



SAN FRANCISCO PLANNING DEPARTMENT

Permit to Alter Case Report

HEARING DATE: AUGUST 20, 2014

Filing Date: January 8, 2014
Case No.: **2014.0048H**
Project Address: **50 Fell Street**
Category: Category I (Significant)
Zoning: C-3-G (Downtown-General)
120/200-R-2 Height and Bulk District
Block/Lot: 0841/010
Applicant: Kristine Mummert Adamow
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PROPERTY DESCRIPTION

50 FELL STREET is located on the north side of Fell Street between Van Ness Avenue and Polk Street (Assessor's Block 0841; Lot 010). The subject building is a Category I (Significant) building, designated under Article 11 of the Planning Code. It is located within a C-3-G (Downtown-General) Zoning District with a 120/200-R-2 Height and Bulk limit.

50 Fell Street was originally constructed in 1931 by Architect Willis Polk & Co. Historically known as the Viavi Building, the building is a two and three-story concrete frame and brick cladd building in the Spanish Colonial Revival style. The L-shaped building is divided into two wings and features steel windows, wrought iron balconies, and a clay tile roof and wraps around an open courtyard.

PROJECT DESCRIPTION

The proposed project is for exterior alterations of the existing two building wings and the previously altered courtyard. Specifically, the proposal includes:

- Removal of non-historic curvilinear brick ramp and concrete stairs at east wing entrance;
- Creation of (2) new door entrances – (1) at the east wing and (1) at the north wing including the removal of existing steel multi-lite window assembly and the partial concrete wall below, and insertion of new painted steel door with surrounding lights to match existing window design;

- Installation of a new painted steel framed glass paneled ramp and stair assembly;
- Removal of an existing non-historic painted aluminum pair of doors with transom located at the face of the east wing primary entrance;
- Installation of a new painted aluminum single door with sidelights and transom above to match historic design at the east wall of the newly recessed east wing primary entrance;
- Repair of historic wrought iron balconies and railings, and replacement of historic fence sections with new painted aluminum railings to match existing in design and profiles;
- Reconstruction of missing brick piers and iron fence section to match existing in design and profiles, and installation of a new painted aluminum sliding gate with door leafs at center at western end of property aligned with existing site wall; and
- Construction of a new playground with both landscape and hardscape including new winding accessible exit paths, 5-foot high mound at center of courtyard with climbing wall, boulders and slides, play areas on lawn and fibar surfaces, a sand area beneath existing planted area along site wall fence, new planted areas and trees throughout the site.

Please see photographs and plans for details.

OTHER ACTIONS REQUIRED

The proposed project will require a Building Permit.

COMPLIANCE WITH THE PLANNING CODE PROVISIONS

The proposed project is in compliance with all other provisions of the Planning Code.

APPLICABLE PRESERVATION STANDARDS

ARTICLE 11

Pursuant to Section 1110 of the Planning Code, unless delegated to the Planning Department Preservation Staff through the Minor Permit to Alter process pursuant to Section 1111.1 of the Planning Code, the Historic Preservation Commission is required to review any applications for the construction, alteration, removal, or demolition for Significant buildings, Contributory buildings, or any building within a Conservation District. In evaluating a request for a Permit to Alter, the Historic Preservation Commission must find that the proposed work is in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, Section 1111.6 of the Planning Code, as well as the designating Ordinance and any applicable guidelines, local interpretations, bulletins, related appendices, or other policies.

SECTION 1111.6 OF THE PLANNING CODE

Section 1111.6 and Section 1111.2, as it relates to signage, of the Planning Code outline the specific standards and requirements the Historic Preservation Commission shall use when evaluating Permits to Alter. These standards, in relevant part(s), are listed below:

- (a) The proposed alteration shall be consistent with and appropriate for the effectuation of the purposes of this Article 11.

The proposed project is consistent with Article 11.

- (b) For Significant Buildings/Properties - Categories I and II, and for Contributory Buildings - Categories III and IV, proposed alterations of structural elements and exterior features shall be consistent with the architectural character of the building, and shall comply with the following specific requirements:

- (1) The distinguishing original qualities or character of the building may not be damaged or destroyed. Any distinctive architectural feature which affects the overall appearance of the building shall not be removed or altered unless it is the only feasible means to protect the public safety.

Overall, the proposed project removes only non-historic elements, with the exception of two steel window assemblies, which will be salvaged and protected for any future reinstallation. Thus, the project will not damage or destroy distinguishing original qualities or character of the building, and instead will return the historic property to its original design along the face of the public right-of-way through the reconstruction of missing site wall and new gate.

- (2) The integrity of distinctive stylistic features or examples of skilled craftsmanship that characterize a building shall be preserved.

As described above, the proposed project will not result in the loss of distinctive stylistic features or examples of skilled craftsmanship that characterize the building.

- (3) Distinctive architectural features which are to be retained pursuant Paragraph (1) but which are deteriorated shall be repaired rather than replaced, whenever possible. In the event replacement is necessary, the new material shall match the material being replaced in composition, design, color, texture and other visual qualities. Repair or replacement of missing architectural features shall be based on accurate duplication of features, substantiated by historic, physical or pictorial evidence, if available, rather than on conjectural designs or the availability of different architectural elements from other buildings or structures. Replacement of non-visible structural elements need not match or duplicate the material being replaced.

Distinctive architectural features including existing steel window assemblies, wrought iron balconies and fence sections, brick site wall, and tiled fountain base will all be retained. Only two of the existing steel window assemblies will be removed in their entirety for salvage, protection, and storage for potential reinstallation in the future. Wrought iron balconies will be repaired, repainted, and re-anchored to the walls. Wrought iron fence sections are beyond repair and will be replaced with new painted aluminum fence sections that will match existing in design, profile, color,

texture, and finish. Although the new entrance of the east wing will be recessed from the face of the building, the door assembly will match the original in design and configuration to the greatest extent possible to bring back this original feature.

- (4) Contemporary design of alterations is permitted, provided that such alterations do not destroy significant exterior architectural material and that such design is compatible with the size, scale, color, material and character of the building and its surroundings.

The new door openings, ramp and stair assembly, entrance doors, and playground will not destroy existing significant exterior architectural material. The new door openings are minimized to single doors and integrated into the original design and character of existing window openings. The new ramp and stair assembly is primarily glazed and will not obscure the primary entrance of the east wing. Instead, new stairs lead directly to the primary entrance and the majority of its bulk is tucked into the new courtyard design. The new entry door and surrounding sidelights and transom will match the original historic door in terms of design, profile, texture, and finish. The new playground does not remove any character-defining features. Instead, it incorporates the historic fountain base by retaining it in its original location and maintaining the historic brick wall and fence, and vegetation adjacent to the wall. Thus, the new openings, ramp and stair assembly, primary entry door, and playground will be compatible with the overall design of the building and site.

THE SECRETARY OF THE INTERIOR'S STANDARDS

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The Rehabilitation Standards provide, in relevant part(s):

- Standard 1:** A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The proposed project will retain the existing education and office uses of the building.

- Standard 2:** The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

The new door openings, ramp and stair assembly, new east wing primary entrance door, and playground will be compatible with the size, scale, color, material, finish and character of the building. Although existing wrought iron balconies will remain, existing wrought iron fence sections at brick site wall are beyond repair and will be replaced with painted aluminum elements to match existing in design, profile, texture, and finish. The

proposed project will remove only a limited amount of distinctive materials, and will not alter spaces, or spatial relationships that characterize the property.

Standard 3: Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The proposed project does not include the addition of conjectural elements or architectural features from other buildings. New work does not create a false sense of historical development and would be contemporary in character. The proposal involves the creation of two new door openings, construction of the new ramp and stair assembly at the courtyard, installation of a new door assembly at the primary entrance of the east wing, and construction of a new playground at the previously altered courtyard. The design of the new door opening at the primary entrance of the east wing will match the original design, based on documentary evidence. The design of the new door openings, ramp and stair assembly, and playground draw upon the patterns and materials of the building but will be constructed using modern materials and recognized as a physical record of its time, place, and use.

Standard 4: Changes to a property that have acquired historic significance in their own right will be retained and preserved.

The proposed project does not include alteration of any features that have acquired historic significance in their own right. All historic character-defining features will be retained and preserved, except for two existing windows that will be removed and salvaged to accommodate new door openings.

Standard 5: Distinctive features, finishes, and construction techniques or examples of fine craftsmanship that characterize a property will be preserved.

The proposed alteration is limited to two existing window openings to accommodate two new doors and the main entrance door of the east wing will be recessed. A portion of the concrete wall below windows and entire steel window assemblies will be removed for any future reinstallation. The new door assemblies will be constructed of painted steel with a mullion pattern to match existing steel windows as close as possible and hardware compatible with the historic building. The existing non-historic main entrance door will be removed and a new door to match original design will be installed on the east wall of the recessed vestibule. All other existing distinctive features, finishes, and construction techniques including historic wrought iron and ornamental cast concrete elements, clay roof tiles, and brick site wall will be preserved. In general, distinctive features and finishes of the building that characterize the property will be retained and preserved.

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials and features that characterize the building. 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 project involves the insertion of two new steel doors that will match existing mullion profiles as closely as possible and have hardware that is compatible with the historic building. The existing non-historic primary entrance doors at the east wing will be removed and a new door assembly with surrounding glazed lights to match the original will be installed on the east wall of the recessed vestibule. The proposed new ramp and stair assembly will feature a thin profiled painted steel frame, including around glass panels and at top and bottom of guardrails, as well a pattern at handrail extensions that reference the original wrought iron elements at the historic building and site. The overall mass and design of the new ramp and stair assembly is compatible with the proportion, scale, and character of the historic building and property. And due to its transparency, the new assembly does not damage the character of the historic building and property. The project also proposes to construct a new playground at the previously altered courtyard including adding paved pathways, planting of trees, a mound at the center, and play areas throughout. However, the existing site brick wall will remain as well as adjacent landscaping. A small section of the missing site brick wall on the west will be reconstructed to match existing in material, design, and finish. Existing wrought iron fence sections are beyond repair and will be replaced with painted aluminum elements to match existing in design, profile, texture, and finish. A new gate spanning the site wall fence sections will be constructed of painted aluminum in a simple design that is both contemporary and compatible with the historic property. This project will thus require limited disturbance of existing historic fabric with the removal of two entire steel window assemblies and portions of the concrete walls at both wings, and removal of the existing primary entrance door at the east wing, however the distinguishing qualities of the subject building and site will be retained.

Standard 10: New additions and adjacent or related new construction shall 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.

Although the proposed new ramp and stair assembly, recessed primary east wing entrance door, and playground are visible from the public right-of-way, they are all reversible and the essential form and integrity of the building and property would be unimpaired if the proposed alterations at the subject property were removed at a future date.

PUBLIC/NEIGHBORHOOD INPUT

The Department has received no public inquiries for general information about the proposed project.

ISSUES & OTHER CONSIDERATIONS

This project appeared before the Architectural Review Committee (ARC) of the Historic Preservation Commission on July 16, 2014 for review and comments. See attached ARC Letter (dated July 17, 2014) outlining specific comments.

STAFF ANALYSIS

Staff has determined that the proposed work will be in conformance with the requirements of Article 11 and the *Secretary of Interior's Standards for Rehabilitation*. Proposed work will not damage or destroy distinguishing original qualities or character of the subject building and property. Staff has also determined that the proposed project adequately addresses ARC comments.

New Doors

The proposal includes creating two new door openings at the primary elevations of both wings of the historic building. At each new opening, removal of one entire window assembly and a portion of the concrete wall below are required. This will allow for each historic window assembly to remain intact, for any future reinstallation. The proposed new door assembly and surrounding lights will be constructed of painted steel with mullion profiles matching existing steel assembly as closely as possible and have hardware that is compatible with the historic building. New door assemblies will have a slightly larger dimension around the doorframe and a solid steel bottom panel to differentiate between old from new. Staff finds these new door assemblies to be compatible with the character of historic building and property.

The non-historic primary entrance doors at the east wing along the face of the building will be removed and replaced with a new aluminum door with flanking sidelights and transom to match the original door design. The new door assembly will be recessed approximately 8-feet and located on the east wall of the recessed entry vestibule. Although the new door will create a new recess at the opening, Staff finds that it will not damage or alter the features that characterize the building or property such as the historic decorative cast concrete surround. Instead, the reconstruction of the original door design will bring the building closer to its historic character.

New Ramp and Stair Assembly

The new ramp and stair assembly will be constructed primarily along the face of the east wing and a small section of the north wing. Its overall mass is minimized and located mainly in the northeast corner of the property away from the primary entrances of both wings. The new assembly does not obscure the decorative cast concrete surround at the east wing and instead opens up the entrance through introduction of a new set of stairs. The new assembly consists of primarily glass railings with a thin profiled, painted steel frame, as well a pattern at painted steel handrail extensions that are similar in design to the original wrought iron elements at the historic building and site. Due to its transparency, the new assembly does not damage the character of the historic building and property.

Staff finds that the overall mass and design of the new ramp and stair assembly to be in proportion, scale, and character of the historic building and property, however recommends that

handrail extensions be simplified in design and not replicate the exact design of historic wrought iron balconies. This will allow for differentiation between old and new.

New Playground & Fountain Base

The new playground will be constructed within the previously altered courtyard. No historic elements in the courtyard remain except for the tiled fountain base. The tiled fountain base will remain in its original location and incorporated into the new playground design. The fountain base will be cleaned and repaired, including replacement of missing glazed tile with new glazed tiles in a similar in pattern and design that is both differentiated from and compatible with the original polychrome patterned tiles. The new playground will include both soft scape and hard scape elements including concrete paved and permeable paved pathways, as well as a 5-foot tall grassy mound with slide and climbing wall at the center of the courtyard. Existing trees adjacent to the brick site wall will remain in their original locations. In general, the new playground design is reversible in design and its elements located at the center of the courtyard and away from the historic building wings.

Although the proposed playground design appears to be compatible with the historic property, Staff recommends that details be provided to show how the new playground elements will not damage the adjacent historic building and site wall in its maintenance.

Brick Site Wall & Fence

A small section of the missing site brick wall on the west end of the property will be reconstructed to match existing in material, design, pattern, color, texture, and finish. The proposed new mortar will match existing in profile, color, and texture, and will be physically compatible with the new brick units. The site wall includes a low brick wall and piers, and one section of the metal fence. The new fence section will be constructed of painted aluminum to match existing in design, profile, texture, color and finish. Staff finds the proposal to reconstruct this missing portion of the site wall and fence to be compatible with the historic property.

New Gate

The project proposes to install a new painted aluminum wide gate to span between the existing and new section of the brick site wall. The new gate will match the simple contemporary design of the existing man gate located at the east end of the site wall. Staff finds that the new gate will be constructed of a new material and design that will differentiate it from and be compatible with the original wrought iron elements at the historic property.

Repair of Wrought Iron Balconies (including replacement of wrought iron fence sections)

Existing wrought iron balconies will be cleaned, repaired and reattached to the historic building. Restoration will include removal of existing corrosion at metal substrate surfaces, patch repair using an appropriate metal putty, Dutchman repair using wrought iron with the same profile, design, and texture at limited sections, and repainting of surfaces with an appropriate steel primer and finish coating system. Repair may require removal of whole balcony sections and reinstallation to secure the existing balconies to the existing building. Existing wrought iron site fence sections are beyond repair and will be replaced with new sections of painted aluminum to match existing in design, profile, texture, color and finish. Staff finds the proposal to repair

existing wrought iron balcony elements and replacement of wrought iron fence sections to be appropriate given the condition of the historic elements.

In order to ensure that details of the new ramp and stair assembly, playground, site wall and fence elements, and doors are consistent with the character of the existing building and property, the Department recommends approval with conditions.

ENVIRONMENTAL REVIEW STATUS

The Planning Department has determined that the proposed project is exempt/excluded from environmental review, pursuant to CEQA Guideline Section 15332 (Class 32–In-Fill Development Projects) because the project is characterized as infill development and meets the *Secretary of the Interior’s Standards*.

PLANNING DEPARTMENT RECOMMENDATION

Planning Department staff recommends APPROVAL WITH CONDITIONS of the proposed project as it appears to meet the provisions of Article 11 of the Planning Code regarding Major Alteration to a Category II (Significant) Property and the *Secretary of the Interior Standards for Rehabilitation*. Staff recommends the following conditions of approval:

Prior to issuance of the Architectural Addendum, the following shall require review and approval by Planning Department Preservation Staff:

1. Final details of the ramp and stair assembly.
2. Final details of the primary entrance door assembly at east wing.
3. Final details of the playground design.
4. Specifications for: Treatment, protection, and salvage of historic elements; wrought iron restoration; ceramic fountain restoration; brick site wall restoration; steel windows and doors; and painting of historic elements.
5. Finish samples for the proposed ramp and stair assembly, new doors, new gate and fence sections, and new brick.

ATTACHMENTS

Draft Motion
Parcel Map
Sanborn Map
Aerial Photo
Zoning Map
Site Photos
Architectural Review Committee Letter
Certificate of Determination, Exemption from Environmental Review

**Permit to Alter
August 20, 2014**

**Case Number 2014.0048H
50 Fell Street**

Project Sponsor submittal
Plans
Letters of Support, provided by the Project Sponsor

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SAN FRANCISCO PLANNING DEPARTMENT

Historic Preservation Commission Motion No. XXXX Permit to Alter MAJOR ALTERATION

HEARING DATE: AUGUST 20, 2014

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ADOPTING FINDINGS FOR A PERMIT TO ALTER FOR MAJOR ALTERATIONS DETERMINED TO BE APPROPRIATE FOR AND CONSISTENT WITH THE PURPOSES OF ARTICLE 11, TO MEET THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION, FOR THE CATEGORY I (SIGNIFICANT) PROPERTY LOCATED ON LOT 010 IN ASSESSOR'S BLOCK 0841. THE SUBJECT PROPERTY IS WITHIN A C-3-G (COMMERCIAL-GENERAL) ZONING DISTRICT AND A 120/200-R-2 HEIGHT AND BULK DISTRICT.

PREAMBLE

WHEREAS, on January 8, 2014, Kristine Mummert Adamow of Urban Field Group ("Applicant") filed an application with the San Francisco Planning Department ("Department") for a Permit to Alter for an exterior restoration. The subject building is located on Lot 010 in Assessor's block 0841, a Category I (Significant) building historically known as the Viavi Building and locally designated under Article 11 of the Planning Code. Specifically, the proposal includes:

- Removal of non-historic curvilinear brick ramp and concrete stairs at east wing entrance;

- Creation of (2) new door entrances – (1) at the east wing and (1) at the north wing including the removal of existing steel multi-lite window assembly and the partial concrete wall below, and insertion of new painted steel door with surrounding lights to match existing window design;
- Installation of a new painted steel framed glass paneled ramp and stair assembly;
- Removal of an existing non-historic painted aluminum pair of doors with transom located at the face of the east wing primary entrance;
- Installation of a new painted aluminum single door with sidelights and transom above to match historic design at the east wall of the newly recessed east wing primary entrance;
- Repair of historic wrought iron balconies and railings, and replacement of historic fence sections with new painted aluminum railings to match existing in design and profiles;
- Reconstruction of missing brick piers and iron fence section to match existing in design and profiles, and installation of a new painted aluminum sliding gate with door leafs at center at western end of property aligned with existing site wall; and
- Construction of a new playground with both landscape and hardscape including new winding accessible exit paths, 5-feet high mound at center of courtyard with climbing wall, boulders and slides, play areas on lawn and fibar surfaces, a sand area beneath existing planted area along site wall fence, new planted areas and trees throughout the site.

WHEREAS, the Project was determined by the Department to be categorically exempt from environmental review. The Historic Preservation Commission (hereinafter “Commission”) has reviewed and concurs with said determination.

WHEREAS, on August 20, 2014, the Commission conducted a duly noticed public hearing on Permit to Alter application No. 2014.0048H (“Project”).

WHEREAS, in reviewing the application, the Commission has had available for its review and consideration case reports, plans, and other materials pertaining to the Project contained in the Department’s case files, and has reviewed and heard testimony and received materials from interested parties during the public hearing on the Project.

MOVED, that the Commission hereby **APPROVES WITH CONDITIONS** the Permit to Alter, in conformance with the architectural plans dated July 31, 2014 and labeled Exhibit A on file in the docket for Case No. 2014.0048H based on the following findings:

CONDITIONS OF APPROVAL

Prior to issuance of the Architectural Addendum, the following shall require review and approval by Planning Department Preservation Staff:

1. Final details of the ramp and stair assembly.

2. Final details of the primary entrance door assembly at east wing.
3. Final details of the playground design.
4. Specifications for: Treatment, protection, and salvage of historic elements; Wrought iron restoration; Ceramic fountain restoration; Brick site wall restoration; Aluminum windows and doors; and Painting of historic elements.
5. Finish samples for the proposed ramp and stair assembly, new doors, new gate and fence sections, and new brick.

FINDINGS

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

1. The above recitals are accurate and also constitute findings of the Commission.
2. Findings pursuant to Article 11:

The Commission has determined that the proposed work is compatible with the exterior character-defining features of the subject property and meets the requirements of Article 11 of the Planning Code:

- The proposed project will be compatible with the historic materials, features, size, scale and proportion of the existing building and property.
- The new doors, ramp and stair assembly, playground, and gate will be differentiated in design and will be compatible with the character of the existing building and property.
- The design of the doors, ramp and stair assembly, and gate draws upon the patterns and materials of the building but will be constructed using modern materials and recognized as a physical record of its time, place, and use.
- The proposed project will limit removal of distinctive materials, and will not alter features, spaces, or spatial relationships that characterize the property.

For these reasons, the proposal overall, is appropriate for and consistent with the purposes of Article 11, meets the standards of Article 1111.6 of the Planning Code and complies with the *Secretary of the Interior's Standards for Rehabilitation*.

3. **General Plan Compliance.** The proposed Permit to Alter is, on balance, consistent with the following Objectives and Policies of the General Plan:

I. URBAN DESIGN ELEMENT

THE URBAN DESIGN ELEMENT CONCERNS THE PHYSICAL CHARACTER AND ORDER OF THE CITY, AND THE RELATIONSHIP BETWEEN PEOPLE AND THEIR ENVIRONMENT.

GOALS

The Urban Design Element is concerned both with development and with preservation. It is a concerted effort to recognize the positive attributes of the city, to enhance and conserve those attributes, and to improve the living environment where it is less than satisfactory. The Plan is a definition of quality, a definition based upon human needs.

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 2

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

POLICY 2.4

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

POLICY 2.5

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

POLICY 2.7

Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

The goal of a Permit to Alter is to provide additional oversight for buildings and districts that are architecturally or culturally significant to the City in order to protect the qualities that are associated with that significance.

The proposed project qualifies for a Permit to Alter and therefore furthers these policies and objectives by maintaining and preserving the character-defining features of the subject property for the future enjoyment and education of San Francisco residents and visitors.

4. The proposed project is generally consistent with the eight General Plan priority policies set forth in Section 101.1 in that:
 - A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

The proposed project will not have an impact on neighborhood serving retail uses.

- B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

The proposed project will strengthen neighborhood character by respecting the character-defining features of the building in conformance with the Secretary of the Interior's Standards

- C) The City's supply of affordable housing will be preserved and enhanced:

The project will not affect the City's affordable housing supply.

- D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

The proposed project will not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking. It will provide sufficient off-street parking for the proposed units.

- E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

The proposed project is located on Market Street and will not have a direct impact on the displacement of industrial and service sectors.

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

All construction will be executed in compliance with all applicable construction and safety measures.

- G) That landmark and historic buildings will be preserved:

The proposed project is in conformance with Article 11 of the Planning Code and the Secretary of the Interior's Standards.

- H) Parks and open space and their access to sunlight and vistas will be protected from development:

The proposed project will not impact the access to sunlight or vistas for the parks and open space.

5. For these reasons, the proposal overall, appears to meet the *Secretary of the Interior's Standards* and the provisions of Article 11 of the Planning Code regarding Major Alterations to Category I (Significant) buildings.

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 **GRANTS a Permit to Alter** for the property located at Lot 010 in Assessor's Block 0841 for proposed work in conformance with the architectural submittal dated July 31, 2014 and labeled Exhibit A on file in the docket for Case No. 2014.0048H.

APPEAL AND EFFECTIVE DATE OF MOTION: The Commission's decision on a Permit to Alter shall be final unless appealed within thirty (30) days after the date of this Motion No. XXXX. Any appeal shall be made to the Board of Appeals, unless the proposed project requires Board of Supervisors approval or is appealed to the Board of Supervisors as a conditional use, in which case any appeal shall be made to the Board of Supervisors (see Charter Section 4.135). For further information, please contact the Board of Appeals in person at 1650 Mission Street, (Room 304) or call (415) 575-6880.

THIS IS NOT A PERMIT TO COMMENCE ANY WORK OR CHANGE OF OCCUPANCY UNLESS NO BUILDING PERMIT IS REQUIRED. PERMITS FROM THE DEPARTMENT OF BUILDING INSPECTION (and any other appropriate agencies) MUST BE SECURED BEFORE WORK IS STARTED OR OCCUPANCY IS CHANGED.

I hereby certify that the Historical Preservation Commission **ADOPTED** the foregoing Motion on August 20, 2014.

Jonas P. Ionin
Acting Commission Secretary

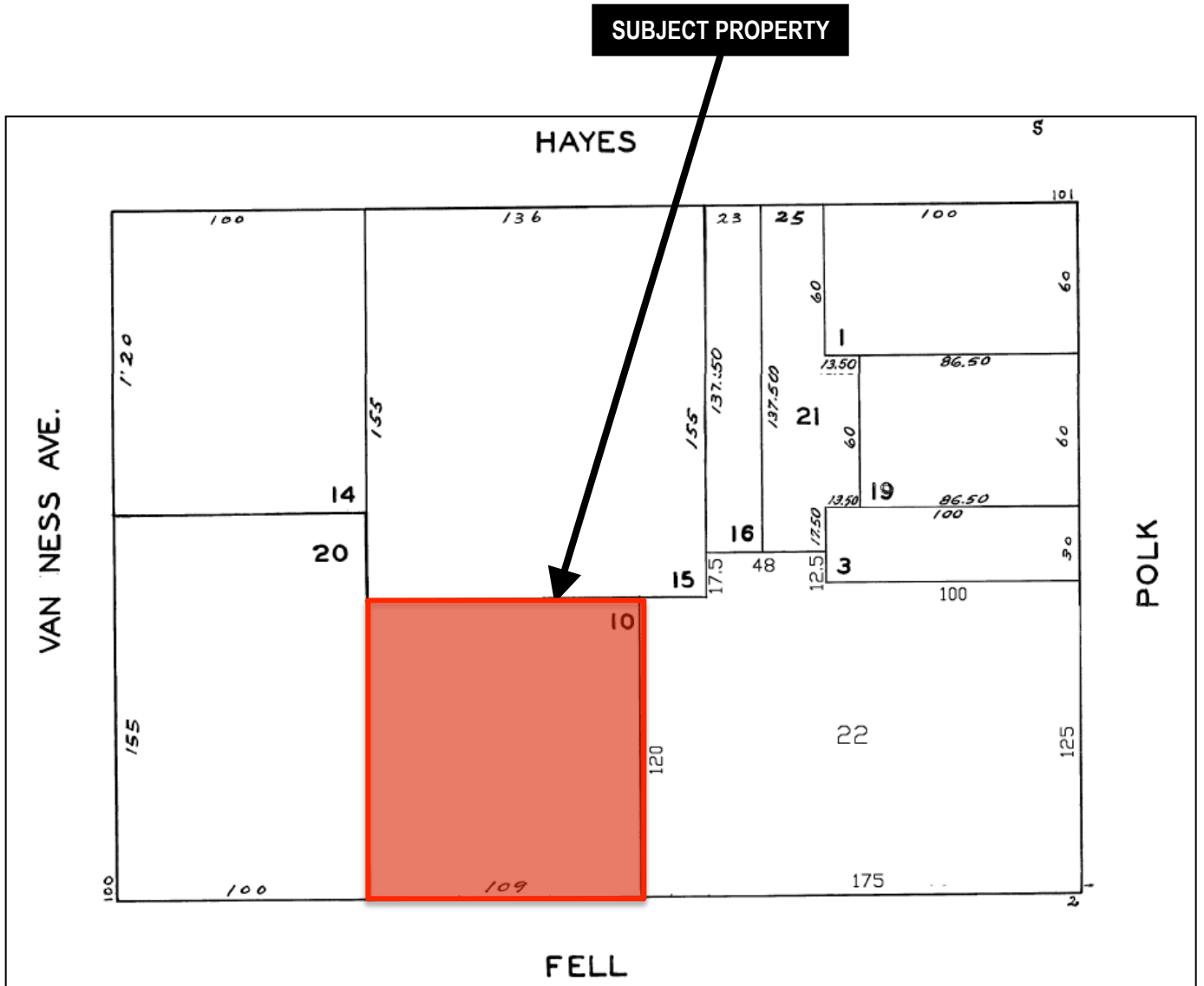
AYES:

NAYS:

ABSENT:

ADOPTED: August 20, 2014

Parcel Map



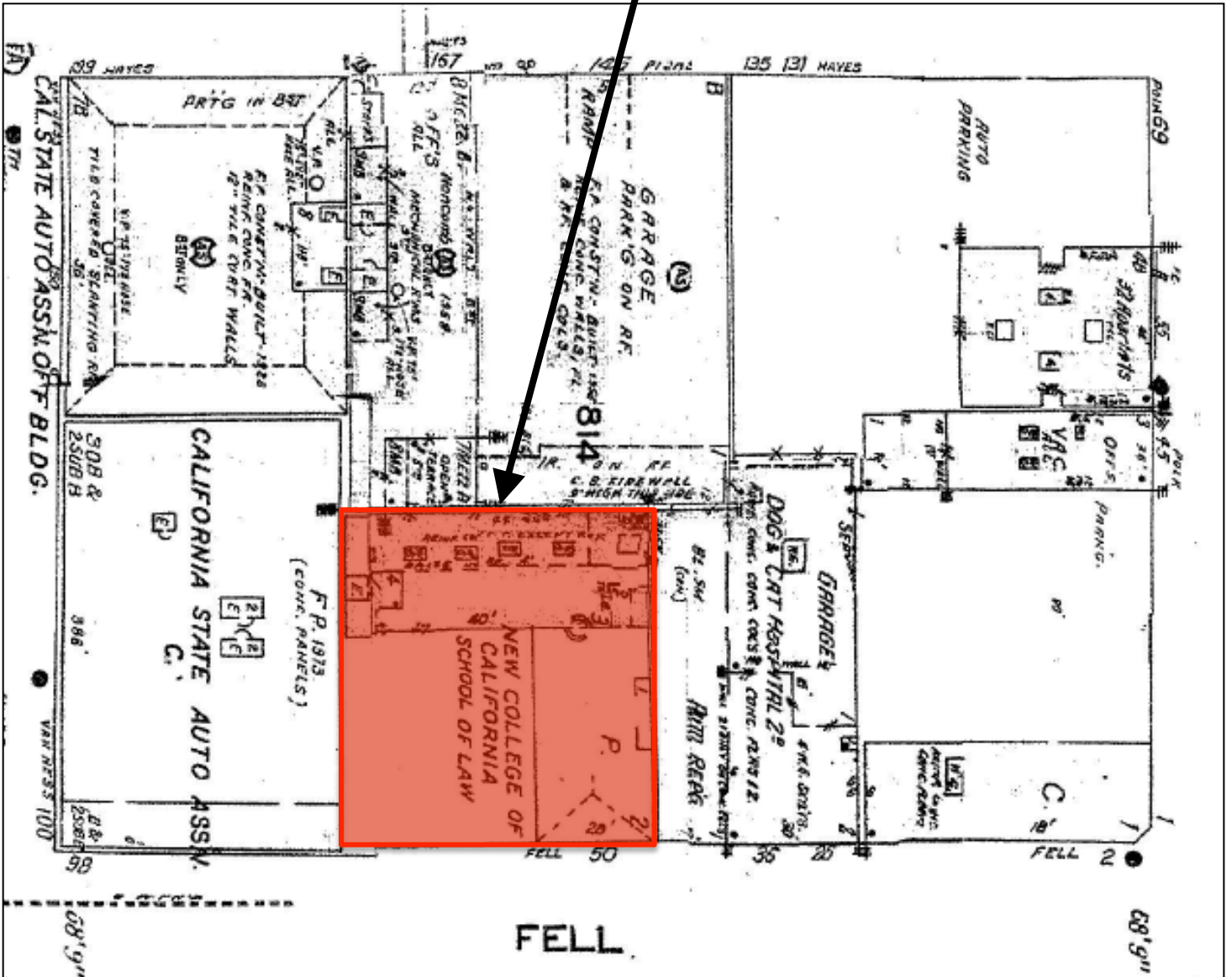
SUBJECT PROPERTY



Major Permit to Alter Hearing
Case Number 2014.0048H
50 Fell Street

Sanborn Map*

SUBJECT PROPERTY



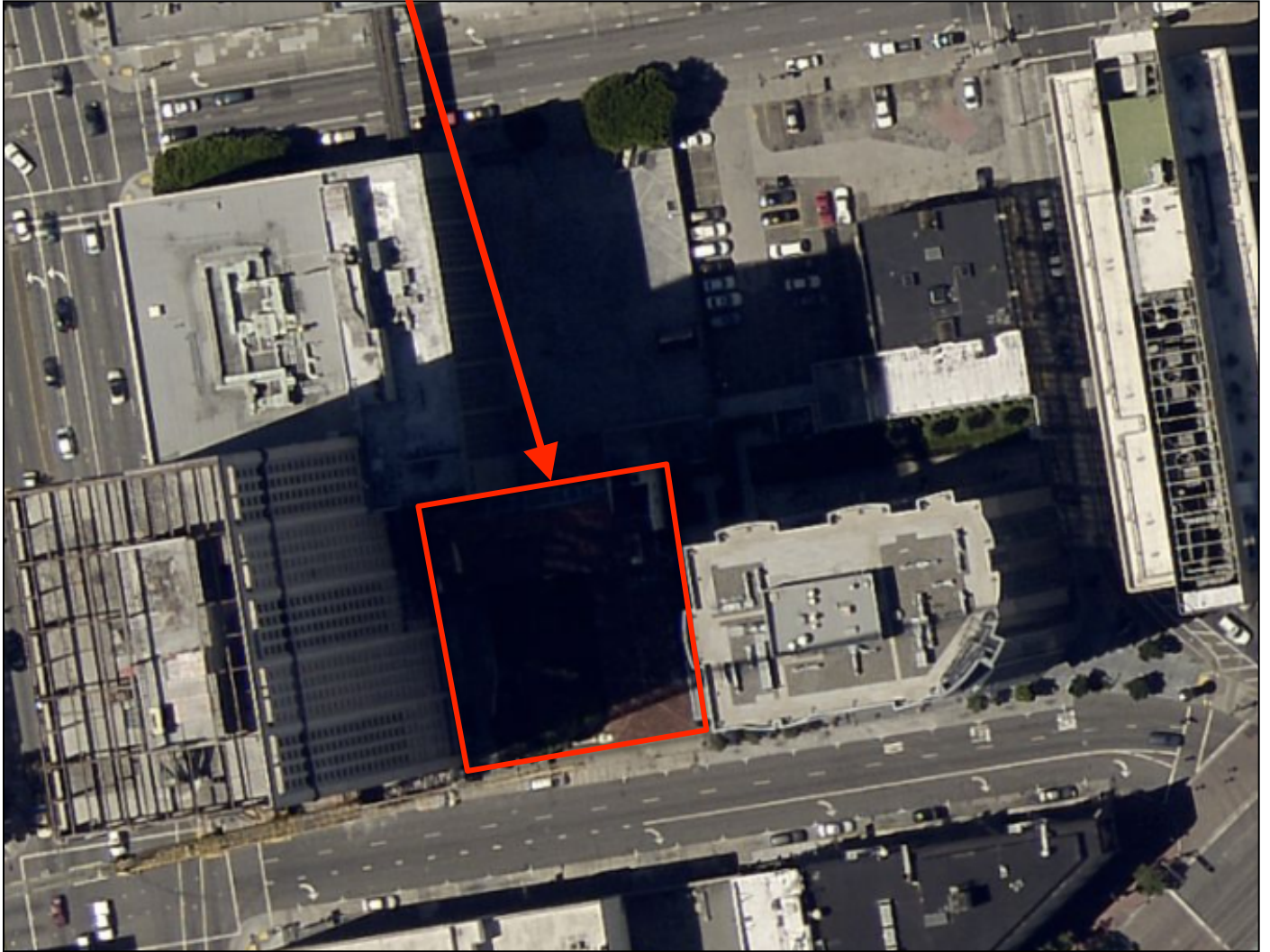
*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Major Permit to Alter Hearing
Case Number 2014.0048H
50 Fell Street

Aerial Photo

SUBJECT PROPERTY



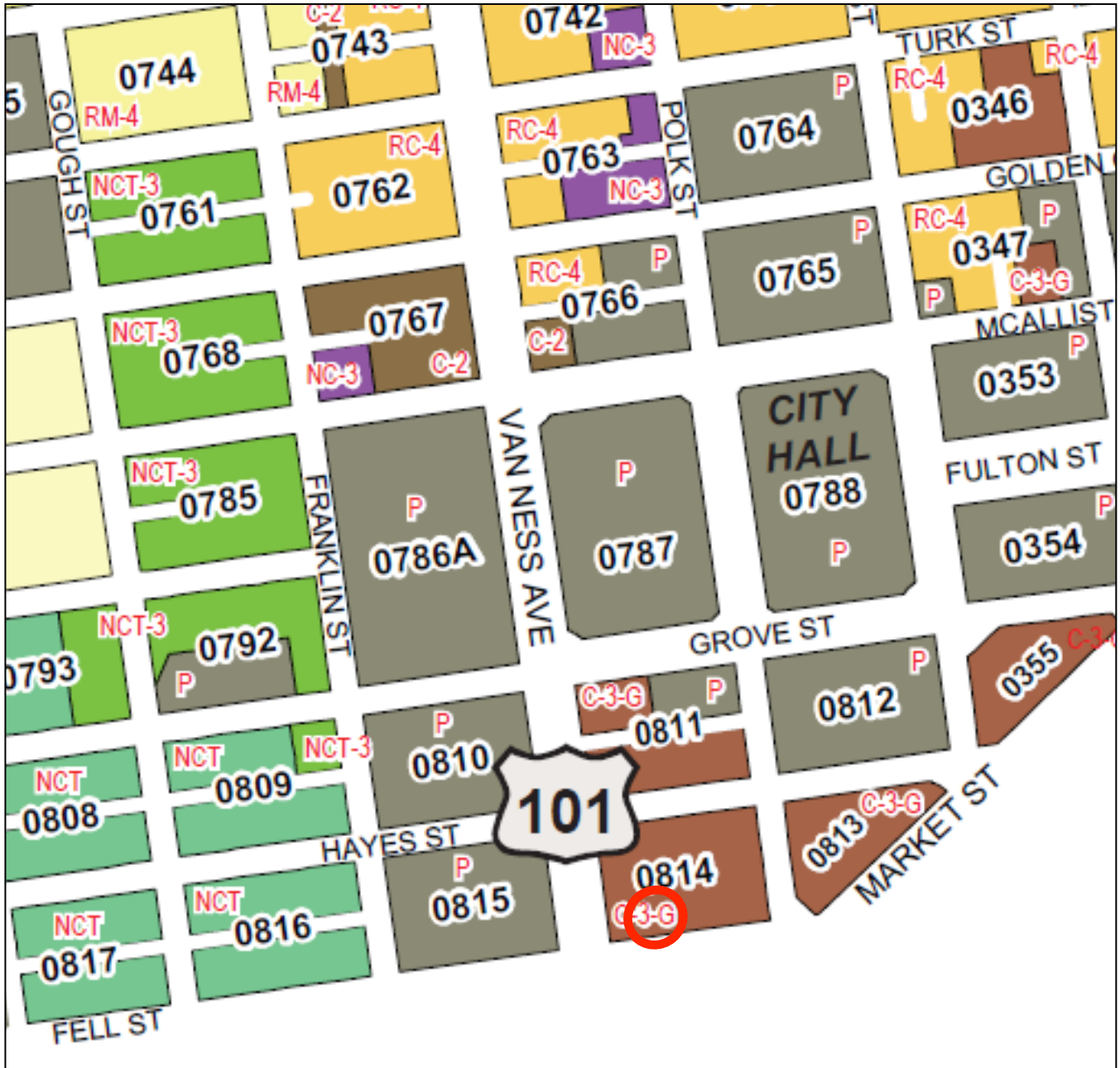
Aerial Photo

SUBJECT PROPERTY



Major Permit to Alter Hearing
Case Number 2014.0048H
50 Fell Street

Zoning Map



Major Permit to Alter Hearing
Case Number 2014.0048H
50 Fell Street

Site Photo



Major Permit to Alter Hearing
Case Number 2014.0048H
50 Fell Street

Site Photo



Major Permit to Alter Hearing
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50 Fell Street

Site Photo



Major Permit to Alter Hearing
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50 Fell Street

Site Photo



Major Permit to Alter Hearing
Case Number 2014.0048H
50 Fell Street

Site Photo



Major Permit to Alter Hearing
Case Number 2014.0048H
50 Fell Street



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: July 17, 2014

TO: Kristine Mummert Adamow, Project Sponsor

FROM: Kelly Wong, Preservation Planner, (415) 575-9100

REVIEWED BY: Architectural Review Committee of the
Historic Preservation Commission

RE: **Meeting Notes from the Review and Comment at the
July 16, 2014 ARC-HPC Hearing for 50 Fell Street
Case No. 2014.0048H**

1650 Mission St.
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Planning Department Preservation Staff has drafted a summary of the key points from the July 16, 2014 Architectural Review Committee (ARC) meeting. At that hearing, the Department requested review and comments regarding the compatibility of the proposed project with the Secretary of the Interior Standards and compatibility of the proposed exterior alterations with the historic building and property. Specifically, the department requested review and comments regarding the proposed design for New Doors and Windows; New Accessible Ramp and Stair Assembly; Removal of East Wing Main Entry Doors; Playground Design; and the recommendations proposed by staff.

ARC RECOMMENDATIONS

New Doors and Windows:

1. The ARC concurs with staff recommendations. Specifically, the ARC recommends the new door design be revised by:
 - a. New proposed doors should be in a steel or aluminum material with narrow profiles that are more consistent with the existing windows and historic building. The ARC encourages the removal of only the central bay of existing windows for insertion of new doors, if technically feasible; and
 - b. New hardware should be refined in detail to be more consistent with the historic building.

New Accessible Ramp and Stair Assembly:

2. The ARC concurs with staff recommendations. Specifically, the new ramp and stair assembly as currently proposed is not compatible with the historic building and does not meet the Secretary of the Interior's Standards. Specifically the ARC recommends the design be revised by:

- a. Using regrading the courtyard as an opportunity to reduce the need for new ramps. The ARC encouraged the Project Sponsor to conduct additional studies with a raised courtyard to improve the stair and ramp design;
- b. Reducing the size of stair and ramp assembly, avoiding the amount of switch backs, and moving the entire assembly further north to avoid obscuring the primary entrance of the east wing and the overall visual impact to the historic building;
- c. Improving the design and details of the stair and ramp design. The ARC recommends providing stronger horizontal lines in the ramp and stair assembly design to be more consistent with the horizontal design of the historic wings. The ARC encourages the Project Sponsor to maintain a horizontal ramp base and guardrails and consider providing a higher wall with lower railing requirements; and
- d. Minimize ramps and guardrails to the greatest extent possible, using sloped walks at 1:20 and limiting changes in elevation between adjacent grades to under 30-inches.

Removal of East Wing Main Entry Doors:

3. The ARC believes that the introduction of a recessed entry at the east wing does not appear to result in an impact to the historic building. However, the ARC recommends that:
 - a. New proposed entrance at vestibule east wall is in a design similar to the original with glazed door and sidelights, and details consistent with the historic building; and
 - b. A single leaf door, instead of a pair of doors, is reintroduced if permitted by code.

Playground Design:

4. The ARC concurs with staff recommendations. Specifically, the ARC encouraged the Project Sponsor to consider the use of regrading the site as an opportunity to improve the playground design. The ARC believes that if the proposed playground design and elements are all removable, then the proposal would not have an impact to the historic building or property.

Minor Permit to Alter Scope:

5. The ARC also recommends the Project Sponsor to switch the two new ramps reviewed and approved under the Minor Permit to Alter (Case No. 2014.0407H). Specifically, the ARC recommends that:
 - a. The ramp leading to the basement of the north wing run along the western edge of the property instead of the ramp leading to the first floor; and
 - b. The ramp up to the first floor be designed at 1:20 slope so that neither a handrail nor a guardrail between the ramp and courtyard is not required. If a 1:12 slope is required, that the change in elevation between the ramp and courtyard is under 30-inches so that only a handrail would be required and not a guardrail. This would result in only a guardrail in between the two ramps.



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

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

Case No.: 2014.0048E
Project Title: 50 Fell Street
Zoning: C-3-G (Downtown-General) Use District
120/200-R-2 Height and Bulk District
Block/Lot: 0814/010
Lot Size: 13,076 square feet
Project Sponsor: Kristine Mummert Adamow – Urban Field Group
(415) 844-0530, krissy@urbanfieldgroup.com
Staff Contact: Melinda Hue – (415) 575-9041
Melinda.Hue@sfgov.org

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PROJECT DESCRIPTION:

The project site is located on the north side of Fell Street on the block surrounded by Fell, Polk, and Hayes Streets and Van Ness Avenue within the Market and Octavia Plan Area in San Francisco's Downtown/Civic Center Neighborhood. The 13,076-square-foot project site contains an approximately 68-foot-tall 22,288-square-foot building that is two to three stories, over a basement, with a courtyard along Fell Street. The existing building and associated courtyard, constructed in 1931, is a designated

(continued on the next page)

EXEMPT STATUS:

Categorical Exemption, Class 32 (California Environmental Quality Act (CEQA) Guidelines Section 15332)

REMARKS:

See next page.

DETERMINATION:

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

J. Wise for
Sarah B. Jones
Environmental Review Officer

August 12th, 2014
Date

cc: Kristine Mummert Adamow, Project Sponsor
Kelly Wong, Current Planner and Preservation Planner
Supervisor Jane Kim, District 6 (via Clerk of the Board)

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

PROJECT DESCRIPTION (continued):

Category 1 (Significant) building under Article 11 of the San Francisco Planning Code; therefore, the property is considered a known historic resource (Category A) by the San Francisco Planning Department. The existing building was previously occupied by the New College of California Law School. The proposed project would involve the rehabilitation and reuse of the existing building for a Montessori preschool/daycare center operated by LePort Schools. Enrollment for the current (Fall 2014-2015) program would include 206 children, comprising of about 50 toddlers (ages 2 – 3 years old) and about 156 primary/preschool children (ages 3 – 6 years old). Future enrollment would include the addition of up to 27 infant children (ages 0 – 2 years old), resulting in a maximum enrollment of 233 children at the school. The proposed project would include up to 22 teachers and up to four administrative staff.

The proposed preschool/daycare would operate year round (except for holidays), daily from Monday through Friday, between the hours of 7:00 a.m. and 6:00 p.m. Regular classroom instruction hours would occur between 8:30 a.m. through 3:00 p.m. Afterschool programs (which would involve arts, dance, and sports activities) would occur between 3:00 p.m. through 4:00 p.m. and an “extended care” program would occur from 3:00 p.m. through 6:00 p.m. These afterschool and “extended care” programs would only be available for students enrolled in regular classroom instruction and not the general public. Proposed student drop-off times would be from 7:00 a.m. through 9:30 a.m. daily. Within this 2.5 hour drop-off period, primary/preschool children are anticipated to arrive at the school by 8:30 a.m., toddlers by 9:00 a.m., and infants between 9:00 a.m. and 9:30 a.m. Proposed student pick-up times would include a midday pick-up period (between 12:00 p.m. to 12:15 p.m.), as well as an afternoon to early-evening pick-up period (between 3:00 p.m. to 6:00 p.m.).

The existing building at the project site is L-shaped and encloses a front courtyard located along Fell Street. The north wing of the building is situated at the rear of the project site, facing the courtyard and the east wing of the building is situated on the east side of the project site, facing the courtyard with some building frontage along Fell Street. Access into the existing building is through the courtyard. The proposed project would involve the following alterations to the property:

- Seismic upgrades that would include new steel brace frames and spread footings for the east wing of the building and a new concrete footing for the north wing of the building, which would involve excavation of up to a maximum of three feet below ground surface (bgs) and excavation of up to 60 cubic yards of soil;
- Tenant improvements within the existing building envelope to create new classroom spaces;
- Removal of an existing non-historic entry door and modification of an existing historic window to create a new door on the western façade (which faces onto the courtyard) of the building’s east wing;
- Modification of an existing historic window to create a new door on the southern façade (which faces onto the courtyard) of the building’s north wing;
- Removal of an existing non-historic ramp and stairs, and the construction of a new ramp, stairs, and elevated walkway along the eastern portion of the courtyard;

- Partial removal of an existing non-historic retaining wall and non-Americans with Disabilities Act (ADA)-compliant ramp, and construction of a new ADA-compliant ramp along the western portion of the courtyard;
- Reconstruction of a new brick wall with fence to replace the missing sections of the existing historic brick wall with a fence that's currently along the main frontage of the project site on Fell Street;
- Removal of a non-historic chain link gate and the installation of a new gate along the main frontage of the project site on Fell Street;
- Installation of new landscaping and site furniture in the courtyard for a new playground area;
- Removal of an existing 12-foot-wide curb cut and installation of a new curb along Fell Street in front of the project site; and
- Installation of a 126-foot-long passenger loading zone along Fell Street in front of the project site.

Project Approvals

The proposed project would require the approval of a Major Permit to Alter by the Historic Preservation Commission (HPC), approval of a Minor Permit to Alter by Planning Department Preservation staff, and the issuance of the building permit by the Department of Building Inspection (DBI).

Approval Action: If discretionary review before the Planning Commission is requested, the discretionary review hearing is the Approval Action for the project. If no discretionary review is requested, the issuance of a building permit by DBI is the Approval Action. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

REMARKS:

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

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

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy, and would be consistent with the San Francisco General Plan and with applicable zoning designations. The project site is located within the C-3-G use district, where the proposed daycare use is permitted. Additionally the proposed project would not involve the expansion of the existing 68-foot-tall building envelope and thus would not exceed the project site's 120/200-R-2 height and bulk limit.

The proposed project would be consistent with all other applicable policies and standards associated with the project site's existing General Plan and zoning designations.

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

The 0.3-acre (13,076-square-foot) project site is located within a fully developed area of San Francisco. The surrounding area consists of residential and commercial uses. Thus, the proposed project would be properly characterized as infill development surrounded by urban uses.

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

The 13,076-square-foot project site is located within a densely developed urban area and contains a building. The courtyard is partially paved and includes an area that was previously a grass lawn but is now covered in tanbark, with some shrub landscaping and trees around the perimeter. The project site has no habitat value 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.*

Traffic. The project site is located on a block bound by Hayes, Polk, Fell Streets and South Van Ness Avenue. The project site is about a 10-minute walk from the Civic Center BART and Muni Station and about a three-minute walk from the underground Van Ness Muni Station (stop for all Muni light rail lines). The project site is also served by several Muni bus routes (21-Hayes, 47-Van Ness, 49-Mission/Van Ness) and the above-ground light rail (F) along Market Street. Bicycle facilities within the vicinity of the project site consist of bicycle routes along Polk Street (Route 25), Page Street (Route 32), Grove Street (Route 20), and Market Street (Route 50).

According to the Transportation Technical Memorandum (Memorandum)¹ prepared for the project, the proposed project at 50 Fell Street is anticipated to generate approximately 518 daily person trips (inbound and outbound). Based on survey results of current staff members, it is estimated that about seven faculty/staff members would drive their own private vehicle to and from the project site on the daily basis and 19 faculty/staff members would utilize existing public transportation (i.e., Muni, BART), or other modes of transportation (i.e., walk, bike). Since the proposed project would not include on-site parking, the seven faculty/staff members that would drive to and from the project site would have to park their vehicles in nearby on-street parking spaces or off-street parking facilities. Therefore, the 14 daily faculty/staff vehicle trips would most likely not be traversing Fell Street to the project site.

¹ CHS Consulting Group. *50 Fell Street-Transportation Technical Memorandum-Final*, August 5, 2014. This document is available for review as part of Case File No. 2014.0048E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

For future students, it is assumed that 90 percent of future students would be dropped off at and picked up from the project site via private vehicle (no carpooling) and that the other 10 percent would utilize other means of transportation (i.e., public transportation, bicycling, walking from place of residence or parent's place of employment).

Based on surveys of other schools in San Francisco, the reason most students are driven to those schools is that their parent/guardian needs to use their private automobile in order to travel to their place of employment so they drive their student(s) to school first as a matter of convenience. Parents of students who are employed nearby (at places such as Twitter, Uber, Yammer, Square, City and County of San Francisco offices, etc.) would most likely park at an off-street parking facility for the day and walk their child over to the project site for drop-off and then walk to the project site for pick-up and then to the off-street parking facility to their car. There are numerous off-street parking facilities located in the project vicinity, such as at Market Square/Twitter, 69 Polk Street, 101 and 150 Hayes Street, Fox Plaza, and Goodwill. Additionally, there are several high-density multi-family residential developments within a five-minute walking distance, such as Argenta and Nema, and it is possible that some families would be living within walking distance of the project site. Therefore, the mode split assumption of 90 percent private auto for future students is a fairly conservative assumption, considering the proximity of employers and residences.

Assuming approximately 90 percent of students would be dropped off and picked up via private vehicle, the proposed project would generate approximately 210 daily student vehicle trips (estimated 105 vehicles during the morning and 105 vehicles during the afternoon/early evening). Approximately 105 vehicle trips would be dispersed during the morning drop-off period between 7:00 a.m. and 9:00 a.m. The 105 vehicle trips during the afternoon pick-up period would occur during the midday pick-up period (between 12:00 p.m. and 12:15 p.m.) and the afternoon to early-evening period, dispersed between 3:00 p.m. and 6:00 p.m., for afterschool activities and extended care. The proposed project would include a 126-foot-long passenger-loading zone (for approximately 6 vehicle spaces) along Fell Street, which would accommodate anticipated vehicle queues during the drop-off and pick-up periods.

Furthermore, the project sponsor has proposed to implement the following improvement measures to facilitate drop-off and pick-up activities:

- Develop a Transportation Management Plan to provide guidelines for student drop-off and pick up procedures;
- Appoint a Transportation Demand Management (TDM) Coordinator to oversee and promote the implementation of various TDM programs and measures, such as the modification of the aforementioned Transportation Management Plan as needed;
- Appoint a student drop-off/pick-up coordinator to manage faculty and staff assisting parents/guardians during drop-off/pick-up activities, monitor queues within the proposed passenger loading zone along Fell Street, and enforce restricted dwell times for any stopped/parked vehicles within the loading zone;

- Develop a student drop-off and pick-up monitoring program to observe drop-off/pick-up activities, coordinate student-pick up to facilitate moving the student(s) to parent's vehicles in a timely manner, and perform necessary improvements and adjustments to drop-off/pick-up procedures as necessary;
- Incorporate a mobile application (including guidelines on how to safely use the mobile application) into the coordinated student pick-up program;
- Stagger student drop-off periods to better distribute traffic;
- Develop a shared parking agreement with nearby parking facilities; and
- Establish Freight/Delivery Hours of Operation.

Overall, the estimated addition of 105 vehicle trips traveling to and from the project site during student drop-off (AM) and pick-up (PM) periods would result in a less-than-significant impact to existing transportation and circulation conditions. The improvement measures (discussed above) to be implemented by the Project Sponsor would further reduce these less-than-significant impacts to the nearby transportation network and the users of existing transportation facilities.

Noise. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels discernable to most people. The proposed project would not cause a doubling in traffic volumes. Therefore, project operations would not result in a substantial increase in the ambient noise level at the project vicinity and this would be a less-than-significant impact. Although some increase in noise would be associated with the construction phase of the project, such occurrences would be limited to certain hours of the day and would be intermittent and temporary in nature. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). Section 2907 of the Police Code requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 A-weighted decibels (dBA) at a distance of 100 feet from the source. Impact tools (such as jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Police Code prohibits construction work between 8:00 p.m. and 7:00 a.m. if the construction noise level would exceed the ambient noise level by five dBA at the nearest property, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project sponsor would be required to comply with these measures; therefore the project would result in less-than-significant impacts related to construction noise.

The Land Use Compatibility Chart for Community Noise in the San Francisco General Plan, Environmental Protection Element specifies the compatibility of different land use types and their location within a range of ambient noise levels. For noise-sensitive uses such as schools, noise exposure is considered "satisfactory with no special noise insulation requirements" where the noise level is 65 dBA Ldn (a day-night averaged sound level) or less. The proposed project would involve the siting of a proposed new noise-sensitive use (daycare) on a project site where the majority of the site has traffic noise exposure levels of 65 dBA Ldn or less, which is a satisfactory level.

However, the frontage of the project site, including a portion of the existing building's east wing, along Fell Street would be exposed to noise levels between 65 and 70 dBA Ldn. The existing building is comprised of masonry walls with single-glazed windows. According to the California Department of Transportation, the existing building's construction type has the potential to reduce traffic noise levels (outdoor to indoor noise levels) by 25 dBA, or by 10 dBA if the windows are open.² Therefore, the noise levels within the classrooms located along the front portion of the existing building's east wing would be lower (by 10 to 25 dBA, depending on whether the building's windows are open or not) than the traffic noise exposure levels of 65 to 70 dBA Ldn. This would be considered a satisfactory noise environment for the proposed daycare use and impacts related to siting of noise-sensitive receptors would be less than significant. In summary, the project would have less-than-significant impacts related to noise.

Air Quality. In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District (BAAQMD) has established thresholds of significance to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. To assist lead agencies, the BAAQMD, in their CEQA Air Quality Guidelines (May 2011), has developed screening criteria. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The proposed project would not exceed criteria air pollutant screening levels for operation or construction.³

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

² California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September 2013. p. 7-17.

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

The proposed project is not within an Air Pollutant Exposure Zone. Therefore, the proposed project would result in a less than significant impact with respect to exposing sensitive receptors to substantial levels of air pollution. The proposed project would require construction activities for the approximate five-month construction phase. However, construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes,⁴ which would further reduce nearby sensitive receptors exposure to temporary and variable TAC emissions. Therefore, construction period TAC emissions would result in a less than significant impact with respect to exposing sensitive receptors to substantial levels of air pollution.

For the reasons above, the proposed project would result in less-than-significant impacts related to air quality.

Water Quality. The proposed project would not generate substantial wastewater or result in discharges that would have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and stormwater would flow to the City's combined sewer system and would be subject to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. Therefore, the proposed project would result in less-than-significant impacts related to water quality.

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

The project site is located in a dense urban area where all public services and facilities are available; no expansion of public services or utilities is anticipated.

Other Environmental Concerns

Historic Architectural Resources. The property at 50 Fell Street is designated a Category 1 (Significant) Building pursuant to Article 11 of the San Francisco Planning Code; therefore, the property is considered a known historical resource (Category A) by the Planning Department for the purposes of the Department's CEQA review. The property was previously surveyed and appears eligible for listing in the National Register of Historic Places and California Register of Historic Places. Constructed in 1931, the structure at 50 Fell Street, historically known as the Viavi Building, is comprised of an L-shaped, two- and three-story concrete frame and brick cladded building with steel multi-lite windows, wrought iron balconies, and clay tile roof designed in a Spanish Colonial Revival style by Architect Willis Polk & Co. The property is an individual historic resource under Criterion 3 (Architecture) because it embodies the distinctive characteristics of the late period Mission Revival style and it possesses artistic values in site planning with the provision of a courtyard along Fell Street.

⁴ California Code of Regulations, Title 13, Division 3, § 2485.

According to the Planning Department's Preservation Technical Specialist, the proposed project would involve alterations that would not substantially remove historic materials or spaces that characterize the historic property.⁵ The proposed project would involve the alteration of two existing windows to create two new door entrances, one at the east wing and one at the north wing of the building. The construction of the two new door entrances would involve removal of the existing window assembly and removal of a portion of the existing concrete wall. While two character-defining windows would be altered, the proposed doors would be of a contemporary design with muntin profiles similar to the original design of the windows. The proposed ramp, stairs, and elevated walkway assembly would be designed with transparent glazed panels with simple framing and handrail details that are referential to the historic building. The proposed site landscaping and site furniture in the courtyard for a playground would not substantially alter any character-defining features that distinguish the historic property. Additionally, the proposed project would include restoration of the historic foundation base and brick wall currently located in the courtyard, and installation of a new gate that is contemporary in style. Overall, the new elements being proposed are contemporary in design and compatible with the size, scale, and character of the historic property. The proposed project is consistent with the Secretary of the Interior Standards for Rehabilitation, would not substantially alter any character-defining features of the historic property such that it could not convey its significance, and overall would not impair the significance of the historic resource. Therefore, the proposed project would result in a less-than-significant impact on historic resources.

Hazardous Materials. The proposed project would involve excavation of up to three feet bgs and disturbance of approximately 60 cubic yards of soil in a Maher area. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of the Public Health (DPH). In compliance with the Maher Ordinance, the project sponsor submitted a Maher Application to DPH⁶ and a Phase I Report⁷ was prepared to assess the potential for site contamination. The Phase I Report analysis showed that concentrations of certain hazardous substances exceeded California Regional Water Quality Control Board (RWQCB) residential Environmental Screening Levels (ESL). Additionally according to the Phase I Report, an incinerator was observed in the north wing of the building. As a result, DPH has required the project sponsor to undertake soil remediation at the project site in accordance with a DPH-approved Site Mitigation Plan (SMP) and to clean the incinerator prior to the issuance of any building permit.⁸ The project sponsor has

⁵ San Francisco Planning Department. *Preservation Team Review Form for 50 Fell Street*, July 29, 2014. This document is available for review as part of Case File No. 2014.0048E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

⁶ Urban Field Group, on behalf of LePort Schools. *Maher Ordinance Application*, December 12, 2013. This document is available for review as part of Case File No. 2014.0048E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

⁷ RGA Environmental Inc. *Phase I Environmental Site Assessment Report for LePort School*, January 20, 2014. This document is available for review as part of Case File No. 2014.0048E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

⁸ San Francisco Department of Public Health. *Request for Site Mitigation Plan, 50 Fell Street, San Francisco, Proposed Preschool SMED 994*, May 14, 2014. This document is available for review as part of Case File No. 2014.0048E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

agreed to comply with DPH's requirements. The project would therefore result in a less-than-significant impact related to hazardous materials.

Geology and Soils. The existing building at 50 Fell Street is located on a site that is relatively flat. A geotechnical report was prepared for the proposed project and includes information gathered from a site reconnaissance, soil borings on the project site and in the project vicinity, and literature review.⁹ The soil borings (that went to depths ranging from 13.5 to 31.5 feet bgs) encountered different types of clay, gravel and sand materials. Groundwater was encountered at a depth of 15 feet bgs. The maximum depth of excavation for the proposed project would be up to a maximum of three feet bgs, so groundwater is not likely to be encountered during project construction.

The geotechnical report evaluated the project site for potential fault rupture, lateral spreading and landsliding and found the potential risk to be low. According to the geotechnical report, the site is located in a potential liquefaction zone, though a properly designed and constructed foundation (such as spread footings, mat foundation, or drilled piers) would reduce potential damage from liquefaction. The project sponsor has elected to use a spread footings foundation type, which is one of the recommended foundation types for the proposed project. The project site is in an area that would be exposed to strong earthquake shaking. The Project Sponsor would be required to adhere to the San Francisco Building Code, which specifies seismic design parameters for the design of earthquake resistant structures and would minimize damage from earthquakes. The geotechnical report also includes recommendations covering site preparation and grading, retaining walls, slabs on grade, and geotechnical drainage. Per the geotechnical report, the project site is suitable for the proposed project improvements.

Decisions about appropriate foundation and structural design are considered as part of DBI's permit review process. Prior to issuing a building permit for the proposed project, DBI would review the geotechnical report to ensure that the security and stability of adjoining properties and the subject property is maintained during and following project construction. Any potential damage to on-site structures from geologic hazards would be addressed through compliance with the San Francisco Building Code. The project would therefore result in a less-than-significant impact related to seismic and geologic hazards.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on April 18, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. No comments were received from the public in regards to the proposed project.

SUMMARY

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the

⁹ Earth Mechanics Consulting Engineers. *Geotechnical Investigation for Planned Improvements at 50 Fell Street San Francisco, California*, November 11, 2012. This document is available for review as part of Case File No. 2014.0048E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

environment due to unusual circumstances. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant effect. The proposed project would have no significant environmental effects. The project would be exempt under the above-cited classification. For the above reasons, the proposed project is appropriately exempt from environmental review pursuant to Section 15332 of the CEQA Guidelines.

50 Fell Street



**Major Permit to Alter
Case No. 2014.0048H**

**Prepared for the Historic Preservation Commission
August 20, 2014**

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View looking northwest from across Fell Street at the East Wing and site wall (Knapp, 2014).



View looking northeast from across Fell Street at the site wall and East Wing (Knapp, 2014).

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1. CONTEXT



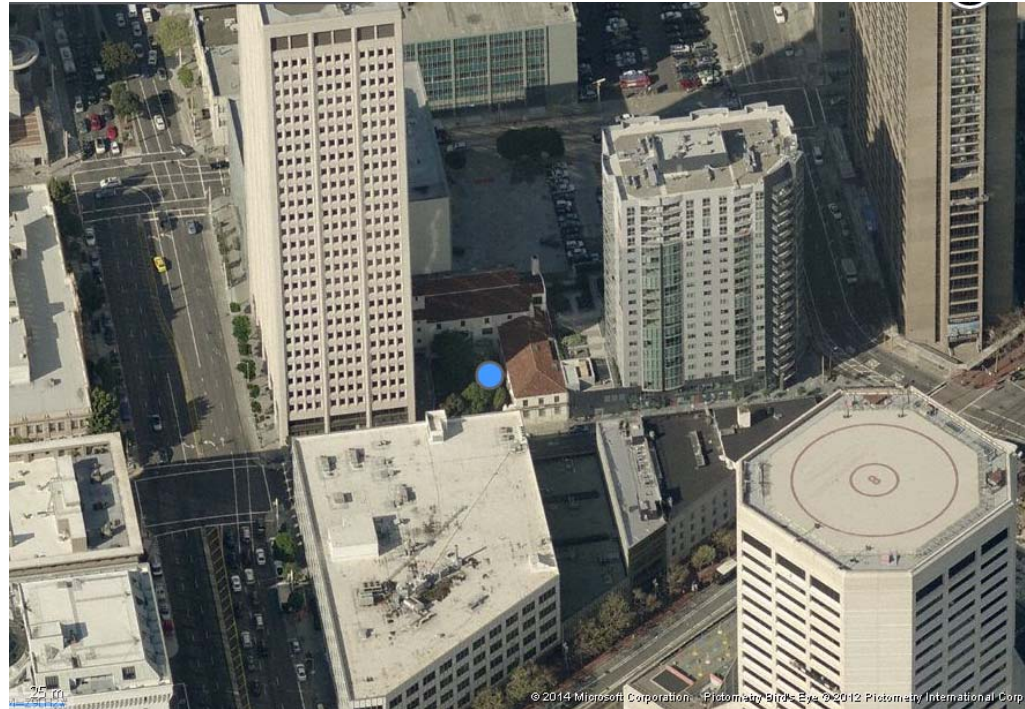
Context Image along the north side of Fell Street from Van Ness Avenue to Market Street. (Knapp, 2014)



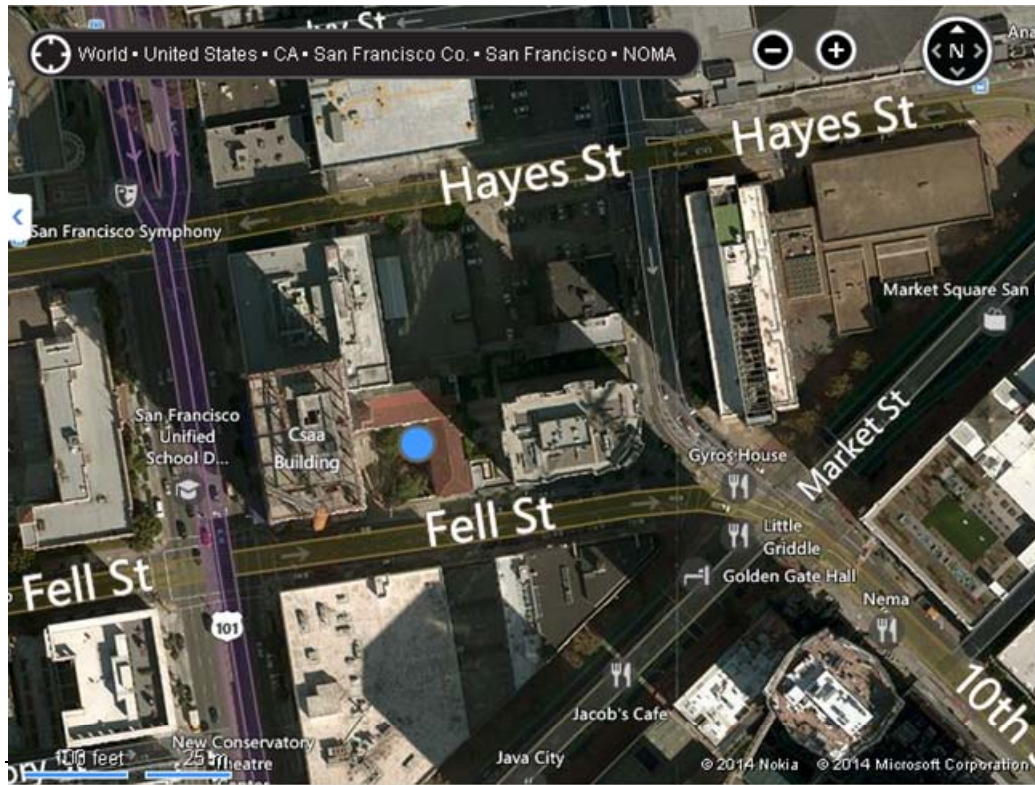
Context Image along the south side of Fell Street from Market Street to Van Ness Avenue. (Knapp, 2014)



Site images within the courtyard of Fell Street, panning from the west tower to the east wing. (Knapp, 2014)



Bird's Eye View of the north side of Fell Street between Van Ness and Market Street (Bing, 2014). The property at 50 Fell is indicated by a blue dot. Buildings at the south side of Fell Street are visible in the foreground.



Aerial Plan (Bing, 2014). The property at 50 Fell is indicated by a blue dot. Buildings at the south side of Fell Street are at bottom of the aerial.

a. Site Description

The existing building at 50 Fell Street is located midblock on the north side of Fell Street between Van Ness Avenue and Market Street, San Francisco Assessor's block number 814, lot 10. The property is bounded by adjacent buildings at the east and west, faces a parking lot to the north and onto a sidewalk along Fell Street at the south. The subject property is nestled between two much larger buildings, the 29-story 100 Van Ness building (1976) at the west and 1 Polk Street building (2008) at the east, both residential towers. The building at 100 Van Ness, which used to house AAA offices is being converted to housing and its exterior is being re-clad with a new curtain wall. The building at 1 Polk Street is a residential structure with various city offices on the lower floors, the building has a two-story section to provide space between its tower and the property at 50 Fell Street. The two tall curtain wall structures do not have an architectural relationship in scale or style to the subject property, which is a small-scale Spanish Colonial Revival building.¹

Across the street from 50 Fell Street, the buildings consist of a 5-story (1908) building at Van Ness Avenue, a two-story (1917) building, a 1913 four-story (1913) building and a 5-story (1907) building at Market Street. Although these buildings relate in scale to the subject property, they were built before the complex at 50 Fell (1931) and do not in style.

The site at 50 Fell Street is enclosed, on Fell Street, by an original brick wall with brick pillars, concrete caps, and wrought iron fencing. The site wall has two openings, a man-gate at the east and a drive gate at the west. The man-gate, a compatible feature that replaced the original wrought iron gate, is surmounted by a decorative concrete archway. The larger drive gate has a non-historic chain-link sliding gate where original entry pillars and wrought iron gate were removed.

The open courtyard is enclosed by the street wall at the south, 100 Van Ness to the west and the L-shaped subject building at the east and north. The pedestrian arched opening at the east end of the street wall leads to the main entrance at the East Wing via a non-historic brick path and concrete stairs. The entry is also accessed by a non-historic curvilinear paved brick ramp which winds through the courtyard and around a relocated original fountain with octagonal ceramic tile basin and non-historic concrete sculptural piece set within it. The wider drive opening at the west end of the street wall along Fell Street accesses two non-historic street ramps to the north wing. One of them is an accessible ramp, which leads from the street along the west side of the property to the double entry

¹ Page & Turnbull, Inc. *Department of Parks and Recreation 523A Form: 50 Fell Street*. San Francisco, California, 6 September 2006.



Historic view of east wing looking northeast showing the yard wall with pedestrian archway at the far right and drive gate and paired pillars at the far left. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico / Viavi)



Historic aerial view of the property at 50 Fell Street. (David Rumsey Historical Map Collection. Harrison Ryker. 1938, 56. San Francisco Aerial Views. Website accessed 12/13/2013: <http://www.davidrumsey.com/blog/2011/10/24/san-francisco-aerial-photographs-1938>)

doors at the north wing. The other is a wider concrete vehicle drive between the accessible ramp and the landscaped area of the courtyard, which slopes down to an arched basement opening at the north wing. Between the two ramps is a paved parking area. The landscaped areas of the courtyard are dirt covered in wood chips with various hedges, trees, miscellaneous flowers and shrubs, flagstone or slate pavers, stone or concrete benches. The only remaining historic architectural element of the courtyard is the tiled fountain base.

b. Building Description

The building is an L-shape with a two-story brick east wing, abutting the sidewalk, and a four-story concrete north wing with tower at the north/rear of the lot. The exterior brick and concrete walls are painted off-white. The hipped roofs are finished in red clay tile. The steel casement windows are detailed with wrought iron balconies and window security grilles and also concrete window hoods and balcony pedestal moldings. The street wall is composed of brick pillars with concrete capitals, a low brick wall, and wrought iron fencing. A chain link fence closes the vehicle drive.

The L-shape formed by the east and north wings of the building is fully read on the first and second floors. A basement occurs under the north wing of the building with crawl spaces at the northeast and under the east wing. The third floor level, fourth floor mezzanine, and upper tower occur only at the north wing. The third floor is open to a fourth floor mezzanine which wraps the north and west sides of this wing. The tower has two upper stories, a small room with a sink and a top room with elevator equipment and access to the roof.

There are three internal stairways in the building, one in the east wing and two at the north wing. The main stair at the southeast side of the east wing is an open stair leading from the first floor to the second floor. It has wrought iron railings and wood steps. The secondary stairs occur at the southeast and southwest corners of the north wing. These stairways have concrete steps and steel pipe railings. The southwest stair runs from the basement to fourth floor level at the tower, the southeast stair runs from the basement to the third level. A non-historic concrete stair at the exterior southeast corner of the north wing leads from the basement up to the courtyard.

The east wing building shell is constructed of brick and steel I-beam columns at the interior. The interior has been gutted except for wood framed partition walls with limited remaining plasterwork at the main lobby stair and entry; wood framing and subfloors; and roof framing. At the interior north end of the east wing, there are two steps up from the



Historic view of east wing looking northeast showing the yard wall with pedestrian archway at the far right and drive gate and paired pillars at the far left. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico / Viavi)



Historic aerial view of the property at 50 Fell Street indicated by a blue dot. (Bing, 2014)

east wing to the north wing through a doorway. The wall at this location is mostly concrete with a section of brick wall at the east.

The north wing shell includes concrete floors and walls at the basement through third floors, wood flooring at the fourth floor mezzanine, wood roof framing, and a concrete tower element. The interior of the north wing has been gutted of most interior partitions exposing the concrete perimeter walls, concrete columns, and hollow clay tile block interior walls at secondary stairways and elevator. A renovated toilet room and mechanical room exist at the east end of the north wing. The mechanical room, which is four steps down from the north wing accesses a light well where both brick and concrete walls are visible at the adjoining wall of the north and east wings.

c. Building Listings and Ratings²

Historical listings and supporting documents were noted in the San Francisco Planning Department Property Information Map Report online:

1. 1976 Architectural Survey: 2. With a summary rating of 2, the sub-category ratings indicate that the building has a poor relationship to its context (-1) but contributes moderately to the streetscape (2), its architectural design quality was moderately rated (average 2) but not considered rare or unusual (0), its cornice/ parapet was noted as moderately important to the building and streetscape (2), and its condition was intact (2-3).³
2. San Francisco Planning Department Status: A - Known Historic Resource. Category A is described in Bulletin 16 as the highest ranking for the treatment of a potential historic resource.
3. San Francisco Planning Code, Article 11: Category I - Significant Building, No Alterations. Article 11 considers the property at 50 Fell Street to be a historic resource of individual importance. Bulletin 16 notes that properties listed in Article 11 fall under the San Francisco Planning Department Historic Resource Status A2 category.

² City and County of San Francisco Planning Department. *Property Information Map Report for 50 Fell Street*, Website: <http://propertymap.sfplanning.org>, retrieved 31July 2013.

³ City and County of San Francisco Planning Department. *1976 Citywide Architectural Survey*, Survey form for 50 Fell Street, Block 814, Lot 10.



View of courtyard from upper story of North Wing with historic fountain base at center. (Planning Department Files, Date Unknown)



View of courtyard from upper story of North Wing with historic fountain base relocated within non-historic curvilinear brick ramp. (Knapp, 2013)

4. National Register Code: 3⁴

This rating means that the property appears eligible to the National Register.⁵ The DPR form for the property notes a NRHP rating of 3S,⁶ which further defines the property as one that appears eligible for National Register as an individual property through survey evaluation. The DPR form notes that its significance is tied to Criterion C, architecture, and it retains integrity.

5. San Francisco's Architectural Heritage rating: B.

6. Unreinforced Masonry Buildings (UMB) Survey includes this property.

d. Classification and Significance

The property at 50 Fell Street is considered a historic resource listed in a local register in Article 11 as a Category 1 building of individual importance and is eligible to the California Register because it is listed on a local register. The Department of Park and Recreation (DPR) 523A Primary Record for the property at 50 Fell Street notes that "the Viavi Building appears eligible to the National Register of Historic places at the local level of significance, under Criterion C, architecture, because it embodies the distinctive characteristics of late period Mission Revival style, and it poses high artistic value in the site planning with the only street side garden in the neighborhood with period of significance of 1932, the year of construction." The building was also noted as retaining integrity.⁷ The building's plan configuration within the site, open court facing the street and its architectural style comprise its significance. The building's character-defining features include its exterior brick, concrete, and clay tile facades, building massing, open courtyard, brick street wall, steel sash windows, wrought iron fence, balconies and window grilles.

⁴ City and County of San Francisco Planning Department. *Property Information Map Report for 50 Fell Street*. Website: <http://propertymap.sfplanning.org>, retrieved 31 July 2013

⁵ California State Office of Historic Preservation Department of Parks & Recreation. *Technical Assistance Bulletin #8: User's Guide to the California Historical Resource Status Codes & Historic Resources Inventory Directory*, November 2004, p. 4.

⁶ Page & Turnbull, Inc. *Department of Parks and Recreation 523A Form: 50 Fell Street*. San Francisco, California, 6 September 2006.

⁷ Page & Turnbull, Ibid.

2. HISTORICAL BACKGROUND



Image 1 – Non-historic basement stair at corner between east and north wing. Historic window modified to doorway to basement. (Knapp, 2013)



Image 1A – Historic view of corner between east and north wing, basement window visible at lower left under bird. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico/ Viavi)



Image 2 – View from Fell Street to north wing tower, non-historic ramps and drives in the foreground. (Knapp, 2013)

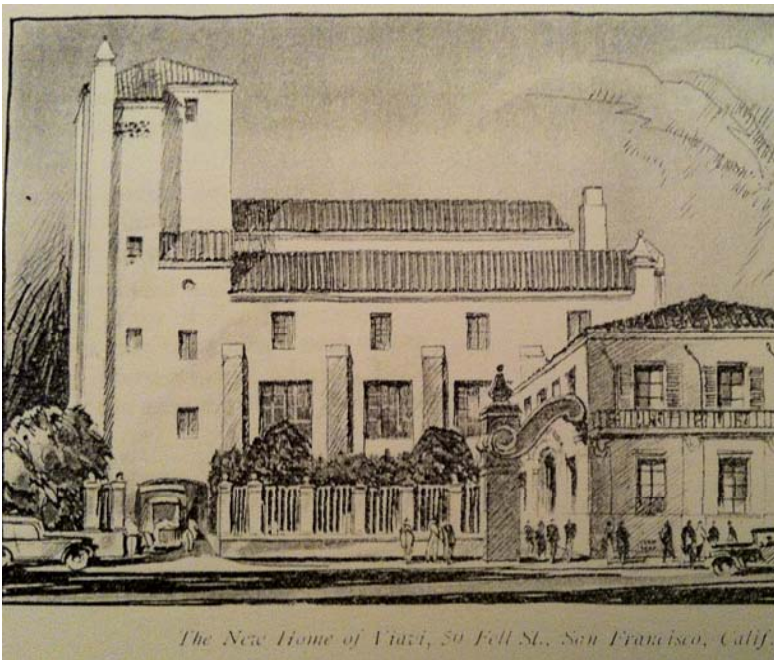


Image 2A – Historic sketch of building at 50 Fell Street looking north. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico/ Viavi)

a. Property History

Early Sanborn maps show that the property at 50 Fell Street contained three duplex residential units in 1899.⁸ By 1913, these buildings vanished,⁹ presumably as a result of the 1906 Earthquake and Fire. The 1913 to 1948 map shows the current building configuration with its north and east wings on the lot.¹⁰ The building complex that exists today, comprised of a brick east wing and a concrete north wing, was complete in 1931 as seen in a historic film from that year.¹¹

The building at 50 Fell Street was constructed as the headquarters of the Viavi Company in 1931¹² by the firm of Willis Polk & Company¹³ well after the death of Willis Polk himself in 1924 for the Law brothers, Herbert and Hartland. The building is historically known as the Viavi Building and was composed of offices, primarily in the east wing, and a manufacturing facility and distribution center, primarily in the north wing. It is likely that the east and north wing were constructed at separate times.¹⁴ Construction materials seem to support this statement. The east wing is constructed of brick and the north wing is constructed primarily of concrete. Additionally, there is a two-step level difference at the adjoining wall between the two wings.

⁸ *Insurance Maps of San Francisco, California*. New York: Sanborn-Perris Map Co. San Francisco History Center, Sanborn Map Company Fire Insurance Maps, microfilm 1899, Vol. 1, Sheet 95.

⁹ *Insurance Maps of San Francisco, California*. New York: Sanborn-Perris Map Co. San Francisco History Center, Sanborn Map Company Fire Insurance Maps, microfilm 1913, Vol. 1, Sheet 111.

¹⁰ *Insurance Maps of San Francisco, California*. New York: Sanborn-Perris Map Co. San Francisco History Center, Sanborn Map Company Fire Insurance Maps, microfilm 1913-1948, Vol. 1, Sheet 111.

¹¹ Viavi Brand Product Archives. Film, circa 1931. Viewed with permission from Wayne Vico / Viavi in 2013.

¹² City and County of San Francisco Assessor-Recorder. Building Card for 50 Fell Street, Block 0814, Lot 10, 1979. Although the 2006 *Department of Parks and Recreation 523A* (DPR) form for 50 Fell Street (prepared by Page & Turnbull, Inc., 6 September 2006) notes a construction date of 1932, Assessor-Recorder records for 50 Fell Street indicate the year of construction to be 1931.

¹³ City and County of San Francisco Planning Department. *1976 Citywide Architectural Survey*, Survey form for 50 Fell Street, Block 814, Lot 10. Although this survey indicated that “Willis Polk – added wing and remodeled original building,” Willis Polk died in 1924 and it is more likely the firm of Willis Polk & Company performed the work on the property. The 1997 DPR form (prepared by Anne Bloomfield) supports this, indicating Willis Polk & Co. served as architects but does not indicate a specific architect at the firm.

¹⁴ *1976 Citywide Architectural Survey*, Ibid. The survey statement in this survey that “Willis Polk – added wing and remodeled original building” implies that the east and north wing were constructed separately.



Image 2B – Historic view of driveway along west side of property looking southwest. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico/Viavi)



Image 2C – Historic view of fountain with driveway beyond along west side of property looking southwest. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico/Viavi)



Image 3 – East wing looking east with non-historic curvilinear ramp in foreground. (Knapp, 2013)



Image 3A – Historic view of east wing looking southeast. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico/Viavi)



Image 4 – Historic fountain base with non-historic concrete fountain at center looking north. (Knapp, 2013)



Image 5 – View looking southwest from yard at non-historic walls toward driveway. (Knapp, 2013)

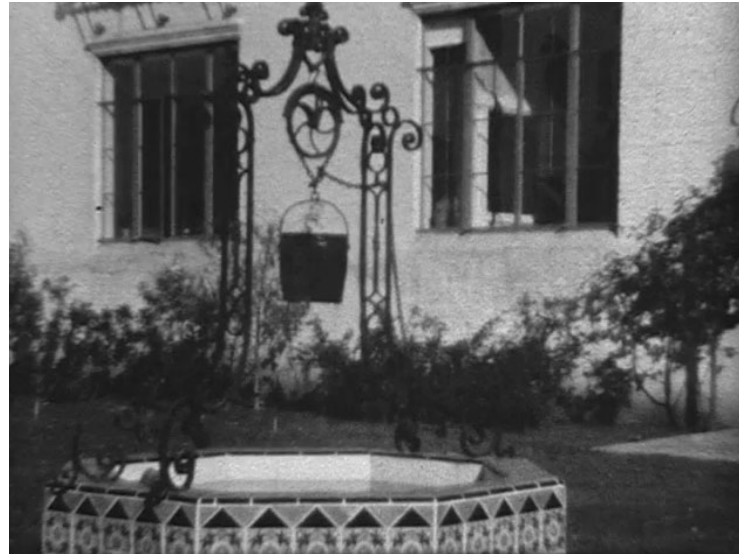


Image 4A – Historic view of fountain looking northeast. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico/Viavi)



Image 5A – Historic aerial view of the property at 50 Fell Street. (David Rumsey Historical Map Collection. Harrison Ryker. 1938, 56. San Francisco Aerial Views. Website accessed 12/13/2013: <http://www.davidrumsey.com/blog/2011/10/24/san-francisco-aerial-photographs-1938>)

b. Property Past Uses

Past uses and ownership for the property at 50 Fell Street, Block 814, Lot 10 were researched both at the San Francisco Main Public Library and San Francisco Assessor-Recorder's Office:

- Viavi Company, factory/headquarters for homeopathic remedies (1931-1946)
- U.S. Government Offices, various (1946-1972)
- Vacant (1973-1974)
- City Government Offices, various (1975-1977)
- New College of California School of Law (1978-1999)
- Investment property (1999-2011)
- Casa Terranova LLC (2011-present)

Assessor's Block Books show the earliest recorded ownership after 1906 listing J.S. Spear, Jr., G.L. Spear and Charlotte W. Hall with a date of 12/10/10 on Lot 10.¹⁵ The property at 50 Fell Street has Assessor's owner history and sales records dating back to 1919. These records note property transfers beginning in 1919 from Frank J. Edward, J. [W] James, D. Dougherty to A. Freed. In 1926, a decision in A. Freed vs. Thos. Boote resulted in a transfer to A. Freed the following year. That same year, in 1927, A. Freed granted the property to Pacific Motor Supply Co. In 1929, the [Cal.] Motor Supply Co. sold the property to the Viavi Co. on March 5.¹⁶ It is not known if a building existed on the site prior to this purchase but a building was constructed in 1931.¹⁷ Previous research indicates that the building was designed by Willis Polk & Company.¹⁸ It is clear that the architect would not have been Willis Polk himself who died in 1924 but someone who worked at the office thereafter. The building was originally used by the Viavi Company, Inc. as their headquarters and factory for homeopathic treatments for women and included spaces for a laboratory, factory, shipping center, and classrooms for teaching workers who sold the remedies.¹⁹ The listing in the 1930 San Francisco City Directory notes that the Viavi Co. would be moving from 1490 Market to 50 Fell by May 1st and was listed at this new address in the 1931

¹⁵ City and County of San Francisco Assessor-Recorder. *Map Book in Western Addition, Pages 245-344 Inc.*, Restored October 1993.

