



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: FEBRUARY 5, 2015

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: January 29, 2015
Case No.: **2013.0862CE**
Project Address: **1631-1639 OAK & 1520-1530 PAGE STS. & 1025 MASONIC AV**
Zoning: RM-1 (Residential, Mixed, Low Density) District
40-X Height and Bulk District
Block/Lot: 1223/002, 003, 008, 022, 023 and 024
1232/042 (existing campus at 1563 Page Street; no work is proposed)
Project Sponsor: The Urban School of San Francisco
c/o Harry O'Brien
Coblentz Patch Duffy & Bass LLP
One Ferry Building, Suite 200
San Francisco, CA 94111
Staff Contact: Mary Woods – (415) 558-6315
mary.woods@sfgov.org
Recommendation: **Approve with Conditions**

PROJECT DESCRIPTION

The project is to (1) relocate the existing residential building at 1637 Oak Street approximately 75 feet to the east, and in its place, construct an approximately 63,600 gross square feet academic and athletic building (AAB). The AAB would contain a regulation-sized high school gymnasium, 7 classrooms, administrative space and a two-level enclosed parking garage replacing 57 existing surface parking spaces and adding 19 new spaces; (2) renovate the existing St. Agnes Gymnasium for use by the Urban School as a performing arts building (PAB). The proposed two-phase development will commence with the construction of the AAB under Phase 1, follow by the PAB under Phase 2. The project sponsor is seeking a ten-year authorization timeline for sequential construction and additional fund-raising related to the proposed project; (3) modify the existing Urban School Commission Motion No. 16709 for Case No. 2003.0451C by increasing the existing enrollment from 380 students to 420 students; and (4) modify Planning Code provisions related to floor area ratio for the existing Rectory building due to lot line adjustments, and rear yard setback for the proposed AAB. The St. Agnes Church and Rectory buildings would remain as is; no alteration work is proposed. However, the proposed lot re-subdivision would amend the lot lines for both the Church and the Rectory buildings.

The proposal requires a Conditional Use authorization for a Planned Unit Development (PUD) that would include modifications to the floor area ratio and the rear yard requirements, and to allow a 10-year, two-phase expansion of the Urban School of San Francisco. Section 311-neighborhood notification was conducted in conjunction with the Conditional Use authorization process.

SITE DESCRIPTION AND PRESENT USE

The project site, approximately 53,000 square feet on six lots, is situated at the eastern half of the block bounded by Oak, Ashbury and Page Streets, and Masonic Avenue, Lots 002, 003, 008, 022, 023 and 024 in Assessor's Block 1223. The site has approximately 150 feet of lot frontage on Oak and Page Streets, respectively, and approximately 125 feet of lot frontage on Masonic Avenue. The lot depths of the site range from approximately 208 feet at the Masonic Avenue frontage to 275 feet at the Page Street frontage. The existing Urban School at 1563 Page Street is located across from the project site, on the south side of Page Street. The proposed project does not involve any alterations to the existing school campus.

The project site consists of a large paved surface parking lot and driveways (Lots 022, 024, and a portion of Lots 003 and 023), a single-family residential structure (Lot 023), the St. Agnes gymnasium (Lot 008), the St. Agnes Church (majority of Lot 003), and the St. Agnes Rectory (Lot 002). All six parcels are owned by the Archdiocese of San Francisco (Archdiocese). Except for the Church and the Rectory, which are solely used by the Church, the site is used to support the functions of St. Agnes and the Urban School.

The approximately 16,800 square feet surface parking lot contains 57 parking spaces, of which 35 are leased to the Urban School for weekday use. The Archdiocese has owned and managed the western portion of the parking lot (Lot 022) for 19 years and the remainder of the parking lot (Lots 003 and 024) for approximately 75 years.

The single family residential structure at 1637 Oak Street (Lot 023) was constructed in 1904 and was purchased by the Archdiocese approximately 25 years ago. The residence is currently leased and managed by the Archdiocese.

The gymnasium located at 1530 Page Street (Lot 008) was constructed in 1951 as a Parish Youth Center and since 1991 has been primarily used by the Urban School for athletic activities and all school meetings and special events.

The Church, located at 1520 Page Street (a.k.a. 1025 Masonic Avenue; Lot 003), was constructed in several phases, the earliest of which was 1909, with major additions or alterations in 1926 and 1953. The Rectory, also located at 1025 Masonic Avenue (Lot 002), was constructed in 1905. The Archdiocese has owned the Church and the Rectory site since the late 19th century.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The site is located directly south of the Panhandle and four blocks east of Golden Gate Park in the Haight/Ashbury neighborhood. Land uses in the immediate vicinity are a mix of religious and other institutional uses including the St. Mary's Hospital and the University of San Francisco, as well as commercial and residential uses. The Haight Street commercial corridor is one block southwest of the project site. The western portion of the subject block is primarily residential, ranging from three to four-story single-family homes to multi-unit apartment buildings. Many buildings on the subject and adjacent blocks have minimal front yard setbacks thereby creating a continuous street wall. Transit lines are nearby and are within walking distance of the site.

ENVIRONMENTAL REVIEW

The project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption under CEQA.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	January 2, 2015	December 31, 2014	22 days
Posted Notice	20 days	January 2, 2015	January 2, 2015	33 days
Mailed Notice	20 days	January 2, 2015	December 31, 2014	35 days

PUBLIC COMMENT

- As of January 26, 2015, the Department has received five letters (including one from the Haight Ashbury Improvement Association, and one from the Haight Ashbury Neighborhood Council) in support of the proposed project. Staff has not received any calls or letters in opposition to the project.

ISSUES AND OTHER CONSIDERATIONS

- The General Plan encourages the retention and enhancement of educational services in the City in order to maximize the City's social and cultural base.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use authorization for a Planned Unit Development (PUD) that would include modifications to the floor area ratio and the rear yard requirements, and to allow a 10-year, two-phase expansion of the Urban School of San Francisco pursuant to Planning Code Sections 124, 134, 209.3(h), 303 and 304.

BASIS FOR RECOMMENDATION

- The project will modernize and continue a long established independent high school with a college-preparatory curriculum in math, science, arts and humanities, and competitive athletics programs.
- The project would ensure the viability of a long-term educational institution that has been located in the Haight/Ashbury neighborhood since 1977.
- The project will make the project site and buildings accessible to visitors and students with disabilities, including three accessible parking spaces.
- Other improvements include an enhanced streetscape, including new bike racks, lighting, pavers, planting, and street trees.

RECOMMENDATION:	Approve with Conditions
------------------------	--------------------------------

Attachments:

Draft Motion

Environmental Determination

Parcel/Zoning Map

Sanborn Map

Zoning Map

Aerial Photo

Commission Motion No. 16709 for Case No. 2003.0451C

Project Sponsor Submittal, including:

- Reduced Plans
- Site and Aerial Photos

Attachment Checklist

- ☒ Executive Summary
- ☒ Draft Motion
- ☒ Environmental Determination
- ☒ Parcel/Zoning Map
- ☒ Sanborn Map
- ☒ Zoning Map
- ☒ Aerial Photo
- ☒ Commission Motion No. 16709
- ☐

- ☒ Project sponsor submittal
- Drawings: Existing Conditions
- ☒ Check for legibility
- Drawings: Proposed Project
- ☒ Check for legibility
- ☒ Site and Aerial Photos
- ☐
- ☐
- ☐

Exhibits above marked with an "X" are included in this packet MW
Planner's Initials



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|--|--|
| <input type="checkbox"/> Affordable Housing (Sec. 415) | <input type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input type="checkbox"/> 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: FEBRUARY 5, 2015

Date: January 29, 2015
Case No.: **2013.0862CE**
Project Address: **1631-1639 OAK & 1520-1530 PAGE STS. & 1025 MASONIC AVE**
Zoning: RM-1 (Residential, Mixed, Low Density) District
40-X Height and Bulk District
Block/Lot: 1223/002, 003, 008, 022, 023 and 024
1232/042 (existing campus at 1563 Page Street; no work is proposed)
Project Sponsor: The Urban School of San Francisco
c/o Harry O'Brien
Coblentz Patch Duffy & Bass LLP
One Ferry Building, Suite 200
San Francisco, CA 94111
Staff Contact: Mary Woods – (415) 558-6315
mary.woods@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION FOR A PLANNED UNIT DEVELOPMENT (PUD) PURSUANT TO SECTIONS 124, 134, 209.3(H), 303 AND 304 OF THE PLANNING CODE TO ALLOW A TWO-PHASE EXPANSION OF THE URBAN SCHOOL OF SAN FRANCISCO THAT WOULD INCLUDE MODIFICATIONS TO THE FLOOR AREA RATIO (PLANNING CODE SECTION 124), AND THE REAR YARD REQUIREMENT (PLANNING CODE SECTION 134), AND TO MODIFY PLANNING COMMISSION MOTION NUMBER 16709 (FOR THE EXISTING CAMPUS AT 1563 PAGE STREET IN ASSESSOR'S BLOCK 1232, LOT 042), IN AN RM-1 (RESIDENTIAL, MIXED, LOW DENSITY) DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On June 4, 2014, the Urban School of San Francisco (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization for a Planned Unit Development (PUD) under Planning Code Sections 124, 134, 209.3(h), 303 and 304 to allow a two-phase expansion of the Urban School of San Francisco (Urban School) that would include modifications to the floor area ratio (Planning Code Section 124) and the rear yard requirement (Planning

Code Section 134), and to modify Planning Commission Motion Number 16709 (for the existing campus at 1563 Page Street in Assessor's Block 1232, Lot 042), in an RM-1 (Residential, Mixed, Low Density) District and a 40-X Height and Bulk District.

On February 5, 2015, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2013.0862CE.

On October 30, 2014, the project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this project.

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. 2013.0862CE, 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 site, approximately 53,000 square feet on six lots, is situated at the eastern half of the block bounded by Oak, Ashbury and Page Streets, and Masonic Avenue, Lots 002, 003, 008, 022, 023 and 024 in Assessor's Block 1223. The site has approximately 150 feet of lot frontage on Oak and Page Streets, respectively, and approximately 125 feet of lot frontage on Masonic Avenue. The lot depths of the site range from approximately 208 feet at the Masonic Avenue frontage to 275 feet at the Page Street frontage. The existing Urban School at 1563 Page Street is located across from the project site, on the south side of Page Street. The proposed project does not involve any alterations to the existing school campus.

The project site consists of a large paved surface parking lot and driveways (Lots 022, 024, and a portion of Lots 003 and 023), a single-family residential structure (Lot 023), the St. Agnes gymnasium (Lot 008), the St. Agnes Church (majority of Lot 003), and the St. Agnes Rectory (Lot 002). All six parcels are owned by the Archdiocese of San Francisco (Archdiocese). Except for the Church and the Rectory, which are solely used by the Church, the site is used to support the functions of St. Agnes and the Urban School.

The approximately 16,800 square feet surface parking lot contains 57 parking spaces, of which 35 are leased to the Urban School for weekday use. The Archdiocese has owned and managed the

western portion of the parking lot (Lot 022) for 19 years and the remainder of the parking lot (Lots 003 and 024) for approximately 75 years.

The single family residential structure at 1637 Oak Street (Lot 023) was constructed in 1904 and was purchased by the Archdiocese approximately 25 years ago. The residence is currently leased and managed by the Archdiocese.

The gymnasium located at 1530 Page Street (Lot 008) was constructed in 1951 as a Parish Youth Center and since 1991 has been primarily used by the Urban School for athletic activities and all school meetings and special events.

The Church, located at 1520 Page Street (a.k.a. 1025 Masonic Avenue; Lot 003), was constructed in several phases, the earliest of which was 1909, with major additions or alterations in 1926 and 1953. The Rectory, also located at 1025 Masonic Avenue (Lot 002), was constructed in 1905. The Archdiocese has owned the Church and the Rectory site since the late 19th century.

3. **Surrounding Properties and Neighborhood.** The project site is located directly south of the Panhandle and four blocks east of Golden Gate Park in the Haight/Ashbury neighborhood. Land uses in the immediate vicinity are a mix of religious and other institutional uses including the St. Mary's Hospital and the University of San Francisco, as well as commercial and residential uses. The Haight Street commercial corridor is one block southwest of the project site. The western portion of the subject block is primarily residential, ranging from three to four-story single-family homes to multi-unit apartment buildings. Many buildings on the subject and adjacent blocks have minimal front yard setbacks thereby creating a continuous street wall. Transit lines are nearby and are within walking distance of the site.
4. **Project Description.** The proposed project is to: (1) relocate the existing residential building at 1637 Oak Street approximately 75 feet to the east, and in its place, construct an approximately 63,600 gross square feet academic and athletic building (AAB). The AAB would contain a regulation-sized high school gymnasium, 7 classrooms, administrative space and a two-level enclosed parking garage replacing 57 existing surface parking spaces and adding 19 new spaces; (2) renovate the existing St. Agnes Gymnasium for use by the Urban School as a performing arts building (PAB). The proposed two-phase development will commence with the construction of the AAB under Phase 1, follow by the PAB under Phase 2. The project sponsor is seeking a ten-year authorization timeline for sequential construction and additional fund-raising related to the proposed project; (3) modify the existing Urban School Commission Motion No. 16709 for Case No. 2003.0451C by increasing the existing enrollment from 380 students to 420 students; and (4) modify Planning Code provisions related to floor area ratio for the existing Rectory building due to lot line adjustments, and rear yard setback for the proposed AAB. The St. Agnes Church and Rectory buildings would remain as is; no alteration work is proposed. However, the proposed lot re-subdivision would amend the lot lines for both the Church and the Rectory buildings.
5. **Public Comment.** As of January 26, 2015, the Department has received five letters (including one from the Haight Ashbury Improvement Association, and one from the Haight Ashbury

Neighborhood Council) in support of the proposed project. Staff has not received any calls or letters in opposition to the project.

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 sets forth the permitted uses in “R” Districts. Section 209.3(h) establishes that high schools, either public or private, are conditionally permitted uses in all residential districts.

The project sponsor intends to convert an existing gymnasium building and construct a new building for use by the Urban School for grades 9 through 12.

- B. **Basic Floor Area Ratio (FAR).** Planning Code Section 124 limits the building square footage to 1.8 square feet of building area for every 1 square feet of lot area, or approximately 51,000 square feet of building area for the subject site.

The proposed project would total approximately 45,000 square feet.

Although not specifically subject to a Conditional Use authorization, the proposed project includes the re-subdivision of the project site to create a new, single parcel for the AAB, to correct inconsistencies in the Assessor’s Map, and to correspond to existing building locations. For instance, in some cases, the existing Assessor’s Lots do not correspond to the legal descriptions through which the parcels were acquired by the Archdiocese, nor to the location of the existing buildings. While generally located on Assessor’s Lot 002, a portion of the Rectory building extends onto Assessor’s Lot 003. The re-subdivision of the project site will correct the historic inaccuracies. Furthermore, the existing Rectory building (containing approximately 9,700 square feet on Lot 002) already exceeds the allowable threshold of approximately 5,700 square feet. Upon completion of the re-subdivision, it would remain nonconforming with respect to FAR. For that reason, as part of the proposed project, the project sponsor is seeking a PUD modification with respect to FAR for the Rectory building.

- C. **Rear Yard Setback.** Planning Code Section 134 establishes a basic 45 percent rear yard within an RM-1 district at the grade level and at each succeeding story of the building.

The rear yard requirements apply to every building, including schools and churches, in Residential Districts. These requirements are intended to assure the protection and continuation of established mid-block, landscaped open spaces, and maintenance of a scale of development appropriate to each district, consistent with the location of adjacent buildings. In an RM-1 District, the basic requirement for a rear yard is equal to 45 percent of the total depth of the lot or the average depth of the rear walls of the two adjacent buildings, to a minimum of 25 percent of the lot depth or 15 feet, whichever is greater.

The project is seeking an exception to this requirement because the new AAB would provide minimal rear yards, and the Rectory building currently does not have any rear yard, and would continue to have no rear yard from the proposed lot re-subdivision. However, an approximately 1,000 square-foot

courtyard/open space would be constructed on the AAB parcel immediately adjacent to the rear of the Rectory building that would exceed the minimum 15-foot depth required of rear yards in the RM-1 District.

- D. **Better Streets Plan.** Planning Code Section 138.1 establishes requirements for the improvement of the public right-of-way associated with development projects, such that the public right-of-way may be safe, accessible, convenient and attractive to pedestrian use and travel by all modes of transportation.

For the AAB along the Oak Street frontage, six street trees are required. The project proposes to install four new street trees and pay in-lieu fees for the remaining two street trees. For the relocated residence building on Oak Street, one street tree is required. The project proposes to maintain the existing street tree in front of the Oak Street frontage. For the PAB along the Page Street frontage, three street trees are required. The project proposed to maintain the two existing trees and pay an in-lieu fee for the remaining one street tree. The proposed project is required to provide 36 Class 1 bicycle parking spaces and nine Class 2 bicycle parking spaces. The project will provide the requisite Class 1 and 2 bicycle parking spaces. The final design for the new AAB on Oak Street will also include an enhanced streetscape, that may include bike racks, pavers, planting, and lighting, in addition to the required street trees.

- E. **Parking.** Planning Code Section 151 requires one off-street parking space for each two classrooms. Section 155.2(b) requires high schools to provide four Class 1 bicycle spaces for every classroom and one Class 2 bicycle space for every classroom.

The existing surface parking lot contains 57 parking spaces. The proposed project would add nine new classrooms, resulting in five new required off-street parking spaces, in addition to the eight off-street parking spaces that are required for the existing Urban School, for a total of 13 spaces required for the Urban School. As part of the proposed project, the existing surface parking spaces would be replaced in the new AAB with two levels of enclosed parking (totaling 76 spaces) that would serve the Urban School and the St. Agnes Church and Rectory. The project would provide the required 36 Class 1 bicycle parking spaces and nine Class 2 bicycle parking spaces.

- F. **Signage.** Any proposed signage will be subject to the review and approval of the Planning Department.

7. **Planning Code Section 303(c)** 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 project is necessary and desirable because it will modernize and continue a long established independent high school with a college-preparatory curriculum in math, science, arts and humanities, and competitive athletics programs. The Urban School has been located in the Haight/Ashbury neighborhood since 1977. It currently serves 380 students in grades 9 through 12, and employs 74 full- and part-time employees as well as coaches, adjunct and substitute instructors, and contracted maintenance and facilities staff.

The School's student body is reflective of the population of San Francisco and comes from a variety of racial, economic, cultural and social backgrounds. Approximately 75 percent of students reside in San Francisco and the remaining students come from Marin County, the Peninsula and the East Bay. According to the project sponsor, a diverse mix in the student population is maintained through a strong financial aid program with approximately 30 percent of families receiving financial assistance.

The School has been an active member of the community since 1977 in various capacities; such as providing a convenient neighborhood polling place, providing annual Neighborhood Emergency Response Team Training (NERT), and allowing many local community organizations to host monthly meetings in their facilities. The School's pioneering Service Learning Program encompasses multicultural education, civic engagement and community service. Each year, students from the Urban School contribute an estimated 4,500 hours of time to local non-profits, schools and social service organizations.

The increase in the School's enrollment limit will permit the School to operate at capacity and serve additional students from the neighborhood and the City. The School has grown over the 38 years it has been in the Haight/Ashbury neighborhood. The School's proposed increase in total enrollment would allow approximately 105 students per grade, which would efficiently optimize the space and cost structure to ensure that the School would remain viable in future years.

The proposed AAB would be situated on an underutilized site that is currently a surface parking lot fronting onto a throughway street. The entire site will continue to be owned by the Archdiocese of San Francisco, and the Urban School has a ground lease for development of the project site. Parking in the project would continue to serve the St. Agnes Church (as well as the Rectory and other Church related functions in the neighborhood) and the Urban School facilities.

The proposed AAB is designed to be architecturally cohesive with the surrounding residential neighborhood and of a height and density appropriate to the scale of the surrounding properties on Oak Street. The project would eliminate the need to shuttle students and equipment to off-site locations for home games and provide a means for the School community to participate in home athletic events strengthening, school spirit and identity.

Consistent with interests expressed by the surrounding community, the project would provide increased parking available to the Church and School. The AAB garage would provide approximately 76 independently accessible and tandem spaces, an increase of 19 spaces as compared to the existing surface parking lot. Collective provision of off-street parking spaces in a single location at the AAB promotes efficient use of land that is beneficial to the neighborhood. Furthermore, providing off-street

parking below-grade and partially-below grade encloses the off-street parking and minimizes the apparent density of the AAB in a manner that is compatible with existing development surrounding the AAB and generally consistent with density limits in the RM-1 District.

The relocation of the residential building approximately 75 feet to the east is desirable for, and compatible with, the neighborhood and surrounding community because it would retain an existing rental residential unit and place it adjacent to existing residential buildings on Oak Street rather than its current location, isolated from other buildings and surrounded by surface parking lots and driveways.

The renovation of the existing St. Agnes gymnasium into the PAB, including an approximately 315-seat theater, is also desirable for, and compatible with, the neighborhood and surrounding community. The existing gymnasium is under-sized and underutilized. Renovation of the existing building, with minimal exterior alterations, would preserve neighborhood character and improve the School's facilities.

The proposed project would be implemented in two phases. Phase 1 involves mainly the construction of the AAB fronting at 1639 Oak Street and relocating an existing single-family house (1637 Oak Street) approximately 75 feet to the east on Oak Street. Phase 2 involves the conversion of the St. Agnes gymnasium at 1530 Page Street to a 315-seat theater (the PAB). As such, the project sponsor is requesting an extended project timeline of up to 10 years following Conditional Use authorization for issuance of building permits to ensure adequate time for sequential construction and additional fundraising.

- 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 portion of the project site proposed for new construction (AAB) and renovation (PAB) is approximately 28,000 square feet, composed of an existing surface parking lot, a residential building and a gymnasium. (The St. Agnes Church and the Rectory would remain unchanged, except that the existing parcels on which they are located would be re-subdivided to conform to the existing structures.) The site is adjacent to a mix of generally three-story buildings including the existing institutional uses of St. Agnes to the southeast, and residential buildings to the east and to the west on Oak Street. The project site would be reconfigured by the relocation of the residential building to provide a parcel of sufficient size to accommodate the new AAB and retention of the residential building. After reconfiguration, the residential building would be below the maximum height and bulk for the RM-1 District. The three-story AAB will be consistent with the building heights of its neighbors, and within the 40-foot height limit. The height and massing of the gymnasium will not be altered.

The AAB and PAB will be designed to meet all current building and seismic codes, which will provide increased safety to the neighboring facilities. The AAB enhances the existing character and unifies the broken street wall along Oak Street by infilling a site used for decades as a surface parking lot, which is beneficial to existing development on that block.

The relocation of the residential building will strengthen the residential character of the east end of the block by moving the existing residence from its current location, surrounded by parking, to be adjacent to other residential buildings of similar style and character to the east on Oak 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;

The project has street frontages on Oak and Page Streets, and Masonic Avenue. Page Street is a neighborhood residential street; Oak Street is a park-edge residential thoroughfare and Masonic Avenue is a residential thoroughfare. Neither Page Street nor Oak Street have regular Muni service lines; although a Commuter Line, the "16X-Express" runs on Oak Street between 6 a.m. and 8:30 a.m., and the "37-Corbett" community service line runs on a segment of Oak Street on which the project fronts, but do not have stops at the nearest corners to the project. The "6-Parnassus" and "43-Masonic" lines run on Masonic Avenue adjacent to the project. Other Muni lines, including the "33-Stanyan" and the "71-Haight & Noriega", are also nearby within walking distance on Haight Street. Page Street and Masonic Avenue are designated Bike Routes 32 and 55, respectively.

According to the project sponsor, the School proposes to hold music, sports and assembly events in the AAB and the PAB. Overall, the number of events of these types is expected to increase only slightly beyond what the School currently holds in a combination of locations, including the existing St. Agnes gymnasium, the existing School campus, and at off-site locations (particularly for sporting events) where students are carpooled or bused from the School. While repatriating the off-site activities to the AAB may result in moderate shift in the timing of traffic patterns (i.e., from immediately after School to after the activities are finished, two to three hours later), the overall amount of traffic generated by the project would be expected to be similar to the existing baseline.

The proposed AAB would contain two levels of enclosed parking to serve the daily needs of the School and the St. Agnes Church functions. The AAB would provide a total of approximately 76 parking spaces, consisting of approximately 56 independently accessible parking spaces and approximately 20 tandem spaces. Collective provision of off-street parking in a single location at the AAB would allow improved management of visitor parking for special events and services that would minimize disruptions to the overall traffic patterns in the neighborhood.

The project proposes to increase the School's enrollment by 40 students for a total of up to 420 students. This modest increase in enrollment is unlikely to affect accessibility and traffic patterns in the vicinity of the School. The School would continue its current traffic management program to manage any additional traffic resulting from the increase in enrollment. Pick-up and drop-off

activities are accommodated in a white zone on the south side of Page Street heading east along the School's 150-foot frontage. Students arrive between 7 a.m. and 8:10 a.m. Staff supervision and facilitation of drop-off begins at 8:00 a.m. Staff-supervised student departure takes place between 2:45 p.m. and 3 p.m. Staff supervision coincides with the periods of highest drop-off/pick-up volume. Staff crossing guards are utilized throughout the day to facilitate all student and staff who need to cross Page Street. In addition, the crossing guards ensure that students are only dropped off on the south side of Page Street and continually monitor the street and nearby intersections to ensure parents are complying with the School's policy. Traffic administrators are trained to accommodate thru bike traffic as part of the pick-up/drop-off program.

Guidelines for pick-up and drop-off are distributed to all parents as part of the management program. These guidelines were developed to address student safety and to minimize the traffic congestion that might otherwise develop during the peak drop-off and pick-up times of the day.

With the project, Page Street would continue to be the primary location for pick-up and drop-off; general pick-up/drop-off on the Oak Street frontage of the AAB would be prohibited. However, the project is proposing to install a bus loading zone on the south side of Oak Street, which would require approval from the SFMTA. Traffic volumes may increase as a result of the project; however, the School would implement additional traffic management measures, including promotion of alternate forms of transportation, to minimize the overall increase in vehicle traffic volumes from the project. The School would also coordinate with visiting high school teams to ensure that they use provided loading zones adjacent to the AAB.

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

The proposed project will not produce any noxious or offensive emissions, dust or odor. During construction, the General Contractor will incorporate necessary measures to ensure compliance with all necessary regulations. Once construction is completed, no loose gravel or dust will be present on the site. The AAB will not use reflective or glare-producing materials, and will use insulated glass and materials to mitigate sound transmission.

The rooftop of the AAB will be used only during limited daytime hours for lunch-hour, break-time passive uses, and for some after-school sport practices. Noise levels from these activities are expected to be consistent with background levels of noise at this location. The rooftop will not be lit for nighttime use.

With regard to construction noise, the project sponsor will adhere to the city's Noise Control Ordinance, which limits construction hours to between 7 a.m. and 8 p.m., seven days a week.

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

The AAB would be constructed on a site currently used for surface parking. The proposed building would contain two levels of enclosed parking on the ground level and below. Administrative spaces for college counseling and learning services would be located on the ground level in order to provide active and continuous uses throughout the day at the front of the building. The project proposes a single curb cut and driveway into the AAB parking as opposed to the four curb cuts and driveways that currently exist. Service areas for the project would be located in the enclosed parking garage. During the evening, down-lighting would be provided at the entry, recessed areas and along the glass and concrete base of the building to better activate while still providing a secure environment on Oak Street. The additional security lighting would be incorporated as part of the AAB's design in a manner that is not obtrusive to neighboring properties. The final design for the new AAB on Oak Street will also include an enhanced streetscape, that may include bike racks, pavers, and planting, in addition to the required street trees.

- 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. It will make use of an infill site that is under-utilized as a surface parking lot on an arterial street. It will replace the surface parking lot with an athletic and academics building, and renovate an outmoded gymnasium to be a performing arts building. This construction enhances the quality of the Urban School's existing facilities by providing modernized facilities that replace substandard facilities, and allows for uses that must currently be met at off-campus locations.

8. **Planning Code Section 304(a)/PUD Objectives** require that a CU application for a PUD include such pertinent information as may be necessary to a determination that the objectives of Section 304 are met, and that the proposed development warrants the modification of provisions otherwise applicable under the Code. The proposed project will meet the following PUD objectives under Section 304(a):

- A. The procedures for PUDs are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the City as a whole.

The proposed project is of a size and scale specifically anticipated by the provisions of Section 304. The existing PUD covering the School's main campus at 1563 Page Street (Assessor's Block 1232, Lot 042) is approximately 22,800 square feet, to which, the project sponsor proposes to add an additional 53,000 square feet, comprised of existing Lots 002, 003, 008, 022, 023 and 024 in Assessor's Block 1223. Separately and together, the proposed expansion and the School's main campus exceed the ½-acre threshold established for PUD consideration.

The expanded PUD would be functionally integrated, and like the existing School campus, beneficial to its students, faculty and staff, as well as the adjacent neighborhood and the City as a whole. Specifically, the proposed project would provide a modern, regulation-sized high school gymnasium

within the AAB, which would allow the School to host sporting events that are currently held off-campus. The AAB would also provide needed classroom and administrative space for the School as well as a rooftop open space for students, faculty and staff to use during break, lunch time, and afterschool sport practices.

In Phase 2, the project will renovate the existing St. Agnes gymnasium to provide a modern venue for the School's theater program, and other school-related events, some of which are open to the neighborhood.

The proposed AAB would contain two levels of enclosed parking to serve the daily needs of the School and the St. Agnes Church functions. The AAB would provide a total of approximately 76 parking spaces, approximately 56 independently accessible parking spaces and approximately 20 tandem spaces. Collective provision of off-street parking in a single location at the AAB would allow improved management of visitor parking for special events and services that would minimize disruptions to the overall traffic patterns in the neighborhood.

- B. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well-reasoned modification of certain provisions contained elsewhere in the Planning Code.

The AAB has been designed to be complementary to the design and values of the surrounding area, at a slightly larger density and with a smaller rear yard setback than would otherwise be permitted in the RM-1 District.

Construction of the AAB would address two existing conditions that would be challenging to the design of the 1600 block of Oak Street. First, the project site contains an early 1900s Edwardian residential building surrounded by a surface parking lot. The project proposes to relocate this building to the eastern edge of the project site, adjacent to existing residential buildings of similar style and age, providing a more unified and complementary context for the eastern portion of the 1600 block of Oak Street. Secondly, the project proposes to replace the surface parking lot that currently results in two mid-block breaks at the street wall on Oak Street. The AAB would be built in place of the parking lot, in a manner that is appropriately scaled to the surrounding residential buildings, while presenting a façade treatment that clearly defines the AAB as an institutional structure that does not mimic the turn-of-the-century design of the surrounding buildings. Thus, the project complements the design and residential character of the surrounding area.

Through this PUD authorization, the Commission approves the following modifications to otherwise applicable provisions of the Planning Code:

1. Floor Area Ratio (FAR). The Rectory building will continue to exceed the maximum FAR (1.8 to 1) in the RM-1 District;

The St. Agnes Rectory building is an approximately 9,600 gross square-foot building, most of which is located on the approximately 3,200 square-foot Lot 002, resulting in an FAR of

approximately 3 to 1. It is not clear, however, whether the lot as shown on the Assessor's Map corresponds to a legal lot for Planning Code purposes. Title research indicates that the Rectory is actually located on two separate, adjacent lots, totaling approximately 5,400 square feet, with the Rectory building constructed over a lot line. This nonconforming lot configuration will be resolved as part of the proposed re-subdivision of the project parcels. After the subdivision, the Rectory will be located on a reconfigured parcel, approximately 4,612 sf in lot area, with an FAR of approximately 2.1:1, slightly more than the otherwise maximum permitted FAR of 1.8:1, but less than the FAR calculated using the area of the current Assessor's Lot. The Rectory is an existing building that has been part of the neighborhood for over 100 years, and no alterations of the Rectory are proposed as part of the project. The re-subdivision of the property to facilitate the project will not alter the design and values of the surrounding area. Furthermore, a courtyard, to which residents of the Rectory will have access to, will be constructed at the rear of the Rectory building and will be protected with a "no-build easement."

2. **Rear Yard Setback.** The rear yard requirements under Planning Code Section 134(a)(2) are modified to achieve the proposed design of the AAB and re-subdivision of the Rectory parcel necessary to resolve the nonconforming lot configuration of Assessor's Lot 002 underlying the Rectory and to accommodate the AAB.

The general purpose of rear yard setback is to provide open space for residential uses and sufficient light and air to adjacent buildings, especially residential buildings. For the AAB, only St. Agnes Church lies to the rear of the AAB. The AAB will not affect light access to the north-facing windows of the Church nave, which have access to light from an existing passage between the Church and the adjacent Rectory. The AAB design will provide the adjacent Church with sufficient access to light and air despite the modification of the rear yard requirement in Section 134(a)(2).

For the Rectory, the AAB parcel will lie to its rear (west). The re-subdivision of the project site will result in only a minimal rear yard on the re-subdivided Rectory lot. However, an approximately 1,000 square feet courtyard/open space will be constructed on the AAB parcel immediately adjacent to the rear of the Rectory building. The courtyard will exceed the minimum 15-foot depth required of rear yards in the RM-1 District. Furthermore, this area is proposed to be protected with a "no-build easement," that would provide light and air to the Rectory building and to which residents of the Rectory building would have access. Therefore, the intent of the rear yard requirement would be met.

