SAN FRANCISCO
PLANNING DEPARTMENT

Executive Summary
Conditional Use

HEARING DATE: MARCH 15, 2018

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date:	March 5, 2018
Case No.:	**2017-010105CUA**
Project Address:	**2901 California Street**
Zoning:	RM-1(Residential, Mixed, Low Density 40-X Height and Bulk District
Block/Lot:	1029/098
Project Sponsor:	Alice Barkley Spear Tower, One Market Plaza, Suite 2200 San Francisco, CA 94105
Staff Contact:	Sara Vellve – (415) 558-6263 sara.vellve@sfgov.org
Recommendation:	**Approval with Conditions**

PROJECT DESCRIPTION

The proposal is to amend Condition No. 9 of Motion No. 17880 to permit the Drew School to enroll a maximum of 340 students. On May 14, 2009 the Planning Commission approved Case No. 2007.0128C to allow numerous changes to the school. At that time, enrollment was capped at a maximum of 280 students. The current proposal is to increase the maximum number of students by 60. The number of teachers and size of a white pick-up and drop-off zone would be increased as well; however, these two aspects of the project are not subject to conditions of approval. A physical expansion of the school is not proposed.

SITE DESCRIPTION AND PRESENT USE

The project is located on the southwest corner of California and Broderick Streets, Block 1029, Lot 098, within an RM-1 (Residential, Mixed, Low Density) District and 40-X Height and Bulk District. The property is occupied by the Drew School, a private high school located at the site since 1901. The school's primary pedestrian entrance faces California Street. A secondary pedestrian entrance, as well as access to vehicular and bike parking, is located on Broderick Street. A white pick-up and drop-off zone is located on Broderick Street near the intersection with California Street.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located at the northern edge of the City's Western Addition neighborhood. The Drew School was established at the southwest corner of California and Broderick Street in 1901 and has been a part of the neighborhood for over one hundred years. Across Broderick Street from the subject site is a large church occupied by the 7th Day Adventists. The majority of the neighborhood around the subject site is residential. The subject site is located within an RM-1 District that centers on the intersection of

California and Broderick; consequently there are larger apartment buildings around this intersection. Surrounding the RM-1 District is a larger RH-2 District, and one block to the east is the Divisadero Street commercial corridor, which is zoned NC-2 at that particular intersection.

ENVIRONMENTAL REVIEW

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 14 categorical exemption.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	2/21/2018	2/23/2018	22 days
Posted Notice	20 days	2/23/2018	2/23/2018	20 days
Mailed Notice	20 days	2/23/2018	2/23/2018	20 days

PUBLIC COMMENT/COMMUNITY OUTREACH

- As of noon on March 5, the Department has received one email from a member of the community who is concerned about student safety on Pine Street when cars travel at, or above, the speed limit.
- .The project sponsor held a Pre-Application meeting from 6PM to 7PM on March 27, 2017 at the project site. Approximately 114 invitations were sent to neighbors and property owners, as well as 38 neighborhood groups. The meeting was attended by one member of the community who raised concerns regarding parking/traffic and noise. A summary of concerns and responses is attached.

ISSUES AND OTHER CONSIDERATIONS

- The Project Sponsor submitted a technical memorandum developed to analyze transportation-related effects of the increased student and faculty population. The findings informed the Transportation Management Plan. Both documents are attached.
- All other Conditions of Approval of Motion 17880 shall remain in effect.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use Authorization to amend Condition No. 9 of Motion No. 17880 to increase the maximum student enrollment of the Drew School to 340 students.

BASIS FOR RECOMMENDATION

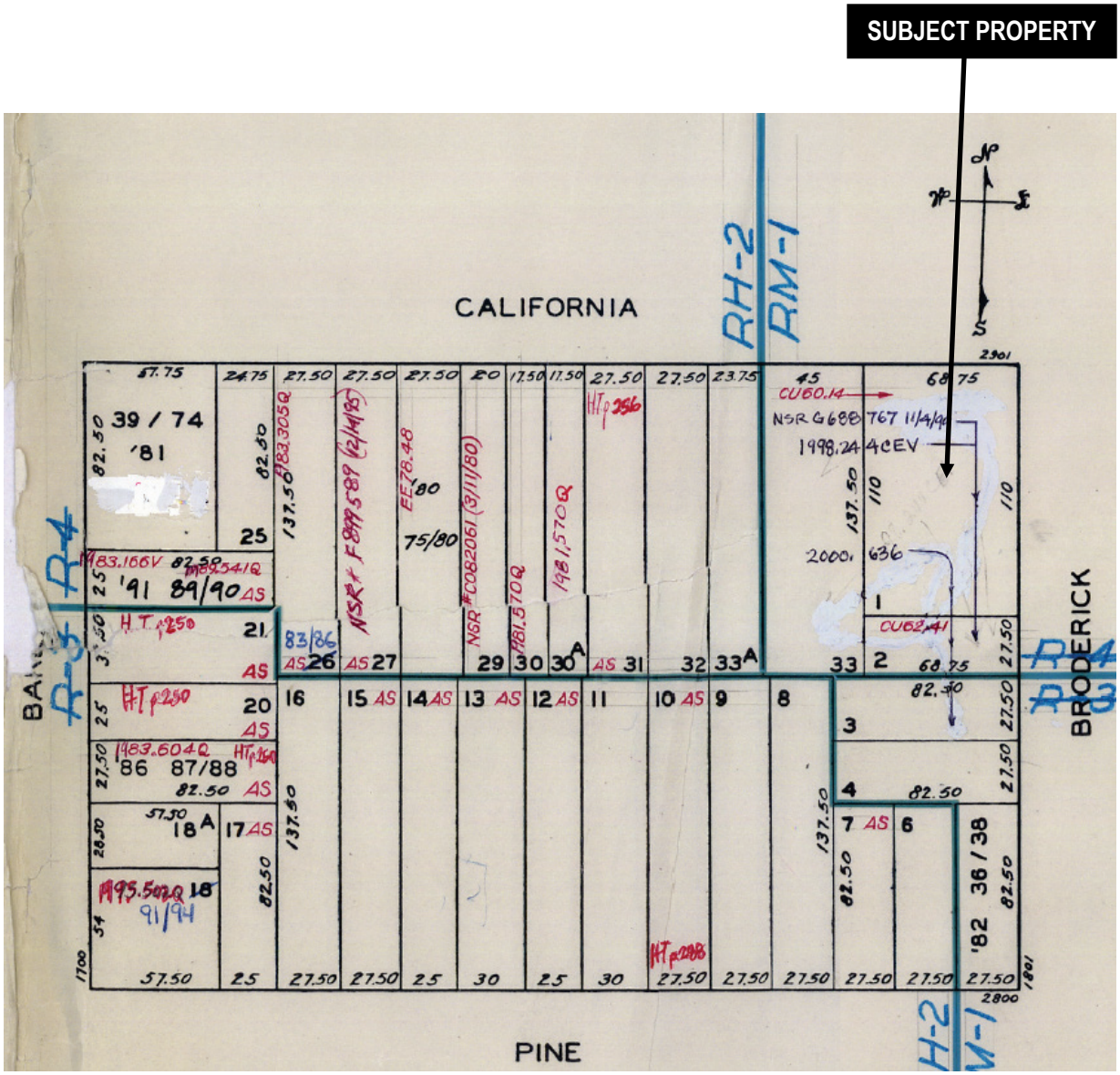
- The Drew School has been a part of San Francisco's educational community for over 100 years. Allowing the school to expand its enrolment cap will increase the availability of secondary education in the City.

- The school implements a successful traffic management plan to reduce traffic impacts in the neighborhood.
- Expansion of the drop-off and pick-up zone will help to manage traffic.
- The project meets all applicable requirements of the Planning Code.
- The project is desirable for, and compatible with the surrounding neighborhood.

RECOMMENDATION:	**Approval with Conditions**

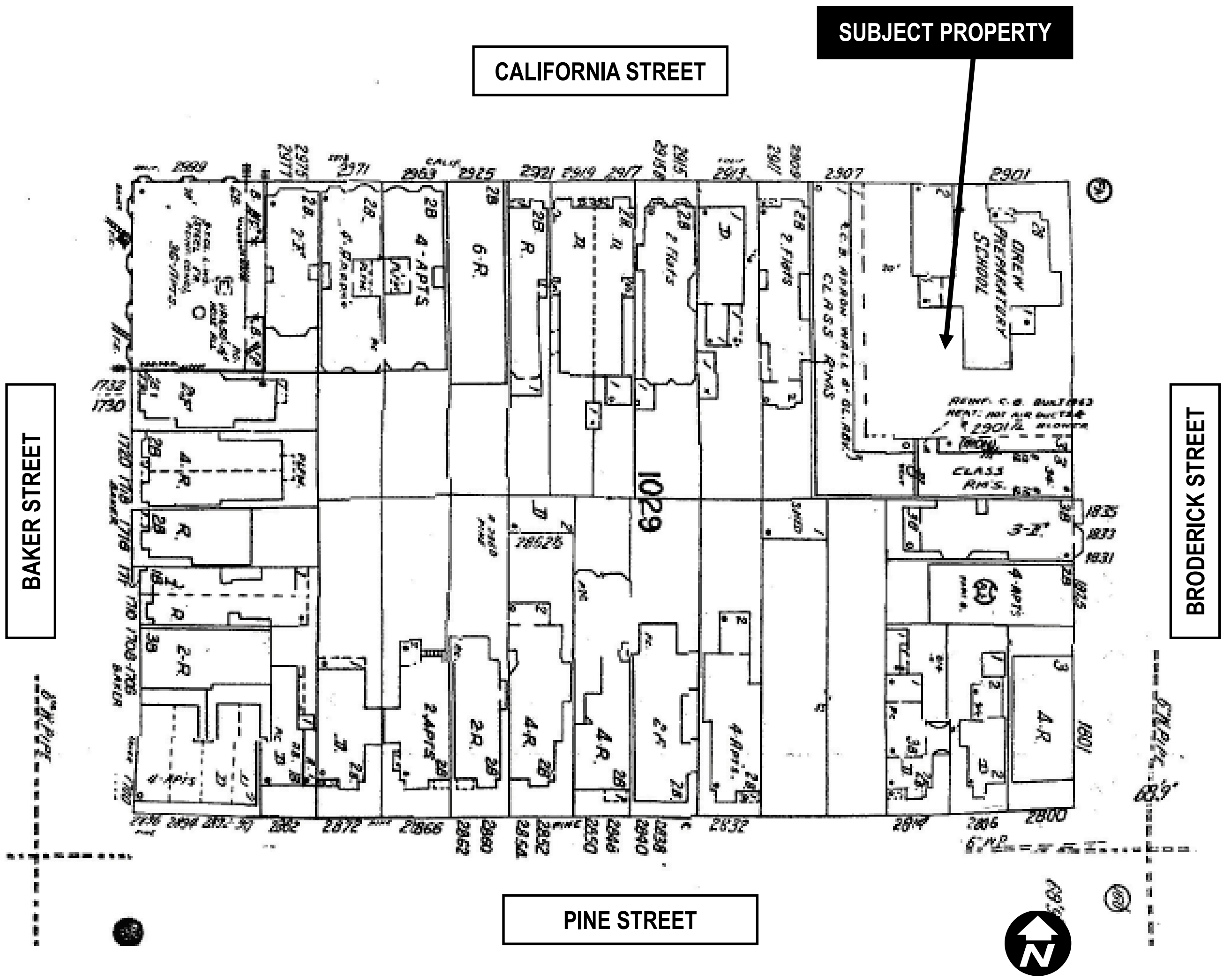
Attachments:
Draft Motion
Environmental Determination
Zoning District Map
Parcel Map
Sanborn Map
Aerial Photographs
Site Photos
Site Plan (for reference only)
Loading Zone & Signage Plan
Project Sponsor Submittal, including:
- Motion 17880, Adopted May 14, 2009
- Transportation Technical Memorandum
- Drew School Transportation Management Plan

Parcel Map



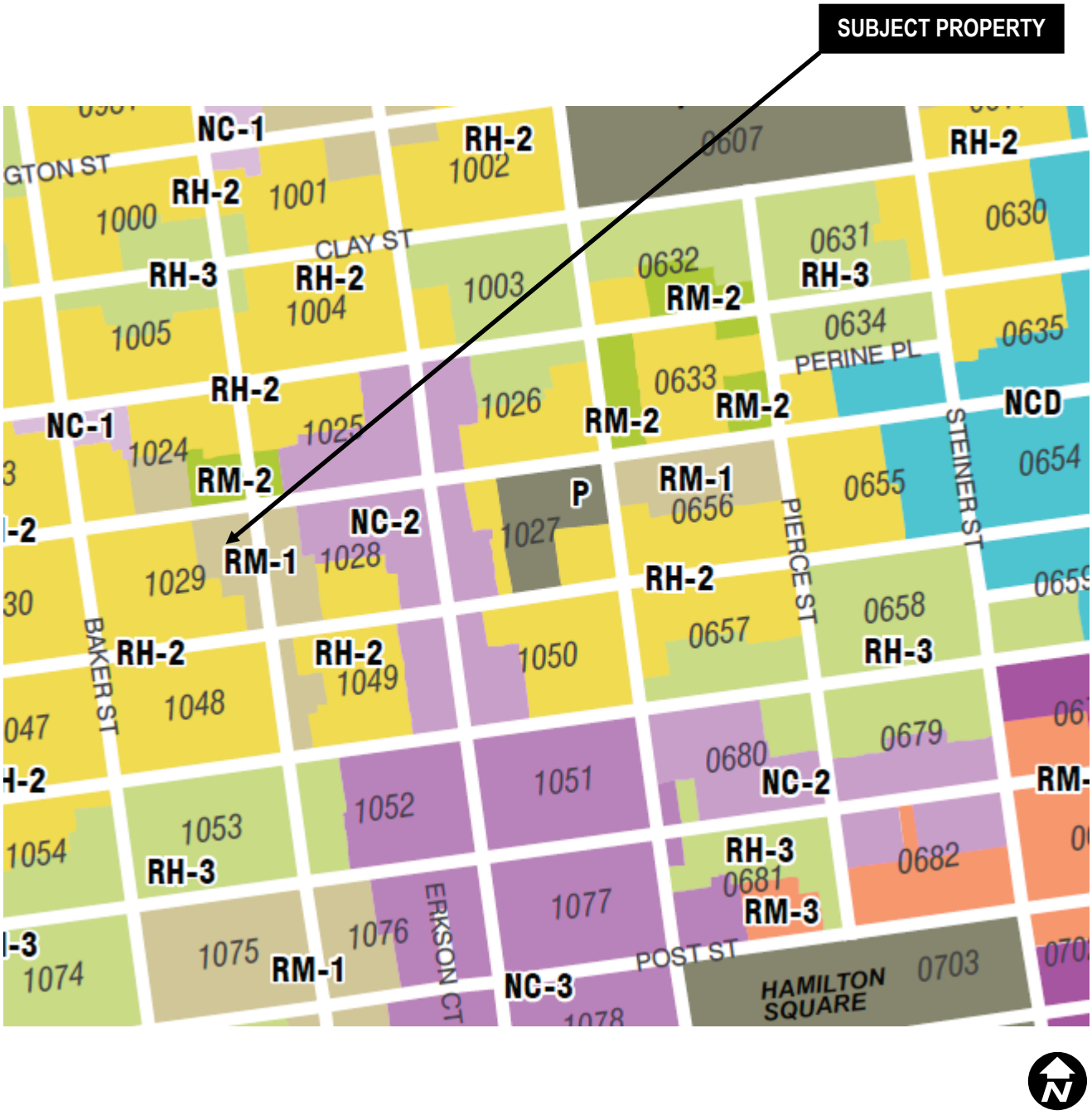
Conditional Use Authorization
Case Number 2017-010101CUA
The Drew School
2901 California Street

Sanborn Map*



**The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.*

Zoning Map



Conditional Use Authorization
Case Number 2017-010101CUA
The Drew School
2901 California Street

Aerial Photo

Conditional Use Authorization
Case Number 2017-010101CUA
The Drew School
2901 California Street

Site Photos on California Street

BIKE ACCESS

Conditional Use Authorization
Case Number 2017-010101CUA
The Drew School
2901 California Street

Site Photos on Broderick Street

EXISTING LOADING ZONE

PROPOSED LOADING ZONE

BIKE ACCESS

Conditional Use Authorization
Case Number 2017-010101CUA
The Drew School
2901 California Street

SAN FRANCISCO
PLANNING DEPARTMENT

Subject to: (Select only if applicable)

☐ Affordable Housing (Sec. 415)
☐ Jobs Housing Linkage Program (Sec. 413)
☐ Downtown Park Fee (Sec. 412)
☐ First Source Hiring (Admin. Code)
☐ Child Care Requirement (Sec. 414)
☐ Other

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Draft Motion

HEARING DATE: MARCH 15, 2018

Date:	March 5, 2018
Case No.:	**2017-010105CUA**
Project Address:	**2901 California Street**
Zoning:	RM-1(Residential, Mixed, Low Density 40-X Height and Bulk District
Block/Lot:	1029/098
Project Sponsor:	Alice Barkley Spear Tower, One Market Plaza, Suite 2200 San Francisco, CA 94105
Staff Contact:	Sara Vellve – (415) 558-6263 sara.vellve@sfgov.org
Recommendation:	**Approval with Conditions**

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 303 TO AMEND CONDITION NUMBER 9 OF MOTION NUMBER 17880, CASE NUMBER 2007.0128C, TO ALLOW THE DREW SCHOOL TO INCREASE THEIR ENROLLMENT CAP FROM 280 TO 340 STUDENTS IN THE RM-1(RESIDENTIAL, MIXED, LOW-DENSITY) DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On August 8, 2017, Alice Barkley (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Section 303 to amend Condition No. 9 of Motion No. 17880, Case Number 2007.0128C to allow the Drew School to increase their enrolment cap from 280 to 340 students in the RM-1(Residential, Mixed, Low-Density) District and a 40-X Height and Bulk District.

On March 15, 2018, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2017-010105CUA.

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 14 categorical exemption.

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 requested in Application No 2017-010105CUA at 2901 California Street, 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. **Site Description and Present Use.** The project is located on the southwest corner of California and Broderick Streets, Block 1029, Lot 098, within an RM-1 (Residential, Mixed, Low Density) District and 40-X Height and Bulk District. The property is occupied by the Drew School, a private high school located at the site since 1901. The school's primary pedestrian entrance faces California Street. A secondary pedestrian entrance, as well as access to vehicular and bike parking, is located on Broderick Street. A white pick-up and drop-off zone is located on Broderick Street near the intersection with California Street.

3. **Surrounding Properties and Neighborhood.** The project site is located at the northern edge of the City's Western Addition neighborhood. The Drew School was established at the southwest corner of California and Broderick Street in 1901 and has been a part of the neighborhood for over one hundred years. Across Broderick Street from the subject site is a large church occupied by the 7th Day Adventists. The majority of the neighborhood around the subject site is residential. The subject site is located within an RM-1 District that centers on the intersection of California and Broderick; consequently there are larger apartment buildings around this intersection. Surrounding the RM-1 District is a larger RH-2 District, and one block to the east is the Divisadero Street commercial corridor, which is zoned NC-2 at that particular intersection.

4. **Project Description.** The proposal is to amend Condition No. 9 of Motion No. 17880 to permit the Drew School to enroll a maximum of 340 students. On May 14, 2009 the Planning Commission approved Case No. 2007.0128C to allow numerous changes to the school. At that time, enrollment was capped at a maximum of 280 students. The current proposal is to increase the maximum number of students by 60. The number of teachers and size of a white pick-up and drop-off zone would be increased as well; however, these two aspects of the project are not subject to conditions of approval. A physical expansion of the school is not proposed.

5. **Public Comment**. As of noon on March 5, the Department has received one email from a member of the community who is concerned about student safety on Pine Street when cars travel at, or above, the speed limit

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**. Planning Code Section 209.3 requires Conditional Use Authorization for the establishment or expansion of Secondary Educational Institutions within RM-1 Zoning Districts.

   In 2009, the Drew School was granted Conditional Use Authorization to expand the facility pursuant to Case No. 2007.0128C and Motion No. 17880. A physical expansion of the school is not proposed under the current application.

   B. **Modification of Condition**s. Planning Code Section 303(e) requires Conditional Use Authorization to modify any previously imposed condition.

   Condition Number 9 of Motion No. 17880 limits enrollment at the Drew School to 280 students. The current proposal seeks authorization to increase the enrolment cap to 340 students.

7. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use approval. On balance, the project does comply 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 requested increase in enrollment proposed is desirable for and compatible with the neighborhood and community, as it will create additional secondary education opportunities for families in San Francisco, especially minorities and economically disadvantaged families. There is a high demand for available spots in private secondary schools throughout the city. By increasing the student enrollment by sixty students, the Drew School will be able to provide more opportunities for families requiring financial aid when seeking secondary school options. Approval of the Conditional Use application will not alter the size, height or massing of the existing building on the Drew School Campus. Thus, the mere increase of sixty students to the enrollment cap without construction will not affect the area surrounding the school and is compatible with the neighborhood and community.

   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:

      i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The size, scale and massing of the building on the Drew School Campus remains the same because the proposal does not include any construction. The proposed project is only seeking to increase student enrollment by sixty students and the number of staff and faculty by three.

ii. 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 proposal includes expansion of an existing white zone along Broderick Street from 60' feet to 80' feet. Expansion of the white zone will help manage pick-up and drop-off of students during school hours. A traffic analysis was conducted pursuant to Case No. 2017-010105ENV and resulted in a Categorical Exemption from the California Environmental Quality Act.

iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

Increasing the student enrollment will not cause glare, dust or odor as there is no proposed construction or building alteration.

The ambient noise related to the increase in students and teachers will not perceptibly increase. Students and faculty generally remain on campus during the day, and the proposed increase in the number of students and faculty arriving and leaving will not have a significant effect on traffic and transit, as demonstrated in the Technical Memorandum.

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

Changes to the existing building and landscaping treatments are not proposed to be changed.

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 with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.

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

TRANSPORTATION ELEMENT

Objectives and Policies

Objective 24:
IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Objective 27:
ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

Policy 27.5

Make available bicycle route and commuter information and encourage increased use of bicycle transportation.
The Transportation Management Plan (TMP) implements measures to improve the pedestrian-friendly environment, as well as pedestrian, bicycle and street safety by posting signage indicating the location of bicycle parking at the Site, providing maps of bicycle routes, developing bicycle safety strategies along Broderick and California Streets, and generally encouraging students, faculty and staff to walk or bicycle to the Drew School.

Objective 28
PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.2
Provide secure bicycle parking at existing city buildings and facilities and encourage it in existing commercial and residential buildings.

Policy 28.3:
Provide parking facilities which are safe, secure, and convenient.

The existing off-street automobile and bicycle parking are in a below-grade room within the Drew School footprint. The proposed TMP includes the posting of signage for bicycle parking at points of access to the facilities.

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

Policy 33.2
Protect residential neighborhoods from the parking impacts of nearby traffic generators.

The proposed project will not increase the number of on-site parking spaces. Moreover, the proposed TMP sets forth various measures to encourage students and faculty to use alternative means of travel. These commuting options will lessen traffic and parking effects on the surrounding areas.

Objective 40
ENFORCE A PARKING AND LOADING STRATEGY FOR FREIGHT DISTRIBUTION TO REDUCE CONGESTION AFFECTING OTHER VEHICULAR TRAFFIC AND ADVERSE IMPACTS ON PEDESTRIAN CIRCULATION.

Policy 40:
Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings.

Policy 40.2:
Discourage access to off-street freight loading and service vehicle facilities from transit preferential streets pedestrian-oriented streets and alleys or on the Bicycle Route Network by providing alternative access routes to facilities.

The proposed project includes extending the curbside passenger zone from 60' to 80' to minimize any effects in traffic during the AM drop-off and PM pick-up periods.

9. **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 does comply 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 Site is occupied by a school and does not provide any neighborhood-serving retail uses. The Drew School employs San Francisco residents and expects to add three teaching positions to the current number of teaching staff.

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

The proposed project will retain the existing scale, height and massing of the building envelope and continue to conserve and protect the cultural and economic diversity of the neighborhood.

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

The site does not contain any housing; therefore, the project will not reduce the supply of affordable housing.

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

The proposed project will increase the number of daily person trips by 120. The proposed project will increase the number of transit trips by 14 during the AM peak period and 32 between the period of 3 PM and 6 PM.. The Traffic Memo reviewed pursuant to Case No. 2017-010105ENV concludes that the proposed project will not over-burden the city streets or neighborhood on-street parking.

Additionally, the TMP proposed by the Drew School implements various measures to manage vehicle circulation immediately surrounding Drew School during drop-off/pick-up periods, as well as during extracurricular activities. Moreover, the TMP provides numerous alternative means of travel such as walking, bicycling, public transit, private bus service, and volunteer carpooling to encourage students, faculty and staff to commute via means that will not overburden city streets or parking and will not impede Muni transit services. Such alternatives will minimize the effect that the proposed increase in student enrollment and faculty will have on the surrounding area.

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.

Increasing the maximum student enrollment of the Drew School does not involve industrial, service or office development. The site does not contain uses associated with industrial or service sectors.

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

The Project does not involve any construction or alterations to the existing building.

G. That landmarks and historic buildings be preserved.

The proposed project does not involve any construction or renovation to the existing school facilities.

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

The height of the Drew School building will not be changed and will continue to be surrounded by other buildings; therefore, sunlight access to any public park, open space or public vista will be altered.

10. 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 neighborhood and would constitute a beneficial development.

11. The Commission hereby finds that approval of the 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 Conditional Use Application No. 2017-010105CUA** subject to the following conditions attached hereto as "EXHIBIT A", which is incorporated herein by reference as though fully set forth**.**

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 No. XXXXX. 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 March 15, 2018.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: March 15, 2018

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to amend Condition No. 9 of Motion 17880 allowing the Drew School, located at located at 2901 California Street, to increase its enrollment to 340 students pursuant to Planning Code Section **303** within the **RM-1 (Residential, Mixed, Low Density)** District and a **40-X** Height and Bulk District; in general conformance with plans, dated **March 3, 2018**, and stamped "EXHIBIT B" included in the docket for Case No. **2017-010105CUA** and subject to conditions of approval reviewed and approved by the Commission on **March 15, 2018** under Motion No **XXXXXX**. 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 permit or commencement of use for 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 **March 15, 2018** under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **XXXXXX** shall be reproduced on the Index Sheet of plans submitted with the Site or Building permit application for the Project. The Index Sheet of the 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/project 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 and Expiration.** The authorization and right vested by virtue of this action is valid for three years from the effective date of the Motion. A building permit from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three (3) years of the date of the Motion approving the Project. Once a site or building permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

PARKING AND TRAFFIC

2. **Transportation Management Plan**. The project sponsor shall diligently pursue all measures contained in Exhibit C, the Transportation Management Plan, to improve circulation around the school.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Loading Zone.** The project sponsor shall diligently pursue expansion of the Broderick Street loading zone as shown in Exhibit B.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

MONITORING

4. **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 departments and agencies for appropriate enforcement action under their jurisdiction.
5. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

OPERATION

6. **Enrollment Cap.** Enrolment of the secondary school at the project site shall be limited to a maximum of 340 students. Any increase in enrollment beyond 340 students at the project site shall require approval of a new conditional use authorization.

7. **Continuance of Conditions.** The subject approval is to modify Condition Number 9 of Motion 17880 (Exhibit D) only, and all other conditions of Motion 17880 shall remain in effect.

8. **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/*

SAN FRANCISCO
PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
2901 California Street		1029/098	
Case No.	Permit No.	Plans Dated	
2017-010105ENV		Received 7/5/2017	
☑ Addition/ Alteration	☐ Demolition (requires HRER if over 45 years old)	☐ New Construction	☐ Project Modification **(GO TO STEP 7)**

Project description for Planning Department approval.

Project proposes an amendment to Conditional Use Authorization 2007.0128CV - Motion No. 17880 - to increase the maximum student body from 280 to 340; The number of faculty and staff from 52 to 55; and increase the length of the passenger loading zone from 60' to 80'.

STEP 1: EXEMPTION CLASS

TO BE COMPLETED BY PROJECT PLANNER

Note: If neither class applies, an *Environmental Evaluation Application* is required.	
☐	**Class 1 – Existing Facilities.** Interior and exterior alterations; additions under 10,000 sq. ft.
☐	**Class 3 – New Construction/ Conversion of Small Structures.** Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions.; .; change of use under 10,000 sq. ft. if principally permitted or with a CU. Change of use under 10,000 sq. ft. if principally permitted or with a CU.
☑	**Class** 14 Minor Additions to Schools. Additions that do not increase original student capacity by more than 25%

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

If any box is checked below, an *Environmental Evaluation Application* is required.	
☐	**Air Quality:** Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks)? *Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Article 38 program and the project would not have the potential to emit substantial pollutant concentrations.* (*refer to EP _ArcMap > CEQA Catex Determination Layers > Air Pollutant Exposure Zone)*
☐	**Hazardous Materials:** If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. *Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the*

	Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).
☑	**Transportation:** Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
☐	**Archeological Resources:** Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? (*refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)*
☐	**Subdivision/Lot Line Adjustment:** Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (*refer to EP_ArcMap > CEQA Catex Determination Layers > Topography*)
☐	**Slope = or > 20%:** Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (*refer to EP_ArcMap > CEQA Catex Determination Layers > Topography*) **If box is checked, a geotechnical report is required.**
☐	**Seismic: Landslide Zone:** Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? *(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)* **If box is checked, a geotechnical report is required.**
☐	**Seismic: Liquefaction Zone:** Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? *(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)* **If box is checked, a geotechnical report will likely be required.**
If no boxes are checked above, GO TO STEP 3. <u>If one or more boxes are checked above, an *Environmental Evaluation Application* is required, unless reviewed by an Environmental Planner.</u>	
☑	**Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.**

Comments and Planner Signature (*optional*): Laura Lynch

Digitally signed by Laura Lynch
DN: dc=org, dc=sfgov, dc=cityplanning, ou=CityPlanning, ou=Environmental Planning, cn=Laura Lynch, email=Laura.Lynch@sfgov.org
Date: 2017.12.07 18:24:22 -08'00'

Drew school will continue to manage the drop-off and pick-up passenger zone and apply to the SFMTA for a 20 foot long extension to the existing 60-foot long on-street passenger loading zone to be used during the drop-off and pick up periods.