¹⁶ City and County of San Francisco Assessor-Recorder. Sales Ledger Index, Microfiche for 1914-1938.

¹⁷ City and County of San Francisco Assessor-Recorder. Building Card for 50 Fell Street, Block 0814, Lot 10, 1979.

¹⁸ Page & Turnbull, Inc. *Department of Parks and Recreation 523A Form: 50 Fell Street*. San Francisco, California, 6 September 2006.

¹⁹ Ibid.



Image 6 – View along Fell Street looking northeast, east wing at right. The west side of the yard wall is missing. (Google, May 2011)



Image 6A – Historic view of east wing looking northeast showing the yard wall with pedestrian archway at the far right and drive gate and paired pillars at the far left. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico / Viavi)

directory.²⁰ In 1946, it was sold to the United States of America²¹ to become a United States Navy Department District Medical Office housing medical, dental, and dispensary functions until 1967.²² No longer listed under the Navy government listings, there was a “no return” listing for this address in the 1968 directory.²³ In the 1969-1970 directory, US GSA Aid Logistic Support & Control was listed at 50 Fell Street.²⁴ From 1971 to 1972, the building was used by the Government Office of Naval Research along side the Numismatic Service Division of the Mint.²⁵ The property is listed as “vacant” in the 1973 and 1974 directories. From 1975 to 1977, the property held several city offices including the City Clearing House, Economic Analysis, Commission on the Status of Women, Architectural Design Service, and also the Mayor’s Office of Economic Development.²⁶ In 1978, The New College of California School of Law is listed at 50 Fell Street,²⁷ the year of their effective ownership.²⁸ The school sold the property to Baywood Investors in 1999 followed quickly by a sale to Bernard Wm Gucker in 2000 who held the property until 2011, when the current owner, Casa Terranova LLC, acquired the property.²⁹ The building has not been used by tenants after 1999.

²⁰ *Polk’s Crocker-Langley San Francisco City Directory, 1931.* San Francisco: R.L. Polk & Co. of California, 1931. San Francisco (Main) Public Library.

²¹ City and County of San Francisco Assessor-Recorder. Sales Ledger Index, Microfiche for 1939-1947.

²² *Polk’s Crocker-Langley San Francisco City Directory, 1967.* San Francisco: R.L. Polk & Co. of California, 1945-46, 1967. San Francisco (Main) Public Library.

²³ *Polk’s Crocker-Langley San Francisco City Directory, 1968.* San Francisco: R.L. Polk & Co. of California, 1968. San Francisco (Main) Public Library.

²⁴ *Polk’s Crocker-Langley San Francisco City Directory, 1969-1970.* San Francisco: R.L. Polk & Co. of California, 1970. San Francisco (Main) Public Library.

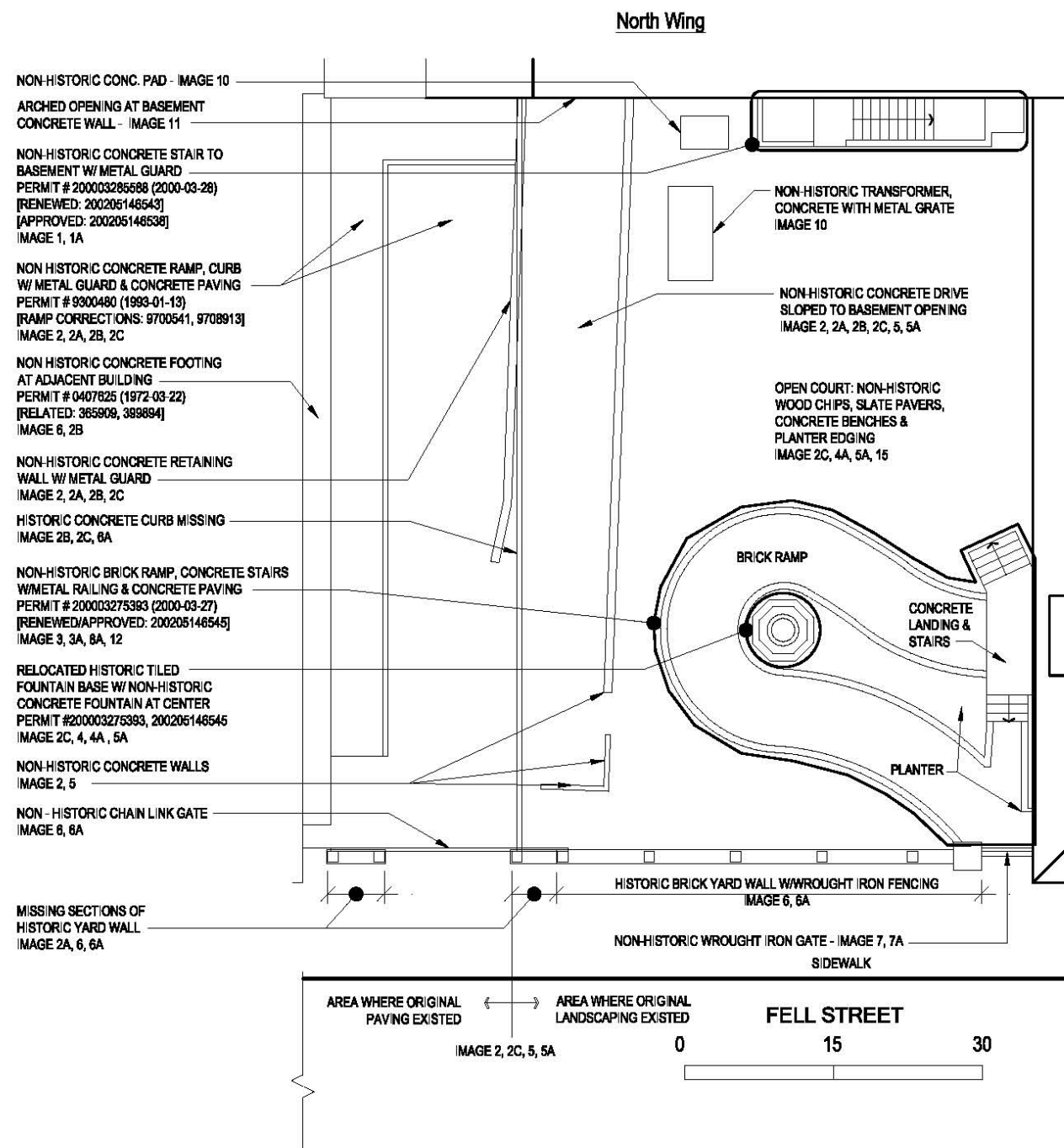
²⁵ *Polk’s Crocker-Langley San Francisco City Directory.* San Francisco: R.L. Polk & Co. of California, 1971, 1972. San Francisco (Main) Public Library.

²⁶ *Polk’s Crocker-Langley San Francisco City Directory.* San Francisco: R.L. Polk & Co. of California, 1975, 1976, 1977. San Francisco (Main) Public Library.

²⁷ *Polk’s Crocker-Langley San Francisco City Directory, 1978.* San Francisco: R.L. Polk & Co. of California, 1978. San Francisco (Main) Public Library.

²⁸ City and County of San Francisco Assessor-Recorder. Real Property Inquiry (Computer), Ownership History, 1993 to August 2013.

²⁹ *Ibid.*



EXISTING COURTYARD PLAN & CHRONOLOGY OF CHANGE

The existing courtyard was modified over time. Previous permits & images are referenced for the chronology of change. These changes allow for rehabilitation for the new use to increase landscaped area while providing accessibility & egress.

c. Property Changes

The limited permit history at DBI shows various modifications to the exterior and interior. In 1993, the concrete handicapped ramp at the west property line was constructed and subsequently corrected in 1997 after a violation was identified. In 2002, several changes at the courtyard were completed including the construction of the curvilinear brick ramp at the entry, concrete entry stairs and walkway to the pedestrian opening at the yard wall, and construction of a new stair to the basement at the north side of the courtyard, and relocation of the fountain. To accommodate the revised higher threshold at the exterior ramp and stair, the interior steps at the East Wing entry were infilled with wood flooring and entry doors replaced with a shorter aluminum assembly. The interior of the building is substantially gutted so many of the interior changes noted in the permit record are irrelevant. Roof work included skylight and roof tile repairs at the east wing in 1987 and roof parapet bracing at the north wing in 1990. Other elements of unknown date include, at the north wing, steel canopy framing above the entry and ductwork which extends from the central basement opening to the roof. There are also other small miscellaneous attachments at both wings.

(See Diagram of Existing Courtyard Plan & Chronology of Change which references numbered images documenting changes)



Image 7 – View of decorative arched gateway with non-historic gate looking northeast from Fell Street. (Knapp, 2013)



Image 7A – Historic view of decorative arched gateway with original wrought iron gate at yard wall looking southeast from the yard. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico / Viavi)



Image 9 – View of lobby entry at east wing looking southwest. Non-historic storefront assembly and infill flooring at modified entry. (Knapp, 2013)



Image 11 – View of basement driveway opening with non-historic infill wall looking north at the north wing. (Knapp, 2013)



Image 8 – View of decorative arched entry at east wing looking east. The lower portion of original pilasters has been covered where the non-historic brick ramp and concrete steps were installed and interior steps were infilled with new floor to meet the ramp landing. (Knapp, 2013)



Image 8A – Historic view of decorative arched entry looking east. (Viavi Brand Products Archives. Film, circa 1931. Images cannot be publically posted or reproduced without permission from Wayne Vico / Viavi)

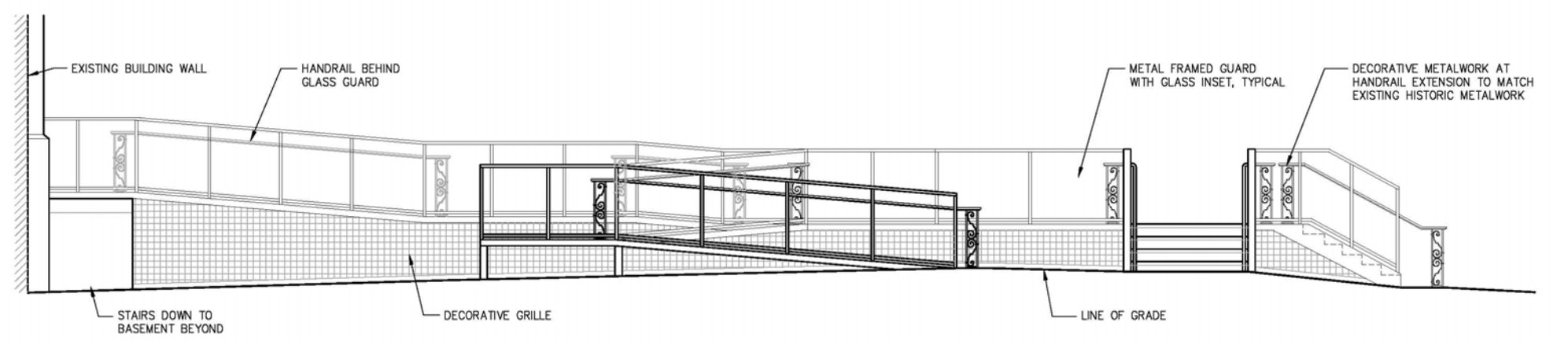
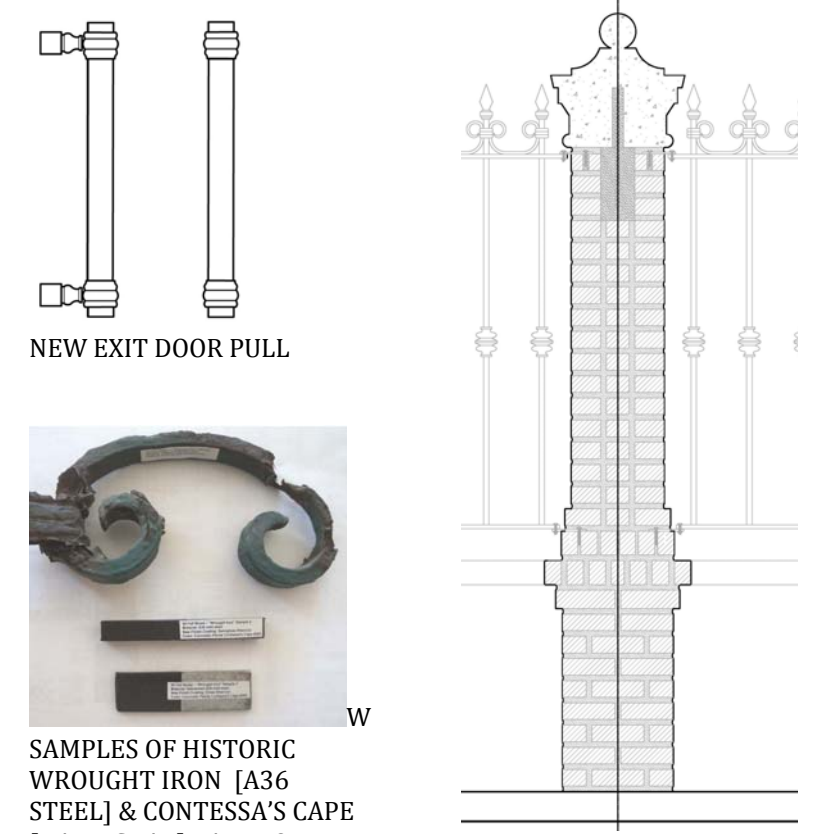
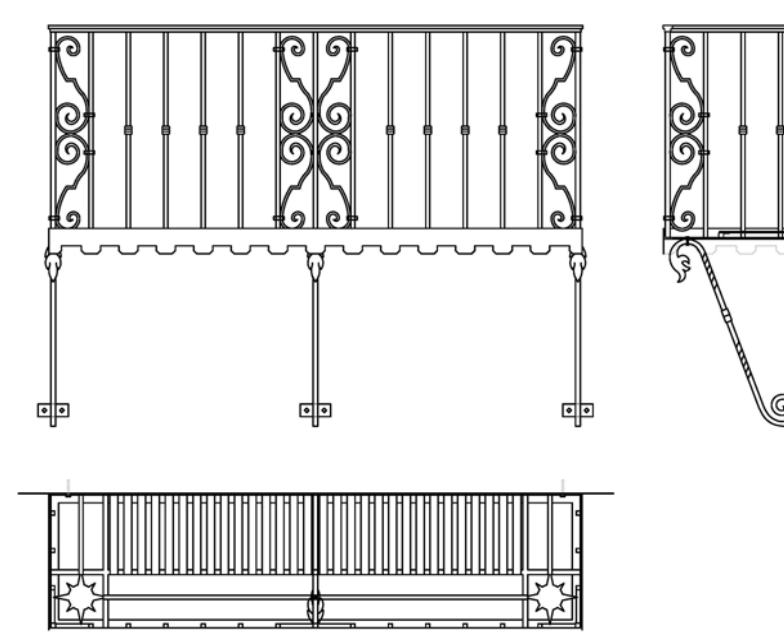
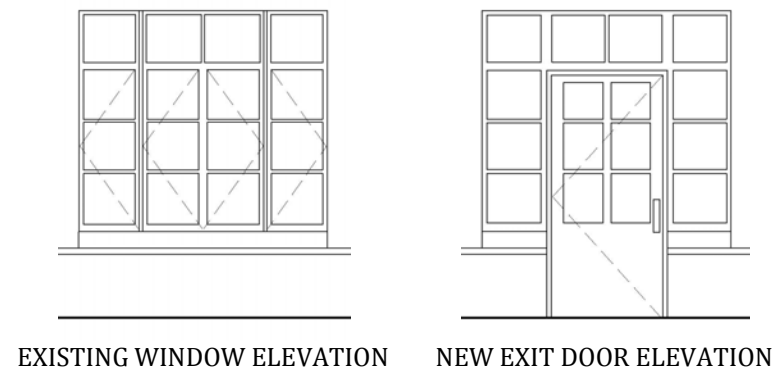
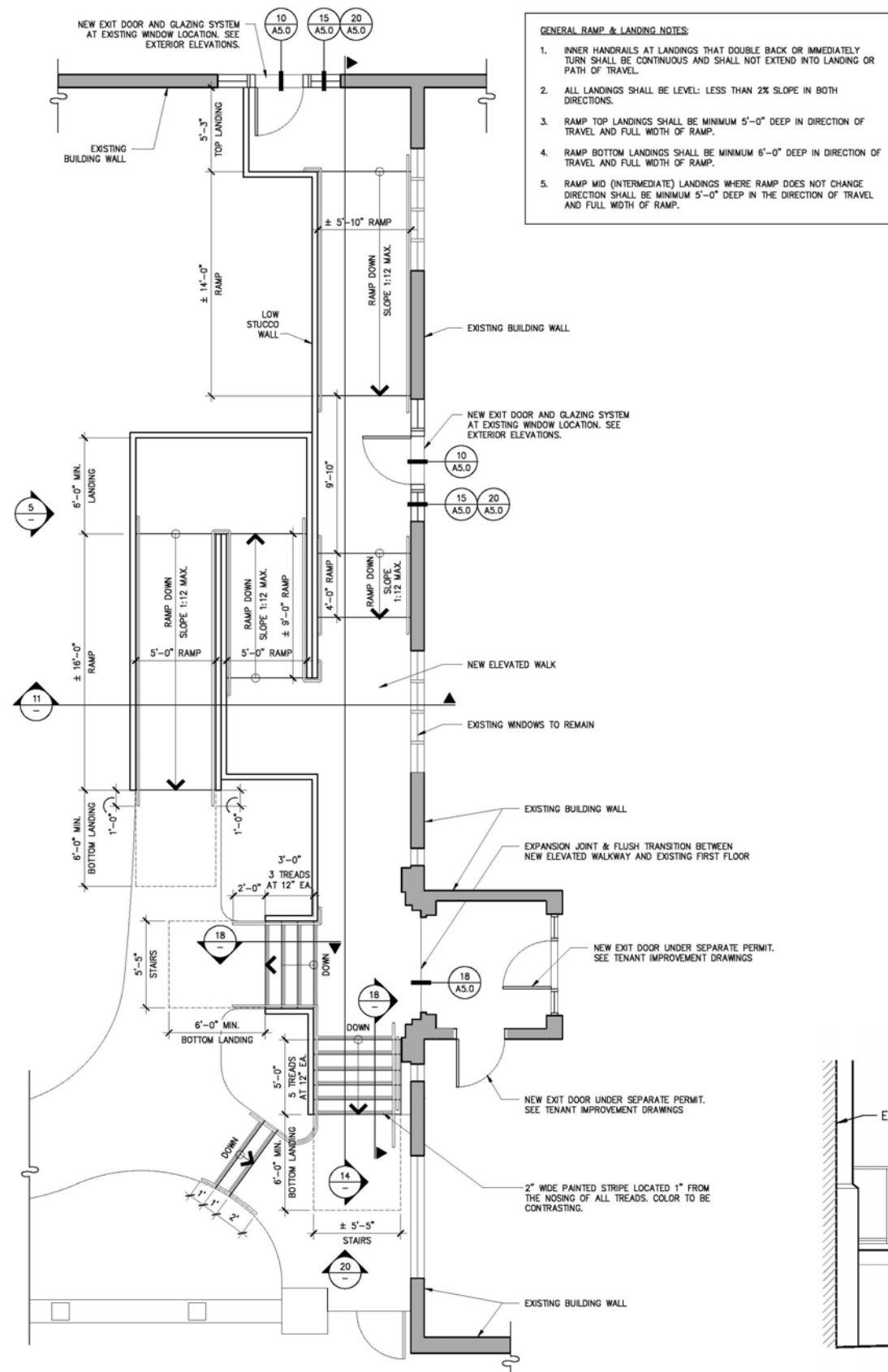


Image 10 – View looking northwest to the north wing of transformer (left), brick stacked on concrete pad (center), concrete planter (right) with original window opening above infilled with mechanical equipment. (Knapp, 2013)



Image 12 – View of yard looking south to Fell Street at non-historic brick ramp. (Knapp, 2013)

3. PROPOSED PROJECT





Typical LePort outdoor areas consist of natural features including natural grass lawns and planted areas. Play areas and fall zones consist of wood chips, sand, and engineered wood fiber.

a. LePort Schools & the Proposed Use

Founded in 2000, LePort Schools offer high-quality, authentic Montessori education to over 1,000 students ages 12 weeks to 8th grade at nine campuses in Southern California. In winter 2013, eighteen pioneer San Francisco parents made a commitment to prepaying three years' worth of tuition to initiate and support the development of LePort Schools in San Francisco. The first San Francisco campus will also be the first historical campus for LePort Schools. The historic property at 50 Fell Street is the ideal place for a Montessori school because of its small scale; quaint architectural character; its open, light-filled interiors which allow flexibility for program development; large courtyard for outdoor play in a largely paved city environment; convenient access to public transportation allowing parents to use BART and Muni to take their children to and from school; direct adjacency to residential buildings and other new development which will serve families; and proximity to sponsor companies including Twitter, Square, and Dolby within the context of the Mid-Market Street area, which is in the process of revitalization.

LePort's entry into San Francisco is driven by an urgent need for better childcare options in the city. The rehabilitated building will serve infant to second grade programs including Spanish-immersion, music, art and sports in addition to the core Montessori program. Almost half of the total enrollment capacity of 220 new childcare spots for the property at 50 Fell Street have been filled to date, with the infant and toddler programs 100% filled. LePort's robust financial aid program is an incentive for families to stay in San Francisco and is also beneficial to maintaining diversity within this growing neighborhood.

The new use as a Montessori School is compatible with the building in that it will require minimal changes to the historic building, will remove paving from the courtyard to return more landscaped space, rehabilitate the historic building finishes and stabilize it through seismic retrofit to revitalize it from its long-abandoned state so that it can continue to function and be maintained in the future.

b. Scope of Work

LePort Schools is embarking on several different phases of work which will be performed under separate permits to prepare the building for its new use as a Montessori school. The proposed use as a Montessori school will require a change of use from commercial B occupancy to educational E occupancy for basement through third floors for classrooms. The fourth floor mezzanine level will be B occupancy support spaces and exercise room. The first level of the east wing will be devoted to infants.

Work under Separate Permits

Both wings will be seismically upgraded. Exterior rehabilitation includes repair of the brick site wall, brick and concrete building façades, steel sash windows, historic wrought iron (A36 steel) and non-historic tube steel window grilles, and installation of new signage. New door assemblies will be installed at the basement arched opening and at the basement stair at the exterior North Wing. The existing concrete ramp and vehicle ramp to the North Wing will be replaced with new ramps from the first and basement levels to the street. The new ramps of reduced size increase the landscaped space in the courtyard. Interior rehabilitation includes new finishes at the gutted east wing first floor lobby and repair and refinishing of the original wood stair with wrought iron railing (A36 steel). Since the interiors are substantially gutted, new interior partitions will be installed on the first through fourth floors for classrooms, support spaces, and circulation through the building. The basement will remain open as interior play space and the fourth floor will be used as support and exercise spaces.

Work under Major Permit to Alter

The Major Permit to Alter scope includes the following and is described in detail on the following pages.

1. Historic site wall reconstruction.
2. Historic wrought iron fence reconstruction.
3. Historic wrought iron balcony rehabilitation.
4. New west gate assembly.
5. Non-historic retaining wall removal.
6. New exit doors.
7. Replacement of non-historic ramp/stair
8. New landscaping at the existing courtyard.



Images related to work under separate permits: Top row - repair of exterior brick and concrete at facades, steel sash windows, wrought iron (A36) and galvanized steel window grilles; Middle row - replacement of non-historic signage and replacement of exterior North Wing ramps at west side of courtyard; Bottom row - repair of historic main stair and finishes at East Wing Lobby.



Existing Areas of Major Permit to Alter Scope: Top row –(1) Historic site wall reconstruction at west end, (2) Historic wrought iron (A36 Steel) fence reconstruction; Bottom Row – (3) Historic wrought iron (A36 steel) balcony rehabilitation; (4) New west gate assembly to replace existing chain link gate.

Approach for Work under Major Permit to Alter

1. Historic site wall reconstruction:

The west end of the historic site wall was demolished at some point, removing three pillars that flanked the original wrought iron (A36 steel) drive gate. The approach is to reconstruct the pillars to restore the original appearance of the property from the street. Historic images and the extant pillars at site wall provide evidence for reconstruction. This work will complete the site wall and provide a finished opening for a new gate assembly.

2. Historic wrought iron fence reconstruction:

The original fencing at the brick site wall is made of historic A36 steel and its decorative qualities resemble wrought iron, so it is referred to as wrought iron to distinguish it from non-historic tube-steel, which also occurs on the property. The original fencing is severely deteriorated and is a safety concern. The approach is to salvage and reuse as many intact parts as possible, reconstruct the fence with new and existing parts, galvanize the overall assembly and paint for more durability, and reinstall the fencing in its original location. The in-kind replacement of the wrought iron fence will be coordinated with the repair of the site wall under separate permit. This work will repair a deteriorated condition and maintain the original appearance of the brick site wall and fence.

3. Historic wrought iron balcony rehabilitation:

Similar to the original fencing at the site wall, deterioration requires the repair and in-kind replacement of deteriorated wrought iron balconies (actually historic A36 steel), which occur on the south and west façades of the East Wing. The approach is to salvage and reuse as many intact parts as possible, reconstruct the balconies with new and existing parts, galvanize the overall assembly and paint for more durability, and reinstall the assemblies in their original locations. This work will repair a deteriorated condition and maintain the original appearance of the balconies.

4. New west gate assembly:

The existing opening is enclosed by a chain link fence gate with sliding mechanism. The approach is to enclose this opening by restoring the brick pillars and installing a new gate assembly. Since the original gate is missing, the new gate is designed to match the detailing of the non-historic but compatible east gate made of galvanized tube steel. The posts are appropriately spaced for the safety of children. The out-swinging man gates are provided for exiting the property. This work will restore the continuity of the street face of the property in a compatible manner.



Existing Areas of Major Permit to Alter Scope: Top: (5) Non-historic retaining wall removal; Bottom: (6) New exit doors at existing first floor window openings near the corner of the L-shaped building at the North and East Wings. The existing historic window at each location will be salvaged and stored. The new door with sidelights will be detailed similarly to the existing windows.

5. Non-historic retaining wall removal:

The partial height non-historic retaining wall that runs north-south through the center portion of the courtyard is the last remaining element of a paved area at the west side of the courtyard, removed under a separate permit. This wall runs along the edge of a driveway to a basement opening at the North Wing. The approach is to remove this retaining wall to restore more landscaped area at the center of the courtyard and provide more play space for children.

6. New exit doors:

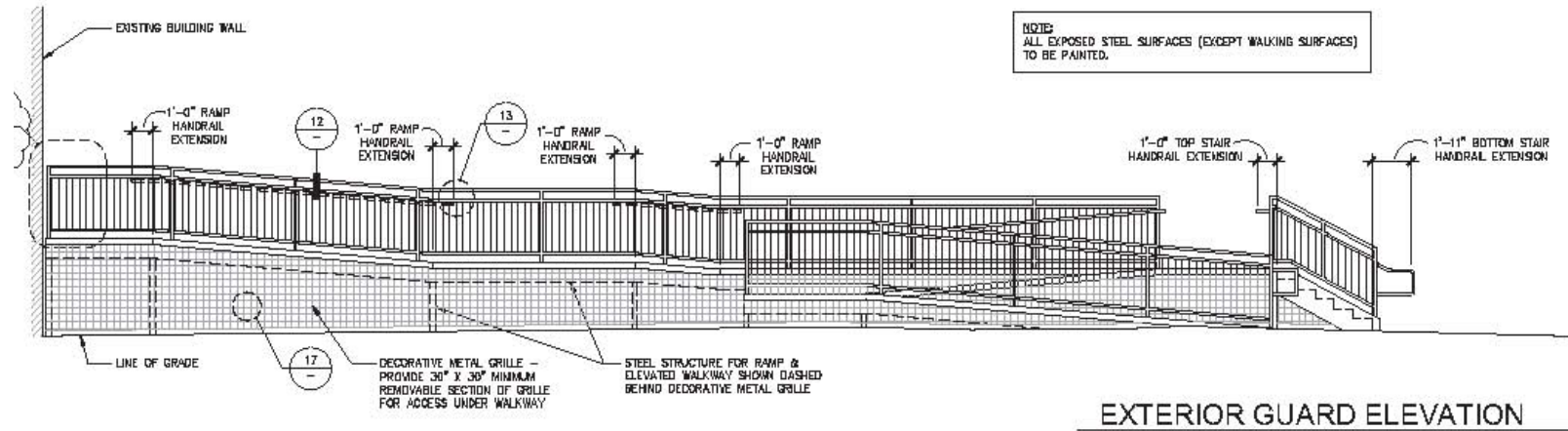
In order to classify the infant area as Group E occupancy rather than the more stringent Group I-4 occupancy, to minimize impact to the building, and provide adequate space for the infant program, the infant program must be on the first floor and one of its two separate exits must access the exterior directly. The exits must allow infant cribs to be rolled out of exit doors and onto a ramp to grade. Thus, a new exterior door is required at the east wing.

For the north wing, the previous egress path through the building travelled from the north wing southwest stair through the east wing to the main front door. The creation of the infant rooms at the east wing required the enclosure of the opening in the shared wall between the two wings and separate exiting for each wing. Therefore, a new second exit is required at the north wing.

Since the east and north wing first floor levels are not at the same elevation and both are above grade, a ramp is required to serve both of the new exits for egress to grade.

Code compliance and application of the Historical Building Code were carefully studied and reviewed with the Building and Fire Departments in order to minimize impact on the historic property. The approach is to avoid creating new openings and use existing window openings to provide these two new exits. The existing window assembly at two locations will be salvaged and stored. A small portion of wall will be removed for the installation of the new doorway. The new compatible steel door/window assembly will be inserted within the existing window opening. The new door/window assembly will be compatible with the historic divided light windows so that the top section of the leaf has divided lights and the lower section is solid panel to align with the wall. To address ARC comments, the depth of the new assembly has been reduced. The mullions of the new assembly are similar to the historic windows and provide support for the door to resist wind and operation loads. This approach minimizes change and is reversible in the future with the reinstallation of historic window sash and brick and recasting of concrete at each respective wing.

**DEVELOPMENT OF RAMP DESIGN
INITIAL RAMP CONCEPT**



INITIAL CONCEPT ELEVATION - COMMON RAILING WITH VERTICAL PICKETS



INITIAL CONCEPT RENDERING - COMMON RAILING WITH VERTICAL PICKETS

7. Replacement of non-historic ramp/stair:

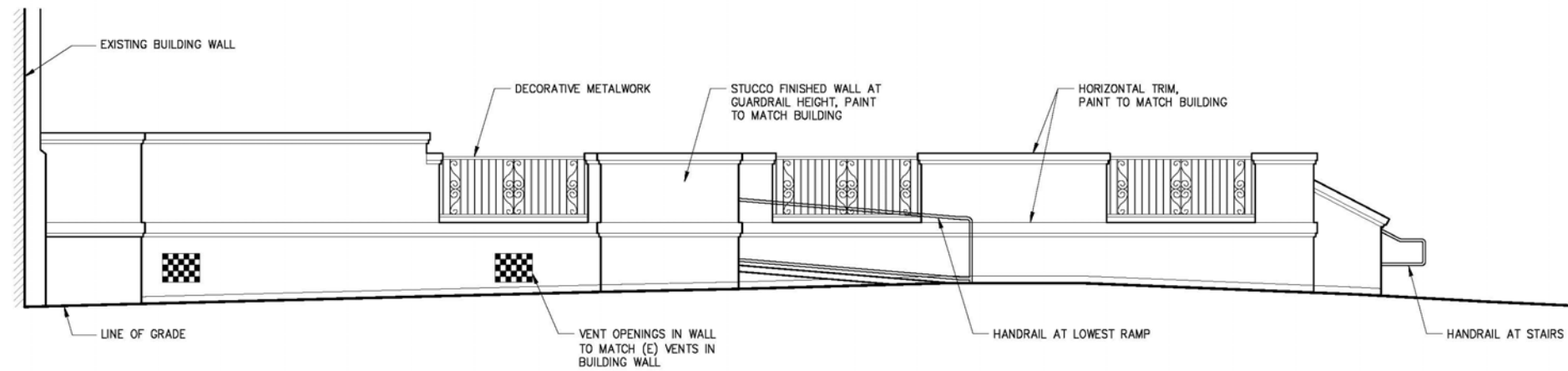
The existing east wing curvilinear brick ramp and concrete stair is non-compliant, does not provide egress for the two new exits, and extends into the courtyard. The approach is to replace the existing assembly with a new accessible ramp to provide egress from the two new exits, oriented to increase landscaped space within the central courtyard. The design of the new ramp/platform is focused on minimizing the footprint of the ramp to increase landscaped area, creating a self-supporting structure, avoiding mechanical connection to the façade for reversibility, and simple and compatible detailing to allow the historic building to read.

Initially, the project team considered a concrete ramp with common steel railings, vertical pickets with wider intermediate posts to break up the pattern, and perforated screening at the base. The design differentiated the ramp from the building itself in design, kept the structure light in construction, and separated it from the building except at the new exit doors. This approach was discussed with Planning staff and presented to the Architectural Review Committee (ARC). The feedback from the ARC and the Planning Staff indicated that the appearance of the vertical pickets was visually distracting, especially in front of the East entry, and that the footprint of the ramp should be minimized and set back further from the east entry.



Existing non-compliant brick ramp with concrete stair at East Entry.

**DEVELOPMENT OF RAMP DESIGN
POST-ARCHITECTURAL REVIEW COMMITTEE RAMP CONCEPTS**



POST-ARC CONCEPT A ELEVATION - SOLID WALL WITH DECORATIVE RAILINGS

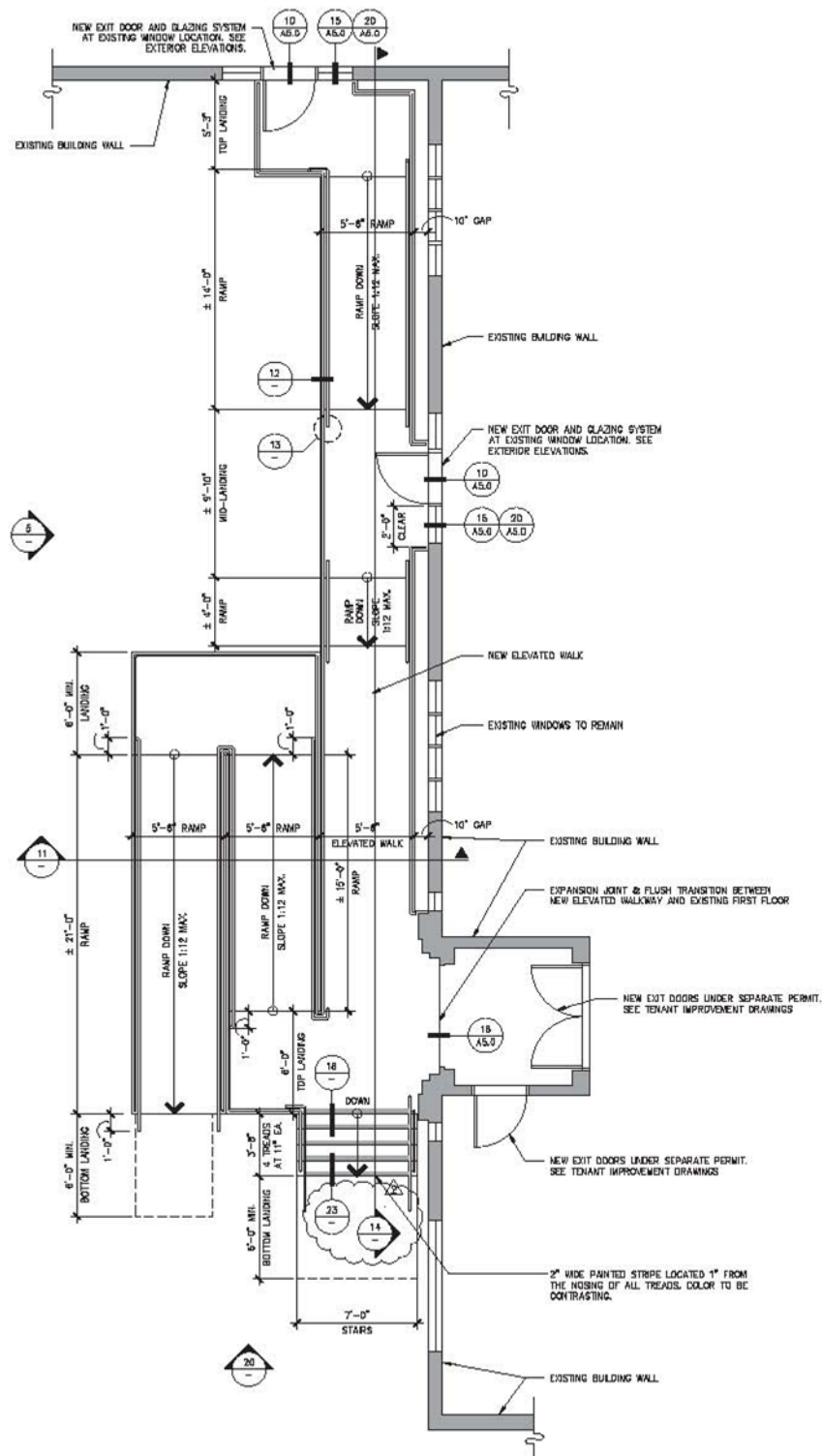


POST ARC CONCEPT B RENDERING - VERTICAL CABLE RAILING

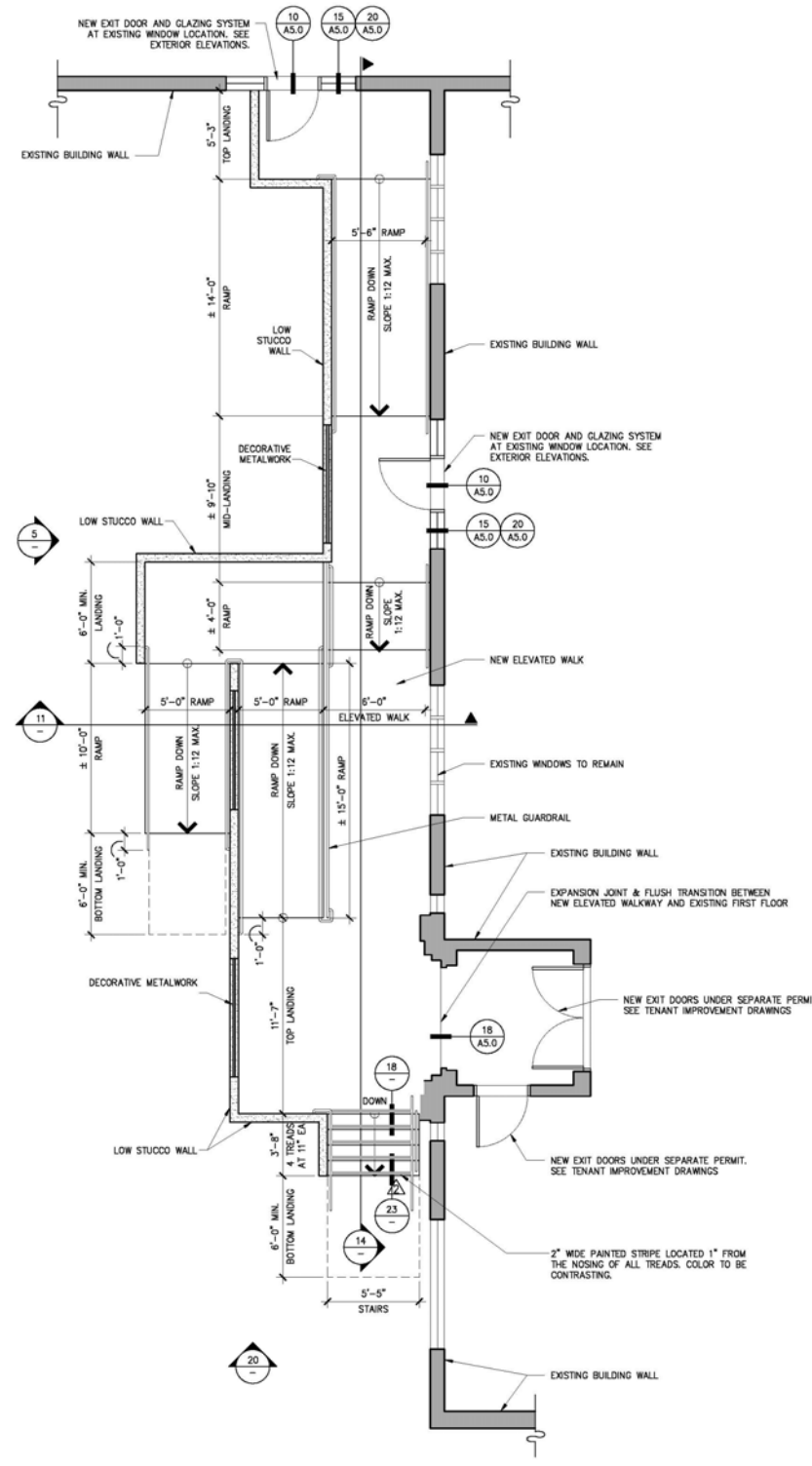


POST ARC CONCEPT C RENDERING - PERFORATED METAL MESH RAILING

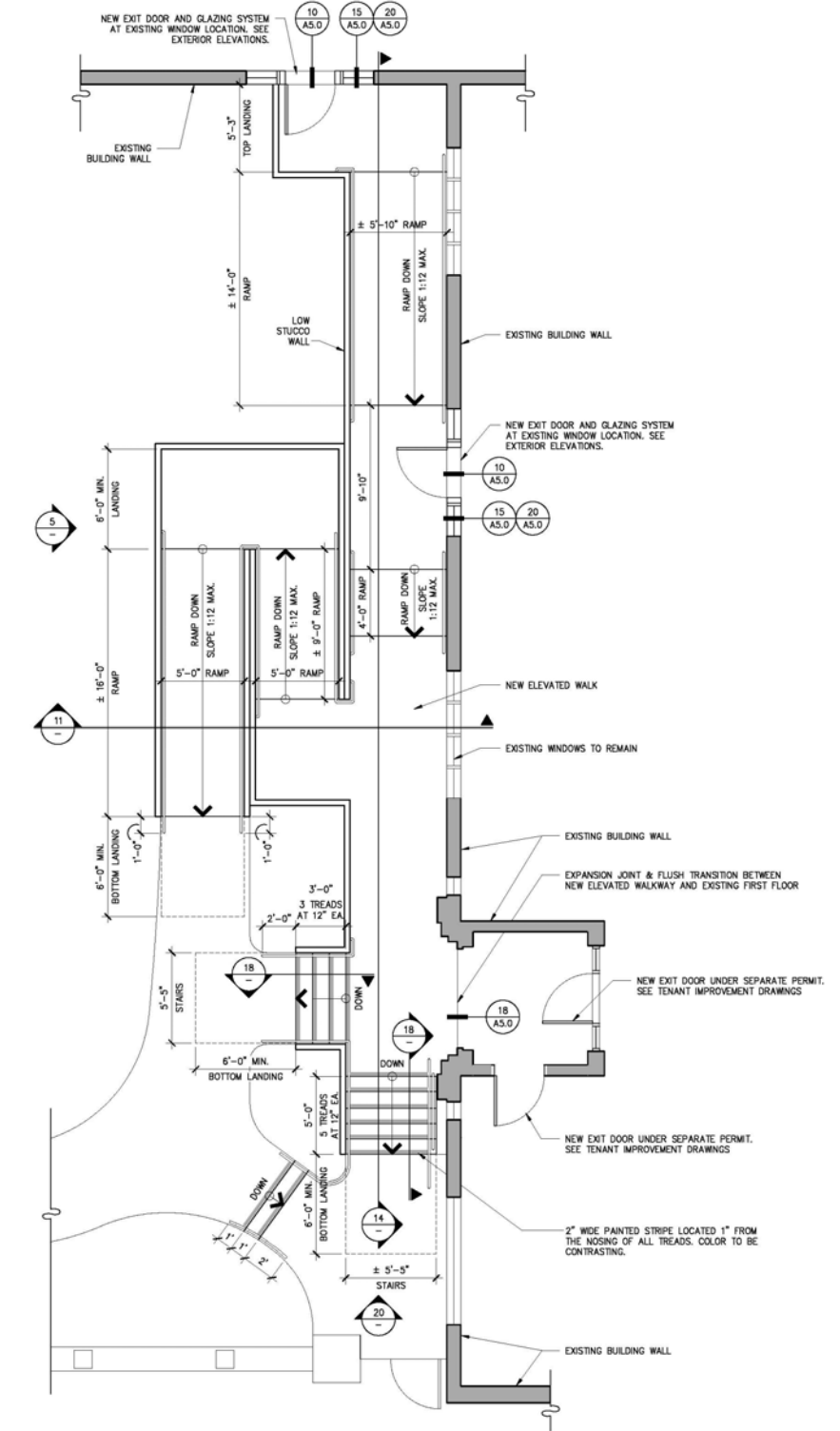
DEVELOPMENT OF RAMP DESIGN - PLAN COMPARISON INITIAL CONCEPT, POST-ARCHITECTURAL REVIEW COMMITTEE & PROPOSED DESIGN



INITIAL CONCEPT - COMMON RAILING WITH VERTICAL PICKETS

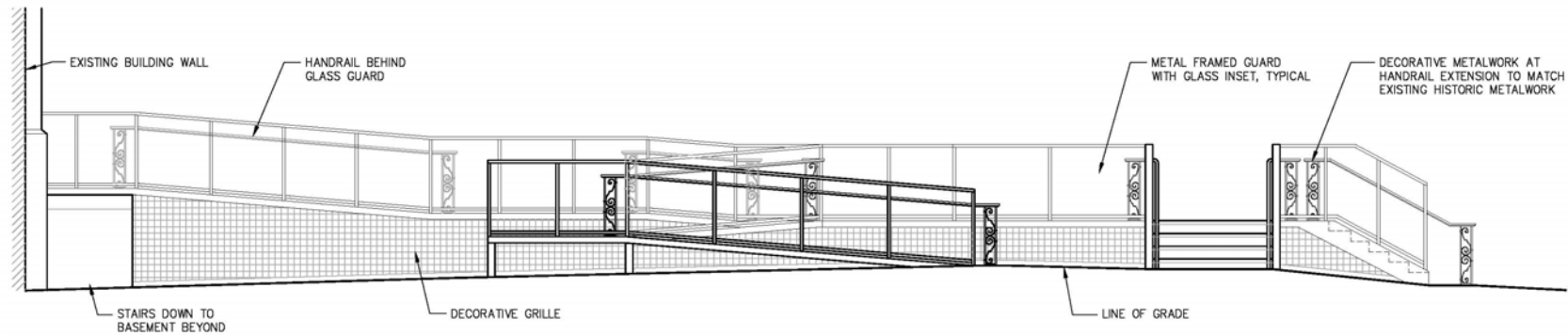


POST-ARC CONCEPT A - SOLID WALL WITH DECORATIVE RAILINGS

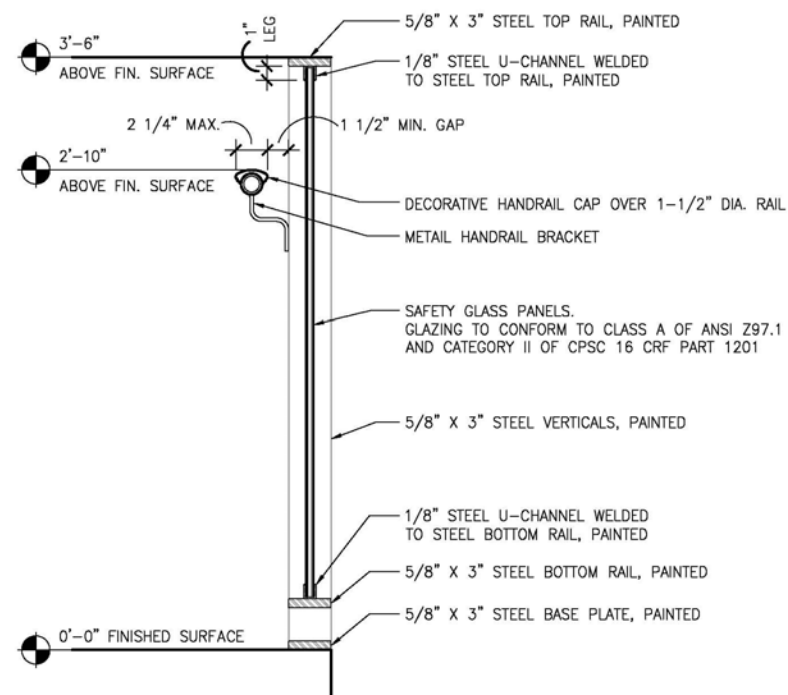
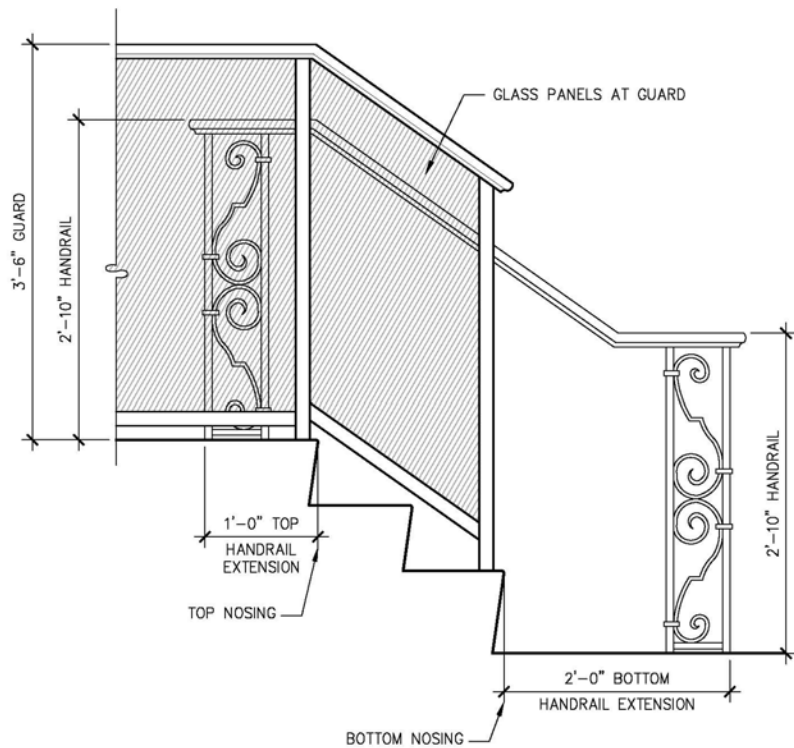


PROPOSED RAMP - STEEL-FRAME WITH GLASS PANELS & DECORATIVE HANDRAIL
(POST-ARC CONCEPT B IS SIMILAR & C IS SIMILAR WITHOUT WEST-FACING STAIR)

PROPOSED RAMP DESIGN



PROPOSED RAMP ELEVATION - STEEL-FRAMED GUARD RAIL WITH GLASS PANELS & DECORATIVE HANDRAIL & PERFORATED BASE SCREEN



PROPOSED RAMP /STAIR GUARD & HANDRAIL ELEVATION & SECTION REFERENCE HISTORIC BALCONY DETAILS

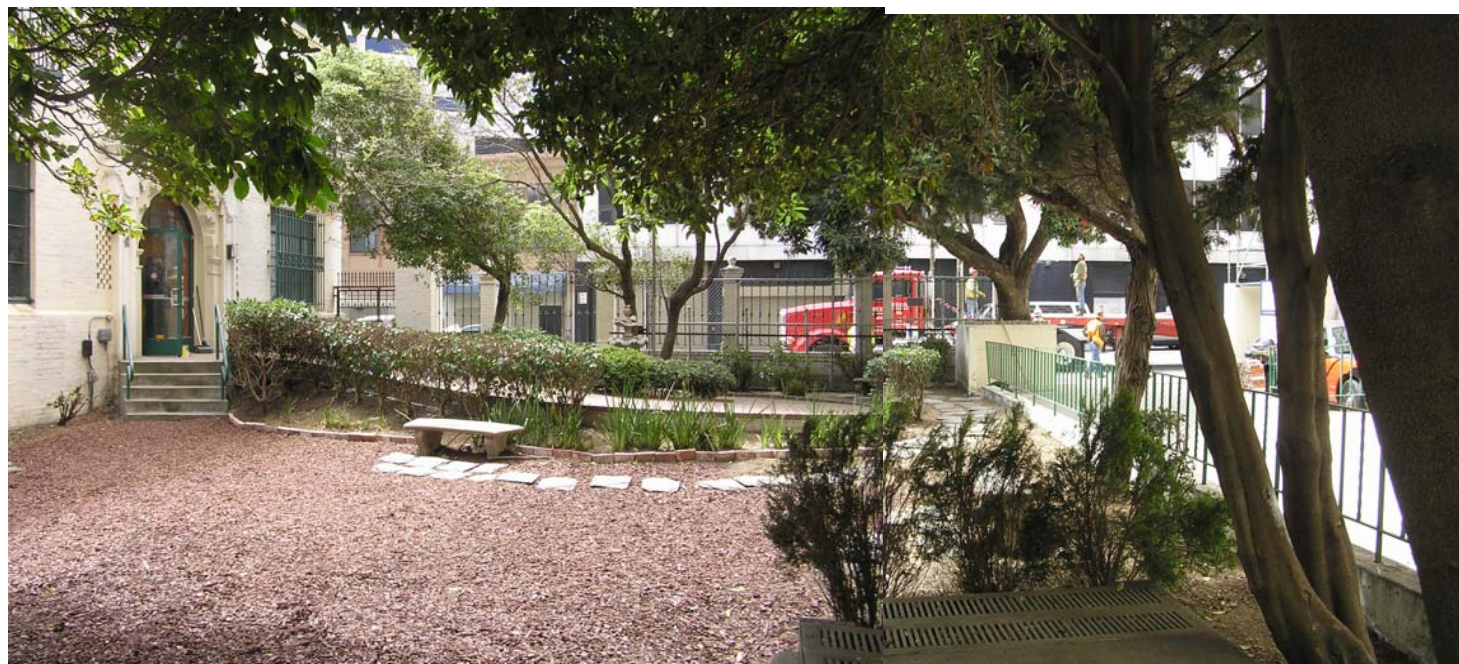
To address the ARC comments, the footprint of the ramp was reduced by revising grades along the path from the west gate to the east entry. The revised grades shortened the length of the last ramp switchback and allowed it to move to the north to further set it back from the East entry. The area in front of the East entry was opened up by providing a stair facing the courtyard, removing guards in front of the entry. Various railing options to reduce visual impact were explored based on ARC comments and Planning staff feedback after the hearing. The first option was a solid concrete masonry unit wall with openings aligned with windows and decorative railings to match the balconies. Planning staff noted that this option appeared heavy and, although the reduction of vertical pickets was addressed, the solid wall obscured the building. Options discussed with Planning staff at a subsequent site visit included steel framed railings with perforated metal panels, steel framed railings with cable pickets, and steel framed railings with glass panels. The Sponsor and Planning staff agreed that the framed glass railing option was the most compatible and had the least visual impact.

As a result of extensive feedback and study, the proposed ramp/stair is composed of painted steel-framed guards with glass panels, painted steel handrails, an unpainted concrete platform, and painted perforated steel screen below the platform. Since the ramp elevation is primarily composed of clear glass, this allows the façade beyond to read and not be visually obscured. The steel, frame which stabilizes the glass, references the historic balcony top rail, frame, and picket profiles. The handrails are detailed with paired end pickets with S-curves to reference those of the historic balconies. Painted perforated metal below the ramp platform screens the area beneath from debris, rodents, and access by children. The small square screen pattern remembers the pattern of historic brick louvers at the East Wing crawl space openings and flanking the East Wing entry. Overall, the design has reduced and adjusted the footprint of the ramp to increase landscaped area and to retain the formality of the East entry unobstructed. The ramp assembly is self-supporting with no mechanical connection to the façade for reversibility. The detailing of the ramp and stair is simple and transparent to reduce overall visual impact on the historic building, as well as maintaining the open feeling of the courtyard.

PROPOSED RAMP DESIGN



PROPOSED RAMP ELEVATION - STEEL-FRAMED GUARD RAIL WITH GLASS PANELS & DECORATIVE HANDRAIL & PERFORATED BASE SCREEN



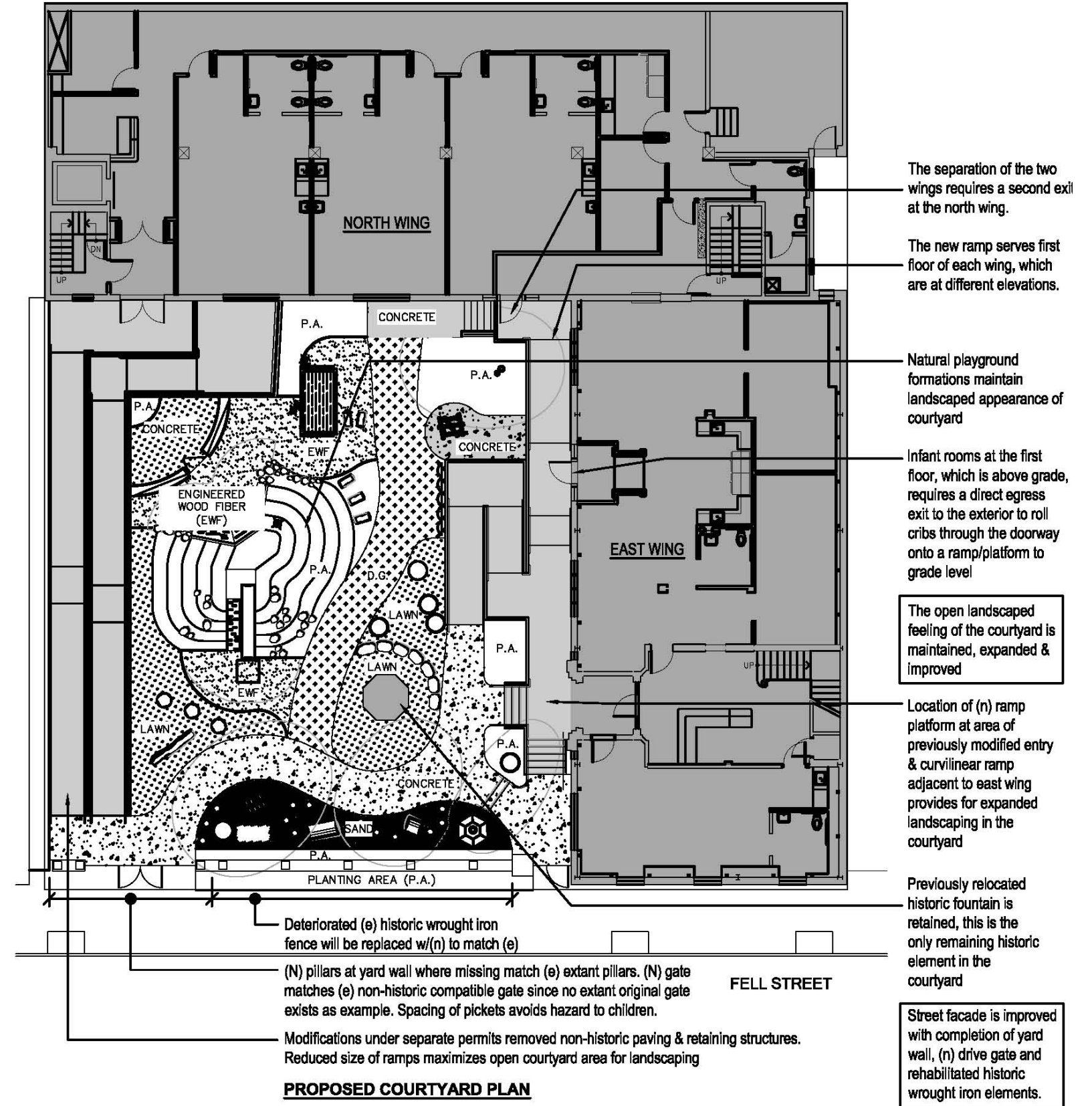
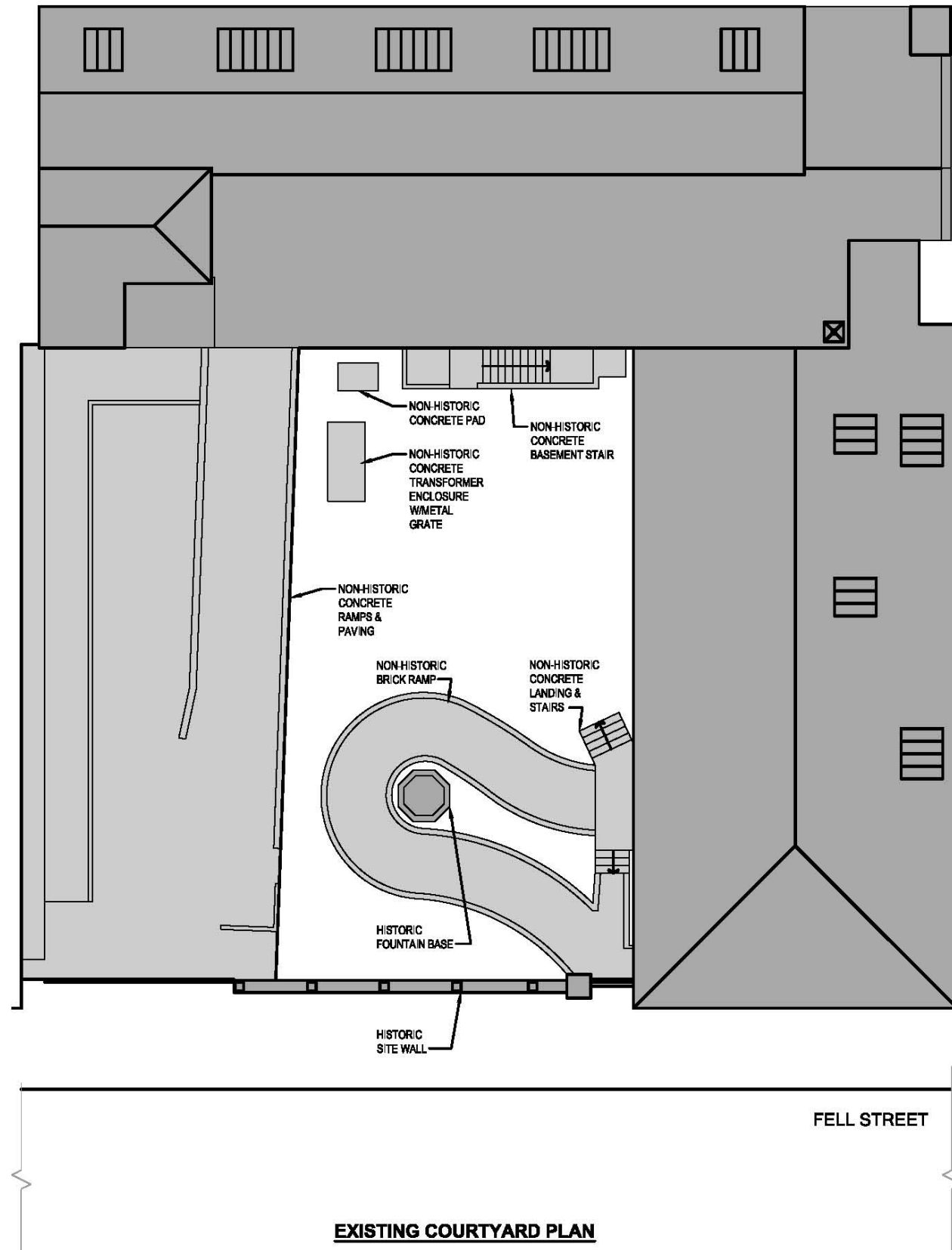
Existing Areas of Major Permit to Alter Scope: Top: (7) Replacement of non-historic ramp/stair, (8) Retention of historic tiled fountain base (sculptural concrete within fountain base is non-historic and will be removed under separate permit; Bottom -(8) Replacement of existing non-descript landscaping with new natural playground landscaping.

8. New landscaping at the existing courtyard:

The existing courtyard landscaping is non-descript. It is composed of dirt covered in wood chips with various hedges, trees, miscellaneous flowers and shrubs, flagstone or slate pavers, stone or concrete benches. The only remaining historic element of the courtyard is the previously relocated tiled fountain base. In addition, the existing courtyard has two ramps and parking area at the west and a curvilinear brick ramp at the east, which dominate the landscaped space.

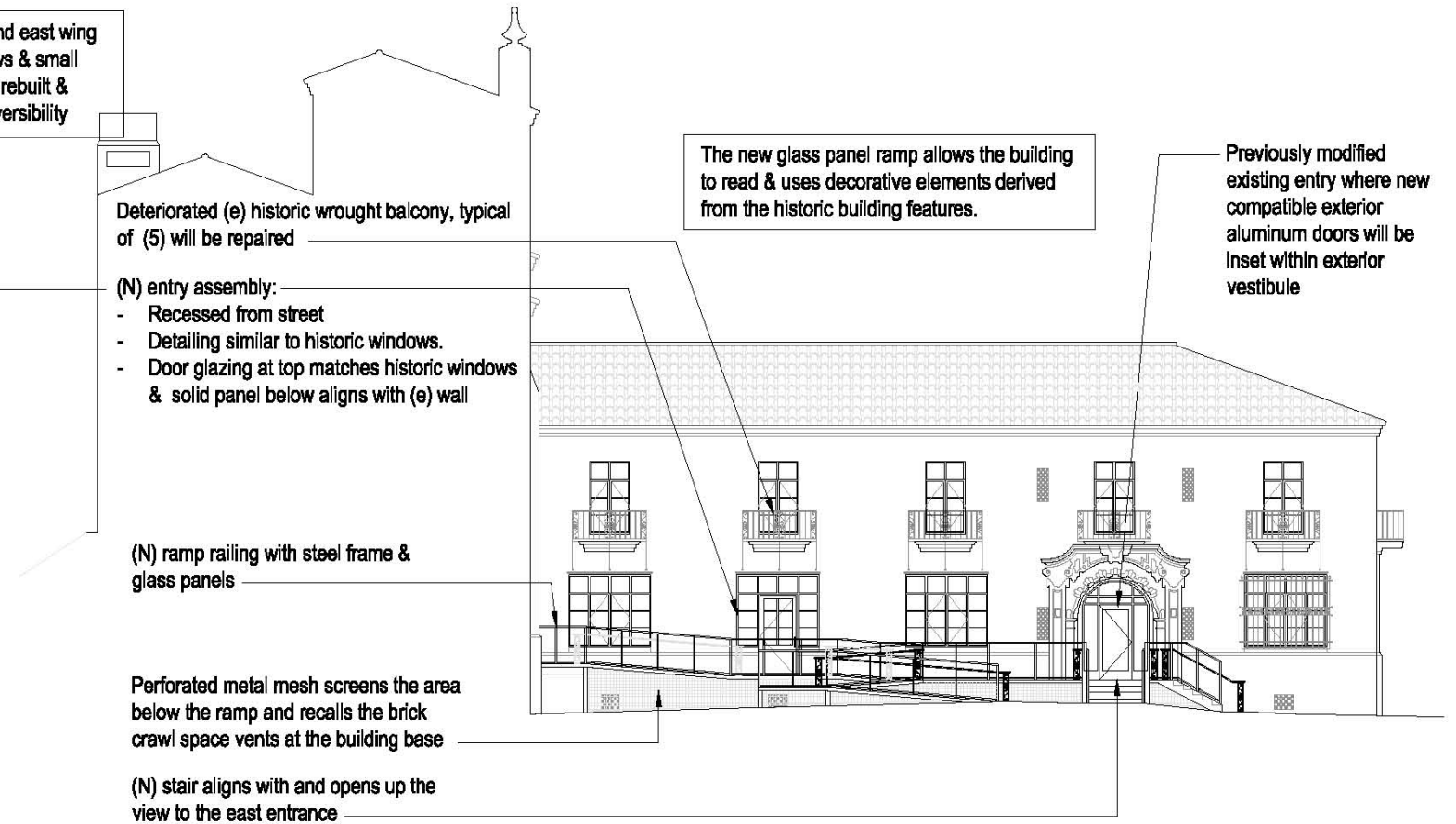
The approach is to reduce the paving in the courtyard with the realignment of ramps at the west and east to increase the landscaped space, and revitalize the courtyard with new natural landscaping which provides exit paths and play areas for the new use. The west ramps and paving will be removed under a separate permit and replaced with new ramps that are reduced in size. The east ramp will be removed under the Major Permit to Alter as described previously. Four trees will remain and three trees will be replaced with three trees in similar locations. The historic tiled fountain base will be retained in place and incorporated into the new design where it is visible when entering the site.

The new landscape design accommodates new natural elements to facilitate play and children’s activities rather than above ground play structures to retain the open appearance of the courtyard and restore its landscaped appearance. As part of the natural concept, curvilinear decomposed granite and concrete paving exit paths will be surrounded by natural sod lawn, planting areas, and fall zones of wood chips, sand, and engineered wood fiber. Set back from the street, at the northwest side of the courtyard, a small mound will be created and integrate a natural gray polycarbonate slide and a climbing feature to accommodate types of play required for this school facility.

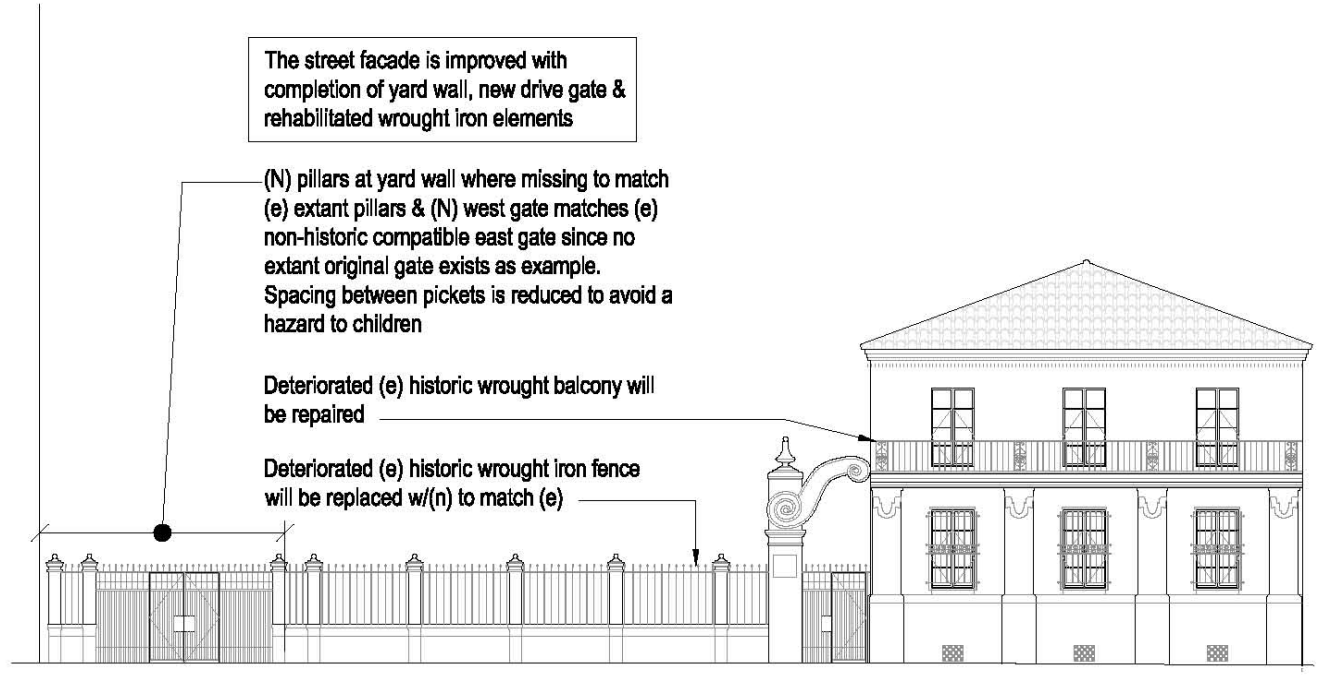




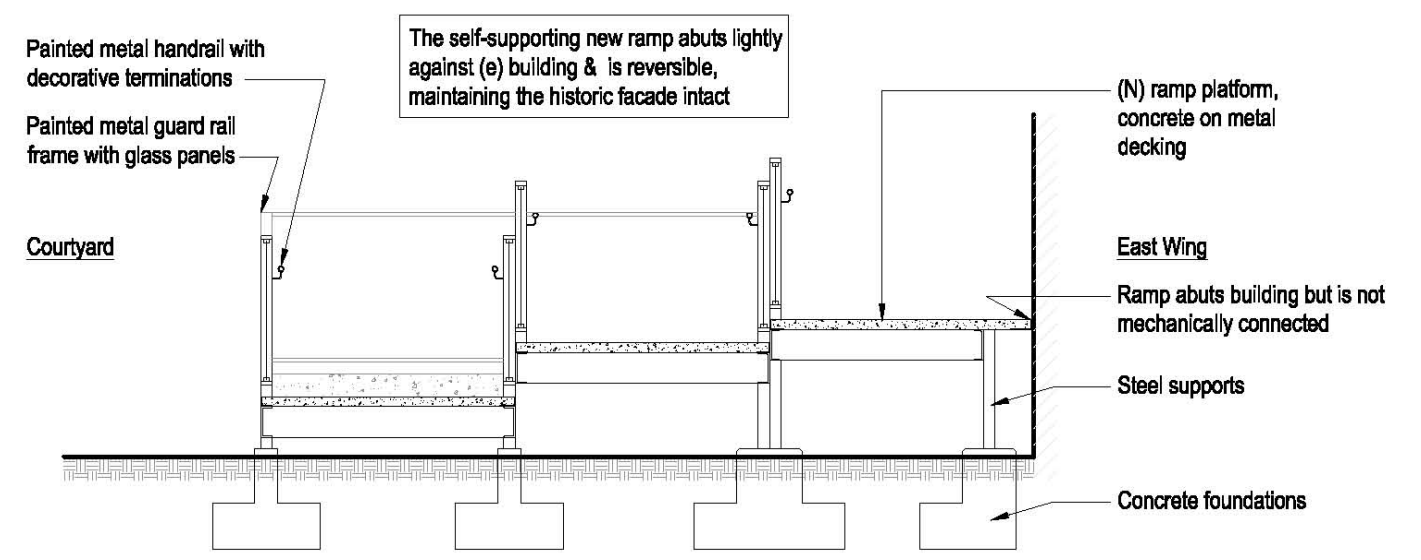
PROPOSED SOUTH ELEVATION AT NORTH WING



PROPOSED WEST ELEVATION AT EAST WING



SOUTH ELEVATION AT EAST WING



PROPOSED RAMP EAST-WEST SECTION LOOKING NORTH

c. Compliance with the Secretary's Standards – Project Sponsor Analysis

The proposed project improves the street face of the property with reconstruction of the west end of the brick site wall, installation of a new west gate, reconstruction of deteriorated wrought iron (A36 steel) fencing, and rehabilitation of deteriorated wrought iron (A36 steel) balconies. New openings at the facades are minimized and compatible with the existing historic fabric. The exit pattern via the new ramp economizes the circulation and accessibility from both the north and east wings, increasing the landscaped space within the courtyard. In addition, the new ramp's construction allows for future removal while keeping the exterior substantially intact. The removal of non-historic ramps and paving increases the area for new natural landscaping, which improves the historical appearance of the landscaped courtyard.

The property at 50 Fell Street appears eligible to the National Register of Historic Places. In light of this, the city considers the property a historic resource for the purposes of the California Environmental Quality Act (CEQA). If a rehabilitation and alteration project involving a historic resource is guided by the *Secretary of the Interior's Standards for Rehabilitation* (Secretary's Standards), the presumption is that the project would not cause a significant adverse effect to the property in terms of CEQA since the *Secretary's Standards* encourages the retention of the building's character-defining features that contribute to its overall significance and integrity. The proposed project complies with the Secretary Standards as summarized:

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.*

Past uses include a factory/headquarters for a homeopathic remedies company (1931-46), U.S. Navy medical and federal offices (1946-72), vacant (1973-74), city government offices (1975-77), a law school (1978-1998), and vacant under various subsequent owners until the present. The new use is compatible with the building in that it retains and minimizes change to the extant historic building exterior. Removal of an existing ramp and revising the orientation of the new ramp will reinstate more landscaped space in the courtyard, which was previously modified over time with ramps and paving. Modification of two existing windows openings at brick and concrete walls to provide two new compatible door exits will avoid creation of additional openings, maintaining the pattern and appearance of the existing windows. The historic yard wall where missing at the west end will be reconstructed and a new compatible gate installed. The proposed project will improve the overall feeling of the building and its spatial relationships by increasing landscaped space in the courtyard and completing the street façade.

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 building's character will remain intact with minimal changes at two window openings to provide exits. The existing window assemblies at these openings will be salvaged. These changes are reversible with rebuilding of a small portion of wall and reinstallation of the salvaged window. The new door assemblies will use glazing at the upper portion and a solid panel at the lower door panel to be compatible with the appearance of the historic window glazing and solid wall. The new ramp will be compatibly detailed to relate to the historic building's character. The yard wall wrought iron fencing will be reconstructed to restore part of the property's character.

The removal of non-historic paving and economizing of ramps at the courtyard increases the area for new natural landscaping, which is contained within the existing courtyard. The proposed plan retains the street yard wall, which will be improved with repair of the wrought iron fencing and replacement of an existing chain link fence gate with a new compatible wrought iron gate. The historic tiled fountain base, the only remaining original element of the courtyard, though previously modified, will remain and be incorporated into the new landscape design.

Overall, the property's character will be retained and improved.

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.*

No conjectural features from other properties will be added to this property. New elements, such as new exit door assemblies at historic window openings and the new ramp will be simply detailed to be compatible with historic building but distinct so that they do not create a false sense of history.

Standard 4. *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

There are no changes to the property that have acquired significance in their own right. The non-historic curvilinear ramp constructed in 2002 and non-historic basement drive retaining wall will be demolished under this permit .

Standard 5. *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

The historic fabric will be retained under the proposed project. Where minimal revisions to historic window openings for new exit door assemblies will occur, the existing windows and brick will be salvaged and stored so that they can be reinstalled in the future. The small section of concrete removal at the north wing opening can be recast to match the existing if restored in the future.

Standard 6. *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

The reconstruction of the west section of the historic yard wall will be in-kind based on the existing remaining yard wall which evidences original construction detailing and historic photographs and renderings that indicate configurations. Deteriorated wrought iron will be rehabilitated using existing intact materials to the greatest extent possible, only replacing portions that are structurally unstable and deteriorated beyond repair to match the existing using extant features as documentary evidence.

Standard 7. *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

No specific chemical or physical treatments will be used under this major permit to alter.

Standard 8. *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

If archeological resources are identified during construction, these elements will be protected in place and the Planning Department notified in order to determine the appropriate procedures to deal with the resources.

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 shall 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.*

For new exit doors at existing window openings, historic windows and bricks will be salvaged and stored. The small section of concrete removed may be recast in the future to match existing extant material. The new door assemblies at existing openings will have upper glazed divided lights to be compatible with the

existing windows and a solid lower door panel to align with the wall. The new ramp will be simply detailed to relate and blend with the historic building's features and ornamentation.

Standard 10. *New additions and adjacent or related new construction will be undertaken in a 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 new door assemblies at historic openings will be reversible in that salvaged historic windows and bricks can be reinstalled and concrete can be recast to match the existing adjacent material. The new ramp will abut the building but will otherwise be freestanding so that the facade beyond will remain intact in case of future removal of the ramp addition.



Main East Wing Entry

WARE MALCOMB
LePort Schools
Major Permit to Alter
50 Fell Street
San Francisco, California 94107
phone: 415.432.6020

LePort Schools
MAJOR PERMIT TO ALTER
50 FELL STREET
SAN FRANCISCO, CALIFORNIA
(For Major Permit to Alter Only)

ABBREVIATIONS

Table of abbreviations for architectural and construction terms, including symbols for doors, windows, and materials.

GENERAL NOTES

1. THIS PROJECT INCLUDES HISTORICALLY SIGNIFICANT STRUCTURES & ASSEMBLIES & IS TO CONFORM TO THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION...
2. (E) CONSTRUCTION IS TO REMAIN UNLESS INDICATED OTHERWISE...
3. PROTECT (E) HISTORIC MATERIALS, FINISHES & FEATURES TO PREVENT CONSTRUCTION & WEATHER-RELATED DAMAGE...

PROJECT DATA

BUILDING DEPARTMENT: CITY OF SAN FRANCISCO, CALIFORNIA
BUILDING CODES: 2010 CALIFORNIA HISTORICAL CODE, 2010 CALIFORNIA BUILDING CODE AND SAN FRANCISCO AMENDMENTS...
OCCUPANCY CLASSIFICATION: 'E' AND ACCESSORY 'B'
OCCUPANCY SEPARATION: OCCUPANCY SEPARATION NOT REQUIRED...
TYPE OF CONSTRUCTION: NORTH WING: III-B NOTE: 3-HOUR SEPARATION PROVIDED BETWEEN TYPE III-A AND TYPE III-B...
SPRINKLERED: YES, NEW AUTOMATIC SPRINKLER SYSTEM THROUGHOUT PER 2010 CBC SECTION 903.3.1.1 (NFPA 13)
NUMBER OF STORIES: NORTH WING: 4 STORIES + BASEMENT (+ 2 ELEVATOR PENTHOUSES, 80 SF EACH, UNOCCUPIED)
ASSASSOR'S PARCEL NO.: 0814010
BUILDING AREAS: NORTH WING 3,465 SF, EAST WING 0 SF, TOTAL (PER STORY) 3,465 SF

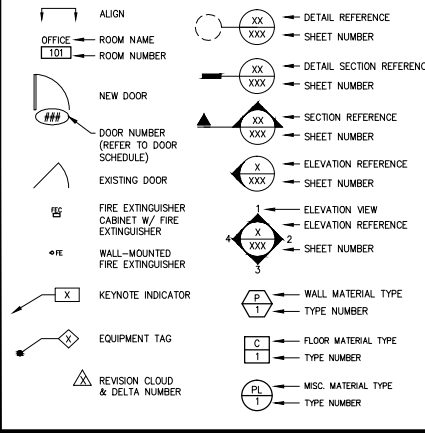
SHEET INDEX

Table listing architectural and structural sheets: ARCHITECTURAL (13 SHEETS), LANDSCAPE (4 SHEETS), CIVIL (3 SHEETS), STRUCTURAL (5 SHEETS)

HISTORICAL INFO.

THIS ADDRESS WITH EXISTING BUILDING IS CONSIDERED HISTORICAL BY THE SAN FRANCISCO PLANNING DEPARTMENT PER ARTICLE 11. IT IS ASSIGNED 'I' - SIGNIFICANT BUILDING...
UNIQUE ITEMS TO BE IMPLEMENTED IN THIS PROJECT WERE DISCUSSED AT PRE-APPLICATION MEETINGS...