9. **Planning Code Section 304(d)/PUD Criteria** establishes criteria for the Planning Commission to consider when reviewing applications for a Planned Unit Development (PUD). On balance, the project does comply with said criteria in that:
 - 1) Affirmatively promote applicable objectives and policies of the General Plan;

The project will affirmatively promote numerous objectives of the General Plan, including through the expansion of needed educational services, with minimal disruption of adjacent residential areas. The

Project will make use of an infill site that is under-utilized as a surface parking lot to enhance the quality of an important educational resource.

- 2) Provide off-street parking adequate for the occupancy proposed;

The project would replace the existing off-street parking and provide additional off-street accessory parking for all uses proposed within the PUD.

- 3) Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by the Planning Code;

There is no usable open space requirement for institutional uses in an R District pursuant to Planning Code Section 135. However, the project will provide approximately 2,000 square feet in two open spaces at the ground level surrounding the AAB, and approximately 9,200 square feet located on the rooftop of the AAB for use by students, faculty and staff of the School. A "no-build easement" on the AAB parcel will protect open space at the rear of the Rectory building, which would be made accessible to residents of the Rectory and to students, faculty and staff of the Urban School.

- 4) Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of the Planning Code for a district permitting a greater density, so that the PUD will not be substantially equivalent to a reclassification of the property;

The project would retain the existing single-family building (to be relocated approximately 75 feet to the east on Oak Street) on the project site. No other dwelling units are proposed as part of the project.

- 5) In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 districts under the Planning Code;

No commercial uses are proposed as part of the project.

- 6) Under no circumstances be excepted from any height limit established by Article 2.5 of the Planning Code, unless such exception is explicitly authorized by the terms of the Planning Code. In the absence of such an explicit authorization, exceptions from the provisions of the Planning Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of the Planning Code, and no such deviation shall depart from the purposes or intent of those sections.

The project does not require an exception from any height limit established under the Planning Code.

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

COMMERCE AND INDUSTRY ELEMENT
GOVERNMENT, HEALTH AND EDUCATION SERVICES

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

OBJECTIVE 7:

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

Policy 7.2:

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

Policy 7.3:

Promote the provision of adequate health and educational services to all geographical districts and cultural groups in the city.

The project would enhance an underutilized site that is currently a surface parking lot fronting onto a thoroughfare street. The project would improve the quality of the existing Urban School facilities and programs, which serves a broad range of families throughout San Francisco and the Bay Area.

TRANSPORTATION ELEMENT

GENERAL

Objectives and Policies

OBJECTIVE 2:

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

Policy 2.5:

Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

Parking in the project would continue to serve the St. Agnes Church (as well as the Rectory and other Church related functions in the neighborhood) and the Urban School facilities. The potential for increased traffic due to the school activity will be minimized through a well-planned and monitored traffic management plan for drop-off and pick-up of students. 36 Class 1 bicycle parking spaces and nine Class 2 bicycle parking spaces will be provided as part of the proposed project.

COMMUNITY SAFETY ELEMENT

Hazard Mitigation

Objectives and Policies

OBJECTIVE 2:

REDUCE STRUCTURAL AND NON-STRUCTURAL HAZARDS TO LIFE SAFETY, MINIMIZE PROPERTY DAMAGE AND RESULTING SOCIAL, CULTURAL AND ECONOMIC DISLOCATIONS RESULTING FROM FUTURE DISASTERS.

The proposed project would comply with all required Building and Fire Code provisions to ensure life safety in case of future disasters.

URBAN DESIGN ELEMENT

CITY PATTERN

Objectives and Policies

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.

OBJECTIVE 2:

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

CONSERVATION

Richness of Past Development

Policy 2.5:

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

The exterior façade of the existing St. Agnes gymnasium building and the residential building proposed for relocation would be minimally altered by the proposed project. The design and detailing of the original buildings would remain intact.

OBJECTIVE 4:

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

NEIGHBORHOOD ENVIRONMENT

Visual Amenity

Policy 4.10:

Encourage or require the provision of recreation space in private development.

The proposed AAB is designed to be architecturally cohesive with the surrounding residential neighborhood and of a height and density appropriate to the scale of the surrounding properties on Oak Street. The project would eliminate the need to shuttle students and equipment to off-site locations for home games and provide a means for the School community to participate in home athletic events strengthening, school spirit and identity.

Policy 4.12:

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

While there is no usable open space requirement for institutional uses in an R District, the project will provide approximately 2,000 square feet of landscaped open spaces in two open spaces at the ground level surrounding the AAB, and approximately 9,200 square feet located on the rooftop of the AAB for use by students, faculty and staff of the School. A "no-build easement" on the AAB parcel will protect a courtyard/open space at the rear of the Rectory building, which would be made accessible to residents of the Rectory and to students, faculty and staff of the Urban School.

11. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permit 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 existing neighborhood-serving retail uses would not be affected by the project.

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

The existing units in the surrounding neighborhood would not be affected by the project.

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

The supply of affordable housing would not be affected by the project. The project would retain the existing single-family building (to be relocated approximately 75 feet to the east on Oak Street) on the project site. No other dwelling units are proposed as part of the project.

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

The project would not impede MUNI services or affect the city's streets or neighborhood parking. Staff members would monitor and manage the pick-up and drop-off process in order to ensure no traffic disruptions and promote the orderly flow of traffic.

36 Class 1 bicycle parking spaces and nine Class 2 bicycle parking spaces will be provided as part of the proposed project.

- 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 City Building Code.

- G. That landmarks and historic buildings be preserved.

A landmark or historic building does not occupy the project site.

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

The project will not affect existing parks and open spaces.

12. 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.

13. 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. 2013.0862CE** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated February 5, 2015, and labeled "EXHIBIT B", 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. _____. 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 February 5, 2015.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 5, 2015

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use Authorization for a Planned Unit Development (PUD) to allow a two-phase expansion of the Urban School of San Francisco that would include modifications to the floor area ratio (Planning Code Section 124) and the rear yard requirement (Planning Code Section 134), and to modify Planning Commission Motion Number 16709 (for the existing campus at 1563 Page Street in Assessor's Block 1232, Lot 042), in Assessor's Block 1223, Lots 002, 003, 008, 022, 023 and 024 pursuant to Planning Code Sections 124, 134, 209.3(h), 303 and 304, in an RM-1 (Residential, Mixed, Low Density) District and a 40-X Height and Bulk District; in general conformance with plans, dated February 5, 2015, and labeled "EXHIBIT B" included in the docket for Case No. 2013.0862CE and subject to conditions of approval reviewed and approved by the Commission on February 5, 2015 under Motion No. _____. 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 February 5, 2015 under Motion No. _____. These conditions shall supersede all prior conditions in the Commission Motion No. 16709 for Case No. 2003.0451C for the Urban School of San Francisco.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for the duration of the phased development as described above under Finding No. 4 - Project Description until 2025 or ten (10) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this ten-year period.

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

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the ten (10) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

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

3. **Diligent pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than ten (10) years have passed since this Authorization was approved.

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

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

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

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.

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

MONITORING - AFTER ENTITLEMENT

6. **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.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
7. **Revocation due to Violation of Conditions.** Should implementation of this project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the project sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

STUDENT ENROLLMENT

8. **Enrollment.** Enrollment for the Urban School of San Francisco shall be increased from 380 students to up to a total of 420 students upon issuance of the first certificate of occupancy for the AAB.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

BICYCLE PARKING

9. **Bicycle Parking.** The project shall provide 36 Class 1 bicycle parking spaces and nine Class 2 bicycle parking spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

OPERATION

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

11. **Sidewalk Maintenance.** The project sponsor shall maintain the main entrances to the AAB and PAB buildings, and all sidewalks abutting these buildings 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>

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

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



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2013.0862E
Project Title: The Urban School of San Francisco
Address(es): 1631-1639 Oak Street and 1520/1530 Page Street
Zoning: RM-1 (Residential – Mixed, Low Density) District
40-X Height and Bulk District
Block/Lot: 1223/002,003,008,022,023,024
Lot Size: 52,000 square feet
Project Sponsor: Diane Walters, The Urban School of San Francisco
(415) 626-2919
Staff Contact: Erik Jaszewski – (415) 575-6813
Erik.Jaszewski@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

The project site consists of six parcels and is located in the middle of the block bounded by Oak Street to the north, Masonic Avenue to the east, Page Street to the south, and Ashbury Street to the west in the Haight Ashbury neighborhood in San Francisco. The project site is currently occupied by facilities associated with the Urban School of San Francisco—founded in 1966—as well as the St. Agnes Catholic Church—founded in 1893.

(Continued on next page.)

EXEMPT STATUS:

Categorical Exemption, Class 32 (State CEQA Guidelines, Section 15332).

REMARKS:

See next page.

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and local requirements.

Sarah B. Jones

Environmental Review Officer

October 30, 2014
Date

cc: Diane Walters, Project Sponsor
Mary Woods, Current Planner
Alexandra Kirby, Preservation Planner
Supervisor Breed, District 5 (via Clerk of the Board)

Distribution List
Historic Preservation Distribution List
Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued):

The Urban School of San Francisco is a private high school with an enrollment of approximately 380 students and approximately 74 employed staff. The main campus is located separate from the project site across Page Street at 1563 Page Street; however, the school's existing 35-foot-tall, 10,750-square-foot gymnasium/theater building is located on the project site at 1530 Page Street (Assessor's Block/Lot 1223/008). Additionally, two school parking lots comprising 57 parking spaces are located along Oak Street (Assessor's Block/Lots 1223/003, 022, and 024). A 40-foot-tall single-family residential building comprising approximately 3,800 square feet bisects the two parking lots at 1637 Oak Street (Assessor's Block/Lot 1223/023). The church is located primarily along Masonic Avenue, with several accessory buildings along Masonic Avenue, Oak Street, and Page Street. These structures would not be altered as part of the project.

The proposed project involves the existing parking lots, residential building, and gym, with implementation occurring in two phases. The first phase of the project along Oak Street—occurring over a 16-month construction phase—involves: 1) removal of the two existing surface parking lots; 2) adjustment of parcel boundaries; 3) eastward relocation of the existing single-family residence (1637 Oak Street) to abut the neighboring house at 1611 Oak Street; 4) construction of a 40-foot-tall, three-story-over-basement, 63,600-sf athletic building on the former parking lots and residential site at Oak Street, to be used by the Urban School of San Francisco; and (5) installation of a bus loading zone along the south side of Oak Street adjacent to the proposed athletic building (subject to approval by the San Francisco Municipal Transportation Agency (SFMTA)).

The proposed athletic building along Oak Street would consist of: 1) administration offices at the ground-floor level; 2) a gymnasium, four classrooms, and more administration offices, which total 15,300 sf, at the second level; 3) five classrooms and offices which total 7,700 square feet at the third level; 4) 9,200 square feet turf or sport surface play area at the rooftop level; and 5) a parking garage at the ground floor and basement levels with capacity for 81 spaces (and up to 101 spaces with a valet). The parking garage would be accessible from a 25-foot-wide curb cut on Oak Street and solely designated for faculty and staff. Forty-five (45) bicycle parking spaces, including 36 Class I (locker type) and 9 Class II (standard) spaces would be provided at the ground-floor level.

The second phase of the project along Page Street—occurring over a 12-month construction phase—involves conversion and interior remodel of the previous two-story St. Agnes Gymnasium (gym) at 1530 Page Street to add an approximately 315-seat theater to be used by the Urban School. No changes would be made to the two existing classrooms located on the second floor of the building. At the interior of the building there is an unexcavated area south of the existing basement of approximately 3,300 sf, which would be excavated to create usable school space such as theater support space, classrooms, office, and storage. In addition, minor changes are proposed at the exterior of the building for security and accessible upgrades.

The proposed project would result in an increase of approximately 40 students and three (3) staff, for a total enrollment of 420 students with 77 staff. The new and converted theater and athletic facilities would not host a greater number of events; however, they would allow for higher patron attendance. The theater

building would allow for an increase in attendance from 175 patrons currently, to 315 patrons as proposed. The athletic building would allow for an increase in attendance from 50 spectators currently to approximately 100 spectators as proposed (potentially up to 200 for rare events, such as playoff games). The proposed project would also include the installation of approximately seven new street trees.

Six (6) existing parcel boundaries on the project site outline multiple facilities and bisect the Urban School's parking lots. The proposed project would realign and merge parcel boundaries to better follow the contours of existing and proposed buildings. The project would result in five (5) parcels paired to each building including the relocated residence, the existing St. Agnes Church, the existing St. Agnes Rectory, the remodeled theater building, and the newly constructed Oak Street athletic building.

Project Approvals

The proposed project would require the following approval:

- **Planned Unit Development** (*Planning Commission*). The proposed project would require approval from the Planning Commission for a Planned Unit Development.
- **Bus Loading Zone** (*SFMTA*). The proposed project would require approval from the SFMTA for installation of a bus loading zone on the south side of Oak Street.

Approval Action: The issuance of a Planned Unit Development (PUD) by the Planning Commission is the Approval Action. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

REMARKS:

California Environmental Quality Act (CEQA) State Guidelines Section 15332, or Class 32, provides an exemption from environmental review for in-fill development projects which meet the following conditions:

- a) *The project is consistent with applicable general plan designations and policies as well as with applicable zoning designations.*

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not conflict with any such policy. The project site is located in an RM-1 (Residential-Mixed, Low Density District) and is currently occupied by educational and religious facilities, as well as a residence. The proposed project would remodel the existing gymnasium/theater into a 315-seat theater space and construct a 40-foot-tall gymnasium, both of which would be for high school educational use. The RM-1 district conditionally allows for secondary school (high school) uses with approval of a Planned Unit Development (PUD) from the Planning Commission. As part of the PUD approval process, the project would be required to affirmatively promote applicable objectives and policies of the General Plan, comply with the 40-X Height and Bulk District, provide adequate parking, provide open space, provide street trees, and provide landscaping and permeable surfaces in any required setbacks.

- b) *The development occurs within city limits on a site of less than five acres surrounded by urban uses.*

The approximately 1.19-acre (52,000-square-foot) project site is located within a fully developed area of San Francisco. The nearby properties include residential, commercial, religious, health, and educational uses. The proposed project, therefore, would be properly characterized as in-fill development of less than five acres, completely surrounded by urban uses.

- c) *The project site has no habitat for endangered, rare or threatened species.*

The project site is within a fully built-out urban area and is completely developed with buildings and parking lots. The project site is nearly fully covered with existing buildings, with minimal landscaping such as trees and ground cover. Thus, the project site has no value as habitat for rare, threatened, or endangered species.

The proposed project is within 300 feet of a possible urban bird refuge. The San Francisco Board of Supervisors adopted Standards for Bird-Safe Buildings, Planning Code Section 139, on July 14, 2011. The Standards for Bird-Safe Buildings include guidelines for use and types of glass and façade treatments, wind generators and grates, and lighting treatments. The standards impose requirements for both location-related hazards and feature-related hazards. The proposed project would be subject to the Standards for Bird-Safe Buildings, and therefore it would not result in significant impacts on birds due to bird strikes.

- d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

Traffic

A Transportation Technical Memorandum (Transportation Memo)¹ was prepared CHS Consulting Group for the project to evaluate transportation-related effects resulting from the new and renovated school buildings in accordance with the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (the Guidelines).² The memo analyzed travel demand characteristics, passenger pick-up/drop-off activities, and parking and loading conditions.

Travel Demand

¹ CHS Consulting Group. *Urban School of San Francisco (1530 Page Street/1631-39 Oak Street)*. September 24, 2014. This report is available for review as part of Case No. 2013.0862E.

² The *Transportation Impact Analysis Guidelines for Environmental Review* is available online at: <http://sf-planning.org/Modules/ShowDocument.aspx?documentid=6753>.

The project site is located on a block bounded by Masonic Avenue, Oak Street, Page Street, and Ashbury Street. The Urban School of San Francisco currently enrolls 380 students and employs 74 staff. Student loading occurs on the south side of Page Street adjacent to the school's main campus. In the morning commute period (between 7:00 a.m. and 9:00 a.m.), approximately 196 students are dropped off by parents/guardians, 18 students dropped off with friends' parents/guardians, 28 drive, 102 ride the bus, 10 bicycle, and 25 walk. After school (before 4:00 p.m.), approximately 120 students are picked up by their parent/guardian, eight (8) are picked up by their friends' parent/guardian, 26 drive their car, 188 ride the bus, 11 bicycle, and 27 walk.

The Urban School has a adopted transportation guidelines³ which students and parents are required to adhere. The procedures contained in the guidelines include: (1) encouraging parents to send their children to school via alternative means of transportation such as public transportation, walking, or bicycling; (2) encouraging parents that drop off their children to find a spot way from the school to drop off their child; (3) requiring parents that stop in front of the school to do so only in a loading zone on the south side of Page Street adjacent to the main Urban School campus; (4) prohibiting double-parking on Page Street; (5) expediting drop-off and pick-up activities; (6) prohibiting the blocking of crosswalks; (7) prohibiting parking in either the school's or the neighbors' driveways; (8) restricting students from staying after 5 p.m. unless given special permission; (9) prohibiting parent parking at the St. Agnes Church parking lot on Oak Street during the school day or during special events; (10) prohibiting student use of the St. Agnes Church parking lot; (11) recommending the use of caution while driving near the adjacent FACES Preschool; (12) and prohibiting use of the neighboring FACES Preschool loading zone.

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. Existing intersections near the project site are operating at acceptable LOS and the majority of school traffic does not occur during the p.m. peak period.

The approximate increase of 40 students and three staff resulting from construction of the new and renovated school buildings would be expected to generate 28 new vehicle trips to the School in the morning and 19 vehicle trips from the School in the afternoon. The majority of these vehicle trips would be distributed throughout the student morning drop-off and afternoon pick-up periods, and such an increase in vehicle trips would not considerably effect traffic conditions at or near the project site beyond existing conditions during the morning peak commute period (between 7:00 a.m. and 9:00 a.m.). Typical weekday evening peak traffic conditions would not be affected as the majority of vehicle trips traveling to/from the School site would occur before 4:00 p.m..

³ The School's transportation guidelines *Rules for Governing Drop-Off and Pick-Up* are outlined in the *Transportation Technical Memorandum* available for review as part of Case No. 2013.0862E, as well as online at: http://www.urbanschool.org/uploaded/Parent_portal_docs/RulesGoverningTraffic_14-15_rev3.pdf.

The School would continue to manage traffic circulation and encourage the use of alternative modes of transportation through its existing *Traffic and Safety Procedures* and other transportation resources available to students and faculty. Such actions would reduce vehicle demand associated with the proposed project and reduce any potential adverse effects to other modes of transportation.

As under existing conditions, the majority of all future athletic events held at the School would occur between 3:00 p.m. and 8:00 p.m. The level of attendance for existing athletic events generally ranges between 35 to 50 spectators on a given day; however, because the proposed athletic building would allow for more competitive events at the School, the estimated attendance at the athletic building could range between 25 to 100 spectators (potentially up to 200 for rare events, such as playoff games), especially for varsity basketball games (which currently generate the highest amount of spectators relative to other school-related sporting events). Because the majority of spectators attending these athletic events would likely be students and faculty/staff associated with School, the athletic building would not result in a substantial increase in new person trips to the School, as these spectators are already onsite. However, there could be an increase in person trips to the School from other parents/guardians associated with athletes at the School as well as athletes from visiting high schools. Students, faculty/staff, and parents/guardians associated with School athletes would adhere to the current transportation guidelines enforced by the School. The guidelines encourage public transportation, discourage double-parking and blocking driveways, recommend drop-off procedures, caution drivers about nearby bicyclists, and outline event parking procedures. Furthermore, because these events would likely attract visitors from other high schools, the project sponsor has incorporated a set of transportation policies into the project as recommended by the transportation memo in order to reduce any potential adverse affects to the nearby transportation network.

School Loading

Student pick-up and drop-off occurs in an existing 260-foot passenger loading zone on the south side of Page Street between Ashbury Street and Masonic Avenue, across from the St. Agnes Church and adjacent to the Urban School's primary entrance. During the morning student drop-off period, the highest amount of vehicles arriving to the school would occur between approximately 8:00 a.m. and 8:15 a.m. During this time, the proposed project would increase queuing vehicles by three to a maximum of 11 vehicles queuing at a time. In the afternoon, the proposed project would result in an increase of three vehicles to create a maximum queue of 10 vehicles. Although the proposed project would result in an increase in queues along eastbound Page Street during the morning and afternoon student drop-off period, the existing passenger loading zone adjacent to the school is able to accommodate up to 13 vehicles. Therefore, the passenger loading zone would continue to accommodate the anticipated loading demand and would not result in a spillover effect and/or double parking of vehicles along the street. Additionally, the school has incorporated a set of transportation policies as part of the amended PUD that include providing parents/guardians with an orientation packet outlining the school's transportation policies, providing a map and information of new bicycle parking in the underground parking garage, establish a maximum drop-off and pick-up duration, establishing designated parking spaces for any long-term parking during student pick-up and

drop-off activities, developing a volunteer carpooling program for parents/guardians, and appointing a transportation coordinator to implement the adopted transportation policies.

In light of the above, the proposed project would not result in significant impacts related to vehicle queuing or school loading.

Afterschool Event Circulation

The proposed project would allow the school to host approximately 78 athletic events throughout the school year and would not result in an increase in the number of sporting or non-sporting events to be held at the school as the proposed athletic building would replace the previous gym and the proposed theater would replace a previous theater flex space. Afterschool events would adhere to the same schedule as under the existing conditions; therefore, the number of events scheduled during weekdays and weekends at the athletic and theater buildings would be the same as is currently scheduled in several locations currently used by the school.

As under existing conditions, the majority of all future athletic events held at the School would occur between 3:00 p.m. and 8:00 p.m. The level of attendance for existing athletic events generally ranges between 35 to 50 spectators on a given day; however, because the athletic building would allow for higher-attendance competitive events at the school, the estimated attendance at the athletic building could range between 25 to 100 spectators (potentially up to 200 for rare events, such as playoff games). Because the majority of spectators attending these athletic events would likely be students and faculty/staff associated with school, the athletic building would not result in a substantial increase in new person trips to the school, as these spectators are already on-site. However, there could be an increase in person trips to the school from other parents/guardians associated with athletes at the school as well as athletes from visiting high schools due to the expanded capacity of the proposed athletic building. Students, faculty/staff, and parents/guardians from both the Urban School and visiting schools would be required to adhere to the previously discussed transportation guidelines currently enforced by the school.

As noted above, the athletic building would allow for higher-attendance athletic events at the School campus, and therefore, visiting teams from other high schools in the area would be traveling to the School throughout the school year. Similar to past events, these visiting teams would likely be transported to the School via private or public bus or van and these student athletes would be dropped off and picked up at the entrance of the athletic building, along the south side of Oak Street. The loading activities associated with student athletes being dropped off and picked up at the athletic would be accommodated by the project's proposed bus loading zone along the southern curb area of Oak Street (which is subject to approval by the SFMTA). Loading zone regulations would be enforced by the School and bus loading activities would be allowed only within the proposed loading zone on the south side of Oak Street during an established time period (i.e., 3:00 p.m. to 8:00 p.m.) during weekdays. It is noted that although the loading zone would allow for the school and/or visiting school buses to drop-off/pick-up athletes, no long-term stopping and/or parking of buses would be permitted within the loading zone. If the proposed loading zone were not permitted by the SFMTA, the school would coordinate with parents/guardians to delay their pick-up activities until after buses/vans dropped off the visiting students. Additional loading options would be explored by the school, including utilization of a loading zone near the corner of Haight and Schrader Streets.

The proposed theater would host several non-athletic events that currently occur in the School's existing theater flex space. Such events include but are not limited to administrative meetings, social events (e.g., school dances, group events), and theatrical performances. Such events typically occur during evening hours on a typical weekday and very few occur during the weekend. While proposed theater would not increase the number of events held at the school, it would allow for increase in attendance from 175 patrons currently to 315 patrons as proposed. Because the majority of patrons attending these non-athletic events would likely be students and faculty/staff associated with school, the theater building would not result in a substantial increase in new person trips to the school, as these attendees are already on-site. However, there could be an increase in person trips to the school from patrons outside of the school due to the expanded capacity of the proposed theater building. Students, faculty/staff, and parents/guardians from both the Urban School and visiting schools would be required to adhere to the previously discussed transportation guidelines currently enforced by the school. However, approximately three such events would occur throughout the semester and would therefore be relatively rare.

Additionally, non-athletic events affiliated with the theater and athletic events affiliated with the athletic building would not occur concurrently. However, because of the potential for increased event attendance in general, the project sponsor has incorporated a set of transportation policies as part of the project. These policies include coordinating bus staging areas, providing off-site parking locations to bus/van operators, and requiring attendees to be dropped off and picked up in the proposed loading zone along the south side of Oak Street.

In light of the above, the proposed project would not result in significant impacts related to afterschool event circulation.

Construction

Construction-generated traffic would not coincide with daily student drop-off/pick-up activities to a substantial degree. Construction workers would be required to park their vehicles at off-site locations and would be shuttled to and from the site. Although construction activities would generate several daily shuttle trips and about one haul truck per hour over a three-month period of time, such activities would be concentrated along the south side of Oak Street, and would not interfere with any student drop-off/pick-up activities (as such actions occur along Page Street).

While the athletic building would be operational during the Phase 2 renovation of the new theater building, construction activities would primarily occur in the interior of the building, and construction traffic would not coincide with daily drop-off/pick-up activities to a substantial degree. Construction activities would not result in a significant increase in traffic along Page and Oak Street, Masonic Avenue, or other nearby local roadways on a daily basis; nor would they interfere with daily circulation (vehicle, pedestrian, bicycle traffic) conditions in and around the project site. In addition, faculty, staff, and students would be within the School buildings during most of the day while construction is occurring and would not be circulating in and around the campus area over a long period of time, and would not be traveling near the construction zone in order to access their classrooms, cafeteria, gymnasium, or other areas. Students would be circulating near the construction activities associated with the theater building renovation;

however, most construction activities in Phase 2 would be concentrated indoors during the renovation.

Overall, the increase in traffic due associated with construction activities would not be substantial and would occur over a temporary period of time. Furthermore, such an increase in daily vehicles would not result in an adverse impact to local-serving bus transit vehicles, or impede access to nearby transit facilities. Although construction activities may require the temporary closure of the sidewalk area along the south side of Oak Street, this closure would be temporary and would not permanently eliminate the sidewalk area or any other pedestrian facilities in and around the project site. Overall, it is not anticipated that the addition of the construction truck and worker-related trips, in combination with on-site activities, would substantially affect transportation conditions, nor result in adverse effects to users of affected streets over the 16-month construction period. As stated above, construction activities would be concentrated within a designated area and the daily interaction between construction activities and School operations (including student drop-off/pick-up activities) would be minimized through newly incorporated transportation policies to better coordinate and schedule daily construction activities and to avoid and/or eliminate any conflicts between such activities and patrons traveling to and from the project site.

In light of the above, the proposed project would not result in significant impacts related to construction traffic.

Pedestrians

Pedestrian amenities generally include sidewalks, crosswalks, curb ramps, pedestrian signals, and streetscape and landscape amenities (i.e., benches, tree-lined buffers, planters, bulb-outs, street lighting, etc.). The project site is located within an established pedestrian network comprised of continuous sidewalks, curb-ramps and painted, high-visibility crosswalks at area intersections. Due to the presence of institutional and religious uses within the neighborhood, there are several "pedestrian crossing" signs posted at the majority of intersections.

Pedestrian access to the new and renovated school buildings would occur on Oak Street and Page Street. Moderate to low levels of pedestrian activity occur in the site vicinity, and the marginal increase in pedestrian trips associated with the new students and faculty/staff would not result in substantial overcrowding conditions along area sidewalks and/or transit stops. Additionally, the Memo did not find any pedestrian-related deficiencies adjacent to the project site.

Therefore, the proposed project's pedestrian-related impacts would be less than significant.

Parking

There are a total of 572 public on-street parking spaces within approximately two blocks of the project site and the only off-street parking facilities in the project area are the private parking lots adjacent to the church which comprise 57 total parking spaces. It is noted that the church parking lots are dedicated for church patrons, church staff, and School faculty; no students are permitted to park in the lots. On-street parking demand within the project area is generally well-utilized with limited availability. The proposed project would remove the existing 57-space parking lots and construct an 81-space parking garage (a capacity of up to 101 spaces with valet operations).

The proposed loading zone on the south side of Oak Street would be located along existing sidewalk curb cuts and would therefore not remove any on-street parking spaces.

Parking conditions in and around the School are generally constrained throughout a typical weekday with limited availability for public on- and off-street parking. The proposed project would result in an additional three (3) faculty/staff members and it is estimated that these new faculty/staff members would generate up to two (2) vehicle trips on a daily basis. The three new faculty/staff members would be allowed to park in designated spaces in the proposed 81-space underground garage and would not need to park along nearby streets. The proposed project would include removal of the existing 57-space surface parking lots; however, church staff, church patrons, and school faculty utilizing that parking lot would be permitted to use the new parking garage. Additionally, the proposed 81-space parking garage would accommodate any remaining school staff that may be utilizing on-street parking spaces. With most church activities occurring on the weekend, church patron utilization of the parking garage would generally not coincide with weekday staff parking. For church activities that occur on weekdays during school hours, the 81-space garage would not only accommodate those staff and patrons that currently use the existing 57-space lot, but also allow for additional church patrons and school staff that may be parking on the street under current conditions. Furthermore, those attending the School's athletic and non-athletic events would not be permitted to park in the garage.

The proposed project would generate approximately three (3) student drive-alone vehicle trips to and from the project site on a daily basis. Although student parking would not be permitted in the proposed underground parking garage, these students who opt to forego being dropped off or picked up, or use alternative modes of transportation, could find accessible parking along nearby streets. However, due to the current limited availability of on-street parking along adjacent streets, these students may be discouraged to drive their private vehicle to and from the School and would likely utilize other means of transportation (e.g., transit, bike, walk, etc.).

While the numbers of athletic and non-athletic events occurring at the school would not increase, additional attendance in afternoon and evening athletic events at the School could result in potential parking effects along nearby streets. Parents/guardians, students, and faculty/staff familiar with current parking conditions in and around the School would likely utilize other means of transportation to attend future athletic events at the School. Furthermore, many of the Urban School's students and faculty/staff would likely already be on-site as many events occur near school hours, and those associated with the Urban School would adhere to the current transportation guidelines enforced by the school, which prohibit utilization of on-site parking during events by parents and students.

Currently some parents/guardians and students associated with other visiting high schools drive their own private vehicle (as a matter of convenience with respect to distances traveled to access the School), and likely encounter difficulties in searching for publicly available parking. While visiting parents would likely continue to drive to the School's events, the project sponsor has incorporated a set of transportation policies that include appointing a TDM coordinator to inform visiting schools about parking locations and alternative modes of transportation.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

In light of the above, the proposed project would not result in a substantial parking shortfall that would create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians. Therefore, the proposed project would not result in significant impacts related to parking.

Noise

The project site is located in an area where traffic-related noise exceeds 60 dBA⁴ (L_{dn}⁵). A consultant-prepared acoustical analysis demonstrates that the proposed project is consistent with the American National Standards Institute (ANSI) interior noise safety standards, as well as the San Francisco Police Code Article 29 which limits effects of noisy activities on nearby sensitive receptors.⁶

Classroom Interior Noise

The analysis measured ambient noise at the project site, and found a maximum ambient noise level of 72.6 dBA. In order to achieve interior noise levels of 35 dBA, the report recommends that the new building shell meets a minimum STC⁷ rating of 38.

Exterior Noise

The proposed project involves construction of a three-story athletic building including a rooftop recreation field on the fourth floor, which would be adjacent to neighboring residences on Oak Street. The acoustical analysis evaluated the project's potential noise effects on nearby properties resulting from the rooftop recreation field as well as noise-generating rooftop equipment. San Francisco Police Code Article 29 states that on-site noise generators cannot exceed the ambient noise level by more than 8 dB at any property plane. The report found noise resulting from the recreation field and rooftop equipment would not exceed the ambient noise level by more than 8 dB during the day; however, noise at night would exceed the ambient noise level by more than 8 dB due to the operation of a rooftop air handling unit (AHU). As such, the report recommends that the rooftop AHU be surrounded by a barrier wall one foot above the top edge of the AHU, with absorptive finishes applied. The barrier wall has been incorporated as part of the proposed project. This barrier ensures that the nightly ambient noise would be below the San Francisco Police Code threshold.

Besides the AHU, the proposed project would not install other permanent noise-producing elements such as bells or loudspeakers on the rooftop recreation area. Occasional student-centered, non-athletic events like musical performances and plays could occur on the rooftop space; however, such events would be subject to permitting administered by the San Francisco Entertainment Commission and would comply with San Francisco Police Code and other applicable city ordinances.

