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Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 Code of Federal Regulations [CFR] Part 58

Project Information

Project Name: 180 Jones Street Housing Project

Responsible Entity: San Francisco Mayor's Office of Housing and Community Development
One South Van Ness Avenue, Fifth Floor
San Francisco, California 94103

Grant Recipient (if different than Responsible Entity): San Francisco Housing Authority

State/Local Identifier:

Preparers: Katherine Green, AICP, Environmental Planner

Certifying Officer Name and Title Eric D. Shaw, Director, San Francisco Mayor's Office of Housing and Community Development (MOHCD)

Consultant (if applicable): Rincon Consultants, Inc.

Direct Comments to: Eugene Flannery, Environmental Compliance Manager, MOHCD

Project Location:

The approximate 0.1-acre project site (4,370 square feet) is located on the northwest corner of Turk Street and Larkin Street (Block 0343, Lot 014) in the Downtown/Civic Center neighborhood in San Francisco, California. The area is primarily comprised of residential and commercial land uses. Properties in the vicinity of the site include multi-family residences, miscellaneous commercial buildings, a variety of restaurants, a school, parks, and a Federal Building and U.S. Courthouse.

The site includes one lot that serves as a surface parking lot fenced off on the northern and western frontages. Based on review of aerial photography and site visits, it is apparent that numerous homeless encampments are located on and adjacent to the site. Figure 1 shows the regional location of the site and Figure 2 shows its specific location within the neighborhood.

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]**:**

The proposed action would involve construction of a nine-story residential building with a height of 85 feet at the roofline, exclusive of an eight-foot-tall parapet). The project would include 69 affordable dwelling units, one manager's unit, and ground floor residential office and amenity space. The total gross building area would be 38,410 square feet (sf), with approximately 1,124 square-feet of ground floor residential office space, 552 sf of second floor common courtyard space, and residential support services, such as a community room, laundry room, community kitchen, trash room, and a supply room. Approximately 70 bicycle storage spaces would be accommodated within the project. No vehicular parking spaces would be provided. Table 1 summarizes the main project components.

Table 1: Project Summary

Use	Total
Residential	23,363 sf
Common	1,209 sf
Circulation	9,317 sf
Office	1,124 sf
Gross Floor Area	38,410 sf
Open Space	552 sf
Number of Dwelling Units	70 Units
Bicycle Parking Spaces	70 spaces + 4 outdoor racks
Height of Building	85 feet*
Number of Stories	9
** Excluding 8-foot-tall parapet*	

The project is being processed under AB 1763, which allows an unlimited density within 3 additional floors and using a maximum of four concessions or incentives. While the project does not use the additional floors, it increases the density by 19 units to 70 units from the base density of 51 units. With a base density of 51 units (units under 500 sf are allowed to be counted as three-quarters of a unit within the North of Market Residential Special Use District), the project includes a total of 70 units. Of the 70 units, 48 units would be restricted affordable units for Very Low Income Households (up to 50 percent of the Area Mean Income) and 21 of the units would be restricted for Low Income Households (51 percent to 80 percent AMI). Additionally, the applicant is requesting an incentive as part of the individually requested density bonus program to reduce the amount of required open space.

Figure 1 Regional Project Location

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Project Location

N

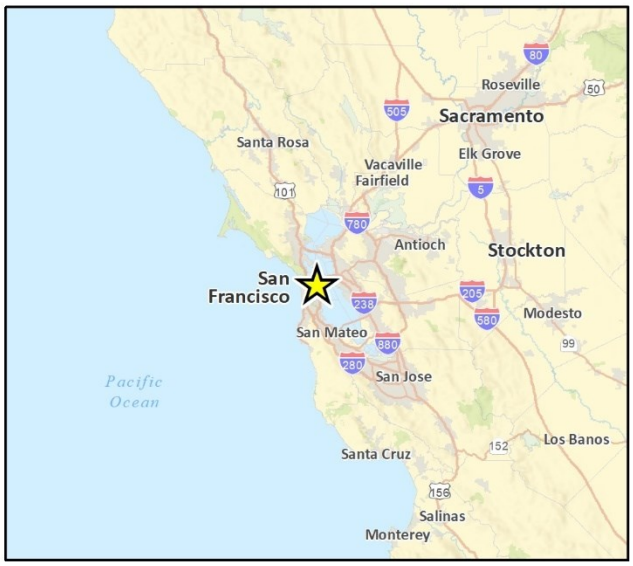

Figure 2 Project Site Vicinity

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The proposed building would be rectangularly shaped, fitting the shape of the lot, fronting Jones Street to the west and Turk Street to the north. An internal courtyard would be located on the second floor. In addition, two trees would be planted along the Jones and Turk Street frontages.

Project construction is anticipated to last approximately 19-months, starting in February 2022. Approximately 600 cubic yards of material is anticipated to be cut and hauled off-site during project grading.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The availability of housing, particularly affordable housing, is an ongoing concern in the San Francisco Bay Area. The regional council of governments, Association of Bay Area Governments (ABAG), estimates that at least 38 percent of new housing demand will be from low and very low-income households (households earning 80 percent, or less, of area median income), and another 19 percent will be from households of moderate means (earning between 80 and 120 percent of area median income). To conform to California State Senate Bill 375, which mandates sustainable development with a focus on urban areas, ABAG calculates that the City and County of San Francisco (City) would need to add 72,530 new units to its total housing supply by the year 2030.

City policies call for increased development of affordable housing within the City. The City's General Plan's Housing Element states, "[a]ffordable housing is the most salient housing issue in San Francisco and the Bay Area. Housing Element objectives and policies direct the City to meet that demand. For example, Policy 1.1 states that the City shall "plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing." Policy 1.10 calls for the City to "support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips."

The 180 Jones Street project is designed to meet these policies by providing 100 percent affordable apartments in the Downtown/Civic Center neighborhood. The provision of 70 affordable housing units would accommodate a portion of the ABAG-projected demand for affordable housing. Furthermore, the proposed action would provide affordable housing in an area that is well-served by public transit, including the Civic Center/UN Plaza Bay Area Rapid Transit (BART) and San Francisco Municipal Railway (MUNI) Station. It would provide housing near major employment, retail, and cultural centers in the City. The addition of residents would bolster ongoing efforts to revitalize the Tenderloin and Downtown Civic Center areas. Finally, the proposed action would support the City's goals of ending chronic homelessness and increasing the availability of affordable housing units specifically for families.

Sources: 1, 2

Existing Conditions and Trends [24 CFR 58.40(a)]:

As shown in Figure 3, the project site is located in the Residential-Commercial, High Density Zoning District (RC-4), which covers a large portion of the Downtown/Civic Center neighborhood. The RC-4 District provides for a mixture of high-density dwellings, similar to those in RM-4 Districts (high density apartments) with supporting commercial uses. The residential-commercial (RC) Districts do not include off-street parking requirements in support of ensuring walkability and transit orientation. Under current zoning, the site's capacity is limited by its Height

and Bulk designation, 80-T 120-T, which caps the maximum allowable height at 120 feet maximum with upper floors step back at 80 feet.

The rectangular, 0.1-acre (4,370 square foot) project site is currently vacant (see Photos 1 and 2 in Figure 4). The project site is flat and paved. The site and adjacent street frontages lack vegetation, aside from one street tree, located along Jones Street. The site is currently enclosed with chain link fencing on the eastern and northern sides. The site contains two existing curb cuts for ingress/egress, one along Jones Street and one along Turk Street. Numerous homeless encampments have occupied the site and adjacent sidewalks, as documented through aerial photography and site visits.

A mix of institutional, commercial, and residential buildings surround the project site, as shown by the photos of nearby uses in Figure 5. A six-story parking garage is located to the directly to the east and a six-story hotel lies the south. Nine-story residential buildings with commercial establishments on the ground floor are to the west, and the ten-story Antonia Manor building lies to the north. The project site and surrounding properties are situated in the Tenderloin area of the Downtown/Civic Center neighborhood of the City of San Francisco, which is generally bounded by Market Street to the south, Gough Street, Ellis Street, and Van Ness Avenue to the west, Bush Street to the north, and Stockton Street to the east.

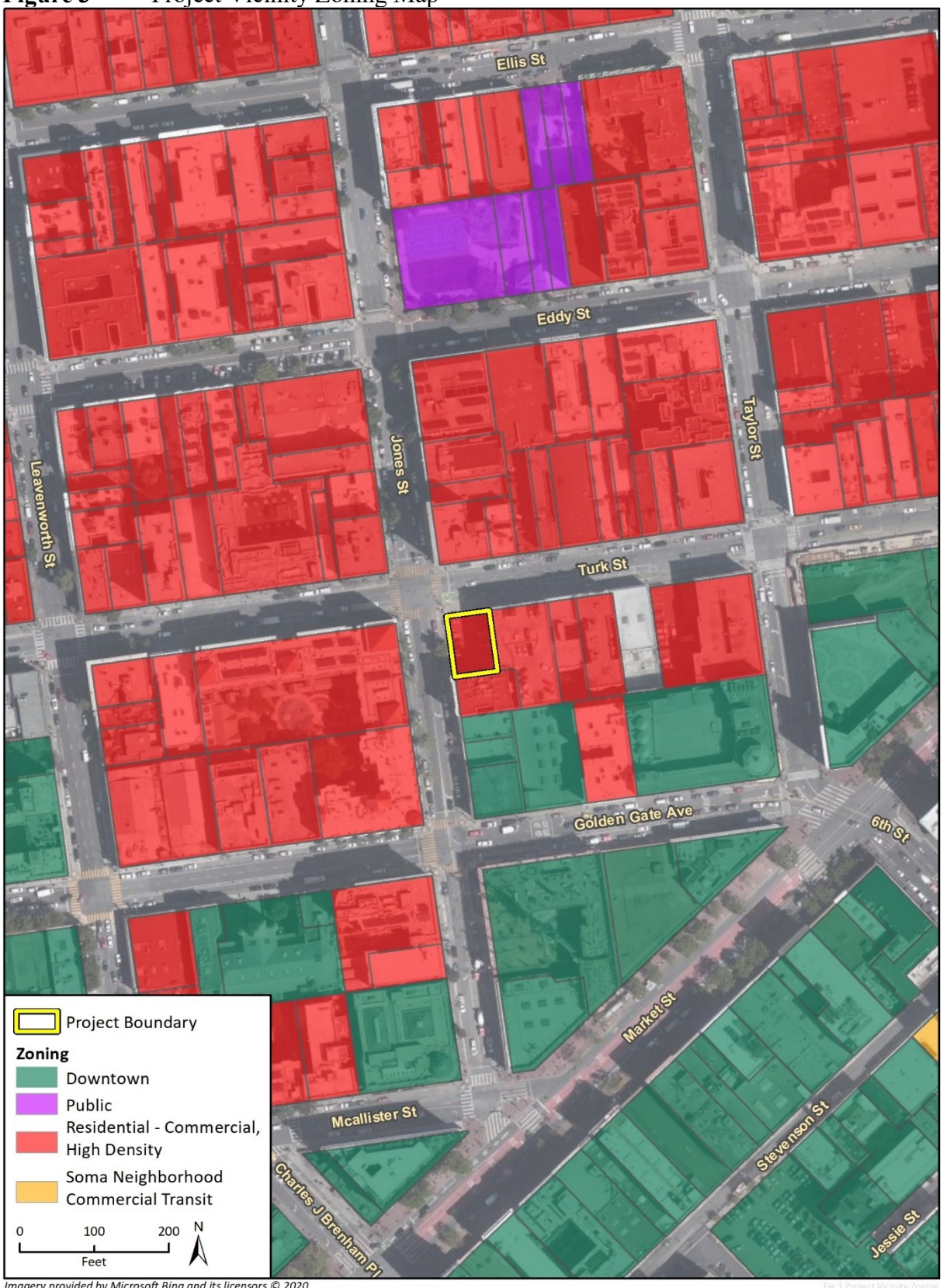
The project site is well-served by public transit. Three blocks southeast of the project site, the Civic Center/UN Plaza Station provides both BART and MUNI train service. BART provides high-speed, high-frequency service to downtown San Francisco, the San Francisco International Airport and portions of the Peninsula, and to the East Bay. Due to the Civic Center/UN Plaza Station's proximity to downtown San Francisco, it is one of the busiest BART stations in the system. All six MUNI subway lines stop at the Civic Center/UN Plaza Station. In addition, several on-street MUNI bus lines operate within a several blocks of the site: 7X-Noriega Express, 31-Balboa, 27-Bryant, 47-Van Ness, 49-Van Ness/Mission, 21-Hayes, 38-Geary, 9R-San Bruno Rapid, J-Church, K-Owl, L-Taraval, M-Ocean View, N-Judah, T-Owl, 14R-Mission Rapid, and 9-San Bruno. Also, the following Golden Gate Transit and SamTrans service providers link Mission Street and Van Ness Avenue to the North Bay and South Bay, respectively via the following fixed-route lines:

- Golden Gate 101 (Santa Rosa)
- Golden Gate 101X (Santa Rosa – Express)
- Golden Gate 70 (Novato)
- Golden Gate 30 (San Rafael)
- SamTrans 292 (Hillsdale Mall);
- SamTrans KX (Redwood City Transit Center); and
- SamTrans 397 (Palo Alto Transit Center)

The project site is located within U.S. Census Tract 125.01, which is generally bounded by Market Street to the south, Leavenworth Street and Taylor Street to the west, Turk and Ellis Street to the north, and Powell Street to the east.