SYMBOLS LEGEND



CONSULTANTS

STRUCTURAL ENGINEER: HOLMES CULLEY
CIVIL ENGINEER: WARE MALCOMB
LANDSCAPE ARCHITECT: THERESA ZARO

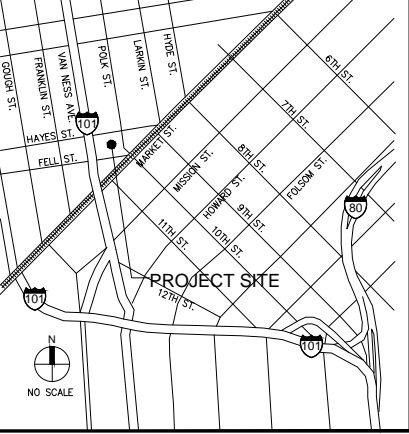
OWNER

CASA TERRANOVA, LLC
LEPORT SCHOOLS
BCCI

ARCHITECT

WARE MALCOMB
HISTORICAL ARCHITECT: KNAPP ARCHITECTS
CONSTRUCTION MANAGER: URBAN FIELD GROUP

VICINITY MAP



DEFERRED SUBMITTALS

DEFERRED SUBMITTALS THAT ARE NOT SUBMITTED AT THE TIME OF THE APPLICATION MUST HAVE THE PRIOR APPROVAL OF THE BUILDING OFFICIAL...
1. AUTOMATIC FIRE SPRINKLER SYSTEM
2. FIRE ALARM SYSTEM
3. EXTERIOR BUILDING SIGNAGE

TITLE SHEET
REVISIONS table
DATE: 01-08-2014
JOB NO.: SF013-6005-00
SHEET: A0.1
MAJOR PERMIT TO ALTER

07-31-2014 REVISION # 4 - MAJOR PERMIT TO ALTER

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PRE-APPLICATION PLAN REVIEW LETTER

WARE MALCOMB
Leading Design for Commercial Real Estate

Date: October 15, 2013
To The Attention Of:
Jeffrey Ma, San Francisco Department of Building Inspections Representative
Janice Hayes, San Francisco Fire Department Representative
RE: Pre-Application Plan Review Questions for LePort Schools at 50 Fell Street, San Francisco
Notes are from meeting conducted at 1660 Mission Street, 2nd Floor on Tuesday, October 8th at 1pm
Meeting Attendees
Jeffrey Ma, San Francisco Department of Building Inspections Representative
Janice Hayes, San Francisco Fire Department Representative
Jonathan Winslow, Veritas Investments
Ruchira Nageswaran, Knapp Architects
Heather Dennis, Ware Malcomb Architects
Gary Drew, Ware Malcomb Architects
Ben Au, Holmes Culley
Krisay Mumment-Adamow, Urban Field Group
Ray Ginn, LePort Schools
Helke Larson, LePort Schools

Plan Review Questions
1. LePort Schools intends to offer childcare and education to students from infancy through age 6 at 50 Fell Street. Besides administrative/office spaces on the 4th floor, no additional uses are being proposed for this building. The daycare facility will be licensed by The Department of Social Services and conform to the guidelines and operational requirements for licensing.
2. Existing Zoning & Construction
Zoning C-3-C
Building Classification - III-B Number of stories 4 with a basement and 2 penthouse floors (in tower), non-sprinkled base levels.
[**Note: Since the building is III-B and we are proposing kindergarten, first, and second grade children on the third floor, we will meet all the requirements of CBC Section 402.4, exceptions 3.1.5.6.1.]
Previous Occupancy Group - B
Existing Fire Ratings - Structural Frame 0hr
Shaft Enclosures 2hr
Roof & Floor Assemblies 0hr
3. Existing Building Code
CA Historical Building Code (CHBC)
CA Building Code 2010 (CBC)
San Francisco Building Code (SFBC)
[**Note: LePort intends to submit for either a site permit or building permit before the end of 2013 in order to solidify the code cycle for 2010. We were informed during our meeting on 10/7/13 that just as long as we get a permit application submitted before the end of 2013, that subsequent permits for this project will need to comply with Building Code 2010, not Building Code 2013.]

International reach
waremalcomb.com
architecture | planning | interiors
graphics | civil engineering
2400 camino ramon, suite 330
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4. Intended Occupancy Groups - B, E (E-4 modified to E occupancy with new exit doors added to each infirmary room with one exit per room that exits directly to the exterior). See CBC Section 308.5, 308.5.2 and exceptions.
Based on the "Exercise Room" classification for the basement and a ratio of 1/50, the number of children is 371. Overall occupant load is 421. In this building, the basement has a separate exit directly to the exterior, so occupant load of the basement and 2nd floor do not converge on the 1st floor.
5. Planned Improvements:
Change of Use - B occupancy to E occupancy
Fire sprinkler full facility
Improved exit routes including exit ramps connecting first floor to grade in courtyard area.
Floor 4 has only one stair; proposed improvements would add a second stair connecting existing exit stair
Extensions of stair exit construction to exterior
Elevator improvements
Courtyard improvements planned for outdoor children activity area
Seismic upgrade

Specific questions
I. Architectural
1. North Wing Stairs: Although they do not comply with code requirements width, can the existing north stairways remain per CHBC 8-502.3 for Stairs and 8-502.2 for Doors, which provide code alternatives for stairs in regard to rise/run of steps, width of stairs, and width of openings? Stairs and landings are currently 36" wide.
The existing historic North Wing stairs and doors can remain based on CHBC. This approach is approved by DBI and SFFD.
2. East Wing Stair: Although it does not comply with the regular code, can the existing decorative stair at the southeast entry remain per CHBC 8-502.3 and 8-504, which provide code alternatives for stairs in regard to rise/run of steps, width of stairs, height of railings, and spacing of balusters? The stair width and ornate handrail and do not currently comply with code.
The existing historic East Wing stairs can remain based on CHBC and do not need to be enclosed. This approach is approved by DBI and SFFD.
3. Will a change of use be required from the previous adult school use as 'B' occupancy to a day care facility 'E' occupancy? What are the change of use requirements?
Jeffrey Ma confirmed that this is a question for the Planning Department. Additionally, Jeffrey Ma suggests we write a letter and provide supporting documents to David Leung to request that the building at 50 Fell Street be considered a qualified historic building so that the CHBC may be

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applied to preserve its character. David Leung will provide a form letter confirming the property is a qualified historic building. The letter must be included with the permit set.
4. Floor 4 includes an added stair connecting the admin office area 'B' occupancy group to the exit stair serving children 'E' occupancy group occurring below on levels 3 and 2. Can the mixed use utilize the same stair for egress?
Since the B occupancy is an accessory to the E occupancy, the B and E occupancy groups can utilize the same stair for egress. This approach is approved by DBI and SFFD.
II. Structural
1. If a mandatory seismic retrofit is required, can the structure be designed for 75% of the seismic forces as specified in Section 1613 of the 2010 CBC? Since a mandatory seismic retrofit will be triggered by Section 3401.4 of the 2010 SFBC, it is our understanding that SFBC Section 1604.11.3 permits this. Furthermore, Section 8-706.1 of the 2010 California Historical Building Code states that seismic forces need not exceed 75% of that specified in the 1995 edition of the CBC. A mandatory seismic retrofit is required. The structure can be designed for 75% of the seismic forces. This approach is approved by DBI and SFFD.
2. Can the existing brick walls be used to resist in-plane lateral forces? There are no code provisions that prohibit the use of brick shear walls for private schools. Evaluation of the existing brick shear walls would be done in accordance with Chapter 16C of the 2010 SFBC. The existing brick walls can be used to resist in-plane lateral forces; however, shear test reports are required. This approach is approved by DBI and SFFD.
3. For wind loads, is it acceptable to apply CHBC 8-705.2, which considers wind loads not to exceed 75% of those prescribed by the regular code?
It is acceptable to apply CHBC 8-705.2. This approach is approved by DBI and SFFD.
4. For seismic load calculations, is it acceptable to apply CHBC 8-706.1, Exception 4, which considers seismic base shear not to exceed 0.40W for Occupancy Category III?
It is acceptable to apply CHBC 8-706.1. This approach is approved by DBI and SFFD.
5. Hollow clay tile (HCT) walls exist at the site surrounding the existing stairwells. Per CHBC 8-810 can they be retained and reinforced?
It is acceptable to apply CHBC 8-810 to retain and reinforce the existing hollow clay tile walls. This approach is approved by DBI and SFFD.

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6. Will the "Private School Building Act" prevent us from achieving gravity and lateral loads upgrades for brick walls and URM?
Since the CHBC will be used, the Private School Building Act does not apply. The letter referenced in question 1 of this document, which confirms the property as a qualified historic building so that the CHBC may be applied, must accompany the permit documents. This approach is approved by DBI and SFFD.
7. With the intended occupant load being greater than 250, will a structural seismic upgrade to Level III be required?
A seismic upgrade to Level III is required. However, the 2010 SFBC governs and the required design forces is 75% that of the current California Building Code (2010 CBC).

III. Accessibility
1. We are proposing two accessible public main entries with reception areas, one each at the East and North wings. The wings are separately accessed and a patron may need to use both when visiting or working in the building. Only the northwest entry has elevator access to upper floors. The travel distance between them is less than 200 feet per 8-603.2 and there is an intermediate access at the corner between the wings. Is it acceptable to have only one elevator if the buildings are separately accessed?
One elevator is acceptable; however, the elevator size it to be confirmed and must meet the minimum required 48" x 48" cab size. This approach is approved by DBI and SFFD.
2. Are the CHBC 8-603.6 ramp alternatives applicable to the proposed exterior ramps?
All of the ramps indicated are new, so they have no historical value. All new ramps must comply with current code. This approach is approved by DBI and SFFD.
3. The existing elevator is not operational and non-compliant. Are there provisions in the CHBC that would permit this elevator with certain upgrades for life safety?
The interior cab of the current elevator must be 48" x 48" and go through a full life safety upgrade to be acceptable. This approach is approved by DBI and SFFD.
4. The elevator does not provide access to level 5 or level 6. Level 5 and level 6 are to be utilized as a service access to the elevator penthouse and roof only. Can the level 5 and level 6 areas be non-accessible?
Level 5 and level 6 are to be classified as Penthouse spaces with no uses assigned. The Penthouses can be non-accessible. This approach is approved by DBI and SFFD.

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IV. Fire Life Safety
1. The proposed plan provides a 1-hour separation between the E-Occupancy at the 3rd floor and B-Occupancy on the 4th floor. Can the 1-hour construction be eliminated if an automatic sprinkler system is installed per CHBC 8-302.3 & 8-402.2?
A 1-hour separation between E and B occupancies is required. Include 2 layers of Type X 5/8" gypsum board on the ceiling between the 3rd and 4th floors. This approach is approved by DBI and SFFD.
2. For a change in occupancy where the CBC requires more than a 1-hour rating, the CHBC 8-302.3 sprinkler provision reduces the rating back down to 1-hour. Would this apply to stairwells and exit passageways?
All new work, including stairwells and exit passageways, must have a 2-hour rating. The existing stairways can follow a 1-hour rating. This approach is approved by DBI and SFFD.
3. We are proposing egress from the building to the outdoor courtyard area. Is this considered a safe distance of refuge or would additional requirements be necessary?
The outdoor courtyard area is considered a safe area of refuge and will require two exits. The existing historical windows along the exit passageway must have sprinkler protection on the interior side of the historical windows and the new doors must have a 45-minute rating. Additionally, sprinkler protection must be included in the exterior entry vestibule on the East wing. This approach is approved by DBI and SFFD.

V. Historical
1. The property at 50 Fell Street appears eligible to the National Register of Historic Places. In light of this, the city considers the property a historic resource for the purposes of the California Environmental Quality Act (CEQA). If a rehabilitation and alteration project involving a historic resource is guided by the Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards), the presumption is that the project would not cause a significant adverse effect to the property in terms of CEQA since the Secretary's Standards encourage the retention of the building's character-defining features that contribute to its overall significance and integrity. Can you confirm this assumption and guiding position?
This question should be answered by the San Francisco Planning Department.
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. Please advise if the added exterior walkways and ramps providing egress and accessibility from the buildings are in keeping with this provision?
This question should be answered by the San Francisco Planning Department.

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3. Distinctive materials, historic features, finishes, and construction techniques or examples of craftsmanship that characterize the property will be preserved. Where necessary changes to the building elements are proposed to provide building egress, safety, and energy efficiency. Many of the windows and doors are no longer functioning due to age. Please advise the extent of alterations that can occur at doors and windows throughout the facility, including replacement.
This question should be answered by the San Francisco Planning Department.
4. The East wing is painted brick and the North wing is painted concrete. Please advise on the limitations of exterior finish treatments that are acceptable including comments on paint colors and glazing changes (replacement, tinting, etc.). What type of approval process is involved? Treatments that cause damage to historic materials will not be used.
This question should be answered by the San Francisco Planning Department.
5. Where new building additions occur (walkways and ramps) adjacent to existing building construction, will the new construction be required to be constructed in a such a manner that the essential form and integrity of the historic property and its environment would be unimpaired? There are 2 options presented in the proposed elevations - a glass railing option and a simplified wrought iron railing. What specific design considerations are important in order to retain the essential form and integrity of the property?
This question should be answered by the San Francisco Planning Department.

VI. General questions
1. Briefly explain the entitlement process and time line?
This question should be answered by the San Francisco Planning Department.
2. Briefly explain the plan check and building permit process and time line?
The plan check and building permit process is explained on the SFDBI website. There is the option to submit for a site permit or the full permit. It is difficult to provide a timeline since each project is different. The Expedited Permit Process included a payment of 50% of the plan check fee upfront and current review times are 4 weeks. After Planning Department approval is given, Parallel Plan Check is another option that is free and 80% faster.
3. Briefly explain the intended plan check fee schedule for each of the departments?
Refer to Chapter 1. The Central Permit Bureau can provide a fee estimate.
4. Briefly explain the intended building permit fee schedule including all supplemental fees?
The Central Permit Bureau can provide a fee estimate.

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Approved by San Francisco Department of Building Inspections Representative JEFFREY MA:
Signature: [Signature] 11/2/13
Date:
Approved by San Francisco Fire Department Representative JANICE HAYES:
Signature: [Signature] 11/15/13
Date:

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HISTORICAL BUILDING CODE LETTER

City and County of San Francisco
Department of Building Inspection
Edwin M. Lee, Mayor
Tom C. Hui, S.E., C.B.O., Director

November 7, 2013
Ruchira Nageswaran
Knapp Architects
5 Third St., Suite 920
San Francisco, CA 94103
Re: 50 Fell St
APN Block 0814 Lot 010
Dear Ruchira Nageswaran

In response to your request to be authorized to apply the California Historical Building Code to the building at 50 Fell St, please be advised that the California Historical Building Code, Section 8-101.2 and 8-218, indicates that buildings that are on lists or surveys adopted by a national, state or local agency, or buildings that have been deemed eligible for such lists or surveys, may apply the California Historical Building Code.

The subject building was an Unreinforced Masonry Building (UMB) in San Francisco, built in 1931. It is listed in the UMB Master List filed in the Department of Building Inspection. Based on the historical features of the building, you are entitled to apply the California Historical Building Code to work that takes place in the building and on the site at 50 Fell St.

Any specific application to use the California Historical Building Code must detail the specific provisions of that code that you wish to apply along with an explanation of the reasons as to why the regular building code cannot be applied. State Law requires that the Department of Building Inspection, Fire Department and other enforcing agencies in San Francisco accept reasonable equivalent alternatives to the regular code in dealing with qualified historical buildings. You may also wish to review Administrative Bulletin AB-013, Disabled Access Alternatives for Historic Buildings, which is printed in the "Rules and Regulations" section of the San Francisco Building Code.

Very truly yours,
David Leung,
Manager, Permit Submittal & Issuance
for
Ed Sweeney
Deputy Director, Permit Services
Technical Services Division
1600 Mission Street - San Francisco CA 94103
Office (415) 558-6205 - FAX (415) 558-6041 - www.sfdbi.org

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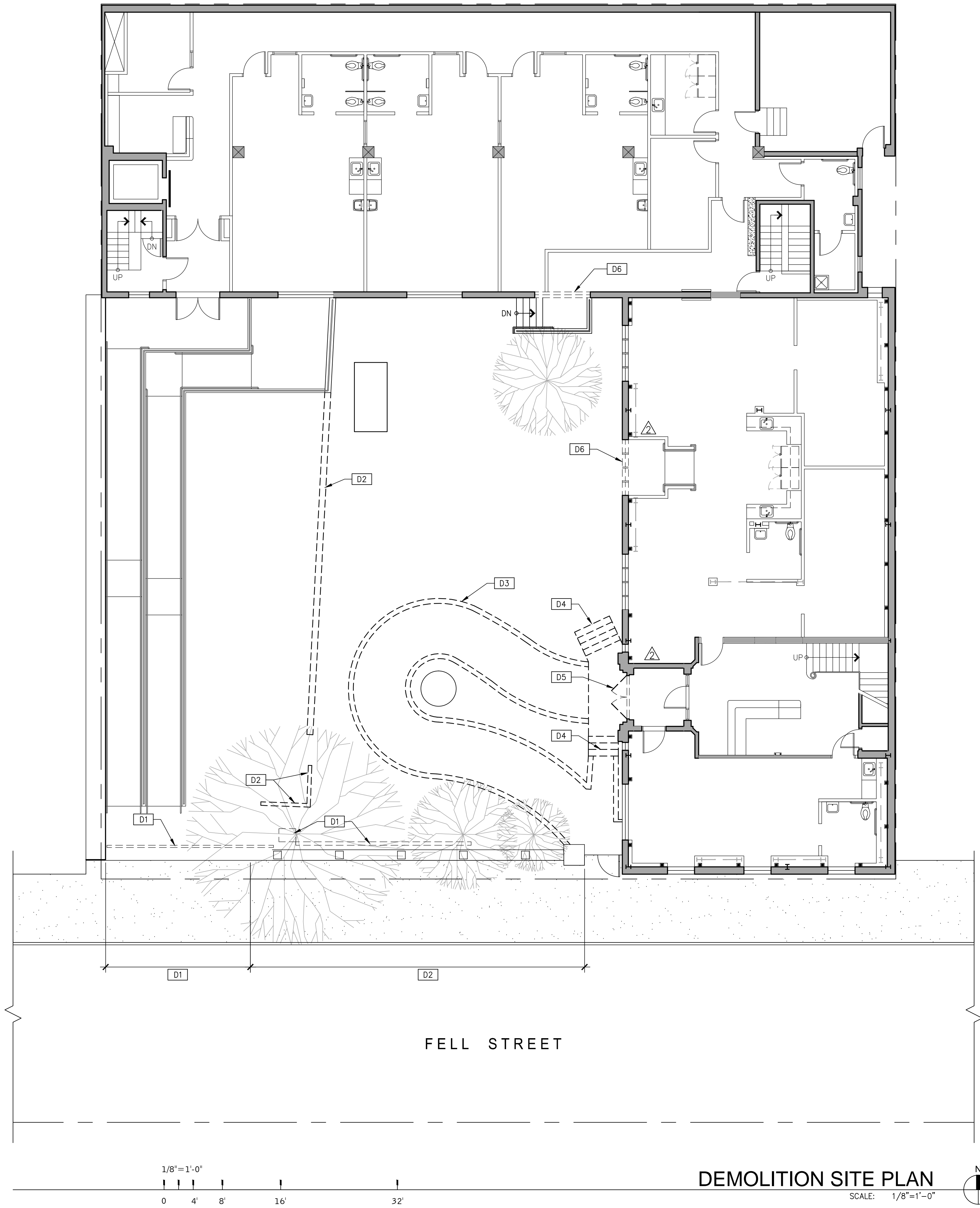
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50 FELL STREET
SAN FRANCISCO, CALIFORNIA

Table with columns: DATE, REMARKS, REVISIONS. Rows include dates from 01-21-2014 to 07-31-2014 and remarks like MAJOR PERMIT DEPARTMENT REVISIONS, PLANNING RE-SUBMITTAL, etc.

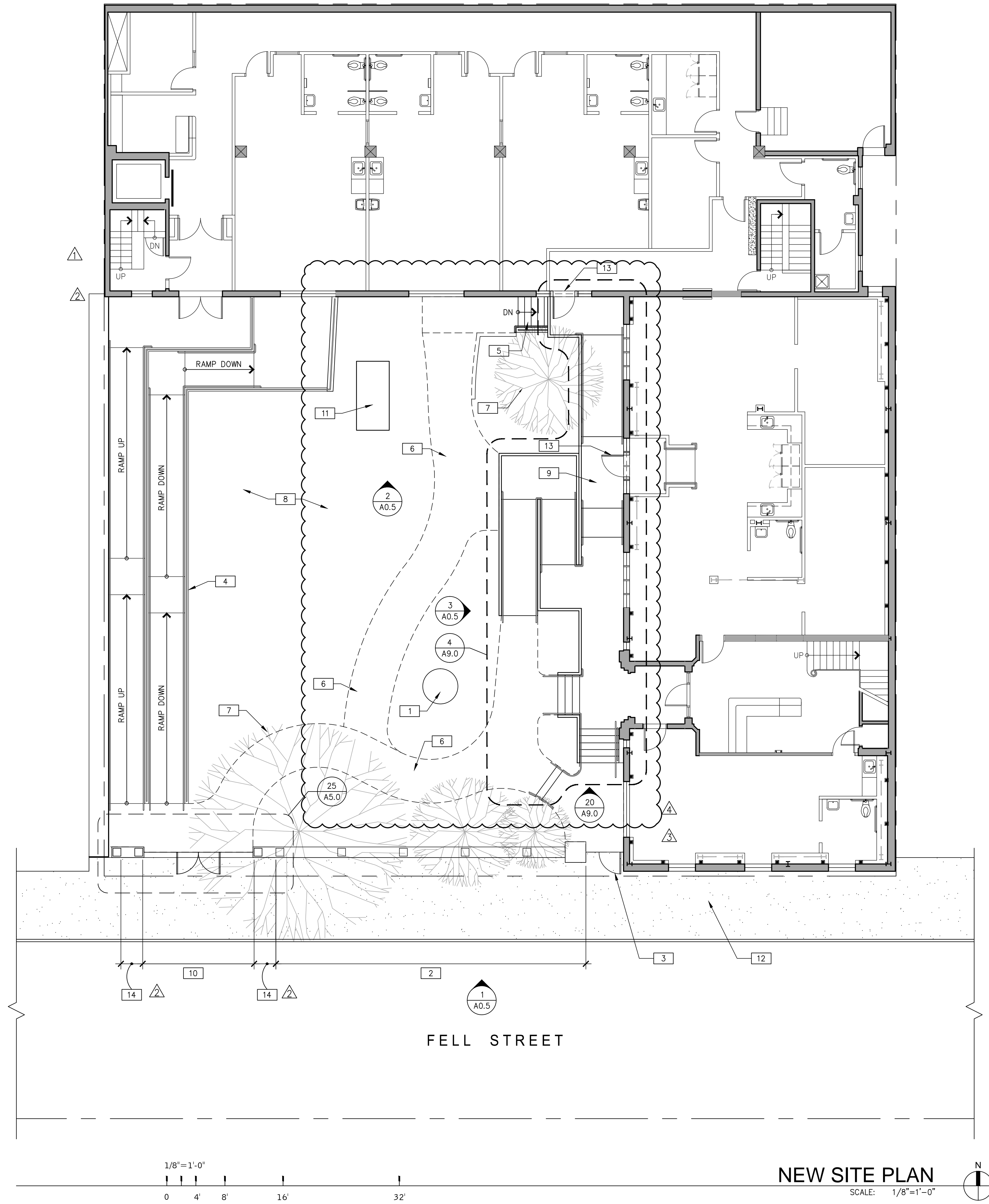
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07-31-2014 REVISION # 4 - MAJOR PERMIT TO ALTER



DEMOLITION SITE PLAN
SCALE: 1/8"=1'-0"



NEW SITE PLAN
SCALE: 1/8"=1'-0"

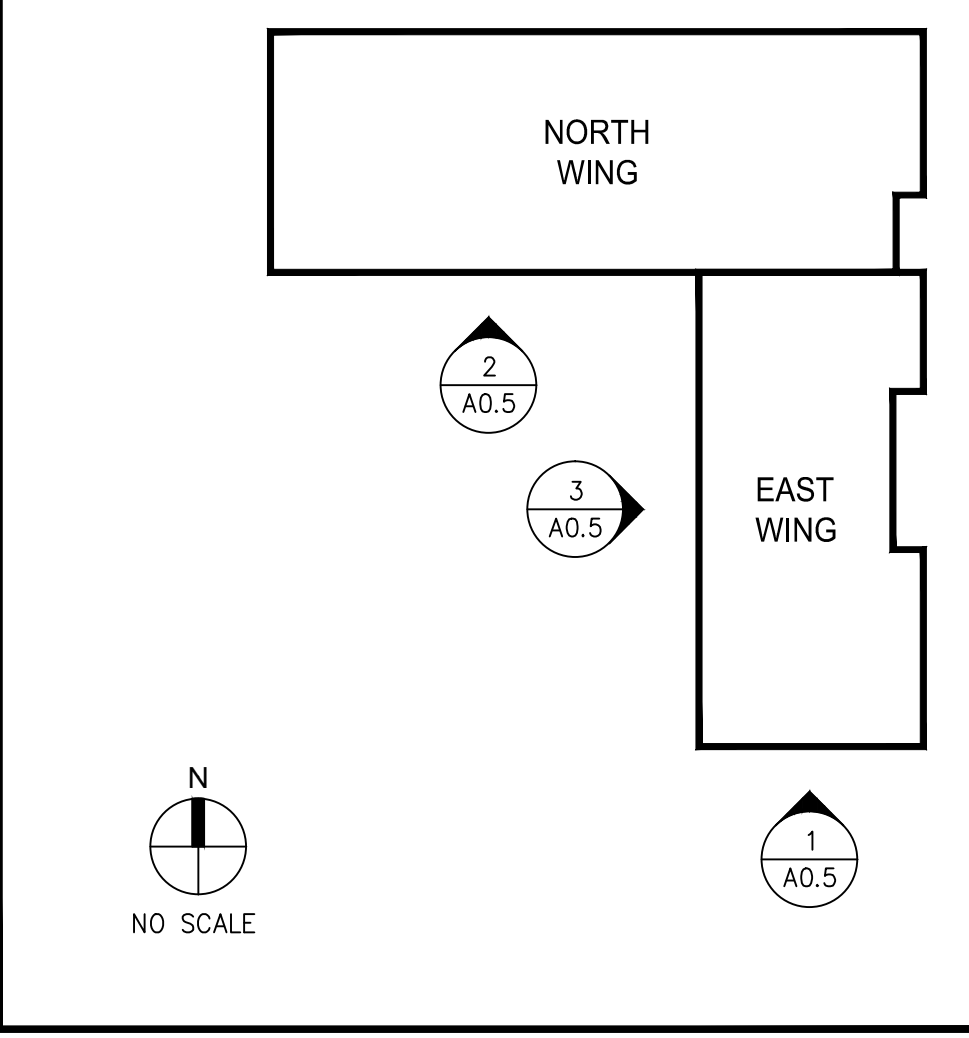
DEMOLITION SITE PLAN NOTES:

- D1 REMOVE EXISTING NON-HISTORIC CHAIN LINK SLIDING FENCE/GATE SYSTEM.
- D2 PORTION OF EXISTING RETAINING WALL TO BE REMOVED. VERIFY WITH OWNER.
- D3 REMOVE EXISTING NON-HISTORIC BRICK RAMP AND ASSOCIATED RAILINGS.
- D4 REMOVE EXISTING NON-HISTORIC CONCRETE STAIRS AND ASSOCIATED RAILINGS.
- D5 REMOVE EXISTING NON-HISTORIC ENTRY DOOR.
- D6 EXISTING HISTORIC WINDOW, SASH, AND A PORTION OF EXTERIOR WALL AND BRICK BELOW TO BE CAREFULLY SALVAGED, AND STORED. VERIFY EXACT STORAGE LOCATION WITH OWNER. SEE EXISTING EXTERIOR ELEVATIONS 2 AND 3/A0.5.

NEW SITE PLAN NOTES:

- 1 EXISTING HISTORIC FOUNTAIN TO REMAIN. PROTECT IN PLACE.
- 2 EXISTING HISTORIC BRICK YARD WALL TO BE REPAIRED UNDER SEPARATE PERMIT. FOR EXISTING WROUGHT IRON FENCE, SEE WROUGHT IRON REHABILITATION SCHEDULE SHEET A8.0.
- 3 EXISTING NON-HISTORIC GALVANIZED STEEL EAST GATE ASSEMBLY TO REMAIN.
- 4 RAMP AT NORTH WING CONSTRUCTED UNDER SEPARATE PERMIT - MINOR PERMIT TO ALTER.
- 5 EXISTING STAIRS DOWN TO BASEMENT TO REMAIN.
- 6 LOCATION OF NEW ACCESSIBLE PATHWAY. SEE LANDSCAPE AND CIVIL DRAWINGS.
- 7 EXISTING TREES. SEE LANDSCAPE PLAN.
- 8 NEW LANDSCAPING AT COURTYARD. SEE LANDSCAPE DRAWINGS.
- 9 NEW ELEVATED WALKWAY, RAMP, AND STAIRS. SEE SHEET A9.0 FOR ENLARGED PLAN AND DETAILS. SEE STRUCTURAL DRAWINGS FOR DESIGN.
- 10 NEW LARGE PAINTED GALVANIZED STEEL GATE TO MATCH NON-HISTORIC EAST GATE ASSEMBLY IN DESIGN. SEE DETAILS 17, 23, 24 AND 25/A5.0 SUBMIT SHOP DRAWINGS.
- 11 EXISTING UTILITY VAULT TO REMAIN.
- 12 EXISTING PUBLIC SIDEWALK.
- 13 NEW EXIT DOOR. SEE EXTERIOR ELEVATIONS.
- 14 NEW BRICK WALL AND FENCE TO MATCH DESIGN OF EXISTING HISTORIC FENCE AND BRICK WALL. SEE DETAILS 17, 24 AND 25/A5.0.

KEY PLAN:



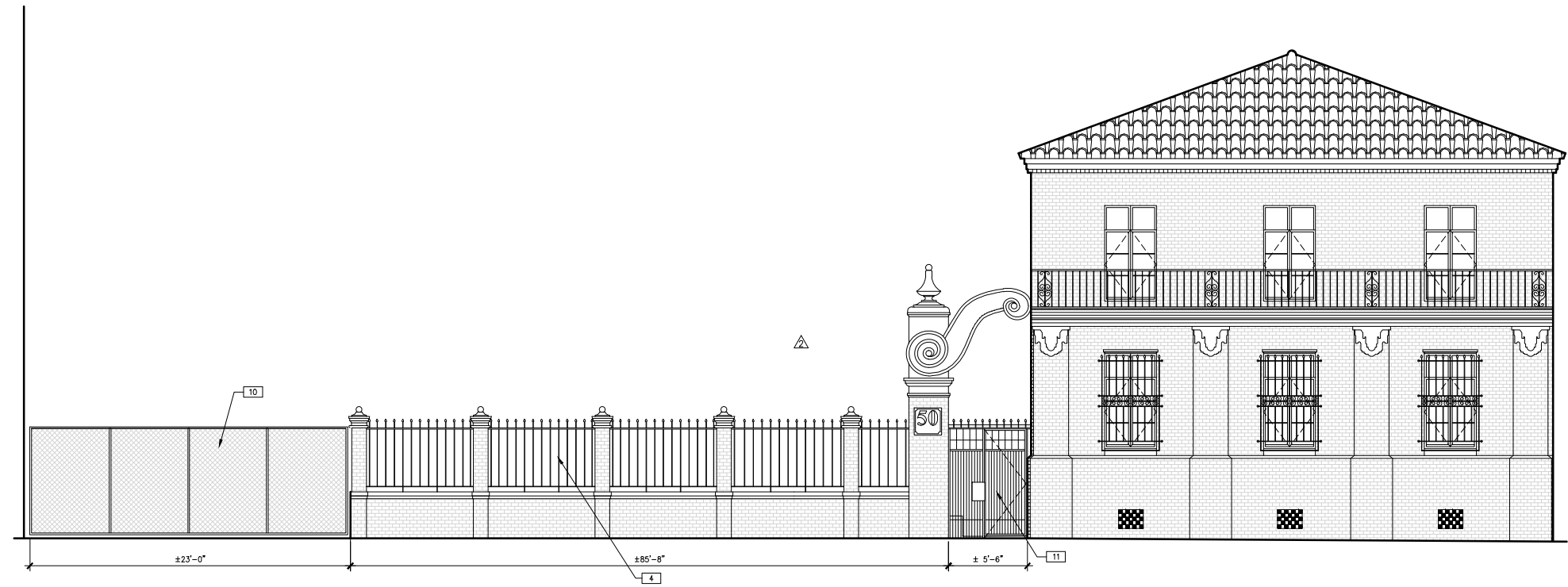
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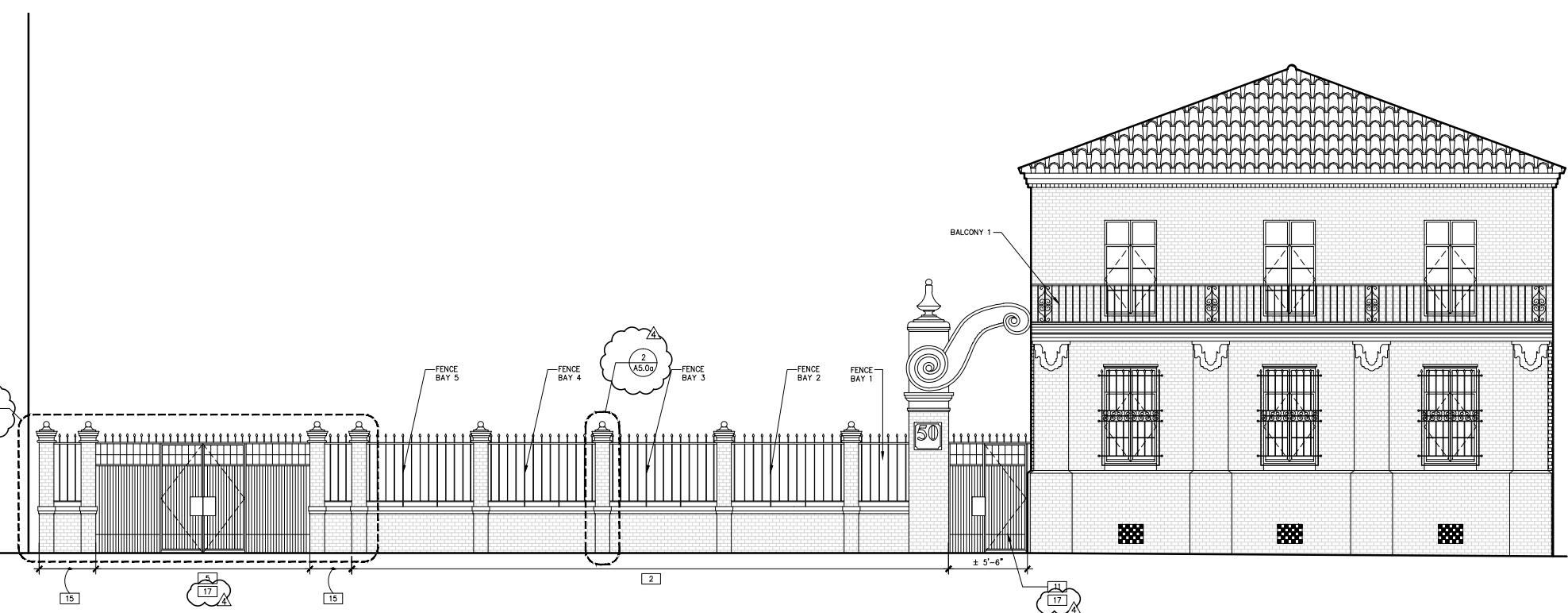
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EXISTING - SOUTH ELEVATION AT FELL STREET
SCALE: 1/8"=1'-0" ①



PROPOSED - SOUTH ELEVATION AT FELL STREET
SCALE: 1/8"=1'-0" ①

PLAN SPECIFIC NOTES:

- 1 NEW DOOR UNDER SEPARATE PERMIT.
- 2 EXISTING HISTORIC BRICK YARD WALL TO BE REPAIRED UNDER SEPARATE PERMIT. FOR EXISTING WROUGHT IRON FENCE, SEE WROUGHT IRON REHABILITATION SCHEDULE SHEET A8.0.
- 3 EXISTING HISTORIC WINDOW, SASH, AND A PORTION OF EXTERIOR WALL AND BRICK BELOW TO BE CAREFULLY REMOVED, SALVAGED, AND STORED. VERIFY EXACT STORAGE LOCATION WITH OWNER. SEE SHEET A5.0 FOR NEW DOOR AND WINDOW DETAILS.
- 4 EXISTING HISTORIC BRICK WALL AND FENCE.
- 5 NEW LARGE PAINTED GALVANIZED STEEL GATE TO MATCH NON-HISTORIC EAST GATE ASSEMBLY IN DESIGN. SEE DETAILS 17, 23, 24 AND 25/A5.0. SUBMIT SHOP DRAWINGS.
- 6 NEW PAINTED METAL INTAKE GRILLE AT EXISTING OPENING, 48" X 16", AT EXISTING CHIMNEY SHAFT, SEE DETAIL 21/A9.0.
- 7 EXISTING NON-HISTORIC DOOR TO BE RE-PAINTED UNDER SEPARATE PERMIT.
- 8 EXISTING NON-HISTORIC DOOR & TRANSOM TO BE REMOVED.
- 9 NEW DOOR BEYOND. UNDER SEPARATE PERMIT.
- 10 EXISTING NON-HISTORIC CHAIN LINK FENCE TO BE REMOVED.
- 11 EXISTING NON-HISTORIC GATE & WROUGHT IRON FENCE TO REMAIN.
- 12 EXISTING BOARDED-UP OPENING.
- 13 EXISTING NON-HISTORIC DOOR TO BE REMOVED AND REPLACED WITH NEW DOOR UNDER SEPARATE PERMIT.
- 14 NEW ELEVATED WALKWAY, RAMP, AND STAIRS. SEE SHEET A9.0 FOR ENLARGED PLAN AND DETAILS. SEE STRUCTURAL DRAWINGS FOR DESIGN.
- 15 NEW BRICK WALL AND FENCE TO MATCH DESIGN OF EXISTING HISTORIC FENCE AND BRICK WALL. SEE DETAILS 17, 24 AND 25/A5.0.
- 16 EXISTING WROUGHT IRON BALCONY. SEE WROUGHT IRON REHABILITATION SCHEDULE SHEET A8.0.
- 17 PROVIDE KEYPAD AT THIS LOCATION.

FINISHES & COLORS

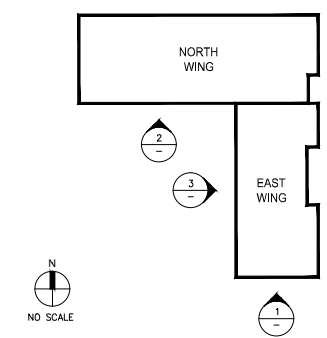
BRICK & CONCRETE WALL PAINT:
 MANUFACTURER: BENJAMIN MOORE
 COLOR: MONTEREY WHITE HC-27

ALL EXISTING EXTERIOR BUILDING WALLS AND BRICK YARD WALLS TO BE PAINTED, INCLUDING BUT NOT LIMITED TO, THE FOLLOWING:
 1. EXISTING EXTERIOR BRICK BUILDING WALLS
 2. EXISTING CONCRETE BUILDING WALLS
 3. EXISTING BRICK YARD WALLS
 4. NEW BRICK YARD WALLS

EXTERIOR METAL PAINT:
 MANUFACTURER: VISTA PAINT
 COLOR: CONTESSA'S CAPE 8285

ALL EXISTING AND NEW METALWORK TO BE PAINTED, INCLUDING BUT NOT LIMITED TO, THE FOLLOWING:
 1. EXISTING METAL WINDOWS
 2. NEW METAL WINDOWS
 3. EXISTING WROUGHT IRON FENCES & GATES
 4. NEW WROUGHT IRON FENCES AND GATES
 5. EXISTING EXTERIOR BUILDING IRONWORK
 6. NEW GUARDRAILS AND HANDRAILS
 7. NEW METAL STRUCTURE AT ELEVATED WALKWAY, RAMPS, & STAIRS

KEY PLAN:



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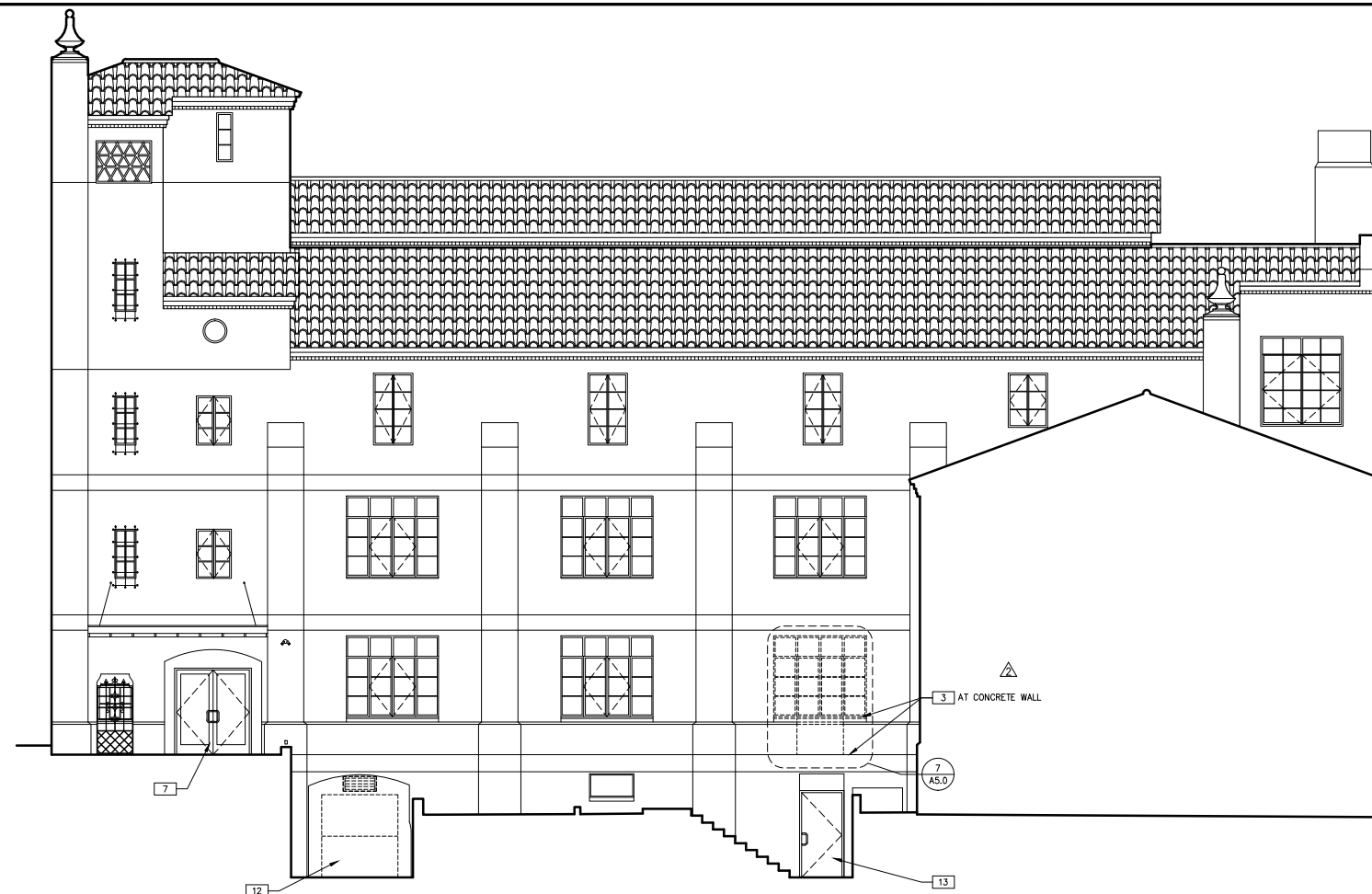
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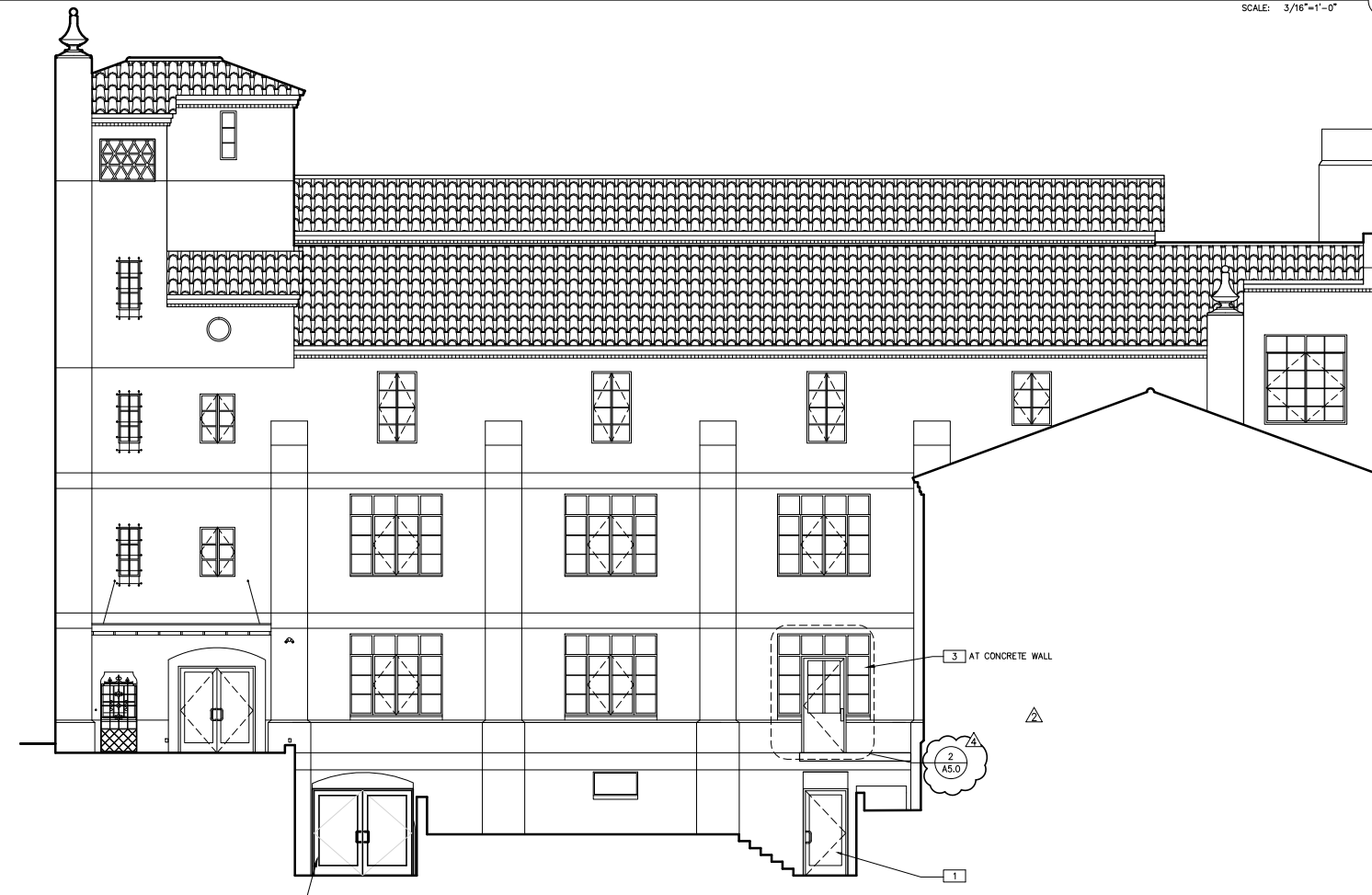
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01-08-2014	MAJOR PERMIT TO ALTER	
05-22-2014	PLANNING REVISIONS	
07-21-2014	PLANNING RE-SUBMITTAL	
07-31-2014	PLANNING RE-SUBMITTAL	

PA / PM: HEATHER DENNIS
 DRAWN BY: CADD
 JOB NO.: SF013-6005-00

A0.5
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EXISTING SOUTH ELEVATION AT INTERIOR YARD
SCALE: 3/16"=1'-0" ②



PROPOSED SOUTH ELEVATION AT INTERIOR YARD
SCALE: 3/16"=1'-0" ②

PLAN SPECIFIC NOTES:

- 1 NEW DOOR UNDER SEPARATE PERMIT.
- 2 EXISTING HISTORIC BRICK YARD WALL TO BE REPAIRED UNDER SEPARATE PERMIT. FOR EXISTING WROUGHT IRON FENCE, SEE WROUGHT IRON REHABILITATION SCHEDULE SHEET A8.0.
- 3 EXISTING HISTORIC WINDOW, SASH, AND A PORTION OF EXTERIOR WALL AND BRICK BELOW TO BE CAREFULLY REMOVED, SALVAGED, AND STORED. VERIFY EXACT STORAGE LOCATION WITH OWNER. SEE SHEET A5.0 FOR NEW DOOR AND WINDOW DETAILS.
- 4 EXISTING HISTORIC BRICK WALL AND FENCE.
- 5 NEW LARGE PAINTED GALVANIZED STEEL GATE TO MATCH NON-HISTORIC EAST GATE ASSEMBLY IN DESIGN. SEE DETAILS 17, 23, 24 AND 25/A5.0. SUBMIT SHOP DRAWINGS.
- 6 NEW PAINTED METAL INTAKE GRILLE AT EXISTING OPENING, 48" X 16", AT EXISTING CHIMNEY SHAFT, SEE DETAIL 21/A9.0.
- 7 EXISTING NON-HISTORIC DOOR TO BE RE-PAINTED UNDER SEPARATE PERMIT.
- 8 EXISTING NON-HISTORIC DOOR & TRANSOM TO BE REMOVED.
- 9 NEW DOOR BEYOND. UNDER SEPARATE PERMIT.
- 10 EXISTING NON-HISTORIC CHAIN LINK FENCE TO BE REMOVED.
- 11 EXISTING NON-HISTORIC GATE & WROUGHT IRON FENCE TO REMAIN.
- 12 EXISTING BOARDED-UP OPENING.
- 13 EXISTING NON-HISTORIC DOOR TO BE REMOVED AND REPLACED WITH NEW DOOR UNDER SEPARATE PERMIT.
- 14 NEW ELEVATED WALKWAY, RAMP, AND STAIRS. SEE SHEET A9.0 FOR ENLARGED PLAN AND DETAILS. SEE STRUCTURAL DRAWINGS FOR DESIGN.
- 15 NEW BRICK WALL AND FENCE TO MATCH DESIGN OF EXISTING HISTORIC FENCE AND BRICK WALL. SEE DETAILS 17, 24 AND 25/A5.0.
- 16 EXISTING WROUGHT IRON BALCONY. SEE WROUGHT IRON REHABILITATION SCHEDULE, SHEET A8.0.

FINISHES & COLORS

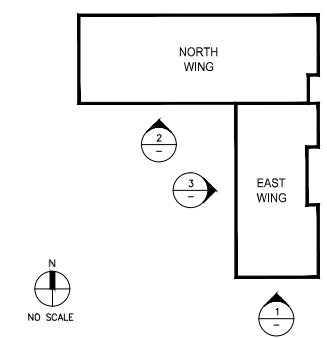
BRICK & CONCRETE WALL PAINT:
MANUFACTURER: BENJAMIN MOORE
COLOR: MONTEREY WHITE HC-27

ALL EXISTING EXTERIOR BUILDING WALLS AND BRICK YARD WALLS TO BE PAINTED, INCLUDING BUT NOT LIMITED TO, THE FOLLOWING:
1. EXISTING EXTERIOR BRICK BUILDING WALLS
2. EXISTING CONCRETE BUILDING WALLS
3. EXISTING BRICK YARD WALLS
4. NEW BRICK YARD WALLS

EXTERIOR METAL PAINT:
MANUFACTURER: VISTA PAINT
COLOR: CONTESSA'S CAPE 8285

ALL EXISTING AND NEW METALWORK TO BE PAINTED, INCLUDING BUT NOT LIMITED TO, THE FOLLOWING:
1. EXISTING METAL WINDOWS
2. NEW METAL WINDOWS
3. EXISTING WROUGHT IRON FENCES & GATES
4. NEW WROUGHT IRON FENCES AND GATES
5. EXISTING EXTERIOR BUILDING IRONWORK
6. NEW GUARDRAILS AND HANDRAILS
7. NEW METAL STRUCTURE AT ELEVATED WALKWAY, RAMPS, & STAIRS

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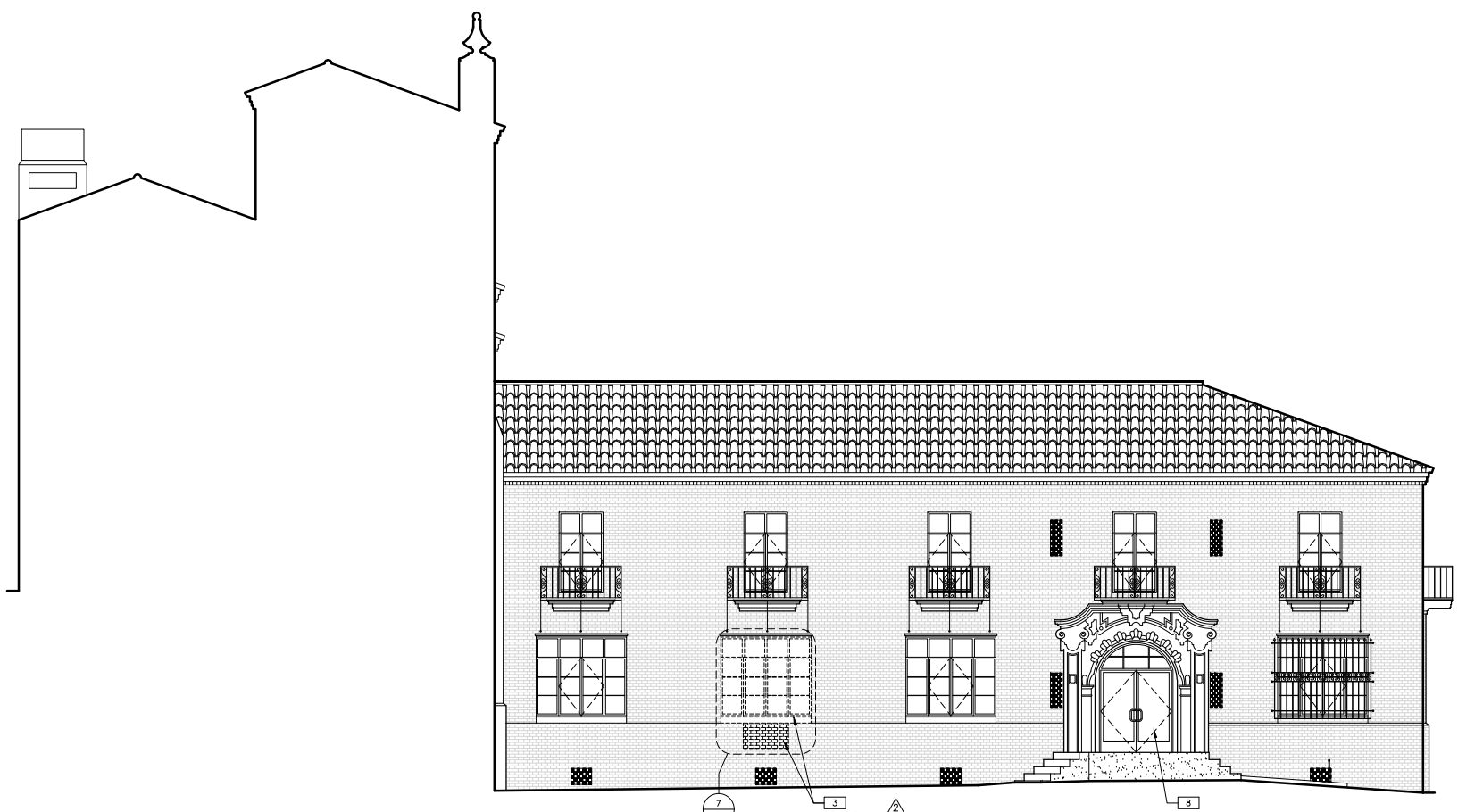
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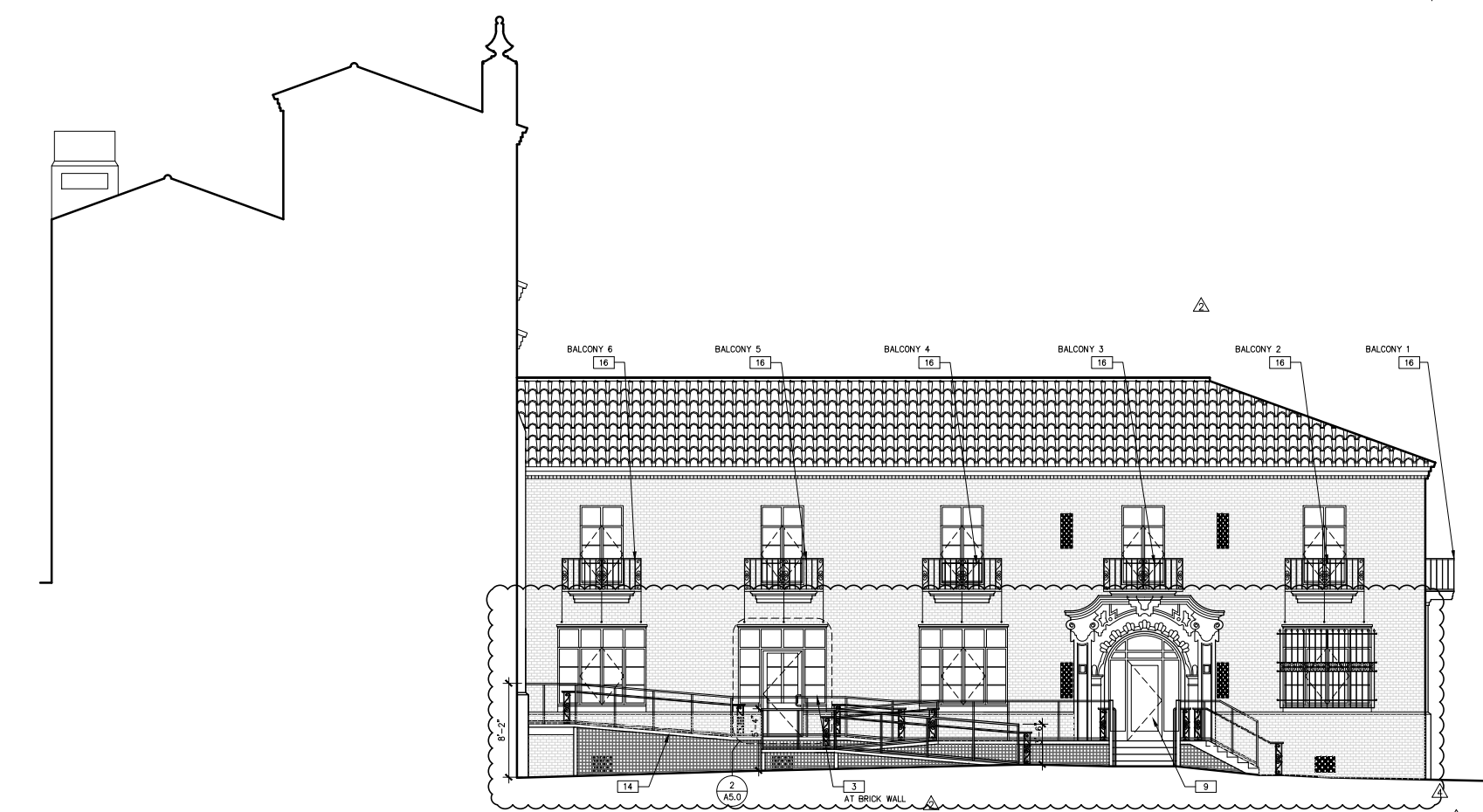
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02-25-2014	PLANNING REVISION	
03-27-2014	PLANNING REVISION	
07-21-2014	PLANNING RE-SUBMITTAL	
07-31-2014	PLANNING RE-SUBMITTAL	

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JOB NO.: SFO13-6005-00

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EXISTING WEST ELEVATION AT INTERIOR YARD
SCALE: 3/16" = 1'-0" 3



PROPOSED WEST ELEVATION AT INTERIOR YARD
SCALE: 3/16" = 1'-0" 3

PLAN SPECIFIC NOTES:

- 1 NEW DOOR UNDER SEPARATE PERMIT.
- 2 EXISTING HISTORIC BRICK YARD WALL TO BE REPAIRED UNDER SEPARATE PERMIT. FOR EXISTING WROUGHT IRON FENCE, SEE WROUGHT IRON REHABILITATION SCHEDULE SHEET A8.0.
- 3 EXISTING HISTORIC WINDOW, SASH, AND A PORTION OF EXTERIOR WALL AND BRICK BELOW TO BE CAREFULLY REMOVED, SALVAGED, AND STORED. VERIFY EXACT STORAGE LOCATION WITH OWNER. SEE SHEET A5.0 FOR NEW DOOR AND WINDOW DETAILS.
- 4 EXISTING HISTORIC BRICK WALL AND FENCE.
- 5 NEW LARGE PAINTED GALVANIZED STEEL GATE TO MATCH NON-HISTORIC EAST GATE ASSEMBLY IN DESIGN. SEE DETAILS 17, 23, 24 AND 25/A5.0. SUBMIT SHOP DRAWINGS.
- 6 NEW PAINTED METAL INTAKE GRILLE AT EXISTING OPENING, 48" X 16", AT EXISTING CHIMNEY SHAFT, SEE DETAIL 21/A9.0.
- 7 EXISTING NON-HISTORIC DOOR TO BE RE-PAINTED UNDER SEPARATE PERMIT.
- 8 EXISTING NON-HISTORIC DOOR & TRANSOM TO BE REMOVED.
- 9 NEW DOOR BEYOND. UNDER SEPARATE PERMIT.
- 10 EXISTING NON-HISTORIC CHAIN LINK FENCE TO BE REMOVED.
- 11 EXISTING NON-HISTORIC GATE & WROUGHT IRON FENCE TO REMAIN.
- 12 EXISTING BOARDED-UP OPENING.
- 13 EXISTING NON-HISTORIC DOOR TO BE REMOVED AND REPLACED WITH NEW DOOR UNDER SEPARATE PERMIT.
- 14 NEW ELEVATED WALKWAY, RAMP, AND STAIRS. SEE SHEET A9.0 FOR ENLARGED PLAN AND DETAILS. SEE STRUCTURAL DRAWINGS FOR DESIGN.
- 15 NEW BRICK WALL AND FENCE TO MATCH DESIGN OF EXISTING HISTORIC FENCE AND BRICK WALL. SEE DETAILS 17, 24 AND 25/A5.0.
- 16 EXISTING WROUGHT IRON BALCONY. SEE WROUGHT IRON REHABILITATION SCHEDULE, SHEET A8.0.

FINISHES & COLORS

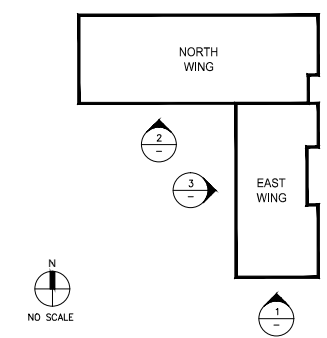
BRICK & CONCRETE WALL PAINT:
MANUFACTURER: BENJAMIN MOORE
COLOR: MONTEREY WHITE HC-27

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2. EXISTING CONCRETE BUILDING WALLS
3. EXISTING BRICK YARD WALLS
4. NEW BRICK YARD WALLS

EXTERIOR METAL PAINT:
MANUFACTURER: VISTA PAINT
COLOR: CONTESSA'S CAPE 8285

ALL EXISTING AND NEW METALWORK TO BE PAINTED, INCLUDING BUT NOT LIMITED TO, THE FOLLOWING:
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2. NEW METAL WINDOWS
3. EXISTING WROUGHT IRON FENCES & GATES
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6. NEW GUARDRAILS AND HANDRAILS
7. NEW METAL STRUCTURE AT ELEVATED WALKWAY, RAMPS, & STAIRS

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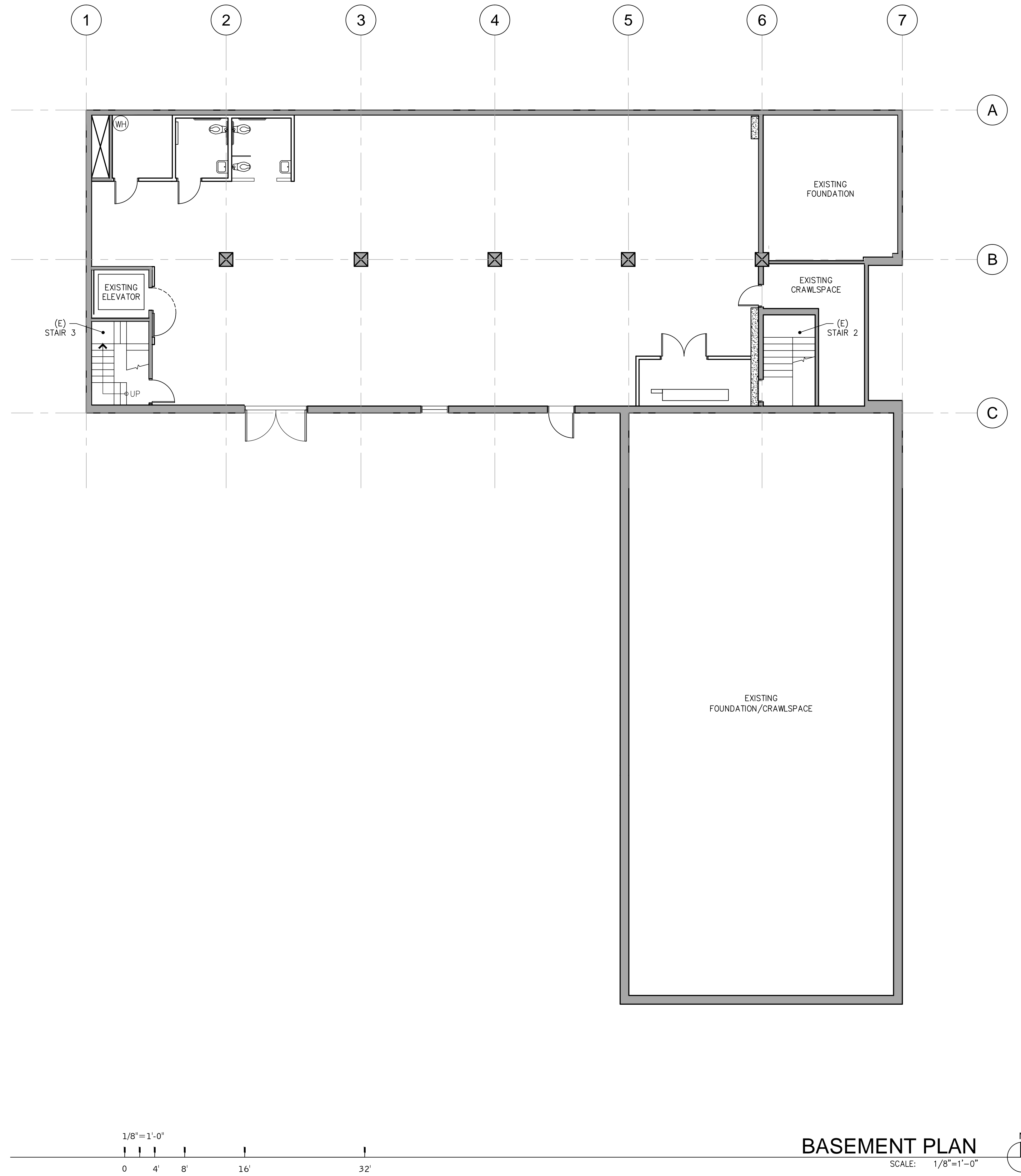
DATE	REVISIONS	REMARKS
01-08-2014	MAJOR PERMIT TO ALTER	
05-22-2014	PLANNING REVISIONS	
07-21-2014	PLANNING RE-SUBMITTAL	
07-31-2014	PLANNING RE-SUBMITTAL	

PA / PM: HEATHER DENNIS
DRAWN BY: CADD
JOB NO.: SF013-6005-00

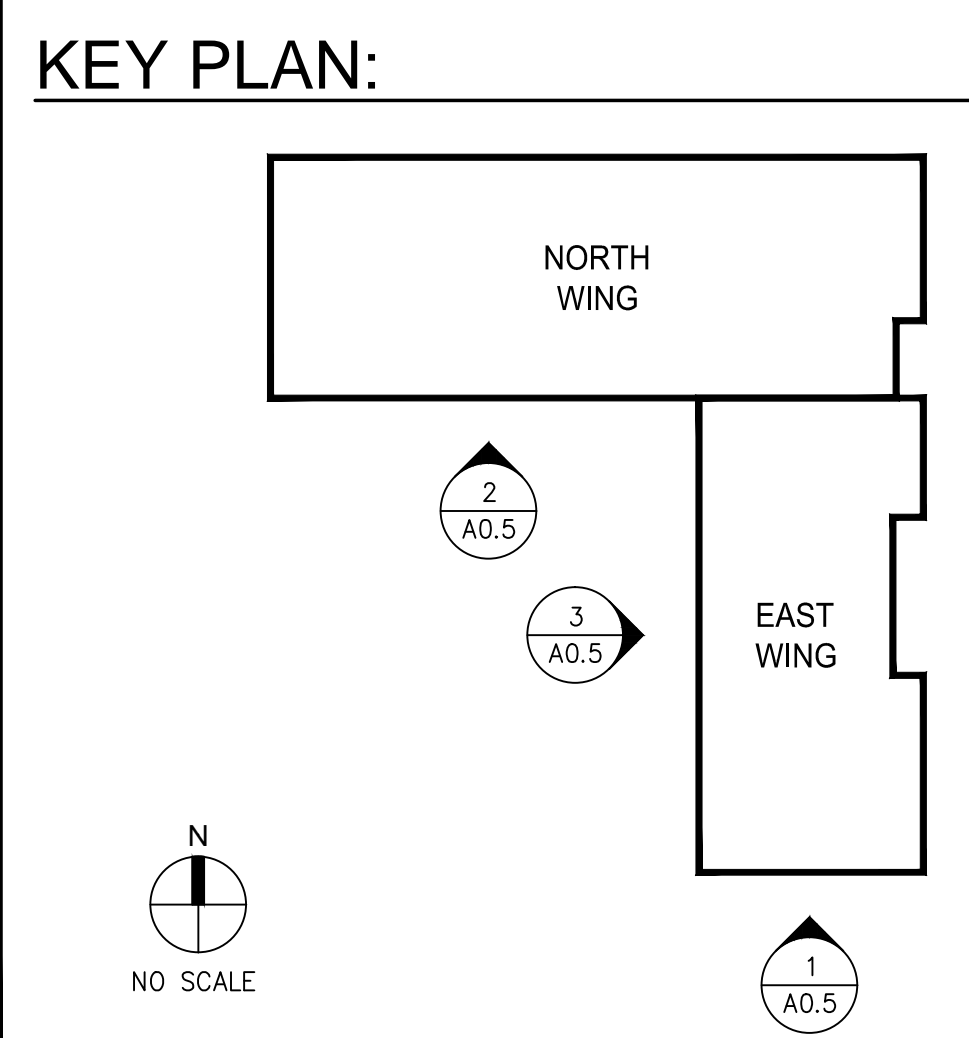
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NOTE:
ALL INTERIOR ITEMS SHOWN ON THIS SHEET REPRESENT THE FINAL FLOOR PLAN CURRENTLY UNDER CONSTRUCTION UNDER A SEPARATE PERMIT.



FLOOR PLAN - BASEMENT

DATE	REVISIONS	DATE	REVISIONS
01-01-2014	MAJOR PERMIT TO ALTER		
05-21-2014	PLANNING DEPARTMENT REVISIONS		
06-25-2014	PLANNING RE-SUBMITTAL		
07-21-2014	PLANNING RE-SUBMITTAL		
07-31-2014	PLANNING RE-SUBMITTAL		

PA / PM:	HEATHER DENNIS
DRAWN BY:	CADD
JOB NO.:	SFO13-6005-00

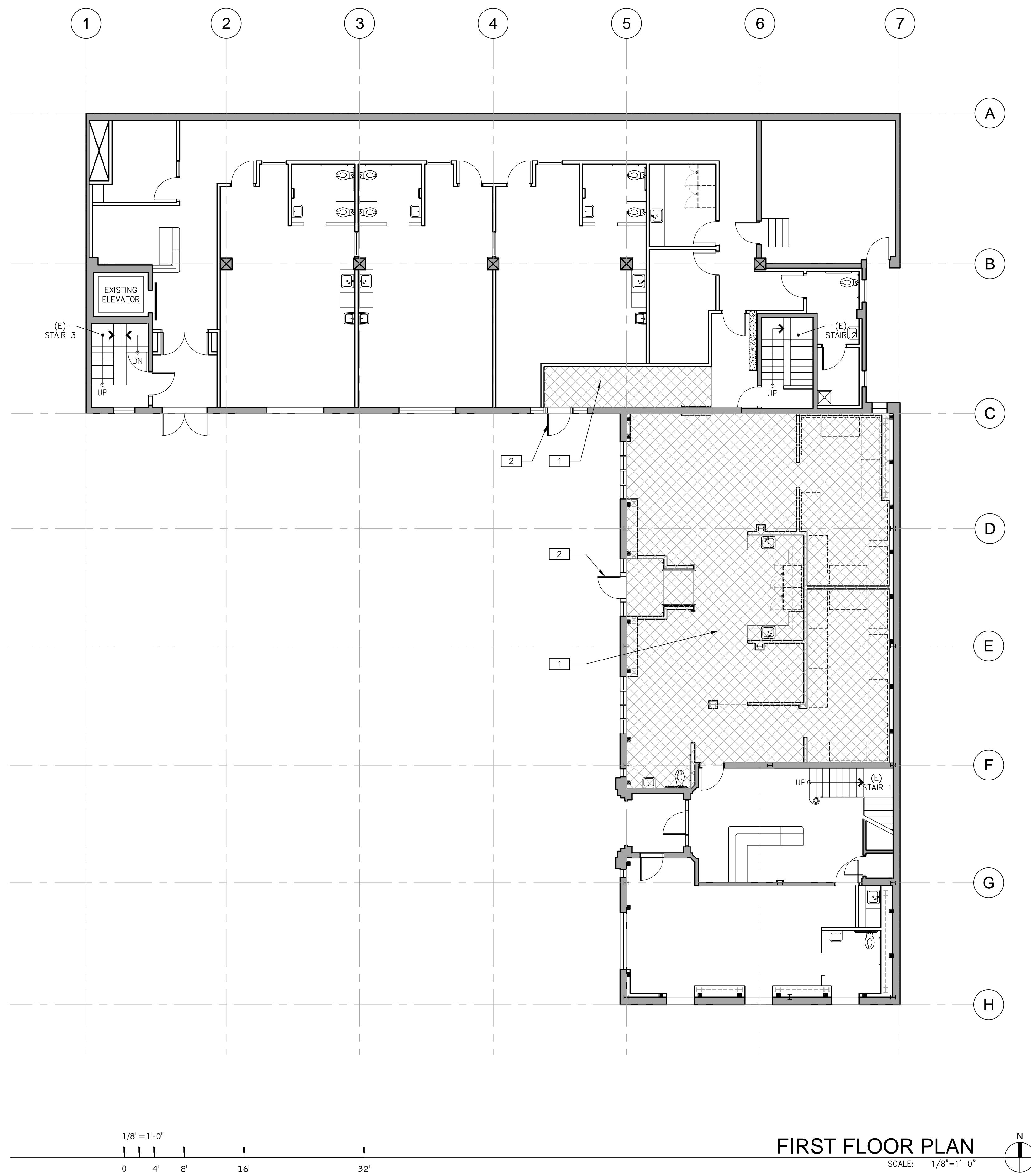
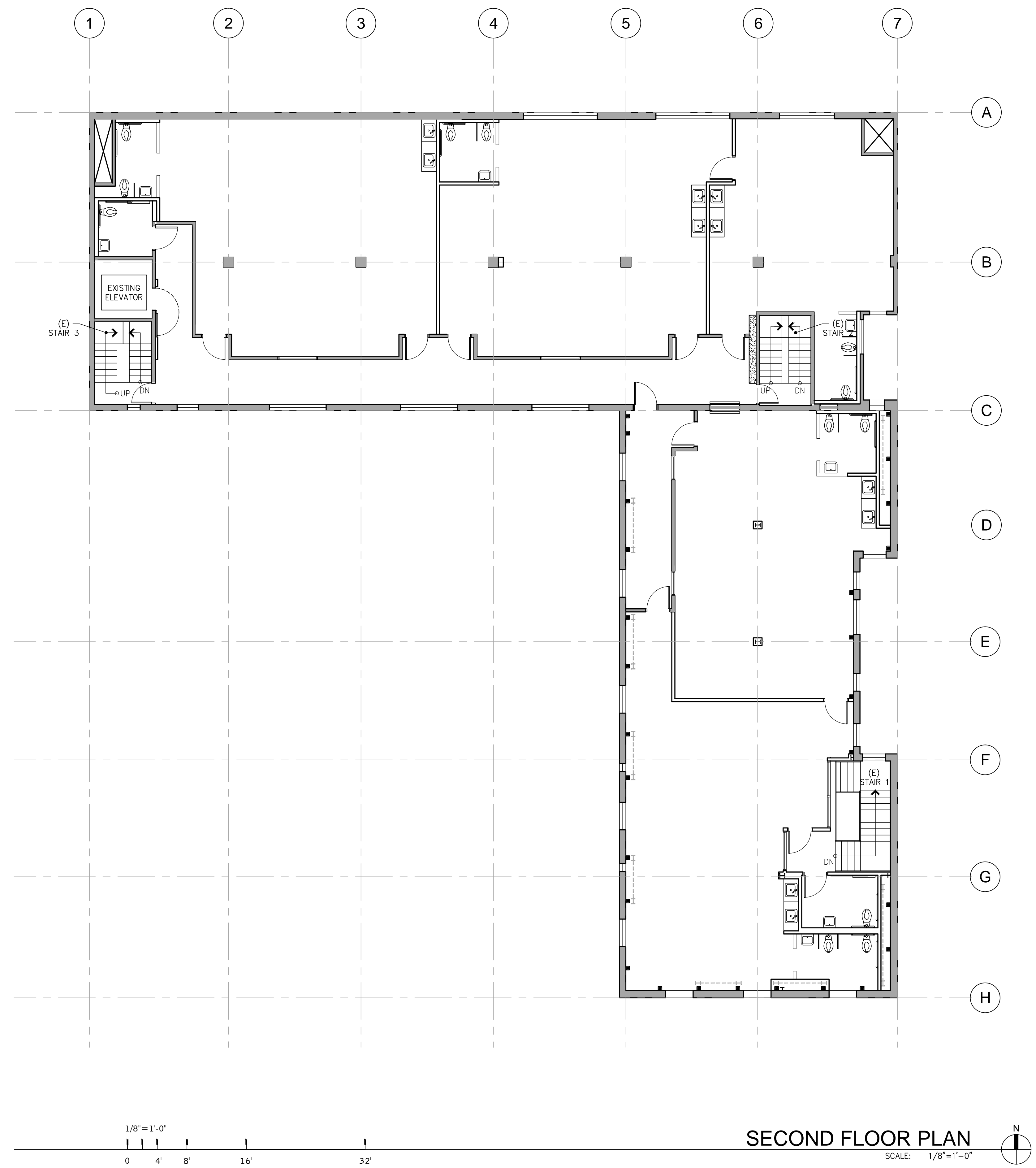
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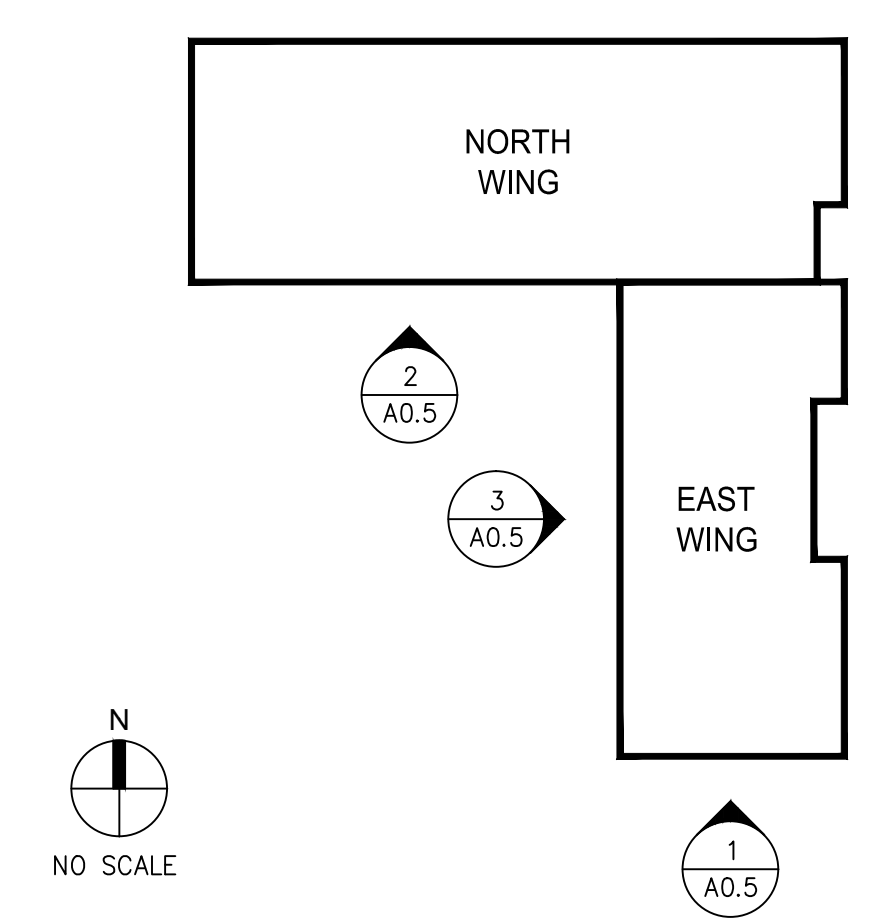


PLAN SPECIFIC NOTES:

- 1 AREA OF REVISED INTERIOR. SEE INTERIOR IMPROVEMENT PLANS UNDER SEPARATE PERMIT.
- 2 NEW DOOR AT EXISTING WINDOW OPENING. SEE SITE PLAN (SHEET A0.4), EXTERIOR ELEVATIONS (SHEET A0.5), AND DETAILS (SHEET A5.0).

NOTE:
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KEY PLAN:



FLOOR PLANS 1 & 2

DATE	REVISIONS	DATE	REVISIONS
01-21-2014	MAJOR PERMIT SUBMITTAL		
05-21-2014	PLANNING DEPARTMENT REVISIONS		
06-25-2014	PLANNING RE-SUBMITTAL		
07-21-2014	PLANNING RE-SUBMITTAL		
07-31-2014	PLANNING RE-SUBMITTAL		

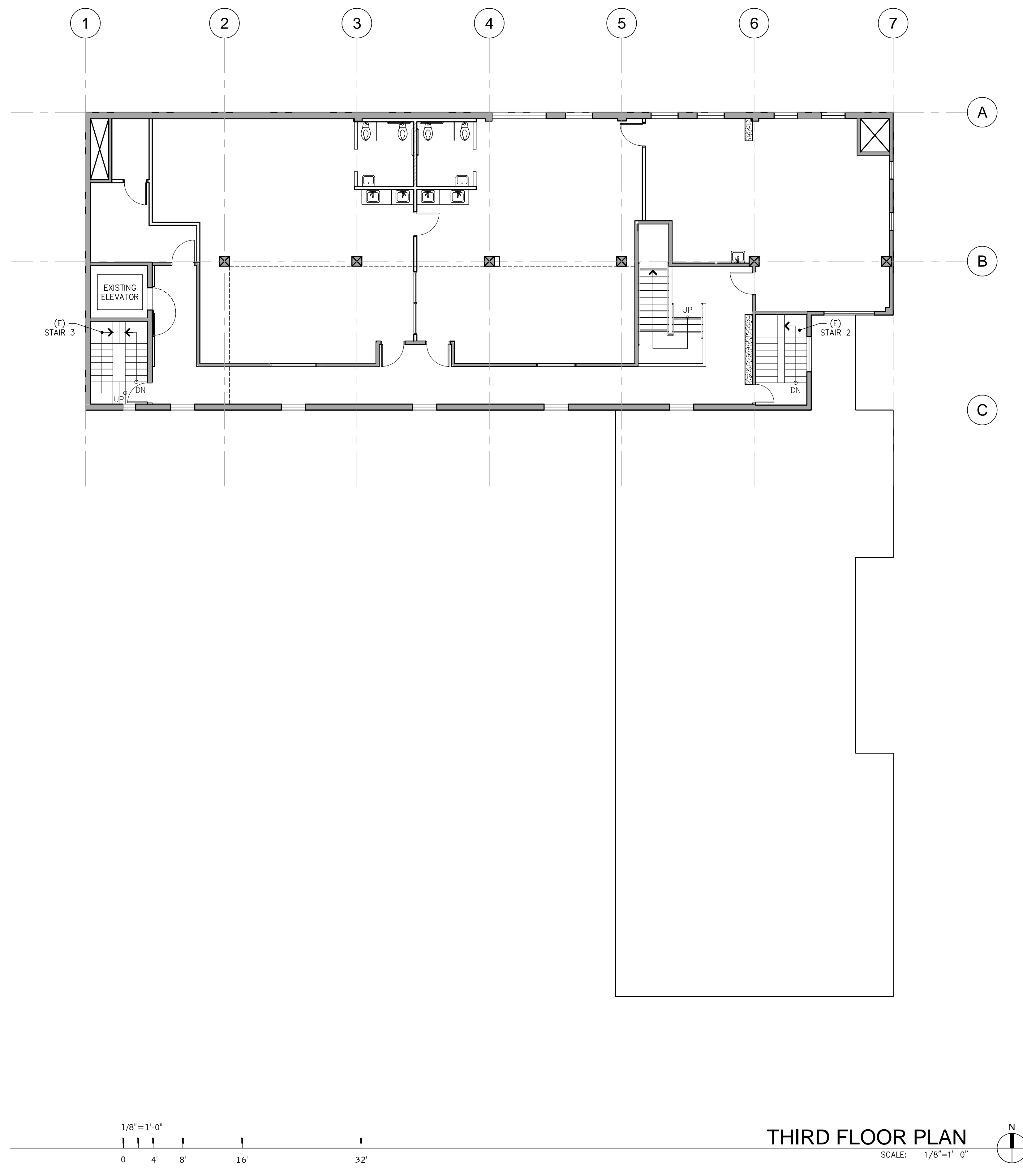
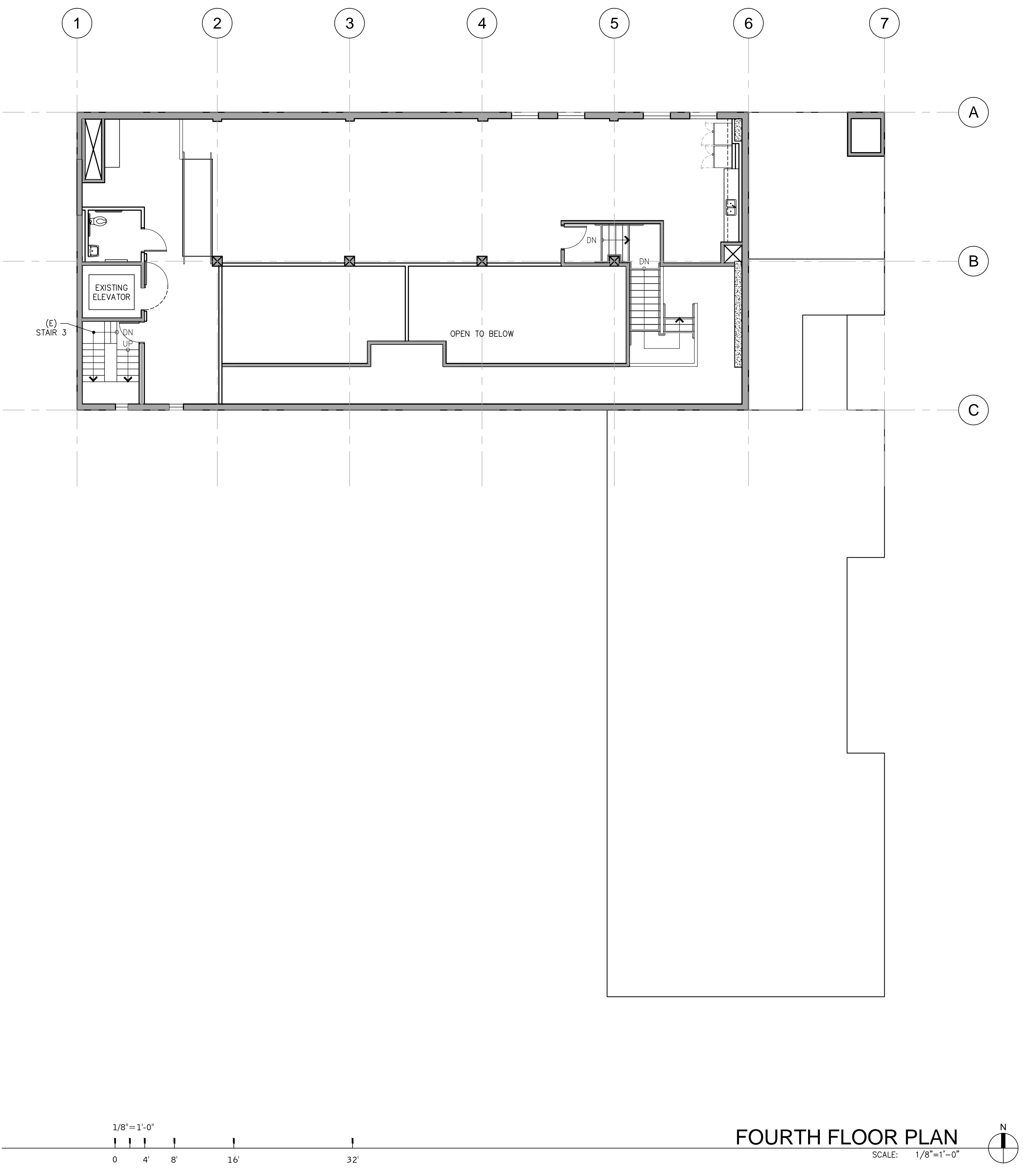
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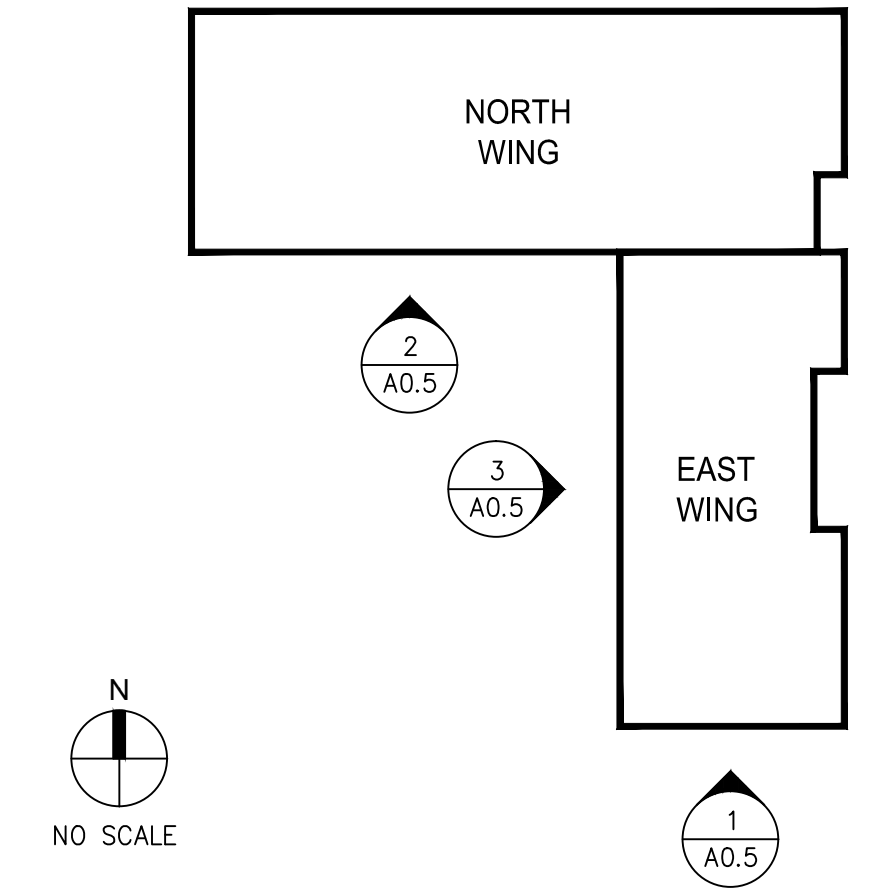
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NOTE:
ALL INTERIOR ITEMS SHOWN ON THIS SHEET REPRESENT THE FINAL FLOOR PLAN CURRENTLY UNDER CONSTRUCTION UNDER A SEPARATE PERMIT.