⁴ The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

⁵ The L_{dn} is the L_{eq}, or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The L_{eq} is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

⁶ Smith, Fause & McDonald, Inc., Acoustical Consultants. *Urban School of San Francisco – Academic and Athletic Building, Exterior Noise Isolation and Impact Assessment*. Acoustical Analysis. September 10, 2014. This report is available for review as part of Case No. 2013.0862E.

⁷ Sound Transmission Class (STC) is a standardized integer rating of how well a building partition attenuates airborne sound, with increasing values indicating better sound dampening ability.

An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels discernible to most people. As described above, the proposed project would not cause a doubling in traffic volumes and therefore would not result in a substantial increase in the ambient noise level in the project vicinity. Although some increase in noise would be associated with the construction phase of the project, such occurrences would be limited to certain hours of day and would be temporary in nature. Thus, no significant noise impacts would be associated with the proposed project.

In addition, all construction activities for the proposed project (occurring over the course of approximately 16 months for Phase 1 and 12 months for Phase 2) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA (L_{dn}) at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 16 months for Phase 1 and 12 months for Phase 2, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be subject to and would comply with the Noise Ordinance. Compliance with the Noise Ordinance would ensure that any construction-related noise effects on nearby residences would not be significant.

In light of the above, the proposed project would not have a significant impact on noise.

Air Quality

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District (BAAQMD) has established thresholds of significance to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area

Air Basin. To assist lead agencies, the BAAQMD, in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The proposed project would not exceed criteria air pollutant screening levels for operation or construction.⁸

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but of short-term) adverse effects to human health, including carcinogenic effects. In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed "Air Pollutant Exposure Zones," were identified based on two health-protective criteria: (1) excess cancer risk from the contribution of emissions from all modeled sources greater than 100 per one million population, and/or (2) cumulative PM_{2.5} concentrations greater than 10 micrograms per cubic meter. Land use projects within these Air Pollutant Exposure Zones require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations.

The proposed project is not within an Air Pollutant Exposure Zone. Therefore, the proposed project would not expose sensitive receptors to substantial levels of air pollution. The proposed project would require construction activities for approximately 16 months for Phase 1 and 12 months for Phase 2. However, construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes,⁹ which would further reduce nearby sensitive receptors exposure to temporary and variable TAC emissions. Therefore, construction period TAC emissions would result in a less than-significant-impact with respect to exposing sensitive receptors to substantial levels of air pollution.

In conclusion, the proposed project would not result in significant air quality impacts.

Water Quality and Stormwater

The proposed project would not generate substantial additional wastewater or result in discharges that would have the potential to degrade water quality or contaminate a public water supply. The proposed new buildings would be served by the City's combined sewer system. The project would not substantially increase discharges of wastewater or stormwater compared to recent past uses of the site. Furthermore, the City's combined sewer system possesses sufficient capacity to accommodate the incremental increase in demand, if any, associated with the proposed project.

⁸ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. Table 3-1.

⁹ California Code of Regulations, Title 13, Division 3, § 2485.

The existing lot is substantially covered by impervious surfaces and the proposed buildings would occupy already built-out spaces. As a result, the proposed project would not result in an increase in the amount of impervious surface area on the site, which in turn would increase the amount of runoff and drainage. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with the Stormwater Design Guidelines, incorporating Low Impact Design (LID) approaches and stormwater management systems into the project. Therefore, the proposed project would not adversely affect runoff and drainage.

For the above reasons, the proposed project would not result in any significant impacts related to hydrology and water quality

- e) *The site can be adequately served by all required utilities and public services.*

The project site is located in a dense urban area where all public services and utilities are available. The proposed project would be connected with the City's water, electric, and wastewater services. Prior to receiving a building permit, the project would be reviewed by the City to ensure compliance with City and State fire and building code regulations concerning building standards and fire protection. The proposed project would not result in a substantial increase in intensity of use or demand for utilities or public services that would necessitate any expansion of public utilities or public service facilities.

Other Environmental Concerns

Historic Resources.

The proposed project involves alteration the St. Agnes Gymnasium at 1530 Page Street—constructed in 1949—as well as the relocation of the two-story-over-basement residence at 1637 Oak Street—constructed in 1907. While the proposed project would not directly alter the St. Agnes Catholic Church—located at 1620 Page Street and constructed between 1926-1953—the proposed project would construct and alter buildings immediately adjacent. These structures are considered potentially historic, and were therefore evaluated in an Historic Resource Evaluations (HREs).

As the proposed project would involve alteration of buildings over 45 years old, a consultant-prepared HRE Part I report was prepared¹⁰ and reviewed by the Department in a subsequent Historic Resource Evaluation Response (HREER) Part I.¹¹ In evaluating whether the proposed project would be exempt from environmental review under the California Environmental Quality Act (CEQA), the Planning Department must first determine whether the subject buildings are historic resources as defined by CEQA. A property may be considered an historic resource if it meets any of the California Register of Historical Resources criteria related to (1) Events, (2) Persons, (3) Architecture, or (4) Information Potential that make it eligible

¹⁰ Page & Turnbull. *The Urban School of San Francisco*. Historic Resource Evaluation. December 5, 2013. This report is available for review as part of Case No. 2013.0862E.

¹¹ *Historic Resource Evaluation Response Part I*. Shelley Caltagirone. April 3, 2014. A copy of this document is attached.

for listing in the California Register of Historical Resources, or if it is considered a contributor to a potential historic district.

Based on the information provided in the HRE report cited above, the Department found that the St. Agnes Gymnasium and the St. Agnes Church do not appear to be eligible for inclusion on the California Register as an individual resource or as a contributor to a historic district. However, the Department found the project site to be located in the eligible Panhandle Historic District, and determined the 1637 Oak Street residence to be eligible for listing on the California Register under Criterion 1 (Events) as a contributor to this district. Therefore, an HRE Part II¹² was prepared to evaluate the compatibility of the proposed project with the Panhandle Historic District. The Department subsequently prepared an HRER Part II¹³ that found the proposed project to be consistent with all aspects of the *Secretary of the Interior Standards for Rehabilitation* (Standards) and that the project would not cause a substantial adverse impact to a resource such that the significance of the 1637 Oak Street building or the surrounding Register-eligible Panhandle Historic District would be materially impaired. The Department's analysis is briefly summarized below.

Panhandle Historic District

An HRER prepared in conjunction with a project at 200 Clayton Street¹⁴ determined that the vicinity immediately surrounding the Panhandle, from Sanyan to Baker Streets and from Hayes to Page Streets, appears to qualify as the eligible Panhandle Historic District. This area contains a high concentration of properties that were developed between circa 1870 and 1915 that were directly related to the establishment of Golden Gate Park and the Panhandle as a highly desired area for residential development. This area is an architecturally intact Victorian-era neighborhood with many early examples of buildings from that period. The project site is located within the rough boundaries of the Panhandle Historic District as described in the previous HRER report, although the subject block does not reflect the same architectural character, as both sides of Page Street between Masonic Avenue and Ashbury Street are composed of primarily institutional buildings constructed after 1870 to 1915—the Panhandle Historic District period of significance.

St. Agnes Catholic Church

As the earliest established parish in the Haight-Ashbury neighborhood, the St. Agnes Church has been reconstructed and relocated numerous times in the past, and the present building was constructed long after the church's establishment in 1894. No persons associated with the existing church have been identified to have made significant contributions to regional or national history. While one of the architects of the church, namely Henry A. Minton, may be considered a master architect, the building was constructed nearly two decades after Minton and Smith's most productive years and does not appear

¹² Page & Turnbull. *The Urban School of San Francisco Project Historic Resource Evaluation Part 2*. October 6, 2014. This report is available for review as part of Case No. 2013.0862E.

¹³ *Historic Resource Evaluation Response Part II*. Alexandra Kirby. October 17, 2014. A copy of this document is attached, along with existing photos of the subject structures.

¹⁴ *Historic Resource Evaluation Response Part I*. Gretchen Hilyard. January 29, 2014. A copy of this document is available as part of Case No. 2012.0850E.

exemplary of their work. Finally, the church is not likely to yield important historical information as the church is neither a rare construction type nor associated with archeological resources. Therefore, the church is neither individually eligible for the California Register under any Criteria, nor eligible as part of an historic district.

St. Agnes Gymnasium

The St. Agnes Gymnasium at 1530 Page Street was constructed in 1949 and designed by architects Henry A. Minton and Wilton Smith in the Mission Revival Style. The gymnasium is not associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. The building was constructed much later than the surrounding neighborhood in 1949, which is outside of the Panhandle Historic District's period of significance. No persons associated with the subject property have been identified as making significant contributions to regional or national history. The building does not exemplify the Mission Revival style, high artistic value, or the best of Henry A. Minton's work. Finally, the gym is not likely to yield important historical information as the building is neither a rare construction type nor associated with archeological resources. Therefore, the gym is neither individually eligible for the California Register under any Criteria, nor eligible as part of an historic district.

1637 Oak Street Residence

The residence at 1637 Oak Street was constructed in 1907 in the Edwardian Style. The residence is not associated with any significant historical events as it post-dates the earliest development in the area. However, the building does appear to have historical significance as part of a collection of late 19th century and early 20th century properties. The Panhandle Historic District was the first San Francisco neighborhood to develop near Golden Gate Park after its establishment in 1870, and the District marked a major change in the residential development patterns of the City, moving residents further west. The neighborhood displays the architectural congruity necessary to qualify for listing under Criterion 1 (Events) due to its significance associated with the establishment of Golden Gate Park and the City's shifting residential development patterns. Although a survey has not yet been completed for the District, the 1637 Oak Street is an intact example of an early 20th-century residential development in the area induced by establishment of Golden Gate Park.

No persons associated with the residence have been identified as making significant contributions to regional or national history. The building does not possess high artistic value or individually embody distinctive characteristics of a type, period, region, or method of construction. However, the building would contribute to the Panhandle Historic District as a good contextual example of an Edwardian residence. 1637 Oak Street retains all aspects in integrity except setting and feeling due to (1) the displacement of the original adjacent residential and garage buildings and (2) the conversion of Oak Street from a quiet residential street to a busy one-way thoroughfare.

In light of the above, the residential building at 1637 Oak Street is a contributor to the California Register-eligible Panhandle Historic District. Thus, the proposed relocation of the 1637 Oak Street residence was evaluated based on the applicable Standards outlined by the Secretary of the Interior. The proposed project retains the historic residential use of the building and would not require changes to the building's residential character. The building would remain compatible in use with the Panhandle Historic District, and the relocation would enhance the building's spatial relationship to the neighborhood and would not

pose an impact to the District. The historic character of the building would be retained and preserved, as no character-defining materials or architectural elements would be impaired or removed at the primary façade. While the spatial relationship of the building would be altered, the relocation would reincorporate the historic residence into the fabric of the District, reinforcing its role as a contributor. Characteristics of the residence that define the District would be retained, and therefore would continue to contribute to the historic district after the relocation maintaining the overall District's character. The proposed project would not create a false sense of historical development as the new construction would feature a contemporary yet compatible design within the District's context. The project's new construction would be differentiated from the character-defining features of the residence, but would be designed to respond to the surrounding historic context. While the proposed project would not remove or redesign the building, future redesigns would maintain the essential form and integrity of the District. Therefore, the proposed relocation of the 1637 Oak Street residence is consistent with the Secretary of the Interior Standards.

In light of the above, the proposed project would not have a significant impact related to historic resources.

Hazardous Materials. The Maher Ordinance (Ordinance 253-86) requires analyzing soil for hazardous waste within specified areas, designated as Maher areas, when over 50 cubic yards of soil are to be disturbed and on sites specifically designated by the Director of Public Health (DPH). As the project site falls within the boundary designated by the ordinance, the project is therefore subject to the associated requirements. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination.¹⁵ The Phase I ESA reviews and summarizes previous environmental documents prepared for other sites in close proximity to the project site, lists current and past operations, reviews environmental agency databases and records, reports site reconnaissance observations, and discusses potential contamination issues. The Phase I did not find any evidence of recognized environmental conditions in connection with the subject site. However, the ESA speculated that the subject site may have been affected by historical hazardous uses on

¹⁵ Krazan & Associates, Inc. *Phase I Environmental Site Assessment: Proposed Urban School Property 1530 Page Street*. Phase I Environmental Site Assessment. May 20, 2013. This report is available for review as part of Case No. 2013.0862E.

or near the site, as a gasoline underground storage tank (UST) was previously located at 1639 Oak Street, since removed. While, the report did not recommend further testing or analysis, DPH may require additional information or remediation action.

Due to the age of the existing structures, asbestos containing materials may be found within the existing on-site structure proposed to be altered. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the BAAQMD will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level.

Because of the age of the existing building proposed for alteration, it may contain lead-based interior or exterior paint. Demolition or alterations must comply with Chapter 34, Section 3407 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on any building built on or before December 31,

1978, or any steel structures to which lead-based paint disturbance or removal would occur, and exterior work would disturb more than 100 square feet or 100 linear feet of lead-based paint, Chapter 34 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 34 contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of work debris beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection of the location of the proposed project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead-Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures established by the San Francisco Building Code would ensure that potential impacts associated with lead-based paint disturbance during construction activities would be reduced to a level of insignificance.

In light of the above, the proposed project would not result in significant impacts related to hazards or hazardous materials.

Geology. The proposed project—which includes excavation to a depth of approximately 18 feet below grade—is located on a site with some slopes exceeding 20 percent. The project site is not in a Special

Geologic Study Area as shown in the Community Safety Element of the San Francisco General Plan.¹⁶ The project sponsor has provided a geotechnical investigation report prepared by a California licensed geotechnical engineer, which determined the site to be geologically suitable for the proposed project.¹⁷

The investigation involved a reconnaissance of the site and vicinity; a review of geotechnical and geologic data pertinent to the project area; a reconnaissance of an open excavation site to the west; and geotechnical interpretation and engineering analyses. The recommendations contained in the report include but are not limited to: (1) buildings should be constructed on shallow spread footings or a mat slab foundation; (2) sidewalks and neighboring buildings should be shored and/or underpinned during excavation; (3) excavation should be monitored to evaluate any settlements and/or potential damage to adjacent buildings; (4) remnants of buried foundations or walls that interfere with project construction should be removed; and (5) basement walls should be designed to resist lateral pressures. The project sponsor would be required to implement the geotechnical report's recommendations, subject to review by Department of Building Inspection (DBI).

The final building plans would be reviewed by DBI. In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess site-specific requirements. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. The above referenced geotechnical investigation would be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site specific soils report(s) be prepared in conjunction with permit applications, as needed.

The project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Decisions about appropriate foundation and structural design are considered as part of the DBI permit review process. DBI would review background information including the geotechnical investigation report to ensure that the security and stability of adjoining properties and the subject property are maintained during and following project construction.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards.

Aesthetics. The existing character of the project site and surroundings is dominated by uses typical in an urban setting, mostly one- to four-story residential and mixed-use residential/commercial uses. Public viewpoints in the project vicinity are dominated by these existing nearby buildings and the Panhandle and Masonic Avenue corridors. No scenic vistas or scenic resources exist in the project vicinity. The project site is developed with one- to four-story school and religious structures currently in use by the Urban School of San Francisco and the St. Agnes Catholic Church.

¹⁶ This map indicates areas in which one or more geologic hazards exist.

¹⁷ Rollo & Ridley, Geotechnical Engineers and Scientists. *Geotechnical Investigation, The Urban School of San Francisco North Campus Athletic Center, San Francisco, CA.* September 9, 2013. This report is available for review as part of Case No. 2013.0862E.

The proposed project would construct a new 40-foot-tall athletic building with a rooftop recreation area surrounded a safety fence. Although the new building would change the visual appearance of the project site and immediate surroundings, it would not substantially degrade its visual character or quality. The new building and fence would be compliant with heights allowed by the Planning Code, and would be similar in height to adjacent buildings and those in the site vicinity. The proposed project would not obstruct longer-range views from any publicly-accessible areas.

The new building would include new lighting. However, the proposed project would be subject to and would comply with the City's Green Building Code,¹⁸ which requires all newly constructed non-residential buildings to design interior and exterior lighting such that zero direct-beam illumination leaves the building site, except for emergency lighting and lighting required for nighttime activity. The proposed project would not install outdoor lighting on the rooftop recreation space. Therefore, the new lighting would not adversely affect day or nighttime views in the area or substantially impact other people or properties because the lighting would not extend beyond the project site. Furthermore, Planning Commission Resolution No. 9212 (1981) established guidelines aimed at limiting glare from proposed buildings and the City's Standards for Bird-Safe Buildings requires that new structures do not create a substantial source of glare. The proposed project would be subject to and would comply with these regulations.

The new building would be visible from some residential and commercial buildings within the project site vicinity, which could reduce private views. Reduced private views on private property would be an unavoidable consequence of the proposed project and may be an undesirable change for those individuals affected. Nonetheless, the change in private views would not exceed those commonly expected in an urban setting and would not constitute a significant impact under CEQA.

In light of the above, the proposed project would not result in a significant effect related to aesthetics.

Neighborhood Concerns

A "Notification of Project Receiving Environmental Review" was mailed on January 24, 2014, to community organizations, tenants of the affected property, and properties adjacent to the project site, and those persons who own property within 300 feet of the project site. Three comments were received expressing concerns on the project's effects regarding insufficient parking, loss of on-street parking spaces, traffic congestion, noise from the new recreation spaces, appearance of the new building and rooftop recreation space, blocking private views, light emanating from the new building, loss of street trees, pedestrian circulation to buildings on the site, and disabled accessibility. These concerns have been addressed in the preceding text.

¹⁸ Building Code, 2010 Edition, Section 13.C.5.106.8.

SUMMARY:

CEQA State Guidelines Section 15332, or Class 32, allows for an exemption of an in-fill development meeting various conditions. As described above, the proposed project is an in-fill development that would have no significant adverse environmental effects and would meet all the various conditions prescribed by Class 32. Accordingly, the proposed project is appropriately exempt from CEQA under Section 15332.

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. There are no unusual circumstances surrounding the proposed project that would suggest a reasonable possibility of a significant effect. The proposed project would have no significant environmental effects. The project would be exempt under the above-cited classification. For the above reasons, the proposed project is appropriately exempt from environmental review.



SAN FRANCISCO PLANNING DEPARTMENT

Historic Resource Evaluation Response

Date: April 3, 2014 (Part I)
Case No.: 2013.0862E
Project Address: 1520 & 1530 Page Street/1637 Oak Street
Zoning: RM-1 (Residential, Mixed, Low-Density)
40-X Height and Bulk District
Block/Lot: 1223/003, 008, 022, 023, and 024
Staff Contact: Kei Zushi (Environmental Planner)
(415) 575-9036
kei.zushi@sfgov.org
Shelley Caltagirone (Preservation Planner)
(415) 558-6625
shelley.caltagirone@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PART I: HISTORIC RESOURCE EVALUATION

Buildings and Property Description

The project site is composed of five parcels (Assessor's Block 1223, Lots 003, 008, 022, 023, and 024) situated between Page Street to the south, Masonic Avenue to the east, and Oak Street to the north in the Haight Ashbury neighborhood. The parcels include two parking lots and a single-family residence at 1637 Oak Street, St. Agnes Church on the Masonic Avenue front (the formal address is 1520 Page Street), and a gymnasium located at 1530 Page Street. The remaining lots are presently used as surface parking lots for the St. Agnes Church and the Urban School. The site is located within a RM-1 (Residential, Mixed, Low-Density) Zoning District and a 40 -X Height and Bulk District.

St. Agnes Church, 1520 Page Street

Because the project does not involve any alterations to the St. Agnes Church, the property has not been described in this memo. Please refer to page 20 of the attached Historic Resource Evaluation report prepared by Page & Turnbull, December 2013, for a full architectural description.

St. Agnes Gymnasium, 1530 Page Street

The gymnasium at 1530 Page Street was constructed in 1949 and designed by architects Henry A. Minton and Wilton Smith in an eclectic Spanish-influenced style. It is a two-story-over-basement structure with a wide gabled roof clad in Spanish clay tile and capped with a plaster cross. The primary façade is clad in stucco and features a central bay with three arches that open in to an exposed arcade protected by decorative security gates. The east and west bays feature wall perforations that act as architectural screens to the windows behind. The second story features three four-over-six light, steel casement windows in the central bay and a four-over-four light casement window in each side bay.

The open-air arcade is paved in basket weave brick with an arched double door adjacent to each of the arches on the primary façade. The west and central doors are original wood with two-over-two glass panes and a five-light transom in the above arch; the eastern opening features a double wood door

lacking fenestration. The doors access the lobby of the gymnasium, which appears to feature many contemporary renovations. The lobby floor is tiled in a two-tone red and brown tile, and linoleum-clad stairways lead up to the east and west wings, accessing the above classroom. The lower west wing features an administrative office, a small kitchen, and a utility closet.

Two contemporary wood double-doors access the gymnasium, which features a barrel-vaulted roof clad in acoustic paneling. The floors are finished in blonde maple. Three pilasters brace the east and west walls, supporting arched ceiling joists that support the roof form. Between each pair of pilasters is a four-over-four light, steel awning, wire glass window. The north end of the gym features an elevated stage recessed into the rear wall. At the western corner is an exit to the lower locker rooms and weightlifting room.

Residence, 1637 Oak Street

1637 Oak Street was constructed in 1907 by an unknown developer in the Edwardian Style. The two-story-over-garage residence is primarily clad in horizontal wood siding with a brick-clad garage level and capped with a hipped roof. The primary (north) façade features an entry stairwell on the east side of the building that leads to an open porch with an arched entry and three arched bays supported by pillar on the east façade. The first story features a central oriel window with three double-hung wood-sash windows divided by pilasters. The second story projects slightly over the first, supported by brackets. Three central double-hung windows feature projecting lintels with support brackets. At the attic level is a central dormer with double hung wood-sash window and a gabled roof. The east and west walls are fully exposed to the public right-of-way because the neighboring properties were previously demolished to make way for surface parking lots. The west wall is clad in horizontal channel-drop wood siding with two minimal single-pane, wood frame windows at the top level. The east façade is also entirely wood-clad and unfenestrated save for a narrow light well at the center of the side façade.

Pre-Existing Historic Rating / Survey

The subject properties are not included on any historic resource surveys or listed on any local, state or national registries. The buildings are considered a "Category B" property (Properties Requiring Further Consultation and Review) for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures due to their age.

On January 29th, 2013, the Department issued a Historical Resource Evaluation Response (HRER) for a proposed project at 200 Clayton Street. The HRER determined that the vicinity immediately surrounding the Panhandle, from Stanyan Street to Baker Street between Hayes and Page Streets, appears to qualify as the eligible "Panhandle" Historic District. This area contains a high concentration of properties that were developed between circa 1870 and 1915 that were directly related to the establishment of Golden Gate Park and the Panhandle as a highly desired area for residential development. This area is an architecturally intact Victorian-era neighborhood with many early examples of buildings from the 1890s and early twentieth-century, with infill from the 1920-1930s and some later twentieth-century examples.

The project site is located within the rough boundaries outlined in the report, although the subject block does not reflect the same architectural character. Both sides of Page Street between Masonic Avenue and Ashbury Street are composed of predominantly institutional properties constructed after the proposed period of significance and in differing architectural styles, most notably Mission Revival, circa 1923 – 1949. Additionally, the Urban School, constructed in 2005, occupies a large central portion of the south

side of Page Street on this block. For these reasons, a significant portion of this section of Page Street would likely be excluded from the historic district. The residence at 1637 Oak Street does fit within the parameters that define the eligible district in terms of its style and construction date, so it would likely contribute to the historic district. Although its immediate residential context has been replaced by parking lots, 1637 Oak Street's setting could be restored by sympathetic new construction or by moving it adjacent to buildings of its period.

Neighborhood Context and Description

The project site is located in a primarily residential area with the Haight/Ashbury commercial corridor to the south and the Golden Gate Park Panhandle to the north. Much of the immediate context on the subject block appears to be later infill compared to the typical turn-of-the-century construction in the vicinity. Dating from 1949 to 2005, these insertions are composed of the Urban School, located on the south side of Page Street and encompassing a contemporary building approximately 75-feet in width (constructed 2005) and two altered historic buildings; and the subject buildings – the St. Agnes gymnasium (constructed 1949), transepts (1926) and church (1949).

The Haight-Ashbury neighborhood contains predominantly flat-style and single-family residential buildings with apartments located at prominent corner lots. The residences are constructed in various styles from the period, including Queen Anne, First Bay Tradition, Edwardian, and Period Revival Styles. There are several buildings in the area of the subject building that were included in the Here Today survey and the 1976 Architectural Survey. As mentioned above, the area immediately surrounding the Panhandle is an eligible historic district, although the subject block does not relate to the district context in use, period of construction, or architectural style.

It should be noted that the immediate blocks surrounding the site have not been formally surveyed.

CEQA Historical Resource(s) Evaluation

Step A: Significance

Under CEQA section 21084.1, a property qualifies as a historic resource if it is "listed in, or determined to be eligible for listing in, the California Register of Historical Resources." The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources or not included in a local register of historical resources, shall not preclude a lead agency from determining whether the resource may qualify as a historical resource under CEQA.

Individual	Historic District/Context
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:	Property is eligible for inclusion in a California Register Historic District/Context under one or more of the following Criteria:
Criterion 1 - Event: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 1 - Event: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Criterion 3 - Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 3 - Architecture: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Period of Significance:	Period of Significance: 1870-1915 (1637 Oak Street) <input checked="" type="checkbox"/> Contributor <input type="checkbox"/> Non-Contributor

Based on the Historic Resource Evaluation (December 5, 2013) provided by the consultant, Page & Turnbull, and information found in the Planning Department files, Preservation staff finds that none of the three buildings at the project site appear to be individually eligible for inclusion on the California Register. 1637 Oak Street, however, does appear to contribute to an eligible Panhandle Historic District.

Criterion 1: Property is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

To be eligible under the event Criterion, the building cannot merely be associated with historic events or trends but must have a specific association to be considered significant. Staff finds that the subject buildings are not eligible for inclusion on the California Register individually or as contributors to a potential historic district under Criterion 1.

1520 Page Street

The St. Agnes Catholic Church does not convey significance as the earliest established parish in the Haight-Ashbury neighborhood at present, as it has been relocated and reconstructed numerous times before its present existence at 1520 Page Street/1035 Masonic Avenue. The current building was constructed long after the church's establishment in 1894. Therefore, the property does not appear to be individually eligible for listing in the California Register under Criterion 1.

1530 Page Street

The St. Agnes Gymnasium does not appear to be associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States. The structure was constructed in 1949, much later than the surrounding neighborhood, as well as outside of the church's period of significance. Therefore, the property does not appear to be individually eligible for listing in the California Register under Criterion 1.

1637 Oak Street

1637 Oak Street does not appear to be associated with any events that contribute to local or regional history or the cultural heritage of California or the United States as an individual property. Constructed in 1907, it post-dates the earliest development in the area and instead is part of a broader development era that includes the post-1906 Earthquake and Fire settlement of displaced residents. No other known events appear to be associated with the property. However, the property does appear to have historical significance as part of a collection of late 19th century and early 20th century properties.

The Panhandle Historic District (including the blocks north and south of the Panhandle from Stanyan Street to Baker Street), was the first San Francisco neighborhood to develop near Golden Gate Park after the park was established in 1870. The development of Golden Gate Park and the surrounding residential neighborhoods marked a major change in the residential development patterns of San Francisco, moving residents further west after the establishment of the park. This development began in the late 1870s and 1890s and boomed after the 1906 Earthquake and Fire as residents sought refuge in the western extent of the developed City where the fire did not reach.

The neighborhood today displays the architectural congruity necessary to qualify for listing under Criterion 1 for its early history as the first neighborhood associated with Golden Gate Park and appears to be eligible for listing under Criterion 1 for its significance associated with the establishment of Golden

Gate Park and the shifting residential development patterns in San Francisco at the turn of the twentieth-century. This development followed national patterns, as large-scale urban parks were established in major cities and desirable neighborhoods were created near these urban oases.

Although a survey has not yet been completed, based upon the historic context themes associated with the neighborhood, contributing buildings to the eligible historic district would include surviving late-nineteenth and early-twentieth century dwellings and institutional buildings established near the Panhandle.

1637 Oak Street is an intact example of an early 20th-century residence associated with the development of Golden Gate Park and would contribute to the Panhandle Historic District under Criterion 1.

Criterion 2: Property is associated with the lives of persons important in our local, regional or national past.

1520 Page Street

No persons associated with the existing St. Agnes Catholic Church, including the clergy and congregation, have been identified who appear to have made significant contributions to regional or national history such that the church would be individually significant.

1530 Page Street

No persons associated with the St. Agnes Gymnasium have been identified who appear to have made significant contributions to regional or national history such that the gymnasium would be individually significant. The gymnasium has been the property of the Catholic Archdiocese of San Francisco since its construction and no known members of the clergy, congregation, or associated school appear to have been historically significant figures.

1637 Oak Street

1637 Oak was originally owned by carpenter Otto A. Craemer, who sold the property to Howard C. Kellum in 1914. Kellum was listed as a bookkeeper for Goodyear Rubber in city directories during his ownership and residency at the subject building. In 1945, he sold the property to Elizabeth Feely, who was 80 at the time and lived with her daughters Cecil and Ramona, both of whom were public school teachers. The Elizabeth Feely Life Estate was terminated in 1962 and the property was transferred to the Roman Catholic Archbishop of San Francisco. The house has remained the property of the church since, and it has continued to be in use as a residence. No persons associated with the subject property, namely the middle-class owner-occupants, have been identified who appear to have made significant contributions to regional or national history such that the residence would be individually significant.

Therefore, the properties located on the project site do not appear to be individually eligible for listing in the California Register under Criterion 2.

Criterion 3: Property embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.

The subject properties do not appear to be individually eligible for listing in the California Register under Criterion 3 (Architecture) as resources that embody the distinctive characteristic of a type, period, region, method of construction, represent the work of a master, or possess high artistic values.

1520 Page Street

The St. Agnes Catholic Church was constructed in two distinctive phases, employing two architectural styles. The western portion of the building, which now acts as the rear transept of the structure, was constructed in 1926 and designed by architect Leo J. Devlin in an ornately decorated Spanish Revival Style. The design was never completed, although the west wing was constructed, complete with Churrigueresque detailing at the Page Street façade. Devlin worked on a number of commissions with his brother as the firm of Devlin & Devlin as well as the St. Agnes Academy, presently the Lycee Français La Perouse, at 755 Ashbury Street, which was designed in a similar style to the west wing of the subject building.

In 1949, Henry A. Minton and Wilton Smith designed the Masonic Avenue addition to the Devlin design, stripping down the ornamentation of the previous design within the same footprint. It is unclear why the second firm was hired two decades after the previous design. Henry Minton was a Harvard-trained architect who worked for many years designing municipal support buildings for the city of San Francisco. Minton's most productive years appear to have been between 1925 and 1930. Less is known about Wilton Smith, who worked regularly with Minton on projects for the Roman Catholic Church in San Francisco.

Although Henry A. Minton may be considered a master architect, the subject property was constructed nearly two decades after the Minton and Smith's most productive years and does not appear to be exemplary of their work. Furthermore, the western wing, designed in 1926 by Leo J. Devlin, was never completed as planned and more complete and coherent examples of his work exist in the neighborhood. Overall, 1520 Page Street does not appear to be individually eligible for listing on the California Register under Criterion 2.

1530 Page Street

The St. Agnes Gymnasium was designed in the Mission Revival style by architects Henry Minton and Wilton Smith in 1949. The building is not exemplary of the style as it is a largely simplified rendition of the style with little elaboration or distinctive features or materials. The secondary facades are strictly utilitarian in design. Overall, it does not possess high artistic value. While Henry A. Minton may potentially be a Master Architect, 1530 Page Street does not reflect the best of his work and, as mentioned above, the St. Agnes Gymnasium was constructed very late in his career.

1637 Oak Street

The residence at 1637 Oak Street was constructed in 1910 by an unknown architect in the Edwardian style. While it does express a high degree of craftsmanship in detailing, the residence is not exemplary of the style and does not appear to be individually eligible for listing on the California Register.

After the establishment of Golden Gate Park in 1870, the Panhandle neighborhood developed with primarily two- and three-story residential buildings (single-family houses and multiple-family "flats") that were constructed during the late nineteenth-century and early twentieth-century. The neighborhood exhibited a predominantly "Victorian-era" and "Edwardian-era" architectural character, and included styles such as Italianate, Stick-Eastlake, Queen Anne, Craftsman, and Edwardian. The area today

continues to exhibit a unifying pattern of development that resulted from construction of mostly wood-frame, wood-clad detached residential buildings that were two to three stories tall and located on long, narrow residential lots. Most dwellings were located at the fronts of lots, with minimal or no front yard and/or side yards. The area contained a rectangular street grid like the rest of the "Outside Lands" to the west. The neighborhood centers around the Panhandle of Golden Gate Park, which is located one block south of the subject property at 200 Clayton Street.

