

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

**Project Information**

**Project Name:** 2550 Irving 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:** California/San Francisco

**Preparers:** Katherine Green, AICP, Senior 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 at  
eugene.flannery@sfgov.org

**Project Location:**

The approximately 0.4-acre project site (19,125 square feet) is located on the north side of Irving Street between 26<sup>th</sup> Avenue and 27<sup>th</sup> Avenue (Block 1724, Lot 038) in the Outer Sunset neighborhood in San Francisco, California. The site is located in the Irving Street Neighborhood Commercial Zoning District (NCD) and 40-X Height and Bulk District. The area is primarily comprised of residential and commercial land uses. Properties in the vicinity of the site include single-family and multi-family residences and commercial/retail structures along Irving Street.

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 the demolition of the two-story, 18,561-square-foot existing structure and associated parking lot on the site and the construction of a seven-story, 73-foot-tall multifamily building excluding mechanical penthouses and parapets. Of the 90 dwelling units, 47 would be two- or three-bedroom units. The project would include, lobby space for residents, a resident lounge, a laundry room, a community room with community kitchen, office, and a meeting room, a roof terrace and garden, on site property management offices, and social services offices. Common areas including the roof deck and private courtyard would total 5,840 square feet. The project would also include a family childcare unit. The project would front onto Irving Street. The entry court would provide access to the residential main lobby, reception, community amenities and elevators to the residential units. Table 1 provides a summary of ground floor square footages, common space square footage, and dwelling unit square footage, and the project plans are provided in Attachment H.

Area Description	Square Footage (sf)
Dwelling Units	76,174
Common Areas	Total: 5,840 Private Courtyard: 3,040 Roof Deck: 2,800
Service Rooms	5,154
Ground Floor Community Room	2,598
Lobby	1,582

The proposed action has applied for acceptance into the International Living Futures Institute (ILFI) Affordable Housing Pilot Program, in pursuit of ILFI’s CORE Green Building Certification. The project would be fully electric and will apply for LEED Silver Certification. Green building features of the project would include energy efficient appliances and lighting, low-flow water fixtures and systems, and a rooftop solar photovoltaic system.

The proposed action would provide housing for essential workers and their families. Dwelling units would serve households earning between 25 percent and 75 percent of the MOHCD Area Median Income (AMI). Additionally, 22 units would be reserved for families who were formerly homeless referred through the City's Coordinated Entry System and 15 units would be reserved for veterans who were formerly homeless referred through the HUD-VASH program..

Figure 3 shows the project's proposed conceptual site plan. Preliminary renderings of the proposed project are included in Figure 4, and floor plans are included in Figure 5.

The project would utilize the AB 1763 State Density Bonus Law (California Government Code Section 65915), which allows developers who agree to construct a housing development in which 100 percent of the total units are for lower income households to a density bonus. Under Assembly Bill 1763, developers who agree to construct a housing development in which 100 percent of the total units are for lower income households, exclusive of managers' units, qualify for a density bonus. The bill also requires that a housing development that meets these criteria can receive four incentives or concessions under the Density Bonus Law and, if the development is located within 0.5 mile of a major transit stop, a height increase of up to three additional stories or 33 feet. The project site is within 0.5 mile of a major transit stop and would utilize the height increase allowed under the Density Bonus Law and proposes three additional stories (or 33 feet) beyond that allowed under the 40-X Height and Bulk District, bringing the building to 73 feet in height. Waivers and exceptions include rear yard setbacks, active use requirements, street frontage requirements, open space, freight loading, dwelling unit exposure.

### **Parking and Circulation**

The project would include a garage for 18 parking spaces and 90 Class I bicycle parking spaces. Parking garage ingress and egress would be via a single driveway on 26<sup>th</sup> Avenue. Approximately five Class II bicycle parking spaces would be provided at the sidewalk adjacent to the project site.

### **Construction**

Project construction of the housing is anticipated to begin in 2024 and occur over approximately 20 months. Demolition and site preparation is anticipated to begin in late 2022. Daily construction would occur from 7 a.m. to 5 p.m. on Monday through Friday. Approximately, 2,000 cubic yards of soil would be excavated, 400 cubic yards of which would be reused as fill. The remaining 1,600 cubic yards of soil would be exported.



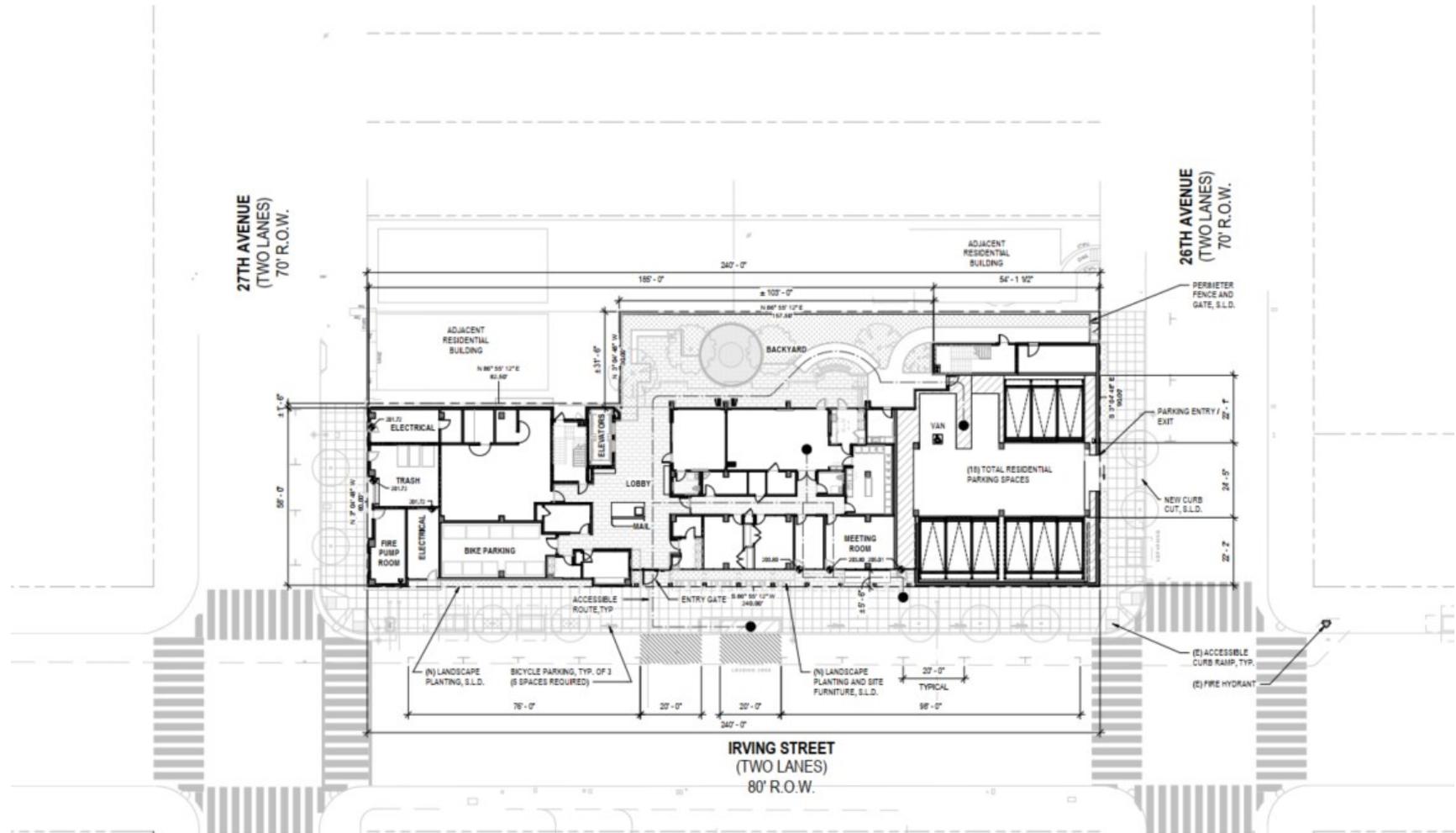
**Figure 2** Project Site Vicinity



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Fig 2 Project Location

Figure 3 Proposed Site Plan



**Figure 4** Preliminary Renderings of the Proposed Project



Rendering 1 - View of the project from the intersection of 27<sup>th</sup> Avenue and Irving Street, looking east along Irving



Rendering 2 - View of the project looking northeast from Irving Street/27<sup>th</sup> Street intersection



Rendering 3 - View of the project looking northwest from Irving Street east of 27<sup>th</sup> Street



Rendering 4 – Sidewalk view of the project along Irving Street looking west

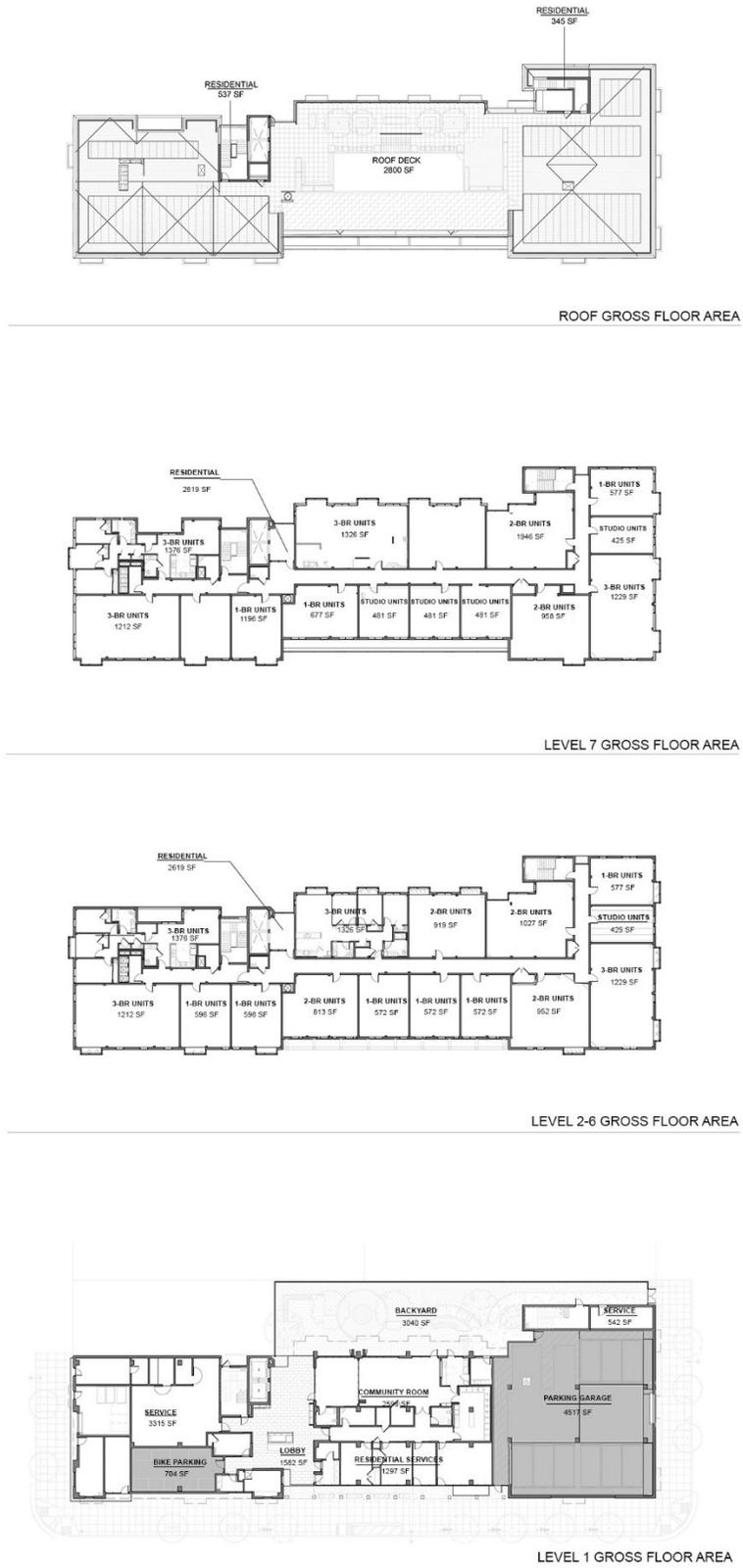


Rendering 5 – Proposed project entrance on Irving Street



Rendering 6 – View of the project looking south from 26<sup>th</sup> Avenue just north of Irving Street

**Figure 5** Floor Plans



## **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 82,069 new units to its total housing supply by the year 2031. Of the 82,069 new units, 20,867 would need to be very low income, 12,014 would need to be low income, 13,717 would need to be moderate income, and 35,471 would need to be above moderate income.

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 Housing Element identifies that the "high cost of housing leads to numerous troublesome effects including overwhelming rent burden; overcrowding as more people squeeze into smaller affordable units to share costs; an increase in workers per household needed to pay mortgage or meet monthly rent; increased commuter traffic from San Francisco job holders who cannot afford to live in the city; and an increase in the homeless population."

The 2550 Irving Street project is designed to meet these policies by providing 100 percent affordable apartments in the Outer Sunset neighborhood. The provision of 100 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 San Francisco Municipal Railway light-rail and bus (MUNI) stops. The addition of affordable housing units in the Outer Sunset area would serve to expand access and opportunities for families and children, particularly for those households that live in the Sunset area or have been displaced from housing in San Francisco. 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, 3**

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

As shown in Figure 5, the project site is located at 2550 Irving Street in San Francisco California. The project site is in the Irving Street NCD Zoning District and 40-X Height and Bulk District. NCD Zoning Districts cover the lots on either side of heavily trafficked thoroughfares and transit routes including, but not limited to, Irving Street and Judah Street in the Outer Sunset District. The NCD provides for a mixture of moderately large commercial uses and buildings, with an emphasis on neighborhood-serving businesses and housing development. Under current zoning, the site's capacity is limited by its 40-X Height and Bulk designation, which caps the maximum allowable

height at 40 feet. However, the project would utilize the AB 1763 State Density Bonus Law (Government Code Section 65915), which would allow for an additional three stories (or 33 feet) beyond the height allowed under the 40-X Height and Bulk District.

The approximately 0.4-acre project site (19,125 square feet) is currently developed with an existing two-story structure used for banking. Pedestrian access to the building is from Irving Street. The associated parking lot vehicular ingress is on 27<sup>th</sup> Avenue, and egress on Irving Street (see Photos in Figure 6). The area is primarily comprised of residential and commercial land uses. Properties in the vicinity of the site include single-family and multi-family residences and commercial/retail structures along Irving Street. The scale is predominantly two to three-story buildings, with one prominent seven-story residential structure at the southeast corner of Irving Street and 26<sup>th</sup> Avenue (73 ft. tall) and a four-story structure at the northeast corner of Irving Street and 25<sup>th</sup> Avenue. Another seven-story (73 ft. tall) structure is located at the northeastern corner of Irving Street and 20<sup>th</sup> Avenue. The project site and surrounding properties are situated in the Outer Sunset District, of the Sunset District, in the City of San Francisco. The Outer Sunset District is generally bounded by 19<sup>th</sup> Avenue to the east, Rivera Street to the south, the Pacific Ocean to the west, and Lincoln Way and Golden Gate Park to the north.