KEY PLAN:



FLOOR PLANS 3 & 4

DATE	REVISION	DATE	REVISION
01-20-2014	MAJOR PERMIT		
05-21-2014	PLANNING DEPARTMENT REVISIONS		
06-25-2014	PLANNING RE-SUBMITTAL		
07-21-2014	PLANNING RE-SUBMITTAL		
07-31-2014	PLANNING RE-SUBMITTAL		

PA / PM:	HEATHER DENNIS
DRAWN BY:	CADD
JOB NO.:	SFO13-6005-00

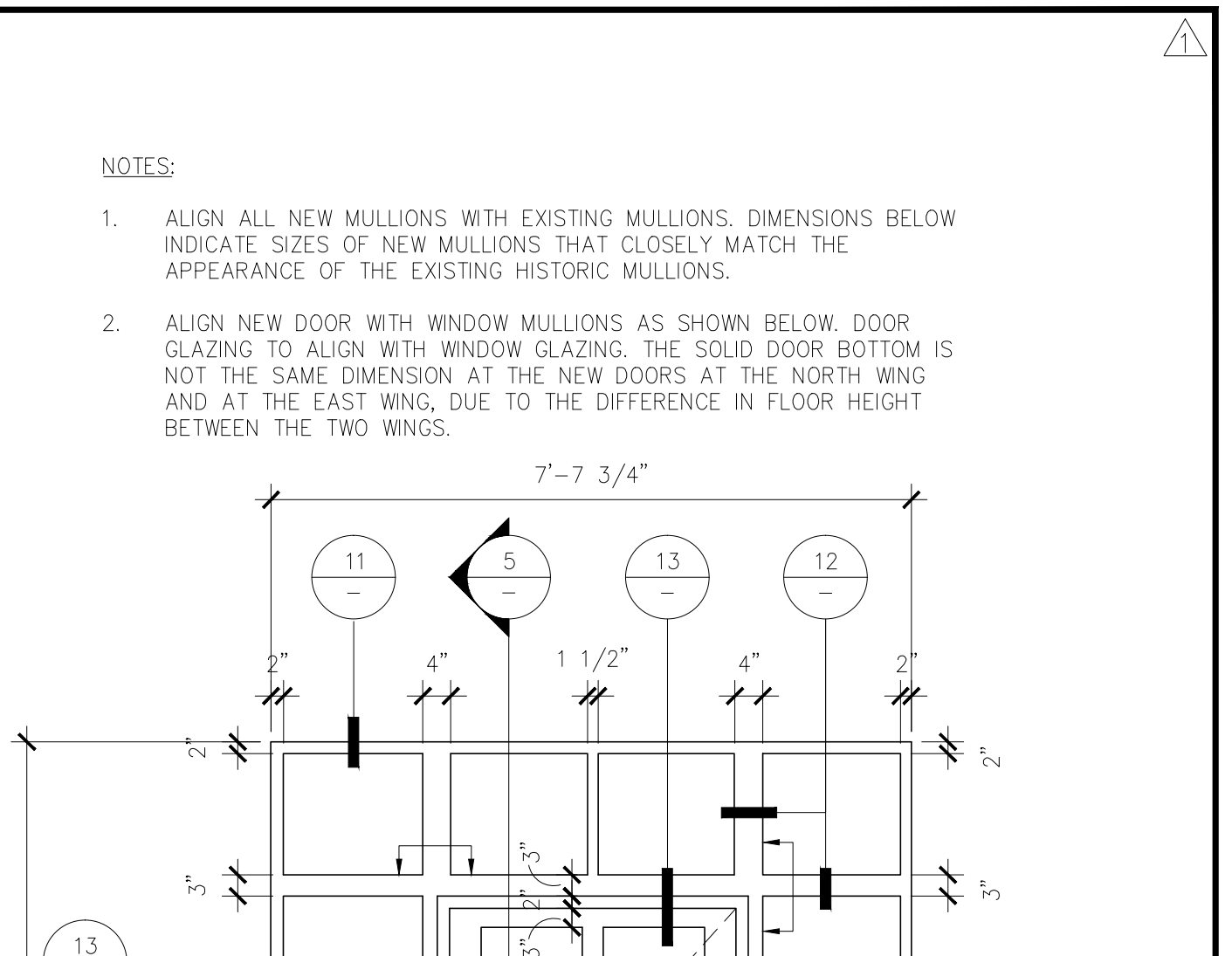
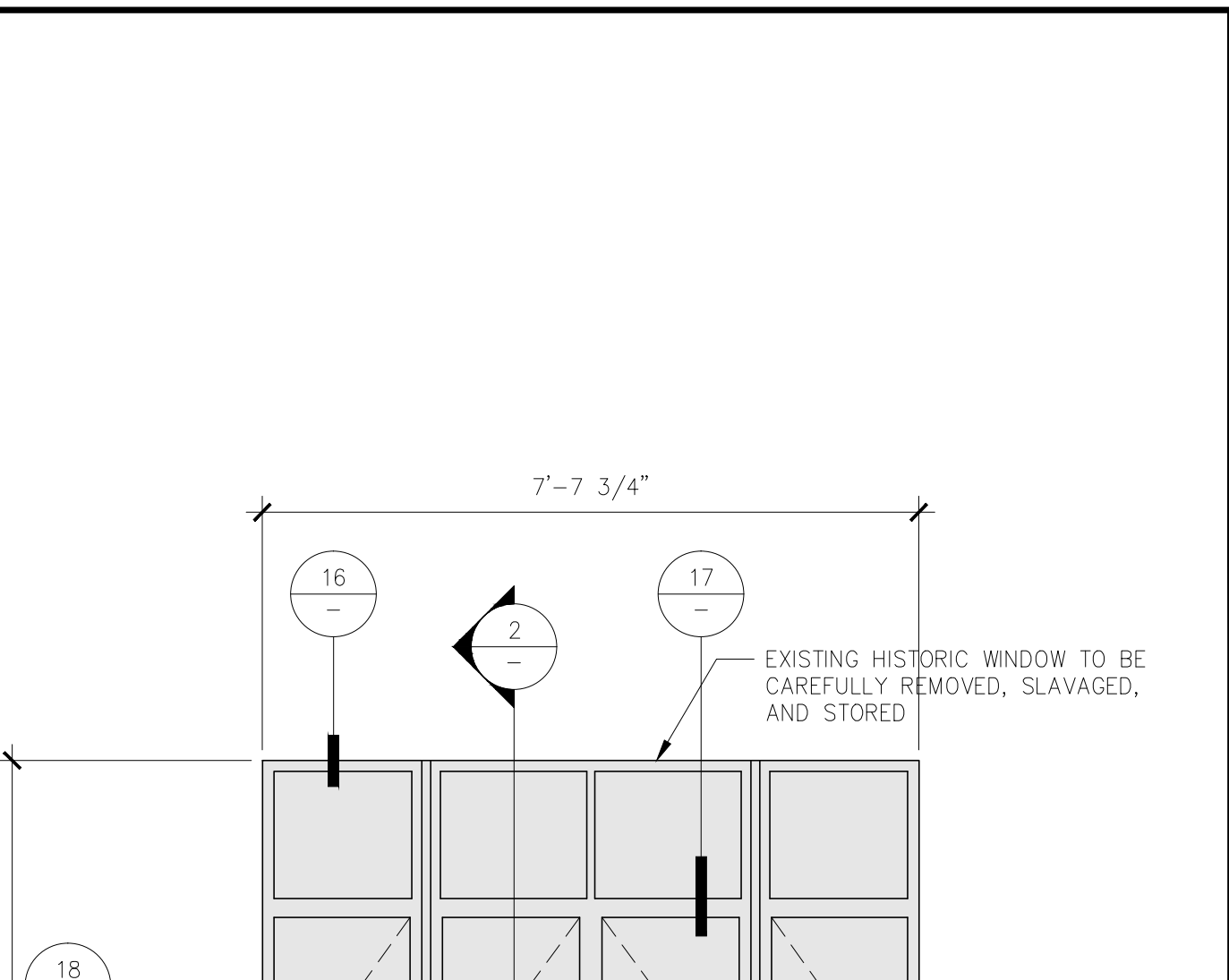
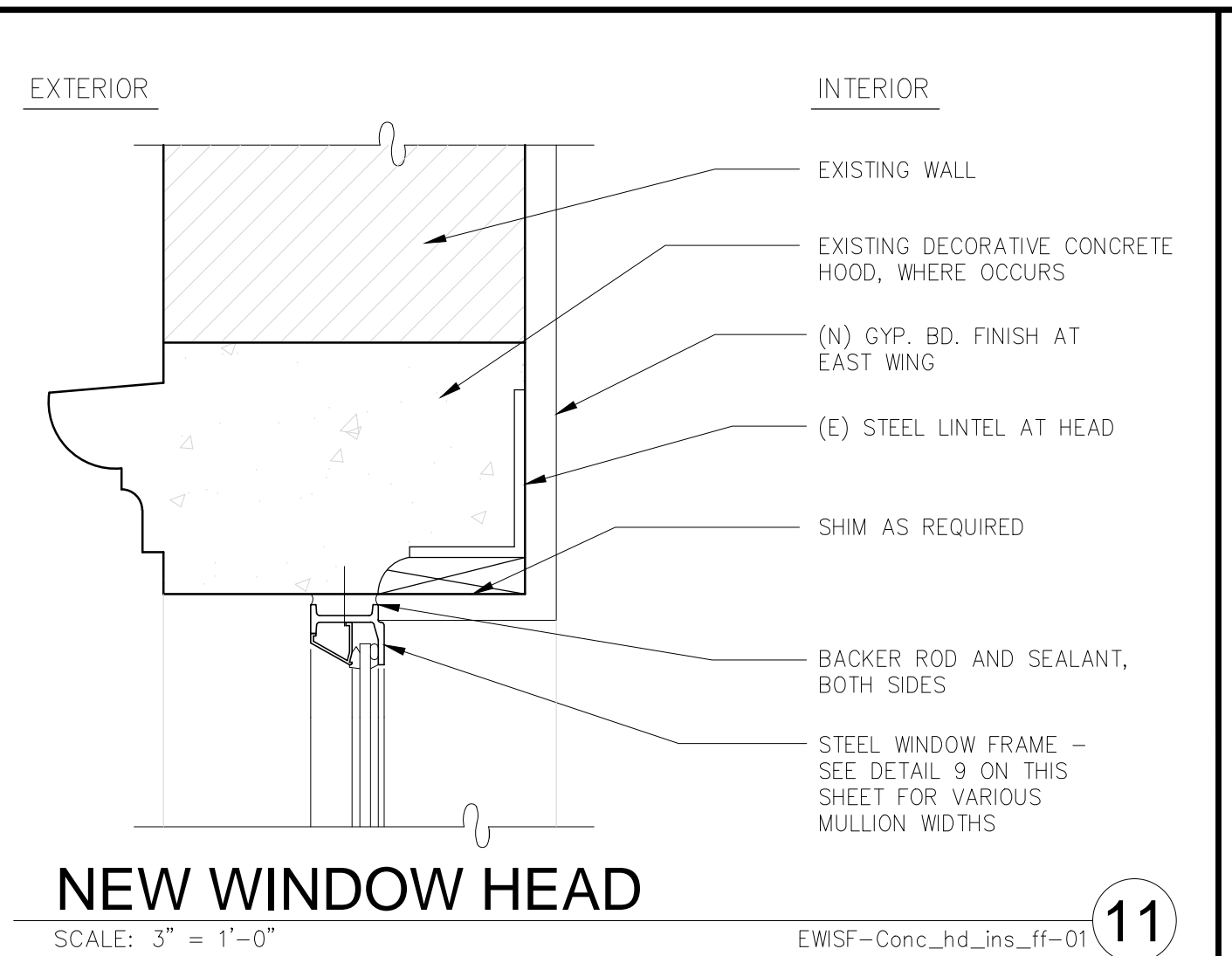
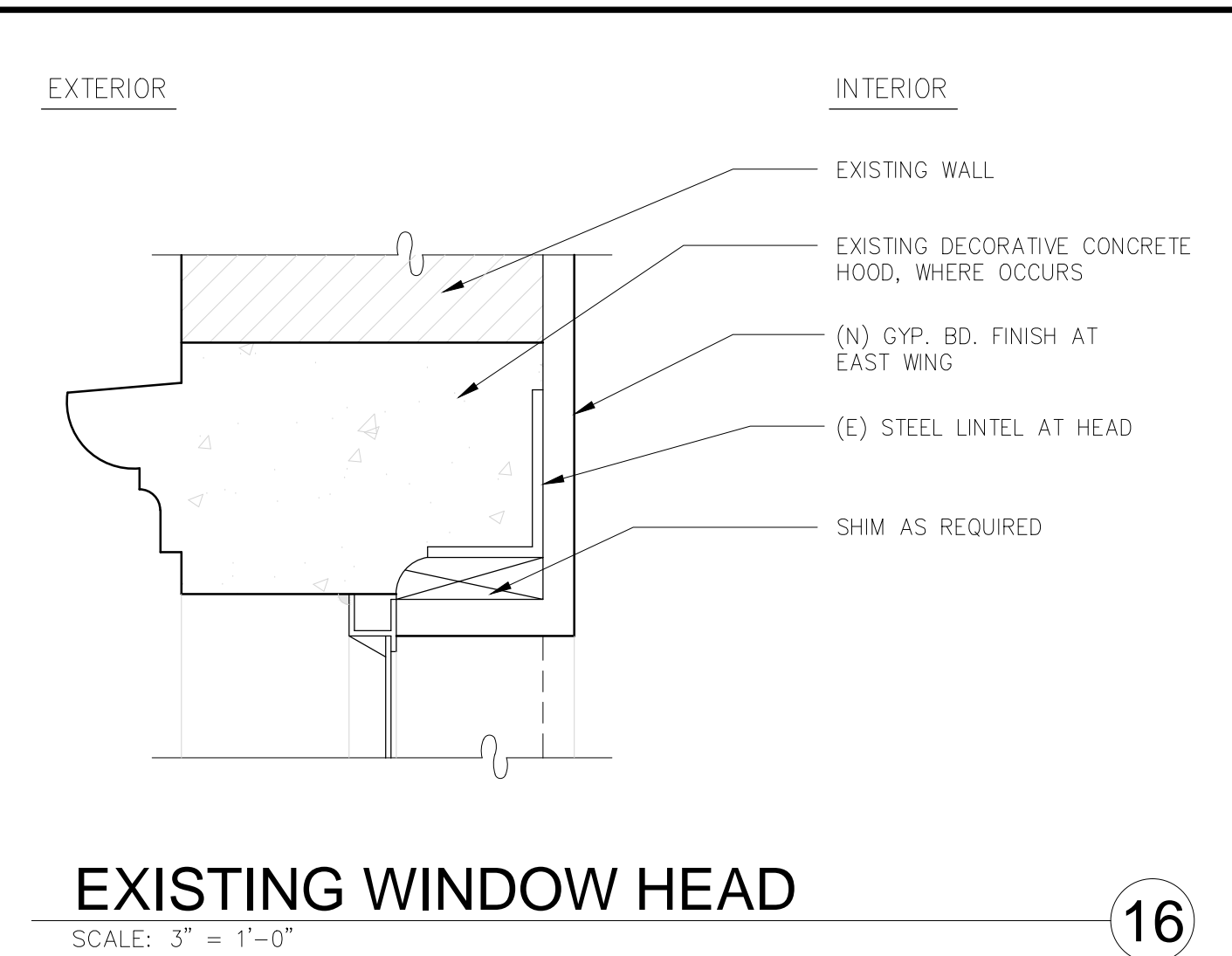
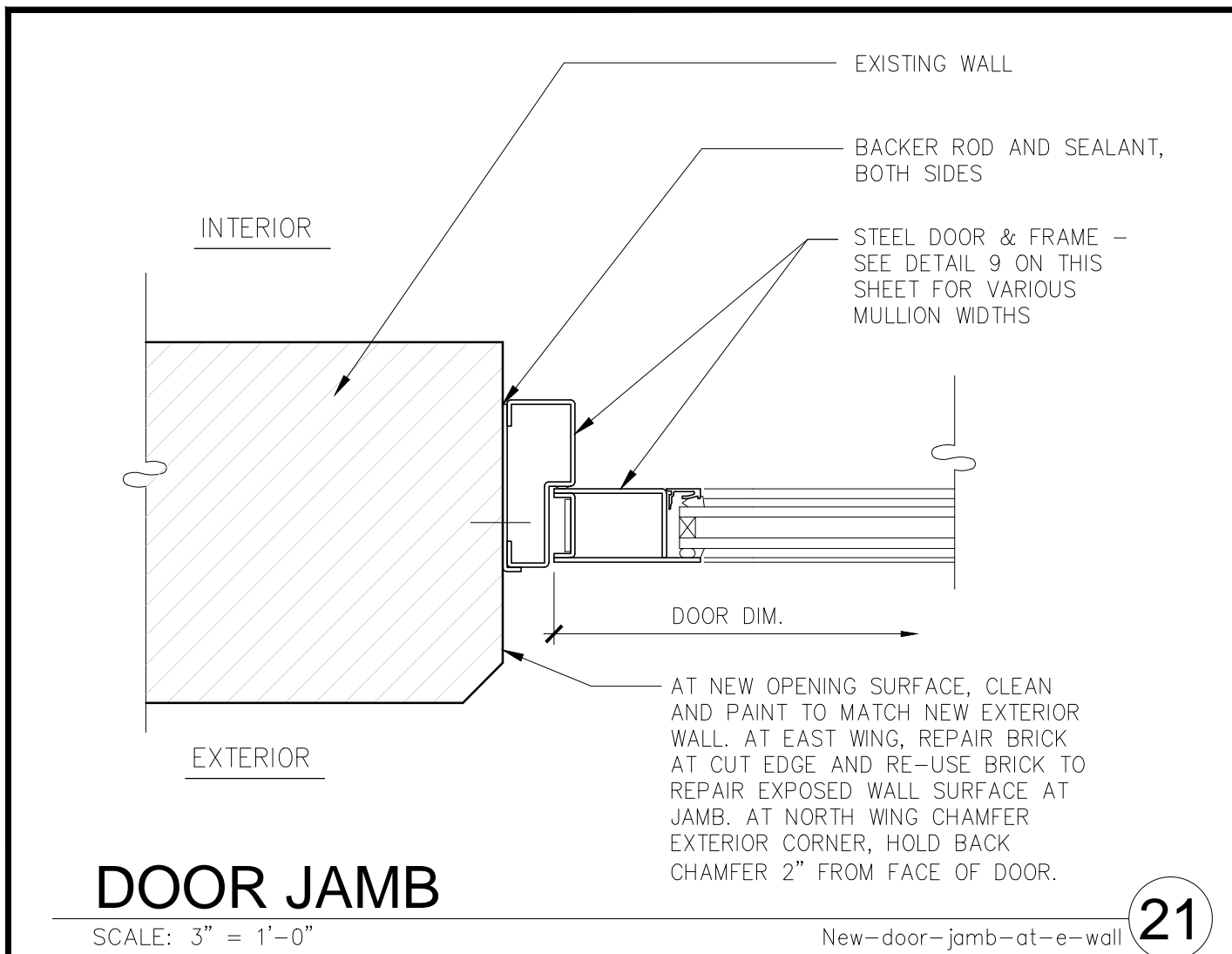
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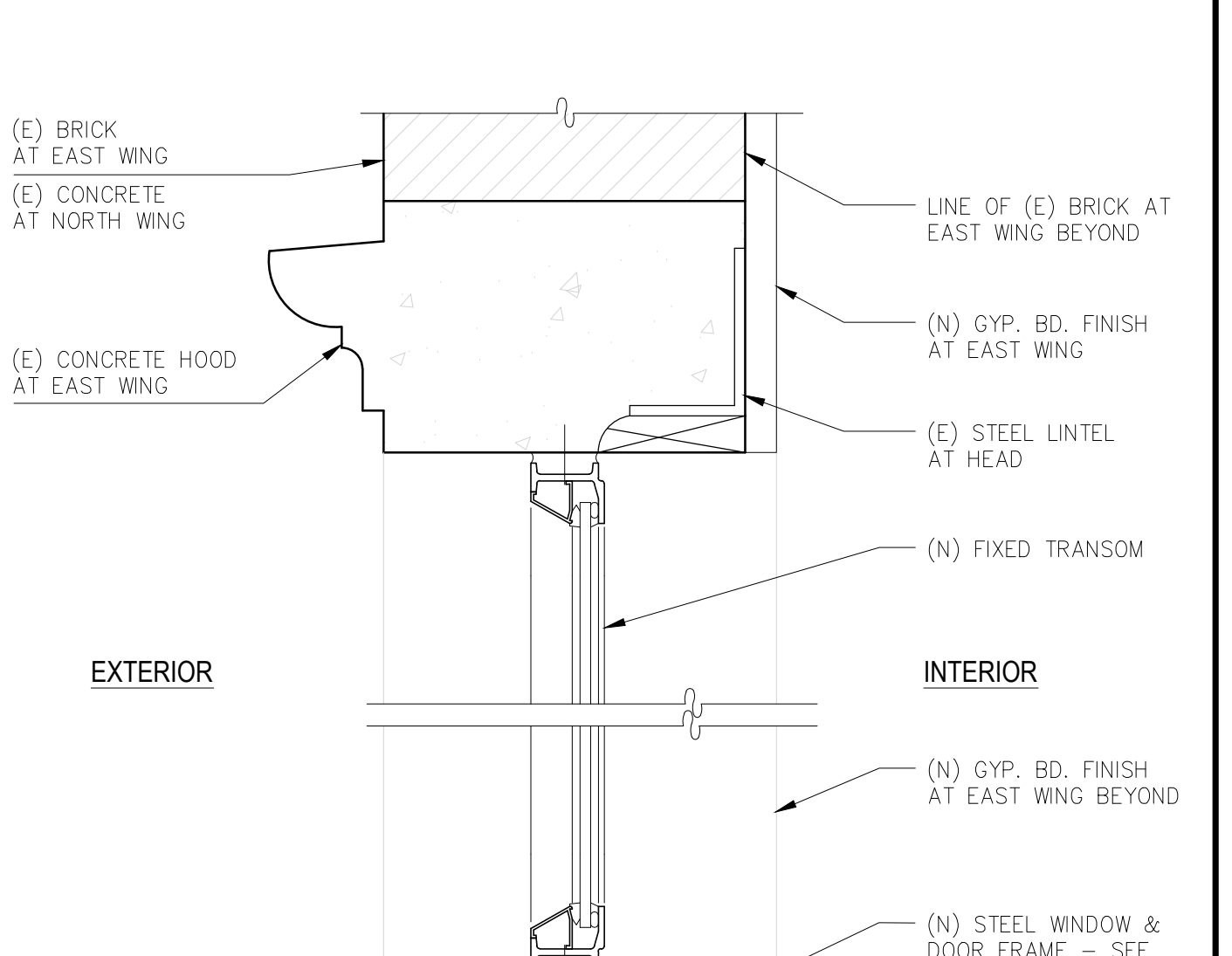
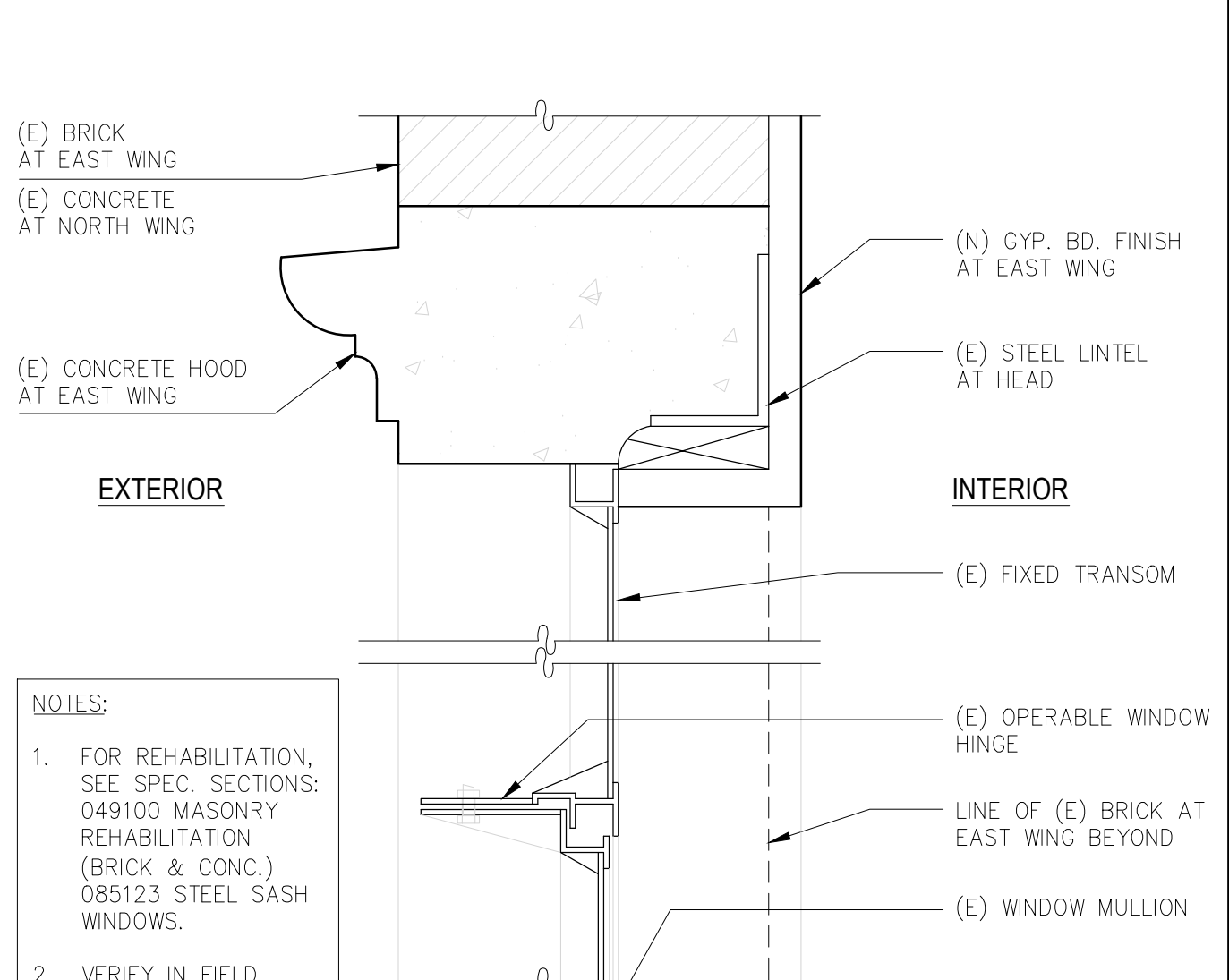
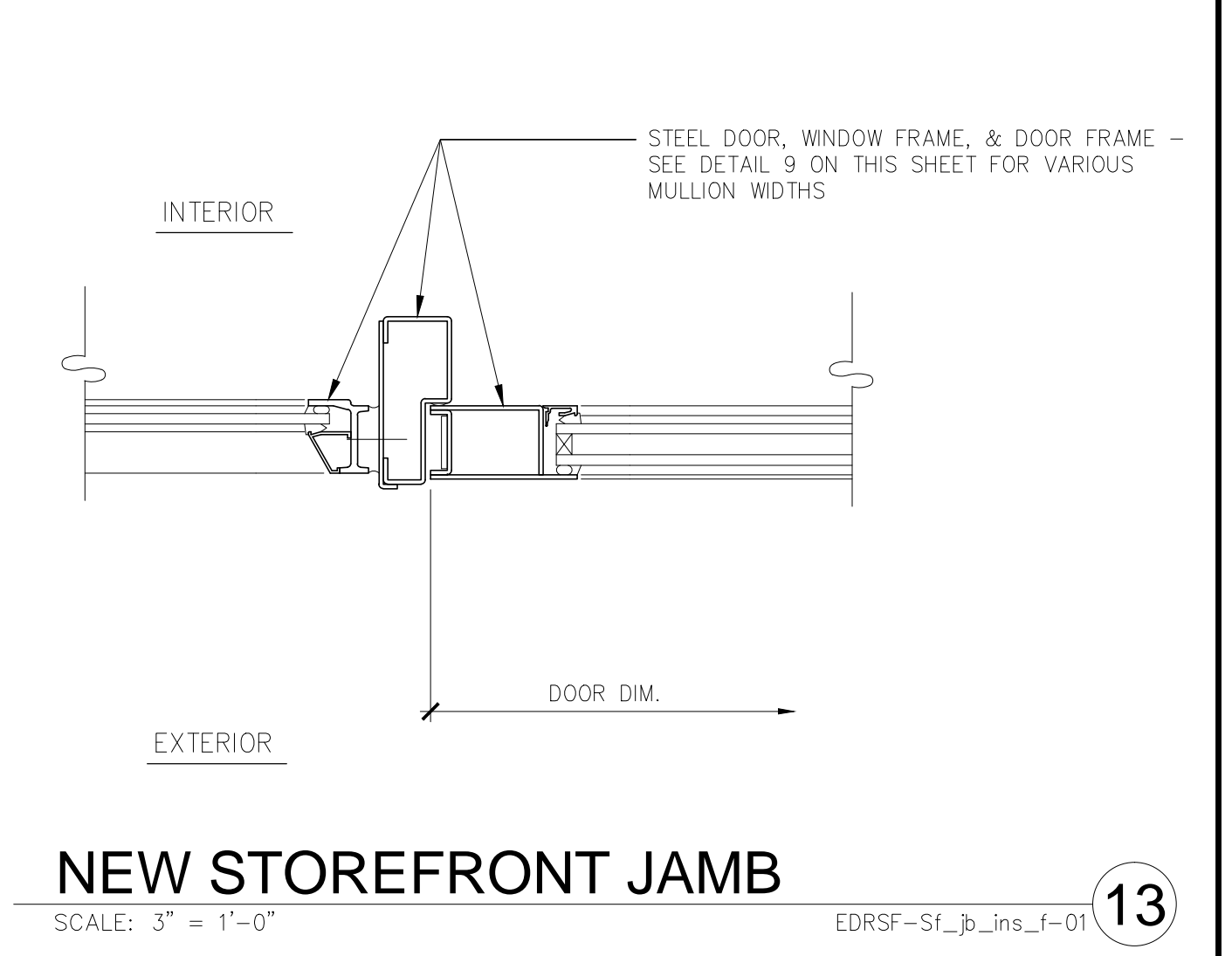
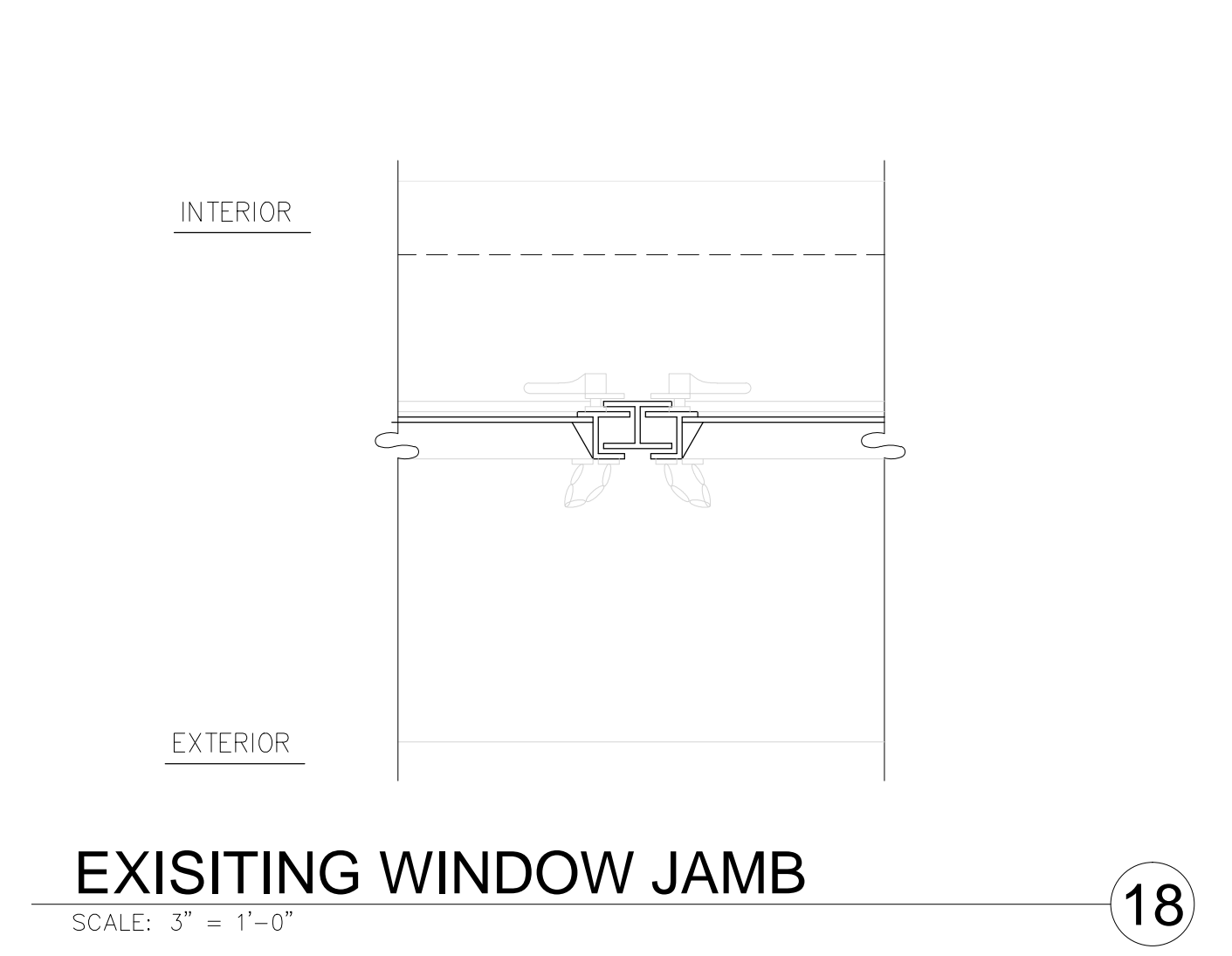
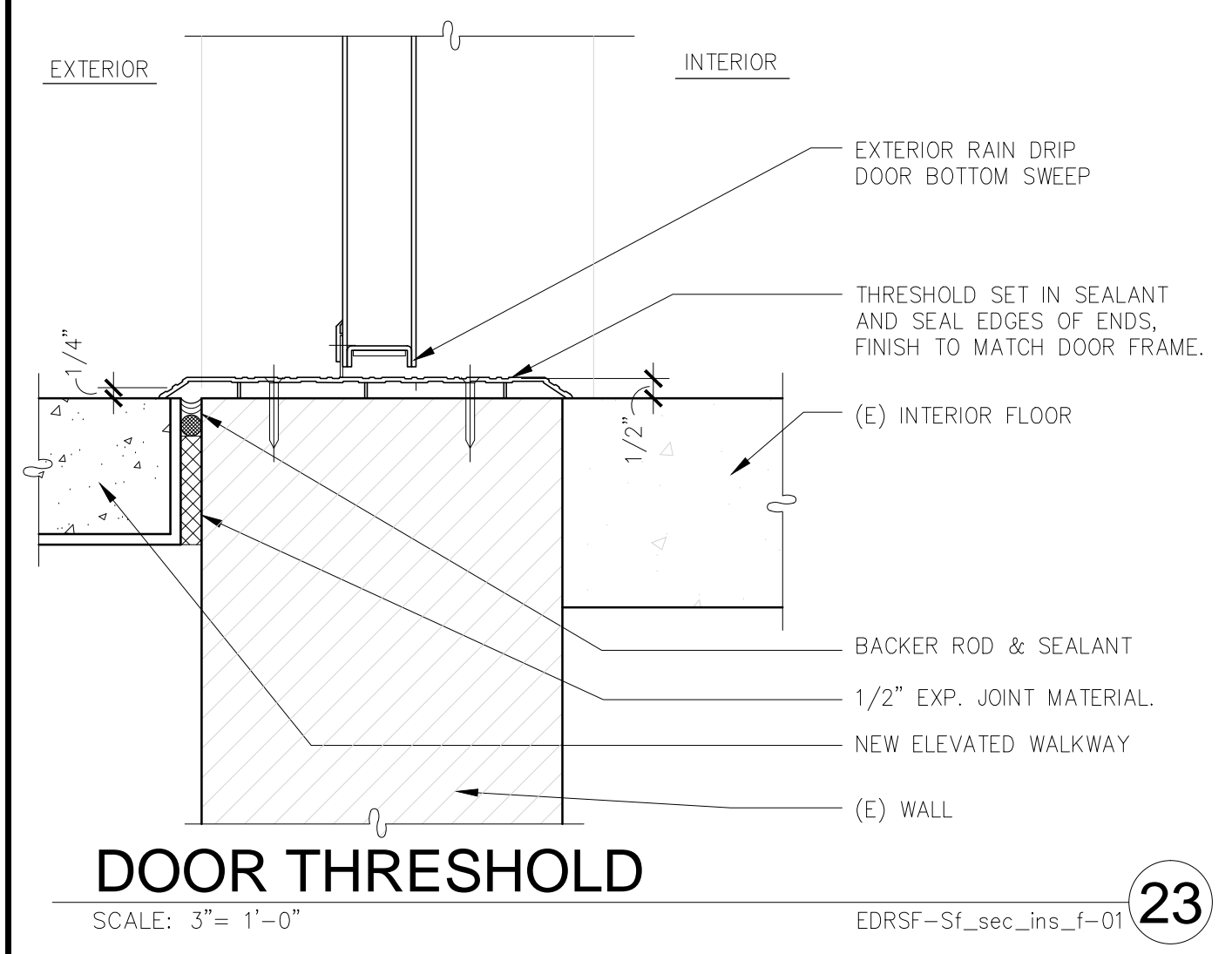
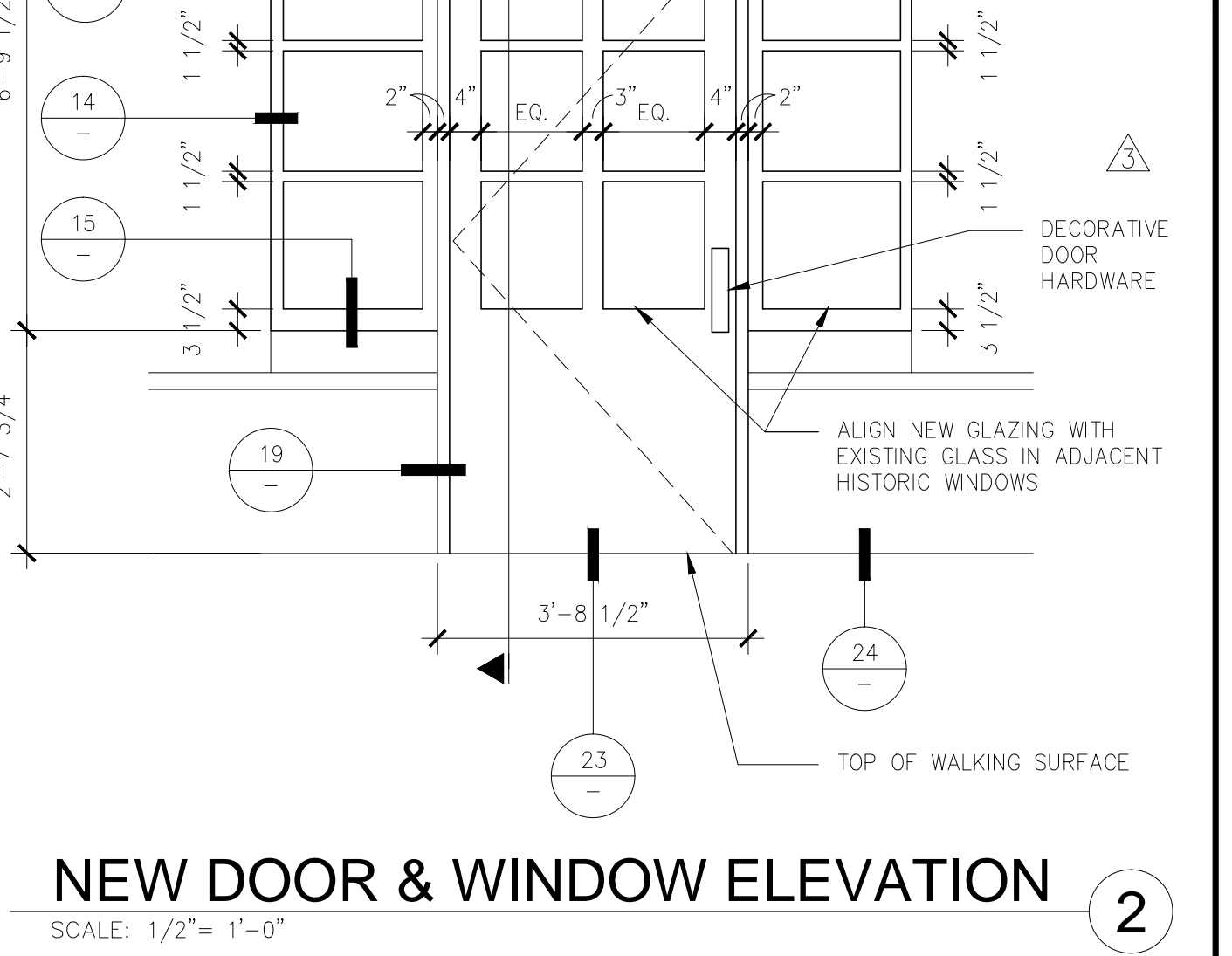
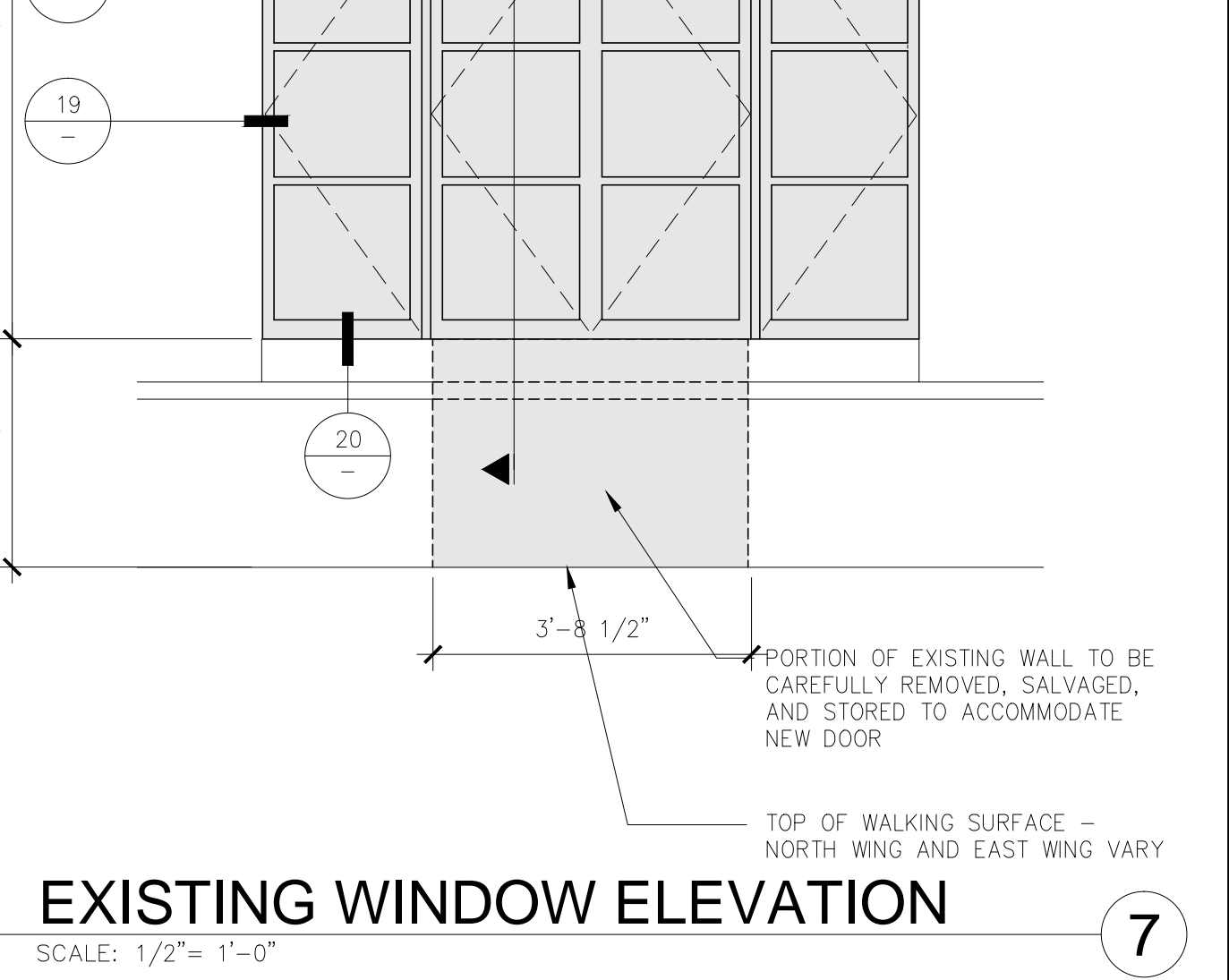
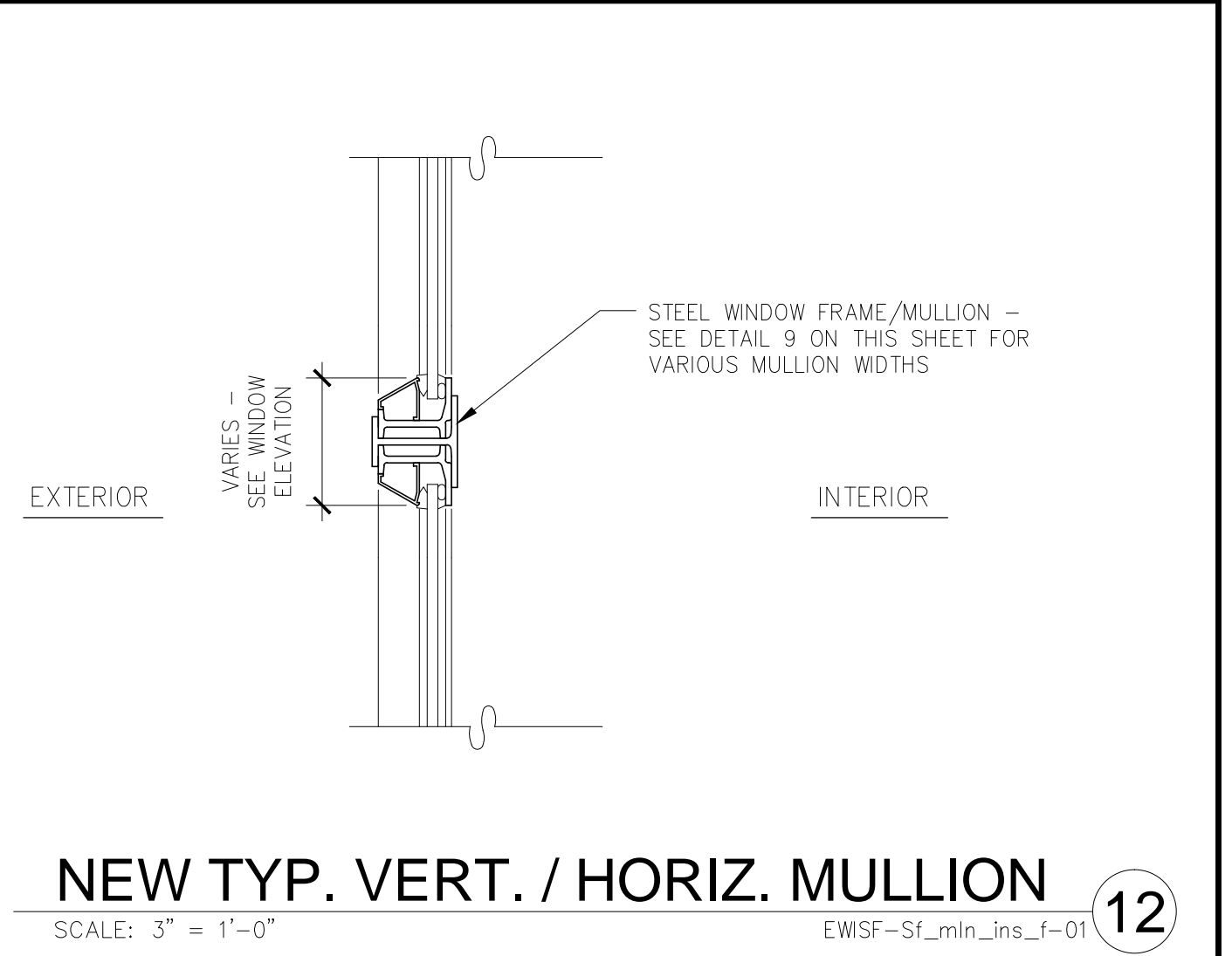
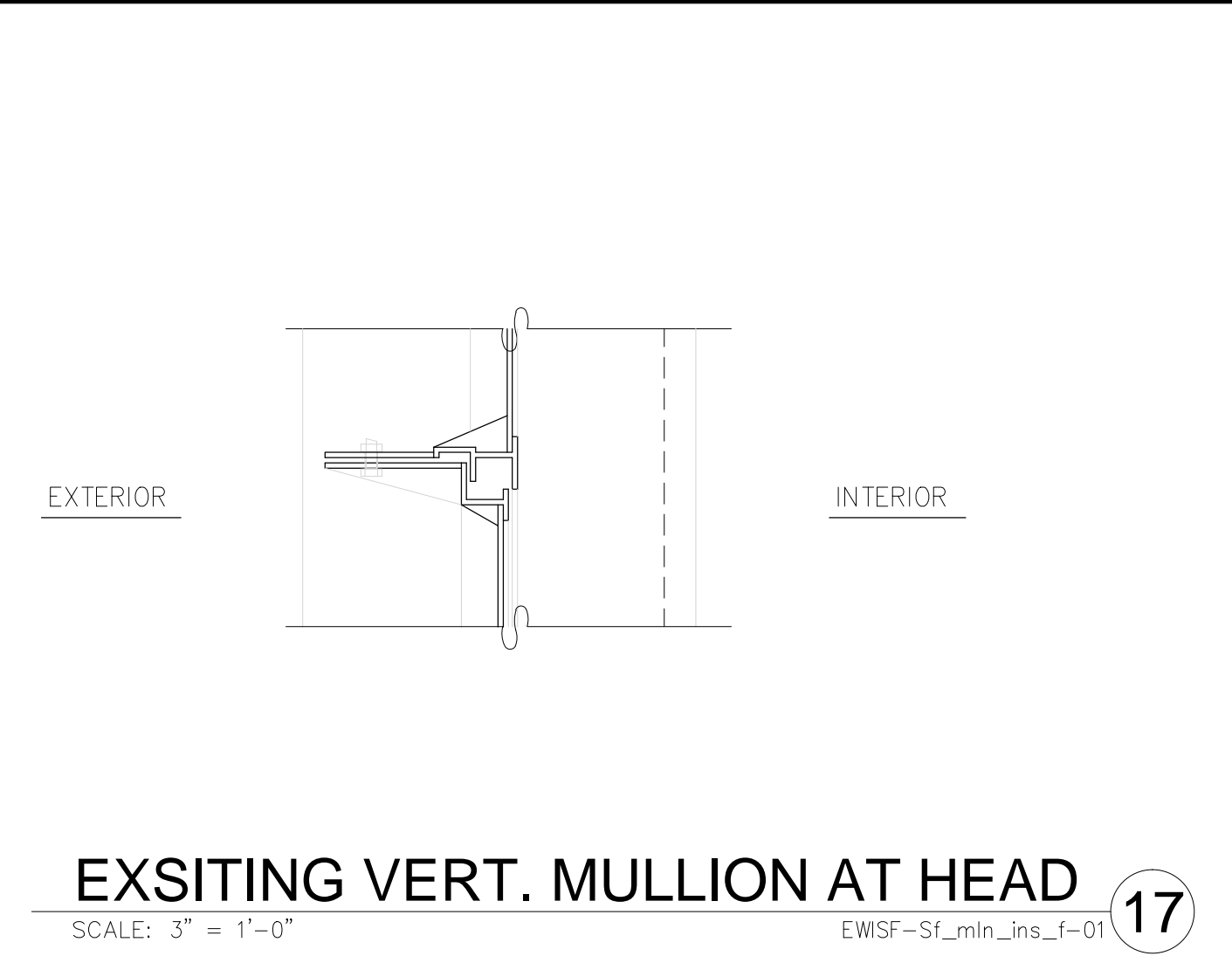
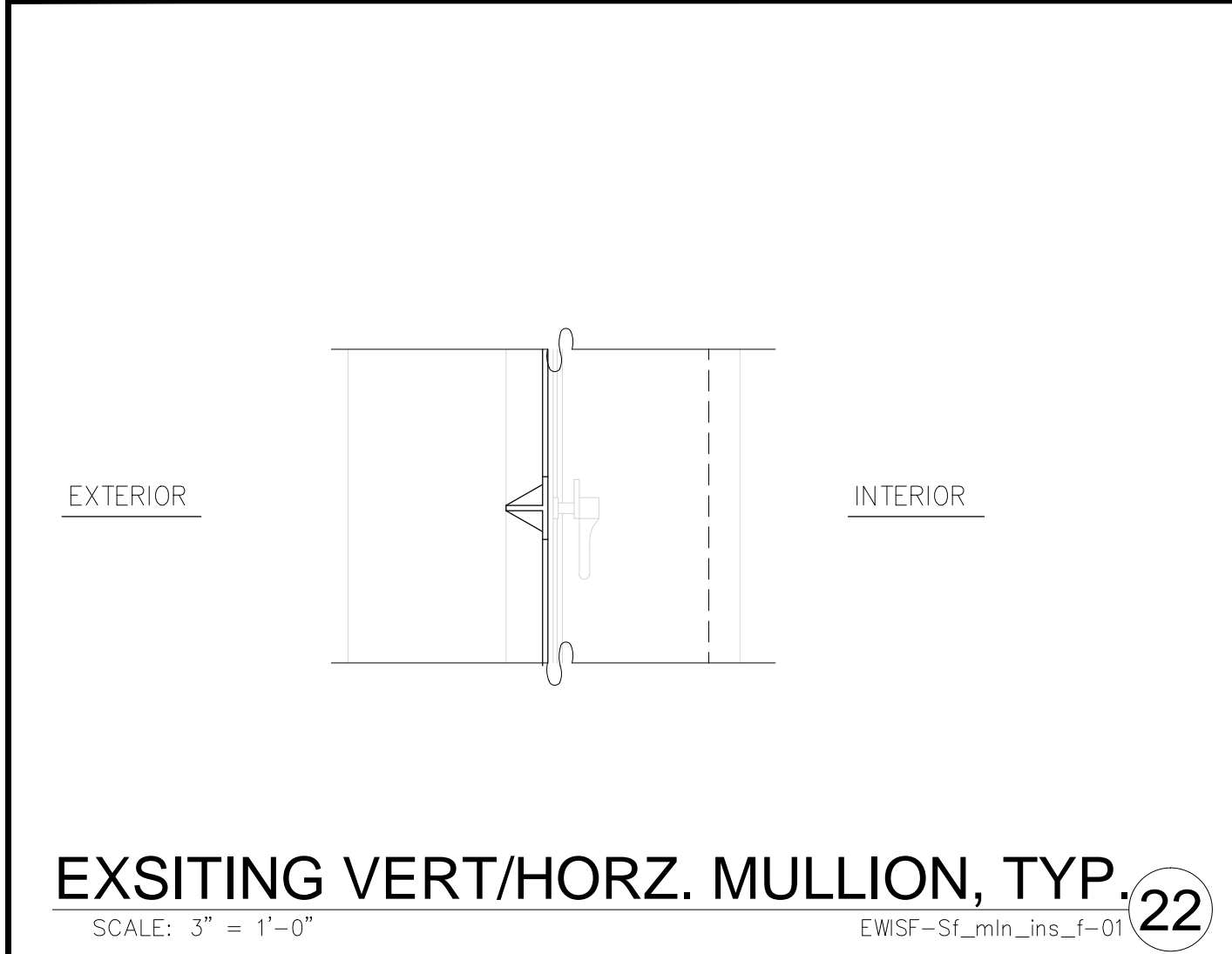
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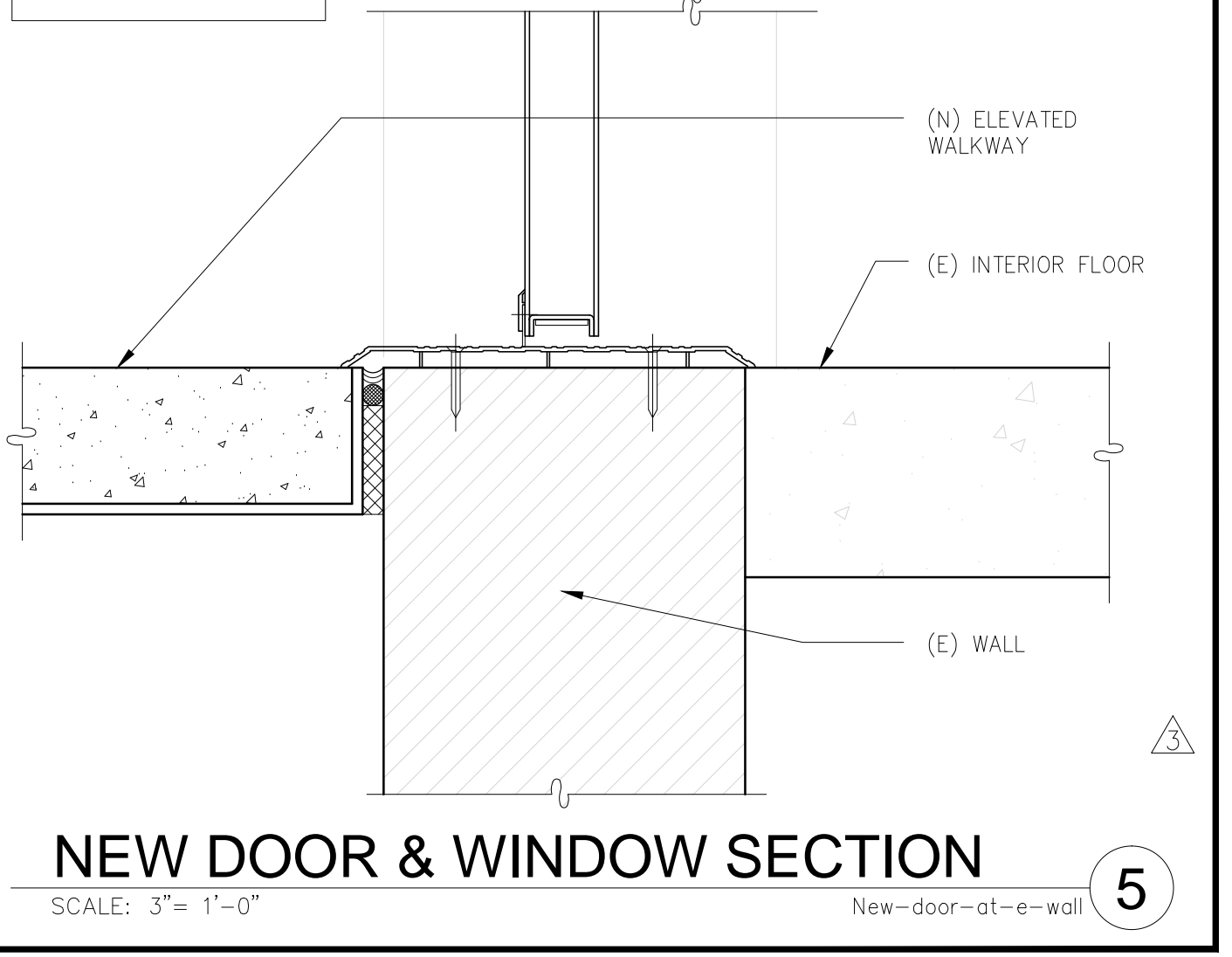
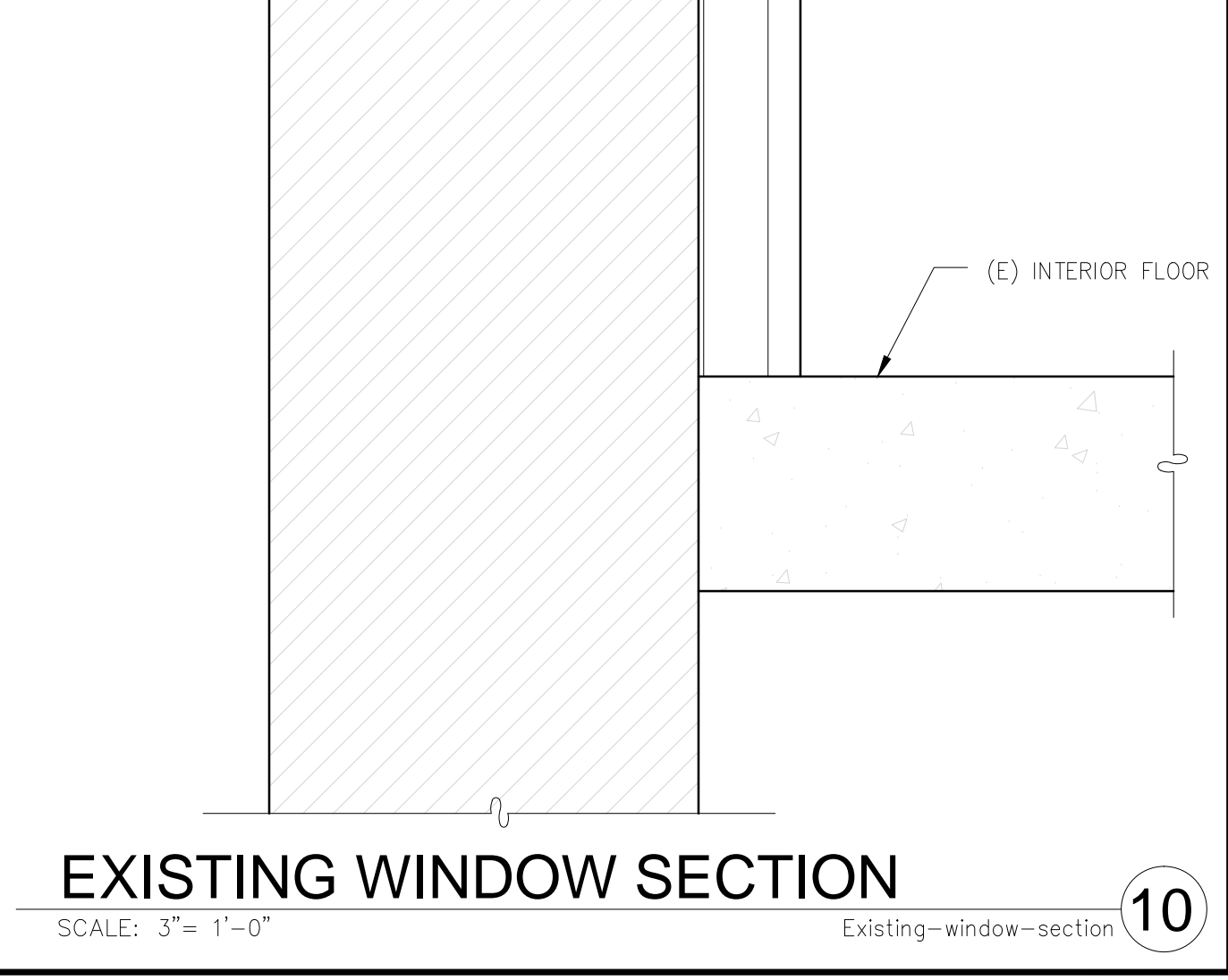
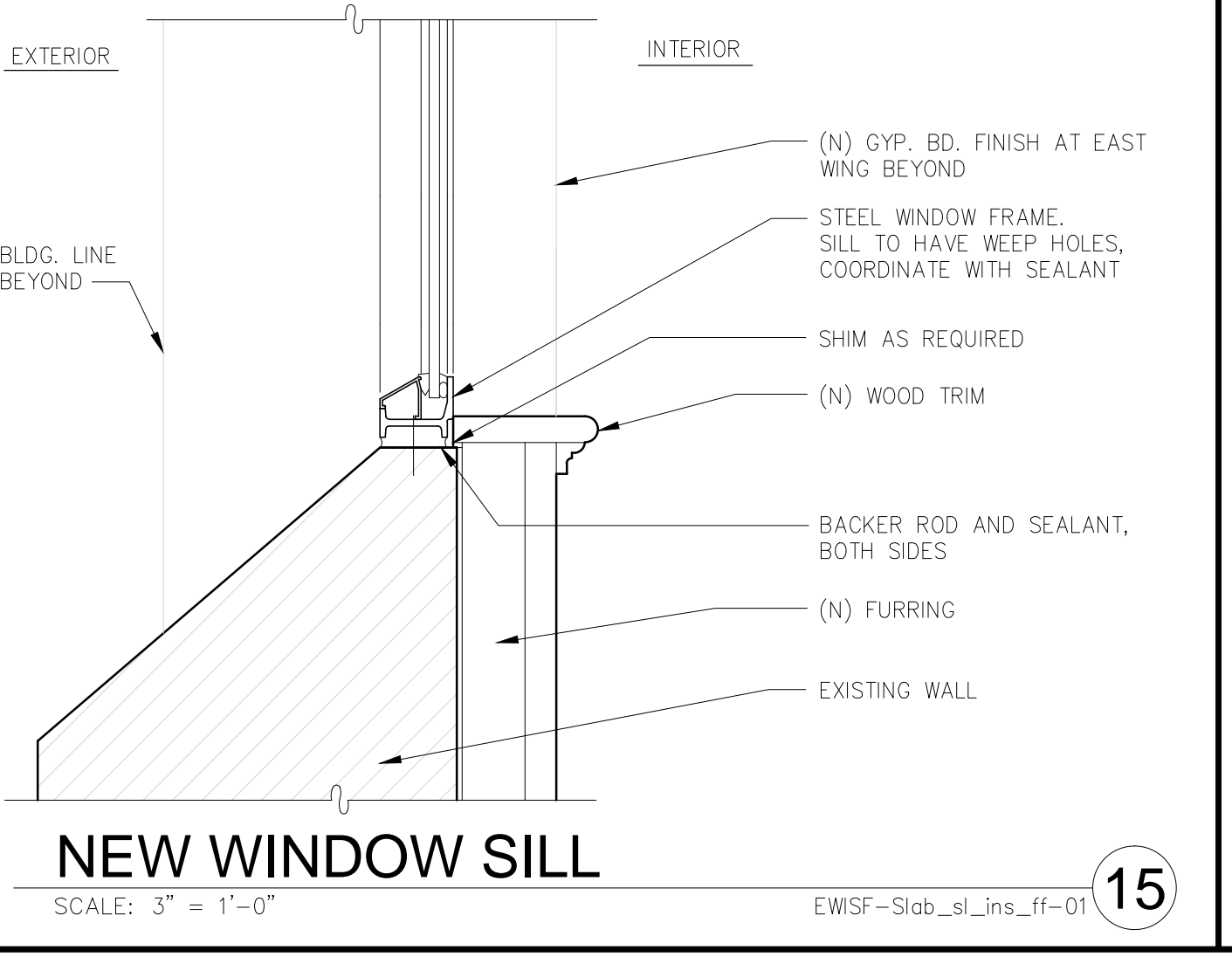
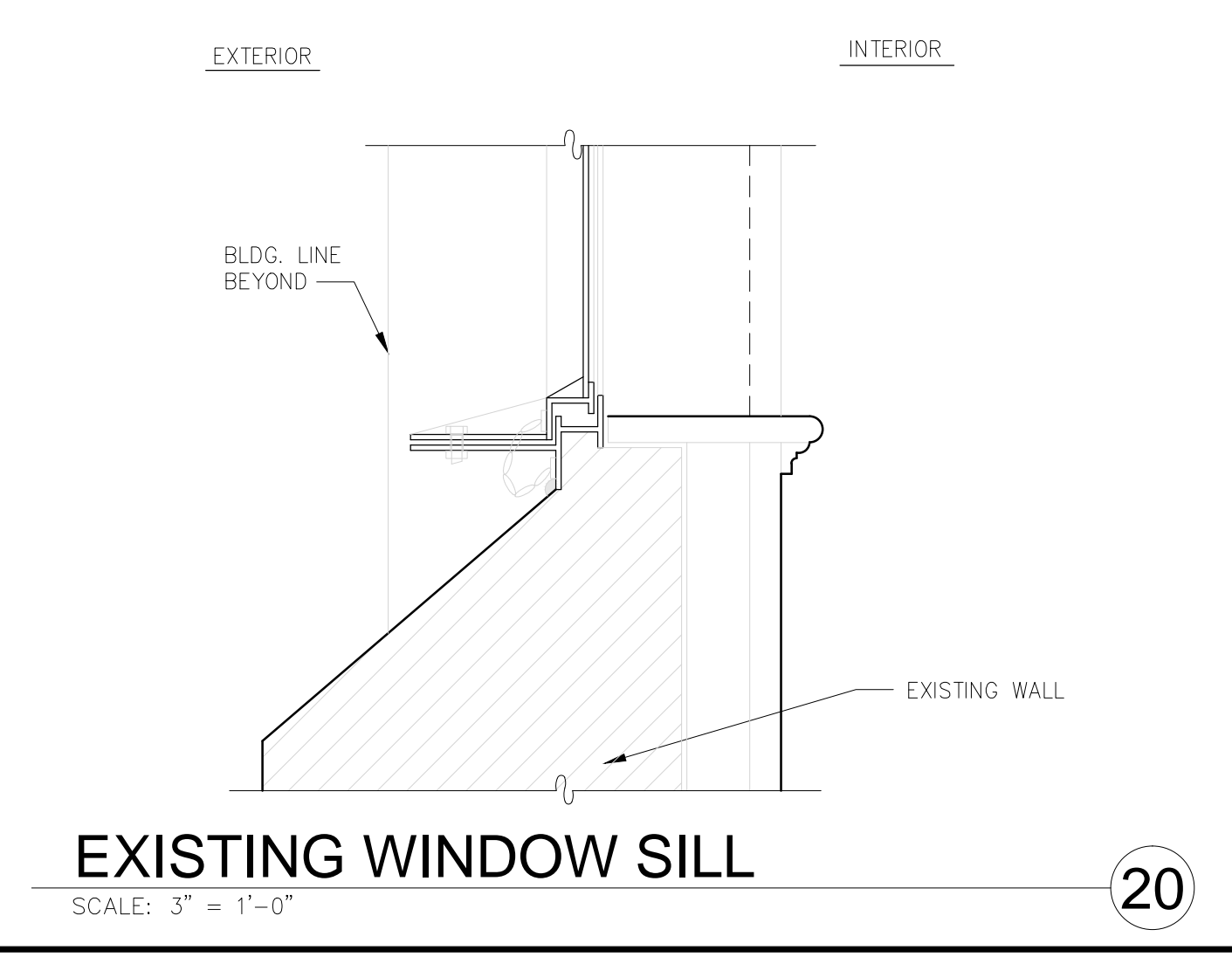
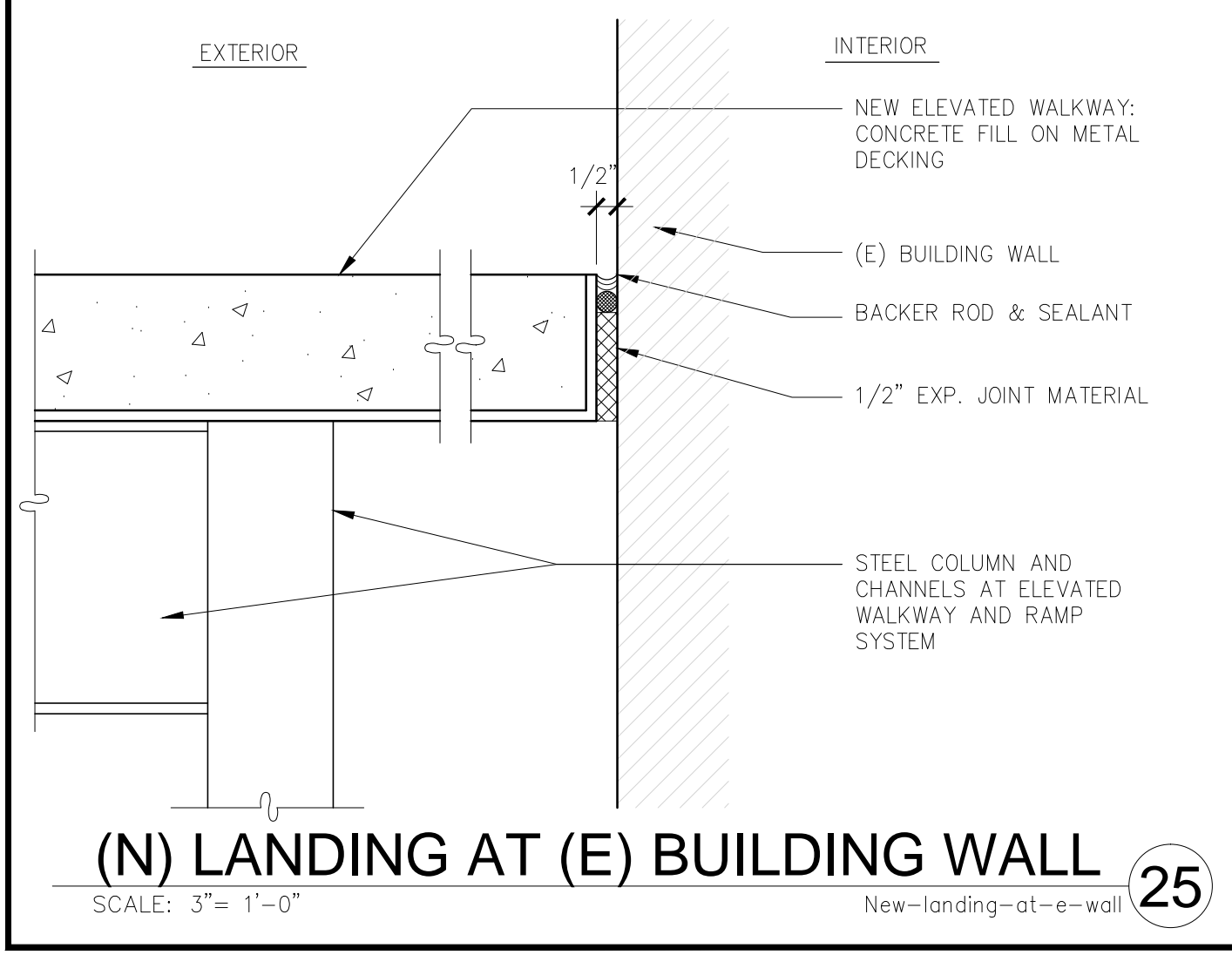
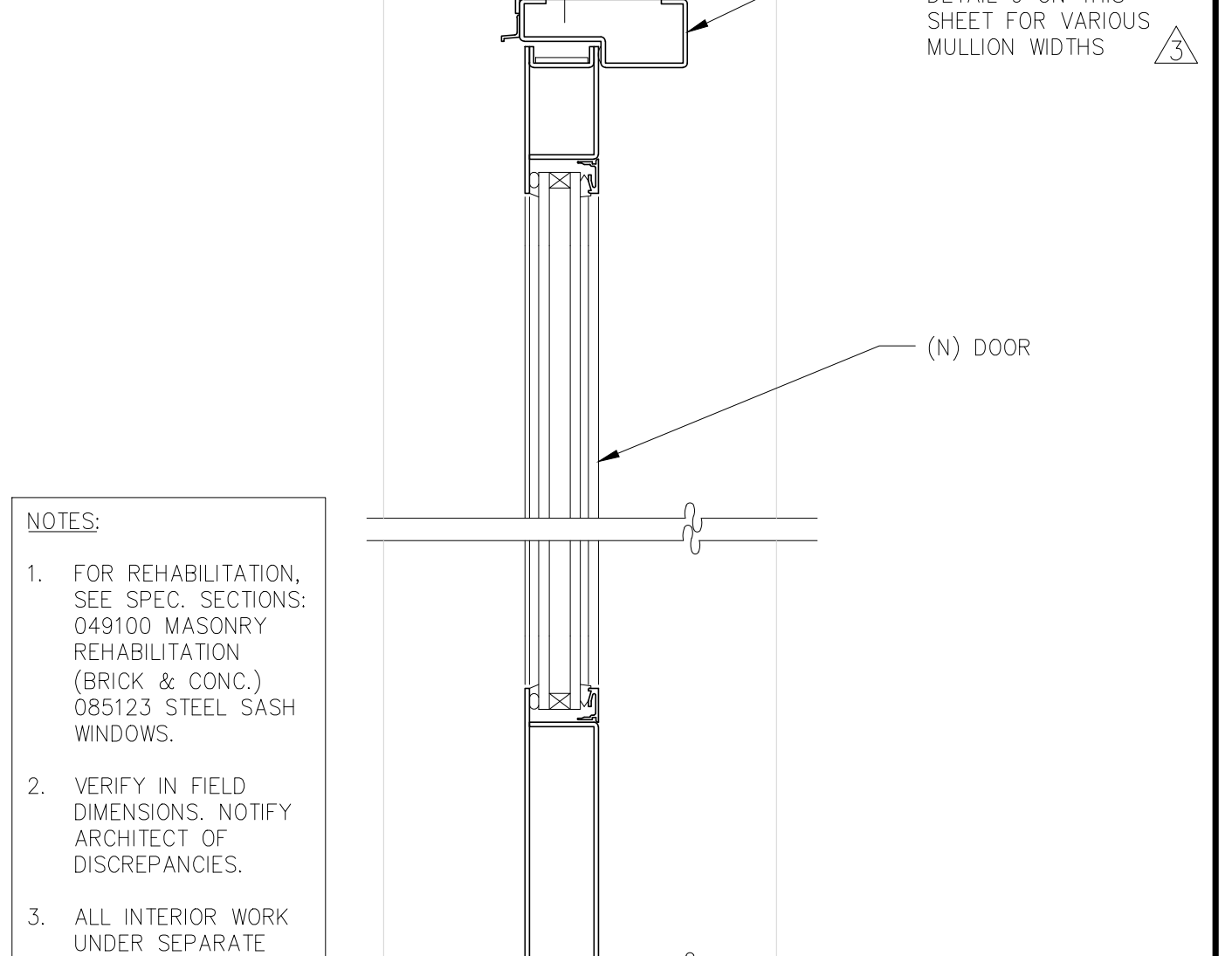
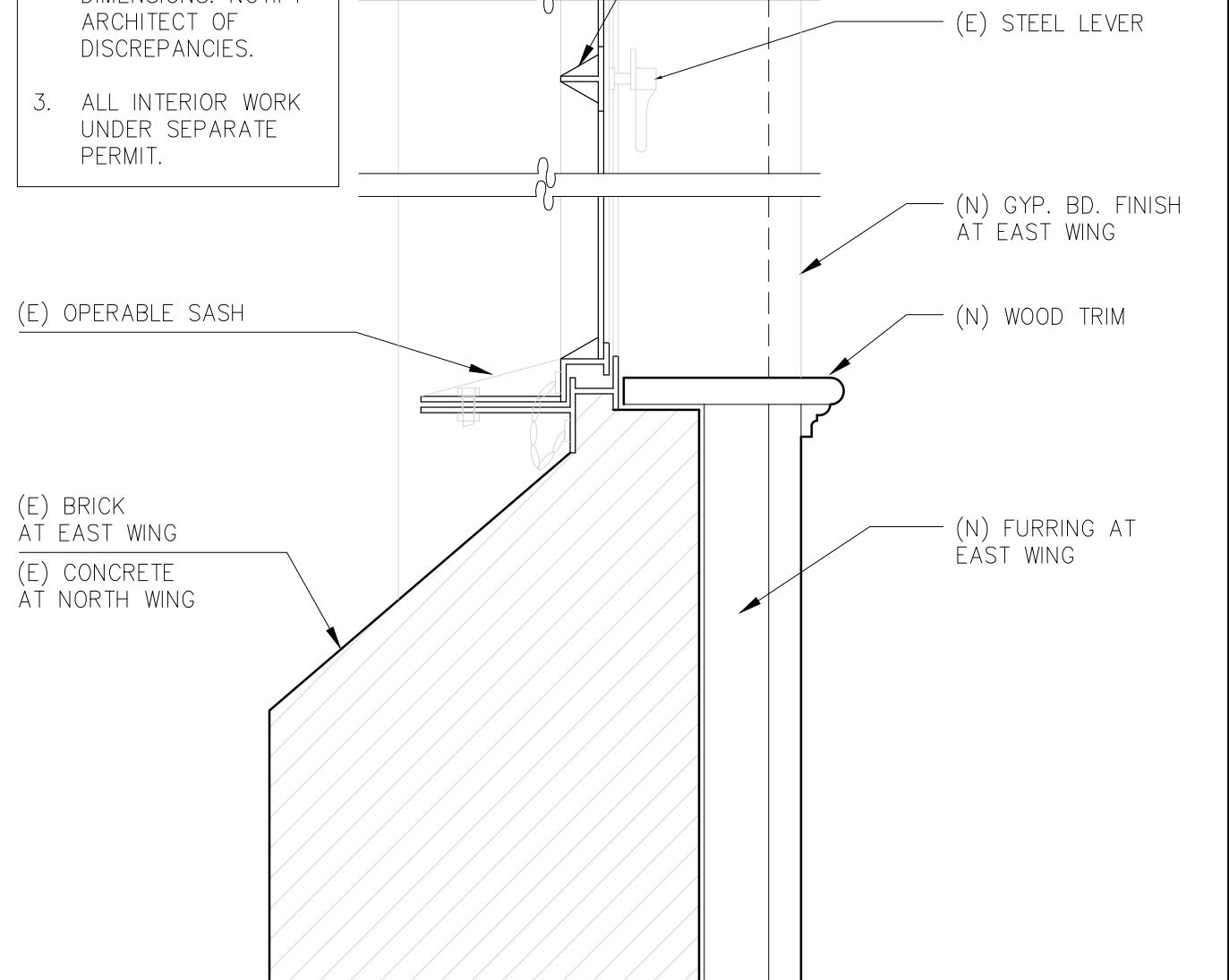
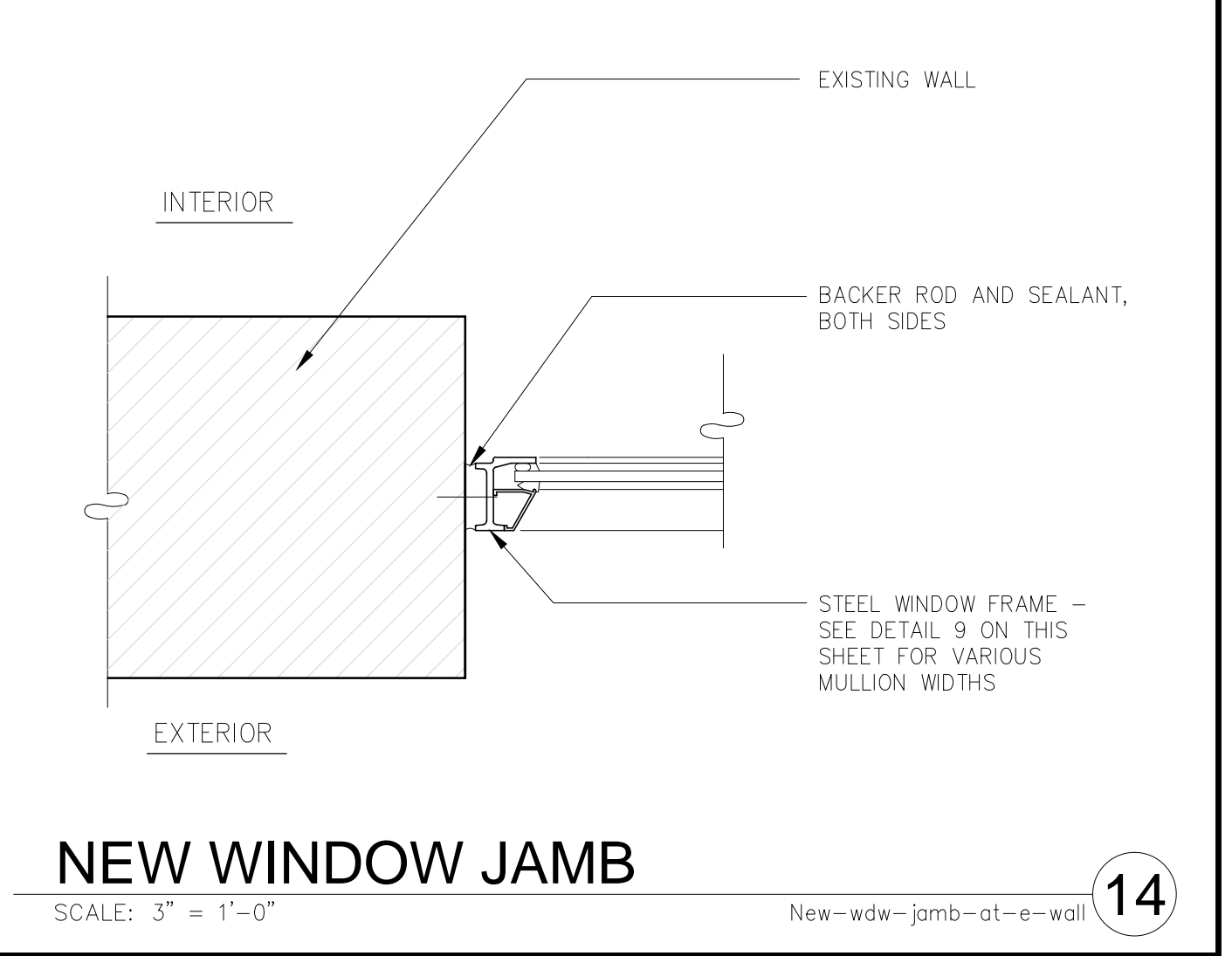
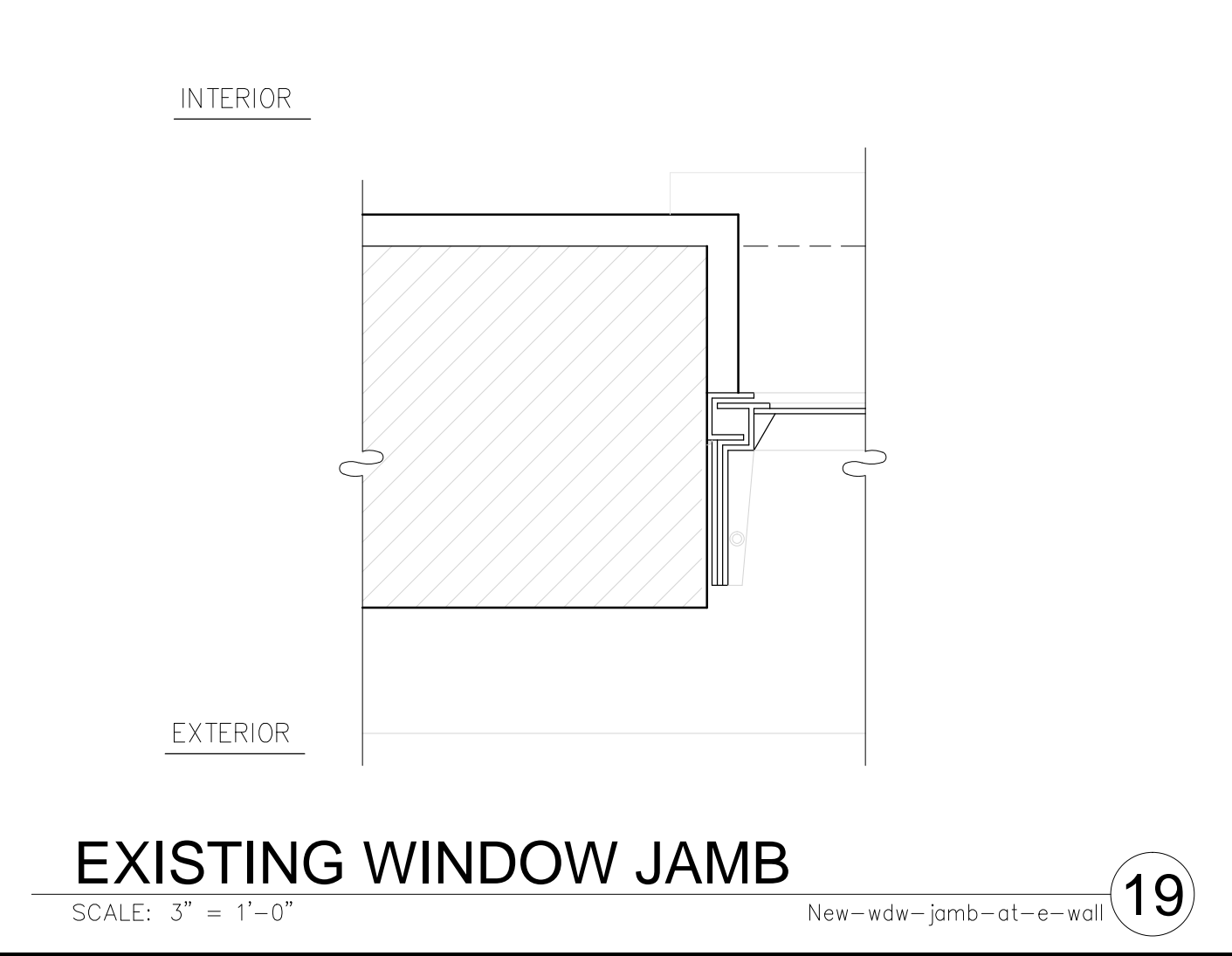
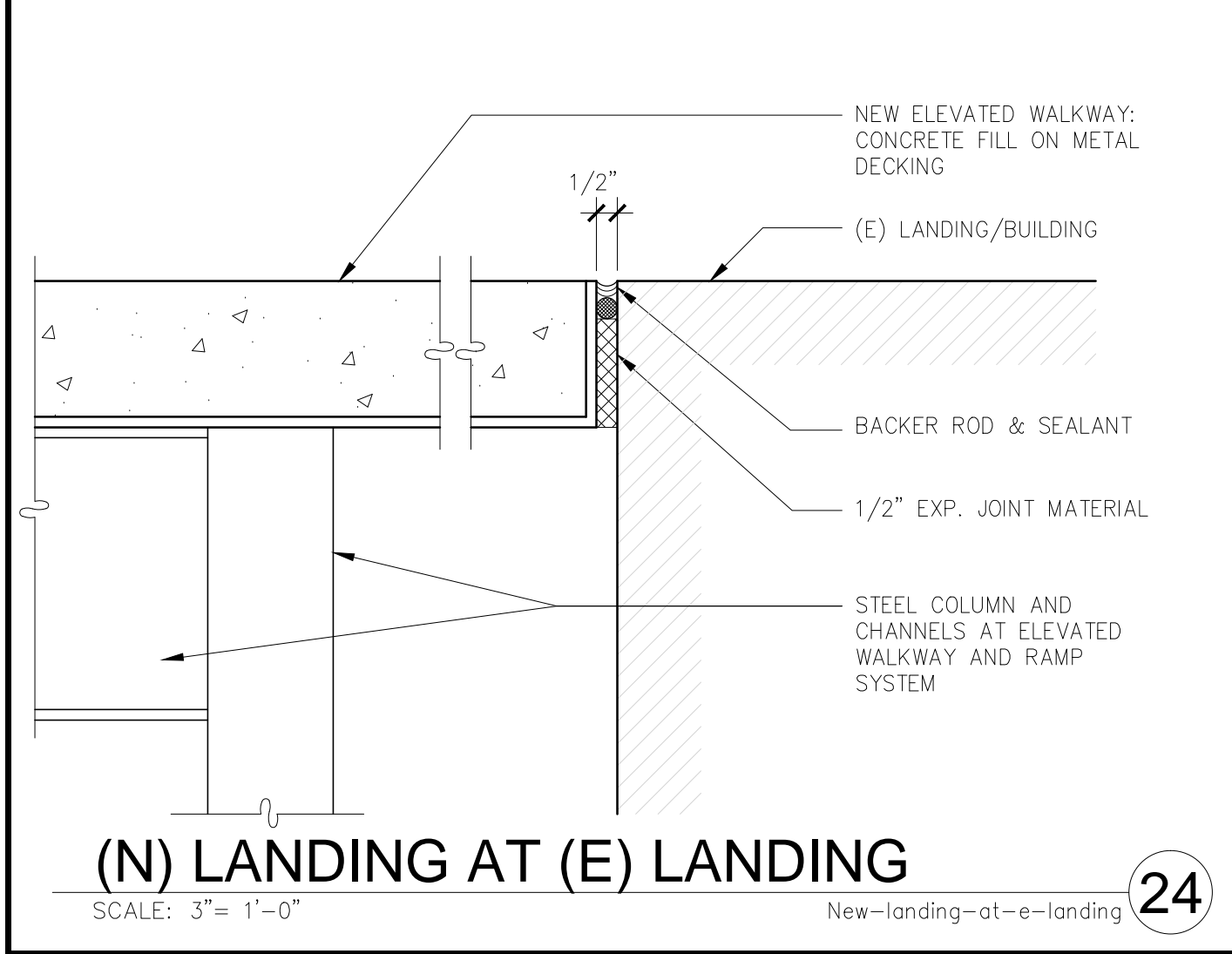


NOTES:
1. ALIGN ALL NEW MULLIONS WITH EXISTING MULLIONS. DIMENSIONS BELOW INDICATE SIZES OF NEW MULLIONS THAT CLOSELY MATCH THE APPEARANCE OF THE EXISTING HISTORIC MULLIONS.
2. ALIGN NEW DOOR WITH WINDOW MULLIONS AS SHOWN BELOW. DOOR GLAZING TO ALIGN WITH WINDOW GLAZING. THE SOLID DOOR BOTTOM IS NOT THE SAME DIMENSION AT THE NEW DOORS AT THE NORTH WING AND AT THE EAST WING, DUE TO THE DIFFERENCE IN FLOOR HEIGHT BETWEEN THE TWO WINGS.



