

Initial Study – Community Plan Evaluation

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

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 (see Figure 1, Project Location). 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.

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 Street, across the school courtyard and would not be changed by this project (see Figure 2, Site Photograph and Figure 3, Proposed Site Plan).

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 (see Figure 4, Proposed Ground Floor); 12,325 additional square feet would be converted from office space use (currently unoccupied) to educational space on the second floor (see Figure 5, Proposed 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, on page 2.

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. (see Figure 6, Proposed Rooftop Plan).

Table 1. Live Oak School Current and Proposed Use

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

¹Includes Main Building spanning 1501-1555 Mariposa; excludes gymnasium building at 1555 Mariposa

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

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 (24 Class 2 bicycle parking spaces) and 50 Class 1 bike racks¹ accessible via Arkansas Street. The Class 1 bike racks would be located in a locked bike room accessible via Arkansas Street. The project would not include any excavation or changes to the third or fourth floors of the 1501 Mariposa Street side of the building, and these would remain as office use, not used by the Live Oak School. The proposed project 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 operates 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. The drop-off period for the Extended Care program 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 1st - 5th grade students; and from 3:15-3:30 pm for 6th - 8th 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 (see Figure 4). That expansion into the 1501 Mariposa Street side of the building included modification of an existing garage door into a pedestrian entry and 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).

¹ 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.”

The proposed 1501 Mariposa Street project would require the following approvals:

Project Approval Action

- 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 in accordance with Section 31.04 of the San Francisco Administrative Code.

Actions by the Planning Commission

- Project requires a Change of Use from office use to institutional use, which is principally permitted in Planning Code Section 843.

Actions by other City Departments

- A Building Permit from the Department of Building Inspection is required for interior renovations, addition of rooftop equipment and construction activities on site

FIGURE 1: PROJECT LOCATION



Live Oak School; 1501-1555 Mariposa Street, San Francisco, CA 94107

Figure not to scale

Source: San Francisco Planning Department

FIGURE 2. SITE PHOTOGRAPH



View of 1501- 1555 Mariposa Street from Jackson Playground, facing south.

Photo taken April 25, 2017 by Planning Department staff.