The project site is well-served by public transit. Several on-street MUNI bus lines operate within 0.5-mile of the site, including: 29 – Sunset, 28/28R – 19<sup>th</sup> Avenue, N-OWL – Ocean Beach, N-BUS – Ocean Beach, and 7/7X – Haight/Noriega. Additionally, a MUNI light rail line N/NX – Judah, operates within two blocks of the project site, and provides access to a Caltrain station, approximately 6 miles east of the project site, in the SOMA area of Downtown San Francisco. The 28/28R – 19<sup>th</sup> Avenue MUNI bus line connects the area to the Daly City BART Station approximately 5 miles south of the project site.

The project site is located within U.S. Census Tract 326.02, which is generally bounded by Lincoln Way to the north, 26<sup>th</sup> Avenue to the northeast, 19<sup>th</sup> Avenue to the east, Moraga Street to the south, and 28<sup>th</sup> Avenue to the west. According to the 2019 U.S. Census American Community Survey (ACS), this area has a population of 4,753.

The median annual household income of Census Tract 326.02, based on the 2019 ACS, is \$108,179. The estimated median income in this area is approximately 4 percent less of that of the entire City and County of San Francisco (\$112,449).

According to Bungalow Living, Inc., San Francisco is the most expensive city, with one of the highest median listed rents in the nation. Other cities that make the top five most expensive cities in the nation include New York, Oakland, Boston, Washington, and San Jose. According to the Compass' Home Sales, Prices, and Trends in the San Francisco Bay Area report, the average rent in San Francisco peaked in late 2019, just before the COVID-19 pandemic hit, to approximately 110 percent higher than three years earlier. Through the pandemic, the State of California implemented rent protections to keep those affected by COVID-19 from losing their homes. Now, 2021 rent rates in the city have leveled out to approximately the same rates from three years earlier in 2018. Census Tract 326.02 had approximately 1,820 housing units in 2019, and the majority of these (32 percent) were single-family, detached units. In 2019, the City and County had approximately 397,812 housing units, approximately 20 percent were 1-unit, detached and 9 percent were part of multi-unit complexes with 10 or more units per building, with 28 percent in multi-unit complexes with 20 or more units per building.

**Figure 5** Project Vicinity Zoning Map



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

**Figure 6** Site Photos



Photo 1 – View of the project site looking to the east from west side of the 27<sup>th</sup> Avenue



Photo 2 – View of the site looking to the west from east side of 26<sup>th</sup> Avenue

Pursuant to 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 2022, 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. The City of San Francisco is currently in the process of updating its Housing Element, and in March 2022, the Draft 2022 Housing Element Update was released for public review. If adopted, the Housing Element would include the addition of approximately 50,000 more units than the 2014 Housing Element through its horizon year (2030).

**Sources: 4, 5, 6, 7, 8, 9, 58**

**Funding Information**

<b>Grant Number</b>	<b>HUD Program</b>	<b>Funding Amount</b>
Application Pending	Veterans Affairs Supportive Housing (HUD-VASH)	To Be Determined

**Estimated Total HUD Funded Amount:** \$5.6 million over 15 years

**Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]:** \$101 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.

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b>		
<b>Airport Hazards</b> 24 CFR Part 51 Subpart D	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The nearest civilian airports to the site are the San Francisco International Airport, approximately 11 miles southeast, and the Oakland International Airport, approximately 15 miles southeast. No military airfields are within San Francisco within 10 miles of the site. 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.  <b>Source List: 10, 11</b>
<b>Coastal Barrier Resources</b> Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	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.  <b>Source List: 12</b>
<b>Flood Insurance</b> Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	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 project site is not located in a FEMA designated Special Flood Hazard Area. The project is located in an area of minimal flood hazard Zone X (Map

		<p>Number 0602980113A, effective March 23, 2021). Therefore, flood insurance purchase is not required (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.</p> <p><b>Source List: 13, 15, Attachment E</b></p>
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**STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5**

<p><b>Clean Air</b></p> <p>Clean Air Act, as amended, particularly section 176(c) &amp; (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>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-marginal for the federal 8-hour ozone standard and nonattainment-moderate for particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>). The San Francisco Bay Area is also a maintenance area for the federal carbon monoxide (CO) standards.</p> <p>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.</p> <p>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</p>
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	<p>established the new 8-hour standard. State-mandated clean air plans were developed by BAAQMD in 1994, 1997, 2000, 2005, 2010, and 2017.</p> <p>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 and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) and as attainment or unclassified for the other state ambient air quality standards.</p> <p><b><i>Construction and Operational Emissions</i></b></p> <p>CAA conformity thresholds applicable in the San Francisco Bay Area are 100 tons per year of ozone, 100 tons per year of PM<sub>2.5</sub>, and 100 tons per year of CO (40 CFR §93.153).</p> <p>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.</p> <p>Construction activities on the project site would be required by San Francisco Building Code Section 106A.3.2.6.3 to implement the following or equivalent measures acceptable to the Director of Public Health:</p> <ul style="list-style-type: none"> <li>• Watering construction areas to prevent dust from becoming airborne;</li> <li>• Providing as much water as necessary to control dust (without creating run-off) for dust generating activities;</li> <li>• 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;</li> <li>• 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</li> <li>• Using dust enclosures, curtains and collectors, as necessary, to control dust in excavation areas.</li> </ul> <p>The air pollutant emissions associated with the proposed action were calculated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 (see Attachment A for modeling results). Construction was estimated to occur over approximately 23 months,</p>
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beginning in January 2022 with demolition and lasting until February 2025 based on the provided construction schedule. Construction may begin at later date than analyzed; however, running the model with an earlier construction start date is most conservative as CalEEMod emissions factors for construction equipment are reduced each year in the future. The default construction equipment list was used for a project of this type and size, and all equipment was assumed to be diesel powered. Construction would require 1,600 cubic yards (CY) of material export with haul trucks traveling to the city of Livermore for disposal (approximately 50-mile trip length). Approximately 18,561 square feet of building would also be demolished. The proposed action would be required to comply with the San Francisco Dust Control Ordinance.

Once operational, the residential building would be an all-electrical development with no natural gas infrastructure. There would also be a 75-kilowatt hour rooftop solar system installed.

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

**Table 1: Construction Air Pollution Emissions – CAA Conformity Thresholds**

Pollutant	Maximum Construction Emissions (tpy)	
	CalEEMod Estimate	CAA Conformity Thresholds
Ozone <sup>1</sup>	1	100
PM <sub>2.5</sub>	<1	100
CO	1	100

<sup>1</sup>Highest of ozone precursors emissions (reactive organic gases or nitrogen oxides)  
tpy = tons per year

Source: CalEEMod 2020 Versions 2020.4.0, Annual Emissions, Table 2.1 "Overall Construction-mitigated." See Attachment A.

**Table 2: Annual Operational Air Pollution Emissions – CAA Conformity Thresholds**

Pollutant	Operational Emissions (tpy)	
	Operational Emissions	CAA Conformity Thresholds
Ozone <sup>1</sup>	1	100
PM <sub>2.5</sub>	<1	100
CO	3	100

<sup>1</sup>Highest of ozone precursors emissions (reactive organic gases or nitrogen oxides)  
tpy = tons per year

Source: CalEEMod 2020 Versions 2020.4.0, 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.

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

**Table 3: Construction Air Pollution Emissions – BAAQMD Thresholds**

Maximum Construction Emissions (lbs/day)		
Pollutant	CalEEMod Estimate	BAAQMD Thresholds
ROG	42	54
NO <sub>x</sub>	12	54
PM <sub>10</sub>	3	82
PM <sub>2.5</sub>	2	54
lbs/day = pounds per day		

Source: CalEEMod 2020 Versions 2020.4.0, Winter Emissions, Table 2.1 "Overall Construction-mitigated." See Attachment A.

**Table 4: Annual Operational Air Pollution Emissions – BAAQMD Thresholds**

Operational Emissions (tpy)		
Pollutant	CalEEMod Estimate	BAAQMD Thresholds
ROG	<1	10
NO <sub>x</sub>	<1	10
PM <sub>10</sub>	<1	15
PM <sub>2.5</sub>	<1	10
tpy = tons per year		

Source: CalEEMod 2020 Versions 2020.4.0, 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 BAAQMD thresholds.

***Diesel Particulate Matter (DPM) Emissions***

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. Generation of DPM, a toxic air contaminant (TAC), from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately two years. The dose to which the receptors are exposed is the primary factor used to determine health

	<p>risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70 year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., two years) is approximately 2 percent of the total exposure period used for health risk calculation.). Therefore, this analysis qualitatively discusses potential health risks associated with construction-related emissions of TACs, focusing on construction activities most likely to generate substantial TAC emissions and the duration of such activities relative to established, longer-term health risk exposure periods.</p> <p>The maximum PM<sub>10</sub> and PM<sub>2.5</sub> emissions would occur during site preparation and grading activities. These activities would last for approximately three months. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less construction equipment. While the maximum DPM emissions associated with site preparation and grading activities would only occur for a portion of the overall construction period, these activities represent the maximum exposure condition for the total construction period. The duration of site preparation and grading activities would represent less than one percent of the total exposure period for a 70-year health risk calculation. Therefore, DPM generated by project construction would not create conditions where the probability is greater than 10 in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. This impact would be less than significant.</p> <p><b>Source List: 16, 17, 18, 19, 20, 21 Attachment A</b></p> <p><b><i>Consistency with the California Air Resource Board (CARB) Land Use Advisory Recommendations and Compatibility of Project Related Land Uses</i></b></p> <p>CARB's <i>Air Quality and Land Use Handbook, A Community Health Perspective</i>, 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.</p>
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		<p>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 2020, the project site is not located within an Air Pollutant Exposure Zone. Therefore, the proposed action would not be required to incorporate enhanced ventilation to mitigate air quality impacts to residents on-site to be consistent with CARB recommendations beyond those required by Title 24.</p> <p><b>Source List: 4, 20, 22</b></p> <p><b>Odors</b></p> <p>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. In addition, proposed residential uses on-site are not land uses typically associated with odors. BAAQMD's <i>California Environmental Quality Act Air Quality Guidelines</i>, have a list of land uses/types of operation associated with odors (refer to Table 3-3) and residential land uses are not part of that list. Therefore, the project would not be expected to generate objectionable odors that would affect a substantial number of people.</p> <p><b>Source List: 16</b></p>
<p><b>Coastal Zone Management</b> Coastal Zone Management Act, sections 307(c) &amp; (d)</p>	<p>Yes    No <input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>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.</p> <p><b>Source List: 23</b></p>
<p><b>Contamination and Toxic Substances</b> 24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>Yes    No <input checked="" type="checkbox"/>   <input type="checkbox"/></p>	<p><b>Hazardous Materials</b></p> <p>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 (SFPDH). The site is currently located in a mapped Maher Area. AllWest Environmental (AllWest) conducted a Phase I Environmental Site Assessment (ESA) at the project site in February 2019 and several follow-up Phase II ESAs and indoor air quality assessments from June 2019 to July 2020. The Phase I ESA, Phase II ESAs, and indoor air quality assessments are included as Attachment B and are summarized in detail below.</p>

