



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use Authorization

HEARING DATE: OCTOBER 10, 2019

Record No.: 2018-002179CUA
Project Address: 350 MASONIC AVENUE, 2120-22 & 2130 GOLDEN GATE AVENUE
Zoning: RH-3 (Residential-House, Three-Family) Zoning District
40-X Height and Bulk District
Block/Lot: 1149 / 010, 011 & 029
Project Sponsor: Mark Loper
Reuben, Junius & Rose
One Bush Street, Suite 600
San Francisco, CA 94104
Property Owner: San Francisco Day School
350 Masonic Avenue
San Francisco, CA 94115
Staff Contact: Christopher May – (415) 575-9087
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Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The project includes the demolition of the vacant two-story, single-family dwelling located at 2130 Golden Gate Avenue and the construction of a three-story, 40-ft tall, horizontal expansion of the existing San Francisco Day School located at 350 Masonic Avenue. The addition would increase the size of the school by approximately 15,411 square feet over the footprint of the existing surface parking lot and the building proposed for demolition, which is currently used by the school for storage. The new wing of the school will feature classrooms, learning spaces, and a rooftop area with a teaching garden, seating, and green roof. The expansion will result in a projected 20% increase in enrollment, from 400 students to 480 students.

The project also proposes to rehabilitate the existing three-story, two-unit residential building at 2120-2122 Golden Gate Avenue, split one dwelling unit occupying the entire third floor into two dwelling units, and convert the ground floor garage space to a one-bedroom, one-bathroom accessory dwelling unit ("ADU") with 160 square feet of private usable open space in the front yard. Including the dwelling unit illegally removed at 2130 Golden Gate Avenue and converted to storage space, the project will result in a net increase of one dwelling unit on the site. The project sponsor has indicated that the San Francisco Day School intends to offer these units as faculty rental housing. The project also includes the merger of Lot 011 (currently occupied by the vacant single-family dwelling proposed for demolition) and Lot 010 (proposed to be preserved for faculty housing) with Lot 029 (occupied by the school) on Block 1149 to ensure that the residential building remains within the ownership of the San Francisco Day School.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization, pursuant to Planning Code Sections 209.1, 303 and 317 to allow the removal of a dwelling unit at 2130 Golden Gate Avenue and to modify a 1987 Conditional Use Authorization for a Planned Unit Development (“PUD”) to permit a three-story horizontal expansion and enrollment increase of a School Use (d.b.a. San Francisco Day School), and to add the property at 2120-2122 Golden Gate Avenue to the school site.

The Commission must also grant, as a Conditional Use, a Planned Unit Development pursuant to Planning Code Section 304, to authorize modifications to the following Planning Code Sections: 1) rear yard (Section 134); 2) dwelling unit exposure (Section 140); and 3) bicycle parking (Section 155).

ISSUES AND OTHER CONSIDERATIONS

- **Public Comment & Outreach.**
 - **Support/Opposition:** The Department has received 10 letters in support of and 2 letters in opposition to the project.
 - Opposition to the project is related primarily to increased traffic congestion and loss of on-street parking associated with pick-up/drop-off activities, as well as the loss of a single-family dwelling unit.
 - **Outreach:** The Sponsor has hosted four neighborhood meetings, one preliminary meeting with abutting neighbors, and one meeting with the North of Panhandle Neighborhood Association.
- **Dwelling Unit Demolition:** The project proposes the demolition of a single-family dwelling at 2130 Golden Gate Avenue currently used as storage by the San Francisco Day School.
- **Existing Tenant & Eviction History:** The existing single-family dwelling at 2130 Golden Gate Avenue has been used for storage by the San Francisco Day School for several decades. There is no known evidence of any evictions on the property. The two-unit building at 2120-2122 Golden Gate Avenue was occupied by four tenants until July 2016, at which point Rent Board records indicate a buyout agreement was reached between the property owner and the tenants to have the tenants voluntarily vacate the building. See Exhibit G for Eviction History documentation.
- **Residential Flats Policy:** On October 12, 2017, the Planning Commission voted to adopt a Residential Flat Removal Policy that would require Mandatory Discretionary Review for projects that propose the removal of a ‘Residential Flat’ (Resolution No. 20024). While the project proposes to split one dwelling unit occupying the entire third floor into two dwelling units, the Commission’s Residential Flat Removal Policy does not apply, as the project would increase the number of dwelling units within the building.
- **Design Review Comments:** The project has changed in the following significant ways since the original submittal to the Department:
 - Conversion of existing ground floor garage space at 2120-2122 Golden Gate Avenue to an accessory dwelling unit;
 - Elimination of 6 below-grade parking spaces within the school addition.
 - Installation of a bulbout at the northeast corner of Masonic and Golden Gate Avenues, in accordance with the Better Streets Plan.

- Refined façade materials providing a better transition from the school expansion to the neighboring residential area.
- Restoration of original façade at the ground floor of the Victorian building at 2120-2122 Golden Gate Avenue, realigned with the primary wall of the front building façade above.

ENVIRONMENTAL REVIEW

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 32 categorical exemption.

BASIS FOR RECOMMENDATION

The Department finds that the project is, on balance, consistent with the Objectives and Policies of the General Plan. Although the project results in the demolition of a single-family dwelling, the project will create two new residential units within the existing building at 2120-2122 Golden Gate Avenue, which the project sponsor intends on offering as faculty rental housing, thereby resulting in a net increase of one dwelling unit on the site. The Department also finds the project to be necessary, desirable, and compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity, as the project will cover an underutilized surface parking lot with a well-designed expansion to the existing elementary school.

ATTACHMENTS:

Draft Motion – Conditional Use Authorization with Conditions of Approval
Exhibit B – Plans and Renderings
Exhibit C – Environmental Determination
Exhibit D – Land Use Data
Exhibit E – Maps and Context Photos
Exhibit F - Project Sponsor Brief
Exhibit G – Eviction History Documentation



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 209.1, 303, 304 AND 317 TO PERMIT THE REMOVAL OF A DWELLING UNIT AT 2130 GOLDEN GATE AVENUE AND TO MODIFY A 1987 CONDITIONAL USE AUTHORIZATION FOR A PLANNED UNIT DEVELOPMENT (“PUD”) TO PERMIT A THREE-STORY HORIZONTAL EXPANSION AND ENROLLMENT INCREASE OF A SCHOOL USE (D.B.A. SAN FRANCISCO DAY SCHOOL) WITHIN THE RH-3 (RESIDENTIAL-HOUSE, THREE-FAMILY) ZONING DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT, TO ADD THE PROPERTY AT 2120-2122 GOLDEN GATE AVENUE TO THE SCHOOL SITE, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. THE PROJECT IS SEEKING MODIFICATIONS FOR THE REAR YARD AND DWELLING UNIT EXPOSURE REQUIREMENTS OF PLANNING CODE SECTIONS 134 AND 140 TO PERMIT THE ALTERATION OF THE EXISTING 2-UNIT BUILDING AT 2120-2122 GOLDEN GATE AVENUE TO ADD ONE NEW DWELLING UNIT AND ONE ACCESSORY DWELLING UNIT (ADU), AND FOR THE REAR YARD AND BICYCLE PARKING REQUIREMENTS OF PLANNING CODE SECTIONS 134 AND 155 FOR THE ADDITION TO THE EXISTING SCHOOL BUILDING.

PREAMBLE

On February 9, 2018, Mark Loper of Reuben, Junius & Rose LLP (hereinafter "Project Sponsor") filed Application No. 2018-002179CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization to permit the removal of a dwelling unit at 2130 Golden Gate Avenue and to modify a 1987 Conditional Use Authorization for a Planned Unit Development (“PUD”) to permit a three-story horizontal expansion and enrollment increase of a School Use (d.b.a. San Francisco Day School), and to add the property at 2120-2122 Golden Gate Avenue to the school site

(hereinafter "Project") at 350 Masonic Avenue and 2120-2122 & 2130 Golden Gate Avenue, Block 1149, Lots 010, 011 and 029 (hereinafter "Project Site").

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 32 categorical exemption.

On October 10, 2019, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2018-002179CUA.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2018-002179CUA is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Conditional Use Authorization as requested in Application No. 2018-002179CUA, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Project Description.** The project includes the demolition of the vacant two-story, single-family dwelling located at 2130 Golden Gate Avenue and the construction of a three-story, 40-ft tall, horizontal expansion of the existing elementary school located at 350 Masonic Avenue (d.b.a. San Francisco Day School). The proposed addition would increase the size of the school by approximately 15,411 square feet over the footprint of the existing surface parking lot and the building proposed for demolition, which is currently used by the San Francisco Day School for storage. The new wing of the school will feature classrooms, learning spaces, and a rooftop area with a teaching garden, seating, and green roof. The expansion will result in a total of 34 classrooms and a projected 20% increase in enrollment, from 400 students to 480 students.

The project also proposes to retain and rehabilitate the existing three-story, two-unit residential building at 2120-2122 Golden Gate Avenue and split one dwelling unit occupying the entire third floor into two dwelling units within the existing envelope. The existing garage space is proposed to be converted to a one-bedroom, one-bathroom accessory dwelling unit ("ADU") with 160 square feet of private usable open space in the front yard. Including the dwelling unit illegally removed at 2130 Golden Gate Avenue and converted to storage space, the project will result in a net increase

of one dwelling unit on the site. The building at 2120-2122 Golden Gate Avenue will provide a variety of unit configurations including three one-bedroom units, and one family-sized three-bedroom unit. The project sponsor has indicated that the San Francisco Day School intends to offer these units as faculty housing. The project also includes the merger of Lot 011 (currently occupied by the vacant single-family dwelling proposed for demolition) and Lot 010 (proposed to be preserved for faculty housing) with Lot 029 (occupied by the school) on Block 1149 to ensure that the residential building remains within the ownership of the San Francisco Day School.

3. **Site Description and Present Use.** The project is located on three lots with a combined lot area of approximately 46,429 square feet, and have approximately 163 feet of frontage along Masonic Avenue and 325 feet of frontage along Golden Gate Avenue. The project site contains three existing buildings: 350 Masonic Avenue is occupied by the two- and three-story San Francisco Day School building measuring approximately 68,000 square feet and containing 28 classrooms; 2130 Golden Gate Avenue is occupied by a two-story building constructed as a single-family dwelling and now used by the school for storage uses; and 2120-2122 Golden Gate Avenue is occupied by a three-story two-unit residential building. The project sponsor has indicated that the building at 2130 Golden Gate Avenue has not been occupied as a residential use for several decades, and the Rent Board has confirmed that there are no records of tenants being evicted from this building. The two-unit building at 2120-2122 Golden Gate Avenue was occupied by four tenants until July 2016, at which point Rent Board records indicate a buyout agreement was reached between the property owner and the tenants to have the tenants voluntarily vacate the building. There are three curb cuts on Golden Gate Avenue providing vehicular access to the three buildings.
4. **Surrounding Properties and Neighborhood.** The Project Site is located within the Western Addition neighborhood and immediately to the east of the Inner Richmond neighborhood. Properties immediately surrounding the site are within the RH-2 (Residential House, Two-Family) and RH-3 (Residential House, Three-Family) Zoning Districts. Aside from a religious institutional use directly across Golden Gate Avenue from the subject property, the surrounding context is primarily characterized by two- and three-story single-family dwellings and multi-unit residential buildings along both Golden Gate Avenue and Masonic Avenue.
5. **Public Outreach and Comments.** The Department has received 10 letters in support of and 2 letters in opposition to the project. Opposition to the project is related primarily to increased traffic congestion and loss of on-street parking associated with pick-up/drop-off activities, as well as the loss of a single-family dwelling unit.
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. **Floor Area Ratio.** Planning Code Section 124 states that in the RH-3 Zoning District, the basic floor area ratio limit shall be 1.8 to 1.

The project site is approximately 46,429 square feet in size. As such, the maximum permitted basic floor area ratio would allow for a total of approximately 83,572 square feet of non-residential uses. The total proposed non-residential gross floor area is approximately 83,411 square feet. As such, the project complies with this requirement.

- B. **Front Setback.** Planning Code Section 132 states that the minimum front setback depth shall be based on the average of adjacent properties or a Legislated Setback.

The required front setback for the proposed addition to the school building is half of the existing front setback of the adjacent property at 2120-2122 Golden Gate Avenue (13'-4"), which amounts to a minimum of 6'-8". The project proposes a front setback of 8'-11", and therefore complies with this requirement.

- C. **Rear Yard.** Section 134 requires the project to provide a rear yard of at least 45 percent of the lot depth at grade level and at each succeeding level or story of the building. Where applicable, Planning Code Section 134(c) allows for the reduction in the rear yard requirement to the average between the depths of the rear building walls of the two adjacent buildings to a depth equal to 25 percent of the total depth of the lot on which the building is situated, or to less than 15 feet, whichever is greater.

The subject property ranges in depth from approximately 137.5 feet to 110 feet for the portion of the site where the three-story horizontal addition is proposed, and therefore the 45 percent required rear yard would range from approximately 62 feet to 49.5 feet. Since there is only one adjacent building, the required rear yard could be reduced to be equal to the depth of the rear building wall of the adjacent building at 2120-2122 Golden Gate Avenue or 25% of the lot depth, whichever is greater. In this instance, the maximum reduction would result in a required rear yard of 25% of the lot depth, or approximately 27.5 feet. The project provides a rear yard ranging from approximately 29 feet to 56 feet at the first floor of the building, and between 21 feet and 48 feet at the upper two floors of the building. As such, the rear yard requirements will be modified through the Planned Unit Development process. The criteria and limitations pursuant to Planning Code Section 304 are listed below under Subsection 8.

- D. **Useable Open Space.** Planning Code Section 135 requires 125 square feet of useable open space for each dwelling unit if all private, or 133 square feet of common usable open space per unit.

The project includes three dwelling units, plus an accessory dwelling unit within the rehabilitated building at 2120-2122 Golden Gate Avenue. The accessory dwelling unit has exclusive access to approximately 160 square feet of private usable open space in the front yard, and the three upper units have shared access to approximately 724 square feet of usable open space in the rear yard, both of which exceed the minimum dimensions required by Section 135 of the Planning Code.

- E. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires projects meeting certain criteria to provide streetscape and pedestrian elements in conformance with the Better Streets Plan.

The project is on a lot that is greater than one-half acre in total area and proposes an addition of 20% or more of Gross Floor Area to an existing building. As such, the project is required to provide streetscape and pedestrian improvements in conformance with the Better Streets Plan. At the request of the Street Design Advisory Team (SDAT), which is composed of representatives from the San Francisco Planning Department, the Department of Public Works (DPW), and the San Francisco Municipal Transportation Agency (SFMTA), the project sponsor has agreed to construct a bulbout at the northeast corner of the intersection of Masonic and Golden Gate Avenues to improve pedestrian safety. In addition to the planting of four new street trees on the Golden Gate Avenue frontage, the project also includes the elimination of two curb cuts on the Golden Gate Avenue frontage measuring 19 feet and 11 feet, and the reduction of one 46-foot curb cut on Golden Gate Avenue to 10 feet.

- F. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street or public alley at least 30 feet in width, a side yard at least 25 feet in width, a rear yard meeting the requirements of the Code or other open area that meets minimum requirements for area and horizontal dimensions.

The ground floor accessory dwelling unit and two of the units on the upper floors in the building at 2120-2122 Golden Gate Avenue have direct exposure onto the public street. The third-floor unit at the rear of the building has direct exposure onto the rear yard, however the rear yard is legal non-conforming in its dimensions. As such, the dwelling unit exposure requirements will be modified through the Planned Unit Development process. The criteria and limitations pursuant to Planning Code Section 304 are listed below under Subsection 8.

- G. **Street Frontages.** Section 144 of the Planning Code requires that no more than one-third of the width of the ground story of a dwelling along the front lot line, or along a street side lot line, or along a building wall that is setback from any such lot line, shall be devoted to entrances to off-street parking, except that in no event shall a lot be limited by this requirement to a single such entrance of less than ten feet in width.

The project proposes to replace the existing 8-foot wide garage door on the ground floor of the building at 2120-2122 Golden Gate Avenue with a pedestrian door and windows to provide access for the proposed accessory dwelling unit.

- H. **Off-Street Parking.** Planning Code Section 151 has no minimum off-street parking requirements for school uses or residential uses, and permits a maximum of 1.5 off-street parking spaces for each six classrooms.

The existing school, which has 28 classrooms, provides eleven (11) off-street parking spaces in a below-grade garage and nine (9) off-street parking spaces in a surface parking lot, resulting in an excess of thirteen (13) off-street parking spaces. As such, the existing school is nonconforming as it relates to the amount of off-street parking provided. Planning Code Section 188 allows noncomplying structures to be enlarged, altered or undergo an intensification of use provided that there is no increase in any discrepancy, or any new discrepancy between existing conditions on the lot and the required standards for new construction set forth in the Code, and provided the remaining requirements of this Code are met. The proposed expansion to the school will increase the total number of classrooms to 34, and will eliminate the nine (9) off-street parking spaces in the surface parking lot, thereby decreasing the excess number of off-street parking spaces to three (3). The one (1) existing off-street parking space within the garage at 2120-2122 Golden Gate Avenue will be replaced with an accessory dwelling unit. As such, the project complies with the off-street parking requirements of the Planning Code.

- I. **Bicycle Parking.** Planning Code Section 155.2 requires at least one Class 1 bicycle parking space for each dwelling unit. For school uses, the Planning Code requires at least four (4) Class 1 bicycle parking spaces for every classroom and at least one (1) Class 2 bicycle parking space for every classroom.

The project is required to provide a minimum of four (4) Class 1 bicycle parking spaces for the three residential units and accessory dwelling unit within the building at 2120-2122 Golden Gate Avenue. The project is also required to provide a minimum of 136 Class 1 bicycle parking spaces and 34 Class 2 bicycle parking spaces for the school use. The project proposes eight (8) Class 1 bicycle parking spaces for the three residential units and accessory dwelling unit within the building at 2120-2122 Golden Gate Avenue, 56 Class 1 bicycle spaces for the school use (including 8 existing spaces within the existing portion of the building and 48 within the basement level of the proposed addition), and 34 Class 2 bicycle spaces on the Golden Gate Avenue and Masonic Avenue frontages. Since the number and location of the proposed Class 1 bicycle spaces for the school use does not meet the requirements of the Planning Code, the project seeks a modification through the Planned Unit Development process. The criteria and limitations pursuant to Planning Code Section 304 are listed below under Subsection 8.

- J. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit.

The project must achieve a target of 13 points. As currently proposed, the project will achieve its required 13 points through the following TDM measures:

- *Parking Supply (net decrease of 3 off-street parking spaces)*
- *Bicycle Repair Station*
- *Tailored Transportation Marketing Services*

- K. **School Uses in Residential Districts.** Planning Code Section 209.1 permits the expansion of an existing school in an RH district only as Conditional Uses.

The Project proposes the expansion of the existing San Francisco Day School and therefore requires Conditional Use Authorization. The additional required findings are listed below under Subsection 7.

- L. **Dwelling Unit Density.** Planning Code Section 209.1 permits up to three dwelling units per lot in the RH-3 Zoning District. Planning Code Section 207(c)(4) exempts accessory dwelling units (ADUs) from the calculation of dwelling unit density.

The project proposes interior alterations to the existing two-unit residential building that would result in three separate dwelling units, plus an accessory dwelling unit (ADU) within the existing ground floor garage space. Therefore, the project complies with the dwelling unit density provisions of the Planning Code.

- M. **Building Height.** Per Planning Code Section 260, the maximum height limit for the subject property is 40 feet.

The project proposes a building height of 40 feet and is therefore compliant with this requirement. Rooftop features, such as the elevator and stair penthouse, mechanical screening, and guardrails meet the exemption requirements of Planning Code Section 260.

- N. **Planned Unit Development.** Planning Code Section 304 states that for projects on lots in excess of half an acre, Planned Unit Developments may be 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. Planned Unit Developments shall be permitted only as Conditional Uses and in cases of outstanding overall design, complementary to the design and values of the surrounding area, such projects may merit modifications of certain Planning Code provisions.

The project proposes the development of a 1.1-acre lot and the project is therefore eligible to be reviewed as a Planned Unit Development via Conditional Use Authorization. The additional required Planned Unit Development findings are listed below under Subsection 8.

- O. **Residential Demolition.** Pursuant to Planning Code Section 317, Conditional Use Authorization is required for applications proposing to demolish a residential unit in an RH-3 Zoning District. This Code Section establishes criteria that Planning Commission shall consider in the review of applications for Residential Demolition.

The project proposes the demolition of a single-family dwelling; therefore, Conditional Use Authorization is required. The additional criteria specified under Planning Code Section 317 have been incorporated as findings in Subsection 9 below.

- P. **Transportation Sustainability Fee.** Planning Code Section 411A is applicable to additions of 800 gross square feet or more to an existing Non-Residential use.

The project proposes the construction of a 15,411 square-foot addition to an existing non-residential building and is therefore subject to the Transportation Sustainability Fee. These fees must be paid prior to the issuance of the first construction document.

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

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

The project is necessary and desirable because it will modernize and enhance the independent elementary school that has been at this location since the 1980s. The building expansion is at a size and intensity that will match the height of the existing school and not exceed the area's 40-foot height limit. Its design is modern and yet complementary to the existing building at 350 Masonic Avenue and will integrate well with the neighborhood fabric. The building's palette of materials draws inspiration from the existing school building and utilizes them in a modern way—an energy-efficient exterior insulation finish system that relates to the existing cement plaster; a terra cotta rain screen bay window that relates to the school's clay tile roof; and windows that are similarly proportioned to the windows in the existing building. The expansion is proposed over a surface parking lot and a building currently used by the school for storage. The project will preserve and rehabilitate the existing two-unit residential building at 2120-2122 Golden Gate Avenue, and will add two dwelling units to that building, resulting in a net increase of one dwelling unit to the City's housing supply. In addition, the San Francisco Day School has indicated that it will offer the four dwelling units in this building to faculty and staff.

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

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

The project site—cumulatively 46,429 square feet and featuring three buildings—is large compared to other sites on the block. Because the site is larger than surrounding buildings, it can accommodate a three-story expansion without adversely affecting the surrounding setting. The school expansion aspect of the project is located between the two existing buildings proposed to be retained, further

minimizing the apparent sense of massing and moderating the new intervention onto the block. The existing play space behind the 2130 Golden Gate Avenue building and the rear yard behind 2120-2122 Golden Gate will also be maintained, minimizing any impact to the pattern of mid-block open space. The massing of the proposed addition features relief between the existing buildings on either side, further minimizing the appearance of bulk of the overall school property. The proposed addition also replaces a surface parking lot that currently interrupts the street wall on the north side of Golden Gate Avenue, thereby resulting in a more cohesive and consistent block face along Golden Gate Avenue to the south and east 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 San Francisco Day School currently implements a number of programs to address traffic patterns during pickup and drop-off times, including a carpool program. In addition, the project has undergone a comprehensive study of its pickup and drop-off operations with an experienced transportation consultant that will evaluate accessibility, traffic patterns, potential conflicts between vehicles, pedestrians, and bikes, as well as the school's pickup and drop-off patterns. The San Francisco Day School will incorporate recommended improvements to minimize impacts on the local transportation network and ensure a safe and efficient pickup and drop-off process. An additional 48 Class 1 bike parking spaces will be included in the new building's basement, and 2 Class 2 bike parking spaces will be included on the sidewalk at the building entry. In addition, by creating four units of teacher housing, the project will lessen the school's demand on San Francisco's transportation network as faculty/staff living in these units will be able to walk to and from work. The subject property is also well-served by numerous bicycle lanes, a Ford GoBike station one block from the site, and a number of rapid transit lines along the Geary Corridor two blocks from the school.

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

The project will not produce any dust or odor which would be inconsistent with the school's operation. Non-glare materials will be utilized on the proposed expansion's facade. During construction, the school will take appropriate measures to minimize dust and noise as required by the Building Code and the City's Noise Control Ordinance.

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

The project will maintain all current street trees along Masonic Avenue proposes to add four new street trees along the Golden Gate Avenue frontage. The existing play space behind the 2130 Golden Gate Avenue building and the rear yard behind 2120-2122 Golden Gate Avenue will be maintained, minimizing any impact to the existing pattern of mid-block open space. Passenger loading zones are

currently provided along Golden Gate Avenue—this white zone will be maintained, and depending on the results of the transportation study potentially expanded.

- 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 in Subsection 8.

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

The proposed project is consistent with the stated purposes of RH-3 Zoning District in that the building at 2120-2122 Golden Gate Avenue will be remodeled to maximize the permitted residential density, and the school expansion will provide a compatible use for the surrounding neighborhoods.

8. **Planning Code Section 304** establishes procedures for Planned Unit Developments, which are intended for projects on sites of considerable size, including an area of not less than half-acre, 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. In the 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.

- A. **Modifications.** The Project Sponsor requests the following modification from the requirements of the Planning Code. These modifications are listed below, along with a reference to the relevant discussion for each modification.

- i. **Rear Yard (Section 134):** *The subject property is zoned RH-3, where the rear yard requirement applies for all uses, not just residential uses. In this zoning district, the minimum rear yard depth must be equal to 45 percent of the total depth of the lot on which the building is situated, starting at grade level and at each succeeding story of the building. Alternatively, the rear yard can be measured equal to the building depth of the two adjacent properties. Providing a 45% rear yard as part of the project would result in a significantly reduced buildable envelope, thereby rendering the project infeasible. As such, the project requires an exception from Planning Code Section 134 for the upper two floors of the proposed addition. The Commission finds that an exception is warranted here, as the remainder of the San Francisco Day School campus—occupying 40,930 square feet, or 88% of the property—was originally constructed as a mausoleum in the 1930s, when the Planning Code's current rear yard requirements did not apply. The three-story addition is proposed to be built to a depth nearly equal to the adjacent building at 2120-2122 Golden Gate Avenue, thereby maintaining continuity of mid-block open space consistent. The ground level of the project is proposed to extend to a depth roughly equal to the existing building used for storage at 2130 Golden Gate Avenue, and*

the upper two floors extend approximately to the depth of the building at 2120-2122 Golden Gate Avenue. This orientation will ensure that the project does not unduly impede access to light and air for adjacent properties. In addition, the existing conditions on the property and the project itself provide for a significant amount of open space in lieu of a traditional rear yard. The portion of the project proposed for the school campus—43,681 square feet—would require 19,656 square feet of open space in a Code-compliant rear yard, spanning all three lots. With the project, open space will total 22,385 square feet on the footprint of 350 Masonic Avenue and 2130 Golden Gate Avenue, nearly meeting the rear yard requirement. It will provide a network of open spaces throughout the school itself, including:

- Existing school courtyards: 4,700 sq. ft.
- Existing school roof top play area: 11,760 sq. ft.
- Proposed Golden Gate Avenue rear yard play area: 3,570 sq. ft.
- Proposed roof top open space in Project: 2,355 sq. ft.

ii. **Dwelling Unit Exposure (Section 140):** *Planning Code Section 140 requires the windows of at least one room in a residential unit a minimum of 120-square feet in size to face directly onto a public street, Code-complying rear yard, or an inner court that is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor. The multi-unit residential building at 2120-2122 Golden Gate Avenue complies with this requirement for three of the four dwelling units, which will face a public street. The third dwelling unit faces the rear of the building only. Therefore, the project requires an exception from Planning Code Section 140 for one of the proposed dwelling units. The Commission finds that an exception is warranted here, as the existing building was constructed when there was no rear yard requirement, and the project is retaining the existing building's exterior massing. The 25' by 23'-10" rear yard is just shy of the 25-foot requirement. Strict compliance with the Planning Code's exposure provision would either eliminate one unit, resulting in a project that will not increase the City's housing stock, or would require alterations to the building to provide a Code-compliant rear yard. Such a result would be counter to the City's policy of retaining and expanding the housing stock, especially middle-income housing for teachers. In addition, the existing rear yard is only 1'-2" short of the requirements, and faces into an existing mid-block open space, so it will have adequate light and air.*

iii. **Bicycle Parking - Access (Section 155.1):** *The Planning Code requires Class 1 bicycle parking spaces to meet certain access requirements. Specifically, Section 155.1(b)(1) generally requires Class 1 spaces to be on the ground floor within 100 feet of the main entrance to the lobby or in the automobile parking area. The new Class 1 bicycle parking spaces for the project are provided in the basement level of the new addition, which does not have a traditional lobby or automobile parking. Therefore, Section 155.1(b)(1)(C) would apply to allow the bicycle parking one level below grade with access by ramps or elevators. The access route can only include up to two limited constriction points, such as doorways. For non-residential uses, any elevator necessary to access bicycle parking facilities larger than 50 spaces must have dimensions of at least 70 square feet and with at least*

seven feet in any dimension. Here, the addition of 48 Class 1 bike parking spaces in the new school building is one level below grade. It is accessible both from a ramp and from an elevator. Because the additional bike parking area is less than 50 spaces, it does not have to meet the dimensional requirements above. However, both pathways, either using the elevator or the ramp, would require passage through more than two doorways. For that reason, the project requires an exception from the Planning Code. The Commission finds that an exception is warranted here due to the configuration of the site. The bicycle parking cannot be relocated to a more central location without reducing the size of the classrooms and other amenity spaces that are necessary parts of the school expansion. Also, the door to the bicycle parking area is necessary to provide a safe and secure space for the students that do choose to cycle to school.

- iv. **Bicycle Parking - Quantity (Section 155.2):** *The project is required to provide one (1) Class 1 bicycle parking space per dwelling unit and one (1) Class 2 parking space for every 20 dwelling units. The multi-unit residential building at 2120-2122 Golden Gate Avenue requires 4 Class 1 bike parking spaces and is providing eight (8) Class 1 spaces; double the requirement. For school uses, the Planning Code requires a minimum of four (4) Class 1 spaces and one (1) Class 2 space per classroom, for a total of 136 Class 1 spaces and 34 Class 2 spaces. The school in its current configuration provides 8 secured, Class 1 bike parking spaces, and 17 Class 2 spaces. The project will provide 48 additional Class 1 spaces in the expanded basement, and 2 Class 2 spaces on the sidewalk at the building entry. The school will comply with the Class 2 requirement of 34 spaces. Nevertheless, a total of 56 Class 1 bike parking spaces is less than the Planning Code requires, so the project requires an exception. The Commission finds that an exception is warranted here. 56 protected and secured bike parking spaces represents roughly one protected and secure space for every eight children. As a K-through-8 school with an average of only 14-15 students per classroom, the demand for bicycle parking is less than it would be for a typical school with more students per classroom. In addition, students in this age range are less likely to ride bicycles to school compared to teenagers attending high school. In most cases, students will be dropped off or picked up by parents, or travel to and from the school by alternative means of transportation such as walking or public transit.*

B. Criteria and Limitations. Section 304(d) establishes criteria and limitations for the authorization of PUDs over and above those applicable to Conditional Uses in general and contained in Section 303 and elsewhere in the Code. On balance, the Project complies with said criteria in that it:

1. Affirmatively promote applicable objectives and policies of the General Plan;

As is further explained in Subsection 10, the project is, on balance, consistent with the objectives and policies of the General Plan.

2. Provide off street parking adequate for the occupancy proposed and not exceeding principally-permitted maximum amounts.

San Francisco recently eliminated minimum parking requirements citywide, indicating that as little as zero off-street parking spaces is adequate. Nevertheless, the project maintains eleven off-street parking spaces in the existing school building's garage—four of which are tandem. In addition, the San Francisco Day School rents satellite off-street parking for its teachers and staff. The project will also provide a significant number of bicycle parking spaces for students, teachers, and guests.

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 Code.

There is no requirement for non-residential open space in the RH-3 zoning district. Nevertheless, the project will maintain the play space in the rear yard of 2130 Golden Gate Avenue, and the roof of the expanded building will be used as an outdoor classroom featuring plantings, tables, and a green roof feature, providing another location for students to access open space in a learning environment. In total, the project will provide approximately 22,000 square feet of open space for the students of the school. The existing backyard at 2120-2122 Golden Gate Avenue will serve as common usable open space for the three upper units of the residential building, and a new 160 square-foot private patio will be provided for the accessory dwelling unit in the front yard.

4. 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 a greater density, so that the PUD will not be substantially equivalent to a reclassification of property.

The project proposes three dwelling units and one accessory dwelling unit at 2120-2122 Golden Gate Avenue, equal to the maximum density permitted under the RH-3 zoning district.

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 (Neighborhood Commercial Cluster) Districts under the Code.

The project does not include commercial or retail uses.

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

The proposed building would not exceed any height limitations established by the Planning Code.

7. 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 the Planning Code.

The project is not located in an NC District.

8. In NC Districts, not violate the use limitations by story set forth in Article 7 of the Planning Code.

The project is not located in an NC District.

9. In RTO and NCT Districts, include the extension of adjacent alleys or streets onto or through the site, and/or the creation of new publicly-accessible streets or alleys through the site as appropriate, in order to break down the scale of the site, continue the surrounding existing pattern of block size, streets and alleys, and foster beneficial pedestrian and vehicular circulation.

The project is not located in an RTO District or an NCT District.

10. Provide street trees as per the requirements of Section 138.1 of the Code.

The project proposes streetscape improvements including four new street trees along Golden Gate Avenue frontage, in accordance with the Better Streets Plan guidelines.

11. Provide landscaping and permeable surfaces in any required setbacks in accordance with Section 132 (g) and (h).

The project will provide landscaping within front setback areas that are not occupied by pedestrian and vehicle entrances.

9. **Additional Findings pursuant to Section 317.** Section 317 of the Planning Code establishes criteria for the Planning Commission to consider when reviewing applications to demolish or convert Residential Buildings. On balance, the Project does comply with said criteria in that:

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

A review of the Department of Building Inspection and the Planning Department databases showed no enforcement cases or notices of violation for the subject property.

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

Although there are no existing serious or continuing Code violations, the existing property at 2130 Golden Gate Avenue has been used as storage for several decades and is no longer suitable for residential use without significant upgrades.

- iii. Whether the property is an “historical resource” under CEQA;

The building at 2130 Golden Gate Avenue has been determined to be a historic resource under CEQA as a contributor to the eligible NOPA Historic District.

- iv. Whether the removal of the resource will have a substantial adverse impact under CEQA;

While the building at 2130 Golden Gate Avenue is considered to be a contributor to the eligible NOPA Historic District, it has been determined that its removal will not have a substantial adverse impact under CEQA due to its location at the edge of the district.

- v. Whether the project converts rental housing to other forms of tenure or occupancy;

The project will relocate one dwelling unit from 2130 Golden Gate Avenue to 2120-2122 Golden Gate and will also add an accessory dwelling unit, thereby resulting in a net increase of residential units. The four units at 2120-2122 Golden Gate Avenue will be used as rental teacher/faculty housing for the school.

- vi. Whether the project removes rental units subject to the Rent Stabilization and Arbitration Ordinance;

The existing single-family dwelling at 2130 Golden Gate Avenue has been used as storage for the San Francisco Day School for several decades. Although the single-family dwelling is technically subject to the Rent Stabilization and Arbitration Ordinance, the Planning Department cannot definitively determine which aspects of the Ordinance are applicable. The Rent Stabilization and Arbitration Ordinance includes provisions for eviction controls, price controls, and other controls, and it is the purview of the Rent Board to determine which specific controls apply to a building or property.

- vii. Whether the project conserves existing housing to preserve cultural and economic neighborhood diversity;

The project will preserve the existing multi-unit apartment building at 2120-2122 Golden Gate Avenue and will add two dwelling units to that building, resulting in a net increase of one dwelling unit to the City's supply of housing.

- viii. Whether the project conserves neighborhood character to preserve neighborhood cultural and economic diversity;

The project proposes an expansion to the existing San Francisco Day School and will add two new dwelling units to the multi-unit residential building at 2120-2122 Golden Gate Avenue consistent with the density controls in the RH-3 Zoning District. The project will improve cultural and economic diversity by restoring the front façade of the building at 2120-2122 Golden Gate Avenue, which has been altered over time from its original appearance.

- ix. Whether the project protects the relative affordability of existing housing;

The project will preserve the existing multi-family apartment building at 2120-2122 Golden Gate Avenue, and will add two dwelling units to that building, resulting in a net increase of one dwelling unit to the City's supply of housing. The building will be used for faculty housing, protecting the relative affordability of housing for teachers and staff of the San Francisco Day School.

- x. Whether the project increases the number of permanently affordable units as governed by Section 415;

The project is not subject to the provisions of Planning Code Section 415, as the project proposes fewer than ten units.

- xi. Whether the project locates in-fill housing on appropriate sites in established neighborhoods;

The project replaces an underutilized surface parking lot and building that has been used for school storage with a 15,411 square-foot school expansion. It also retains and rehabilitates the building at 2120-2122 Golden Gate Avenue, adding two dwelling units for faculty housing.

- xii. Whether the project increases the number of family-sized units on-site;

The project does not increase the number of family-sized units on site, but it does add two new faculty housing units at 2120-2122 Golden Gate Avenue.

- xiii. Whether the project creates new supportive housing;

The project does not create supportive housing.

- xiv. Whether the project is of superb architectural and urban design, meeting all relevant design guidelines, to enhance existing neighborhood character;

The project is of superb architectural and urban design, and will meet all relevant design guidelines, including the Residential Design Guidelines.

- xv. Whether the project increases the number of on-site dwelling units;

The Project would add one additional dwelling unit to the site.

- xvi. Whether the project increases the number of on-site bedrooms.

The project will not increase the number of bedrooms on the site.

- xvii. Whether or not the replacement project would maximize density on the subject lot; and,

The project will maximize the allowed density on-site by providing three dwelling units and an accessory dwelling unit.

- xviii. If replacing a building not subject to the Residential Rent Stabilization and Arbitration Ordinance, whether the new project replaces all the existing units with new dwelling units of a similar size and with the same number of bedrooms.

The existing building at 2130 Golden Gate Avenue is approximately 1,550 square feet in size. The new units that will be added to 2120-2122 Golden Gate Avenue will be smaller, as they will be constructed within the existing building envelope. The single-family dwelling is subject to the Rent Stabilization and Arbitration Ordinance. The Rent Stabilization and Arbitration Ordinance includes provisions for eviction controls, price controls, and other controls, and the Rent Board is authorized to determine which specific controls apply to a building or property.

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 4:

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

Policy 4.1

Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.4

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

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.

OBJECTIVE 11:

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

Policy 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4:

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction.

Policy 11.8

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

OBJECTIVE 12:

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2

Consider the proximity of quality of life elements such as open space, child care, and neighborhood services, when developing new housing units.

URBAN DESIGN ELEMENT

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.

Policy 1.3

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

OBJECTIVE 4:

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

Policy 4.12:

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

TRANSPORTATION ELEMENT

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.

COMMERCE AND INDUSTRY ELEMENT

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 and single-family residence that has been used as storage for decades. The project would improve the quality of the existing San Francisco Day School facilities and programs, which serves a broad range of families throughout the city. The remodeled building at 2120-2122 Golden Gate Avenue will maximize the permitted residential density on the site, and will be offered to faculty members of the San Francisco Day School.

The project encourages the use of alternative means of transportation, including public transit, cycling, and carpooling. 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. 48 Class 2 and 2 Class 1 bicycle parking spaces will be added as part of the school expansion portion of the proposed project, while 8 bike parking spots will be added to the multi-unit residential building at 2120-2122 Golden Gate Avenue.

The expansion to the school building is designed to be architecturally cohesive with the surroundings and of a height and density appropriate to the scale of the nearby properties on Masonic Avenue and Golden Gate Avenue. Moreover, the project will improve the appearance of the neighborhood by replacing an existing surface parking lot with an enhanced school facility. While there is no open space requirement for institutional uses in the RH-3 zoning district, the project will include a number of open space features for the pupils, including rooftop educational spaces, inner courtyards, and a ground floor play space located in the interior of the lot on the footprint of 2130 Golden Gate Avenue.