According to the 2018 U.S. Census American Community Survey (ACS), this area has a population of 4,002 with an average household size of 1.7 people. Relative to the County's average household size of 2.5, as of 2018, households in Census Tract 125.01 are about 25 percent smaller.

Figure 3 Project Vicinity Zoning Map



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Additional Data provided by City and County of San Francisco Planning Department, 2020.

Fig 3 Project Vicinity Zoning

Figure 4 Site Photos

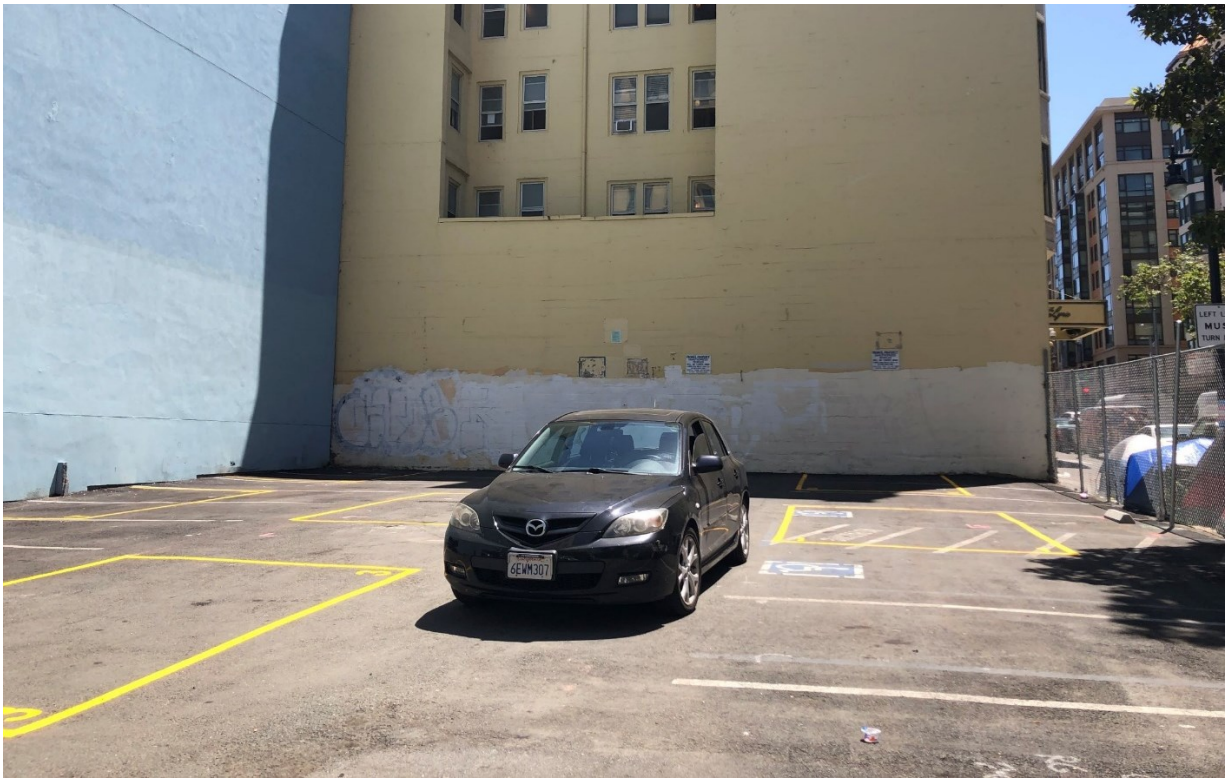

Photo 1 - View of the project site looking to the south. The site is currently paved and used for vehicular parking.

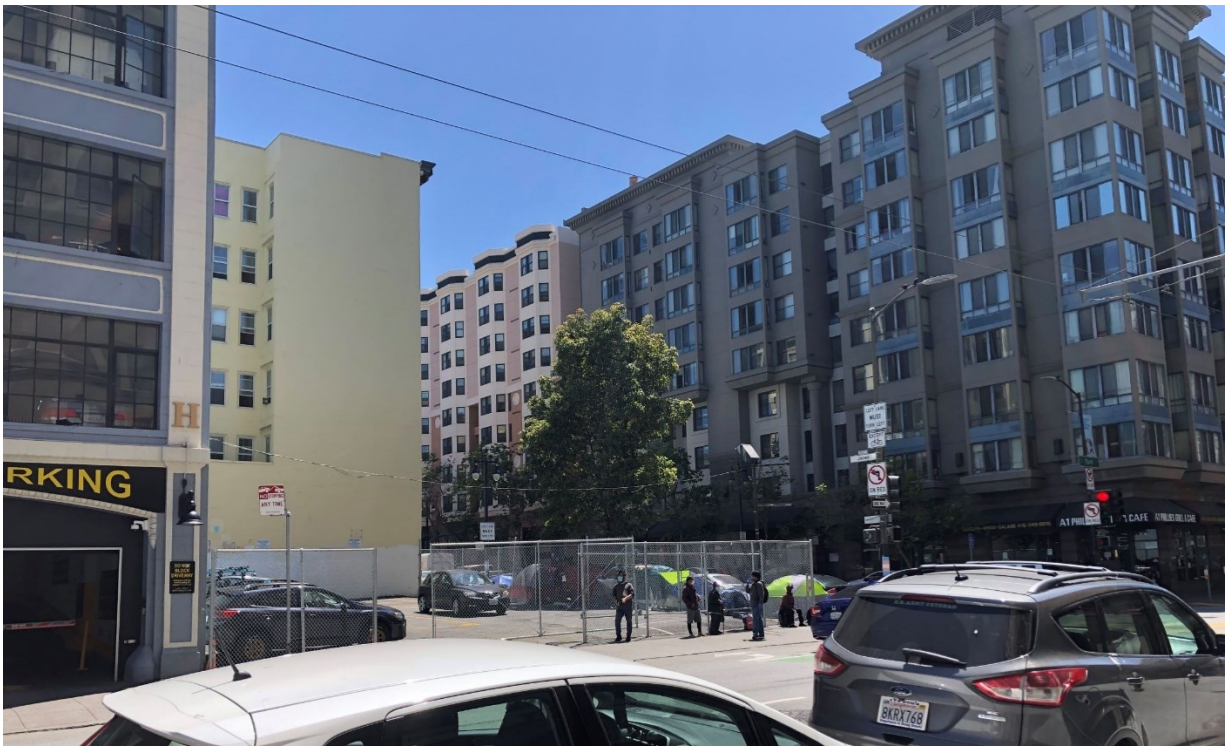

Photo 2 – View of the site looking to the southwest. The site is currently fenced along the Jones Street frontage to the west and the Turk Street frontage to the north.

Figure 5 Site Vicinity Photos

Photo 3 – View of the 10-story Antonia Manor hotel across Turk Street, looking to the northeast.

Photo 4 - View of the mixed-use residential and commercial/retail buildings along Jones Street, looking to the northwest.

The median annual household income of Census Tract 125.01, based on the 2018 ACS, is $22,150. The estimated median income in this area is approximately one-fifth of that of the entire County of San Francisco ($104,552).

San Francisco is one of the nation's most expensive cities with one of the highest median listed rents in the nation. According to the Compass' Housing Affordability in the San Francisco Bay Area report, the average rent in San Francisco in 2019 had increased by approximately 10.75 percent from three years earlier. Home prices for single-family homes are up approximately 128 percent in the post-recession period since 2011. The Downtown planning district had a housing stock of 30,077 units, as of 2013. The majority of these (94 percent) were part of multi-family apartment complexes with at least 10 units.

Per the most recent Housing Element of the City's General Plan (2014-2022), the Mayor committed to a plan to add 30,000 new housing units by the year 2020, a majority of which would be set aside as affordable housing for families with incomes that are 80 percent to 150 percent of the City's median income. The plan includes building affordable housing on city-owned properties, hiring more staff to speed along permitting for new construction, and exploring affordable housing incentives for developers.

Sources: 3, 4, 5, 6, 7, 8

Funding Information

Grant Number	HUD Program	Funding Amount
Application Pending	Continuum of Care	To Be Determined

Estimated Total HUD Funded Amount:

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: $50.3 million

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes ☐ No ☒	The nearest civil airports to the site are the San Francisco International Airport and the Oakland International Airport. Both airports are located approximately 11 miles away, to the south and southeast, respectively. No military airfields are within San Francisco or the vicinity. The project site is not within either airports' influence areas, and the site is not located in a civilian airport runway clear/potential zone. The project site is not within either the San Francisco or Oakland airport-related building height referral area. The proposed action would not result in a significant airport-related safety hazard. **Source List: 9, 10**
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes ☐ No ☒	The Coastal Barrier Resources Act of the United States (CBRA, Public Law 97-348), enacted October 18, 1982, designated various undeveloped coastal barriers, depicted by a set of maps adopted by law, for inclusion in the John H. Chafee Coastal Barrier Resources System (CBRS). Designated areas were made ineligible for direct or indirect federal national security, navigability, and energy exploration. CBRS areas extend along the coasts of the Atlantic Ocean and the Gulf of Mexico, Puerto Rico, the US Virgin Islands, and the Great Lakes and consist of 857 units. No designated coastal barrier areas exist on the west coast; therefore, the project is not located in a coastal barrier area and would not conflict with the Coastal Barrier Resources Act. **Source List: 9**
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☐ No ☒	The project site is not located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain or 500-year floodplain identified on the Preliminary and Revised Floodplain Maps prepared for the City of San Francisco (FEMA 2015; FEMA 2019). Therefore, flood insurance purchase is voluntary (City and County of San Francisco 2016). The proposed action would

		not conflict with the Flood Disaster Protection Act or National Flood Insurance Reform Act. **Source List: 12, 13, 14**
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes ☒ No ☐	The federal Clean Air Act (CAA) requires each state to identify areas that have ambient air quality in violation of federal standards. An area's compliance with federal ambient air quality standards is categorized as nonattainment, attainment (better than national standards), unclassifiable, or attainment/cannot be classified. The unclassified designation includes attainment areas that comply with federal standards, as well as areas for which monitoring data are lacking. Unclassified areas are treated as attainment areas for most regulatory purposes. Simple attainment designations generally are used only for areas that transition from nonattainment status to attainment status. Areas that have been reclassified from nonattainment to attainment of federal air quality standards are automatically considered maintenance areas, although this designation is seldom noted in status listings. The San Francisco Bay Area is designated as nonattainment for the federal 8-hour ozone standard and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). The San Francisco Bay Area is also a maintenance area for the federal carbon monoxide (CO) standards. The Bay Area is designated as attainment or unclassified for the other federal ambient air quality standards. States are required to develop, adopt, and implement a State Implementation Plan (SIP) to achieve, maintain, and enforce federal ambient air quality standards in nonattainment areas. SIP elements are developed on a pollutant-by-pollutant basis whenever one or more air quality standards are being violated. In California, local and regional air pollution control agencies have primary responsibility for developing SIPs, generally in coordination with local and regional land use and transportation planning agencies. The California Air Resources Board (CARB) is the state agency responsible for regulating air quality. CARB's responsibilities include establishing state ambient air quality standards, emissions standards, and regulations for mobile emissions sources (e.g., autos and trucks), as well as overseeing the efforts of countywide and multi-county air pollution control districts, which have primary responsibility over stationary sources. The Bay Area Air Quality Management District (BAAQMD) is the responsible regional air pollution control agency in the San Francisco Bay Area. The ozone SIP for the Bay Area was initially prepared in 1991 and was amended in 1999 and 2001. Since the 2001 SIP was prepared, the U.S. Environmental Protection Agency (USEPA) has revoked the 1-hour ozone standard and established the new 8-hour standard. State-mandated clean