NOTES:
1. FOR REHABILITATION, SEE SPEC. SECTIONS: 049100 MASONRY REHABILITATION (BRICK & CONC.) 085123 STEEL SASH WINDOWS.
2. VERIFY IN FIELD DIMENSIONS. NOTIFY ARCHITECT OF DISCREPANCIES.
3. ALL INTERIOR WORK UNDER SEPARATE PERMIT.

NOTES:
1. FOR REHABILITATION, SEE SPEC. SECTIONS: 049100 MASONRY REHABILITATION (BRICK & CONC.) 085123 STEEL SASH WINDOWS.
2. VERIFY IN FIELD DIMENSIONS. NOTIFY ARCHITECT OF DISCREPANCIES.
3. ALL INTERIOR WORK UNDER SEPARATE PERMIT.



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11	17	12	<p>17A. SECTION & PLAN 3/4"=1'-0"</p> <p>17B. SECTION & ELEV. 3/4"=1'-0"</p> <p>17C. DETAIL 3"=1'-0"</p> <p>17D. DETAIL 3"=1'-0"</p> <p>NOTE: VERIFY IN FIELD, DIMS, CONFIGURATION & CONSTRUCTION, CONDITION INCLUDING INT. (E) ANCHORAGE OF CONC. CAPITAL & WROUGHT IRON ATTACHMENTS. PROVIDE SHOP DRAWINGS OF WROUGHT IRON & BRICK YARD WALL. SEPARATE DISSIMILAR METALS PER SMACNA GUIDELINES.</p>	<p>17B. SECTION & ELEV. 3/4"=1'-0"</p> <p>YARD WALL PILLAR DETAILS ②</p> <p>SCALE: AS NOTED</p>
23	18	13	8	<p>YARD WALL & GATE ELEVATION ③</p> <p>SCALE: 1/4"=1'-0"</p>
24	19	14	9	<p>YARD WALL & GATE PLAN ④</p> <p>SCALE: 1/4"=1'-0"</p>
25	20	15	10	5

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07-21-2014	PLANNING RE-SUBMITTAL
07-31-2014	PLANNING RE-SUBMITTAL

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A5.0a
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07-31-2014 REVISION # 4 - MAJOR PERMIT TO ALTER

WROUGHT IRON REHABILITATION SCHEDULE								
WROUGHT IRON ELEMENT	LOCATION ON EXT. ELEV. (SOUTH, WEST, NORTH, EAST)	WIDTH	HEIGHT	MATERIAL	FINISH	SCOPE OF REPAIR WORK BASED ON NOTATIONS BELOW. SEE SCHEDULE NOTES.		
						EXISTING CONDITION	PERCENTAGE (%) REPLACEMENT	DETAILS
BALCONY 1	S	37'-4"	3'-0"	A36 MILD STL	PAINT	SEVERE	60%	2/A8.0 SIM.
BALCONY 2	W	7'-0"	3'-0"	A36 MILD STL	PAINT	SEVERE	95%	2/A8.0
BALCONY 3	W	7'-0"	3'-0"	A36 MILD STL	PAINT	MODERATE	40%	2/A8.0 SIM.
BALCONY 4	W	7'-0"	3'-0"	A36 MILD STL	PAINT	SEVERE	80%	2/A8.0
BALCONY 5	W	7'-0"	3'-0"	A36 MILD STL	PAINT	MODERATE	40%	2/A8.0
BALCONY 6	W	7'-0"	3'-0"	A36 MILD STL	PAINT	MINOR	5%	2/A8.0
FENCE BAY 1	S	3'-7"	5'-0"	A36 MILD STL	PAINT	SEVERE	95%	3/A8.0
FENCE BAY 2	S	8'-0-3/4"	5'-4-1/2"	A36 MILD STL	PAINT	SEVERE	95%	3/A8.0
FENCE BAY 3	S	7'-8"	5'-4-1/2"	A36 MILD STL	PAINT	SEVERE	95%	3/A8.0
FENCE BAY 4	S	7'-8"	5'-4-1/2"	A36 MILD STL	PAINT	SEVERE	95%	3/A8.0
FENCE BAY 5	S	7'-8"	5'-4-1/2"	A36 MILD STL	PAINT	SEVERE	95%	3/A8.0

- WROUGHT IRON REHABILITATION SCHEDULE NOTES:**
- GENERAL REHABILITATION NOTES**
- (E) HISTORIC BALCONIES & FENCE REFERENCED AS WROUGHT IRON ARE CONSTRUCTED OF SOLID STOCK & SHT MILD STEEL (A36) WHICH IS STILL COMMONLY USED.
 - THE ANTICIPATED SCOPE OF WORK IS BASED ON CURSORY OBSERVATIONS FROM THE GROUND. INTERIOR VIEWS OF THE SECOND STORY BALCONIES WERE LIMITED DUE TO BARRICADES. OBSERVATIONS DID NOT INCLUDE PHYSICAL PRODDING OR SCRAPING TO DETERMINE UNDER-PAINT CONDITIONS. ONCE THE WROUGHT IRON IS SALVAGED AND INVESTIGATED MORE CLOSELY AND UNDER PAINT LAYERS, THE SCOPE OF WORK MAY BE REVISED TO PROVIDE APPROPRIATE REPAIRS OR REPLACEMENT DEPENDING ON THE SEVERITY AND EXTENT OF DETERIORATION.
 - SALVAGE & REUSE MATERIALS TO THE GREATEST EXTENT POSSIBLE.
 - REPLACE ONLY PARTS OF WROUGHT IRON WHERE THE CONDITION SEVERITY IS BEYOND REPAIR. REPLACE COMPONENT PARTS TO MATCH (E) ASSEMBLIES IN DESIGN, DIMENSIONS, PROFILES, MATERIAL, TEXTURE & FINISH U.O.N.
 - PROVIDE SHOP DRAWINGS FOR REHABILITATION OF WROUGHT IRON ASSEMBLIES W/ STRUCTURAL CALCULATIONS TO VERIFY STRUCTURAL STABILITY.
 - VERIFY IN FIELD DIMENSIONS, CONFIGURATION & ATTACHMENTS OF WROUGHT IRON ASSEMBLIES. USE (E) SALVAGED ASSEMBLIES AS EXAMPLES FOR REPLICATION.
 - REPAIR DAMAGED BRICK AT ANCHORS TO PROVIDE SECURE CONNECTION.
- EXISTING CONDITION DESCRIPTION**
- MINOR: MINOR DETERIORATION INCLUDING PEELING PAINT & SURFACE RUST. STL ASSEMBLY & ATTACHMENTS ARE SUBSTANTIALLY INTACT W/ LIMITED STRL LOSS OF SECTIONAL QUALITIES IN LESS THAN 20% OF PARTS.
 - MODERATE: MODERATE DETERIORATION INCLUDING PEELING PAINT, SURFACE RUST, EXPANDED RUSTED STL W/ STRL LOSS OF SECTIONAL QUALITIES IN 20% TO 50% OF PARTS & INSECURE ATTACHMENTS.
 - SEVERE: SEVERE DETERIORATION INCLUDING PEELING PAINT, SURFACE RUST, EXTENSIVE EXPANDED RUSTED STL W/ STRL LOSS OF SECTIONAL QUALITIES IN GREATER THAN 50% OF PARTS & INSECURE ATTACHMENTS.
- TYPICAL SCOPE OF WORK**
- SALVAGE (E) WROUGHT IRON ASSEMBLY.
 - DISASSEMBLE WROUGHT IRON ASSEMBLY TO DEGREE NECESSARY FOR REPAIR.
 - CLEAN, REMOVE RUST & DETERIORATION & REPAIR INTACT PARTS.
 - REPLACE ONLY PARTS THAT HAVE LOST SECTIONAL QUALITIES, ARE STRUCTURAL DEFICIENT & ARE DETERIORATED BEYOND REPAIR. SEE WROUGHT IRON REHABILITATION SCHEDULE NOTES - GENERAL REHABILITATION NOTE 4.
 - REASSEMBLE USING RIVETS & WELDING. PROVIDE (N) ANCHOR COMPONENTS.
 - GALVANIZE ENTIRE ASSEMBLY.
 - REPAIR PITTED AREAS AFTER GALVANIZATION W/ EPOXY PATCH MATERIAL.
 - PREPARE & PAINT ASSEMBLY.
 - REINSTALL & SECURE REATTACHMENT TO SUBSTRATE.
 - TOUCH-UP PAINT FINISH WHERE DAMAGED IN REINSTALLATION & OR WHERE BARE METAL IS EXPOSED.
 - CAULK AT EDGES OF CONNECTIONS PLATES AT WALL.

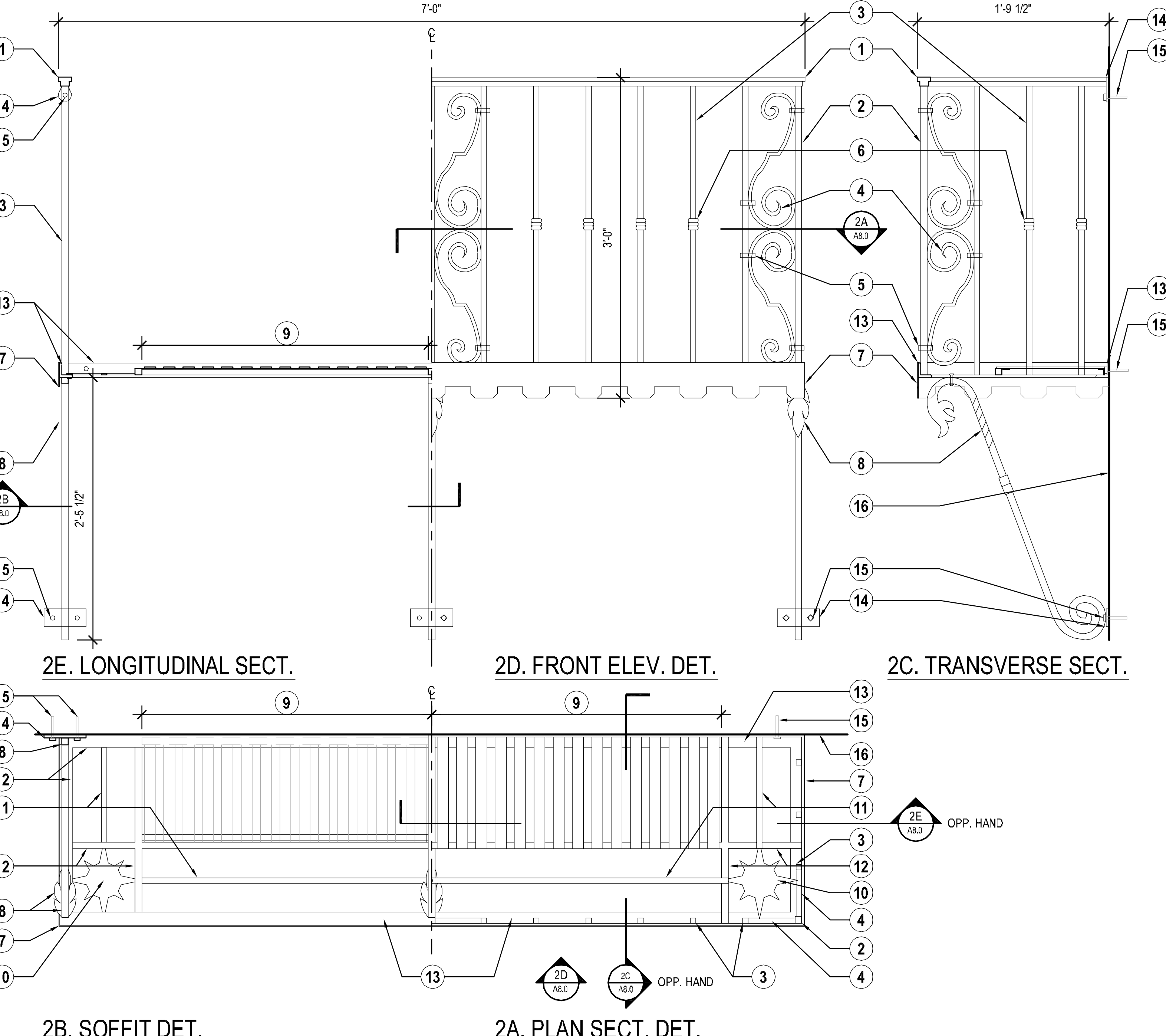
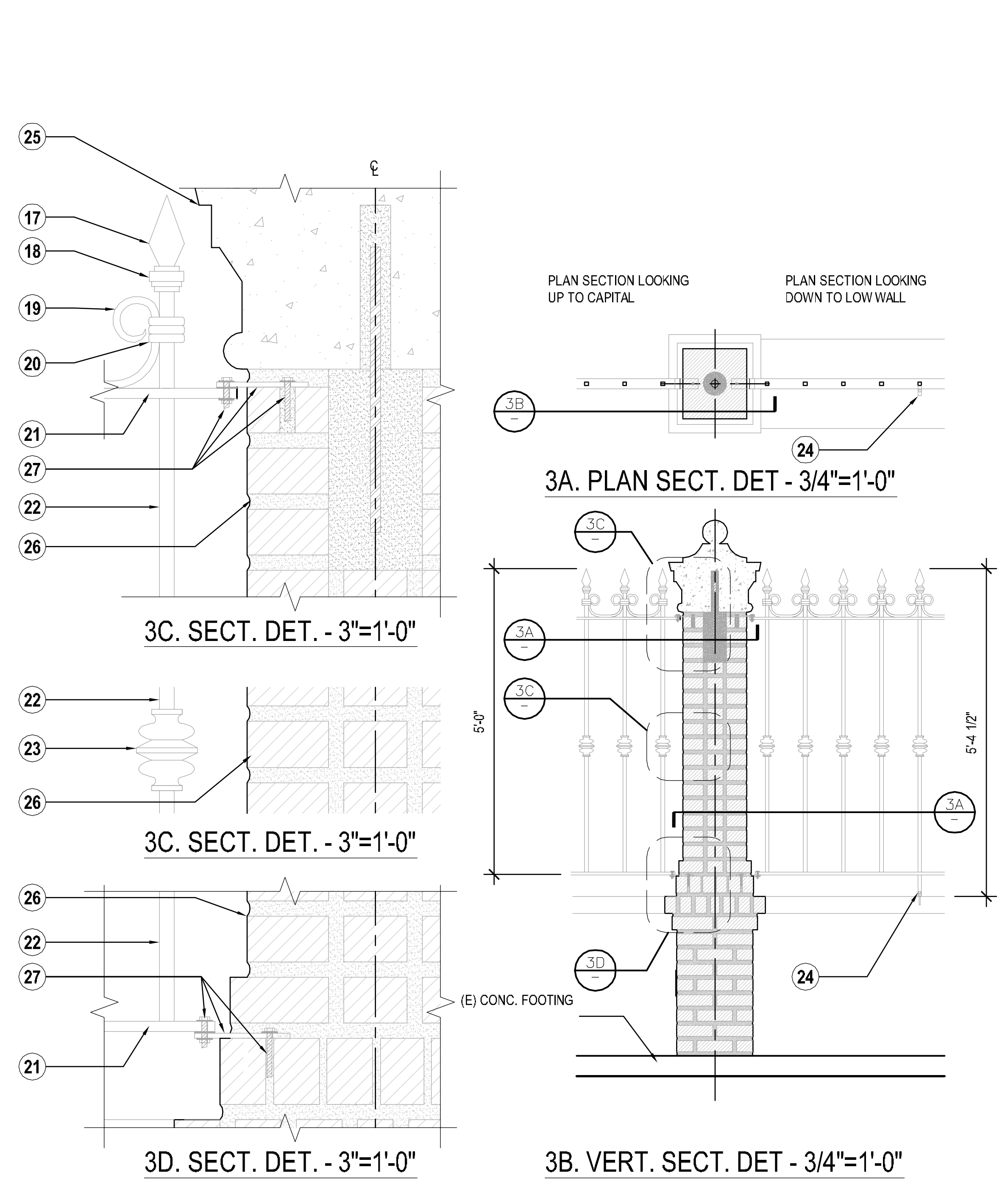
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07-31-2014	PLANNING RESUBMITAL		
07-31-2014	PLANNING RESUBMITAL		

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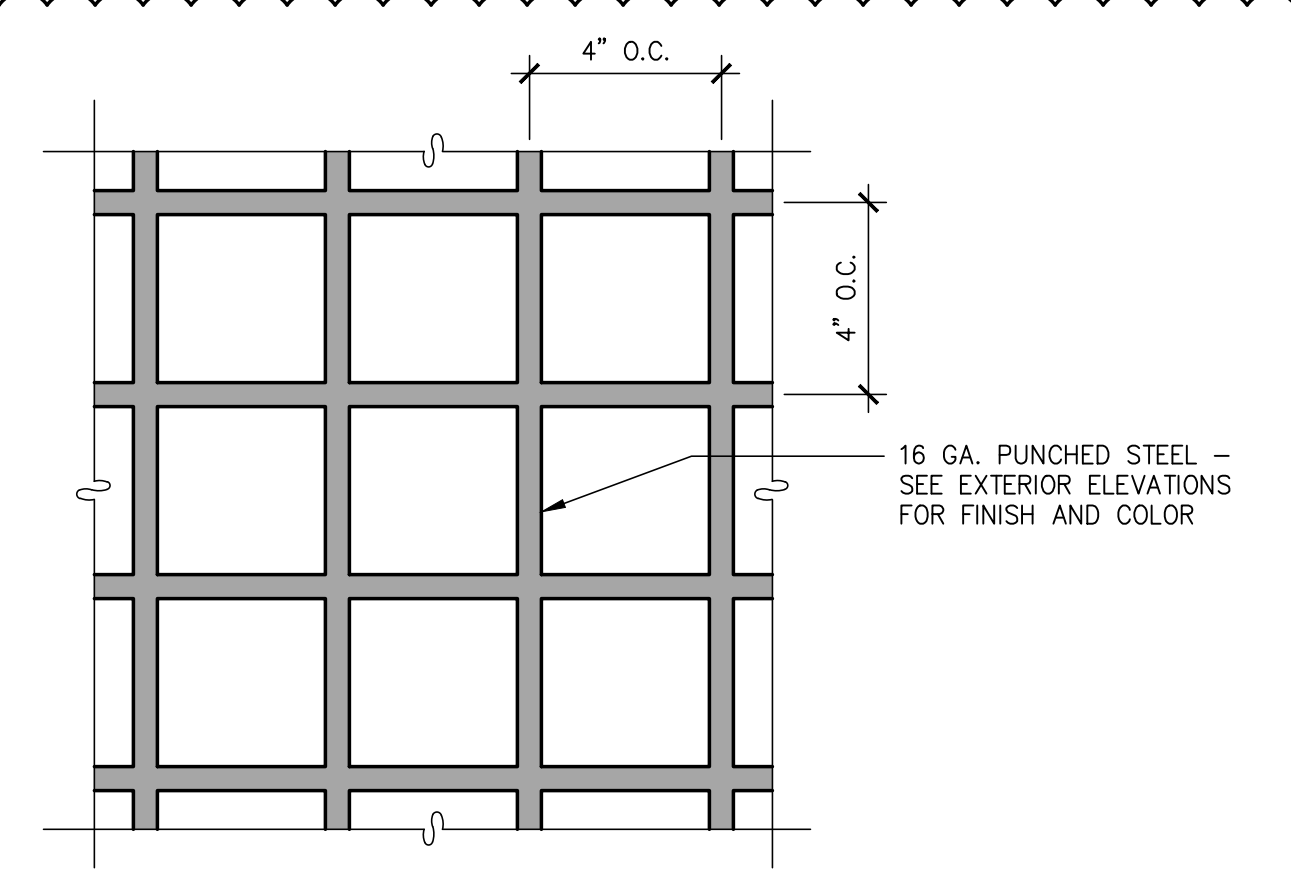
1 WROUGHT IRON REHABILITATION SCHEDULE



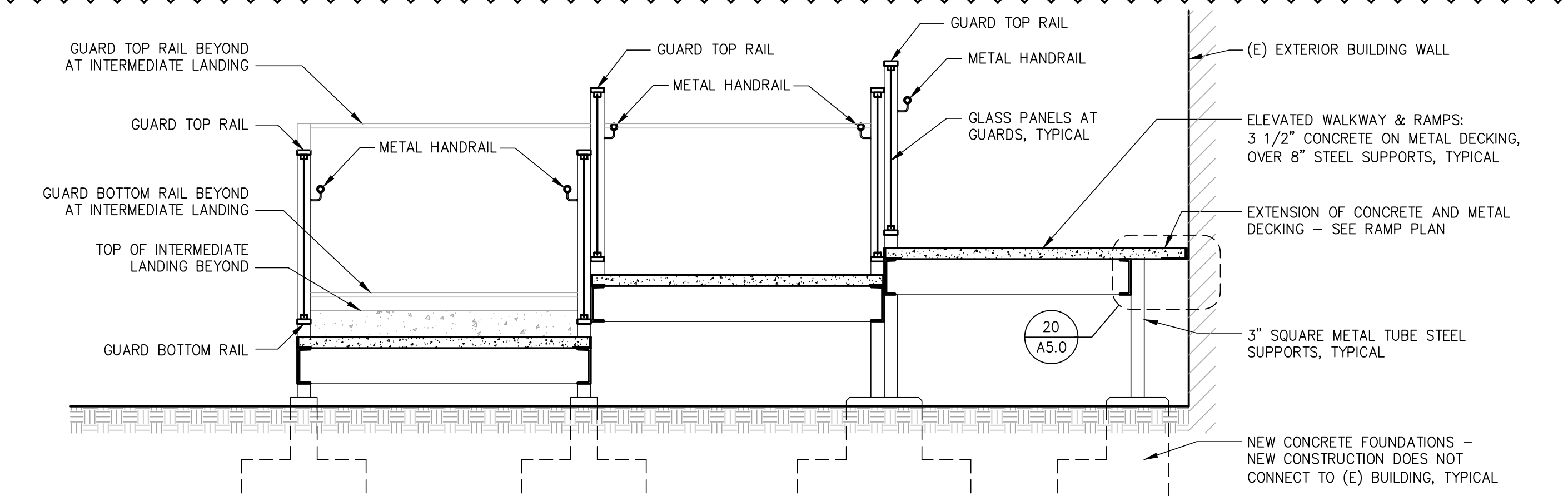
- WROUGHT IRON DET. NOTES**
- VERIFY IN FIELD, DIMS, CONFIGURATION & CONSTRUCTION, CONDITION INCLUDING INT. (E) ANCHORAGE & ATTACHMENTS.
 - SEPARATE DISSIMILAR METALS PER GUIDELINES OF THE SHEET METAL AND AIR CONDITIONING CONTRACTORS' NATIONAL ASSOCIATION (SMACNA).
 - TYPICAL FENCE & BALCONY DETAILS SHOWN FOR REFERENCE. VERIFY IN FIELD ASSEMBLIES & DIMENSIONS. VARIATIONS: FENCE BAY DIMENSIONS & ATTACHMENT TO LOW WALL VARY; BALCONY 1 IS LONGER & VARIES IN DETAILING FROM TYP. BALCONY; BALCONY 3 IS TYP. BUT W/ LONGER SUPPORT BRACKETS.
 - (E) & (N) ASSEMBLY COMPONENTS NOTED AS WROUGHT IRON ARE A36 MILD STL, SOLID STOCK OR SHT., U.O.N.
- WROUGHT IRON DET. KEYNOTES #**
- TOP RAIL - 1-1/2" WIDE X 1/2" THICK PLATE @ 1" WIDE X 1/2" THICK PLATE.
 - CORNER PICKETS, 3/4" SQ. SECT. BAR.
 - INTERMEDIATE PICKETS, 5/8" SQ. SECT. BAR.
 - DECORATIVE SCROLL, 3/8" WIDE X 5/8" DEEP SECT. BAR.
 - SCROLL COLLAR, 5/8" WIDE X 1/8" THICK STRAP.
 - PICKET COLLAR, 1-1/8" WIDE X 1" HIGH X 1/4" THICK STRAP.
 - DECORATIVE SKIRT, 2-3/8" HIGH X 1/8" THICK SHT. MET.
 - SCROLLED BRACKET, 3/4" SQ. SECT. STRAIGHT & TWISTED BAR, 5-3/4" HIGH X 2" WIDE CAST ACANTHUS LEAF.
 - FLOOR GRILLE COMPONENTS: 1-1/4" X 3/16" SLATS @ 3/4" X 3/4" ANGLE AT LONG EDGE AT WALL & 3/4" WIDE X 1/4" THICK PLATE AT OTHER LONG EDGE.
 - STARBURST MOTIF, 4-1/2" DIAMETER W/ EXTENDING 1-1/2" & 3/4" ALTERNATING STAR POINTS, 1/4" THICK PLATE.
 - FLOOR FRAMING, 5/8" SQ. SECT. BAR.
 - FLOOR FRAMING, 3/4" SQ. SECT. BAR.
 - PERIMETER FRAME, 1-1/2" X 1-1/2" ANGLE.
 - ANCHOR PLATE, AT BASE OF BRACKET - 2" HIGH X 4-3/4" WIDE X 3/8" THICK; AT TOP RAIL - 1-1/2" DIA. CIRCLE W/ 1/2" EXTENSION TO TOP RAIL X 3/8" THICK.
 - REPLACE (E) BOLT & LAG SHIELD AT WALL W/ (N) 1/4" ST. STL THREADED ANCHOR BOLT W/ HEAD TO MATCH (E) SET IN EPOXY AT WALL. PROVIDE NEOPRENE GASKETS BETWEEN DISSIMILAR METALS.
 - (E) BRICK WALL. REPAIR DAMAGE AT ANCHOR.
 - FENCE ARROW POINT FINIAL, 1-3/4" WIDE X 1/2" HIGH CAST.
 - FENCE FINIAL COLLAR, 1-1/4" HIGH X 1-3/4" WIDE STRAP.
 - FENCE DECORATIVE "C" SCROLL, 3-3/4" HIGH X 6-3/4" WIDE X 1/2" THICK BAR.
 - FENCE SCROLL COLLAR, 1-1/4" HIGH X 1-3/4" WIDE STRAP.
 - FENCE RAIL, 2" WIDE X 1/2" THICK BAR.
 - FENCE PICKETS, 3/4" SQ. SECT. CONTINUOUS BAR.
 - FENCE PICKET COLLAR, 4" HIGH X 3" WIDE.
 - FENCE PICKET W/ BENT END & ANCHOR, 3/4" SQ. SECT. BAR & 1/4" ST. STL. BOLT IN EPOXY. 5TH PICKET FROM EA. SIDE OF PILLAR AT FENCE BAYS EXCEPT BAY 1.
 - (E) CONC. CAPITAL. REPAIR UNDER SEPARATE PERMIT.
 - (E) BRICK PILLAR. REPAIR UNDER SEPARATE PERMIT.
 - (E) FENCE CONNECTIONS AT (E) BRICK YARD WALL. REPAIR UNDER SEPARATE PERMIT.

3 WROUGHT IRON FENCE @ YARD WALL - DETAILS
 Scale: AS NOTED

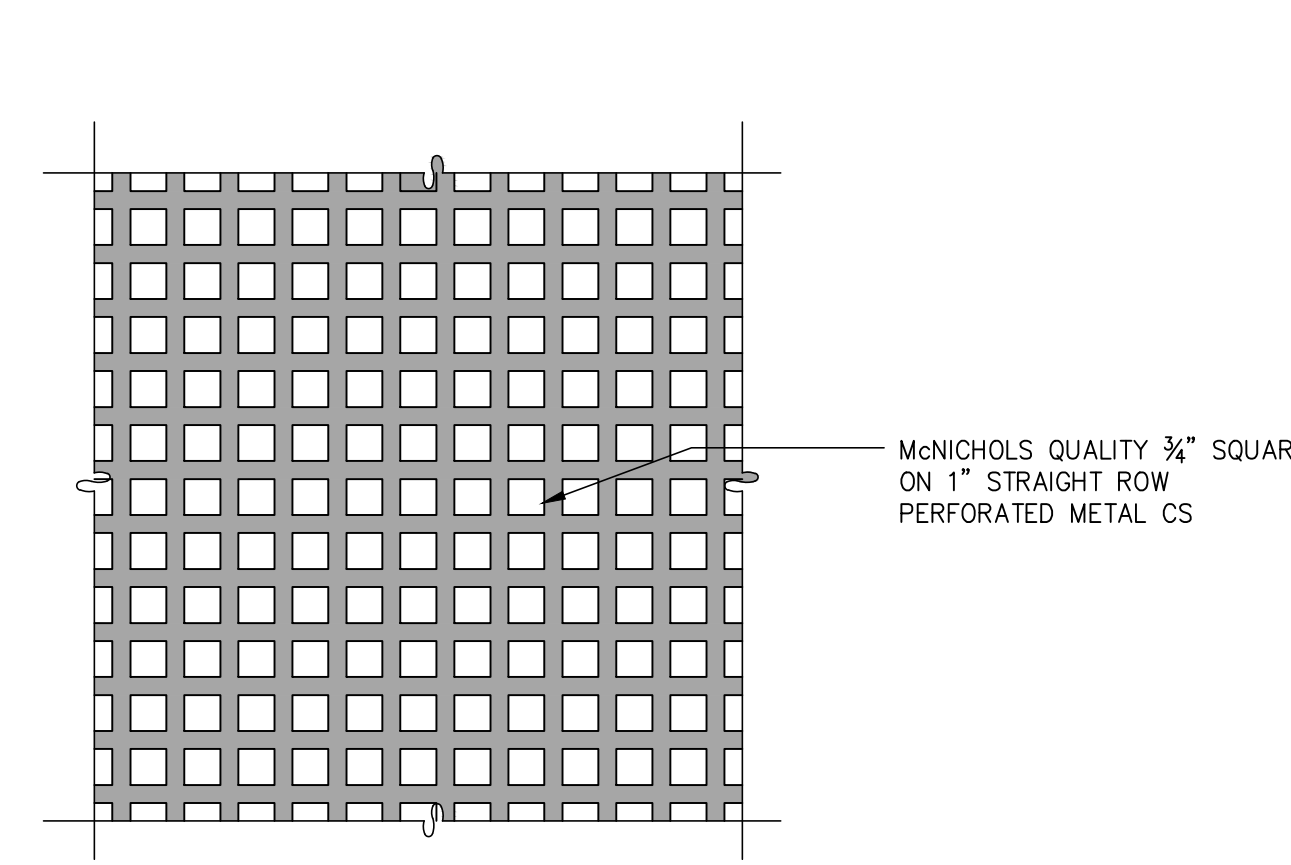
2 TYP. WROUGHT IRON BALCONY - DETAILS
 Scale: 1-1/2" = 1'-0"



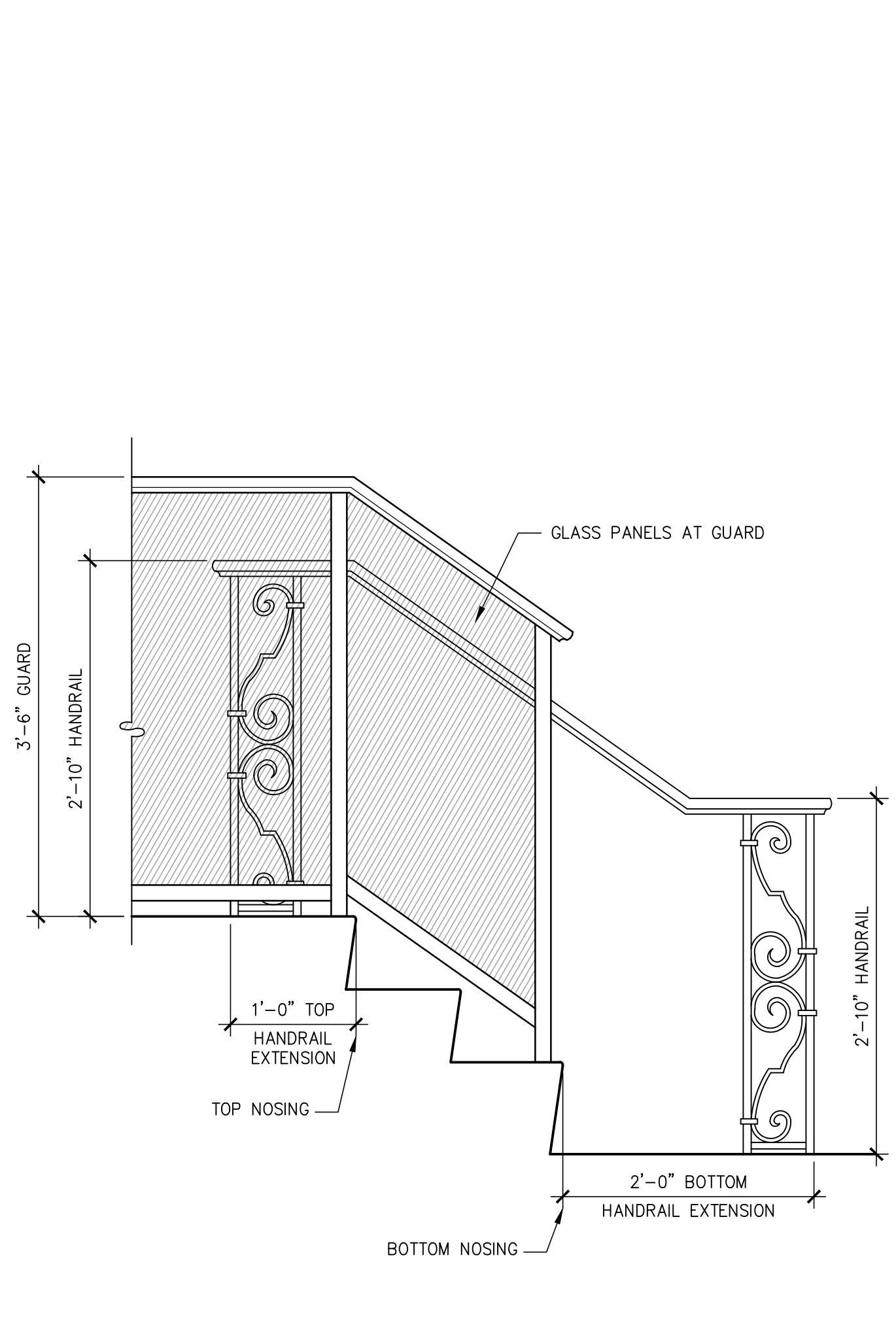
DECORATIVE GRILLE @ RAMP
SCALE: 3"=1'-0"
Decorative-Grille 21



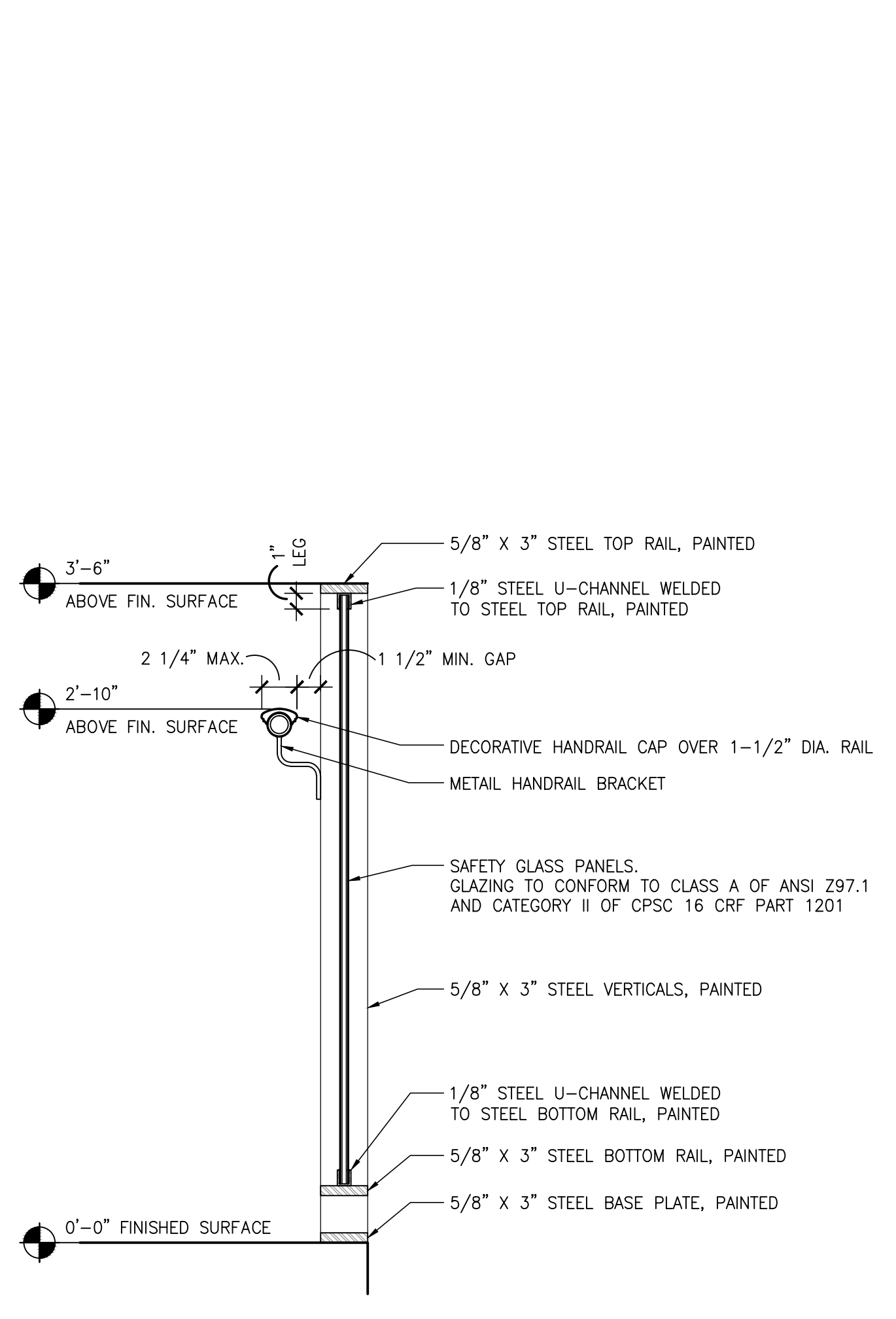
RAMP SECTION
SCALE: 1/2"=1'-0"
Ramp Section 11



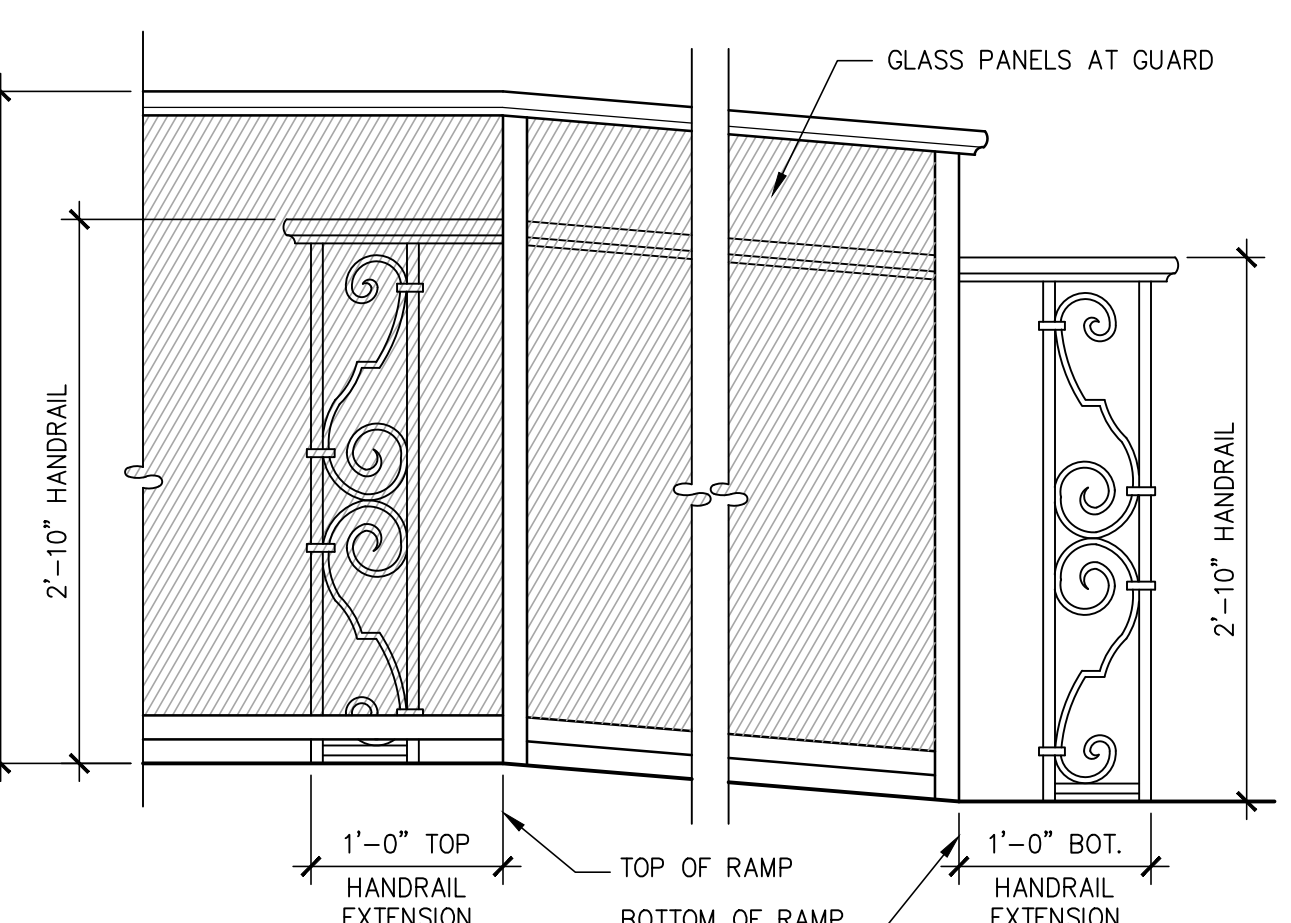
DECORATIVE GRILLE @ LOUVER
SCALE: 3"=1'-0"
Decorative-Grille-at-louver 22



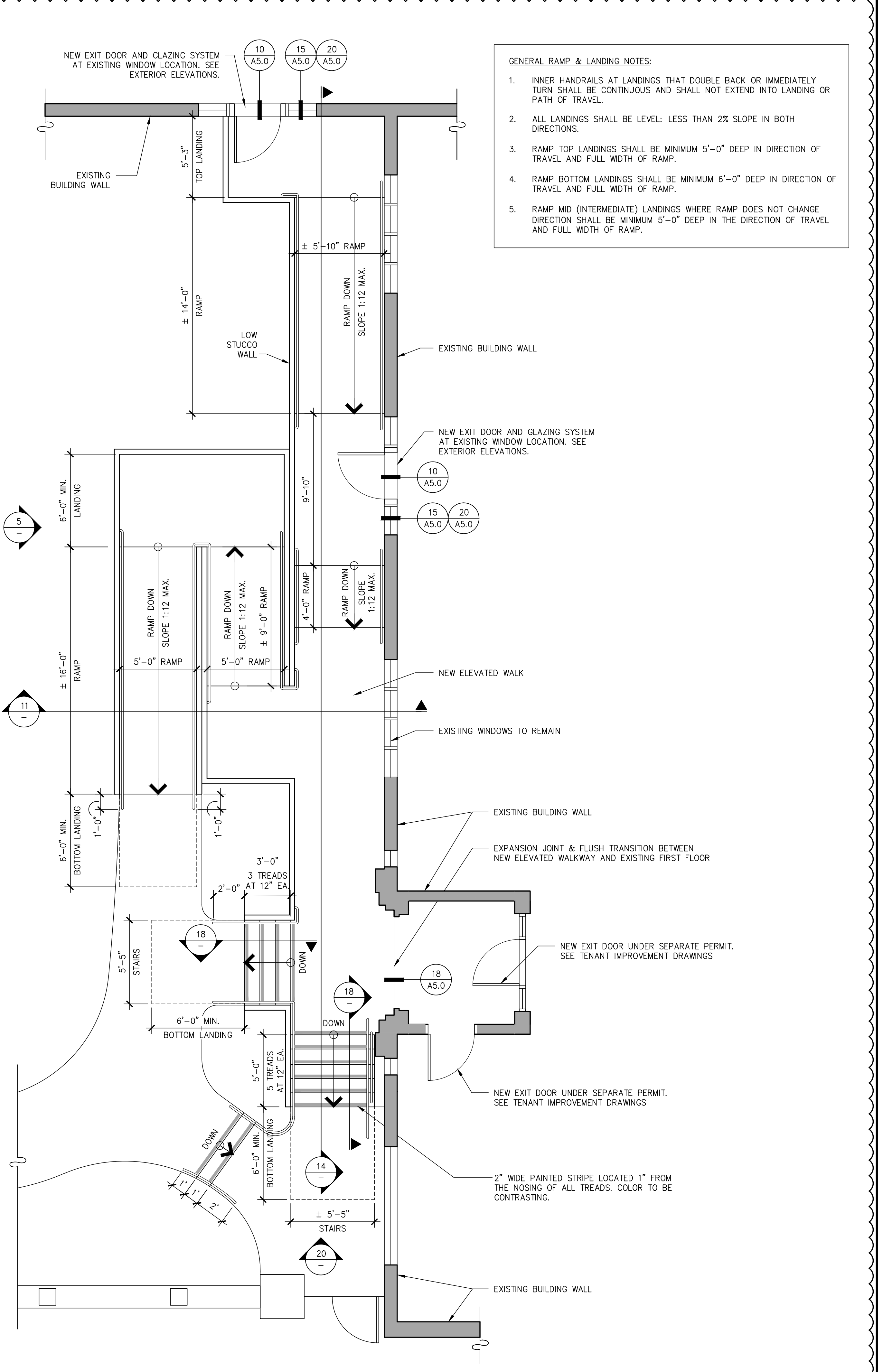
GUARD & HANDRAIL AT STAIR
SCALE: 1"=1'-0"
Rails-at-stair 18



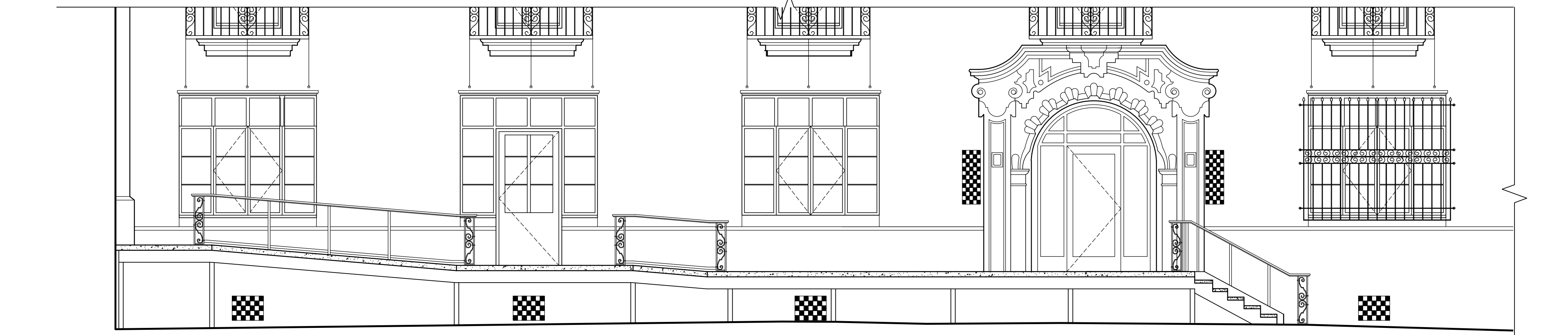
GUARD & HANDRAIL SECTION
SCALE: 1-1/2"=1'-0"
Rails-section 13



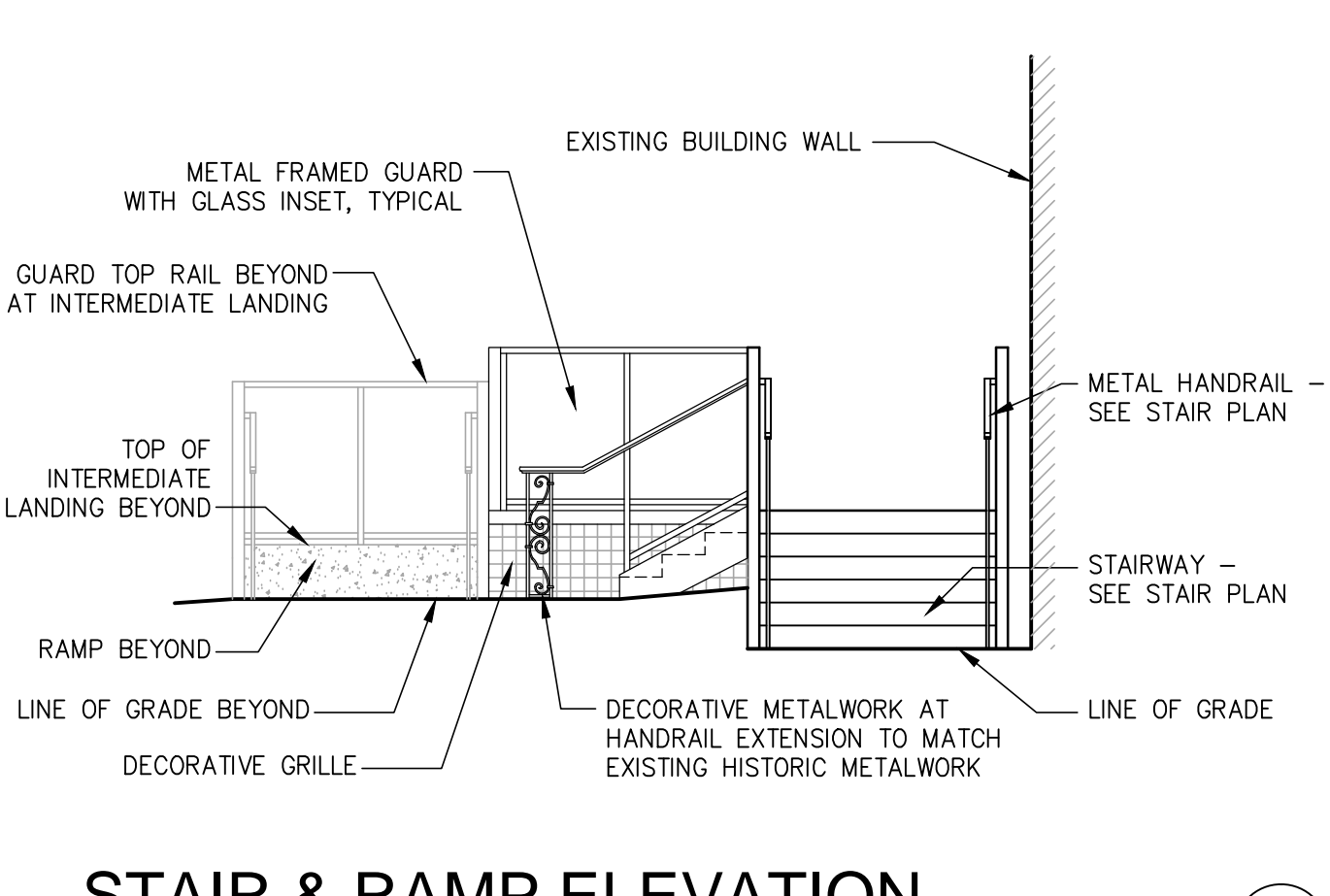
GUARD & HANDRAIL AT RAMP
SCALE: 1"=1'-0"
Rails-at-ramp 23



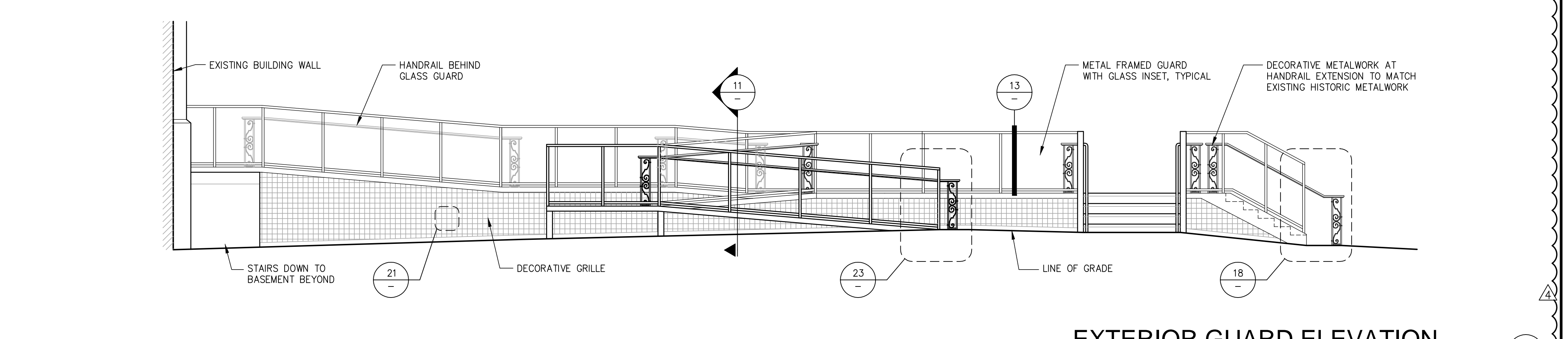
ELEVATED WALK & RAMP PLAN
SCALE: 1/4"=1'-0"
Ramp_plan2 4



EXTERIOR HAND RAIL ELEVATION
SCALE: 1/4"=1'-0"
14



STAIR & RAMP ELEVATION
SCALE: 1/4"=1'-0"
Ramp Elevation 20



EXTERIOR GUARD ELEVATION
SCALE: 1/4"=1'-0"
Rail_guard2_elevation 5

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05-21-2014	PLANNING DEPARTMENT REVISIONS		
06-25-2014	PLANNING RE-SUBMITTAL		
07-21-2014	PLANNING RE-SUBMITTAL		
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LePort Schools
TENANT IMPROVEMENTS
50 FELL STREET
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LANDSCAPE CONST. PLAN	
DATE	REVISIONS
01-20-2014	MAJOR PERMIT REVISIONS
05-21-2014	PLANNING DEPARTMENT REVISIONS
06-25-2014	PLANNING RE-SUBMITTAL
07-21-2014	PLANNING RE-SUBMITTAL
07-31-2014	PLANNING RE-SUBMITTAL

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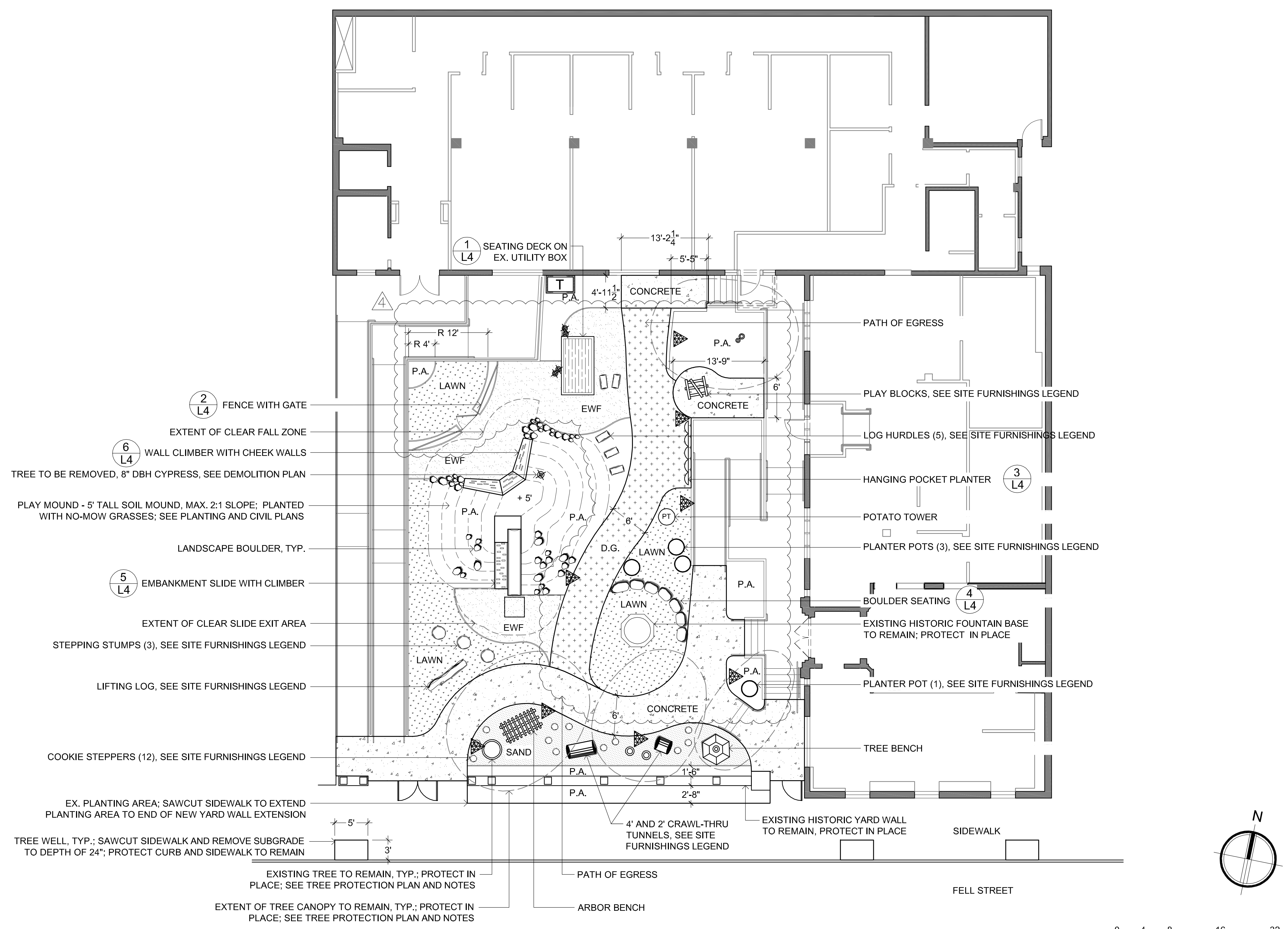
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LANDSCAPE CONSTRUCTION NOTES

- SUBMITTALS: SUBMIT DATA SHEETS FOR ALL LANDSCAPE CONSTRUCTION ITEMS AND SURFACES FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO ORDERING MATERIALS.
- STORMWATER POLLUTION PREVENTION / EROSION CONTROL: SEE CIVIL DRAWINGS.
- GRADING: GRADING SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM EXISTING EXTERIOR WALLS AND RUNOFF SHALL BE DIRECTED TO AREA DRAINS AND SUBSURFACE DRAINAGE PIPES; SEE CIVIL DRAWINGS. EXISTING GRADE IN PLANTING AREA DIRECTLY IN FRONT OF EXISTING HISTORIC YARD WALL AND ADJACENT TO HISTORIC FOUNTAIN BASE SHALL REMAIN UNCHANGED.
- PLAY MOUND: SOIL PLAY MOUND WITH EMBANKMENT SLIDE AND WALL CLIMBER SHALL BE NO HIGHER THAN 5' ABOVE EXISTING COURTYARD FINISH GRADE. MOUND SHALL BE PLANTED WITH LOW GROUNDCOVER PLANT MATERIAL SUCH AS NO-MOW FESCUE AND ACCENTED WITH LANDSCAPE BOULDERS, SEE PLANTING PLAN. MOUND SHALL NOT BE LOCATED ADJACENT TO NOR SHALL DIRECT RUNOFF TOWARDS EXISTING WALLS. MOUND SHALL BE CONSTRUCTED SUCH THAT COMPLETE REMOVAL MAY OCCUR IN THE FUTURE WITHOUT IMPACT ON EXISTING HISTORIC FEATURES. CONSIDERING THE COVERAGE OF EXISTING TREE CANOPIES AND THE HEIGHT OF EXISTING HISTORIC YARD WALL, PLAY MOUND IS NOT ANTICIPATED TO SIGNIFICANTLY FURTHER REDUCE VISIBILITY OF BUILDING FACADE.

TREE PROTECTION AND PRUNING NOTES

- SELECTIVE PRUNING: PERFORM SELECTIVE PRUNING ON EXISTING TREES TO REMAIN TO REMOVE DEAD WOOD AND CROSSING BRANCHES. DO NOT REMOVE MORE THAN 20% OF TOTAL TREE CANOPY, DO NOT ALTER THE NATURAL FOLIAGE MARGIN OR OVERALL CHARACTER OF EACH TREE. REVIEW PROPOSED PRUNING CUTS AND METHODS WITH LANDSCAPE ARCHITECT PRIOR TO PRUNING. CUTTING TOOLS AND SAWS SHALL BE KEPT SHARPENED AND CLEANED BETWEEN WORK ON EACH TREE.
- EXCAVATION BENEATH TREES: ANY EXCAVATION FOR SITE REMEDIATION OR TRENCHING UNDER THE DRIP LINE OF EXISTING TREES SHALL BE HAND DUG WITH NO ROOTS OVER 1 INCH DIAMETER BEING CUT OR DAMAGED. ALL EXPOSED SEVERED ROOT ENDS ARE TO BE CUT OFF SMOOTHLY WITH CLEAN, SHARP TOOLS.



LANDSCAPE CONSTRUCTION PLAN 07.31.14

LANDSCAPE CONSTRUCTION LEGEND

SYMBOL	DESCRIPTION	APPROX. AREA
CONCRETE	CONCRETE PAVEMENT, SEE CIVIL DRAWINGS	805 SF
SAND	PLAYGROUND SAND	265 SF
EWF	ENGINEERED WOOD FIBER	460 SF
D.G.	STABILIZED DECOMPOSED GRANITE ALTERNATE 1: BONDED WOODCARPET SYSTEM AVAILABLE FROM ZEAGER (ENGINEERED WOOD FIBER WITH POLYURETHANE BINDER)	400 SF
LAWN	SOD LAWN, SEE PLANTING PLAN	
P.A.	PLANTING AREA, SEE PLANTING PLAN	
BENDER BOARD	BENDER BOARD EDGING	

LANDSCAPE LIGHTING LEGEND

- LOW VOLTAGE PATH LIGHT; VISTA 8226 BOLLARD LIGHT WITH 20W EQUIVALENT LED BULB; MOUNT ON 12" DIAMETER X 6" DEPTH CONCRETE FOOTING. PROVIDE 12-2 GAUGE LOW VOLTAGE WIRE TO ALL LANDSCAPE LIGHTS AND CONNECT TO TRANSFORMER.
- TRANSFORMER: VISTA MT SERIES 300 WATT TRANSFORMER IN EXTERIOR ENCLOSURE WITH LOCKABLE LATCH. INSTALL ON METAL RISER IN PLANTING AREA NEAR IRRIGATION CONTROLLER. DO NOT MOUNT DIRECTLY TO HISTORICAL BUILDING WALL.

LANDSCAPE LIGHTING NOTES

- SCOPE:** FURNISH AND INSTALL ALL LABOR AND MATERIALS FOR COMPLETE LOW VOLTAGE LANDSCAPE LIGHTING SYSTEM INCLUDING FIXTURES, FOOTINGS, WIRING, TRANSFORMER, AND MISCELLANEOUS RELATED WORK.
- SUBMITTALS:** PRIOR TO ORDERING ANY MATERIALS, SUBMIT WIRING DIAGRAM; PHOTOMETRIC PLAN; AND MANUFACTURER'S CATALOG/DATA SHEETS FOR FIXTURES, LAMPS, JUNCTION BOXES, WIRE, SPLICING AND SEALING MATERIALS, AND TRANSFORMER.
- STANDARDS:** ALL MATERIALS AND METHODS SHALL CONFORM TO THE APPROPRIATE CURRENT SECTIONS OF CALIFORNIA BUILDING CODE, DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS (DTSS), ASTM, National Electrical Code, OSHA, LOCAL CODES AND STANDARDS, WHERE CONFLICTS OCCUR, MOST STRINGENT REQUIREMENTS APPLY. INSTALL ALL COMPONENTS PER MANUFACTURER'S SPECIFICATIONS.
- EXCAVATING AND BACKFILLING:** EXCAVATE AND BACKFILL AS REQUIRED FOR THE INSTALLATION OF ELECTRICAL WORK. INSTALL DIRECT BURIAL WIRING 6"-12" BELOW FINISH GRADE. RESTORE ALL SURFACES TO ORIGINAL CONDITION IN AN ACCEPTABLE MANNER. DO NOT DISTURB ORANGE CONSTRUCTION FENCING INDICATOR LAYER OR SUBGRADE BENEATH.

SITE FURNISHINGS LEGEND

SYMBOL	DESCRIPTION	QUANTITY
LOG HURDLE	LOG HURDLE	5
2' CRAWL TUNNEL	2' CRAWL TUNNEL	1
4' CRAWL TUNNEL	4' CRAWL TUNNEL	1
COOKIE STEPPERS	COOKIE STEPPERS	12
LIFTING LOG	LIFTING LOG	1
PLAY BLOCKS SET	PLAY BLOCKS SET	1
STEPPING STUMP	STEPPING STUMP	3
TREE BENCH	TREE BENCH	1
ARBOR BENCH (4')	ARBOR BENCH (4')	1
PLANTER POT	25 IN. HALF OAK BARREL PLANTER, AVAILABLE FROM HOME DEPOT OR APPROVED EQUAL. FILL WITH 4 CUBIC FEET ORGANIC VEGETABLE PLANTER SOIL MIX.	4
POTATO TOWER	DR. GRIMME'S STACKABLE POTATO TOWER PLANTER WITH BASE AND DOLLY; AVAILABLE FROM TERRITORIAL SEED COMPANY, 800-626-0866, HTTP://WWW.TERRITORIALSEED.COM/; ASSEMBLE ONE (1) EACH PART NUMBERS ZPT722, ZPT723, ZPT725. ASSEMBLE PER MANUFACTURER'S INSTRUCTIONS.	1
LANDSCAPE BOULDER	SONOMA FIELDSTONE BOULDERS; ASSORTED SIZES 12"-30" NARROWEST DIMENSION. AVAILABLE FROM LYNXGARDEN MATERIALS, WWW.LYNXGARDEN.COM. OR APPROVED EQUAL. BURY TO A MINIMUM DEPTH OF 25% OF BOULDER HEIGHT WITH ORIGINAL DIRT LINE PARALLEL TO SOIL SURFACE.	20

AVAILABLE FROM NATURAL PLAYGROUNDS COMPANY, HTTP://NATURALPLAYGROUNDS.COM/ (CONTACT JON MCGUCKIN, JON@NATURALPLAYGROUNDS.COM, 888.290.8405) OR APPROVED EQUAL; ASSEMBLE AND INSTALL PER MANUFACTURER'S INSTRUCTIONS

SHIPPED UNASSEMBLED WITH HARDWARE INCLUDED. INSTALL SUCH THAT ONE SPACE ON BENCH SEAT IS ADJACENT TO CONCRETE PATH AT A HEIGHT OF 12"-15" ABOVE CONCRETE FINISH GRADE AS AN ACCESSIBLE SEAT.

SHIPPED UNASSEMBLED WITH HARDWARE INCLUDED. EMBED POSTS IN FOOTING PER DETAIL (11 L4)

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IRRIGATION ZONES

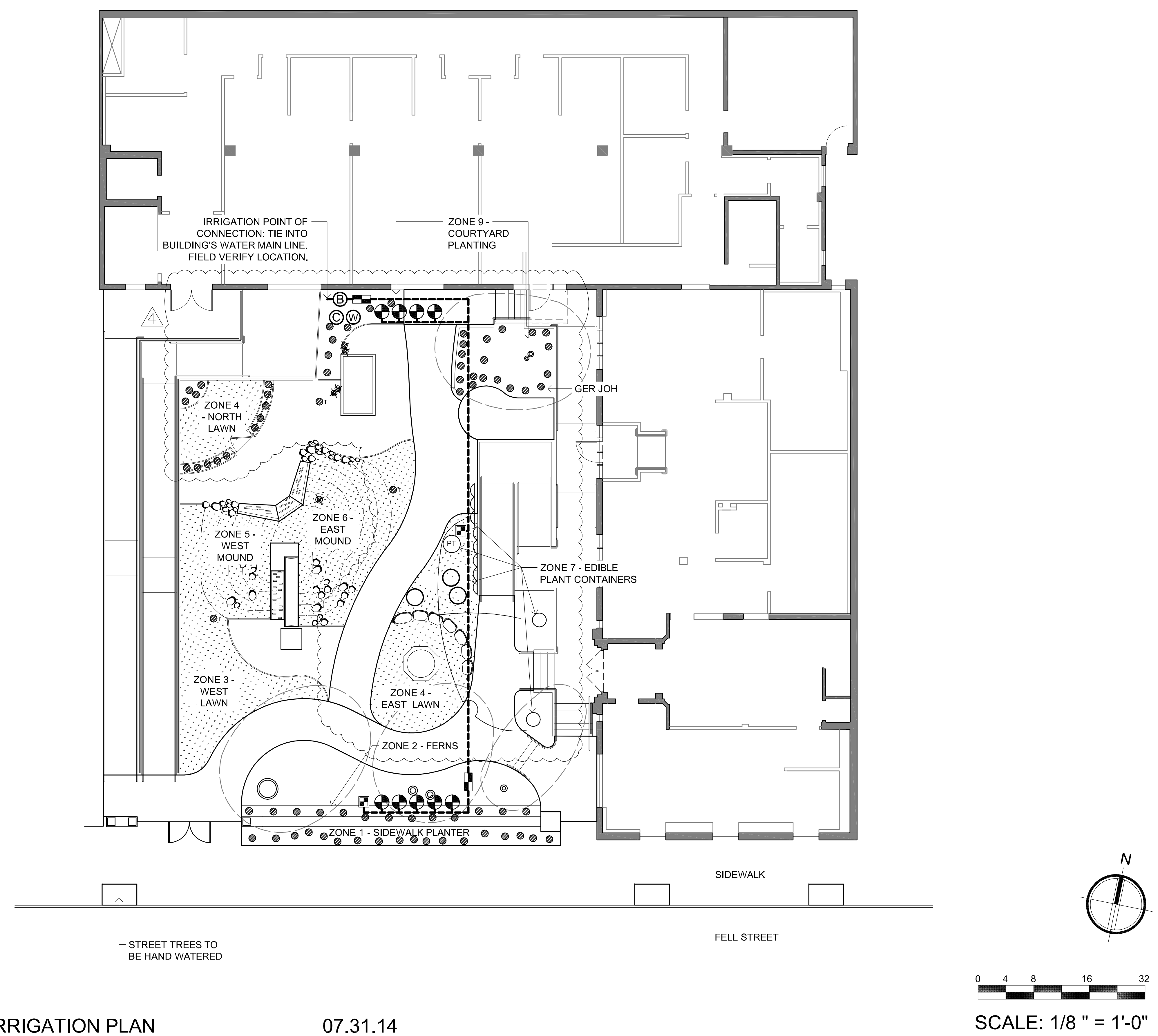
ZONE #	NAME	IRRIGATION TYPE	DESCRIPTION
1	SIDEWALK PLANTER	BUBBLERS	PLANTING ALONG BACK OF SIDEWALK; SUNNY.
2	FERNS	BUBBLERS	PLANTING ALONG YARD WALL; SHADY.
3	WEST LAWN	SUBSURFACE DRIP	SOD LAWN; PARTLY SUNNY.
4	NORTH LAWN	SUBSURFACE DRIP	SOD LAWN; PARTLY SUNNY.
5	WEST MOUND	SUBSURFACE DRIP	NO-MOW FESCUE SOD ON STEEP (2:1) GRADE
6	EAST MOUND	SUBSURFACE DRIP	NO-MOW FESCUE SOD ON STEEP (2:1) GRADE
7	EDIBLE PLANT CONTAINERS	DRIP EMITTERS	MOVEABLE PLANTERS; SUNNY.
8	NOT USED		
9	COURTYARD PLANTINGS	BUBBLERS	PLANTINGS AND NEW TREES IN COURTYARD; PARTLY SUNNY

IRRIGATION NOTES

- BASIS OF DESIGN:** SYSTEM DESIGN IS BASED ON 50 P.S.I. AND MINIMUM 25 G.P.M. AVAILABLE AT POINT OF CONNECTION. NOTIFY OWNER'S REPRESENTATIVE PRIOR TO COMMENCING ANY IRRIGATION WORK IF LOWER FIGURES ARE RECORDED DURING VERIFICATION.
- CODES:** IRRIGATION SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH ALL LOCAL CODES AND MANUFACTURER'S SPECIFICATIONS.
- UTILITIES:** VERIFY LOCATION OF ALL ON-SITE UTILITIES. RESTORATION OF DAMAGED UTILITIES SHALL BE MADE AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER.
- SCHEMATIC:** SYSTEM IS SHOWN SCHEMATICALLY FOR GRAPHIC CLARITY. INSTALL ALL PIPING, VALVES, AND VALVE BOXES IN COMMON TRENCHES AND INSIDE PLANTING AREAS WHENEVER POSSIBLE.
- SERVICE LINE:** CONTRACTOR SHALL TAP BUILDING'S MAIN WATER LINE AS SHOWN ON PLANS. INSTALLER SHALL REPAIR ALL DAMAGES INCURRED DURING INSTALLATION AND SHALL BE RESPONSIBLE FOR ALL ASSOCIATED FEES AND CHANGES. DEPTH OF PIPE, TRENCHING AND BACKFILLING, AS REQUIRED BY GOVERNING AGENCY.
- IRRIGATION SYSTEM DESIGN:** TO AVOID IRRIGATION OVERSPRAY ONTO WALLS, PLANTING AREAS THAT ARE DIRECTLY ADJACENT TO EXISTING EXTERIOR WALLS SHALL BE IRRIGATED WITH DRIP OR BUBBLER TYPE IRRIGATION SYSTEMS. DRIP EMITTERS OR BUBBLERS SHALL NOT BE LOCATED WITHIN 36" OF HISTORICAL EXTERIOR WALLS.