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

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

The project site does not involve any retail uses and will not have a detrimental effect on neighborhood-serving retail uses.

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

The project will maintain three dwelling units on the site and will add one additional unit, which will be used as faculty housing, preserving neighborhood character and cultural and economic diversity.

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

The project does not contain affordable housing and therefore will not have any effect on the City's supply of affordable housing.

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

The project will not impede MUNI transit service or overburden streets or neighborhood parking. The school is voluntarily undertaking a comprehensive analysis of its pickup and drop-off management plan, and will implement a number of improvements. In addition, the project will lessen the school's demand on San Francisco's transportation network as faculty/staff living in the units at 2120-2122 Golden Gate Avenue will be able to walk to and from work. Finally, the property is well-served by numerous bicycle lanes, a Ford GoBike station one block from the site, and a number of rapid transit lines along the Geary Corridor two blocks from the school, as well as the 5-Fulton MUNI bus line.

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

The Project does not propose any office development.

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

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

- G. That landmarks and historic buildings be preserved.

The project site is not occupied by any City Landmarks. While the building at 2130 Golden Gate Avenue is considered to be a contributor to the eligible NOPA Historic District, it has been determined that its removal will not have an impact on the environment due to its location at the edge of the district.

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

The project will not cast new shadows on public parks or open space, and it will not adversely impact views from parks or open space.

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 Authorization Application No. 2018-002179CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated August 30, 2018, and stamped "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. 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 October 10, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

Draft Motion
Hearing Date: October 10, 2019

RECORD NO. 2018-002179CUA
350 Masonic Ave, 2120-22 & 2130 Golden Gate Ave

ABSENT:

ADOPTED: October 10, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to permit the removal of a dwelling unit at 2130 Golden Gate Avenue and to modify a 1987 Conditional Use Authorization for a Planned Unit Development ("PUD") to permit a three-story horizontal expansion and enrollment increase of a School Use (d.b.a. San Francisco Day School), and to add the property at 2120-2122 Golden Gate Avenue to the school site at 350 Masonic Avenue and 2120-2122 & 2130 Golden Gate Avenue, Block 1149, Lots 010, 011 and 029; in general conformance with plans, dated August 30, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2018-002179CUA and subject to conditions of approval reviewed and approved by the Commission on October 10, 2019, under Motion No **XXXXXX**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on October 10, 2019 under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **XXXXXX** shall be reproduced on the Index Sheet of 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 three (3) 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 three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sfplanning.org
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) 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.sfplanning.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 three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sfplanning.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.sfplanning.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.sfplanning.org

DESIGN – COMPLIANCE AT PLAN STAGE

6. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sfplanning.org
7. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sfplanning.org
8. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sfplanning.org
9. **Lighting Plan.** The Project Sponsor shall submit a photometric study for Golden Gate Avenue. If the results of this study show that lighting levels do not meet City-standards, the project will be required to improve lighting. Previous conversions of existing streetlights to LED, along Golden Gate Avenue, does not waive requirements to submit photometric studies.
For information about compliance, contact the Street Lights Division, SFPUC at streetlights@sfpuc.org
10. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.
For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sfplanning.org
11. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly

located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department in consultation with Public Works shall require the following location(s) for transformer vault(s) for this project: [indicate choice of sidewalk/building frontage/private site area and which street frontage or other designation of location]. This location has the following design considerations: [use as needed for any streetscape, curb cut or building frontage detail issues]. The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>

12. **Landscaping.** Pursuant to Planning Code Section 132, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that 50% of the front setback areas shall be surfaced in permeable materials and further, that 20% of the front setback areas shall be landscaped with approved plant species. The size and specie of plant materials and the nature of the permeable surface shall be as approved by the Department of Public Works.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sfplanning.org

PARKING AND TRAFFIC

13. **Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

Prior to the issuance of the first Building Permit or Site Permit, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 415-558-6377, www.sfplanning.org.

14. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 98 bicycle parking spaces (8 Class 1 spaces for the residential portion of the Project and 90 Class 1 and 2 spaces for the school portion of the Project). SFMTA has final authority on the

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

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

15. **Parking Maximum.** Pursuant to Planning Code Section 151, the Project shall provide no more than eleven (11) off-street parking spaces.

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

16. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

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

PROVISIONS

17. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sfplanning.org

MONITORING - AFTER ENTITLEMENT

18. **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.sfplanning.org

19. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the

specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

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

OPERATION

20. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

21. **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 and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

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

Exhibit B:

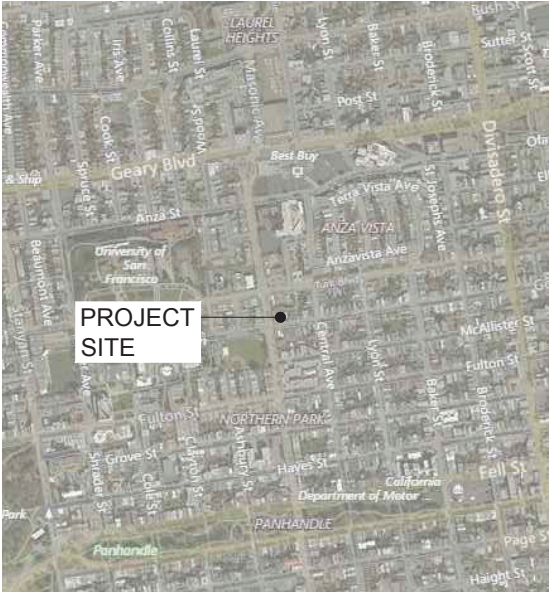
Plans and Renderings

SAN FRANCISCO DAY SCHOOL ADDITION

350 MASONIC AVE, SAN FRANCISCO, CA 94118



LOCATION MAP
NTS 2



AREA MAP
NTS 1

DRAWING LIST	
A0.00	COVER SHEET
C1.0	EXISTING CONDITIONS
A0.02	PROJECT INFORMATION
ARCHITECTURE	
A1.00	EXISTING SITE PLAN
A1.00A	EXISTING SITE PHOTOGRAPHS
A1.00B	EXISTING SITE PLAN - ENLARGED
A1.01	EXISTING GARAGE FLOOR PLAN
A1.02	EXISTING GROUND FLOOR PLAN
A1.03	EXISTING FIRST FLOOR PLAN
A1.04	EXISTING SECOND FLOOR PLAN
A1.05	EXISTING ROOF PLAN
A2.00	PROPOSED SITE PLAN
A2.00A	CONCEPTUAL PERSPECTIVES
A2.00B	PROPOSED SITE PLAN - ENLARGED
A2.01	PROPOSED BASEMENT/GARAGE LEVEL PLAN
A2.02	PROPOSED LEVEL 1 PLAN
A2.03	PROPOSED LEVEL 2 PLAN
A2.04	PROPOSED LEVEL 3 PLAN
A2.05	PROPOSED ROOF PLAN
A2.20	2120/2122 GOLDEN GATE FLOOR PLANS
A2.21	2120/2122 GOLDEN GATE FLOOR PLANS
A2.22	2120/2122 GOLDEN GATE FLOOR PLANS
A2.30	2130 GOLDEN GATE FLOOR PLANS
A3.01	PROPOSED EXTERIOR ELEVATIONS
A3.02	PROPOSED EXTERIOR ELEVATIONS
A3.03	PROPOSED EXTERIOR ELEVATIONS
A3.04	PROPOSED EXTERIOR ELEVATIONS
A3.10	PROPOSED SECTIONS
A3.11	PROPOSED SECTIONS
A3.20	2120/2122 GOLDEN GATE EXTERIOR ELEVATIONS
A3.21	2120/2122 GOLDEN GATE EXTERIOR ELEVATIONS
A3.30	2130 GOLDEN GATE EXT. ELEVATIONS
A4.01	ENLARGED LEVEL 1 PLAN & EXTERIOR ELEVATION

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PROJECT NO.: 1704.00
350 MASONIC AVE | SAN FRANCISCO, CA | 94118

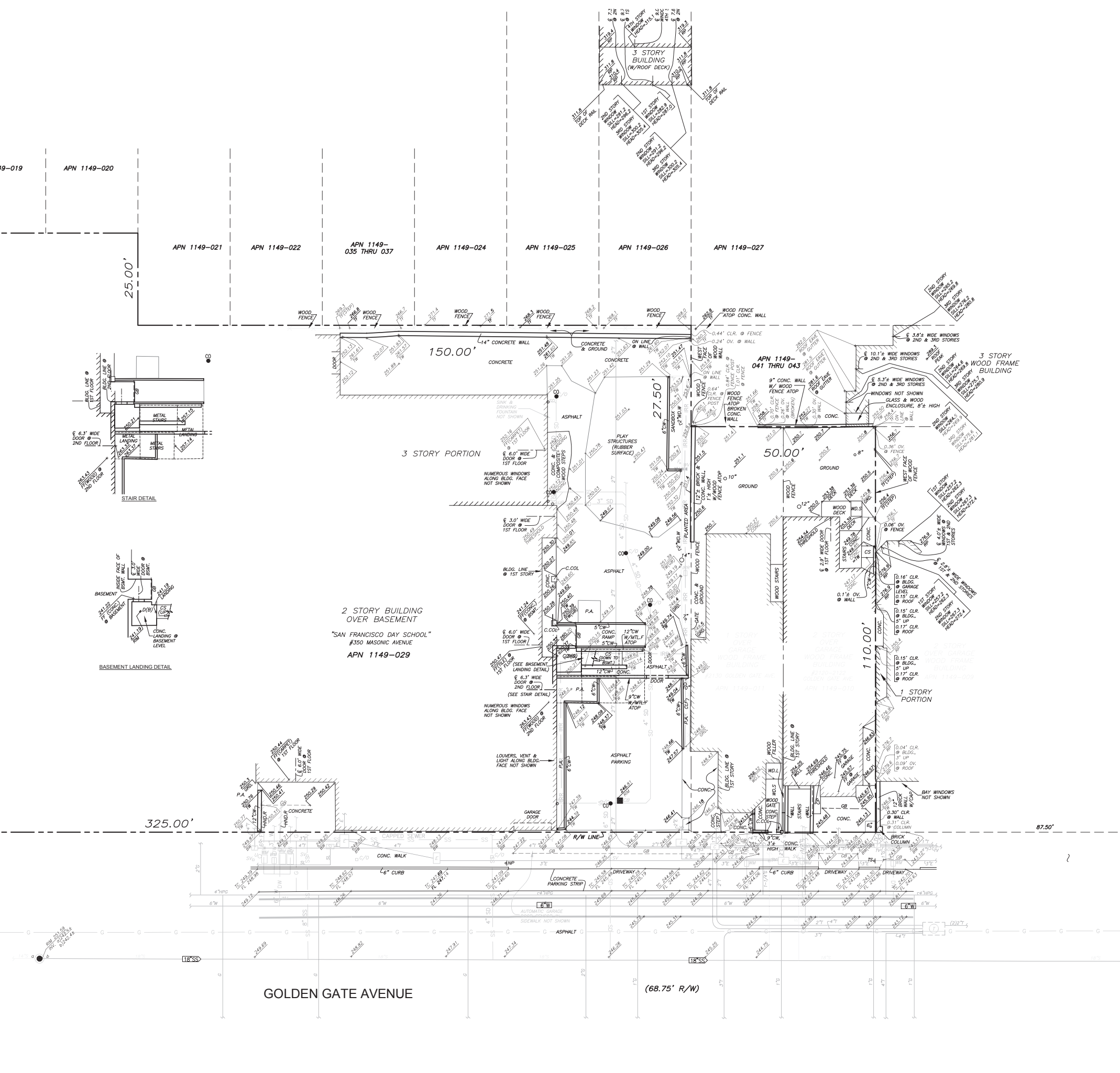
PLANNING SUBMITTAL

INITIAL FILING SET	01.19.2018
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RESPONSE TO NPDR 2	01.25.2019
RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

COVER SHEET

A0.00

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GENERAL NOTES

1. DETAILS NEAR PROPERTY LINES MAY NOT BE TO SCALE.
2. ALL PROPERTY LINE ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.
3. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
4. ONLY TREES THAT ARE 6" AND LARGER ARE SHOWN HEREON.

BASIS OF SURVEY

CITY OF SAN FRANCISCO MONUMENT MAP NO. 40 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.

RECORD OF SURVEY NO. 6315 FILED FOR RECORD ON MARCH 15, 2011 IN BOOK DD OF SURVEY MAPS AT PAGE 115, OFFICIAL RECORDS.

BENCHMARK

"4" CUT, WEST END LOWER BRICK STEP, 43 FEET WEST OF THE SOUTHWEST CORNER OF THE INTERSECTION OF GOLDEN GATE AVENUE AND CENTRAL AVENUE. ELEVATION = 242.327 FEET, HISTORIC CITY OF SAN FRANCISCO DATUM.

TO CONVERT TO CCSF 2013 NAVD88 VERTICAL DATUM, ADD 11.39 FEET TO THE HISTORIC SAN FRANCISCO CITY DATUM ELEVATIONS SHOWN HEREON.

- LEGEND**
- CLR. CLEAR OF PROPERTY LINE
 - OV. OVER PROPERTY LINE
 - BLDG. BUILDING
 - CONC. CONCRETE
 - GRD. GROUND
 - CW. CONCRETE WALL
 - R/W. RIGHT OF WAY
 - TC. TOP OF CURB
 - FL. FLOW LINE
 - BW. BACK OF WALK
 - INV. INVERT
 - GB. GRADE BREAK
 - TW. TOP OF WALL
 - TF. TOP OF FENCE
 - RP. ROOF PARAPET
 - APN. ASSESSOR'S BLOCK NUMBER
 - BSMT. BASEMENT
 - FF. FINISH FLOOR
 - CC. CONCRETE CURB
 - CONC. CONCRETE
 - CS. CONCRETE STAIRS
 - MTLF. METAL FENCE
 - HND.R. HAND RAIL
 - WD.W. WOOD WALL
 - WD.S. WOOD STAIRS
 - WOL. WOOD LANDING
 - C.CO. CONCRETE COLUMN
 - P.A. PLANTED AREA
 - WM. WATER METER
 - GV. GAS VALVE
 - TEL. TELEPHONE PULLBOX
 - SV. SEWER VENT
 - SD. STORM DRAIN PIPE
 - E. ELECTRIC PULLBOX
 - COM. COMMUNICATION PULLBOX (BROADBAND)
 - R. RISER, 0.5' HIGH (CABLE)
 - TS. TRAFFIC SIGN
 - TR. TREE PIT W/TREE
 - S. SEWER MANHOLE
 - T. TELEPHONE MANHOLE
 - UO. UNKNOWN COVER
 - SL. STREET LIGHT PULLBOX
 - SC/O. SEWER CLEANOUT
 - C/O. SEWER CLEANOUT
 - NP. NO PARKING SIGN (PASSENGER LOADING)
 - 7". TREE W/DIAMETER
 - D(B). DRAIN @ BASEMENT LEVEL
 - CB. CATCH BASIN
 - F. FAUCET, 3"± HIGH
 - WV. WATER VALVE
 - IRR. IRRIGATION PULLBOX
 - E. ELECTRIC LINE
 - G. GAS LINE
 - HPG. HIGH PRESSURE GAS LINE
 - S. SEWER LINE
 - SL. STREET LIGHT LINE
 - T. TELEPHONE LINE
 - TV. TELEVISION LINE
 - W. WATER LINE
- UNDERGROUND UTILITY LINES FROM RECORDS OF THE VARIOUS UTILITY COMPANIES

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SAN FRANCISCO DAY SCHOOL ADDITION

PROJECT NO.: 1704.00

350 MASONIC AVE | SAN FRANCISCO, CA | 94118

BKF 100+ YEARS

ENGINEERS. SURVEYORS. PLANNERS

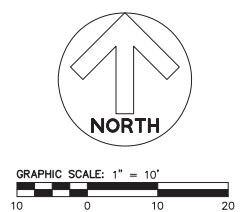
1730 N. FIRST ST.
SUITE 600 SAN JOSE, CA 95112
408-467-9100
408-467-9199 (FAX)

PLANNING SUBMITTAL

INITIAL FILING SET	01.19.2018
RESPONSE TO NPDR	08.10.2018
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RESPONSE TO 4/17/19 COMMENTS	04.25.2019

EXISTING CONDITIONS

C1.0

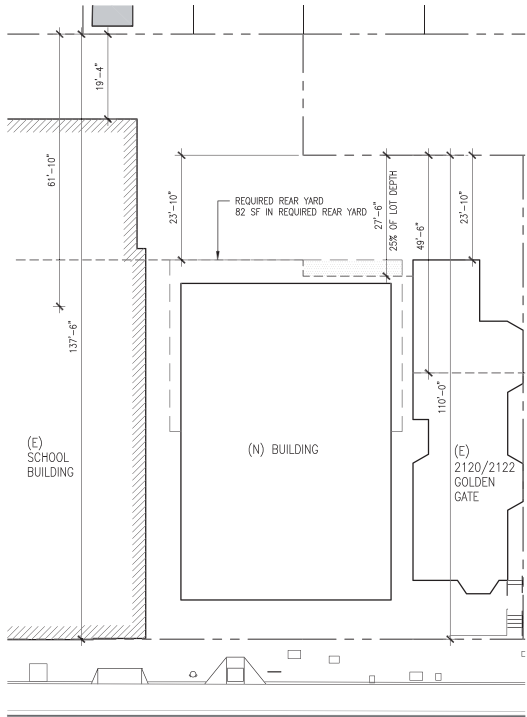


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PUD MODIFICATIONS

SCHOOL

REAR YARD



F.A.R.

SCHOOL PROJECT SITE ONLY - (E) SCHOOL + 2130 GOLDEN GATE			
	EXISTING	NEW (2130 GOLDEN GATE)	TOTAL
SITE AREA	40,930 SF	2,750 SF	43,681 SF
GROSS BUILDING AREA	68,000 SF	15,411 SF	83,411 SF
F.A.R.			1.91

SCHOOL PROJECT SITE + RESIDENTIAL SITE AREA - (E) SCHOOL + 2130 GOLDEN GATE + 2120 GOLDEN GATE			
	EXISTING	NEW (2130 + 2120 GOLDEN GATE)	TOTAL
SITE AREA	40,930 SF	5,500 SF	46,430 SF
GROSS BUILDING AREA	68,000 SF	15,411 SF	83,411 SF
F.A.R. (EXCLUDES RESIDENTIAL USE)			1.79

BICYCLE PARKING

CLASSROOM COUNT	
EXISTING BUILDING	
GROUND FLOOR	07
FIRST FLOOR	11
SECOND FLOOR	10
ROOF PLAN	00
TOTAL	= 28
PROPOSED NEW BUILDING	
LEVEL 1	03
LEVEL 2	02
LEVEL 3	01
ROOFLEVEL	00
TOTAL	= 05
TOTAL NUMBER OF CLASSROOMS	28(E) + 06(N) = 34

BICYCLE PARKING REQUIRED	
CLASS 1 SPACES - 04 SPACES PER CLASSROOM	
34 CLASSROOMS ÷ 04 SPACES	= 136
CLASS 2 SPACES - 01 SPACES PER CLASSROOM	
34 CLASSROOMS ÷ 01 SPACES	= 34

BICYCLE PARKING PROVIDED	
CLASS 1 SPACES	
EXISTING BUILDING (GARAGE)	8
PROPOSED NEW BUILDING (GARAGE)	48
TOTAL	= 56
CLASS 2 SPACES	
EXISTING BUILDING	17 ÷ 1600' ÷ 15 ft ÷
PROPOSED NEW BUILDING	02
TOTAL	= 34

AUTOMOBILE PARKING

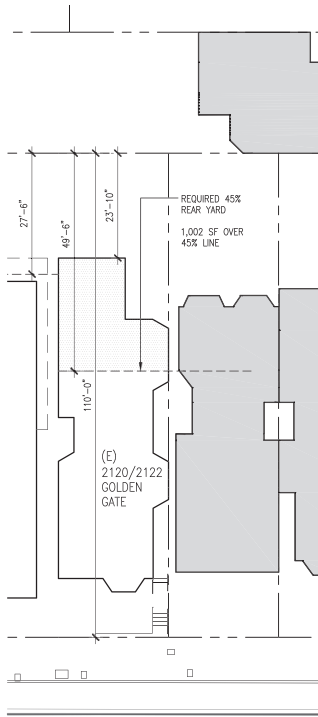
PARKING REQUIRED	
1 SPACES PER 6 CLASSROOMS	
34 CLASSROOMS ÷ 6	= 6 SPACES REQ'D

EXISTING PARKING	
EXISTING BUILDING GARAGE (4 TANDEM)	11
SURFACE PARKING (TANDEM)	9
TOTAL	= 20

PROPOSED PARKING	
EXISTING BUILDING GARAGE	11
PROPOSED NEW BUILDING	0
TOTAL	= 11

HOUSING – 2120/2122 GOLDEN GATE

REAR YARD



OPEN SPACE

OPEN SPACE	
SHARED OPEN SPACE FOR 3 RESIDENTIAL UNITS: 133 SF REQ'D PER UNIT X 3 UNITS = 399 SF ÷ 724 SF REAR YARD	
DEDICATED OPEN SPACE FOR A.D.U.: 100 SF REQ'D: 160 SF PROVIDED	

BICYCLE PARKING

BICYCLE PARKING REQUIRED	
1 SPACE PER RESIDENTIAL UNIT	= 4

BICYCLE PARKING PROVIDED	
CLASS 1 SPACES	
NOTE: 3 AUTO PARKING SPACES ARE REQUIRED (1 PER RESIDENTIAL UNIT, NOT INCLUDING STUDIO ADU). PER SF PLANNING CODE SECTION 1501.1, 3 BICYCLE PARKING SPACES ARE BEING PROVIDED IN LIEU OF THE 3 REQUIRED AUTO PARKING SPACES.	= 8

AUTOMOBILE PARKING

EXISTING PARKING	
EXISTING GARAGE (TANDEM)	2
TOTAL	= 2

PROPOSED PARKING	
EXISTING BUILDING GARAGE (CONVERTED TO ADU)	0
TOTAL	= 0

PROJECT INFORMATION

ZONING INFO

ADDRESS: 350 MASONIC AVE
BLOCK/LOT: 1149029
ZONING DISTRICT: RH-3
HEIGHT / BULK DISTRICT: 40-X
SPECIAL USE DISTRICT: WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
PARCEL AREA: 40,930 SQ FT
(E) BUILDING AREA: 68,000 SQ FT

ADDRESS: 2130 GOLDEN GATE AVE
BLOCK/LOT: 1149011
ZONING DISTRICT: RH-3
HEIGHT / BULK DISTRICT: 40-X
SPECIAL USE DISTRICT: WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
PARCEL AREA: 2,750 SQ FT
(E) BUILDING AREA: 2,700 SQ FT

ADDRESS: 2120/2122 GOLDEN GATE AVE
BLOCK/LOT: 1149010
ZONING DISTRICT: RH-3
HEIGHT / BULK DISTRICT: 40-X
SPECIAL USE DISTRICT: WITHIN 1/4 MILE OF AN EXISTING FRINGE FINANCIAL SERVICE
PARCEL AREA: 2,750 SQ FT
(E) BUILDING AREA: 3,755 SQ FT
(N) BUILDING AREA 3,726 SQ FT

PROPOSED PROJECT

SCHOOL ADDITION TO 350 MASONIC
AREA: 15,411 GROSS SQUARE FEET

HEIGHT: 3 STORIES PLUS BASEMENT 40' TALL (SEE A3.01 FOR HEIGHT OF BUILDING, STAIR, ELEVATOR AND EQUIPMENT ENCLOSURES

RENOVATION OF 2120/2122 GOLDEN GATE
CONVERT (E) 2 RESIDENTIAL UNITS OVER GARAGE TO 4 UNITS: (3) ONE BEDROOMS, (1) THREE BEDROOM

NO CHANGE TO BUILDING HEIGHT OR FOOTPRINT PROPOSED.

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DAY SCHOOL
ADDITION

PROJECT NO.: 1704.00
350 MASONIC AVE | SAN FRANCISCO, CA | 94118

PLANNING
SUBMITTAL

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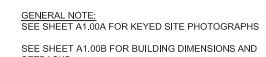
N.T.S.

PROJECT INFORMATION

PROJECT NO.: 1704.00

350 MASONIC AVE | SAN FRANCISCO, CA | 94118

A1.00



SOURCES:

PDF & CAD FILES OF EXISTING BUILDING AND SITE
PLANS PROVIDED BY SAN FRANCISCO DAY SCHOOL

SAN FRANCISCO PROPERTY INFORMATION MAP
PROPERTYMAP.SFPLANNING.ORG

EXISTING SITE PLAN
1/16" = 1' - 0"



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EXISTING PLAY YARD
NTS 7



EXISTING PLAY EQUIPMENT
NTS 6



EXISTING RETAINING WALL
NTS 5



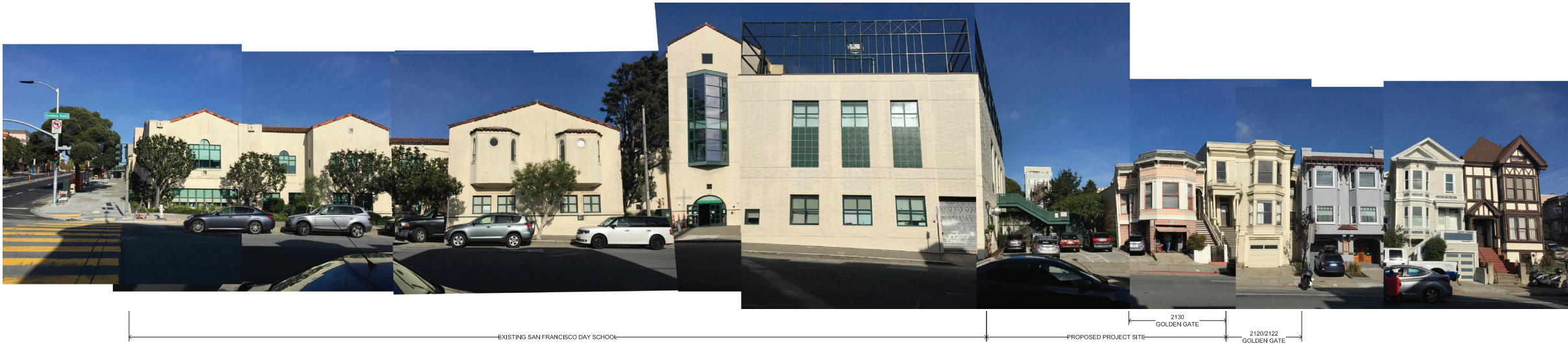
EXISTING PLAY YARD AND EXTERIOR STAIRS
NTS 4



(E) PLAY YARD
NTS 3



GOLDEN GATE SOUTH ELEVATION
NTS 2



GOLDEN GATE NORTH ELEVATION - SUBJECT PROPERTY
NTS 1

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EXISTING SITE
PHOTOGRAPHS

A1.00A

PROJECT NO.: 1704.00

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RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

A1.00B



GENERAL NOTE:
SEE SHEET A1.00A FOR KEYED SITE PHOTOGRAPHS
SEE SHEETS A1.01-A1.05 FOR EXISTING SCHOOL BUILDING FLOOR PLANS

SOURCES:

PDF & CAD FILES OF EXISTING BUILDING AND SITE PLANS PROVIDED BY
SAN FRANCISCO DAY SCHOOL

SAN FRANCISCO PROPERTY INFORMATION MAP
PROPERTYMAP.SFPLANNING.ORG

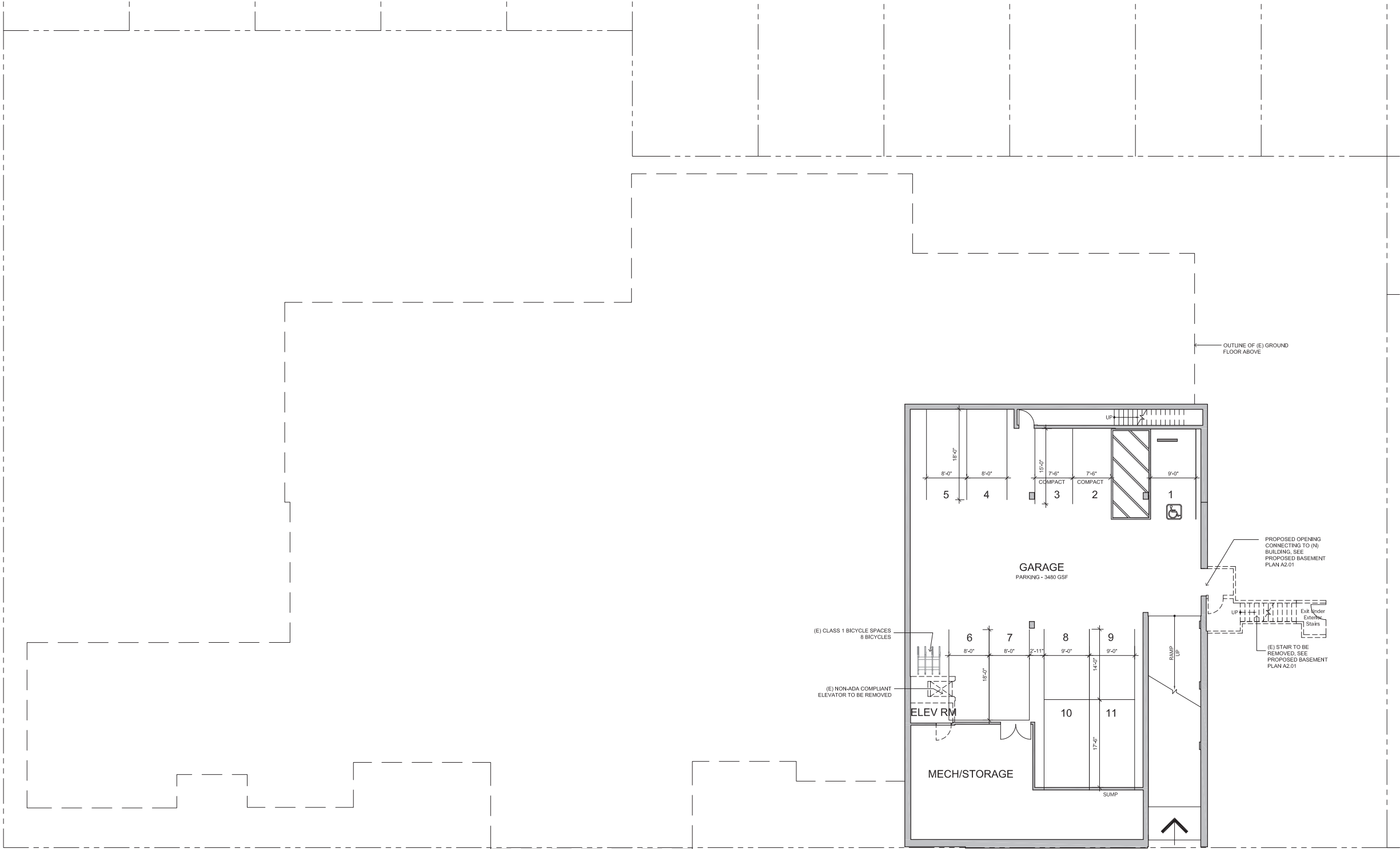
EXISTING SITE PLAN - ENLARGED
1/8" = 1' - 0"



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MASONIC AVE

GOLDEN GATE AVE

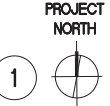


PARKING COUNT	
FULL SIZE	9
COMPACT	2
TOTAL	= 11

BICYCLE PARKING	
TOTAL GARAGE FLOOR CLASS 1 SPACES	8

LEGEND	
	EXISTING BUILDING
	DEMO

EXISTING SCHOOL BUILDING - GARAGE FLOOR PLAN
1/8" = 1' - 0"



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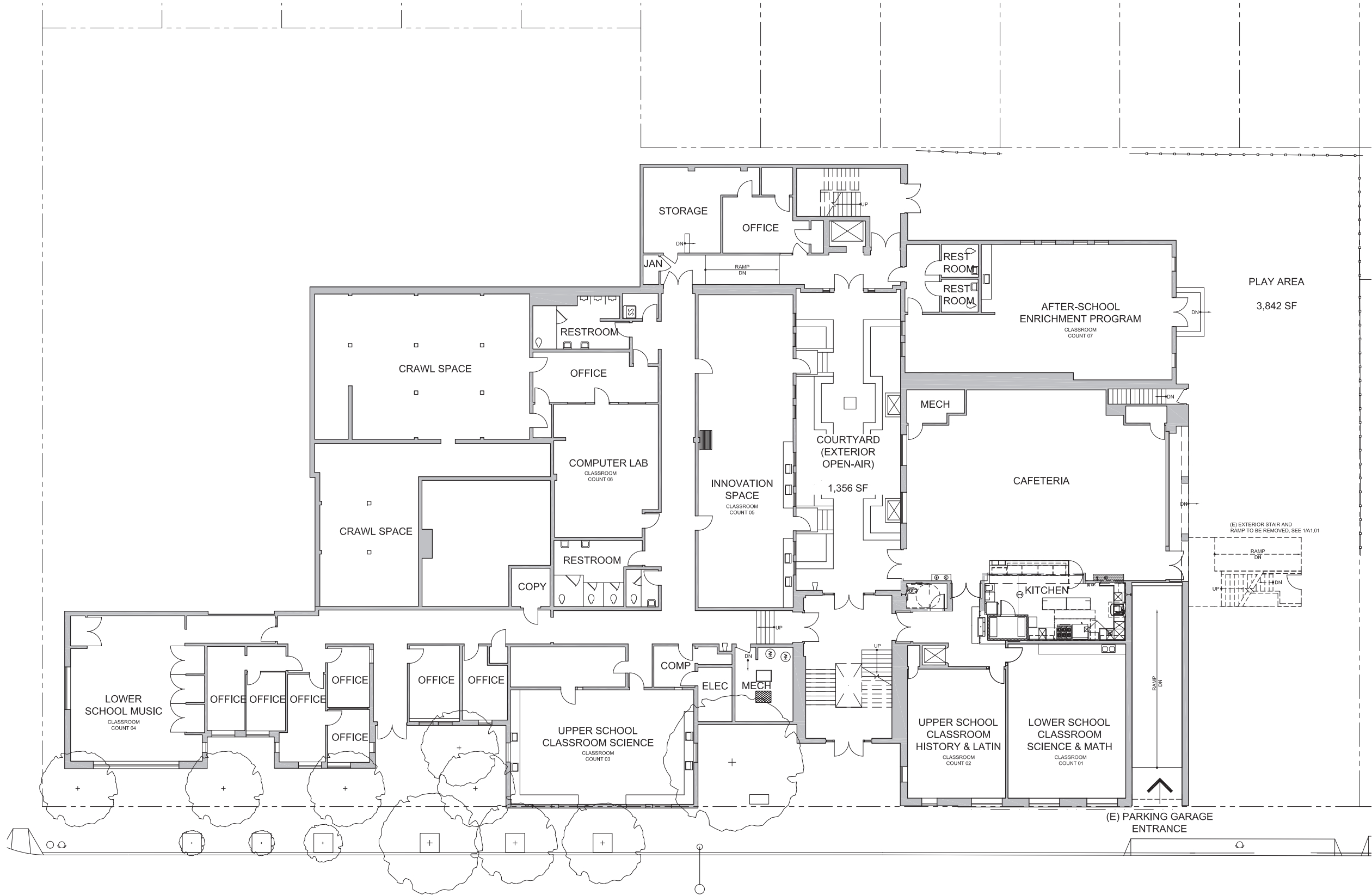
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EXISTING
SCHOOL BUILDING
GARAGE FLOOR PLAN

A1.01

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CLASSROOM COUNT	
TOTAL GROUND FLOOR	= 07
LEGEND	
	EXISTING BUILDING
	DEMO



EXISTING SCHOOL BUILDING - GROUND FLOOR PLAN
1/8" = 1' - 0"

1

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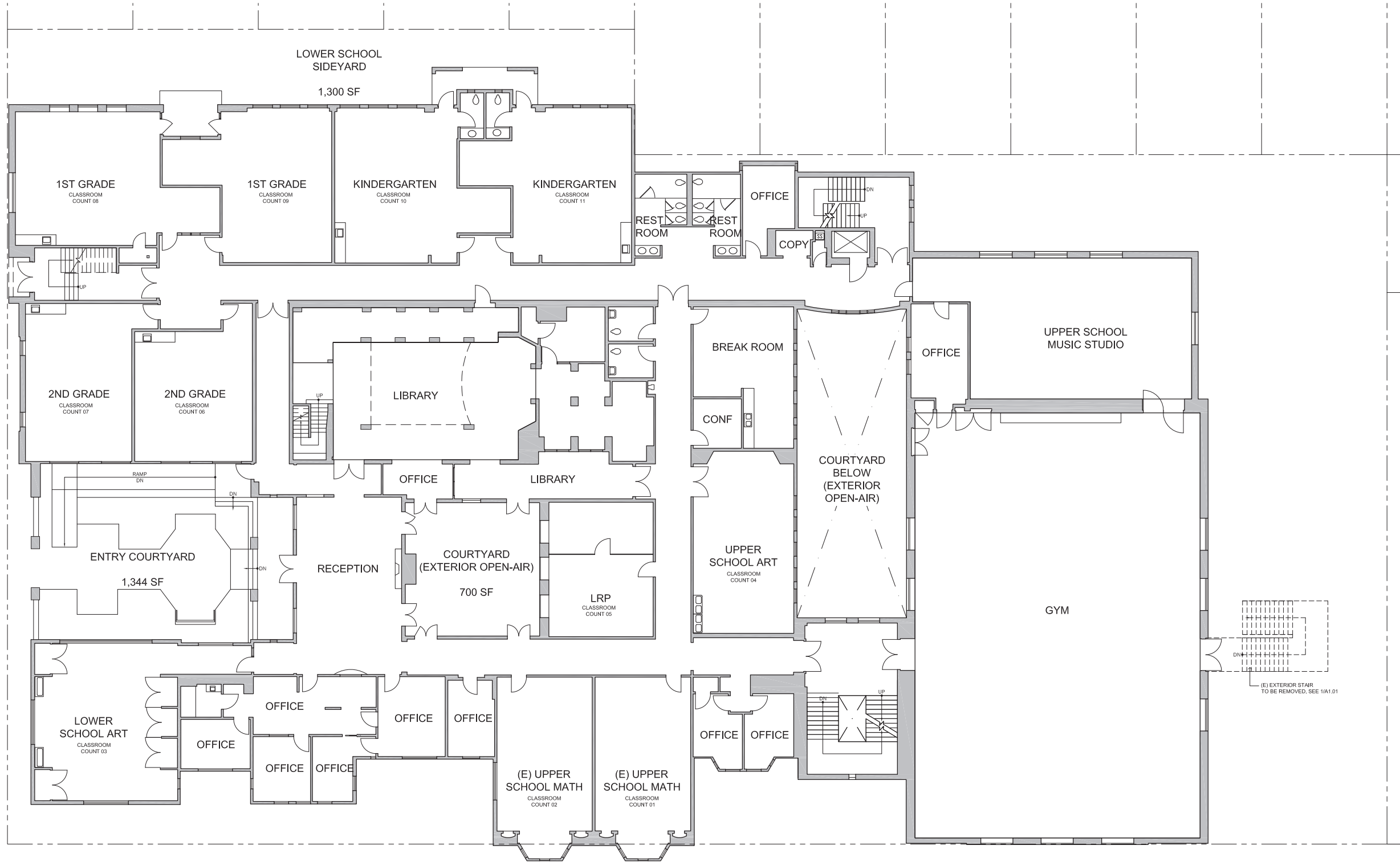
EXISTING
SCHOOL BUILDING
GROUND FLOOR PLAN

1/8" = 1' - 0"