		air plans were developed by BAAQMD in 1994, 1997, 2000, 2005, 2010, and 2017. With respect to ambient air quality standards, California classifies areas of the state as attainment, nonattainment, nonattainment-transitional, or unclassified. The Bay Area is designated as nonattainment for the state standards for ozone, particulate matter less than 10 microns in diameter (PM_{10}) and $PM_{2.5}$ and as attainment or unclassified for the other state ambient air quality standards. ***Construction and Operational Emissions*** CAA conformity thresholds applicable in the San Francisco Bay Area are 100 tons per year of ozone (O_3) and 100 tons per year of $PM_{2.5}$ (40 CFR §93.153). For construction activities, the San Francisco Dust Control Ordinance (Ordinance 176-08) would reduce the quantity of dust generated by site preparation, demolition, and construction work in order to protect the health of the general public and on-site workers, minimize public nuisance complaints and avoid orders to stop work by the Department of Building Inspection. San Francisco Health Code Article 22B and San Francisco Building Code Section 106A.3.2.6 (collectively, the San Francisco Construction Dust Control Ordinance) require that all site preparation work, demolition, or other construction in San Francisco that could create dust or expose or disturb more than 10 cubic yards or 500 square feet of soil, comply with specified dust control measures. Construction activities on the project site would be required by the Ordinance (San Francisco Building Code Section 106A.3.2.6.3) to implement the following or equivalent measures acceptable to the Director of Public Health: • Watering construction areas to prevent dust from becoming airborne; • Providing as much water as necessary to control dust (without creating run-off) for dust generating activities; • Wet sweeping or vacuuming streets, sidewalks, paths and intersections where work is in progress at the end of each workday, covering inactive stockpiles of designated size; • Covering any inactive stockpiles greater than ten cubic yards or 500 square feet of material with a 10 mil plastic tarp and brace it down or use other equivalent soil stabilization techniques; and • Using dust enclosures, curtains and collectors, as necessary, to control dust in excavation areas. The air pollutant emissions associated with the proposed action were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (see Attachment A for modeling results). Construction was estimated to occur over approximately 19 months, based on CalEEMod default construction schedule for the land uses

and project size. The architectural coating phase was extended from the default to last approximately half the duration of building construction and the grading phase was extended to ten days to reflect a more accurate construction schedule and account for export/hauling of cut material. The proposed action would also be in compliance with the San Francisco Dust Control Ordinance.

The estimated construction-related and operational emissions for each pollutant for the proposed action are shown in the tables below.

Table 2: Construction Air Pollution Emissions

	Maximum Construction Emissions (tpy)	
Pollutant	**CalEEMod Estimate**	**CAA Conformity Thresholds**
Ozone	1.01	100
$PM_{2.5}$	0.08	100

Source: CalEEMod 2016 Versions 2016.3.2, Annual Emissions, Table 2.1 "Overall Construction-mitigated." See Attachment A.

Table 3: Annual Operational Air Pollution Emissions

	Operational Emissions (tpy)	
Pollutant	**Operational Emissions**	**CAA Conformity Thresholds**
Ozone	0.71	100
$PM_{2.5}$	0.13	100

Source: CalEEMod 2016 Versions 2016.3.2, Annual Emissions, Table 2.2 "Overall Operational-mitigated." See Attachment A.

As shown in the tables above, development of the proposed project would not generate emissions exceeding CAA conformity thresholds. Since the project would not exceed established thresholds for criteria pollutants, impacts would be less than significant.

Source List: 15, 16, 17, 18, 19, 20 Attachment A

Consistency with the California Air Resource Board (CARB) Land Use Advisory Recommendations and Compatibility of Project Related Land Uses

CARB's *Air Quality and Land Use Handbook, A Community Health Perspective*, provides land use advisory recommendations regarding proposed actions. This handbook recommends that new sensitive uses not be sited within 500 feet of a freeway, due to higher exposure to diesel particulate matter (DPM) from motorized vehicles. The project site is located approximately 0.4 miles east of Van Ness Avenue, an extension of United States Route 101 (U.S. 101). While the project site is located more than 500 feet away from a freeway, Article 38 of the San Francisco Health Code requires projects to include enhanced ventilation without modelling of air pollutant concentrations, or determine if the project would require enhanced ventilation by doing site-specific modelling or by

		identifying whether its location is inside or outside the Air Pollutant Exposure Zone. As mapped by the Planning Department in April 2014, the project site is located within an Air Pollutant Exposure Zone. Therefore, without air quality monitoring and analysis under development conditions, the proposed action would be required to incorporate enhanced ventilation to mitigate air quality impacts to residents on-site to be consistent with CARB recommendations. **Source List: 19, 21** ***Odors*** Objectionable odors are typically associated with industrial uses such as agricultural facilities (e.g., farms and dairies), refineries, wastewater treatment facilities, and landfills. In urban areas, this may also include facilities with a high volume of diesel-fueled vehicles, such as bus depots. The project site is not located near a facility expected to result in nuisance odors, including diesel exhaust odors; although the site is located across the intersection from a bus stop on Turk Street and Jones Street, it is not located in proximity to a bus depot with a high volume of diesel emissions. In addition, proposed residential uses on-site would not generate objectionable odors that would affect a substantial number of people. **Source List: 19**
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	The project site is not within a Coastal Zone Management (CZM) area and does not involve the acquisition of undeveloped land in a CZM area. There would be no conflict with the Coastal Zone Management Act. **Source List: 22**
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☒ No ☐	***Hazardous Materials*** Sites known to contain hazardous soils or groundwater conditions in San Francisco are governed by San Francisco Health Code Article 22A, also known as the Maher Ordinance, which is administered by the San Francisco Department of Public Health (SFDPH). The site is currently located in a mapped Maher Area. AEW Engineering, Inc. conducted a Phase I Environmental Site Assessment (ESA) at the project site in March 2020 and a follow-up Phase II ESA in July 2020. The Phase I and Phase II are included as Attachment B and are summarized in detail below. ***Hazardous Conditions On-site*** The Phase I ESA revealed no evidence of recognized environmental conditions (RECs) in connection with the project site. Historical RECs (which included Potential RECs and Potential Controlled RECs) were identified for the project site and a Phase II Environmental Site Assessment was recommended based on the following: • Due to petroleum hydrocarbon (TPH) and volatile organic compound (VOC) impacts to groundwater and

		soil upgradient to the project site which have not been fully delineated, it was recommended that grab-groundwater and shallow soil samples be collected at the project site to (1) determine if there are potential impacts to groundwater quality at the project site and (2) establish baseline TPHs and VOCs concentrations in groundwater and soil at the project site; and • Due to potential soil disturbance during construction requiring compliance with the requirements of the SFDPH Article 22A ordinance As a follow up, AEW prepared a Phase II ESA in July 2020 and determined that the subsurface soil contains arsenic, lead, benzene, and benzo(a)pyrene concentrations above respective regulatory criteria. In addition, benzene, ethylbenzene, and tetrachloroethylene (PCE) were detected in both soil vapor samples at levels above the respective Tier 1 and Residential established screening levels (ESLs), and the Phase II determined that it is likely that the soil vapor concentrations were due to soil vapor or groundwater contamination impacts from properties in the surrounding area (Attachment B). A Mitigation Measure has been developed to require the implementation of a site management plan (SMP), which would serve to mitigate both construction impacts and the long-term environmental or health and safety risks caused by the presence of the identified hazardous materials on-site. **Mitigation Measures** **Site Mitigation Plan (SMP).** An SMP shall be submitted to the SFDPH prior to the issuance of any permits. The SMP shall contain contingency plans to be implemented during soil excavation activities and a dust management protocols. The SMP shall also contain details of the passive vapor mitigation system required to alleviate soil vapor risk. In addition, the SMP shall include a site-specific HASP which will address hazards that may be encountered by on-site workers during remediation activities and will describe the steps necessary to minimize exposure of the public to potentially impacted soil and to physical hazards originating from soil excavation and disposal activities. The HASP shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. **Source List: Attachment B**
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes ☐ No ☒	The project site is located in a densely populated and urbanized area in central San Francisco. The site has been previously used for vehicle parking and is surrounded by urban environment and lacks existing vegetation. Implementation of the proposed action would involve construction on an undeveloped and graded site. There are no endangered species, or species subject to the Endangered Species Act, existing on site. Thus, the proposed action would have no effect on natural habitats or

		federally protected species, and would be consistent with the Endangered Species Act. **Source List: 23**
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes ☐ No ☒	The proposed residential uses on-site would not involve explosive or flammable materials or operations. The project site is not located near sites known to contain toxic or radioactive materials, nor is the project site located near thermal source hazards. **Source List: 23, Attachment B**
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes ☐ No ☒	No protected farmlands are located within the City and County of San Francisco. The project site is vacant, zoned RC-4 (Residential-Commercial, High Density), has been historically used for vehicle parking and is located in the urbanized Downtown of San Francisco. The proposed action would have no impact on farmlands. The proposed action would not conflict with the Farmland Protection Policy Act. **Source List: 24**
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes ☐ No ☒	The project site is not located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain or 500-year floodplain identified on the Preliminary and Revised Floodplain Maps prepared for the City of San Francisco. The proposed action would not conflict with the Flood Disaster Protection Act. **Source List: 13, 14**
Historic Preservation National Historic Preservation Act (NHPA) of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes ☒ No ☐	***Prehistoric Context*** Throughout prehistoric times the San Francisco Bay region was sparsely populated. The earliest peoples currently known to have inhabited the San Francisco Bay Area were small hunter-gather groups whose subsistence was based on large game, seeds, and nuts, as evidenced by the presence of large projectile points and milling stones. These peoples lived in small nomadic bands that made less use of shoreline and wetlands resources than later prehistoric populations. The native people living around San Francisco Bay at the time that Europeans arrived spoke five distinct languages, including Costanoan (Ohlone). Costanoan, a member of the Utian language family, was spoken throughout the Santa Clara Valley and foothills and along much of the East Bay and on the San Francisco Peninsula. The Costanoan people, known as the Yelamu, occupied the northern end of the San Francisco Peninsula in the late eighteenth century. The Yelamu were divided into three semi-sedentary village groups and were composed of at least five settlements (Chutchi, Sitlintac, Amuctac, Tubsinte, and Petlenuc) within present day San Francisco. Yelamu may have also been the name of an additional settlement within the vicinity of Mission Dolores. Sitlintac may have been located on the bay shore, near the large tidal

wetlands of the Mission Creek estuary. Chutchi was located near the lake (Laguna de los Dolores) east of the current Mission Dolores, two to three miles inland. These two villages were probably the seasonal settlements of one band of the Yelamu who used them alternately.

Historic Context

In the historic period, the project site was occupied by 1887, at which time a coal yard and shed were situated there as indicated by Sanborn Fire Insurance maps. The 1889 edition of the map depicts a wood and coal storage facility consisting of five buildings at the site. By 1913, the site contained no buildings, and subsequent editions of the map, dated 1948 and 1950, also show the site vacant. Based on this evidence the project site appears to have historically operated as a surface parking lot for much of the much of the twentieth century, a use which continued through 2021.

Regulatory Context

National Historic Preservation Act and National Register of Historic Places

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties. The Section 106 process seeks to accommodate historic preservation concerns with the needs of federal undertakings through consultation among the agency officials and other interested parties, beginning at the early stages of planning of the undertaking. The goals of consultation are to identify historic properties potentially affected by the proposed action, to assess its effects, and to seek ways to avoid, minimize, or mitigate adverse effects on historic properties. The term "cultural resources" includes historic properties (buildings, structures, districts, landscapes, archaeological sites, Traditional Cultural Properties [TCPs], districts, and objects that are eligible for listing or that are listed on the National Register of Historic Places [NRHP]); cultural items, as defined in the Native American Graves Protection and Repatriation Act of 1990; Native American, Native Alaskan, or Native Hawaiian sites for which access is protected under the American Indian Religious Freedom Act of 1978; archaeological resources, as defined by the Archaeological Resources Protection Act of 1979 and the Antiquities Act of 1906, that are not eligible for listing or are unevaluated for listing on the NRHP; and archaeological artifact collections and associated records, as defined by 36 CFR Part 79.