The Panhandle neighborhood does appear to qualify as an eligible California Register Historic District under Criterion 3. The immediate neighborhood contains a high concentration of buildings that were constructed between 1870 and 1915, when the area was developed for residential housing soon after the Golden Gate and Panhandle park land was deeded to San Francisco in 1870. In the 1880's the McAllister, Haight, and Hayes Streets streetcar lines were completed, furthering the spread of residential housing in the area. As a result of this development, there is a considerable degree of visual harmony among the homes and flats in the neighborhood. The building styles vary but late Italianate, Stick-Eastlake, Queen Anne, Craftsman, and Edwardian styles predominate. Most buildings still display a high level of historic architectural integrity; while there have been some alterations, the majority of the buildings still possess the basic form and architectural detailing associated with their style from the period of significance. The high concentration of architecturally unified buildings indicates the existence of an eligible district along the north and south sides of the Panhandle based on shared architectural characteristics.

Based on information available in the Planning Department and a review of the surrounding neighborhood, the subject property at 1637 Oak Street is not individually eligible for inclusion in the California Register under Criterion 3 (Architecture), since the building does not possess high artistic value, nor individually embody distinctive characteristics of a type, period, region, or method of construction. However, the building would contribute to the Panhandle Historic District as a good contextual example of an Edwardian residence of its type, period and style. The subject property at was developed within the identified context of the Panhandle Historic District and was one of several residences constructed between the 1870s and 1910s on the blocks bordering the Panhandle. The subject property is fairly typical of the single-family and multi-family residences constructed in the area during this time period.

Criterion 4: Property yields, or may be likely to yield, information important in prehistory or history.
The evaluation of Criterion 4 (Information Potential) is not within the scope of this evaluation.

Step B: Integrity

To be a resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register of Historical Resources criteria, but it also must have integrity. Integrity is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's period of significance." Historic integrity enables a property to illustrate significant aspects of its past. All seven qualities do not need to be present as long the overall sense of past time and place is evident.

Location: ☒ Retains ☐ Lacks
Association: ☒ Retains ☐ Lacks
Design: ☒ Retains ☐ Lacks
Workmanship: ☒ Retains ☐ Lacks

Setting: ☐ Retains ☒ Lacks
Feeling: ☐ Retains ☒ Lacks
Materials: ☒ Retains ☐ Lacks

1637 Oak Street retains all aspects in integrity except setting and feeling due to replacement of the original residential and garage buildings at the adjacent lots with parking lots. Additionally, Oak Street is no longer a quiet residential street with a strong connection to the park with the Panhandle as the street is now a busy one-way thoroughfare. Otherwise, the building has undergone few exterior alterations.

Step C: Character Defining Features

If the subject property has been determined to have significance and retains integrity, please list the character-defining features of the building(s) and/or property. A property must retain the essential physical features that enable it to convey its historic identity in order to avoid significant adverse impacts to the resource. These essential features are those that define both why a property is significant and when it was significant, and without which a property can no longer be identified as being associated with its significance.

For the potential Panhandle Historic District, the character-defining features would include but are not limited to:

- Location in close proximity to the Panhandle;
- Wood frame construction;
- Two-to-three story height;
- Residential use;
- Elevated entry with stairs;
- Planter boxes or retaining walls in front setback, or no front setback;
- Single family or flats;
- Gable or flat roof;
- Victorian-era or Edwardian-era detailing;
- Double-hung, wood-sash windows; and,
- Square or angled bay windows.

CEQA Historic Resource Determination

- ☒ Historical Resource Present (1637 Oak Street)
- ☐ Individually-eligible Resource
 - ☒ Contributor to an eligible Historic District
 - ☐ Non-contributor to an eligible Historic District

- ☒ No Historical Resource Present (1520 Page Street & 1530 Page Street)

PART I: SENIOR PRESERVATION PLANNER REVIEW

Signature: Tina Tam
Tina Tam, Senior Preservation Planner

Date: 4/14/2014



SAN FRANCISCO PLANNING DEPARTMENT

Historic Resource Evaluation Response

Date October 17, 2014
Case No.: 2013.0862E
Project Address: 1520 & 1530 Page Street/1637 Oak Street
Zoning: RM-1 – Residential, Mixed, Low-Density
40-X Height and Bulk District
Block/Lot: 1223/003, 008, 022, 023 and 024
Date of Review: April 3, 2014 (Part I)
October 17, 2014 (Part II)
Staff Contact: Alexandra Kirby (Preservation Planner)
(415) 575-9133
alexandra.kirby@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PART II: PROJECT EVALUATION

PRE-EXISTING HISTORIC RATING / SURVEY

The project site is composed of five parcels (Assessor's Block 1223, Lots 003, 008, 022, 023, and 024) situated between Page Street to the south, Masonic Avenue to the east, and Oak Street to the north in the Haight Ashbury neighborhood. The parcels include a single-family residence at 1637 Oak Street, St. Agnes Church on the Masonic Avenue front (the formal address is 1520 Page Street), and a gymnasium located at 1530 Page Street. The remaining lots are presently used as surface parking lots for the St. Agnes Church and the Urban School. The site is located within a RM-1 (Residential, Mixed, Low-Density) Zoning District and a 40 -X Height and Bulk District.

Per Part I of the Historic Resource Evaluation Response, dated April 3, 2014, the St. Agnes Gymnasium (1520 Page Street), the St. Agnes Church (1530 Page Street), and the surface parking lots were determined not to be historically significant. 1637 Oak Street, a two-story-over-basement residence located at the north portion of the project site, was determined to be a contributor to the California Register-eligible Panhandle Residential Historic District, roughly bounded by Baker Street to the east, Page Street to the south, Stanyan Street to the west, and Hayes Street to the north.

The character-defining features of the Panhandle Historic District include the following:

- Location in proximity to the Panhandle Park;
- Wood frame construction;
- Two-to-three story height;
- Residential use;
- Elevated entry with stairs;
- Planter boxes or retaining walls in front setback or no setback;

- Single family or flats;
- Gable or flat roof;
- Victorian-era or Edwardian-era detailing;
- Double-hung, wood-sash windows; and,
- Square or angled bay windows.

Proposed Project

☐ **Demolition**

☒ **Alteration**

Per Drawings Dated: October 3, 2014, by Pfau Long Architecture, Inc.

Project Description

The proposed project would be implemented in two phases.

Phase 1 will include:

- Removal of an existing 57-space, 16,800-square-foot (sf) surface parking lot;
- Adjustment of parcel boundaries;
- Eastward relocation of an existing 40-foot-tall, two-story-over-garage, single-family residence (1637 Oak Street) to abut the neighboring house at 1611 Oak Street. Building materials will be repaired, as needed. The rear will be enclosed with horizontal wood siding and wood sash windows.
- Construction of a 40-foot-tall, three-story-over-basement, 63,600-sf institutional/educational building to be used by the Urban School of San Francisco. The Oak Street frontage of the new building will be 36 feet in height and consist of a three-story façade. The proposed building would consist of:
 - Administration offices and a parking garage at the ground-floor level;
 - A gymnasium, four classrooms, and administration offices at the second level;
 - Five classrooms and offices at the third level;
 - Turf or sport surface training area at the rooftop level; and
 - A parking garage at the basement level.

The façade design of the new structure will feature board-formed concrete cladding at the ground floor and 13 vertical glass bays above. The bays corresponding with the concrete base will cant inwards at the upper level, exposing a stucco reveal at the sides of the adjacent bays. The garage entrance will be located at the base of the eastern portion of the building, with a glass curtain wall above. The clear glass butt-glazed curtain walls will be vertically divided to include

dimensions that reference the width of double-hung windows on adjacent residential buildings along the subject block. The primary entrance will be recessed at the western portion of the building, featuring a pair of glazed doors located under an angled glass canopy. Minimal signage will be attached to the projecting wall east of the entrance.

Phase 2 will include:

An interior remodel of the existing gymnasium/theater building (1530 Page Street) to add a theater to be used by the Urban School. The proposal at 1530 Page Street is not evaluated in this report because the building was not found to be an historic resource and the exterior scope of work is minimal, therefore not posing any potential impacts to the surrounding district.

Project Evaluation

If the property has been determined to be a historical resource in Part I, please check whether the proposed project would materially impair the resource and identify any modifications to the proposed project that may reduce or avoid impacts.

Subject Property/Historic Resource:

- ☒ The project will not cause a significant adverse impact to the historic resource as proposed.
- ☐ The project will cause a significant adverse impact to the historic resource as proposed.

California Register-eligible Historic District or Context:

- ☒ The project will not cause a significant adverse impact to a California Register-eligible historic district or context as proposed.
- ☐ The project will cause a significant adverse impact to a California Register-eligible historic district or context as proposed.

The Department finds that the project is consistent with all aspects of the *Secretary of the Interior Standards for Rehabilitation (Standards)* and that it will not cause a substantial adverse impact to a resource such that the significance of the building or the surrounding historic district would be materially impaired. The following is an analysis of the proposed project per the applicable Standards. The Department's analysis was guided by the Historic Resource Evaluation written by Page & Turnbull on October 6, 2014.

Standard 1.

A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The proposed project retains the historic residential use of the building at 1637 Oak Street and will not require changes to the building's residential character.

The building will remain compatible in use with the identified Panhandle Historic District. The relocation of the structure will enhance the building's spatial relationship to the neighborhood by reincorporating it into the residential fabric of the district. Further, per the *National Register Criteria Consideration B: Moved Properties*, the relocation of the property would not pose an impact to the

eligible Panhandle Historic District because it would represent a small fraction of the total number of resources within the district.

Therefore, the proposed project is in compliance with Rehabilitation Standard 1.

Standard 2.

The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The historic character of 1637 Oak Street will be retained and preserved despite the relocation of the property. No character-defining materials or architectural elements that characterize the property will be impaired or removed at the primary façade, although the rear sunroom, which was constructed in 1913, will be removed. This removal will not be visible from the public right of way and will therefore not impact the character of the eligible historic district.

The spatial relationships of the building would be altered by the building's relocation, although the move would reincorporate the historic residence into the fabric of the eligible historic district, reinforcing its role as a contributor. The building is currently isolated by surface parking at either side, the move would place the building adjacent to a residential building of similar mass and scale.

Characteristics represented by 1637 Oak Street that define the eligible historic district will be retained, including the property's proximity to the Panhandle, its wood frame construction, three story height, elevated entry with stairs, gable roof, Edwardian-era detailing, double-hung wood-sash windows, and square and angled bay windows. Thus, the residence will continue to contribute to the identified historic district after the move and alterations, and the overall character of the Panhandle Historic District will be retained and preserved.

Therefore, the proposed project is in compliance with Rehabilitation Standard 2.

Standard 3.

Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The proposed project does not add conjectural features at 1637 Oak Street nor does it create a false sense of history within the eligible district through the relocation of the property.

The proposed new construction would feature a contemporary yet compatible design within the context of the historic district and does not propose any conjectural elements. The structure would clearly read as new construction and would therefore not create a false sense of historical development.

Therefore, the proposed project is in compliance with Rehabilitation Standard 3.

Standard 5.

Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The proposed project would not remove materials, features, finishes, construction techniques and examples of craftsmanship that characterize 1637 Oak Street.

Therefore, the proposed project is in compliance with Rehabilitation Standard 5.

Standard 9.

New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The proposed new construction will be differentiated from the character-defining features including the use, style and materials of the eligible Panhandle Historic District due to the scale of the development and its institutional use. Differentiation is important to articulate the building as a contemporary design. Standard 9 also requires that designs be detailed to reference the character defining features of the district in order to achieve compatibility. The new design responds to the surrounding historic context in its overall height, scale, massing, and materials as discussed below. Additionally, the proposed project will in-fill what is presently a surface parking lot that creates a gap in the fabric of the historic district.

The proposed project would stand 36 feet in height at the street face, corresponding with the adjacent residential properties to the east and west. The project responds to the vertical orientation of projections and fenestration patterns of other buildings in the district through the use of syncopated vertical bays featuring delineated windows to reflect the scale of fenestration throughout the subject block and surrounding historic district. The return on the projecting bays will feature stucco siding, a typical material within the district, while the base of the structure will be clad in board-formed concrete, reflecting the common wood siding found throughout the district. The roof of the structure will be flat, another typical character-defining feature within the surrounding historic district. Thus the proposed design appears to be compatible with the surrounding district while still reading as a contemporary institutional structure.

Therefore, the proposed project complies with Rehabilitation Standard 9.

Standard 10.

New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The proposed project includes alteration of a non-contributing property within the eligible Panhandle Historic District. While unlikely, if the building was removed and/or redesigned in a similar building vocabulary in the future, the essential form and integrity of the district would be unimpaired.

Therefore, the proposed project complies with Rehabilitation Standard 10.

Summary

The Department finds that the project is consistent with the *Secretary of the Interior Standards for Rehabilitation (Standards)*.

As currently proposed, the project will not have a significant adverse impact upon a historic resource, as defined by CEQA.

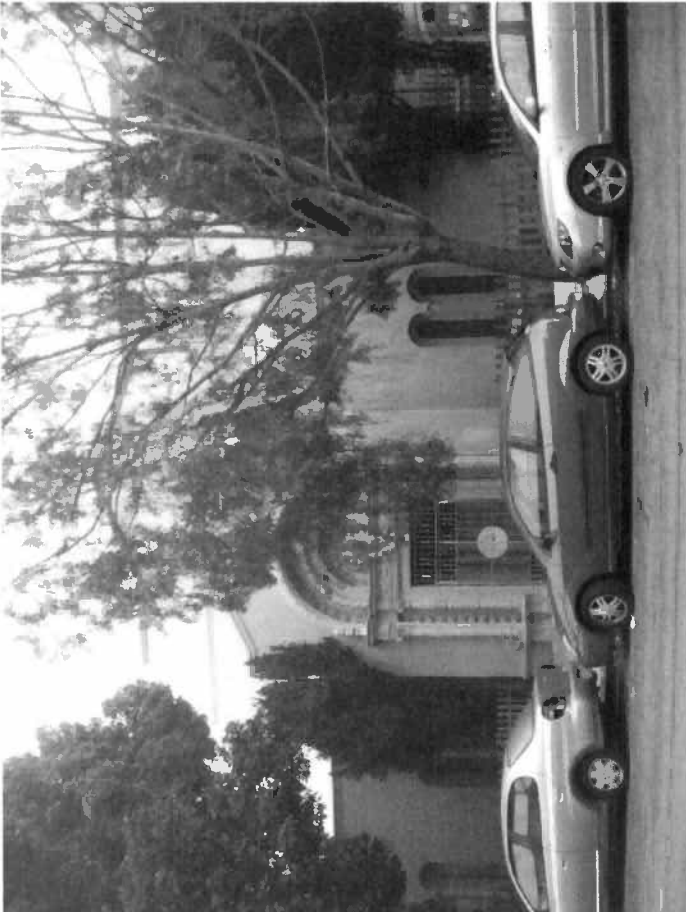
PART II: SENIOR PRESERVATION PLANNER REVIEW

Signature: Tina Tam
Tina Tam, Senior Preservation Planner

Date: 10-21-2014

cc: Erik Jaszewski, Environmental Division/ Historic Resource Impact Review File

AK: G:\Preservation\1530 Page\1530 Page St_Part 2.doc



St. Agnes Church (Page St. Entry)



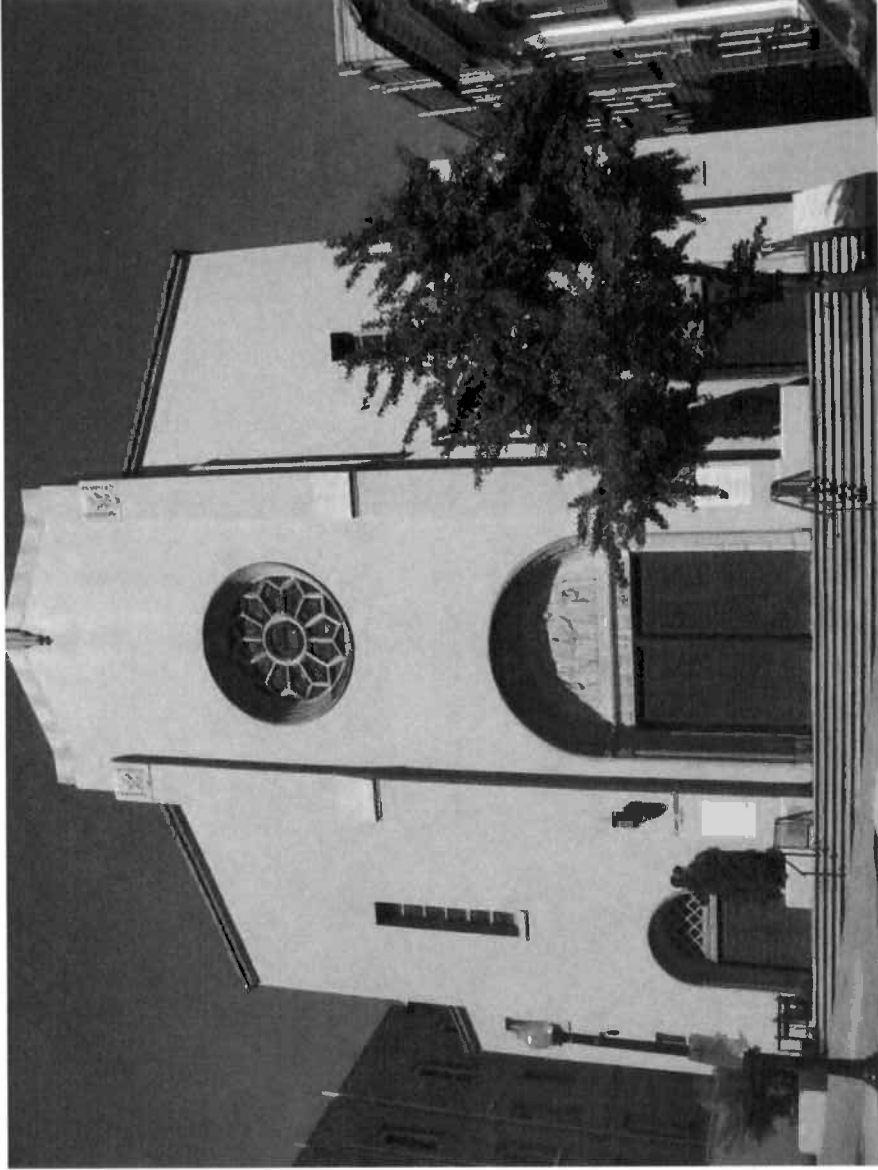
Urban School (Existing Campus)

Urban School & St. Agnes Catholic Church
Conditional Use Permit Site Photos

THE URBAN
SCHOOL OF
SAN FRANCISCO

St Agnes
Catholic Church

PFAU GNOL
ARCHITECTURE



St. Agnes Church

Urban School & St. Agnes Catholic Church
Conditional Use Permit Site Photos

THE URBAN
SCHOOL OF
SAN FRANCISCO

St Agnes
Catholic Church

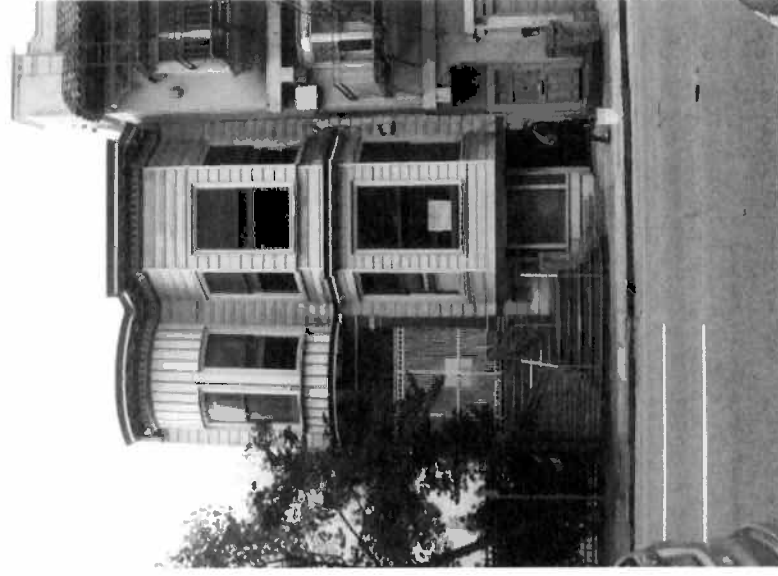
PFAU GNO1
ARCHITECTURE



Existing Residence



Parking Lot Entry



Neighboring Residence

Urban School & St. Agnes Catholic Church Conditional Use Permit Site Photos

THE URBAN
 SCHOOL OF
 SAN FRANCISCO

St Agnes
 Catholic Church

PFAU GNO
 ARCHITECTURE



St. Agnes Existing Gym (Future PAB) Page St.

Urban School & St. Agnes Catholic Church
Conditoinal Use Permit Site Photos

THE URBAN
SCHOOL OF
SAN FRANCISCO

St Agnes
Catholic Church



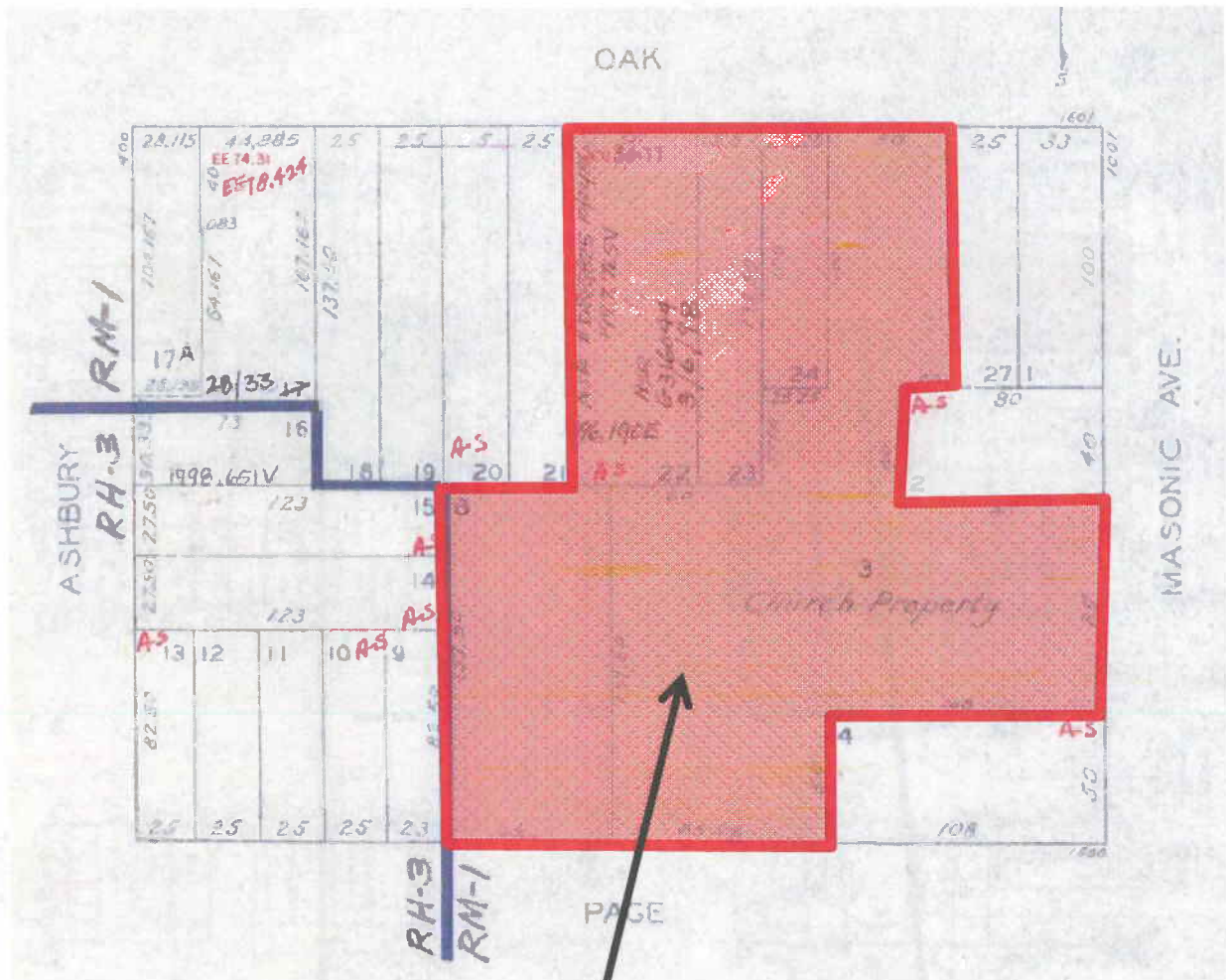
St. Agnes Existing Gym (Future PAB) Page St.

Urban School & St. Agnes Catholic Church Conditoinal Use Permit Site Photos

THE URBAN
 SCHOOL OF
 SAN FRANCISCO

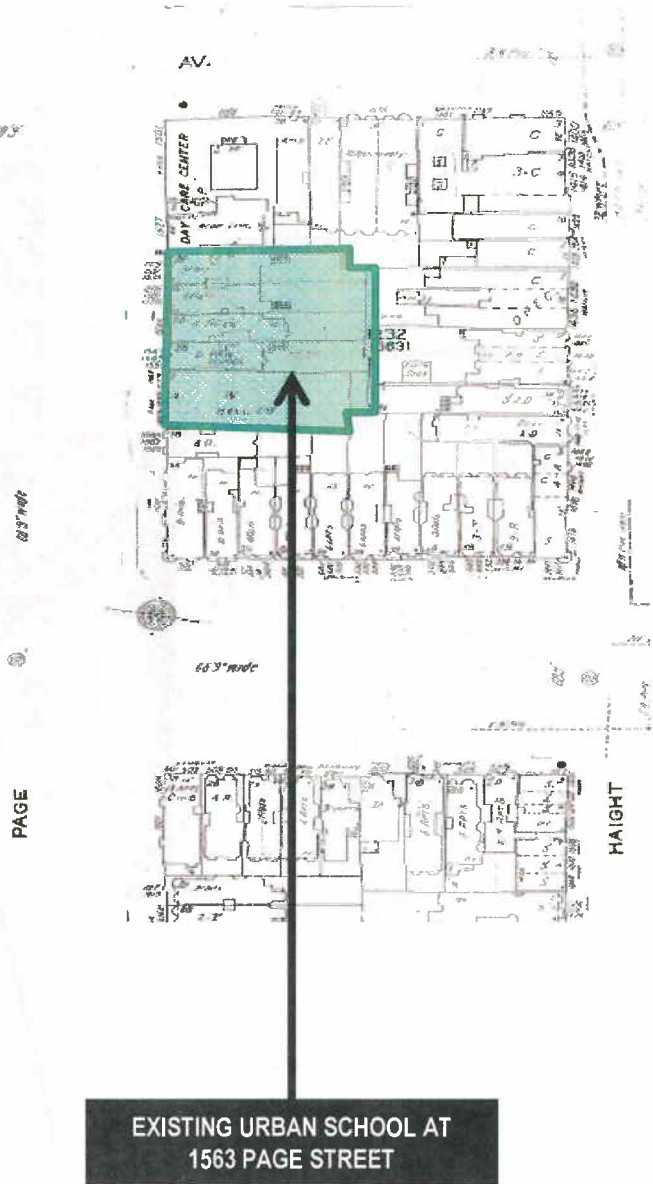
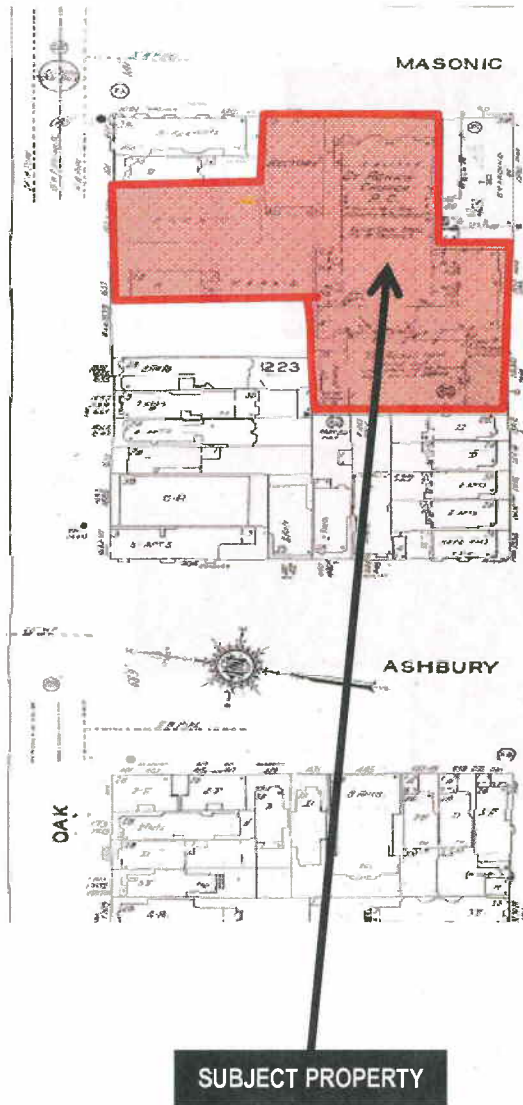
St Agnes
 Catholic Church

Parcel/Zoning Map



Sanborn Map*

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



Conditional Use Hearing
Case Number 2013.0862CE
1631 - 1639 Oak Street,
1520 - 1530 Page Street, and
1025 Masonic Avenue



Zoning Map



PROJECT SITE

Conditional Use Hearing
Case Number 2013.0862CE
1631 - 1639 Oak Street,
1520 - 1530 Page Street, and
1025 Masonic Avenue



Aerial Photo



SUBJECT PROPERTY



Conditional Use Hearing
Case Number 2013.0862CE
1631 - 1639 Oak Street,
1520 - 1530 Page Street, and
1025 Masonic Avenue

Subject to:(Select with check mark only if applicable)

- ☐ Inclusionary Housing
- ☐ Childcare Requirement
- ☐ Park Fund
- ☐ Art Fund
- ☐ Public Open Space Fund
- ☐ Jobs Housing Linkage Program
- ☐ Transit Impact Development Fee
- ☐ First Source Hiring
- ☒ Other Mayor's Office of Housing (CAHF)

SAN FRANCISCO

CITY PLANNING COMMISSION

MOTION NO. 16709

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION UNDER PLANNING CODE SECTIONS 101.1, 209.3, 303, AND 304 OF THE PLANNING CODE, ALLOWING INTENSIFICATION OF A SECONDARY SCHOOL IN A RESIDENTIAL DISTRICT, THE MODIFICATION OF PRIOR CONDITIONS OF APPROVAL, AND THE CREATION OF A PLANNED UNIT DEVELOPMENT, TO DEMOLISH TWO THREE-UNIT RESIDENTIAL STRUCTURES AND CONSTRUCT AN APPROXIMATELY 19,000 SQUARE FOOT, 40-FOOT TALL, ACADEMIC CLASSROOM BUILDING FOR THE URBAN SCHOOL AT 1529-1565 PAGE STREET, SOUTH SIDE BETWEEN MASONIC AVENUE AND ASHBURY STREET, LOTS 023, 027, 028 AND 032 IN ASSESSOR'S BLOCK 1232, IN AN RM-1 (RESIDENTIAL, MIXED USE, LOW-DENSITY) DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT.

Preamble

On June 24, 2003, Jay Powell of SMWM Architects (hereinafter "Applicant"), on behalf of the Urban School (hereinafter "Project Sponsor"), made application for Conditional Use authorization (Application No. 2003.0451C) on the properties at 1529-1565 Page Street, Lots 023, 027, 028 and 032 in Block 1232 (hereinafter "Subject Property") to construct a new 40-foot tall, 19,000 square foot academic office/classroom building (hereinafter "Project") within an RM-1 (Residential, Mixed-Use, Low-Density) District, and a 40-X Height and Bulk District.

The Conditional Use application was determined by the San Francisco Planning Department (hereinafter "Department") to be exempt from further environmental review pursuant to the California Environmental Quality Act (CEQA) in a Preliminary Mitigated Negative Declaration (PMND), Case no. 2003.0451E, issued October 25, 2003. Mitigation measures described in this document are included as Condition of Approval #17 in the attached EXHIBIT A.

On **January 15, 2004**, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2003.0451C at which the Commission reviewed and discussed the findings and discussed the findings prepared for its review.

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.

Findings

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

1. The above recitals are accurate and also constitute findings of this Commission.
2. The project site is at 1529-1563 Page Street, on the south side between Ashbury and Masonic Streets, in the Haight Ashbury Neighborhood, within an RM-1 (Residential. Mixed-Use, Low Density) District and a 40-X Height and Bulk District. The project site is also within a 40-X Height and Bulk District. The property is comprised of lots 023, 032 (formerly 024, 025, and 026), 027, and 028, in Assessor's Block 1232. The project site is a 22,812 square-foot area comprising four city lots and containing 6 structures. Three of the existing structures are residential, with one structure containing four units (1565-69 Page), and two containing three units each (1529-33 and 1535-39 Page). The remaining three institutional structures comprise the entirety of the current Urban School physical plant, and contain offices, classrooms, an auditorium space, 7 off-street parking spaces, and a library. The Urban School of San Francisco (Herein referred to as Urban or the Urban School) is an independent high school serving 250 students in grades 9 through 12. The school currently employs a total of 50 full and part time employees. The Urban School leases twenty-three parking spaces across Page Street in the St. Agnes Church parking lot.
3. Land uses in the immediate vicinity of the project site are a mix of religious, other institutional, and residential uses. The subject lots occupy the entire interior blockface on this side of Page Street. On the Masonic Avenue block end is located the Ashbury Children's foundation, currently the home to the Whitney Young Child Development Center, providing daycare services for up to 80 children aged 2 to 5 as well as 9 infants. On the Ashbury Street block end is a 9-unit apartment building. Over ½ of the blockface on the north side of Page Street is occupied by St Agnes Church. Urban currently leases 23 parking spaces at St. Agnes, and maintains agreements to use the church's gymnasium for athletic and other events. The

western portion of the north side of Page Street is residential in nature, containing buildings of 1-4 dwelling units. The south of the project site is bounded by properties fronting on Haight Street within the Haight-Ashbury Neighborhood Commercial District, generally containing multiple-unit residential uses over commercial spaces on Haight Street. The intersection of Page and Ashbury is the site of one of several experimental traffic circles, which have caused some controversy in the neighborhood.