A1.02

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MASONIC AVE



GOLDEN GATE AVE

CLASSROOM COUNT	
TOTAL FIRST FLOOR	= 11
LEGEND	
	EXISTING BUILDING
	DEMO

PROJECT
NORTH

EXISTING SCHOOL BUILDING - FIRST FLOOR PLAN
1/8" = 1' - 0"

1

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DAY SCHOOL
ADDITION

PROJECT NO.: 1704.00
350 MASONIC AVE | SAN FRANCISCO, CA | 94118

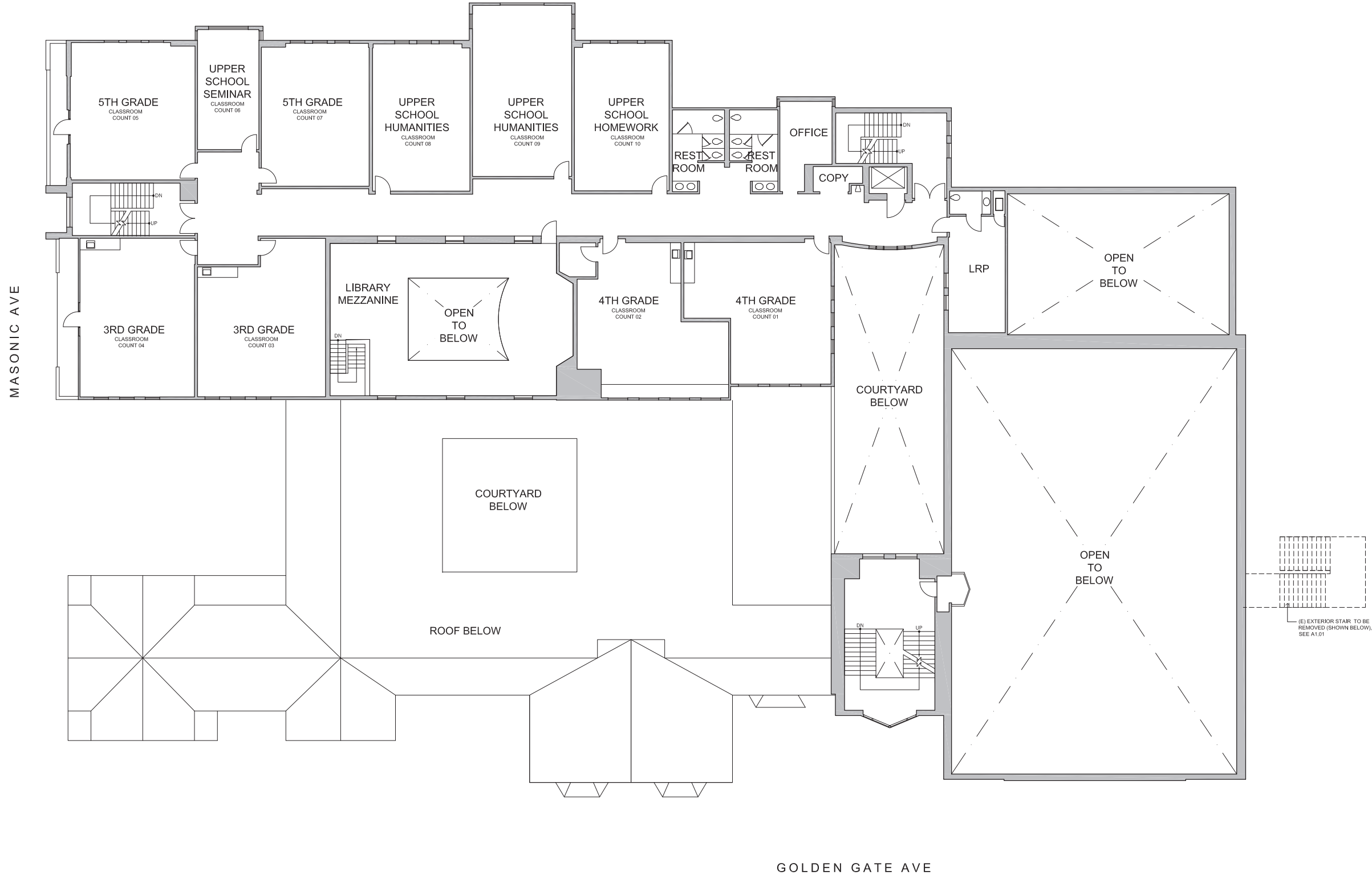
PLANNING
SUBMITTAL

INITIAL FILING SET	01.19.2018
RESPONSE TO NPDR	08.10.2018
RESPONSE TO NPDR - R01	09.21.2018
RESPONSE TO NPDR 2	01.25.2019
RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
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EXISTING
SCHOOL BUILDING
FIRST FLOOR PLAN

A1.03

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CLASSROOM COUNT	
TOTAL SECOND FLOOR	= 10

LEGEND	
	EXISTING BUILDING
	DEMO



EXISTING SCHOOL BUILDING - SECOND FLOOR PLAN
1/8" = 1' - 0"

1

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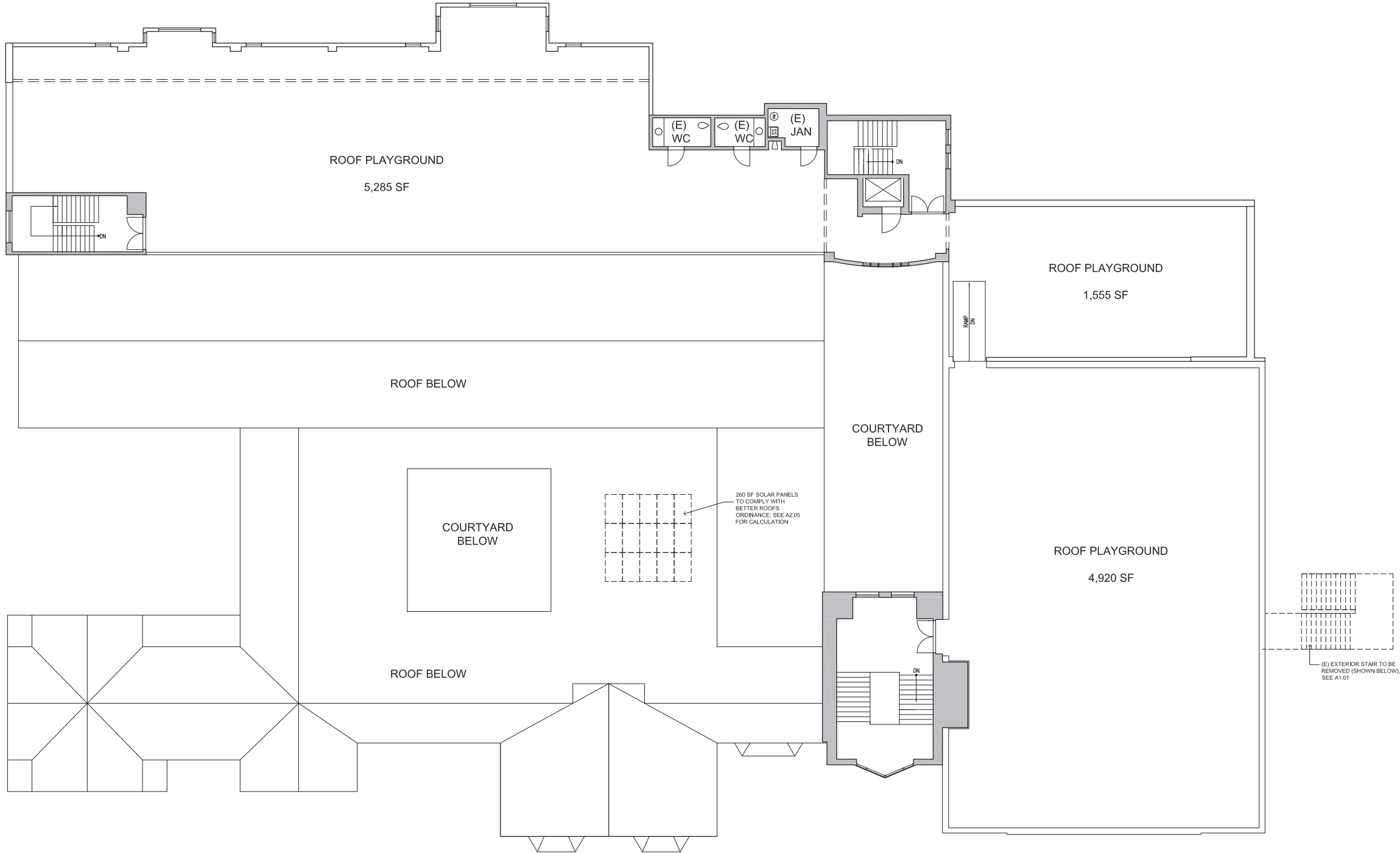
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RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

EXISTING
SCHOOL BUILDING
SECOND FLOOR PLAN

A1.04

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MASONIC AVE

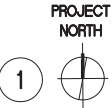


GOLDEN GATE AVE

CLASSROOM COUNT	
TOTAL ROOF	= 00

LEGEND	
	EXISTING BUILDING
	DEMO

EXISTING SCHOOL BUILDING - ROOF PLAN
1/8" = 1' - 0"



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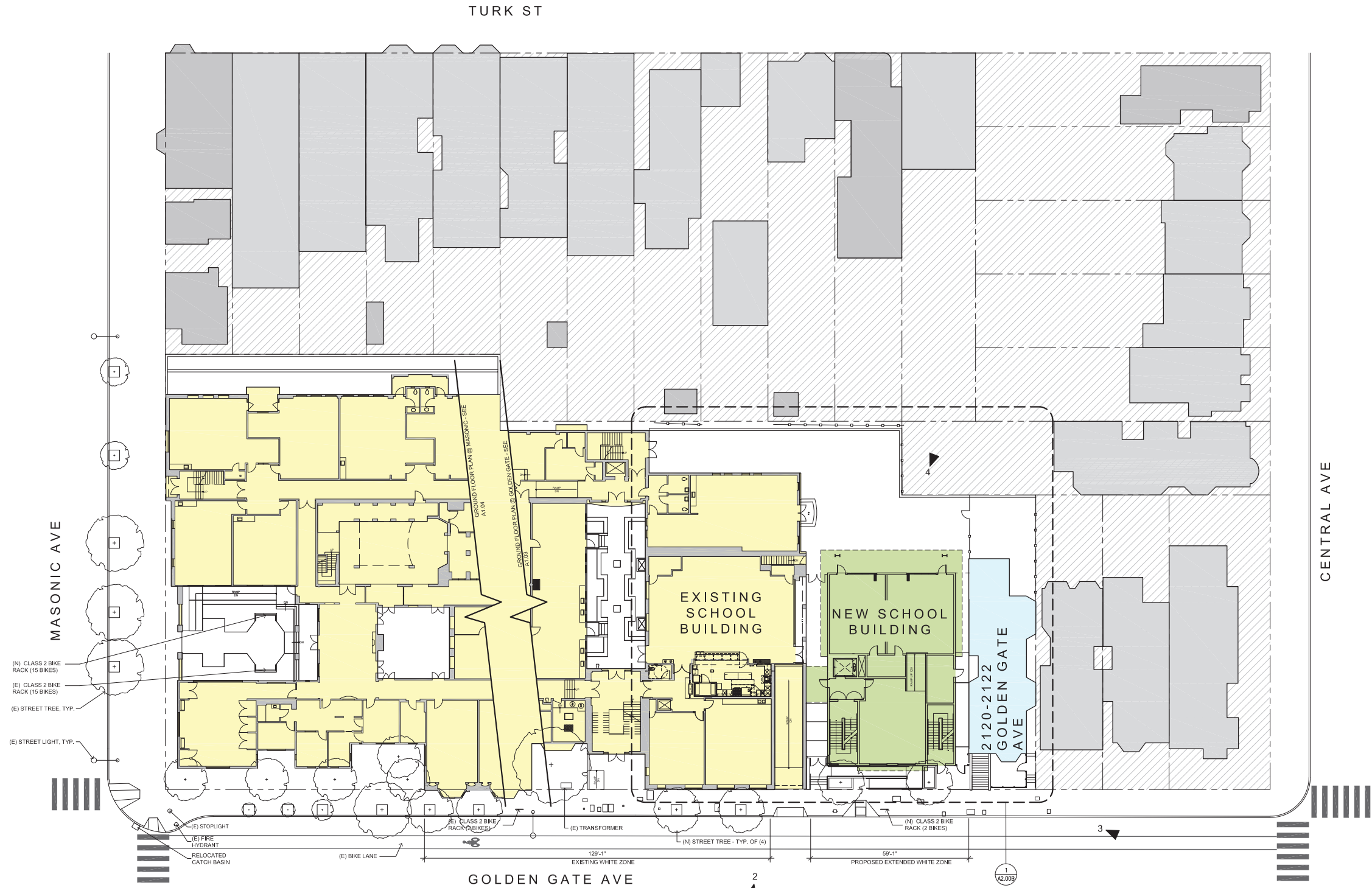
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EXISTING
SCHOOL BUILDING
ROOF PLAN

A1.05

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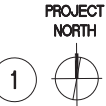


GENERAL NOTE
SEE SHEET A2.00A FOR KEYED CONCEPTUAL PERSPECTIVES

LEGEND

- NEW CONSTRUCTION
- RENOVATED EXISTING BUILDING
- EXISTING BUILDING TO REMAIN
- ADJACENT PROPERTY

PROPOSED SITE PLAN
1/16" = 1' - 0"



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SUBMITTAL

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1/16" = 1' - 0"

PROPOSED SITE PLAN

A2.00

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CONCEPTUAL VIEW OF NORTH ELEVATION
NTS 4



CONCEPTUAL VIEW OF GOLDEN GATE ELEVATION
NTS 2



CONCEPTUAL VIEW OF GOLDEN GATE ELEVATION
NTS 3



CONCEPTUAL BIRD'S EYE VIEW LOOKING NORTHWEST
NTS 1

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SUBMITTAL

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NTS
CONCEPTUAL
PERSPECTIVES

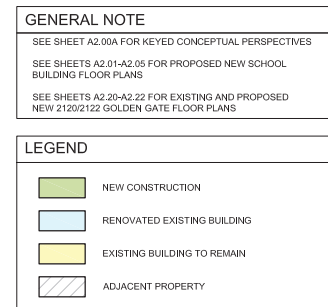
A2.00A

PROJECT NO.: 1704.00

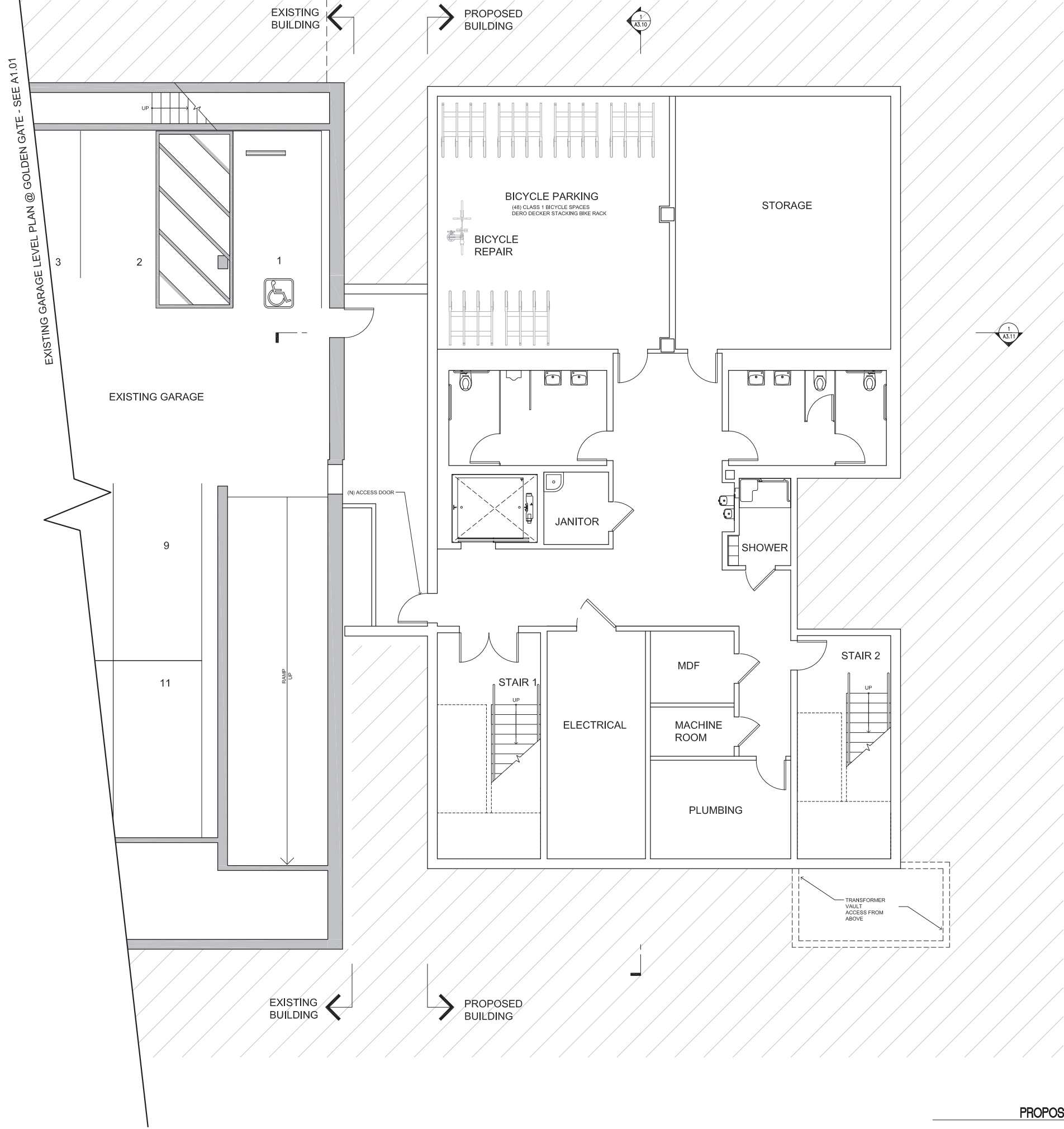
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RESPONSE TO NPDR - R01	09.21.2018
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A2.00B



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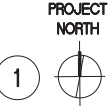
CLASSROOM COUNT	
EXISTING BUILDING	
GROUND FLOOR	07
FIRST FLOOR	11
SECOND FLOOR	10
ROOF PLAN	00
TOTAL	= 28
PROPOSED NEW BUILDING	
LEVEL 1	03
LEVEL 2	02
LEVEL 3	01
ROOFLEVEL	00
TOTAL	= 06
TOTAL NUMBER OF CLASSROOMS	28(E) + 06(N) = 34

BICYCLE PARKING REQUIRED	
CLASS 1 SPACES - 04 SPACES PER CLASSROOM	
34 CLASSROOMS x 04 SPACES	= 136
CLASS 2 SPACES - 01 SPACES PER CLASSROOM	
34 CLASSROOMS x 01 SPACES	= 34

BICYCLE PARKING PROVIDED	
CLASS 1 SPACES	
EXISTING BUILDING (GARAGE)	8
PROPOSED NEW BUILDING (GARAGE)	48
TOTAL	= 56
CLASS 2 SPACES	
EXISTING BUILDING	17 existing + 15 new
PROPOSED NEW BUILDING	02
TOTAL	= 34

LEGEND	
	NEW CONSTRUCTION
	EXISTING BUILDING

PROPOSED BASEMENT/GARAGE LEVEL PLAN
1/4" = 1' - 0"



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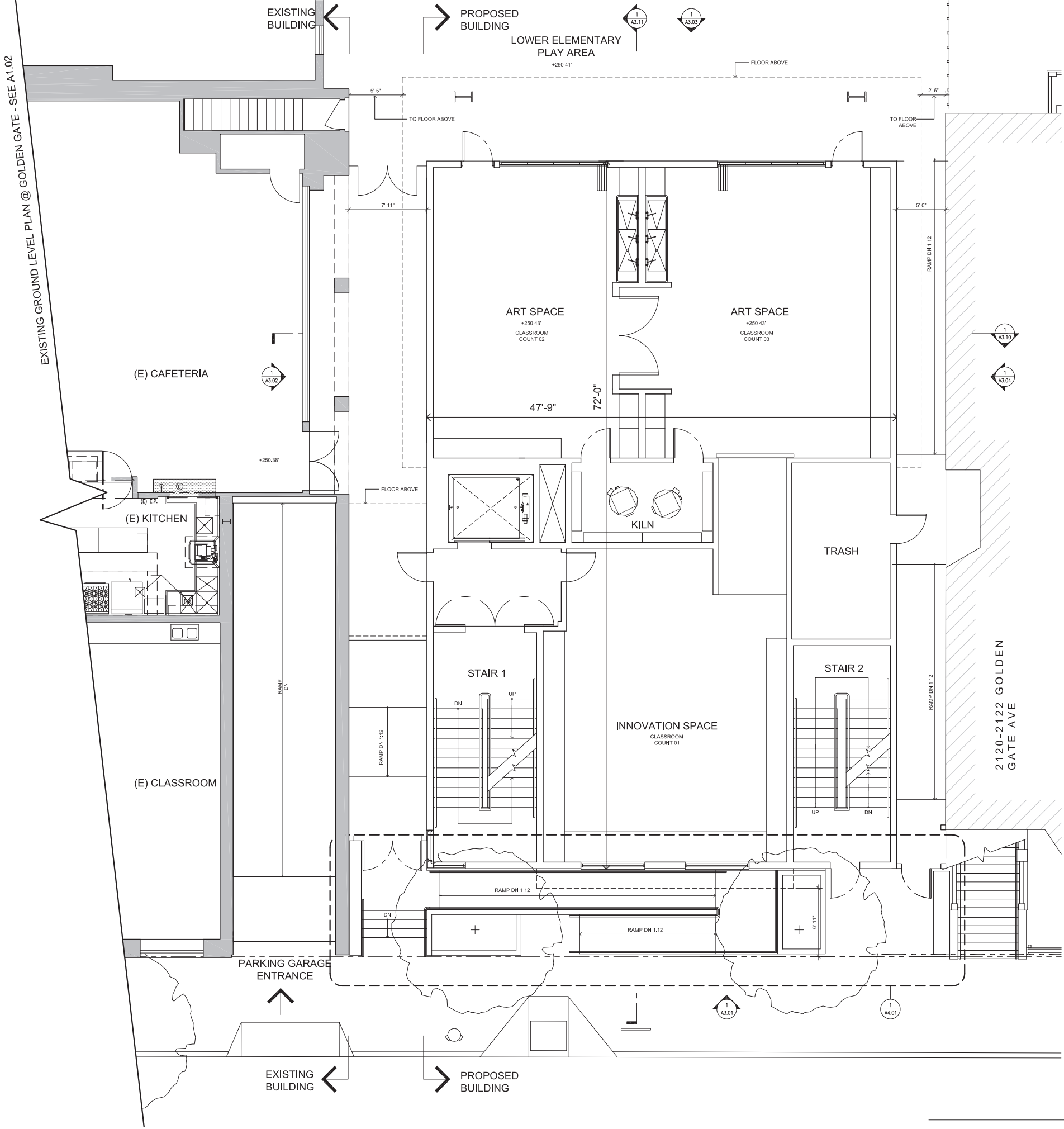
PLANNING
SUBMITTAL

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PROPOSED
BASEMENT/GARAGE
LEVEL PLAN

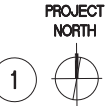
A2.01

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CLASSROOM COUNT	
TOTAL LEVEL 1	= 03
LEGEND	
	NEW CONSTRUCTION
	EXISTING BUILDING

PROPOSED LEVEL 1 PLAN
1/4" = 1' - 0"



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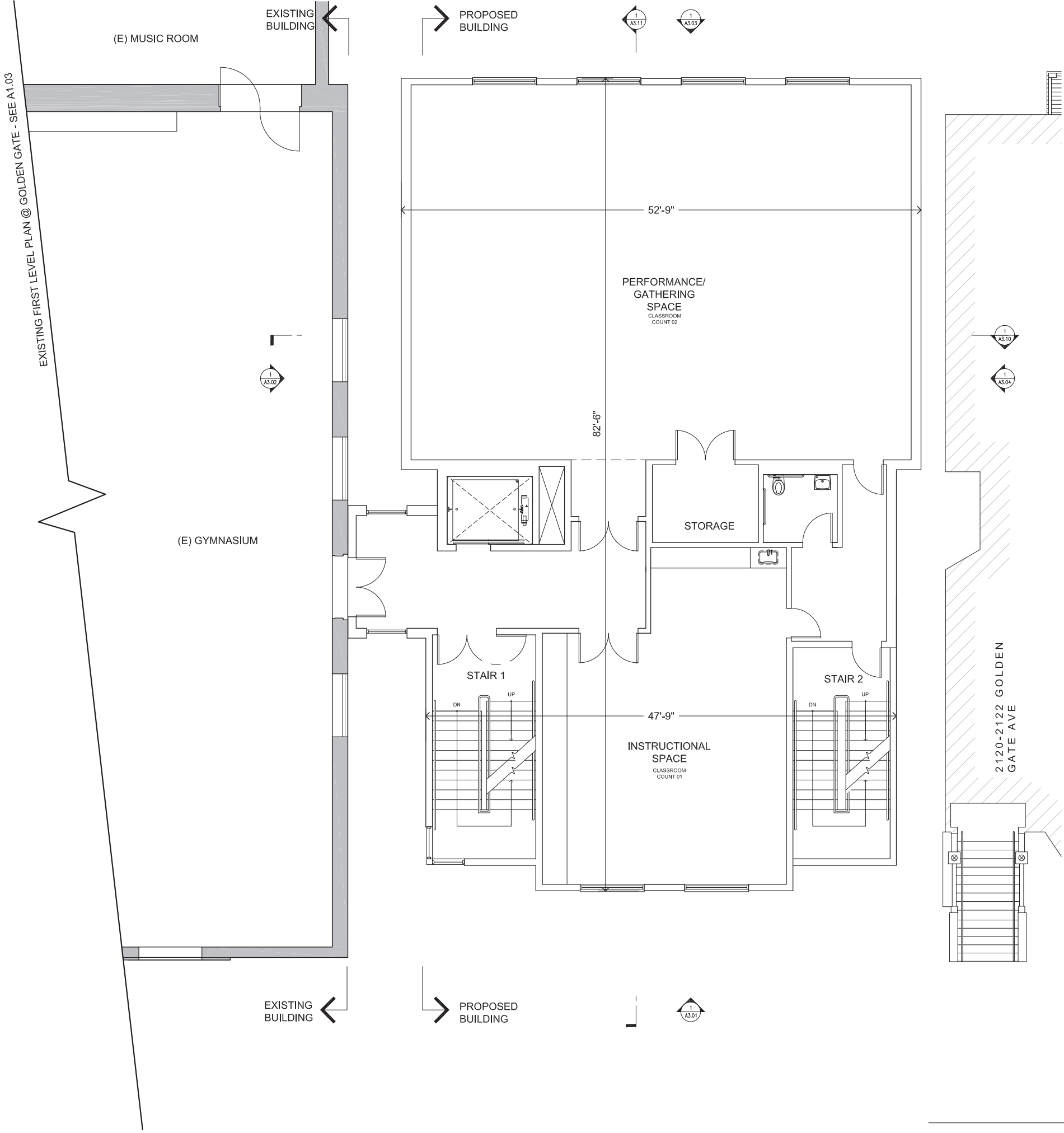
PLANNING
SUBMITTAL

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PROPOSED
LEVEL 1 PLAN

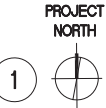
A2.02

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CLASSROOM COUNT	
TOTAL LEVEL 2	= 02
LEGEND	
	NEW CONSTRUCTION
	EXISTING BUILDING

PROPOSED LEVEL 2 PLAN
1/4" = 1' - 0"



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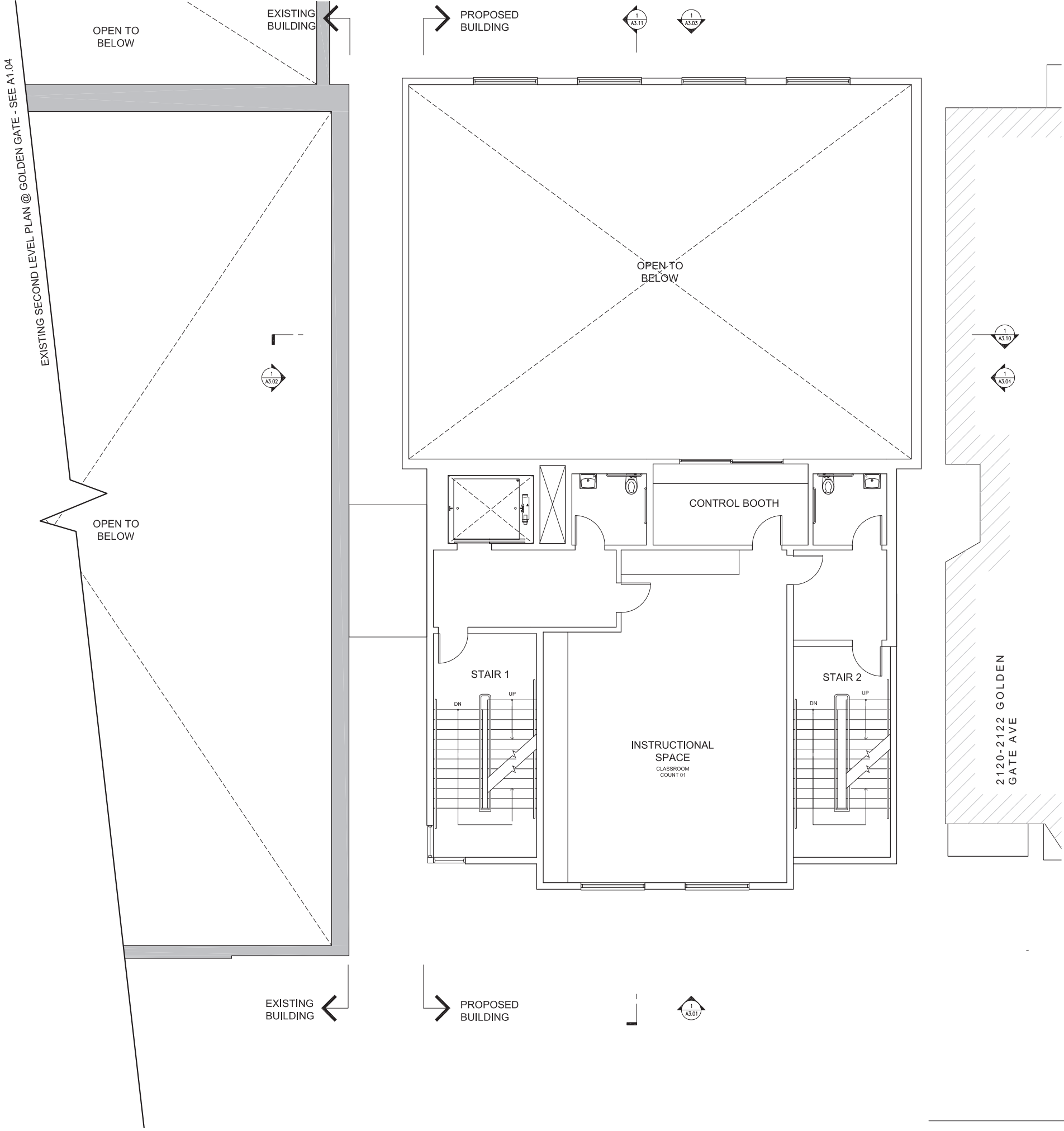
PLANNING
SUBMITTAL

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PROPOSED
LEVEL 2 PLAN

A2.03

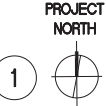
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CLASSROOM COUNT	
TOTAL LEVEL 3	= 01

LEGEND	
	NEW CONSTRUCTION
	EXISTING BUILDING

PROPOSED LEVEL 3 PLAN
1/4" = 1' - 0"



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PROPOSED
LEVEL 3 PLAN

A2.04

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EXISTING ROOF PLAN @ GOLDEN GATE - SEE A1.05

(E) ROOF PLAYGROUND

EXISTING BUILDING

PROPOSED BUILDING

1
A3.11

1
A3.03

GUARDRAIL 48" ABOVE ROOF

PLANTING AREA
390 SF

PLANTING
BED:
30 SF

PLANTING
BED:
30 SF

MECHANICAL ENCLOSURE
(OPEN AIR)

OUTDOOR
CLASSROOM
2355 SF

PLANTING AREAS:
100 SF

STAIR 1
(ENCLOSED)

DN

MECHANICAL ENCLOSURE
(OPEN AIR)

STAIR 2
(OPEN AIR)

DN

2120-2122 GOLDEN
GATE AVE

1
A3.10

1
A3.04

(E) ROOF PLAYGROUND

EXISTING BUILDING

PROPOSED BUILDING

1
A3.01

BETTER ROOF CALCULATIONS

ROOF AREA: 3900 SF
15% OF ROOF: 585 SF = AREA OF SOLAR REQUIRED
AREA OF SOLAR: 260 SF; SEE A1.05 FOR LOCATION OF SOLAR
ON EXISTING BUILDING ROOF
AREA OF GREEN ROOF: 654 SF (=327 SF OF SOLAR)
TOTAL SOLAR/GREEN AREA = 587 SF

CLASSROOM COUNT

TOTAL ROOF LEVEL = 00

LEGEND

NEW CONSTRUCTION
EXISTING BUILDING

PROJECT
NORTH

PROPOSED ROOF PLAN
1/4" = 1' - 0"

1

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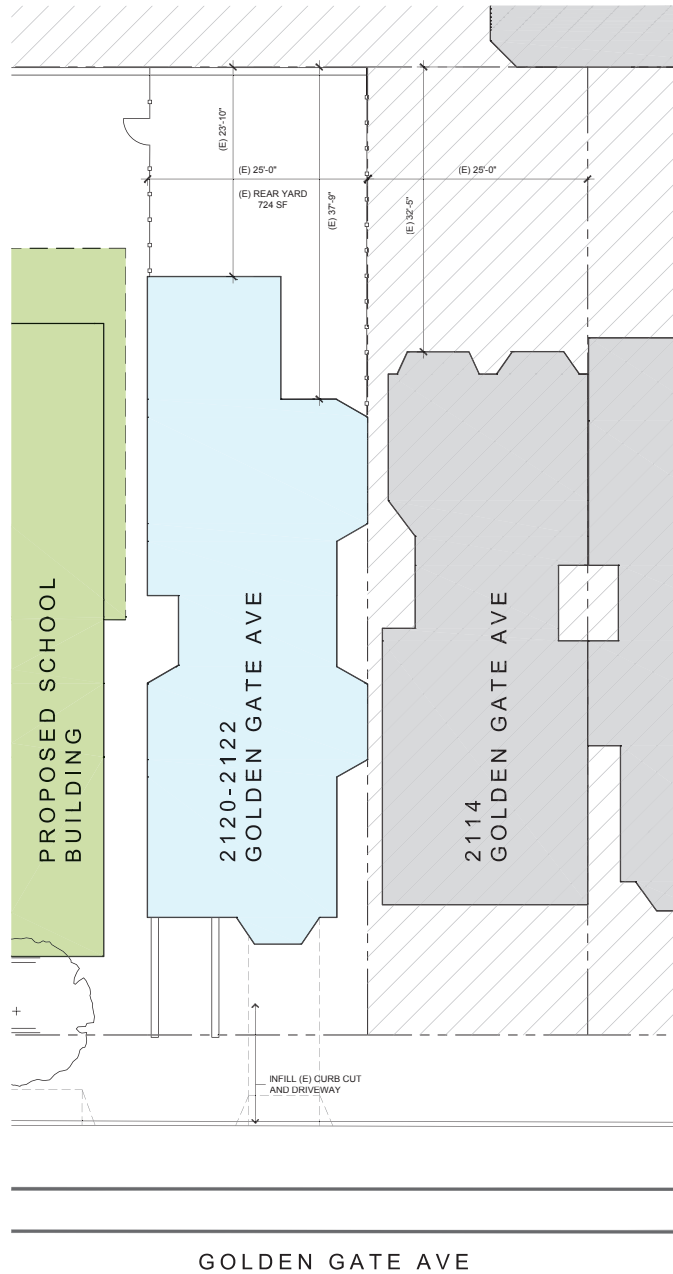
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PROPOSED
ROOF PLAN

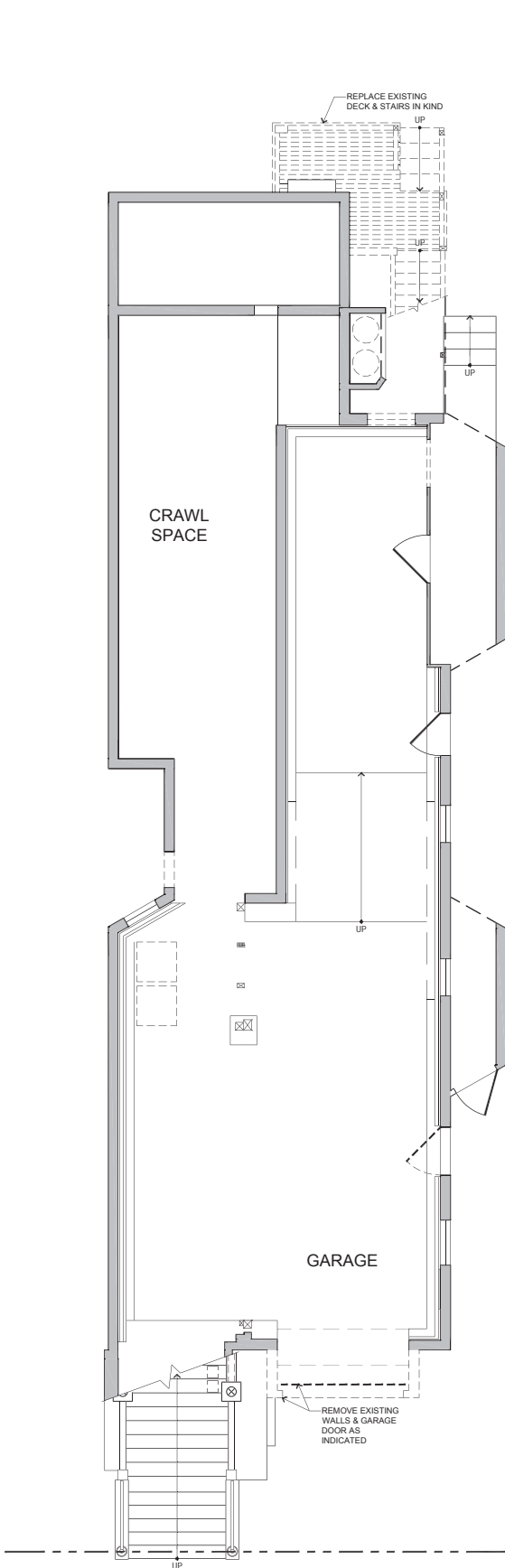
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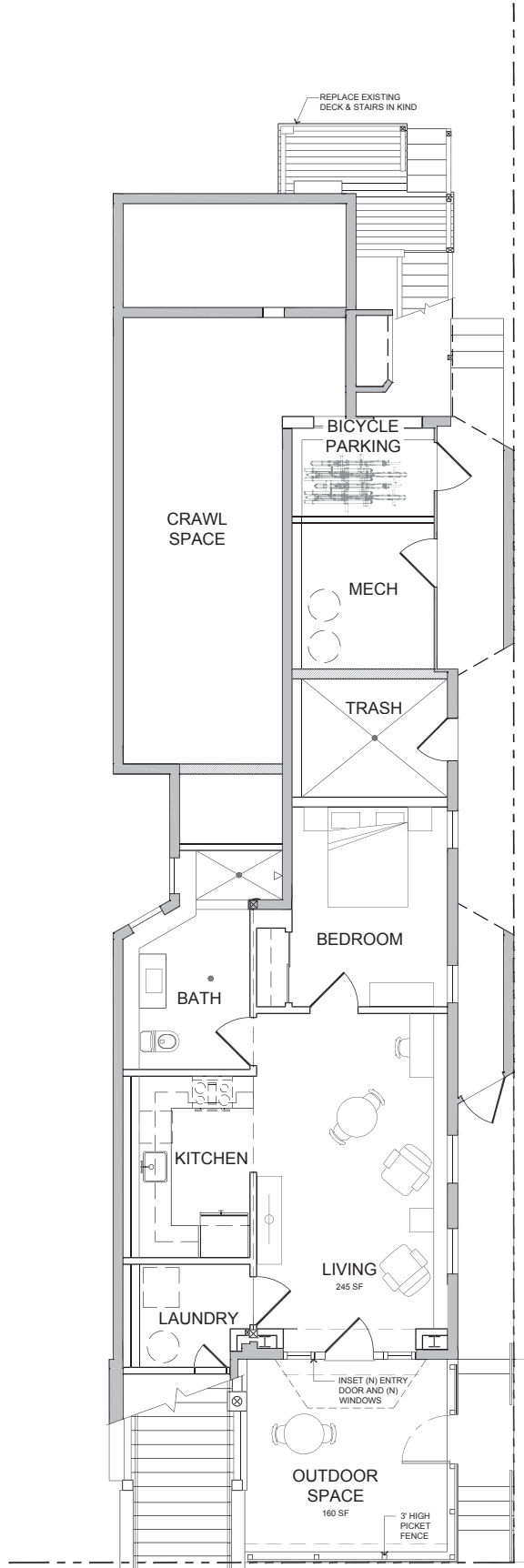
2120/2122 ENLARGED EXISTING SITE PLAN
1/8" = 1' - 0"