IRRIGATION LEGEND

- MAINLINE, CLASS 315 PVC PIPE, 2" SIZE, 12" MINIMUM BURIAL
- LATERAL LINE, POLY PIPE, 1" SIZE, 12" MINIMUM BURIAL
- ⊕ REMOTE CONTROL VALVE, HUNTER 1" PGV-101G. INSTALL PCZ-101-40, 1" DRIP ZONE CONTROL KIT WITH PGV FLOW CONTROL VALVE 40 PSI REGULATOR ON STATIONS 3-8.
- Ⓢ CONTROLLER, HUNTER I-CORE 12-STATION OUTDOOR CONTROLLER; MOUNT OUTDOORS NEAR BUILDING ON HUNTER ACC-PED METAL PEDESTAL; DO NOT MOUNT DIRECTLY ON HISTORIC EXTERIOR BUILDING WALL
- Ⓜ EVAPOTRANSPIRATION SENSOR, HUNTER SOLAR SYNC MODEL WSS-SEN INCLUDES WIRELESS SENSOR AND WIRELESS RECEIVER; INSTALL OUTDOORS; DO NOT MOUNT DIRECTLY ON HISTORIC EXTERIOR BUILDING WALL
- ⊠ SPIGOT AND HOSE BIB WITH AUTO-OFF VALVE; INSTALL IN INCONSPICUOUS LOCATION IN PLANTING AREAS
- ⊠ GATE VALVE, NIBCO T-113-K 1"
- Ⓟ BACKFLOW PREVENTER, FEBCO 825Y 1"
- ⊙ BUBBLER, HUNTER PRESSURE COMPENSATING MODEL PCB-25 (0.25 GPM PER BUBBLER)
- ⊙ TREE BUBBLER, HUNTER PRESSURE COMPENSATING MODEL PCB-50 (0.50 GPM PER BUBBLER)
- ▨ SUBSURFACE IN-LINE DRIP IRRIGATION, HUNTER ECO-MAT (0.6 GPH PER EMITTER), INSTALL 4" BELOW FINISH GRADE PER MANUFACTURER'S SPECIFICATIONS
- DRIP IRRIGATION TUBING, 1/2" DISTRIBUTION TUBING FROM LATERAL TO EDIBLE PLANTING AREA. PROVIDE 1/4" DISTRIBUTION TUBING AS NEEDED TO REACH EACH CONTAINER. PROVIDE THREE 1.0 GPH EMITTERS - HUNTER HE-10-B OR APPROVED EQUAL - AT EACH OAK BARREL PLANTER, TWO AT LEMON TREE PLANTER POT, ONE AT EACH PLANT AT BASE OF LEMON TREE POT, TWO AT POTATO TOWER, AND ONE AT EACH OF FIVE POCKETS IN HANGING WALL PLANTER.



IRRIGATION PLAN 07.31.14

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

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LePort Schools
TENANT IMPROVEMENTS
50 FELL STREET
SAN FRANCISCO, CALIFORNIA

DATE	REVISIONS	REMARKS
01-20-2014	MAJOR PERMIT REVISIONS	
05-20-2014	PLANNING DEPARTMENT REVISIONS	
06-25-2014	PLANNING RE-SUBMITTAL	
07-21-2014	PLANNING RE-SUBMITTAL	
07-31-2014	PLANNING RE-SUBMITTAL	

PA / PM: THERESA ZARO
DRAWN BY: TZ
JOB NO.: SF013-6005-00

SHEET
L2
MAJOR PERMIT TO ALTER

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DATE	REVISIONS	REMARKS
01-20-2014	1	MAJOR PERMIT
05-20-2014	2	PLANNING DEPARTMENT REVISIONS
06-25-2014	3	PLANNING RE-SUBMITTAL
07-21-2014	4	PLANNING RE-SUBMITTAL
07-31-2014	5	PLANNING RE-SUBMITTAL

PLANTING PLAN

DATE	07-31-2014
PA / PM	THERESA ZARO
DRAWN BY	TZ
JOB NO.	SF013-6005-00

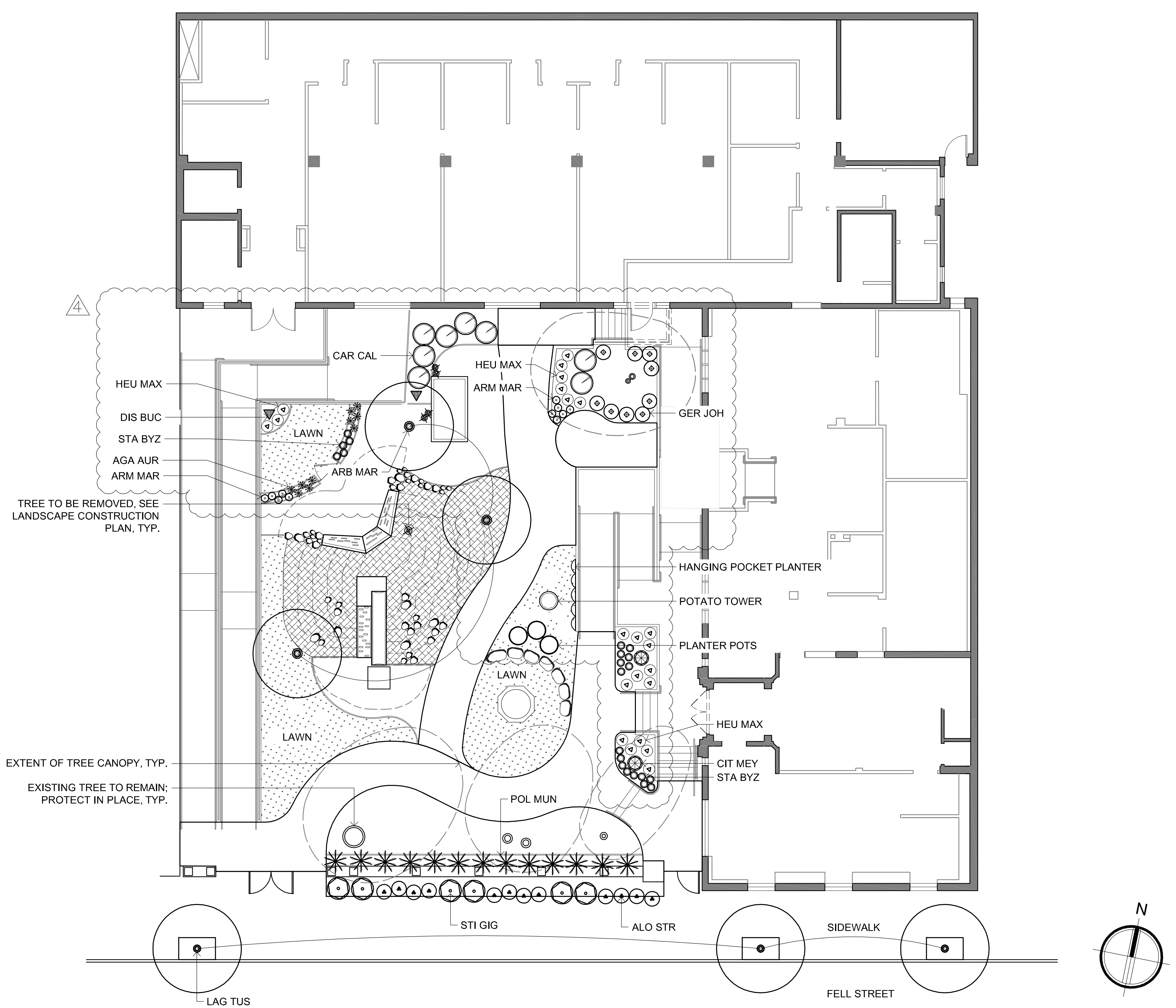
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PLANT LEGEND

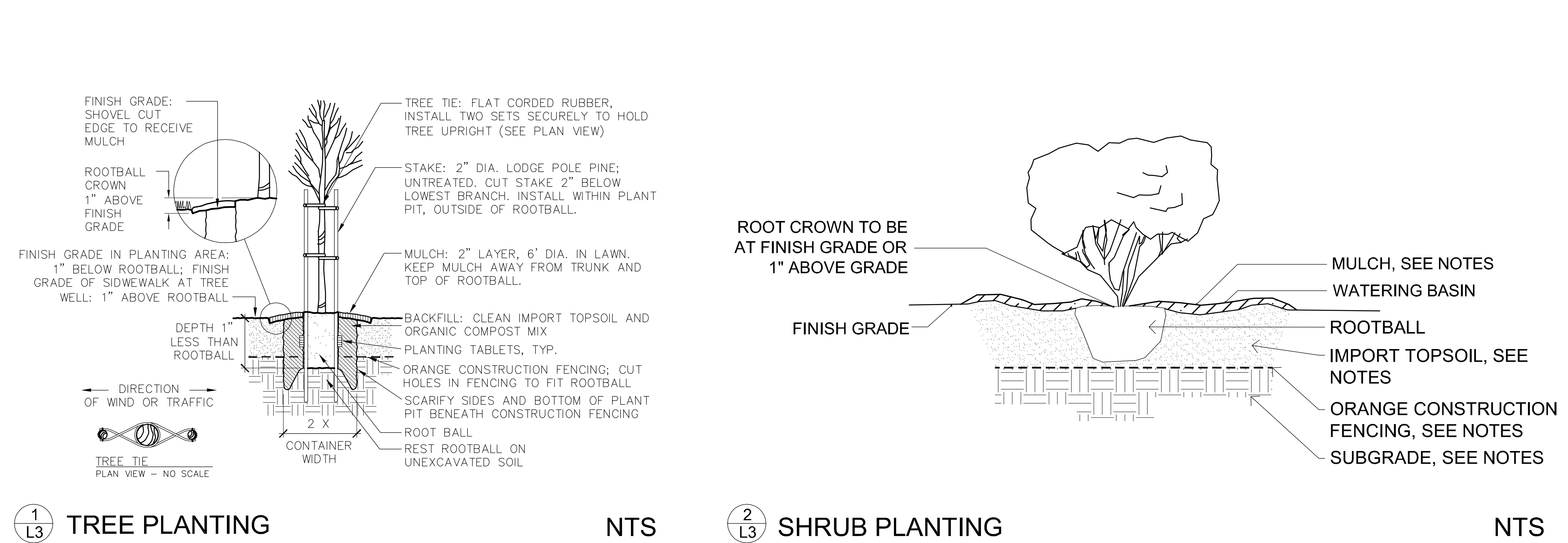
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / QUANTITY
TREES			
1 L3	ARB MAR	ARBUTUS 'MARINA'	ARBUTUS 15 GALLON / 3
	LAG TUS	LAGERSTROEMIA 'TUSCARORA'	CRAPE MYRTLE 15 GALLON / 3
SHRUBS / PERENNIALS / GRASSES			
2 L3	AGA AUR	AGASTACHE AURANTIACA	HUMMINGBIRD MINT 1 GALLON / 10
	ALO STR	ALOE STRIATA	CORAL ALOE 1 GALLON / 13
	ARM MAR	ARMERIA MARITIMA	SEA PINK 1 GALLON / 11
	CAR CAL	CARPENTERIA CALIFORNICA	CARPENTERIA 1 GALLON / 8
	CIT MEY	CITRUS 'MEYER IMPROVED DWARF'	DWARF MEYER LEMON 5 GALLON / 2
	DIS BUC	DISTICTUS BUCCINATORIA 'ROYAL'	BLOOD-RED TRUPET VINE 5 GALLON / 2
	GER JOH	GERANIUM 'JOHNSON'S BLUE'	JOHNSON'S BLUE GERANIUM 1 GALLON / 6
	HEU MAX	HEUCHERA MAXIMA	ALUM ROOT 1 GALLON / 20
	POL MUN	POLYSTICHUM MUNITUM	SWORD FERN 1 GALLON / 13
	STA BYZ	STACHYS BYZANTINA	LAMB'S EARS 1 GALLON / 21
	STI GIG	STIPA GIGANTEA	GIANT FEATHER GRASS 1 GALLON / 6
		PLANTER POT, SEE LANDSCAPE CONSTRUCTION PLAN;	1 QUART / 5 PER POT (15 TOTAL)
		PLANTS SELECTED FROM THE FOLLOWING ASSORTMENT OR AS AVAILABLE:	
		COOL-SEASON VEGETABLES (BRUSSELS SPROUTS, BROCCOLI, BOK CHOY, CHARD)	
		POTATO TOWER, SEE LANDSCAPE CONSTRUCTION PLAN;	
		TO BE PLANTED BY STUDENTS	
		HANGING POCKET PLANTER, SEE LANDSCAPE CONSTRUCTION PLAN;	1 QUART / 10 TOTAL
		PLANTS SELECTED FROM THE FOLLOWING ASSORTMENT:	
		HERBS (DILL, PARSLEY, CILANTRO, BASIL, ETC.)	
		EVERBEARING STRAWBERRIES	
		NO-MOW SOD FESCUE BLEND ON PLAY MOUND:	SOD / 420 SF
		FESTUCA IDAHOENSIS	IDAHO FESCUE
		FESTUCA OCCIDENTALIS	WESTERN FESCUE
		FESTUCA RUBRA 'POINT MOLATE'	CREEPING RED FESCUE
		AVAILABLE AS "NATIVE MOW FREE" SOD BLEND FROM DELTA BLUEGRASS COMPANY,	
		HTTP://DELTABLUEGRASS.COM/, OR APPROVED EQUAL. INSTALL PER GROWER'S SPECIFICATIONS.	
		SOD LAWN, FESCUE-BLUEGRASS BLEND	SOD / 805 SF
		AVAILABLE AS "90/10 TALL FESCUE" SOD BLEND FROM DELTA BLUEGRASS COMPANY,	
		HTTP://DELTABLUEGRASS.COM/, OR APPROVED EQUAL. INSTALL PER GROWER'S SPECIFICATIONS.	

PLANTING NOTES

- DEFINITION OF PLANTING AREAS:** ALL OUTDOOR AREAS TO BE PLANTED INCLUDING PLANTING BEDS, TREE WELLS, LAWN, NO-MOW PLAY MOUND, AND PLANTERS.
- SUBMITTALS:** PRIOR TO ORDERING PLANT MATERIAL, SUBMIT FOR WRITTEN APPROVAL PROPOSED PLANT ORDER THAT LISTS QUANTITIES, BOTANICAL NAMES, NAME OF SUPPLYING NURSERY, AND ANY PROPOSED SUBSTITUTIONS. SUBMIT WRITTEN DOCUMENTATION STATING QUANTITY, TYPE, COMPOSITION, AND SUPPLIER FOR ALL SOILS. FERTILIZERS, AMENDMENTS, COMPOST, AND ORANGE CONSTRUCTION FENCING FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO DELIVERING MATERIAL TO SITE.
- EXISTING PLANTS:** PROTECT ALL EXISTING PLANT MATERIAL TO REMAIN. REVIEW EXTENT, PROTECTION, AND PRUNING OF EXISTING PLANT MATERIAL TO REMAIN WITH LANDSCAPE ARCHITECT PRIOR TO GRADING OR DEMOLITION ACTIVITIES. REPAIR ANY DAMAGES INCURRED DUE TO CONSTRUCTION ACTIVITIES AT NO ADDITIONAL COST. SEE ALSO LANDSCAPE CONST. PLAN.
- SITE REMEDIATION:** NATIVE TOPSOIL MUST BE EXCAVATED AND/OR CAPPED TO REMEDIATE CONTAMINATIONS. REFER TO AND COMPLY WITH GRADING PLAN, SITE REMEDIATION PLAN AND HEALTH & SAFETY PLAN FOR DEPTHS AND LOCATIONS OF EXCAVATION, AND FOR WORKER PRECAUTIONS.
- ORANGE CONSTRUCTION FENCING:** AFTER EXCAVATION PER THE SITE REMEDIATION PLAN, PROVIDE AND INSTALL ORANGE CONSTRUCTION FENCING MATERIAL ON TOP OF THE EXISTING SUBGRADE AS AN INDICATOR LAYER BETWEEN CONTAMINATED AND CLEAN IMPORTED SOIL.
- IMPORTED TOPSOIL AND COMPOST:** ABOVE THE ORANGE CONSTRUCTION FENCING, UNIFORMLY DISTRIBUTE TEN INCHES OF CLEAN IMPORT TOPSOIL AND TWO INCHES OF ORGANIC COMPOST THROUGHOUT PLANTING AREAS. INCORPORATE ORGANIC COMPOST EVENLY THROUGHOUT TOP SIX INCHES OF CLEAN IMPORT TOPSOIL AND COMPACT ALL TO 85% RELATIVE COMPACTION. IMPORT ADDITIONAL TOPSOIL AS NEEDED TO ENSURE COMBINED SOIL/COMPOST LAYER IS MINIMUM 12" DEPTH IN ALL PLANTING AREAS AFTER COMPACTION.
- QUANTITIES:** FURNISH AND INSTALL ALL PLANTS AS SHOWN ON THE DRAWINGS; QUANTITIES LISTED IN THE PLANT LEGEND ARE FOR REFERENCE ONLY.
- PLANT MATERIAL HEALTH:** ROOTS AND STEMS OF ALL PLANTS SHALL BE OF VIGOROUS HEALTH AND NORMAL HABIT OF GROWTH FOR ITS SPECIES. ALL PLANTS SHALL BE FREE OF ALL DISEASES, SUCKERS, INSECTS, BURNS, OR DISFIGUREMENTS. TREES SHALL HAVE STRAIGHT TRUNKS AND BE ABLE TO STAND UPRIGHT WITHOUT SUPPORT. FOR ONE YEAR AFTER FINAL COMPLETION, ANY PLANT MATERIAL THAT FAILS OR IS DECLINING DUE TO HEALTH DEFECTS AT THE TIME OF PLANTING SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- PLANT MATERIAL AND LAYOUT APPROVAL:** NOTIFY LANDSCAPE ARCHITECT ONE WEEK PRIOR TO PLANTING. PLANT MATERIAL HEALTH AND PLANT LAYOUT SHALL BE REVIEWED AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANTING.
- PLANT MATERIAL PROTECTION:** CONTRACTOR SHALL MAINTAIN ALL PLANT MATERIAL IN A HEALTHY GROWING CONDITION PRIOR TO AND DURING PLANTING OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR VANDALISM, THEFT AND DAMAGE TO PLANT MATERIAL UNTIL FINAL COMPLETION OF LANDSCAPE CONSTRUCTION.
- FERTILIZER:** ALL CONTAINER STOCK PLANTS SHALL RECEIVE ORGANIC 20-10-5 PLANTING FERTILIZER TABLETS, PLACED EVENLY AROUND THE ROOTBALL, IN QUANTITIES AS FOLLOW: TWO TABLETS FOR EACH ONE-GALLON OR ONE-QUART PLANT, FIVE TABLETS FOR EACH FIVE GALLON PLANT, TWELVE TABLETS FOR EACH FIFTEEN GALLON OR LARGER PLANT.
- MULCH:** INSTALL A UNIFORM TWO INCH COVERING OF WALK-ON BARK MULCH, 3" MAX PARTICLE SIZE, IN ALL PLANTING AREAS (EXCLUDING LAWN AND NO-MOW FESCUE AREAS); AVAILABLE FROM LYNGSOGARDEN MATERIALS, HTTP://WWW.LYNGSOGARDEN.COM/, OR APPROVED EQUAL.



PLANTING PLAN 07.31.14

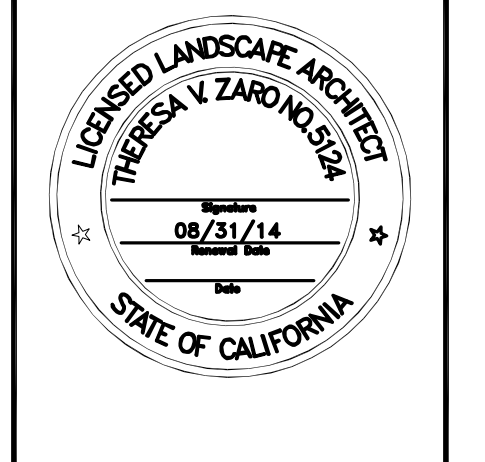


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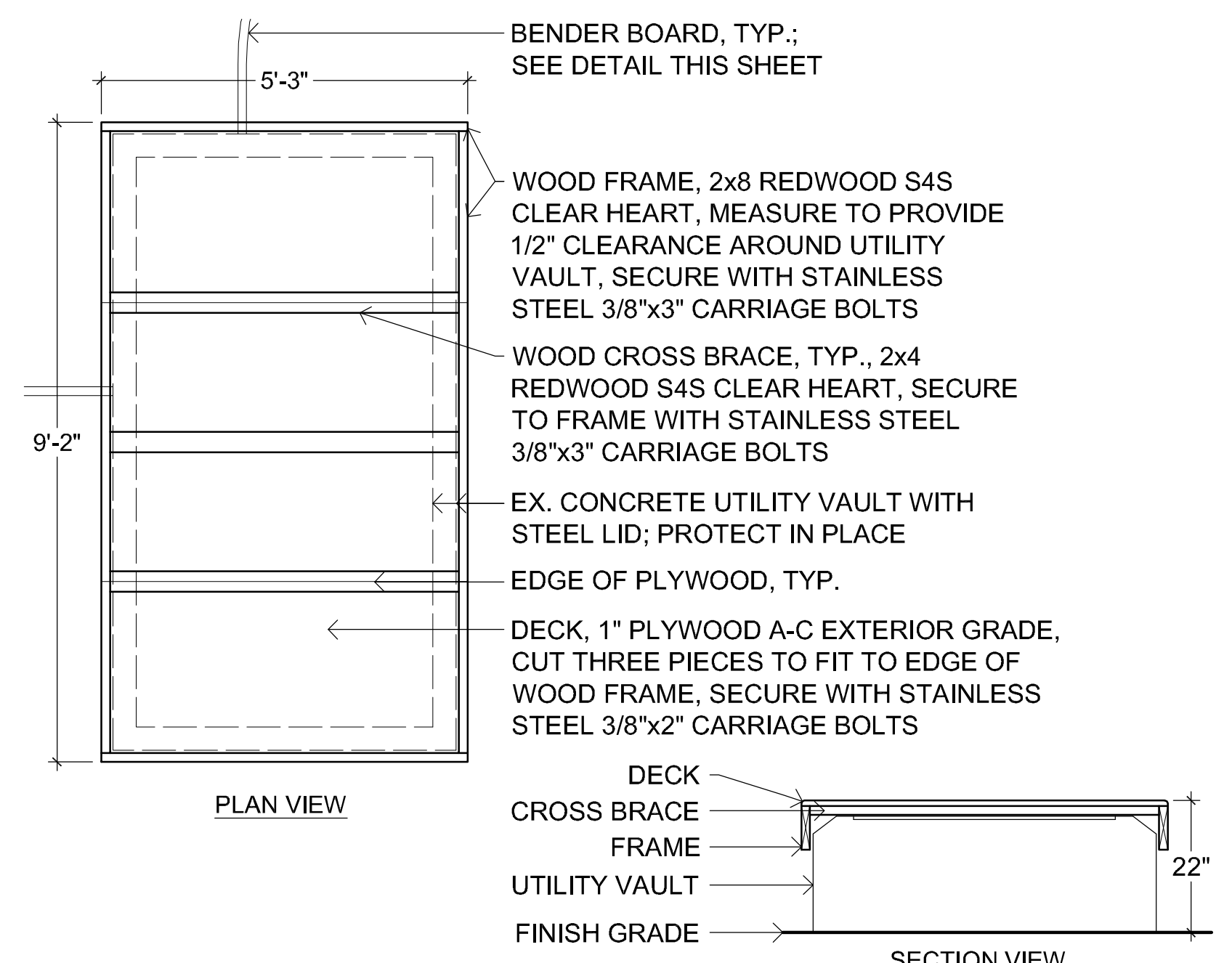
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50 FELL STREET
SAN FRANCISCO, CALIFORNIA

LANDSCAPE DETAILS

DATE	REVISIONS	REMARKS
01-20-2014	MAJOR REVISIONS	
05-20-2014	PLANNING DEPARTMENT REVISIONS	
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07-21-2014	PLANNING RE-SUBMITTAL	
07-31-2014	PLANNING RE-SUBMITTAL	

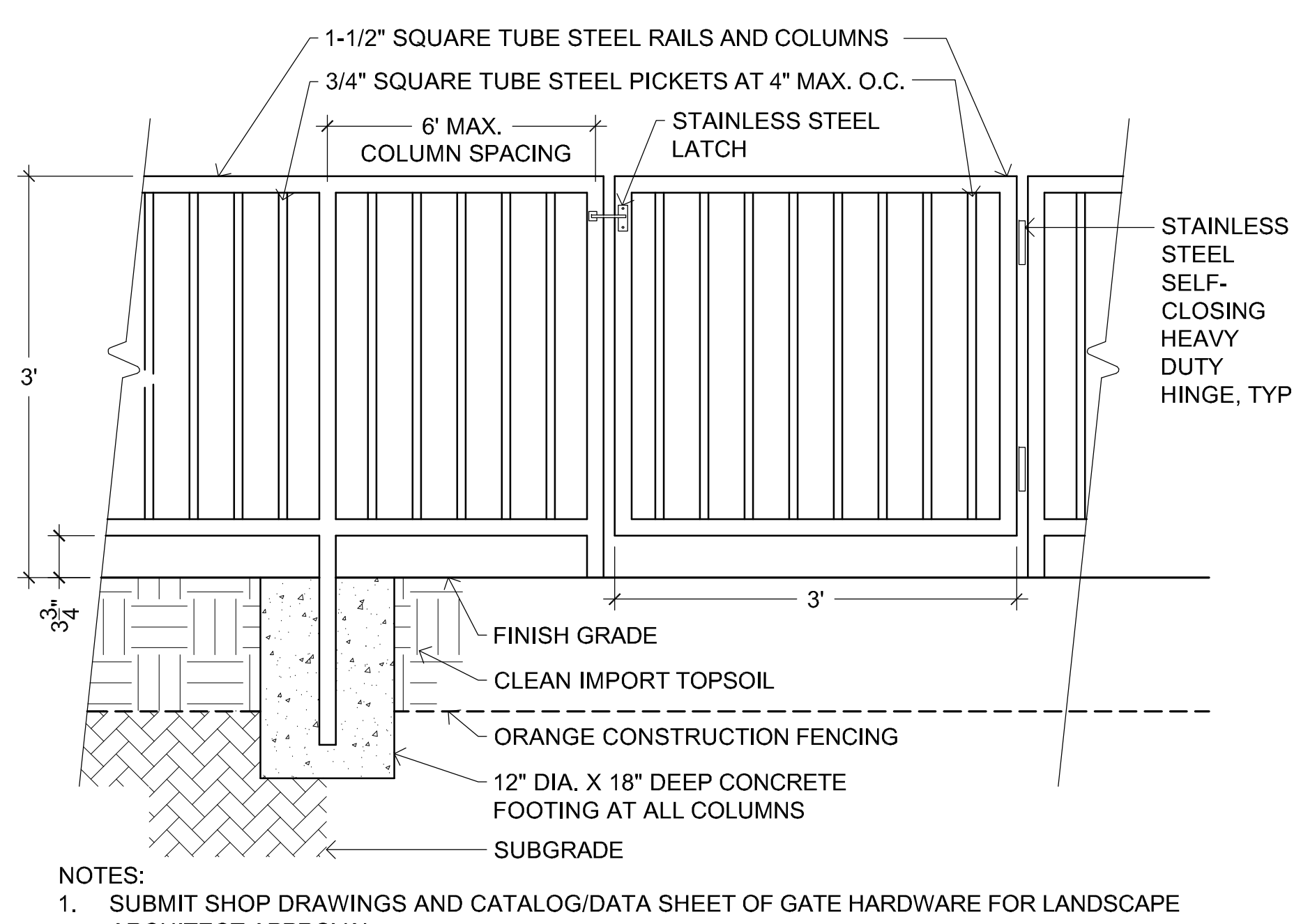
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DRAWN BY: TZ
JOB NO.: SF013-6005-00

SHEET
L4
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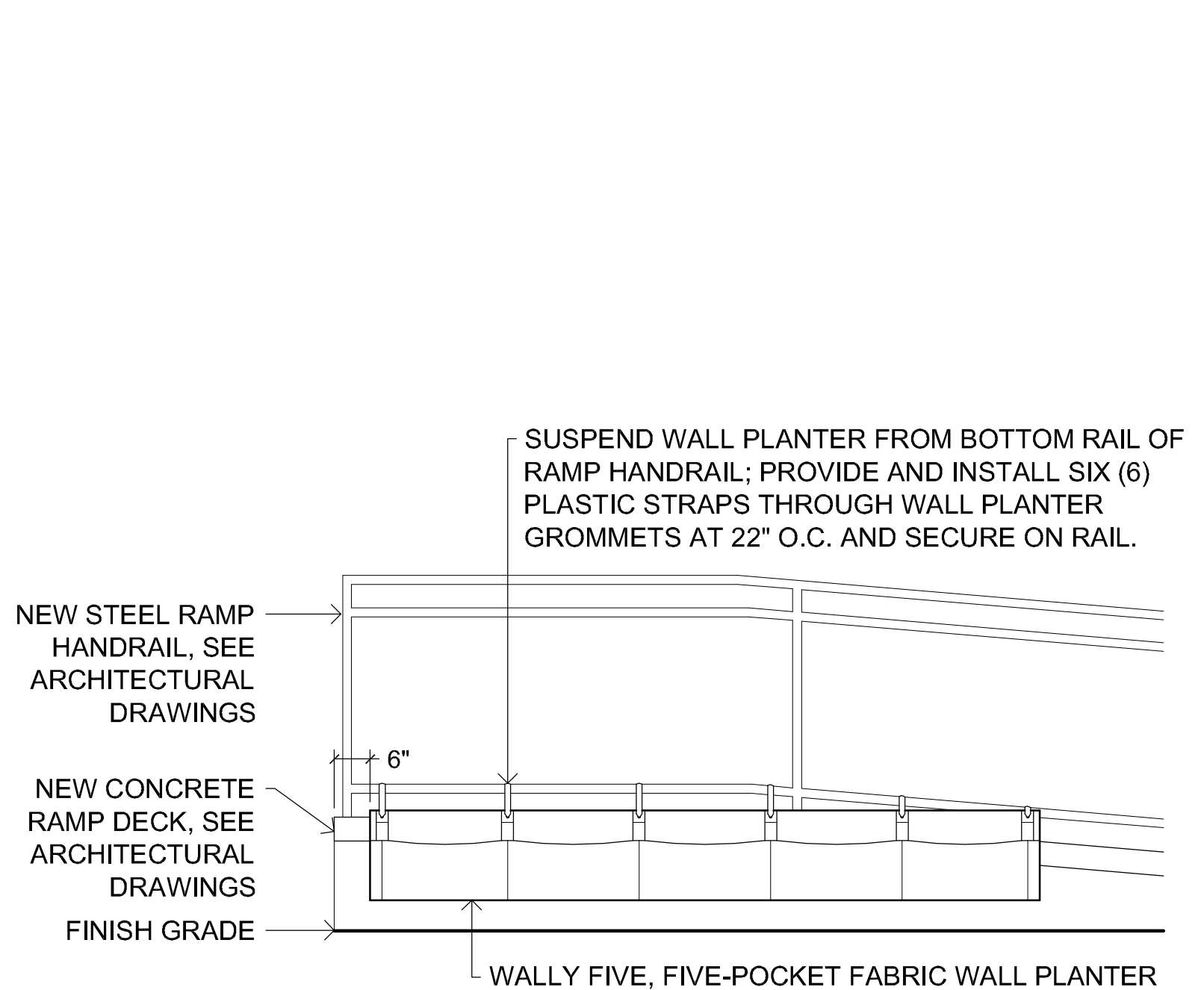
- NOTES:
- SUBMIT SHOP DRAWINGS OF SEATING DECK FOR LANDSCAPE ARCHITECT APPROVAL PRIOR TO CONSTRUCTION.
 - FIELD VERIFY MEASUREMENTS TO FIT EXISTING UTILITY VAULT; DIMENSIONS SHOWN ARE APPROXIMATE FOR BUDGETING PURPOSES ONLY.
 - SAND ALL EXPOSED SURFACES TO ELIMINATE SPLINTERS; APPLY TWO (2) COATS CLEAR WATER-BASED DECK SEALER TO ALL EXPOSED SURFACES INCLUDING UNDERSIDE OF DECK.

1 L4 SEATING DECK ON EX. UTILITY BOX NTS



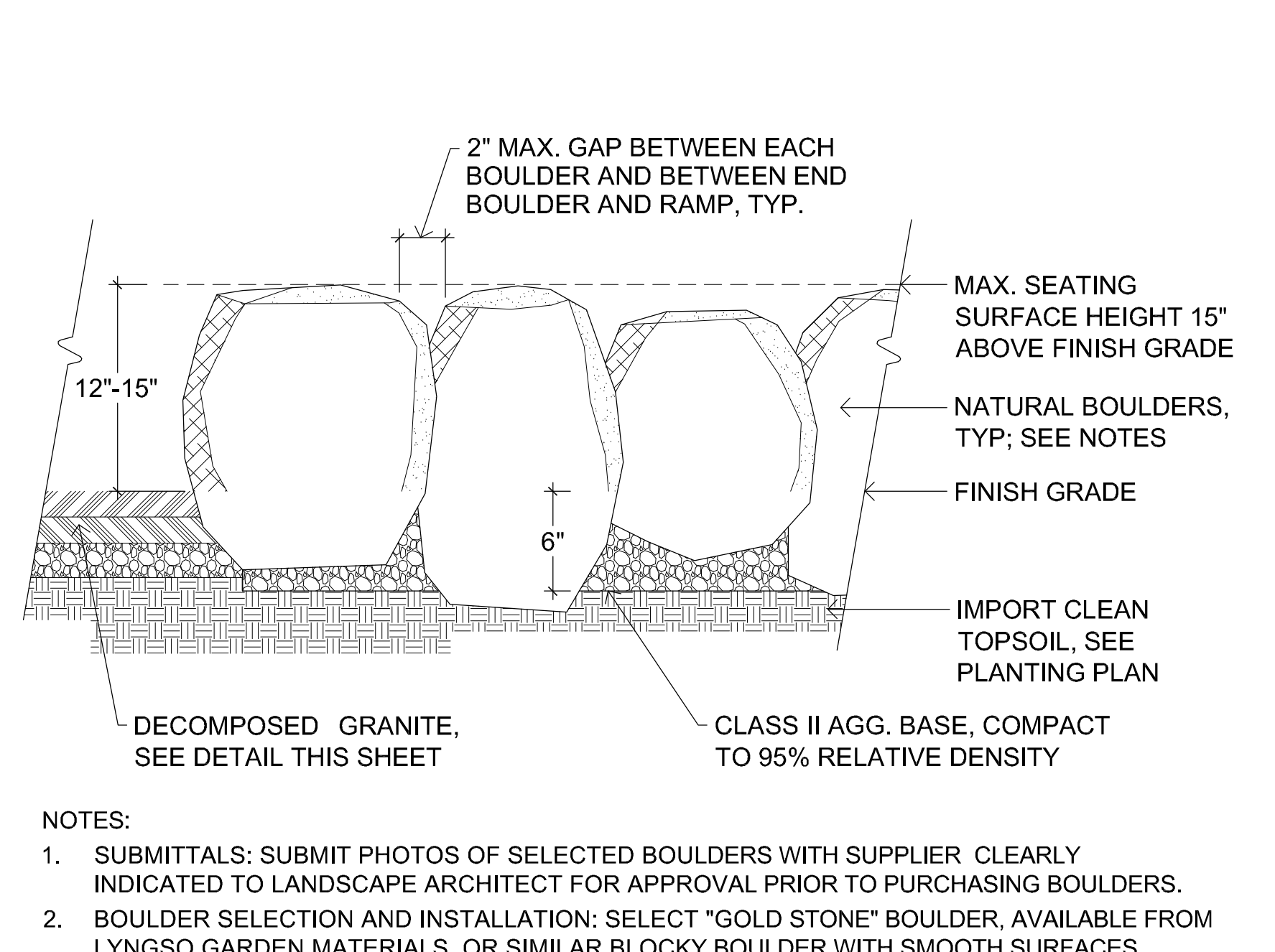
- NOTES:
- SUBMIT SHOP DRAWINGS AND CATALOG/DATA SHEET OF GATE HARDWARE FOR LANDSCAPE ARCHITECT APPROVAL.
 - MAXIMUM OPENING AT FENCE AND GATE LOCATIONS TO BE LESS THAN 4", TYP.
 - 3/16" FILLET WELD ALL JOINTS AND GRIND SMOOTH, TYP.
 - INSTALL END COLUMNS WITH 3" GAP BETWEEN ADJACENT GUARDRAIL OR RAMP, TYP.
 - PAINT ALL EXPOSED METAL TO MATCH COLOR AND FINISH OF EXTERIOR GUARDRAIL, SEE ARCHITECTURAL DRAWINGS.
 - SEE ALSO GENERAL STRUCTURAL NOTES, SHEET S1.0.

2 L4 FENCE WITH GATE 1"=1'-0"



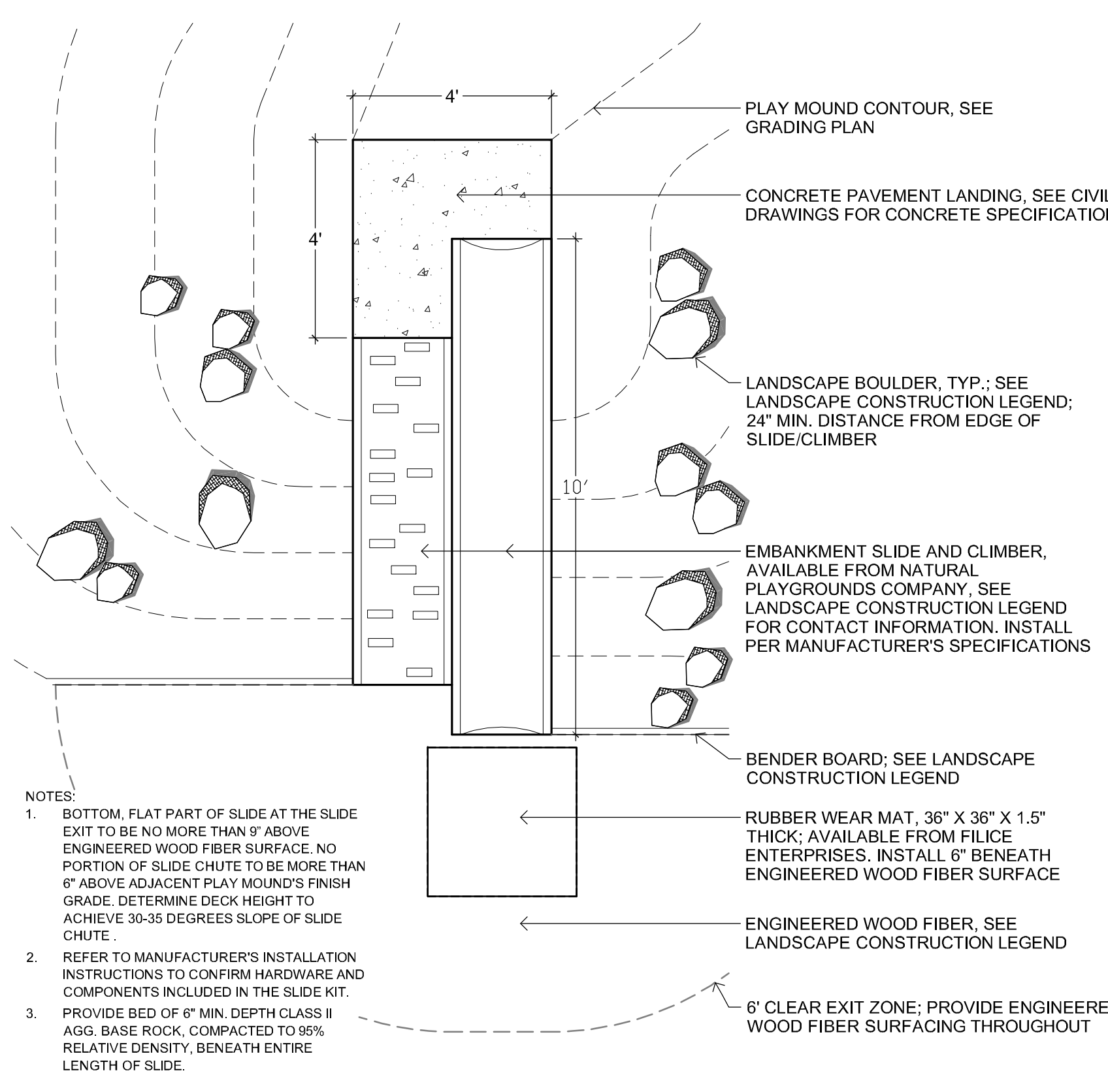
- NOTES:
- SUBMITTALS: SUBMIT PHOTOS OF SELECTED BOULDERS WITH SUPPLIER CLEARLY INDICATED TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO PURCHASING BOULDERS.
 - BOULDER SELECTION AND INSTALLATION: SELECT "GOLD STONE" BOULDER, AVAILABLE FROM LYNOSO GARDEN MATERIALS, OR SIMILAR BLOCKY BOULDER WITH SMOOTH SURFACES. SELECT FLAT-TOPPED BOULDERS FOR COMFORTABLE SEATING. MINIMUM SIZE 16" HIGH X 18" WIDE X 18" DEEP; BURY A MIN. 25% OF BOULDER HEIGHT TO ACHIEVE ABOVE-GROUND HEIGHT OF 12"-15". SETTLE EACH BOULDER INTO COMPACTED AGGREGATE BASE ROCK; BOULDERS SHALL BE STABLE AND FIRMLY PLACED AND SHALL NOT Wobble OR SHIFT.

3 L4 HANGING POCKET PLANTER NTS

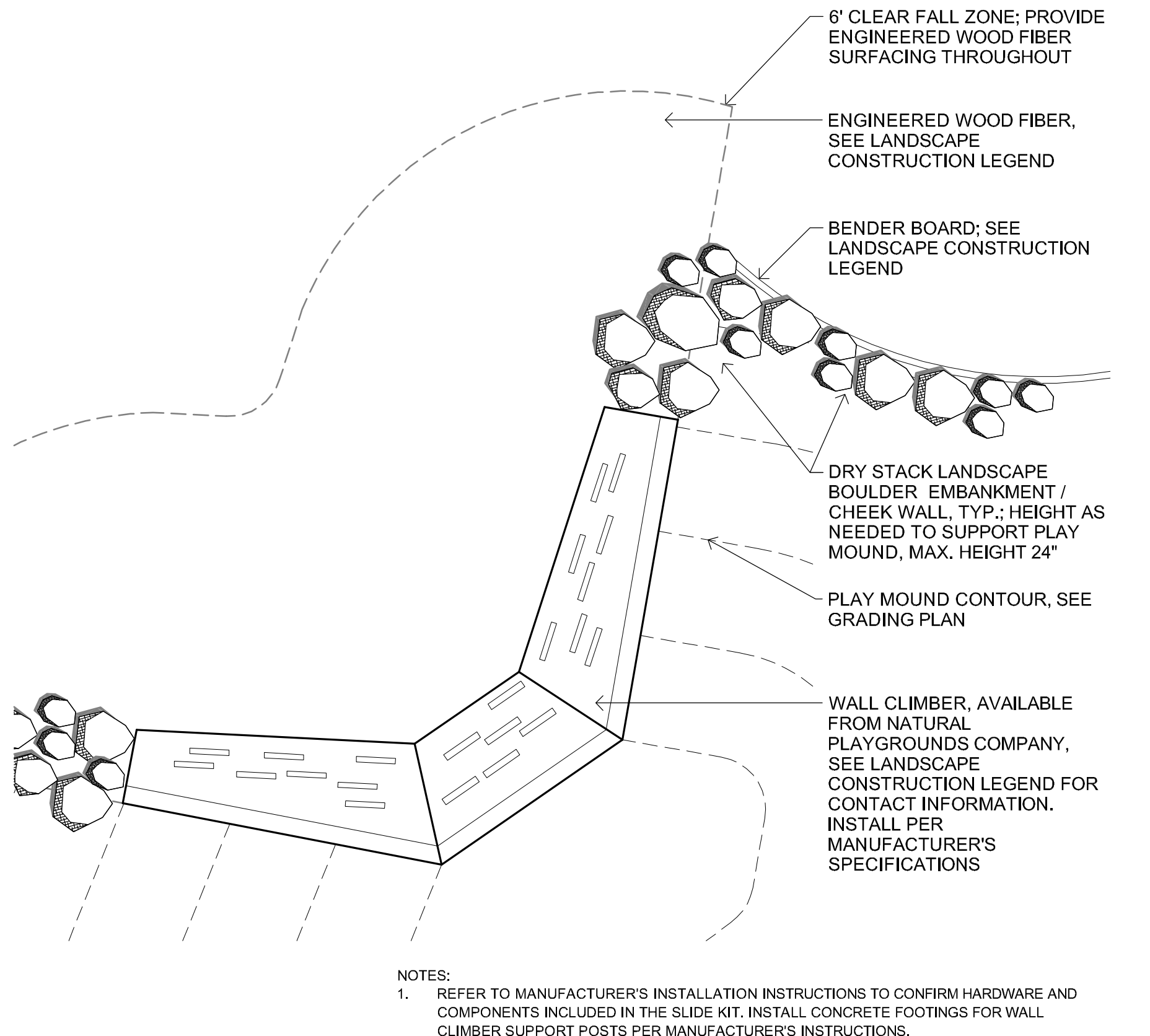


- NOTES:
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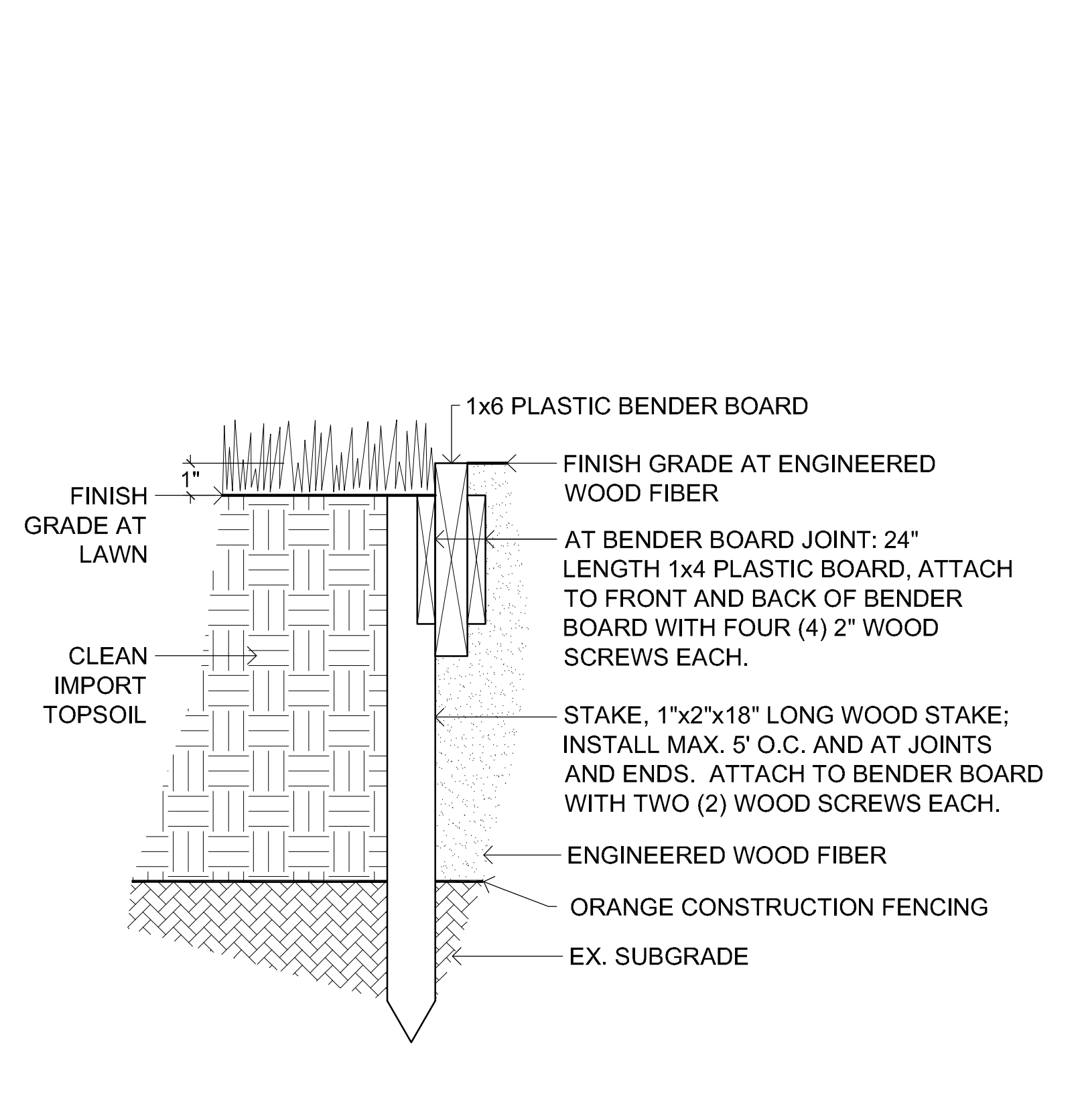
4 L4 BOULDER SEATING NTS



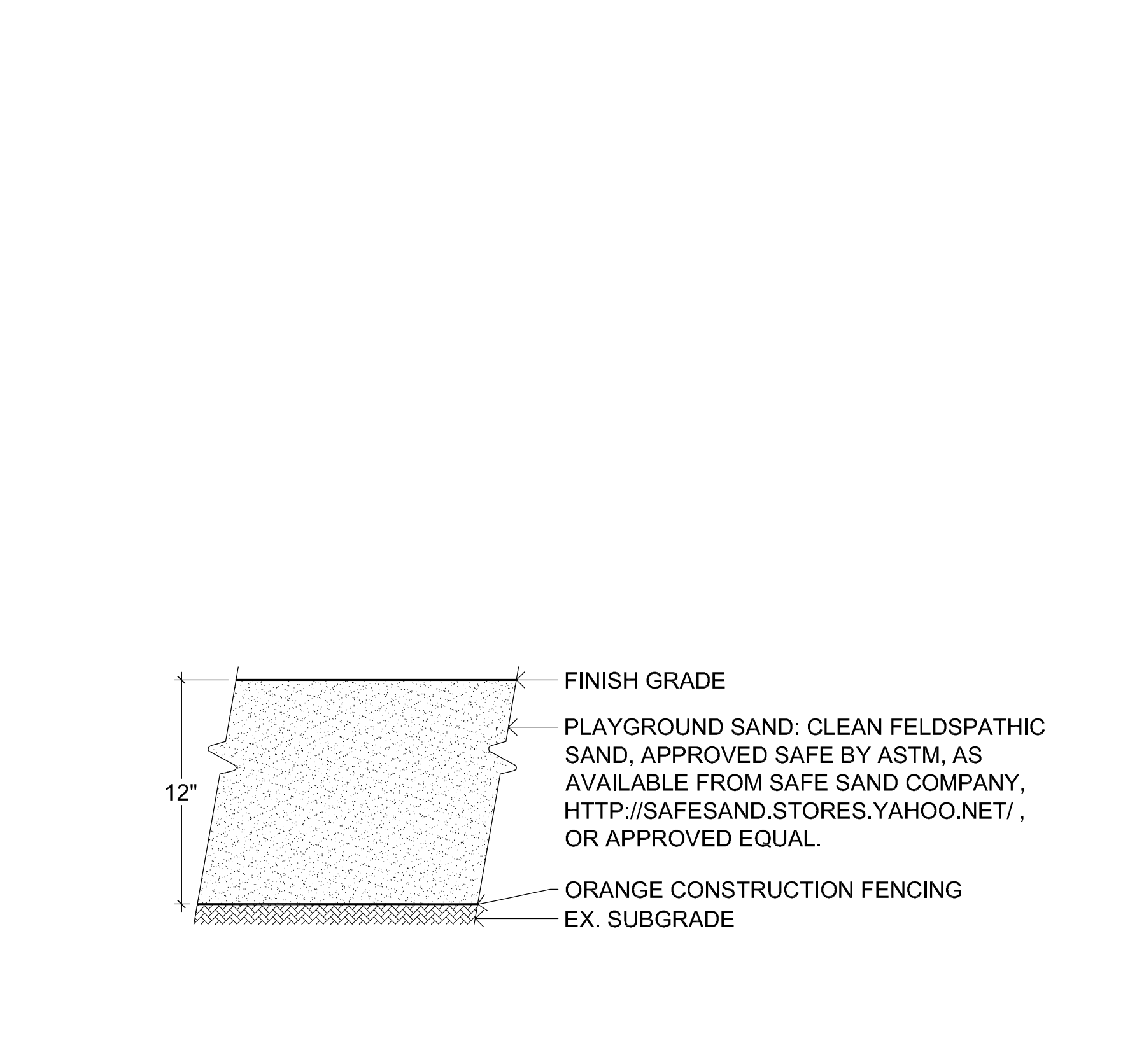
5 L4 EMBANKMENT SLIDE WITH CLIMBER NTS



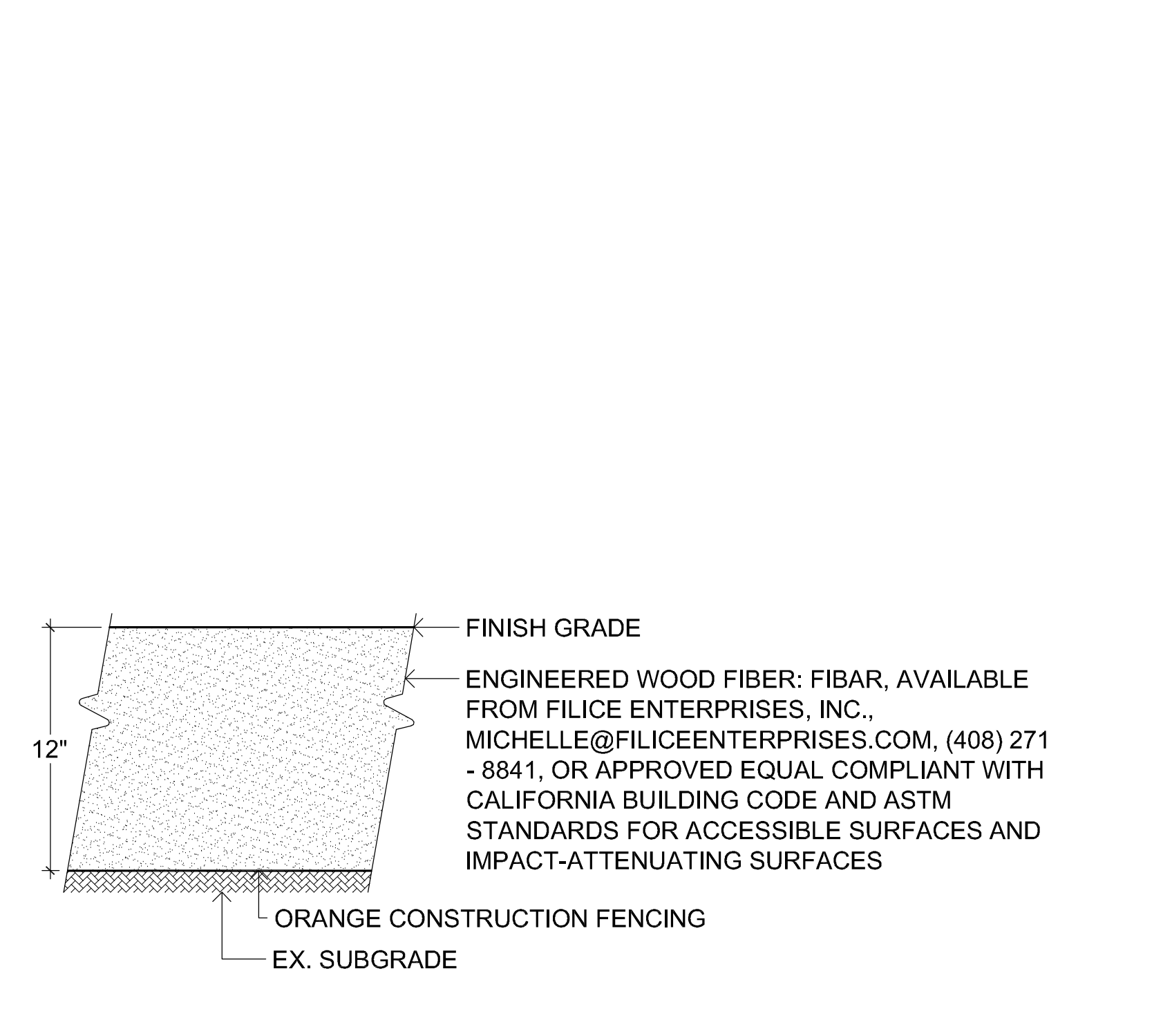
6 L4 WALL CLIMBER WITH CHEEK WALLS NTS



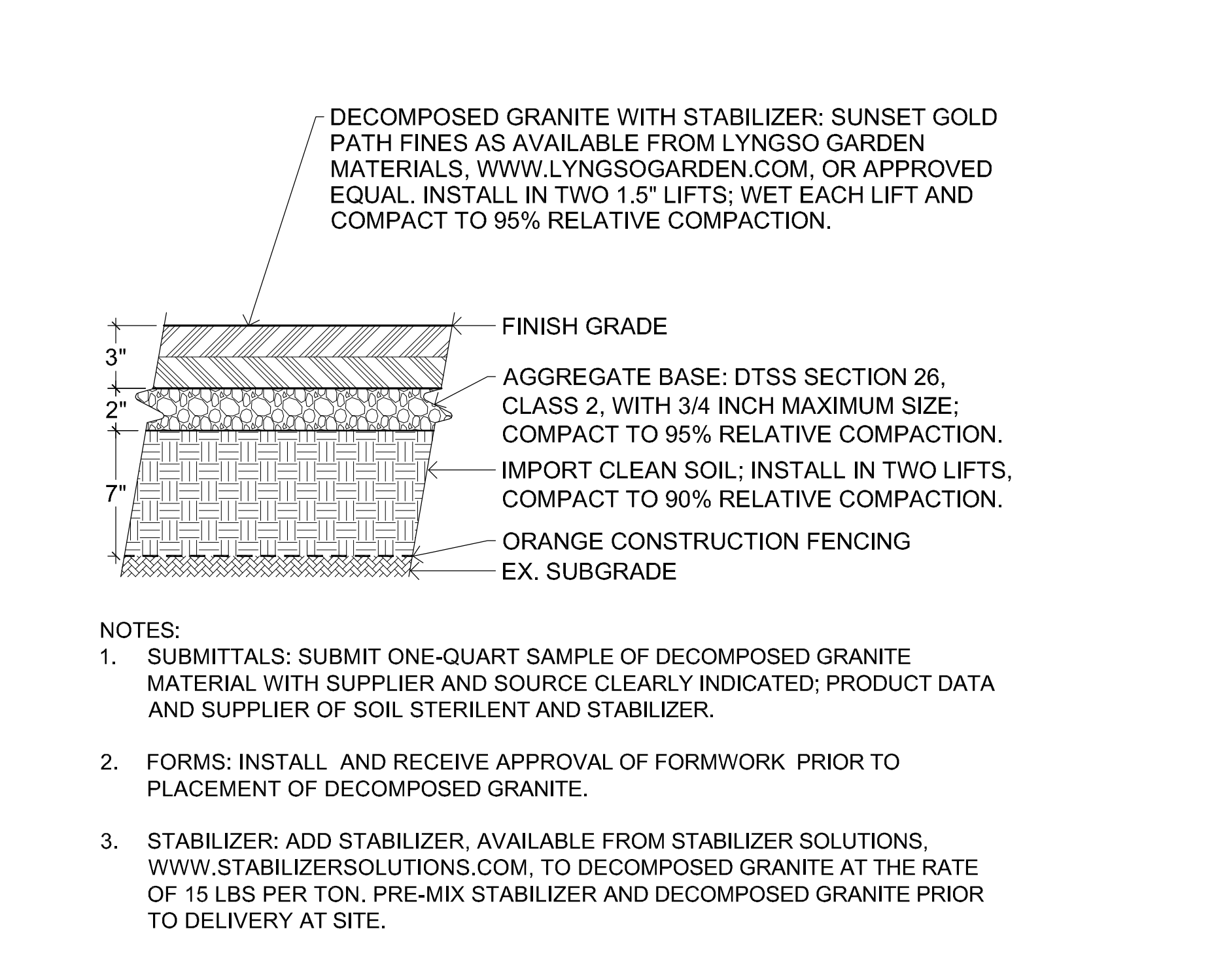
7 L4 BENDER BOARD EDGING NTS



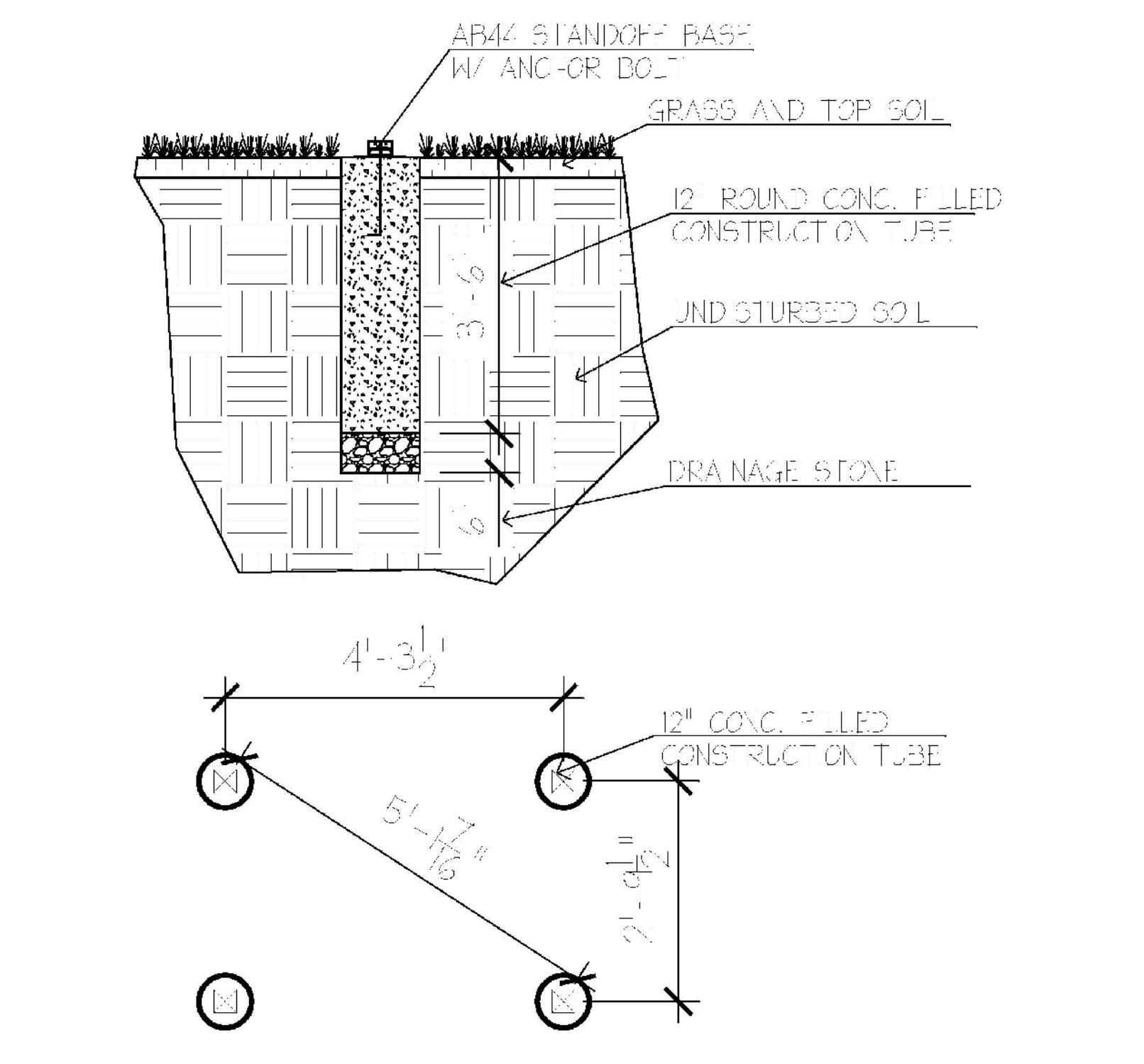
8 L4 PLAYGROUND SAND 1/2"=1'-0"



9 L4 ENGINEERED WOOD FIBER 1/2"=1'-0"



10 L4 STABILIZED DECOMPOSED GRANITE 1/2"=1'-0"



11 L4 ARBOR BENCH FOOTING PLAN NTS

12 L4 NOT USED

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LePort Schools

50 FELL STREET
SAN FRANCISCO, CALIFORNIA

WARE, MALCOLM
Leading Design for Commercial Real Estate

STORMWATER CONTROL PLAN PROJECT INFORMATION



STORMWATER CONTROL PLAN PROJECT INFORMATION FORM
Include this completed form with the Stormwater Control Plan (SCP). For additional information, please review the Stormwater Control Plan Application Instructions.

SECTION 1: PROJECT INFORMATION FORM
SCP Type (please check one): Preliminary SCP Final SCP Date: 04.18.14

PROJECT & CONTACT INFORMATION
Block # 0814 / Lot # 10
Assessor's Parcel No (APN): DBI Site or Building Permit No. (if applicable)
LEPORT SCHOOL 50 FELL STREET
Project Name (Alias)
50 FELL STREET - SAN FRANCISCO, CA
Project Street Address
Casa Terranova Llc / Yat Pang Au Independent T
Property Owner's Name
500 Washington St #488, San Francisco, CA 94111
Property Owner's Address
Property Owner's Phone No. Property Owner's Email
HEATHER DENNIS WARE MALCOLM ARCHITECTS
Applicant's Name Applicant's Firm Name
HDENNIS@WAREMALCOMB.COM 925.244.9620 x. 1405
Applicant's Email Address Applicant's Phone No.

PROJECT DESCRIPTION
Collection system type: **Separate Sewer System**
Total area of disturbed ground surface: 3,900 sq.ft. 0 acres
Total impervious surface area of EXISTING project: 10,660 sq.ft.
Total impervious surface area of PROPOSED project: 9,520 sq.ft.
Best Management Practices (BMPs) implemented (include area or volume of each BMP):
Flow-Through Planter N/A sq.ft. Vegetated Roof N/A sq.ft.
Rain Garden N/A sq.ft. Drywell N/A sq.ft.
Cistern N/A sq.ft. Infiltration Trench N/A sq.ft.
Detention Vault N/A sq.ft. Other: N/A sq.ft.
Indicate with a check mark any of the following site conditions applicable to the project:
 Shallow depth to bedrock (<4') Shallow depth to groundwater table (<4')
 Maher Ordinance areas Contamination (potential legacy pollutants in soil or groundwater)
For SFPUC Use Only: Received: _____ Reviewed: _____ Resubmit: _____ Approved: _____
February 2014 PARCEL PROJECT APPLICATION Page 1 of 3

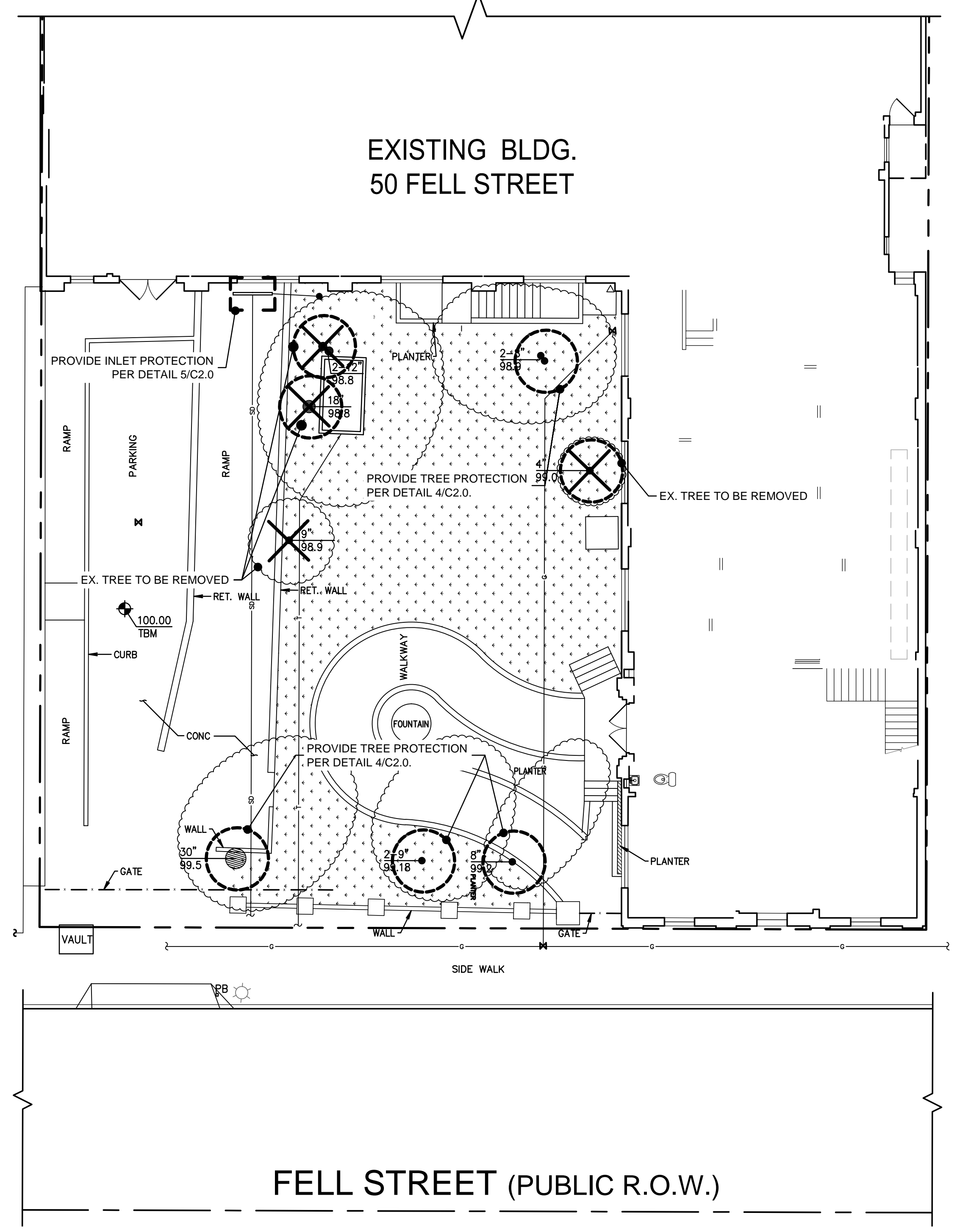
STORMWATER SOURCE CONTROL MEASURES

- PROPOSED SOURCE CONTROL MEASURES TO INCLUDE**
- INSPECT AND MAINTAIN STORM DRAIN CATCH BASIN PROTECTIONS AND REPLACE FILTERS PRIOR TO THE RAINY SEASON.
 - PRACTICE GOOD HOUSE KEEPING MEASURES, SUCH AS CLEAN UP THE SITE USING A DRY METHOD, AND PROPERLY DISPOSE OF SPILLS, DISCHARGES, TRACKED SEDIMENT, SILT, LEAKS, STAINS, PROCESS RESIDUES, AND DEBRIS.
 - MAINTAIN SPILL KITS ONSITE FOR OUTDOOR CLEANUPS.
 - STORM DRAIN LABELING. PER CITY OF SF STANDARD.

BENCHMARK

TEMPORARY BENCHMARK SET ADJACENT TO EXISTING ONSITE PARKING SPOT.

ELEVATION = 100.00 ASSUMED

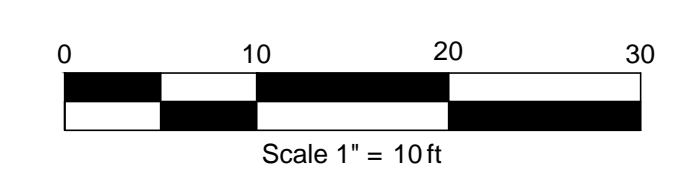


EROSION CONTROL LEGEND

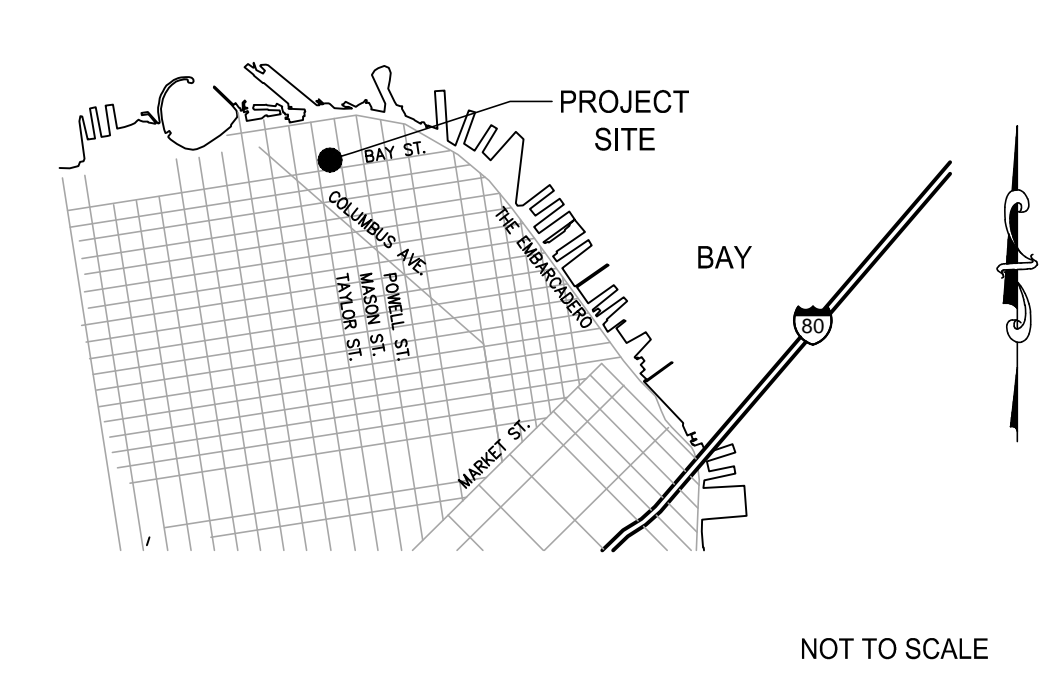
- PROPOSED INLET PROTECTION SEE DETAIL 5/CZ.0
- EXISTING PROPERTY LINE
- EXISTING CENTER LINE
- EXISTING LANDSCAPE
- TEMPORARY BENCHMARK

TREE PROTECTION LEGEND

- EXISTING TREE
- TREE TO BE REMOVED
- PROVIDE TREE PROTECTION PER DETAIL 4 SHEET C2.0



VICINITY MAP



GENERAL CONSTRUCTION NOTES

- BUILDING CONTRACTOR IS RESPONSIBLE FOR REPAIRS OF DAMAGE TO ANY EXISTING IMPROVEMENTS DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS.
- ADJUST PAVEMENT AND/OR CURB ELEVATIONS AS NECESSARY TO ASSURE A SMOOTH FIT & CONTINUOUS GRADE WITH EXISTING.
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL UTILITIES AND NOTIFYING THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING CONSTRUCTION.
- CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING STORM DRAIN STRUCTURES, PIPES, AND ALL UTILITIES PRIOR TO CONSTRUCTION.
- LOCATION AND ELEVATION OF ALL EXISTING IMPROVEMENTS WITHIN THE AREA OF WORK SHALL BE CONFIRMED BY FIELD MEASUREMENT PRIOR TO CONSTRUCTION OF NEW WORK. CONTRACTOR WILL MAKE EXPLORATORY EXCAVATIONS AND LOCATE EXISTING UNDERGROUND FACILITIES SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS OF REVISIONS ARE NECESSARY BECAUSE OF ACTUAL LOCATION OF EXISTING FACILITIES.
- THE CONTRACTOR SHALL NOTIFY ENGINEER OF RECORD OF ANY DISCREPANCIES WITH POT-HOLED ELEVATIONS AND ELEVATIONS SHOWN ON THESE PLANS IN ADVANCE WITH ENOUGH TIME SO THAT ANY REDESIGN DOES NOT DELAY THE CONSTRUCTION SCHEDULE.
- CONTRACTOR SHALL COORDINATE WITH ARCHITECTURAL PLANS, POWER COMPANY, TELEPHONE COMPANY & GAS CO. FOR ACTUAL ROUTING OF POWER AND SERVICES TO BUILDING.
- FOR LOCATION OF ALL UTILITY ENTRANCES. SEE ARCHITECTURAL PLANS AND SPECIFICATIONS.
- THE TOP ELEVATION OF MANHOLES CONSTRUCTED IN PAVED AREAS SHALL MATCH FINISH GRADE. THE TOP ELEVATION OF MANHOLES CONSTRUCTED IN GRASS AREA SHALL BE SIX (6) INCHES ABOVE FINISH GRADE.
- CONTRACTOR SHALL CONNECT ALL PIPE ENTRANCES TO SANITARY SEWER MANHOLES TO ASSURE WATER TIGHT CONNECTIONS.
- CONTRACTOR SHALL ON ALL UTILITIES. COORDINATE INSPECTION WITH APPROPRIATE AUTHORITIES PRIOR TO COVERING TRENCHES AT INSTALLATION.
- CONSTRUCTION SHALL COMPLY WITH GOVERNING CODES AND REQUIREMENTS. CONTRACTOR SHALL CONDUCT ALL REQUIRED TESTS TO THE SATISFACTION OF THE UTILITY COMPANIES AND OWNERS INSPECTING AUTHORITIES.

SHEET INDEX

SHEET DESCRIPTION	SHEET
COVER SHEET, EXISTING CONDITIONS, EROSION CONTROL, AND TREE PROTECTION PLAN	C1.0
BEST MANAGEMENT PRACTICES	C1.1
GRADING AND DRAINAGE PLAN	C2.0

SFPUC STANDARD NOTES FOR EROSION CONTROL PLAN

- THIS PLAN MAY NOT COVER ALL THE SITUATIONS OR PHASES THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. IN GENERAL, THE CONTRACTOR IS RESPONSIBLE FOR KEEPING SEDIMENT STORM RUNOFF FROM LEAVING THE SITE. SEDIMENT ROLLS AND SILT FENCES SHALL BE USED BY THE CONTRACTOR ON AN AS NEEDED BASIS TO INHIBIT SILT FROM LEAVING THE SITE AND ENTERING THE STORM DRAIN SYSTEM. TEMPORARY EROSION CONTROL DEVICES SHOWN ON GRADING PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES.
- IF EXISTING DRIVEWAY IS REMOVED DURING CONSTRUCTION, THE CONTRACTOR SHALL PLACE DRAIN ROCK AS A GRAVEL ROADWAY (8" MINIMUM THICKNESS FOR THE FULL WIDTH AND LENGTH OF SITE EGRESS AREA AS DEFINED IN THESE PLANS) AT ENTRANCE TO THE SITE. LOCATION TO BE APPROVED BY CITY ENGINEER IN THE FIELD. CONSTRUCTION EGRESS SHALL BE EQUIPPED WITH A TRUCK WASHING STATION. ALL TRUCKS SHALL WASH TIRES AND UNDERSIDE OF VEHICLES AS APPROPRIATE WHEN LEAVING THE SITE. ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THE SAME DAY AS REQUIRED BY THE CITY ENGINEER.
- EROSION CONTROL FACILITIES SHALL BE MAINTAINED DAILY. THESE FACILITIES SHALL CONTROL AND CONTAIN EROSION-CAUSED SILT DEPOSITS AND PROVIDE FOR THE SAFE DISCHARGE OF SILT FREE STORM WATER INTO EXISTING AND PROPOSED STORM DRAIN FACILITIES. DESIGN OF THESE FACILITIES MUST BE APPROVED AND UPDATED EACH YEAR BY THE ENGINEER (OCTOBER 1 TO APRIL 15).
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE ENGINEERING DIVISION OF THE PUBLIC SERVICES DEPARTMENT OR CITY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS. CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE ENGINEERING DIVISION OF THE PUBLIC SERVICES DEPARTMENT OR CITY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS.
- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUB-CONTRACTORS AND SUPPLIERS ARE AWARE OF ALL STORM WATER QUALITY MEASURES & IMPLEMENT SUCH MEASURES. FAILURE TO COMPLY WITH THE APPROVED CONSTRUCTION WILL RESULT IN THE ISSUANCE OF CORRECTION NOTICES, CITATIONS, AND / OR A PROJECT STOP ORDER.
- THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LAZED RUNOFF TO ANY STORM DRAIN SYSTEM.
- IF EXISTING DRIVEWAY IS REMOVED DURING CONSTRUCTION, THE CONTRACTOR SHALL PLACE DRAIN ROCK AS A GRAVEL ROADWAY (8" MINIMUM THICKNESS FOR THE FULL WIDTH AND LENGTH OF SITE EGRESS AREA AS DEFINED IN THESE PLANS) AT ENTRANCE TO THE SITE. LOCATION TO BE APPROVED BY CITY ENGINEER IN THE FIELD. CONSTRUCTION EGRESS SHALL BE EQUIPPED WITH A TRUCK WASHING STATION. ALL TRUCKS SHALL WASH TIRES AND UNDERSIDE OF VEHICLES AS APPROPRIATE WHEN LEAVING THE SITE. ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THE SAME DAY AS REQUIRED BY THE CITY ENGINEER.
- DURING THE RAINY SEASON, ALL PAVED AREAS ARE TO BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE IS TO BE MAINTAINED SO AS TO MINIMIZE SEDIMENT RUNOFF TO ANY STORM DRAIN SYSTEM.
- DURING PERIODS WHEN STORMS ARE FORECAST:
 - EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREAS.
 - ANY EXCAVATED SOILS SHOULD BE REMOVED FROM THE SITE BY THE END OF THE DAY.
 - WHERE STOCKPILING IS NECESSARY, USE A TARPULIN OR SUBROUND THE STOCKPILED MATERIAL WITH FIBER ROLLS, GRAVEL SEDIMENT BARRIER, SILT FENCE, OR OTHER RUNOFF CONTROLS.
 - USE INLET CONTROLS AS NEEDED (E.G. BLOCK & GRAVEL SEDIMENT BARRIER) FOR STORM DRAIN ADJACENT TO THE PROJECT SITE OR STOCKPILED SOIL.
- THOROUGHLY SWEEP ALL PAVED AREAS EXPOSED TO SOIL EXCAVATION AND PLACEMENT.
- STAND-BY CREWS SHALL BE ALERTED BY THE PERMIT APPLICANT OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
- AFTER OCTOBER 1ST TO APRIL 15TH, ALL EROSION CONTROL MEASURES WILL BE INSPECTED DAILY AND AFTER EACH STORM. BREACHES IN DIKES AND TEMPORARY SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER RAIN IS FORECAST.
- AS A PART OF THE EROSION CONTROL MEASURES, UNDERGROUND STORM DRAIN FACILITIES SHALL BE INSTALLED COMPLETE AS SHOWN ON THE IMPROVEMENT PLANS.
- BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
- SANDBAGS SHALL BE STOCKPILED ON SITE AND PLACED AT INTERVALS SHOWN ON EROSION CONTROL PLANS, WHEN THE RAIN FORECAST IS 40% OR GREATER, OR WHEN DIRECTED BY THE INSPECTOR.
- SANDBAGS REFERRED TO IN THE PRECEDING ITEMS MUST BE FULLY APPROVED SANDBAG FILL MATERIALS ARE SAND, DECOMPOSED GRANITE AND/OR GRAVEL, OR OTHER MATERIALS APPROVED BY THE INSPECTOR.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING SAFETY OF VEHICLES OPERATING IN ROADWAY ADJACENT TO EROSION CONTROL FACILITIES.
- AFTER RAINSTORMS CONTRACTOR SHALL CHECK FOR AND REMOVE SEDIMENT TRAPPED BY SAND BAGS AT STAGING AREA. REPLACE SAND BAGS IF DETERIORATION IS EVIDENT.
- DUST CONTROL SHOULD BE PRACTICED ON ALL CONSTRUCTION SITES WITH EXPOSED SOILS AS NEEDED. IT IS IMPORTANT IN WINDY OR WIND-PRONE AREAS. DUST CONTROL IS CONSIDERED A TEMPORARY MEASURE AND AS AN INTERMEDIATE TREATMENT BETWEEN SITE DISTURBANCE AND CONSTRUCTION, PAVING, OR REVEGETATION REFER TO EROSION CONTROL AND SEDIMENT CONTROL FIELD MANUAL, 3RD EDITION, PREPARED BY THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, SAN FRANCISCO BAY REGION.

COVER SHEET, EXISTING CONDITIONS, EROSION CONTROL, AND TREE PROTECTION PLAN

DATE	REVISIONS	DATE	REVISIONS
05-21-2014	MAJOR REVISIONS		
06-25-2014	PLANNING DEPARTMENT REVISIONS		
07-21-2014	PLANNING RE-SUBMITTAL		
07-31-2014	PLANNING RE-SUBMITTAL		

PA / PM: HEATHER DENNIS
DRAWN BY: GKM
JOB NO.: SF013-6005-00



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EXISTING CONDITIONS, EROSION CONTROL, AND TREE PROTECTION PLAN

THESE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF WARE, MALCOLM AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY AGREEMENT WITH WARE, MALCOLM. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF WARE, MALCOLM PRIOR TO THE COMMENCEMENT OF ANY WORK.
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 SAN FRANCISCO, CALIFORNIA
 07-31-2014 REVISION # 4 - MAJOR PERMIT TO ALTER

BEST MANAGEMENT PRACTICES

Site Overview

This drawing illustrates Best Management Practices (BMPs) that must be followed at all construction sites in San Francisco.

Preserve existing vegetation

Preserving existing trees and vegetation where possible will prevent erosion.

Paint and Stucco

All paint and stucco materials stored on the site must be contained and covered. It is illegal for contractors to wash out paintbrushes in the street or dump any residues in the sewer or the storm drain. Paintbrushes and spray guns shall be washed/cleaned out into a hazardous materials barrel or put back into its original container and disposed of properly. Latex paint should be dried in its container and placed in the garbage. Oil paint and thinners need to be recycled as hazardous wastes.