FIGURE 3: PROPOSED SITE PLAN

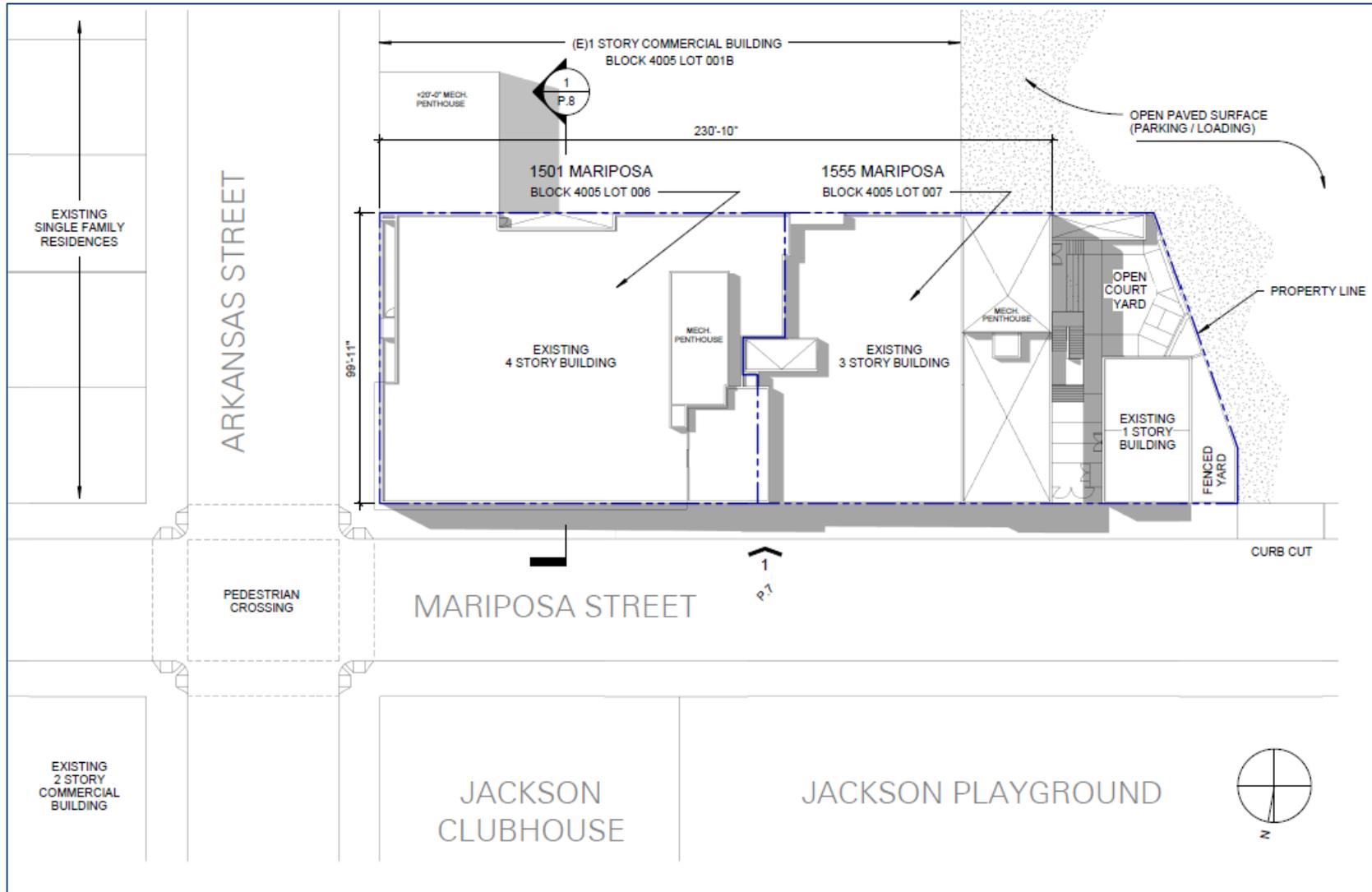
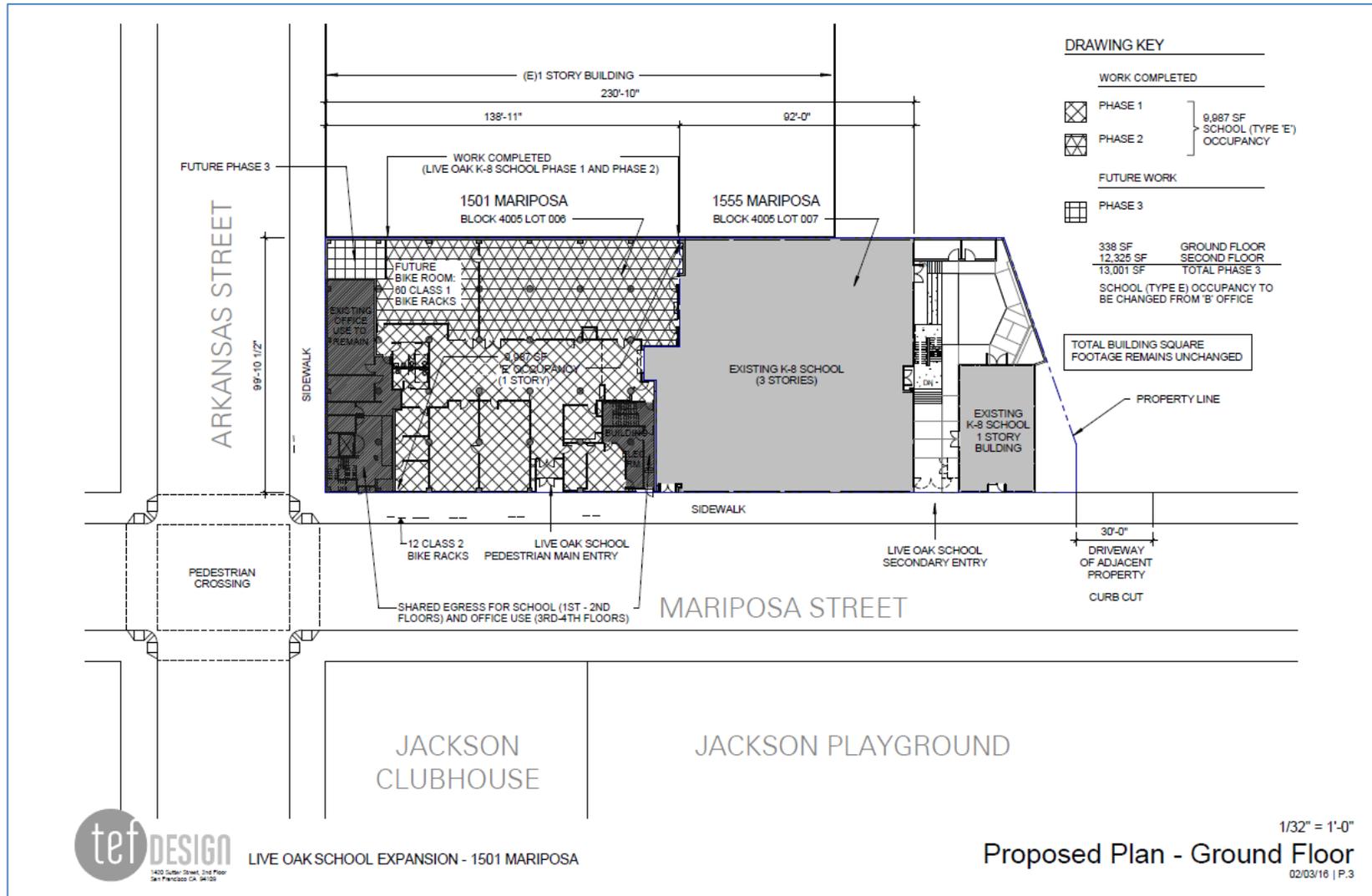
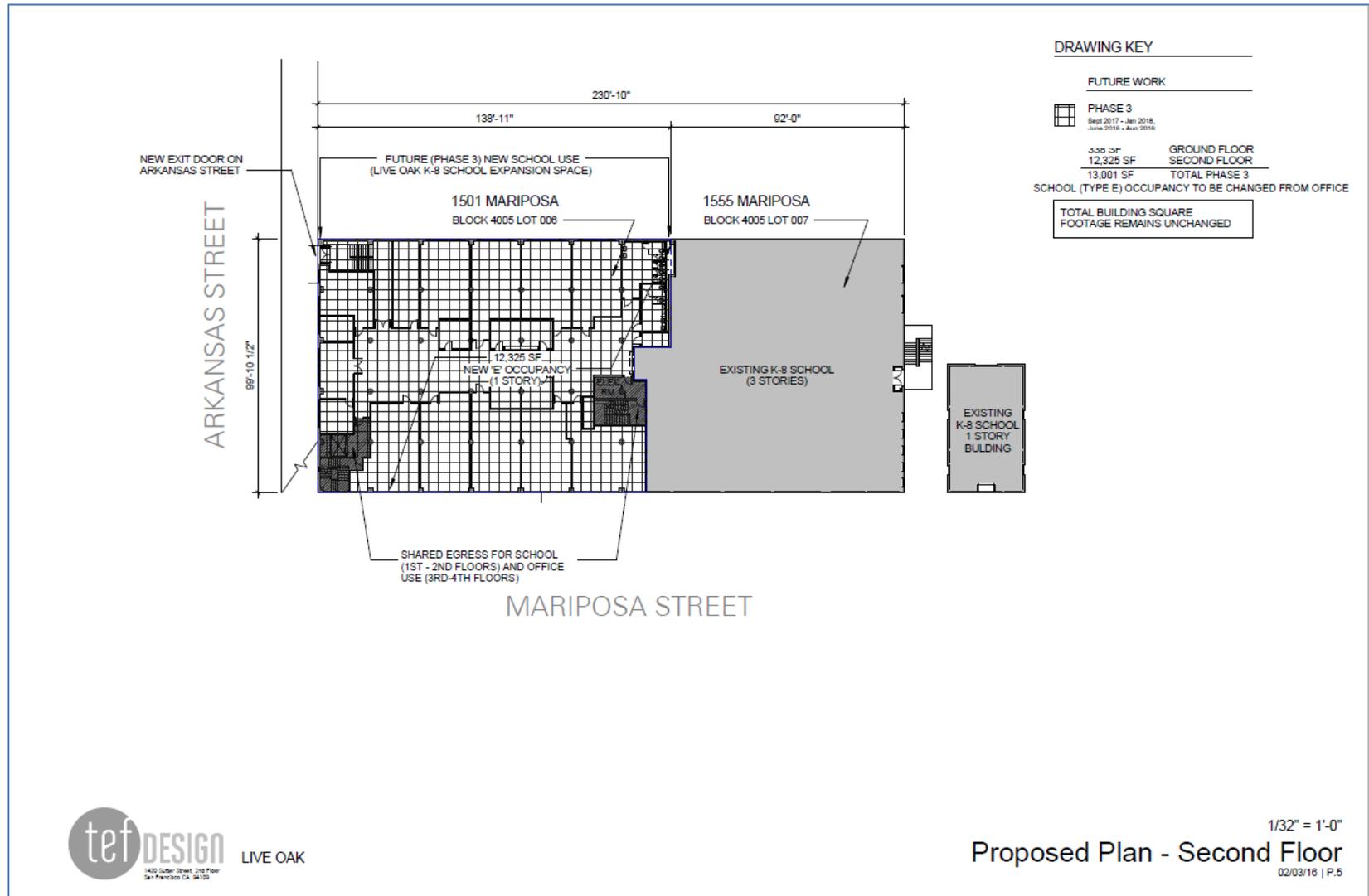