3



2120/2122 EXISTING GARAGE PLAN
1/4" = 1' - 0"

2



2120/2122 PROPOSED A.D.U. PLAN
1/4" = 1' - 0"

1

OPEN SPACE
SHARED OPEN SPACE FOR 3 RESIDENTIAL UNITS:
133 SF REQ'D PER UNIT X 3 UNITS = 399 SF :: 724 SF REAR YARD
DEDICATED OPEN SPACE FOR A.D.U.: 100 SF REQ'D :: 160 SF PROVIDED

BICYCLE PARKING
4 DWELLING UNITS = 8 BICYCLE SPACES PROVIDED

NOTES
1) GARAGE LEVEL POPOUT REMOVED, NO OTHER PROPOSED MODIFICATIONS TO EXISTING BUILDING FOOTPRINT

LEGEND
— NEW CONSTRUCTION
— EXISTING BUILDING



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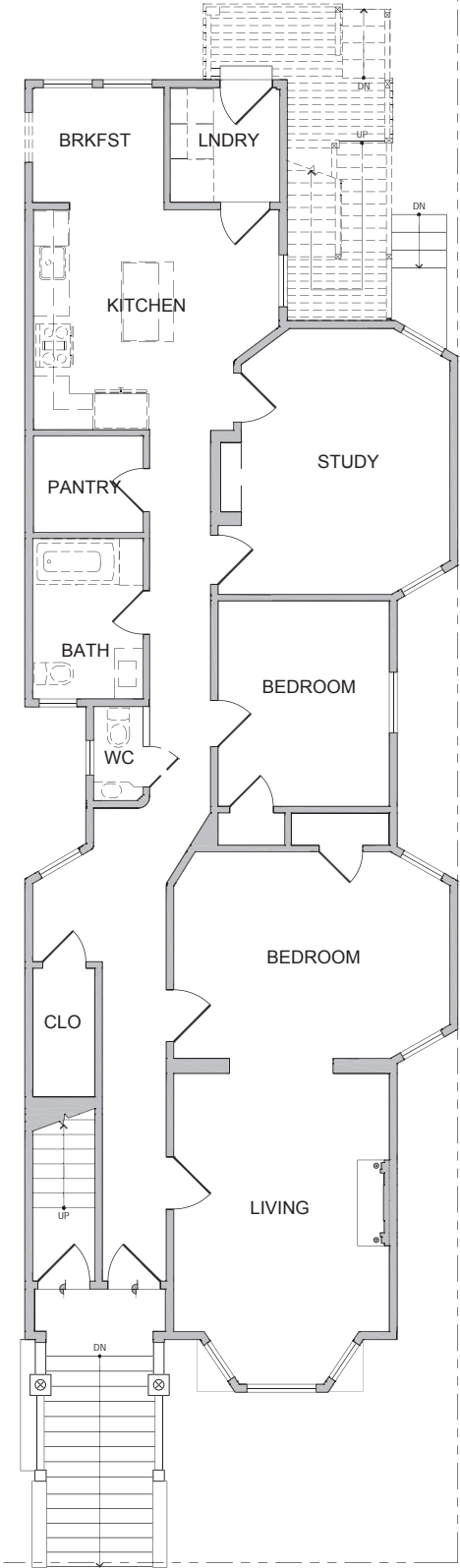
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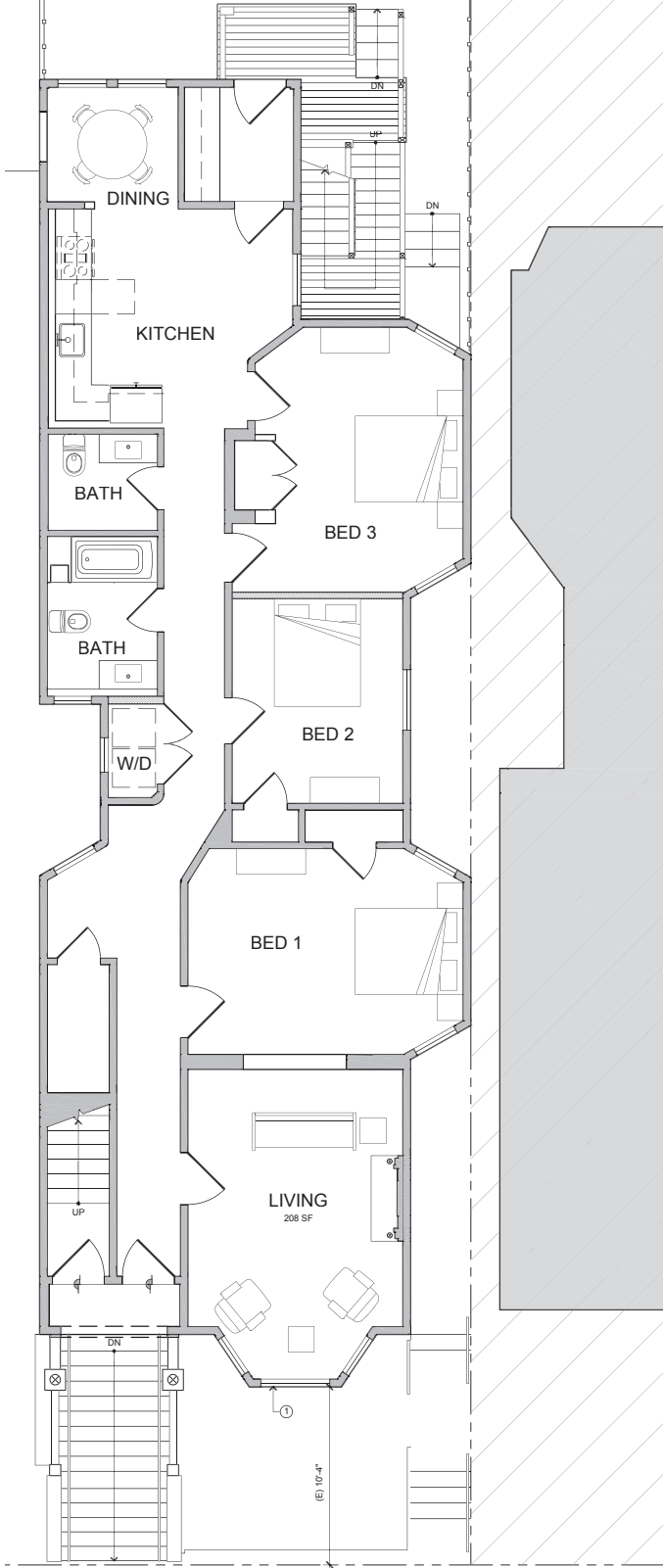
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2120/2122 GOLDEN GATE
FLOOR PLANS

A2.20



2120/2122 EXISTING LEVEL 1 PLAN
1/4" = 1' - 0" 2



2120/2122 PROPOSED LEVEL 1 PLAN
1/4" = 1' - 0" 1

DWELLING UNIT EXPOSURE SUMMARY		
① 2120 GOLDEN GATE:	LIVING ROOM:	208 SF
	FRONTS ONTO PUBLIC STREET	

NOTES	
1) NO PROPOSED CHANGES TO BUILDING FOOTPRINT	

LEGEND	
	NEW CONSTRUCTION
	EXISTING BUILDING



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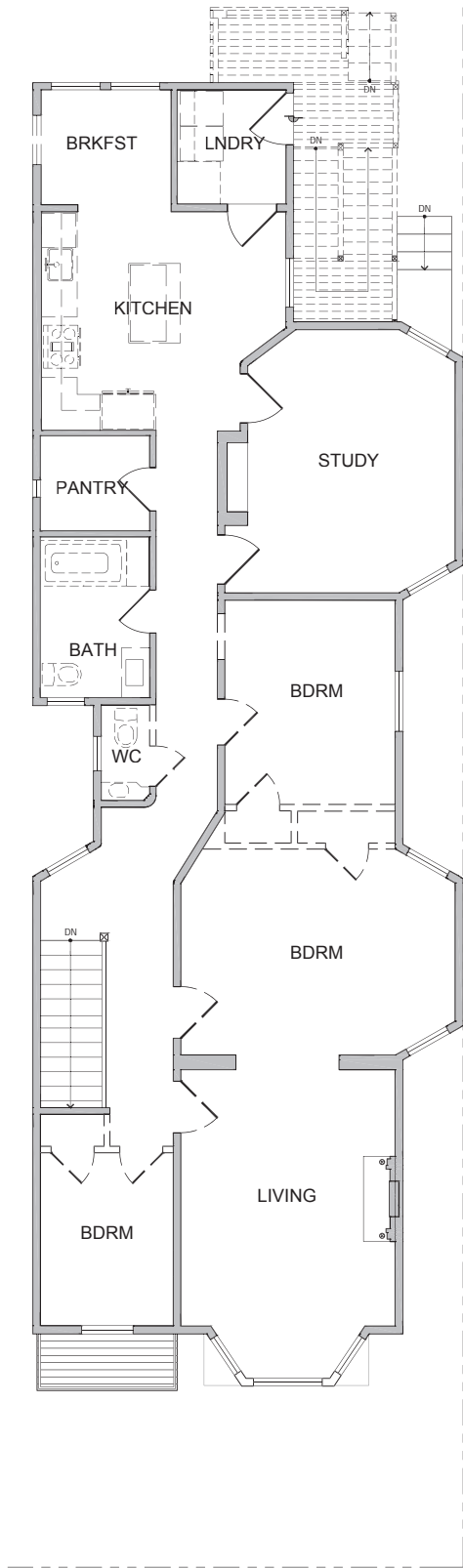
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2120/2122 GOLDEN GATE
FLOOR PLANS

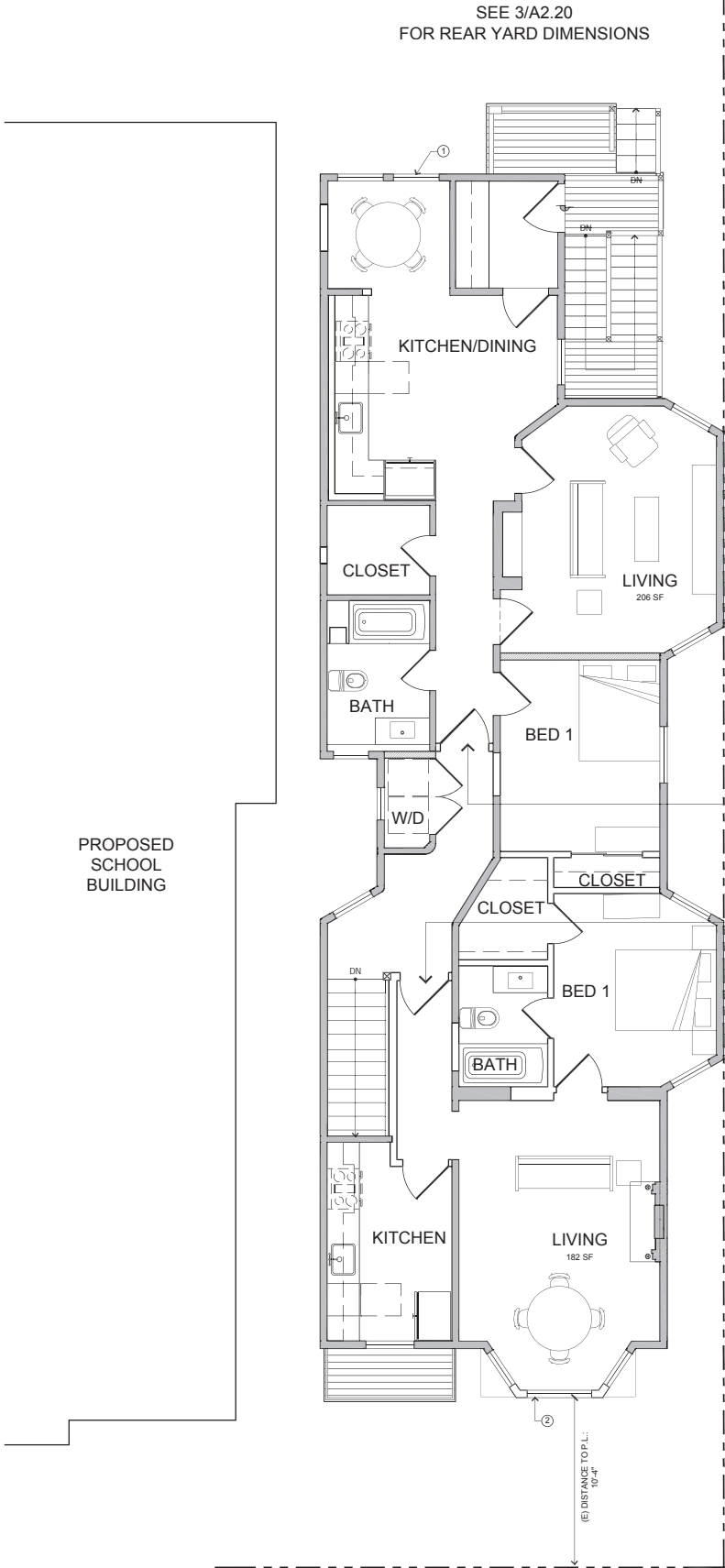
A2.21

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2120/2122 EXISTING LEVEL 2 PLAN
1/4" = 1' - 0"

2



2120/2122 PROPOSED LEVEL 2 PLAN
1/4" = 1' - 0"

1

DWELLING UNIT EXPOSURE SUMMARY		
① UNIT 2122A:	KITCHEN/DINING ROOM:	221 SF ± 120 SF
	DISTANCE TO PROP. LINE:	23'-10"
② UNIT 2122B:	LIVING ROOM:	182 SF
	FRONTS ONTO PUBLIC STREET	

NOTES	
1) NO PROPOSED CHANGES TO BUILDING FOOTPRINT	

LEGEND	
	NEW CONSTRUCTION
	EXISTING BUILDING



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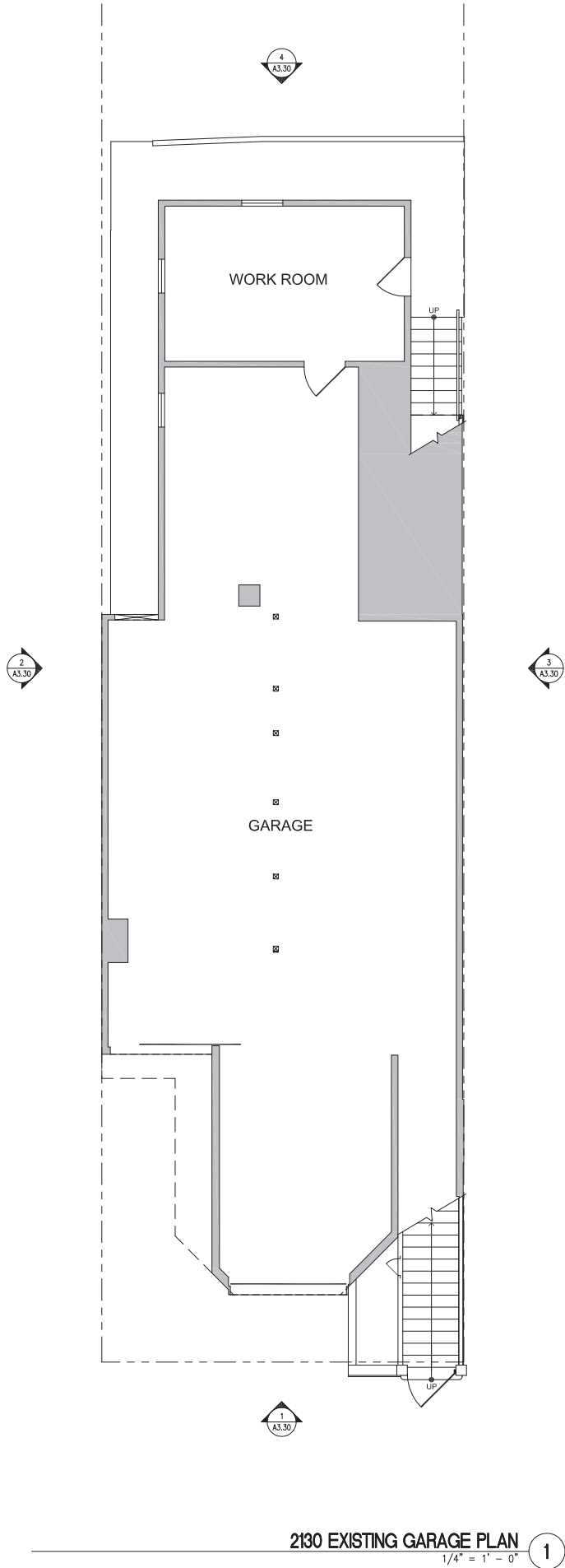
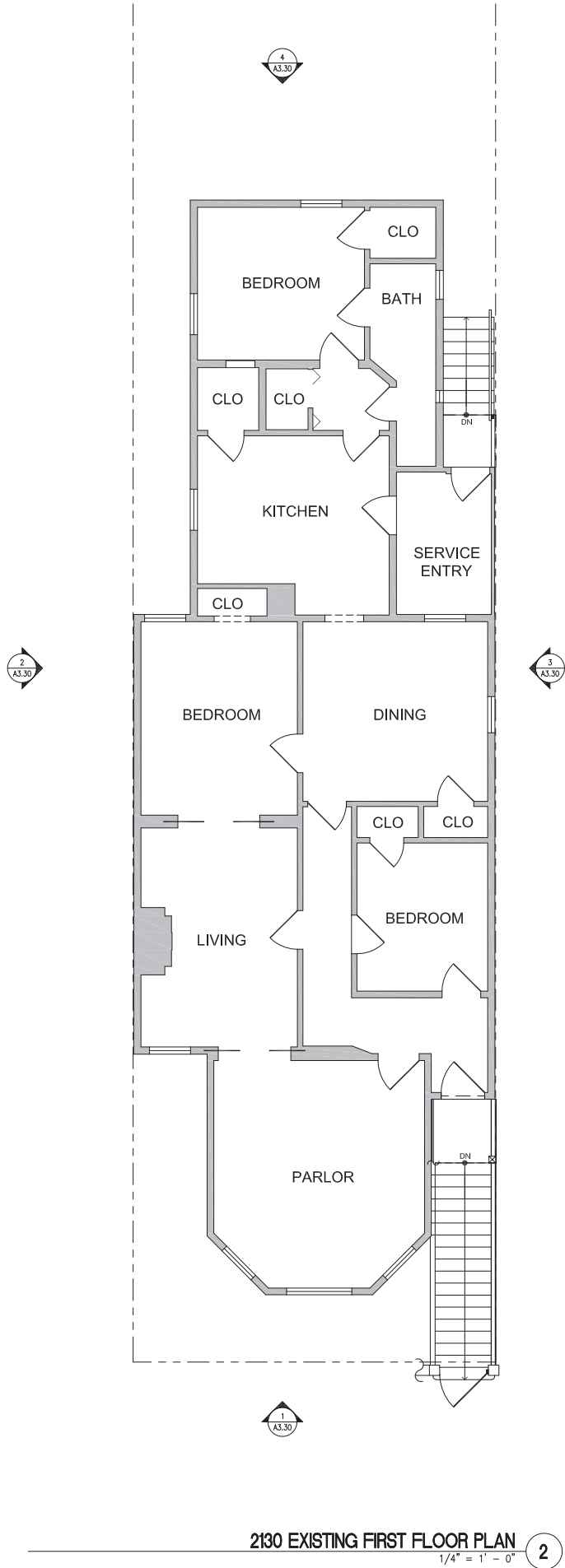
PLANNING
SUBMITTAL

INITIAL FILING SET	01.19.2018
RESPONSE TO NPDR	08.10.2018
RESPONSE TO NPDR - R01	09.21.2018
RESPONSE TO NPDR 2	01.25.2019
RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

2120/2122 GOLDEN GATE
FLOOR PLANS

A2.22

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Architecture

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SAN FRANCISCO
DAY SCHOOL
ADDITION

PROJECT NO.: 1704.00
350 MASONIC AVE | SAN FRANCISCO, CA | 94118

PLANNING
SUBMITTAL

INITIAL FILING SET	01.19.2018
RESPONSE TO NPDR	08.10.2018
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RESPONSE TO NPDR 2	01.25.2019
RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

AS NOTED

2130 GOLDEN GATE
FLOOR PLANS



A2.30

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PROPOSED SOUTH ELEVATION - GOLDEN GATE AVE
1/16" = 1' - 0" 2



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DAY SCHOOL
ADDITION

PROJECT NO.: 1704.00
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PLANNING SUBMITTAL

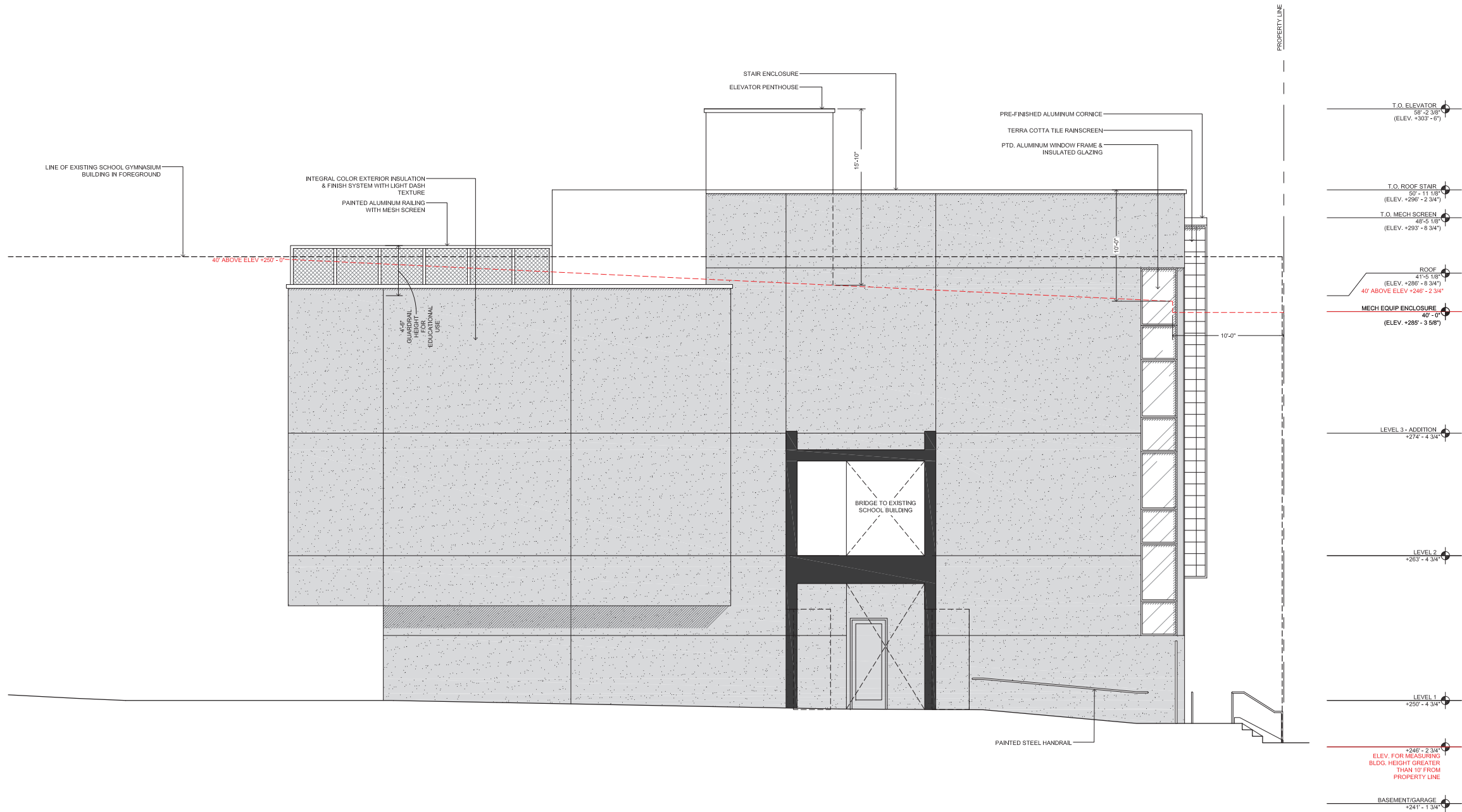
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RESPONSE TO NPDR 2	01.25.2019
RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

1/4" = 1'-0"

PROPOSED
EXTERIOR ELEVATIONS

A3.01

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PROPOSED WEST ELEVATION 1
1/4" = 1' - 0"

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DAY SCHOOL
ADDITION

PROJECT NO.: 1704.00
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PLANNING
SUBMITTAL

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RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

PROPOSED
EXTERIOR ELEVATIONS

A3.02

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PROJECT NO.: 1704.00
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PLANNING
SUBMITTAL

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RESPONSE TO NPDR 2	01.25.2019
RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

1" = 1'-0"

PROPOSED
EXTERIOR ELEVATIONS

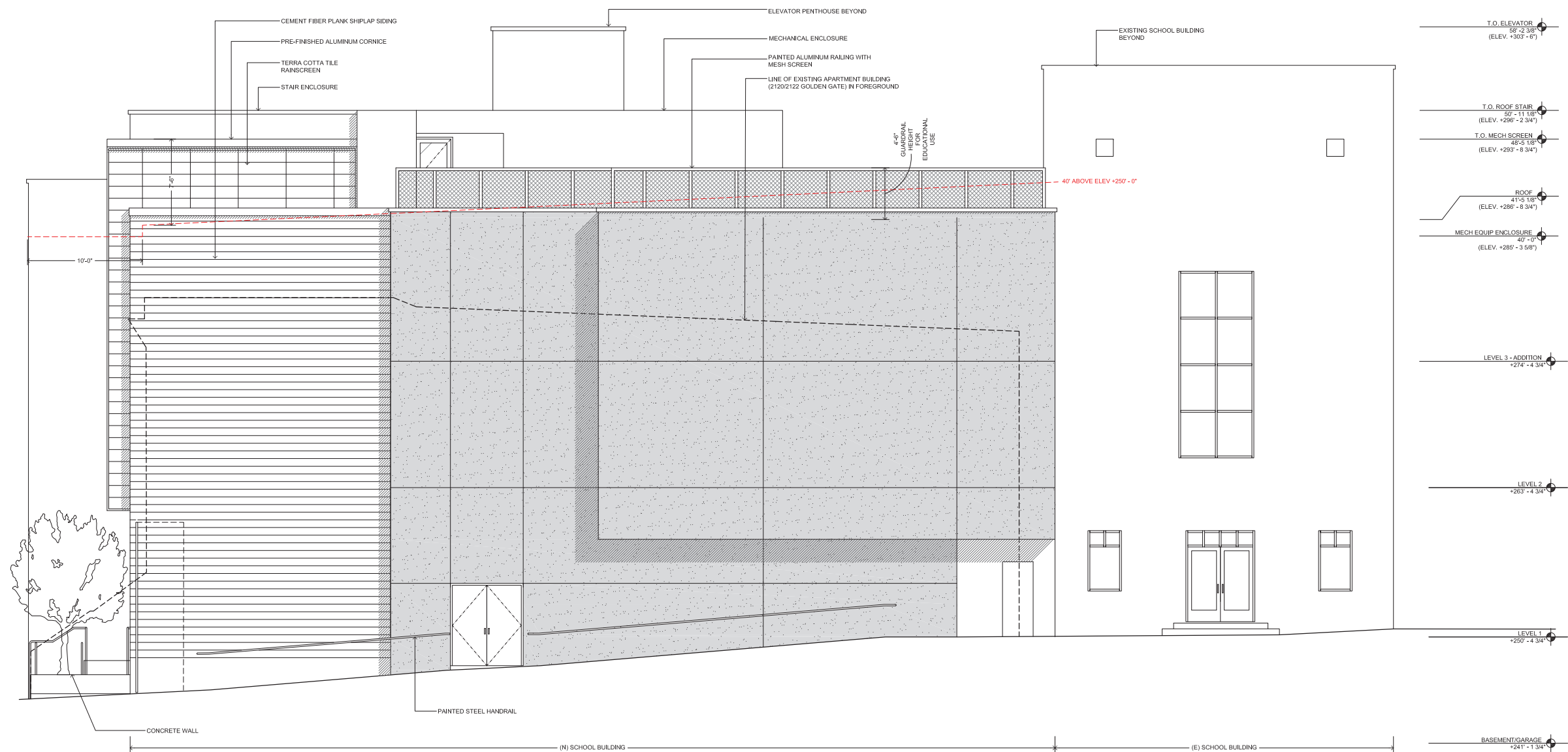
A3.03

PROPOSED NORTH ELEVATION

1/4" = 1' - 0"

1

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PROPOSED EAST ELEVATION
1/16" = 1' - 0"

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ADDITION

PROJECT NO.: 1704.00
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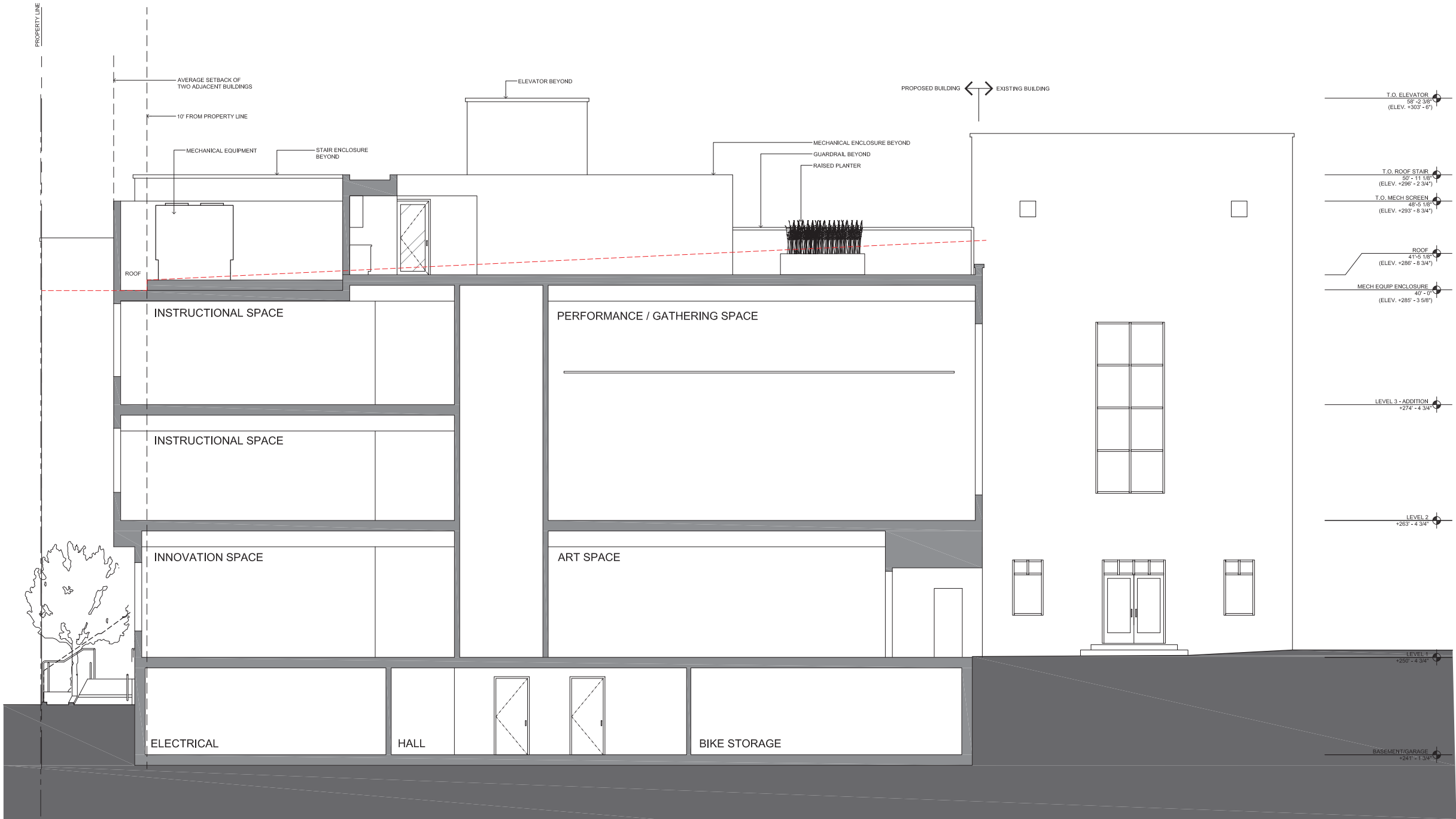
PLANNING
SUBMITTAL

INITIAL FILING SET	01.19.2018
RESPONSE TO NPDR	08.10.2018
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RESPONSE TO NPDR 2	01.25.2019
RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

PROPOSED
EXTERIOR ELEVATIONS

A3.04

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PROPOSED SECTION A
1/4" = 1' - 0"

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DAY SCHOOL
ADDITION

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PLANNING
SUBMITTAL

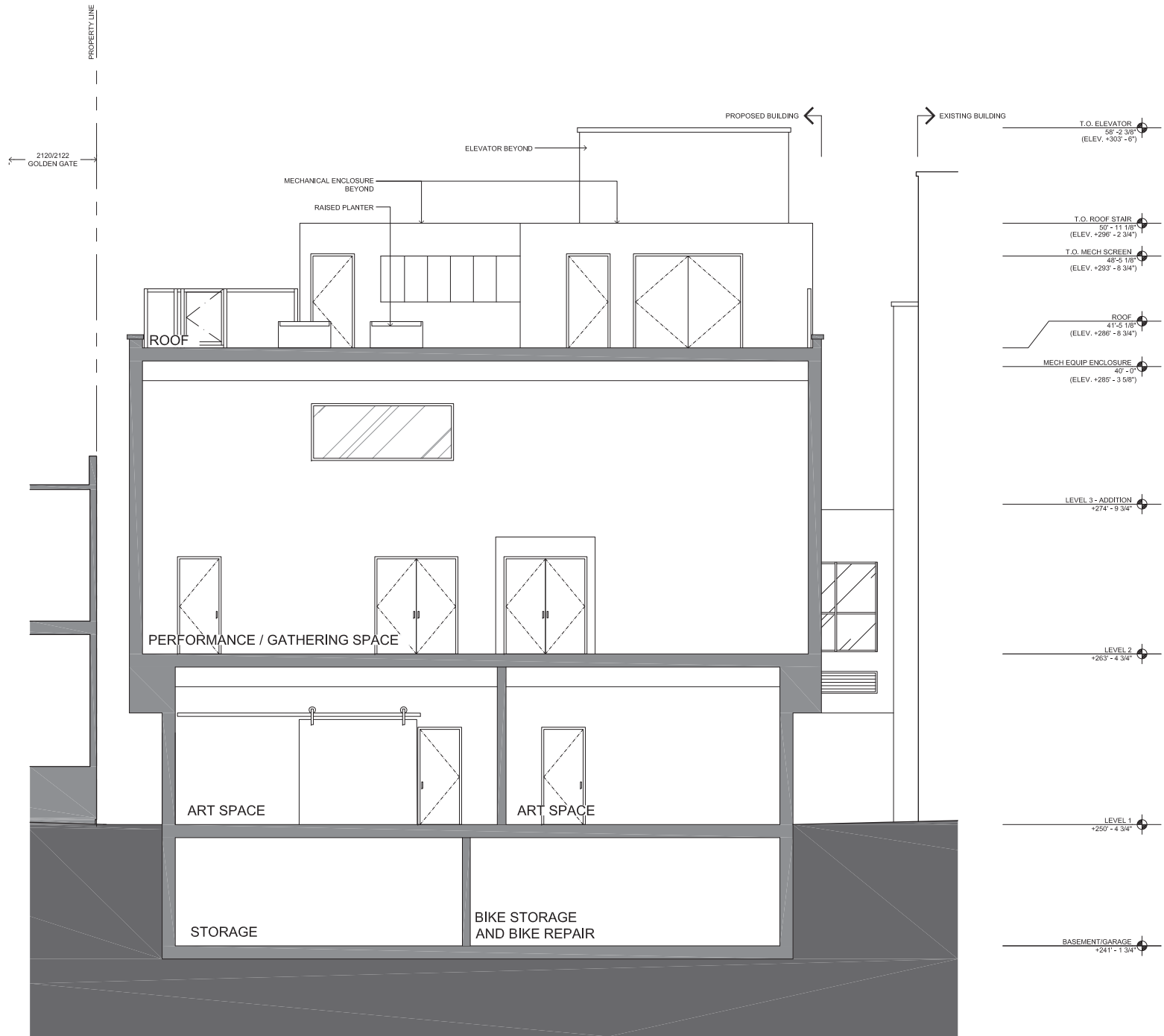
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RESPONSE TO NPDR 2	01.25.2019
RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

1" = 1'-0"

PROPOSED
SECTIONS

A3.10

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PROPOSED SECTION B
1/4" = 1' - 0"

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PLANNING
SUBMITTAL

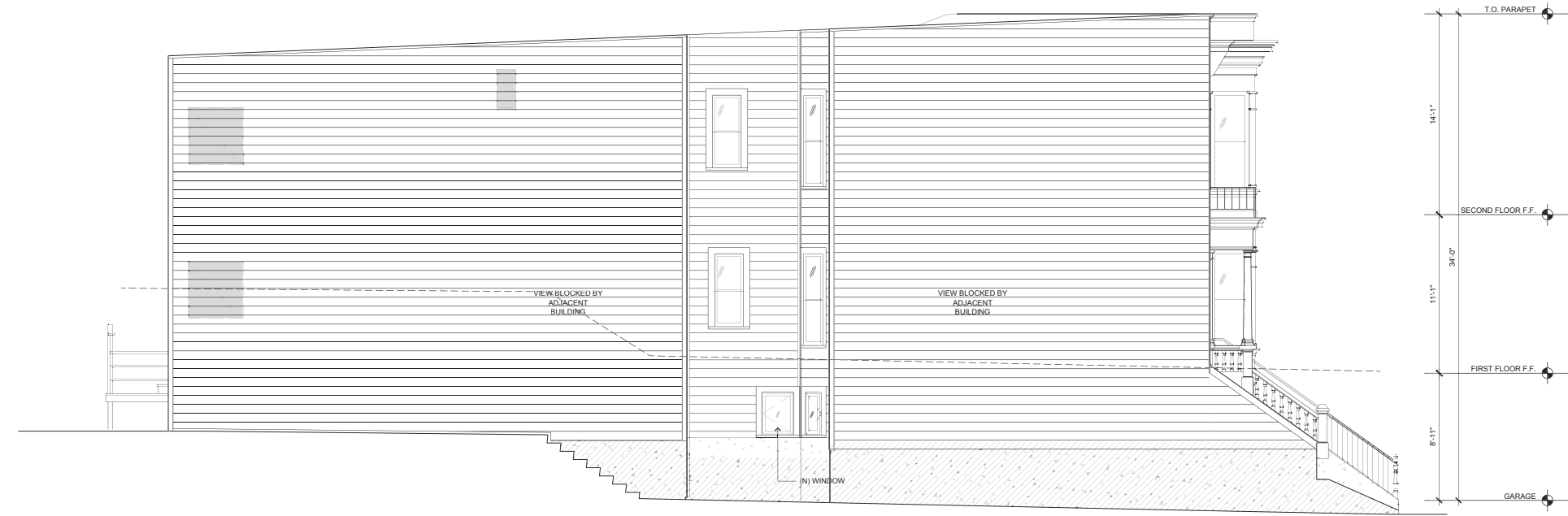
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RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

1/4" = 1'-0"

PROPOSED
SECTIONS

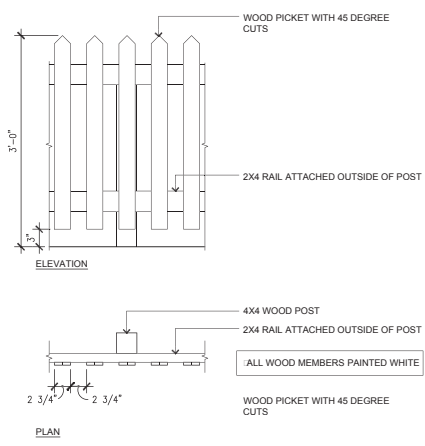
A3.11

STUDIO BONDY ARCHITECTURE OWNS ALL COPYRIGHTS AND OTHER INTELLECTUAL PROPERTY RIGHTS IN THIS WORK PRODUCT AND IT IS PROTECTED BY UNITED STATES COPYRIGHT LAWS AND INTERNATIONAL TREATY PROVISIONS. REFER TO THE PROJECT MANUAL FOR APPLICABLE USE RESTRICTIONS.



