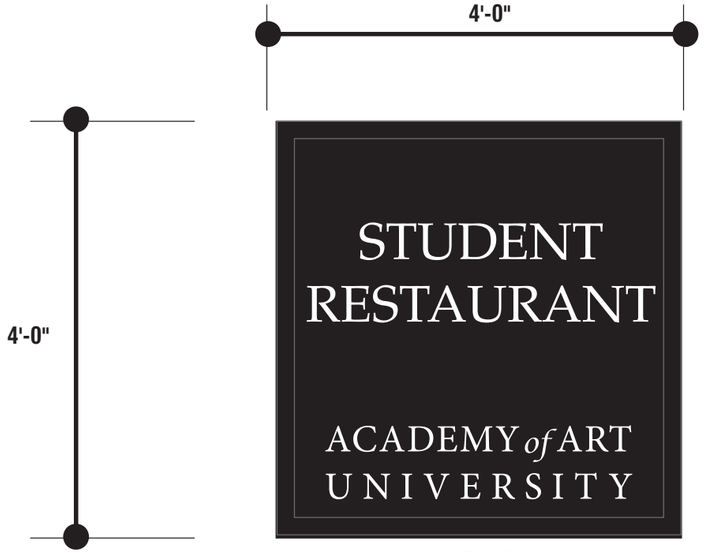
Scale	1/8" = 1'-0"
Phase	
Print Date	10/11/2019 11:31:16 PM

No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.2



Name Pending

A Face Replacement on Existing Illuminated Wall Sign

Scale: 1½" = 1' - 0"

White Lexan Face w/ Vinyl Graphics Applied

Proposed New Sign Face

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 Date: 9/25/19

Revision Notes:
Removed signs C,D,E

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
2550 VAN NESS AVENUE
SAN FRANCISCO

Customer Approval

Signature

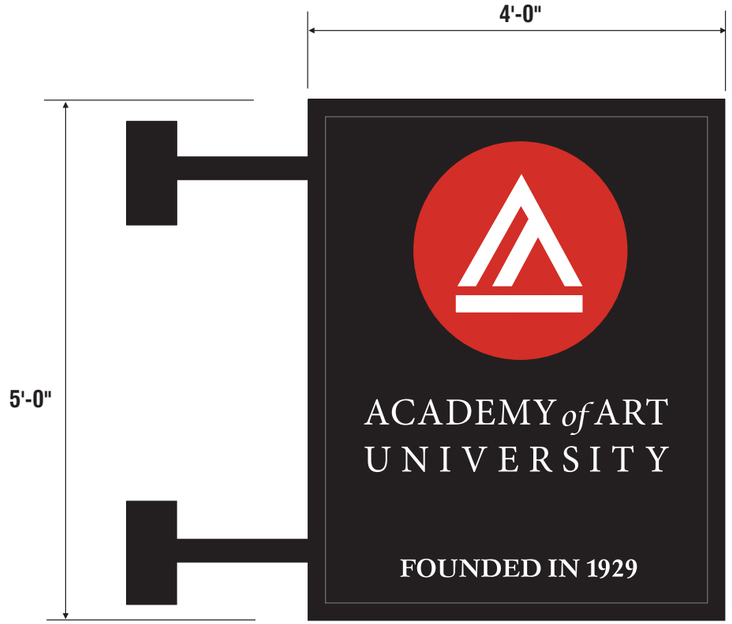
MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.
GG 2.0



B **D/F Internally Illuminated Blade Sign**

Scale: 1½"=1'-0"

Option A- 45° Off Corner

Fabricated Aluminum Cabinet w/ White Lexan Faces & 1st Surface Vinyl Graphics. Internal Illumination By Leds

not to exceed 24 ft to top of sign from grade

Proposed Sign Location

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
Sales: A. Bartizal
Designer: G. Graves

Rev. #: 1 **Date: 9/25/19**

Revision Notes:

Removed signs C,D,E

☐ Interior ☒ Exterior
☒ Single Faced ☐ Double Faced
☐ _____
_____
☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
2550 VAN NESS AVENUE
SAN FRANCISCO

Customer Approval

Signature

MM/DD/YYYY

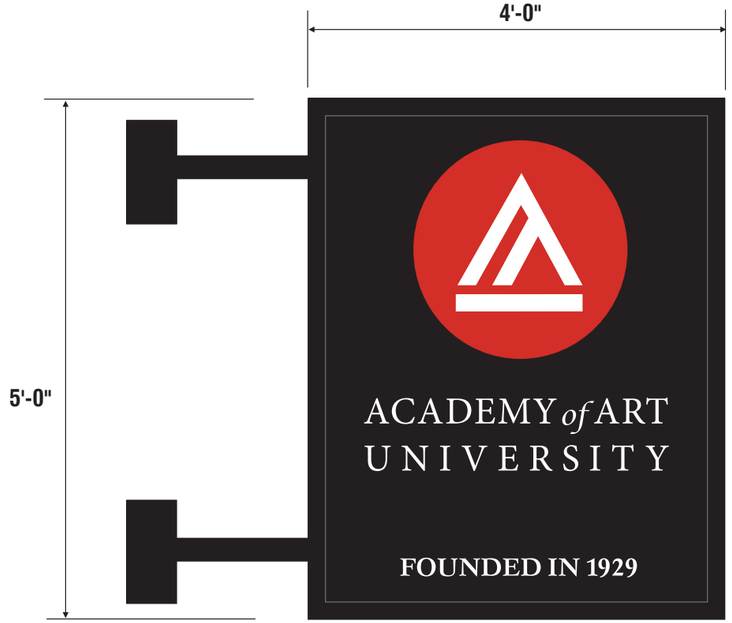
This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.

GG 3.0



B D/F Internally Illuminated Blade Sign

Scale: 1½"=1'-0"

Option A- 90° Off Fascia @ Existing Pole Sign

**Fabricated Aluminum Cabinet w/
White Lexan Faces & 1st Surface Vinyl
Graphics. Internal Illumination By Leds**

not to exceed 24 ft to top of sign from grade

Proposed Sign Location

GOLDEN GATE SIGN Company, Inc.
2500 Bisso Lane, Suite 200
Concord, CA 94520
925.771.6300 Phone
CA License #665363

Project ID

Date: 8/19/19
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☐ Interior ☒ Exterior
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☐ _____
☐ Illuminated
☒ Non-Illuminated

Type of Lighting:
☐ Lamps ☐ L.E.D.
☐ Neon ☐ Other

Address
**2550 VAN NESS AVENUE
SAN FRANCISCO**

Customer Approval

Signature

MM/DD/YYYY

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and other applicable codes. This includes proper grounding and bonding of the sign.

All Signs to be Title 24 Compliant

World Sign Associates

Sheet No.
GG 4.0

OPERATION PLAN

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 AAU'S ABILITY TO USE THE COMMUNITY FACILITY FOR AAU-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.

EIR MEASURE

Term Sheet Exhibit G-2 EIR Improvement Measure

Recommended Condition of Approval Number	Recommended Condition of Approval
EIR-1	Improvement of Pedestrian Conditions at PS-6, 2225 Jerrold
	AAU PROPOSAL: AAU proposes to convert the middle portion of the Jerrold frontage (currently four loading bays bounded by 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: 1) Fill curb out in front of the entrance and install required Class II and weather-protected Class I bicycle parking; 2) Install perimeter gating to separate pedestrians from ramp area and secure the outdoor area at night; 3) Install ADA-compliant access through one of the existing loading bays; 4) Improve existing rolling doors on remaining three loading bays to increase natural light access to inside of building; 5) Install outdoor furniture, planters and other basic outdoor improvements to create an enjoyable outdoor environmental for Community Facility users entering and exiting the property.

CODE NOTES

REFERENCE: 2016 SAN FRANCISCO PLANNING CODE

A- FLOOR AREAS

SAN FRANCISCO PLANNING CODE SEC. 102 DEFINITIONS

FLOOR AREA, GROSS: IN DISTRICTS OTHER THAN C-3, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS OR FROM THE CENTERLINES OF WALLS SEPARATING TWO BUILDINGS.

FLOOR AREA, OCCUPIED: FLOOR AREA DEVOTED TO, OR CAPABLE OF BEING DEVOTED TO, A PRINCIPAL OR CONDITIONAL USE AND ITS ACCESSORY USES.

GROSS FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1	86,003	86,003
LEVEL 2	8,336	8,336
GROSS SF TOTAL	94,339	94,339

FLOOR AREA RATIO (PER SECTION 210.3 - TABLE 210.3):

MAXIMUM ALLOWED GROSS SF

FAR X LOT AREA = 5 X 125,965 SF = 629,825 SF

OCCUPIED FLOOR AREA (NO CHANGE)

Level	Existing (SF)	Proposed (SF)
LEVEL 1		
Commercial Storage (including Accessory Office)	83,381	58,076 (1)
Community Facility	0	15,084 (2)
Private Parking Garage and Lot (including Accessory Office/ Dispatch Center)	0	9,920
LEVEL 2		
Commercial Storage (including Office Use) (3)	7,368	1,007
Private Parking Garage and Lot (including Accessory Office/ Dispatch Center)	0	6,361
OCCUPIED SF TOTAL	90,749	90,448

(1) Property also contains 4,060 SF of outdoor Commercial Storage area not counted towards OFA.

(2) Property also contains 3,573 SF of outdoor Community Facility area not counted towards OFA.

(3) Commercial Storage areas (including accessory office) are programmed between AAU and SF Toy Program, with exact dedicated space varying based on seasonal demands of SF Toy's programming.

CODE NOTES (CONT.)

B- ACTIVE USE

*SEE SHEET A2.1 PROPOSED LEVEL 1 FLOOR PLAN FOR REFERENCE

C- OFF-STREET CAR SPACES

*SEE SHEETS A2.2, A2,3 FOR REFERENCE

MAXIMUM PERMITTED BY CODE
Based on Commercial Storage Use[1] 44 [59,083 SF/ 2,000 SF*1.5]
Based on Community Facility Use[2] 8 [15,084 SF/ 2,000 SF]
Based on Private Parking Garage & Lot Use[2] 8 [16,281 SF/ 2,000 SF]

TOTAL PERMITTED BY CODE 60
EXISTING/PROPOSED 16
PROPOSED CAR SHARE SPACES[3] 0 (16 < 25: not required)

(1) PER SF PLANNING CODE TABLE 151 MAXIMUM 1.5 OFF-STREET CAR SPACES FOR EACH 2,000 SQUARE FEET OF OCCUPIED FLOOR AREA, WHERE THE OCCUPIED FLOOR AREA EXCEEDS 10,000 SQUARE FEET
(2) PER SF PLANNING CODE SECTION 151.C MAXIMUM 1 OFF-STREET CAR SPACE PER 2,000 SQUARE FEET OF OCCUPIED FLOOR AREA OF USE
(3) PER SF PLANNING CODE TABLE 166 REQUIRED CAR-SHARE PARKING SPACES

D- BICYCLE PARKING SUMMARY

*SEE SHEET A2.1 FOR PROPOSED CLASS I BICYCLE PARKING
*SEE SHEET A0.S3 FOR PROPOSED CLASS II BICYCLE PARKING

BICYCLE PARKING SUMMARY

	ESTM REQUIRED	CODE REQUIRED[1)]	PROPOSED
CLASS I	--	6	6
CLASS II	--	8	8

(1) Zoning Administrator exception requested per Code Section 155.2(e) to establish bicycle parking requirement for Private Parking Garage (AAU Shuttle Storage) as one Class I space for every 12,000 square feet of Occupied Floor Area, except not less than two Class I spaces for any use larger than 5,000 occupied square feet and a minimum of two Class II spaces, but four Class II spaces for any use larger than 50,000 occupied square feet (i.e., the requirement for "Automotive Uses not listed below" in Code Table 155.2).

**THE PROPOSAL REMAINS SUBJECT TO REVIEW AND APPROVAL BY OTHER CITY AGENCIES, SUCH AS SFMTA, BUILDING AND FIRE DEPARTMENTS.

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

2016 SAN FRANCISCO BUILDING CODE
PART 2- 2016 CALIFORNIA BUILDING CODE
PART 4- 2016 CALIFORNIA MECHANICAL CODE
PART 3- 2016 CALIFORNIA ELECTRICAL CODE
PART 6- 2016 CALIFORNIA ENERGY CODE
PART 10- 2016 CALIFORNIA EXISTING BUILDING CODE
PART 9- 2016 CALIFORNIA FIRE CODE

THE NATIONAL FIRE CODES STANDARD AND THE FIRE PROTECTION HANDBOOK OF THE NFPA
ALL APPLICABLE NFPA CODE SECTIONS INCLUDING BUT NOT LIMITED TO CCSF, FIRE MARSHAL ADMIN BULLETINS

PROJECT SCOPE

PURSUANT TO CASE NUMBER 2008.0586, THE PROJECT PROPOSES TO CHANGE THE USE OF A PORTION OF 2225 JERROLD FROM A LAST LEGAL USE OF COMMERCIAL STORAGE (WITH ACCESSORY OFFICE) TO PRIVATE PARKING GARAGE AND LOT (WITH ACCESSORY OFFICE) AND COMMUNITY FACILITY, AS MORE PARTICULARLY SHOWN AND DESCRIBED ON THE ATTACHED FLOOR PLANS. NO CHANGE OF USE PROPOSED FOR OTHER EXISTING COMMERCIAL STORAGE AND ACCESSORY OFFICE USES PROPOSED.

THE PROJECT PROPOSES TO CLOSE ENFORCEMENT CASE 10639 (USE OF WAREHOUSE AS PRIVATE AUTO STORAGE).

CONDITIONAL USE AUTHORIZATION REQUESTED FOR PRIVATE PARKING USE IN PDR-2 DISTRICT.

SHEET INDEX

Sheet Number	Sheet Name	SF PLANNING DEPT ISSUE	SF DBI ISSUE
A0.0	COVER SHEET	•	•
A0.1	PROJECT INFORMATION		•
A0.2	GENERAL NOTES		•
A0.S1	SITE PLAN AERIAL IMAGE	•	
A0.S2	SITE PLAN DRAWINGS	•	
A0.S3	STREETSCAPE DRAWINGS	•	
A0.S4	STREETSCAPE DRAWINGS	•	
A0.T1	OCCUPANY AND EGRESS PLANS		•
A0.T2	SF GREEN BUILDING COMPLIANCE FORM		•
A0.T3a	ACCESSIBILITY DIAGRAMS (1 of 3)		•
A0.T3b	ACCESSIBILITY DIAGRAMS (2 of 3)		•
A0.T3c	ACCESSIBILITY DIAGRAMS (3 of 3)		•
A1.1N	EXISTING FLOOR PLANS - LEVEL 1 NORTH	•	•
A1.1S	EXISTING FLOOR PLANS - LEVEL 1 SOUTH	•	•
A1.2N	EXISTING FLOOR PLANS - LEVEL 2 NORTH	•	•
A1.2S	EXISTING FLOOR PLANS - LEVEL 2 SOUTH	•	•
A2.1N	PROPOSED FLOOR PLANS - LEVEL 1 NORTH	•	•
A2.1S	PROPOSED FLOOR PLANS - LEVEL 1 SOUTH	•	•
A2.2N	PROPOSED FLOOR PLANS - LEVEL 2 NORTH	•	•
A2.2S	PROPOSED FLOOR PLANS - LEVEL 2 SOUTH	•	•
A3.0	EXTERIOR ELEVATION IMAGES	•	•
A3.1	EXTERIOR ELEVATION IMAGES	•	•
A3.2	EXISTING/PROPOSED EXTERIOR ELEVATIONS	•	•
A4.1	EXTERIOR ELEVATION DETAIL IMAGES	•	•
A4.2	EXTERIOR ELEVATION DETAIL IMAGES	•	•

TOTAL SHEETS: 18

PROPERTY INFORMATION

ADDRESS: 2225 JERROLD AVENUE
BLOCK/LOT: 5286A/020

DISTRICTS
ZONING: PDR-2
HEIGHT/BULK: 65-J
SPECIAL USE: INDUSTRIAL PROTECTION ZONE WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE

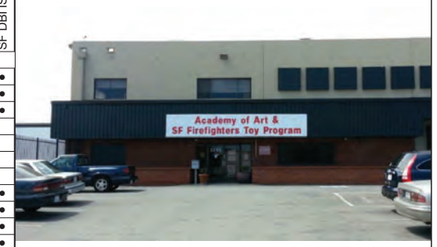
USE: CHANGE OF USE REQUIRED
LAST LEGAL: COMMERCIAL STORAGE (WITH ACCESSORY OFFICE)
PROPOSED: COMMERCIAL STORAGE & PRIVATE PARKING GARAGE AND LOT (WITH ACCESSORY OFFICE) AND COMMUNITY FACILITY

No OF STORIES: 2 (NO CHANGE)

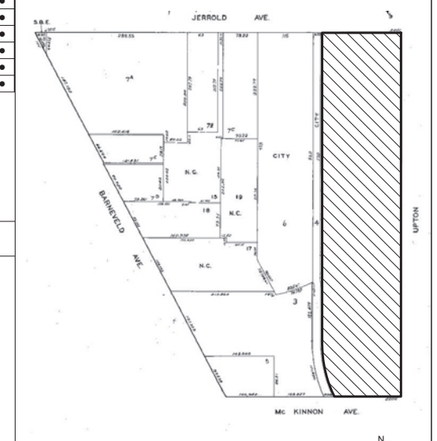
HISTORIC EVALUATION

HISTORIC RESOURCE STATUS	C - No Historic Resource Present/Not Age Elligible
NATIONAL REGISTER HISTORIC DISTRICTS	None
CALIFORNIA REGISTER HISTORIC DISTRICTS	None
HISTORIC RESOURCE EVALUATION RESPONSES	None
ARTICLE 10 DESIGNATED HISTORIC DISTRICT LANDMARKS	None
ARTICLE 11 PRESERVATION DESIGNATION	None
MILLS ACT	None
LEGACY BUSINESS REGISTRY	None

EXTERIOR VIEW



PLOT PLAN N.T.S.



VICINITY MAP N.T.S.

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Print Date 10/11/2019 10:44:08 PM

No.	Date	Description

COVER SHEET

A0.0

KEYNOTES

1 SITE PLAN AERIAL IMAGE
NTS

N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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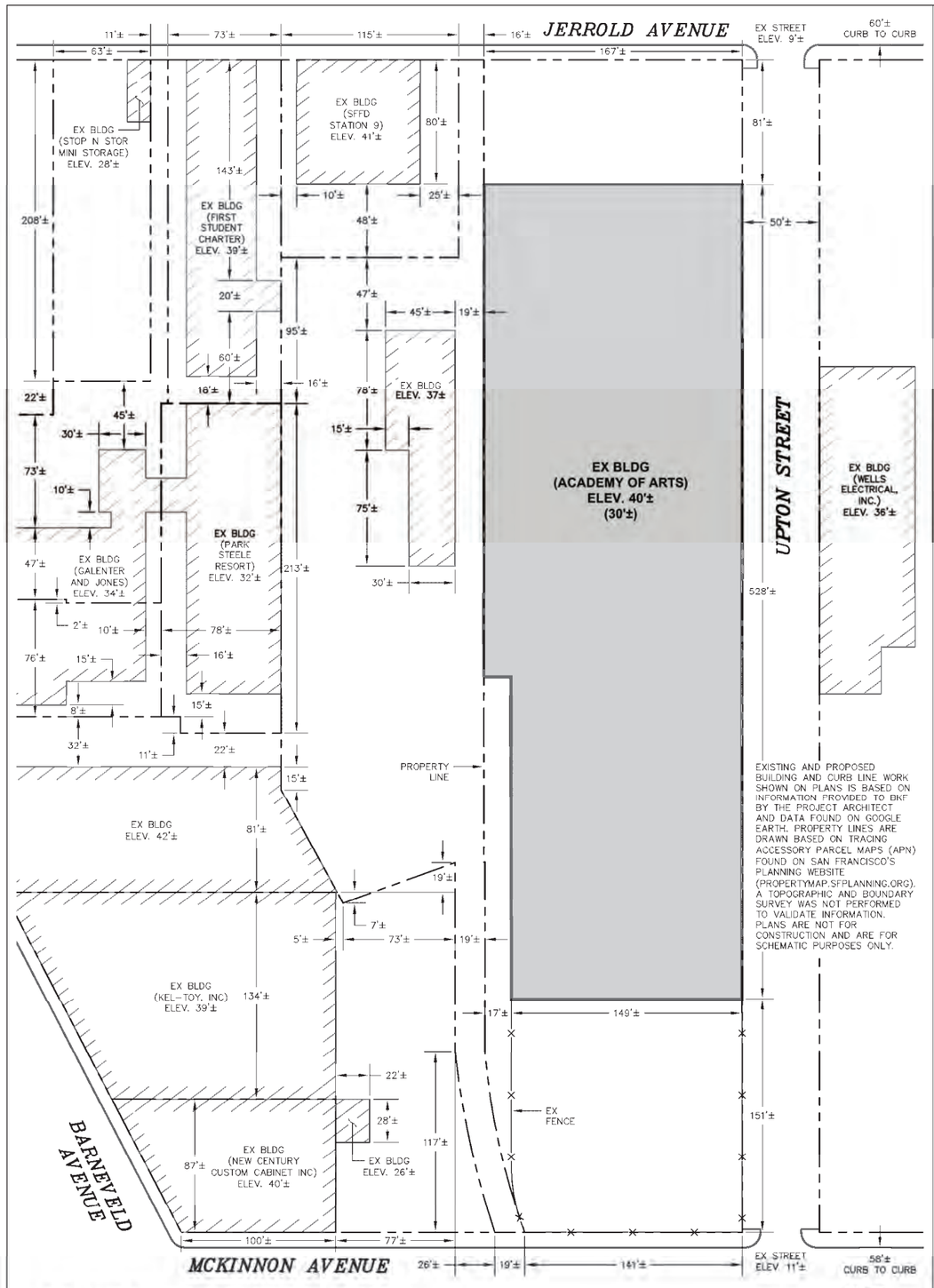
Scale: Not To Scale
Phase
Print Date: 10/11/2019 10:44:09 PM

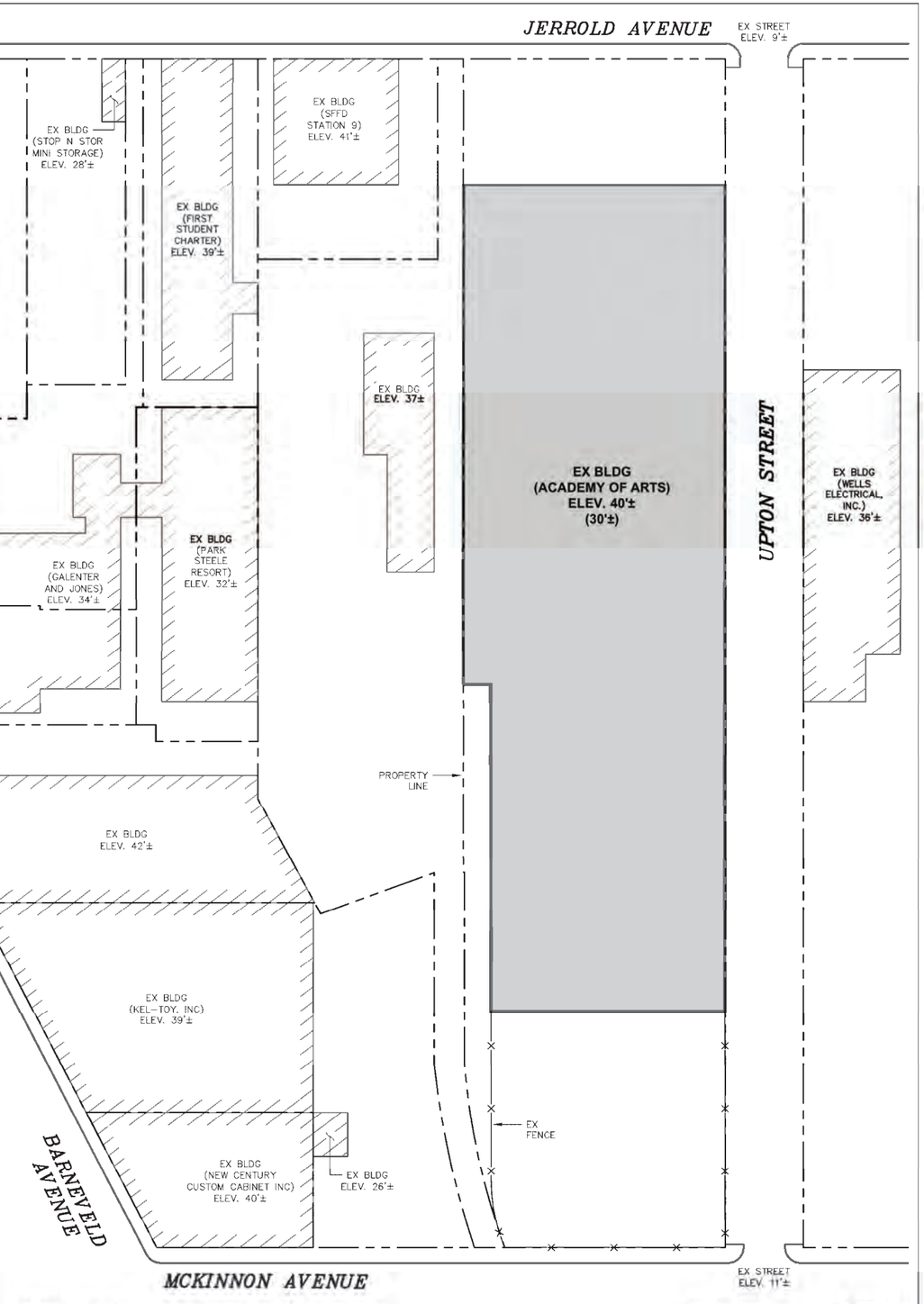
No.	Date	Description

SITE PLAN AERIAL IMAGE

A0.S1



2 2225 JERROLD - PROPOSED SITE PLAN
SCALE: 1" = 40'



1 2225 JERROLD - EXISTING SITE PLAN
SCALE: 1" = 40'

SCALE: 1"=40'
0' 20' 40' 80'

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ACADEMY of ART UNIVERSITY
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San Francisco, CA 94105

BKF ENGINEERS SURVEYORS PLANNERS
1646 N. California Blvd, Suite 400
Walnut Creek, CA 94596
T 925.940.2200 F 925.940.2299

AAU INSTITUTIONAL COMPLIANCE SET

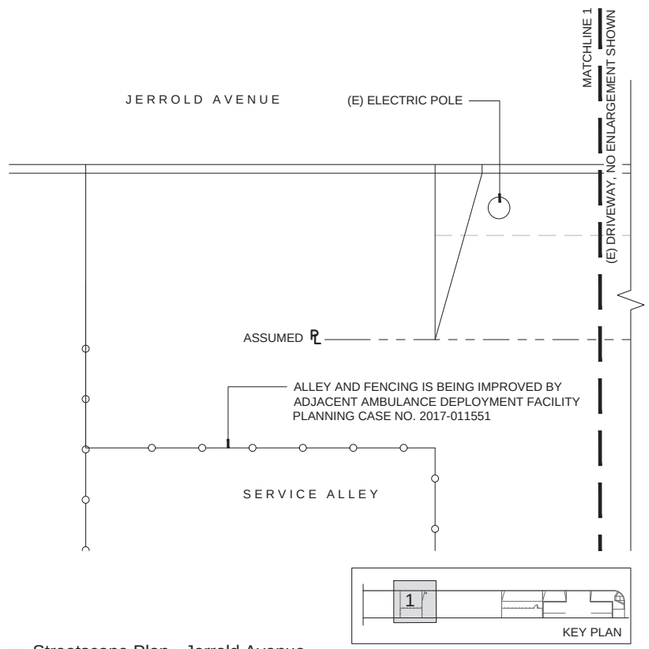
2225 JERROLD
San Francisco, CA 94124

REGISTERED PROFESSIONAL ENGINEER JASON T. No. C-22281 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

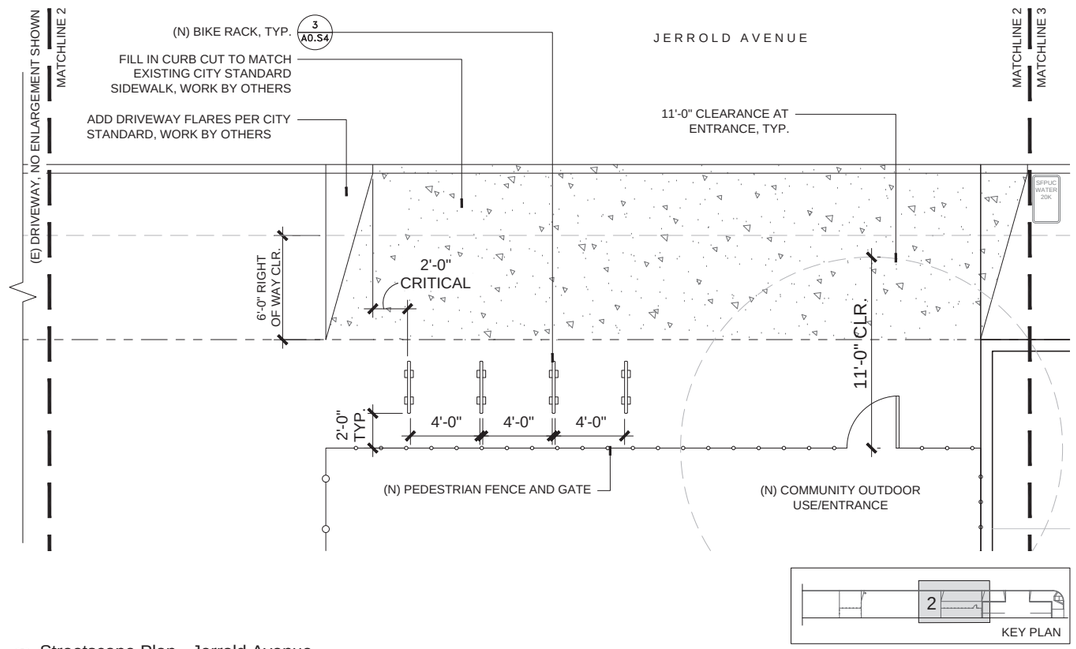
21826.16 10/11/19
AS NOTED

SITE PLAN DRAWINGS

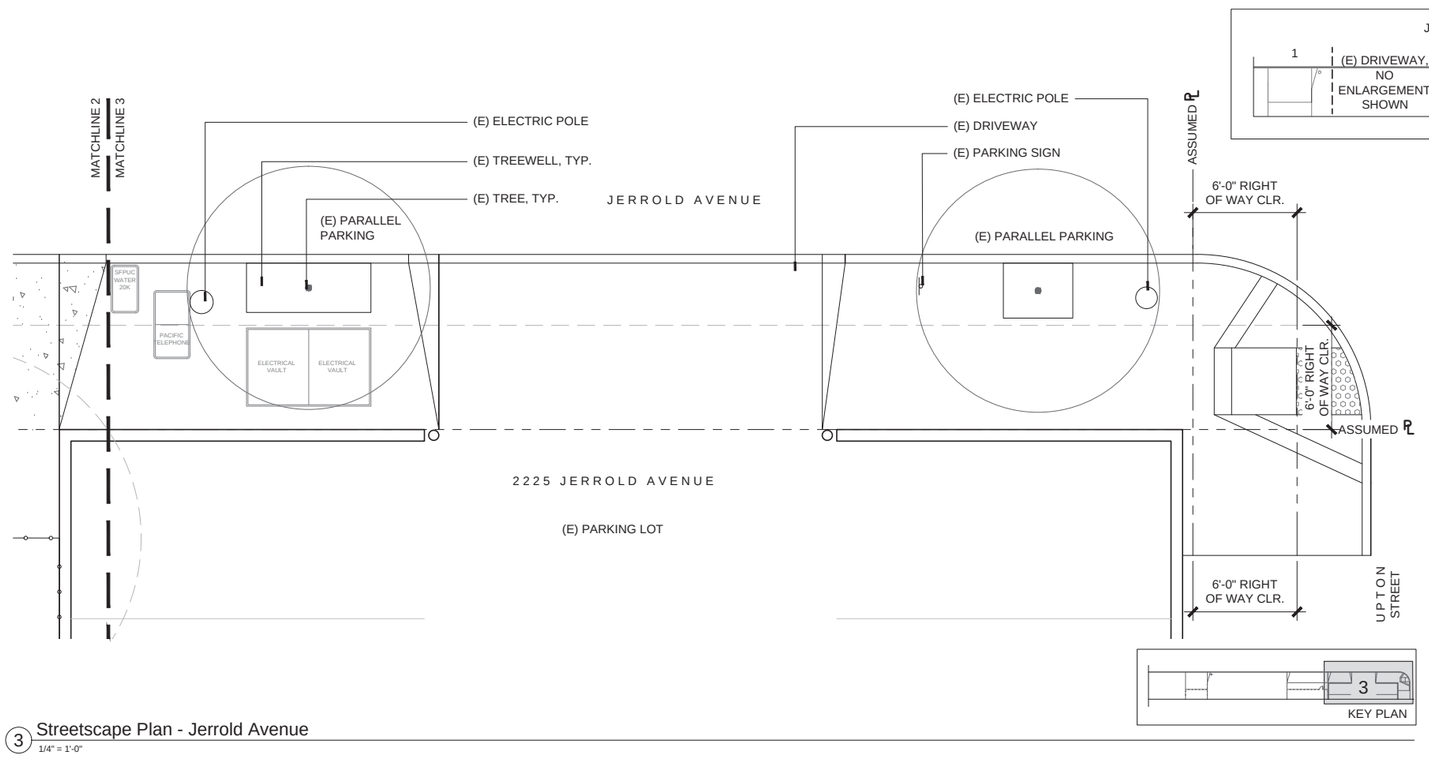
A0.S2



1 Streetscape Plan - Jerrold Avenue
1/4" = 1'-0"



2 Streetscape Plan - Jerrold Avenue
1/4" = 1'-0"



3 Streetscape Plan - Jerrold Avenue
1/4" = 1'-0"

SCALE: 1/4"=1'-0"
0' 2' 4' 8'

N

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

℄ = PROPERTY LINE

BIKE PARKING COUNT

CLASS II

EXISTING:
(0) BIKE PARKING SPACES

PROPOSED:
(8) BIKE PARKING SPACES

TOTAL: 8

LEGEND

(N) BIKE RACK, CLASS II

(E) IN-GROUND UTILITY

(E) PARKING SIGN

(E) WARNING PAVERS

CURB CUT TO BE FILLED

NOTE:

1) ASSUMED PROPERTY LINE AT FACE OF BUILDING

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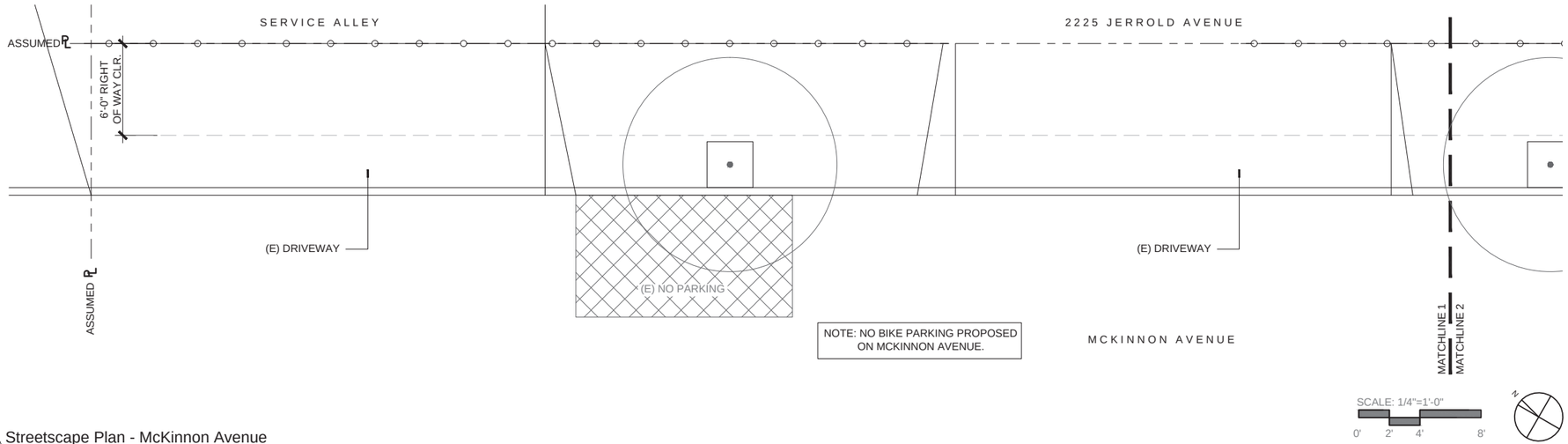
2225 JERROLD
San Francisco, CA 94124

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HUTCHINS
C-4980
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

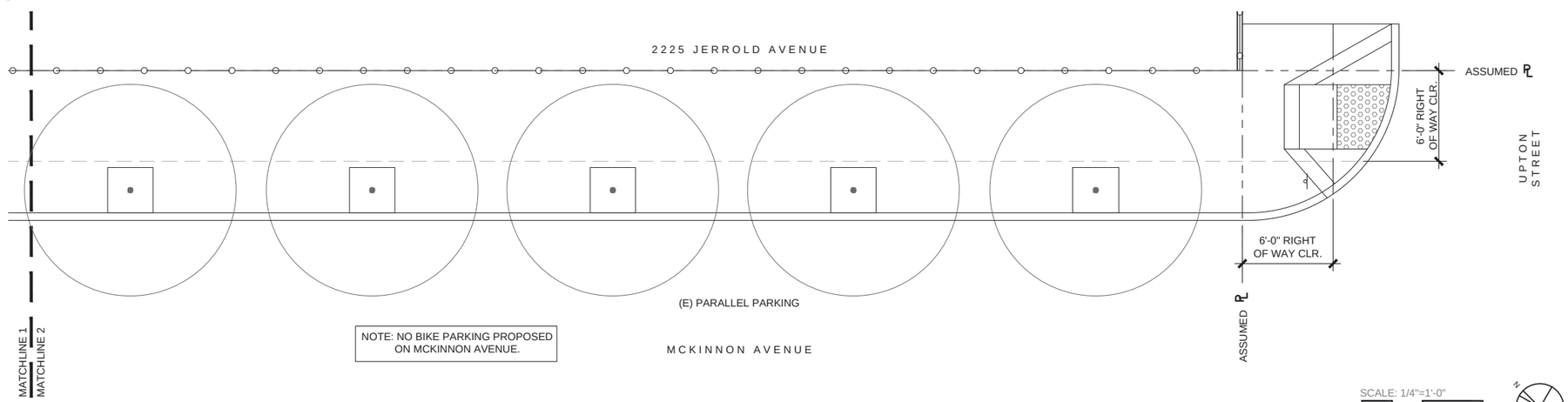
Project Number: 21826.16
Issue Date: 10/11/19
Scale: AS NOTED
Phase:
Print Date:

STREETSCAPE DRAWINGS

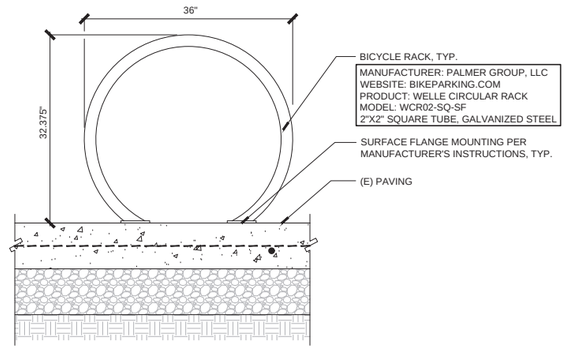
A0.S3



1 Streetscape Plan - McKinnon Avenue
1/4" = 1'-0"



2 Streetscape Plan - McKinnon Avenue
1/4" = 1'-0"



3 Bike Rack
NTS

GENERAL NOTES

ABBREVIATIONS

(E) = EXISTING

(N) = NEW, PROPOSED

CLR. = CLEARANCE

TYP. = TYPICAL

PL = PROPERTY LINE

BIKE PARKING COUNT

SEE A0.S3

LEGEND

(N) BIKE RACK, CLASS II

(E) FENCE

(E) PARKING SIGN

(E) NO PARKING (RED CURB)

(E) WARNING PAVERS

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San Francisco, CA 94124

REGISTERED LANDSCAPE ARCHITECT
SCOTT C. HULSLAND
C-4980
Signed
08/31/21
Renewal Date
10/11/19
Date
STATE OF CALIFORNIA

Project Number 21826.16
Issue Date 10/11/19
Scale: AS NOTED
Phase
Print Date:

STREETSCAPE DRAWINGS

A0.S4

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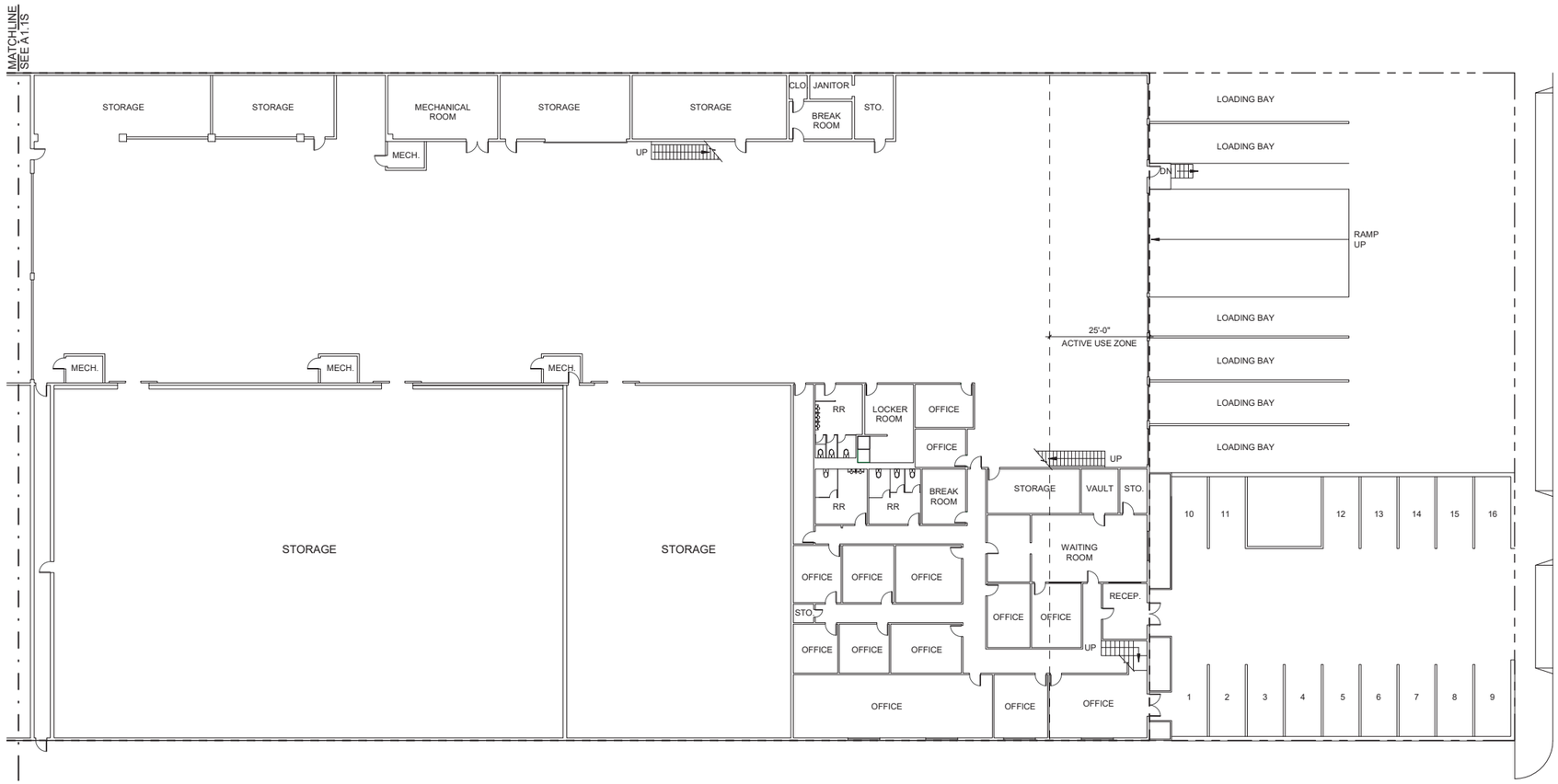

1 LEVEL 1 NORTH - EXISTING
1/16" = 1'-0"

LEGEND

- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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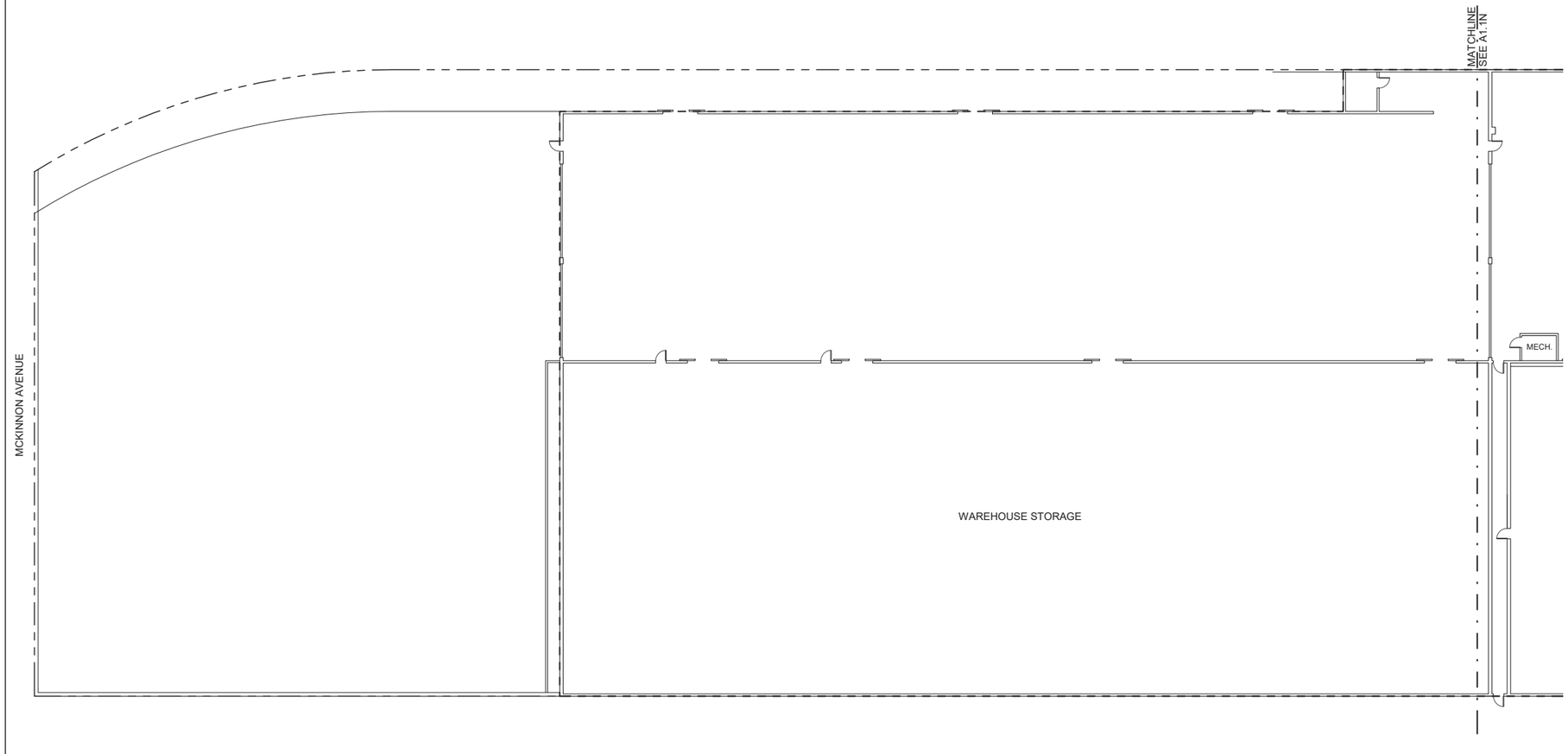
LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number	21826.16
Issue Date	10/11/19
Scale	As indicated
Phase	
Print Date	10/11/2019 10:44:13 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1 NORTH

A1.1N



1 LEVEL 1 NORTH - EXISTING
1/16" = 1'-0"

LEGEND

- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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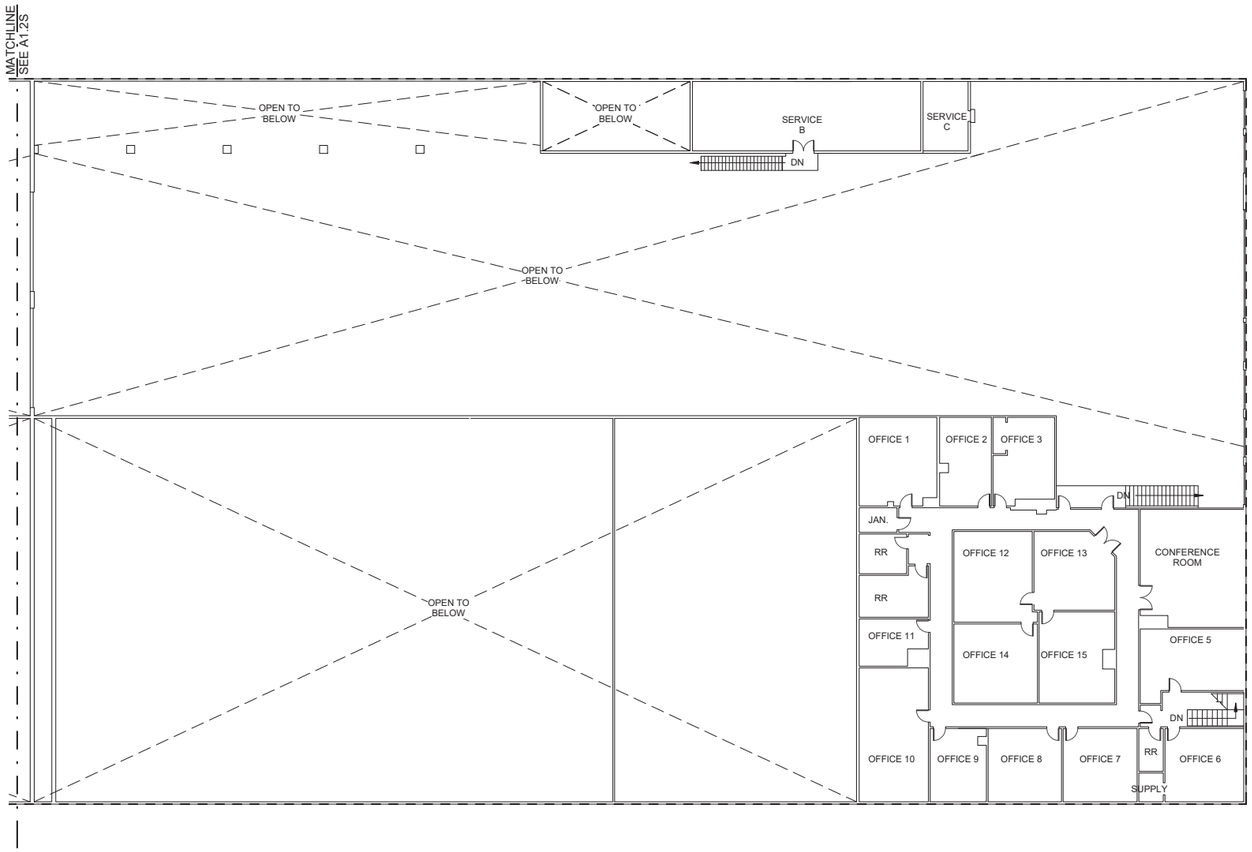
Phase
Print Date 10/11/2019 10:44:14 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 1 SOUTH

A1.1S



1 LEVEL 2 NORTH - EXISTING
1/16" = 1'-0"

N

LEGEND

- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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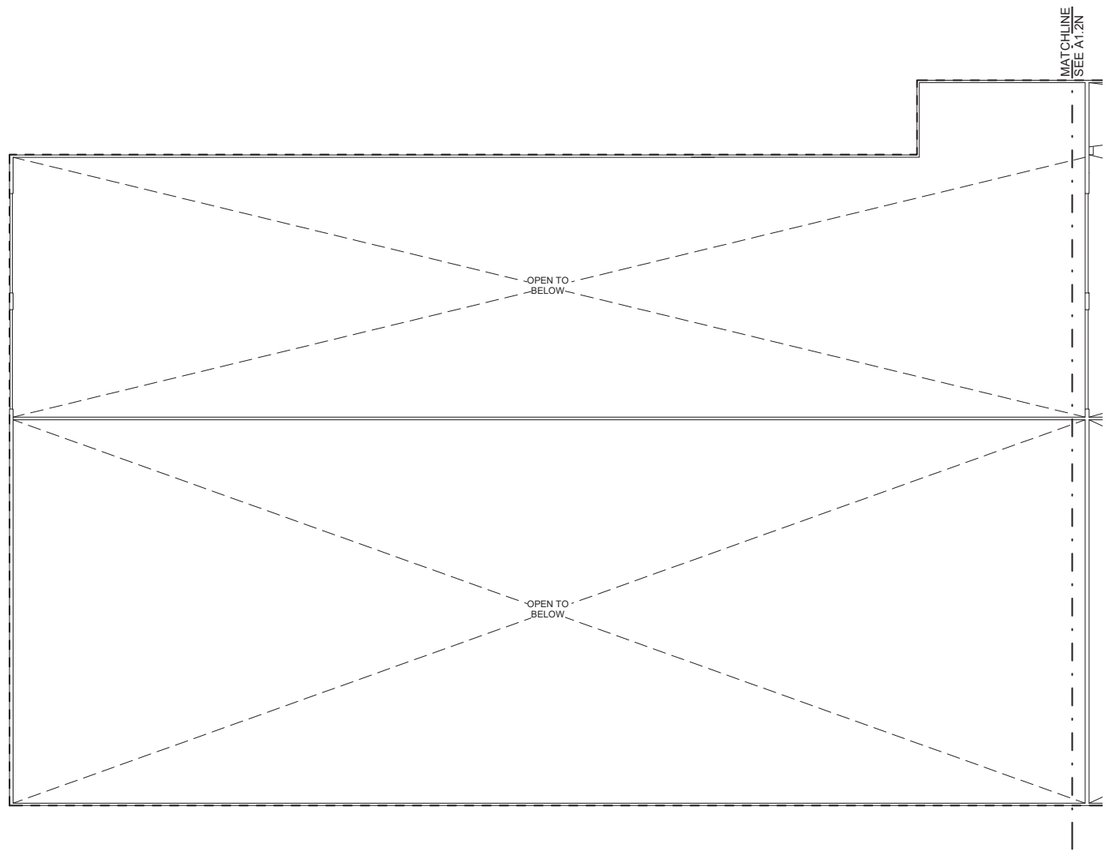
No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 2 NORTH

A1.2N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2 SOUTH - EXISTING
1/16" = 1'-0"

N

LEGEND

GROSS FLOOR AREA	
PROPERTY LINE	
ROOM TAG	
Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

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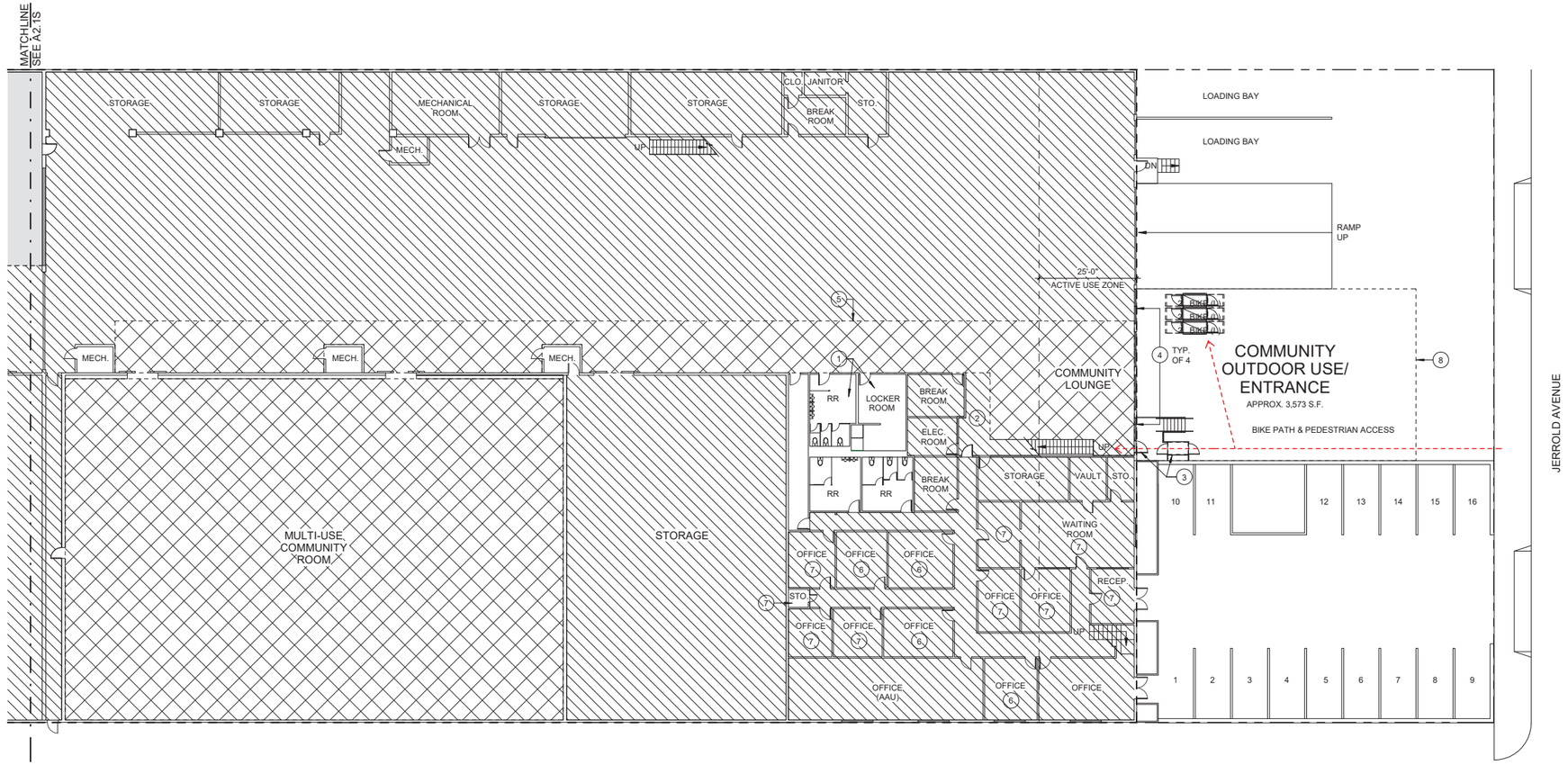
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.16
Issue Date 10/11/19
Scale: As indicated
Phase
Print Date: 10/11/2019 10:44:16 PM

No.	Date	Description

EXISTING FLOOR PLANS - LEVEL 2 SOUTH

A1.2S



1 LEVEL 1 NORTH - PROPOSED
1/16" = 1'-0"

GENERAL NOTES

1. PROPOSED COMMUNITY FACILITY FLOOR PLAN REFLECTS PLANNING DEPARTMENT COMMENTS PROVIDED DURING SITE TOUR ON 06/04/19.

KEYNOTES

1. INSTALL WAYFINDING SIGNAGE CLARIFYING THAT:

   1. RESTROOM AND LOCKER ROOM ARE AVAILABLE FOR USE BY COMMUNITY FACILITY USERS.

   2. ADDITIONAL RESTROOMS ARE LOCATED DOWN THE HALLWAY.

2. INSTALL WAYFINDING SIGNAGE DIRECTING VISITORS TO SFFD TOY PROGRAM ADMINISTRATIVE OFFICE SPACE
3. PEDESTRIAN DOOR WITH EXTERIOR STAIR/ADA LIFT
4. PROPOSED STOREFRONT SYSTEM TO INCREASE NATURAL LIGHT ACCESS
5. INSTALL PARTITIONING SYSTEM TO SEPARATE COMMUNITY FACILITY AND COMMERCIAL STORAGE USES
6. ADMINISTRATIVE OFFICE EXCLUSIVELY USED BY SFFD TOY PROGRAM
7. ADMINISTRATIVE OFFICE SHARED BETWEEN AAU AND SFFD TOY PROGRAM ON AS-NEEDED BASIS
8. INSTALL FENCING AND GATING TO CREATE SECURED BUFFER BETWEEN LOADING RAMP AND COMMUNITY OUTDOOR USE AREA. SEE A0.S3 FOR ADDITIONAL INFORMATION

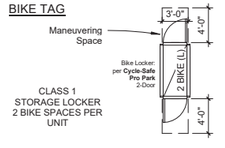
LEGEND

- COMMERCIAL STORAGE (including Accessory Office)
- COMMUNITY FACILITY
- PRIVATE PARKING GARAGE AND LOT (including Accessory Office/ Dispatch Center)
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

BIKE TAG



*CLEARANCE INDICATED AS REQUIRED ZONING ADMINISTRATION BULLETIN NO. 9

BIKE ENTRY / EXIT ROUTE

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

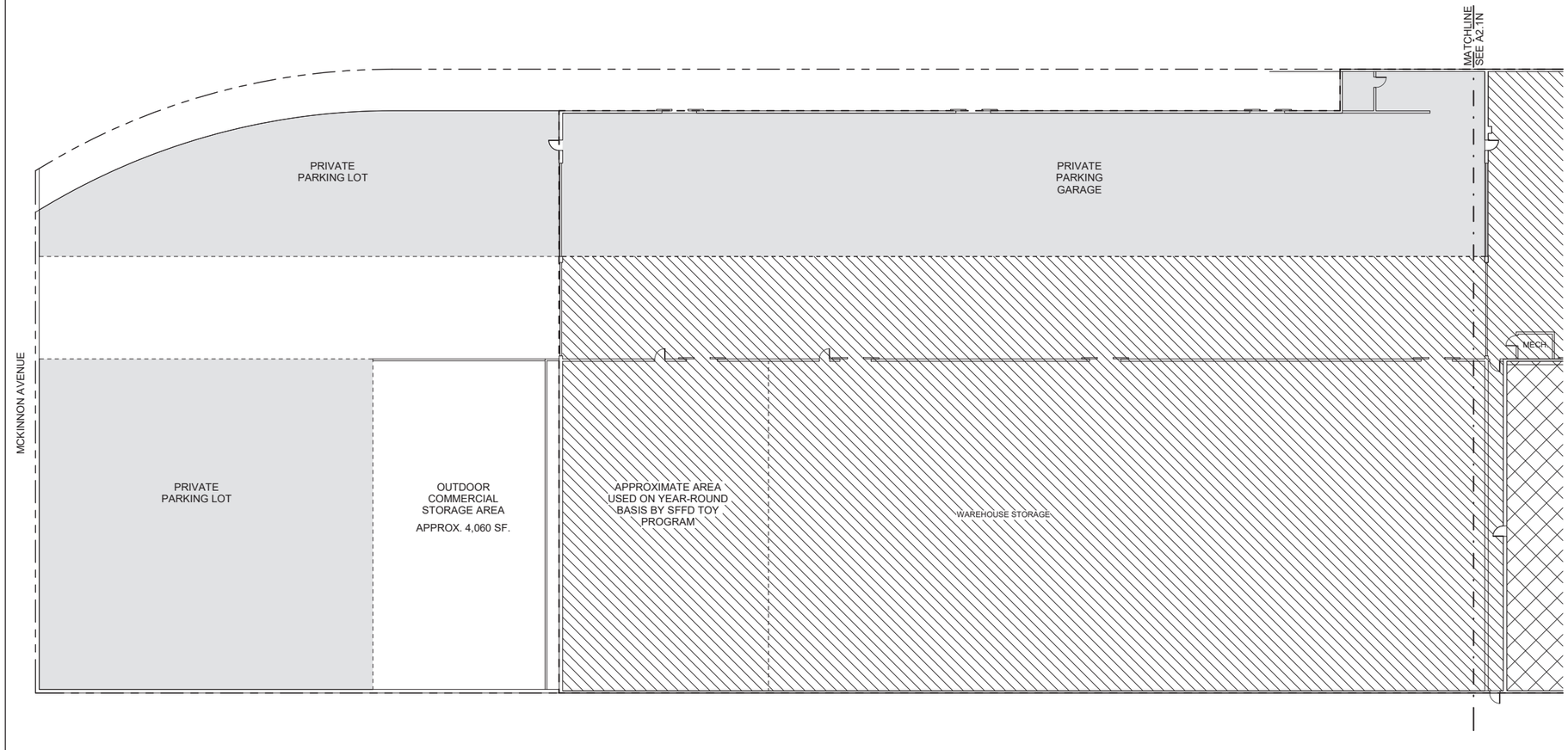
Project Number 21826.16
Issue Date 10/11/19
Scale As indicated
Phase
Print Date 10/11/2019 10:44:18 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1 NORTH

A2.1N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 1 SOUTH - PROPOSED
1/16" = 1'-0"

N

LEGEND

- COMMERCIAL STORAGE (including Accessory Office)
- COMMUNITY FACILITY
- PRIVATE PARKING GARAGE AND LOT (including Accessory Office/ Dispatch Center)
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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LICENSED ARCHITECT
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REN 10/2019
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Project Number	21826.16
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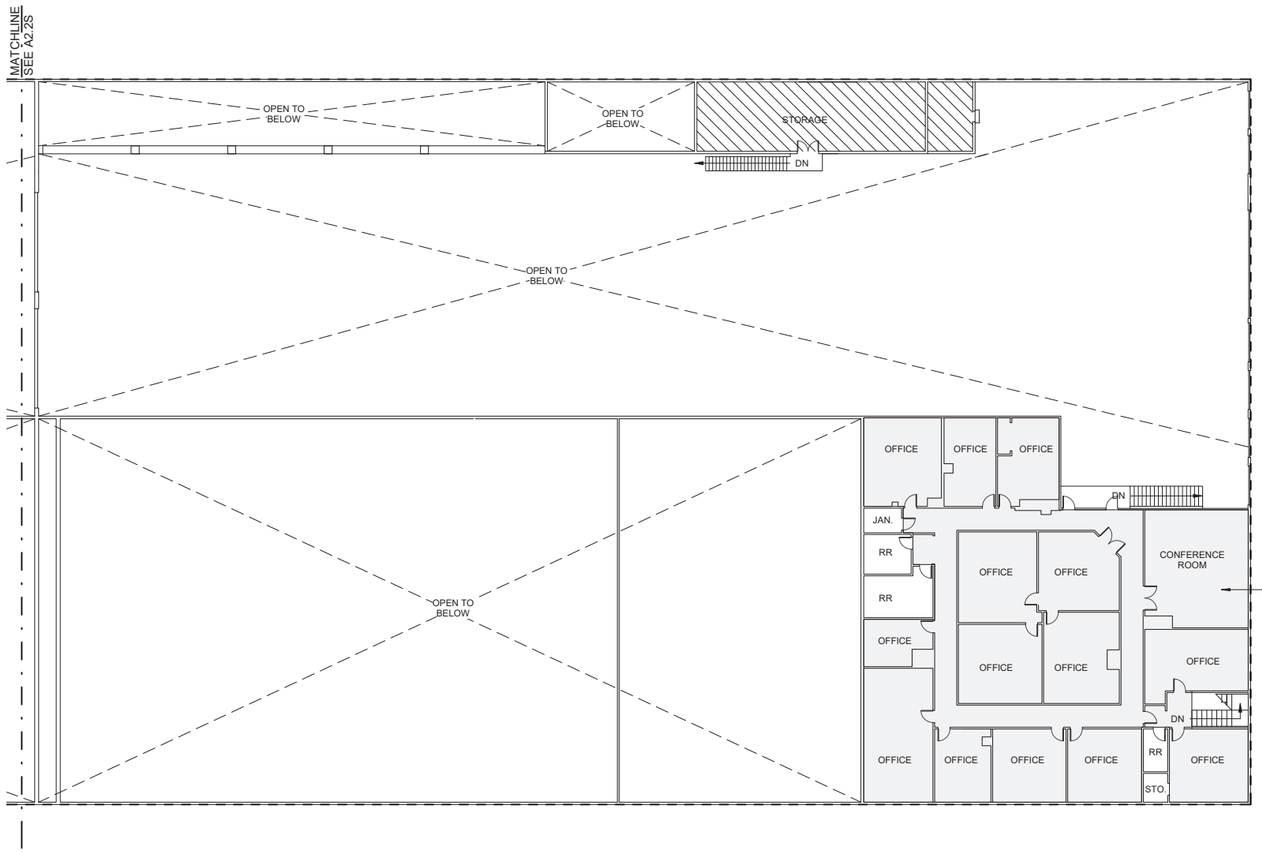
No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 1 SOUTH

A2.1S



1 LEVEL 2 NORTH - PROPOSED
1/16" = 1'-0"

KEYNOTES

1. CONFERENCE ROOM AVAILABLE TO BOTH AAU AND SFFD TOY PROGRAM. REMAINDER OF LEVEL 2 OFFICES USED FOR AAU COMMERCIAL STORAGE/ FACILITIES ADMINISTRATION AND SHUTTLE DISPATCH AND ADMINISTRATION.

   OFA OF SECOND FLOOR SHOWN AS ACCESSORY TO PRIVATE PARKING GARAGE AND LOT; HOWEVER, SECOND FLOOR ACCESSORY OFFICE SPACE IS IN PART ALSO USED BY AAU STAFF THAT OVERSEE BOTH PRIVATE PARKING GARAGE AND LOT USES AND COMMERCIAL STORAGE USES, INCLUDING AAU'S BUSINESS OPERATIONS DIRECTOR AND SUPPORTING STAFF.

LEGEND

- COMMERCIAL STORAGE (including Accessory Office)
- COMMUNITY FACILITY
- PRIVATE PARKING GARAGE AND LOT (including Accessory Office/ Dispatch Center)
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

- Name — ROOM NAME
- XXX — ROOM NUMBER
- RR — RESTROOM

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LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number	21826.16
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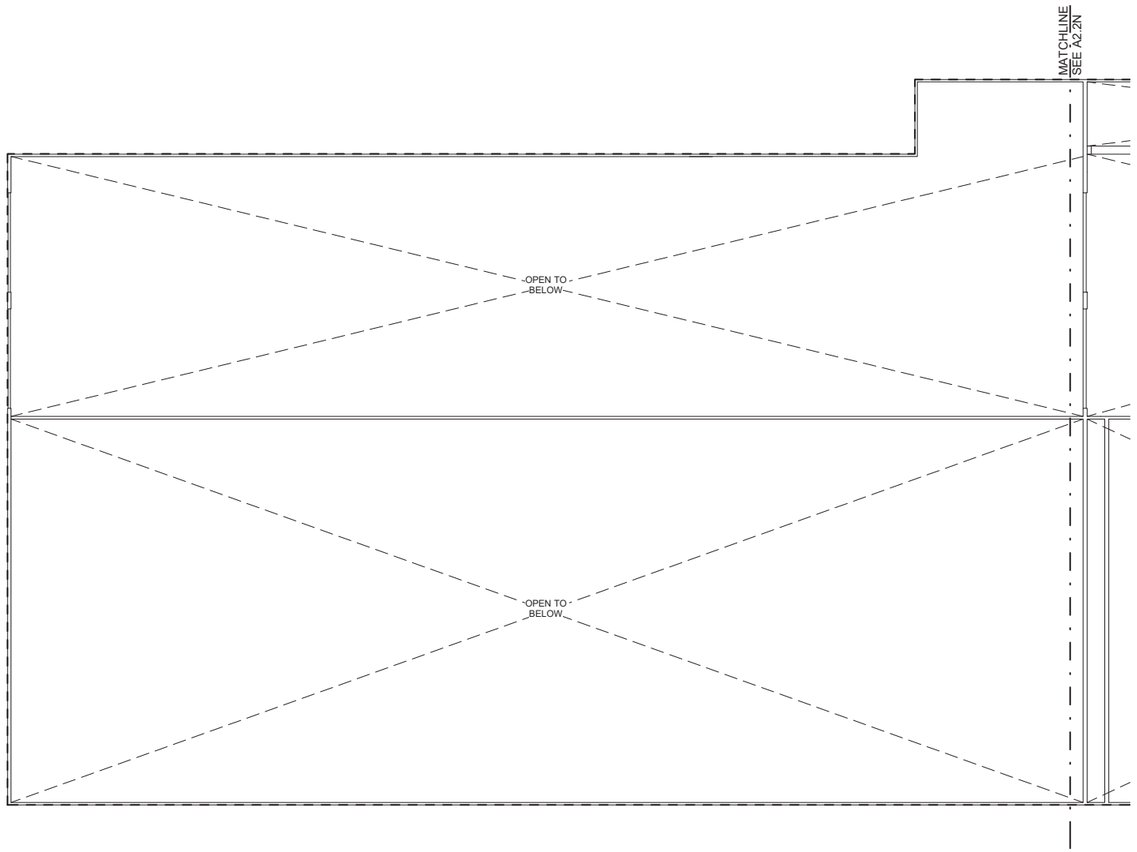
Print Date	10/11/2019 10:44:20 PM

No.	Date	Description

PROPOSED FLOOR PLANS - LEVEL 2 NORTH

A2.2N

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.



1 LEVEL 2 SOUTH - PROPOSED
1/16" = 1'-0"

N

LEGEND

- COMMERCIAL STORAGE (including Accessory Office)
- COMMUNITY FACILITY
- PRIVATE PARKING GARAGE AND LOT (including Accessory Office/ Dispatch Center)
- GROSS FLOOR AREA
- PROPERTY LINE

ROOM TAG

Name	ROOM NAME
XXX	ROOM NUMBER
RR	RESTROOM

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No.	Date	Description

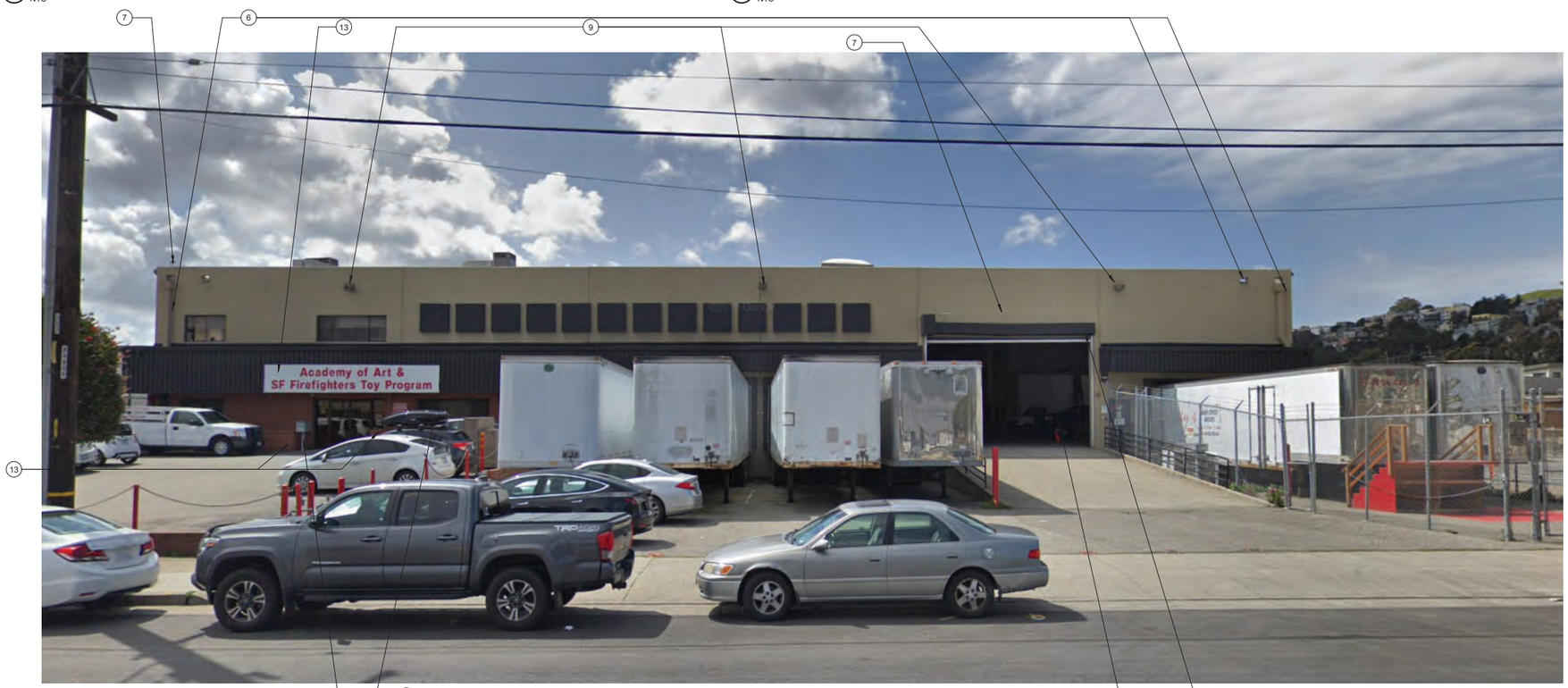
PROPOSED FLOOR PLANS - LEVEL 2 SOUTH

A2.2S

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

3 SOUTH ELEVATION - MCKINNON AVENUE
NTS

2 EAST ELEVATION - UPTON AVENUE
NTS



1 NORTH ELEVATION - JERROLD AVENUE
NTS

GENERAL NOTES

1. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION.
2. LEGALIZE THE CONDITIONS PRESENTED IN THIS PLAN SET, UNLESS OTHERWISE NOTED

KEYNOTES

1. SIGN COPY TO BE DETERMINED AND SIGN TO BE APPLIED FOR BY NON-PROFIT OPERATOR PURSUANT TO DEVELOPMENT AGREEMENT REQUIREMENTS APPLICABLE TO COMMUNITY FACILITY USE.
2. EXISTING ROLL UP DOOR TO BE REMOVED
3. PROPOSED STOREFRONT ENTRY
4. PROPOSED STOREFRONT SYSTEM
5. PROPOSED EXTERIOR STAIR & WHEEL CHAIR LIFT

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

6. EXISTING RAIN WATER LEADER
6b. EXISTING SCUPPER
7. EXISTING SECURITY CAMERA
8. EXISTING EXPOSED CONDUIT
9. EXISTING LIGHT FIXTURE
10. EXISTING ROLL UP DOOR
10b. EXISTING ROLL UP DOOR BARREL HOUSING
12. EXISTING SECURITY GRILLE OVER WINDOWS
13. EXISTING WALL MOUNTED SIGN
14. EXISTING PLANTER
15. EXISTING MAILBOX
16. EXISTING VENT

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EXTERIOR ELEVATION IMAGES

A3.0

If this drawing is not 24" x 36", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch.

4 NORTH ELEVATION - JERROLD AVENUE AT PARKING LOT
NTS

3 NORTH ELEVATION - JERROLD AVENUE AT RAMP
NTS

2 NORTHEAST ELEVATION - JERROLD AVENUE
NTS

1 NORTHWEST ELEVATION - JERROLD AVENUE
NTS

GENERAL NOTES

1. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION.
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KEYNOTES

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2. EXISTING ROLL UP DOOR TO BE REMOVED
3. PROPOSED STOREFRONT ENTRY
4. PROPOSED STOREFRONT SYSTEM
5. PROPOSED EXTERIOR STAIR & WHEEL CHAIR LIFT

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

6. EXISTING RAIN WATER LEADER
6b. EXISTING SCUPPER
7. EXISTING SECURITY CAMERA
8. EXISTING EXPOSED CONDUIT
9. EXISTING LIGHT FIXTURE
10. EXISTING ROLL UP DOOR
10b. EXISTING ROLL UP DOOR BARREL HOUSING
12. EXISTING SECURITY GRILLE OVER WINDOWS
13. EXISTING WALL MOUNTED SIGN
14. EXISTING PLANTER
15. EXISTING MAILBOX
16. EXISTING VENT

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EXTERIOR ELEVATION IMAGES

A3.1

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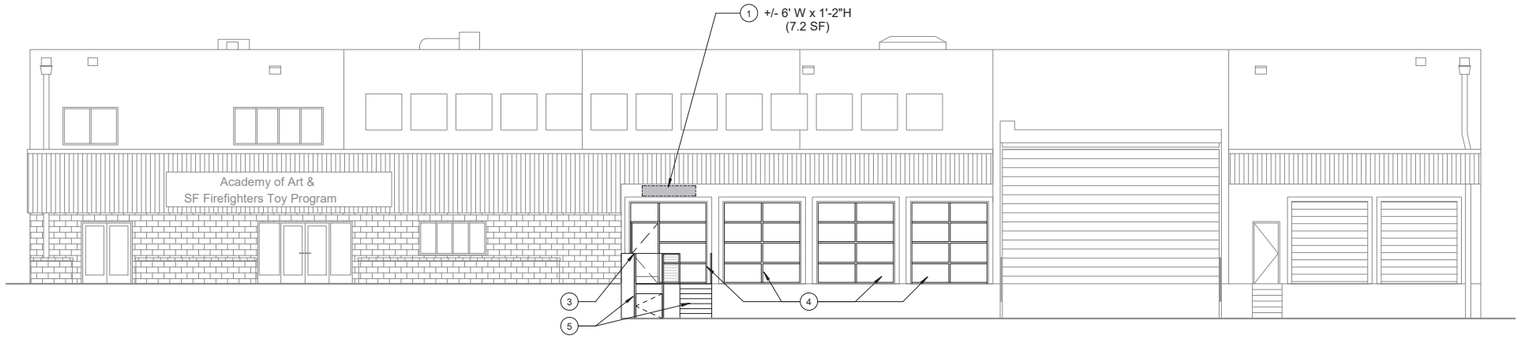
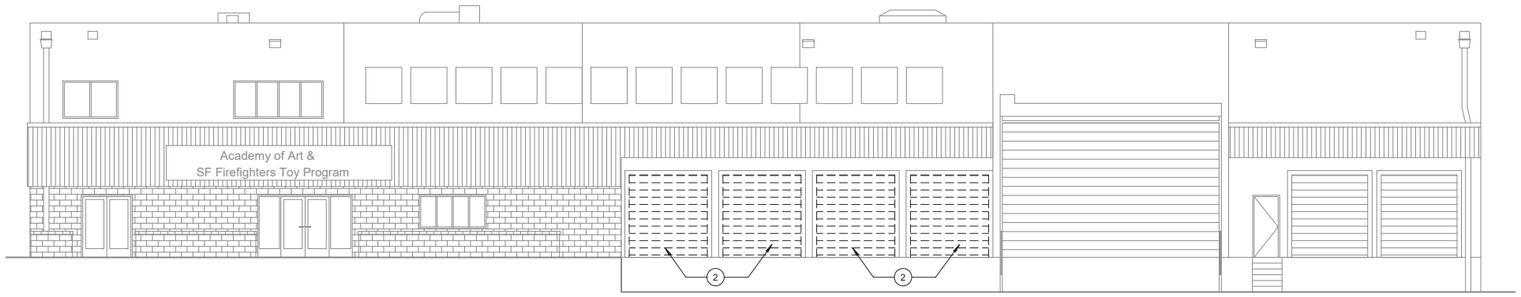
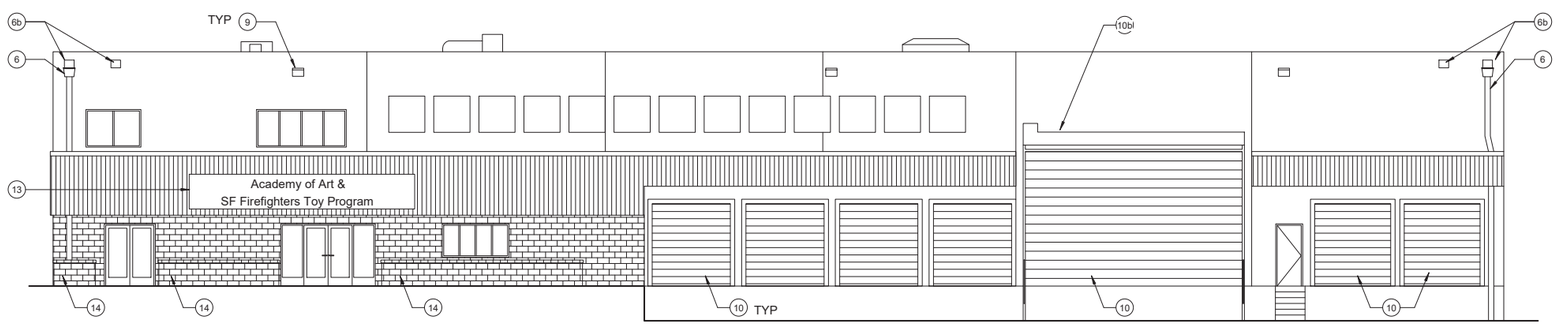


NORTHEAST ELEVATION - JERROLD AVENUE
(PROPOSED)
3 1/8" = 1'-0"



NORTHEAST ELEVATION - JERROLD AVENUE
(DEMO)
2 1/8" = 1'-0"



NORTHEAST ELEVATION - JERROLD AVENUE
(EXISTING)
1 1/8" = 1'-0"

GENERAL NOTES

1. FEATURES CAPTURED IN ELEVATION DRAWINGS AND PHOTOS PROPOSED FOR AS-IS LEGALIZATION.
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KEYNOTES

1. SIGN COPY TO BE DETERMINED AND SIGN TO BE APPLIED FOR BY NON-PROFIT OPERATOR PURSUANT TO DEVELOPMENT AGREEMENT REQUIREMENTS APPLICABLE TO COMMUNITY FACILITY USE.
2. EXISTING ROLL UP DOOR TO BE REMOVED
3. PROPOSED STOREFRONT ENTRY
4. PROPOSED STOREFRONT SYSTEM
5. PROPOSED EXTERIOR STAIR & WHEEL CHAIR LIFT

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

6. EXISTING RAIN WATER LEADER
6b. EXISTING SCUPPER
7. EXISTING SECURITY CAMERA
8. EXISTING EXPOSED CONDUIT
9. EXISTING LIGHT FIXTURE
10. EXISTING ROLL UP DOOR
10bl. EXISTING ROLL UP DOOR BARREL HOUSING
12. EXISTING SECURITY GRILLE OVER WINDOWS
13. EXISTING WALL MOUNTED SIGN
14. EXISTING PLANTER
15. EXISTING MAILBOX
16. EXISTING VENT

LEGEND

PROPOSED SIGNAGE; SEE SIGNAGE CONSULTANT RAWINGS

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AAU INSTITUTIONAL USE

2225 JERROLD
San Francisco, CA 94124

LICENSED ARCHITECT
DOUGLAS G TOM
NO. C12405
REN 10/2019
STATE OF CALIFORNIA

Project Number 21826.16
Issue Date 10/11/19
Scale: 1/8" = 1'-0"
Phase
Print Date 10/11/2019 10:44:23 PM

No.	Date	Description

EXISTING/PROPOSED EXTERIOR ELEVATIONS

A3.2

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11 IMAGE
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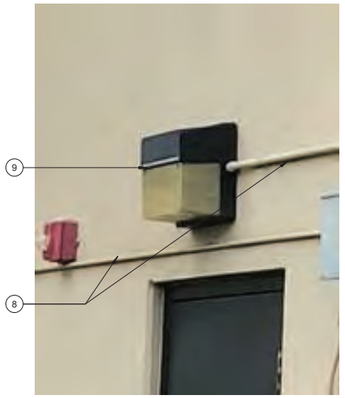

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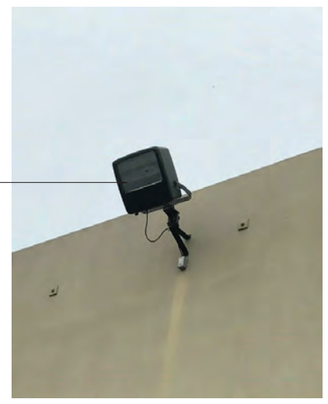

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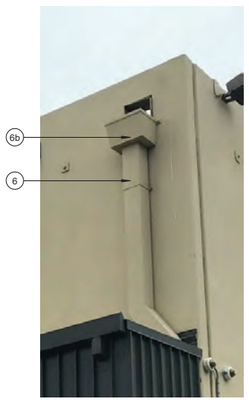

1 IMAGE
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KEYNOTES

1. SIGN COPY TO BE DETERMINED AND SIGN TO BE APPLIED FOR BY NON-PROFIT OPERATOR PURSUANT TO DEVELOPMENT AGREEMENT REQUIREMENTS APPLICABLE TO COMMUNITY FACILITY USE.
2. EXISTING ROLL UP DOOR TO BE REMOVED
3. PROPOSED STOREFRONT ENTRY
4. PROPOSED STOREFRONT SYSTEM
5. PROPOSED EXTERIOR STAIR & WHEEL CHAIR LIFT

ITEMS BELOW NOTED DURING 9/27/19 SITE WALK

6. EXISTING RAIN WATER LEADER
6b. EXISTING SCUPPER
7. EXISTING SECURITY CAMERA
8. EXISTING EXPOSED CONDUIT
9. EXISTING LIGHT FIXTURE
10. EXISTING ROLL UP DOOR
10b. EXISTING ROLL UP DOOR BARREL HOUSING
12. EXISTING SECURITY GRILLE OVER WINDOWS
13. EXISTING WALL MOUNTED SIGN
14. EXISTING PLANTER
15. EXISTING MAILBOX
16. EXISTING VENT

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San Francisco, CA 94109
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ACADEMY of ART UNIVERSITY
FOUNDED IN SAN FRANCISCO 1929

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No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.1

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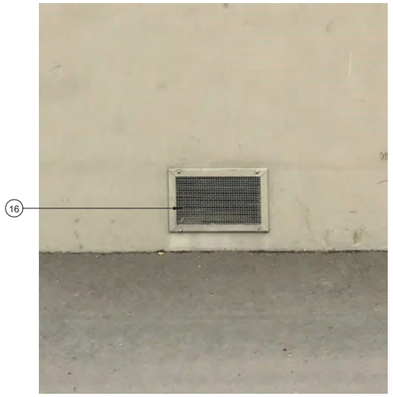

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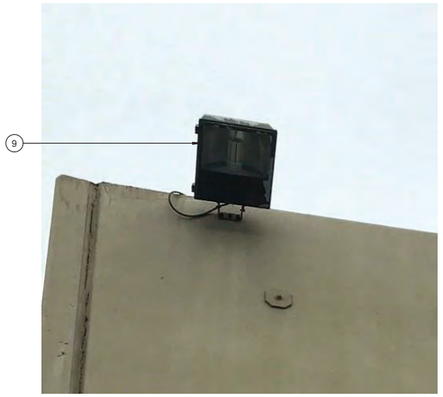

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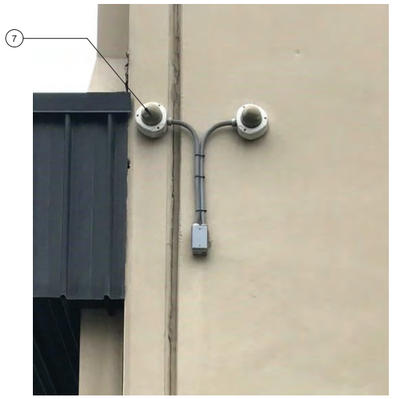

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No.	Date	Description

EXTERIOR ELEVATION DETAIL IMAGES

A4.2

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Exhibit C

Addendum to EIR

San Francisco Planning

1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103
SFPLANNING.ORG / 415.575.9010

PUBLIC NOTICE
ISSUANCE OF ADDENDUM TO ENVIRONMENTAL IMPACT REPORT

Addendum Date:	October 9, 2019
Case No.:	**2008.0586E**
Project Title:	**Academy of Art University Project EIR Addendum**
Zoning/Plan Area:	1069 Pine Street – RM-4/Not in Plan Area 1055 Pine Street – RM-4/Not in Plan Area 700 Montgomery Street – C-2/Not in Plan Area 2295 Taylor Street – NCD/Not in Plan Area 2340 Stockton Street – C-2/Northeast Waterfront Plan Area 1946 Van Ness Avenue – RC-4/Van Ness Avenue Corridor Plan Area 1142 Van Ness Avenue – RC-4/Van Ness Avenue Corridor Plan Area 2550 Van Ness Avenue – RM-3/RC-3/Not in Plan Area 2801 Leavenworth Street – C-2/Northeast Waterfront Plan Area 2225 Jerrold Avenue – PDR-2/Bay View Hunters Point Plan Area 460 Townsend Street – CMUO/Western SoMa & Central SoMa Plan Areas 150 Hayes Street – G-3-G/Civic Center & Downtown Plan Area 121 Wisconsin Street – UMU/Showplace Square/Potrero Hill Plan Area 168 Bluxome Street – MUG/Western SoMa & Central SoMa Plan Areas
Block/Lot:	Multiple
Lot Size:	Multiple
Project Sponsor:	Academy of Art University
Staff Contact:	Ryan Shum; ryan.shum@sfgov.org; 415-575-9021

Pursuant to requirements of the California Environmental Quality Act (CEQA), the San Francisco Planning Department has issued an Addendum to the Academy of Art University Project Final Environmental Impact Report (Final EIR) that was certified by the San Francisco Planning Commission on July 28, 2016. The Final EIR (original project) analyzed changes to 40 properties that were part of the Academy of Art University (AAU) campus. The original project's four components included program-level growth, project-level growth, legalization of certain prior unauthorized changes, and shuttle expansion:

1. Program-level growth of approximately 110,000 net square feet of additional residential uses (to house approximately 400 students, equivalent to about 220 rooms) and approximately 669,670 square feet of additional institutional space within 12 study areas that AAU and the Planning Department identified where AAU could occupy buildings;

2. Project-level growth at six specific project sites including 393,537 square feet of institutional uses and 17,533 square feet of recreational uses;

3. Legalization of certain prior unauthorized changes of use and minor physical alterations at 28 of AAU's then existing 34 locations; and

4. Future shuttle system expansion to the 12 study areas in which program-level growth is anticipated.

The Addendum to the Final EIR evaluates the environmental impacts of changes to the original project proposed under a Term Sheet for Global Resolution entered into by the city and AAU on November 15, 2016, as updated by a Supplement to Term Sheet dated July 10, 2019 (collectively, "Term Sheet"). These changes to to original project are described as the revised project in the Addendum. Under the revised project, AAU would immediately vacate nine of its existing 40 campus properties, thereby reducing existing AAU properties analyzed in the Final EIR to 31. In addition to these 31 existing properties, three properties not currently occupied by AAU would be converted to AAU use for educational programs and student housing. As revised, the AAU campus would be comprised of 34 properties. In addition to the changes described above, the revised project also includes revision to the proposed uses at two properties previously analzed in the Final EIR. The Addendum analyzes changes to the following properties: 1069 Pine Street, 1055 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 1946 Van Ness Avenue, 1142 Van Ness Avenue, 2550 Van Ness Avenue, 2801 Leavenworth Street, 2225 Jerrold Avenue, 460 Townsend Street, 150 Hayes Street, 121 Wisconsin Street, and 168 Bluxome Street. Proposed changes to these properties include changes of use, building vacations, and modification of change-of-use applications.

The Addendum evaluates the environmental effects of the revised project based on the same significance crtieria and environmental resource areas as prseented in the Final EIR. Mitigation Measures adopted for the original project would continue to be implemented under the revised project. Based on information and analysis contained in the Addendum, the analyses conducted and conclusions reached in the Final EIR certified on July 28, 2016 remain valid. The revised project would not cause new significant impacts not identified in the Final EIR nor result in a substantial increase in the severity of previously identified significant impacts. In addition, no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the original project that would cause significant environmental impacts to which the revised project would contribute considerably. Therefore, no supplemental environmental review beyond this Addendum is required.

The Addendum and associated appendicies are available for public review on the Planning Department's web page (https://sfplanning.org/environmental-review-documents) or at the Planning Department's office at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

Addendum #1 to Environmental Impact Report

Addendum Date:	October 9, 2019
Case No.:	**2008.0586E**
Project Title:	**Academy of Art University Project EIR Addendum**
Zoning/Plan Area:	1069 Pine Street – RM-4/Not in Plan Area
	1055 Pine Street – RM-4/Not in Plan Area
	700 Montgomery Street – C-2/Not in Plan Area
	2295 Taylor Street – NCD/Not in Plan Area
	2340 Stockton Street – C-2/Northeast Waterfront Plan Area
	1946 Van Ness Avenue – RC-4/Van Ness Avenue Corridor Plan Area
	1142 Van Ness Avenue – RC-4/Van Ness Avenue Corridor Plan Area
	2550 Van Ness Avenue – RM-3/RC-3/Not in Plan Area
	2801 Leavenworth Street – C-2/Northeast Waterfront Plan Area
	2225 Jerrold Avenue – PDR-2/Bay View Hunters Point Plan Area
	460 Townsend Street – CMUO/Western SoMa & Central SoMa Plan Areas
	150 Hayes Street – G-3-G/Civic Center & Downtown Plan Area
	121 Wisconsin Street – UMU/Showplace Square/Potrero Hill Plan Area
	168 Bluxome Street – MUG/Western SoMa & Central SoMa Plan Areas
Block/Lot:	Multiple
Lot Size:	Multiple
Project Sponsor:	Academy of Art University
Staff Contact:	Ryan Shum; ryan.shum@sfgov.org; 415-575-9021

1.0 PURPOSE OF THE ADDENDUM

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modification to a previously approved project be reevaluated as follows: "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons (addendum) therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." Under CEQA Guidelines section 15164, an addendum to an adopted EIR shall be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. In addition, CEQA section 21166 and CEQA Guidelines sections 15162-15164 provide that when an EIR has been adopted for a project, no subsequent or supplemental EIR shall be required unless one or more of the following events occurs: (1) substantial changes are proposed in the project which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) new information of substantial importance, which was not known and could not have been known at the time the EIR was

certified complete, becomes available. Under CEQA Guidelines section 15164, the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of these events has occurred.

Consistent with Section 15164 of the CEQA Guidelines, the purpose of this addendum is to document the Planning Department's determination that no supplemental CEQA review is required for the proposed revised project. This addendum, which is intended to be used in the planning and decision-making process, concludes that the proposed changes to the original project would not result in any new significant environmental impacts or substantial increases in the significance of already identified effects in the Final Environmental Impact Report (Final EIR) certified on July 28, 2016. Thus, no supplemental environmental review for the revised project is required.

2.0 BACKGROUND

The Academy of Art University (AAU), located within the City and County of San Francisco (the city), is a private postsecondary academic institution established in 1929 that currently occupies 40 buildings[1] in the city (predominantly in the northeast quadrant) for its existing educational programs, recreational activities, and student housing. In 2007, AAU occupied 34 buildings; in 28 of those buildings, AAU had implemented various tenant improvements and changes of use without benefit of required building permits or other entitlements. In order to evaluate the potential impacts associated with bringing these 28 buildings into compliance with the San Francisco Planning Code and to analyze AAU's then-proposed plans for growth, an environmental impact report was prepared between 2010 and 2016. During this period, affiliates of AAU acquired an additional six buildings beyond the 34 already occupied, bringing the total number of properties owned or occupied by AAU and its affiliates to 40. The San Francisco Planning Comission certified the Final EIR for the 40 properties included in the AAU project (original project) on July 28, 2016.[2] Table 1 below summarizes the properties analyzed in the Final EIR.

Table 1: Properties Analyzed in the Final EIR

#	**Property**	**#**	**Property**
1.	2340 Stockton Street	21.	1900 Jackson Street
2.	2295 Taylor Street	22.	1916 Octavia Street
3.	2151 Van Ness Avenue	23.	1153 Bush Street
4.	1849 Van Ness Avenue	24.	1080 Bush Street
5.	950 Van Ness Avenune	25.	860 Sutter Street
6.	1069 Pine Street	26.	817-825 Sutter Street
7.	740 Taylor Street	27.	736 Jones Street
8.	625-629 Sutter Street	28.	1055 Pine Street

[1] This figure is approximate in that AAU is in the process of or has already effectively ceased operations in some properties that are to be vacated as described below.

[2] San Francisco Planning Department, *Academy of Art University Project Final Environmental Impact Report*, SCH No. 2010092080, Planning Department Case No. 2008-0586E, certified July 28, 2016. Available online at http://sf-planning.org/environmental-impact-reports-negative-declarations. Accessed March 8, 2018.

Table 1: Properties Analyzed in the Final EIR			
#	**Property**	**#**	**Property**
9.	491 Post Street	29.	680-688 Sutter Street
10.	540 Powell Street	30.	620 Sutter Street
11.	410 Bush Street	31.	655 Sutter Street
12.	77-79 New Montgomery Street	32.	560 Powell Street
13.	180 New Montgomery	33.	575 Harrison Street
14.	58-60 Federal Street	34.	168 Bluxome Street
15.	601 Brannan Street	35.	2801 Leavenworth Street
16.	460 Townsend Street	36.	700 Montgomery Street
17.	466 Townsend Street	37.	625 Polk Street
18.	1727 Lombard Street	38.	150 Hayes Street
19.	2211 Van Ness Avenue	39.	121 Wisconsin Street
20.	2209 Van Ness Avenue	40.	2225 Jerrold Avenue

The original project analyzed in the Final EIR included four components of future AAU growth based on AAU's proposed expansion and its projected increase in on-site student[3] enrollment to approximately 17,282 students by 2020, which would have included a total increase of approximately 6,100 students (or approximately a five percent increase in students per year), as compared to a reported 2010 on-site student enrollment of 11,181 students. In addition, AAU also anticipated an increase of 1,220 faculty and staff, beyond the reported 2,291 faculty and staff that were employed by AAU in 2010, which would have resulted in a projected total of 3,511 faculty and staff by 2020.

The growth in student and faculty population projected for the original project and analyzed in the Final EIR has not occurred. Instead, as of fall 2018, the total reported on-site student enrollment was 6,710 students, a decline of 4,471 students from the 2010 reported enrollment, and less than one half of the 16,062 on-site students that were projected in the original project for 2017.[4] Despite these declining enrollment numbers, and in order to provide for a conservative analysis of potential environmental impacts, this addendum analyzes a projected three percent (3%) annual growth rate that would result in a total on-site enrollment of 7,119 students in 2020; again, less than one half of the 17,282 students projected for the original project.

As explained below, the original project's four components included program-level growth, project-level growth, legalization of certain prior unauthorized changes, and shuttle expansion:

1. Program-level growth of approximately 110,000 net square feet of additional residential uses (to house approximately 400 students, equivalent to about 220 rooms) and approximately 669,670

[3] For purposes of the Final EIR and this addendum, "on-site student" refers to any student that takes at least one classroom class (as opposed to online) on the AAU campus in a given semester.

[4] Academy of Art University, *2019 Institutional Master Plan*, July 5, 2019. Available online at: https://sfplanning.org/sites/default/files/za/AAU_2019-012970IMP.pdf. Accessed August 13, 2019.

square feet of additional institutional space within 12 study areas that AAU and the Planning Department identified where AAU could occupy buildings;

2. Project-level growth at six specific project sites including 393,537 square feet of institutional uses and 17,533 square feet of recreational uses;[5]

3. Legalization of certain prior unauthorized changes of use and minor physical alterations at 28 of AAU's then existing 34 locations; and

4. Future shuttle system expansion to the 12 study areas in which program-level growth is anticipated.

In the Final EIR, the Planning Department determined that the project would not have significant adverse environmental effects regarding land use; aesthetics; greenhouse gases; wind and shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; mineral and energy resources; and agricultural resources. Certain potentially significant adverse environmental effects regarding cultural and paleontological resources; transportation and circulation; noise; air quality; and hazardous materials were determined to be less than significant with implementation of required mitigation measures. Two project-level impacts were determined to be signficant and unavoidable:

- Impact PH-2.1 determined that the project, including growth in the 12 study areas, would displace substantial numbers of people, or existing housing units, or create demand for additional housing, necessitating the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees.

- Impact PH-2.3 determined that the project, including growth in the 12 study areas and at the six project sites, would displace substantial numbers of people, or existing housing units or create demand for additional housing, necessitating the construction of replacement housing elsewhere, or displace a substantial number of businesses or employees.

In addition, the following cumulative impacts were determined to be significant and unavoidable:

- Impact C-TR-2.1a/2.2a/2.3a identified a significant and unavoidable cumulative impact from a substantial increase in local transit demand that could not be accomodated by adjacent Muni transit capacity at the Kearny/Stockton and Geary corridors under 2035 cumulative plus project conditions.

- Impact C-PH-1 identified a significant and unavoidable impact on population and housing resulting from implementation of the original project, in combination with past, present, and reasonably forseeable future projects in the vicinity.

The changes to the original project, referred to in this addendum as the revised project, are being proposed under a Term Sheet for Global Resolution (Term Sheet) entered into by the city and AAU on November 15,

[5] The six project sites include the following addresses: Project Site 1 (PS-1), 2801 Leavenworth Street (The Cannery); PS-2, 700 Montgomery Street; PS-3, 625 Polk Street; PS-4, 150 Hayes Street; PS-5, 121 Wisconsin Street; and PS-6, 2225 Jerrold Avenue.

2016, as updated by a Supplement to Term Sheet dated July 10, 2019 (collectively, "Term Sheet").[6] As required by the Term Sheet, AAU filed an application for a Development Agreement on December 19, 2016 (Case No. 2008.0586DVA). The Development Agreement identifies certain changes to the original project, as described below. The Term Sheet modifications analyzed in this addendum are considered in the context of a current and projected AAU project size that is substantially reduced from that evaluated in the Final EIR.[7]

3.0 PROPOSED REVISIONS TO THE PROJECT

Under the revised project, AAU would immediately vacate nine of its existing 40 campus properties, thereby reducing existing AAU properties analyzed in the Final EIR to 31. In addition to these 31 existing properties, three properties not currently occupied by AAU would be converted to AAU use for educational programs and student housing. As revised, the AAU campus would therefore be comprised of 34 properties. In addition to the changes described above, the revised project also includes revisions to the proposed uses at two properties previously analyzed in the Final EIR (2801 Leavenworth and 2225 Jerrold). These revisions are summarized in Table 2 and described in more detail below. For 29 of the 31 existing AAU properties analyzed in the Final EIR and included in the proposed AAU campus, there are no material physical changes or changes of use that were not considered in the Final EIR or otherwise required by City code regulations; as a result, these 29 properties will not be evaluated further in this addendum. See section 3.3.2 of this addendum for additional details. The comprehensive list of the 34 AAU properties and their proposed changes and/or modifications as part of the revised project are indentified in Appendix A.

[6] The Term Sheet sets forth generally the terms on which the City and AAU intend to work together to resolve all of the known outstanding issues now pending between them relating to land use matters for properties in San Francisco that AAU uses or controls and establish appropriate principles and processes for AAU land use compliance for the future. The Term Sheet will be implemented through a Development Agreement, Settlement Agreement, Stipulated Injunction and related documents which are subject to final approval by the Planning Commission and Board of Supervisors.

[7] The Development Agreement and Term Sheet referenced in this addendum are included in the Planning Department's Executive Summary of AAU's July 5, 2019 Institutional Master Plan, available at this web link: http://commissions.sfplanning.org/cpcpackets/2019-012970IMP.pdf.

Table 2: Proposed Revisions to the Academy of Arts University Campus			
	Property	**Academy Use Type**	**Size (square feet)**
New[1]	1946 Van Ness Avenue	Institutional	25,040
	1142 Van Ness Avenue	Institutional	50,221
	2550 Van Ness Avenue	Residential	76,402 // 306 beds
Withdrawn[2]	700 Montgomery Street	Institutional	8,159
	1069 Pine Street	Institutional	1,875
	2295 Taylor Street	Institutional	20,000
	2340 Stockton Street	Institutional	44,530
	460 Townsend Street	Institutional	25,920
	150 Hayes Street	Institutional	80,330
	121 Wisconsin Street	Institutional	1,140
	1055 Pine Street	Residential	36,213 // 155 beds
	168 Bluxome Street	Residential	73,822 // 219 beds
Other[3]	2801 Leavenworth Street	AAU's application for 2801 Leavenworth Street (the Cannery) would be modified under the revised project to retain active, publicly accessible ground floor uses. Under the revised project, non-public ground floor space currently used for AAU would be approved for publicly accessible retail uses (including possible use as publicly accessible gallery space related to AAU's programs) pursuant to the Term Sheet. Existing AAU uses in the remainder of the building would continue.	
	2225 Jerrold Avenue	AAU's application for 2225 Jerrold Avenue would be modified to convert a portion of the existing commercial storage uses to a community facility, instead of an AAU recreational space.	

[1] Properties proposed for AAU use that were not analyzed in the FEIR
[2] Properties analyzed in FEIR from which AAU would withdraw uses
[3] Properties analyzed in the FEIR for which AAU has revised their proposed uses

Features of the revised project outlined above are summarized below, followed by a more detailed description of the proposed changes in Section 2.1 of this document.

AAU would vacate a combined total of approximately 172,394 square feet of institutional uses located at 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 460 Townsend Street, 150 Hayes Street and 121 Wisconsin Street. AAU also would vacate approximately 374 total beds of existing student housing at 1055 Pine Street (155 beds in 81 group housing bedrooms) and 168 Bluxome (219 beds in 61 live-work units), while converting the existing tourist hotel at 2550 Van Ness Avenue (currently known as the Da Vinci Hotel) to student housing, where 136 rooms would accommodate an estimated 306 beds of student housing. This would result in a net decrease of 6 bedrooms/units and approximately 68 beds, for student housing. AAU has prepared, and the Planning Department has reviewed, detailed plans for each property AAU will continue to occupy in order to determine the maximum numbers of beds that could be supported at AAU's existing student housing properties, without any major interior or exterior

modifications or expansions. Based on this review, the department has determined that a number of AAU student housing properties can support more beds than originally analyzed in the Final EIR (see Appendix A). As a result, it is anticipated that AAU would have a total of approximately 1,839 beds available for students at completion of the revised project. In addition, AAU would activate approximately 75,261 square feet of new institutional uses at 1946 Van Ness Avenue and 1142 Van Ness Avenue.

Under the revised project, AAU would also modify its application for 2801 Leavenworth Street (the Cannery) to require 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 AAU institutional uses to the mezzanine, second and third floors of the building.

Under the revised project, AAU would vacate the six-story building at 1055 Pine Street and the one-story building at 1069 Pine Street. The revised project prohibits any future owner of 1055 or 1069 Pine from using the properties for student housing or other accessory uses for AAU's benefit. Future uses at 1055 and 1069 Pine Street are currently unknown; however, any modification to the last-legal uses of 1055 Pine Street or 1069 Pine Street would require authorization from the City through the City's ordinary land use approval process, subject to all applicable San Francisco codes and, if required, appropriate California Environmental Quality Act (CEQA) review at the time such changes (if any) are proposed. As discussed below under section 2.0, the 155 beds currently provided at 1055 Pine Street would be relocated to the Da Vinci Hotel at 2550 Van Ness Avenue (see discussion below). The small gymnasium at 1069 Pine Street would be replaced by an existing, similarly sized gymnasium at 1142 Van Ness Avenue (site of the former Concordia Club).

Under the revised project, AAU would modify its change of use application for 2225 Jerrold to convert a portion of the existing commercial storage uses to a community facility, instead of an AAU recreational space. The Final EIR analyzed the site as containing AAU office space (in the southeast corner of the building), storage areas for AAU bus operations, mechanical/janitorial functions, and other miscellaneous storage for AAU purposes, as well as space used by the San Francisco Fire Department (SFFD) for storage and office space for the Department's Toy Program and an AAU basketball court and weight room to be used for recreational purposes. As part of the revised project, AAU will revise its change of use application to replace the initially proposed AAU recreational facilities with an approximately 15,084 square foot community facility, including a multi-purpose recreation room and indoor and outdoor community facility lounge spaces. AAU would be permitted to use the facility on an accessory basis, subject to regulation under the Development Agreement. The revised project includes modifications to the Jerrold frontage of the property to enhance safe pedestrian and bicycle access to and amenities for the community facility.

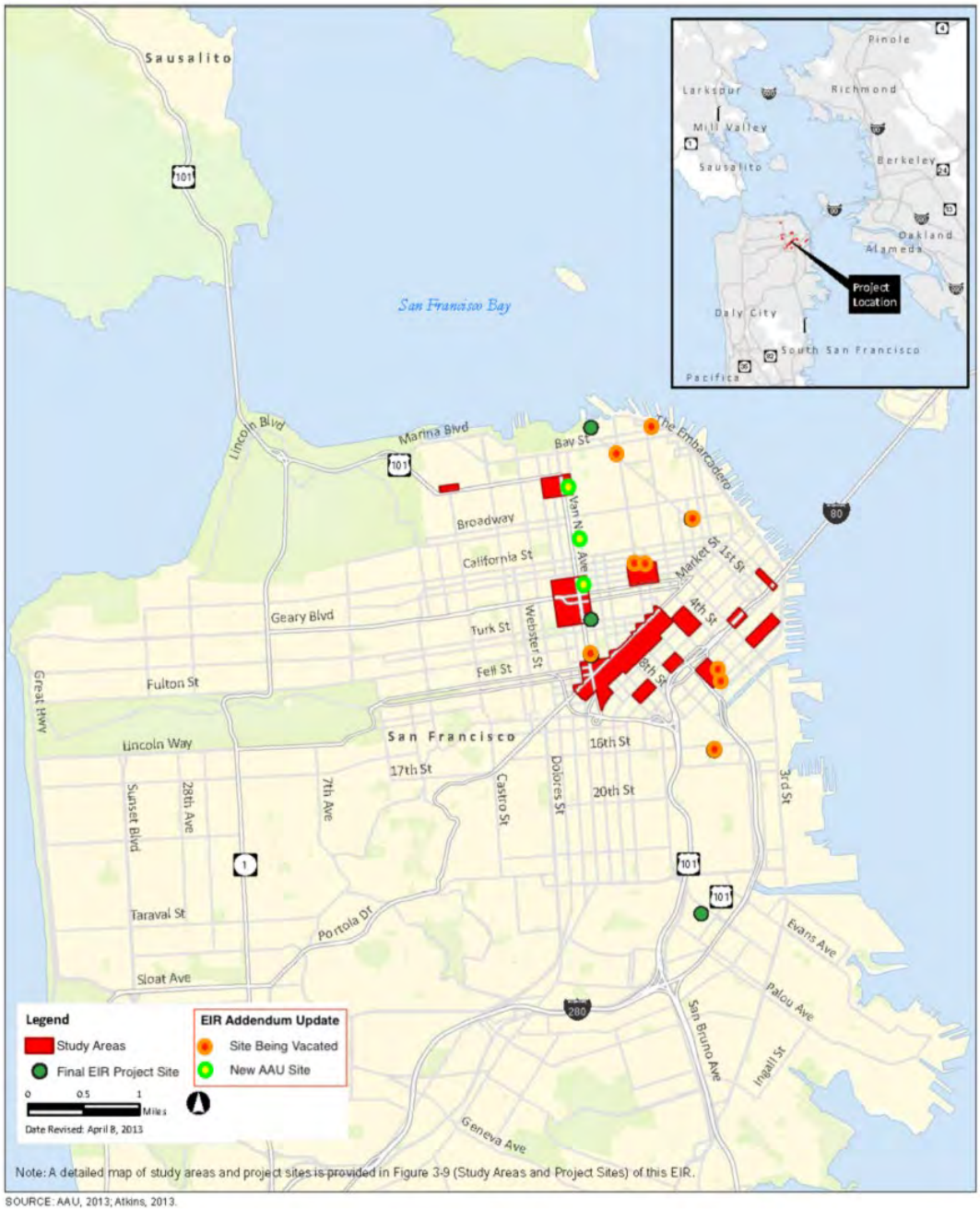
Figure 1 below shows the location of the proposed changes relative to the study areas and project sites analyzed in the Final EIR. Figure 2 shows the location of AAU's existing sites, as analyzed in the Existing Sites Technical Memorandum (ESTM), which was considered by the Planning Commission on July 28, 2016 in connection with its certification of the Final EIR.[8] The purpose of the ESTM was to assess potential pre-Notice of Preparation (NOP)[9] effects that resulted from previously unauthorized changes of use and/or

[8] San Francisco Planning Department, *Academy of Art University Project Existing Sites Technical Memorandum*, May 4, 2016. Available online at: http://sf-planning.org/environmental-impact-reportsnegative-declarations. Accessed March 8, 2018.

[9] The Notice of Preparation for the EIR was published on September 29, 2010. This document (and all other documents cited in this addendum, unless otherwise noted) is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2010.0586E.

alterations at AAU's 34 then-existing sites and to discuss the required modifications and approvals to legalize those uses and alterations. As previously discussed, the 34 sites and their proposed changes and/or modifications are identified in Appendix A.

Figure 1. Project Location



SOURCE: AAU, 2013; Atkins, 2013.

Figure 2. Existing v. Proposed AAU Campus

Existing Campus

Legend: Existing 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. 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

Source: AAU

Proposed Campus

Source: AAU 4/5/19

Legend: 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

Source: AAU

3.1 Changes to AAU Properties

The discussion below presents detailed descriptions of the changes proposed at each location included as part of the revised project. As contemplated by the Term Sheet, the entitlement for the approved uses would be authorized contemporaneously with and through the city's final approval of a Master Conditional Use Permit issued pursuant to the Development Agreement. The Master Conditional Use Permit Application will include updated plan sets for each property. The plan sets do not contemplate any substantial new development, but do address applicable Planning Code improvement requirements, as well as Planning Code-compliant signage proposals.

1055 and 1069 Pine Street – Withdraw Pending Change-of-Use Applications

AAU currently uses 1055 Pine Street for student housing (155 beds) and 1069 Pine Street for recreation (approximately 1,875 square feet of exercise equipment). Both sites are located between Jones and Taylor Streets on Pine Street, within the RM-4 (Residential-Mixed, High Density) zoning district and a 65-A height and bulk district. Under the revised project, AAU would vacate these two sites.

Under the revised project, AAU would vacate its uses at the six-story building at 1055 Pine Street and the one-story building at 1069 Pine Street and make those sites available to a third-party unrelated to AAU. The revised project includes an agreement that prohibits any future owner of 1055 Pine Street or 1069 Pine Street from using the properties for student housing or other accessory uses for AAU's benefit. Future uses at 1055 Pine Street and 1069 Pine Street are currently unknown; however, any future modification to the last-legal use of 1055 Pine Street or 1069 Pine Street would require authorization from the City through the City's ordinary land use approval process, subject to all applicable San Francisco codes and, if required, appropriate California Environmental Quality Act (CEQA) review at the time such changes (if any) are proposed. The 155 beds currently provided at 1055 Pine Street would be relocated to the Da Vinci Hotel at 2550 Van Ness Avenue (see discussion below). The 1069 Pine Street building contains a small gymnasium which would be replaced by a similarly sized gymnasium at 1142 Van Ness Avenue (the former Concordia Club).

700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street; 168 Bluxome Street; 150 Hayes Street; 460 Townsend Street; and 121 Wisconsin Street – Withdraw Existing Uses and/or Pending Change of Use and Conditional Use Applications

Under the revised project, the following properties would be vacated by AAU, and all outstanding change of use, Conditional Use (CU), or Certificate of Appropriateness applications associated with these sites would be withdrawn:

- 700 Montgomery Street: conditional use authorization; Certificate of Appropriateness. Analyzed as Project Site 2 in the Final EIR, this approximately 11,455 square foot building provided administrative, restaurant and classroom uses.

- 2295 Taylor Street: conditional use. Analyzed as Existing Site 2 in the ESTM, this approximately 10,440 square foot building was used for graduate studio and office space.

- 2340 Stockton Street: change of use. Analyzed as Existing Site 1 in the ESTM, this approximately 44,530 square foot building provided 16 classrooms, labs, art studios, offices, and student and faculty lounges.

- 168 Bluxome Street: no pending applications. Analyzed as Existing Site 32 in the ESTM, this approximately 73,820 square foot building provided 61 live/work units with capacity for 219 beds.
- 150 Hayes Street: change of use. Analyzed as Project Site 4 in the Final EIR, this approximately 80,330 square foot building was used for one of the Academy's regional headquarter offices.
- 460 Townsend Street: conditional use. Analyzed as Existing Site 33 in the ESTM, this approximately 25,920 square foot building provided six classrooms, art studios, and student and faculty lounges.
- 121 Wisconsin Street: no pending application. Analyzed as Project Site 5 in the Final EIR, this approximately 20,000 square foot lot was used for storage of Academy shuttle buses.

1946 Van Ness Avenue (the Bakery) – Change of Use

1946 Van Ness Avenue is an approximately 25,040-square-foot building that was acquired in December 2012 by 1946 Van Ness Avenue, LLC, an entity affiliated with AAU. 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 building use as ground floor retail and above ground retail and/or light manufacturing; however, the building had been vacant for some years prior to 1946 Van Ness Avenue, LLC's acquisition of the building. While this site was neither analyzed as a project nor located in any of the 12 study areas analyzed in the Final EIR, it is located between and within blocks of study areas two and three (SA-2 and SA-3), and is situated in a similar setting as other properties within these study areas that are located along the Van Ness corridor.

As part of the revised project, AAU proposes to convert the property to a post-secondary educational institutional use. The conversion for post-secondary educational institutional use would require modifications to the base building core and shell to bring the building into compliance with current life safety codes (e.g., fire sprinkler/fire alarm upgrades). The proposed scope of work includes installation of new aluminum storefronts with tempered glass in the existing openings for both the Van Ness Avenue and Jackson Street facades. On the upper floors, broken or missing windows would be repaired or replaced, as appropriate, to match existing glazing. Further repair includes the in-kind replacement of doors on Jackson Street, restoration of prior window replacements with windows to match in material and design, and removal of mechanical features, such as ventilation flues, and general maintenance of the property. Improvements to the 1946 Van Ness Avenue property would be consistent with *Secretary of the Interior's Standards for Rehabilitation* (Secretary's Standards).

Interior alterations would be related to the conversion of the building for post-secondary educational institutional use, and include the construction of partition walls, introduction of new sanitary facilities, construction of interior stairs, and other tenant improvements to support its institutional use. More specifically, the space would be divided to accommodate a number of vocational rooms, or classrooms to serve AAU's Industrial Design and Auto Restoration Programs, including a ground floor auto instructional work space and display. The conversion for post-secondary educational institutional use would be limited to open flexible space for AAU's use.

As proposed, the ground floor, mezzanine level, and second and third floors would 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, the ground floor will likely contain an automobile display and instructional work space, and an instructional auto body

paint shop. The mezzanine level would comprise of one large classroom and one small lab, also in association with the Auto Restoration Program. The second and third levels would house the Industrial Design program. Each floor would include one single open space. These floors would include movable floating partitions, but no permanent walls.

There would be four different start times for classes commencing between 8 a.m. and 10 p.m. daily. Classes would range in duration from three to five hours. Daily student population would range from 75 to 100 students at peak period with approximately six to ten staff on site. Class start times and duration would range, with classes lasting from three to five hours.

Any future interior improvements for specific programs would require separate permits. Sign proposals, floor plans, and property improvements and renovations necessary for or associated with the change of use would be approved under the Master CU application. The property would be served by existing AAU shuttle lines on Van Ness Avenue as well as the shuttle stop at 625 Polk. The proposal includes Class I and Class II bike parking.

1142 Van Ness Avenue (the Concordia Club) – Change of Use

1142 Van Ness Avenue is an approximately 50,221-square-foot building that was acquired in December 2014 by 1142 Van Ness LLC, an affiliate of AAU. 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 a private community facility. The property is located within an RC-4 (Residential-Commercial, High Density) zoning district. Under the revised project, AAU proposes to use 1142 Van Ness Avenue for post-secondary educational institutional use. Sign proposals would be submitted with the Master CU application. The property would be served by existing AAU shuttle lines on Van Ness Avenue as well as the shuttle stop at 625 Polk.

Physical changes to the property would be limited to minor exterior improvements, including: an in-kind replacement of an egress door and security gate on Post Street, and security camera replacement at the corner of Van Ness Avenue and Cedar Street consistent with the Secretary's Standards. The current configuration of the building would remain as-is to support the Academy's Fashion program; larger spaces would be used for fashion studios, labs, and occasional event hosting space, while smaller rooms would be used for classrooms and/or offices. The basement includes recreational space (including a swimming pool) that would be available to AAU students, faculty and staff. Daily student population is estimated to range from 115-300 students, with approximately 10 staff on site. The daily (Monday through Friday) schedule is expected to include four different class periods: one in the morning, two in the afternoon, and one in the evening. There would also be a limited number of classes on Saturday.

Any future interior improvements for specific programs would require separate permits. Sign proposals, floor plans, and property improvements necessary for the change of use would be approved under the Master CU application. It is anticipated that students using AAU's shuttle system will utilize the stop at 625 Polk, three and a half blocks from 1142 Van Ness. The proposal includes Class I and Class II bike parking.

2550 Van Ness Avenue (the Da Vinci Hotel) – Change of Use

2550 Van Ness Avenue, also known as the Da Vinci Hotel, is an approximately 76,402-square-foot building located at the corner of Filbert Street and Van Ness Avenue. The building was acquired in September 2010 by 2550 VN Pool, LLC, an affiliate of AAU, and has been leased to a third-party hotel operator.

Previously issued building permits have established the building use as a tourist hotel/motel, with a ground floor restaurant use. 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, AAU proposes to use all 136 of these rooms (approximately 306 beds) as student housing, including replacement housing for students vacated from the 155 beds at 1055 Pine Street. The existing ground floor restaurant use, which was recently vacated by the existing tenant, would be converted to a code-compliant restaurant/retail space that may be operated by the Academy, but would remain open and accessible to members of the public pursuant to requirements set forth in the Development Agreement. The proposed change from rooms used by tourists to group housing for students would require approval of a change of use through the Master CU. Students would be housed at 2550 Van Ness Avenue according to a metering formula (discussed below under Additional Term Sheet Requirements) which requires a minimum amount of student housing to be provided according to the number of enrolled full-time students. The conversion to housing is also dependent upon the schedule for the relocation of students from 1055 Pine Street. The only proposed interior changes at the property would be replacing hotel furnishings with student dormitory furnishings. Sign proposals, floor plans, and property improvements necessary for the change of use would be submitted with the Master CU application. AAU would make use of existing shuttle lines on Van Ness Avenue to serve the property; the closest shuttle stop is located at 1604 Broadway, about four blocks to the south. AAU proposes class I and class II bike parking, including converting existing off-street parking spaces into class I bike parking.

2801 Leavenworth Street (the Cannery) – Modify Change of Use Application

2801 Leavenworth Street (identified as Project Site 1 in the Final EIR), is located in San Francisco's Fisherman's Wharf at the corner of Beach Street and Leavenworth Street and includes two wings totaling approximately 124,981 square feet. 2801 Leavenworth Street is owned by 2801 Leavenworth-Cannery, LLC in 2011, an affiliate of AAU. AAU uses a portion of the building (approximately 80,900 square feet) for office, gallery, and multi-use/event space. The original project analyzed AAU'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, AAU would 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 normal retail hours of operation (as are customary in the neighborhood). Retail uses, as described below, may include AAU galleries, while other AAU uses would be limited to the mezzanine, second and third floors of the building. Sign proposals, floor plans, and property improvements necessary for the change of use would be submitted with the Master CU application.

2801 Leavenworth is comprised of two buildings separated by a wide public walkway. The first level includes approximately 39,150 square feet, of which approximately 22,669 square feet is being utilized for restaurants and approximately 6,880 square feet is being used for retail purposes. Under the revised project,

the remaining 9,300 square feet of vacant space would be used for AAU's Fine Arts program, which includes sculpture, print, painting, ceramics, and jewelry, along with visual merchandising.

The multi-functional space would include active, street-level retail space, as well as a smaller interior space for workshops and lectures (institutional use). The total occupancy for the 9,300 square feet would be no more than 172 students and faculty/staff.

Retail uses would be available to the public and could include art galleries, visual merchandise, and sale of fine arts items created by students and alumni of AAU. The dynamic multi-functional space is intended to widen the reach of AAU artists and designers to the general public by providing them a platform to showcase their work. Retail space may have rotating art installations and provide a specialized browsing experience for visitors. As this is primarily a retail use, students/staff would not use the retail space on a regular basis. However, occasional workshops/lectures may be held once to twice per month, with attendance not to exceed 18 students. Bi-monthly events are likely to be held during the weekdays. The proposed retail use would be open to the public Monday-Saturday 9 a.m. to 6 p.m.

2225 Jerrold Avenue

2225 Jerrold Avenue (identified as Project Site 6 in the Final EIR), is a lot totaling 125,581 square feet, containing a 91,367 square foot building, located in the southeasterly portion of a trapezoidal block bounded by Jerrold Avenue to the north, Upton Street to the east, McKinnon Avenue to the south, and Barneveld Avenue to the west in the Bayview Hunters Point neighborhood. The Final EIR analyzed the site as containing AAU office space (in the southeast corner of the building), storage areas for AAU bus operations, mechanical/janitorial functions, and other miscellaneous storage for AAU purposes, along with approximately 22,683 square feet used by the San Francisco Fire Department (SFFD) for storage and accessory office space for the Department's Toy Program. The Final EIR analyzed the inclusion of an approximately 17,533 square foot AAU basketball court and weight room for recreational purposes. As part of the revised project, AAU will revise its change of use application to replace the initially proposed AAU recreational facilities with an approximately 15,084 square foot community facility, including a multi-purpose recreation room and indoor and outdoor community facility lounge spaces. Construction of the revised project would not require any substantial ground and soil disturbance activities. AAU would be permitted to use the facility on an accessory use basis, subject to regulation under the Development Agreement. The revised project includes modifications to the Jerrold frontage of the property to enhance safe pedestrian and bicycle access to amenities and community facility uses in the building. Proposed plans, including floor plans, signage plans and streetscape plans would be submitted with the Master CU application.

3.2 Shuttle Service

The revised project would modify some elements of the existing shuttle service provided by AAU. Existing shuttle service stops would be removed at 150 Hayes, 2340 Stockton, 168 Bluxome, 1069 Pine and 1055 Pine due to AAU vacating these properties. However, AAU would add new shuttle stops to the "M" route at 1604 Broadway and 1916 Octavia. In addition (and as described below in greater detail under section 2.3.3 below), AAU has prepared a Shuttle Management Plan (included as Attachment H to the Term Sheet) in compliance with the EIR Mitigation Measure M-TR-3.1 Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard and EIR Improvement Measure I-TR-2 AAU Shuttle Activities

Monitoring (included as a condition of approval to the project). The Shuttle Management Plan is described in more detail below.

3.3 Additional Term Sheet Requirements

3.3.1 Student Housing

As described in the Term Sheet, the Supplement to the Term Sheet and the Development Agreement application, AAU will (either through limiting enrollment or developing new code-compliant student housing, including any required study under CEQA) make the following commitments regarding the provision of student housing in the future, subject to the process described in the Development Agreement for deferring these increases if occupancy rates do not support them:

- By July 1, 2022, AAU will house in San Francisco at least 36 percent of its full-time students taking up to one class online; and
- By July 1, 2023, AAU will house in San Francisco at least 38 percent of it full time students taking no more than one class online.

After July 1, 2023, the Academy will use good faith efforts to house in San Francisco at least 45 percent of its full-time students taking no more than one class online. Those commitments will be documented in a binding Development Agreement.

3.3.2 Approval of Existing Uses and Minor Physical Changes

The Term Sheet requires approval of existing uses and minor physical changes (for example, required Planning Code improvements for a change of use and new signage proposals) at the 31 sites previously discussed above. As previously discussed, the uses and material physical changes of the 31 properties described in Appendix A were analyzed in the Final EIR (except 2550 Van Ness, 1946 Van Ness and 1142 Van Ness).

As indicated in Appendix A, seven properties require legislative amendments and associated conditional use authorizations and building permits, ten properties require conditional use authorizations and associated building permits, and ten properties require change of use permits. These approvals (and other variances/exceptions from technical requirements provided for under the Planning Code) will be addressed in a single Master CU. The Master CU will also be required as a prerequisite to building permit approval for properties not otherwise requiring Conditional Use authorization so as to better memorialize the legality of AAU's use at the time of the approval of the Development Agreement, and to provide a cohesive and comprehensive review and approval process. As discussed above, these 31 properties have already been described in the ESTM (or in the Final EIR in the case of 2801 Leavenworth Street, 625 Polk Street, and 2225 Jerrold Avenue) and found to have no impact on the environment in the Final EIR. Ten of the 34 sites are designated in Article 11 of the Planning Code and four[10] of the 34 sites are designated in Article 10 of the Planning Code and, as such, were determined by the ESTM (or Final EIR in the case of 625 Polk Street) to require Historic Preservation Commission approval of Permits to Alter or Certificates of

[10] 491 Post is designated in both Articles 10 and 11 of the Planning Code.

Appropriateness for work performed without benefit of a permit.[11] (The required alterations and approvals are discussed below under Cultural Resources.) Alterations at these properties included typical tenant improvements such as interior construction (drywall, paint, and lighting), security system installation, fire sprinkler/fire alarm upgrades, elevator modernization, and exterior signage. For some buildings, tenant improvements might include seismic retrofit work, replacement of windows and lighting, and addition of awnings and exterior lighting. As stated in the ESTM: "These improvements would cause minimal impact to the architectural features of the properties and would be unlikely to cause the removal of character defining features of a historical resource, such that the historic significance of the property could no longer be conveyed."[12] Likewise, the Final EIR concluded with regard to 625 Polk that none of the proposed alterations would constitute a substantial change to the significance of the resource. Since the Final EIR, AAU and the Planning Department have engaged in further permit history research to determine the exact required scope of alterations required to bring historic AAU buildings into compliance with pertinent code regulations and historic standards.

The requirement for approval of existing uses at the 34 sites (other than 1946 Van Ness, 1142 Van Ness and 2550 Van Ness described below) was evaluated in the ESTM and/or Final EIR, and the legalization of the prior unauthorized uses was found to have no impact on the environment in the Final EIR. As no other material physical changes or changes of use not considered in the Final EIR or otherwise required by City code regulations to legalize AAU's uses are proposed by AAU for these 34 properties, they will not be evaluated further in this addendum.

In addition, the Term Sheet includes the following requirements related to future AAU expansion and operation:

- Preparation of an Institutional Master Plan prior to approval of the Development Agreement between the city and AAU, and timely maintenance of an Institutional Master Plan as required by Planning Code section 304.5. At a July 25, 2019 hearing, the Planning Commission accepted an Institutional Master Plan submitted by AAU to the Planning Department on July 5, 2019.[13]

- Compliance with all applicable laws concerning future construction, alterations and changes in use to all properties that AAU may own.

- No conversion for any purpose of any structures currently used or occupied as housing or for which the last legal use was residential.

[11] A Permit to Alter is the entitlement required to alter a Significant or Contributory building or any building within an article 11 conservation district. Depending upon the scope of the alteration, a major or minor permit to alter may be required. The former requires a hearing before the Historic Preservation Committee; the latter is approved by Planning Department Preservation staff and do not require a hearing before the Historic Preservation Commission. The specific alterations and approvals are discussed in the Cultural Resources section of this addendum.

[12] San Francisco Planning Department, *Academy of Art University Project Existing Sites Technical Memorandum*, p. 4.5-62-63, May 4, 2016. Available online at: http://sf-planning.org/environmental-impact-reportsnegative-declarations. Accessed March 8, 2018.

[13] San Francisco Planning Department, *2019 Institutional Master Plan*. Available at: https://sfplanning.org/sites/default/files/za/AAU_2019-012970IMP.pdf. Accessed August 13, 2019.

- No submission of an application by the Academy or any of its affiliates for change of use, new construction, or demolition of any building owned, occupied, or operated by the Academy without prior notice to and consultation with the department.
- With limited exception, in no event may more than one half of future Student Housing be provided in converted tourist hotels.

These additional Term Sheet requirements, do not involve potential impacts to the environment and are not further analyzed in this addendum.

3.3.3 Shuttle Management Plan

The Term Sheet includes a requirement for AAU to develop and implement a shuttle management plan as required by EIR Mitigation Measure M-TR-3.1 Shuttle Demand, Service Monitoring, and Capacity Utilization Performance Standard and EIR Improvement Measure I-TR-2 AAU Shuttle Activities Monitoring (included as a condition of approval to the project). The shuttle management plan is primarily intended to address AAU meeting the peak hour transportation needs of AAU students and staff through its shuttle service such that unmet shuttle demand does not impact the city's transit and transportation system. Annual capacity utilization analysis is required to determine if demands for shuttle services are being adequately met such that shifts to other travel modes that could impact the city's transit and transportation system is avoided.

In compliance with EIR Mitigation Measure M-TR-3.1 and the Term Sheet, AAU will submit an annual report to the Planning Department documenting actually travelled shuttle routes, ridership numbers and received complaints. The report will be submitted on an annual basis covering the recurring year-long period to be determined in consultation with the Planning Department and the SFMTA. The report format will be approved by Planning Department and SFMTA staff, and will comply with the requirements set forth in Mitigation Measure M-TR-3.1 and the Term Sheet. As described in Mitigation Measure M-TR-3.1, the data from the reports will help inform potential adjustments to the shuttle program to address shuttle demand, avoid regular exceedances of the capacity utilization standard, and ensure that shuttle activities do not substantially impede or interfere with traffic, adjacent land use, transit, pedestrians, commercial or passenger loading, and bicycles in the public right-of-way.

3.4 Student Enrollment

The original project analyzed a projected total on-site enrollment of approximately 17,282 on-site students (full- and part-time students taking at least one course in San Francisco) by 2020, which represented an average increase of approximately 5 percent per year starting from a 2010 baseline of 11,182. This projected enrollment represented an increase of 6,100 students between 2010 and 2020. Actual enrollment is significantly lower than would have occurred under the Final EIR's assumed rate of growth. Based on the rate of growth assumed under the original project, on-site enrollment would have been 16,062 students in 2018. However, actual enrollment of on-site students declined from 11,181 to 6,710 students between 2011 and 2018. Thus, actual enrollment is currently less than 50 percent of projected enrollment under the Final EIR. Table 3 provides additional information on projected versus actual enrollment.

AAU currently operates approximately 1,810 beds of student housing. The original project studied program-level growth that would result in an additional 400 beds of student housing, for a total future capacity of 2,210 beds. Under the revised project, the relocation of student housing from 1055 Pine (155

beds) to 2550 Van Ness (306 beds) would result in an increase of approximately 151 beds; however, AAU would also withdraw from 168 Bluxome Street, which currently provides 219 beds. Building permits for each residential property would allow the maximum number of beds permissible at the existing AAU residential properties (without any significant wall modifications or floor area expansions) allowable under pertinent code regulations. Factoring in these modifications since the Final EIR, the revised project would result in a net increase of 29 beds for a total capacity of 1,839 beds. This is within the total future capacity studied in the Final EIR.

Table 3 Actual and Projected Enrollment

	2010	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*
On Site Students											
Actual Enrollment[1]	11,181	11,636	11,493	10,766	10,261	9,449	8,406	7,588	6,710	-	-
Change in Actual Enrollment from Prior Year	-	4.1%	-1.2%	-6.3%	-4.7%	-7.9%	-11%	-9.7%	-11.6%	-	-
Projected Enrollment in original project[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 Enrollment	-	(156)	(909)	(2,246)	(3,361)	(4,783)	(6,436)	(7,864)	(9,352)	-	-

[1] Source: Office of Institutional Research, Academy of Art University (data as of Census); confirmed as of 3/22/2018.
[2] Calculations: 2010 baseline with 2020 Final EIR projected approximate increase of 610 students/year (represents roughly 5.5% annual growth).

AAU 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. AAU currently uses 17 buildings for housing. From fall 2015 to fall 2018, on-campus student enrollment declined from prior years and demand for campus housing correspondingly decreased. Under the revised project, AAU would operate 16 buildings for housing, intended to provide a sufficient amount of housing for the revised growth assumptions (as regulated by the Development Agreement housing amount regulations described in Section 2.3.1).

3.5 Project Approvals

Before discretionary project approvals may be granted for the revised project by the city or a Responsible Agency, the San Francisco Planning Commission, as the approval body of the lead agency, will review and consider the information presented in the EIR Addendum. In addition to the approvals for changes of use and physical alterations reflected in the ESTM and EIR (see Appendix A), at the end of this section is a list

of discretionary, nondiscretionary approvals, and other related actions which would or may be required to implement the revised project, if approved, although other approvals may also be necessary.

As noted above, a single "Master" Conditional Use Authorization will be required in connection with all required discretionary approvals, regardless of whether a Conditional Use Authorization would otherwise be required, and in-lieu of any other waivers, modifications, or Variances required. Through this process, AAU's public review and approval process will be conducted in the most comprehensive and consolidated fashion possible. A similar approach will be required for a single "Master" Certificate of Appropriateness and "Master" Permit to Alter, which will each address all properties subject to the review processes of Articles 10 and 11, respectively.

- **1055 and 1069 Pine Street** – Withdraw pending conditional use and building permit applications;
- **2801 Leavenworth Street** – Modify the change of use application (application number 201211134023) 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 normal retail hours of operation (as are customary in the neighborhood).
- **2550 Van Ness Avenue (the Da Vinci Hotel)** – Change of use from tourist hotel/motel to student housing (136 rooms with 306 beds) for a postsecondary educational institution within a RM- 3 (residential – mixed, medium density), and RC-3 (residential – commercial, medium density) district requiring conditional use authorization (San Francisco Planning Code section 303), and under Section 209.2 and 209.3 and San Francisco Planning Code section 171, which requires a building permit to change the planning code use category of a property. Therefore, a building permit (i.e., a "change of use" permit from tourist hotel/motel to institutional use) would also be required.
- **1946 Van Ness Avenue (the Bakery)** – Change of use from automobile sales/showroom and office for a postsecondary educational institution (classroom, labs and ground-floor auto museum) within a RC-4 (Residential-Commercial High Density) district. The proposed change requires conditional use authorization (San Francisco Planning Code section 303), and under Section 209.3 and San Francisco Planning Code section 171, a building permit to change the planning code use category of a property. Therefore, a building permit (i.e., a "change of use" permit from automobile sales/showroom and office to institutional use) would also be required.
- **1142 Van Ness Avenue (the Concordia Club)** – Change in use from office/club for a postsecondary educational institution (classroom, office, fashion studios and labs, and events space) within a RC-4 (Residential-Commercial High Density) district. The proposed change requires conditional use authorization (San Francisco Planning Code section 303), and under Section 209.3 and San Francisco Planning Code section 171, a building permit to change the planning code use category of a property. Therefore, a building permit (i.e., a "change of use" permit from office/club to institutional use) would also be required.

