

Hastings College of the Law Institutional Master Plan

Prepared for
Hastings College of the Law

Prepared by
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CONTENTS

Section 1	Introduction	1
	■ Purpose of the IMP	1
	■ Community Participation.....	1
Section 2	Institutional Overview	3
	■ Hastings College.....	3
	<i>Academic Offerings</i>	3
	<i>Ancillary Uses</i>	3
	■ Statement of Institutional Goals and Objectives	4
	■ Population Characteristics	4
	<i>Students</i>	4
	<i>Employees</i>	5
	■ Affirmative Action Policies	6
	<i>Career Services Nondiscrimination Policy</i>	6
	<i>Legal Education Opportunity Program</i>	6
	<i>Employment</i>	7
Section 3	Existing Facilities	9
	■ Location	9
	■ Description of Facilities	9
	<i>100 McAllister Street</i>	9
	<i>198 McAllister Street</i>	12
	<i>200 McAllister Street</i>	13
	<i>367–399 Golden Gate Avenue</i>	13
	■ Summary of Changes in Hastings Property Ownership	13
	■ Surrounding Land Use	14
	■ Traffic and Parking Conditions	15
	<i>Traffic</i>	15
	<i>Transit</i>	16
	<i>Parking</i>	16
	<i>Pedestrian/Bicycle Conditions</i>	16
Section 4	Current and Future Needs	19
Section 5	Development Objectives—Present to 2010	21
	■ Overview	21
	<i>Residential Upgrade—100 McAllister Street</i>	21
	<i>Great Hall Performing Arts Center—100 McAllister Street</i>	21
	<i>Code Compliance Upgrade—200 McAllister Street</i>	22
	<i>Law Library Renovation—200 McAllister Street</i>	22
	<i>Joint Mixed-Use/YMCA Project—367–399 Golden Gate Avenue</i>	22
	■ Description of Building Upgrades	22
	<i>100 McAllister Street</i>	22
	<i>198 McAllister Street (Snodgrass Hall)</i>	23

Contents

	<i>200 McAllister Street</i>	23
■	Description of Joint Mixed-Use/YMCA Project	23
	<i>Project Background</i>	23
	<i>Project Description</i>	25
■	Project Schedules.....	26
	<i>100 McAllister Street</i>	26
	<i>200 McAllister Street</i>	27
	<i>367–399 Golden Gate Avenue</i>	27
Section 6	Potential Environmental Impacts	29
■	Potential Impacts.....	29
	<i>Land Use, Plans, and Zoning</i>	29
	<i>Transportation and Circulation</i>	30
	<i>Historic Architectural Resources</i>	31
	<i>Visual Quality</i>	31
	<i>Shadow</i>	31
	<i>Air Quality</i>	31
	<i>Noise</i>	32
■	Alternatives.....	32
■	Growth Inducing Impacts	33
Section 7	Plan Consistency	35
■	Zoning	35
■	Policies	36
Figures		
	Figure 1 Project Location	10
	Figure 2 Hastings Campus	11
Tables		
	Table 1 Student Enrollment, October 2003	5
	Table 2 Student Ethnicity Data, October 2003	5
	Table 3 Hastings Employment Data, Fall 2003.....	6
	Table 4 2002 Faculty Composition	6
	Table 5 Inventory of Existing Hastings Facilities	9
	Table 6 Space Program Summary.....	26
	Table 7 Vehicle Trip Generation.....	30

Section 1 INTRODUCTION

The University of California, Hastings College of the Law (Hastings) submits this Institutional Master Plan (IMP) voluntarily to the City and County of San Francisco. The San Francisco Planning Code requires medical and post-secondary education institutions to file an IMP pursuant to Section 304.5. While State of California educational institutions are not subject to local ordinance or planning regulations, Hastings is filing an IMP to facilitate its efforts to maintain and restore existing campus buildings; review potential development of the Hastings parking lot site at Golden Gate Avenue and Larkin Street; further its mission to serve its students; and provide information to the public.

■ PURPOSE OF THE IMP

This IMP is prepared in accordance with the requirements for institutional master plans contained in Section 304.5 of the San Francisco Planning Code. The three main purposes of that section of the Planning Code are:

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

■ COMMUNITY PARTICIPATION

Hastings has been a presence in San Francisco and the Civic Center/Tenderloin neighborhoods for more than 125 years. In that time, numerous changes have occurred to the campus and the neighborhood. As the surrounding area has continued to urbanize, Hastings has endeavored to maintain its campus as an asset to its students and the surrounding community. Hastings has regular contact with its residential and business neighbors maintaining communication about its campus operations and proposed expansions. Hastings representatives meet individually with interested persons, community groups, organizations, businesses, and labor unions.

The most recent development plan for which an Environmental Impact Report (EIR) was prepared pertained to the proposal for a Parking Garage and Residential Upgrade Project. The Draft EIR, published on January 16, 2002, was widely circulated and was the subject of public hearings. The Response to Comments, published April 12, 2002, incorporated responses to written and oral comments from the public. The EIR Notice of Determination was filed on June 11, 2002. The

Parking Garage and Residential Upgrade Project approval was subsequently rescinded due to community opposition and considerations not related to the project's environmental aspects.

In July 2002, the Hastings Board of Directors formed a Blue Ribbon Committee to make recommendations regarding potential development of the property at Golden Gate and Larkin. The Committee met throughout 2002 to analyze various alternative projects. After conducting a housing preferences survey and considerable review of alternatives, the committee agreed on two project alternatives. Option A included a YMCA/Hastings Mixed-Use Project and Option B considered a Student Housing and Parking Mixed-Use Project. In consideration of public input received in February 2003, the Blue Ribbon Committee adopted Option A—YMCA/Hastings Mixed-Use Project, described below.

The new proposed Joint Mixed-Use/YMCA Project (Mixed-Use Project) at the Golden Gate Avenue and Larkin Street site, described in this IMP, would include a new location for an existing neighborhood athletic and community facility, the Shih Yu-Lang Central YMCA, and ground floor retail, parking, and student residences. The Mixed-Use Project is described in Section 5 (Development Objectives—Present to 2010).

Section 2 INSTITUTIONAL OVERVIEW

■ HASTINGS COLLEGE

Hastings College of the Law, founded in 1878, is the oldest public law school in California and the only public, free-standing law school in the country. Hastings is a public law school affiliated with the University of California (UC), an instrumentality of the State of California. Hastings has approximately 1,200 full-time students, 61 full-time faculty members, 102 adjunct faculty members, and 152 support staff. Along with law schools at Berkeley, Los Angeles, and Davis, Hastings is part of the UC system and takes pride in its University of California affiliation. It is, however, distinguished by certain factors owing to the special nature of its founding in 1878. On its establishment, Hastings was designated “the law department of the University.” Although the primary UC campus then was Berkeley, the founder of the College, Serranus Clinton Hastings, specified the San Francisco Law Library and proximity to the courts as principal resources for students’ legal studies, which led to the College’s home in San Francisco. Hastings, although affiliated with the University of California, is governed by its own 11-member Board of Directors.

Academic Offerings

Hastings offers a Juris Doctor (JD) degree, which is a three-year, full-time program. Also offered is a joint JD-MBA program in conjunction with the Haas School of Business at UC Berkeley. In addition to academic programs, Hastings hosts symposia, conferences and other events, and has a number of co-curriculum programs.

In fall 2002, Hastings gathered its first group of 17 students to pursue the College’s new Masters of Laws (LLM) in US Legal Studies. In planning for several years, the LLM is a one-year program for international students who previously have been licensed to practice law in a country outside of the United States. The LLM program is intended to benefit both foreign and JD students. The international students broaden and enrich the educational experience Hastings offers, and foreign perspectives also benefit the faculty’s scholarship.

Ancillary Uses

Hastings instituted its student housing program with the acquisition of 100 McAllister Street in 1978; the College completed \$7.6 million in renovations to convert the building from its prior use (federal offices) to student housing with some student-serving and commercial uses. The building has a total of 252 residential units. Since 1978, work at the building has focused on exterior repairs, upgrades to elevator systems, and development of the building’s upper floors to utilize previously unused space for college-related functions. In 2003, work began on a building-wide fire- and life-safety upgrade with Title 24/American Disabilities Act (ADA) requirements and some limited tenant improvement upgrades. Due to funding limitations, only a limited amount of seismic work is being undertaken at this time.

■ STATEMENT OF INSTITUTIONAL GOALS AND OBJECTIVES

The mission of the University of California, Hastings College of the Law is to provide an academic program of the highest quality, based upon scholarship, teaching, and research, to a diverse student body and to assure that its graduates have a comprehensive understanding and appreciation of the law and are well trained for the multiplicity of roles they will play in a society and profession that are subject to continually changing demands and needs.

In the furtherance of these goals, Hastings is committed to a process of continual improvement in a wide array of program activities, including the College's physical plant and its setting as an urban campus in the Civic Center/Tenderloin area of San Francisco. The College is dedicating substantial effort to upgrading and modernizing its facilities. The objectives of this multiyear effort are the following:

- Modernize facilities for code-compliance purposes and, to the extent financially feasible, seismically strengthen College facilities;
- Improve interior spaces to enhance the College's competitive position and to provide well-maintained and technologically current facilities to complement the excellence of the College's academic programs; and
- Establish Hastings' urban campus as a dynamic, vibrant location with a multitude of academic, social, and cultural activities occurring in daytime and evening hours.

