



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination Community Plan Evaluation

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

*Case No.:* 2014-000534ENV  
*Project Address:* 1501 and 1555 Mariposa Street  
*Zoning:* UMU (Urban Mixed Use)  
40-X  
*Block/Lot:* 4005/006 and 007  
*Lot Size:* 13,306 square feet  
*Plan Area:* Eastern Neighborhoods Area Plan (Showplace Square/ Potrero Hill)  
*Project Sponsor:* Andrew Wolfram, TEF Design, (415) 901-4912  
*Staff Contact:* Rachel Schohn, (415) 575-8751, rachel.schohn@sfgov.org

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### PROJECT DESCRIPTION

The project site is located at 1501 and 1555 Mariposa Street on the southwestern corner of Mariposa and Arkansas streets in San Francisco's Potrero Hill neighborhood. Across Mariposa Street to the north, lies Jackson Playground, owned and operated by the Recreation and Parks Department; on Arkansas Street northeast and east of the site are industrial buildings and residences, respectively. On the same block, adjacent both to the south and west of the site, a new 299-unit residential complex is being constructed at 1601 Mariposa Street.

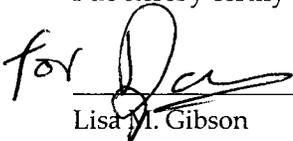
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### CEQA DETERMINATION

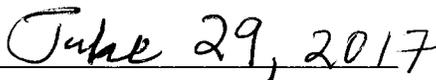
The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

### DETERMINATION

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

for   
\_\_\_\_\_  
Lisa M. Gibson

Environmental Review Officer

  
\_\_\_\_\_  
Date

cc: Andrew Wolfman, Project Sponsor; Supervisor Malia Cohen, District 10; Linda Ajello Hoagland, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

**PROJECT DESCRIPTION (continued)**

The Live Oak School (K-8) currently occupies 39,625 square feet of a 79,496 square-foot, three-four-story mixed use office and educational building located at 1501-1555 Mariposa Street. This single building spans two lots. An additional one-story, 1,420 square-foot, approximately 15-foot high building, used by the Live Oak School as a gymnasium, is located at 1555 Mariposa, across the school courtyard and would not be changed by this project.

Within the main building, the project proposes to convert 22,650 square feet of office use to educational use at 1501 Mariposa Street. Currently 10,325 square feet of space are being used for educational use under a temporary certificate of occupancy on the ground floor; 12,325 additional square feet would be converted from office space use (currently unoccupied) to educational space on the second floor. At 1555 Mariposa Street, 29,300 square feet of space is currently being used for educational space and this would remain unchanged. The project would result in a total of 51,950 square feet of educational use occupied by Live Oak School and 27,546 square feet of office use occupied by tenants not associated with Live Oak School as shown in Table 1, below.

**Table 1. Live Oak School Current and Proposed Use**

Address	1501 Mariposa Street	1555 Mariposa Street <sup>1</sup>	Total Area (sf)
<b>Total building area (sf)</b>	50,196	29,300	79,496
<b>Current area designated as office use (sf)</b>	39,871	0	39,871
<b>Proposed area occupied by office use (sf)</b>	27, 546	0	27, 546
<b>Current Area occupied by educational use (sf) (Live Oak School)</b>	10,325 <sup>2</sup>	29, 300	39,625
<b>Proposed Area occupied by educational use (sf) (Live Oak School)</b>	22,650	29, 300	51,950

<sup>1</sup> Includes Main Building spanning 1501-1555 Mariposa; excludes gymnasium building at 1555 Mariposa

<sup>2</sup> Operating under a temporary certificate of occupancy, included in total area to be converted to educational use in this community plan evaluation.

The project would also include removal of an existing window on Arkansas Street to create a recessed vestibule for egress doors for the 1501 Mariposa Street building; addition of a play area and mechanical equipment to the rooftop of 1555 Mariposa Street; and construction of a five-foot high parapet wall at the south end of the playground and a sixteen-foot, three-inch high chain-link fence surrounding the playground.

The current project would result in an increase in student enrollment from 311 to 417 students and an increase in staffing levels from 64 to 88 persons. The project would add 12 Class 2 bike racks in front of the building on Mariposa Street and 44 Class 1 bike racks<sup>1</sup> accessible via Arkansas Street. The project would not include any excavation or changes to the third or fourth floors of the 1501 Mariposa Street building, and these would remain as office use, not used by the Live Oak School. The proposed project

<sup>1</sup> Section 155.1(a) of the Planning Code defines Class 1 bicycle spaces as “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residences, nonresidential occupants, and Employees” and defines Class 2 bicycles as “spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use”.

would not include any expansion of the existing 1555 Mariposa Street side of the building; however, some of the current educational space would be converted to a music room on the southwest corner of the second floor.