To be eligible for listing on the NRHP, a cultural resource must meet specific criteria identified in 36 CFR Part 60 and explained in guidelines published by the Keeper of the National Register.[1] The significance of effects on cultural

[1]The most widely accepted guidelines are contained in the US Department of Interior, National Park Service, "Guidelines for Applying the National Register Criteria for Evaluation," *National Register Bulletin 15* (Washington DC: US Government Printing, 1991, revised 1995 through 2002).

		resources is also determined by using the criteria set forth in the regulations implementing Section 106 of the NHPA. NRHP criteria (36 CFR, 60.4) are as follows: a. Association with events that have made a significant contribution to the broad patterns of our history; b. Association with the lives of persons significant to our past; c. Resources that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or d. Resources that have yielded or may be likely to yield information important in prehistory or history. In addition to historic significance, a property must have integrity to be eligible for the NRHP. This is the property's ability to convey its demonstrated historical significance through location, design, setting, materials, workmanship, feeling, and association. <u>Programmatic Agreement (PA) by and among the City and County of San Francisco, the California State Historic Preservation Officer, and the Advisory Council on Historic Preservation</u> The discussion of cultural resources is guided by an existing Programmatic Agreement (PA) between the City and County of San Francisco (City) and the California State Historic Preservation Officer (SHPO) pursuant to Section 106 of the National Historic Preservation Act (16 USC §470f) and its implementing regulations at 36 CFR Part 800.14.2. The PA establishes the City's Section 106 responsibilities for the administration of undertakings subject to regulation by 24 CFR Part 58 which may have an effect on historic properties. The City is required to comply with the stipulations set forth in the PA for all undertakings that (1) are assisted in whole or in part by revenues from U.S. Department of Housing and Urban Development (HUD) Programs subject to 24 CFR Part 58 and that (2) can result in changes in the character or use of any historic properties that are located in an undertaking's Area of Potential Effects (APE). The proposed action is the approval of the release of federal funds subject to Part 58 and thus is subject to the Stipulations of the PA. ***AREA OF POTENTIAL EFFECTS (Stipulation VI of the PA)*** Compliance with Section 106 requires the City to evaluate the effect of an Undertaking on historic properties within the APE that are eligible for listing in the NRHP. The City identified the APE for architectural resources, in

		accordance with 36 CFR §800.16(d) to include the project site itself and four surrounding properties: 1) 180 Jones Street (the project site); 2) 132-140 Jones Street; 3) 205 Jones Street; 4) 175 Turk Street; and 5) 180-194 Turk Street/210 Jones Street. For this project, the APE encompasses the area in which the undertaking may directly cause change (i.e., the project site itself) and where it may indirectly cause alterations in the character of historic properties (i.e., on surrounding properties). (See Attachment C for the APE Map). ***IDENTIFICATION AND EVALUATION OF HISTORIC PROPERTIES (Stipulation VII of the PA)*** Under Stipulation VII, Paragraph B, if a property in an undertaking's APE is already listed or has already been determined eligible for listing in the NRHP, the City must proceed in accordance with Stipulation VIII. Treatment of Historic Properties. The APE contains four (4) properties adjacent to or across from the project site that are listed as contributors to the Uptown Tenderloin National Register Historic District (UTNRHD). The UTNRHD was listed on February 5, 2009. The district and its contributors are significant under Criterion A in the area of social history for its association with the development of hotel and apartment life, and under Criterion C in the area of Architecture for the distinctive mix of building types that served a new population in San Francisco. The period of significance for the historic district is from 1906 to 1957. The properties within the APE listed in the UTNRHD include: *132-140 Jones Street:* Built in 1924 as the Hotel Lyric for owner John G. Kincanon, designed by architect Erle J. Osborne in the Renaissance/Baroque Revival style; *205 Jones Street:* Built in 1924 as the Jones Street Apartments for owner Walter A. Plummer, designed by architect Edward E. Young in the Renaissance/Baroque Revival style; *175 Turk Street:* Built 1925 as the Bell Garage for Margaret E. Bell, designed by architect E.H. Denke in the Renaissance/Baroque Revival style; and *180-194 Turk Street/210 Jones Street:* Built 1925 as Hotel Governor for owner Catherine S. Blair, designed by architect Creston H. Jenen in the Renaissance/Baroque Revival style Under Stipulation VII, Paragraph B, the above four properties are considered historic properties as defined by Section 106. However, they are also within the of the boundaries locally designated Compton's Transgender Cultural District, which was established in to commemorate historical sites and preserve spaces

		associated with Transgender, Gender-variant, Intersex, Lesbian, Gay, and Bisexual affirming communities in the Tenderloin and Mid-Market areas (Resolution No. 239-17; City and County of San Francisco 2017). The four properties identified above were therefore evaluated to specifically investigate any potential historical associations with the LGBTQIA+ community. The Planning Department determined none of the properties had any such association (see Attachment C for the complete DPR 523 forms): ***Interested Parties*** As part of the identification and consultation process, interested parties were consulted regarding the effects of the Undertaking on historic architectural properties on August 30, 2020. These included the California Historical Society, San Francisco Heritage, San Francisco History Association, and the San Francisco Museum and Historical Society, as well as property owners within a 300-foot radius of the project site. A letter was also sent via electronic mail on September 4, 2020 to interested groups identified through the Planning Department's Neighborhood Group list. To date, no responses have been received from the identified historical parties (See Attachment C for the Interested Parties letters). ***TREATMENT OF HISTORIC PROPERTIES (STIPULATION VIII of the PA)*** Paragraph E of Stipulation VIII of the PA (Demolition) requires the City to consult with the SHPO if a Historic Property is proposed for demolition in an Undertaking per the guidance in Stipulation IX of the PA (see below). The project site (180 Jones Street) is vacant, and no Historic Property is proposed for demolition. Paragraph F of Stipulation VIII of the PA (New Construction) requires the City to ensure that the design of any new construction is compatible with the historic qualities of the Historic Property, of any historic district or of adjacent historic buildings in terms of size, scale, massing, color, features, and materials and that the design is responsive to the recommended approaches for new construction set forth in the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards).

		The architectural APE includes four (4) historic properties either adjacent to or across Turk or Jones Streets from the project site that are listed in the NRHP as contributors to the UTNRHD. Per Stipulation VIII.F.1.a, the Planning Department reviewed the appropriate project documents including plans and drawings and has determined the new construction proposed as part of the Undertaking conforms to the Standards. ***CONSIDERATION AND TREATMENT OF ARCHAEOLOGICAL RESOURCES (STIPULATION XI OF PA)*** The City, as the responsible agency under the NHPA, has determined the APE for archaeological resources based on guidelines contained in the Advisory Council on Historic Preservation's Section 106 Archaeology Guidance. The APE is inclusive of surface and subsurface areas that may be disturbed as a result of the Proposed Action and alternatives. In accordance with the Stipulation XI.B of the PA, the City requested that the Northwest Information Center (NWIC) conduct a records search for the undertaking's APE. The records search conducted on May 19, 2020 indicated that no previous cultural resource studies and no previous recorded archaeological resources have been previously prepared that cover the project area (see Attachment C.5 for the NWIC record search letter). The NWIC's review of historical literature and maps indicated moderate potential for unrecorded Native American resources in the project area due to the site's proximity to the San Francisco Bay shore. The review also indicated a moderate to high potential for unrecorded historic period archaeological resources at the project site. Because of this, the NWIC recommended that a qualified archaeologist conduct further archival and field study to identify cultural resources, especially a good-faith effort to identify those buried deposits that may show no signs on the surface. In accordance with Stipulation XI.D that if the IC recommends such actions, the City must promptly furnish the SHPO with a copy of the IC's response and request the comments of the SHPO. A Staff Archaeologist reviewed archival research and site sensitivity in regards to prehistoric and historical archaeological resources. Pursuant to 36 CFR 800.6(a)(1), the City invited the Advisory Council on Historic Preservation (ACHP) to participate in the consultation process for development of the Project PA to protect potential archaeological resources. Upon receiving notification and supporting documentation concerning the proposed action, ACHP concluded that ACHP involvement does not apply and thus its participation is not needed in the consultation process. Based on the reasonable presumption that archaeological resources may be present within the project site, the City, the SHPO, and the Tenderloin Neighborhood Development

		Corporation (concurring party) executed a Project PA on February 10, 2021, that outlines the procedures and methodology that the City will use to avoid any potentially significant adverse effect from the proposed project on potential buried historic properties. The Project PA is included in Attachment C. ***Native American Resources*** The NWIC records search results identified that Native American resources in this part of San Francisco County have been found marginal to the San Francisco Bay and its associated wetlands, and within Holocene age landforms. Because the project site is located approximately 1.25 miles from the historic bay shore margins, the NWIC found a moderate potential for buried unrecorded Native American resources in the project area. The NWIC recommended the lead agency contact local Native American tribe(s). The Native American Heritage Commission was contacted on August 18, 2020, to request a record search of the sacred land file. The search failed to indicate the presence of Native American cultural resources in the project APE. As recommended by the Native American Heritage Commission, the City contacted representatives of Native American tribes in the Bay Area on September 4, 2020 and asked for them to provide any information they may have on the site. Although consultation is ongoing, to date, no representatives of Native American tribes have responded to the City (see Attachment C.3 for the NA Consultation). ***Impacts*** <u>Archaeological Resources</u> Based on a moderate potential for Native American archaeological resources and a high potential for historic-period archaeological resources to be within the project site, ground-disturbing activity during construction of the project could adversely affect such resources. To avoid any potentially significant adverse effect from the project on buried or submerged historic resources, the MOHCD executed a Project PA with the SHPO (included in Attachment C). With implementation of this Project PA, the proposed action would resolve the potential for substantial adverse effects on archaeological resources. <u>Architectural Resources</u> The proposed undertaking would result in no substantial adverse effects on historical architectural resources. The Undertaking proposes to develop a vacant property (180 Jones Street) and would not cause any direct effects to any historic property. Additionally, the indirect project APE includes properties listed in an NRHP Historic District. The Planning Department has determined that the undertaking would have no adverse effect upon neighboring historic properties. As such, the undertaking meets the compliances

		stipulated under the PA for and all adverse effects on historical architectural resources have been resolved. **Compliance Steps** The proposed action would be required to comply with the terms of the Project PA Between the City and County of San Francisco and the California State Historic Preservation Officer Regarding 180 Jones Street Affordable Housing Development, San Francisco, CA, February 10, 2021.
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes ☒ No ☐	***Construction Noise*** The project site and adjacent properties to the south and east are zoned Residential-Commercial, High Density (RC-4). Existing land uses in the vicinity range from mid to high rise commercial, office, institutional, residential and hotels. The sensitive receptors nearest to the project site are the residents and guests of the Lyric Hotel/Conard House, located directly adjacent to the project site to the south, and the residential buildings located across Jones Street and across Turk Street at the northeast corner of Turk Street and Jones Street. Construction on the project site could generate temporarily adverse noise audible to existing receptors and residences. The operation of construction equipment and the use of caisson drills to provide structural support for the proposed building could generate noise up to approximately 100 dBA at the nearest sensitive receptors. Temporary noise generated by construction equipment would require, as described below. **Mitigation Measure** **Construction Noise Reduction.** Construction activity would be limited to the period between 7:00 a.m. and 6:00 p.m. on weekdays and to the period 7:00 a.m. to 5:00 p.m. on weekends. Construction outside of these hours would require a permit from the City. Furthermore, construction contractors for development on the project site shall implement appropriate noise reduction measures, as determined by the City during the construction permit approval process. Required noise reduction measures shall be subject to San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) and may include: • Maintaining proper mufflers on equipment; • Relocating equipment away from noise-sensitive receptors where possible; and • Shutting off idling equipment. ***Community Noise*** Potential adverse effects from community noise that could reasonably result from the proposed development on the project site are analyzed herein. The project site's noise environment is dominated by traffic noise from adjacent roadways, primarily Turk Street and Jones Street and general urban activities. The San Francisco

city-wide noise map, shows street level noise levels between 60.1 and 65.0 dBA (Ldn) (normally acceptable according to HUD standards) on the project site.

To characterize ambient noise levels on-site, Rincon Consultants conducted two short-term (15-minute) measurements on May 21, 2020 along Jones and Turk Streets (see Attachment D). The following table shows the average measured noise levels (the Leq).

Table 4: Noise Measurement Results

Measurement Location	Primary Noise Source	Leq (dBA)
1st Floor Elevation, northern portion of project site	Turk Street	67.1
1st Floor Elevation, western portion of project site	Jones Street	66.1

Source: Attachment D.

As shown in the above table, the ambient noise levels at the project site ranged approximately between 66.1-67.1 dBA Leq.