■ POPULATION CHARACTERISTICS

Students

From more than 7,000 applicants, Hastings enrolls about 420 new students annually for a total enrollment of approximately 1,200. For many years, 50 percent of Hastings students have been men and 50 percent have been women. In recent years, women have increased as a percentage of the student population. The entering class of 2002 was composed of 431 students, 43 percent men and 57 percent women. Approximately 55 percent of the student population in 2003 was female, while 45 percent was male. Students in minority groups made up 33 percent of the class. Entering students had a median age of 24, a median undergraduate GPA of 3.56, and a median Law School Aptitude Test (LSAT) of 162. Though most Hastings students are in their mid-20s, entering students' ages range from 19 to 47, and approximately one-third have worked full time prior to entering law school.

Based on a survey conducted in 2000, it is estimated that approximately 60 percent (720 students) of Hastings students travel to school by car. In addition, 80 faculty and staff commute to campus by car. Approximately 23 percent (280 students) of Hastings students live on campus, while the remaining students commute to campus by other methods of transportation.

The targeted level of JD enrollment is 1,200 students. Actual levels vary somewhat on a year-to-year basis due to fluctuations in the size of the entering class, student attrition, and transfers. There are no plans to increase enrollment from the targeted level of 1,200. In 2003, the College had a total enrollment, including the LLM degree students, of approximately 1,250 students. Enrollment data are presented in Tables 1 and 2.

Table 1 Student Enrollment, October 2003

	<i>JD 1-2-3</i>	<i>Post JD & Other</i>	<i>Totals</i>
FULL-TIME STUDENTS			
Men	555	9	564
Women	670	16	686
<i>Subtotal</i>	<i>1,225</i>	<i>25</i>	<i>1,250</i>
PART-TIME STUDENTS			
Men	2	—	2
Women	4	1	5
<i>Subtotal</i>	<i>6</i>	<i>1</i>	<i>7</i>
Total	1,231	26	1,257

SOURCE: Hastings 2003

Table 2 Student Ethnicity Data, October 2003

	<i>Men</i>	<i>Women</i>	<i>Total Full-Time</i>
African American	13	21	34
American Indian	2	2	4
Asian	108	167	275
Mexican American	19	25	44
Puerto Rican	0	4	4
Other Hispanic	16	20	36
Foreign Nationals	2	8	10
White	272	299	571
Race/Ethnicity Unknown	123	124	247
Total	555	670	1,225

SOURCE: Hastings 2003

Employees

Hastings employs approximately 200 full-time and more than 100 part-time faculty and staff. In addition, about 200 students are employed as work- and non-work-study part-time employees. Table 3 shows employment data for 2003. (Table 4 shows available data for 2002.)

In 2002, faculty numbered 58 full-time and 85 part-time members, as shown in Table 4. Women represented approximately 30 percent of the faculty. People of color represented approximately 21 percent of Hastings's full-time faculty.

Table 3 Hastings Employment Data, Fall 2003

<i>College Personnel</i>	<i>Full-Time</i>	<i>Part-Time</i>	<i>Work-Study & Non-Work-Study^a</i>
Faculty & Instructors	61	102	0
Staff	144	8	0
Subtotal	205	110	0
Students	—	—	200
Temporary ^b	2	20	—
Total	207	130	200

SOURCE: Hastings Personnel Office 2003

^a Average per semester and always part-time^b Temporary employees who are part-time include proctors who are at Hastings only during exam periods. The two full-time temporary employees are from temp agencies.**Table 4 2002 Faculty Composition**

	<i>Full-Time</i>	<i>Part-Time</i>
Women	32%	31%
Minority	21%	N/A
Total	58	85

SOURCE: Hastings Personnel Office 2003

AFFIRMATIVE ACTION POLICIES

Career Services Nondiscrimination Policy

The University of California, Hastings College of the Law does not make its career services facilities available to employers who discriminate in the selection of employees on the basis of national origin, race, religion, gender, sexual orientation, age, handicap, or any other basis prohibited by applicable law. A limited, express exception to this policy is made by the Hastings Board of Directors for the U.S. military on the ground that the military's practices to date have been upheld under current judicial interpretation of the discrimination laws.

Legal Education Opportunity Program

The College prides itself on serving the public by providing broader access to legal education. Created more than 30 years ago, the Legal Education Opportunity Program (LEOP) is a keystone of the effort to help equalize opportunities in the law. Hastings created LEOP in 1969 to contribute to the equalization of opportunities in the law, recognizing that the traditional academic criteria used for making admissions determinations may not be valid indicators of academic potential for students from non-traditional backgrounds. Today, LEOP serves two purposes: it is an alternative means of evaluating an applicant's potential for the study of law, and it is an academic support program committed to the success of LEOP students in law school and in the legal profession.

Approximately 20 percent of each Hastings entering class is composed of LEOP students: individuals whose education, economic status, social experience, or disability may have limited their access to earlier academic opportunities. Since its inception, LEOP has graduated more than 1,900

students. Across California and the nation, they serve as judges, state attorneys general, district attorneys and public defenders, lawyers with high profile firms, attorneys working in public interest law, and as specialists in areas of law such as secured transactions and Internet law.

Students enrolled through LEOP first must be deemed to have the abilities and motivation to succeed in law school, with the assistance provided through the program. LEOP students are those who have overcome significant obstacles—educational, economic, social, medical, or other—that have restricted their access to traditional academic opportunities and resources generally considered an indicator of a successful law school career. In Hastings’ highly competitive environment, LEOP fosters academic excellence through skills-based workshops, weekly small group sessions, one-on-one tutoring, academic counseling, and a study-aids library. As their studies progress, those in the program grow to depend on each other for insight, dialogue, perspective, and support.

Hastings is particularly proud that its LEOP program was singled out as a model for other UC professional schools. Since 1998, the California State Legislature has required the University of California’s professional schools to “take into consideration education, economic status, social experience, and/or disability of an applicant that may have limited his or her access to academic opportunities.” The mandate continues, “In an effort to increase diversity, it is further the intent of the Legislature that all UC professional schools establish programs similar to Hastings College of the Law’s Legal Education Opportunity Program.”

Employment

Hastings College of the Law is an Equal Employment Opportunity Employer.

Section 3 EXISTING FACILITIES

■ LOCATION

The Hastings campus is adjacent to the San Francisco Civic Center, the municipal, State and federal offices and cultural facilities in a multi-block area between Franklin Street, Turk Street, Hyde Street, and Market Street. Hastings owns academic, residential, student-services, and support buildings, and vacant lots used for parking on the two blocks bounded by Golden Gate Avenue, Larkin Street, McAllister Street, and Leavenworth Street in downtown San Francisco (see Figure 1).

■ DESCRIPTION OF FACILITIES

The Hastings campus currently consists of three structures—100, 198, and 200 McAllister Street—in addition to the parking site on Golden Gate Avenue (see Figure 2). The campus is compact, as most buildings cover the majority of their site and are built out to the sidewalk. Table 5 lists each building’s area and use.

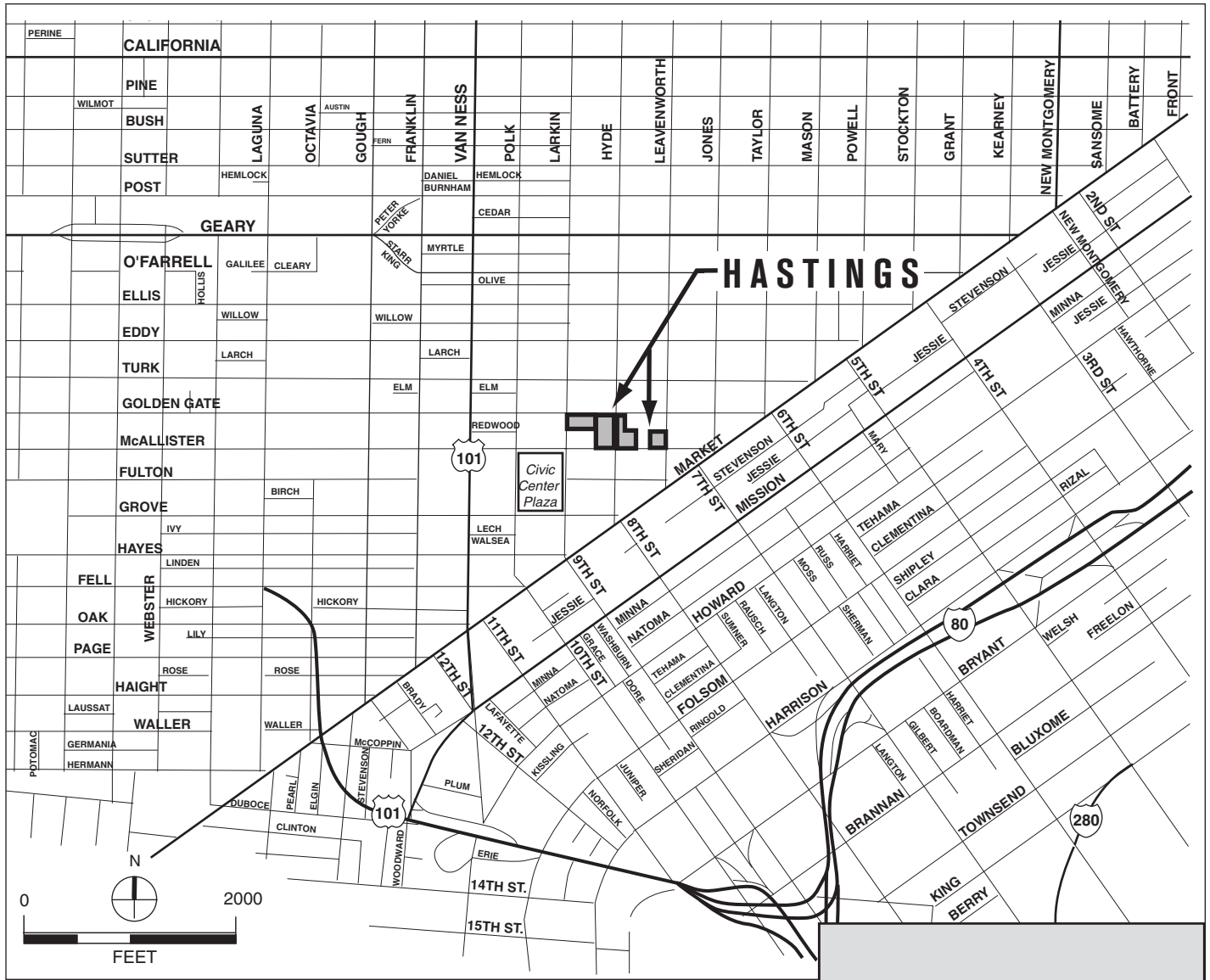
Table 5 Inventory of Existing Hastings Facilities