4. The proposal is to construct a four-story, 40-foot tall, approximately 50-foot wide, 96-foot deep, 19,000 square foot addition to the Urban School containing classrooms, administrative space, a new handicapped-accessible entrance and a student center. The proposal is also to substantially renovate portions of the interior of the existing campus buildings at 1545-1563 Page Street, consolidate and redesign the rear yard open space behind the school and to merge lots 27 and 28 (the buildings to be demolished) into the main lot, lot 32.
5. The Urban School has received three prior CU authorizations to create and then expand their non-profit private secondary school at this site since 1977. These cases are: DR77.40(CU), 83.536C, and 93.094C. Conditions of Approval attached in EXHIBIT A of this Motion supersede all prior conditions of approval.
6. During review of this project the Department received approximately 180 letters (17 from residents of the greater Haight-Ashbury neighborhood) and 3 emails in support of the project and 2 letters and 6 emails expressing opposition to or concerns with the project.
7. **Planning Code Compliance.** The Commission finds that project meets the provisions of the Planning Code in the following manner:

- a **Use:** Planning Code Sections 209.3(h) and 178 state that the creation or expansion of a secondary school in an RM-1 District shall only be allowed as a Conditional Use.

Comment: The proposal is to expand the existing Urban School building by demolishing two residential structures and constructing a 19,000 square foot multi-use building. See Planning Code Section 303 (Conditional Use) and 304 (Planned Use Development) below.

- b **Floor Area Ratio (FAR):** Planning Code Section 124 sets the allowable FAR for nonresidential space in RM-1 Districts at 1.8.

Comment: Via the PUD process (see Planning Code Section 304, below), the proposal seeks to expand the nonresidential area of the Urban School, effectively resulting in an FAR of 2.1. This is still substantially less than the next denser FAR classification of 2.5 and does not represent a material reclassification of property.

- c **Parking:** Planning Code Section 151 requires that one off-street parking space be provided for each two classrooms in a secondary institution (high school).

Staff comment: With 21 classrooms, the Urban School has a parking requirement of 10

independently accessible off-street parking spaces. Urban provides 2 independently accessible off-street parking spaces at its Page Street location (in addition to 6 'tandem' spaces). 8 spaces is the amount required to allow the Urban School to meet its Code requirement for off-street parking. The school currently leases 23 spaces in a nearby parking lot at St. Agnes Church. The school shall maintain its ongoing lease with St. Agnes to secure no fewer than 8 independently accessible off-street parking spaces (the difference between what is required and what is provided on-site) on St. Agnes property. Condition of Approval #13 addresses this issue.

8. **Other Policies:** On May 8, 2003, the Planning Commission heard a review of the policy then in place for Mandatory Discretionary review of those residential demolition applications that were not subject to Conditional Use authorization. On December 11, 2003, the Commission conducted a second duly noticed public hearing on the temporary Residential Demolition Policy, at which time the Commission reviewed and discussed the findings prepared for its review by the staff of the Planning Department of the City and County of San Francisco and adopted a Temporary Residential Demolition Policy. The Zoning Administrator has determined that while this project is not technically subject to the Policy, staff should prepare the Residential Demolition Checklist to assist in the Commissioner's review of the project.
9. **Institutional Expansion:** During the course of review of this most recent expansion of the Urban School, concerns were raised about the possible future expansion of the school beyond what is approved under this Motion and attached Conditions of Approval. While they may legally apply to do so, the Urban School has represented that it will voluntarily NOT apply to expand enrollment at the school beyond 380 students for a period of eighteen (18) years from the date of this approval, and furthermore will not seek conditional use approval to physically expand the school during that time onto any additional property within the greater Haight-Ashbury neighborhood EXCEPT onto either the neighboring St Agnes property (including the gym and parking lots), or to other nonresidential property or sites.
10. **Conditional Use Findings:** Planning Code Section 303 sets forth criteria, which must be met before the Commission may authorize a Conditional Use. This project complies with the criteria of Section 303 in that:
 - a. The proposed use or feature, at the size and intensity contemplated and at the proposed location, would provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community;

Comment: The Urban School of San Francisco is an independent, progressive high school serving 250 students in grades 9 through 12. The Urban School provides a college preparatory education for students throughout the City and County of San Francisco. Its financial aid program assures that its student population is diverse economically, racially, culturally and socially. Nearly 80% of Urban's students reside in San Francisco, and 26% of the students are people of color. Of the total student population, about 23% receive financial aid. The school has been in operation on its current site since 1977.

The proposed expansion seeks to raise the student enrollment limit to a maximum of 380 students so as to provide for the school's continued economic viability, student financial support, and program diversity. The building's program will include a new reception area and entrance to the school, new classrooms (some of which replace existing classrooms), four teaching labs, faculty and administration offices, a student center, and a conference room. Once the new structure is complete, the school will have a total of 21 classrooms. The expanded facility will improve the school's ability to offer state of the art educational opportunities to San Francisco and Bay Area residents.

All Urban students participate in the school's nationally recognized community service program, completing volunteer jobs, internships, and apprenticeships each year. The program introduces students to the value of service and is intended to instill in them a sense of responsibility and commitment to the larger community. Through this program, students volunteer throughout the year in dozens of organizations, including neighborhood organizations such as Cole Street Clinic/Huckleberry House, Golden Gate Park, Haight Ashbury Food Program, Haight Ashbury Neighborhood Center Recycling Center, Hamilton Family Shelter, William DeAvila Elementary School, Whitney Young Child Development Center and The Women's Community Clinic. Staff has received numerous letters of support from these and other agencies.

- b. 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:
 - 1) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

Comment: Currently, the Urban School buildings comprise 38,750 gross square feet, of which 14,250 square feet are in residential buildings and 24,500 square feet are in educational facilities. These are located on four contiguous properties fronting on Page Street between Masonic and Ashbury. The Urban School proposes to construct a new classroom building of 19,000 gross square feet at 1529/1535 Page Street as an addition to its existing library building and to enclose an underused exterior deck at the third floor of the library building. One parking space will be added to the existing basement parking to bring the total number of on-site parking spaces to eight. Twenty-three leased parking spaces will continue to be maintained across Page Street in the St. Agnes Church parking lot.

The total area of contiguous Urban School property is 22,812 square feet, including 1563 Page Street (the current site of the school buildings), 1529/1535 Page Street (proposed for the new classroom building), and 1565 Page Street (a 4-unit residential building to remain.) With the construction of the new classroom building, the Urban School will have 43,050 square feet of educational space and 4,500 square feet of residential space, for a total of 47,750 gross square feet.

With the addition, The Urban School will be able to maximize functional space while staying within the envelope typical of the RM-1 district. This includes a new, fully accessible entrance to the school at the level of the sidewalk. Currently, the school can only be accessed up a steep flight of exterior stairs or via a ramp through an unimproved basement to the elevator. The new entry will allow everyone easy access directly into the reception area of the school.

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

The school currently conforms with the guidelines set forth in Table 151 of the Planning Code and will continue to conform by providing a combination of on- and off-site parking within the Page Street facility and at the nearby St. Agnes parking lot. These spaces are dedicated to the faculty, administration and support staff of the school and relieve available street parking of the excess burden.

The school provides commuter checks for faculty and staff and sells student BART tickets and MUNI passes. Though the Urban School's neighborhood has no residential parking restrictions, and therefore, no parking stickers, school vehicles are not parked on the street. Construction of the new classroom building will eliminate two curb cuts at the street, creating additional curbside parking. Accessible curb cuts with a marked crosswalk are located near the center of school property on Page Street, where a crossing guard is present during school hours to maintain the flow of traffic and assist pedestrians.

School policy strongly discourages students from driving to school, and special permission must be granted on a case-by-case basis for an exception. For students who do not use bicycles or the ample, nearby public transportation, pick-up and drop-off procedures are regular and well established. All pick-up and drop-off occurs on the school side (south side) of Page Street at all times. The morning drop-off works well within the established pattern, and the afternoon pick-up is staggered, posing even less of a problem. Bus loading for athletic events does and will continue to occur one block away on Fell Street where there is additional curbside space. The St. Agnes parking lot is generally available for evening events at the school when they occur

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

Comment: The new addition will not use reflective or glare producing materials. The back yard will be maintained as an open space with native flora and discrete seating areas. Code mandated parking will continue to be located beneath the existing buildings. Since there are no active athletic facilities on the site, and classrooms are connected by internal hallways, it is anticipated that student noise levels will continue to be at their currently low levels. No noxious odors will be produced by this use.

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

Comment: Parking and receiving areas will be as currently located away from public view, under the existing buildings. Any mechanical equipment located on the roof of the new addition will be screened from view. New street trees will be planted in front of the addition and landscaping in the back yard will be provided to soften the building edge and screen the view into the school in keeping with the cultivated rear yards in the neighborhood. Site lighting will not shine onto adjacent buildings but will be provided to afford code compliant safety and security on the school property. A minor exterior sign identifying the school, similar to that currently in place, will be located above the new entry.

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

*Comment: See Planning Code Section 101.1(b) and **General Plan Policies**, below*

11. **Planned Unit Development:** Planning Code Section 304(d) requires that, before approving a conditional use authorization for a planned unit development (PUD) the Planning Commission must find that the facts presented are such to establish that the proposed project will:

- a. Affirmatively promote applicable objectives and policies of the Master Plan;

*Comment: See Planning Code Section 101.1(b) and **General Plan Policies**, below*

- b. Provide off-street parking adequate for the occupancy proposed;

Comment: See Planning Code Section 151 and Planning Code Section 303, above, as well as Conditions of Approval #11, 12 and 13.

- c. Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by this Code;

Comment: The project provides for a reconfigured and combined rear yard open space which respects the 25% minimum rear yard requirement in this RM-1 District.

- d. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of this Code for a district permitting greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property;

Comment: The project does not increase residential density, but does result in a nonresidential FAR of approximately 2.1 where 1.8 is the Code requirement. The next higher FAR is 2.5. Therefore, the increase in nonresidential FAR does not constitute a reclassification of property.

- e. In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 Districts under this Code;

Comment: No commercial uses are proposed as part of this project.

- f. In NC Districts, be limited in gross floor area to that allowed under the floor area ratio limit permitted for the district in Section 124 and Article 7 of this Code; and

Comment: Not applicable. The project is located in an RM-1 District.

- g. In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code;

Comment: Not applicable. The project is located in an RM-1 District.

- 12. **General Plan Conformity.** The Project meets the criteria in Section 303(c)(3) by complying with applicable provisions of the Planning Code as established in the Findings and affirmatively promoting the following objectives and policies of the General Plan:

COMMERCE AND INDUSTRY ELEMENT

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

POLICY 2: "Encourage the extension of needed health and educational service, buy manage expansion to avoid or minimize disruption of adjacent residential areas."

POLICY 3: "Promote the provision of adequate health and educational services to all geographical districts and cultural groups in the city."

COMMUNITY FACILITIES ELEMENT

OBEJCTIVE 9: "ASSURE THAT INSTITUTIONAL USES ARE LOCATED IN A MANNER THAT WILL ENHANCE THEIR EFFICIENT AND EFFECTIVE USE."

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 2: "Recognize, protect and reinforce the existing street pattern, especially as it is related to topography."

POLICY 3: "Recognize that buildings, especially when seen together, produce a total effect that characterizes the City and its districts."

OBEJCTIVE 3: "MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT."

POLICY 1: "Promote harmony in the visual relationships and transitions between new and older buildings."

POLICY 3: "Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations."

POLICY 5: "Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development."

13. **Master Plan Priority Policies:** Planning Code Section 101.1(b) establishes eight priority planning policies and requires review of permits for consistency with said policies. The Project is consistent with the general and specific purposes of the Planning Code provided under Section 101.1, would not be detrimental to the character or stability of the neighborhood, and would constitute a beneficial development, in that:

- a. Existing neighborhood-serving commercial uses are preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

Comment: Existing neighborhood-serving retail uses will be preserved and enhanced by the continuing presence and expansion of The Urban School. The school maintains a number of accounts for goods and services with neighborhood merchants. The students, faculty and staff frequent many establishments for coffee, breakfast, breaks, and lunch. Urban students and faculty now contribute significantly to the neighborhood economy in purchases of goods and services. This contribution will rise with the growth of the student population.

- b. Existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

Comment: The new building will be of a similar scale and of a character appropriate to an educational facility, compatible with the context of the site. The addition will respect the open spaces and articulation of facades typical of an RM-1 district, which may contain supporting non-residential uses. These are already present in the 1500 block of Page Street where single-family residences and apartment buildings stand side by side with The Urban School, St. Agnes Catholic Church, and the Ashbury Children's

Foundation. In the larger community, The Urban School provides a college preparatory education for students throughout the City and County of San Francisco. Its generous financial aid program assures that its student population is diverse economically, racially, culturally and socially. Cultural and economic diversity will be enhanced by the continued presence of the school at this site. See discussion of the loss of existing housing in Priority Policy 3, below.

- c. The City's supply of affordable housing be preserved and enhanced;

Comment: This expansion has raised several neighborhood and citywide issues such as the loss of 6 rent-controlled dwelling units, increased parking and traffic impacts by a greatly enlarged student and staff population, and general issues surrounding the expansion of institutions within residential districts. Of primary importance to staff has been the loss of housing. Please see the attached "Urban School Expansion History" for a graphic summary of the physical growth of the school since its arrival in the Haight in 1977. Over the last 30 years, the Urban School has purchased and/or converted 5 residential structures with the intention to use them for school purposes (including housing teachers & staff). For all of its merits, the Urban School has removed 7 dwelling units from this block, and proposes to remove 6 more, effectively converting the blockface from a residential to an institutional one.

As a condition of its last expansion in 1994, resulting in the conversion of 4 dwelling units, Urban agreed to contribute approximately \$125,000 to the Citywide Affordable Housing Fund for the creation of affordable housing in the City. The City did not then and currently has no policy requiring a specific mitigation dollar amount for the demolition of sound housing. At that time, the Planning Department and the Mayor's Office of Housing agreed that the Jobs-Housing Linkage program in place at that time (then called the Office/Affordable Housing Production Program or OAHPP) was a logical reference point for a possible contribution to the creation of affordable housing. The Urban School suggested this contribution after unsuccessfully attempting in good faith to partner with an affordable housing developer or find some other mechanism for actually producing housing to mitigate the loss.

In 1994, the fee per unit using the OAHPP numbers was approximately \$21,000 per unit. At that time the Urban School sought to mitigate the loss of 5 dwelling units, plus one additional unit removed in 1986 but never mitigated. This resulted in a contribution of approximately \$126,000 in September 9, 1994. Though earmarked for housing in the Haight-Ashbury Neighborhood, the fund in fact made its next disbursement of funds on a 74-unit project at 8th and Howard in December 2000, effectively producing housing in the downtown.

When the Urban School came to the Department with its proposal to expand, resulting in the demolition of six rent-controlled apartments, discussions were commenced on the relative value of the expanded educational and community service opportunities that the Urban School offers versus the clear citywide need for affordable housing. Staff looked to the MOH for guidance in formulating an appropriate idea of the dollar

value of the lost housing. The current OAHPP numbers would result in a per-unit 'fee' of \$55,412, or approximately \$334,472 for the six units. Since 1994, however, the City has enacted an Inclusionary housing policy, which much more directly seeks to assess the actual cost to create affordable housing (versus the OAHPP, which is intended to represent a percentage of the actual cost of creating new housing for downtown office employees). The Policy lists a straightforward valuation of dwelling units, specifically the difference between the actual costs to create a dwelling unit of a certain size, and the affordable rental or purchase price. For 2-bedroom and 3-bedroom units, the numbers are currently \$194,905 and \$277,279, respectively. With 2 2-bedroom units and 4 3-bedroom units, this results in a replacement cost of approximately \$1,500,000 for the six units to be demolished. Both Staff and the Mayor's Office of Housing believe that these numbers (\$334,472 and \$1,500,000) were the appropriate range within which to discuss mitigation amounts.

Staff has tried to negotiate with the Urban School understanding that urban is a non-profit organization that furthermore provides many direct and indirect benefits to the neighborhood and the city. Urban School students are required to undertake 60 hours per year of volunteer service with myriad social, environmental and other neighborhood groups. Staff has received over one hundred letters of support from various neighborhood groups, non-profit organizations, parents, local businesses and to a lesser extent, neighbors, strongly supporting the proposed expansion. In addition, the Urban School has well exceeded their responsibility to the exiting tenants of the six units in question, by providing for their relocation and assistance totaling over \$200,000. The Urban School has offered to make a contribution of \$300,000 to the Citywide Affordable Housing Fund. Staff believes that this contribution, in the context of the Urban School's larger role in the community, and their superior treatment of the relocated residents, adequately addresses the loss of 6 rent-controlled dwelling units.

- d. Commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

Comment: The school meets its parking requirement through a combination of on- and off-site parking spaces. See Conditions of Approval #11, 12, & 13. The Urban School has an ongoing lease with St. Agnes Catholic Church, located across Page Street, for 23 parking spaces located in the church parking lot. These spaces are dedicated to the faculty, administration and support staff of the school and relieve available street parking of the excess burden.

School policy strongly discourages students driving to school, and special permission must be granted on a case-by-case basis for an exception. For students who do not use bicycles or the ample, nearby public transportation, pick-up and drop-off procedures are regular and well established. All pick-up and drop-off occurs on the school side (south side) of Page Street at all times. This keeps commuter traffic away from Muni service along Masonic and Haight Streets. The St. Agnes parking lot is generally available for evening events at the school when they occur. The project will not adversely affect Muni transit service.

- e. 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;

Comment: This project proposes to add to an existing school facility. It does not displace any existing industrial or service businesses in the area. The growth of the school will strengthen its already established economics ties with neighborhood goods and services.

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

Comment: This project will provide a structure that is seismically sound and built to the current standards of the Uniform Building Code. The current buildings, to be demolished, contain many building code and seismic deficiencies. A new structure will provide increased safety for the neighboring properties and the students, faculty and staff.

- g. That landmarks and historic buildings be preserved; and,

Comment: The project will not result in the removal or alteration of, or otherwise adversely affect, any landmarks or historic structures.

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

Comment: This proposed project will not affect any city-owned park or open space, and will provide the required 25% rear yard open space.

- 14. The Commission hereby finds that approval of the requested Conditional Use promotes 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. 2003.0451C** 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. 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 94012.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission on **January 15, 2004**.

Linda Avery
Commission Secretary

AYES: Commissioners Feldstein, S. Lee, Bradford-Bell, Hughes, Boyd, Antonini

NAYS: None

ABSENT: None

EXCUSED: Bill Lee

ADOPTED: January 15, 2004

EXHIBIT A

CONDITIONS OF APPROVAL

General

1. This Motion is the granting of Conditional Use authorization to demolish two residential structures at 1529-33 and 1535-39 Page Street and construct an approximately 19,000 square foot administrative and classroom addition to the Urban School pursuant to Sections 101.1, 209.3, 303(c), and 304(d) of the Planning Code, allowing intensification of an institutional use in a residential district, an increase in the allowable FAR for nonresidential space from 1.8 to 2.1, and modification of prior conditions of approval of cases DR77.40(CU), 83.536C, and 93.094C at 1529-1569 Page Street, north side between Masonic Avenue and Ashbury Street, Lots 23, 27, 28 and 32 in Block 1563, in an RM-1 (Residential, Mixed-Use, Low Density) District and a 40-X Height and Bulk District. The Conditions of Approval set forth in this EXHIBIT A supercede all prior conditions of approval.
2. The final plans shall meet the standards of the Planning Code and be in general conformity with the plans reviewed by the Commission on January 15, 2004 and filed with the Planning Department as EXHIBIT B.

Design

3. Highly reflective glass or mirror glass shall not be used on any area of the new building.
4. All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents.
5. The species, location, and number of any proposed street trees in the public right-of-way (sidewalk) shall be subject to the final approval of the Department of Public Works.

Planning Code Compliance

6. The Project Sponsor shall appoint a community liaison officer to deal with issues and other related matters of concern to nearby residents. The Applicant shall report the name and telephone number of this officer to the Zoning Administrator for reference, and for inclusion in the Case Docket. Should implementation of this Project result in complaints from neighborhood residents, which are not resolved by the Project Sponsor and are subsequently reported to the Zoning Administrator and found to be in violation of the Planning Code and/or the specific Conditions of Approval for the Project as set forth in EXHIBIT A of this motion, the Zoning Administrator shall report such complaints to the Planning Commission which may thereafter hold a public hearing on the matter in accordance with the hearing notification and conduct procedures as set forth in Sections 174, 306.3 and 306.4 of the Code to consider revocation or modification of this Conditional Use authorization.

7. Construction of the herein-authorized Project shall commence within three years of the date of this action and shall be thenceforth pursued diligently to completion or the said authorization shall become null and void. This authorization may be extended by the Zoning Administrator for where the failure to implement the Project is caused by delay by another public agency or by legal challenge.
8. Failure to comply with any of the Conditions of Approval shall constitute a violation of the Planning Code, enforceable by the Zoning Administrator. Should the monitoring of the Conditions of Approval be required, the Applicant or successors shall pay fees as established in Planning Code Section 351(f)(2).

Project Improvements

9. As detailed in a letter dated 12/22/03 between Plant Construction Co. and the Ashbury Children's Foundation, at least one construction supervisor will be on site at all times to oversee the demolition and new construction. This supervisor will be provided with a cell phone, and the number of this cell phone will be provided to the Ashbury Children's Foundation and to the Whitney Young Child Development Center (WYCDC). In every case of contact by the WYCDC, the construction supervisor shall attempt to provide accurate information to WYCDC, and shall furthermore attempt to promptly remedy any concern brought to their attention or inform WYCDC why they cannot. Said construction supervisor shall be knowledgeable of the approved demolition and construction plan ("Plan," described in Condition of Approval #18) and shall be able to inform the WYCDC of Urban's responsibilities under the approved Plan. Any complaints by the WYCDC concerning an alleged failure to adhere to the approved Plan shall be recorded by Urban and made available upon request to the Planning Department. Construction workers will take lunch breaks between 12 noon and 12:30, and no work likely to cause any material disturbance of children at the Whitney Young Child Development Center shall be completed during this time.
10. Prior to receiving a certificate of final completion (CFC) for the work contained under BPA 2003.12.23.2917 (or its replacement, should the work come under subsequent or different permits) The Urban School shall make a contribution to the Citywide Affordable Housing Fund in the sum of \$300,000 as a means to mitigate the loss of six residential units caused by the Project authorized herein.

Parking and Traffic

11. The Urban School shall seek to provide a passenger loading/unloading (white) zone of about 80 feet. The Urban School shall request that this zone shall only restrict on-street parking during and immediately surrounding the morning and afternoon pick-up/drop-off periods.
12. The Urban School shall explore the possibility of relocating some of the pick-up and drop-off traffic to the St. Agnes parking lot as described in the Transportation Assessment, dated 12/5/03, by LCW Consulting.
13. Except as otherwise approved by the Zoning Administrator, as described below, the Urban

School shall maintain its ongoing lease with St. Agnes to secure no fewer than 8 independently accessible off-street parking spaces on St. Agnes property. The 8 spaces are calculated as follows: The Urban School, with 21 classrooms, has a parking requirement of 10 spaces. Urban provides 2 independently accessible off-street parking spaces at its Page Street location (in addition to 6 'tandem' spaces). 8 spaces is the off-site amount required to allow the Urban School to meet its Code requirement for off-street parking. In the event that the number of classrooms or independently accessible parking spaces within the Urban School Page Street campus changes, Urban shall be required to maintain, through on- and off-site parking, the minimum Code-required off-street parking. Should the Urban School choose to satisfy this off-street parking requirement in a different location, or through other means, this arrangement shall require review and approval by the Zoning Administrator.

Institutional expansion

14. The maximum number of students enrolled at the Urban School shall be 380 Students, allowing for temporary minor variations due to the nature of the enrollment process.
15. The building at 1565 Page Street shall remain in residential use with at least four (4) units in the building, each remaining a "Rental Unit," as defined in San Francisco Administrative Code Section 37.2(r), provided, however, that as vacancies occur in the units, Urban shall have the right to provide first priority in the lease of the units to its faculty and staff.
16. Annually, Urban shall, at the request of the Haight-Ashbury Neighborhood Council, meet and confer to discuss any planned expansion of the school, modification of its conditional use approval, or any other issue of concern to either party. An expansion plan is defined as a plan for expansion of the school requiring conditional use approval which has been endorsed by Urban's Board of Trustees.

Environmental Mitigation Measures

17. Mitigation Measures as described in the Mitigated Negative Declaration (Case 2003.0451E, Attached as EXHIBIT C) are incorporated here by reference as though fully set forth.
18. The Urban School shall submit a demolition and construction plan ("Plan") developed in consultation with the Whitney-Young Child Development Center ("WYCDC"), the School's General Contractor and an industrial hygienist or other appropriate technical specialist, with the goal of providing for the safety of WYCDC students and staff during construction and significantly minimizing construction-related impacts to the student-occupied areas and classrooms of the WYCDC during the demolition, excavation, and underpinning activities for the project. The approved Plan shall include specific provisions for the daily collection of data on air quality by an appropriate technical specialist for the period of work surrounding the demolition of the residential structures (estimated to take approximately 2 weeks), and the provision of this air quality data to any concerned party in a complete and timely manner. This Plan shall be reviewed and approved by the Director of Planning. Failure to comply with the approved Plan shall be considered a violation of the Planning Code, enforceable by the Zoning Administrator as described in Conditions of Approval 6, 7 and 8.

19. If the Plan and other mitigations required by these conditions of approval are deemed by the WYCDC to be inadequate to address construction impacts to the children at the facility, the Urban School shall, at its cost, explore the possibility of relocating those classes and activities within the WYCDC that serve children to a comparable off-site location, for a period not to exceed 8 weeks surrounding the portion of the project anticipated to produce the greatest off-site impacts. Recognizing the potentially significant licensing issues involved with day-care facilities and their location, the Urban School shall explore a relocation strategy at the request of the WYCDC and report back to the Director of Planning on the feasibility of such a plan. If WYCDC requests such relocation because it deems the Plan and conditions to be inadequate to address construction impacts to the children at the facility, and if a relocation plan is determined by the Director of Planning to be feasible, the Urban School shall, at its cost, implement such a relocation plan for a period of up to 8 weeks.

Recordation

20. The Applicant shall record a copy of these conditions with the Office of the Recorder of the City and County of San Francisco as part of the property records. This action shall be taken prior to any approval of a building permit application for any use approved by this action.

C:\Users\cova\Documents\141125_CUP Rev3_TITLE SHEET ONLY_covall.rvt

23005

Urban School

THE URBAN SCHOOL OF SAN FRANCISCO

Description of Work:

The proposed project site consisting of six parcels (Assessor's Block 1223, Lots 008, 022, 023, and 024, 002 and a portion of Lot 003), is located in the middle of the block bounded by Oak Street to the north, Masonic Avenue to the east, Page Street to the south, and Ashbury Street to the west in the Haight Ashbury neighborhood in San Francisco. The proposed project would be implemented in two phases.

The first phase of the project to construct a new Academic and Athletic Building (the AAB) involves:

- 1) Merger and re-subdivision of Lot 002, 003, 022, 023 and 024 into new lots, Lot B for the proposed AAB; and the reconfigured Lots 003 and 002 for the Church and Rectory;
- 2) Relocation of an existing 3,800 gsf single-family residence from Lot 023 approximatley 75 feet to the east, no alterations are proposed to the façade of the building;
- 3) Minimal internal remodeling of the residence for use as rental housing;
- 4) Removal of an existing 57-space, surface parking lot located on Lots 003, 022, 023, and 024; and;
- 5) Construction of a 63,600 gsf institutional building (the AAB) on Lots 003, 022, 023, and 024 (new Lot B). The proposed AAB will provide a gymnasium space for school athletic activities as well as 7 new classrooms and expanded office space for faculty and staff. The Project will replace the existing surface parking spaces with a two level parking structure. The parking garage would be accessible from Oak Street and the parking will be shared by Saint Agnes Catholic Church and The Urban School.

The second phase of the project involves an internal remodel of an existing 15,600 gsf gymnasium/theater building, located on Lot 008, to convert the space into a theater to be used by the Urban School. No changes would be made to the two existing classrooms located on the second floor of the building. At the interior of the building there is an unexcavated area south of the existing basement which could become occupiable space, possibly classrooms, office, storage or supplementary space for the school. In addition, minor changes are proposed at the exterior of the building for security and accessibility upgrades.

Project Address:

Urban School & St. Agnes Catholic Church
1631-1639 Oak Street & 1530 Page Street & 1025 Masonic Avenue
San Francisco, CA 94117

<u>Building Name/</u>	<u>Address/</u>	<u>Assessors Block /Lot :</u>
Urban School AAB (Parking Lot) /	1639 Oak Street /	1223 / 022
	1623 Oak Street /	1223 / 024
ExistingResidence/	1637 Oak Street/	1223 / 023
St. Agnes Church/	1025-A Masonic Ave/	1223 / 003
St. Agnes Rectory/	1025-B Masonic Ave/	1223 / 002
Urban School PAB/	1530 Page St/	1223 / 008

Zoning District:

RM-1 Residential, Mixed (Houses & Apartments): Low Density.

Bulk Limitations:

40-X

Proposed Building Use:

Group E - Educational
Group A - Assembly
Group S - Parking

Type of Construction

II-A Sprinklered

Building Height:

40'-0"

Number of Stories

3 + Basement

Floor Area Ratio (F.A.R.):

PROPERTY	LOT SF	F.A.R. ALLOWED	MAX ALLOWED G.F.A	PROPOSED G.F.A
Urb. Sch. AAB (Park Lot)	17,072	1.8	17,072 x (1.8) = 30,730	25,850
Residence	2,500	1.8	2,500 x (1.8) = 4,500	3,800
Urban School PAB	8,900	1.8	8,900 x (1.8) = 16,020	15,600
St. Agnes Church	19,822	No Work	No Work	No Work
St. Agnes Rectory	4,612	No Work	No Work	No Work

Lot Area:

Phase 1- Existing Residence	2,500 sf
Parking Lot (Athletic and Academic Building Lot)	17,072 sf
Phase 2- St. Agnes Existing Gymnasium (Performing Arts Building Lot)	8,900 sf
Total Lot Square Footage	28,472 sf

Building Area (approx. gross floor area):

	AAB	PAB	(E) RESIDENCE
Basement:	0 gfa* (16,800 gsf)	6,300 gsf	1,200 gsf
First Floor	3,450 gfa* (14,600 gsf)	7,750 gsf	1,300 gsf
Second Floor	15,100 gfa* (15,300 gsf)	1,550 gsf	1,300 gsf
Third floor	7,300 gfa* (7,700 gsf)		
Roof (Occupied)	0 gfa* (9,200 gsf)		
Total:	25,850 gfa* (63,600gsf)	15,600 gsf	3,800 gsf

**Gross Floor Area* per SF Planning Code Sec. 102.9, exlcuding the following areas, including but not limited to: 3) mechanical and areas necessary to the operation or maintenance of the building itself, 6) accessory off street parking, and driveways and maneuvering areas incidental thereto, 7) bike parking, and 9b) roof decks.