	<p><b><i>Hazardous Conditions On-site</i></b></p> <p>There is an open Voluntary Cleanup case (Department of Toxic Substances Control [DTSC] case 2020 #60003063 2020) on the project site and the SFDPH Site Mitigation Program has a case open related to the development of 2550 Irving Street (SMED No. 2043). The Phase I ESA revealed evidence of two recognized environmental conditions (RECs) in connection with the project site: the site was previously occupied by two gasoline service stations and a dry cleaner. Additionally, a former dry cleaner was located upgradient from the project site.</p> <p>In 2019 and 2020, AllWest prepared several Phase II ESAs (non-American Society for Testing and Materials [ASTM] compliant). Reportedly, the concentrations of total petroleum hydrocarbons within the motor oil range (TPH-mo) in soil exceeded Tier 1 Environmental Screening Levels (ESLs) for residential land use odor/nuisance and concentrations of tetrachloroethylene (PCE) (a volatile organic compound [VOC]) and TPH within the gasoline range (TPH-g) detected in soil vapor exceeded commercial/industrial Tier 1 ESLs for soil vapor (San Francisco Bay Regional Water Quality Control Board [RWQCB] 2019). Additionally, in 2019 and 2020, AllWest conducted several indoor air quality assessments, in which PCE concentrations were detected above respective commercial/industrial ESLs for indoor air (Attachment B).</p> <p>In 2021, Path Forward Partners, Inc. prepared a Final Response Plan for the proposed affordable housing project at the project site. The purpose was to mitigate the public health and safety hazards that were determined in the above investigations and achieve the Response Action Objective (RAO) for the project site, intended to “minimize or eliminate exposures between future building occupants and VOCs present in site soil gas.” Path Forward Partners, Inc. proposed three alternatives including no action, soil excavation, and vapor mitigation, and determined that “Alternative 3 – Vapor Intrusion Mitigation System, Land Use Covenant, and Operations and Maintenance” was the appropriate course of action because it “would achieve RAOs, be protective of human health and the environment, and have a much lower impact on the adjacent community as compared to Alternative 2 [soil excavation] while being a cost-effective remedy.”</p> <p>According to the Final Response Plan, the Vapor Intrusion Mitigation System (VIMS) would include a “sub-slab wind-assisted passive venting system”, and sub-slab sections would include a gravel layer, gas-collection piping, dilution-air, soil gas probes, vapor-barrier membrane, and upgradeability (meaning the system would have the ability to replace “any wind-driven turbine with a continuously running mechanical fan, if ever necessary”). VIMS implementation, including inspections, repairs, and confirmation sampling, would be under the oversight of the owner, general contractor, VIMS design engineer, and</p>
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	<p>regulatory agency. A letter from DTSC dated September 2, 2021, indicates that the Response Plan was approved for implementation (Attachment B).</p> <p>Additionally, Path Forward Partners, Inc. stated that a Land Use Covenant (LUC) would be prepared for the site, which would include, at least, prohibiting “residential or commercial (including daycare) occupancy without engineering controls (i.e., VIMS in place, confirmed operating as designed),” performing “annual LUC inspections of building ground-floor slab, and VIMS, with LUC inspection reports submitted for DTSC approval,” and “conducting prudential, voluntary 5-year reviews, to be submitted for DTSC approval.” In conjunction with the LUC, both a California Land Use and Revitalization Act (CLRRA)-compliant Operations and Management (O&amp;M) Plan and a VIMS O&amp;M Plan would be implemented at the site.</p> <p>Given the project site’s location in a mapped Maher Area, the development would be required to comply with the requirements of the Maher Ordinance. Path Forward Partners, Inc. stated that, “It is expected that the SFDPH, who oversees activities related to the Maher Ordinance, will indicate that the Site characterization and mitigation process conducted by TNDC [Tenderloin Neighborhood Development Corporation] and TPCU [The Police Credit Union] under DTSC oversight will effectively meet the requirements of the Maher Ordinance.”</p> <p>Additionally, “TNDC has volunteered to prepare a Site Management Plan [SMP],” which is to be comprised of “response action implementation procedures, including dust and vapor control, and monitoring measures during construction activities.” In addition, the SMP would include procedures to ensure construction worker safety and manage soil contamination, in the event it is encountered during construction. A copy of the Final Response Plan is included in Attachment B.</p> <p>A review of SWRCB GeoTracker and DTSC EnviroStor open release sites within 2,000 feet of the project site was conducted on December 14, 2021. There are no open SWRCB GeoTracker release cases present within 2,000 feet of the project site, and there is one DTSC EnviroStor open release case within 2,000 feet of the project site. There is an open release case located south of the project site at 2511 Irving Street, across Irving Street (“Site”). The open release case is reportedly a former dry cleaning facility with PCE impacts onsite. The most recent document available online at the EnviroStor website is a community update newsletter dated June 6, 2022, which states that the available data indicates distribution of PCE is most concentrated in the Irving Street right-of-way. It further states that the DTSC conducted indoor air sampling of PCE from March 2, 2022 to March 4, 2022 at six residences north of the Site and determined that the residences are safe to occupy, including for sensitive populations, without</p>
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	<p>mitigation. An Imminent and Substantial Endangerment Determination and Order and Remedial Action Order dated October 29, 2021 states that three Subsurface Investigations were conducted in July 2019, May 2020, and August 2020 at the 2525 Irving Street property, directly south of the site and along Irving Street. The measured levels of PCE detected in these investigations exceed the “human health screening levels for soil gas defined by the San Francisco Bay RWQCB and DTSC by two orders of magnitude and pose a potential unacceptable health risk in soil vapor for residential land use.” This subsurface investigation information was included in the reports completed and summarized above for the Site.</p> <p><b>Mitigation Measures</b></p> <p><b>HAZ-1: Regulatory Agency Involvement – DTSC and SFDPH Site Assessment and Mitigation (SAM).</b> Because there is an open Voluntary Cleanup case (DTSC case 2020 #60003063 2020) on the project site and the SFDPH Site Mitigation Program has a case open related to the development of 2550 Irving Street (SMED No. 2043), DTSC and SAM shall continue to be utilized for agency oversight of assessment and remediation within the project through completion of building demolition, subsurface grading/excavation, and construction of facilities. Additionally, the applicant shall notify both DTSC and SAM of the following:</p> <ul style="list-style-type: none"><li>▪ Current development plan and any modifications to the development plan</li><li>▪ Unexpected underground features</li><li>▪ All former environmental documents completed for the project site</li></ul> <p>Upon notification of the information above, DTSC and SAM could require actions such as: development of subsurface investigation workplans; completion of soil, soil vapor, and/or groundwater subsurface investigations; installation of soil vapor or groundwater monitoring wells; soil excavation and offsite disposal; completion of human health risk assessments; and/or completion of remediation reports or case closure documents. The project applicant shall retain a qualified environmental consultant (Professional Geologist [PG] or Professional Engineer [PE]) to conduct additional assessment or remediation work as required by DTSC and SAM.</p> <p>If groundwater wells, soil vapor monitoring probes, or sub-slab vapor points are identified during demolition, subsurface demolition, or construction at the project site, they shall be abandoned/destroyed by a qualified environmental consultant under permit from the SFDPH. Demolition activities shall be documented in a letter report submitted to SFDPH, SAM, and DTSC within 60 days of the completion of abandonment activities.</p> <p>It should also be noted that DTSC may determine that RWQCB or SAM may be best suited to perform the lead</p>
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	<p>agency duties for assessment and/or remediation at the project site. Should the lead agency be transferred to RWQCB or SAM, this and other mitigation measures shall still apply to these agencies.</p> <p><b>HAZ-2: Vapor Mitigation System.</b> As approved by DTSC on September 2, 2021, the project applicant will implement the September 2, 2021 Final Response Plan prepared by Path Forward for the 2550 Irving Street Affordable Housing Project. The Final Response Plan includes implementation of a VIMS.</p> <p>As specified by DTSC, the project applicant and contractor shall incorporate a vapor barrier membrane during construction, the implementation of which would prevent the potential for soil gas VOCs from migrating to indoor air. DTSC will review and approve the VIMS design prior to construction. The project applicant and SFDPH will review the VIMS design prior to construction.</p> <p><b>HAZ-3: Remediation.</b> The project applicant shall retain a qualified environmental consultant (PG or PE), to prepare a SMP prior to construction. The SMP, or equivalent document, shall be prepared to address onsite handling and management of impacted soils or other impacted wastes, and reduce hazards to construction workers and offsite receptors during construction. The plan must establish remedial measures and/or soil management practices to ensure construction worker safety, the health of future workers and visitors, and the off-site migration of contaminants from the site. These measures and practices may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Stockpile management including stormwater pollution prevention and the installation of Best Management Practices (BMPs)</li> <li>▪ Proper disposal procedures of contaminated materials</li> <li>▪ Monitoring and reporting</li> <li>▪ A health and safety plan for contractors working at the site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection</li> </ul> <p>The health and safety plan shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.</p> <p>DTSC will review and approve the SMP prior to demolition and grading (construction) activities. The project applicant and SFDPH will review the SMP prior to demolition and grading (construction) activities.</p> <p>If soil present within the construction envelope at the development site contains chemicals at concentrations exceeding hazardous waste screening thresholds for contaminants in soil (California Code of Regulations [CCR] Title 22, Section 66261.24), the project applicant shall retain a qualified environmental consultant (PG or PE)</p>
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	<p>to conduct additional analytical testing and recommend soil disposal recommendations, or consider other remedial engineering controls, as necessary for the proposed development.</p> <p>The qualified environmental consultant shall utilize the development site analytical results for waste characterization purposes prior to offsite transportation or disposal of potentially impacted soils or other impacted wastes. The qualified environmental consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other impacted wastes (as necessary), and/or provide recommendations for remedial engineering controls, as appropriate for the proposed development.</p> <p>Remediation of impacted soils and/or implementation of remedial engineering controls may require additional delineation of impacts; additional analytical testing per landfill or recycling facility requirements; soil excavation; and offsite disposal or recycling. DTSC shall review and approve the development of site disposal recommendations prior to transportation of waste soils offsite, and review and approve remedial engineering controls, prior to construction. The project applicant and SFDPH shall review the disposal recommendations prior to transportation of waste soils offsite and review remedial engineering controls, prior to construction.</p> <p><b><i>Toxic Air Containments Off-site</i></b></p> <p>The BAAQMD has an online mapping tool that provides screening level risks and hazards for facilities permitted by the air district. The <i>Permitted Stationary Source Risks and Hazards Screening Tool</i> provides the chronic cancer risks (in millions), PM<sub>2.5</sub> concentration (micrograms per cubic meters [<math>\mu\text{g}/\text{m}^3</math>]), and hazard indices at each facility. Based on average daily traffic volume from the San Francisco Municipal Transportation Agency and using a one percent increase assumption, the 2021 daily traffic on Lincoln Way would be approximately 11,800 vehicles. Using CARB's screening recommendations, the roadway would not be considered a high-traffic urban roadway and the project site is over 500 feet from the roadway. Furthermore, the site is not located in an Air Pollutant Exposure Zone, so it is not in proximity to major air pollution sources, such as busy roadways.</p> <p>However, pursuant with the requirements of the 2019 California Energy Code (Title 24, Part 6), new high-rise residential (defined as four or more habitable stories) construction is required to install Minimum Efficiency Reporting Value (MERV) 13 or equivalent filters for heating and cooling ventilation systems (refer to Section 120.1(b)1.C). If there are potential impacts from Lincoln Way then the inclusion of filtration would lessen exposure.</p>
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		<p>No permitted stationary sources were identified within 1,000 feet of the project's site boundary. A search of the SWRCB GeoTracker online database was conducted on December 21, 2021. The search identified five listed sites within a 2,000-foot radius. Of the five listed sites, there are three active DTSC Cleanup Sites, two of which include the project site and its ongoing cleanup efforts. A search of the DTSC EnviroStor online database was conducted on December 21, 2021. The search identified three listed sites within a 2,000-foot radius. Of the three listed sites, two are identified as the project site and its ongoing cleanup efforts. The third site is identified as the former location of Albrite cleaners and is a state response site. Therefore, future onsite receptors would not be exposed substantial concentrations of toxic air containments from off-site sources.</p> <p><b>Source List: 60, Attachment B, Attachment E</b></p>
<p><b>Endangered Species</b></p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is located in a densely populated and urbanized area in central San Francisco. The site is developed with a large building and asphalt parking lot and surrounded by urban environment and lacks existing vegetation other than street trees and urban landscaping. Implementation of the proposed action would involve construction on a developed site. A search of the Information for Planning and Consultation database for endangered species was conducted which identified the following species that could be potentially affected by activities in the location include: Salt Marsh Harvest Mouse, California Least Tern, Western Snowy Plover, Green Sea Turtle, California Red-legged Frog, Delta Smelt, Tidewater Goby, and the Monarch Butterfly. Flora species that could be potentially affected include the Franciscan Manzanita, Marin Dwarf-flax, Marsh Sandwort, Presidio Clarkia, Presidio Manzanita, San Francisco Lessingia, and White-rayed Pentachaeta. There is no suitable habitat for these species at the project site; therefore, they have no potential to occur there or be affected by the project. There are no critical habitats at this location.. There are no endangered species, or species subject to the Endangered Species Act, occupying or migrating through the site. Therefore, the proposed action would have no effect on natural habitats or federally protected species, and would be consistent with the Endangered Species Act. In addition, the USFWS implements the Migratory Bird Treaty (MBTA) and the Bald and Golden Eagle Protection Act. Section 3503.5 of the Fish and Game Code of California specifically protects birds of prey, and their nests and eggs, against take, possession, or destruction. Section 3503 of the Fish and Game Code also incorporates restrictions imposed by the federal MBTA with respect to migratory birds.</p> <p>Migratory or other common nesting birds, while not designated as special-status species, are protected by the CFGC and may nest in the perimeter trees or shrubs surrounding the project site. If project construction occurs</p>

		<p>during the migratory bird nesting season (generally February 1 to September 15), it has the potential to directly destroy a nest or cause a nest to fail. Mitigation Measure BIO-1 would ensure no violations of CFGC.</p> <p><i>Mitigation Measure</i></p> <p><b>BIO-1 Nesting Bird Pre-construction Surveys and Monitoring.</b> Project construction occurring between February 1 to September 15 will require a preconstruction nesting bird survey no more than 14 days prior to the start of ground disturbing activities. A qualified biologist shall survey accessible areas within 150 feet (for passerines) and 500 feet (for raptors) of construction for active nests. Should an active nest be identified, the qualified biologist will establish an avoidance buffer based on the needs of the species identified and pursuant to consultation with CDFW, if necessary, prior to initiation of construction activities. Avoidance buffers shall remain in place until the end of the general nesting season or upon determination by the qualified biologist that young have fledged, or the nest has failed. Should ground disturbance commence later than 14 days from the survey date, an additional preconstruction survey shall be conducted prior to reinitiating work. Should work activity cease for 5 days or greater during the breeding season, surveys shall be repeated to ensure birds have not established nests during inactivity. If buffer zones are determined to be infeasible, a full-time qualified biological monitor shall be on site to monitor construction within the buffer zones to avoid impacts to active nests and nesting birds.</p> <p><b>Source List: 24, Attachment E</b></p>
<p><b>Explosive and Flammable Hazards</b></p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>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.</p> <p>There is one aboveground storage tank (AST) located within a 1-mile radius of the project site. This tank is located 1799 19th Avenue in San Francisco. The AST contains 7,060 gallons of petroleum. The Acceptable Separation Distance (ASD) Assessment Tool was used to determine if the AST was an acceptable distance from the project site. The ASD for Blast Over Pressure was 417.94 feet. The ASD for Thermal Radiation for People and ASD for Thermal Radiation for Buildings are 624.33 feet and 124.11 feet respectively. The tank is located 3,971 feet away from the project site. Thus, it is an acceptable distance from the nearest AST.</p> <p><b>Source List: 28, Attachment F</b></p>
<p><b>Farmlands Protection</b></p> <p>Farmland Protection Policy Act of 1981, particularly sections</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>No protected farmlands are located within the City or County of San Francisco. The project site is developed, zoned NCD (Irving Street Neighborhood Commercial District), and has been historically used for vehicle parking and commercial uses. The proposed action would not affect</p>

1504(b) and 1541; 7 CFR Part 658		farmland regulated under the Farmland Protection Policy Act. <b>Source List: 24, 25, Zoning</b>
<b>Floodplain Management</b> Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	The project is not within a known FEMA floodplain nor within the preliminary Flood Insurance Rate Map prepared for the City and County of San Francisco in November 2015. The project is located in an area of minimal flood hazard Zone X. See map Number 0602980113A, effective March 23, 2021. The project would not involve either direct or indirect support of development in a floodplain <b>Source List: 15</b>
<b>Historic Preservation</b> National Historic Preservation Act (NHPA) of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<b><i>Prehistoric Context</i></b> 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.  <b><i>Historic Context</i></b> 2550 Irving Street was constructed in 1965 for the Currihan's Chapel of the Sunset. Before the construction of the subject property, the site was comprised of eight parcels along Irving Street. By 1946, the lots had been reconfigured as six lots with three central lots along Irving Street, a short lot along 26 <sup>th</sup> Avenue, a small corner lot at 26 <sup>th</sup> and Irving Street and, a large corner lot at 26 <sup>th</sup> and Irving. According to historical Sanborn Insurance Maps and aerial images, the lot along 26 <sup>th</sup> Avenue had a residence, the two corner lots

were each used for gas stations and included small structures, and the three central parcels along Irving Street each had a one-story building. The two easternmost properties were commercial properties with storefronts, while the property at 2532 Irving Street was noted as an undertaker and was the original location of Currivan's Chapel of the Sunset, which was opened in 1944 by Earl and Margaret Currivan. These buildings appear to have been constructed during the initial residential and commercial development of the Outer Sunset.

In 1965, the gas stations, former mortuary building, and two other commercial buildings were removed from the site and five of the six lots, all those with frontage along Irving Street, were combined for a single lot. The new Currivan's Chapel of the Sunset building was constructed at the corner of Irving Street and 26<sup>th</sup> Avenue, with its primary entrance along Irving Street with a surface parking lot at the west corner. Currivan's Chapel of the Sunset closed in 1985. The building was subsequently purchased by the San Francisco Police Credit Union in 1986 and it continues to operate as the credit union today.

***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

	<p>National Register.<sup>1</sup> The significance of effects on cultural 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:</p> <ul style="list-style-type: none"> <li>a. Association with events that have made a significant contribution to the broad patterns of our history;</li> <li>b. Association with the lives of persons significant to our past;</li> <li>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</li> <li>d. Resources that have yielded or may be likely to yield information important in prehistory or history.</li> </ul> <p>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.</p> <p><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></p> <p>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.</p> <p><b><i>AREA OF POTENTIAL EFFECTS (Stipulation VI of the PA)</i></b></p> <p>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</p>
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<sup>1</sup>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).