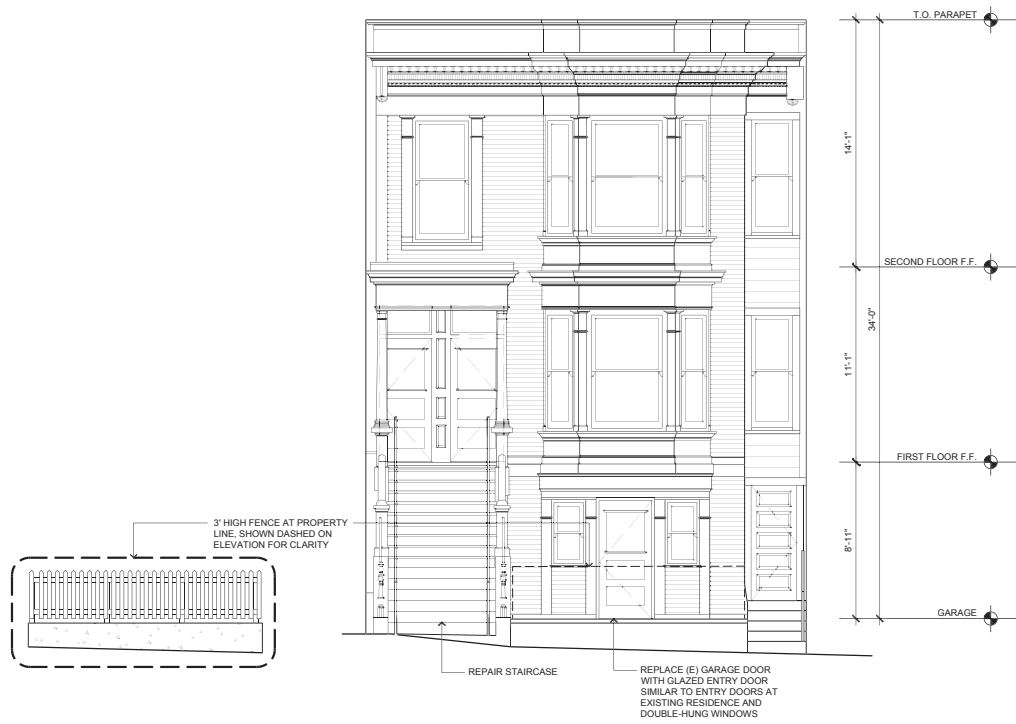
WEST ELEVATION
1/4" = 1' - 0"

2



DETAIL OF PICKET FENCE
1" = 1' - 0"

3



SOUTH ELEVATION
1/4" = 1' - 0"

1

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ADDITION

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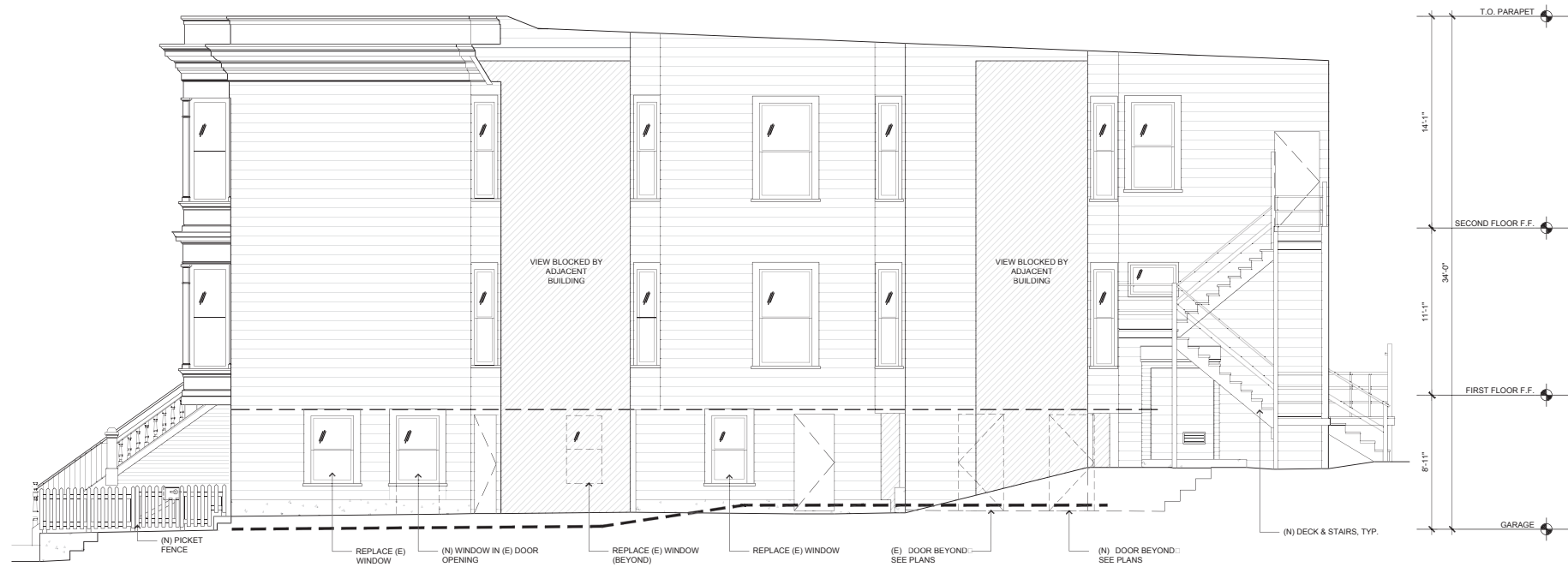
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RESPONSE TO NPDR 2	01.25.2019
RESPONSE TO NPDR 3	03.22.2019
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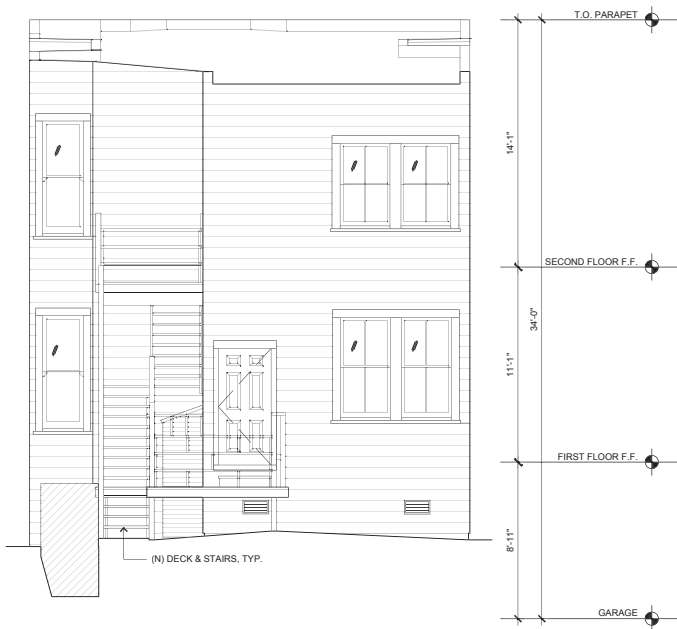
EXISTING & PROPOSED
EXTERIOR ELEVATIONS

A3.20

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EAST ELEVATION 2
1/4" = 1' - 0"



EXISTING NORTH ELEVATION 1
1/4" = 1' - 0"

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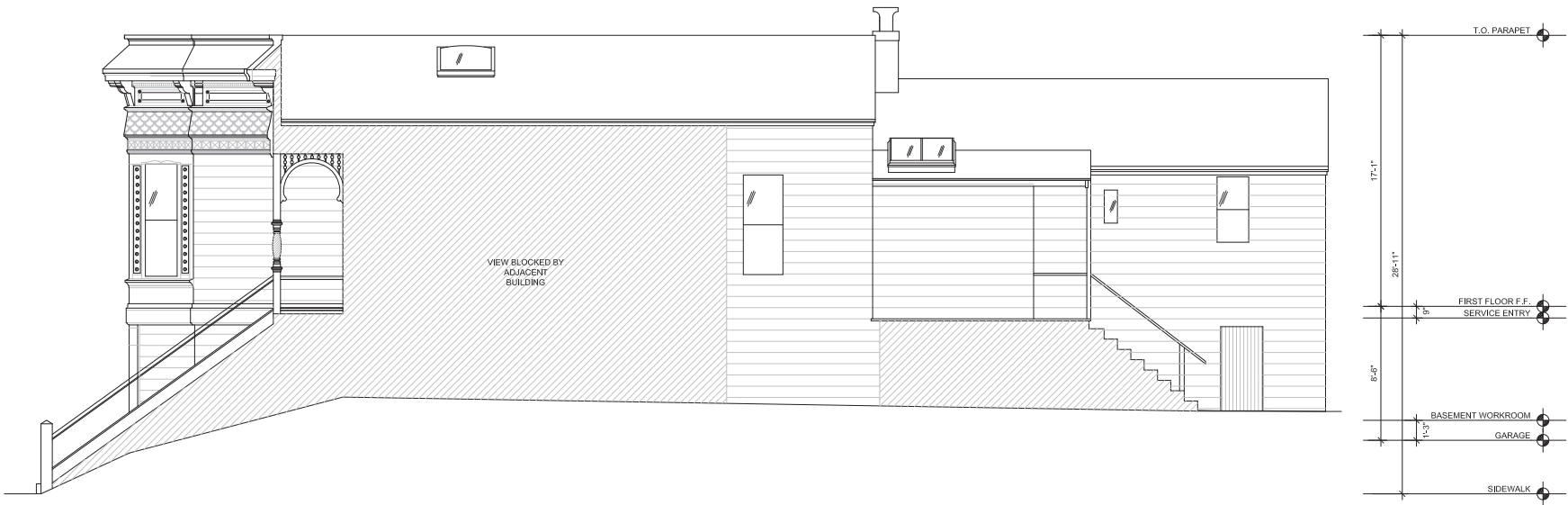
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RESPONSE TO NPDR 3	03.22.2019
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1/4" = 1' - 0"

EXISTING & PROPOSED
EXTERIOR ELEVATIONS

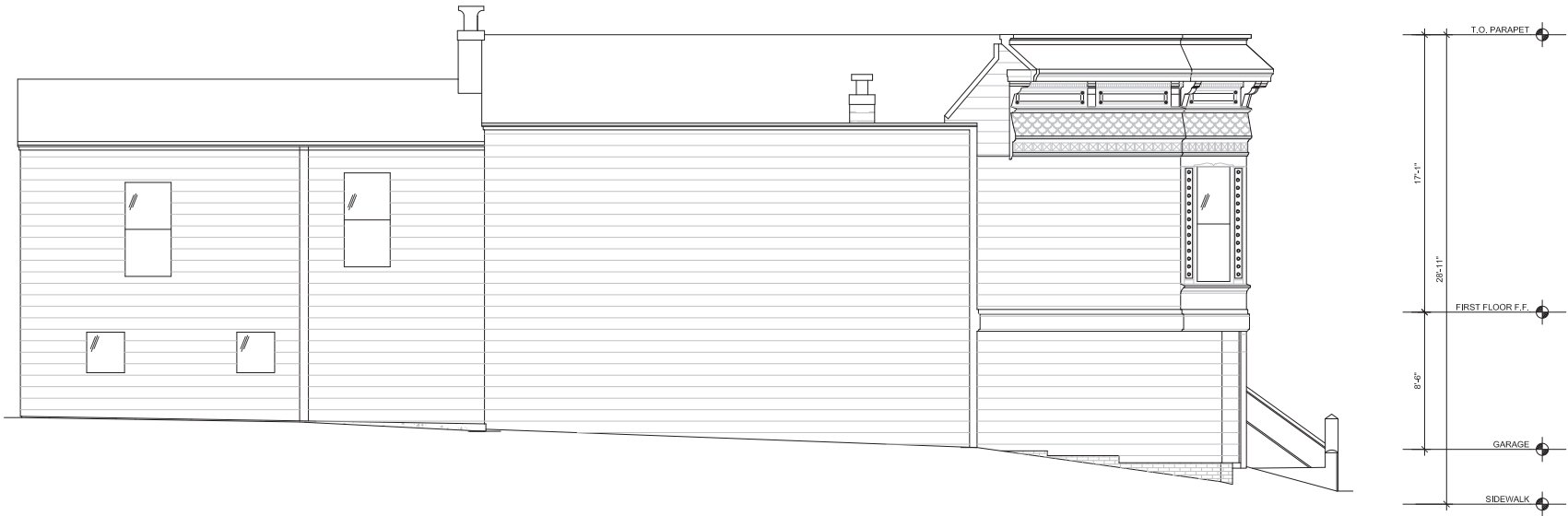
A3.21

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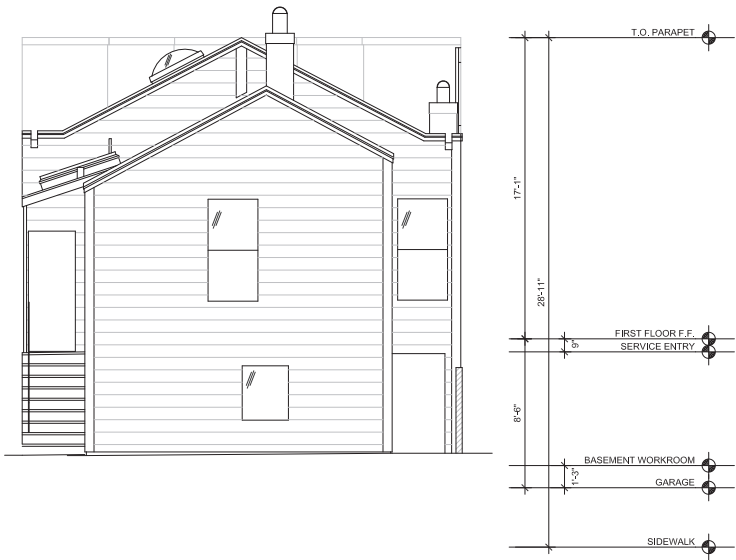
2130 EXISTING EAST ELEVATION
1/4" = 1' - 0"

3



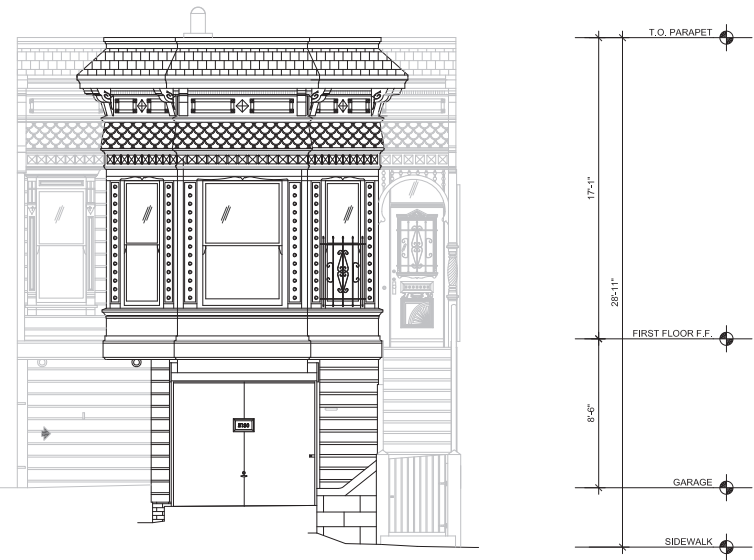
2130 EXISTING WEST ELEVATION
1/4" = 1' - 0"

2



2130 EXISTING NORTH ELEVATION
1/4" = 1' - 0"

4



2130 EXISTING SOUTH ELEVATION
1/4" = 1' - 0"

1

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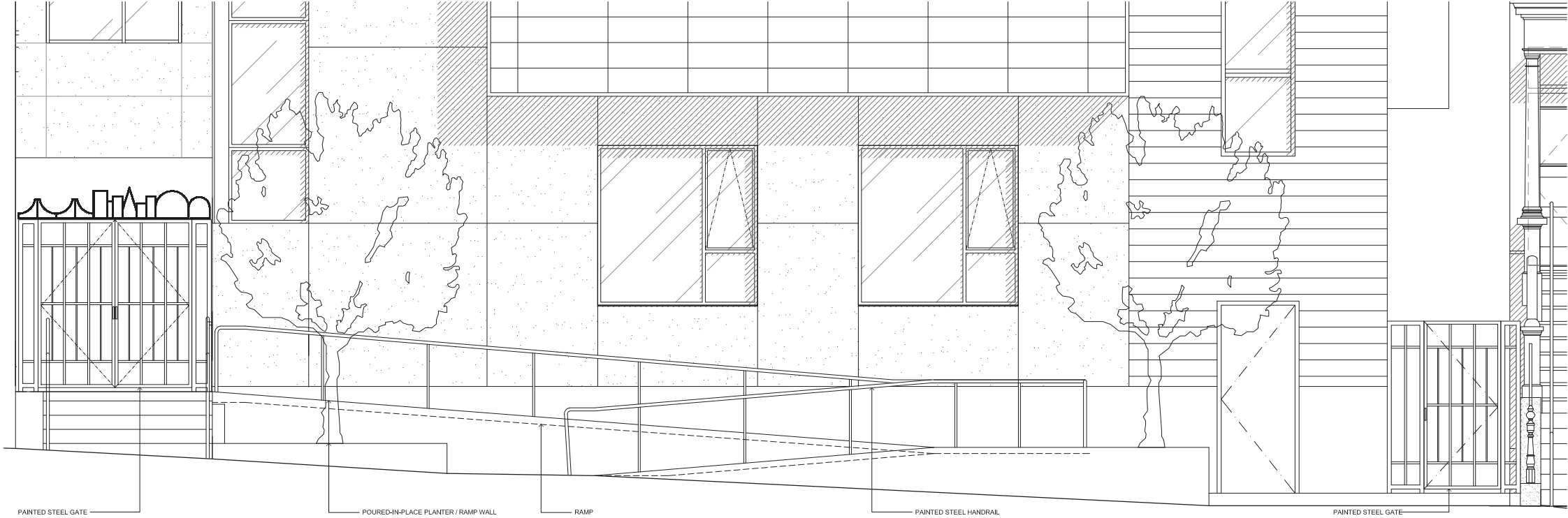
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RESPONSE TO NPDR 2	01.25.2019
RESPONSE TO NPDR 3	03.22.2019
RESPONSE TO 4/17/19 COMMENTS	04.25.2019
RESPONSE TO NPDR 4 & SDAT 2	08.30.2019

1" = 1' - 0"

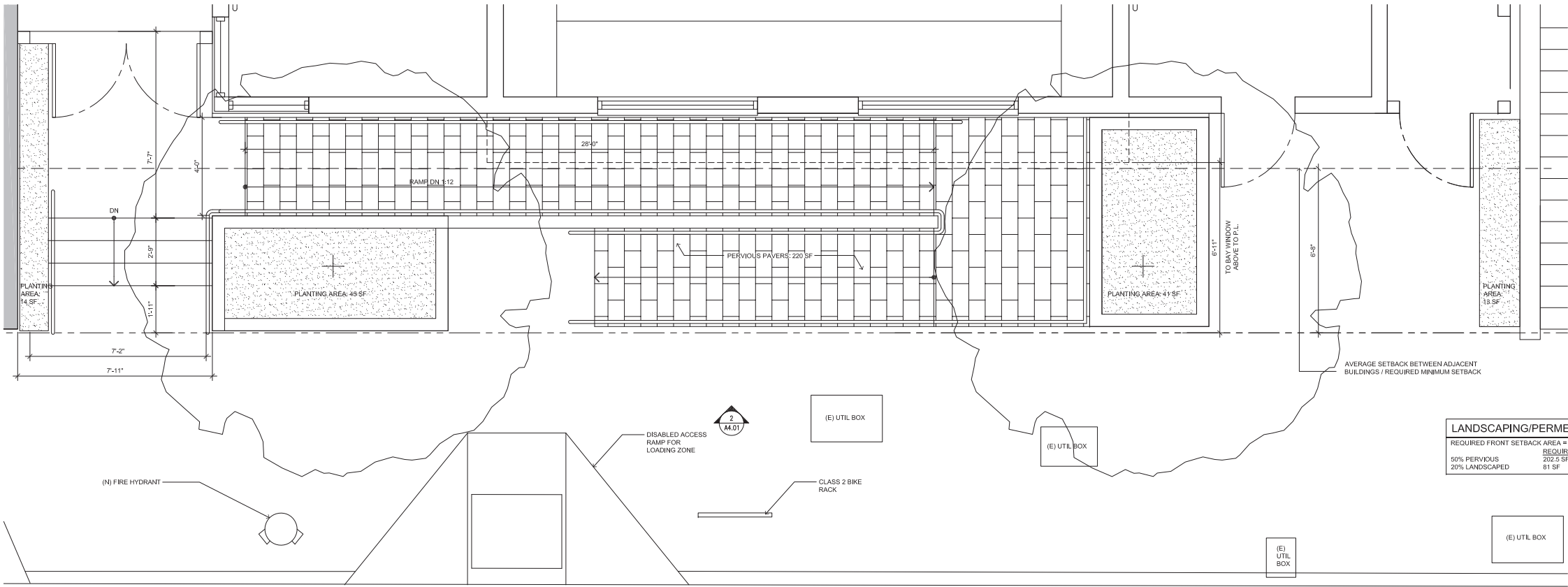
2130 GOLDEN GATE
EXISTING EXTERIOR
ELEVATIONS

A3.30

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ENLARGED SOUTH ELEVATION
1/2" = 1' - 0" 2



LANDSCAPING/PERMEABILITY			
REQUIRED FRONT SETBACK AREA = 60' - 0" X 6' - 0" = 405 SF			
	REQUIRED	PROPOSED	NOTES
50% PERVIOUS	202.5 SF	333 SF	PERVIOUS PAVERS + LANDSCAPE
20% LANDSCAPED	81 SF	113 SF	

ENLARGED PLAN
1/2" = 1' - 0" 1



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PLANNING
SUBMITTAL

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ENLARGED PLAN
AND EXTERIOR
ELEVATION

A4.01

Exhibit C:

Environmental Determination

Conditional Use Hearing
Case Number 2018-002179CUA
350 Masonic Ave, 2120-2122 & 2130 Golden
Gate Ave
Block 1149, Lots 010, 011 & 029



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
350 Masonic Ave		1149029
Case No.		Permit No.
2014-003090ENV		
<input checked="" type="checkbox"/> Addition/ Alteration	<input checked="" type="checkbox"/> Demolition (requires HRE for Category B Building)	<input checked="" type="checkbox"/> New Construction
Project description for Planning Department approval. The proposed project site is an irregular shaped 40,933-square-foot parcel (Block 1149/Lot 029). The project site is occupied by San Francisco Day School, a surface parking lot and a residential structure built in 1900. The project would demolish the existing surface parking lot and historic building at 2130 Golden Gate to construct a 3-story, 16,500 square foot building over basement. The existing residence at 2120-2122 Golden Gate would be retained for faculty use. The new building would be 40'-11" to the top of the roof and 54' 3" to the top of the mechanical screening parapet. The project would increase the capacity of San Francisco Day School from 400 students to 480 students and include 48 new Class I bicycle parking spaces in the basement level and two Class II bicycle parking racks on the sidewalk along Golden Gate Avenue. No off-street vehicular parking is proposed.		

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input checked="" type="checkbox"/>	Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. FOR ENVIRONMENTAL PLANNING USE ONLY
<input type="checkbox"/>	Class ____

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? <i>if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input type="checkbox"/>	Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input checked="" type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? If yes, archeo review is required (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.
<input checked="" type="checkbox"/>	Slope = or > 25%: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.
Comments and Planner Signature (optional): David L Young PLEASE SEE ATTACHED	

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)

<input checked="" type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

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

Check all that apply to the project.

<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.

Note: Project Planner must check box below before proceeding.

<input checked="" type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.

<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.

<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): (Requires approval by Senior Preservation Planner/Preservation Coordinator)
<input checked="" type="checkbox"/>	10. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation <div style="display: flex; justify-content: space-between; align-items: flex-start; margin-top: 10px;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Reclassify to Category A a. Per HRER or PTR dated 03/11/2019 b. Other (specify): See PTR form dated 3/11/2019 for description of contributing status of properties. </div> <div style="width: 45%; text-align: right;"> <input type="checkbox"/> Reclassify to Category C (attach HRER or PTR) </div> </div>
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional): See Historic Resource Evaluation Response Part 2 dated 9/26/2019 for description of how proposed project will not have an impact on the historic district.	
Preservation Planner Signature: Justin Greving	

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

<input checked="" type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: Planning Commission Hearing If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	Signature: David L Young 09/30/2019
Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.		

CEQA Impacts

Air Quality: The project site is not located in the Air Pollution Exposure Zone. The Department of Public Health must review and approve site specific dust control plans for large projects greater than 0.5 acre with sensitive receptors within 1,000 feet; and provides DBI with written notification that site specific dust control plan is approved; or is not required or waived. Additionally, DBI requires dust control measures for all building, demolition, excavation, grading, foundation, and general construction projects and requires a permit for all site preparation work, demolition or construction activities that (1) may create dust or (2) will expose or disturb more than 10 cubic yards or 500 square feet of soil. Compliance with the Construction Dust Control Ordinance would ensure no substantial air quality related impacts.

Hazardous Materials: School operations do not typically generate substantial amounts of hazardous materials during operations. The project is subject to compliance with the Hazardous Materials and Waste Program which is the state designated enforcement program in San Francisco for the handling and disposal of hazardous materials in San Francisco.

Transportation: The project would generate 213 daily person trips with 4 trips occurring during the PM peak hour. The sponsor submitted a Drop-off and Pickup Plan on April 17, 2019 which includes measures to reduce the project's impacts to transit, pedestrians, bicycles and overall circulation safety.

Archeology: The project would require excavation to a depth of 12-feet. The sponsor submitted a Archeological Testing Plan on April 17, 2019 concluding that no significant historical resources or unique archeological resources were found within the project site during the archeological investigation. Additionally, no indications of unrepatriated cemetery remains were observed.

Slope: The project site is on a slope greater than 20%. A Geotechnical Investigation was prepared for the project on May 12, 2013 which included recommendations for site preparation/grading, seismic design and foundations. Additionally, a Final Geotechnical Report is required from DBI prior to the issuance of a building permit.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

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

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
350 Masonic Ave		1149/029
Case No.	Previous Building Permit No.	New Building Permit No.
2014-003090PRJ		
Plans Dated	Previous Approval Action	New Approval Action
	Planning Commission Hearing	
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed within 10 days of posting of this determination.	
Planner Name:	Date:



SAN FRANCISCO PLANNING DEPARTMENT

Historic Resource Evaluation Response

Date **September 24, 2019**
Case No.: **2014-003090ENV**
Project Address: **350 Masonic/2130 Golden Gate/2120-2122 Golden Gate**
Zoning: **RH-3-Residential-House, Three Family**
40-X Height and Bulk District
Block/Lot: **1149/029, 1149/011, 1149/010**
Date of Review: **March 11, 2019 (Part 1 PTR Form)**
August 6, 2019 (Part II)
Staff Contact: **Justin Greving (Preservation Planner)**
(415) 575-9169
justin.greving@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

Based on the findings of the HRE Part 1 prepared by ESA (dated September, 2018), both properties, 2130 Golden Gate Avenue and 2120-2122 Golden Gate Avenue are located within the boundaries of the California Register-eligible North of Panhandle/West of Divisadero historic district which retains a high concentration of properties that were developed during the late nineteenth and early twentieth century, and that are architecturally intact. The eligible historic district consists primarily of 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. Single-story, single-family cottages and multiple-family apartment buildings are also present in the area in limited numbers. Some modern residential construction exists on "in-fill" sites within the neighborhood. Also, a few churches and institutional properties are located in the district. The area exhibits a predominant "Victorian-era" and "Edwardian-era" architectural character, and includes styles such as Italianate, Stick-Eastlake, Queen Anne, Craftsman, and Edwardian. The area also exhibits a unifying pattern of development that results from construction of mostly wood-frame, wood-clad detached residential buildings that are two- to three-stories tall and located on long, narrow residential lots. Most dwellings are located at the fronts of lots, with minimal or no front yard and/or side yards. Some properties facing the Panhandle features elevated entrances accessed via stairs and planters or retaining walls in the front yard setback.

The character-defining features of the NOPA historic district include:

- Long, narrow residential lots, typically 25 feet wide, and minimal or no front yards;
- One-, to three-story residential buildings (single-family dwellings and multiple-family flats) constructed between approximately the 1870s and the 1910s;
- "Victorian-era" and "Edwardian-era" architectural styles that include Italianate, Stick/Eastlake, Queen Anne, Craftsman, and Classical Revival;
- Exterior wood siding (typically horizontal flush, lap, or cove siding; also shingles) and limited use of stucco (included as rusticated bases);
- Milled wood detailing and applied cast plaster ornamentation;
- Double-hung wood sash windows;

- Decorative cornice/parapets that screen gable and/or flat roofs (except on buildings with stylistic designs that incorporate unscreened gable roofs)

As residential buildings that were constructed within the identified period of significant of 1870s-1910s, 2120-2122 and 2130 Golden Gate Avenue would be considered contributing properties to the historic district and contain most, if not all, the character-defining features mentioned above. Despite some alterations including the installation of garages and minor repairs, both buildings retain sufficient integrity such that they would convey their significance as residential buildings constructed during the period of significance.

While the district boundaries have not been formally identified, an HRER from 2011 provided a written description of a potential North of Panhandle/West of Divisadero historic district as being a rectangular area located south of Turk Boulevard, East of Masonic, North of Fell, and West of Divisadero. Subsequent evaluations have refined down the boundaries slightly from this original rectangle. Based on a follow up windshield survey, Planning Department staff find the NOPA Historic District boundaries to be the following: The northern boundary of the district encompasses the north and south sides of Golden Gate Avenue from Masonic Avenue to Baker Street, continuing east to include the south side of McAllister Street between Baker and Broderick streets, and then continuing to the south side of Golden Gate Avenue again between Broderick and Divisadero Street. The east boundary runs along the west side of Divisadero Street between Golden Gate Avenue and Fell Street. The southern boundary runs from east to west along the north side of Fell Street between Divisadero and Baker streets, to the north side of Hayes Street between Baker and Central streets, and up to the north side of McAllister Street between Central and Masonic avenues. The western boundary runs from north to south along the east side Masonic Avenue between Golden Gate Avenue and McAllister Street, then to the east side of Central Avenue between McAllister and Hayes streets, and then along the east side of Baker Street between Hayes and Fell streets (a map of these district boundaries is included as an attachment to this document).

Proposed Project

☒ Demolition

☒ Alteration

Per Drawings Dated: 8/30/2019

Project Description

The proposed project includes demolition of the 1-story-over-garage residence at 2130 Golden Gate Avenue (1149/011) to allow for the construction of a 3-story addition to the San Francisco Day School. The project also proposes to retain and rehabilitate the existing 2-story-over-garage residential building located at 2120-2122 Golden Gate Avenue (1149/010).

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.

Project Impacts

Planning staff have reviewed the proposed project and determined it will not have a significant impact on the identified historic district. The proposed project has been determined to be compatible with the character of the historic district while also harmonizing with the character of the adjacent San Francisco Day School building.

It should also be noted that the project takes place at the edge of the California Register-eligible historic district. The San Francisco Day School building located at 350 Masonic Avenue, at the northeastern corner of Masonic and Golden Gate Avenue, was originally constructed in 1932-33 as a funeral parlor for Carew & English in the Spanish Colonial Revival architectural style. Subsequent alterations in the 1980s included demolition of the chapel and construction of numerous additions on the site. Regardless, the building at 350 Masonic, including the later alterations, does not contribute to the character of the identified NOPA Historic District and would be considered a district non-contributor. As such, the property at 2130 Golden Gate Avenue is at the very edge of any potential NOPA historic district. The demolition of one contributing resource at the edge of the district would not constitute a significant unavoidable impact to the identified historic district. The larger district as a whole will retain its character and will be preserved.

While the new addition proposed does require the demolition of 2130 Golden Gate Avenue, the new construction will not destroy the spatial relationships of the larger identified historic district as a whole. Planning department staff reviewed the project to ensure that the new construction will be compatible with the character-defining features of the historic district. The general massing, height, and location of the addition is consistent with the general pattern of contributing buildings within the historic district as it will be three-stories tall and will contain minimal front setbacks from the street. The design of the building also presents a seamless transition between the neighboring property at 2120-2122 Golden Gate Avenue and the adjacent Day school auditorium. The massing of the building is divided into three distinct vertical volumes to allow for this transition. The volume next to 2120-2122 Golden Gate features a simple stacked vertical rhythm of double-hung windows within a wall of cement fiber plank shiplap siding that will be similar to the size and shape of wood siding commonly found in the neighborhood. The center mass of the building projects slightly from the two neighboring massing and will be finished in a terracotta tile rainscreen with a rhythm of painted aluminum frame windows and panels. The size and shape of the terracotta panels is of a similar fine grain pattern of detailing throughout the district and the size and shape of the window muntins and mullions has been modified to harmonize the openings with the scale of fenestration within the district. The top of the rainscreen also features a simple cornice cap. A vertical staircase tower is the third vertical element of the addition and is finished in stucco with a corner vertical window wall. Although the use of large panels of stucco and vertical stacked glazing is less in keeping with the character of the district, this section provides a transition to the adjacent school building which is finished in a pattern of textured stucco. Overall the addition provides for a contemporary compatible infill

building within the neighborhood that will maintain the features and spatial relationships of the historic district in addition to providing for a transition to the neighboring day school building.

The following is an analysis of the proposed alterations to 2120-2122 Golden Gate Avenue per the applicable *Secretary of the Interior's Standards for Rehabilitation* (Secretary's Standards).

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 property at 2120-2122 Golden Gate Avenue will be retained and used as a residential building as it has been historically, in conformance with 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 rehabilitation of 2120-2122 Golden Gate Avenue does not involve the removal of any distinctive materials and the existing features, spaces and spatial relationships the characterize the property. The only alterations proposed to 2120-2122 Golden Gate Avenue include repair of the existing stair, removal of a non-historic garage entrance and replacement with a pedestrian entry door and double-hung windows. None of the character-defining features of the property are proposed to be removed. Therefore, the rehabilitation of 2120-2122 Golden Gate Avenue is in conformance with 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.

There are no conjectural elements proposed to be added to the property at 2120-2122 Golden Gate. While a ground floor entry is proposed to be added to the building below the existing bay window, it is not conjectural in nature and does not present a false sense of history. Therefore, the rehabilitation of 2120-2122 Golden Gate Avenue is in conformance with Standard 3.

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 modifications to 2120-2122 Golden Gate Avenue does not include any additions or alterations that would destroy the materials, features, and spatial relationships that characterize the property. Therefore, the rehabilitation of 2120-2122 Golden Gate Avenue is in conformance with 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 alterations proposed for 2120-2122 Golden Gate Avenue do not propose any modifications that, if removed in the future, would impair the essential form and integrity of the historic property. Therefore, the rehabilitation of 2120-2122 Golden Gate Avenue is in conformance with Standard 10.

Cumulative Impacts

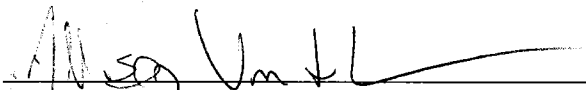
The geographic scope, or cumulative study area, for cumulative historic architectural resource impacts includes the project site and the area within the boundaries of the identified NOPA historic district. Of the active planning cases within the cumulative study area, there are no proposed projects that would impact contributing buildings to the NOPA historic district. Furthermore, within the past five years there has been only one demolition of what would likely be considered a contributing building to the NOPA historic district within the study area.* This demolition was of the building at 709 Lyon Street and was issued as an emergency demolition order as the condition of the property was determined to be life/safety issue and was statutorily exempt from CEQA review. Even when taking into account this demolition, Planning Department preservation staff do not find that there would be a significant impact to the historic district through the combined loss of two contributors within the general vicinity of the project site. Therefore, the department concludes there are no large-scale projects in the vicinity of the project site that would appear to combine with previous, proposed, or foreseeable projects in a manner that may result in a cumulative considerable impact to any of the known historic resources in the vicinity of the project site.

Conclusion

Despite the loss of one contributing resource to the identified historic district, the proposed project has been determined to be compatible with the character of the historic district, both in the design of the addition, and the retention and rehabilitation of 2120-2122 Golden Gate Avenue. It is therefore the department's determination that the proposed project will not have significant impact to the character of the identified NOPA California Register-eligible historic district.

PART II: PRINCIPAL PRESERVATION PLANNER REVIEW

Signature: _____



Allison Vanderslice, Principal Preservation Planner

Date: _____

9/26/2019

cc: Vimaliza Byrd, Environmental Division/ Historic Resource Impact Review File
David Young, Environmental Planner
Chris May, Current Planner

* Further research in planning department files indicates that there have been no other demolitions of contributing buildings within the district boundaries since the historic district was first identified in 2007.