4.0 ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

The Final EIR analyzed the environmental effects of implementing a significantly larger original AAU project. As discussed above, the current on-site student enrollment is less than half of what was projected for 2017 in the Final EIR analysis. The currently projected growth in on-site enrollment for 2020 is similarly expected to be about half of what was considered in the Final EIR. In addition, AAU would vacate the nine buildings at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street, and 121 Wisconsin Street. The projected growth within the 12 study areas that was analyzed in the Final EIR (110,000 net square feet of additional residential uses and approximately 669,670 square feet of additional institutional space) has not yet occurred and is not proposed to occur under the revised project..

The revised project has been further refined and modified from the original project to centralize and consolidate its educational programs and student housing to existing buildings on the Van Ness corridor, where a significant portion of AAU's campus is already concentrated; however, as shown in the analysis below, the revised project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, or require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the original project. Therefore, as discussed in more detail below, the revised project would not change the analysis or conclusions reached in the EIR for the original project, nor would substantially greater impacts occur.

4.1 Land Use and Planning

The Final EIR determined that the original project would not physically divide an established community, resulting in no impact, or have a substantial impact upon the existing character of the vicinity, resulting in a less-than-significant impact within the study areas and at the project sites. Similarly, the Final EIR also determined that the original project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to a cumulative impact on land use. No mitigation measures were required by the Final EIR with respect to land use and planning.

As with the original project, the revised project would not physically divide an established community because AAU would accommodate its growth through the occupation and change of use of existing buildings for educational, student residential, or recreational purposes. Institutional uses would be consistent with the existing pattern of development or range of existing uses in the study areas, all of which exist in a dense urban context. In general, AAU residential and institutional uses would be consistent with the existing character and scale of development and range of existing uses in and around the vicinity of the study areas and project sites. There would be no new significant environmental effects or a substantial increase in the severity of previously identified impacts related to physically dividing an established community or the existing character of the vicinity. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding physically dividing an established community or the existing character of the vicinity, and no new mitigation is required.

Land use impacts are also considered to be significant if the project would conflict with any plan, policy, or regulation adopted for the purpose and avoiding or mitigating an environmental effect. The Final EIR for the original project determined that the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for avoiding or mitigating an

environmental effect, resulting in a less-than-significant impact. As with the original project, the revised project would not conflict with any plan, policy, or regulation adopted for the purpose and avoiding or mitigating an environmental effect, as discussed below.

1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street; 150 Hayes Street; 460 Townsend Street; and 121 Wisconsin Street

Under the revised project, 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street; 150 Hayes Street; 460 Townsend Street; and 121 Wisconsin Street would be vacated by AAU, and any outstanding change of use or conditional use authorization applications associated with these sites would be withdrawn. Because each of these properties would be vacated under the revised project, there would be no potential for their uses to conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Any future changes of use or conditional use authorization applications would be subject to separate CEQA review. This impact would continue to be less than significant. No mitigation measures are necessary. There would be no new significant or substantially more severe impacts related to conflicts with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street, and 121 Wisconsin Street.

1946 Van Ness Avenue (the Bakery)

1946 Van Ness Avenue is located in an RC-4 (Residential-Commercial, High Density) zoning district. Previously issued building permits established the building use as retail and/or light manufacturing. As part of the revised project, AAU proposes to convert the property for a post-secondary educational institutional use, requiring a conditional use authorization (San Francisco Planning Code section 303) to change the planning code use category of the property. However, because the uses are conditional under the planning code, they would not conflict with the planning code. As discussed under Section 4.4 below, the proposed alterations at 1946 Van Ness Avenue are minor in scope and would not conflict with regulations and policies related to historic resources. Therefore, as with the original project, the revised project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would continue to be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project at 1946 Van Ness Avenue.

1142 Van Ness Avenue (the Concordia Club)

1142 Van Ness Avenue is located within an RC-4 (Residential-Commercial, High Density) zoning district. Previously issued building permits have established the building use as private community facility. Under the revised project, AAU proposes to use 1142 Van Ness for post-secondary educational institutional use, requiring a conditional use authorization (San Francisco Planning Code section 303) to change the planning code use category of the property. However, because the uses are conditional under the planning code, they would not conflict with the planning code. As discussed under Section 4.4 below, the proposed alterations at 1142 Van Ness Avenue are minor in scope and would not conflict with regulations and policies related to historic resources. Therefore, as with the original project, the revised project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would continue to be less than significant. No

mitigation measures are necessary. There would be no new significant impacts related to conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project at 1142 Van Ness Avenue.

2550 Van Ness Avenue (the Da Vinci Hotel)

2550 Van Ness Avenue straddles two zoning districts: RM- 3 (Residential-Mixed, Medium Density), and RC-3 (Residential-Commercial, Medium Density). Previously issued building permits have established the building use as a tourist hotel/motel. Under the revised project, AAU proposes to use 2550 Van Ness as 136 units (approximately 306 beds) of student housing, including replacement housing for students vacated from the existing building at 1055 Pine Street, requiring a change of use. This change of use would require a CU authorization (San Francisco Planning Code section 303) to change the planning code use category of the property. However, because the uses are conditional under the planning code, they would not conflict with the planning code. As discussed under Section 4.4 below, the proposed alterations at 2550 Van Ness Avenue are minor in scope and would not conflict with regulations and policies related to historic resources. Therefore, as with the original project, the revised project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would continue to be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project at 2550 Van Ness Avenue.

2801 Leavenworth Street (The Cannery)

The original project analyzed AAU'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. At 2801 Leavenworth Street, under the revised project, AAU would modify the application to retain retail or other active ground floor uses that would be physically accessible to members of the public during the normal retail hours of operation customary in the neighborhood. This proposed change would make the revised project more consistent with Northeastern Waterfront Plan policies that prefer office uses to be above the ground floor and for active ground-floor retail uses. As discussed under Section 4.4 below, the proposed ground floor change of use at 2801 Leavenworth are minor in scope and would not conflict with regulations and policies related to historic resources. Therefore, no conflict with plans or policies would result from this change and this impact would continue to be less than significant. No mitigation measures are necessary. There would be no new significant impacts and the revised project would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project at 2801 Leavenworth Street.

2225 Jerrold Avenue

The original project analyzed AAU's proposed use as AAU office space, storage area for AAU bus operations, mechanical/janitorial functions, and other miscellaneous storage for AAU purposes, along with approximately 22,683 square feet for SFFD storage use. In addition, the original project analyzed the inclusion of an approximately 17,533 square-foot AAU basketball court and weight room for recreational purposes. Under the revised project, AAU would revise its change of use application to replace the initially proposed AAU recreational facilities with an approximately 15,084 square foot community facility that is open to the public and includes a multi-purpose recreation room and indoor and outdoor community

facility lounge spaces. This proposed change would provide for more active community uses and would not conflict with existing plans, policies, or regulations for the site. Therefore, this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts and the revised project would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project at 2225 Jerrold Avenue.

Conclusion

The revised project would not change any of the Final EIR's findings with respect to land use and planning impacts. There is no new information of substantial importance, such as new regulations, a change of circumstances (e.g., physical changes to the environment as compared to 2016), or changes to the project that would give rise to new significant environmental effects or a substantial increase in the severity of previously identified effects. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding conflicts with applicable land use plans, policies, or regulations, and no new mitigation is required. This analysis does not result in any different conclusions than those reached in the Final EIR related to land use and plans, either on a project-related or cumulative basis.

4.2 Aesthetics

The Final EIR determined that the original project would not substantially affect scenic vistas or visual resources visible from publicly accessible areas in the study areas or at the project sites, would not substantially degrade the existing visual character or quality of the sites and their surroundings, and would not create a new source of substantial light or glare which would adversely affect day or nighttime views or which would substantially impact other people or properties, resulting in less-than-significant impacts within the study areas and at the project sites. Similarly, the Final EIR determined that implementation of the original project, in combination with other past, present, and reasonably foreseeable future projects would not result in a cumulatively considerable contribution to a significant aesthetic impact. No mitigation measures were required with respect to aesthetics. The revised project would not change any of these findings, as further discussed below.

1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street; 150 Hayes Street; 460 Townsend Street; and 121 Wisconsin Street

Under the revised project, AAU would vacate 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street 168 Bluxome Street; 150 Hayes Street; 460 Townsend Street; and 121 Wisconsin Street. AAU would not make any interior or exterior modifications to these buildings and the change of use applications would be withdrawn, resulting in no additions or changes to the roofline or height and bulk of these buildings. Any future modifications or changes of use at these sites would be subject to separate CEQA review.

Therefore, because no modifications at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street, and 121 Wisconsin Street would occur, the revised project at these locations would not result in a substantial adverse impact on a scenic vista or visual resource, would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties. There would be no impact. No mitigation measures are necessary. There would be no new

significant impacts related to aesthetics at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street, and 121 Wisconsin Street. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding aesthetics, and no new mitigation is required.

1946 Van Ness Avenue (the Bakery)

Under the revised project, AAU proposes to convert 1946 Van Ness Avenue for a post-secondary educational institutional use. The conversion for post-secondary educational institutional use would require minor modifications to the base building core and shell to bring the building into compliance with current life safety codes. Aesthetic improvements would include replacement of existing boarded storefronts with aluminum storefronts in the openings of both the west façade facing Van Ness and the North façade facing Jackson Street. On the upper floors, broken or missing windows would be replaced with clear glazing. All improvements would be compatible with the existing character defining features of the building, and would generally improve the visual character of the building.

Interior improvements would be related to the conversion of the building for post-secondary educational institutional use. More specifically, the space would be divided to accommodate a number of vocational rooms, or classrooms, to serve AAU's Industrial Design and Auto Restoration Programs, including an auto display and instructional work space. Sign proposals, floor plans and property improvements necessary for the change of use would be submitted with the Master CU application. Because the revised project would be limited to interior improvements associated with the change of use and exterior improvements designed to bring the building into compliance with safety codes and to improve its accessibility and appearance, the revised project would not result in any major additions or changes to the roofline or height and bulk of the building. There would be minimal changes to the existing lighting and changes would be limited to the replacement of existing broken, worn out, or unsafe fixtures in the interior of the building. Additionally, any installation of signs would be required to comply with the planning code. 1946 Van Ness Avenue is in a RC-4 (Residential-Commercial, High Density) zoning district and, as such, any sign installation would be required to comply with San Francisco Planning Code Article 6, Section 607.1, for signs placed in Residential-Commercial districts. Section 607.1 contains regulations designed to limit sign height, location, size, projection, and illumination controls.

Should any exterior lighting be installed in addition to what already exists, building lighting would be angled towards building surfaces for aesthetic purposes and/or to illuminate signs. Additionally, the revised project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Furthermore, because 1946 Van Ness Avenue is located in a lighted, urban area, the addition of exterior lighting as a result of the revised project would not substantially increase ambient lighting. Because the revised project would comply with Planning Commission Resolution 9212 and would minimally change the amount of lighting on site, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact.

Therefore, because modifications at 1946 Van Ness Avenue would include interior improvements associated with the change of use and exterior improvements that would be consistent with the existing historic character of the building, the revised project at 1946 Van Ness Avenue would not result in a substantial adverse impact on a scenic vista or visual resource, would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and would not create a new source of substantial light or glare that would

adversely affect day or nighttime views at the project site or that would substantially impact other people or properties. These impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to aesthetics at 1946 Van Ness Avenue. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding aesthetics, and no new mitigation is required.

1142 Van Ness Avenue (the Concordia Club)

Under the revised project, AAU proposes to convert 1142 Van Ness Avenue for a post-secondary educational institutional use. No physical improvements are proposed at 1142 Van Ness Avenue for the change of use, as the current configuration supports educational, office, and as-needed event hosting space. Sign proposals, floor plans and property improvements necessary for the change of use would be submitted with the Master CU application. Because the revised project would be limited to exterior signage, the revised project would not result in any major additions or changes to the roofline or height and bulk of the building. There would be minimal changes to the existing lighting and changes would be limited to the replacement of existing broken, worn out, or unsafe fixtures in the interior of the building. Additionally, any installation of signs would be required to comply with the planning code. 1142 Van Ness Avenue is located in a RC-4 (Residential-Commercial, High Density) zoning district and, as such, any sign installation would have to comply with San Francisco Planning Code Article 6, Section 607.1, for signs placed in Residential-Commercial districts. Section 607.1 contains regulations designed to limit sign height, location, size, projection, and illumination controls.

Should any exterior lighting be installed in addition to what already exists, building lighting would be angled towards building surfaces for aesthetic purposes and/or to illuminate signs. Additionally, the revised project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Furthermore, because 1142 Van Ness Avenue is located in a lighted, urban area, the addition of exterior lighting as a result of the revised project would not substantially increase ambient lighting. Because the revised project would comply with Planning Commission Resolution 9212 and would minimally change the amount of lighting on site, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact.

Therefore, because no physical modifications are proposed at 1142 Van Ness Avenue beyond new furnishing, signage, and lighting, the revised project at 1142 Van Ness Avenue would not result in a substantial adverse impact on a scenic vista or visual resource, would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties. These impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to aesthetics at 1142 Van Ness Avenue. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding aesthetics, and no new mitigation is required.

2550 Van Ness Avenue (the Da Vinci Hotel)

Under the revised project, AAU proposes to use 2550 Van Ness Avenue (the Da Vinci Hotel) as 136 units (approximately 306 beds) of student housing, including replacement housing for students vacated from the existing building at 1055 Pine Street. Sign proposals, floor plans and property improvements necessary for

the change of use would be submitted with the Master CU application. This would require a change of use approval. The only interior changes at the property would be replacing hotel furnishings with dormitory furnishings. Because the revised project would be limited to interior improvements associated with the change of use and exterior signage, the revised project would not result in any major additions or changes to the roofline or height and bulk of the building. There would be minimal changes to the existing lighting and changes would be limited to the replacement of existing broken, worn out, or unsafe fixtures in the interior of the building. Additionally, any installation of signs would be required to comply with the planning code. 2550 Van Ness Avenue is located in two zoning districts, RM-3 (Residential-Mixed, Medium Density), and RC-3 (Residential-Commercial, Medium Density) and, as such, any sign installation would have to comply with San Francisco Planning Code Article 6, Section 606 and Section 607.1, for signs placed in Residential-Mixed and Residential-Commercial districts. Section 606 and Section 607.1 contains regulations designed to limit sign height, location, size, projection, and illumination controls.

Should any exterior lighting be installed in addition to what already exists, building lighting would be angled towards building surfaces for aesthetic purposes and/or to illuminate signs. Additionally, the revised project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Furthermore, because 2550 Van Ness Avenue is located in a lighted, urban area, the addition of exterior lighting as a result of the revised project would not substantially increase ambient lighting. Because the revised project would comply with Planning Commission Resolution 9212 and would minimally change the amount of lighting on site, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact.

Therefore, because modifications at 2550 Van Ness Avenue would include minor interior improvements associated with the change of use and exterior signage, the revised project at 2550 Van Ness Avenue would not result in a substantial adverse impact on a scenic vista or visual resource, would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties. These impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to aesthetics at 2550 Van Ness Avenue. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding aesthetics, and no new mitigation is required.

2801 Leavenworth Street (the Cannery)

2801 Leavenworth Street has an Article 10 rating as a "Structure of Merit" and a Planning Department Historic Resource Status of "A" (Known Historic Resource) and is therefore considered a visual resource. The closest visual resources to 2801 Leavenworth Street are the San Francisco Bay and shoreline, which are not visible from any ground level public viewing areas in the immediate vicinity of the building.

The revised project would modify the application for 2801 Leavenworth Street to retain retail or other active ground floor uses that would be physically accessible to members of the public during the normal retail hours of operation customary in the neighborhood. Retail uses could include AAU art galleries with space for rotating art exhibitions and fine art sales. Because the revised project would be limited to interior improvements associated with the proposal, the revised project would not result in any major additions or changes to the roofline, height, and bulk of the building, or exterior modifications to the building. There would be minimal changes to the existing lighting and changes would be limited to installation of

temporary partitions and the replacement of existing broken, worn out, or unsafe fixtures in the interior of the building.

Therefore, because modifications at 2801 Leavenworth Street would include only interior changes resulting from the proposal, the revised project at 2801 Leavenworth Street would not result in a substantial adverse impact on a scenic vista or visual resource, would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties. These impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to aesthetics at 2801 Leavenworth Street. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding aesthetics, and no new mitigation is required.

2225 Jerrold Avenue

2225 Jerrold Avenue is one of the project sites identified in the Final EIR that received a project-level analysis. 2225 Jerrold Avenue is in the Bayview Hunters Point neighborhood in a heavy industrial area. The flat project site contains a warehouse and parking facilities in the front and rear of the warehouse. The area immediately surrounding the project site is visually defined by light industrial, one to two-story warehouses and open storage yards. The project site is not a historical resource.

The original project analyzed AAU's proposed use as AAU office space, storage area for AAU bus operations, mechanical/janitorial functions, and other miscellaneous storage for AAU purposes, along with approximately 22,683 square feet for SFFD storage use. In addition, the original project analyzed the inclusion of an approximately 17,533 square-foot AAU basketball court and weight room for recreational purposes. Under the revised project, AAU will revise its change of use application to replace the initially proposed AAU recreational facilities with an approximately 15,084 square foot community facility that is open to the public and includes a multi-purpose recreation room and indoor and outdoor community facility lounge spaces.

Because the revised project would be limited to interior improvements associated with the proposal, the revised project would not result in any substantial additions or changes to the roofline, height, and bulk of the building, or exterior modifications to the building. There would be minimal exterior modifications related to safe pedestrian and bicycle infrastructure to provide access to amenities and the community facility uses in the building. However, these exterior changes would not result in a substantial adverse impact on a scenic vista or visual resource, would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties. These impacts would be less than significant. No mitigation measures are necessary. There would therefore be no new significant impacts related to aesthetics at 2225 Jerrold Avenue. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding aesthetics, and no new mitigation is required.

Conclusion

The revised project would not change any of the Final EIR's findings with respect to aesthetics impacts. There is no new information of substantial importance, such as new regulations, a change of circumstances (e.g., physical changes to the environment as compared to 2016), or changes to the project that would give rise to new significant environmental effects or a substantial increase in the severity of previously identified effects. Therefore, the revised project would not result in a substantial adverse impact on a scenic vista or visual resource, would not result in a demonstrable negative change, disrupt the existing visual character within the vicinity of the project site, or have a substantial impact on existing scenic vistas, and would not create a new source of substantial light or glare that would adversely affect day or nighttime views at the project site or that would substantially impact other people or properties, and these impacts would be less than significant. This analysis does not result in any different conclusions than those reached in the original project EIR related to aesthetics, either on a project-related or cumulative basis.

4.3 Population, Housing, and Employment

The Final EIR determined that the original project would not induce substantial population growth in an area, either directly or indirectly, resulting in a less-than-significant impact within the study areas and at the project sites. However, the original project was determined to result in a significant and unavoidable impact in the study areas and at the project sites through displacement of substantial numbers of people, or existing housing units, or through the creation of demand for additional housing, necessitating the construction of replacement housing elsewhere. No mitigation measures were required.

As discussed in Section 2.1, the original project analyzed a projected on-site (full-time and part-time students taking at least one course in San Francisco) enrollment of 17,282 students by 2020, which represented an increase of 5 percent per year, starting with a 2010 on-site enrollment of 11,182. This projected enrollment would represent an increase of 6,100 students between 2010 and 2020. Actual enrollment is significantly lower than would have occurred under the Final EIR's assumed rate of growth. Based on the rate of growth assumed under the original project, on-site enrollment would have been 16,062 students in 2018. Actual on-site enrollment in fall 2018 was 6,710 students. Thus, actual enrollment is less than 50 percent of the projected enrollment analyzed in the Final EIR. Table 3 provides additional information on projected versus actual enrollment.

The original project studied an additional 400 beds of student housing, resulting in a total future capacity of 2,210 beds. As noted above under Student Enrollment, AAU currently operates approximately 1,810 beds in its student housing. Based on recent enrollment trends, the revised project includes an assumed growth rate of approximately 3 percent per year through 2022. Under the revised project, the relocation of student housing from 1055 Pine (155 beds) to 2550 Van Ness (306 beds) would result in an increase of 151 beds. However, with the removal of 168 Bluxome Street, which currently provides 219 beds, the revised project would result in a net increase of approximately 29 beds for a total capacity of approximately 1,839 beds.

Population Growth

Due to the substantial decrease in projected enrollment, all potential population impacts under the revised project would be less than the impacts analyzed in the Final EIR. None of the changes of use or permit withdrawals at the project sites would affect the projected AAU enrollment or contribute to population or

job growth beyond what was analyzed in the Final EIR. The growth in population and jobs that would result from the revised project have been anticipated and accommodated by local and regional plans, as specified in the Final EIR. Therefore, the revised project would not be expected to induce substantial population or employment growth, either directly or indirectly, and this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to population growth at any of the project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding population growth, and no new mitigation is required.

Housing Demand

Impacts under the revised project would be less than those described for the original project due to the decreases in existing and projected enrollment as compared to that analyzed in the Final EIR. The Final EIR determined that the original project would result in approximately 5,400 new residents to the city, creating substantial demand of approximately 2,203 units of housing in San Francisco. The relocation of student housing from 1055 Pine (155 beds) to 2550 Van Ness (306 beds) would result in a net increase of 151 beds; however, AAU would also withdraw from 168 Bluxome Street, which currently provides 219 beds Ultimately, the revised project would result in a net increase of 29 beds for a total capacity of 1,839 beds, which would help reduce the revised project's impact on housing.

As described above under section 2.2.1, the following commitments (implemented either by limiting enrollment or developing new code-compliant student housing, including any required CEQA review) will be documented in the Development Agreement regarding the provision of student housing in the future, subject to the process described in the Development Agreement for deferring these increases if occupancy rates do not support them:

- By July 1, 2022, AAU will house in San Francisco at least 36 percent of its full-time students taking up to one class online; and
- By July 1, 2023, AAU will house in San Francisco at least 38 percent of it full-time students taking no more than one class online.

After July 1, 2023, the Academy will use good faith efforts to house in San Francisco at least 45 percent of its full-time students taking no more than one class online. The revised project would result in a net increase of 29 beds for a total capacity of 1,839 beds for student housing. As a result, despite the commitments by AAU to provide housing for its on-campus students, as described above, the revised project's impact upon housing would remain significant and unavoidable as determined by the EIR. The revised project would continue to create a substantial demand for additional housing, although the demand would be less than what was analyzed in the Final EIR due to the decreases in existing and projected enrollment. As with the original project, the addition of residential uses to sufficiently mitigate this impact or reduction of institutional growth sufficient to avoid any increase in housing demand would fundamentally alter the revised project. As a result, there is no feasible mitigation for this impact. Therefore, as with the original project, the revised project's impact on housing demand would be significant and unavoidable. The revised project would not change the conclusions reached in the Final EIR regarding housing demand.

Displacement

Business displacement would not occur at 1055 Pine Street or 1069 Pine Street, or at 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 150 Hayes, 460 Townsend, and 121 Wisconsin, because any existing

AAU employees at these locations would be transferred to a different AAU location within San Francisco. The revised project would change the use at 1946 Van Ness Avenue, 1142 Van Ness Avenue, and 2550 Van Ness Avenue. However, the building at 1946 Van Ness is currently vacant and no existing businesses would be displaced; and there are no existing businesses at 1142 Van Ness. 2550 Van Ness Avenue is currently used as a tourist hotel, so an existing business would be displaced when AAU occupies this site. However, the number of employees displaced at this location would not be substantial, and these employees would be expected to locate similar work elsewhere in San Francisco. At 2801 Leavenworth Street, the revised project would modify the application to retain retail or other active ground floor uses; no businesses would be displaced, as the space that AAU would occupy is currently vacant. Therefore, as with the original project, implementation of the revised project at these locations would not displace a substantial number of people or businesses, and this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to displacement at any of the project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding displacement, and no new mitigation is required.

Conclusion

Although the revised project would still result in a significant and unavoidable impact with regard to a substantial demand for housing, it would not change any of the Final EIR's findings with respect to population, housing, and employment impacts. As discussed above, there is no new information of substantial importance, such as new regulations, a change of circumstances (e.g., physical changes to the environment as compared to 2010), or changes to the project that would give rise to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. This analysis does not result in any different conclusions than those reached in the Final EIR related to population, housing, and employment, either on a project-related or cumulative basis.

4.4 Cultural and Paleontological Resources

The Final EIR concluded that the original project would not result in a substantial adverse change in the significance of historical resources either within the study areas or at the project sites. The Final EIR also determined that the original project would not cause a substantial adverse change in the significance of archaeological resources and human remains at the project level; and could cause a substantial adverse change in the significance of archaeological resources and human remains within the study areas and at the project sites with implementation of a Mitigation Measure M-CP-2.1 that would require preparation of project-specific preliminary archeological assessments for future projects involving soils-disturbing or soils-improving activities. The Final EIR also determined that the original project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. Furthermore, the Final EIR determined that the original project would not result in a cumulatively considerable contribution to a significant cumulative historical, archaeological, or paleontological resources impact, or to a significant cumulative disturbance of human remains. The revised project would not change any of these findings, as further discussed below.

1055 Pine Street and 1069 Pine Street

1055 Pine Street and 1069 Pine Street were not among the six project sites analyzed for project-level growth in the Final EIR nor are they located within one of the 12 study areas analyzed for program-level growth. Thus, the Final EIR did not consider project activities at these two sites with regards to cultural and

paleontological resource impacts. 1055 Pine Street and 1069 Pine Street were analyzed in the ESTM, which, as noted above, was prepared by the city to assess any potential effects that resulted from previous unauthorized changes of uses and/or appearance at AAU's 34 existing sites and to discuss the required legalization approvals for these sites.

Under the revised project, AAU would vacate the six-story building at 1055 Pine Street and the one-story building at 1069 Pine Street. The 155 beds currently provided at 1055 Pine Street would be relocated to the Da Vinci Hotel at 2550 Van ness Avenue (see discussion below). The 1069 Pine Street building contains a small gymnasium which would be relocated to an existing, similarly-sized gymnasium at 1142 Van Ness Avenue (the site of the former Concordia Club). Future uses at 1055 Pine Street and 1069 Pine Street are unknown at this time; however, changes of use and/or physical modifications at both buildings would be subject to all applicable San Francisco codes and, if required, appropriate California Environmental Quality Act (CEQA) review at the time such changes (if any) are proposed.

Historical Resources

1055 Pine Street is a six-story, Classical Revival-style building constructed in 1910 as a hospital facility. According to the planning department's online Property Information Map,[14] 1055 Pine Street was determined to be eligible for listing in the National Register of Historic Places in 2002 through the Section 106 review process. This determination was concurred with by the California State Historic Preservation Officer, and the building is listed in the California Register of Historical Resources (CRHR). Thus 1055 Pine Street qualifies as a historical resource for the purposes of CEQA review.

1069 Pine Street is a one-story, rectangular plan commercial building constructed in 1921. A Historic Resource Evaluation (HRE) Part 1 completed in May 2016 by SWCA Environmental Consultants recommended that 1069 Pine Street does not appear to be eligible for listing in the CRHR under any criterion, and this was finalized in the ESTM. Thus, 1069 Pine Street does not qualify as a historical resource for the purposes of CEQA review. Furthermore, the project site is not located within a CRHR-listed or –eligible historic district, such that new construction in the location of 1069 Pine Street would not have the potential to cause an impact to historic districts.

As noted, with vacation of the buildings at 1055 Pine Street and 1069 Pine Street, their future disposition is unknown. As stated in the Final EIR, future activities related to the implementation of the project that involve alterations to CEQA historical resources would undergo project-specific environmental review, as administered by the planning department. If required, modifications would be analyzed for adherence to the *Secretary of the Interior's Standards for Rehabilitation* (Secretary's Standards),[15] and prior to the issuance of building permits, the revised project would be subject to standard CEQA review procedures for historical resources.[16] For the purposes of the present analysis, the revised project to vacate 1055 Pine Street would not involve physical changes to the building's character-defining features. 1069 Pine Street is not considered a historic resource, and thus the revised project at 1055 Pine Street and 1069 Pine Street would

[14] San Francisco Planning Department *Property Information Map*, available online at: http://propertymap.sfplanning.org/. Accessed March 8, 2018.

[15] The Secretary of the Interior's *Standards for the Treatment of Historic Properties* are used by federal and state agencies, local governments, organizations and individuals in making decisions about the identification, evaluation, registration and treatment of historic properties.

[16] The building permit application and full plans for 1055 Pine Street were filed on February 2, 2018 (BPA 201802020222).

not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to historical resources. No new mitigation is required.

Archaeological Resources, Paleontological Resources, and Human Remains

As the revised project would not involve any ground disturbing activities at 1055 Pine Street and 1069 Pine Street that were not analyzed in the Final EIR, the revised project would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to archaeological resources, paleontological resources, and human remains. No new mitigation is required.

700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street, and 121 Wisconsin Street

700 Montgomery Street, 150 Hayes Street, and 121 Wisconsin Street were among the six project sites that received project-level analysis in the Final EIR. The 700 Montgomery Street project described in the Final EIR involved the conversion of the site to accommodate classroom, office, and restaurant space. The original project also proposed new signage at the Washington Street and Montgomery Street façades and interior tenant improvements, including interior construction and system upgrades. The 150 Hayes Street project described in the Final EIR involved the conversion of the site to accommodate offices for AAU use, potential classroom space, and parking; new signage for the site was also analyzed. The 121 Wisconsin Street project described in the Final EIR involved changes to accommodate the use of the site as a bus storage yard, lounge, office, restroom, and storage space; at full occupancy, the site would accommodate approximately two staff in the trailers and 30 shuttle buses.

While 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, and 460 Townsend Street were included in the ESTM, only the legalization of previous changes in use or appearance at these sites was considered in the Final EIR. Thus, the Final EIR did not consider project activities at 2295 Taylor Street,2340 Stockton Street, 168 Bluxome Street, and 460 Townsend Street with regards to cultural and paleontological resource impacts.

As part of the revised project, AAU would vacate the building at 700 Montgomery Street and would withdraw the active CU and Certificate of Appropriateness applications associated with the property. AAU would also vacate the buildings at 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes, 460 Townsend Street, and 121 Wisconsin Street and would withdraw any respective CU and change of use applications associated with the properties.

Historical Resources

700 Montgomery Street, a three-story Classical Revival-style building, was constructed in 1904–1905 as the Columbus Savings Bank. The building was designated as city Landmark #212 under Article 10 of the planning code. Additionally, the building is listed as a contributor to the Jackson Square Historic District, which is listed under Article 10 and in the National Register of Historic Places (NRHP) and CRHR. For these reasons, 700 Montgomery Street qualifies as a historical resource for the purposes of CEQA review. The Final EIR reported that the Planning Department prepared a Historic Resource Evaluation Response (HRER) for the proposed project, which determined that the exterior signage and interior improvements would adhere to the Secretary's Standards and thus would have a less-than-significant impact on 700 Montgomery Street and the Jackson Square Historic District for the purposes of CEQA review. No mitigation measures were incorporated.

150 Hayes Street is the former American Automobile Association building that was constructed in 1959. The six-story, rectangular-plan, concrete-framed building features glass and metal spandrel curtain walls on the front façade and metal curtain walls on the remainder. A historic resource evaluation was conducted for the site in compliance with the National Historic Preservation Act of 1966 and determined that 150 Hayes Street is not a historical resource and not eligible for listing in the NRHP and CRHR. Because the site is not a historical resource for the purposes of CEQA and because the proposed project involved a change of use and exterior modifications were limited, the Final EIR determined that the project would not have a significant impact historical resources.

121 Wisconsin Street is used as a bus parking lot. Two trailers and a small shed, all less than 50 years old, are present on-site and none hold or merit local, state, or federal designation as a historical resource. Therefore, 121 Wisconsin Street is not a historical resource under CEQA and the project would have no impact on historical resources.

2295 Taylor Street is a two-story, Mission Revival-style, concrete building constructed in 1919 as an automobile garage. 2295 Taylor Street was documented at the reconnaissance level in the c.1980s North Beach Survey and identified as a contributor to the North Beach Historic District. However, the building does not appear to have received a comprehensive historic resource evaluation at that time. The ESTM considered the CRHR eligibility of 2295 Taylor Street and determined that the building does not retain integrity, as many of its original character-defining features have been removed. Consequently, the ESTM determined that 2295 Taylor Street does not appear to be eligible for listing in the CRHR under any criterion. Thus, 2295 Taylor Street does not qualify as a historical resource for the purposes of CEQA review.

2340 Stockton Street is a three-story, modern-style building designed by the architectural firm Wurster, Bernardi, and Emmons and constructed in 1970 to provide administrative facilities for the Otis Elevator Company. As described in the ESTM, 2340 Stockton Street has not been listed in, or found eligible for listing in, any historical register. An HRE Part 1 completed in May 2016 by SWCA Environmental Consultants found that 2340 Stockton Street does not appear to be eligible for listing in the CRHR under any criterion, and this determination was finalized in the ESTM. Thus, 2340 Stockton Street does not qualify as a historical resource for the purposes of CEQA review.

168 Bluxome Street is currently used for student housing. The university has leased 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. 168 Bluxome Street was surveyed in the adopted South of Market Area historic Resource Survey and found to not be a historical resource.

460 Townsend Street is a two-story, rectangular warehouse building constructed in 1915 that was used as a wholesale facility prior to AAU's occupation in 2009. After AAU moved into the building, the site was used for classrooms, labs, studios, offices, and student and faculty lounges. 460 Townsend Street is a relatively modest industrial warehouse property and one of a number of similar properties in the neighborhood. As a result, the property does not appear individually eligible for the CRHR. However, the site was previously found to be a contributor to the locally eligible Bluxome and Townsend Warehouse Historic District identified in the adopted South of Market Area Historic Resource Survey. At the local level, the property derives its significance as part of a cohesive grouping of related industrial/warehouse buildings in the area. As the building still exhibits many of the features that convey the significance of the

district, the property retains sufficient historic integrity. Thus, for the purposes of CEQA, 460 Townsend Street is considered a historical resource.

Because no physical alterations of 700 Montgomery Street and 460 Townsend Street or their immediate surroundings would occur under the revised project and AAU would withdraw its use of these sites, the revised project would not cause impacts on the characteristics that qualify 700 Montgomery Street for listing as an Article 10 city landmark or impair the historic resource status of the Jackson Square Historic District. Similarly, the revised project would not cause impacts on the characteristics that qualify 460 Townsend Street as a contributor to a locally eligible historic district. Therefore, the revised project scope at 700 Montgomery Street and 460 Townsend Street would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to historical resources.

Because no physical alterations of 2295 Taylor Street, 2340 Stockton Street, 150 Hayes Street, 168 Bluxome, and 121 Wisconsin Street or these properties' immediate surroundings would occur under the revised project and AAU would withdraw its use of these sites, and because these properties are not historical resources under CEQA, the revised project at 2295 Taylor Street, 2340 Stockton Street, 150 Hayes Street, 168 Bluxome, and 121 Wisconsin Street would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to historical resources. No new mitigation is required.

Archaeological Resources, Paleontological Resources, and Human Remains

As the revised project would not involve any ground disturbing activities at 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome, 150 Hayes, 460 Townsend, and 121 Wisconsin that were not analyzed in the Final EIR, the revised project scope at the three project sites would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to archaeological resources, paleontological resources, and human remains.

1946 Van Ness Avenue (the Bakery)

The original project did not include any project-level activities at 1946 Van Ness Avenue, nor is the building located within one of the 12 study areas. Thus, the Final EIR did not consider project activities at 1946 Van Ness Avenue in program-level or project-level analysis with regards to cultural and paleontological resource impacts.

As part of the revised project, 1946 Van Ness Avenue would be converted for post-secondary educational institutional use. The proposed scope of work includes installation of new aluminum storefronts with tempered glass in the existing openings for both the Van Ness Avenue and Jackson Street facades. On the upper floors, broken or missing windows would be repaired or replaced, as appropriate, to match existing glazing. Further repair includes the in-kind replacement of doors on Jackson Street, restoration of prior window replacements with windows to match in material and design, and removal of mechanical features, such as ventilation flues, and general maintenance of the property. Improvements to the 1946 Van Ness Avenue property would be consistent with the Secretary's Standards. Interior alterations include the construction of partition walls, introduction of new sanitary facilities, construction of interior stairs, and other tenant improvements to support its institutional use.

Historical Resources

1946 Van Ness Avenue is a three-story building constructed in 1920 by the firm MacDonald and Kahn, an engineering and contracting firm, for Leon Lewin, a coffee importer. The building originally housed the California-Oakland Motor Company, an automobile dealership. In 1938, the building was converted for use as the Ahrens Bakery, which it housed until the 1980s. 1946 Van Ness Avenue was documented via Department of Parks and Recreation forms in 2010 as part of the Automotive Support Structures Survey conducted by William Kostura. The 2010 recordation determined that 1946 Van Ness Avenue appears eligible for listing in the CRHR under Criterion 3 (Architecture). The San Francisco Historic Preservation Commission adopted the findings of the Automotive Support Structures Survey; thus 1946 Van Ness Avenue qualifies as a historical resource for the purposes of CEQA review.

The reinforced concrete building is three stories in height and clad in scored stucco to resemble masonry. The building derives its architectural expression from the rhythm and proportions of its bays, the skeletal treatment of the upper stories, and its details and texturing, with a ground story featuring a storefront system along Van Ness Avenue and the northwest corner of Jackson Street capped by a simple cornice. The upper floors feature window bays with a three-by-three grid of steel windows, each featuring three-over-three mullion divisions. Analysis by William Kostura in 2010 found that the property is significant under Criterion 3 (Architecture), as a notable example of reinforced concrete construction by MacDonald and Kahn, an important firm of engineers and contractors.[17] 1946-1960 Van Ness is the surviving building that best exemplifies Kahn's architectural philosophy of uniting utility with beauty through clarity of expression and a restrained use of ornament. The period of significance for the property is 1920, the date of construction.

The character defining features of this building are its height and width, its scored stucco surface, all of its industrial steel sash windows, the parapet, the cornices at the base of the parapet and at the second floor level, the molding and piers that frame the bays, the storefront windows with their frames in the first story, and the wooden vehicle entrance doors on the Jackson Street side of the building. No interior features were found to be significant.

As described above, the revised project is anticipated to include installation of new matte powder coat or similar finish aluminum storefronts with tempered glass in the existing openings for both the Van Ness and Jackson Street facades. On the upper floors, broken or missing windows would be replaced with clear glazing to match existing glazing. Further repair includes restoration of prior window replacements with windows to match in material and design, removal of mechanical features, such as ventilation flues, and general maintenance of the property. The wooden vehicle entrance doors on Jackson Street would be replaced in kind. The revised project would be fully in compliance with the Secretary's Standards, as all work would be restorative in nature and preserve the greatest amount of historic fabric as possible.[18] As such, the revised project would not have the potential to affect any adjacent known historic resources. Physical alterations at 1946 Van Ness Avenue would be in compliance with the Secretary's Standards and

[17] Kostura, William. 2010. "1946-1960 Van Ness Avenue." State of California Department of Parks and Recreation Primary Record and Building, Structure, and Object Record. *Van Ness Auto Row Support Structures*. San Francisco: San Francisco Department of City Planning.

[18] San Francisco Planning Department, *Preservation Team Review Form for 1946 Van Ness Avenue*, February 22, 2018.

would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to historical resources. No new mitigation is required.

Archaeological Resources, Paleontological Resources, and Human Remains

As the revised project would not involve any ground disturbing activities at 1946 Van Ness Avenue that were not analyzed in the Final EIR, the project scope proposed at 1946 Van Ness Avenue would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to archaeological resources, paleontological resources, and human remains. No new mitigation is required.

1142 Van Ness Avenue (the Concordia Club)

The Final EIR did not propose any project activities at 1142 Van Ness Avenue. The building, however, is located within SA-3, one of the 12 study areas analyzed for program-level growth. The Final EIR proposed a change of use for buildings within SA-3 to provide up to approximately 400 beds of student housing. The Final EIR did not identify specific buildings within the study areas where project-related activities would occur, and thus did not determine specific impacts on cultural and paleontological resources within SA-3. Rather, the Final EIR assumed that the building(s) selected for change in use under the proposed project would undergo tenant improvements, such as interior construction, systems upgrades, and exterior signage, in addition to possible scopes of work such as seismic strengthening, window and lighting replacement, and the installation of exterior awnings and lighting, and analyzed the general effects associated with these types of improvements.

As part of the revised project, 1142 Van Ness Avenue would be converted for post-secondary educational institutional use. Physical improvements at 1142 Van Ness Avenue to accommodate the change of use include gate and door replacements, security camera relocation, and the installation of new signage. The proposed alterations would be fully compliant with the Secretary's Standards.

Historical Resources

1142 Van Ness Avenue is a three-story, Classical Revival-style building constructed in 1909 and characterized by a two-part façade composition. At the primary (Van Ness) façade, the upper two stories feature three rounded windows flanked by projecting piers at the corners of the building. 1142 Van Ness Avenue is identified as a "significant building" in the Van Ness Area Plan, which qualifies it as a historical resource for the purposes of CEQA review.

The Final EIR reported that the city prepared an HRER for program-level growth in 2013 that determined the proposed project would not result in substantial adverse change to historical resources within SA-3. The Final EIR stated that the proposed program-level activities constitute scopes of work that would involve minimal impacts on the significant architectural features of identified historical resources, and thus the project would have a low potential of materially impairing the character-defining features of any historical resource within Study Area-3. Physical alterations at 1142 Van Ness Avenue would be limited to the installation of new signage, requiring standard city review procedures, and would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to historical resources. No new mitigation is required.

Archaeological Resources, Paleontological Resources, and Human Remains

The Final EIR determined that the original project had the potential to cause a significant impact on archaeological resources and human remains within the study areas and at the project sites, because specific future project activities associated with the change of use of AAU buildings within the 12 study areas were not known. The Final EIR specified that the incorporation of Mitigation Measure M-CP-2.1, requiring a project-specific preliminary archaeological assessment for individual project components involving ground-disturbing activities within the 12 studies areas, would ensure the project's impact on archaeological resources and human would be less-than-significant level. Furthermore, the Final EIR stated that it was not anticipated that the original project would involve more than minor excavation (no soil disturbance lower than 10 feet below ground surface). As a result, the Final EIR concluded that proposed project activities in the 12 study areas would result in a less-than-significant impact on paleontological resources. No mitigation measures were incorporated for impacts on paleontological resources.

As the revised project would not involve any ground disturbing activities at 1142 Van Ness Avenue that were not analyzed in the Final EIR, the project scope proposed at 1142 Van Ness Avenue would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to archaeological resources, paleontological resources, and human remains. Additionally, as no ground disturbing activities are proposed, the revised project would not require the application of Mitigation Measure M-CP-2.1. No new mitigation is required.

2550 Van Ness Avenue (the Da Vinci Hotel)

The Final EIR did not propose any project activities at 2550 Van Ness Avenue. The building, however, is located within SA-2, one of the 12 study areas analyzed for program-level growth. The Final EIR proposed a change of use for buildings within SA-2 to provide up to approximately 400 beds of student housing. The Final EIR did not identify specific buildings where specific project-related activities would occur, and thus did not determine specific impacts on cultural and paleontological resources within SA-2. Rather, the Final EIR assumed that the building(s) selected for change in use under the proposed project would undergo tenant improvements, such as interior construction, systems upgrades, and exterior signage, in addition to possible scopes of work such as seismic strengthening, window and lighting replacement, and the installation of exterior awnings and lighting, and analyzed the general effects associated with these types of improvements.

As part of the revised project, 2550 Van Ness Avenue would be leased by AAU and would undergo a change of use from tourist hotel to group student housing. Proposed exterior improvements include new signage. No other exterior or interior physical improvements are proposed at 2550 Van Ness Avenue to accommodate the change of use.

Historical Resources

2550 Van Ness Avenue is a mid-century modern-style motel building constructed in 1959. A Draft HRE Part 1 completed in November 2017 by ICF found that 2550 Van Ness Avenue does not appear to be eligible for listing in the CRHR under any criterion.[19] The Planning Department has prepared a Preservation Team

[19] ICF. 2017. *2550 Van Ness Avenue, San Francisco Historic Resource Evaluation Part 1*. Draft. November 2017. San Francisco, CA. Prepared for the Academy of Art University, San Francisco, CA.

Review Form, dated February 6, 2018, that accepts the findings of the 2017 HRE Part 1.[20] Thus, 2550 Van Ness Avenue does not qualify as a historical resource for the purposes of CEQA review.

Because 2550 Van Ness Avenue is not a historical resource under CEQA, the project scope at 2550 Van Ness Avenue would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to historical resources. No new mitigation is required.

Archaeological Resources, Paleontological Resources, and Human Remains

The Final EIR determined that the proposed project had the potential to cause a significant impact on archaeological resources and human remains at the program level, as well as at the program level combined with project-level activities, because future project activities associated with the change of use of AAU buildings within the 12 study areas were not definitely known. The incorporation of Mitigation Measure M-CP-2.1, requiring a project-specific preliminary archaeological assessment for individual project components involving ground-disturbing activities within the 12 studies areas, reduced the project's impact on archaeological resources and human remains to a less than significant level. Furthermore, the Final EIR stated that it was not anticipated that the original project would involve more than minor excavation (no soil disturbance lower than 10 feet below ground surface). As a result, the Final EIR concluded that proposed project activities in the 12 study areas would result in a less-than-significant impact on paleontological resources. No mitigation measures were incorporated for paleontological resources.

As the revised project would not involve any ground disturbing activities at 2550 Van Ness Avenue that were not analyzed in the Final EIR, the revised project proposed at 2550 Van Ness Avenue would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to archaeological resources, paleontological resources, and human remains. Additionally, as no ground disturbing activities are proposed, the revised project would not require the application of Mitigation Measure M-CP-2.1. No new mitigation is required.

2801 Leavenworth Street (the Cannery)

2801 Leavenworth Street was one of the project sites identified in the Final EIR that received a project-level analysis. The project described in the Final EIR involved the conversion of the building's retail use to accommodate classroom, office, restaurant, and event spaces. Proposed exterior alterations included installation of signage in various locations at the Leavenworth Street, Jefferson Street, and Beach Street façades. Proposed alterations not visible from the public right-of-way included general tenant improvements, repairs, and systems upgrades.

As part of the revised project, AAU would modify the change of use application in order to retain publicly accessible retail or other uses at the ground floor. Additional details are not currently available regarding the interior tenant improvements that would occur in order to support the proposed uses of the building.

Historical Resources

The building at 2801 Leavenworth Street, also referred to as the Cannery, is a three-story brick industrial building constructed in 1907-1909 and used as a fruit canning facility until 1936. The Cannery was

[20] San Francisco Planning Department, *Preservation Team Review Form for 2550 Van Ness Avenue*, February 6, 2018.

rehabilitated in the late 1960s by modernist architect Joseph Esherick, involving numerous interventions to the property. The Junior League of San Francisco surveyed the building and included it in the book *Here Today: San Francisco's Architectural Heritage*, published in 1968. The findings of the *Here Today* survey were adopted by the San Francisco Board of Supervisors in 1970, and the survey is considered an official local historical register under CEQA. Additionally, the Final EIR stated that the Cannery is eligible for listing in the CRHR under Criteria 1 (Events) and 3 (Architecture). Due to its inclusion in *Here Today* and its CRHR eligibility, the Cannery qualifies as a historical resource under CEQA. Additionally, in 2011 the Planning Department completed an HRER for 2801 Leavenworth Street, which identified a period of significance, 1907-1967, that encompasses Esherick's rehabilitation design. The HRER also lists the character-defining features of the property, some of which are located at the interior. Interior character-defining features include interior stairs illuminated by skylights, as well as interior elements referred to as the Hearst Estate interiors.

The Final EIR reported that the Planning Department completed an HRER for the original project, which determined that the exterior signage would adhere to the Secretary's Standards and thus would have a less than significant effect on 2801 Leavenworth Street for the purposes of CEQA review.

It is not anticipated that the revised project would result in changes to the building's exterior or interior character-defining features. The first level totals 39,150 square feet, comprised of approximately 22,669 square feet of restaurants, 6,880 square feet of retail space, and 9,300 square feet of vacant space. The proposal to activate the ground floor relates to the remaining 9,300 square feet of vacant space and does not require any physical changes to this vacant space. As stated in the Final EIR, future activities related to the implementation of the project that involve alterations to CEQA historical resources would undergo project-specific environmental review, as administered by the planning department. Once the project scope at 2801 Leavenworth Street is further developed to the level at which it can be analyzed for adherence to the Standards, and prior to the issuance of building permits, the revised project would be subject to the planning department's standard CEQA review procedures for historical resources. For the purposes of the present analysis, the revised project to modify the change of use application does not involve physical changes to the building's character-defining features, and thus the revised project scope at 2801 Leavenworth Street would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to historical resources. No new mitigation is required.

Archaeological Resources, Paleontological Resources, and Human Remains

As the revised project would not introduce ground disturbing activities at 2801 Leavenworth Street that were not analyzed in the Final EIR, the revised project scope at 2801 Leavenworth Street would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to archaeological resources, paleontological resources, and human remains. No new mitigation is required.

2225 Jerrold Avenue

2225 Jerrold Avenue was one of the project sites identified in the Final EIR that received a project-level analysis. The original project analyzed AAU's proposed use as AAU office space, storage area for AAU bus operations, mechanical/janitorial functions, and other miscellaneous storage for AAU purposes, along with approximately 22,683 square feet for SFFD storage use. In addition, the original project analyzed the inclusion of an approximately 17,533 square-foot AAU basketball court and weight room for recreational purposes. Under the revised project, AAU will revise its change of use application to replace the initially

proposed AAU recreational facilities with an approximately 15,084 square foot community facility that is open to the public and includes a multi-purpose recreation room and indoor and outdoor community facility lounge spaces. No ground disturbing activities would be required.

Historical Resources

2225 Jerrold Avenue is in the Bayview Hunters Point neighborhood in a heavy industrial area. The 125,581 square-foot lot contains a warehouse and parking facilities in the front and rear of the warehouse. The area immediately surrounding the project site is visually defined by light industrial, one to two-story warehouses and open storage yards. The topography of the area is flat. The project site is not a historical resource. The project does not propose any substantial exterior changes and would comply with Planning Code regulations to ensure that the revised project would not negatively change or disrupt the visual character of the site or vicinity. Implementation of the revised project would not affect a historic resource. Thus, the revised project at 2225 Jerrold Avenue would not change the conclusions reached in the Final EIR that the project would not cause a significant impact related to historical resources. No new mitigation is required.

Archaeological Resources, Paleontological Resources, and Human Remains

As the revised project would not introduce ground disturbing activities at 2225 Jerrold Avenue that were not analyzed in the Final EIR, the revised project scope at 2225 Jerrold Avenue would not change the conclusion reached in the Final EIR that the project would not cause a significant impact related to archaeological resources, paleontological resources, and human remains. No new mitigation is required.

Preservation Entitlements

As discussed above under Additional Term Sheet Requirements, eight of the 34 sites to be approved by the Master CU are designated in Article 11 of the Planning Code, three of the 34 sites are designated in Article 10 of the Planning Code, and one site is designated within both Article 10 and 11. As such, these sites have been determined to require Historic Preservation Commission approval of permits to alter and/or certificates of appropriateness. Preservation entitlement for these properties would be approved under a Master Certificate of Appropriateness (COA) or Master Permit to Alter (PTA) and would require the acquisition of either Administrative or full COAs or Major and Minor PTAs, as appropriate, in general accordance with Article 10 and Article 11 of the Planning Code.

The properties that require Administrative or full COAs are summarized below:

Requires an Administrative COA:

- 491 Post Street

Requires a COA:

- 58 Federal Street
- 601-625 Polk Street
- 2151 Van Ness Avenue

The properties that require Major and Minor PTAs are summarized below.

Requires a Minor PTA:

- 79 New Montgomery Street
- 680 Sutter Street

Requires a Major PTA

- 180 New Montgomery Street
- 620 Sutter Street
- 625 Sutter Street
- 655 Sutter Street
- 540 Powell Street
- 410 Bush Street

Overall, the revised projects would require the above preservation entitlements and therefore would not impact the integrity or character defining features of Article 10 or 11 buildings such that the historical significance of the respective properties could no longer be conveyed.

Conclusion

The revised project would not change any of the original project EIR's findings with respect to cultural and paleontological resources. There is no new information of substantial importance, such as new regulations, a change of circumstances (e.g., physical changes to the environment as compared to 2016), or changes to the project that would give rise to new significant environmental effects or a substantial increase in the severity of previously identified effects. This analysis does not result in any different conclusions than those reached in the original project EIR related to aesthetics, either on a project-related or cumulative basis.

4.5 Transportation and Circulation

The Final EIR concluded that, with mitigation, the original project would not result in a substantial adverse impact at any of the study or project site intersections during peak hours, or cause major traffic hazards;[21] would neither result in a substantial increase in local or regional transit demand that could not be accommodated by local or regional transit capacity, nor affect transit operating conditions such that adverse impacts on local or regional transit service could occur; and would not result in substantial overcrowding on public sidewalks or otherwise interfere with pedestrian accessibility, or create potentially hazardous conditions for pedestrians, resulting in less-than-significant impacts. It was also determined that the original project would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility within the study areas or adjacent to the project sites; would not substantially increase loading demand; would not substantially increase parking demand nor would it cause unsafe or delayed conditions for other transportation activities; would not result in inadequate emergency access; and would not result in construction-related transportation impacts, also resulting in less-than-significant impacts.

The Final EIR concluded that the original project could result in a substantial increase in shuttle demand within the study areas and at the project site that could not be accommodated by planned shuttle capacity so as to avoid an impact on the city's transit or transportation system during the peak hour; however, this

[21] Automobile delay (as measured by level of service) was analyzed in the Final EIR under impacts TR-1.1, 1.2, 1.3 and C-TR-1.1, 1.2 and 1.3. On March 3, 2016, the San Francisco Planning Commission adopted Resolution 19579 to use the vehicle miles travelled metric instead of automobile delay to evaluate the transportation impacts of projects.

impact was determined to be less than significant with implementation of Mitigation Measure M-TR-3.1, which requires AAU to develop, implement, and provide to the city a shuttle management plan to address meeting the peak hour shuttle demand needs associated with its then-projected growth. With implementation of Mitigation Measure M-TR-3.1, the Final EIR determined that operation of AAU's shuttle service would not cause substantial conflicts with traffic, public transit, pedestrian, bicycles, or commercial loading, resulting in a less than significant impact with respect to these travel modes.

In regards to cumulative transportation and circulation impacts, the Final EIR also determined that growth in the 12 study areas and the six project sites, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the study areas, could result in a substantial increase in local transit demand that could not be accommodated by adjacent Muni transit capacity on the Kearny/Stockton and Geary corridors under 2035 cumulative plus project conditions. This impact was found to be significant and unavoidable even with implementation of Mitigation Measure C-M-TR-2.1a, which 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 corridor of the Northeast screenline and on the Geary corridor of the Northwest screenline to the municipal transit agency. The revised project would not change any of these findings, as further discussed below.

The Final EIR also includes the improvement measures summarized below that are intended to further reduce the less than significant impacts associated with single-occupancy vehicles, shuttle operation:

- Improvement Measure I-TR-1 requires AAU to implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single-occupancy vehicle trips generated by the original project for the lifetime of the project. The TDM Program targets a reduction in single-occupancy vehicle trips by encouraging persons to select other modes of transportation, including walking, bicycling, transit, car-share, carpooling, and/or other modes.

- Improvement Measure I-TR-2 requires AAU to 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.

- Improvement Measure I-TR-3 would improve pedestrian conditions at and around the 2225 Jerrold Avenue recreation facility by requiring AAU to create a clear pedestrian walkway between the proposed AAU shuttle stop and adjacent parking lot to the building entrance, in addition to making other changes to at this project site. This improvement measure has been incorporated into the plans submitted by AAU as part of its Master CU application

- Improvement Measure I-TR-4 would improve less-than-significant impacts related to bicycle parking and conditions for bicyclists by requiring AAU to add on- or off-street (or some combination thereof) bicycle parking facilities at the six project and future project sites. This improvement measure has been incorporated into the plans submitted by AAU as part of its Master CU application

- Improvement Measure I-TR-5 would improve less-than-significant impacts related to commercial loading by requiring AAU to 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 the San Francisco Municipal Transit Agency.

- Improvement Measure I-TR-6 would further reduce less-than-significant construction-related transportation impacts by limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by the municipal transit agency).

- Improvement Measure I-TR-7 would further reduce less-than-significant construction-related impacts to transportation by requiring AAU to develop construction management plans that improve carpool and transit access for construction workers (thereby reducing parking demand) and providing project construction updates to nearby businesses and neighborhoods regarding project construction schedules and contact information for specific construction concerns.

These improvement measures and all mitigation measures are included in the proposed Term Sheet as conditions of approval and would apply to all revised project circumstances as applicable.

The revised project would withdraw from nine existing AAU properties: 700 Montgomery Street, 1055 Pine Street, 1069 Pine Street, 2295 Taylor Street, 2340 Stockton Street, 460 Townsend Street, 150 Hayes Street, 121 Wisconsin Street, and 168 Bluxome Street. Since these properties would be vacated, there would not be additional project person trips generated from these projects as a result of implementation of the revised project. The revised project includes three new AAU sites (1142 Van Ness Avenue, 1946 Van Ness Avenue, and 2550 Van Ness Avenue) and changes of use at two existing AAU properties (2801 Leavenworth Street and 2225 Jerrold Avenue). Travel demand for these five properties was calculated by using the trip generation rates developed for each type of AAU use. Table 4 below presents the number of person trips for each project site under the existing condition, the existing plus project condition, and a net change between the two conditions. The revised project at these five sites would increase the total person trips by 430 trips during the PM peak hour.

Table 4 Revised Project Person Trips during PM Peak Hour

	Daily			*PM Peak Hour*		
Project Site	*Existing*	*Revised Project*	*Net Change*	*Existing*	*Revised Project*	*Net Change*
1. 1142 Van Ness Avenue	N/A	2,815	N/A	-	239	+239
2. 1946 Van Ness Avenue	N/A	1,386	N/A	-	118	+118
3. 2550 Van Ness Avenue	N/A	921	N/A	34	159	+125
4. 2801 Leavenworth Street	7,172	7,172	0	610	610	0
5. 2225 Jerrold Avenue	999	657	-342	105	53	-52
Total	8,171	12,951	4,780	749	1,179	430

Source: CHS Consulting 2018.

Table 5 below presents the number of vehicle trips, transit person-trips, and bike person-trips for 1142, 1946, and 2550 Van Ness Avenue, 2801 Leavenworth Street, and 2225 Jerrold Avenue under the existing condition, the existing plus project condition (i.e. revised project), and the net change between the two conditions. The revised project at these five sites would result in an increase of approximately 10 vehicle trips, 22 shuttle passenger trips, 10 bike trips, and 73 transit trips, and a decrease of approximately 14 carpool trips.

Table 5 Revised Project PM Peak Hour Trips by Mode

Project Site	Person Trips							Vehicle Trips
	Drive Alone	Carpool	Transit	Shuttle	Bike	Walk	Total	
Existing Condition								
1. 2225 Jerrold Avenue	15	5	0	85	0	0	105	17
2. 2801 Leavenworth Street	86	29	309	82	17	87	610	99
3. 1142 Van Ness Avenue	-	-	-	-	-	-	-	-
4. 1946 Van Ness Avenue	-	-	-	-	-	-	-	-
5. 2550 Van Ness Avenue	-	34	-	-	-	-	34	17
Total	101	68	309	167	17	87	749	133
Revised Project								
1. 2225 Jerrold Avenue	8	20	9	0	1	15	53	17
2. 2801 Leavenworth Street	52	18	187	49	10	53	369	60
3. 1142 Van Ness Avenue	34	11	121	32	7	34	239	39
4. 1946 Van Ness Avenue	17	6	60	16	3	17	118	19
5. 2550 Van Ness Avenue	-	-	8	91	6	54	159	-
Total	111	55	385	188	27	173	938	135
Net Change								
1. 2225 Jerrold Avenue	(7)	15	9	(85)	1	15	(52)	0
2. 2801 Leavenworth Street	(34)	(12)	(122)	(32)	(7)	(34)	(241)	(39)
3. 1142 Van Ness Avenue	34	11	121	32	7	34	239	39
4. 1946 Van Ness Avenue	17	6	60	16	3	17	118	19
5. 2550 Van Ness Avenue	-	(34)	8	91	6	54	125	(17)
Total	10	(14)	73	22	10	86	189	2

Source: CHS Consulting 2018.
Note: A number in parenthesis means the net balance is negative.

1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street, and 121 Wisconsin Street

The Final EIR analyzed AAU's proposed conversion and occupation of 700 Montgomery Street, 2295 Taylor Street, and 2340 Stockton Street for AAU institutional use. However, as part of the revised project, AAU would not occupy any portion of these sites. In addition, AAU will no longer occupy 1055 Pine Street, 1069 Pine Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street or 121 Wisconsin Street. Future use of these sites is unknown at this time. As AAU would not occupy any portion of the project sites, vehicular, transit, shuttle, pedestrian, bicycle, and truck trips to or from these project sites would be reduced (see Tables 15 and 16 in Appendix B).[22] Therefore, there would be no impacts related to VMT, transit, shuttle, pedestrians, bicycles, loading, traffic hazards, emergency vehicle access, construction, and parking.

[22] CHS Consulting. 2018. Transportation Memo. February, 2019.

Transportation impacts will be analyzed through the entitlement and environmental review process once future uses for these project sites are identified. No mitigation measures are necessary. There would be no new significant impacts related to transportation at any of the project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding transportation and circulation, and no new mitigation is required.

1946 Van Ness Avenue (the Bakery)

Vehicle Miles Traveled

A project would have a significant effect on the environment if it would cause substantial additional Vehicle Miles Traveled (VMT). The State Office of Planning and Research's Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts on VMT. If a project meets the screening criteria, then it is presumed that VMT impacts would be less than significant for the project, and a detailed VMT analysis is not required.

As noted above, AAU proposes to convert 1946 Van Ness Avenue to a post-secondary educational institutional use under the revised project. The 1946 Van Ness Avenue site is located in TAZ 343. Regional average daily work-related VMT is 16.2 per capita for office development. Table 6 includes the TAZ in which the project site is located, 343.

Table 6 Daily Vehicle Miles Traveled (Existing Condition)

	Bay Area		
Land Use	*Regional Average*	*Regional Average Minus 15%*	*TAZ 343*
Office	16.2	13.8	8.0

Source: CHS Consulting 2018.
VMT = vehicle miles travelled; TAZ = transportation analysis zone.

As shown in Table 6, existing average daily VMT per capita for residential uses in TAZ 343 is 8.0 miles. This is approximately 51 percent below the existing regional average daily VMT per capita of 16.2 miles. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the revised project would not result in substantial additional VMT and impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to VMT at 1946 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding VMT, and no new mitigation is required.

Transit

The revised project would generate 60 additional transit trips (approximately 22 in and 38 out) during the PM peak hour at 1946 Van Ness Avenue. These trips would be dispersed throughout the transit network in the project vicinity using nearby Muni bus lines to reach their destinations or to access regional transit providers such as BART, Caltrain, SamTrans, AC Transit, and Golden Gate Transit, as needed. Nearby Muni bus routes 10-Townsend, 12-Folsom/Pacific, 19-Polk, 27-Bryant, 47-Van Ness, and 49-Van Ness-Mission currently operate at 71 percent, 57 percent, 66 percent, 46 percent, 58 percent, and 47 percent of their capacity, respectively, during the PM peak hour. The 60 PM peak hour transit trips are not anticipated to cause a substantial increase in transit demand that could not be accommodated by adjacent transit

capacity or exceed the SFMTA's performance standard of 85 percent capacity utilization during the PM peak hour.

The revised project at 1946 Van Ness would generate 19 additional vehicle trips to adjacent streets during the PM peak hour. Since the project site does not provide any off-street parking spaces, it is reasonable to assume that these vehicle trips would be spread among nearby streets. Based on the level and likely distribution of the additional vehicle traffic, the revised project would not add vehicle traffic to the degree that it would cause a substantial increase in transit delays or operating costs. The revised project would not cause a substantial conflict with the operation of transit vehicles on Van Ness Avenue. Therefore, transit impacts related to the proposed change of use at 1946 Van Ness Avenue would be less than significant. No mitigation measures are necessary. The revised project would not change the conclusions reached in the Final EIR regarding transit, and no new mitigation is required.

Shuttle

The revised project at 1946 Van Ness Avenue would generate approximately 16 shuttle riders during the PM peak hour. AAU would utilize the existing shuttle service on Van Ness Avenue (Route M) to serve this demand. In the spring semester of 2017, Route M operated every 20 minutes and traveled along portions of Polk Street, Van Ness Avenue, Laguna Street, Lombard Street, Broadway, Sacramento Street, Bush Street, Sutter Street, and Post Street, connecting students on Lombard Street, Van Ness Avenue, and Octavia Street to and from the AAU facilities located along Sutter Street. A new shuttle stop will also be added at 1604 Broadway in lieu of 2209 Van Ness Avenue.

In the spring semester of 2010, when capacity utilization data was last collected, this route operated at 44 percent of the total seated capacity (i.e., 65 seats) at the maximum load point during the PM peak hour. The shuttle frequency of Route M has since increased from a 50-minute headway to a 20-minute headway, increasing its peak hour capacity to an estimated 162 seats. Based on the increased capacity in 2017, the estimated shuttle demand of 16 shuttle riders would be accommodated with the existing shuttle route M.

AAU would not add any new shuttle stop for this project site, and instead would utilize a nearby shuttle stop in front of 1849 Van Ness Avenue (located approximately 300 feet south of the project site across Van Ness Avenue) to serve the estimated shuttle demand at this site. A new shuttle service stop would also be added at 1604 Broadway. Therefore, shuttle impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to shuttle service at 1946 Van Ness Avenue. The revised project would reduce the impact identified in the Final EIR regarding shuttle service, and no new mitigation is required.

Pedestrians

Pedestrian trips generated by the revised project would include walk trips to and from transit stops, shuttle stops as well as nearby businesses and commercial uses. Overall, the revised project would add up to 92 pedestrian trips during the PM peak hour including 60 transit-access trips, 15 shuttle-access trips, and 17 walk trips. These additional pedestrian trips would be distributed onto surrounding sidewalks and are not anticipated to cause a substantial overcrowding on public sidewalks.

In the vicinity of the project site, Van Ness Avenue and Polk Street are High Injury corridors in the city's Vision Zero network. The 19 additional vehicle trips generated by the revised project would be distributed onto multiple streets, and the level of traffic added onto these streets would not exacerbate an existing

hazard for pedestrians. The revised project would not include any hazardous design features or result in unusual pedestrian conflict points.

Students traveling to the nearest Muni bus stop, as well as the shuttle stop at 1849 Van Ness Avenue, would likely cross Van Ness Avenue and travel along the existing sidewalks on Van Ness Avenue. Adjacent to the project site, the intersection of Van Ness Avenue and Post Street is controlled by traffic signals that include pedestrian crossing signal heads and have crosswalk markings with Americans with Disabilities Act-compliant curbed ramps at all four corners of the intersections. The revised project would not create barriers that could adversely affect pedestrian accessibility to the project site or adjoining areas. Therefore, pedestrian impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to pedestrians at 1946 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding pedestrians, and no new mitigation is required.

Bicycles

The revised project would generate three additional bicycle trips and 19 additional vehicle trips during the PM peak hour at 1946 Van Ness Avenue. Although the revised project would result in an increase in both vehicle and bicycle trips in the vicinity of the project site, this increase would not be substantial enough to cause potential conflicts between bicycles and vehicles. This site has two off-street loading docks with a door fronting the south side of Jefferson Street. Vehicle access to these loading docks is not located on a bicycle route and would not create new collision risks through inadequate sight distance or substantial conflicts with bicyclists.

The revised project would be required to provide one class I and two class II bicycle parking spaces per San Francisco Planning Code section 155.2. While the number of proposed bicycle parking spaces is unknown at this time, the class I bicycle parking spaces would be located near the site's Van Ness Avenue entrance and the class II spaces would be on Jackson Street. The revised project would not include any design elements that could adversely affect bicycle accessibility to the project site or adjoining areas. Therefore, bicycle impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to bicycles at 1946 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding bicycles, and no new mitigation is required.

Loading

The revised project would generate a total of three daily truck trips, which corresponds to a demand for up to one space during the average loading hour or the peak loading hour (see Table 16 Appendix B). The project site has two off-street loading docks with a door fronting the south side of Jefferson Street. In addition, there is one on-street freight loading space located on the east side of Van Ness Avenue, adjacent to the project site. These spaces can be potentially used to accommodate the project loading demand. The revised project is not required to provide any off-street freight loading spaces per San Francisco Planning Code section 152.1. Therefore, the revised project would be in compliance with the planning code and loading impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to bicycles at 1946 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding bicycles, and no new mitigation is required.

Traffic Hazards

The project site would have two vehicle ingress/egress driveways on Jackson Street for access to the loading docks. Jackson Street carries approximately 320 vehicles during the PM peak hour. Vehicles attempting to enter the loading docks (three daily truck trips) would be required to stop for a gap in traffic along Jackson Street prior to entering the loading docks, if approaching from the westbound direction. Because the level of the existing traffic on Jackson Street is low, no extended queues would be expected to occur and potential conflicts between the truck trips and the existing traffic on Jackson Street would be low. Trucks exiting the loading docks would yield to any vehicles traveling along the Jackson Street, and would not cause adverse traffic impacts related to safety. The revised project would not include any design elements that would create new collision risks through inadequate sight distance or substantial conflicts to vehicles. Therefore, traffic impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to traffic hazards at 1946 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding traffic hazards, and no new mitigation is required.

Emergency Vehicle Access

The street network serving the project site currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicles would access the project site from Van Ness Avenue or Jackson Street immediately adjacent to the site in the same way as under the existing condition. Furthermore, although the revised project would generate additional traffic in the area, such an increase in vehicles would be a 1 percent increase (i.e., 19 vehicle trips over 1,830 existing vehicle trips on Van Ness Avenue during the PM peak hour) over the existing traffic volumes along Van Ness Avenue and would not impede or hinder the movement of emergency vehicles in the project area, for example from the nearest fire stations (i.e., Fire Department Fire Station No. 41 at 1325 Leavenworth Street). Therefore, emergency vehicle access impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to emergency vehicle access at 1946 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding emergency vehicle access, and no new mitigation is required.

Construction

Detailed plans for renovation activities at 1946 Van Ness Avenue are not available at this time, but because the revised project would involve the reuse of an existing building, the majority of improvements would be internal to the building, with minimal construction-related activities to the exterior of the building or other portions of the project site. Because the revised project would not involve demolition or grading, it is unlikely that the project would generate a substantial amount of trips associated with haul trucks, which are commonly used for import of fill materials/equipment and export of spoils.

Construction contractor(s) would be required to coordinate with Transportation Advisory Staff Committee (TASC) and other agencies (as appropriate) and prepare and implement a Construction Management Plan, which would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking, and other project construction in the area. Therefore, construction impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to construction at 1946 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding construction, and no new mitigation is required.

Parking

The revised project would not include any off-street parking spaces, nor is it required to provide any off-street parking space per San Francisco Planning Code section 151.1. Therefore, the revised project would be in compliance with the planning code. No mitigation measures are necessary. There would be no new significant impacts related to parking at 1946 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding parking, and no new mitigation is required.

1142 Van Ness Avenue (the Concordia Club)

Vehicle Miles Traveled

The 1142 Van Ness Avenue site is located in TAZ 699. Regional average daily work-related VMT is 16.2 per capita for office development. As shown in Table 7, existing average daily VMT per capita for residential uses in TAZ 699 is 7.2 miles.

Table 7 Daily Vehicle Miles Traveled (Existing Condition)

Land Use	*Bay Area VMT (miles)*		*TAZ 699 VMT (miles)*
	Regional Average	*Regional Average Minus 15%*	
Office	16.2	13.8	7.2

SOURCE: CHS Consulting 2018.
VMT = vehicle miles travelled; TAZ = transportation analysis zone.

This is approximately 56 percent below the existing regional average daily VMT per capita of 16.2 miles. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the revised project would not result in substantial additional VMT and impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to VMT at 1142 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding VMT, and no new mitigation is required.

Transit

The revised project would generate 121 additional transit trips (approximately 45 in and 76 out) during the PM peak hour at 1142 Van Ness Avenue. Nearby Muni bus routes include 2-Clement, 3-Jackson, 19-Polk, 38-Geary, 38R-Geary Rapid, 47-Van Ness, and 49-Van Ness-Mission. Each of these lines currently operates below the SFMTA's performance standard of 85 percent capacity utilization during the PM peak hour, except for the 38R-Geary Rapid which operates at 90 percent of its capacity. While the revised project would generate a total of 121 additional transit trips, only 45 of these trips would occur in the inbound direction and contribute to the capacity utilization in the peak direction during the PM peak hour. These 45 transit trips would be dispersed throughout multiple Muni bus lines in the vicinity of the project site. Therefore, the increased transit demand would not constitute a substantial contribution to the existing transit service in the area.

The revised project would generate 39 additional vehicle trips to adjacent streets during the PM peak hour. Since the project site does not provide any off-street parking space, it is reasonable to assume that these vehicle trips would be distributed onto nearby streets. Based on the level and likely distribution of the additional vehicle traffic, the revised project would not cause substantial increase in transit delays or operating costs. Therefore, transit impacts would be less than significant. No mitigation measures are

necessary. There would be no new significant impacts related to transit at 1142 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding transit, and no new mitigation is required.

Shuttle

The revised project at 1142 Van Ness Avenue would generate approximately 32 shuttle riders during the PM peak hour. AAU would utilize the existing shuttle service on Van Ness Avenue (route M) to serve the increased demand. In the spring semester of 2017, Route M operated every 20 minutes and traveled along portions of Polk Street, Van Ness Avenue, Laguna Street, Lombard Street, Broadway, Sacramento Street, Bush Street, Sutter Street, and Post Street, connecting students on Lombard Street, Van Ness Avenue, and Octavia Street to and from the AAU facilities located along Sutter Street. As part of the revised project, a new shuttle stop would be added at 1604 Broadway in lieu of 2209 Van Ness Avenue.

In the spring semester of 2010, when capacity utilization data was collected, this route operated at 44 percent of the total seated capacity (i.e., 65 seats) at the maximum load point during the PM peak hour. The shuttle frequency of Route M has since increased from 50-minute headway to 20-minute headway, increasing its peak hour capacity to an estimated 162 seats. Based on the increased capacity in 2017, the estimated shuttle demand of 32 shuttle riders would be accommodated with the existing shuttle route M.

AAU would add a new shuttle stop for this project site using the existing white passenger loading zone in front of the project site on Van Ness Avenue. New shuttle service stops would also be added at 1604 Broadway. Shuttle buses are expected to fully pull into the designated shuttle bus zone without substantial conflicts with Muni transit vehicles. Van Ness Avenue is not a designated bicycle route. Therefore, the new AAU shuttle stop would not directly conflict with bicycle traffic. Therefore, shuttle impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to shuttle service at 1142 Van Ness Avenue. The revised project would reduce the impact identified in the Final EIR regarding shuttle service, and no new mitigation is required.

Pedestrians

Pedestrian trips generated by the revised project at 1142 Van Ness Avenue would include walk trips to and from transit stops, as well as nearby businesses and commercial uses. Overall, the revised project would add up to 155 pedestrian trips during the PM peak hour including 121 transit-access trips and 34 walk trips. These additional pedestrian trips would be spread onto surrounding sidewalks and would not be anticipated to cause substantial overcrowding on public sidewalks.

Near the project site, Van Ness Avenue, Polk Street, Post Street, Geary Street, and O'Farrell Street are designated as High Injury corridors in the city's Vision Zero network. The 39 additional vehicle trips generated by the revised project would be distributed onto multiple streets, and the level of traffic added onto these streets would not exacerbate any existing hazards for pedestrians. The revised project would not include any hazardous design features or result in unusual pedestrian conflict points.

Students traveling to the nearest Muni bus stop would travel along the existing sidewalks on Van Ness Avenue. Adjacent to the project site, the intersection of Van Ness Avenue and Post Street is controlled by traffic signals that include pedestrian crossing signal heads and have crosswalk markings with Americans with Disabilities Act-compliant curb ramps at all four corners of the intersections. The revised project would not create barriers that could adversely affect pedestrian accessibility to the project site or adjoining

areas. Therefore, pedestrian impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to pedestrians at 1142 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding pedestrians, and no new mitigation is required.

Bicycles

The revised project at 1142 Van Ness Avenue would generate seven additional bicycle trips and 39 additional vehicle trips during the PM peak hour. Although the revised project would result in an increase in both vehicle and bicycle trips in the vicinity of the project site, this increase would not be substantial enough to cause potential conflicts between bicycles and vehicles. The revised project would not have any vehicle ingress/egress driveway and would not cause new collision risks with bicyclists.

The revised project would be required to provide two class I and four class II bicycle parking spaces meeting or exceeding the San Francisco Planning Code section 155.2 requirement. Accordingly, the revised project at 1143 Van Ness Avenue includes two class I bicycle parking spaces and four class 2 bicycle parking spaces on the property's Van Ness Avenue frontage. The revised project would not include any design elements that could adversely affect bicycle accessibility to the project site or adjoining areas. Therefore, bicycle impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to bicycles at 1142 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding bicycles, and no new mitigation is required.

Loading

The revised project at 1142 Van Ness Avenue would generate a total of five daily truck trips, which corresponds to a demand for up to one space during the average loading hour or the peak loading hour (see Table 16 in Appendix B). The project site does not have any off-street loading onsite. However, commercial deliveries to the site could temporarily utilize the existing 45-foot-long white passenger loading spaces in front of the project site or on-street parking spaces on Van Ness Avenue. The revised project is not required to provide any off-street freight loading spaces per San Francisco Planning Code section 152.1 and the revised project would therefore comply with the planning code. Therefore, loading impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to loading at 1142 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding loading, and no new mitigation is required.

Traffic Hazards

The 1142 Van Ness Avenue project site would not have any vehicle ingress/egress driveway and would not cause major vehicle conflicts. The revised project would not include any design elements that would create new collision risks through inadequate sight distance or substantial conflicts with vehicles. Therefore, traffic impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to traffic hazards at 1142 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding traffic hazards, and no new mitigation is required.

Emergency Vehicle Access

The street network serving the 1142 Van Ness Avenue project site currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicles would access the project site from Van Ness Avenue immediately adjacent to the site in the same way as under the existing condition. Furthermore, although the revised project would generate additional traffic in the area, such an increase in vehicles would be a less than 2 percent increase (i.e., 39 vehicle trips over the current 1,960 existing vehicle trips during the PM peak hour) over the existing traffic volumes along Van Ness Avenue and would not impede or hinder the movement of emergency vehicles in the project area, for example from the nearest fire stations (i.e., Fire Department Fire Station No. 3 at 1067 Post Street). Therefore, emergency vehicle access impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to emergency vehicle access at 1142 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding emergency vehicle access, and no new mitigation is required.

Construction

Detailed plans for renovation activities for 1142 Van Ness Avenue are not available at this time, but because the revised project would involve the reuse of an existing building, the majority of construction activities would be internal to the building, with minimal construction-related activities to the exterior of the building or other portions of the project site. Because the revised project would not involve demolition or grading, it is unlikely that the project would generate substantial trips from haul trucks, which are commonly used for import of fill materials/equipment and export of spoils.

Construction contractor(s) would be required to coordinate with TASC and other agencies (as appropriate) and prepare a Construction Management Plan, which would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking, and other project construction in the area. Therefore, construction impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to construction at 1142 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding construction, and no new mitigation is required.

Parking

The revised project would not include any off-street parking spaces and it is not required to provide any off-street parking space per San Francisco Planning Code section 151.1. Therefore, the revised project would be in compliance with the planning code. No mitigation measures are necessary. There would be no new significant impacts related to parking at 1142 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding parking, and no new mitigation is required.

2550 Van Ness Avenue (the Da Vinci Hotel)

Vehicle Miles Traveled

The 2550 Van Ness Avenue site is located in TAZ 367. Regional average daily work-related VMT is 16.2 per capita for office development. As shown in Table 8, existing average daily VMT per capita for residential uses in TAZ 367 is 9.1 miles.

Table 8 Daily Vehicle Miles Traveled (Existing Condition)

Land Use	Bay Area VMT (miles)		TAZ 367 VMT (miles)
	Regional Average	Regional Average Minus 15%	
Office	16.2	13.8	9.1

SOURCE: CHS Consulting 2018
VMT = vehicle miles travelled; TAZ = transportation analysis zone.

This is approximately 44 percent below the existing regional average daily VMT per capita of 16.2 miles. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the revised project would not result in substantial additional VMT and impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to VMT at 2550 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding VMT, and no new mitigation is required.

Transit

The revised project would generate eight additional transit trips (approximately four in and four out) during the PM peak hour at 2250 Van Ness Avenue. Nearby Muni bus routes include 19-Polk, 41-Union, 45-Union/Stockton, 47-Van Ness, and 49-Van Ness-Mission. Each of these lines currently operates below the SFMTA's performance standard of 85 percent capacity utilization during the PM peak hour, except for 41-Union which operates at 90 percent of its capacity. While the revised project would generate a total of eight additional transit trips, only four of these trips would occur in the inbound direction and contribute to the capacity utilization in the peak direction during the PM peak hour. These four transit trips would be dispersed throughout multiple Muni bus lines in the vicinity of the project site. Therefore, the increased transit demand would not be a substantial contribution to the existing transit service in the area.

The revised project would cause a reduction of 17 vehicle trips in adjacent streets during the PM peak hour with the change in use at this site. Therefore, the revised project would not cause a substantial increase in transit delays or operating costs. AAU would not add a new shuttle stop for this project site, and instead would utilize the existing shuttle service on Van Ness Avenue (Route M). A new shuttle service stop would be added at 1604 Broadway. Since there would be no new shuttle stop, the revised project would not cause a substantial conflict with the operation of transit vehicles on Van Ness Avenue. Therefore, transit impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to transit at 2550 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding transit, and no new mitigation is required.

Shuttle

The revised project would generate approximately 91 shuttle riders during the PM peak hour. AAU would utilize the existing shuttle service on Van Ness Avenue (Route M) to serve the demand. In the spring semester of 2017, Route M operated every 20 minutes and traveled along portions of Polk Street, Van Ness Avenue, Laguna Street, Lombard Street, Broadway, Sacramento Street, Bush Street, Sutter Street, and Post Street, connecting students on Lombard Street, Van Ness Avenue, and Octavia Street to and from the AAU facilities located along Sutter Street. As part of the revised project, a new shuttle stop will also be added at 1604 Broadway in lieu of 2209 Van Ness Avenue.

In the spring semester of 2010, when capacity utilization data was collected, this route operated at 44 percent of the total seated capacity (i.e., 65 seats) at the maximum load point during the PM peak hour. The

shuttle frequency of Route M has since increased from 50-minute headway to 20-minute headway, increasing its peak hour capacity to an estimated 162 seats. Based on the increased capacity in 2017, the estimated shuttle demand of 91 shuttle riders would be accommodated with the existing shuttle Route M.

As noted, a new shuttle stop would be added at 1604 Broadway in lieu of 2209 Van Ness Avenue to serve the estimated shuttle demand. Therefore, shuttle impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to shuttle service at 2550 Van Ness Avenue. The revised project would reduce the impact identified in the Final EIR regarding shuttle service, and no new mitigation is required.

Pedestrians

Pedestrian trips generated by the revised project would include walk trips to and from transit stops, shuttle stops as well as nearby businesses and commercial uses. Overall, the revised project would add up to 153 pedestrian trips during the PM peak hour including eight transit-access trips, 91 shuttle-access trips, and 54 walk trips. These additional pedestrian trips would be spread onto surrounding sidewalks and would not be anticipated to cause a substantial overcrowding on public sidewalks.

In the vicinity of the project site, Van Ness Avenue and Polk Street are High Injury corridors in the city's Vision Zero network. The revised project would cause a net reduction in 16 vehicle trips and thereby reduce existing hazards for pedestrians. The revised project would not include any hazardous design features or result in unusual pedestrian conflict points.

Students traveling to the nearest Muni bus stop, as well as the shuttle stops at 2151 Van Ness Avenue or 1604 Broadway, would likely cross Van Ness Avenue and travel along the existing sidewalks on Van Ness Avenue. Adjacent to the project site, the intersection of Van Ness Avenue and Filbert Street is controlled by traffic signals and has crosswalk markings with Americans with Disabilities Act-compliant curbed ramps at all four corners of the intersections. The revised project would not create barriers that could adversely affect pedestrian accessibility to the project site or adjoining areas. Therefore, pedestrian impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to pedestrians at 2550 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding pedestrians, and no new mitigation is required.

Bicycles

The revised project at 2550 Van Ness Avenue would generate six additional bicycle trips and 17 additional vehicle trips during the PM peak hour at 2550 Van Ness Avenue. Although the revised project would result in an increase in both vehicle and bicycle trips in the vicinity of the project site, this increase would not be substantial enough to cause potential conflicts between bicycles and vehicles. This site has two off-street loading docks with a door fronting the south side of Jefferson Street. Vehicle access to these loading docks is not located on a bicycle route and would not create new collision risks through inadequate sight distance or substantial conflicts to bicyclists.

The revised project would be required to provide 99 class I and 15 class II bicycle parking spaces per San Francisco Planning Code section 155.2. There are currently only four class I bicycle parking spaces provided on site near the loading area on Filbert Street. The revised project at 2550 Van Ness Avenue includes 99 class I bicycle parking spaces along the property's Filbert Street frontage and 16 class II bicycle parking spaces along the property's Van Ness Avenue frontage. The revised project would not include any design

elements that could adversely affect bicycle accessibility to the project site or adjoining areas. Therefore, bicycle impacts would be less than significant. There would be no new significant impacts related to bicycles at 2550 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding bicycles, and no new mitigation is required.

Loading

The revised project would generate a total of two daily truck trips, which corresponds to a demand for up to one space during the average loading hour or the peak loading hour. The project site does not include an off-street loading area. However, there is a 60-foot-long on-street freight loading (yellow curb) space on the east side of Van Ness Avenue adjacent to the project site. This loading area would help meet the project loading demand. The revised project is not required to provide any off-street freight loading spaces per San Francisco Planning Code section 152.1. Therefore, the revised project would be in compliance with the planning code and loading impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to loading at 2550 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding loading, and no new mitigation is required.

Traffic Hazards

The project site would have three vehicle ingress/egress driveways on Filbert Street for access to the parking areas. Filbert Street carries approximately 250 vehicles during the PM peak hour. Vehicles attempting to enter the parking areas would be required to stop for a gap in traffic along Filbert Street prior to entering the loading areas, if approaching from the westbound direction. Because the level of the existing traffic on Filbert Street is low, no extended queues are expected to occur and potential conflicts between the truck trips and the existing traffic on Filbert Street would be low. Vehicles exiting the parking areas would yield to any vehicles traveling along the Filbert Street, and would not cause adverse traffic impacts related to safety. The revised project would not include any design elements that would create new collision risks through inadequate sight distance or substantial conflicts with vehicles. Therefore, traffic impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to traffic hazards at 2550 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding traffic hazards, and no new mitigation is required.

Emergency Vehicle Access

The street network serving the project site currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicles would access the project site from Van Ness Avenue or Filbert Street immediately adjacent to the site in the same way as under the existing condition. Furthermore, the revised project would cause a net reduction in 17 vehicle trips and would not impair the movement of emergency vehicles in the project area, for example from the nearest fire stations (i.e., Fire Department Fire Station No. 41 at 1325 Leavenworth Street). Therefore, emergency vehicle access impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to emergency vehicle access at 2550 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding emergency vehicle access, and no new mitigation is required.

Construction

Detailed plans for renovation activities at 2550 Van Ness Avenue are not available at this time, but because the revised project would involve the reuse of an existing building, any construction activities would be internal to the building, with minimal improvements to the exterior of the building or other portions of the project site. Because the revised project would not involve demolition or grading, it is unlikely that the project would generate a substantial amount of haul trucks, which are commonly used for import of fill materials/equipment and export of spoils.

Construction contractor(s) would be required to coordinate with TASC and other agencies (as appropriate) and prepare a Construction Management Plan, which would address issues of circulation (traffic, pedestrians, and bicycle), safety, and parking and other project construction in the area. Therefore, construction impacts would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to construction at 2550 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding construction, and no new mitigation is required.

Parking

The revised project would provide 43 off-street parking spaces for AAU faculty and staff use (approved by conditional use authorization), three parking spaces for the existing restaurant use, and one car share space for a total reduction of six spaces from the existing 53 spaces. Therefore, the revised project would be in compliance with the planning code. No mitigation measures are necessary. There would be no new significant impacts related to parking at 2550 Van Ness Avenue. The revised project would not change the conclusions reached in the Final EIR regarding parking, and no new mitigation is required.

2801 Leavenworth Street (the Cannery)

AAU currently uses a portion of the building at 2801 Leavenworth Street (80,908 square feet) for office, gallery, and multi-use/event space. Other tenants include a mix of office, retail, commercial, and restaurant uses. The Final EIR analyzed the conversion and occupation of the entire 133,675 square foot site by AAU for institutional use. However, as part of the revised project, AAU would modify its application 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 area. AAU may have galleries on the ground floor and limit other uses to the mezzanine, second and third floors of the building.

Since AAU would reduce its footprint at 2801 Leavenworth Street by modifying its application, compared to the Final EIR, AAU would reduce vehicular, transit, shuttle, pedestrian, bicycle, truck trips to or from this project site (see Tables 15 and 16 in Appendix B). Therefore, impacts related to VMT, transit, shuttle, pedestrians, bicycles, loading, traffic hazards, emergency vehicle access, construction, and parking would be reduced as compared to the previously proposed project. There would be no new significant impacts related to transportation at any of the project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding transportation and circulation, and no new mitigation is required.

2225 Jerrold Avenue

The Final EIR analyzed the 2225 Jerrod Avenue site for vehicle and commercial storage uses, office space, and AAU recreational uses that included a gym and basketball courts. Under the revised project, AAU would revise its change of use application to replace the initially proposed AAU recreational facilities with a community facility that is open to the public and includes a multi-purpose recreation room and indoor and outdoor community facility lounge spaces.

Compared to the Final EIR, the revised project would not result in increased vehicle trips, including shuttle trips, to and from the site. The proposed project would, however, increase other mode trips during the PM peak hour, including nine transit trips, one bike trip, and 15 pedestrian trips. These trips are considered low volume. The revised project would not include any hazardous design features or barriers that could adversely affect pedestrian and bicycle accessibility to the project site or surrounding area. The revised project would not result in new significant impacts related to VMT, transit, shuttle, pedestrians, bicycles, loading, traffic hazards, emergency vehicle access, construction and parking compared to the previously proposed project. The revised project would not change the conclusions reached in the Final EIR regarding transportation and circulation, and no new mitigation is required.

Conclusion

The revised project would not change any of the Final EIR's findings with respect to transportation and circulation impacts. There is no new information of substantial importance, such as new regulations, a change of circumstances (e.g., physical changes to the environment as compared to 2010), or changes to the project that would give rise to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Conclusions from this analysis remain the same as those reached in the Final EIR related to transportation and circulation, both on a project-related and cumulative basis. In addition, note that all transportation and circulation mitigation and improvement measures would continue to apply to the revised project as applicable. Thus Mitigation Measures M-TR-3.1 (Shuttle Demand, Service Monitoring, and Capacity Utilization) and C-M-TR-2.1a (AAU Fair Share Contribution to Cumulative Transit Impact) would ameliorate conditions related to shuttle demand and operation as they may affect the revised project. Similarly, less-than-significant impacts of the revised project related to single-occupancy vehicles, monitoring of shuttle activities, bicycle parking conditions, commercial loading activities, and construction activities would be further reduced by Improvement Measures I-TR-1, I-TR-2, I-TR-4, I-TR-5, I-TR-6, and TR-7, respectively.

4.6 Noise

The Final EIR's analysis of potential noise impacts associated with the original project included (1) noise generated by construction activities, (2) traffic and stationary source noise generated by future AAU operations, (3) consistency of potential future uses with San Francisco Land Use Compatibility Guidelines for Community Noise (Figure 4.7-8, City of San Francisco Land Use Compatibility Guidelines, p. 4.7-21), and (4) vibration. Potential contributions to cumulative noise impacts were evaluated in the context of the then-existing, proposed, and reasonably foreseeable future development expected in the vicinity of the original project, with the assumption that it would be limited to occupancy and change of use of existing buildings in already developed areas of the city. The Final EIR determined that the potential siting of noise-generating stationary equipment (such as pumps, fans, air-conditioning apparatus or refrigeration machines) at future study area locations could result in health effects associated with exposure to chronic

high levels of environmental noise and with exposure to short-term spikes in noise occurring during the typical hours of sleep. To reduce such a potential impact the Final EIR includes Mitigation Measure M-NO-2.1c, which requires AAU to prepare an analysis of noise that may occur with the installation of new mechanical equipment or ventilation units as part of a building change of use that would be expected to increase ambient noise levels by 5 dBA or more, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity.[23] Furthermore, all such mechanical equipment is subject to section 2909(a) and (b) of the Noise Ordinance, which limit mechanical equipment noise from residential and commercial properties at the property plane to no more than 5 and 8 dBA above the ambient noise level.

The Final EIR concluded that the original project would not expose people to temporary or permanent increases in noise levels substantially in excess of ambient levels, result in noise levels in excess of standards established in the San Francisco General Plan or Noise Ordinance, create excessive ground borne vibration, or result in any cumulative noise impacts in combination with past, present, and future projects. The revised project would not change any of these findings, as further discussed below.

The revised project includes the following activities related to noise and vibration:

- Construction activities involving minor, largely interior alterations at 1946 Van Ness Avenue, 1142 Van Ness Avenue, 2550 Van Ness Avenue, and 2801 Leavenworth Street;

- Minor changes in the volumes and distribution of traffic associated with the changes of use proposed by the revised project; and

As analyzed below, the potential temporary noise impacts associated with the revised project would be associated with construction activities, while the potential permanent noise impacts would be associated with operation of the buildings (primarily noise associated with stationary equipment and changes in traffic volumes and distribution).
As discussed previously, under the revised project AAU would vacate the six-story building at 1055 Pine Street and the one-story building at 1069 Pine Street. The 155 beds currently provided at 1055 Pine Street would be relocated to the Da Vinci Hotel at 2550 Van Ness Avenue (see discussion below). The 1069 Pine Street building contains a small gymnasium which would be relocated to an existing, similarly-sized gymnasium at 1142 Van Ness Avenue (the site of the former Concordia Club). Future uses at 1055 Pine Street and 1069 Pine Street are unknown at this time; however, changes of use and/or physical modifications at both buildings would be subject to all applicable San Francisco codes and, if required, appropriate California Environmental Quality Act (CEQA) review at the time such changes (if any) are proposed. No substantial noise-generating activities would occur with the vacation of these two properties. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding noise, and no new mitigation is required.

[23] The Final EIR also included two mitigation measures (M-NO-2.1a and 2.1b) intended to address potential noise impacts to new residential uses that would be sited in noisy environments. However, the California Supreme Court has held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (California Building Industry Association v. Bay Area Air Quality Management District, December 17, 2015, Case No. S213478. Available at: http://www.courts.ca.gov/opinions/documents/S213478.PDF).

1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street

Under the revised project, AAU would vacate 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street. AAU would not make any interior or exterior modifications to these buildings and the pending change of use applications would be withdrawn, resulting in no additions or changes to any of the buildings. Any future modifications or changes of use at these sites would be subject to separate CEQA review.

Therefore, because no modifications at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street would occur, the revised project at these properties would not add new or change the magnitude of existing noise or vibration sources, because no construction or renovation activities would occur, no new vehicle trips would be generated, and no other stationary sources of noise would be added to the sites. As determined in the transportation analysis conducted for the revised project, vacation of each of these sites would result in a net decrease in trips relative to the existing conditions. Consequently, the ambient noise environment under the existing conditions would be unchanged. There would be no impact, and no mitigation measures are necessary. There would be no new significant impacts related to noise at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding noise, and no new mitigation is required.

1946 Van Ness Avenue (the Bakery)

Temporary Noise Impacts

The conversion for post-secondary educational institutional use at 1946 Van Ness Avenue would require minor modifications to the base building core and shell to bring the building into compliance with current life safety codes. This tenant improvement work would primarily occur both on the exterior and within the interior of the building; however, it would not be expected to require heavy-duty equipment, such as excavators, concrete mixers, etc. Consequently, the type and magnitude of noise that would be generated by the modifications to the building core and shell would be similar to the tenant improvement activities evaluated in the Final EIR. As discussed in the Final EIR, San Francisco Noise Ordinance Sections 2907 and 2908 limit noise from any individual piece of non-impact construction equipment to 80 dBA at 100 feet, and prohibit construction noise that exceeds 5 dBA over the ambient noise level at the nearest property line during the nighttime hours (i.e., between 8:00 p.m. and 7:00 a.m.), respectively. The same requirements would apply to the tenant improvement activities at 1946 Van Ness Avenue. Additionally, no pile driving or other construction equipment that could result in ground borne vibration would be used for the tenant improvements. Therefore, the additional tenant improvement work at 1946 Van Ness Avenue would primarily occur indoors and would be shielded from adjacent land uses, would not likely require heavy-duty construction equipment, and would be required to adhere to the San Francisco Noise Ordinance. Consequently, temporary noise impacts would be less than significant, and no mitigation measures are necessary. There would be no new significant impacts related to noise at 1946 Van Ness Avenue. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding noise, and no new mitigation is required.

Permanent Noise Impacts

Long-term, operational sources of potential noise at 1946 Van Ness Avenue would include increased traffic, stationary sources, and student-generated noise. The institutional use proposed for 1946 Van Ness Avenue would be a non-sensitive use and thus no new sensitive receptors would be exposed to noise. The transportation analysis conducted for the revised project has determined that AAU's use of 1946 Van Ness Avenue would result in 1,386 daily person trips to and from the site. The majority of trips, however, would be associated either with a low-noise mode of transport (i.e., bicycle or walking), or with the existing transportation infrastructure (i.e., existing bus or AAU shuttle routes). The revised project would not require any additional transit or AAU shuttle trips to accommodate the use at 1946 Van Ness Avenue. All other trips (19 trips in the PM peak hour) would occur with a passenger vehicle. According to the revised project transportation analysis, existing volumes on Van Ness near 1946 Van Ness Avenue are approximately 1,830 vehicles in the PM peak hour. Existing volumes on Jackson and Washington Streets, two smaller streets adjacent to the site, are 320 and 200 vehicles in the PM peak hour, respectively. There would only be an increase in 19 vehicles in the PM peak hour, which is approximately 1 percent of current volumes on Van Ness and less than 10 percent of current volumes on Jackson and Washington Streets. Traffic noise typically produces a noticeable increase in noise (i.e., 3 decibels) when there is a doubling of the existing traffic volumes on a roadway. Because the increase in volumes from 1946 Van Ness Avenue would be comparatively small on any of the 3 adjacent roadways, the increase in noise would be less than 3 decibels, not detectable, and less than significant based on the criteria used in the EIR. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding traffic noise, and no new mitigation is required.

The use at 1946 Van Ness Avenue could involve the installation and use of new stationary equipment, such as pumps, fans, air-conditioning apparatus, etc. Any stationary equipment currently located at the site would be considered to be part of the existing conditions and is not evaluated. These types of noise sources were evaluated in the EIR and were found to be less than significant with implementation of Mitigation Measure M-NO-2.1c, which requires demonstration that new mechanical equipment is compliant with Section 2909 of the city's Noise Ordinance. Compliance with Section 2909 of the city's Noise Ordinance would ensure that operational noise from new stationary sources at 1946 Van Ness Avenue would not increase substantially above ambient noise and would not result in noise levels considered to be incompatible with existing residential uses nearby (greater than 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open). Consequently, the revised project would not change the conclusions reached in the Final EIR regarding operational stationary source noise, and no new mitigation is required.

Student noise at 1946 Van Ness Avenue would be another potential source of operational noise. The Final EIR determined that, while the introduction of students in institutional sites could lead to loud music or other entertainment-related noise, any increase in noise would be consistent with a highly urbanized downtown environment. The instructional and classroom uses proposed for 1946 Van Ness Avenue would not be expected to include students yelling or the playing of loud music. Additionally, the Final EIR cited the city's Noise Ordinance as a method through which excessive noise could be satisfactorily addressed via complaints to the San Francisco Police Department. Therefore, noise impacts resulting from the introduction of students and faculty to 1946 Van Ness Avenue would be less than significant. The same conclusion would apply to 1946 Van Ness Avenue and any potential noise generated by students. Consequently, the revised project would not change the conclusions reached in the Final EIR regarding student noise, and no new mitigation is required.

1142 Van Ness Avenue (the Concordia Club)

Temporary Noise Impacts

Because no physical improvements are proposed at 1142 Van Ness Avenue, no noise-generating construction or renovation-related equipment would be used at the site. There would be no exterior changes to the building, and the changes to the interior of the building would be limited to the replacement of existing broken, worn out, or unsafe fixtures. The physical act of replacing fixtures is not considered to be a noise-intensive activity, because it would not involve noisy, heavy-duty equipment. Any noise that would occur from small hand tools or other minor equipment would be indoors and would not be audible at any nearby noise-sensitive land uses. Consequently, there would be no appreciable sources of noise that could generate temporary noise levels that are substantially above existing ambient noise levels, and the revised project temporary noise impacts would be less-than-significant. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding temporary noise impacts, and no new mitigation is required.

Permanent Noise Impacts

Long-term, operational sources of potential noise at 1142 Van Ness Avenue would include increased traffic, stationary sources, and student-generated noise. The land use at 1142 Van Ness Avenue would not include residential or other sensitive uses and thus no new sensitive receptors would be exposed to noise. The transportation analysis conducted for the revised project has determined that AAU's use of 1142 Van Ness Avenue would result in 2,815 daily person trips to and from the site. The majority of trips, however, would either be with a low-noise mode of transport (i.e., bicycle or walking), or with the existing transportation infrastructure (i.e., existing bus or AAU shuttle routes). The revised project would not require any additional transit or AAU shuttle trips to accommodate the use at 1142 Van Ness Avenue. All other trips (39 trips in the PM peak hour) would occur with a passenger vehicle. According to the revised project transportation analysis, existing volumes on Van Ness near 1142 Van Ness Avenue are approximately 1,959 vehicles in the PM peak hour. Existing volumes on Geary Boulevard and Post Street are 750 and 620 vehicles in the PM peak hour, respectively. There would be an increase in 39 vehicles in the PM peak hour, which is approximately 2 percent of current volumes on Van Ness and less than 7 percent of current volumes on Geary Boulevard and Post Street. Traffic noise typically produces a noticeable increase in noise (i.e., 3 decibels) when there is a doubling of the existing traffic volumes on a roadway. Because the increase in volumes from 1142 Van Ness Avenue would be comparatively small on any of the three roadways, the increase in noise would be less than 3 decibels, a level that is not detectable, and would be less than

significant based on the criteria used in the EIR. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding traffic noise, and no new mitigation is required.

The use at 1142 Van Ness Avenue could involve the installation and use of new stationary equipment, such as pumps, fans, air-conditioning apparatus, etc. Any stationary equipment current located at the site would be considered to be part of the existing conditions and is not evaluated. These types of noise sources were evaluated in the EIR and were found to be less than significant with implementation of Mitigation Measure M-NO-2.1c, which requires demonstration that new mechanical equipment is compliant with Section 2909 of the city's Noise Ordinance. Compliance with Section 2909 of the city's Noise Ordinance would ensure that operational noise from new stationary sources at 1142 Van Ness Avenue does not increase substantially above ambient noise and does not result in noise levels considered to be incompatible with existing residential uses nearby (greater than 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open). Consequently, the revised project would not change the conclusions reached in the Final EIR regarding operational stationary source noise, and no new mitigation is required.

Student noise at 1142 Van Ness Avenue would be another potential source of operational noise. The Final EIR determined that, while the introduction of students in institutional sites could lead to loud music or other entertainment-related noise, any increase in noise would be consistent with a highly urbanized downtown environment. Similar to the proposed change of use at 1946 Van Ness, the proposed instructional and classroom use at 1142 Van Ness Avenue would not be expected to include loud music or other entertainment-related noise. Additionally, the Final EIR cited the city's Noise Ordinance as a method through which excessive noise could be handled via complaints to the San Francisco Police Department. The same conclusion would apply to 1142 Van Ness Avenue and any potential noise generated by students. Consequently, the revised project would not change the conclusions reached in the Final EIR regarding student noise, and no new mitigation is required.

2550 Van Ness Avenue (the Da Vinci Hotel)

Temporary Noise Impacts

The revised project would result in permitting changes at 2550 Van Ness Avenue but would involve minimal physical changes to the building. To convert the building from a tourist hotel to student housing, tenant improvements would occur within the interior of the building but would be limited to the replacement of hotel furnishings with student dormitory furnishings. The physical act of replacing the furnishings is not considered to be a noise-intensive activity, because it would not involve noisy, heavy-duty equipment. Any noise that does occur from small hand tools or other minor equipment would be indoors and would not be audible at any nearby noise-sensitive land uses. Delivery and removal of furnishings to/from the site would likely involve moving trucks on the surrounding roadways, but it is unlikely that the number of moving truck trips required to replace the furnishings at a 136 room hotel would change the existing roadway noise levels in the vicinity of the building in a noticeable manner. Because no heavy-duty construction equipment would be required that could potentially create temporary substantial increases in noise or vibration, the revised project would continue to result in a less-than-significant impact. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding temporary noise impacts, and no new mitigation is required.

Permanent Noise Impacts

The changes occurring at 2550 Van Ness Avenue would result in minor changes to the current operational noise sources located at the site. The transportation analysis conducted for the revised project has determined that AAU's use of 2550 Van Ness Avenue would result in a net decrease of 17 passenger vehicle trips to and from the site relative to the current use as a tourist hotel. The number of trips to and from the site using any mode of transport would increase overall, but most of the trips would use a low-noise mode of transport (i.e., bicycle or walking), or the existing transportation infrastructure (i.e., existing bus or AAU shuttle routes), which would not increase the existing noise environment. Students are more likely to use bicycle, walking, or public transit modes of transport than the users of a tourist hotel, who would be more likely to use passenger vehicles. As such, there would be 17 fewer noise-generating trips as a student dormitory according to the transportation analysis. The use of 2550 Van Ness Avenue, then, would not result in any additional traffic noise, because there would be fewer passenger vehicles traveling to the site. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding traffic noise, and no new mitigation is required.

The use at 2550 Van Ness Avenue could involve the installation and use of new stationary equipment, such as pumps, fans, air-conditioning apparatus, etc. Any stationary equipment current located at the site would be considered to be part of the existing conditions and is not evaluated. These types of noise sources were evaluated in the EIR and were found to be less than significant with implementation of Mitigation Measure M-NO-2.1c, which requires demonstration that new mechanical equipment is compliant with Section 2909 of the city's Noise Ordinance. Compliance with Section 2909 of the city's Noise Ordinance would ensure that operational noise from new stationary sources at 2550 Van Ness Avenue does not increase substantially above ambient noise and does not result in noise levels considered to be incompatible with existing residential uses nearby (greater than 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open). Consequently, the revised project would not change the conclusions reached in the Final EIR regarding operational stationary source noise, and no new mitigation is required.

Under the revised project, the 136 rooms currently serving tourists at the Da Vinci Hotel would become rooms for up to 306 students. While some increase in noise from students may periodically occur, it would not be substantially greater in magnitude to the current user noise at the hotel. As such, the use of 2550 Van Ness Avenue would not significantly change the level of noise from site users (i.e., music and other entertainment-related noise) in an appreciable manner. Consequently, the revised project would not change the conclusions reached in the Final EIR regarding student noise, and no new mitigation is required.

The current building at 2550 Van Ness Avenue is a tourist hotel and is considered a noise-sensitive land use. Converting the building to a student dormitory, which also would be a noise-sensitive land use, could result in an increase in the potential number of individuals who could be exposed to potentially significant ambient noise levels. The tourist hotel likely has a number of vacant rooms on any given day or rooms that are occupied by a single person, while the student dormitory would more likely be fully occupied on most days with two occupants per room. Consequently, converting 2550 Van Ness Avenue from a tourist hotel to a student dormitory would site new sensitive receptors, and, as such, Mitigation Measure M-NO-2.1b would apply. Mitigation Measure M-NO-2.1b, Siting of Noise-Sensitive Uses, requires the preparation of a noise analysis that includes a site survey to identify noise-generating uses within 900 feet of, and with a direct line-of-sight to, the project site, and at least one 24-hour noise measurement. The analysis required

by this mitigation measure would need to demonstrate that the acceptable interior noise levels consistent with the Title 24 Standards can be attained, prior to project approval. With implementation of Mitigation Measure M-NO-2.1b, new sensitive receptors at 2550 Van Ness Avenue would not be exposed to noise in excess of the Title 24 Standards. The revised project would not change the conclusions reached in the Final EIR regarding sensitive receptor exposure, and no new mitigation is required.

2801 Leavenworth Street (the Cannery)

Temporary Noise Impacts

The revised project would result in permitting changes at 2801 Leavenworth Street but would involve few physical changes at the building. There would be no exterior changes to the building, and the changes to the interior of the building would be limited to the replacement of existing broken, worn out, or unsafe fixtures. The physical act of replacing fixtures is not considered to be a noise-intensive activity, because it would not involve noisy, heavy-duty equipment. Any noise that does occur from small hand tools or other minor equipment would be indoors and would not be audible at any nearby noise-sensitive land uses. Because no heavy-duty construction equipment would be required that could potentially create temporary substantial increases in noise or vibration, the revised project would continue to result in a less-than-significant impact. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding temporary noise impacts, and no new mitigation is required.

Permanent Noise Impacts

The changes occurring at 2801 Leavenworth Street would, overall, result in minor changes to the current operational noise sources located at the site. As determined in the transportation analysis conducted for the revised project, the changes to 2801 Leavenworth Street would result in a net decrease of 39 vehicle trips relative to the existing conditions. The use of 2801 Leavenworth Street, then, would not result in any additional traffic noise, because there would be 39 fewer noise-generating passenger vehicles traveling to the site. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding traffic noise, and no new mitigation is required.

The permitting changes at 2801 Leavenworth Street would not drastically change the types of uses in the building; thus, it is unlikely that any changes to stationary equipment, such as pumps, fans, air-conditioning apparatus, etc. would be required. Stationary source noise impacts, then, would remain unchanged from the Final EIR. In the event that any new stationary equipment is required at 2801 Leavenworth Street, it would comply with the city's Noise Ordinance. Stationary source noise was evaluated in the EIR and was found to be less than significant with implementation of Mitigation Measure M-NO-2.1c, which requires demonstration that new mechanical equipment is compliant with Section 2909 of the city's Noise Ordinance. Compliance with Section 2909 of the city's Noise Ordinance would ensure that operational noise from new stationary sources, if necessary, at 2801 Leavenworth Street does not increase substantially above ambient noise and does not result in noise levels considered to be incompatible with existing residential uses nearby (greater than 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open). Consequently, the revised project would not change the conclusions reached in the Final EIR regarding operational stationary source noise, and no new mitigation is required.

Student and other site-user noise at 2801 Leavenworth Street would be approximately the same as discussed for the Final EIR, because the site uses would not drastically change as a result of the revised

project. Consequently, the revised project would not change the conclusions reached in the Final EIR regarding student noise, and no new mitigation is required.

2225 Jerrold Avenue

Temporary Noise Impacts

The revised project at 2225 Jerrold Avenue would consist primarily of interior modifications and minor exterior modifications related to pedestrian and bicycle infrastructure to provide safe access to the community facility on-site. Interior changes to the existing building would not involve heavy equipment and indoor construction noise would largely be shielded from any nearby noise-sensitive uses in the surrounding area. Exterior construction would also be limited and would not require heavy equipment or substantial ground disturbance and excavation, except for improvements to pedestrian and bicycle infrastructure. Such construction would be temporary in nature and would not generate substantial construction-related noise.

Because no heavy-duty construction equipment would be required that could potentially create temporary substantial increases in noise or vibration, the revised project would continue to result in a less-than-significant impact. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding temporary noise impacts, and no new mitigation is required.

Permanent Noise Impacts

The revised project would change the uses on-site from a recreational facility for AAU students and staff to community use. The revised project would not increase vehicle trips to the site, including shuttles. Therefore, the revised project would not result in additional traffic noise and the conclusions reached in the Final EIR regarding traffic noise would not change. No new mitigation is required.

If any new noise-generating stationary equipment such as fan or air-conditioning apparatuses are required, it would comply with the city's Noise Ordinance. Stationary source noise was evaluated in the EIR and was found to be less than significant with implementation of Mitigation Measure M-NO-2.1c, which requires demonstration that new mechanical equipment is compliant with Section 2909 of the city's Noise Ordinance. Compliance with Section 2909 of the city's Noise Ordinance would ensure that operational noise from new stationary sources, if necessary, at 2225 Jerrold Avenue would not increase substantially above ambient noise and would not result in noise levels considered to be incompatible with existing residential uses nearby (greater than 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open). Consequently, the revised project would not change the conclusions reached in the Final EIR regarding operational stationary source noise, and no new mitigation is required.

Conclusion

The revised project would not change any of the Final EIR's findings with respect to noise and vibration impacts. There is no new information of substantial importance, such as new regulations, a change of circumstances (e.g., physical changes to the environment as compared to 2010), or changes to the project that would give rise to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Conclusions from this analysis remain the same as those reached

in the Final EIR related to noise and vibration, both on a project-related and cumulative basis. As discussed above, Mitigation Measure M-NO-2.1c would continue to apply to the revised project.

4.7 Air Quality

The air quality analysis in the Final EIR assessed air quality impacts under both a full occupancy scenario and a partial occupancy scenario. The partial occupancy scenario was developed to capture worst case ROG emissions, and assumes occupancy of all but 200,000 square feet of the 779,670 square feet of the space AAU might occupy under the original project; the remaining 200,000 square feet would be under rennovation while the other 579,670 square feet would be in operation by AAU. The full occupancy scenario represents the combined total of all AAU operations from the project sites and study areas.

The Final EIR evaluated the impact of tenant improvements, such as painting, seismic retrofit work, and installing fire sprinkler systems, and determined that simultaneous renovation of 100,000 square feet of building space, as part of a partial occupancy scenario[24], would not exceed the air quality district's significance thresholds. Mitigation Measure M-AQ-3.3 of the Final EIR limits renovation to a maximum of 100,000 square feet of building space at a time.

The Final EIR determined that the original project would not violate an air quality standard or contribute substantially to an existing violation during the renovation activities in the study areas and at the project sites either under the full occupancy operational scenario or under the partial occupancy scenario. The Final EIR also determined that neither construction activities nor operations, including growth in shuttle bus emissions, would result in toxic air contaminant emissions that would expose sensitive receptors to substantial pollution concentrations; nor would the original project conflict with an applicable air quality plan or generate objectionable odors, as concluded in the Final EIR. The revised project would not change any of these findings, as further discussed below.

1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street

Under the revised project, AAU would vacate 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street. AAU would not make any interior or exterior modifications to these buildings and the change of use application would be withdrawn, resulting in no additions or changes to any of the buildings. Any future modifications or changes of use at these sites would be subject to separate CEQA review.

Therefore, because no modifications at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street would occur the sites would be vacated, the revised project at these properties would not increase fugitive dust, criteria pollutant, toxic air contaminant, or odor emissions. Emissions associated with renovation and operation of these three buildings, as analyzed in the Final EIR, would no longer be

[24] The partial occupancy scenario is defined as the occupancy of all but 200,000 square feet of the 779,670 square feet space that AAU was assumed to have occupied in the Final EIR. Emissions from the Partial Study Area Occupancy scenario of the Final EIR are the combined total of operational emissions (shuttle bus emissions, non-shuttle vehicle emissions, natural gas combustion, and landscaping emissions) from the Final EIR project sites and 579,670 sf of the Final EIR study areas, plus the construction emissions from the final 200,000 sf of remaining study area renovations.

generated when AAU vacates these properties. The transportation analysis conducted for the revised project determined that vacating each of these sites would result in a net decrease in trips relative to the existing conditions and hence a decrease in VMT and the corresponding criteria pollutant emissions. The revised project at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street would not conflict with the air quality district's 2017 Clean Air Plan, because vacating these buildings would result in less criteria pollutant emissions than was evaluated in the Final EIR.

The revised project involves AAU vacating 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street and converting other existing buildings for AAU use. Vacation of 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street would not worsen any air quality impacts discussed in the Final EIR. Consequently, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required.

1946 Van Ness Avenue (the Bakery)

Construction

The conversion to a post-secondary educational institutional use at 1946 Van Ness Avenue would require minor modifications to the base building core and shell to bring the building into compliance with current life safety codes. This tenant improvement work would primarily occur within the interior of the building and would not be expected to require heavy-duty equipment, such as excavators, concrete mixers, etc., and this requirement would apply to any tenant improvement activities at 1946 Van Ness Avenue. Therefore, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required.

With respect to construction sources of toxic air contaminant emissions, tenant improvements at 1946 Van Ness Avenue would involve minimal use of diesel-powered equipment. Because the site is not located in an air pollution exposure zone, it would not be subject to the construction emissions minimization plan requirement that is specified in the Final EIR. Although the amount of diesel equipment required is anticipated to be minor if it is required at all, the use of diesel equipment outside of an air pollution exposure zone for the tenant improvement activities is not considered to be a significant impact, based on the criteria used in the Final EIR. Further, the Mitigation Measure M-AQ-3.3 limit of 100,000 square feet of building space at a given time would apply to any improvement activities at 1946 Van Ness Avenue. Therefore, the revised project would not change the conclusions reached in the Final EIR with respect to construction toxic air contaminant emissions, and no new mitigation is required.

Operation

With respect to criteria air pollutant emissions, the transportation analysis conducted for the revised project determined that the change of use at 1946 Van Ness Avenue would result in an increase of 19 daily vehicle trips to and from the site that could result in additional emissions. Regarding operation of the building, the proposed use of 1946 Van Ness Avenue would result in approximately 25,840 square feet of AAU-operated institutional space. Building-related emissions would be associated with heating, ventilation and air conditioning.

The addition of 19 vehicle trips during the peak hour (see Table 5) with the change of use at 1946 Van Ness Avenue would not affect the conclusion in the Final EIR with respect to local carbon monoxide impacts when considering the net loss of 19 vehicle trips indicated in Table 5 that would occur with implementation of the revised project. The additional 25,840 square feet of institutional space proposed for 1946 Van Ness Avenue would not result in a substantial increase in emissions analyzed in the Final EIR when considering the relatively minor net increase in total institutional space of 454 square feet and 29 beds that would occur with implementation of the revised project.

With respect to toxic air contaminants, the use of 1946 Van Ness Avenue would not include any substantial sources of toxic air contaminants. No diesel generator is currently located at 1946 Van Ness Avenue, and there is no intention to add one at the site. The Final EIR evaluated the worst-case scenario for mobile source toxic air contaminant emissions from the AAU shuttles. According to the transportation analysis, the use of 1946 Van Ness Avenue would not require an increase in the number of shuttles that AAU would operate; however, an additional shuttle stop is proposed at 1604 Broadway. The addition of a shuttle stop without any increase in the number of shuttles would not result in more emissions than the worst-case analysis from the Final EIR, which accounted for growth in shuttle use commensurate with the higher student growth projections evaluated in the Final EIR. However, as discussed above, student growth is anticipated to be substantially lower than projected. Consequently, there would be no further impacts pertaining to operational toxic air contaminant emissions at 1946 Van Ness Avenue from the revised project.

Additionally, implementation of the revised project at 1946 Van Ness Avenue would not conflict with the air quality district's 2017 Clean Air Plan, and it would not change the conclusions reached in the Final EIR, and no new mitigation is required.

1142 Van Ness Avenue (the Concordia Club)

Construction

The conversion of 1142 Van Ness Avenue to a post-secondary educational institutional use would include no exterior changes to the building, and the changes to the interior of the building would be limited to some re-painting of walls and to the replacement of existing broken, worn out, or unsafe fixtures. The replacement of fixtures would not be an activity that would be of concern regarding air quality, because it would not likely involve the use of gas- or diesel-powered equipment, or substantial paint application that could result in off-gassing related emissions. Therefore, substantial air quality impacts are not anticipated for the limited construction activities that could occur at 1142 Van Ness Avenue. Further, the Mitigation Measure M-AQ-3.3 limit of 100,000 square feet of building space at a given time would apply to any improvement activities at 1142 Van Ness Avenue. Therefore, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required.

With respect to construction sources of toxic air contaminant emissions, the limited tenant improvements at 1142 Van Ness Avenue would not likely involve the use of diesel-powered equipment. Because the site is not located in an air pollution exposure zone, it would not be subject to the construction emissions minimization plan requirement that is specified in the Final EIR. Although the amount of diesel equipment required is anticipated to be minor if it is required at all, the use of diesel equipment outside of an air pollution exposure zone for the tenant improvement activities is not considered to be a significant impact, based on the criteria used in the Final EIR. Therefore, the revised project would not change the conclusions

reached in the Final EIR with respect to construction toxic air contaminant emissions, and no new mitigation is required.

Operation

With respect to criteria air pollutant emissions, the transportation analysis conducted for the revised project determined that the change of use at 1142 Van Ness Avenue would result in a net increase of 39 daily vehicle trips to and from the site that could result in additional emissions. Regarding operation of the building, the proposed use of 1142 Van Ness Avenue would result in approximately 50,221 square feet of AAU-operated institutional space. Building-related emissions would be associated with heating, ventilation and air conditioning.

The addition of 39 vehicle trips during the peak hour (see Table 5) with the change of use at 1142 Van Ness Avenue would not affect the conclusion in the Final EIR with respect to local carbon monoxide impacts when considering the net loss of 19 vehicle trips indicated in Table 5 that would occur with implementation of the revised project. The additional 25,840 square feet of institutional space proposed for 1142 Van Ness Avenue would not result in a substantial increase in emissions analyzed in the Final EIR when considering the relatively minor net increase in total institutional space of 454 square feet and 29 beds that would occur with implementation of the revised project.

With respect to toxic air contaminants, the use of 1142 Van Ness Avenue would not include any substantial sources of toxic air contaminants. No diesel generator is currently located at 1946 Van Ness Avenue, and there is no intention to add one at the site. The Final EIR evaluated the worst-case scenario for mobile source toxic air contaminant emissions from the AAU shuttles. According to the transportation analysis, the use of 1142 Van Ness Avenue would not require an increase in the number of shuttles that AAU would operate; however, an additional shuttle stop is proposed at 1604 Broadway Avenue. The addition of a shuttle stop without any increase in the number of shuttles would not result in more emissions than the worst-case analysis from the Final EIR, which accounted for growth in shuttle use commensurate with the higher student growth projections evaluated in the Final EIR. However, as discussed previously, student growth is anticipated to be substantially lower than projected. Consequently, there would be no further impacts pertaining to operational toxic air contaminant emissions at 1142 Van Ness Avenue from the revised project.

Additionally, implementation of the revised project at 1142 Van Ness Avenue would not conflict with the air quality district's 2017 Clean Air Plan, and it would not change the conclusions reached in the Final EIR, and no new mitigation is required.

2550 Van Ness Avenue (the Da Vinci Hotel)

Construction

The revised project would result in the use of 2550 Van Ness Avenue to replace student housing space vacated at other AAU buildings. There would be no exterior changes to the building, and the changes to the interior of the building would be limited to the replacement of hotel furnishings with student furnishings. The replacement of furnishings would not generate substantial air emissions, because it would not likely involve the use of gas- or diesel-powered equipment, or substantial paint application that could result in off-gassing related emissions. Therefore, substantial air quality impacts are not anticipated for the limited construction activities that could occur at 2550 Van Ness Avenue. Further, the Mitigation Measure

M-AQ-3.3 limit of 100,000 square feet of building space at a given time would apply to any improvement activities at 2550 Van Ness Avenue. Therefore, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required. Therefore, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required.

With respect to construction sources of toxic air contaminant emissions, the use of 2550 Van Ness Avenue would not likely involve the use of diesel-powered equipment. Because the site is not located in an air pollution exposure zone, it would not be subject to the construction emissions minimization plan requirement that is specified in the Final EIR. Although the amount of diesel equipment required is anticipated to be minor if it is required at all, the use of diesel equipment outside of an air pollution exposure zone for the tenant improvement activities is not considered to be a significant impact, based on the criteria used in the Final EIR. Therefore, the revised project would not change the conclusions reached in the Final EIR with respect to construction toxic air contaminant emissions, and no new mitigation is required.

Operation

With respect to criteria air pollutant emissions, the transportation analysis conducted for the revised project determined that the change of use at 2550 Van Ness Avenue would result in a net decrease of 17 PM peak hour vehicle trips to and from the site that could result in additional emissions. Regarding operation of the building, the proposed use of 2550 Van Ness Avenue would result in approximate maximum of 54,298 square feet of AAU-operated residential space. Building-related emissions would be associated with heating, ventilation and air conditioning.

The decrease of 17 vehicle trips during the peak hour (see Table 5) with the change of use at 2550 Van Ness Avenue would not affect the conclusion in the Final EIR with respect to local carbon monoxide impacts when considering the net loss of 19 vehicle trips indicated in Table 5 that would occur with implementation of the revised project. The additional 25,840 square feet of institutional space proposed for 2550 Van Ness Avenue would not result in a substantial increase in emissions analyzed in the Final EIR when considering the relatively minor net increase in total institutional space of 454 square feet and 29 beds that would occur with implementation of the revised project. Further, the change of use at 2550 Van Ness Avenue would result in a decrease in VMT relative to the existing conditions, according to the transportation analysis. Students are more likely to use bicycle, walking, or public transit modes of transport than the users of a tourist hotel, who would be more likely to use passenger vehicles. As such, there would not be any additional emissions from vehicles associated with 2550 Van Ness Avenue. Furthermore, as shown in Table 5, the net effect of the revised project would be a decrease in 17 PM peak hour vehicle trips per day.

With respect to toxic air contaminants, the use of 2550 Van Ness Avenue would not include any substantial sources of toxic air contaminants. No diesel generator is currently located at 2550 Van Ness Avenue, and there is no intention to add one at the site. According to the transportation analysis, the use of 2550 Van Ness Avenue would not require an increase in the number of shuttles that AAU would operate; however, additional shuttle stops are proposed at 2151 Van Ness Avenue, 1604 Broadway, and 1142 Van Ness Avenue. The addition of three shuttle stops without any increase in the number of shuttles would not result in more emissions than the worst-case analysis from the Final EIR, which accounted for growth in shuttle use commensurate with the higher student growth projections evaluated in the Final EIR. However, as discussed above, student growth is anticipated to be substantially lower than projected. Consequently,

there would be no further impacts pertaining to operational toxic air contaminant emissions at 2550 Van Ness Avenue from the revised project.

Additionally, implementation of the revised project at 2550 Van Ness Avenue would not conflict with the air quality district's 2017 Clean Air Plan, and it would not change the conclusions reached in the Final EIR, and no new mitigation is required.

2801 Leavenworth Street (the Cannery)

Construction

The revised project would result in the use of the ground floor of 2801 Leavenworth Street as a publicly-accessible retail space. There would be no exterior changes to the building, and the changes to the interior of the building would be limited to minor renovations. These minor renovations would not generate substantial air emissions because they would not likely involve the use of gas- or diesel-powered equipment, or substantial paint application that could result in off-gassing related emissions. Therefore, substantial air quality impacts are not anticipated for the limited construction activities that could occur at 2801 Leavenworth Street. Furthermore, Mitigation Measure M-AQ-3.3 would limit the amount of construction to 100,000 square feet of building space at a given time would apply to any improvement activities at 2801 Leavenworth Street. Therefore, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required. Therefore, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required.

With respect to construction sources of toxic air contaminant emissions, the change of use at 2801 Leavenworth Street would not likely involve the use of diesel-powered equipment. However, because the site is in the air pollution exposure zone, any use of diesel equipment that is required would be subject to Mitigation Measure M-AQ-2.1 from the Final EIR. If diesel equipment is used at the site, the project sponsor is required to submit a construction emissions minimization plan to the city for review that documents compliance with measures to reduce emissions from diesel equipment. Thus, diesel construction emissions at 2801 Leavenworth Street would be minimized if they occur at all and would be less than significant. Therefore, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required.

Operation

The changes occurring at 2801 Leavenworth Street would result in minor changes to operational emissions. While the Final EIR evaluated the entire 133,675 square foot 2801 Leavenworth building as institutional space, the revised project would change 4,142 square feet to retail space, 2,745 square feet to multi-functional space, and 409 square feet to storage. These modifications would not result in an appreciable change in the building's operational emissions as compared to what was evaluated in the Final EIR, because the sources of operational emissions for institutional, retail, multi-functional, and storage space are of a similar nature and magnitude. Additionally, the building would be used in the same fundamental manner despite the change in use (i.e. institutional and retail space would both use natural gas, require occasional landscaping equipment, and generate consumer product emissions). There would be no further impacts pertaining to operational criteria pollutant emissions at 2801 Leavenworth Street from the revised project.

The change of use at 2801 Leavenworth Street would result in a decrease in VMT relative to the existing conditions, according to the transportation analysis. As such, there would not be any additional emissions

from vehicles associated with 2801 Leavenworth Street. Furthermore, as shown in Table 5, the net effect of the revised project would be a decrease in 17 vehicle trips during the PM peak hour period.

With respect to operational sources of toxic air contaminant emissions, the change of use at 2801 Leavenworth Street would not include the use of any substantial sources of toxic air contaminants. There is no diesel generator at 2801 Leavenworth, and there is no intention to add one at the site. The Final EIR evaluated the worst-case scenario for mobile source toxic air contaminant emissions from the AAU shuttles, and, because the change of use at 2801 Leavenworth Street would decrease the number of students riding the AAU shuttles[25], the revised project would not result in more emissions than the worst case analysis from the Final EIR. Consequently, there would be no further impacts pertaining to operational toxic air contaminant emissions at 2801 Leavenworth Street from the revised project.

2225 Jerrold Avenue

Construction

The original project analyzed AAU's proposed use as AAU office space, storage area for AAU bus operations, mechanical/janitorial functions, and other miscellaneous storage for AAU purposes, along with approximately 22,683 square feet for SFFD storage use. In addition, the original project analyzed the inclusion of an approximately 17,533 square-foot AAU basketball court and weight room for students and staff. Under the revised project, AAU would revise its change of use application to replace the initially proposed AAU recreational facilities with an approximately 15,084 square foot community facility that is open to the public and includes a multi-purpose recreation room and indoor and outdoor community facility lounge spaces.

The proposed change of use to a community facility would not require substantial construction activities that would generate substantial air emissions because they would not likely involve the use of gas- or diesel-powered equipment, or substantial paint application that could result in off-gassing related emissions. Therefore, substantial air quality impacts are not anticipated for the limited construction activities that could occur at 2225 Jerrold Avenue. Furthermore, Mitigation Measure M-AQ-3.3, which would limit the amount of construction to 100,000 square feet of building space on AAU properties at a given time, would include any improvement activities at 2225 Jerrold Avenue. Therefore, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required. Therefore, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required.

With respect to construction sources of toxic air contaminant emissions, the change of use at 2225 Jerrold Avenue would not likely involve the use of diesel-powered equipment. However, because the site is in the Article 38 Air Pollution Exposure Zone, any use of diesel equipment that is required would be subject to Mitigation Measure M-AQ-2.1 from the Final EIR. If diesel equipment is used at the site, the project sponsor is required to submit a construction emissions minimization plan to the city for review that documents compliance with measures to reduce emissions from diesel equipment. Thus, diesel construction emissions at 2225 Jerrold Avenue would be minimized if they occur at all and would be less than significant.

[25] This conclusion is based on the transportation analysis conducted for the revised project.

Therefore, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required.

Operation

The revised project would change the use of the site from a recreational facility for AAU students and staff to a publicly accessible community facility. In addition, the revised project includes pedestrian and bicycle infrastructure improvements to provide safe access to the site. These modifications would not result in an appreciable change in the building's operational emissions as compared to what was evaluated in the Final EIR because the sources of operational emissions would be the same and the building would be used in the same fundamental manner, despite the change of use. There would be no further impacts pertaining to operational criteria pollutant emissions at 2225 Jerrold Avenue from the revised project.

The change of use at 2225 Jerrold Avenue would not result in a substantial change in VMT relative to the existing conditions, according to the transportation analysis. As such, there would not be any additional emissions from vehicles associated with 2225 Jerrold Avenue.

With respect to operational sources of toxic air contaminant emissions, the change of use at 2225 Jerrold Avenue would not include the use of any substantial sources of toxic air contaminants. There is no diesel generator at 2225 Jerrold Avenue, and there is no proposal to add one at the site. The Final EIR evaluated the worst-case scenario for mobile source toxic air contaminant emissions for the site, and because the change of use at 2225 Jerrold Avenue would not change the number of vehicle trips to the project site, including shuttles, the revised project would not result in more emissions than the worst-case analysis from the Final EIR. Consequently, there would be no additional impacts pertaining to operational toxic air contaminant emissions at 2225 Jerrold Avenue from the revised project.

Conclusion

The revised project would not change any of the Final EIR's findings with respect to air quality impacts. There is no new information of substantial importance, such as new regulations, a change of circumstances (e.g., physical changes to the environment as compared to 2010), or changes to the project that would give rise to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. This analysis does not result in any different conclusions than those reached in the Final EIR related to air quality impacts, either on a project-related or cumulative basis.

4.8 Greenhouse Gas Emissions

The Final EIR determined that the original project would not generate greenhouse gas emissions that would result in a cumulatively considerable impact on the environment, or conflict with any policy, plan, or regulation, adopted for reducing greenhouse gas emissions within the study areas or at the project sites.

As discussed in the Final EIR, the original project would be consistent with San Francisco's energy and conservation standards, as reflected in San Francisco's Greenhouse Gas (GHG) Reduction Strategy, and compliance with the strategy would reduce specific sources of GHG emissions that would otherwise occur. San Francisco has been successful in meeting its stated GHG reduction goal through implementation of the strategy, and those goals are consistent with state GHG reduction goals. Therefore, the revised project, if

consistent with the GHG Reduction Strategy, would also be consistent with the GHG emissions reduction goals of EO S-3-05, EO B-30-15, AB 32, SB 32, and the Bay Area 2017 Clean Air Plan.

1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street

Under the revised project, AAU would vacate 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street. AAU would not make any interior or exterior modifications to these buildings and the change of use applications would be withdrawn, resulting in no additions or changes to any of the buildings. Any future modifications or changes of use at these sites would be subject to separate CEQA review.

Therefore, because no modifications at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street would occur, the revised project at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street would not increase greenhouse gas emissions. Consequently, the revised project would not change the conclusions reached in the Final EIR, and no new mitigation is required.

1946 Van Ness Avenue (the Bakery)

The revised project at 1946 Van Ness Avenue would be subject to and required to comply with several regulations adopted to reduce GHG emissions as identified in the GHG Reduction Strategy. Regulations applicable to 1946 Van Ness Avenue include the Commuter Benefits Ordinance, the Commercial Water Conservation Ordinance, and the Mandatory Recycling and Composting Ordinance. The consistency of the proposed 1946 Van Ness Avenue use with the city's GHG Reduction Strategy is demonstrated by the city's Compliance Checklist.[26]

Because the revised project at 1946 Van Ness Avenue would be consistent with the city's GHG Reduction Strategy, it would not conflict with any plans adopted for reducing GHG emissions and would not exceed San Francisco's applicable GHG emissions threshold of significance. Moreover, the additional use of 1946 Van Ness Avenue would not change the consistency of the original project with the city's GHG Reduction Strategy. As such, the revised project would not result in a significant increase in GHG emissions compared to the GHG emissions analyzed in the Final EIR. No mitigation measures are necessary.

1142 Van Ness Avenue (the Concordia Club)

The revised project at 1142 Van Ness Avenue would be subject to and required to comply with several regulations adopted to reduce GHG emissions as identified in the GHG Reduction Strategy. Regulations applicable to 1142 Van Ness Avenue include the Commuter Benefits Ordinance, the Emergency Ride Home Program, and the Mandatory Recycling and Composting Ordinance. The consistency of the proposed 1142 Van Ness Avenue use with the city's GHG Reduction Strategy is demonstrated by the city's Compliance Checklist.[27]

[26] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 1946 Van Ness Avenue, February 23, 2019.

[27] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 1142 Van Ness Avenue, February 23, 2019.

Because the revised project at 1142 Van Ness Avenue would be consistent with the city's GHG Reduction Strategy, it would not conflict with any plans adopted for reducing GHG emissions and would not exceed San Francisco's applicable GHG emissions threshold of significance. Moreover, the additional use of 1142 Van Ness Avenue would not change the consistency of the original project with the city's GHG Reduction Strategy. As such, the revised project would not result in a significant increase in GHG emissions compared to the GHG emissions analyzed in the Final EIR. No mitigation measures are necessary.

2550 Van Ness Avenue (the Da Vinci Hotel)

The revised project at 2550 Van Ness Avenue would not result in an appreciable increase in GHG emissions, because there would be no exterior changes to the building, and the changes to the interior of the building would be limited to the replacement of hotel furnishings with student furnishings. The revised project at 2550 Van Ness Avenue would be subject to and required to comply with several regulations adopted to reduce GHG emissions as identified in the GHG Reduction Strategy. Regulations applicable to 2550 Van Ness Avenue include the Commuter Benefits Ordinance, the Transportation Sustainability Fee, and the Mandatory Recycling and Composting Ordinance. Consistency of 2250 Van Ness Avenue with the city's GHG Reduction Strategy is demonstrated by the city's Compliance Checklist.[28]

Because the revised project at 2550 Van Ness Avenue would be consistent with the city's GHG Reduction Strategy, it would not conflict with any plans adopted for the purpose of reducing GHG emissions and would not exceed San Francisco's applicable GHG emissions threshold of significance. Moreover, the additional use of 2550 Van Ness Avenue would not change the consistency of the original project with the city's GHG Reduction Strategy. As such, the revised project would not result in a significant increase in GHG emissions compared to the GHG emissions analyzed in the Final EIR. No mitigation measures are necessary.

2801 Leavenworth Street (the Cannery)

The revised project would result in permitting changes at 2801 Leavenworth Street but would involve minimal physical changes to the building. There would be no exterior changes to the building, and the changes to the interior of the building would be limited to the replacement of existing broken, worn out, or unsafe fixtures. There would also be a net decrease in VMT relative to the existing conditions, according to the transportation analysis. As such, there would not be any additional emissions from vehicles associated with 2801 Leavenworth Street. Because the revised project at 2801 Leavenworth Street would not result in additional GHG emissions, it would not conflict with any plans adopted for the purpose of reducing GHG emissions. As such, the revised project would not result in a significant increase in GHG emissions compared to the GHG emissions analyzed in the Final EIR. No mitigation measures are necessary.

2225 Jerrold Avenue

Compared to the original project, the revised project at 2225 Jerrold Avenue would involve minimal changes to the interior of the building and limited exterior modifications related to safe pedestrian and bicycle infrastructure to provide public access to the community amenities on-site. There would be not be a substantial change in VMT relative to existing conditions as the number of vehicle trips would stay the

[28] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 2550 Van Ness Avenue, February 23, 2019.

same under the revised project. As such, there would not be any additional emissions from vehicles associated with 2225 Jerrold Avenue. Because the revised project at 2225 Jerrold Avenue would not result in additional GHG emissions, it would not conflict with any plans adopted for the purpose of reducing GHG emissions. As such, the revised project would not result in a significant increase in GHG emissions compared to the GHG emissions analyzed in the Final EIR. No mitigation measures are necessary.

Conclusion

The revised project would not change any of the Final EIR's findings with respect to greenhouse gas emissions impacts. There is no new information of substantial importance, such as new regulations, a change of circumstances (e.g., physical changes to the environment as compared to 2016), or changes to the project that would give rise to new significant environmental effects. This analysis does not result in any different conclusions than those reached in the Final EIR related to greenhouse gas emissions, either on a project-related or cumulative basis. No mitigation is required.

4.9 Wind and Shadow

The Final EIR determined that the original project would not alter wind in a manner that could substantially affect public areas, nor would it create new shadow in a manner that could substantially affect outdoor recreation facilities or other public areas. No impacts in the study areas or at the project sites were identified. Under the revised project, 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, and 2340 Stockton Street would be vacated by AAU, and no wind or shadow impacts would occur at these sites. Similar to the original project, construction activities under the revised project at 1946 Van Ness Avenue, 1142 Van Ness Avenue, 2550 Van Ness Avenue, and 2801 Leavenworth Street related to changes in use would be limited to tenant improvements, including interior construction, fire sprinkler/alarm upgrades, and/or the addition of exterior signage.

As discussed previously, under the revised project AAU would vacate the six-story building at 1055 Pine Street and the one-story building at 1069 Pine Street. Future uses at 1055 Pine Street and 1069 Pine Street are unknown at this time; however, changes of use and/or physical modifications at both buildings would be subject to all applicable planning and building codes and, if required, appropriate California Environmental Quality Act (CEQA) review at the time such changes (if any) are proposed.

Because the revised project would not involve any new development or additions at these locations that would change the height and bulk of existing structures, it would not alter wind environments, alter shadows, or be subject to the requirements of San Francisco Planning Code section 295 (see discussion below under Wind). Furthermore, any future changes would be required to comply with all applicable policies and regulations, including San Francisco Planning Code section 148, intended to reduce wind impacts, and all applicable policies and regulations intended to reduce shadow impacts. Therefore, as with the original project, the revised project at these locations would not alter wind in a manner that substantially affects public areas and would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas; there would be no impacts related to wind and shadow. No mitigation measures are necessary. There would be no new significant impacts related to wind and shadow at any of the project sites. Therefore, the revised project at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 460 Townsend Street, 1946 Van Ness Avenue, 1142 Van Ness Avenue, 2550 Van Ness Avenue, 168 Bluxome Street, 121 Wisconsin Street, 150 Hayes Street,

121 Wisconsin Street, 2801 Leavenworth Street, and 2225 Jerrold Avenue. would not change the conclusions reached in the Final EIR regarding wind and shadow impacts, and no new mitigation is required.