STEP 3: PROPERTY STATUS – HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: *(refer to Parcel Information Map)*	
☑	**Category A:** Known Historical Resource. **GO TO STEP 5.**
☐	**Category B:** Potential Historical Resource (over 45 years of age). **GO TO STEP 4.**
☐	**Category C:** Not a Historical Resource or Not Age Eligible (under 45 years of age). **GO TO STEP 6.**

STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
☐	1. **Change of use and new construction.** Tenant improvements not included.
☐	2. **Regular maintenance or repair** to correct or repair deterioration, decay, or damage to building.
☐	3. **Window replacement** that meets the Department's *Window Replacement Standards*. Does not include storefront window alterations.
☐	4. **Garage work.** A new opening that meets the *Guidelines for Adding Garages and Curb Cuts*, and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
☐	5. **Deck, terrace construction, or fences** not visible from any immediately adjacent public right-of-way.
☐	6. **Mechanical equipment installation** that is not visible from any immediately adjacent public right-of-way.
☐	7. **Dormer installation** that meets the requirements for exemption from public notification under *Zoning Administrator Bulletin No. 3: Dormer Windows*.
☐	8. **Addition(s)** that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
☐	Project is not listed. **GO TO STEP 5.**
☐	Project **does not conform** to the scopes of work. **GO TO STEP 5**.
☐	Project involves **four or more** work descriptions. **GO TO STEP 5.**
☐	Project involves **less than four** work descriptions. **GO TO STEP 6.**

STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER

Check all that apply to the project.	
☐	1. Project involves a **known historical resource (CEQA Category A)** as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
☐	2. **Interior alterations to publicly accessible spaces**.
☐	3. **Window replacement** of original/historic windows that are not "in-kind" but are consistent with existing historic character.
☐	4. **Façade/storefront alterations** that do not remove, alter, or obscure character-defining features.
☐	5. **Raising the building** in a manner that does not remove, alter, or obscure character-defining features.
☐	6. **Restoration** based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
☐	7. **Addition(s)**, including mechanical equipment that are minimally visible from a public right-of-way and meet the *Secretary of the Interior's Standards for Rehabilitation*.
☑	8. **Other work consistent** with the *Secretary of the Interior Standards for the Treatment of Historic Properties* (*specify or add comments*): Expansion of the passenger loading zone will not alter character-defining features of the surrounding historic district or diminish the integrity of the setting of the district.

☐	9. **Other work** that would not materially impair a historic district (specify or add comments): *(Requires approval by Senior Preservation Planner/Preservation Coordinator)* _____
☐	10. **Reclassification of property status**. *(Requires approval by Senior Preservation Planner/Preservation Coordinator)* ☐ Reclassify to Category A ☐ Reclassify to Category C a. Per HRER dated: *(attach HRER)* b. Other *(specify)*:

Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.

☐	**Further environmental review required.** Based on the information provided, the project requires an *Environmental Evaluation Application* to be submitted. **GO TO STEP 6.**
☑	**Project can proceed with categorical exemption review**. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. **GO TO STEP 6.**

Comments (*optional*):

Preservation Planner Signature: Pilar LaValley

Digitally signed by Pilar LaValley
DN: dc=org, dc=sfgov, dc=cityplanning, ou=CityPlanning, ou=Current Planning, cn=Pilar LaValley, email=pilar.lavalley@sfgov.org
Date: 2017.12.08 12:24:40 -08'00'

STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

☐	**Further environmental review required.** Proposed project does not meet scopes of work in either *(check all that apply)*: ☐ Step 2 – CEQA Impacts ☐ Step 5 – Advanced Historical Review **STOP! Must file an *Environmental Evaluation Application.***
☑	**No further environmental review is required. The project is categorically exempt under CEQA.**

Planner Name: Laura C. Lynch

Signature:

Laura Lynch

Digitally signed by Laura Lynch
DN: dc=org, dc=sfgov, dc=cityplanning, ou=CityPlanning, ou=Environmental Planning, cn=Laura Lynch, email=Laura.Lynch@sfgov.org
Date: 2017.12.08 13:33:04 -08'00'

Project Approval Action:

Planning Commission Hearing

If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.

Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

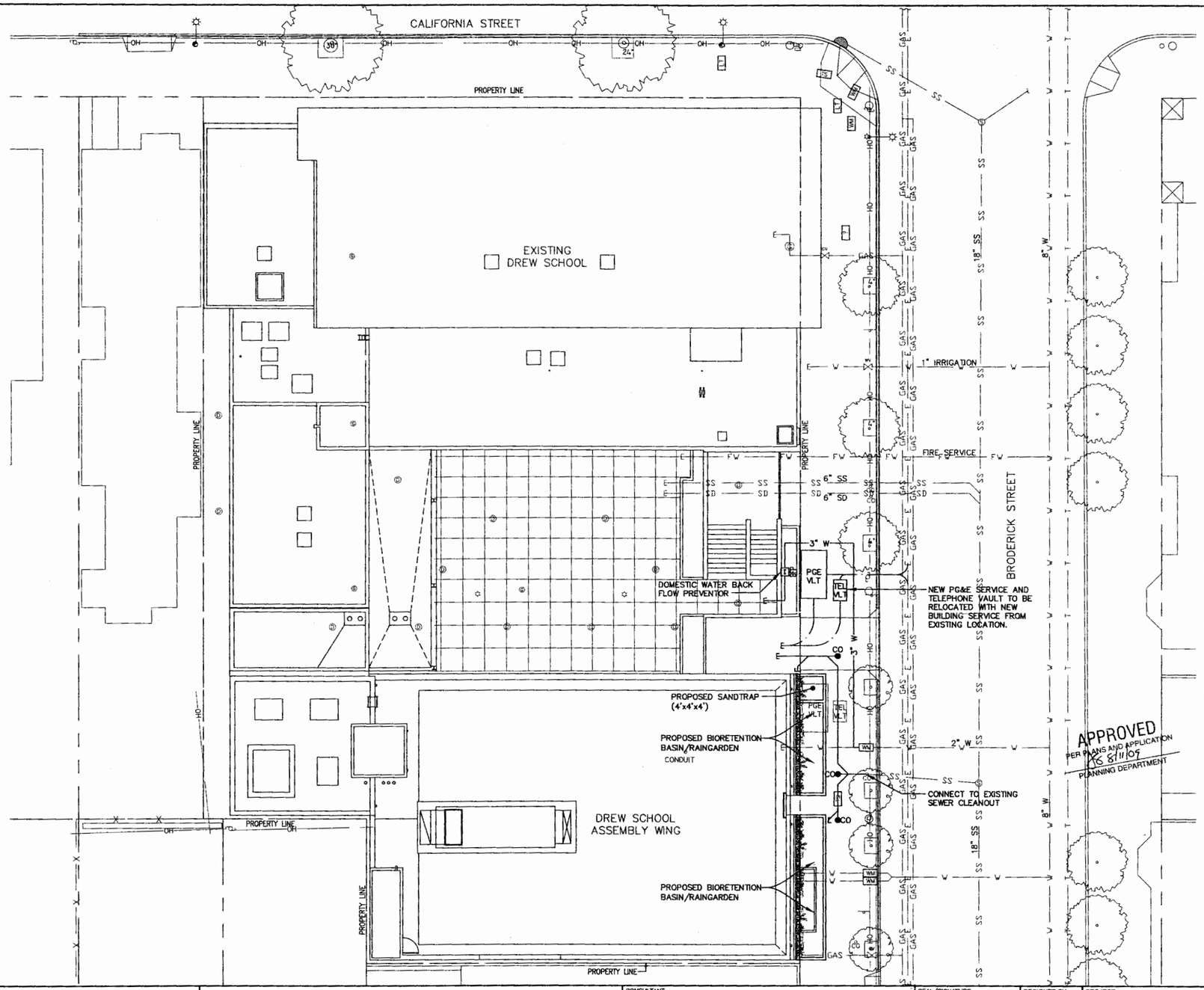
Compared to the approved project, would the modified project:	
☐	Result in expansion of the building envelope, as defined in the Planning Code;
☐	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
☐	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
☐	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required.	**CATEX FORM**

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

☐	The proposed modification would not result in any of the above changes.

If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.

Planner Name:	**Signature or Stamp:**



LEGEND:

EXISTING

- GAS — EXISTING GAS LINE
- SS — EXISTING SEWER LINE
- OH — EXISTING OVERHEAD LINE
- T — EXISTING TELEPHONE LINE
- E — EXISTING UNDERGROUND ELECTRIC LINE
- W — EXISTING WATER LINE
- FW — EXISTING FIRE SERVICE LINE
- EXISTING CLEANOUT
- EXISTING GAS METER
- EXISTING GAS VALVE
- EXISTING JOINT UTILITY POLE
- EXISTING ROUND DRAIN INLET
- EXISTING SEWER MANHOLE
- EXISTING STORM INLET
- WM — EXISTING WATER METER
- EXISTING WATER VALVE

PROPOSED:

- UGE — NEW UNDERGROUND ELECTRIC LINE
- SD — NEW SEWER LINE
- 3" W — NEW WATER LINE
- BFP — NEW BACK FLOW PREVENTOR
- CO — NEW CLEANOUT
- NEW ELEC/SD/SS/W STUB

SITE PERMIT
JUL - 2 2009
THIS APPLICATION SUBMITTED FOR SITE PERMIT ONLY. NO WORK IS TO BE STARTED UNTIL CONSTRUCTION PLANS HAVE BEEN APPROVED.

APPROVED
PER PLANS AND APPLICATION
DS 8/11/09
PLANNING DEPARTMENT

UTILITY NOTES:

1. EXISTING UTILITIES SHOWN WERE DERIVED FROM TOPOGRAPHIC SURVEY INFORMATION PROVIDED BY GEOMETRIX SURVEYING ENGINEERING INC. FIELD SURVEY DATED JUNE 12, 2009, AS BUILT PLANS PREPARED BY SANDIS HUMBER JONES TITLED: TOPOGRAPHIC SURVEY, SHEET C-T, DATED MAY 12, 2000; UTILITY PLAN, SHEET C-UP, DATED NOVEMBER 14, 2000; FOUNDATION DRAINAGE PLAN, SHEET C-FD, DATED NOVEMBER 14, 2000; AND AS BUILT PLANS PREPARED BY BACON PLUMBING TITLED: PLUMBING BASEMENT PLAN WATER PIPING, SHEET P1.1, DATED SEPTEMBER 17, 2001; PLUMBING BASEMENT PLAN DWV PIPING, SHEET P1.2, DATED FEBRUARY 6, 2001; PLUMBING BASEMENT PLAN UNDERGROUND PIPING, SHEET P1.3, DATED FEBRUARY 6, 2001.

2. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ARE APPROXIMATE AND WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS, AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND FACILITIES AND UTILITIES BY POTHOLING PRIOR TO COMMENCING CONSTRUCTION.

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

ROMA DESIGN GROUP
ARCHITECTURE, LANDSCAPE ARCHITECTURE AND URBAN DESIGN
1527 Stockton Street, San Francisco CA 94103 Telephone: (415) 616-9900, Fax: (415) 788-8728, Email: roma@roma.com

Auerbach Pollock Friedlander, Theater Design Consultants; Simpson Gumpertz & Heger, Structural Engineers
Flack + Kurtz, Mechanical, Electrical and Plumbing Engineers; Charles Salter Associates, Acoustical Engineers

CONSULTANT
BKF ENGINEERS/SURVEYORS/PLANNERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
PHONE: (650) 482-6300
FAX: (650) 482-6399

SEAL/SIGNATURE
REGISTERED PROFESSIONAL ENGINEER
ROLAND N.V. HAUN
No. C043971
EXP. 6-30-11
CIVIL
STATE OF CALIFORNIA

DESIGNED BY	RH
DRAWN BY	MD / JT
CHECKED BY	RH

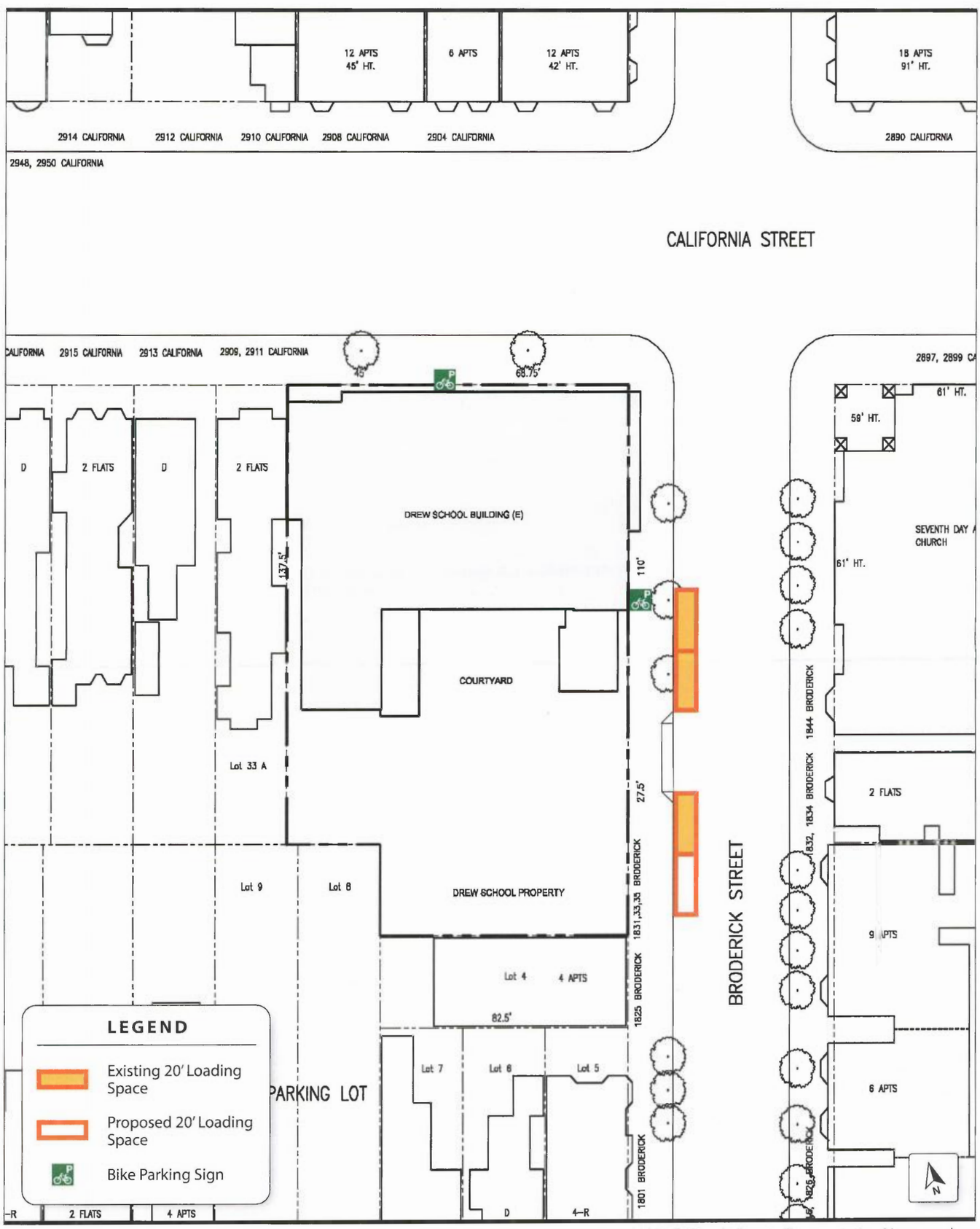
PROJECT
DREW SCHOOL - ASSEMBLY WING
DESIGN DEVELOPMENT

SHEET
UTILITY PLAN

DATE	6/2009
SHEET OF	#
DRAWING NO.	C1.01
JOB NO.	1392

For reference only. No construction proposed.

\\G4\projects_5\1392 Drew School\CAD\DD\Sheets\UT-1 Utility Plan.dwg, 6/30/2009 11:41:24 AM, Tom Goidrer



chs Consulting Group

Exhibit B
Loading Zone & Signage Plan
March 3, 2018

New Project Infrastructure

NEW YORK
LONDON
SINGAPORE
PHILADELPHIA
CHICAGO
WASHINGTON, DC
SAN FRANCISCO
SILICON VALLEY
SAN DIEGO
LOS ANGELES
TAIWAN
BOSTON
HOUSTON
AUSTIN
HANOI
HO CHI MINH CITY

DuaneMorris®

FIRM and AFFILIATE OFFICES

DENIS F. SHANAGHER
DIRECT DIAL: +1 415 957 3318
PERSONAL FAX: +1 415 520 5493
E-MAIL: dfshanagher@duanemorris.com

www.duanemorris.com

SHANGHAI
ATLANTA
BALTIMORE
WILMINGTON
MIAMI
BOCA RATON
PITTSBURGH
NEWARK
LAS VEGAS
CHERRY HILL
LAKE TAHOE
MYANMAR
OMAN
A GCC REPRESENTATIVE OFFICE OF DUANE MORRIS

ALLIANCES IN MEXICO
AND SRI LANKA

February 26, 2018

Commissioner Rich Hillis
President, Planning Commission
1660 Mission Street, 4th floor
San Francisco, CA, 94103

Re: Application for Conditional Use for 2901 California Street
Case Number 2017-010105CUA

Dear Commissioner Hillis,

Drew School, a private secondary school located at 2901 California Street (Block 1029, Lot 98) ("Site"), proposes to increase its student body capacity by 60 students, add 3 staff members, and lengthen the passenger drop-off zone from 60' to 80' to accommodate any increase in the number of students being dropped off or picked up at the Site ("Project"). The Project requires a Conditional Use Authorization to be approved by this Commission. The Project does not include any construction or increase in square footage of the building on the Site.

THE APPLICANT

Drew is a private co-ed, grades 9-12, college preparatory high school seeking students who have a sustained and diverse set of interests in the arts, athletics and service, and who will contribute to Drew's thriving learning community in a meaningful and valued way. Thirty-one percent of Drew School's students are students of color. Over 41% of Drew School's students receive financial aid, which significantly exceeds its peer schools (who provide financial aid to 26% of their students on average). Due to the high cost of living in the Bay Area, over the past 4 years, Drew School has raised faculty salaries on average by 27% and administrative staff salaries on average by 20%. In addition to offering the 60 new students an excellent education, the additional enrollment capacity will allow the school to increase faculty salaries by an average of 7% and administrative salaries by 4-5% in the 2018-2019 school year.

///

PROJECT SITE AND EXISTING USE

The Site is located in an RM-1 (Residential, Mixed, Low Density) District and 40-X height and bulk district at the southwest corner of California and Broderick Streets and is improved with a 40' high building constructed in 2001 that was expanded in 2011.[1] While the Site is in an RM-1 District, the surrounding area is zoned RH-2. The neighboring buildings on California and Divisadero Streets have ground floor commercial/retail.

PROPOSED PROJECT

The proposed Project is to increase:

1. The maximum student body from 280 to 340;

2. The number of faculty and staff from 52 to 55; and

3. The length of the Passenger Loading Zone from 60' to 80'.

The proposed Project will not require any new construction or renovation to the existing school buildings.

THE PROJECT IS CONSISTENT WITH THE SECTION 303 CRITERIA FOR GRANTING A CONDITIONAL USE

1. ***That the proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community.***

There is a high demand for private secondary schools throughout San Francisco, particularly for schools that can provide financial assistance to students from low income and working class families. The request to increase the number of students will allow for further demographic and economic diversity of Drew School's student body, as well as support an increase in faculty salaries. Because the Project will not alter the size, height or massing of the existing Drew School Campus, an increase of the student body by 60 students and 3 staff will have no impact on the neighborhood character. The Transportation Technical Memorandum. dated April 18, 2017, prepared for the Project by CHS Consulting ("Transportation Memorandum") concluded that the Project will not negatively affect traffic in the immediate vicinity of the school due to the increase in the length of the white zone. Thus, the proposed use is necessary, desirable and compatible with the neighborhood and community.

---

[1] The expansion was the subject of a conditional use application approved by the Planning Commission, Motion No. 17880. See **Exhibit 1** attached hereto.

2. ***That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:***

A. *The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures.*

The Project does not include any construction. The size, scale and massing of the Drew School Campus remains the same. The use and features of the proposed Project will not be altered with the exception of an additional 20' added to the existing white zone on Broderick Street. Therefore, the proposed Project will not have an adverse impact on the neighborhood.

B. *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 and of proposed alternatives to off-street parking, including provisions of car-share parking spaces, as defined in Section 166 of this Code.*

The Transportation Memorandum concludes that the proposed Project will not have a significant impact on transportation. A copy of the Transportation Memorandum is attached hereto as **Exhibit 2**. The Project includes extending the existing 60-foot-long white zone on Broderick Street by 20' to alleviate any potential demands of adding 60 students. The white zone hours will not change from the current hours of 7:30 am to 8:30 am and 2:30 pm to 3:30 pm on school days, after which the white zone is available for on-street parking to residents and the general public alike. Therefore, the proposed Project will not change the traffic patterns of the surrounding streets, off-street parking or loading, and will only have a minor impact on the availability of one on-street parking space for two hours on school days.

The existing Transportation Management Plan (TMP) includes measures that encourage students and faculty to use alternative means of travel. The TMP program in the Transportation Memorandum includes the following improvement measures:

- Appoint a Transportation Demand Management Coordinator who will promote, oversee and maintain the TMP program, including the management of the passenger zone during drop-off/pick-up times and parking management during extracurricular events;
- Implement improvement of the pedestrian-friendly environment including posting signage showing the location of bicycle parking at the School;
- Provide maps of bicycle routes; and
- Develop bicycle safety strategies along Broderick and California Streets.

Therefore, the proposed Project will not change the traffic patterns of the surrounding streets, or off-street parking or loading, and will only have an impact on the availability of one on-street parking space for two hours on school days.

C. *The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor.*

The Project does not propose any construction or change in use. A doubling of traffic volume is required to increase the ambient noise level. With an increase of approximately 25 vehicle trips during the morning arrival hours and 13 vehicle trips during the afternoon pick-up hours, any increase in the ambient noise level will not be perceptible. See Exhibit 2, at p. 19. As discussed in the Transportation Memorandum, the proposed increase in the number of students and faculty will not have a significant impact on traffic or transit. See Exhibit 2, at p. 19. The number of students allowed in the courtyard at any one time by Drew School is 40 students; thus, an increase of 60 students to the student body will not have an impact on noise emitting from the courtyard. Therefore, the Project will not cause any perceptible increase in noise, glare, dust or odor.

D. *Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs.*

The landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signage will remain the same. The length of the white zone will be increased from 60' to 80' to accommodate any further vehicular use of white zone by the additional students.

3. ***That such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the General Plan.***

The proposed Project is consistent with applicable provisions of the Planning Code and General Plan objectives and policies for the reasons discussed herein.

The Project does not increase the number of off-street parking spaces and maintains the bicycle parking spaces located in the basement garage of the Drew School building. Signage providing direction to the bicycle parking is posted at points of access.

Increasing the length of the white zone from 60' to 80' will minimize any potential impact during the morning drop-off and afternoon pick-up periods.

The Project's request to add 60 students and 3 faculty members can be accommodated within the existing Drew School Campus. No new construction or alteration to the campus is required or requested. Drew School is well served by public transit. Muni lines Nos. 1, 1BX and 24 are within one block; Muni lines Nos. 2 and 43 are three blocks away; and Muni lines Nos. 38 and 38R are six blocks away. See Exhibit 2, at p. 7. The Project is consistent with the following Transportation Elements: (i) Objectives 24 and 27, Policy 27.5; (ii) Objective 28, Policies 28.2 and 28.3; (iii) Objective 33, Policy 33.2; and (iv) Objective 40, Policies 40 and 40.2. The Project also is consistent with Objective 9 of the Community Facility Element of the City's General Plan. See Appendix E of Exhibit 2 and in the draft Motion attached to the case report.

4. ***Such use or feature as proposed will provide development that is in conformity with the stated purpose of the applicable Use District.***

The Project is located in an RM-1 (Residential, Mixed, Low Density) District. The expansion of the student enrollment cap will add to the demographic and economic diversity of Drew School, and will allow for an increase in faculty and staff salaries. The student body expansion requires the support of three additional faculty/staff, which Drew School will pay at its increased salary amounts. For additional discussion of the Project's consistency with Section 303 Criteria, please refer to the Case Report and the Attachment to the Conditional Use Application.

CONCLUSION

The Project will allow for increases in the demographic and economic diversity of the School, will add three additional faculty members and will provide funding to increase the wages of faculty and administrative staff. The application for Conditional Use by this Commission should be granted. Thank you for your consideration of this matter.

Very truly yours,

Duane Morris LLP

Denis F. Shanagher

Enclosures: Exhibit 1 (Planning Commission's Approval of Motion No. 17880)
Exhibit 2 (CHS Consulting's April 18, 2017 Transportation Technical Memorandum)

cc: Commissioner Dennis Richards
Commissioner Rodney Fong
Commission Joel Koppel
Commissioner Myrna Melgar
Commissioner Kathrin Moore
John Rahaim
Corey Teague
Jonas P. Ionin
Sara Vellve
Mohammad Kazerouni
Alice Suet Yee Barkley
Amanda Graham

EXHIBIT 1

SAN FRANCISCO
PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- ☐ Inclusionary Housing (Sec. 315)
- ☐ Jobs Housing Linkage Program (Sec. 313)
- ☐ Downtown Park Fee (Sec. 139)
- ☐ First Source Hiring (Admin. Code)
- ☐ Child Care Requirement (Sec. 314)
- ☐ Other

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Motion No. 17880

HEARING DATE: MAY 14, 2009

Date:	May7, 2009
Case No.:	**2007.0128CV**
Project Address:	**2901 CALIFORNIA STREET**
Zoning:	RM-1 (Residential, Mixed, Low Density) 40-X Height and Bulk District
Block/Lot:	1029/095
Project Sponsor:	The Drew School 2901 California Street San Francisco, CA 94115
Staff Contact:	Aaron Starr – (415) 558-6362 aaron.starr @sfgov.org

ADOPTING FINDINGS RELATING TO CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 209.3, 303 AND 317 OF THE PLANNING CODE TO ALLOW AN EXISTING PRIVATE SECONDARY SCHOOL (THE DREW SCHOOL) TO EXPAND ITS FACILITY AND ENROLLEMENT CAP, AND TO DEMOLISH AN EXISTING 3-UNIT BUILDING WITHIN AN RM-1 (RESIDENTIAL, MIXED, LOW DENSITY) DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On August 5, 2008, Alice Barkley (hereinafter "Applicant") filed an application with the San Francisco Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 209.3, 303 and 317 to allow an existing private secondary school (the Drew School, hereinafter "Project Sponsor") to expand its facility and enrollment cap and to demolish an existing 3-unit building within an RM-1 (Residential, Mixed, Low-Density) District and a 40-X Height and Bulk District.

On May 14, 2009, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2007.0128C.

On May 14, 2009, the Department certified the Final Environmental Impact Report for the project at 2901 California Street (the "Final EIR").

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 requested in Application No. 2007.0128C, 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. **Site Description and Present Use.** The project is located on the southwest corner of California and Broderick Streets, Block 1029, Lots 95 and 3, within an RM-1 (Residential, Mixed, Low Density) District and 40-X height and bulk district. The property is developed with an approximately 40′ tall private secondary school (the Drew School) constructed in 2001 on lot 95, and a 3-story over basement, 3-unit residential building constructed before 1900 on lot 3. The 3-unit residential building is currently vacant. The school's primary facade faces California Street; between the school building and the 3-unit residential building is an open courtyard used as an outdoor activity area for the students of the school.

3. **Surrounding Properties and Neighborhood.** The project site is located at the northern edge of the City's Western Addition neighborhood. The Drew School was established at the southwest corner of California and Broderick Street in 1901 and has been a part of this neighborhood for over one hundred years. Across Broderick Street from the subject site is a large church occupied by the 7th Day Adventists; directly next to the building proposed for demolition is a 4-unit apartment building built in 1963. To the west of the subject site is an open parking lot owned by the 7th Day Adventists Church, and used on occasion by the Drew School. The majority of the neighborhood around the subject site is residential. The subject site is located within an RM-1 District that centers on the intersection of California and Broderick; consequently there are larger apartment buildings around this intersection. Surrounding the RM-1 District is a larger RH-2 District, and one block to the east is the Divisadero Street commercial corridor, which is zoned NC-2 at that particular intersection.

4. **Project Description.** The applicant proposes to merge lots # 95 and #3 into one lot, demolish an existing three-story over basement, three-unit residential building and construct a 40′ high, three-story, approximately 14,800 sq. ft. flexable assembly/theater and classroom wing at the south side of the existing approximately 26,500 sq. ft. high school building. The proposal also includes increasing the enrollment cap from 250 students to 280 students. The project is also seeking a Varaince from the Planning Code's rear yard requirments and permitted obstruction requirments for the proposed bay window.

The proposed project was registered under Leadership in Energy and Environmental Design (LEED) on April 20, 2007 and is seeking LEED Gold Certification. Some of the "green building" elements of the project include a green or living wall, a green roof, and the use of recycled materials. The building will also be designed using green building practices to reduce energy consumption by increased efficiency in electrical, plumbing and HVAC systems.

5. **Public Comment**. The Department received two letters of opposition to the proposed expansion, one from the Western Addition Neighborhood Association and one from the Pacific Heights Residents Association as well as one petition in opposition to the project that is signed by 11 individuals.

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.** Planning Code Section 209.3 requires Conditional Use Authorization for the establishment or expansion of Secondary Educational Institutions within RM-1 Zoning Districts.

   The Project Sponsor applied for Conditional Use Authorization to expand the facility and enrollment cap of the existing secondary school.

   B. **Parking.** Planning Code Section 151 requires one parking space for every two classrooms regardless of the occupied floor area.

   The existing building has 18 classrooms and the proposed addition will add an additional 4 classrooms for a total of 22 classrooms, or 11 required parking spaces. The existing building contains 21 parking spaces; no additional parking is required or proposed.

   C. **Loading.** Planning Code Section 152 does not require any off-street loading facilities when the gross floor area is 100,000 sq. ft. or less.

   The existing school facility has a total of 24,816 gsf and the new addition will have a total of 13,684 gsf; for a total of 38,500 gsf; no off-street loading is required and none is proposed.

   D. **Residential Demolition.** Planning Code Section 317 requires Conditional Use Authorization to demolish 3 or more residential units.

   The project sponsor has applied for Conditional Use Authorization to demolish the existing 3-unit residential building.