	<p>identified the APE for architectural resources, in accordance with 36 CFR §800.16(d) to include the project site itself and fifteen surrounding properties:</p> <ol style="list-style-type: none"><li>1) 1285 27<sup>th</sup> Avenue</li><li>2) 1289 27<sup>th</sup> Avenue</li><li>3) 1293 27<sup>th</sup> Avenue</li><li>4) 1304-1314 27<sup>th</sup> Avenue</li><li>5) 1300 26<sup>th</sup> Avenue</li><li>6) 2501 Irving Street</li><li>7) 2509 Irving Street</li><li>8) 2539 Irving Street</li><li>9) 2545 Irving Street</li><li>10) 1281 26<sup>th</sup> Avenue</li><li>11) 1282 26<sup>th</sup> Avenue</li><li>12) 1286 26<sup>th</sup> Avenue</li><li>13) 1280 27<sup>th</sup> Avenue</li><li>14) 1284 27<sup>th</sup> Avenue</li><li>15) 1303-1309 27<sup>th</sup> Avenue</li></ol> <p>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).</p> <p><b><i>IDENTIFICATION AND EVALUATION OF HISTORIC PROPERTIES (Stipulation VII of the PA)</i></b></p> <p>Under Stipulation VII, Paragraph D, the City shall evaluate all properties that may be affected by an Undertaking using the National Register Criteria set forth in 36 CFR Section 60.4 and documented by the City on State of California Historic Resources Inventory Form – DPR 523. Stipulation VII.D.1 requires the City to submit determinations of eligibility to the SHPO. If the SHPO concurs in the determinations of eligibility, the properties are considered Historic Properties.</p> <p>In accordance with Stipulation VII of the PA, the Planning Department of the City reviewed all existing information on all properties within the architectural APE for eligibility for listing in the National Register of Historic Places. This process involved a review of any existing State of California Historic Resources Inventory Forms (known as DPR 523 forms) for properties within the undertaking’s APE. The Mayor’s Office of Housing and Community Development (MOHCD) retained Rincon to prepare the DPR 523 forms for properties that had not been evaluated for listing in the NRHP.</p> <p>The commercial building at 2550 Irving Street that occupies the project site was included in City of San Francisco’s Property Information Map, indicating 2550 Irving Street property was located within the boundaries of the Parkway Terrace Historic District, which the City and County of San Francisco Planning Department has determined is potentially eligible for listing in the California Register of Historical Resources. Through consultation with the San Francisco Planning Department</p>
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	<p>for the evaluation, the Planning Department concluded that the boundaries of the district are bound to the west side of 27<sup>th</sup> Avenue and do not include the subject property. Furthermore, the San Francisco Planning Department determined that the property is not eligible for listing in the NRHP. The two-story, rectangular building constructed in 1965 for a mortuary, Currivan's Chapel of the Sunset. The mortuary closed in 1986 and the building was substantially altered in 1987 and 1988 with new interior partitions, windows, roofing, and interior and exterior finishes were installed. The property does not qualify for NRHP eligibility for associations with significant events (Criterion A). There is also no evidence to suggest that the property is associated with significant persons (Criterion B) or has the potential to yield important information (Criterion D). The original Mid-Century Modern design by notable local architect Bruce Heiser was significantly altered as a result of the 1987 and 1988 updates and is not eligible for listing for its architecture (Criterion C).</p> <p>Following San Francisco Planning Department and SHPO review, the MOHCD determined that the following five properties are eligible for listing in the National Register of Historic Places: 1285 27<sup>th</sup> Avenue, 1289 27<sup>th</sup> Avenue, 1293 27<sup>th</sup> Avenue, and 1304-1314 27<sup>th</sup> Avenue and 1300 26<sup>th</sup> Avenue. The remaining properties were determined ineligible for listing in the National Register of Historic Places. A summary of the DPR 523 forms for properties within the architectural APE is presented below (see Attachment C for the complete forms).</p> <p><i>1285 27<sup>th</sup> Avenue:</i> 1285 27<sup>th</sup> Avenue is a two-story above garage residence. Built in 1915, it features elements of the Mediterranean style and was constructed by Fernando Nelson &amp; Son as part of the Parkway Terrace development. The City of San Francisco's Property Information Map indicated 1285 27<sup>th</sup> Avenue was located within the boundaries of the Parkway Terrace Historic District, which the City and County of San Francisco Planning Department has determined is potentially eligible for listing in the California Register of Historical Resources as a historic district as a coherent group of freestanding single-family buildings built between 1915 and 1926, and bound by Lincoln Way to the north, Irving Street to the south, 26<sup>th</sup> Avenue to the east, and 32<sup>nd</sup> Avenue to the west. Through consultation with the San Francisco Planning Department for this evaluation, the Planning Department has concluded the historic district is also eligible for listing in the NRHP under Criterion C, and that the boundaries of the district are bound to the west side of 27<sup>th</sup> Avenue. The subject property is not eligible for individual listing in the NRHP due to lack of individually significant historical or architectural associations. It is however presumed to be eligible as a contributor to the Parkway Terrace Historic District, which the San Francisco Planning Department has</p>
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		<p>concluded is eligible for listing in the NRHP under Criterion C.</p> <p><i>1289 27<sup>th</sup> Avenue:</i> 1289 27<sup>th</sup> Avenue is a two-story above garage residence. Constructed in 1916, it features Italian Renaissance elements. It was constructed by Fernando Nelson &amp; Son as part of the Parkway Terrace development. The City of San Francisco's Property Information Map indicated 1289 27th Avenue was located within the boundaries of the Parkway Terrace Historic District, which the City and County of San Francisco Planning Department has determined is potentially eligible for listing in the California Register of Historical Resources as a historic district as a coherent group of freestanding single-family buildings built between 1915 and 1926, and bound by Lincoln Way to the north, Irving Street to the south, 26th Avenue to the east, and 32nd Avenue to the west. Through consultation with the San Francisco Planning Department for this evaluation, the Planning Department has concluded the historic district is also eligible for listing in the NRHP under Criterion C, and that the boundaries of the district are bound to the west side of 27th Avenue. The subject property is not eligible for individual listing in the NRHP due to lack of individually significant historical or architectural associations. It is however presumed to be eligible as a contributor to the Parkway Terrace Historic District, which the San Francisco Planning Department has concluded is eligible for listing in the NRHP under Criterion C.</p> <p><i>1293 27<sup>th</sup> Avenue:</i> 1293 27<sup>th</sup> Avenue is a two story above garage residence built in the Classical Revival style. It was constructed in 1916 Fernando Nelson &amp; Son as part of the Parkway Terrace development. The City of San Francisco's Property Information Map indicated 1293 27th Avenue was located within the boundaries of the Parkway Terrace Historic District, which the City and County of San Francisco Planning Department has determined is potentially eligible for listing in the California Register of Historical Resources as a historic district as a coherent group of freestanding single-family buildings built between 1915 and 1926, and bound by Lincoln Way to the north, Irving Street to the south, 26th Avenue to the east, and 32nd Avenue to the west. Through consultation with the San Francisco Planning Department for this evaluation, the Planning Department has concluded the historic district is also eligible for listing in the NRHP under Criterion C, and that the boundaries of the district are bound to the west side of 27th Avenue. The subject property is not eligible for individual listing in the NRHP due to lack of individually significant historical or architectural associations. It is however presumed to be eligible as a contributor to the Parkway Terrace Historic District, which the San Francisco Planning Department has concluded is eligible for listing in the NRHP under Criterion C.</p>
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	<p><i>1304-1314 27<sup>th</sup> Avenue:</i> San Francisco Planning Department determined the property is eligible for listing in the NRHP. 1304-1314 27<sup>th</sup> Avenue is a two-story residential corner retail building with a ground floor storefront and residences above. It was constructed in 1924 by San Francisco-based architect Walter Falch in a Mediterranean Revival style. The property does not qualify for NRHP eligibility for associations with significant events (Criterion A). There is also no evidence to suggest that the property is associated with significant persons (Criterion B) or has the potential to yield important information (Criterion D). 1304-1314 27<sup>th</sup> Avenue is significant for its architectural design and is an excellent example of Residential Corner Retail design and representative of the neighborhood commercial expansion that began in the years following the 1906 earthquake and continuing through the 1920s (Criterion C).</p> <p><i>1300 26<sup>th</sup> Avenue:</i> San Francisco Planning Department determined the property is eligible for listing in the NRHP. 1300 26<sup>th</sup> Avenue is a mixed-use six-story residential building with ground floor commercial space. Built in 1929, the building was designed by Irvine &amp; Ebbets architects for JM Johnson. There is no evidence to suggest that the property is associated with significant persons (Criterion B) or has the potential to yield important information (Criterion D). The building is associated with the growth of the Sunset District's residential and commercial development in the 1920s. It is a good example of early dense housing that developed for middle-class city dwellers outside the city's urban center (Criterion A). It is also a unique example of Mixed-Use Commercial architecture in the Outer Sunset and is a good example of the work of San Francisco-based architects Irvine &amp; Ebbets (Criterion C).</p> <p><i>2501 Irving Street:</i> San Francisco Planning Department determined the property is not eligible for listing in the NRHP under any criterion. The building is a two-story mixed-use building with commercial space on the ground floor and residences above. It was built in 1924 for local grocer Mateo Francesconi and features elements of the Mediterranean Revival style. The property does not qualify for NRHP eligibility for associations with significant events (Criterion A). There is also no evidence to suggest that the property is associated with significant persons (Criterion B), is a distinctive example of a style or method of construction (Criterion C), or has the potential to yield important information (Criterion D).</p> <p><i>2509 Irving Street:</i> San Francisco Planning Department determined the property is not eligible for listing in the NRHP under any criterion. The two story mixed-use Colonial Revival property was built in 1913 as a single family residence with a ground floor storefront by Angelo</p>
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	<p>Fraschina for grocer Matteo Francesconi. Though an early example of commercial development in the area, it does not have specific association to an event, pattern of events, or historic trends and is not associated with the historic context in an important way (Criterion A). Though built for Matteo Francesconi for a grocery business that appears to have spanned several years in locations in Lower Pacific Heights and the Outer Sunset, including the property adjoining the subject property. His association does not appear to be significant to our past (Criterion B). Designed by Angelo Frascina, who appears to have had a prolific career in San Francisco, this is not a notable example of his work. It presents some elements of Colonial Revival style like the dentil course above the bay windows, but is not a full expression of the style. Its typical of mixed use commercial type architecture of the era and is not architecturally significant. The associated builder, Farnocchia Petri and Company appears to have been a local builder and is not the work of a master. Furthermore, it has been significantly altered over time receiving a new storefront configuration, exterior siding, and windows and has diminished integrity of materials, workmanship, and design as a result (Criterion C). It is unlikely to yield information important to history (Criterion D).</p> <p><i>2539 Irving Street:</i> San Francisco Planning Department determined the property is not eligible for listing in the NRHP under any criterion. The building is a two-story over garage multifamily residence in a Mediterranean Revival style. It was constructed in 1922 for owner Julia Gould as a two-family residence. The property does not qualify for NRHP eligibility for associations with significant events (Criterion A). There is also no evidence to suggest that the property is associated with significant persons (Criterion B), is a distinctive example of a style or method of construction (Criterion C), or has the potential to yield important information (Criterion D).</p> <p><i>2545 Irving Street:</i> San Francisco Planning Department determined the property is not eligible for listing in the NRHP under any criterion. The two story over garage mixed-use Mediterranean Revival property was built in 1924 by G. Sanbery and Ira Colburn as a butcher shop. A two-story residential addition was constructed in 1925. It is a typical of commercial and residential development of the Outer Sunset and is not associated with the historic context in an important way (Criterion A). Archival research failed to indicate that any individuals with a documented association with the property were important to history (Criterion B). Though it displays features of the Mediterranean Revival style like its bay window and heavy bracket cornice, it is not a distinctive enough example and is not architecturally significant. Furthermore, its ground floor It was not designed by a</p>
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	<p>notable architect. The associated builders, G. Sandbery and Ira Colburn, appear to have been a small, local builders and is not the work of a master. The property also has been heavily altered overtime and received a new storefront system and new windows resulting in a loss of integrity of materials, workmanship, and design (Criterion C). It is unlikely to yield information important to history (Criterion D).</p> <p><i>1281 26<sup>th</sup> Avenue:</i> San Francisco Planning Department determined the property is not eligible for listing in the NRHP under any criterion. The two-story Mediterranean Revival residence was built in 1924 by Jason Arnott &amp; Son. The building is typical of the development pattern of the area and does not make a significant contribution to the broad pattern of development of the Sunset District (Criterion A). It is not associated with the life of a significant person (Criterion B). Jason Arnott &amp; Son was a small local developer, but as described in <i>The Sunset District Residential Builders, 1925-1950 Historic Context Statement</i>, were notable for their later Streamline Moderne residences. 1281 26<sup>th</sup> Avenue is a typical revival style house and is not a distinctive example of the style (Criterion C). It is unlikely to yield information important to history (Criterion D).</p> <p><i>1282 26<sup>th</sup> Avenue:</i> San Francisco Planning Department determined the property is not eligible for listing in the NRHP under any criterion. The three-story Spanish Revival residence was built in 1913 by RJ Button. The building though an early example of residential development in the area does not make significant contribution to the broad pattern of development individually or as part of a cohesive group (Criterion A). It is not associated with the life of a significant person and its first resident and builder RJ Button does not appear to have made significant contributions to history (Criterion B). It features some elements of Spanish Revival architecture but is not a distinctive example of the style (Criterion C). It is unlikely to yield information important to history (Criterion D).</p> <p><i>1286 26<sup>th</sup> Avenue:</i> San Francisco Planning Department determined the property is not eligible for listing in the NRHP under any criterion. The two story over garage Mission Revival residence was built in 1918 by RJ Button. The building though an early example of residential development in the area does not make significant contribution to the broad pattern of development individually or as part of a cohesive group (Criterion A). It is not associated with the life of a significant person and its builder RJ Button does not appear to have made significant contributions to history (Criterion B). It features some elements of Mission</p>
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	<p>Revival architecture but is not a distinctive example of the style and has been altered resulting in diminished integrity of materials, workmanship, and design (Criterion C). It is unlikely to yield information important to history (Criterion D).</p> <p><i>1280 27<sup>th</sup> Avenue:</i> San Francisco Planning Department determined the property is not eligible for listing in the NRHP under any criterion. The building is a one-story over garage single-family residence. It was constructed in 1924 in the Mediterranean Barrel Front style. It was designed by local builder Jason Arnott &amp; Son, but does not represent an exemplary or distinctive example of their work. The property does not qualify for NRHP eligibility for associations with significant events (Criterion A). There is also no evidence to suggest that the property is associated with significant persons (Criterion B), is a distinctive example of a style or method of construction or the work of a master architect (Criterion C), or has the potential to yield important information (Criterion D).</p> <p><i>1284 27<sup>th</sup> Avenue:</i> San Francisco Planning Department determined the property is not eligible for listing in the NRHP under any criterion. The two-story Eclectic with Tudor elements residence was built in 1932 at 1590 26<sup>th</sup> Avenue and moved to its current location in August 1941. The building is typical of the development pattern of the area and does not make a significant contribution to the broad pattern of development of the Sunset District. Furthermore, it was removed from its original location, and has lost integrity of location (Criterion A). It is not associated with the life of a significant person (Criterion B). 1287 27<sup>th</sup> Avenue is a typical revival style house and is not a distinctive example of the style. Furthermore, it has been significantly altered and no longer retains integrity of materials, workmanship, and design (Criterion C). It is unlikely to yield information important to history (Criterion D).</p> <p><i>1303-1309 27<sup>th</sup> Avenue:</i> San Francisco Planning Department determined the property is not eligible for listing in the NRHP under any criterion. The two story over garage Mediterranean Revival multifamily property was built in 1922 by San Francisco developer CS Allred. 1303-1309 27<sup>th</sup> Avenue, though a multi-family property is more typical of single-family residential development of the Sunset District and is consistent with the larger development pattern of the Outer Sunset. It does not have specific association to an event, pattern of events, of historic trends and is not associated with the historic context in an important way (Criterion A). It is not associated with the life of a significant person (Criterion B). It is a simple interpretation of a revival style. Built by CS Allred, it is not a distinctive example of his work,</p>
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which was notably geared toward upper income tracts with more elaborate expressions of revival styles in neighboring Forest Hills and Ingleside Terrace (Criterion C). It is unlikely to yield information important to history (Criterion D).