Conclusion

The revised project would not change any of the Final EIR's findings with respect to wind and shadow impacts. There is no new information of substantial importance, such as new regulations, a change of circumstances (e.g., physical changes to the environment as compared to 2010), or changes to the project that would give rise to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. This analysis does not result in any different conclusions than those reached in the Final EIR related to wind and shadows, either on a project-related or cumulative basis.

4.10 Recreation

The Final EIR determined that the original project would not increase the use of or physically degrade existing recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated or require construction or expansion of recreational facilities in a way that would adversely affect the environment, resulting in a less-than-significant impact in the study areas and at the project sites. The revised project would be limited to the occupation, change of use, and vacation of existing buildings in already developed areas of the city and would not result in new development or major additions at all locations. Although the recreational facility at 1069 Pine Street would be vacated, AAU students, faculty, and staff would still be able to use other AAU recreational facilities at 620 Sutter Street, 655 Sutter Street, 601 Brannan Street, 1142 Van Ness Avenue and 2225 Jerrold Avenue.[29]

The revised project would result in a net increase of 29 beds, for a total capacity of 1,839 beds, due to the proposed occupation of 2550 Van Ness Avenue by AAU for use as student housing. AAU students at 2550 Van Ness Avenue would have access to existing AAU recreational resources. Further, the new student housing facility at 2550 Van Ness Avenue would be required to meet the open space requirements for student housing, as specified in San Francisco Planning Code section 135. In addition, the revised project proposes new open space, including a basketball half court and a picnic area, at 1727 Lombard Street.

The revised project also could increase the demand for recreational resources around the properties not previously occupied by AAU—1946 Van Ness Avenue and 1142 Van Ness Avenue—due to the additional residents, students, faculty, and staff that the revised project would bring to the area. Conversely, the revised project would result in a decrease in the demand for recreational resources around the properties to be vacated by AAU (1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 150 Hayes Street, 168 Bluxome Street, 460 Townsend Street, 121 Wisconsin Sreet, and 2340 Stockton Street). Conditions and demand for recreational resources at 2801 Leavenworth Street would stay the same under the revised project because the change of use permit would be modified, and the only new uses proposed at the site would be retail uses.

In addition to the increased demand for recreational resources at some locations, the revised project would remove the existing recreational facilities currently provided for AAU students, faculty, and staff at 1069 Pine Street. AAU also facilitates access for students, faculty, and staff at other nearby facilities, as listed in

[29] As discussed on page 4.11-18 in the Final EIR, 2225 Jerrold Avenue would be used on an accessory basis as recreational space for AAU.

Table 4.11-2 of the Final EIR, where practice and game space is provided for various AAU athletic programs.

Despite increases in the demand for recreational use that could occur around some sites under the revised project, and even with the removal of the existing recreational uses at 1069 Pine Street, the demand for recreational uses would be less under the revised project than under the original project due to the substantial decrease in projected AAU enrollment, and the continued availability of recreational resources, both specifically designated for AAU student, faculty and staff, and generally available within the neighborhoods near revised project sites.[30] Therefore, the amount of additional demand for and use of recreational resources under the revised project would be less than under the original project. Further, based on the significant decline in enrollment since 2012, and because the revised project would result in only a gradual increase of net population throughout the project sites, the growth would be less than that analyzed in the Final EIR, and ample recreational facilities would be available for resident, student, faculty and staff use within and immediately adjacent to the project sites. Therefore, the increase in population as a result of the revised project would not result in the degradation or deterioration of existing recreational facilities, or include or result in the need to expand or construct new facilities. Additionally, future occupation and change of use of existing buildings would be required to comply with San Francisco Planning Code sections 135 and 102.36 for open space requirements.

Conclusion

As with the original project, this impact would be less than significant, and no mitigation measures are necessary. There would be no new significant impacts related to recreation at any of the project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding recreation, and no new mitigation is required.

4.11 Utilities and Service Systems

The Final EIR determined that the original project would not require or result in the construction of substantial new water treatment facilities, and the city would have sufficient water supplies available to serve the original project (including growth in the study areas and at the project sites) from existing entitlements and resources. The Final EIR also concluded that the original project would not require new or expanded water supply resources or entitlements, would not require or result in the expansion or construction of new wastewater treatment or stormwater facilities, exceed capacity of the wastewater treatment provider when combined with other commitments, or exceed wastewater treatment requirements of the Regional Water Quality Control Board, and would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and would comply with federal, state, and local statutes and regulations related to solid waste, resulting in less-than-significant impacts in the study areas and at the project sites.

The revised project would result in a net increase of 454 square feet of institutional uses and a net increase of approximately 29 beds for student housing, for a total capacity of approximately [1,839] beds as compared to the original project. This increase in institutional and residential use would result in a small

[30] Final EIR Tables 4.11-1 and 4.11-2 provide comprehensive lists of parks and recreational facilities in the vicinity of the 12 study areas and six project sites, including those near the mid Van Ness Avenue 2801 Leavenworth area, and existing athletic facilities used by AAU.

increase in the demand for utilities and service systems around the properties requiring a change of use or construction (1946 Van Ness Avenue, 1142 Van Ness Avenue, and 2550 Van Ness Avenue) due to additional residents, students, faculty, and staff in the area.

However, as previously discussed, under the revised project AAU would vacate the six-story building at 1055 Pine Street and the one-story building at 1069 Pine Street. The 155 beds currently provided at 1055 Pine Street would be relocated to the Da Vinci Hotel at 2550 Van Ness Avenue (see discussion below). The 1069 Pine Street building contains a small gymnasium. This use would be relocated to an existing, similarly-sized gymnasium at 1142 Van Ness Avenue (the site of the former Concordia Club). Accordingly, expanded demand in utilities and service systems associated with vacation of these two properties would not occur. Future uses at 1055 Pine Street and 1069 Pine Street are unknown at this time; however, changes of use and/or physical modifications at both buildings would be subject to all applicable planning and building codes and, if required, appropriate California Environmental Quality Act (CEQA) review at the time such changes (if any) are proposed.

While the revised project would result in an increase in the demand for public services and utilities around some sites that would be occupied by AAU, the revised project would decrease the growth of AAU uses and demand for utilities and service systems around the properties to be vacated (700 Montgomery Street, 2295 Taylor Street, 168 Bluxome Street, 121 Wisconsin Street, 150 Hayes Street, 460 Townsend Street, and 2340 Stockton Street). Demand for utilities and service systems at 2801 Leavenworth Street would remain the same under the revised project because the change of use permit would be modified, and the proposed uses would continue to be ground-floor retail. Similarly, demand for utilities and service systems at 2225 Jerrold Avenue would remain the same under the revised project because the proposed use would continue to be a community recreation facility.

Overall, due to the significant decrease in projected enrollment under the revised project, all potential impacts on utilities and service systems under the revised project would be less than the impacts analyzed in the Final EIR. The Final EIR determined that even with the increase in student, faculty, and staff populations, which would result in an increase in the demand for utilities and service systems, sufficient water supplies would be available to serve the original project; construction of new water, wastewater, or stormwater facilities would not be required; and sufficient landfill capacity would be available to serve the original project. Taking into account reduced growth under the revised project, utilities and service systems would still each have adequate resources and capacity to meet demand and avoid the need for construction of new facilities. As under the original project, the revised project would result in incremental, dispersed growth that could be accommodated without resulting in an adverse effect to utilities and service systems.

Additionally, newly occupied buildings would be required to comply with the San Francisco's Residential Water Conservation Ordinance that would require installation of water conservation equipment (such as low-flow showerheads, faucets, and toilets) prior to making major improvements. AAU would also be required to adhere to the applicable federal, state, and local regulations associated with reduction of construction-related and operational solid waste, including the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. With adherence to applicable regulations, the increasing rate of diversion through recycling, composting, and other methods would result in a decreasing share of total waste that would be disposed in the Hay Road Landfill in Solano County. Moreover, all new development projects within the

city are required to comply with applicable requirements of the city's Sustainability Plan, Climate Action Plan, Green Building Ordinances, and Title 24 requirements.

Conclusion

As discussed above in the Project Description, AAU's current and projected enrollment are substantially lower than that predicted in the Final EIR. The revised project would result in a gradual increase of net population throughout the project sites that would be less than what was analyzed in the Final EIR. As such, utility and service systems would still have adequate resources and capacity to meet demand. Therefore, the increase in AAU uses as a result of the revised project would not result in the need for new or expanded utility and service systems, or construction of new facilities. Therefore, the amount of additional demand for and use of utilities and service systems under the revised project would be less than under the original project, which would result in fewer impacts than analyzed in the Final EIR, and as with the original project, this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to utility and service systems at any of the project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding utility and service systems, and no new mitigation is required.

4.12 Public Services

The Final EIR concluded that the original project would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered fire or police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire and police protection, would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools, and would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for libraries, resulting in less-than-significant impacts in the study areas and at the project sites.

As discussed previously, under the revised project AAU would vacate the six-story building at 1055 Pine Street and the one-story building at 1069 Pine Street. The 155 beds currently provided at 1055 Pine Street would be relocated to the Da Vinci Hotel at 2550 Van Ness Avenue (see discussion below). The 1069 Pine Street building contains a small gymnasium, the use of which would be relocated to an existing, similarly-sized gymnasium at 1142 Van Ness Avenue (the site of the former Concordia Club). Demand for public services near these two properties would decrease with vacation of these two properties. Future uses at 1055 Pine Street and 1069 Pine Street are unknown at this time; however, changes of use and/or physical modifications at both buildings would be subject to all applicable planning and building codes and, if required, appropriate California Environmental Quality Act (CEQA) review at the time such changes (if any) are proposed.

The revised project would result in a net increase of 454 square feet of institutional uses and a net increase of 29 beds for student housing, for a total capacity of approximately 1,839 beds as compared to the original project. This increase in institutional and student housing use could result in a small increase in the demand for public services around the properties requiring a change of use or construction (1946 Van Ness Avenue,

1142 Van Ness Avenue, and 2550 Van Ness Avenue) due to additional residents, students, faculty, and staff in the area.

While the revised project would result in an increase in the demand for public services around some sites that would be occupied by AAU under the revised project, the revised project would decrease the growth of AAU uses and demand for public services around the properties to be vacated (700 Montgomery Street, 2295 Taylor Street, 168 Bluxome Street, 121 Wisconsin Street, 150 Hayes Street, 460 Townsend Street, and 2340 Stockton Street). As discussed above in Section 4.11 Utilities and Service Systems, demand for utilities and service systems at 2801 Leavenworth Street and 2225 Jerrold Avenue would remain the same under the revised project.

Overall, due to the substantial decrease in projected enrollment under the revised project, all potential impacts on public services under the revised project would be less than the impacts analyzed in the Final EIR. The Final EIR determined that even with the increase in student, faculty and staff populations, which would result in an increase in the demand for fire and police protection services, the San Francisco Fire Department and San Francisco Police Department each have adequate resources to meet demand for fire and police protection that would be associated with growth under the original project and construction of new facilities would not be required. Similarly, the San Francisco Unified School District and San Francisco Public Library system have adequate capacity to accommodate growth from the original project. Taking into account less growth under the revised project, the San Francisco Fire Department, San Francisco Police Department, San Francisco Unified School District, and San Francisco Public Library system would still each have adequate resources and capacity to meet demand for fire and police protection, and school and library services, avoiding the need for construction of new facilities. As under the original project, the revised project would result in incremental, dispersed growth that could be accommodated without resulting in an adverse effect to police or fire protection services or school or library services.

Conclusion

Because current enrollment is substantially lower than that predicted in the Final EIR, and the revised project would result in only a gradual increase of net population throughout the project sites, it would be less than what was analyzed in the Final EIR, and public services would still have adequate resources and capacity to meet demand, the increase in population as a result of the revised project would not result in the need for new or expanded public services, or construction of new facilities. Therefore, the amount of additional demand for and use of utilities and service systems under the revised project would be less than under the original project, which would result in fewer impacts than analyzed in the Final EIR, and as with the original project, this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to public services at any of the project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding public services, and no new mitigation is required.

4.13 Biological Resources

The Final EIR determined that there would be no impact on riparian habitat or other sensitive natural community, federally protected wetlands, conflict with any local policies or ordinances protecting biological resources, or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Final EIR also concluded that the original project would not have a substantial adverse effect, either directly

or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service and would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, resulting in less-than-significant impacts in the study areas and at the project sites.

As discussed previously, under the revised project AAU would vacate 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 168 Bluxome Street, 121 Wisconsin Street, 150 Hayes Street, 460 Townsend Street, and 2340 Stockton Street. No activities would occur with the vacation of these properties that would result in a substantial impact to a native resident or migratory fish or wildlife species, or with an established native resident or migratory wildlife corridor. Future uses at 1055 Pine Street and 1069 Pine Street are unknown at this time; however, changes of use and/or physical modifications at both buildings would be subject to all applicable planning and building codes and, if required, appropriate California Environmental Quality Act (CEQA) review at the time such changes (if any) are proposed. In addition, the proposed changes of use at 2801 Leavenworth Street and 2225 Jerrold Avenue would largely occur within the buildings and not result in a substantial impact to native resident or migratory fish or wildlife species, or with an established native resident or migratory wildlife corridor.

Similar to the original project, the revised project is located within highly urbanized areas and does not support or provide habitat for any rare, endangered, or protected wildlife or plant species. Because the study areas are in fully developed urban areas with no natural vegetation communities remaining, the revised project would also not affect any special-status plants. Work at the revised project locations would involve minor (largely interior) alterations and no trees would be removed, thus avoiding disturbance or destruction of nesting habitat for bird species.

Additionally, the revised project would not substantially interfere with the movement of a native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors due to the highly developed and urbanized nature of the project setting. As with the original project, the revised project would utilize existing buildings in all locations and would not increase building heights or result in construction on previously undeveloped sites. The revised project therefore would likely have limited or no impacts on migration patterns or migratory wildlife corridors or increase any bird hazards.

Conclusion

As with the original project, potential impacts to biological resources would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to biological resources at any of the project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding biological resources, and no new mitigation is required.

4.14 Geology and Soils

The Final EIR determined that the original project would not result in impacts within the study areas or at the project sites related to fault rupture, landslides, erosion and loss of topsoil, wastewater disposal, and change in topography. The Final EIR also concluded that the original project would result in less-than-significant impacts in the study areas or at the project sites related to exposure of people or structures to the risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure

such as liquefaction, geologic or soil units that are unstable, or that could become unstable, and expansive soil.

No excavation would occur for any of the revised project structures. For those buildings which would be subject only to minor alterations, the revised project would result in the same or similar impacts as the original project on geology and soils.

As discussed previously, under the revised project AAU would vacate 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 168 Bluxome Street, 121 Wisconsin Street, 150 Hayes Street, 460 Townsend Street, and 2340 Stockton Street. No activities that could result in an impact related to geologic hazards would occur with the vacation of these properties. In addition, the proposed changes of use at 2801 Leavenworth Street and 2225 Jerrold Avenue would not result in any geologic hazard impacts beyond the less than significant impacts disclosed in the Final EIR.

In addition, the revised project includes a change of use from tourist hotel/motel to student housing at 2550 Van Ness Avenue, a change of use from retail and light industry to postsecondary educational institution at 1946 Van Ness Avenue, and a change of use from private community facility to postsecondary educational institution at 1142 Van Ness Avenue. Similarly, the changes of use at 2550 Van Ness Avenue, 1946 Van Ness Avenue, and 1142 Van Ness Avenue would not result in impacts related to geologic hazards. Future uses at 1055 Pine Street and 1069 Pine Street are unknown at this time; however, changes of use and/or physical modifications at both buildings would be subject to all applicable San Francisco codes and, if required, appropriate California Environmental Quality Act (CEQA) review at the time such changes (if any) are proposed.

The revised project at all other locations would not expose people or structures to the risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure such as liquefaction, would not be located on geologic or soil units that are unstable, or that could become unstable as a result of the revised project, and would not be located on expansive soil and, therefore, would not create substantial risks to life or property. Impacts would be the same because the project sites under the revised project are within the same geologic units and have the same potential for ground shaking and liquefaction. AAU would be required to ensure that building occupants at facilities it intends to occupy are protected from unstable soil hazards to the extent required under existing San Francisco Building Code regulations as administered by the Department of Building Inspection. The Department of Building Inspection review would address hazards such as liquefaction, lateral spreading, ground failure, and compressible soils. Occupancy permits would not be issued until structural upgrades, as deemed necessary through site-specific investigation, have been implemented; therefore, impacts would be less than significant.

This analysis conservatively assumes that AAU could occupy buildings in areas where artificial fill and/or Bay Mud is present and thus could be located on expansive soils. Therefore, the revised project could create substantial risks to life or property. However, if a permit from the Department of Building Inspection is required prior to AAU's occupancy of a building and the issuance of occupancy permits, AAU would be required to comply with all applicable building code regulations as administered by the Department of Building Inspection. This may include implementation of a site-specific structural survey and Department of Building Inspection permit review, compliance with current building code requirements and the requirements of San Francisco's unreinforced masonry building ordinance (ordinance 225-92, adopted in 1992) and Soft Story Program.

Conclusion

Compliance with these regulations would avoid or minimize adverse effects associated with expansive soils in the study areas, and like the original project, this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to geology and soils at any of the project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding geology and soils, and no new mitigation is required.

4.15 Hydrology and Water Quality

The Final EIR determined that there would be no impacts within the study areas or at the project sites related to deletion of groundwater supplies/interference with groundwater recharge, alteration of drainage patterns, failure of a dam or levee, seiche and mudflows, or placing housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map, or placing within a 100-year flood hazard area structures that would impede or redirect flood flows. The Final EIR also determined the original project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality, would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site, or create or contribute runoff water that would exceed the capacity of existing or planned storm sewer systems or provide substantial additional sources of polluted runoff and would not expose people or structures to inundation by tsunami, resulting in less-than-significant impacts in the study areas and at the project sites.

The revised project would result in the same impacts as described under the original project. The revised project would result in the change of use of certain buildings, withdrawal of change of use permits, and vacation of existing buildings. Due to these changes in use, there would be modest changes in wastewater flows. However, the revised project would not result in substantial increases in wastewater and stormwater generation beyond that which is associated with projected population growth, and revised project flows would be accommodated by existing wastewater treatment facilities and improvements identified in the San Francisco Public Utilities Commission Sewer System Improvement Project.[31] Further, the projected AAU enrollment in the Final EIR was significantly greater than what has actually occurred; as such, wastewater generation would be reduced under the revised project as compared to the original project analyzed in the Final EIR.

The wastewater flows would continue to flow into the city's combined stormwater and sewer system and would continue to be treated to the standards contained in the city's National Pollutant Discharge Elimination System permit for the Southeast Water Pollution Control Plant or the National Pollutant Discharge Elimination System permit for the North Point Water Pollution Control Plant, depending on the location of the project site. Therefore, project stormwater flows can be accommodated with little, if any, change in wastewater characteristics, the contribution of those flows from the project sites would have little, if any, effect on the quality of wastewater treated at and discharged from the city's permitted

[31] The public utilities commission sewer system improvement project is a 20-year, 6.9-billion-dollar citywide program to upgrade the city's aging sewer system infrastructure to ensure a reliable and seismically safe system. More about the project may be found here: http://sfwater.org/index.aspx?page=116. Accessed March 30, 2018.

combined sewer system facilities. Therefore, the revised project would not cause water quality violations or water quality degradation.

Additionally, none of the proposed tenant improvements at the project sites would involve activities that meet the criteria for the National Pollutant Discharge Elimination System General Permit for Discharges of Stormwater Associated with Construction Activities and/or the city's Stormwater Management Ordinance. Because there would be limited or no new runoff containing additional pollutants, and the revised project would be required to comply with applicable wastewater and water quality requirements, the potential for violations of water quality standards or degradation of water quality as a result of activities at the project sites would be negligible. Therefore, the revised project would not cause any violations of water quality standards or waste discharge requirements, or otherwise degrade water quality, and this impact would be less than significant.

Regarding increases in stormwater runoff, the revised project is limited to interior tenant improvements and exterior construction activities such as removing or changing signage and minor renovations, which would not substantially change the amount of impervious surfaces at any of the project sites. Therefore, the revised project would not generate additional stormwater flows. The revised project would not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site, or create or contribute runoff water that would exceed the capacity of existing or planned storm sewer systems or provide substantial additional sources of polluted runoff, and this impact would be less than significant.

None of the project sites evaluated in this addendum are within a potential flood hazard area and only 2801 Leavenworth Street could be susceptible to sea level rise by end-of-century (2100) according to BCDC forecast scenarios for sea level rise, although no housing is proposed at this location. Therefore, the revised project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map, or place within a 100-year flood hazard area structures that would impede or redirect flood flows, and no impact would occur.

The only site evaluated in this addendum with the potential to expose people or structures to inundation by tsunami is 2801 Leavenworth Street; all other sites have no potential for impact. 2801 Leavenworth Street could be susceptible to tsunami run-up of up to approximately 10 feet. The building could be susceptible to damage, which could pose a safety risk to occupants and visitors. Under the revised project, AAU would modify the application to retain retail or other active ground floor uses that would be physically accessible to members of the public during the normal retail hours of operation customary in the neighborhood. This change would not involve modifications to the building's structural components. As such, the revised project would not change how the building could perform if a tsunami were to reach the building. However, if a tsunami were to occur, this could expose building occupants or visitors to risk of injury or death. The city has developed tsunami response procedures through its Emergency Response Plan: Tsunami Annex and its Emergency Operations Plan, which would be implemented in the event of a tsunami to help minimize losses. In addition, AAU has a campus safety plan that addresses emergency evacuation procedures and is intended to reduce the possibility of death and injury to members of the campus community, which would cover all AAU campus property including 2801 Leavenworth Street. Therefore, the revised project at 2801 Leavenworth Street would not expose people or structures to inundation by tsunami, and this impact would be less than significant.

Therefore, as with the original project, all impacts related to hydrology and water quality would be either no impact or less than significant. No mitigation measures are necessary. There would be no new significant impacts related to hydrology and water quality at any of the project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding hydrology and water quality, and no new mitigation is required.

4.16 Hazards and Hazardous Materials

The Final EIR concluded that the original project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, would not expose the public or the environment to unacceptable levels of known or newly discovered hazardous materials as a result of a site being located on a hazardous materials list site, and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, resulting in less-than-significant impacts within the study areas and at the project sites. The Final EIR determined that the original project could create a potentially significant hazard to the public or the environment within the study areas and at the project sites through reasonably foreseeable upset and accident conditions involving the release of hazardous building materials into the environment, including within 0.25 mile of a school. However, with implementation of Mitigation Measure M-HZ-2.1 (Testing and Removal of Hazardous Building Materials), this impact would be less than significant. The revised project would not change any of these findings, as further discussed below.

1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street

Under the revised project, AAU would vacate these properties. Any future changes of use, tenant improvements, or building occupancy would be subject to separate CEQA review. Therefore, there would no impacts related to hazards and hazardous materials at 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, 168 Bluxome Street, 150 Hayes Street, 460 Townsend Street and 121 Wisconsin Street and no mitigation measures are necessary. There would be no new significant impacts related to hazards and hazardous materials at these project sites. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding hazards and hazardous materials, and no new mitigation is required.

1946 Van Ness Avenue (the Bakery)

Routine Transport, Use, or Disposal of Hazardous Materials

As part of the revised project, AAU proposes to convert 1946 Van Ness Avenue to a post-secondary educational institutional use. Tenant improvements could use materials such as drywall, paint and related finish work materials, and welding products, some of which contain products that are considered hazardous materials. Due to the limited types and amounts of products that would be used during tenant improvements, and given that such use would be temporary and required to comply with applicable law, renovation activities would not pose a substantial hazard, such that a significant impact would occur.

1946 Van Ness Avenue would also use common types of hazardous materials, such as cleaners, water-based paint, disinfectants, and chemical agents required to maintain the sanitation of the site. AAU proposes to utilize 1946 Van Ness Avenue for its auto restoration and industrial design programs, which may involve the use of materials such as paints, lacquers and solvents, plasters, photographic chemicals,

and ceramic materials, some of which would be regulated as hazardous materials, and would generate hazardous waste. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. Hazardous waste is hauled away by licensed hazardous waste haulers.

1946 Van Ness Avenue would be required to receive a Hazardous Materials Unified Program Agency (HMUPA) certificate of registration. Hazardous materials use at 1946 Van Ness Avenue would be subject to the certification and Hazardous Materials Business Plan (HMBP) requirements under San Francisco Health Code Article 21. Hazardous waste management would also be regulated by San Francisco Health Code Article 22. As described above, tenant improvements would involve limited and temporary use of hazardous materials that would also be required to comply with applicable law. Therefore, the revised project at 1946 Van Ness Avenue would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to the routine transport, use, or disposal of hazardous materials. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding the routine transport, use, or disposal of hazardous materials, and no new mitigation is required.

Reasonably Foreseeable Upset and Accident Conditions

Interior and exterior tenant improvements could involve handling or removing nonstructural elements such as insulation, flooring, ceilings, paint, lighting fixtures, and electrical equipment. Some of these nonstructural features could contain ACMs (e.g., old fireproofing and flooring materials), lead-based paint (LBP), or PCBs (e.g., in electrical equipment and lighting fixtures), particularly if the work is being done in older buildings, unless previous renovations have removed those materials or other protective measures have been implemented. A potential upset and accident condition involving the release of hazardous materials into the environment could occur if renovation debris contains those materials at levels that require special handling and their removal and disposal is not properly managed.

The removal of any ACM and LBP would be managed through compliance with air quality district and DBI permitting procedures, which would require testing and, if necessary, abatement. Abatement, if necessary, would occur in conjunction with issuance of building permits for tenant improvements and compliance with the established regulatory framework would reduce the impacts on less than significant. However, if fixtures containing PCBs, DEHP, or mercury are present and are removed and improperly disposed, this could result in upset or accident conditions, including to schools within 0.25 mile of the revised project, which would be a significant impact. Implementation of Mitigation Measure M-HZ-2.1 – Testing and Removal of Hazardous Building Materials, would reduce the impact of the revised project at 1946 Van Ness Avenue to a less-than-significant level. There would be no new significant impacts related to upset or accident conditions. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding upset or accident conditions, and no new mitigation is required.

Hazardous Materials List Site

1946 Van Ness Avenue is not included on the Cortese List; however, it is located within an area subject to Article 22A, the Maher Ordinance, indicating it is known or suspected to contain contaminated soils and/or groundwater. Minor interior and exterior tenant improvements to the base building core and shell to bring the building into compliance with current life safety codes and exterior rehabilitation of the building would

be required at the site. The revised project is not proposing work that would result in ground disturbance that could disturb soil or groundwater contamination. Thus, the revised project at 1946 Van Ness Avenue would not result in a significant hazard to the public or environment from contaminated soil or groundwater, and the revised project would result in a less-than-significant impact. No mitigation is required. There would be no new significant impacts related to significant hazards to the public or environment. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding significant hazard to the public or environment, and no new mitigation is required.

Emergency Response Plan or Emergency Evacuation Plan

AAU interior and exterior tenant improvements at 1946 Van Ness Avenue would generally be within building interiors or to install exterior improvements such as signage or rehabilitation of the building, which would not require detours for vehicles or pedestrians. Therefore, construction of AAU tenant improvements would neither impair implementation of nor physically interfere with an adopted emergency response or evacuation plan.

The revised project at 1946 Van Ness Avenue would not cause intersection levels of service to deteriorate or cause increased delays (see Section 4.5, Transportation and Circulation). Therefore, the revised project at 1946 Van Ness Avenue would not increase congestion such that implementation of the city's emergency response plan would be affected and impacts on emergency response would be less than significant. No mitigation is required. There would be no new significant impacts on emergency response. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding impacts on emergency response, and no new mitigation is required.

1142 Van Ness Avenue (the Concordia Club)

Routine Transport, Use, or Disposal of Hazardous Materials

As part of the revised project, AAU proposes to convert 1142 Van Ness to a post-secondary educational institutional use. No interior improvements are proposed, as the current configuration supports educational, office, and as-needed event hosting space. 1142 Van Ness Avenue would use common types of hazardous materials, such as cleaners, water-based paint, disinfectants, and chemical agents required to maintain the sanitation of the site. AAU proposes to utilize 1142 Van Ness Avenue for its fashion program, which may involve the use of materials such as paints, lacquers and solvents, plasters, photographic chemicals, and ceramic materials, some of which would be regulated as hazardous materials, and would generate hazardous waste. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. Hazardous waste is hauled away by licensed hazardous waste haulers.

1142 Van Ness Avenue would be required to receive an HMUPA certificate of registration. Hazardous materials use at 1142 Van Ness Avenue would be subject to the certification and HMBP requirements under SFHC Article 21. Hazardous waste management would also be regulated by SFHC Article 22. As described above, tenant improvements would involve limited and temporary use of hazardous materials that would also be required to comply with applicable law. Therefore, the revised project at 1142 Van Ness Avenue would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to the routine transport, use, or disposal of hazardous materials. Therefore, the revised project would not change the conclusions reached in the

Final EIR regarding the routine transport, use, or disposal of hazardous materials, and no new mitigation is required.

Reasonably Foreseeable Upset and Accident Conditions

Because no tenant improvements would occur at 1142 Van Ness Avenue, no potential upset and accident condition involving the release of hazardous materials into the environment could occur. No mitigation measures are necessary. There would be no new significant impacts related to upset or accident conditions. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding upset or accident conditions, and no new mitigation is required.

Hazardous Materials List Site

1142 Van Ness Avenue is not included on the Cortese List; however, it is partially located within an area subject to Article 22A, the Maher Ordinance, indicating it is known or suspected to contain contaminated soils and/or groundwater. However, no physical improvements are proposed at 1142 Van Ness Avenue for the change of use, as the current configuration supports educational, office, and as-needed event hosting space. The revised project is not proposing work that would result in ground disturbance that could disturb soil or groundwater contamination. Thus, the revised project at 1142 Van Ness Avenue would not result in a significant hazard to the public or environment from contaminated soil or groundwater, and the revised project would result in a less-than-significant impact. No mitigation is required. There would be no new significant impacts related to significant hazards to the public or environment. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding significant hazard to the public or environment, and no new mitigation is required.

Emergency Response Plan or Emergency Evacuation Plan

There would be no tenant improvements at 1142 Van Ness Avenue, avoiding the need for detours for vehicles or pedestrians. Therefore, the change of use at 1142 Van Ness Avenue would neither impair implementation of nor physically interfere with an adopted emergency response or evacuation plan.

The revised project at 1142 Van Ness Avenue would not cause intersection levels of service to deteriorate or cause increased delays (see Section 4.5, Transportation and Circulation). Therefore, the revised project at 1142 Van Ness Avenue would not increase congestion such that implementation of the city's emergency response plan would be affected, and impacts on emergency response would be less than significant. No mitigation is required. There would be no new significant impacts on emergency response. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding impacts on emergency response, and no new mitigation is required.

2550 Van Ness Avenue (the Da Vinci Hotel)

Routine Transport, Use, or Disposal of Hazardous Materials

Under the revised project, AAU proposes to use all 136 of the hotel rooms (approximately 306 beds) as student housing, including replacement housing for students vacated from the 155 beds at 1055 Pine Street. The only interior changes at the property would be replacing hotel furnishings with student dormitory furnishings. The project site would use common types of hazardous materials, such as cleaners, disinfectants, and chemical agents required to maintain the sanitation of the site. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and

disposal procedures. In addition, hazardous waste such as light bulbs would be collected at this site, and hauled away regularly by licensed hazardous waste haulers.

The proposed uses would not require an HMUPA certificate for the project site. If there is an increase in the quantities of hazardous materials stored that would exceed the quantities triggering HMBP requirements, AAU would be required to obtain an HMUPA certificate, as required by SFHC Article 21. Even if the project site does not require a HMBP, under SFHC Article 22, if hazardous waste would be generated, AAU would be required to obtain any necessary registrations, which would be determined in consultation with the San Francisco Department of Public Health. There would be no changes to the existing above ground storage tank (AST) and the AST would be maintained in compliance with SFHC Article 21. Therefore, the revised project at 2550 Van Ness Avenue would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to the routine transport, use, or disposal of hazardous materials. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding the routine transport, use, or disposal of hazardous materials, and no new mitigation is required.

Reasonably Foreseeable Upset and Accident Conditions

Because only minor tenant improvements associated with replacing hotel furnishings with student dormitory furnishings would occur at 2550 Van Ness Avenue, no potential upset and accident condition involving the release of hazardous materials into the environment could occur. No mitigation measures are necessary. There would be no new significant impacts related to upset or accident conditions. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding upset or accident conditions, and no new mitigation is required.

Hazardous Materials List Site

2550 Van Ness Avenue is not included on the Cortese List; however, it is located within an area subject to Article 22A, the Maher Ordinance. Only minor interior improvements associated with replacing hotel furnishings with student dormitory furnishings would occur at the site. The revised project is not proposing work that would result in ground disturbance that could disturb soil or groundwater contamination. Thus, the revised project at 2550 Van Ness Avenue would not result in a significant hazard to the public or environment from contaminated soil or groundwater, and the revised project would result in a less-than-significant impact. No mitigation is required. There would be no new significant impacts related to significant hazards to the public or environment. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding significant hazard to the public or environment, and no new mitigation is required.

Emergency Response Plan or Emergency Evacuation Plan

Only minor tenant improvements associated with replacing hotel furnishings with student dormitory furnishings would occur at 2550 Van Ness Avenue, avoiding the need for detours for vehicles or pedestrians. Therefore, the change of use at 2550 Van Ness Avenue would neither impair implementation of nor physically interfere with an adopted emergency response or evacuation plan.

The revised project at 2550 Van Ness Avenue would not cause intersection levels of service to deteriorate or cause increased delays (see Section 4.5, Transportation and Circulation). Therefore, the revised project

at 2550 Van Ness Avenue would not increase congestion such that implementation of the city's emergency response plan would be affected, and impacts on emergency response would be less than significant. No mitigation is required. There would be no new significant impacts on emergency response. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding impacts on emergency response, and no new mitigation is required.

2801 Leavenworth Street (the Cannery) and 2225 Jerrold Avenue

Routine Transport, Use, or Disposal of Hazardous Materials

As part of the revised project, AAU would modify the application for 2801 Leavenworth Street to retain retail or other active ground floor uses that would be physically accessible to members of the public during the normal retail hours of operation customary in the neighborhood. Uses may include AAU galleries, and limiting other uses to the mezzanine, second and third floors of the building. The project site would use common types of hazardous materials, such as cleaners, water-based paint, disinfectants, and chemical agents required to maintain the sanitation of the site. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. Hazardous waste is hauled away by licensed hazardous waste haulers.

As part of the revised project, AAU would modify the application for 2225 Jerrold Avenue to replace the initially proposed AAU recreational facilities with an approximately 15,084 square foot community facility, including a multi-purpose recreation room and indoor and outdoor community facility lounge spaces. AAU would be permitted to use the facility on an accessory basis, subject to regulation under the Development Agreement. The revised project includes modifications to the Jerrold frontage of the property to enhance pedestrian and bicycle access and amenities for the community facility uses in the building. The project site would use common types of hazardous materials such as cleaners, disinfectants, and chemical agents required to maintain the sanitation of the site.

The Final EIR concluded that 2801 Leavenworth Street and 2225 Jerrold Avenue would be required to receive respective HMUPA certificates of registration and will be subject to the certification and HMBP requirements under SFHC Article 21, and SFHC Article 22. These regulations would still apply under the revised project. Therefore, the revised project at 2801 Leavenworth Street and 2225 Jerrold Avenue would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to the routine transport, use, or disposal of hazardous materials. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding the routine transport, use, or disposal of hazardous materials, and no new mitigation is required.

Reasonably Foreseeable Upset and Accident Conditions

Minor interior improvements associated with modifying the permit application could cause upset and accident conditions because ACM and LBP are present at the project site. The removal of any ACM and LBP would be managed through compliance with air quality district and DBI permitting procedures, which would require testing and, if necessary, abatement. Abatement, if necessary, would occur in conjunction with issuance of building permits for tenant improvements and compliance with the established regulatory framework would reduce the impacts to less than significant. However, if fixtures containing PCBs, DEHP, or mercury are present and are removed and improperly disposed, this could result in upset or accident

conditions, including to schools within 0.25 mile of the project site, which would be a significant impact. Implementation of Final EIR Mitigation Measure M-HZ-2.1 – Testing and Removal of Hazardous Building Materials, would reduce the impact of the revised project at 2801 Leavenworth Street and 2225 Jerrold Avenue to a less-than-significant level. There would be no new significant impacts related to upset or accident conditions. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding upset or accident conditions, and no new mitigation is required.

Hazardous Materials List Site

2801 Leavenworth Street and 2225 Jerrold Avenue are not included on the Cortese List; however, both project sites are located within an area subject to Article 22A, the Maher Ordinance. At 2801 Leavenworth Street, only minor interior improvements associated with modifying the permit application would occur at the site. The revised project at 2801 Leavenworth Street is not proposing work that would result in ground disturbance that could disturb soil or groundwater contamination. At 2225 Jerrold Avenue, the revised project consists of interior work and ground-level enhancements on the Jerrold property frontage. The revised project would not include work that would result in ground disturbance that could disturb soil or groundwater contamination; however, if work would be required prior to receiving a change of use permit that would result in ground disturbance, that work would be subject to Article 22A, the Maher Ordinance.

Thus, the revised project at 2801 Leavenworth Street and 2225 Jerrold Avenue would not result in a significant hazard to the public or environment from contaminated soil or groundwater, and the revised project would result in a less-than-significant impact. No mitigation is required. There would be no new significant impacts related to significant hazards to the public or environment. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding significant hazard to the public or environment, and no new mitigation is required.

Emergency Response Plan or Emergency Evacuation Plan

AAU tenant improvements at 2801 Leavenworth Street and 2225 Jerrold Avenue would generally be within building interiors or to install exterior improvements such as signage, which would not require detours for vehicles or pedestrians. Therefore, construction of AAU tenant improvements would neither impair implementation of nor physically interfere with an adopted emergency response or evacuation plan.

The revised project at 2801 Leavenworth Street and 2225 Jerrold Avenue would not cause intersection levels of service to deteriorate or cause increased delays (see Section 4.5, Transportation and Circulation). Therefore, the revised project at 2801 Leavenworth Street and 2225 Jerrold Avenue would not increase congestion such that implementation of the city's emergency response plan would be affected, and impacts on emergency response would be less than significant. No mitigation is required. There would be no new significant impacts on emergency response. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding impacts on emergency response, and no new mitigation is required.

Conclusion

The revised project would not change any of the Final EIR's findings with respect to hazards and hazardous materials impacts. There is no new information of substantial importance, such as new regulations, a change of circumstances (e.g., physical changes to the environment as compared to 2016), or changes to the project that would give rise to new significant environmental effects or a substantial increase in the severity

of previously identified significant effects. This analysis does not result in any different conclusions than those reached in the EIR related to hazards and hazardous materials, either on a project-related or cumulative basis. No mitigation measures are required.

4.17 Mineral and Energy Resources

The Final EIR found that the original project would not encourage activities within the study areas or at the project sites that would result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. As with the original project, the revised project would have no impact on mineral resources because the sites are not a designated area of significant mineral deposits or locally important mineral resource recovery sites. There would be no new significant impacts related to mineral resources under the revised project.

The revised project involves the vacation of use at nine properties, three new properties, and changes of use of two properties. As discussed previously, under the revised project AAU would vacate the six-story building at 1055 Pine Street and the one-story building at 1069 Pine Street. The 155 beds currently provided at 1055 Pine Street would be relocated to the Da Vinci Hotel at 2550 Van Ness Avenue (see discussion below). The 1069 Pine Street building contains a small gymnasium, the use of which would be relocated to an existing, similarly-sized gymnasium at 1142 Van Ness Avenue (the site of the former Concordia Club). Vacation of these two properties would not involve activities that would use large amounts of fuel, water, or energy, or use these in a wasteful manner. Future uses at 1055 Pine Street and 1069 Pine Street are unknown at this time; however, changes of use and/or physical modifications at both buildings would be subject to all applicable planning and building codes and, if required, appropriate California Environmental Quality Act (CEQA) review at the time such changes (if any) are proposed.

AAU's use of existing buildings would result in an increase in water, fuel, and energy use under the assumption that the buildings were vacant prior to AAU's occupancy. However, AAU's compliance with the city's Commuter Benefits Ordinance, Emergency Ride Home Program, Energy Performance Ordinance, Light Pollution Reduction Ordinance, and other requirements would reduce fuel and energy consumption associated with AAU uses. Additionally, the revised project would make use of existing shuttles along Van Ness Avenue to serve 1946 Van Ness Avenue, 1142 Van Ness Avenue, and 2550 Van Ness Avenue, avoiding a substantial increase in transit trips and fuel.

Therefore, similar to the original project, the revised project would not result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner, and this impact would be less than significant. No mitigation measures are necessary. There would be no new significant impacts related to energy resources. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding mineral and energy resources, and no new mitigation is required.

4.18 Agricultural and Forest Resources

Similar to the original project, the revised project would have no impact on agriculture and forest resources, because the project sites are located in various urban, developed locations of San Francisco and are not zoned for agriculture, nor are they zoned as forest or timberland. There would be no new significant impacts related to agriculture and forest resources. Therefore, the revised project would not change the conclusions reached in the Final EIR regarding agriculture and forest resources, and no new mitigation is required.

5.0 MITIGATION MEASURES

Mitigation measures established in the Final EIR that would still apply to the revised project are presented below.

Noise

Mitigation Measure M-NO-2.1c – Siting of Noise-Generating Equipment. If AAU proposes, as part of a change of use new (as opposed to replacement) mechanical equipment or ventilation units that would be expected, to increase ambient to noise levels by 5 dBA or more, either short-term, at 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 *San Francisco General Plan* 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.

Air Quality

Mitigation Measure M-AQ-2.1 – Construction Emissions Minimization within an Air Pollution Exposure Zone. This mitigation measure is applicable to renovation activities occurring within an Air Pollution 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 Strategy (VDECS).[32]

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 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 5-1, Off-Road Equipment Compliance Step-Down Schedule.

Table 5-1 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*

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.

* Alternative fuels are not a VDECS.

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

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 in multiple languages (English, Spanish, and 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. *Reporting.* 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 equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

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.

C. *Certification Statement and On-Site Requirements.* 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.

Mitigation Measure M-AQ-3.3 – Maximum Daily Construction Activities. 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.

Mitigation Measure M-AQ-4.1a – Best Available Control Technology for Diesel Generators. 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).

Mitigation Measure M-AQ-4.1b – Best Available Control Technology for Boilers. 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.

Hazards and Hazardous Materials

Mitigation Measure M-HZ-2.1 – Testing and Removal of Hazardous Building Materials. 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.

6.0 CONCLUSION

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the Final EIR certified on July 28, 2016 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the Final EIR, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the revised project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the revised project would cause significant environmental impacts. Therefore, no additional environmental review is required beyond this addendum.

Date of Determination:

October 9, 2019
Date

Lisa Gibson
Lisa Gibson
Environmental Review Officer

cc: Kristen Jensen, Deputy City Attorney

Nicholas Roosevelt, J. Abrams Law, P.C.

Appendices

Appendix A: Existing Sites Technical Memorandum Sites

Appendix B: Transportation Memorandum

Appendix A

AAU's Existing Institutional and Residential Sites

Appendix A - AAU's Existing Institutional and Residential Sites

#	ESTM/ EIR Site No.	Address	Year Occupied by AAU	Academy Use	Zoning District	Special Use District	Building Gross Floor Area (GFA)	Academy Use (GFA)	Permitted Planning Use Prior to AAU Occupation	Current Use (2019)	Capacity[1]	Change of Planning Code Use	Conditional Use Requirement	Art 10 / 11 Approval	Code Exceptions
1	ESTM 31	601 Brannan Street	2007	Institutional	MUG	Western SoMa; Central SoMa	84,070	84,070	Office	Classrooms (34), labs/studios, library, recreation, offices, student and faculty lounges, wood shop, metal shop, tool room	489	Post-Secondary Educational Institutional (PSEI)	PSEI in the MUG District (Sec 840.32)	N/A	Class I bicycle parking in active use area (Sec 145.1)
2	ESTM 26	410 Bush Street	1994	Institutional	C-3-O	N/A	36,510	36,510	Office	Classrooms (14), labs/studios, offices, student and faculty lounges, wood shop, metal shop, tool room, basement parking	255	PSEI	N/A	Article 11 – Major Permit to Alter	Bicycle Parking Design Standards (Sec. 155.1)
3	ESTM 30	58-60 Federal Street	2005	Institutional	MUO	N/A	98,313	90,546	Office	Classrooms (24), labs/studios, offices, student and faculty lounges, frame shop	561	PSEI	N/A	Article 10 – Certificate of Appropriateness	Bicycle Parking Design Standards (Sec. 155.1)
4	EIR PS-1	2801 Leavenworth Street	2011	Institutional with ground floor retail uses	C-2	Waterfront 2	124,981	64,621	Office with ground floor retail	Classrooms (13), ground floor restaurants and retail, academic offices, tool room, student and faculty lounges, labs, studios, galleries	183	PSEI	N/A	N/A	Bicycle Parking Design Standards (Sec 155.1)
5	ESTM 27	77-79 New Montgomery Street	1992	Institutional	C-3-O (SD)	N/A	140,645	140,645	Office	Administrative offices, classrooms (31), labs/studios, theater, gallery, academic offices, equipment issue room	7273	PSEI	N/A	Article 11 – Minor Permit to Alter	Bicycle Parking Design Standards (Sec. 155.1)
6	ESTM 28	180 New Montgomery Street	1995	Institutional	C-3-O (SD)	N/A	187,777	187,777	Office	Library, classrooms (71), labs/studios, offices, café, student and faculty lounges, administrative offices	1359	PSEI	N/A	Article 11 – Major Permit to Alter	Bicycle Parking Design Standards (Sec. 155.1)

[1] For post-secondary educational institutional properties, capacity is expressed in terms of student capacity in classrooms, theaters, auditoriums and other spaces where student classes are scheduled (based on fall semester 2018 schedules). For student housing properties, capacity is expressed in terms of the maximum number of student beds reasonably anticipated to be permitted by Code in the building's existing condition (*i.e.*, without building area expansion or substantial revisions to interior partitions and bedroom layout).

Appendix A - AAU's Existing Institutional and Residential Sites

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7	EIR PS-3	625 Polk Street	2011	Institutional	NC-3	N/A	90,681	90,681	PSEI	Classrooms (24), café, academic offices, labs/studios, student and faculty lounges	503	N/A	N/A	Article 10 – Certificate of Appropriateness	N/A
8	ESTM 23	491 Post Street	2002	Institutional	C-3-G	N/A	41,880	41,880	Religious Institution	Auditorium, classrooms (8), offices	1031[3]	PSEI	N/A	Article 10 – Administrative Certificate of Appropriateness	Bicycle Parking Design Standards (Sec. 155.1)
9	ESTM 25	540 Powell Street	1977	Institutional	C-3-R	N/A	37,227	37,227	PSEI with museum	Classrooms (12), labs/studios, offices, student and faculty lounges	262	PSEI	N/A	Article 11 – Major Permit to Alter	N/A
10	ESTM 22	625-629 Sutter Street	1968	Institutional	C-3-G	N/A	24,917	24,917	Office	Classrooms (6), labs/studios, offices, gallery, darkroom	120	PSEI	N/A	Article 11 – Major Permit to Alter	Class I bicycle parking in active use area (Sec 145.1), Bicycle Parking Design Standards (Sec. 155.1)
11	ESTM 18	740 Taylor Street	1990	Institutional	RC-4	N/A	10,231	10,231	PSEI	Classrooms (3), labs/studios, offices	58	N/A	N/A	N/A	N/A
12	ESTM 34	466 Townsend Street	2005	Institutional	CMUO	Western SoMa; Central SoMa	113,659	113,659	Internet Service Exchange	Classrooms (30), labs/studios, offices, art store, student and faculty lounges, wood shop	670	PSEI	N/A	N/A	Requires Code amendment addressing Sec 202.8 to allow PSEI conversion subject to controls on departmental programming in building
13	ESTM 10	950 Van Ness Avenue / 963 O'Farrell Street	2009	Institutional	RC-4	Van Ness Automotive; Van Ness	49,595	49,595	Automobile Sales	Classic vehicle storage and auto garage Ground floor museum ancillary to 1849 Van Ness museum	N/A	Private parking for classic car collection with accessory ground floor classic car museum	Private Parking garage for AAU classic car collection (Sec 209.3)	N/A	N/A
14	ESTM 8	1849 Van Ness Avenue	1998	Institutional	RC-4	Van Ness	113,382	113,382	Retail	Classrooms (34), labs/studios, offices, student and faculty	553	PSEI with accessory ground	PSEI in RC-4 District (Sec 209.3)	N/A	N/A

#	ESTM/ EIR Site No.	Address	Year Occupied by AAU	Academy Use	Zoning District	Special Use District	Building Gross Floor Area (GFA)	Academy Use (GFA)	Permitted Planning Use Prior to AAU Occupation	Current Use (2019)	Capacity[1]	Change of Planning Code Use	Conditional Use Requirement	Art 10 / 11 Approval	Code Exceptions
										lounges, classic vehicle museum, reception space, wood shop, tool room		floor classic car museum			
15	ESTM 6	2151 Van Ness Avenue	2005	Institutional	RC-4	Van Ness	25,701	25,701	Religious Institution	Auditorium, classroom (1, photo studio)	9893	PSEI	PSEI in RC-4 District (Sec 209.3)	Article 10 – Certificate of Appropriateness	Off-site Class I bicycle parking, to be provided at 2211 Van Ness Ave. (Sec 307(k))
16	ESTM 12	1080 Bush Street	1999	Residential	RC-4	N/A	27,214	27,214	42 Dwelling Units operated by AAU & 15 Residential Hotel Units	Dwelling Units (42 units) and Group Housing (15 rooms)	150 beds	Residential Hotel Units to Group Housing with Student Housing Use Characterization	Group Housing affiliated with Institutional Educational Use in RC-4 District (Sec 209.3)	N/A	• Requires code amendment waiving prohibition on conversion of existing residential use to Student Housing (Sec 317(e)) • Class I bicycle parking in Active Use area (Sec 145.1), Bicycle Parking Design Standards (Sec. 155.1)
17	ESTM 11	1153 Bush Street	1998	Residential	RC-4	N/A	10,416	10,416	One Dwelling Unit & 14 Residential Hotel Units	Group Housing (16 rooms)	42 beds	Existing residential use to Group Housing with Student Housing use characteristic	Group Housing affiliated with Institutional Educational Use in RC-4 District (Sec 209.3)	N/A	• Requires code amendment waiving prohibition on conversion of existing residential use to Student Housing (Sec 317(e)) • Off-site Class II bicycle parking, to be provided at 1080 Bush St. (Sec. 307(k)) • Bicycle Parking Design Standards (Sec. 155.1)
18	ESTM 29	575 Harrison Street	2007	Residential	MUO	N/A	59,281	59,281	33 Live/Work Units with accessory garage parking	Live/Work Units (33 units) parking for faculty and staff	132 beds	No change of use to legal nonconforming Live/Work units;	Private Parking use (Sec 842.41)	N/A	N/A

Appendix A - AAU's Existing Institutional and Residential Sites

#	ESTM/ EIR Site No.	Address	Year Occupied by AAU	Academy Use	Zoning District	Special Use District	Building Gross Floor Area (GFA)	Academy Use (GFA)	Permitted Planning Use Prior to AAU Occupation	Current Use (2019)	Capacity[1]	Change of Planning Code Use	Conditional Use Requirement	Art 10 / 11 Approval	Code Exceptions
									operated by AAU			Accessory to non-accessory Private Parking garage			
19	ESTM 7	1900 Jackson Street	1997	Residential	RH-2	N/A	12,238	12,238	9 Dwelling Units with accessory garage parking operated by AAU	Dwelling Units (9 units) parking for faculty and staff	42 beds	No change of use for existing Dwelling Units; Accessory to non-accessory Private Parking garage	Private Parking use (Sec 209.1)	N/A	Bicycle Parking Design Standards (Sec. 155.1)
20	ESTM 15	736 Jones Street	1994	Residential	RC-4	N/A	19,791	19,791	34 Dwelling Units operated by AAU	Dwelling Units (34 units)	72 beds	N/A	N/A	N/A	N/A
21	ESTM 3	1727 Lombard Street	2007	Residential	NC-3/RH-2	N/A	16,715	16,715	Motel	Group Housing (52 rooms) parking for faculty and staff	105 beds	Group Housing with Student Housing use characteristic and Private Parking	• Group Housing in RH-2 district (Sec 209.1) • Private Parking use (Sec 712, Sec 209.1)	N/A	• Rear yard (Sec 134)
22	ESTM 9	1916 Octavia Street	1995	Residential	RH-2	N/A	13,220	13,220	22 Residential Hotel Units	Group Housing (22 rooms)	46 beds	Group Housing with Student Housing use characteristic	• Group Housing in RH-2 district (Sec 209.1)	N/A	• Requires code amendment waiving prohibition on conversion of existing residential use to Student Housing (Sec 317(e)) • Bicycle Parking Design Standards (Sec 155.1)
23	ESTM 24	560 Powell Street	1996	Residential	RC-4	N/A	20,714	17,644	28 Dwelling Units operated by AAU	Dwelling Units (27 units)	64 beds	N/A	Legalize removal of 1 dwelling unit from stated 3R Report count of 28 units (Sec 317)	N/A	N/A

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24	ESTM 20	620 Sutter Street	2005	Residential with ground floor Institutional	C-3-G	N/A	64,912	64,912	Hotel	Group Housing (61 rooms) with ground floor institutional	136 beds	Group Housing with Student Housing use characteristic	N/A	Article 11 – Major Permit to Alter	• Rear yard (Sec. 134) • Residential open space (Sec 135) • Class I bicycle parking in Active Use area (Sec 145.1), Bicycle Parking Design Standards (Sec. 155.1) • Deficiency of Class I bicycle parking (Sec 155.2)
25	ESTM 21	655 Sutter Street	1999	Residential with ground floor and basement Institutional	C-3-G	N/A	41,449	41,449	Group Housing (61 rooms) developed by AAU	Group Housing (55 rooms), cafe, School of Fashion storefront (Shop657), recreation	177 beds	N/A	N/A	Article 11 – Major Permit to Alter	N/A
26	ESTM 19	680-688 Sutter Street	1993	Residential with ground floor AAU retail gallery	C-3-G	N/A	19,554	19,554	28 Dwelling Units operated by AAU	Dwelling Units (27 units), gallery	80 beds	N/A	Removal of one Dwelling Unit to create ground floor retail gallery (Sec 317)	Article 11 – Minor Permit to Alter	N/A
27	ESTM 14	817-831 Sutter Street	2006	Residential	RC-4	N/A	49,426	48,936	Hotel	Group Housing (111 rooms)	222 beds	Group Housing with Student Housing use characteristic	Group Housing affiliated with Institutional Educational Use in RC-4 District (Sec 209.3)	N/A	• Rear yard (Sec. 134) • Residential open space (Sec. 135) • Class I bicycle parking in Active Use area (Sec 145.1), Bicycle Parking Design Standards (Sec. 155.1) • Deficiency of Class I bicycle parking (Sec 155.2)
28	ESTM 13	860 Sutter Street	2003	Residential	RC-4	N/A	32,693	32,693	Hotel & 50 Residential Hotel units	Group Housing (88 rooms)	184 beds	Group Housing with Student use characteristic	Group Housing affiliated with Institutional Educational Use in RC-4	N/A	• Requires code amendment waiving prohibition on conversion of existing residential use to

Appendix A - AAU's Existing Institutional and Residential Sites

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													district (Sec 209.3)		Student Housing (Sec 317(e)) • Rear yard (Sec. 134) • Residential open space (Sec 135) • Deficiency of Class I bicycle parking (Sec 155.2) • Off-site Class II bicycle parking, to be provided at 817-831 Sutter St. (Sec.307(k))
29	ESTM 5	2209 Van Ness Avenue	1998	Residential	RC-3	N/A	11,381	11,381	One Dwelling Unit	Group Housing (18 rooms)	57 beds	Group Housing with Student Housing use characteristic	Group Housing affiliated with Institutional Educational Use in RC-3 district (Sec 209.3)	N/A	• Requires code amendment waiving prohibition on conversion of existing residential use to Student Housing (Sec 317(e)) • Deficiency of Class I bicycle parking (Sec 155.2) • Off-site Class I bicycle parking, to be provided at 2211 Van Ness Ave. (Sec 307(k)) • Exposure (Sec 140)
30	ESTM 4	2211 Van Ness Avenue	2005	Residential	RC-3	N/A	5,319	5,319	Two Dwelling Units and ground floor commercial	Dwelling Units (3 units) Group Housing (4 rooms)	24 beds	Group Housing with Student Housing use characteristic	Group Housing affiliated with Institutional Educational Use in RC-3 district (Sec 209.3)	N/A	• Requires code amendment waiving prohibition on conversion of existing residential use to Student Housing (Sec 317(e)) • Exposure (Sec 140) • Residential open space (Sec 135)

Appendix A - AAU's Existing Institutional and Residential Sites

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															• Deficiency of Class I bicycle parking (Sec 155.2) • Bicycle Parking Design Standards (Sec. 155.1) • Off-site Class II bicycle parking, to be provided at 2209 Van Ness Ave. (Sec. 307(k))
31	EIR PS-6	2225 Jerrold Avenue	2009	Vehicle and Commercial Storage with Accessory Office (excluding non-AAU Community Facility)	PDR-2	Industrial Protection Zone	91,367	68,684	Commercial Storage (with accessory office)	Commercial Storage with Accessory Office and Private Parking Garage and Lot with Accessory Office	N/A	Commercial Storage with Accessory Office operated by AAU; Private Parking Garage and Lot with Accessory Office; Community Facility	Private Parking Garage and Lot in PDR-2 District (Sec. 210.3)	N/A	N/A
32	N/A (New)	1946 Van Ness Avenue		Institutional	RC-4	Van Ness	25,040	25,040	Retail & Light Manufacturing	Vacant	-	PSEI	PSEI in RC-4 district (Sec 209.3)	N/A	N/A
33	N/A (New)	1142 Van Ness Avenue		Institutional	RC-4	Van Ness	50,221	50,221	Private Club	Vacant	-	PSEI	PSEI in RC-4 district (Sec 209.3)	N/A	N/A
34	N/A (New)	2550 Van Ness Avenue		Residential	RM-3/RC-3	N/A	61,685	61,685	Hotel	Vacant	306 beds	Group Housing with Student Housing use characteristic	• Group Housing affiliated with Institutional Educational Use in RC-3 and RM-2 district (Sec. 209.2, 209.3)	N/A	• Rear yard (Sec. 134) • Residential open space (Sec 135)

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													• Private Parking use (Sec 209.2; Sec 209.3)		

Appendix B
Transportation Memorandum

Academy of Art University

Development Agreement Transportation Memo
Final
September 2019

Prepared For: City and County of San Francisco Planning Department
Case No. 2008-0586E

Consulting Group
220 Montgomery Street, Suite 346 San Francisco, CA 94104

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APPENDICES

1.0 INTRODUCTION

The City of San Francisco certified an EIR for the Academy of Art University (AAU) Project on July 2, 2016 (Case No. 2008.0586E). As part of the certification process, the City and the AAU entered into a Term Sheet for Global Resolution on November 15, 2016, which provides a mutually agreed-upon plan for the growth of AAU and approval of future AAU uses of property in San Francisco. Pursuant to the Term Sheet, AAU filed an application for a Development Agreement on December 9, 2016, describing proposed changes to the AAU Project. This Transportation Memorandum has been prepared for an environmental evaluation of these changes (herein referred to as "Proposed Project") in relation to the certified EIR.

This memorandum has been prepared in accordance with the Scope of Work (**Appendix A**) approved by the San Francisco Planning Department. The purpose of the transportation memo is to complete the technical analyses and documentation for the project pursuant to the California Environmental Quality Act (CEQA). The study documents the existing transportation network and assesses potential transportation impacts associated with the Proposed Project. The following transportation topics are addressed in this analysis:

- Traffic conditions
- Transit conditions
- Bicycle conditions
- Pedestrian conditions
- Loading conditions
- Emergency vehicle access conditions
- Construction conditions

1.1 Project Description

Pursuant to the Term Sheet, AAU would vacate five of its existing properties (i.e., 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, and 2340 Stockton Street), centralize its educational programs and student housing along the Van Ness Avenue corridor by converting three existing properties (i.e., 1142 Van Ness Avenue, 1946 Van Ness Avenue, and 2550 Van Ness Avenue) to AAU use, and modify a land use mix at one property (i.e., 2801 Leavenworth Street). In addition, AAU would change a portion of its property at 2225 Jerrold Avenue to a community facility. As a result, a total of ten properties (herein referred to as "project sites") would be affected due to the Proposed Project. These ten properties as well as the location of other existing AAU properties are depicted in **Figure 1**.[1] Proposed changes for each of ten properties are described in detail below.

[1] AAU currently has a total of 40 properties in San Francisco including 23 institutional sites and 17 residential sites. According to the Term Sheet, AAU would occupy a total of 38 properties after vacating five properties and occupying three new sites.

Academy of Art University Development Agreement Transportation Memo

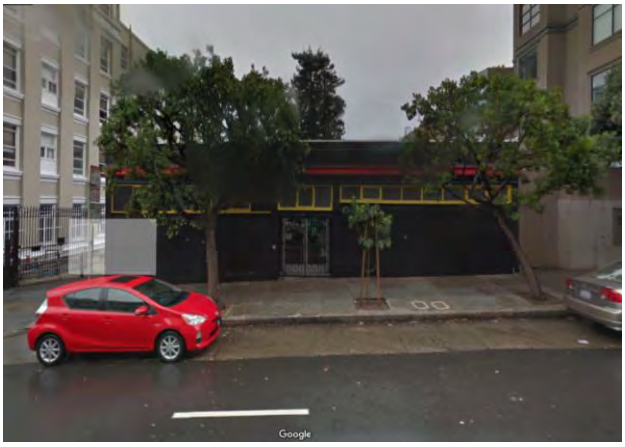
Figure 1
Existing and Future AAU Sites

1055 Pine Street

The 1055 Pine Street site is a rectangular parcel measuring approximately 12,993 square feet within Assessor's Block 275/Lot 009, located on the south side of Pine Street between Taylor and Jones Streets in the Nob Hill area. The site is zoned as RM-4 (Mixed Residential High Density). The project site is occupied by a five-story, approximately 36,213-square-foot building, and has about five off-street parking spaces provided along the western edge of the project site.

An affiliate of AAU acquired the site in 2000, and currently has approximately 36,213 square feet of residential student housing with 81 residential units and a total of 155 beds and residential amenities, including a cafeteria. As part of the Proposed Project, AAU would vacate its existing use of residential student housing (81 units with 155 beds) and provide 83 units (83 beds) of affordable housing. The residential student housing use would be relocated to 2550 Van Ness Avenue. The affordable housing units would be leased to a third party non-profit operator.

1069 Pine Street



The 1069 Pine Street site is a flag-shaped parcel measuring approximately 7,750 square feet within Assessor's Block 275/Lot 008, located adjacent to the 1055 Pine Street site, on the south side of Pine Street between Taylor and Jones Street in the Nob Hill area. The site is zoned as RM-4 (Mixed

Residential High Density. The project site is currently occupied by a one-story, approximately 1,875-square-foot building, and has about eight off-street parking spaces in the rear of the site.

The 1069 Pine Street site, which an affiliate of AAU acquired in 2000, currently has approximately 1,875 square feet of student amenities including a student lounge, clubhouse, office, and recreational uses that are open to all AAU students including those residing in the adjacent AAU building at 1055 Pine Street. As part of the Proposed Project, AAU would demolish the existing building and construct an eight-story, 82-foot-tall affordable housing facility with two basement levels. The Proposed Project would consist of a total of 64 studio units, 2,914 square feet of office use and 750 square feet of retail space fronting Pine Street. The main pedestrian entrance to the residential lobby and a separate pedestrian entrance to the ground floor retail space would be provided on Pine Street, and three separate back entrances, each providing an access to the staircase, trash room, and office space, would be provided in the rear of the building. The Proposed Project would not provide any off-street parking spaces. Detailed site plans are included in **Appendix B**.

700 Montgomery Street

The 700 Montgomery Street site is a rectangular parcel measuring approximately 3,162 square feet within Assessor's Block 19/Lot 028, located on the southwestern corner of the block bounded by Washington Street to the south, Montgomery Street to the west, Jackson Street to the north, and Hotaling Place to the east in the Financial District. The site is zoned as C-2 (Community Business). The project site is occupied by a three-story, approximately 11,455-square-foot building.

An affiliate of AAU acquired the site in 2011, and used approximately 8,159 square feet of office space until January 2017. AAU has since vacated its space, and the building is currently leased to a law firm and a café. The certified EIR analyzed AAU's proposed conversion and occupation of the entire project site totaling 11,455 square feet of AAU institutional use. However, as part of the Proposed Project, AAU would not occupy any portion of the project site. Future use of this site is unknown at this time.

2295 Taylor Street

The 2295 Taylor Street site is a rectangular parcel measuring approximately 10,440 square feet within Assessor's Block 66/Lot 001, located on the northeast corner of the block bounded by Chestnut Street to the north, Taylor Street to the east, Lombard Street to the south, and Jones Street to the west in the North Beach area. The site is zoned as North Beach NCD (Neighborhood Commercial). The project site is occupied by a two-story, approximately 20,000-square-foot building.

An affiliate of AAU acquired the site in 2003, and currently has approximately 20,000 square feet of institutional space comprising of classrooms, studios/labs, offices, and gallery uses. As part of the Proposed Project, AAU would vacate its existing use of this site. Future use of this site is unknown at this time.

2340 Stockton Street

The 2340 Stockton Street site is a rectangular parcel measuring approximately 37,813 square feet within Assessor's Block 18/Lot 004, located on the east side of Stockton Street between Beach and North Point Streets in the North Waterfront area. The site is zoned as C-2 (Community Business). The project site is occupied by a three-story, approximately 44,530-square-foot building. The first level of the building and surrounding paved area of the building includes a 95-space parking lot.

An affiliate of AAU acquired the site in 1991, and currently has approximately 44,530 square feet of institutional space comprising of classrooms, studios/labs, offices, gallery and darkroom uses. As part of the Proposed Project, AAU would vacate its existing use of this site. Future use of this site is unknown at this time.

2801 Leavenworth Street (aka the "Cannery")

The 2801 Leavenworth Street site is a parcel measuring approximately 66,124 square feet within Assessor's Block 10/Lot 011 in the North Waterfront area. The project site occupies the eastern half of the block bounded by Leavenworth Street to the east, Jefferson Street to the north, Hyde Street to the west, and Beach Street to the south. The site is zoned as C-2 (Community Business). The project site is occupied by a three-story, approximately 133,675-square-foot building and an outdoor pedestrian courtyard that is shared with the neighboring hotel (the Argonaut).

An affiliate of AAU acquired the site in 2011, and currently uses a portion of the building (80,908 square feet) for office, gallery and multi-use/event space. Other tenants include a mix of office, retail, commercial, and restaurant uses. The certified EIR analyzed the conversion and occupation of the entire site totaling 133,675 square feet of AAU institutional use. However, as part of the Proposed Project, AAU would modify its application 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 area. AAU may have galleries on the ground floor and limit other uses to the mezzanine, second and third floors of the building. AAU would continue to use the existing shuttle service along Beach Street (routes D and E) at the white passenger loading zone on the east side of Jones Street south of Beach Street.

1142 Van Ness Avenue (aka the "Concordia Club")

The 1142 Van Ness Avenue site is a rectangular parcel measuring approximately 13,080 square feet within Assessor's Block 694/Lot 011, located on the east side of Van Ness Avenue between Post and Cedar Streets in the Van Ness/Civic Center area. The site is zoned as RC-4 (Residential-Commercial Combined, High Density). The project site is occupied by a three-story, approximately 52,475-square-foot building.

An AAU affiliate acquired the site in 2014, and AAU currently uses the building for occasional special events. The 1142 Van Ness Avenue site is located within Study Area 3 of the certified EIR, which analyzed programmatic growth of up to 200 residential rooms in Study Area 3. As part of the Proposed Project, AAU would provide 52,475 square feet of institutional use on this site. No tenant improvements are proposed for the change of use, as the current configuration supports educational, office, and as needed event hosting space. AAU would utilize the existing shuttle service on Van Ness Avenue (route M) to serve the project site. AAU would add a new shuttle stop for this project site using the existing white passenger loading zone in front of the project site on Van Ness Avenue.

1946 Van Ness Avenue (aka the "Bakery")

The 1946 Van Ness Avenue site is a rectangular parcel measuring approximately 7,248 square feet within Assessor's Block 598/Lot 10, located on the east side of Van Ness Avenue between Jackson and Washington Street in the Russian Hill area. The site is zoned as RC-4 (Residential-Commercial Combined, High Density). The project site is occupied by a three-story, approximately 25,839-square-foot building.

An affiliate of AAU acquired the site in 2012, and it is currently vacant. As part of the Proposed Project, AAU would provide 25,839 square feet of institutional use on this site. The conversion for institutional 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 would be limited to open flexible space for the school's use. Future interior improvements for specific industrial design programs would be completed at a later date once the defined school program use is determined by AAU. AAU would utilize the existing shuttle service on Van Ness Avenue (route M) and a nearby stop at 1849 Van Ness Avenue (located approximately 300 feet south of the project site across Van Ness Avenue) to serve the project site.

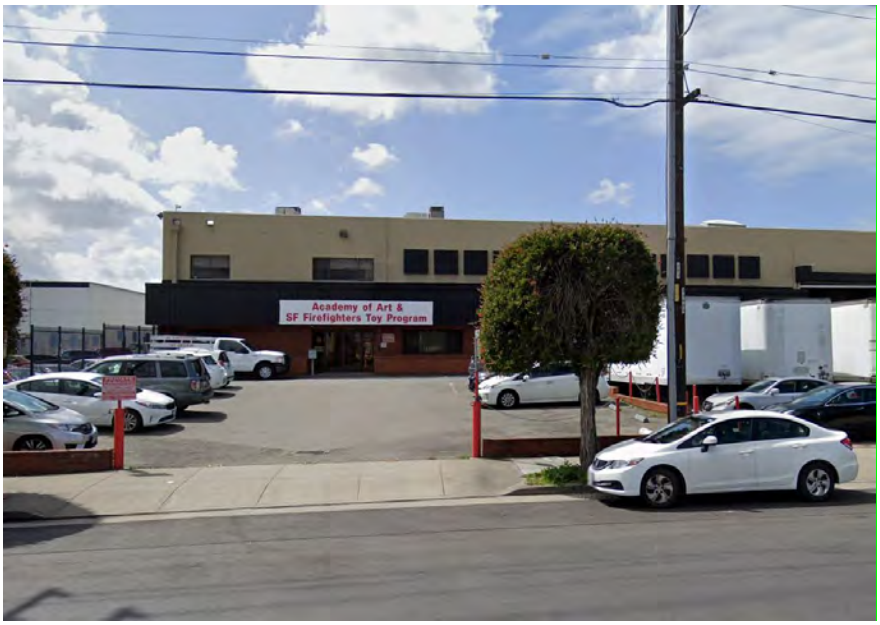
2550 Van Ness Avenue (aka the "Da Vinci Hotel")

2550 Van Ness Avenue is a rectangular parcel measuring approximately 40,696 square feet within Assessor's Block 526/Lot 021, located on the east side of Van Ness Avenue between Filbert and Union Streets in the Russian Hill area. The site falls within two zoning districts including RM-3 (Residential-Mixed, Medium Density) and RC-3 (Residential-Commercial Combined, Medium Density). The project site is occupied by a five-story, approximately 52,298-square-foot building.

An affiliate of AAU acquired the site in 2010, and it is currently used as a tourist hotel/motel. The 2550 Van Ness Avenue site is located within Study Area 2 of certified EIR, which analyzed programmatic growth of up to 200 residential rooms in Study Area 2. As part of the Proposed Project, AAU would use this property to provide 136 residential units with 272 beds of student housing and accommodate replacement housing for students vacated from the existing building at 1055 Pine Street (81 units/155 beds). Any beds not used for student housing would be retained for tourist hotel use. The conversion for student housing use would require limited improvements. AAU would utilize the existing shuttle service on Van Ness Avenue (route M) and a shuttle stop at 1604 Broadway (located approximately 0.2 miles south of the project site across Van Ness Avenue) to serve the project site.[2]

[2] The white passenger loading zone in front of Peter D's Café Shuttle is being used as a shuttle stop for 2209 Van Ness Avenue as of March 13, 2018.

2225 Jerrold Avenue



2225 Jerrold Avenue is a parcel measuring approximately 154,160 square feet within Assessor's Block 5286A/Lot020, occupying the southeastern portion of a trapezoidal block bounded by Jerrold Avenue to the north, Upton Street to the east, McKinnon Avenue to the south, and Barneveld Avenue to the west in the Bayview/Hunters Point area. The site is zoned as PDR-2 (Core Production, Distribution, and Repair). The project site is occupied by a two-story, approximately 91,367-square-foot building.

This property was previously a beer distribution operation prior to its use by the Academy. Per the certified EIR (Planning Case No. 2008.0586E), the site contains 58,550 square feet of vehicle and commercial storage, 5,545 square feet of office space accessory to the storage uses for the Academy's bus and transportation operation team, as well as 17,533 square feet of AAU's recreational uses including a gym and basketball courts. Additionally, the site is also used as storage and office for the San Francisco Fire Department and for Toys for Tots Program (9,739 square feet). As part of the Proposed Project, AAU would to change a portion of the property to incorporate a community facility (15,084 square feet. The total gross floor area would remain no change.

Summary

Overall, the Proposed Project would increase the total square foot of AAU's institutional use by 454 square feet and increase the total number of residential units for students by 55 units (117 beds), while approximately 17,522 square feet of gym use would be removed and replaced with a 15,084 square-foot community facility. **Table 1** provides a summary of proposed changes for each project site.

Table 1 - Proposed Changes under Proposed Project

Project Site	Existing Condition		Proposed Project		Change in AAU Use
	Land Use	Size	Land Use	Size	
1055 Pine Street	Residential	81 units/155 beds	Affordable housing	83 units/83 beds	- 2 units/72 beds
1069 Pine Street	Institutional	1,875 sqf	Unknown at this time	64 units (48,520 sqf)	- 1,875 sqf
700 Montgomery Street	Institutional	11,455 sqf	Unknown at this time	N/A	- 11,455 sqf
2295 Taylor Street	Institutional	20,000 sqf	Unknown at this time	N/A	- 20,000 sqf
2340 Stockton Street	Institutional	44,530 sqf	Unknown at this time	N/A	- 44,530 sqf
1946 Van Ness Avenue	Bakery	25,839 sqf	Institutional Use	25,839 sqf	+ 25,839 sqf
1142 Van Ness Avenue	Concordia Club	52,475 sqf	Institutional Use	52,475 sqf	+ 52,475 sqf
2550 Van Ness Avenue	Da Vinci Hotel	136 units/272 beds	Residential	136 units/272 beds	+ 136 units/272 beds
2225 Jerrold Avenue	Gym	17,533 sqf [1]	Community Facility	15,084 sqf	-17,533 sqf
Total AAU Use					
Institutional		77,860 sqf		78,314 sqf	+ 454 sqf
Residential		81 units/155 beds		136 units/272 beds	+55 units/117 beds
Gym		17,533 sqf			-17,533 sqf

Notes: AAU use is shaded; sqf=square feet

1. The certified EIR proposed 17,533 square feet of AAU's recreational uses including a gym and basketball courts, and now the Proposed Project contains the change of use for a 15,084 square foot community facility. Since the other uses at this site would barely change for the Proposed Project, for the purpose of this transportation memo, CHS compares the AAU's recreational uses with the proposed non-AAU community facility.

Due to the recent trend in AAU's student enrollment and other various factors, for the purposes of environmental evaluation, the Proposed Project includes a reasonable growth rate of student population of approximately three percent per year through Year 2022 instead of five percent per year as analyzed in the certified EIR.

2.0 EXISTING CONDITIONS

This section describes the existing transportation conditions in the vicinity of each of the ten project sites mentioned above. The study area for each project site is roughly defined as one block radius from a project site. It includes descriptions of local roadways and documentation of existing vehicular traffic, transit service, bicycle, pedestrian, loading, and emergency vehicle access conditions.

2.1 1055 Pine Street

The 1055 Pine Street site is located on the south side of Pine Street between Jones Street and Taylor Street in the Nob Hill area. There is a shared curb cut/driveway from Pine Street to access five off-street parking/loading spaces provided along the western edge of the building as well as eight parking spaces located rear of the adjacent 1069 Pine Street site. There are a total of four pedestrian entries, and no bicycle parking is provided on site. **Figure 2** provides the existing site diagram for 1055 Pine Street site.

2.1.1 Traffic

As described below, the 1055 Pine Street site is directly served by Pine Street as a two-way couplet with Bush Street, and by Taylor Street as a two-way couplet with Jones Street. The following includes discussion of these roadways.

Pine Street is an east-west street that runs between Presidio Avenue and Montgomery Street. In the vicinity of the project site, Pine Street has three westbound lanes and 2-hour time restricted parking on both sides of the street. The parking lane along the south curb converts into a vehicle travel lane during the PM peak period between 3 p.m. and 6 p.m., increasing the total number of travel lanes to four during this period. The San Francisco General Plan classifies Pine Street as a Major Arterial in the Congestion Management Program (CMP) Network.[3] Pine Street is designated as a High Injury corridor in the City's Vision Zero network.[4]

Bush Street is an east-west street that runs between Presidio Avenue and Market Street. In the vicinity of the project site, Bush Street has three eastbound lanes and 2-hour time restricted parking on both sides of the street. The parking lane along the north curb turns to a vehicle travel lane during the AM peak period between 7 a.m. and 9 a.m., increasing the total number of travel lanes to three during this period. The general plan classifies Bush Street as a Major Arterial in the CMP Network. Bush Street is designated as a High Injury corridor in the City's Vision Zero network.

[3] San Francisco General Plan, Transportation Element, July 1995
[4] Vision Zero San Francisco Two-Year Action Strategy, February 2015

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Figure 2
1055 and 1069 Pine Street Site Diagram

Taylor Street is a north-south street that runs between the Embarcadero and Market Street. In the vicinity of the project site, Taylor Street has three northbound lanes and 2-hour time restricted parking on both sides of the street.

Jones Street is a north-south street that runs between Jefferson Street and Market Street. In the vicinity of the project site, Jones Street has three southbound lanes and 2-hour time restricted parking on both sides of the street.

Based on turning movement counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday November 7, 2017, Pine Street carries approximately 1,040 and 2,030 vehicles during the AM and PM peak hours, respectively. Bush Street carries approximately 2,280 and 1,430 vehicles during the AM and PM peak hours, respectively. Jones Street carries approximately 830 and 740 vehicles during the AM and PM peak hours, respectively. Taylor Street carries approximately 570 and 630 vehicles during the AM and PM peak hours, respectively. **Appendix C** includes the existing vehicle turning movement, bicycle, and pedestrian count data.

The 1055 Pine Street site includes a 15-foot-wide driveway with access to five off-street parking/loading spaces along the western edge of the building as well as eight parking spaces located at the rear of the adjacent 1069 Pine Street site. This parking lot is primarily used for food catering services, maintenance personnel and athletics throughout the day.

2.1.2 Transit

The 1055 Pine Street site is generally served by Muni bus lines 2-Clement, 3-Jackson, 27-Bryant on Bush Street, and the California cable car line. Routes 2 and 3 operate along Sutter Street and Post Street as a one-way couplet. The nearest bus stop for these routes is located on the north side of Sutter Street west of Taylor Street, approximately 800 south of the project site. This stop does not provide a shelter or service information. Route 27 operates along Hyde and Leavenworth streets as a one-way couplet. The nearest stop is located at the intersection of Bush and Jones streets, approximately 750 feet south of the project site. This bus stop serves has a shelter and signage with transit information. The California cable car line operates along California Street. The nearest stop is located on south side of California Street east of Jones Street. This stop does not have a shelter or service information. The AM, midday, and PM frequencies of bus lines as well as the passenger load and capacity utilization at the maximum load point (MLP) during the PM peak hour are presented in **Table 2**.

Table 2 - 1055 Pine Street: Muni Service Frequencies and Capacity Utilization at MLP

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
2–Clement	Clement and 14th Ave to Ferry Plaza	8	20	8	240	Sutter St/ Powell St	76%
3–Jackson	Presidio and California to Sansome and Sutter	15	20	15	185	Sutter St/ Taylor St	58%
27–Bryant	Cesar Chavez and Mission to Van Ness	15	15	15	116	Harrison/8th	46%
C–California	The Embarcadero to Van Ness	6	8	8	N/A	N/A	N/A

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

It is noted that SFMTA operates six Muni bus routes (1AX-California "A" Express, 1BX-California "B" Express, 31AX-Balboa "A" Express, 1BX-Balboa "B" Express, 38AX-Geary "A" Express and 38BX-Geary "B" Express) along Pine Street, but they do not stop (between Presidio Avenue and Montgomery Street) in the vicinity of this AAU site.

2.1.3 Shuttle

As of the spring semester of 2017, AAU operates a total of eight regular weekday shuttle routes and six express routes.[5] None of these shuttle routes serves the 1055 Pine Street site directly; however, students can use the nearest shuttle stop at 860 Sutter Street. The 860 Sutter Street site is located on the north side of Sutter Street east of Leavenworth Street, approximately 1,100 feet southwest of the project site. This stop is served by six shuttle routes including routes D, E, H, I, M, and Sutter Express. This shuttle stop has a 50-foot-long shuttle zone in front of the 860 Sutter Street site, which is subject to No Stopping Tow Away regulations between the hours of 4 p.m. and 6 p.m. **Appendix D** includes the AAU shuttle system map for the spring semester in 2017.

It is noted that the 1055 Pine Street site was directly served by one shuttle route (i.e., Sutter Express) in 2015 using the existing 40-foot-long white passenger loading zone in front of project site; however, this shuttle stop has since been removed.

[5] Currently, AAU operates six regular weekday routes (D, E, G, H, I, and M) that operate between 14 and 17 hours per day and six express routes that operate for a range of times. Four of the express routes (Federal, North Point, Polk/Warehouse, and Warehouse) operate for less than one hour per day. The remaining two express routes (Hayes and Sutter) operate between 9 and 12 hours per day. On Saturday, four regular routes (1, 2, 3, and 4) operate 16 hours per day, while one regular route (I) operates 9 hours per day on Sunday. AAU has two primary shuttle hubs, 620/820 Sutter Street and1 80 New Montgomery Street, and one secondary shuttle hub, 466 Townsend Street.

2.1.4 Bicycle

Nearest bicycle facilities to the project site include *class 3* bicycle facilities (i.e. bicycle routes with sharrows) on California Street, a block north from the project site, and Sutter Street, two blocks south from the project site. **Figure 3** presents the existing bicycle network near the project site. Based on bicycle counts collected during the AM (7 a.m. to 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday, November 7, 2017, there are less than five cyclists traveling along Pine Street during the AM and PM peak hours. **Appendix C** includes the existing bicycle count data.

Bay Area Bike Share is a regional public bicycle sharing program that began operation in August 2013. Shared bicycles are securely docked at stations located throughout the City and region. After a user obtains a membership, they are permitted to take unlimited trips of up to 30 minutes between stations. Overtime fees apply to trips over 30 minutes and are meant to encourage constant turnover and ensure availability. There are no bicycle share stations within a reasonable walking distance (i.e., a quarter mile radius) of the project site.

There is no bicycle parking provided on site. However, AAU reports that the eight-space bike rack located in the rear of the adjacent 1069 Pine Street site is used by the students residing in 1055 Pine Street.

2.1.5 Pedestrian

The land uses in the area consist of mostly residential uses, which typically generate low pedestrian volumes during AM and PM peak periods. Based on pedestrian counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday November 7, 2017, the project vicinity experiences a low level of pedestrian activities, with approximately 340 and 280 pedestrian crossings at the intersection of Pine and Jones Street during the AM and PM peak hours, respectively. In the vicinity of the project site, Jones Street, Taylor Street, California Street, and Bush Street are High Injury corridors in the *City's Vision Zero* network.

Intersections near the project site – Pine Street/Jones Street and Pine Street/Taylor Street – are controlled by traffic signals that include pedestrian crossing signal heads, and have well-defined crosswalk markings with curb ramps, pavement delineations, and street lighting. Sidewalks along Pine Street adjacent to the project site are approximately 10 feet wide.

There are four pedestrian entries to the building, including one main pedestrian entry along Pine Street, a second doorway on Pine Street and two secondary entries along the adjacent driveway. The secondary doorway on Pine Street provides a direct access to café/kitchen area, and two secondary doorways along the adjacent driveway provide access to the mezzanine level of the building.

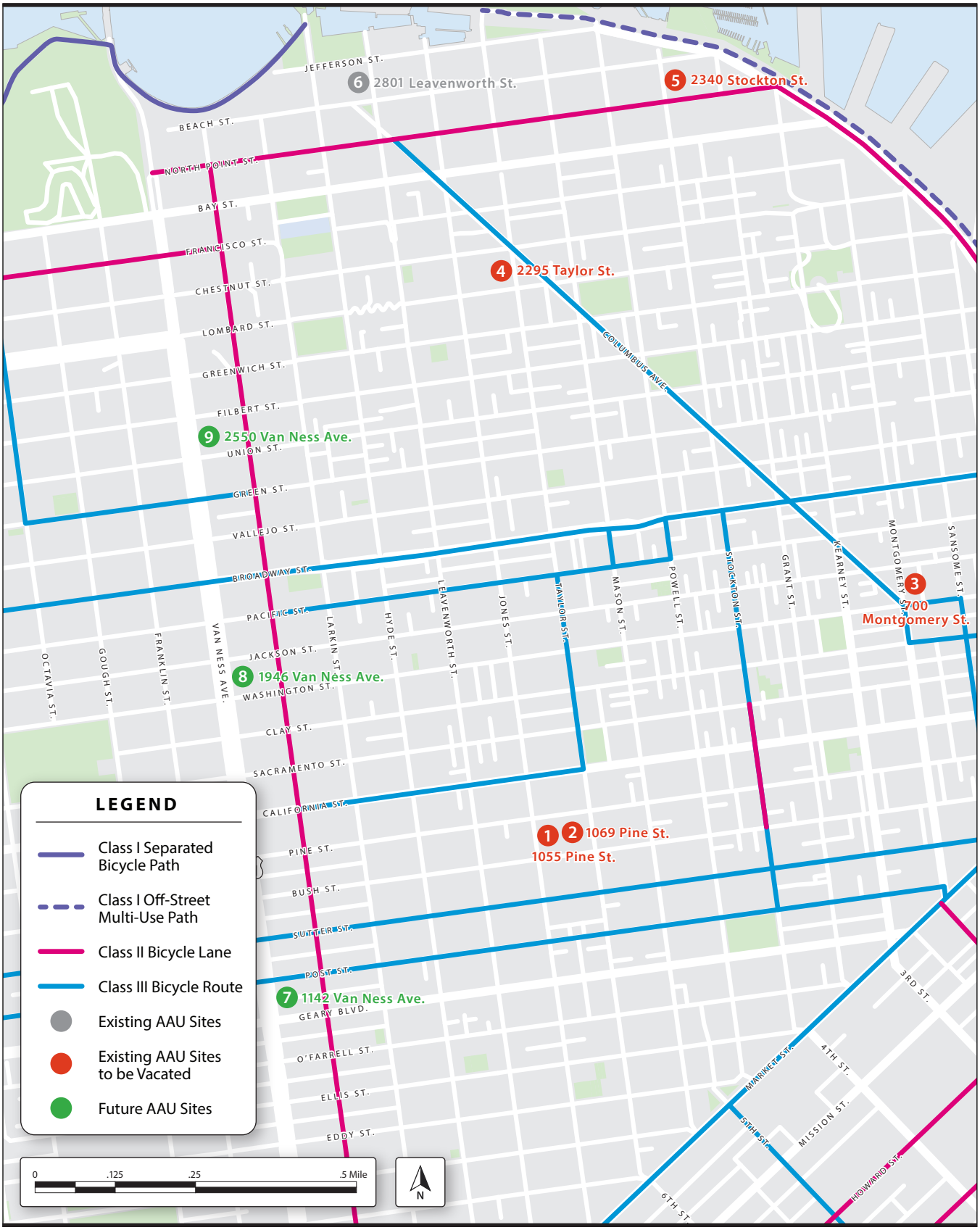

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Figure 3
Existing Bicycle Network

2.1.6 Loading

There are five off-street parking spaces provided along the western edge of the building, in addition to eight parking spaces located rear of the adjacent 1069 Pine Street building. These parking spaces, accessed through the shared driveway from Pine Street, are regularly used by Sodexo food service staff, maintenance personnel and athletics. AAU reports that one small Sysco truck makes food deliveries to this site twice a week on Mondays and Thursdays, typically between 11 a.m. and 2 p.m. and three Sodexo trucks make daily food deliveries to other AAU buildings (i.e., 1849 Washington Street and 180 New Montgomery Street), out of the 1055 Pine Street site on a regular basis. Therefore, three of the eight parking spaces are reserved for the use by these Sodexo trucks.

Due to the residential nature of Pine Street, Pine Street does not have any on-street freight loading (yellow curb) space adjacent to or near the site. It is likely that the commercial deliveries to the site utilize the existing 40-foot-long passenger loading (white curb) spaces on Pine Street in front of the project site, or use the shared off-street parking spaces provided between the project site and the adjacent 1069 Pine Street site. The passenger loading zone remained unutilized during the field observation.[6]

2.1.7 Emergency Vehicle Access

San Francisco Fire Department Station No. 41 (1325 Leavenworth Street) is the closest station to the project site, approximately 0.3 miles north of the site. From the station, vehicles are able to access the project site via Washington Street, Jones Street and Pine Street and would be able to park along Pine Street.

2.2 1069 Pine Street

The 1069 Pine Street site is located on the south side of Pine Street between Jones Street and Taylor Street in the Nob Hill area. There is a shared curb cut/driveway from Pine Street to access eight off-street parking/loading spaces provided in the rear of the site as well as five parking spaces along the western edge of 1055 Pine Street site. There are a total of five pedestrian entries and eight *class 2* bicycle parking spaces provided on site.[7] **Figure 2** on page 12 provides the existing site diagram for 1069 Pine Street site.

[6] Field observation was conducted on Friday, November 17, 2016 between 1 p.m. and 3 p.m.

[7] According to the San Francisco Planning Code section 155.1, *class 1* spaces are "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees"; and *class 2* spaces are "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guest, and patrons to the building or use." Bicycle lockers can be used to satisfy the requirements for *class 1* bicycle parking and bicycle racks can be used to satisfy the requirements for *class 2* bicycle parking. When located in a locked area or attended facility, bicycle racks can also satisfy the requirements for *class 1* bicycle parking.

2.2.1 Traffic

The 1069 Pine Street site is directly served by Pine Street as a two-way couplet with Bush Street, and by Taylor Street as a two-way couplet with Jones Street. These roadways and traffic volumes are discussed above in Section 2.1, "1055 Pine Street. "

The 1069 Pine Street property includes a 15-foot wide driveway with access to parking at the rear of both the 1055 and 1069 Pine Street buildings. This parking lot is primarily used for food catering services, maintenance personnel and athletics throughout the day.

2.2.2 Transit

The 1069 Pine Street site is generally served by Muni bus lines 2-Clement, 3-Jackson running on Sutter Street, and 27-Bryant on Bush Street. The nearest transit stop from this project site is located at the intersection of Bush and Jones streets, approximately 750 feet to the south. This stop serves 27-Bryant, and includes a shelter and signage with transit information. The AM, midday, and PM frequencies of bus lines as well as the passenger load and capacity utilization at the MLP during the PM peak hour are presented in **Table 2** above.

2.2.3 Shuttle

Similar to the 1055 Pine Street site, none of AAU's existing shuttle routes serves the 1069 Pine Street site directly; however, students can use the nearest shuttle stop at 860 Sutter Street. The 860 Sutter Street site is located on the north side of Sutter Street east of Leavenworth Street, approximately 1,000 feet southwest of the project site. This stop is served by six shuttle routes D, E, H, I, M, and Sutter Express. This shuttle stop has a 50-foot-long shuttle zone in front of the 860 Sutter Street site, which is subject to No Stopping Tow Away regulations between the hours of 4 p.m. and 6 p.m. **Appendix D** includes the AAU shuttle system map for the spring semester in 2017.

It is noted that the adjacent 1055 Pine Street site was directly served by one shuttle route (i.e., Sutter Express) in 2015 using the existing 40-foot-long white passenger loading zone in front of project site; however, this shuttle stop has since been removed.

2.2.4 Bicycle

Nearest bicycle facilities to the project site include *class 3* bicycle facilities (i.e. bicycle routes with sharrows) on California Street, a block from the project site, and Sutter Street, two blocks from the project site. Based on bicycle counts collected during the AM (7 a.m. to 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday, November 7, 2017, there are less than five cyclists traveling along Pine Street during the AM and PM peak hours. **Appendix C** includes the existing bicycle count data. There are no bicycle share stations within a reasonable walking distance (i.e., a quarter mile radius) of the project site.

There are eight *class 2* bicycle parking spaces at the bike rack located in the rear of the building which is also used by students residing in 1055 Pine Street. These spaces can be accessed via the curb cut on Pine Street between 1055 and 1069 Pine Street sites.

2.2.5 Pedestrian

As described in *Section 2.1.5* above, land uses in the vicinity of the 1055 and 1069 Pine Street sites consist of mostly residential uses, which typically generate low pedestrian volumes during AM and PM peak periods. Based on pedestrian counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday November 7, 2017, the project vicinity experiences a low level of pedestrian activities, with approximately 340 and 280 pedestrian crossings at the intersection of Pine and Jones Street during the AM and PM peak hours, respectively. In the vicinity of the project site, Jones Street, Taylor Street, California Street, and Bush Street are High Injury corridors in the City's *Vision Zero* network.

Intersections near the project site – Pine Street/Jones Street and Pine Street/Taylor Street – are controlled by traffic signals that include pedestrian crossing signal heads, and have well-defined crosswalk markings with curb ramps, pavement delineations, and street lighting. Sidewalks along Pine Street adjacent to the project site are approximately 10 feet wide.

Primary pedestrian entrance to the project site is provided on Pine Street, and four secondary entrances are on the back of the building which are accessible via the adjacent driveway on Pine Street.

2.2.6 Loading

There are eight off-street parking spaces provided in the rear of the building, in addition to five parking spaces located along the western edge of the adjacent 1055 Pine Street building. These parking spaces, accessed through the shared driveway from Pine Street, are regularly used by Sodexo food service staff, maintenance personnel and athletics. AAU reports that one small Sysco truck makes food deliveries to this site twice a week on Mondays and Thursdays, typically between 11 a.m. and 2 p.m. Three Sodexo trucks make daily food deliveries to other AAU buildings (i.e., 1849 Washington Street and 180 New Montgomery Street), out of 1055 Pine Street on a regular basis. Therefore, three of the eight parking spaces are reserved for use by these Sodexo trucks.

As described in Section 2.1 "1055 Pine Street," due to its residential nature, Pine Street does not have any on-street freight loading (yellow curb) space adjacent or near to the site. It is likely that commercial deliveries to the site utilize the existing 40-foot-long passenger loading (white curb) spaces on Pine Street in front of the adjacent 1055 Pine Street site or on-street parking spaces, when available, or use the shared off-street parking spaces provided between the project site and the adjacent 1055 Pine Street site. The passenger loading zone remained unutilized during the field observation.[8]

[8] Field observation was conducted on Friday, November 17, 2016 between 1 p.m. and 3 p.m.

2.2.7 Emergency Vehicle Access

San Francisco Fire Department Station No. 41 (1325 Leavenworth Street) is the closest station to the project site, approximately 0.3 miles north of the site. From the station, vehicles are able to access the project site via Washington Street, Jones Street and Pine Street and would be able to park along Pine Street.

2.3 700 Montgomery Street

The 700 Montgomery Street site is located on the southwestern corner of the block bounded by Washington Street to the south, Montgomery Street to the west, and Hotaling Place to the east in the Financial District. There is no off-street parking or loading facility. No shuttle stop is provided for the site. There are a total of three pedestrian entries and four *class 1* bicycle parking spaces on site. **Figure 4** provides the existing site diagram for 700 Montgomery Street site.

2.3.1 Traffic

The 700 Montgomery Street site is directly served by Montgomery Street and Washington Street as a two-way couplet with Jackson Street. The following includes discussion of these roadways.

Montgomery Street is a north-south street that runs between Francisco and Lombard streets. In the vicinity of the project site, Montgomery Street has one travel lane in each direction and metered parking on both sides of the street. South of Washington Street, Montgomery Street is a one-way street with two southbound lanes and on-street parking on both sides of the street. The general plan classifies Montgomery Street as a Citywide Pedestrian Street and a Major Arterial between Columbus Avenue and Bush Street.

Washington Street is an east-west street that runs between The Embarcadero and Arguello Boulevard. In the vicinity of the project site, Washington Street has three westbound travel lanes and metered parking on both sides of the street, including seven motorcycle spaces on the north side and 35 spaces on the south side. The general plan classifies Washington Street as a Major Arterial in the CMP Network, and it is part of the Metropolitan Transportation System (MTS) Network. Washington Street is also a Green Connections corridor connecting China Beach to the Bay.

Jackson Street is an east-west street that runs between Drumm Street and Arguello Boulevard. In the vicinity of the project site, Jackson Street has one eastbound travel lane and metered parking on both sides of the street.

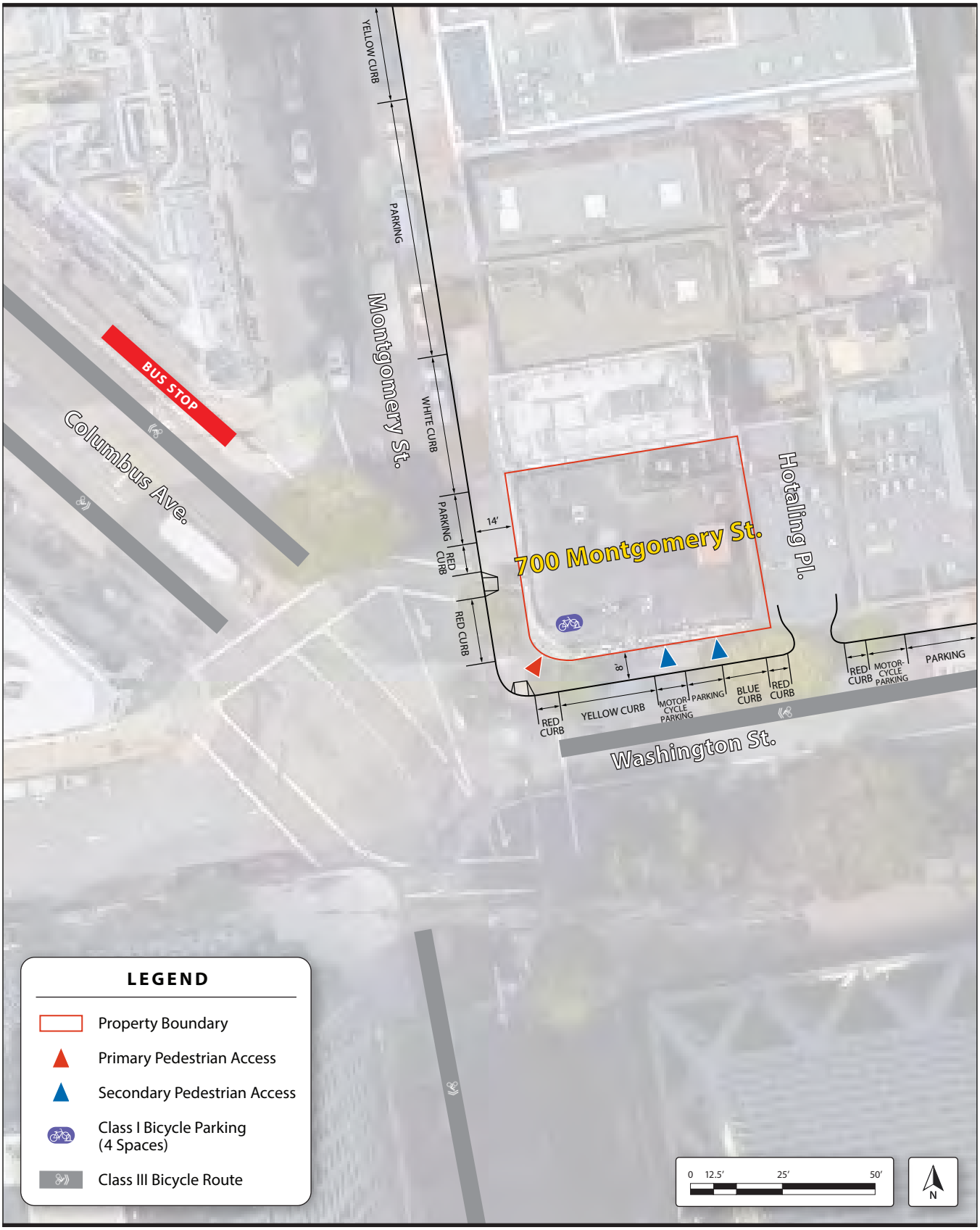

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Figure 4
700 Montgomery Street Site Diagram

Based on turning movement counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday April 19, 2017, Washington Street carries approximately 280 and 520 vehicles during the AM and PM peak hours, respectively. Montgomery Street carries approximately 180 and 200 vehicles during the AM and PM peak hours, respectively. **Appendix C** includes the existing vehicle turning movement, bicycle, and pedestrian count data.

The 700 Montgomery Street site does not have any off-street parking facility.

2.3.2 Transit

The 700 Montgomery Street site is generally served by Muni bus lines 1–California, 8AX–Bayshore 'A' Express 8BX–Bayshore 'B' Express, 10–Townsend, 12–Folsom/Pacific, 30X–Marina Express, 41–Union, and 82X-Levi Plaza. Routes 10, 12, and 30X travel along Sansome Street, with a stop located midblock on Sansome Street between Washington Street and Jackson Street. Route 41 travels along Washington Street and Columbus Avenue, with a stop at the intersection of Columbus Avenue and Montgomery Street. Routes 1 and 8BX travel along Clay Street, with a stop at the intersection of Clay and Montgomery streets. Route 82X travels along Sansome Street with a stop at the Sansome Street/Washington Street intersection. The nearest transit stop from this project site is located at the intersection of Columbus Avenue and Montgomery Street, approximately 100 feet to the northwest. This stop is used as a Muni bus stop for 41-Union between 4 a.m. and 8 p.m., and as a tour bus loading zone outside of the bus stop period. It does not include a shelter. The AM, midday, and PM frequencies of Muni bus lines as well as the passenger load and capacity utilization at the MLP during the PM peak hour are presented in **Table 3**.

Table 3 - 700 Montgomery Street: Muni Service Frequencies and Capacity Utilization at MLP

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
1–California	The Richmond to Downtown	3	5	3	857	Sacramento St/ Powell St	79&
8AX–-Bayshore 'A'	Visitacion Valley to Downtown and North Beach	6	—	7	568	Harrison St/ 6th St	75%
8BX–Bayshore 'B'	Visitacion Valley to Downtown and North Beach	7	—	7	528	Stockton St/ Sacramento St	70%
10–Townsend	Pacific Heights to San Francisco General Hospital via Downtown	15	15	15	153	2nd St/ Townsend St	80%
12–Folsom/Pacific	Russian Hill to the Mission via Downtown	15	15	15	108	Harrison St/ 7th St	57%
30X–Marina Express	The Marina to Downtown	6	—	10	463	Sansome St/ Washington St	85%
41–Union	Presidio to the Financial District	5	—	8	428	Union St/ Columbus Ave	90%
82X-Levi Plaza Express	Levi Plaza to Caltrain via Financial District, peak direction only	15	—	15	92	Beale St/ Howard St	36%8

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

It is noted that Golden Gate Transit operates 14 routes (Routes 2, 4, 8, 18, 24, 27, 38, 44, 54, 56, 58, 72, 74, and 76) along Sansome Street. The nearest Golden Gate Transit stop is located at the intersection of Jackson and Sansome streets, one block northeast of the site.

2.3.3 Shuttle

There is no AAU shuttle stop provided at this site.

2.3.4 Bicycle

Nearest bicycle facilities to the project site include *class 3* bicycle facilities (i.e. bicycle routes with sharrows) on Columbus Avenue, Montgomery Street (between Washington and Clay streets), Washington Street (between Montgomery and Sansome streets) and Sansome Street, which provide direct access to the project site. Based on bicycle counts collected during the AM (7 a.m. to 9 a.m.) and

PM (4 p.m. to 6 p.m.) peak periods on Wednesday, November 7, 2017, there are approximately 30 and one cyclists traveling along Columbus Avenue during the AM and PM peak hours, respectively. There are also approximately 10 and two cyclists traveling along Washington Street during the AM and PM peak hours, respectively. **Appendix C** includes the existing bicycle count data.

There are bicycle share stations within a reasonable walking distance (i.e., a quarter mile radius) of the project site, nearest one being located at the intersection of Washington Street and Kearny Street, approximately 450 feet west of the project site. This station has 30 bicycles.

There are four *class 1* bicycle parking spaces provided in the lobby area inside the building. These spaces can be accessed via the main pedestrian entry at the corner of Washington Street and Columbus Avenue.

2.3.5 Pedestrian

The land uses in the area consist of mostly office and commercial uses, which typically generate moderate pedestrian volumes during AM and PM peak periods. In the vicinity of the project site, Washington Street is a High Injury corridor in the City's *Vision Zero* network. The intersection of Washington Street, Montgomery Street and Columbus Avenue is controlled by traffic signals that include pedestrian crossing signal heads, and have well-defined crosswalk markings with curb ramps, pavement delineations, and street lighting. Sidewalks along Washington Street and Montgomery Street adjacent to the project site are approximately eight and 14 feet wide, respectively.

The primary pedestrian access to the project site is provided on the southwest corner of the project site, and two secondary doorways are provided on Washington Street including an entry to a ground floor café.

2.3.6 Loading

There is no off-street parking or loading facility at the project site. It is likely that commercial deliveries use the existing on-street freight loading (yellow curb) spaces provided adjacent to the site on Washington Street. These spaces were unutilized during the field observation.[9]

2.3.7 Emergency Vehicle Access

San Francisco Fire Department Station No. 13 (530 Sansome Street) is the closest station to the project site, approximately 500 feet east of the site. From the station, vehicles are able to access the project site via Washington Street and would be able to park along Washington Street or Montgomery Street.

[9] Field observation was conducted on Friday, November 17, 2016 between 1 p.m. and 3 p.m.

2.4 2295 Taylor Street

The 2295 Taylor Street site is located on the northeast corner of the block bounded by Chestnut Street to the north and Taylor Street to the east in the North Beach area. There is a curb cut from Chestnut Street for an off-street loading facility. Shuttle stop is provided at the existing Muni bus stop located on the east side of Columbus Avenue north of Chestnut Street. There are a total of two pedestrian entries and 14 *class 2* bicycle parking spaces on site. **Figure 5** provides the existing site diagram for 2295 Taylor Street site.

2.4.1 Traffic

The 2295 Taylor Street site is directly served by Chestnut Street, Columbus Avenue, and Taylor Street. The following includes discussion of these roadways.

Chestnut Street is an east-west street that runs between The Embarcadero and Lyon Street. In the vicinity of the project site, Chestnut Street has one lane in each direction and 2-hour time restricted parking on both sides of the street. The general plan identifies Chestnut Street as a Neighborhood Pedestrian Street (Neighborhood Commercial Street) between Fillmore Street and Richardson Avenue, and as a Transit Preferential Street (Secondary Transit Street) between Van Ness Avenue and Richardson Avenue.

Columbus Avenue is a north-south street that runs between Beach and Washington streets. In the vicinity of the project site, Columbus Avenue has two lanes in each direction and metered parking on both sides of the street. The general plan classifies Columbus Avenue as a Major Arterial in the CMP Network, a Transit Preferential Street (Transit Important Street), and as a Neighborhood Pedestrian Street (Neighborhood Commercial Street). Columbus Avenue is designated as a High Injury corridor in the City's Vision Zero network.

Taylor Street is a north-south street that runs between the Embarcadero and Market Street. In the vicinity of the project site, Taylor Street has one travel lane in each direction and 2-hour time restricted parking on both sides of the street. The general plan classifies Taylor Street as a Transit Oriented Street.

Based on turning movement counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Tuesday April 5, 2016, Columbus Avenue carries approximately 720 and 853 vehicles during the AM and PM peak hours, respectively. Taylor Street carries approximately 50 and 60 vehicles during the AM and PM peak hours, respectively. **Appendix C** includes the existing vehicle turning movement, bicycle, and pedestrian count data.

No vehicle parking is provided on site, but the site includes an active loading dock with a roll-up door on the south side of Chestnut Street.

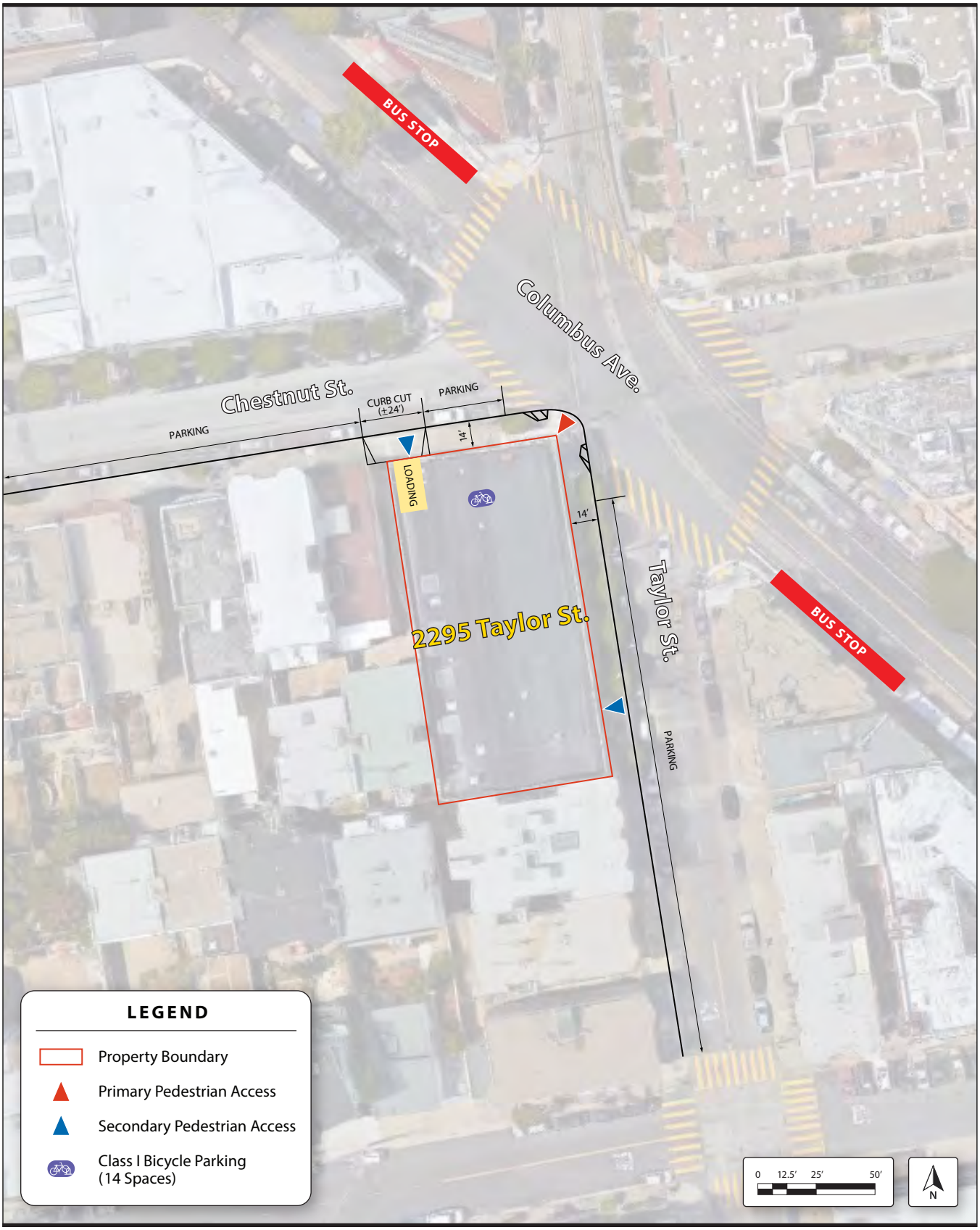

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Figure 5
2295 Taylor Street Site Diagram

2.4.2 Transit

The 2295 Taylor Street site is generally served by Muni bus lines 30-Stockton and the Powell-Mason cable car line, both of which travel along Columbus Avenue in the vicinity of the site. The nearest bus stop is located on the west side of Columbus Avenue east of Taylor Street, approximately 120 feet south of the project site. This stop serves the 30-Stockton line, and does not provide a shelter or service information. The Powell-Mason cable car line makes stops on the east side of Columbus Avenue across from the project site. The AM, midday, and PM frequencies of Muni bus lines as well as the passenger load and capacity utilization at the MLP during the PM peak hour are presented in **Table 4**.

Table 4 - 2295 Taylor Street: Muni Service Frequencies and Capacity Utilization at MLP

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
30–Stockton	Divisadero and Chestnut to Caltrain Depot	8	4	4	615	Stockton St/ Sutter St	49%
Powell-Mason	Fisherman's Wharf to Powell and Market	10	8	8	N/A	N/A	N/A

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

It is noted that AAU shuttle service to the project site uses the Muni bus stop located at the northeast corner of Columbus Avenue/Chestnut Street intersection, approximately 200 feet to the north.

2.4.3 Shuttle

None of the AAU shuttle routes serve the 2295 Taylor Street site directly; however, students can use the nearest shuttle stop at Jones and Beach streets intersection. This Jones Street/Beach Street stop is located on the east side of Jones Street south of Beach Street, approximately 0.25 mile north of the project site. This stop is served by shuttle routes D and E. This shuttle stop has a 150-foot-long white passenger loading zone, and it is shared with tour buses. **Appendix D** includes the AAU shuttle system map for the spring semester in 2017.

2.4.4 Bicycle

Nearest bicycle facilities to the project site include *class 3* bicycle facilities (i.e. bicycle routes with sharrows) on Columbus Avenue, which provides the direct access to the project site. There are no bicycle share stations within a reasonable walking distance (i.e., a quarter mile radius) of the project site.

There are 14 *class 1* bicycle parking spaces provided on bike racks on the first floor of the building. These spaces can be accessed via main pedestrian entry on Columbus Avenue.

2.4.5 Pedestrian

The land uses in the area consist of mostly commercial uses along Columbus Avenue, and residential buildings along Chestnut and Taylor Streets, which typically generate low to moderate pedestrian volumes during AM and PM peak periods. In the vicinity of the project site, Columbus Avenue is a High Injury corridor in the City's *Vision Zero* network.

The intersection of Columbus Avenue, Chestnut Street and Taylor Street located adjacent to the project site is a six-legged intersection. This intersection is controlled by traffic signals that include pedestrian crossing signal heads, and have well-defined crosswalk markings with curb ramps, pavement delineations, and street lighting. Sidewalks along Chestnut Street, Taylor Street and Columbus Avenue are approximately 14 feet wide, and are lined with street trees.

The primary pedestrian access to the site is from the southwest corner of the Chestnut Street, Taylor Street, and Columbus Avenue intersection. A secondary pedestrian entry is provided along Chestnut Street for loading dock access as well as service and emergency entries.

2.4.6 Loading

This site has a functioning off-street loading dock with a roll-up door fronting the south side of Chestnut Street. There is no on-street freight (yellow curb) or passenger loading (white curb) spaces adjacent to the site. The nearest on-street freight loading space to this project site is located on the west side of Columbus Avenue south of Lombard Street, approximately 500 feet southeast of the site. This space was unutilized during the field observation.[10]

2.4.7 Emergency Vehicle Access

San Francisco Fire Department Station No. 28 (1814 Stockton Street) is the closest station to the project site, approximately 0.4 miles east of the site. From the station, vehicles are able to access the site via Stockton Street, and Chestnut Street, and would be able to park along Chestnut Street or Taylor Street.

[10] Field observation was conducted on Friday, November 17, 2016 between 1 p.m. and 3 p.m.

2.5 2340 Stockton Street

The 2340 Stockton Street site is located on the east side of Stockton Street between Beach and North Point Streets in the North Waterfront area. There are three curb cuts (one on Beach Street and two on Stockton Street) to access a 95-space parking lot. Shuttle stop is provided in front of the site on Stockton Street. There are a total of two pedestrian entries, and 18 *class 1* and 14 *Class 2* bicycle parking spaces on site. **Figure 6** provides the existing site diagram for 2340 Stockton Street site.

2.5.1 Traffic

The 2340 Stockton Street site is directly served by Stockton Street, Beach Street, and North Point Street. The following includes discussion of these roadways

Stockton Street is a north-south street/paseo that runs between Beach Street and Market Street. In the vicinity of the project site, Stockton Street has one travel lane in each direction with metered parking on the east side of the street. The Muni Kirkland Division Bus Yard is located directly across from the AAU site on the west side of Stockton Street between Beach and North Point Streets.

Beach Street is an east-west street that runs between The Embarcadero and Polk Street. In the vicinity of the project site, Beach Street has two travel lanes in the westbound direction and one travel lane in the eastbound direction. There is an eastbound travel lane dedicated to Muni F-Line with limited right-turns permitted. There is no on-street parking on Beach Street in the site vicinity. The general plan classifies Beach Street as a Transit Conflict Street, a Transit Preferential Street (Transit Oriented Street), and as a Neighborhood Pedestrian Street (Neighborhood Commercial Street).

North Point Street is an east-west street that runs between The Embarcadero and Van Ness Avenue. In the vicinity of the project site, North Point Street has one travel lane in each direction, with dedicated (Class II) bicycle lanes on both sides of the street. The north side of the street has metered parking, and the south side of the street has 2-hour time restricted (unmetered) parking. The general plan classifies North Point Street as a Major Arterial in the CMP Network, a Transit Preferential Street (Transit Important Street), and as a Neighborhood Pedestrian Street (Neighborhood Commercial Street).

Stockton Street dead-ends at Beach Street adjacent to the 2340 Stockton Street site, so with the AAU use and Muni bus yard use on this block, traffic volume is typically light. Beach Street north of the site has moderate traffic volumes with the Muni F-Market & Wharves streetcar operating on the south side of the street in the eastbound direction. Based on turning movement counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Tuesday September 29, 2015, Beach Street carries approximately 280 and 300 vehicles during the AM and PM peak hours, respectively. **Appendix C** includes the existing vehicle turning movement, bicycle, and pedestrian count data.

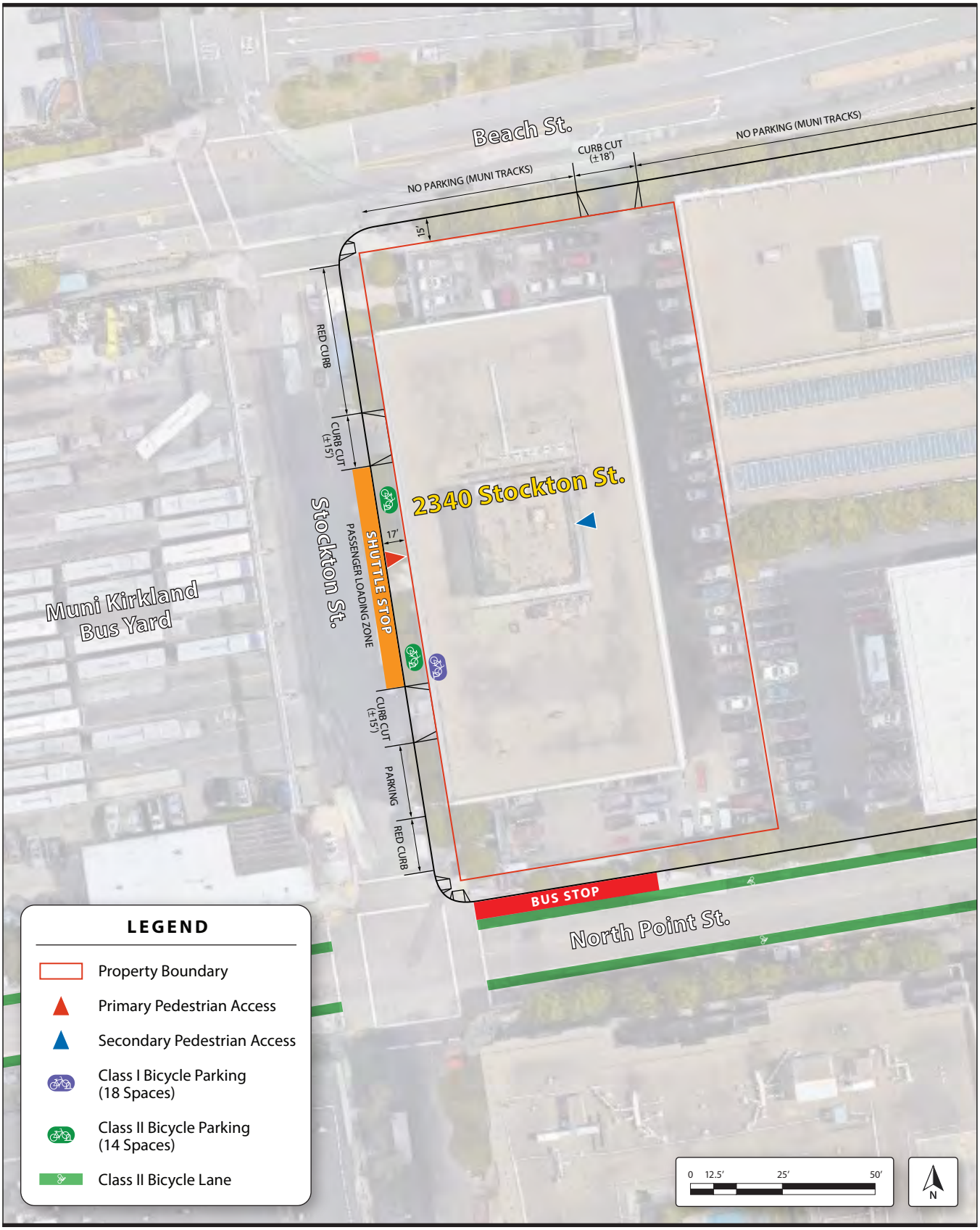

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Figure 6
2340 Stockton Street Site Diagram

The first level of the building and surrounding paved area of the building includes a 95-space parking lot, which is entirely leased for public use except for two spaces reserved for AAU use. AAU uses these spaces based on needs at the building, mainly to accommodate the maintenance and freight loading/unloading needs. The main entrance to the parking lot is provided on Beach Street via right-turn in and right-turn out movements only, and one of the two driveways located on Stockton Street is used for exiting only. One other driveway on Stockton Street is not in use, and the garage operator typically parks cars as a barrier to not allow patrons to enter or exit through the driveway.

2.5.2 Transit

The 2340 Stockton Street site is generally served by Muni bus lines 8-Bayshore, 8BX-Bayshore Express "B", and 39-Coit Tower travel along North Point Street, with the nearest stop located on the south side of North Point Street adjacent to the project site. The F-Market & Wharves street car line travels along Beach Street, along the northern border of the 2340 Stockton Street site, with the nearest stop on the southwest corner of the intersection of Stockton and Beach Streets. All these stops provide a shelter and service information. The AM, midday, and PM frequencies of Muni bus lines as well as the passenger load and capacity utilization at the MLP during the PM peak hour are presented in **Table 5**.

Table 5 - 2340 Stockton Street: Muni Service Frequencies and Capacity Utilization at MLP

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
8/8BX – Bayshore/ Bayshore B Express	City College to and North Point via U.S. 101	6	N/A	7	480	Geneva Ave/ Paris St	63%
39–Coit Tower	North Point to Coit Tower	20	20	20	15	225 Telegraph Hill	11%
F–Market & Wharves	Castro to Jefferson and Jones	6	6	6	377	Stewart Loop	53%

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

It is noted that The Muni Kirkland Division Bus Yard is located on the west side of Stockton Street across from the project site. Golden Gate Transit service at this site includes Routes 2, 4, 8, 18, 24, 24X, 27, 38, 44, 54, 56, 58, 72, 72X, 74, and 76. The nearest stop for these routes is located at the Stockton Street/North Point Street intersection adjacent to the project site.

2.5.3 Shuttle

Two AAU shuttle routes (D and E) serve the project site at the existing 94-foot long white passenger loading zone in front of the project site on Stockton Street. This passenger loading zone accommodates up to five shuttle buses, and loading/unloading activity is generally limited to five minutes. **Appendix D** includes the AAU shuttle system map for the spring semester in 2017.

2.5.4 Bicycle

Nearest bicycle facilities to the project site include *class 2* bicycle facilities (i.e. striped bicycle lanes) on North Point Street and *class 1* bicycle facilities (i.e., separated bicycle path) along the Embarcadero. Based on bicycle counts collected during the AM (7 a.m. to 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Tuesday September 29, 2015, there are approximately 40 and 110 cyclists traveling along The Embarcadero during the AM and PM peak hours, respectively. **Appendix C** includes the existing bicycle count data. There are no bicycle share stations within a reasonable walking distance (i.e., a quarter mile radius) of the project site.

There are two bicycle racks near the main pedestrian entrance on the Stockton Street sidewalk and a secure bicycle storage space near the exit of the off-street parking lot on Stockton Street. These spaces provide a total of 18 *class 1* and 14 *class 2* bicycle parking spaces on site.

2.5.5 Pedestrian

The land uses in the area consist of mostly commercial and office uses with the entrance to the Pier 39 commercial area near the Embarcadero and Beach Street intersection, and typically generate high pedestrian volumes during AM and PM peak periods. Based on pedestrian counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Tuesday September 29, 2015, the project vicinity experiences a high level of pedestrian activities, with approximately 2,520 and 2,340 pedestrian crossings at the intersection of the Embarcadero and Beach Street during the AM and PM peak hours, respectively. On the other hand, pedestrian volume is typically light along Stockton Street adjacent to the project site due to the presence of the Muni Kirkland Division Bus Yard on the west side of Stockton Street across from the project site and because Stockton Street dead-ends at Beach Street. In the vicinity of the project site, Jefferson Street, Beach Street and Bay Street are part of High Injury corridors in the City's *Vision Zero* network.

Intersections near the project site – Stockton Street/North Point Street and the Stockton Street/Beach Street – are controlled by traffic signals that include pedestrian crossing signal heads, and have well-defined crosswalk markings, pavement delineations, and traffic lights. Sidewalks along Beach Street, Stockton Street and North Point Street are approximately 15, 17, and 15 feet wide, respectively, and are lined with street trees and benches.

The primary pedestrian entrance to the project site is provided on Stockton Street through the midblock doorway. A secondary entry is provided at the back of the building for trash disposal, parking lot access and emergency access purposes.

2.5.6 Loading

This site does not have any off-street loading spaces; however, commercial delivery vehicles occasionally use the on-site parking lot to make deliveries. Alternately, commercial deliveries likely utilize the 94-foot-long passenger loading (white curb) spaces on Stockton Street or other on-street parking spaces.

The nearest on-street freight loading space is located on the west side of Grand Street south of Beach Street, approximately 700 feet east of the project site.

2.5.7 Emergency Vehicle Access

San Francisco Fire Department Station No. 28 (1814 Stockton Street) is the closest station to 2340 Stockton Street, approximately 0.3 miles south of the site. From the station, vehicles are able to access the project site via Powell Street or Stockton Street and would be able to park along Stockton Street or North Point Street.

2.6 2801 Leavenworth Street

The 2801 Leavenworth Street site located on the block bounded by Leavenworth Street to the east, Jefferson Street to the north, Hyde Street to the west, and Beach Street to the south. There is no off-street parking or loading facility. Shuttle stop is provided on the east side of Jones Street between North Point and Beach streets. There are a total of three main pedestrian entries and seven *class 2* bicycle parking spaces on site. **Figure 7** provides the existing site diagram for 2801 Leavenworth Street site.

2.6.1 Traffic

The 2801 Leavenworth Street site is directly served by Jefferson Street, Leavenworth Street, and Beach Street. The following includes discussion of these roadways.

Jefferson Street is an east-west street that runs between The Embarcadero and Hyde Street. In the vicinity of the project site, Jefferson Street has two westbound travel lanes with metered parking on both sides of the street. The general plan classifies Jefferson Street as a Transit Preferential Street (Secondary Transit Street); a part of the Citywide Pedestrian Network with Bay, Ridge, and Coast Trail Access; and a Recreational Street in the CMP Network.

Leavenworth Street is a north-south street that runs between Jefferson Street and McAllister Street. In the vicinity of the project site, Leavenworth Street has one travel lane in each direction with metered parking on both sides of the street. The general plan classifies Leavenworth Street as a Secondary Arterial between Pine and Market Streets.

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Figure 7
2801 Leavenworth Street Site Diagram

Beach Street **is an east-west street that runs between The Embarcadero and Van Ness Avenue and between Buchanan Street and Baker Street. In the vicinity of the project site, Beach Street has one travel lane in each direction with metered and metered parking on both sides of the street. The general plan classifies Beach Street as a Transit Preferential Street (Secondary Transit Street); a part of the Citywide Pedestrian Network with Bay, Ridge, and Coast Trail Access; and a Recreational Street in the CMP Network.**

Based on turning movement counts collected during the weekday PM (4 p.m. to 6 p.m.) peak periods in 2011, Jefferson Street, Leavenworth Street, and Beach Street carry approximately 350, 440, and 90 vehicles during the PM peak hour, respectively.[11] **Appendix C** includes the existing vehicle turning movement, bicycle, and pedestrian count data.

The 2801 Leavenworth Street site does not include any off-street parking facility.

2.6.2 Transit

The 2801 Leavenworth Street site is generally served by Muni bus lines 30–Stockton and 47–Van Ness along North Point Street, with a stop on the south side of North Point Street west of Hyde Street. This stop is approximately 700 feet southwest of the project site, and provides a shelter and service information. Route F–Market & Wharves travels along Beach Street and stops at the northwest corner of Jones Street and Beach Street, approximately 520 east of the project site. This stop provides a shelter and service information. The AM, midday, and PM frequencies of Muni bus lines as well as the passenger load and capacity utilization at the MLP during the PM peak hour are presented in **Table 6**.

Table 6 – 2801 Leavenworth Street: Muni Service Frequencies and Capacity Utilization at MLP

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
30–Stockton	The Marina to Downtown via Chinatown	8	4	4	615	Stockton St/ Sutter St	49%
47–Van Ness	Caltrain to Fisherman's Wharf	8	9	10	222	Van Ness Ave/ O'Farrell St	58%
F–Market & Wharves	The Castro to Fisherman's Wharf	6	7	6	555	Steuart Loop	79%

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

It is noted that Golden Gate Transit route 93 operates along Beach Street and Hyde Street. The stop for this route is located at the Beach Street/Hyde Street intersection, one block east of the site.

[11] Traffic volumes were collected as part of the Fisherman's Wharf Public Realm Plan, 2011 (Case No. 2010.0256E).

2.6.3 Shuttle

Two AAU shuttle routes (D and E) serve the project site on the east side of Jones Street south of Beach Street, one block east of the project site. This shuttle stop has a 150-foot-long white passenger loading zone, and it is shared with tour buses. **Appendix D** includes the AAU shuttle system map for the spring semester in 2017.

2.6.4 Bicycle

Nearest bicycle facilities to the project site include *class 1* bicycle facilities (i.e., separated bicycle path) at the western terminus of Jefferson Street, *class 2* bicycle facilities (i.e. striped bicycle lanes) along North Point Street, and *class 3* bicycle facilities (i.e. bicycle routes with sharrows) on Columbus Avenue. There are no bicycle share stations within a reasonable walking distance (i.e., a quarter mile radius) of the project site.

There are seven *class 2* bicycle parking spaces on the second floor of the building.

2.6.5 Pedestrian

The land uses in the area consist of mostly commercial and retail and recreational uses with Aquatic Park at the intersection of Jefferson and Hyde streets. Pedestrian volume is typically high. In the vicinity of the project site, Jefferson Street, Beach Street (east of Leavenworth Street) and Columbus Avenue are considered High Injury corridors in the City's *Vision Zero* network.

Intersections near the site – Jefferson Street/Jones Street and Beach Street/Jones Street – are controlled by traffic signals that include pedestrian crossing signal heads, and have well-defined crosswalk markings with curb ramps, pavement delineations, and street lighting. Sidewalks along Beach, Leavenworth, Jefferson, and Hyde Streets are approximately 15 feet wide, and are lined with street trees.

There are three main pedestrian entries to the site, each on Jefferson Street, Leavenworth street and Beach Street. Additionally, there are secondary entries for direct access to ground floor retail uses.

2.6.6 Loading

There is no off-street parking or loading facility at the project site. Commercial deliveries likely utilize on-street freight loading (yellow curb) spaces or passenger loading (white curb) spaces located adjacent to the site on Leavenworth Street. There are eight freight loading spaces and two passenger loading spaces on the west side of Leavenworth Street between Jefferson and Beach streets. These spaces were utilized during the field observation.[12]

2.6.7 Emergency Vehicle Access

San Francisco Fire Department Station No. 28 (1814 Stockton Street) is the closest station to 2801

[12] Field observation was conducted on Friday, November 17, 2016 between 1 p.m. and 3 p.m.

Leavenworth Street, approximately 0.7 miles southeast of the site. From the station, vehicles are able to access the project site via Greenwich Street, Columbus Avenue and Leavenworth Street, and park along Leavenworth Street.

2.7 1142 Van Ness Avenue (aka the "Concordia Club")

The 1142 Van Ness Avenue site is located on the east side of Van Ness Avenue between Post Street and Cedar Street in the Van Ness/ Civic Center area. There is no off-street parking or loading facility. There are a total of three pedestrian entries, and no bicycle parking spaces are provided on site. **Figure 8** provides the existing site diagram for 1142 Van Ness Avenue site.

2.7.1 Traffic

The 1140 Van Ness Avenue site is directly served by Van Ness Avenue and Geary Boulevard as a two-way couplet with Post Street. The following includes discussion of these roadways.

Van Ness Avenue is a north-south street that runs between Fort Mason and Cesar Chavez Street. In the vicinity of the project site, Van Ness Avenue has two travel lanes in each direction with metered parking on both sides of the street. The general plan classifies Van Ness Avenue as a Commercial Throughway, a Major Arterial in the CMP Network, part of the MTS Network, a Transit Preferential Street (Primary Transit Street), a Neighborhood Pedestrian Street (Neighborhood Commercial Street), and is part of the Citywide Pedestrian Network. It is noted that since October 2016, travel lanes were reduced to two lanes in each direction and no left turns are allowed from Van Ness Van Ness Avenue except for Broadway and Lombard Street due to the Van Ness Improvement Project.

Post Street is an east-west street that runs between Presidio Avenue and Montgomery Street. In the vicinity of the project site, Post Street operates one-way eastbound with two mixed-flow travel lanes and a bus-only lane. The general plan classifies Post Street as a Transit Preferential Street (secondary transit street), and a Neighborhood Pedestrian Street between Market Street and Gough Street.

Cedar Street is an east-west alley that runs between Larkin Street and Van Ness Avenue. It primarily serves local access and loading functions. In the vicinity of the project site, Cedar Street is one-way eastbound with one travel lane and parking on the south side of the street.

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Figure 8
1142 Van Ness Avenue Site Diagram

Geary Boulevard/Street is an east-west arterial that runs from Market Street in downtown San Francisco to 48th Avenue in the Richmond District. Geary Boulevard is a two-way roadway between Ocean Beach and Gough Street; east of Gough Street, the arterial becomes Geary Street, a one-way westbound roadway. Between Franklin Street and Gough Street, Geary Street operates one-way westbound with three travel lanes and one bus-only lane. Between Franklin Street and Polk Street, Geary Street operates one-way westbound with two travel lanes and one bus-only lane. On-street parking is allowed on both sides of the street along this segment; however, the southern parking lane operates as a peak hour tow-away lane during the PM peak period (3 p.m. to 7 p.m.). East of Polk Street, Geary Street operates one-way westbound with one travel lane, one bus-only lane, and a peak period tow-away lane during the PM peak period. The general plan identifies the entire length of Geary Boulevard/Street as a Major Arterial, a Transit Important Street (Primary Transit Street) and a Neighborhood Pedestrian Street (Neighborhood Commercial Street).

Based on turning movement counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday November 7, 2017, in the vicinity of the project site Van Ness Avenue carries approximately 1,961 and 1,959 vehicles during the AM and PM peak hours, respectively. Geary Boulevard carries approximately 650 and 750 vehicles during the AM and PM peak hours, respectively. Post Street carries approximately 920 and 620 vehicles during the AM and PM peak hours, respectively. **Appendix C** includes the existing vehicle turning movement, bicycle, and pedestrian count data.

It should be noted that existing vehicle turning movements, bicycle, and pedestrian counts on Van Ness Avenue were collected while the Van Ness Improvement Project was under construction.[13] Due to the construction of the Van Ness Improvement Project, the total number of travel lanes on Van Ness Avenue has been reduced from three to two travel lanes in each direction, and no left turns are allowed from Van Ness Avenue except for Broadway and Lombard Street. Therefore, the existing counts collected on November 7, 2017 reflect the changes in roadway capacity and reduced left-turns from the Van Ness Improvement Project.

The 1142 Van Ness Avenue site does not include any off-street parking facility.

2.7.2 Transit

The 1140 Van Ness Avenue site is well served by Muni bus lines 2-Clement, 3-Jackson, 19-Polk, 38-Geary, 38R-Geary Rapid, 47-Van Ness, and 49-Van Ness-Mission. Routes 2 and 3 operate along Sutter Street and Post Street as a one-way couplet, with the nearest stop located adjacent to the project site on the south side of Post Street east of Van Ness Avenue. This stop provides a shelter and service information.

[13] The Van Ness Avenue Improvement Project would facilitate faster, more efficient and safer bus lines between Lombard and Mission Streets. This project would create center-running transit-only lanes along Van Ness Avenue, signal prioritization for buses, all-door boarding, and elimination of most left turns. In addition to improved bus service, the project would also include a number of street improvements along the proposed route. Construction of the Van Ness Improvement Project is underway and is expected to be completed in 2019.

Route 19 operates along Polk Street with the nearest stop located on the east side of Polk Street north of Post Street, approximately 450 east of the project site. This stop does not have a shelter or service information. Routes 38 and 38R operate along Geary Street and O'Farrell Street as a one-way couplet, with the nearest stop located midblock on the north side of Geary Boulevard between Van Ness Avenue and Polk Street, approximately 480 feet south of the project site. This stop does not have a shelter or service information. Routes 47 and 49 operate along Van Ness Avenue with the nearest stop located on the east side of Van Ness Avenue north of Sutter Street, approximately 520 feet north of the project site. This stop does not have a shelter or service information. The AM, midday, and PM frequencies of Muni bus lines as well as the passenger load and capacity utilization at the MLP during the PM peak hour are presented in **Table 7**.

Table 7 – 1142 Van Ness Avenue: Muni Service Frequencies and Capacity Utilization at MLP

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
2–Clement	Clement and 14th Ave to Ferry Plaza	8	20	8	240	Sutter St/ Powell St	76%
3–Jackson	Presidio and California to Sansome and Sutter	15	20	15	185	Sutter St/ Taylor St	58%
38–Geary	Downtown to the Richmond	8	8	8	640	Geary Blvd/ Taylor St	68%
38R–Geary Rapid	Downtown to the Richmond	4	6	5	925	Geary Blvd/ Leavenworth St	90%
38AX–Geary A Express	Downtown to the Richmond	10	-	15	188	Pine St/ Montgomery St	57%
38BX–Geary B Express	Downtown to the Richmond	10	-	15	209	Pine St/ Montgomery St	63%
19–Polk	Fisherman's Wharf to Hunters Point	15	15	15	168	8th St/ Mission St	66%
47–Van Ness	Caltrain to Fisherman's Wharf via Civic Center	8	9	8	222	Van Ness Ave/ McAllister St	58%
49–Van Ness/ Mission	Fort Mason to City College	8	9	8	338	Van Ness Ave/ McAllister St	47%
C–California	The Embarcadero to Van Ness	6	8	8	N/A	N/A	N/A

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

It is noted that Routes 30X, 31AX/BX, and 38AX/BX run through but do not stop within the vicinity of the project site. Golden Gate Transit service at this site includes Routes 30, 70, 93, 101, and 101X. The nearest stop for these routes is located at the intersection of Van Ness Avenue/Sutter Street, two blocks north of the project site.

2.7.3 Shuttle

As of the spring semester of 2017, one shuttle route (route M) travels along Van Ness Avenue and Post Street adjacent to the project site, but there is no AAU shuttle stop provided at this site. The nearest AAU shuttle stop is located at 925 Polk Street, approximately 900 feet southeast of the project site, which is served by routes D, E, and Sutter Express.

2.7.4 Bicycle

Nearest bicycle facilities to the project site include *class 2* bicycle facilities (i.e. striped bicycle lanes) along Polk Street, and *class 3* bicycle facilities (i.e. bicycle routes with sharrows) along Sutter and Post streets. Based on bicycle counts collected during the AM (7 a.m. to 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday, November 7, 2017, there are approximately 40 and five cyclists traveling along Post Street during the AM and PM peak hours, respectively. There are also approximately four and 12 cyclists traveling along Van Ness Avenue during the AM and PM peak hours, respectively. There are no bicycle share stations within a reasonable walking distance (i.e., a quarter mile radius) of the project site. There is no bicycle parking provided on site.

2.7.5 Pedestrian

The land uses in the area consist of mostly commercial and retail uses, which typically generate moderate pedestrian volumes during the AM and PM peak periods. Based on pedestrian counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday November 7, 2017, the project vicinity experiences a moderate level of pedestrian activities, with approximately 750 and 850 pedestrian crossings at the intersection of Van Ness Avenue and Post Street during the AM and PM peak hours, respectively. Once the construction of the California Pacific Medical Campus (CPMC) at the intersection of Van Ness Avenue and Geary Street is completed in 2018, the pedestrian volume in the area is expected to increase substantially. In the vicinity of the project site, Van Ness Avenue, Polk Street, Post Street, Geary Street, and O'Farrell Street are High Injury corridors in the City's *Vision Zero* network.