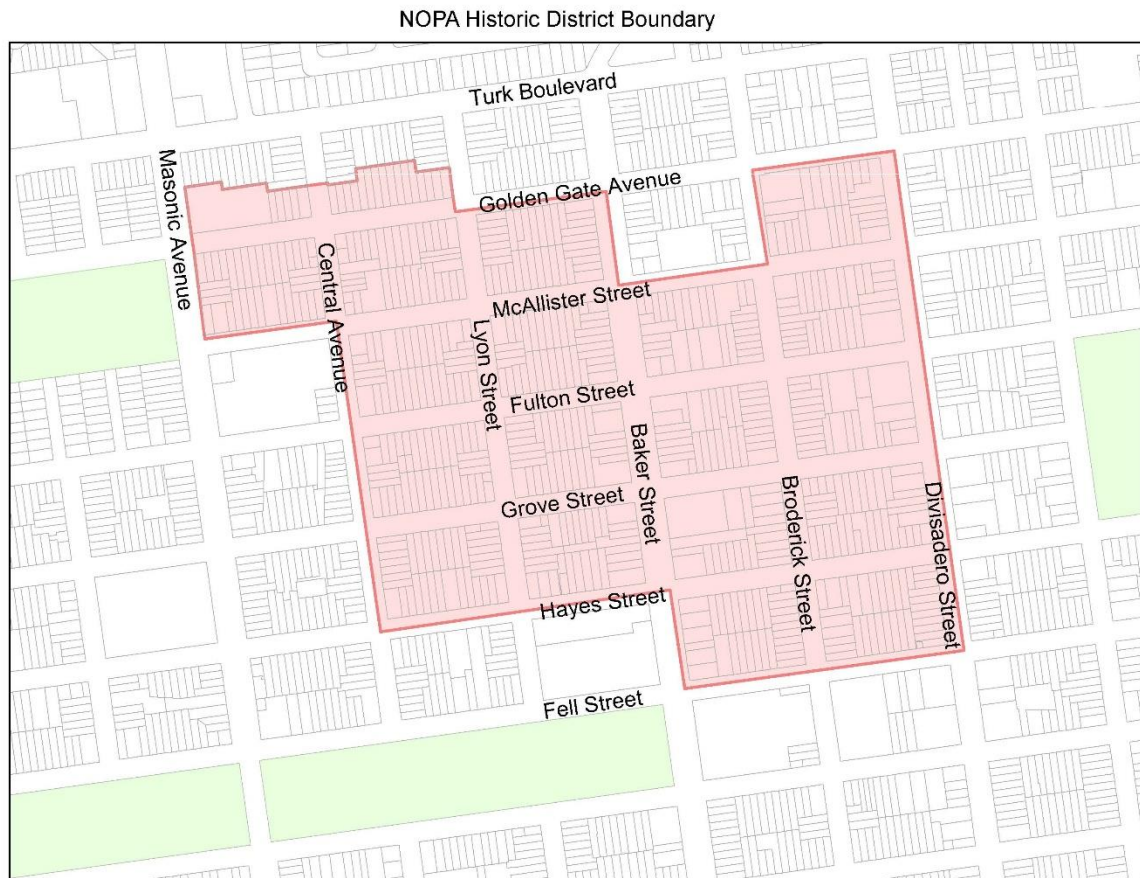


Exhibit D:

Land Use Data

Conditional Use Hearing
Case Number 2018-002179CUA
350 Masonic Ave, 2120-2122 & 2130 Golden
Gate Ave
Block 1149, Lots 010, 011 & 029



SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: 350 MASONIC AVE
RECORD NO.: 2018-002179CUA

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
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415.558.6377

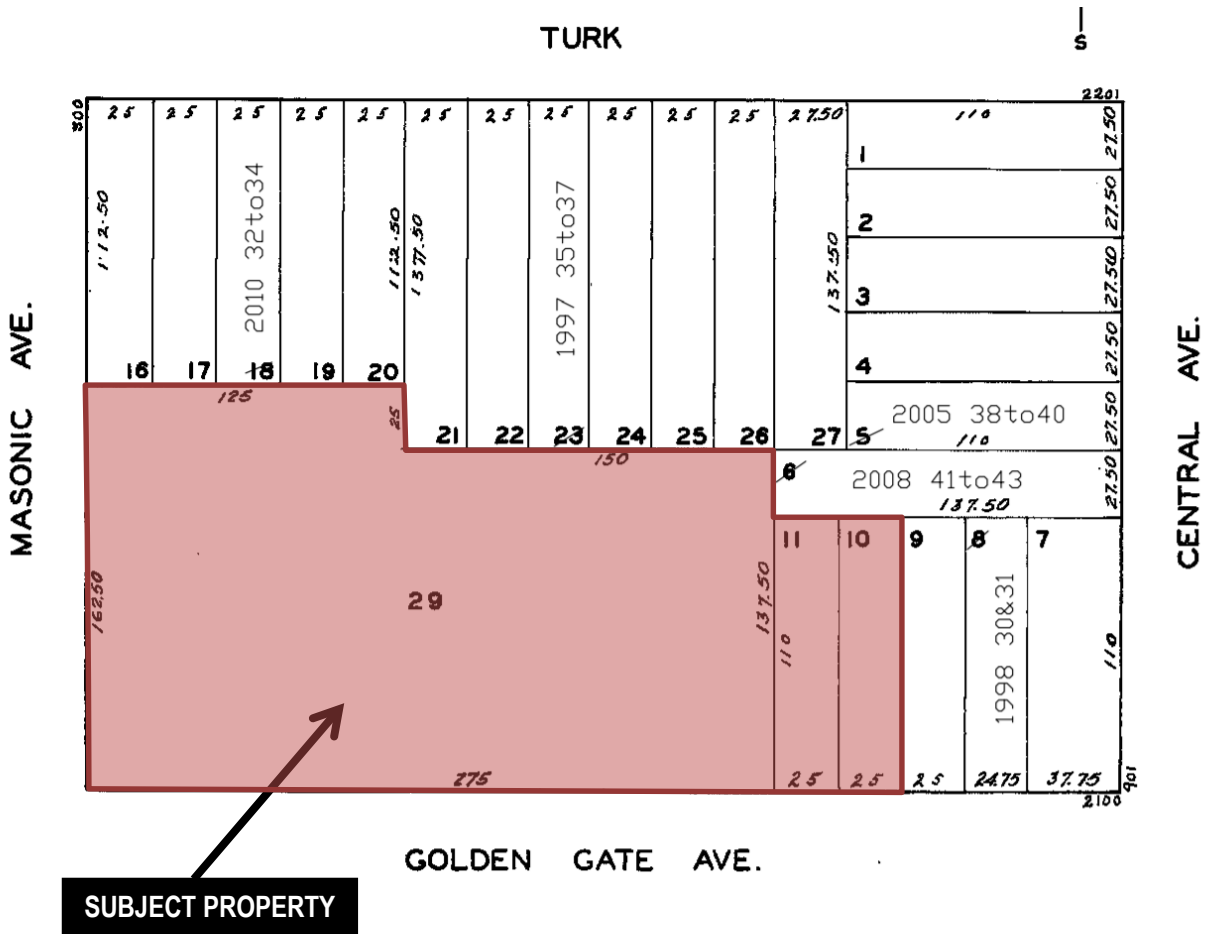
	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF (Day School)	3,480	3,480	0
Residential GSF	6,455	3,755	-2,700
Retail/Commercial GSF	0	0	0
Office GSF	0	0	0
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	0	0	0
Medical GSF	0	0	0
Visitor GSF	0	0	0
CIE GSF	68,000	83,411	15,411
Usable Open Space (Day School)	20,302	22,385	2,083
Useable Open Space (2120/22 Golden Gate)	724	884	160
Public Open Space	0	0	0
Other	0	0	0
TOTAL GSF	74,455	87,166	12,711
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	0	0
Dwelling Units - Market Rate	3	1	4
Dwelling Units - Total	3	1	4
Hotel Rooms	0	0	0
Number of Buildings	3	-1	2
Number of Stories (Day School Expansion)	2	1	3
Parking Spaces	20	-3	17
Loading Spaces	0	0	0
Bicycle Spaces	8 class 1; 17 class 2	48 class 1; 17 class 2	56 class 1; 34 class 2
Car Share Spaces	0	0	0
Other	0	0	0

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units	0	0	0
One Bedroom Units	0	2	2
Two Bedroom Units	1	0	-1
Three Bedroom (or +) Units	2	1	-1
Group Housing - Rooms	0	0	0
Group Housing - Beds	0	0	0
SRO Units	0	0	0
Micro Units	0	0	0
Accessory Dwelling Units	0	1	1

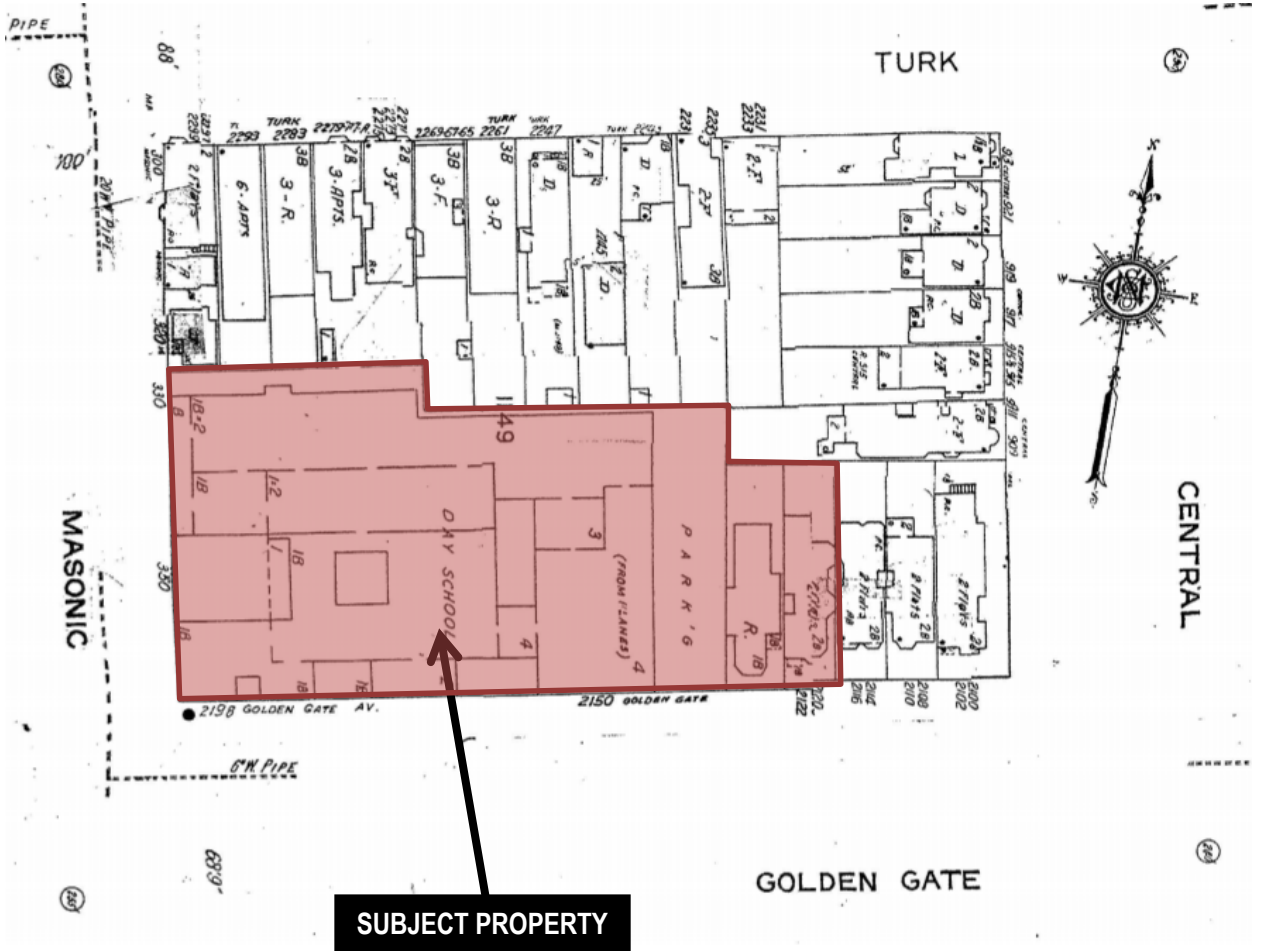
Exhibit E:

Maps and Context Photos

Block Book Map



Sanborn Map*



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

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PLANNING DEPARTMENT



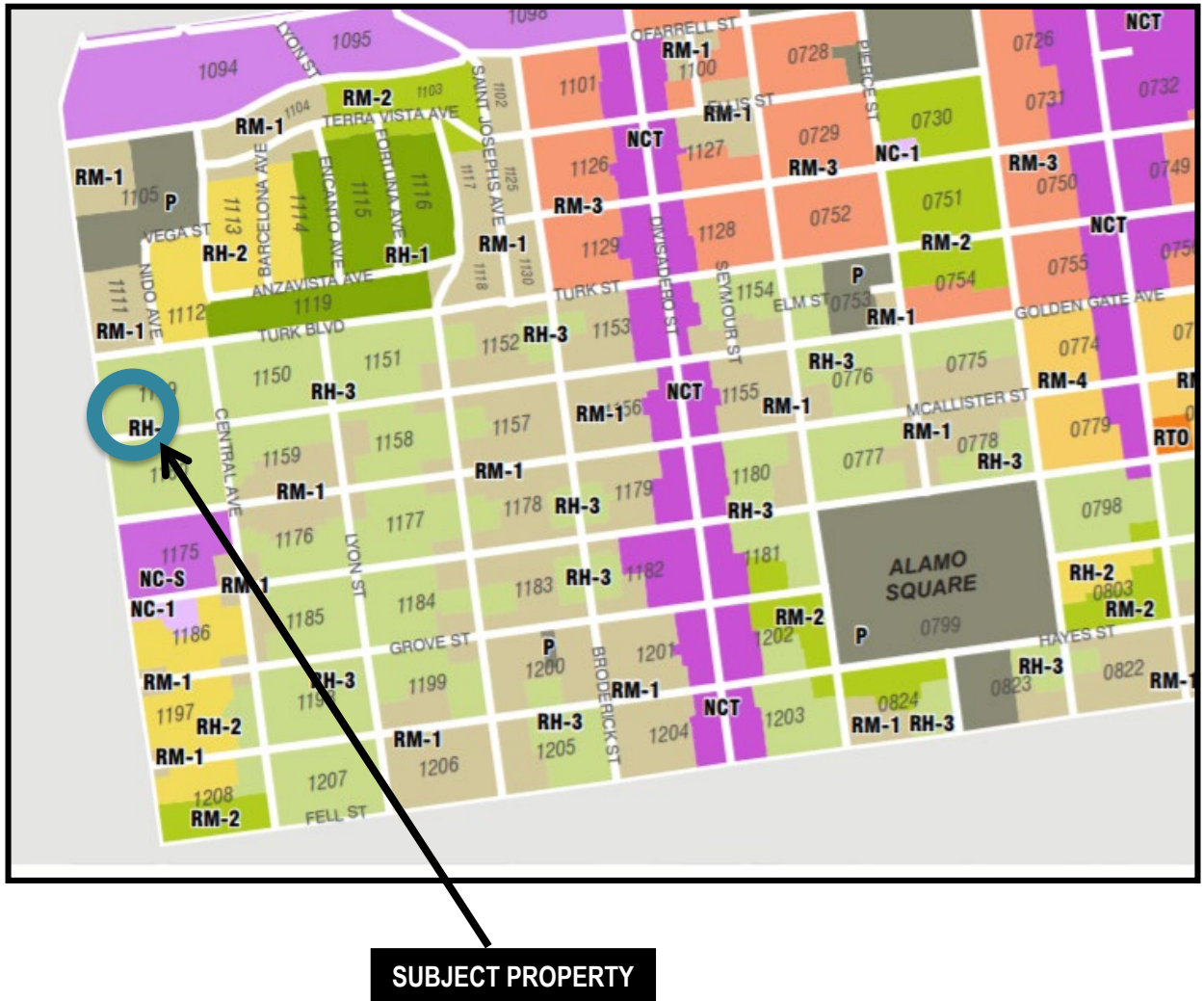
Conditional Use Hearing

Case Number 2018-002179CUA

350 Masonic Ave, 2120-2122 & 2130 Golden Gate Ave

Block 1149, Lots 010, 011 & 029

Zoning Map



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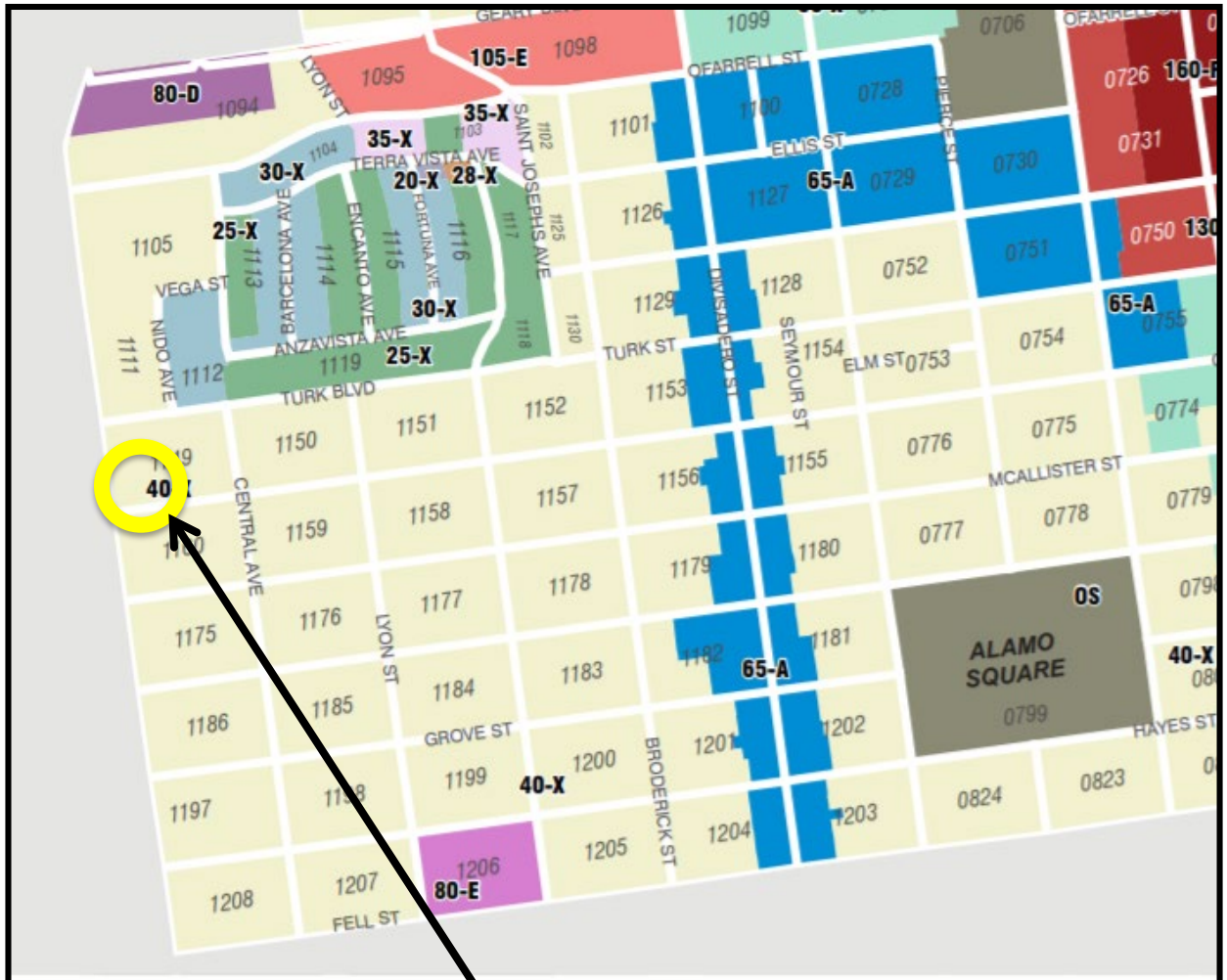
Conditional Use Hearing

Case Number 2018-002179CUA

350 Masonic Ave, 2120-2122 & 2130 Golden Gate Ave

Block 1149, Lots 010, 011 & 029

Height & Bulk Map



SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing

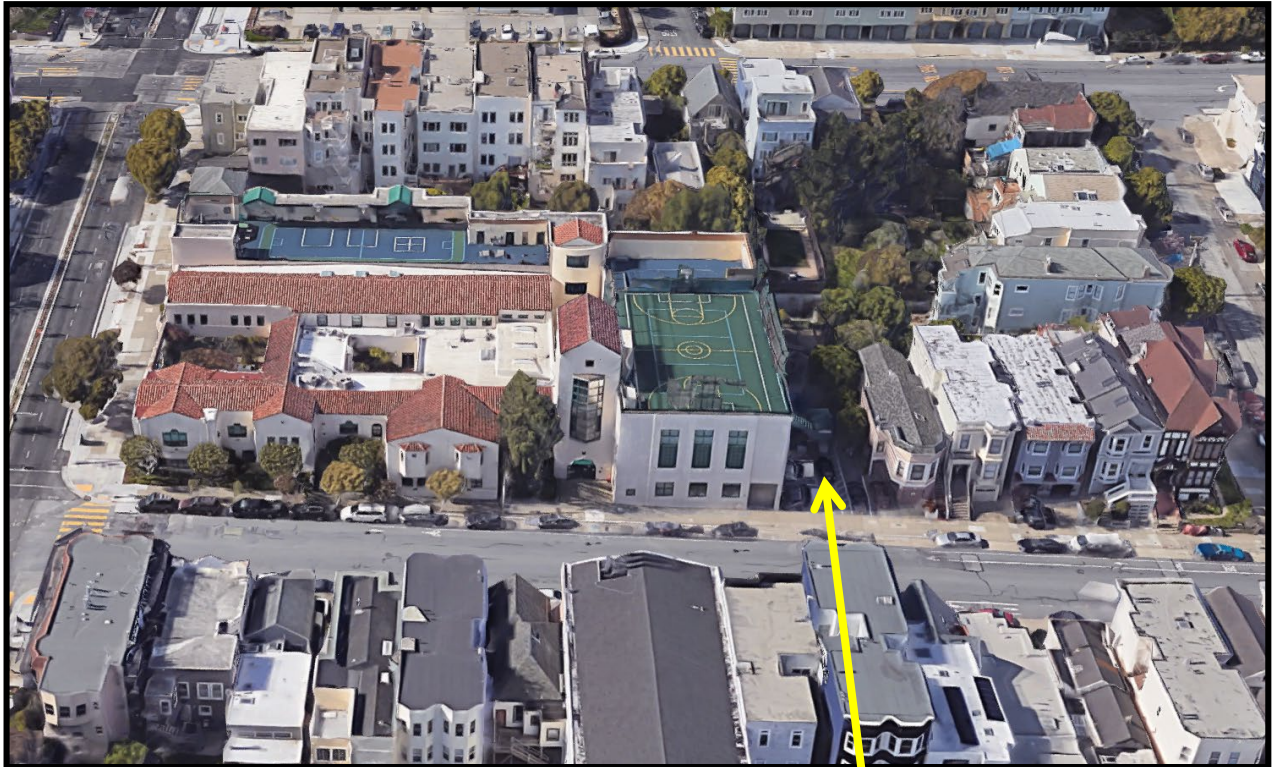
Case Number 2018-002179CUA

350 Masonic Ave, 2120-2122 & 2130 Golden Gate Ave

Block 1149, Lots 010, 011 & 029

Aerial Photo

(looking north)



SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing

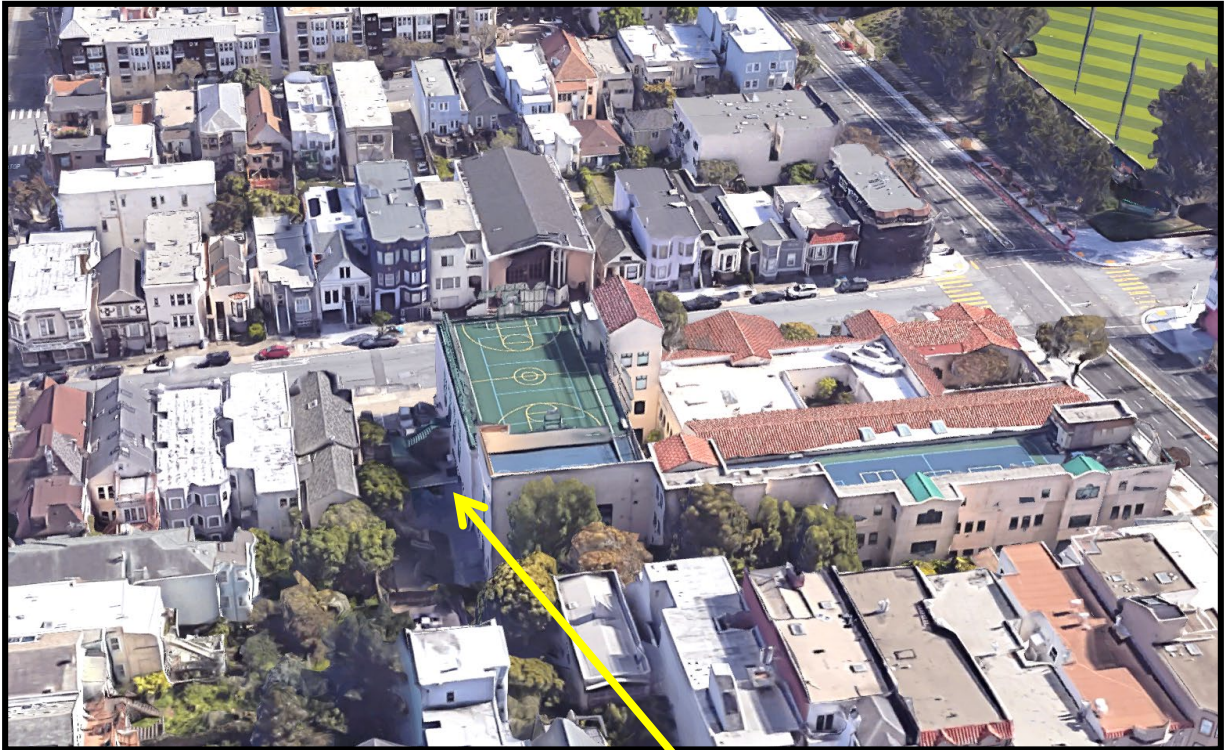
Case Number 2018-002179CUA

350 Masonic Ave, 2120-2122 & 2130 Golden Gate Ave

Block 1149, Lots 010, 011 & 029

Aerial Photo

(looking south)



SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing

Case Number 2018-002179CUA

350 Masonic Ave, 2120-2122 & 2130 Golden Gate Ave

Block 1149, Lots 010, 011 & 029

Site Photo

(looking north)



SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing

Case Number 2018-002179CUA

350 Masonic Ave, 2120-2122 & 2130 Golden
Gate Ave

Block 1149, Lots 010, 011 & 029

Exhibit F:

Project Sponsor Brief

REUBEN, JUNIUS & ROSE, LLP

Mark Loper
mloper@reubenlaw.com

September 17, 2019

Delivered Via Email (Christopher.May@sfgov.org)

President Myrna Melgar and Commissioners
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: San Francisco Day School – 350 Masonic Avenue
Planning Case Number: 2018-002179CUA
Hearing Date: October 10, 2019
Our File No.: 7508.01

Dear President Melgar and Commissioners:

Our office represents the San Francisco Day School (“**SF Day**” or the “**Day School**”), a co-educational independent K-8 school located at the corner of Golden Gate Avenue and Masonic Avenue. SF Day proposes a contextual expansion to the school, allowing it to continue to grow in its current location and add classrooms and learning space appropriate for modern K-8 education, while also renovating an existing residential building and adding two new dwelling units in it to create on-site faculty housing (the “**Project**”).

A. Existing Site and Project Description

SF Day currently owns three adjoining properties along Masonic and Golden Gate Avenues: 350 Masonic; 2130 Golden Gate Avenue; and 2120-2122 Golden Gate Avenue. 350 Masonic is improved with the current school, along with a surface parking lot. 2130 Golden Gate has been used as a storage building for decades but was constructed as a single-family dwelling unit. 2120-2122 Golden Gate is a two-unit, two-story residential building.

The Project will remove the surface parking lot and structure at 2130 Golden Gate, and construct a 3-story above ground, 15,411 square foot addition over the footprint of the parking lot and that storage building. The new wing of the school will feature classrooms, additional learning spaces, and a rooftop outdoor classroom with a teaching garden, seating, and green roof. The school also proposes a 20% enrollment increase, from 400 students to 480 students.

SF Day also partially operates its “Breakthrough” program at the site, providing year-round academic enrichment and support to elementary, middle, and high school students with limited

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educational opportunities. In the 2018-2019 academic year, Breakthrough is serving 244 students in grades 5 - 12. Breakthrough operates full-time out of SF Day during summer months, and during the afternoon during the school year, with occasional workshops, test prep classes, and conferences for high schoolers throughout the year. The Project will allow SF Day to enhance the Breakthrough initiative.

In addition, the Project will retain and rehabilitate the existing residential building at 2120-2122 Golden Gate, and add two dwelling units within the existing envelope. One of the additional dwelling units will be an accessory dwelling unit (“ADU”) on the ground floor, replacing the car garage. Overall, the Project will result in a net increase of one dwelling unit. 2120-2122 Golden Gate will provide three 1-bedroom units and one family-sized 3-bedroom unit. SF Day intends to offer this building as faculty housing, doing its part to address the shortage of middle-income housing in San Francisco and keeping teachers in the City.

B. Planning Approvals Sought

The Project seeks a modification to an existing 1987 Conditional Use authorization for a Planned Unit Development (“PUD”)¹ to permit an enrollment increase, an expansion of the school onto the property located at 2130 Golden Gate Avenue (Block 1149/Lot 011), and the addition of 2120-2122 Golden Gate Avenue (Block 1149/Lot 010) within the PUD, pursuant to Planning Code Sections 303 and 304. SF Day is also requesting modifications for the faculty housing portion of the Project pursuant to the PUD process for dwelling unit exposure and rear yard, as well as modifications for the School portion of the Project for rear yard and bike parking and access.

C. Pickup and Drop-off Improvement Measures

Although not required, the Day School volunteered to do a comprehensive study of its pickup and drop-off operations in order to implement best practices. Kittelson & Associates (“Kittelson”) studied the School’s current operations and provided recommendations to improve the pickup and drop-off process. The School also hosted a number of community meetings to discuss Kittelson’s recommendations. Beginning in April 2019, SF Day has begun implementing and will continue to implement a number of improvements in phases based on Kittelson’s recommendations and community input. A comprehensive list of contemplated improvements is included in **Exhibit A**. A summary:

1. Increase staffing during pickup and drop-off, including retaining the services of Talos Security Group to efficiently direct traffic and requesting SFMTA increase crossing guards at the intersection of Masonic and Golden Gate;

¹ San Francisco Planning Commission Motion No. 11162 (October 15, 1987). That motion modified a 1985 Planning Commission Motion, No. 10466, permitting the construction of SF Day at its present location.

2. Provide vehicle placards to identify SF Day and Breakthrough families and students, and encourage parents to arrive at, and not before, dismissal times in order to reduce the number of idling cars;
3. Utilize an off-street faculty parking lot on Baker Street as a satellite after-school pickup location for Breakthrough where vehicles can wait for students;
4. Stagger dismissal times to reduce traffic congestion;
5. Expand the student queuing area to the full length of SF Day's white zone;
6. Facilitate, encourage, and incentivize carpooling;
7. Explore and develop a shuttle for students in the Richmond and NOPA neighborhoods;
8. During construction, provide a satellite pickup and drop-off area, where students will be walked to and from the School by staff; and
9. Encourage the use of alternative modes of transportation by employees by funding public transit benefits, providing carpooling opportunities and shuttle services, and securing additional off-street faculty parking.

D. Project Benefits

The benefits of the Project include the following:

- **Putting an underutilized lot to a beneficial use.** The Project would enhance an underutilized site with an existing surface parking lot and single-family residence that has been vacant and used as storage for decades. The Project would activate the site and result in much-needed additional space for the SF Day—including 6 new classrooms and additional open space—as well as faculty housing.
- **Increase residential density on the site.** The Planning Commission approval of the Project will allow for 2120-2122 Golden Gate to be developed with three units and one ADU, equal to the maximum density permitted under the RH-3 zoning district, as opposed to the two units provided in the existing building. Overall, the project will provide a net addition of one dwelling unit at the site, without expanding the existing envelope of the building at 2120-2122 Golden Gate.
- **Contributing much needed middle-income teacher housing to the City.** The Project would provide a total of four dwelling units (three 1-bedroom units and one 3-bedroom unit) at 2120-2122 Golden Gate for faculty and staff in order to help address the severe lack of middle-income housing in San Francisco and to keep valuable teachers in the City.

The four units of teacher housing will also lessen the School's demand on the City's transportation network because faculty and staff living in these units will be able to walk to and from work.

- **Allowing more children to attend school in San Francisco.** The increase in enrollment will provide the opportunity for an additional 80 students to attend school in San Francisco and allow for additional choices in educational options for City residents. SF Day will encourage the use of alternative means of transportation, including, public transit, bicycling, and carpools. In addition, a well-planned and monitored traffic management plan for drop-off and pick-up of students will ensure that any potential for increased traffic due to the school activity is minimized.
- **Providing additional open space for the students and faculty.** The Project will provide additional open space for the students at SF Day School by enhancing the existing ground floor outdoor play area and including a new interactive outdoor rooftop classroom. The Project will also replace the existing driveway at 2120-2122 Golden Gate Avenue with a 100 square foot outdoor space that will provide additional open space for the residents while also enhancing the pedestrian experience and removing a curb cut.
- **Implementing pickup and drop-off improvement measures.** As outlined above, SF Day has undergone a voluntary comprehensive study of their operations and began implementing measures earlier this year to improve the efficiency of the School's pickup and drop-off procedures, as well as to minimize the Project's impacts on the City's transportation network.

E. Community and Neighborhood Outreach

SF Day has diligently worked with stakeholders over the course of multiple years to keep them informed about the Project and solicit their opinions on traffic management and construction logistics. These conversations have been fruitful and resulted in helpful feedback that the Day School incorporated into the Project. In total, the Project Sponsor team held four neighborhood meetings at the Day School that have been well-attended, had numerous one-on-one discussions with neighbors, and presented the project to the North of Panhandle Neighborhood Association and the University Terrace Association. The Day School is pleased to have the support of community members, neighbors, and members of the school family.

F. Conclusion

The Project proposes to transform an underutilized surface parking lot and long-vacant single-family house to add a much-needed new wing to the existing San Francisco Day School, and to increase the School's enrollment. The new addition and increase in enrollment will provide for increased educational opportunities for both current and future K-8 students in San Francisco. The Project also proposes four units of faculty housing, doing its part to create middle-income

President Myrna Melgar and Commissioners
San Francisco Planning Commission
September 17, 2019
Page 5

housing and keep teachers in San Francisco. We respectfully request that you grant this Conditional Use Authorization.

Sincerely,

REUBEN, JUNIUS & ROSE, LLP



Mark Loper

Exhibit A - Transportation Improvement Measures and Kittelson Recommendations

Exhibit A



April 17, 2019

San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Attn: Christopher May

Dear Christopher,

SF Day believes that being good community members is a tenet of our school mission. This value is built into the curricular experience of our students and is expressed through the impact that San Francisco Day School has on the immediate neighborhood. As part of the master planning process for the extension of our facility, which in addition to programmatic space includes faculty housing, SF Day retained Kittelson & Associates, a transportation and engineering firm, to conduct a traffic analysis. They have helped us develop a drop-off and pick-up plan, which will be implemented in phases over the next 12-24 months.

Below is the summary of our plans based on Kittelson & Associates' recommendations:

Pre-Construction:

April - August 2019

- We have retained the services of Talos Security Group to direct traffic in order to move cars more quickly through the loading area.
- Increase staffing for pick-up/drop-off periods to help keep the line moving and prevent driveways from being blocked.
- Communicated to parents that the drop-off area is to be treated like an airport arrival/departure terminal as opposed to a waiting area.
- Instructed parents to arrive at and not before dismissal times in order to reduce the number of cars queuing.
- Reviewed and refined our internal dismissal procedures to expedite the amount of time it was taking for students to exit the building and load into cars.

- Coordinated arrival and dismissal of Breakthrough students in order to decrease the number of cars waiting in front of the school. BreakThrough has afterschool hours from 3:30 - 6:00 Monday through Thursday.
- Reviewed and refined the arrival of visiting athletic teams and the dismissal of teams at practice in order to decrease the cars in front of the school.
- Provided placards for vehicles to more quickly identify SF Day/Breakthrough families and students and facilitate faster loading and leaving.
- Use the Baker St. parking lot which we rent for faculty parking, as a satellite location for Breakthrough and after-school pickups so parents can wait there as opposed to queuing on Golden Gate Ave. This lot is located about 3 1/2 city blocks from the school campus on the corner of Baker and Turk. It is available for non-teacher parking from 4:30 PM to 6:00 PM Monday through Friday.

August 2019 - June 2020

- Expand the student queuing area to the full length of the white line enabling us to load more students simultaneously and decrease queuing time.
- Reinforce the use of vehicle placards to expedite student pick-up and drop-off.
- Facilitate carpooling - through the use of GoKid, Kid CarPools, Carpool-Kids and Carpool to School.
- Explore a shuttle line for families in the Richmond/NOPA neighborhoods which would include:
 - Identify shuttle services
 - Develop pick-up and drop-off route
- Stagger dismissal times to allow for more time between class dismissals to reduce traffic congestion.
- SFMTA will evaluate the effectiveness of the current crossing guard at Masonic and make suggestions about how to move pedestrians more efficiently and safely.
- A request has been made with the SFMTA to increase crossing guards at Masonic intersections in order to move pedestrian traffic more efficiently at the north/south crossing.
- Create incentives for parents and faculty to carpool and use other forms of transportation.
 - Incentives may include:
 - Raffle tickets for prizes
 - SF Day Fest tickets
 - Free MUNI passes

During Construction:

- Reinforce and refine all of the above procedures to maximize the efficiency of the drop-off and dismissal procedures.
- Provide a satellite drop-off and pick-up area. Students will be brought to and from campus with staff - "walking school bus." Locations under current consideration are the City College John Adams campus on Hayes and Masonic and the Blood Bank building on the corner of Turk and Masonic.
- Increase the use of carpools and shuttle services in order to decrease the number of cars dropping-off or picking-up.

Post-Construction:

- Review drop-off and dismissal procedures assessing opportunities to improve efficiencies.
- Select a technology-assisted pick-up procedure to expedite the loading of students to vehicles during peak times.
- For employees:
 - Fund a public transportation benefit for use of public transit instead of personal vehicles for commuting.
 - Provide carpooling opportunities and incentives.
 - Identify and source additional offsite parking such as the nearby Target Shopping Center on Geary and Masonic and with the University of San Francisco.
 - Provide shuttle service to campus from BART location in downtown SF.

In this letter, we have enclosed the study report from Kittelson & Associates, which includes their suggested improvement measures.

We embrace the responsibility and challenge of reducing the vehicular and environmental presence of the school in the neighborhood as an expression of our mission statement and a demonstration of our social responsibility.

Sincerely,



Dr. Michael Walker
Head of School

DRAFT MEMORANDUM

Date: February 22, 2019

Project #: 22743.03

To: Mara Chase, ProjectFOCUS & Susan Wayland, San Francisco Day School

From: Amanda Leahy, AICP & Alexander Garbier, Kittelson & Associates, Inc.

Project: San Francisco Day School Recommended TDM Measures

INTRODUCTION

This memorandum describes six (6) transportation demand management (TDM) measures for San Francisco Day School (SF Day School) to consider for improving drop off and pick up operations. The goal of the TDM measures is to improve the drop off and pick up experience for students and guardians and to reduce the impact on neighbors during drop off (7:30 am to 8:30 am), pick up at the end of school (2:00 pm to 3:30 pm), and pick up following after-school program release (5:00 pm to 6:00 pm). Implementation of the TDM measures will also help SF Day School to increase the number of students arriving via non-auto modes and reduce vehicle-related congestion around the site in preparation for a proposed school expansion that will increase the student enrollment.