Parking:

Required Parking: (SF Planning Code, Table 151)

- (9) Classrooms x 0.5sp/classroom = 5 spaces

- Existing Campus Requirement per Motion No. 16709: 8 spaces

Total Off-Street Parking Req'd: 13 spaces;

Accessory parking (SF Planning Sec. 151(c)(3) = 13 spaces x 150% = 20 Spaces

Replacement of existing on-site parking = 57 spaces

Total Existing + permitted accessory = 77 spaces

Parking Provided:

56 Independently Accessible Spaces + 20 Tandem = 76 Spaces
(Note: 4 "triple", non independently accessible, Tandem spaces excluded per Planning Code Section 154(a)(5))

Low Emitting, Fuel Efficient, or Carpool Identified Spaces: 8% of Additional Spaces
20 X 0.08 = 2 Spaces (CBC Part 11 Section 5.710.6.3)

Required Accessible Spaces (ADA):

Total Number of Spaces: Min. Req'd. Accessible Spaces

51-75: 3 (Per 2013 CBC Table 11B-208.2)

Bicycle Parking:

Per Section 155.2 *SF Planning Code* bicycle parking is calculated based on the number of classrooms. Urban High School proposes 9 secondary education classrooms
Class 1 Bicycle Parking Spaces, Secondary School (Table 155.2.20): (9) Classrooms x 4sp/classroom = 36 spaces
Class 2 Bicycle Parking Spaces, Secondary School (Table 155.2.20): (9) Classrooms x 1sp/classroom = 9 spaces

Provided: (36) Class 1 spaces + (9) Class 2 spaces

Street Trees Required:

AAB Required: 124' /20 = 6.2 = 6 Street Trees

AAB Provided: 4 New Street Trees + 2 payments "In-Lieu Planting Fee"

Sec.802 (h) of Article 16 of the Public Works Code

Relocated Residence Required: 25/20=1.25 = 1 Street Tree

Relocated Residence Provided: 1 Existing Street Tree

PAB Required: 65/20=3.25= 3 Street Trees

PAB Provided: 2 Existing Street Trees + 1 payments "In-Lieu Planting Fee"

Applicable Codes:

2013 San Francisco Planning Code	2013 California Energy Code
2013 California Building Code w/ San Francisco Amendments	2013 California Fire Code
2013 California Mechanical Code	2013 California Elevator Saftey Code
2013 California Plumbing Code	California Administractive Code, Title 24

CONDITIONAL USE PERMIT

SHEET INDEX:

A0.00	Project Page/Project Information
S-1	Survey
S-2	Survey
A1.01	Site Plan - Existing (Assessor's Lot Lines)
A1.02	Site Plan - (N) Subdivision Plan
A1.03	Site Plan - Proposed Plan and Parcelization

A2.00	AAB/Exist Residence Basment Plan
A2.00a	PAB Basement Plan
A2.01	AAB /Exist Residence/First Level Plan
A2.01a	PAB First Level Plan
A2.02	AAB /Exist Residence Second Level Plan
A2.02a	PAB Second Level Plan
A2.03	AAB/Exist Residence Third Level Plan
A2.05	AAB/Exist Resdience Roof Plan

A3.00	Exterior Elevations
A3.01	3D Perspective
A3.02	Exterior Elevations

A4.00	Building Section
A4.01	Building Section



Vicinity Map

Symbols

	Property Line		Detail
	Match Line		Door
	Column Line		Window/Storefront or Skylight
	Match Line		Control Point or Datum Point
	Section		Revision and Delta
	Exterior Elevation		Partition Type
	Interior Elevation		Key Note

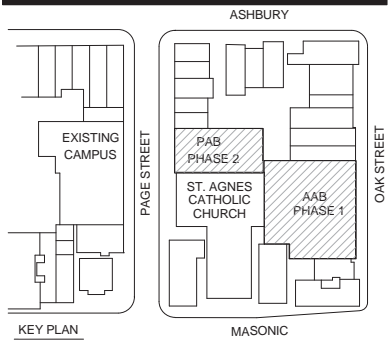
PFAU GNOT
ARCHITECTURE
98 Jack London Alley San Francisco CA 94107
415 908 6408 pfaulong.com



Main Project Address:

1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117

EXHIBIT B.



ISSUED FOR:	DATE:
COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
COND. USE PERMIT	11/25/2014
COND. USE PERMIT	01/05/2015
COND. USE PERMIT	02/05/2015

Urban School	23005
23005	23005

COVER / PROJECT DATA / INDEX



Scale: As indicated

A0.00

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, copied, or disclosed without written consent of the architect.



THE URBAN SCHOOL OF SAN FRANCISCO
PARTIAL TOPOGRAPHIC SURVEY

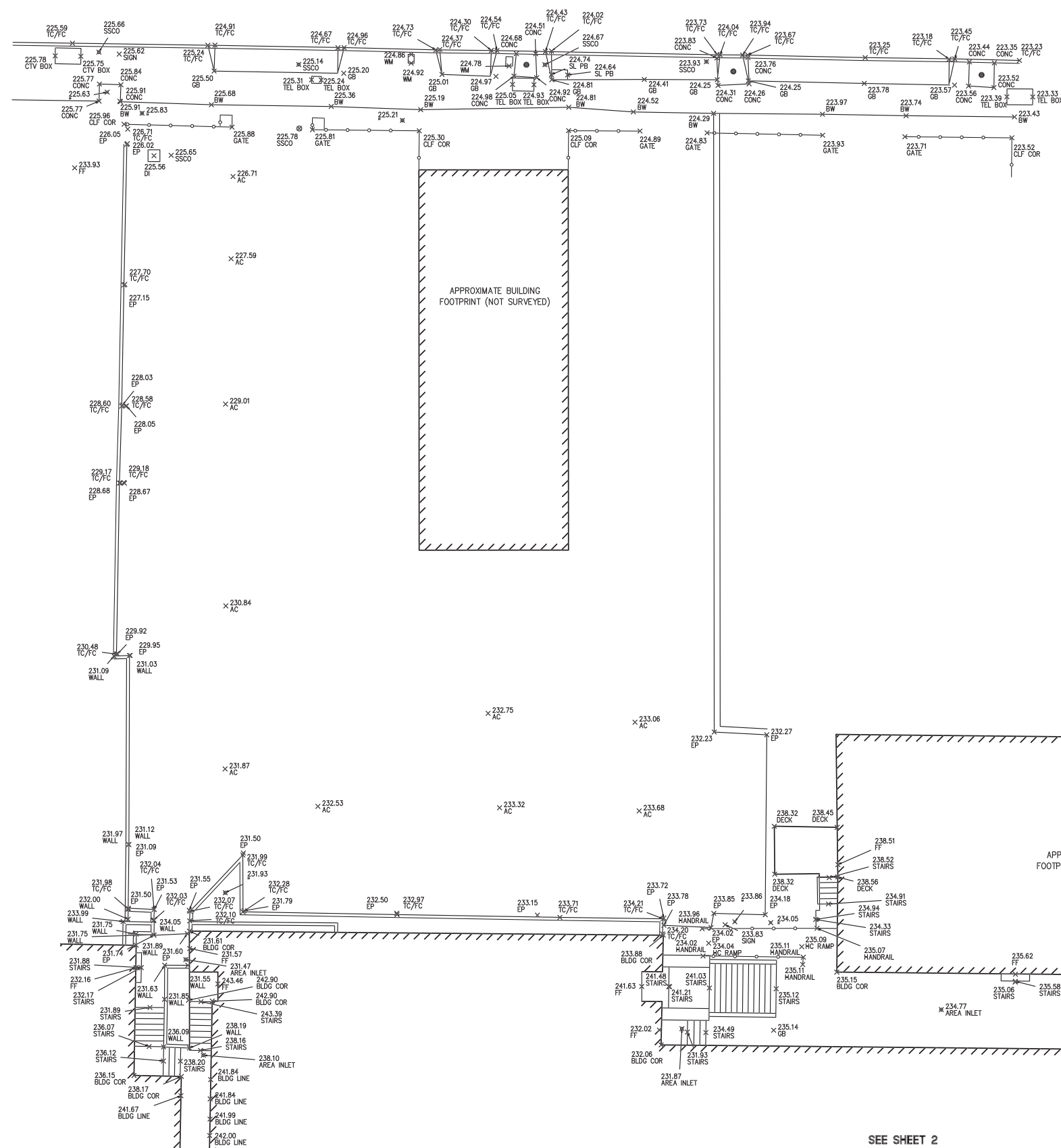
CALIFORNIA

SAN FRANCISCO COUNTY

SAN FRANCISCO

Date: 12-10-10	No.	Revisions
Scale: 1"=10'		
Design: BS		
Drawn: BS		
Approved: BS		
Job No: 20100153		

Drawing Number:
1
1 OF 2



SEE SHEET 2

DRAWING NAME: J:\Eng10\100153\DWG\userxtopo.dwg
LOT TIME: 12-10-10

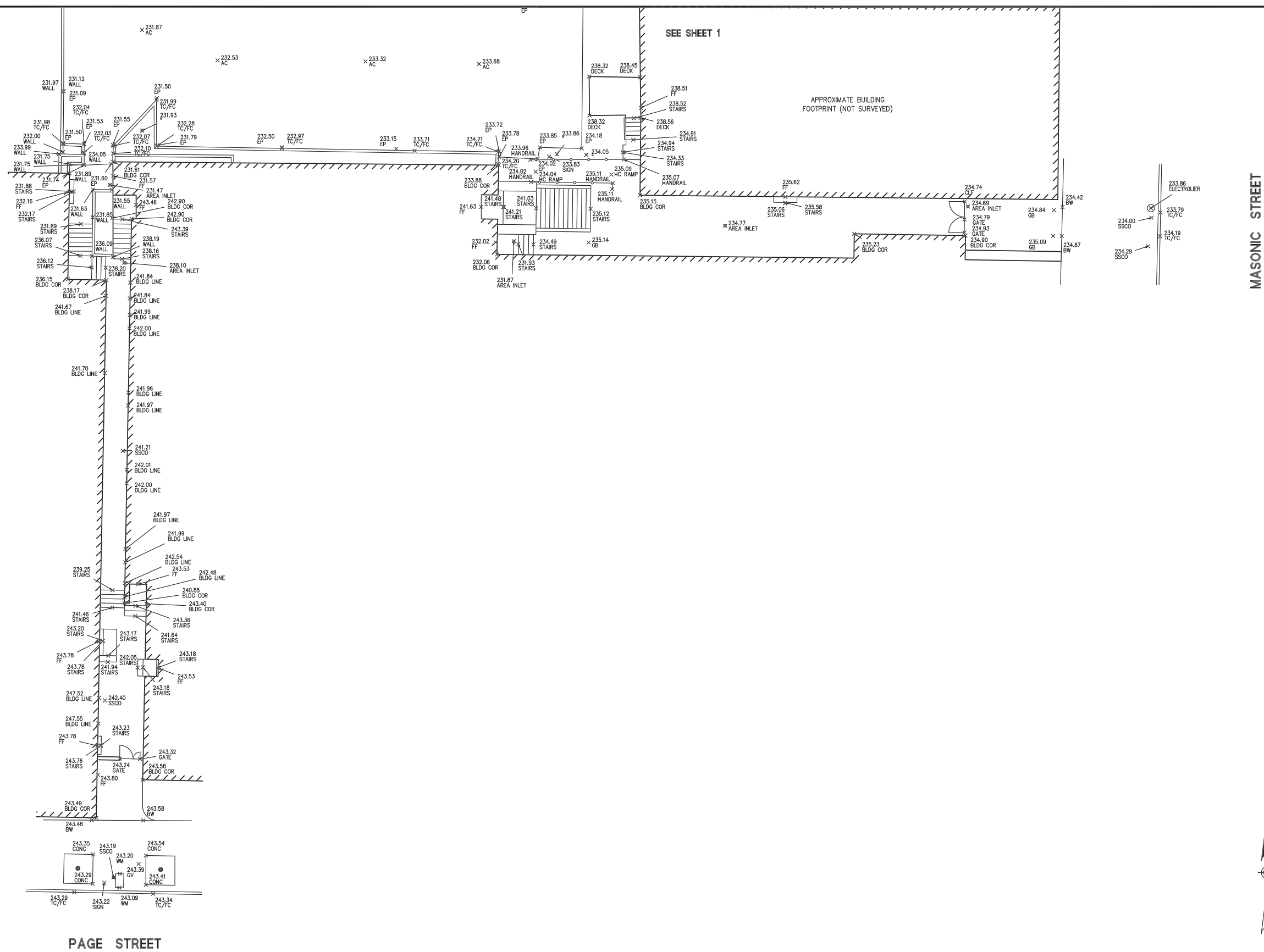


THE URBAN SCHOOL OF SAN FRANCISCO
PARTIAL TOPOGRAPHIC SURVEY

SAN FRANCISCO
SAN FRANCISCO COUNTY
CALIFORNIA

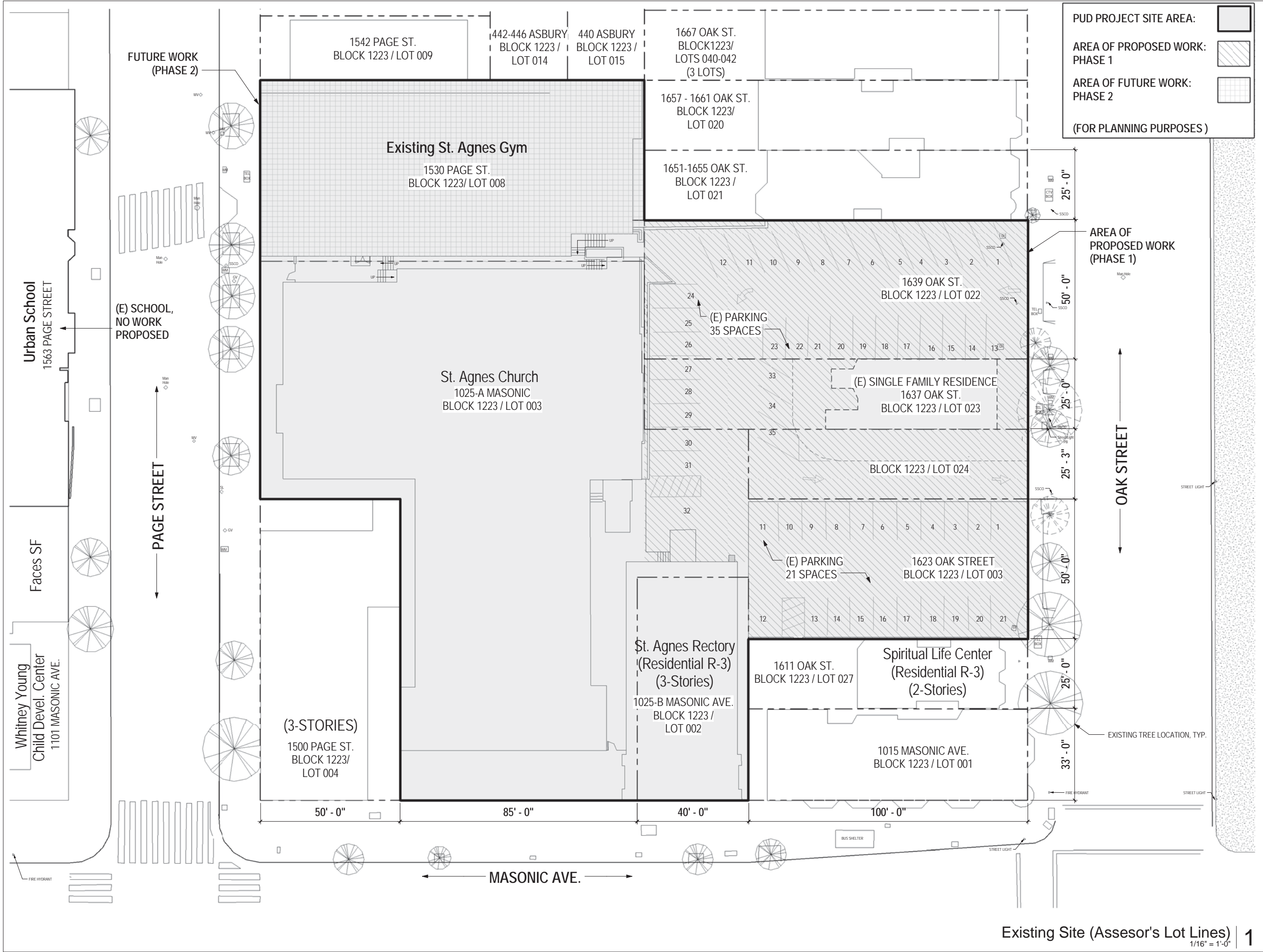
Date: 12-10-10	No.	Revisions
Scale: 1"=10'		
Design: BS		
Drawn: BS		
Approved: BS		
Job No: 20100153		

Drawing Number:
2
2 OF 2



PAGE STREET





PUD PROJECT SITE AREA:

AREA OF PROPOSED WORK:
PHASE 1

AREA OF FUTURE WORK:
PHASE 2

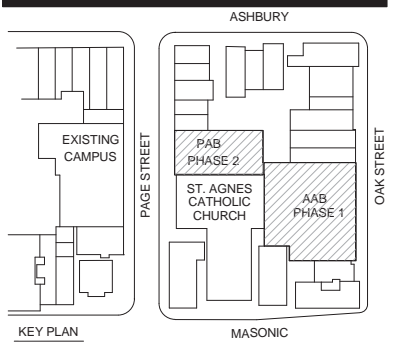
(FOR PLANNING PURPOSES)

PFAU GN01

ARCHITECTURE

THE URBAN SCHOOL OF SAN FRANCISCO

Main Project Address:
1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117



ISSUED FOR:	DATE:
COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
COND. USE PERMIT	11/25/2014
COND. USE PERMIT	01/05/2015

URBAN SCHOOL AAB

23005

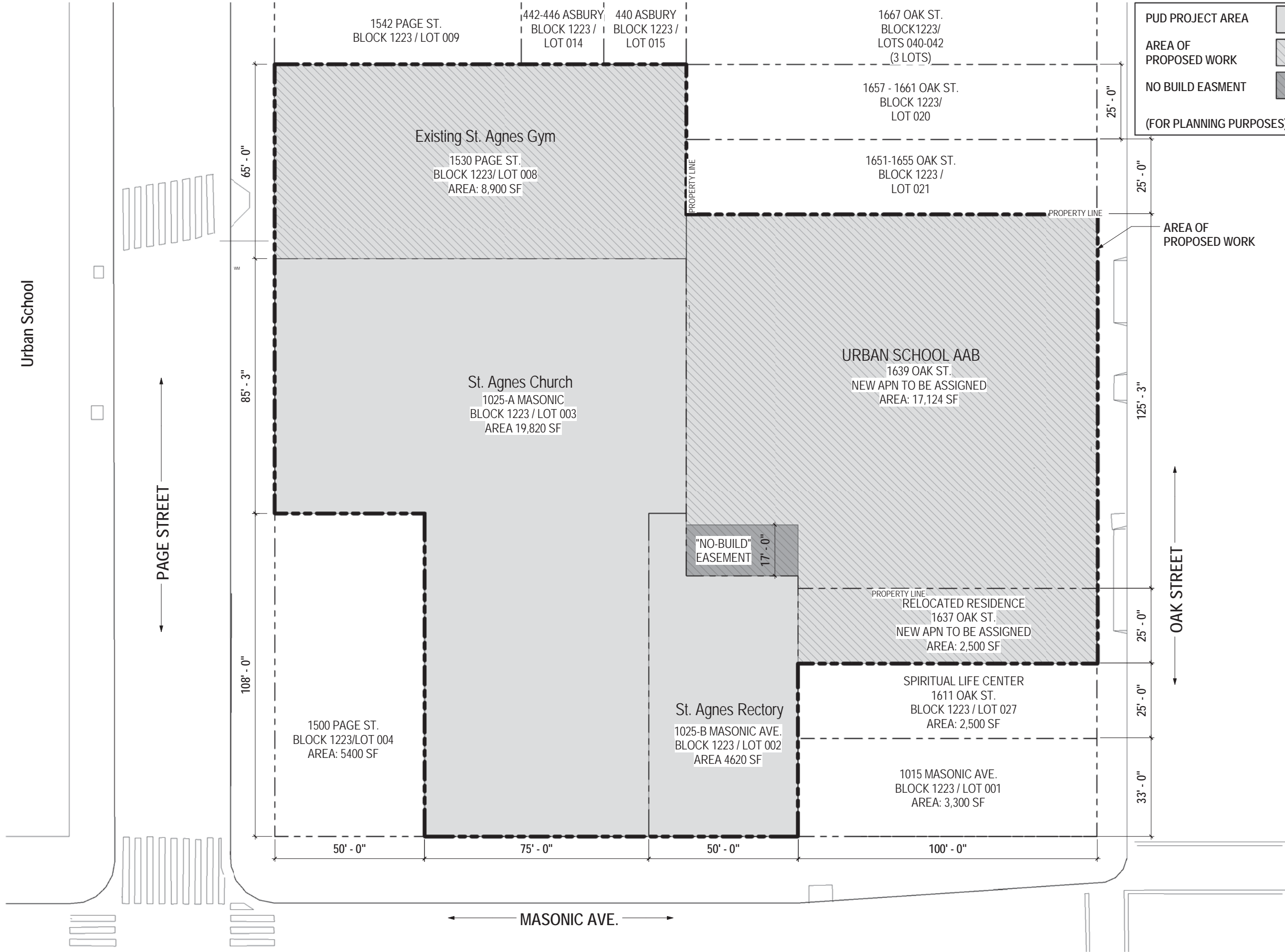
SITE PLAN - EXISTING (ASSESSOR'S LINES)

A1.01

Scale: 1/16" = 1'-0"

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, copied or disclosed without written consent of the architect.

Urban School



PUD PROJECT AREA

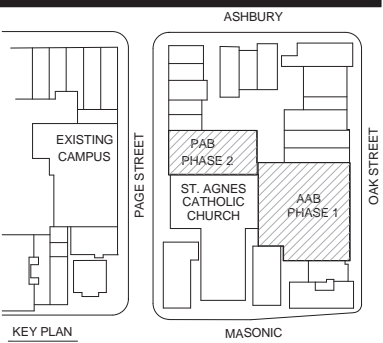
AREA OF PROPOSED WORK

NO BUILD EASMENT

(FOR PLANNING PURPOSES)

THE URBAN SCHOOL OF SAN FRANCISCO

Main Project Address:
1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117



ISSUED FOR: DATE:

COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
1 COND. USE PERMIT	11/25/2014
2 COND. USE PERMIT	01/05/2015
3 COND. USE PERMIT	02/05/2015

URBAN SCHOOL AAB

23005 23005

(N) SUBDIVISION PLAN

A1.02

New Subdivision Plan
1/16" = 1'-0"

1

Scale: 1/16" = 1'-0"

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, copied or disclosed without written consent of the architect.

THE URBAN
SCHOOL OF
SAN FRANCISCO

The site plan shows the Masonic Temple in Ashbury. The existing campus is located on the left side of the plan, adjacent to Page Street. The proposed additions are located on the right side of the plan, adjacent to Oak Street. The additions are labeled PAB Phase 2 and AAB Phase 1. The existing campus is labeled EXISTING CAMPUS. The site is bounded by Ashbury at the top, Page Street on the left, and Oak Street on the right. The Masonic Temple is located at the bottom of the plan.

COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
① COND. USE PERMIT	11/25/2014
② COND. USE PERMIT	01/05/2015

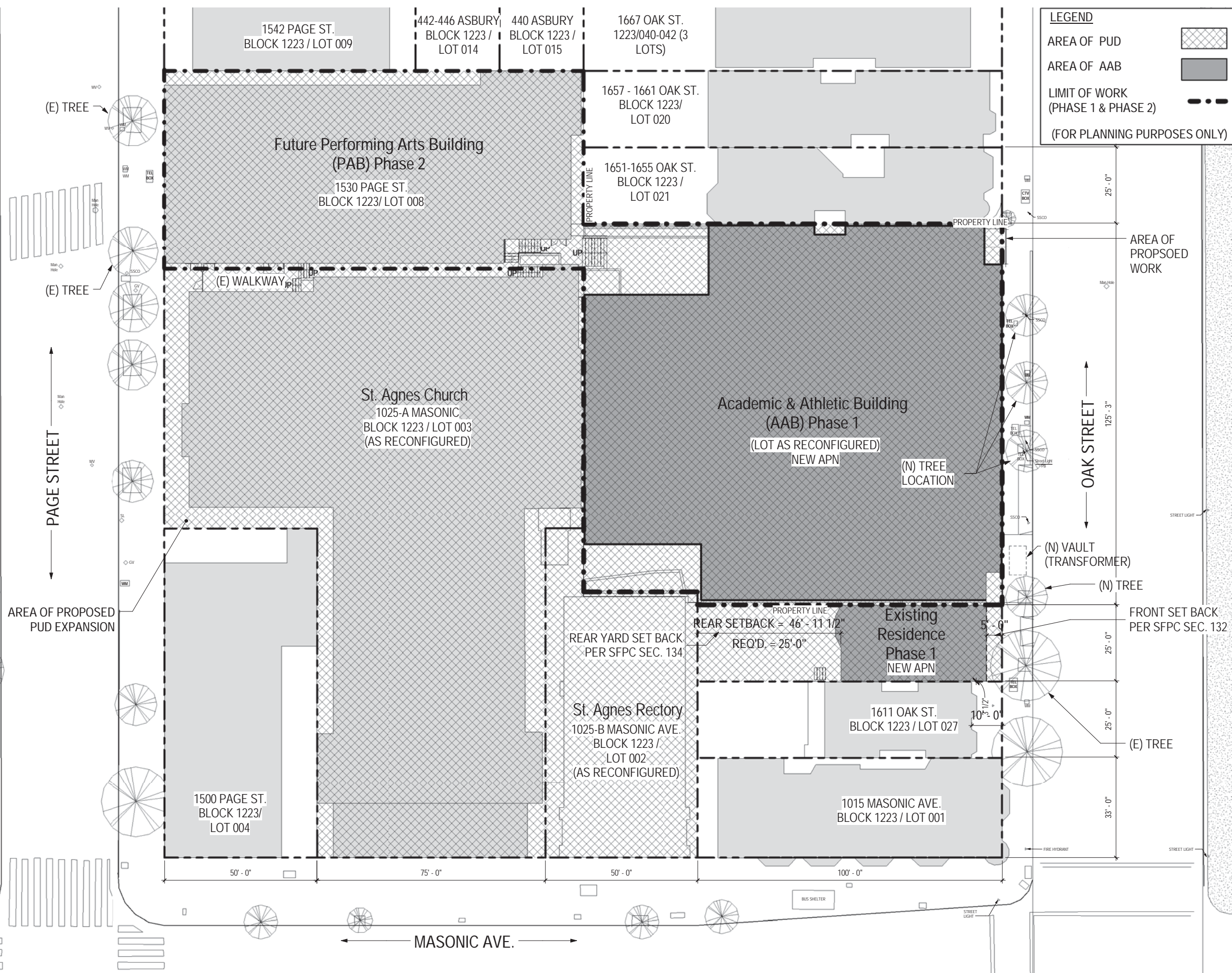
23005 23005

PROPOSED SITE PLAN

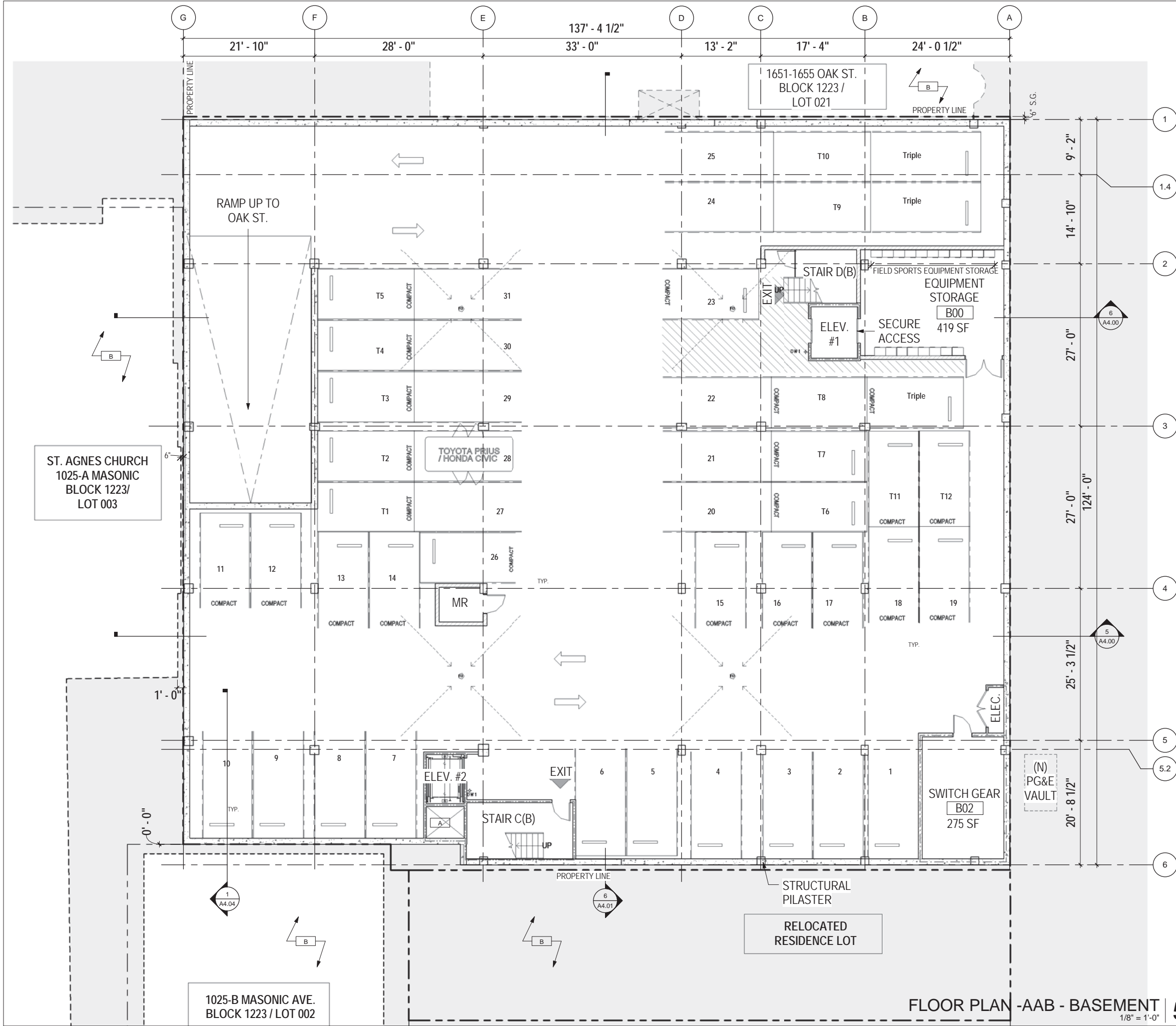

A1.03

Scale: $1/16" = 1'-0"$

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, used or disclosed without written consent of the architect.



Proposed Parcel Plan | 1
1/16" = 1'-0"



(E) WALL

(N) PARTITION

(N) CONC. WALL

(N) CMU WALL

1-HR FIRE RATED

2-HR FIRE RATED

EXTENTS OF FUTURE WORK

PROPERTY LINE

LEGEND | 4

1. DOORS OCCURRING AT 1HR WALLS, ASSUMED 20 MIN. RATED W/ CLOSERS

2. DOORS OCCURRING AT 2 HR WALLS, ASSUMED 60 MIN. RATED W/ CLOSERS

3. SMOKE GUARD REQ'D AT ELEVATOR DRS.

4. ALL DOORS AT STAIRS AND EXITS REQ'D PANIC HARDWARE

GENERAL NOTES | 3

A. GARAGE EXHAUST, S.M.D.

B. ASSUMED ST. AGNESS CHURCH, RECTORY, EXISTING BASEMENT AND EAST & WEST RESIDENCE FOOTINGS ARE ABOVE BASEMENT LEVEL OF AAB.

C. PROVIDE INFRASTRUCTURE FOR ELECTRIC VEHICLE CHARGING, S.E.D.

SHEET NOTES | 2

BASEMENT FLOOR DATA:

Square Footage:
16,800 GSF

Bike Parking Spaces:
0 Spaces

Car Parking Spaces:
31 Standard, 12 Tandem, 3 Triple:
46 Total

Classrooms:
0

FLOOR PLAN -AAB - BASEMENT | 5

DATA | 1

PFAU GNO1

ARCHITECTURE

THE URBAN SCHOOL OF SAN FRANCISCO

98 Jack London Alley San Francisco CA 94107
415 908 6408 pfaulong.com

Main Project Address:
1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117

KEY PLAN

MASONIC

ISSUED FOR: DATE:

COND. USE PERMIT 06/04/2014

100% SD 06/16/2014

100% DD 10/30/2014

COND. USE PERMIT 11/25/2014

COND. USE PERMIT 01/05/2015

URBAN SCHOOL AAB

23005 23005

AAB / EXIST. RES. BASEMENT LEVEL PLAN.

A2.00

Scale: As indicated

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, copied or disclosed without written consent of the architect.

2015-4-20:Users\coveal\Documents\141125_CUP Rev3.coveal.rvt

23005

URBAN SCHOOL AAB

PAGE STREET

1542 PAGE ST
BLOCK 1223 / LOT 009

442-446 ASHBURY
BLOCK 1223 / LO 014

440 ASHBURY
BLOCK 1223 / LO 015

BLOCK 1223 / LO 040-042
(3LOTS)

1657-1661 OAK ST.
BLOCK 1223 / LOT 020

1651-1655 OAK ST.
BLOCK 1223 / LOT 021

St. Agnes Church
1025-A MASONIC
BLOCK 1223/ LOT 003

FUTURE PHASE
PERFORMING ARTS
BUILDING
(PHASE 2)

FUTURE
PROGRAM
SPACE
3105 SF

(E) UNEXCAVATED SPACE FOR
FUTURE PROGRAM W/ 1 CLASSROOM.

(E)
FITNESS/
WEIGHTROOM
1276 SF

MECH/
SPRINKLER
78 SF

STOR
474 SF

STOR
66 SF

440 ASHBURY
BLOCK 1223 / LO 015

ELEV.