According to HUD site acceptability standards, exterior noise in the 65-75 dB Ldn range is normally unacceptable for residences and requires attenuation measures. The peak hour Leq is usually within 3 dBA of the Ldn. Therefore, residents on-site would experience ambient noise levels in HUD's normally unacceptable range, especially at apartment units facing Jones Street and Turk Street.

For comparison with noise measurements on-site, the HUD Site DNL Calculator was run to estimate the traffic-related Day/Night Noise Level (DNL), which is equivalent to Ldn (see Attachment D). Estimated average annual daily traffic (AADT) was entered into the DNL calculator, using numbers from the 1028 Market Street Traffic Impact Study. Traffic noise from Jones Street and Turk Street, which were observed to be the primary sources of traffic noise during peak hours, were incorporated into the DNL Calculator. Because other roadways were not observed to contribute substantially to ambient noise, their traffic levels were not incorporated into the DNL Calculator.

The DNL Calculator estimated that traffic noise from Turk Street (4,800 ADT) would be approximately 65 dBA Ldn along the northern property line. The DNL Calculator estimated that traffic noise from Jones Street (6,430 ADT) would be approximately 66 dBA Ldn along the western property line. This noise level (66 dBA Ldn) is representative of existing ambient conditions due to roadway traffic. The modeled 24-hour noise level is similar to the measured noise levels during peak hours and noise levels along Jones Street fall within HUD's normally unacceptable range, while noise levels along Turk Street fall within HUD's acceptable range.

		In addition, traffic associated with project residences would contribute to ambient noise levels experienced by sensitive receptors in the area. Since the project would not provide vehicle parking spaces, it anticipated that the project would not generate the typical number of vehicle trips as a residential land use. Conservatively analyzed for modeling purposes based on rates from the Institute of Transportation Engineers (ITE), the addition of 69 residential units could generate an estimated 375 average daily trips. The estimated total of 375 daily trips generated by the project were inputted into the HUD DNL Calculator to determine existing plus project roadway noise levels. All trips generated by the project were conservatively assumed to occur on Turk Street. Per the results of the HUD DNL calculator for existing plus project conditions, traffic noise on Turk Street increased by 1 dBA to 66 dBA Ldn. There would be no change to traffic noise along Jones Street. Both Jones Street and Turk Street operate in HUD's normally unacceptable range. In addition, it is reasonable to assume that the proposed transit-oriented development, being located in downtown San Francisco and within walking distance of the Civic Center/UN Plaza BART Station and next to several MUNI bus and light rail lines, would generate substantially fewer vehicular trips than typical residential developments. HUD approval of projects in the normally unacceptable range requires noise mitigation, usually in the form of building designs that provide more than typical noise attenuation. The goal is to reduce interior noise levels to an Ldn or CNEL of 45 dBA inside residential units. This is the same as the California state noise insulation standards for multifamily development. Therefore, noise-reducing measures would be required for residential building design, as described below. **Mitigation Measure** **Noise Reducing Building Design**. On-site residential development shall use building façade materials, acoustic insulation in building walls and ceilings, acoustically rated windows, and similar measures to achieve sufficient reductions from outdoor Ldn levels that building interior Ldn noise levels will be 45 dBA or less in the residential portions of the project. All windows and doors at residences must be rated Sound Transmission Class (STC) 26 or higher. **Source List: 25, 26, 27, 28, Attachment D**
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	The nearest sole source aquifer to the site is the Santa Margarita Aquifer, located over 50 miles south from the project site. The project site is not served by a USEPA-designated sole-source aquifer. Therefore, the proposed action would have no effect on a sole-source aquifer subject to the HUD-USEPA Memorandum of Understanding. **Source List: 29**

Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	There are no wetlands on site. The nearest wetland to the project site is the China Basin Water Channel, located approximately 1.3 miles southeast of the site. The China Basin Water Channel is part of the estuarine and marine deep-water wetland connected to the adjacent San Francisco Bay. The proposed action would have no impact on wetlands or other water of the state. **Source List: 31**
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	The nearest classified Wild and Scenic River is a 23-mile segment of the American River, which is located over 75 miles northeast of the project site. The project would therefore not affect a wild and scenic river. Implementation of the project would not conflict with the provisions of the Wild and Scenic Rivers Act. **Source List: 32, 33, 34, 35**
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes ☐ No ☒	In 2018, 40 percent of the City/County was white, 15 percent was Hispanic or Latino, 34 percent was Asian, 5 percent was Black or African American, 5 percent was two or more races, 0.3 percent was Native Hawaiian and Other Pacific Islander, <1 percent was American Indian and Alaska Native, and <1 percent was some other race. This represents a smaller percentage of environmental justice populations than exists nationwide. The project site is within U.S. Census Tract 125.01. In 2018, 27 percent of the Census Tract was white, 25 percent was Hispanic or Latino, 32 percent was Asian, 11 percent was Black or African American, 5 percent was two or more races, <1 percent was Native Hawaiian and Other Pacific Islander, <1 percent was American Indian and Alaska Native, and <1 percent was some other race. This represents a higher percentage of environmental justice populations than exists in the City/County. Within Census Tract 125.01, approximately 28.5 percent of people were living below the poverty line, which is more than double the citywide average of 10.9 percent. The proposed action would provide 70 new housing units affordable to very low and low-income people, including minority and other populations earning up to 50 percent of the AMI. Residential supportive services would be provided, including a common/community room with kitchen, laundry room, and a supply room. In addition, common space would be provided in the form of a second floor courtyard. Furthermore, as discussed above under *Clean Air*, residents on the project site would not be exposed to substantial health risks related to cancer, acute and chronic hazards, or particulate matter. As the proposed action would result in no substantial adverse environmental effects, it would not result in disproportionately high and adverse effects on minority and low-income populations, and the proposed action would not create environmental

		justice concerns. The proposed action would be consistent with Executive Order 12898. **Source List: 7**

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27]

Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

(1) Minor beneficial impact
(2) No impact anticipated
(3) Minor Adverse Impact – May require mitigation
(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The project site is located in the Tenderloin neighborhood of the Downtown/Civic Center Planning Area in San Francisco, California. The site is located in an area primarily composed of residential and commercial land uses zoned Residential-Commercial High Density (RC-4). Downtown and Soma Public zones are located north and south of the project site, respectively. Land Use and Zoning *Permitted Land Uses* The project site is currently zoned RC-4 under the San Francisco Planning Code. According to Section 206.3 of the Planning Code, RC-4 Districts encourage a combination of high-density dwellings, with compatible commercial uses on the ground floor to protect and enhance neighborhoods with mixed use character. The proposed high-density residential project, with commercial components, would be consistent with allowable land uses in the RC-4 District. *Height and Bulk Designation* In the RC-4 District, housing density is limited by lot area. Under current zoning, the project site's density is limited to three dwelling units per lot, or one dwelling unit per 200 square feet of lot area (a maximum of approximately 51 dwelling units for the project site). In addition, the RC-4 District sets general building height limits to 40

		feet, however, the site is permitted a maximum of up to 120 feet with upper floors step back at 80 feet, per the height and bulk map (identified as 80-T 120-T). The proposed nine-story, 93-foot-tall building (top of parapet) would not exceed this height limit. The Planning Code specifies requirements for a bulk designation of "T", where the base cannot extend to a streetwall height over 1.25 times the width of the widest abutting street or 50 feet, whichever is more. In addition, the maximum length is 110 feet and the maximum diagonal dimension is 125 feet. *Floor-to-Area Ratio* Section 124 of the Planning Code sets a floor-to-area ratio (FAR) of 4.8 in the RC-4, but does not apply to dwellings. The project proposes residential uses only. *Rear Yard Setback* The RC-4 District requires that a rear yard depth equal to 25 percent of the lot depth, but not less than 15 feet, be provided at levels occupied by dwelling units (Section 134). However, this section of the Planning Code does not apply to 100 percent affordable housing projects, and therefore would not apply to the proposed action. *Open Space* Section 135 of the Planning Code requires the provision of 36 sf of private open space per dwelling unit, or 48 sf of common open space per dwelling unit. The proposed 70 dwelling units would therefore require 3,408 sf of common open space. The project would include a 552 sf of common space on the second floor, thereby not achieving the open space requirement. However, the applicant is requesting an incentive as part of the individually-requested density bonus program to waive or reduce the amount of open space required. *Parking* Section 151 of the Planning Code does not require off-street parking for group housing in the RC-4 District. The proposed project would not include off-street parking and is consistent with zoning requirements for parking. Based on the above, and provided that the incentive to reduce required open space into the project is granted, the proposed action would generally be compatible in terms of land use and zoning. <u>Conformance with Plans</u> The proposed project site lies in the Civic Center Area Plan as well as the Downtown Area Plan. Both are discussed in detail below: *Civic Center Area Plan* Although the project site is not located in the Civic Center core, the Civic Center Area Plan includes the project site. This plan promotes four key objectives: • **Objective 1:** Maintain and reinforce the Civic Center as the symbolic and ceremonial focus of community government and culture • **Objective 2:** Develop the Civic Center as a cohesive area for the administrative functions of the city, state and federal

		government, and as a focal point for cultural, ceremonial, and community activities • **Objective 3:** Provide convenient access to and circulation within the Civic Center and support facilities and services • **Objective 4:** Protect and enhance the housing resources in the area In addition to these Civic Center objectives, the following policies to provide general guidance for development of the area, which are applicable to the proposed action, are listed below: • **Policy 3.4:** Encourage privately operated support and personal service establishments to locate within the Civic Center area • **Policy 4.2:** Encourage new infill housing at a compatible density The proposed development would be generally consistent with these policies from the Civic Center Area Plan. By providing 70 affordable housing units, the proposed action would increase the availability of new housing affordable to families and individuals with lower incomes. Furthermore, development of the proposed project would not contribute to long-term parking availability. For these reasons, the proposed action would generally conform to the vision of the Civic Center Area Plan. *Downtown Area Plan* The project site and vicinity are also located in the Downtown Area Plan. This plan promotes several applicable objectives to the proposed action: • **Objective 3:** Improve downtown San Francisco's position as the region's prime location for specialized retail trade • **Objective 7:** Expand the supply of housing in and adjacent to downtown • **Objective 8:** Protect residential uses in and adjacent to downtown from encroachment by commercial uses • **Objective 9:** Provide quality open space in sufficient quantity and variety to meet the needs of downtown workers, residents, and visitors • **Objective 11:** Provide contrast and form by consciously treating open space as a counterpoint to the built environment • **Objective 12:** Conserve resources that provide continuity with San Francisco's past • **Objective 13:** Create an urban form for downtown that enhances San Francisco's stature as one of the world's most visually attractive cities • **Objective 14:** Create and maintain a comfortable pedestrian environment • **Objective 15:** Create a building form that is visually interesting and harmonizes with surrounding buildings • **Objective 16:** Create and maintain attractive, interesting urban streetscapes • **Objective 17:** Develop transit as the primary mode of travel to and from downtown • **Objective 19:** Provide for safe and convenient bicycle use as a means of transportation