FIGURE 4: PROPOSED GROUND FLOOR



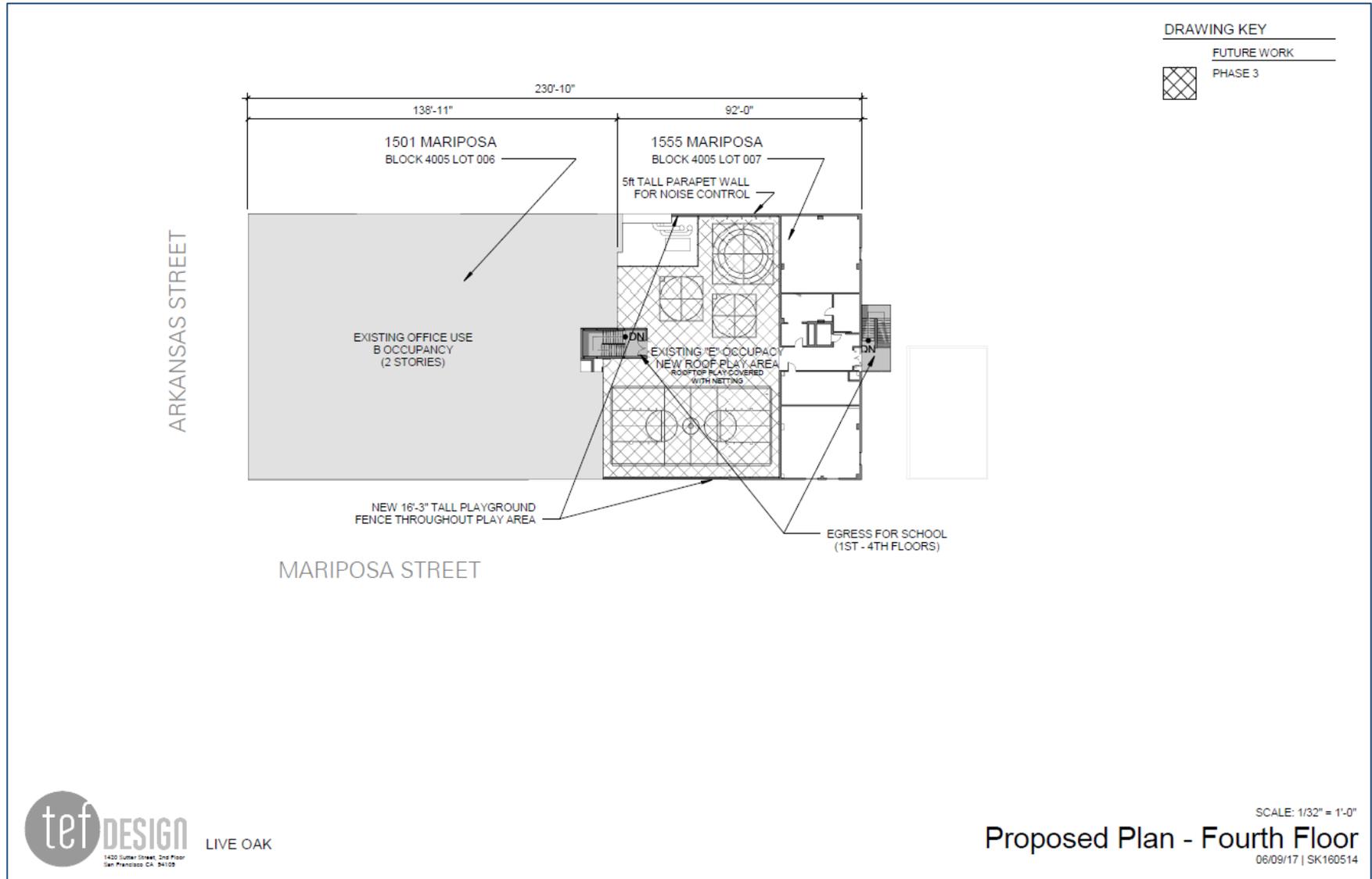
*Future (Phase 3) Plans denote proposed work being under-taken in this proposed project

FIGURE 5: PROPOSED SECOND FLOOR



*Future (Phase 3) Plans denote proposed work being under-taken in this proposed project

FIGURE 6: PROPOSED ROOFTOP PLAN



EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).² The initial study considers whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures section at the end of this checklist.

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on Production, Distribution, and Repair (PDR) use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would convert 22,650 square feet of the ground floor (see Figure 3) and second floors (see Figure 4) of 1501 Mariposa Street from office into educational use. As discussed below in this initial study, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.

² San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “CEQA Section 21099” heading below).
- *San Francisco Bicycle Plan* update adoption in June 2009, *Better Streets Plan* adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program (see initial study Transportation section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- *Urban Water Management Plan* adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

Aesthetics and Parking

In accordance with CEQA Section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The project is located in a transit priority area. The project site is located within a within a quarter mile of several local transit lines including Muni bus lines 19-Polk, 10-Townsend, 22-Fillmore and 55-16th Street.

The project site is located within an urban area and is developed with institutional buildings. The project site is bounded by fully developed blocks serving commercial, residential, and institutional uses, thus meeting the criterion that the proposed project is located on an infill site.

The proposed project is located on a site zoned UMU (Urban Mixed Use), which allows residential, mixed-use residential, or employment uses. It has a floor area ratio of 2.8. Because the project is located on property zoned for commercial uses with a floor area ratio no less than 0.75 and is within a transit priority area, it meets the criteria as an employment center project.

Therefore this checklist need not evaluate aesthetics and parking in determining the significance of the project’s physical environmental impacts under CEQA.³

³ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1501 & 1555 Mariposa Street, May 3, 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.

Automobile Delay and Vehicle Miles Traveled

In addition, CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a [Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA](#)⁴ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
1. LAND USE AND LAND USE PLANNING—Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. The proposed project would not remove any existing PDR uses and would therefore not contribute to any impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.

The Eastern Neighborhoods PEIR determined that implementation of the area plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and area plans do not provide

⁴ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

for any new major roadways, such as freeways that would disrupt or divide the plan area or individual neighborhoods or subareas.

The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the Urban Mixed Use (UMU) District and is consistent with the height, bulk, density and land uses as covered in the Showplace Square/ Potrero Hill Area Plan. The UMU District principally permits educational services, other than post-secondary institutions. The building would not exceed the 40-foot height limit. As proposed, the project is permitted in the UMU District and is consistent with the development density as envisioned in the Showplace Square/ Potrero Hill Area Plan.^{5,6}

Because the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
2. POPULATION AND HOUSING— Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

One of the objectives of the Eastern Neighborhoods area plans is to identify appropriate locations for housing in the City’s industrially zoned land to meet the citywide demand for additional housing. The PEIR assessed how the rezoning actions would affect housing supply and location options for businesses in the Eastern Neighborhoods and compared these outcomes to what would otherwise be expected without the rezoning, assuming a continuation of development trends and ad hoc land use changes (such as allowing housing within industrial zones through conditional use authorization on a case-by-case basis, site-specific rezoning to permit housing, and other similar case-by-case approaches). The PEIR concluded that adoption of the rezoning and area plans: “would induce substantial growth and

⁵ San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 1501 Mariposa Street, February 23, 2017.