The Van Ness Avenue/Post Street intersection is controlled by traffic signals that include pedestrian crossing signal heads, and have well-defined crosswalk markings with curb ramps, pavement delineations, and street lighting. The intersection of Van Ness Avenue and Cedar Street is stop controlled from Cedar Street. Sidewalks along Van Ness Avenue, Post Street, and Cedar Street are approximately 15, 10, 8 feet wide, respectively. It is noted that due to the construction of the CPMC, parts of sidewalks along Cedar Street and Van Ness Avenue are currently obstructed.

There are three pedestrian entries to the site, including the main pedestrian entry on Van Ness Avenue and secondary entries on Post Street and Cedar Street.

2.7.6 Loading

There is no off-street parking or loading facility at the project site. Commercial deliveries may utilize the existing 45-foot-long passenger loading (white curb) spaces located in front of the project site on Van Ness Avenue. These spaces were partially utilized during the field observation.[14]

2.7.7 Emergency Vehicle Access

San Francisco Fire Department Station No. 3 (1067 Post Street) is the closest station to 1142 Van Ness Avenue, approximately 530 feet east of the site. From the station, vehicles are able to access the project site via Larkin Street, Geary Boulevard, and Van Ness Avenue and would be able to park along Van Ness Avenue.

2.8 1946 Van Ness Avenue (aka the "Bakery")

The 1946 Van Ness Avenue site is located on the east side of Van Ness Avenue between Washington Street and Jackson Street in the Russian Hill area. There are two off-street loading facilities on Jackson Street. There are a total of two pedestrian entries, and no bicycle parking spaces are provided on site. **Figure 9** provides the existing site diagram for 1946 Van Ness Avenue site.

2.8.1 Traffic

The 1946 Van Ness Avenue site is directly served by Van Ness Avenue and Washington Street as a two-way couplet with Jackson Street. Van Ness Avenue is discussed above in *Section 2.7 1142 Van Ness Avenue*. The following includes discussion of Washington and Jackson streets.

Washington Street is an east-west neighborhood commercial and residential street that runs discontinuously between Arguello and Drumm Streets. In the vicinity of the project site, Washington Street has two eastbound travel lanes and metered parking on both sides of the street. Washington Street is a Green Connections corridor connecting China Beach to the Bay.

Jackson Street is an east-west street that runs between Arguello Boulevard and Drumm Street. In the vicinity of the project site, Jackson Street has two westbound travel lanes and metered parking on both sides of the street.

Based on turning movement counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday November 7, 2017, Van

[14] Field observation was conducted on Friday, November 17, 2016 between 1 p.m. and 3 p.m.

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Figure 9
1946 Van Ness Avenue Site Diagram

Ness Avenue carries approximately 1,620 and 1,830 vehicles during the AM and PM peak hours, respectively, in the vicinity of the project site. Jackson Street carries approximately 250 and 320 vehicles during the AM and PM peak hours, respectively. Washington Street carries approximately 250 and 200 vehicles during the AM and PM peak hours, respectively.

It should be noted that existing vehicle turning movements, bicycle, and pedestrian counts on Van Ness Avenue were collected while the Van Ness Improvement Project is under construction.[15] Due to the construction of the Van Ness Improvement Project, the total number of travel lanes on Van Ness Avenue has been reduced from three to two travel lanes in each direction, and no left turns are allowed from Van Ness Avenue except for Broadway and Lombard Street. Therefore, the existing counts collected on November 7, 2017 reflect the changes in roadway capacity and reduced left-turns from the Van Ness Improvement Project.

No vehicle parking is provided on site, but the site includes two inactive loading docks with roll-up doors on the south side of Jackson Street.

2.8.2 Transit

The 1946 Van Ness Avenue site is well served by Muni bus lines 10-Townsend, 12-Folsom/Pacific, 19-Polk, 27-Bryant, 47-Van Ness, and 49-Van Ness-Mission. Routes 10 and 12 operate along Pacific Avenue, and route 27 operates along Washington Street. The nearest stop for these routes is located on the north side of Jackson Street east of Van Ness Avenue, across from the project site. This stop provides a shelter and service information. Route 19 operates along Polk Street with the nearest stop located on the east side of Polk Street north of Washington Street, approximately 660 feet southeast of the project site. This stop does not have a shelter or service information. Routes 47 and 49 operate along Van Ness Avenue with the nearest stop located on the east side of Van Ness south of Washington Street, approximately 520 feet south of the project site. This stop has a shelter and service information. The AM, midday, and PM frequencies of Muni bus lines as well as the passenger load and capacity utilization at the MLP during the PM peak hour are presented in **Table 8**.

[15] The Van Ness Avenue Improvement Project would facilitate faster, more efficient and safer bus lines between Lombard and Mission Streets. This project would create center-running transit-only lanes along Van Ness Avenue, signal prioritization for buses, all-door boarding, and elimination of most left turns. In addition to improved bus service, the project would also include a number of street improvements along the proposed route. Construction of the Van Ness Improvement Project is underway and is expected to be completed in 2019.

Table 8 – 1946 Van Ness Avenue: Muni Service Frequencies and Capacity Utilization at MLP

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
10–Townsend	Pacific Heights to San Francisco General Hospital	15	15	15	153	2nd St/ Townsend St	71%
12–Folsom/Pacific	Russian Hill to the Mission	15	15	15	108	Harrison St/ 7th St	57%
19–Polk	Fisherman's Wharf to Hunters Point	15	15	15	168	8th St/ Mission St	66%
27–Bryant	Cesar Chavez and Mission to Van Ness	15	15	15	116	Harrison/8th	46%
47–Van Ness	Caltrain to Fisherman's Wharf via Civic Center	8	9	8	222	Van Ness Ave/ McAllister St	58%
49–Van Ness/ Mission	Fort Mason to City College	8	9	8	338	Van Ness Ave/ McAllister St	47%

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

It is noted that Routes 30X, 31AX/BX, and 38AX/BX run through but do not stop within the vicinity of the project site. Golden Gate Transit service at this site includes Routes 30, 70, 93, 101, and 101X. The nearest stop for these routes is located at the Van Ness Avenue/ Broadway intersection, one block north of the site.

2.8.3 Shuttle

As of the spring semester of 2017, one shuttle route (Route M) travels along Van Ness Avenue adjacent to the project site, but there is no AAU shuttle stop provided at this site. The nearest AAU shuttle stop is located at 1849 Van Ness Avenue, approximately 300 feet south of the project site across Van Ness Avenue, which is served by Route M.

2.8.4 Bicycle

Nearest bicycle facilities to the project site include *class 2* bicycle facilities (i.e. striped bicycle lanes) along Polk Street, and *class 3* bicycle facilities (i.e. bicycle routes with sharrows) along Pacific Street, a block north of the project site. Based on bicycle counts collected during the AM (7 a.m. to 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday, November 7, 2017, there are less than five cyclists traveling along Jackson Street, Washington Street or Van Ness Avenue during the AM and PM peak hours. There are no bicycle share stations within a reasonable walking distance (i.e., a quarter mile radius) of the project site. There is no bicycle parking provided on site.

2.8.5 Pedestrian

The land uses in the area consist of mostly commercial and residential uses, which typically generate low to moderate pedestrian volumes during the AM and PM peak periods. Based on pedestrian counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday November 7, 2017, the project vicinity experiences a moderate level of pedestrian activities, with approximately 400 and 510 pedestrian crossings at the intersection of Van Ness Avenue and Jackson Street during the AM and PM peak hours, respectively. In the vicinity of the project site, Van Ness Avenue and Polk Street are High Injury corridors in the City's *Vision Zero* network.

The Van Ness Avenue/Jackson Street intersection is controlled by traffic signals that include pedestrian crossing signal heads, and have well-defined crosswalk markings with curb ramps, pavement delineations, and street lighting. Sidewalks along Van Ness Avenue and Jackson Street are approximately 15 and 12 feet wide, respectively.

There are two pedestrian entries to the site, including the primary pedestrian entry on Van Ness Avenue and the secondary entry on Jackson Street. The primary pedestrian entry on Van Ness Avenue is currently boarded up.

2.8.6 Loading

This site has two off-street loading docks with a door fronting the south side of Jefferson Street. These spaces are currently used as a storage space. The nearest on-street freight loading space to this project site is located on the east side of Van Ness Avenue, adjacent to the site. These spaces remained unutilized during the field observation.[16]

2.8.7 Emergency Vehicle Access

San Francisco Fire Department Station No. 41 (1325 Leavenworth Street) is the closest station to 1946 Van Ness Avenue, approximately 0.3 mile east of the site. From the station, vehicles are able to access the project site via Leavenworth Street, Sacramento Street, and Van Ness Avenue and would be able to park along Van Ness Avenue.

2.9 2550 Van Ness Avenue (aka the "Da Vinci Hotel")

The 2550 Van Ness Avenue site located on the northwest corner of the block bounded by Filbert Street to the north, Van Ness Avenue to the west in the Russian Hill area. There are four curb cuts (three on Filbert Street and one on Van Ness Avenue) to access a 30-space parking lot and loading spaces. In addition, there is a shared curb cut/driveway with the adjacent building on Filbert Street for access to 15 parking spaces. There are a total of four pedestrian entries, and 4 *Class 2* bicycle parking spaces on site. **Figure 10** provides the existing site diagram for 2550 Van Ness Avenue site.

[16] Field observation was conducted on Friday, November 17, 2016 between 1 p.m. and 3 p.m.

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Figure 10
2550 Van Ness Avenue Site Diagram

2.9.1 Traffic

The 2550 Van Ness Avenue site is directly served by Van Ness Avenue and Filbert Street. Van Ness Avenue is discussed above in Section 2.7 "1142 Van Ness Avenue." The following includes discussion of Filbert Street.

Filbert Street is an east-west street that runs discontinuously between Kearny Street and Lyon Street. Adjacent to the project site, Filbert Street has one travel lane in each direction and 2-hour time restricted angled parking on the south side of the street.

Based on turning movement counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Thursday, April 6, 2017. Van Ness Avenue carries approximately 1,650 and 1,920 vehicles during the AM and PM peak hours, respectively. Union Street carries approximately 520 and 555 vehicles during the AM and PM peak hours, respectively. Filbert Street carries approximately 310 and 250 vehicles during the AM and PM peak hours, respectively. **Appendix C** includes the existing vehicle turning movement, bicycle, and pedestrian count data.

It should be noted that existing vehicle turning movements, bicycle, and pedestrian counts on Van Ness Avenue were collected while the Van Ness Improvement Project is under construction.[17] Due to the construction of the Van Ness Improvement Project, as of November 2016 the total number of travel lanes on Van Ness Avenue has been reduced from three to two travel lanes in each direction, and no left turns are allowed from Van Ness Avenue except for Broadway and Lombard Street. Therefore, the existing counts collected on Thursday, April 6, 2017 reflect the changes in roadway capacity and reduced left-turns from the Van Ness Improvement Project.

There are four curb cuts surrounding the property, including three curb cuts on Filbert Street and one curb cut on Van Ness Avenue. One of the curb cuts on Filbert Street is used to access a 30-space parking lot located along the east side of the site. Two other curb cuts on Filbert Street are used by maintenance and loading vehicles via sliding gates. The curb cut on Van Ness Avenue is used for one handicap-accessible parking space and two short-term parking spaces. In addition, there is a shared curb cut/driveway with the adjacent building on Filbert Street for access to 15 parking spaces.

2.9.2 Transit

The 2550 Van Ness Avenue site is well served by Muni bus lines 19-Polk, 41-Union, 45-Union/Stockton, 47-Van Ness, and 49-Van Ness-Mission. Route 19 operates along Polk Street with the nearest stop located on the east side of Polk Street north of Union Street, approximately 660 feet southeast of the project site. This stop does not have a shelter or service information. Routes 41 and 45 operate along

[17] The Van Ness Avenue Improvement Project would facilitate faster, more efficient and safer bus lines between Lombard and Mission Streets. This project would create center-running transit-only lanes along Van Ness Avenue, signal prioritization for buses, all-door boarding, and elimination of most left turns. In addition to improved bus service, the project would also include a number of street improvements along the proposed route. Construction of the Van Ness Improvement Project is underway and is expected to be completed in 2019.

Union Street, with the nearest stop located on the south side of Union Street west of Van Ness Avenue, approximately 400 southwest of the project site. Routes 47 and 49 operate along Van Ness Avenue with the nearest stop located on the east side of Van Ness south of Union Street, approximately 300 feet south of the project site. This stop has a shelter or service information. The AM, midday, and PM frequencies of Muni bus lines as well as the passenger load and capacity utilization at the MLP during the PM peak hour are presented in **Table 9**.

Table 9 – 2550 Van Ness Avenue: Muni Service Frequencies and Capacity Utilization at MLP

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
19–Polk	Fisherman's Wharf to Hunters Point	15	15	15	168	8th St/ Mission St	66%
41–Union	Presidio to the Financial District	5	—	8	428	Union St/ Columbus Ave	90%
45–Union/Stockton	Downtown to the Marina	8	12	12	260	Stockton St/ Sutter St	82%
47–Van Ness	Caltrain to Fisherman's Wharf via Civic Center	8	9	8	222	Van Ness Ave/ McAllister St	58%
49–Van Ness/ Mission	Fort Mason to City College	8	9	8	338	Van Ness Ave/ McAllister St	47%

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

It is noted that Routes 30X runs through but do not stop within the vicinity of the project site. Golden Gate Transit service at this site includes Routes 30, 70, 93, 101, and 101X. The nearest stop for these routes is located at the Van Ness Avenue/Union Street intersection, one block south of the site.

2.9.3 Shuttle

As of the spring semester of 2017, one shuttle route (route M) travels along Van Ness Avenue adjacent to the project site, but there is no AAU shuttle stop provided at this site. The nearest AAU shuttle stop is located at 1609 Broadway, approximately 0.2 miles south of the project site, which is served by Route M. It is noted that a nearby AAU shuttle stop at 2209 Van Ness Avenue was removed due to the Van Ness BRT construction, and a replacement shuttle stop is provided in the white passenger loading zone at 1609 Broadway in front of Peter D's Cafe.

2.9.4 Bicycle

Nearest bicycle facilities to the project site include *class 2* bicycle facilities (i.e. striped bicycle lanes) along Polk Street, and *class 3* bicycle facilities (i.e. bicycle routes with sharrows) along Green Street, two

blocks south of the project site. Based on bicycle counts collected during the AM (7 a.m. to 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday, November 7, 2017, there are less than five cyclists traveling along Filbert Street, Union Street, or Van Ness Avenue during the AM and PM peak hours. There are no bicycle share stations within a reasonable walking distance (i.e., a quarter mile radius) of the project site.

There are four *Class 1* bicycle parking spaces provided on site near the loading area on Filbert Street. These spaces are accessible via a secondary pedestrian entry on Filbert Street.

2.9.5 Pedestrian

The land uses in the area consist of mostly residential uses, which typically generate a low pedestrian volume during the AM and PM peak periods. Based on pedestrian counts collected during the weekday AM (7 a.m. and 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on Wednesday November 7, 2017, the project vicinity experiences a low level of pedestrian activities, with approximately 210 and 180 pedestrian crossings at the intersection of Van Ness Avenue and Filbert Street during the AM and PM peak hours, respectively. In the vicinity of the project site, Van Ness Avenue and Polk Street are High Injury corridors in the City's *Vision Zero* network.

The Van Ness Avenue/Filbert Street intersection is controlled by traffic signals that include pedestrian crossing signal heads, and have well-defined crosswalk markings with curb ramps, pavement delineations, and street lighting. Sidewalks along Van Ness Avenue and Filbert Street are approximately 15 and 12 feet wide, respectively.

There are a total of four pedestrian entries, including the main pedestrian entry on Van Ness Avenue on the northwest corner of the project site. This entry provides a direct access to the lobby area. One secondary entry is provided on Van Ness Avenue on the southwest corner of the project site for access to the on-site restaurant. Two other secondary entries are provided along Filbert Street for access to loading and maintenance areas via sliding gates.

2.9.6 Loading

This site has three off-street loading areas, each of which are accessed through a separate gate on Filbert Street. Additionally, there are 60-foot-long on-street freight loading (yellow curb) spaces and 60-foot-long passenger loading (white curb) spaces on the east side of Van Ness Avenue adjacent to the project site. These spaces remained unutilized during the field observation.[18]

2.9.7 Emergency Vehicle Access

San Francisco Fire Department Station No. 41 (1325 Leavenworth Street) is the closest station to 2550 Van Ness Avenue, approximately 0.8 miles southeast of the project site. From the station, vehicles are able to access the project site via Leavenworth Street, Union Street, and Van Ness Avenue and would be able to park along Van Ness Avenue.

[18] Field observation was conducted on Friday, November 17, 2016 between 1 p.m. and 3 p.m.

2.10 2225 Jerrold Avenue

The 2225 Jerrold Avenue site is bordered by Jerrold Avenue to the north, Upton Street (a private street) to the east, McKinnon Avenue to the south, and Barneveld Avenue to the west. Pedestrian access to the project site is provided at the main entrance located on Jerrold Avenue by the parking lot. Vehicle access is provided via curb cuts to the front parking lot and the loading dock on Jerrold Avenue and an additional curb cut on McKinnon Street. No bicycle parking spaces is provided. **Figure 11** provides the existing site diagram for 2225 Jerrold Avenue site.

2.10.1 Traffic

The 2225 Jerrold Avenue site is directly served by Jerrold Avenue, Upton Street and McKinnon Avenue. The following includes discussion of these streets and the streets in the near vicinity.

Barneveld Avenue is a north-south street that runs between Jerrold Avenue and Industrial Street, with one travel lane in each direction between McKinnon Avenue and Jerrold Avenue. There is unmetered parking on both sides of the street. The General Plan identifies Barneveld Avenue as a Local Street.

Upton Street is a north-south street that runs between McKinnon Avenue and Jerrold Avenue, with one travel lane in each direction. The General Plan identifies Upton Street as a Local Street.

Jerrold Avenue is an east-west street that runs between Mendell Street and Bayshore Boulevard, with one travel lane in each direction between Toland Street and Barneveld Avenue. There is unmetered parking on both sides of the street. The General Plan classifies as a Local Street.

McKinnon Avenue is an east-west street that runs between Bayshore Boulevard and Quint Street and then from Phelps Street to just past Lane Street, with one travel lane in each direction between Toland Street and Barneveld Avenue. There is unmetered parking on both sides of the street.

Based on turning movement counts collected during the weekday PM (4 p.m. to 6 p.m.) peak periods on Thursday, June 8, 2010, Jerrold Avenue carries approximately 790 vehicles during the PM peak hour, and Barneveld Avenue carries approximately 500 vehicles during the PM peak hour. **Appendix C** includes the existing vehicle turning movement, bicycle, and pedestrian count data.

There are three curb cuts surrounding the property, including one curb cut on Jerrold Avenue to the front parking lot, one curb cut on Jerrold Avenue to the loading docks and the loading door/ramp into the building, and one curb cut on McKinnon Street at the rear of the property. The front parking lot outside the main entrance on Jerrold Avenue provides approximately 18 parking spaces, and the back of the site along McKinnon Avenue is striped for approximately 21 parking spaces. Additionally, the west side of Upton Street provides 73 parking spaces exclusively for AAU use.

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Figure 11
2225 Jerrold Avenue Site Diagram

2.10.2 Transit

The 2225 Jerrold Avenue site is served by Muni bus lines 9-San Bruno, 9R-San Bruno Rapid, and 23-Monterey. Route 9 operates along Bayshore Boulevard with the nearest stop located on Bayshore Boulevard north of Costa Street, approximately 0.3 mile west of the project site. This stop does not have a shelter or service information. Route 9R operates along Bayshore Boulevard with the nearest stop located on Bayshore Boulevard south of Oakdale Street, approximately 0.4 mile southwest of the project site. This stop has a shelter and service information. Route 23 operates along Toland Street and Jerrold Avenue, with the nearest stop located on Toland Street south of Jerrold Avenue, approximately 700 feet east of the project site. This stop does not have a shelter or service information. The AM, midday, and PM frequencies of Muni bus lines as well as the passenger load and capacity utilization at the MLP during the PM peak hour are presented in **Table 10**.

Table 10 – 2225 Jerrold Avenue: Muni Service Frequencies and Capacity Utilization at MLP

Bus Lines	Route	Frequency of Service (Minutes)			PM Peak Hour Capacity (Outbound)		
		AM Peak	Midday	PM Peak	Peak Hour Load	MLP	PM Peak Hour Capacity Utilization
9-San Bruno	Downtown to Visitation Valley	12	12	12	162	Potrero Ave / 24th St	51%
9R-San Bruno Rapid	Downtown to Visitation Valley	9	9	9	256	Potrero Ave / 24th St	58%
23–Monterey	Bayview to SF Zoo	20	20	20	90	Diamond St / Bosworth St	47%

SOURCE: SFMTA, 2019; San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum (updated February 14, 2019).

2.10.3 Shuttle

The 2225 Jerrold Avenue site is not served by AAU shuttle system as of September 2019.

2.10.4 Bicycle

Nearest bicycle facilities to the project site include *class 2* bicycle facilities (i.e. bicycle lanes) along Jerrold Avenue from Barneveld Avenue to Bayshore Boulevard, and *class 3* bicycle facilities (i.e. bicycle routes with sharrows) along Barneveld Avenue from Oakdale Avenue to Jerrold Avenue. There are no bicycle share stations within a reasonable walking distance (i.e., a quarter mile radius) of the project site. There is no bicycle parking spaces provided near the project site.

2.10.5 Pedestrian

Sidewalks and crosswalks near the project site are not frequently utilized by pedestrians. Sidewalks and crosswalks are sparsely provided near the project site, such as along Upton Street and Toland Street. The sidewalk along Jerrold Avenue is approximately 10 feet wide. Intersections in the project vicinity are generally non-signalized. Curb ramps are present at most of the intersections, and there are

well-defined crosswalk markings at the intersection of Jerrold Avenue and Barneveld Avenue. This area is surrounded by industrial buildings and very little pedestrian traffic was observed in the project vicinity, including along Jerrold and McKinnon Avenues. No significant pedestrian-traffic conflicts are observed near the project site due to low pedestrian volumes in the area. In the vicinity of the project site, Jerrold Avenue is a High Injury corridor in the City's *Vision Zero* network. Pedestrian access to the project site is provided at the main entrance located on Jerrold Avenue by the parking lot.

2.10.6 Loading

This site has six off-street loading docks and a loading door/ramp in front of the building along Jerrold Avenue, and two loading doors at the rear of the building along McKinnon Avenue. Access to trash dumpsters is provided along Upton Street, which runs perpendicular to Jerrold Avenue, adjacent to the east side of the property. This narrow street is used for parking; however, trash operations typically occur in the late evening without much impedance to the sidewalk or street.

2.10.7 Emergency Vehicle Access

San Francisco Fire Department Station No. 9 (2245 Jerrold Avenue) is the closest station to 2225 Jerrold Avenue, which is adjacent to project site on the west side. From the station, vehicles are able to access the project site via Jerrold Avenue.

3.0 Project Travel Demand

Travel Demand refers to the new vehicle, transit, bicycle and pedestrian trips that would be generated by a specific land use or a number of land uses within a specific location. Trip generation rates and modal splits assumptions for the existing and future AAU uses were based on the rates developed for the certified EIR. Trip generation and mode spits rates for non-AAU uses was calculated based on the methodology contained in the *City of San Francisco's Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines)*.

3.1 Trip Generation

Travel demand for the six existing AAU sites (i.e., 1055 and 1069 Pine streets, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, and 2801 Leavenworth Street) as well as three new AAU sites (i.e., 1142 Van Ness Avenue, 1946 Van Ness Avenue, and 2550 Van Ness Avenue) are calculated by using the trip generation rates developed for each type of AAU use for the certified EIR. For the purpose of the certified EIR, an existing trip generation survey was conducted because there are no standard institutional trip generation rates in the *SF Guidelines* and the college campus trip generation rates in the *Institute of Transportation Engineers (ITE) Trip Generation Manual* were not seen as appropriate for the AAU residential and institutional facilities. The existing trip generation survey was conducted in fall 2010 by documenting the number of persons entering and exiting at seven academic/administrative and seven residential buildings operated by AAU on security cameras. Person trip generation rates were then developed separately for academic/administrative and residential uses by calculating an arithmetic average of trip rates for each use. Inbound and outbound split data were also derived from actual counts of persons entering and exiting AAU's residential or academic/administrative buildings in 2010. Resulting trip generation rates are summarized in **Table 10**.

Table 10 – AAU Trip Generation Rates

Land Use	Daily Person-Trip Rate	PM Peak Hour Person-Trip Rate	% Inbound	% Outbound
Residential	3.76 trips/student or 6.77 trips/room	0.65 trips/student or 1.17 trips/room	45%	55%
Academic/Administrative Building	53.65 trips/ 1000 sf	4.56 trips/1000 sf	39%	61%

SOURCE: AAU EIR, 2016.
NOTES: ksf = 1,000 square feet

Travel demand for the proposed affordable housing developments, and office and retail spaces at 1055 and 1069 Pine Streets are calculated by using the trip generate rates provided in the *SF Guidelines; travel demand for the proposed* community facility at 2225 Jerrold Avenue is calculated by using the trip generate rates provided in the *ITE Trip Generation Manual* (Land Use Code 495: Recreational Community Center) to estimate the future travel demand. Trip generation rates used for the proposed affordable housing and community facility uses are summarized in **Table 11**.

Table 11 – Non-AAU Trip Generation Rates

Land Use	Daily Person-Trip Rate	PM Peak Hour		
		Person-Trip Rate	% Inbound	% Outbound
Residential 2+ bedrooms	10 trips/ unit	1.73 trips/ unit	67%	33%
Residential 1 bedroom/studio	7.5 trips/ unit	1.3 trips/ unit	67%	33%
Office	18.1 trips/ 1,000 gsf	1.5 trips/ 1,000 gsf	48%	52%
Retail	150 trips/ 1,000 gsf	13.5 trips/ 1,000 gsf	48%	52%
Community Facility	43.5 trips/ 1,000 gsf	3.5 trips/ 1,000 gsf	47%	53%

SOURCE: Transportation Impact Analysis Guidelines for Environmental Review, City of San Francisco, October, 2002.

Trip credits for the existing uses at 2550 Van Ness Avenue (da Vinci Villa Hotel) are also applied based on trips recorded on video footages on Tuesday, November 7, 2017 during the PM peak hour.[19] No existing trip credits are applied for the 1142 Van Ness Avenue and 1946 Van Ness Avenue site because they do not generate any trips currently.[20] **Appendix E** includes the summary of existing trip counts. **Table 12** below presents the number of person trips for each project site under the Existing condition, the Existing plus Project condition, and a net change between the two conditions. The Proposed Project at all ten sites would increase the total person trips by 222 trips during the PM peak hour. **Appendix F** includes detailed trip generation worksheets.

Table 12 – Proposed Project Person Trips during PM Peak Hour

Project Site	Daily			PM Peak Hour		
	Existing	Proposed Project	Net Change	Existing	Proposed Project	Net Change
1. 1055 Pine Street	548	830	812	95	144	49
2. 1069 Pine Street	101	645	544	9	98	89
3. 700 Montgomery Street	615	-	-615	52	-	-52
4. 2295 Taylor Street	1,073	-	-1,073	91	-	-91
5. 2340 Stockton Street	2,389	-	-2,389	203	-	-203
6. 2801 Leavenworth Street[1]	7,172	7,172	-	610	610	-
7. 1142 Van Ness Avenue	N/A	2,815	N/A	-	239	+239
8. 1946 Van Ness Avenue	N/A	1,386	N/A	-	118	+118
9. 2550 Van Ness Avenue	N/A	921	N/A	34	159	+125
10. 2225 Jerrold Avenue	999	657	-342	105	53	-52
Total		**13,769**		**1,199**	**1,421**	**+222**

SOURCE: AAU EIR, 2016; CHS Consulting, 2019.
NOTES: ksf = 1,000 square feet
1. Trip generation for 2801 Leavenworth Street includes AAU related trips only.

[19] For each vehicle entering or exiting the 2550 Van Ness Avenue site, a vehicle occupancy rate of two people per car is assumed.
[20] 1946 Van Ness Avenue site has been vacant since 2012.

3.2 Mode Splits

Mode split rates for the six existing AAU sites (i.e., 1055 and 1069 Pine Streets, 700 Montgomery Street, 2295 Taylor Street, 2340 Stockton Street, and 2801 Leavenworth Street) as well as three new AAU sites (i.e., 1142 Van Ness Avenue, 1946 Van Ness Avenue, and 2550 Van Ness Avenue) are calculated by using the mode split rates developed for each type of AAU use for the certified EIR. For the purpose of the certified EIR, an on-line travel behavior survey was administered in fall 2010 to students, faculty, and staff members about their residence locations and mode of transportation to and from the AAU campuses. Modal split rates were disaggregated for faculty/staff, commuter students, and resident students and further disaggregated for AAU sites located within approximately 0.5 mile from Market Street (i.e., Near Market Street Corridor) as opposed to AAU sites located farther away from Market Street (i.e., Outside Market Street Corridor). Resulting mode split rates for the Outside Market Street Corridor are summarized in **Table 13**.[21]

Table 13 – AAU PM Peak Hour Modal Split Rates for Outside Market Street Corridor

Type	Drive Alone	Carpool	Transit	Shuttle	Bike	Walk	Total
Faculty/Staff	20%	4%	57%	1%	2%	16%	100%
Commuter Students	14%	6%	56%	11%	3%	10%	100%
Residence Students	0%	0%	5%	57%	4%	34%	100%

SOURCE: Atkins, 2010.

Mode splits for the proposed affordable housing developments at 1055 and 1069 Pine Streets are obtained from the *American Community Survey 2011 – 2015* data for Census Tract 119.01; mode splits for the proposed community facility at 2225 Jerrold Avenue are obtained from the *2019 SF Guidelines*. Modal split rates for the proposed affordable housing development and community facility uses are summarized in **Table 14**.

Table 14 – Non AAU Modal Split Rates

Land Use	Drive Alone	Carpool	Transit	Bike and Other	Walk	Total
Residential	18%	5%	24%	11%	42%	100%
Office	37%		35%	5%	23%	100%
Retail	36%		17%	12%	35%	100%
Community Facility	53%		18%	1%	28%	100%

SOURCE: Transportation Impact Analysis Guidelines for Environmental Review, City of San Francisco, October, 2002, and February 2019.

Similar to the person trip generation, vehicle trip credits for the existing uses at 2550 Van Ness Avenue (da Vinci Villa Hotel) are also applied based on the existing vehicle trips counts at each site (see **Appendix E**). No existing vehicle trip credits are applied for the 1142 Van Ness Avenue and 1946 Van Ness Avenue sites because they do not generate any trips currently.[22] **Table 15** below presents the

[21] Only the mode splits for "Outside Market Street Corridor" are shown because nine out of ten project sites are located at least 0.25 mile from Market Street.

[22] 1946 Van Ness Avenue site has been vacant since 2012.

number of vehicle trips, transit person-trips, and bike person-trips for each project site under the Existing condition, the Existing plus Project condition, and a net change between the two conditions. The proposed changes at the ten sites discussed above would result in a total increase of approximately, 24 bike trips and 98 walk trips, a total decrease of 63 transit trips and 82 shuttle passenger trips, and no additional vehicle trips during the PM peak hour.

Table 15 – Proposed Project PM Peak Hour Trips by Mode

Project Site	Person Trips							Vehicle Trips
	Drive Alone	Carpool	Transit	Shuttle	Bike	Walk	Total	
Existing Condition								
1. 1055 Pine Street	-	-	5	54	4	32	95	-
2. 1069Pine Street	1	0	4	1	0	2	9	1
3. 700 Montgomery Street	5	1	23	8	2	14	52	5
4. 2295 Taylor Street	13	4	46	12	3	13	91	15
5. 2340 Stockton Street	29	10	103	27	6	29	203	33
6. 2801 Leavenworth Street	86	29	309	82	17	87	610	99
7. 1142 Van Ness Avenue	-	-	-	-	-	-	-	-
8. 1946 Van Ness Avenue	-	-	-	-	-	-	-	-
9. 2550 Van Ness Avenue	-	34	-	-	-	-	34	17
10. 2225 Jerrold Avenue	15	5	0	85	0	0	105	17
Total	**148**	**83**	**489**	**270**	**32**	**177**	**1198**	**186**
Proposed Project								
1. 1055 Pine Street	25	8	35	-	16	60	144	28
2. 1069Pine Street	23	4	25	-	12	42	107	23
3. 700 Montgomery Street	-	-	-	-	-	-	-	-
4. 2295 Taylor Street	-	-	-	-	-	-		-
5. 2340 Stockton Street	-	-	-	-	-	-	-	-
6. 2801 Leavenworth Street	52	18	187	49	10	53	369	60
7. 1142 Van Ness Avenue	34	11	121	32	7	34	239	39
8. 1946 Van Ness Avenue	17	6	60	16	3	17	118	19
9. 2550 Van Ness Avenue	-	-	8	91	6	54	159	-
10. 2225 Jerrold Avenue	8	20	9	0	1	15	53	17
Total	**159**	**67**	**445**	**188**	**56**	**275**	**1189**	**186**
Net Change								
1. 1055 Pine Street	25	8	30	(54)	12	28	49	28
2. 1069Pine Street	23	4	22	(1)	12	40	99	22
3. 700 Montgomery Street	(5)	(1)	(23)	(8)	(2)	(14)	(52)	(5)
4. 2295 Taylor Street	(13)	(4)	(46)	(12)	(3)	(13)	(91)	(15)
5. 2340 Stockton Street	(29)	(10)	(103)	(27)	(6)	(29)	(203)	(33)
6. 2801 Leavenworth Street	(34)	(12)	(122)	(32)	(7)	(34)	(241)	(39)
7. 1142 Van Ness Avenue	34	11	121	32	7	34	239	39
8. 1946 Van Ness Avenue	17	6	60	16	3	17	118	19
9. 2550 Van Ness Avenue	-	(34)	8	91	6	54	125	(17)
10. 2225 Jerrold Avenue	(7)	15	9	(85)	1	15	(52)	0
Total	**11**	**(16)**	**(63)**	**(82)**	**24**	**98**	**(9)**	**0**

SOURCE: AAU EIR, 2016; CHS Consulting, 2019.
NOTES: ksf = 1,000 square feet

3.3 Loading Demand

The commercial loading demand for the Proposed Project was estimated based on the methodology and truck trip generation rates presented in the *SF Guidelines*. Commercial loading demand is calculated based on the types and amount of land uses. As shown in **Table 16**, the Proposed Project would generate a total of 35 daily truck trips, with the highest demand at 2801 Leavenworth Street with 13 daily truck trips, which correspond to a demand for up to one space during the average loading hour or the peak loading hour.

Table 16 – Proposed Project Commercial Loading Demand

Project Site	Land Use	Size (sqf)	Daily Truck Trip Rate per 1000 sqf	Daily Truck Trips	Average Hour	Peak Hour
1. 1055 Pine Street	Residential	36,213	0.03	1	0.1	0.1
2. 1069Pine Street	Residential	44,856	0.03	1	0.1	0.1
	Office	2,914	0.21	1	0.0	0.0
	Retail	750	0.22	0	0.0	0.0
3. 700 Montgomery Street	Institutional	11,455	0.10	1	0.1	0.1
4. 2295 Taylor Street	Institutional	20,000	0.10	2	0.1	0.1
5. 2340 Stockton Street	Institutional	44,530	0.10	4	0.2	0.3
6. 2801 Leavenworth Street	Institutional	133,675	0.10	13	0.6	0.8
7. 1142 Van Ness Avenue	Institutional	52,475	0.10	5	0.2	0.3
8. 1946 Van Ness Avenue	Institutional	25,839	0.10	3	0.1	0.1
9. 2550 Van Ness Avenue	Residential	54,298	0.03	2	0.1	0.1
10. 2225 Jerrold Avenue	Institutional	15,084	0.10	2	0.1	0.1
Total		**395,444**		**35**		

SOURCE: Transportation Impact Analysis Guidelines for Environmental Review, City of San Francisco, October, 2002; CHS Consulting Group

4.0 Significance Criteria

The significance criteria listed below are organized by mode to facilitate the transportation impact analysis; however, the transportation significance thresholds are essentially the same as the ones in the environmental checklist (Appendix G of the State CEQA Guidelines) and within the SF Planning Commission Resolution 19579 (and supporting materials). For the purpose of this analysis, the following applicable thresholds were used to determine whether implementing the Proposed Project would result in a significant impact on transportation and circulation:

- Vehicle Miles Traveled (VMT)
    - The project would have a significant effect on the environment if it would cause substantial additional VMT.
    - The project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network.

- Transit – A project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit utilization standard to be exceeded during the peak hour. For screenlines that already operate above the utilization standard during the peak hour, a project would have a significant effect on the transit provider if the project-related transit trips were more than five percent of total transit trips during the peak hour.

- Pedestrians – A project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

- Bicycles – A project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

- Loading – A project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and if it would create potentially hazardous conditions affecting traffic, transit, bicycles or pedestrians or significant delays affecting transit.

- Traffic hazards – A project would have a significant impact if it would cause major traffic hazards.

- Emergency Vehicle Access – A project would have a significant effect on the environment if it would result in inadequate emergency access.

- Construction – Construction of the project would have a significant effect on the environment if, in consideration of the project site location and other relevant project characteristics, the temporary construction activities' duration and magnitude would result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas thereby resulting in potentially hazardous conditions.

- Parking – The project would have a significant effect on the environment if it would result in a substantial parking deficit that could create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians and where particular characteristics of the project or its site demonstrably render use of other modes infeasible.

Establishment of Vehicle Miles Traveled as Metric

Public Resources Code Section 21099(b)(1), effective January 1, 2014, requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA with a draft recommendation that transportation impacts for projects (especially auto delay) be measured using a vehicle miles traveled (VMT) metric, rather than the Level of Service (LOS) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted a resolution (consistent with OPR's recommendation) to use the VMT metric instead of automobile delay (as measured by LOS) to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.)

5.0 Transportation Impact Analysis

This section presents the assessment of transportation impacts due to the implementation of the Proposed Project. The impacts are grouped into seven areas: traffic hazards, vehicle miles traveled, transit, pedestrian, bicycle, commercial/passenger loading, emergency vehicle access, construction, and parking (for informational purposes).

5.1 1055 Pine Street

As part of the Proposed Project, AAU would vacate its existing use of residential student housing (81 units with 155 beds) and provide 83 units (83 beds) of affordable housing at 1055 Pine Street. The affordable housing units would be leased to a third party non-profit operator. As presented in **Table 15** above, the 1055 Pine Street site would generate a net increase in 28 vehicle trips, 30 transit trips, 12 bicycle trips and 28 walk trips.

5.1.1 VMT

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones. Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to

entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.[23], [24]

The travel behavior from SF-CHAMP is modeled based on the following inputs:

Projected land use development (based on the Planning Department's pipeline) and population and employment numbers – as provided by the Planning Department, based on the Association of Bay Area Governments (ABAG) Projections, currently the Projections 2013 (Sustainable Communities Strategy).

- Observed behavior from the California Household Travel Survey 2010-2012.
- Census data regarding automobile ownership rates and county-to-county worker flows.
- Observed vehicle counts and transit boardings.

The SF-CHAMP model simulates the daytime service population, which is a set of "people" that represent all travelers making trips to and from each TAZ the entire day.

The daily VMT output from the SF-CHAMP model for residential and office uses comes from a tour-based analysis. The tour-based analysis examines the entire chain of trips over the course of a day, not just trips to and from the project site. In this way, all of the VMT for an individual resident or employee is included not just for trips into and out of the person's home or workplace. For example: a resident leaves her apartment in the morning, stops for coffee, and then goes to the office. In the afternoon she heads out to lunch, and then returns to the office, with a stop at the drycleaners on the way. After work she goes to the gym to work out, and then joins some friends at a restaurant for dinner before returning home. The tour-based approach would add up the total amount driven and assign the daily VMT to this resident for the total number of miles driven on the entire "tour".

Regional average daily work-related VMT is 16.8 per capita for residential development. **Table 17** includes the transportation analysis zone (TAZ) in which the project site is located, 332.

Table 17 – Daily Vehicle Miles Traveled (Existing Condition)

Land Use	Bay Area		TAZ 332
	Regional Average	Regional Average Minus 15%	
Residential	16.8	14.6	2.4

SOURCE: San Francisco Transportation Information Map (SF TIM), accessed online February 2018

[23] A tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

[24] San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets screening criteria, then it is presumed that VMT impacts would be less than significant for the project, and a detailed VMT analysis is not required.

As shown in **Table 17** above, existing average daily VMT per capita for residential uses in TAZ 332 is 2.4 miles. This is approximately 86 percent below the existing regional average daily VMT per capita of 16.8 miles. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the Proposed Project would not result in substantial additional VMT and impacts would be ***less than significant***.

5.1.2 Transit

The Proposed Project would generate 30 additional transit trips (approximately 21 in and 9 out) during the PM peak hour at 1055 Pine Street. These trips would be dispersed throughout the transit network in the project vicinity using nearby Muni bus lines to reach their destinations or to access regional transit providers such as BART, Caltrain, SamTrans, AC Transit and Golden Gate Transit, as needed. Nearby Muni bus routes 2-Clement, 3-Jackson, and 27-Bryant currently operate at 76 percent, 58 percent, and 46 percent of their capacity, respectively, during the PM peak hour. Therefore, the 30 PM peak hour transit trips are not anticipated to cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity or exceed the SFMTA's performance standard of 85 percent capacity utilization during the PM peak hour.

The Proposed Project would generate 28 additional vehicle trips to adjacent streets during the PM peak hour. These vehicle trips would not directly conflict with Muni vehicles because there is no Muni service along Pine Street. The Proposed Project would not cause substantial increase in transit delays or operating costs. Therefore, transit impacts would be ***less than significant***.

5.1.3 Shuttle

As part of the Proposed Project, AAU would vacate its existing use of residential student housing and provide 83 units (83 beds) of affordable housing at 1055 Pine Street. Since this affordable housing facility would be leased to a third party non-profit operator, AAU would not provide a shuttle service to this site. Therefore, there would be ***no impacts*** related to shuttle.

5.1.4 Pedestrians

Pedestrian trips generated by the Proposed Project would include walk trips to and from transit stops, as well as nearby businesses and commercial uses. Overall, the Proposed Project would add up to 58 pedestrian trips during the PM peak hour including30 transit-access trips and 28 walk trips. These additional pedestrian trips would be spread onto surrounding sidewalks and are not anticipated to cause

a substantial overcrowding on public sidewalks.

In the vicinity of the project site, Jones Street, Taylor Street, California Street, and Bush Streets are High Injury corridors in the *City's Vision Zero* network. The 28 additional vehicle trips generated by the Proposed Project would spread onto multiple streets, and the level of traffic added onto these streets would not exacerbate an existing hazard for pedestrians. The Proposed Project would not include any hazardous design features or result in unusual pedestrian conflict points.

Residents traveling to the nearest Muni bus stop would travel along the existing sidewalks on Pine Street, Jones Street, and Taylor Street. Intersections of Pine and Jones streets and Pine and Taylor streets are controlled by traffic signals that include pedestrian crossing signal heads and have crosswalk markings with American Disability Act-compliant curbed ramps at all four corners of the intersections. The Proposed Project would not create barriers that could adversely affect pedestrian accessibility to the project site or adjoining areas. Therefore, pedestrian impacts would be ***less than significant***.

5.1.5 Bicycles

The Proposed Project would generate 12 additional bicycle trips and28 additional vehicle trips during the PM peak hour at 1055 Pine Street. Although the Proposed Project would result in an increase in both vehicle and bicycle trips in the vicinity of the project site, this increase would not be substantial enough to cause potential conflicts between bicycles and vehicles. Vehicle access to the project site is not located on a bicycle route and would not create new collision risks through inadequate sight distance or substantial conflicts to bicyclists.

The Proposed Project would be required to provide 109 *class 1* and 6 *class 2* bicycle parking spaces per *San Francisco Planning Code section 155.2*. (**Appendix G** includes the Planning Code Compliance Checklist.) While the number of proposed bicycle parking spaces and their location(s) are unknown at this time, it is anticipated that bicyclists would use the pedestrian entries on Pine Street or secondary doorways along the adjacent driveway to access bicycle parking spaces. The Proposed Project would not include any design elements that could adversely affect bicycle accessibility to the project site or adjoining areas. Therefore, bicycle impacts would be ***less than significant***.

5.1.6 Loading

The Proposed Project would generate a total of one daily truck trip, which corresponds to a demand for up to one space during the average loading hour or the peak loading hour (see **Table 16**). The project site has five off-street parking spaces along the western edge of the building. While the use of these off-street parking spaces is unknown at this time, these spaces can be potentially used to accommodate loading demand. Additionally, commercial deliveries to the site could temporarily utilize the existing 40-foot-long passenger loading spaces or on-street parking spaces on Pine Street. Therefore, loading impacts would be ***less than significant***.

The Proposed Project is not required to provide any off-street freight loading spaces per *San Francisco*

Planning Code section 152.1. Therefore, the Proposed Project would be in compliance with the *Planning Code*. (**Appendix G** includes the Planning Code Compliance Checklist.)

5.1.7 Traffic Hazards

The project site has an existing driveway on Pine Street which provides an access to five off-street parking spaces. Pine Street carries approximately 2,030 vehicles during the PM peak hour. Since Pine Street is a one-way westbound street, vehicles attempting to enter the parking lot would not need to stop for a gap in traffic along Pine Street prior to entering the driveway. Likewise, vehicles exiting the parking lot would yield to any vehicles traveling along the westbound Pine Street. Since the project site only has five off-street parking spaces, the level of traffic entering and exiting the project site would be very low and would not cause extended queues or major vehicle conflicts. The Proposed Project would not include any design elements that would create new collision risks through inadequate sight distance or substantial conflicts to vehicles. Therefore, traffic impacts would be ***less than significant***.

5.1.8 Emergency Vehicle Access

The street network serving the project site currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicles would access the project site from Pine Street immediately adjacent to the site in the same way as under the existing condition. Furthermore, although the Proposed Project would generate additional traffic in the area, such an increase in vehicles would be approximately a two percent increase (i.e., 28 vehicle trips over 2,030 existing vehicle trips on Pine Street during the PM peak hour) over the existing traffic volumes along Pine Street and would not impede or hinder the movement of emergency vehicles in the project area, for example from the nearest fire stations (i.e., Fire Department Fire Station No. 41 at 1325 Leavenworth Street). Therefore, emergency vehicle access impacts would be ***less than significant***.

5.1.9 Construction

Detailed plans for project construction activities are not available at this time, but because the Proposed Project would involve the reuse of an existing building, the majority of construction activities would be internal to the building, with minimal construction-related activities to the exterior of the building or other portions of the project site. Because the Proposed Project would not involve demolition or grading, it is unlikely that the project would generate a substantial amount of haul trucks, which are commonly used for import of fill materials/equipment and export of spoils.

Construction contractor(s) would be required to coordinate with Transportation Advisory Staff Committee (TASC) and other agencies (as appropriate) and prepare a Construction Management Plan, which would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Therefore, construction impacts would be ***less than significant***.

5.1.10 Parking

The Proposed Project would not be required to provide any off-street parking spaces per *San Francisco Planning Code section 151*. Therefore, the Proposed Project would be in compliance with the *Planning*

Code. (**Appendix G** includes the Planning Code Compliance Checklist.)

5.2 1069 Pine Street

As part of the Proposed Project, AAU would demolish the existing 1,875 square-foot student lounge/clubhouse/office/recreational facility, and construct an eight-story, 82-foot-tall affordable housing facility with two basement levels at 1069 Pine Street. The Proposed Project would consist of a total of 64 studio units. The pedestrian entrance to the residential lobby would be provided on Pine Street, and three separate back entrances would be provided in the rear of the building. The affordable housing facility would be leased to a third party non-profit operator. As presented in **Table 15** above, the 1069 Pine Street site would generate a net increase in 22 vehicle trips, 22 transit trips, 12 bicycle trips and 40 walk trips.

5.2.1 VMT

The 1055 Pine Street site and the 1069 Pine Street site are immediately contiguous to each other, and they are both located in TAZ 332. The VMT analysis for the 1069 Pine Street site follows the same procedures and analysis thresholds outlined under *Section 5.1.1*. As shown in **Table 17** above, existing average daily VMT per capita for residential uses in TAZ 332 is 2.4 miles. This is approximately 86 percent below the existing regional average daily VMT per capita of 16.8 miles. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the Proposed Project would not result in substantial additional VMT and impacts would be ***less than significant***.

5.2.2 Transit

The Proposed Project would generate 22 additional transit trips (approximately 17 in and 5 out) during the PM peak hour at 1069 Pine Street. These trips would be dispersed throughout the transit network in the project vicinity using nearby Muni bus lines to reach their destinations or to access regional transit providers such as BART, Caltrain, SamTrans, AC Transit and Golden Gate Transit, as needed. Similar to 1055 Pine Street, nearby Muni bus routes 2-Clement, 3-Jackson, and 27-Bryant currently operate at 76 percent, 58 percent, and 46 percent of their capacity, respectively, during the PM peak hour. Therefore, the 16 PM peak hour transit trips are not anticipated to cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity or exceed the SFMTA's performance standard of 85 percent capacity utilization during the PM peak hour.

The Proposed Project would generate 22 additional vehicle trips to adjacent streets during the PM peak hour. These vehicle trips would not directly conflict with Muni vehicles because there is no Muni service along Pine Street. The Proposed Project would not cause substantial increase in transit delays or operating costs. Therefore, transit impacts would be ***less than significant***.

5.2.3 Shuttle

As part of the Proposed Project, AAU would vacate its existing use of residential student housing (81

units with 155 beds) and provide 83 units (83 beds) of affordable housing at 1055 Pine Street. Since this affordable housing facility would be leased to a third party non-profit operator, AAU would not provide a shuttle service to this site. Therefore, there would be ***no impacts*** related to shuttle.

5.2.4 Pedestrians

Pedestrian trips generated by the Proposed Project would include walk trips to and from transit stops, as well as nearby businesses and commercial uses. Overall, the Proposed Project would add up to 62 pedestrian trips during the PM peak hour including 22 transit-access trips and 40 walk trips. These additional pedestrian trips would be spread onto surrounding sidewalks and are not anticipated to cause a substantial overcrowding on public sidewalks.

In the vicinity of the project site, Jones Street, Taylor Street, California Street, and Bush Streets are High Injury corridors in the *City's Vision Zero* network. The 22 additional vehicle trips generated by the Proposed Project would spread onto multiple streets, and the level of traffic added onto these streets would not exacerbate an existing hazard for pedestrians. The Proposed Project would not include any hazardous design features or result in unusual pedestrian conflict points.

Residents traveling to the nearest Muni bus stop would travel along the existing sidewalks on Pine Street, Jones Street, and Taylor Street. Intersections of Pine and Jones streets and Pine and Taylor streets are controlled by traffic signals that include pedestrian crossing signal heads and have crosswalk markings with American Disability Act-compliant curbed ramps at all four corners of the intersections. The Proposed Project would not create barriers that could adversely affect pedestrian accessibility to the project site or adjoining areas. Therefore, pedestrian impacts would be ***less than significant***.

5.2.5 Bicycles

The Proposed Project would generate nine additional bicycle trips and 22 additional vehicle trips during the PM peak hour at 1069 Pine Street. Although the Proposed Project would result in an increase in both vehicle and bicycle trips in the vicinity of the project site, this increase would not be substantial enough to cause potential conflicts between bicycles and vehicles. The Proposed Project would remove the existing eight off-street parking spaces which are currently accessed through a driveway on Pine Street. Removing the off-street parking spaces would reduce the number of vehicles using the Pine Street driveway, thus reduce collision risks with bicyclists.

The Proposed Project would be required to provide 64 *class 1* and five *class 2* bicycle parking spaces per *San Francisco Planning Code section 155.2*. **Appendix G** includes Planning Code Compliance Checklist. The Proposed Project would provide a sufficient number of bicycle parking spaces to meet the code requirement. While the location(s) of these bicycle parking spaces are unknown at this time, it is anticipated that bicyclists would use the proposed pedestrian entries on Pine Street or secondary entrances proposed in the rear of the building to access bicycle parking spaces. The Proposed Project would not include any design elements that could adversely affect bicycle accessibility to the project site or adjoining areas. Therefore, bicycle impacts would be ***less than significant***.

5.2.6 Loading

The Proposed Project would generate a total of one daily truck trip, which corresponds to a demand for up to one space during the average loading hour or the peak loading hour (see **Table 16**). The project site does not provide any off-street loading space. Additionally, commercial deliveries to the site could potentially utilize off-street parking spaces provided along the western edge of the adjacent 1055 Pine Street site, the existing 40-foot-long passenger loading spaces, or on-street parking spaces on Pine Street. Therefore, loading impacts would be ***less than significant***.

The Proposed Project is not required to provide any off-street freight loading spaces per *San Francisco Planning Code section 152.1*. Therefore, the Proposed Project would be in compliance with the *Planning Code*. **Appendix G** includes Planning Code Compliance Checklist.

5.2.7 Traffic Hazards

The Proposed Project would remove the existing eight off-street parking spaces which are currently accessed through a driveway on Pine Street. Removing the off-street parking spaces would reduce the number of vehicles using the Pine Street driveway, thus reducing potential vehicle conflicts. The Proposed Project would not include any design elements that would create new collision risks through inadequate sight distance or substantial conflicts to vehicles. Therefore, traffic impacts would be ***less than significant***.

5.2.8 Emergency Vehicle Access

The street network serving the project site currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicles would access the project site from Pine Street immediately adjacent to the site in the same way as under the existing condition. Furthermore, although the Proposed Project would generate additional traffic in the area, such an increase in vehicles would be a less than one percent increase (i.e., 22 vehicle trips over 2,030 existing vehicle trips on Pine Street during the PM peak hour) over the existing traffic volumes along Pine Street and would not impede or hinder the movement of emergency vehicles in the project area, for example from the nearest fire stations (i.e., Fire Department Fire Station No. 41 at 1325 Leavenworth Street). Therefore, emergency vehicle access impacts would be ***less than significant***.

5.2.9 Construction

Detailed plans for project construction activities are not available at this time, but anticipated construction activities may include but not be limited to the demolition, excavation, cut-and-cover trenching, and disposal of excess soils/materials. The hours of construction would be stipulated by the Department of Building Inspection, and the contractor would need to comply with the San Francisco Noise Ordinance, which permits construction activities seven days a week, between 7:00 a.m. and 8:00 p.m.

The construction contractor would be required to meet the City of San Francisco's Regulations for

Working in San Francisco Streets (the "Blue Book"). Construction activities may require temporary travel lane closures, which would be coordinated with the City in order to minimize the impacts on local traffic. Because there is no Muni bus service along the project site frontage, the project construction would not cause any potential effects to nearby transit operations. Prior to construction, the project contractor would coordinate with Muni's Street Operations and Special Events Office to coordinate construction activities. Any temporary sidewalk and/or travel lane closures would be coordinated with the City in order to minimize the impacts on traffic. In general, lane and sidewalk closures are subject to review and approval by the SFMTA's TASC for permanent closures, and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) for temporary closures. Both TASC and ISCOTT are interdepartmental committees that include representatives from the Public Works, SFMTA, Police Department, Fire Department, and the Planning Department. Coordination with Muni's Street Operations and Special Events Office, ISCOTT and TASC would minimize any construction-related impacts associated with the Proposed Project. Therefore, construction impacts would be ***less than significant***.

5.2.10 Parking

The Proposed Project would not be required to provide any off-street parking spaces per *San Francisco Planning Code section 151.1*. Therefore, the Proposed Project would be in compliance with the *Planning Code*. (**Appendix G** includes the Planning Code Compliance Checklist.)

5.3 700 Montgomery Street

AAU used approximately 8,159 square feet of office space until January 2017. AAU has since vacated its space, and the building is currently leased to a law firm and a café. The certified EIR analyzed AAU's proposed conversion and occupation of the entire project site totaling 11,455 square feet of AAU institutional use. However, as part of the Proposed Project, AAU would not occupy any portion of the project site. Future use of this site is unknown at this time.

Since AAU would not occupy any portion of the project site, AAU would reduce vehicular, transit, shuttle, pedestrian, bicycle, truck trips to or from this project site (see **Tables 15 and 16**). Therefore, there would be ***no impacts*** related to VMT, transit, shuttle, pedestrians, bicycles, loading, traffic hazards, emergency vehicle access, construction, and parking. Transportation impacts shall by analyzed once future use for this project site is identified.

5.4 2295 Taylor Street

AAU currently has approximately 20,000 square feet of institutional space comprising of classrooms, studios/labs, offices, and gallery uses. As part of the Proposed Project, AAU would vacate its existing use of this site. Future use of this site is unknown at this time.

Since AAU would not occupy any portion of the project site, AAU would reduce vehicular, transit, shuttle, pedestrian, bicycle, truck trips to or from this project site (see **Tables 15 and 16**). Therefore, there would be ***no impacts*** related to VMT, transit, shuttle, pedestrians, bicycles, loading, traffic

hazards, emergency vehicle access, construction, and parking. Transportation impacts shall by analyzed once future use for this project site is identified.

5.5 2340 Stockton Street

AAU currently has approximately 44,530 square feet of institutional space comprising of classrooms, studios/labs, offices, gallery and darkroom uses. As part of the Proposed Project, AAU would vacate its existing use of this site. Future use of this site is unknown at this time.

Since AAU would not occupy any portion of the project site, AAU would reduce vehicular, transit, shuttle, pedestrian, bicycle, truck trips to or from this project site (see **Tables 15 and 16**). Therefore, there would be ***no impacts*** related to VMT, transit, shuttle, pedestrians, bicycles, loading, traffic hazards, emergency vehicle access, construction, and parking. Transportation impacts shall by analyzed once future use for this project site is identified.

5.6 2801 Leavenworth Street

AAU currently uses a portion of the building (80,908 square feet) for office, gallery and multi-use/event space. Other tenants include a mix of office, retail, commercial, and restaurant uses. The certified EIR analyzed the conversion and occupation of the entire site totaling 133,675 square feet of AAU institutional use. However, as part of the Proposed Project, AAU would modify its application 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 area. AAU may have galleries on the ground floor and limit other uses to the mezzanine, second and third floors of the building.

Since AAU would reduce its footprint on 2801 Leavenworth Street by modifying its application, compared to the certified EIR, AAU would reduce vehicular, transit, shuttle, pedestrian, bicycle, truck trips to or from this project site (see **Tables 15 and 16**). Therefore, there would be ***no impacts*** related to VMT, transit, shuttle, pedestrians, bicycles, loading, traffic hazards, emergency vehicle access, construction, and parking. Transportation impacts shall by analyzed once future use for this project site is identified.

5.7 1142 Van Ness Avenue (aka the "Concordia Club")

AAU currently uses the building for occasional special events since its acquisition in 2014. As part of the Proposed Project, AAU would provide 2,475 square feet of institutional use on this site. No tenant improvements are proposed for the change of use, as the current configuration supports educational, office, and as needed event hosting space. AAU would utilize the existing shuttle service on Van Ness Avenue (route M) to serve the project site. AAU would add a new shuttle stop for this project site using the existing white passenger loading zone in front of the project site on Van Ness Avenue. As presented in **Table 15** above, the 1142 Van Ness Avenue site would generate a net increase in 39 vehicle trips, 121 transit trips, 32 shuttle person-trips, seven bicycle trips and 34 walk trips.

5.7.1 VMT

The 1142 Van Ness Avenue site is located in TAZ 699. The VMT analysis for the 1142 Van Ness Avenue site follows the same procedures and analysis thresholds outlined under *Section 5.1.1*. Regional average daily work-related VMT is 16.2 per capita for office development. **Table 18** includes the transportation analysis zone (TAZ) in which the project site is located, 699.

Table 18 – Daily Vehicle Miles Traveled (Existing Condition)

Land Use	Bay Area		TAZ 699
	Regional Average	Regional Average Minus 15%	
Office	16.2	13.8	7.2

SOURCE: San Francisco Transportation Information Map (SF TIM), accessed online February 2018

As shown in **Table 18** above, existing average daily VMT per capita for residential uses in TAZ 699 is 7.2 miles. This is approximately 56 percent below the existing regional average daily VMT per capita of 16.2 miles. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the Proposed Project would not result in substantial additional VMT and impacts would be ***less than significant***.

5.7.2 Transit

The Proposed Project would generate 121 additional transit trips (approximately 45 in and 76 out) during the PM peak hour at 1142 Van Ness Avenue. Nearby Muni bus routes include 2-Clement, 3-Jackson, 19-Polk, 38-Geary, 38R-Geary Rapid, 47-Van Ness, and 49-Van Ness-Mission. All these lines currently operate below the SFMTA's performance standard of 85 percent capacity utilization during the PM peak hour, except for 38R-Geary Rapid which operates at 90 percent of its capacity. While the Proposed Project would generate a total of 121 additional transit trips, only 45 of these trips would occur in the inbound direction and contribute to the capacity utilization in the peak direction during the PM peak hour. These 45 transit trips would be dispersed throughout multiple Muni bus lines in the vicinity of the project site. Therefore, the increased transit demand would not be a substantial contribution to the existing transit service in the area.

The Proposed Project would generate 39 additional vehicle trips to adjacent streets during the PM peak hour. Since the project site does not provide any off-street parking space, it is reasonable to assume that these vehicle trips would be spread onto nearby streets. Based on the level and likely distribution of the additional vehicle traffic, the Proposed Project would not cause substantial increase in transit delays or operating costs. AAU would add a new shuttle stop for this project site using the existing white passenger loading zone in front of the project site on Van Ness Avenue. Based on the location of the shuttle zone in front of the building, AAU shuttle service to the project site would not substantially conflict with the operation of transit vehicles on Van Ness Avenue. Therefore, transit impacts would be ***less than significant***.

5.7.3 Shuttle

The Proposed Project would generate approximately 32 shuttle riders during the PM peak hour. AAU would utilize the existing shuttle service on Van Ness Avenue (route M) to serve the increased demand. In the spring semester of 2017, Route M operated every 20 minutes and traveled along portions of Polk Street, Van Ness Avenue, Laguna Street, Lombard Street, Broadway, Sacramento Street, Bush Street, Sutter Street, and Post Street, connecting students on Lombard Street, Van Ness Avenue, and Octavia Street to and from the AAU facilities located along Sutter Street. As part of the Proposed Project, AAU would modify Route M to add two new shuttle stops including the project site (i.e., 1142 Van Ness Avenue) and 2151 Van Ness Avenue. **Appendix D** includes the existing and proposed shuttle maps.

In the spring semester of 2010, when capacity utilization data was collected, this route operated at 44 percent of the total seated capacity (i.e., 65 seats) at the maximum load point during the PM peak hour.[25] The shuttle frequency of Route M has since increased from 50-minute headway to 20-minute headway, increasing its peak hour capacity to an estimated 162 seats (=65 seats*50-minute headway/20-minute headway). Based on the increased capacity in 2017, the estimated shuttle demand of 32 shuttle riders would be accommodated with the existing shuttle route M.

AAU would add a new shuttle stop for this project site using the existing white passenger loading zone in front of the project site on Van Ness Avenue. Shuttle buses are expected to fully pull into the designated shuttle bus zone without substantial conflicts with Muni transit vehicles. Van Ness Avenue is not a designated bicycle route. Therefore, the AAU shuttle stop would not directly conflict with bicycle traffic. Therefore, shuttle impacts would be ***less than significant***.

5.7.4 Pedestrians

Pedestrian trips generated by the Proposed Project would include walk trips to and from transit stops, as well as nearby businesses and commercial uses. Overall, the Proposed Project would add up to 155 pedestrian trips during the PM peak hour including 121 transit-access trips and 34 walk trips. These additional pedestrian trips would be spread onto surrounding sidewalks and are not anticipated to cause a substantial overcrowding on public sidewalks.

In the vicinity of the project site, Van Ness Avenue, Polk Street, Post Street, Geary Street, and O'Farrell Street are High Injury corridors in the *City's Vision Zero* network. The 39 additional vehicle trips generated by the Proposed Project would spread onto multiple streets, and the level of traffic added onto these streets would not exacerbate an existing hazard for pedestrians. The Proposed Project would not include any hazardous design features or result in unusual pedestrian conflict points.

Students traveling to the nearest Muni bus stop would travel along the existing sidewalks on Van Ness Avenue. Adjacent to the project site, the intersection of Van Ness Avenue and Post Street is controlled by traffic signals that include pedestrian crossing signal heads and have crosswalk markings with

[25] Academy of Art University Project EIR, 2016

American Disability Act-compliant curbed ramps at all four corners of the intersections.[26] The Proposed Project would not create barriers that could adversely affect pedestrian accessibility to the project site or adjoining areas. Therefore, pedestrian impacts would be ***less than significant***.

5.7.5 Bicycles

The Proposed Project would generate seven additional bicycle trips and 39 additional vehicle trips during the PM peak hour at 1142 Van Ness Avenue. Although the Proposed Project would result in an increase in both vehicle and bicycle trips in the vicinity of the project site, this increase would not be substantial enough to cause potential conflicts between bicycles and vehicles. The Proposed Project would not have any vehicle ingress/egress driveway and would not cause new collision risks with bicyclists.

The Proposed Project would be required to provide two *class 1* and five *class 2* bicycle parking spaces per *San Francisco Planning Code section 155.2*. **Appendix G** includes Planning Code Compliance Checklist. While the number of proposed bicycle parking spaces and their location(s) are unknown at this time, it is anticipated that bicyclists would use the pedestrian entry on Van Ness Avenue to access bicycle parking spaces. The Proposed Project would not include any design elements that could adversely affect bicycle accessibility to the project site or adjoining areas. Therefore, bicycle impacts would be ***less than significant***.

5.7.6 Loading

The Proposed Project would generate a total of five daily truck trips, which corresponds to a demand for up to one space during the average loading hour or the peak loading hour (see **Table 16**). The project site does not have any off-street loading onsite. However, commercial deliveries to the site could temporarily utilize the existing 45-foot-long white passenger loading spaces in front of the project site or on-street parking spaces on Van Ness Avenue. Therefore, loading impacts would be ***less than significant***.

The Proposed Project is not required to provide any off-street freight loading spaces per *San Francisco Planning Code section 152.1*. Therefore, the Proposed Project would be in compliance with the *Planning Code*. **Appendix G** includes Planning Code Compliance Checklist.

5.7.7 Traffic Hazards

The project site would not have any vehicle ingress/egress driveway and would not cause major vehicle conflicts. The Proposed Project would not include any design elements that would create new collision risks through inadequate sight distance or substantial conflicts to vehicles. Therefore, traffic impacts would be ***less than significant***.

5.7.8 Emergency Vehicle Access

[26] The southwest corner of the intersection is currently blocked due to the construction of California Pacific Medical Campus.

The street network serving the project site currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicles would access the project site from Van Ness Avenue immediately adjacent to the site in the same way as under the existing condition. Furthermore, although the Proposed Project would generate additional traffic in the area, such an increase in vehicles would be a less than two percent increase (i.e., 39 vehicle trips over 1,960 existing vehicle trips on Van Ness Avenue during the PM peak hour) over the existing traffic volumes along Van Ness Avenue and would not impede or hinder the movement of emergency vehicles in the project area, for example from the nearest fire stations (i.e., Fire Department Fire Station No. 3 at 1067 Post Street). Therefore, emergency vehicle access impacts would be ***less than significant***.

5.7.9 Construction

Detailed plans for project construction activities are not available at this time, but because the Proposed Project would involve the reuse of an existing building, the majority of construction activities would be internal to the building, with minimal construction-related activities to the exterior of the building or other portions of the project site. Because the Proposed Project would not involve demolition or grading, it is unlikely that the project would generate a substantial amount of haul trucks, which are commonly used for import of fill materials/equipment and export of spoils.

Construction contractor(s) would be required to coordinate with TASC and other agencies (as appropriate) and prepare a Construction Management Plan, which would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Therefore, construction impacts would be ***less than significant***.

5.7.10 Parking

The Proposed Project would not include any off-street parking spaces. The Proposed Project is not required to provide any off-street parking space per *San Francisco Planning Code section 151.1*. Therefore, the Proposed Project would be in compliance with the *Planning Code*. **Appendix G** includes Planning Code Compliance Checklist.

5.8 1946 Van Ness Avenue (aka the "Bakery")

The project site has been vacant since 2012. As part of the Proposed Project, AAU would provide 25,839 square feet of institutional use on this site. The conversion for institutional 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 would be limited to open flexible space for the school's use. Future interior improvements for specific industrial design programs would be completed at a later date once the defined school program use is determined by AAU. AAU would utilize the existing shuttle service on Van Ness Avenue (route M) and a nearby stop at 1849 Van Ness Avenue (located approximately 300 feet south of the project site across Van Ness Avenue) to serve the project site. As presented in **Table 15** above, the 1946 Van Ness Avenue site would generate a net increase in 19 vehicle trips, 60 transit trips, 16 shuttle person-trips, three bicycle trips and 17 pedestrian trips.

5.8.1 VMT

The 1946 Van Ness Avenue site is located in TAZ 343. The VMT analysis for the 1946 Van Ness Avenue site follows the same procedures and analysis thresholds outlined under *Section 5.1.1*. Regional average daily work-related VMT is 16.2 per capita for office development. **Table 18** includes the transportation analysis zone (TAZ) in which the project site is located, 343.

Table 19 – Daily Vehicle Miles Traveled (Existing Condition)

Land Use	Bay Area		TAZ 343
	Regional Average	Regional Average Minus 15%	
Office	16.2	13.8	8.0

SOURCE: San Francisco Transportation Information Map (SF TIM), accessed online February 2018

As shown in **Table 18** above, existing average daily VMT per capita for residential uses in TAZ 343 is 8.0 miles. This is approximately 51 percent below the existing regional average daily VMT per capita of 16.2 miles. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the Proposed Project would not result in substantial additional VMT and impacts would be ***less than significant***.

5.8.2 Transit

The Proposed Project would generate 60 additional transit trips (approximately 22 in and 38 out) during the PM peak hour at 1946 Van Ness Avenue. These trips would be dispersed throughout the transit network in the project vicinity using nearby Muni bus lines to reach their destinations or to access regional transit providers such as BART, Caltrain, SamTrans, AC Transit and Golden Gate Transit, as needed. Nearby Muni bus routes 10-Townsend, 12-Folsom/Pacific, 19-Polk, 27-Bryant, 47-Van Ness, and 49-Van Ness-Mission currently operate at 71 percent, 57 percent, 66 percent, 46 percent, 58 percent, and 47 percent of their capacity, respectively, during the PM peak hour. The 60 PM peak hour transit trips are not anticipated to cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity or exceed the SFMTA's performance standard of 85 percent capacity utilization during the PM peak hour.

The Proposed Project would generate 19 additional vehicle trips to adjacent streets during the PM peak hour. Since the project site does not provide any off-street parking space, it is reasonable to assume that these vehicle trips would be spread onto nearby streets. Based on the level and likely distribution of the additional vehicle traffic, the Proposed Project would not cause substantial increase in transit delays or operating costs. AAU would not add a new shuttle stop for this project site, and instead utilize the existing shuttle service on Van Ness Avenue (route M) and a nearby stop at 1849 Van Ness Avenue (located approximately 300 feet south of the project site across Van Ness Avenue) to serve the project site. Since there would be no new shuttle stop, the Proposed Project would not cause a substantial conflict with the operation of transit vehicles on Van Ness Avenue. Therefore, transit impacts would be ***less than significant***.

5.8.3 Shuttle

The Proposed Project would generate approximately 32 shuttle riders during the PM peak hour. AAU would utilize the existing shuttle service on Van Ness Avenue (route M) to serve the increased demand. In the spring semester of 2017, Route M operated every 20 minutes and traveled along portions of Polk Street, Van Ness Avenue, Laguna Street, Lombard Street, Broadway, Sacramento Street, Bush Street, Sutter Street, and Post Street, connecting students on Lombard Street, Van Ness Avenue, and Octavia Street to and from the AAU facilities located along Sutter Street. As part of the Proposed Project, AAU would modify Route M to add two new shuttle stops at 1142 Van Ness Avenue and 2151 Van Ness Avenue. **Appendix D** includes the existing and proposed shuttle maps.

In the spring semester of 2010, when capacity utilization data was collected, this route operated at 44 percent of the total seated capacity (i.e., 65 seats) at the maximum load point during the PM peak hour.[27] The shuttle frequency of Route M has since increased from 50-minute headway to 20-minute headway, increasing its peak hour capacity to an estimated 162 seats (=65 seats*50-minute headway/20-minute headway). Based on the increased capacity in 2017, the estimated shuttle demand of 16 shuttle riders would be accommodated with the existing shuttle route M.

AAU would not add any new shuttle stop for this project site, and instead utilize a nearby shuttle stop in front of 1849 Van Ness Avenue (located approximately 300 feet south of the project site across Van Ness Avenue) to serve the estimated shuttle demand. Therefore, shuttle impacts would be ***less than significant***.

5.8.4 Pedestrians

Pedestrian trips generated by the Proposed Project would include walk trips to and from transit stops, shuttle stops as well as nearby businesses and commercial uses. Overall, the Proposed Project would add up to 92 pedestrian trips during the PM peak hour including 60 transit-access trips, 15 shuttle-access trips, and 17 walk trips. These additional pedestrian trips would be spread onto surrounding sidewalks and are not anticipated to cause a substantial overcrowding on public sidewalks.

In the vicinity of the project site, Van Ness Avenue and Polk Street are High Injury corridors in the *City's Vision Zero* network. The 19 additional vehicle trips generated by the Proposed Project would spread onto multiple streets, and the level of traffic added onto these streets would not exacerbate an existing hazard for pedestrians. The Proposed Project would not include any hazardous design features or result in unusual pedestrian conflict points.

Students traveling to the nearest Muni bus stop as well as the shuttle stop at 1849 Van Ness Avenue would likely to cross Van Ness Avenue and travel along the existing sidewalks on Van Ness Avenue. Adjacent to the project site, the intersection of Van Ness Avenue and Post Street is controlled by traffic signals that include pedestrian crossing signal heads and have crosswalk markings with American

[27] Academy of Art University Project EIR, 2016

Disability Act-compliant curbed ramps at all four corners of the intersections.[28] The Proposed Project would not create barriers that could adversely affect pedestrian accessibility to the project site or adjoining areas. Therefore, pedestrian impacts would be ***less than significant***.

5.8.5 Bicycles

The Proposed Project would generate three additional bicycle trips and 19 additional vehicle trips during the PM peak hour at 1946 Van Ness Avenue. Although the Proposed Project would result in an increase in both vehicle and bicycle trips in the vicinity of the project site, this increase would not be substantial enough to cause potential conflicts between bicycles and vehicles. This site has two off-street loading docks with a door fronting the south side of Jefferson Street. Vehicle access to these loading docks is not located on a bicycle route and would not create new collision risks through inadequate sight distance or substantial conflicts to bicyclists.

The Proposed Project would be required to provide one *class 1* and two *class 2* bicycle parking spaces per *San Francisco Planning Code section 155.2*. (**Appendix G** includes the Planning Code Compliance Checklist.) While the number of proposed bicycle parking spaces and their location(s) are unknown at this time, it is anticipated that bicyclists would use the pedestrian entry on Van Ness Avenue to access bicycle parking spaces. The Proposed Project would not include any design elements that could adversely affect bicycle accessibility to the project site or adjoining areas. Therefore, bicycle impacts would be ***less than significant***.

5.8.6 Loading

The Proposed Project would generate a total of three daily truck trips, which corresponds to a demand for up to one space during the average loading hour or the peak loading hour (see **Table 16**). The project site has two off-street loading docks with a door fronting the south side of Jefferson Street. In addition, there is one on-street freight loading space located on the east side of Van Ness Avenue, adjacent to the project site. These spaces can be potentially used to accommodate the project loading demand. Therefore, loading impacts would be ***less than significant***.

The Proposed Project is not required to provide any off-street freight loading spaces per *San Francisco Planning Code section 152.1*. Therefore, the Proposed Project would be in compliance with the *Planning Code*. **Appendix G** includes Planning Code Compliance Checklist.

5.8.7 Traffic Hazards

The project site would have two vehicle ingress/egress driveways on Jackson Street for access to the loading docks. Jackson Street carries approximately 320 vehicles during the PM peak hour. Vehicles attempting to enter the loading docks (three daily truck trips) would be required to stop for a gap in traffic along Jackson Street prior to entering the loading docks, if approaching from the westbound

[28] The southwest corner of the intersection is currently blocked due to the construction of California Pacific Medical Campus, but it is expected that the curb ramps would be restored after the construction.

direction. Because the level of the existing traffic on Jackson Street is low, no extended queues are expected to occur and potential conflicts between the truck trips and the existing traffic on Jackson Street would be low. Trucks exiting the loading docks would yield to any vehicles traveling along the Jackson Street, and would not cause adverse traffic impacts related to safety. The Proposed Project would not include any design elements that would create new collision risks through inadequate sight distance or substantial conflicts to vehicles. Therefore, traffic impacts would be ***less than significant***.

5.8.8 Emergency Vehicle Access

The street network serving the project site currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicles would access the project site from Van Ness Avenue or Jackson Street immediately adjacent to the site in the same way as under the existing condition. Furthermore, although the Proposed Project would generate additional traffic in the area, such an increase in vehicles would be an one percent increase (i.e., 19 vehicle trips over 1,830 existing vehicle trips on Van Ness Avenue during the PM peak hour) over the existing traffic volumes along Van Ness Avenue and would not impede or hinder the movement of emergency vehicles in the project area, for example from the nearest fire stations (i.e., Fire Department Fire Station No. 41 at 1325 Leavenworth Street). Therefore, emergency vehicle access impacts would be ***less than significant***.

5.8.9 Construction

Detailed plans for project construction activities are not available at this time, but because the Proposed Project would involve the reuse of an existing building, the majority of construction activities would be internal to the building, with minimal construction-related activities to the exterior of the building or other portions of the project site. Because the Proposed Project would not involve demolition or grading, it is unlikely that the project would generate a substantial amount of haul trucks, which are commonly used for import of fill materials/equipment and export of spoils.

Construction contractor(s) would be required to coordinate with TASC and other agencies (as appropriate) and prepare a Construction Management Plan, which would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Therefore, construction impacts would be ***less than significant***.

5.8.10 Parking

The Proposed Project would not include any off-street parking spaces. The Proposed Project is not required to provide any off-street parking space per *San Francisco Planning Code section 151.1*. Therefore, the Proposed Project would be in compliance with the *Planning Code*. **Appendix G** includes Planning Code Compliance Checklist.

5.9 2550 Van Ness Avenue (aka the "Da Vinci Hotel")

AAU currently uses the building as a tourist hotel/motel. The 2550 Van Ness Avenue site is located within Study Area 2 of certified EIR, which analyzed programmatic growth of up to 200 residential rooms in Study Area 2. As part of the Proposed Project, AAU would use this property to provide 136 residential

units with 272 beds of student housing. Any beds not used for student housing would be retained for tourist hotel use. The conversion for student housing use would require limited improvements. AAU would utilize the existing shuttle service on Van Ness Avenue (route M) and a nearby shuttle stop at 2151 Van Ness Avenue (located approximately ¼ mile south of the project site across Van Ness Avenue) to serve the project site. As presented in **Table 15** above, the 2550 Van Ness Avenue site would cause a net decrease in 17 vehicle trips, but an increase in eight transit trips, 91 shuttle person-trips, six bike trips and 54 pedestrian trips.

5.9.1 VMT

The 2550 Van Ness Avenue site is located in TAZ 367. The VMT analysis for the 2550 Van Ness Avenue site follows the same procedures and analysis thresholds outlined under *Section 5.1.1*. Regional average daily work-related VMT is 16.2 per capita for office development. **Table 18** includes the transportation analysis zone (TAZ) in which the project site is located, 367.

Table 20 – Daily Vehicle Miles Traveled (Existing Condition)

Land Use	Bay Area		TAZ 367
	Regional Average	Regional Average Minus 15%	
Office	16.2	13.8	9.1

SOURCE: San Francisco Transportation Information Map (SF TIM), accessed online February 2018

As shown in **Table 18** above, existing average daily VMT per capita for residential uses in TAZ 367 is 9.1 miles. This is approximately 44 percent below the existing regional average daily VMT per capita of 16.2 miles. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the Proposed Project would not result in substantial additional VMT and impacts would be ***less than significant***.

5.9.2 Transit

The Proposed Project would generate eight additional transit trips (approximately 4 in and 4 out) during the PM peak hour at 2250 Van Ness Avenue. Nearby Muni bus routes include 19-Polk, 41-Union, 45-Union/Stockton, 47-Van Ness, and 49-Van Ness-Mission. All these lines currently operate below the SFMTA's performance standard of 85 percent capacity utilization during the PM peak hour, except for 41-Union which operates at 90 percent of its capacity. While the Proposed Project would generate a total of eight additional transit trips, only four of these trips would occur in the inbound direction and contribute to the capacity utilization in the peak direction during the PM peak hour. These four transit trips would be dispersed throughout multiple Muni bus lines in the vicinity of the project site. Therefore, the increased transit demand would not be a substantial contribution to the existing transit service in the area.

The Proposed Project would cause a reduction in 17 vehicle trips to adjacent streets during the PM peak hour. Therefore, the Proposed Project would not cause substantial increase in transit delays or operating costs. AAU would not add a new shuttle stop for this project site, and instead utilize the

existing shuttle service on Van Ness Avenue (route M) and a nearby shuttle stop at 2151 Van Ness Avenue (located approximately ¼ mile south of the project site across Van Ness Avenue) to serve the project site. Since there would be no new shuttle stop, the Proposed Project would not cause a substantial conflict with the operation of transit vehicles on Van Ness Avenue. Therefore, transit impacts would be ***less than significant***.

5.9.3 Shuttle

The Proposed Project would generate approximately 91 shuttle riders during the PM peak hour. AAU would utilize the existing shuttle service on Van Ness Avenue (route M) to serve the increased demand. In the spring semester of 2017, Route M operated every 20 minutes and traveled along portions of Polk Street, Van Ness Avenue, Laguna Street, Lombard Street, Broadway, Sacramento Street, Bush Street, Sutter Street, and Post Street, connecting students on Lombard Street, Van Ness Avenue, and Octavia Street to and from the AAU facilities located along Sutter Street. As part of the Proposed Project, AAU would modify Route M to add two new shuttle stops at 1142 Van Ness Avenue and 2151 Van Ness Avenue. **Appendix D** includes the existing and proposed shuttle maps.

In the spring semester of 2010, when capacity utilization data was collected, this route operated at 44 percent of the total seated capacity (i.e., 65 seats) at the maximum load point during the PM peak hour.[29] The shuttle frequency of Route M has since increased from 50-minute headway to 20-minute headway, increasing its peak hour capacity to an estimated 162 seats (=65 seats*50-minute headway/20-minute headway). Based on the increased capacity in 2017, the estimated shuttle demand of 91 shuttle riders would be accommodated with the existing shuttle route M.

AAU would not add any new shuttle stop for this project site, and instead utilize a nearby shuttle stop in front of 1604 Broadway (located approximately 0.2 mile south of the project site across Van Ness Avenue) to serve the estimated shuttle demand. Therefore, shuttle impacts would be ***less than significant***.

5.9.4 Pedestrians

Pedestrian trips generated by the Proposed Project would include walk trips to and from transit stops, shuttle stops as well as nearby businesses and commercial uses. Overall, the Proposed Project would add up to 153 pedestrian trips during the PM peak hour including eight transit-access trips, 91 shuttle-access trips, and 54 walk trips. These additional pedestrian trips would be spread onto surrounding sidewalks and are not anticipated to cause a substantial overcrowding on public sidewalks.

In the vicinity of the project site, Van Ness Avenue and Polk Street are High Injury corridors in the *City's Vision Zero* network. The Proposed Project would cause a net reduction in 16 vehicle trips and reduce existing hazard for pedestrians. The Proposed Project would not include any hazardous design features or result in unusual pedestrian conflict points.

[29] Academy of Art University Project EIR, 2016

Students traveling to the nearest Muni bus stop as well as the shuttle stop at 2151 Van Ness Avenue would likely to cross Van Ness Avenue and travel along the existing sidewalks on Van Ness Avenue. Adjacent to the project site, the intersection of Van Ness Avenue and Filbert Street is controlled by traffic signals and have crosswalk markings with American Disability Act-compliant curbed ramps at all four corners of the intersections.[30] The Proposed Project would not create barriers that could adversely affect pedestrian accessibility to the project site or adjoining areas. Therefore, pedestrian impacts would be ***less than significant***.

5.9.5 Bicycles

The Proposed Project would generate six additional bicycle trips and 17 additional vehicle trips during the PM peak hour at 1946 Van Ness Avenue. Although the Proposed Project would result in an increase in both vehicle and bicycle trips in the vicinity of the project site, this increase would not be substantial enough to cause potential conflicts between bicycles and vehicles. This site has two off-street loading docks with a door fronting the south side of Jefferson Street. Vehicle access to these loading docks is not located on a bicycle route and would not create new collision risks through inadequate sight distance or substantial conflicts to bicyclists.

The Proposed Project would be required to provide 89 *class 1* and six *class 2* bicycle parking spaces per *San Francisco Planning Code section 155.2*. **Appendix G** includes Planning Code Compliance Checklist. There are currently only four Class 1 bicycle parking spaces provided on site near the loading area on Filbert Street. While the number of proposed bicycle parking spaces and their location(s) are unknown at this time, it is anticipated that bicyclists would use the secondary pedestrian entry on Filbert Street to access bicycle parking spaces. The Proposed Project would not include any design elements that could adversely affect bicycle accessibility to the project site or adjoining areas. Therefore, bicycle impacts would be ***less than significant***.

5.9.6 Loading

The Proposed Project would generate a total of two daily truck trips, which corresponds to a demand for up to one space during the average loading hour or the peak loading hour (see **Table 16**). The project site has three off-street loading areas, each of which are accessed through a separate gate on Filbert Street. Additionally, there are 60-foot-long on-street freight loading (yellow curb) spaces and 60-foot-long passenger loading (white curb) spaces on the east side of Van Ness Avenue adjacent to the project site. These spaces can be potentially used to accommodate the project loading demand. Therefore, loading impacts would be less ***than significant***.

The Proposed Project is not required to provide any off-street freight loading spaces per *San Francisco Planning Code section 152.1*. Therefore, the Proposed Project would be in compliance with the *Planning Code*. **Appendix G** includes Planning Code Compliance Checklist.

[30] The southwest corner of the intersection is currently blocked due to the construction of California Pacific Medical Campus, but it is expected that the curb ramps would be restored after the construction.

5.9.7 Traffic Hazards

The project site would have three vehicle ingress/egress driveways on Filbert Street for access to the loading areas. Filbert Street carries approximately 250 vehicles during the PM peak hour. Vehicles attempting to enter the loading areas (two daily truck trips) would be required to stop for a gap in traffic along Filbert Street prior to entering the loading areas, if approaching from the westbound direction. Because the level of the existing traffic on Filbert Street is low, no extended queues are expected to occur and potential conflicts between the truck trips and the existing traffic on Filbert Street would be low. Trucks exiting the loading areas would yield to any vehicles traveling along the Filbert Street, and would not cause adverse traffic impacts related to safety. The Proposed Project would not include any design elements that would create new collision risks through inadequate sight distance or substantial conflicts to vehicles. Therefore, traffic impacts would be ***less than significant***.

5.9.8 Emergency Vehicle Access

The street network serving the project site currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicles would access the project site from Van Ness Avenue or Filbert Street immediately adjacent to the site in the same way as under the existing condition. Furthermore, the Proposed Project would cause a net reduction in 17 vehicle trips and would help the movement of emergency vehicles in the project area, for example from the nearest fire stations (i.e., Fire Department Fire Station No. 41 at 1325 Leavenworth Street). Therefore, emergency vehicle access impacts would be ***less than significant***.

5.9.9 Construction

Detailed plans for project construction activities are not available at this time, but because the Proposed Project would involve the reuse of an existing building, the majority of construction activities would be internal to the building, with minimal construction-related activities to the exterior of the building or other portions of the project site. Because the Proposed Project would not involve demolition or grading, it is unlikely that the project would generate a substantial amount of haul trucks, which are commonly used for import of fill materials/equipment and export of spoils.

Construction contractor(s) would be required to coordinate with TASC and other agencies (as appropriate) and prepare a Construction Management Plan, which would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Therefore, construction impacts would be ***less than significant***.

5.9.10 Parking

The Proposed Project would provide 30 off-street parking spaces. The Proposed Project is permitted to provide up to 45 off-street parking space per *San Francisco Planning Code section 151.1*. Therefore, the Proposed Project would be in compliance with the *Planning Code*. **Appendix G** includes Planning Code Compliance Checklist.

5.10 2255 Jerrold Avenue

The certified EIR analyzed that AAU would use portions of the site for vehicle and commercial storage, office space and AAU's recreational uses including a gym and basketball courts. The Proposed Project would remove its recreational uses and incorporate a community facility. For the purpose of this transportation memo, CHS compares the AAU's recreational uses with the proposed community facility.

Compared to the certified EIR, the 2255 Jerrold Avenue site would not cause any increase in vehicle trips including shuttle trips. The proposed project would increase other mode trips including nine transit trips, one bike trip, and 15 pedestrian trips during the PM peak hour. However, they are low volumes. There is no transit route operating along the project frontage, and the Proposed Project would not include any hazardous design features or barriers that could adversely affect pedestrian and bicycle accessibility to the project site or adjoining areas. The Proposed Project would also provide sufficient vehicle parking, bicycle parking and loading, and would be in compliance with *the Planning Code*. (**Appendix G** includes the Planning Code Compliance Checklist.) Therefore, there would be ***less-than-significant impacts*** related to VMT, transit, shuttle, pedestrians, bicycles, loading, traffic hazards, emergency vehicle access, construction, and parking.

5.11 Cumulative Impact Analysis

Several land use developments and transportation projects in the vicinity of the Proposed Project are in various stages of the planning process. These background projects include:

Planned Land Use Developments

1238 Sutter Street project (2013.1238CND) would include the demolition of existing retail space and construction of a new 9-story, 86-foot-tall, 43,943 square-foot residential and commercial building with 37 dwelling units over one ground floor commercial lease space. This project is expected to generate an estimated 55 PM peak hour person-trips including 10 vehicle trips, 12 transit trips, 30 walking trips, and three trips by other means, which includes bicycles and motorcycles.

CPMC Hospital-Van Ness & Geary Campus project (2016-006465PRJ) is an approximate 1,163,800 square-foot, 15-story hospital providing 555 beds and 513 off-street parking spaces. The hospital's main vehicular access and passenger drop-off zone would be located on Level 2, in a vehicular drive-through-drop-off connecting Geary Boulevard with Post Street Secondary access and the emergency department drop-off is on Level 3, from Franklin Street. The project would result in an increase in 1024 PM peak hour person-trips including 305 vehicle trips, 275 transit trips, 54 walk trips, and 25 other trips according to the EIR.

719 Larkin Street project (2015-005329PRJ) would demolish the existing one-story over basement commercial building and construct a new mixed use 8-story building consisting of approximately 33,984 square feet of residential space to accommodate up to 42 dwelling units, and approximately 2,787 square feet of ground-floor commercial space. The project would potentially add 112 daily vehicle trips according to the Certificate of Determination Exemption from Environmental Review.

1001 Van Ness Avenue project (2016-010350PRJ) would demolish an existing 4-story commercial office building and construct a new 130-foot tall, 14-story mixed-use building consisting of approximately 5,100 square feet of retail/restaurant space on the ground floor, 239 dwelling units in the upper floors, 195 parking spaces, and 259 bicycle spaces. The project would potentially add at least 390 PM peak hour person trips based on its Preliminary Project Assessment.

1433 Bush Street project (2015-009279PRJ) would contain the demolition of the existing building and construction of an 11-story, 116-foot tall, 60,000-square feet mixed-use building including 50 dwelling units (30 two-bedroom units and 20 one-bedroom units) and 1,000-square feet of ground floor retail. The project would generate an estimated 83 person trips, consisting of 11 vehicle trips, 21 transit trips, 43 walk trips, and 5 trips by other modes during the PM peak hour.

1860 Van Ness Avenue project (2015-007256PRJ) would demolish a gas station and construct an 8-story 58,065-square feet residential mixed-use structure with a 1,625-square feet ground-floor retail unit, 35 dwelling units, and 35 parking spaces in two subsurface levels accessed from Washington Street.

1700 California Street project (2016-000375PRJ) would convert the existing ground floor garage space into 4 new dwelling units; merge 10 existing dwelling units on the 7th, 9th, and 10th floors into six units; demolish the existing one-story portion of the building at the northwest corner of the property currently used for parking, tenant storage and amenity space, to be used as the private rear yard open space serving the four new ground floor units; and convert below-grade parking to health services uses.

1463 Lombard Street project (2013.1022) would demolish the existing 2-unit residential structure, and construct a new 4-story mixed use building containing 13 dwelling units above a 595-square feet ground floor retail unit and parking garage. The project would generate an estimated 26 person trips, consisting of 9 vehicle trips, 8 transit trips, 3 walk trips, and 2 trips by other modes during the PM peak hour.

2601 Van Ness Avenue project (2018-000908PRJ) would construct a new, 9-story over 2 basement levels of parking mixed use residential building with 60 residential units, 35 parking spaces, and 595 square feet of commercial on the 1st floor. The project would generate an estimated 141 PM peak hour person-trips including 50 automobile trips, 28 transit trips, 27 walking trips, and 5 trips by other means.

Planned Transportation Network Changes

Polk Streetscape Project is an effort to improve safety on Polk Street between Union and McAllister streets. This would include new street trees, eleven blocks of raise bike lanes, repaving, improved signal timing, 105 new pedestrian-scale streetlights, turning lanes for cars, 163 new curb ramps, high visibility crosswalks, eleven new sidewalk bulb-outs, pedestrian countdown signals, and three new bus bulb-outs. Construction is expected to stretch between September 2016 and September 2018.

Van Ness Bus Rapid Transit Project is a civic improvement effort by the SFMTA to upgrade transit service and public infrastructure and reduce traffic congestion along Van Ness Avenue. The improvement plan includes the Van Ness Bus Rapid Transit (BRT) Project, which would facilitate faster, more efficient and safer bus lines between Lombard and Mission streets. This project would create center-running transit-only lanes along Van Ness Avenue, signal prioritization for buses, all-door boarding, and elimination of most left turns. In addition to improved bus service, the project would also include a number of street improvements along the proposed route.

The BRT line would run past the Proposed Project sites (i.e., 1142 Van Ness Avenue, 1946 Van Ness Avenue, and 2550 Van Ness Avenue) with stops located at Geary-O'Farrell, Jackson, and Union Street on Van Ness Avenue. Construction is underway and is expected to be completed in 2019. As of June 2016, the SFMTA began consolidation of Van Ness Avenue bus stops for the 47-Van Ness, 49-Van Ness/Mission, and 90-San Bruno Owl lines. This means the SFMTA discontinued stops along Van Ness Avenue at Greenwich, Pacific, California, Pine, Post, Turk, and Grove Streets.[31]

[31] San Francisco Municipal Transportation Agency, "Van Ness Bus Stops to be consolidated June 4," Text, *SFMTA*, (May 23, 2016), https://www.sfmta.com/calendar/alerts/van-ness-bus-stops-be-consolidated-june-4.

Bay Area Bike Share System was originally implemented as a two-year pilot program in San Francisco. There are currently 33 bike share station locations in San Francisco. There are no Bay Area Bike Share stations located in proximity of the project sites. Within the next two years, Bay Area Bike Share would expand from 700 bikes to 7,000 bikes in the Bay Area. At this point in time, there are no additional bikeshare stations planned or programmed in the project area.

San Francisco Bicycle Plan – The San Francisco Planning Commission certified the Environmental Impact Report (EIR) for the San Francisco Bicycle Plan on June 25, 2009, and the SFMTA voted to adopt the 2009 San Francisco Bicycle Plan. The Plan included "Near-Term Project 1-1", which proposed providing Class II bicycle lanes along Broadway between Polk Street and Webster Street. It also included "Near-Term Project 1-2" to improve signage in the Broadway tunnel by adding electronic bicycle warning signs with lighted beacons. These improvement projects have yet to be implemented.

Muni Forward components include new routes and route extensions, more service on busy routes, and elimination or consolidation of certain routes or route segments with low ridership. Muni Forward includes Service Improvements, Service-Related Capital Improvements, and Transit Travel Time Reduction Proposals. SFMTA published a TEP Implementation Strategy (April 5, 2011) which initiated the environmental review process. The initial TEP recommendations were revised based on public feedback on the draft TEP environmental impact report (TEP EIR). The TEP EIR was certified on March 27, 2014, and the SFMTA Board of Directors approved most of the Service Improvements and portions of the Transit Travel Time Reduction Proposals on March 28, 2014.

The Muni Forward projects would be implemented based on funding and resource availability. The TEP Implementation Strategy anticipates that many of the improvements would be implemented sometime between Fiscal Year 2014 and Fiscal Year 2019, subject to funding sources and resource availability.[32]

Muni Forward proposed the following changes to transit lines within and in close proximity to the study area:

- 2-Clement route would be modified.
- 10-Townsend route would be modified, and have transit-only lane on Sansome Street. Additionally, its frequency in the AM, PM peaks, and midday would increase significantly.
- 12-Folsom Pacific would be discontinued.
- 19-Polk route would be modified.
- 38-Geary route would increase frequency during AM, PM peaks, and midday periods.
- 38-Geary Express routes would add a stop to improve transfer connection at Van Ness Avenue.
- 41-Union route would increase frequency during AM, PM peaks, and midday periods.

[32] San Francisco Planning Department. 2014. TEP Final EIR, March 27, 2014, Available online at http://tepeir.sfplanning.org. Accessed July 14, 2014. Case No. 2011.0558E. The document and supporting information may also be viewed at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA in case file 2011.0558E.

5.11.1 VMT

As with project-specific analysis of the Proposed Project's potential impacts to VMT, the cumulative VMT analysis relies upon future, population-based projections of VMT (to 2040). The 1055 Pine Street and 1069 Pine Street project sites are located in TAZ 332; the 1142 Van Ness Avenue site is located in TAX 699; the 1946 Van Ness Avenue site is located in TAZ 343; the 2250 Van Ness Avenue site is located TAZ 367. **Table 21** shows the projected 2040 average daily VMT per capita for respective uses at these TAZs in comparison to the regional average. The projected 2040 average daily VMTs for TAZs 332, 699, 343, and 367 are more than 15 percent below the projected 2040 regional daily VMT. Therefore, the Proposed Project, in combination with cumulative projects, would have ***less-than-significant*** cumulative VMT impacts.

Table 21 – Daily Vehicle Miles Traveled (Year 2040 Condition)

Land Use	Bay Area		TAZ
	Regional Average	Regional Average Minus 15%	
Residential	13.7	11.6	2.1 (TAZ 332)
			4.3 (TAZ 367)
Office	14.5	12.3	6.5 (TAZ 699)
			7.1 (TAZ 343)

SOURCE: San Francisco Transportation Information Map (SF TIM), accessed online February 2018

5.11.2 Transit

The Proposed Project would cause a net reduction in 31 transit trips from the ten project sites (see **Table 16**) and would not contribute to the overall transit demand. The Van Ness BRT Project, which is currently under construction and is projected to be completed in 2019, would improve bus service and include a number of street improvements along Van Ness Avenue. The BRT line would run past the project sites (1142 Van Ness Avenue, 1946 Van Ness Avenue, and 2550 Van Ness Avenue) and have stops at Geary-O'Farrell, Jackson, and Union Street on Van Ness Avenue. Approximately 189 transit trips generated from 1142 Van Ness Avenue, 1946 Van Ness Avenue, and 2550 Van Ness Avenue during the PM peak hour would generally disperse onto multiple transit routes in the area and would not cause overcrowding or substantial delays to the operation of the Van Ness BRT. As part of Muni Forward project, Muni routes 1, 10, 12, 19, 38, 41, 47, and 49 would undergo minor service changes as described above. The project would not generate a substantial demand to these routes or include a design feature that adversely affects the implementation of these service changes. Therefore, the Proposed Project, in combination with cumulative projects, would have ***less-than-significant*** cumulative transit impact.

5.11.3 Pedestrians and Bicycles

The Proposed Project would increase the number of pedestrians and bicyclists, but they would not contribute considerably to any cumulative pedestrian impacts. The Proposed Project would also add required *class 1* and *class 2* bicycle facilities onsite. While cumulative development projects are expected to increase trips to and from the surrounding areas, they would also include pedestrian and

bicycle improvements that align with City transportation goals to prioritize pedestrian, bicycle, and transit travel. Therefore, the Proposed Project, in combination with cumulative projects, would have ***less-than-significant*** cumulative pedestrian and bicycle impacts.

5.11.4 Loading

Loading impacts are by their nature localized and site-specific, and they would not contribute to impacts from other development projects near the project sites. The Proposed Project would either provide a sufficient number of off-street loading facilities or have available on-street loading zones which could accommodate the peak loading demand for each project site. Therefore, the Proposed Project, in combination with the cumulative projects, would result in ***less-than-significant*** cumulative loading impacts.

Appendix A

Scope of Work

Academy of Art University Development Agreement
Transportation Memorandum Scope of Work
(Case No. 2008.0586DVA)

CHS Consulting Group (CHS) is pleased to provide the following scope of work to prepare a transportation memorandum for the proposed changes to the Academy of Art University (AAU) Project (Case No. 2008.0586E) as part of the Development Agreement between the City of San Francisco and the AAU (Proposed Project). The following includes our understanding of the Proposed Project and San Francisco Planning Department requirements, our proposed work plan, and our schedule to perform each task described below.

Project Understanding

The City of San Francisco certified an EIR for the AAU Project (Certified EIR) on July 2, 2016. The City and the AAU entered into a Term Sheet for Global Resolution on November 15, 2016. Pursuant to the Term Sheet, AAU filed an application for a Development Agreement on December 9, 2016, which will provide for certain changes to the AAU Project. The transportation memorandum will be prepared for an environmental evaluation of these changes (Proposed Project) in relation to the Certified EIR.

The Proposed Project includes the following changes from the project description in the Certified EIR:

- AAU will vacate its existing uses at five buildings including 1055 Pine Street (residential), 106 Pine Street (institutional), 700 Montgomery Street (institutional), 2295 Taylor Street (institutional), and 2340 Stockton Street (institutional).
- AAU will convert 1055 Pine Street to affordable housing leased to a third party non-profit operator. The one-story recreational building at 1069 Pine Street will be demolished, redeveloped and leased to a third party non-profit operator as new affordable housing combined with 1055 Pine Street with up to 160 dwelling units.
- AAU will relocate the displaced uses from 1055 and 1069 Pine Streets, 700 Montgomery Street, 2295 Taylor Street, and 2340 Stockton Street to properties located at 2550 Van Ness Avenue (residential), 1946 Van Ness Avenue (institutional), and 1142 Van Ness Avenue (institutional).
- AAU will modify the application for 2801 Leavenworth Street to retain retail or other active ground floor uses.[1]

Under the Proposed Project, AAU will increase the total square footage of its institutional use by 454 square feet and increase the number of residential units for students by 55 units (117 beds). Due to the recent trend in AAU's student enrollment and other various factors, for the purposes environmental

[1] The Certified EIR analyzed the AAU's proposed use of 133,675 square feet of this site as post-secondary education institutional use to accommodate approximately 1,700 students and 18 faculty/staff per day. Pursuant to the Term Sheet, the AAU 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 the AAU galleries, and limiting other uses to the mezzanine, second and third floors of the building.

review, the proposed project description now includes a reasonable growth rate of student population of approximately 3% per year through Year 2022 instead of 5% per year as analyzed in the Certified EIR. **Table 1** presents a summary of proposed changes at each project site.

Table 1 – Proposed Changes under Proposed Project

Property	Size	Existing Use	Proposed Use
1069 Pine Street	1,875 sqf	Institutional	Third party will operate as affordable housing with 160 units
1055 Pine Street	81 units/155 beds	Residential	
700 Montgomery Street	11,455 sqf	Institutional	Unknown at this time
2295 Taylor Street	20,000 sqf	Institutional	Unknown at this time
2340 Stockton Street	44,530 sqf	Institutional	Unknown at this time
1946 Van Ness Avenue	25,839 sqf	Bakery	Institutional Use
1142 Van Ness Avenue	52,475 sqf	Concordia Club	Institutional Use
2550 Van Ness Avenue	136 units/272 beds	Da Vinci Hotel	Residential
AAU Use	Change in Size	Existing Total	Proposed Total
Institutional	+454 sqf	77,860 sqf	78,314 sqf
Residential	+55 units/117 beds	81 units/155 beds	136 units/272 beds

Notes: AAU use is shaded; sqf=square feet

The purpose of the transportation memorandum is to analyze the following:

- Determine the number of new persons (students, employees, etc.) associated with each project site;
- Assign person and vehicle trips to each project site;
- Determine the number of new Proposed Project-generated person trips, including new vehicle, transit, bicycle, and pedestrian trips to/from the project sites;
- Identify current and future travel patterns of -project-generated person trips;
- Characterize expected activities relative to Proposed Project land uses at the project sites;
- Discuss existing and future traffic/circulation, transit, shuttle, parking, loading, emergency vehicle access conditions in and around the project sites;
- Discuss construction activities and identify/address any potential temporary transportation impacts (including auto, transit, pedestrian, bicycle, and emergency access) associated with such activities;
- Examine the long-term, localized circulation effects related to the potential increase in travel demand to/from the project site; and

- Examine potential conflicts between different modes due to the Proposed Project, including auto, transit, pedestrian, and bicycle.

Proposed Work Plan

The following outlines our proposed tasks to evaluate existing and planned activities at the project sites (i.e., 2550 Van Ness Avenue, 1946 Van Ness Avenue, and 1142 Van Ness Avenue), determine existing and future daily and peak-period travel demand associated with the Proposed Project during a typical weekday, estimate the net increase or decrease in the Vehicle Miles Traveled (VMT), assess potential transit and shuttle impacts, address localized circulation-related effects related to pedestrian and bicycle facilities in the vicinity of the project sites, and assess current and future parking and loading conditions at the project sites.

The tasks outlined below as well as the cost estimates associated with each task are subject to change based on any formal comments, edits, and requirements received from the San Francisco Planning Department.

Task 0 – Project Coordination and Scope Approval

CHS will coordinate with City staff to develop and finalize the Transportation Memorandum scope of work. CHS anticipates participating in up to two (two) meetings (via conference call or in-person) with City staff or project team to prepare and finalize the scope of work. CHS will then submit a final copy of the scope of work to the City staff for approval.

Task 1 – Proposed Project and Study Area Description

CHS will provide a detailed project description based on the most recent information received from the AAU. The project description will summarize the size and layout of eight project sites that are being either vacated from or relocated to under the Proposed Project. They include 1069 Pine Street, 1055 Pine Street, 700 Montgomery Street, 2297 Taylor Street, 2340 Stockton Street, 2550 Van Ness Avenue, 1946 Van Ness Avenue, and 1142 Van Ness Avenue. It will also include a description of the existing and proposed vehicle, pedestrian, and bicycle access to and from the project sites. The project description will be accompanied by figures of the existing and proposed project site plans and environs, including a dimensioned streetscape plan and street sections, if improvements are proposed.

CHS will also provide a code compliance table summarizing the number of vehicle parking, car-share parking, bicycle parking, and freight loading spaces, and pedestrian improvements required for each project site.

Task 2 – Data Collection

Upon approval of the scope of work, CHS will schedule up to two site visits to all eight project sites with AAU and City staff, and collect the following additional data to describe the project sites and their environs:

Count Data: CHS will collect multimodal counts (vehicles, bicycles, and pedestrians) at the following intersections in the vicinity of the project sites for weekday AM and PM peak periods (7:00 - 9:00 AM and 4:00 - 6:00 PM):

- Van Ness Avenue/ Post Street
- Van Ness Avenue/ Geary Street
- Van Ness Avenue/ Jackson Street
- Van Ness Avenue/ Washington Street
- Van Ness Avenue/ Filbert Street
- Van Ness Avenue/ Union Street
- Pine Street/ Jones Street
- Bush Street/ Jones Street

This count data will be used to enhance the description of multimodal operations in the vicinity of the project site. CHS will use recent, existing available SFMTA multi-modal intersection counts where possible.

Transit: CHS will describe existing local and regional transit service and transit operations within a quarter mile of the project sites, as well as identify the nearest transit stop for each route. Transit data will include peak periods, headways, and service hours for inbound and outbound directions.

Pedestrian/Bicycle: CHS will conduct a qualitative assessment of pedestrian and bicycle conditions in the vicinity of the project site. Bicycle conditions will be described as they relate to the project site, including bicycle routes, existing bicycle parking, safety and right-of-way issues, conflicts with traffic, and grade changes. Pedestrian conditions will be described as they relate to safety and conflict issues at key crossing locations near the project sites, pedestrian routes between the project sites and adjacent transit stops, right-of-way conflicts, sidewalk widths, and compliance with Americans with Disabilities Act (ADA) requirements.

Loading/Parking: CHS will qualitatively field-evaluate existing loading and parking conditions in the vicinity of the project site.

Emergency Vehicles: CHS will identify the nearest fire stations, police stations, and hospitals that from each of the project sites, and will qualitatively discuss existing emergency vehicle access conditions to each project site.

Task 3 – Document Existing Condition

Using the data collected in Task 2 to supplement any previously collected data, CHS will document existing vehicle, transit, pedestrian, bicycle, loading and parking conditions in the vicinity of the project sites, including:

- A base map for each project site and study areas describing the street designations, street names, and traffic flow directions, and existing passenger (white zone) and freight (yellow zone) loading.
- A map and qualitative discussion of transit services within each study area, including local and regional transit lines within a quarter mile of the project site.
- A map of existing and proposed shuttle service routes.
- A map and qualitative description of existing and proposed San Francisco bicycle routes within each study area.
- A qualitative description of pedestrian conditions within each study area, particularly in relation to safety and potential conflicts with motor vehicle movements, as well as likely walking routes to and from nearby transit stops.
- A qualitative discussion of existing traffic circulation within each study area during the weekday AM and PM peak periods (7:00 to 9:00 AM and 4:00 to 6:00 PM).
- A qualitative discussion of existing loading/parking conditions within each study area during the weekday AM and PM peak periods (7:00 to 9:00 AM and 4:00 to 6:00 PM).

Task 4 – Project Travel Demand

CHS will calculate person-trip and vehicle-trip travel demand for the three new AAU sites (i.e., 2250 Van Ness Avenue, 1946 Van Ness Avenue, and 1142 Van Ness Avenue), using the trip generation rates developed for each type of AAU use for the Certified EIR:

Table 2 – Trip Generation Rates for AAU Uses at 2250, 1946, and 1142 Van Ness Avenue

Land Use	Daily Person-Trip Rate	PM Peak Hour Person-Trip Rate	% Inbound	% Outbound
Residential (2250 Van Ness Ave)	3.76 trips/student or 6.77 trips/room	0.65 trips/student or 1.17 trips/room	45%	55%
Institutional (1142 and 1946 Van Ness Ave)	53.65 trips/ksf	4.56 trips/ksf	39%	61%

Source: AAU EIR, July 2016
Notes: ksf = 1000 square feet

CHS will also estimate the number of trips to and from new affordable housing developments at 1055 and 1069 Pine Streets, using the trip generation rates provided in the *San Francisco Transportation Impact Analysis Guidelines* (*SF Guidelines*) to estimate the number of trips being replaced by the Proposed Project:

Table 3 – Trip Generation Rates for Future Uses at 1055 and 1069 Pine Street

Land Use	Daily Person-Trip Rate	PM Peak Hour Person-Trip Rate
Affordable Housing (1055 and 1069 Pine Street)	10 trips/ unit	1.73 trips/unit

Source: Transportation Impact Analysis Guidelines for Environmental Review, City of San Francisco, October, 2002
Notes: ksf=1000 square feet

CHS will also present the number of trips being removed from the existing AAU sites that are being vacated under the Proposed Project (i.e., 1055 Pine Street, 1069 Pine Street, 700 Montgomery Street, 2295 Taylor Street, and 2340 Stockton Street), based on the AAU's Existing Sites Technical Memorandum.

CHS will apply trip credits for the existing uses at 2550 Van Ness Avenue (da Vinci Villa Hotel) and 1142 Van Ness Avenue (Concordia Club) based on trips recorded on video footages during the AM and PM peak hours on a weekday (Tuesday, Wednesday, or Thursday). CHS will not apply any trip credits for the property at 1946 Van Ness Avenue which has been vacant since 2012. CHS will use the *SF Guidelines* to estimate trip distribution of existing trips from 2550 Van Ness Avenue and 1142 Van Ness Avenue.
CHS will use travel modes for the "Outside of Market Street Corridor" used in the Certified EIR to estimate the AAU-generated travel demand by mode:

Table 4 – Modal Splits

Mode	Drive	Carpool	Transit	Shuttle	Bike	Walk	Total
Residential Student	0%	0%	5%	57%	4%	34%	100%
Commuter Student	14%	6%	56%	11%	3%	10%	100%
Faculty and Staff	20%	4%	57%	1%	2%	16%	100%

Source: AAU EIR, July 2016

CHS will use the mode split assumptions for non-AAU uses based on the information provided in the *San Francisco Transportation Impact Analysis Guidelines*.

Task 5 – Project Impact Analysis

CHS will assess the expected circulation conditions relative to the Proposed Project, including the Proposed Project's circulation effects on vehicle traffic, transit, shuttle, pedestrians, bicycles, parking, loading, and emergency vehicles. The temporary effects of Proposed Project construction on local circulation will also be assessed. CHS will assess circulation associated with the primary access design, including vehicle, pedestrian, and bicycle access points, as shown in to-date Planning Department submissions. Our methodology for assessing project transportation impacts is described below.

Traffic: CHS will assess vehicle access to and from the project sites. CHS will qualitatively discuss how the Proposed Project trips would affect surrounding traffic circulation conditions, examining potential vehicle conflicts or queuing issues.

Vehicle Miles Traveled (VMT): CHS will include VMT information provided on the Planning Department's Transportation Information Map (http://54.83.57.240/tim/) for the traffic analysis zones (TAZ) in which the project sites are located. This information includes daily vehicle miles traveled per capita for each land use and a comparison against the regional average minus 15%, which is the City's threshold of significance.

Transit: CHS will qualitatively discuss general transit operations and potential conflicts near the project sites and present findings on the potential effects of the Proposed Project on surrounding transit operations.

Shuttle: CHS will compare the new shuttle route plan under the Proposed Project and the latest shuttle ridership data to the projections included in the Certified EIR to identify whether the Proposed Project would result in an expansion of service. CHS will qualitatively discuss general shuttle operations and potential conflicts near the Proposed Project sites.

Pedestrians/Bicycles: CHS will qualitatively assess pedestrian and bicycle conditions in the vicinity of the project site and present findings on potential conflicts between project-generated vehicle traffic and pedestrian and bicycle circulation. CHS will also compare City of San Francisco Planning Code ("Planning Code") requirements for Class I and Class II bicycle parking and related facilities to the Proposed Project supply. We will review the Proposed Project's streetscape plan to ensure compliance with the Planning Code and Better Streets Plan guidelines. We will qualitatively discuss the adequacy of pedestrian and bicycle site access, as well as pedestrian and bicycle routes from the Proposed Project site to the closest transit stops for lines described in Task 3.

Emergency Vehicle Access: CHS will qualitatively discuss potential effects on emergency vehicle access to the project site due to the Proposed Project.

Construction: CHS will evaluate potential short-term construction effects that would be generated by the Proposed Project. Construction evaluation will qualitatively address the staging and duration of construction activity, differences in intensity between various stages of construction (in terms of construction workers and truck trips), anticipated truck routings, estimated daily truck volumes, street and/or sidewalk closures, impacts on Muni operations, and construction worker parking to the extent possible from available information provided by the Project Sponsor.

Construction may overlap with several development projects adjacent to the Proposed Project, as well as transportation projects including the Van Ness BRT Project. Therefore, it may require coordination with various agencies and organizations including SFMTA, SF Public Works, and Caltrans. CHS will evaluate any temporary impacts that would result from concurrent construction of the Proposed Project and other projects identified by the Planning Department.

Loading: CHS will prepare a loading supply/code/demand assessment for the Proposed Project relative to the Planning Code. CHS will assess the proposed on-site loading facilities in terms of location and operational characteristics, including truck movement, internal loading circulation and clearance, location of trash storage/compactor, move-in/move-out procedures, and removal of garbage. Available on-street, curbside loading (existing and proposed) that may serve the Proposed Project will additionally be identified and assessed, as necessary.

Parking: CHS will prepare a parking assessment for the Proposed Project relative to the Planning Code. Any deficiencies per the Code will be quantified and exceptions to the Planning Code with respect to parking requirements will also be noted.

Task 6 – Cumulative Impact Analysis

2040 Cumulative Conditions: CHS will evaluate cumulative scenarios for each of the topic areas listed above under Task 6. The 2040 cumulative analysis will consider the planned infrastructure, roadway, and transit operations changes in the vicinity of the project as well as proposed changes under the SF Bike Plan, Muni Forward, Van Ness BRT project, and any other projects within the project vicinity as they relate to the topics listed above.

Traffic: CHS will describe ongoing and proposed streetscape and roadway improvements in the vicinity of the Proposed Project site, including the Van Ness Bus Rapid Transit (BRT) Project and its associated streetscape improvements. The effect of Van Ness BRT on Proposed Project's transportation elements will be discussed. The memo will also describe nearby approved or under review developments as identified by the Planning Department, and will describe the effect they could have on circulation for the Proposed Project.
Transit: CHS will also document and describe planned changes to transit service as part of Van Ness BRT, Muni Forward, and other SFMTA projects.

Pedestrian/Bicycle: CHS will summarize proposed pedestrian and bicycle changes in the study area identified in the *2009 San Francisco Bicycle Plan* and other proposed streetscape changes through neighboring projects. CHS will summarize proposed Vision Zero improvements in each project site's study area.

Loading: CHS will include a brief qualitative discussion of known proposed parking changes in the vicinity of the project site, if any.

Task 7 – Develop Improvement Measures

CHS will work cooperatively with Planning Department staff to develop improvement measures, if necessary, based on our analysis findings from Tasks 5 and 6.

Task 8 – Prepare Transportation Memorandum Draft #1 with Existing Conditions Section Only

CHS will prepare an Administrative Draft #1 Transportation Memorandum, including the documentation of existing conditions for each of eight project sites only. This Draft Memorandum will be submitted to the San Francisco Planning Department for review and for referral review by other City agencies. CHS will provide the Planning Department with one (1) electronic copy (in Word and PDF [with graphics]) and three (3) hard copies of the Draft #1 Circulation Memorandum. Technical appendices, including Proposed Project information and analysis used in the assessment, will be submitted with the Administrative Draft #1 Circulation Memorandum.

Task 9 – Prepare Transportation Memorandum Draft #2

CHS will prepare a Draft #2 Transportation Technical Memorandum addressing Planning's comments on Existing Conditions Section and incorporating analysis findings and impact discussions, and submit a Draft #2 Memorandum to the Planning Department for review. CHS will provide the Planning Department with one (1) electronic copy (in Word and PDF [with graphics]) and three (3) hard copies of the Draft #2 Circulation Memorandum.

Task 10 – Prepare Transportation Memorandum Screencheck Draft

CHS will respond to Draft #2 Circulation Memorandum comments by the Planning Department and submit to Planning Department a Screencheck Circulation Memorandum.

Task 11 – Prepare Final Transportation Memorandum

Following review and approval of the Screencheck Memorandum by Planning staff, CHS will then provide the Planning Department with one (1) electronic copy (in Word and PDF [with graphics]) and three (3) hard copies of a Final Circulation Memorandum.

Task 12 – Project Meetings

CHS will attend up to four meetings as part of this scope of work. Meetings could include the Project Sponsor and/or City staff. We are available to attend additional meetings (staff-level at additional coordination meetings and/or public hearings) on a time and materials basis.

Schedule

The project schedule may vary depending on a number of factors including, but not limited to, the timely arrival of submittals, thorough QA/QC of submitted materials by CHS, project site plan/description changes requiring new analysis, unknown caseload conflicts for City/Sponsor staff reviewers, holidays, or other unforeseen circumstances.

Based on our experience with similar projects and review periods conducted by the City Planning Department, CHS will provide the City and the Project Sponsor with an Administrative Draft #1 Transportation Memorandum within six (6) weeks after the scope has been finalized and approved by the Planning Department. Using this timeframe as a benchmark and factoring in appropriate review time for the City, the preparation of a Preliminary Draft #2 and Screencheck Draft, and addressing comments provided by City staff on both reports, CHS estimates to submit a Final Transportation Impact Study in approximately five (5) months from project initiation (see Table 5).[2]

[2] It is noted that CHS will prepare documentation in an expeditious manner and will assertively coordinate with City staff during the review period, and will address any concerns from City staff in a timely manner to ensure prompt delivery and maintain project schedule.

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Table 5 – AAU Development Agreement Project Transportation Memorandum Schedule

Project Task	Duration of Deliverable/Review (weeks)[2]	Milestone Date
Finalize Scope of Work	1	10/27/2017
Data Collection/Review [1]	2	11/10/2017
Prepare/Submit Draft #1 Memo (Existing Condition only) [1]	3	12/8/2017[3]
City Complete Review of Draft #1 Memo	4	1/12/2018[3]
Submit Preliminary Draft #2 Memo	6	2/23/2018
City Complete Review of Draft #2 Memo	4	3/23/2018
Submit Screencheck Draft Memo	2	4/6/2018
City Review of Screencheck Draft Memo	2	4/20/2018
Submit Final Memo	<1	4/27/2018

Notes:

1) Data collection will be conducted concurrently with preparation of Draft #1 Memorandum. This task includes coordination with Planning Staff to assure consistency with other TIS reports / memos in the project vicinity and "check-in" discussion to confirm methodologies/assumptions and discuss draft analysis findings.

2) Table 1 presents the standard duration/allowable time for review by City staff for each deliverable.

3) Assumes one additional week due to holiday schedule

Appendix B

1069 Pine Street Site Plans

1069 PINE STREET

CONCEPT PLAN - 10/18/2017

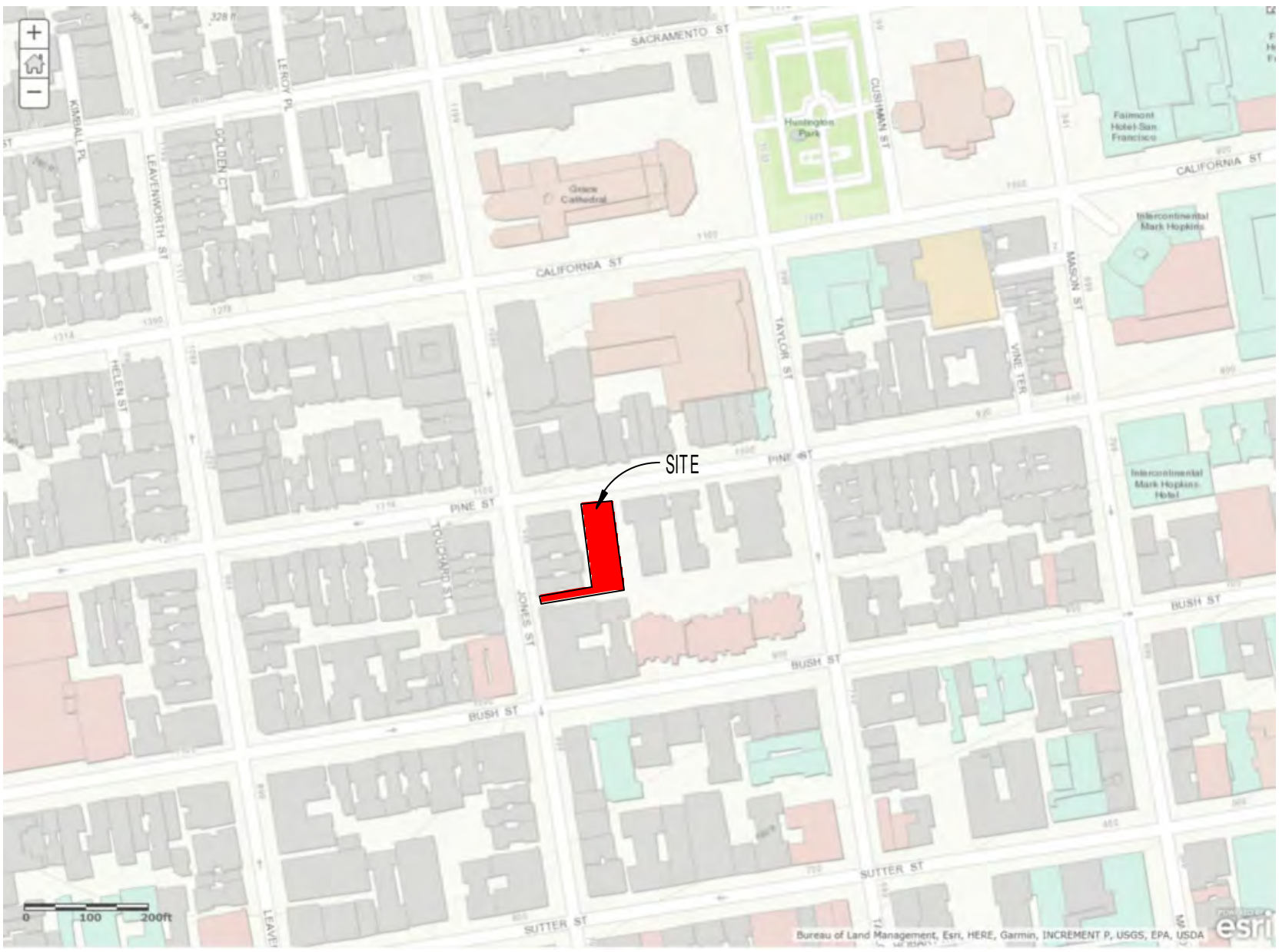
PROJECT SUMMARY

1069 Pine Street is new construction of affordable housing that consists of 64 studio units. Proposed design is under the assumption that the project will follow the Affordable Housing Bonus Program per Planning Code Setion 206.