<i>Location</i>	<i>Primary Use</i>	<i>Square Footage</i>	<i>Comments</i>
100 McAllister	Mixed Use—Student Housing, Recreational/ Fitness and Academic Functions.	280,000	Constructed in 1928, renovated in 1980. Provides 252 units, housing approximately 280 students. Also serves as the location for the Civil Justice Clinic and offices of student scholarly publications and recreational and athletic facilities. Building is being renovated for a fire- and life-safety upgrade. Work to be completed in 2004.
198 McAllister	Classrooms, Academic & Administrative	136,000	Original building constructed in 1953; annex added in 1969. Houses 11 classrooms, 9 seminar rooms, student organization and academic support space, and some faculty and administrative functions. A code-compliance upgrade and substantial facility improvements were completed in 1999.
200 McAllister	Academic & Administrative	185,000	Completed in 1980. The six-floor structure houses the law library, 2 seminar rooms, administrative offices (student services, procurement, facilities maintenance), dean and faculty offices, dining commons, alumni center, and bookstore. A code compliance upgrade is scheduled to begin in 2005.
367–399 Golden Gate	Parking Lot	37,800	Parking for student, faculty, staff, alumni, and public users; 200-space capacity.

SOURCE: Hastings 2003

100 McAllister Street

The 100 McAllister Street Tower was built by the Methodist Church in the “modern Gothic” style and opened in 1929 as the luxury William Taylor Hotel, designed by architect Lewis P. Hobart. It was briefly, during the 1930s, San Francisco’s tallest structure. But the Depression brought hard times. In 1936 the building was sold and reopened as the Empire Hotel featuring the Skyroom, which predated the Top of the Mark as the city’s first panoramic cocktail lounge. During World War II, 100 McAllister Street was taken over by the government for federal workers before



SOURCE: EIP Associates

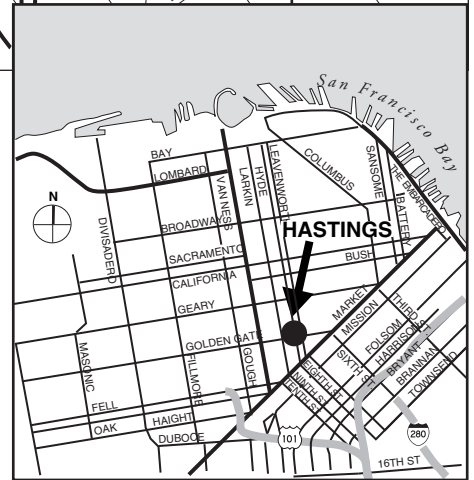
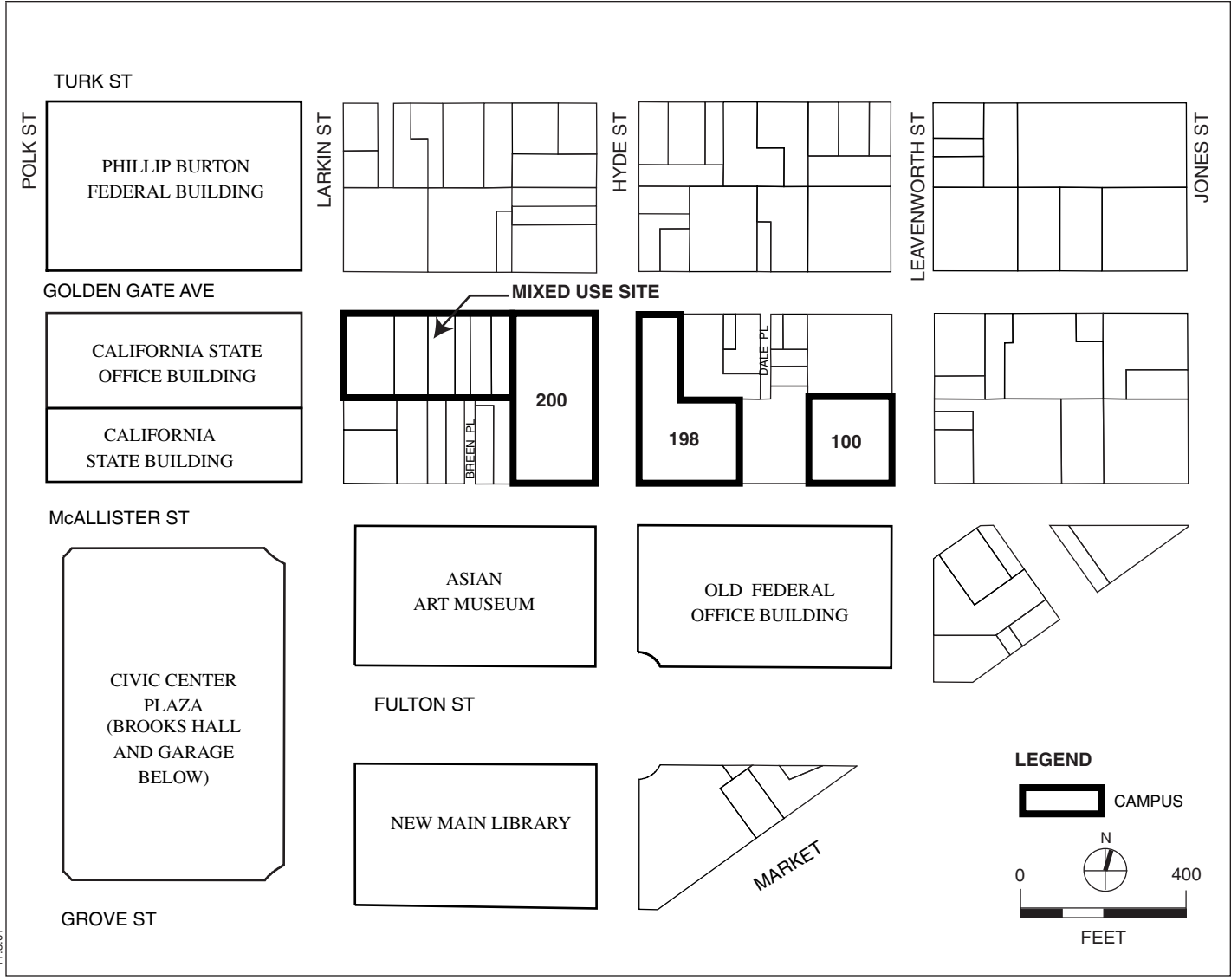


FIGURE 1: PROJECT LOCATION



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SOURCE: EIP Associates

FIGURE 2: HASTINGS CAMPUS

the present federal building on Golden Gate Avenue was constructed. In 1978, Hastings acquired the building and converted it to student housing, opening the facility in 1981.

100 McAllister Street has 252 studio, one-bedroom, and two-bedroom apartments on seventeen floors, housing some 280 Hastings students and their families. A gymnasium and fully equipped fitness center round out the building. Hastings is one of a limited number of law schools with housing devoted exclusively to its students. Throughout its history, Hastings has made it a priority to preserve access to a legal education for students of limited means. Because affordable housing in the San Francisco Bay Area is scarce, student housing is a critical component of the College's operations.

The 22nd and 23rd floors are home to the O'Brien Center for Scholarly Publications, where student editorial staffs turn out six scholarly journals while enjoying panoramic city views. Also within the Tower is the Civil Justice Clinic, where students gain hands-on experience and confront professional, ethical, and societal issues in the law, while providing supervised legal services for the City's indigent population in cases referred to them by agencies. The clinic's third-floor suite includes 19 student work stations, faculty offices, a library, video-equipped client interview rooms, and two seminar rooms.

The recently renovated Hervey Skyroom on the 24th floor features an art deco interior style reminiscent of the '30s. Named in honor of James Edgar Hervey of the Class of 1950, a prominent San Diego trial lawyer, it offers a 360-degree view of the San Francisco skyline and is often the site of student receptions and alumni gatherings. The building also has one space as yet undeveloped.