⁶ San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 1501 Mariposa Street, April 13, 2017.

concentration of population in San Francisco.” The PEIR states that the increase in population expected to occur as a result of the proposed rezoning and adoption of the area plans would not, in itself, result in adverse physical effects, and would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the area plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not directly result in significant adverse physical effects on the environment. However, the PEIR identified significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, transportation, air quality, and noise. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics, and identifies mitigation measures to address significant impacts where feasible.

The PEIR determined that implementation of the rezoning and area plans would not have a significant impact from the direct displacement of existing residents, and that each of the rezoning options considered in the PEIR would result in less displacement as a result of unmet housing demand than would be expected under the No-Project scenario because the addition of new housing would provide some relief to housing market pressure without directly displacing existing residents. However, the PEIR also noted that residential displacement is not solely a function of housing supply, and that adoption of the rezoning and area plans could result in indirect, secondary effects on neighborhood character through gentrification that could displace some residents. The PEIR discloses that the rezoned districts could transition to higher-value housing, which could result in gentrification and displacement of lower-income households, and states moreover that lower-income residents of the Eastern Neighborhoods, who also disproportionately live in crowded conditions and in rental units, are among the most vulnerable to displacement resulting from neighborhood change.

Pursuant to CEQA Guidelines 15131 and 15064(e), economic and social effects such as gentrification and displacement are only considered under CEQA where these effects would cause substantial adverse physical impacts on the environment. Only where economic or social effects have resulted in adverse physical changes in the environment, such as “blight” or “urban decay” have courts upheld environmental analysis that consider such effects. But without such a connection to an adverse physical change, consideration of social or economic impacts “shall not be considered a significant effect” per CEQA Guidelines 15382. While the Eastern Neighborhoods PEIR disclosed that adoption of the Eastern Neighborhoods Rezoning and Area Plans could contribute to gentrification and displacement, it did not determine that these potential socio-economic effects would result in significant adverse physical impacts on the environment.

The proposed project would convert approximately 22,700 square feet of office use to educational use to allow for an increase in student population of 106 additional students and is expected to hire twenty-four new staff members (seventeen full-time and seven part-time employees). Currently, 10,325 square feet of this space has already been converted to educational use and is operating under a temporary certificate of occupancy. This expansion of an existing school would not induce substantial population growth, displace housing, or create demand for additional housing. The direct effects of the proposed project on population and housing would not result in new or substantially more severe significant impacts on the physical environment beyond those identified in the Eastern Neighborhoods PEIR. The project’s contribution to indirect effects on the physical environment attributable to population growth are evaluated in this initial study under land use, transportation and circulation, noise, air quality, greenhouse gas emissions, recreation, utilities and service systems, and public services.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

• **Historic Architectural Resources**

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the Plan Areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the Plan Areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The proposed project would convert existing office space to institutional space. The main building at 1501-1555 Mariposa Street was constructed in 1939; the one-story gymnasium building at 1555 Mariposa Street across the school courtyard was constructed in 1959. Both buildings were included in the Showplace Square/ Northeast Mission Historic Resources Survey and found to be ineligible for the National Register (NR), California Register (CR) or local designation through this survey evaluation.⁷ Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

⁷ City and County of San Francisco Planning Department. Showplace Square/ Northeast Mission Historic Resources Survey. June 2011. <http://sf-planning.org/showplace-square-northeast-mission-historic-resource-survey>

• **Archeological Resources**

The Eastern Neighborhoods PEIR determined that implementation of the Area Plan could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to a less than significant level. Eastern Neighborhoods PEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The proposed project would involve change of use of an existing office space to educational space and would not disturb soils. For this reason, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
4. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, or construction traffic. The PEIR

states that in general, the analyses of pedestrian, bicycle, loading, emergency access, and construction transportation impacts are specific to individual development projects, and that project-specific analyses would need to be conducted for future development projects under the Eastern Neighborhoods Rezoning and Area Plans.

Accordingly, the planning department conducted project-level analysis of the pedestrian, bicycle, loading, and construction transportation impacts of the proposed project, which are relied upon throughout this section.⁸ Based on this project-level review, the department determined that the proposed project would not have significant impacts that are peculiar to the project or the project site. If the current passenger loading zone is not adequate to accommodate the additional vehicles as a result of the school expansion, the School may apply with the San Francisco Municipal Transportation Agency (SFMTA) for additional passenger loading zones along the project frontage.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the initial study checklist topic 4c is not applicable.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit ridership, and identified seven transportation mitigation measures, which are described further below in the Transit sub-section. This project is accessible by the San Francisco Municipal Railway bus routes 19-Polk (two blocks west of the school at De Haro and Mariposa Streets; 10-Townsend and 22-Filmore (one block north and one block east of the school at Connecticut and 17th Streets; and 55-16th Street (two blocks north and one block west of the school).

- **Vehicle Miles Traveled (VMT) Analysis**

As discussed above under “SB 743”, in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist.

The Eastern Neighborhoods PEIR did not evaluate vehicle miles traveled or the potential for induced automobile travel. School drop-off/pick-up trips are often a side trip within a larger tour. For example, school trips are influenced by the origin (e.g., home) and/or ultimate destination (e.g., work) of those tours. Therefore, school uses are treated as office for screening and analysis of VMT impacts. This approach is consistent with CEQA Section 21099 and the thresholds of significance for other land uses recommended in OPR’s proposed transportation impact guidelines.

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones.

⁸ CHS Consulting Group, 1501-1555 Mariposa Street Live Oak School Circulation Memorandum, March 22, 2017.

Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area’s actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and school uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. A trip-based approach, as opposed to a tour-based approach, is necessary for school projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT. ^{9,10}

The proposed project at 1501 and 1555 Mariposa Street includes a change of use of approximately 22,650 square feet of space from office to educational use.

Refer to Table 2: Average Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 544.

Table 2. Average Daily Vehicle Miles Traveled

<u>Land Use</u>	<u>Existing</u>			<u>Cumulative 2040</u>		
	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 544</u>	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 544</u>
Employment (Office/ School)	19.1	16.2	10.9	17.0	14.5	9.5

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research’s (OPR) Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA (“proposed transportation impact guidelines”) recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a transportation

⁹ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

¹⁰ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

analysis zone that exhibits low levels of VMT; Small Projects are projects that would generate fewer than 100 vehicle trips per day; and the Proximity to Transit Stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

Vehicle Miles Traveled Analysis – Schools

The current average daily VMT per capita for schools in TAZ 544 is 10.9. This is 42.9 percent below the existing regional average daily VMT per capita of 19.1. Thus, the proposed project would not cause substantial additional VMT and impacts would be less than significant.