Perimeter Controls

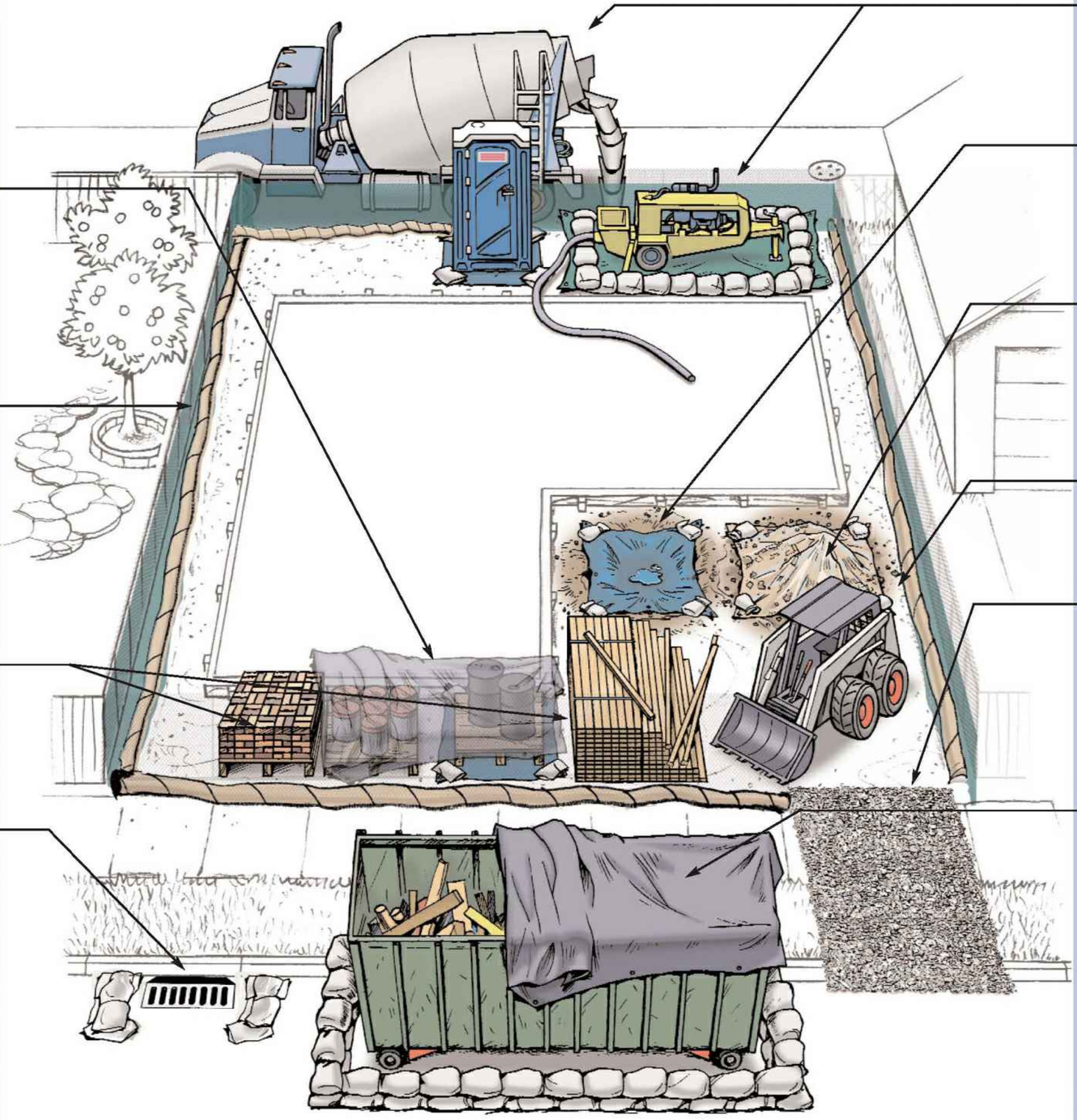
Gravel bags, silt fences, and fiber rolls are acceptable perimeter controls, and shall be used to surround the entire site. Upstream perimeter controls prevent water from running into your site and downstream controls prevent sediment from leaving your site. Avoid running over perimeter controls with vehicles or heavy equipment, as they can damage the materials. Replace any damaged perimeter controls immediately. Keep extra absorbent materials and/or a wet/dry vacuum on site to quickly pick up unintended spills. Sites must also be checked and maintained daily.

Building Materials / Staging areas

Construction materials must be stored onsite at all times. The only exception is if you have a right-way-permit. Building materials should always be covered when not in use to prevent runoff caused by wind or rain. To apply for a right-of-way permit, contact the Bureau of Streets Use and Mapping at (415) 554-5810.

Storm Drains and Catch Basins

Storm drains must be protected at all times with perimeter controls, such as fiber rolls or gravel bags.



Concrete Trucks / Pumpers

Any concrete pumpers parked in public streets or alleys must be surrounded by perimeter controls, such as berms, gravel bags or fiber rolls. Tarps also must be placed beneath concrete pumpers at all times. Residual materials must be cleaned up as well.

Washout Area

The disposal of "wet" construction materials should be handled in the washout area. This includes paint, stucco, and concrete. Use a gravel bag or fiber roll and tarp to collect evaporation and prevent run-off in nearby areas. The washout area must be checked and maintained daily to ensure compliance.

Dirt and Grading

Mounds of dirt or gravel should be stored on site and covered each day with a tarp. When in use, all exposed dirt piles should be sprayed with water to prevent excessive dust. Tarps must be available and onsite to cover 125% of exposed areas during the rainy season (October-April).

Earthmoving Equipment

All earthmoving equipment should be stored onsite. Maintenance and repair should never be conducted on the site. All tracks and trails left by equipment leading to and from the site should be cleaned up immediately.

Construction site stone or rock access drives

Stone or rock access drives at any construction site should be made of 3-4 inch fractured stone aggregate with a geo-textile liner below the grade of the road. This is to be used by all vehicles to limit tracks of mud onto the streets.

Dewatering Activities

A batch discharge permit is required before releasing any construction site wastewater. Call 415-695-7310 for more information.

Dumpsters

Keep dumpsters covered. Areas around dumpsters should be swept daily.

Water Pollution Prevention Program
 San Francisco Public Utilities Commission
 City and County of San Francisco
 3801 3rd Street, Suite 600
 San Francisco CA, 94124
 (415) 695-7310

siterunoff@sfwater.org
www.sfwater.org

Original artwork and concepts developed by the City of Coronado, CA revised by SFPUC-Graphics staff personnel.

Questions? Contact the San Francisco Water Pollution Prevention Program at (415) 695-7310

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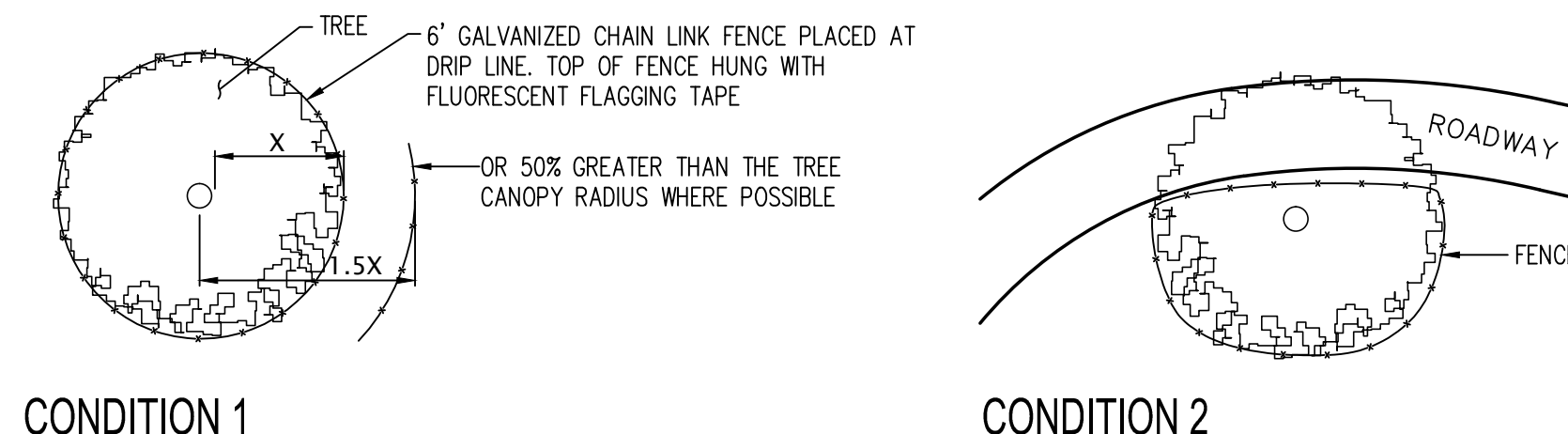
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BEST MANAGEMENT PRACTICES		REMARKS	DATE
01-01-2014	MAJOR PERMIT TO ALTER		
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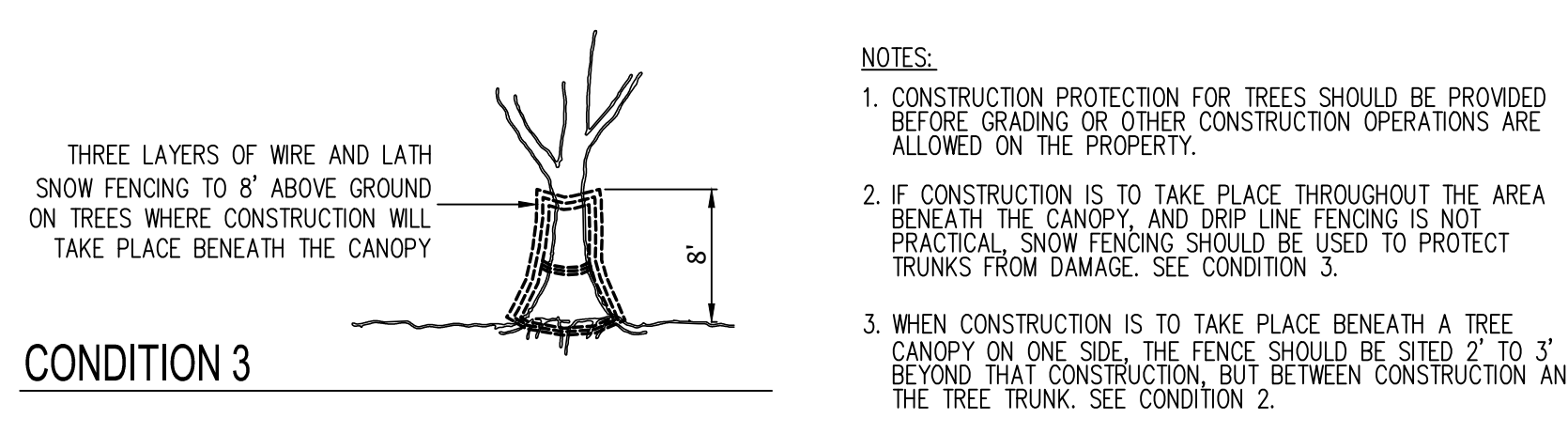
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CONDITION 1 CONDITION 2



CONDITION 3

TREE PROTECTION DETAIL
SCALE: N.T.S.

4

LEGEND

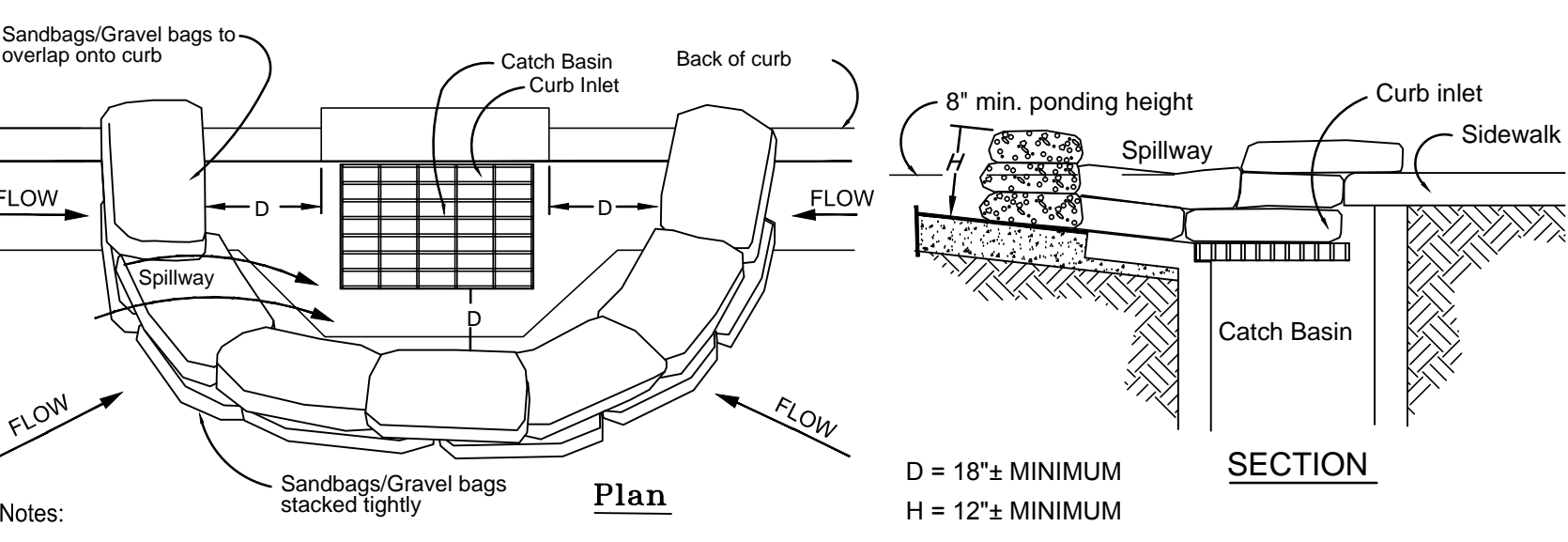
EXISTING	PROPOSED	DEFINITION
□	■	STORM DRAIN INLET
○	○	STORM DRAIN MANHOLE
○	○	WATER VALVE
○	○	FIRE HYDRANT
○	○	SANITARY SEWER MANHOLE
○	○	CLEANOUT
○	○	SPOT ELEVATION
○	○	CONTOUR
○	○	CONCRETE WALK/PAD SEE DTL. 1 THIS SHEET. SEE L/S PLANS FOR ADDITIONAL FINISHES ON SITE
→	→	DIRECTION OF FLOW
---	---	GRADE BREAK
---	---	RIDGE LINE
---	---	STORM DRAIN
---	---	AREA DRAIN
○	○	DETAIL NUMBER SHEET
○	○	DETAIL CALL OUT

GRADING AND DRAINAGE NOTES

- ALL GRADES AND CONTOURS ARE SHOWN TO FINISHED GRADE, IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAKE ANY ADJUSTMENT FOR SUBGRADE.
- PRIOR TO BEGINNING ANY ON-SITE GRADING, THE DEVELOPER MUST OBTAIN A GRADING PERMIT.
- ANY GRADING TO BE PERFORMED BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1, MUST BE APPROVED BY THE CONDITIONS SET FORTH BY THE CITY ENGINEER.
- THE ENTIRE PROJECT SITE SHALL BE ADEQUATELY SPRINKLED TO PREVENT DUST OR SPRAYED WITH AN EFFECTIVE DUST PALLIATIVE TO PREVENT DUST FROM BEING BLOWN INTO THE AIR AND CARRIED INTO ADJACENT PRIVATE AND PUBLIC PROPERTY. DUST-CONTROL SHALL BE FOR 7 DAYS A WEEK AND 24 HOURS A DAY.
- ALL STORM DRAINS MUST BE STENCILED WITH "NO DUMPING, DRAINS TO BAY" PER CITY OF SAN FRANCISCO STANDARDS.
- THERE ARE NO AS-BUILT FOR THE EXISTING UTILITIES, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATIONS, SIZES, & DEPTHS OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
- ALL UTILITIES & SUBGRADE PREPARATION MUST BE CONSTRUCTED & INSTALLED IN ACCORDANCE WITH THE CITY OF SAN FRANCISCO UTILITY STANDARDS AND SPECIFICATIONS.
- ALL FIRE SERVICE SERVICES TESTS MUST BE PLUMBED TO SANITARY SEWER AND MUST BE COORDINATED WITH THE CITY'S INSPECTOR.
- ALL GRADES, COVERS, LIDS, RIMS, FRAMES, ETC... WITHIN TRAFFIC AREAS SHALL BE TRAFFIC RATED, MINIMUM H=20 LOADING.

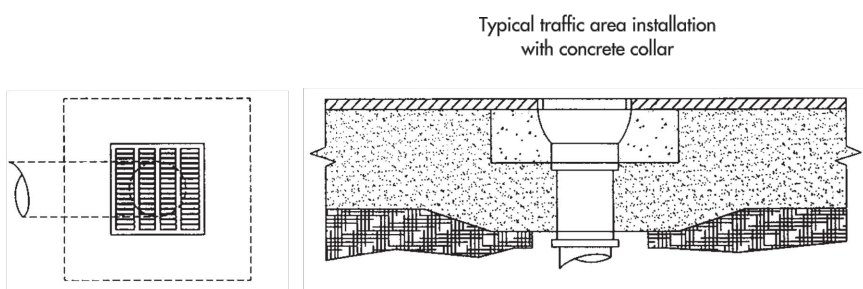
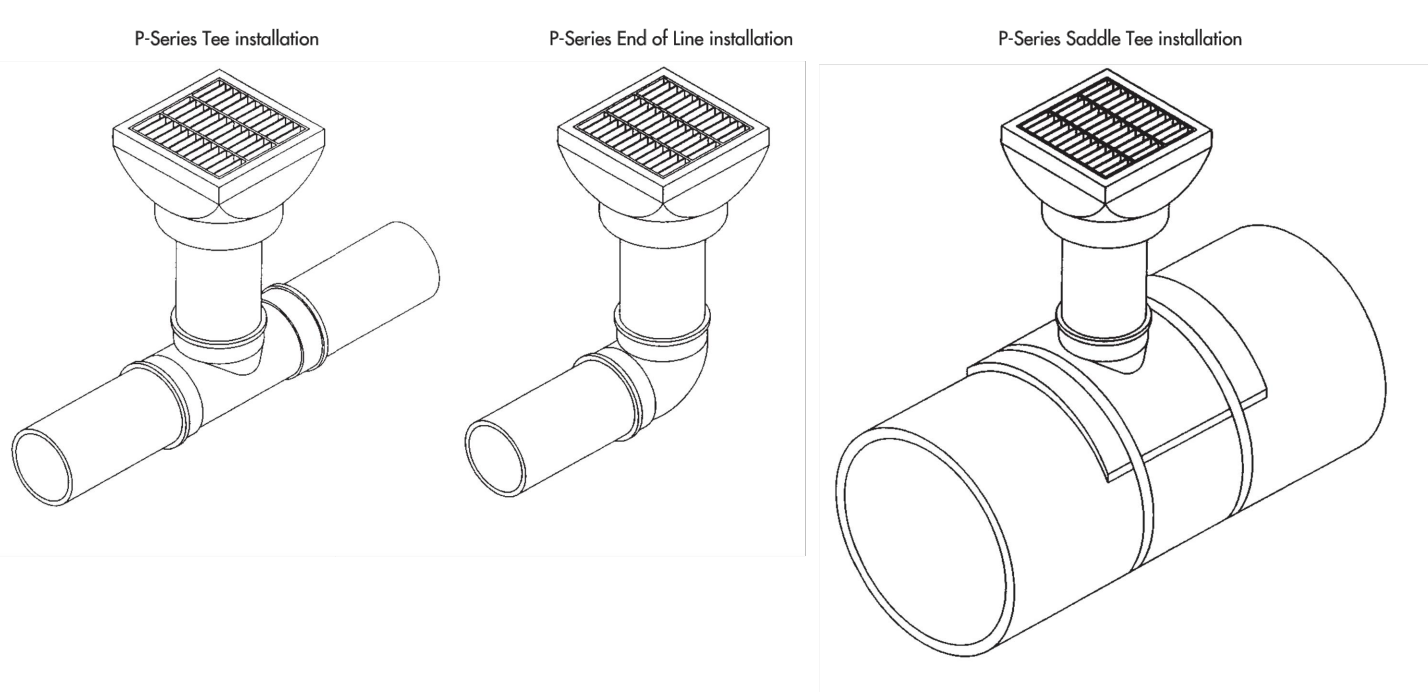
ABBREVIATIONS

BR	BOTTOM OF RAMP
BS	BOTTOM OF STEP
BLDG	BUILDING
BW	BOTTOM OF WALL OR BACK OF WALK
CLR	CLEAR
CONC	CONCRETE
DR	DOOR
ELEC	ELECTRICAL
ELEV	ELEVATION
EW	EDGE OF WALK
EX	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FS	FINISH SURFACE
FL	FLOW LINE
GV	GAS VALVE
GB	GRADE BREAK
GS	GROUND SURFACE
INV	INVERT ELEVATION
MAX.	MAXIMUM
PB	PULL BOX
PRC	POINT OF REVERSE CURVE
RIM	RIM ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEAN OUT
TEMP	TEMPORARY BENCH MARK
TC	TOP OF CURB
TR	TOP OF RAMP
TS	TOP OF TOP STEP
TW	TOP OF WALL
WN	WINDOW
WV	WATER VALVE



- CATCH BASIN / DRAIN INLET PROTECTION**
SCALE: N.T.S.
- Catch Basin/Inlet protection shall be installed wherever there is a potential of stormwater or non-stormwater being discharged into it.
 - Inlet protection is required along with other pollution prevention measures such as: erosion control, soil stabilization, and measures to prevent tracking onto paved surfaces. Modify inlet protection as needed to avoid creating traffic hazards.
 - Include inlet protection measures at hillside v-ditches and misc. drainage swales.
 - Inlet protection shall be inspected and accumulated sediments removed. Sediment shall be disposed of properly and in a manner that assures that the sediment does not enter the storm drain system.
 - Damaged bags shall be replaced immediately.
 - Additional sandbag sediment traps shall be placed at intervals as indicated on site plan.
 - Refer to CASQA SE-10 Storm Drain Inlet Protection for additional guidance.

5



DURA-DRAIN™ dimensions and specifications

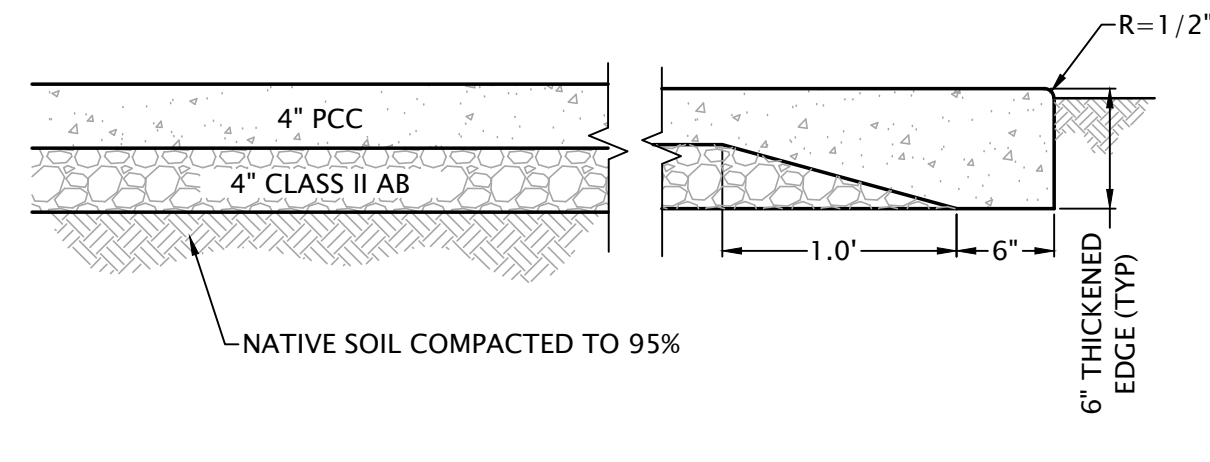
Model	Dimensions (in inches)				Open surface area (in inches ²)		
	Full height	Setting height	Top dimension	Grate dimension	Grate diameter	Clearance	Open area
P-6	10	8	14 x 14	12 x 12	12	119	49.5
P-8	10	8	14 x 14	12 x 12	12	119	49.5

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Santa Ana, CA 92707
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FAX: 707.524.8186
www.kristar.com

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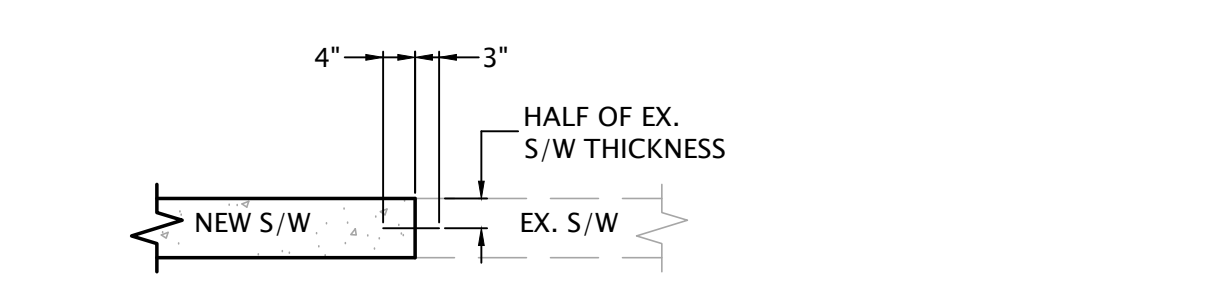
AREA DRAIN KRISTAR DURA-DRAIN P-6
SCALE: N.T.S.

6



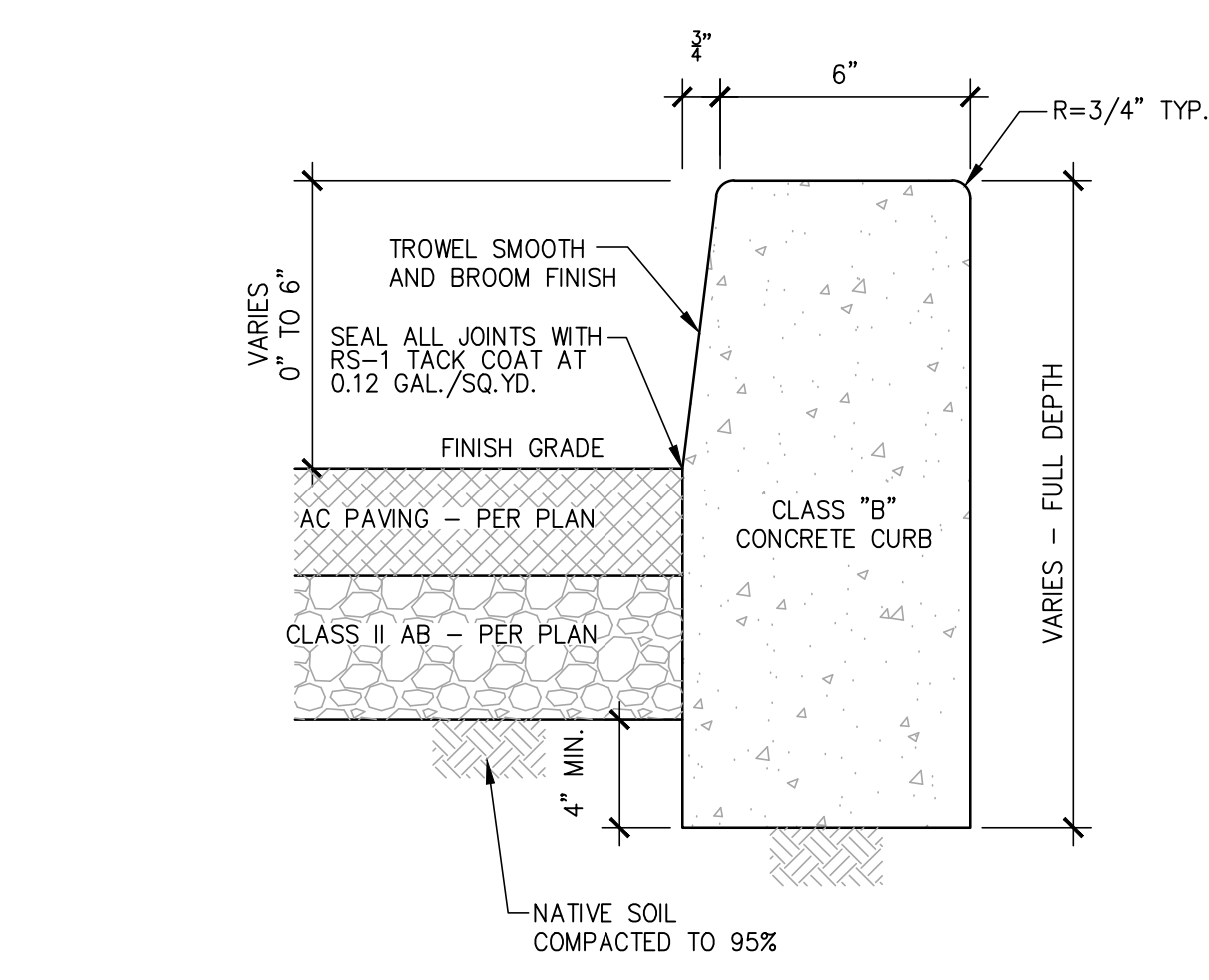
4" CONCRETE SIDEWALK
SCALE: N.T.S.

1



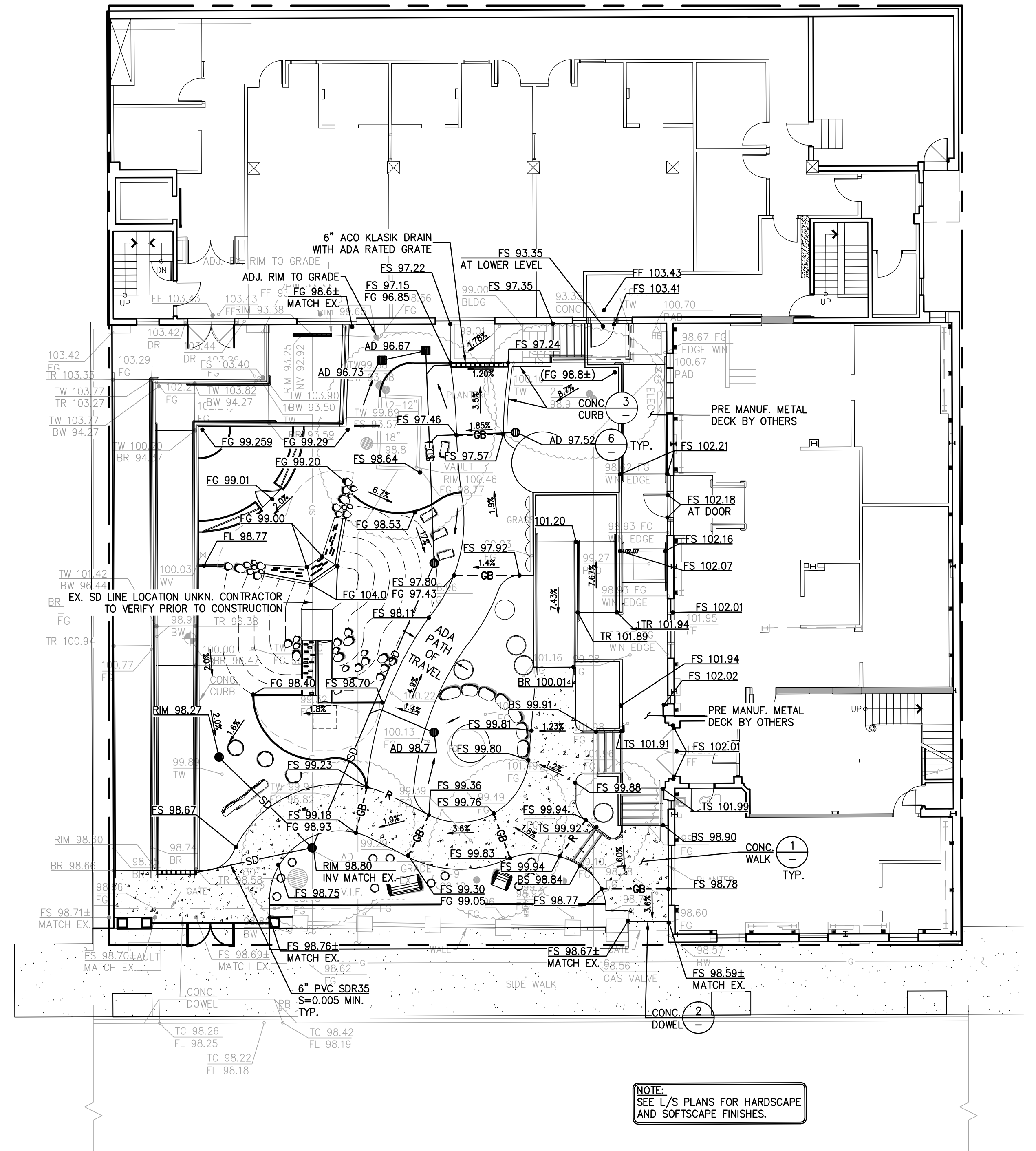
CONCRETE DOWEL CONNECTIONS
SCALE: N.T.S.

2



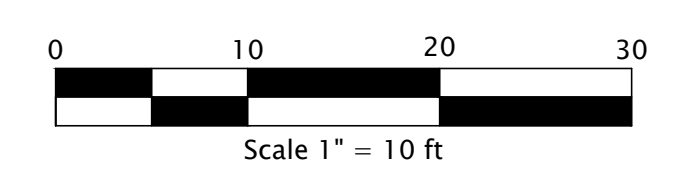
VERTICAL CURB
SCALE: N.T.S.

3



FELL STREET (PUBLIC R.O.W.)

NOTE: SEE L/S PLANS FOR HARDSCAPE AND SOFTSCAPE FINISHES.



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GRADING AND DRAINAGE PLAN

DATE	REVISIONS	REMARKS
01-21-14	MAJOR REVISION	
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JOB NO.: SF013-6005-00

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GENERAL STRUCTURAL NOTES

SCOPE OF WORK: SITE WORK ASSOCIATED WITH THE CONSTRUCTION TWO CONCRETE AND STEEL RAMPS AT THE ENTRY COURTYARD.

GOVERNING CODE: THE STRUCTURAL DESIGN OF BUILDING COMPONENTS DESCRIBED ON THESE DRAWINGS IS IN ACCORDANCE WITH THE 2010 CALIFORNIA BUILDING CODE (CBC) WITH CITY OF SAN FRANCISCO AMENDMENTS.

LIMITATIONS: THE LATERAL FORCE RESISTING SYSTEM SHOWN ON THESE DRAWINGS IS DESIGNED TO ACHIEVE MINIMUM REQUIRED STANDARDS FOR STRUCTURAL SEISMIC RESISTANCE.

1. GENERAL

MATERIALS AND WORKMANSHIP TO CONFORM TO THE BUILDING CODE DEFINED ABOVE AND THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.

A. THESE NOTES APPLY TO ALL DRAWINGS AND GOVERN UNLESS OTHERWISE NOTED OR SPECIFIED. WHENEVER THERE APPEARS TO BE A CONFLICT BETWEEN THE NOTES, DRAWINGS, OR SPECIFICATIONS, CONTACT THE OWNER'S REPRESENTATIVE FOR CLARIFICATION.

B. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND PROPOSED DIMENSIONS AT JOB SITE. COMPARE STRUCTURAL DRAWINGS WITH ARCHITECTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS BEFORE COMMENCING WORK.

C. DRAWINGS INDICATE GENERAL AND TYPICAL DETAILS OF CONSTRUCTION. WHERE CONDITIONS VARY FROM SPECIFICALLY INDICATED BUT ARE OF SIMILAR CHARACTER TO DETAILS SHOWN, USE SIMILAR DETAILS OF CONSTRUCTION.

D. DETAILS ON SHEETS TITLED "TYPICAL DETAILS" APPLY TO SITUATIONS OCCURRING ON THE PROJECT THAT ARE THE SAME OR SIMILAR TO THOSE SPECIFICALLY REFERENCED. SUCH DETAILS ARE NOT NOTED AT EACH LOCATION THAT THEY OCCUR.

F. SAFETY MEASURES: AT ALL TIMES THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE CONDITIONS OF THE JOB SITE INCLUDING SAFETY OF THE PERSONS AND PROPERTY.

2. SUBMITTALS

A. SUBMIT (1) HARDCOPY OR ELECTRONIC PORTABLE DOCUMENT FORMAT (PDF) COPY OF REQUIRED SUBMITTALS TO OWNER'S REPRESENTATIVE FOR REVIEW.

B. SHOP DRAWINGS, MILL CERTIFICATES AND/OR OTHER RELEVANT CERTIFICATIONS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BEFORE FABRICATION.

NOTE: SUBMITTING COPIES OF THE STRUCTURAL DRAWINGS IS UNACCEPTABLE AND WILL BE REJECTED FOR COMPLETE REVISION.

1) STRUCTURAL AND MISCELLANEOUS STEEL: a. MILL CERTIFICATIONS FOR ALL STEEL AND ALL FASTENERS.

2) REINFORCING STEEL: a. MATERIAL CERTIFICATES FOR REINFORCING STEEL.

3) CAST-IN-PLACE CONCRETE AND SHOTCRETE: a. MIX DESIGNS FOR EACH TYPE OF CONCRETE ON THE PROJECT.

4) METAL DECKING: a. MATERIAL CERTIFICATIONS.

5) MECHANICAL ANCHORS AND EPOXY ANCHORS: a. PRODUCT DATA FOR EACH TYPE OF SYSTEM.

6) SHORING PLANS AND CALCULATIONS, STAMPED AND SIGNED BY AN ENGINEER LICENSED IN THE STATE OF CALIFORNIA.

3. SPECIAL INSPECTION REQUIREMENTS AND TESTING

A. PROVIDE SPECIAL INSPECTIONS AND TESTING FOR ALL ITEMS AS REQUIRED BY THE GOVERNING JURISDICTION.

B. THE OWNER SHALL BE RESPONSIBLE FOR RETAINING AN INDEPENDENT, QUALIFIED INSPECTOR AND/OR TESTING LAB TO PERFORM ALL REQUIRED TESTING AND SPECIAL INSPECTIONS.

C. IF INITIAL TESTS OR INSPECTIONS MADE BY THE OWNER'S TESTING AGENCY REVEAL THAT ANY PORTION OF THE WORK DOES NOT COMPLY WITH THE CONTRACT DOCUMENTS, ADDITIONAL TESTS, INSPECTIONS, AND NECESSARY REPAIRS WILL BE MADE AT THE CONTRACTOR'S EXPENSE.

D. THE CONTRACTOR SHALL NOTIFY THE TESTING LAB A MINIMUM OF 48 HOURS PRIOR TO TIME OF INSPECTION.

E. THE FOLLOWING SPECIFIC ITEMS SHALL BE INSPECTED AND/OR TESTED BY THE TESTING LAB:

1) CONCRETE: a. SAMPLE AND TEST CONCRETE AS FOLLOWS:

b. REINFORCING STEEL AND WELDED WIRE MESH.

c. CONCRETE PLACEMENT.

d. CAST-IN-PLACE ANCHOR BOLTS.

e. CURING TEMPERATURE AND TECHNIQUES.

f. REVIEW MIX DESIGN FOR EACH CLASS OF CONCRETE.

2) ALL STRUCTURAL WELDING INCLUDING, BUT NOT LIMITED TO THE FOLLOWING:

a. CONTINUOUS INSPECTION FOR ALL BUTT WELDS, COMPLETE AND PARTIAL PENETRATION WELDS, GROOVE WELDS AND PLUG WELDS.

b. CONTINUOUS INSPECTION AND 100% ULTRASONIC TESTING FOR ALL COMPLETE PENETRATION WELDS BETWEEN THE PRIMARY MEMBERS OF MOMENT-RESISTING FRAMES.

c. PERIODIC VISUAL INSPECTION OF THE FOLLOWING ITEMS:

3) POST INSTALLED ANCHORS, WHERE ANCHORS ARE LOADED IN SUSTAINED TENSION, INSPECTION SHALL BE CONTINUOUS.

a. CONCRETE 1. EPOXY REBAR AND THREADED RODS

4. STRUCTURAL OBSERVATIONS

A. STRUCTURAL OBSERVATIONS WILL BE UNDERTAKEN BY PERSONNEL UNDER THE SUPERVISION OF THE ENGINEER OF RECORD.

B. THE PURPOSE OF STRUCTURAL OBSERVATIONS IS TO REVIEW THE OVERALL PROGRESS OF CONSTRUCTION AND ASCERTAIN ITS GENERAL COMPLIANCE WITH THE CONSTRUCTION DOCUMENTS.

C. UNLESS OTHERWISE AGREED UPON, THE ENGINEER OF RECORD SHALL BE ENGAGED TO PROVIDE, AT MINIMUM, A LEVEL OF CONSTRUCTION INVOLVEMENT NEEDED TO OBSERVE THE FOLLOWING AT SIGNIFICANT MILESTONES DURING THE CONSTRUCTION PROCESS:

1) FOUNDATION REINFORCEMENT AND CONSTRUCTION 2) CONCRETE WALL/S LAB REINFORCEMENT AND CONSTRUCTION

3) STRUCTURAL STEEL FRAMING 4) LATERAL FORCE RESISTING ELEMENTS

ADDITIONAL ENGINEER INVOLVEMENT MAY BE DESIRED. ANY AGREEMENT TO THAT EFFECT SHALL BE MADE PRIOR TO THE START OF CONSTRUCTION.

D. THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 3 DAYS PRIOR TO TIME OF OBSERVATION AND PROVIDE ACCESS FOR THE OBSERVATIONS.

E. AN OWNER'S REPRESENTATIVE MAY BE DESIGNATED, BY THE OWNER'S SPECIFIC AUTHORIZATION PRIOR TO THE START OF CONSTRUCTION, WHO WILL HAVE THE AUTHORITY TO REQUEST ADDITIONAL ENGINEER INVOLVEMENT OUTSIDE OF THE NORMAL DUTIES ASSOCIATED WITH STRUCTURAL OBSERVATION.

5. DESIGN BASIS

A. CONSTRUCT IN CONFORMANCE WITH THE BUILDING CODE NOTED ABOVE.

B. DESIGN LIVE LOADS (PSF): ENTRY RAMP 100

C. DESIGN DEAD LOADS 1) SELF-WEIGHT OF ELEMENTS

D. FOUNDATIONS 1) SPREAD FOOTING: 2000 PSF

E. RETAINING WALLS: 1) ACTIVE PRESSURES: 20 PSF 2) PASSIVE PRESSURES: 40 PSF

3) SEISMIC PRESSURES: 5 * RETAINED HT. AND 90% PRESSURE

6. FOUNDATION, FILL, AND SITE WORK

FOUNDATION DESIGN IS BASED ON A GEOTECHNICAL REPORT PREPARED BY: EARTH MECHANICS CONSULTING ENGINEERS

DATED: NOVEMBER 11, 2012

A. EXCEPT WHERE OTHERWISE SHOWN, EXCAVATIONS SHALL BE MADE AS NEAR AS POSSIBLE TO THE NEAT LINES REQUIRED BY THE SIZE AND SHAPE OF THE STRUCTURE.

B. DO NOT ALLOW WATER TO STAND IN TRENCHES. IF BOTTOMS OF TRENCHES BECOME SOFTENED DUE TO RAIN OR SLURRY OR OTHER WATER BEFORE CONCRETE IS CAST, EXCAVATE SOFTENED MATERIAL AND REPLACE WITH PROPERLY COMPACTED BACKFILL OR CONCRETE AT NO COST TO OWNER.

C. ALL EXCAVATIONS, FORMS AND REINFORCING ARE TO BE INSPECTED BY THE LOCAL BUILDING INSPECTOR AND GEOTECHNICAL ENGINEER AND/OR ENGINEER PRIOR TO PLACING CONCRETE.

D. WHERE SITEWORK IS REQUIRED, COMPLY WITH THE FOLLOWING:

1) STRIP THE AREA TO BE BUILT OVER OF ALL ORGANIC MATERIAL AND TOP SOIL.

2) SCARIFY THE TOP 6 INCHES OF STRIPPED SURFACE, BRING TO CORRECT MOISTURE CONTENT, THEN RE-COMPACT TO AT LEAST 95% UNDER FOOTINGS AND 90% ELSEWHERE.

3) FILL MATERIAL TO BE PLACED IN 6 INCH LAYERS AND COMPACTED.

4) FILL MATERIAL SHALL BE FREE OF PLASTIC CLAYS, VEGETATION, AND OTHER DELETERIOUS MATERIAL. IT SHALL BE OF SUCH QUALITY THAT IT WILL COMPACT THOROUGHLY WHEN WATERED AND ROLLED. THE FILL SHALL NOT CONTAIN ROCKS OR LUMPS OVER 2 INCHES IN GREATEST DIMENSION.

E. PLACE BACKFILL BEHIND RETAINING WALLS AFTER CONCRETE HAS ATTAINED FULL DESIGN STRENGTH. BRACE BUILDINGS AND PIT WALLS BELOW GRADE FROM LATERAL LOADS UNTIL ATTACHED FLOORS AND SLABS ON GRADE HAVE ATTAINED FULL DESIGN STRENGTH.

7. CONCRETE

A. EXCEPT WHERE NOTED OTHERWISE ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ACI 301 - SPECIFICATIONS FOR STRUCTURAL CONCRETE FOR BUILDINGS.

B. REINFORCE ALL CONCRETE. INSTALL ALL INSERTS, BOLTS, ANCHORS, AND REINFORCING AND SECURELY TIE PRIOR TO PLACING CONCRETE.

C. PORTLAND CEMENT SHALL CONFORM TO ASTM C-150 TYPE I OR II.

D. CONCRETE SHALL BE HARDBOOK CONCRETE AND CONFORM TO ALL REQUIREMENTS OF ASTM C-33. UNLESS OTHERWISE NOTED, WHERE LIGHTWEIGHT CONCRETE IS SPECIFIED, IT SHALL CONFORM TO ASTM C-330. PROPORTION CONCRETE IN ACCORDANCE WITH ACI 211.1. CONCRETE SHALL SATISFY THE FOLLOWING PROPERTIES:

AD MIXTURES WITH CHLORIDE IONS: NOT PERMITTED MAX. WATER-CEMENTITIOUS (W/C) RATIO: 0.50 MIN. FLY ASH OR SLAG REPLACEMENT: 15% MAX. SHRINKAGE AT 28 DAYS: 0.04% PER ASTM C157 (SEASON METHOD)

SEE TYPICAL CONCRETE DETAILS FOR CONCRETE STRENGTH REQUIREMENTS

F. IN AREAS OF HEAVY REINFORCING AND CONGESTION, CONTRACTOR MAY USE 3/8" CRUSHED ROCK OF NOT LESS THAN 1500 POUNDS/CU. YD. AND APPROVED WATER REDUCING ADMIXTURE. NO WATER SHALL BE ADDED AT THE TIME OF INSTALLATION WITHOUT WRITTEN APPROVAL OF THE ENGINEER OF RECORD.

G. WHEN PLACING NEW CONCRETE OR SHOTCRETE AGAINST EXISTING CONCRETE, AND/OR CONCRETE MASONRY, ROUGHEN EXISTING MATERIAL TO 1/4" AMPLITUDE. REMOVE ALL LOOSE CEMENTITIOUS MATERIALS AND AGGREGATES. PRESSURE WASH SURFACE AND REMOVE STANDING WATER IMMEDIATELY PRIOR TO PLACING NEW CONCRETE. AT EXISTING BRICK, ROUGHENING IS NOT REQUIRED IF EXISTING BRICK HAS A NATURAL, ROUGH SURFACE (APPROXIMATELY 1/4" AMPLITUDE). THE ROUGHENED SURFACE IS SUBJECT TO REVIEW AND APPROVAL BY THE ENGINEER.

I. CONTRACTOR SHALL CONSTRUCT CONCRETE FLOORS AND SLABS PER RECOMMENDATIONS OF ACI 302.1R. CONTRACTOR SHALL SUBMIT LOCATIONS OF PROPOSED CONSTRUCTION JOINTS FOR ENGINEERS REVIEW AND APPROVAL.

J. FINISH SCHEDULE: COORDINATE WITH ARCHITECT AND DELETE IF NOT REQ'D

1) EXPOSED SLABS, MEDIUM BROOM FINISH 2) CONCRETE: ROUGH FORMED

3) FORMED SURFACES TO RECEIVE: I. PAINT: SMOOTH FORMED II. WATERPROOFING: FLATED III. PLASTER: ROUGH FORMED AND ROUGHENED BY SANDBLASTING

4) SLABS TO RECEIVE: I. RESILIENT FLOORING: TROWELED II. CARPET OR MAT: TROWELED III. TOPFINISH: SCRATCHED

8. FORMWORK

A. DESIGN AND CONSTRUCT FORMWORK IN ACCORDANCE WITH ACI 347 "RECOMMENDED PRACTICE FOR CONCRETE FORMWORK" AND ACI 301 "SPECIFICATIONS FOR STRUCTURAL CONCRETE", U.O.N.

B. AS REQUIRED, PROVIDE POUR POCKETS IN FORMS AND UNDER EXISTING MEMBERS TO PREVENT AIR POCKETS OR "HONEYCOMBS". CONCRETE CAST WITH AIR POCKETS OR HONEYCOMBS IS NOT ACCEPTABLE.

C. PROVIDE 3/4 INCH BY 3/4 INCH CHAMFER STRIPS ON ALL EXTERNAL CORNERS OF BEAMS, COLUMNS, AND WALLS, U.O.N.

D. REMOVE FORMS AND SHORES IN ACCORDANCE WITH THE FOLLOWING:

1) POST-TENSIONED SLABS, BEAMS, AND GIRDERS - REMOVE FORMS AND SHORES NO SOONER THAN 72 HOURS, F'c = 3000 PSI MINIMUM, AND MEMBERS POST-TENSIONED

2) BOTTOM FORMS AND SHORES FOR MILDLY REINFORCED SLABS, BEAMS, AND GIRDERS - REMOVE FORMS AND SHORES NO SOONER THAN 7 DAYS AND F'c = 3000 PSI MINIMUM.

3) COLUMNS AND WALLS - REMOVE FORMS AND SHORES NO SOONER THAN 72 HOURS.

4) FOOTINGS, PILE CAPS, AND GRADE BEAMS - REMOVE FORMS AND SHORES NO SOONER THAN 48 HOURS.

E. CONCRETE SHALL BE CONTINUOUSLY CURED FOR 10 DAYS AFTER PLACING IN ANY APPROVED MANNER IN ACCORDANCE WITH ACI 301, INCLUDING CURING COMPOUND, CURING PAPER, WATER SPRAY, FLOODING WITH WATER (FOR SLABS), ETC. PROVIDE CURING WHERE FORMS ARE REMOVED IN LESS THAN 7 DAYS.

NOTE: FOOTINGS ARE EXEMPTED FROM THIS REQUIREMENT.

10. REINFORCING STEEL

A. ALL REINFORCING STEEL BARS, UNLESS OTHERWISE NOTED, SHALL CONFORM WITH THE LATEST STANDARD SPECIFICATIONS FOR DEFORMED BILLET STEEL FOR CONCRETE REINFORCEMENT. ASTM DESIGNATION A615 AND SHALL BE MINIMUM GRADE 60.

B. ALL REINFORCING STEEL THAT IS TO BE WELDED, OR USED IN SEISMIC FRAME MEMBERS AND SHEARWALL BOUNDARY ELEMENTS, SHALL CONFORM WITH THE LATEST STANDARD FOR LOW-ALLOY STEEL DEFORMED BARS FOR CONCRETE REINFORCEMENT ASTM A706 (GRADE 60 ONLY). BILLET STEEL ASTM A615 REINFORCEMENT MAY BE SUBSTITUTED FOR LOW ALLOY ASTM A706 IF (1) THE ACTUAL YIELD STRENGTH BASED ON MILL TESTS DOES NOT EXCEED THE SPECIFIED YIELD STRENGTH BY MORE THAN 18,000 PSI, AND (2) THE RATIO OF THE ACTUAL ULTIMATE TENSILE STRESS TO THE ACTUAL YIELD STRENGTH IS NOT LESS THAN 1.25.

C. WELDED WIRE MESH SHALL CONFORM TO LATEST EDITION OF ASTM A1064.

D. SUITABLE DEVICES (ADOBS, CHAIRS, ETC.) OF SOME STANDARD MANUFACTURE SHALL BE USED TO HOLD REINFORCEMENTS IN ITS TRUE HORIZONTAL AND VERTICAL POSITIONS. THESE DEVICES SHALL BE SUFFICIENTLY RIGID AND NUMEROUS TO PREVENT DISPLACEMENT OF THE REINFORCING DURING PLACING OF CONCRETE. ALL SUCH DEVICES HAVE PRIOR APPROVAL FROM THE ARCHITECT AND ENGINEER.

E. LAP SPLICE ALL BARS IN CONCRETE PER STANDARD DETAILS SCHEDULE. USING LAP TYPE "TOP" UNLESS OTHERWISE NOTED. WHEN LAPPING BARS OF DIFFERENT SIZES, USE THE LAP LENGTH OF THE LARGER BAR.

F. LAP SPLICES FOR SHOTCRETE WALLS SHALL BE PER NON-CONTACT SPLICE METHOD. THE LAPPED BARS SHALL BE SPACED A MINIMUM OF 2 INCHES BETWEEN THEM AND THE LAP LENGTH SHALL BE PER ABOVE SCHEDULE USING LAP CLASS B, "Top".

G. IN LIEU OF LAP SPLICES, REBAR COUPLERS MAY BE USED. ERICO'S AND/OR ERICO'S CADWELD LENTON (ICC ESR-3987), DAYTON BAR LOCKS (ICC ESR-3064) AND AIR DEVICES MAY BE USED ONLY IF REINFORCING DETAILER ACCOUNTS FOR COUPLER SIZE, 24 INCH STAGGERING OF COUPLERS AND REINFORCING BAR SPACING. ALTERNATES WILL BE CONSIDERED UPON SUBMITTAL OF MANUFACTURER'S DOCUMENTATION, ICC NUMBER AND CORRESPONDING REPORT. FOR APPLICATIONS IN SEISMIC FRAME MEMBERS AND BOUNDARY ELEMENTS OF SHEAR WALLS, THE COUPLERS SHALL DEVELOP 100% OF 100% OF THE TENSILE STRENGTH OR 125% OF THE SPECIFIED YIELD STRENGTH OF THE REBAR. FOR ALL OTHER APPLICATIONS, THE COUPLERS SHALL DEVELOP 125% OF THE SPECIFIED YIELD STRENGTH OF THE REBAR.

H. IN LIEU OF COUPLERS, MAIN LONGITUDINAL REINFORCING BARS OF ASTM A706 STEEL MAY BE WELDED PER AWS D1.4. WELDED SPLICES SHALL NOT BE USED WITHIN A JOINT OF THE SEISMIC FRAME OR WITHIN A DISTANCE OF ONE BEAM/COLUMN DEPTH FROM A JOINT.

I. UNLESS NOTED OTHERWISE, HOOK DISCONTINUOUS ENDS OF REINFORCING STEEL PER TYPICAL DETAIL.

J. DETAIL ACCORDING TO THE LATEST ACI STANDARD 315, MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES. PLACE REINFORCEMENT PER ACI 301, "SPECIFICATION FOR STRUCTURAL CONCRETE", U.O.N.

K. UNLESS OTHERWISE NOTED, MAINTAIN COVERAGE TO FACE OF BARS AS FOLLOWS:

1) CAST-IN-PLACE CONCRETE a. 3 INCHES WHERE CONCRETE IS DEPOSITED AGAINST EARTH EXCEPT SLAB-ON-GRADE.

b. 2 INCHES FOR FORMED CONCRETE WHICH IS EXPOSED TO EARTH OR EXPOSED TO WEATHER THROUGH #18 BAR, REDUCED TO 1-1/2 FOR #5 BAR, W31 OR D31 WIRE AND SMALLER.

c. 1-1/2 INCHES FOR INTERIOR BEAMS AND COLUMNS.

d. 1-1/2 INCHES FOR INTERIOR SLABS AND WALLS FOR #14 AND #18 BAR, REDUCED TO 3/4 INCH FOR #11 BAR AND SMALLER.

e. 1-1/2 INCHES FOR SLAB-ON-GRADE.

11. PATCHING OF CONCRETE

A. ALL INSERT HOLES, SHE-BOLTS, ETC. AND OTHER IMPERFECTIONS ON THE SURFACES OF THE CONCRETE SHALL BE FILLED WITH GROUT, BRUSHED AND SACKED TO A UNIFORM FINISH. ALL HOLES THROUGH TO THE OUTSIDE OF THE BUILDING MUST BE MADE WATERTIGHT.

B. MATERIALS AND METHODS USED FOR PATCHING OF CONCRETE IN THE EVENT OF SPALLING, UNIFORM COMING, LARGE CRACKS, ETC. SHALL BE BY MASTER BUILDERS, Sika, OR EQUIVALENT, FINISH APPEARANCE SUBJECT TO APPROVAL. SUBSTITUTES WILL BE CONSIDERED UPON SUBMITTAL OF MANUFACTURER'S DOCUMENTATION, ICC NUMBER AND CORRESPONDING REPORT.

12. STRUCTURAL STEEL

A. ALL STEEL SHALL CONFORM TO ASTM A36, UNLESS OTHERWISE NOTED:

1) WIDE FLANGES SHALL CONFORM WITH ASTM A992.

B. STEEL PIPE SHALL CONFORM WITH ASTM A53.

C. STRUCTURAL TUBING SHALL CONFORM WITH ASTM A500 GRADE B (Fy = 46 KSI).

D. ALL SHEAR TABS AND GUSSET PLATES SHALL BE ASTM A36, UNLESS OTHERWISE NOTED.

E. ALL ERECTION, GROUTED AND TIMBER CONNECTION BOLTS SHALL CONFORM WITH ASTM A307 UNLESS OTHERWISE NOTED. ALL THREADED RODS SHALL CONFORM TO ASTM A36 UNLESS NOTED OTHERWISE. ANCHOR RODS SHALL BE ASTM F1554 GRADE 36 UNLESS NOTED OTHERWISE.

F. ALL HIGH-STRENGTH BOLTS SHALL BE A325 UNLESS NOTED OTHERWISE.

G. WHEN PRETENSIONED A490 BOLTS ARE SPECIFIED F438 WASHERS SHALL BE USED UNDER BOTH THE BOLT HEAD AND NUT.

H. ALL BOLTS FOR EXTERIOR USE SHALL BE ZINC-COATED BY THE BOLT MANUFACTURER BY EITHER THE HOT-DIP PROCESS IN ACCORDANCE WITH ASTM A153, CLASS C OR THE MECHANICAL DEPOSIT PROCESS IN ACCORDANCE WITH ASTM B895, CLASS 80.

I. ALL STRUCTURAL STEEL MEMBERS EXPOSED TO WEATHER OR CALLED OUT AS HOT DIP GALVANIZED (HDS) OR PLAN OR STRUCTURAL STEEL MEMBERS LOCATED IN EXTERIOR ENVIRONMENTS SHALL BE HDG IN ACCORDANCE WITH ASTM A 123. ANY MEMBER THAT HAS HAD ITS HDG CONTAMINATED OR REMOVED DURING TRANSPORT OR ERECTION SHALL HAVE ITS COATING REPAIRED USING ZRC GALVALITE REPAIR COMPOUND OR EQUAL. REPAIR GALVANIZING AFTER WELDING IN ACCORDANCE WITH ASTM A780.

J. PAINT STEEL (EXCEPT GALVANIZED STEEL AND PORTIONS TO BE ENCASED IN CONCRETE) WITH ONE COAT OF PRIMER STANDARD FIBREX P10-89 OR EQUIVALENT SUBJECT TO ENGINEER'S APPROVAL. ALTERNATES WILL BE CONSIDERED UPON REQUEST AND SUBMISSION OF THE MANUFACTURER'S SPECIFICATIONS.

K. ALL CONCRETE ENCASED STEEL SHALL BE CLEAN OF GREASE, PAINT AND OTHER CONTAMINANTS.

L. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST AISC "SPECIFICATIONS FOR DESIGN, FABRICATION, AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS."

M. WELDING SHALL CONFORM WITH THE LATEST EDITION OF THE A.N.S.I./A.W.S. D.11 STRUCTURAL WELDING CODE, USE E70XX ELECTRODES.

N. ALL STAIR STRINGERS SHALL BE EITHER A CHANNEL OR MISCELLANEOUS CHANNEL SECTION OR BENT PLATE WITH TOP AND BOTTOM FLANGES OF MINIMUM WIDTH OF 3/4 INCH. THE DESIGN AND USE OF STAIR STRINGERS, TREADS, GUARDRAILS, AND THEIR ATTACHMENTS TO THE BASE BUILDING STRUCTURE SHALL BE DOCUMENTED AND SUPPORTED WITH CALCULATIONS AND DRAWINGS THAT ARE STAMPED AND SIGNED BY A CIVIL/STRUCTURAL ENGINEER LICENSED IN THE STATE OF CALIFORNIA.

O. LOCATE AND INSTALL ALL ANCHOR BOLTS, EPOXY ANCHORS, AND MECHANICAL ANCHORS BEFORE FABRICATING STEEL CONNECTION ELEMENTS.

P. STRUCTURAL STEEL AND CONNECTIONS EXPOSED TO VIEW IN THE COMPLETED BUILDING ARE DESIGNATED ARCHITECTURALLY EXPOSED STRUCTURAL STEEL (AESS) AND ARE SUBJECT TO THE AISC AESS REQUIREMENTS.

13. METAL DECKING

A. ALL METAL DECKING SHALL BE FORMED FROM STEEL SHEETS CONFORMING TO ASTM A446-72. THE STEEL SHALL HAVE A METAL PROTECTIVE COATING OF ZINC CONFORMING TO ASTM A653-73 AND TO FEDERAL SPECIFICATION QQ 2-775D, TYPE 1, CLASS E. PROVIDE SLOTS FOR DROP THROUGH HANGERS AS REQUIRED.

14. EPOXY GROUTING OF DOWELS AND ANCHOR BOLTS

A. INSTALLATION OF POST-INSTALLED ANCHORS SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTALLATION INSTRUCTIONS (MPI).

B. EPOXY ANCHORS SHALL MEET THE REQUIREMENTS OF ACI 308.4 AND THE FOLLOWING INSTALLATION REQUIREMENTS:

1) MINIMUM AGE OF CONCRETE: 21 DAYS

2) CONCRETE TEMPERATURE RANGE: 50-80 DEGREES FARENHEIT

3) MOISTURE CONDITION OF CONCRETE: DRY

C. EPOXY GROUTING WILL BE USED IN ALL LOCATIONS WHERE EITHER ALL-THREAD ROD OR REBAR ARE BEING EMBEDDED INTO EXISTING CONCRETE, CMU, OR BRICK.

D. IN CONCRETE, HOLES MAY BE DRILLED WITH ROTARY HAMMER UNLESS NOTED OTHERWISE. HOLE SIZE SHALL BE 1/8" IN DIAMETER LARGER THAN ROD OR BAR SIZE. IMMEDIATELY BEFORE APPLYING EPOXY GROUT, HOLES SHALL BE REAMED WITH A CIRCULAR WIRE BRUSH ATTACHED TO A DRILL MOTOR AND THEN BLOWN OUT WITH OIL-FREE COMPRESSED AIR.

E. IN BRICK, HOLES SHALL BE DRILLED WITH NON-IMPACT TOOL S. NO ROTARY HAMMERS. HOLE SIZE SHALL BE 1/4" IN DIAMETER LARGER THAN ROD OR BAR SIZE. IMMEDIATELY BEFORE APPLYING EPOXY GROUT, HOLES SHALL BE REAMED WITH A CIRCULAR WIRE BRUSH ATTACHED TO A DRILL MOTOR AND THEN BLOWN OUT WITH OIL-FREE COMPRESSED AIR. IN ALL CASES, EPOXY GROUTING WILL BE USED IN ALL LOCATIONS WHERE EITHER ALL-THREAD ROD OR REBAR ARE BEING EMBEDDED INTO EXISTING CONCRETE, CMU, OR BRICK.

F. EPOXY GROUT FOR DOWNWARD HOLES MAY BE EITHER NON-SAG OR LIQUID TYPE. NORMAL SET, HORIZONTAL OR OVERHEAD HOLES SHALL BE NON-SAG TYPE. NORMAL SET, LIQUID EPOXY SHALL BE FLOURED OR INJECTED SLOWLY AS PER MANUFACTURER'S INSTRUCTION INTO THE HOLE TO AVOID TRAPPED AIR. NON-SAG EPOXY SHALL BE INJECTED WITH A CAULK GUN WITH AN EXTENSION NOZZLE FITTED TO REACH THE END OF THE HOLE. IN BOTH TYPES THE HOLE SHOULD BE FILLED APPROXIMATELY HALF FULL.

G. BAR OR ROD SHALL BE SLOWLY INSERTED AND TURNED A MINIMUM OF ONE ROTATION. DO NOT PULL UP AND DOWN ON DOWEL WHEN INSTALLING. REMOVE ANY EPOXY GROUT AROUND HOLE BEFORE IT HAS SET.

H. FOR CONCRETE, USE SIMPSON SET-XP (ICC NUMBER ESR-2508) OR HILTI HIT-HY 200 (ICC NUMBER ESR-3178). FOR MASONRY, USE SIMPSON SET (ICC NUMBER ESR-1772). ALTERNATES WILL BE CONSIDERED UPON REQUEST AND SUBMISSION OF SPECIFICATIONS AND I.C.C. NUMBER AND REPORT.

1) WHEN INSTALLING ANCHORS, USE CARE AND CAUTION TO AVOID CUTTING OR DAMAGING THE EXISTING REINFORCING BARS.

2) IF REINFORCEMENT IS ENCOUNTERED DURING DRILLING, ABANDON AND SHIFT THE HOLE LOCATION TO AVOID THE REINFORCEMENT. PROVIDE A MINIMUM OF 2 ANCHOR DIAMETERS OR 1 INCH, WHICHEVER IS LARGER, OF SOUND CONCRETE BETWEEN THE DOWEL AND THE ABANDONED HOLE. FILL THE ABANDONED HOLE WITH NON-SHRINK GROUT. IF THE ANCHOR OR DOWEL MAY NOT BE SHIFTED AS NOTED, THE ENGINEER WILL DETERMINE A NEW LOCATION.

3) LOCATE EXISTING REINFORCEMENT AND CONFIRM FINAL ANCHOR LOCATIONS PRIOR TO FABRICATING PLATES, MEMBERS, OR OTHER STEEL ASSEMBLIES ATTACHED WITH ANCHORS.

15. FINISHES - FOR WORK ON EXISTING BUILDINGS

A. REPLACE ALL DAMAGED FINISH MATERIALS WITH NEW MATERIALS OF EQUIVALENT QUALITY AND KIND. SUBMIT SAMPLES AND/OR PRESENT SAMPLE INSTALLATION TO OWNER FOR APPROVAL PRIOR TO INSTALLATION.



235 Montgomery St., Suite 1250 San Francisco, CA 94104, USA



01914 DATE SIGNED

LePort Schools MAJOR PERMIT TO ALTER 50 FELL STREET SAN FRANCISCO, CALIFORNIA

Table with columns: DATE, REMARKS, PERMIT, DATE, REMARKS

PA / PM: JB DRAWN BY: KN JOB NO.: 13230.10

SHEET S1.0

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Holmes Culley Job: 13230.10

Table of abbreviations with columns for abbreviations and full names. Includes terms like LONG. LONGITUDINAL, L.V. LEVEL, L.S. LAG SCREW, etc.

2 ABBREVIATIONS N.T.S.

HolmesCulley logo and contact information: 235 Montgomery St., Suite 1250, San Francisco, CA 94104, USA. Phone: 415.693.1600, Fax: 415.693.1750, www.holmesculley.com



LePort Schools MAJOR PERMIT TO ALTER 50 FELL STREET SAN FRANCISCO, CALIFORNIA

Table for SPECIAL INSPECTION AND ABBREVIATION with columns for DATE, REMARKS, and PERMIT.

PA / PM: JB DRAWN BY: KN JOB NO.: 13230.10

SHEET S1.1

City and County of San Francisco Department of Building Inspection Edwin M. Lee, Mayor Tom C. Hui, S.E., C.B.O., Director

NOTICE

SPECIAL INSPECTION REQUIREMENTS

Please note that the Special Inspections shown on the approved plans and checked on the Special Inspections form issued with the permit are required for this project. The employment of special inspectors is the direct responsibility of the owner or the engineer/architect of record acting as the owner's representative.

STRUCTURAL OBSERVATION REQUIREMENTS

Structural observation shall be provided as required per Section 1704.5. The building permit will not be finalized without compliance with the structural observation requirements.

Special Inspection Services Contact Information: 1. Telephone: (415) 558-6132 2. Fax: (415) 558-6474 3. Email: dbi.specialinspections@sfgov.org 4. In person: 3rd floor at 1660 Mission Street

SPECIAL INSPECTION AND STRUCTURAL OBSERVATION A COPY OF THIS DOCUMENT SHALL BE KEPT WITH THE APPROVED STRUCTURAL DRAWING SET

JOB ADDRESS: 50 FELL ST APPLICATION NO. ADDENDUM NO. # OWNER NAME OWNER PHONE NO. ()

Employment of Special Inspection is the direct responsibility of the OWNER, or the engineer/architect of record acting as the owner's representative. Special inspector shall be one of those as prescribed in Sec. 1704. Name of special inspector shall be furnished to DBI District Inspector prior to start of the work for which the Special Inspection is required.

In accordance with Sec. 1701;1703;1704; 1705 (2013 SFBC), Special Inspection and/or testing is required for the following work:

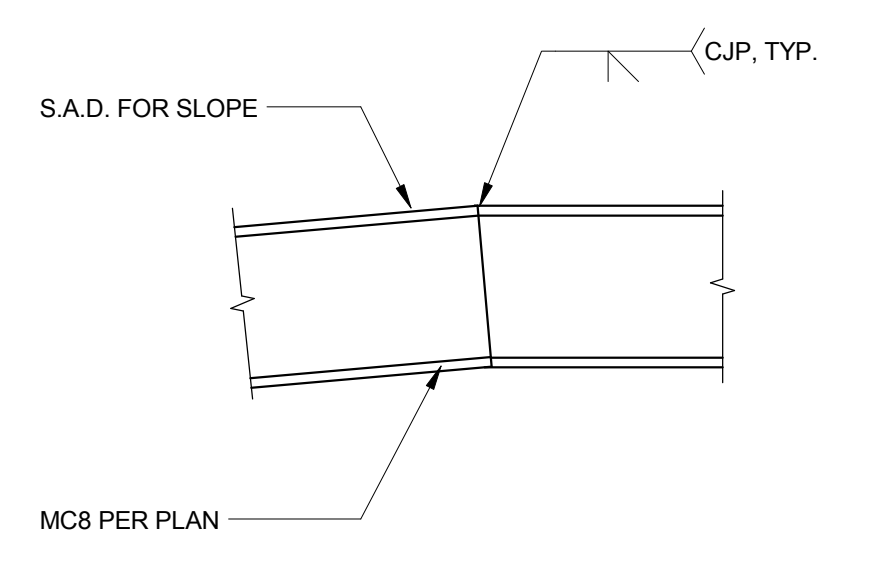
- 1. Concrete (Placement & sampling) 6. High-strength bolting 18. Bolts installed in existing concrete masonry
2. Bolts installed in concrete 7. Structural masonry 19. Concrete Masonry
3. Special moments 8. Reinforced gypsum concrete 20. Pullout tests per SFBC Sec. 1607C & 1619C
4. Reinforcing steel and prestressing tendons 9. Insulating concrete fill 21. Shear walls and floor systems used as shear diaphragms
5. Structural welding: 10. Spray-on fireproofing 22. Isotoms
A. Periodic visual inspection 11. Filing, drilled piers and caissons 23. Special cases:
a. Single pass fillet welds 5/16" or smaller 12. Shotcrete 24. Shoring
b. Steel deck 13. Special grading, excavation And filling (See Engineering) 14. Underpinning 25. Not affecting adjacent property
c. Welded studs 15. Smoke-control system 16. Others 26. Affecting adjacent property: PA
d. Cold formed studs and joists 17. Demolition 18. Crane safety (Apply to the operation of Tower cranes on highrise building)
e. Star and railing systems 19. Exterior Facing 20. Retort of unreinforced masonry buildings: (Section 1704)
f. Reinforcing steel 21. Testing of mortar quality and shear walls 22. Inspection of repointing operations (Section 1705.21)
g. Hollow structural steel 23. Installation inspection of new shear bolts 24. Others: As recommended by professional of record. ROD BRACED FRAMES.
h. Reinforcing steel, and NDT required 25. Pre-installation inspection for embedded bolts
i. Moment-resisting frames 26. Pullout tests per SFBC Sec. 1607C & 1619C
j. Other:
27. Structural observation per Sec. 1704.5 (2013 SFBC) for the following: Foundations Steel framing
Concrete construction Masonry construction Wood framing
Other:
28. Certification is required for: Glulam components

Prepared by: HOLMES CULLEY Phone: (415) 693-1600
Required information: FAX: (415) 693-1760 Email:
Review by: DBI Engineer or Plan Checker Phone: (415) 558-

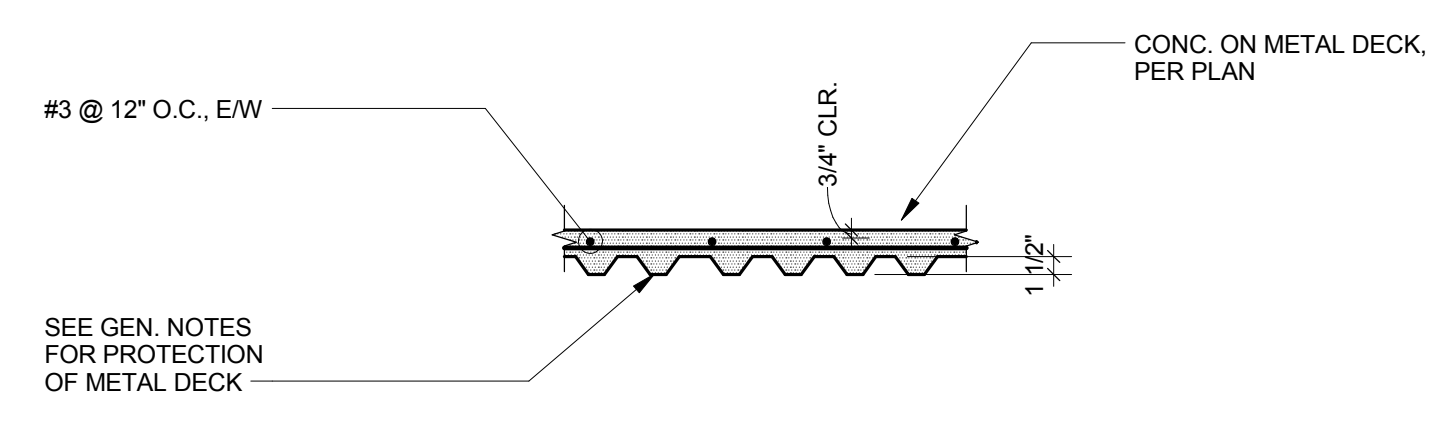
APPROVAL (Based on submitted reports.) DATE DBI Engineer or Plan Checker / Special Inspection Services Staff

QUESTIONS ABOUT SPECIAL INSPECTION AND STRUCTURAL OBSERVATION SHOULD BE DIRECTED TO: Special Inspection Services (415) 558-6132; or dbi.specialinspections@sfgov.org; or FAX (415) 558-6474

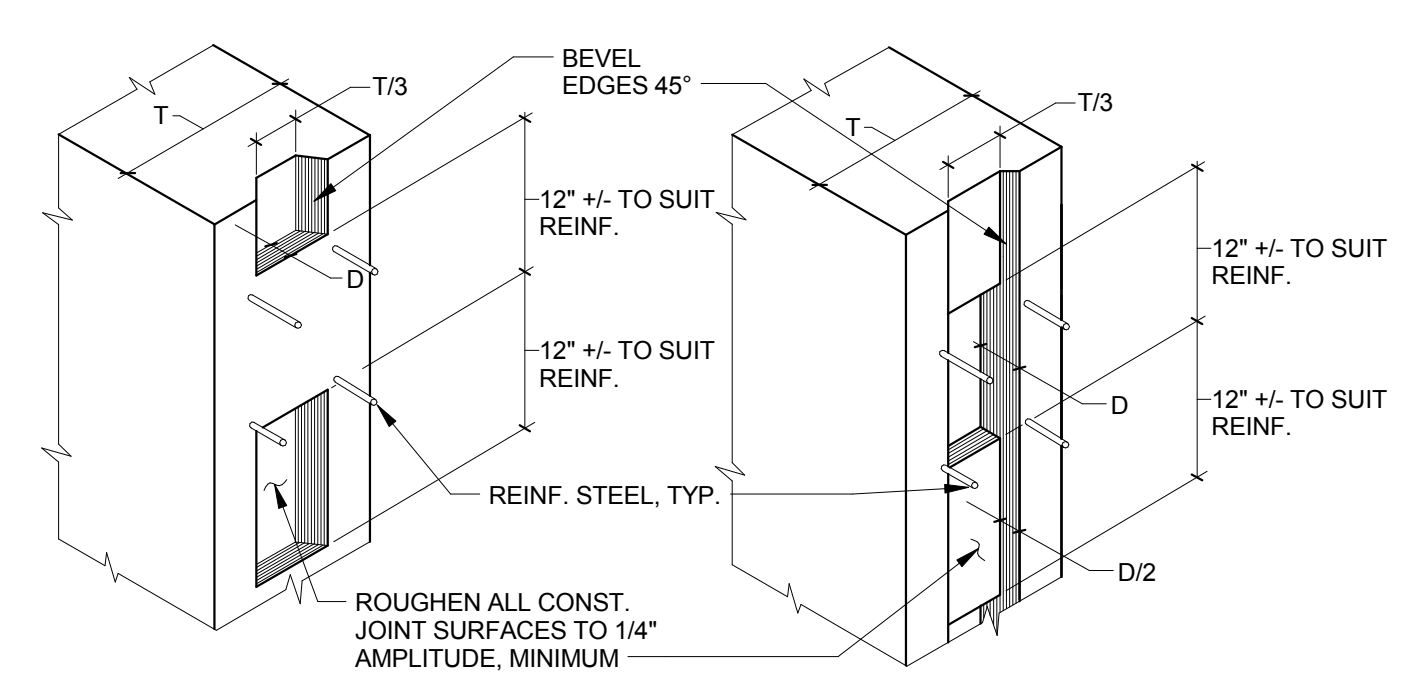
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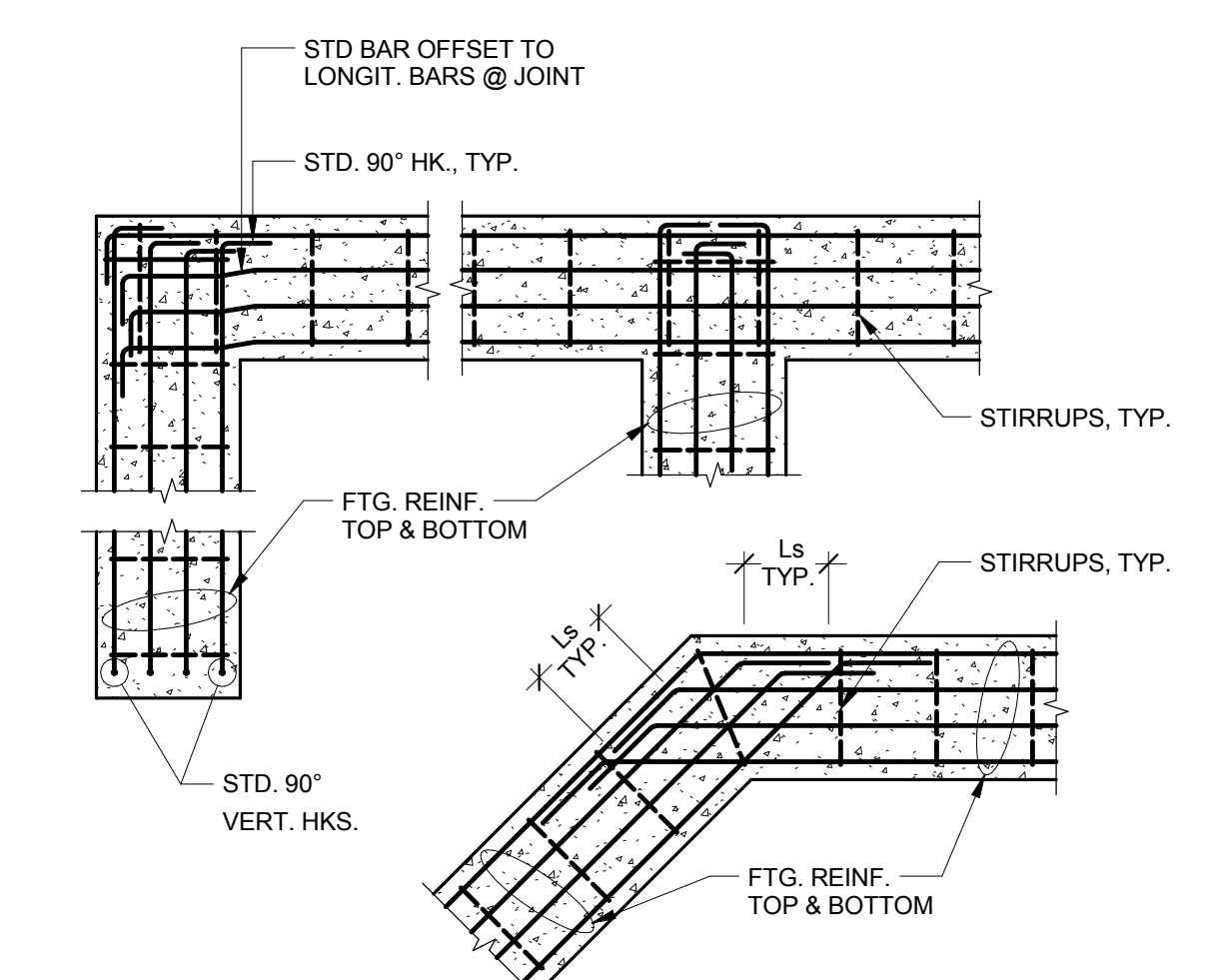
13
S1.2 TYPICAL BENT STEEL CHANNEL 1" = 1'-0"



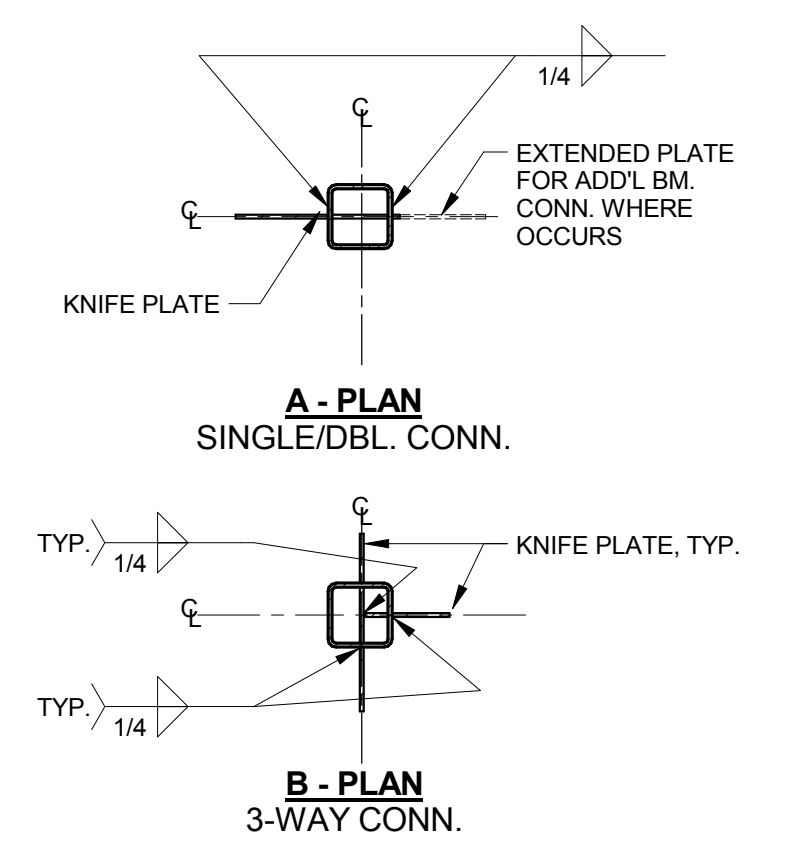
10
S1.2 TYPICAL SLAB REINFORCING 3/4" = 1'-0"



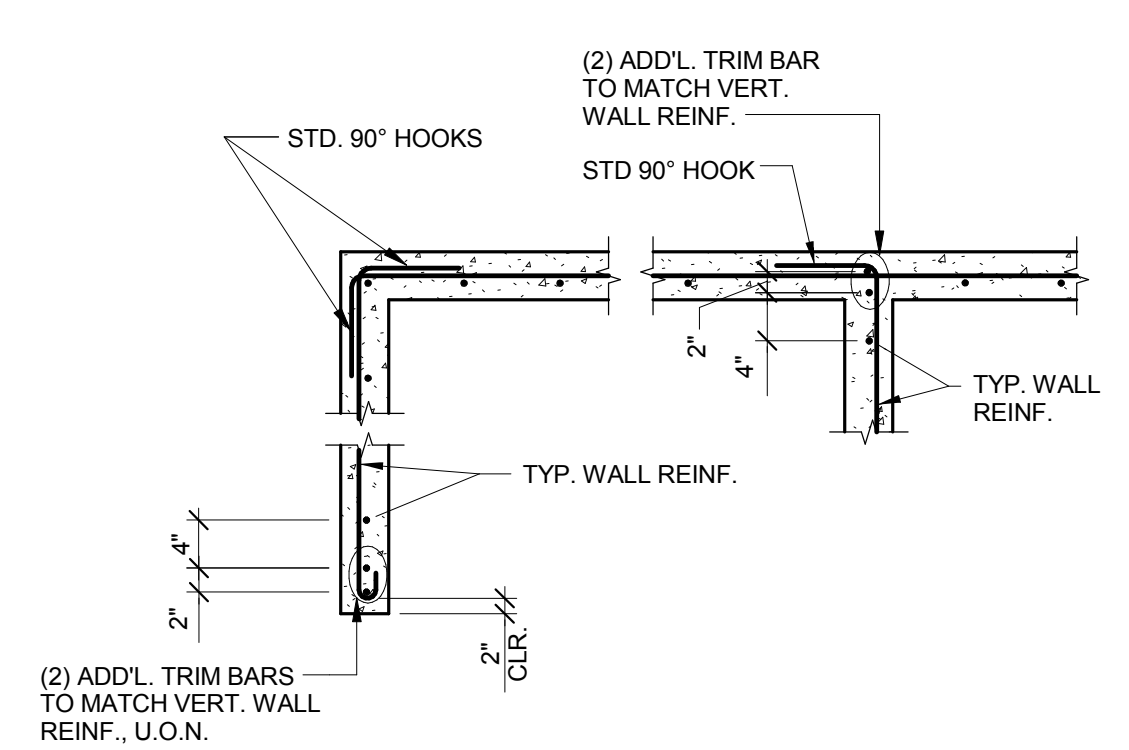
7
S1.2 CONSTRUCTION JOINTS IN CONCRETE WALLS & SLABS 1" = 1'-0"



4
S1.2 FOOTING REINFORCING AT CORNER AND INTERSECTION 3/8" = 1'-0"



12
S1.2 TYPICAL WF TO HSS COL. 1" = 1'-0"



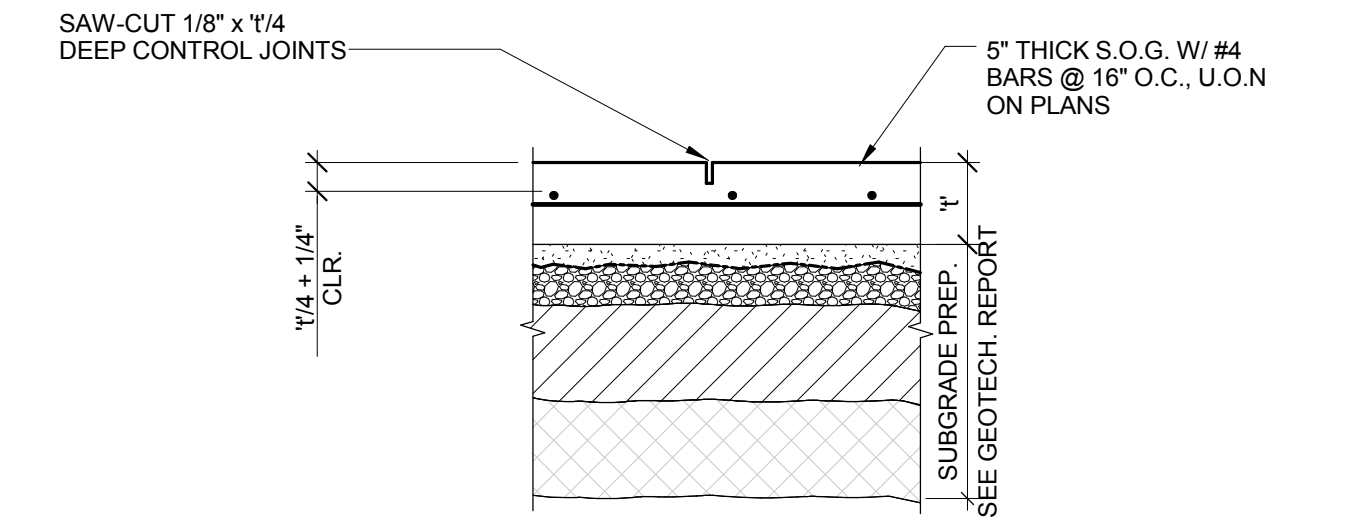
9
S1.2 WALL REINFORCING AT CORNERS AND INTERSECTIONS 3/4" = 1'-0"

Ld = SPLICE LENGTH

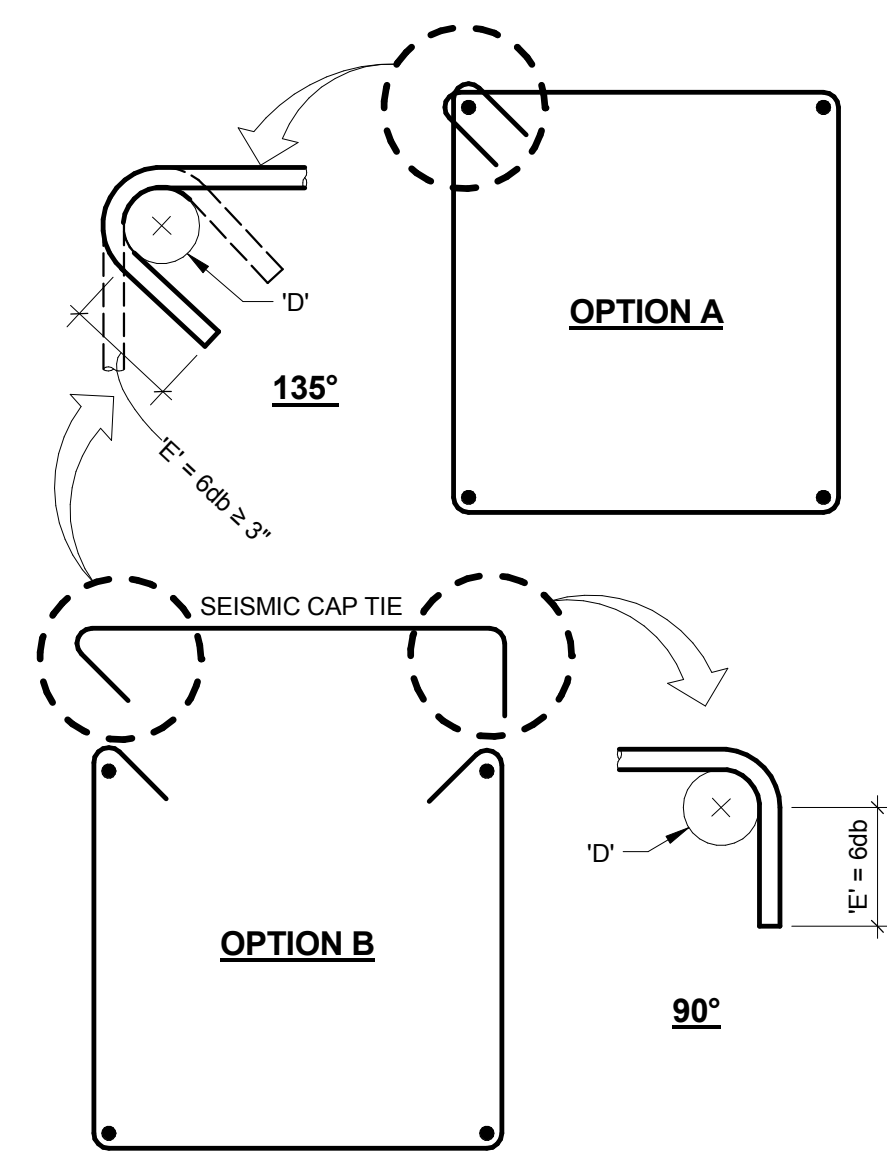
BAR SIZE	fc'=4000 PSI			fc'=5000 PSI			fc'=6000 PSI		
	TOP	OTHER	MAX 'S'	TOP	OTHER	MAX 'S'	TOP	OTHER	MAX 'S'
#3	25"	19"	3"	22"	17"	3"	16"	21"	4"
#4	33"	25"	4"	29"	23"	4"	21"	27"	5"
#5	41"	31"	6"	36"	28"	5"	26"	34"	6"
#6	49"	37"	6"	44"	34"	6"	31"	40"	6"
#7	71"	54"	6"	63"	49"	6"	44"	59"	6"
#8	81"	62"	6"	72"	56"	6"	51"	66"	6"
#9	91"	70"	6"	81"	63"	6"	57"	74"	6"
#10	102"	79"	6"	92"	71"	6"	65"	83"	6"
#11	114"	87"	6"	102"	78"	6"	72"	92"	6"

- NOTES:**
- THIS TABLE CONTAINS MINIMUM LENGTHS FOR LAP SPLICES & BAR DEVELOPMENT NOT OTHERWISE SPECIFIED ON THESE DRAWINGS. THESE LENGTHS MAY BE REDUCED IN CERTAIN SITUATIONS, SUBJECT TO PRIOR REVIEW AND APPROVAL OF THE ENGINEER.
 - SPLICE LENGTHS ARE FOR N.W. CONC. W/ GRADE 60 REINF.
 - SPLICE LENGTHS ARE FOR UNCOATED BARS.
 - MULTIPLY SPLICE LENGTHS BY 1.3 FOR L.W. CONC.
 - DIVIDE LENGTHS IN TABLE BY 1.3 TO OBTAIN SINGLE STRAIGHT BAR DEVELOPMENT LENGTHS IN CONCRETE.
 - USE "TOP" FOR WALL BOUNDARIES & WHEN MORE THAN 12" OF FRESH CONC. IS PLACED BELOW SPLICE; "OTHER" FOR ALL OTHER SITUATIONS.
 - 'S' = SPACING.
 - PROVIDE MIN. COVER PER GENERAL NOTES, BUT NOT LESS THAN 1x BAR DIAMETER.