Since the Tower's original owner was a church, architect Lewis P. Hobart made provision for a place of worship. Entered through gated stairs directly from McAllister Street, the Great Hall accommodated several hundred visitors and was famous for its stained-glass rose window 80 feet from the floor.

During World War II, the vaulted ceiling vanished from view. Punctured by scores of suspension cables, the vaults supported a drop ceiling for the new occupants: military officer billets, an induction center, and other wartime uses. After the war, the Internal Revenue Service moved into the space. Today, the Great Hall is in need of substantial repair and improvement, including major architectural and engineering work. For the mutual benefit of the performing arts, the neighborhood and College communities, Hastings is working on plans to restore the Great Hall as a 400-seat public-use performing arts venue that also would enhance the College's educational program through joint use of the space for lectures, symposia, and special events. It is hoped that this facility would be complementary to the Mid-Market Entertainment District currently being evaluated by the San Francisco Redevelopment Agency

198 McAllister Street

With the 1999 renovation of the 198 McAllister Street classroom building, which was named Snodgrass Hall in honor of the dean who was instrumental in elevating Hastings national academic standing by establishing the Sixty-Five Club,¹ Hastings gained customized quarters designed for the College's Institutional Academic Support, Judicial Externship, Legal Education Opportunity, and

¹ The Sixty-Five Club refers to an assemblage of nationally-recognized legal scholars and professors that were recruited to teach at Hastings after reaching mandatory retirement at their home institutions.

Moot Court and Trial Advocacy—endeavors for which Hastings is well-known throughout the legal community.

The building's state-of-the-art classrooms are equipped with a wireless network for internet use and power outlets at every fixed seat in all classrooms, and electronic study aids have been installed throughout the facility. Snodgrass Hall has 11 major classrooms, ranging in size from large, tiered lecture areas to smaller, more intimate seminar and study spaces, and special dedicated trial and appellate advocacy classrooms located in the Joseph W. Cotchett Trial Advocacy Center.

200 McAllister Street

The 200 McAllister Street building, completed in 1980, includes the Hastings law library on the fourth through sixth floors. With a collection of more than 600,000 volumes and volume-equivalents, the library houses one of the country's finest collections of legal materials and provides access to numerous online services and Internet sources. The Hastings library serves the legal research needs of the College and strives to serve the Bay Area legal community and the public. As a depository for federal government documents and for state materials, the library receives California legislative and statutory materials, legislative journals, and selected state agency annual reports. The library also maintains several research databases, among them a comprehensive, searchable source of information on the more than 1,000 California ballot propositions and initiatives that have been put before the state's electorate since 1911.

Floors two and three hold faculty and administrative offices and student support functions such as student services, admissions, records, and financial aid. In addition, the school's dining commons, the Law Café, is on the second floor. Both the library and café are accessible to the public. The second floor also is the site of the Alumni Reception Center where numerous conferences, receptions, and programs are scheduled throughout the year.

The State of California has appropriated funding from the Higher Education Facilities Bond Act of 2002 for a building-wide seismic and code-compliance upgrade of the building. The work will also include renovating and modernizing the law library from private funds. Plans call for technological upgrades, improvements in lighting, the reorganization and expansion of shelving to better accommodate the growing collections, and meet Title 24/ADA requirements, and reconfiguration of space to respond to the changing needs of modern users. Work is scheduled to begin in 2005.

367–399 Golden Gate Avenue

Hastings owns the lots at the corner of Golden Gate Avenue and Larkin Street. The unimproved lots serve as surface parking for students, faculty, staff, and the public. The lot has 155 parking spaces and a capacity of 200 cars when parked valet style.

■ SUMMARY OF CHANGES IN HASTINGS PROPERTY OWNERSHIP

In the 1970s, Hastings purchased four properties at 333 to 365 Golden Gate Avenue, built between 1906 and 1948, as well as most of the residential and commercial buildings fronting Larkin Street and McAllister Street to provide for campus growth for the College. Those buildings contained commercial, office, and retail uses, and a total of 85 units of rental housing (the Eureka and Philadelphia Hotels) consisting of 74 rooms (no bathrooms or kitchens), 6 apartments, and 4 housekeeping rooms that had been vacant since the late 1970s. Thirty-five units of housing at the College's other residential properties on McAllister Street (between Hyde Street and Larkin Street)

and Larkin Street were upgraded in the 1980s; the rehabilitation of the 35 units of housing partially offset the units that were taken off-market with the closure of the two hotels. The two other lots on the block functioned as a two-level parking garage.

The four structures at 333 to 365 Golden Gate Avenue were damaged during the 1989 Loma Prieta Earthquake. As a result, the buildings were demolished in 1990. Use of the project site has been limited to surface parking since that time, except for a brief period when it functioned as temporary classroom space with modular buildings when the renovation of the main classroom building was undertaken in 1999.

In 1994/95, Hastings sold 324 Larkin Street, 250 McAllister Street, 260 McAllister Street, and 270 McAllister Street. The Tenderloin Neighborhood Development Corporation (TNDC), a nonprofit organization for affordable housing for low-income residents, purchased and renovated the 250 and 260 McAllister Street buildings. The current owners of 270 McAllister Street and 324 Larkin Street have maintained the use of their properties for residential purposes. In 1996, Hastings sold 277 Golden Gate (the KGO building), a property that had been given to the College in 1986 by American Broadcasting Company (ABC).

■ SURROUNDING LAND USE

Areas to the northeast and northwest of the campus include residential, commercial, and office uses (often with ground-floor retail). Areas to the south include numerous public uses, primarily associated with the Civic Center. These include cultural, institutional, and educational uses owned by various local, State, and federal agencies. The San Francisco Planning Code (Planning Code) identifies the campus in three zones: RC-4 (Residential-Commercial) Use District, which provides for residential and neighborhood-serving commercial uses; C3-G Downtown Commercial Use District, which provides retail, service and office uses; and Public Use District, which provides for civic, cultural, and other public uses. The campus is located in the 80-T and 80-X height and bulk districts. Areas to the south and west of the blocks are zoned P (Public) Use District, containing numerous State and local public uses associated with the Civic Center. The campus is also within the City-designated North of Market Special-Use District.

Areas north of the campus contain a mixture of residential and commercial uses in the RC-4 and C-3-G Uses Districts. Many of these uses are older four- to six-story apartment buildings with ground-floor commercial uses. The six-story California State Building at 350 McAllister Street is southwest of the campus, and is connected to the fourteen-story State Office Building at 455 Golden Gate Avenue. The twenty-story, 300-foot-tall Philip Burton Federal Building at 450 Golden Gate Avenue is northwest of the campus. The old Federal Office Building at 10 United Nations Plaza is immediately south of 100 McAllister Street.

The Civic Center area includes the City-designated Civic Center Historic District, and the federally designated Civic Center National Register Historic District and National Historic Landmark District. As such, the Civic Center contains numerous buildings that are individual landmarks or are contributory to the historic districts. The campus is just to the north of these historic district boundaries. The Civic Center Powerhouse at 320 Larkin Street (corner of Larkin and McAllister Streets), south of the campus, is listed as noncontributory to the City-designated Civic Center Historic District.

Also within the Civic Center District lie the City Hall, the War Memorial Opera House, and Davies Symphony Hall. The Asian Art Museum opened in March 2003 on the block directly south of the Hastings campus. The New Main Library is one block south of the Asian Art Museum.

Hastings is south and west of the Tenderloin area, a neighborhood that has experienced transition in recent years. Recently, the Tenderloin has begun to develop a new appearance, becoming a neighborhood with a distinct international character from Southeast Asian immigrants drawn by the modest housing costs, a new neighborhood elementary school (for which Hastings students help collect books), and a growing array of shops and services. Hastings students, paid by the College, also tutor elementary school children at the TNDC after-school program.

■ TRAFFIC AND PARKING CONDITIONS

Traffic

Regional access to and from the campus is available via Interstates 280 and 80, and US 101. The I-280 freeway facility provides access to and from the area west of San Francisco, the South Bay, and the Peninsula. Access to the campus is provided via the connection of I-280 with US 101 south of downtown San Francisco to the on and off-ramps located on Howard Street at Erie Street and Van Ness Avenue. Access to the Peninsula via US 101 southbound is provided via the on-ramp at Thirteenth Street and South Van Ness Avenue. The I-80 freeway facility includes the San Francisco Bay Bridge and provides regional access to the campus from the East Bay. Access to the East Bay is provided via the on-ramp to I-80 at Eighth and Bryant Streets. Access from the East Bay is provided via the I-80 off-ramp at Eighth and Harrison Streets. From the South Bay, access to the campus is via the eastbound I-80 off-ramp at Seventh Street and access from the campus is via the westbound on-ramp at the intersection of Harrison and Seventh Streets. US 101 provides regional access from the north via Van Ness Avenue, Lombard Street, and the Golden Gate Bridge, and to the East Bay and Bay Bridge via I-80. Other major streets in Hastings' vicinity include

- *McAllister Street* runs from Market and Jones Streets to Masonic Avenue. It is one-way Market Street to Hyde Street and two-way west of Hyde Street
- *Van Ness Avenue (US 101)* serves as an extension of US 101 from the Van Ness Avenue at Thirteenth Street exit to the Golden Gate Bridge
- *Market Street* connects the Embarcadero to Portola Drive in Twin Peaks, providing access to the downtown and the southeast areas of San Francisco
- *Golden Gate Avenue* runs eastbound from Arguello Boulevard and terminates at the intersection of Taylor Street and Market Street
- *Larkin Street* is one-way with northbound lanes from Market Street to California Street except between McAllister Street and Grove Street, where it is a two-way street
- *Leavenworth Street* runs from McAllister to Jefferson Streets. It is one-way northbound from McAllister Street to Post Street. North of California Street, Leavenworth runs two-way
- *Ninth Street* begins at Market Street and operates one-way with northbound lanes, between Market and Division Streets. It provides direct access to the Civic Center area from US 101 and I-80. It is part of a couplet with southbound Tenth Street.