San Francisco 2040 cumulative conditions were projected using a SF-CHAMP model run, using the same methodology as outlined for existing conditions, but includes residential and job growth estimates and reasonably foreseeable transportation investments through 2040. Projected 2040 average daily VMT for schools is 7.0 for the TAZ the project site is located in. As noted, projected 2040 regional average daily VMT for schools is 17.0. Fifteen percent below the projected 2040 regional average daily VMT for schools is 14.5. Given the project site is located in an area where VMT is greater than 15 percent below the projected 2040 regional average, the proposed project's school uses would not result in substantial additional VMT. Thus, the proposed project would not contribute considerably to any substantial cumulative increase in VMT.

The proposed project would result in a school campus with a gross floor area of approximately 53,370 square feet (51,950 square feet of the main building and 1420 square feet of the gymnasium). The project site is comprised of two lots totaling approximately 13,306 square feet. The ratio of the gross floor area of all buildings on the project site to the area of the project site would be 3.9 ($53,370/13,306 = 4.0$). Thus, the proposed project would have a floor area ratio greater than or equal to 0.75.

The project would result in an amount of parking that is less than or equal to that required by the Planning Code. The project is located in an UMU District, where, pursuant to Section 843.10 of the Planning Code, the proposed project would not be required to provide any off-street parking spaces. As the project does not propose any parking spaces, the project is in compliance with the Code. In addition, the proposed project is consistent with the Sustainable Communities Strategy as it is located within the Eastern Neighborhoods, a priority development area in Plan Bay Area. Therefore, the project meets the proximity to transit stations criterion, further indicating that the proposed project would not result in substantial additional VMT. Lastly, the proposed project would not include features that would alter the transportation network. Therefore, the proposed project would not substantially induce automobile travel.

- **Trip Generation**

The existing Live Oak School occupies 79,496 square feet of a four story building located at 1501-1555 Mariposa Street. The School also occupies a two-story building across the courtyard at 1555 Mariposa Street which would not be altered by this project. The proposed project would convert part of the ground floor and the entire second floor of 1501 Mariposa Street (22,650 square feet) from office use to educational use. Currently, 10,325 square feet are being used for educational space under a temporary certificate of occupancy; the additional 12,325 square feet have not yet been converted to educational use.

The project proposes to add 12 Class (24 bike parking spaces), 50 Class 1 bike racks¹¹ and would not result in any new parking spaces. The Class 1 bike racks would be located in a locked bike room accessible via Arkansas Street.

The Live Oak School would be open year-round and operate during the weekday, Monday through Friday, from 7:30 am to 6:00 pm. 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 1st-5th grade students; and from 3:15-3:30 pm for 6th-8th 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. CHS Consulting Group observed drop-off and pick-up activities and observed a maximum of 14 vehicles in the white passenger loading zone. Faculty/staff monitor the pick-up and drop off activities in the morning and afternoon. In the event a parent/guardian arrives behind the white zone, they are asked by faculty/staff to leave the queue and find a nearby on-street parking space or to come back later.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review (SF Guidelines) developed by the San Francisco Planning Department.¹² A Circulation Memorandum prepared by CHS Consulting Group included results from a travel pattern study of existing students and faculty. The survey was completed by 98% of students and 81% of faculty members in May 2016. The results show a high carpool rate of nearly 43% (for both faculty and students) , with 30% arriving alone in a vehicle, 11% using the school bus, 9% walking and 3% using other modes. The proposed project would generate an additional 260 person trips (inbound and outbound) on a weekday daily basis, consisting of 206 person trips by auto (111 of these trips would be via carpooling), 10 transit trips, 19 walk trips, 12 school bus trips, 6 bike trips and the remainder by other modes (see Table 3, below). Focusing on just the pm peak hour, the proposed project would generate an additional 130 person trips over existing conditions, consisting of 108 person trips by auto (54 trips would be via carpooling), 5 transit trips, 8 walk trips and 9 trips by other modes. Trips for the existing office space were not discounted and therefore the trip generation analysis presented here is conservative (i.e. high).

¹¹ 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.”

¹² San Francisco Planning Department, Transportation Calculations for 1501 -1555 Mariposa Street Live Oak School, March 22, 2017.

Table 3. Estimated New Daily Project Trip Generation by Mode

	Drive Alone ¹	Carpool ²	Transit	School bus	Bike	Walk	Other	Total
Students	77	95	5	12	0	17	6	212
Employees	18	16	5	0	6	2	1	48
Total	95	111	10	12	6	19	7	260
% of Total	36.5%	42.8%	3.8%	4.6%	2.3%	7.3%	2.7%	100%
¹ Drive Alone refers to one student being driven alone by a parent or guardian, or an employee arriving in a single occupancy vehicle ² Carpool trips assume two students per vehicle								

Source: CHS Consulting Group, 2017, page 13. Analysis was done for the estimated new 106 students and 24 faculty based on the vehicle trip distribution percentages based on the Live Oak School Transportation survey data collected in May 2016.

- **Transit**

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).¹³ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. The City is also currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management. Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.¹⁴ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements and Mitigation Measure E-10: Transit Enhancement, the San Francisco Municipal Transportation Agency (SFMTA) is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiated in 2015). In addition, Muni Forward includes service improvements to various routes with the Eastern Neighborhoods Plan area; for instance the implemented new Route 55 on 16th Street.

¹³ Two additional files were created at the Board of Supervisors for TSF regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

¹⁴ <http://tsp.sfplanning.org>

Mitigation Measure E-7 also identifies implementing recommendations of the Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in Section 138.1 of the Planning Code and new projects constructed in the Eastern Neighborhoods Plan area are subject to varying requirements, dependent on project size. Another effort which addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern Neighborhoods Plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets, the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from 4th to 6th streets.

The project site is located within a quarter mile of several local transit lines including Muni bus lines 19-Polk, 10-Townsend, 22-Fillmore and 55-16th Street. The proposed project would be expected to generate 10 daily transit trips, including five during the pm peak hour. Given the existing availability of nearby transit, the addition of five evening peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. The proposed project would not contribute considerably to these conditions as its minor contribution of five pm peak hour transit trips via buses would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

- **Circulation**

Traffic volumes along Mariposa Street were observed to be generally low to moderate with approximately 420 vehicles during the peak hour and much lower volume along surrounding streets. The expected net increase in vehicle traffic (71 vehicle trips during the am peak hour and 80 vehicle trips during the pm peak hour) would constitute approximately 18% of the existing traffic during the am peak hour and 24% during the pm peak hour. The total volume of traffic along Mariposa and the surrounding streets would be within the carrying capacity of the roadway, which is considered approximately 800 vehicles per hour per lane.¹⁵ Also, peak loading activities occur for fifteen minutes in the morning and afternoon and the resulting impacts on circulation would be of temporary duration and be limited to the immediate frontage of the school. CHS Consulting Group observed drop-off and pick-up activities and observed a maximum of 14 vehicles in the white passenger loading zone. In the event a parent/guardian arrives behind the white zone, they were asked by faculty/staff to leave the queue and find a nearby on-street parking space or to come back later.

¹⁵ CHS Consulting Group, 1501-1555 Mariposa Street Live Oak School Circulation Memorandum, March 22, 2017. P.17.