		• **Objective 21:** Improve facilities for freight deliveries and business services • **Objective 22:** Implement a downtown streetscape plan to improve the downtown pedestrian circulation system, especially within the core, to provide for efficient, comfortable, and safe movement • **Objective 23:** Reduce hazards to life safety and minimize property damage and economic dislocation resulting from future earthquakes In addition to the objectives, fundamental principles for the downtown pedestrian network are also outlined. The following general design policies and general principles are applicable to the proposed action: • Regardless of sidewalk width or streetscape elements, a minimum of six feet (6') must be left clear at all times for pedestrian through movement. Six feet is necessary to ensure a consistent clear passage and should be exceeded wherever possible. In an area with significant pedestrian volumes, and represents the minimum width; for many sidewalks downtown, more than six feet may be necessary. • Regardless of sidewalk width, no sidewalk element is permitted if the placement of that element would cause the non-holiday peak pedestrian level of service to fall to level D, E, or F. • Ensure convenient and safe pedestrian crossings. Widen sidewalks at corners where possible to provide more pedestrian queuing space and shorter crosswalk distances. Widen the crosswalk space at intersections with Pedestrian LOS D or below. • The corner clear zone is the minimum amount of pedestrian queuing space at the corner and is required at every corner in the downtown area. The clear zone extends a minimum of five feet (5') from the inside edge of the crosswalk and defines an area from the curb to the property line. Only items essential to vehicular and pedestrian safety and flow may remain within the clear zone. No other element may be placed within the clear zone including temporary elements. • Conserve and promote in-ground street trees for all downtown sidewalks. • Art in the public right-of-way is strongly encouraged throughout the downtown area. Art installations might range from sculptures, sidewalk inlays, and kiosk displays to performance art, dance pieces, and temporary installations. • Corner Setbacks: Permit added pedestrian space at block corners for pedestrian queuing, often in lieu of added sidewalk space. These setbacks are encouraged. • The typical downtown corner should have five primary components including a trashcan, traffic/pedestrian signal device, fire hydrant, newsracks (preferably fixed), and a clear zone indicator. The clear zone indicator is a band in the concrete scoring at the corner indicating the clear zone boundaries. The number of anticipated occupants is currently not known at this time, however, based on the development of 70 studio units, it is conservatively assumed the project would provide housing for approximately 140 persons. The additional users demanding transit service would not result in deficiencies or decreased performance of

		public transportation and regional transit service. The project includes four new bicycle racks on Jones Street, and new sidewalks, pedestrian curb cuts and gutters on both Jones and Turk Streets, and one street tree would be planted along both Jones and Turk frontages. No trees or landscaping are proposed for removal from the public right-of-way. As such, project improvements would be in accordance with the Better Streets Plan and would be generally consistent with the objectives and pedestrian principles outlined above, from the Downtown Area Plan. The proposed residential project would improve affordable housing stock in the Downtown District, consistent with Objective 7 of the Downtown Area Plan. Visual Consistency The project site is located at the southeast corner of the intersection of Jones and Turk Streets. The proposed project's design would be generally consistent with surrounding development but would be built with modern new design. The contemporary design of the proposed nine-story building would be compatible with the varying sizes of buildings in the greater Downtown/Civic Center area, which includes a variety of styles and periods of architecture. The proposed building's nine-story height also would be similar to those in the immediately surrounding development, which ranges from three to ten stories in height. Therefore, the building's scale would be compatible with other buildings in the greater Civic Center and Downtown area. Therefore, in the context of the redeveloping Civic Center and Downtown area, the proposed action would not result in substantial adverse aesthetic effects related to scale and urban design. **Source List: 3, 36, 27, 38, 39, 40**
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	The project site is entirely comprised of urban land, according to the U.S. Department of Agriculture's Web Soil Survey. Development on the project site would be subject to the permitting requirement of the San Francisco Department of Building Inspection (DBI) to ensure compliance with applicable laws and regulations. As part of this permitting process, DBI would review the final building plans and require that they conform to the recommendations in the Geotechnical Investigation prepared by Rockridge Geotechnical, Inc. for the proposed project in April 2020 (Attachment E). The report concluded that the project site is feasible for the proposed project. However, the report discusses concerns including site preparation and fill placement, design of foundations and below-grade walls, and temporary shoring. To address these geotechnical concerns, the report includes conclusions and recommendations, as outlined in Section 7 of Attachment E. Compliance with these recommendations have been developed into a mitigation measure (see below) and would ensure that the site is properly prepared for the proposed development. In addition, design and structural requirements to address geologic hazards and soil suitability per San Francisco DBI regulations would ensure that potential damage to structures from soil suitability would not be a substantial adverse effect. The project site is relatively flat with a gentle slope towards Turk Street and currently paved with asphalt. The proposed project would not have potential hazards related to slope failure and would not create

		new slopes. Furthermore, the site is not in an erosion-sensitive area (near water, a drainage feature, or on a steep slope). The project site would continue to be fully covered with impervious surface. During construction and operation of the proposed residential uses, the project sponsor would be required to comply with all applicable federal and local water quality and wastewater discharge requirements that include compliance with Article 4.1 of the San Francisco Public Works Code, which incorporates and implements the City's National Pollutant Discharge Elimination System (NPDES) permit, and the nine minimum controls of the federal Combined Sewer Overflow Control Policy. The minimum controls include development and implementation of a pollution prevention program and an erosion and sediment control plan that would be reviewed and approved by the City and County of San Francisco prior to implementation. In addition, the proposed project would be supported on a mat foundation bearing on ground improved with drilled displacement sand-cement (DDSC) columns. Excavation would be extended to about 35 to 40 feet below ground surface (bgs) to accommodate the DDSC columns. The project site is located in the greater Mission Creek watershed, which drains to the Mission Creek estuary at the eastern edge of San Francisco Bay. As of 2016, the Mission Creek estuary is included in USEPA's 303(d) list of impaired waterways for these pollutants: • Ammonia • Chlordane • Dieldrin • Hydrogen Sulfide • Lead • Mercury • Polychlorinated biphenyls (PCBs) • Polycyclic Aromatic Hydrocarbons • Silver • Zinc Stormwater runoff from the project site is affected by topography, drainage, and surface cover. The project site is relatively flat and stormwater runoff from the site would enter the City's combined sewer and wastewater system. Before stormwater runoff from the building leaves the site, it would be filtered by on-grade landscaping planters and capture systems. With implementation of this of these stormwater capture systems, development of the site would not result in substantial new sources of off-site stormwater pollution. Removal of the existing parking lot would reduce stormwater pollution from petroleum-based hydrocarbons that can leak from motor vehicles, as well as other trash and other particulates. The project proponent for on-site development would be required to comply with all aspects of the federal combined sewer system (CSO) Control Policy, and appropriate pre-treatment and pollution prevention programs, which would ensure consistency with existing water quality regulations protecting San Francisco Bay and ocean water quality. **Mitigation Measure** **Geotechnical Recommendations.** The project proponent shall incorporate all conclusions and recommendations included in the

		Geotechnical Investigation Report prepared by Rockridge Geotechnical, dated April 8, 2020 and included as Attachment E. These recommendations pertain to, but are not limited to: site preparation and fill placement, mat foundation on ground improvements, general ground and soil improvements, vapor retarder, permanent below-grade walls, temporary cut slopes and shoring. **Source List: 41, 42, 43, Attachment E**
Hazards and Nuisances including Site Safety and Noise	3	*Site Safety* Development of the project site with residential uses would not create a risk of natural hazards, explosion, release of hazardous substances, or other dangers to public health. The project site is located in an urban setting and development on the site would be compatible with surrounding uses. While soil contamination may exist on-site, the implementation of a mitigation measure is required, detailing site-specific procedures to be followed which would prevent safety hazards for construction workers on-site (see *Contamination and Toxic Substances*). On-site construction would be required to comply with the requirements of the latest California Building Code, which includes compliance with earthquake standards and fire codes and regulations. However, as discussed *in Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff* above, the implementation of a mitigation measure is required, detailing site-specific geotechnical recommendations. Therefore, the proposed action would not have a substantive adverse effect on site safety. *Construction Noise* As detailed above under *Statues, Executive Orders, and Regulations Listed at 24 CFR 50.4 & 58.5, Noise Abatement and Control*, construction on the project site could generate temporarily adverse noise audible to existing residences (up to approximately 100 dBA) in the area. Temporary noise generated by construction equipment would require mitigation to limit the hours of construction activity, as described above. *Community Noise* As detailed above under heading *Statues, Executive Orders, and Regulations Listed at 24 CFR 50.4 & 58.5, Noise Abatement and Control*, the proposed action would place new residential units in an area subject to "normally unacceptable" noise levels for residential uses. Pursuant to mitigation listed above, development on-site would be required to use building façade materials, acoustic insulation in building walls and ceilings, acoustically rated windows, and similar measures to achieve sufficient reductions from outdoor Ldn levels that building interior Ldn noise levels would be 45 dBA or less in the residential portions of project. **Source List: 23, 25, 26, 27, 28, Attachment D, Attachment E**
Energy Consumption	2	Residential development on the project site would use energy produced in regional power plants using hydropower and natural gas, oil, coal, and nuclear fuels. On-site development would be required to meet current state and local standards regarding energy consumption, including Title 24 of the California Code of Regulations enforced by

		the DBI. Beyond compliance with the 2019 San Francisco Green Building Code and Title 24 requirements, the project would be required to achieve GreenPoint Rated status, or achieve a status of LEED Silver. To reach the applicable standards, the project would involve the application of green building measures. Since the project would be required to adhere to 2019 California Green Build Standards, and would include energy reducing design features, the proposed action would not result in foreseeable energy inefficiencies and would not have a substantial adverse effect on energy consumption. **Source List: 44**

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	Construction of the proposed residential building would not displace existing developments as the site is currently undeveloped. Construction would provide temporary construction work during the length of construction. Therefore, the proposed action would have a net beneficial effect on employment and income patterns. **Source List: 23**
Demographic Character Changes, Displacement	2	*Demographic Character Changes* The estimated 2020 population of San Francisco is approximately 897,806 persons. The proposed action would result in the establishment of 70 residential units on the project site. The number of anticipated occupants is currently not known at this time, however, based on the development of 70 studio units, it is conservatively assumed the project would provide housing for approximately 140 persons. Implementation of the project would incrementally increase the population of San Francisco by approximately 0.02 percent. Based on regional projections provided by the Association of Bay Area Governments (ABAG), the population of San Francisco is expected to increase to 1,136,455 persons by 2040. The population increase from the project would be nominal, approximately 0.06 percent of the forecasted regional increase. Development of the site with residential uses would enhance walkability within the Jones and Turk Street areas and add residential units on a corridor that is well-served by nearby public transit. The proposed action would not result in physical barriers or reduced access or isolate a particular neighborhood or population group; no linear features that would cut off access are proposed, and the project would be contained on one parcel. Furthermore, it would not result in inconvenient or difficult access to local services, facilities and institutions, or other parts of San Francisco. *Displacement* The project site is currently a parking lot. Numerous homeless encampments have been observed on and adjacent to the site. The project is a residential project intended to improve affordable housing stock for very low and low income individuals. Whereas some displacement of homeless people may occur, their occupancy of the site is transitory and fluid. The increase in housing opportunity for low

		income people would result in a net positive housing opportunity. Therefore, the project would not result in substantial adverse impacts from displacement of people or businesses. **Source List: 7, 45, 46**

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The San Francisco Unified School District (SFUSD) provides public primary and secondary education in San Francisco. The district is composed of a total of 133 schools, including 12 early education schools, 64 elementary schools (Grades TK–5), eight alternatively configured elementary through middle schools (Grades TK–8), five County and Court schools, 13 middle schools (Grades 6–8), three continuation alternative schools, 14 high schools (Grades 9–12), and 14 charter schools. Total enrollment in SFUSD schools, as of October 2018 (without charter enrollment), was 53,855 students. Approximately 16 percent of the population in Census Tract 125.01 is under the age of 18. Although development on-site could add up to 140 residents (as described under subheading *Demographic Character Changes, Displacement*), the anticipated residents of the project would likely be those without children, as the units are studio apartments. Regardless, based on Census Tract 125.01 population statistics, the project could add approximately 11 school-aged children. This increase would not result in substantial adverse effects on local schools relative to existing overall enrollment. In addition, the applicant would be required to pay applicable school impact mitigation fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." The project site does not contain cultural facilities and the proposed action would not affect existing cultural facilities by its operation. Many cultural facilities are located within walking distance of the project site or accessible from the project site via public transportation and would be available to future project residents. Cultural facilities in the vicinity of the project include the International Art Museum of America, located approximately 0.1 mile southwest of the site; the Asian Art Museum, located approximately 0.3 miles southwest of the site; the Yerba Buena Arts Center, located approximately 0.5 mile east of the site; Asian Arts Center: the San Francisco War Memorial and Performing Arts Center, located approximately 0.5 mile southwest of the site; the San Francisco Museum of Modern Art, located approximately 0.6 mile east of the site; and the Museum of the African Disapora, located approximately 0.7 miles east of the site. Cultural facilities within the City are accessible from the project site via public transportation. **Source List: 47**