   E. **Rear Yard Requirement.** Planning Code Section 134 states that the minimum rear yard requirement for RM-1 Districts shall be equal to 45 percent of the total depth of the lot on which the building is situated, or the average of the adjacent buildings.

The proposed expansion will be located entirely within the required rear yard; the project sponsor has applied for a variance to the rear yard requirement.

F. **Floor Area Ratio.** Planning Section 124 specifies a floor area ratio of 1.8 to 1 for RM-1 Zoning Districts. Planning Code Section 125 allows a 25% increase to the basic FAR for corner properties. The subject lot is a corner lot making the maximum allowable FAR 2.25.

Lots 95 and 3 combined equal 17,909 sq. ft.., for a maximum gross square footage of 40,295 sq. ft. The existing building has a total of 24,816 gsf and the new addition will have a total of 13,684 gsf; for a total of 38,500 gsf, or an FAR of 2.19 to 1.

G. **Street Trees.** Planning Code Section 143 requires that street trees be planted when a new building is constructed within an R District for each 20 feet of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree.

The proposed new construction will have approximately 54' of street frontage along Broderick Street where no street trees currently exist. The Planning Code requires 3 street trees to be planted where there is 54' of street frontage. The proposed plans show that 4 street trees will be planted.

H. **Permitted Obstructions.** Planning Code Section 136(c)(2) specifies that bay windows projecting over a street or alley way are permitted only if they conform to the specific size limitations described in the Code.

The Project Sponsor applied for a variance from Planning Code Section 136(c)(2). The proposed new construction includes a bay that does not conform to the size limitations outlined in Planning Code Section 136(c)(2). The proposed square bay will be approximately 12' wide by 3' deep. The Code requires that square bays be no more than 9' wide and 3' deep.

7. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use approval. On balance, the project does comply 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 current use is a private secondary education facility which is a necessary and desirable use within a residential district and which is traditionally placed within residential neighborhoods in San Francisco. Physically expanding the facility and increasing the enrollment cap by 30 students will expand the availability of secondary education facilities in the City and constructing a multi-purpose room will allow the school to expand and build upon its education curriculum relating to drama, music and the arts. In addition, the new multi purpose space will allow the school to hold theatrical events and other school functions on site, where now they are held off site.

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:

i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The height of the proposed addition will be approximately the same height as the residential building it is replacing (40') and will be approximately 9' lower than the existing Drew School building, as measured by the Planning Code. There will be an open courtyard between the existing school structure and the proposed structure minimizing the width of the entire complex as seen from Broderick Street and helping the complex relate more to the fine-grained residential development pattern on Broderick Street. The massing of the proposed multi-purpose space has been broken up to fit within the context on Broderick Street.

ii. 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;

No loading spaces are required for the proposed expansion, and the school already contains more parking than required by the Planning Code. There are three transit lines within three blocks of the project site. The proposed increase in student population represents a 12% increase over the current enrollment cap, which is a reasonable increase that should not have a significant impact on the surrounding neighborhood.

iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

The proposed expansion will not generate noxious or offensive odor. The enclosure of the school site to the west by the new addition will more effectively contain noise and light generated by the school. No reflective glass will be used in order to minimize glare. The lighting will be similar to that of the existing school and will not produce glare that would negatively impact nearby residences. All exterior lighting will be directed downward to minimize light pollution.

The Drew School also has strict rules regulating the conduct of its students both on and off the campus. Students that do not adhere to such rules risk expulsion or other disciplinary consequences.

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

All existing parking is screened from public view, existing street trees will be preserved or if needed replaced, and all signage and lighting will be approved in accordance with the Planning Code and General Plan.

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 with all relevant requirements and standards of the Planning Code - except those which the Project Sponsor is seeking a Variance from - and, on balance, 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 Neighborhood Commercial District.

The proposed project is not within a Neighborhood Commercial District. It will not have a negative impact on nearby Neighborhood Commercial Districts.

8. **Planning Code Section 317** establishes 16 criteria for the Planning Commission to consider when reviewing applications for demolishing residential units. While the proposed project does not, on balance, meet the criteria below, the school expansion is necessary and desirable.

EXISTING VALUE AND SOUNDNESS

1. Whether the Project Sponsor has demonstrated that the value of the existing land and structure of a single-family dwelling is not affordable or financially accessible housing (above the 80% average price of single-family homes in San Francisco, as determined by a credible appraisal within six months);

Project Does Not Meet Criterion
The subject building is a three-unit building in an RM-1 district. It does not qualify for this exemption.

2. Whether the housing has been found to be unsound at the 50% threshold (applicable to one- and two-family dwellings);

Project Does Not Meet Criterion
The project sponsor does not claim that the housing has been found to be unsound at the 50% threshold.

DEMOLITION CRITERIA

Existing Building

1. Whether the property is free of a history of serious, continuing code violations;

Project Meets Criterion
A review of the databases for the Department of Building Inspection and the Planning Department did not show any enforcement cases or notices of violation.

2. Whether the housing has been maintained in a decent, safe, and sanitary condition;

Project Meets Criterion
The housing is free of Housing Code violations and appears to have been maintained in a decent, safe, and sanitary condition.

3. Whether the property is not a "historical resource" under CEQA;

Project Does Not Meet Criterion
The Department determined that the structure is a contributing resource to a potential historic district.

4. If the property is a historical resource, whether the removal of the resource will have a substantial adverse impact under CEQA;

Project Does Not Meet Criterion
The EIR determined that the demolition of the historic structure will have a substantial adverse impact under CEQA.

Rental Protection

5. Whether the Project converts rental housing to other forms of tenure or occupancy;

Criterion Is Not Applicable
The replacement building will not have a residential use.

6. Whether the Project removes rental units subject to the Rent Stabilization and Arbitration Ordinance;

Project Does Not Meet Criterion
The existing units are subject to the Rent Stabilization and Arbitration Ordinance.

Priority Policies

7. Whether the Project conserves existing housing to preserve cultural and economic neighborhood diversity;

Project Does Not Meet Criterion
The Project does not meet this criterion because the existing dwellings will be demolished.

8. Whether the Project conserves neighborhood character to preserve neighborhood cultural and economic diversity;

Project Does Not Meet Criterion
The Project does not meet this criterion because the existing dwellings will be demolished and the replacement structure does not have a residential use.

9. Whether the Project protects the relative affordability of existing housing;

Criterion Is Not Applicable
The replacement building will not have a residential use.

10. Whether the Project increases the number of permanently affordable units as governed by Section 315;

Project Does Not Meet Criterion
The Project does not include any permanently affordable units.

Replacement Structure

11. Whether the Project located in-fill housing on appropriate sites in established neighborhoods;

Criterion Is Not Applicable
The replacement building will not have a residential use.

12. Whether the Project creates quality, new family housing;

Criterion Is Not Applicable
The replacement building will not have a residential use.

13. Whether the Project creates new supportive housing;

Criterion Is Not Applicable
The replacement building will not have a residential use.

14. Whether the Project promotes construction of well-designed housing to enhance existing neighborhood character;

Criterion Is Not Applicable
The replacement building will not have a residential use.

15. Whether the Project increases the number of on-site dwelling units;

Project Does Not Meet Criterion
The Project will decrease the number of on-site dwelling units.

16. Whether the Project increases the number of on-site bedrooms.

Project Does Not Meet Criterion
The Project will decrease the number of on-site bedrooms.

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

HOUSING ELEMENT

OBJECTIVE 2
RETAIN THE EXISTING SUPPLY OF HOUSING.

Policy 2.1
Discourage the demolition of sound existing housing.

Inconsistent: *The proposed project will demolish a building with 3 sound housing units that are subject to rent control.*

OBJECTIVE 3
ENHANCE THE PHYSICAL CONDITION AND SAFETY OF HOUSING WITHOUT JEOPARDIZING USE OR AFFORDABILITY.

Policy 3.6
Preserve landmark and historic residential buildings.

Inconsistent: *The Department determined that the building located at 1831-1835 Broderick Street is a contributor to a potential historic district. The proposal includes demolishing this building which is inconsistent with this policy.*

OBJECTIVE 9
AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT

Policy 9.1
Minimize the hardships of displacement by providing essential relocation services.

Consistent: *Although the proposal calls for the demolition of the 3 residential units at 1831-1835 Broderick Street, representatives from the Drew School met with the tenants over a period of nine months prior to any meeting with the Planning Department and more than a year prior to filing the CU Application. The Drew School paid for counsel to advise the tenants of their legal rights, and has extensively discussed relocation assistance with the tenants. These discussions resulted in a relocation assistance agreement and the Drew School providing tenant relocation assistance to all the tenants in September of 2007. The building is vacant as of June 15, 2008.*

OBJECTIVE 11
IN INCREASING THE SUPPLY OF HOUSING, PURSUE PLACE MAKING AND NEIGHBORHOOD BUILDING PRINCIPLES AND PRACTICES TO MAINTAIN SAN FRANCISCO'S DESIRABLE URBAN FABRIC AND ENHANCE LIVABILITY IN ALL NEIGHBORHOODS.

Policy 11.4
Avoid or minimize disruption caused by expansion of institutions, large-scale uses and auto-oriented development into residential areas.

Consistent: *The Drew School has implemented several policies intended to minimize the impact that the school could have on the surrounding neighborhood including a strict code of conduct for its students, a coordinated pick-up and drop-off program and encouraging alternative forms of transportation for staff and students. The proposed expansion has also been designed to complement the existing fine-grained development pattern found in the neighborhood and parking is not being increased in order to discourage private vehicle use.*

TRANSPORTATION ELEMENT

OBJECTIVE 2
USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

OBJECTIVE 11
ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

Consistent: *The site is well-served by public transportation; three MUNI lines (Nos. 1, 1BX, and 24) are within one block of the site.*

OBJECTIVE 16
DEVELOP AND IMPLEMENT PROGRAMS THAT WILL EFFICIENTLY MANAGE THE SUPPLY OF PARKING AT EMPLOYMENT CENTERS THROUGHOUT THE CITY SO AS TO DISCOURAGE SINGLE-OCCUPANT RIDERSHIP AND ENCOURAGE RIDESHARING, TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE.

Policy 16.5
Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short term and ride sharing uses

Consistent: *The project will not increase the number on-site parking spaces.*

Policy 16.6
Encourage alternatives to the private automobile by locating public transit access and ride-share vehicle and bicycle parking at more close-in and convenient locations on-site, and by locating parking facilities for single-occupant vehicles more remotely.

Consistent: *The Drew School has thirty (30) secured bike parking spaces in the garage of the subject building. Two garage parking spaces are designated for faculty hybrid or electrical vehicles and parking preferences are given to car-pools. All of the Project Sponsor's vans and high-occupancy vehicles are parked in the garage. The Project Sponsor provides public transportation assistance for its non-San Francisco resident students.*

OBJECTIVE 28
PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

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

Consistent: *The Drew School has 30 secured bike parking spaces on site.*

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

Policy 33.2
Protect residential neighborhoods from the parking impacts of nearby traffic generators.

Consistent: *The Drew School implemented and continues to run a successful monitoring program for pick-up and drop-off of students.*

URBAN DESGIN ELEMENT

OBJECTIVE 1
EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION

Policy 1.2
Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.

Consistent: *The project's height, 40', is consistent with the residential building proposed for demolition and the existing Drew School facility and similar to the church across the street. The project follows the topography of the street by stepping down form the intersection of California and Broderick Streets.*

Policy 1.3
Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Consistent: *The proposed addition has been designed to respond to the heights and fine-grained development prevalent in the neighborhood.*

OBJECTIVE 3
MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT

Policy 3.3
Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Consistent: *The proposed addition has been designed to complement the contemporary design of the existing Drew School facility and to respond to the fine-grained development pattern in the neighborhood.*

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

Policy 4.12
Install, promote and maintain landscaping in public and private areas.

Consistent: *The proposed assembly building will have a "living wall" facing the public right-of-way, which is a vertical garden comprised of shrubs, flowers, and ground covers that is artistic, environmentally beneficial and an opportunity to teach students about green building technology. The building will also have a green roof and any street trees that are removed will be replaced in accordance with the requirements of the Department of Public Works, Bureau of Urban Forestry. The project sponsor is also proposing to plant 4 additional street trees.*

RECREATION OPEN SPACE ELEMENT

OBJECTIVE 4
PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD

Consistent: *The proposed addition will maintain an existing outdoor open space for use by students, faculty and staff.*

AIR QUALITY ELEMENT

OBJECTIVE 4
IMPROVE AIR QUALITY BY INCREASING PUBLIC AWARENESS REGARDING THE NEGATIVE HEALTH EFFECTS OF POLLUANTS GENERATED BY STATIONARY AND MOBILE SOURCES

Policy 4.1
Increase awareness and educate the public about negative health effects of pollution caused by mobile sources

Policy 4.2
Educate the public about air polluting household consumer products and activities that generate air pollution. Increase public awareness about the environmental costs of using these products and activities.

Consistent: *The proposed project has been designed with green building technology, including a green or living wall, green roof, efficient HVAC systems and the like, to enhance and improve the environment. Furthermore, the project sponsor seeks to raise the environmental consciousness of its students, parents and others associated with the school by integrating green building design principles into the design of the proposed project.*

OBJECTIVE 5
MINIMIZE PARTICULATE MATTER EMISSIONS FROM ROAD AND CONSTRUCTION SITES

Policy 5.1
Continue policies to minimize particulate matter emissions during road and building construction and demolition.

Consistent: *As part of the proposed project's Mitigations and Monitoring Program, the project is required to use the Bay Area Air Quality Management District's CEQA Guidelines for reducing air pollution during demolition and construction.*

ENVIRONMENTAL PROTECTION ELEMENT

OBJECTIVE 1
ACHIEVE A PROPER BALANCE AMONG THE CONSERVATION, UTILIZATION, AND DEVELOPMENT OF SAN FRANCISCO'S NATURAL RESOURCES.

Policy 1.3
Restore and replenish the supply of natural resources.

Consistent: *The proposed project will utilize a green roof and green wall to reduce the heat island effect caused by the proposed structure and to replenish oxygen into the atmosphere.*

Policy 1.4
Assure that all new development meets strict environmental quality standards and recognizes human needs.

Consistent: *The proposed addition will deconstruct the existing residential building and seek to salvage as much of the building as possible. The project sponsor designed the proposed structure to meet the USGBC's LEED Gold Standard, which is a framework for identifying and implementing practical and measurable green building design, construction, operations and maintenance solutions.*

OBJECTIVE 2
IMPLEMENT BROAD AND EFFECTIVE MANAGEMENT OF NATURAL RESOURCES.

Policy 2.3
Provide environmental education programs to increase public understanding and appreciation of our natural surroundings.

Consistent: *The project sponsor seeks to raise the environmental consciousness of its students, parents and others associated with the school by integrating green building design principles into the design of the proposed project including the proposed green wall and green roof.*

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 does comply 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 proposal would not impact neighborhood-serving retail uses. The school has an open campus, which allows students to go off site for lunch; the expanded enrollment may have a positive impact on nearby businesses by providing more potential customers.

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

    The proposal will not conserve existing housing and will have an impact on neighborhood character by demolishing a contributor to a potential historic district. However, the school also provides a needed amenity to the City and the neighborhood, and the proposed addition has been designed so that it will enhance and conform to existing neighborhood character.

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

    The proposal will not remove designated affordable housing, however it will remove 3 market-rate housing units that are subject to rent control.

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

According to the transportation study prepared for the Environmental Impact Report, the proposed increase in students and faculty would not have a significant impact on traffic, transit or neighborhood parking.

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 will not displace any service or industry establishment. The project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

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

The project is designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.

G. That landmarks and historic buildings be preserved.

The proposal is inconstant with this priority-planning policy; a building that was determined to be a contributor to a potential historic district will be demolished.

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

The Environmental Impact Report has concluded that the project will have no negative impact on existing parks or open spaces.

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 neighborhood and would constitute a beneficial development.

12. Where feasible, all significant environmental impacts of the project have been mitigated to a less than significant level, and to the extent that an environmental impact of the project cannot feasibly be mitigated to a less than significant level, specific overriding economic, legal, social, technological and other benefits of the project each independently outweigh these significant and unavoidable impacts and warrant approval of the project, as stated in the CEQA Findings resolution, Evaluation of Mitigation Measures and Alternatives, and Statement of Overriding Benefit which is attached hereto as "Exhibit D" and incorporated by this reference.

13. The Commission, after balancing the competition public interests, hereby finds that approval of the 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 Conditional Use Application No. 2007.0128C** subject to the following conditions attached hereto as "EXHIBIT A" which is incorporated herein by reference as though fully set forth.

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 No. XXXXX. 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.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on May 14, 2009.

Linda D. Avery
Commission Secretary

AYES: President: Christina Olague, Vice President: Ron Miguel, Commissioners: Gwyneth Borden, William L. Lee, Kathrin Moore, Hisashi Sugaya, Michael Antonini

NAYS: None

ABSENT: None

ADOPTED: May 14, 2009

Exhibit A
Conditions of Approval

PROJECT AUTHORIZATION

1. This authorization is for a Conditional Use Authorization under Planning Code Sections 209.3, 303 and 317 of the Planning Code to allow an existing secondary educational facility (the Drew School) to expand its facility and enrollment cap, and to demolish an existing 3-unit building within an RM-1 (Residential, Mixed, Low Density) District and a 40-X Height and Bulk District, in general conformance with plans filed with the Application and stamped "EXHIBIT B" included in the docket for **Case No. 2007.0128C** reviewed and approved by the Commission on May 14, 2009.

2. The Project architect shall continue to work with the Department to further develop and refine the Project design. The final design, pattern, and depth of architectural and decorative detailing shall be reviewed and approved by the Department.

MITIGATION MEASURES

3. "Mitigation Measures" and "Improvement Measures" to be included in the project, as outlined in the Final EIR 2007.0128, and set forth in the "Mitigation Monitoring and Reporting Program," which is attached herewith as Exhibit C, shall be conditions of approval and are accepted by the Applicant and the successors-in-interest, or have been incorporated as part of the Project, or have been adopted by another City Agency. If said mitigation measures are less restrictive than the following conditions of approval, the more restrictive and protective, as determined by the Zoning Administrator, shall govern.

CONDITIONS RELATED TO PERFORMANCE

4. Prior to the issuance of the Building Permit for 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 premises (Assessor's 1029, Lot 095), which notice shall state that construction has been authorized by and is subject to the conditions of this Motion. From time to time after the recordation of such notice, at the request of Project Sponsor, the Zoning Administrator shall affirm in writing the extent to which the conditions of this Motion have been satisfied.

5. Violation of the conditions contained in this Motion or of any other provisions of the Planning Code may be subject to abatement procedures and fines up to $500 a day in accordance with Planning Code Section 176.

6. Should monitoring of the Conditions of Approval contained in Exhibit A of this Motion be required, the Project Sponsor or successors shall pay fees as established in Planning Code Section 351(e)(1).

7. The authorization and right vested by virtue of this action shall be deemed void and canceled if, within 3 years of the date of this Motion, a site permit or building permit for the Project has not been secured by Project Sponsor. This authorization may be extended at the discretion of the Zoning Administrator only if the failure to issue a permit by the Department of Building Inspection is delayed by a city, state, or federal agency or by appeal of the issuance of such permit.

ONGOING CONDITIONS

8. The Project Sponsor shall maintain the proposed green wall on the Broderick Street façade of the new addition so that the plants on the wall are kept healthy and attractive.

9. Enrollment of the secondary school at the project site shall be limited to a maximum of 280 students. Any increase in enrollment beyond 280 students at the Project Site shall require approval of a new conditional use authorization.

10. Signs and exterior lighting for the school shall be reviewed and approved by the Planning Department before they are installed.

11. Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean condition. Such maintenance shall include, at a minimum, daily litter pickup and disposal, and washing or steam cleaning of the main entrance and abutting sidewalks at least once each week.

12. Noise and light shall be contained within the premises so as to not be a nuisance to nearby residents or neighbors. Project lighting shall be directed onto the property so as not to directly illuminate adjacent residents. Only non-reflective glass shall be used on the building exterior.

13. Project Sponsor shall appoint a Community Liaison Officer to address issues of concern to neighbors related to the operation of this Project. Project Sponsor shall report the name and telephone number of this Officer to the Zoning Administrator and the neighborhood for reference. The Applicant will keep the above parties apprised should a different staff liaison be designated.

14. An enclosed garbage area shall be provided within the establishment. All garbage containers shall be kept within the building until pick-up by the disposal company.

15. Project Sponsor shall take all reasonable measures to prevent loitering and other possible associated nuisances by students during beak times of before and after classes in adjacent residential areas.

16. Project Sponsor shall establish a program to reduce vehicle usage by students and faculty and encourage transit and alternative means of transportation. Such program shall include an advertised system of internally coordinating car pools, incentives and information regarding public transit, and encouragement of the use of bicycles. Information on such a program and advisement of the sensitivity of parking and drop-off loading in the area shall be included in student/parent and employee information packages.

17. Project Sponsor shall provide attendants or monitors to supervise and direct traffic and parking adjacent to the Project campus during primary drop-off and pick-up times before and after school is in session to discourage parking and promote the orderly flow of traffic. The school shall take all reasonable actions to prevent any school related double parking or loading on California Street frontage that might interfere with Muni Railway's operation of the 1 California bus line.

18. Project Sponsor is fundamentally a day program, operating primarily during traditional school hours from September through June, excluding a limited number of small functions in the evening and on weekends. Larger special weekend and evening events at the campus attended by more than 50 persons, such as open houses, private events, fund raisers, performing arts events, etc., shall not occur more than 24 times per calendar year with a maximum of 6 in any given month.

CONDITIONS PRIOR TO DEMOLITION AND CONSTRUCTION

19. Prior to demolition, Project Sponsor shall provide adequate documentation of the existing building. The documentation shall be submitted to the City and County of San Francisco Planning Department and found to be adequate prior to authorization of any permit that may be required for demolition of the building. In addition, the project sponsor shall prepare and transmit the photographs and descriptions of the property to the History Room of the San Francisco Public Library.
    - Images must be fully identified with the name and location of the structure, a description of the feature or view being photographed and the direction in which the photograph was taken, as well as the name of the photographer and the date created.
    - Black and white, 35-millimeter photographs of the interior and exterior of the building using current archival standards. Either digital photographs submitted on CD as well as archival paper, or submitted negatives and 5-by-7 inch prints should meet National Register Survey Standards (http://www.nps.gov/history/nr/policyexpansion.htm).
    - If there is a historic photo showing the building's context on Broderick Street, another photo should be taken from the same vantage point and retained and displayed at Drew School

20. As part of deconstruction, prior to demolition, Project Sponsor shall salvage the original character-defining entry features of the existing building for possible reuse in a future historic district, and shall seek to donate those elements to an organization such as a local historical society. The architect and builder shall seek an interested neighborhood organization to look after these salvage materials so they are stored appropriately, for reuse in restoration. The City, prior to the issuance of building permits, shall confirm donation of the materials to the historical society or other entity approved by the City.

21. In order to reduce adverse impacts to the potential historic district, research conducted in the course of the environmental review of this project shall be compiled for future reference and usefulness. Further documentation of the potential district would hasten the ability for San Francisco to designate such an historic district and enact preservation controls as warranted. The sponsor's Preservation Consultant shall organize this information, and supplement existing data only where

necessary to complete items (19.A and 19.C) noted below. This information shall be made available to Project Sponsor, to the Planning Department, and through the Department to the public, for educational use, and for use by the Department in future Preservation survey and district designation programs. Three (3) copies and an electronic file of the following shall be provided to the Planning Department, for the Environmental, Preservation, and Landmark review libraries:

A. A context statement related to the 271 surrounding buildings photographed in the consultant-prepared April 2007 evaluation of 1831-1835 Broderick Street.

B. A table of spreadsheet of the 271 properties involved and their status as possible contributors to a district based on the context statement.

C. General direction for future survey activity building on the report described above.

22. Project Sponsor shall seek approval from the San Francisco Department of Parking and Traffic (DPT) to extend the white zone on Broderick Street beyond the courtyard and entrance/exit to the parking garage to the 1831-1835 Broderick Street frontage. If the DPT approves this measure, extending the current white zone would add two more parking spaces (approximately 37.5 feet) for student drop-off and pick-up, and would reduce the need for double parking on Broderick Street. This measure would extend the length of the white zone identified in the 1999 Conditional Use application to match the extended frontage of the Drew School Addition currently proposed.

23. Because school operations have changed since the prior conditional use authorization was granted, Project Sponsor shall seek approval from the San Francisco Department of Parking and Traffic (DPT) to modify the signage for the existing white zone on Broderick Street in front of the school from 8:00 to 8:30 a.m. and 1:30 to 3:30 p.m. to 7:30 to 8:30 a.m. and 2:30 to 3:30 p.m. If DPT agrees to the modification, this measure would extend the a.m. hours and reduce the p.m. hours restricted for pick-up from the white zone fronting the project site, as reflected by signage. If DPT agrees to the modification, the school should review, at intervals determined by the San Francisco Planning Department, whether the modified hours adequately accommodate pick-up of students, and whether any subsequent adjustments are required. The school should report the results of its monitoring to the Department.

24. Project Sponsor and construction contractor(s) shall meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Police Department, the Fire Department, Muni's Street Operations and Special Events Office, the Planning Department, and other City agencies to determine feasible traffic measures to reduce traffic congestion and other potential transit disruption and pedestrian circulation effects during construction of the project, including temporary relocation of the existing white zone from Broderick Street to California Street during the construction period.

25. Project Sponsor shall designate a Noise Disturbance Coordinator (NDC) who will be responsible for responding to any local complaints about construction noise, coordinating with school administrators to minimize classroom disruption caused by impact and other tools during the construction period and coordinating construction activities with the Seventh Day Adventist Church (2889 California Street, at the southeast corner of Broderick and California Streets) in order to limit the use of impact tools during weekend and evening church services.. In response to any noise

complaints, the NDC will determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

26. Project Sponsor shall install an educational interpretative display on the Drew School campus (2901 California Street) about the history of the campus and school buildings.

27. Prior to demolition of the structure on site, Project Sponsor shall ensure that pre-construction building surveys for PCB- and mercury-containing equipment, fluorescent lights, lead, mercury, Naturally Occurring Asbestos (NOA), organochlorine pesticides, and other potentially toxic materials are performed. Any hazardous materials so discovered shall be abated according to federal, state, and local laws and regulations

CONDITIONS DURING DEMOLITION AND CONSTRUCTION

Archeology

28. Project Sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. Project Sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

29. Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or Project Sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

30. If the ERO determines that an archeological resource may be present within the project site, Project Sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

    Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or

archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

31. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

32. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: one copy to California Archaeological Site Survey Northwest Information Center (NWIC); three copies to the Major Environmental Analysis division of the Planning Department with a copy of the transmittal of the FARR to the NWIC and copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Air Quality

33. The following measures from the BAAQMD CEQA Guidelines shall be employed to reduce construction air quality impacts. Project Sponsor shall require the construction contractor(s) to:

    - Water all construction areas at least twice daily.
    - Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard.
    - Apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
    - Sweep daily (with water sweepers) if visible soil material is carried onto adjacent streets.
    - Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
    - Install windbreaks, or plant trees/vegetative breaks at windward side(s) of construction areas.
    - Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
    - Limit the area subject to excavation, grading, and other construction activity at any one time.

34. Ordinance No. 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Project Sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

35. Project Sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Construction Related Traffic

36. To the extent possible, truck movements shall be limited to the hours between 9:00 a.m. and 2:30 p.m. (or other times, if approved by the Department of Parking and Traffic [DPT]).

37. The construction contractor shall hire a flagman to direct construction vehicle ingress and egress, and barricades and fences would be used to secure the construction site.

Construction Related Noise

38. Construction hours are limited to the hours between 7:00 AM and 8:00 PM. A special permit shall not be granted to extend hours unless there is an emergency because of the proximity of residential receptors.

39. All internal combustion-driven construction equipment shall be properly muffled and maintained. If an individual piece of construction equipment generates noise levels exceeding the noise limits set forth in the San Francisco Noise Ordinance, it would cease operating until it can be modified or replaced.

40. "Quiet" models of air compressors and other stationary noise sources where technology exists shall be utilized.

41. Stationary noise-generating equipment shall be located as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.

42. Unnecessary idling of internal combustion engine is prohibited.

43. Temporary portable noise control screens around the area where the concrete saw is operating shall be erected.

POST CONSTRUCTION

44. Project Sponsor shall, within six months of a first Certificate of Occupancy, provide the Zoning Administrator verification that the project has achieved a LEED-NC Gold Certification, or other verification of equivalent sustainability as approved by the Director of DBI. If the project fails to

demonstrate compliance, the Zoning Administrator shall schedule a hearing for the Commission to assess exactions or other remedies that will offset any negative environmental effects caused by noncompliance with this condition.

EXHIBIT D

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

The San Francisco Planning Commission (hereinafter "Commission") hereby ADOPTS THESE CEQA FINDINGS for the Final Environmental Impact Report ("FEIR") identified as case file No. 2007.0128E, for the proposed addition to the existing Drew School at 2901 California Street (hereinafter "Project"). In determining to approve the proposed Project, the Commission makes and adopts the following findings of fact and adopts the following evaluation and recommendations regarding mitigation measures and alternatives with respect to the Project, in light of substantial evidence in the whole record of Project proceedings, including but not limited to, the EIR and pursuant to the requirements of CEQA, particularly Sections 21081 and 21081.5, the CEQA Guidelines, particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code.

I. INTRODUCTION AND PROJECT DESCRIPTION

This document is organized as follows:

Section I provides a description of the Project, the environmental review process for the Project, and the location of records.

Section II provides a description of the Planning Commission actions to be taken.

Section III evaluates Alternatives A, B, C and D, and the economic, legal, social, technological, and other considerations that support the rejection of the Alternatives A, B, C and D.

Section IV identifies potentially significant impacts that are avoided or reduced to less-than-significant levels and makes findings regarding Mitigation Measures.

Section V identifies significant, unavoidable impacts of the Project on a historic resource that cannot be avoided or reduced to less-than-significant levels through Mitigation Measures.

Section VI makes findings in support of a Statement of Overriding Considerations such that the economic, legal, social, technological, or other benefits of the Project outweigh the unavoidable adverse environmental effects, rendering the adverse environmental effects acceptable.

A. **Project Description**

Drew School ("Project Sponsor") proposes to demolish an existing 45-foot-tall, three-story-over basement residential building at 1831-1835 Broderick Street (Assessor's Block 1029, Lot 3), and construct a three-story-over-basement, 40-foot-tall addition to the existing Drew School building at 2901 California Street (Assessor's Block 1029, Lot 95). The purpose of the project is to construct state-of-the art space to support Drew School's programs in drama, music and the arts.