As the student population would comprise of kindergarteners, elementary and middle school students, it is expected that parents/guardians would drive up to the school’s loading zone to drop off their child(ren). Should a parent/guardian arrive at the loading zone when it is full, that vehicle should seek off-street parking or circle around the block. These actions would continue to help reduce double parking and/or stopping along Mariposa Street during the drop-off and pick-up periods. This and other measures agreed to by the project sponsor are outlined in the project’s Improvement Measure 1: *Transportation Management Plan* (TMP), an enhancement of the school’s existing transportation management plan.

• **Conclusion**

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to transportation and circulation and would not contribute considerably to cumulative transportation and circulation impacts that were identified in the Eastern Neighborhoods PEIR.

The Circulation Memorandum recommended an Improvement Measure (full text is available in the Mitigation and Improvement Measures section, below). The project sponsor is encouraged to develop and implement a comprehensive *Transportation Management Plan* (TMP) as part of this project. Overall guidelines for student pick-up and drop-off procedures are outlined within the Circulation Memorandum.¹⁶

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
5. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁶ <http://tsp.sfplanning.org>

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.¹⁷ These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, initial study checklist topics 12e and f are not applicable.

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project would convert existing office space to educational space and would not include subsurface excavation or pile driving.

Construction activities are expected to begin in January 2018 and be completed in August 2018. Demolition of the internal office space may begin sooner. The project consists of mainly interior renovations and would not require any heavy duty equipment.

Construction noise is regulated by the Noise Ordinance, Article 29 of the San Francisco Police Code Sections 2907 and 2908. The Noise Ordinance requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA¹⁸ at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of Public Works (PW) or the Director of the

¹⁷ Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project’s future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District*, December 17, 2015, Case No. S213478. Available at: <http://www.courts.ca.gov/opinions/documents/S213478.PDF>). As noted above, the *Eastern Neighborhoods PEIR* determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

¹⁸ A-Weighted Sound Level – The A-weighted sound pressure level, expressed in decibels (dB). Sometimes the unit of sound level is written as dB(A). A weighting is a standard weighting that accounts for the sensitivity of human hearing to the range of audible frequencies. People perceive a 10 dB increase in sound level to be twice as loud.

Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 pm and 7:00 am unless the Director of PW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 am to 5:00 pm). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level and primarily associated with interior renovations which would result in only a minor increase in noise levels.

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. The proposed project would expand a school use and include a new rooftop play area. Noise from the proposed project has been evaluated in accordance with the Eastern Neighborhoods PEIR¹⁹ noise mitigation measure F-5.

An Environmental Noise Assessment²⁰ was conducted for the proposed project. An estimation of noise levels that would be generated by the project was prepared. Estimates were collected from similar school projects and traffic volume data from the project's Circulation Memorandum. Noise would be generated from four proposed noise sources: 1) noise from children on the rooftop playground, 2) noise from people occupying the ground-floor courtyard, 3) noise from an increase in traffic, and 4) noise from the rooftop mechanical equipment. Noise from each of these sources was evaluated individually as well as two possible "worst-case" scenarios: 1) noise from rooftop equipment (heat recovery unit, outdoor air supply fan and exhaust fan), a rooftop play structure and a music class occurring simultaneously; and 2) courtyard noise and traffic noise occurring simultaneously.

Noise is regulated by the San Francisco Noise Ordinance (Noise Ordinance), which is codified in Article 29 of the San Francisco Police Code. Article 29 establishes property line and other limits for fixed noise sources and also regulates construction noise. The requirements of the Noise Ordinance are designed to prevent sleep disturbance, protect public health, and prevent the acoustical environment from progressive deterioration.

Police Code Section 2901, Paragraph (a) states that in no case shall the ambient noise level be considered or determined to be less than 35 dBA for interior residential noise or 45 dBA in all other locations. In the Environmental Noise Assessment, 45 dBA was used as the background noise level as the most conservative standard.

¹⁹ Eastern Neighborhoods Rezoning and Area Plans (Case No. 2004.0160E; State Clearinghouse No. 2005032048)

²⁰ Charles M. Salter Associates, Inc. Live Oak School, Phase 3 Environmental Noise Assessment, March 16, 2017.

Under Section 2909(b), fixed noise sources from commercial properties (such as the proposed school use) are limited to 8 dBA²¹ above ambient levels and Section 2909 (d) also establishes that such noise not exceed an interior daytime (7 am to 10 pm) noise limit of 55 dBA or nighttime noise limit (10 pm to 7 am) of 45 dBA at the nearest residential receptor.

While the limits in the Noise Ordinance only apply to fixed noise sources (e.g. mechanical equipment), and not to noise from the variety of school-related noise activity, the Planning Department uses the criteria in the Noise Ordinance for determining the significance of noise impacts from point or area sources. Specifically, for individual noise sources, the Department undertakes two analyses that consider first whether noise from a proposed project would exceed the property line noise limits of 8 dBA above ambient per Section 2909(b), and a second analysis is conducted to determine if the noise would meet the daytime or nighttime interior noise limits in Section 2909 (d). Table 4 shows the results of these two analyses. If noise generated by project operations meets the property line noise limits and limits established in Section 2909 (d), the project would not result in a significant noise impact.

Four existing noise-sensitive receptors within 900 feet that have direct line-of-sight to the project site were identified: International Studies Academy – 655 De Haro Street; Apartments at 1601 Mariposa Street (currently under construction); Residences across Arkansas Street; and St. Teresa of Avila Church – 1490 19th Street.

Ambient noise for the site was determined by conducting a long-term noise measurement along Mariposa Street for five consecutive days, May 20-24, 2016 and also using noise measurement data from a project on Arkansas Street which was collected from June 10-12, 2013. Noise monitors were located on trees approximately 12 feet above grade. The ambient noise is DNL²² 70 decibels (dB) on Mariposa Street and DNL 64 dB along Arkansas Street. The property plane ambient noise level is estimated to be 61 dBA.

The following table describes individual point source noise generator proposed and the expected noise levels in the nearest residence. Summarized below the table is information regarding the noise reduction measures for the project.

Table 4. Expected Noise Levels at the Property Plane and Nearest Residence by Individual Source

Individual Noise Source	Estimated Noise Level at the Property Plane	Expected Noise Level inside the Nearest Residence
Rooftop Playground Noise	61 dBA	59 dBA
Courtyard Noise	61 dBA	53 dBA
Rooftop Mechanical Equipment Noise (sum)	50 dBA	50 dBA

As shown above in Table 4, the results indicate that individual noise sources generated by the proposed project would meet the property plane (an increase of 8 dBA or less based on an ambient noise level of 61

²¹ The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid-and high-frequent sound. This measurement adjustment is called “a” weighting, and the data are reported in A-weighted decibel (dBA). A -10dB (decibel) increase in noise level is generally perceived to be twice as loud.