Currently, the Live Oak School is open year-round and operate during the weekday, Monday through Friday, from 7:30 am to 6:00 pm. This schedule would remain the same with the proposed project. The majority of faculty and staff arrive around 7:30 am. Approximately 50 students are expected to participate in the Extended Care program, beginning at 7:30 am. This drop-off period is from 7:30-8:30 am. The drop-off period for regular classroom instruction, beginning at 8:30 am, is from 8:15-8:30 am. Afternoon pick-up runs from 2:45-3:00 pm for kindergarten students; from 3:00-3:15 pm for 1<sup>st</sup>- 5<sup>th</sup> grade students; and from 3:15-3:30 pm for 6<sup>th</sup>-8<sup>th</sup> grade students. Approximately 70 students participate in the after-school program; pick-up for this program runs until 6:00 pm. Faculty and staff leave after classroom instruction ends or once afterschool programs conclude. The drop-off and pick-up activities occur on Mariposa Street at the approximately 270-foot long white loading zone adjacent to the school, which accommodates up to 13 vehicles.

In 2014 and 2015, the Live Oak School expanded from 1555 Mariposa Street into approximately 10,325 square feet of the ground floor of 1501 Mariposa Street. That expansion into 1501 Mariposa Street side of the building included modification of an existing garage door into a pedestrian entry and the removal of a curb cut along Mariposa Street, interior renovations to create new classrooms and accessory assembly areas, and updates to life safety systems (e.g., new sprinkler and fire alarm system).

## PROJECT APPROVAL

The project proposed at 1501 and 1555 Mariposa Street would require a building permit from the Department of Building Inspection (DBI) for the proposed change of use and construction activities on site. The proposed project is subject to notification under Planning Code Section 312. If discretionary review before the Planning Commission is requested, the discretionary review decision constitutes the Approval Action for the proposed project. If no discretionary review is requested, the issuance of the building permit by the Department of Building Inspection (DBI) constitutes the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

## COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or

to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 1501 and 1555 Mariposa Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)<sup>2</sup>. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.<sup>3,4</sup>

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.<sup>5</sup>

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<sup>2</sup> Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

<sup>3</sup> San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

<sup>4</sup> San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

<sup>5</sup> Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to UMU (Urban Mixed Use) District. The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Evaluation (CPE) Checklist, under Land Use. The 1501 and 1555 Mariposa Street site, which is located in the Showplace Square/ Potrero Hill Area of the Eastern Neighborhoods, was designated as a site allowing buildings up to forty feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1501 and 1555 Mariposa Street is consistent with, and was encompassed within, the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 1501 and 1555 Mariposa Street project, and identified the mitigation measures applicable to the 1501 and 1555 Mariposa Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>6,7</sup> Therefore, no further CEQA evaluation for the 1501 and 1555 Mariposa Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING

The project site is located at 1501 and 1555 Mariposa Street on the southwestern corner of Mariposa and Arkansas streets in San Francisco's Potrero Hill neighborhood. Across Mariposa Street to the north, lies Jackson Playground, owned and operated by the Recreation and Parks Department; on Arkansas Street northeast and east of the site are industrial buildings and two- to- three story residences, respectively. On the same block, immediately south and west of the site, a new 299-unit residential complex (1601-1677 Mariposa Street)<sup>8</sup> is being constructed which will consist of two four-story buildings ranging from 31- 40 feet in height. At 88 Arkansas Street (also referred to as 1530 17<sup>th</sup> Street)<sup>9</sup>, located one block north of the

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<sup>6</sup> Steve Wertheim, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 1501 & 1555 Mariposa Street, February 23, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014-000534ENV.

<sup>7</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 1501 Mariposa Street, April 13, 2017.

<sup>8</sup> 1601-1677 Mariposa Street/ 485 Carolina, Planning Department Case File number No. 2012.1398E. Environmental Impact Report completed October 15, 2015. This document is on file and available for review on the Planning Department website.

<sup>9</sup> 88 Arkansas Street, Planning Department Case File Number 2015-000453ENV. Community Plan Evaluation (CPE) completed January 14, 2016. This document is on file and available for review on the Planning Department website.

site, across the north side of Jackson Playground, a new mixed use building consisting of two commercial spaces and 127 residential units is approved and slated for construction.

## POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 1501 and 1555 Mariposa Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 1501 and 1555 Mariposa Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project at 1501 and 1555 Mariposa Street would not contribute to significant impacts for any of these topics. The proposed project would not contribute to the land use impact because it would not remove existing PDR uses. The proposed project would not contribute to the impact on historic architectural resources because it would not result in the demolition or alteration of any such resources. The volume of transit ridership generated by the proposed project would not contribute considerably to the transit impacts identified in the Eastern Neighborhoods PEIR. The proposed project would not contribute to the shadow impact because it would not cast shadows on any parks or open spaces. Only one mitigation measure identified in the EN PEIR is necessary to reduce this project's impacts to less than significant. This mitigation measure addresses the proper removal and disposal of hazardous building materials.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

**Table 1 – Eastern Neighborhoods PEIR Mitigation Measures**

Mitigation Measure	Applicability	Compliance
<b>F. Noise</b>		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving not proposed	Not Applicable (N/A)
F-2: Construction Noise	Not Applicable: project involves interior renovation, not particularly noisy construction procedures	N/A
F-3: Interior Noise Levels	Not Applicable: project would	N/A

Mitigation Measure	Applicability	Compliance
	be subject to the interior noise standards set forth in the California Building Code	
F-4: Siting of Noise-Sensitive Uses	Not Applicable: project would be subject to the interior noise standards set forth in the California Building Code	N/A
F-5: Siting of Noise-Generating Uses	Applicable: Project would generate noise impacts in excess of ambient noise in the project area	Pursuant to the mitigation measure, a noise analysis was conducted as part of the environmental review. The project sponsor has complied with recommendations in the noise study and has incorporated a five-foot high parapet wall along the southern edge of the roof in accordance with the noise reduction recommendations in the noise study.
F-6: Open Space in Noisy Environments	Not Applicable: the project is not located in a noisy environment	N/A
<b>G. Air Quality</b>		
G-1: Construction Air Quality	Not Applicable: Project involves interior renovation	N/A
G-2: Air Quality for Sensitive Land Uses	Not Applicable: the project site is not located within and Air Pollutant Exposure Zone	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: The proposed project would not use diesel equipment during operations	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: The proposed project would not emit substantial levels of other TACs	N/A
<b>J. Archeological Resources</b>		
J-1: Properties with Previous Studies	Not Applicable: The project site was not evaluated in any previous studies	N/A

Mitigation Measure	Applicability	Compliance
J-2: Properties with no Previous Studies	Not Applicable: The proposed project would not disturb soils	N/A
J-3: Mission Dolores Archeological District	Not Applicable: The project site is not located in this district	N/A
<b>K. Historical Resources</b>		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
<b>L. Hazardous Materials</b>		
L-1: Hazardous Building Materials	Applicable: The proposed project involves the renovation of an existing building	The project sponsor has agreed to implement this requirement as Project Mitigation Measure 1.
<b>E. Transportation</b>		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-5: Enhanced Transit Funding	Not Applicable: plan-level mitigation by San Francisco Municipal Transportation	N/A

Mitigation Measure	Applicability	Compliance
	Agency (SFMTA)	
E-6: Transit Corridor Improvements	Not Applicable: plan-level mitigation by SFMTA	N/A
E-7: Transit Accessibility	Not Applicable: plan-level mitigation by SFMTA	N/A
E-8: Muni Storage and Maintenance	Not Applicable: plan-level mitigation by SFMTA	N/A
E-9: Rider Improvements	Not Applicable: plan-level mitigation by SFMTA	N/A
E-10: Transit Enhancement	Not Applicable: plan-level mitigation by SFMTA	N/A
E-11: Transportation Demand Management	Not Applicable: plan-level mitigation by SFMTA	N/A

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

### PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on March 23, 2016 to adjacent occupants and owners of properties within 300 feet of the project site. One tenant within the building at 1501 Mariposa Street requested to see the plans and articulated concerns over noise, schedule and duration of construction activities and the possibility of schoolchildren accessing office portions of the building during construction activities. As discussed under Topic 5, Noise, in the attached CPE Checklist, construction noise is regulated by the Noise Ordinance for private construction during normal business hours, and enforced by the San Francisco Department of Building Inspection (DBI). Per an email from the project sponsor, schoolchildren would not have access to the office portion of the building during construction activities or at any other time. These concerns were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

### CONCLUSION

As summarized above and further discussed in the CPE Checklist<sup>10</sup>:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;

<sup>10</sup> The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014-000534ENV.

2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review shall be required for the proposed project pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

**EXHIBIT 1:  
 MITIGATION MONITORING AND REPORTING PROGRAM  
 (Includes Text for Adopted Mitigation Measures and Project- Specific Improvement Measures)**

<b>MITIGATION MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<b>L. Hazardous Materials</b>				
<p><b>Project Mitigation Measure 1 (Implementing Eastern Neighborhoods Programmatic Final Environmental Impact Report Mitigation Measure L1)</b></p> <p>The project sponsor shall ensure that any equipment containing polychlorinated biphenyls or di (2-ethylhexyl) phthalate (PCBs or DEHP), such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	Project Sponsor	Prior to interior renovation activities	Planning Department, in consultation with Department of Public Health (DPH); Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and Department of Building Inspection (DBI), at end of construction.	Considered complete upon submittal of a monitoring report.