Transit

The College vicinity is served by the San Francisco Municipal Railway (Muni). Approximately 20 Muni stops are within walking distance of the College, with routes that provide radial service to and from the downtown area, as well as north/south cross-town routes. Muni bus lines operate on Larkin, Hyde, Turk, McAllister, Market, Hayes, Eighth, and Ninth Streets. Additional Muni bus lines also operate on Van Ness Avenue and Golden Gate Avenue. The closest Muni stops to the campus are on Larkin Street at Golden Gate Avenue serving the 19-Polk bus line, on Hyde Street at McAllister Street serving the 5-Fulton electric trolley bus line, and on McAllister Street at Larkin Street serving the 19 line. Seven stops (Muni lines 6, 7, 8, 9, 21, 66, and 71) are also located along Market Street between Seventh and Tenth Streets serving Muni lines, including the Muni Historic Streetcar (F-line). Muni Metro lines are also accessible at the Civic Center Station, located at Eighth Street / Hyde Street / Market Street about three blocks from the campus, and at the Van Ness Station, located at Van Ness Avenue / Market Street, about five blocks from the campus.

Several regional transit operators provide service to the campus. Regional transit service to and from the East Bay and the peninsula is provided by the Bay Area Rapid Transit District (BART), which stops at the Civic Center Station. Other regional service is provided by SamTrans which operates along Mission Street and stops within four blocks of the campus, the CalTrain Depot which is located at Fourth and Townsend Streets about two miles from the campus, and Golden Gate Transit which has an inbound stop about one-half block from the campus at Golden Gate Avenue and Hyde Street.

Parking

There are approximately 155 parking spaces at the 367-399 Golden Gate Avenue site for use by Hastings faculty, staff, and the general public. Up to 175 to 200 vehicles can and are often accommodated with valet operations. Vehicles enter and exit from a driveway on Larkin Street.

An inventory of on- and off-street parking facilities in the campus vicinity was conducted on October 26, 2001, during the weekday midday hours between 1:00 P.M. to 3:00 P.M., which represents the peak period for parking accumulation. Parking data were collected in the area bounded by Eddy Street to the north, Jones Street to the east, Grove Street to the south, and Van Ness Avenue to the west. The study area includes one major garage, at the Civic Center Plaza, with a capacity of about 840 spaces. One existing off-street parking area south of Market Street, at Seventh and Mission Streets, was also included in the inventory. Off-street parking within the campus vicinity consists of ten publicly accessible off-street lots and garages, including the College's lot.

Approximately 2,210 parking spaces are available to the general public within the study area and on a typical weekday, the average occupancy rate for off-street parking is approximately 95 percent. This indicates that off-street parking is essentially full. Total existing on- and off-street parking supply is about 2,880 spaces. Total peak (midday) parking demand is approximately 2,520 spaces, to an average occupancy rate of about 87 percent in the study area.

Pedestrian/Bicycle Conditions

Pedestrian volume counts were conducted at the Golden Gate Avenue/Larkin Street and McAllister/Larkin Street crosswalks on October 17, 2001, in the P.M. peak period between 4:30 to 5:30 p.m. The study uses the methodologies contained in the 1994 Highway Capacity Manual, which analyzes the average 15-minute pedestrian volume of the peak hour.

Under existing conditions, pedestrian volumes at these locations were LOS A, indicating free-flow conditions were observed. Land uses in the vicinity do not result in congestion at the crosswalks of Larkin Street at Golden Gate Avenue and McAllister Avenue in the P.M. peak hour.

The San Francisco General Plan designates Grove, Polk, Larkin, and Market Streets as Preferred Commute Bike Routes in the vicinity of the study area. However, only Grove Street is currently posted as a bicycle route.

Section 4 CURRENT AND FUTURE NEEDS

The College's space needs can be categorized as those directly related to the provision of instructional services—the Educational Functions—and those that enhance the viability and vitality of the institution by providing critical support ancillary to Hastings' educational mission; i.e., Auxiliary Functions.

As previously noted, the College does not anticipate substantial enrollment growth. A one-year LLM program for foreign trained lawyers began in 2002, but its impact on space will be limited (approximately 15 to 20 graduate students). The existing facility is adequate to meet academic and administrative space demands. While more space would be desirable for student organizations, grant-funded programs, and small seminar rooms to enhance scheduling flexibility, the level of overall need does not justify the acquisition of new facilities for educational programs. To the extent that program expansion does occur, space reallocations and, if necessary, leasing commercially-available space will provide cost-effective alternatives to acquisition or development by Hastings.

With regard to auxiliary functions, student housing continues to be in short supply. Student housing at 100 McAllister Street consists of 252 units, accommodating approximately 280 students. The building has a 99.2 percent occupancy rate; in prior years, occupancy was at 100 percent and a lengthy waiting list was maintained. While the existence of student housing is important given the scarcity of affordable housing in San Francisco, a survey of student housing demand completed in 2002 indicated a relatively small amount of unmet student demand; specifically, approximately 80 units (studios) of additional housing is needed.

Although overall campus space substantially meets Hastings needs, two of the College's three buildings need renovation to achieve code-compliance: the 200 McAllister Street and 100 McAllister Street buildings. These needs are described in Section 5.

Section 5 DEVELOPMENT OBJECTIVES— PRESENT TO 2010

■ OVERVIEW

As already indicated, Hastings does not foresee long-term development needs for additional space for its academic program, but current plans do include life-safety and code-compliance improvements to existing structures. Hastings intends, however, to develop a Joint Mixed-Use/YMCA structure at Golden Gate Avenue to enhance its campus amenities on a site previously analyzed through the EIR process. These plans are described below.

The University of California Hastings College of the Law has developed a set of objectives for each of its major projects:

Residential Upgrade—100 McAllister Street

- Maintain and upgrade the 100 McAllister Street residential facility by replacing and enhancing its fire/life-safety systems and by making seismic improvements over time to the extent funding constraints permit.

Great Hall Performing Arts Center—100 McAllister Street

The College has the following objectives in evaluating the efficacy of utilizing the Great Hall as a community serving performing arts venue:

- Restoration of the Great Hall, including accessibility improvements, asbestos abatement, and the renovation and upgrade of restrooms and exiting systems.
- Sufficient flexibility to permit periodic use of the Great Hall for College functions (e.g., student orientation, guest speakers, etc.).
- Administration by an organization of proven ability and stability to facilitate and coordinate compatible use of the space so as not to conflict with the building's primary function as a student housing facility.
- Lease terms with durations and financial consideration commensurate with the financial contribution of an entity committed to assisting in the development of the Great Hall.

Discussions are ongoing between Hastings and The Z-Space Studios, an organization established for the purpose of assisting in the development of new works for local performing artists. The Z Space Studio has received grants from the Hewlett Foundation, Fleischacker Trust, and the San Francisco Foundation for a feasibility study.

College funds are not available for purposes other than those that address basic building shell needs (e.g., ceiling work); private funds will need to be relied upon. Efforts to renovate the Great Hall and to revitalize this space for the mutual benefit of the performing arts, neighborhood and College

communities are constrained by the considerable capital to effect necessary repairs and improvements. The renovation of the Great Hall and its use as a performing arts venue is a logical and desirable means of leveraging the College's financial investment in the building-wide upgrades that began in 2003.

Code Compliance Upgrade—200 McAllister Street

- ☞ Improve and upgrade the 200 McAllister Street facility by enhancing fire/life-safety systems, as well as seismic reinforcement.

Law Library Renovation—200 McAllister Street

- ☞ Enhance the law library to increase its prominence as a center of campus activity.

Joint Mixed-Use/YMCA Project—367–399 Golden Gate Avenue

- ☞ Enhance Hastings' campus, by developing jointly with the YMCA, as a state-of-the-art athletic facility connected to the campus by access through the 200 McAllister Street building.
- ☞ Preserve and expand affordable housing at below-market rents for the College's students, helping to maintain Hastings' role in providing financially accessible public legal education for the State's citizens.
- ☞ Increase on-campus amenities and services, including retail and athletic functions, as well as additional parking and improved access to the College, to attract and maintain top students, faculty, and staff, and to provide alternative revenue streams to support the College as State funding is substantially reduced (State General Fund support has been reduced by 55.5 percent since 2003–04).
- ☞ Increase operational flexibility for the College by providing additional parking for students, faculty, staff, and patrons of College-sponsored events.
- ☞ Provide parking for users of public services and the general public in an area currently underserved with parking, and likely to become more restricted as other public parking facilities are eliminated by the construction of planned projects in the vicinity. For example, the construction of the new Federal Office Building at Seventh and Mission Streets and the development of Caltrans right-of-way parcels of the former Central Freeway will increase the need for parking and will eliminate hundreds of public parking spaces as surface lots become developed.