The following TDM measures were recommended based on the findings from field work and evaluations of drop off and pick up operations at the school, results of a travel survey of families with students at SF Day School during the 2018-2019 school year, and discussions with staff.

1. Facilitate Carpooling
2. Develop a Satellite Location for Evening Pick Up
3. Develop a Shuttle Program
4. Adjust Dismissal Times
5. Encourage Active Transportation and Public Transit
6. Create an Incentive Program

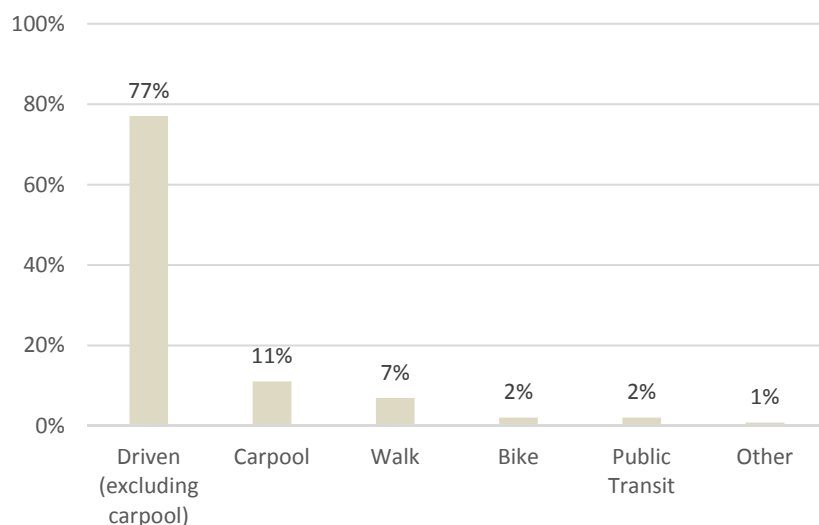
The memorandum describes each TDM measure, including why the measure was selected, steps for implementing the measure, and recommendations for ongoing monitoring and maintenance. The travel survey and summary of responses are included as an attachment.¹

1. FACILITATE CARPOOLING

Why is this recommended for SF Day School?

Carpooling is a demand management strategy for reducing the number of drivers and vehicles that arrive during pick up and drop off. When students from different families ride together instead of being dropped off separately, it reduces the number of vehicle trips. As shown in Figure 1, carpooling is the most common travel mode for only 11% of families according to the survey; however, 61% of families reported that they would consider carpooling. SF Day School could substantively reduce the number of vehicles that arrive during pick up and drop off if some interested families change from driving just their students to carpooling with another family.

Figure 1: How does student in household usually get to school?



Source: Survey of SF Day School Households, 2018-2019 School Year

¹ The travel survey was provided to families with students currently enrolled at SF Day School. The school collected responses between December 20, 2018 and January 7, 2019. In total, 248 families with 353 total enrolled students responded to the survey. 353 students are approximately 62% of the SF Day School student body.

What steps are necessary for implementing?

Help parents find carpool partners

According to the travel survey, about one third of families stated that they were unable to find a carpool partner who lived close by and had the same schedule. SF Day School can help families identify potential carpool matches by compiling information and creating a centralized location where parents can easily identify potential carpool matches. According to the travel survey, 58% of families reported that they would be more likely to carpool if SF Day School helped to facilitate carpool arrangements by providing a list of other interested families. Survey respondents showed interest in having access to a list and wanted flexibility in choosing their own carpool partners.

SF Day School could create a list of interested families and circulate it as part of regular communication with guardians. Alternatively, SF Day School could use more technologically advanced methods of facilitating carpools, such as leveraging the carpool feature in their current attendance software, Kinderlime. The carpool feature includes a function for families to create authorized pickup lists for their students.

There are also a number of mobile-based apps that specialize in organizing student carpools, including GoKid, KiD CarPool, Carpool-Kids, and Carpool to School. In general, the applications are designed to help families form and run carpool groups. The applications allow families to designate approved drivers, set automated reminders for guardians when it is their turn to drive, and send messages to confirm when students are picked up. SF Day School could identify a preferred app and request that parents include staff in established carpools so staff know who is scheduled to pick up students in carpools.

Provide designated parking for carpool drivers

SF Day School can make carpooling easier and more convenient by designating space for carpool drivers to wait if students in the carpool are released at different times. According to the travel survey, 28% of respondents stated that providing designated areas for carpools would make them more likely to carpool. Creating designated space would also benefit overall operations during pick up by decreasing the likelihood that cars waiting for multiple students impede other vehicles.

Maintenance

On a quarterly basis, SF Day School should create a list of interested families to help parents match up for carpooling. Conducting the survey multiple times will provide opportunities for families to adjust their travel patterns as their schedules change during the year. The school could augment the effort by telling families with new students about carpooling and asking if they would like assistance in finding a carpool partner.

In the list of interested families, SF Day School should provide basic information, including:

- Days that family is interested in participating in a carpool
- Days of week that family is able to drive
- The block where the student lives
- Drop off and dismissal time (including if child is staying for an afterschool program)
- Student's grade
- Number of seats available in family vehicle

2. DEVELOP SATELLITE LOCATION FOR EVENING PICK UP

Why is this recommended for SF Day School?

In the evening, some guardians picking up students arrive before their student is released. While the guardians wait, they park in the loading zone or wait in the queue. This can prevent other parents from picking up students who have already been released. SF Day School should work to address this issue by creating a satellite parking location where guardians can wait until their students are released.

SF Day School currently rents 14 parking spaces within the surface parking lot at the corner of Turk Boulevard and Baker Street. During the day, the parking spaces are used by faculty. However, the majority of the spaces are vacant when students are picked up in the evening. SF Day School could use the vacant parking spaces as a satellite location for people to wait until their student is ready for pick up. This would reduce the demand for the loading zone created by guardians arriving before students are ready to be picked up.

Figure 2: Location of SF Day School and Proposed Satellite Parking Lot



Source: Kittelson and Associates, Inc. using Stamen basemap

What steps are necessary for implementing?

As shown in Figure 2, the parking lot is located a little less than one-half mile from SF Day School (about a 2-minute drive). The SF Day School would establish a communication method to notify drivers in the satellite parking lot when their student is ready for pick up. For example, a staff member from SF Day School could go to the parking lot fifteen minutes before students are released. The staff member in the satellite lot would communicate with staff at the front door to let guardians know when students are ready to be picked up and relay the information to people parked at the satellite parking lot.

Maintenance

SF Day School would need to monitor the effectiveness of the satellite parking lot and periodically communicate its existence and expected operations to guardians of new students.

3. DEVELOP A SHUTTLE PROGRAM

Why is this recommended for SF Day School?

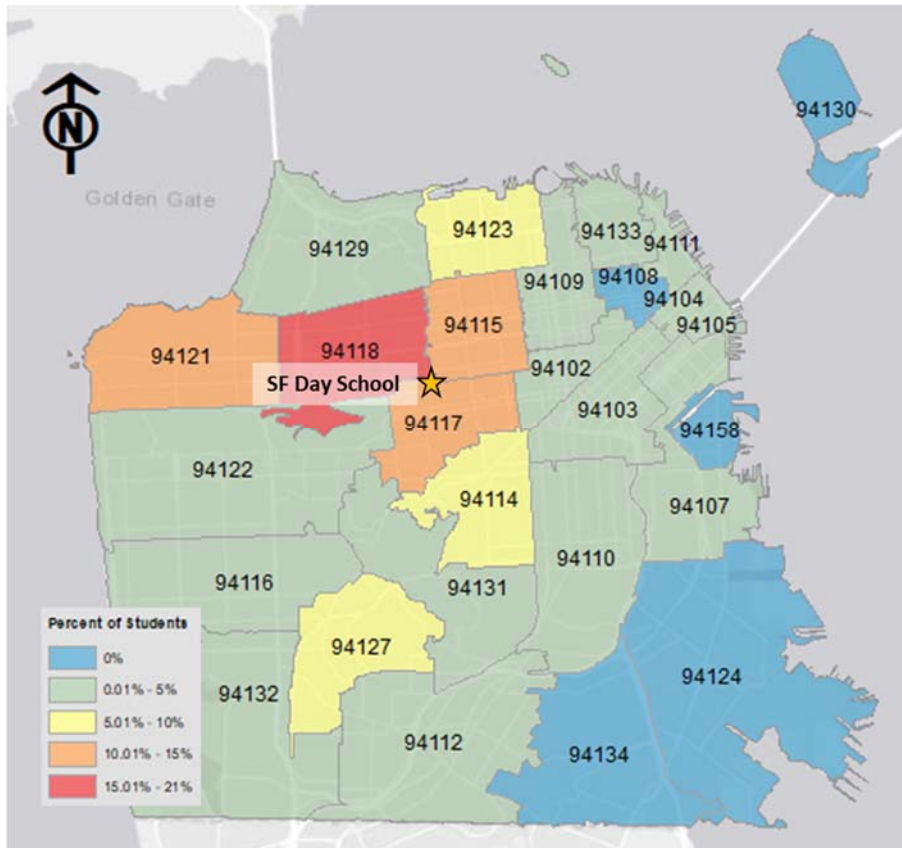
A shuttle program would decrease the number of families that drive to SF Day School by providing an option for students to travel to school in a higher-occupancy transit vehicle. There is significant interest in participating in a shuttle program among current families. According to the travel survey, 72% of responding families reported that they would be interested in using a shuttle. While home locations of students attending the SF Day School are somewhat dispersed throughout San Francisco, there are concentrations of students in several San Francisco neighborhoods where a shuttle stop could serve a substantive number of students as shown by neighborhood in Table 1 and by zip code in Figure 3.

Table 1: Distribution of Student Home Locations by Neighborhood based on Enrollment Data

Neighborhood	Students	Percent of SF Total
Richmond/NoPa	120	22%
Haight/Cole Valley	76	14%
Pacific Heights	59	11%
Outer Richmond	59	11%
Castro	46	8%
Sunset District	28	5%
Other Neighborhoods in SF	161	29%
Total in San Francisco	549	100%

Source: Data provided by SF Day School for 2018-2019 school year (does not include 21 students who live outside of San Francisco)

Figure 3: Distribution of Student Home Locations by Zip Code based on Survey Data



Source: Survey of SF Day School Households, 2018-2019 School Year

Note: Results are based on responses from the travel survey and do not represent all SF Day School students.

What steps are necessary for implementing?

Identify Target Population for Shuttle Service

The SF Day School will need to identify the target population for the shuttle service. For example, SF Day School may consider limiting the service to middle school students as middle school students would be able to travel to and from the shuttle independently. In contrast, the school would need to provide more oversight if the shuttle is made available to younger students who may not be able to travel to and from the shuttle independently, particularly in the afternoon when a guardian might be late to pick up a student from the shuttle stop near their home location.

Identify a route

SF Day School would need to identify a neighborhood, or set of neighborhoods, that the shuttle would serve. Generally, the shuttle route should travel through neighborhoods with a substantive number of students who are reliant on driving either due to distance or lack of comfortable and convenient alternatives. Based on the student home location and the share of families that showed an interest in

a shuttle, a shuttle that serves Outer Richmond and Inner Richmond could attract more students than a shuttle that serves Bayview/Hunter's Point.

Identify stops

Stops should be convenient for guardians to access and placed near student home locations in places where students can safely wait. SF Day School should also consider limiting the total number of stops to reduce the travel time for the shuttle by minimizing the time spent pulling in and out of stops and waiting for passengers to board. Limiting stops will also reduce the effort needed to find appropriate stop locations for passenger boarding and alighting. The school should also consider placing stops at locations with parking for guardians. This will allow guardians to drive and park while waiting with (or for) their child if they live just beyond a comfortable walking distance.

Review timing

SF Day School should review the potential shuttle schedule with families before implementing. As part of the survey, families cited being rushed or having a hectic morning as a reason for driving outside of a carpool. The school would need to make sure that families interested in a shuttle are comfortable with the proposed timing before implementing a route. If families are uncomfortable, it may be necessary to revise the location or timing of a shuttle route.

Maintenance

SF Day School should periodically reevaluate the shuttle route and student home locations to determine if the route effectively serves the student population. SF Day School should also evaluate if there is interest in a shuttle to bring students to off-site sports programs at the start of each season.

4. ADJUST DISMISSAL TIMES

Why was this recommended for SF Day School?

SF Day School releases students on a staggered schedule. This helps to reduce demand on the limited curb space in the loading zone by spreading out when guardians arrive. However, under the current dismissal schedule, some guardians arriving to pick up students during the last dismissal time (3:15 pm Monday/3:30 pm Tuesday to Friday) arrive before guardians picking up students dismissed at the earlier time (3:00 pm). SF Day School should consider adjusting the later dismissal times to reduce the likelihood and extent of this overlap.

Currently, the early drivers stop and wait in the passenger loading zone and delay guardians from picking up students who have already been released. By adjusting the dismissal times SF Day School would reduce the maximum length of queue by reducing overlap between drivers arriving for different

dismissal times. This would improve efficiency at the loading zone by reducing the potential for guardians to arrive at the loading zone before their student is released.

What steps are necessary for implementing?

Specify when overlap occurs

SF Day School should confirm how long it takes for each age group to be released and when the first drivers arrive for each dismissal time. This information will help identify the window during which drivers arriving for different dismissals overlap.

Consult with parents who pick up students released at different times

SF Day School should consult with guardians who pick up students dismissed at different times. About 25% of survey respondents have students released at different times. For these families, increasing the stagger between dismissal times could make pick up more difficult and time consuming.

Communicate Appropriate Arrival Times

Currently, there is an incentive for drivers to arrive earlier and earlier to be at the front of the pick up queue, increasing the chance of conflict with other dismissal times. SF Day School staff should clearly communicate to parents that they should not arrive more than 10 minutes early to pick up their students to reset expectations about the appropriate arrival time.

Maintenance

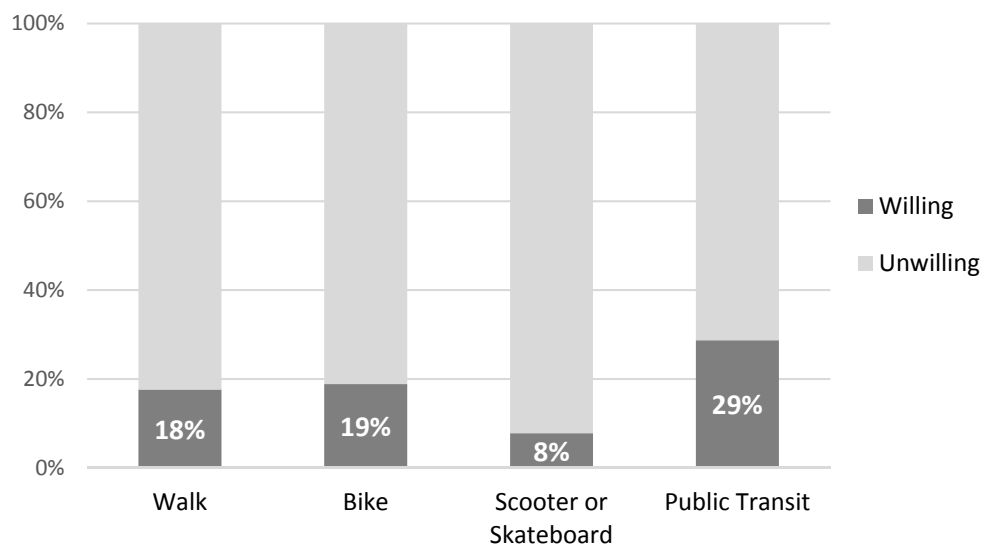
The goal of this TDM measure is to reduce conflict between guardians arriving for different dismissal times. SF Day School should regularly monitor if there is overlap and consider further steps to discourage guardians from arriving before pick up is completed for earlier dismissal times.

5. ENCOURAGING ACTIVE TRANSPORTATION AND PUBLIC TRANSIT

Why is this recommended for SF Day School?

SF Day School should develop programs to encourage families to consider active transportation and public transit. As shown in Figure 4, there is a sizable share of families that reported an interest in using a mode other than driving. Currently, only 11% of students primarily travel to SF Day by walking, biking, or public transit combined. Supportive programs, especially those that improve safety for students, could help interested families change how their students travel to school.

Figure 4: Share of Families Willing to Try Each Active Transportation or Public Transit Mode



Source: Survey of SF Day School Households, 2018-2019 School Year

Note: Respondents were allowed to select all modes that they were willing to use. As a result, there is overlap between the share of families willing to try each alternative.

The transportation infrastructure near SF Day School includes transit, bicycle, and pedestrian facilities that enable students who live close to the school to use active transportation to travel to school. There are continuous and wide sidewalks on the blocks around the school and crossing guards are provided near the school at the intersections of Masonic Avenue and Golden Gate Avenue and Central Avenue and Golden Gate Avenue. At the school, there is secure bike parking for students to lock bicycles. Muni bus stops for lines 5, 5R, 31, and 43 are located within three (3) blocks of the school.

What steps are necessary for implementing?

SF Day School should work with parents and guardians to identify programs that would be most effective for encouraging them to use active transportation or public transit. Possible options include:

- **Create a walking school bus route.** A walking school bus route is a method to encourage walking in a group setting. A school staff member or a guardian walks a set route and students join the “bus” as it gets closer to their house. To create a walking school bus, SF Day School could identify a route through the neighborhoods around SF Day School and guarantee that a staff member would provide supervision for the route each day.
- **Facilitate bus riding groups.** SF Day School staff could help families form bus riding groups so student can more comfortably and safely ride together on public transit. This work could be built off of outreach for finding carpools.
- **Meet students at bus stops in the morning.** Families remain concerned about driver behavior on the streets around SF Day School. SF Day School staff could help address their concerns by greeting students at bus stops and walking them to school.

- **Conduct a “Walk to School/Muni Day”.** SF Day School staff could periodically identify special days, such as Earth Day, where students are encouraged to use active transportation or ride public transit to create excitement around options other than driving.

Maintenance

At the start of each school year, SF Day School staff should survey families to identify who might have interest in travel options other than driving to school. Based on the survey, SF Day School staff can target their efforts to facilitate the creation of walking and transit groups and identify guardians willing to lead groups. The survey can be developed from the questions created for the 2018-2019 Student Travel Survey and should include questions on:

- Where the family lives
- Their regular transportation method
- Whether the student has used active transportation or public transit in the past
- Transportation options families are willing to consider
- Concerns about walking, biking, and using public transit to get to/from school
- Interest in specific programs to encourage walking, biking, or public transit

6. CREATE AN INCENTIVE PROGRAM

Why was this recommended for SF Day School?

Driving outside of a carpool is currently the most common option for drop off and pick up for families at SF Day School; 77% of respondents identified it as most common mode of travel. The TDM measures presented above include ideas to increase the availability and appeal of other transportation options. SF Day School should consider creating an incentive program to further encourage families to choose a different option than driving outside of a carpool.

What steps are necessary for implementing?

Parking and public transit incentives

Incentive programs to reduce driving alone are relatively common for businesses located in urban areas. Some of the most common programs use parking incentives (free parking for carpools and eliminating free parking) and discounts on public transit to encourage employees to use alternatives to driving alone. SF Day School could design similar programs, such as:

- Create separate parking locations in the loading zone available only to carpool drivers and allow carpool drivers to bypass queues during pick up.
- Provide discounted public transit cards to guardians who travel with their student on public transit.

Credit and reward system

Another concept used to encourage alternatives to driving alone is to create a “game” around travel choice. SF Day could give a point to students each day who travel by carpool, active transport, public transit, or a shuttle. At the end of the month, students and their guardians would exchange the points for a reward:

- Potential Student-Focused Items
 1. chances in a raffle
 2. ticket to rotating transportation themed event
- Potential Adult-Focused Items
 1. chance to sign-up first at parent-teacher conferences
 2. guaranteed parking in faculty parking lot for school events
 3. free/discounted Muni passes

Maintenance

SF Day School would need to review the incentive program on an annual basis to determine if it is a cost-effective method for reducing driving outside of a carpool. Students and staff would need to be trained to track what students are earning points. SF Day School should informally track whether students are excited about any credit and reward system. In the survey, one family positively recalled a past program when SF Day School “gamified carpooling,” stating that their students were very enthusiastic about the program.

Attachments:

San Francisco Day School Travel Survey 2018-2019

Summary of Survey Responses

Introduction

SF Day is conducting this survey to learn about how students get to school. We want to better understand what factors affect whether students walk, bike, take transit, carpool, or are driven to school. Your contribution to this survey will help us as we are trying to make it easier for students to walk, bike, take transit, and carpool to school.

This survey has 19 questions and should take approximately 5 minutes to complete.

-
1. What is your ZIP code?
 2. How many students in your household attend SF Day?
 3. What grades do your students attend? Type in the number of students next to their grade. Leave blank if the grade does not apply.
 - ☐ Kindergarten
 - ☐ First Grade
 - ☐ Second Grade
 - ☐ Third Grade
 - ☐ Fourth Grade
 - ☐ Fifth Grade
 - ☐ Sixth Grade
 - ☐ Seventh Grade
 - ☐ Eighth Grade
-
4. On a typical school day, how do students in your household get to school? Please select the most common mode of travel.
 - ☐ Driven (excluding carpool)
 - ☐ Walk
 - ☐ Bike
 - ☐ Scooter or skateboard
 - ☐ Public transit (BART and Muni)
 - ☐ Carpool
 - ☐ Uber/Lyft/etc.
 - ☐ Other (please specify)
 5. What other modes of travel would your students be willing to try to get to school? Check all that apply.
 - ☐ Walk
 - ☐ Bike
 - ☐ Scooter or skateboard
 - ☐ Public transit
 - ☐ Carpool
 - ☐ Other (please specify)
 6. What is most important when choosing how your students get to school? Please select up to three.
 - ☐ Comfort and safety

- ☐ Convenience/flexibility (such as with parent's work schedule or after-school activities)
 - ☐ Travel time
 - ☐ Cost
 - ☐ Reliability
 - ☐ Reducing pollution/conserving energy
-

7. What are the biggest challenges when you travel to/from the school?
8. What are the issues that limit your student's ability to walk, bike, or ride a scooter or skateboard to and from school? Check all that apply.
- ☐ Distance (e.g., school too far from home)
 - ☐ Weather
 - ☐ Concerns about crime
 - ☐ Lack of sidewalks, crosswalks, bike lanes or other facilities
 - ☐ Concerns about physical safety, such as vehicle speeds and the amount of vehicle traffic
 - ☐ Hilly streets
 - ☐ Conflicts with family schedules or after school activities
 - ☐ Student does not enjoy walking, biking, or riding a scooter or skateboard to and from school
 - ☐ Other (please specify)
9. What safety concerns do you have about walking and biking along or across Masonic Avenue?
10. What safety concerns do you have about walking and biking along or across Turk Street?
11. What safety concerns do you have about walking and biking along or across Golden Gate Avenue?
12. Which of these would make it more likely that your student would walk, bike, take transit, or ride a scooter or skateboard to school? Check all that apply.
- ☐ Education to teach students safe walking and biking tips (such as how to cross San Francisco streets safely)
 - ☐ Physical improvements such as bike lanes and improved crosswalks
 - ☐ More locations with crossing guards
 - ☐ Other (please specify)
-
13. What are the issues that limit your student's ability to take public transit to and from school? Check all that apply.
- ☐ Inconvenient service (e.g., routes, hours, and stops)
 - ☐ Unreliable of service (e.g., bus or train often arrives late)
 - ☐ Concerns about crime on buses or trains
 - ☐ Concerns about crime at stops
 - ☐ Lack of sidewalks, crosswalks, or bike lanes near stops
 - ☐ Insufficient information on transit service and schedules
 - ☐ Too many transfers needed
 - ☐ Travels too slow

- ☐ Age of the student
- ☐ Other (please specify)

14. Which of these would make it more likely that your student would take public transit to school? Check all that apply.

- ☐ Provide transit passes for parents who use public transit to drop off students (for example, provide one-time-use Muni passes or provide Clipper cards with a stipend for the balance)
- ☐ Provide staff waiting at nearby bus stop to allow parents to drop-off students directly at the stop as part of their commute
- ☐ Help with transit routes and information
- ☐ Age of the student
- ☐ Other (please specify)

15. What are the issues that limit your student's ability to carpool to and from school? Check all that apply.

- ☐ Parent and/or student are not comfortable
- ☐ Multiple students with staggered class schedules
- ☐ Unable to find other students to form a carpool
- ☐ Other (please specify)

16. Which of these would make it more likely that your student would carpool to school? Check all that apply.

- ☐ Designated drop off/pick up areas for carpooling (so vehicles can wait for students in different grades leaving at different times)
- ☐ Carpool program that is actively managed by the school, wherein the school matches students with one another
- ☐ Carpool program where the school provides students with a list of other interested students and does not provide matching assistance
- ☐ Other (please specify)

17. Would your student be interested in participating in a school shuttle program?

- ☐ Yes
- ☐ No

18. Which of these would make it more likely that your student would participate in a school shuttle program? Check all that apply.

- ☐ A program that picks up and drops off students at their homes
- ☐ A program that picks up and drops off students at a central point near their homes
- ☐ A "walking bus" where a staff member or parent walks with students along a designated route, picking up or dropping off students who live relatively close to the school
- ☐ A program with a physical shuttle vehicle
- ☐ Other (please specify)

19. Please provide additional comments here:

Thank you for participating!

5. Other modes of travel students are willing to try?

- School bus
- Private bus (parent-organized, school-organized)
- Vanpool
- Rideshare (Uber, Lyft)

7. Biggest challenge travelling to/from school

- Distance between home and SF Day
- Lack of carpool options/Coordinating carpool
- Busy intersections
- Traffic
- Long white zone line
- Takes a lot of time
- Arriving on time in the mornings/Feeling rushed in the mornings
- Accommodating multiple schedules (work, other schools, after-school activities)
- Current vehicle routing (e.g., prohibited left turns, due to construction)
- Lack of neighborhood parking
- Taking Muni is not feasible (e.g., no direct routes)
- Muni service is unreliable
- Vehicles make it unsafe to bike
- Walking/biking routes are steep
- No one to accompany students walking to SF Day

8. What are the issues that limit your student's ability to walk, bike, or ride a scooter or skateboard to and from school?

- Our mornings are already very rushed
- Driving is the fastest option
- Incompatible with schedules within the family; driving ensures other family members arrive to their destinations on time
- Student sometimes needs to arrive very early/stay very late
- We live too far to walk/bike
- Muni is unreliable
- Muni takes too long
- Muni route involves transfers
- Taking Muni is not feasible (e.g., lack of options in neighborhood, long walk to/from stops)
- Student has mobility challenges
- Student is uncomfortable walking/biking unattended
- Student is too young to walk/bike unattended
- Uncomfortable letting student (who walks) bike
- Walking/biking routes are steep
- Student carries heavy objects (e.g., musical instrument, sports bag)

San Francisco Day School Travel Survey 2018-2019

Summary & Common Themes of Open-Ended Responses

- Streets are too busy
- Sidewalks are dirty

9. What safety concerns do you have about walking and biking along or across Masonic Avenue?

- Traffic/Congestion
- Overall speed of vehicles in the area
- Unsafe driver behavior (distracted drivers, speeding drivers, rushed drivers, drivers who do not obey traffic laws)
 - Drivers jeopardize pedestrian safety
 - Drivers jeopardize cyclist safety (e.g., do not see cyclists, do not respect bike lanes)
 - Lack of signage to enforce safe driving
- Crossing guard does not make it far out into the street
- Comfortable when student crosses with crossing guard, but concerned about student walking unattended
- Comfortable letting my student walk, but uncomfortable letting them bike
- Uncomfortable letting student bike/walk unattended
- Student has insufficient biking skills
- Bike lanes are not protected
- Individuals in neighborhood
- Homeless population
- Theft (e.g., musical instruments)
- Walking/Biking routes are steep
- More comfortable biking/walking through another street
- Safety (general)
- Student is too young
- Not practical for us; live too far to walk or bike
- N/A; this street is not along our route
- No concerns

10. What safety concerns do you have about walking and biking along or across Turk Street?

- Traffic/Congestion
- Overall speed of vehicles in the area
- Unsafe driver behavior (distracted drivers, speeding drivers, rushed drivers, drivers who do not obey traffic laws)
 - Drivers jeopardize pedestrian safety
 - Drivers jeopardize cyclist safety (e.g., do not see cyclists, do not respect bike lanes)
 - Proximity of bus stop and buses pulling in/out jeopardize bike/ped safety
- Comfortable when student crosses with crossing guard, but uncomfortable when student walks unattended
- Comfortable letting my student walk, but uncomfortable letting them bike

San Francisco Day School Travel Survey 2018-2019

Summary & Common Themes of Open-Ended Responses

- Student has insufficient biking skills
- No bike lanes
- Bike lanes are not protected
- Bicyclists may be in conflict with (double-parked, idling) cars, buses
- Uncomfortable letting student bike/walk unattended
- Individuals in neighborhood
- Homeless population
- Theft (e.g., musical instruments)
- Walking/Biking routes are steep
- Uncomfortable with student crossing intersection (busy, attracts unsafe driving, not well marked, no traffic light, wide street = less visibility)
- No crossing guard
- More comfortable biking/walking through another street
- Safety (general)
- Student is too young
- Not practical for us; live too far to walk or bike
- N/A; this street is not along our route
- No concerns

11. What safety concerns do you have about walking and biking along or across Golden Gate Avenue?

- Traffic/Congestion
- Overall speed of vehicles in the area
- Unsafe driver behavior (distracted drivers, speeding drivers, rushed drivers, drivers who do not obey traffic laws)
 - Drivers jeopardize pedestrian safety
 - Drivers jeopardize cyclist safety (e.g., do not see cyclists, do not respect bike lanes)
 - Idling/Parked cars on white zone jeopardize bike/ped safety (e.g., they block crosswalks and bike lanes)
 - Rideshare routes use Golden Gate Ave = more drivers unfamiliar with area
 - Narrower street = more potential for conflict
 - Drivers sometimes do not see walking/biking children
 - Lack of signage to enforce safe driving
- Crossing guard does not make it far out into the street
- Comfortable when student crosses with crossing guard, but uncomfortable when student walks unattended
- Comfortable letting my student walk, but uncomfortable with letting them bike
- Student has insufficient biking skills
- Bike lanes are not protected / There is no bike lane
- Uncomfortable letting student bike/walk unattended
- Homeless population
- Neighborhood residents and dogs

San Francisco Day School Travel Survey 2018-2019

Summary & Common Themes of Open-Ended Responses

- Theft (e.g., musical instruments)
- Walking/Biking routes are steep
- Golden Gate Ave seems safer (e.g., vehicular traffic is slower, there are more stop signs, fewer cars)
- Safety (general)
- Student is too young
- Not practical for us; live too far to walk or bike
- Few concerns
- N/A; this street is not along our route
- No concerns

12. Which of these would make it more likely that your student would walk, bike, take transit, or ride a scooter or skateboard to school?

- Faster/More frequent Muni service
- Muni would need to be safer
- Muni would need to be more reliable
- Muni routes would need to be more convenient between SF Day and our neighborhood (e.g., would consider if there were direct routes)
- Students are not old enough
- More positive attitude/culture amongst SF Day parents and peers towards using these modes
- Additional bike lanes
- Cleaner sidewalks
- More general encouragement from SF Day to use these modes
- Later start time
- SF Day promoting safer parent/caregiver behavior or enforcing existing white zone rules
- Organized groups to bike, walk, or take Muni together
- More concrete provisions from SF Day (safety vests, bike lockers, facilitate e-bike/scooter use, shuttles, private bus) to use these modes
- We are unable to consider these options (due to e.g., location, schedules, hills)
- N/A

13. What are the issues that limit your student's ability to take public transit to and from school?

- Transfers/No direct route
- Schedule/Routes don't work with afterschool activities
- Parent prefers to accompany student to school
- School is on the way to/from other destinations (work, preschool)
- Conflicts with schedules within the family
- Student is too young
- Sanitary concerns
- Safety concerns

San Francisco Day School Travel Survey 2018-2019

Summary & Common Themes of Open-Ended Responses

- Muni service is unreliable
- Muni takes too long in mornings
- Early start time
- Bus stop is too far from home
- Slower/more complicated than other modes
- We live too close to SF Day that it would be more inconvenient
- Transit would be practical for either AM or PM

14. Which of these would make it more likely that your student would take public transit to school?

- Later start time
- Muni routes that include bus stops closer to home/SF Day
- Direct Muni routes
- Faster travel time
- Improved safety
- Improved sanitation
- More reliable service
- Chaperone takes the bus and walks with students
- Organized student groups/buddies that take the bus together
- Buddies/chaperone to walk between SF Day and bus stop
- More active encouragement from SF Day to use Muni
- More supportive parent culture to use Muni
- More resources (e.g., SF Day family map) for using public transit

15. What are the issues that limit your student's ability to carpool to and from school?

- Need to coordinate schedules within the family with those of other families
- Conflicts with multiple schedules within the family; Need/prefer more flexibility
- Afterschool activities make it difficult to reconcile schedules
- Mornings are already hectic/We are usually rushed
- Not enough room in car; have many students in the family already
- Student is too young
- Past carpooling experiences were less than ideal
- Do not know of SF Day families who live nearby
- Few/No SF Day families in the neighborhood
- Nearby SF Day families already have full car
- Nearby SF Day families have differing scheduling needs
- We do not know the other families well enough
- Carpool line is out of way
- Parent would prefer to drop off student
- Prefer other modes

San Francisco Day School Travel Survey 2018-2019
Summary & Common Themes of Open-Ended Responses

- Driving/other modes are more convenient

16. Which of these would make it more likely that your student would carpool to school?

- Potential carpoolers with compatible schedules
- Potential carpoolers who are reliably on-time
- Would consider either AM or PM carpool
- When the student is older
- If/When student is comfortable with arrangement
- SF Day providing incentives to carpool
- List or map that indicates SF Day families in our neighborhood

18. Which of these would make it more likely that your student would participate in a school shuttle program?

- If students close to my student's grade participate
- Inclusion of/coordination with afterschool programs
- Prefer Muni or walking/support from SF Day to use Muni
- If costs were not prohibitive
- If timing of shuttle is not too early
- Professional drivers
- Safe vehicles
- A morning shuttle would be useful to us

19. Additional comments

- We are satisfied with how we currently travel to/from school
- Would appreciate stronger enforcement of traffic/white zone rules (before considering shuttles, other investments)
- Would appreciate SF Day's active efforts to encourage use of other modes: pilot programs, crossing guards, SF Day family maps
- Would be supportive of a shuttle service
- Would appreciate coordinated transportation to afterschool activities
- Would consider carpooling
- Would consider other options when student is older
- Concerned about safety Start/end times could be further staggered
- Unsatisfied with current vehicle traffic routes
- Unsatisfied with current white zone system

Exhibit G:

Eviction History Documentation



SAN FRANCISCO PLANNING DEPARTMENT

Planning Department Request for Eviction History Documentation

(Date) 3/7/2019

ATTN: Van Lam
Rent Stabilization and Arbitration Board
25 Van Ness Avenue, Suite 320
San Francisco, CA 94102-6033

RE: Address of Permit Work: 2130 Golden Gate Ave
Assessor's Block/Lot: 1149/011
BPA # / Case #: 2018-002179CUA

Project Type

- ☒ Merger – Planning Code Section 317
- ☐ Enlargement / Alteration / Reconstruction – Planning Code Section 181
- ☐ Legalization of Existing Dwelling Unit – Planning Code Section 207.3
- ☐ Accessory Dwelling Unit Planning – Planning Code Section 207(c)(4)

Pursuant to the Planning Code Section indicated above, please provide information from the Rent Board's records regarding possible evictions at the above referenced unit(s) on or after:

- ☒ 12/10/13: for projects subject to Planning code 317(e)4 or 181(c)3
(Search records for eviction notices under 37.9(a)(8) through (14))
- ☐ 3/13/14: for projects subject to Planning Code Section 207.3
(Search records for evictions notices under 37.9(a)(8) through (14))
- ☒ 10 years prior to the following date: 3/7/2019
(Search records for eviction notices under 37.9(a)(9) through (14) (10 years) and under 37.9(a)(8) (5 years))

Sincerely, Christopher
Planner May

Digitally signed by Christopher May
DN: cn=org, ou=org, ou=CityPlanning, ou=Current Planning,
ou=Christopher May,
email=Christopher.May@sf.gov.org
Date: 2019.03.07 15:48:29 -0800

cc: Jennifer Rakowski- Rent Board Supervisor

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Rent Board Response to Request from Planning Department for Eviction History Documentation

Re: 2130 Golden Gate

This confirms that the undersigned employee of the San Francisco Rent Board has reviewed its records pertaining to the above-referenced unit(s) to determine whether there is any evidence of evictions on or after the date specified. All searches are based upon the street addresses provided.

No related eviction notices were filed at the Rent Board after:

- ☒ 12/10/13
- ☐ 03/13/14
- ☒ 10 years prior to the following date: 3-7-19

Yes, an eviction notice was filed at the Rent Board after:

- ☐ 12/10/13
- ☐ 03/13/14
- ☐ 10 years prior to the following date: _____
 - o See attached documents.

There are no other Rent Board records evidencing an eviction after:

- ☒ 12/10/13
- ☐ 03/13/14
- ☒ 10 years prior to the following date: 3-7-19

Yes, there are other Rent Board records evidencing a an eviction after:

- ☐ 12/10/13
- ☐ 03/13/14
- ☐ 10 years prior to the following date: _____
 - o See attached documents.

Signed:



Dated: 3-8-19

Van Lam
Citizens Complaint Officer

The Rent Board is the originating custodian of these records; the applicability of these records to Planning permit decisions resides with the Planning Department.



SAN FRANCISCO PLANNING DEPARTMENT

Planning Department Request for Eviction History Documentation

(Date) 3/7/2019

ATTN: Van Lam
Rent Stabilization and Arbitration Board
25 Van Ness Avenue, Suite 320
San Francisco, CA 94102-6033

RE: Address of Permit Work: 2120-22 Golden Gate Ave
Assessor's Block/Lot: 1149/010
BPA # / Case #: 2018-002179CUA

Project Type

- ☐ Merger – Planning Code Section 317
- ☒ Enlargement / Alteration / Reconstruction – Planning Code Section 181
- ☐ Legalization of Existing Dwelling Unit – Planning Code Section 207.3
- ☒ Accessory Dwelling Unit Planning – Planning Code Section 207(c)(4)

Pursuant to the Planning Code Section indicated above, please provide information from the Rent Board's records regarding possible evictions at the above referenced unit(s) on or after:

- ☒ 12/10/13: for projects subject to Planning code 317(e)4 or 181(c)3
(Search records for eviction notices under 37.9(a)(8) through (14))
- ☐ 3/13/14: for projects subject to Planning Code Section 207.3
(Search records for evictions notices under 37.9(a)(8) through (14))
- ☒ 10 years prior to the following date: 3/7/2019
(Search records for eviction notices under 37.9(a)(9) through (14) (10 years) and under 37.9(a)(8) (5 years))

Sincerely, Christopher
Planner May

Digitally signed by Christopher May
DN: cn=Christopher May, email=Christopher.May@sfgov.org
Date: 2019.03.07 15:50:25 -0800

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

cc: Jennifer Rakowski- Rent Board Supervisor

Rent Board Response to Request from Planning Department for Eviction History Documentation

Re: 2120-2122 Golden Gate Ave.

This confirms that the undersigned employee of the San Francisco Rent Board has reviewed its records pertaining to the above-referenced unit(s) to determine whether there is any evidence of evictions on or after the date specified. All searches are based upon the street addresses provided.