²² DNL (Day-Night Average Sound Level) – A descriptor for a 24-hour A-weighted average noise level. DNL accounts for the increased acoustical sensitivity of people to noise during the nighttime hours. DNL penalizes sound levels by 10 dB during the hours from 10 PM to 7 AM. For practical purposes, the DNL and CNEL are usually interchangeable. DNL is sometimes written as Ldn.

dBA at the property plane) and interior noise level criteria for all noise sources except the rooftop playground, which would exceed the 55 dBA daytime noise limit of Section 2909 of the Noise Ordinance. However, construction of a five-foot tall parapet wall along the southern edge of the playground would reduce the noise level to meet the daytime noise limit of 55 dBA. The project sponsor has incorporated a five-foot tall parapet wall along the southern edge of the proposed playground into the design of the proposed project, as stated in the project description and shown on Figure 5. Additionally, increased traffic noise from the additional 151 vehicle trips to the site would result in an increase noise level of 0.14 dB, which would be imperceptible to the human ear.

In addition, as noted above, two possible “worst-case” noise scenarios were evaluated that assessed the combined noise from the project: 1) noise from rooftop equipment (heat recovery unit, outdoor air supply fan and exhaust fan), a rooftop play structure and a music class occurring simultaneously; and 2) courtyard noise and traffic noise occurring simultaneously.

For “worst-case” scenario one, the construction of a five-foot tall parapet wall on the south side of the rooftop playground and the noise reduction resulting from neighboring residents closing their windows would result in noise lower than the 55 dBA daytime noise level criteria of the Police Code. As discussed above, this parapet wall has been incorporated into the project design. For scenario two, the additional students, faculty and staff courtyard noise plus increased traffic was estimated to result in an overall daily noise level increase of just over 1 (1.44) dB, raising the background noise from 61 to 62 db. This increase in noise level would not be perceptible in an urban environment.

For the above reasons, the proposed project would not result in significant noise impacts that were not identified in the Eastern Neighborhoods PEIR.

Additionally, the proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The acoustical requirements of Title 24 are incorporated into the San Francisco Green Building Code. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical requirement for non-residential uses. Both compliance methods require wall, floor/ceiling, and window assemblies to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise standards are achieved. In compliance with Title 24, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses²³ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.²⁴

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI and therefore any significant amounts of fugitive dust would not be emitted during construction. The director of DBI may waive requirements for projects, such as this, that are unlikely to result in fugitive dust. Project-related construction activities would largely consist of interior improvements and the addition of rooftop equipment. No ground-disturbing activities would occur. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is not applicable to the proposed project.

²³ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

²⁴ The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code Article 38, as discussed below, and is no longer applicable.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s quantitative thresholds for individual projects.”²⁵ The BAAQMD’s *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria²⁶ for determining whether a project’s criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines operational and construction screening criteria for an Elementary School (271 ksf operational criteria pollutant screening size and 277 ksf construction criteria pollutant screening size). Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Health Risk

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, amended December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. 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 or add emissions to areas already adversely affected by poor air quality.

- **Construction**

The project site is not located within an identified Air Pollutant Exposure Zone. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. Furthermore, the project largely consists of interior remodeling without the need for heavy duty equipment and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

- **Siting New Sources**

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. In addition, the proposed project would not include any sources that would emit DPM or other TACs. Therefore, Eastern

²⁵ San Francisco Planning Department, Eastern Neighborhood’s Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

²⁶ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

Neighborhoods PEIR Mitigation Measure G-4 is not applicable and impacts related to siting new sources of pollutants would be less than significant.

Conclusion

For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
7. GREENHOUSE GAS EMISSIONS— Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Showplace Square/ Potrero Hill Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO₂E²⁷ per service population,²⁸ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project’s GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project’s GHG impact is less than significant. San Francisco’s *Strategies to Address Greenhouse Gas Emissions*²⁹ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco’s GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,³⁰

²⁷ CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

²⁸ Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

²⁹ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

³⁰ ICF International, *Technical Review of the 2012 Community-wide GHG Inventory for the City and County of San Francisco*, January 21, 2015. Available at http://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf, accessed March 16, 2015.

exceeding the year 2020 reduction goals outlined in the BAAQMD's *2010 Clean Air Plan*,³¹ Executive Order S-3-05³², and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{33,34} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05,³⁵ B-30-15,^{36,37} and Senate Bill (SB) 32.^{38,39} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would increase the intensity of use of the site by expanding the use of educational space and increasing student enrollment and faculty and staff numbers. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increase vehicle trips to and from the project site (mobile sources) and institutional operations that would result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. The project's construction-related activities would also result in temporary increases in GHG emissions. However, these would be very minor because the project wouldn't require heavy duty off-road equipment.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use and waste disposal.

Compliance with the City's Commuter Benefits Program, Emergency Ride Home Program, transportation management programs, bicycle parking requirements, together with the Live Oak School's school bus operation and car sharing encouragement would reduce the proposed project's transportation-related emissions. These actions reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

³¹ Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality/plans/current-plans>, accessed March 3, 2016.

³² Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

³³ California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill_asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

³⁴ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

³⁵ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalents (MTCO₂E)); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

³⁶ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

³⁷ San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

³⁸ Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

³⁹ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

The proposed project would be required to comply with the energy efficiency requirements of the City’s Green Building Code, Water Conservation and Irrigation ordinances, and Energy Performance Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project’s energy-related GHG emissions.

The proposed project’s waste-related emissions would be reduced through compliance with the City’s Recycling and Composting Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁴⁰ and reducing the energy required to produce new materials.

Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).⁴¹ Thus, the proposed project was determined to be consistent with San Francisco’s GHG reduction strategy.⁴²

Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations. Furthermore, the proposed project is within the scope of the development evaluated in the PEIR and would not result in impacts associated with GHG emissions beyond those disclosed in the PEIR. For the above reasons, the proposed project would not result in significant GHG emissions that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
8. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- **Wind**

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The proposed project involves largely interior renovations, but does involve the placement of mechanical equipment, a playground and a five-foot high parapet wall on the roof of the four-story building. These additional features would not result in substantial ground-

⁴⁰ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

⁴¹ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁴² San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for Live Oak School, 1501 and 1555 Mariposa Street, San Francisco, [April 27, 2017].

level winds. Therefore, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

- **Shadow**

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to Section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks Commission or privately owned). The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The proposed project would consist largely of interior renovations in addition to adding mechanical equipment, a playground, a fence surrounding the playground, as well as a five-foot high parapet wall to the roof of the four-story building. These additional rooftop features would not result in significant shadow impacts on nearby park and open spaces, namely Jackson Playground.

The proposed rooftop parapet wall on the southern side of the building may shade portions of the neighboring residential complex under construction at 1601 Mariposa Street. Although future occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

In light of the above, the proposed project would not result in significant impacts related to shadow that were not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
9. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing

recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the City to implement funding mechanisms for an ongoing program to repair, upgrade and adequately maintain park and recreation facilities to ensure the safety of users.