***TREATMENT OF HISTORIC PROPERTIES  
(STIPULATION VIII of the PA)***

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 Standards.

The project site is not located in an identified historic district and there are no individual historic structures located on the project site. As discussed above, the architectural APE includes five buildings that were determined eligible for listing in the NRHP, including three that were determined to be contributors to the potential NRHP-eligible Parkway Terrace Historic District. The proposed undertaking, however, would have no adverse effect on neighboring historic resources. As no other properties with the architectural APE are eligible for listing on the NRHP, the Planning Department has determined that the undertaking would have no adverse effect on historic properties (see Attachment C).

***CONSIDERATION AND TREATMENT OF  
ARCHAEOLOGICAL RESOURCES (STIPULATION  
XI OF PA)***

As the responsible agency under the NHPA, MOHCD 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 because of the Proposed Action and alternatives.

In accordance with the Stipulation XI.B of the PA, the City requested that the Northwest Information Center (IC) conduct a records search for the undertaking's APE. The records search, conducted on June 21, 2021, indicated that no previous cultural resource studies have been previously prepared that cover the project area (see Attachment C). The records search of ethnographic literature revealed no Native American resources in the vicinity of the project site.

The IC's review of historical literature and maps indicated a low to moderate potential for unrecorded Native American resources in the project area. The review also indicated a moderate potential for unrecorded historic-period archaeological resources in the project area.

	<p>Because there is a moderate potential for Native American archeological resources and a moderate potential for historic-period archeological resources to be within the project area, the IC recommended that prior to ground disturbance, a qualified archaeologist conduct further archival and field study to identify archaeological resources, including a good faith effort to identify archaeological deposits that may show no indications on the surface</p> <p>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. In August 2021, the City requested the SHPO's comments. On November 22, 2021 SHPO concurred with the IC's recommendation that a professionally qualified archaeologist conduct further archival research and field study to identify cultural resources (see Attachment C).</p> <p>Pursuant to 36 CFR 800.6(a)(1), the City invited the ACHP to participate in the consultation process for development of a project-specific programmatic agreement (Agreement) to protect potential archaeological resources. Upon receiving notification and supporting documentation concerning the Proposed Action, ACHP concluded that Council involvement does not apply and thus their participation is not needed in the consultation process (see Attachment C).</p> <p>Based on the reasonable presumption that archaeological resources may be present within the project site, MOHCD and the SHPO executed a project-specific Programmatic Agreement on May 10, 2022, that outlines the procedures and methodology that MOHCD will use to avoid any potentially significant adverse effect from the proposed project on potential buried historic properties. The Agreement is included in Attachment C.</p> <p><b><i>Native American Resources</i></b></p> <p>The IC records search results identified that Native American resources in this part of San Francisco County have been found marginal to the ocean and San Francisco Bay, and inland near intermittent and perennial watercourses, and near areas populated by oak, buckeye, manzanita, and pine as well as near a variety of plant and animal resources. The IC found low to moderate potential for unrecorded Native American resources in the project area.</p> <p>The NAHC was contacted on December 01, 2021, 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 (see Attachment C).</p> <p>As recommended by the NAHC, MOHCD contacted representatives of Native American tribes in the Bay Area and asked for them to provide any information they may</p>
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		<p>have on the site. No representatives of Native American tribes responded to MOHCD.</p> <p><b><i>Impacts</i></b></p> <p><u>Archaeological Resources</u></p> <p>Based on a low to moderate potential for Native American archaeological resources and a moderate potential for historic-period archaeological resources to be within the project site, ground-disturbing activity during construction of the proposed project could adversely affect such resources. To avoid any potentially significant adverse effect from the proposed project on buried or submerged historic resources, the MOHCD executed a project-specific Programmatic Agreement with the SHPO (see Attachment C). With implementation of this Agreement, the proposed project would not have substantial adverse effects on archaeological resources.</p> <p><u>Architectural Resources</u></p> <p>The proposed undertaking would not result in adverse effects on historical architectural resources because the project site does not contain architectural historic properties. The proposed undertaking is not located within a known or potential historic district; thus, it would not adversely affect properties considered to be historically significant or eligible to be considered historically significant. Construction activities would be limited to the project site.</p> <p><b>Compliance Steps</b></p> <p>The project would be required to comply with the terms of the Agreement Between the City and County of San Francisco and the California State Historic Preservation Officer Regarding 2550 Irving Street Affordable Housing Development, San Francisco, California, May 10, 2022.</p> <p><b>Source List: Attachment C</b></p>
<p><b>Noise Abatement and Control</b></p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p><b><i>Construction Noise</i></b></p> <p>The project site and adjacent properties to the south and east are zoned Irving Street Neighborhood Commercial, and adjacent properties to the north and west are zoned Residential RH-1, RH-1(d) and RH-2. Existing land uses in the vicinity provides for a mixture of moderately large commercial uses and buildings, with an emphasis on neighborhood-serving businesses and housing development. The sensitive receptors nearest to the project site are the residents located directly adjacent to the project site to the north, and the residential dwellings located across Irving Street, 26<sup>th</sup> Avenue, and 27<sup>th</sup> Avenue. 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.</p>

		<p>To minimize construction noise to the extent feasible, the following measure would be implemented.</p> <p><b>Mitigation Measure</b></p> <p><b>Construction Noise Reduction.</b> 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 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 but are not limited to:</p> <ul style="list-style-type: none"> <li>• Maintaining proper mufflers on equipment;</li> <li>• Relocating equipment away from noise-sensitive receptors where possible; and</li> <li>• Shutting off idling equipment.</li> </ul> <p><b>Community Noise</b></p> <p>Potential adverse effects from community noise that could reasonably result from the proposed development on the project site are analyzed herein.</p> <p>The project site’s noise environment is dominated by traffic noise from adjacent roadways, primarily Irving Street and general urban activities. The San Francisco city-wide noise map shows Irving Street traffic noise levels between 60.1 and 65.0 dBA L<sub>dn</sub> (normally acceptable according to HUD standards) on the project site.</p> <p>To characterize ambient noise levels on-site, Rincon Consultants conducted three short-term (15-minute) and one long term (24 hours) measurements on September 7 through 8, 2021 along Irving Street, 26<sup>th</sup> Avenue, and 27<sup>th</sup> Avenue (see Attachment D). The following table shows the average measured noise levels (the L<sub>eq</sub>) for the three short term measurements. The long term 24-hour noise measurement resulted in a noise level of 59 dBA L<sub>dn</sub>.<sup>2</sup> Due to the site’s location in an urban environment, the long-term measurement was placed in a location within the courtyard of the property partially shielded from roadway noise.</p> <p style="text-align: center;"><b>Table 3: Noise Measurement Results</b></p> <table border="1" data-bbox="821 1591 1446 1793"> <thead> <tr> <th>Measurement Location</th> <th>Primary Noise Source</th> <th>L<sub>eq</sub> (dBA)</th> </tr> </thead> <tbody> <tr> <td>1<sup>st</sup> Floor Elevation, southern portion of project site</td> <td>Irving Street</td> <td>69.1<sup>1</sup></td> </tr> <tr> <td>1<sup>st</sup> Floor Elevation, eastern portion of project site</td> <td>26<sup>th</sup> Avenue</td> <td>51.7</td> </tr> </tbody> </table>	Measurement Location	Primary Noise Source	L <sub>eq</sub> (dBA)	1 <sup>st</sup> Floor Elevation, southern portion of project site	Irving Street	69.1 <sup>1</sup>	1 <sup>st</sup> Floor Elevation, eastern portion of project site	26 <sup>th</sup> Avenue	51.7
Measurement Location	Primary Noise Source	L <sub>eq</sub> (dBA)									
1 <sup>st</sup> Floor Elevation, southern portion of project site	Irving Street	69.1 <sup>1</sup>									
1 <sup>st</sup> Floor Elevation, eastern portion of project site	26 <sup>th</sup> Avenue	51.7									

<sup>2</sup> The long-term measurement incorrectly displays a date in 2009 (the default date for the meter). The measurement took place between September 7 through 8, 2021.

1 <sup>st</sup> Floor Elevation, western portion of project site	27 <sup>th</sup> Avenue	55.2
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<sup>1</sup>-The raw measurement data shows a value of 70.0 for the dBA *L<sub>eq</sub>* value; this is a known bug in the Extech 407780A meter that sometimes shows a 70.0 dBA *L<sub>eq</sub>* value. Using the raw data for each measurement point, a value of 69.1 dBA *L<sub>eq</sub>* was calculated.

Source: Attachment D.

As shown in the above table, the ambient noise levels at the project site ranged approximately between 51.7-69.1 dBA *L<sub>eq</sub>*.

According to HUD site acceptability standards, exterior noise in the 65-75 dB *L<sub>dn</sub>* range is normally unacceptable for residences and requires attenuation measures. The on-site measured *L<sub>dn</sub>* is 59 dBA *L<sub>dn</sub>*. Therefore, residents on-site would experience ambient noise levels in HUD's acceptable range.

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 *L<sub>dn</sub>* (see Attachment D). Estimated average annual daily traffic (AADT) was entered into the DNL calculator, using numbers from the San Francisco Chained Activity Modeling Process (SF-CHAMP). Traffic noise from Irving Street, 26<sup>th</sup> Avenue, and 27<sup>th</sup> Avenue, which were observed to be the primary sources of traffic noise during peak hours, were incorporated into the DNL Calculator.

The DNL Calculator estimated that traffic noise from Irving Avenue (24,250 ADT) would be approximately 71 dBA *L<sub>dn</sub>* along the southern property line. The DNL Calculator estimated that traffic noise from 26<sup>th</sup> Avenue (11,200 ADT) would be approximately 70 dBA *L<sub>dn</sub>* along the eastern property line. The DNL Calculator estimated that traffic noise from 27<sup>th</sup> Avenue (11,300 ADT) would be approximately 69 dBA *L<sub>dn</sub>* along the eastern property line. The North Judah light rail line is within 700 feet of the project site. However, there are several intervening buildings between the light rail and the site to shield the site from light rail noise completely. Light rail noise is considerably lower than railroad noise and would typically not be considered a railroad line. Furthermore, there are no large locomotives or a long line of rail cars using the light rail tracks that would significantly contribute to noise in the area. Noise from the North Judah light rail would be minimal and would not contribute to adverse effects on the project site.

The modeled 24-hour noise level is approximately 10 dBA lower than the measured 24-hour noise level. This is likely due to the additional distance from the roadway and shielding provided by the existing on-site building, as the meter had to be placed further in the project courtyard for safety reasons. The short-term measurement taken on the street front measured 69 dBA, similar to the modeled

	<p>roadway noise that does not account for any building attenuation. Based on the modeled results, noise levels along Irving Street fall within HUD’s unacceptable range.</p> <p>In addition, traffic associated with project residences would contribute to ambient noise levels experienced by sensitive receptors in the area. Since the project would provide only eleven (11) 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 and based on weekday trip rate of 1.42 trips per dwelling unit from the Institute of Transportation Engineers (ITE), the addition of 100<sup>3</sup> residential units could generate an estimated 142 average daily trips.</p> <p>The estimated total of 142 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 Irving Street. Per the results of the HUD DNL calculator for existing plus project conditions, traffic noise on Irving Street resulted in no significant traffic noise increases, or 71 dBA L<sub>dn</sub>. In addition, the childcare residential unit with sensitive receivers on site would not be located on Irving Street and as such, would not be exposed to increased noise levels on Irving Street. There would be no change to traffic noise along 26<sup>th</sup> Avenue and 27<sup>th</sup> Avenue. Irving Street operates in HUD’s normally unacceptable range. In addition, it is reasonable to assume that the proposed transit-oriented development, being located in the Outer Sunset neighborhood and within walking distance of the San Francisco Municipal Railway light-rail and bus (MUNI) stops, would generate fewer vehicular trips than typical residential developments.</p> <p>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 L<sub>dn</sub> 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.</p> <p><b>Mitigation Measure</b></p> <p><b>Noise Reducing Building Design.</b> 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 L<sub>dn</sub> levels that building interior L<sub>dn</sub> 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) 28 or higher.</p>
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<sup>3</sup> The proposed project includes 90 units, so the use of 100 units results in a conservative analysis.

		<b>Source List: Attachment D</b>
<p><b>Sole Source Aquifers</b> Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The nearest sole source aquifer to the site is the Santa Margarita Aquifer, located approximately 50 miles south from the project site. The project site is not served by a USEPA-designated sole-source aquifer. The project site would be entirely served by the existing municipal water supply. Therefore, the proposed action would have no effect on a sole-source aquifer subject to the HUD-USEPA Memorandum of Understanding.</p> <p><b>Source List: 29, Attachment E</b></p>
<p><b>Wetlands Protection</b> Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>There are no wetlands on site. The nearest wetland to the project site is Mallard Lake, a small freshwater pond located just under 0.25-mile north of the site. Mallard Lake is part of the Chain of Lakes within Golden Gate Park and is not connected to the San Francisco Bay. The proposed action would have no impact on wetlands or other water of the state.</p> <p><b>Source List: 30</b></p>
<p><b>Wild and Scenic Rivers</b> Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>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.</p> <p><b>Source List: 31, 32, 33, 34</b></p>
<b>ENVIRONMENTAL JUSTICE</b>		
<p><b>Environmental Justice</b> Executive Order 12898</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>In 2019, 34 percent of the City and County was Asian, 28 percent was Hispanic or Latino, 24 percent was white, 9 percent was Black or African American, 5 percent was two or more races, 0.3 percent was Native Hawaiian and Other Pacific Islander, &lt;1 percent was American Indian and Alaska Native, and &lt;1 percent was some other race. This represents a smaller percentage of environmental justice populations than exists nationwide.</p> <p>The project site is within U.S. Census Tract 326.02. In 2020, 56 percent was Asian, 31 percent of the Census Tract was white, 6 percent was Hispanic or Latino, 4 percent was Black or African American, 4 percent was two or more races, &lt;1 percent was Native Hawaiian and Other Pacific Islander, &lt;1 percent was American Indian and Alaska Native, and &lt;1 percent was some other race. This represents a higher percentage of environmental justice populations than exists in the City/County.</p> <p>Within Census Tract 326.02, approximately 7 percent of people were living below the poverty line, which is about two-thirds of the citywide average of 10.3 percent. The proposed action would provide 90 new housing units with 25 percent of the unit mix reserved for formerly homeless residents, and the remaining units affordable to very low and low-income people, including minority and other</p>

	<p>populations earning 30 to 80 percent of the Area Median Income (AMI). Residential supportive services would be provided, including on-site childcare, lobby space for residents, a laundry room, public restroom(s), community room with community kitchen, a resident lounge, on site property management offices, and social services offices. Furthermore, as discussed above under <i>Clean Air</i>, 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.</p> <p><b>Summary of Project Impacts</b></p> <p>From the consideration of regulatory factors in this EA, a number of environmental topics were identified to generate potential effects requiring mitigation. However, impacts would be shared by neighboring non-environmental justice populations, thus impacts relating to soil suitability, air quality, noise abatement and control, contamination and toxic substances, endangered species, and historic preservation, do not represent impacts with the potential to disproportionately affect an environmental justice population.</p> <p><b>Source List: 8</b></p>
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**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
<b>LAND DEVELOPMENT</b>		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>The project site is located in the Outer Sunset neighborhood in San Francisco, California. The site is located in an area primarily comprised of residential and commercial land uses zoned Irving Street Neighborhood Commercial District (NCD) and RH-1 and RH-2 Residential House Character Districts. The Golden Gate Park Public zone is located north the project site.</p> <p><b>Land Use and Zoning</b></p> <p><i>Permitted Land Uses</i></p> <p>The project site is currently zoned Irving Street Neighborhood Commercial Zoning District (NCD) under the San Francisco Planning Code. According to Section 732 of the Planning Code, the Irving Street NCD encourages an equilibrium of neighborhood-serving convenience and shopping options and residential livability. The building standards allow for residential uses with compatible commercial uses on the ground floor to protect and enhance neighborhoods with mixed use character. The proposed high-density residential project, with ground floor community space for resident use, would be consistent with allowable land uses in the Irving Street NCD under AB 1763 State Density Bonus Law (Government Code Section 65915).</p> <p><b>Height and Bulk Designation</b></p> <p>The project site is in the 40-X Height and Bulk District, which caps the maximum allowable height at 65 feet. However, the project would comply with the AB 1763 State Density Bonus Law (Government Code Section 65915), which would allow for an additional three stories beyond those allowed under the 40-X Height and Bulk District.</p> <p>Housing density is limited by lot area. Under current zoning, the project site's density is limited to one dwelling unit per 275 square feet of lot area (a maximum of approximately 51 dwelling units for the project site). In addition, the 40-X Height and Bulk District sets general building height limits to 65 feet. The proposed building would rise to 7 stories, with a maximum zoning height of 73 feet excluding mechanical penthouses and parapets. The Planning Code specifies requirements for a bulk designation of "T", where the base cannot extend to a street wall 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.</p> <p><b>Floor-to-Area Ratio</b></p> <p>Section 732 of the Planning Code sets a floor-to-area ratio (FAR) of 2.5 to 1 in the Irving Street NCD, but it does not apply to dwellings. The project would involve residential uses only and associated ground floor community space for residents.</p> <p><b>Rear Yard Setback</b></p> <p>The Irving Street NCD requires that a rear yard depth equal to 25 percent of the lot depth, but not less than 15 feet, be provided at levels</p>

occupied by dwelling units (Section 732). The project's rear yard setback would vary. The project applicant has requested a concession to reduce the rear yard setback pursuant to the state density bonus law.