Commercial Facilities	1	The project would provide ground-floor offices that are expected to be used for residents at the site. There are no other commercial components to the project. The project site is within adequate and highly convenient pedestrian or transit access to retail services; the Civic Center/UN Plaza BART Station is located approximately three blocks south, and several on-street MUNI buses (including the routes 7X-Noriega Express, 31-Balboa, 27-Bryant, 47-Van Ness, 49-Van Ness/Mission, 21-Hayes, 38-Geary, 9R-San Bruno Rapid, J-Church, K-Owl, L-Taraval, M-Ocean View, N-Judah, T-Owl, 14R-Mission Rapid, and 9-San Bruno) stop within a few blocks of the project site. Also, the following Golden Gate Transit and SamTrans bus lines provide service from Mission Street and Van Ness Avenue to the North Bay and South Bay, respectively: • Golden Gate 101 (Santa Rosa) • Golden Gate 101X (Santa Rosa – Express) • Golden Gate 70 (Novato) • Golden Gate 30 (San Rafael) • SamTrans 292 (Hillsdale Mall); • SamTrans KX (Redwood City Transit Center); and • SamTrans 397 (Palo Alto Transit Center) The Heart of the City Farmer's Market is located approximately 0.3 mile southwest of the project site at the United Nations Plaza on Market Street. The Van Ness Market is located approximately 0.5 mile northwest of the project site at 920 Van Ness Avenue and the H&L Supermarket is located at 669 Geary Street, approximately 0.25 miles north of the site. In addition, the project site is located in a commercially vibrant area of San Francisco and numerous coffee shops, restaurants, clothing stores, and drugstores are located within a few blocks of the project site. Therefore, adequate commercial facilities would be accessible to project residents. **Source List: 4, 6, 48**
Health Care and Social Services	2	A wide array of health care and social services is accessible from the project site via public transit. The San Francisco Department of Public Health maintains two Divisions - the San Francisco Health Network and Population Health and Prevention. The SF Health Network is the City's health system and has locations throughout the City including San Francisco General Hospital Medical Center, Laguna Honda Hospital and Rehabilitation Center, and over 15 primary care health centers. The Population Health and Prevention Division has a broad focus on the communities of San Francisco and is comprised of the Community Health and Safety Branch, Community Health Promotion and Prevention Branch, and the Community Health Services Branch. These facilities could be accessed from the project site through the Civic Center/UN Plaza BART Station, which is located approximately three blocks southwest of the site, and by several MUNI and Golden Gate Transit buses that stop within a few blocks of the site. Furthermore, the additional residents on the project site would not result in undue burdens on existing health care facilities or create substantial demand for new health care facilities. As discussed in *Demographic Character Changes, Displacement*, the project would increase the population by 70 people, which is approximately 0.008

		percent. The level of population increase described above would not represent a substantial change to the demographic of the area and so would not result in substantial impacts on the existing social services serving the project area. **Source List: 45, 49**
Solid Waste Disposal / Recycling	2	Recology San Francisco, Recology Sunset Scavenger, and Recology Golden Gate provide residential and commercial garbage and recycling services for the City of San Francisco. Solid waste generated by the project (during both construction and operational activities) would be disposed of at one of the cities licensed facilities. The solid waste generated by the project would be adequately served by existing providers with sufficient permitted capacity. During operation, the project could generate an estimated 217,175 pounds of solid waste per year, based on conservative generation rates summarized by CalRecycle for multi-family residential (8.6 pounds/per unit/per day). This amount would represent a relatively small amount of solid waste in proportion to the total amount of solid waste generated by the City's estimated population of 897,806 residents. Furthermore, pursuant to Section 1402 of the San Francisco Environment Code, the project applicant would be required to submit a waste diversion plan providing for a minimum of 65 percent diversion from landfill of construction and demolition debris. Section 1904 of the San Francisco Environment Code also would require the property manager to supply appropriate containers for recyclable and compostable material. Based on reported citywide diversion rates, it is expected that approximately 80 percent of solid waste generated on-site would be diverted from landfills. Therefore, the proposed action would not substantially increase the demand for solid waste removal service beyond current demand in this area. **Source List: 50, 51, 52**
Waste Water / Sanitary Sewers	2	Wastewater generated at the project site would be treated by the San Francisco Public Utilities Commission (SFPUC), which provides wastewater collection and transfer service in the City. The SFPUC has a combined sewer and wastewater system, which collects sewage and stormwater in the same pipe network. The total volume of wastewater collected in 2015 was approximately 74.3 million gallons per day (mgd). Approximately 65 mgd of the wastewater was treated and discharged from the CSO to the San Francisco Bay through the Southeast Water Pollution Control Plant (SEWPCP) and to the Pacific Ocean through the Oceanside Water Pollution Control Plant (OWPCP). The CSO is divided into the Bayside and Westside drainage basins, which collect wastewater and stormwater from the east and west sides of the City, respectively. The City currently holds two NPDES permits that cover its wastewater treatment facilities. One permit adopted by the Regional Water Quality Control Board in August 2013 includes the SEWPCP and the CSO discharges to the Bay. Another permit adopted in August 2009 covers the OWPCP, Southwest Ocean Outfall, and Westside Wet Weather Facilities. The permits specify discharge prohibitions, dry-weather effluent limitations, wet-weather effluent performance criteria, receiving water limitations, sludge management practices, and monitoring and reporting requirements. The permits prohibit overflows from the CSO structures during dry weather and require wet-weather

		overflows to comply with the nine minimum controls specified in the federal CSO Control Policy. The project would result in the development 70 affordable housing units. Total project wastewater generation is estimated to be 5,600 gallons per day (gpd; conservatively estimated based on City of Los Angeles CEQA Thresholds Guide generation rates of 80 gpd for studios). This level of development would not contribute to a citywide increase in sanitary flows that could affect CSO discharges because on-site residents would result from redistribution within the City and the proposed action would comply with existing and future regulations and citywide planning efforts. Development on the project site would be infill in character and would be consistent with the surrounding area, therefore not substantially increasing wastewater generation for the general area. Therefore, water quality impacts associated with changes in CSO discharges to San Francisco Bay would not be significant for the proposed action. **Source List: 53, 54**
Water Supply	2	Development of the project site with 70 residential units would increase demand for water. If water use is 120 percent of wastewater, the project would demand approximately 6,740 gallons of water per day (5,600 x 120 percent). However, such water demand is not in excess of amounts expected and provided for within the project area. Water would be provided to the project by the SFPUC. Furthermore, the 2015 Urban Water Management Plan for the City and County of San Francisco found that water supply for retail customers in the City would meet demand under all drought conditions through the year 2035.Therefore, implementation of the proposed action would not have a substantial adverse effect on water supply. **Source List: 53, 54**
Public Safety - Police, Fire and Emergency Medical	2	The project area is served by the San Francisco Police Department and the nearest station is located at 301 Eddy Street, approximately 300 feet north of the site. The development of residential uses on the project site would incrementally increase demand for police services within the Tenderloin police district. The increase in demand would be incremental, funded through project-related increases to the city's tax base, and would not be substantial given the overall demand for police protection services on a citywide level. The project site is served by the San Francisco Fire Department (SFFD). Fire Station 3 is located approximately 0.5 miles northwest of the project site, at 1067 Post Street. The proposed action could incrementally increase demand for fire protection services within the project area. However, the increase would not exceed amounts anticipated under the City's General Plan Housing Element. Additionally, the site is located along established streets within an existing service area and within the 0.5-mile radius threshold established in the Community Facilities Element, ensuring adequate response times would be maintained. The project also would be required to meet SFFD standards for adequate site access and water flow. Therefore, no substantial adverse effects on fire protection services are expected. SFFD firefighters are also trained as emergency medical technicians (EMTs), and some firefighters are also paramedics. Emergency

		medical response and patient transport is provided by SFFD, which also coordinates with Advanced Life Support and Basic Life Support Ambulance Providers. Furthermore, San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The project would be required to conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. The proposed action would not require a significant change in emergency medical services already provided in the area. **Source List: 55, 56**
Parks, Open Space and Recreation	2	The proposed action would result in the development of 70 residential units. The project includes the development of a second-floor common area for residents to utilize. Pursuant to Policy 9.1 and Policy 11.2 in the Downtown Area Plan, indoor open space and landscaping would be provided to contrast the built-up environment of downtown. Several existing community parks surround the project site and would be available for use by project residents. A small pocket park and children's playground is located two blocks west of the project site at the corner of Turk Street and Hyde Street. The Father Alfred E. Boeddeker Park is located approximately one block north of the project site, on the corner of Eddy Street and Jones Street. The Tenderloin Children's Playground is located approximately 0.2 miles to the northwest, on Ellis Street between Hyde Street and Leavenworth Street. The Sergeant John Macaulay Park is located approximately 0.4 miles northwest of the project site, on the corner of O'Farrell Street and Larkin Street. A large recreation complex consisting of Jefferson Square Park, the Margaret S. Hayward Playground, and the James P. Lang Field is located approximately 0.6 miles west of the project site. As described above, there are sufficient nearby parks, open spaces, and recreation opportunities to serve the project residents. The addition of 70 residential units to the neighborhood would not overly burden or otherwise degrade existing parks and open spaces. Therefore, the proposed action would not result in adverse impacts on open spaces or recreational facilities within the city nor would the proposed action place residents in a location devoid of parks or open space. **Source List: 7, 40**
Transportation and Accessibility	2	*Traffic* The proposed action consists of the development of 70 units of affordable housing. Residential development on the project site would generate vehicle trips on surrounding roadways. There are no vehicular parking spaces proposed; therefore, the number of trips generated by the project would likely be substantially less than a typical mid-rise apartment land use. The minor increase in vehicle trips to the site from the proposed buildout would incrementally increase traffic and congestion in the vicinity, but would not substantially adversely affect the local circulation system. A sizeable proportion of residents would make use of the robust transit opportunities available within several blocks of the site, including the Civic Center/UN Plaza BART Station and several MUNI rail and bus lines. Therefore, proposed buildout of

		the project site would not result in substantial adverse effects on area roadways or intersection operations. *Transit* The project area is well-served by public transit, with access to the Civic Center/UN Plaza BART Station and public bus routes. All six MUNI subway lines stop at the Civic Center/UN Plaza Station. In addition, several on-street MUNI bus lines operate within a few blocks of the site: 7X-Noriega Express, 31-Balboa, 27-Bryant, 47-Van Ness, 49-Van Ness/Mission, 21-Hayes, 38-Geary, 9R-San Bruno Rapid, J-Church, K-Owl, L-Taraval, M-Ocean View, N-Judah, T-Owl, 14R-Mission Rapid, and 9-San Bruno. Also, the following Golden Gate Transit and SamTrans bus lines provide service from Mission Street and Van Ness Avenue to the North Bay and South Bay, respectively: • Golden Gate 101 (Santa Rosa) • Golden Gate 101X (Santa Rosa – Express) • Golden Gate 70 (Novato) • Golden Gate 30 (San Rafael) • SamTrans 292 (Hillsdale Mall); • SamTrans KX (Redwood City Transit Center); and • SamTrans 397 (Palo Alto Transit Center) Development of the project site may potentially increase transit demand due to new residents on-site, but this additional demand would not noticeably affect transit service or result in substantial adverse effects on transit. Therefore, the proposed action would not result in substantial adverse effects on transit service. **Source List: 4, 6, 48** *Pedestrian* Pedestrian facilities include sidewalks, crosswalks, curb ramps, pedestrian call buttons at intersections, and mixed-use pathways. The project site is currently served with an 8-foot wide sidewalk providing pedestrian access on Turk and Jones Streets. The project would retain and improve the sidewalks on both Turk and Jones Streets in accordance with the Better Streets Plan. Based on the proposed population increase of 70 persons, residents generated by the project would not significantly impact the local transportation network (bicycles, pedestrians, public transit, etc.). Overall, the sidewalks and crosswalks in the area were observed to operate satisfactorily during peak hours, with pedestrians moving at normal walking speeds and with freedom to pass other pedestrians, although it is noted that homeless encampments and pedestrians currently populate portions of the Jones and Turk Streets (see Figure 4 – Photo 2) and this circumstance can interrupt normal pedestrian traffic flow. The proposed development would generate new pedestrian trips, but these additional trips would not result in unsafe conditions for pedestrians or cause crowding on nearby sidewalks, considering the existing urban setting of the project site. Therefore, the proposed action would not result in substantial adverse effects on pedestrian facilities. **Source List: 6, 23** *Bicycles*