No related eviction notices were filed at the Rent Board after:

- ☒ 12/10/13
- ☐ 03/13/14
- ☒ 10 years prior to the following date: 3-7-19

Yes, an eviction notice was filed at the Rent Board after:

- ☐ 12/10/13
- ☐ 03/13/14
- ☐ 10 years prior to the following date: _____
 - See attached documents.

There are no other Rent Board records evidencing an eviction after:

- ☐ 12/10/13
- ☐ 03/13/14
- ☐ 10 years prior to the following date: _____

Yes, there are other Rent Board records evidencing a an eviction after:

- ☒ 12/10/13
- ☐ 03/13/14
- ☒ 10 years prior to the following date: 3-7-19
 - See attached documents.

Signed:



Dated:

3-8-19

Van Lam
Citizens Complaint Officer

The Rent Board is the originating custodian of these records; the applicability of these records to Planning permit decisions resides with the Planning Department.

Property Address



2120 Number	Golden Gate Street Name	Avenue Suffix	Unit#
2120-2122 Golden Gate Avenue Building		2 # of Units	94118 Zip
Complex			1900 Yr Built

B161821

Buyout ID

5/25/16

Date Filed

Declaration re Service
of Disclosure FormFiled ☒

7/25/16

Date Filed

Buyout Agreement -
Entire TenancyFiled ☒

\$46,792

Total Amount of Buyout Agreement

Date Filed

Buyout Agreement -
Parking / Storage OnlyFiled ☐

Buyout Amount for Parking/Storage

Buyout Agreement: Tenant Information

Tenant	Senior / Disabled / Catastrophically Ill	Note
1	No	
2	No	
3	No	
4	No	
4	# of Tenants in Buyout Agreement	

Players

Related Files

Documents

Actions

Name (First, MI, Last)	Primary Phone	Other Phone	Role	Strt #	Unit #	Active
2120 Golden Gate Avenue	(415) 931-2422		Landlord	2120		<input checked="" type="radio"/> Yes <input type="radio"/> No
Michael Walker	(415) 931-2422		Landlord	2120		<input checked="" type="radio"/> Yes <input type="radio"/> No
Steven Adair MacDonald &	(415) 956-6488		Landlord's Agent/Atty/Rep	2120		<input checked="" type="radio"/> Yes <input type="radio"/> No
						<input type="radio"/> Yes <input type="radio"/> No



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

Action Log

***Buyout # B161821
2120-2122 Golden Gate Avenue***

Date	Action	By
5/25/16	Declaration re Service of Disclosure Form filed	Candy Cheung
7/25/16	Buyout Agreement filed	Candy Cheung
7/25/16	Buyout Amt. is \$37,500 plus \$9,292 (waiver of June & July 2016 rent @ \$4,646/mo. x 2 mos. = \$9,292) = \$46,792. The referenced ex. was not filed at RB.	Cathy Helton

2016 JUL 25 PM 12:00
S.F. RESIDENTIAL RENT
STABILIZATION AR
BITRATION BOARD

RECEIVED

TENANT BUYOUT AGREEMENT

RECITALS

1. [REDACTED] and [REDACTED] (hereinafter referred to as "TENANTS") are residential tenants residing in the premises located at 2120 Golden Gate Avenue, San Francisco, CA 94118 (hereinafter referred to as "Premises").
2. The Premises is a unit contained within a building that is owned by 2120 GOLDEN GATE AVE LLC (hereinafter referred to as "OWNER") (hereinafter the term "Parties" shall jointly refer to OWNER and TENANTS).
3. No eviction notice has been served, and no eviction action has been initiated.
4. It is OWNER's understanding that TENANTS were not represented by an attorney during the negotiations but had an attorney Eric Toscano, Esq. review this Agreement.
5. On February 12, 2016, prior to commencement of any buy-out negotiations, OWNER provided to all TENANTS the Pre-Buyout Negotiation Disclosure Form pursuant to San Francisco Administrative Code Section 37.9E.
6. TENANTS agreed to voluntarily engage in Buyout Negotiations with OWNER.
7. Prior to commencement of buyout negotiations on March 8, 2016, OWNER provided all information to the Rent Board pursuant to San Francisco Administrative Code Section 37.9E(e) and has otherwise complied with Section 37.9E(e).

TERMS

The Parties hereby enter into the following Tenant Buyout Agreement (hereinafter "Agreement") with the following terms.

1. In exchange for a total payment of \$37,500, and a full release TENANTS agree to voluntarily surrender the Premises located at 2120 Golden Gate Avenue, San Francisco, CA 94118 no later than 10:00 a.m. on August 1, 2016. "Surrender" means all TENANTS physically

1 vacating the Premises along with all personal possessions, returning all keys to the Premises to
2 OWNER, c/o the OWNER'S attorneys -Steven Adair MacDonald & Partners, P.C. -870 Market
3 Street, Suite 500, San Francisco, CA 94102 (415) 956-6488, leaving no one else in possession of
4 the Premises nor making a claim of right to possession of the Premises, and delivering a signed
5 and dated Surrender of Possession form (attached hereto as Exhibit "A") to OWNER's attorney
6

7 2. Upon 3 business days of TENANTS' execution of this Agreement, OWNER shall
8 prepare four checks in the amount of \$4,687.50 each (\$18,750.00 total) separately payable to
9 [REDACTED] and [REDACTED] and
10 said checks shall be available at OWNER's attorney's office for TENANTS to pick up. After
11 execution of this Agreement by all the parties, TENANTS shall have the right to rescind this
12 buyout agreement for a period of 45 days. If the buyout agreement is not rescinded during the 45
13 day period, then OWNER shall pay the TENANTS the final \$18,750 owed per this Agreement
14 on the date the last TENANT vacates the Premises or on August 1, 2016, whichever comes
15 sooner. For the final \$18,750 owed per this Agreement, OWNER shall prepare four checks in
16 the amount of \$4,687.50 each separately payable to [REDACTED]
17 [REDACTED] and [REDACTED]. Said checks shall be available at
18 OWNER'S attorney's office for TENANTS to pick up.
19

20 3. The parties agree that the security deposit in the amount of \$5,000 shall be
21 processed according to provisions of Civil Code Section 1950.5. OWNER hereby notifies
22 TENANTS of the following:

23 You have the option to request an initial inspection and you have the right to be
24 present at the inspection. At a reasonable time, but no earlier than two weeks
25 before the termination or the end of lease date, the landlord, or an agent of the
26 landlord, shall, upon the request of the tenant, make an initial inspection of the
27 premises prior to any final inspection the landlord makes after the tenant has
28 vacated the premises. The purpose of the initial inspection shall be to allow the
tenant an opportunity to remedy identified deficiencies, in a manner consistent
with the rights and obligations of the parties under the rental agreement, in order to
avoid deductions from the security. If a tenant chooses not to request an initial
inspection, the duties of the landlord under this subdivision are discharged. If an

1 inspection is requested, the parties shall attempt to schedule the inspection at a
2 mutually acceptable date and time. The landlord shall give at least 48 hours' prior
3 written notice of the date and time of the inspection if either a mutual time is
4 agreed upon, or if a mutually agreed time cannot be scheduled but the tenant still
5 wishes an inspection. The tenant and landlord may agree to forgo the 48-hour prior
6 written notice by both signing a written waiver. The landlord shall proceed with
7 the inspection whether the tenant is present or not, unless the tenant previously
8 withdrew his or her request for the inspection.

9 TENANTS understand their rights and request an initial inspection of the Premises no
10 earlier than two weeks before the date the last TENANT vacates the Premises or on July
11 31, 2016, whichever comes sooner. TENANTS agree to provide OWNER with the date
12 the last TENANT intends to vacate the Premises at least 10 days before that date, so that
13 OWNER has sufficient time to schedule an inspection.

14 4. Any and all personal possessions or other personal property remaining at the
15 Premises after TENANTS vacate, is/are hereby declared abandoned and of no value. OWNER
16 may dispose of said property as OWNER sees fit. The Parties stipulate that OWNER has
17 complied with the provisions of Civil Code Sections 1980-1991.

18 5. OWNER agrees to waive the monthly rent in the amount of \$4,646 for the
19 months of June and July 2016. Should any TENANT fail to timely surrender or rescind the
20 agreement, the rent waiver will be null and void and TENANTS will be responsible for the rent
21 for June and July 2016 and must return the \$18,750 to OWNER immediately.

22 6. TENANTS warrant and stipulate that, on the date this document is executed, there
23 are no other persons in possession of the Premises and no other persons who have any legitimate
24 claim to a right of possession of the Premises through any sub-tenancy, co-tenancy, or
25 assignment by TENANTS. TENANTS further warrant and stipulate that there will be no other
26 persons in possession of the Premises or making a claim of right of possession to the Premises
27 when TENANTS timely surrender possession of the Premises. Any other occupants at the
28

1 Premises are merely visitors, guests or invitees; said occupants, if any, are not tenants and have
2 not paid rent to TENANTS or any other individual.
3

4 7. TENANTS relinquish and renounce all rights to occupy the Premises after 10:00am.
5 on August 1, 2016 and release and forever discharge OWNER, any co-owners and their
6 respective successors, assigns, relatives, representatives, agents, managers, attorneys, executors
7 and administrators from any and all claims, demands, damages, costs, expenses or obligations
8 arising out of or in any way connected with the Premises, the recovery of possession of the
9 Premises, any alleged violation of rent control ordinance provisions or any other claim or right in
10 any way related to or arising out of occupancy of the Premises including, but not limited to,
11 allegations of and causes of action for violation of San Francisco Administrative Code, Chapter
12 37, Section 37.9, wrongful eviction, fraud, intentional infliction of emotional distress,
13 negligence, breach of contract, breach of the covenant of quiet enjoyment, negligent violation of
14 the right of possession, nuisance and unfair business practices. TENANTS expressly waive and
15 release the benefits of any provision of the San Francisco Administrative Code, Chapter 37 (or
16 any changes thereto) or other laws that may be enacted and become effective after this
17 agreement.
18

19 8. Except as specifically set out in paragraph 9 herein, the Parties forever and
20 completely release any and all claims and causes of action, known and unknown, that each party
21 may have against each other, including those claims and causes of action which are unknown and
22 normally retained under Civil Code Section 1542. This release also binds heirs, assignees,
23 agents, attorneys and successors of the Parties. The Parties warrant that they have read,
24 understood, and knowingly waived the provisions of Civil Code Section 1542 as they pertain to
25 released rights which reads as follows:
26

27 "A general release does not extend to claims which a creditor
28 does not know or suspect to exist in his or her favor at the time of the
execution of the release, which if known by him or her must have

1 materially affected this settlement with the debtor."

2 The Parties expressly waive the provisions of Section 1542 of the California Civil Code
3 and any right they may have to invoke said provisions or any similar provision or common-law
4 rule. The Parties fully understand that they cannot hereafter make claims or seek any recovery of
5 any nature whatsoever, known or unknown, based upon, arising out of, or in any way connected
6 with TENANT'S occupancy of the Premises. The Parties acknowledge that they voluntarily
7 execute this Agreement with full knowledge of its significance and with the express intent to
8 affect the legal consequences provided by Section 1542 of the California Civil Code.
9

10
11 9. The Parties agree that OWNER retains OWNER's rights to pursue claims relating to
12 waste or damage caused or permitted by TENANTS or TENANTS' guests or invitees to the
13 Premises.

14 10. The Parties shall be responsible for their own attorney's fees and costs incurred to
15 date. However, if any action or proceeding is brought to enforce this Agreement, the prevailing
16 party shall be entitled to attorney fees and costs.

17 11. TENANTS agree, they will not disclose to any person or entity the terms of
18 this Agreement, the fact of payment by OWNER or the amount of payment by
19 OWNER. However, the confidentiality provision of this Agreement shall not apply to: (a)
20 disclosures TENANTS are required to make by applicable laws, regulations, or orders/requests
21 of courts of competent jurisdiction or administrative agencies including the San Francisco
22 Rent Stabilization and Arbitration Board; (b) disclosures to third parties who have a
23 legitimate need to know the amount or terms of this Agreement (such as attorneys,
24 accountants, lenders, financial or tax advisors); or (c) any action brought to enforce the terms
25 of this Agreement, but only to the extent necessary to prosecute that action. Should any of
26 the TENANTS or their agents (including attorneys) disclose confidential information, the
27
28

1 persons or entities to whom the information is disclosed shall be advised that the information
2 is confidential and must be so kept. Any breach of confidentiality by persons or entities to
3 whom any of the TENANTS or their agents (including attorneys) disclose
4 confidential information is chargeable to the TENANTS who disclosed the
5 confidential information. The TENANTS understand and agree that the confidentiality
6 provision of this Agreement is a material term of the Agreement.
7

8 12. TENANTS agree not to make derogatory or negative statements (oral or
9 written), directly, indirectly, or via the Internet, to the media or members of the general
10 public, with the intent the statements reach the media or the general public, about OWNER
11 arising out of or relating in any way to the rental or management of the Premises or
12 buyout Agreement or buyout negotiations. The general public shall not include any person
13 with whom TENANTS may have reporting obligations, such as governmental agencies or
14 for accounting or other internal purposes.
15

16 13. TENANTS warrant and acknowledge that TENANTS have consulted with and
17 been represented and advised by qualified, competent legal counsel in connection with all
18 negotiations, including review and execution of this Agreement, OR have been informed and
19 advised that TENANTS can seek the assistance of counsel prior to the execution of this
20 Agreement and has, in the latter case, knowingly, intelligently and voluntarily waived the
21 assistance of counsel prior to the execution of this Agreement.
22

23 14 By their signatures below, the undersigned represent that they have read this
24 Agreement and fully understand and agree to each and every term and condition set forth herein
25 and that it is signed freely and voluntarily.
26
27
28

1 15. This document may be signed in counterpart and will be fully enforceable as if all
2 parties have signed the same document. Copies of this document, including faxed versions, may
3 be used in lieu of the original, and such copies shall be equally admissible in evidence.
4

5 16. This Agreement (and its attached exhibit) contains the entire agreement between
6 the Parties and supersedes and replaces any and all prior or contemporaneous agreements or
7 understandings. This Agreement may only be amended or modified by an agreement in writing
8 executed by the Parties.

9 17. If any provision of this Agreement, or the application thereof to any person, or in
10 any circumstance, shall be found invalid or unenforceable to any extent, the remainder of this
11 Agreement and the application of such provisions to other persons or in other circumstances shall
12 not be affected thereby and shall be enforced to the greatest extent permitted by law.

13 18. This document shall be effective from the date of its full execution.

14 19. TENANTS have been apprised of and acknowledge receipt of the following
15 statements:
16

17 a. "YOU, THE TENANT, HAVE A RIGHT NOT TO ENTER INTO A
18 BUYOUT AGREEMENT.

19 [REDACTED] (Please initial)

20 [REDACTED] (Please initial)

21 [REDACTED] (Please initial)

22 [REDACTED] (Please initial)
23

24 b. YOU, THE TENANT, MAY CHOOSE TO CONSULT WITH AN
25 ATTORNEY AND/OR A TENANTS' RIGHTS ORGANIZATION
26 BEFORE SIGNING THIS AGREEMENT.

27 [REDACTED] (Please initial)

28 [REDACTED] (Please initial)

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[REDACTED] (Please initial)

[REDACTED] (Please initial)

c. YOU CAN FIND A LIST OF TENANTS' RIGHTS ORGANIZATIONS ON THE RENT BOARD'S WEBSITE - WWW.SFRB.ORG.

[REDACTED] (Please initial)

[REDACTED] (Please initial)

[REDACTED] (Please initial)

[REDACTED] (Please initial)

d. THE RENT BOARD HAS CREATED A PUBLICALLY AVAILABLE, SEARCHABLE DATABASE THAT MAY INCLUDE INFORMATION ABOUT OTHER BUYOUT AGREEMENTS IN YOUR NEIGHBORHOOD.

[REDACTED] (Please initial)

[REDACTED] (Please initial)

[REDACTED] (Please initial)

[REDACTED] (Please initial)

e. YOU CAN SEARCH THIS DATABASE AT THE RENT BOARD'S OFFICE AT 25 VAN NESS AVENUE, SUITE 320.

[REDACTED] (Please initial)

[REDACTED] (Please initial)

[REDACTED] (Please initial)

[REDACTED] (Please initial)

1 20. TENANT has further been apprised of and acknowledges receipt of the following
2 statement:

3 "UNDER SECTION 1396(E)(4) OF SAN FRANCISCO'S SUBDIVISION CODE,
4 A PROPERTY OWNER MAY NOT CONVERT A BUILDING INTO A
5 CONDOMINIUM WHERE: (A) A SENIOR, DISABLED, OR
6 CATASTROPHICALLY ILL TENANT HAS VACATED A UNIT UNDER A
7 BUYOUT AGREEMENT AFTER OCTOBER 31, 2014, OR (B) TWO OR MORE
8 TENANTS WHO ARE NOT SENIOR, DISABLED, OR CATASTROPHICALLY
9 ILL HAVE VACATED UNITS UNDER BUYOUT AGREEMENTS, IF THE
10 AGREEMENTS WERE ENTERED AFTER OCTOBER 31, 2014 AND WITHIN
11 THE TEN YEARS PRIOR TO THE CONDOMINIUM CONVERSION
12 APPLICATION. A 'SENIOR' IS A PERSON WHO IS 60 YEARS OR OLDER
13 AND HAS BEEN RESIDING IN THE UNIT FOR TEN YEARS OR MORE AT
14 THE TIME OF BUYOUT AGREEMENT; A 'DISABLED' TENANT IS A
15 PERSON WHO IS DISABLED UNDER THE AMERICANS WITH
16 DISABILITIES ACT (TITLE 42 UNITED STATES CODE SECTION 12102)
17 AND HAS BEEN RESIDING IN THE UNIT FOR TEN YEARS OR MORE AT
18 THE TIME OF BUYOUT AGREEMENT; AND A 'CATASTROPHICALLY ILL'
19 TENANT IS A PERSON WHO IS DISABLED UNDER THE AMERICANS
20 WITH DISABILITIES ACT (TITLE 42 UNITED STATES CODE SECTION
21 12102) AND WHO IS SUFFERING FROM A LIFE THREATENING ILLNESS
22 AND HAS BEEN RESIDING IN THE UNIT FOR FIVE YEARS OR MORE AT
23 THE TIME OF BUYOUT AGREEMENT."

19 DO YOU, [REDACTED] BELIEVE THAT YOU ARE SENIOR,
20 DISABLED, OR CATASTROPHICALLY ILL AS THOSE TERMS ARE
21 DEFINED ABOVE?

22 _____ YES	_____ (please initial)
23 _____ NO	_____ (please initial)
24 _____ I DON'T KNOW	_____ (please initial)
25 _____ I PREFER NOT TO SAY	_____ (please initial)

1 DO YOU, [REDACTED] BELIEVE THAT YOU ARE SENIOR,
2 DISABLED, OR CATASTROPHICALLY ILL AS THOSE TERMS ARE
3 DEFINED ABOVE?
4

5 _____ YES _____ (please initial)
6 X _____ NO [REDACTED] (please initial)
7 _____ I DON'T KNOW _____ (please initial)
8 _____ I PREFER NOT TO SAY _____ (please initial)
9

10 DO YOU, [REDACTED] BELIEVE THAT YOU ARE SENIOR, DISABLED,
11 OR CATASTROPHICALLY ILL AS THOSE TERMS ARE DEFINED
12 ABOVE?
13

14 _____ YES _____ (please initial)
15 X _____ NO [REDACTED] (please initial)
16 _____ I DON'T KNOW _____ (please initial)
17 _____ I PREFER NOT TO SAY _____ (please initial)
18





19 DO YOU, [REDACTED] BELIEVE THAT YOU ARE SENIOR,
20 DISABLED, OR CATASTROPHICALLY ILL AS THOSE TERMS ARE
21 DEFINED ABOVE?
22

23 _____ YES _____ 7 (please initial)
24 X _____ NO [REDACTED] (please initial)
25 _____ I DON'T KNOW _____ (please initial)
26 _____ I PREFER NOT TO SAY _____ (please initial)
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21. TENANTS have further been apprised of and acknowledge receipt of the following:

"YOU, THE TENANT, MAY CANCEL THIS AGREEMENT AT ANY TIME BEFORE THE 45TH DAY AFTER ALL PARTIES HAVE SIGNED THIS AGREEMENT. TO CANCEL THIS AGREEMENT, MAIL OR DELIVER A SIGNED AND DATED NOTICE STATING THAT YOU, THE TENANT, ARE CANCELLING THIS AGREEMENT, OR WORDS OF SIMILAR EFFECT. THE NOTICE SHALL BE SENT TO: OWNER C/O OWNER'S ATTORNEYS -STEVEN ADAIR MACDONALD & PARTNERS, P.C. -870 MARKET STREET, SUITE 500, SAN FRANCISCO, CA 94102 (415) 956-6488."

 (Please initial)
 (Please initial)
 (Please initial)
 (Please initial)

SO STIPULATED

DATED: 5/25/16



Tenant

DATED: 05/25/16



Tenant

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DATED: 5/25/2016

DATED: May 25, 2016

DATED: _____



Tenant

Tenant

Michael Walker
Member and authorized agent of 2120 GOLDEN
GATE AVE LLC
Owner

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DATED: 5/25/2016

DATED: May 25, 2016

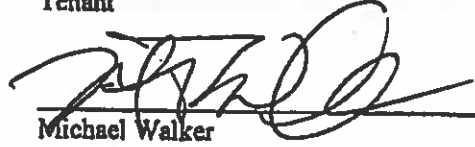
DATED: 5/27/2016

[REDACTED]

Tenant

[REDACTED]

Tenant



Michael Walker
Member and authorized agent of 2120 GOLDEN
GATE AVE LLC
Owner

Buyout Agreement: Tenant Information

3	# of Tenants in Buyout Agreement
---	----------------------------------

[illegible]



**Residential Rent Stabilization and Arbitration Board
City & County Of San Francisco**

Action Log

***Buyout # B161822
2120-2122 Golden Gate Avenue***

Date	Action	By
5/25/16	Declaration re Service of Disclosure Form filed	Candy Cheung
7/12/16	Buyout amount is \$75,000 plus \$7,588 (waiver of rent for June & July 2016) = \$82,588.	Cathy Helton
7/12/16	Buyout Agreement filed	Candy Cheung
7/25/16	L filed a 2nd copy of Buyout Agreement (no expl. for 2nd filing). The execution date, parties and buyout amt. are the same. As the copy filed on 5/25/16 is/will be redacted/uploaded to FM, the 2nd copy filed on 7/25/16 was placed on confid. side of file only as it is presumed to be a duplicate (RB does not compare word-for-word). (The 2nd copy does bear a "blue-ink signature" of Steven MacDonald). The ex. referenced at ¶16 of Agr. was not filed at RB.	Cathy Helton

TENANT BUYOUT AGREEMENT

RECEIVED

2016 JUL 12 PH 2:36

RECITALS

SF RESIDENTIAL RENT
STABILIZATION AND
RENEWAL BOARD

1. [REDACTED] and [REDACTED] (hereinafter referred to as "TENANTS") are residential tenants residing in the premises located at 2122 Golden Gate Avenue, San Francisco, CA 94118 (hereinafter referred to as "Premises").

2. The Premises is a unit contained within a building that is owned by 2120 GOLDEN GATE AVE LLC (hereinafter referred to as "OWNER") (hereinafter the term "Parties" shall jointly refer to OWNER and TENANTS).

3. No eviction notice has been served, and no eviction action has been initiated.

4. TENANTS are represented by their attorney Arthur Meirson of Goldstein, Gellman, Melbostad, Harris & McSparran, LLP.

5. Prior to the commencement of any buy-out negotiations, OWNER provided to all TENANTS the Pre-Buyout Negotiation Disclosure Form pursuant to San Francisco Administrative Code Section 37.9E.

6. TENANTS signed the Pre-Buyout Negotiation Disclosure Form and agreed to voluntarily engage in Buyout Negotiations with OWNER and OWNER represents it has complied with San Francisco Administrative Code Section 37.9E and TENANTS do not dispute this representation.

TERMS

The Parties hereby enter into the following Tenant Buyout Agreement (hereinafter "Agreement") with the following terms.

1. In exchange for a total payment of \$75,000, and a full release TENANTS agree to voluntarily surrender the Premises located at 2122 Golden Gate Avenue, San Francisco, CA 94118 no later than 5:00 p.m. on July 31, 2016. "Surrender" means all TENANTS physically vacating the Premises along with all personal possessions, returning all keys to the Premises to

1 OWNER, c/o the OWNER'S attorneys -Steven Adair MacDonald & Partners, P.C. -870 Market
2 Street, Suite 500, San Francisco, CA 94102 (415) 956-6488, leaving no one else in possession of
3 the Premises nor making a claim of right to possession of the Premises, and delivering a signed
4 and dated Surrender of Possession form (attached hereto as Exhibit "A") to OWNER's attorney

5 2. Upon 5 business days of TENANTS' execution of this Agreement, OWNER shall
6 pay TENANTS \$37,500.00 by check made payable to "Goldstein, Gellman, Melbostad, Harris &
7 McSparran, LLP" attorney-client trust account. After execution of this Agreement by all the
8 parties, TENANTS shall have the right to rescind this buyout agreement for a period of 45 days.
9 If the buyout agreement is not rescinded during the 45-day period, then OWNER shall pay the
10 TENANT the final \$37,500.00 by check made payable to "Goldstein, Gellman, Melbostad,
11 Harris & McSparran, LLP" attorney-client trust account owed per this Agreement on July 31,
12 2016 and said check shall be available at OWNER'S attorney's office for TENANTS or their
13 attorney to pick up.
14

15 3. The parties agree that the security deposit shall be processed according to
16 provisions of Civil Code Section 1950.5. OWNER hereby notifies TENANTS of the following:

17 You have the option to request an initial inspection and you have the right to be
18 present at the inspection. At a reasonable time, but no earlier than two weeks
19 before the termination or the end of lease date, the landlord, or an agent of the
20 landlord, shall, upon the request of the tenant, make an initial inspection of the
21 premises prior to any final inspection the landlord makes after the tenant has
22 vacated the premises. The purpose of the initial inspection shall be to allow the
23 tenant an opportunity to remedy identified deficiencies, in a manner consistent
24 with the rights and obligations of the parties under the rental agreement, in order to
25 avoid deductions from the security. If a tenant chooses not to request an initial
26 inspection, the duties of the landlord under this subdivision are discharged. If an
27 inspection is requested, the parties shall attempt to schedule the inspection at a
28 mutually acceptable date and time. The landlord shall give at least 48 hours' prior
written notice of the date and time of the inspection if either a mutual time is
agreed upon, or if a mutually agreed time cannot be scheduled but the tenant still
wishes an inspection. The tenant and landlord may agree to forgo the 48-hour prior
written notice by both signing a written waiver. The landlord shall proceed with
the inspection whether the tenant is present or not, unless the tenant previously
withdrew his or her request for the inspection.

1
2 4. Any and all personal possessions or other personal property remaining at the
3 Premises after TENANTS vacate, is/are hereby declared abandoned and of no value. OWNER
4 may dispose of said property as OWNER sees fit. The Parties stipulate that OWNER has
5 complied with the provisions of Civil Code Sections 1980-1991.

6 5. OWNER agrees to waive the monthly rent in the amount of \$3,794 for the months
7 of June and July 2016. Should any TENANT fail to timely surrender or rescind the agreement,
8 the rent waiver will be null and void and TENANTS will be responsible for the rent for June and
9 July 2016 and must return the \$37,500 to OWNER immediately.

10 6. TENANTS warrant and stipulate that, on the date this document is executed, there
11 are no other persons in possession of the Premises and no other persons who have any legitimate
12 claim to a right of possession of the Premises through any sub-tenancy, co-tenancy, or
13 assignment by TENANTS. TENANTS further warrant and stipulate that there will be no other
14 persons in possession of the Premises or making a claim of right of possession to the Premises
15 when TENANTS timely surrender possession of the Premises. Any other occupants at the
16 Premises are merely visitors, guests or invitees; said occupants, if any, are not tenants and have
17 not paid rent to TENANTS or any other individual.

18
19 7. TENANTS relinquish and renounce all rights to occupy the Premises after 5 p.m. on
20 July 31, 2016 and release and forever discharge OWNER, any co-owners and their respective
21 successors, assigns, relatives, representatives, agents, managers, attorneys, executors and
22 administrators from any and all claims, demands, damages, costs, expenses or obligations arising
23 out of or in any way connected with the Premises, the recovery of possession of the Premises,
24 any alleged violation of rent control ordinance provisions or any other claim or right in any way
25 related to or arising out of occupancy of the Premises including, but not limited to, allegations of
26 and causes of action for violation of San Francisco Administrative Code, Chapter 37, Section
27 37.9, wrongful eviction, fraud, intentional infliction of emotional distress, negligence, breach of
28 contract, breach of the covenant of quiet enjoyment, negligent violation of the right of

1 possession, nuisance and unfair business practices. TENANTS expressly waive and release the
2 benefits of any provision of the San Francisco Administrative Code, Chapter 37 (or any changes
3 thereto) or other laws that may be enacted and become effective after this agreement.
4

5 8. Except as specifically set out in paragraph 9 herein, the Parties forever and
6 completely release any and all claims and causes of action, known and unknown, that each party
7 may have against each other, including those claims and causes of action which are unknown and
8 normally retained under Civil Code Section 1542. This release also binds heirs, assignees,
9 agents, attorneys and successors of the Parties. The Parties warrant that they have read,
10 understood, and knowingly waived the provisions of Civil Code Section 1542 as they pertain to
11 released rights which reads as follows:
12

13 "A general release does not extend to claims which a creditor
14 does not know or suspect to exist in his or her favor at the time of the
15 execution of the release, which if known by him or her must have
16 materially affected this settlement with the debtor."

17 The Parties expressly waive the provisions of Section 1542 of the California Civil Code
18 and any right they may have to invoke said provisions or any similar provision or common-law
19 rule. The Parties fully understand that they cannot hereafter make claims or seek any recovery of
20 any nature whatsoever, known or unknown, based upon, arising out of, or in any way connected
21 with TENANT'S occupancy of the Premises. The Parties acknowledge that they voluntarily
22 execute this Agreement with full knowledge of its significance and with the express intent to
23 affect the legal consequences provided by Section 1542 of the California Civil Code.

24 9. The Parties agree that OWNER retains OWNER's rights to pursue claims relating
25 to waste or damage caused or permitted by TENANTS or TENANTS' guests or invitees to the
26 Premises.
27
28

1 10. The Parties shall be responsible for their own attorney's fees and costs incurred to
2 date. However, if any action or proceeding is brought to enforce this Agreement, the prevailing
3 party shall be entitled to attorney fees and costs.
4

5 11. TENANTS agree that they will not disclose to any person or entity the terms of
6 this Agreement, the fact of payment by OWNER or the amount of payment by
7 OWNER. However, the confidentiality provision of this Agreement shall not apply to:
8

9 (a) disclosures TENANTS are required to make by applicable laws, regulations, or
10 orders/requests of courts of competent jurisdiction or administrative agencies including the
11 San Francisco Rent Stabilization and Arbitration Board; (b) disclosures to third parties who
12 have a legitimate need to know the amount or terms of this Agreement (such as
13 attorneys, accountants, lenders, financial or tax advisors); or (c) any action brought to enforce
14 the terms of this Agreement, but only to the extent necessary to prosecute that action. Should
15 any of the TENANTS or their agents (including attorneys) disclose confidential information,
16 the persons or entities to whom the information is disclosed shall be advised that the
17 information is confidential and must be so kept. Any breach of confidentiality by persons
18 or entities to whom any of the TENANTS or their agents (including attorneys)
19 disclose confidential information is chargeable to the TENANTS who disclosed the
20 confidential information. The TENANTS understand and agree that the confidentiality
21 provision of this Agreement is a material terms of the Agreement.
22
23

24 12. TENANTS agree not to make derogatory or negative statements (oral or
25 written), directly, indirectly, or via the Internet, to the media or members of the general public,
26 with the intent the statements reach the media or the general public, about OWNER
27 arising out of or relating in any way to the rental or management of the Premises or
28

1 buyout Agreement or buyout negotiations. The general public shall not include any person
2 with whom TENANTS may have reporting obligations, such as governmental agencies or
3 for accounting or other internal purposes.
4

5 13. TENANTS warrant and acknowledge that TENANTS have consulted with and
6 been represented and advised by Arthur Meirson, Esq. in connection with all negotiations,
7 including review and execution of this Agreement.
8

9 14 By their signatures below, the undersigned represent that they have read this
10 Agreement and fully understand and agree to each and every term and condition set forth herein
11 and that it is signed freely and voluntarily.

12 15. This document may be signed in counterpart and will be fully enforceable as if all
13 parties have signed the same document. Copies of this document, including faxed versions, may
14 be used in lieu of the original, and such copies shall be equally admissible in evidence.
15

16 16. This Agreement (and its attached exhibit) contains the entire agreement between
17 the Parties and supersedes and replaces any and all prior or contemporaneous agreements or
18 understandings. This Agreement may only be amended or modified by an agreement in writing
19 executed by the Parties.

20 17. If any provision of this Agreement, or the application thereof to any person, or in
21 any circumstance, shall be found invalid or unenforceable to any extent, the remainder of this
22 Agreement and the application of such provisions to other persons or in other circumstances shall
23 not be affected thereby and shall be enforced to the greatest extent permitted by law.

24 18. This document shall be effective from the date of its full execution.

25 19. TENANTS have been apprised of and acknowledge receipt of the following
26 statements:
27
28

1 a. "YOU, THE TENANT, HAVE A RIGHT NOT TO ENTER INTO A
2 BUYOUT AGREEMENT.

3 [REDACTED] (Please initial)

4 [REDACTED] (Please initial)

5 [REDACTED] (Please initial)

6
7 b. YOU, THE TENANT, MAY CHOOSE TO CONSULT WITH AN
8 ATTORNEY AND/OR A TENANTS' RIGHTS ORGANIZATION
9 BEFORE SIGNING THIS AGREEMENT.

10 [REDACTED] (Please initial)

11 [REDACTED] (Please initial)

12 [REDACTED] (Please initial)

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15 c. YOU CAN FIND A LIST OF TENANTS' RIGHTS ORGANIZATIONS ON
16 THE RENT BOARD'S WEBSITE - WWW.SFRB.ORG.

17 [REDACTED] (Please initial)

18 [REDACTED] (Please initial)

19 [REDACTED] (Please initial)

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22 d. THE RENT BOARD HAS CREATED A PUBLICALLY AVAILABLE,
23 SEARCHABLE DATABASE THAT MAY INCLUDE INFORMATION
24 ABOUT OTHER BUYOUT AGREEMENTS IN YOUR
25 NEIGHBORHOOD.

26 [REDACTED] (Please initial)

27 [REDACTED] (Please initial)

28 [REDACTED] (Please initial)

1 e. YOU CAN SEARCH THIS DATABASE AT THE RENT BOARD'S
2 OFFICE AT 25 VAN NESS AVENUE, SUITE 320.

3 [REDACTED] (Please initial)
4 [REDACTED] (Please initial)

5 [REDACTED] (Please initial)

6 [REDACTED] (Please initial)

7
8 20. TENANT has further been apprised of and acknowledges receipt of the following
9 statement:

10 "UNDER SECTION 1396(E)(4) OF SAN FRANCISCO'S SUBDIVISION CODE,
11 A PROPERTY OWNER MAY NOT CONVERT A BUILDING INTO A
12 CONDOMINIUM WHERE: (A) A SENIOR, DISABLED, OR
13 CATASTROPHICALLY ILL TENANT HAS VACATED A UNIT UNDER A
14 BUYOUT AGREEMENT AFTER OCTOBER 31, 2014, OR (B) TWO OR MORE
15 TENANTS WHO ARE NOT SENIOR, DISABLED, OR CATASTROPHICALLY
16 ILL HAVE VACATED UNITS UNDER BUYOUT AGREEMENTS, IF THE
17 AGREEMENTS WERE ENTERED AFTER OCTOBER 31, 2014 AND WITHIN
18 THE TEN YEARS PRIOR TO THE CONDOMINIUM CONVERSION
19 APPLICATION. A 'SENIOR' IS A PERSON WHO IS 60 YEARS OR OLDER
20 AND HAS BEEN RESIDING IN THE UNIT FOR TEN YEARS OR MORE AT
21 THE TIME OF BUYOUT AGREEMENT; A 'DISABLED' TENANT IS A
22 PERSON WHO IS DISABLED UNDER THE AMERICANS WITH
23 DISABILITIES ACT (TITLE 42 UNITED STATES CODE SECTION 12102)
24 AND HAS BEEN RESIDING IN THE UNIT FOR TEN YEARS OR MORE AT
25 THE TIME OF BUYOUT AGREEMENT; AND A 'CATASTROPHICALLY ILL'
26 TENANT IS A PERSON WHO IS DISABLED UNDER THE AMERICANS
27 WITH DISABILITIES ACT (TITLE 42 UNITED STATES CODE SECTION
28 12102) AND WHO IS SUFFERING FROM A LIFE THREATENING ILLNESS
AND HAS BEEN RESIDING IN THE UNIT FOR FIVE YEARS OR MORE AT
THE TIME OF BUYOUT AGREEMENT."

DO YOU, [REDACTED] BELIEVE THAT YOU ARE SENIOR, DISABLED,
OR CATASTROPHICALLY ILL AS THOSE TERMS ARE DEFINED
ABOVE?

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_____ YES _____ (please initial)
_____ NO _____ (please initial)
_____ I DON'T KNOW _____ (please initial)
X _____ I PREFER NOT TO SAY _____ (please initial)

DO YOU, [REDACTED] BELIEVE THAT YOU ARE SENIOR,
DISABLED, OR CATASTROPHICALLY ILL AS THOSE TERMS ARE
DEFINED ABOVE?

_____ YES _____ (please initial)
_____ NO _____ (please initial)
_____ I DON'T KNOW _____ (please initial)
X _____ I PREFER NOT TO SAY _____ (please initial)

DO YOU, [REDACTED] BELIEVE THAT YOU ARE SENIOR,
DISABLED, OR CATASTROPHICALLY ILL AS THOSE TERMS ARE
DEFINED ABOVE?

_____ YES _____ (please initial)
_____ NO _____ (please initial)
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✓ _____ I PREFER NOT TO SAY _____ (please initial)

21. TENANTS have further been apprised of and acknowledge receipt of the
following:

**"YOU, THE TENANT, MAY CANCEL THIS AGREEMENT AT ANY TIME
BEFORE THE 45TH DAY AFTER ALL PARTIES HAVE SIGNED THIS**

1 AGREEMENT. TO CANCEL THIS AGREEMENT, MAIL OR DELIVER A
2 SIGNED AND DATED NOTICE STATING THAT YOU, THE TENANT,
3 ARE CANCELLING THIS AGREEMENT, OR WORDS OF SIMILAR
4 EFFECT. THE NOTICE SHALL BE SENT TO: OWNER C/O OWNER'S
5 ATTORNEYS -STEVEN ADAIR MACDONALD & PARTNERS, P.C. -870
6 MARKET STREET, SUITE 500, SAN FRANCISCO, CA 94102 (415) 956-
7 6488."

8 [REDACTED] (Please initial)

9 [REDACTED] (Please initial)

10 [REDACTED] (Please initial)

11
12 SO STIPULATED

13
14 DATED: 5/22/16

15 [REDACTED]
16 Tenant

17 DATED: 5/22/16

18 [REDACTED]
19 Tenant

20 DATED: 5/22/16

21 [REDACTED]
22 Tenant

23 DATED: 5/27/16

24 [Signature]
25 Michael Walker
26 Member and authorized agent of 2120 GOLDEN
27 GATE AVE LLC
28 Owner


26 Approved as to Form:

27 DATED: 5/27/16

28 [Signature]
STEVEN A. MACDONALD, ESQ.
Attorney for owner

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DATED: 23 May 2016


ARTHUR MEIRSON, ESQ.
Attorney for tenants