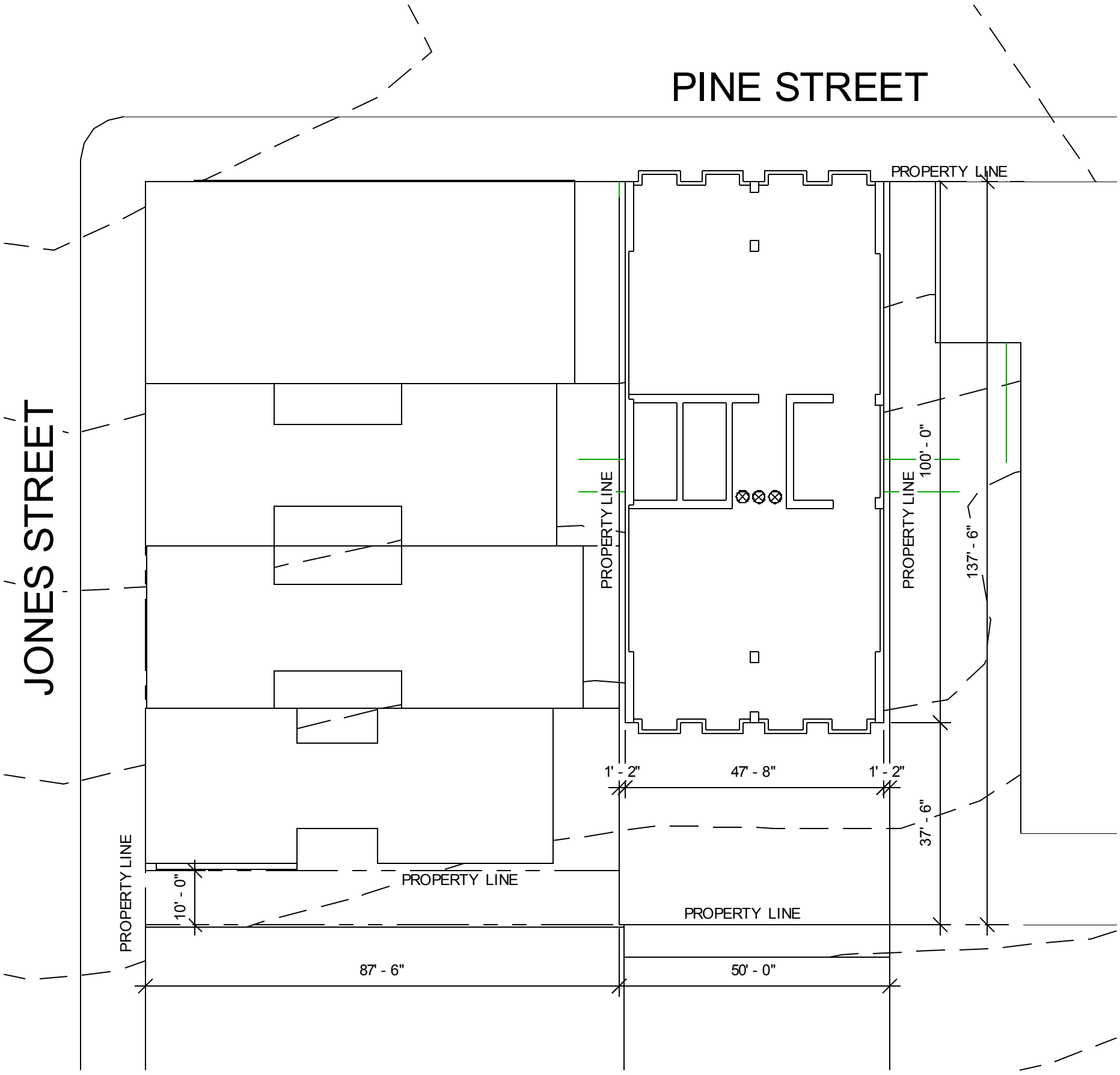
PROJECT DATA

Project Name:	1069 Pine Street
Address:	1069 - 1075 Pine Street, San Francisco, 94109
Block Number:	0275
Lot Number:	008
Lot Size:	7,749 S.F.
Zoning District:	RM-4
Building Area:	48,520 S.F.
Unit Count:	64 Studio Units
Height Limit:	65-A
Building Height:	82' Above Pine St. Measured From Curb At Bldg Midpoint to T.O. Flat Roof
Number Of Stories:	8 Above Pine St, 2 Levels below Pine St.
Construction Type:	Type-IA
Occupancy Type(S):	R-2, M, B

VICINITY MAP



SSDP
Saida + Sullivan Design Partners



1 SITE PLAN
3/64" = 1'-0"

1069 PINE STREET

1069 PINE ST. SAN FRANCISCO, CA 94109

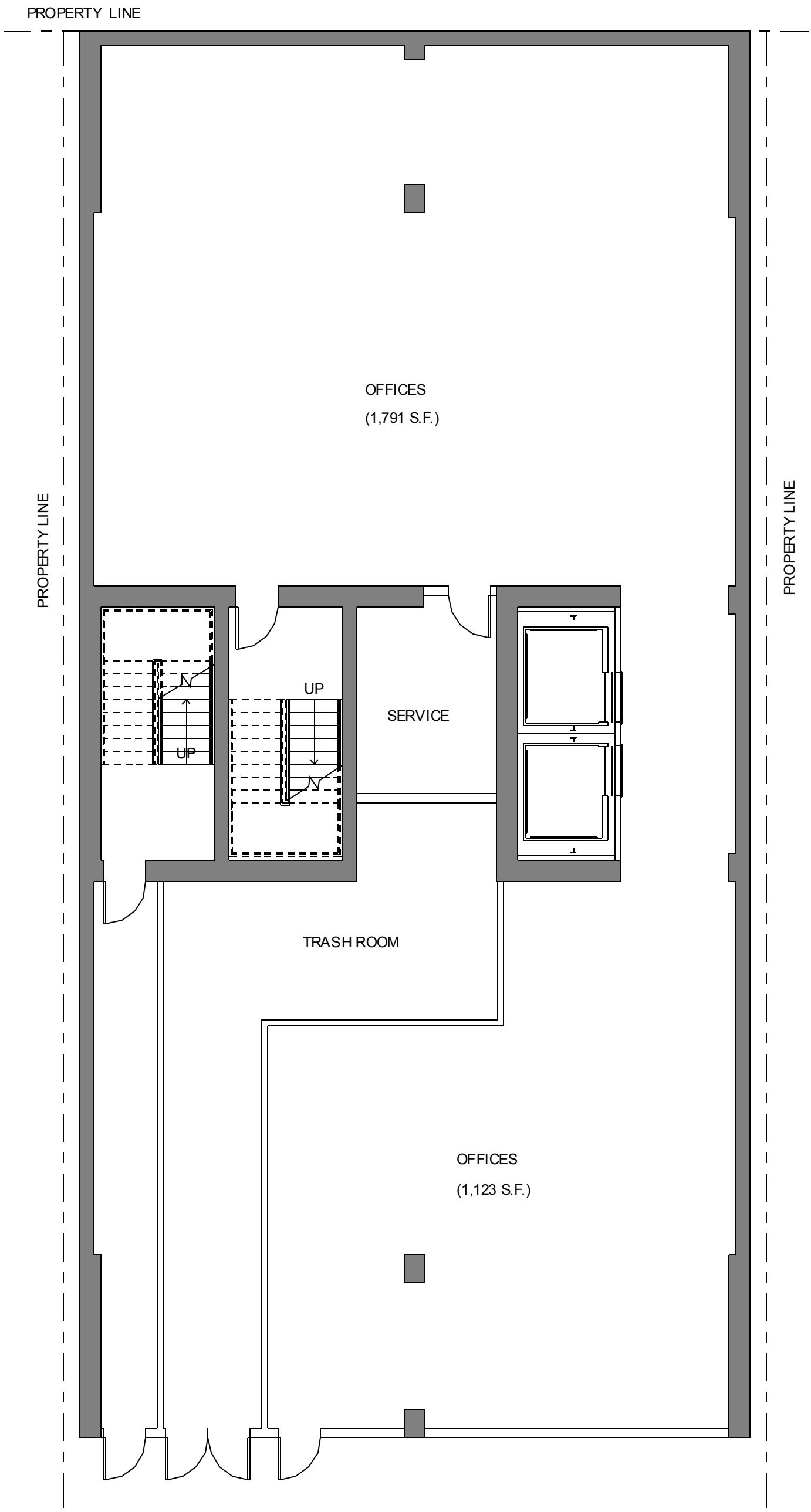
SITE PLAN

1.1

10.18.2017

SSDP
Salda + Sullivan Design Partners

PINE STREET



1 Baement 2
1/8" = 1'-0"

1069 PINE STREET

1069 PINE ST. SAN FRANCISCO, CA 94109

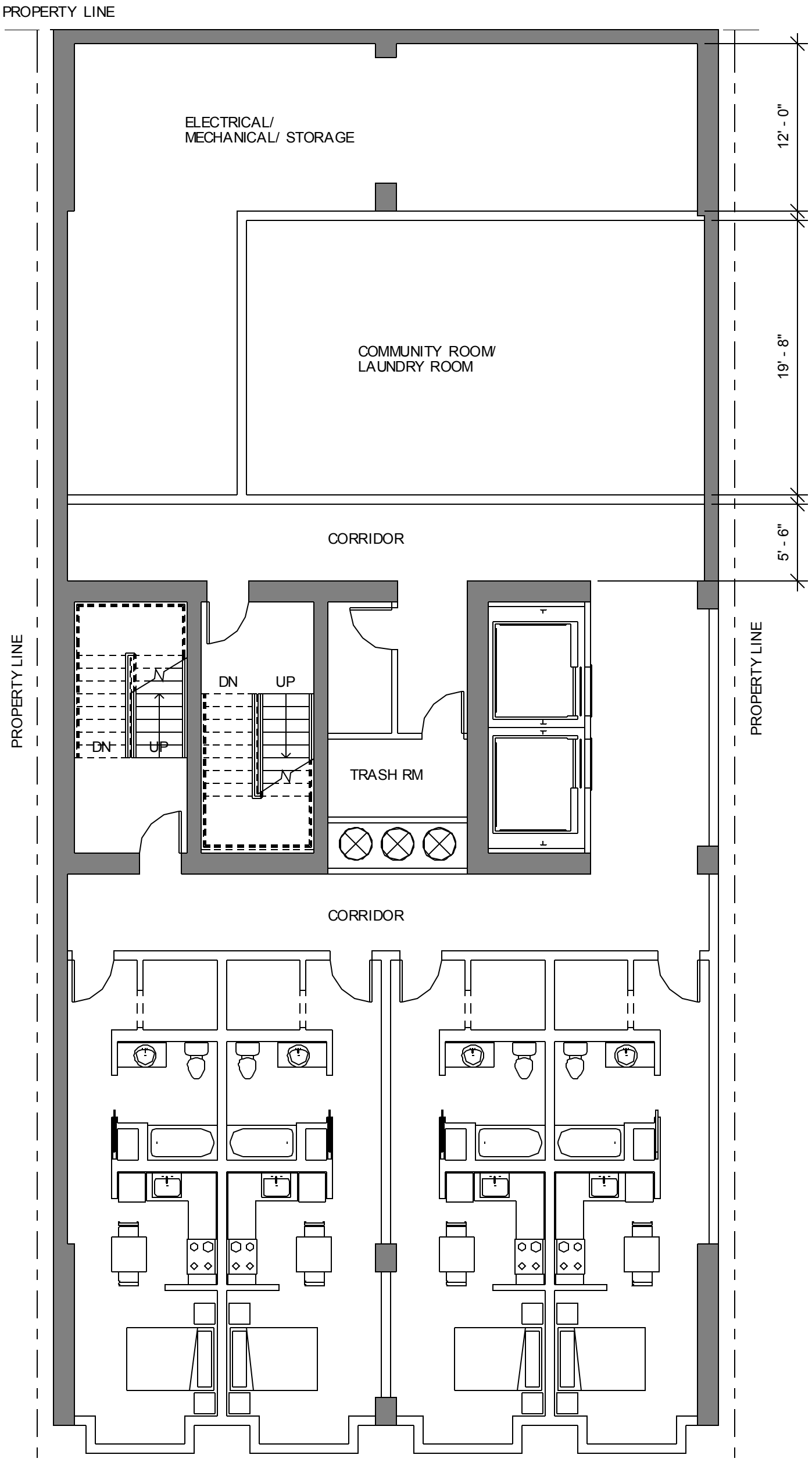
FLOOR PLAN - BASEMENT 2

SSDP
Solde + Sullivan Design Partners

2.1

10.18.2017

PINE STREET



1 Basement 1
1/8" = 1'-0"

1069 PINE STREET

1069 PINE ST. SAN FRANCISCO, CA 94109

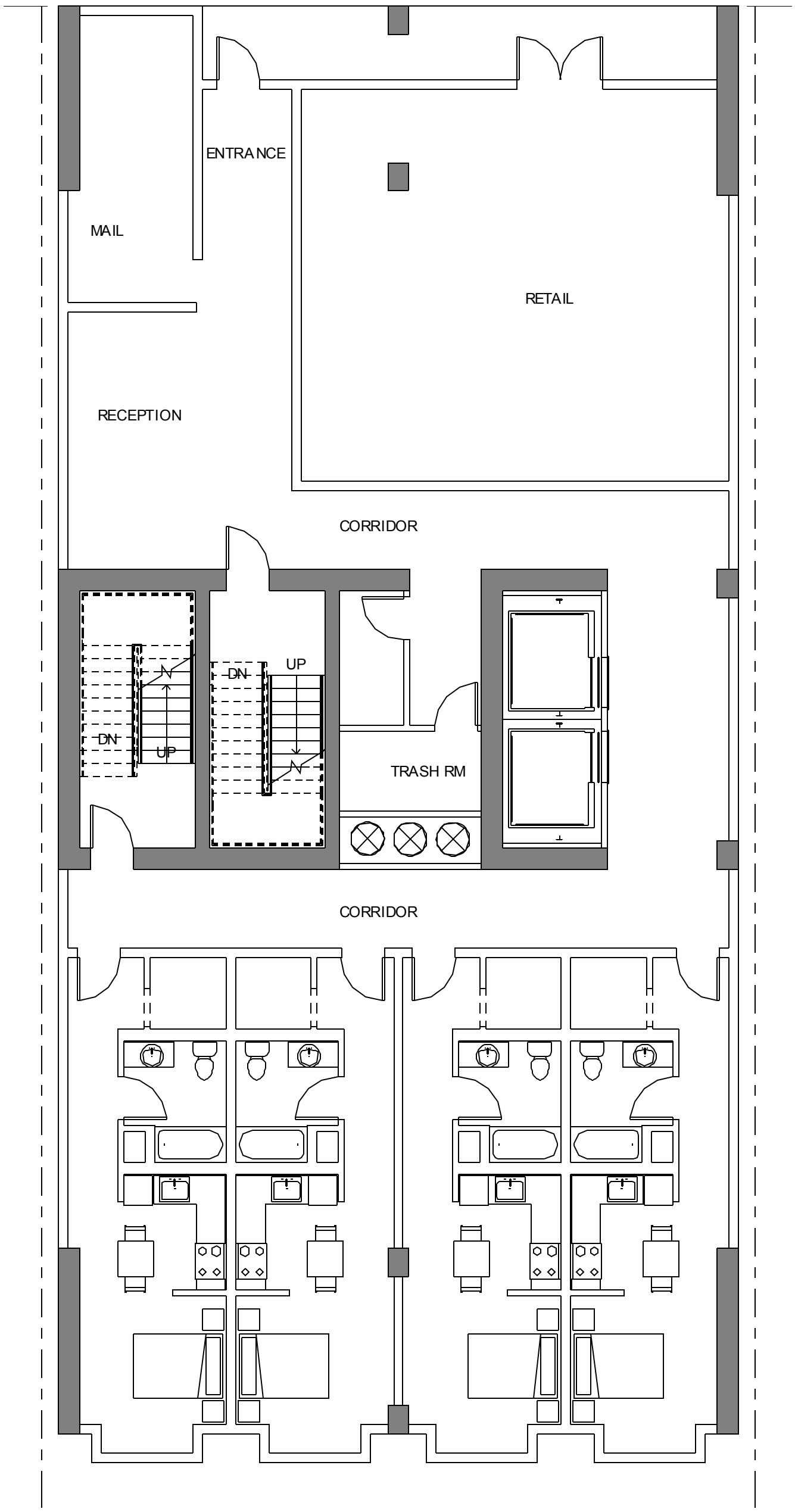
FLOOR PLAN - BASEMENT 1

SSDP
Solda + Sullivan Design Partners

2.2

10.18.2017

PINE STREET



1 1st Floor
1/8" = 1'-0"

1069 PINE STREET

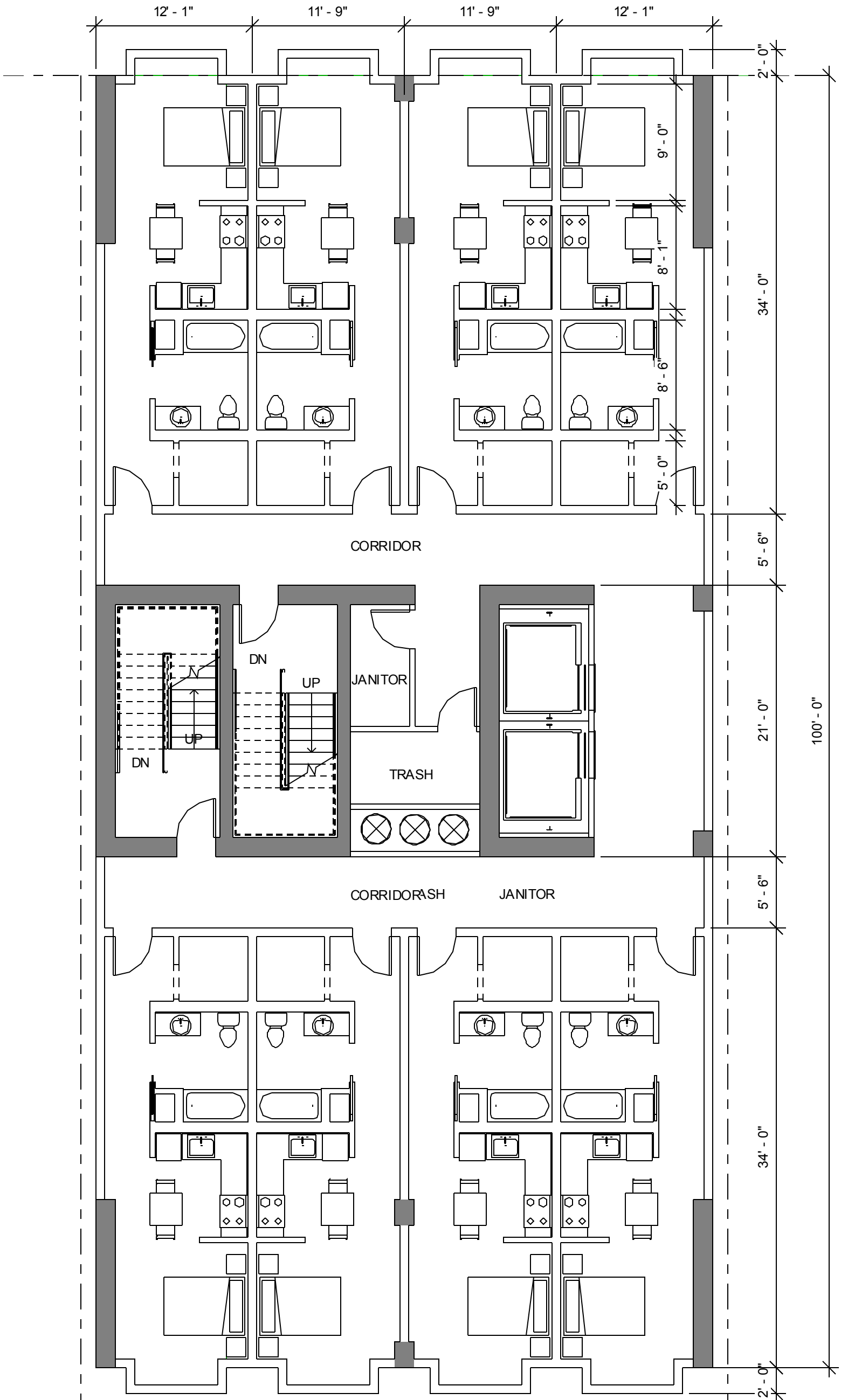
1069 PINE ST. SAN FRANCISCO, CA 94109

FLOOR PLAN - 1ST FLOOR

SSDP
Salda + Sullivan Design Partners

2.3

10.18.2017



1 2nd - 8th Floors
1/8" = 1'-0"

1069 PINE STREET

1069 PINE ST. SAN FRANCISCO, CA 94109

2ND - 8TH FLOORS

SSDP
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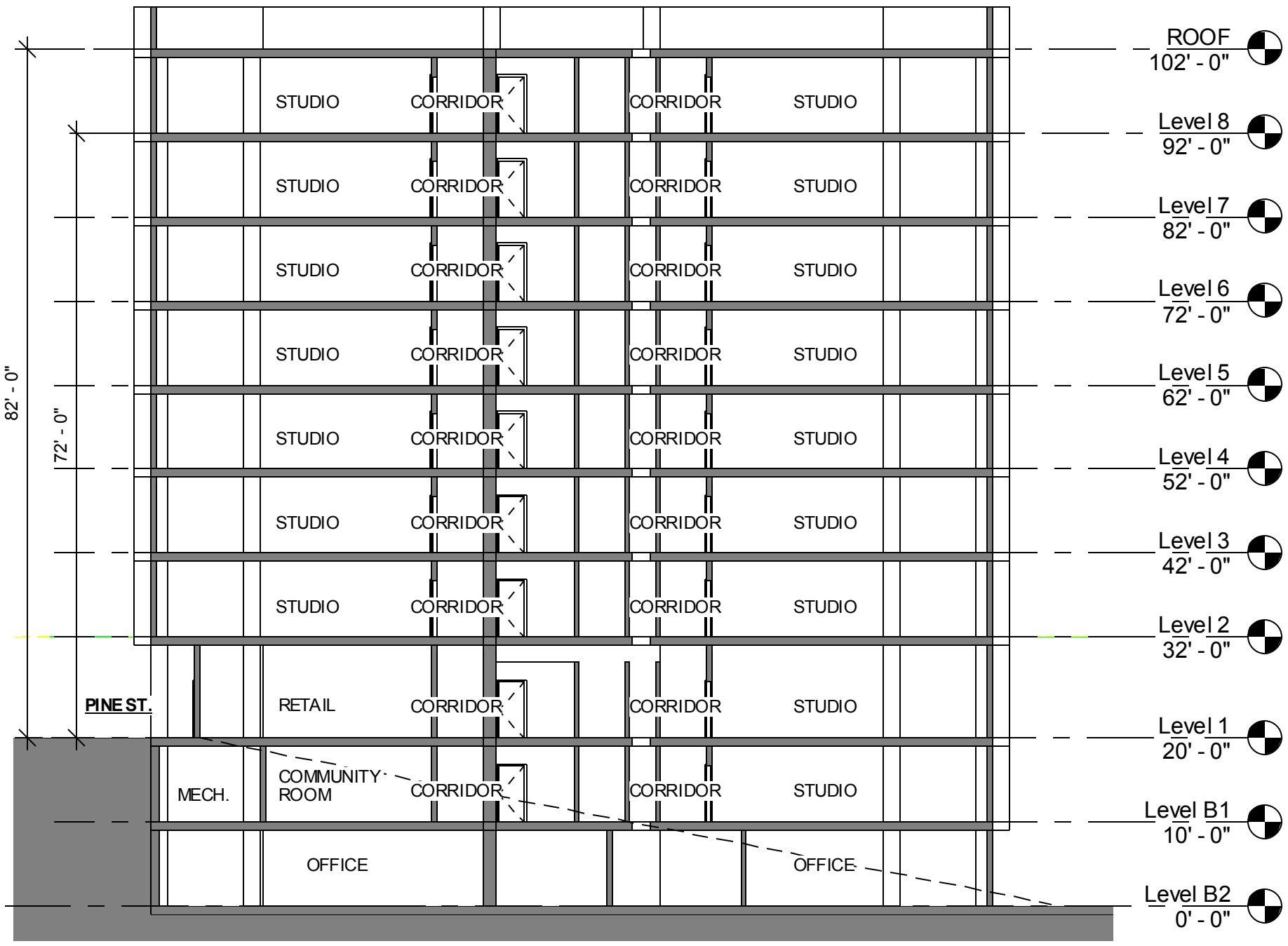
2.4

10.18.2017



1 Longitudinal Section
1/16" = 1'-0"

1069 PINE STREET

1069 PINE ST. SAN FRANCISCO, CA 94109

LONGITUDINAL SECTION

2.5

10.18.2017

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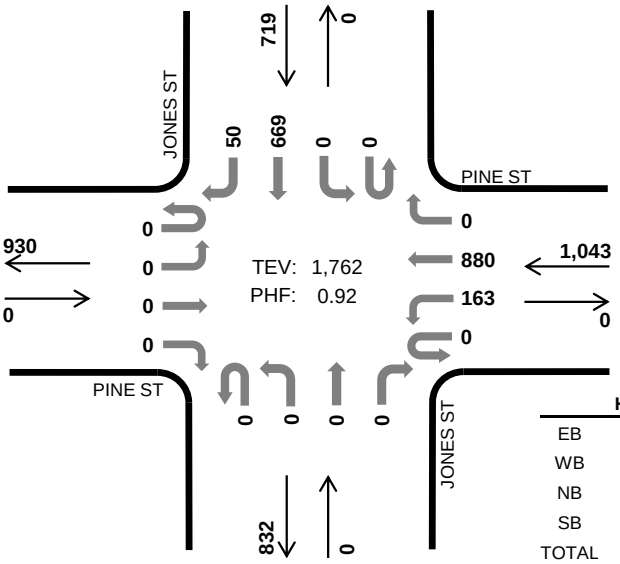
Appendix C

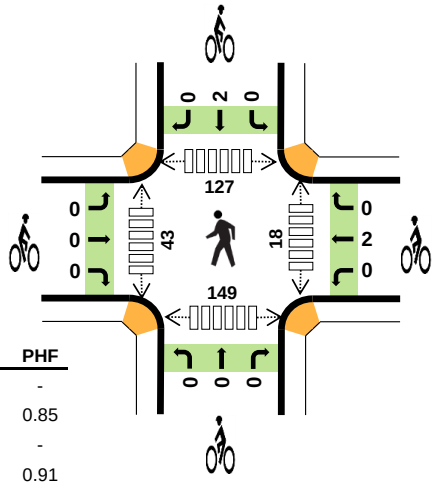
Intersection Turning Movement Counts

JONES ST
PINE ST

Date: 11/07/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	-	-
WB	3.8%	0.85
NB	-	-
SB	0.8%	0.91
TOTAL	2.6%	0.92

Two-Hour Count Summaries

Interval Start	PINE ST Eastbound				PINE ST Westbound				JONES ST Northbound				JONES ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	43	188	0	0	0	0	0	0	0	112	15	358	0
7:15 AM	0	0	0	0	0	38	201	0	0	0	0	0	0	0	125	12	376	0
7:30 AM	0	0	0	0	0	27	239	0	0	0	0	0	0	0	138	13	417	0
7:45 AM	0	0	0	0	0	38	230	0	0	0	0	0	0	1	147	8	424	1,575
8:00 AM	**0**	**0**	**0**	**0**	**0**	**44**	**262**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**162**	**12**	**480**	1,697
8:15 AM	**0**	**0**	**0**	**0**	**0**	**29**	**194**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**151**	**9**	**383**	1,704
8:30 AM	**0**	**0**	**0**	**0**	**0**	**50**	**231**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**179**	**9**	**469**	1,756
8:45 AM	**0**	**0**	**0**	**0**	**0**	**40**	**193**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**177**	**20**	**430**	**1,762**
Count Total	0	0	0	0	0	309	1,738	0	0	0	0	0	0	1	1,191	98	3,337	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**163**	**880**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**669**	**50**	**1,762**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**6**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**46**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**4%**	**4%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**2%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	4	0	1	*5*	0	0	0	1	*1*	4	5	21	19	*49*
7:15 AM	0	16	0	1	*17*	0	0	0	0	*0*	12	9	28	27	*76*
7:30 AM	0	9	0	2	*11*	0	0	0	0	*0*	4	7	26	21	*58*
7:45 AM	0	12	0	3	*15*	0	2	0	0	*2*	5	9	36	26	*76*
8:00 AM	**0**	**9**	**0**	**2**	***11***	**0**	**0**	**0**	**0**	***0***	**4**	**12**	**27**	**34**	*77*
8:15 AM	**0**	**11**	**0**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**2**	**12**	**26**	**40**	*80*
8:30 AM	**0**	**15**	**0**	**3**	***18***	**0**	**1**	**0**	**0**	***1***	**6**	**12**	**47**	**41**	*106*
8:45 AM	**0**	**5**	**0**	**0**	***5***	**0**	**1**	**0**	**2**	***3***	**6**	**7**	**27**	**34**	***74***
Count Total	0	81	0	13	*94*	0	4	0	3	*7*	43	73	238	242	*596*
Peak Hour	**0**	**40**	**0**	**6**	***46***	**0**	**2**	**0**	**2**	***4***	**18**	**43**	**127**	**149**	***337***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	PINE ST Eastbound				PINE ST Westbound				JONES ST Northbound				JONES ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	5	0
7:15 AM	0	0	0	0	0	4	12	0	0	0	0	0	0	0	1	0	17	0
7:30 AM	0	0	0	0	0	1	8	0	0	0	0	0	0	0	1	1	11	0
7:45 AM	0	0	0	0	0	1	11	0	0	0	0	0	0	0	3	0	15	48
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**11**	54
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**12**	49
8:30 AM	**0**	**0**	**0**	**0**	**0**	**3**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**18**	56
8:45 AM	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**46**
Count Total	0	0	0	0	0	12	69	0	0	0	0	0	0	0	11	2	94	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**6**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**46**	**0**

Two-Hour Count Summaries - Bikes

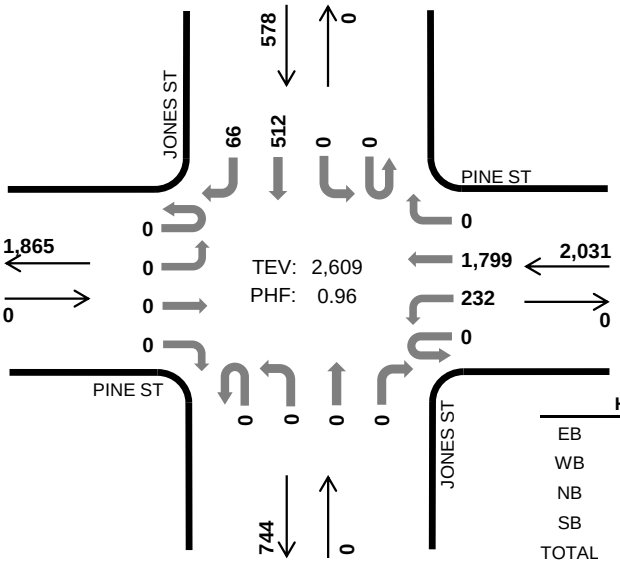
Interval Start	PINE ST Eastbound			PINE ST Westbound			JONES ST Northbound			JONES ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
8:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**4**
Count Total	0	0	0	0	4	0	0	0	0	0	3	0	7	0
Peak Hour	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

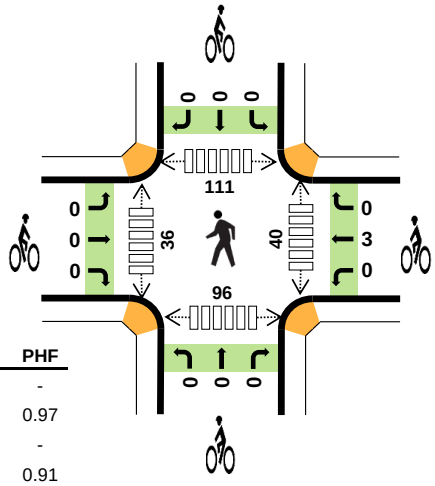
JONES ST
PINE ST

Date: 11/07/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Peak Hour



	HV %:	PHF
EB	-	-
WB	1.8%	0.97
NB	-	-
SB	0.9%	0.91
TOTAL	1.6%	0.96



Two-Hour Count Summaries

Interval Start	PINE ST Eastbound				PINE ST Westbound				JONES ST Northbound				JONES ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	46	342	0	0	0	0	0	0	0	109	26	523	0
4:15 PM	0	0	0	0	0	50	379	0	0	0	0	0	0	0	100	25	554	0
4:30 PM	0	0	0	0	0	59	363	0	0	0	0	0	0	0	118	15	555	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**51**	**445**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**131**	**20**	**647**	2,279
5:00 PM	**0**	**0**	**0**	**0**	**0**	**58**	**437**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**112**	**17**	**624**	2,380
5:15 PM	**0**	**0**	**0**	**0**	**0**	**62**	**461**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**148**	**10**	**681**	2,507
5:30 PM	**0**	**0**	**0**	**0**	**0**	**61**	**456**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**121**	**19**	**657**	**2,609**
5:45 PM	0	0	0	0	0	56	427	0	0	0	0	0	0	0	127	13	623	2,585
Count Total	0	0	0	0	0	443	3,310	0	0	0	0	0	0	0	966	145	4,864	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**232**	**1,799**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**512**	**66**	**2,609**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**2**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**41**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**1%**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**3%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	12	0	0	*12*	0	1	0	0	*1*	9	3	16	12	*40*
4:15 PM	0	10	0	0	*10*	0	0	0	0	*0*	3	13	15	19	*50*
4:30 PM	0	7	0	2	*9*	0	1	0	0	*1*	8	8	17	18	*51*
4:45 PM	**0**	**8**	**0**	**1**	***9***	**0**	**1**	**0**	**0**	***1***	**8**	**8**	**13**	**21**	*50*
5:00 PM	**0**	**7**	**0**	**2**	***9***	**0**	**2**	**0**	**0**	***2***	**8**	**9**	**22**	**19**	*58*
5:15 PM	**0**	**11**	**0**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**7**	**8**	**38**	**30**	*83*
5:30 PM	**0**	**10**	**0**	**2**	***12***	**0**	**0**	**0**	**0**	***0***	**17**	**11**	**38**	**26**	***92***
5:45 PM	0	13	0	1	*14*	0	1	0	0	*1*	11	7	23	40	*81*
Count Total	0	78	0	8	*86*	0	6	0	0	*6*	71	67	182	185	*505*
Peak Hour	**0**	**36**	**0**	**5**	***41***	**0**	**3**	**0**	**0**	***3***	**40**	**36**	**111**	**96**	***283***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	PINE ST Eastbound				PINE ST Westbound				JONES ST Northbound				JONES ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	12	0
4:15 PM	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	10	0
4:30 PM	0	0	0	0	0	1	6	0	0	0	0	0	0	0	2	0	9	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	40
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**9**	37
5:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	38
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**12**	**41**
5:45 PM	0	0	0	0	0	3	10	0	0	0	0	0	0	0	1	0	14	46
Count Total	0	0	0	0	0	9	69	0	0	0	0	0	0	0	6	2	86	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**41**	**0**

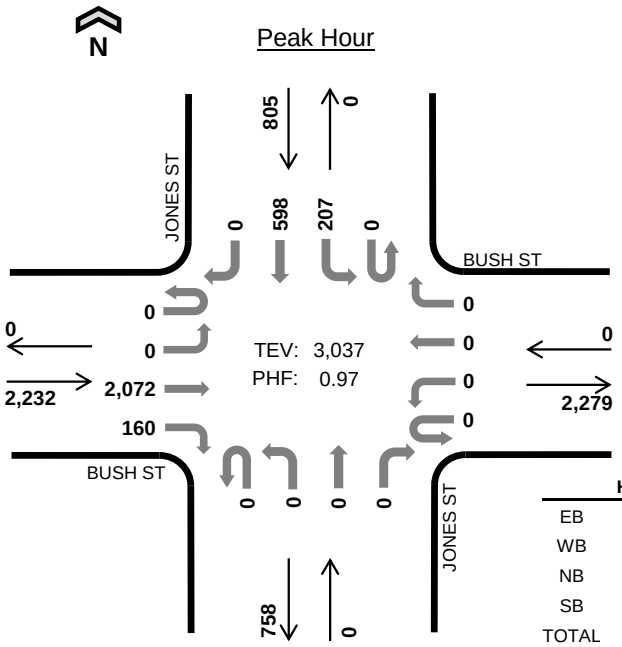
Two-Hour Count Summaries - Bikes

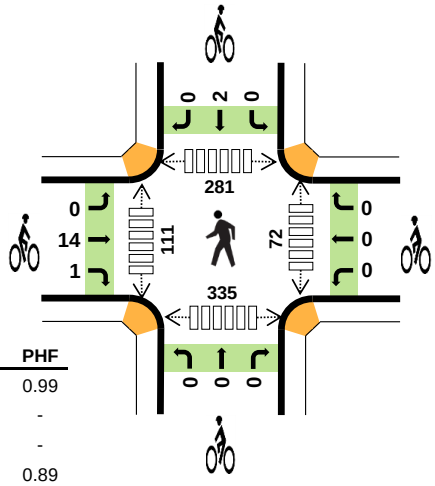
Interval Start	PINE ST Eastbound			PINE ST Westbound			JONES ST Northbound			JONES ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:00 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	3
Count Total	0	0	0	1	5	0	0	0	0	0	0	0	6	0
Peak Hour	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

JONES ST
BUSH ST

Date: 11/07/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	3.0%	0.99
WB	-	-
NB	-	-
SB	1.6%	0.89
TOTAL	2.6%	0.97

Two-Hour Count Summaries

Interval Start	BUSH ST Eastbound				BUSH ST Westbound				JONES ST Northbound				JONES ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	327	51	0	0	0	0	0	0	0	0	0	27	129	0	534	0
7:15 AM	0	0	398	40	0	0	0	0	0	0	0	0	0	31	135	0	604	0
7:30 AM	0	0	435	48	0	0	0	0	0	0	0	0	0	22	139	0	644	0
7:45 AM	**0**	**0**	**528**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**139**	**0**	**759**	2,541
8:00 AM	**0**	**0**	**497**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**149**	**0**	**752**	2,759
8:15 AM	**0**	**0**	**532**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**139**	**0**	**741**	2,896
8:30 AM	**0**	**0**	**515**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**171**	**0**	**785**	**3,037**
8:45 AM	0	0	463	32	0	0	0	0	0	0	0	0	0	61	153	0	709	2,987
Count Total	0	0	3,695	331	0	0	0	0	0	0	0	0	0	348	1,154	0	5,528	0
Peak Hour All	**0**	**0**	**2,072**	**160**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**207**	**598**	**0**	**3,037**	**0**
Peak Hour HV	**0**	**0**	**58**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**	**0**	**79**	**0**
Peak Hour HV%	**-**	**-**	**3%**	**5%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**2%**	**-**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	15	0	0	1	*16*	1	0	0	1	*2*	9	12	28	29	*78*
7:15 AM	19	0	0	5	*24*	3	0	0	0	*3*	10	17	40	42	*109*
7:30 AM	13	0	0	2	*15*	7	0	0	0	*7*	16	18	56	62	*152*
7:45 AM	**17**	**0**	**0**	**4**	***21***	**1**	**0**	**0**	**0**	***1***	**13**	**26**	**51**	**58**	*148*
8:00 AM	**16**	**0**	**0**	**2**	***18***	**5**	**0**	**0**	**0**	***5***	**19**	**27**	**72**	**79**	*197*
8:15 AM	**17**	**0**	**0**	**2**	***19***	**4**	**0**	**0**	**0**	***4***	**19**	**35**	**80**	**99**	*233*
8:30 AM	**16**	**0**	**0**	**5**	***21***	**5**	**0**	**0**	**2**	***7***	**21**	**23**	**78**	**99**	***221***
8:45 AM	18	0	0	2	*20*	9	0	0	4	*13*	16	15	52	83	*166*
Count Total	131	0	0	23	*154*	35	0	0	7	*42*	123	173	457	551	*1,304*
Peak Hour	**66**	**0**	**0**	**13**	***79***	**15**	**0**	**0**	**2**	***17***	**72**	**111**	**281**	**335**	***799***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	BUSH ST Eastbound				BUSH ST Westbound				JONES ST Northbound				JONES ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	14	1	0	0	0	0	0	0	0	0	0	0	1	0	16	0
7:15 AM	0	0	17	2	0	0	0	0	0	0	0	0	0	1	4	0	24	0
7:30 AM	0	0	12	1	0	0	0	0	0	0	0	0	0	0	2	0	15	0
7:45 AM	**0**	**0**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**21**	76
8:00 AM	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**18**	78
8:15 AM	**0**	**0**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**19**	73
8:30 AM	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**21**	**79**
8:45 AM	0	0	17	1	0	0	0	0	0	0	0	0	0	0	2	0	20	78
Count Total	0	0	118	13	0	0	0	0	0	0	0	0	0	5	18	0	154	0
Peak Hour	**0**	**0**	**58**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**	**0**	**79**	**0**

Two-Hour Count Summaries - Bikes

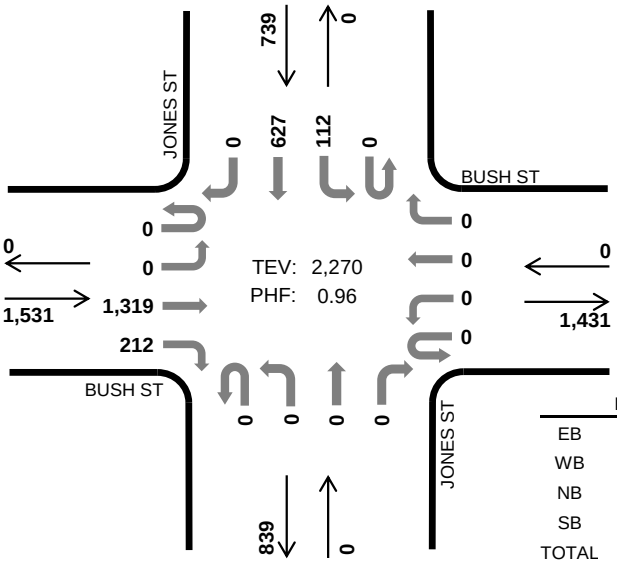
Interval Start	BUSH ST Eastbound			BUSH ST Westbound			JONES ST Northbound			JONES ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	0
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	4	3	0	0	0	0	0	0	0	0	0	7	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	13
8:00 AM	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	16
8:15 AM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	17
8:30 AM	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**7**	**17**
8:45 AM	0	9	0	0	0	0	0	0	0	1	3	0	13	29
Count Total	0	31	4	0	0	0	0	0	0	1	6	0	42	0
Peak Hour	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**17**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

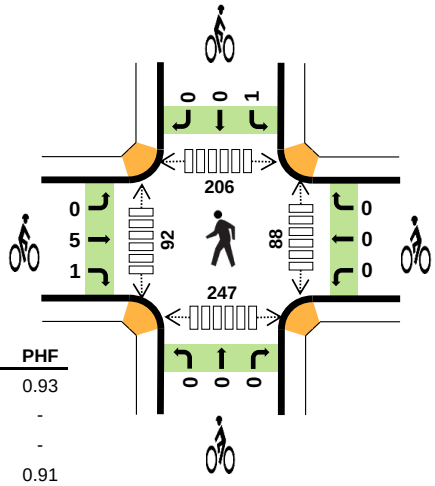
JONES ST
BUSH ST

Date: 11/07/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

Peak Hour



	HV %:	PHF
EB	1.8%	0.93
WB	-	-
NB	-	-
SB	0.9%	0.91
TOTAL	1.5%	0.96



Two-Hour Count Summaries

Interval Start		BUSH ST Eastbound				BUSH ST Westbound				JONES ST Northbound				JONES ST Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	315	42	0	0	0	0	0	0	0	0	0	19	135	0	511	0
4:15 PM		0	0	306	40	0	0	0	0	0	0	0	0	0	30	118	0	494	0
4:30 PM		**0**	**0**	**306**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**145**	**0**	**533**	0
4:45 PM		**0**	**0**	**368**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**151**	**0**	**594**	2,132
5:00 PM		**0**	**0**	**325**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**148**	**0**	**557**	2,178
5:15 PM		**0**	**0**	**320**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**183**	**0**	**586**	**2,270**
5:30 PM		0	0	209	35	0	0	0	0	0	0	0	0	0	29	160	0	433	2,170
5:45 PM		0	0	319	52	0	0	0	0	0	0	0	0	0	40	144	0	555	2,131
Count Total		0	0	2,468	381	0	0	0	0	0	0	0	0	0	230	1,184	0	4,263	0
Peak Hour	**All**	**0**	**0**	**1,319**	**212**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**112**	**627**	**0**	**2,270**	**0**
	HV	**0**	**0**	**22**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**35**	**0**
	HV%	**-**	**-**	**2%**	**3%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**1%**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	0	0	1	*5*	2	0	0	0	*2*	22	25	44	49	*140*
4:15 PM	7	0	0	2	*9*	2	0	0	0	*2*	11	15	24	35	*85*
4:30 PM	**7**	**0**	**0**	**3**	***10***	**1**	**0**	**0**	**1**	***2***	**9**	**28**	**34**	**45**	*116*
4:45 PM	**8**	**0**	**0**	**0**	***8***	**1**	**0**	**0**	**0**	***1***	**26**	**19**	**43**	**64**	*152*
5:00 PM	**7**	**0**	**0**	**2**	***9***	**2**	**0**	**0**	**0**	***2***	**28**	**18**	**48**	**57**	*151*
5:15 PM	**6**	**0**	**0**	**2**	***8***	**2**	**0**	**0**	**0**	***2***	**25**	**27**	**81**	**81**	***214***
5:30 PM	4	0	0	1	*5*	2	0	0	0	*2*	26	12	69	49	*156*
5:45 PM	9	0	0	4	*13*	4	0	0	0	*4*	31	29	92	75	*227*
Count Total	52	0	0	15	*67*	16	0	0	1	*17*	178	173	435	455	*1,241*
Peak Hour	**28**	**0**	**0**	**7**	***35***	**6**	**0**	**0**	**1**	***7***	**88**	**92**	**206**	**247**	***633***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	BUSH ST Eastbound				BUSH ST Westbound				JONES ST Northbound				JONES ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	5	0
4:15 PM	0	0	4	3	0	0	0	0	0	0	0	0	0	1	1	0	9	0
4:30 PM	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**10**	0
4:45 PM	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	32
5:00 PM	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**9**	36
5:15 PM	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**8**	**35**
5:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	5	30
5:45 PM	0	0	8	1	0	0	0	0	0	0	0	0	0	1	3	0	13	35
Count Total	0	0	41	11	0	0	0	0	0	0	0	0	0	2	13	0	67	0
Peak Hour	**0**	**0**	**22**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**35**	**0**

Two-Hour Count Summaries - Bikes

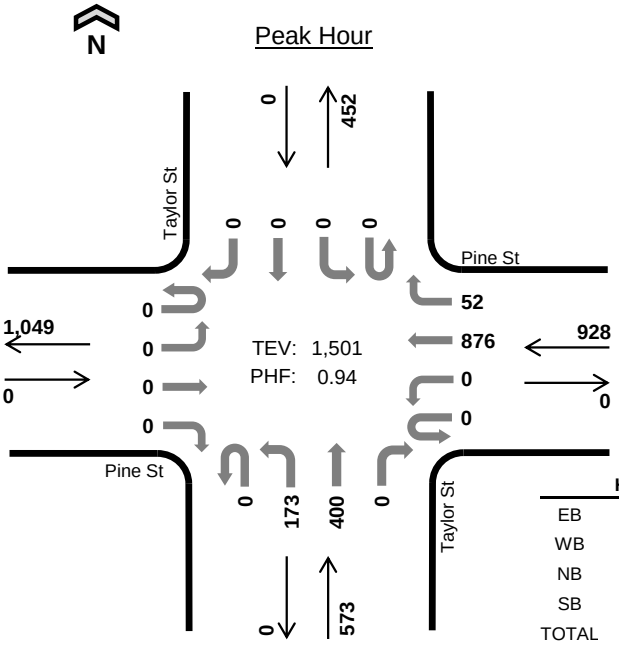
Interval Start	BUSH ST Eastbound			BUSH ST Westbound			JONES ST Northbound			JONES ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:00 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	7
5:15 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	7
5:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	4	10
Count Total	0	14	2	0	0	0	0	0	0	1	0	0	17	0
Peak Hour	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**0**

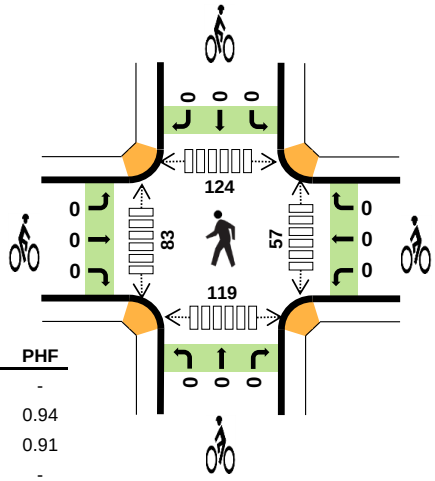
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Taylor St
Pine St

Date: 04/13/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour





	HV %:	PHF
EB	-	-
WB	4.7%	0.94
NB	2.3%	0.91
SB	-	-
TOTAL	3.8%	0.94

Two-Hour Count Summaries

Interval Start	Pine St Eastbound				Pine St Westbound				Taylor St Northbound				Taylor St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	142	12	0	32	42	0	0	0	0	0	228	0
7:15 AM	0	0	0	0	0	0	171	12	0	41	84	0	0	0	0	0	308	0
7:30 AM	0	0	0	0	0	0	200	13	0	35	85	0	0	0	0	0	333	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**220**	**7**	**0**	**45**	**101**	**0**	**0**	**0**	**0**	**0**	**373**	1,242
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**231**	**12**	**0**	**42**	**115**	**0**	**0**	**0**	**0**	**0**	**400**	1,414
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**199**	**13**	**0**	**51**	**89**	**0**	**0**	**0**	**0**	**0**	**352**	1,458
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**226**	**20**	**0**	**35**	**95**	**0**	**0**	**0**	**0**	**0**	**376**	**1,501**
8:45 AM	0	0	0	0	0	0	187	12	0	35	91	0	0	0	0	0	325	1,453
Count Total	0	0	0	0	0	0	1,576	101	0	316	702	0	0	0	0	0	2,695	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**0**	**876**	**52**	**0**	**173**	**400**	**0**	**0**	**0**	**0**	**0**	**1,501**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**1**	**0**	**4**	**9**	**0**	**0**	**0**	**0**	**0**	**57**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**-**	**5%**	**2%**	**-**	**2%**	**2%**	**-**	**-**	**-**	**-**	**-**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	7	3	0	*10*	0	0	0	0	*0*	12	6	17	9	*44*
7:15 AM	0	7	3	0	*10*	0	0	0	0	*0*	13	17	22	28	*80*
7:30 AM	0	14	2	0	*16*	0	0	0	0	*0*	15	8	24	20	*67*
7:45 AM	**0**	**7**	**1**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**11**	**19**	**27**	**20**	*77*
8:00 AM	**0**	**12**	**1**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**17**	**20**	**25**	**47**	*109*
8:15 AM	**0**	**9**	**5**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**14**	**21**	**31**	**27**	*93*
8:30 AM	**0**	**16**	**6**	**0**	***22***	**0**	**0**	**0**	**0**	***0***	**15**	**23**	**41**	**25**	***104***
8:45 AM	0	5	3	0	*8*	0	0	0	0	*0*	18	17	18	34	*87*
Count Total	0	77	24	0	*101*	0	0	0	0	*0*	115	131	205	210	*661*
Peak Hour	**0**	**44**	**13**	**0**	***57***	**0**	**0**	**0**	**0**	***0***	**57**	**83**	**124**	**119**	***383***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Pine St Eastbound				Pine St Westbound				Taylor St Northbound				Taylor St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	7	0	0	1	2	0	0	0	0	0	10	0
7:15 AM	0	0	0	0	0	0	7	0	0	1	2	0	0	0	0	0	10	0
7:30 AM	0	0	0	0	0	0	14	0	0	0	2	0	0	0	0	0	16	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	44
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	47
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	51
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**22**	**57**
8:45 AM	0	0	0	0	0	0	5	0	0	1	2	0	0	0	0	0	8	57
Count Total	0	0	0	0	0	0	76	1	0	7	17	0	0	0	0	0	101	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**1**	**0**	**4**	**9**	**0**	**0**	**0**	**0**	**0**	**57**	**0**

Two-Hour Count Summaries - Bikes

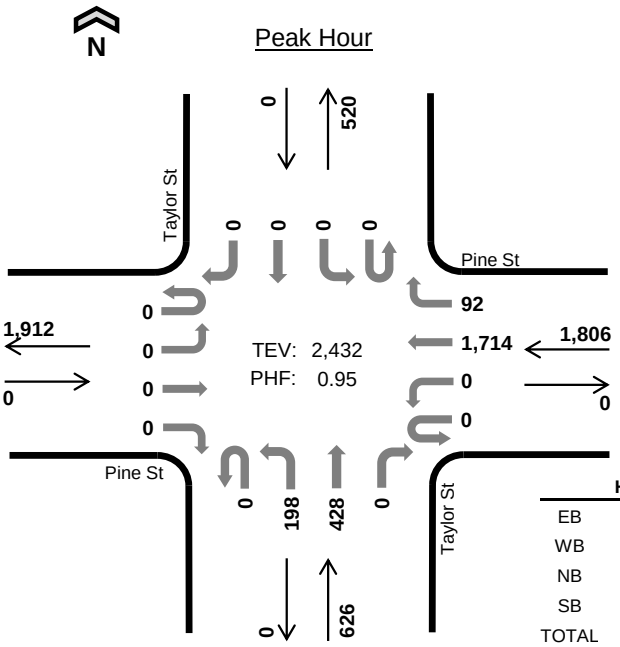
Interval Start	Pine St Eastbound			Pine St Westbound			Taylor St Northbound			Taylor St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

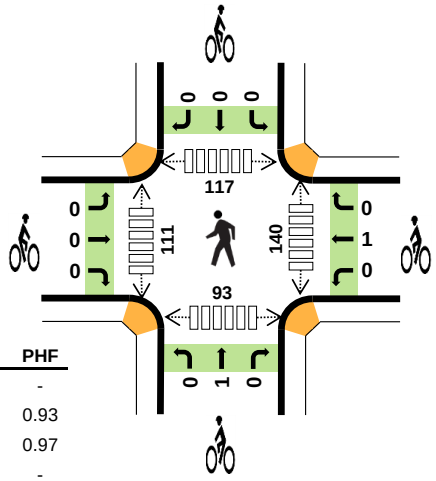
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Taylor St
Pine St

Date: 04/13/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	-	-
WB	1.9%	0.93
NB	0.3%	0.97
SB	-	-
TOTAL	1.5%	0.95

Two-Hour Count Summaries

Interval Start	Pine St Eastbound				Pine St Westbound				Taylor St Northbound				Taylor St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	354	21	0	56	91	0	0	0	0	0	522	0
4:15 PM	0	0	0	0	0	0	385	25	0	51	107	0	0	0	0	0	568	0
4:30 PM	0	0	0	0	0	0	393	19	0	67	97	0	0	0	0	0	576	0
4:45 PM	0	0	0	0	0	0	396	15	0	70	99	0	0	0	0	0	580	2,246
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**398**	**26**	**0**	**56**	**97**	**0**	**0**	**0**	**0**	**0**	**577**	2,301
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**462**	**26**	**0**	**45**	**107**	**0**	**0**	**0**	**0**	**0**	**640**	2,373
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**432**	**22**	**0**	**41**	**119**	**0**	**0**	**0**	**0**	**0**	**614**	2,411
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**422**	**18**	**0**	**56**	**105**	**0**	**0**	**0**	**0**	**0**	**601**	**2,432**
Count Total	0	0	0	0	0	0	3,242	172	0	442	822	0	0	0	0	0	4,678	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**0**	**1,714**	**92**	**0**	**198**	**428**	**0**	**0**	**0**	**0**	**0**	**2,432**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**37**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**0%**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	7	1	0	*8*	0	0	0	0	*0*	21	31	11	25	*88*
4:15 PM	0	6	0	0	*6*	0	0	0	0	*0*	17	17	18	17	*69*
4:30 PM	0	6	1	0	*7*	0	0	0	0	*0*	25	28	15	20	*88*
4:45 PM	0	9	0	0	*9*	0	0	0	0	*0*	21	34	22	18	*95*
5:00 PM	**0**	**7**	**0**	**0**	***7***	**0**	**0**	**1**	**0**	***1***	**33**	**22**	**18**	**21**	*94*
5:15 PM	**0**	**7**	**1**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**34**	**29**	**34**	**18**	*115*
5:30 PM	**0**	**11**	**0**	**0**	***11***	**0**	**1**	**0**	**0**	***1***	**28**	**28**	**19**	**29**	*104*
5:45 PM	**0**	**10**	**1**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**45**	**32**	**46**	**25**	***148***
Count Total	0	63	4	0	*67*	0	1	1	0	*2*	224	221	183	173	*801*
Peak Hour	**0**	**35**	**2**	**0**	***37***	**0**	**1**	**1**	**0**	***2***	**140**	**111**	**117**	**93**	***461***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Pine St Eastbound				Pine St Westbound				Taylor St Northbound				Taylor St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	7	0	0	1	0	0	0	0	0	0	8	0
4:15 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	0
4:30 PM	0	0	0	0	0	0	6	0	0	1	0	0	0	0	0	0	7	0
4:45 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	9	30
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	29
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	31
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	35
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**37**
Count Total	0	0	0	0	0	0	63	0	0	3	1	0	0	0	0	0	67	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**37**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Pine St Eastbound			Pine St Westbound			Taylor St Northbound			Taylor St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	0	0	1	0	0	1	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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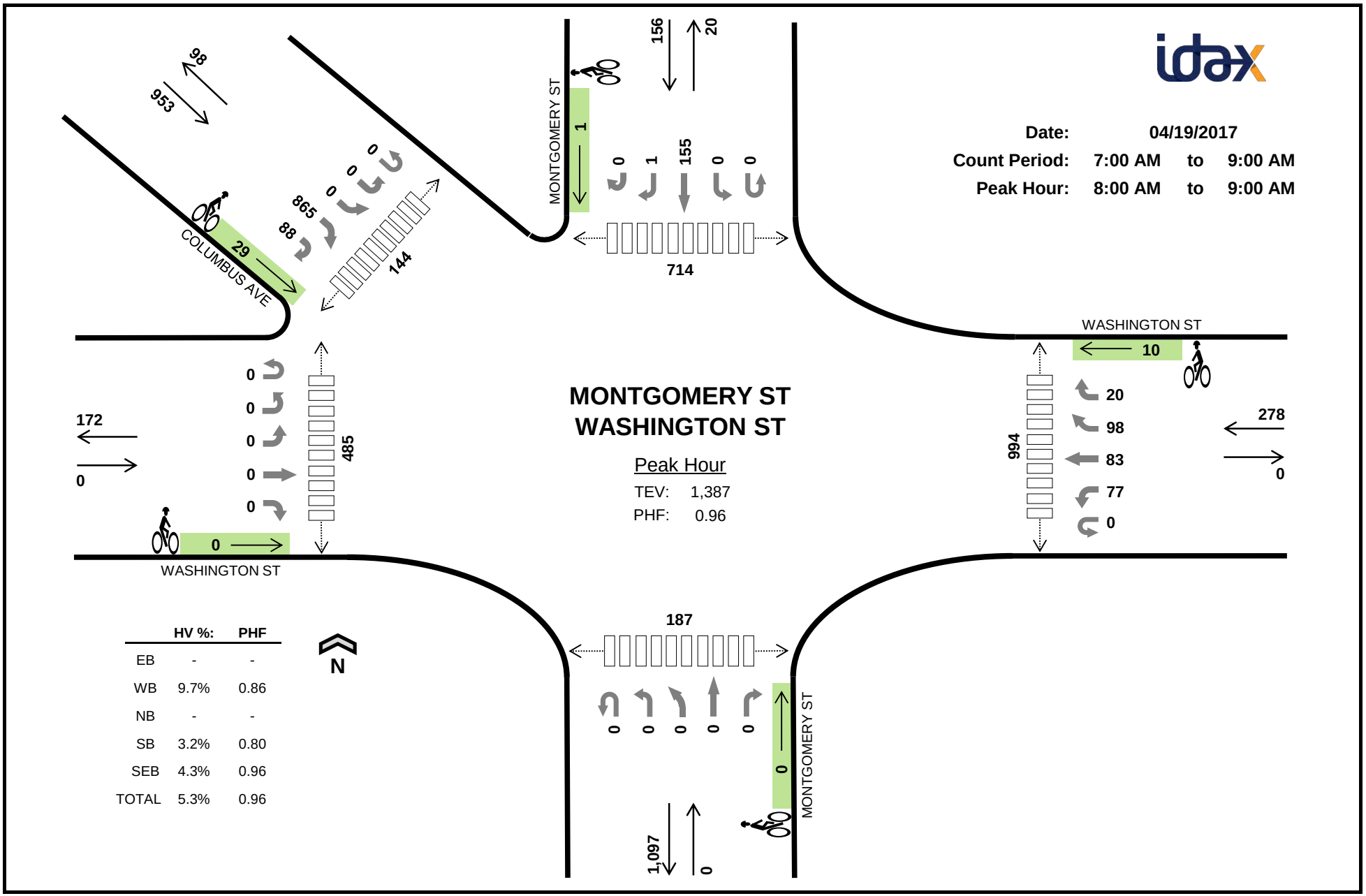

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Two-Hour Count Summaries

Interval Start	WASHINGTON ST Eastbound					WASHINGTON ST Westbound					MONTGOMERY ST Northbound					MONTGOMERY ST Southbound					COLUMBUS AVE Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	1	0	0	0	0	9	11	13	4	0	0	0	0	0	0	0	20	0	1	0	0	0	188	10	257	0
7:15 AM	0	0	0	0	0	0	15	13	15	5	0	0	0	0	0	0	0	35	0	0	0	0	0	194	12	289	0
7:30 AM	0	0	0	0	0	0	15	22	18	1	0	0	0	0	0	0	0	25	0	0	0	0	0	230	10	321	0
7:45 AM	0	0	0	0	0	0	23	12	24	2	0	0	0	0	0	0	0	48	0	0	0	0	0	205	8	322	1,189
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**19**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**225**	**23**	**336**	1,268
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**24**	**20**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**214**	**14**	**355**	1,334
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**21**	**25**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**206**	**25**	**334**	1,347
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**19**	**24**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**1**	**0**	**0**	**0**	**0**	**220**	**26**	**362**	**1,387**
Count Total	0	1	0	0	0	0	139	141	168	32	0	0	0	0	0	0	0	283	1	1	0	0	0	1,682	128	2,576	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**0**	**77**	**83**	**98**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**155**	**1**	**0**	**0**	**0**	**0**	**865**	**88**	**1,387**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**40**	**1**	**73**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**-**	**5%**	**5%**	**15%**	**20%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**0%**	**-**	**-**	**-**	**-**	**5%**	**1%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
7:00 AM	1	4	0	0	11	*16*	0	1	0	0	1	*2*	56	16	47	17	5	*141*
7:15 AM	0	3	0	3	8	*14*	0	3	0	0	3	*6*	75	39	73	21	12	*220*
7:30 AM	0	5	0	0	12	*17*	0	0	0	2	2	*4*	133	60	102	22	19	*336*
7:45 AM	0	5	0	0	11	*16*	0	0	0	0	3	*3*	172	83	149	36	24	*464*
8:00 AM	**0**	**4**	**0**	**0**	**14**	***18***	**0**	**2**	**0**	**0**	**7**	***9***	**185**	**99**	**134**	**41**	**25**	***484***
8:15 AM	**0**	**10**	**0**	**3**	**9**	***22***	**0**	**1**	**0**	**0**	**8**	***9***	**232**	**130**	**169**	**40**	**47**	***618***
8:30 AM	**0**	**8**	**0**	**1**	**8**	***17***	**0**	**4**	**0**	**0**	**8**	***12***	**287**	**125**	**197**	**58**	**31**	***698***
8:45 AM	**0**	**5**	**0**	**1**	**10**	***16***	**0**	**3**	**0**	**1**	**6**	***10***	**290**	**131**	**214**	**48**	**41**	***724***
Count Total	1	44	0	8	83	*136*	0	14	0	3	38	*55*	1,430	683	1,085	283	204	*3,685*
Peak Hr	**0**	**27**	**0**	**5**	**41**	***73***	**0**	**10**	**0**	**1**	**29**	***40***	**994**	**485**	**714**	**187**	**144**	*2,524*

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	WASHINGTON ST					WASHINGTON ST					MONTGOMERY ST					MONTGOMERY ST					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	16	0
7:15 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	8	0	14	0
7:30 AM	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	17	0
7:45 AM	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	16	63
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**18**	65
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**22**	73
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**17**	73
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**16**	**73**
Count Total	0	1	0	0	0	0	7	9	24	4	0	0	0	0	0	0	0	8	0	0	0	0	0	80	3	136	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**40**	**1**	73	**0**

Two-Hour Count Summaries - Bikes

Interval Start	WASHINGTON ST					WASHINGTON ST					MONTGOMERY ST					MONTGOMERY ST					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	15
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**9**	22
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**9**	25
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**12**	33
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**10**	**40**
Count Total	0	0	0	0	0	0	10	2	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	38	0	55	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	40	**0**

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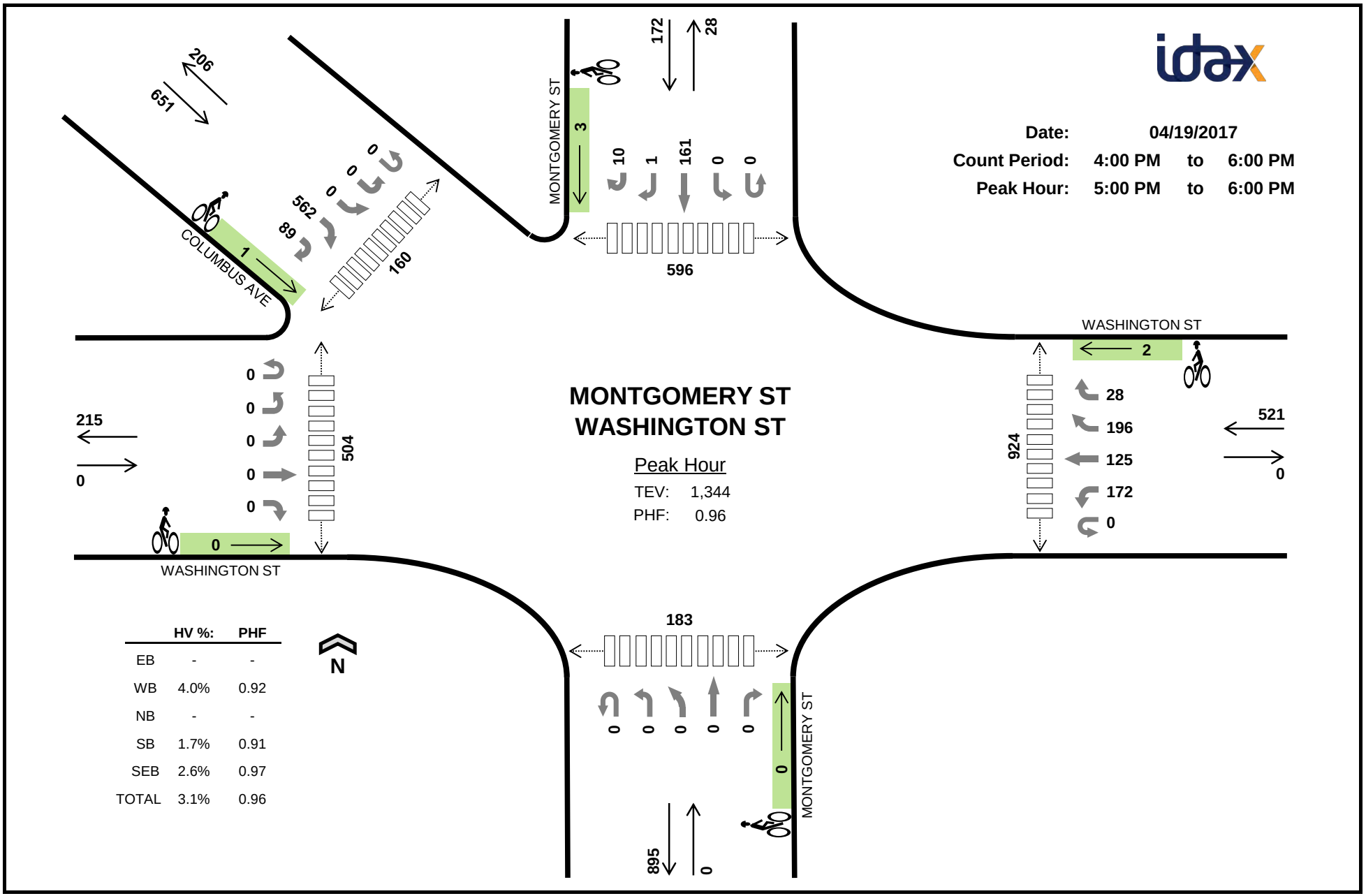

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Two-Hour Count Summaries

Interval Start		WASHINGTON ST Eastbound					WASHINGTON ST Westbound					MONTGOMERY ST Northbound					MONTGOMERY ST Southbound					COLUMBUS AVE Southeastbound					15-min Total	Rolling One Hour
		UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM		0	0	0	0	0	0	25	24	33	5	0	0	0	0	0	0	0	25	1	9	0	0	0	115	19	256	0
4:15 PM		0	0	0	0	0	0	23	25	26	11	0	0	0	0	0	0	0	41	0	1	0	0	0	117	20	264	0
4:30 PM		0	0	0	0	0	0	25	21	42	8	0	0	0	0	0	0	0	32	0	1	0	0	0	118	24	271	0
4:45 PM		0	0	0	0	0	0	34	28	32	11	0	0	0	0	0	0	0	29	0	0	0	0	0	157	28	319	1,110
5:00 PM		**0**	**0**	**0**	**0**	**0**	**0**	**38**	**31**	**43**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**2**	**0**	**0**	**0**	**136**	**25**	**310**	1,164
5:15 PM		**0**	**0**	**0**	**0**	**0**	**0**	**50**	**27**	**52**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**1**	**5**	**0**	**0**	**0**	**139**	**21**	**339**	1,239
5:30 PM		**0**	**0**	**0**	**0**	**0**	**0**	**43**	**32**	**49**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**0**	**1**	**0**	**0**	**0**	**147**	**21**	**344**	1,312
5:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**41**	**35**	**52**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**0**	**2**	**0**	**0**	**0**	**140**	**22**	**351**	**1,344**
Count Total		0	0	0	0	0	0	279	223	329	63	0	0	0	0	0	0	0	288	2	21	0	0	0	1,069	180	2,454	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**0**	**172**	**125**	**196**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**161**	**1**	**10**	**0**	**0**	**0**	**562**	**89**	**1,344**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**16**	**1**	**41**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**2%**	**8%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**0%**	**0%**	**-**	**-**	**-**	**3%**	**1%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
4:00 PM	0	3	0	1	6	*10*	0	0	0	0	1	*1*	95	73	48	33	17	*266*
4:15 PM	0	3	0	0	6	*9*	0	0	0	0	3	*3*	111	87	72	32	22	*324*
4:30 PM	0	6	0	0	8	*14*	0	1	0	0	0	*1*	137	97	70	49	27	*380*
4:45 PM	0	6	0	0	5	*11*	0	1	0	1	0	*2*	142	85	87	40	33	*387*
5:00 PM	**0**	**5**	**0**	**1**	**4**	***10***	**0**	**1**	**0**	**1**	**1**	***3***	**197**	**125**	**87**	**40**	**37**	***486***
5:15 PM	**0**	**5**	**0**	**1**	**5**	***11***	**0**	**0**	**0**	**1**	**0**	***1***	**238**	**138**	**107**	**46**	**34**	***563***
5:30 PM	**0**	**4**	**0**	**0**	**4**	***8***	**0**	**0**	**0**	**0**	**0**	***0***	**252**	**119**	**201**	**53**	**42**	***667***
5:45 PM	**0**	**7**	**0**	**1**	**4**	***12***	**0**	**1**	**0**	**1**	**0**	***2***	**237**	**122**	**201**	**44**	**47**	***651***
Count Total	0	39	0	4	42	*85*	0	4	0	4	5	*13*	1,409	846	873	337	259	*3,724*
Peak Hr	**0**	**21**	**0**	**3**	**17**	***41***	**0**	**2**	**0**	**3**	**1**	***6***	**924**	**504**	**596**	**183**	**160**	*2,367*

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	WASHINGTON ST					WASHINGTON ST					MONTGOMERY ST					MONTGOMERY ST					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	10	0
4:15 PM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	9	0
4:30 PM	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	14	0
4:45 PM	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	11	44
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**10**	44
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**11**	46
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**8**	40
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**12**	**41**
Count Total	0	0	0	0	0	0	8	6	25	0	0	0	0	0	0	0	0	3	0	1	0	0	0	40	2	85	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**16**	**1**	41	**0**

Two-Hour Count Summaries - Bikes

Interval Start	WASHINGTON ST					WASHINGTON ST					MONTGOMERY ST					MONTGOMERY ST					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	7
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	9
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
Count Total	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4	0	0	0	0	0	5	0	13	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	6	**0**

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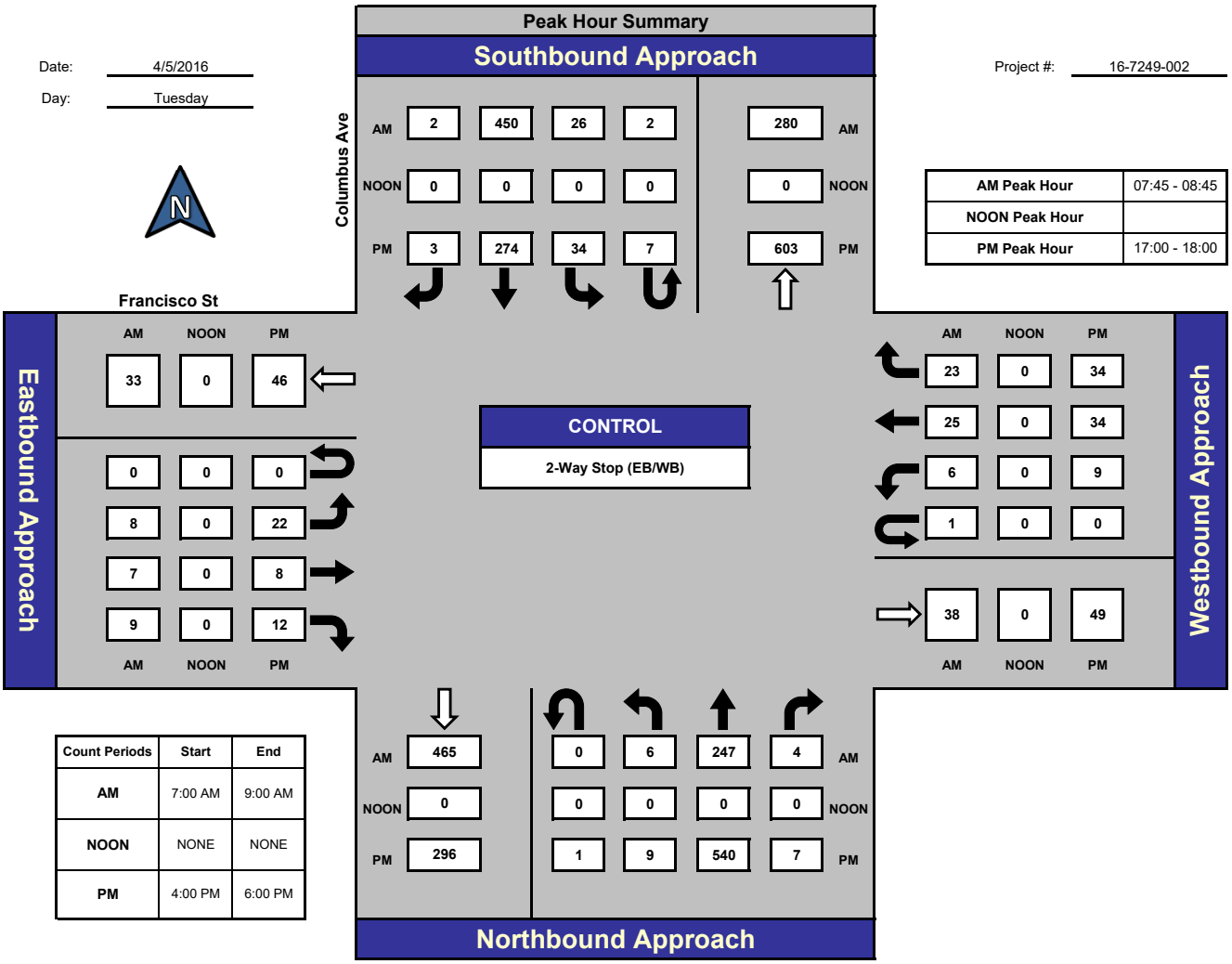
Columbus Ave & Francisco St

Date: 4/5/2016

Day: Tuesday

Project #: 16-7249-002



AM Peak Hour	07:45 - 08:45
NOON Peak Hour	
PM Peak Hour	17:00 - 18:00

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	480	280
NOON	0	0
PM	318	603

West Leg				East Leg			
AM	NOON	PM		AM	NOON	PM	
33	0	46	AM	55	0	77	AM
24	0	42	NOON	38	0	49	NOON
			PM				PM

	South Leg	
AM	465	257
NOON	0	0
PM	296	557

Total Volume Per Leg

North Leg	
760	AM
0	NOON
921	PM

West Leg				East Leg			
AM	NOON	PM		AM	NOON	PM	
57	0	88	AM	93	0	126	AM
			NOON				NOON
			PM				PM

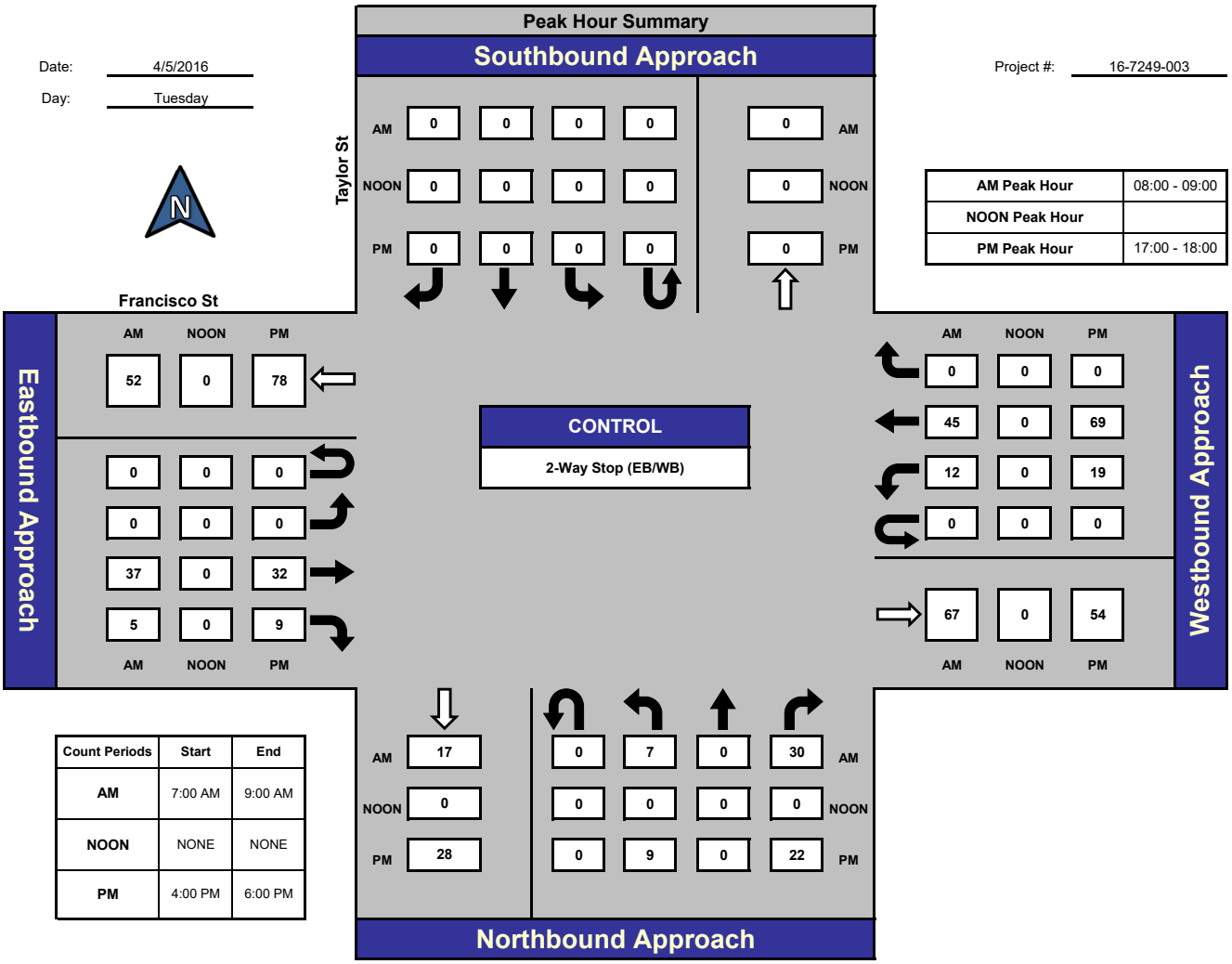
South Leg	
722	AM
0	NOON
853	PM

Taylor St & Francisco St

Date: 4/5/2016

Day: Tuesday

Project #: 16-7249-003



AM Peak Hour	08:00 - 09:00
NOON Peak Hour	
PM Peak Hour	17:00 - 18:00

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg AM	West Leg NOON	West Leg PM		East Leg		
52	0	78		57	0	88
42	0	41		67	0	54
				AM	NOON	PM

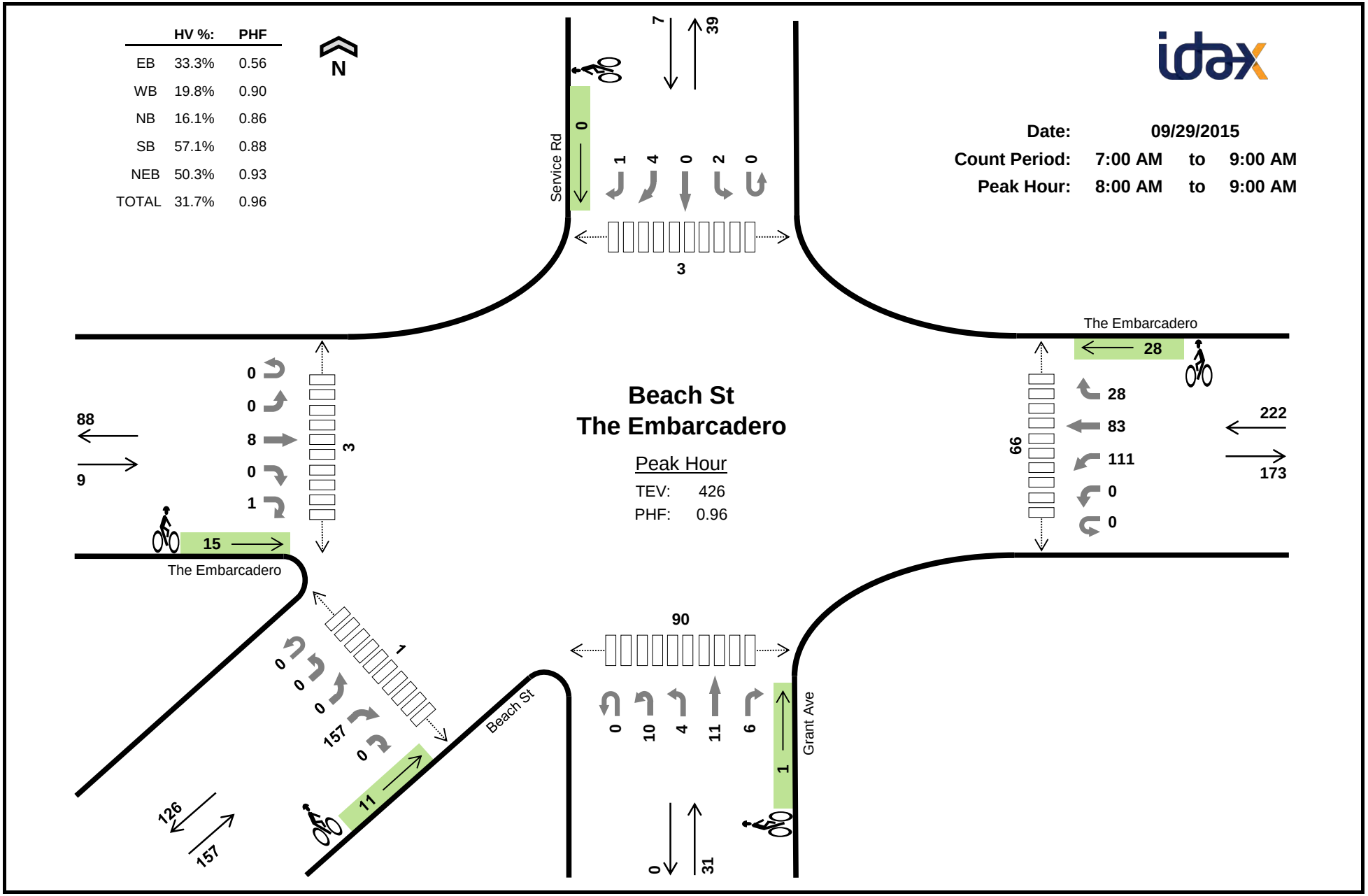
AM	17	37
NOON	0	0
PM	28	31
	South Leg	

Total Volume Per Leg

North Leg	
0	AM
0	NOON
0	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg		
94	0	119	124	0	142
			AM	NOON	PM

AM	54
NOON	0
PM	59
South Leg	



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Two-Hour Count Summaries

Interval Start	The Embarcadero Eastbound					The Embarcadero Westbound					Grant Ave Northbound					Service Rd Southbound					Beach St Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	4	0	0	0	0	19	28	6	0	0	2	2	1	0	0	0	0	0	0	0	0	29	0	91	0
7:15 AM	0	0	6	0	0	0	0	20	30	7	0	0	1	3	0	0	0	0	1	0	0	0	0	26	0	94	0
7:30 AM	1	0	3	0	0	0	0	29	24	8	0	0	0	3	0	0	0	0	1	0	0	1	0	38	0	108	0
7:45 AM	0	0	4	0	0	0	0	29	19	2	0	1	1	2	0	0	0	0	4	1	0	0	0	23	0	86	379
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**30**	**22**	**6**	**0**	**0**	**1**	**2**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**106**	394
8:15 AM	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**23**	**26**	**4**	**0**	**3**	**1**	**5**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**42**	**0**	**109**	409
8:30 AM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**30**	**19**	**13**	**0**	**3**	**2**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**35**	**0**	**111**	412
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**28**	**16**	**5**	**0**	**4**	**0**	**3**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**39**	**0**	**100**	**426**
Count Total	1	0	25	0	1	0	0	208	184	51	0	11	8	21	7	0	2	0	10	2	0	1	0	273	0	805	0
Peak Hour All	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**111**	**83**	**28**	**0**	**10**	**4**	**11**	**6**	**0**	**2**	**0**	**4**	**1**	**0**	**0**	**0**	**157**	**0**	**426**	**0**
Peak Hour HV	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**10**	**24**	**10**	**0**	**1**	**0**	**4**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**79**	**0**	**135**	**0**
Peak Hour HV%	**-**	**-**	**38%**	**-**	**0%**	**-**	**-**	**9%**	**29%**	**36%**	**-**	**10%**	**0%**	**36%**	**0%**	**-**	**50%**	**-**	**50%**	**100%**	**-**	**-**	**-**	**50%**	**-**	**32%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
7:00 AM	1	7	0	0	15	*23*	0	4	0	0	1	*5*	1	3	0	5	0	*9*
7:15 AM	0	3	2	0	8	*13*	0	2	0	0	0	*2*	4	5	0	5	0	*14*
7:30 AM	1	12	1	0	10	*24*	0	8	0	0	0	*8*	4	3	0	6	0	*13*
7:45 AM	0	11	1	3	9	*24*	3	6	0	0	2	*11*	12	4	0	21	0	*37*
8:00 AM	**0**	**11**	**0**	**1**	**17**	***29***	**3**	**7**	**0**	**0**	**2**	***12***	**5**	**0**	**1**	**10**	**0**	***16***
8:15 AM	**0**	**13**	**5**	**1**	**20**	***39***	**5**	**10**	**0**	**0**	**2**	***17***	**29**	**2**	**0**	**34**	**0**	***65***
8:30 AM	**2**	**11**	**0**	**0**	**20**	***33***	**5**	**7**	**1**	**0**	**4**	***17***	**12**	**0**	**0**	**20**	**1**	***33***
8:45 AM	**1**	**9**	**0**	**2**	**22**	***34***	**2**	**4**	**0**	**0**	**3**	***9***	**20**	**1**	**2**	**26**	**0**	***49***
Count Total	5	77	9	7	121	*219*	18	48	1	0	14	*81*	87	18	3	127	1	*236*
Peak Hr	**3**	**44**	**5**	**4**	**79**	***135***	**15**	**28**	**1**	**0**	**11**	***55***	**66**	**3**	**3**	**90**	**1**	*163*

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	The Embarcadero					The Embarcadero					Grant Ave					Service Rd					Beach St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	1	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	23	0
7:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	8	0	13	0
7:30 AM	0	0	1	0	0	0	0	2	6	4	0	0	0	1	0	0	0	0	0	0	0	0	0	10	0	24	0
7:45 AM	0	0	0	0	0	0	0	3	8	0	0	0	0	1	0	0	0	0	2	1	0	0	0	9	0	24	84
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**29**	90
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**1**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**20**	**0**	**39**	116
8:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**33**	125
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**22**	**0**	**34**	**135**
Count Total	0	0	5	0	0	0	0	15	46	16	0	1	1	7	0	0	1	0	4	2	0	0	0	121	0	219	0
Peak Hour	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**10**	**24**	**10**	**0**	**1**	**0**	**4**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**79**	**0**	135	**0**

Two-Hour Count Summaries - Bikes

Interval Start	The Embarcadero					The Embarcadero					Grant Ave					Service Rd					Beach St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0
7:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
7:45 AM	0	0	3	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	11	26
8:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**12**	33
8:15 AM	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**17**	48
8:30 AM	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**17**	57
8:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**9**	**55**
Count Total	0	0	18	0	0	0	0	13	32	3	0	0	0	0	1	0	0	0	0	0	0	0	0	14	0	81	0
Peak Hour	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**6**	**19**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	55	**0**

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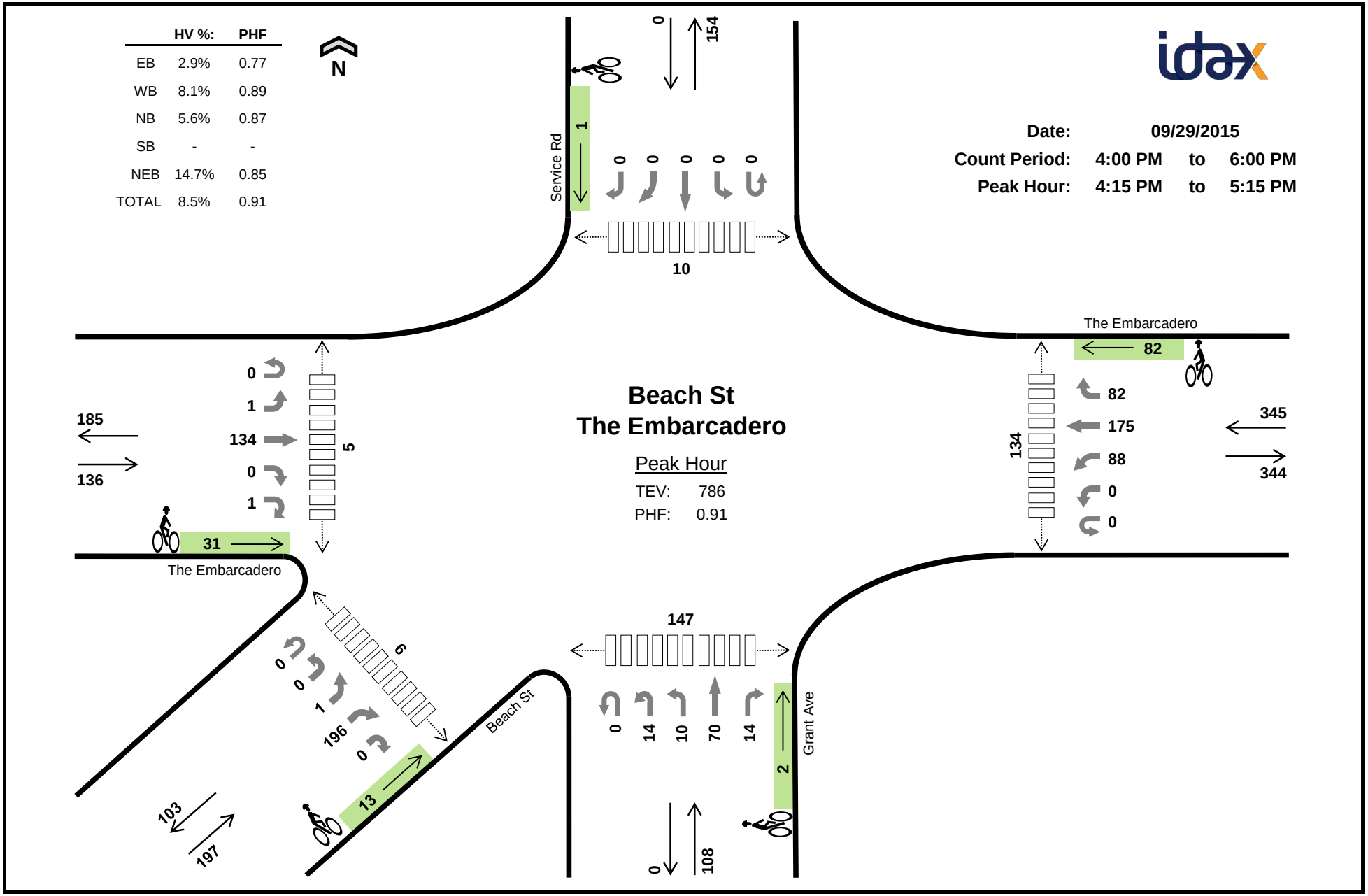

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Two-Hour Count Summaries

Interval Start	The Embarcadero Eastbound					The Embarcadero Westbound					Grant Ave Northbound					Service Rd Southbound					Beach St Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	42	0	1	0	0	15	38	14	0	2	4	22	5	0	0	0	1	0	0	0	0	37	0	181	0
4:15 PM	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**28**	**48**	**21**	**0**	**1**	**1**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**199**	0
4:30 PM	**0**	**1**	**42**	**0**	**1**	**0**	**0**	**19**	**47**	**20**	**0**	**3**	**3**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**55**	**0**	**217**	0
4:45 PM	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**22**	**42**	**17**	**0**	**5**	**4**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**169**	766
5:00 PM	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**19**	**38**	**24**	**0**	**5**	**2**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**0**	**201**	**786**
5:15 PM	0	0	26	0	1	0	0	23	35	12	0	4	0	11	5	0	0	0	0	0	0	0	0	42	0	159	746
5:30 PM	0	0	38	0	0	0	0	19	42	21	0	4	1	13	5	0	0	0	0	0	0	0	0	40	0	183	712
5:45 PM	0	0	31	0	0	0	0	19	37	17	0	2	1	12	0	0	0	0	0	0	0	0	0	51	0	170	713
Count Total	0	1	271	0	3	0	0	164	327	146	0	26	16	128	29	0	0	0	1	0	0	0	1	366	0	1,479	0
Peak Hour All	**0**	**1**	**134**	**0**	**1**	**0**	**0**	**88**	**175**	**82**	**0**	**14**	**10**	**70**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**196**	**0**	**786**	**0**
Peak Hour HV	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**2**	**14**	**12**	**0**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**28**	**0**	**67**	**0**
Peak Hour HV%	**-**	**100%**	**2%**	**-**	**0%**	**-**	**-**	**2%**	**8%**	**15%**	**-**	**7%**	**0%**	**7%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100%**	**14%**	**-**	**9%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
4:00 PM	1	9	2	0	4	*16*	0	20	0	1	3	*24*	17	0	2	29	1	*49*
4:15 PM	**0**	**7**	**0**	**0**	**9**	***16***	**19**	**36**	**0**	**0**	**2**	***57***	**51**	**4**	**8**	**57**	**4**	***124***
4:30 PM	**3**	**9**	**4**	**0**	**8**	***24***	**4**	**17**	**0**	**0**	**3**	***24***	**48**	**0**	**2**	**36**	**0**	***86***
4:45 PM	**0**	**6**	**2**	**0**	**5**	***13***	**2**	**17**	**1**	**0**	**3**	***23***	**27**	**1**	**0**	**39**	**2**	***69***
5:00 PM	**1**	**6**	**0**	**0**	**7**	***14***	**6**	**12**	**1**	**1**	**5**	***25***	**8**	**0**	**0**	**15**	**0**	***23***
5:15 PM	2	9	1	0	6	*18*	1	22	0	0	2	*25*	34	7	0	52	0	*93*
5:30 PM	1	9	3	0	5	*18*	4	50	0	0	4	*58*	24	13	0	28	1	*66*
5:45 PM	1	3	0	0	2	*6*	1	17	0	0	1	*19*	38	3	0	38	0	*79*
Count Total	9	58	12	0	46	*125*	37	191	2	2	23	*255*	247	28	12	294	8	*589*
Peak Hr	**4**	**28**	**6**	**0**	**29**	***67***	**31**	**82**	**2**	**1**	**13**	***129***	**134**	**5**	**10**	**147**	**6**	*302*

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	The Embarcadero					The Embarcadero					Grant Ave					Service Rd					Beach St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	1	0	0	0	0	0	7	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4	0	16	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**16**	0
4:30 PM	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**6**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**0**	**24**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**13**	69
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**14**	**67**
5:15 PM	0	0	2	0	0	0	0	0	8	1	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0	18	69
5:30 PM	0	0	1	0	0	0	0	2	2	5	0	1	0	2	0	0	0	0	0	0	0	0	0	5	0	18	63
5:45 PM	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6	56
Count Total	0	1	8	0	0	0	0	5	33	20	0	3	1	8	0	0	0	0	0	0	0	0	1	45	0	125	0
Peak Hour	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**2**	**14**	**12**	**0**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**28**	**0**	67	**0**

Two-Hour Count Summaries - Bikes

Interval Start	The Embarcadero					The Embarcadero					Grant Ave					Service Rd					Beach St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	3	11	6	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	24	0
4:15 PM	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**24**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**57**	0
4:30 PM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**6**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**24**	0
4:45 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**23**	128
5:00 PM	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**25**	**129**
5:15 PM	0	0	1	0	0	0	0	4	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	25	97
5:30 PM	0	0	4	0	0	0	0	3	37	10	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	58	131
5:45 PM	0	0	1	0	0	0	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	19	127
Count Total	0	1	36	0	0	0	0	20	136	35	0	0	2	0	0	0	1	0	0	1	0	0	1	22	0	255	0
Peak Hour	**0**	**1**	**30**	**0**	**0**	**0**	**0**	**6**	**61**	**15**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**0**	129	**0**

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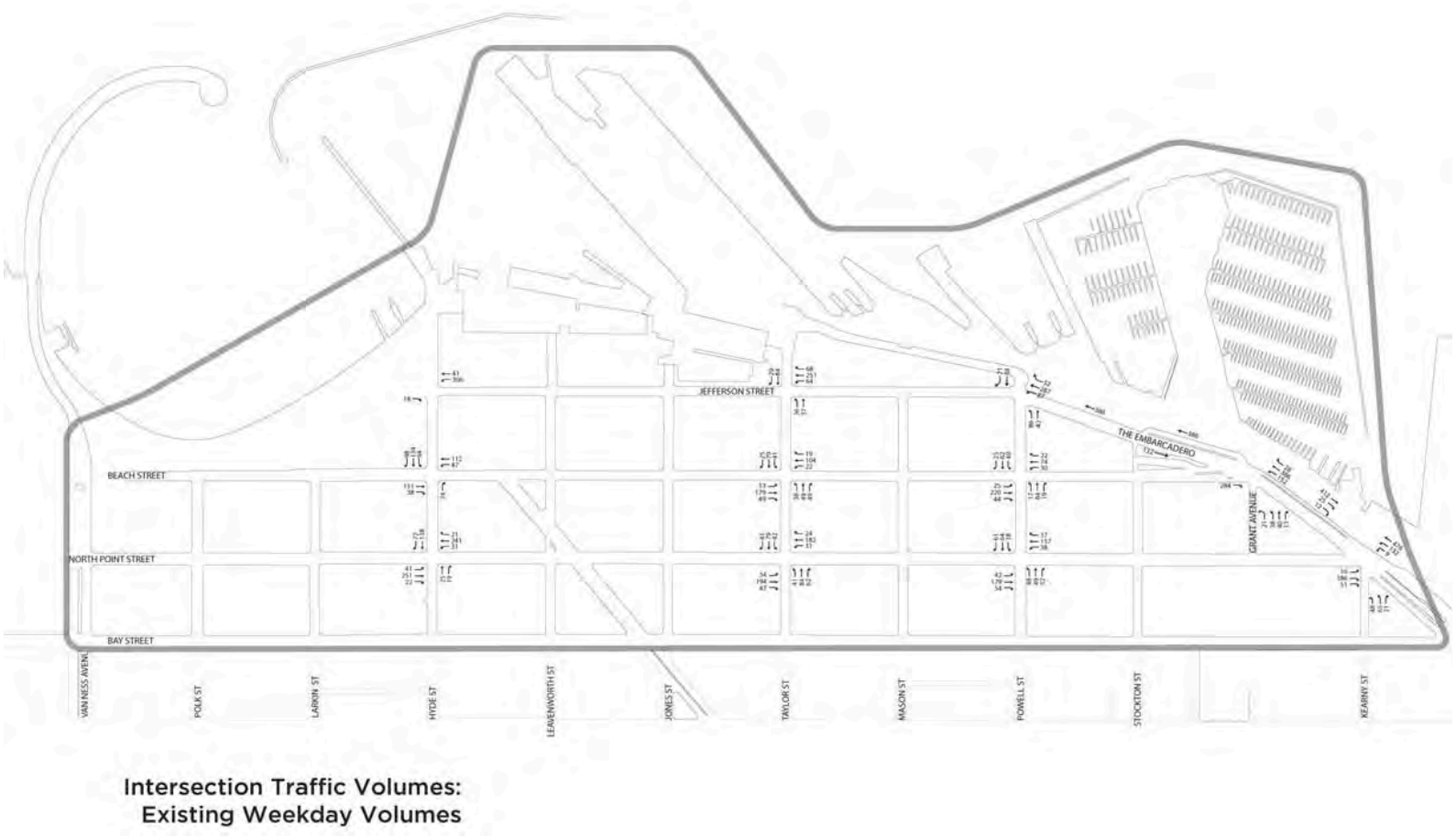
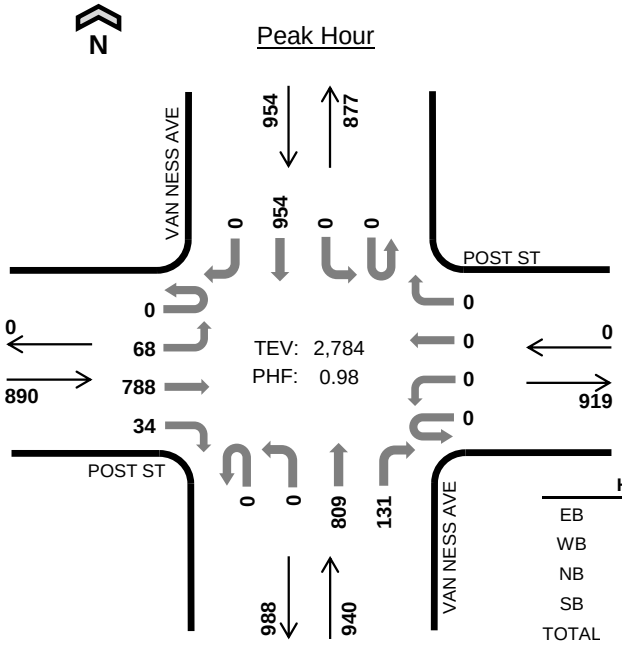
Figure E.5.6d: Weekday Peak Hour Traffic Volumes

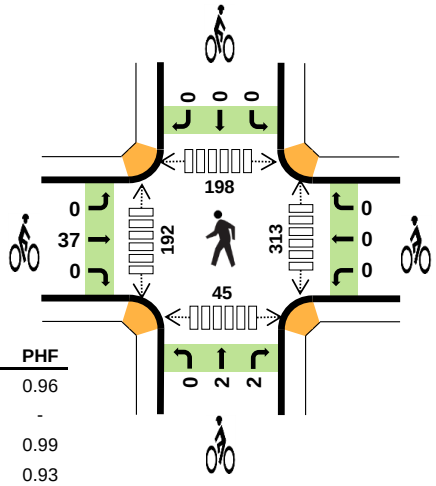


Source: San Francisco Planning Department, 2011

VAN NESS AVE
POST ST

Date: 11/07/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	2.4%	0.96
WB	-	-
NB	7.1%	0.99
SB	5.8%	0.93
TOTAL	5.1%	0.98

Two-Hour Count Summaries

Interval Start	POST ST Eastbound				POST ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	5	89	2	0	0	0	0	0	0	98	26	0	0	216	0	436	0
7:15 AM	0	6	115	7	0	0	0	0	0	0	158	36	0	0	260	0	582	0
7:30 AM	0	7	148	5	0	0	0	0	0	0	179	32	0	1	279	0	651	0
7:45 AM	**0**	**19**	**190**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**200**	**33**	**0**	**0**	**256**	**0**	**704**	2,373
8:00 AM	**0**	**24**	**190**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**206**	**27**	**0**	**0**	**256**	**0**	**709**	2,646
8:15 AM	**0**	**8**	**214**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**200**	**36**	**0**	**0**	**237**	**0**	**704**	2,768
8:30 AM	**0**	**17**	**194**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**203**	**35**	**0**	**0**	**205**	**0**	**667**	**2,784**
8:45 AM	0	21	179	11	0	0	0	0	0	0	200	23	0	0	219	0	653	2,733
Count Total	0	107	1,319	59	0	0	0	0	0	0	1,444	248	0	1	1,928	0	5,106	0
Peak Hour All	**0**	**68**	**788**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**809**	**131**	**0**	**0**	**954**	**0**	**2,784**	**0**
Peak Hour HV	**0**	**1**	**14**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**10**	**0**	**0**	**55**	**0**	**143**	**0**
Peak Hour HV%	**-**	**1%**	**2%**	**18%**	**-**	**-**	**-**	**-**	**-**	**-**	**7%**	**8%**	**-**	**-**	**6%**	**-**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	0	18	7	*31*	3	0	1	0	*4*	41	22	28	9	*100*
7:15 AM	5	0	22	6	*33*	6	0	0	0	*6*	64	23	38	9	*134*
7:30 AM	4	0	15	13	*32*	4	0	1	1	*6*	71	44	54	8	*177*
7:45 AM	**4**	**0**	**15**	**15**	***34***	**8**	**0**	**1**	**0**	***9***	**79**	**45**	**52**	**7**	*183*
8:00 AM	**3**	**0**	**16**	**13**	***32***	**15**	**0**	**2**	**0**	***17***	**50**	**47**	**52**	**4**	*153*
8:15 AM	**7**	**0**	**17**	**12**	***36***	**6**	**0**	**0**	**0**	***6***	**79**	**52**	**47**	**14**	*192*
8:30 AM	**7**	**0**	**19**	**15**	***41***	**8**	**0**	**1**	**0**	***9***	**105**	**48**	**47**	**20**	***220***
8:45 AM	7	0	19	15	*41*	13	0	0	1	*14*	65	49	40	4	*158*
Count Total	43	0	141	96	*280*	63	0	6	2	*71*	554	330	358	75	*1,317*
Peak Hour	**21**	**0**	**67**	**55**	***143***	**37**	**0**	**4**	**0**	***41***	**313**	**192**	**198**	**45**	***748***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	POST ST Eastbound				POST ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	5	0	0	0	0	0	0	0	15	3	0	0	7	0	31	0
7:15 AM	0	0	4	1	0	0	0	0	0	0	22	0	0	0	6	0	33	0
7:30 AM	0	0	4	0	0	0	0	0	0	0	13	2	0	0	13	0	32	0
7:45 AM	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**15**	**0**	**34**	130
8:00 AM	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**3**	**0**	**0**	**13**	**0**	**32**	131
8:15 AM	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**3**	**0**	**0**	**12**	**0**	**36**	134
8:30 AM	**0**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**3**	**0**	**0**	**15**	**0**	**41**	**143**
8:45 AM	0	0	6	1	0	0	0	0	0	0	17	2	0	0	15	0	41	150
Count Total	0	2	33	8	0	0	0	0	0	0	124	17	0	0	96	0	280	0
Peak Hour	**0**	**1**	**14**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**10**	**0**	**0**	**55**	**0**	**143**	**0**

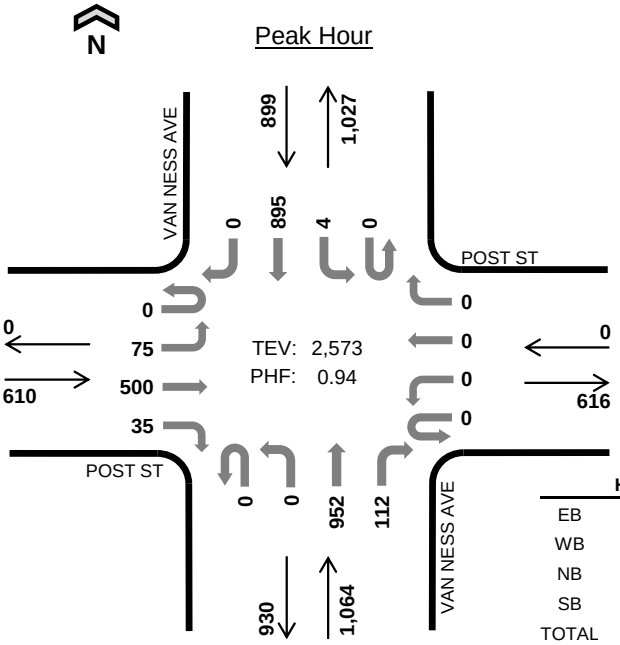
Two-Hour Count Summaries - Bikes

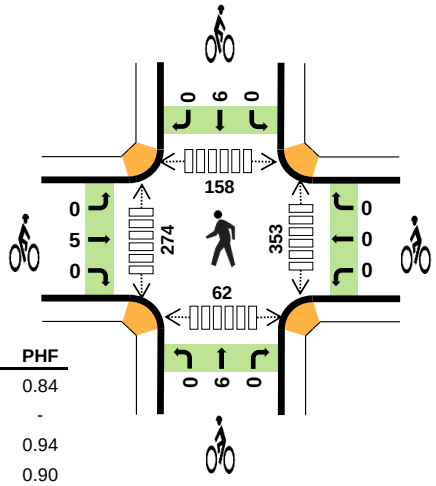
Interval Start	POST ST Eastbound			POST ST Westbound			VAN NESS AVE Northbound			VAN NESS AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	4	0
7:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	6	0
7:30 AM	0	4	0	0	0	0	0	1	0	0	1	0	6	0
7:45 AM	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**9**	25
8:00 AM	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**17**	38
8:15 AM	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	38
8:30 AM	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**41**
8:45 AM	0	13	0	0	0	0	0	0	0	0	1	0	14	46
Count Total	0	63	0	0	0	0	0	4	2	0	2	0	71	0
Peak Hour	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**41**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

VAN NESS AVE
POST ST

Date: 11/07/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	3.1%	0.84
WB	-	-
NB	3.6%	0.94
SB	5.7%	0.90
TOTAL	4.2%	0.94

Two-Hour Count Summaries

Interval Start	POST ST Eastbound				POST ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	19	88	10	0	0	0	0	0	0	238	21	0	0	176	0	552	0
4:15 PM	0	12	78	8	0	0	0	0	0	0	236	24	0	0	213	0	571	0
4:30 PM	0	13	99	9	0	0	0	0	0	0	221	14	0	1	225	0	582	0
4:45 PM	0	17	110	9	0	0	0	0	0	0	240	25	0	1	172	0	574	2,279
5:00 PM	**0**	**21**	**102**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**263**	**21**	**0**	**0**	**218**	**0**	**631**	2,358
5:15 PM	**0**	**14**	**118**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**208**	**29**	**0**	**0**	**199**	**0**	**579**	2,366
5:30 PM	**0**	**25**	**125**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**242**	**29**	**0**	**2**	**248**	**0**	**678**	2,462
5:45 PM	**0**	**15**	**155**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**239**	**33**	**0**	**2**	**230**	**0**	**685**	**2,573**
Count Total	0	136	875	71	0	0	0	0	0	0	1,887	196	0	6	1,681	0	4,852	0
Peak Hour All	**0**	**75**	**500**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**952**	**112**	**0**	**4**	**895**	**0**	**2,573**	**0**
Peak Hour HV	**0**	**1**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**3**	**0**	**0**	**51**	**0**	**108**	**0**
Peak Hour HV%	**-**	**1%**	**3%**	**6%**	**-**	**-**	**-**	**-**	**-**	**-**	**4%**	**3%**	**-**	**0%**	**6%**	**-**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	0	11	9	*26*	2	0	2	0	*4*	58	45	31	8	*142*
4:15 PM	7	0	10	16	*33*	1	0	0	0	*1*	62	47	33	8	*150*
4:30 PM	10	0	8	10	*28*	1	0	2	3	*6*	71	65	32	12	*180*
4:45 PM	3	0	7	13	*23*	0	0	0	2	*2*	70	51	40	11	*172*
5:00 PM	**3**	**0**	**10**	**13**	***26***	**0**	**0**	**1**	**4**	***5***	**80**	**77**	**44**	**14**	*215*
5:15 PM	**6**	**0**	**8**	**14**	***28***	**1**	**0**	**2**	**0**	***3***	**85**	**58**	**36**	**15**	*194*
5:30 PM	**7**	**0**	**7**	**11**	***25***	**0**	**0**	**0**	**1**	***1***	**93**	**78**	**39**	**20**	*230*
5:45 PM	**3**	**0**	**13**	**13**	***29***	**4**	**0**	**3**	**1**	***8***	**95**	**61**	**39**	**13**	***208***
Count Total	45	0	74	99	*218*	9	0	10	11	*30*	614	482	294	101	*1,491*
Peak Hour	**19**	**0**	**38**	**51**	***108***	**5**	**0**	**6**	**6**	***17***	**353**	**274**	**158**	**62**	***847***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	POST ST Eastbound				POST ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	6	0	0	0	0	0	0	0	9	2	0	0	9	0	26	0
4:15 PM	0	0	7	0	0	0	0	0	0	0	10	0	0	0	16	0	33	0
4:30 PM	0	0	6	4	0	0	0	0	0	0	8	0	0	0	10	0	28	0
4:45 PM	0	0	3	0	0	0	0	0	0	0	7	0	0	0	13	0	23	110
5:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**13**	**0**	**26**	110
5:15 PM	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**14**	**0**	**28**	105
5:30 PM	**0**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**11**	**0**	**25**	102
5:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**13**	**0**	**29**	**108**
Count Total	0	1	38	6	0	0	0	0	0	0	69	5	0	0	99	0	218	0
Peak Hour	**0**	**1**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**3**	**0**	**0**	**51**	**0**	**108**	**0**

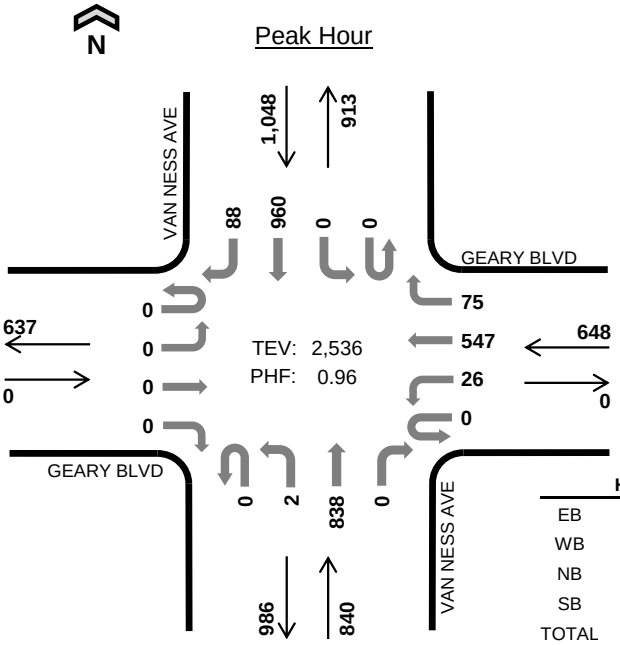
Two-Hour Count Summaries - Bikes

Interval Start	POST ST Eastbound			POST ST Westbound			VAN NESS AVE Northbound			VAN NESS AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	2	0	0	0	0	0	2	0	0	0	0	4	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	1	0	0	0	0	0	2	0	0	3	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	13
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**5**	14
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	16
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	11
5:45 PM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**8**	**17**
Count Total	0	8	1	0	0	0	0	10	0	0	11	0	30	0
Peak Hour	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**6**	**0**	**17**	**0**

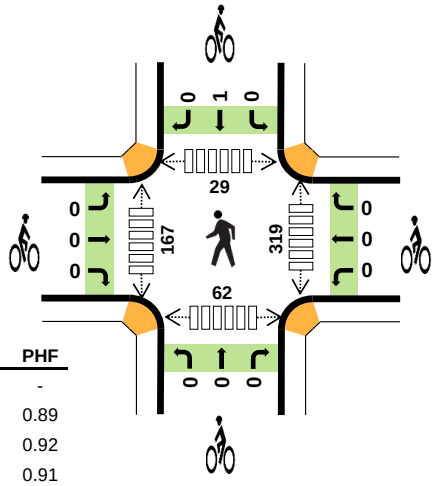
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

VAN NESS AVE
GEARY BLVD

Date: 11/07/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	6.3%	0.89
NB	7.6%	0.92
SB	5.4%	0.91
TOTAL	6.4%	0.96



Two-Hour Count Summaries

Interval Start	GEARY BLVD Eastbound				GEARY BLVD Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	10	109	20	0	1	111	0	0	0	212	11	474	0
7:15 AM	0	0	0	0	0	5	113	20	0	0	173	0	0	0	253	17	581	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**8**	**153**	**22**	**0**	**0**	**191**	**0**	**0**	**0**	**256**	**32**	**662**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**5**	**115**	**23**	**0**	**0**	**207**	**0**	**0**	**0**	**243**	**18**	**611**	2,328
8:00 AM	**0**	**0**	**0**	**0**	**0**	**5**	**144**	**16**	**0**	**0**	**214**	**0**	**0**	**0**	**231**	**16**	**626**	2,480
8:15 AM	**0**	**0**	**0**	**0**	**0**	**8**	**135**	**14**	**0**	**2**	**226**	**0**	**0**	**0**	**230**	**22**	**637**	**2,536**
8:30 AM	0	0	0	0	0	10	146	16	0	0	213	0	0	0	210	23	618	2,492
8:45 AM	0	0	0	0	0	9	135	18	0	1	219	0	0	0	202	29	613	2,494
Count Total	0	0	0	0	0	60	1,050	149	0	4	1,554	0	0	0	1,837	168	4,822	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**26**	**547**	**75**	**0**	**2**	**838**	**0**	**0**	**0**	**960**	**88**	**2,536**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**37**	**3**	**0**	**0**	**64**	**0**	**0**	**0**	**51**	**6**	**162**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**4%**	**7%**	**4%**	**-**	**0%**	**8%**	**-**	**-**	**-**	**5%**	**7%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	16	16	8	*40*	0	0	1	0	*1*	43	16	6	17	*82*
7:15 AM	0	14	20	7	*41*	0	0	0	0	*0*	85	33	12	25	*155*
7:30 AM	**0**	**13**	**14**	**14**	***41***	**0**	**0**	**0**	**1**	***1***	**72**	**39**	**4**	**17**	*132*
7:45 AM	**0**	**7**	**13**	**16**	***36***	**0**	**0**	**0**	**0**	***0***	**89**	**40**	**7**	**10**	*146*
8:00 AM	**0**	**15**	**16**	**14**	***45***	**0**	**0**	**0**	**0**	***0***	**82**	**47**	**9**	**14**	*152*
8:15 AM	**0**	**6**	**21**	**13**	***40***	**0**	**0**	**0**	**0**	***0***	**76**	**41**	**9**	**21**	***147***
8:30 AM	0	23	15	17	*55*	0	0	0	0	*0*	97	37	8	24	*166*
8:45 AM	0	15	20	15	*50*	0	0	0	1	*1*	86	44	15	22	*167*
Count Total	0	109	135	104	*348*	0	0	1	2	*3*	630	297	70	150	*1,147*
Peak Hour	**0**	**41**	**64**	**57**	***162***	**0**	**0**	**0**	**1**	***1***	**319**	**167**	**29**	**62**	***577***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	GEARY BLVD Eastbound				GEARY BLVD Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	13	2	0	0	16	0	0	0	7	1	40	0
7:15 AM	0	0	0	0	0	0	13	1	0	0	20	0	0	0	7	0	41	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**2**	**0**	**0**	**14**	**0**	**0**	**0**	**11**	**3**	**41**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**13**	**0**	**0**	**0**	**16**	**0**	**36**	158
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**13**	**1**	**45**	163
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**11**	**2**	**40**	**162**
8:30 AM	0	0	0	0	0	0	21	2	0	0	15	0	0	0	14	3	55	176
8:45 AM	0	0	0	0	0	0	15	0	0	0	20	0	0	0	14	1	50	190
Count Total	0	0	0	0	0	2	99	8	0	0	135	0	0	0	93	11	348	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**37**	**3**	**0**	**0**	**64**	**0**	**0**	**0**	**51**	**6**	**162**	**0**

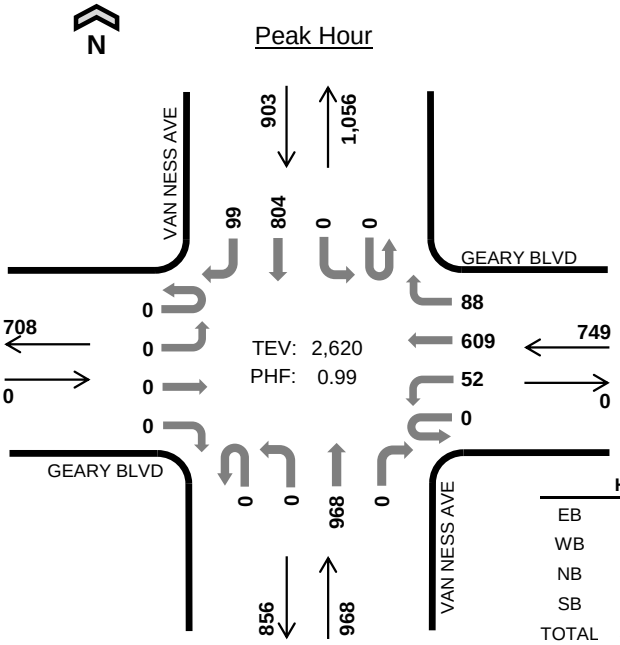
Two-Hour Count Summaries - Bikes

Interval Start	GEARY BLVD Eastbound			GEARY BLVD Westbound			VAN NESS AVE Northbound			VAN NESS AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Count Total	0	0	0	0	0	0	0	1	0	0	2	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

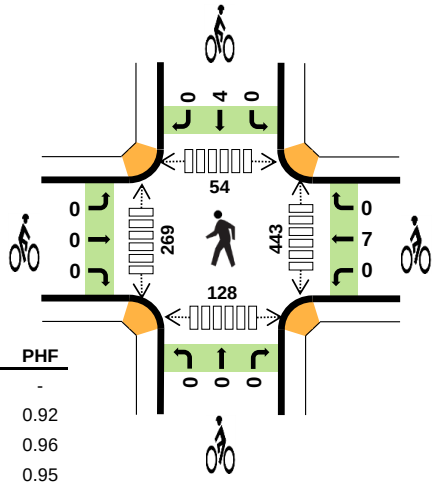
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

VAN NESS AVE
GEARY BLVD

Date: 11/07/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	-	-
WB	5.2%	0.92
NB	2.9%	0.96
SB	5.8%	0.95
TOTAL	4.5%	0.99



Two-Hour Count Summaries

Interval Start	GEARY BLVD Eastbound				GEARY BLVD Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	19	132	23	0	0	231	0	0	0	168	23	596	0
4:15 PM	0	0	0	0	0	14	137	21	0	0	234	0	0	0	196	20	622	0
4:30 PM	0	0	0	0	0	14	147	24	0	0	211	0	0	0	207	17	620	0
4:45 PM	0	0	0	0	0	19	158	20	0	0	248	0	0	0	171	18	634	2,472
5:00 PM	**0**	**0**	**0**	**0**	**0**	**15**	**151**	**22**	**0**	**0**	**253**	**0**	**0**	**0**	**202**	**14**	**657**	2,533
5:15 PM	**0**	**0**	**0**	**0**	**0**	**9**	**173**	**21**	**0**	**0**	**220**	**0**	**0**	**0**	**193**	**20**	**636**	2,547
5:30 PM	**0**	**0**	**0**	**0**	**0**	**20**	**140**	**19**	**0**	**0**	**249**	**0**	**0**	**0**	**207**	**29**	**664**	2,591
5:45 PM	**0**	**0**	**0**	**0**	**0**	**8**	**145**	**26**	**0**	**0**	**246**	**0**	**0**	**0**	**202**	**36**	**663**	**2,620**
Count Total	0	0	0	0	0	118	1,183	176	0	0	1,892	0	0	0	1,546	177	5,092	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**52**	**609**	**88**	**0**	**0**	**968**	**0**	**0**	**0**	**804**	**99**	**2,620**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**3**	**29**	**7**	**0**	**0**	**28**	**0**	**0**	**0**	**51**	**1**	**119**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**6%**	**5%**	**8%**	**-**	**-**	**3%**	**-**	**-**	**-**	**6%**	**1%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	11	9	11	*31*	0	1	2	0	*3*	79	48	8	25	*160*
4:15 PM	0	12	9	16	*37*	0	0	0	1	*1*	100	47	10	34	*191*
4:30 PM	0	8	8	13	*29*	0	0	0	3	*3*	84	61	9	17	*171*
4:45 PM	0	8	8	13	*29*	0	0	0	2	*2*	87	53	10	30	*180*
5:00 PM	**0**	**16**	**7**	**13**	***36***	**0**	**0**	**0**	**3**	***3***	**103**	**80**	**19**	**41**	*243*
5:15 PM	**0**	**6**	**5**	**15**	***26***	**0**	**3**	**0**	**0**	***3***	**98**	**63**	**14**	**27**	*202*
5:30 PM	**0**	**5**	**7**	**12**	***24***	**0**	**2**	**0**	**1**	***3***	**122**	**68**	**11**	**30**	*231*
5:45 PM	**0**	**12**	**9**	**12**	***33***	**0**	**2**	**0**	**0**	***2***	**120**	**58**	**10**	**30**	***218***
Count Total	0	78	62	105	*245*	0	8	2	10	*20*	793	478	91	234	*1,596*
Peak Hour	**0**	**39**	**28**	**52**	***119***	**0**	**7**	**0**	**4**	***11***	**443**	**269**	**54**	**128**	***894***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	GEARY BLVD Eastbound				GEARY BLVD Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	2	7	2	0	0	9	0	0	0	9	2	31	0
4:15 PM	0	0	0	0	0	2	9	1	0	0	9	0	0	0	15	1	37	0
4:30 PM	0	0	0	0	0	0	8	0	0	0	8	0	0	0	12	1	29	0
4:45 PM	0	0	0	0	0	0	8	0	0	0	8	0	0	0	12	1	29	126
5:00 PM	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**3**	**0**	**0**	**7**	**0**	**0**	**0**	**13**	**0**	**36**	131
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**14**	**1**	**26**	120
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**12**	**0**	**24**	115
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**3**	**0**	**0**	**9**	**0**	**0**	**0**	**12**	**0**	**33**	**119**
Count Total	0	0	0	0	0	7	61	10	0	0	62	0	0	0	99	6	245	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**3**	**29**	**7**	**0**	**0**	**28**	**0**	**0**	**0**	**51**	**1**	**119**	**0**

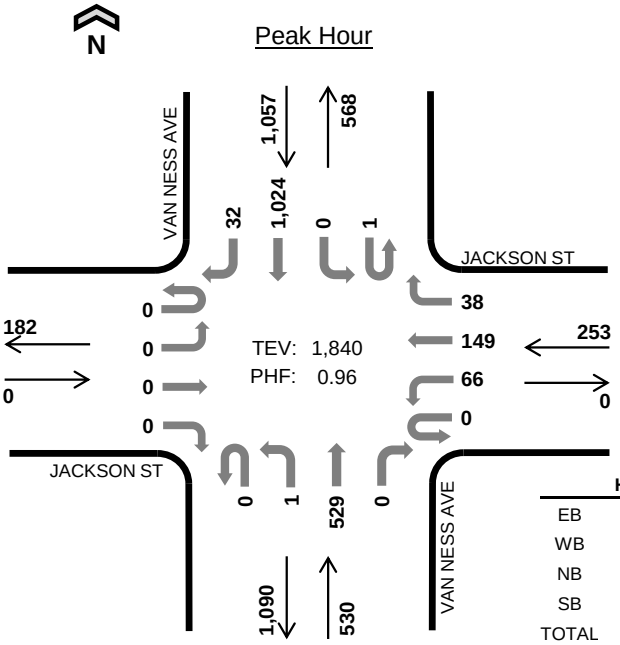
Two-Hour Count Summaries - Bikes

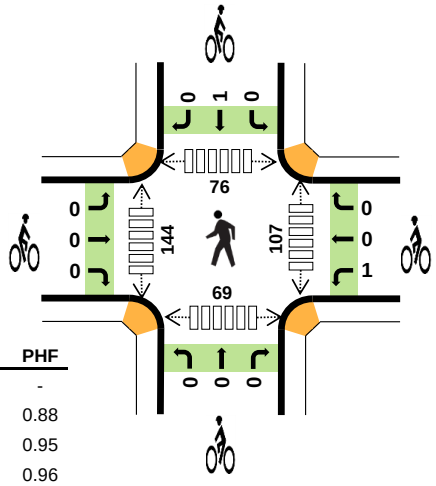
Interval Start	GEARY BLVD Eastbound			GEARY BLVD Westbound			VAN NESS AVE Northbound			VAN NESS AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	2	0	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	9
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	9
5:15 PM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	11
5:30 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	11
5:45 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**
Count Total	0	0	0	0	8	0	0	2	0	0	10	0	20	0
Peak Hour	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**11**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

VAN NESS AVE
JACKSON ST

Date: 11/07/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	-	-
WB	5.5%	0.88
NB	9.6%	0.95
SB	8.5%	0.96
TOTAL	8.4%	0.96

Two-Hour Count Summaries

Interval Start	JACKSON ST Eastbound				JACKSON ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	9	22	3	0	0	85	0	0	0	200	9	328	0
7:15 AM	0	0	0	0	0	11	16	7	0	0	118	0	0	0	240	8	400	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**13**	**25**	**7**	**0**	**0**	**137**	**0**	**0**	**0**	**257**	**3**	**442**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**16**	**43**	**10**	**0**	**0**	**140**	**0**	**0**	**0**	**260**	**12**	**481**	1,651
8:00 AM	**0**	**0**	**0**	**0**	**0**	**19**	**41**	**7**	**0**	**0**	**116**	**0**	**1**	**0**	**264**	**9**	**457**	1,780
8:15 AM	**0**	**0**	**0**	**0**	**0**	**18**	**40**	**14**	**0**	**1**	**136**	**0**	**0**	**0**	**243**	**8**	**460**	**1,840**
8:30 AM	0	0	0	0	0	14	35	11	0	0	126	0	0	0	178	11	375	1,773
8:45 AM	0	0	0	0	0	21	47	6	0	0	147	0	0	0	240	15	476	1,768
Count Total	0	0	0	0	0	121	269	65	0	1	1,005	0	1	0	1,882	75	3,419	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**66**	**149**	**38**	**0**	**1**	**529**	**0**	**1**	**0**	**1,024**	**32**	**1,840**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**4**	**0**	**0**	**51**	**0**	**0**	**0**	**86**	**4**	**155**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**12%**	**1%**	**11%**	**-**	**0%**	**10%**	**-**	**0%**	**-**	**8%**	**13%**	**8%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	3	19	18	*40*	0	0	1	0	*1*	25	12	11	14	*62*
7:15 AM	0	2	23	15	*40*	0	0	0	0	*0*	14	32	17	11	*74*
7:30 AM	**0**	**4**	**10**	**26**	***40***	**0**	**0**	**0**	**1**	***1***	**19**	**40**	**8**	**12**	*79*
7:45 AM	**0**	**4**	**15**	**22**	***41***	**0**	**1**	**0**	**0**	***1***	**32**	**33**	**25**	**19**	*109*
8:00 AM	**0**	**3**	**12**	**24**	***39***	**0**	**0**	**0**	**0**	***0***	**22**	**38**	**15**	**14**	*89*
8:15 AM	**0**	**3**	**14**	**18**	***35***	**0**	**0**	**0**	**0**	***0***	**34**	**33**	**28**	**24**	***119***
8:30 AM	0	2	16	16	*34*	0	0	0	0	*0*	37	34	25	21	*117*
8:45 AM	0	4	17	22	*43*	1	0	0	0	*1*	33	21	14	20	*88*
Count Total	0	25	126	161	*312*	1	1	1	1	*4*	216	243	143	135	*737*
Peak Hour	**0**	**14**	**51**	**90**	***155***	**0**	**1**	**0**	**1**	***2***	**107**	**144**	**76**	**69**	***396***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	JACKSON ST Eastbound				JACKSON ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	1	0	0	19	0	0	0	18	0	40	0
7:15 AM	0	0	0	0	0	1	0	1	0	0	23	0	0	0	14	1	40	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**10**	**0**	**0**	**0**	**26**	**0**	**40**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**15**	**0**	**0**	**0**	**20**	**2**	**41**	161
8:00 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**23**	**1**	**39**	160
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**14**	**0**	**0**	**0**	**17**	**1**	**35**	**155**
8:30 AM	0	0	0	0	0	1	0	1	0	0	16	0	0	0	14	2	34	149
8:45 AM	0	0	0	0	0	2	1	1	0	0	17	0	0	0	19	3	43	151
Count Total	0	0	0	0	0	14	3	8	0	0	126	0	0	0	151	10	312	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**4**	**0**	**0**	**51**	**0**	**0**	**0**	**86**	**4**	**155**	**0**

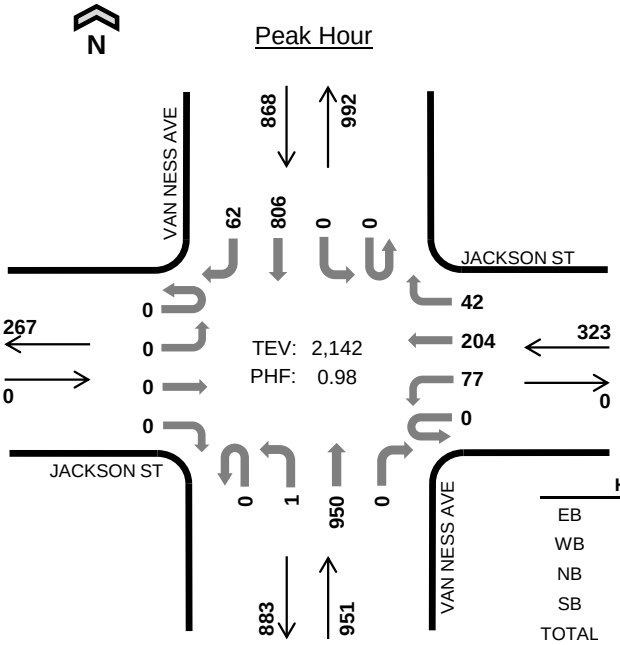
Two-Hour Count Summaries - Bikes

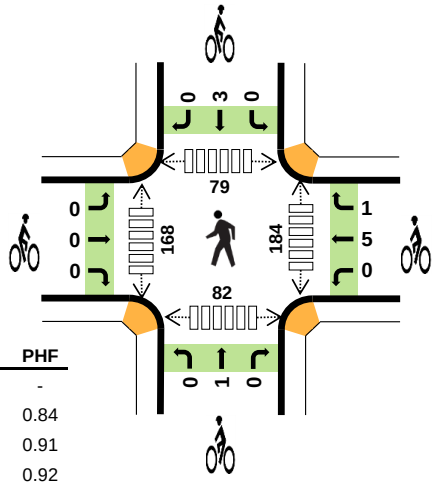
Interval Start	JACKSON ST Eastbound			JACKSON ST Westbound			VAN NESS AVE Northbound			VAN NESS AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	0	1	0	0	0	1	0	0	1	0	4	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

VAN NESS AVE
JACKSON ST

Date: 11/07/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	-	-
WB	2.2%	0.84
NB	5.8%	0.91
SB	7.0%	0.92
TOTAL	5.7%	0.98

Two-Hour Count Summaries

Interval Start	JACKSON ST Eastbound				JACKSON ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	4	32	12	0	0	233	0	0	0	189	14	484	0
4:15 PM	0	0	0	0	0	17	29	10	0	0	226	0	0	0	191	15	488	0
4:30 PM	0	0	0	0	0	23	44	10	0	0	221	0	0	0	202	18	518	0
4:45 PM	0	0	0	0	0	17	48	7	0	0	223	0	0	0	198	9	502	1,992
5:00 PM	**0**	**0**	**0**	**0**	**0**	**17**	**50**	**9**	**0**	**0**	**237**	**0**	**0**	**0**	**207**	**18**	**538**	2,046
5:15 PM	**0**	**0**	**0**	**0**	**0**	**26**	**57**	**13**	**0**	**0**	**245**	**0**	**0**	**0**	**186**	**16**	**543**	2,101
5:30 PM	**0**	**0**	**0**	**0**	**0**	**15**	**47**	**10**	**0**	**1**	**206**	**0**	**0**	**0**	**219**	**17**	**515**	2,098
5:45 PM	**0**	**0**	**0**	**0**	**0**	**19**	**50**	**10**	**0**	**0**	**262**	**0**	**0**	**0**	**194**	**11**	**546**	**2,142**
Count Total	0	0	0	0	0	138	357	81	0	1	1,853	0	0	0	1,586	118	4,134	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**77**	**204**	**42**	**0**	**1**	**950**	**0**	**0**	**0**	**806**	**62**	**2,142**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**0**	**0**	**55**	**0**	**0**	**0**	**54**	**7**	**123**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**4%**	**0%**	**10%**	**-**	**0%**	**6%**	**-**	**-**	**-**	**7%**	**11%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	9	13	*24*	0	0	2	0	*2*	36	26	26	21	*109*
4:15 PM	0	2	8	13	*23*	0	0	0	1	*1*	24	43	11	12	*90*
4:30 PM	0	7	10	13	*30*	0	0	1	2	*3*	38	28	17	18	*101*
4:45 PM	0	1	10	15	*26*	0	1	0	1	*2*	31	32	18	22	*103*
5:00 PM	**0**	**2**	**12**	**16**	***30***	**0**	**2**	**1**	**1**	***4***	**53**	**40**	**22**	**27**	*142*
5:15 PM	**0**	**2**	**18**	**15**	***35***	**0**	**1**	**0**	**0**	***1***	**38**	**43**	**14**	**15**	*110*
5:30 PM	**0**	**1**	**10**	**12**	***23***	**0**	**1**	**0**	**0**	***1***	**43**	**39**	**27**	**17**	*126*
5:45 PM	**0**	**2**	**15**	**18**	***35***	**0**	**2**	**0**	**2**	***4***	**50**	**46**	**16**	**23**	***135***
Count Total	0	19	92	115	*226*	0	7	4	7	*18*	313	297	151	155	*916*
Peak Hour	**0**	**7**	**55**	**61**	***123***	**0**	**6**	**1**	**3**	***10***	**184**	**168**	**79**	**82**	***513***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	JACKSON ST Eastbound				JACKSON ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	1	0	0	9	0	0	0	12	1	24	0
4:15 PM	0	0	0	0	0	2	0	0	0	0	8	0	0	0	13	0	23	0
4:30 PM	0	0	0	0	0	2	2	3	0	0	10	0	0	0	11	2	30	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	10	0	0	0	15	0	26	103
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**15**	**1**	**30**	109
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**18**	**0**	**0**	**0**	**12**	**3**	**35**	121
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**10**	**0**	**0**	**0**	**12**	**0**	**23**	114
5:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**15**	**0**	**0**	**0**	**15**	**3**	**35**	**123**
Count Total	0	0	0	0	0	9	2	8	0	0	92	0	0	0	105	10	226	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**0**	**0**	**55**	**0**	**0**	**0**	**54**	**7**	**123**	**0**

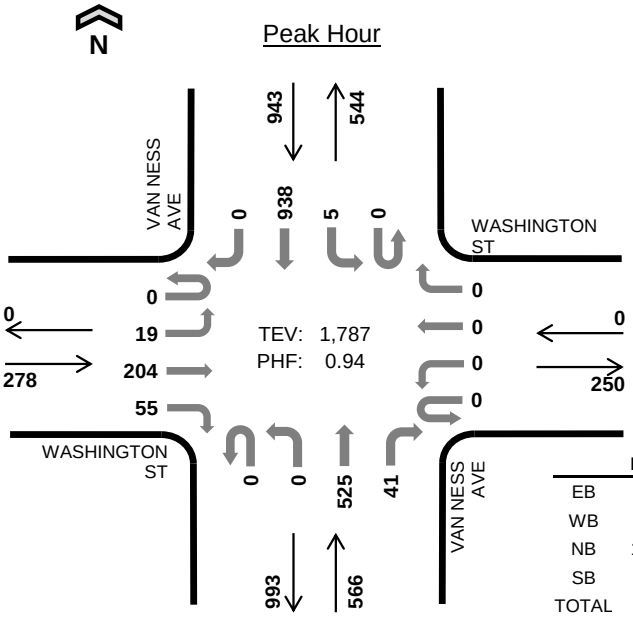
Two-Hour Count Summaries - Bikes

Interval Start	JACKSON ST Eastbound			JACKSON ST Westbound			VAN NESS AVE Northbound			VAN NESS AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	8
5:00 PM	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**4**	10
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	10
5:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	8
5:45 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**10**
Count Total	0	0	0	0	6	1	0	4	0	0	7	0	18	0
Peak Hour	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**1**	**0**	**0**	**3**	**0**	**10**	**0**

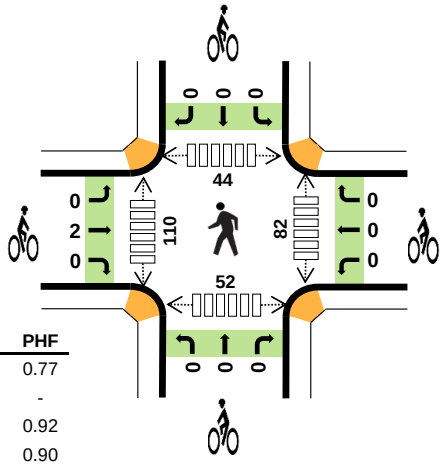
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

VAN NESS AVE
WASHINGTON ST

Date: 11/07/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.9%	0.77
WB	-	-
NB	11.5%	0.92
SB	8.7%	0.90
TOTAL	8.7%	0.94



Two-Hour Count Summaries

Interval Start	WASHINGTON ST Eastbound				WASHINGTON ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	14	7	0	0	0	0	0	0	83	6	0	1	228	0	341	0
7:15 AM	0	2	20	7	0	0	0	0	0	0	103	6	0	1	230	0	369	0
7:30 AM	**0**	**4**	**36**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**142**	**6**	**0**	**0**	**239**	**0**	**445**	0
7:45 AM	**0**	**3**	**47**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**146**	**8**	**0**	**2**	**259**	**0**	**476**	1,631
8:00 AM	**0**	**6**	**52**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**116**	**7**	**0**	**2**	**207**	**0**	**401**	1,691
8:15 AM	**0**	**6**	**69**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**121**	**20**	**0**	**1**	**233**	**0**	**465**	**1,787**
8:30 AM	0	4	72	16	0	0	0	0	0	0	103	15	0	0	209	0	419	1,761
8:45 AM	0	4	59	8	0	0	0	0	0	0	133	6	0	2	223	0	435	1,720
Count Total	0	31	369	93	0	0	0	0	0	0	947	74	0	9	1,828	0	3,351	0
Peak Hour All	**0**	**19**	**204**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**525**	**41**	**0**	**5**	**938**	**0**	**1,787**	**0**
Peak Hour HV	**0**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**0**	**0**	**5**	**77**	**0**	**155**	**0**
Peak Hour HV%	**-**	**21%**	**1%**	**4%**	**-**	**-**	**-**	**-**	**-**	**-**	**12%**	**0%**	**-**	**100%**	**8%**	**-**	**9%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	30	17	*49*	0	0	0	0	*0*	15	4	9	3	*31*
7:15 AM	2	0	13	15	*30*	0	0	0	0	*0*	16	13	4	10	*43*
7:30 AM	**1**	**0**	**21**	**26**	***48***	**0**	**0**	**0**	**0**	***0***	**21**	**30**	**11**	**9**	*71*
7:45 AM	**4**	**0**	**12**	**27**	***43***	**0**	**0**	**0**	**0**	***0***	**21**	**17**	**7**	**6**	*51*
8:00 AM	**1**	**0**	**16**	**15**	***32***	**2**	**0**	**0**	**0**	***2***	**17**	**24**	**16**	**19**	*76*
8:15 AM	**2**	**0**	**16**	**14**	***32***	**0**	**0**	**0**	**0**	***0***	**23**	**39**	**10**	**18**	***90***
8:30 AM	4	0	12	11	*27*	1	0	0	0	*1*	30	16	12	10	*68*
8:45 AM	1	0	14	16	*31*	4	0	0	0	*4*	20	24	13	6	*63*
Count Total	17	0	134	141	*292*	7	0	0	0	*7*	163	167	82	81	*493*
Peak Hour	**8**	**0**	**65**	**82**	***155***	**2**	**0**	**0**	**0**	***2***	**82**	**110**	**44**	**52**	***288***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	WASHINGTON ST Eastbound				WASHINGTON ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	1	0	0	0	0	0	0	30	0	0	1	16	0	49	0
7:15 AM	0	1	0	1	0	0	0	0	0	0	13	0	0	1	14	0	30	0
7:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**26**	**0**	**48**	0
7:45 AM	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**2**	**25**	**0**	**43**	170
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**2**	**13**	**0**	**32**	153
8:15 AM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**1**	**13**	**0**	**32**	**155**
8:30 AM	0	2	2	0	0	0	0	0	0	0	11	1	0	0	11	0	27	134
8:45 AM	0	1	0	0	0	0	0	0	0	0	14	0	0	2	14	0	31	122
Count Total	0	9	4	4	0	0	0	0	0	0	133	1	0	9	132	0	292	0
Peak Hour	**0**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**0**	**0**	**5**	**77**	**0**	**155**	**0**

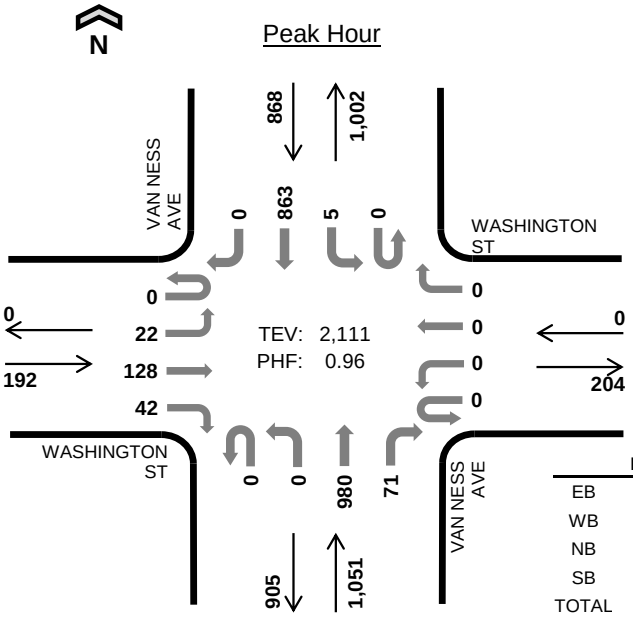
Two-Hour Count Summaries - Bikes

Interval Start	WASHINGTON ST Eastbound			WASHINGTON ST Westbound			VAN NESS AVE Northbound			VAN NESS AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	2
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	3
8:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	4	7
Count Total	0	7	0	0	0	0	0	0	0	0	0	0	7	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

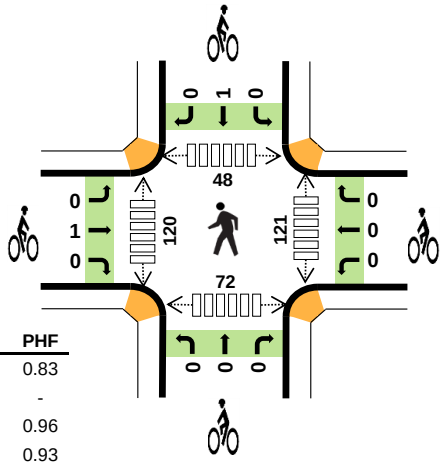
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

VAN NESS AVE
WASHINGTON ST

Date: 11/07/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	2.6%	0.83
WB	-	-
NB	3.5%	0.96
SB	6.3%	0.93
TOTAL	4.6%	0.96



Two-Hour Count Summaries

Interval Start	WASHINGTON ST Eastbound				WASHINGTON ST Westbound				VAN NESS AVE Northbound				VAN NESS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	6	25	10	0	0	0	0	0	0	226	16	1	1	178	0	463	0
4:15 PM	0	4	25	13	0	0	0	0	0	0	216	20	0	1	212	0	491	0
4:30 PM	0	7	31	8	0	0	0	0	0	0	212	19	0	2	207	0	486	0
4:45 PM	**0**	**6**	**36**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**240**	**13**	**0**	**1**	**213**	**0**	**521**	1,961
5:00 PM	**0**	**7**	**24**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**261**	**14**	**0**	**1**	**215**	**0**	**536**	2,034
5:15 PM	**0**	**4**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**245**	**17**	**0**	**1**	**204**	**0**	**502**	2,045
5:30 PM	**0**	**5**	**42**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**234**	**27**	**0**	**2**	**231**	**0**	**552**	**2,111**
5:45 PM	0	4	26	8	0	0	0	0	0	0	216	26	0	1	216	0	497	2,087
Count Total	0	43	235	81	0	0	0	0	0	0	1,850	152	1	10	1,676	0	4,048	0
Peak Hour All	**0**	**22**	**128**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**980**	**71**	**0**	**5**	**863**	**0**	**2,111**	**0**
Peak Hour HV	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**	**5**	**50**	**0**	**97**	**0**
Peak Hour HV%	**-**	**14%**	**1%**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**4%**	**0%**	**-**	**100%**	**6%**	**-**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	0	7	10	*20*	0	0	1	0	*1*	27	24	3	20	*74*
4:15 PM	2	0	12	13	*27*	0	0	0	0	*0*	27	39	7	13	*86*
4:30 PM	2	0	9	12	*23*	1	0	0	0	*1*	31	21	14	8	*74*
4:45 PM	**2**	**0**	**8**	**16**	***26***	**1**	**0**	**0**	**0**	***1***	**18**	**23**	**6**	**20**	*67*
5:00 PM	**2**	**0**	**9**	**13**	***24***	**0**	**0**	**0**	**1**	***1***	**29**	**21**	**6**	**13**	*69*
5:15 PM	**1**	**0**	**14**	**10**	***25***	**0**	**0**	**0**	**0**	***0***	**48**	**42**	**14**	**22**	*126*
5:30 PM	**0**	**0**	**6**	**16**	***22***	**0**	**0**	**0**	**0**	***0***	**26**	**34**	**22**	**17**	***99***
5:45 PM	2	0	12	15	*29*	0	0	1	1	*2*	30	33	15	20	*98*
Count Total	14	0	77	105	*196*	2	0	2	2	*6*	236	237	87	133	*693*
Peak Hour	**5**	**0**	**37**	**55**	***97***	**1**	**0**	**0**	**1**	***2***	**121**	**120**	**48**	**72**	***361***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	WASHINGTON ST				WASHINGTON ST				VAN NESS AVE				VAN NESS AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	1	1	0	0	0	0	0	0	6	1	0	1	9	0	20	0
4:15 PM	0	1	1	0	0	0	0	0	0	0	11	1	0	1	12	0	27	0
4:30 PM	0	1	1	0	0	0	0	0	0	0	9	0	0	2	10	0	23	0
4:45 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**1**	**15**	**0**	**26**	96
5:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**1**	**12**	**0**	**24**	100
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**1**	**9**	**0**	**25**	98
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**2**	**14**	**0**	**22**	**97**
5:45 PM	0	1	1	0	0	0	0	0	0	0	12	0	0	1	14	0	29	100
Count Total	0	7	5	2	0	0	0	0	0	0	75	2	0	10	95	0	196	0
Peak Hour	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**	**5**	**50**	**0**	**97**	**0**

Two-Hour Count Summaries - Bikes

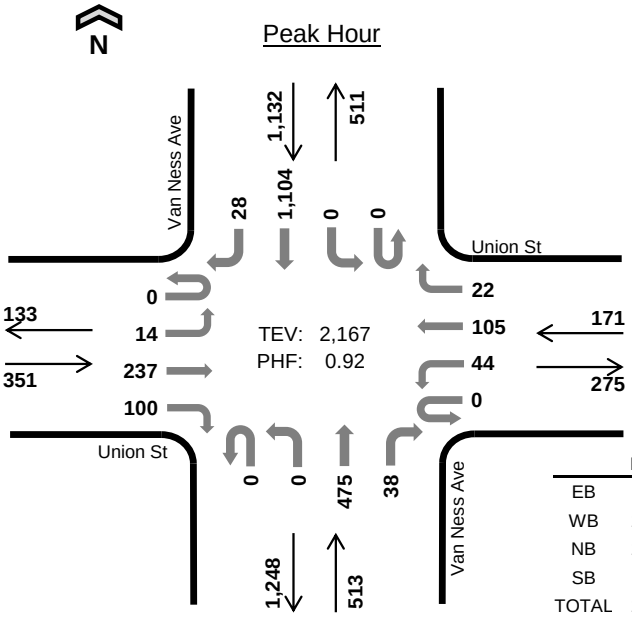
Interval Start	WASHINGTON ST			WASHINGTON ST			VAN NESS AVE			VAN NESS AVE			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	3
Count Total	0	2	0	0	0	0	0	2	0	0	2	0	6	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

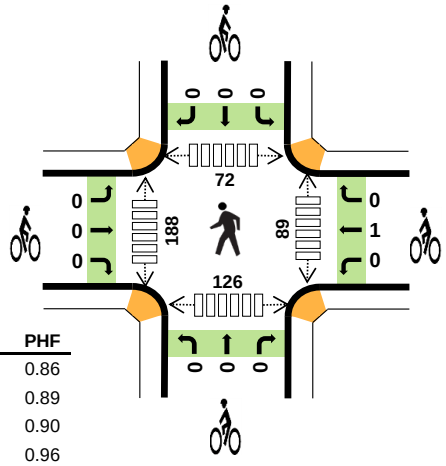
Van Ness Ave
Union St

Date: 04/06/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	8.0%	0.86
WB	11.1%	0.89
NB	15.0%	0.90
SB	9.0%	0.96
TOTAL	10.4%	0.92