UP

EXIT

STOR
58 SF

EXIT

UP

PROPERTY LINE

LIMIT OF WORK PHASE 1

ACADEMIC &
ATHLETIC
BUILDING

FLOOR PLAN - PAB - LEVEL 0 | 5
1/8" = 1'-0"

- (E) WALL
- (N) PARTITION
- (N) CONC. WALL, S.S.D.
- (N) CMU WALL

- PROPERTY LINE
- LIMIT OF WORK, PHASE 1

PHASE 2
(FUTURE)

LEGEND | 4

GENERAL NOTES | 3

SHEET NOTES | 2

DATA | 1

BASEMENT FLOOR DATA:

Square Footage:
6,300 GSF

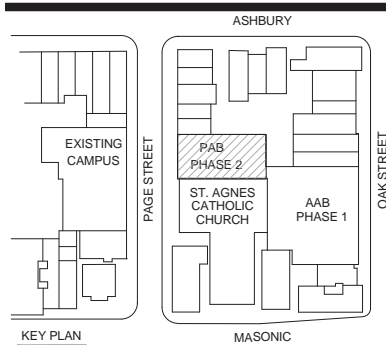
Classrooms:
1

98 Jack London Alley San Francisco CA 94107
415 908 6408 pfaulong.com

ARCHITECTURE

THE URBAN
SCHOOL OF
SAN FRANCISCO

Main Project Address:
1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117



ISSUED FOR: DATE:

COND. USE PERMIT 06/04/2014

100% SD 06/16/2014

100% DD 10/30/2014

COND. USE PERMIT 11/25/2014

COND. USE PERMIT 01/05/2015

URBAN SCHOOL AAB

23005 23005

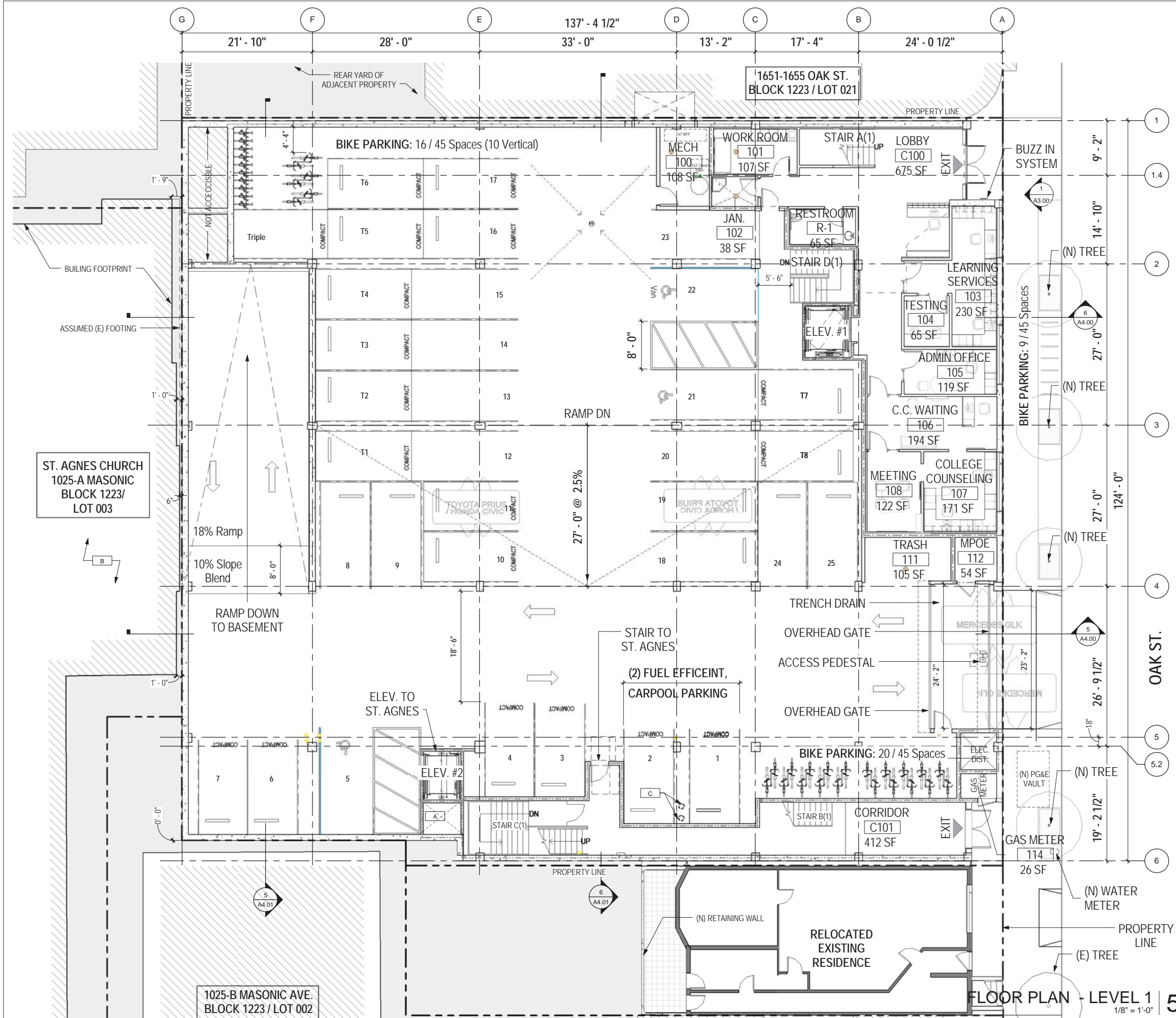
PAB BASEMENT
LEVEL PLAN



Scale: As indicated

All drawings and written material appearing herein
constitute original and unpublished work of the
architect and may not be duplicated, copied or
disclosed without written consent of the architect.

A2.00A



LEGEND | 4

- (E) WALL
- (N) PARTITION
- (N) CONC. WALL
- (N) CMU WALL
- 1-HR FIRE RATED
- 2-HR FIRE RATED
- EXTENTS OF FUTURE WORK
- PROPERTY LINE

- GENERAL NOTES | 3**
- DOORS OCCURRING AT 1HR WALLS, ASSUMED 20 MIN. RATED W/ CLOSERS
 - DOORS OCCURRING AT 2 HR WALLS, ASSUMED 60 MIN. RATED W/ CLOSERS
 - SMOKE GUARD REQ'D AT ELEVATOR DRS.
 - ALL DOORS AT STAIRS AND EXITS REQ'D PANIC HARDWARE

- SHEET NOTES | 2**
- FIRST FLOOR DATA:**
Square Footage:
14,600 GSF
- Bike Parking Spaces:
36 Class-1 + 9 Class-2: **45 Spaces**
- Car Parking Spaces:
25 Standard, 8 Tandem, 1 Triple:
34 Total
- Classrooms:0
- Fuel Efficient/Carpool Parking: 2
- Street Trees Required:
AAB Required: 6
AAB Provided: 4 (N) Trees + 2 payments "In-Lieu Planting Fee"
- Residence Required: 1
Residence Provided: 1 Existing

FLOOR PLAN - LEVEL 1 | 5

1/8" = 1'-0"

DATA | 1

PFAU GN01

ARCHITECTURE

THE URBAN SCHOOL OF SAN FRANCISCO

Main Project Address:
1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117

KEY PLAN

ASHBURY

EXISTING CAMPUS

PAGE STREET

PAB PHASE 2

ST. AGNES CATHOLIC CHURCH

AAB PHASE 1

OAK STREET

MASONIC

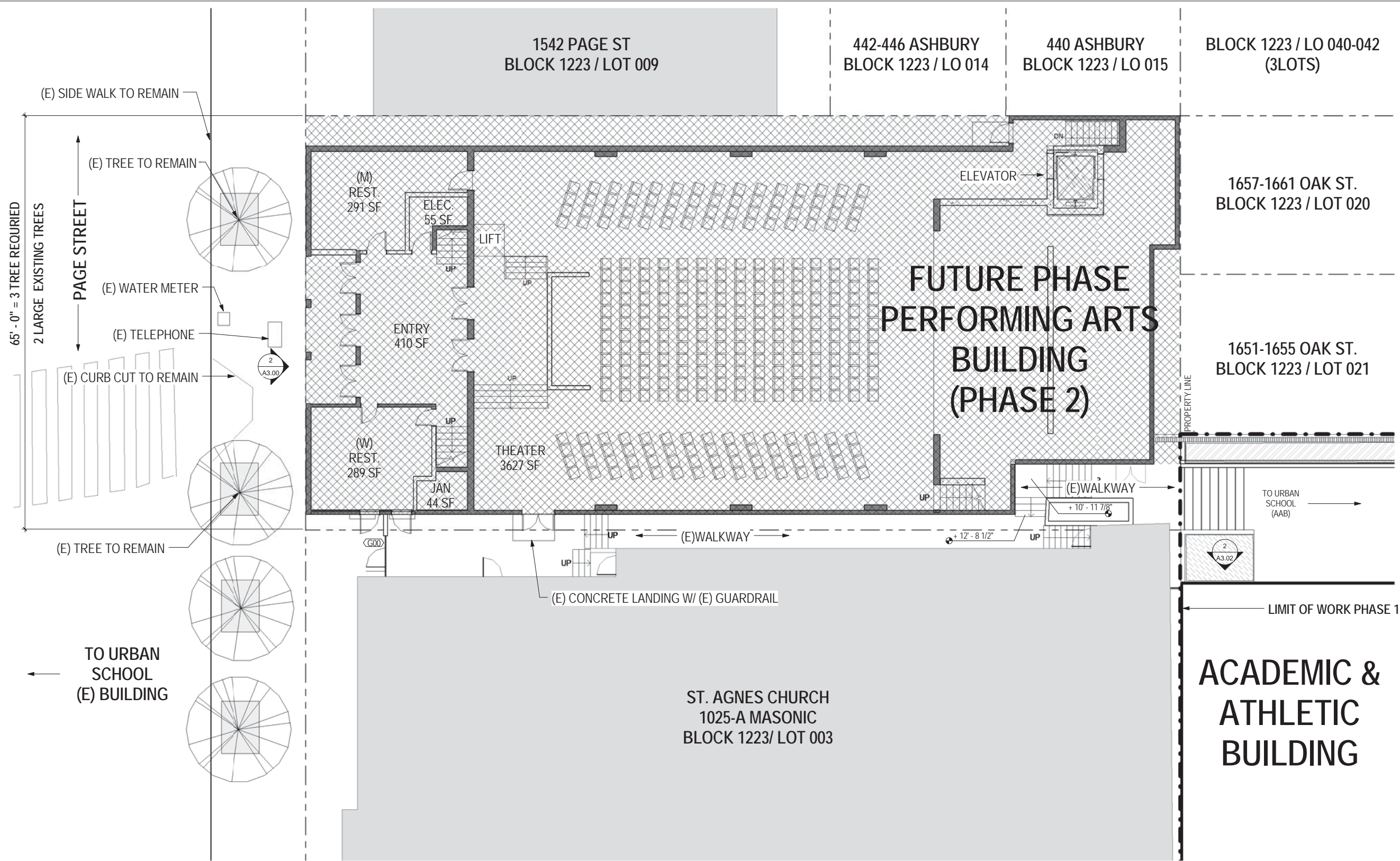
ISSUED FOR:	DATE:
COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
COND. USE PERMIT	11/25/2014
COND. USE PERMIT	01/05/2015
URBAN SCHOOL AAB	
23005	23005

AAB / EXIST. RES. FIRST LEVEL PLAN

A2.01

Scale: As indicated

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, copied or disclosed without written consent of the architect.



FLOOR PLAN - PAB - LEVEL 1 | 5
1/8" = 1'-0"

	(E) WALL		PHASE 2 (FUTURE)
	(N) PARITION		
	(N) CONC. WALL, S.S.D.		
	(N) CMU WALL		
	PROPERTY LINE		
	LIMIT OF WORK, PHASE 1		

LEGEND | 4

GENERAL NOTES | 3

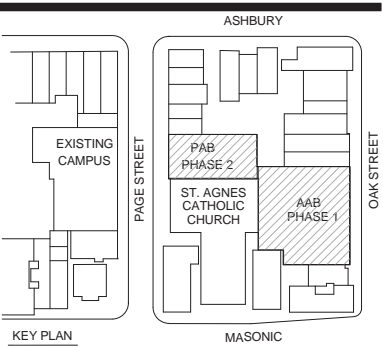
SHEET NOTES | 2

DATA | 1

FIRST FLOOR DATA:	THEATER SEAT COUNT:
Square Footage:	300 Seats
7,750 GSF	
Class Rooms:	
0	
	Street Trees Required:
	PAB Required: 65/20=3.25= 3 Trees
	PAB Provided: 2 Existing Trees + 1
	payments "In-Lieu Planting Fee"
	Sec.802 (h) of Article 16 of the
	Public Works Code

Main Project Address:
1530 Page Street, San Francisco, CA 94117

1530 Page Street San Francisco, CA 9



ISSUED FOR: DATE:

COND. USE PERMIT 06/04/2014

100% SD 06/16/2014

100% DD 10/30/2014

COND. USE PERMIT 11/25/2014

COND. USE PERMIT 01/05/2015

URBAN SCHOOL AAB

23005 23005

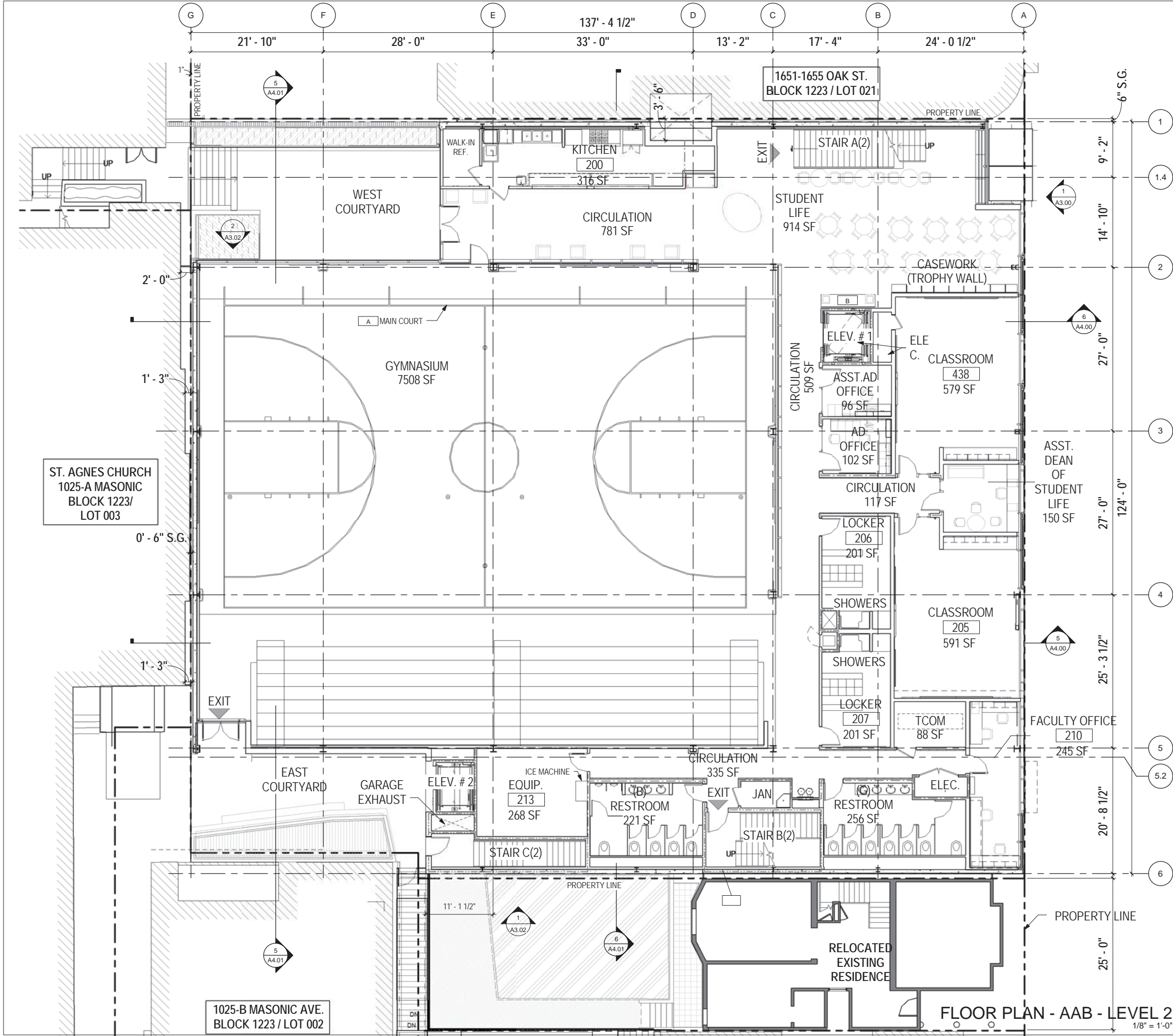
PAB FIRST LEVEL PLAN



Scale: As indicated

A2.01A

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, copied or disclosed without written consent of the architect.



(E) WALL
(N) PARTITION
(N) CONC. WALL
(N) CMU WALL
1-HR FIRE RATED
2-HR FIRE RATED
EXTENTS OF FUTURE WORK
PROPERTY LINE

LEGEND | 4

- DOORS OCCURRING AT 1HR WALLS, ASSUMED 20 MIN. RATED W/ CLOSERS
- DOORS OCCURRING AT 2 HR WALLS, ASSUMED 60 MIN. RATED W/ CLOSERS
- SMOKE GUARD REQ'D AT ELEVATOR DRS.
- ALL DOORS AT STAIRS AND EXITS REQ'D PANIC HARDWARE

GENERAL NOTES | 3

- A. PROVIDE VOLLEYBALL SET UP FOR MAIN COURT AND BOTH CROSS COURTS
- B. PRINT CENTER CASEWORK W/ STORAGE BELOW

SHEET NOTES | 2

SECOND FLOOR DATA:

Square Footage:
15,300 GSF

Bike Parking Spaces:
0 Spaces

Car Parking Spaces:
0 Spaces

Classrooms:
2

FLOOR PLAN - AAB - LEVEL 2 | 5
1/8" = 1'-0"

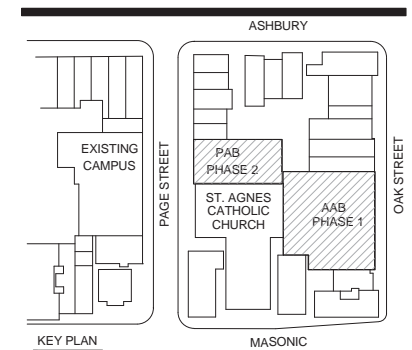
DATA | 1

PFAU GN01
ARCHITECTURE

98 Jack London Alley San Francisco CA 94107
415 908 6408 pfau@long.com

THE URBAN SCHOOL OF SAN FRANCISCO

Main Project Address:
1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117



ISSUED FOR:	DATE:
COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
COND. USE PERMIT	11/25/2014
COND. USE PERMIT	01/05/2015

URBAN SCHOOL AAB	23005
------------------	-------

**AAB / EXIST. RES.
SECOND LEVEL PLAN**

A2.02

Scale: As indicated

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, copied, or disclosed without written consent of the architect.

2015 4/20/15 Users\cva\Documents\141125_CUP Rev3.cva\lvt

23005

URBAN SCHOOL AAB

PAGE STREET

1542 PAGE ST
BLOCK 1223 / LOT 009

442-446 ASHBURY
BLOCK 1223 / LO 014

440 ASHBURY
BLOCK 1223 / LO 015

BLOCK 1223 / LO 040-042
(3LOTS)

1657-1661 OAK ST.
BLOCK 1223 / LOT 020

1651-1655 OAK ST.
BLOCK 1223 / LOT 021

ST. AGNES CHURCH
1025-A MASONIC
BLOCK 1223/ LOT 003

FUTURE PHASE
PERFORMING ARTS
BUILDING
(PHASE 2)

THEATER BELOW

CLASS
ROOM
983 SF

(E) WALKWAY BELOW

LIMIT OF WORK PHASE 1

ACADEMIC &
ATHLETIC
BUILDING

FLOOR PLAN - PAB - LEVEL 2 | 5
1/8" = 1'-0"

- (E) WALL
- (N) PARTITION
- (N) CONC. WALL, S.S.D.
- (N) CMU WALL

- PROPERTY LINE
- LIMIT OF WORK, PHASE 1

PHASE 2
(FUTURE)

LEGEND | 4

GENERAL NOTES | 3

SHEET NOTES | 2

SECOND FLOOR DATA:

Square Footage:
1,150 GSF

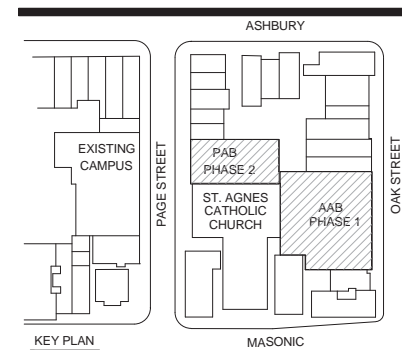
Class Rooms:
1

DATA | 1

PFAU
GN01
ARCHITECTURE

THE URBAN
SCHOOL OF
SAN FRANCISCO

Main Project Address:
1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117



ISSUED FOR: DATE:

COND. USE PERMIT 06/04/2014

100% SD 06/16/2014

100% DD 10/30/2014

COND. USE PERMIT 11/25/2014

COND. USE PERMIT 01/05/2015

URBAN SCHOOL AAB

23005 23005

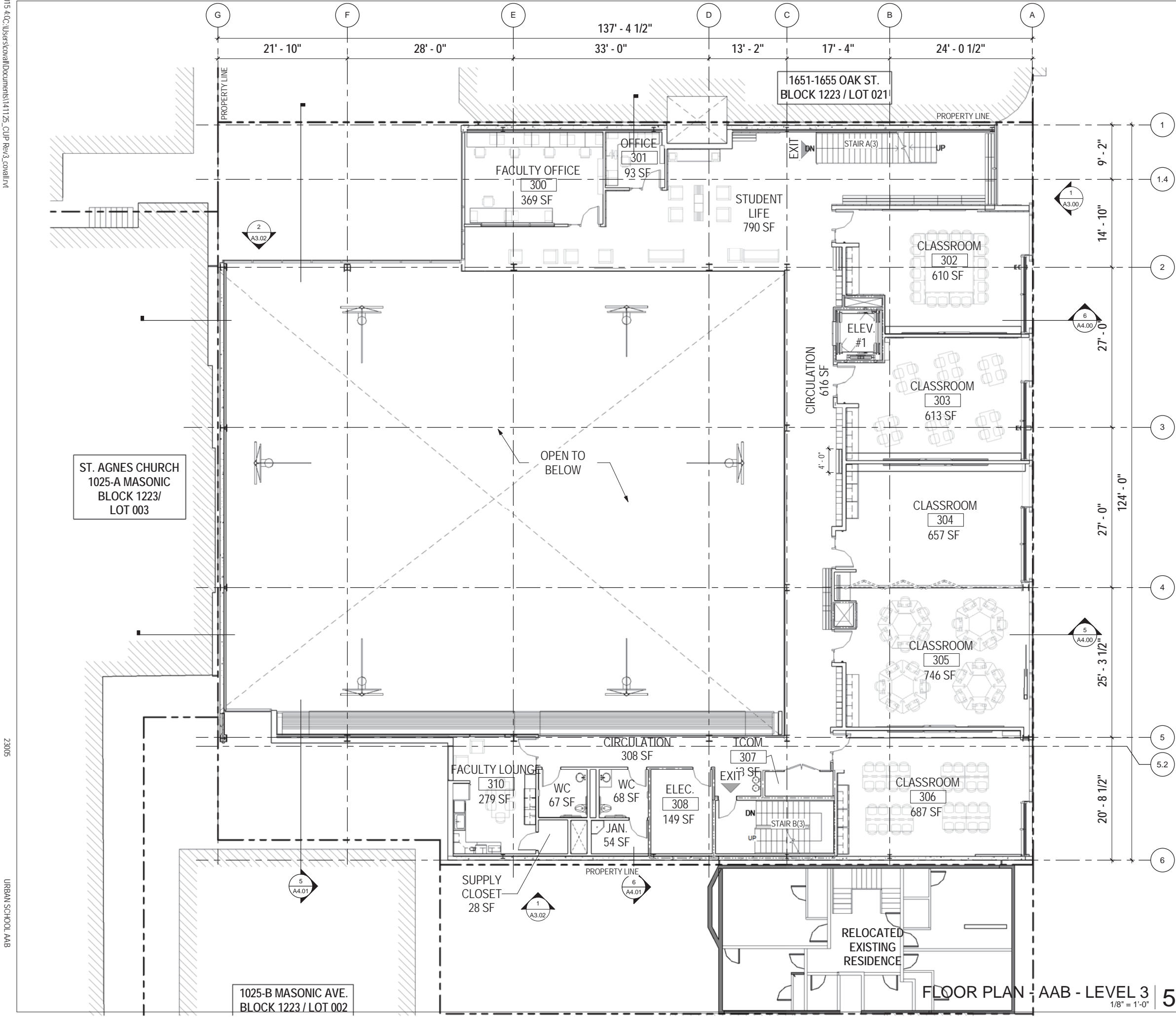
PAB SECOND LEVEL
PLAN



Scale: As indicated

A2.02A

All drawings and written material appearing herein
constitute original and unpublished work of the
architect and may not be duplicated, copied or
disclosed without written consent of the architect.



LEGEND | 4

- (E) WALL
- (N) PARTITION
- (N) CONC. WALL
- (N) CMU WALL
- 1-HR FIRE RATED
- 2-HR FIRE RATED
- EXTENTS OF FUTURE WORK
- PROPERTY LINE

- GENERAL NOTES | 3**
- DOORS OCCURRING AT 1HR WALLS, ASSUMED 20 MIN. RATED W/ CLOSERS
 - DOORS OCCURRING AT 2 HR WALLS, ASSUMED 60 MIN. RATED W/ CLOSERS
 - SMOKE GUARD REQ'D AT ELEVATOR DRS.
 - ALL DOORS AT STAIRS AND EXITS REQ'D PANIC HARDWARE

SHEET NOTES | 2

THIRD FLOOR DATA:

Square Footage:
7,700 GSF

Bike Parking Spaces:
0 Spaces

Car Parking Spaces:
0 Spaces

Classrooms: 5

FLOOR PLAN - AAB - LEVEL 3 | 5

DATA | 1

PFAU GNOT ARCHITECTURE

98 Jack London Alley San Francisco CA 94107
415 908 6408 pfaulong.com

THE URBAN SCHOOL OF SAN FRANCISCO

Main Project Address:
1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117

KEY PLAN

ASHBURY
OAK STREET
PAGE STREET
EXISTING CAMPUS
PAB PHASE 2
ST. AGNES CATHOLIC CHURCH
AAB PHASE 1
MASONIC

ISSUED FOR: DATE:

COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
COND. USE PERMIT	11/25/2014
COND. USE PERMIT	01/05/2015

URBAN SCHOOL AAB

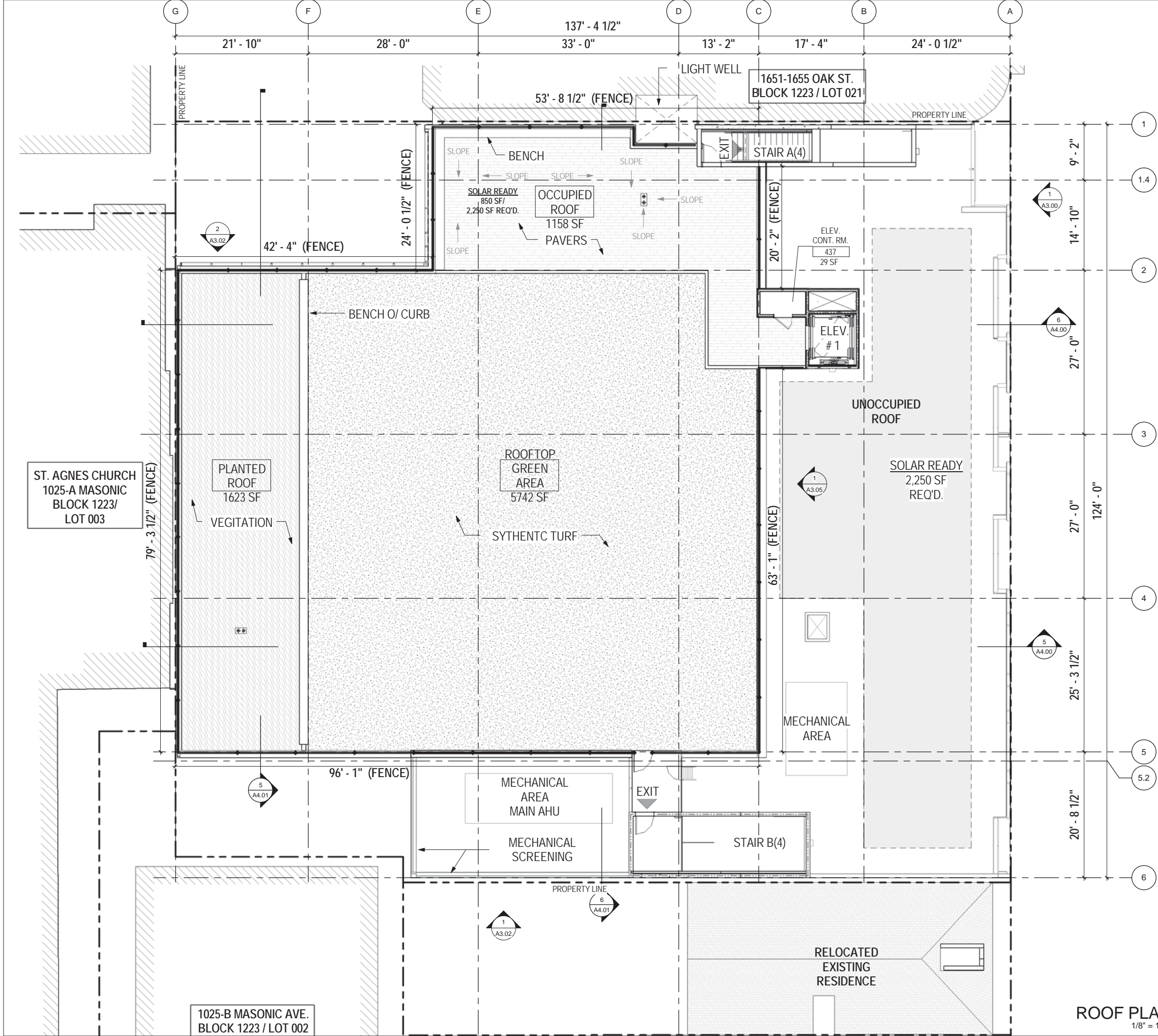
23005 23005

AAB / EXIST. RES. THIRD LEVEL PLAN

A2.03

Scale: As indicated

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, copied or disclosed without written consent of the architect.