***Open Space***

Section 732 of the Planning Code requires the provision of 100 sf of private open space per dwelling unit, or 133 sf of common open space per dwelling unit. The proposed 90 dwelling units would therefore require 11,970 sf of common open space. The project would include a 5,840 sf of common space, 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.

***Walkability***

Development of the site with residential uses would enhance walkability within the 26<sup>th</sup> and 27<sup>th</sup> Avenue and Irving Street areas. Enhanced walkability features would include increased street plantings around the perimeter of the site, additional lighting along the perimeter of the site, aesthetic features such as multicolored bricks at the pedestrian scale, and surface parking would be eliminated. The project would add residential units on a corridor that is well-served by nearby public transit and commercial services. 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.

***Conformance with Plans***

The San Francisco General Plan contains objectives and policies relevant to the project, including the following:

**Housing**

- Objective 1: Identify and make available for development adequate sites to meet the city's housing needs, especially permanently affordable housing.
  - Policy 1.1: Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.
  - Policy 1.3: Work proactively to identify and secure opportunity sites for permanently affordable housing.
  - Policy 1.10: Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.
- Objective 4: Foster a housing stock that meets the needs of all residents across lifecycles.
  - Policy 4.1: Promote housing for families with children in new development by locating multibedroom units near common open space and amenities or with easy access to the street; and by incorporating child-friendly amenities into common open and indoor spaces.
  - Policy 4.3: Provide a range of housing options for residents with special needs for housing support and services.

		<ul style="list-style-type: none"> <li>▪ Policy 4.5: Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.</li> <li>▪ Policy 4.6: Ensure that new permanently affordable housing is located in all of the city’s neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels</li> <li>▪ Policy 4.8: Consider environmental justice issues when planning for new housing, especially affordable housing.</li> <li>▪ Objective 6: Reduce homelessness and the risk of homelessness <ul style="list-style-type: none"> <li>▪ Policy 6.1: Prioritize permanent housing and service-enriched solutions while pursuing both short- and long-term strategies to eliminate homelessness.</li> <li>▪ Policy 7.5: Encourage the production of affordable housing through process and zoning accommodations, and prioritize affordable housing in the review and approval processes.</li> <li>▪ Policy 11.3: Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.</li> <li>▪ Policy 12.1: Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.</li> <li>▪ Policy 12.2: Consider the proximity of quality of life elements, such as open space, child care, and neighborhood services, when developing new housing units.</li> </ul> </li> </ul> <p>Transportation</p> <ul style="list-style-type: none"> <li>▪ Policy 1.3: Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.</li> <li>▪ Policy 1.6: Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.</li> </ul> <p>Air Quality</p> <ul style="list-style-type: none"> <li>▪ Objective 1: Adhere to state and federal air quality standards and regional program</li> </ul> <p>The project consists of a 90-unit affordable housing development in an area well-served by public transit, which promotes use of public transportation. The project site is also served by an existing 12-foot-wide sidewalk providing pedestrian access on 26th and 27th Street. The project would also include a family childcare unit and units of differing sizes, helping to meet the housing needs of a variety of residents. The project would also meet federal and regional air quality standards. In general, the proposed project would respond to and be consistent with the above policies.</p> <p><b><i>Visual Consistency</i></b></p> <p>The project site is located on the north side of Irving Street between 26th Avenue and 27th Avenue (Block 1724, Lot 038). The proposed project’s design would be generally consistent with surrounding development and would be built with a contemporary design (see renderings in Figure 4). Although taller than buildings to the north along 26<sup>th</sup> and 27<sup>th</sup> street, to reduce the project’s massing from vantage points to the north, the project would include a setback from the first residence north on 27<sup>th</sup> Street and from backyards to the north. The massing of the proposed seven-story building would be compatible</p>
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	<p>with other nearby structures along Irving Street, and with the varying sizes of the buildings in the greater Outer Sunset area, which includes a variety of styles and periods of architecture.</p> <p>The ground floor of the proposed building would include the main lobby and reception area, as well as a meeting room, maintenance shop, print and copy room, mail and package room, laundry room, community kitchen, all-gender restroom, and a community room for tenant use. Additionally, two managerial offices and tenant services spaces would be located on the ground floor. The ground floor would also include various storage spaces, such as those for electrical and mechanical equipment, trash, janitorial, and fire pump components, as well as a larger general storage room. Bicycle storage and parking, and covered vehicular parking spaces, would also be accessible on the ground floor. No commercial spaces would be located on the ground floor of the proposed building.</p> <p>The proposed building's seven-story height would be inconsistent with most other structures along Irving Street, which generally range in height from two to three stories. However, there is a six-story structure located across the street from the project site, at 2495 Irving Street/1300 26<sup>th</sup> Avenue, with which the proposed building would be consistent. Additionally, in the surrounding area, there is intermittent placement of multistory buildings ranging from five to seven stories. The building's scale would also be consistent with ongoing intensification of building massing on other main arterial roadways throughout San Francisco. Therefore, the proposed building would be appropriately sized and scaled in relation to its surroundings.</p> <p>The project would also be required to comply with the City of San Francisco's General Plan Urban Design Guidelines for Neighborhood Commercial Districts. . For instance, in accordance with Guideline A1: Express a Clear Organizing Architectural Idea, the project would have a color palette and design style that is compatible with the massing of development in the surrounding area, which consists of a variety of styles and architectural periods. In accordance with Guideline A3: Harmonize Building Designs with Neighboring Scale and Materials, the project would express a strong residential character above the ground floor with community space roof terrace for residential use. In accordance with Guidelines A6: Render Building Facades with Texture and Depth, the project includes smaller, human-scaled features at ground where they can be seen easily, including decorative accents on sections of multi-colored bricks to break up the first-floor massing at a pedestrian scale, and pedestrian-scale sidewalk frontage improvements. In accordance with Guideline A6: Design Active Building Fronts, openings would connect interior and exterior uses, as the project would include large windows on the first floor to allow for visual interaction between sidewalk areas and the interior of services on the first floor. In accordance with Guideline P7: Integrate Sustainable Practices into the Landscape, the project would result in additional street trees and shrubs or bushes would be planted along the perimeter of the project site, which would increase the greenery surrounding the project site compared to existing conditions and help shade buildings to reduce solar heat gain.</p> <p>Therefore, in the context of the redeveloping Outer Sunset area, the proposed action would not result in substantial adverse effects related to scale, urban design and visual quality.</p>
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		<b>Source List: 4, 35, 37, 38</b>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<p>The project site is entirely comprised of urban land, according to the U.S. Department of Agriculture’s Web Soil Survey.</p> <p>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 Report prepared by A3GEO, Inc. for the proposed project in June 2022. The report concluded that the project site is feasible for the proposed project. However, the report discusses concerns including undocumented fill, dynamic settlement, and design concerns relating to groundwater. To address these geotechnical concerns, the report includes recommendations, as outlined in Section 6 of Attachment G. Compliance with these recommendations has been developed into a mitigation measure (see below) that 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 pursuant to San Francisco DBI regulations would ensure that potential damage to structures from soil suitability would not be a substantial adverse effect.</p> <p>The project site is relatively flat with a gentle slope towards 27<sup>th</sup> Avenue 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.</p> <p>The project site is located in the greater San Pedro Creek-Frontal Pacific Ocean watershed, which drains from the western side of the city into the Pacific Ocean.</p> <p>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</p>

		<p>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.</p> <p><b>Mitigation Measure</b></p> <p><b>Geotechnical Recommendations.</b> The project proponent shall incorporate all conclusions and recommendations included in the Geotechnical Investigation Report prepared by A3GEO, Inc. for the proposed project in June 2022 and included as Attachment G. These recommendations pertain to but are not limited to: mat foundation on ground improvements, retaining walls, earthwork, general ground and soil improvements, temporary cut slopes and shoring.</p> <p><b>Source List: 39, 40, 41, Attachment G</b></p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>3</p>	<p><b>Site Safety</b></p> <p>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 measures are required, detailing site-specific procedures to be followed which would prevent safety hazards for construction workers on-site (see <i>Contamination and Toxic Substances</i>).</p> <p>On-site construction would be required to comply with the requirements of the latest California Building Code and City building code, which includes compliance with earthquake standards and fire codes and regulations. Additionally, a site-specific ground motion hazard analysis was performed and documented in Attachment G. Therefore, the proposed action would not have a substantive adverse effect on site safety.</p> <p><b>Construction Noise</b></p> <p>As detailed above under <i>Statutes, Executive Orders, and Regulations Listed at 24 CFR 50.4 &amp; 58.5, Noise Abatement and Control</i>, 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.</p> <p><b>Community Noise</b></p> <p>As detailed above under heading <i>Statutes, Executive Orders, and Regulations Listed at 24 CFR 50.4 &amp; 58.5, Noise Abatement and Control</i>, 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.</p>

		<b>Source List: 24, 26, 27, 28, Attachment D, Attachment G</b>
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. The project would also be required to comply with the City's All-Electric Ordinance, which prohibits natural gas infrastructure in new construction. Since the project would be required to adhere to 2019 California Green Building 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.  <b>Source List: 44</b>

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>SOCIOECONOMIC</b>		
Employment and Income Patterns	1	Construction of the proposed residential building would displace an existing structure used for banking. However, the Uniform Relocation Act would not apply as the bank is selling the property to TNDC and is moving of their own volition. Construction would provide temporary construction work during the length of construction. In addition, the proposed project would include employment opportunities for on-site management, janitorial services, and within social service offices. This would include seven staff during business hours and one during nights and weekends. Therefore, the proposed action would have a net beneficial effect on employment and income patterns.  <b>Source List: 24</b>
Demographic Character Changes, Displacement	1	<b><i>Demographic Character Changes</i></b>  The estimated 2021 population of San Francisco is approximately 875,000 persons. The proposed action would result in the establishment of 90 residential units on the project site. The number of anticipated occupants is currently not known at this time, however, based on CalEEMod generated values, the project would accommodate approximately 286 persons. Implementation of the project would negligibly increase the population of San Francisco by approximately 0.03 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 0.03 percent of the forecasted regional increase.  <b><i>Displacement</i></b>  The project site is currently developed with an existing commercial and an associated parking lot structure used for banking. The project is a residential project intended to improve affordable housing stock for

		<p>previously homeless, and very low-to-low-income individuals. 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.</p> <p><b>Source List: 8, 43, 45</b></p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>COMMUNITY FACILITIES AND SERVICES</b>		
Educational and Cultural Facilities	2	<p>The San Francisco Unified School District (SFUSD) provides public primary and secondary education in San Francisco. The district is composed of 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, 15 high schools (Grades 9–12), and 14 charter schools. Total enrollment in SFUSD schools, as of January 4, 2021 (without charter enrollment), was 52,965 students.</p> <p>Approximately 13 percent of the population in Census Tract 326.02 is under the age of 18. Although development on-site could add up to 286 residents (as described under subheading <i>Demographic Character Changes, Displacement</i>), at least half of the anticipated residents of the project would likely be those without children, as 50 percent of the units are studio apartments. Regardless, based on Census Tract 326.02 population statistics, the project could add approximately 12 school-aged children (calculated as 90 units multiplied by the 13 percent of population under 18 in the project’s census tract). 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.”</p> <p>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 California Academy of Sciences Tusher African Hall, California Academy of Sciences, and de Young Museum, located approximately 1.1 miles northeast of the project site. Numerous other cultural facilities within the City are accessible from the project site via public transportation.</p> <p><b>Source List: 8, 45</b></p>
Commercial Facilities	2	<p>The project does not include any commercial components. The project site is within adequate pedestrian or transit access to retail services that</p>

		<p>provide essential items such as food, medicine, banks, and other convenience shopping.</p> <p>The project site is well-served by public transit. Several on-street MUNI bus lines operate within 0.5-mile of the site, including: Bus Route 29 - Sunset, Bus Route 28/28R – 19th Avenue, Bus Route N-OWL - Ocean Beach, Bus Route N-BUS – Ocean Beach, and Bus Route 7/7X – Haight/Noriega. Additionally, a MUNI light rail line, Line N/NX – Judah, operates within two blocks of the project site, and provides access to a Caltrain station, approximately 6 miles east of the project site, in the SOMA area of Downtown San Francisco. The 28/28R – 19th Avenue – connects the area to the Daly City BART Station, approximately 5 miles south of the project site</p> <p>The project site is in a commercially vibrant area of San Francisco with numerous coffee shops, restaurants, clothing stores, and drugstores are located within a few blocks of the project site. There are two grocery stores that are located across the street from the project site on the southeast corner of Irving Street and 26<sup>th</sup> Avenue and the southwest corner of Irving Street and 25<sup>th</sup> Avenue, respectively. Inner Sunset Farmers’ Market is located approximately 1 mile east of the project site. The Outer Sunset Farmers’ Market and another grocery store are located approximately 1 mile southwest of the project site.</p> <p>Therefore, adequate retail and commercial facilities would be accessible to project residents.</p> <p><b>Source List: 5, 7, 46</b></p>
Health Care and Social Services	2	<p>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 by utilizing the nearby on-street MUNI bus lines and the MUNI light rail line N/NX along Judah Street. The nearest hospital to the project site is the University of California -San Francisco (UCSF) Medical Center located approximately 1.5 miles east of the site and the Kentfield Hospital San Francisco located approximately 2.5 miles northeast of the site. Nearby health clinics include SJ Medical Group (450 feet east of the site), Ocean-Park Health Center (680 feet southeast of the site), One Medical (0.9 mile east of the site), the UCSF Medical Center (1.5 miles east of the site), North East Medical Services (1 mile southeast of the site), All American Medical Group (1 mile southeast of the site), and Sunset Health Services (1 mile southwest of the site).</p> <p>The project would include ground-floor social services offices, and 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 the proposed project would likely be occupied by existing San Francisco residents. Approximately 30 percent of the units would be reserved for a population that is within</p>