Two-Hour Count Summaries

Interval Start		Union St Eastbound				Union St Westbound				Van Ness Ave Northbound				Van Ness Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	3	23	8	0	16	24	2	0	1	67	6	0	0	261	2	413	0
7:15 AM		0	0	29	12	0	21	21	3	0	1	81	4	0	0	302	5	479	0
7:30 AM		**0**	**3**	**34**	**26**	**0**	**16**	**17**	**7**	**0**	**0**	**118**	**12**	**0**	**0**	**290**	**6**	**529**	0
7:45 AM		**0**	**3**	**64**	**35**	**0**	**12**	**25**	**11**	**0**	**0**	**133**	**9**	**0**	**0**	**288**	**8**	**588**	2,009
8:00 AM		**0**	**4**	**68**	**27**	**0**	**7**	**31**	**3**	**0**	**0**	**110**	**5**	**0**	**0**	**268**	**6**	**529**	2,125
8:15 AM		**0**	**4**	**71**	**12**	**0**	**9**	**32**	**1**	**0**	**0**	**114**	**12**	**0**	**0**	**258**	**8**	**521**	**2,167**
8:30 AM		0	4	58	11	0	17	35	3	0	0	117	10	0	0	270	4	529	2,167
8:45 AM		0	6	60	11	0	11	38	1	0	0	135	10	0	0	277	3	552	2,131
Count Total		0	27	407	142	0	109	223	31	0	2	875	68	0	0	2,214	42	4,140	0
Peak Hour	**All**	**0**	**14**	**237**	**100**	**0**	**44**	**105**	**22**	**0**	**0**	**475**	**38**	**0**	**0**	**1,104**	**28**	**2,167**	**0**
	HV	**0**	**0**	**26**	**2**	**0**	**1**	**18**	**0**	**0**	**0**	**73**	**4**	**0**	**0**	**99**	**3**	**226**	**0**
	HV%	**-**	**0%**	**11%**	**2%**	**-**	**2%**	**17%**	**0%**	**-**	**-**	**15%**	**11%**	**-**	**-**	**9%**	**11%**	**10%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	7	3	23	30	*63*	1	0	0	0	*1*	15	29	15	17	*76*
7:15 AM	6	5	25	21	*57*	0	0	0	0	*0*	12	43	15	26	*96*
7:30 AM	**6**	**4**	**22**	**25**	***57***	**0**	**0**	**0**	**0**	***0***	**19**	**47**	**16**	**37**	*119*
7:45 AM	**6**	**2**	**21**	**23**	***52***	**0**	**0**	**0**	**0**	***0***	**20**	**46**	**16**	**33**	*115*
8:00 AM	**10**	**7**	**21**	**28**	***66***	**0**	**1**	**0**	**0**	***1***	**24**	**53**	**17**	**37**	*131*
8:15 AM	**6**	**6**	**13**	**26**	***51***	**0**	**0**	**0**	**0**	***0***	**26**	**42**	**23**	**19**	***110***
8:30 AM	7	7	18	16	*48*	0	1	0	0	*1*	14	27	22	21	*84*
8:45 AM	6	9	17	20	*52*	0	0	0	0	*0*	9	37	10	16	*72*
Count Total	54	43	160	189	*446*	1	2	0	0	*3*	139	324	134	206	*803*
Peak Hour	**28**	**19**	**77**	**102**	***226***	**0**	**1**	**0**	**0**	***1***	**89**	**188**	**72**	**126**	***475***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Union St				Union St				Van Ness Ave				Van Ness Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	6	1	0	1	2	0	0	0	22	1	0	0	30	0	63	0
7:15 AM	0	0	5	1	0	1	4	0	0	0	25	0	0	0	21	0	57	0
7:30 AM	**0**	**0**	**6**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**21**	**1**	**0**	**0**	**24**	**1**	**57**	0
7:45 AM	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**18**	**3**	**0**	**0**	**23**	**0**	**52**	229
8:00 AM	**0**	**0**	**8**	**2**	**0**	**1**	**6**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**27**	**1**	**66**	232
8:15 AM	**0**	**0**	**6**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**25**	**1**	**51**	**226**
8:30 AM	0	0	6	1	0	0	7	0	0	0	18	0	0	0	16	0	48	217
8:45 AM	0	0	5	1	0	2	7	0	0	0	15	2	0	0	20	0	52	217
Count Total	0	0	48	6	0	5	38	0	0	0	153	7	0	0	186	3	446	0
Peak Hour	**0**	**0**	**26**	**2**	**0**	**1**	**18**	**0**	**0**	**0**	**73**	**4**	**0**	**0**	**99**	**3**	**226**	**0**

Two-Hour Count Summaries - Bikes

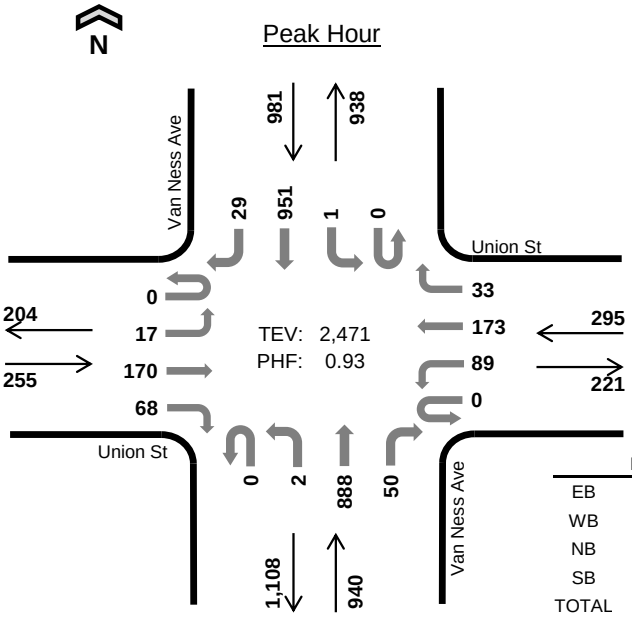
Interval Start	Union St			Union St			Van Ness Ave			Van Ness Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	0	0	2	0	0	0	0	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

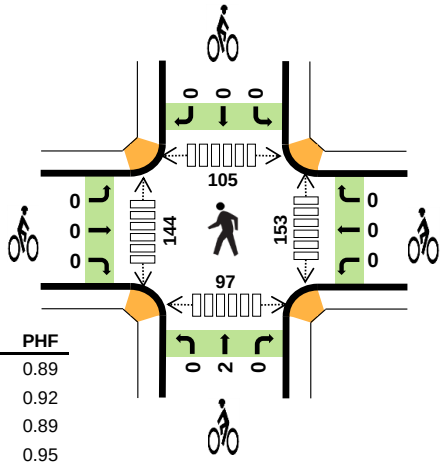
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Van Ness Ave
Union St

Date: 04/06/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	5.1%	0.89
WB	6.1%	0.92
NB	6.1%	0.89
SB	7.1%	0.95
TOTAL	6.4%	0.93



Two-Hour Count Summaries

Interval Start	Union St Eastbound				Union St Westbound				Van Ness Ave Northbound				Van Ness Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	46	11	0	14	29	12	0	0	243	10	0	0	199	4	572	0
4:15 PM	0	3	46	19	0	23	46	7	0	1	193	9	0	0	214	7	568	0
4:30 PM	0	1	46	13	0	30	40	8	0	0	199	8	0	0	205	10	560	0
4:45 PM	0	5	51	13	0	21	50	2	0	1	219	9	0	0	197	5	573	2,273
5:00 PM	**0**	**1**	**40**	**19**	**0**	**21**	**48**	**6**	**0**	**1**	**246**	**8**	**0**	**0**	**229**	**8**	**627**	2,328
5:15 PM	**0**	**5**	**53**	**14**	**0**	**26**	**34**	**10**	**0**	**1**	**183**	**15**	**0**	**0**	**241**	**7**	**589**	2,349
5:30 PM	**0**	**6**	**37**	**20**	**0**	**17**	**46**	**7**	**0**	**0**	**212**	**10**	**0**	**1**	**228**	**9**	**593**	2,382
5:45 PM	**0**	**5**	**40**	**15**	**0**	**25**	**45**	**10**	**0**	**0**	**247**	**17**	**0**	**0**	**253**	**5**	**662**	**2,471**
Count Total	0	30	359	124	0	177	338	62	0	4	1,742	86	0	1	1,766	55	4,744	0
Peak Hour All	**0**	**17**	**170**	**68**	**0**	**89**	**173**	**33**	**0**	**2**	**888**	**50**	**0**	**1**	**951**	**29**	**2,471**	**0**
Peak Hour HV	**0**	**0**	**13**	**0**	**0**	**1**	**16**	**1**	**0**	**0**	**56**	**1**	**0**	**0**	**70**	**0**	**158**	**0**
Peak Hour HV%	**-**	**0%**	**8%**	**0%**	**-**	**1%**	**9%**	**3%**	**-**	**0%**	**6%**	**2%**	**-**	**0%**	**7%**	**0%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	13	11	*30*	0	0	0	0	*0*	17	32	7	24	*80*
4:15 PM	3	4	15	13	*35*	1	0	0	0	*1*	20	31	16	21	*88*
4:30 PM	3	2	7	11	*23*	0	0	0	0	*0*	27	33	27	17	*104*
4:45 PM	6	4	16	18	*44*	1	0	0	0	*1*	23	34	26	22	*105*
5:00 PM	**3**	**4**	**8**	**17**	***32***	**0**	**0**	**1**	**0**	***1***	**42**	**34**	**20**	**28**	*124*
5:15 PM	**3**	**5**	**12**	**15**	***35***	**0**	**0**	**0**	**0**	***0***	**39**	**41**	**28**	**28**	*136*
5:30 PM	**4**	**3**	**17**	**15**	***39***	**0**	**0**	**1**	**0**	***1***	**40**	**28**	**30**	**25**	*123*
5:45 PM	**3**	**6**	**20**	**23**	***52***	**0**	**0**	**0**	**0**	***0***	**32**	**41**	**27**	**16**	***116***
Count Total	28	31	108	123	*290*	2	0	2	0	*4*	240	274	181	181	*876*
Peak Hour	**13**	**18**	**57**	**70**	***158***	**0**	**0**	**2**	**0**	***2***	**153**	**144**	**105**	**97**	***499***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Union St				Union St				Van Ness Ave				Van Ness Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	1	0	0	3	0	0	0	13	0	0	0	11	0	30	0
4:15 PM	0	0	3	0	0	0	4	0	0	0	14	1	0	0	13	0	35	0
4:30 PM	0	0	3	0	0	0	1	1	0	0	7	0	0	0	11	0	23	0
4:45 PM	0	0	6	0	0	0	3	1	0	0	16	0	0	0	18	0	44	132
5:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**17**	**0**	**32**	134
5:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**15**	**0**	**35**	134
5:30 PM	**0**	**0**	**4**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**15**	**0**	**39**	150
5:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**19**	**1**	**0**	**0**	**23**	**0**	**52**	**158**
Count Total	0	0	27	1	0	1	27	3	0	0	106	2	0	0	123	0	290	0
Peak Hour	**0**	**0**	**13**	**0**	**0**	**1**	**16**	**1**	**0**	**0**	**56**	**1**	**0**	**0**	**70**	**0**	**158**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Union St			Union St			Van Ness Ave			Van Ness Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	3
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	2	0	0	0	0	0	2	0	0	0	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**

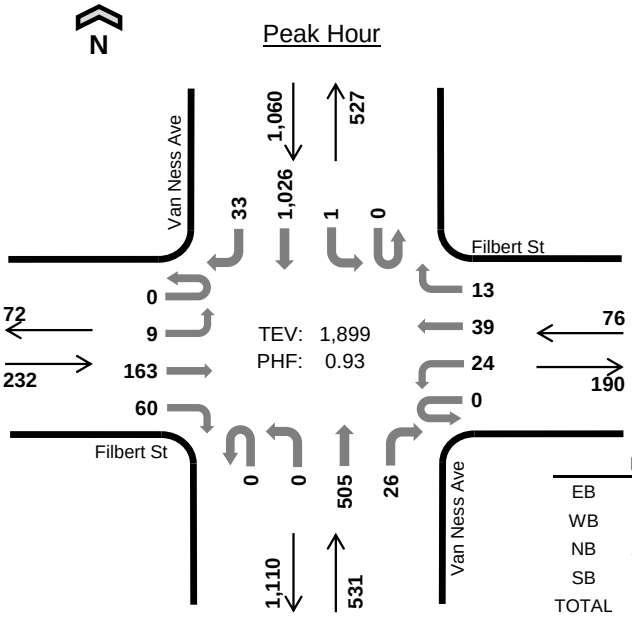
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

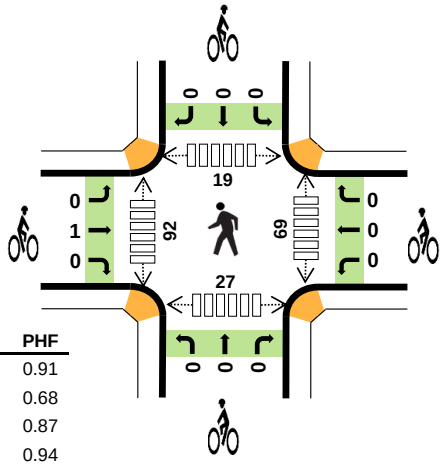
Van Ness Ave
Filbert St

Peak Hour

Date: 04/06/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.9%	0.91
WB	2.6%	0.68
NB	13.2%	0.87
SB	8.2%	0.94
TOTAL	8.5%	0.93



Two-Hour Count Summaries

Interval Start	Filbert St Eastbound				Filbert St Westbound				Van Ness Ave Northbound				Van Ness Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	12	7	0	1	4	0	0	0	70	3	0	0	265	6	369	0
7:15 AM	0	1	12	9	0	4	3	3	0	0	83	1	0	0	301	2	419	0
7:30 AM	0	0	20	14	0	6	9	5	0	0	112	7	0	0	268	2	443	0
7:45 AM	**0**	**3**	**30**	**14**	**0**	**13**	**11**	**4**	**0**	**0**	**141**	**11**	**0**	**0**	**278**	**3**	**508**	1,739
8:00 AM	**0**	**3**	**39**	**16**	**0**	**4**	**14**	**2**	**0**	**0**	**116**	**6**	**0**	**0**	**249**	**13**	**462**	1,832
8:15 AM	**0**	**3**	**45**	**15**	**0**	**4**	**5**	**4**	**0**	**0**	**120**	**5**	**0**	**1**	**234**	**11**	**447**	1,860
8:30 AM	**0**	**0**	**49**	**15**	**0**	**3**	**9**	**3**	**0**	**0**	**128**	**4**	**0**	**0**	**265**	**6**	**482**	**1,899**
8:45 AM	0	2	55	6	0	8	6	1	0	0	128	11	0	1	269	6	493	1,884
Count Total	0	13	262	96	0	43	61	22	0	0	898	48	0	2	2,129	49	3,623	0
Peak Hour All	**0**	**9**	**163**	**60**	**0**	**24**	**39**	**13**	**0**	**0**	**505**	**26**	**0**	**1**	**1,026**	**33**	**1,899**	**0**
Peak Hour HV	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**69**	**1**	**0**	**0**	**87**	**0**	**161**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**3%**	**-**	**0%**	**3%**	**8%**	**-**	**-**	**14%**	**4%**	**-**	**0%**	**8%**	**0%**	**8%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	24	31	*56*	0	0	0	0	*0*	13	19	6	7	*45*
7:15 AM	1	0	24	20	*45*	0	0	0	0	*0*	16	21	3	3	*43*
7:30 AM	2	0	23	26	*51*	0	0	0	0	*0*	16	20	4	9	*49*
7:45 AM	**0**	**1**	**18**	**22**	***41***	**0**	**0**	**0**	**0**	***0***	**21**	**28**	**6**	**12**	*67*
8:00 AM	**1**	**0**	**19**	**25**	***45***	**0**	**0**	**0**	**0**	***0***	**16**	**26**	**3**	**6**	*51*
8:15 AM	**1**	**0**	**15**	**23**	***39***	**0**	**0**	**0**	**0**	***0***	**21**	**24**	**6**	**4**	*55*
8:30 AM	**0**	**1**	**18**	**17**	***36***	**1**	**0**	**0**	**0**	***1***	**11**	**14**	**4**	**5**	***34***
8:45 AM	0	0	14	20	*34*	0	0	0	0	*0*	18	31	3	7	*59*
Count Total	6	2	155	184	*347*	1	0	0	0	*1*	132	183	35	53	*403*
Peak Hour	**2**	**2**	**70**	**87**	***161***	**1**	**0**	**0**	**0**	***1***	**69**	**92**	**19**	**27**	***207***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Filbert St				Filbert St				Van Ness Ave				Van Ness Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	24	0	0	0	30	1	56	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	24	0	0	0	20	0	45	0
7:30 AM	0	0	1	1	0	0	0	0	0	0	22	1	0	0	26	0	51	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**18**	**0**	**0**	**0**	**22**	**0**	**41**	193
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**1**	**0**	**0**	**25**	**0**	**45**	182
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**23**	**0**	**39**	176
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**17**	**0**	**36**	**161**
8:45 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	20	0	34	154
Count Total	0	1	2	3	0	0	1	1	0	0	153	2	0	0	183	1	347	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**69**	**1**	**0**	**0**	**87**	**0**	**161**	**0**

Two-Hour Count Summaries - Bikes

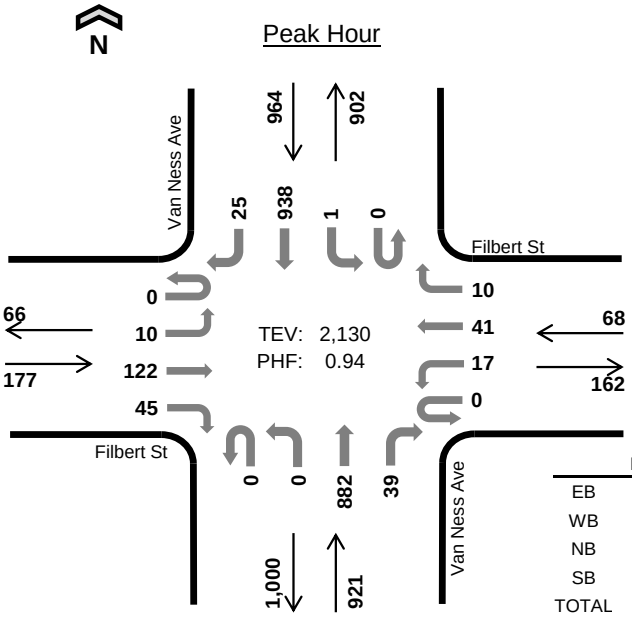
Interval Start	Filbert St			Filbert St			Van Ness Ave			Van Ness Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

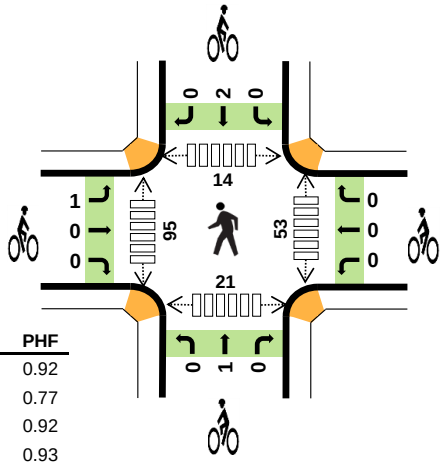
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Van Ness Ave
Filbert St

Peak Hour



Date: 04/06/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.6%	0.92
WB	0.0%	0.77
NB	6.4%	0.92
SB	7.6%	0.93
TOTAL	6.2%	0.94

Two-Hour Count Summaries

Interval Start		Filbert St Eastbound				Filbert St Westbound				Van Ness Ave Northbound				Van Ness Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	17	8	0	8	10	3	0	0	249	8	0	0	192	8	503	0
4:15 PM		0	2	24	11	0	6	8	4	0	0	204	8	0	0	202	6	475	0
4:30 PM		0	3	25	9	0	4	4	4	0	0	205	7	0	0	204	6	471	0
4:45 PM		0	0	32	11	0	7	10	0	0	0	221	5	0	0	182	7	475	1,924
5:00 PM		**0**	**2**	**30**	**16**	**0**	**5**	**8**	**2**	**0**	**0**	**237**	**13**	**0**	**0**	**220**	**4**	**537**	1,958
5:15 PM		**0**	**1**	**26**	**15**	**0**	**5**	**6**	**3**	**0**	**0**	**192**	**6**	**0**	**0**	**243**	**7**	**504**	1,987
5:30 PM		**0**	**5**	**35**	**7**	**0**	**3**	**18**	**1**	**0**	**0**	**209**	**14**	**0**	**1**	**223**	**8**	**524**	2,040
5:45 PM		**0**	**2**	**31**	**7**	**0**	**4**	**9**	**4**	**0**	**0**	**244**	**6**	**0**	**0**	**252**	**6**	**565**	**2,130**
Count Total		0	15	220	84	0	42	73	21	0	0	1,761	67	0	1	1,718	52	4,054	0
Peak Hour	**All**	**0**	**10**	**122**	**45**	**0**	**17**	**41**	**10**	**0**	**0**	**882**	**39**	**0**	**1**	**938**	**25**	**2,130**	**0**
	HV	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**0**	**0**	**0**	**72**	**1**	**133**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**7%**	**0%**	**-**	**0%**	**8%**	**4%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	13	14	*27*	0	1	1	0	*2*	9	17	3	5	*34*
4:15 PM	0	0	14	13	*27*	1	1	0	1	*3*	19	17	2	11	*49*
4:30 PM	0	0	8	12	*20*	0	0	1	0	*1*	12	19	5	2	*38*
4:45 PM	1	0	19	18	*38*	0	0	0	1	*1*	19	13	0	7	*39*
5:00 PM	**1**	**0**	**8**	**18**	***27***	**0**	**0**	**0**	**0**	***0***	**25**	**27**	**2**	**2**	*56*
5:15 PM	**0**	**0**	**12**	**17**	***29***	**0**	**0**	**1**	**1**	***2***	**13**	**31**	**6**	**12**	*62*
5:30 PM	**0**	**0**	**18**	**15**	***33***	**1**	**0**	**0**	**1**	***2***	**7**	**22**	**2**	**3**	*34*
5:45 PM	**0**	**0**	**21**	**23**	***44***	**0**	**0**	**0**	**0**	***0***	**8**	**15**	**4**	**4**	***31***
Count Total	2	0	113	130	*245*	2	2	3	4	*11*	112	161	24	46	*343*
Peak Hour	**1**	**0**	**59**	**73**	***133***	**1**	**0**	**1**	**2**	***4***	**53**	**95**	**14**	**21**	***183***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Filbert St				Filbert St				Van Ness Ave				Van Ness Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	12	1	0	0	13	1	27	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	12	1	27	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	20	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	18	1	0	0	18	0	38	112
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**18**	**0**	**27**	112
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**17**	**0**	**29**	114
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**15**	**0**	**33**	127
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**22**	**1**	**44**	**133**
Count Total	0	0	1	1	0	0	0	0	0	0	111	2	0	0	127	3	245	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**0**	**0**	**0**	**72**	**1**	**133**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Filbert St			Filbert St			Van Ness Ave			Van Ness Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	2	0
4:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	3	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	7
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	4
5:30 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	5
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Count Total	1	0	1	1	1	0	0	3	0	0	4	0	11	0
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**4**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

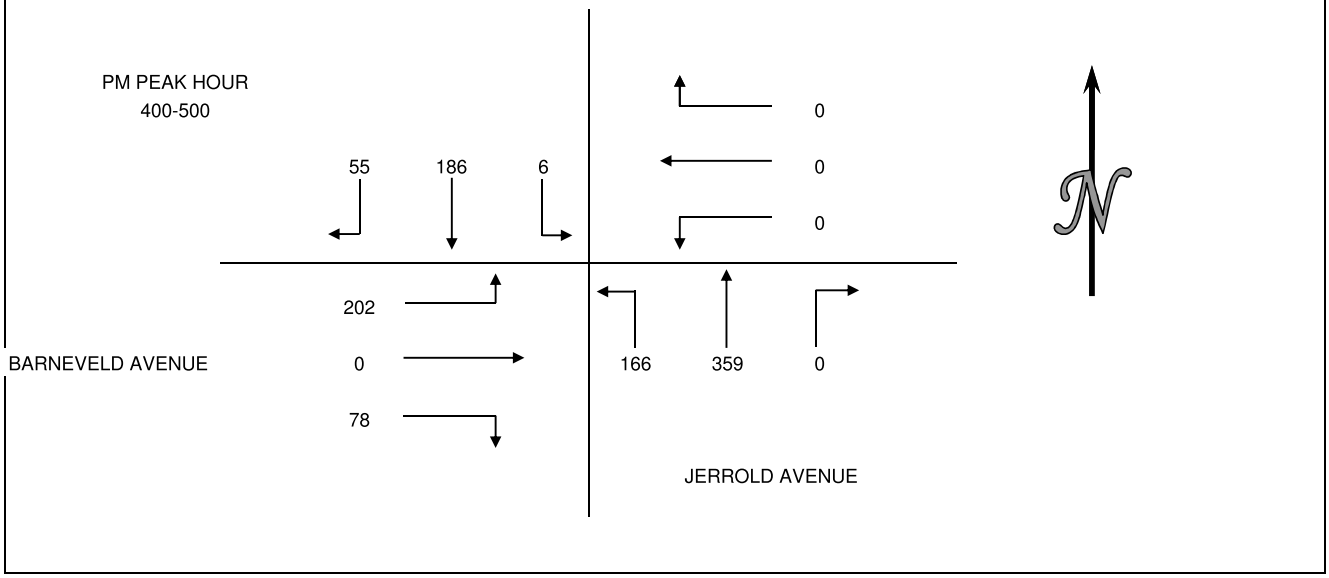
CLIENT:		PBS&J
PROJECT:		ACADEMY OF ARTS UNIVERSITY TRAFFIC COUNTS
DATE:		TUESDAY JUNE 8, 2010
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	JERROLD AVENUE
	E/W	BARNEVELD AVENUE

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	19	52	2	0	0	0	0	101	46	24	0	55	299
415-430	12	38	2	0	0	0	0	99	34	16	0	50	251
430-445	13	47	1	0	0	0	0	90	54	22	0	45	272
445-500	11	49	1	0	0	0	0	69	32	16	0	52	230
500-515	14	30	0	0	0	0	0	86	17	13	0	64	224
515-530	9	26	0	0	0	0	0	63	22	11	0	44	175
530-545	8	39	0	0	0	0	0	55	27	23	0	38	190
545-600	11	30	0	0	0	0	0	55	30	11	0	36	173

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	55	186	6	0	0	0	0	359	166	78	0	202	1052
415-515	50	164	4	0	0	0	0	344	137	67	0	211	977
430-530	47	152	2	0	0	0	0	308	125	62	0	205	901
445-545	42	144	1	0	0	0	0	273	98	63	0	198	819
500-600	42	125	0	0	0	0	0	259	96	58	0	182	762



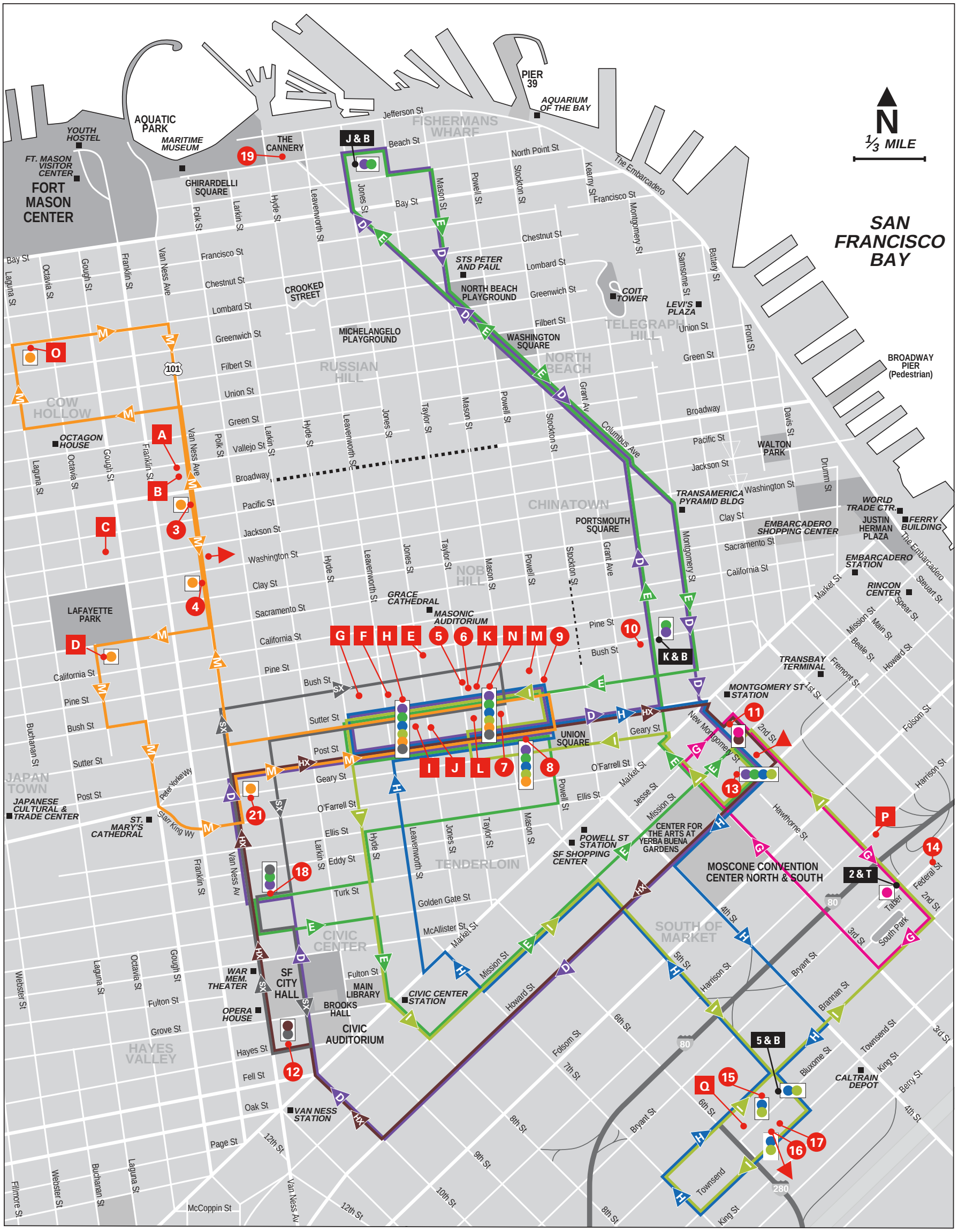
Appendix D

AAU Shuttle Maps

Academy of Art University Campus Map & SP '17 MON - FRI Shuttle Schedule

Schedule valid until 2/14/17

See "Campus Shuttle Service" under "Student Resources" after logging in here: http://www.academyart.edu/login.html for updated schedules.



Proposed/Future Shuttle Bus System Map

Appendix E

Existing Trip Counts

IDAX Data Solutions
7-Nov
In's and Outs

2550 Van Ness Ave

	Filbert Blockface							
	Access 1		Access 2		Access 3		Access 4	
	Cars		Cars		Cars		Cars	
Time	In	Out	In	Out	In	Out	In	Out
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	1	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	0	0
8:45	0	1	0	0	0	0	0	0
4:00	2	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0
4:30	0	2	0	0	0	1	0	1
4:45	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0
Total	4	4	0	0	0	1	0	1

	Van Ness Blockface			
	Access 1		Access 2	
	Ped		Cars	
Time	In	Out	In	Out
7:00	0	0	0	0
7:15	0	0	0	1
7:30	0	0	2	1
7:45	0	0	0	0
8:00	0	0	0	2
8:15	0	0	0	3
8:30	0	0	0	0
8:45	0	0	0	0
4:00	0	0	4	0
4:15	0	0	1	0
4:30	0	0	2	1
4:45	0	0	0	3
5:00	0	0	1	1
5:15	0	0	1	1
5:30	0	0	0	0
5:45	0	0	1	0
Total	0	0	12	13

1142 Van Ness Ave

Van Ness Blockface		
Access 1		
Peds		
Time	In	Out
7:00	0	0
7:15	0	0
7:30	0	0
7:45	0	0
8:00	0	0
8:15	0	0
8:30	0	0
8:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	0
5:15	0	0
5:30	0	0
5:45	0	0
Total	0	0

Appendix F

Trip Generation Worksheets

AAU Trip Generation Assumptions

Trip Generation Rates

Land Use	Daily PT Rate	PM Peak PT Rate	% Inbound	% Outbound
Residence Hall[a, b]	3.76 trips/student	0.65 trips/student	45%	55%
	6.77 room	1.17 room		
Academic/Administrative Building[a]	53.65 trips/ksf	4.56 trips/ksf	39%	61%

Source: Table 3.2-1 in AAU EIR, February 2015.

a) Trip generation rates and inbound/outbound split data were derived from actual counts of persons entering/exiting AAU residential and academic/administrative buildings conducted by Atkins in 2010, using AAU's security camera video tapes.

b) A residential room occupancy factor of 1.8 was used to convert student to rooms.

Person Trip Composition

Population	Percent
Faculty	7%
Staff	20%
Commuter Students	62%
Residential Students	11%
Total	100%

Proposed Changes under Proposed Project

			Size		EXISTING USE											
						Daily	PM Peak									
No	Site Location	Area	GSF	Rooms	Existing Use Type	PTE	Faculty	Staff	Comm Std	Res Std	Total PTE	PTE IB	PTE OB	Total VTE	VTE IB	VTE OB
1	1055 Pine Street	Near Market	36,213	81	Residential	548	-	-	-	95	95	44	51	-	-	-
2	1069 Pine Street	Near Market	1,875		Institutional	101	1	2	5	1	9	3	5	1	0	1
3	700 Montgomery Street	Near Market	11,455		Institutional	615	4	10	32	6	52	35	56	15	5	9
4	2295 Taylor Street	Outside Market	20,000		Institutional	1,073	6	18	57	10	91	20	32	5	2	3
5	2340 Stockton Street	Outside Market	44,530		Institutional	2,389	14	40	126	22	203	78	125	33	12	21
6	2801 Leavenworth Street	Outside Market	133,675		Institutional	7,172	43	121	378	67	610	234	375	99	35	63
7	1142 Van Ness Avenue	Outside Market	52,475		Concordia Club	-	-	-	-	-	-	-	-	-	-	-
8	1946 Van Ness Avenue	Outside Market	25,839		Bakery (vacant)	-	-	-	-	-	-	-	-	-	-	-
9	2550 Van Ness Avenue [a) b)]	Outside Market	54,298	136	Da Vinci Villa Hotel	-	-	-	-	-	34	18	16	17	9	8
Total			380,360	217		11,897	68	192	598	201	1,093	432	661	169	64	106

Note:

a) Vehicle Trips inbound/outbound under Exisitng Use were counted on Novemebr 7, 2017

b) Person Trips inbound/outbound under Existing Use were derived from actual count of vehicles entering /existing the site by applying vehicle occupancy rate of 2.0.

			Size		PROPOSED USE												DIFFERECES	
						Daily	PM Peak										PM PEAK	
No	Site Location	Area	GSF	Rooms	Proposed Use Type	PTE	Faculty	Staff	Comm Std	Res Std	Total PTE	PTE IB	PTE OB	Total VTE	VTE IB	VTE OB	PTE	VTE
1	1055 Pine Street	Near Market	36,213		Housing	1,360	-	-	-	-	235	156	79	47	31	16	141	47
2	1069 Pine Street	Near Market	1,875		Housing/Office/Retail	645	-	-	-	-	98	65	32	23	14	9	89	22
3	700 Montgomery Street	Near Market	11,455		Unknown	-	-	-	-	-	-	-	-	-	-	-	(52)	(15)
4	2295 Taylor Street	Outside Market	20,000		Unknown	-	-	-	-	-	-	-	-	-	-	-	(91)	(5)
5	2340 Stockton Street	Outside Market	44,530		Unknown	-	-	-	-	-	-	-	-	-	-	-	(203)	(33)
6	2801 Leavenworth Street	Outside Market	80,908		Institutional	7,172	26	73	229	41	369	142	227	60	21	38	(241)	(39)
7	1142 Van Ness Avenue	Outside Market	52,475		Institutional	2,815	17	48	148	26	239	92	147	39	14	25	239	39
8	1946 Van Ness Avenue	Outside Market	25,839		Institutional	1,386	8	23	73	13	118	45	73	19	7	12	118	19
9	2550 Van Ness Avenue	Outside Market	54,298	136	Residential	921	-	-	-	159	159	73	86	-	-	-	125	(17)
Total			327,593	136		14,299	51	145	450	239	1,218	574	644	187	87	101	125	18

PROPOSED USES AT 1069 PINE STREET
TRIP GENERATION ANALYSIS
Retail (WORK TRIPS)

Proposed Size:		**750**	sqf
Daily Person-Trip Generation Rate [1]:		150	trips/1000 gsf
Daily Person-Trips		113	person-trips
Daily Work Trips [2]:	4%	5	person-trips
PM Peak Hour Person Trip Generation Rate [1]:	9.0%	13.5	trips/1000 gsf
Total PM Peak Hour Person-Trips:		10	person-trips
PM Peak Hour Work Trips [2]:	4%	0	person-trips

					DAILY		PM PEAK HOUR	
ORIGINS	**DISTRIBUTION [3]**	**MODE**	**PERCENT [3]**	**V.O.R. [3]**	**PERSON TRIPS**	**AUTO TRIPS**	**PERSON TRIPS**	**AUTO TRIPS**
Superdistrict 1	12.8%	Auto	13.8%	1.28	0	**0**	0	**0**
		Ride Share			0		0	
		Transit	36.0%		0		0	
		Walk	47.5%		0		0	
		Other	2.7%		0		0	
		TOTAL	***100.0%***		***1***	***0***	***0***	***0***
Superdistrict 2	14.4%	Auto	31.6%	1.23	0	**0**	0	**0**
		Ride Share			0		0	
		Transit	65.8%		0		0	
		Walk	1.3%		0		0	
		Other	1.3%		0		0	
		TOTAL	***100.0%***		***1***	***0***	***0***	***0***
Superdistrict 3	17.0%	Auto	39.5%	1.29	0	**0**	0	**0**
		Ride Share			0		0	
		Transit	54.4%		0		0	
		Walk	3.8%		0		0	
		Other	2.3%		0		0	
		TOTAL	***100.0%***		***1***	***0***	***0***	***0***
Superdistrict 4	11.2%	Auto	41.7%	1.59	0	**0**	0	**0**
		Ride Share			0		0	
		Transit	54.5%		0		0	
		Walk	0.0%		0		0	
		Other	3.8%		0		0	
		TOTAL	***100.0%***		***1***	***0***	***0***	***0***
East Bay	22.4%	Auto	39.4%	3.33	0	**0**	0	**0**
		Ride Share	0.0%		0		0	
		Transit	57.0%		1		0	
		Walk	0.0%		0		0	
		Other	3.6%		0		0	
		TOTAL	***100.0%***		***1***	***0***	***0***	***0***
North Bay	6.1%	Auto	52.8%	1.70	0	**0**	0	**0**
		Ride Share	0.0%		0		0	
		Transit	45.3%		0		0	
		Walk	0.0%		0		0	
		Other	1.9%		0		0	
		TOTAL	***100.0%***		***0***	***0***	***0***	***0***
South Bay	14.3%	Auto	58.0%	1.23	0	**0**	0	**0**
		Ride Share	0.0%		0		0	
		Transit	40.7%		0		0	
		Walk	0.0%		0		0	
		Other	1.3%		0		0	
		TOTAL	***100.0%***		***1***	***0***	***0***	***0***
Out of Region	1.8%	Auto	47.8%	1.50	0	**0**	0	**0**
		Ride Share	0.0%		0		0	
		Transit	50.0%		0		0	
		Walk			0		0	
		Other	2.2%		0		0	
		TOTAL	***100.0%***		***0***	***0***	***0***	***0***
TOTAL	100.0%	Auto	13.8%	1.50	2	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	36.0%		2		0	
		Walk	47.5%		0		0	
		Other	2.7%		0		0	
		TOTAL			***5***	***1***	***0***	***0***

Notes:
[1] SF Guidelines, Appendix C - Table C-1: Office
[2] SF Guidelines, Appendix C - Tabcle C-2: Office
[3] SF Guidelines, Appendix E - Table E-3: Work Trips to SD-1

PROPOSED USES AT 1069 PINE STREET
TRIP GENERATION ANALYSIS
Retail (NON-WORK TRIPS)

Proposed Size:		**750**	sqf
Daily Person-Trip Generation Rate [1]:		150	trips/1000 gsf
Daily Person-Trips		113	person-trips
Daily Non-Work Trips [2]:	96%	108	person-trips
PM Peak Hour Person Trip Generation Rate [1]:	17.3%	26.0	trips/1000 gsf
Total PM Peak Hour Person-Trips:		19	person-trips
PM Peak Hour Non-Work Trips [2]:	96%	19	person-trips

					DAILY		PM PEAK HOUR	
ORIGINS	**DISTRIBUTION [3]**	**MODE**	**PERCENT [3]**	**V.O.R. [3]**	**PERSON TRIPS**	**AUTO TRIPS**	**PERSON TRIPS**	**AUTO TRIPS**
Superdistrict 1	19.0%	Auto	18.1%	1.62	4	**2**	1	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	14.7%		3		1	
		Walk	63.0%		13		2	
		Other	4.2%		1		0	
		TOTAL	***100.0%***		***21***	***2***	***4***	***0***
Superdistrict 2	7.0%	Auto	27.9%	1.66	2	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	32.6%		2		0	
		Walk	34.1%		3		0	
		Other	5.4%		0		0	
		TOTAL	***100.0%***		***8***	***1***	***1***	***0***
Superdistrict 3	8.0%	Auto	31.2%	2.08	3	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	21.7%		2		0	
		Walk	41.3%		4		1	
		Other	5.8%		1		0	
		TOTAL	***100.0%***		***9***	***1***	***1***	***0***
Superdistrict 4	3.0%	Auto	34.0%	1.51	1	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	34.0%		1		0	
		Walk	28.0%		1		0	
		Other	4.0%		0		0	
		TOTAL	***100.0%***		***3***	***1***	***1***	***0***
East Bay	11.0%	Auto	38.1%	2.35	5	**2**	1	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	23.2%		3		0	
		Walk	36.6%		4		1	
		Other	2.1%		0		0	
		TOTAL	***100.0%***		***12***	***2***	***2***	***0***
North Bay	5.0%	Auto	46.1%	2.27	2	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	17.6%		1		0	
		Walk	34.1%		2		0	
		Other	2.2%		0		0	
		TOTAL	***100.0%***		***5***	***1***	***1***	***0***
South Bay	8.0%	Auto	73.8%	2.84	6	**2**	1	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	14.1%		1		0	
		Walk	10.1%		1		0	
		Other	2.0%		0		0	
		TOTAL	***100.0%***		***9***	***2***	***1***	***0***
Out of Region	39.0%	Auto	37.0%	3.12	16	**5**	3	**1**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	8.4%		4		1	
		Walk	28.3%		12		2	
		Other	26.3%		11		2	
		TOTAL	***100.0%***		***42***	***5***	***7***	***1***
TOTAL	100.0%	Auto	13.8%	1.28	39	**16**	7	**5**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	36.0%		17		3	
		Walk	47.5%		39		7	
		Other	2.7%		14		2	
		TOTAL	***100.0%***		***108***	***16***	***19***	***5***

Notes:
[1] SF Guidelines, Appendix C - Table C-1: Office
[2] SF Guidelines, Appendix C - Tabcle C-2: Office
[3] SF Guidelines, Appendix E - Table E-12: Visitor Trips to SD-1 Retail

PROPOSED USES AT 1069 PINE STREET
TRIP GENERATION ANALYSIS
Office (WORK TRIPS)

Proposed Size:		**2914**	sqf
Daily Person-Trip Generation Rate [1]:		18.1	trips/1000 gsf
Daily Person-Trips		53	person-trips
Daily Work Trips [2]:	36%	19	person-trips
PM Peak Hour Person Trip Generation Rate [1]:	8.5%	1.5	trips/1000 gsf
Total PM Peak Hour Person-Trips:		4	person-trips
PM Peak Hour Work Trips [2]:	83%	4	person-trips

					DAILY		PM PEAK HOUR	
ORIGINS	**DISTRIBUTION [3]**	**MODE**	**PERCENT [3]**	**V.O.R. [3]**	**PERSON TRIPS**	**AUTO TRIPS**	**PERSON TRIPS**	**AUTO TRIPS**
Superdistrict 1	12.8%	Auto	13.8%	1.28	0	**0**	0	**0**
		Ride Share			0		0	
		Transit	36.0%		1		0	
		Walk	47.5%		1		0	
		Other	2.7%		0		0	
		TOTAL	***100.0%***		***2***	***0***	***0***	***0***
Superdistrict 2	14.4%	Auto	31.6%	1.23	1	**1**	0	**0**
		Ride Share			0		0	
		Transit	65.8%		2		0	
		Walk	1.3%		0		0	
		Other	1.3%		0		0	
		TOTAL	***100.0%***		***3***	***1***	***1***	***0***
Superdistrict 3	17.0%	Auto	39.5%	1.29	1	**1**	0	**0**
		Ride Share			0		0	
		Transit	54.4%		2		0	
		Walk	3.8%		0		0	
		Other	2.3%		0		0	
		TOTAL	***100.0%***		***3***	***1***	***1***	***0***
Superdistrict 4	11.2%	Auto	41.7%	1.59	1	**1**	0	**0**
		Ride Share			0		0	
		Transit	54.5%		1		0	
		Walk	0.0%		0		0	
		Other	3.8%		0		0	
		TOTAL	***100.0%***		***2***	***1***	***0***	***0***
East Bay	22.4%	Auto	39.4%	3.33	2	**1**	0	**0**
		Ride Share	0.0%		0		0	
		Transit	57.0%		2		0	
		Walk	0.0%		0		0	
		Other	3.6%		0		0	
		TOTAL	***100.0%***		***4***	***1***	***1***	***0***
North Bay	6.1%	Auto	52.8%	1.70	1	**0**	0	**0**
		Ride Share	0.0%		0		0	
		Transit	45.3%		1		0	
		Walk	0.0%		0		0	
		Other	1.9%		0		0	
		TOTAL	***100.0%***		***1***	***0***	***0***	***0***
South Bay	14.3%	Auto	58.0%	1.23	2	**1**	0	**0**
		Ride Share	0.0%		0		0	
		Transit	40.7%		1		0	
		Walk	0.0%		0		0	
		Other	1.3%		0		0	
		TOTAL	***100.0%***		***3***	***1***	***1***	***0***
Out of Region	1.8%	Auto	47.8%	1.50	0	**0**	0	**0**
		Ride Share	0.0%		0		0	
		Transit	50.0%		0		0	
		Walk			0		0	
		Other	2.2%		0		0	
		TOTAL	***100.0%***		***0***	***0***	***0***	***0***
TOTAL	100.0%	Auto	38.9%	1.50	7	**5**	1	**1**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	51.7%		10		2	
		Walk	6.9%		1		0	
		Other	2.5%		0		0	
		TOTAL			***19***	***5***	***4***	***1***

Notes:
[1] SF Guidelines, Appendix C - Table C-1: Office
[2] SF Guidelines, Appendix C - Tabcle C-2: Office
[3] SF Guidelines, Appendix E - Table E-3: Work Trips to SD-1

PROPOSED USES AT 1069 PINE STREET
TRIP GENERATION ANALYSIS
Office (NON-WORK TRIPS)

Proposed Size:		**2914**	sqf
Daily Person-Trip Generation Rate [1]:		18.1	trips/1000 gsf
Daily Person-Trips		53	person-trips
Daily Non-Work Trips [2]:	64%	34	person-trips
PM Peak Hour Person Trip Generation Rate [1]:	17.3%	3.1	trips/1000 gsf
Total PM Peak Hour Person-Trips:		9	person-trips
PM Peak Hour Non-Work Trips [2]:	17%	2	person-trips

					DAILY		PM PEAK HOUR	
ORIGINS	**DISTRIBUTION [3]**	**MODE**	**PERCENT [3]**	**V.O.R. [3]**	**PERSON TRIPS**	**AUTO TRIPS**	**PERSON TRIPS**	**AUTO TRIPS**
Superdistrict 1	22.0%	Auto	12.9%	2.29	1	**0**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	17.1%		1		0	
		Walk	65.3%		5		0	
		Other	4.7%		0		0	
		TOTAL	***100.0%***		***7***	***0***	***0***	***0***
Superdistrict 2	14.0%	Auto	31.9%	2.07	2	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	35.0%		2		0	
		Walk	26.7%		1		0	
		Other	6.4%		0		0	
		TOTAL	***100.0%***		***5***	***1***	***0***	***0***
Superdistrict 3	13.0%	Auto	38.8%	2.39	2	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	36.8%		2		0	
		Walk	17.4%		1		0	
		Other	7.0%		0		0	
		TOTAL	***100.0%***		***4***	***1***	***0***	***0***
Superdistrict 4	7.0%	Auto	42.5%	1.93	1	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	32.7%		1		0	
		Walk	17.7%		0		0	
		Other	7.1%		0		0	
		TOTAL	***100.0%***		***2***	***1***	***0***	***0***
East Bay	11.0%	Auto	47.4%	2.43	2	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	24.9%		1		0	
		Walk	25.4%		1		0	
		Other	2.3%		0		0	
		TOTAL	***100.0%***		***4***	***1***	***0***	***0***
North Bay	5.0%	Auto	71.1%	1.91	1	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	9.6%		0		0	
		Walk	15.8%		0		0	
		Other	3.5%		0		0	
		TOTAL	***100.0%***		***2***	***1***	***0***	***0***
South Bay	7.0%	Auto	59.5%	2.46	1	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	24.6%		1		0	
		Walk	13.5%		0		0	
		Other	2.4%		0		0	
		TOTAL	***100.0%***		***2***	***1***	***0***	***0***
Out of Region	21.0%	Auto	35.9%	3.17	3	**1**	0	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	24.1%		2		0	
		Walk	27.7%		2		0	
		Other	12.3%		1		0	
		TOTAL	***100.0%***		***7***	***1***	***0***	***0***
TOTAL	100.0%	Auto	35.8%	1.28	12	**5**	1	**0**
		Ride Share	0.0%		0	**0**	0	**0**
		Transit	25.7%		9		0	
		Walk	32.0%		11		0	
		Other	6.5%		2		0	
		TOTAL	***100.0%***		***34***	***5***	***2***	***0***

Notes:
[1] SF Guidelines, Appendix C - Table C-1: Office
[2] SF Guidelines, Appendix C - Tabcle C-2: Office
[3] SF Guidelines, Appendix E - Table E-12: Visitor Trips to SD-1 All Other

PROPOSED USES AT 1069 PINE STREET
TRIP GENERATION ANALYSIS
RESIDENTIAL (WORK TRIPS) - 1bed/studio

Proposed Size:		**64**	units
Daily Person-Trip Generation Rate [1]:		7.5	trips/unit
Daily Person-Trips		480	person-trips
Daily Work Trips [2]:	33%	158	person-trips
PM Peak Hour Person Trip Generation Rate [1]:	17.3%	1.3	trips/unit
Total PM Peak Hour Person-Trips:		83	person-trips
PM Peak Hour Work Trips [2]:	50%	42	person-trips

					DAILY		PM PEAK HOUR	
ORIGINS	**DISTRIBUTION [3]**	**MODE**	**PERCENT [3]**	**V.O.R. [3]**	**PERSON TRIPS**	**AUTO TRIPS**	**PERSON TRIPS**	**AUTO TRIPS**
Superdistrict 1	88.3%	Auto	17.6%	2.40	25	**25**	6	**6**
		Ride Share	5.3%		7	**3**	2	**1**
		Transit	24.0%		34		9	
		Walk	41.8%		58		15	
		Other	11.3%		16		4	
		TOTAL	***100.0%***		***140***	***28***	***37***	***7***
Superdistrict 2	1.6%	Auto	17.6%	2.40	0	**0**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		1		0	
		Walk	41.8%		1		0	
		Other	11.3%		0		0	
		TOTAL	***100.0%***		***3***	***1***	***1***	***0***
Superdistrict 3	1.6%	Auto	17.6%	2.40	0	**0**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		1		0	
		Walk	41.8%		1		0	
		Other	11.3%		0		0	
		TOTAL	***100.0%***		***3***	***1***	***1***	***0***
Superdistrict 4	1.6%	Auto	17.6%	2.40	0	**0**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		1		0	
		Walk	41.8%		1		0	
		Other	11.3%		0		0	
		TOTAL	***100.0%***		***3***	***1***	***1***	***0***
East Bay	2.3%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		1		0	
		Walk	41.8%		2		0	
		Other	11.3%		0		0	
		TOTAL	***100.0%***		***4***	***1***	***1***	***0***
North Bay	2.3%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		1		0	
		Walk	41.8%		2		0	
		Other	11.3%		0		0	
		TOTAL	***100.0%***		***4***	***1***	***1***	***0***
South Bay	2.3%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		1		0	
		Walk	41.8%		2		0	
		Other	11.3%		0		0	
		TOTAL	***100.0%***		***4***	***1***	***1***	***0***
Out of Region	0.0%	Auto	17.6%	2.40	0	**0**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		0		0	
		Walk	41.8%		0		0	
		Other	11.3%		0		0	
		TOTAL	***100.0%***		***0***	***0***	***0***	***0***
TOTAL	100.0%	Auto	17.6%	2.40	28	**28**	7	**7**
		Ride Share	5.3%		8	**4**	2	**1**
		Transit	24.0%		38		10	
		Walk	41.8%		66		17	
		Other	11.3%		18		5	
		TOTAL			***158***	***31***	***42***	***8***

Notes:
[1] SF Guidelines, Appendix C - Table C-1: Residential
[2] SF Guideliines, Appendix C - Tabcle C-2: Residential
[3] ACS 2011-2015 Data, Tract 119.01

PROPOSED USES AT 1069 PINE STREET
TRIP GENERATION ANALYSIS
RESIDENTIAL (NON-WORK TRIPS)

Proposed Size:		**64**	units
Daily Person-Trip Generation Rate [1]:		7.5	trips/unit
Daily Person-Trips		480	person-trips
Daily Non-Work Trips [2]:	67%	322	person-trips
PM Peak Hour Person Trip Generation Rate [1]:	17.3%	1.3	trips/unit
Total PM Peak Hour Person-Trips:		83	person-trips
PM Peak Hour Non-Work Trips [2]:	50%	42	person-trips

					DAILY		PM PEAK HOUR	
ORIGINS	**DISTRIBUTION [3]**	**MODE**	**PERCENT [3]**	**V.O.R. [3]**	**PERSON TRIPS**	**AUTO TRIPS**	**PERSON TRIPS**	**AUTO TRIPS**
Superdistrict 1	88.3%	Auto	17.6%	2.40	50	**50**	6	**6**
		Ride Share	5.3%		15	**6**	2	**1**
		Transit	24.0%		68		9	
		Walk	41.8%		119		15	
		Other	11.3%		32		4	
		TOTAL	***100.0%***		***284***	***56***	***37***	***7***
Superdistrict 2	1.6%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		1		0	
		Walk	41.8%		2		0	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***5***	***1***	***1***	***0***
Superdistrict 3	1.6%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		1		0	
		Walk	41.8%		2		0	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***5***	***1***	***1***	***0***
Superdistrict 4	1.6%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		1		0	
		Walk	41.8%		2		0	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***5***	***1***	***1***	***0***
East Bay	2.3%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		2		0	
		Walk	41.8%		3		0	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***7***	***1***	***1***	***0***
North Bay	2.3%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		2		0	
		Walk	41.8%		3		0	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***7***	***1***	***1***	***0***
South Bay	2.3%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		2		0	
		Walk	41.8%		3		0	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***7***	***1***	***1***	***0***
Out of Region	0.0%	Auto	17.6%	2.40	0	**0**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		0		0	
		Walk	41.8%		0		0	
		Other	11.3%		0		0	
		TOTAL	***100.0%***		***0***	***0***	***0***	***0***
TOTAL	100.0%	Auto	17.6%	2.40	57	**57**	7	**7**
		Ride Share	5.3%		17	**7**	2	**1**
		Transit	24.0%		77		10	
		Walk	41.8%		134		17	
		Other	11.3%		36		5	
		TOTAL	***100.0%***		***322***	***64***	***42***	***8***

Notes:
[1] SF Guidelines, Appendix C - Table C-1: Residential
[2] SF Guideliines, Appendix C - Tabcle C-2: Residential
[3] ACS 2011-2015 Data, Tract 119.01

PROPOSED USES AT 1055 PINE STREET
TRIP GENERATION ANALYSIS
RESIDENTIAL (WORK TRIPS) - 2BR+ Units

Proposed Size:		**136**	units
Daily Person-Trip Generation Rate [1]:		10	trips/unit
Daily Person-Trips		1360	person-trips
Daily Work Trips [2]:	33%	449	person-trips
PM Peak Hour Person Trip Generation Rate [1]:	17.3%	1.7	trips/unit
Total PM Peak Hour Person-Trips:		235	person-trips
PM Peak Hour Work Trips [2]:	50%	118	person-trips

					DAILY		PM PEAK HOUR	
ORIGINS	**DISTRIBUTION [3]**	**MODE**	**PERCENT [3]**	**V.O.R. [3]**	**PERSON TRIPS**	**AUTO TRIPS**	**PERSON TRIPS**	**AUTO TRIPS**
Superdistrict 1	88.3%	Auto	17.6%	2.40	70	**70**	18	**18**
		Ride Share	5.3%		21	**9**	6	**2**
		Transit	24.0%		95		25	
		Walk	41.8%		166		43	
		Other	11.3%		45		12	
		TOTAL	***100.0%***		***396***	***79***	***104***	***21***
Superdistrict 2	1.6%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		2		0	
		Walk	41.8%		3		1	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***7***	***1***	***2***	***0***
Superdistrict 3	1.6%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		2		0	
		Walk	41.8%		3		1	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***7***	***1***	***2***	***0***
Superdistrict 4	1.6%	Auto	17.6%	2.40	1	**1**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		2		0	
		Walk	41.8%		3		1	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***7***	***1***	***2***	***0***
East Bay	2.3%	Auto	17.6%	2.40	2	**2**	0	**0**
		Ride Share	5.3%		1	**0**	0	**0**
		Transit	24.0%		2		1	
		Walk	41.8%		4		1	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***10***	***2***	***3***	***1***
North Bay	2.3%	Auto	17.6%	2.40	2	**2**	0	**0**
		Ride Share	5.3%		1	**0**	0	**0**
		Transit	24.0%		2		1	
		Walk	41.8%		4		1	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***10***	***2***	***3***	***1***
South Bay	2.3%	Auto	17.6%	2.40	2	**2**	0	**0**
		Ride Share	5.3%		1	**0**	0	**0**
		Transit	24.0%		2		1	
		Walk	41.8%		4		1	
		Other	11.3%		1		0	
		TOTAL	***100.0%***		***10***	***2***	***3***	***1***
Out of Region	0.0%	Auto	17.6%	2.40	0	**0**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		0		0	
		Walk	41.8%		0		0	
		Other	11.3%		0		0	
		TOTAL	***100.0%***		***0***	***0***	***0***	***0***
TOTAL	100.0%	Auto	17.6%	2.40	79	**79**	21	**21**
		Ride Share	5.3%		24	**10**	6	**3**
		Transit	24.0%		108		28	
		Walk	41.8%		188		49	
		Other	11.3%		51		13	
		TOTAL			***449***	***89***	***118***	***23***

Notes:
[1] SF Guidelines, Appendix C - Table C-1: Residential
[2] SF Guideliines, Appendix C - Tabcle C-2: Residential
[3] ACS 2011-2015 Data, Tract 119.01

PROPOSED USES AT 1055 PINE STREET
TRIP GENERATION ANALYSIS
RESIDENTIAL (NON-WORK TRIPS)

Proposed Size:		**136**	units
Daily Person-Trip Generation Rate [1]:		10	trips/unit
Daily Person-Trips		1360	person-trips
Daily Non-Work Trips [2]:	67%	911	person-trips
PM Peak Hour Person Trip Generation Rate [1]:	17.3%	1.7	trips/unit
Total PM Peak Hour Person-Trips:		235	person-trips
PM Peak Hour Non-Work Trips [2]:	50%	118	person-trips

					DAILY		PM PEAK HOUR	
ORIGINS	**DISTRIBUTION [3]**	**MODE**	**PERCENT [3]**	**V.O.R. [3]**	**PERSON TRIPS**	**AUTO TRIPS**	**PERSON TRIPS**	**AUTO TRIPS**
Superdistrict 1	88.3%	Auto	17.6%	2.40	142	**142**	18	**18**
		Ride Share	5.3%		43	**18**	6	**2**
		Transit	24.0%		193		25	
		Walk	41.8%		336		43	
		Other	11.3%		91		12	
		TOTAL	***100.0%***		***804***	***159***	***104***	***21***
Superdistrict 2	1.6%	Auto	17.6%	2.40	3	**3**	0	**0**
		Ride Share	5.3%		1	**0**	0	**0**
		Transit	24.0%		3		0	
		Walk	41.8%		6		1	
		Other	11.3%		2		0	
		TOTAL	***100.0%***		***15***	***3***	***2***	***0***
Superdistrict 3	1.6%	Auto	17.6%	2.40	3	**3**	0	**0**
		Ride Share	5.3%		1	**0**	0	**0**
		Transit	24.0%		3		0	
		Walk	41.8%		6		1	
		Other	11.3%		2		0	
		TOTAL	***100.0%***		***15***	***3***	***2***	***0***
Superdistrict 4	1.6%	Auto	17.6%	2.40	3	**3**	0	**0**
		Ride Share	5.3%		1	**0**	0	**0**
		Transit	24.0%		3		0	
		Walk	41.8%		6		1	
		Other	11.3%		2		0	
		TOTAL	***100.0%***		***15***	***3***	***2***	***0***
East Bay	2.3%	Auto	17.6%	2.40	4	**4**	0	**0**
		Ride Share	5.3%		1	**0**	0	**0**
		Transit	24.0%		5		1	
		Walk	41.8%		9		1	
		Other	11.3%		2		0	
		TOTAL	***100.0%***		***21***	***4***	***3***	***1***
North Bay	2.3%	Auto	17.6%	2.40	4	**4**	0	**0**
		Ride Share	5.3%		1	**0**	0	**0**
		Transit	24.0%		5		1	
		Walk	41.8%		9		1	
		Other	11.3%		2		0	
		TOTAL	***100.0%***		***21***	***4***	***3***	***1***
South Bay	2.3%	Auto	17.6%	2.40	4	**4**	0	**0**
		Ride Share	5.3%		1	**0**	0	**0**
		Transit	24.0%		5		1	
		Walk	41.8%		9		1	
		Other	11.3%		2		0	
		TOTAL	***100.0%***		***21***	***4***	***3***	***1***
Out of Region	0.0%	Auto	17.6%	2.40	0	**0**	0	**0**
		Ride Share	5.3%		0	**0**	0	**0**
		Transit	24.0%		0		0	
		Walk	41.8%		0		0	
		Other	11.3%		0		0	
		TOTAL	***100.0%***		***0***	***0***	***0***	***0***
TOTAL	100.0%	Auto	17.6%	2.40	161	**161**	21	**21**
		Ride Share	5.3%		48	**20**	6	**3**
		Transit	24.0%		219		28	
		Walk	41.8%		381		49	
		Other	11.3%		103		13	
		TOTAL	***100.0%***		***911***	***181***	***118***	***23***

Notes:
[1] SF Guidelines, Appendix C - Table C-1: Residential
[2] SF Guideliines, Appendix C - Tabcle C-2: Residential
[3] ACS 2011-2015 Data, Tract 119.01

B08016

PLACE OF WORK FOR WORKERS 16 YEARS AND OVER--METROPOLITAN STATISTICAL AREA LEVEL

	Census Tract 119.01, San Francisco County, California	
	Estimate	%
Total:	1,527	100%
Living in a principal city:	1,527	100%
Worked in Metropolitan Statistical Area of residence:	1,421	93%
Worked in a principal city	1,348	88.3%
Worked outside any principal city	73	4.8%
Worked in a different Metropolitan Statistical Area:	106	6.9%
Worked in a principal city	77	5.0%
Worked outside any principal city	29	2%
Worked in a Micropolitan Statistical Area:	0	0%
Worked in a principal city	0	0%
Worked outside any principal city	0	0%
Worked outside any Metropolitan or Micropolitan Statistical Area	0	0%
Living outside any principal city:	0	0%
Worked in Metropolitan Statistical Area of residence:	0	
Worked in a principal city	0	
Worked outside any principal city	0	
Worked in a different Metropolitan Statistical Area:	0	
Worked in a principal city	0	
Worked outside any principal city	0	
Worked in a Micropolitan Statistical Area:	0	
Worked in a principal city	0	
Worked outside any principal city	0	
Worked outside any Metropolitan or Micropolitan Statistical Area	0	

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Work in San Francisco
Work in SD1
Work in rest of SF (SD2, SD3, SD4)
Work outside SF (EB, NB, SB)

Conclusion (Census Tract 119.01, San Fr

SD1	88.3%
SD2	1.6%
SD3	1.6%
SD4	1.6%
EB	2.3%
NB	2.3%
SB	2.3%
Outside	0%
Total	100%

B08301

MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over

	Census Tract 119.01, San Francisco County, California		
	Estimate	%	
Total:	1,527		
Car, truck, or van:	350	22.9%	
Drove alone	269		17.6%
Carpooled:	81		5.3%
In 2-person carpool	47		3.1%
In 3-person carpool	21		1.4%
In 4-person carpool	13		0.9%
In 5- or 6-person carpool	0		0.0%
In 7-or-more-person carpool	0		0.0%
Public transportation (excluding taxicab):	367	24.0%	
Bus or trolley bus	285		18.7%
Streetcar or trolley car (carro publico in Puerto Rico)	38		2.5%
Subway or elevated	26		1.7%
Railroad	0		0.0%
Ferryboat	18		1.2%
Taxicab	18	1.2%	
Motorcycle	20	1.3%	
Bicycle	9	0.6%	
Walked	638	41.8%	
Other means	0	0.0%	
Worked at home	125	8.2%	

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

	No. of Person	No. of Vehicles
Drive Alone	269	269
Carpooled	81	33.75
In 2-person carpool	47	23.5
In 3-person carpool	21	7
In 4-person carpool	13	3.25
In 5- or 6-person carpool	0	0
In 7-or-more-person carpool	0	0
Total	350	302.75
Overall VOR		**1.16**
Carpool VOR		**2.40**

Drive Alone	17.6%
Carpool	5.3%
Transit	24.0%
Bus	18.7%
Lightrail	1.7%
Rail	0.0%
Bike	0.6%
Walk	41.8%
Other	10.7%
Total	100.0%

DA	17.6%
Carpool	5.3%
Transit	24.0%
Walk	41.8%
Other	11.3%
Total	100.0%

AAU Trip Generation Estimates by Mode

Mode Split	Near Market							IB	OB
	Drive	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**		
Faculty	10%	6%	57%	0%	9%	18%	100%	46%	54%
Staff	10%	6%	57%	0%	9%	18%	100%	8%	92%
Commuter Students	10%	0%	45%	16%	1%	28%	100%	46%	54%
Residential Students	0%	0%	5%	57%	4%	34%	100%	46%	54%
Vehicle Occupancy Rate	2.25								

NEAR MARKET

		Person Trips									Vehicle Trips		
1	1055 Pine Street	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
	Faculty	0	0	0	0	0	0	**0**	0	0	**0**	0	0
	Staff	0	0	0	0	0	0	**0**	0	0	**0**	0	0
	Commuter Students	0	0	0	0	0	0	**0**	0	0	**0**	0	0
	Residential Students	0	0	5	54	4	32	**95**	44	51	**0**	0	0
	Total	0	0	5	54	4	32	**95**	44	51	**0**	0	0
2	1069 Pine Street	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
	Faculty	0	0	0	0	0	0	**1**	0	0	**0**	0	0
	Staff	0	0	1	0	0	0	**2**	0	2	**0**	0	0
	Commuter Students	1	0	2	1	0	1	**5**	2	3	**1**	0	0
	Residential Students	0	0	0	1	0	0	**1**	0	1	**0**	0	0
	Total	1	0	4	1	0	2	**9**	3	5	**1**	0	1
3	700 Montgomery Street	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
	Faculty	0	0	2	0	0	1	**4**	2	2	**0**	0	0
	Staff	1	1	6	0	1	2	**10**	1	10	**1**	0	1
	Commuter Students	3	0	15	5	0	9	**32**	15	17	**3**	1	2
	Residential Students	0	0	0	3	0	2	**6**	3	3	**0**	0	0
	Total	5	1	23	8	2	14	**52**	20	32	**5**	2	3

	Person Trips									Vehicle Trips		
NEAR MARKET												
Total	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
Faculty	0	0	2	0	0	1	4	2	2	1	0	0
Staff	1	1	7	0	1	2	12	1	11	2	0	1
Commuter Students	4	0	17	6	0	11	38	17	20	4	2	2
Residential Students	0	0	5	58	4	35	101	47	55	0	0	0
Total	5	1	31	64	6	48	156	67	89	6	2	4

AAU Trip Generation Estimates by Mode

Mode Split	Outside Market							IB	OB
	Drive	Carpool	Transit	Shuttle	Bike	Walk	Total		
Faculty	20%	4%	57%	1%	2%	16%	100%	46%	54%
Staff	20%	4%	57%	1%	2%	16%	100%	8%	92%
Commuter Students	14%	6%	56%	11%	3%	10%	100%	46%	54%
Residential Students	0%	0%	5%	57%	4%	34%	100%	46%	54%
Vehicle Occupancy Rate	2.25								

OUTSIDE MARKET

		Person Trips									Vehicle Trips		
4	2295 Taylor Street	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
	Faculty	1	0	4	0	0	1	**6**	3	3	**1**	1	1
	Staff	4	1	10	0	0	3	**18**	1	17	**4**	0	4
	Commuter Students	8	3	32	6	2	6	**57**	26	31	**9**	4	5
	Residential Students	0	0	1	6	0	3	**10**	5	5	**0**	0	0
	Total	13	4	46	12	3	13	**91**	35	56	**15**	5	9
5	2340 Stockton Street	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
	Faculty	3	1	8	0	0	2	**14**	7	8	**3**	1	2
	Staff	8	2	23	0	1	6	**40**	3	37	**9**	1	8
	Commuter Students	18	8	71	14	4	13	**126**	58	68	**21**	10	11
	Residential Students	0	0	1	13	1	8	**22**	10	12	**0**	0	0
	Total	29	10	103	27	6	29	**203**	78	125	**33**	12	21
6	2801 Leavenworth Street	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
	Faculty	9	2	24	0	1	7	**43**	20	23	**9**	4	5
	Staff	24	5	69	1	2	19	**121**	10	112	**26**	2	24
	Commuter Students	53	23	212	42	11	38	**378**	174	204	**63**	29	34
	Residential Students	0	0	3	38	3	23	**67**	31	36	**0**	0	0
	Total	86	29	309	82	17	87	**610**	234	375	**99**	35	63
7	1142 Van Ness Avenue	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
	Faculty	3	1	10	0	0	3	**17**	8	9	**4**	2	2
	Staff	10	2	27	0	1	8	**48**	4	44	**10**	1	10
	Commuter Students	21	9	83	16	4	15	**148**	68	80	**25**	11	13
	Residential Students	0	0	1	15	1	9	**26**	12	14	**0**	0	0
	Total	34	11	121	32	7	34	**239**	92	147	**39**	14	25
8	1946 Van Ness Avenue	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
	Faculty	2	0	5	0	0	1	**8**	4	4	**2**	1	1
	Staff	5	1	13	0	0	4	**23**	2	22	**5**	0	5
	Commuter Students	10	4	41	8	2	7	**73**	34	39	**12**	6	7
	Residential Students	0	0	1	7	1	4	**13**	6	7	**0**	0	0
	Total	17	6	60	16	3	17	**118**	45	73	**19**	7	12
9	2550 Van Ness Avenue	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
	Faculty	0	0	0	0	0	0	**0**	0	0	**0**	0	0
	Staff	0	0	0	0	0	0	**0**	0	0	**0**	0	0
	Commuter Students	0	0	0	0	0	0	**0**	0	0	**0**	0	0
	Residential Students	0	0	8	91	6	54	**159**	73	86	**0**	0	0
	Total	0	0	8	91	6	54	**159**	73	86	**0**	0	0

	Person Trips									Vehicle Trips		
OUTSIDE MARKET												
Total	**Drive**	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
Faculty	18	4	50	1	2	14	89	41	48	19	9	10
Staff	50	10	143	3	5	40	251	20	231	55	4	50
Commuter Students	109	47	438	86	23	78	782	360	422	130	60	70
Residential Students	0	0	15	170	12	101	298	137	161	0	0	0
Total	177	61	647	259	42	234	1420	558	862	204	73	131

GRAND TOTAL (INBOUND)												
	Drive	**Carpool**	**Transit**	**Shuttle**	**Bike**	**Walk**	**Total**	IB	OB	**Total**	IB	OB
Faculty	18	4	53	1	2	15	93	43	50	20	9	11
Staff	51	11	150	3	6	42	263	21	242	56	4	52
Commuter Students	113	47	455	92	24	89	820	377	443	134	62	72
Residential Students	0	0	20	228	16	136	400	184	216	0	0	0
Total	183	61	678	323	48	282	1576	625	951	210	75	135

AAU Trip Generation Estimates

No	Site Location	Area	Uses	Use Type	Size		Daily		PM Peak					
					GSF	Rooms	PT Rate	PTE	PT Rate	Total PTE	Faculty	Staff	Comm Std	Res Std
1	1055 Pine Street	Near Market	Residential, cafeteria	Residential	36,213	81	6.77 /room	548	1.17 /room	95				95
2	1069 Pine Street	Near Market	Student lounge, clubhouse, office, recre	Institutional	1,875		53.65 /1,000 sf	101	4.56 /1,000 sf	9	1	2	5	1
3	700 Montgomery Street	Near Market	Classrooms, offices, café	Institutional	11,455		53.65 /1,000 sf	615	4.56 /1,000 sf	52	4	10	32	6
4	2295 Taylor Street	Outside Market	Classrooms, labs/studios, offices, galle	Institutional	20,000		53.65 /1,000 sf	1,073	4.56 /1,000 sf	91	6	18	57	10
5	2340 Stockton Street	Outside Market	Classrooms, labs/studios, offices, galle	Institutional	44,530		53.65 /1,000 sf	2,389	4.56 /1,000 sf	203	14	40	126	22
6	2801 Leavenworth Street	Outside Market		Institutional	133,675		53.65 /1,000 sf	7,172	4.56 /1,000 sf	610	43	121	378	67
7	1142 Van Ness Avenue	Outside Market		Institutional	52,475		53.65 /1,000 sf	2,815	4.56 /1,000 sf	239	17	48	148	26
8	1946 Van Ness Avenue	Outside Market		Institutional	25,839		53.65 /1,000 sf	1,386	4.56 /1,000 sf	118	8	23	73	13
9	2550 Van Ness Avenue	Outside Market		Residential	54,298	136	6.77 /room	921	1.17 /room	159				159
Total					380,360	217		17,019		1,576	93	263	820	400

Existing AAU Site Trip Generation presented in the Certified EIR
Future AAU Site Trip Generation
Existing = Future AAU Site Trip Generation presented in the Certified EIR

Appendix G

Planning Code Compliance Checklist

Planning Code Compliance: *1055 Pine Street*

Project Description:
136 affordable housing units (36,213 gsf)
5 off-street vehicle parking spaces
0 off-street freight loading space
car-share parking space: Unknown
bicycle parking spaces: Unknown
Zoning: Mixed Residential High Density (RM-4)

Topic	Planning Code Reference	Planning Code Requirement	Proposed Project	Existing Conditions
Vehicle Parking (Off-Street)	§ 151 Affordable Housing	Affordable housing = 0 space	5 spaces provided (compliant)	Student housing
Car-Share Parking (Off-Street)	§ 166 Residential	50-200 DUs = 1 space if parking is provided (1 space required)	Unknown	Student housing
Bicycle Parking (Off-Street)	§ 155.2 Residential	100 Class I spaces for first 100 DUs, plus 1 Class I per 4 DUs over 100 units (109 spaces required)	Unknown	Student housing
		1 Class II space per 20 DUs (6 spaces required)	Unknown	
Freight Loading (Off-Street)	§ 152 Residential	0-100,000 sf = 0 space (0 space required)	None provided (compliant)	Student housing

Planning Code Compliance: *1069 Pine Street*

Project Description:
64 affordable housing units
2,914 gsf office
750 gsf retail
0 off-street vehicle parking space
0 off-street freight loading space
69 bicycle parking spaces (64 Class I and 5 Class II spaces)
Zoning: Mixed Residential High Density (RM-4)

Topic	Planning Code Reference	Planning Code Requirement	Proposed Project	Existing Conditions
Vehicle Parking (Off-Street)	§ 151 Affordable Housing	Affordable housing = 0 space	None provided (compliant)	Student amenities
	§ 151 Retail	1 space per 500 gsf (1 spaces required)	None provided (incompliant)	
	§ 151 Office	1 space per 500 gsf (5 spaces required)	None provided (incompliant)	
Car-Share Parking (Off-Street)	§ 166 Residential	0 required if parking is not provided	None provided (compliant)	Student amenities
Bicycle Parking (Off-Street)	§ 155.2 Residential	1 Class I space per DU (64 spaces required)	64 spaces provided (compliant)	Student amenities
		1 Class II space per 20 DUs (3 spaces required)	3 spaces provided (compliant)	
	§ 155.2 Retail	1 Class I space per 7,500 gsf (0 space required)	None provided (compliant)	
		1 Class II space per 2,500 gsf minimum 2 spaces (2 spaces required)	2 spaces provided (compliant)	
	§ 155.2 Office	1 Class I space per 5,000 gsf (0 space required)	None provided (compliant)	
		Greater than 5,000 gsf = minimum 2 spaces (0 space required)	None provided (compliant)	
Freight Loading (Off-Street)	§ 152 Residential	0-100,000 sf = 0 space (0 space required)	None provided (compliant)	Student amenities
	§ 152 Retail	0-10,000 sf = 0 space (0 space required)	None provided (compliant)	
	§ 152 Office	0-10,000 sf = 0 space (0 space required)	None provided (compliant)	

Planning Code Compliance: *1142 Van Ness Avenue*

Project Description:
52,475 gsf institutional use
0 off-street vehicle parking space
0 off-street freight loading space
bicycle parking spaces: Unknown
Zoning: Residential- Commercial Combined, High Density (RC-4)

Topic	Planning Code Reference	Planning Code Requirement	Proposed Project	Existing Conditions
Vehicle Parking (Off-Street)	§ 151.1 Institutional	Up to 1 space per two classrooms (0 space required)	None provided (compliant)	Occasional event space
Car-Share Parking (Off-Street)	§ 166 Institutional	0 to 24 spaces (0 space required)	None provided (compliant)	Occasional event space
Bicycle Parking (Off-Street)	§ 155.2 Institutional	1 Class I space per 20,000 gsf (2 spaces required)	Unknown	Occasional event space
		1 Class II space per 10,000 gsf minimum 2 spaces. (5 spaces required)	Unknown	
Freight Loading (Off-Street)	§ 152 Institutional	0-10,000 sf = 0 space (0 space required)	None provided (compliant)	Occasional event space

Planning Code Compliance: *1946 Van Ness Avenue*

Project Description:
25,839 gsf institutional use
0 off-street vehicle parking space
0 off-street freight loading space
bicycle parking spaces: Unknown
Zoning: Residential- Commercial Combined, High Density (RC-4)

Topic	Planning Code Reference	Planning Code Requirement	Proposed Project	Existing Conditions
Vehicle Parking (Off-Street)	§ 151.1 Institutional	Up to 1 space per two classrooms (0 space required)	None provided (compliant)	Vacant
Car-Share Parking (Off-Street)	§ 166 Institutional	0 to 24 spaces (0 space required)	None provided (compliant)	Vacant
Bicycle Parking (Off-Street)	§ 155.2 Institutional	1 Class I space per 20,000 gsf (1 spaces required)	Unknown	Vacant
		1 Class II space per 10,000 gsf minimum 2 spaces. (2 spaces required)	Unknown	
Freight Loading (Off-Street)	§ 152.1 Institutional	0-10,000 sf = 0 space (0 space required)	2 spaces provided (compliant)	Vacant

Planning Code Compliance: *2550 Van Ness Avenue*

Project Description:
136 student housing units/ 272 beds (52,298 gsf)
30 off-street vehicle parking spaces
3 off-street freight loading spaces
car-share parking spaces: Unknown
bicycle parking spaces: Unknown
Zoning: Residential-Commercial Combined, Medium Density (RM-3/RC-3)

Topic	Planning Code Reference	Planning Code Requirement	Proposed Project	Existing Conditions
Vehicle Parking (Off-Street)	§ 151.1 Residential	Up to 1 space per 3 bedrooms or 6 beds, whoever is greater (Up to 45 spaces permitted).	30 spaces provided (compliant)	Hotel
Car-Share Parking (Off-Street)	§ 166 Residential	50-200 DUs = 1 space if parking is provided (1 space required)	Unknown	Hotel
Bicycle Parking (Off-Street)	§ 155.2 Group Housing that are Student Housing	25 Class I spaces for first 100 beds, plus 1 Class I per 5 beds over 100 beds, 50% more for student housing (89 spaces required)	Unknown	Hotel
		2 Class II space per 100 beds, 50% more for student housing minimum 2 spaces. (6 spaces required)	Unknown	
Freight Loading (Off-Street)	§ 152.1 Residential	0-10,000 sf = 0 space (0 space required)	30 spaces provided (compliant)	Hotel

Exhibit D

Settlement Agreement

SETTLEMENT AGREEMENT

Stephens Institute, dba The Academy of Art University, and LLC Parties

THIS SETTLEMENT AGREEMENT (this "**Agreement**") dated for convenience of reference purposes only as of _____, 2019, is between the **City and County of San Francisco**, a municipal corporation and charter city and county (the "**City**"), including the City Attorney acting on behalf of the People of the State of California and the City, on the one hand, and the STEPHENS INSTITUTE, a California corporation, dba the Academy of Art University (the "**Stephens Institute**"), and the limited liability companies listed on Exhibit A (each an "**LLC Party**" and collectively, the "**LLC Parties**" and, together with the Stephens Institute, jointly and severally as to all obligations in this Agreement other than the Settlement Payment and the Affordable Housing Payment, which are the obligation of the LLC Parties, the "**Academy**"), on the other hand. The City and the Academy are also sometimes referred to individually as a "**Party**" and together as the "**Parties**." Unless otherwise defined in this Agreement, initially capitalized terms used in this Agreement shall have the meaning given them in Article 1 below.

RECITALS

THIS AGREEMENT is made with reference to the following facts and circumstances:

A. On May 6, 2016, the City Attorney of the City and County of San Francisco (the "**City Attorney**"), on behalf of the City and the People of the State of California, commenced litigation in the Superior Court of California County of San Francisco (the "**Court**") against the Academy in *People v. Stephens Institute, et. al*, San Francisco Superior Court Number CGC-16-551-832 (the "**Lawsuit**"). In the Lawsuit, the People and the City alleged 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. (the "**UCL**").

B. By this Agreement, the Academy agrees 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 People and 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, or converting existing buildings, for its students on property that is zoned for such use as further provided in the Development Agreement.

C. In connection with the Lawsuit, the Parties entered into judicially-supervised settlement discussions. As a result of those settlement discussions, and under the auspices of the Court, the Academy and the City entered into a non-binding Term Sheet for Global Resolution, dated November 15, 2016 (the "**Initial Term Sheet**"), as later supplemented by the Parties again under the Court's supervision in that certain non-binding Supplement to Term Sheet for Global Resolution, dated July 10, 2019 (the "**Supplement**") (the Initial Term Sheet and the Supplement

are referred to collectively as the "**Term Sheet**"). The Term Sheet was intended to provide a basis to resolve all of the outstanding issues relating to the Lawsuit with respect to land use matters and to establish appropriate principles and processes for land use compliance by the Academy. The Parties made the Term Sheet public, each time with the Court's consent, and the Planning Commission held public hearings relating to the matters addressed in the Term Sheet.

D. As a condition to this Agreement, and as contemplated by the Term Sheet, the City and the People and the Academy have entered into a comprehensive consent judgment that they will file with the Court seeking the Court's approval and entry of judgment (attached as Exhibit B, the "**Consent Judgment**"). The Consent Judgment contains three main parts: (1) this Agreement; (2) a Stipulated Injunction (attached as Exhibit C, the "**Injunction**"), which provides a mechanism for judicial enforcement of the Academy's obligations under this Agreement and the Development Agreement (defined below); (3) and the Development Agreement, which is attached as Exhibit D to this Agreement. This Agreement is contingent on the Court entering the Consent Judgment. Integral to the global resolution that the Consent Judgment would help achieve are the instruments securing the LLC Parties' financial obligations under this Agreement and the Development Agreement. The obligations of the LLC Parties to make the **Settlement Payment** as further described in Section 2.2 under this Agreement will be secured by a Guaranty (attached as Exhibit E, the "**Guaranty**") from the Stephens Family Trust, the Elisa Stephens Revocable Trust, the Scott Alan Stephens Revocable Trust, and Elisa Stephens, Scott Stephens, and Susanne Stephens, individually.

E. Also, as provided by the Supplement, in addition to the Settlement Payment, the LLC Parties will make a payment to the City totaling $37,600,000 for affordable housing purposes (the "**Affordable Housing Payment**") in lieu of the LLC Parties providing 160 new and rehabilitated units of affordable housing under a long-term ground lease, as contemplated by the Initial Term Sheet.

F. As a further condition to this Agreement, the Academy and the City have entered or will concurrently with this Agreement enter into a Development Agreement (attached to this Agreement as Exhibit D, the "**Development Agreement**"), which addresses, among other things, the entitlements for the Project (as defined in the Development Agreement), conditions of approval, requirements for withdrawal of the Stephens Institute from certain LLC Properties, mitigation and improvement measures, student enrollment and housing metering requirements, Institutional Master Plan updates, requirements for future approvals, and public benefits, including the Affordable Housing Payment.

AGREEMENT

ACCORDINGLY, to settle and avoid the risks and costs of litigation, in consideration of the mutual covenants and agreements in this Agreement, and for other good and valuable consideration, the receipt and adequacy of which are acknowledged, the Parties agree to the following terms and conditions as a complete and final resolution of the Lawsuit:

ARTICLE 1
DEFINITIONS

1.1 Definitions

For purposes of this Agreement, the following terms shall have the meaning set forth below. Any terms not otherwise defined in this Agreement, shall have the meanings given them in the Development Agreement.

(a) "**Academy**" has the meaning set forth in the opening paragraph of this Agreement and includes the Stephens Institute and LLC Parties, jointly and individually.

(b) "**Affordable Housing Payment**" has the meaning set forth in Recital E of this Agreement.

(c) "**Approval Schedule**" has the meaning set forth in Section 2.2 of this Agreement.

(d) "**Approvals**" has the meaning set forth in the Development Agreement as to certain existing uses by the Stephens Institute of Academy Properties.

(e) "**Board of Supervisors**" means the Board of Supervisors of the City and County of San Francisco.

(f) "**CEQA**" means the California Environmental Quality Act, including the state statute and adopted guidelines and Chapter 31 of the San Francisco Administrative Code.

(g) "**Consent Judgment**" has the meaning set forth in Recital D of this Agreement.

(h) "**Claims**" means any and all claims, causes of action, or rights to compensation, including, but not limited to, damages, losses penalties, interest, attorneys' fees, and costs.

(i) "**Court**" means the Superior Court of the City and County of San Francisco with jurisdiction over the Lawsuit, as defined in Recital A.

(j) "**Default**" has the meaning set forth in Section 3.6 of this Agreement.

(k) "**Development Agreement**" has the meaning set forth in Recital F of this Agreement.

(l) "**Effective Date**" means the effective date of this Agreement as provided in Section 2.1 of this Agreement.

(m) "**Escrow**" means money held in an interest-bearing escrow account with a bank designated by the City as described in Section 2.2.2 of this Agreement and under instructions provided for in this Agreement or the Development Agreement.

(n) "**Guarantors**" means collectively and individually, the Stephens Family Trust, the Elisa Stephens Revocable Trust, the Scott Alan Stephens Revocable Trust, Elisa Stephens, Scott Stephens, and Susanne Stephens, who are parties to the Guaranty. Their obligations are joint and several.

(o) "**Guaranty**" has the meaning set forth in Recital D of this Agreement.

(p) "**Impact Fees and Exactions**" has the meaning set forth in Section 2.2 of this Agreement.

(q) "**Injunction**" has the meaning set forth in Recital D of this Agreement.

(r) "**Lawsuit**" has the meaning set forth in Recital A of this Agreement.

(s) "**LLC Parties**" has the meaning set forth in the opening paragraph of this Agreement. They are comprised of 38 limited liability companies that own the properties that are leased to and used by the Stephens Institute, and they include the 23 limited liability companies that are named in the Lawsuit and 15 other limited liability companies that are not named in the Lawsuit. Their obligations under this Agreement are joint and several.

(t) "**Matured Event of Default**" has the meaning set forth in Section 3.6 of this Agreement.

(u) "**Mayor**" means the Mayor of the City and County of San Francisco.

(v) "**Outside Approval Date**" has the meaning set forth in Section 2.2 of this Agreement.

(w) "**People**" means the City Attorney acting on behalf of the People of the State of California, as described in Recital A.

(x) "**Settlement Payment**" has the meaning set forth in Section 2.2 of this Agreement.

(y) "**Stephens Institute**" has the meaning set forth in the opening paragraph of this Agreement.

(z) "**Third-Party Challenge**" means any administrative, legal or equitable action or proceeding instituted by any party other than the City or the Academy against the City or any City Agency challenging the validity or performance of any provision of the Development Agreement, the Project, the Approvals, the adoption or certification of the FEIR or other actions taken under CEQA, or other approvals under Laws relating to the Project, any action taken by the City or the Academy in furtherance of this Agreement, or any combination relating to the Project or any portion of the Project.

(aa) "**UCL**" has the meaning given in Recital A.

ARTICLE 2
GENERAL TERMS; SETTLEMENT PAYMENT

2.1 Effective Date

The effective date of this Agreement (the "**Effective Date**") shall be the later of the date that this Agreement is executed and delivered by all the Parties and the date upon which all of the following have occurred:

(a) The Stephens Institute has updated its Institutional Master Plan, and the Planning Commission has accepted it, consistent with the provisions of the Development Agreement, which acceptance by the Planning Commission the Parties acknowledged occurred on July 5, 2019;

(b) The City ordinances approving this Agreement, including the Consent Judgment, the Injunction, the Guaranty and the Development Agreement, and any amendments to the Planning Code associated with the approval of the Development Agreement, become final (including the passage of any referendum period) following adoption by the Board of Supervisors and signature by the Mayor;

(c) All of the Parties have fully executed and delivered this Agreement, including the Consent Judgment, the Injunction, and the Development Agreement;

(d) All of the Guarantors have fully executed and delivered the Guaranty and they have also fully executed and delivered, as applicable, this Agreement, including the Consent Judgment, the Injunction, and the Development Agreement; and

(e) The Consent Judgment and the Injunction have been approved and entered by the Superior Court.

2.2 Payments to the City

2.2.1 Settlement Payment

(a). Terms of Payment. The LLC Parties shall pay to the City the total principal amount of $20,364,030 (with interest as described below) in five equal annual installments (collectively, the "**Settlement Payment**"). Interest will accrue on the unpaid principal amount of the Settlement Payment at a fixed rate of 3% calculated as simple interest, with accrual beginning 30 days after the Effective Date of this Agreement.

The LLC Parties will pay the Settlement Payment to the City in accordance with the following schedule]:

Payment Date	3% Interest	Principal Amount	Total
1. 30 Days after the Effective Date of this Agreement	-0-	$4,072,806	$4,072,806
2. January 31, 2021	$488,736	$4,072,806	$4,561,542
3. January 31, 2022	$366,552	$4,072,806	$4,439,358
4. January 31, 2023	$244,368	$4,072,806	$4,317,174
5. January 31, 2024	$122,184	$4,072,806	$4,194,990

The LLC Parties shall make the payments to the City by the payment dates set forth above with immediately available funds delivered to the City Attorney, by wire-transfer in accordance with written wire instructions that the LLC Parties request from the City at least 15 days in advance of the Payment Date. The Parties acknowledge and agree that time is of the essence as to the payment of each installment.

The City will not impose any prepayment penalty for any early payment of all or any part of the Settlement Payment. The obligations of the LLC Parties to make the Settlement Payment will be secured by the Guaranty and are joint and several.

(b). City's Internal Allocation of Settlement Payment. As further provided below, the City will allocate the Settlement Payment for the following four uses: (1) payment of civil penalties for alleged past violations of the San Francisco Administrative Code, San Francisco Planning Code, and UCL; (2) reimbursement of City enforcement costs; (3) payment of the development impact fees and exactions, student monitoring fees, Class 1 bicycle parking fees and the Fair Share Fees, as provided in the Development Agreement (collectively "**Impact Fees and Exactions**") paid to come into compliance with the San Francisco Planning Code; and (4) payment into the City's Small Sites Program to assist low-moderate income tenants as further described in the Development Agreement.

More specifically, the City will allocate $1 million of the Settlement Payment to Planning Code civil penalties and $6 million of the Settlement Payment to UCL civil penalties. The City may use these sums for any lawful purposes, including land use planning enforcement for the Planning Code civil penalties and consumer protection for the UCL civil penalties. These civil penalties and the rest of the Settlement Payment are in addition to any and all administrative penalties that the Academy has paid to the Planning Department through and including September 30, 2016.

The City will also 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 the Initial 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 and on November 10, 2016 and January 13, 2017 the

Planning Department provided the Academy with an invoice for an additional $195,552 for enforcement time and materials through September 30, 2016; the Academy has paid those amounts and that total payment of $457,340 will be credited against the Settlement Payment. The amount of any other such invoices shall also be credited against the Settlement Payment. In addition to reimbursement of those administrative costs, the Academy must pay separately, and without any credit against the Settlement Payment, 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 Approvals for the Project, as well as all costs owing to the City to process the Development Agreement under Section 56.20 of the San Francisco Administrative Code.

The City will allocate first from the Settlement Payment an estimated $3,821,105 to satisfy Impact Fees associated with the Project contemplated by the Development Agreement. That estimated amount of the Impact Fees will be updated by the City based on the date that each of them becomes due under the Development Agreement, including updates due to any cost of living adjustments provided under City Codes. The Settlement Payment will be applied to satisfy the Impact Fees until those are paid in full. The Parties anticipate that the first installment will exceed the final amount of the Impact Fees then due, after applying the credit for the enforcement costs that the Planning Department incurred and that the Academy paid through the date of the Initial Term Sheet as described above. But if there are any unpaid Impact Fees remaining after applying the entire first installment, then the LLC Parties will pay those remaining Impact Fees directly to the City when due and such payment will be credited against the second installment of the Settlement Payment.

Further as to the Impact Fees, the City alleges that the Project is deficient by certain Class 1 bicycle parking spaces and Class 2 bicycle parking spaces as further provided in the Development Agreement. As the Project is reviewed by City agencies other than the Planning Department during building permit review, it is possible that some of these proposed spaces may not be approvable, for example, based on Building and/or Fire codes. As further provided in the Impact Fees and Exactions Schedule under the Development Agreement, and as part of the Approvals, the City's Planning Commission is granting an exception for the deficiency of Class 1 bicycle parking from what would be required by Code. In lieu of providing the deficiency in Class 1 bicycle spaces, the LLC Parties will pay the City an amount equal to $519/space. The Parties have included in the amount of the estimated Impact Fees identified above the in-lieu fee for 150 such spaces, totaling $77,850. The final in-lieu Class 1 bicycle parking fee will be credited against the Settlement Payment to be paid under this Agreement, up to $77,850. If the deficiency in Class 1 bicycle parking spaces, as finally determined by the City after consultation with the Academy, exceeds 150 spaces, then the LLC Parties will pay the additional in lieu fee at the same rate of $519/space and such additional sum will not be credited against the Settlement Payment. If the deficiency in Class 1 bicycle parking spaces, as finally determined by the City after consultation with the Academy, falls below 150 spaces, then $519/space shall be allocated to City's Small Sites Program to assist low-moderate income tenants, but no adjustment will be made to the principal amount of the Settlement Payment.

Once all the Impact Fees are paid, then the $6 million of the Settlement Payment allocated for UCL civil penalties will be distributed to the City Attorney on behalf of the People and the City in equal installments of $1.5 million from the second, third, fourth and fifth installments. Similarly, the Planning Department's shall receive its $1 million for civil enforcement in equal installments of $250,000 from the second, third, fourth and fifth installments of the Settlement Payment. The Planning Department will receive reimbursement of its $1.3 million in administrative costs incurred through the Initial Term Sheet (less a credit for amounts the Academy has already paid) from any remaining balance in the first installment and if any amount remains unreimbursed after that, from the second installment.

After making the allocations to pay penalties for alleged past violations of the Administrative Code, Planning Code, and UCL, reimbursing City enforcement costs and paying Impact Fees as provided above, the City will allocate all remaining portions of the Settlement Payment, including all interest paid, to the City's Small Sites Program to assist low-moderate income tenants. Excluding interest, this amount is estimated to exceed $8,400,000.

(c) Escrow. If before the date on which the initial installment of the Settlement Payment is due (i) a Third-Party Challenge is filed and such litigation is not finally resolved before the date the initial installment of the Settlement Payment is due, (ii) a referendum petition is filed protesting the passage of the ordinance approving the Development Agreement or (iii) the relevant statutes of limitations to file a lawsuit under CEQA challenging such approvals, to file a writ of mandate challenging the Development Agreement, or to submit a petition protesting the adoption of the ordinance approving the Development Agreement under the referendum provisions of the City's Charter, have not expired, then the LLC Parties will, on or before such due date, deposit the initial installment of the Settlement Payment into Escrow. Such deposit shall be held and released on the same terms and conditions as provided in Section 2.2.2 for the Affordable Housing Payment, provided, however, the Impact Fees will be paid to the City for any permits for any portion of the Project that the City grants under the Development Agreement.

Also, if the LLC Parties wish to accelerate the City's processing of the permit to change the use of 2550 Van Ness Avenue (known as the DaVinci) to student housing consistent with the Development Agreement and its attached Schedule of Performance, then the LLC Parties may deposit the first installment of the Settlement Payment into Escrow before the ordinance approving the Development Agreement has become effective. But under these circumstances the portion of such installment attributable to Impact Fees for the permit for 2550 Van Ness Avenue shall be immediately available to the City to satisfy such Impact Fees and shall be deducted from the portion of the principal amount of the first installment deposited into Escrow. The principal, including any interest or other gains, ultimately will be payable out of Escrow to (1) the City once there is a final court judgment dismissing any such Third-Party Challenge or upholding the validity of the Development Agreement or other City Approvals, the ordinance approving the Development Agreement becomes effective (including, without limitation, any failure of a referendum petition to qualify for the ballot or the adoption by the voters of an ordinance approving the Development Agreement following a qualifying referendum petition), in which event the City may expend those sums for purposes provided under this Agreement; or (2) the LLC Parties in the event there is a final court judgment that upholds the Third-Party Challenge

and invalidates the Development Agreement or other City Approvals, or the ordinance approving the Development Agreement does not become effective (including, without limitation, any repeal of the ordinance approving the Development Agreement by the Board of Supervisors or failure of the voters to approve an ordinance approving the Development Agreement following submittal of a referendum petition that qualifies for the ballot).

Finally, If the conditions involving a third-party legal challenge to the Development Agreement or the City Approvals allowing the LLC Parties to pay the first installment of the Settlement Payment still exist when any later installment of the Settlement Payment becomes due under this Agreement, then the LLC Parties may pay that installment into Escrow and those additional funds will be maintained and ultimately disbursed to the City or the LLC Parties in the same manner as the initial installment of the Settlement Payment; provided, however, the LLC Parties must pay to the City any Impact Fees when due for the Approvals.

Before the Effective Date, the Parties will submit mutually agreeable escrow instructions consistent with this Agreement and the Development Agreement to a bank selected by the City from among the banks that the City then regularly does business with.

2.2.2 Affordable Housing Payment

The LLC Parties will make an Affordable Housing Payment to the City totaling $37,600,000, constituting one of the key public benefits associated with the Development Agreement and reflecting a critical part of the resolution of the Lawsuit under this Agreement providing for the Academy to come into compliance with the San Francisco Planning Code for the Project consistent with the Approvals and as further provided in the Development Agreement. The Affordable Housing Payment consists of two components. First, 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 Initial Term Sheet, the LLC Parties will pay the City, in all cash or other immediately available funds, $19,035,000. Second, 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 Initial Term Sheet, the LLC Parties will pay the City, in all cash or other immediately available funds, $18,565,000.

The Affordable Housing Payment is due from the LLC Parties six months after the Board of Supervisors adopts and the Mayor signs the ordinance approving the Development Agreement. The Parties agree that time is of the essence as to the payment of the Affordable Housing Payment. Further, the Affordable Housing Payment is subject to possible increase in such payment if the approval of the global resolution contemplated by this Agreement is delayed under the circumstances specifically described below.

If (i) the City ordinance approving the Development Agreement is not adopted by the Board of Supervisors and signed by the Mayor on or before February 28, 2020 (the "**Outside Approval Date**") for reasons that are the responsibility of the Academy and (ii) the Affordable Housing 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. The Outside Approval Date will be extended for any period due to any delay that is not the Academy's responsibility and under those circumstances the amount of the Affordable Housing Payment will remain $37,600,000.

As provided in the Development Agreement, the City will use this payment solely for affordable housing purposes with a first priority for uses related to the creation or preservation of single room occupancy ("SRO") units in those Board of Supervisors' districts in which the City determined that the Academy unlawfully converted SRO buildings to student housing, including District 3. 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, under the Initial Term Sheet. The Stephens Institute, which changed the use of those properties to student housing without City approval, will vacate the two Pine Street properties and the Academy will not continue its existing unpermitted uses as student housing and accessory student uses on those properties nor will it 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 Stephens Institute's benefit (which is 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. The LLC Parties that own the Pine Street properties will notify any buyers of the properties of the limitations on use of those properties contained in this Agreement and the Settlement Agreement, and will provide the City with evidence of such notice before the sale closes.

If before the Outside Approval Date, the LLC Parties believe a delay in approving the Development Agreement under the Approval Schedule attached to the Supplement (the "**Approval Schedule**") is not the Academy's responsibility and thus there should not be an increase in the Affordable Housing Payment, then the Academy must promptly notify the City in writing of its good faith belief of why the Academy is not responsible for the delay (as defined below), and the City may reply to that assertion if the City in good faith disagrees. The Parties will update the Approval Schedule attached to the Supplement from time to time based on their mutual agreement. If the Academy asserts it is not 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 discussions before Judge Harold E. Kahn of the Superior Court (or if he is not available such other judge as the may mutually agree), 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 Agreement, the Academy being "responsible for the delay" means that the primary cause of the delay is within the reasonable control of the Academy, and will include, without limitation, any delays that could have been avoided by the Academy paying additional commercially reasonable sums to consultants to reasonably accelerate its work.

If before the date on which the Affordable Housing Payment is due (i) a Third Party Challenge is filed and such litigation is not finally resolved before the date the Affordable Housing Payment is due, (ii) a referendum petition is filed protesting the passage of the ordinance approving the Development Agreement or (iii) the relevant statutes of limitations to

file a lawsuit under CEQA challenging such approvals, to file a writ of mandate challenging the Development Agreement, or to submit a petition protesting the adoption of the ordinance approving the Development Agreement under the referendum provisions of the City's Charter, have not expired,, then the LLC Parties will, on or before such due date, deposit 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 ("**Escrow**"). Monies in the Escrow 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 court judgment dismissing any Third-Party Challenge or upholding the validity of the Development Agreement or other City Approvals or the ordinance approving the Development Agreement becomes effective (including, without limitation, any failure of a referendum petition to qualify for the ballot or the adoption by the voters of an ordinance approving the Development Agreement following a qualifying referendum petition), in which event the City may expend those sums for purposes provided under this Agreement; or (2) the LLC Parties in the event there is a final court judgment that upholds the Third-Party Challenge and invalidates the Development Agreement or other City Approvals or the ordinance approving the Development Agreement does not become effective (including, without limitation, any repeal of the ordinance approving the Development Agreement by the Board of Supervisors or failure of the voters to approve an ordinance approving the Development Agreement following submittal of a referendum petition that qualifies for the ballot..

The LLC Parties will pay all escrow fees. Under the Development Agreement, the Parties will agree on appropriate escrow instructions to the bank, including conditions for release.

2.2.3 IRS Reporting

Currently, the United States Treasury Department and IRS have provided transitional guidance that reporting under 26 U.S. Code Section 6050X (which could apply to this Agreement) is not required and will not be required until a date specified in proposed regulations to be published by the Treasury Department. Reporting will not be required as to any amounts required to be paid or incurred under a binding court order or settlement agreement entered into before the specified date. If Section 6050X reporting becomes required for this Agreement, then the City shall notify the LLC Parties of that fact and the City's proposed characterizations of the reportable payments under this Agreement. The LLC Parties may provide comments and may meet with the City Attorney's Office to discuss the proposed characterizations, consistent with the City's obligations to file a timely report. In all events, the final determination of required reporting will be made by the City.

ARTICLE 3
SETTLEMENT AND RELEASE OF CLAIMS; ENFORCEMENT

3.1 City's Release of Claims against the Academy

In consideration of the promises, conditions and covenants contained in this Agreement, and except for any Claims relating to a breach of any obligation by the Academy under this Agreement, and subject to the following condition precedent:

a. the Parties file the Consent Judgment (including this Agreement, the Development Agreement and the Injunction), and the Court approves and enters the Consent Judgment (including this Agreement, Development Agreement and Injunction);

and the following obligations enforceable by the Court under its continuing jurisdiction to enforce the Consent Judgment:

a. the LLC Parties timely make all installments of the Settlement Payment as provided in Section 2.2.1 above; and

b. the LLC Parties timely make the Affordable Housing Payment as provided in Section 2.2.2 above,

the City, on behalf of itself, its officials (including but not limited to its elective boards, appointive boards, including the Commission, and commissioners), agents, employees, attorneys, consultants, representatives, affiliates, predecessors, successors, constituents, and assigns, and as to the UCL the People and the City, shall and does release, relinquish, abandon and waive all Claims relating to the land use violations and other matters that were alleged or could have been alleged in the Lawsuit against the Stephens Institute and/or LLC Parties, including any Claims for violation of the City's Administrative Code, Planning Code, Building Code or the UCL that could have been asserted based on the conduct by the Academy alleged in the Lawsuit, excluding, without limitation, any Claims relating to payment of taxes.

Notwithstanding the preceding sentence, the People and the City do not release unknown Claims, or relinquish future enforcement discretion, concerning unreleased matters, including, without limitation, enforcement of the Consent Judgment, the Injunction, this Agreement, the Development Agreement, or any of the documents related to these instruments and agreements.

As of the Effective Date and subject to satisfaction of the condition precedent described above, and the LLC Parties' payment of the initial installment of the Settlement Agreement and payment in full of the Affordable Housing Payment, the City's release of the Academy as provided in this Section shall survive any termination of this Agreement except as expressly provided in Section 3.6 below.

3.2 Release of Claims by the Academy against the City

In consideration of the promises, conditions and covenants contained in this Agreement, and except for any Claims relating to a breach of any obligation by the City under this Agreement, the Academy on behalf of itself, its officials (including but not limited to its agents, employees, attorneys, consultants, representatives, affiliates, predecessors, successors, constituents, and assigns), shall and does release, relinquish, abandon and waive all Claims related to any of the land use violations and other matters alleged in the Lawsuit, whether known or unknown, including all enforcement actions and prosecution of the Lawsuit by the City, that it has, had, or might have against the City, including any Claims for violation of City ordinances or State law that could have been asserted based on the conduct by the Academy alleged in the Lawsuit.

As of the Effective Date, the release of the City by the Academy as provided in this Section shall survive any termination of this Agreement except as expressly provided in Section 3.6 below.

Waiver of Civil Code Section 1542

The Academy expressly acknowledges that it may have Claims against the City related to the land use violations and other matters alleged in the Lawsuit, including all enforcement actions and prosecution of the Lawsuit by the City, of which it is currently unaware, and nevertheless agrees that this Agreement is intended to and does extend to any and all Claims it may have against the City, whether known or unknown, that are the subject of the releases described in Section 3.2 above. As a further inducement and consideration in resolution of the disputes, the Academy expressly and specifically waive any rights or benefits available to them under California Civil Code Section 1542, which provides:

> A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY.

Initials: Stephens Institute: _____
LLC Parties: _____

The Academy also acknowledges it may have sustained damages, losses, costs or expenses that are currently unknown or unsuspected, and that such damages, losses, costs or expenses as may have been sustained may give rise to additional damages, losses, costs or expenses in the future. But the Academy acknowledges that the release contained in this Article 3 has been negotiated and agreed upon in light of this situation and expressly waives any and all rights that it may have under California Civil Code Section 1542 or under any state or federal statute or common law principle of similar effect.

3.3 Negotiated Settlement

The discussions that have produced this Agreement have been conducted with the explicit understanding that they are privileged under California Evidence Code Section 1152 and Federal Rule of Evidence 408, and that such discussions shall be without prejudice to the position of either Party and may not be used in any manner in any proceeding or otherwise, except as may be necessary to enforce or interpret this Agreement or as otherwise required by law.

3.4 Voluntary Release

Each Party has carefully read this Agreement, and signs it freely and voluntarily upon the advice of its own attorneys. Each such Party affirms that the only consideration for its execution of this Agreement are the terms stated in the body of this Agreement (including the Consent Judgment, the Injunction, the Guaranty and the Development Agreement); that no other promise or agreement of any kind has been made to it, or with it, by any Person to cause them to execute this Agreement; that it is competent to execute this Agreement; that its agreement to execute this Agreement has not been obtained by any duress or undue influence; and that it fully understands and voluntarily executes this Agreement knowing it constitutes a complete release of Claims as provided in this Article 3.

3.6 Enforcement

(a) Consent Judgment; Injunction. The Court has reserved jurisdiction to enforce certain provisions of this Agreement as further set forth in the Consent Judgment and the Injunction.

(b) Default. Subject to subsection (d) below, any material breach by either Party of any covenant, agreement, provision or representation or warranty contained in this Agreement (a "**Default**") that remains uncured upon the expiration of any applicable notice and cure periods will constitute an "**Matured Event of Default**," including failure by the LLC Parties to make any payment of the Settlement Payment or Affordable Housing Payment required under this Agreement within 10 days after the date when due.

(b) Remedies. Without limiting the remedies available under the Consent Judgment, the Injunction, the Development Agreement, the Guaranty and the Approvals in the event of a Default, the remedies available to a Party for a Matured Event of Default shall include specific performance of this Agreement in addition to any other remedy available at law or in equity, including, without limitation, recourse to the Guaranty by the City and termination by the City as provided in subsection (c) below.

(c) Notice of Termination. If there is a Default under this Agreement by the Academy, occurring at any time before the LLC Parties pay the initial installment of the Settlement Payment and full amount of the Affordable Housing Payment, then the City may elect to terminate this Agreement by sending a notice of termination to the Academy, which notice of termination shall state the Default and specify in reasonable detail the alleged material breach

that is the basis of the Default. If the Default is not cured as provided in this Agreement, then this Agreement will be considered terminated effective upon the date set forth in the City's notice of termination, which shall in no event be earlier than 45 days following delivery of the notice. Once the City has received the initial installment of the Settlement Payment and the full amount of the Affordable Housing Payment (whether through direct payment or by payment of funds into Escrow so long as the funds are paid to the City if and when required under the Escrow), the City may not elect to terminate this Agreement even for a Matured Event of Default, and instead shall seek remedies other than termination provided in subsection (b) above; provided, however, if there is a final judgment in a successful legal challenge to the Development Agreement or other City approvals required to implement the settlement contemplated by this Agreement, or if a referendum petition protesting the ordinance approving the Development Agreement results in the Board of Supervisors repealing the ordinance or the voters disapproving the ordinance, then this Agreement, including, without limitation, the releases of the Parties set forth in Article 3 above, will terminate and the funds will be paid out of Escrow to the LLC Parties as provided in in Section 2.2.1 above.

(d) Breach of Other Incorporated Agreements. For the avoidance of doubt, and subject to subsection (c) above, failure of the Academy to comply with the Development Agreement, Injunction, or Consent Judgment shall not, by virtue of that noncompliance alone, be a Default under this Agreement allowing for termination by the City of this Agreement. Nothing in this subsection shall limit the City's remedies under the Development Agreement, Injunction, and Consent Judgment themselves, or any other applicable provision of law.

(e) Cure Period. Except for failure by the LLC Parties to make any payment of the Settlement Payment or Affordable Housing Payment required under this Agreement in accordance with Section 2.2 (which is subject to a 10-day cure period as provided in subsection (b) above), in the event of an alleged Default by either Party, the allegedly defaulting Party shall be given a 45-day period from the date of receipt of the Notice of Default in which to correct or cure the breach.

(f) Time Limits; Waiver; Remedies Cumulative. Failure by a Party to insist upon the strict or timely performance of any of the provisions of this Agreement by the other Party, irrespective of the length of time for which such failure continues, shall not constitute a waiver. No waiver of any condition or failure of performance, including a Default, shall be effective or binding unless made in writing by the waiving Party, and no such waiver shall be implied from any omission to take any action with respect to such failure. No express written waiver shall affect any other condition, action or inaction, or cover any other period of time, other than any condition, action or inaction and/or period of time specified in such express waiver. One or more written waivers under any provision of this Agreement shall not be deemed to be a waiver of any subsequent condition, action or inaction, and the performance of the same or any other term or provision contained in this Agreement. Nothing in this Agreement shall limit or waive any other right or remedy available to the City or the Academy to seek injunctive relief or other expedited judicial and/or administrative relief to prevent irreparable harm.

(g) Attorneys' Fees. Should legal action be brought by either Party against the other for a Default under this Agreement or to enforce any provision in this Agreement, the prevailing

Party in such action shall be entitled to recover its reasonable attorneys' fees and costs. For purposes of this Agreement, "**reasonable attorneys' fees and costs**" means the reasonable fees and expenses of counsel to the Party, which may include printing, duplicating and other expenses, air freight charges, hiring of experts and consultants, and fees billed for law clerks, paralegals, librarians, and others not admitted to the California bar but performing services under the supervision of an attorney as provided by law. The term "**reasonable attorneys' fees and costs**" shall also include, without limitation, all such reasonable fees and expenses incurred with respect to appeals, mediation, arbitrations, and bankruptcy proceedings, and whether or not any action is brought with respect to the matter for which such fees and costs were incurred. For the purposes of this Agreement, the reasonable fees of attorneys of City Attorney's Office shall be based on the fees regularly charged by private attorneys with the equivalent number of years of experience in the subject matter area of the Law for which the City Attorney's Office's services were rendered who practice in the City of San Francisco in law firms with approximately the same number of attorneys as employed by the Office of the City Attorney.

ARTICLE 4
GENERAL

4.1 Notices

Except as otherwise expressly provided in this Agreement, all notices, demands, approvals, consents and other formal communications between the Parties required or permitted under this Agreement shall be in writing and shall be deemed given and effective upon the date of receipt (i) if given by personal delivery on a business day (or the next business day if delivered personally on a day that is not a business day), (ii) if sent for next-business-day delivery (with all expenses prepaid) by a reliable overnight delivery service, with receipt of delivery, or (iii) if mailed by United States registered or certified mail, first class postage prepaid, to the Party at their respective addresses for notice designated below and may include courtesy copies by email to the addresses designated below. The effective time of a notice shall not be affected by the receipt, before receipt of the original.

In the case of a notice or communication to the City:

Director of Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, California 94102
email: john.rahaim@sfgov.org]

with copies to:

Dennis J. Herrera
City Attorney
City Hall, Room 234
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Attn: Chief Deputy City Attorney (Academy)
email: ronald.flynn@sfcityatty.org
and to:
Attn: Chief Assistant City Attorney (Academy)
email: jesse.smith@sfcityatty.org
Attn: Deputy City Attorney, Land Use Team (Academy)
email: kristen.jensen@sfcityatty.org

And in the case of a notice or communication to the Academy:

The Stephens Institute
79 New Montgomery Street
San Francisco, CA 94105
Attn: Elisa Stephens
email: EStephens@academyart.edu

With a copy to:

David J. Millstein, Esq.
Millstein and Associates
100 The Embarcadero, Penthouse
San Francisco, CA 94105
email: dmillstein@millstein-law.com

James Abrams, Esq.
J. Abrams Law, P.C.
One Maritime Plaza Suite 1900
San Francisco, CA 94111
email: jabrams@jabramslaw.com

Joseph Alioto Veronese, Esq.
700 Montgomery Street
San Francisco, CA 94111-2104
email: joe@aliotolg.com

Every notice given to a Party under the terms of this Agreement, must state (or must be accompanied by a cover letter that states) substantially the following:

(i) the Section of this Agreement under which the notice is given and the action or response required, if any; and

(ii) if applicable, the period of time within which the recipient of the notice must respond.

If a request for approval states a period of time for approval that is less than the time period provided for in this Agreement for such approval, the time period stated in this Agreement shall be

the controlling time period. In no event shall a recipient's approval of or consent to the subject matter of a notice be deemed to have been given by its failure to object to such notice if such notice (or the accompanying cover letter) does not comply with the requirements of this Section.

Any mailing or email address may be changed at any time by giving written notice of such change in the manner provided above at least 10 days before the effective date of the change.

4.2 Relationship of Parties: No Joint Venture or Partnership

The subject of this Agreement is the settlement of the Lawsuit, with the City not acting as the agent of the Academy and the Academy is not acting as the agent of the City in any respect. None of the provisions in this Agreement is intended to or shall be construed or deemed to render any Party as a partner in the other Party's business, or joint venturer or member in any joint enterprise.

4.3 Conflict of Interest

No member, official or employee of the City may have any personal interest, direct or indirect, in this Agreement, nor shall any such member, official or employee participate in any decision relating to this Agreement that affects her or his personal interest or the interests of any corporation, partnership or association in which she or he is interested directly or indirectly.

4.4 Time of Performance

(a) Expiration. All performance dates (including cure dates) expire at 5:00 p.m., San Francisco, California time, on the performance or cure date, unless otherwise provided in this Agreement.

(b) Weekends and Holidays. A performance date that falls on a Saturday, Sunday or City holiday (or official City furlough day) is deemed extended to the next City working day.

(c) Days for Performance. All periods for performance specified in this Agreement in terms of days shall be calendar days, and not business days, unless otherwise expressly provided in this Agreement.

(d) Time of the Essence. Time is of the essence for each and every provision of this Agreement, including, without limitation, the due dates for each payment by the LLC Parties.

4.5 Interpretation of Agreement

(a) Words of Inclusion. The use of the terms "including," "such as" or words of similar import when following any general term, statement or matter shall not be construed to limit such term, statement or matter to the specific items or matters set forth, whether or not language of non-limitation is used with reference to such items or matters. Rather, such terms shall be deemed to refer to all other items or matters that could reasonably fall within the broadest possible scope of such statement, term or matter.

(b) No Presumption Against Drafter. This Agreement has been negotiated at arm's length and between Persons sophisticated and knowledgeable in the matters dealt with in this Agreement. In addition, experienced and knowledgeable legal counsel has represented each Party. Accordingly, this Agreement shall be interpreted to achieve the intents and purposes of the Parties, without any presumption against the Party responsible for drafting any part of this Agreement.

(c) Costs and Expenses. The Party on which any obligation is imposed in this Agreement shall be solely responsible for paying all costs and expenses incurred in the performance of such obligation, unless the provision imposing such obligation specifically provides to the contrary.

(d) Agreement References. A reference to any provision, term or matter "in this Agreement," shall be deemed to refer to any and all provisions of this Agreement reasonably related in the context of such reference, unless such reference refers solely to a specific numbered or lettered Article, Section or paragraph of this Agreement or any specific subdivision of this Agreement.

(e) Approvals and Consents. Unless this Agreement otherwise expressly provides, all approvals, consents or determinations to be made by or on behalf of the City under this Agreement shall be made by the City Attorney, or his or her designee. Approval by a Party to or of any act or request by any other Party shall not be deemed to waive or render unnecessary approval to or of any similar or subsequent acts or requests.

(f) Recitals. The Recitals in this Agreement are included for convenience of reference only. In the event of any conflict or inconsistency between the Recitals and the terms and conditions of this Agreement, the terms and conditions of this Agreement shall control. The Recitals in this Agreement are not intended to create or imply covenants under this Agreement.

(g) Captions. The captions preceding the articles and Sections of this Agreement have been inserted for convenience of reference only. Such captions shall not define or limit the scope or intent of any provision of this Agreement.

(h) Exhibits. Whenever an "Exhibit" is referenced, it means an attachment to this Agreement unless otherwise specifically identified. All such Exhibits are incorporated in this Agreement by reference.

4.6 Successors and Assigns

This Agreement is binding upon and will inure to the benefit of the successors and assigns of the Parties, including under the Development Agreement and related agreements.

4.7 No Third-Party Beneficiaries

This Agreement is made and entered into for the sole protection and benefit of the Parties and their successors and assigns under the Development Agreement and related agreements.

4.8 Counterparts

This Agreement may be executed in counterparts and by e-mailed signatures, each of which is deemed to be an original, and all such counterparts shall constitute one and the same instrument.

4.9 Entire Agreement

This Agreement, including the Consent Judgment, Injunction, Guaranty and Development Agreement attached as exhibits, constitutes the entire agreement between the Parties with respect to the subject matter of this Agreement and supersedes all negotiations or previous conditions mentioned in or incidental to this Agreement (including, but not limited to, the Term Sheet). No parol evidence of any prior draft of this Agreement or any other agreement (including, without limitation, the Term Sheet) shall be permitted to contradict or vary the terms of this Agreement.

4.10 Governing Law

The laws of the State of California shall govern the interpretation and enforcement of this Agreement.

4.11 Further Assurances

The Parties agree to execute and acknowledge such other and further documents as may be necessary or reasonably required to effectuate the terms of this Agreement. The City Attorney is authorized to execute on behalf of the City any notices, dismissals, or similar documents and any agreements, memoranda or similar documents that are necessary or proper to achieve the purposes and objectives of this Agreement and that do not materially increase the obligations of the City under this Agreement, if the City Attorney determines that the document is necessary or proper, consistent with the purposes of this Agreement and in the City's best interests. The City Attorney's signature on any such document shall conclusively evidence such a determination.

4.12 Severability

If any provision of this Agreement, or its application to any Person or circumstance, is held invalid by any court, the invalidity or inapplicability of such provision shall not affect any other provision of this Agreement or the application of such provision to any other Person or circumstance, and the remaining portions of this Agreement shall continue in full force and effect, unless enforcement of this Agreement as so modified by and in response to such invalidation would be grossly inequitable under all of the circumstances, or would frustrate the fundamental purposes of this Agreement.

4.13 Amendments; Corrections of Technical Errors

Neither this Agreement nor any of its terms may be terminated, amended or modified except by a written instrument executed by the Parties. Any material amendment of this Agreement shall be subject to approval of the Board of Supervisors and Mayor as provided in the

ordinance approving this Agreement. If by reason of inadvertence, and contrary to the intention of the Parties, errors are made in this Agreement or any of its Exhibits, the Parties by mutual agreement may correct such error by written memorandum executed by them without the necessity of amendment of this Agreement. The City Attorney may execute any such written memorandum on behalf of the City.

4.14 Representations, Warranties and Covenants

(a) Academy Representation, Warranties and Covenants. The Academy represents, warrants, and covenants to the City that as of the Effective Date, each of the following statements is accurate and complete:

(i) Valid Existence; Good Standing. The Stephens Institute and each of the LLC Parties are duly organized, validly existing and in good standing under the laws of the State of California or the State of Delaware, as the case may be. The Stephens Institute and each of the LLC Parties have all requisite power and authority to own their property and conduct their business as presently conducted.

(ii) Authority. The Academy has all requisite power and authority to execute and deliver this Agreement and to carry out and perform all of its duties and obligations under this Agreement.

(iii) No Limitation on Ability to Perform. Neither the Stephens Institute's articles of incorporation and bylaws, nor the articles of organization of the LLC Parties, nor any other agreement, court decision or law regarding the Academy prohibits or materially limits or otherwise affects the right or power of the Academy to enter into and perform all of the terms and covenants of this Agreement. The Academy is not a party to or bound by any contract, agreement, indenture, trust agreement, note, obligation or other instrument that prohibits or materially limits or otherwise affects the same. Except as expressly stated in this Agreement, no consent, authorization or approval of, or other action by, and no notice to or filing with, any governmental authority, regulatory body or any other Person is required for the due execution, delivery and performance by the Academy of this Agreement or any of the terms and covenants contained in this Agreement (or if required, any such consent, authorization or approval has been obtained, any such action has occurred, and any such notice has been given). There are no pending or threatened suits or proceedings or undischarged judgments affecting the Academy before any court, governmental agency, or arbitrator that might materially adversely affect the enforceability of this Agreement or the ability of the Academy to perform its obligations under this Agreement.

(iv) Representation re: Agreement. The Academy has carefully read this Agreement, and signs it freely and voluntarily with the advice of its own attorneys. The Academy affirms that the only consideration for its execution of this Agreement are the terms stated in this Agreement; that no other promise or agreement of any kind has been made by any person or entity to cause them to execute this Agreement, including the exhibits; that it is competent to execute this Agreement or the agreements contemplated this Agreement; that the

Academy's agreement to execute this Agreement has not been obtained by any duress or undue influence; and that the Academy fully understands and voluntarily executes this Agreement.

(v) Valid Execution. The execution and delivery of this Agreement (and the agreements contemplated in this Agreement) by the Academy have been duly and validly authorized by all necessary action on the part of the Academy. Upon its execution and delivery by all Parties and on the Effective Date, this Agreement will be a legal, valid, binding and enforceable obligation of the Academy.

(vi) Financial Matters. Neither the Stephens Institute nor any LLC Party nor any of the Guarantors has filed a petition for relief under any chapter of the U.S. Bankruptcy Code and has no present intention to petition for relief under any chapter of the U.S. Bankruptcy Code and to the Academy' knowledge, no involuntary petition naming the Academy or any LLC Party or any of the Guarantors as debtor has been filed under any chapter of the U.S. Bankruptcy Code.

(b) City Representations, Warranties, and Covenants. The City represents, warrants, and covenants to the other Parties that as of the Effective Date, each of the following statements is accurate and complete:

(i) Authority. The City has all requisite power and authority to execute and deliver this Agreement and to carry out and perform all of its duties and obligations under this Agreement.

(ii) Valid Execution. The execution and delivery of this Agreement (and the agreements contemplated in this Agreement) by the City have been duly and validly authorized by all necessary action on the part of the City. Upon its execution and delivery by all Parties and as of the Effective Date, this Agreement will be a legal, valid, binding and enforceable obligation of the City.

(iii) Defaults. The execution, delivery and performance of this Agreement do not and will not violate or result in a violation of, contravene or conflict with, or constitute a default under (A) any agreement, document or instrument to which the City is a party or (B) any applicable law, statute, ordinance or regulation.

4.15 Cooperation and Non-Interference

In connection with this Agreement, the Parties shall reasonably cooperate with one another to achieve the objectives and purposes of this Agreement. In so doing, the Parties shall each refrain from doing anything that would render its performance under this Agreement impossible and each must do everything that this Agreement contemplates that the Party shall do to accomplish the objectives and purposes of this Agreement. In all situations arising out of this Agreement, the Parties must each attempt to avoid and minimize the damages resulting from the conduct of the other and must take all reasonably necessary measures to achieve the provisions of this Agreement.

4.16 Conflicts of Interest

The Academy acknowledges that it is familiar with the provisions of Section 15.103 of the San Francisco Charter, Article III, Chapter 2 of City's Campaign and Governmental Conduct Code, and Section 87100 et seq. and Section 1090 et seq. of the Government Code of the State of California, and certifies that it does not know of any facts that would constitute a violation of such provisions, and agrees that if the Academy becomes aware of any such fact during negotiations for the Agreement then the Academy must immediately notify the City.

4.17 Notification of Limitations on Contributions

By executing this Agreement, the Academy acknowledges its obligations under section 1.126 of the City's Campaign and Governmental Conduct Code, which prohibits any person who contracts with, or is seeking a contract with, any department of the City for the rendition of personal services, for the furnishing of any material, supplies or equipment, for the sale or lease of any land or building, for a grant, loan or loan guarantee, or for a development agreement, from making any campaign contribution to (i) a City elected official if the contract must be approved by that official, a board on which that official serves, or the board of a state agency on which an appointee of that official serves, (ii) a candidate for that City elective office, or (iii) a committee controlled by such elected official or a candidate for that office, at any time from the submission of a proposal for the contract until the later of either the termination of negotiations for such contract or twelve months after the date the City approves the contract. The prohibition on contributions applies to each prospective party to the contract; each member of the Academy's board of directors; the Academy's chairperson, chief executive officer, chief financial officer and chief operating officer; any person with an ownership interest of more than 10% in the Academy; any sub-contractor listed in the bid or contract; and any committee that is sponsored or controlled by the Academy. The Academy certifies that it has informed each such person of the limitation on contributions imposed by Section 1.126 by the time it submitted a proposal for the contract, and has provided the names of the persons required to be informed to the City department with whom it is contracting.

4.18 Joint and Several Liability.

Where more than one person or entity executes this Agreement on behalf of the Academy or any one or more of the persons or entities constituting the Academy, the obligations of those persons and entities under this Agreement and any signatory shall be joint and several (except as otherwise expressly provided in the opening paragraph of this Agreement). The City, in its sole and absolute discretion, may (a) bring suit against the Academy, or any one or more of the persons or entities constituting the Academy, including the Stephens Institute and any LLC Party, or any of the Guarantors, all jointly and severally, or against any one or more of them; (b) compromise or settle with any one or more of the persons or entities constituting the Academy, including the Stephens Institute and any LLC Party, and any of the Guarantors for such consideration as the City may deem proper; (c) release one or more of the persons or entities constituting the Stephens Institute, or any LLC Party or any of the Guarantors, from liability; and/or (d) otherwise deal with the Academy, the Guarantors, or any one or more of them, in any manner, except that only the LLC Parties and the Guarantors shall be responsible

for the Settlement Payment and the LLC Parties shall be responsible for the Affordable Housing Payment and the City may not pursue the Stephens Institute for those payments.

4.19 Exhibits

The attached exhibits are made a part of this Agreement:

Exhibit A:	The LLC Parties
Exhibit B:	Consent Judgment
Exhibit C:	Stipulated Injunction
Exhibit D:	Development Agreement
Exhibit E:	Guaranty

[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed on this the date first written above.

CITY:

CITY AND COUNTY OF SAN FRANCISCO,
a municipal corporation

By: _____
John Rahaim
Director of Planning

RECOMMENDED:
By:

_____
Daniel Adams,
Acting Director, Mayor's Office of
Housing and Community Development

Approved on _____, 20__
Board of Supervisors Ordinance No. _____

Approved as to form:

DENNIS J. HERRERA, City Attorney

By: _____
Deputy City Attorney

ACADEMY OF ART UNIVERSITY:

STEPHENS INSTITUTE,
a California corporation

By: _____
Dr. Elisa Stephens
President

2300 STOCKTON STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1916 OCTAVIA STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1153 BUSH STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

2209 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1835 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1080 BUSH STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1069 PINE STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1055 PINE STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

60 FEDERAL STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

491 POST STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

701 CHESTNUT STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

860 SUTTER STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

S/F 466 TOWNSD, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

620 RSSE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

2151 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

2211 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

825 SUTTER STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

601 BRANNAN STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1727 LOMBARD II, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

2225 JERROLD AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

460 TOWNSEND STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

950 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

2801 LEAVENWORTH-CANNERY, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

79 NEW MONTGOMERY STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

635 POLK STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

625 SUTTER STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

740 TAYLOR STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1946 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1142 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

575 HARRISON, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1900 JACKSON STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

736 JONES STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

560 POWELL STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

655 SUTTER STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

680/688 SUTTER STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

2550 VNPOOL, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

700 MONTGOMERY STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

150 HAYES STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

EXHIBIT A TO SETTLEMENT AGREEMENT

THE LLC Parties

1. 601 Brannan Street, LLC, a Delaware limited liability company
2. 60 Federal Street, LLC, a Delaware limited liability company
3. 2801 Leavenworth-Cannery, LLC, a Delaware limited liability company
4. 79 New Montgomery Street, LLC, a Delaware limited liability company
5. 625 Polk Street, LLC, a Delaware limited liability company
6. 491 Post Street, LLC, a Delaware limited liability company
7. 625 Sutter Street, LLC, a Delaware limited liability company
8. 740 Taylor Street, LLC, a Delaware limited liability company
9. S/F 466 Townsd, LLC, a Delaware limited liability company
10. 1835 Van Ness Avenue LLC, a Delaware limited liability company
11. 2151 Van Ness Avenue, LLC, a Delaware limited liability company
12. 1946 Van Ness Avenue, LLC, a Delaware limited liability company
13. 1142 Van Ness Avenue, LLC, a Delaware limited liability company
14. 1080 Bush Street, LLC, a Delaware limited liability company
15. 1153 Bush Street, LLC, a Delaware limited liability company
16. 575 Harrison, LLC, a Delaware limited liability company
17. 1900 Jackson Street, LLC, a Delaware limited liability company
18. 736 Jones Street, LLC, a Delaware limited liability company
19. 1727 Lombard II, LLC, a Delaware limited liability company
20. 1916 Octavia Street, LLC, a Delaware limited liability company
21. 560 Powell Street, LLC, a Delaware limited liability company
22. 620 RSSE, LLC, a Delaware limited liability company
23. 655 Sutter Street, LLC, a Delaware limited liability company
24. 680/688 Sutter Street, LLC, a Delaware limited liability company
25. 825 Sutter Street, LLC, a Delaware limited liability company
26. 860 Sutter Street, LLC, a Delaware limited liability company
27. 2209 Van Ness Avenue, LLC, a Delaware limited liability company
28. 2211 Van Ness Avenue, LLC, a Delaware limited liability company
29. 2550 VNPool, LLC, a Delaware limited liability company
30. 2225 Jerrold Avenue, LLC, a Delaware limited liability company
31. 950 Van Ness Avenue, LLC, a Delaware limited liability company
32. 150 Hayes LLC, a Delaware limited liability company
33. 700 Montgomery Street, LLC, a Delaware limited liability company
34. 1069 Pine Street, LLC, a Delaware limited liability company
35. 701 Chestnut Street, LLC, a Delaware limited liability company
36. 2300 Stockton Street, LLC, a Delaware limited liability company
37. 460 Townsend, LLC, a Delaware limited liability company
38. 1055 Pine Street, LLC, a Delaware limited liability company

EXHIBIT B TO SETTLEMENT AGREEMENT

CONSENT JUDGMENT

(ATTACHED)

DENNIS J. HERRERA, State Bar #139669
City Attorney
RONALD P. FLYNN, State Bar #184186
Chief Deputy City Attorney
YVONNE R. MERÉ, State Bar #173594
Chief of Complex and Affirmative Litigation
THOMAS S. LAKRITZ, State Bar #161234
MATTHEW D. GOLDBERG, State Bar #240776
Deputy City Attorneys
Fox Plaza
1390 Market Street, Sixth Floor
San Francisco, California 94102-5408
Telephone: (415) 554-3963
Facsimile: (415) 437-4644
E-Mail: tom.lakritz@sfgov.org

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 Delaware limited liability company; 1055 PINE STREET, LLC, a Delaware limited liability company; 60 FEDERAL STREET,

Case No. CGC 16-551832

CONSENT JUDGMENT

Hearing Date:	Date
Hearing Judge:	Hon. _____
Time:	Time
Place:	Dept. 305
Date Action Filed:	May 6, 2016
Trial Date:	Not Yet Set

Attached Documents:

Exhibit A: Settlement Agreement
Exhibit B: Stipulated Injunction
Exhibit C: Development Agreement

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

This Consent Judgment is entered into between Plaintiffs the PEOPLE OF THE STATE OF CALIFORNIA, and the CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation, (collectively "Plaintiffs" or the "City"), represented by their attorney, DENNIS J. HERRERA, City Attorney, appearing through THOMAS S. LAKRITZ and RONALD P. FLYNN, Deputy City Attorneys, and Defendants 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 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 (collectively "Defendants"), represented by David J. Millstein, Esq. and Gerald S. Richelson, Esq.. Plaintiffs and Defendants may be referred to below collectively as the "Parties" and individually as a "Party."

The Parties have reached a settlement. The complete terms of that settlement are memorialized in three separate documents: a Settlement Agreement, attached hereto as Exhibit A; a Stipulated Injunction, attached hereto as Exhibit B; and a Development Agreement, attached hereto as Exhibit C. The Parties stipulate that Exhibits A-C, and all of the terms and obligations arising therefrom, are incorporated by reference as part of this Consent Judgment (hereinafter "Judgment").

The Parties further stipulate that this Judgment shall provide a comprehensive framework to adjudicate and enforce any and all obligations arising out of Exhibits A-C, consistent with the terms of Exhibit A and its attachments (Settlement Agreement). The Parties stipulate that the San Francisco Superior Court shall retain jurisdiction to ensure that the Parties comply with all terms and obligations contained in this Judgment and agree that any and all obligations arising out of this Judgment and its incorporated Exhibits A-C, shall rest with the Defendants, jointly and severally.

In the event Defendants fail to timely and fully comply with the terms of this Judgment, Plaintiffs may seek to enforce any and all terms of the Judgment and its incorporated Exhibits A-C by applying *ex parte* to the Superior Court of the County of San Francisco. Plaintiffs must give Defendants' 48-hours notice through its counsel of record in advance of any such application. Notice

shall be given by telephone or electronic mail to Defendants' counsel of record, David J. Millstein Esq., at the following telephone number (415) 348-0348and email: dmillstein@millstein-law.com. Should Defendants' counsel of record change during the pendency of this Judgment, Defendants must inform Plaintiffs of any such change in counsel within five calendar days. The enforcement scheme created by this Judgment, shall be in addition to any other remedies available at law.

Plaintiffs shall be entitled to any and all attorneys' fees and costs incurred for enforcing the terms of this Judgment.

SO STIPULATED:

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 Attorney

By:_____
DENNIS J HERRERA

Attorneys for Plaintiffs
PEOPLE OF THE STATE OF CALIFORNIA and
CITY AND COUNTY OF SAN FRANCISCO

DATED: XXX 0, 0000

MILLSTEIN & ASSOCIATES

By: _____
David J. Millstein, Esq.
Attorney for DEFENDANTS:

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 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; 2801 LEAVENWORTH-CANNERY, LLC, a Delaware limited liability company.

SO ORDERED:

DATED:

[court]

EXHIBIT C TO SETTLEMENT AGREEMENT

STIPULATED INJUNCTION

(ATTACHED)

DENNIS J. HERRERA, State Bar #139669
City Attorney
RONALD P. FLYNN, State Bar #184186
Chief Deputy City Attorney
YVONNE R. MERÉ, State Bar #173594
Chief of Complex and Affirmative Litigation
THOMAS S. LAKRITZ, State Bar #161234
MATTHEW D. GOLDBERG, State Bar #240776
Deputy City Attorneys
Fox Plaza
1390 Market Street, Sixth Floor
San Francisco, California 94102-5408
Telephone: (415) 554-3963
Facsimile: (415) 437-4644
E-Mail: tom.lakritz@sfgov.org

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 Delaware limited liability company; 1055 PINE STREET, LLC, a Delaware limited liability company; 60 FEDERAL STREET,

Case No. CGC 16-551832

[PROPOSED] STIPULATED PERMANENT INJUNCTION

Hearing Date: Date
Hearing Judge: Hon. _____
Time: Time
Place: Dept.

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

Attached Documents: Doc Names

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 _____, 2020, this Stipulated Permanent Injunction ("INJUNCTION") was presented before the above-captioned Court, the Honorable _____, 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 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 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; 2801 LEAVENWORTH-CANNERY, LLC, a Delaware limited liability company (collectively "LLCs"), (collectively, "DEFENDANTS"), were represented by their attorney, DAVID J. MILLSTEIN ESQ..

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

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

IT IS HEREBY ORDERED, ADJUDGED, AND DECREED:

GENERAL PROVISIONS

PLAINTIFFS brought this action pursuant to various provisions of state and local law, including California Business and Professions Code sections 17200-17210 ("Unfair Competition 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. DEFENDANTS 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 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 ("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 Revocable Trust, the Elisa Stephens Revocable Trust, the Scott Alan Stephens Revocable Trust, Elisa Stephens, Scott 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 as to the existing properties (the properties described in IV b and c are collectively referred to as "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.

INJUNCTIVE TERMS

I. BREACH AND CURE

A. Notices of Violation from City Departments

In the event that a department of the CITY 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 their obligations under this INJUNCTION or the SETTLEMENT AGREEMENT, then the PLAINTIFFS shall give written notice, as provided in Paragraph VII 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 required 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 I material violation shall mean a: (i) violation of a material provision of this INJUNCTION; (ii) pattern of violations 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 DEFENDANTS by entering into this INJUNCTION does not agree and specifically disputes that the DEFENDANT's student housing is subject in any way to Section 37 of the San Francisco Administrative Code.

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 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. The DEFENDANTS by entering into this INJUNCTION do not agree and specifically dispute that the Academy'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 filed concurrently with this INJUNCTION as an exhibit to the Consent Judgment. The provisions for payment of a Settlement Payments and an Affordable Housing Payment defined and set forth in Paragraph 2.2 of the SETTLEMENT AGREEMENT are incorporated by reference into this INJUNCTION. Any failure to make payments set forth in Paragraph 2.2 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 regarding compliance with this Injunction shall be brought to the Honorable _____, Judge of the San Francisco Superior Court, for resolution.

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

C. Should the Court determine after hearing that any DEFENDANT violated any terms of this INJUNCTION, PLAINTIFFS shall have the right to recover all reasonable attorneys' fees and

costs incurred in enforcing said violation as determined by the Court against the responsible DEFENDANT.

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

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

V. EFFECTIVE DATE AND TERM OF INJUNCTION

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

VI. NO WAIVER OF RIGHT TO ENFORCE

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

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 e-mail to the following persons:

For PLAINTIFFS:	For DEFENDANTS:
The Stephens Institute 79 New Montgomery Street San Francisco, CA 94105 Attn: Elisa Stephens email: EStephens@academyart.edu With a copy to: David J. Millstein, Esq. Millstein and Associates 100 The Embarcadero, Penthouse	Director of Planning San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, California 94102 Email: john.rahaim@sfgov.org Dennis J. Herrera. City Attorney City Hall, Room 234

San Francisco, CA 94105 email: dmillstein@millstein-law.com James Abrams, Esq. J. Abrams Law, P.C. One Maritime Plaza Suite 1900 San Francisco, CA 94111 email: jabrams@abramslaw.com Joseph Alioto Veronese, Esq. 700 Montgomery Street San Francisco, CA 94111-2104 email: joe@aliotolg.com	1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102 Attn: Chief Deputy City Attorney, Academy of Art Settlement Agreement Email: ronald.flynn@sfcityatty.org and to: Attn: Chief Assistant City Attorney (Academy) email: jesse.smith@sfcityatty.org Attn: Deputy City Attorney, Land Use Team (Academy) email: kristen.jensen@sfcityatty.org

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.

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 Attorney

By:_____
DENNIS J HERRERA

Attorneys for Plaintiffs
PEOPLE OF THE STATE OF CALIFORNIA and
CITY AND COUNTY OF SAN FRANCISCO

CITY AND COUNTY OF SAN FRANCISCO,
a municipal corporation

By:
John Rahaim
Director of Planning

DATED: XXX 0, 0000 MILLSTEIN & ASSOCIATES

By: _____
David J. Millstein, Esq.
Attorney for DEFENDANTS:

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 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; 2801 LEAVENWORTH-CANNERY, LLC, a Delaware limited liability company.