The proposed project site ("Site") is in San Francisco's Lower Pacific Heights neighborhood on the south west corner of Broderick Street and California Street. 1831-1835 Broderick Street contains a three-story residential building on a 2,269 square-foot (0.05 acre) lot on the south end of the Site. The 5,225 square-foot residential building was constructed in 1891 and has been determined to be a historic resource because it is a contributory building to a potential historic district. The 2901 California Street lot contains the existing Drew School building, courtyard, and basement parking garage on a 15,732 square-foot (0.36) parcel. The Site slopes gently downward to the south and east. The Site is within an RM-1 (Residential, Mixed, Low Density) zoning district and the 40-X height and bulk district.

The approximately 13,684 square-foot addition to the existing 24,816 gsf Drew School would be constructed on the Broderick lot and on part of the existing school courtyard.[1] The addition would contain additional classrooms, an assembly room/theater, rehearsal space, tech gallery, scenery loft, green room (staging/rehearsal room), restrooms, and circulation space. After completion of the proposed project, Drew School would have a total of approximately 41,540 square feet. The existing 21-space basement parking garage would not change. The main entrance to the school would continue to be on California Street, with a secondary entrance on Broderick Street.

The proposed addition would incorporate a green "living wall" facing Broderick Street, covered with vegetation to enhance the habitat value of the site. The project would include a roof design that utilizes vegetation and surfaces with high solar reflectance to reduce urban heat island effects. The project development team would apply for certification that the new facilities meet LEED-Gold (Leadership in Energy and Environmental Design) Green Building Rating System criteria for New Construction. The design would also incorporate several strategies which are part of the pilot version of LEED for Schools, a new standard being developed by the US Green Building Council.

---

[1] The Project Description in the EIR for the Project notes that the proposed addition would be approximately 14,800 square feet and that the existing building has 26,740 sq. ft. The actual project would be 13,684 gross square feet and the existing building actually has 24,816 gross square feet per Planning Code Section 102.9. The difference in square footage for the new building is due to the design development from conceptual and schematic design, and the difference in square footage for the existing building is due to the inclusion of the area occupied by accessory parking spaces, which the Planning Code excludes when calculating the gross square footage.

The existing enrollment of about 243 students and 52 full and part time faculty and employees would increase to a maximum of 280 students and three additional staff. The project requires a new conditional use authorization to increase student enrolment, expand the school's facilities and to demolish 3 housing units, and variances from the rear yard requirements and bay window dimension requirements in the Planning Code.

B. Environmental Review

On October 8, 2008, the Planning Department prepared and published a Draft Environmental Impact Report ("DEIR"). The Planning Commission held a duly noticed public hearing on the DEIR on November 11, 2008, at which public comment was received.

The Planning Department prepared responses to comments received at the public hearing and in writing during the public review period for the DEIR, prepared revisions to the text of the DEIR, and published the Comments and Responses on April 30, 2009. The Project, described in detail above, is based on the Project Description contained in the DEIR.

C. Location of Records

The public hearing transcript, a copy of all correspondence regarding the Draft EIR received during the public review period, the administrative record, and background documentation are located at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco, California. The Planning Department is the custodian of these documents and materials.

The findings are based upon substantial evidence in the entire record before the Planning Commission.

II. PLANNING COMMISSION/DEPARTMENT ACTIONS

The Planning Commission and Zoning Administrator are considering various actions ("Actions"), in furtherance of the Project, which include the following:

a) Certification of the Final EIR.

b) Adoption of the CEQA Findings, mitigation measures, and a mitigation monitoring and reporting program ("MMRP").

c) Authorizing a conditional use for the construction of the approximately 13,684 square foot addition to the existing Drew School at 2901 California Street.

d) Demolition of the existing three-unit residential building at 1831-1835 Broderick Street.

e) Granting variances from the rear yard requirements and bay window dimension requirements.

III. CONSIDERATION OF PROJECT ALTERNATIVES

The EIR concluded that, the project, which involves demolition of the 1831-1835 Divisadero Street building, will have a significant unmitigated environmental impact because the building was found to be a contributing building to a potential historic district. Alternatives that avoid or reduce to an insignificant level that potential impact (Alternatives A and B) are discussed and analyzed here. The Planning Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the EIR and in the record. The EIR reflects the Planning Commission's and the City's independent judgment as to the alternatives.

The Planning Commission finds that the Project provides the best balance between satisfaction of the project objectives and mitigation of environmental impacts to the extent feasible, as described and analyzed in the EIR and adopts a statement of overriding considerations.

A. Project Objectives

As described above, the Project seeks to demolish a building that is a contributory building to a potential historic district, and to construct an addition to the existing Drew School. The following are the Project Sponsors' objectives for the proposed project:

1. Develop an approximately 13,684 square-foot addition to the existing Drew School building that would provide state-of-the-art space for an assembly room/theater, rehearsal space, and classrooms that are of a size sufficient to support the major focus of Drew School's programs in drama, music and the arts.
2. Implement the school's phase II expansion program designed to create additional classrooms and an assembly/theater necessary to realize the long-held vision of making drama, music and the arts the major focus of the school's expanding curricula and education mission.
3. Build a new wing that can accommodate multiple uses that focuses on a shared courtyard connecting the two wings of the school, forming a cohesive educational environment.
4. Enable the continuing expansion of the school's financial assistance program to further the ethnic and economic diversity of the student body by adding new classrooms to house an increased student population.
5. Raise the environmental consciousness of the students, parents, others associated with the school and neighbors by integrating green building design principles into the design of the proposed

project to meet the standards for Gold certification by the Leadership in Energy and Environmental Design (LEED for Schools) rating system.

6. Design a building that is compatible with the existing neighborhood character.

7. Complete the Project on schedule and within budget.

B. Alternatives Rejected and Reasons for Rejection

CEQA provides that alternatives analyzed in an EIR may be rejected if "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible ... project alternatives identified in the final EIR." (CEQA Guidelines § 15091(a)(3).) The Commission has reviewed each of the alternatives to the Project as described in the Final EIR that would reduce or avoid the impacts of the Project and finds that there is substantial evidence of specific economic, legal, social, technological and other considerations that make alternatives A and B infeasible, for the reasons set forth below. Alternatives C and D would not reduce or avoid the potentially significant impacts of the Project.

1. Alternative A: No Project

The No Project Alternative would entail no physical land use changes at the project site. The No Project Alternative would not demolish the residential building, a historic resource that is a contributory building to a potential historic district.

The No Project Alternative is hereby found by the Commission to be infeasible and is rejected because it fails to achieve any of the Project Sponsors' objectives, including but not limited to:

1. Develop an addition to the existing Drew School building that would provide a needed assembly room/theater, rehearsal space, and classrooms in support of Drew School's drama, music and art program.

2. Implement the school's phase II expansion program designed to realize the long-held vision of making drama, music and art the major focus of the school's expanding curricula and educational mission.

3. Build a new wing that can accommodate multiple uses with a courtyard connecting the two wings of the school, forming a cohesive educational environment.

4. Enable the continuing expansion of the school's financial assistance program to further the ethnic and economic diversity of the student body by adding new classrooms to house an increased student population.

5. Raise the environmental consciousness of the students, parents and others associated with the school by integrating green building design principles into the design of the proposed project.

2. Alternative B: Preservation Alternative

Alternative B, the Preservation Alternative would not require demolition of the existing building which is a historic resource. While Alternative B would adaptively reuse the existing building for school use, this Alternative would remove the three existing residential units from residential use as would the proposed project. Due to the size and other constraints of the existing building, Alternative B would not be able to accommodate assembly room/performance space. Alternative B differs from the proposed Project in that this alternative will not meet many of the project objectives, including but not limited to:

a) Provide an assembly room/theater, rehearsal space, and additional classrooms for the Drew School to support programs in drama, music and the arts;

b) Raise the environmental consciousness of the students, parents and others associated with the school by integrating green building design principles into construction of the new addition, including a green "living wall" facing Broderick Street and a "green roof."

c) Provide an expanded campus that will be interconnected;

d) Expand the student population in order to provide additional educational opportunities.

Alternative B is inconsistent with some of the objectives and goals of the Housing Element of the General Plan, including but not limited to:

2004 Housing Element

OBJECTIVE 2:	Retain the existing supply of housing
Policy 2.1:	Discourage the demolition of sound existing housing.
OBJECTIVE 3	Enhance the physical condition and safety of Housing without jeopardizing use or affordability

Alternative B is infeasible and rejected by the Commission because it fails to achieve many of the project objectives, especially construction of a building specifically designed for assembly/theater that meets the needs of the drama, music and arts programs, as well as for the reasons rejecting Alternative A. Finally, the floor levels of the rehabilitated building will not match the floor levels of the existing school building, resulting in a campus with buildings that are not interconnected and that is not visually cohesive.

3. Alternative C: Partial Preservation Alternative

Alternative C, the Partial Preservation Alternative, would retain only the first 15 feet of the Broderick Street façade, would demolish the remainder of the existing residential building and replace the demolished portion of the existing building and a portion of the existing courtyard with a new building containing an assembly room/theater and additional classroom space. Construction of a new assembly/theater building behind the retained Broderick Street façade would substantially decrease the size of the existing courtyard, disrupting the special relationship and massing which are the character-defining features of the existing building. Similar to the proposed project, this alternative would remove three dwelling units. Essentially, this Alternative is a façade preservation alternative.

Alternative C is inconsistent with some of the objectives and goals of the Housing Element of the General Plan, including but not limited to:

2004 Housing Element

OBJECTIVE 2: Retain the existing supply of housing

Policy 2.1: Discourage the demolition of sound existing housing.

OBJECTIVE 3 Enhance the physical condition and safety of Housing without jeopardizing use or affordability

Policy 3.6: Preserve landmark and historic residential buildings.

Urban Design Element

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.

Recreation and Open Space Element

Objective 4: Provide opportunities for recreation and the enjoyment of open space in every San Francisco neighborhood.

Alternative C is infeasible and rejected by the Commission because it would not reduce the significant impact on a historic resource to an insignificant level. The open space separating the existing building and the new building will be L-shaped and narrow, creating a much less desirable spatial relationship between the existing building and the addition and would be less compatible with the surrounding urban context because the Broderick Street façade of the assembly hall will be substantially set back from the front property. Additionally, the small L-shape courtyard will be less usable as open space for students, faculty and staff. Finally, Alternative C is infeasible and rejected because this Alternative is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

4. Alternative D: Residential Guidelines Alternative

Alternative D, the Residential Guidelines Alternative would result in a design of the new addition that would be compatible with the Residential Design Guidelines and would be compatible with the nearby existing residential buildings. This Alternative would still demolish the existing residential building. Similar to the proposed project, this alternative would remove three dwelling units.

Alternative D is hereby found by the Commission to be infeasible and is rejected because it will not have a green living wall, a key feature of the Project designed to raising the environmental consciousness of the students, parents, others associated with the school and neighbors which is one of the School's objectives. The residential design guidelines were crafted for residential buildings and not meant for institutional use. This alternative is inconsistent with many of the objectives and goals of the General Plan for the reasons stated for rejecting Alternatives, B and C and, this design approach will not create a visually cohesive campus.

IV. POTENTIALLY SIGNIFICANT IMPACTS THAT ARE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL AND FINDINGS REGARDING MITIGATION MEASURES

The potentially significant impacts of the project that will be mitigated through implementation of mitigation measures include archeological resources, construction air quality, and hazardous materials in existing buildings. The Final EIR also identifies several improvement measures that can be implemented by the Project Sponsor to further minimize the less than significant traffic and construction impacts, including extending the white zone along Broderick Street, modifying hours of the white zone, managing the transportation demand, construction measures, construction noise measures, and control of public nuisances. Although there are no feasible mitigation measures that can reduce the proposed project's unavoidable significant effect on demolition of a historic resource, mitigation measures to preserve elements of the existing building to be used in the renovation of other residential buildings in the area, to document the existing building, and to participate in further documentation of the potential historic district in the area have been included.

The Project Sponsor has agreed to implement all mitigation measures and improvement measures identified in the Final EIR, and the Commission has imposed those mitigation measures as conditions of approval.

Pursuant to CEQA Section 21081.6, adopted mitigation measures will be implemented and monitored as described in the Mitigation Monitoring and Reporting Plan that is attached hereto as Exhibit C and incorporated herein by reference.

The required mitigation measures are fully enforceable and are included as conditions of approval in the Planning Commission's Planning Code Section 303 proceeding or will be enforced through inclusion as conditions of approval in any building permits issued for the Project by the San Francisco Department of Building Inspection.

With the required mitigation measures, all potential project impacts, except for those associated with historical architecture resource impacts, would be avoided or reduced to a less-than-significant level.

As authorized by CEQA Section 21081 and CEQA Guidelines Section 15091, 15092, and 15093, based on substantial evidence in the whole record of this proceeding, the City finds that, unless otherwise stated, the Project has been required to incorporated mitigation measures identified in the EIR into the project to

mitigate or to avoid significant or potentially significant environmental impacts. These mitigation measures will be effective to reduce or to avoid the potentially significant impacts described in the Final EIR, and these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the City and County of San Francisco to implement or enforce.

The mitigation measures proposed for adoption in this section are the same as the mitigation measures identified in the Final EIR. Further, the Commission finds that the mitigation measures identified in this section are appropriate and feasible for adoption; the Mitigation Monitoring and Reporting Program (attached as Exhibit C) is designed to ensure compliance with the mitigation measures that are identified in this section and includes the same mitigation measures described herein. Thus the Program set forth in Exhibit C should be adopted and implemented.

V. HISTORIC ARCHITECTURE RESOURCES

The Project, Alternative C and Alternative D would result in a significant and unavoidable effect on the environment due to demolition of a historic resource. Although it would retain the façade of the historic resource, Alternative C would result still in an unavoidable significant effect on the environment because this partial preservation alternative would disrupt the spatial relationship between the existing school building, the surrounding building and the addition. Selection of Alternatives A, B, C or D were each determined to be infeasible as discussed in Section III above.

Accordingly, pursuant to Section 21067 of CEQA and Sections 15040, 15081, and 15082 of the State CEQA Guidelines, the Commission finds that the proposed project would result in an impact that cannot be avoided if the proposed project is implemented: the demolition of a historic resource.

VI. FINDINGS OF OVERRIDING BENEFITS OF THE PROJECT

Pursuant to CEQA Guidelines Section 15093, the Commission has considered the following benefits provided by the Project:

The Project conforms to the neighborhood character. Land uses in the immediate vicinity of the project site include a mix of residential, commercial, restaurant, office, and institutional uses. The Project will not alter the diverse land use character of the neighborhood.

1. The Project will increase the student body from the currently authorized maximum of 250 to 280 and thus provide greater educational opportunities for San Francisco residents.

2. The Project will increase the number of staff by three, increasing employment opportunities at various skill levels, as one of the increased staff positions will be janitorial or maintenance in nature.

3. Drew School's ethnic and socio-economic diversity of the student body continues to increase over time. Because the Project will increase the student body by approximately 30 students, the opportunities for students of color to attend the Drew School will also increase, as 33% of the Drew School's students for the 2009-2010 are persons of color.

4. Drew School's financial aid grant program is a financial partnership model with families that have demonstrable financial need. In the 2008-2009 academic year, 41.6% of Drew School's students received partial financial grants ranging from 30% to 97% of the annual tuition with an

average grant of 62.3%. Of the aid recipients, 40% are students of color. For the incoming Class of 2013, 52% of the students participate in financial aid grants and approximately half of these recipients are persons of color.

5. Drew School's financial aid program enables more than 100 students a year to attend small classes, low faculty to student ratio, a broader curriculum and the availability of arts, athletics, learning differences support and counseling that may not always be available in public school. The associated increase in the number of students when the proposed project is complete will increase the number of students participating in financial aid grants.

6. Drew School's Learning Support Program ("LSP") serves approximately 26% of the student body. LSP offers individual assistance to students with varying learning profiles, including learning disabilities, to enable them to realize their full potential.

7. The 2008 mean SAT scores for Drew School student are higher than the national, all California schools and California public schools in critical reading (by approximately 80-88 points), mathematics (by 45 to 47 points) and writing (by 73 to 78 point). 97% of Drew School's students attend college.

8. Drew School's 96 square foot per student is one of the lowest square footage per student of any private and public high schools in San Francisco. The Project will provide specialized classrooms and an assembly hall/theatre which is essential to the expansion of the School's drama, music and the arts programs.

9. Drew School's summer program is open to all high school age students for academic and enrichment classes, regardless of what school they might attend during the school year. Drew School also make available classroom space when possible during the summer to other non-profit San Francisco summer programs whose missions are compatible, such as, Quantum Leap, Aim High and the San Francisco Shakespeare Festival. The proposed project will increase the availability of its campus as a community resource with the addition of the Project.

10. The Project will not increase the number of off-street parking spaces thereby promoting the City's Transit First Policy.

11. The Project is designed to meet LEED-Gold standards; it will incorporate green building technologies to lower energy consumption and the impact that the proposed building will have on the environment throughout its lifecycle. The green roof and the living wall facing Broderick Street will help reduce the heat island effect caused by the new building and surrounding development, and will also provide habitat for wild life. The green wall will be a public amenity for the neighborhood.

12. The Project is consistent with and implements many objectives and policies of the General Plan, including but not limited to the following:

2004 Housing Element

OBJECTIVE 9: To avoid or mitigate hardship imposed by displacement.

Policy 9.1: Minimize relocation hardship and displacement caused by the public or private demolition or conversion of housing.

The proposed project is consistent with the above objectives and policies because the project sponsor began meeting with the tenants before any application were filed with the Planning Department, paid for counsel for the tenants, and provided generous relocation assistance to the former tenants which enabled one of the tenants to purchase a home.

OBJECTIVE 11

Policy 11.4 Avoid or minimize disruption caused by expansion of institutions, large-scale uses and auto-oriented development into residential areas.

The Project is a modest expansion of an existing school with an increase of only 33 day-time population. The existing garage will not be expanded to minimize auto-related uses. The analysis in the FEIR concluded that the Project is not an auto-oriented development into a residential area.

Urban Design Element

OBJECTIVE 1: Emphasis Of The Characteristic Pattern Which Gives To The City And Its Neighborhoods An Image, A Sense Of Purpose, And A Means Of Orientation.

Policy 1.2: Recognize and reinforce the existing street pattern, especially as it is related to the topography.

Policy 1.3: Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

OBJECTIVE 3: Moderation of Major New Development to Complement the City Pattern, the Resources to Be Conserved, and the Neighborhood Environment.

Policy 3.3 Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

OBJECTIVE 4: Improvement of the Neighborhood Environment to Increase Personal Safety, Comfort, Pride and Opportunity.

Policy 4.12: Install, promote and maintain landscaping in public and private areas.

The proposed project is consistent with the above objectives and policies because the height, scale and massing of the proposed project reflects the slope towards Pine Street. The proposed project is compatible with the surrounding residential development because the Broderick Street façade has been divided into two distinct segments that complement the finer scale of the residential buildings. The existing school is an integral part of the neighborhood and the addition will complement and will be harmonious with the existing campus and surrounding neighborhood.

Recreation and Open Space Element

OBJECTIVE 4: Provide opportunities for recreation and the enjoyment of open space in every San Francisco neighborhood.

The proposed project is consistent with the above objective because it will provide a courtyard that will serve as open space for Drew School.

Transportation Element

OBJECTIVE 2: Use the Transportation System as a Means for Guiding Development and Improving the Environment.

OBJECTIVE 11 (Transit First): Maintain Public Transit as the Primary Mode of Transportation in San Francisco and As a Means through Which to Guide Future Development and Improve Regional Mobility and Air Quality.

OBJECTIVE 16: Develop and Implement Programs That Will Efficiently Manage The Supply of Parking At Employment Centers Throughout the City So As To Discourage Single-Occupant Ridership And Encourage Ridesharing, Transit and Other Alternatives To The Single-Occupant Automobile.

Policy 16.5: Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses.

Policy 16.6: Encourage alternatives to the private automobile by locating public transit access and ride-sharing vehicle and bicycle parking at more close-in and convenient locations on site, and by location parking facilities for single-occupancy vehicles more remotely.

OBJECTIVE 28 Provide secure and convenient parking facilities for bicycles.

Policy 28.1:	Provide Secure and bicycle parking in new governmental, commercial, and residential developments.
OBJECTIVE 33:	Contain and Lessen The Traffic And Parking Impact Of Institutions On Surrounding Residential Areas.
Policy 33.2:	Protect Residential Neighborhoods From The Parking Impacts Of Nearby Traffic Generators.

The proposed project is consistent with the above objectives and policies because the site is easily accessible by public transit; three MUNI Lines (Nos. 1, 1BX and 24) are within one block of the site. The Project will not increase the number of on-site parking spaces. Two of the parking spaces are reserved for faculty-owned hybrid or electric vehicles and preferences are given to car-pool vehicles. All of the school's vans and high-occupancy vehicles are parked in the garage. There are thirty (30) secured bicycle parking spaces and the project sponsor provides public transportation assistance for its non-San Francisco resident students through reimbursement of transit fees. Drew School also has implemented a monitoring program for pick-up and drop-off of students that has resulted in minimal complaints by neighbors.

Air Quality

OBJECTIVE 4:	Improve air quality by increasing public awareness regarding the negative health effects of pollutants generated by stationary and mobile sources.
Policy 4.1:	Increase awareness and educate the public about negative health effects of pollution caused by mobile sources.
Policy 4.2:	Educate the public about air polluting household consumer products and activities that generate air pollution. Increase public awareness about the environmental costs of using these products and activities.
OBJECTIVE 5:	Minimize particulate matter emissions from road and construction sites.
Policy 5.1:	Continue policies to minimize particulate matter emissions during road and building construction and demolition.

The proposed project will incorporate green building technologies, including a green roof and green wall to improve the ambient air quality.

Environmental Protection

OBJECTIVE 1:	Achieve a proper balance among the conservation, utilization, and development of San Francisco's natural resources.
Policy 1.3:	Restore and replenish the supply of natural resources.

Policy 1.4:	Assure that all new development meets strict environmental quality standards and recognizes human needs.
OBJECTIVE 2	Implement broad and effective management of natural resources.
Policy 2.3:	Provide environmental education programs to increase public understanding and appreciation of our natural surroundings.

The proposed project is seeking LEED-Gold certification from the United States Green Building Council (USGBC); it will incorporate a green roof, a living wall and other energy saving technologies, and use recycled materials consistent with the preceding objectives and policies. The living wall and the green roof will be educational tools that will be used by the School to increase the student and the public's environmental awareness.

Based on the above findings, the Commission concluded that, on balance, the benefits of providing quality education for an additional 30 students, many of whom will receive financial aid from Drew School and Drew School's integrated enhanced curriculum for students with learning disabilities outweigh any significant adverse environmental effect of the demolition of a building which is not individually a historic resource and is not part of an designated historic district.

DECISION

Based upon the record, the submissions by the Applicant, the staff of the Department and other interested parties, the written testimony submitted and the oral testimony presented to this Commission at the public hearing, and all other written materials submitted by all parties, the Commission hereby adopts the foregoing CEQA Findings and Statement of Overriding Considerations.

EXHIBIT 2

Consulting Group

MEMORANDUM

DATE: April 18, 2017

TO: Denis Shanagher, Duane Morris LLP
Alice Barkley, Duane Morris LLP

FROM: Andrew Kluter, CHS Consulting Group
Migi Lee, CHS Consulting Group
Charles Felder, CHS Consulting Group

RE: 2901 California Street (Drew School) Transportation Technical Memorandum – Final

---

The purpose of this technical memorandum is to evaluate specific transportation-related effects of the proposed increase in student and faculty population at the Drew School located at 2901 California Street in San Francisco (herein referred to as the "proposed project").

A description and comprehensive analysis of existing transportation conditions at the project site, existing route pick-up/drop-off activities, as well as travel demand characteristics of students and faculty/staff of the proposed project are discussed. Improvement measures including the preparation of a *Transportation Management Plan* (TMP) and other measures to coordinate and manage student drop-off/pick-up activities are also included in the following technical memorandum.

Project Description

The proposed project would increase the enrollment of the Drew School of students and faculty at 2901 California Street, in the Western Addition neighborhood of San Francisco (see **Figure 1**) from the existing 280 students to an expanded population of 340 students, and would increase the number of full- and part-time faculty/staff members from 52 to 55. The project site is a single lot (Lot 098 of Block 1029) and is currently occupied by the existing three-story building with approximately 41,540 gross square feet. As shown in **Figure 2**, the proposed project would maintain the existing three-story structure and would not increase or alter in anyway the square footage of the school. The project would maintain the existing 21 off-street parking spaces in the basement level garage, which is accessed via a 9-foot-wide curb cut on Broderick Street. The project would also maintain the existing 19 bicycle parking spaces, including 17 Class I spaces provided in the basement garage and two (2) Class II bike parking spaces on sidewalk frontage adjacent the project site along California Street.

The project site would continue to utilize the existing on-street passenger (white curb) loading zone on the west side of Broderick Street adjacent to the school. The passenger loading zone currently comprises three parking spaces (approximately 60 feet). The Project Sponsor would submit an application to the San Francisco Municipal Transportation Authority (SFMTA) Color Curb Program for an extension of the existing 60-foot long white passenger loading zone adjacent the project site on Broderick Street by additional 20 feet, for a total of an 80-foot-long white passenger loading zone. This would displace one on-street parking space on Broderick Street. This loading zone would continue to be dedicated for drop-

off between 7:30 a.m. and 8:30 a.m., and for pick-up between 2:30 p.m. and 3:30 p.m. General parking is permitted for public use outside of these specified periods.

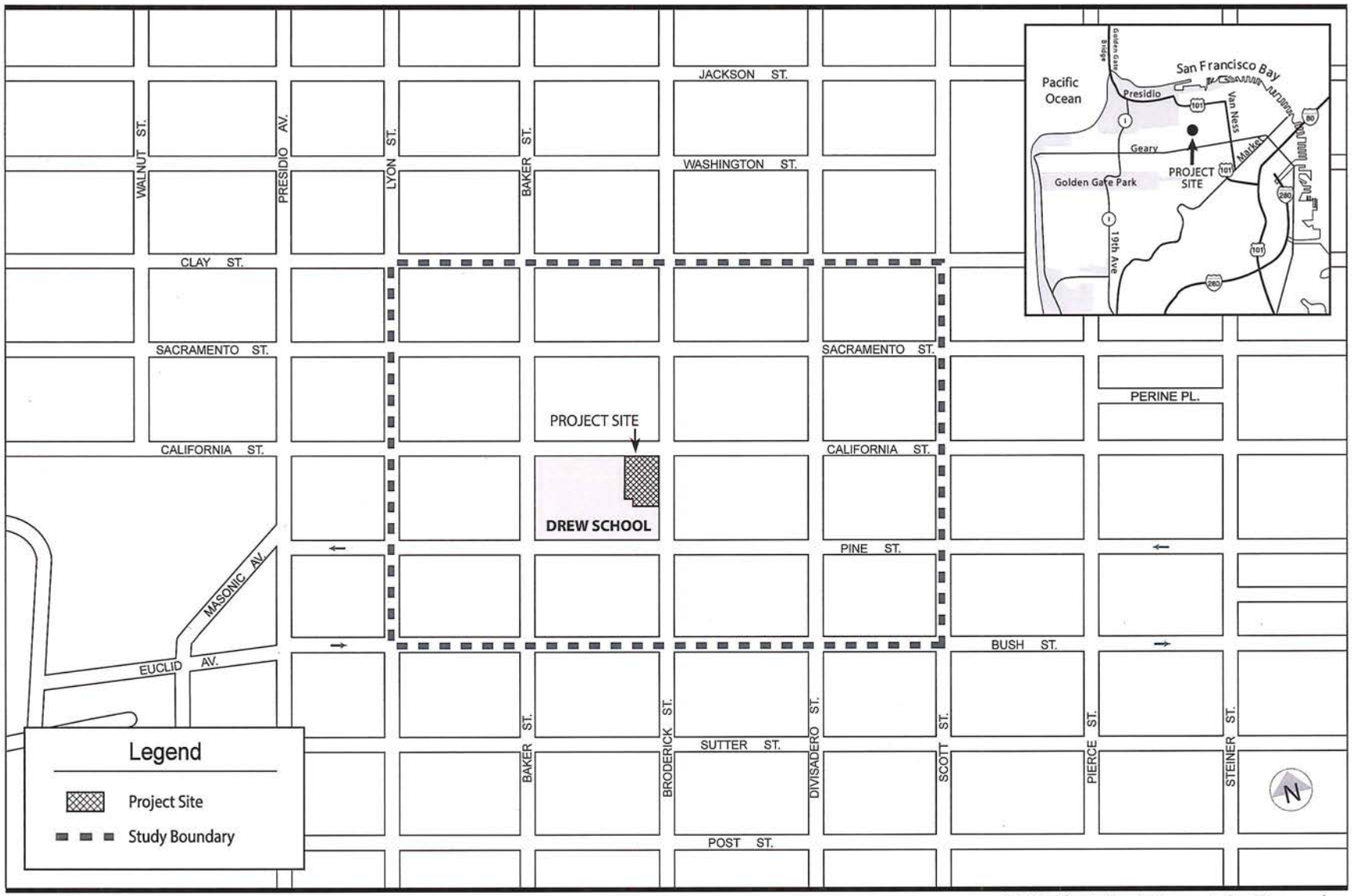
The school operates between the months of August and June (10 months), Monday through Friday between the hours of 7:30 a.m. to 6:00 p.m. There is no staggered pick-up or drop-off operation, and all students arrive at school generally between 7:30 a.m. and 8:00 a.m. and leave the school between the hours of 3:10 p.m. and 6:00 p.m. Student schedules are comprised of seven (7) class periods of instruction per school day, including a "free" period either during the first or final period of the school day. The "free" period varies for individual students, and permits students to either arrive later in during the morning or leave earlier in the afternoon. Drew School offers a summer program over a six week period from mid-June through mid-July, the school operates between the hours of 9:00 a.m. and 4:00 p.m. from Monday through Friday.

The Drew School will continue to provide extracurricular activities that occur outside the normal weekday school hours of 7:00 a.m. and 6:00 p.m. The extracurricular events include student performances, open houses, parent meetings/events, community appreciation events, and school dances that are held sporadically throughout the school year, with attendance ranging between approximately 120 and 365 visitors depending on the event type. **Table 1** provides a detailed breakdown of 23 extracurricular events, the anticipated frequency and maximum attendance.