		Bicycle facilities generally consist of bicycle lanes, trails, and paths, as well as bike parking, bike lockers, and showers for cyclists. The San Francisco Bicycle Plan, now called the SFMTA Bicycle Strategy, presents a guideline for the City to provide the safe and attractive environment needed to promote bicycling as a transportation mode. As discussed in the 2013 SFMTA Bicycle Strategy, nuances of the City's bicycle network and diverse array of facility types surpasses transportation engineering's traditional hierarchy of Class I, II, and III facilities. Due to this, the Mineta Transportation Institute proposes new methodology to classify road segments on a user oriented basis, with indicators measured by Levels of Traffic Stress. New residential uses on-site would generate new bicycle trips, but these additional trips would not result in unsafe conditions for cyclists. Bicycle parking is required as part of the San Francisco Planning Code. For reference, Class I bike parking spaces are in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class II bike parking spaces are bicycle racks 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 San Francisco Planning Code, Section 155.2, specifies that new residential buildings with more than 3 dwelling units must provide one Class I bike parking space for every dwelling unit, plus one Class I space for every four dwelling units over 100. In addition, one Class II bike parking space is required for every 20 units. Thus, for the proposed 70 units, the provision of 70 Class I bike parking spaces and 4 Class II bike parking spaces would be required. The project proposes to include 70 Class I bike parking spaces and 4 Class II bike parking spaces. Therefore, the proposed action would comply with current code and would not result in substantial adverse effects on bicycle facilities. **Source List: 57, 58** *Loading* Off-street loading spaces are required in different quantities based on the proposed on-site use, based on the City's Planning Code. Loading activity associated with the project would be related to tenant move-ins and move-outs, garbage pickup, and/or deliveries for the office uses on-site. Development on the project site would be required to comply with Planning Code requirements, and would therefore be reasonably anticipated to include required loading spaces. No project impacts are identified. *Parking* Development of the site would remove the existing on-site parking lot. However, development on the project site would meet the City's parking requirements. Pursuant to Section 151 of the Planning Code, the RC-4 District does not require that individual residential buildings provide off-street parking. In addition, San Francisco General Plan policies emphasize the importance of public transit use and discourage facilities that encourage automobile uses, such as parking, to minimize the environmental impact of traffic congestion, noise, and air quality associated with unconstrained vehicle use. Therefore, the creation of, or increase in, parking demand resulting from a proposed project that

		cannot be met by existing or proposed parking facilities would not itself be considered a significant effect on the environment. **Source List: 39, 59**

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	The project site is relatively flat and entirely paved. No unique features are on the site. The proposed action would involve development of a nine-story apartment building on-site. This development would not affect water resources, nor would it use groundwater resources. As noted above, water service at the project site would be provided by the SFPUC. Furthermore, development on the project site would not discharge effluent into surface water or groundwater. No surface waters (e.g., lakes, rivers, ponds) are located on or adjacent to the project site. The San Francisco Bay is located 1.4 miles east of the project site. Wastewater at the project site would be collected and treated by the combined sewage and stormwater system. **Source List: 23, 31, 53**
Vegetation, Wildlife	2	The project site is undeveloped, paved, and lacks any landscaping or vegetation. Furthermore, the site is located in the highly urbanized Downtown/Civic Center neighborhood of San Francisco. Therefore, the development of residential uses on the project site would not have a substantial adverse effect on vegetation or wildlife. **Source List: 23, 31**
Other Factors	2	The project would provide safe living and/or working conditions for residents or occupants by meeting applicable codes for new buildings, fire safety, life safety, and persons with disabilities. Construction and operation of the project also would involve the emission of greenhouse gases (GHGs). Of these gases, carbon dioxide (CO_2) and methane (CH_4) are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2e), and is the amount of a GHG emitted multiplied by its global warming potential. In February 2010, the Council on Environmental Quality (CEQ) provided a draft guidance memorandum on consideration of the effects of climate change and GHG emissions in National Environmental Policy Act documentation. This document identifies the CAA reporting requirement of 25,000 metric tons (MT) or more of CO_2e as an indication that greenhouse gas emissions could be considered as potential adverse impact of a federal action but specifies that the reporting requirement should not, necessarily, be used as a threshold. The BAAQMD adopted thresholds of significance for GHGs in 2017; the threshold is compliance with a qualified GHG reduction strategy or annual emissions less than 1,100 MT of CO_2e per year or 4.6 metric

tons of CO_2e per service population (residents and employees) per year.

The amount of CO_2e per year of operation was modeled using CalEEMod using the same project assumptions as for air quality. Project emissions are presented in the tables below.

Table 5: Annual GHG Emissions

Source	Emissions (MT CO_2e per year)
Construction[1]	7.6
Area	5.6
Energy	72.9
Mobile	303.6
Waste[2]	16.2
Water	9.0
Total	**414.9**

[1] Construction Emissions amortized over 30 years, the assumed lifetime of the project
[2]Assumes waste diversion of 50 percent
Source: CalEEMod 2016 Version 2016.3.1, Annual Emissions, Table 2.2 "Overall Operational-mitigated"

As shown in the table above, GHG emissions associated with development would be approximately 415 MT CO_2e per year, which would be less than three percent of the CAA reporting limit of 25,000 MT per year; project-level GHG emissions would also be less than the BAAQMD threshold of 1,100 MT CO_2e of per year. Therefore, the project would not have a substantial effect on global GHG emissions and climate change.

Additionally, these emissions would occur in the jurisdiction of the City and County of San Francisco. San Francisco's Strategies to Address Greenhouse Gas Emissions identifies the City's actions to pursue cleaner energy, energy conservation, alternative transportation, and solid waste policies, and concludes that the City's policies have resulted in a reduction in GHG emissions below 1990 levels. The local air district (BAAQMD) reviewed San Francisco's Strategies to Address Greenhouse Gas Emissions and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy. Therefore, GHG emissions would be further reduced below those estimated in the tables.

Source List: 60, 61

Additional Studies Performed

- Phase I Environmental Site Assessment (ESA), March 26, 2020, AEW Engineering
- Phase II ESA, July 7, 2020. AEW Engineering
- Geotechnical Investigation Report – 180 Jones Street. April 8, 2020. Rockridge Geotechnical

Field Inspection (Date and completed by):

Field Inspection – May 21 and May 22, 2020. Completed by Lucy Sundelson, Associate Environmental Planner, and Abe Leider, Principal, Rincon Consultants, Inc.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

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ATTACHMENTS

A. Air Quality and Greenhouse Gas Data and Modeling Results
B. Phase I and Phase II Environmental Site Assessments
C. Historic and Cultural Resource Documentation
D. Sound Level Measurement Data - HUD DNL Calculator Results
E. Geotechnical Investigation
F. Community Engagement Plan

List of Permits Obtained: Site Permit

Public Outreach [24 CFR 50.23 & 58.43]**:**

A Community Engagement Plan (Plan) was prepared by TNDC (Applicant) in January 2020 to outline engagement with the surrounding community. The Plan is included as Attachment F. As discussed in the Plan, the Applicant has conducted numerous community outreach sessions and meetings to elicit feedback from the community. Listening Sessions with the following groups have been held during the Design and Entitlement Phase of the project:

- Central City SRO Collaborative (7/2/19, 10/29/19)
- Tenderloin People's Congress (9/9/19)
- 200/300 Block Turk Street Block Safety Group (11/13/19)
- District 6 Community Planners (11/13/19)
- Compton's Transgender Cultural District (11/19/19)

In addition, a Pre-Application Community Meeting was held on January 7th, 2020 at the Antonia Manor Community Room at 180 Turk Street. As discussed in the Plan, prior to, and during project construction, the Applicant plans to hold additional outreach meetings to provide status updates on the project as well as address any questions and concerns from community members and neighborhood groups.

Cumulative Impact Analysis [24 CFR 58.32]**:**

The proposed project is a stand-alone action on the project site and is not part of a series of activities. Its development capacity falls within current programmatic plans adopted by the City and County of San Francisco. Furthermore, the environmental and social impacts of potential future development on-site have been evaluated as part of the project. Therefore, the project would not result in additional cumulative impacts from future related actions.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

Offsite Alternative:

The consideration of an offsite alternative is not warranted because the project would involve development of an apartment building on the specific site being studied. As a private development project, the project's grant recipient does not own or control other suitable sites that would support similar development as the proposed action.

Reduced Project:

Reducing the number of housing units would provide less public housing within the project area. A reduced project with fewer units in a building of lower height and that would accommodate a smaller residential population would have similar environmental impacts as the proposed project, but slightly lower in magnitude. In particular, by decreasing the number of residents on-site, a reduced residential project would reduce impacts associated with air quality, traffic, and while noise impacts would be slightly reduced, noise impacts would still require mitigation.

No Action Alternative [24 CFR 58.40(e)]:

If the proposed action were not implemented, the project site would continue to be an undeveloped surface parking lot. Because there would be no construction and no operational changes under the No Action Alternative, it would have no new adverse environmental effects. However, the No Action Alternative would not support the City's goals of ending chronic homelessness and increasing the availability of affordable housing units specifically for families.

Summary of Findings and Conclusions:

The project would result in the development of 70 dwelling units: 69 affordable dwelling units and one manager's unit. It also would also include one ground floor residential office and amenity space. The project site is bordered by a mix of institutional, commercial, and residential buildings.

The proposed action would not have any potentially significant environmental impacts to the extent that an Environmental Impact Statement would be required. For several environmental issues, the proposed action would result in minor adverse but mitigable impacts.

The project site has been identified as having soil contamination present. Disturbance during construction could result in exposure to these contaminants. Therefore, preparation and implementation of a Site Mitigation Plan (SMP) and Health and Safety Plan (HASP) is required to ensure the proper disposal of any soil-based contaminants or hazardous materials, as well as installation of a passive vapor management system.

The project site is suitable from a geotechnical standpoint. However, site specific recommendations from the Geotechnical Investigation are necessary prior to development. These recommendations pertain to the site's geotechnical concerns which include but are not limited to: site preparation and fill placement, mat foundation on ground improvements, general ground and soil improvements, vapor retarder, permanent below-grade walls, temporary cut slopes and shoring. These recommendations are required as mitigation.

There is a moderate to high potential for unrecorded historic period archaeological resources in the project area and a moderate potential for unrecorded Native American resources in the project area. The Project PA between MOHCD and SHPO would be implemented to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. This agreement includes conditions for an archaeological testing program, archaeological monitoring during construction, a data recovery program if required, protection of any human remains or funerary objects, and a final archaeological report.

Project construction could generate temporary disturbances to nearby residences. Mitigation measures would limit construction to specified hours, with the use of appropriate noise reduction techniques. During project operation, residents on-site could be exposed to unacceptable levels of existing ambient noise. Mitigation measures would be required to incorporate building materials that would reduce interior Ldn noise levels to 45 dBA or less.

For social impacts, the proposed action would benefit low-income populations in San Francisco by providing affordable housing with supportive services.

For all other issue areas, the proposed action would not result in substantial adverse impacts.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measures and Conditions
Contamination and Toxic Substances	**Site Mitigation Plan (SMP).** An SMP shall be submitted to the SFDPH prior to the issuance of any permits. The SMP shall contain contingency plans to be implemented during soil excavation activities and a dust management protocols. The SMP shall also contain details of the passive vapor mitigation system required to alleviate soil vapor risk. In addition, the SMP shall include a site-specific HASP which will address hazards that may be encountered by on-site workers during remediation activities and will describe the steps necessary to minimize exposure of the public to potentially impacted soil and to physical hazards originating from soil excavation and disposal activities. The HASP shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.
Noise Abatement and Control	**Construction Noise Reduction.** Project construction activity shall be limited to the period between 7:00 a.m. and 6:00 p.m. on weekdays and to the period 7:00 a.m. to 5:00 p.m. on weekends. Construction outside of these hours will require a permit from the City. Furthermore, construction contractors for the project shall implement appropriate noise reduction measures, as determined by the City during the construction permit approval process. Required noise reduction measures may include, but are not limited to: • Maintaining proper mufflers on equipment; • Relocating equipment away from noise-sensitive receptors where possible; and • Shutting off idling equipment. **Noise Reducing Building Design.** On-site residential development shall use building façade materials, acoustic insulation in building walls and ceilings, acoustically rated windows, and similar measures to achieve sufficient reductions from outdoor Ldn levels that building interior Ldn noise levels will be 45 dBA or less in the residential portions of the project. All windows and doors at residences must be rated Sound Transmission Class (STC) 27 or higher.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	**Geotechnical Recommendations.** The project proponent shall incorporate all conclusions and recommendations included in the Geotechnical Investigation Report prepared by Rockridge Geotechnical, dated April 8, 2020 and included as Attachment E..

	These recommendations pertain to, but are not limited to: site preparation and fill placement, mat foundation on ground improvements, general ground and soil improvements, vapor retarder, permanent below-grade walls, temporary cut slopes and shoring.
Historic Preservation	The proposed action would be required to comply with the terms of the Project PA Between the City and County of San Francisco and the California State Historic Preservation Officer Regarding 180 Jones Street Affordable Housing Development, San Francisco, CA, February 10, 2021.

Determination:

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: Katherine Green

Date: March 2, 2021

Name/Title/Organization: Katherine Green, AICP, Environmental Planner, Rincon Consultants, Inc.

Certifying Officer Signature: DocuSigned by: Eric D. Shaw 65EBDF91D096444... Date: 3/9/2021 | 12:11 PM PST

Name/Title: Eric D. Shaw, Director MOHCD

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).