ACADEMY OF ART UNIVERSITY:

STEPHENS INSTITUTE,
a California corporation

By: _____
Dr. Elisa Stephens
President

2300 STOCKTON STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

1916 OCTAVIA STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

1153 BUSH STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

2209 VAN NESS AVENUE, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

1835 VAN NESS AVENUE, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

1080 BUSH STREET, LLC,
a Delaware limited liability company;

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Dr. Elisa Stephens
Manager

1069 PINE STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

1055 PINE STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

60 FEDERAL STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

491 POST STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

701 CHESTNUT STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

860 SUTTER STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

S/F 466 TOWNSD, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

620 RSSE, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

2151 VAN NESS AVENUE, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

2211 VAN NESS AVENUE, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

825 SUTTER STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

601 BRANNAN STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

1727 LOMBARD II, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

2225 JERROLD AVENUE, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

460 TOWNSEND STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

950 VAN NESS AVENUE, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

2801 LEAVENWORTH-CANNERY, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

PROOF OF SERVICE

I, _____, declare as follows:

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

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

NAME OF DOCUMENT

on the following persons at the locations specified:

in the manner indicated below:

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

☐ **BY PERSONAL SERVICE**: I sealed true and correct copies of the above documents in addressed 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

☐ **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.

_____

EXHIBIT D TO SETTLEMENT AGREEMENT

DEVELOPMENT AGREEMENT

(ATTACHED)

RECORDING REQUESTED BY
CLERK OF THE BOARD OF SUPERVISORS
OF THE CITY AND COUNTY OF SAN FRANCISCO

(Exempt from Recording Fees
Under Government Code
Section 27383)

AND WHEN RECORDED MAIL TO:

Angela Calvillo
Clerk of the Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

DEVELOPMENT AGREEMENT

BY AND AMONG

THE CITY AND COUNTY OF SAN FRANCISCO,

AND

THE STEPHENS INSTITUTE,
dba ACADEMY OF ART UNIVERSITY

AND

THE LLC PARTIES

**with respect to various properties in San Francisco,
affordable housing and other public benefits, and future uses**

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DEVELOPMENT AGREEMENT
BY AND BETWEEN
THE CITY AND COUNTY OF SAN FRANCISCO

AND

the STEPHENS INSTITUTE,
dba ACADEMY OF ART UNIVERSITY

AND

THE LLC PARTIES

This DEVELOPMENT AGREEMENT (this "**Agreement**") dated for reference purposes only as of _____, 2019 (the "**Reference Date**"), is among the CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation (the "**City**"), acting by and through its Planning Commission (the "**Planning Commission**") and including the City Attorney acting on behalf of the People of the State of California and the City, on the one hand, and the STEPHENS INSTITUTE, a California corporation, dba Academy of Art University (the "**Stephens Institute**"), and the affiliated limited liability companies listed on Exhibit A, which own real property described below (each and "LLC Party" and collectively the "**LLC Parties**" and, together with the Stephens Institute, jointly and severally with respect to all obligations other than the Settlement Payment and the Affordable Housing Payment, which are the obligations of the LLC Parties, the "**Academy**"), on the other hand, , and is made under the authority of Section 65864 *et seq.* of the California Government Code and Chapter 56 of the San Francisco Administrative Code (the "**Administrative Code**"). The City and the Academy are also sometimes referred to individually as a "**Party**" and together as the "**Parties.**" Capitalized terms not defined when introduced shall have the meanings given in Article 1.

RECITALS

This Agreement is made with reference to the following facts:

A. On May 6, 2016, the City Attorney of the City and County of San Francisco (the "**City Attorney**"), on behalf of the People of the State of California and the City, commenced litigation against the Stephens Institute and the LLC Parties in *People v. Stephens Institute, et. al*, San Francisco Superior Court Number CGC-16-551-832 (the "**Lawsuit**"). In the Lawsuit, the People and the City alleged 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. (the "**UCL**").

B. The Academy has expressed its commitment to the City Attorney and the Planning Department, as well as to the San Francisco Superior Court (the "**Court**")in the settlement discussions referenced below, to: bring the Academy's existing uses into compliance with the Planning Code; relocate existing Academy uses or change Academy uses in buildings in accordance with applicable Laws in those specific instances where the Planning Department has determined that legalization is not appropriate or the Academy has agreed to withdraw use by the

Stephens Institute; compensate the City for past violations, including providing affordable housing public benefits to the City; and work cooperatively with the City in planning for future Stephens Institute growth in a manner that accounts for the urban nature of the Stephens Institute'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, or converting existing buildings, for its students on property that is zoned for such student housing use, as permitted by this Agreement. The Parties entered into court ordered and judicially supervised settlement discussions.

C. As a result of those settlement discussions, and under the auspices of the Court, the Academy and the City entered into a non-binding Term Sheet for Global Resolution, dated November 15, 2016, (the "**Initial Term Sheet**") as amended by that certain Supplement to Term Sheet for Global Resolution, dated July 10, 2019 (the "**Supplement**") (the Initial Term Sheet and the Supplement are referred to collectively as the "**Term Sheet**"). The Term Sheet was intended to provide a basis to resolve all of the outstanding issues relating to the Lawsuit and other land use matters and to establish appropriate principles and processes for land use compliance by the Academy. The Parties made the Term Sheet public, each time with the consent of the Court.

D. As contemplated by the Term Sheet, the City and the Academy have entered into a comprehensive consent judgment that they will file with the Court seeking the Court's approval and entry of judgment (the "**Consent Judgment**"). The Consent Judgment contains three main parts: (1) a Settlement Agreement dated as of _____ (the "**Settlement Agreement**"), which includes obligations of the LLC Parties to make payments to the City (including the Affordable Housing Public Benefit); (2) a Stipulated Injunction (the "**Injunction**"), which is an exhibit to the Settlement Agreement and provides a mechanism for judicial enforcement of the Academy's obligations under the Settlement Agreement and this Agreement, and (3) this Agreement, which is also an exhibit to the Settlement Agreement and which sets forth the matters generally described in Recital G below. Also critical to the global resolution that the Consent Judgment would achieve is the instrument securing the LLC Parties' financial obligations under the Settlement Agreement and this Agreement, the obligations of the LLC Parties to make the full settlement payments under the Settlement Agreement will be secured by a Guaranty (the "**Guaranty**") from the Stephens Family Revocable Trust, the Elisa Stephens Revocable Trust, the Scott Stephens Revocable Trust, Elisa Stephens, Scott Stephens, and Susanne Stephens.

E. To strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development, the Legislature of the State of California adopted Government Code Section 65864 *et seq.* (the "**Development Agreement Statute**"), which authorizes the City to enter into a development agreement with any Person having a legal or equitable interest in real property regarding the development of such property. Under Government Code Section 65865, the City adopted Chapter 56 of the Administrative Code ("**Chapter 56**") establishing procedures and requirements for entering into a development agreement under the Development Agreement Statute. The Parties are entering into this Agreement in accordance with the Development Agreement Statute and Chapter 56 except as for certain portions of Chapter 56 as provided in the Enacting Ordinance approving this Agreement.

F. As contemplated by the Term Sheet, the Parties propose to withdraw from, and cease any Stephens Institute operation at, nine (9) of the Academy's current properties (the "**Non-Academy Properties**", as more particularly described in Exhibit B-2, attached hereto), and bring the properties owned by the LLC Parties and used by the Stephens Institute or intended for future Stephens Institute use, which consists of thirty-four (34) properties and associated improvements located throughout San Francisco (the "**Academy Properties**", as more particularly described in the attached Exhibit B-1), into compliance with the Planning Code. Compliance of the Academy Properties with the Planning Code requires the City's approval of a variety of permits and authorizations, including (i) approval of a conditional use authorization by the Planning Commission to reflect the approval of the use of thirty-four (34) buildings and to grant certain exceptions to the Planning Code, (ii) the approval of permits to alter, and certificates of appropriateness, 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 other building alterations and street improvements including without limitation the removal and installation of signage, removal and repair of nonconforming awnings and exterior alterations, the installation Class 1 and Class 2 bike racks, the removal of curb cuts, and the replacement of certain windows (collectively, the "**Project**").

G. In furtherance of the Development Agreement Statute and Chapter 56, and with the Settlement Agreement, the Parties are entering into this Agreement to set forth the (1) content and process for agreed upon entitlements, conditions of approval and mitigation and improvement measures for the Project; (2) process for approval of future uses and expansion of Stephens Institute facilities and/or enrollment; and (3) payment of funds by the LLC Parties to the City as set forth in this Agreement and the Settlement Agreement. The public benefits that the City will receive under this Agreement include: (i) an Affordable Housing Public Benefit, consisting of a cash payment of $37,600,000 to the City to be used by the City solely for affordable housing purposes, with a first priority for uses related to the creation or preservation of single room occupancy (SRO) units in those Board of Supervisor's districts in which the City alleges the Academy unlawfully converted SRO buildings to student housing including District 3, as the City may determine in its sole discretion, and as further provided in this Agreement; (ii) a cash payment to the City's Small Sites Fund estimated to exceed $8,400,000 as further provided in the Settlement Agreement; (iii) an agreement by the Stephens Institute to 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 in this Agreement, and an agreement to not promise new students more housing units than the number of lawful units that are at their disposal, to not temporarily house its students in non-Academy facilities (except as expressly permitted in this Agreement), and to provide housing to increase the percentage of housing it provides to On Campus Students under a "Housing Metering" formula set forth in this Agreement; (iv) payment by the LLC Parties to the City of Planning Code penalties totaling $1,000,000; and (v) payment by the LLC Parties to the City of Unfair Competition Law penalties totaling $6,000,000. Also, the LLC Parties will pay Impact Fees as part of the Settlement Payment, and in addition the Academy will pay to the City 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 DBI fees associated with the Approvals for the Project, as well as all costs owing to the City to process this Agreement under Section 56.20 of the Administrative Code as further provided in the Settlement Agreement.

H. It is the intent of the Parties that all acts referred to in this Agreement shall be accomplished in a way as to fully comply with the California Environmental Quality Act (California Public Resources Code Section 21000 *et seq.*) ("**CEQA**"), the CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 *et seq.*), (the "**CEQA Guidelines**"), the Development Agreement Statute, Chapter 56, the Planning Code, the Enacting Ordinance and all other Laws in effect as of the Effective Date. This Agreement does not limit the City's obligation to comply with applicable environmental Laws, including CEQA, before taking any discretionary action regarding the Project, or the Academy's obligation to comply with the Approvals.

I. The Final Environmental Impact Report (the "**FEIR**") prepared for the Academy of Art University Project and certified by the Planning Commission on July 28, 2016, and an Addendum to the FEIR dated _____, 2019 and considered by the Planning Commission on _____, 2019, together with the CEQA findings (the "**CEQA Findings**") and the Mitigation Measures (defined below) adopted concurrently and set forth in the Mitigation Monitoring and Reporting Program (the "**MMRP**") attached as Exhibit C, comply with CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code. The FEIR and Addendum thoroughly analyze the Project and Project alternatives, and the Mitigation Measures were designed to mitigate significant impacts to the extent they are susceptible to feasible mitigation. The City considered the information in the FEIR, the Addendum and the CEQA Findings in connection with approval of this Agreement and the Settlement Agreement and related agreements.

J. On November 20, 2019, the Historic Preservation Commission held a public hearing on the Project. Following the public hearing, the Historic Preservation Commission made the findings required by CEQA and approved permits to alter, and certificates of appropriateness, applicable to the historic resources as proposed by the Project.

K. On November 21, 2019, the Planning Commission held a public hearing on this Agreement and the Project. Following the public hearing, the Planning Commission adopted the CEQA findings and determined, among other things, that the FEIR and Addendum thoroughly analyze the Project, and the Mitigation Measures are designed to mitigate significant impacts to the extent they are susceptible to a feasible mitigation, and further determined that the Project and this Agreement will, as a whole, and taken in their entirety, continue to be consistent with the objectives, policies, general land uses and programs specified in the General Plan, as amended, including the eight priority policies set forth in Section 101.1 of the Planning Code (together the "**General Plan Consistency Findings**"). The City considered the information in the FEIR, the Addendum and the CEQA Findings in connection with this Agreement.

L. On December __, 2019, the Board of Supervisors, having received the Planning Commission's recommendations, held a public hearing on this Agreement. Following the public hearing, on December __, 2019, the Board upheld the Planning Commission's approval of the Environmental Impact Report, adopted as its own the Planning Commission's CEQA findings, and approved this Agreement, incorporating by reference the General Plan Consistency Findings.

M. On _____, 2020, the Board adopted Ordinance No. _____, approving this Agreement (File No. _____), authorizing the Planning Director to execute this Agreement on behalf of the City, granting certain waivers, findings of consistency

and exemptions from the Planning and Administrative Codes and adopting amendments to the Planning Code (the "**Enacting Ordinance**"). The Enacting Ordinance became operative and effective on _____, 2020.

NOW, THEREFORE, in consideration of the foregoing and the promises and covenants contained in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties agree as follows:

AGREEMENT
ARTICLE 1
DEFINITIONS

In addition to the definitions set forth above and elsewhere in this Agreement, the following definitions shall apply to this Agreement:

"**Academy**" is defined in the opening paragraph of this Agreement and includes jointly and severally except for certain monetary obligations as described in that paragraph, the Stephens Institute and the LLC Parties.

"**Academy Properties**" is defined in Recital F.

"**Administrative Code**" means the San Francisco Administrative Code as described in the opening paragraph, as such code may be amended from time to time.

"**Affordable Housing Public Benefit**" means the cash payment defined in Section 3.1. It is also sometimes referred to as the Affordable Housing Payment in this Agreement, as it is in the Settlement Agreement.

"**Agreement**" means this Development Agreement, the Exhibits and Schedules which have been expressly incorporated herein.

"**Annual Review Date**" is defined in Section 7.1.

"**Approvals**" means the approvals, entitlements, and permits listed on Exhibit D required in connection with the Project, including all applicable conditions of approval and mitigation and improvement measures contained in that exhibit.

"**Authorized Signatory**" means with respect to (a) the Stephen's Institute, its President, or her duly authorized designee; (b) the LLC Parties, any authorized signatory under the respective LLC Party's limited liability company agreement or its duly authorized designee; and (c) the City, its Director of Planning or his or her duly authorized designee.

"**Board of Supervisors**" or "**Board**" means the City's Board of Supervisors.

"**CEQA**" is defined in Recital H.

"**CEQA Findings**" is defined in Recital I.

"**CEQA Guidelines**" is defined in Recital H.

"**Chapter 56**" is defined in Recital E.

"**City**" means the City as defined in the opening paragraph of this Agreement. Except as otherwise expressly set forth in this Agreement, references to the City means the City acting by and through the Planning Director or, as necessary, the Planning Commission, the Board of Supervisors or the City's Board of Appeals.

"**City Administrator**" means the City Administrator of the City.

"**City Agency**" or "**City Agencies**" means, individually or collectively as the context requires, all City departments, agencies, boards, commissions, and bureaus, including the City Administrator, the City Attorney's Office, Planning Department, MOHCD, RPD, SFPUC, OEWD, SFMTA, Public Works, and DBI, including any successor to any City departments, agencies, boards, commissions and bureaus. The City actions and proceedings subject to this Agreement shall be through the Planning Department, as well as affected City Agencies (and when required by Law, the Board of Supervisors).

"**City Attorney**" means the Office of the City Attorney of the City and County of San Francisco.

"**City Costs**" means the actual and reasonable costs incurred by a City Agency in preparing, adopting or amending this Agreement and in performing its obligations or defending its actions under this Agreement or otherwise contemplated by this Agreement, as determined on a reasonable and customary time and materials basis, including reasonable attorneys' fees and costs but excluding work, hearings, costs or other activities contemplated or covered by Processing Fees. City Costs do not include any fees or costs incurred by a City Agency in connection with a City Default or which are payable by the City under Section 8.6 when the Stephens Institute or an LLC Party is the prevailing party.

"**City Parties**" is defined in Section 4.7.1.

"**City Report**" is defined in Section 7.2.2.

"**City-Wide**" means all real property within the territorial limits of the City and County of San Francisco, excluding any real property that is not subject to City regulation because it is owned or controlled by the United States or by the State of California.

"**Combined Occupancy Rate**" the occupancy rate for On Campus Students for housing units made available by the Stephens Institute among all of the Stephens Institute's campus housing buildings in San Francisco.

"**Consent Judgment**" is defined in Recital D.

"**Control**" means, with respect to any Person, the possession, directly or indirectly, of the power to direct or cause the direction of the day to day management, policies or activities of such Person, whether through ownership of voting securities, by contract or otherwise (excluding limited partner or non-managing member approval rights). "**Controlled**", "**Controlling**" and "**Common Control**" have correlative meanings.

"**Court**" has the meaning given in Recital A.

"**DBI**" means the San Francisco Department of Building Inspection.

"**Default**" is defined in Section 8.3.

"**Development Agreement Statute**" is defined in in Recital E and means only the Development Agreement Statute that is in effect as of the Effective Date.

"**Effective Date**" is defined in Section 2.1.

"**Enacting Ordinance**" is defined in Recital M.

"**Excusable Delay**" is defined in Section 9.5.

"**Existing Standards**" means the Approvals, the General Plan, the laws of the City, and any codes, statutes, rules, regulations, or executive mandates under those laws, as each of the foregoing is in effect on the Effective Date.

"**Fair Share Fee**" is defined in Section 3.2.5

"**Federal or State Law Exception**" is defined in Section 5.5.

"**FEIR**" is defined in Recital I.

"**Future Projects**" is defined in Section 3.2.6(b).

"**General Plan Consistency Findings**" is defined in in Recital K.

"**Guarantors**" means the persons and entities who are parties to the Guaranty in favor of the City as described in Recital D.

"**Guaranty**" is defined in Recital D.

"**Impact Fees and Exactions**" means any fees, contributions, special taxes, exactions, impositions and dedications charged by the City or any City Agency, whether as of the Reference Date or at any time thereafter during the Term, including but not limited to transportation and transit fees, child care fee or in-lieu fees, SFPUC Capacity Charges, housing (including affordable housing) fees, dedications or reservation requirements, and obligations for on-or off-site improvements, Fair Share Fee, and in lieu Class I bike parking fees. Impact Fees and Exactions shall not include the Mitigation Measures, Processing Fees, taxes, special assessments, school district fees or any fees, taxes, assessments impositions imposed by Non-City Agencies.

"**Impact Fees and Exactions Schedule**" means the schedule attached to this Agreement as Schedule 1.

"**Injunction**" is defined in Recital D.

"**Later Approvals**" means any land use approvals, entitlements or permits from the City or any City Agency that are approved by the City after the Effective Date and are necessary or advisable for the implementation of the Project or any portion thereof, including all approvals as set forth in the Municipal Code, demolition permits, building permits, sewer and water connection permits, major and minor encroachment permits, street and sidewalk modifications, street improvement permits, permits to alter, certificates of appropriateness, certificates of occupancy, transit stop relocation permits, street dedication approvals and ordinances, subdivision maps, improvement plans, lot mergers, lot line adjustments and re-subdivisions and any amendment to the foregoing or to any Approval, in any case that are sought by the Academy and issued by the City in accordance with this Agreement.

"**Law(s)**" means, individually or collectively as the context requires, the Constitution and laws of the United States, the Constitution and laws of the State, the laws of the City, any codes, statutes, rules, regulations, or executive mandates under any of the foregoing, and any State or Federal court decision (including any order, injunction or writ) with respect to any of the foregoing, in each case to the extent applicable to the matter presented.

"**Litigation Extension**" is defined in Section 9.4.

"**LLC Party(ies)**" means collectively and individually the entities listed on Exhibit A to this Agreement, each of which has authorized Elisa Stephens, acting solely in her capacity as manager of each respective LLC Party and not as an individual, to execute this Agreement on its behalf as well as all other agreements and documents necessary for the implementation and execution of this Agreement.

"**Losses**" is defined in Section 4.7.1.

"Master Approvals" is defined in Section 5.3.1.

"**Master CU**" is defined in Section 3.2.1.

"**Material Change**" means any modification that (i) extends the Term, (ii) changes the permitted uses of Academy Properties, (iii) materially changes the Approvals needed for any aspect of the Project, or (iv) materially changes the Impact Fees and Exactions.

"**Mitigation Measures**" means the mitigation measures (as defined by CEQA) applicable to a portion of the Project as set forth in the MMRP.

"**MMRP**" means that certain mitigation monitoring and reporting program attached hereto as Exhibit C.

"**MOHCD**" means the San Francisco Mayor's Office of Housing and Community Development, or successor agency.

"**Municipal Code**" means the San Francisco Municipal Code, as it may be amended from time to time.

"**Non-Affiliate**" means any Person not directly or indirectly Controlled by, or not under Common Control, with the other Person in question.

"**Non-Academy Properties**" means each of the properties identified on Exhibit B-2 to this Agreement.

"**Non-City Agency**" means a Federal, State or local governmental agency that is not a City Agency.

"**Non-City Approval**" means any permits, agreements, or entitlements from Non-City Agencies as may be necessary for any portion of the Project.

"**Non-PDR**" means businesses that do not engage in production, distribution, and repair use activities, as defined in Section 102 of the Planning Code.

"**OEWD**" means the San Francisco Office of Economic and Workforce Development, or successor agency.

"**Official Records**" means the official real estate records of the City and County of San Francisco, as maintained by the City's Assessor-Recorder's Office.

"**On Campus Students**" means on-site, full-time undergraduate and graduate students as described in Section 3.2.4.

"**Party**" and "**Parties**" are defined in the opening paragraph of this Agreement.

"**Person**" means any natural person or a corporation, partnership, trust, limited liability company, limited liability partnership or other entity.

"**Planning Code**" means the San Francisco Planning Code, as it may be amended from time to time.

"**Planning Code Exemption Ordinance**" is defined in Section 3.2.1.

"**Planning Commission**" means the Planning Commission of the City and County of San Francisco.

"**Planning Department**" means the Planning Department of the City and County of San Francisco.

"**Planning Director**" means the Director of the Planning Department.

"**Processing Fees**" means the standard fee imposed by the City upon the submission of an application for a permit or approval, which is not an Impact Fee or Exaction, in accordance with City practice on a City-Wide basis.

"**Project**" is defined in Recital F.

"**Public Benefits**" has the meaning given in Section 4.1.

"**Public Health and Safety Exception**" is defined in Section 5.2.

"**PW**" means the Public Works Department of the City and County of San Francisco.

"**Reference Date**" means the date for convenience of reference of this Agreement as provided in the opening paragraph.

"**RPD**" means the San Francisco Recreation and Park Department.

"**San Francisco**" means the territorial boundaries of the City and County of San Francisco.

"**Settlement Agreement**" is defined in Recital D.

"**Settlement Payment**" means the settlement payment required by the LLC Parties under the Settlement Agreement and guaranteed by the Guarantors under the Guaranty.

"**SFMTA**" means the San Francisco Municipal Transportation Agency.

"**SFPUC**" means the San Francisco Public Utilities Commission.

"**SFPUC Capacity Charges**" means all water and sewer capacity and connection fees and charges payable to the SFPUC, as and when due in accordance with the-applicable City requirements.

"**Term**" is defined in Section 2.2.

"**Third-Party Challenge**" means any administrative, legal or equitable action or proceeding instituted by any party other than the City or the Academy against the City or any City Agency challenging the validity or performance of any provision of this Agreement, the Project, the Approvals, the adoption or certification of the FEIR or other actions taken under CEQA, or other approvals under Laws relating to the Project, any action taken by the City or the Academy in furtherance of this Agreement, or any combination relating to the Project or any portion of the Project.

"**Transfer**" is defined in Section 8.4.1(f).

ARTICLE 2
EFFECTIVE DATE; TERM

Section 2.1 Effective Date. This Agreement shall take effect upon the later to occur of (i) the full execution and delivery of this Agreement by the Parties and (ii) the date the Enacting Ordinance is effective (the "**Effective Date**"). The City may record this Agreement in the Official Records on or after the Effective Date. If this Agreement terminates in accordance with its terms, then the City will, upon request by the Academy, record a memorandum of termination, within thirty (30) days of receipt of a written request by the Academy.

Section 2.2 Term. The term of this Agreement (the "**Term**") shall commence upon the Effective Date and shall continue in full force and effect for twenty five (25) years after, unless

earlier terminated as provided in this Agreement, provided that the Term shall be extended for each day of a Litigation Extension.

ARTICLE 3
GENERAL RIGHTS AND OBLIGATIONS

Section 3.1 Affordable Housing Public Benefit.

3.1.1 Provision of Affordable Housing Public Benefit. The LLC Parties shall provide the "**Affordable Housing Public Benefit**" to the City, which Affordable Housing Public Benefit is defined as the cash payment of $37,600,000 to the City. The City will use the cash payment solely for affordable housing purposes, with a first priority for uses related to the creation or preservation of single room occupancy (SRO) units in those districts of the Board of Supervisors in which the City alleges the Academy unlawfully converted SRO buildings to student housing including District 3, as the City may determine in its sole discretion. The LLC Parties shall provide the Affordable Housing Public Benefit by the date specified in the Settlement Agreement. 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. Also, as part of the Settlement Agreement the LLC Parties will pay a Settlement Payment, a portion of which will be allocated to the City's Small Sites Program as provided in that agreement.

3.1.2 Escrow Account. As further provided in the Settlement Agreement, if before the date on which the Affordable Housing Public Benefit is due (i) a Third Party Challenge is filed and such litigation is not finally resolved, (ii) a referendum petition is filed protesting the passage of the ordinance approving this Agreement or (iii) the relevant statutes of limitations to file a lawsuit under CEQA challenging such approvals, to file a writ of mandate challenging this Agreement, or to submit a petition protesting the adoption of the ordinance approving this Agreement under the referendum provisions of the City's Charter, have not expired, the LLC Parties will, on or before the due date, deposit the Affordable Housing Public Benefit 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 court judgment dismissing any Third-Party Challenge or upholding the validity of this Agreement or other Approvals, and the Enacting Ordinance becomes effective (including, without limitation, any failure of a referendum petition to qualify for the ballot or the adoption by the voters of an ordinance approving this Agreement following a qualifying referendum petition), in which event the City may expend those sums for purposes provided under this Agreement; or (2) the LLC Parties in the event there is a final court judgment that upholds the Third-Party Challenge and invalidates this Agreement or other Approvals or the Enacting Ordinance approving the this Agreement does not become effective (including, without limitation, any repeal of the Enacting Ordinance by the Board of Supervisors or failure of the voters to approve an ordinance approving this Agreement following submittal of a referendum petition that qualifies for the ballot. The LLC Parties will pay all escrow fees. The LLC Parties and the City shall agree on appropriate escrow instructions to the bank as provided in the Settlement Agreement consistent with this Section 3.1.

Section 3.2 Use and Operation of the Academy Properties.

3.2.1 Approvals

(a) Approval of Certain Existing Uses. As of the Effective Date, and as a condition precedent to this Agreement and the Parties' obligations under this Agreement, the Project has been approved by Historic Preservation Commission (Historic Preservation Commission Resolutions _____ and _____ on _____), the Planning Commission (Planning Commission Motion _____ on _____), and the Board of Supervisors (Ordinance No. _____ on _____), all of which are part of the Approvals. As further discussed in Article 5, certain Later Approvals (including building permits) are required to commence construction of the Project, the processing and approval of which are subject to the provisions of this Agreement. Planning Commission Motion _____ is the approval of a conditional use authorization for all proposed uses required for the Project (the "**Master CU**"). Board of Supervisors Ordinance No. _____ includes the approval of all Planning and Administrative Code waivers, exceptions and consistency findings and Planning Code amendments required for the Project (the "**Planning Code Exemption Ordinance**"). If Later Approvals are required to commence construction of the Project or authorize the changes in use to the Project as contemplated by this Agreement (such as the approval of a building permit to effectuate a change of use), the Academy shall discontinue all uses not authorized or contemplated by such Later Approval within ninety (90) days of issuance of each such Later Approval. The Academy shall discontinue the use of any Non-Academy Properties by the date shown on the Schedule of Performance.

(b) Scope of Approvals. The City agrees that all elements shown on the architectural plan sets submitted by the Academy to the City in conjunction with the Approvals and Later Approvals, are deemed approved and legally existing under the Municipal Code, provided, however, all such elements shall be subject to any newly adopted provision of the Municipal Code (subject to Section 5.2 below). For avoidance of doubt, elements shown on the architectural plan sets may include, but not be limited to, narrative descriptions, visual architectural drawing elements, and those found in pictorial depictions. For further avoidance of doubt, such elements may include, but not be limited to, signs, awnings, security gates, appendages, murals, doors, fenestration, building paint, security cameras, conduits, and the methods of attachment of the same.

(c) Prohibition on Academy Submittals Not Contemplated by the Project.

1. Neither the Stephens Institute, nor the LLC Parties, shall submit change of use or building permit applications for any of the Academy Properties not contemplated by the Project or Approvals, or deemed reasonably necessary or advisable by the City, to effectuate the Project, for one (1) year after the Effective Date, provided, however, the Academy may submit such applications for any of the Academy Properties solely for (i) the repair, maintenance, correction of a public nuisance, (ii) compliance with any legislation or requirement that protects persons or property from conditions creating a health, safety or physical risk, or (iii) compliance with a governmental directive, and in any such instance the Academy's submittal and processing of such land use entitlements shall not be subject to the prohibition in this section and this

Agreement does not otherwise prohibit or affect the Academy's rights to seek approval of such land use entitlements. The City understands and acknowledges that the Academy may seek future land use entitlements for the use of 701 Chestnut Street by the Stephens Institute for post-secondary institutional or other uses, which shall not be subject to the prohibition in this section and this Agreement does not otherwise prohibit or affect the Academy's rights to seek approval of such land use entitlements outside of this Agreement. Regardless of timing of any submittal for approval of 701 Chestnut Street, the Academy must comply with all applicable City codes, including without limitation the "Institutional Master Plan" requirements of Planning Code section 304.1. The Academy shall not occupy or use 701 Chestnut Street for the Stephens Institute's purposes until it has obtained all required permits and approvals required for such use.

2. Neither the Stephens Institute, nor the LLC Parties, shall submit any application to any City Agency for new or different signage, or changes in copy on existing signage, on any of the Academy Properties not contemplated by the Approvals, or as reasonably determined by the City reasonably necessary or advisable to effectuate the Project, until twenty-four (24) months after the completion of all work contemplated in the Schedule of Performance. However, the Academy may submit applications required for repair, maintenance, or to comply with a governmental directive, in relation to any existing signage or signage that is allowed by the Approvals.

3.2.2 Withdrawal of Certain Applications. In accordance with the Schedule of Performance, the Academy will irrevocably withdraw the building permits and conditional use applications listed in Schedule 2 attached to this Agreement.

3.2.3 Transition of Certain Existing Uses to Alternate Locations. In accordance with the Schedule of Performance, the Stephens Institute and/or the LLC Parties will implement the transition or conversion of: (a) the tourist hotel at 2550 Van Ness Avenue, known as the Da Vinci Villa Hotel, to 136 bedrooms (and approximately 306 beds) of Group Housing (with Student Housing use characteristics), including replacement housing for students vacated from the existing building at 1055 Pine Street, conditioned on the complete prior vacation of 1055 Pine Street as student housing before students may occupy 2550 Van Ness; (b) the conversion of 1142 Van Ness Avenue to post-secondary educational institutional use; and (c) the conversion of 1946 Van Ness Avenue to post-secondary educational institutional use.

(a) Da Vinci Villa Hotel. The City agrees that upon (i) the payment by the LLC Parties of the first installment of the Settlement Payment and (ii) the execution of the settlement documents (i.e., Settlement Agreement, Consent Judgment, Injunction, and the Guaranty) and (iii) delivery of a declaration, under oath, executed by the President of the Stephens Institute that the Stephens Institute and applicable LLC Party has vacated the property commonly known as 1055 Pine Street, then the City shall approve, within one (1) week of the Mayor's signature to the Enacting Ordinance, a complete and properly submitted building permit ("**Da Vinci Permit**"), approving a change of use of the property commonly known as 2550 Van Ness Avenue from Tourist Hotel with Ground Floor Restaurant to Group Housing (with Student Housing use characteristics) with Ground Floor Restaurant. Such approval shall be issued in time to, and permit the Academy the right to occupy, 2550 Van Ness for use as Group Housing (with Student Housing use characteristics) and Ground Floor Restaurant by January 14, 2020. All work necessary for

DBI to close out the De Vinci Permit shall be completed by the Stephens Institute, or applicable LLC Party, within one (1) year from the issuance of the permit.

3.2.4 Student Housing Metering.

(a) The Stephens Institute covenants and agrees to meet all future housing needs for its students, not otherwise entitled under this Agreement or the Approvals, 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 Stephens Institute agrees that it will undertake any such new construction or conversion only in accordance with then applicable Laws and after first obtaining required permits or approvals.

(b) The Stephens Institute covenants and agrees to not promise new students more housing units than the number of lawful units that are at its disposal. Further, the Stephens Institute covenants and agrees to not temporarily house its students in non-Stephens Institute facilities, including temporarily housing students in hotels, group housing or other dwelling units. Notwithstanding the foregoing, the Stephens Institute may, upon 30 days prior written notice to the City, occasionally and temporarily house students in hotels for fewer than thirty (30) consecutive days, provided, however, the Academy may give written notice as soon as possible in emergency situations such as fire, earthquake, extreme student distress, or other act of god, terrorism, or similar calamity entirely outside the control of the Academy. For the purposes of this Section 3.2.4(b), the over subscription of the Academy's available student housing stock by students of the Stephens Institute shall not constitute an emergency. Other than such temporary housing, the Stephens Institute will provide housing to students only in properties that have been approved in advance by the City for student housing use and all other applicable governmental regulatory authorities for student housing use.

(c) As of December 2016, the Stephens Institute provided housing in San Francisco for about 28% of all of its on-site, full-time undergraduate and graduate students taking no more than one course online per semester ("**On Campus Students**"). The Stephens Institute 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. The Stephens Institute shall 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:

1. By July 1, 2019, the Stephens Institute will house in San Francisco at least 32% of its On Campus Students; and

2. By July 1, 2022, the Stephens Institute will house in San Francisco at least 36% of its On Campus Students.

3. By July 1, 2023, the Stephens Institute will house in San Francisco at least 38% of its On Campus Students. After July 1, 2023, the Stephens Institute will use good faith efforts to have beds available in San Francisco for at least 45% of its On Campus Students, provided that the enforcement mechanisms described in this Section 3.2.4 will not apply to the 45% goal.

(d) Within fifteen (15) calendar days of each July 1st, the Stephens Institute must 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 Stephens Institute. The report must specify the combined occupancy rate for On Campus Students for housing units made available to them among all of the Stephens Institute'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 Stephens Institute faculty, staff or part-time students. The annual report shall include a description of how the Stephens Institute plans to meet the next applicable benchmark. Upon request by the Planning Director, the Stephens Institute must provide any additional information to verify the reported Combined Occupancy Rate. If in any year before any benchmark increase 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 Stephens Institute 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 Stephens Institute 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 Stephens Institute 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 Stephens Institute to reduce its housing below its current percentage of 28%. In no event may more than one-half of any additional housing for On Campus Students provided to meet these benchmarks be located in converted tourist hotels, provided that the Stephens Institute may satisfy the first benchmark through the conversion of one or more tourist hotels as contemplated in the Approvals.

(e) The City will provide the Stephens Institute with written notice of any non-compliance with the requirements described in subparagraph 3.2.4 (d) above within sixty (60) days of the City's discovery of the alleged violation. The Stephens Institute and the City will then meet and confer for up to thirty (30) days and attempt to resolve in good faith any disagreement about whether the Stephens Institute is in compliance and attempt to develop a mutually acceptable plan to cure any non-compliance. The Stephens Institute will cure any event of non-compliance within ninety (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 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 Stephens Institute's reasonable control; (c) filing one or more applications with the City for the required permits and approvals to build a campus housing project, 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 Stephens Institute'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.

(f) The Stephens Institute provides housing in San Francisco only to On Campus Students who are full time (as described in subparagraph 3.2.4 (e) above), not part time, and the Stephens Institute does not anticipate changing its policy or practice to provide housing to part time students. If the Stephens Institute 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 or allowing them to take more than one course on-line), then the Stephens Institute must give written notice of any such changes to the City in the next annual report of campus housing occupancy rates, and the Stephens Institute and the City shall mutually agree to make appropriate readjustments to the metering benchmarks and percentages set forth in subparagraph 3.2.4 (d) above. But the Stephens Institute 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 Stephens Institute will describe any such temporary use for part time students in its annual reports to the City's Planning Director.

3.2.5 Transportation. As required by the FEIR (Mitigation Measure C-M-TR-2.1a–AAU Fair Share Contribution to Cumulative Transit Impact), the LLC Parties must 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 Stephens Institute's growth. The Fair Share Fee is as shown on the attached Impact Fees and Exactions Schedule, which amount will become due in accordance with the Schedule of Performance. 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 in that fund.

3.2.6 Future Expansion.

(a) Institutional Master Plan. The Stephens Institute prepared its Institutional Master Plan in 2011 and updated it in 2013 and 2015. On July 5, 2019, the Stephens Institute prepared and filed a new Institutional Master Plan ("**IMP**") consistent with this Agreement and Planning Code section 304.5, and the Planning Commission accepted the 2019 IMP on July 25, 2019. The Stephens Institute covenants and agrees to at all times maintain an IMP accepted by the City, as required by Planning Code section 304.5, including required updates. The Stephens Institute must further update its IMP within 90 days of acquiring or leasing new property within San Francisco (i) where the Stephens Institute plans to use such property to construct new facilities that were not previously discussed in the IMP, (ii) when the Stephens Institute plans to demolish existing facilities within San Francisco that were not discussed in the Stephens Institute's most recent IMP or update, or (iii) where use of a facility will increase the Stephens Institute's size by 10,000 square feet or 25% of the Stephens Institute's total square footage (whichever is less), or result in significant changes in use of existing Stephens Institute facilities within San Francisco that were not discussed in the IMP. The Stephens Institute and the City will work together on an appropriate form for future IMP updates. The City will timely review any IMP or IMP update filed by the Stephens Institute in accordance with the requirements of the Planning Code.

(b) Future Projects; Compliance with All Then Applicable Laws. The following provisions apply to future construction, alterations and changes in use to all properties that the Academy may own, control, operate or use in San Francisco not contemplated by the Project or the Approvals, or necessary or advisable to effectuate the Project (collectively, "**Future Projects**").

1. The Academy will ensure that all Future Projects will timely comply with all Laws, including, but not limited to, the City's Planning and Building Codes.

2. The Academy will not occupy or use any property in San Francisco 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 CEQA. The Academy and the City will cooperate with each other in good faith in timely preparing any additional such environmental review that may be required under CEQA.

(c) No Conversion of Existing Housing. The Academy will not convert for any purpose any structure in San Francisco that is used or occupied as housing as of December 16, 2016, or for which the last legal use was residential. The Academy must notify in writing and consult with the Planning Director at least thirty (30) days before it intends to submit an application for any Future Project. The Planning Department will timely respond to requests by the Academy or an Affiliate 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 or an Affiliate makes a request, so long as the Academy provides sufficient information to allow for such a determination. The 30-day requirement for the Academy and any Affiliate will not apply to building permits required to address imminent threats to public health, safety or the environment, provided that the Academy and/or Affiliate will notify the Planning Department as soon as practicable of any such emergency needs.

Section 3.3 Enforcement. All of the Academy's obligations described in this Article 3 will be subject to enforcement by the City through the Consent Judgment, including the Injunction.

ARTICLE 4
PUBLIC BENEFITS; STEPHENS INSTITUTE/LLC PARTIES OBLIGATIONS AND CONDITIONS TO STEPHENS INSTITUTE/LLC PARTIES PERFORMANCE

Section 4.1 Public Benefits. The Parties acknowledge and agree that the development of the Project in accordance with this Agreement provides a number of public benefits (the "**Public Benefits**") to the City beyond those achievable through existing Laws, including, but not limited to the Affordable Housing Public Benefit as further described Section 3.1 and the Schedule of Performance and as otherwise described in Recital G. The Academy must complete each of the Public Benefits for which each Party is responsible as provided in this Agreement in accordance with the Schedule of Performance.

Section 4.2 No Additional CEQA Review and General Plan Consistency. The Parties acknowledge that the FEIR and Addendum prepared for the Project comply with CEQA. The Parties further acknowledge that (a) the FEIR and Addendum contain a thorough analysis of the

Project and possible alternatives, (b) the Mitigation Measures have been adopted to eliminate or reduce to an acceptable level certain adverse environmental impacts of the Project, and (c) the Board of Supervisors adopted CEQA Findings, including a statement of overriding considerations in connection with the Approvals, under CEQA Guidelines Section 15093, for those significant impacts that could not be mitigated to a less than significant level. Accordingly, the City does not intend to conduct any further environmental review or mitigation under CEQA for any aspect of the Project described under this Agreement. The City shall rely on the FEIR, and Addendum to the greatest extent possible in accordance with applicable Laws, in all future discretionary actions required for the approval of the Project; provided, however, that nothing shall prevent or limit the discretion of the City to conduct additional environmental review to the extent that such additional environmental review is required by applicable Laws, including CEQA.

Section 4.3 Compliance with CEQA Mitigation Measures. The Academy shall comply with all Mitigation Measures imposed as applicable to the Project, as set forth in Exhibit C to this Agreement. Without limiting the foregoing, the Academy shall be responsible for compliance with all Mitigation Measures identified in the MMRP as the responsibility of the "project sponsor". Nothing in this Agreement limits the ability of the City to impose conditions on any new, discretionary permit resulting from Material Changes as such conditions are determined by the City to be necessary to mitigate adverse environmental impacts identified through the CEQA process and associated with the Material Changes or otherwise to address significant environmental impacts as defined by CEQA created by an approval or permit; provided, however, any such conditions must be in accordance with applicable Law.

Section 4.4 Nondiscrimination. In the performance of this Agreement, the Academy agrees not to discriminate against any employee, City employee working with the Academy's contractor or subcontractor, applicant for employment with such contractor or subcontractor, or against any person seeking accommodations, advantages, facilities, privileges, services or membership in all business, social, or other establishments or organizations, on the basis of the fact or perception of a person's race, color, creed, religion, national origin, ancestry, age, height, weight, sex, sexual orientation, gender identity, domestic partner status, marital status, disability or Acquired Immune Deficiency Syndrome or HIV status (AIDS/HIV status), or association with members of such protected classes, or in retaliation for opposition to discrimination against such classes.

Section 4.5 City Cost Recovery.

4.5.1 The LLC Parties shall timely pay to the City all applicable Impact Fees and Exactions in accordance with the schedule in the Settlement Agreement and this Agreement.

4.5.2 The Academy shall timely pay to the City all Processing Fees applicable to the processing and issuing any of Approvals.

4.5.3 The LLC Parties shall pay to the City all City Costs incurred in connection with the drafting and negotiation of this Agreement, defending the Approvals, and in administering this Agreement (except for the costs that are covered by Processing Fees), within sixty (60) days following receipt of a written invoice complying with Section 4.5.4 from the City.

4.5.4 The Planning Department shall provide the Academy on a quarterly basis (or such alternative period as agreed to by the Parties) a reasonably detailed statement showing costs incurred by the Planning Department, the City Agencies and the City Attorney's Office, including the hourly rates for each City staff member at that time, the total number of hours spent by each City staff member during the invoice period, any additional costs incurred by the City Agencies and a brief non-confidential description of the work completed (provided, for the City Attorney's Office, the billing statement will be reviewed and approved by Planning Department but the cover invoice forwarded to the Academy will not include a description of the work). The Planning Department will use reasonable efforts to provide an accounting of time and costs from the City Attorney's Office and each City Agency in each invoice; provided, however, if the Planning Department is unable to provide an accounting from one or more of such parties the Planning Department may send an invoice to the Academy that does not include the charges of such party or parties without losing any right to include such charges in a future or supplemental invoice. The Academy's respective obligations to pay the City Costs as provided in this Section 4.5 shall survive the termination of this Agreement. The Academy shall have no obligation to reimburse the City for any City Cost that is not invoiced to the Academy within 18 months from the date the City Cost was incurred. The City will maintain records, in reasonable detail, with respect to any City Costs and upon written request of the Academy, and to the extent not confidential, shall make such records available for inspection by the Academy.

4.5.5 If the Academy in good faith disputes any portion of an invoice, then within sixty (60) days following receipt of the invoice the Academy, as applicable, shall provide notice of the amount disputed and the reason for the dispute, and the Parties shall use good faith efforts to reconcile the dispute as soon as practicable. The Academy shall have no right to withhold the disputed amount. If any dispute is not resolved within ninety (90) days following the Academy's notice to the City of the dispute, the Academy may pursue all remedies at law or in equity to recover the disputed amount.

Section 4.6 Prevailing Wages and Working Conditions. The Academy agrees that all Persons performing labor in the construction of any public improvements as defined in the Administrative Code, or otherwise as required by California law, on any site connected to the Project or portion of the Project shall be paid not less than the highest prevailing rate of wages for the labor so performed consistent with the requirements of Section 6.22(E) of the Administrative Code, shall be subject to the same hours and working conditions, and shall receive the same benefits as in each case are provided for similar work performed in San Francisco, California, and the Academy shall include this requirement in any construction contract entered into by the Academy for any such public improvements. The Office of Labor Standards Enforcement of the City and County of San Francisco ("**OLSE**") shall enforce the requirements of this Section 4.6 and the Academy and its contractors will provide to OLSE any workforce payroll records as needed to confirm compliance with this section. The Academy shall also comply with any applicable first source hiring requirements under the Municipal Code.

Section 4.7 Indemnification. The LLC Parties shall Indemnify the City and its officers, agents and employees (collectively, the "**City Parties**") from and against any and all loss, cost, damage, injury, liability, and claims (collectively, "**Losses**") arising or resulting directly or indirectly from any third party claim against any City Party arising from (i) a Default by the Academy under this

Agreement, (ii) the Academy's failure to comply with the conditions of any Approval or Non-City Approval, (iii) the failure of any improvements constructed under this Agreement to comply with any local, Federal or State Law, (iv) any accident, bodily injury, death, personal injury, or loss of or damage to property occurring on such portion of the Academy Properties in connection with the construction by the Academy or its agents or contractors of any improvements under this Agreement, (v) a Third-Party Challenge, (vi) any dispute between the Academy, on the one hand, and their contractors or subcontractors, on the other hand, relating to the construction of any part of the Project, and (vii) any dispute between or among the Academy relating to any assignment of this Agreement or the obligations that run with the portion of the transferred portion of the Project, including any dispute relating to which such Person is responsible for performing certain obligations under this Agreement, in any case except to the extent that any of the foregoing Indemnification obligations is void or otherwise unenforceable under Law or is caused, contributed to or exacerbated by the negligence or willful misconduct of any of the City Parties, breach of this Agreement by the City or breach of any agreement in connection with this Agreement by any of the City Parties.

ARTICLE 5
LIMITED TEMPORARY VESTING AND CITY OBLIGATIONS

Section 5.1 Construction of the Project. This Agreement implements a mutually agreed approach by the Parties to bringing the Academy Properties into compliance with the Planning Code and that furthers sound urban planning principles. The Academy agrees to use and improve the Project in accordance with the Approvals, including the conditions of approval and the mitigation measures for the Project as adopted by the City, except to the extent that the Academy sells an Academy Property as permitted in this Agreement, or the City disapproves, waives, or disallows implementation of specific aspects of the Approvals or the Later Approvals (such as the installation of bike racks on sidewalks or the modification of curb cuts), in which case the Academy shall have no obligation to improve such portion of the Project. The Academy is obligated to comply with the terms and conditions of the Approvals and this Agreement at those times specified in the Approvals and this Agreement (including the Schedule of Performance).

The "performance period" for each Approval or Later Approval will be the period of time described on the Schedule of Performance, as long as the Academy has timely submitted a complete application to the City for approval. If the City disapproves or waives its implementation of a Later Approval, and such disapproval, or waiver prevents or makes infeasible the Academy's 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 and the City has mutually agreed upon an alternate method of performance of the disapproved or waived Approval or Later Approval.

Section 5.2 Law Applicable to Future Projects. 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. This Agreement will not freeze any generally applicable City code requirements, fees or exactions that may apply to the Project, except as described in this section, or to any other future land uses by the Stephens Institute or the LLC Parties for the Stephens Institute's use, including, without limitation, the Stephens Institute's future expansion or operation, and requirements to provide for student housing or to prepare or update

an IMP. Beginning with the submittal of the building permit applications necessary to effectuate the Approvals (provided such building permits applications are submitted within 60 days after the Effective Date) and extending to the completion of the work as described in, and on the timeline provided in, the Schedule of Performance, the Project shall not be subject to any legislation that the City adopts that either (1) imposes new development impact fees or exactions for the Project that are not identified in this Agreement, (2) prevents or conflicts with the land use designations, permitted or conditionally permitted uses proposed by the Approvals, or (3) otherwise frustrates the implementation of the Approvals or the Later Approvals; provided, however, the Project is subject to any voter 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**").

For purposes of this section, legislation of "**General Application**" means a City ordinance that affects substantially 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 applies on a citywide basis to the same or similarly situated uses and applied in an equitable and non-discriminatory manner.

Section 5.3 Fees and Exactions. During the Term, the Academy shall pay all applicable Impact Fees and Exactions as described in the Settlement Agreement. All such Impact Fees and Exactions shall be calculated at the time payable in accordance with the City requirements on that date in the fee amount payable, as well as new types of Impact Fees and Exactions after the Effective Date to the extent permitted by Section 5.2 of this Agreement. The Planning Department has provided the Academy with its estimate of the applicable development impact fees for the Project, as shown in Schedule 1, and the Academy has agreed with the estimate of those fees. The Parties acknowledge and agree that all such fees shall be adjusted by the City by index as determined by the City.

5.3.1 Processing Fees. The Academy shall 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 Department and DBI fees associated with the Project. The amount of the City Processing Fees for the Master CU, Master Permit to Alter and Master Certificate of Appropriateness (collectively **"Master Approvals"**) shall be based solely on time and materials, and no separate application fee shall be assessed for Master Approvals.Where building permit fees are calculated, based on construction costs, those fees will be calculated based on the value of those portions of the Project requiring new expenditures by the Academy, and such calculations shall exclude the value of unpermitted work previously performed at Academy Properties that are set for legalization and which does not require further construction, repair or demolition by the Academy.

Section 5.4 Chapter 41 Replacements. Notwithstanding any provision of Administrative Code Chapter 41 to the contrary, as consistent with the Ordinance approving this Agreement, the 30 of "Residential Hotel Units" located at the properties commonly known as 1080 Bush Street and 1153 Bush Street shall be converted to Group Housing, as defined in the Planning Code, and Administrative Code Chapter 41 shall no longer apply to such units. As replacements for such converted units, thirty-nine (39) Tourist Hotel Units at the property commonly known as 860 Sutter Street will be converted to Residential Hotel Units by the date set forth in the Schedule of Performance, and Chapter 41 shall apply to those converted units. The Academy agrees to record in the City's Official Records, a Notice of Special Restrictions reflecting the conversion of the thirty-nine (39) units at 860 Sutter Street to Residential Hotel Units, in the form of Exhibit G against title to that property.

Section 5.5 Federal or State Laws.

5.5.1 City's Exceptions. Notwithstanding any provision in this Agreement to the contrary, each City Agency having jurisdiction over the Project shall exercise its discretion under this Agreement in a manner that is consistent with the Public Health and Safety Exception or reasonably calculated and narrowly drawn to comply with applicable changes in Federal or State Law affecting the physical environment (the "**Federal or State Law Exception**").

5.5.2 Changes in Federal or State Laws. If Federal or State Laws issued, enacted, promulgated, adopted, passed, approved, made, implemented, amended or interpreted after the Reference Date have gone into effect and (i) preclude or prevent compliance with one or more provisions of the Approvals or this Agreement, or (ii) materially and adversely affect the Academy, or the City's rights, benefits, or obligations under this Agreement, then such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such Federal or State Law. In such event, this Agreement shall be modified only to the extent necessary or required to comply with such Law.

5.5.3 Changes to Development Agreement Statute. This Agreement has been entered into in reliance upon the provisions of the Development Agreement Statute. No amendment of or addition to the Development Agreement Statute that would affect the interpretation or enforceability of this Agreement, increase the obligations or diminish the rights of the Academy under this Agreement or increase the obligations of or diminish the benefits to the City under this Agreement shall be applicable to this Agreement unless such amendment or addition is specifically required by Law or is mandated by a court of competent jurisdiction. If such amendment or change is permissive rather than mandatory, this Agreement shall not be affected.

5.5.4 Effect on Agreement. If any of the modifications, amendments or additions described in this Section 5.5 would materially and adversely affect the construction, development, use, operation, or occupancy of the Project or its cost, or any material portion, such that the Project, or the applicable portion thereof (a "**Law Adverse to Academy**"), then Academy shall notify the City and propose amendments or solutions that would maintain the benefit of this Agreement for both Parties. Upon receipt of a notice under this Section 5.5.4, the Parties agree to meet and confer in good faith for a period of not less than sixty (60) days, unless resolution is sooner reached, in an attempt to resolve the issue. If the Parties cannot resolve the issue in sixty (60) days or such longer period as may be agreed to by the Parties, then the Parties shall attempt to resolve their

dispute before Judge Harold E. Kahn of the Court, or if he is not available another mutually acceptable Judge of the Court or a mediator at JAMS in San Francisco for nonbinding mediation for a period of not less than thirty (30) days. If the Parties remain unable to resolve the issue following such mediation, then either Party shall have the right to seek available remedies at law or in equity to maintain the benefit of this Agreement or alternatively to seek termination of this Agreement if the benefit of this Agreement cannot be maintained in light of the Law Adverse to Academy.

Section 5.6 No Action to Impede Approvals. Except and only as required under Section 5.5, the City shall take no action under this Agreement nor impose any condition on the Project that could conflict with the terms and conditions of any of the Approvals. An action taken or condition imposed shall be deemed to be in conflict with the terms and conditions of any of the Approvals as set forth in Section 5.5.1.

Section 5.7 Estoppel Certificates. The Academy may, at any time, and from time to time, deliver notice to the Planning Director requesting that the Planning Director certify to the Academy, a potential Transferee, a Mortgagee and/or a potential Mortgagee: (i) that this Agreement is in full force and effect and a binding obligation of the Parties; (ii) that this Agreement has not been amended or modified, or if so amended or modified, identifying the amendments or modifications and stating their date and providing a copy or referring to the recording information; (iii) that, to the best of the Planning Director's knowledge after due inquiry, the Academy is not in breach of its obligations under this Agreement, or describing the nature and amount of any such breach; and (iv) the findings of the City as to the most recent annual review performed under Section 7.1. The Planning Director, acting on behalf of the City, shall execute and return such certificate within ten (10) Business Days following receipt of the request. At such Person's request, the City shall provide an estoppel certificate in recordable form, which such Person may record in the Official Records at its own expense.

Section 5.8 Taxes. Nothing in this Agreement limits the City's ability to impose new or increased taxes or special assessments, or any equivalent or substitute tax or assessment, provided no tax or assessment shall be targeted or directed at the Project, including any tax or assessment targeted or directed solely at all or any part of the Academy Properties. Nothing in the foregoing prevents the City from imposing any tax or assessment against the Academy Properties, or any portion of the Academy Properties, that is enacted in accordance with Law and applies to all similarly-situated property on a City-Wide basis.

ARTICLE 6
MUTUAL OBLIGATIONS

Section 6.1. General Cooperation; Agreement to Cooperate. The Parties agree to cooperate with one another and use diligent efforts to expeditiously implement the Project in accordance with the Approvals and this Agreement, and to undertake and complete all actions or proceedings reasonably necessary or appropriate to ensure that the objectives of this Agreement and the Approvals are implemented and as authorized to execute, with acknowledgment or affidavit if required, any and all documents and writings that may be necessary or proper to achieve the objectives of this Agreement and the Approvals. Except for ordinary administrative costs of the City, nothing in this Agreement obligates the City to spend any sums of money or incur any costs other than City Costs or costs that the Academy reimburses through the payment of Processing

Fees. The Parties agree that the Planning Department will act as the City's lead agency to facilitate coordinated City review of applications for the Project.

Section 6.2. Notice of Completion, Revocation or Termination. Within thirty (30) days after any termination of this Agreement in accordance with its terms, the Parties agree to execute a written statement acknowledging such revocation or termination, signed by the appropriate agents of the Parties, and record such instrument in the Official Records.

Section 6.3 Schedule of Performance. The Parties shall comply with all of their respective obligations set forth in the Schedule of Performance. The Parties acknowledges that failure to perform any obligation on the date due under the Schedule of Performance (and recognizing that every due date in the Schedule of Performance is one for which time is of the essence, but each such date is subject to Schedule of Performance's extension provisions) may result in the either Party declaring an Event of Default.

Section 6.4 Joint Defense. The Parties agree that they have a common interest with respect to environmental review under CEQA and other analysis of the Project and development of the Project as contemplated by this Agreement, including in responding to and defending against any Third-Party Challenges that are filed or reasonably anticipated. In furtherance of such interests, the Parties, their respective affiliates and/or their respective counsel may choose to share and exchange confidential and privileged information relevant to any Third-Party Challenges that are filed or reasonably anticipated. The Parties intend that all such information shall be fully protected from disclosure by the attorney-client privilege, and/or any other applicable privilege or Law, and/or by the attorney work product doctrine, and that such information shall remain as fully protected by the attorney-client privilege, any other applicable privilege or Law, and the work product doctrine as though the sharing and exchange had not occurred. The Parties intend that the sharing and exchange of such information, as between and among themselves and their respective affiliates, does not constitute a waiver of any privilege or other protection and shall be protected under the joint defense and common interest doctrine. Such information so shared or exchanged shall therefore remain secret and protected from disclosure to third parties to the maximum extent permitted by Law.

Section 6.5 Third-Party Challenges. The Academy shall assist and cooperate with the City at the Academy's own expense in connection with any Third-Party Challenge to this Agreement or any of the Approvals. The City Attorney's Office may use its own legal staff or outside counsel in connection with defense of the Third-Party Challenge. The LLC Parties shall reimburse the City for its actual costs in defense of the action or proceeding, including but not limited to the time and expenses of the City Attorney's Office (at the non-discounted rates then charged by the City Attorney's Office) and any consultants. Upon request the LLC Parties shall receive monthly invoices for all such costs.

Section 6.6 Agreement to Cooperate in the Event of a Judgment. To the extent that a judgment is entered in a Third-Party Challenge limiting the scope of the Project (or a portion) or an Approved Use, including the City's actions taken under CEQA, the Parties agree to cooperate with each other to expeditiously develop, seek governmental approvals for, and implement a modified Project and any required CEQA review. In the event the Parties do not reach agreement to implement a modified Project and complete any required CEQA review and approval within forty-five (45)

days after a final judgment, the City may elect, by 10 days prior written notice to the Academy, to terminate this Agreement as to the Project (or portion) or Approved Use.

Section 6.7 No Delay Absent Court Order. The filing of any Third-Party Challenge shall not delay or stop the development, use, processing or construction of the Project, including the processing of any Approvals or Later Approvals, unless the third party obtains a court order preventing such development, use, processing, or construction.

Section 6.8 Other Necessary Acts. Each Party shall use good faith efforts to take such further actions as may be reasonably necessary to carry out this Agreement and the Approvals in accordance with the terms and conditions of this Agreement (and subject to all Laws) to provide and secure to each Party the full and complete enjoyment of its rights and privileges under this Agreement. In their course of performance under this Agreement, the Parties shall cooperate and shall undertake such actions as may be reasonably necessary to implement the Project as contemplated by this Agreement.

ARTICLE 7
PERIODIC REVIEW OF ACADEMY'S COMPLIANCE

Section 7.1 Annual Review. Under Section 65865.1 of the Development Agreement Statute and Section 56.17 of the Administrative Code (as of the Effective Date), at the beginning of the second week of each January following final adoption of this Agreement and for so long as this Agreement is in effect (the "**Annual Review Date**"), the Planning Director shall commence a review to ascertain whether the Academy has, in good faith, complied with the Agreement. The failure to commence such review in January shall not waive the Planning Director's right to do so later in the calendar year. The Planning Director may elect to forego an annual review if no significant construction work in connection with the Project has occurred during that year, or if such review is otherwise not deemed necessary, in which event the Academy shall be deemed to be in compliance with this Agreement for purposes of this review requirement.

Section 7.2. Review Procedure. In conducting the initial and the annual reviews of Academy's compliance with this Agreement as described in Section 7.1, the Planning Director shall follow the process set forth in this Section 7.2.

7.2.1 Required Information from the Academy. On or before the end of January each year, the Academy shall provide a letter to the Planning Director explaining, with appropriate backup documentation, the Academy's compliance with this Agreement for the preceding calendar year. The burden of proof, by substantial evidence, of compliance is upon the Academy. The Planning Director shall post a copy of the Academy's submittals on the Planning Department's website.

7.2.2 City Report. Within sixty (60) days after the Academy submit such letter, the Planning Director shall review the information submitted by the Academy and all other available evidence regarding the Academy's compliance with this Agreement and shall consult with applicable City Agencies as appropriate. All such available evidence, including final staff reports, shall, upon receipt by the City, be made available as soon as possible to the Academy. The Planning Director, with a copy to the City Attorney, shall notify the Academy in writing whether the Academy has complied with the terms of this Agreement (the "**City Report**"), and

post the City Report on the Planning Department's website in accordance with the requirements of Chapter 56. If the Planning Director finds the Academy not in compliance with this Agreement, then, without limiting the City's rights under the Consent Judgment and Injunction, the City may pursue available rights and remedies in accordance with this Agreement and Chapter 56. The City's failure to initiate or to timely complete the annual review shall not be a Default and shall not be deemed to be a waiver of the right to do so at a later date. All costs incurred by the City under this section shall be included in the City Costs.

Section 7.3. Default. The rights and powers of the City under this Section 7.3 are in addition to, and shall not limit, the rights of the City to terminate or take other action under this Agreement or the Consent Judgment or Injunction, on account of a Default by the Academy.

ARTICLE 8
ENFORCEMENT OF AGREEMENT; DEFAULT; REMEDIES

Section 8.1. Enforcement. As of the Reference Date, the only Parties to this Agreement are the City, the Stephens Institute, and the LLC Parties. Except as expressly set forth in this Agreement (for successors and Transferees), this Agreement is not intended, and shall not be construed, to benefit or be enforceable by any other Person whatsoever.

Section 8.2. Consent Judgment; Injunction. As set forth in the Consent Judgment and the Injunction, the Court has reserved jurisdiction to enforce the provisions of this Agreement.

Section 8.3. Default. The following shall constitute a "Default" under this Agreement: (i) the failure to make any payment under this Agreement or the Settlement Agreement when due and such failure continues for more than ten (10) days following delivery of notice that such payment was not made when due and demand for compliance; and (ii) the failure to perform or fulfill any other material term, provision, obligation or covenant of this Agreement when required and such failure continues for more than sixty (60) days following notice of such failure and demand for payment. Notwithstanding the foregoing, if a failure can be cured but the cure cannot reasonably be completed within sixty (60) days, then it shall not be considered a Default if a cure is commenced within such sixty (60) day period and diligently prosecuted to completion. Any such notice given by a Party shall specify the nature of the alleged failure and, where appropriate, the manner in which such failure satisfactorily may be cured. If before the end of the applicable cure period the failure that was the subject of such notice has been cured to the reasonable satisfaction of the Party that delivered such notice, such Party shall issue a written acknowledgement to the other Party of the cure of such failure. Notwithstanding any other provision in this Agreement to the contrary, if the LLC Parties convey or transfer some but not all of the Academy Properties to a Party that is not affiliated with the Academy (a "**Non-Affiliate**"), and such conveyance or transfer is permitted under this Agreement, there shall be no cross-default between the Academy on one hand, and the Non-Affiliate. Accordingly, if a Non-Affiliate Defaults, it shall not be a Default by any other Transferee or Party that owns a different portion of the Academy Properties.

8.3.1 Material Breach. "**Material Breach**" means:

(a) The LLC Parties fail to make any payment required under this Agreement or the Settlement Agreement within ten (10) days after the date when due.

(b) Only until such time as the first installment of the Settlement Payment and the full Affordable Housing Payment is paid by the LLC Parties, any lien or other instrument is recorded against all or any part of the Academy Properties, prior to the Effective Date, and is (i) without the City's prior written consent, (ii) not otherwise permitted by this Agreement, or (iii) not necessary to effectuate the Project, and the said lien is not removed from title or otherwise remedied to the City's satisfaction within thirty (30) days after the Academy's receipt of written notice from the City to cure the default, or, if the default cannot be cured within a 30-day period, the Academy Parties will have sixty (60) days to cure the default, or any longer period of time reasonably deemed necessary by the City, *provided that* the Academy commences to cure the default within the 30-day period and diligently pursues the cure to completion.

(c) The Academy fails to perform or observe any other term, covenant or agreement contained in any this Agreement, including, but not limited to, as set forth in the Schedule of Performance, and the failure continues for thirty (30) days after the Academy's receipt of written notice from the City to cure the default, or, if the default cannot be cured within a 30-day period, the Academy will have sixty (60) days to cure the default, or any longer period of time deemed reasonably necessary by the City, *provided that* the Academy commence to cure the default within the 30-day period and diligently pursues the cure to completion.

(d) Any representation or warranty made by the Academy in this Agreement proves to have been incorrect in any material respect when made.

(e) Only until such time as the City receives the first installment of the Settlement Payment and the Affordable Housing Payment in full and the work contemplated in the Schedule of Performance has been completed, the Stephens Institute or the LLC Parties is dissolved or liquidated or merged with or into any other entity; or, if that entity is a corporation, partnership, limited liability company or trust, the Stephens Institute or an LLC Party ceases to exist in its present form and (where applicable) in good standing and duly qualified under the laws of the jurisdiction of formation and California for any period of more than ten (10) days; or, if an entity is an individual, such individual dies or becomes incapacitated; or all or substantially all of the assets of the Stephens Institute or any LLC Party are sold or otherwise transferred, provided, however, this Section 8.3.1(e) shall not apply to any LLC Party whose sole asset constitutes a single Academy Property that is withdrawn after the Effective Date from use by the Stephens Institute as long as the Academy provides the City with information appropriate for the City to reasonably determine that the remaining LLC Parties have the capacity to satisfy their financial obligations under the Settlement Agreement and this Agreement. The Stephens Institute shall have the right to reorganize as, or into, a non-profit entity, as defined under an applicable state's business code, if the resultant entity assumes all of the obligations under this Agreement by a written assignment and assumption agreement in form and substance reasonably acceptable to the City.

(f) Unless otherwise expressly permitted by this Agreement, until such time as the first installment of the Settlement Payment and the full Affordable Housing Payment

is paid by the LLC Parties, the Stephens Institute or any LLC Party sells, leases, assigns, encumbers or otherwise transfers all or any portion of its interests in the Academy or of its right, title or interest in the Academy Properties (a "**Transfer**") without the City's prior consent. This provision shall not be deemed to prohibit or otherwise restrict the Stephens Institute and the LLC Parties from (i) granting easements, leases, subleases, licenses or permits to facilitate the development, operation and use of the Academy Properties in whole or in part consistent with the Approvals, any Future Approvals and this Agreement, (ii) encumbering the Academy Properties or any portion of the improvements by any Mortgage (provided that the Academy gives the City advance written notice of such Mortgage), or (iii) granting an occupancy leasehold interest in portions of the Academy Properties, and no such action shall constitute a Transfer under this Agreement or require an assignment and assumption agreement or any consent of the City and the transferee, beneficiary or other applicable Person under any such instrument shall not be deemed a successor to Stephens Institute and the LLC Parties or a Transferee.

(g) Without the City's prior written consent, the Stephens Institute or any LLC Party assigns or attempts to assign any rights or interest under this Agreement, whether voluntarily or involuntarily.

(h) The Stephens Institute or any of the LLC Parties is subject to an order for relief by the bankruptcy court, or is unable or admits in writing its inability to pay its debts as they mature or makes an assignment for the benefit of creditors; or the Stephens Institute or any LLC Party or consents to the appointment of any receiver, trustee or similar official for the Academy or for all or any part of its property (or an appointment is made without its consent and the appointment continues undischarged and unstayed for sixty (60) days); or the Stephens Institute or any LLC Party institutes or consents to any bankruptcy, insolvency, reorganization, arrangement, readjustment of debt, dissolution, custodianship, conservatorship, liquidation, rehabilitation or similar proceeding relating to the Academy or to all or any part of its property or relating to an LLC Party or any part of its property under the laws of any jurisdiction (or a proceeding is instituted without its consent and continues undismissed and unstayed for more than sixty (60) days); or any judgment, writ, warrant of attachment or execution or similar process is issued or levied against any other portion of the Academy Properties and is not released, vacated or fully bonded within sixty (60) days after its issue or levy.

(i) The Academy or any of the Guarantors is in default of its obligations under the Settlement Agreement or the Guaranty as applicable, and the default remains uncured following the expiration of any applicable cure periods.

Section 8.4. Remedies.

8.4.1 Specific Performance. Without limiting the remedies available under the Consent Judgment and Injunction, in the event of a Default, the remedies available to a Party shall include specific performance of this Agreement in addition to any other remedy available at law or in equity.

8.4.2 Termination. Until the payment of the first installment of Settlement Payment, as provided for in the Settlement Agreement and payment in full of the Affordable Housing Payment, as provided for on the Schedule of Performance, in the event of a Material

Breach, the non-Defaulting Party may elect to terminate this Agreement by sending a notice of termination to the Defaulting Party, which notice of termination shall describe in reasonable detail the Material Breach. Any such termination shall be effective upon the date set forth in the notice of termination, which shall in no event be earlier than sixty (60) days following delivery of the notice.

8.4.3 City Processing/Certificates of Occupancy. The City shall not be required to process any requests for approval or take other actions under this Agreement during any period in which the Academy is in material Default.

8.4.4 Receivership. The City may apply to any court of competent jurisdiction for specific performance, or an injunction against any violation, of this Agreement or for any other remedies or actions to correct the Academy's material noncompliance with this Agreement.

8.4.5 Certain Immaterial Violations of the Planning Code. If the City determines that any of the Academy Properties do not comply with the Planning Code, and those violations are not material (as the term "material" is defined in the Injunction), then such violation shall not be a Default under this Agreement, and the City shall, if the City determines to seek a remedy, proceed to seek remedies against the Academy consistent with how it would pursue enforcement against any other private property owner in San Francisco, i.e. not pursuant to this Section 8.4. If the City determines that the Academy has committed a material violation of the Planning Code (as the term "material" is defined in the Injunction) for any Academy Property or Properties or a pattern of violations even if immaterial involving multiple Academy Properties, or if such violation involves any failure by the Academy to materially comply with its obligations in the Approvals for any Academy Property or Non-Academy Property, then the City may proceed to seek a remedy as provided for in this Agreement and in the Consent Judgment and the Injunction.

Section 8.5 Time Limits; Waiver; Remedies Cumulative. Failure by a Party to insist upon the strict or timely performance of any of the provisions of this Agreement by the other Party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such Party's right to demand strict compliance by such other Party in the future. No waiver by a Party of any condition or failure of performance, including a default, shall be effective or binding upon such Party unless made in writing by such Party, and no such waiver shall be implied from any omission by a Party to take any action with respect to such failure. No express written waiver shall affect any other condition, action, or inaction or cover any other period of time other than any condition, action, or inaction and/or period of time specified in such express waiver. One or more written waivers under any provision of this Agreement shall not be deemed to be a waiver of any subsequent condition, action, or inaction or any other term or provision contained in this Agreement. Nothing in this Agreement shall limit or waive any other right or remedy available to a Party to seek injunctive relief or other expedited judicial and/or administrative relief permitted under this Agreement to prevent irreparable harm.

Section 8.6 Attorneys' Fees. Should legal action be brought by either Party against the other for a Default under this Agreement or to enforce any provision in this Agreement, the prevailing Party in such action shall be entitled to recover its reasonable attorneys' fees and costs. For purposes of this Agreement, "reasonable attorneys' fees and costs" means the reasonable fees and expenses of counsel to the Party, which may include printing, duplicating and other expenses, air

freight charges, hiring of experts and consultants and fees billed for law clerks, paralegals, librarians and others not admitted to the bar but performing services under the supervision of an attorney, and shall include all such reasonable fees and expenses incurred with respect to appeals, mediation, arbitrations and bankruptcy proceedings, and whether or not any action is brought with respect to the matter for which such fees and costs were incurred. For the purposes of this Section 8.6, the reasonable fees of attorneys of the City Attorney's Office shall be based on the fees regularly charged by the attorneys with the equivalent number of years of experience in the subject matter area of the law for which the City Attorney's Office services were rendered who practice in the City of San Francisco in law firms with approximately the same number of attorneys as employed by the City Attorney's Office.

ARTICLE 9
AMENDMENT; TERMINATION; EXTENSION OF TERM

Section 9.1 Amendment. This Agreement may only be amended with the mutual written consent of the Parties. Other than upon the expiration of the Term and except as expressly provided in Sections 2.2, and Section 8.4.2, this Agreement may only be terminated with the mutual written consent of the Parties. Any amendment to this Agreement that does not constitute a Material Change may be agreed to by the Planning Director (and, to the extent it affects any rights or obligations of a City department, with the approval of that City Department), subject to approval as to form by the City Attorney. Any amendment that is a Material Change will require the approval of the Planning Director, the Planning Commission, the Director of MOHCD and the Board of Supervisors (and, to the extent it affects any rights or obligations of a City department, after consultation with that City department), as well as approval as to form by the City Attorney.

Section 9.2 Termination and Vesting. At the election of the City, any termination of this Agreement shall concurrently effect a termination of the Approvals, except as to any Approval that has vested under Existing Standards or in accordance with this Agreement.

Section 9.3 Amendment Exemptions. No issuance of an Approval or an amendment of an Approval shall by itself require an amendment to this Agreement. Upon issuance of any Approval or upon the making of any such change, such Approval or change shall be deemed to be incorporated automatically into the Project and vested under this Agreement (subject to any conditions set forth in such Later Approval). Notwithstanding the foregoing, if there is any direct conflict between the terms of this Agreement, on the one hand, and an Approval, on the other hand, then the Parties shall concurrently amend this Agreement (subject to all necessary approvals in accordance with this Agreement) to ensure the terms of this Agreement are consistent with such Later Approval. The Planning Department shall have the right to approve on behalf of the City changes and updates to the Project, in each keeping with the Planning Department's customary practices, and any such changes and updates shall not be deemed to conflict with or require an amendment to this Agreement or the Approvals so long as they do not constitute a Material Change (and, for the avoidance of doubt, are approved by the Academy to the extent required under this Agreement). If the Parties fail to amend this Agreement as set forth above when required (*i.e.*, when there is a Material Change), then the terms of this Agreement shall prevail over any Approval or any amendment to an Approval that conflicts with this Agreement until so amended.

Section 9.4. Litigation and Referendum Extension. If any Third-Party Challenge is filed challenging this Agreement or an Approval having the direct or indirect effect of delaying this

Agreement or any Approval (including but not limited to any CEQA determinations), including any challenge to the validity of this Agreement or any of its provisions, or if this Agreement or an Approval is suspended pending the outcome of an electoral vote on a referendum, then the Term of this Agreement (including the milestone dates set forth in the Schedule of Performance) and all Approvals shall be extended for the number of days equal to the period starting from the commencement of the litigation or the suspension (or as to Approvals, the date of the initial grant of such Approval) to the end of such litigation or suspension (a "**Litigation Extension**"). The Parties shall document the start and end of a Litigation Extension in writing within thirty (30) days from the applicable dates.

Section 9.5. Excusable Delay. An Excusable Delay means the occurrence of an event beyond a Party's reasonable control that causes such Party's performance of an obligation to be delayed, interrupted or prevented, including, but not limited to: changes in Federal or State Laws; strikes or the substantial interruption of work because of labor disputes; inability to obtain materials; freight embargoes; civil commotion, war or acts of terrorism; inclement weather, fire, floods, earthquakes, or other acts of God; epidemics or quarantine restrictions; litigation; unforeseen site conditions (including archaeological resources or the presence of hazardous materials); or the failure of any governmental agency, public utility or communication service provider to issue a permit, authorization, consent or approval required to permit construction within the standard or customary time period for such issuing authority following the Academy's submittal of a complete application for such permit, authorization, consent or approval, together with any required materials. Excusable Delay shall not include delays resulting from failure to obtain financing or have adequate funds, changes in market conditions, or the rejection of permit, authorization or approval requests based upon the Academy's failure to satisfy the procedural or substantive requirements for the permit, authorization or approval request. In the event of Excusable Delay, the Parties agree that (i) the time periods for performance of the delayed Party's obligations impacted by the Excusable Delay shall be strictly limited to the period of such delay, interruption or prevention and the delayed Party shall, to the extent commercially reasonable, act diligently and in good faith to remove the cause of the Excusable Delay or otherwise complete the delayed obligation, and (ii) following the Excusable Delay, a Party shall have all rights and remedies available under this Agreement, if the obligation is not completed within the time period as extended by the Excusable Delay. If an event which may lead to an Excusable Delay occurs, the delayed Party shall notify the other Party in writing of such occurrence as soon as possible after becoming aware that such event may result in an Excusable Delay, and the manner in which such occurrence is likely to substantially interfere with the ability of the delayed Party to perform under this Agreement.

ARTICLE 10
TRANSFER OR ASSIGNMENT; RELEASE; CONSTRUCTIVE NOTICE

Section 10.1 Permitted Transfer of this Agreement. Except as expressly provided in Section 10.2, the Academy shall have the right to convey, assign or otherwise Transfer any of its right, title and interest in and to this Agreement to a party (a "**Transferee**") with the City's prior written consent, which shall not be unreasonably delayed, conditioned or withheld. For the purposes of this Section 10.1 the City shall respond to any written request by the Academy for the City's consent to a Transfer within thirty (30) days. If the City fails to respond to such request within thirty (30) days, the City shall be deemed to have approved the Academy's request.

Section 10.2 Rights of the Academy. After such time the first installment of the Settlement Payment and the full Affordable Housing Payment are paid by the LLC Parties, the Stephens Institute and the LLC Parties shall have the right to convey assign or otherwise Transfer any of its rights, title and interests in the Academy Properties without the City's prior consent, provided that it contemporaneously transfers to the Transferee and Transferee, and the same assumes, all of the obligations under this Agreement under the Schedule of Performance for that property, as evidenced by a written agreement in form and substance reasonably approved by the City. Further, after such time as the first installment of the Settlement Payment and the full Affordable Housing Payment are paid, the Academy shall have the right to convey assign or otherwise Transfer any of its rights, title and interests in an Academy Property, without the City's prior consent, before the completion of the work in the Schedule of Performance, provided that the Academy proves to the City's reasonable satisfaction the LLC Parties remaining after such Transfer maintain enough equity interests in the remaining Academy Properties sufficient to meet their obligations under both the Settlement Agreement and this Agreement. The Academy shall have the right to convey assign or otherwise Transfer any of its rights, title and interests, without restriction including the City's prior consent, in Non-Academy Properties at any time, and in Academy Properties after the LLC Parties both (a) pay the first installment of the Settlement Payment and pay in full the Affordable Housing Payment and (b) all the work contemplated under the Schedule of Performance is completed. Upon the Transfer of an Academy Property as permitted by this Agreement, such Academy Property shall no longer be considered an 'Academy Property' under this Agreement, nor shall such property be subject any provision under this Agreement relating to Academy Properties. The provisions in this Article 10 shall not be deemed to prohibit or otherwise restrict the Stephens Institute and the LLC Parties from (i) granting easements, leases, subleases, licenses or permits to facilitate the development, operation and use of the Academy Properties in whole or in part consistent with the Approvals, any Future Approvals and this Agreement, (ii) encumbering the Academy Properties or any portion of the improvements by any Mortgage, or (iii) granting an occupancy leasehold interest in portions of the Academy Properties, and no such action shall constitute a Transfer under this Agreement or require an Assignment and Assumption Agreement or any consent of the City and the transferee, beneficiary or other applicable Person under any such instrument shall not be deemed a successor to Stephens Institute and the LLC Parties or a Transferee. But until the Affordable Housing Payment and the Settlement are paid in full and all the work is completed under the Schedule of Performance, the Academy will give the City prior written notice of any new or increased Mortgage on any of the Academy Properties.

ARTICLE 11
THE ACADEMY'S REPRESENTATIONS AND WARRANTIES

Section 11.1 Interest of the Stephens Institute; Due Organization and Standing. The Stephens Institute is a California corporation, in good standing under the Laws of the State of California, with the right and authority to enter into this Agreement. The Stephens Institute has all requisite power to own or lease the Academy Properties and authority to conduct its business and to enter into and to carry out and consummate the transactions contemplated by this Agreement.

Section 11.2 Interests of the LLC Parties. Each of the LLC Parties are in good standing under the Laws of the State of California and under laws of the state in which it was formed, with the right and authority to enter into this Agreement. Each LLC Party has all requisite power to own

or lease the Academy Properties and authority to conduct its business and to enter into and to carry out and consummate the transactions contemplated by this Agreement.

Section 11.3 No Inability to Perform; Valid Execution. The Stephens Institute and each of the LLC Parties represents and warrants that it is not a party to any other agreement that would conflict with its obligations under this Agreement and the Stephens Institute and the LLC Parties have no knowledge of any inability to perform its respective obligations under this Agreement. The execution and delivery of this Agreement and the agreements it contemplates by the Stephens Institute and the LLC Parties have been duly and validly authorized by all necessary action. This Agreement is be a legal, valid and binding obligation of the Academy, enforceable against the Stephens Institute and the LLC Parties in accordance with its terms.

Section 11.4 Conflict of Interest. Through its execution of this Agreement, the Stephens Institute and the LLC Parties acknowledge that each of them is familiar with the provisions of Section 15.103 of the City's Charter, Article III, Chapter 2 of the City's Campaign and Governmental Conduct Code, and Section 87100 *et seq.* and Section 1090 *et seq.* of the California Government Code, and certifies that it does not know of any facts that constitute a violation of such provisions and agrees that it will promptly notify the City if it becomes aware of any such fact during the Term.

Section 11.5 Notification of Limitations on Contributions. By executing this Agreement, the Academy acknowledges its obligations under section 1.126 of the City's Campaign and Governmental Conduct Code, which prohibits any person who contracts with, or is seeking a contract with, any department of the City for the rendition of personal services, for the furnishing of any material, supplies or equipment, for the sale or lease of any land or building, for a grant, loan or loan guarantee, or for a development agreement, from making any campaign contribution to (i) a City elected official if the contract must be approved by that official, a board on which that official serves, or the board of a state agency on which an appointee of that official serves, (ii) a candidate for that City elective office, or (iii) a committee controlled by such elected official or a candidate for that office, at any time from the submission of a proposal for the contract until the later of either the termination of negotiations for such contract or twelve months after the date the City approves the contract. The prohibition on contributions applies to each prospective party to the contract; each member of the Academy's board of directors; the Academy's chairperson, chief executive officer, chief financial officer and chief operating officer; any person with an ownership interest of more than 10% in the Academy; any sub-contractor listed in the bid or contract; and any committee that is sponsored or controlled by the Academy. The Academy certifies that it has informed each such person of the limitation on contributions imposed by Section 1.126 by the time it submitted a proposal for the contract, and has provided the names of the persons required to be informed to the City department with whom it is contracting.

Section 11.6 Other Documents. No document furnished by the Academy including, without limitation, any LLC Party to the City with its application for this Agreement nor this Agreement contains any untrue statement of material fact or omits a material fact necessary to make the statements contained in that document or the application, or in this Agreement, not misleading under the circumstances under which any such statement shall have been made.

Section 11.7 No Bankruptcy. The Academy represents and warrants to the City that the neither Stephens Institute nor any LLC Party has filed nor is the subject of any filing of a petition under the federal bankruptcy law or any federal or state insolvency laws or Laws for composition of indebtedness or for the reorganization of debtors, and no such filing is threatened.

Section 11.8 Due Execution and Delivery. By all necessary action, the Academy has duly authorized and approved the execution and delivery of the Agreement and the performance of its obligations contemplated by this Agreement.

ARTICLE 12
MISCELLANEOUS PROVISIONS

Section 12.1 Entire Agreement. This Agreement, including the Exhibits, and the agreements between the Parties specifically referenced in this Agreement, including referenced provisions of the Settlement Agreement, constitutes the entire agreement between the Parties with respect to the subject matter.

Section 12.2 Incorporation of Exhibits. Except for the Approvals, which are listed solely for the convenience of the Parties, each Exhibit to this Agreement is incorporated in and made a part of this Agreement as if set forth in full. Each reference to an Exhibit in this Agreement shall mean that Exhibit as it may be updated or amended from time to time in accordance with the terms of this Agreement.

Section 12.3 Binding Covenants; Run With the Land. Under Section 65868 of the Development Agreement Statute, from and after recordation of this Agreement in the Official Records, all of the provisions, agreements, rights, powers, standards, terms, covenants, and obligations contained in this Agreement shall be binding upon the Parties and, subject to the provisions of this Agreement, including Article 12, their respective heirs, successors (by merger, consolidation, or otherwise) and assigns and all Persons acquiring the Academy Properties, any lot, parcel or any portion of the Academy Properties, or any interest in the Academy Properties, whether by sale, operation of Law or in any manner whatsoever, and shall inure to the benefit of the Parties and such heirs, successors, assigns and Persons. Subject to the provisions of this Agreement, including Article 12, all provisions of this Agreement shall be enforceable during the Term as equitable servitudes and constitute covenants and benefits running with the land under Law, including California Civil Code Section 1468.

Section 12.4 Applicable Law and Venue. This Agreement has been executed and delivered in and shall be interpreted, construed, and enforced in accordance with the Laws of the State of California. Venue for any proceeding related to this Agreement shall be solely in the courts for the State of California located in the City and County of San Francisco. Each Party consents to the jurisdiction of the State or Federal courts located in the City. Each Party expressly waives any and all rights that it may have to make any objections based on jurisdiction or venue to any suit brought to enforce this Agreement in accordance with the foregoing provisions.

Section 12.5 Construction of Agreement. The Parties have mutually negotiated the terms and conditions of this Agreement, and its terms and provisions have been reviewed and revised by legal counsel for the City, the Stephens Institute, and the LLC Parties. Accordingly, no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the

interpretation or enforcement of this Agreement. Therefore, each Party waives the effect of Section 1654 of the California Civil Code, which interprets uncertainties in a contract against the party that drafted the contract. Language in this Agreement shall be construed as a whole and in accordance with its true meaning. Each reference in this Agreement to this Agreement or any of the Approvals shall be deemed to refer to this Agreement or the Approvals as amended from time to time under the provisions of this Agreement, whether or not the particular reference refers to such possible amendment. In the event of a conflict between the provisions of this Agreement and Chapter 56, the provisions of this Agreement shall govern and control.

Section 12.6 Recordation. Under the Development Agreement Statute and Chapter 56, the Clerk of the Board of Supervisors shall have a copy of this Agreement and any amendment recorded in the Official Records within ten (10) days after the Effective Date or the effective date of such amendment, as applicable, with recording fees (if any) to be borne by the Academy.

Section 12.7 Obligations Not Dischargeable in Bankruptcy. Neither the Stephens Institute's obligations nor any LLC Parties obligation under this Agreement are dischargeable in bankruptcy.

Section 12.8 Survival. Following expiration of the Term, this Agreement shall be deemed terminated and of no further force and effect, except for any provision that, by its express terms, survives the expiration or termination of this Agreement.

Section 12.9 Signature in Counterparts. This Agreement may be executed in duplicate counterpart originals, each of which is deemed to be an original, and all of which when taken together shall constitute one and the same instrument.

Section 12.10 Notices. Whenever any notice or any other communication is required or permitted to be given under any provision of this Agreement (as, for example, where a Party is permitted or required to "notify" the other Party, but not including communications made in any meet and confer or similar oral communication contemplated under this Agreement), such notice or other communication shall be in writing and shall be deemed to have been given on the earliest to occur of (i) the date of the actual delivery, (ii) if mailed, three (3) Business Days after the date mailed by certified or registered mail, return receipt requested, with postage prepaid, (iii) if sent with a reputable air or ground courier service, fees prepaid, the date on which such courier represents such notice will be available for delivery, or (iv) if by electronic mail, on the day of sending such electronic mail if sent before 5:00 p.m. California time on a Business Day (and, otherwise, on the next Business Day), in each case to the respective address(es) (or email address(es)) of the Party to whom such notice is to be given as set forth below, or at such other address(es) (or email address(es)) of which such Party shall have given notice to the other Party as provided in this Section 12.10. To be deemed given under this Agreement, any such notice or other communication sent by electronic mail must also be confirmed within two (2) Business Days by delivering such notice or other communication by one of the other means of delivery set forth in this Section 12.10. Legal counsel for a Party may give notice on behalf of such Party. The Parties intend that the requirements of this Section 12.10 cannot be waived or varied by course of conduct. Any reference in this section to the date of receipt, delivery, giving or effective date, as the case may be, of any notice or communication shall refer to the date such communication is deemed to have been given under the terms of this Section 12.10. Rejection or other refusal to accept or the

inability to deliver because of changed address of which no notice was given under this Section 12.10 shall be deemed to constitute receipt of notice or other communication sent.

To the City:

John Rahaim
Director of Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, California 94102
Email: john.rahaim@sfgov.org

with a copy to:

Dennis J. Herrera
City Attorney
City Hall, Room 234
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Attn: Chief Deputy City Attorney, Academy of Art Development Agreement
Email: ronald.flynn@sfcityatty.org

and to:

Attn: Chief Assistant City Attorney (Academy)
email: jesse.smith@sfcityatty.org

and to:

Attn: Deputy City Attorney, Land Use Team (Academy)
email: kristen.jensen@sfcityatty.org

To the Stephens Institute:

Academy of Art University
79 New Montgomery Street
San Francisco, CA 94105
Attn: Office of the President
Email: Estephens@Academyart.edu

with a copy to:

J. Abrams Law, P.C.
One Maritime Plaza
Suite 1900
San Francisco, CA 94111
Attn: Jim Abrams, Esq.
Email: jabrams@jabramslaw.com

To the LLC Parties:

79 New Montgomery Street
San Francisco, CA 94105
Attn: Dr. Elisa Stephens
Email: Estephens@academyart.edu

with a copy to:

J. Abrams Law, P.C.
One Maritime Plaza
Suite 1900
San Francisco, CA 94111
Attn: Jim Abrams, Esq.
Email: jabrams@jabramslaw.com

Section 12.11 Severability. Except as is otherwise specifically provided for in Section 5.5, if any term, provision, covenant, or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of this Agreement shall continue in full force and effect, except to the extent that enforcement of the remaining provisions of this Agreement would be unreasonable or grossly inequitable under all the circumstances or would frustrate the fundamental purpose of this Agreement.

Section 12.12 Non-Liability of City Officials and Others. Notwithstanding anything to the contrary in this Agreement, no individual board member, director, commissioner, officer, employee, official or agent of City or any City Agency shall be personally liable to or its successors and assigns in the event of any Default by the City or for any obligation under this Agreement, including any amount that may become due to the Stephens Institute or the LLC Parties, or their successors and assigns under this Agreement.

Section 12.13 Time. Time is of the essence with respect to each provision of this Agreement in which time is a factor, including, but not limited, all deadlines in the Schedule of Performance and all dates on which payments are due under this Agreement and the Settlement Agreement. References to time shall be to the local time in the City on the applicable day. References in this Agreement to days, months and quarters shall be to calendar days, months and quarters, respectively, unless otherwise specified, provided that if the last day of any period to give notice, reply to a notice, meet a deadline or to undertake any other action occurs on a day that is not a Business Day, then the last day for giving the notice, replying to the notice, meeting the deadline or undertake the action shall be the next succeeding Business Day, or if such requirement is to give notice before a certain date, then the last day shall be the next succeeding Business Day. Where a date for performance is referred to as a month without reference to a specific day in such month, or a year without reference to a specific month in such year, then such date shall be deemed to be the last Business Day in such month or year, as applicable.

Section 12.14 Approvals and Consents. As used in this Agreement, the words "approve", "consent" and words of similar import and any variations thereof refer to the prior written consent of the applicable Party or other Person, including the approval of applications by City Agencies.

Whenever any approval or consent is required or permitted to be given by a Party under this Agreement, it shall not be unreasonably withheld, conditioned or delayed unless the approval or consent is explicitly stated in this Agreement to be within the "sole discretion" (or words of similar import) of such Party. The reasons for failing to grant approval or consent, or for giving a conditional approval or consent, shall be stated in reasonable detail in writing. Approval or consent by a Party to or of any act or request by the other Party shall not be deemed to waive or render unnecessary approval or consent to or of any similar or subsequent acts or requests.

Section 12.15 Project Is a Private Undertaking; No Joint Venture or Partnership. The Project, proposed to be undertaken by the Stephens Institute and the LLC Parties, as applicable, is a private development. The City has no interest in, responsibility for, or duty to third persons concerning any of those improvements. The Stephens Institute and the LLC Parties, as applicable, shall exercise full dominion and control over all the Academy Properties, subject only to the limitations and obligations of the Stephens Institute and the LLC Parties contained in this Agreement. Nothing contained in this Agreement, or in any document executed in connection with this Agreement, shall be construed as creating a joint venture or partnership between the City and the Stephens Institute or the LLC Parties. Neither Party is acting as the agent of the other Party in any respect under this Agreement. The Stephens Institute and the LLC Parties are not a state or governmental actor with respect to any activity conducted by the Stephens Institute or the LLC Parties under this Agreement.

Section 12.16 No Third Party Beneficiaries. There are no third party beneficiaries to this Agreement.

[Signatures on following page]

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the Effective Date.

CITY:

CITY AND COUNTY OF SAN FRANCISCO,
a municipal corporation

By: _____
John Rahaim
Director of Planning

Approved on _____, 2020
Board of Supervisors Ordinance No.
_____

Approved as to form:

DENNIS J. HERRERA, City Attorney

By:_____
Michelle Sexton
Deputy City Attorney

STEPHENS INSTITUTE:

STEPHENS INSTITUTE,
a California corporation

By: _____
Dr. Elisa Stephens
President

[*Signatures Continue*]

LLC PARTIES:

2300 STOCKTON STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1916 OCTAVIA STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1153 BUSH STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

2209 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1835 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

[*Signatures Continue*]

1080 BUSH STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1069 PINE STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1055 PINE STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

60 FEDERAL STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

491 POST STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

[*Signatures Continue*]

701 CHESTNUT STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

860 SUTTER STREET, LLC,
a Delaware limited liability company;

By: _____
Dr. Elisa Stephens
Manager

S/F 466 TOWNSD, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

620 RSSE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

2151 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

[*Signatures Continue*]

2211 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

825 SUTTER STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

601 BRANNAN STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1727 LOMBARD II, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

2225 JERROLD AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

[*Signatures Continue*]

460 TOWNSEND STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

950 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

2801 LEAVENWORTH-CANNERY, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

79 NEW MONTGOMERY STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

625 POLK STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

[*Signatures Continue*]

625 SUTTER STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

740 TAYLOR STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1946 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

1142 VAN NESS AVENUE, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

575 HARRISON, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

[*Signatures Continue*]

1900 JACKSON STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

736 JONES STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

560 POWELL STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

655 SUTTER STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

680/688 SUTTER STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

[*Signatures Continue*]

2550 VNPOOL, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

700 MONTGOMERY STREET, LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

150 HAYES LLC,
a Delaware limited liability company

By: _____
Dr. Elisa Stephens
Manager

[*Signatures End*]

Exhibit A

List of the LLC Parties

1. 601 Brannan Street, LLC, a Delaware limited liability company
2. 60 Federal Street, LLC, a Delaware limited liability company
3. 2801 Leavenworth-Cannery, LLC, a Delaware limited liability company
4. 79 New Montgomery Street, LLC, a Delaware limited liability company
5. 625 Polk Street, LLC, a Delaware limited liability company
6. 491 Post Street, LLC, a Delaware limited liability company
7. 625 Sutter Street, LLC, a Delaware limited liability company
8. 740 Taylor Street, LLC, a Delaware limited liability company
9. S/F 466 Townsd, LLC, a Delaware limited liability company
10. 1835 Van Ness Avenue LLC, a Delaware limited liability company
11. 2151 Van Ness Avenue, LLC, a Delaware limited liability company
12. 1946 Van Ness Avenue, LLC, a Delaware limited liability company
13. 1142 Van Ness Avenue, LLC, a Delaware limited liability company
14. 1080 Bush Street, LLC, a Delaware limited liability company
15. 1153 Bush Street, LLC, a Delaware limited liability company
16. 575 Harrison, LLC, a Delaware limited liability company
17. 1900 Jackson Street, LLC, a Delaware limited liability company
18. 736 Jones Street, LLC, a Delaware limited liability company
19. 1727 Lombard II, LLC, a Delaware limited liability company
20. 1916 Octavia Street, LLC, a Delaware limited liability company
21. 560 Powell Street, LLC, a Delaware limited liability company
22. 620 RSSE, LLC, a Delaware limited liability company
23. 655 Sutter Street, LLC, a Delaware limited liability company
24. 680/688 Sutter Street, LLC, a Delaware limited liability company
25. 825 Sutter Street, LLC, a Delaware limited liability company
26. 860 Sutter Street, LLC, a Delaware limited liability company
27. 2209 Van Ness Avenue, LLC, a Delaware limited liability company
28. 2211 Van Ness Avenue, LLC, a Delaware limited liability company
29. 2550 VNPool, LLC, a Delaware limited liability company
30. 2225 Jerrold Avenue, LLC, a Delaware limited liability company
31. 950 Van Ness Avenue, LLC, a Delaware limited liability company
32. 150 Hayes LLC, a Delaware limited liability company
33. 700 Montgomery Street, LLC, a Delaware limited liability company
34. 1069 Pine Street, LLC, a Delaware limited liability company
35. 701 Chestnut Street, LLC, a Delaware limited liability company
36. 2300 Stockton Street, LLC, a Delaware limited liability company
37. 460 Townsend, LLC, a Delaware limited liability company
38. 1055 Pine Street, LLC, a Delaware limited liability company

Exhibit B-1

Legal Descriptions of Academy Properties

601 Brannan St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Commencing at the point of intersection of the Southeasterly line of Brannan Street and the Southwesterly line of 5th Street; running thence Southwesterly and along said line of Brannan Street 275 feet; thence at a right angle Southeasterly 250 feet to the Northwesterly line of Bluxome Street; thence at a right angle Northeasterly along said line of Bluxome Street 275 feet to the Southwesterly line of 5th Street; thence at a right angle Northwesterly along said line of 5th Street 250 feet to the point of commencement.

Being a part of South Beach Block No. 18
Assessor's Lot 132; Block 3785

410 Bush St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at the point of intersection of the Northerly line of Bush Street with the Westerly line of St. George Alley; running thence Westerly and along said line of Bush Street 48 feet; running thence at a right angle Northerly 275 feet to the Southerly line of Pine Street; running thence at a right angle Easterly and along said line of Pine Street 48 feet to the Westerly line of St. George Alley; running thence Southerly and along said line of St. George Alley 275 feet to the Northerly line of Bush Street and the point of beginning.

Being a portion of 50 Vara Block No. 94
Assessor's Lot 007, Block 0270

58-60 Federal St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL I:
Beginning at a point on the Northwesterly line of Federal Street, distant thereon 275 feet Northeasterly from the Northeasterly line of 2nd Street; running thence Northeasterly along said line of Federal Street, if extended Northeasterly 137 feet 6 inches to a point on the Northwesterly line of Federal Street, distant thereon 412 feet 6 inches Southwesterly from the Southwesterly line of 1st Street; thence at a right angle Southeasterly 115 feet; thence at a right angle Southwesterly 117 feet 6 inches; thence at a right angle Northwesterly 115 feet to the Northwesterly line of Federal Street and the point of beginning.

BEING a portion of 100 Vara Block No. 351.

PARCEL II:
Beginning at a point on the Southeasterly line of Federal Street, distant thereon 275 feet Northeasterly from the Northeasterly line of 2nd Street; running thence Southeasterly and parallel with said Northeasterly line of 2nd Street 94 feet; thence running Southwesterly at a right angle 25 feet parallel with the said Southeasterly line of Federal Street to a point 250 feet distant from said Northeasterly line of 2nd Street; thence at a right angle Northwesterly 95 feet to the Southeasterly line of Federal Street; thence at a right angle Northeasterly and along said Southeasterly line of Federal Street to the point of beginning.

Assessor's Lot 074; Block 3774

2801 Leavenworth St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL ONE:
Beginning at the point of intersection of the Westerly line of Leavenworth Street and the Southerly line of Jefferson Street; running thence Westerly along said line of Jefferson Street 209.666 feet; thence deflecting 90° 04' 30" to the left and running Southerly 141.370 feet; thence Southerly and Southeasterly along a curve to the left tangent to the preceding course which curve has a radius of 301.90 feet; a central angle of 26° 16' 49.43" and an arc distance of 138.475 feet to a point on the Northerly line of Beach Street; thence deflecting 63° 38' 40.57" to the left from the tangent of the preceding curve, at last said point and running Easterly along said line of Beach Street 178.100 feet to the Westerly line of Leavenworth Street; thence Northerly along said line of Leavenworth Street 275.00 feet to the point of beginning.

Being a portion of 50 Vara Block No. 259.
Assessor's Lot 001; Block 0010

PARCEL TWO:
The easements, rights and restrictions which benefit the Cannery Owner (as defined in the Declaration [as hereinafter defined]) as contained in Declaration of Covenants, Conditions, Restrictions and Agreements (Parking Lot) recorded January 8, 1973, in Book B716 of Official Records, Page 900, as amended by "Notice of Amendment to Covenants, Conditions, Restrictions and Agreements" dated October 13, 1976, recorded October 18, 1976 in Liber C248, Page 253 of Official Records and Exhibits thereto. (collectively the "Declaration").

77-79 New Montgomery St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at a point on the Northwesterly line of Mission Street, distant thereon seventy (70) feet Southwesterly from the Southwesterly line of Second Street; running thence Southwesterly and along said line of Mission Street one hundred forty-three (143) feet and ten and one-half (10-1/2) inches to the Northeasterly line of New Montgomery Street; thence Northwesterly and along said line of New Montgomery Street one hundred sixty (160) feet, more or less, to the Southeasterly line of Jessie Street; thence Northeasterly and along said line of Jessie Street one hundred thirty-eight (138) feet, more or less, to a point distant thereon seventy (70) feet Southwesterly from the Southwesterly line of Second Street; thence at a right angle Southeasterly and parallel to the Southwesterly line of Second Street one hundred sixty (160) feet to the point of beginning.

Being a portion of 100 Vara Block No. 354
Assessor's Lot 014; Block 3707

180 New Montgomery St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Parcel 1:
Commencing at the point of the intersection of the Northwesterly line of Howard Street with the Southwesterly line of New Montgomery Street; running thence Northwesterly along the Southwesterly line of New Montgomery Street 160 feet to the Southeasterly line of Natoma Street; thence Southwesterly along the Southeasterly line of Natoma Street 142 feet and 6 inches; thence at a right angle Southeasterly 70 feet; thence at a right angle Northeasterly 15 feet and 4 inches; thence at a right angle Southeasterly 90 feet to the Northwesterly line of Howard Street; thence Northeasterly along the Northwesterly line of Howard Street 127 feet and 2 inches to the point of commencement.
Being a portion of 100 Vara Block No. 355.
Lot 22 Block 3722

Parcel 2:
Commencing at a point on the Southeasterly line of Natoma Street, distant thereon 142 feet 6 inches Southwesterly from the Southwesterly line of New Montgomery Street; thence at a right angle Southeasterly 70 feet to the true point of commencement; thence at a right angle Southwesterly 9 feet 8 inches; thence at a right angle Southeasterly 90 feet to the Northwesterly line of Howard Street; thence Northeasterly along the Northwesterly line of Howard Street 25 feet; thence at a right angle Northwesterly 90 feet; thence at a right angle Southwesterly 15 feet 4 inches to the true point of commencement.

Being a portion of 100 Vara Block No. 355.
Lot 23 Block 3722

625 Polk St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

BEGINNING at the corner formed by the intersection of the Northerly line of Turk Street with the Westerly line of Polk Street; and running thence Northerly along the Westerly line of Polk Street 137 feet, 6 inches; thence at a right angle Westerly 137 feet, 6 inches; thence at a right angle Southerly 137 feet, 6 inches to the Northerly line of Turk Street; and thence at a right angle Easterly along said line of Turk Street 137 feet, 6 inches to the point of beginning.

BEING a part of Western Addition Block No. 63.
BEING Assessors Lot 002; Block 0742

491 Post St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at the intersection of the Southerly line of Post Street with the Easterly line of Mason Street; running thence Southerly along the said Easterly line of Mason Street 137 feet, 6 inches; thence at right angles Easterly 110 feet; Thence at right angles Northerly 137 feet, 6 inches to the said Southerly line of Post Street; and Thence Westerly along the said Southerly line of Post Street 110 feet to the said Easterly line of Mason Street and the point of beginning.

Being a portion of 50 Vara Lot No. 970.
Assessor's Lot 009; Block 0307

540 Powell St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at a point on the Easterly line of Powell Street, distant thereon 87 feet and 6 inches Southerly from the Southerly line of Bush Street; running thence Southerly along said line of Powell Street 50 feet; thence at a right angle Easterly 137 feet and 8 5/8 inches to a point perpendicularly distant 275 feet and 10 inches Westerly from the Westerly line of Stockton Street; thence at a right angle Northerly and parallel with the Easterly line of Powell Street 23 feet; thence at a right angle Westerly 2 5/8 inches to a point perpendicularly distant 137 feet and 6 inches Easterly from the Easterly line of Powell Street; thence at a right angle Northerly and parallel with the Easterly line of Powell Street 27 feet to the Southerly line of Anson Place; thence at a right angle Westerly along said line of Anson Place 137 feet and 6 inches to the point of beginning.

Being a portion of 50 Vara Block No. 141.
Lot 009 Block 0285

625-629 Sutter St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL I:
COMMENCING at a point on the southerly line of Sutter Street, distant thereon 70 feet and 6 inches westerly from the westerly line of Mason Street; running thence westerly along said line of Sutter Street 67 feet; thence at a right angle southerly 127 feet and 6 inches; thence at a right angle easterly 20 feet; thence at a right angle northerly 40 feet; thence at a right angle easterly 47 feet; and thence at a right angle northerly 87 feet and 6 inches to the point of commencement.

PARCEL II:
ALSO, as appurtenant to the westerly 20 feet of said premises, an easement of right of way over the following described parcel of land, to-wit:
COMMENCING at a point on the westerly line of Mason Street, distant thereon 127 feet and 6 inches southerly from the southerly line of Sutter Street; running thence southerly along said line of Mason Street 10 feet; thence at a right angle westerly 137 feet and 6 inches; thence at a right angle northerly 10 feet; thence at a right angle easterly 137 feet and 6 inches to the point of commencement, as granted by Edward B. Hindes and Dorothy V. Hindes, his wife to Herman W. Newbauer, by Deed recorded January 2, 1903, in Book 1983 of Deeds, Page 70, at all times to be used as appurtenant to the land conveyed for the purpose of passing to and from between the rear of said lot and said Mason Street, nothing in the Grant contained to be construed as an agreement that said alley-way shall be dedicated or used by the public.

APN: Lot 014; Block 0297

740 Taylor St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at a point on the Easterly line of Taylor Street, distant thereon 80 feet Southerly from the Southerly line of Bush Street; running thence Southerly along said Easterly line of Taylor Street 57 feet and 6 inches; thence at a right angle Easterly 62 feet and 6 inches; thence at a right angle Northerly 57 feet and 6 inches; thence at a right angle Westerly 62 feet and 6 inches to the point of beginning.

Being a portion of 50 Vara Block No. 193.
Assessor's Lot 012; Block 0283

466 Townsend St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Commencing at the point of intersection of the Northeasterly line of 6th Street and the Northwesterly line of Townsend Street; running thence Northwesterly along said Northeasterly line of 6th Street 137 feet 6 inches; thence at a right angle Northeasterly 275 feet; thence at a right angle Southeasterly 137 feet 6 inches to the Northwesterly line of Townsend Street; thence at a right angle Southwesterly along said Northwesterly line of Townsend Street 275 feet to the point of beginning.

BEING part of 100-Vara Block No. 386
Being Assessor's Lot 005; Block 3785

1849 Van Ness Ave.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL I:
Commencing at the point of intersection of the Southerly line of Washington Street and the Westerly line of Van Ness Avenue; running thence Southerly along said line of Van Ness Avenue
72 feet; thence at a right angle Westerly 190 feet; thence at a right angle Northerly 72 feet to the Southerly line of Washington Street; thence at a right angle Easterly along said line of Washington Street 190 feet to the point of commencement.

Being a portion of Western Addition Block No. 90.
Assessor's Lot 001; Block 0618

PARCEL II:
Commencing at a point on the Westerly line of Van Ness Avenue, distant thereon 72 feet Southerly from the Southerly line of Washington Street; running thence Westerly parallel with said line of Washington Street 190 feet; thence at right angle Northerly 72 feet to the Southerly line of Washington Street; thence at a right angle Westerly along said line of Washington Street 21 feet 9 inches; thence at a right angle Southerly 127 feet, 8-1/4 inches; thence at a right angle Easterly 102 feet; thence at a right angle Northerly 5 feet, 8-1/4 inches; thence at a right angle Easterly 109 feet, 9 inches to the Westerly line of Van Ness Avenue; thence at a right angle Northerly along said line of Van Ness Avenue 50 feet to the point of commencement.

Being a portion of Western Addition Block No. 90.
Assessor's Lot 001B; Block 0618

2151 Van Ness Ave.

The land referred to herein is situated In the State of California, County of San Francisco, City of San Francisco, and is described as follows:

BEGINNING AT THE CORNER FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF BROADWAY WITH THE WESTERLY LINE OF VAN NESS A VENUE, AND RUNNING THENCE WESTERLY ALONG THE SAID LINE OF BROADWAY TWO HUNDRED AND FORTYSEVEN (247) FEET, THREE (3) INCHES MORE OR LESS TO THE NORTHEAST CORNER OF LOT NUMBER 4 OF THE SAME BLOCK, THE SAID NORTHEAST CORNER BEING ONE HUNDRED AND THIRTY-SEVEN (137) FEET SIX (6) INCHES EASTERLY FROM THE SOUTHEAST CORNER OF FRANKLIN STREET AND BROADWAY; THENCE AT A RIGHT ANGLE SOUTHERLY ALONG SAID EASTERLY SIDE OF SAID LOT NUMBER "4" ONE HUNDRED AND THIRTY-THREE (133} FEET, TWO AND ONE-FOURTH (2-1/4) INCHES MORE OR LESS TO A POINT MID-WAY BETWEEN THE SOUTHERLY LINE OF BROADWAY AND THE NORTHERLY LINE OF PACIFIC AVENUE; THENCE EASTERLY TWO HUNDRED AND FORTY-SEVEN {247) FEET, THREE (3) INCHES MORE OR LESS TO THE WESTERLY LINE OF VAN NESS A VENUE, AND INTERSECTING SAID LINE OF VAN NESS AVENUE ONE HUNDRED AND THIRTY-THREE (133) FEET TWO AND ONE-FOURTH (2-1/4) INCHES SOUTHERLY FROM THE SOUTHERLY LINE OF BROADWAY; THENCE NORTHERLY ALONG SAID WESTERLY LINE OF VAN NESS AVENUE ONE HUNDRED AND THIRTY-THREE {133) FEET TWO AND ONE-FOURTH (2-1/4) INCHES TO THE SOUTHERLY LINE OF BROADWAY
AND THE POINT OF BEGINNING, BEING LOTS NUMBER FIVE (5) AND SIX (6) IN WESTERN ADDITION BLOCK NUMBER 93 AS LAID DOWN AND DESIGNATED ON THE OFFICIAL MAP OF THE CITY AND COUNTY OF SAN FRANCISCO.
EXCEPTING THEREFROM, ALL THOSE PORTIONS OF SAID LAND CONVEYED TO THE ROMAN CATHOLIC WELFARE CORPORATION OF SAN FRANCISCO, A CALIFORNIA CORPORATION, BY DEED DATED FEBRUARY 25, 1953 AND RECORDED ON FEBRUARY 27, 1953 IN BOOK 6103 AT PAGE 365, OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO.

APN: Lot 015, Block 0575

1946 Van Ness Ave.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Commencing at the point of intersection of the Southerly line of Jackson Street and the Easterly line of Van Ness Avenue; running thence Southerly and along said line of Van Ness Avenue 65 feet; thence at a right angle Easterly 111 feet 6 inches; thence at a right angle Northerly 65 feet to the Southerly line of Jackson Street; thence at a right angle Westerly along said line of Jackson Street 111 feet 6 inches to the point of commencement.

Being part of Western Addition Block No. 51

Assessor's Lot 010A; Block 0598

1142 Van Ness Ave.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at the point of intersection of the Southerly line of Post Street and the Easterly line of Van Ness Avenue; running thence Easterly along said line of Post Street 109 feet; thence at a right angle Southerly 120 feet to the Northerly line of Cedar Street; thence at a right angle Westerly along said line of Cedar Street 109 feet to the Easterly line of Van Ness Avenue; thence at a right angle Northerly along said line of Van Ness avenue 120 feet to the point of beginning.

Being a portion of Western Addition Block No. 59.
Assessor's Lot 011; Block 0694

1080 Bush St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Commencing at a point on the northerly line of Bush Street, distant thereon 68 feet, 9 inches Easterly from the Easterly line of Leavenworth Street; running thence Easterly and along said line of Bush Street 45 feet, 10 inches; thence at a right angle Northerly 137 feet, 6 inches; thence at a right angle Westerly 45 feet, 10 inches; thence at a right angle Southerly 82 feet, 6 inches; thence at a right angle Easterly 1-1/2 inches; thence at a right angle Southerly 45 feet; thence at a right angle Westerly 1-1/2 inches; thence at a right angle Southerly 10 feet to the point of commencement.

Being part of 50 Vara Lot No. 1139, in Block No. 249.
Assessor's Lot 15; Block 0276

1153 Bush St.

The land referred to herein is situated in the State of California, City and County of San Francisco and is described as follows:

BEGINNING at a point on the southerly line of Bush Street, distant thereon 177 feet and 6 inches easterly from the easterly line of Hyde Street; running thence easterly and along said line of Bush Street 42 feet and 6 inches; thence at a right angle southerly 137 feet and 6 inches; thence at a right angle westerly 42 feet and 6 inches; thence at a right angle northerly 137 feet and 6 inches to the point of beginning.

BEING part of 50 Vara Block No. 279.
Assessor's Lot 26; Block 280

575 Harrison St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

All that certain real property, as shown on that certain Map entitled, "Parcel Map of 575 Harrison Street, a 33 Unit Live/Work Condominium Project,", which Map was filed for record in the Office of the Recorder of the City and County of San Francisco, State of California on November 16, 2005 in Book 92 of Condominium Maps at Pages 107 to 108.

APN: Lots 198 thru 230 (formerly Lot 069); Block 3764

1900 Jackson St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at the point of intersection of the Northerly line of Jackson Street with the Westerly line of Gough Street; running thence Westerly along said line of Jackson Street 34.50 feet; thence at a right angle Northerly 77.687 feet; thence at a right angle Easterly 34.50 feet to the Westerly line of Gough Street; thence at a right angle Southerly along said line of Gough Street 77.687 feet to the point of beginning.

Being a portion of Western Addition Block No. 163
Assessor's Lot 004A; Block 0592

736 Jones St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at a point on the Easterly line of Jones Street, distant thereon 100 feet Southerly from the Southerly line of Sutter Street; running thence Southerly along said Easterly line of Jones Street 37 feet and 6 inches; thence at a right angle Easterly 107 feet and 6 inches; thence at a right angle Northerly 37 feet and 6 inches; and thence at a right angle Westerly 107 feet and 6 inches to the point of beginning.

Being a portion of 50 Vara Block No. 222.
APN: Lot 027; Block 0298

1727 Lombard St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL ONE:
Commencing at a point on the Northerly line of Greenwich Street, distant thereon 156 feet, 3 inches Easterly from the Easterly line of Laguna Street; running thence Easterly and along said line of Greenwich Street, 50 feet; thence at a right angle Northerly 137 feet, 6 inches; thence at a right angle Westerly 50 feet; thence at a right angle Southerly 137 feet, 6 inches to the point of commencement.
Being part of Western Addition, Block No. 187.

PARCEL TWO:
Commencing at a point on the Southerly line of Lombard Street, distant thereon 131 feet and 3 inches Easterly from the Easterly line of Laguna Street; running thence Easterly along said line of Lombard Street, 50 feet; thence at a right angle Southerly 106 feet and 3 inches; thence at a right angle Westerly 50 feet; thence at a right angle Northerly 106 feet and 3 inches to the point of commencement.
Being part of Western Addition, Block No. 187.

PARCEL THREE:
Commencing at point on the Southerly line of Lombard Street (as widened) distant thereon 181 feet 3 inches Easterly from the Easterly line of Laguna Street; running Easterly and along said line of Lombard Street, 25 feet; thence at a right angle Southerly 106 feet, 3 inches; thence at a right angle Westerly 25 feet; thence at a right angle Northerly 106 feet, 3 inches to the point of commencement.
Being part of Western Addition, Block No. 187.

PARCEL FOUR:
Beginning at a point on the Southerly line of Lombard Street (as widened) distant thereon 206 feet and 3 inches Easterly from the Easterly line of Laguna Street; running thence Easterly and along said line of Lombard Street, 25 feet; thence at a right angle Southerly 106 feet and 3 inches; thence at a right angle Westerly, 25 feet; thence at a right angle Northerly 106 feet and 3 inches to the point of beginning.
Being part of Western Addition, Block No. 187.

PARCEL FIVE:
Beginning at a point on the Southerly line of Lombard Street, as widened, distant thereon 106 feet, 3 inches Westerly from the Westerly line of Octavia Street; running thence Westerly and along said line of Lombard Street, 75 feet; thence at a right angle Southerly 106 feet, 3 inches; thence at a right angle Easterly 75 feet; thence at a right angle Northerly 106 feet, 3 inches to the point of beginning.

Being a portion of Western Addition, Block No. 187.
APN: Lot 036, Block 0506

1916 Octavia St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at a point on the Easterly line of Octavia Street, distant thereon 137 feet 6 inches Northerly from the Northerly line of California Street; running thence Northerly and along said line of Octavia Street 75 feet; thence at a right angle Easterly 130 feet; thence at a right angle Southerly 75 feet; thence at a right angle Westerly 130 feet to the point of beginning.

APN: Lot: 011; Block: 0640

560 Powell St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at the point of intersection of the Southerly line of Bush Street and the Easterly line of Powell Street; running thence Easterly along said line of Bush Street 45 feet; thence at a right angle Southerly 67 feet 6 inches; thence at a right angle Westerly 45 feet to the Easterly line of Powell Street; thence Northerly along said line of Powell Street 67 feet, 6 inches to the point of beginning.

Being a part of Vara Block No. 141.
Assessor's Lot 010; Block 0285

620 Sutter St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at a point on the Northerly line of Sutter Street, distant thereon 45 feet Westerly from the point formed by the intersection of the said Northerly line of Sutter Street with the Westerly line of Mason Street; running thence Westerly along said Northerly line of Sutter Street 92 feet and 6 inches; thence at a right angle Northerly 137 feet and 6 inches; thence at a right angle Easterly 50 feet; thence at a right angle Southerly 1 foot 2 inches; thence at a right angle Easterly 42 feet and 6 inches; thence at a right angle Southerly 136 feet 4 inches to said Northerly line of Sutter Street at the point of beginning.

Being a portion of Vara Lot No. 591, as the same is laid down and numbered on the Official Map of the City and County of San Francisco, State of California.
Assessor's Lot 004A; Block 0283

655 Sutter St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL I:
Beginning at a point on the Southerly line of Sutter Street, distant thereon 187 feet, 6 inches Westerly from the Westerly line of Mason Street; running thence Westerly along said line of Sutter street 60 feet, 6 inches; thence at a right angle Southerly 137 feet, 6 inches; thence at a right angle Easterly 60 feet, 6 inches; thence at a right angle Northerly 137 feet, 6 inches to the point of beginning.
Being a portion of 50 Vara Block No. 194.

PARCEL II:
A Non-Exclusive Easement of right of way in, to and over the following described alleyway: Beginning at a point on the Westerly Line of Mason Street, distant thereon 127 feet and 6 inches Southerly from the Southerly line of Sutter Street; running thence Southerly along said line of Mason Street 10 feet; thence at a right angle Westerly 187 feet and 6 inches; thence at a right angle Northerly 10 feet; thence at a right angle Easterly 187 feet and 6 inches to the point of beginning.
Said Easement is as set forth in that certain Decree Establishing Title filed January 19th, 1911 in San Francisco County Superior Court Case No. 22542 (McInerney Series) and Recorded January 19th, 1911 in the office of the Recorder of the City and County of San Francisco, State of California Book 499 of Deeds, Page 1.

Assessor's Lot 012; Block 0297

680-688 Sutter St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL 1:
Beginning at a point on the Northerly line of Sutter Street, distant thereon 41 feet, 9 1/2 inches Easterly line of Taylor Street, running thence Easterly along said line of Sutter Street 44 feet, 7 3/4 inches; thence Northerly to a point perpendicularly distant 41 feet, 1 inch Northerly from the Northerly line of Sutter Street and also perpendicularly distant 86 feet, 4 5/8 inches Easterly from the Easterly line of Taylor Street; thence Northerly to a point perpendicularly distant 65 feet, 7 inches Northerly from the Northerly line of Sutter Street and also perpendicularly distant 86 feet, 8 3/4 inches Easterly from the Easterly line of Taylor Street; thence Northerly to the Southerly line of a 10 foot alley at a point distant thereon 86 feet 10 1/4 inches Easterly from the Easterly line of Taylor Street; thence Westerly along said Southerly line of said Alley 45 feet, 0 1/4 of an inch to a point distant thereon 41 feet, 10 inches Easterly from the Easterly line of Taylor Street; thence Southerly 27 feet, more or less, to a point perpendicularly distant 54 feet, 8 inches Northerly from the Northerly line of Sutter Street, and also perpendicularly distant 41 feet, 9 7/8 inches Easterly from the Easterly line of Taylor Street; thence Southerly to a point perpendicularly distant 35 feet Northerly from the Northerly line of Sutter Street and also perpendicularly distant 41 feet, 9 inches Easterly from the Easterly line of Taylor Street; thence Southerly 35 feet, more or less, to the point of beginning.

Being a part of 50 Vara Block No. 193.

PARCEL 2:
An Easement of Right of Way for ingress and egress over all Alleyway hereinabove referred to and described as follows:
Beginning at a point on the Easterly line of Taylor Street, distant thereon 81 feet, 8 inches Northerly from the Northerly line of Sutter Street; running thence Northerly along said line of Taylor Street 10 feet; thence at a right angle Easterly 87 feet, 6 inches; thence at a right angle Southerly 10 feet; thence at a right angle Westerly 87 feet, 6 inches to the point of beginning.

Assessor's Lot 007; Block 0283

817-831 Sutter St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at a point on the southerly line of Sutter Street, distant thereon 57 feet 6 inches westerly from the westerly line of Jones Street, running thence westerly along said line of Sutter Street 80 feet; thence at a right angle southerly 110 feet; thence at a right angle easterly 55 feet; thence at a right angle northerly 9 feet and 6 inches; thence at a right angle easterly 25 feet; thence at a right angle northerly 100 feet 6 inches; to the point of beginning.

Being part of 50 Vara Lot No. 1087.
Assessor's Lot 021; Block 0299

860 Sutter St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at a point on the Northerly line of Sutter Street, distant thereon 137 feet and 6 inches Easterly from the Easterly line of Leavenworth Street; running thence Easterly along said line of Sutter Street 46 feet and 17 1/2 inches; thence at a right angle Northerly 137 feet and 6 inches; thence at a right angle Westerly 46 feet and 7 1/2 inches; thence at a right angle Northerly 137 feet and 6 inches to the point of beginning.

Being a portion of 50 Vara Block No. 250.
Assessor's Lot 006; Block 0281

2209 Van Ness Ave.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL I:
Beginning at a point on the Westerly line of Van Ness Avenue, distant thereon 90 feet and 6 inches Northerly from the Northerly line of Broadway; running thence Northerly and along said

Westerly line of Van Ness Avenue 47 feet; thence at a right angle Westerly 135 feet and 3 inches; thence at a right angle Southerly 47 feet; thence at a right angle Easterly 135 feet and 3 inches to the point of beginning.
Being a portion of Western Addition Block No. 94

PARCEL II:
Beginning at a point perpendicularly distant Westerly 123 feet from the Westerly line of Van Ness Avenue and perpendicularly distant Southerly 136 feet and 6 inches from the Southerly line of Vallejo Street; running thence Southerly and parallel with the Westerly line of Van Ness Avenue 1 foot; thence at a right angle Westerly 12 feet and 3 inches; thence at a right angle Northerly 1 foot; thence at a right angle Easterly 12 feet and 3 inches to the point of beginning.

Being part of Western Addition Block No. 94
Assessor's Lot 029; Block 0570
BEING PART OF LOT NO 29, BLOCK NO. 570.

2211 Van Ness Ave.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at a point on the Westerly line of Van Ness Avenue, distant thereon 107 feet, 6 inches Southerly from the Southerly line of Vallejo Street; running thence Southerly along said line of Van Ness Avenue 30 feet; thence at a right angle Westerly 123 feet; thence at a right angle Northerly 30 feet; and thence at a right angle Easterly 123 feet to the point of beginning.

Being a portion of Western Addition, Block No. 94
Assessor's Lot 005; Block 0570

2550 Van Ness Ave.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL 1:
Beginning at the point of intersection of the Easterly line of Van Ness Avenue with the Southerly line of Filbert Street; and running thence Easterly along said Southerly line of Filbert Street 223 feet 3 inches; thence at a right angle Southerly 137 feet 6 inches; thence at a right angle Westerly 223 feet 3 inches to the said Easterly line of Van Ness Avenue; thence Northerly along last named line 137 feet 6 inches to the point of beginning.
Being a portion of Western addition Block No. 45.

PARCEL 2:
An easement for driveway purposes over and along the following described parcel of land:
Beginning at a point on the Southerly line of Filbert Street, distant thereon 223 feet 3 inches Easterly from the Easterly line of Van Ness Avenue; running thence Easterly along said line of Filbert Street 20 feet; thence at a right angle Southerly 137 feet 6 inches; thence at a right

angle Westerly 20 feet; and thence at right angle Northerly 137 feet 6 inches to the point of beginning.

The aforesaid easement is not to include any portion of the existing building now situated on said easement.
Assessor's Lot 021; Block 0526

2225 Jerrold Ave.

The land referred to hereinbelow is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL ONE: BEGINNING ATTHE POINT OF INTERSECTION OF THE NORTHWESTERLY LINE OF UPTON STREETWITHTHE SOUTHWESTERLY LINE OF JERROLD AVENUE; RUNNING THENCE NORTHWESTERLY ALONG SAID LINE OF JERROLD AVENUE 167.257 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 360 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY 167.257 FEET, MORE OR LESS, TO THE NORTHWESTERLY LINE OF UPTON STREET;THENCE AT ARIGHT ANGLE NORTHEASTERLY ALONG SAID LINE OF UPTON STREET 360FEET TO THE POINT OF BEGINNING.

PARCEL TWO:
COMMENCING AT THE POINT OF INTERSECTION OF THE NORTHWESTERLY LINE OF UPTON STREET WITH THE SOUTHWESTERLY LINE OF JERROLD AVENUE; RUNNING THENCE NORTHWESTERLY ALONG SAID LINE OF JERROLD AVENUE 167.257 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 360 FEET TO THE TRUE POINT OF COMMENCEMENT, SAID TRUE POINT OFCOMMENCEMENT BEING THE MOST WESTERLY CORNER OFTHE PARCEL OF LAND DESCRIBED IN THE DEED TO CALIFORNIA BODY & TRAILER MFRS., RECORDED SEPTEMBER 26, 1966 (B84 OR 812); THENCE CONTINUING SOUTHWESTERLY ALONG SAID LINE RUNNING AT A RIGHT ANGLE TOJERROLD AVENUE 160 FEET; THENCE AT ARIGHT ANGLE SOUTHEASTERLY 0.667 FEET; THENCE AT A RIGHT ANGLE SOUTHWESTERLY 122.788 FEET; THENCE SOUTHERLY ALONG A CURVE TOTHELEFT TANGENT TO THE PRECEEDING COURSE, WITH A RADIUS OF 279.439 FEET AND A CENTRAL ANGLE OF 24 48' 01" A DISTANCE OF 120.954 FEET TO A POINT ON THE NORTHEASTERLY LINE OF MCKINNON AVENUE, DISTANT THEREON 140.818 FEET NORTHWESTERLY FROM THE NORTHWESTERLY LINE OF UPTON STREET; THENCE SOUTHEASTERLY ALONG SAID LINE OF MCKINNON AVENUE 140.818 FEET TO THE NORTHWESTERLY LINE OF UPTON STREET; THENCE AT A RIGHT ANGLE NORTHEASTERLY ALONG SAID LINE OF UPTON STREET 400 FEET TO THE INTERSECTION THEREOF WITH THE SOUTHWESTERLY LINE OF THE ABOVE REFERRED TO PARCEL; THENCENORTHWESTERLY ALONG SAID SOUTHWESTERLY LINE 167.257 FEET TO THE TRUE POINT OF COMMENCEMENT.

950 Van Ness Ave.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

PARCEL A:
Beginning at a point on the Southerly line of O'Farrell Street, distant thereon 109 feet Easterly from the Easterly line of Van Ness Avenue; and running thence Easterly along said line of O'Farrell Street 30 feet; thence at a right angle Southerly 120 feet; thence at a right angle Westerly 30 feet; and thence at a right angle Northerly 120 feet to the point of beginning.
Being a portion of Western Addition Block No. 61.

PARCEL B:
Beginning at a point of intersection of the Southerly line of O'Farrell Street with the Easterly line of Van Ness Avenue; running thence Southerly along said line of Van Ness Avenue 60 feet; thence at a right angle Easterly 109 feet; thence at a right angle Northerly 60 feet to the Southerly line of O'Farrell Street; and thence at a right angle Westerly along said line of O'Farrell Street 109 feet to the point of beginning.
Being a portion of Western Addition Block No. 61.

PARCEL C:
Beginning at a point on the Easterly line of Van Ness Avenue, distant thereon 60 feet Southerly from the Southerly line of O'Farrell Street; running thence Southerly along said line of Van Ness Avenue 60 feet to the Northerly line of Olive Street; thence at a right angle Easterly along said line of Olive Street 109 feet; thence at a right angle Northerly 60 feet; and thence at a right angle Westerly 109 feet to the point of beginning.

Being a portion of Western Addition Block No. 61.
APN: 0718-017 (Parcel A), 0718-021 (Parcels B and C)

Exhibit B-2

Legal Descriptions of Non-Academy Properties

700 Montgomery St.

The land referred to in this Report is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Parcel A, as said Parcel is shown on Parcel Map 1366 which Map filed October 23, 2006 in Book 47, Page 13,
of Parcel Maps, San Francisco County Records.
Being a part of 50 Vara Block No. 50
A portion of Assessor's Lot 028; Block 0196

1069 Pine St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at the point of intersection of the Southerly line of Pine Street, distant thereon 87 feet and 6 inches Easterly from the Southeasterly corner of Pine and Jones Streets; and running thence Easterly along the Southerly line of Pine Street 50 feet; thence at a right angle Southerly 137 feet and 6 inches; thence at a right angle Westerly 137 feet and 6 inches; thence at a right angle Northerly 10 feet; thence at a right angle Easterly 87 feet and 6 inches; thence at a right angle Northerly 127 and 6 inches to the point of beginning.
Being a part of 50 Vara Block No. 1072
Assessor's Lot 8; Block 275

2295 Taylor St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at the point of intersection of the Southerly line of Chestnut Street and Westerly line of Taylor Street; and running thence Westerly along said line of Chestnut Street 72 feet; thence at a right angle Southerly 145 feet; thence at a right angle Easterly 72 feet to the Westerly line of Taylor Street 145 feet to the point of beginning.
Being a part of 50 Vara Block No. 206
Assessor's Lot 1; Block 66

2340 Stockton St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Commencing at a point formed by the intersection of the easterly line of Stockton Street with the northerly line of North Point Street; running thence northerly along said easterly line of Stockton Street 275 feet to the southerly line of Beach Street; thence easterly along said southerly line of Beach Street 137 feet, 6 inches; thence at a right angle southerly and parallel with the easterly line of Stockton Street 275 feet to the northerly line of North Point Street 137 feet, 6 inches to the said easterly line of Stockton Street and the point of commencement.
Being a part of fifty Vara Block No. 99
Assessor's Lot 4; Block 18

460 Townsend St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Beginning at a point on the Northwesterly line of Townsend Street distant thereon 275 feet Northeasterly from the Northeasterly line of 6th Street; running thence Northeasterly along said line of Townsend Street 84 feet; thence at a right angle Northwesterly 250 feet to the Southeasterly line of Bluxome Street; thence Southwesterly along said line of Bluxome Street 84 feet; thence at a right angle Southeasterly 250 feet to the point of beginning.
Being part of 100 Vara Block No. 386

EXCEPTING THEREFROM:

Commencing on the Northwesterly line of Townsend Street distant thereon 275 feet Northeasterly from the Northeasterly line of 6th Street; thence at a right angle Northwesterly to said Northwesterly line of Townsend Street 125 feet to a point, said point being the true point of beginning; running thence at a right angle Northwesterly 125 feet to the Southeasterly line of Bluxome Street; thence at a right angle Southwesterly along said line of Bluxome Street 84 feet; thence at a right angle Southeasterly 125 feet to the point of beginning.
Being part of 100 Vara Block No. 386
Assessor's Lot 023; Block 3785

150 Hayes St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:
PARCEL ONE:
Beginning at a point on the Northerly line of Hayes Street, distant thereon 110 feet Westerly from the Westerly line of Polk Street; running thence Westerly along said line of Hayes Street 25 feet; thence at a right angle Northerly 120 feet to the Southerly line of Ivy Avenue; thence Easterly along said Southerly line of Ivy Avenue 25 feet; and thence at a right angle Southerly 120 feet to the point of beginning.
Being portion of Western Addition Block No. 68.
PARCEL TWO:
Beginning at a point on the Northerly line of Hayes Street, distant thereon 135 feet Westerly from the Westerly line of Polk Street; running thence Westerly and along said Northerly line of Hayes Street 85 feet; thence at a right angle Northerly 120 feet to the Southerly line of Ivy

Street (formerly Ivy Avenue); thence at a right angle Easterly and along said Southerly line of Ivy Street 85 feet; and thence at a right angle Southerly 120 feet to the Northerly line of Hayes Street and the point of beginning.
Being portion of Western Addition Block No. 68.
PARCEL THREE:
Beginning at a point on the Northerly line of Hayes Street, distant thereon 109 feet Easterly from the point of intersection of the Easterly line of Van Ness Avenue with the said line of Hayes Street; running thence Easterly along said line of Hayes Street 55 feet; thence at a right angle Northerly 120 feet to the Southerly line of Ivy Street; thence at a right angle Westerly along said Southerly line of Ivy Street 55 feet; and thence at a right angle Southerly 120 feet to the Northerly line of Hayes Street and the point of beginning.
Being a portion of Western Addition Block No. 68.
Assessor's Lot 022; Block 0811

1055 Pine St.

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:
Parcel One: Beginning at a point on the Northwesterly line of Pine Street distant thereon 137 feet and 6 inches easterly from the Easterly line of Jones Street; running thence Easterly along said line of Pine Street 94 feet and 6 inches; thence at a right angle Southerly 137 feet and 6 inches; thence at a right angle Westerly 94 feet and 6 inches; thence at a right angle Northerly 137 feet and 6 inches to the point of beginning.
Being portion of 50 Vara Block No. 220
PARCEL TWO:
Together with and as an appurtenance thereto the right to construct and maintain a brick or pipe sewer through the following described property. Beginning at a point on the Northerly line of Bush Street, distant thereon 210 feet Westerly from the Westerly line of Taylor Street; running thence Northerly and parallel with said line of Taylor Street 110 feet; thence at a right angle Easterly 17 feet and 6 inches; thence at a right angle Northerly 27 feet and 6 inches; thence at a right angle Westerly 27 feet and 6 inches; thence at a right angle Southerly 137 feet and 6 inches to the Northerly line of Bush Street; thence Easterly along said line of Bush Street 10 feet to the point of beginning.

Exhibit C

Mitigation Monitoring and Reporting Program

[*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 Archaeological Assessment. [Applies to growth in the 12 study areas: Impacts C-4.1 and CP-4.3] This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of two feet below ground surface (bgs) or greater within the following study areas: SA-2, Lombard Street/Van Ness Avenue, SA-5, Mid Market Street; SA-6, Fourth Street/Howard Street; SA-7, Rincon Hill East; SA-8, Third Street/Bryant Street; SA-9, Second Street/Brannan Street; and SA-12, Ninth Street/Folsom Street; to a depth of four feet bgs or greater and located within properties within the remaining study areas (SA-1, Lombard Street/Divisadero Street; SA-3, Mid Van Ness Avenue; SA-4, Sutter Street/Mason Street; SA-10, Fifth Street/Brannan Street; and SA-11, Sixth Street/Folsom Street); or to the thresholds identified in the Area Plan EIR Archeological Mitigation Zones outlined in Table 4.5-2, Area Plan EIR Archeological Resources Mitigation Measures, p. 4.5-59, for projects covered by those Zones. Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist, or a Preliminary Archeological Sensitivity Study (PASS) may be required in consultation with the San Francisco Planning Department archeologist. The PASS shall be prepared by an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The PASS shall contain the following:	Project sponsor; Planning Department archeologist or qualified archeological consultant; Environmental Review Officer (ERO)	Prior to any soil disturbing activities	Project-specific Preliminary Archaeological Assessment	Project sponsor, archaeologist and Environmental Review Officer (ER0)	The project archeologist to consult with the ERO as indicated. Considered complete after review and approval of the Final Archeological Resources Report by the ERO.

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

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
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	Project sponsor	Submitted Annually	Development, submittal, and approval of shuttle management plan Update shuttle management plan, as needed, to address capacity utilization performance standard and as additional project sites are added or prior	ERO or designee; MTA	Annually

[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.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	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, ERO, and SFMTA	Ongoing
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 Residential Uses. [Applies to growth in the 12 study areas: Impacts NO-2.1a, NO-2.3, and C-NO-1] For new development including conversion of non-noise-sensitive to noise-sensitive uses 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.	Project sponsor; qualified acoustical consultant	During project design	Detailed analysis of noise reduction requirements	Planning Department; Department of Building Inspection	Considered complete upon approval of building permit plans

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Mitigation Measure M-NO-2.1b – Siting of Noise-Sensitive Uses. [Applies to growth in the 12 study areas: Impacts NO-2.1a, NO-2.3, and C-NO-1] To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new residential development and development that includes other 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.	Project sponsor; Planning Department; qualified acoustical consultant	Prior to issuance of a building permit	Analysis of site noise-generating uses	Project sponsor; Planning Department	Considered complete upon approval of building permit plans

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
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 change of use new (as opposed to replacement) mechanical equipment or ventilation units that would be expected, to increase ambient to noise levels by 5 dBA or more, either short-term, at 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 *San Francisco General Plan* 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.	Project sponsor; Planning Department; qualified acoustical consultant	Prior to issuance of a building permit	Analysis of site noise-generating uses	Project sponsor; Planning Department	Considered complete upon approval of building plans

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	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.	Project sponsor/ contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Submit certification statement.	Project sponsor / contractor(s) and the ERO.	Considered complete on submittal of certification statement.
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:	Project sponsor and contractor	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Prepare and submit a Plan.	Project sponsor/ contractor(s) and the ERO.	Considered complete on findings by ERO that Plan is complete.
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					

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.

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*

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.

* Alternative fuels are not a VDECS.

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 Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
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. *Reporting*. 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

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM 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. 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. C. *Certification Statement and On-Site Requirements.* 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.					implemented.
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.	Project Sponsor and contractor	Ongoing during construction	Maximum daily construction activities	Project Sponsor; Contractor; Planning Department; and the ERO	Considered complete after construction activities have ended
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).	Project Sponsor and contractor	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.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
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.	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.
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] *Air Filtration and Ventilation Requirements for Sensitive Land Uses.* 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 meets the MERV-13 performance standard identified in this measure. *Maintenance Plan.* 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. *Disclosure to Renters.* 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	Project sponsor and contractor	Prior to receipt of a building permit	Enhanced Ventilation Plan; Maintenance Plan; disclosure to buyers and renters	Project sponsor and the ERO.	Ongoing during operation

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
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.	Project sponsor and contractor	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

Exhibit D

List of Approvals

Board of Supervisors

1. Approval of Development Agreement, Planning and Administrative Code Waivers, Exemptions and Findings of Consistency and Planning Code Amendments (Ordinance No. _____, dated _____, 2019).

2. Adopting CEQA Findings and Statement of Overriding Considerations (Resolution No. _____, dated _____, 2019).

Planning Commission

1. Certification of the Final Environmental Impact Report (Motion No. 19704, adopted July 28, 2016).

2. Adopting CEQA Findings (including a Statement of Overriding Considerations), and a Mitigation Monitoring and Reporting Program (Motion No. _____, adopted _____, 2019).

3. Approval of master Conditional Use Authorization authorizing the Stephens Institute and/or the LLC Parties proposed uses at certain Academy properties, as well as property-specific Planning Code exceptions and modifications required for such uses (Motion No. _____, adopted _____, 2019)

4. Recommendation to the Board of Supervisors to approve a Development Agreement among the City, Stephens Institute, and LLC Parties (Resolution No. _____, adopted _____, 2019).

5. Recommendation to the Board of Supervisors to approve Planning and Administrative Code Waivers, Exemptions and Findings of Consistency and Planning Code Amendments. (Resolution No. _____, adopted _____, 2019).

Historic Preservation Commission

1. Approval of master Permit to Alter for those Academy Properties subject to Article 11 of the Planning Code (Motion No. _____, adopted _____, 2019)

2. Approval of master Certificate of Appropriateness for those Academy Properties subject to Article 10 of the Planning Code (Motion No. _____, adopted _____, 2019)

3. Adopting CEQA Findings (including a Statement of Overriding Considerations), and a Mitigation Monitoring and Reporting Program (Motion No. _____, adopted _____, 2019).