**EXHIBIT 1:  
 MITIGATION MONITORING AND REPORTING PROGRAM  
 (Includes Text for Adopted Mitigation Measures and Project- Specific Improvement Measures)**

PROPOSED IMPROVEMENT MEASURE TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><b>Project Improvement Measure 1: Transportation Management Plan (TMP)</b>            Project sponsor should develop and implement a comprehensive <i>Transportation Management Plan</i> (TMP) as part of the proposed school expansion project. The overall purpose of the TMP is to provide guidelines for student drop-off and pick-up procedures and to improve the student drop-off and pick up operations and encourage the use of carpooling and alternative modes of transportation to reduce vehicle and parking demand. The following elements of the TMP are outlined below:</p> <ul style="list-style-type: none"> <li>• Notify parents/guardians about current pick-up and drop-off procedures or changes to the procedures in writing and provide orientations;</li> <li>• Live Oak School should continue to require faculty/staff to directly assist in getting students out of the vehicle and into their respective on-site meeting place during drop-off activities and directly assist students from the on-site meeting place to the vehicle during pick-up activities.</li> <li>• In the event extensive queues are observed during pick-up or drop-off periods, the project sponsor shall submit an application to the San Francisco Municipal Transit Authority (SFMTA) requesting additional passenger loading zones along the project frontage. The approval of additional loading zones would be subject to SFMTA review and approval.</li> <li>• Establish and strictly enforce a policy to prohibit parents/guardians from stopping in the school loading zone for longer than one minute during the morning drop-off period or two minutes during the afternoon pick-up period; staff would send away a parent in a vehicle from the loading zone if a child is not ready at the curb during the drop-off period.</li> <li>• Maintain a log (inventory) of complaints from neighbors and work with these neighbors to resolve unforeseen problems with student drop-off/pick-up activities, in order to maintain an ongoing, constructive relationship with the neighboring residents and businesses; and</li> <li>• Establish a monitoring program for the first year of the schools' expansion to conduct observations and circulation along Mariposa Street and surrounding streets during student drop-off and pick-up</li> </ul>	<p>Owner/ Operator of Live Oak School</p>	<p>Prior to and during school year</p>	<p>Owner/ Operator of Live Oak School</p>	<p>Ongoing during operation; the project sponsor should submit a copy of the initial TMP to the Planning Department,</p>

**EXHIBIT 1:  
 MITIGATION MONITORING AND REPORTING PROGRAM  
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<p>activities. The monitoring reports should be distributed to staff and parents/guardians up to three times during the academic school year (between September and June). Potential improvements and adjustments to the student drop-off and pick-up procedures and other related school operations should be implemented based on the monitoring reports.</p> <ul style="list-style-type: none"> <li>• Post the TMP on the Live Oak School website for public access to the document;</li> <li>• Provide parents/guardians with the TMP as part of the enrollment application, orientation manual, and/or related information packet;</li> <li>• Provide a detailed map of student drop-off and pick-up zone along Mariposa Street;</li> <li>• Provide a detailed vehicle routing map to the Live Oak School location;</li> <li>• Provide parents/guardians with <i>Multimodal Access Guide</i> to describe how to reach the school by walking, bicycling, and transit. The guide could include:       <ul style="list-style-type: none"> <li>○ A detailed map of nearby transit facilities (stops and routes) in vicinity of the proposed school;</li> <li>○ A detailed map of bicycle routes in the vicinity of the proposed school; and</li> <li>○ Provide online links and phone numbers to transit providers that serve the proposed Live Oak School site.</li> </ul> </li> <li>• Enforce parents/guardians to not exit their vehicles and enter the school while stopped/parked at the loading zone;</li> <li>• Develop a volunteer carpooling program for parents/guardians; and</li> <li>• Appoint a Transportation Management coordinator who is in charge of overseeing the implementation of TMP as well as various programs that encourage the use of alternative modes of transportation.       <ul style="list-style-type: none"> <li>○ Transportation Management coordinator could establish modal split goals for Live Oak School staff members and students, and monitor progress each year; and</li> <li>○ Transportation Management coordinator could periodically survey parents/guardians and faculty/staff to determine travel patterns, reasons for travel choices, barriers and potential opportunities for change.</li> </ul> </li> </ul>				
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