Table 1: Extracurricular Event Schedule by Frequency & Attendance[1]

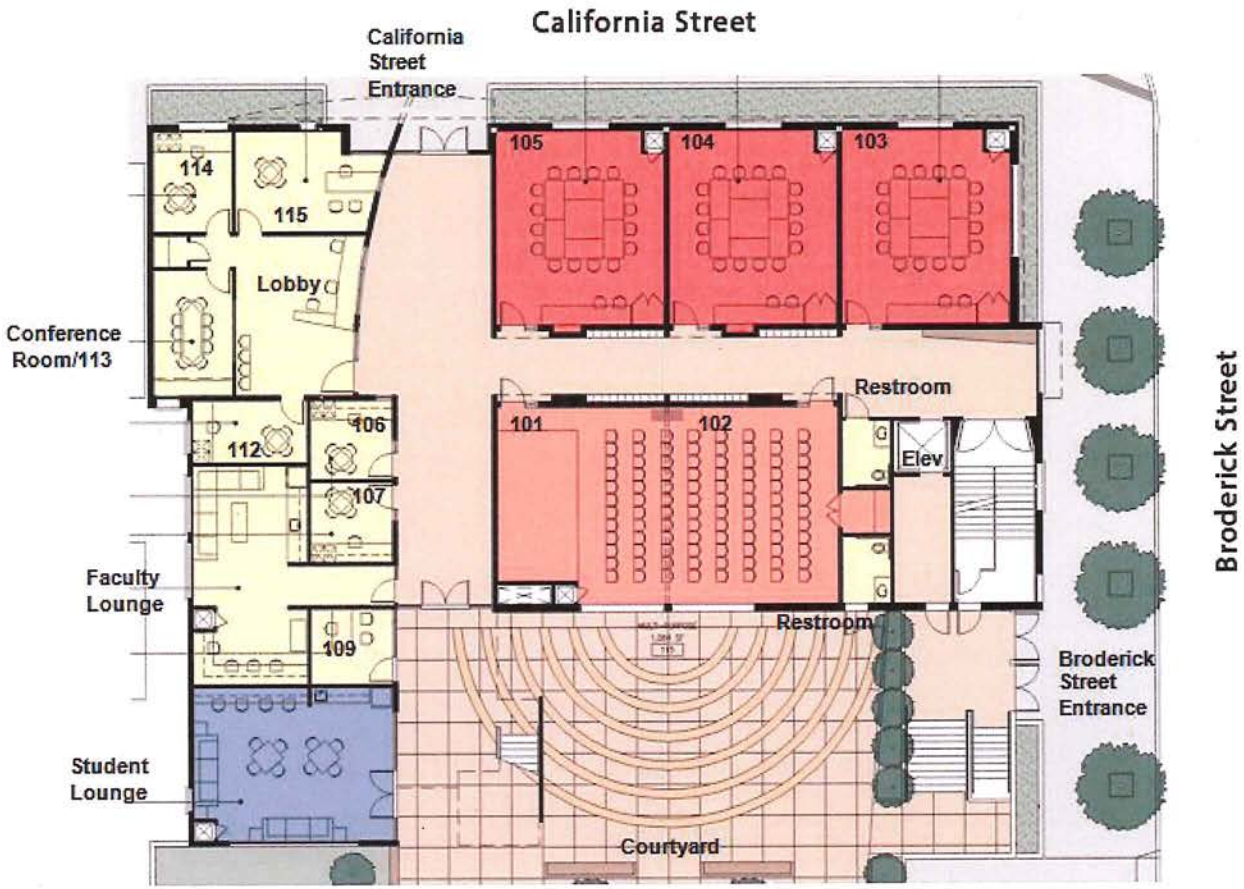
Representative Event	Day of Week	Hours of Operation	Frequency	Estimated Attendees
Students Performance: Play/Music/Arts	Weeknight	7:00pm-8:30pm	6 per Year	121
Students Performance: Play/Music/Arts	Saturday	7:00pm-8:30pm	2 per Year	121
Open House	Sunday	10:00am-12:00pm	2 per Year	364
Open House	Weeknight	6:00PM-8:00pm	1 per Year	364
Parent Meetings/events	Weeknight	5:00pm-7:00pm	10 per year	182
Community Appreciation Events	Saturday	4:00pm-7:00pm	1 per year	182
School Dance	Weeknight	8:00pm-11:00pm	1 per year	243

1. Event frequency and estimated attendance data represent the combined existing and projected event frequency and estimated attendance for extracurricular events.
Source: Drew School, 2016.



2901 California Street - Transportation Memorandum

Figure 1
Project Location



First Floor

Figure 2
Site Plan

Existing Transportation Network

Roadway Network

The project site is located in the Lower Pacific Heights neighborhood of San Francisco and is bounded by California Street to the north and Broderick Street to the east. California Street includes two-way traffic, with two travel lanes in each direction and on-street parking on both sides of the street. Broderick Street includes two-way traffic, with one travel lane in each direction and on-street parking on both sides of the street. The intersection of California and Broderick Streets is a signal-controlled intersection with high-visibility yellow school crosswalks across each leg of the intersection. The majority of buildings along California and Broderick Streets in proximity to the project site are residential buildings and the majority of these residential buildings have individual private driveways for garage access. The current speed limit along California Street is 25 miles per hour (mph), while the speed limit along Broderick Street is 15 mph during the school's operating hours. Streets in the immediate vicinity of the project site are local, residential streets.

A qualitative evaluation of existing traffic conditions at the project site was conducted by CHS Consulting Group (CHS) on Tuesday, August 30th, 2016 during the morning (7:30 a.m. to 9:00 a.m.) and afternoon (2:00 p.m. to 5:00 p.m.) periods. Field observations indicated that traffic levels along California and Broderick Streets were generally light to moderate during the morning drop-off and the afternoon pick-up periods. Vehicle speeds on California Street were observed to be in excess of the 25 mph speed limit, while vehicle speeds on Broderick Street were observed to be at or below the 15 mph speed limit during the school's drop-off and pick-up hours.

To support these observations, vehicle traffic count data was collected over a 48-hour period on Tuesday, August 30th and Wednesday, August 31st, 2016 to determine current vehicular traffic levels on Broderick Street (between California and Pine Streets) and California Street (between Baker and Broderick Streets) during a typical weekday. Broderick Street and California Street carry approximately 2,942 and 13,488 vehicular trips on an average weekday, respectively. The AM and PM peak hours along Broderick Street occurred between 7:30 a.m. and 8:30 a.m. with about 278 vehicles, and between 4:00 p.m. and 5:00 p.m. with about 207 vehicles. The AM and PM peak hours along California Street were between 7:45 a.m. and 8:45 a.m. with about 1,060 vehicles, and between 5:00 p.m. and 6:00 p.m. with about 1,003 vehicles. **Exhibits 1** and **2** illustrate the temporal level of vehicle traffic along Broderick Street and California Street on Tuesday, August 30th, 2016, during which the highest level of vehicle traffic was observed along both Broderick and California streets. **Appendix A** includes complete 48-hour vehicle traffic level data.

Exhibit 1: Broderick Street – Weekday Total Vehicle Traffic Levels

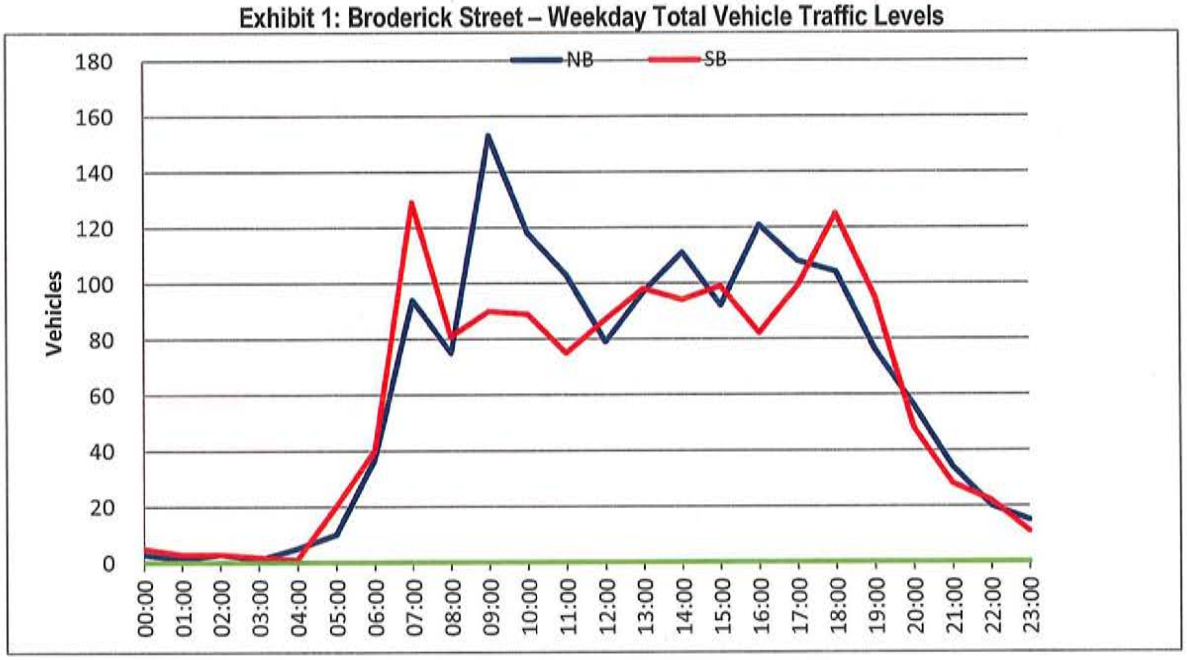
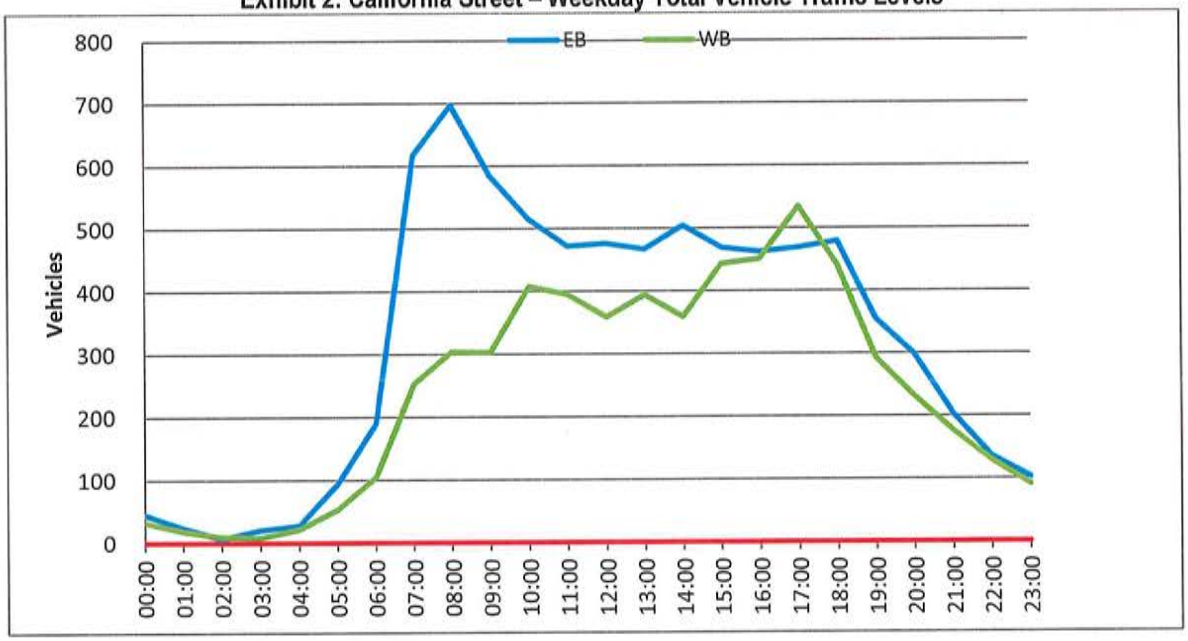


Exhibit 2: California Street – Weekday Total Vehicle Traffic Levels



Transit Network

The project site is accessible by San Francisco Municipal Railway (Muni) bus routes. Muni bus routes 1/1BX-California/California B Express run along California Street immediately adjacent to the project site, and stop at California and Baker Streets, approximately 250 feet (0.04 miles) west of the project site. Muni line 24-Divisadero runs along Divisadero Street, with the nearest stops located at Divisadero and California Streets, approximately 490 feet (0.09 miles) east of the project site. Muni line 2-Clement runs along Sutter Street, Presidio Avenue, and California Street, with the nearest stops located at Sutter and Baker Streets, approximately 0.2 miles south of the project site. Muni line 43-Masonic runs along Presidio Avenue, with the nearest stops located at Presidio Avenue and California Street, approximately 0.23 miles west of the project site. The 3-Jackson runs along Jackson Street and Presidio Avenue, with the nearest stop at Presidio Avenue and California Street approximately 0.23 miles west from the project site.

There are no Muni rail or Bay Area Rapid Transit (BART) stops or stations in the immediate vicinity of the project. The nearest rail transit stop is the Muni N-Judah line stop at Duboce Avenue and Church Street, approximately 1.4 miles southeast of the project site. The Civic Center BART station is approximately 1.6 miles to the southwest of project site, at the intersection of Market and Hyde Streets.

Transit facilities in proximity to the project site are shown in **Figure 3**.

Local Transit Capacity Utilization by Line

Load factor, defined as the number of passengers on board a transit vehicle relative to the total capacity at the maximum load point (MLP) (i.e., the point on the line where the greatest number of passengers are on-board), is used to determine capacity utilization of a transit line.

Muni's *Short-Range Transit Plan* defines maximum capacity as the total number of passengers allowed, including the number of seats and a set number of standees for each vehicle type. Muni also has a policy

that its vehicles should operate at 85 percent or less of the load factor at the MLP during commute peak periods. The ridership data for this analysis was obtained from the *Fall 2013 SFMTA Line Load and Capacity Data.*[1] **Table 2** presents the PM peak-hour ridership and the capacity utilization at MLP for each line. As shown, all routes operate below the 85 percent standard during the PM peak hour, thus these bus routes have available capacity to accommodate additional passengers.

Transit riders typically have multiple transit options and will choose a route based on several factors including reliability, headways, travel time, type of transit, comfort and convenience. Based on this understanding, four screenlines (i.e., Northeast, Northwest, Southeast, and Southwest) have been established to evaluate Muni operations into and out of the greater downtown area, roughly corresponding to Superdistricts 1, 2, 3, and 4, respectively. The concept of screenlines is used to describe the magnitude of travel from or to the downtown area and its vicinity, and to compare estimated transit volumes to available capacities for each transit operator. These four established screenlines are hypothetical lines that would be crossed by persons traveling between downtown and its vicinity and other parts of San Francisco and the region. They have been established in San Francisco to analyze potential impacts of projects on Muni service along each screenline and sub-corridors within each screenline. For purposes of this analysis and given the location of the project site, only the Northwest Screenline was analyzed. Capacity and ridership along the Northwest screenline in the outbound direction (peak direction during weekday PM peak period) and its corresponding sub-corridors are presented in **Table 2**. As shown, the Northwest Screenline currently operates below Muni's 85 percent standard during the weekday PM peak hour, and the subcorridors within this screenline do not experience overcrowding conditions, with the exception of Fulton/Hayes subcorridor, which currently operates above the 85 percent standard.

[1] San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum, May 15, 2015.

Table 2: Muni Transit Line and Northwest Screenline Analyses at Maximum Load Point (MLP):

Route	Direction	Maximum Load Point (MLP)	Ridership	Capacity	Capacity Utilization
1-California	Inbound	California/Laurel	290	630	46.0%
	Outbound	Sacramento/Powell	857	1080	79.0%
1BX-California B Express	Inbound	N/A	N/A	N/A	N/A
	Outbound	Pine St/Montgomery St.	245	344	71.0%
2-Clement	Inbound	Post/Hyde	140	315	44.0%
	Outbound	Sutter/Powell	240	315	76.0%
3-Jackson	Inbound	Post/Hyde	135	315	42.0%
	Outbound	Sutter/Taylor	185	315	58.0%
24-Divisadero	Inbound	Castro/17th St	180	378	47.0%
	Outbound	Castro/19th St	240	378	63.0%
31AX-Balboa A Express	Inbound	N/A	N/A	N/A	N/A
	Outbound	Pine St/Montgomery St.	269	360	74.0%
31BX-Balboa B Express	Inbound	N/A	N/A	N/A	N/A
	Outbound	Pine St/Montgomery St.	164	344	47.0%
43-Masonic	Inbound	Masonic/Fulton	140	315	44.0%
	Outbound	Masonic Ave/Golden Gave Ave	215	315	68.0%
Northwest					
		Geary	*1,964*	*2,623*	*74.9%*
		California	*1,322*	*1,752*	*75.4%*
		Sutter/Clement	*425*	*630*	*67.5%*
		Fulton/Hayes	*1,184*	*1,323*	***89.5%***
		Balboa	*625*	*974*	*64.2%*
		Screenline Total	*5,519*	*7,302*	*75.6%*

Source: San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum, May 15, 2015.
Note:
BOLD indicates line operates at capacity utilization of 85 percent or greater.

Regional Transit Providers

While the local transit service to and from the project site is provided by Muni bus routes and a light rail line, these services can be used to access regional transit operators including the San Mateo County Transit District (SamTrans), Golden Gate Transit (GGT), Bay Area Rapid Transit (BART), Alameda Contra-Costa County Transit District (AC Transit) and Caltrain. Regional service to the project site is primarily provided by BART at the Civic Center/UN Plaza Station, located approximately 1.6 miles southeast of the project site. The closest Caltrain station to the project site is the San Francisco Station, located at Fourth and Townsend Streets approximately 2.7 miles southeast of the project site. BART operates heavy rail service between the East Bay and Daly City, stopping at the Civic Center/UN Plaza Station at approximately four-minute headways during the peak periods in the peak direction. Caltrain operates heavy rail service between San Francisco and the South Bay, stopping at the San Francisco Station at 5-to-20 minute headways during the peak periods in the peak direction.

Regional Transit Capacity Utilization by Line

A screenline analysis was performed on the regional transit carriers (AC Transit, BART, Caltrain, Golden Gate Transit and SamTrans), in order to determine the current service volumes and capacity. Three regional screenlines (East Bay, North Bay, and South Bay) have been established around San Francisco to analyze potential impacts of projects on the regional transit carriers. For the purpose of this analysis, the ridership and capacity at the North Bay screenline represents the peak direction of travel and patronage loads, which corresponds with the evening commute in the outbound direction from downtown San

Francisco to the region. As a means to determine the amount of available space for each regional transit provider, capacity utilization is also used. For all regional transit operators, the capacity is based on the number of seated passengers per vehicle. All of the regional transit operators have a one-hour load factor standard of 100 percent, which would indicate that all seats are full. As shown in **Table 3**, the capacity utilization for the North Bay screenline would operate below the 100 percent utilization threshold, except for the East Bay BART corridor, which would operate at 107 percent capacity utilization.

Table 3: Regional Screenline Analyses: Existing Weekday PM Peak Hour

Screenline	PM Peak Hour (Outbound)		
	Ridership	Capacity	Utilization
East Bay			
BART	24,488	22,784	107%
AC Transit	2,256	3,926	57%
Ferry	805	1615	50%
Screenline Total	*27,549*	*28,325*	*97%*
North Bay			
GGT buses	1,384	2,817	49%
Ferry	968	1,959	49%
Screenline Total	*2,352*	*4,776*	*49%*
South Bay			
BART	13,500	18,900	71%
Caltrain	2,377	3,100	77%
SamTrans	141	320	44%
Ferry	--	--	--
Screenline Total	*16,018*	*22,320*	*72%*
Regional Screenlines Total	**45,919**	**55,421**	**76%**

Source: San Francisco Planning Department Transit Data for Transportation Impact Studies Memorandum, May 15, 2015; San Francisco Planning Department Updated BART Regional Screenlines Memorandum (published September 13, 2016); CHS Consulting Group, 2016.

Bicycle Network

Figure 4 presents the existing bicycle network in proximity to the project site. A Class III bicycle route runs in the eastbound and westbound directions along Clay Street about two blocks north of the project site, with shared lanes, and is the nearest bicycle route in proximity to the project site. A Class III route runs in the northbound and southbound directions along Presidio Avenue about three blocks west of the project site\shared lanes. A Class II bicycle route runs in the eastbound and westbound directions along Post Street about four blocks south of the project site, with dedicated bicycle lanes in both directions. A Class III bicycle route runs in the northbound and southbound directions along Steiner Street about four blocks east of the project site in shared lanes.

There are a total of 19 bicycle parking spaces on-site, including 17 Class I in the basement garage and two (2) Class II bicycle parking spaces on front sidewalk adjacent the project site along California Street.

Pedestrian Network

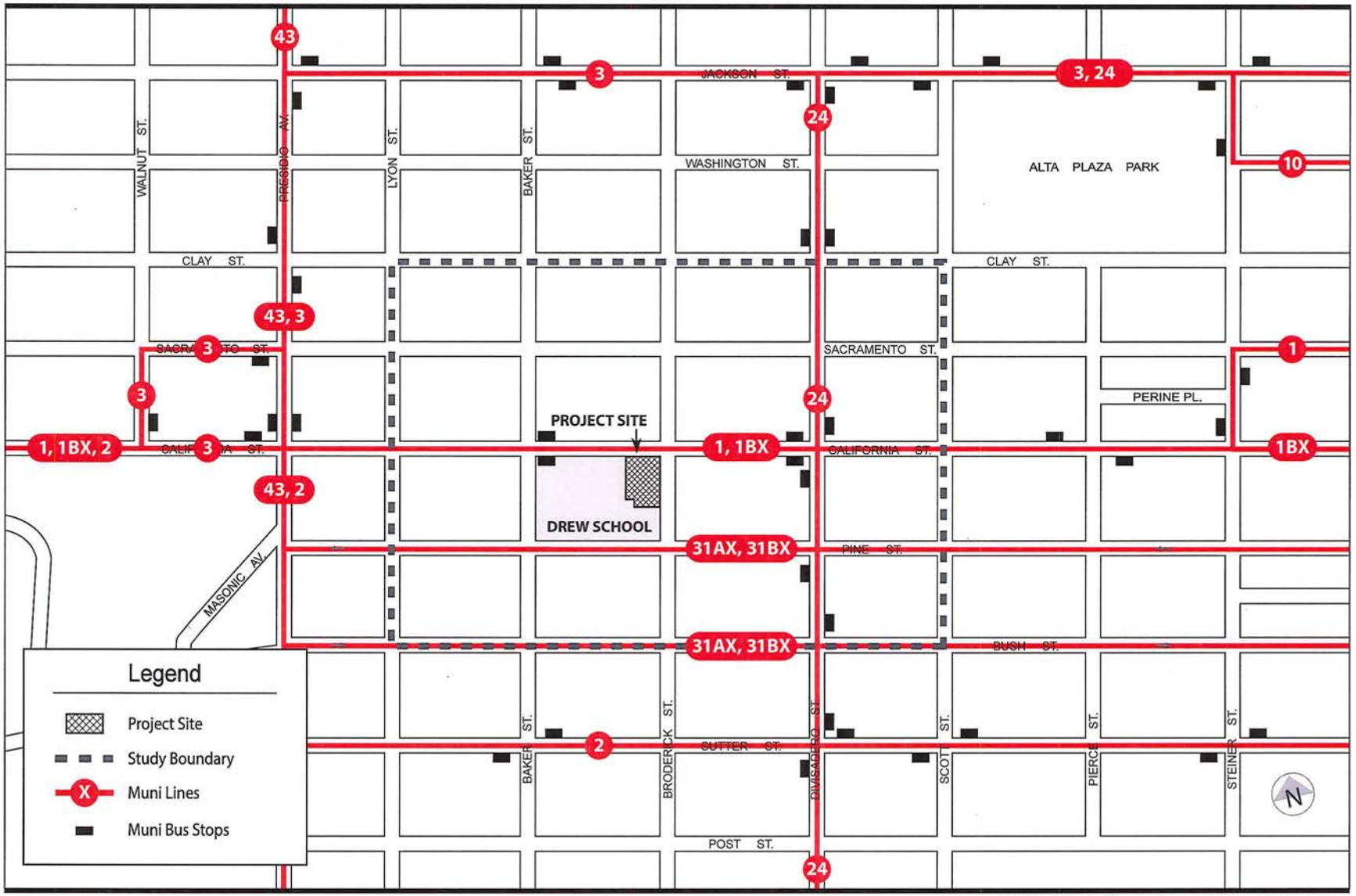
Pedestrian streetscape in the vicinity of the project site include sidewalks, crosswalks, curb ramps, and related amenities (e.g., benches, planters, etc.). The project site is located within an established pedestrian network comprised of continuous sidewalks, curb ramps and striped crosswalks at the majority of intersections. The width of the existing sidewalk on California Street is approximately eleven feet, and the width of the existing sidewalk on Broderick Street is approximately 10 feet. The majority of intersections along Broderick and California Streets in the project vicinity are signal controlled. Because of the close proximity to the Drew School, the adjacent intersection at Broderick and California Streets has high-visibility crosswalks.

A qualitative evaluation of existing pedestrian conditions at the project site and nearby environs was conducted by CHS on Tuesday, September 19th during the morning (7:00 a.m. to 9:00 a.m.) and afternoon (2:00 p.m. to 6:00 p.m.) periods. During these periods pedestrian activity was generally light in proximity to the project site, with the majority of pedestrians using California Street and concentrated around the 1/1BX-California/California B Express bus stops located at the intersection of California and Baker Streets.

Parking Conditions

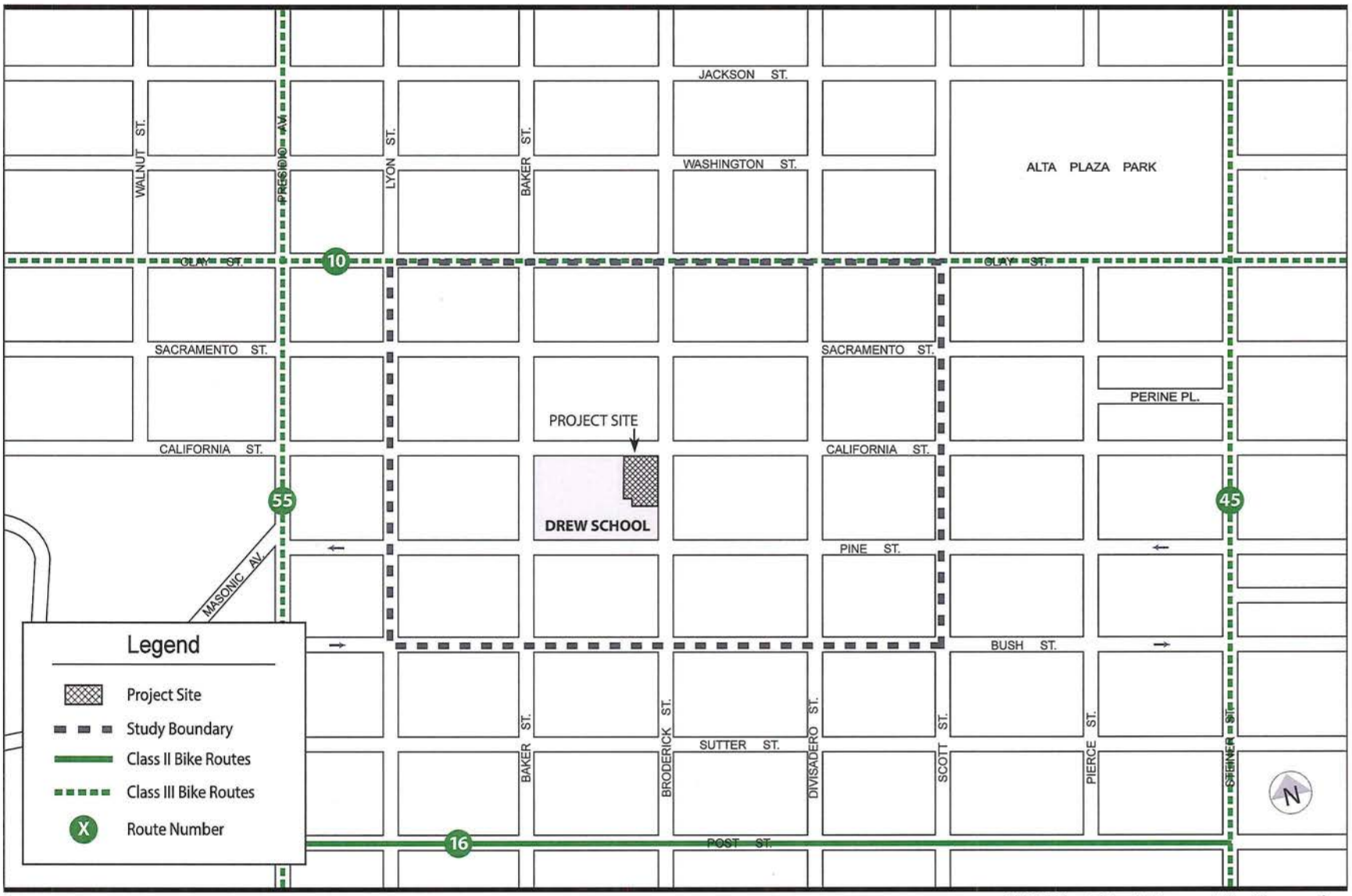
In order to assess parking availability (and utilization) surrounding the project site, CHS conducted an on-street parking survey on Tuesday, September 19th, 2015 during the morning period of 7:00 a.m. to 9:00 a.m. and afternoon period of 3:00 p.m. to 5:00 p.m. The morning and afternoon observation periods are selected to represent conditions when the peak morning drop-off and afternoon pick-up activities occur at the project site. The survey area is bounded by Bush, Lyon, Clay and Scott Streets.

Table 4 summarizes the existing parking supply and occupancy in the vicinity of the project site. There are a total of 1,046 on-street parking spaces in the study area. During the morning period, there were a total of 755 vehicles parked on-street in the study area, which represents an overall on-street parking utilization of 72 percent. Parking demand is relatively constant throughout the day, as the survey findings indicate that during the afternoon period a total of 785 vehicles were parked in the study area, which represents an overall on-street parking utilization of 75 percent. As shown, on-street parking demand within the project area is generally well-utilized. There are no public, off-street parking facilities in the project study area. The nearest parking facility is a public lot located at 2186 Geary Boulevard, approximately 0.3 miles southeast of the project site.