4. Recommendation to the Board of Supervisors to approve a Development Agreement among the City, Stephens Institute, and LLC Parties (Resolution No. _____, adopted _____, 2019).

5. Recommendation to the Board of Supervisors to approve Planning and Administrative Code Waivers, Exemptions and Findings of Consistency and Planning Code Amendments. (Resolution No. _____, adopted _____, 2019).

Exhibit E

Schedule of Performance

Section 1. Approvals as Condition Precedent to Development Agreement. The Approvals outlined on Exhibit D represent conditions precedent to the effectiveness of this Agreement. In connection with the application for the Master CU, the Stephens Institute and LLC Parties have submitted to the City detailed architectural plans dated _____, 2019 and memorialized as Exhibit B to Planning Commission Motion No._____, approving Master CU Application No. 2019-012970CUA outlining the scope of work the Stephens Institute and LLC Parties are required to complete for each Academy Property, as included in the Master CU application. ("**Scope of Work Plans**").

Section 2. Building Permit Submittal. The Stephens Institute and the LLC Parties must submit to the City complete building permit applications, as well as any applications to PW and SFMTA required for approval of any improvements in the public right of way, required to implement the Scope of Work Plans within sixty (60) days after the Effective Date, provided, however, for the property commonly known as 1946 Van Ness Street, the Stephens Institute and the LLC Parties shall submit a complete building permit application within twelve (12) months after the Effective Date.

For each property, the Academy shall submit a single building permit, which shall detail any permitted phasing of the work in accordance with the Schedule of Performance. Upon completion of any phase, the Academy will provide notification to the City containing reasonable documentation of the completion of work and shall promptly accommodate City requests for inspection. For avoidance of doubt, the Academy's completion of a Phase below shall not be tied to a requirement that a given building permit be finally closed by the Department of Building Inspection and, instead, building permits contemplated in this section shall be closed in the ordinary course of Department of Building Inspection practice.

In performing the Scope of Work under this Agreement the Academy shall comply with all applicable Laws.

Section 3. City Approval of Building Permit Applications. The City shall approve each of the building permits, described in Section 2 above, within four (4) months of each such building permit submittal to the City. The Stephens Institute and LLC Parties' substantial completion deadlines for each property described in Section 4 below shall not begin to run until all Later Approvals for that property have been approved by the City.

Section 4. Stephens Institute and LLC Parties Schedule of Performance.

4.1 Phase One.

(a) For each Scope of Work Plan, Phase One shall consist of:

(i) all interior building improvements required to accommodate each specific building's change of use;

(ii) all work connected to approved signage, including removal of any unpermitted signage; and

(iii) any improvements or alterations in the public right of way adjacent to the building.

(b) The Stephens Institute, or applicable LLC Party, shall substantially complete Phase One within eight (8) months of the date of the issuance of all required Approvals and Later Approvals for work required to be completed under this Agreement for each individual property.

4.2 Phase Two.

(a) Phase Two shall consist of all exterior building alterations, including all building repair and restoration work, and window replacements, included in the Scope of Work Plans except for the approved signage work required under Phase One and all work required under Phase Three. To be clear, Phase Two shall also include building repairs and restoration work, and window replacements at all properties except 58-60 Federal Street.

(b) The Stephens Institute, or applicable LLC Party, shall substantially complete Phase Two within fourteen (14) months from the issuance of all required Approvals and Later Approvals for work required to be completed under this Agreement for each individual property.

4.3 Phase Three.

(a) Phase Three shall consisted of all improvements in the Scope of Work Plans related to external lighting, security cameras, and electrical conduit, and all improvements in the Scope of Work Plan for the property commonly known as 58 Federal Street.

(b) The Stephens Institute, or applicable LLC Party, shall substantially complete Phase Three within twenty (20) months from the issuance of all required Approvals and Later Approvals for work required to be completed under this Agreement for each individual property.

4.4 1946 Van Ness Avenue.

The Stephens Institute, or applicable LLC Party, must complete all work associated with the 1946 Van Ness Avenue Scope of Work Plan on the timeframe allotted in DBI's initial approval of the building permit application associated with the property commonly known as 1946 Van Ness Avenue. For the avoidance of doubt, DBI's timeframe for the completion of the work associated with 1946 Van Ness Avenue shall be consistent with other similarly situated properties. The Stephens Institute, and applicable LLC Party, must seek approval by the Planning Department for any extension of such time allotted by DBI through the initial permit issuance. Such approval shall be reasonably given by the Planning Department and issued within thirty (30) days from the

Academy's written submittal of a request for such approval to the Planning Department. If the Planning Department fails to respond within such timeframe, the Planning Department shall be deemed to have approved such extension.

4.5 2550 Van Ness Avenue.

Notwithstanding Sections 4.1 through 4.3 above, the Stephens Institute, or applicable LLC Party, shall substantially complete all work associated with the 2550 Van Ness Avenue Scope of Work Plan within twelve (12) months from the issuance of all required Approvals and Later Approvals for work required to be completed under this Agreement for the property commonly known as 2550 Van Ness Avenue.

4.6 Withdrawn Buildings.

On or before the Effective Date, the Academy shall have withdrawn all Stephens Institute use from the below listed properties:

700 Montgomery Street

168 Bluxome Street

1055 Pine Street

The Academy shall withdraw all Stephen Institute use from the below listed properties within six (6) months following the Effective Date, subject to the City's approval of Stephen's Institute use in 701 Chestnut Street pursuant to Section 3.2.1(c)(1) of the Development Agreement:

1069 Pine Street

701 Chestnut Street

2340 Stockton Street

460 Townsend Street

150 Hayes Street

121 Wisconsin Street

4.7 Withdrawal of Certain Applications. Within thirty (30) days of the Effective Date, the Academy will irrevocably withdraw the building permits and conditional use applications listed in Schedule 2.

Section 5. Vacation of Academy Properties. The Stephens Institute, and LLC Parties, shall be determined to have met the schedule of performance in the event any building subject to this Agreement is vacated before the Academy completes the work required pursuant to the Scope of

Work Plan for that property so long as all remaining work to the exterior of the building required pursuant to the elevation sheets on the Scope of Work Plan for properties identified as Category A historic resources and/or subject to Articles 10 or 11 of the Planning Code, and not specifically tied to the change or use of the property, has been completed, or such work has been contractually assumed by the Transferee, before such Transfer occurs, under a document in form and substance reasonably approved by the City and such Transfer is permitted under the Development Agreement. Any such assumption shall require the Transferee to complete the work on the timelines found in this Schedule of Performance. Buildings voluntarily vacated by the Academy shall retain their last legal land use designation as of the time they are vacated and subsequent entities shall not be entitled to the changes of use designations, permitted uses, and/or conditional use authorizations to be granted under this Agreement; however, nothing in this paragraph shall limit any subsequent owner's ability to seek a change of use, entitlement, or related permits in accordance with applicable Laws, outside the context of the Development Agreement. The Stephens Institute, and applicable LLC Party, shall provide written notice of their intent to vacate, or Transfer, any such building to the Planning Director and the City Attorney at least thirty (30) days before doing so.

Section 6. Unforeseen Circumstances. The Parties understand that unforeseen circumstances may arise that will render this Schedule of Performance impractical, impossible, or overly burdensome due to unforeseen material increases in cost, scope of work, or material operational complications, in each instance entirely outside of the Academy's control, including, but not limited, to technical building permit requirements that substantially increase the scope of work beyond that contemplated in this Schedule of Performance. If such an event arises the Academy and LLC parties will provide written notice to the Planning Director, the City Attorney and the Director of DBI within 30 days requesting an extension ("**Extension Notice**"). Upon receipt, and in no event less than two (2) weeks after receipt of the Extension Notice, the DBI Director may recommend an extension to the Planning Director based on the reasonable and customary amount of time required to complete the work required under the given circumstances. The Planning Director may thereafter grant or deny the extension. The Planning Director shall issue a written notice granting or denying the extension and outlining the extension's length or describing the reasoning for denying such an extension ("**Planning Director Notice**"), within thirty (30) days after the City's receipt of the Extension Notice.

If the Academy disagrees with the Planning Director Notice for any good faith reason, then the Academy, a representative of the Planning Director, a representative of DBI, and a representative of the City Attorney agree to meet and confer in good faith to determine the appropriate extension, if any, to this Schedule of Performance. Such meeting shall occur within thirty (30) days after the issuance of the Planning Director Notice.

If the parties' good faith efforts to meet and confer do not result in resolution of the issue the parties shall attend a settlement conference with the Honorable Judge Harold Kahn (or an agreed upon successor Judge of the Superior Court of California for the County of San Francisco) where the parties will be afforded the opportunity to be heard and present evidence within thirty (30) days after the parties meeting. The parties agree to abide by the determination of the Honorable Judge Harold Kahn (or an agreed upon successor Judge of the Superior Court of California for the County of San Francisco) concerning the resolution of the disputed issue.

It shall not be a default under this Agreement, nor shall the City issue a notice of default for failure to meet any deadline identified in this Schedule of Performance, if the Academy has provided the above written notice, until after such time as the conference before the Judge of the Superior Court described above has been completed. Provided the Academy has acted in good faith, and the delivery of the Extension Notice results in the Academy missing a deadline in this Schedule of Performance, such deadline shall be extended by such time equal to the delivery of the Extension Notice and the final resolution of the issue under this provision.

Section 7. Affordable Housing Public Benefit. As further provided in the Settlement Agreement, the Affordable Housing Public Benefit shall be paid by the LLC Parties, jointly and severally, six (6) months from the Effective Date, subject to Section 3.1 of this Agreement.

Exhibit F

Form of Certificate of Use for
the three Academy Properties that will include Chapter 41 units after Approvals

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

NO. 2019-004
DATE ISSUED: October --, 2019

CERTIFICATE OF USE

AUTHORIZES THE OPERATION OF

0 RESIDENTIAL GUEST ROOMS **16 TOURIST GUEST ROOMS***	**AT**	**1153 Bush Street**

THIS PERMIT IS VALID FROM THE DATE OF ISSUANCE UNTIL REVISED OR REVOKED PURSUANT TO CHAPTER 41 OF THE SAN FRANCISCO ADMINISTRATIVE CODE AND THE SAN FRANCISCO BUILDING CODE.

PLEASE NOTE THAT THE "RESIDENTIAL AND TOURIST" TERMS INDICATED ABOVE ARE SAN FRANCISCO ADMINISTRATIVE CODE, CHAPTER 41 DESIGNATIONS ONLY. THESE DESIGNATIONS DO NOT SUPERSEDE THE REQUIREMENTS OF ANY OTHER CITY CODES.

***Pursuant to the _____, 20__ Development Agreement by and among the City and County of San Francisco and the Stephens Institute, dba Academy of Art University and the LLC Parties ("Development Agreement"), the HCO designations of the guest rooms at 1053 Bush Street are as follows: 16 Group Housing bedrooms with a Student Housing use characteristic not subject to Administrative Code Chapter 41.**

DIRECTOR OF THE DEPARTMENT OF BUILDING INSPECTION
Tom Hui, S.E., C.B.O.

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

NO. 2019-003
DATE ISSUED: October --, 2019

CERTIFICATE OF USE

AUTHORIZES THE OPERATION OF

0 RESIDENTIAL GUEST ROOMS 15 TOURIST GUEST ROOMS*	AT	1080 Bush Street

THIS PERMIT IS VALID FROM THE DATE OF ISSUANCE UNTIL REVISED OR REVOKED PURSUANT TO CHAPTER 41 OF THE SAN FRANCISCO ADMINISTRATIVE CODE AND THE SAN FRANCISCO BUILDING CODE.

PLEASE NOTE THAT THE "RESIDENTIAL AND TOURIST" TERMS INDICATED ABOVE ARE SAN FRANCISCO ADMINISTRATIVE CODE, CHAPTER 41 DESIGNATIONS ONLY. THESE DESIGNATIONS DO NOT SUPERSEDE THE REQUIREMENTS OF ANY OTHER CITY CODES.

*Pursuant to the _____, 20__ Development Agreement by and among the City and County of San Francisco and the Stephens Institute, dba Academy of Art University and the LLC Parties ("Development Agreement"), the HCO designations of the guest rooms at 1080 Bush Street are as follows: 15 Units are Group Housing bedrooms with a Student Housing use characteristic and 42 apartments/dwelling units; the Group Housing and apartments/dwelling units at 1080 Bush are not subject to Administrative Code Chapter 41.

DIRECTOR OF THE DEPARTMENT OF BUILDING INSPECTION
Tom Hui, S.E., C.B.O.

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

NO. 2019-002
DATE ISSUED: October --, 2019

CERTIFICATE OF USE

AUTHORIZES THE OPERATION OF

89 RESIDENTIAL GUEST ROOMS* 0 TOURIST GUEST ROOMS	AT	860 Sutter Street

THIS PERMIT IS VALID FROM THE DATE OF ISSUANCE UNTIL REVISED OR REVOKED PURSUANT TO CHAPTER 41 OF THE SAN FRANCISCO ADMINISTRATIVE CODE AND THE SAN FRANCISCO BUILDING CODE.

PLEASE NOTE THAT THE "RESIDENTIAL AND TOURIST" TERMS INDICATED ABOVE ARE SAN FRANCISCO ADMINISTRATIVE CODE, CHAPTER 41 DESIGNATIONS ONLY. THESE DESIGNATIONS DO NOT SUPERSEDE THE REQUIREMENTS OF ANY OTHER CITY CODES.

*Pursuant to the _____, 20__ Development Agreement by and among the City and County of San Francisco and the Stephens Institute, dba Academy of Art University and the LLC Parties ("Development Agreement"), the HCO designations of the guest rooms at 860 Sutter Street are as follows: 89 Residential Guest Rooms subject to Administrative Code Chapter 41; 0 Tourist Guest Rooms.

DIRECTOR OF THE DEPARTMENT OF BUILDING INSPECTION
Tom Hui, S.E., C.B.O.

FRAME AND POST IN PLAIN VIEW

Exhibit G

Form of Notice of Special Restrictions for SRO Units in
1153 Bush Street, 1080 Bush Street and 860 Sutter Street

RECORDING REQUESTED BY: **When Recorded Mail Document and Tax Statement To:**	

APN: Block 0280, Lot 026 SPACE ABOVE THIS LINE FOR RECORDER'S USE ONLY
Address: 1153 Bush, San Francisco, CA

NOTICE OF SPECIAL RESTRICTIONS

We, OWNER NAME, the owner of that certain real property situated in the City and County of San Francisco, State of California (the "Property") and more particularly described as follows:

Being Assessor's **Block 0280, Lot 026, commonly known as 1153 Bush Street**, hereby give notice that there are special restrictions on the use of said property under Chapter 41 of the San Francisco Administrative Code ("HCO")

Said Restrictions are the conditions for which a change of the certified guestroom designations under the HCO shall be allowed at the Property, 860 Sutter, and 1080 Bush. The prior legal use of the residential hotel located at 860 Sutter Street, was 39 Tourist guest rooms and 50 Residential guest rooms without kitchens, with shared, communal and private bathrooms, and communal kitchen space. The prior legal use of the apartment building/residential hotel located at 1080 Bush Street, was 15 Residential guest rooms without kitchens and 42 apartments/dwelling units. The prior legal use of the residential hotel located at 1153 Bush Street was 14 Residential guest rooms without kitchens, and 1 dwelling unit. Under the _____, 20__Development Agreement by and among the City and County of San Francisco and the Stephens Institute, dba Academy of Art University and the LLC Parties ("Development Agreement"), it has been proposed that the HCO designations of the guest rooms at the three subject buildings be changed as follows: 860 Sutter Street has 89 Residential guest rooms under Administrative Code Chapter 41 entitled under the Planning Code as Group Housing bedrooms with a Student Housing use characteristic; 1080 Bush has 15 Group Housing bedrooms with a Student Housing use characteristic and 42

apartments/dwelling units not subject to Administrative Code Chapter 41; 1153 Bush Street has 16 Group Housing bedrooms with a Student housing use characteristic not subject to Administrative Code Chapter 41. As part of the Development Agreement, Owner agrees to the following restrictions and conditions for the Property in perpetuity:

1. The number of guest rooms, the floor plan of the guest rooms, the space and layout of the common areas shall not be altered, reduced, or changed without prior authorization by the Department of Building Inspection and, as applicable, by the Department of Planning.

2. Individual kitchens may not be added to the guest rooms at the Property without prior authorization by the Department of Planning and the Department of Building Inspection as required by City codes.

3. Aside from those exceptions specifically noted in the Development Agreement, the Property shall be subject to all local laws and ordinances, including but not limited to the San Francisco Building Code, the San Francisco Planning Code, the San Francisco Electrical Code, the San Francisco Existing Building Code, the San Francisco Green Building Code, the San Francisco Housing Code, the San Francisco Mechanical Code, the San Francisco Plumbing Code, and the San Francisco Rent Stabilization and Arbitration Ordinance.

Date: _____

_____
OWNER

_____
OWNER

Date: _____

RECORDING REQUESTED BY:

When Recorded Mail Document and Tax Statement To:

APN: Block 0276, Lot 015 SPACE ABOVE THIS LINE FOR RECORDER'S USE ONLY
Address: 1080 Bush, San Francisco, CA

NOTICE OF SPECIAL RESTRICTIONS

We, OWNER NAME, the owner of that certain real property situated in the City and County of San Francisco, State of California (the "Property") and more particularly described as follows:

Being Assessor's **Block 0276, Lot 015, commonly known as 1080 Bush Street**, hereby give notice that there are special restrictions on the use of said property under Chapter 41 of the San Francisco Administrative Code ("HCO")

Said Restrictions are the conditions for which a change of the certified guestroom designations under the HCO shall be allowed at the Property, 860 Sutter, and 1153 Bush. The prior legal use of the residential hotel located at 860 Sutter Street was 39 Tourist guest rooms and 50 Residential guest rooms without kitchens, with shared, communal and private bathrooms, and communal kitchen space. The previous legal use of the apartment building/residential hotel located at 1080 Bush Street, was 15 Residential guest rooms without kitchens and 42 apartments/dwelling units. The previous legal use of the residential hotel located at 1153 Bush Street was 14 Residential guest rooms without kitchens, and 1 dwelling unit. Under the _____, 20__ Development Agreement by and among the City and County of San Francisco and the Stephens Institute, dba Academy of Art University and the LLC Parties ("Development Agreement"), it has been proposed that the HCO designations of the guest rooms at the three subject buildings be changed as follows: 860 Sutter Street has 89 Residential guest rooms under Administrative Code Chapter 41 and entitled under the Planning Code as Group Housing bedrooms with a Student Housing use characteristic; 1080 Bush has 15 Group Housing bedrooms with a Student Housing use characteristic and 42 apartments/dwelling units not subject to Administrative Code Chapter 41; 1153 Bush Street has 16 Group Housing bedrooms with a Student Housing use characteristic not subject to Administrative Code Chapter 41. As part of the Development Agreement, Owner agrees to the following restrictions and conditions for the Property in perpetuity:

1. The number of guest rooms, the floor plan of the guest rooms, the space and layout of the common areas shall not be altered, reduced, or changed without prior authorization by the Department of Building Inspection and, as applicable, by the Department of Planning.

2. Individual kitchens may not be added to the guest rooms at the Property without prior authorization by the Department of Planning and the Department of Building Inspection as required by City codes.

3. Aside from those exceptions specifically noted in the Development Agreement, the Property shall be subject to all local laws and ordinances, including but not limited to the San Francisco Building Code, the San Francisco Planning Code, the San Francisco Electrical Code, the San Francisco Existing Building Code, the San Francisco Green Building Code, the San Francisco Housing Code, the San Francisco Mechanical Code, the San Francisco Plumbing Code, and the San Francisco Rent Stabilization and Arbitration Ordinance.

Date: _____

_____
OWNER

_____
OWNER

Date: _____

RECORDING REQUESTED BY:

When Recorded Mail Document and Tax Statement To:

APN: Block 0281, Lot 006 SPACE ABOVE THIS LINE FOR RECORDER'S USE ONLY
Address: 860 Sutter, San Francisco, CA

NOTICE OF SPECIAL RESTRICTIONS

We, OWNER NAME, the owner of that certain real property situated in the City and County of San Francisco, State of California (the "Property") and more particularly described as follows:

Being Assessor's **Block 0281, Lot 006, commonly known as 860 Sutter Street**, hereby give notice that there are special restrictions on the use of said property under Chapter 41 of the San Francisco Administrative Code ("HCO")

Said Restrictions are the conditions for which a change of the certified guestroom designations under the HCO shall be allowed at the Property, 1080 Bush, and 1153 Bush. The previous legal use of the residential hotel located at 860 Sutter Street was 39 Tourist guest rooms and 50 Residential guest rooms without kitchens, with shared, communal and private bathrooms, and communal kitchen space. The previous legal use of the apartment building/residential hotel located at 1080 Bush Street, was 15 Residential guest rooms without kitchens and 42 apartments/dwelling units. The previous legal use of the residential hotel located at 1153 Bush Street was 14 Residential guest rooms without kitchens, and 1 dwelling unit. Under the _____, 20__ Development Agreement by and among the City and County of San Francisco and the Stephens Institute, dba Academy of Art University and the LLC Parties ("Development Agreement"), it has been proposed that HCO designations of the guest rooms at the three subject buildings be changed as follows: 860 Sutter Street has 89 Residential guest rooms under Administrative Code Chapter 41 and entitled under the Planning Code as Group Housing bedrooms with a Student Housing use characteristic; 1080 Bush has 15 Group Housing bedrooms with a Student Housing use characteristic and 42 apartments/dwelling units not subject to Administrative Code Chapter 41; 1183 Bush Street has 16 Group Housing bedrooms with a Student housing use characteristic not subject to Administrative Code Chapter 41. As part of the Development Agreement, Owner agrees to the following restrictions and conditions for the Property in perpetuity:

1. All 89 guest rooms at the Property are Residential guest units as defined by the HCO, and subject to all requirements/conditions/regulations of the HCO ordinance. These 89 guest

rooms shall be governed by the HCO in perpetuity unless a Permit to Convert is obtained in accordance with the HCO.

2. Aside from those exceptions specifically noted in the Development Agreement, the Property shall be subject to all local laws and ordinances, including but not limited to the San Francisco Building Code, the San Francisco Electrical Code, the San Francisco Existing Building Code, the San Francisco Green Building Code, the San Francisco Housing Code, the San Francisco Mechanical Code, the San Francisco Plumbing Code, and the San Francisco Rent Stabilization and Arbitration Ordinance.

3. The number of guest rooms, the floor plan of the guest rooms, the space and layout of the common areas shall not be altered, reduced, or changed without prior authorization by the Department of Building Inspection and, as applicable, by the Department of Planning. Individual kitchens may not be added to the guest rooms at the Property.

Date: _____

_____
OWNER

_____
OWNER

Date: _____

Schedule 1

Impact Fee and Extraction Schedule

Academy of Art Development Impact Fees

Address	Estimated TSF/TIDF Fee	Estimated Residential Child Care Fee	Estimated EN Fee	EIR Transit Mitigation Fair Share Fee	Estimated Total Fee Payment	Description of Change in Use, Other Notes
601 Brannan St.	$ 75,663.00				$ 75,663.00	Office to PSEI use
58-60 Federal St.	$ 76,209.30				$ 76,209.30	Office to PSEI use
2225 Jerrold Ave.	$ 133,040.88				$ 133,040.88	PDR to Institutional use (for community facility)
2801 Leavenworth St.	$ 76,209.30			$ 1,474,986.48	$ 1,551,195.78	Office to PSEI use (partial change in use at 2nd and 3rd floors)
1727 Lombard St.		$ 5,181.65			$ 5,181.65	Non-residential to Residential
77 New Montgomery St.	$ 126,580.50				$ 126,580.50	Office to PSEI use
180 New Montgomery St.	$ 168,999.30				$ 168,999.30	Office to PSEI use
410 Bush St.	$ 23,187.60				$ 23,187.60	Non-residential to Residential
620 Sutter St.		$ 20,122.72			$ 20,122.72	Non-residential to Residential
817-831 Sutter St.		$ 15,322.06			$ 15,322.06	Non-residential to Residential
860 Sutter St.		$ 4,477.78			$ 4,477.78	Non-residential to Residential
466 Townsend St.	$ 1,002,472.38		$ 510,328.91		$ 1,512,801.29	PDR to Institutional use
2211 Van Ness Ave.		$ 401.10			$ 401.10	Non-residential to Residential
2550 Van Ness Ave.		$ 22,934.73			$ 22,934.73	Non-residential to Residential
Student Housing Metering Fee					$ 7,128.00	calculated for 9 properties at rate of $792 per property
Class 1 Bike Parking In-lieu Fee					$ 77,859.00	calculated based on maximum deficiency of 150 Class 1 spaces, at rate of $519.06 per space
TOTALS	$ 1,682,362.26	$ 68,440.04	$ 510,328.91	$ 1,474,986.48	$ 3,821,104.69	

Schedule 2

Schedule of Withdrawn Building Permits and
Withdrawn Conditional Use Applications

- 860 Sutter
  - Building Permit Number 201009130696
- 410 Bush
  - Building Permit Number 201108098351
- 601 Brannan
  - Building Permit Number 2011006084046
  - Building Permit Number 201006084045
- 180 New Montgomery
  - Building Permit Number 201312043363
  - Building Permit Number 201312043359
- 1916 Octavia
  - Building Permit Number 201105095664
  - Building Permit Number 201105095670
- 2211 Van Ness
  - Building Permit Number 200804028568
- 58 Federal
  - Building Permit Number 201006084048
  - Building Permit Number 201006084047
- 625 Polk
  - Building Permit Number 201212075767
- 1055 Pine
  - Conditional Use Authorization Number 2007.1074C
  - Building Permit Number 201406107946
- 1069 Pine
  - Conditional Use Authorization Number 2007.1075C
- 2295 Taylor
  - Conditional Use Authorization Number 2007.1079C
  - Building Permit Number 201005051799
- 700 Montgomery
  - Conditional Use Authorization Number 2016.010637CUA
  - Certificate of Appropriateness Number 2016.012033COA
- 2340 Stockton
  - Building Permit Number 201211134025

EXHIBIT E TO SETTLEMENT AGREEMENT

GUARANTY

(ATTACHED)

GUARANTY

This **GUARANTY** is given as of _____, 2019, by the persons and entities listed on Exhibit A attached hereto and made a part hereof, jointly and severally (collectively, "**Guarantor**" and each a "**Guarantor Entity**"), to the City and County of San Francisco, a municipal corporation and charter city and county of the State of California ("**City**") located at 1 Dr. Carlton B. Goodlett Place, San Francisco, California 94102.

RECITALS

WHEREAS, City, the Stephens Institute, a California corporation doing business as the Academy of Art University (the "**Academy**) and the persons and/or entities listed on Exhibit B attached hereto and made a part hereof (each an "**LLC Party**" and collectively, the "**LLC Parties**"), have entered into a Development Agreement, dated _____, 2019 (the "**Development Agreement**"), and a Settlement Agreement, dated _____, 2019 (the "**Settlement Agreement**" and, together with the Development Agreement, the "**Agreements**"), wherein the LLC Parties are required to perform certain obligations for the benefit of the City as set forth in the Agreements; and

WHEREAS, City authorization of the Agreements is contingent on certain of such obligations under the Settlement Agreement as more particularly described on Exhibit C attached hereto and made a part hereof (collectively, the "**Guaranteed Obligations**") being guaranteed by Guarantor as set forth in this Guaranty; and

WHEREAS, Guarantor will directly or indirectly benefit from the Academy's interest in the Agreements and deems it to be in Guarantor's best interest to provide this Guaranty to City; and

WHEREAS, Guarantor is willing to guarantee the Guaranteed Obligations under the terms set forth below.

NOW THEREFORE, in consideration of the above premises and the mutual promises and covenants contained below (which Guarantor acknowledges constitute adequate consideration for its obligations hereunder) Guarantor, intending to be legally bound, agrees as follows:

1. Obligations of Guarantor. Guarantor unconditionally and irrevocably guarantees to City the due and punctual payment (and not merely the collectability) and performance, as applicable, of the Guaranteed Obligations as and when the same shall become due and/or payable, on the terms provided in this Guaranty. In addition, Guarantor shall pay, and upon City request shall reimburse City promptly for, all reasonable costs and expenses actually and reasonably incurred by City to enforce City's rights, powers or remedies under this Guaranty (including, without limitation, reasonable collection charges and Attorneys' Fees and Costs (as defined below)) (together with any late payment interest on amounts due as set forth below). With respect to Guaranteed Obligations any amount due and payable by Guarantor under this Guaranty but not paid within forty-five (45) days after receipt of City's written demand therefor shall be accompanied by interest on such amounts at the lesser of ten percent (10%) per annum

or the maximum amount permitted by law, calculated from the date of Guarantor's receipt of City's written demand therefor through and including the date of payment of such amounts (calculated on the basis of a 365-day year and for the actual number of days elapsed).

2. Duration. This Guaranty shall continue in force until all Guaranteed Obligations are paid in full to City or the Agreements are terminated. City shall not be bound or obligated to exhaust its recourse against the LLC Parties or other persons or take any other action before being entitled to demand performance by Guarantor hereunder. This Guaranty shall continue to be effective even in the event of the insolvency, bankruptcy or reorganization of an LLC Party. This Guaranty will also survive and be binding upon Guarantor following any merger, reorganization, consolidation or other change in Guarantor's structure, personnel, business or affairs.

3. Remedies of City. The rights and remedies of City under this Guaranty are cumulative and concurrent and shall not be exclusive of any other rights or remedies that City may have against an LLC Party, Guarantor or any other person. No set-off, counterclaim, reduction or diminution of an obligation or any defense of any kind or nature that Guarantor has or may have against the, an LLC Party or City shall affect, modify or impair the obligations of Guarantor under this Guaranty.

4. Waivers. Guarantor hereby waives: (a) notice of acceptance of this Guaranty; (b) demand of payment, notice of nonperformance, notice of dishonor, presentation, protest, and indulgences and (except as specifically provided in this Guaranty) notices of any kind whatsoever; (c) any right to assert or plead any statute of limitations relating to this Guaranty, the Agreements (and Guarantor agrees that any act that tolls any statute of limitations applicable to the Agreements will operate similarly to toll the statute of limitations applicable to Guarantor's liability for the Guaranteed Obligations); (d) any right to require City to proceed against the LLC Parties, the Academy or any other person or entity liable to City except to the extent expressly set forth in the Agreements; (e) any right to require City to pursue or enforce any remedy that City now has or may later have against the LLC Parties, the Academy or any other person or entity; (f) any right to participate in any security now or later held by City; and (h) any defense that may arise by the reason of: (1) the incapacity, lack of authority, death, disability or other defense of the LLC Parties, the Academy or any other person or entity (other than satisfaction of the applicable Guaranteed Obligations or the applicable Guaranteed Obligations are not then due; (2) the revocation or repudiation of this Guaranty by Guarantor; (3) failure of City to file or enforce a claim against the estate (either in administration, bankruptcy or any other proceeding) of the LLC Parties, the Academy or any others; (4) any election by City in any proceeding instituted under the United States Bankruptcy Code, as amended (11 U.S.C. §§ 101, *et seq.*); (5) any borrowing or granting of a security interest under section 364 of the United States Bankruptcy Code; (6) City's election of any remedy against Guarantor, the LLC Parties or the Academy or any other party to the extent permitted hereunder or under the Agreements, as applicable; (7) City's taking, modification, or releasing of any collateral or guarantees, or any failure to perfect any security interest in, or the taking of or failure to perfect any other action with respect to any collateral securing performance of obligations under the Agreements, as applicable; (8) any amendment or modification of the Agreements or related documents, whether or not known or consented to by Guarantor (provided that the Guaranteed Obligations shall not be expanded without the consent of Guarantor); or (9) any offset by Guarantor against any obligation now or later owed to Guarantor by the LLC Parties, the Academy or any other person,

it being the intention of this Guaranty that Guarantor remain liable to the full extent set forth in this Guaranty until the full performance of each and every Guaranteed Obligation, term, condition and covenant of the Agreements to be performed with respect to the Obligations, respectively,. Without limiting the generality of the foregoing, Guarantor expressly waives any and all benefits under California Civil Code sections 2809, 2810, 2819, 2839, 2845, 2846, 2848, 2849, 2850, 2855, 2899 and 3433.

5. Further Assurances. Guarantor agrees to do all such things and execute all such documents as City may consider necessary or desirable to give full effect to this Guaranty and to perfect and preserve the rights and powers of City hereunder. Guarantor acknowledges and confirms that Guarantor itself has established its own adequate means of obtaining from the LLC Parties on a continuing basis all information desired by Guarantor concerning the financial condition of the LLC Parties and that Guarantor will look to the LLC Parties to keep adequately informed of their financial condition.

6. Independent Obligations; Continuing Guaranty; Joint and Several Liability. This Guaranty is a primary and original payment and performance obligation of Guarantor and is absolute, unconditional, continuing and irrevocable.

Each guarantor entity listed in the Agreements (collectively, "**Guarantor Entities**") shall be jointly and severally liable for the obligations of Guarantor under this Guaranty. However, (a) if any of the Guarantors is a trust, in no event shall the trustees or beneficiaries of such trust be personally liable for the obligations of such trust as a Guarantor, and only the assets of such trust shall be available to satisfy the obligations of such trust as a Guarantor, and (b) if any of the Guarantors is a corporation, partnership or limited liability company, in no event shall the shareholders, partners, members, employees, agents or contractors of such corporation, partnership or limited liability company be personally liable for the obligations of such corporation, partnership or limited liability company as a Guarantor, and only the assets of such corporation, partnership or limited liability company shall be available to satisfy the obligations of such corporation, partnership or limited liability company as a Guarantor.

7. Effect of Bankruptcy. In the event that, pursuant to any insolvency, bankruptcy, reorganization, receivership or other debtor relief law or any judgment, order or decision thereunder, City must rescind or restore any payment, or any part thereof, received by City, any prior release or discharge from the terms of this Guaranty shall be without effect, and this Guaranty will remain in effect as if the payment had not been made to City.

8. Assignment. This Guaranty is for the benefit of City and its successors and assigns, and is binding upon Guarantor. Guarantor may not assign or transfer any of its obligations under this Guaranty, whether by operation of law or otherwise, without the prior written consent of City.

9. Representations and Warranties. Guarantor represents and warrants to City that (a) the execution, delivery and performance of this Guaranty by Guarantor have been duly authorized by all requisite action of Guarantor and do not require the consent of any governmental agency or other third party which has not been obtained, (b) this Guaranty has been duly executed and delivered to City, (c) the incurrence by Guarantor of its obligations under

this Guaranty constitute and will constitute private and commercial acts of Guarantor, and the obligations of Guarantor hereunder will rank at least *pari passu* with all other unsecured indebtedness of Guarantor, (d) Guarantor is subject to civil and commercial law with respect to its obligations under this Guaranty and enjoys no immunity, sovereign or otherwise, from any suit or proceeding, the jurisdiction of any court, recoupment, setoff or legal process (and hereby waives any defense of immunity to the extent available to Guarantor), (e) no taxes are imposed by virtue of Guarantor's execution or delivery of this Guaranty other than any payable by Guarantor and which have already been paid, (f) this Guaranty is in proper legal form for the enforcement of this Guaranty, and (g) no filing, recording or notarization not already made is required, and no tax or other charge not already paid must be paid, on or as a condition to the enforceability of this Guaranty.

10. Payments. All payments by Guarantor under this Guaranty shall be made (a) in U.S. dollars to such account in the United States as City may from time to time designate to Guarantor and (b) free and clear of, and without deduction or withholding for or on account of any present or future income, stamp other taxes or levies, imposts, duties, charges, fees, deductions or withholdings now or hereafter imposed, levied, collected, withheld or assessed by an governmental authority (collectively "**Taxes**"). If any Taxes are required to be withheld from any amounts payable by Guarantor under this Guaranty, the amounts payable shall be increased to the extent necessary to provide the full amount (after payment of all Taxes) owing by Guarantor under this Guaranty.

11. Subrogation. If Guarantor makes any payment to City as a part of the Guaranteed Obligations pursuant to this Guaranty, then Guarantor shall be subrogated to the rights of City against the LLC Parties, the Academy or others with respect to such paid Guaranteed Obligations, and City agrees to take such steps as Guarantor may reasonably request to implement such subrogation (provided Guarantor shall pay City all costs actually incurred with respect thereto pursuant to the Agreements and that City shall not incur any liabilities in taking any such steps).

12. Governing Law. This Guaranty shall be governed by and construed in accordance with the laws of the State of California, without regard to any of conflict of laws rule that would require the application of laws other than those of the State of California.

13. Consents.

(a) GUARANTOR IRREVOCABLY AND UNCONDITIONALLY SUBMITS TO THE EXCLUSIVE JURISDICTION OF ANY CALIFORNIA STATE OR FEDERAL COURT SITTING IN SAN FRANCISCO, CALIFORNIA, IN THE UNITED STATES OF AMERICA IN ANY ACTION OR PROCEEDING ARISING OUT OF OR RELATING TO THIS GUARANTY. GUARANTOR WAIVES ANY OBJECTION TO VENUE IN SAN FRANCISCO, CALIFORNIA AND ANY OBJECTION TO ANY ACTION OR PROCEEDING ON THE BASE OF FORUM NON CONVENIENS. FINAL JUDGMENT AGAINST GUARANTOR IN ANY SUCH ACTION OR PROCEEDING SHALL BE CONCLUSIVE AND MAY BE ENFORCED IN ANY OTHER JURISDICTION.

(b) Without releasing, discharging, impairing, or otherwise affecting any obligations of Guarantor under this Guaranty or the validity or enforceability of this Guaranty, City, by action or inaction, in its sole and absolute discretion and without notice to Guarantor, may refuse or fail to enforce all or any portion of City's rights, powers or remedies under this Guaranty, the Agreements or any related documents. City, in its sole and absolute discretion and without notice to Guarantor may additionally: (a) compromise, settle, extend the time for payment or performance of all or any part of the Guaranteed Obligations; and (b) deal in all respects with Guarantor as if this Guaranty were not in effect. It is the intent of the Guarantor and City that Guarantor shall remain liable for the payment and performance of the Guaranteed Obligations and all other obligations guaranteed hereby to the extent set forth herein, notwithstanding any act or thing that might otherwise operate as a legal or equitable discharge of a surety other than payment or performance of the applicable Guaranteed Obligations.

14. Process Agent. Guarantor hereby irrevocably and unconditionally appoints the party(ies) then identified as the addressee(s) for receipt of notices for Guarantor under this Agreement , with offices on the date hereof at the respective addresses set forth in Section 17 below, as its agent for service of process ("**Process Agent**") of any summons or other legal process in any action or proceeding arising out of or relating to this Guaranty, and such agent is hereby authorized and directed to accept such service on behalf of Guarantor. Guarantor shall at all times maintain a Process Agent in the State of California, as a Process Agent to receive service of process. Guarantor shall notify City prior to any change of Process Agent.

15. Partial Invalidity. If any provision of this Guaranty is found by a court of competent jurisdiction to be prohibited, illegal, invalid, inoperable or unenforceable, such prohibition, illegality, invalidity, inoperability shall not affect the remainder thereof or any other clause, provision or section, and each such clause, provision or section shall be deemed to be effective and operative in the manner and to the full extend permitted by law.

16. Attorneys' Fees and Costs. Should either Guarantor or City institute any action or proceeding in court to enforce any provision hereof or for damages by reason of an alleged breach of any provision of this Guaranty, the prevailing party shall be entitled to receive from the losing party court costs incurred by the prevailing party including, without limitation, reasonable expert witness fees and reasonable costs and expenses, travel time and associated costs; transcript preparation fees and costs; document copying expenses; exhibit preparation costs; carrier expenses and postage and communications expenses; such amount as a court or other decision maker may adjudge to be actual and reasonable attorneys' fees for the services rendered to the prevailing party in such action or proceeding; actual and reasonable fees and costs associated with execution upon any judgment or order; and actual and reasonable costs on appeal and any collection efforts (the "**Attorneys' Fees and Costs**"). For purposes of this Guaranty, the Attorneys' Fees and Costs shall include the fees and costs of in-house counsel for City based on the fees regularly charged by private attorneys with the equivalent number of years of professional experience in the subject matter area of the law for which City's services were rendered who practice in the City and County of San Francisco in law firms with approximately the same number of attorneys as employed by the City.

17. Notices. Any demand, notice or other communication under this Guaranty shall be in writing and shall be delivered by hand, send by overnight mail or courier or transmitted by

e-mail. Any communication to City shall be effective upon receipt and shall be delivered or sent to:

John Rahaim
Director of Planning
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, California 94102
Email: john.rahaim@sfgov.org

with a copy to:

Dennis J. Herrera, Esq.
City Attorney
City Hall, Room 234
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Attn: Chief Deputy City Attorney, Academy of Art Settlement Agreement
Email: ronald.flynn@sfcityatty.org
and to:
Attn: Chief Assistant City Attorney (Academy)
email: jesse.smith@sfcityatty.org
Attn: Deputy City Attorney, Land Use Team (Academy)
email: kristen.jensen@sfcityatty.org

Any notices sent by City to Guarantor shall be deemed effective upon receipt and shall be delivered or sent to the following address(es) (and/or to such other addresses as Guarantor may identify as its address(es) for receipt of notices under this Guaranty in written notice to City):

If to Guarantor:

The Stephens Institute
79 New Montgomery Street
San Francisco, CA 94105
Attn: Elisa Stephens
email: EStephens@academyart.edu

With a copy to:

David J. Millstein, Esq.
Millstein and Associates
100 The Embarcadero, Penthouse
San Francisco, CA 94105
email: dmillstein@millstein-law.com

James Abrams, Esq.
J. Abrams Law, P.C.
One Maritime Plaza Suite 1900
San Francisco, CA 94111
email: jabrams@abramslaw.com

Joseph Alioto Veronese, Esq.
700 Montgomery Street
San Francisco, CA 94111-2104
email: joe@aliotolg.com

18. Merger of Prior Agreements. Guarantor and City intend that this Guaranty shall be the final expression of their agreement with respect to the subject matter hereof and may not be contradicted by evidence of any prior or contemporaneous oral or written agreements or understandings. Guarantor and City further intend that this Guaranty shall constitute the complete and exclusive statement of its terms and that no extrinsic evidence whatsoever (including, without limitation, prior drafts or changes therefrom) may be introduced in any judicial, administrative or other legal proceeding involving this Guaranty.

19. Interpretation of Guaranty. Unless otherwise specified, whenever in this Guaranty reference is made to any Section, or any defined term, the reference shall be deemed to refer to the Section or defined term of this Guaranty. Any reference to a Section includes all subsections and subparagraphs of that Section. The use in this Guaranty of the words "including", "such as" or words of similar import when following any general term, statement or matter shall not be construed to limit such statement, term or matter to the specific items or matters, whether or not language of non-limitation, such as "without limitation" or "but not limited to", or words of similar import, is used with reference thereto, but rather shall be deemed to refer to all other items or matters that could reasonably fall within the broadest possible scope of such statement, term or matter. In the event of a conflict between the Recitals and the remaining provisions of the Guaranty, the remaining provisions shall prevail. Any titles of the several parts and Sections of this Guaranty are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions. The masculine, feminine or neutral gender and the singular and plural forms include the others whenever the context requires. References to days, months and years mean calendar days, months and years unless otherwise specified. References to any law, specifically or generally, will mean the law as amended, supplemented or superseded from time to time. The provisions of this Guaranty shall be construed as a whole according to their common meaning and not strictly for or against either Guarantor or City in order to achieve the objectives and purposes of Guarantor and City, regardless of who drafted this Guaranty.

20. Substitute Security.

(a) Substitute Security. If at any time during the period this Guaranty is in effect, the Net Worth of Guarantor Entities in the aggregate falls below Twenty-Five Million Dollars ($25,000,000) (the "**Net Worth Requirement**") or Guarantor causes or allows to occur a Significant Change (as defined in Section 20(b) below) (each, a "**Substitute Security Event**"), then Guarantor shall notify City, the LLC Parties and the Academy as soon as reasonably practicable. A Significant Change with respect to one or more Guarantor Entities will not

constitute a Substitute Security Event as long as the Guarantor Entities meet the Net Worth Requirement in the aggregate. For purposes of measuring compliance with the Net Worth Requirement, Net Worth would not include the Net Worth of a Guarantor Entity that caused or allowed to occur a Significant Change described in Section 20(b) (i), (ii), (iii) and (v), and would include the Net Worth of a Guarantor Entity that caused or allowed to occur a Significant Change pursuant to Section 20(b)(iv) below, but only if (A) the sum of each such final non-appealable judgment against one or more Guarantor Entities does not exceed ten percent (10%) of the Guarantor Entities' aggregate Net Worth, or (B) if the sum of each such final non-appealable judgment against one or more Guarantor Entities exceeds ten percent (10%) of the Guarantor Entities' aggregate Net Worth, the Guarantor Entities satisfy or bond the judgments within twenty (20) days. Upon the occurrence of a Substitute Security Event, LLC Parties are required under the Development Agreement to supply City with a substitute guaranty (in the form of this Guaranty), an unconditional letter of credit, or other form of security, in each case: (i) in favor of City; (ii) in form and substance, and issued by persons or entities, reasonably satisfactory to City (including satisfaction of the Net Worth Requirement); (iii) in the amount of one hundred percent (100%) of the Guaranteed Obligations and (iv) to remain in effect until the Guaranteed Obligations are fulfilled ("**Substitute Security**"). If LLC Parties do not supply City with the Substitute Security within the time period required by the Development Agreement, City shall notify Guarantor and Guarantor shall provide such Substitute Security within ten (10) days after City's notice. Failure of City to give notice of LLC Parties' failure to provide the Substitute Security shall not relieve Guarantor of its obligations hereunder. It shall be a default of Guarantor under this Guaranty, and a default of the LLC Parties under the terms of the Development Agreement, if Guarantor fails to provide the Substitute Security within ten (10) days after City's notice. City's sole remedy against Guarantor for Guarantor's failure to provide the Substitute Security in the event the LLC Parties do not provide it as required under the Development Agreement will be to require Guarantor to specifically perform its obligation to provide the Substitute Security and not to seek damages against Guarantor attributable to such failure; however, this limitation on remedies shall apply only to Guarantor's failure to provide the Substitute Security in the event the LLC Parties fail to provide the Substitute Security as required under the Development Agreement, not to City's rights to enforce this Guaranty generally, and shall not limit City's rights against the LLC Parties under the Development Agreement. Upon the LLC Parties or Guarantor providing the Substitute Security required under this Section 20(a), City shall promptly return this Guaranty.

(b) Significant Change. For purposes of Section 20(a) above, "**Significant Change**" means (i) a Guarantor Entity files a petition for bankruptcy, or makes a general assignment for the benefit of its creditors, (ii) a receiver is appointed on account of a Guarantor Entity's insolvency, (iii) a writ of execution or attachment or any similar process is issued or levied against any bank accounts of a Guarantor Entity, or against any substantial portion of any property or assets of a Guarantor Entity, unless a writ of execution is dismissed within ninety (90) days and a writ of attachment is dismissed within thirty (30) days, (iv) a final non-appealable judgment is entered against a Guarantor Entity in an amount in excess of ten percent (10%) of the Guarantor Entity's Net Worth and the Guarantor Entity does not satisfy or bond the judgment within twenty (20) days, or (v) without the consent of a Guarantor Entity, an application for relief is filed against the Guarantor Entity under any federal or state bankruptcy law, unless the application is dismissed within ninety (90) days.

21. Counterparts. This Guaranty may be executed in two or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.

22. Exculpation of Academy. Notwithstanding anything to the contrary contained in this Guaranty, in no event shall the Academy be a Guarantor or deemed to be a Guarantor under this Guaranty, and in no event shall the Academy have any liability under this Guaranty.

IN WITNESS WHEREOF, Guarantor has caused this Guaranty to be executed as of the date shown above.

_____
SUSANNE STEPHENS

_____
ELISA STEPHENS

_____
SCOTT ALAN STEPHENS

ELISA STEPHENS REVOCABLE TRUST

By:_____
Elisa Stephens, Trustee

STEPHENS FAMILY REVOCABLE TRUST

By:_____
Robert L. Underwood, Trustee

SCOTT ALAN STEPHENS REVOCABLE TRUST

By:_____
Scott Alan Stephens, Trustee

ACCEPTED AND AGREED:

CITY:

CITY AND COUNTY OF SAN FRANCISCO,
a municipal corporation

By: _____
John Rahaim
Director of Planning

Approved as to form:

DENNIS J. HERRERA, City Attorney

By: _____
Michelle Sexton, Deputy City Attorney

EXHIBIT A

PERSONS AND/OR ENTITIES COMPRISING GUARANTOR

Susanne Stephens
Elisa Stephens
Scott Alan Stephens
Elisa Stephens Revocable Trust
Stephens Family Revocable Trust
Scott Alan Stephens Revocable Trust

EXHIBIT B

LLC PARTIES

1. 601 Brannan Street, LLC, a Delaware limited liability company
2. 60 Federal Street, LLC, a Delaware limited liability company
3. 2801 Leavenworth-Cannery, LLC, a Delaware limited liability company
4. 79 New Montgomery Street, LLC, a Delaware limited liability company
5. 625 Polk Street, LLC, a Delaware limited liability company
6. 491 Post Street, LLC, a Delaware limited liability company
7. 625 Sutter Street, LLC, a Delaware limited liability company
8. 740 Taylor Street, LLC, a Delaware limited liability company
9. S/F 466 Townsd, LLC, a Delaware limited liability company
10. 1835 Van Ness Avenue LLC, a Delaware limited liability company
11. 2151 Van Ness Avenue, LLC, a Delaware limited liability company
12. 1946 Van Ness Avenue, LLC, a Delaware limited liability company
13. 1142 Van Ness Avenue, LLC, a Delaware limited liability company
14. 1080 Bush Street, LLC, a Delaware limited liability company
15. 1153 Bush Street, LLC, a Delaware limited liability company
16. 575 Harrison, LLC, a Delaware limited liability company
17. 1900 Jackson Street, LLC, a Delaware limited liability company
18. 736 Jones Street, LLC, a Delaware limited liability company
19. 1727 Lombard II, LLC, a Delaware limited liability company
20. 1916 Octavia Street, LLC, a Delaware limited liability company
21. 560 Powell Street, LLC, a Delaware limited liability company
22. 620 RSSE, LLC, a Delaware limited liability company
23. 655 Sutter Street, LLC, a Delaware limited liability company
24. 680/688 Sutter Street, LLC, a Delaware limited liability company
25. 825 Sutter Street, LLC, a Delaware limited liability company
26. 860 Sutter Street, LLC, a Delaware limited liability company
27. 2209 Van Ness Avenue, LLC, a Delaware limited liability company
28. 2211 Van Ness Avenue, LLC, a Delaware limited liability company
29. 2550 VNPool, LLC, a Delaware limited liability company
30. 2225 Jerrold Avenue, LLC, a Delaware limited liability company
31. 950 Van Ness Avenue, LLC, a Delaware limited liability company
32. 150 Hayes LLC, a Delaware limited liability company
33. 700 Montgomery Street, LLC, a Delaware limited liability company
34. 1069 Pine Street, LLC, a Delaware limited liability company
35. 701 Chestnut Street, LLC, a Delaware limited liability company
36. 2300 Stockton Street, LLC, a Delaware limited liability company
37. 460 Townsend, LLC, a Delaware limited liability company
38. 1055 Pine Street, LLC, a Delaware limited liability company

EXHIBIT C

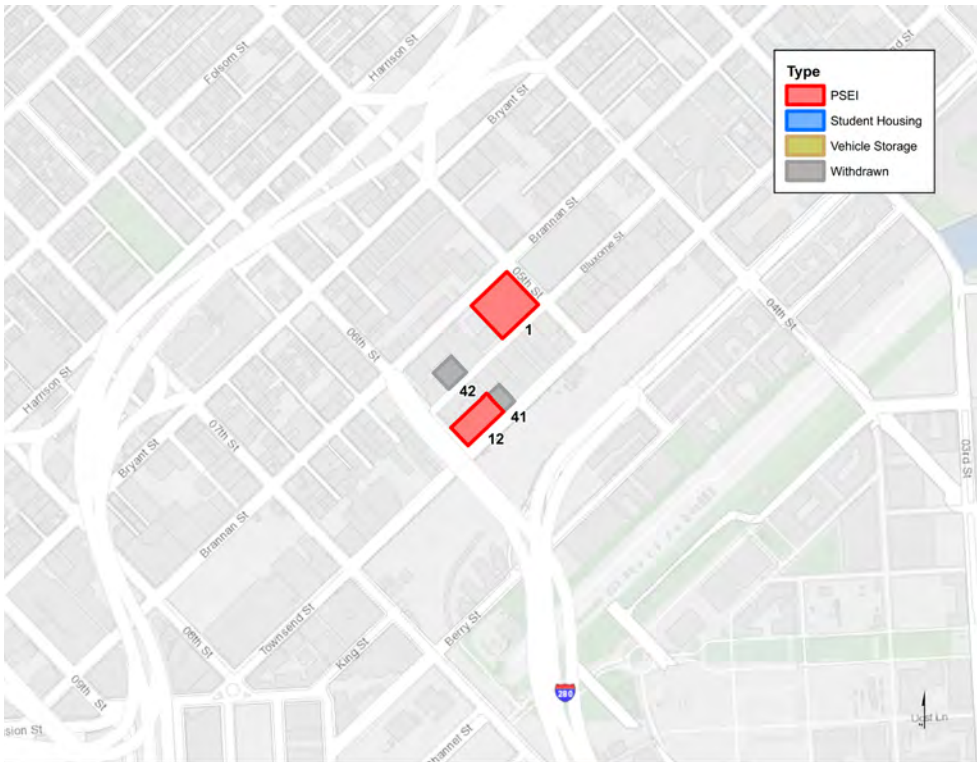
GUARANTEED OBLIGATIONS

The obligation of the LLC Parties to make the "Settlement Payment" pursuant to Section 2.2.1 of the Settlement Agreement.

Exhibit E

Property Summary Sheets

SITE #1: 601 BRANNAN STREET



Zoning Information

Block/Lot: *3785 / 132*
Zoning District: *MUG (Mixed Use - General)*
Height and Bulk District: *160-CS*
Special Use District(s): *Western SoMa, Central SoMa*
Preservation Designation: *Category A*
Supervisor District: *6*
Neighborhood Group List: *South of Market*

Project Information

Last Legal Use: *Office*
Proposed Academy Use: *PSEI*
Gross Square Footage: *84,070 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Legalize change of use from Office to PSEI, with 17 accessory off-street parking spaces*
- *Reconfiguration of parking lot and basketball court open space*
- *Fill in of two curb cuts along Brannan St.*
- *Provision of Class 1 and 2 bicycle parking*
- *Removal of stucco wall infill and replacement with window with brick sill along Brannan St.*
- *Removal of film applied to windows to comply with active use requirements*
- *Exterior alterations (e.g. replacement of light fixtures, concealing conduit)*
- *Addition of Academy signage*

Discretionary Actions Needed:

- *Conditional Use for PSEI in MUG (§840.32)*
- *Code exception from active use requirements (§145.1) for Class 1 bicycle parking location*

SITE #2: 410 BUSH STREET

Zoning Information

Block/Lot: *0270 / 007*
Zoning District: *C-3-O (Downtown - Office)*
Height and Bulk District: *80-130-F*
Special Use District(s): *N/A*
Preservation Designation: *Article 11 (KMMS)*
Supervisor District: *3*
Neighborhood Group List: *Chinatown*

Project Information

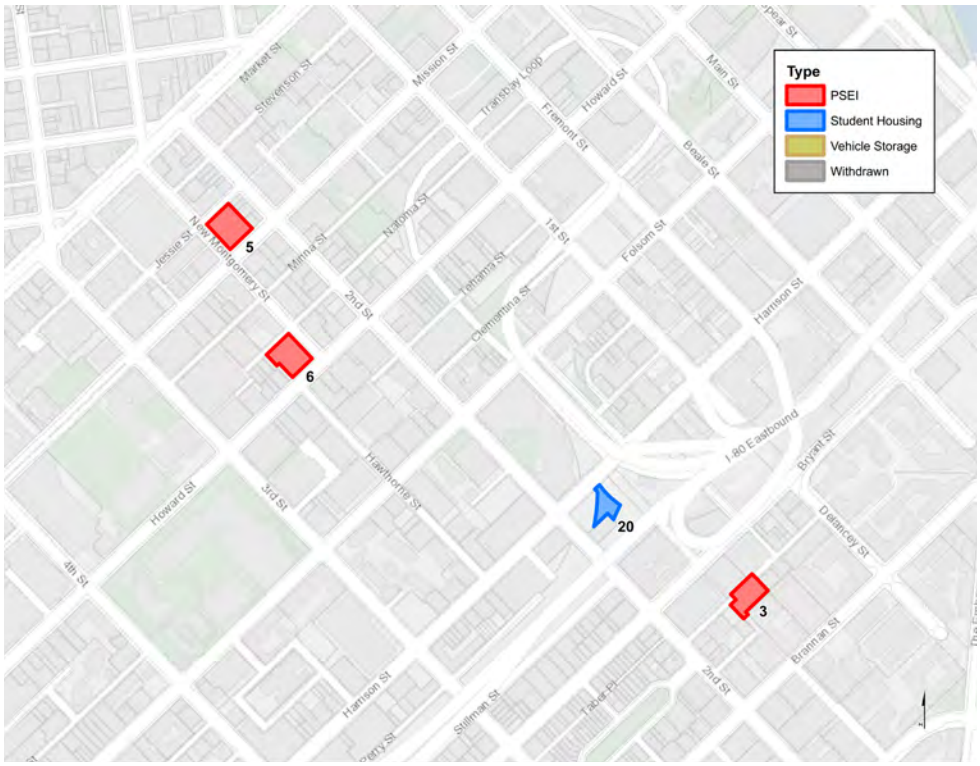
Last Legal Use: *Office*
Proposed Academy Use: *PSEI*
Gross Square Footage: *36,510 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

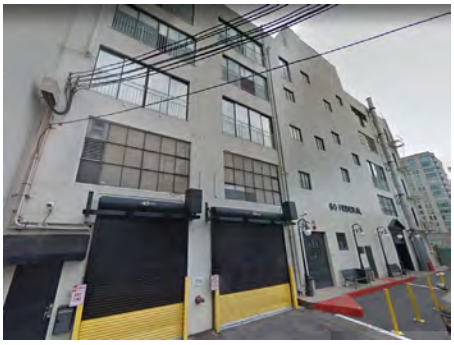
- *Legalize change of use from Office to PSEI, with 10 accessory off-street parking spaces*
- *Provision of Class 1 and 2 bicycle parking*
- *Partial repainting of building to remove prior signage remnants; two existing projecting signs legal, to remain and no other signage proposed*
- *Exterior alterations (e.g. replacement of light fixtures, concealing conduit, removal of barbed wire)*

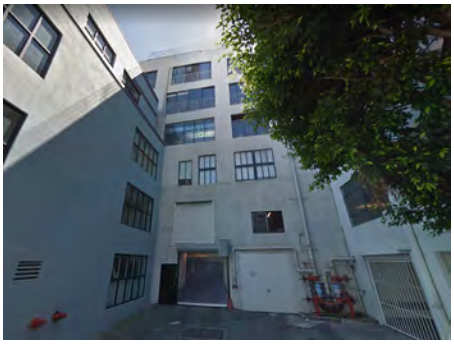
Discretionary Actions Needed:

- *Approval by HPC of Major Permit to Alter (Article 11)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces*

SITE #3: 58-60 FEDERAL STREET







Zoning Information

Block/Lot: *3774 / 074*
Zoning District: *MUO (Mixed Use - Office)*
Height and Bulk District: *65-X*
Special Use District(s): *N/A*
Preservation Designation: *Article 10 (South End Landmark District)*
Supervisor District: *6*
Neighborhood Group List: *South of Market*

Project Information

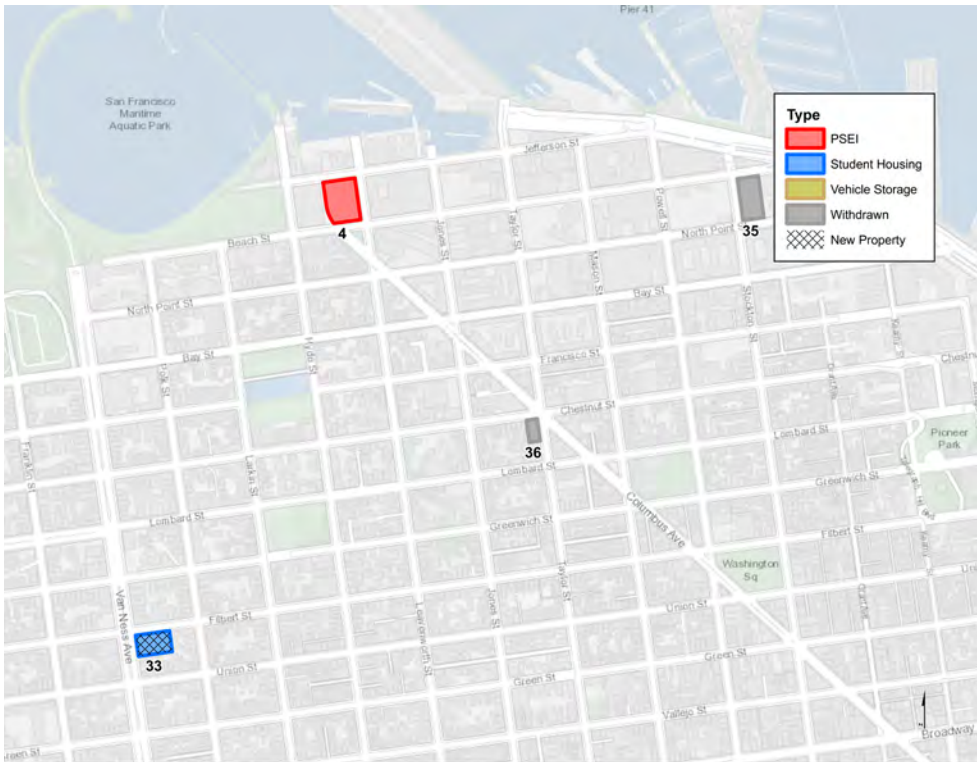
Last Legal Use: *Office*
Proposed Academy Use: *PSEI*
Gross Square Footage: *98,313 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Legalize change of use from Office to PSEI, with 8 accessory off-street parking spaces*
- *Provision of Class 1 and 2 bicycle parking*
- *New steel-frame entry door to replace unpermitted glass door and restore historic character*
- *New steel windows with true divided lites in existing rough openings to match historic character; enlarged openings to be legalized, except as noted*
- *Legalization of other exterior modifications (e.g. exterior barrel housing on garage roll-up doors, installation of ventilation grates in window openings, installation of roof railing for HVAC system)*
- *Exterior alterations (e.g. replacement of security cameras, removal of Juliet balconies)*
- *New signage and relocation of signage*

Discretionary Actions Needed:

- *Approval by HPC of Certificate of Appropriateness (Article 10)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces and access path*

SITE #4: 2801 LEAVENWORTH STREET



Zoning Information

Block/Lot: *0010 / 001*
Zoning District: *C-2 (Community Business)*
Height and Bulk District: *40-X*
Special Use District(s): *Waterfront 2*
Preservation Designation: *Category A*
Supervisor District: *2*
Neighborhood Group List: *North Beach*

Project Information

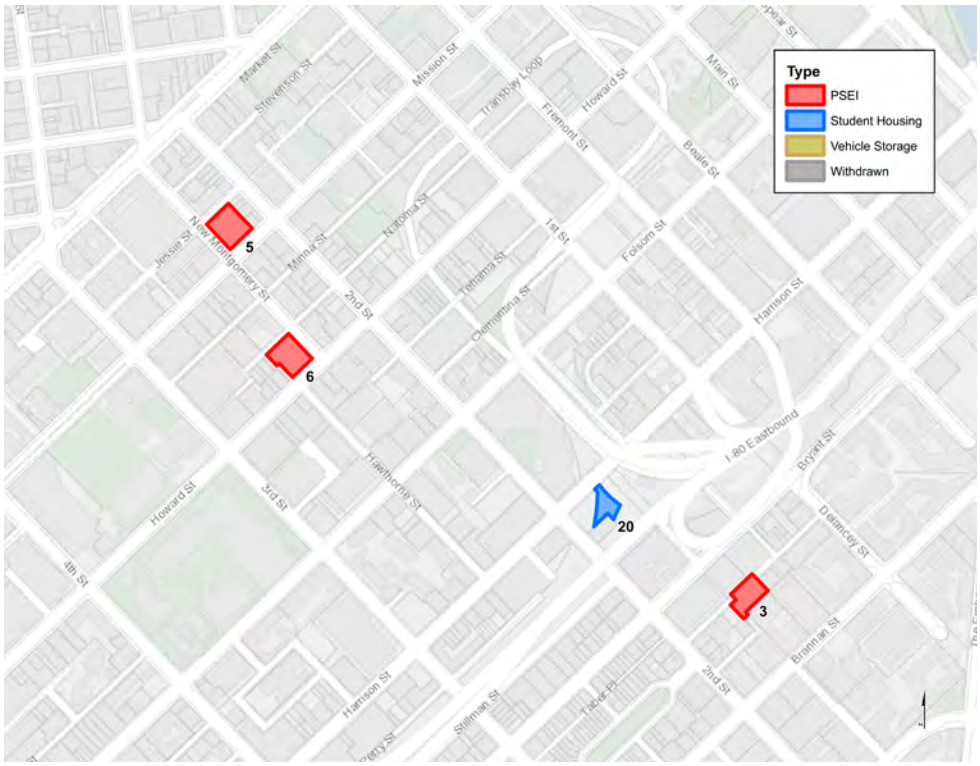
Last Legal Use: *Office, Retail at ground floor*
Proposed Academy Use: *PSEI, Retail at ground floor*
Gross Square Footage: *124,981 sf (64,621 sf occupied PSEI; 36,991 occupied Retail)*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Legalize change of use from Office to PSEI at 2nd and 3rd floors. Ground floor remains Retail Sales and Service; however, may be operated by the Academy, provided meets certain conditions as specified in Development Agreement*
- *Provision of Class 1 and 2 bicycle parking*
- *New signage including repurposing of neon projecting sign*

Discretionary Actions Needed:

- *Code exception from bicycle parking design standards (§155.1) for vertical spaces and access path*

SITE #5: 77-79 NEW MONTGOMERY STREET



Zoning Information

Block/Lot: *3707 / 014*
Zoning District: *C-3-O(SD) (Downtown - Office Special Development)*
Height and Bulk District: *150-S*
Special Use District(s): *N/A*
Preservation Designation: *Article 11 (New Montgomery - Mission - 2nd St.)*
Supervisor District: *6*
Neighborhood Group List: *Financial District*

Project Information

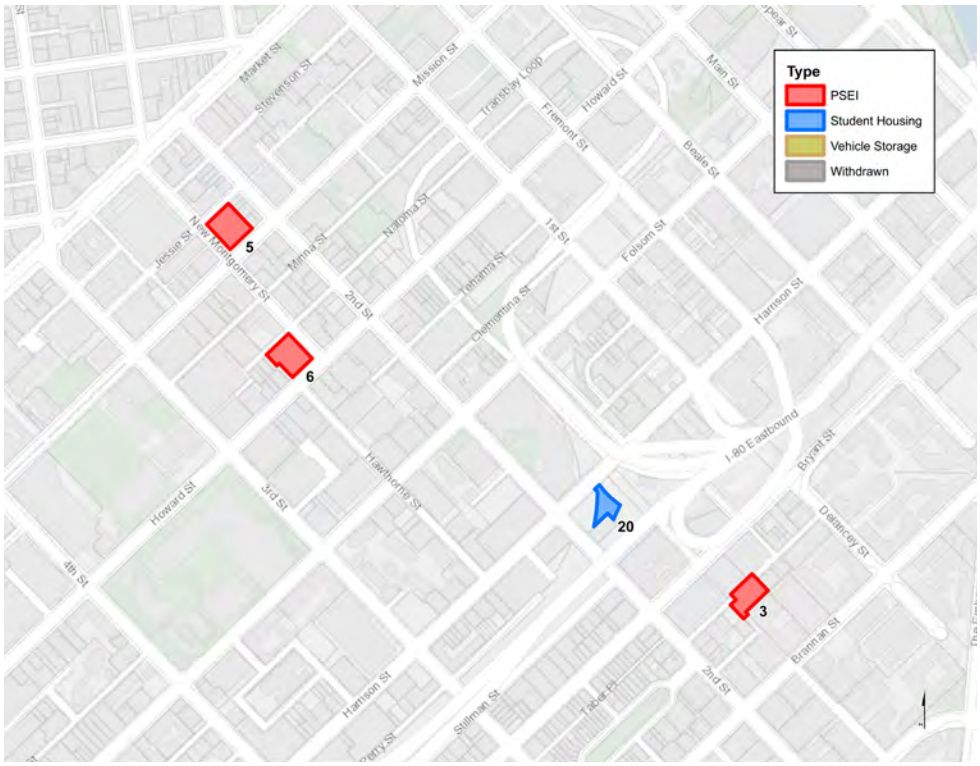
Last Legal Use: *Office*
Proposed Academy Use: *PSEI*
Gross Square Footage: *140,645 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

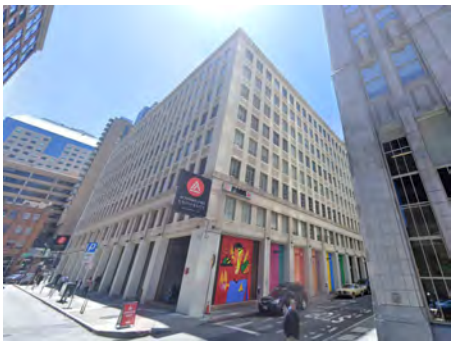
- *Legalize change of use from Office to PSEI*
- *Provision of Class 1 and 2 bicycle parking*
- *Partial removal of interior partitions within first 25' of building depth at ground floor, and removal of translucent film on glazing*
- *Three existing projecting signs legal, to remain; awnings to be legalized with painted signage on awnings removed; window decal signs removed.*
- *Exterior alterations (e.g. replacement or relocation of security cameras, concealing conduit)*
- *Legalization of exterior alterations (e.g. infilled windows at upper floor)*

Discretionary Actions Needed:

- *Approval by HPC of Minor Permit to Alter (Article 11)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces*
- *Code exception from active use requirements (§145.1) for interior partitions within first 25'*

SITE #6: 180 NEW MONTGOMERY STREET





Zoning Information

Block/Lot: *3722 / 022*
Zoning District: *C-3-O(SD) (Downtown - Office Special Development)*
Height and Bulk District: *150-S*
Special Use District(s): *N/A*
Preservation Designation: *Article 11 (New Montgomery - Mission - 2nd St.)*
Supervisor District: *6*
Neighborhood Group List: *Financial District*

Project Information

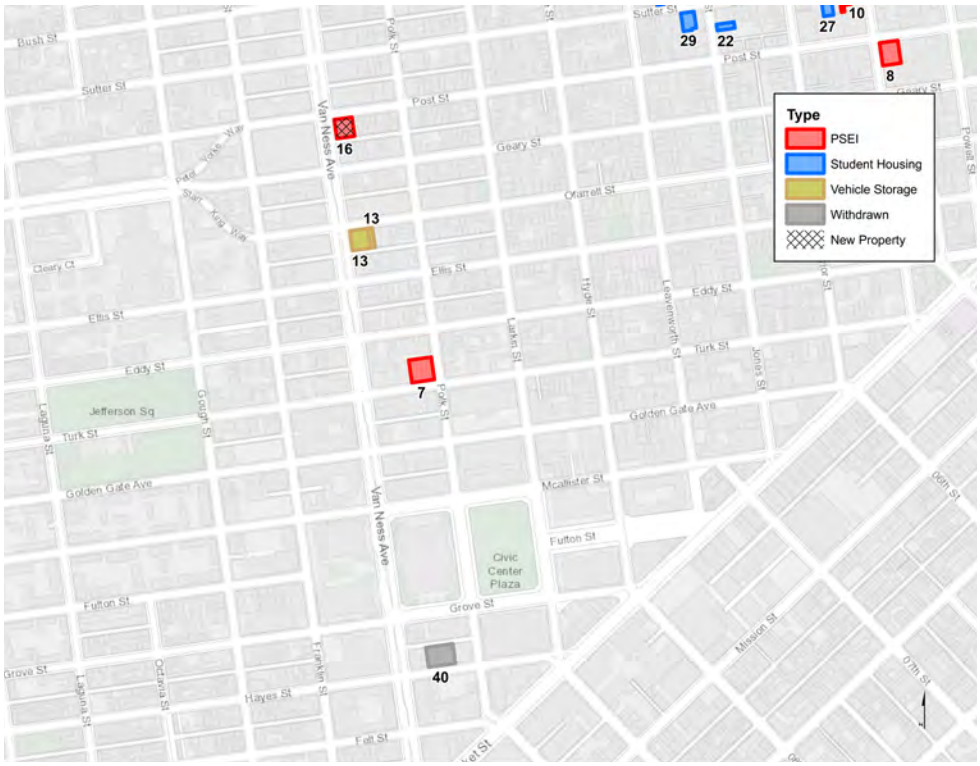
Last Legal Use: *Office*
Proposed Academy Use: *PSEI*
Gross Square Footage: *140,645 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Legalize change of use from Office to PSEI*
- *Provision of Class 1 and 2 bicycle parking*
- *Three existing projecting signs legal, to remain; no other signage proposed*
- *Exterior alterations (e.g. replacement of security cameras and light fixtures, concealing conduit, painting of building panels to be consistent with historic standards, repair of façade damage, restoration of ground floor panels)*
- *Legalization of exterior alterations (e.g. window replacements at upper floors, murals and seating installations at Natoma St.)*

Discretionary Actions Needed:

- *Approval by HPC of Major Permit to Alter (Article 11)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces*

SITE #7: 625 POLK STREET



Zoning Information

Block/Lot: *0742 / 002*
Zoning District: *NC-3 (Neighborhood Commercial, Moderate-Scale)*
Height and Bulk District: *130-E*
Special Use District(s): *N/A*
Preservation Designation: *Article 10 (Landmark #174)*
Supervisor District: *6*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

Last Legal Use: *PSEI*
Proposed Academy Use: *PSEI*
Gross Square Footage: *90,681 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Exterior alterations (e.g. replacement of security cameras and light fixtures, concealing conduit in existing masonry grooves, repair of façade damage)*
- *Legalization of security gates*
- *New wall signage and new copy on existing wall sign, to be installed consistent with historic standards*

Discretionary Actions Needed:

- *Approval by HPC of Certificate of Appropriateness (Article 10)*

SITE #8: 491 POST STREET

Zoning Information

Block/Lot: *0307 / 009*
Zoning District: *C-3-G (Downtown Commercial - General)*
Height and Bulk District: *80-130-F*
Special Use District(s): *N/A*
Preservation Designation: *Article 10 (Landmark #177), Article 11 (KMMS)*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

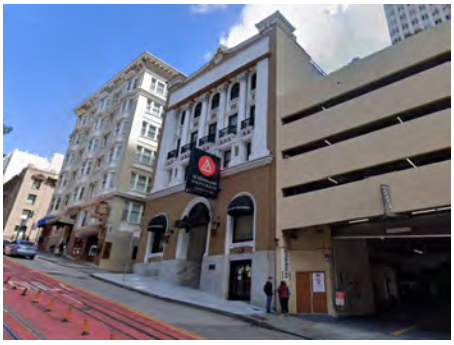
Last Legal Use: *Religious Institution*
Proposed Academy Use: *PSEI*
Gross Square Footage: *41,880 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Legalize change of use from Religious Institution to PSEI*
- *Provision of Class 1 and 2 bicycle parking*
- *Two existing banner signs and statues legal, to remain; one additional wall sign proposed in existing church box fixture and interpretive historic display proposed for other fixture; removal of unpermitted signage on fence*
- *Exterior alterations (e.g. replacement of light fixtures, removal of unused conduit) and legalization of existing alterations (e.g. window vents, basement door replacement, skateboard deterrents)*

Discretionary Actions Needed:

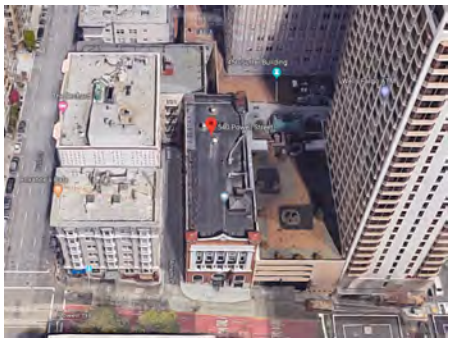
- *Approval by HPC of Administrative Certificate of Appropriateness (Article 10)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces and access path*

SITE #9: 540 POWELL STREET



Zoning Information

Block/Lot: *0285 / 009*
Zoning District: *C-3-R (Downtown Commercial - Retail)*
Height and Bulk District: *80-130-F*
Special Use District(s): *N/A*
Preservation Designation: *Article 11 (KMMS)*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*



Project Information

Last Legal Use: *PSEI and Museum*
Proposed Academy Use: *PSEI*
Gross Square Footage: *37,227 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Legalize change of use to PSEI for entire building; portions of existing building already considered legal PSEI*
- *Provision of Class 2 bicycle parking*
- *Relocation of existing projecting sign below belt course; removal of awnings with signage*
- *Exterior alterations (e.g. replacement of security cameras and light fixtures, concealing conduit, replacement of windows to match historic conditions at primary façade, legalization of window replacements and security bars at secondary façade, repair of entry marquee and façade damage, legalization of infilled window at upper floor)*

Discretionary Actions Needed:

- *Approval by HPC of Major Permit to Alter (Article 11)*

SITE #10: 625 SUTTER STREET

Zoning Information

Block/Lot: *0297 / 014*
Zoning District: *C-3-G (Downtown Commercial - General)*
Height and Bulk District: *80-130-F*
Special Use District(s): *N/A*
Preservation Designation: *Article 11 (KMMS)*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

Last Legal Use: *Office*
Proposed Academy Use: *PSEI*
Gross Square Footage: *24,917 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Legalize change of use from Office to PSEI*
- *Provision of Class 1 and 2 bicycle parking.*
- *One existing projecting sign legal, to remain; two new non-illuminated window signs proposed at storefront glazing.*
- *Removal of three storefront awnings and associated signage; restoration of transom glazing.*
- *Removal of interior storefront display partitions within first 25' of building depth at ground floor to allow for transparent views into building*
- *Exterior alterations (e.g. removal of flood lighting at belt course and installation of new light fixtures consistent with preservation standards)*

Discretionary Actions Needed:

- *Approval by HPC of Major Permit to Alter (Article 11)*
- *Code exception from active use requirements (§145.1) for Class 1 bicycle parking location, and for interior partitions within the first 25'*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces*

SITE #11: 740 TAYLOR STREET

Zoning Information

Block/Lot: *0283 / 012*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *65-A*
Special Use District(s): *N/A*
Preservation Designation: *Category A*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

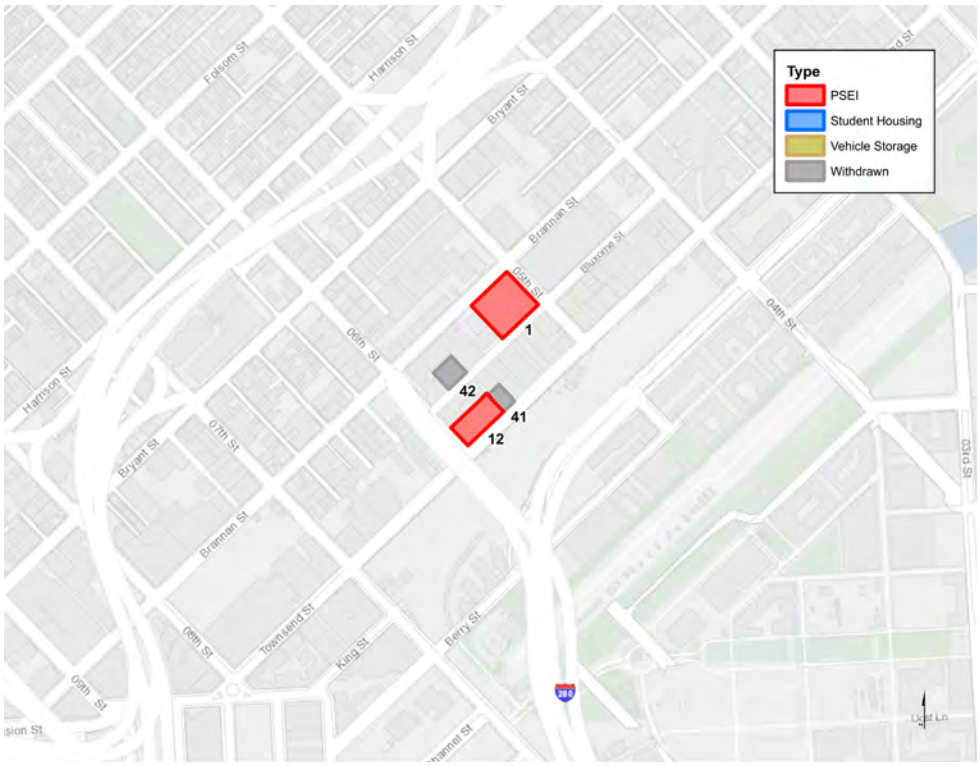
Project Information

Last Legal Use: *PSEI*
Proposed Academy Use: *PSEI*
Gross Square Footage: *10,231 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Retention of existing Class 2 bicycle parking.*
- *One existing projecting sign legal, to remain; one additional wall sign proposed.*

Discretionary Actions Needed: *N/A*

SITE #12: 466 TOWNSEND STREET



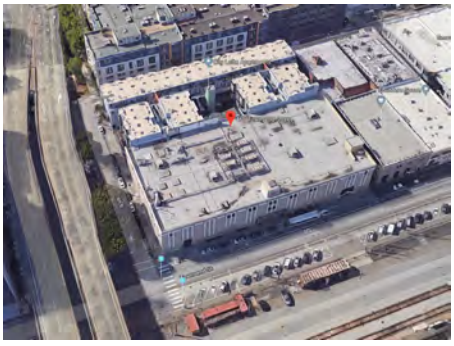
Zoning Information

Block/Lot: *3785 / 005*
Zoning District: *CMUO (Central SoMa Mixed Use - Office)*
Height and Bulk District: *85-X*
Special Use District(s): *Western SoMa, Central SoMa*
Preservation Designation: *Category A*
Supervisor District: *6*
Neighborhood Group List: *South of Market*

Project Information

Last Legal Use: *Internet Service Exchange*
Proposed Academy Use: *PSEI*
Gross Square Footage: *113,659 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

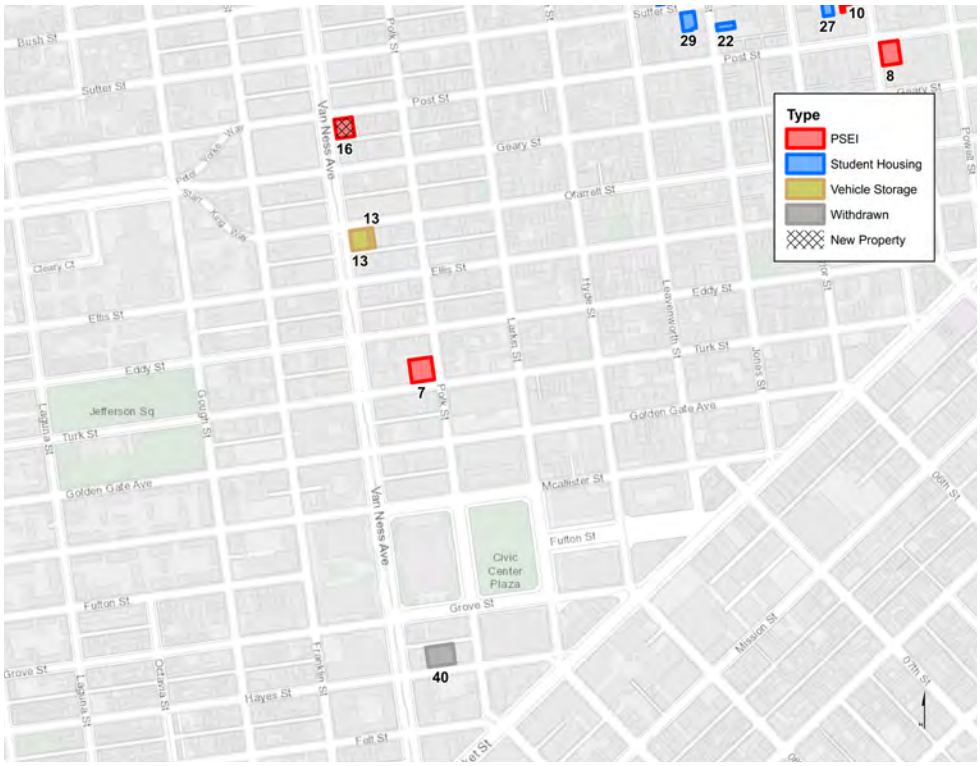
- *Legalize change of use from Internet Service Exchange to PSEI, with instruction limited to fields related to PDR and Arts Activities uses.*
- *Provision of Class 1 and 2 bicycle parking.*
- *New signage to include 4 wall signs and 1 awning sign.*
- *Removal of remnant light fixtures at roofline from previous unpermitted signage*



Discretionary Actions Needed:

- *Code amendment limiting the conversion of PDR use (§202.8)*

SITE #13: 950 VAN NESS AVENUE



Zoning Information

Block/Lot: *0718 / 021,017*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *130-V*
Special Use District(s): *Van Ness, Van Ness Automotive*
Preservation Designation: *Category C*
Supervisor District: *6*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

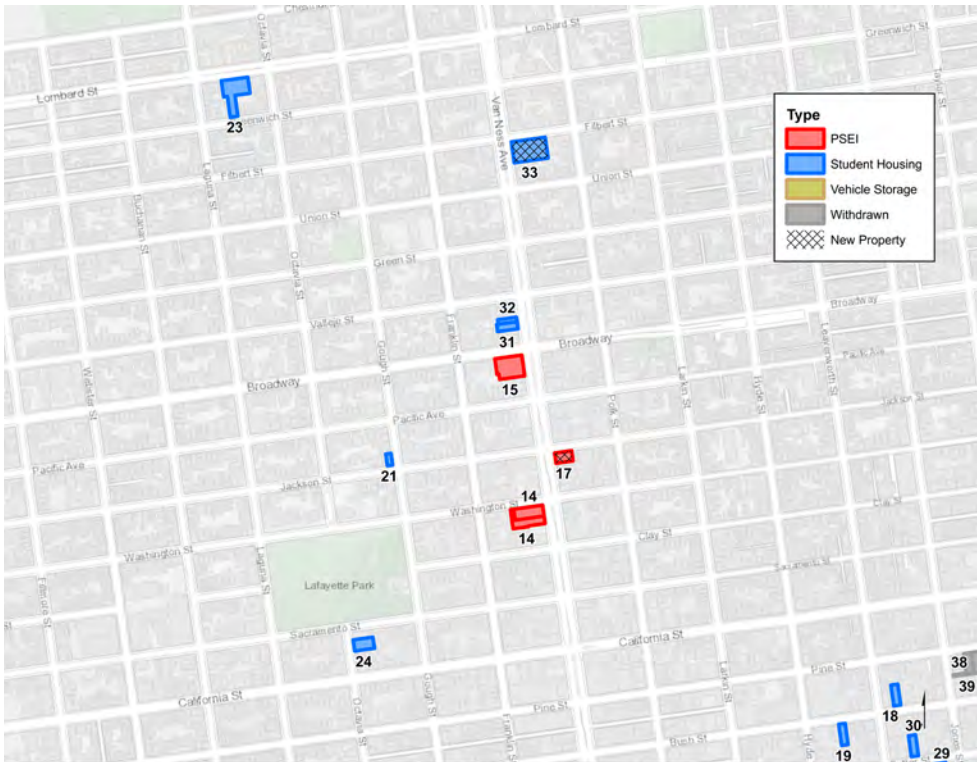
Last Legal Use: *Retail Automobile Sales*
Proposed Academy Use: *Private Parking, accessory ground floor museum*
Gross Square Footage: *49,595 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Change of use from Retail Automobile Sales to Private Parking Garage with accessory ground floor museum.*
- *Provision of Class 1 and 2 bicycle parking.*
- *Removal of one curb cut along Van Ness Avenue*
- *Removal of two ground floor canopy structures along Van Ness Avenue*
- *New signage to include 3 wall signs and 1 projecting sign*

Discretionary Actions Needed:

- *Conditional Use for Private Parking Garage in RC-4 (§209.3)*

SITE #14: 1849 VAN NESS AVENUE



Zoning Information

Block/Lot: *0618 / 001, 001B*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *80-D*
Special Use District(s): *Van Ness*
Preservation Designation: *Category A*
Supervisor District: *2*
Neighborhood Group List: *Pacific Heights*

Project Information

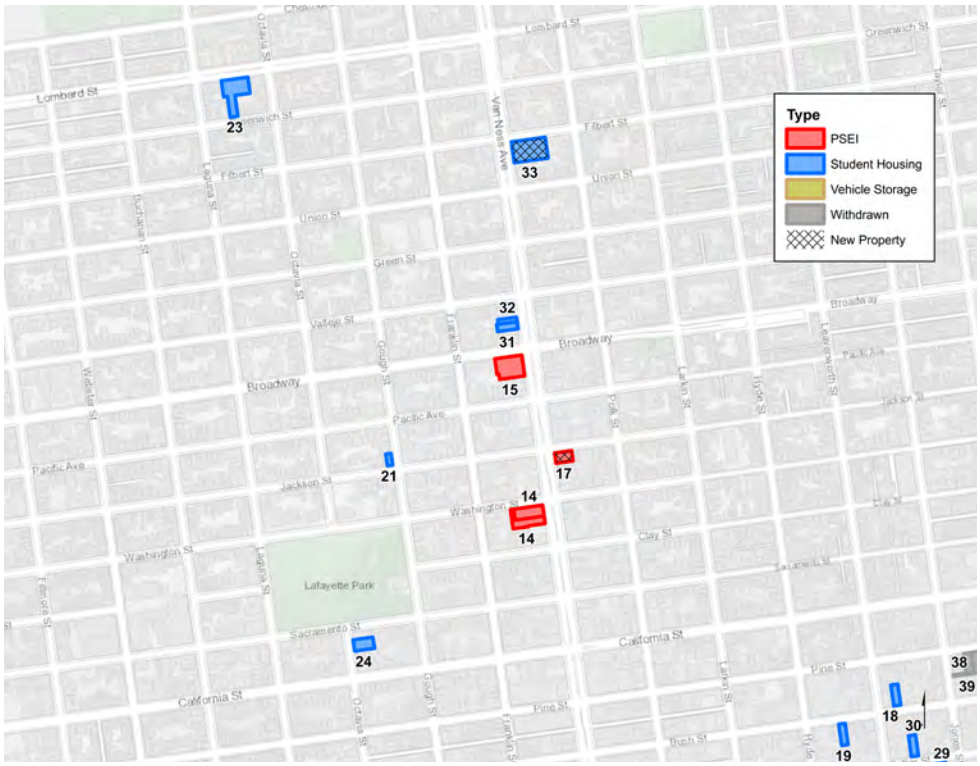
Last Legal Use: *Retail Sales*
Proposed Academy Use: *PSEI, accessory ground floor museum*
Gross Square Footage: *113,382 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Legalize change of use from Retail to PSEI with accessory ground floor museum*
- *Provision of Class 1 and 2 bicycle parking*
- *Existing LED wall sign legal, to remain; removal of painted wall signage copy and painted awning copy*
- *Exterior alterations (e.g. replacement of security cameras and concealing of conduit)*

Discretionary Actions Needed:

- *Conditional Use for PSEI in RC-4 (§209.3)*
- *Code exception from active use requirements (§145.1) for window display boxes along Washington Street frontage*

SITE #15: 2151 VAN NESS AVENUE



Zoning Information

Block/Lot: *0575 / 015*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *80-D*
Special Use District(s): *Van Ness*
Preservation Designation: *Article 10 (Landmark #252)*
Supervisor District: *2*
Neighborhood Group List: *Pacific Heights*

Project Information

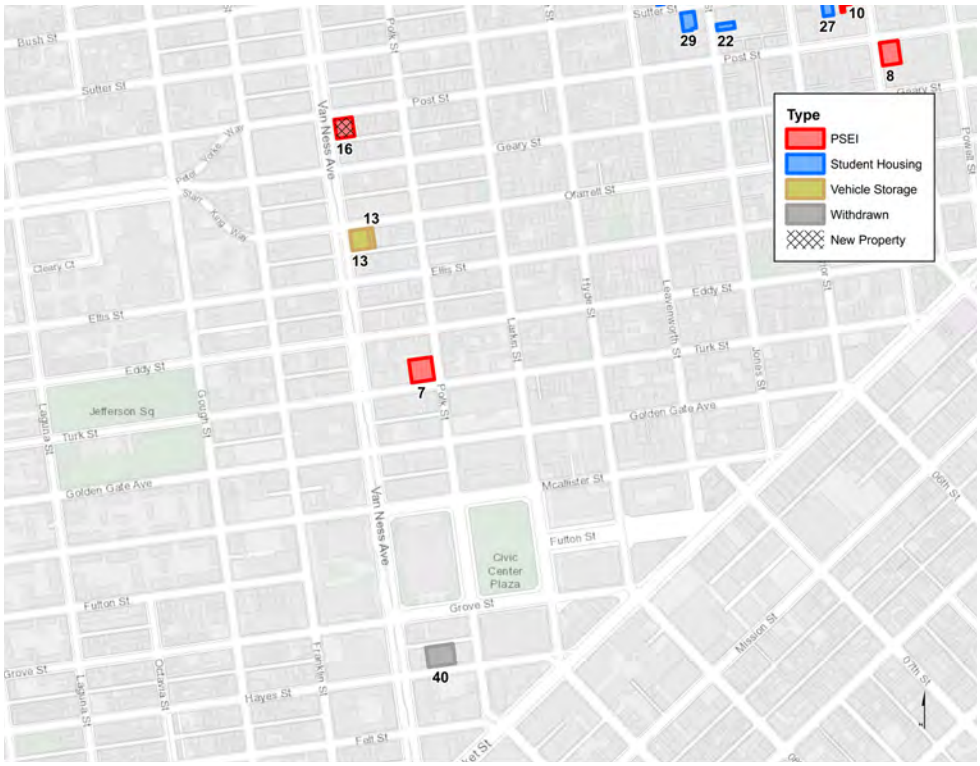
Last Legal Use: *Religious Institution*
Proposed Academy Use: *PSEI*
Gross Square Footage: *25,701 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

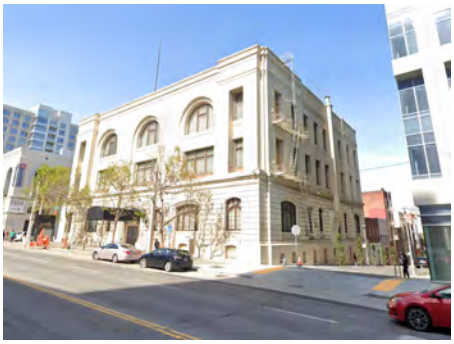
- *Legalize change of use from Religious Institution to PSEI*
- *Provision of Class 1 and 2 bicycle parking*
- *New signage to include one new wall sign within existing church sign cabinet, and one new freestanding sign attached to fence along Broadway*

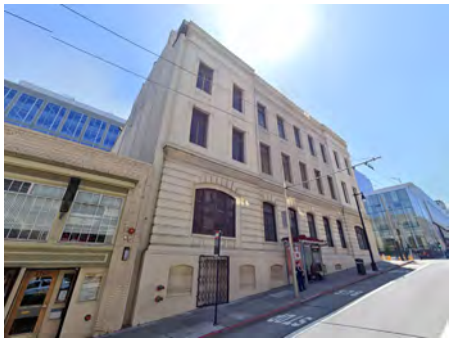
Discretionary Actions Needed:

- *Approval by HPC of Certificate of Appropriateness (Article 10)*
- *Conditional Use for PSEI in RC-4 (§209.3)*
- *Code exception to allow provision of Class 1 bicycle parking at 2211 Van Ness Ave., within 500 feet (§307(k))*

SITE #16: 1142 VAN NESS AVENUE







Zoning Information

Block/Lot: *0694 / 011*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *130-V*
Special Use District(s): *Van Ness, Van Ness Automotive*
Preservation Designation: *Category A*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

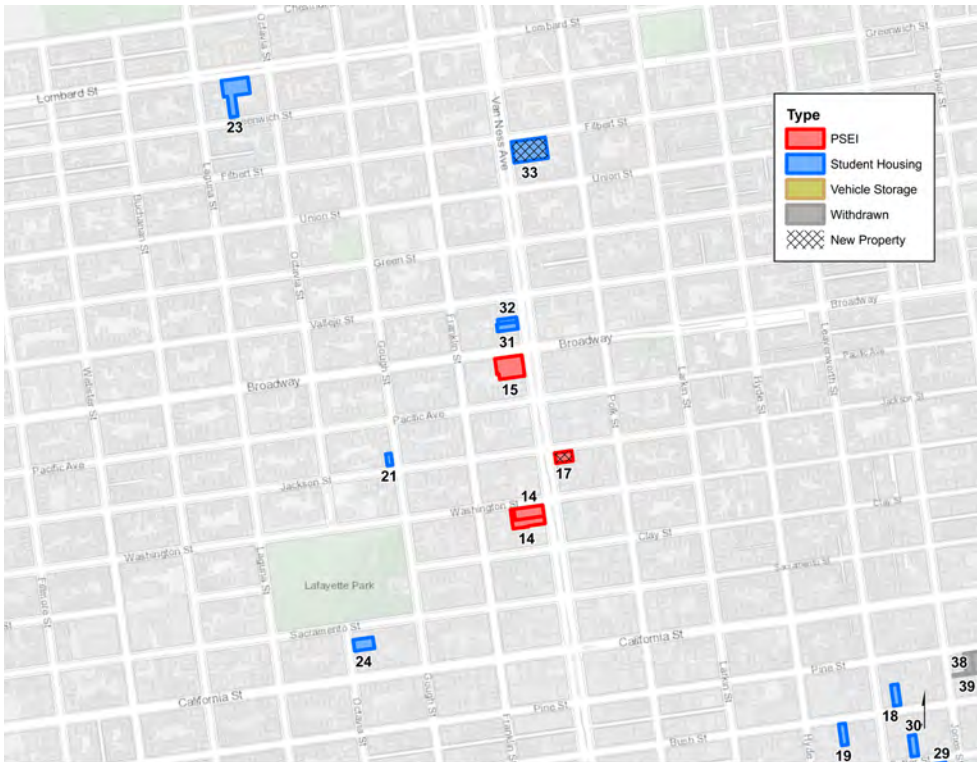
Last Legal Use: *Private Community Facility*
Proposed Academy Use: *PSEI*
Gross Square Footage: *50,221 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Establish change of use from Private Community Facility to PSEI*
- *Provision of Class 1 and 2 bicycle parking*
- *New signage to include four wall signs*
- *Exterior alterations (e.g. replacement of security cameras with concealed conduit, replacement of egress doors with removal of gate, window/door replacement along alley façade at fire escape egress*

Discretionary Actions Needed:

- *Conditional Use for PSEI in RC-4 (§209.3)*

SITE #17: 1946 VAN NESS AVENUE



Zoning Information

Block/Lot: *0598 / 010A*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *80-D*
Special Use District(s): *Van Ness*
Preservation Designation: *Category A*
Supervisor District: *3*
Neighborhood Group List: *Nob Hill*

Project Information

Last Legal Use: *Light Manufacturing and Retail*
Proposed Academy Use: *PSEI*
Gross Square Footage: *25,040 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Establish change of use from Retail and Light Manufacturing to PSEI*
- *Provision of Class 1 and 2 bicycle parking*
- *Interior alterations necessary to implement the change of use*
- *New signage to include 3 wall signs and 1 projecting sign*
- *Exterior alterations (e.g. new aluminum storefronts, window replacements, and other building details consistent with historic standards)*

Discretionary Actions Needed:

- *Conditional Use for PSEI in RC-4 (§209.3)*

SITE #18: 1080 BUSH STREET

Zoning Information

Block/Lot: *0276 / 015*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *65-A*
Special Use District(s): *N/A*
Preservation Designation: *Category A*
Supervisor District: *3*
Neighborhood Group List: *Nob Hill*

Project Information

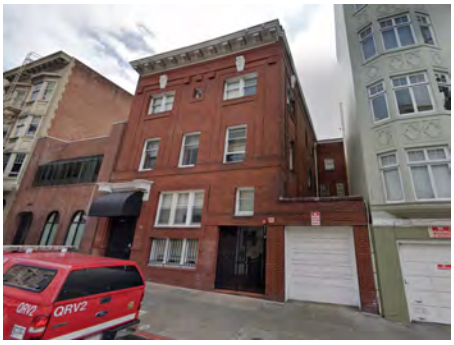
Last Legal Use: *42 Dwelling Units; 15 Residential Hotel Rooms (Ch. 41)*
Proposed Academy Use: *Student Housing – 42 Dwelling Units; 15 Group Housing Rooms*
Gross Square Footage: *27,214 sf*
Number of Beds Student Housing: *150*
Proposed Scopes of Work:

- *Legalize change of use for the 15 Residential Hotel Rooms to Group Housing with Student Housing use characteristic; dwelling units already considered legal Student Housing*
- *Removal of the Chapter 41 designation from the 15 Residential Hotel Rooms through a Permit to Convert application, proposing replacement units at 860 Sutter Street.*
- *Provision of Class 1 and 2 bicycle parking*
- *Reinstate ground floor dwelling unit at area of ground floor lounge.*
- *Existing wall sign legal, to remain; no other signage proposed.*
- *Replacement of ground floor door consistent with preservation standards*

Discretionary Actions Needed:

- *Code amendment limiting the conversion of housing to student housing use (§317(e))*
- *Conditional Use for Group Housing affiliated with PSEI use in RC-4 (§209.3)*
- *Code exception from active use requirements (§145.1) for Class 1 bicycle parking location*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces and access path*

SITE #19: 1153 BUSH STREET



Zoning Information

Block/Lot: *0280 / 026*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *65-A*
Special Use District(s): *N/A*
Preservation Designation: *Category A*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

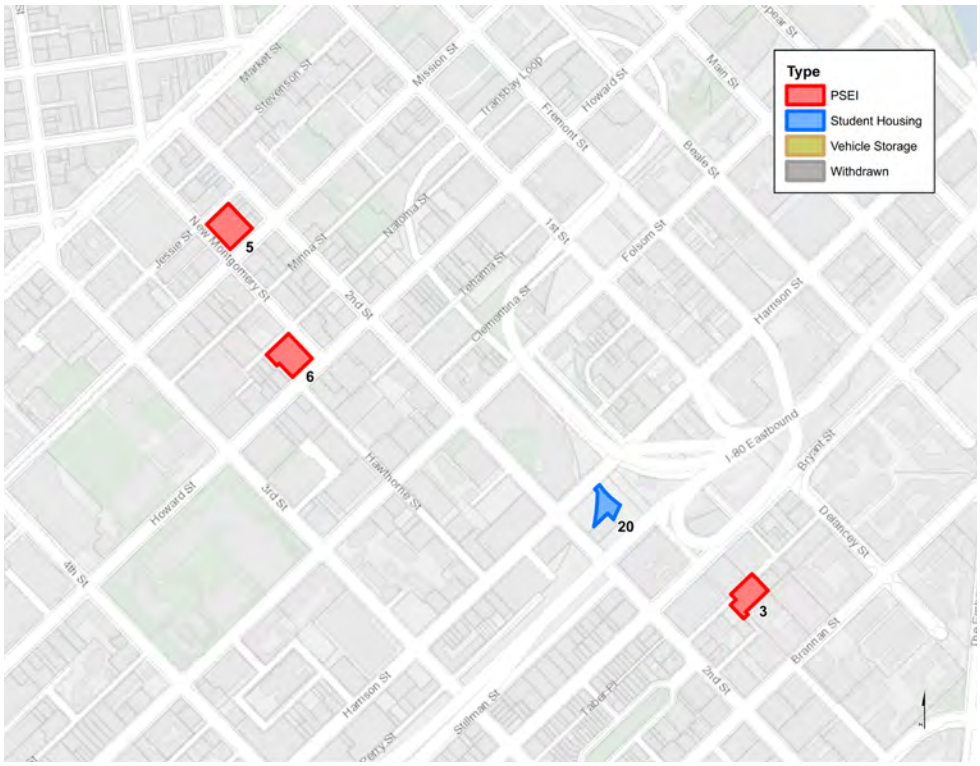
Last Legal Use: *1 Dwelling Unit; 15 Residential Hotel Rooms (Ch. 41)*
Proposed Academy Use: *Student Housing – 16 Group Housing Rooms*
Gross Square Footage: *10,416 sf*
Number of Beds Student Housing: *42*
Proposed Scopes of Work:

- *Legalize change of use to Group Housing with Student Housing use characteristic*
- *Removal of the Chapter 41 designation from the 15 Residential Hotel Rooms through a Permit to Convert application, proposing replacement units at 860 Sutter Street.*
- *Provision of Class 1 and 2 bicycle parking*
- *Removal of existing curb cut and driveway*
- *Exterior alterations (e.g. removal of entry canopy, window replacements, and installation of security card reader for bike access at garage)*
- *New wall signage proposed at garage, must allow for garage operation for access to bicycle parking*

Discretionary Actions Needed:

- *Code amendment limiting the conversion of housing to student housing use (§317(e))*
- *Conditional Use for Group Housing affiliated with PSEI use in RC-4 (§209.3)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces and to allow provision of Class 2 bicycle parking at 1080 Bush St., within 500 feet (§307(k))*

SITE #20: 575 HARRISON STREET



Zoning Information

Block/Lot: *3764 / 198-230*
Zoning District: *MUO (Mixed-Use, Office)*
Height and Bulk District: *65-X*
Special Use District(s): *N/A*
Preservation Designation: *Category C*
Supervisor District: *6*
Neighborhood Group List: *South of Market*

Project Information

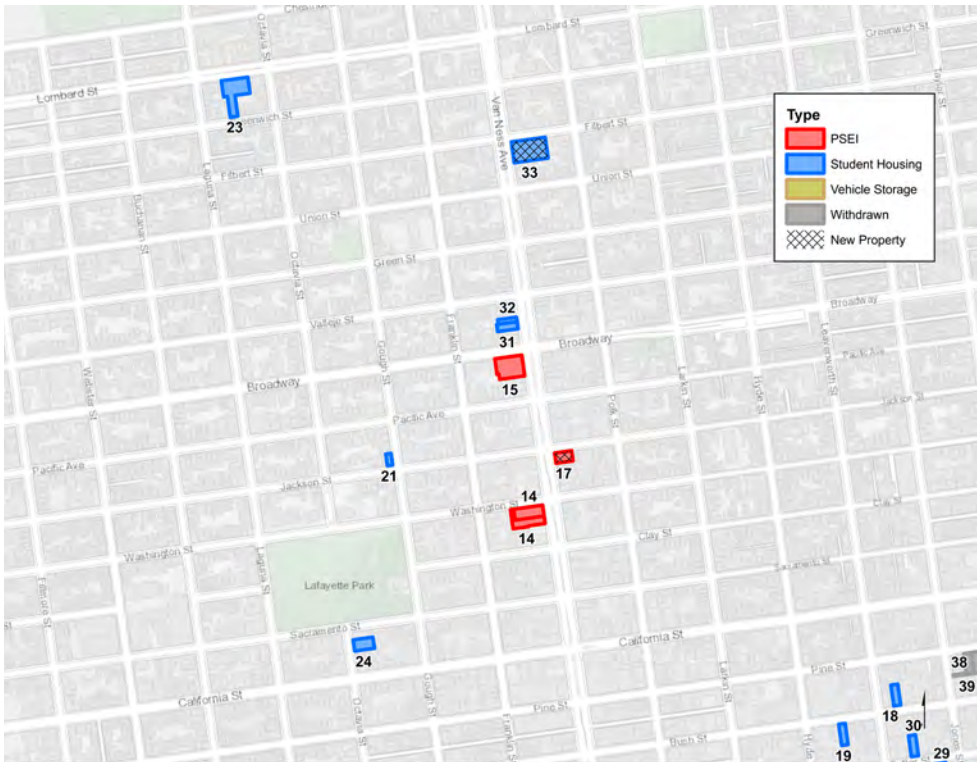
Last Legal Use: *33 Live/Work Units*
Proposed Academy Use: *33 Live/Work Units; Private Parking Garage*
Gross Square Footage: *59,281 sf*
Number of Beds Student Housing: *132*
Proposed Scopes of Work:

- *Legalize change of use at garage from accessory parking to Private Parking use; no change of use to legal nonconforming live/work units*
- *Provision of Class 1 and 2 bicycle parking*
- *New signage to include one wall and one projecting sign*

Discretionary Actions Needed:

- *Conditional Use for Private Parking use in MUO (§842.41)*

SITE #21: 1900 JACKSON STREET



Zoning Information

Block/Lot: *0592 / 004A*
Zoning District: *RH-2 (Residential House, Two-Family)*
Height and Bulk District: *40-X*
Special Use District(s): *N/A*
Preservation Designation: *Category B*
Supervisor District: *2*
Neighborhood Group List: *Pacific Heights*

Project Information

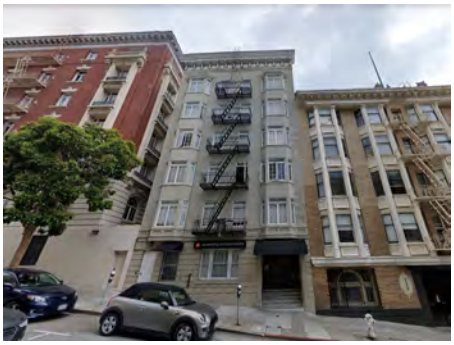
Last Legal Use: *9 Dwelling Units*
Proposed Academy Use: *Student Housing – 9 Dwelling Units; Private Parking Garage*
Gross Square Footage: *12,238 sf*
Number of Beds Student Housing: *42*
Proposed Scopes of Work:

- *Legalize change of use at garage from accessory parking to Private Parking use; dwelling units already considered legal Student Housing*
- *Provision of Class 1 and 2 bicycle parking*
- *New signage to include two identifying wall signs*

Discretionary Actions Needed:

- *Conditional Use for Private Parking use in RH-2 (§209.1)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces*

SITE #22: 736 JONES STREET



Zoning Information

Block/Lot: *0298 / 027*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *80-A*
Special Use District(s): *N/A*
Preservation Designation: *Category A*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

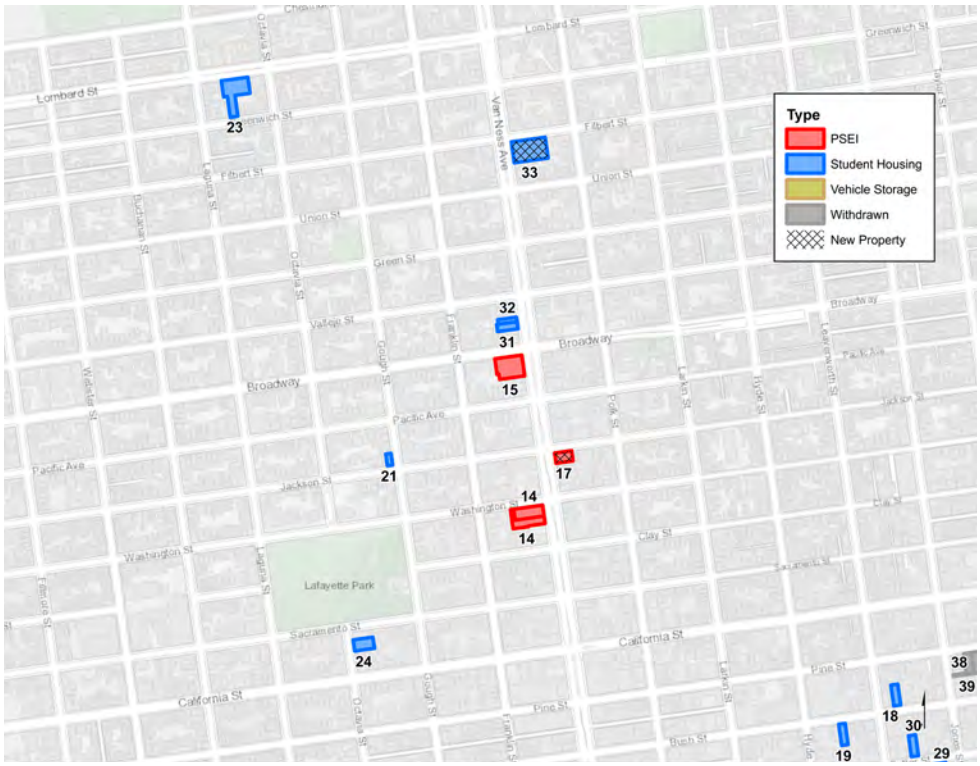
Project Information

Last Legal Use: *34 Dwelling Units*
Proposed Academy Use: *Student Housing – 34 Dwelling Units*
Gross Square Footage: *19,791 sf*
Number of Beds Student Housing: *74*
Proposed Scopes of Work:

- *No change of use; dwelling units already considered legal Student Housing*
- *Reinstate basement level dwelling unit adjacent to student lounge*
- *Existing wall sign legal, to remain; new signage proposed on existing awning over entry*

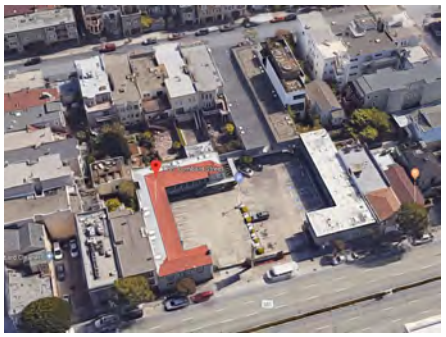
Discretionary Actions Needed: *N/A*

SITE #23: 1727 LOMBARD STREET



Zoning Information

Block/Lot: *0506 / 036*
Zoning District: *NC-3 (Neighborhood Commercial, Moderate Scale)*
RH-2 (Residential House, Two-Family)
Height and Bulk District: *40-X*
Special Use District(s): *N/A*
Preservation Designation: *Category B*
Supervisor District: *2*
Neighborhood Group List: *Marina*



Project Information

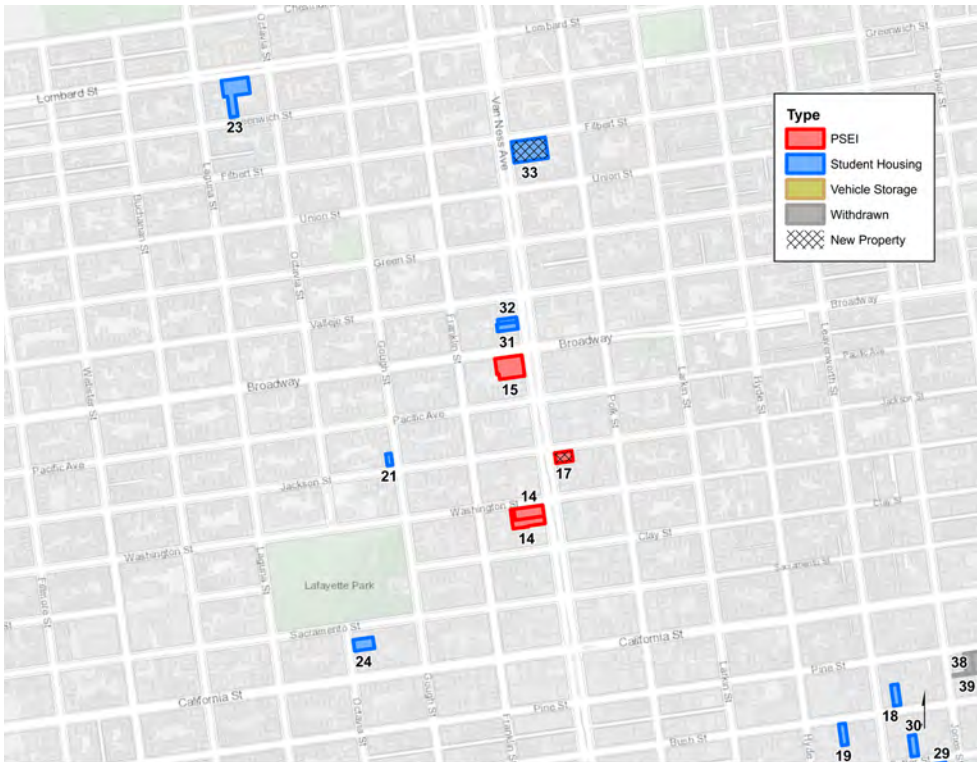
Last Legal Use: *Tourist Motel*
Proposed Academy Use: *Student Housing – 52 Group Housing Rooms; Private Parking Lot and Garage*
Gross Square Footage: *16,715 sf*
Number of Beds Student Housing: *105*
Proposed Scopes of Work:

- *Legalize change of use from Tourist Motel to Group Housing with Student Housing use characteristic; legalize change of use from accessory parking lot to Private Parking use*
- *Provision of Class 1 and 2 bicycle parking*
- *Development of code compliant open space on portion of prior parking lot*
- *Removal of two curb cuts and driveways, one along Lombard St. and one along Greenwich St.*
- *Removal of window signs at lobby/office, to allow for transparent views into building; retention of existing freestanding "Star Motel" sign to be designated as a Vintage Sign; new signage to include wall sign adjacent to freestanding sign and identifying wall sign at Greenwich frontage*

Discretionary Actions Needed:

- *Conditional Use for Group Housing in RH-2 (§209.1)*
- *Conditional Use for Private Parking use in RH-2 and NC-3 (§209.1 and §712)*
- *Code exception from rear yard requirements (§134)*

SITE #24: 1916 OCTAVIA STREET



Zoning Information

Block/Lot: *0640 / 011*
Zoning District: *RH-2 (Residential House, Two-Family)*
Height and Bulk District: *40-X*
Special Use District(s): *N/A*
Preservation Designation: *Category C*
Supervisor District: *2*
Neighborhood Group List: *Pacific Heights*

Project Information

Last Legal Use: *22 Residential Hotel Units (Ch. 41)*
Proposed Academy Use: *Student Housing – 22 Group Housing Rooms (Ch. 41)*
Gross Square Footage: *13,220 sf*
Number of Beds Student Housing: *46*
Proposed Scopes of Work:

- *Legalize change of use from 22 Residential Hotel Rooms to Group Housing with Student Housing use characteristic*
- *Provision of Class 1 and 2 bicycle parking*
- *Relocation of shuttle stop to property frontage*

Discretionary Actions Needed:

- *Code amendment limiting the conversion of housing to student housing use (§317(e))*
- *Conditional Use for Group Housing in RH-2 (§209.1)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces*

SITE #25: 560 POWELL STREET

Zoning Information

Block/Lot: *0285 / 010*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *80-130-F*
Special Use District(s): *N/A*
Preservation Designation: *Category A*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

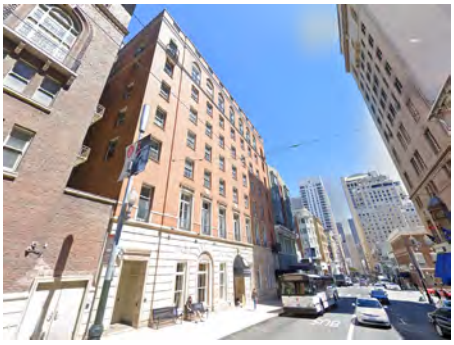
Last Legal Use: *28 Dwelling Units*
Proposed Academy Use: *Student Housing – 27 Dwelling Units*
Gross Square Footage: *24,714 sf*
Number of Beds Student Housing: *64*
Proposed Scopes of Work:

- *No change of use; dwelling units already considered legal Student Housing*
- *New signage to include two wall signs and one projecting sign*

Discretionary Actions Needed:

- *Conditional Use for removal of dwelling unit, based on 3R Report (§317)*

SITE #26: 620 SUTTER STREET



Zoning Information

Block/Lot: *0283 / 004A*
Zoning District: *C-3-G (Downtown Commercial - General)*
Height and Bulk District: *80-130-F*
Special Use District(s): *N/A*
Preservation Designation: *Article 11 (KMMS)*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

Last Legal Use: *Tourist Hotel*
Proposed Academy Use: *Student Housing – 61 Group Housing Rooms, accessory PSEI*
Gross Square Footage: *64,912 sf*
Number of Beds Student Housing: *136*
Proposed Scopes of Work:

- *Legalize change of use from Tourist Hotel to Group Housing with Student Housing use characteristic*
- *Partial provision of Class 1 bicycle parking and provision of Class 2 bicycle parking*
- *Retention of existing legal center awning with signage; no new signage proposed*
- *Exterior alterations (e.g. removal of eastern awning, replacement of security cameras and lighting fixtures, concealing conduit, restoration of original YWCA engraving, repair of façade damage)*

Discretionary Actions Needed:

- *Approval by HPC of Major Permit to Alter (Article 11)*
- *Code exception from rear yard and open space (§134, §135)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces, and overall deficiency of spaces (§155.2)*

SITE #27: 655 SUTTER STREET

Zoning Information

Block/Lot: *0297 / 012*
Zoning District: *C-3-G (Downtown Commercial - General)*
Height and Bulk District: *80-130-F*
Special Use District(s): *N/A*
Preservation Designation: *Article 11 (KMMS)*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

Last Legal Use: *61 Group Housing Rooms*
Proposed Academy Use: *Student Housing – 55 Group Housing Rooms, accessory PSEI*
Gross Square Footage: *41,449 sf*
Number of Beds Student Housing: *177*
Proposed Scopes of Work:

- *No change of use; Group Housing with Student Housing use characteristic already legal*
- *Existing wall sign legal, to remain, with conduit to be routed internally; new signage proposed to include two projecting signs for left and right storefronts, reflecting specific use and not to include generic Academy signage copy*
- *Exterior alterations (e.g. replacement of security cameras and lighting fixtures, concealing conduit, painting of storefront in Article 11 compatible color)*

Discretionary Actions Needed:

- *Approval by HPC of Major Permit to Alter (Article 11)*

SITE #28: 680-688 SUTTER STREET

Zoning Information

Block/Lot: *0283 / 007*
Zoning District: *C-3-G (Downtown Commercial - General)*
Height and Bulk District: *160-F*
Special Use District(s): *N/A*
Preservation Designation: *Article 11 (KMMS)*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

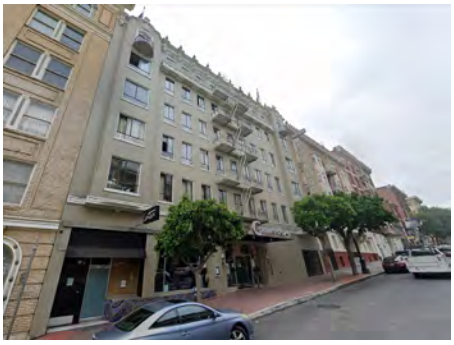
Last Legal Use: *28 Dwelling Units*
Proposed Academy Use: *Student Housing – 27 Dwelling Units; PSEI gallery*
Gross Square Footage: *19,554 sf*
Number of Beds Student Housing: *80*
Proposed Scopes of Work:

- *No change of use; dwelling units already considered legal Student Housing*
- *New signage to include two wall signs, one painted*
- *Exterior alterations (e.g. removal of awning and brackets, removal of previous sign mounting brackets, window replacements, concealing conduit, repair of façade damage)*

Discretionary Actions Needed:

- *Approval by HPC of Minor Permit to Alter (Article 11)*
- *Conditional Use for removal of dwelling unit (§317)*

SITE #29: 817-831 SUTTER STREET



Zoning Information

Block/Lot: *0299 / 021*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *80-A*
Special Use District(s): *N/A*
Preservation Designation: *Category A*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

Last Legal Use: *Tourist Hotel*
Proposed Academy Use: *Student Housing – 111 Group Housing Rooms*
Gross Square Footage: *49,426 sf*
Number of Beds Student Housing: *222*
Proposed Scopes of Work:

- *Legalize change of use from Tourist Hotel to Group Housing with Student Housing use characteristic*
- *Partial provision of Class 1 bicycle parking and provision of Class 2 bicycle parking*
- *Retention of existing "Commodore" projecting and awning signs to be designated as Vintage Signs; new proposed Academy wall sign*
- *Removal of ground floor security gate installed without permit, to provide access to bicycle parking*
- *Aluminum window replacements are legal and no further replacement is proposed; however, future window replacements shall require wood sash windows to match historic character*

Discretionary Actions Needed:

- *Conditional Use for Group Housing affiliated with PSEI use in RC-4 (§209.3)*
- *Code exception from rear yard and open space (§134, §135)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces, and overall deficiency of spaces (§155.2)*
- *Code exception from active use requirements (§145.1) for Class 1 bicycle parking location*

SITE #30: 860 SUTTER STREET

Zoning Information

Block/Lot: *0281 / 006*
Zoning District: *RC-4 (Residential-Commercial, High Density)*
Height and Bulk District: *80-A*
Special Use District(s): *N/A*
Preservation Designation: *Category A*
Supervisor District: *3*
Neighborhood Group List: *Downtown / Civic Center*

Project Information

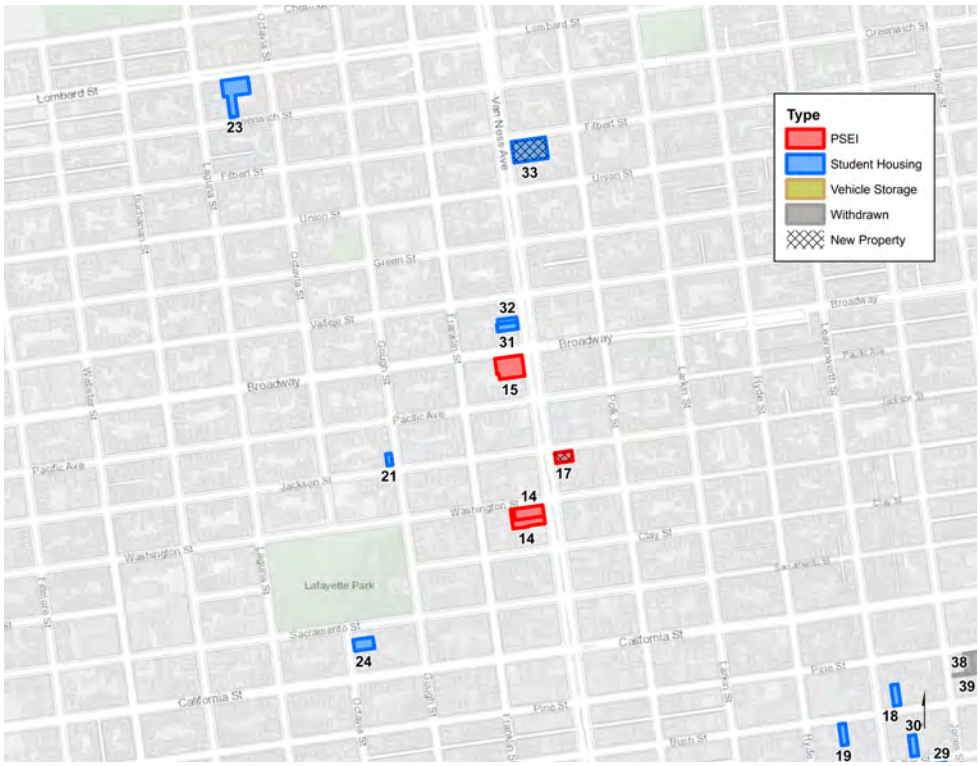
Last Legal Use: *Tourist Hotel (39 rooms) and 50 Residential Hotel Rooms (Ch. 41)*
Proposed Academy Use: *Student Housing – 89 Group Housing Rooms (Ch. 41)*
Gross Square Footage: *32,693 sf*
Number of Beds Student Housing: *186*
Proposed Scopes of Work:

- *Legalize change of use from 39 Tourist Hotel rooms and 50 Residential Hotel Rooms to Group Housing with Student Housing use characteristic*
- *Addition of Chapter 41 designation to all 39 rooms that are being converted from Tourist Hotel, such that entire building is designated under Chapter 41; these are replacement units for 1080 and 1153 Bush St. as part of the Permit to Convert application.*
- *Provision of Class 2 bicycle parking*
- *New signage to include one wall sign and one projecting sign*
- *Exterior alterations (e.g. window replacements, removal of window film to allow transparency at ground level)*

Discretionary Actions Needed:

- *Code amendment limiting the conversion of housing to student housing use (§317(e))*
- *Conditional Use for Group Housing affiliated with PSEI use in RC-4 (§209.3)*
- *Code exception from open space (§135)*
- *Code exception for overall deficiency of bicycle parking spaces (§155.2) and to allow provision of Class 2 bicycle parking at 825 Sutter St., within 500 feet (§307(k))*

SITE #31: 2209 VAN NESS AVENUE



Zoning Information

Block/Lot: *0570 / 029*
Zoning District: *RC-3 (Residential-Commercial, Medium Density)*
Height and Bulk District: *80-D*
Special Use District(s): *N/A*
Preservation Designation: *Category A*
Supervisor District: *2*
Neighborhood Group List: *Pacific Heights*

Project Information

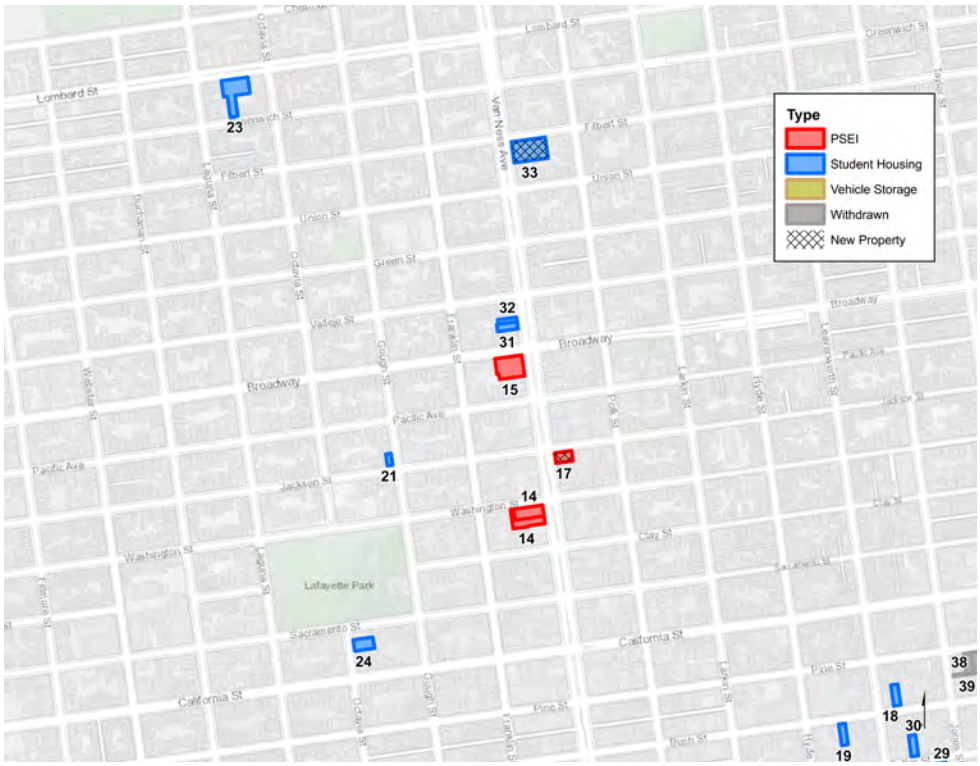
Last Legal Use: *1 Dwelling Unit*
Proposed Academy Use: *Student Housing – 18 Group Housing Rooms*
Gross Square Footage: *11,381 sf*
Number of Beds Student Housing: *57*
Proposed Scopes of Work:

- *Legalize change of use from 1 Dwelling Unit to Group Housing with Student Housing use characteristic*
- *Partial provision of Class 1 bicycle parking and provision of Class 2 bicycle parking*
- *New signage to include freestanding sign on fence at property line*

Discretionary Actions Needed:

- *Code amendment limiting the conversion of housing to student housing use (§317(e))*
- *Conditional Use for Group Housing affiliated with PSEI use in RC-3 (§209.3)*
- *Code exception from exposure (§140)*
- *Code exception for overall deficiency of bicycle parking spaces (§155.2) and to allow provision of Class 1 bicycle parking at 2211 Van Ness Ave., within 500 feet (§307(k))*

SITE #32: 2211 VAN NESS AVENUE



Zoning Information

Block/Lot: *0570 / 005*
Zoning District: *RC-3 (Residential-Commercial, Medium Density)*
Height and Bulk District: *80-D*
Special Use District(s): *N/A*
Preservation Designation: *Category A*
Supervisor District: *2*
Neighborhood Group List: *Pacific Heights*

Project Information

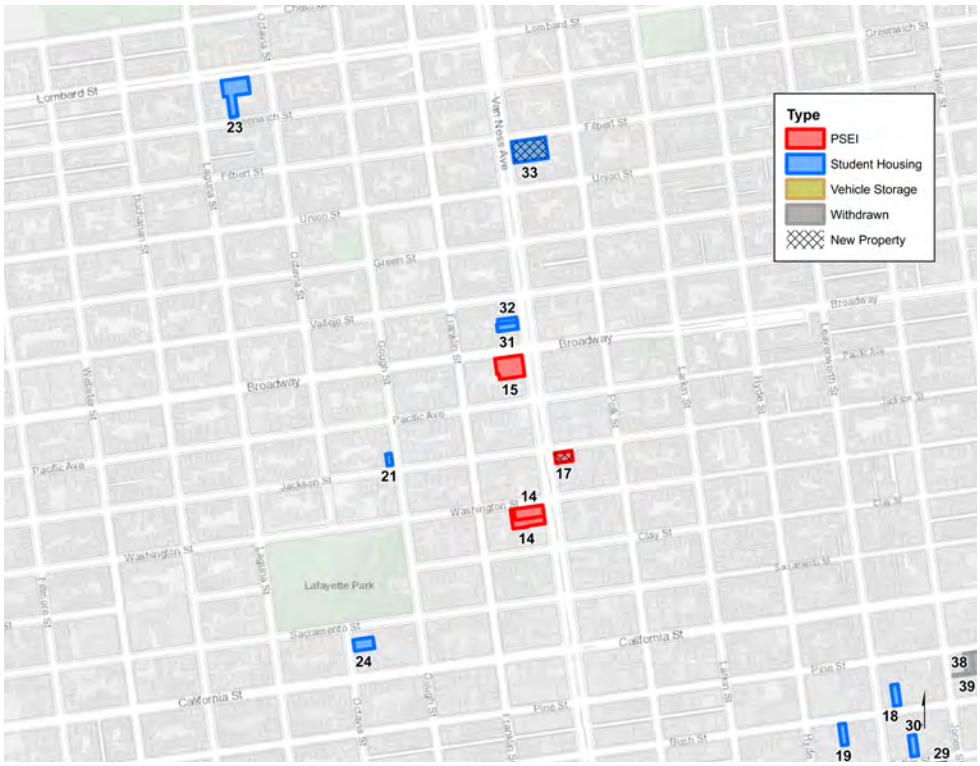
Last Legal Use: *2 Dwelling Units; ground floor Retail Sales and Service*
Proposed Academy Use: *Student Housing – 3 Dwelling Units, 4 Group Housing Rooms*
Gross Square Footage: *5,319 sf*
Number of Beds Student Housing: *14*
Proposed Scopes of Work:

- *Legalize change of use from 2 Dwelling Units and ground floor Retail to 3 Dwelling Units and 4 Group Housing Rooms with Student Housing use characteristic*
- *Provision of Class 1 bicycle parking (including partial provision for 2209 and 2151 Van Ness Ave.) and provision of Class 2 bicycle parking*
- *Removal of existing signage on building awning; new signage to include freestanding sign on fence at property line*
- *Window replacements*

Discretionary Actions Needed:

- *Code amendment limiting the conversion of housing to student housing use (§317(e))*
- *Conditional Use for Group Housing affiliated with PSEI use in RC-3 (§209.3)*
- *Code exception from open space and exposure (§135 and §140)*
- *Code exception from bicycle parking design standards (§155.1) for vertical spaces, and to allow provision of Class 2 bicycle parking at 2209 Van Ness Ave., within 500 feet (§307(k))*

SITE #33: 2550 VAN NESS AVENUE



Zoning Information

Block/Lot: *0526 / 021*
Zoning District: *RC-3 (Residential-Commercial, Medium Density)*
RM-3 (Residential-Mixed, Medium Density)
Height and Bulk District: *65-A*
Special Use District(s): *N/A*
Preservation Designation: *Category B*
Supervisor District: *2*
Neighborhood Group List: *Russian Hill*

Project Information

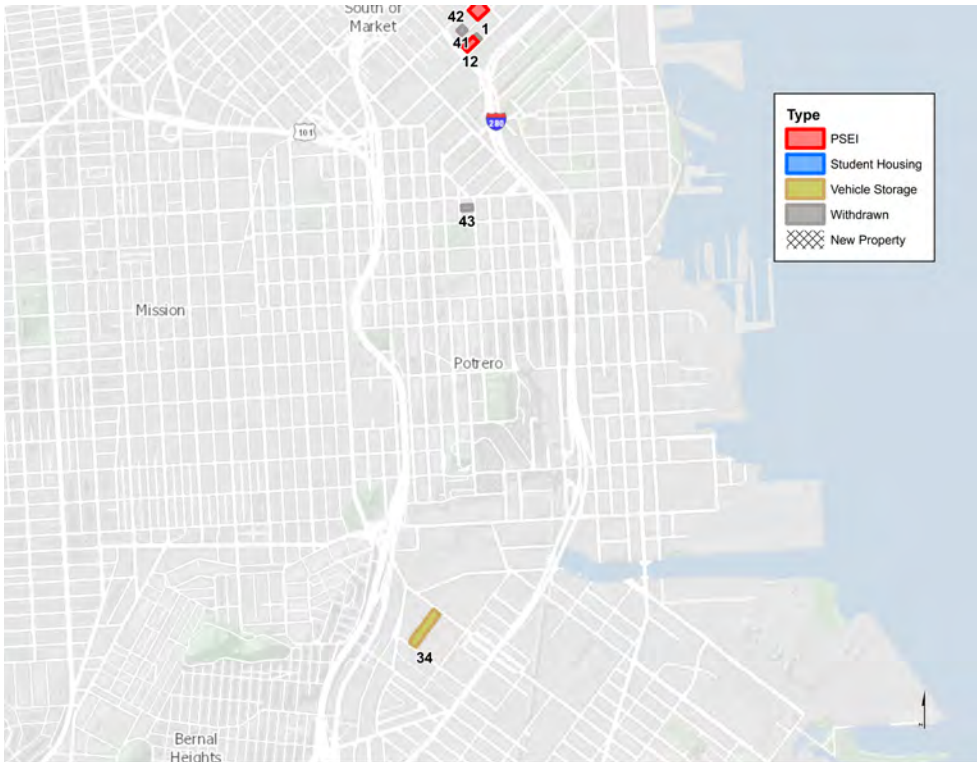
Last Legal Use: *Tourist Hotel*
Proposed Academy Use: *Student Housing – 153 Group Housing Rooms*
Gross Square Footage: *76,402 sf*
Number of Beds Student Housing: *306*
Proposed Scopes of Work:

- *Establish change of use from Tourist Hotel to Group Housing with Student Housing use characteristic*
- *Provision of Class 1 and 2 bicycle parking*
- *Operation of an Academy dining facility open to the public; no change of use from existing Limited Restaurant*
- *Removal of existing freestanding sign and structure; new signage to include one projecting sign and one wall sign; retention of existing "Da Vinci" wall sign copy*

Discretionary Actions Needed:

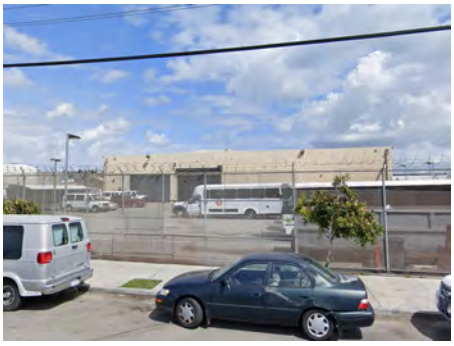
- *Conditional Use for Group Housing affiliated with PSEI use in RC-3 and RM-2 (§209.3 and §209.2)*
- *Conditional Use for Private Parking use in RC-3 and RM-2 (§209.3 and §209.2)*
- *Code exception from rear yard and open space (§134 and §135)*

SITE #34: 2225 JERROLD AVENUE



Zoning Information

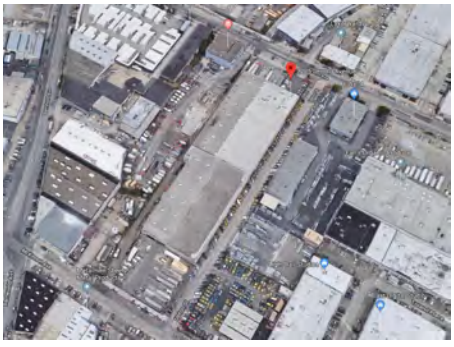
Block/Lot: *5286A / 020*
Zoning District: *PDR-2 (Core Production, Distribution, and Repair)*
Height and Bulk District: *65-J*
Special Use District(s): *Industrial Protection Zone*
Preservation Designation: *Category C*
Supervisor District: *10*
Neighborhood Group List: *Bayview*



Project Information

Last Legal Use: *Commercial Storage, accessory Office*
Proposed Academy Use: *Commercial Storage with accessory Office; Private Parking Garage and Lot with accessory Office; Community Facility*
Gross Square Footage: *98,313 sf*
Number of Beds Student Housing: *N/A*
Proposed Scopes of Work:

- *Legalize partial change of use to Private Parking Garage, with accessory office; establish new partial change of use as Community Facility; 9 accessory off-street parking spaces associated with Academy Commercial Storage and Private Parking Garage uses; 7 accessory off-street parking spaces associated with Community Facility*
- *Provision of Class 1 and 2 bicycle parking*
- *Interior and exterior alterations necessary to implement the Community Facility use, to include removal of existing roll-up doors and replacement with glazed storefront system, and installation of stairs and ADA lift*



Discretionary Actions Needed:

- *Conditional Use for Private Parking use in PDR-2 (§210.3)*