		<p>the 80 percent area median income level and 25 percent of the units would be reserved for people who were formerly homeless. Both populations would have access to social service offices on the project site. The project would also introduce a family childcare unit, including an outdoor space for children, that would reduce demand for childcare elsewhere. As discussed in <i>Demographic Character Changes, Displacement</i>, the project would increase the population by 286 people, which is an increase of approximately 0.03 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.</p> <p><b>Source List: 43, 47</b></p>
Solid Waste Disposal / Recycling	2	<p>Recology San Francisco, Recology Sunset Scavenger, and Recology Golden Gate provide residential and commercial garbage and recycling services for the City and County 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, likely the Hay Road Landfill. 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 313,900 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 over 875,000 residents. The Hay Road Landfill has an estimated remaining capacity of 30,433,000 cubic yards and has a maximum permitted throughput of 2,400 tons per day. The proposed project would generate 313,900 pounds (157 tons) of solid waste per year or 860 pounds (0.43 tons) of solid waste per day. This would account for less than .01 percent of the maximum permitted daily throughput of the Hay Road Landfill.</p> <p>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.</p> <p><b>Source List: 48, 49, 50, 61</b></p>
Waste Water / Sanitary Sewers	2	<p>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 2020 was approximately 76 million gallons per day (mgd). Approximately 70.7 mgd of the wastewater was treated and discharged from the combined sewer overflow (CSO) to the San Francisco Bay</p>

		<p>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.</p> <p>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.</p> <p>The project would result in the development 90 affordable housing units. Total project wastewater generation is estimated to be approximately 27,000 gallons per day based on CalEEMod estimates (10 million gallons divided by 365 days = 27,000 gallons per day). 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. The total treatment capacity for the treatment plants during rainstorms is 575 million gallons per day (mgd). Existing development accounts for approximately 76 mgd. This leaves a remaining capacity of 499 mgd. Therefore, the system would be able to treat the addition of 27 mgd generated by the project, with a total remaining capacity of 472 mgd.</p> <p>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.</p> <p><b>Source List: 51, 63</b></p>
Water Supply	2	<p>The SFPUC estimates that a typical development project in San Francisco comprising 100 dwelling units, 100,000 square feet of commercial use, 50,000 square feet of office, 100 hotel rooms, or 130,000 square feet of production, distribution, and repair use would generate demand for approximately 10,000 gallons of water per day, which is the equivalent of 0.011 percent of the total water demand of 89.9 million gallons per day anticipated for San Francisco in 2040. Conservatively assuming the proposed project would generate water demand less than or equal to 100 dwelling units, the proposed project would generate less than 0.0083 percent of water demand for the city as a whole in 2040, constituting a negligible increase in anticipated water demand (90 dwelling units/100 dwelling units = 90 percent of the water demand of a 100 unit development; 10,000 gallons of water per day for 100 dwelling units x 0.75 = 7,500 gallons of water per day for</p>

		<p>the proposed project/89,900,900 gallons of water per day anticipated in San Francisco in 2040).</p> <p>The SFPUC uses population growth projections provided by the planning department to develop the water demand projections contained in the urban water management plan. The proposed project would be encompassed within planned growth in San Francisco; therefore, it is accounted for in the water demand projections contained in the urban water management plan.</p> <p>Because the proposed project would comprise a small fraction of future water demand that has been accounted for in the City’s urban water management plan, sufficient water supplies would be available to serve the project in normal, dry, and multiple dry years and would not require new water supply entitlements and water resources.</p> <p><b>Source List: 51</b></p>
<p>Public Safety - Police, Fire and Emergency Medical</p>	<p>2</p>	<p>The project area is served by the San Francisco Police Department and the nearest stations are located at 2345 24<sup>th</sup> Avenue, approximately 1.3 miles south of the site, and 1899 Waller Street, approximately 1.6 miles northeast. The development of residential uses on the project site would incrementally increase demand for police services within the Outer Sunset police district. The services required by the increase in demand would be 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.</p> <p>The project site is served by the San Francisco Fire Department (SFFD). Fire Station 22 is located approximately 0.6 mile east of the project site, at 1290 16<sup>th</sup> Avenue. Additionally, Fire Stations 18 and 23 are located approximately 1 mile west and southwest, respectively. 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, and would comply with current fire suppression building code requirements. Therefore, no substantial adverse effects on fire protection services are expected.</p> <p>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 medical services already provided in the area.</p> <p>Implementation of the project could increase the demand for fire protection, emergency medical and police protection services. However, the increase would be incremental, and would not be</p>

		<p>substantial given the overall demand for such services on a citywide basis. Furthermore, the fire and police departments conduct ongoing assessments of its respective service capacities and response times to maintain acceptable service levels, given the demand resulting from changes in population.</p> <p><b>Source List: 52, 53</b></p>
Parks, Open Space and Recreation	2	<p>The proposed action would result in the development of 90 residential units. The project includes the development of a ground-floor common area for residents to utilize.</p> <p>Multiple existing community parks surround the project site and would be available for use by project residents. Golden Gate Park is located one block north of the project site and includes a variety of recreational resources including general open space, lakes, trails, sports fields, playgrounds, and educational and cultural facilities. Additionally, Grandview Park is located approximately 0.8-mile southeast of the project site. There are sufficient nearby parks, open spaces, and recreation opportunities to serve the project residents including Sunset Reservoir Park (0.9 mile south of the site), Sunset Recreation Center (0.5 mile south of the site), and Ocean Beach (2 miles west of the site). The addition of 90 residential units to the neighborhood would not overly burden or otherwise degrade existing parks and open spaces.</p> <p>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.</p> <p><b>Source List: 8, 9</b></p>
Transportation and Accessibility	2	<p><b>Traffic</b></p> <p>The proposed action consists of the development of 90 units of affordable housing. Residential development on the project site would generate vehicle trips on surrounding roadways. There are 18 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. While the project would result in a minor increase in vehicle trips, the existing bank use of the site and vehicle trips associated with bank operations would be eliminated with project implementation. A sizeable proportion of residents would make use of the robust transit opportunities available within several blocks of the site, including several bus lines and the MUNI rail. Therefore, proposed buildout of the project site would not result in substantial adverse effects on area roadways or intersection operations.</p> <p>In terms of vehicle miles traveled (VMT), which the State of California now relies upon for evaluation of transportation impact analysis in state environmental reviews, the project's modest trip generation and the likelihood that a number of project visitors would travel by non-automobile modes would mean that the project would not substantially increase VMT.</p> <p>According to the City's Transportation Information Map, the existing average daily vehicle miles traveled (VMT) per capita for the</p>

transportation analysis zone (TAZ) in which the project site is located (TAZ 552), is 10.75 for residential uses, which is below the existing regional VMT per capita minus 15 percent of 14.6. The project site is located within an area of the City where the existing VMT is more than 15 percent below the regional VMT thresholds; therefore, the project would not generate a substantial increase in VMT and would not result in adverse impacts related to VMT.

**Source List: 62***Transit*

The project site is well-served by public transit. The San Francisco Municipal Transportation Agency (SFMTA) operates several on-street MUNI bus lines within 0.5-mile of the site, including: 29-Sunset, 28/28R-19th Avenue, N-OWL-Ocean Beach, N-BUS – Ocean Beach, and 7/7X-Haight/Noriega. Additionally, a MUNI light rail line, Line N/NX – Judah, operates within two blocks of the project site, and provides access to a Caltrain station, approximately 6 miles east of the project site, in the SOMA area of Downtown San Francisco. The 28/28R-19th Avenue – connects the area to the Daly City BART Station, approximately 5 miles south of the project site.

Development of the project site may potentially increase transit demand due to the introduction of new residents on-site, but this additional demand would not noticeably affect transit service or result in substantial adverse effects on transit as it would likely result in reduced transit use related to bank operations. Therefore, the proposed action would not result in substantial adverse effects on transit service.

**Source List: 5, 7, 46**

***Pedestrian***

Pedestrian facilities include sidewalks, crosswalks, curb ramps, pedestrian call buttons at intersections, and mixed-use pathways. The project site is currently served with a 12-foot-wide sidewalk providing pedestrian access on 26<sup>th</sup> and 27<sup>th</sup> Avenue and Irving Street. The project would improve sidewalks with frontage to the project through the addition of pedestrian-scale and streetscape improvements. Based on the projected population increase of 286 persons, as described in *Demographic Character Changes, Displacement*, 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.

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. Pedestrian trips would be further offset by existing pedestrian trips that would be eliminated due to the removal of the bank operations. Therefore, the proposed action would not result in substantial adverse effects on pedestrian facilities.

**Source List: 7, 24**

***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 90 units, the provision of 90 Class I bike parking spaces and 4 Class II bike parking spaces would be required. The project proposes to include 95 Class I bike parking spaces and 5 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: 54, 55**

***Loading***

Off-street loading spaces are required in different quantities based on the proposed on-site use, based on Section 152 of Article 1.5 of 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. Section 151 of the Planning Code does not require off-street parking for dwelling units in the Irving NCD. The proposed project would include a minimum of 11 off-street parking spaces which would be consistent with zoning requirements for parking. In addition, San Francisco General Plan policies emphasize the importance of public transit use and discourage facilities that facilitate and 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. <b>Source List: 38, 56</b>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURAL FEATURES</b>		
Unique Natural Features, Water Resources	2	The project site is relatively flat and entirely developed with paved parking and a commercial building. No surface waters (e.g., lakes, rivers, ponds) are located on or adjacent to the project site. The Pacific Ocean is located 1.4 miles west of the project site. No unique natural features are on the site. The proposed action would involve development of a seven-story residential 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. Wastewater at the project site would be collected and treated by the combined sewage and stormwater system. <b>Source List: 24, 29, 30, 51</b>
Vegetation, Wildlife	2	The project site is entirely developed with paved parking and a commercial building, and is comprised of primarily impervious surfaces. Landscaping, including three trees and several bushes, is limited to the perimeter of the project site. The project site is flat and contains no wetlands, vernal pools, riparian habitat or watercourses. Furthermore, the site is located in the highly urbanized Outer Sunset neighborhood of San Francisco, an area that does not host wildlife other than birds protected by the CFGC, affects to which will be avoided and minimized through implementation of Mitigation Measure BIO-1, Nesting Bird Preconstruction Surveys and Monitoring. Therefore, the development of residential uses on the project site would not have a substantial adverse effect on vegetation or wildlife. <b>Source List: 24, 30</b>
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. <b>Greenhouse Gas Emissions</b> Construction and operation of the project also would involve the emission of greenhouse gases (GHGs). Of these gases, carbon dioxide (CO <sub>2</sub> ) and methane (CH <sub>4</sub> ) are emitted in the greatest quantities from human activities. Emissions of CO <sub>2</sub> are largely by-products of fossil fuel combustion, whereas CH <sub>4</sub> results from off-gassing associated with agricultural practices and landfills. Because GHGs absorb different amounts of heat, a common reference gas (CO <sub>2</sub> ) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO <sub>2</sub> e), and is the amount of a GHG emitted multiplied by its global warming potential. The Council on Environmental Quality (CEQ) rescinded the 2019 <i>Draft NEPA Guidance on Consideration of Greenhouse Gas</i>