■ DESCRIPTION OF BUILDING UPGRADES

100 McAllister Street

In January 2001, the California Department of General Services (DGS), Real Estate Services Division concluded in a facility survey that various upgrades to the 100 McAllister Street building were necessary to achieve compliance with seismic and fire/life-safety standards. The survey concluded that seismic reinforcement, exterior wall repair, emergency exiting and fire/life-safety system upgrades, disabled accessibility improvements, upgrades to building mechanical and electrical

systems, and hazardous materials abatement were needed. Work began in 2003 and is scheduled for completion in 2004.

The facility at 100 McAllister includes a large gothic space originally developed as a church, the Great Hall. Feasibility studies indicate that this space can be upgraded and configured as a theater consisting of 10,380 square feet with a seating capacity of 400 (but potentially capable of seating up to 600). Considerable repairs are needed to restore the space and to make improvements needed to utilize the space to its fullest potential (e.g., dressing rooms, administrative space, etc.). Located in the basement is 3,500 square feet that could be made available for changing rooms, rehearsal and meeting space, and restrooms for performers and theater staff.

198 McAllister Street (Snodgrass Hall)

This building underwent a renovation that was completed in 1999. No major work is anticipated for this building for the next three to five years.

200 McAllister Street

Funding from the Higher Education Bond Act of 2002 has been appropriated for a code-compliance upgrade of the College's facility at 200 McAllister Street. The renovation will include a seismic upgrade, hazardous materials removal, extensive fire/life-safety improvements, ADA/Title 24 compliance, and a new HVAC system. In addition, the College is soliciting funds from private donors to upgrade and improve its law library located on floors 4 through 6 of the building. Architectural plans also have been developed to substantially improve the law library to create a more open, welcoming environment to encourage the use of the library, with its highly prized collection as a center of campus activity. The work will occur in conjunction with the code-compliance upgrade. Funding for this work is being sought from private donors and foundations. Work for this building is scheduled to begin in 2005 and to be completed by the end of 2006.

■ DESCRIPTION OF JOINT MIXED-USE/YMCA PROJECT

Project Background

Hastings undertook substantial efforts to identify potential uses for the property at Golden Gate Avenue and Larkin Street that would be beneficial both to the College and the community. In July 2002, the Hastings Board of Directors formed a Blue Ribbon Committee to make recommendations regarding potential development of the property at Golden Gate Avenue and Larkin Street.

Blue Ribbon Committee

The Blue Ribbon Committee was formed after the Board voted to rescind its prior approval of a parking structure at the Golden Gate/Larkin site. The committee was chaired by nationally prominent attorney *Joe Cotchett*, a well-known figure in the San Francisco community, who currently is serving as the California Parks and Recreation Commission Chair. Mr. Cotchett is a former member of the Hastings Board of Directors. The members of the Blue Ribbon Committee follow.

Brother Kelly Cullen, OFM, Executive Director, Tenderloin Neighborhood Development Corporation (TNDC). TNDC, founded in 1981, works to provide safe, service-enriched affordable housing in downtown San Francisco. Brother Cullen, who has lived in the

Tenderloin neighborhood for 21 years, has served on the boards of the St. Anthony Foundation and Friends of the San Francisco Public Library, and was president of TNDC's board until he joined its staff as Executive Director in 1992. He continues to serve on the board of the Bay Area Women's and Children's Center. In 1990, he was named a Fellow of the Daniel Koshland Civic Unity Program of the San Francisco Foundation.

Leo T. McCarthy, California Lt. Governor for 12 years during the administrations of Governors George Deukmejian and Pete Wilson, and Speaker of the California Assembly. While Lt. Governor, he chaired the California Commission for Economic Development, where his primary responsibility was to help businesses start and grow. From 1974 until 1980, as Speaker of the Assembly, Mr. McCarthy established a reputation as a leading lawmaker on the problems of aging and youth. He also is a former member of the San Francisco Board of Supervisors. President of a partnership engaged in international trade and other business enterprises, he sits on the boards of Linear Technology Corp., Forward Funds, Inc., a mutual fund, and Accela, Inc., a software design company.

Brad Paul, Senior Program Officer for Evelyn and Walter Haas, Jr. Fund, a San Francisco family foundation serving nonprofit agencies with an emphasis on children, youth, families, elderly, neighborhoods, diversity, and nonprofit leadership. The former Director of the Mayor's office of Housing and Community Development under the administration San Francisco Mayor Art Agnos, Mr. Paul has active interests in the areas in housing, development, and community outreach. At the Haas Foundation, he works to strengthen neighborhoods.

Carol Galante is President and CEO of BRIDGE Housing, the largest nonprofit affordable housing developer in California and a nationally recognized leader in cutting-edge housing development practices. Prior to her work at BRIDGE, Ms. Galante was executive director of Eden Housing, Inc., where she developed affordable homes and formed a property management subsidiary. She is a gubernatorial appointment to the board of the California Housing Partnership and on the board of the National Housing Partnership Network. She also served on the advisory boards for the Bay Area Council and the San Francisco Asset Building Initiative.

The committee's charge was to make recommendations to Hastings' Board of Directors concerning the directions the committee believed were feasible and in the best interests of the College to pursue development of the Golden Gate/Larkin property, taking into account the mission, needs, objectives and constraints of the college and the concerns and desires of the neighborhood community.

The Blue Ribbon Committee commission met frequently during 2002 and analyzed various alternative projects. To assist in the effort, Hastings conducted a housing preferences survey to assess the need for additional student housing. After considerable review, the committee agreed on two project alternatives.

OPTION A—YMCA/Hastings Mixed-use Project

YMCA & Hastings would:

- Create a state-of-the-art facility at Golden Gate Avenue and Larkin Street including:
 - › Athletic/Fitness Center with pool, gymnasium, outdoor plaza, community, and social space consisting of approximately 50,000 square feet (sf).

- › Student housing for approximately 20 to 40 students.
- › Ground Floor Retail (6,300 sf) for a coffee shop, restaurant, etc.
- › Parking of approximately 450 stalls with a City CarShare pod (3 to 4 cars) and 20 to 30 secure bicycle lockers.

YMCA would:

- Effect the development of the existing Golden Gate Avenue facility as rental housing with community service functions on lower levels.

OPTION B—Student Housing and Parking Mixed-use Project

Hastings would develop:

- New student housing for approximately 110 students along Golden Gate Avenue and Larkin Street frontage.
- Ground Floor Retail (6,300 sf) for a coffee shop, restaurant, college bookstore, etc.
- Parking of approximately 550 to 600 stalls with a City CarShare pod (3 to 4 cars) and 30 to 40 secure bicycle lockers.

In February 2003, the Blue Ribbon Committee conducted a public hearing to solicit community reaction to these proposals. Taking into consideration the input received, the Blue Ribbon Committee adopted Option A—YMCA/Hastings Mixed Use Development as its preferred option.

Project Description

Hastings, in partnership with the Shih Yu-Lang Central YMCA, commissioned feasibility studies and conceptual design services to evaluate the viability of a joint project on the 367–399 Golden Gate Avenue site, currently used as a surface parking lot. The proposed Joint Mixed-Use/YMCA conceptual design has four elements: the parking component on the corner of Golden Gate Avenue and Larkin Street; 20 to 30 units of student housing situated along Golden Gate Avenue; retail uses along Golden Gate; and the relocation to the site of the Shih Yu-Lang Central YMCA, currently located at 220 Golden Gate Avenue, one block north of the 200 McAllister building.

The structure, as preliminarily conceived, would have six-stories plus a rooftop mechanical penthouse above two levels of subsurface parking. The roof level (penthouse floor) would be approximately 80 feet above ground level at the corner of Larkin and Golden Gate Avenue, and the subterranean parking would extend approximately 24 feet below ground. The first four above ground levels would include parking and student housing; the YMCA would occupy the top two floors. The proposed project site is approximately 33,825 square feet (about 275 feet long by 123 feet wide) on the northwest corner of the project block, fronting Golden Gate Avenue and Larkin Street.

The structure would be built to the lot lines along Golden Gate Avenue and Larkin Street. On the eastern side of the site, adjacent to the existing Hastings academic building at 200 McAllister Street, the garage would be separated from the adjacent building by a setback. A pedestrian walkway would connect the ground floor of the garage with the second floor of the Hastings academic building. The garage structure would have a setback from the property line along the south side of the project site.

Table 6 presents a summary of the Mixed-Use Project. The mixed-use structure would replace the existing surface parking lot, and would contain approximately 430 to 475 parking spaces. Within that number, the two levels below grade would accommodate parking for about 180 vehicles.

Table 6 Space Program Summary

<i>Department</i>	<i>Gross Square Footage</i>	<i>Comments</i>
YMCA	59,722	Fifth- and sixth-floor levels, plus ground floor entry/registration lobby, basement level laundry and building support functions.
Residential & Retail	24,284	20 to 30 units of residential equals approximately 14,728 department gross square feet (dgsf); retail equals approximately 6,120 dgsf; remainder assigned to exterior wall/stair/elevator and mechanical and electrical allowance.
Parking Structure	175,000	Two levels below grade, approximately 66,000 square feet; four levels above grade, approximately 106,000 square feet.
Total Building Gross Area	259,006	
SOURCE: Fong & Chan 2004		

The ground floor would contain approximately 6,000 sf of retail space fronting Golden Gate Avenue and Larkin Street, intended for use as a restaurant/coffee shop, and other College and community-serving retail uses. The remainder of the street level would be used for some parking, circulation, and building and garage access.