LEGEND | 4

- (E) WALL
- (N) PARTITION
- (N) CONC. WALL
- (N) CMU WALL
- 1-HR FIRE RATED
- 2-HR FIRE RATED
- EXTENTS OF FUTURE WORK
- PROPERTY LINE

- GENERAL NOTES | 3**
- DOORS OCCURRING AT 1HR WALLS, ASSUMED 20 MIN. RATED W/ CLOSERS
 - DOORS OCCURRING AT 2 HR WALLS, ASSUMED 60 MIN. RATED W/ CLOSERS
 - SMOKE GUARD REQ'D AT ELEVATOR DRS.
 - ALL DOORS AT STAIRS AND EXITS REQ'D PANIC HARDWARE

FENCE

SHEET NOTES | 2

THIRD FLOOR DATA:

Square Footage:
6,900 GSF (Occupied Area Only)

Bike Parking Spaces:
0 Spaces

Car Parking Spaces:
0 Spaces

Horizontal Area Over Height Limit:
Per *SFPC Sec. 260(b)(1)*
First 10' Depth: 0 % of Roof
Total Roof Coverage: 7.8% of Roof

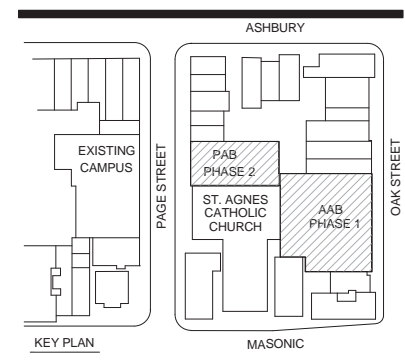
ROOF PLAN | 5
1/8" = 1'-0"

DATA | 1

PFAU GN01
ARCHITECTURE

THE URBAN SCHOOL OF SAN FRANCISCO

Main Project Address:
1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117



ISSUED FOR:	DATE:
COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
COND. USE PERMIT	11/25/2014
COND. USE PERMIT	01/05/2015

URBAN SCHOOL AAB	23005
------------------	-------

AAB / EXIST RES. ROOF PLAN

A2.05

Scale: As indicated

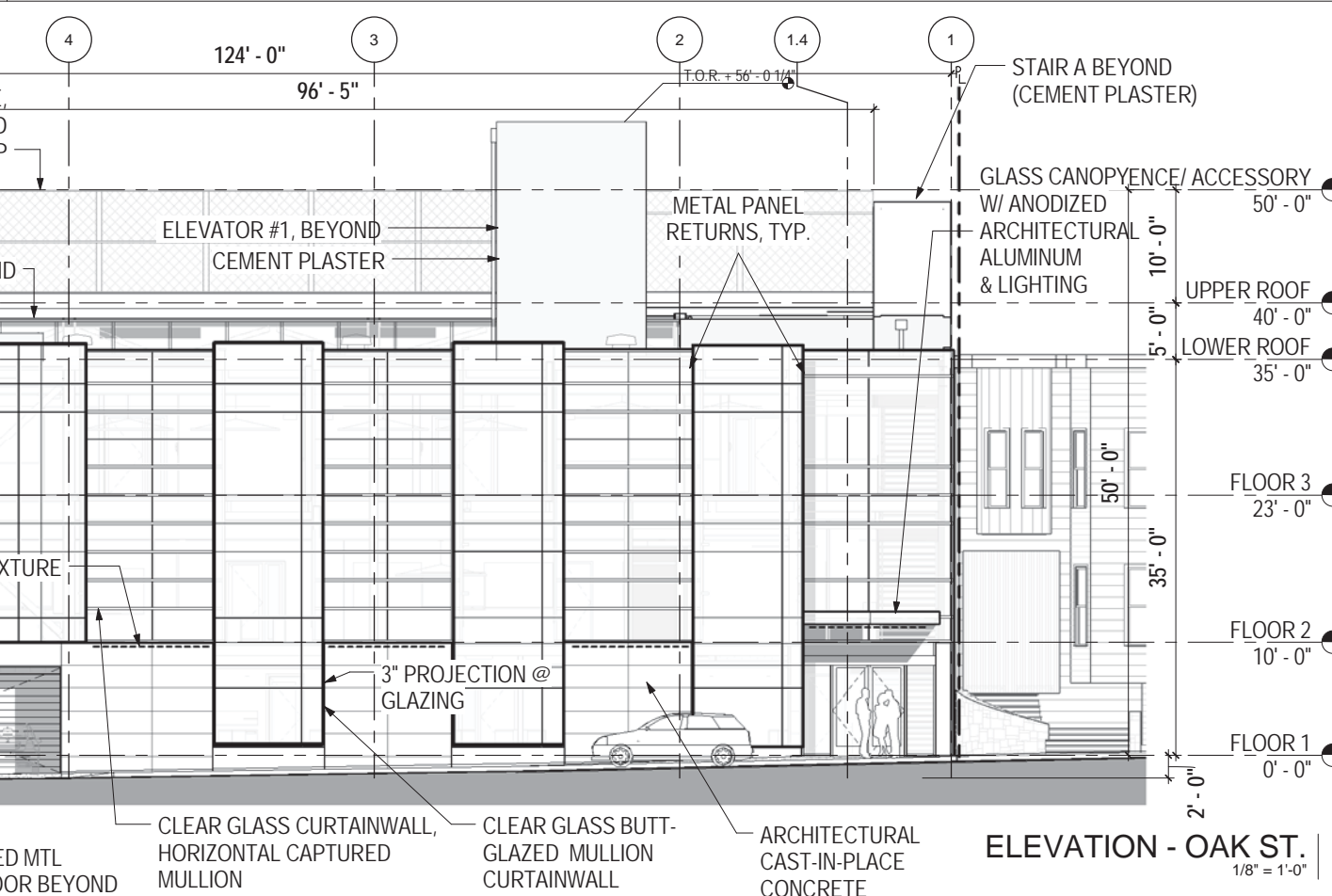
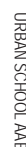
All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, copied or disclosed without written consent of the architect.

The site plan shows the layout of the Masonic Center. The existing campus is located on the left side of the plan, adjacent to Page Street. The new development consists of two phases: Phase 1 (AAB) and Phase 2 (PAB), which are situated to the right of the existing campus, between Page Street and Oak Street. The St. Agnes Catholic Church is located between the new development and Oak Street. The plan also shows the surrounding streets: Ashbury to the north, Page Street to the west, and Oak Street to the east.

Category	Percentage
23005	~2%
Other	~98%

 N **A3.00**

2015 4:0C:\Users\cova11\Documents\141125_CUP_Rev3_covall.rv

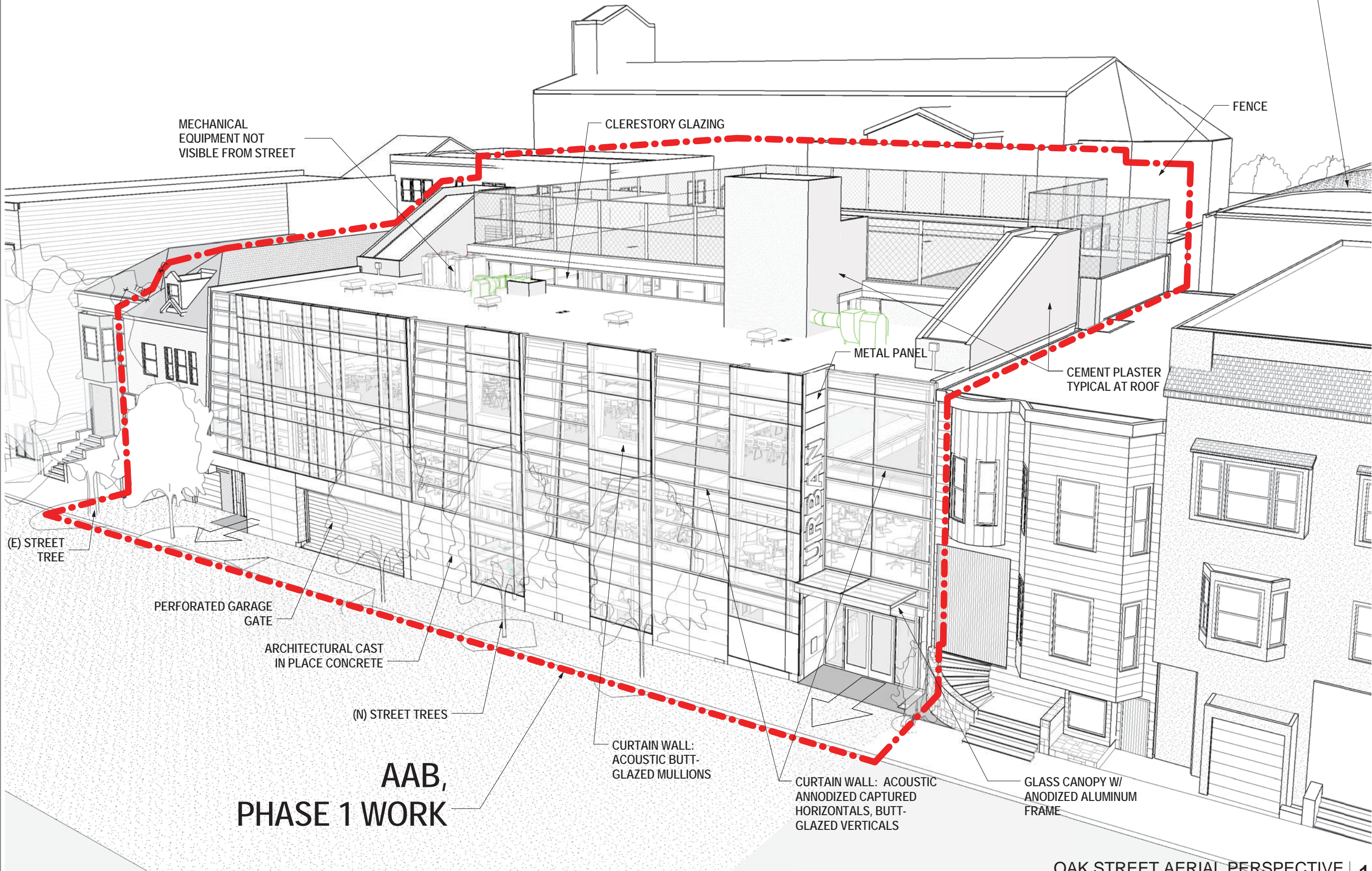


2015.4.10 Users\coveal\Documents\141125_CUP_Rev3_coveal.rvt

23005

URBAN SCHOOL AAB

FUTURE WORK , PAB PHASE 2 BEYOND

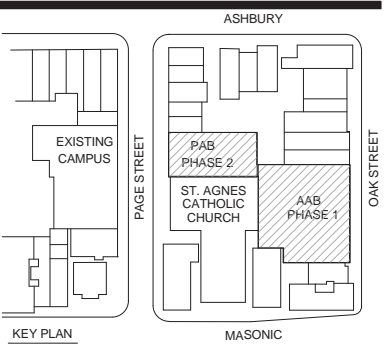


PFAU GN01
ARCHITECTURE

98 Jack London Alley San Francisco CA 94107
415 908 6408 pfaulong.com

THE URBAN SCHOOL OF
SAN FRANCISCO

Main Project Address:
1639 Oak Street, San Francisco, CA 94117
1530 Page Street San Francisco, CA 94117



ISSUED FOR:	DATE:
COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
1 COND. USE PERMIT	11/25/2014
2 COND. USE PERMIT	01/05/2015

URBAN SCHOOL AAB

23005 23005

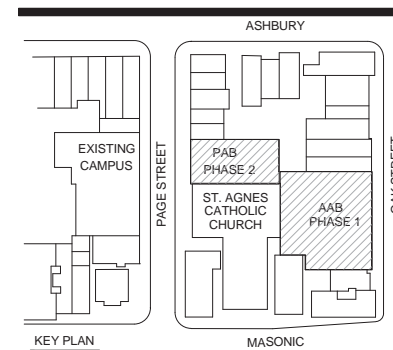
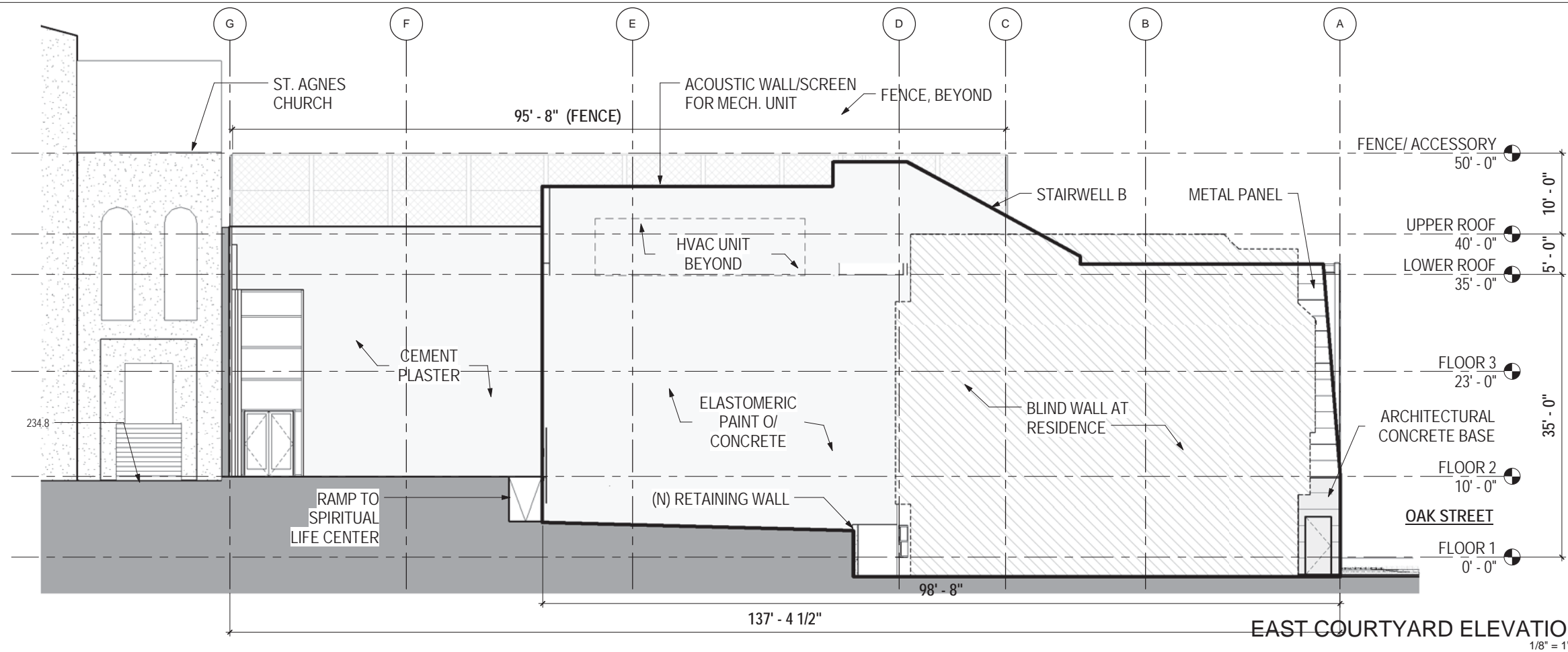
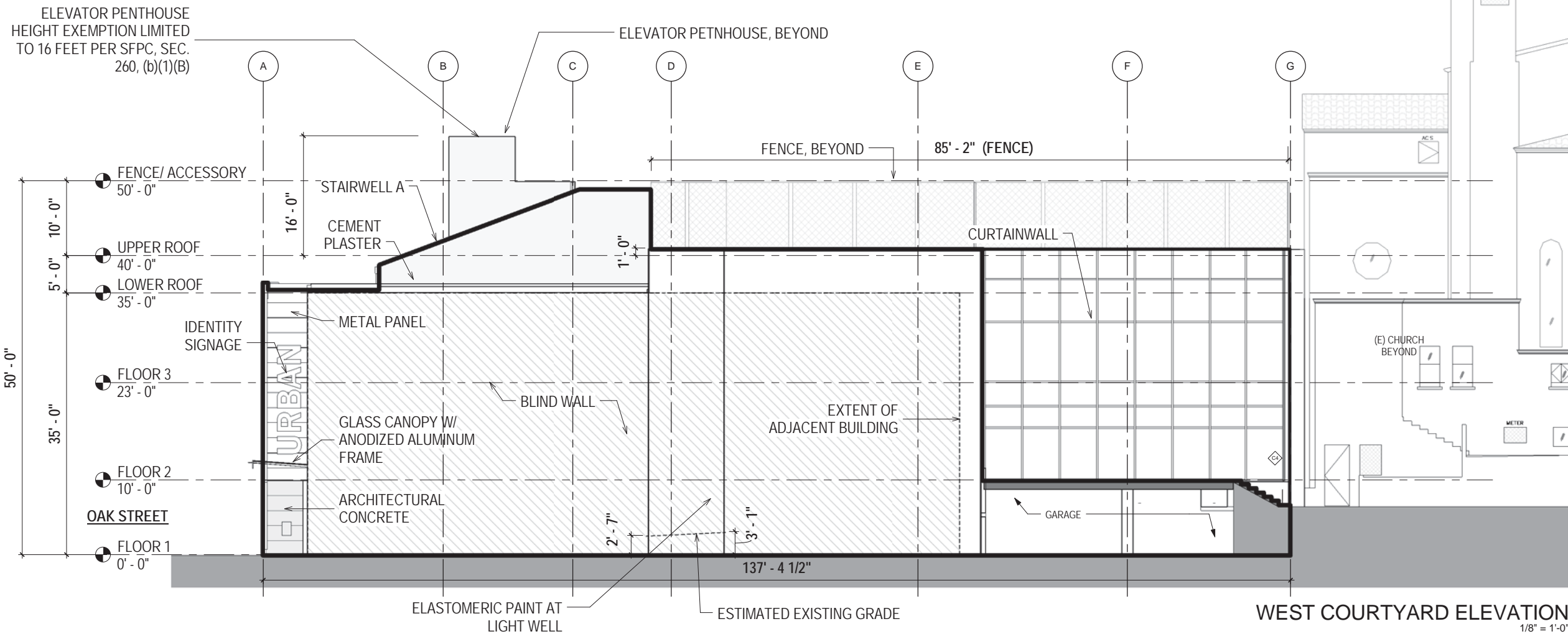
PERSPECTIVE ELEV.
OAK STREET

A3.01

OAK STREET AERIAL PERSPECTIVE | 1



Scale:
All drawings and written material appearing herein
constitute original and unpublished work of the
architect and may not be duplicated, copied or
disclosed without written consent of the architect.



ISSUED FOR:	DATE:
COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
COND. USE PERMIT	11/25/2014
COND. USE PERMIT	01/05/2015

URBAN SCHOOL AAB	23005
23005	23005

EXT. ELEVATIONS
EAST & WEST



A3.02

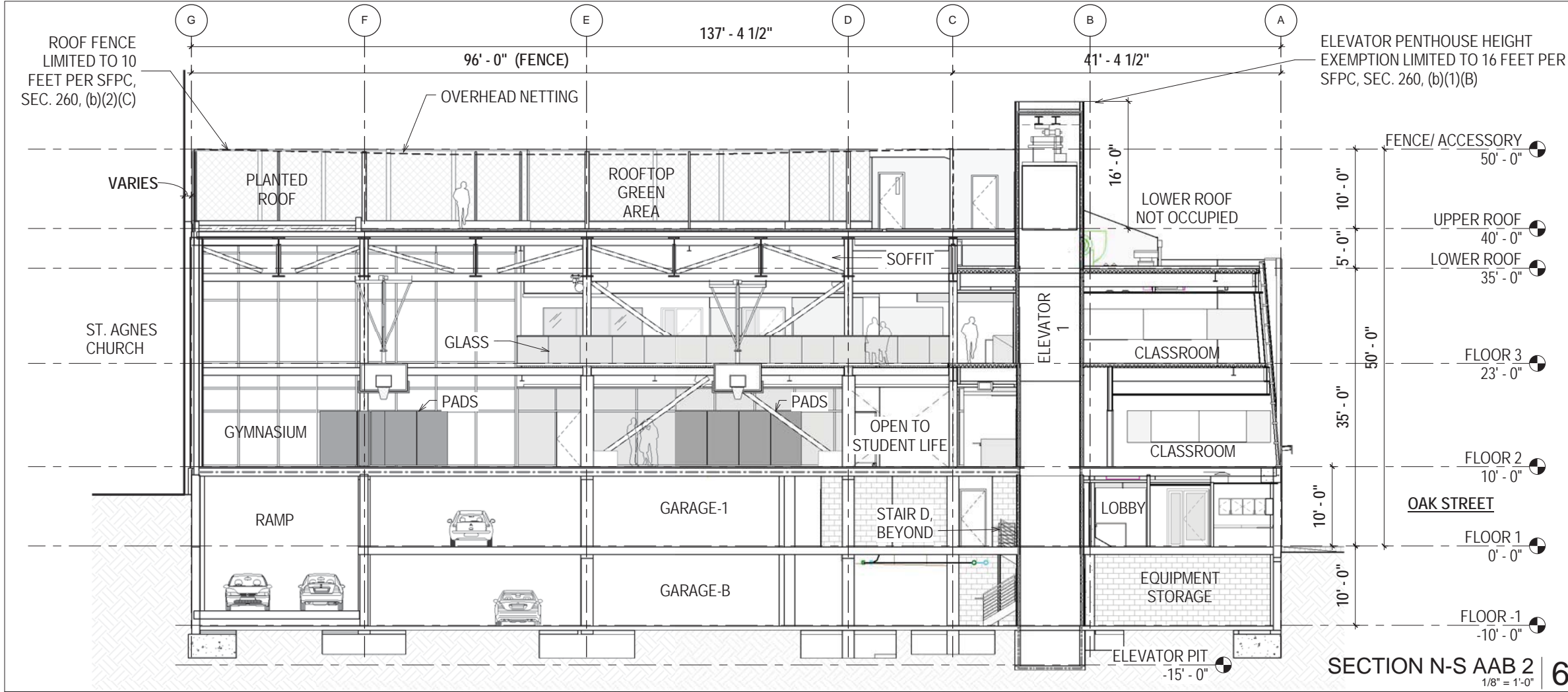
Scale: 1/8" = 1'-0"

All drawings and written material appearing herein
constitute original and unpublished work of the
architect and may not be duplicated, copied or
disclosed without written consent of the architect.

2015.4.1\Users\kcoval\Documents\141125_CUP_Rev3_coval.rvt

23005

URBAN SCHOOL AAB

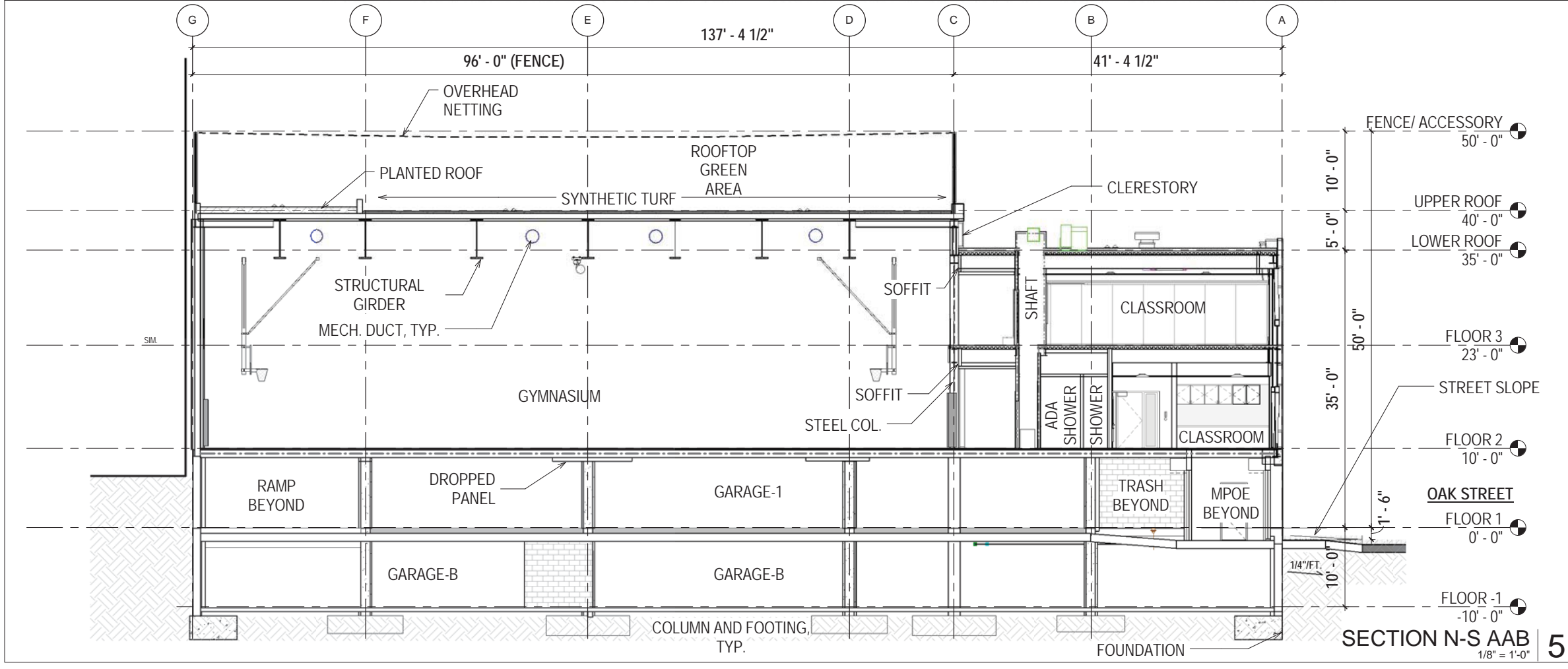


EXTERIOR GLAZING
INTERIOR GLAZING
WALL PADDING

LEGEND | 4

GENERAL NOTES | 3

SECTION N-S AAB 2 | 6



SHEET NOTES | 2

DATA | 1

PFAUGNOT ARCHITECTURE

98 Jack London Alley San Francisco CA 94107
415 908 6408 pfaulong.com

THE URBAN SCHOOL OF SAN FRANCISCO

Main Project Address:
1639 Oak Street, San Francisco, CA 94117

KEY PLAN

ISSUED FOR: DATE:

COND. USE PERMIT	06/04/2014
100% SD	06/16/2014
100% DD	10/30/2014
1 COND. USE PERMIT	11/25/2014
2 COND. USE PERMIT	01/05/2015

URBAN SCHOOL AAB

23005

BUILDING SECTIONS

A4.00

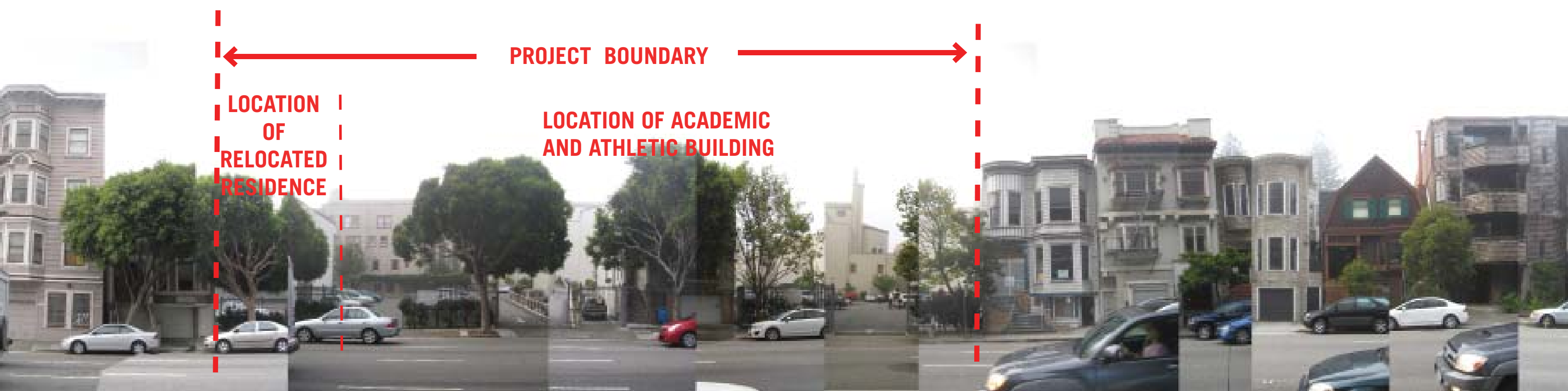
Scale: 1/8" = 1'-0"

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, copied, or disclosed without written consent of the architect.


N
A4.01

Scale: $1/8" = 1'-0"$

All drawings and written material appearing herewith constitute original and unpublished work of the architect and may not be duplicated, used or disclosed without written consent of the architect.



Oak St. Panorama



Site: Aerial View

Project Address:
 1639 Oak Street San Francisco, CA
 1530 Page Street San Francisco, CA
CU Case #: 2013.0862C

Urban School & St. Agnes Catholic Church
 Conditional Use Permit Site Photos

Leasee/CU Applicant:

**THE URBAN
 SCHOOL^{OF}
 SAN FRANCISCO**

Owner:

St Agnes
 Catholic Church



St. Agnes Existing Gym (Future PAB, Phase II): 1530 Page St. San Francisco, CA

Urban School & St. Agnes Catholic Church
Conditional Use Permit Site Photos

**THE URBAN
SCHOOL^{OF}**
SAN FRANCISCO

St Agnes
Catholic Church

PFAU **GN01**
ARCHITECTURE



Spiritual Life Center:
1611 Oak St. San Francisco, CA



Parking Lot Entry:
1623 Oak St. San Francisco, CA

Urban School & St. Agnes Catholic Church Conditional Use Permit Site Photos

PROJECT BOUNDARY
(LOCATION OF NEW ACADEMIC
& ATHLETIC BUILDING PHASE 1)



Existing Residence: 1637 Oak St.
to be relocated East 75 Feet



Parking Lot Entry:
1639 Oak St. San Francisco, CA



Neighboring Residence:
1651-1655 Oak St.

Urban School & St. Agnes Catholic Church
Conditional Use Permit Site Photos





1639 Oak St. Parking Lot,
Backside of 1637 Oak St.(Relocated Residence)



1639 Oak St. Parking Lot
Backside of 1025 Masonic Ave (Rectory)

Urban School & St. Agnes Catholic Church
Conditional Use Permit Site Photos

THE URBAN
SCHOOL OF
SAN FRANCISCO

St Agnes
Catholic Church

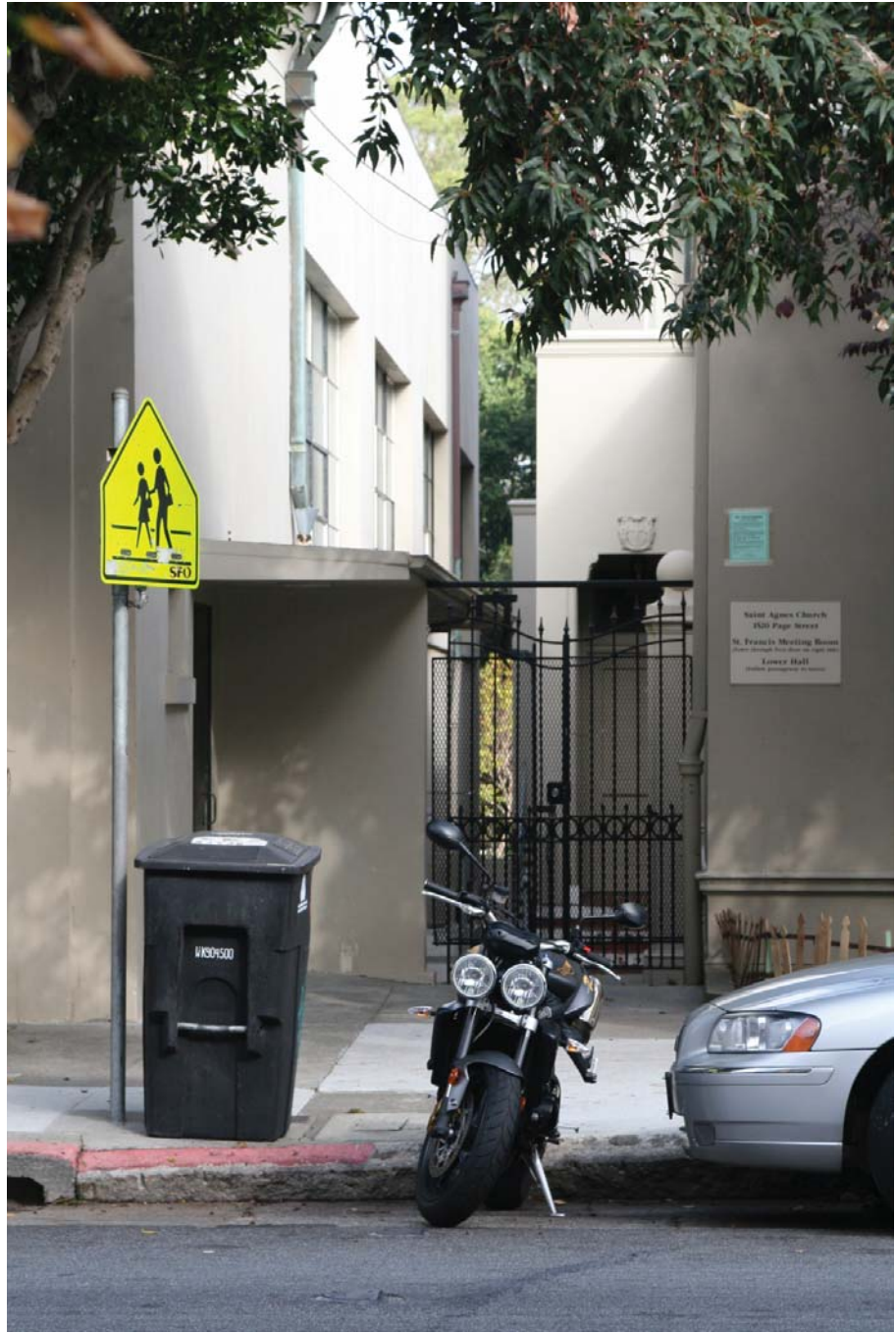
PFAU LONG
ARCHITECTURE



1639 Oak St. Parking Lot
Pathway to 1530 Page St.



Existing Pathway from
Parking Lot to 1530 Page St.



1530 Page St., Pathway to
1639 Oak St. Parking Lot

Urban School & St. Agnes Catholic Church
Conditional Use Permit Site Photos



St Agnes
Catholic Church





St. Agness Church (Page St. Entry)
1520 Page St. San Francisco, CA



Urban School Existing Building
1563 Page St. San Francisco, CA
No Work To be done to Existing School Buidling

Urban School & St. Agnes Catholic Church Conditoinal Use Permit Site Photos

**THE URBAN
SCHOOL^{OF}**
SAN FRANCISCO

St Agnes
Catholic Church

ARCHITECTURE
PFAU 9N07



St. Agnes Church
1025-A Masonic Ave. San Francisco CA
No Work To be done to Church Buidling

Urban School & St. Agnes Catholic Church Conditoinal Use Permit Site Photos

THE URBAN
SCHOOL OF
SAN FRANCISCO

St Agnes
Catholic Church