6
S1.2 LAP SPLICE / DEVELOPMENT SCHEDULE N.T.S.



3
S1.2 SLAB ON GRADE CONTOL. JT. & SUBGRADE PREPARATION 1" = 1'-0"



2
S1.2 SEISMIC STIRRUP / TIE SCHEDULE N.T.S.

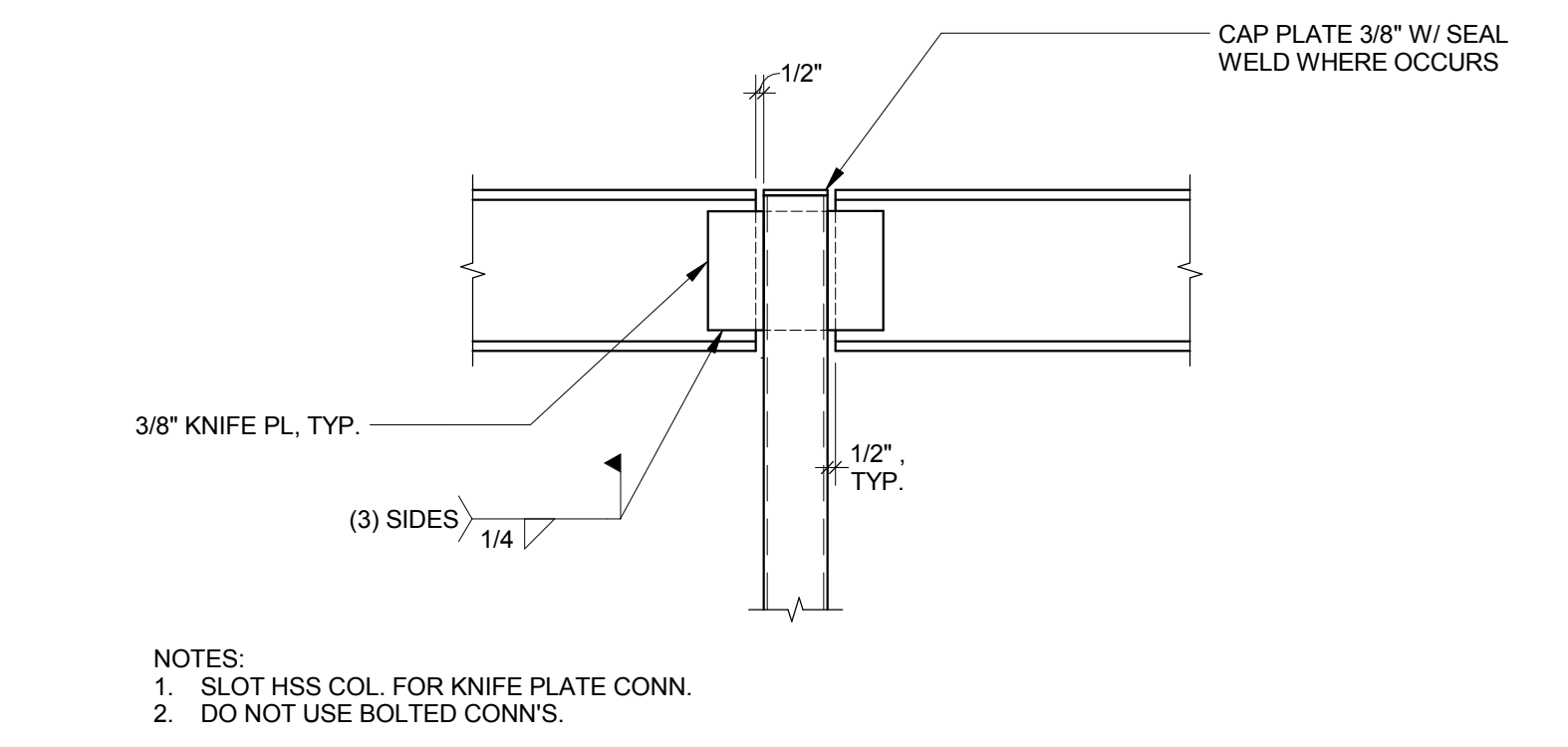
BAR SIZE	BEND 'D'	90° BEND 'E'	135° BEND 'E'
#3	2 1/4"	2 1/4"	3"
#4	3"	3"	3"
#5	3 3/4"	3 3/4"	3 3/4"
#6	4 1/2"	4 1/2"	4 1/2"
#7	5 1/4"	5 1/4"	5 1/4"
#8	6"	6	6

- NOTES:**
- db = BAR DIAMETER
 - EITHER OPTION A OR OPTION B IS ACCEPTABLE FOR USE IN ALL COLS. & BMS.
 - THE CAP TIE IN OPTION B MUST HAVE THE 90° HOOK ALTERNATED IN ADJACENT TIES

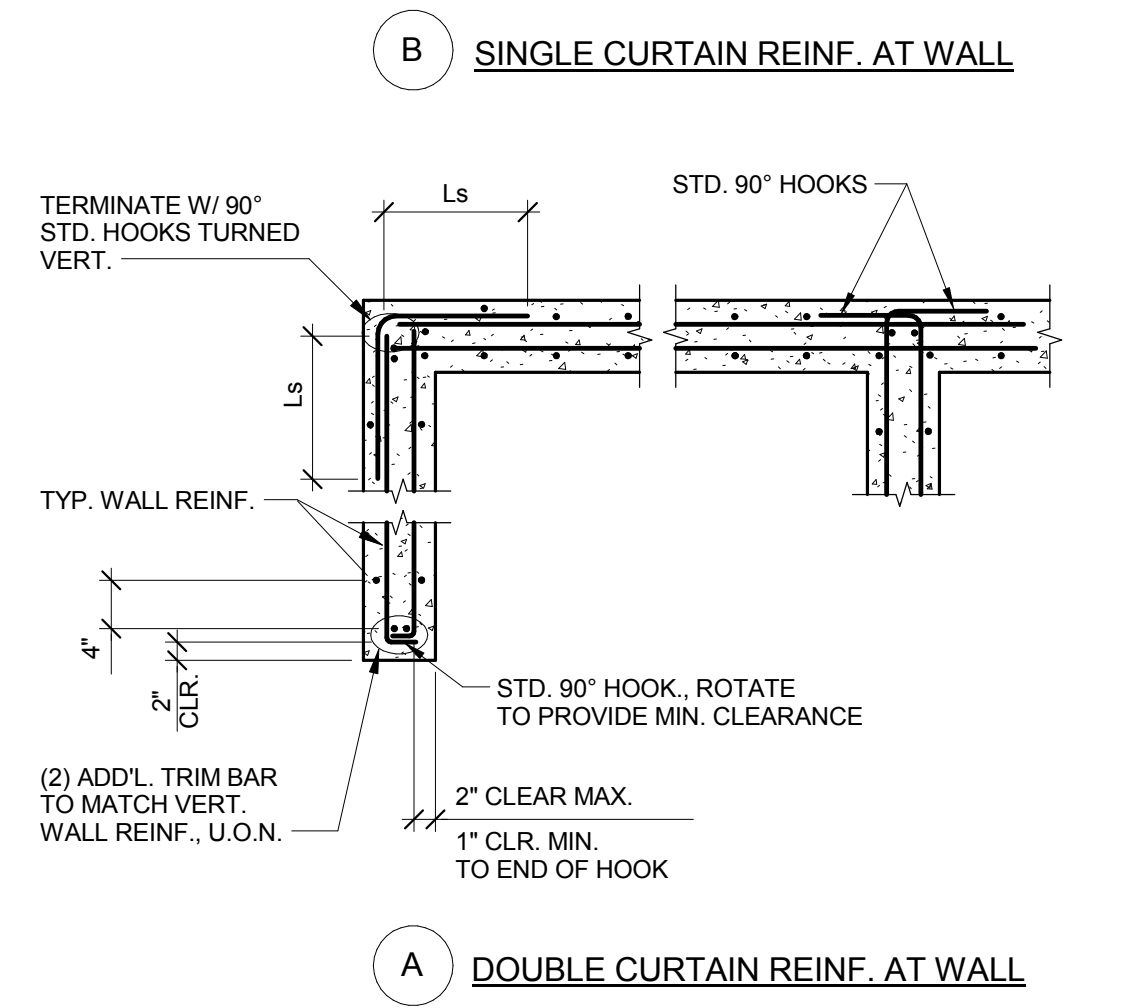
LOCATION	MIN. STRENGTH @ 28 DAYS PSI	MAX. AGGREGATE SIZE - INCHES	MAX. SLUMP INCHES
FOUNDATION	3000	1-1/2"	4 ±1
CONC. FILL	3000	3/4"	4 ±1

- NOTE:**
- WHERE SELF-CONSOLIDATED CONCRETE IS USED, SEE SPECIFICATIONS FOR SLUMP

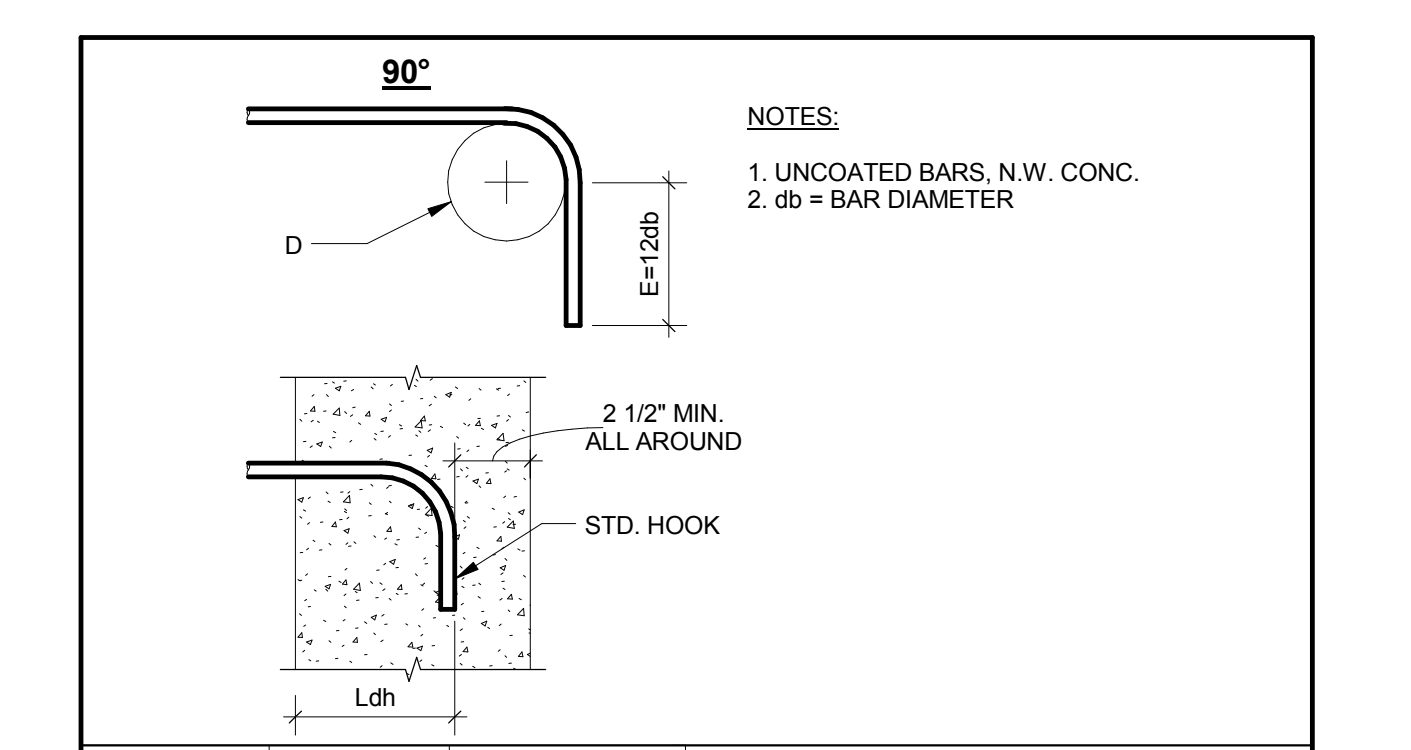
1
S1.2 CONCRETE MIX SCHEDULE N.T.S.



11
S1.2 TYPICAL METAL DECK WELDING 1" = 1'-0"



8
S1.2 BAR SPACING IN CONCRETE 1" = 1'-0"



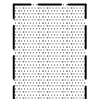


BAR SIZE	D (BEND 'D')	E (HOOK EXTENSION)	Ldh (HOOK DEVELOPMENT LENGTH)		
			90° BEND	fc'=3000psi	fc'=4000psi
#3	2 1/4"	4 1/2"	6"	5"	5"
#4	3"	6"	8"	7"	6"
#5	3 3/4"	7 1/2"	10"	9"	8"
#6	4 1/2"	9"	12"	10"	9"
#7	5 1/4"	10 1/2"	14"	12"	11"
#8	6"	12"	16"	14"	12"
#9	9 1/4"	14"	18"	15"	14"
#10	10 1/4"	15 1/2"	20"	17"	16"
#11	11 1/2"	17"	22"	19"	17"

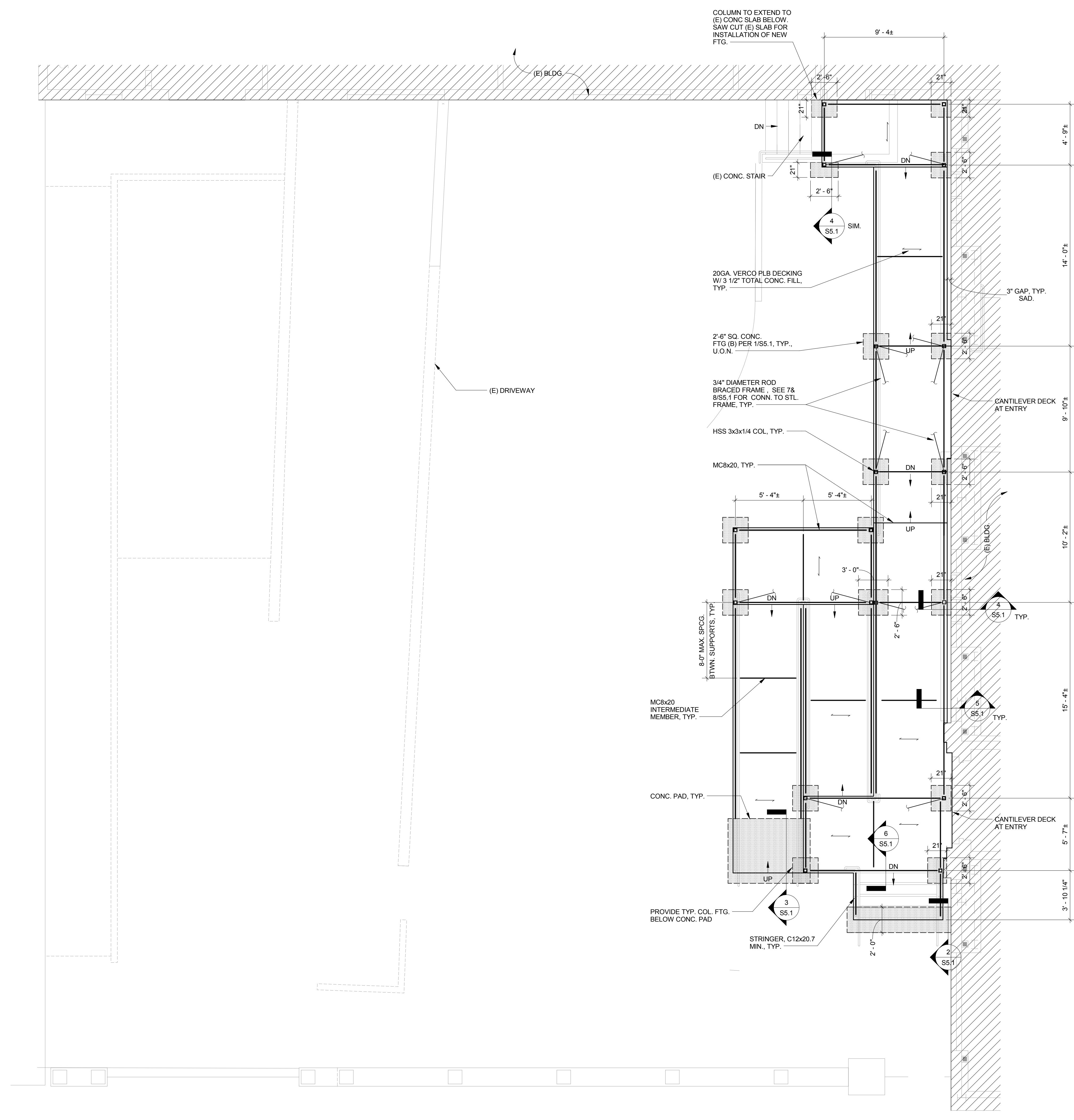
5
S1.2 STANDARD HOOK DIM. / DEVELOPMENT SCHED. N.T.S.

NOTE:

SEE ARCHITECTURAL DRAWINGS FOR DIMENSIONS & SLOPE OF RAMPS

LEGEND:

-  (N) CONC. FTG.
-  HSS COLUMN
-  CONC. OVER MTL. DECK, ARROW INDICATES DIRECTION OF MTL. DECK SPAN



1 COURTYARD FOUNDATION PLAN
S2.1 1/4" = 1'-0"

HolmesCulley
235 Montgomery St., Suite 1250
San Francisco, CA 94104, USA
ph: 415.693.1600 fax: 415.693.1726
www.holmesculley.com



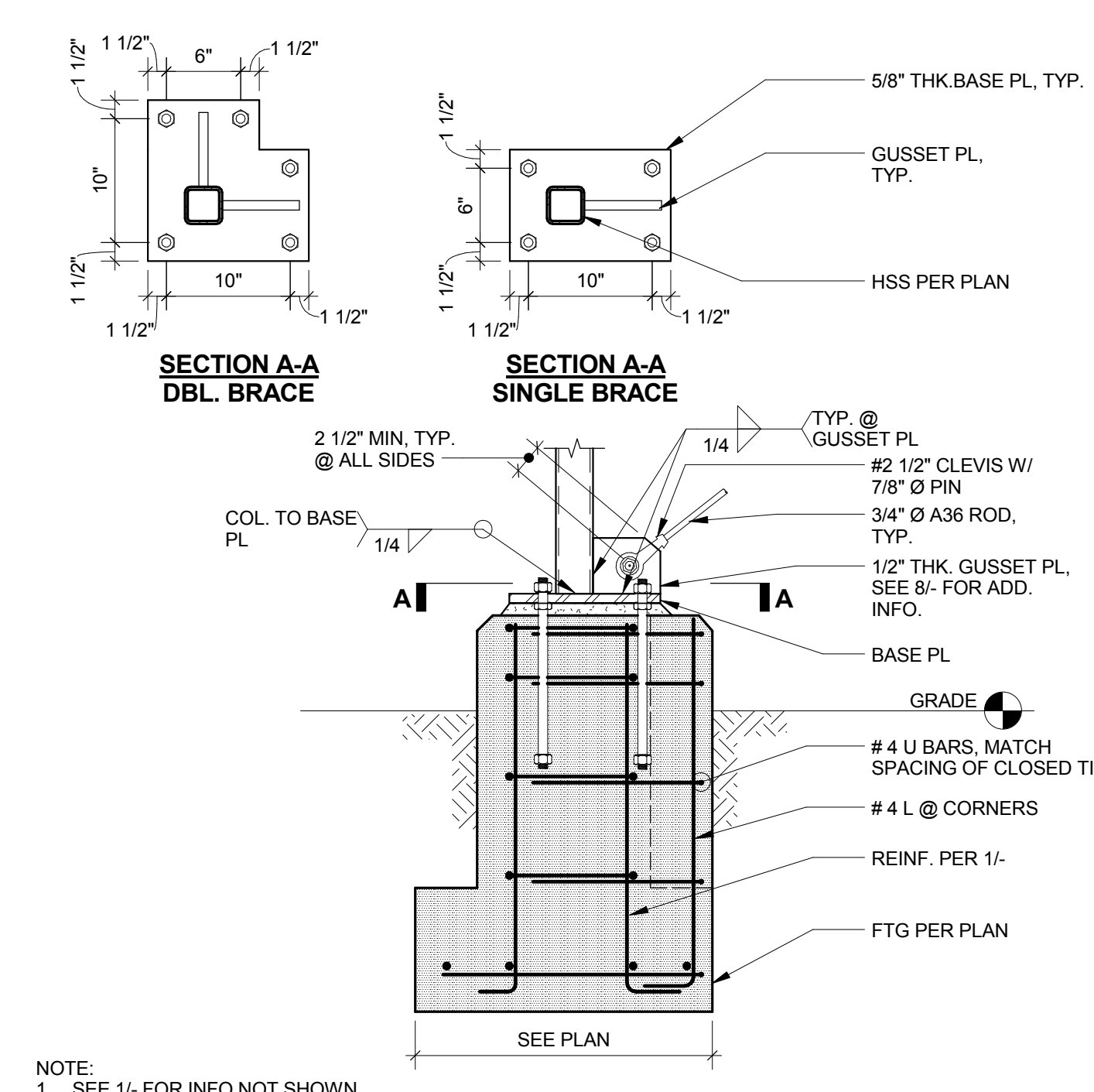
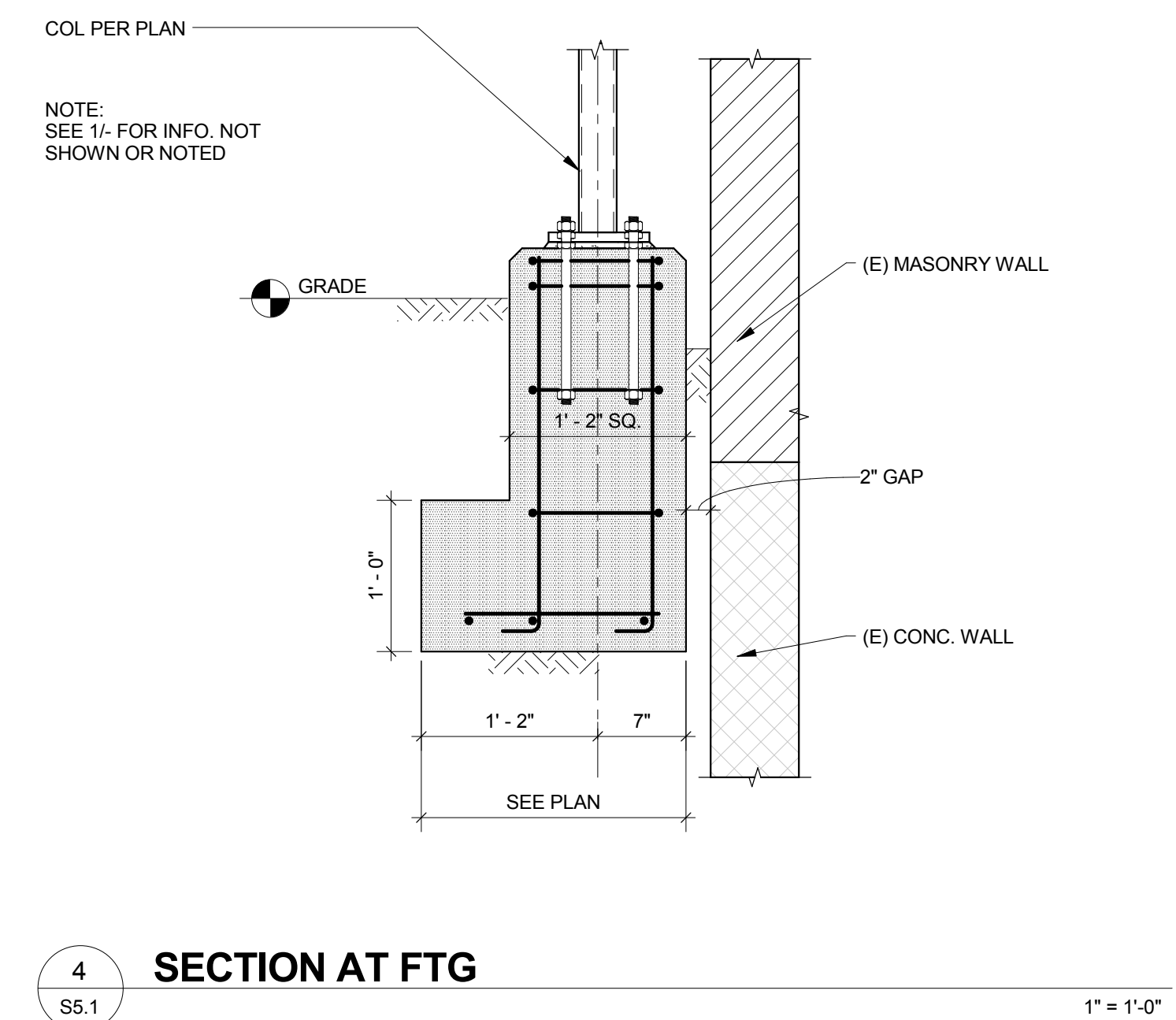
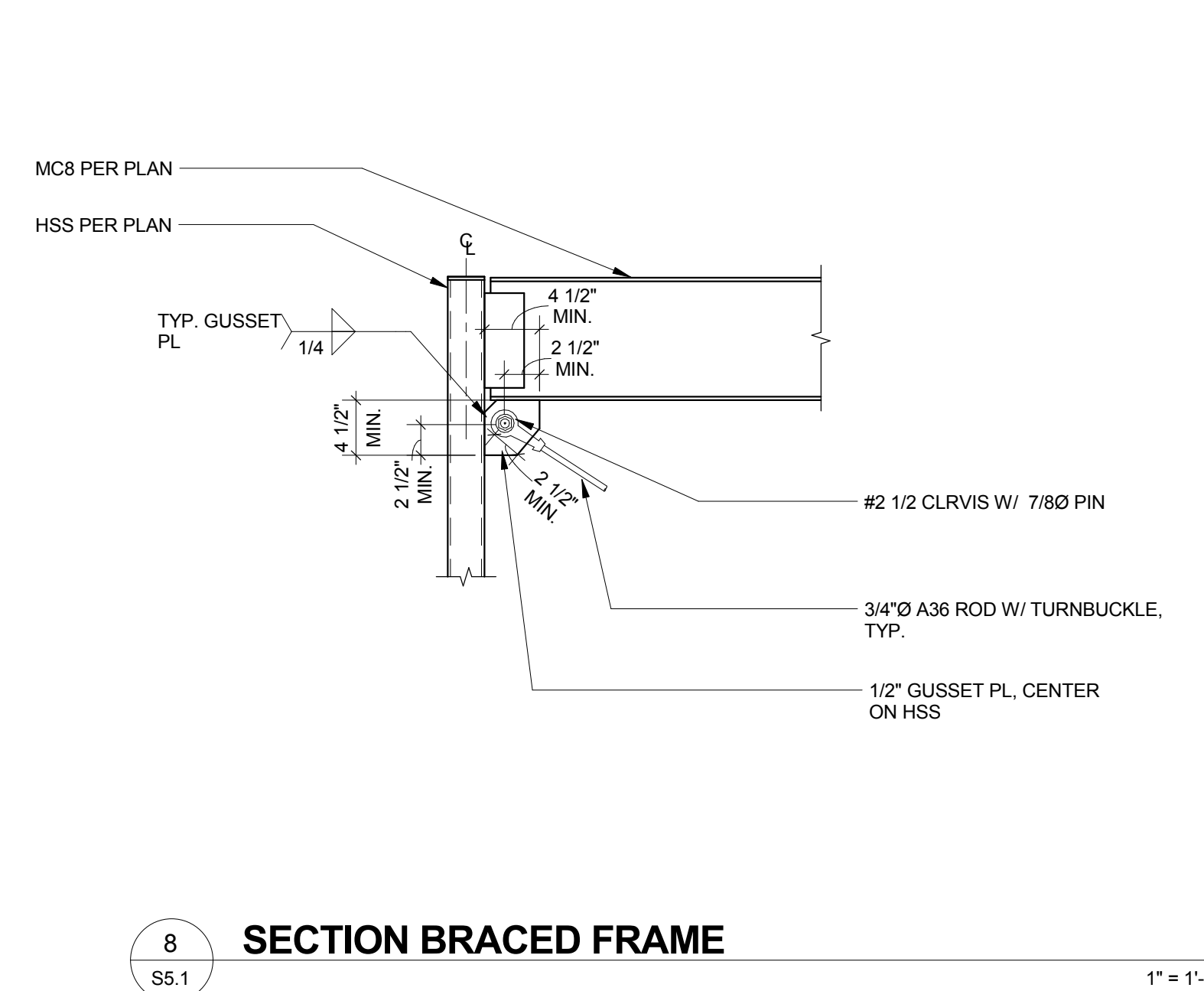
LePort Schools
MAJOR PERMIT TO ALTER
50 FELL STREET
SAN FRANCISCO, CALIFORNIA

COURTYARD FOUNDATION PLAN

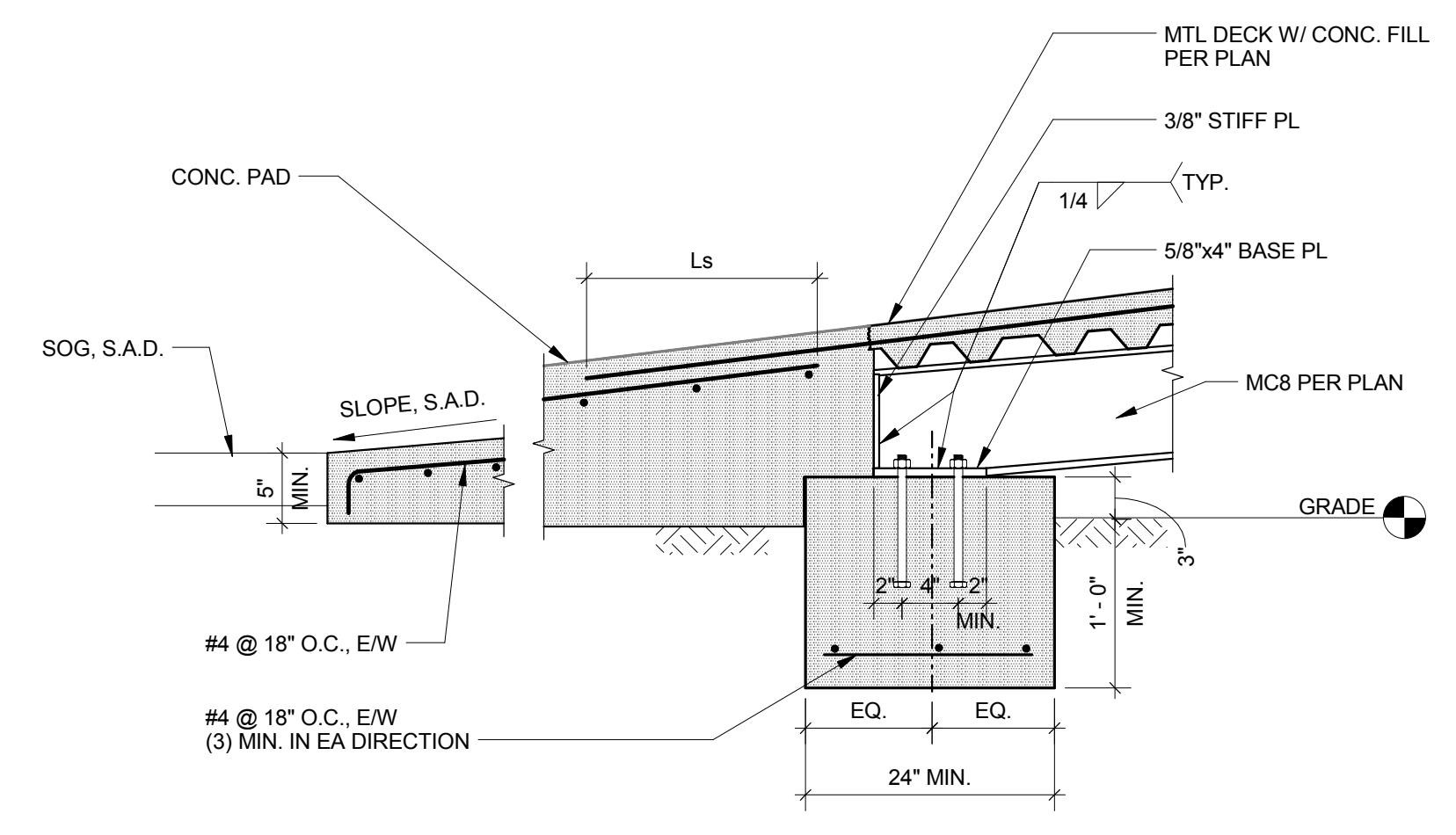
DATE	REMARKS	DATE	REMARKS
1 08-17-14	PERMIT	9	
2		10	
3		11	
4		12	
5		13	
6		14	
		15	
		16	

PA / PM:	JB
DRAWN BY:	KN
JOB NO.:	13230.10

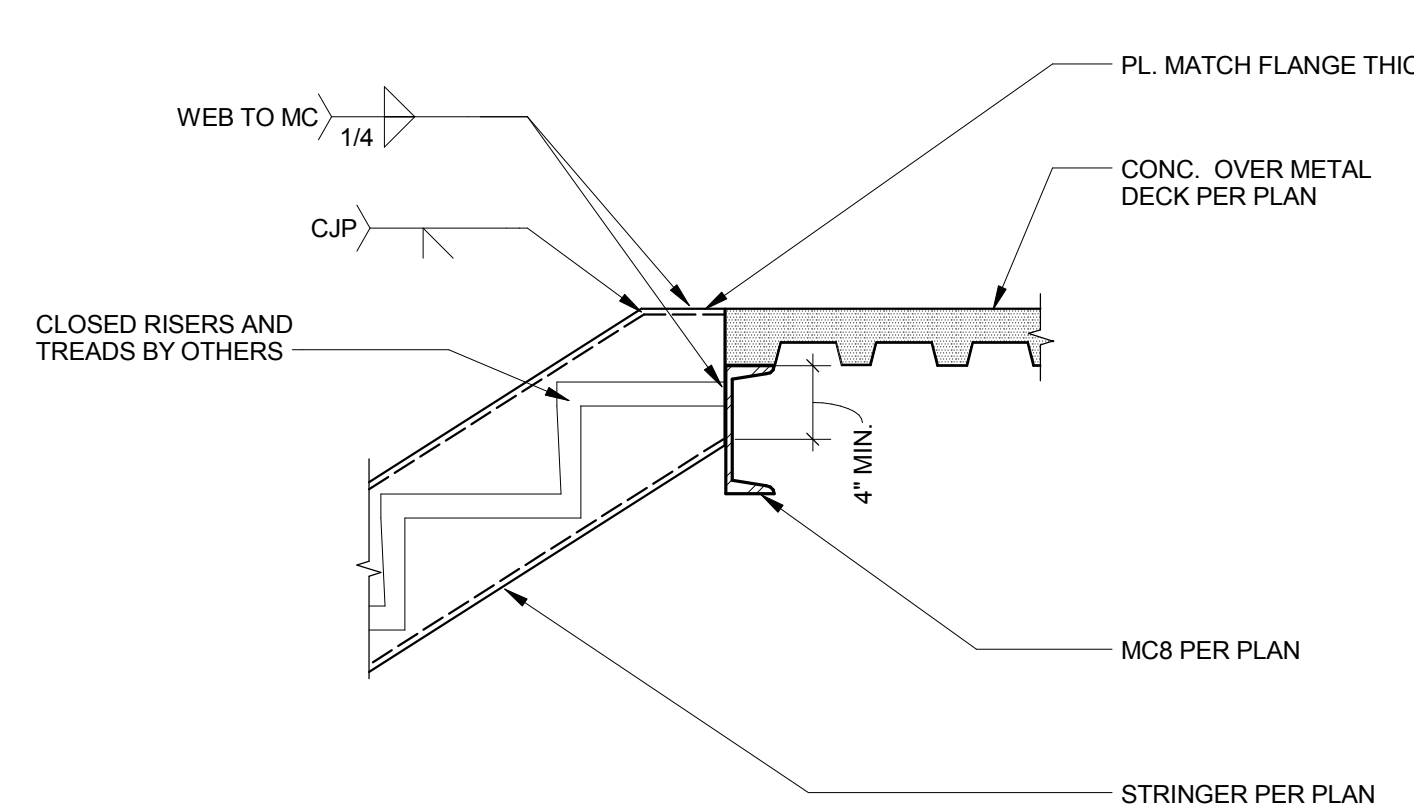
SHEET
S2.1



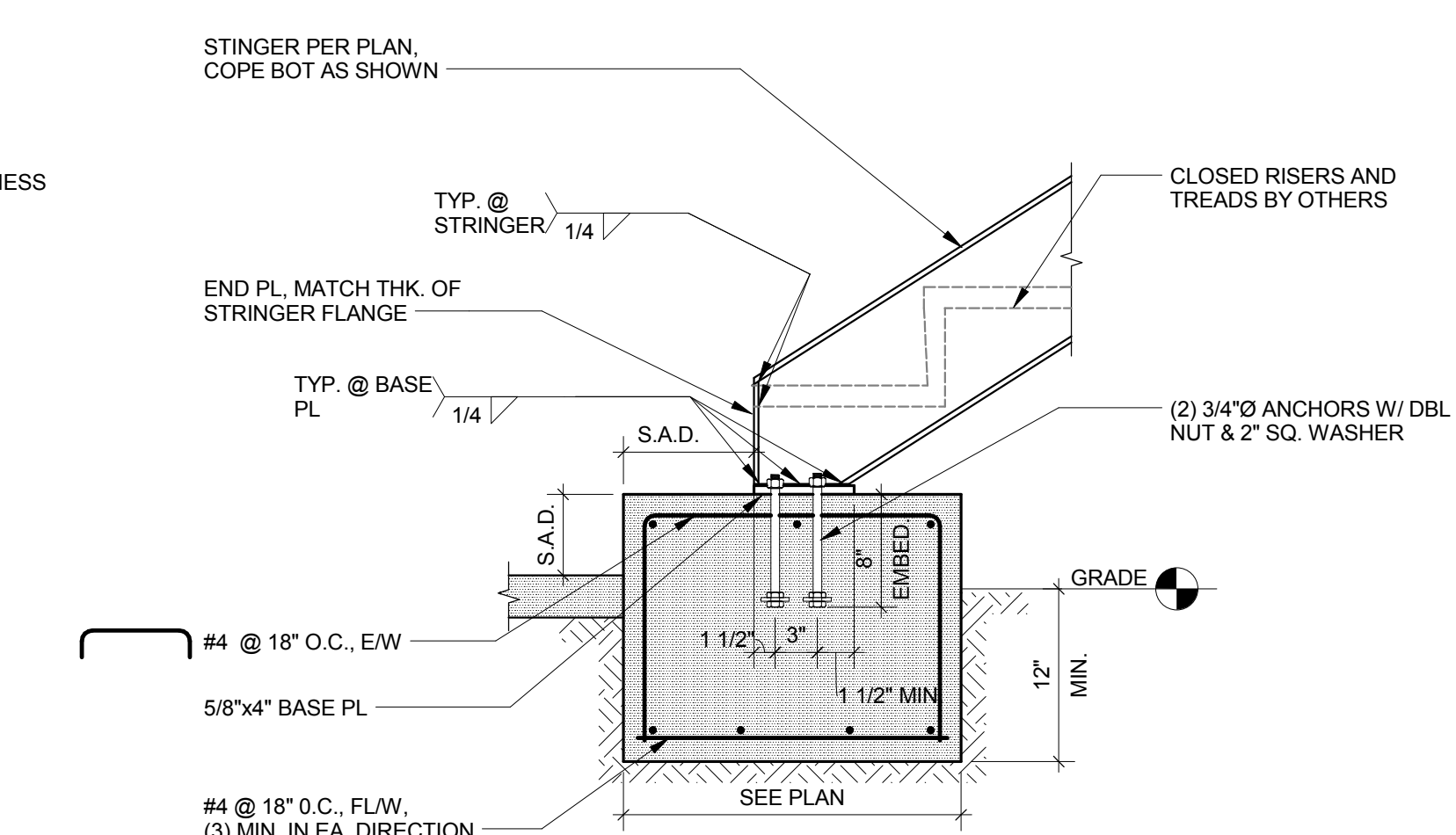
7 SECTION AT FTG - BRACED FRAME 1" = 1'-0"



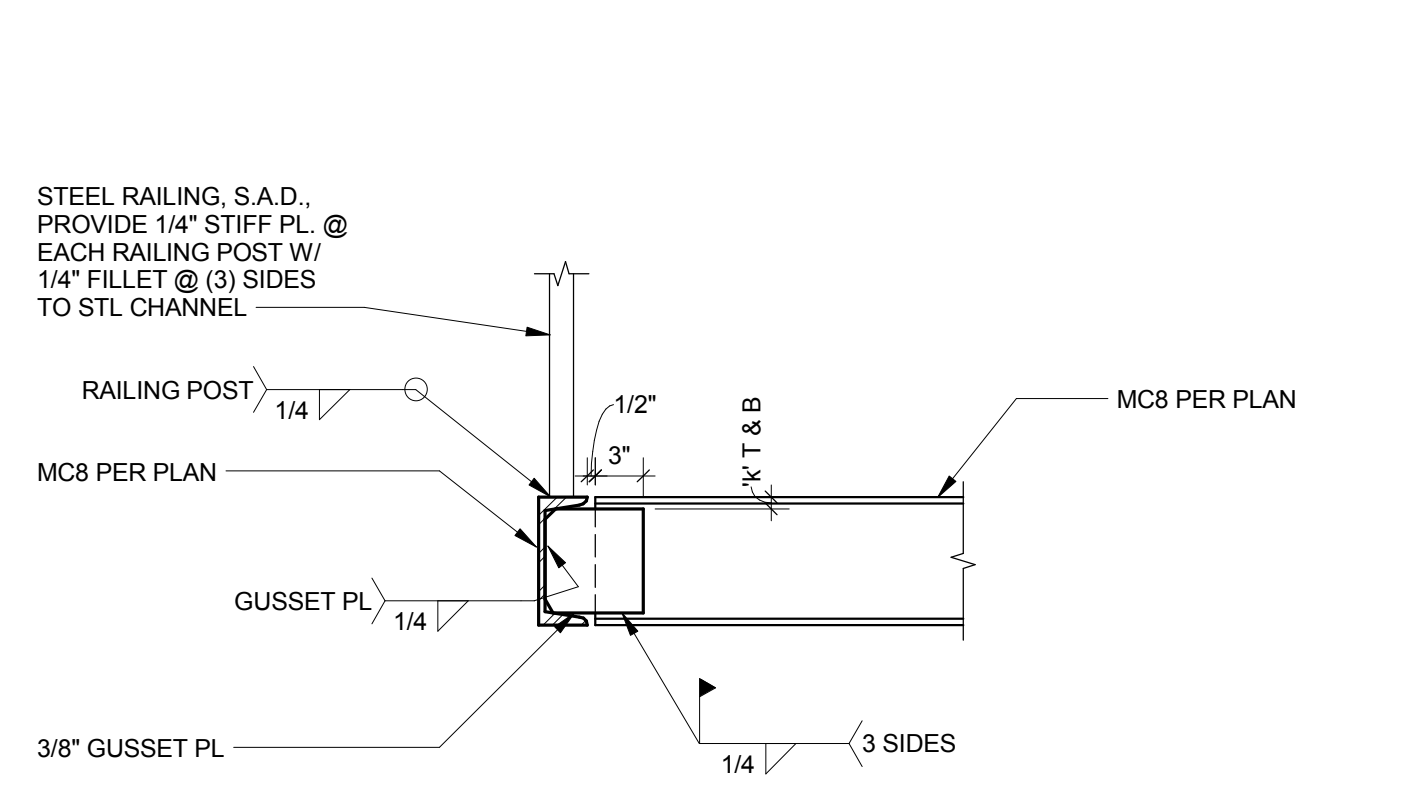
3 SECTION @ CONC. RAMP 1" = 1'-0"



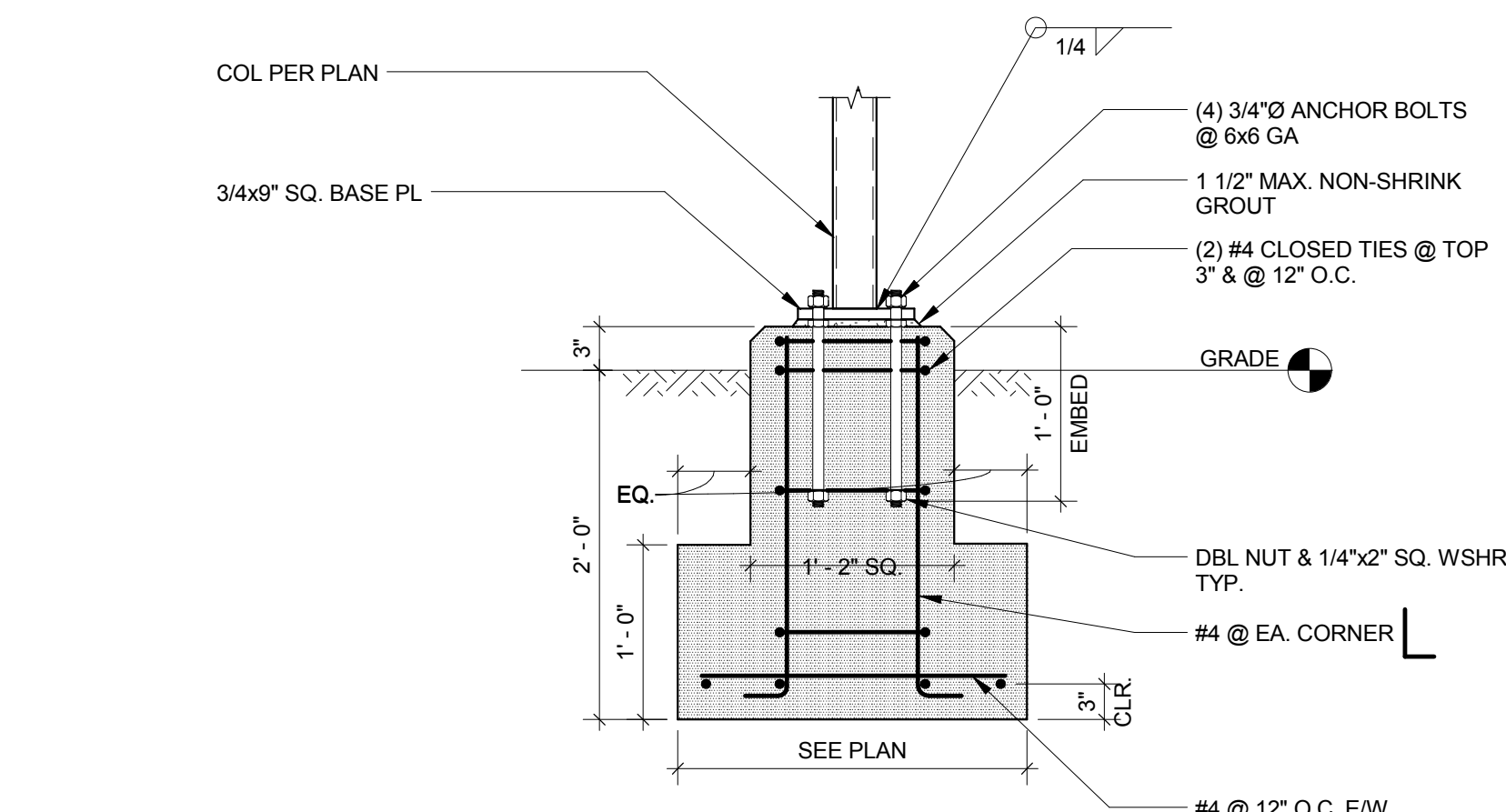
6 SECTION AT STAIR 1" = 1'-0"



2 SECTION AT STAIR LANING 1" = 1'-0"



5 SECTION AT CHANNEL CONN 1" = 1'-0"



1 SECTION AT FTG 1" = 1'-0"

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235 Montgomery St., Suite 1250
San Francisco, CA 94104, USA
ph: 415.693.1600 fax: 415.693.1750
www.holmesculley.com



LePort Schools
MAJOR PERMIT TO ALTER
50 FELL STREET
SAN FRANCISCO, CALIFORNIA

DATE	REVISIONS	DATE	REMARKS
1 08-17-14	PERMIT		
2			
3			
4			
5			
6			
7			
8			

PA / PM: JB
DRAWN BY: KN
JOB NO.: 13230.10

SHEET
S5.1

From: Abby Kearns [<mailto:abby@abbykearns.com>]
Sent: Saturday, June 21, 2014 10:35 PM
To: Kim, Jane (BOS)
Cc: Ben Kearns
Subject: LePort School Building Approvals

Dear Supervisor,

Finding quality childcare and an available preschool in San Francisco is extremely difficult, particularly for families with two working parents. We were thrilled to learn that LePort Schools is opening a Montessori program in the Mid-Market area that is convenient to our work as well as offers hours a level of education that work for our family.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous burden for our family. We have already given our nanny notice and have not secured a fall back plan for childcare and education. While I appreciate the need to hold new developments to a strict standard, I do not understand the herculean efforts asked of new schools in a city with already limited early education options. I wanted to emphasize the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city. I know many other families who are in similar situations, and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our 2.5 year old son, Nicolas.

Regards,
Abby & Ben Kearns
abby@abbykearns.com
[415-260-4139](tel:415-260-4139)

Mayor Ed Lee
1 Dr. Carlton B. Goodlett Place
City Hall, Room 200
San Francisco, Ca. 94102-4689
(415) 554-6141
mayoredwinlee@sfgov.org

July 3, 2014

Cyrus & Kate Ahalt
204 Carl St
San Francisco, CA 94117

Dear Mayor Lee,

Finding quality childcare in San Francisco is very difficult. We are currently on paid waitlists for childcare at three local childcare centers. We live and both work in San Francisco but we have been told not to expect to access to childcare for our son until 2015.

That's why we were thrilled to learn that LePort Schools is opening a high-quality Montessori program in the Mid-Market area with a slot open to our family as early as 2014. This opportunity was particularly exciting to us because Cyrus works for UCSF conducting research to improve the health of vulnerable populations in the city's Tenderloin neighborhood and Leport's Central Market location would be convenient and cost-effective for our family, allowing us to continue to use public transportation to and from work each day.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September 2014—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous burden for many San Francisco families like ours. I am not familiar with the city planning process, and there may well be good reasons for the delay. Still, I thought I'd reach out to you to explain the hardship that a delay will cause families like ours, and to see if there is anything you can do to work with LePort to support their opening this September.

Raising a family in San Francisco for families like ours is challenging as the cost of living continues to rise. But our family loves San Francisco, and is committed to staying in the city. This is where we have been for years, where our work is, where our friends and family are, and where we have found work that is both community-minded and personally rewarding. I know many other families who are in similar situations and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our son.

Sincerely,

Cyrus and Kate Ahalt

From: Annie Du [<mailto:annie.du@gmail.com>]
Sent: Wednesday, June 18, 2014 2:49 PM
To: Kim, Jane (BOS)
Subject: Regarding LePort Montessori School opening delay

Dear Supervisor Kim,

Finding quality childcare in San Francisco is very difficult. We've been looking for care for our toddler in our neighborhood for several months, time and again we were faced with long waitlists or flat out rejection due to too few spots and too many children.

That's why we were thrilled to learn that LePort Schools is opening a high-quality Montessori program in the Mid-Market area. We were very excited by the possibility of our child going into a safe and educational environment and allowing us to return to becoming a 2-income family in this expensive city.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous burden for our family. On top of the headache of finding an alternate source of childcare, we would encounter financial set back as one of us would have to delay a return to full time work until something is sorted out.

I am not very familiar with the city planning process, and there may well be good reasons for the delay. I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city. Both of us worked and are working still in this city, our social network is in this city. I know many other families who are in similar situations, and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our 1 year old son, Matthew.

Sincerely,

Annie Du and Mike Lowenstein

----- Forwarded message -----

From: **Arthur Zey** <arthur@deltawerx.com>

Date: Fri, Jun 27, 2014 at 3:53 PM

Subject: LePort Schools

To: mayoredwinlee@sfgov.org, Jane.Kim@sfgov.org

Dear Supervisor Kim and Mayor Lee:

While I am not a parent myself (yet), I have many friends and coworkers in San Francisco who have young kids, and I care very deeply about quality education.

I have been following LePort Schools for many years, as I have always been impressed by the quality of the education they offer and how thoughtful and innovative they are about pedagogy in general.

As a San Francisco resident and an employee at Twitter, I was thrilled to find out that LePort Schools was opening a Montessori program in the Mid-Market area. Their expertly trained teachers and carefully designed curricula will be a tremendous value to my friends' kids (whom I adore!) and to the community at large, serving as a beacon of what is possible in the education space.

I recently learned that, despite working with the city planning department for many months, the school's opening--scheduled for September--may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, I know that it will be a tremendous burden for several of my friends and coworkers, who have been counting on a Fall start date for their children. And at this critical age, even a six-month delay makes a huge difference developmentally, to say nothing of how disruptive it would be to switch schools mid-year.

I am not familiar at all with city planning processes, and there may well be good reasons for the delay. I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain my concern around what this delay would mean to those dear to me, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Thank you for your time and consideration.

Best Regards,

Arthur Zey

Arthur@DeltaWerx.com

[213-915-6442](tel:213-915-6442)

Dear Supervisor Kim,

We are writing to you today in regards to the potential delay in the opening of the new LePort school. We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

Since September 2013, we have been on a waiting list for a number of daycares in San Francisco. It is extremely hard to find quality daycare for children under two years of age, the demand is much greater than the supply. Because of this delay, my wife has not been able to go back to work, and being a single income family household has been difficult given the high cost of living in San Francisco. After waiting for 6 months of waiting, we decided to shift our focus and began a search for a pre-school program for our daughter. Most of the pre-schools in San Francisco do not allow admission before the age of 2 years and 9 months, again creating a huge void for San Francisco families. We were thrilled to learn that LePort Schools would be opening a high-quality Montessori program in the Mid-Market area, and that our daughter could attend upon turning 2 years old.

We were so excited to learn that the school would be opening a campus in San Francisco, as it would not only provide our daughter Zoe with an excellent Montessori education, but would also solve our problem of not being able to obtain childcare. After doing extensive research into Montessori schools in San Francisco, LePort offers the most qualified staff and truest Montessori education, something that is important to us. Zoe would not only receive pre-school education, but be able to attend after-care programs as well, something that is so very important to a family with two working parents, which we know is the most common situation for San Francisco families.

If LePort doesn't open in September, it will be a continued burden for our family as my wife will not be able to go back to work. Due to the extremely limited supply, and therefore competitive nature of childcare and pre-school enrollment, most, if not all other schools that accept children at 2 years of age will be full by now. We were counting on LePort opening in the fall as we have still not heard anything from the other institutions at which we are wait-listed.

We are not very familiar with the city planning process, and there may well be good reasons for the delay. We appreciate the need to hold new developments to a strict standard. Still, we thought we'd reach out to you to reiterate the challenges families face in San Francisco, express the hardship that a delay will cause our family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city. However, a shortage in daycare, quality schools and safe neighborhoods makes it increasingly difficult for young families to survive and thrive in the city. We know many other families who are in similar situations, and we know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality pre-school program for our daughter, Zoe.

Sincerely,

Arvi Raquel-Santos and Alice Bybee T. [415-539-9396](tel:415-539-9396)
E. arvi@nexusesperiment.com

"Simplicity implies not only an aesthetic ideal, but also a meaningful idea." — Paul Rand

Arvi Raquel-Santos

From: Gajwani, Vineeta [<mailto:vgajwani@ea.com>]
Sent: Tuesday, June 24, 2014 11:01 AM
To: Kim, Jane (BOS)
Cc: rgajwani@google.com; 'raj_gajwani@post.harvard.edu'; Vineeta Gajwani
Subject: RE: LePort Mid-Market Montessori School -- Please help
Importance: High

Raj and Vineeta Gajwani

555 4th Street Unit 105

San Francisco, CA 94107

[\(415\) 754-3725](tel:(415)754-3725)

June 24, 2014

Dear Supervisor,

Finding quality childcare in San Francisco is very difficult. We are two working professionals who have lived in the South of Market neighborhood for the last seven years. In 2008, we bought a condo in the 1 Bluxome building, and then we were blessed with healthy twin boys in May 2012 and decided to buy a townhouse unit in The Palms building on 4th street for our expanding family. When we moved to San Francisco's South of Market neighborhood seven years ago, we fell in love with life in the city and all that it had to offer. We are committed to stay in this neighborhood for as long as possible, in part because Raj has an amazing 6 minute bike commute to his employer, Google and Vineeta commutes via Cal Train to her job at Electronic Arts in the Peninsula. However, finding quality childcare in the city has proven very difficult, especially when you are looking for two open spots rather than just one. We toured many different schools and child care programs, but because we had two kids, the likelihood that we would get them both into the same program was challenging. In addition, there's a dearth of high-quality programs in the South of Market neighborhood. The one or two programs that we did find have incredibly long waitlists. For example, we've been on the waitlist at Soma Childcare in Yerba Buena Gardens for over 2 years (since before our kids were born), but it doesn't look like our number will come up. Similarly, both of our employers have on-site childcare facilities, but we were told not to bother putting our names on the waitlist because of the large number of prior applicants. Hiring a private nanny has been our only option until now – an option that is extremely expensive.

That's why we were thrilled to learn that LePort Schools is opening a high-quality Montessori program in the Mid-Market area. We have met the management team and some of the teachers and they are excellent!! Given the lack of strong Montessori programs in SF (and the complete

lack of any Montessori programs in our neighborhood), we are especially excited about the LePort program. The campus has an incredibly passionate and dedicated team, and the school is offering a Spanish immersion program. We are particularly excited about the beautiful outdoor space, the natural playground and the indoor gardening room.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous burden for our family. We have already given notice to our nanny, and she has accepted another job that begins in late August, so we will lose our current childcare altogether. Because both of us work full-time and have limited vacation days, this will be an incredible hardship on our family. We will need to find a replacement nanny or another childcare program for a short period of time until the school is ready to open.

I am not very familiar with the city planning process, and there may well be good reasons for the delay. I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city. I know many other families who are in similar situations, and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our two-year old twin boys, Avinash and Nikhil Gajwani.

Sincerely,

Raj and Vineeta Gajwani

Vineeta Gajwani | Senior Counsel, Trademarks & Copyrights vgajwani@ea.com

Electronic Arts Inc.

Tel: [650.628.2822](tel:650.628.2822)

209 Redwood Shores Parkway, Redwood City, CA 94065

Jun 17 (8 days ago)

Priya Haji

to mayoredwinlee, ane.Kim, bcc: me

Hi Mayor Lee and Supervisor Kim

I am writing as a San Francisco resident (SoMa area) and as a tech entrepreneur (CEO of a venture backed socially responsible fintech company) and as a mother of two young children in San Francisco.

As you know, we desperately need good educational solutions in our community, and more options for families - especially more montessori offerings. It is impacting the ability to retain tech workforce, and prevent migration to the Peninsula.

LePort Schools is a new montessori committed to opening in San Francisco, and I am a parent who has taken the risk of being a first parent at a new school - to help get that infrastructure built in our community.

There appears to be an unexpected delay at the Planning Commission level.

I am hoping you will take a few moments to give this matter some priority and ask for some fast tracking attention on behalf of the children and families of San Francisco and your district.

Thanks for your prompt attention. I am confident it can be appropriately resolved if everyone works together quickly.

Priya

--

Priya Haji
CEO & Co-founder
SaveUp
office: [415.578.9949](tel:415.578.9949) cell: [650.906.9866](tel:650.906.9866)
480 2nd Street, Suite 202, San Francisco CA 94107

SaveUp
Change your financial future.

NICOLEHOLLIS

935 Natoma St
San Francisco
CA, 94103

June 17, 2014

Dear Mayor Ed Lee,

Also sent to Supervisor Jane Kim

As I'm sure you're aware, good schools are a hard fought upon resource in San Francisco that are also very expensive. In this process, it's also difficult to identify the type of education that one wishes one's child to have. Hence, we spent a lot of time evaluating what sort of schooling would suit our daughter and truly believe that we've selected the best possible option when we discovered the new LePort School that is due to open in San Francisco.

The Montessori education, Spanish immersion program is something we're extremely excited about and LePort's excellent record running their other schools in Southern California meant that we chose their new school in San Francisco, due to open in September, over and above many other options.

This school is also very close to our office (less than five blocks away), in which we employ a large number of people in our Design firm, NICOLEHOLLIS. Having our daughter start at this school in September allowed us to continue to grow our company and rest assured in the knowledge that she's receiving a first class education in a nurturing environment only a few hundred yards from our office.

We were very disappointed to learn that there could be a delay in them opening the school due to their inability to get a hearing in July for one of the final permits they require to complete construction and have the school open on schedule. Despite their diligent efforts to work with the City Planning Department to complete this process on time, they're now informing us that the school's opening could be pushed back to as late as 2015.

NICOLEHOLLIS

This is very concerning to our family who were reliant on them opening in September so we could continue working productively. Our nanny was given notice of the school's opening and this has now put our affairs into disarray.

Although I'm sure there's a legitimate reason for the delay, I would like to implore you to consider our difficult position as small business owners who both live and work in San Francisco who are reliant on this school's opening on schedule in September to continue to work together and, most importantly, for our daughter's well being and education to take priority.

I appreciate your understanding in this matter and would ask that you assist in asking the City Planning Department to consider LePort School's hearing in July.

Sincerely,

Handwritten signatures of Nicole Hollis and Lewis Heathcote. The signature on the left is smaller and more compact, while the one on the right is larger and more elaborate with a long, sweeping tail.

Nicole Hollis and Lewis Heathcote
NICOLEHOLLIS

On Wednesday, June 18, 2014 11:59 AM, Jaime Austin <jaime_austin@yahoo.com> wrote:

Dear Supervisor Kim,

Also sent to Mayer Lee

I'm writing on behalf of LePort Schools, a preschool in the Mid Market Area where my 3-year-old son Ganden is enrolled. Yesterday I learned that the school's opening—scheduled for this September 2014—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

Finding quality childcare in San Francisco is very difficult. After much research, our family applied to four preschool programs this past Spring and didn't get into any of them. Each preschool cited that they received twice the applications that they've ever received before, evidence that more quality preschools are badly need in San Francisco. We had a moment of despair, and then were thrilled to learn that LePort Schools is opening a high-quality Montessori program in the Mid-Market area. The school will have outdoor space to play, an indoor gardening room, and hours made to accommodate the hours of working parents. If LePort doesn't open in September, it will be a tremendous burden for our family. We've already made arrangements with our nanny for her to share hours with another family, and will not have either a preschool or reliable childcare solution for our 3 year old.

I understand that LePort Schools is remodeling a historic building, and I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city. We bought a house here, both my husband and I work here, and we've made a commitment to raise our two children (Ganden, age 3 and Ginevra 6 months) here. I know many other families who are in similar situations, and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our children.

Sincerely,

Jaime Austin
San Francisco homeowner and resident
jaime_austin@yahoo.com

From: Jodie Kirk [<mailto:jodiekw@me.com>]
Sent: Thursday, June 19, 2014 1:26 PM
To: Kim, Jane (BOS)
Subject: LePort School

Dear Supervisor Jane Kim,

Finding quality childcare in San Francisco is very difficult. We have had many challenges finding a program that suits our children's needs and provides many public transport options for our car-less family. We have even considered leaving the city all together. We were beyond thrilled to learn that LePort Schools is opening in the Mid-Market area and were looking forward to our son enrolling in the preschool program this September.

We just learned that, despite working with the city planning department for many months, the school's opening in September may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

I am not very familiar with the city planning process, and there may well be good reasons for the delay. I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city. I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our three year old son, Oskar.

Sincerely,

Jodie Kirk

From: "Jory Z. Ruscio" <jzruscio@gmail.com>
Subject: Please help with much needed LePort School opening
Date: June 26, 2014 5:36:38 PM PDT
To: mayoredwinlee@sfgov.org

Dear Mayor Lee,

Finding quality childcare in San Francisco is very difficult. We have a 21-month old daughter, Ryla, and a son due in August. We were interested in an educational environment that could accommodate both children so we wouldn't have to coordinate two separate childcare situations. We live near Church and Market, and there aren't many childcare options in that area, nor downtown, where we both work.

That's why we were thrilled to learn that LePort Schools is opening a high-quality Montessori program in the Mid-Market area. Everything about LePort excited us. Finally, a quality childcare program with hours that can truly accommodate working parents would exist at a location right on our commute to downtown! We believe so much in LePort that we became one of the "Pioneer" families, who committed three years of tuition to help bring this school to San Francisco.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous burden for our family. We hired our nanny with the expectation that our daughter would be enrolling at LePort in Fall 2014. Ryla is also attending the LePort Mommy and Me Classes, and she is extremely excited about new activities with which she's been engaging. We expected that she would be able to transition to the new LePort School in the Fall to continue her learning and development.

I am not very familiar with the city planning process, and there may well be good reasons for the delay. I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city. We love being able to walk, bike or take public transportation everywhere, and were planning on using all three modes to transport our children to LePort. We love that there are families like ours who value quality early childhood education and show such support for an excellent program like LePort. I know many other families who

are in similar situations, and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality child-development program for our two children.

Sincerely,

Jory and Joseph Ruscio

1966 15th Street 94114

[540-537-5933](tel:540-537-5933)

June Marcel
829 Folsom Street #710
San Francisco, CA 94107

Mayor Ed Lee
1 Dr. Carlton B. Goodlett Place
City Hall, Room 200
San Francisco, Ca. 94102-4689

Also sent to Supervisor Jane Kim

Dear Mayor Ed Lee:

Finding quality childcare in San Francisco is very difficult. We currently live in SOMA / Yerba Buena, where despite a great deal of construction and an increasing number of families with young children, quality child care options are very limited. We currently pay a full-time nanny, which is eating into our savings, to make it possible for both of us to continue to pursue careers that we love, but this is simply not sustainable for us financially.

That's why we were thrilled to learn that LePort Schools is opening a high-quality Montessori program in the Mid-Market area. We were in fact so excited upon hearing about this program, that we elected to become parent pioneers, giving the school a significant portion of our savings in order to help it open its doors.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous burden for our family. When I took my most recent position, as Chief of Staff for EducationSuperHighway, which allows me to help bring broadband access to K-12 public schools, it was with the understanding that I would have a more affordable child care option in the near future. We are honestly not sure how we will make the finances work if the opening continues to delay.

I am not very familiar with the city planning process, and there may well be good reasons for the delay. I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city. We recently bought our condo, and love the ability to walk and bike to work. Honestly, as a former New Yorker, I really can't imagine living outside of the city and really want to raise kids here. I know many other families who are in similar situations, and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our 16-month-old daughter Lumen.

Sincerely,

June Marcel

-----Original Message-----

From: Lauren Hoernlein [<mailto:lauren.hoernlein@gmail.com>]

Sent: Tuesday, June 17, 2014 6:19 PM

To: Farrell, Mark (BOS)

Subject: LePort school delay

Dear Supervisor Farrell,

Finding quality childcare in San Francisco is very difficult. The preschool application process is long and stressful because there simply aren't enough spots for all the kids in the city, especially with what seems to be a San Francisco baby boom.

That's why we were thrilled to learn that LePort Schools is opening a high-quality Montessori program in the Mid-Market area. Not only have we found a Montessori program, but a Spanish-immersion Montessori program, something we haven't found anywhere else.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous burden for our family. Our son will be 3 in September, which is the ideal time to start the Montessori program. With a newborn who has just arrived, we have been planning and depending on our son starting school in September.

We are not very familiar with the city planning process, and there may well be good reasons for the delay. We appreciate the need to hold new developments to a strict standard. Still, we want to reach out to you to explain the hardship that a delay will cause our family, and to see if there is anything you can do to work with LePort to support their project and help them open by September. LePort has ambitious plans to open more schools in San Francisco, including in our district, but it is frustrating for all of us how hard it's been to open this first school.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city, even though that means a commute to Novato. Moving to Marin county is not something we'd consider because we love the city life, including being able to walk and take the bus to school instead of driving. I know many other families who are in similar situations, and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our 3-year-old son Antonio.

Sincerely,

Lauren Hoernlein and Javier Femenia

Anza Vista neighborhood

June 17, 2014

Mayor Ed Lee
1 Dr. Carlton B. Goodlett Place
City Hall, Room 200
San Francisco, Ca. 94102-4689

Also sent to Supervisor Jane Kim

Dear Mayor Ed Lee,

As public school teachers with very young children living in the City, we feel extremely fortunate to live in such a vibrant place we have called home for the past fifteen years.

However, quality childcare in our neighborhood has proven quite challenging. For one, there seems to be a significant shortage of such places, especially those that provide a full language immersion experience. *Potrero Kids* in Potrero Hill is currently the only preschool in the area that fits the bill. Sadly, our daughter was rejected last year due to the high demand and as of today is still on the waitlist. While they don't offer a language immersion program, we also applied and have been on a waitlist for almost three years at the Yerba Buena Child Development Center in SOMA. As of today, our daughter is #47 on the waitlist and it is highly unlikely she will earn a spot for the fall.

This is why we are reaching out to your office. When we heard that LePort would be opening a preschool in September we were intrigued. When we heard that it would be in the neighborhood, have a language immersion program without a waitlist, we did not hesitate to jump at this rare opportunity. Not only is it close to public transportation for pick up and drop off, LePort 's extended care hours are also perfect for both of us who work long hours.

Needless to say, we were devastated to learn that the school's opening may be delayed for months. Without any contingency plans at the moment, we feel demoralized to say the least. We implore you to do everything you can to allow LePort to open their doors as advertised. We have been informed that LePort has been working with city planning for several months to open at the start of September of this year. Please allow them to have a hearing in July so that they may apply for and receive one of the last permits they need to accomplish this goal.

I thank you for reading this letter and urge you to expedite the planning process. Quite frankly, there are no other adequate preschool options in the area that are accepting students this late in the year. With the severe preschool shortage in the area, we simply don't know what to do.

Despite the setbacks we have encountered, we love San Francisco and are committed to making it our home. We look forward to raising our children here and will do everything we can to make this a reality. On behalf of our daughter Miyu (3 years old) and son Diego (1 week old) we thank you for your efforts.

Sincerely,

Naomi Nezuka & David Marroquin

300 Berry Street #723

From: Douglas Mitchell [<mailto:aquablue94131@yahoo.com>]
Sent: Thursday, June 19, 2014 9:37 PM
To: Kim, Jane (BOS)
Subject: Help Needed - LePort Montessori School Opening Delay

Dear Supervisor Kim,

We are long time San Francisco residents (20+ years) and homeowners and finally have a child (and stayed) in San Francisco. Finding and getting into childcare is a stressful, expensive, and time-consuming venture.

That's why we were thrilled to learn that LePort Schools is opening a high-quality Montessori program in the Mid-Market area.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous burden for our family. We have just recently entered into a temporary nannyshare situation which ends in September specifically because we knew that LePort would be opening and be our child's full time preschool solution. We painstakingly planned out the timing so as not to overly disrupt our son's schedule with temporary situations and lots of transition. To be honest, if there is indeed a delay it will be brutal to find yet another temporary solution.

I am not very familiar with the city planning process, and there may well be good reasons for the delay. I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city. As I mentioned previously, we own a home and want to stay in San Francisco. Please help us solve this very real issue in any way that you can.

Sincerely,

Doug, Dawn and Kai Mitchell

Dear Supervisor Kim,

My name is Doug Peltz, I'm writing you in regards to LePort Schools' unexpected delay in their planning process.

My wife and I are SF residents and employed here in the city. We are working parents making less than 130K as a household. We are committed to providing our daughter with the child-centered education advocated by Maria Montessori.

We were thrilled to find out that LePort Schools, which is well-respected in southern California for its professional staff and outstanding Montessori program, is opening a program in the Mid-Market area of San Francisco.

We moved to San Francisco from southern California, and honestly our biggest reluctance wasn't the cost of living (they're high in both places), but the fact that we'd be leaving behind the opportunity to send our daughter to LePort.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous financial burden for our family. Not only will we have to coordinate alternate arrangements for some kind of shared nannycare (expensive), but we had also been pre-approved for financial aid from LePort. This will be a serious financial setback for us, and means we will have to reconsider many major life decisions: having a second child, whether to remain in the city, whether to take on a second job and forego time with our daughter, etc.

I am not familiar with the city planning process, and there may well be good reasons for the delay. I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. We do love San Francisco, and wish to remain in the city. Carrie works for the V.A. at Land's End helping improve the lives of veterans, and I am co-founding an education startup here in the city to help elementary school teachers have an easier time teaching science.

I know many other families who are in similar situations, and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our three-year-old daughter, Miranda.

Sincerely,

Doug Peltz

Supervisor Kim/Mayor Lee,

I am writing about a letter I received from my son's preschool which is scheduled to open in September 2014. This school will serve a critical need to those of us choosing to live with children in the district 06. Being a parent in San Francisco is difficult. We are committed to keep in our family in the city despite these challenges, but we need quality childcare for our son to make that work. We moved back to San Francisco this spring so that our son could begin his formal education in San Francisco. LePort's highly successful Montessori program, Spanish immersion program, and accessibility to transit made this the ideal choice for our family.

We just learned that LePort is unable to get scheduled for a hearing date in July for one of the last permits they need, and that the school's opening may be delayed. I understand the importance of conducting the proper impact studies and reviews before the school can be open, but I would like to appeal to you to help them to expedite this process so that the school can open on time. This delay will have an tremendous impact on our family. We choose an apartment and signed a lease based on the location of this school. This delay will leave us with no childcare and no backup.

Sincerely,

Sarah Hickey

Also sent to Supervisor Jane Kim

Dear Mayor Lee,

Finding quality childcare in San Francisco is very difficult. My husband and I have yet to find a preschool that truly follows the teachings of Maria Montessori within the city, which we believe to be fundamental in raising independent and thoughtful children. We work in San Francisco, which makes it unfeasible for us to travel outside of the city to allow our son a Montessori education.

That's why we were thrilled to learn that LePort Schools is opening a high-quality Montessori program in the Mid-Market area. Our values and education requirements for our son align with LePort's curriculum entirely. We are very impressed by their teachers, flexibility of their hours, the outdoor space they have allotted for the children and their overall operations of their organization.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous burden for our family. We are not on any other waitlist for alternative preschools and we have given our nanny notice that we will be no longer in need of her services in September. Hiring another nanny or babysitter is not an option as our child is almost 3 and really needs to be in a preschool program.

I am not very familiar with the city planning process, and there may well be good reasons for the delay. I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and is committed to staying in the city. We are entrepreneurs, we have a great apartment and truly love our neighborhood and community in the Mission.

I know many other families who are in similar situations, and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our 2.5 year old son, Evan.

Sincerely,

Pari Schacht
3633 23rd St, San Francisco, CA 94110

Seth Golub Jun 17 (9 days ago)

to Mayor, Supervisor, LePort

Mayor Lee and Supervisor Kim,

I am a father who lives in the Lower Haight and have been caring for my toddler full time for nearly two years. We've struggled to find quality child care, and were enthusiastic when we discovered LePort Montessori opening this fall. In September, my daughter will finally receive guidance and care from highly trained professionals in an excellent environment, and I will return to software engineering here in San Francisco.

I learned this morning, however, that despite a year of working with the planning department with the help of professional expeditors and consultants, the school is suddenly faced with a surprise requirement that will delay their opening and my return to work by another three months.

This building renovation is not an unusually large or complex project, and they devoted a great deal of time and money to understand and meet the needs of the city planning department. To be surprised with a requirement at this stage, despite their professional attention to detail, is a failure of our city's government. It is LePort's responsibility to discover and comply with the necessary regulations, but it is the city's responsibility to make that feasible. When a professionally run project of this kind runs into a delay affecting the livelihood of dozens of local families, the city needs to recognize it as a failure of process, take responsibility, and help solve the problem.

Smoothing the way for new quality child care and early education in San Francisco is an essential part of fostering economic and residential development. Please do whatever you can to expedite the opening of our new school so dozens of families don't have to put their lives, livelihoods, and education on hold just because of an avoidably byzantine and unpredictable permitting process.

Thank you.

Seth Golub
111 Steiner St
San Francisco

On Thursday, July 3, 2014 10:45 PM, Shadi Vaziri <shadivaz@yahoo.com> wrote:

Dear Supervisor Jane Kim,

Finding quality childcare in San Francisco is very difficult. We're both working parents in a single car household so finding quality childcare, with a schedule that works for us within walking distance has been nearly impossible. LePort meets our educational goals and it's close enough for drop-offs and pick-ups.

We were ecstatic to learn that LePort Schools is opening an authentic Montessori program in the Mid-Market area. Not only is it a true Montessori experience but we were able to join early enough to avoid the notorious SF preschool waitlists. Expecting this school to open according to schedule, we didn't sign up to any other preschool.

We just learned that, despite working with the city planning department for many months, the school's opening—scheduled for September—may be delayed, as LePort is unable to get scheduled for a hearing date in July for one of the last permits they need.

If LePort doesn't open in September, it will be a tremendous burden for our family. Our Monday and Friday share care nanny is pregnant and will not be able to work beyond September. My mother already stays with us Tuesday through Thursday, leaving behind my father, in order to help us and would not be able to extend to 5 days a week. We would hate to put our son (2 years old in September) through multiple transitions when one will be challenging enough.

I am not very familiar with the city planning process, and there may well be good reasons for the delay. I appreciate the need to hold new developments to a strict standard. Still, I thought I'd reach out to you to explain the hardship that a delay will cause my family, and to see if there is anything you can do to work with LePort to support their project and help them open by September.

Raising a family in the city is full of challenges. Our family loves San Francisco, and we bought our home in 2011 with the idea that we'll be raising our family in this fantastic city. We're active members of the community and we'll become even more involved as our son starts schooling in the Mid-Market area. I know many other families who are in similar situations, and I know we're not alone in hoping you can work with LePort to help us solve the challenge of finding a quality preschool program for our son, Sebastian.

Sincerely,
Shadi Vaziri and Robert Murillo
[925.548.1332](tel:925.548.1332)