The parking element would have two driveways, on Golden Gate Avenue and on Larkin Street. Ventilation intake vents would be at the ground level toward the south end of the structure, with exhaust vents on the roof of the structure, at the northeastern and northwestern corners. Stairways would be located at the two southern corners of the structure. Stairways and elevators would be located at the northeast corner. Levels 2 through 4 would contain parking for about 165 cars and between 20 to 30 student residential units (parking would not be visible from Golden Gate Avenue).

Levels 5 and 6 would contain the relocated YMCA. A seven-lane lap pool, a smaller exercise pool, lockers, a basketball court, and an exterior, south-facing terrace would be located on Level 5. Aerobics, Cardio & Strength, Yoga, Senior/Community/Youth Development centers and Administrative activities would occupy Level 6.

■ PROJECT SCHEDULES

100 McAllister Street

In 2003, work began at 100 McAllister Street on a buildingwide fire/life-safety upgrade along with ADA/Title 24 improvements and hazardous materials abatement where necessitated by the renovation program. No major seismic upgrades are included in the project due to funding limitations. Work completion is scheduled for 2004. In addition, the College is soliciting funds from private donors to renovate a space known as the Great Hall for the performing arts. Preliminary plans have demonstrated the feasibility of restoring the space as a venue capable of seating between 350 to 600 patrons. Until sufficient funding is secured, no date has been set as to when that project might begin.

200 McAllister Street

Work is scheduled to begin in 2005 for code-compliance, structural, and life-safety upgrades to the 200 McAllister Street building. Upgrades are scheduled to be completed by the end of 2006.

367–399 Golden Gate Avenue

Architectural plans for the Mixed-Use Project are not complete as of January 2004, but the design of the building would be intended to be compatible with the architectural character of neighboring buildings. Hastings, in cooperation with the YMCA, is reviewing the conceptual plans for the Mixed-Use Project and the decision as to its feasibility will be made in 2004.

Section 6 POTENTIAL ENVIRONMENTAL IMPACTS

■ POTENTIAL IMPACTS

The following discussion of the potential environmental impacts associated with the proposed Joint Mixed-Use/YMCA Project is based on the Parking Garage and Residential Upgrade Environmental Impact Report (EIR) dated April 2002. This EIR analyzed the potential impacts of development consisting of a 303,600 sf structure with 885 parking spaces, 7,200 sf of retail uses and 6,300 sf of storage space. In addition, the development also included improvements to a residential building (100 McAllister Street) that consisted of seismic upgrades, replacement of fire- and life-safety systems, and 80 new apartments for student occupancy. An initial study (IS) was prepared for the Parking Garage and Residential Upgrade project, which determined that the project would have *no impact, less-than-significant impacts, or less-than-significant impacts after incorporation of mitigation* for the following environmental issues: biological resources, archaeological resources, paleontological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, utilities, and wind. It is not anticipated that the IS conclusions would change with implementation of the Mixed-Use Project.

The Parking Garage and Residential Upgrade EIR fully analyzed environmental impacts for land use, transportation, historic resources, visual quality, shadows, air quality, and noise. Impacts associated with the Mixed-Use Project are discussed below. A discussion of architectural impacts is included for the 100 McAllister Street upgrades, as no other environmental impacts are identified in the EIR for this component.

Land Use, Plans, and Zoning

The YMCA/Hastings Mixed-Use Project would replace an existing surface parking lot with a structure that would provide retail, parking, and residential uses, as well as YMCA facilities, on the site owned by Hastings College. These proposed uses would be compatible with the existing residential, office, mixed-use, and academic buildings that surround the project site. In addition, the YMCA would not be a new use for the vicinity, but a relocation of an existing one. Buildings surrounding the site are five to six stories in height; thus, the proposed six-story structure would be generally consistent with the density, height, and scale of the surrounding uses. The Mixed-Use Project would also retain the existing parking uses on site, as well as the existing pattern of ground floor retail uses in the immediate vicinity.

As with the analysis under the Parking Garage and Residential Upgrade EIR, the Mixed-Use Project would be generally compatible with allowable uses in the high-density residential/commercial zoning district (RC-4 Use Districts). The 80-foot-tall proposed structure would be consistent with the 80-foot height limits for the site.

The Mixed-Use Project would provide an additional 20 to 30 units for students, which would be consistent with the North of Market Special Use District that is intended to protect and enhance low and moderate income housing. The YMCA would relocate their community center about one

block, and would maintain their activities in the neighborhood. The YMCA is exploring reuse of the existing facility at 200 Golden Gate Avenue as housing. However, this would be a separate project to be considered by YMCA.

Transportation and Circulation

A brief analysis comparing the previous conclusions under the Parking Garage and Residential Upgrade EIR to the Mixed-Use Project was prepared for this IMP. Using the San Francisco’s Transportation Impact Analysis Guidelines for Environmental Review, it is anticipated that the Mixed-Use Project would generate 208 P.M. vehicle trips, as shown in Table 7. The parking is expected to contribute to over half of the P.M. peak hour trips the project will generate. The 320 net new parking spaces is based on the proposed 430-475 spaces to be included with the project, minus the existing 155 spaces (for purposes of the traffic analysis, it was assumed that 475 parking spaces total would be provided).² The trip rate was calculated using a conservative estimate of 80 percent parking occupancy, where the previous EIR used a percentage of 72. Since the Parking Garage and Residential Upgrade EIR estimated that 250 new P.M. vehicle trips would be generated, the Mixed-Use Project represents a reduction of 17 percent. Based on this reduction and the finding in the prior EIR analysis, the 10 study intersections were not projected to be adversely impacted. Traffic generated by the Mixed-Use Project would contribute P.M. peak hour trips to local intersections, but would not decrease the overall Level of Service at these intersections. As with the analysis under the previous EIR, impacts would be less than significant.

<i>Land Use Type</i>	<i>Size</i>	<i>P.M. Auto Trips</i>
YMCA (Athletic Club)	59,800 sf	54
Retail	6,000 sf	36
Studios	26 Units*	7
Net New Parking	320 Spaces	111
Total	—	208

Based on SF Transportation Impact Analysis Guidelines for Environmental Review, ITE Trip Generation Model

* Although between 20 and 30 residential units would be constructed, this traffic analysis uses a maximum of 26 units.

Similar to the previous EIR analysis, it is assumed that the Mixed-Use Project would not generate a substantial number of additional transit trips. Traffic generated by the Mixed-Use Project could occasionally slow transit operations in the project vicinity during the p.m. peak hour, but not enough to substantially disrupt transit operations on Golden Gate Avenue and Larkin Street.

Based on the net increase of 320 parking spaces on site with the Mixed-Use Project, the off-street parking supply would increase. Parking occupancy in the project vicinity is likely to remain at or near capacity under cumulative conditions. This increase in parking would replace the loss of spaces from the elimination of the surface lot at the campus, and could accommodate other demand from uses in the vicinity such as the Asian Art Museum. It is anticipated that this increase in supply in the long term would keep parking occupancy rates similar to their current rate of 95 percent.

² Although there are 155 parking spaces, the existing lot can accommodate 200 cars if stacked parking is utilized. Typically, municipalities do not include stacked parking spaces towards the parking requirement.

Similar to the previous EIR analysis, the project driveways would provide adequate on-site circulation and pedestrian safety. In addition, the Mixed-Use Project would generate peak hour trips that would have a negligible impact on existing crosswalk conditions and would not affect existing bicycle conditions.

Historic Architectural Resources

The project site is not located within but immediately north of three designated historic districts: the San Francisco Civic Center National Register Historic District; the San Francisco Civic Center National Historic Landmark District; and the City-designated Civic Center Historic District. Identical to the conclusions of the Parking Garage and Residential Upgrade EIR, project implementation would not have any direct impacts on historic architectural resources, as no buildings are located on the project site. However, construction-generated vibration, in the form of excavation or truck traffic, could potentially damage the nearby Civic Center Power House at Larkin and McAllister Streets, a contributory structure to all three Civic Center historic districts. As with the conclusions of the Parking Garage and Residential Upgrade EIR, this would be a potentially significant impact, and mitigation to reduce vibration damage to the historic resource that includes construction monitoring to be completed by a qualified structural engineer would be required.

Visual Quality

As with the analysis in the previous EIR, implementation of the Mixed-Use Project would change the views of the site, replacing the surface parking lot with a six-level, 80-foot-high structure, with mechanical equipment on the roof. In general, the proposed structure would be compatible with surrounding development and would not substantially block major views from street locations, the Federal Building Plaza, or the Civic Center Plaza. Although the walls of the new structure would block north-facing views from the residential buildings immediately south of the project site, this change in views from private residences would be typical conditions that occur in dense urban areas in the City, and would not be considered a significant visual impact. In addition, elevated outdoor terraces would be provided as an element of the YMCA component of the Mixed-use Project, which would improve views of the new building. Further, while the proposed structure would increase the overall lighting levels on the site, the amount of light would be generally consistent with that found in the immediate area, and typical for lighting levels found in urban areas. Visual impacts would be less than significant.