	<p><i>Emissions</i> and is currently updating the 2016 Guidance on GHG and Climate Change. In the interim, the CEQ encourages all agencies to use available tools resources for evaluating GHG emissions, including the 2016 guidance.</p> <p>The 2016 guidance recommends the quantification of a proposed action’s projected direct and indirect GHG emissions using available data and GHG quantification tools suitable for the proposed action. When quantifying the GHG emissions is infeasible or tools are not reasonably available then a qualitative analysis is acceptable, but the CEQ cautions against an in-depth analysis because climate change impacts are not attributable to a single action. Instead, it is recommended that the “rule of reason” and the “concept of proportionality” be used instead to evaluate GHG emissions. As described in the guidance, the rule of reason is inherent in NEPA and the CEQ regulations, allowing agencies to determine how to consider an environmental effect and prepare an analysis based on available information and expertise. Under the concept of proportionality, agencies should discuss impacts in proportion to their potential significance. In addition, when discussing GHG emissions the CEQ guidance allows agencies to include relevant approved federal, regional, state, tribal, or local plans, policies, or laws for GHG emissions to showcase if the proposed action’s GHG emissions are consistent with such plans or laws. This approach provides more policy context for GHG emissions. The guidance does not establish a significance threshold or determination level for GHG emissions.</p> <p>Therefore, the project’s compliance with BAAQMD GHG thresholds was analyzed, which requires a qualitative analysis. Additionally, a qualitative assessment of the proposed action and its consistency with SB 32 was included by comparing the project to CARB’s 2017 Scoping Plan. The BAAQMD threshold and CARB 2017 Scoping Plan are to show that GHG emissions are relevant to local and statewide plans that are aiming to reduce GHG emissions in California, which aligns with the national efforts to reduce GHG emissions across the United States. In addition, the annual GHG emissions generated by the proposed action were quantified using CalEEMod 2020.4.0 for informational purposes.</p> <p>The 2022 BAAQMD CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans guidance document contains two approaches for determining significance of GHGs. The two approaches are as follows:</p> <ol style="list-style-type: none"><li>1. Projects must include, at a minimum, the following project design elements:<ul style="list-style-type: none"><li>▪ Buildings<ul style="list-style-type: none"><li>▪ The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).</li><li>▪ The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.</li></ul></li><li>▪ Transportation</li></ul></li></ol>
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		<ul style="list-style-type: none"> <li>▪ Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor’s Office of Planning and Research’s Technical Advisory on Evaluating Transportation Impacts in CEQA: <ul style="list-style-type: none"> <li>▪ Residential projects: 15 percent below the existing VMT per capita</li> <li>▪ Office projects: 15 percent below the existing VMT per employee</li> <li>▪ Retail projects: no net increase in existing VMT</li> </ul> </li> <li>▪ Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.</li> </ul> <p>2. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).</p> <p>The amount of CO<sub>2</sub>e per year of operation was modeled using CalEEMod using the same project assumptions as for air quality, in addition to the following:</p> <ul style="list-style-type: none"> <li>• <b>Year.</b> GHG emissions were modeled in the year 2030 to align with the SB 32 target year.</li> <li>• <b>Service Population.</b> The project’s per person GHG emissions were calculated by dividing total GHG emissions by the projects’ service population (residents plus employees). The service population was estimated using the CalEEMod generated population and is a conservative estimate as not all residents of the project would be new residents to the City.</li> <li>• <b>Energy Use.</b> The proposed development would be 100 percent electric. Therefore, natural gas GHG emissions were converted into electricity GHG emissions using utility-specific energy intensity factors.</li> </ul> <p><b><u>BAAQMD Threshold Consistency</u></b></p> <p>To determine if a project’s GHG emissions are significant under CEQA, BAAQMD recommends completing a “fair share” analysis to determine how a new land use development project should be “designed and built to ensure it will be consistent with the goal of carbon neutrality by 2045”. The BAAQMD has only recommended thresholds for evaluating a project’s operational emissions because “GHG emissions from construction represent a very small portion of a project’s lifetime GHG emissions”. In order for a project’s GHG emissions to be determined less than significant, a project must incorporate the following project design elements:</p> <ul style="list-style-type: none"> <li>▪ Not include natural gas appliances or natural gas plumbing;</li> <li>▪ Not result in wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under PRC Section 21100(b)(3) and CEQA Guidelines Section 15126.2(b);</li> <li>▪ Achieve a reduction in project-generated VMT below the regional average consistent with the 2017 Climate Change Scoping Plan</li> </ul>
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		<p>(currently 15 percent) or meet a locally adopted SB 743 VMT target reflecting the recommendations provided in the Governor’s Office of Planning and Research’s <i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i> (2018); and</p> <ul style="list-style-type: none"> <li>▪ Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of California Green Building Standards Code Tier 2.</li> </ul> <p>The proposed project would not include natural gas appliances or natural gas plumbing. As discussed under Energy Consumption, the project would incorporate energy-efficient design measures and would comply with energy efficiency regulations; therefore, the proposed project would not result in wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under PRC Section 21100(b)(3) and CEQA Guidelines Section 15126.2(b).</p> <p>As discussed under <i>Transportation and Accessibility</i>, the project site is located within an area of the City where the existing VMT is more than 15 percent below the regional VMT thresholds; therefore, the project would achieve a reduction in project-generated VMT below the regional average consistent with the 2017 Climate Change Scoping Plan.</p> <p>The most recently adopted version of the California Green Building Code Standards specifies Tier 2 electric vehicle requirements to be 20 percent of the total number of parking spaces on a building site. Project design provides 100 percent of off street parking to be EV charger ready and therefore accomplishes this requirement.</p> <p>Given the aforementioned, the project is consistent with the BAAQMD GHG thresholds.</p> <p><b><i>2017 Scoping Plan Consistency</i></b></p> <p>The quantitative goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan’s strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation. The project would be served by Pacific Gas &amp; Electric Company. The project site is also one block from a San Francisco Municipal Transportation Agency Municipal Railway stop for line N and three blocks from a Rapid Bus stop for line 7. Both routes provide stops across the city with line N traveling east and west and line 7 traveling north and south. The projects site is also within walking distance of commercial uses and expansive recreational uses provided in nearby Golden Gate Park. These factors would reduce future residents’ VMT and associated fossil fuel usage. Therefore, the project would be consistent with the 2017 Scoping Plan and emission reduction targets per SB 32.</p> <p><b><u>Project GHG Emissions</u></b></p> <p>Project-related construction emissions are confined to a relatively short period in relation to the overall life of the project. Project</p>
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	<p>construction in the year 2030 would result in a total of approximately 439 MT of CO<sub>2</sub>e. Total project operational GHG emissions are presented in <b>Error! Reference source not found.</b></p> <p style="text-align: center;"><b>Table 4: Annual GHG Emissions</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Source</th> <th style="text-align: center;">Emissions (MT CO<sub>2</sub>e per year)</th> </tr> </thead> <tbody> <tr> <td>Area</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Energy</td> <td style="text-align: center;">62</td> </tr> <tr> <td>Mobile</td> <td style="text-align: center;">346</td> </tr> <tr> <td>Waste</td> <td style="text-align: center;">23</td> </tr> <tr> <td>Water</td> <td style="text-align: center;">7</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>439</b></td> </tr> <tr> <td>Service Population (Residents)</td> <td style="text-align: center;"><b>286</b></td> </tr> <tr> <td><b>Emissions per Service Person</b></td> <td style="text-align: center;"><b>1.5</b></td> </tr> <tr> <td>Adjusted BAAQMD Efficiency Threshold (per Service Person)</td> <td style="text-align: center;">2.8</td> </tr> <tr> <td><b>Exceeds Threshold?</b></td> <td style="text-align: center;"><b>No</b></td> </tr> </tbody> </table> <p>MT = metric tons; CO<sub>2</sub>e = carbon dioxide equivalent  <i>Source: Attachment A</i></p> <p>As shown in <b>Error! Reference source not found.</b>, operational GHG emissions associated with development would be approximately 1.5 MT CO<sub>2</sub>e per service population year.</p> <p><b>Source List: 16, 57, 14, Attachment A</b></p>	Source	Emissions (MT CO <sub>2</sub> e per year)	Area	1	Energy	62	Mobile	346	Waste	23	Water	7	<b>Total</b>	<b>439</b>	Service Population (Residents)	<b>286</b>	<b>Emissions per Service Person</b>	<b>1.5</b>	Adjusted BAAQMD Efficiency Threshold (per Service Person)	2.8	<b>Exceeds Threshold?</b>	<b>No</b>
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**Additional Studies Performed**

- Phase I Environmental Site Assessment (ESA), March 26, 2020, AEW Engineering
- Phase II ESA, July 7, 2020. AEW Engineering

**Field Inspection (Date and completed by):**

Field Inspection – September 16, 2021. Completed by Leslie Trejo, Environmental Planner, Rincon Consultants, Inc.

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## **ATTACHMENTS**

- A. Air Quality and Greenhouse Gas Data and Modeling Results
- B. Phase I and Phase II Environmental Site Assessments, Indoor Air Quality Assessments, Response Plan, and DTSC Approval Letter
- C. Historic and Cultural Resource Documentation
- D. Sound Level Measurement Data - HUD DNL Calculator Results
- E. Miscellaneous Supporting Documentation
- F. Acceptable Separation Distance Assessment Tool Results
- G. A3GEO, Inc. Geotechnical Investigation Report
- H. Project Plans

**List of Permits Obtained:** Demolition Permit, Site Permit. No Federal Permits are required

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

TNDC, the project developer, provided introductions to the team and proposed development in December 2020 and January 2021. TNDC held a series of virtual meetings to gather input about the project programming and design, including Sunset Community Conversations in mid-March 2021 to gain in-depth insight into the needs of the Sunset community, followed by a large community meeting including breakout group discussion in April 2021. TNDC shared draft project renderings incorporating feedback from the community in September 2021. TNDC's public outreach regarding other design elements such as public art and community benefits is ongoing. A list of public outreach meetings is as follows:

- Community Meeting #1: January 23, 2021
- Sunset Community Conversations – held in multiple sessions on March 11, 13, 15, 2021
- Community Meeting #2: April 26, 2021
- Community Meeting #3: September 23, 2021

### **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 to develop affordable housing stock in the City that have been adopted by the City and County of San Francisco. 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 fewer affordable housing units within the project area. A reduced project with fewer units in a building of lower height that would accommodate a smaller residential population would have similar environmental impacts as the proposed project, albeit with a slightly lower magnitude. In particular, by decreasing the number of residents on-site, a reduced residential project would reduce impacts associated with land use scale, construction air quality impacts, and construction and operational traffic impacts. While construction noise impacts would be slightly reduced, noise impacts would still require mitigation for operation of the site. Additionally, the Reduced Project Alternative would decrease the number of residents and units, ultimately decreasing the project's financial viability. The Reduced Project Alternative would not support the City's goal of increasing the stock of affordable housing units for low to moderate income persons, families and the homeless since the project would not be maximizing the number of units available to residents.

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

If the proposed action were not implemented, the project site would continue to be a commercial structure and a 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 goal of increasing the stock of affordable housing units for low to moderate income persons, families and the homeless.

### **Summary of Findings and Conclusions:**

The project would result in the development of 90 affordable dwelling units. Dwelling units would serve households earning between 30 percent and 80 percent of the Area Median Income (AMI). Approximately 25 percent of the unit mix would be reserved for people who were formerly homeless. The project site is located within the Irving Street Neighborhood Commercial District, which contains a mix of institutional, commercial, and residential buildings.

The proposed action would result in environmental impacts as presented above. For several environmental issues, the proposed action would result in minor adverse but mitigable impacts. All of the identified impacts can be mitigated to a less-than-significant effect. Therefore, an Environmental Impact Statement would not be required.

The project site is an active hazardous materials cleanup site. Mitigation measures would require regulatory agency involvement for site assessment and mitigation. During project construction, mitigation would also be required to install vapor mitigation systems and remediation of the site.

There is a low to moderate 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	<p><b>HAZ-1: Regulatory Agency Involvement – DTSC and SFDPH Site Assessment and Mitigation (SAM).</b> Because there is an open Voluntary Cleanup case (DTSC case 2020 #60003063 2020) on the project site and the SFDPH Site Mitigation Program has a case open related to the development of 2550 Irving Street (SMED No. 2043), DTSC and SAM shall continue to be utilized for agency oversight of assessment and remediation within the project through completion of building demolition, subsurface grading/excavation, and construction of facilities. Additionally, the applicant shall notify both DTSC and SAM of the following:</p> <ul style="list-style-type: none"> <li>▪ Current development plan and any modifications to the development plan</li> <li>▪ Unexpected underground features</li> <li>▪ All former environmental documents completed for the project site</li> </ul> <p>Upon notification of the information above, DTSC and SAM could require actions such as: development of subsurface investigation workplans; completion of soil, soil vapor, and/or groundwater subsurface investigations; installation of soil vapor or groundwater monitoring wells; soil excavation and offsite disposal; completion of human health risk assessments; and/or completion of remediation reports or case closure documents. The project applicant shall retain a qualified environmental consultant (Professional Geologist [PG] or Professional Engineer [PE]) to conduct additional assessment or remediation work as required by DTSC and SAM.</p> <p>If groundwater wells, soil vapor monitoring probes, or sub-slab vapor points are identified during demolition, subsurface demolition, or construction at the project site, they shall be abandoned/destroyed by a qualified environmental consultant under permit from the City and County of San Francisco, Department of Public Health – Environmental Health (DPH). Demolition activities shall be documented in a letter report submitted to DPH, SAM, and DTSC within 60 days of the completion of abandonment activities.</p>

It should also be noted that DTSC may determine that RWQCB or SAM may be best suited to perform the lead agency duties for assessment and/or remediation at the project site. Should the lead agency be transferred to RWQCB or SAM, this and other mitigation measures shall still apply to these agencies.

**HAZ-2: Vapor Mitigation System.** As approved by DTSC on September 2, 2021, the project applicant will implement the September 2, 2021 Final Response Plan prepared by Path Forward for the 2550 Irving Street Affordable Housing Project. The Final Response Plan includes implementation of a Vapor Intrusion Mitigation System.

As specified by DTSC, the project applicant and contractor shall incorporate a vapor barrier membrane during construction. The implementation of which would prevent the potential for soil gas VOCs from migrating to indoor air. DTSC will review and approve the Vapor Mitigation System Design prior to construction. The project applicant and SFDPH will review the Vapor Mitigation System Design prior to construction.

**HAZ-3: Remediation.** If soil present within the construction envelope at the development site contains chemicals at concentrations exceeding hazardous waste screening thresholds for contaminants in soil (California Code of Regulations [CCR] Title 22, Section 66261.24), the project applicant shall retain a qualified environmental consultant (PG or PE) to conduct additional analytical testing and recommend soil disposal recommendations, or consider other remedial engineering controls, as necessary for the proposed development.

The qualified environmental consultant shall utilize the development site analytical results for waste characterization purposes prior to offsite transportation or disposal of potentially impacted soils or other impacted wastes. The qualified environmental consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other impacted wastes (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate for the proposed development.

Remediation of impacted soils and/or implementation of remedial engineering controls may require additional delineation of impacts; additional analytical testing per landfill or recycling facility requirements; soil excavation; and offsite disposal or recycling. DTSC shall review and approve the development of site disposal recommendations prior to transportation of waste soils offsite, and review and approve remedial engineering controls, prior to construction. The project applicant and SFDPH shall review the disposal recommendations prior to transportation of waste soils offsite and review remedial engineering controls, prior to construction.

The project applicant shall retain a qualified environmental consultant (PG or PE), to prepare a Site Mitigation Plan (SMP) prior to construction. The SMP, or equivalent document, shall be prepared to address onsite handling and management of impacted soils or other impacted wastes, and reduce hazards to construction workers and offsite receptors during construction. The plan must establish remedial measures and/or soil management practices to ensure

	<p>construction worker safety, the health of future workers and visitors, and the off-site migration of contaminants from the site. These measures and practices may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Stockpile management including stormwater pollution prevention and the installation of Best Management Practices (BMPs)</li> <li>▪ Proper disposal procedures of contaminated materials</li> <li>▪ Monitoring and reporting</li> <li>▪ A health and safety plan for contractors working at the site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection</li> </ul> <p>The health and safety plan shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.</p> <p>DTSC will review and approve the SMP for Impacted Soils prior to demolition and grading (construction) activities. The project applicant and SFDPH will review the SMP for Impacted Soils prior to demolition and grading (construction) activities.</p>
<p>Endangered Species</p>	<p><b>BIO-1 Nesting Bird Pre-construction Surveys and Monitoring</b>  Project construction occurring between February 1 to September 15 will require a preconstruction nesting bird survey no more than 14 days prior to the start of ground disturbing activities. A qualified biologist shall survey accessible areas within 150 feet (for passerines) and 500 feet (for raptors) of construction for active nests. Should an active nest be identified, the qualified biologist will establish an avoidance buffer based on the needs of the species identified and pursuant to consultation with CDFW, if necessary, prior to initiation of construction activities. Avoidance buffers shall remain in place until the end of the general nesting season or upon determination by the qualified biologist that young have fledged, or the nest has failed. Should ground disturbance commence later than 14 days from the survey date, an additional preconstruction survey shall be conducted prior to reinitiating work. Should work activity cease for 5 days or greater during the breeding season, surveys shall be repeated to ensure birds have not established nests during inactivity. If buffer zones are determined to be infeasible, a full-time qualified biological monitor shall be on site to monitor construction within the buffer zones to avoid impacts to active nests and nesting birds.</p>
<p>Noise Abatement and Control</p>	<p><b>Construction Noise Reduction.</b> 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 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:</p> <ul style="list-style-type: none"> <li>• Maintaining proper mufflers on equipment;</li> <li>• Relocating equipment away from noise-sensitive receptors where possible; and</li> </ul>

	<ul style="list-style-type: none"> <li>Shutting off idling equipment.</li> </ul> <p><b>Noise Reducing Building Design.</b> 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 L<sub>dn</sub> levels that building interior L<sub>dn</sub> 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) 28 or higher.</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	<p><b>Geotechnical Recommendations.</b> The project proponent shall incorporate all conclusions and recommendations included in the Geotechnical Investigation Report prepared by A3GEO, Inc. for the proposed project in June 2022 and included as Attachment G. These recommendations pertain to, but are not limited to: mat foundation on ground improvements, retaining walls, earthwork, general ground and soil improvements, temporary cut slopes and shoring.</p>
Historic Preservation	<p>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 2550 Irving Street Affordable Housing Development, San Francisco, California, May 10, 2022.</p>

**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: July 15, 2022

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

Certifying Officer Signature: Eric Shaw Date: \_\_\_\_\_

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).

Signature: *Eric D. Shaw*  
Eric D. Shaw (Jul 18, 2022 12:09 PDT)

Email: eric.shaw@sfgov.org

# 2550 Irving Street EA 07152022 Final

Final Audit Report

2022-07-18

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