2901 California Street - Transportation Memorandum

Figure 3
Existing Transit Network



2901 California Street - Transportation Memorandum

Consulting Group

Figure 4
Existing Bicycle Network

Table 4: Project Area On-Street Parking Utilization Summary

Street	To	From	Parking Supply	Parking Occupancy			
				Morning		Afternoon	
				Occupied	Percent	Occupied	Percent
Clay Street	Lyon Street	Baker Street	33	26	79%	25	76%
Clay Street	Baker Street	Broderick Street	28	25	89%	24	86%
Clay Street	Broderick Street	Divisadero Street	29	20	69%	23	79%
Clay Street	Divisadero Street	Scott Street	34	22	65%	22	65%
Sacramento Street	Lyon Street	Baker Street	36	33	92%	23	64%
Sacramento Street	Baker Street	Broderick Street	39	26	67%	25	64%
Sacramento Street	Broderick Street	Divisadero Street	31	28	90%	26	84%
Sacramento Street	Divisadero Street	Scott Street	35	24	69%	25	71%
California Street	Lyon Street	Baker Street	35	16	46%	15	43%
California Street	Baker Street	Broderick Street	23	15	65%	18	78%
California Street	Broderick Street	Divisadero Street	23	17	74%	21	91%
California Street	Divisadero Street	Scott Street	34	17	50%	23	68%
Pine Street	Lyon Street	Baker Street	30	24	80%	13	43%
Pine Street	Baker Street	Broderick Street	28	20	71%	20	71%
Pine Street	Broderick Street	Divisadero Street	27	24	89%	22	81%
Pine Street	Divisadero Street	Scott Street	34	13	38%	32	94%
Bush Street	Lyon Street	Baker Street	34	25	74%	28	82%
Bush Street	Baker Street	Broderick Street	40	25	63%	27	68%
Bush Street	Broderick Street	Divisadero Street	27	12	44%	13	48%
Bush Street	Divisadero Street	Scott Street	34	26	76%	29	85%
Lyon Street	Clay Street	Sacramento Street	21	13	62%	16	76%
Lyon Street	Sacramento Street	California Street	22	16	73%	11	50%
Lyon Street	California Street	Pine Street	21	19	90%	19	90%
Lyon Street	Pine Street	Bush Street	20	16	80%	16	80%
Baker Street	Clay Street	Sacramento Street	20	15	75%	16	80%
Baker Street	Sacramento Street	California Street	23	18	78%	17	74%
Baker Street	California Street	Pine Street	19	14	74%	15	79%
Baker Street	Pine Street	Bush Street	23	17	74%	17	74%
Broderick Street	Clay Street	Sacramento Street	18	13	72%	10	56%
Broderick Street	Sacramento Street	California Street	21	16	76%	16	76%
Broderick Street	California Street	Pine Street	28	20	71%	27	96%
Broderick Street	Pine Street	Bush Street	21	14	67%	18	86%
Divisadero Street	Clay Street	Sacramento Street	20	14	70%	12	60%
Divisadero Street	Sacramento Street	California Street	15	14	93%	14	93%
Divisadero Street	California Street	Pine Street	19	15	79%	19	100%
Divisadero Street	Pine Street	Bush Street	17	12	71%	15	88%
Scott Street	Clay Street	Sacramento Street	19	18	95%	18	95%
Scott Street	Sacramento Street	California Street	22	19	86%	20	91%
Scott Street	California Street	Pine Street	27	22	81%	21	78%
Scott Street	Pine Street	Bush Street	16	12	75%	14	88%
		Total	**1,046**	**755**	**72%**	**785**	**75%**

Source: CHS Consulting Group, 2016.

Emergency Vehicle Access

Emergency vehicles routinely use streets surrounding the project site, including California Street, Broderick Street, Baker Street, and Pine Street. Emergency vehicles would use these main streets to reach the project site. The San Francisco Fire Department stations closest to the project site are Fire Station 10 at 655 Presidio Avenue (approximately 0.3 miles southwest of the project site), Fire Station 38 at 2150 California Street (approximately 0.7 miles east of the project site), Fire Station 5 at 1301 Turk Street (approximately 0.8 miles southwest of the project site), and Fire Station 16 at 2251 Greenwich Street (approximately 0.8 miles northeast of the project site). The San Francisco Police Department stations closest to the project site are the Northern District Police Station in 1125 Fillmore Street (approximately

0.7 miles southeast of the project site), the Richmond Police Station at 461 Sixth Avenue (approximately 1.3 miles southwest of the project site), and the Tenderloin Police Station at 301 Eddy Street (approximately 1.6 miles southeast of the project site). The hospitals nearest to the project site are the UCSF Medical Center at 2356 Sutter Street (approximately 0.2 miles southeast of the project site), Kaiser Permanente Medical Center at 1635 Divisadero Street (approximately 0.2 miles southeast of the project site) and California Pacific Medical Center at 1133 Van Ness Avenue (approximately 1.1 miles southeast of the project site).

Transportation Survey

To better understand the future travel demand for the proposed project, arrival time and travel mode surveys were distributed to both enrolled students for the fall 2016 school year and faculty/staff members. The survey included questions on the expected arrival and departure time period and the planned mode choice to the project site. The survey received a 100 percent response rate from the enrolled students for the fall 2016 school year at the time of survey, which represents approximately 82 percent (280 out of 340 students) of the proposed student population at full enrollment if approved by the Planning Commission .

Temporal Distribution

Drew School grounds are open from 7:30 a.m. to 6:00 p.m., with regular classroom instruction from 8:00 a.m. to 3:10 p.m. There is no staggered pick-up or drop-off operation, and all students are expected to arrive at school between 7:30 a.m. and 8:00 a.m. and leave the school between the hours of 3:10 p.m. and 6:00 p.m. The commute travel surveys distributed to students included a question asking when students are expected to arrive on a typical day. The survey results indicated that the majority of students (70 percent) are expected to arrive at school during the peak 15-minute period between 7:45 a.m. and 8:00 a.m. and approximately 36 percent of students are expected to leave the school during the peak 15-minute period between 3:00 p.m. and 3:15 p.m. It is noted that about one to two percent of students responded they would arrive at school after the classroom instruction has started and about leave the school before the class ends. The number of student arrivals and departures for the proposed project was extrapolated based on the survey findings for the existing student population. **Appendix B** includes detailed transportation survey data.

Table 5: Student Arrival and Departure Times

Morning Drop-Off Period			
Drop-off Times	**Existing Students**	**Percent**	**Future Students**
7:30 a.m. - 7:45 a.m.	72	26%	87
7:45 a.m. - 8:00 a.m.	194	69%	237
8:00 a.m. - 8:15 a.m.	12	4%	14
8:15 a.m. - 8:30 a.m.	2	1%	2
	280	100%	**340**
Afternoon Pick-Up Period			
Pick-up Times	**Existing Students**	**Percent**	**Future Students**
Prior to 3:00 p.m.	5	2%	6
3:00 p.m. - 3:15 p.m.	101	36%	123
3:15 p.m. - 3:30 p.m.	84	30%	102
3:30 p.m. - 4:30 p.m.	40	14%	48
4:30 p.m. - 6:00 p.m.	50	18%	61
Total	**280**	**100%**	**340**

Source: Drew School, 2016; CHS Consulting, 2016.

Mode Choice

In their survey responses to their "planned" mode choice to the project site during the AM drop-off period, approximately 57 percent of the student respondents said they would rely on a private vehicle, either being driven alone (31 percent) or as part of a carpool (26 percent with the remaining respondents relying on other modes of transportation including walking, bicycle, public transit, school bus/van, or rideshare. Of these students, six (6) percent would either bike or walk to school, 24 percent would take public transportation and the remaining 13 percent would rely on rideshare/taxi or van/bus services. During the PM pick-up period approximately 27 percent of student respondents they would rely on a private vehicle, either being picked up alone (17 percent) or as part of a carpool (10 percent), to depart from the school, with the remaining respondents relying on other modes of transportation including walking, bicycle, public transit, bus/van, taxi or ridesharing services. Of these students, seven (7) percent would either bike or walk from the school, 54 percent would take public transportation and the remaining 12 percent would rely on ridesharing services/taxi or van/bus. As noted above, student schedules include a "flex" period that may occur during the first or final period of the school day that permits those students to either arrive later in the morning or leave earlier in the afternoon, depending on the individual student's schedule.

During the AM drop-off period, students from the South Bay take a private bus to the school. The school subsidizes the cost of the bus service, providing approximately $5 per student. During the AM drop-off period and the PM pick-up period, the school provides a private bus service through a partnership with University Heights High School and the Urban School of San Francisco for students from Marin County. During the PM pick-up period, the school provides group taxi service to BART and Caltrain stations for students who live in the East Bay and South Bay.

Survey results for faculty and staff showed that approximately 17 percent of faculty/staff members take public transit, approximately 15 percent walk or bicycle, and approximately 67 percent drive a private vehicle or participate in a carpool and seek on-street parking. For those who take public transit, no specific transit lines were disclosed in the survey. Up to four (4) faculty/staff members carpool with students during the AM drop-off period. **Appendix B** includes detailed transportation survey data.

Table 6 shows the summary of mode splits for students and faculty/staff. It is assumed that the travel mode percentage of the future student and faculty/staff trips would be approximately the same as the survey findings for the existing student and faculty/staff population.

Table 6: Student and Faculty Mode Share

	Existing Students			Percent		Future Students		
Mode	**AM**	**PM**	**Total**	**AM**	**PM**	**AM**	**PM**	**Total**
Drive Alone	87	48	137	31%	17%	104	57	161
Carpool	73	28	101	26%	10%	89	35	124
Transit	67	151	218	24%	54%	81	183	264
Bike	0	0	0	0%	0%	1	1	2
Walk	17	19	36	6%	7%	22	24	46
Other (e.g. rideshare[2], taxi, etc.)	2	11	13	1%	4%	3	14	17
KidzJet/Van/Bus	33	22	55	12%	8%	40	26	66
Total[1]	**280**	**280**	**560**	**100%**	**100%**	**340**	**340**	**680**
	Existing Faculty/Staff			**Percent**		**Future Faculty/Staff**		
	AM	**PM**	**Total**	**AM**	**PM**	**AM**	**PM**	**Total**
Drive Alone	32	32	64	60%	60%	33	33	66
Carpool	4	4	8	7%	7%	4	4	8
Transit	9	9	18	17%	17%	9	9	18
Bike	2	2	4	3%	3%	2	2	4
Walk	6	6	12	12%	12%	6	6	12
Other (e.g. rideshare[2], taxi, etc.)	0	0	0	2%	2%	1	1	2
Total[1]	**53**	**53**	**106**	**100%**	**100%**	**55**	**55**	**110**
Grand Total	**333**	**333**	**666**	**100%**	**100%**	**395**	**395**	**790**

1. "Rideshare" refers to ridesharing services such as Uber, Lyft, et al.
2. Percentage of vehicle arrivals is considered "one-way" trips during each morning and afternoon period. Therefore 63% of total daily vehicle trips would arrive in the morning and the other 36% of total daily vehicle trips would arrive in the afternoon.

Source: Drew School, 2016; CHS Consulting, 2016.

Travel Demand

Regular School Days

As presented above, under the increased population of 340 students and 55 faculty/staff members, the Proposed Project would generate a total of 790 daily person trips, including 680 student trips and 110 faculty/staff trips. Of the 680 daily student trips, 161 trips would be made in single-occupancy vehicles and 124 trips would be made in carpool vehicles. Of the 110 faculty/staff person trips, 66 trips would be made in single occupancy vehicles and eight (8) trips would be made in carpool vehicles. Assuming each carpool vehicle would carry two students or faculty/staff, the Proposed Project would generate a total of 293 daily vehicle trips, including 223 vehicle trips (161+[124÷2]) by students and 70 vehicle trips (66+[8÷2]) by faculty/staff members.

Based on the anticipated student arrival and departure times, the total student vehicle trips (223 vehicle trips) were distributed during the morning drop-off and afternoon pick-up periods. **Table 7** presents a temporal distribution of student vehicle trips during the morning drop-off and afternoon pick-up periods. The Proposed Project would generate 103 vehicle trips during the peak 15-minute morning drop-off period and 27 vehicle trips during the peak 15-minute afternoon pick-up period. Faculty/staff are expected to arrive before 8:00 a.m. and leave after 6pm.

Table 7 – Estimated Arrival Vehicle Trips

	Student Vehicle Trips			Faculty/Staff Vehicle Trips			Total	
Time Period	**Existing**	**Future**	**Percent**	**Existing**	**Future**	**Percent**	**Existing**	**Future**
Before 7:30 a.m.	0	0	0%	34	35	100%	34	35
7:30 a.m. - 7:45 a.m.	32	39	26%	-	-	-	32	39
7:45 a.m. - 8:00 a.m.	86	103	69%	-	-	-	86	103
8:00 a.m. - 8:15 a.m.	5	6	4%	-	-	-	5	6
8:15 a.m. - 8:30 a.m.	1	1	1%	-	-	-	1	1
Total	**124**	**149**	**100%**	**34**	**35**	**100%**	**159**	**184**
Prior to 3:00 p.m.	1	1	2%	-	-	-	1	1
3:00 p.m. - 3:15 p.m.	22	27	36%	-	-	-	22	27
3:15 p.m. - 3:30 p.m.	19	22	30%	-	-	-	19	22
3:30 p.m. - 4:30 p.m.	9	10	14%	-	-	-	9	10
4:30 p.m. - 6:00 p.m.	11	13	18%	-	-	-	11	13
After 6:00 p.m.	0	0	0%	34	35	100%	34	35
Total	**62**	**74**	**100%**	**34**	**35**	**100%**	**96**	**109**
Grand Total	**186**	**223**	**100%**	**68**	**70**	**100%**	**255**	**293**

1. Carpool trips assume two students per vehicle trip).
Sources: Drew School, 2016; CHS Consulting Group, 2016.

Extracurricular Event Days

As explained above, the school year would include up to 25 extracurricular activities and events that would occur sporadically throughout the academic year outside the normal weekday business hours of 7:00 a.m. and 6:00 p.m. (see **Table 2** above). The number of attendees was derived from a proportional increase of the number of attendees at existing extracurricular events provided by the project sponsor and the estimated mode split rates for the attendees were derived from extracurricular event mode split rates applied for recent school projects in San Francisco.[2] **Appendix D** provides a detailed breakdown of the mode split rates for each type of extracurricular event. **Table 8** summarizes the extracurricular events and the estimated number of vehicle trips generated for each event. Several of the extracurricular activities would involve parents and children participation or just parents, and the majority of them are expected to carpool together or take an alternative mode of transportation to the project site. The four open house events generate the highest amount of vehicle trips, with an estimated 183 trips (approximately 91 inbound and 91 outbound). Student performances (eight per year) would generate up to 61 vehicle trips.

[2] Golden Bridges School (203 Cotter Street), 2016.

Table 8: Extracurricular Event Schedule by Frequency & Vehicle Trip Generation

Representative Event	Day of Week	Hours of Operation	Frequency	Estimated number of Vehicle Trips
Student Performance: Play/Music/Arts	Weeknight	7:00pm-8:30pm	6 per Year	61
Student Performance: Play/Music/Arts	Saturday	7:00pm-8:30pm	2 per Year	61
Open House	Sunday	10:00am-12:00pm	3 per Year	183
Open House	Weeknight	6:00pm-8:00pm	1 per Year	183
Parent Meetings/Events	Weeknight	5:00pm-7:00pm	11 per year	92
Community Appreciation Events	Saturday	4:00pm-7:00pm	1 per year	92
School Dance	Weeknight	8:00pm-11:00pm	1 per year	122
Total			25 per year	94 (weighted average)

Source: Drew School, 2016.

Project Impacts Analysis

Traffic Circulation

The Proposed Project would include up to 340 students and up to 55 faculty/staff members. The Proposed Project would generate a total of 735 person trips to the project site on a daily basis, an increase of 124 trips from the existing conditions (see **Table 6**). Based on the commute travel survey, the Proposed Project would generate up to 293 vehicle trips on a daily basis, including about 184 vehicle trips during the morning arrival/drop-off period and 109 vehicle trips during the afternoon departure/pick-up period. They represent increases of 25 vehicle trips during the morning arrival/drop-off period and 13 vehicle trips during the afternoon departure/pick-up period.

As discussed, California Street currently experiences about 13,525 vehicles on a typical day, with approximately 1,060 vehicle trips during the AM peak hour (7:45 a.m. to 8:45 a.m.) and with about 1,003 vehicle trips during the PM peak hour (5:00 p.m. to 6:00 p.m.). Broderick Street currently experiences 2,942 vehicles on a typical day, with about 278 vehicles during the AM peak hour (7:30 a.m. and 8:30 a.m.) and with about 207 vehicle trips during the PM peak hour (4:15 p.m. and 5:15 p.m.). As shown in **Table 6** and **Table 7**, the proposed project would increase the vehicle trips by approximately 25 and 13 trips during the AM and PM peak hours, respectively. Based on current morning student drop-off times, the majority of student drop-offs (110 vehicle trips, or 74% of morning drop-offs) between 7:45 a.m. to 8:30 a.m. would coincide with existing morning peak-hour traffic activity along Broderick Street, which occurs between the hours of 7:45 a.m. and 8:45 a.m. This increase in approximately 25 vehicles trips along Broderick Street during the 7:45 a.m. to 8:30 a.m. period (see **Table 7**) would be approximately nine (9) percent of the existing volume and would not be considerable relative to existing conditions. While student pick-up activities would be dispersed over a 3.5-hour period (between 2:30 p.m. and 6:00 p.m.), these activities would coincide with the observed p.m. peak-hour traffic volumes along Broderick Street (between 4:15 p.m. and 5:15 p.m.), which would overlap with the 3:30 pm. to 4:30 p.m. pick-up period, as well as the 4:30 p.m. to 6:00 p.m. pick-up period. In the unlikely event that all 13 new vehicle trips anticipated to occur between 3:30 p.m. and 6:00 p.m. were to coincide with the PM peak hour along Broderick Street, this increase would result in less than one vehicle trip per minute, which would not be considerable relative to existing conditions. Based on these findings, the proposed project would not substantially contribute to existing traffic volumes along Broderick Street, including during typical peak hours, and the increase in traffic volumes would be considered less than significant.

Queuing Impacts

Based on the anticipated student arrival distribution times, about 70 percent of the total vehicle trips (103 vehicles) would arrive to the school during the peak 15 minute period between 7:45 a.m. and 8:00 a.m. In the afternoon, the majority of student pick-up activities would be distributed throughout the afternoon as the majority of students is expected to attend afterschool programs provided by the school. The peak 15-minute pick-up period would occur between 3:00 p.m. and 3:15 p.m. with approximately 27 vehicles. Based on other comparable schools with a similar student population (i.e., overall enrollment and number of students by grade level) to the proposed project, analysis findings have indicated that the typical duration for dropping off/picking up students ranges between 20 seconds and up to 10 minutes, depending on the age of the student, number of students exiting the vehicle, and level of supervision/management by on-site faculty/staff.[3]

With an estimated 103 vehicles arriving by private vehicle or carpool during a 15-minute-long drop-off period, this level of vehicle activity would equate to approximately seven vehicles per minute (103 vehicles/15 minutes). Assuming the average duration of drop-off activities at the white zone is approximately 30 seconds, the estimated vehicle trips would generate a demand for up to four loading spaces. Under the proposed drop-off/pick-up design, the Proposed Project would continue to utilize the existing 60-foot-long on-street passenger loading zone along the west side of Broderick Street adjacent to the project frontage, and would extend the existing loading zone to a new length of 80 feet. This loading zone would be accessible via a southbound approach along Broderick Street. As the extended loading zone would accommodate up to four vehicles at any given time, the Proposed Project would be able to fully accommodate the estimated loading demand for four spaces, and would not cause vehicular back-up to spill over into the intersection at California Street.

Broderick Street is a two-lane road with traffic running in the northbound and southbound directions. The existing on-street passenger loading zone is located on the western side of Broderick Street adjacent to the project site, so vehicles would continue to access the loading zone spaces by proceeding southbound on Broderick Street through the intersection at California Street, or by turning left of westbound California Street or right off eastbound California Street. Staff members would continue to facilitate and coordinate curbside drop-off/pick-up operations. As needed, additional staff members would facilitate the drop-off/pick-up activity by opening vehicle doors, guiding children in or out of vehicles, and closing the vehicle doors behind them. This would reduce the duration of time that each vehicle utilizes the loading spaces by eliminating the need for parents/guardians to exit their vehicles. Following the completion of drop-off/pick-up activity, vehicles would exit the on-street loading zone and travel south on Broderick Street.

In the event the loading zone spaces are constrained (fully occupied) over a considerable amount of time (e.g., more than one minute), arriving vehicles may queue beyond the loading zone along Broderick Street, or may double park along Broderick Street, thereby resulting in increased vehicle traffic congestion along the street as well as potentially creating vehicular spillback to the intersection at California Street. In the event that parents/guardians would be required to park their vehicle for a longer period of time (e.g., more than one minute), it is reasonable to assume that parents/guardians would seek out available on-street parking near the school. Short-term (temporary) parking of vehicles in these available on-street parking spaces could reduce the number of vehicles attempting to enter the loading zone during drop-off activities and, therefore, reduce the potential for queuing and/or double parking along Broderick Street. Because the on-street passenger loading zone would accommodate the anticipated

---

[3] Comparable schools where student drop-off and pick-up observations were conducted by CHS include Urban School of San Francisco at 1563 Page Street, Presidio Knolls Schools at 250 Tenth Street and Presidio Hill School at 3839 Washington Street.

vehicle demand during the drop-off/pick-up periods, the impacts associated with vehicle arrivals and departures in the loading zone would be would be considered less-than-significant. Improvement measures have been proposed to further reduce this less-than-significant impact (see discussion under *Recommended Improvement Measures*, further below).

It is noted that, as demonstrated in **Table 8**, the Proposed Project currently holds approximately 25 extracurricular events per year (eight student performances, three open houses, ten parent meetings, one community appreciation event, and one school dance). The anticipated attendance for extracurricular events ranges between 100 attendees (i.e., student performances) and 300 attendees (i.e.; open houses), depending on the type of event. The majority of traffic generated by extracurricular activities would not coincide with weekday peak hour traffic, and would not significantly contribute to traffic along Broderick Street.

The most frequent extracurricular events would be the parent meetings on weekday evenings between 5:00 p.m. and 7:00 p.m. The monthly parent meetings would generate approximately 185 attendees and approximately 95 vehicle trips (see **Table 2**, **Table 8** and **Appendix C**). The largest extracurricular events would be the open houses on Sundays between 10:00 a.m. and 12:00 p.m. and weeknights between 6:00 p.m. and 8:00 p.m. The open houses would generate approximately 365 attendees and approximately 185 vehicles. Because these trips would occur outside of scheduled pick-up hours, it is reasonable to assume that parents/guardians traveling by car would seek out available off-street parking at facilities with which the school has pre-arranged parking agreements for a dedicated number of parking spaces, including the Jewish Community Center (located at 3200 California Street, approximately 0.3 miles west of the project site), the UCSF Laurel Heights Campus (located at 3333 California Street, approximately 0.3 miles west of the project site), the Mount Zion Medical Center garage (located at 1600 Divisadero Street, approximately 0.25 miles southeast of the project site). Parents/guardians who prefer to park closer to the school would otherwise seek out on-street parking near the school. Staff/faculty members traveling to the school would park in the existing on-site basement garage, accessed via the existing driveway on the east side of Broderick Street. Several recommendations and improvement measures have been identified as part of the analysis to better manage the parking demand associated with extracurricular events (see discussion under *Recommended Improvement Measures*, further below).

Vehicle Miles Traveled (VMT) Analysis

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. [4,5]

Refer to **Table 9**: Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 714.

Table 9: Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 714	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 714
Employment (School)	19.1	16.2	9.4	17.0	14.5	8.1

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. The existing average daily VMT per capita for office uses (used to approximate school uses)[6] is 9.4 for the transportation analysis zone 714 in which the project site is located. This is 42 percent below the existing Bay Area regional average daily VMT per capita of 16.2. Future 2040 average daily VMT per capita for schools is 8.1 for the transportation analysis zone 714. This is 44 percent below the future 2040 Bay Area regional average daily VMT per capita of 14.5.

Therefore, the Proposed Project would not cause substantial additional VMT and impacts would be less-than-significant impact.

---

[4] To state another way: 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.

[5] San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

[6] Per the San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation K-12 schools should be treated as office for screening and analysis based on the SFCHAMP Model.

Induced Automobile Travel Analysis

A 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 lanes) or by adding new roadways to the network. OPR's proposed transportation impact guidelines includes a list of transportation project types that would not likely lead to a substantial or measureable increase in VMT. If a project fits within the general types of projects (including combinations of types), then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required.

Transit/Bicycle/Pedestrian Impacts

Analysis of transit impacts focuses on the increase in transit patronage across "screenlines" in the outbound direction during the PM peak hour. Based on location of the project site, project-generated transit trips are likely to cross the Northwest screenline along. The threshold of significance for identifying transit crowding impacts is 85 percent capacity utilization for Muni.

Faculty/staff and students of the school would generate approximately 271 transit trips, three (3) bicycle, and 50 walk trips to the area and directly to/from the site, for a total of 324 transit, bicycle, and walk trips on a daily basis (see **Table 6**). As previously stated, the school is located in a transit- and bicycle-accessible area, and therefore, it is reasonable to assume that, in travel behavior similar to existing conditions, a proportion of faculty/staff and students would be willing to bike or walk to/from the school from nearby transit facilities, including the Muni 1/1BX-California/California B Express bus line that stops at California and Baker Streets (approximately 250 feet west of the project site), the 24-Divisadero bus line that stops at Divisadero and California Streets (approximately 490 feet east of the project site), the 2-Clement bus line that stops at Sutter and Baker Streets (approximately 0.2 miles south of the project site),the 43-Masonic bus line that stops at Presidio Avenue and California Street (approximately 0.2 miles west of the project site), and the 3-Jackson bus line that stops at Jackson Street and Presidio Avenue (0.2 miles west of the project site). There are no Muni rail or Bay Area Rapid Transit (BART) stops or stations in the immediate vicinity of the project. It is anticipated that the 271 transit trips would be dispersed fairly evenly across the previously identified service lines. As presented in **Table 3** above, the Northwest screenline operates with an average of 76 percent capacity utilization during the PM peak hour, with all but one of the five sub-corridors operating under Muni's standard capacity during the PM peak hour. The Fulton/Hayes sub-corridor currently operates with an average of 89 percent capacity utilization during the PM peak hour. Given the location of the project site, increased transit demand by the proposed project would likely be spread over multiple routes with the majority of trips occurring in the non-peak direction during the PM peak hour and would not substantially contribute to increased demand along the Northwest screenline during the PM peak hour.

The decision for students and faculty/staff to utilize modes of transportation other than private vehicle would largely depend on the origin-location (i.e., place of residence) as well as convenient walking/biking distance to/from such facilities or the location of the project site that would not pose as a burden to the parent/guardian and student(s). Because the student population would comprise of high school students, it is likely that a large portion of the students traveling to/from the school would not be accompanied by a parent/guardian, especially at the end of the school day. This student mode-shift is most likely attributed to the inability of parents/guardians who drive students to school during the a.m. drop-off period to be available during the afternoon pick-up activity periods due to their daily work schedules, as well as the convenient proximity of the school to several Muni bus stops. Although the analysis presented herein assumes that most of the daily person trips to/from the school would be via private automobile, it is a reasonable to assume that a proportion would be made via bus/light rail transit, or by biking or walking. The proposed project would continue to provide 17 on-site Class I bicycle spaces, as well as two (2) Class II bicycle spaces along the project frontage. As described below in Improvement Measure I-TR-2, the

project sponsor would provide parents/guardians and students with a *Multimodal Access Guide* to demonstrate how to properly and safely utilize transit, pedestrian, and bicycle facilities when traveling to and from the school.

The nearest transit stops to the project site is located at the southeast and northeast corner of California and Baker Streets, approximately 250 feet west of the project site. This stop is served by the Muni 1/1BX-California/California B Express bus line. Students traveling to the project site from the eastbound 1/1BX bus stop on the southeast corner of the intersection of California and Baker Streets would proceed eastbound along the south sidewalk of California Street to the project site. Students traveling to the project site from the westbound 1/1BX bus stop on the northeast corner of California and Baker Streets would cross the eastern crosswalk leg of the signal-controlled intersection and proceed eastbound along the south sidewalk of California Street to the project site. There is a Class II bicycle route on Post Street and Class III bicycle routes on Steiner Street, Clay Street, and Presidio Avenue which would be the likely route for many bicyclists. From Post Street, eastbound bicyclists would turn left onto Baker Street, right onto California Street, and walk their bicycles on the side-walk to the front of the school. From Post Street, westbound bicyclists would turn right onto Broderick Street, cross Broderick Street at the intersection with California Street, and walk to the front of the school. From Clay Street, eastbound bicyclists would turn right onto Baker Street, left onto California Street, and walk their bicycles on the sidewalk to the front of the school. From Clay Street, westbound bicyclists would turn left onto Broderick Street, cross California Street and walk to the front of the school. From Presidio Avenue, southbound bicyclists would turn left onto California Street, and walk along the sidewalk to the front of the school. From Presidio Avenue, northbound bicyclists would turn right on California Street and walk their bicycles along the sidewalk to the front the school. From Steiner Street, southbound bicyclists would cross California Street, and walk along the sidewalk to the front of the school. From Scott Street, northbound bicyclists would cross Broderick Street at the intersection with California Street and walk their bicycles along the sidewalk to the front the school.

An increase in transit, bicycle, and pedestrian trips by 271, one (1), and eight (8) trips, respectively (see **Appendix C**), would not result in any significant impacts to existing facilities or to users of such facilities. Furthermore, the school would not result in any modification or permanent removal of existing transit, bicycle, or pedestrian facilities in the project vicinity nor would the project modify or restrict access to such facilities. Based on these findings, impacts to transit, bicycle, and pedestrian impacts would be considered less than significant.

Although impacts would be less-than-significant, specific improvement measures have been recommended to promote the use of alternative modes of transportation and to further reduce vehicle and parking demand at the project site (see *Recommended Improvement Measures*, further below).