Shadow

A shadow analysis was prepared for the Parking Garage and Residential Upgrade EIR. Because the Mixed-Use Project analyzed under that EIR indicated that it would add no new shadows on public open space under the jurisdiction of the San Francisco Recreation and Park Commission, and the proposed structure is not as tall, the impacts would be the same or less. As such, as with the analysis presented in that EIR, the Mixed-Use Project would not result in a significant impact.

Air Quality

Construction activities associated with the Mixed-Use Project would generate dust during excavation and grading activities, and the heavy equipment used would emit air pollutants. However, as with to the previous EIR analysis, the Bay Area Air Quality Management District (BAAQMD) requires implementation of dust and other pollutant control measures for construction activities that would

be included as part of the Mixed-Use Project. As such, construction air quality impacts would be less than significant.

Operation of the Mixed-Use Project will increase traffic to and from the campus, thus contributing to air emissions. Similar to the previous EIR analysis, traffic generated by the Mixed-Use Project would incrementally increase regional vehicular emissions, but would not result in emissions exceeding the BAAQMD significance thresholds for certain pollutants. Additionally, the Mixed-Use Project would result in incremental increases in localized carbon monoxide emissions, but it would not be expected to contribute substantially to existing or projected violations of air quality standards.

Noise

Existing ambient noise levels in the project vicinity is typical of downtown San Francisco, dominated by vehicular traffic. The average noise levels in the project areas range from 73 to 75 dBA. Noise would be generated from vehicular use of the site, as well as mechanical ventilation equipment located on the roof. Uses associated with the YMCA would also generate new types of noise on the project site; however, since the YMCA would be relocated from a nearby site, noise from this use would not be new for the project area. In addition, the YMCA facilities would be located indoors. Thus, the Mixed-Use Project would not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Mixed-Use Project. Construction equipment vibration would also not be expected to cause damage to adjacent buildings with incorporation of mitigation, as previously discussed. Construction activities could result in temporary but potentially significant increase in noise in the project vicinity. Identical to the Parking Garage and Residential Upgrade EIR, mitigation measures to reduce construction-related noise would be required. No adverse noise impacts would result.

■ ALTERNATIVES

Alternatives to development of the project site have been considered in the past. As previously discussed, the 2002 Parking Garage and Residential Upgrade EIR analyzed development of a seven-level, 885-space parking structure with ground-floor retail and limited storage space. However, that project did not proceed. Other alternatives considered, as discussed in the 2002 EIR, included a parking garage with no elevator service to the top floor such that no additional equipment would be located on the roof. Under this alternative, visual impacts would be reduced, although all other impacts would remain the same. Hastings College has considered the No Project alternative, where the site would continue to operate as a surface parking lot and no structure would be built. This final alternative would not meet Hastings's objectives of enhancing the supply of affordable housing available to its students, providing additional campus amenities, and developing a revenue stream to support the College's operations.

A mixed-use alternative was also analyzed in the April 2002 Response to Comments prepared for the EIR. This alternative included mixed-use student housing and retail, as well as a parking garage. Under this alternative, 155 two-bedroom units, 18 one-bedroom units, 274 parking spaces, and 7,200 square feet of retail would be constructed. This alternative was rejected because the inclusion of the housing component would increase the project cost and would likely necessitate the imposition of rental rates at or near market levels to generate sufficient revenue to support the added debt-service. The increase in rental rates would be counter to Hastings' objective to enhance the supply of affordable housing for its students.

■ GROWTH INDUCING IMPACTS

Currently, there are approximately two employees at the existing surface parking lot. Implementation of the proposed Joint Mixed-Use Development would increase employment at the site. An additional two to three employees would be required to operate the garage, and eight to 10 employees would be necessary for the proposed retail uses. As such, a net increase of 10 to 13 employees would occur on site. It is anticipated that the 94 employees from the existing YMCA located a block away would relocate to the new facilities on-site, and no additional employees would be necessary. It is assumed that the majority of the YMCA employees already reside in, or commute to, the vicinity, and new vehicle trips to the neighborhood would be minimal. As such, the additional employees on the site would not substantially induce growth in the vicinity. Furthermore, the planned 20 to 30 residential units are intended to serve existing students of Hastings College and would not be anticipated to generate more growth. Therefore, no impact related to growth inducement as a result of the Mixed-Use Project is expected to occur.

Section 7 PLAN CONSISTENCY

Hastings' future development plans, as described in Section 5, would generally support San Francisco General Plan policies and objectives, including community plans such as the Civic Center Area Plan. Additionally, development plans would be generally compatible with the Planning Code.

■ ZONING

The Mixed-Use Project with ground-floor retail uses would be in a use district zoned for high-density residential/commercial, at the edge of the residential district in a transitional zone between public uses to the west and south, and mixed residential/commercial areas to the north. The site is directly adjacent to nonresidential zoning classifications (P-Public) on the east and west sides, and a portion of the south side. Parking facilities are permitted as a conditional use in RC-4 Use Districts. The proposed ground-floor, street-level uses would be consistent with allowable uses in RC-4 Districts. As a result, the Mixed-Use Project would be generally compatible with allowable uses in this zoning district.

The North of Market Special-Use District is intended to protect and enhance low and moderate income housing, among other goals. Development plans increase the overall housing supply in the area by the addition of 20 to 30 units to the 252 units currently located at 100 McAllister, in addition to supporting fire/life-safety, seismic and ADA upgrades to the facility. Development plans would not adversely affect buildings of architectural or historic importance and would generally maintain the existing scale of development. The Mixed-Use Project would not affect sunlight in public places and would not include tourist hotels or other commercial development that could adversely affect the neighborhood. The street-level retail uses proposed as part of the project would serve the Hastings community and the neighborhood.

The 80-foot-tall mixed-use structure would be consistent with the 80-T Height and Bulk Limit for the site. The Mixed-Use Project would have no impact on open spaces regulated by the City's Planning Code Section 295, which limits new shadow from projects under city jurisdiction on Recreation and Parks Department properties. The Mixed-Use Project would not block views of the Civic Center Plaza or substantially degrade the existing visual character of the neighborhood, nor would it remove scenic resources, as none are present on the project site. The mechanical rooms would be visible from the Civic Center but would not substantially detract from the visual prominence of the core buildings surrounding the Civic Center Plaza.

In relation to the Civic Center Area Plan, the Mixed-Use proposal would respond to the Civic Center Area plan in that it would support the goal of maintaining and reinforcing access to the Civic Center as the primary site for government administration, judicial services, public gathering, and as a center for art and culture. Further, development plans would not disrupt core public uses in the Civic Center Area and would maintain the existing character of the neighborhoods in the immediate vicinity of the Hastings Campus.

■ POLICIES

In addition to evaluating potential impacts of planned development, the IMP requirements state institutions should also analyze potential development for consistency with Plans and Policies of the San Francisco Planning Code (Section 101.1). The Eight Priority Policies are as follows:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced.
2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.
3. That the City's supply of affordable housing be preserved and enhanced.
4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking.
5. 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.
6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.
7. That landmarks and historic buildings be preserved.
8. That our parks and open space and their access to sunlight and vistas be protected from development.

Policies 1 & 2—In relation to these policies and the Urban Design Element, development plans would be consistent with existing height and bulk, maintaining the neighborhood character. Ground-floor retail uses in the proposed Mixed-Use structure would relate to the existing character of nearby land uses and provide additional retail amenities to existing residents. The relocation of the YMCA would also maintain a cultural and social amenity in the neighborhood. Employment opportunities could be expected to result from the retail uses proposed in the Mixed-Use Project.

Policy 3—Development plans to improve existing residential units within the 100 McAllister Street building and to develop additional student housing units in the Mixed Use Project would support the City's goal to preserve and enhance the housing supply.

Policy 4—In relation to this policy and the Transportation Element, development plans would result in additional on-site parking, carpool and vanpool opportunities in the Civic Center district; would provide a parking facility that reduces the need for on-street parking in the neighborhood, thereby protecting the neighborhood from the parking impacts of nearby traffic generators (institutions); would create additional parking resources with which to manage parking supply at employment centers; would create a parking facility that meets locational and design criteria; and would discourage surface parking through a consolidated parking structure that includes commercial uses. Development plans would not respond to some of the objectives and policies in the Transportation Element that relate to the preference of public transit as the preferred mode of transportation. It is also not anticipated that development plans would impede Muni transit service.

Policy 5—In relation to this policy, the Commerce and Industry Element and the Community Facilities Element, development plans would not cause displacement of industrial and service

workers, rather employment numbers would increase on the Mixed-Use site. Existing parking uses would be enhanced providing additional public parking for visitors to the San Francisco Civic Center and Hastings College of the Law thereby enhancing their efficient and effective use.

Policy 6—In relation to this policy and the Environmental Protection Element, the Mixed-Use Project would meet all appropriate environmental quality standards and would meet human needs including parking and safety needs.

Policy 7—Development plans would support the preservation and protection of existing historic uses on and adjacent to the Hastings campus.

Policy 8—In relation to this policy and the Parks and Recreation Element, development plans would not reduce the size, quantity, or usefulness of important public open space in the Civic Center area or campus vicinity.