As part of the Eastern Neighborhoods adoption, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding recreation and open space. Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond providing the Recreation and Parks Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. This funding is being utilized for improvements and expansion to Garfield Square, South Park, Potrero Hill Recreation Center, Warm Water Cove Park, and Pier 70 Parks Shoreline within the Eastern Neighborhoods Plan area. The impact fees and the 2012 San Francisco Clean and Safe Neighborhood Parks Bond are funding measures similar to that described in PEIR Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities.

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Daggett Park opened on April 19, 2017 and Folsom Park at 17th and Folsom is expected to open on Friday, June 23 at 3:30pm. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to "Transportation" section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

Furthermore, the Planning Code requires a specified amount of new usable open space (either private or common) for each new residential unit. Some developments are also required to provide privately owned, publicly accessible open spaces. The Planning Code open space requirements would help offset some of the additional open space needs generated by increased residential population to the Plan area.

The project proposes to construct a privately used rooftop playground for the students at Live Oak School. As the proposed project would not degrade existing public recreational facilities and is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
10. UTILITIES AND SERVICE SYSTEMS—				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the PEIR.

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2010 Urban Water Management Plan (UWMP) in June 2011. The UWMP update includes city-wide demand projections to the year 2035, compares available water supplies to meet demand and presents water demand management measures to reduce long-term water demand. Additionally, the UWMP update includes a discussion of the conservation requirement set forth in Senate Bill 7 passed in November 2009 mandating a statewide 20% reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Eastern Neighborhoods Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

As the proposed project is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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11. PUBLIC SERVICES—Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, the project would not result in new or substantially more severe impacts on the physical environment associated with the provision of public services beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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12. BIOLOGICAL RESOURCES—Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the Eastern Neighborhoods PEIR, the Eastern Neighborhoods Plan area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the Plan Area that could be affected by the development anticipated under the Area Plan. In addition, development envisioned under the Eastern Neighborhoods Area Plan would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the Area Plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

The project site is located within Showplace Square/ Potrero Hill Plan area of the Eastern Neighborhoods Area Plan, and therefore, does not support habitat for any candidate, sensitive or special status species. As such, implementation of the proposed project would not result in significant impacts to biological resources not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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13. GEOLOGY AND SOILS—Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Plan would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the PEIR concluded that implementation of the Plan would not result in significant impacts with regard to geology, and no mitigation measures were identified in the Eastern Neighborhoods PEIR.

The project site is not located within a liquefaction zone or landslide hazard zone and no excavation is proposed to take place. Therefore, a geotechnical investigation is not required by DBI for the proposed project.

However, the project is required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. The DBI review of the building permit application pursuant to DBI's implementation of the Building Code and the fact that no soils disturbance is proposed, would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

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14. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

The proposed project includes interior renovations within an existing building to change interior use from office to educational use and the addition of equipment on the roof. There would be no change in impervious surface coverage. As a result, the proposed project would not increase storm water runoff.

Therefore, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR.

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15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project’s rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, Under Storage Tank (UST) closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

- **Hazardous Building Materials**

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials

addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials, as outlined below, would reduce effects to a less-than-significant level. Because the proposed development includes renovation of an existing building that may contain hazardous building materials, PEIR Mitigation Measure L-1 (Project Mitigation Measure 2) would apply to the proposed project. See full text of Mitigation Measure L-1 in the Mitigation Measures Section below.

- **Soil and Groundwater Contamination**

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways or underground storage tanks. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, remediation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater within Eastern Neighborhoods Plan area are subject to this ordinance.

The project site is located on the Maher map. However, the proposed project would not disturb soils; therefore, the project is not subject to Article 22A of the Health Code. A previous Phase I Environmental Site Assessment⁴³ was conducted for the property in 2000 when it was divided into two lots. This Assessment noted there is potential for limited soil and groundwater contamination under the site. During the 1990s, an underground gasoline tank was removed from 1501 Mariposa Street. The tank had leaked and a monitoring and/or remediation effort was carried out and the case was closed in 1998.

In 2015, a letter titled *Current Environmental Status of Property*⁴⁴ was written by John Carver Consulting to clarify the current conditions and uses on the site and nearby areas to assess the relevance of conclusions in the Phase I Environmental Site Assessment. The letter concludes that the area has become less commercial/ industrial in the past 15 years with an increased amount of residential and retail uses in the surrounding area. Additionally, none of the activities reported since the 2000 report (seismic retrofitting and leasing of space to office and Live Oak tenants) would alter the conclusions of the Phase I report.

As discussed above, the proposed project would not disturb soils. The proposed project includes interior renovations within an existing building to change interior use from office to educational use and the addition of equipment on the rooftop. Therefore, the proposed project would not result in any significant impacts related to hazardous soil and/or groundwater that were not identified in the Eastern Neighborhoods PEIR.

⁴³ William Dubovsky Environmental, Phase I Site Assessment for 1501 Mariposa Street, San Francisco, CA, February 28, 2000.

⁴⁴ John Carver Consulting, Letter Re: Current Environmental Status of Property for 1501 Mariposa Street, July 24, 2015.

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16. MINERAL AND ENERGY RESOURCES— Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the Area Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is located within the area covered by the Eastern Neighborhoods PEIR and is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
17. AGRICULTURE AND FOREST RESOURCES:—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Area Plan; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

As the proposed project is located within the area covered by the Eastern Neighborhoods PEIR and is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Eastern Neighborhoods PEIR.

MITIGATION MEASURES

Project Mitigation Measure 1 (Implementing Eastern Neighborhoods Programmatic Final Environmental Impact Report Mitigation Measure L-1: Hazardous Building Materials)

The project sponsor shall ensure that any equipment containing PCBs or DEPH, 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.

IMPROVEMENT MEASURES

Project Improvement Measure 1: Transportation Management Plan (TMP)

Project sponsor should develop and implement a comprehensive *Transportation Management Plan (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:

- Notify parents/guardians about current pick-up and drop-off procedures or changes to the procedures in writing and provide orientations;
- 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.

- 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 Transportation Agency (SFMTA) requesting additional passenger loading zones along the project frontage. The approval of additional loading zones would be subject to SFMTA review and approval.
- 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.
- 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
- 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 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.
- Post the TMP on the Live Oak School website for public access to the document;
- Provide parents/guardians with the TMP as part of the enrollment application, orientation manual, and/or related information packet;
- Provide a detailed map of student drop-off and pick-up zone along Mariposa Street;
- Provide a detailed vehicle routing map to the Live Oak School location;
- Provide parents/guardians with *Multimodal Access Guide* to describe how to reach the school by walking, bicycling, and transit. The guide could include:
 - A detailed map of nearby transit facilities (stops and routes) in vicinity of the proposed school;
 - A detailed map of bicycle routes in the vicinity of the proposed school; and
 - Provide online links and phone numbers to transit providers that serve the proposed Live Oak School site.
- Enforce parents/guardians to not exit their vehicles and enter the school while stopped/parked at the loading zone;
- Develop a volunteer carpooling program for parents/guardians; and
- 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.
 - Transportation Management coordinator could establish modal split goals for Live Oak School staff members and students, and monitor progress each year; and
 - 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.