Construction Impacts

There will be no construction impact, the Proposed Project does not include any new construction or modification to the existing structure at the project site.

Parking Discussion

Regular School Days

As described, parking spaces along streets adjacent to the project site during the morning and afternoon hours are generally not constrained, and offer available parking. Based on the parking survey findings, there are approximately 261 to 291 available spaces during the morning and afternoon periods along Clay, Sacramento, California, Pine, Bush, Lyon, Baker, Broderick, Divisadero, and Scott Streets (see **Table 5**). The amount of available parking along these streets would absorb potential parking demand at the existing loading space and reduce potential queues or double-parking activities along Broderick Street if

used. It is noted that the existing project loading zones would be available as public on-street parking outside of the typical school hours.

Although there is available on-street parking adjacent to, and near the project site, there is a potential for double parking and/or vehicle queuing along Broderick Street in the vicinity of the project site (as previously described). Several recommended improvement measures are included in the memorandum to better manage student drop-off/pick-up activities, reduce conflicts for students, faculty/staff, and parents/guardians during such activities, and to reduce queuing along Broderick Street and other surrounding streets. These recommended measures are described in the following section.

Extracurricular Activities/Event Days

As previously described, all of the extracurricular events would occur outside of the project's drop-off/pick-up periods. As a result, the proposed loading zones would be available for public on-street parking during the extracurricular events.. Several recommended improvement measures are included below to better manage transportation and parking demand during extracurricular events. These recommended measures are described in the following section.

Emergency Vehicle Access

Emergency access would remain unchanged from Existing conditions. Emergency vehicles (i.e., fire trucks, police vehicles, ambulances) would continue to access the Project Site via California Street, Broderick Street, Pine Street, Baker Street, and other surrounding streets. The street network serving the project area currently accommodates the movements of emergency vehicles that travel to the project site. Emergency vehicles would utilize the on-street loading space in front of the project site in order to access the site. This would not affect traffic flows on Broderick Street, and would not affect response times. Although the proposed project would generate additional traffic to the area, such an increase in vehicles would not impede or hinder the movement of emergency vehicles in the project area. Based on these findings, the proposed project's impact to emergency vehicle access would be less than significant

Cumulative Impacts Analysis

Cumulative Vehicle Miles Traveled (VMT) Analysis

There are no future land use developments in the vicinity of the project. Therefore, potential conflict with other nearby developments during the pick-up and drop-off periods would be generally low.

The estimated new 40 daily vehicles trips generated by the proposed project would travel through the intersections surrounding the project block. Vehicles arriving/departing the school would be generally dispersed throughout the day, and would not substantially contribute to current traffic levels along streets adjacent to the school. Therefore, the additional vehicle trips to/from the school during student pick-up/drop-off activities would not contribute cumulatively to existing and future peak-period traffic levels along Broderick Street, California Street, and adjacent streets.

As presented in **Table 9** above, the VMT, the future 2040 average daily VMT per capital for schools is 8.1 for the transportation analysis zone 714. This is 44 percent below the future 2040 regional average daily VMT per Bay Area capita of 14.5. Therefore, the proposed project would not cause substantial additional VMT and future cumulative impacts would be less-than-significant impact.

Cumulative Transit Impacts

The proposed project would result in estimated 47 new daily transit trips (see **Appendix C**). Analysis of transit impacts focuses on cumulative transit patronage during the PM peak hour. The SFMTA Board has adopted an "85 percent" standard for transit vehicle load – that is, all transit vehicles should operate at or below 85 percent capacity utilization. Based on faculty/staff and student Drew School Survey response data, transit ridership is dispersed across several different transit lines, including Muni bus lines 1/1BX-California/California B Express, 2-Clement, 24-Divisadero, 43-Masonic, and the 3-Jackson bus line that stops at Jackson Street and Presidio Avenue (0.2 miles west of the project site).

Overall, the addition of the new Drew School project generated transit riders to Muni screenlines would not contribute considerably to any cumulative transit impacts.

Cumulative Construction Impacts

The proposed project would not include any new construction or modifications to the existing structure at the project, and would not cause substantial cumulative construction impacts.

Recommended Improvement Measures

A number of improvement measures that would aid in further reducing less-than-significant impacts to traffic/circulation, construction and parking. These measures are described below and also included in **Appendix E**.

Improvement Measure I-TR-1: Develop Transportation Management Plan (TMP)

Project Sponsor should develop a comprehensive Transportation Management Plan (TMP) for the proposed site. The overall purpose of the TMP is to provide guidelines for student drop-off and pick-up procedures. The following elements of the conceptual TMP are outlined below:

1. Appoint a Transportation Demand Management (TDM) Coordinator who will be responsible for promoting and overseeing the implementation of the TMP programs and measures. The TDM Coordinator's responsibility will include but will not be limited to the following:

- Establish goals for Drew School staff and students and monitor progress each year;
- Implement the pick-up and drop-off procedures as described below;
- Periodically survey students, parents/guardians and faculty/staff to update the travel patterns, reasons for travel choices, barriers and potential opportunities for change;
- Provide a copy of TMP program on the Drew School's public web site, as part of the summer mailing packet to parents/guardian, and to the students on the first day of school that includes the following information;
- Develop a detailed Extracurricular Traffic and Parking Management Plan for evening and weekend events that include the following:
    - A section in the *Multimodal Access Guide* to describe how to reach the school by transit on weekday evenings and weekends;
    - Maintain and expand the volunteer carpooling program for parents, guardians and guests for extracurricular events;
    - Promotes multimodal strategies to reduce project-generated vehicular traffic and parking demand; and

- Use staff, faculty and parents to manage extracurricular events at the Drew School site and to discourage parking and queuing on Broderick Street.

2. Drew School will manage the drop-off and pick-up passenger zone as follows:

- Apply to the San Francisco Municipal Transportation Authority (SFMTA) for a 20-foot long extension of the existing 60-foot long on-street passenger loading zone on Broderick Street to be used during the drop-off and pick-up periods, thereby increasing the total length of the passenger loading space from 60 feet to 80 feet.

- Enforce the following student drop-off/pick-up times in the existing loading zone:
  - Drop-off between 7:30 AM and 8:30 AM
  - Pick-up between 2:30 PM and 3:30 PM

- Actively manage the passenger loading zone to ensure pedestrian safety in the event the passenger loading zone during pick-up/drop-off periods;

- Notify parents/guardians about pick-up and drop-off procedures in writing and during parent orientations;

- Assign staff members to be outside to actively manage the passenger the loading space on Broderick Street. In the event this space is occupied, staff members shall direct vehicles to alternative on-street or off-street parking;

- Discourage parents/guardians from stopping in the school loading space for longer than one (1) minute and prohibit parking in loading zone during school hours;

- Require parents/guardians to seek on-street parking in the event that the loading area is full or if they have arrived outside of their designated, assigned drop-off/pick-up time;

- Require parents/guardians to remain in their vehicles while stopped at the loading zone;

- Require students to exit the vehicle on the curb side of the street;

- Maintain a log (inventory) of complaints from neighbors and actively work with these neighbors to address unforeseen problems with student drop-off/pick-up activities, and to maintain an ongoing, constructive relationship with the neighboring residents;

- Establish a monitoring program for the first year with increased student population to observe the circulation and traffic along Broderick Street and surrounding streets during student drop-off and pick-up periods to ascertain that the increased loading zone length is sufficient for accommodate the new student body;

- Distribute monitoring reports to staff and parents/guardians up to three times between September and May and recommend improvements and adjustments to the student drop-off and pick-up procedures;

- Provide a detailed map of student drop-off and pick-up zones along Broderick Street (subject to SFMTA approval); and

- Provide a suggested vehicle routing map to the Drew School location, directing vehicles to use California Street in the eastbound direction and then perform a right turn onto Broderick Street to drop off and pick up students in order to minimize traffic impacts on local residential streets.

3. Drew School will implement the following measures related to Multimodal Strategies and Public Access, improvement to the pedestrian-friendly environment and improvement to pedestrian, bicycle and street safety:

- Provide signage indicating the location of bicycle parking at points of access to the facilities;
- Provide parents/guardians with a *Multimodal Access Guide* describing how to use alternative means of travel, including walking, bicycling, and transit to and from Drew School. The Guide may include:
    - A detailed map of nearby transit facilities (stops and routes) in vicinity of proposed project site;
    - A detailed map of bicycle routes in the vicinity of the proposed project site; and
    - Online links and phone numbers to transit providers that serve the Drew School site
- Post a map of the designated bicycle routes in the City in the secure bicycle area;
- Develop bicycle safety strategies along Broderick and California Streets to prevent conflicts especially during the morning and afternoon drop-off and pick up periods;
- Encourage students, faculty and staff to walk or bicycle or use public transit to school;
- Continue to provide commuter checks to faculty/staff members;
- Sell Muni passes to students on-site;
- Continue to offer private bus services for students who live in the South Bay and Marin County;
- Continue to offer taxi services to BART and Caltrain stations for students who live in the East Bay and the South Bay;
- Participate in the annual "Walk and Roll to School Day" each October;
- Develop a volunteer carpooling program for parents/guardians; and
- Maintain the existing signage along Broderick Street north and south of the school, and along California Street east and west of the school, which includes, "School Zone" and appropriate speed limit signs, particularly at the intersection of Broderick and California Streets.

Conclusion

The proposed project does not modify the existing structure or include any new construction. Based on the analysis findings and discussion presented above, the population increase from 280 students and 52

faculty/staff members to 340 students and 55 faculty/staff and include the same number (23) of extracurricular events would result in significant transportation-related impacts to the surrounding environs. Specifically, the estimated number of new vehicle arrivals to the existing white passenger loading zone on Broderick Street adjacent the project frontage would result in queues extending beyond the white zone during the student drop-off and pick-up times.

As described, in the event that the loading zone is constrained during peak drop-off/pick-up periods, vehicle queues could potentially form and spillback along Broderick Street and into the intersection at California Street. In the event that the loading zone is constrained during drop-off/pick-up periods, parents/guardians would be able to find available spaces to park their vehicles and drop off their student(s) or retrieve their student(s) along adjacent streets (which contain public, unrestricted parking) or at nearby private parking lots. However, extending the white zone from the existing length of 60 feet to a new length of 80 feet as part of Improvement Measure I-TR-1 would further reduce the less-than-significant traffic impact from potential queueing on Broderick Street.

The results of the commute mode survey results show that approximately 43% of the students in the morning and 73% of the students in the afternoon would travel to/from the school via transit, bike, or walk on a daily basis and such an increase in new transit, bike, or walk trips would not result in a significant impact to these existing facilities or to users of such facilities. In order to better manage student drop-off/pick-up activities and potentially reduce vehicle demand during these periods, the Drew School would apply to the SFMTA for an extension of the existing on-street passenger loading zone adjacent the project frontage on Broderick Street, and establish a Transportation Management Plan (TMP) and Extracurricular Traffic and Parking Management Plan. Overall, the proposed project would result in less-than-significant impacts to the neighborhood transportation and circulation conditions, with the implementation of the proposed mitigation and improvements measures.

Consulting Group

Appendices

Appendix A Traffic Observation Data

Appendix B Drew School Transportation Survey Data

Appendix C Drew School Mode Split Calculations

Appendix D Drew School Extracurricular Mode Split Calculations

Appendix E Drew School Traffic Management Plan

APPENDIX A – TRAFFIC OBSERVATION DATA

Prepared by NDS/ATD

VOLUME

Broderick St Bet. California St & Pine St

Day: Tuesday
Date: 8/30/2016

City: San Francisco
Project #: CA16_7574_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,516	1,426	0	0	2,942

AM Period	NB		SB		EB	WB	TOTAL	
00:00	0		2				2	
00:15	2		0				2	
00:30	0		1				1	
00:45	1	3	2	5			3	8
01:00	0		2				2	
01:15	0		0				0	
01:30	1		0				1	
01:45	0	1	1	3			1	4
02:00	1		0				1	
02:15	1		0				1	
02:30	1		1				2	
02:45	0	3	2	3			2	6
03:00	0		1				1	
03:15	0		0				0	
03:30	1		0				1	
03:45	0	1	1	2			1	3
04:00	0		0				0	
04:15	1		0				1	
04:30	1		1				2	
04:45	3	5	0	1			3	6
05:00	1		3				4	
05:15	3		4				7	
05:30	4		6				10	
05:45	2	10	7	20			9	30
06:00	6		7				13	
06:15	9		10				19	
06:30	13		10				23	
06:45	9	37	13	40			22	77
07:00	9		16				25	
07:15	19		18				37	
07:30	27		39				66	
07:45	39	94	56	129			95	223
08:00	23		28				51	
08:15	33		33				66	
08:30	7		5				12	
08:45	12	75	15	81			27	156
09:00	20		22				42	
09:15	39		21				60	
09:30	53		20				73	
09:45	41	153	27	90			68	243
10:00	29		18				47	
10:15	32		24				56	
10:30	27		22				49	
10:45	30	118	25	89			55	207
11:00	32		19				51	
11:15	17		11				28	
11:30	23		23				46	
11:45	31	103	22	75			53	178
TOTALS		603		538				1141
SPLIT %		52.8%		47.2%				38.8%

PM Period	NB		SB		EB	WB	TOTAL	
12:00	30		29				59	
12:15	17		21				38	
12:30	15		22				37	
12:45	17	79	15	87			32	166
13:00	25		17				42	
13:15	22		27				49	
13:30	28		17				45	
13:45	22	97	37	98			59	195
14:00	32		28				60	
14:15	21		18				39	
14:30	25		27				52	
14:45	33	111	21	94			54	205
15:00	19		29				48	
15:15	29		17				46	
15:30	24		22				46	
15:45	20	92	31	99			51	191
16:00	33		18				51	
16:15	25		17				42	
16:30	34		22				56	
16:45	29	121	25	82			54	203
17:00	32		23				55	
17:15	18		18				36	
17:30	29		19				48	
17:45	29	108	39	99			68	207
18:00	27		46				73	
18:15	26		37				63	
18:30	23		22				45	
18:45	28	104	20	125			48	229
19:00	18		23				41	
19:15	22		19				41	
19:30	17		33				50	
19:45	19	76	20	95			39	171
20:00	23		15				38	
20:15	10		18				28	
20:30	10		9				19	
20:45	13	56	6	48			19	104
21:00	17		7				24	
21:15	7		7				14	
21:30	6		7				13	
21:45	4	34	7	28			11	62
22:00	6		9				15	
22:15	5		6				11	
22:30	3		6				9	
22:45	6	20	1	22			7	42
23:00	5		6				11	
23:15	5		2				7	
23:30	3		2				5	
23:45	2	15	1	11			3	26
TOTALS		913		888				1801
SPLIT %		50.7%		49.3%				61.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,516	1,426	0	0	2,942

AM Peak Hour	09:15	07:30			07:30	PM Peak Hour	16:00	17:45			17:30
AM Pk Volume	162	156			278	PM Pk Volume	121	144			252
Pk Hr Factor	0.764	0.696			0.732	Pk Hr Factor	0.890	0.783			0.863
7 - 9 Volume	169	210	0	0	379	4 - 6 Volume	229	181	0	0	410
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:00	17:00			16:15
7 - 9 Pk Volume	122	156	0	0	278	4 - 6 Pk Volume	121	99	0	0	207
Pk Hr Factor	0.782	0.696	0.000	0.000	0.732	Pk Hr Factor	0.890	0.635	0.000	0.000	0.924

Prepared by NDS/ATD

VOLUME

Broderick St Bet. California St & Pine St

Day: Wednesday
Date: 8/31/2016

City: San Francisco
Project #: CA16_7574_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,441	1,500	0	0	2,941

AM Period	NB		SB		EB	WB	TOTAL	
00:00	1		2				3	
00:15	2		4				6	
00:30	1		2				3	
00:45	2	6	1	9			3	15
01:00	0		0				0	
01:15	1		1				2	
01:30	1		0				1	
01:45	1	3	0	1			1	4
02:00	1		1				2	
02:15	0		0				0	
02:30	0		0				0	
02:45	1	2	1	2			2	4
03:00	0		1				1	
03:15	1		1				2	
03:30	1		1				2	
03:45	1	3	0	3			1	6
04:00	1		1				2	
04:15	1		0				1	
04:30	1		2				3	
04:45	3	6	1	4			4	10
05:00	1		1				2	
05:15	2		4				6	
05:30	5		2				7	
05:45	2	10	3	10			5	20
06:00	2		2				4	
06:15	5		9				14	
06:30	4		12				16	
06:45	16	27	13	36			29	63
07:00	13		14				27	
07:15	12		19				31	
07:30	23		30				53	
07:45	34	82	47	110			81	192
08:00	23		46				69	
08:15	22		28				50	
08:30	15		38				53	
08:45	21	81	27	139			48	220
09:00	26		34				60	
09:15	25		22				47	
09:30	25		21				46	
09:45	26	102	14	91			40	193
10:00	25		20				45	
10:15	28		20				48	
10:30	31		28				59	
10:45	37	121	20	88			57	209
11:00	35		20				55	
11:15	14		25				39	
11:30	23		26				49	
11:45	20	92	25	96			45	188
TOTALS		535		589				1124
SPLIT %		47.6%		52.4%				38.2%

PM Period	NB		SB		EB	WB	TOTAL	
12:00	27		16				43	
12:15	33		17				50	
12:30	31		17				48	
12:45	11	102	11	61			22	163
13:00	19		18				37	
13:15	26		28				54	
13:30	34		24				58	
13:45	22	101	18	88			40	189
14:00	30		16				46	
14:15	25		22				47	
14:30	28		29				57	
14:45	34	117	29	96			63	213
15:00	33		26				59	
15:15	25		32				57	
15:30	19		34				53	
15:45	15	92	29	121			44	213
16:00	31		28				59	
16:15	26		29				55	
16:30	17		26				43	
16:45	27	101	33	116			60	217
17:00	30		34				64	
17:15	21		35				56	
17:30	37		26				63	
17:45	23	111	23	118			46	229
18:00	13		32				45	
18:15	16		24				40	
18:30	21		26				47	
18:45	27	77	22	104			49	181
19:00	28		22				50	
19:15	25		26				51	
19:30	19		18				37	
19:45	11	83	12	78			23	161
20:00	11		8				19	
20:15	9		20				29	
20:30	11		13				24	
20:45	20	51	9	50			29	101
21:00	12		12				24	
21:15	6		12				18	
21:30	7		5				12	
21:45	7	32	8	37			15	69
22:00	13		6				19	
22:15	7		9				16	
22:30	4		8				12	
22:45	6	30	2	25			8	55
23:00	3		5				8	
23:15	0		4				4	
23:30	4		2				6	
23:45	2	9	6	17			8	26
TOTALS		906		911				1817
SPLIT %		49.9%		50.1%				61.8%

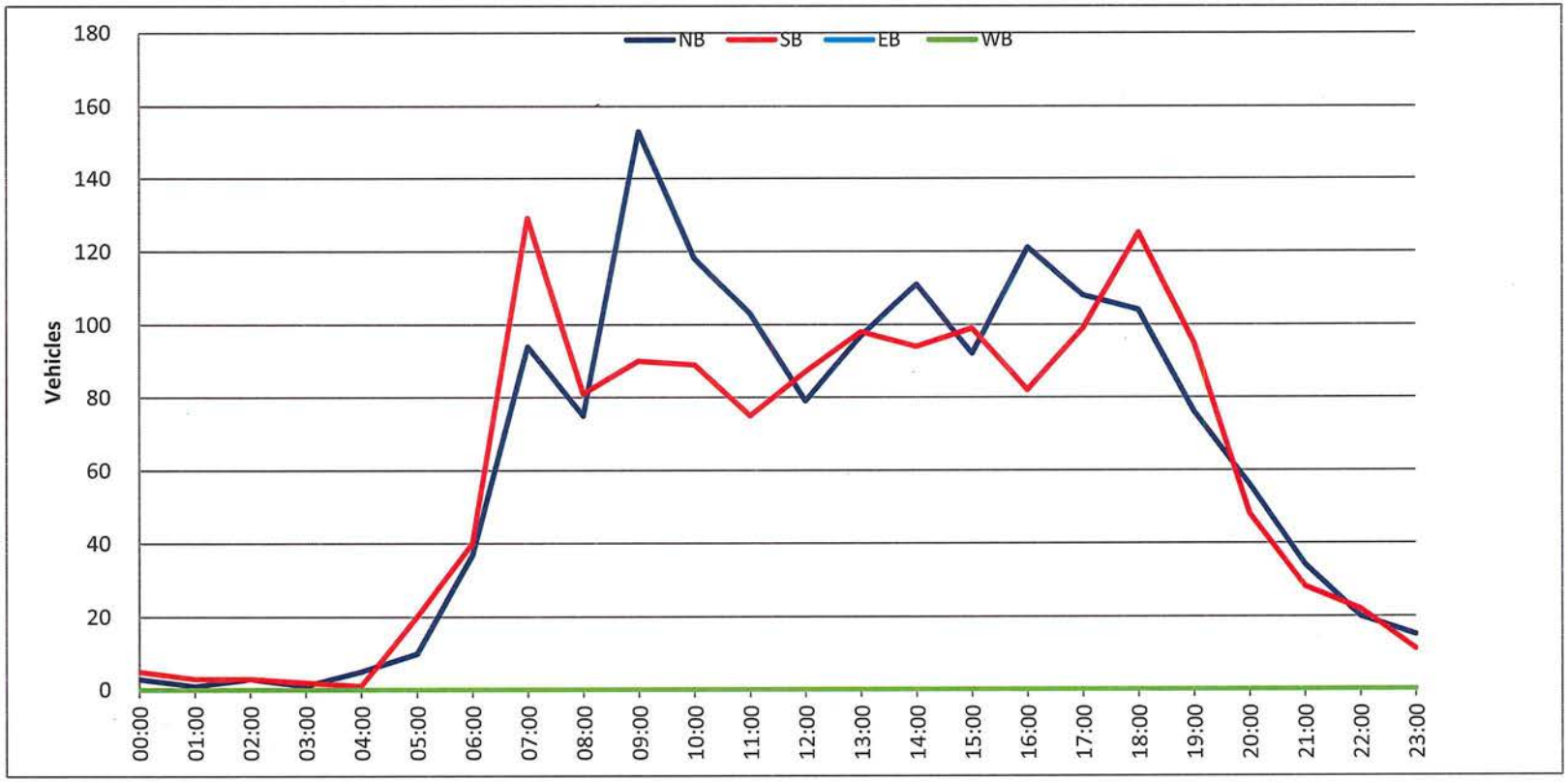
DAILY TOTALS	NB	SB	EB	WB	Total
	1,441	1,500	0	0	2,941

AM Peak Hour	10:15	07:45			07:30	PM Peak Hour	14:15	16:30			16:45
AM Pk Volume	131	159			253	PM Pk Volume	120	128			243
Pk Hr Factor	0.885	0.846			0.781	Pk Hr Factor	0.882	0.914			0.949
7 - 9 Volume	163	249	0	0	412	4 - 6 Volume	212	234	0	0	446
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	16:45	16:30			16:45
7 - 9 Pk Volume	102	159	0	0	253	4 - 6 Pk Volume	115	128	0	0	243
Pk Hr Factor	0.750	0.846	0.000	0.000	0.781	Pk Hr Factor	0.777	0.914	0.000	0.000	0.949

Prepared by NDS/ATD

Project #: CA16_7574_002 **City:** San Francisco

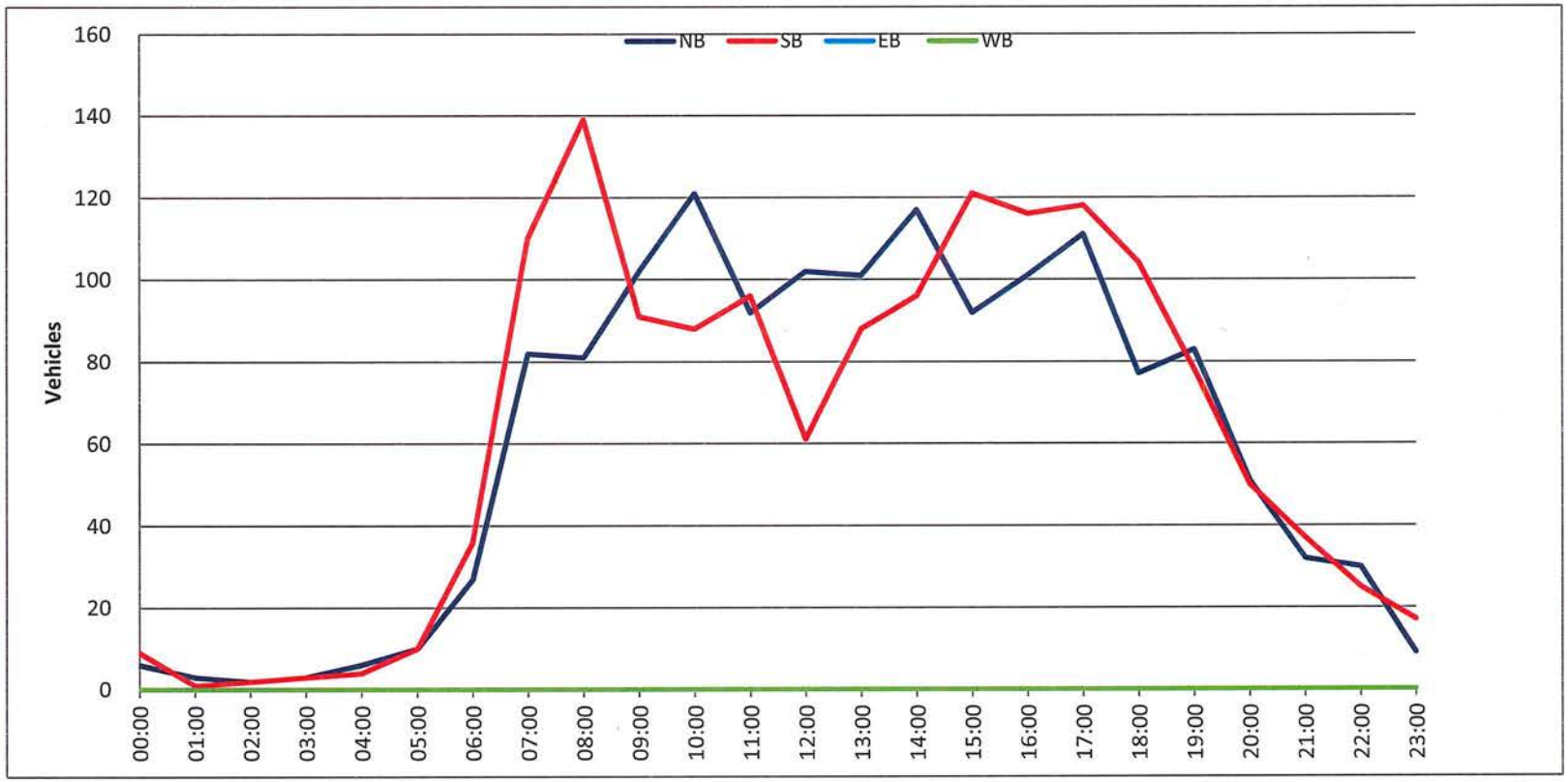
Location: Broderick St Bet. California St & Pine St **Date:** 8/30/2016



Prepared by NDS/ATD

Project #: CA16_7574_002 **City:** San Francisco

Location: Broderick St Bet. California St & Pine St **Date:** 8/31/2016



Prepared by NDS/ATD

VOLUME

California St Bet. Baker St & Broderick St

Day: Tuesday
Date: 8/30/2016

City: San Francisco
Project #: CA16_7574_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,712	5,814	13,526

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			13		13		26		12:00			139		79		218	
00:15			6		5		11		12:15			118		92		210	
00:30			12		6		18		12:30			107		90		197	
00:45			14	45	9	33	23	78	12:45			112	476	98	359	210	835
01:00			5		3		8		13:00			117		103		220	
01:15			4		9		13		13:15			122		93		215	
01:30			8		3		11		13:30			107		88		195	
01:45			7	24	4	19	11	43	13:45			121	467	110	394	231	861
02:00			2		6		8		14:00			131		87		218	
02:15			2		1		3		14:15			133		88		221	
02:30			2		2		4		14:30			106		96		202	
02:45			1	7	1	10	2	17	14:45			134	504	88	359	222	863
03:00			3		0		3		15:00			138		112		250	
03:15			9		3		12		15:15			118		118		236	
03:30			3		2		5		15:30			114		96		210	
03:45			6	21	4	9	10	30	15:45			99	469	117	443	216	912
04:00			8		3		11		16:00			114		116		230	
04:15			4		8		12		16:15			109		105		214	
04:30			7		2		9		16:30			109		106		215	
04:45			9	28	9	22	18	50	16:45			130	462	124	451	254	913
05:00			13		7		20		17:00			124		138		262	
05:15			19		12		31		17:15			97		137		234	
05:30			26		20		46		17:30			106		128		234	
05:45			36	94	14	53	50	147	17:45			142	469	131	534	273	1003
06:00			31		19		50		18:00			127		131		258	
06:15			30		24		54		18:15			136		123		259	
06:30			66		33		99		18:30			104		98		202	
06:45			63	190	29	105	92	295	18:45			112	479	89	441	201	920
07:00			91		48		139		19:00			100		66		166	
07:15			113		67		180		19:15			82		90		172	
07:30			173		67		240		19:30			86		73		159	
07:45			240	617	71	253	311	870	19:45			86	354	63	292	149	646
08:00			179		73		252		20:00			95		76		171	
08:15			165		80		245		20:15			77		60		137	
08:30			171		81		252		20:30			71		50		121	
08:45			182	697	70	304	252	1001	20:45			55	298	45	231	100	529
09:00			146		71		217		21:00			49		45		94	
09:15			141		91		232		21:15			56		43		99	
09:30			147		64		211		21:30			58		40		98	
09:45			150	584	77	303	227	887	21:45			40	203	48	176	88	379
10:00			129		103		232		22:00			44		46		90	
10:15			116		99		215		22:15			35		28		63	
10:30			124		108		232		22:30			34		32		66	
10:45			146	515	98	408	244	923	22:45			22	135	23	129	45	264
11:00			110		102		212		23:00			38		25		63	
11:15			119		95		214		23:15			24		22		46	
11:30			117		99		216		23:30			26		24		50	
11:45			126	472	99	395	225	867	23:45			14	102	20	91	34	193
TOTALS				3294		1914		5208	TOTALS				4418		3900		8318
SPLIT %				63.2%		36.8%		38.5%	SPLIT %				53.1%		46.9%		61.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,712	5,814	13,526

AM Peak Hour			07:30	10:00	07:45	PM Peak Hour			14:15	17:00	17:30
AM Pk Volume			757	408	1060	PM Pk Volume			511	534	1024
Pk Hr Factor			0.789	0.944	0.852	Pk Hr Factor			0.926	0.967	0.938
7 - 9 Volume	0	0	1314	557	1871	4 - 6 Volume	0	0	931	985	1916
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			16:15	17:00	17:00
7 - 9 Pk Volume	0	0	757	305	1060	4 - 6 Pk Volume	0	0	472	534	1003
Pk Hr Factor	0.000	0.000	0.789	0.941	0.852	Pk Hr Factor	0.000	0.000	0.908	0.967	0.918

Prepared by NDS/ATD

VOLUME

California St Bet. Baker St & Broderick St

Day: Wednesday
Date: 8/31/2016

City: San Francisco
Project #: CA16_7574_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,594	5,855	13,449

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			23		9		32		12:00			107		75		182	
00:15			9		16		25		12:15			130		100		230	
00:30			9		4		13		12:30			135		92		227	
00:45			11	52	6	35	17	87	12:45			114	486	107	374	221	860
01:00			10		7		17		13:00			83		101		184	
01:15			11		4		15		13:15			103		78		181	
01:30			4		7		11		13:30			107		81		188	
01:45			10	35	5	23	15	58	13:45			121	414	97	357	218	771
02:00			7		1		8		14:00			131		102		233	
02:15			8		4		12		14:15			133		103		236	
02:30			1		1		2		14:30			106		110		216	
02:45			4	20	3	9	7	29	14:45			134	504	101	416	235	920
03:00			6		2		8		15:00			138		130		268	
03:15			4		5		9		15:15			118		116		234	
03:30			4		5		9		15:30			113		115		228	
03:45			5	19	5	17	10	36	15:45			99	468	129	490	228	958
04:00			9		3		12		16:00			114		110		224	
04:15			11		5		16		16:15			109		118		227	
04:30			6		3		9		16:30			111		127		238	
04:45			10	36	7	18	17	54	16:45			115	449	119	474	234	923
05:00			8		15		23		17:00			95		136		231	
05:15			16		13		29		17:15			138		124		262	
05:30			27		17		44		17:30			124		149		273	
05:45			39	90	18	63	57	153	17:45			117	474	118	527	235	1001
06:00			33		23		56		18:00			107		104		211	
06:15			32		23		55		18:15			109		123		232	
06:30			44		30		74		18:30			95		88		183	
06:45			75	184	37	113	112	297	18:45			98	409	117	432	215	841
07:00			93		49		142		19:00			114		107		221	
07:15			118		51		169		19:15			111		65		176	
07:30			169		48		217		19:30			100		75		175	
07:45			164	544	74	222	238	766	19:45			78	403	87	334	165	737
08:00			210		75		285		20:00			79		79		158	
08:15			153		100		253		20:15			75		49		124	
08:30			148		90		238		20:30			74		58		132	
08:45			165	676	79	344	244	1020	20:45			68	296	45	231	113	527
09:00			176		80		256		21:00			71		57		128	
09:15			148		81		229		21:15			69		47		116	
09:30			138		84		222		21:30			55		36		91	
09:45			124	586	64	309	188	895	21:45			57	252	31	171	88	423
10:00			138		97		235		22:00			44		38		82	
10:15			113		94		207		22:15			39		42		81	
10:30			127		81		208		22:30			39		21		60	
10:45			119	497	89	361	208	858	22:45			24	146	25	126	49	272
11:00			109		89		198		23:00			27		28		55	
11:15			134		109		243		23:15			24		15		39	
11:30			92		66		158		23:30			16		15		31	
11:45			125	460	75	339	200	799	23:45			27	94	12	70	39	164
TOTALS				3199		1853		5052	TOTALS				4395		4002		8397
SPLIT %				63.3%		36.7%		37.6%	SPLIT %				52.3%		47.7%		62.4%

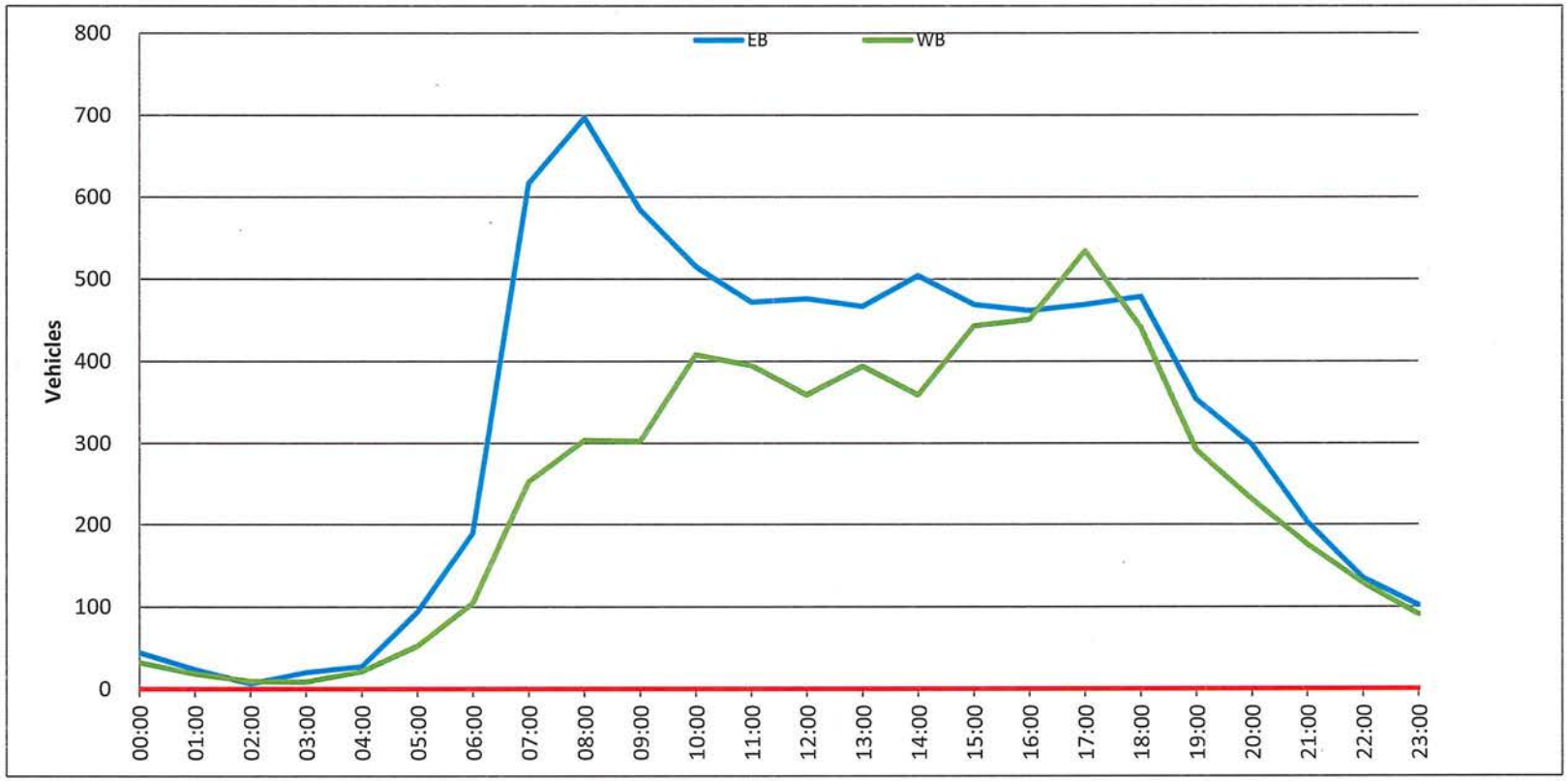
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,594	5,855	13,449

AM Peak Hour			07:30	10:30	08:00	PM Peak Hour			14:15	16:45	17:00
AM Pk Volume			696	368	1020	PM Pk Volume			511	528	1001
Pk Hr Factor			0.829	0.844	0.895	Pk Hr Factor			0.926	0.886	0.917
7 - 9 Volume	0	0	1220	566	1786	4 - 6 Volume	0	0	923	1001	1924
7 - 9 Peak Hour			07:30	08:00	08:00	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	696	344	1020	4 - 6 Pk Volume	0	0	474	528	1001
Pk Hr Factor	0.000	0.000	0.829	0.860	0.895	Pk Hr Factor	0.000	0.000	0.859	0.886	0.917

Prepared by NDS/ATD

Project #: CA16_7574_001 **City:** San Francisco

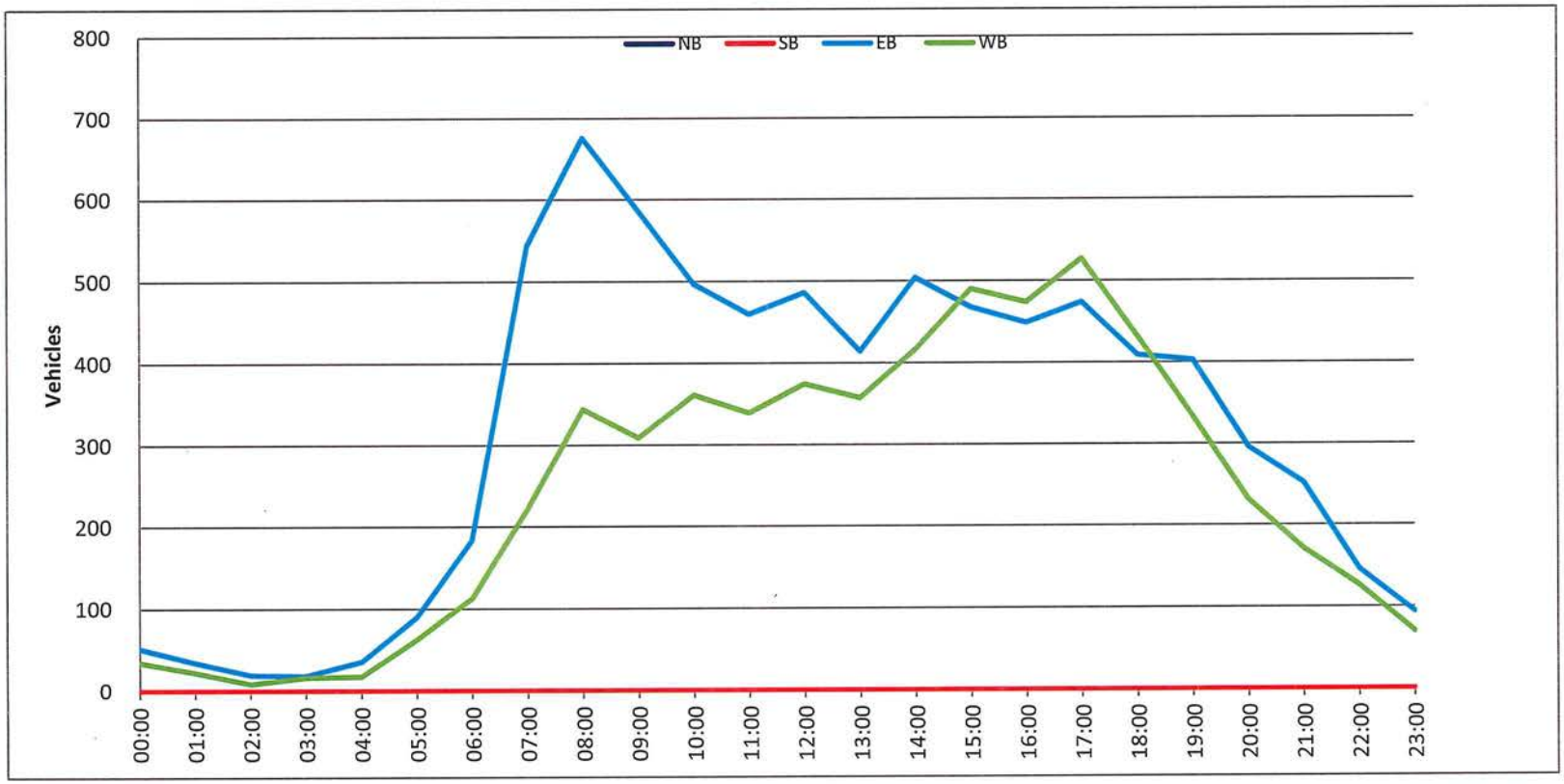
Location: California St Bet. Baker St & Broderick St **Date:** 8/30/2016



Prepared by NDS/ATD

Project #: CA16_7574_001 **City:** San Francisco

Location: California St Bet. Baker St & Broderick St **Date:** 8/31/2016



APPENDIX B – DREW SCHOOL TRANSPORTATION SURVEY DATA

Drew School - Student Survey

10/7/16-11/2/17

Student Mode Split and Arrival/Departure Time

Student Arrival by Grade	Students	Auto - Alone		Auto - Carpool		Transit		Walk		Taxi/Rideshare		Bus/Van/KidzJet		Bike	
9th Grade	106	25	24%	18	17%	35	33%	6	6%	1	1%	21	20%		0%
10th Grade	61	19	31%	17	28%	18	30%	3	5%		0%	4	7%		0%
11th Grade	65	25	38%	17	26%	7	11%	7	11%	2	3%	6	9%	1	2%
12th Grade	52	18	35%	22	42%	8	15%	2	4%		0%	2	4%		0%
	284	87	31%	74	26%	68	24%	18	6%	3	1%	33	12%	1	0%

Student Departure by Grade	Students	Auto - Alone		Auto - Carpool		Transit		Walk		Taxi/Rideshare		Bus/Van/KidzJet		Bike	
9th Grade	106	17	16%	9	8%	53	50%	8	8%	5	5%	14	13%		0%
10th Grade	61	9	15%	5	8%	36	59%	3	5%	3	5%	5	8%		0%
11th Grade	65	10	15%	7	11%	37	57%	7	11%	3	5%	1	2%		0%
12th Grade	52	12	23%	8	15%	27	52%	2	4%	1	2%	2	4%		0%
	284	48	17%	29	10%	153	54%	20	7%	12	4%	22	8%	0	0%

Student Arrival Time	7:30-7:45am		7:45-8:00am		8:00-8:15am		8:15-8:30am		Students
9th Grade	33	31%	71	67%	2	2%		0%	106
10th Grade	18	30%	42	69%		0%	1	2%	61
11th Grade	14	22%	46	71%	5	8%		0%	65
12th Grade	8	15%	39	75%	5	10%		0%	52
	73	26%	198	70%	12	4%	1	0%	284

Student Departure Time	Prior to 3:00pm		3:00-3:15pm		3:15-3:30pm		3:30-4:30pm		4:30-6:00pm		Students
9th Grade	2	2%	27	25%	34	32%	21	20%	22	21%	106
10th Grade	1	2%	16	26%	19	31%	8	13%	17	28%	61
11th Grade	1	2%	36	55%	15	23%	6	9%	7	11%	65
12th Grade	1	2%	24	46%	17	33%	5	10%	5	10%	52
	5	2%	103	36%	85	30%	40	14%	51	18%	284

Drew School - Faculty/Staff Survey 10/7/16-11/2/17

Faculty/Staff Mode Split and Arrival/Departure Time

Student Arrival by Grade	# of Respondents	Auto - Alone		Auto - Carpool		Transit		Walk		Rideshare		Bike	
Faculty / Staff	60	36	60%	4	7%	10	17%	7	12%	1	2%	2	3%
	60	36	60%	4	7%	10	17%	7	12%	1	2%	2	3%

Student Departure by Grade	# of Respondents	Auto - Alone		Auto - Carpool		Transit		Walk		Rideshare		Bike	
Faculty / Staff	60	36	60%	3	5%	10	17%	8	13%	1	2%	2	3%
	60	36	60%	3	5%	10	17%	8	13%	1	2%	2	3%

Student Arrival Time	7:30-7:45am	7:45-8:00am	8:00-8:15am	8:15-8:30am	
Faculty / Staff	34	16	6	4	
	34	16	6	4	60
	57%	27%	10%	7%	

Student Departure Time	2:45-3:00pm	3:00-3:15pm	3:15-3:30pm	3:30-4:30pm	4:30-6:00pm	
Faculty / Staff	2	5	10	15	28	
	2	5	10	15	28	60
	3%	8%	17%	25%	47%	

APPENDIX C – DREW SCHOOL MODE SPLIT CALCULATIONS

DREW SCHOOL MODE SPLIT CALCULATIONS

PROPOSED SCHOOL POP

	Student				Faculty/Staff				Total	
Person Trips by Mode										
Mode	Person Trips (AM)	Percent (AM)	Person Trips (PM)	Percent (PM)	Person Trips	Percent	Person Trips	Percent	Person Trips	Percent
Drive Alone	104	31%	57	17%	33	60%	33	60%	228	29%
Carpool	89	26%	35	10%	4	7%	4	7%	131	17%
Transit	81	24%	183	54%	9	17%	9	17%	283	36%
Bike	1	0%	1	0%	2	3%	2	3%	6	1%
Walk	22	6%	24	7%	6	12%	6	12%	58	7%
Other (e.g. rideshare, taxi, etc.)	3	1%	14	4%	1	2%	1	2%	19	2%
KidzJet/Van/Bus	40	12%	26	8%	0	0%	0	0%	66	8%
Total	340	100%	340	100%	55	100%	55	100%	790	100%

Vehicle Trips						
Arrivals	Vehicle Trips[2]	Percent	Vehicle Trips[2]	Percent	Vehicle Trips[2]	Percent
Morning	148	66%	35	50%	183	63%
Afternoon	75	34%	35	50%	110	37%
Total	223	100%	70	100%	293	100%

EXISTING SCHOOL POP

	Student				Faculty/Staff				Total	
Person Trips by Mode										
Mode	Person Trips (AM)	Percent (AM)	Person Trips (PM)	Percent (PM)	Person Trips	Percent	Person Trips	Percent	Person Trips	Percent
Drive Alone	87	31%	48	17%	32	60%	32	60%	199	25%
Carpool	73	26%	29	10%	4	7%	4	7%	109	14%
Transit	67	24%	151	54%	9	17%	9	17%	236	30%
Bike	0	0%	0	0%	2	3%	2	3%	4	0%
Walk	17	6%	19	7%	6	12%	6	12%	48	6%
Other (e.g. rideshare, taxi, etc.)	2	1%	11	4%	1	2%	1	2%	15	2%
KidzJet/Van/Bus	33	12%	22	8%	0	0%	0	0%	54	7%
Total	280	100%	280	100%	53	100%	53	100%	666	100%

Vehicle Trips						
Arrivals	Vehicle Trips[2]	Percent	Vehicle Trips[2]	Percent	Vehicle Trips[2]	Percent
Morning	123	66%	34	50%	172	68%
Afternoon	62	34%	34	50%	96	38%
Total	186	100%	67	100%	253	100%

NET NEW TRIPS

	Student				Faculty/Staff				Total	
Person Trips by Mode										
Mode	Person Trips (AM)	Percent (AM)	Person Trips (PM)	Percent (PM)	Person Trips	Percent	Person Trips	Percent	Person Trips	Percent
Drive Alone	17	31%	9	17%	1	60%	1	60%	28	4%
Carpool	16	26%	6	10%	0	7%	0	7%	22	3%
Transit	14	24%	32	54%	0	17%	0	17%	47	6%
Bike	1	0%	1	0%	0	3%	0	3%	2	0%
Walk	5	6%	5	7%	0	12%	0	12%	9	1%
Other (e.g. rideshare, taxi, etc.)	1	1%	3	4%	0	2%	0	2%	4	1%
KidzJet/Van/Bus	7	12%	5	8%	0	0%	0	0%	12	1%
Total	61	100%	62	100%	1	100%	1	100%	124	100%

Vehicle Trips						
Arrivals	Vehicle Trips[2]	Percent	Vehicle Trips[2]	Percent	Vehicle Trips[2]	Percent
Morning	25	67%	1	50%	26	66%
Afternoon	13	33%	1	50%	14	34%
Total	38	100%	2	100%	40	100%

APPENDIX D – DREW SCHOOL EXTRACURRICULAR MODE SPLIT CALCULATIONS

Extracurricular Mode Split Calculations

Existing Population

Representative Event	Day of Week	Hours of Operation	Frequency	Estimated Attendees
Students Performance: Play/Music/Arts	Weeknight	7:00pm-8:30pm	6 per Year	100
Students Performance: Play/Music/Arts	Saturday	7:00pm-8:30pm	2 per Year	100
Open House	Sunday	10:00am-12:00pm	2 per Year	300
Open House	Weeknight	6:00PM-8:00pm	1 per Year	300
Parent Meetings/events	Weeknight	5:00pm-7:00pm	10 per year	150
Community Appreciation Events	Saturday	4:00pm-7:00pm	1 per year	150
School Dance	Weeknight	8:00pm-11:00pm	1 per year	200

Representative Event	Day of Week	Hours of Operation	Frequency	Estimated number of Vehicle Trips
Students Performance: Play/Music/Arts	Weeknight	7:00pm-8:30pm	6 per Year	50
Students Performance: Play/Music/Arts	Saturday	7:00pm-8:30pm	2 per Year	50
Open House	Sunday	10:00am-12:00pm	2 per Year	151
Open House	Weeknight	6:00PM-8:00pm	1 per Year	151
Parent Meetings/events	Weeknight	5:00pm-7:00pm	10 per year	75
Community Appreciation Events	Saturday	4:00pm-7:00pm	1 per year	75
School Dance	Weeknight	8:00pm-11:00pm	1 per year	101
Total			23 per year	78 (weighted average)

Existing Population - BASED ON 203 Cotter Street TRIP GEN

Extracurricular Event Schedule					Mode Split					Person Trips (IB+OB)					
Representative Event	Day of Week	Hours of Operation	Frequency	Estimated Number of Attendees	Auto	Transit	Walk	Bike	Total	Auto	Transit	Walk	Bike	Total	Vehicle Trips (IB+OB)
Students Performance: Play/Music/Arts	Weeknight	7:00pm-8:30pm	6 per Year	100	56.8%	18.6%	16.3%	8.3%	100%	114	37	33	17	200	50
Students Performance: Play/Music/Arts	Saturday	7:00pm-8:30pm	2 per Year	100	56.8%	18.6%	16.3%	8.3%	100%	114	37	33	17	200	50
Open House	Sunday	10:00am-12:00pm	2 per Year	300	56.8%	18.6%	16.3%	8.3%	100%	341	112	98	50	600	151
Open House	Weeknight	6:00PM-8:00pm	1 per Year	300	56.8%	18.6%	16.3%	8.3%	100%	341	112	98	50	600	151
Parent Meetings/events	Weeknight	5:00pm-7:00pm	10 per year	150	56.8%	18.6%	16.3%	8.3%	100%	170	56	49	25	300	75
Community Appreciation Events	Saturday	4:00pm-7:00pm	1 per year	150	56.8%	18.6%	16.3%	8.3%	100%	170	56	49	25	300	75
School Dance	Weeknight	8:00pm-11:00pm	1 per year	200	56.8%	18.6%	16.3%	8.3%	100%	227	74	65	33	400	101
			23 per year				Weighted Average:			175	57	50	26	309	78

Proposed Population - BASED ON 203 Cotter Street TRIP GEN

Extracurricular Event Schedule					Mode Split					Person Trips (IB+OB)					
Representative Event	Day of Week	Hours of Operation	Frequency	Estimated Number of Attendees	Auto	Transit	Walk	Bike	Total	Auto	Transit	Walk	Bike	Total	Vehicle Trips (IB+OB)
Students Performance: Play/Music/Arts	Weeknight	7:00pm-8:30pm	6 per Year	121	56.8%	18.6%	16.3%	8.3%	100%	138	45	40	20	243	61
Students Performance: Play/Music/Arts	Saturday	7:00pm-8:30pm	2 per Year	121	56.8%	18.6%	16.3%	8.3%	100%	138	45	40	20	243	61
Open House	Sunday	10:00am-12:00pm	2 per Year	364	56.8%	18.6%	16.3%	8.3%	100%	414	136	119	60	729	183
Open House	Weeknight	6:00PM-8:00pm	1 per Year	364	56.8%	18.6%	16.3%	8.3%	100%	414	136	119	60	729	183
Parent Meetings/events	Weeknight	5:00pm-7:00pm	10 per year	182	56.8%	18.6%	16.3%	8.3%	100%	207	68	59	30	364	92
Community Appreciation Events	Saturday	4:00pm-7:00pm	1 per year	182	56.8%	18.6%	16.3%	8.3%	100%	207	68	59	30	364	92
School Dance	Weeknight	8:00pm-11:00pm	1 per year	243	56.8%	18.6%	16.3%	8.3%	100%	276	90	79	40	486	122
			23 per year				Weighted Average:			213	70	61	31	375	94

APPENDIX E – DREW SCHOOL TRANSPORTATION MANAGEMENT PLAN

DREW SCHOOL TRANSPORTATION MANAGEMENT PLAN
2901 CALIFORNIA STREET, SAN FRANCISCO

Drew School is currently planning to increase the student and faculty/staff population at the existing academic facility at 2901 California Street in San Francisco. This project would result in no new construction to the existing facility. The projected enrollment would increase the existing population of 280 students in grades 9-12 and 53 staff/faculty members to a new population of 340 students in grades 9-12 and 55 faculty/staff members.

To help manage vehicle circulation immediately surrounding the school site, especially during the student drop-off and pick-up periods, Drew School will commit to implement a comprehensive circulation and transportation demand management strategies and measures set forth in a Transportation Management Plan (TMP) at its campus at 2901 California Street.

TMP MEASURES

Drew School will commit to implement the following:

1. Appoint a Transportation Demand Management (TDM) Coordinator who will be responsible for promoting and overseeing the implementation of the TMP programs and measures. The TDM Coordinator's responsibility will include but will not be limited to the following:

- Establish goals for Drew School staff and students and monitor progress each year;
- Implement the pick-up and drop-off procedures as described below;
- Periodically survey students, parents/guardians and faculty/staff to update the travel patterns, reasons for travel choices, barriers and potential opportunities for change;
- Provide a copy of the TMP program on the Drew School's public web site, as part of the summer mailing packet to parents/guardians, and to the students on the first day of school;
- Develop a detailed Extracurricular Traffic and Parking Management Plan for evening and weekend events that include the following:

- A section in the *Multimodal Access Guide* to describe how to reach the school by transit on weekday evenings and weekends;

- Maintain and expand the volunteer carpooling program for parents, guardians and guests for extracurricular events;

- Promotes multimodal strategies to reduce project-generated vehicular traffic and parking demand; and

- Use staff, faculty and parents to manage extracurricular events at the Drew School site and to discourage parking and queuing on Broderick Street.

2. Drew School will manage the drop-off and pick-up passenger zone as follows:

- Apply to the San Francisco Municipal Transportation Authority (SFMTA) for a 20-foot long extension of the existing 60-foot long on-street passenger loading zone on Broderick Street to be used during the drop-off and pick-up periods, thereby increasing the total length of the passenger loading space from 60 feet to 80 feet.

- Enforce the following student drop-off/pick-up times in the existing loading zone:
  - Drop-off between 7:30 AM and 8:30 AM
  - Pick-up between 2:30 PM and 3:30 PM

- Actively manage the passenger loading zone to ensure pedestrian safety in the passenger loading zone during pick-up/drop-off periods;

- Notify parents/guardians about pick-up and drop-off procedures in writing and during parent orientations;

- Assign staff members to be outside to actively manage the passenger loading space on Broderick Street. In the event this space is occupied, staff members shall direct vehicles to alternative on-street or off-street parking;

- Discourage parents/guardians from stopping in the school loading space for longer than one (1) minute and prohibit parking in the loading zone during school hours;

- Require parents/guardians to seek on-street parking in the event that the loading area is full or if they have arrived outside of their designated, assigned drop-off/pick-up time;

- Require parents/guardians to remain in their vehicles while stopped at the loading zone;

- Require students to exit vehicles on the curb side of the street;

- Maintain a log (inventory) of complaints from neighbors and actively work with these neighbors to address unforeseen problems with student drop-off/pick-up activities, and to maintain an ongoing, constructive relationship with the neighboring residents;

- Establish a monitoring program for the first year with increased student population to observe the circulation and traffic along Broderick Street and surrounding streets during student drop-off and pick-up periods to ascertain that the increased loading zone length is sufficient for accommodate the new student body;

- Distribute monitoring reports to staff and parents/guardians up to three times between September and May and recommend improvements and adjustments to the student drop-off and pick-up procedures;

- Provide a detailed map of student drop-off and pick-up zones along Broderick Street (subject to SFMTA approval); and

- Provide a suggested vehicle routing map to the Drew School location, directing vehicles to use California Street in the eastbound direction and then perform a right turn onto Broderick Street to drop off and pick up students in order to minimize traffic impacts on local residential streets.

3. Drew School will implement the following measures related to Multimodal Strategies and Public Access, improvement to the pedestrian-friendly environment and improvement to pedestrian, bicycle and street safety:

- Provide signage indicating the location of bicycle parking at points of access to the facilities;

- Provide parents/guardians with a *Multimodal Access Guide* describing how to use alternative means of travel, including walking, bicycling, and transit to and from Drew School. The Guide may include:

    - A detailed map of nearby transit facilities (stops and routes) in vicinity of proposed project site;
    - A detailed map of bicycle routes in the vicinity of the proposed project site; and
    - Online links and phone numbers to transit providers that serve the Drew School site

- Post a map of the designated bicycle routes in the City in the secure bicycle area;

- Develop bicycle safety strategies along Broderick and California Streets to prevent conflicts, especially during the morning and afternoon drop-off and pick up periods;

- Encourage students, faculty and staff to walk, bicycle or use public transit to commute to school;

- Continue to provide commuter checks to faculty/staff members;

- Sell Muni passes to students on-site;

- Continue to offer private bus services for students who live in the South Bay and Marin County;

- Continue to offer taxi services to BART and Caltrain stations for students who live in the East Bay and the South Bay;

- Participate in the annual "Walk and Roll to School Day" each October;

- Develop a volunteer carpooling program for parents/guardians; and

- Maintain the existing signage along Broderick Street north and south of the school, and along California Street east and west of the school, which includes, "School Zone" and appropriate speed limit signs, particularly at the intersection of Broderick and California Streets.

Mohammad D. Kazerouni
Director of Finance & Operations
Drew School