

**Environmental Assessment**  
**Determinations and Compliance Findings for HUD-assisted Projects**  
**24 CFR Part 58**

**Project Information**

**Project Name:** 730 Stanyan Street

**Responsible Entity:** Mayor's Office of Housing and Community Development, City and County of San Francisco

**Grant Recipient** (if different than Responsible Entity):

**State/Local Identifier:**

**Preparer:** Eugene T. Flannery

**Certifying Officer Name and Title:** Katha Hartley, Director, Mayor's Office of Housing and Community Development

**Grant Recipient** (if different than Responsible Entity):

**Consultant** (if applicable): Environmental Science Associates

**Direct Comments to:** Eugene T. Flannery, Environmental Compliance Manager, Mayor's Office of Housing and Community Development, 1 South Van Ness Avenue, 5<sup>th</sup> Floor, San Francisco, CA 94103, Eugene.flannery@sfgov.org

**Project Location:** 730 Stanyan Street, San Francisco, CA, 94117; APN #1249-024

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

The proposal is to purchase and demolish the existing 5,000-square-foot (sf) building and paved parking lot located at 730 Stanyan Street and construct a residential building with affordable dwelling units and ground floor commercial/retail space, resident amenity space, bike storage, and an estimated 4,000-square foot at-grade open space. Overall, there would be an estimated total of 32,400-square feet of commercial/retail space and resident amenity space. The proposed project does not include vehicular parking. It is assumed that any earthwork or ground disturbing activities would occur on the project site, an area where there may be deep sand, and therefore may require pile driving to reach bedrock or soil improvements to support a foundation.

There are two alternatives for the residential building: the preferred alternative, which is Alternative 1, would create a 50-foot five-story building with up to 124 dwelling units (with an estimated 31 units per residential floor), and Alternative 2 would create 65-foot seven-story building with up to 186 dwelling units (with an estimated 31 units per residential floor); the ground floor layout would be the same for both alternatives.

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

The provision of adequate affordable housing remains a significant challenge for San Francisco due to the escalating cost of housing in San Francisco. This continuing trend amplifies the need for providing affordable housing to all household income levels, especially low and very low income levels.

The California Department of Housing and Community Development (HCD) and Association of Bay Area Governments (ABAG) identified the total housing need for the San Francisco Bay Area for an eight-year period (in this cycle, from 2014 to 2022) and distributed the need among the various jurisdictions. The Regional Housing Need Plan for the San Francisco Bay Area estimates that San Francisco will need an additional 6,234 very low income (0-50% of area median income) units and 4,639 low income (51-80% of area median income) units.

The City of San Francisco (City) policies call for increased development of affordable housing in the City. The City's General Plan Housing Element states that "Affordable 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.

Section 101.1(b) of the San Francisco Planning Code provides the City's eight Priority Policies, and designates these policies as the basis upon which inconsistencies in the General Plan are resolved, should they occur. Two General Plan Priority Policies relate specifically to housing, and are supported directly by the Housing Element. These are:

- That the City's supply of affordable housing be preserved and enhanced (See Objectives 1-3, Objectives 7-9, and all related policies under those objectives).
- That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of neighborhoods (See Objective 2, Objective 11, and all related policies under those objectives).

Between 2000 and 2013, 6,370 new affordable housing units, including inclusionary affordable units, were added to San Francisco's housing stock. San Francisco, however, did not meet its fair share of the regional housing needs production targets, especially for low and moderate income housing.

The proposed project would accommodate a portion of the citywide demand for new housing that is near transit, jobs, retail services, and cultural institutions. The proposed project would provide medium-density housing in the Haight-Ashbury neighborhood. The proposed project would be accessible to various modes of public transit, thereby helping the City meet the objectives of the Housing Element of the General Plan to construct additional residential units in established neighborhoods that will contribute to the City's housing supply.

The proposed project provides up to 124 dwelling units under Alternative 1 or up to 186 units under Alternative 2. Either project alternative would satisfy a portion of identified affordable housing needs for families within San Francisco.

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

The approximately 0.86-acre, rectangular-shaped project site is located at 730 Stanyan Street in San Francisco, California. The site is currently occupied by an approximately 5,000-square-foot McDonald's Restaurant, which has an attached patio area of approximately 1,500 square feet. The remainder of the site is an asphalt paved parking lot used by customers of the restaurant and for Zipcar rental car parking. The project site shares the block with residential apartments and Amoeba Music, a retailer of independent records. The surrounding uses include the Golden Gate Park to the west, a grocery store to the north, a music store and multi-family housing to the east, and residential properties to the south.

The project site is located on the block bounded by Haight Street to the north, Waller Street to the south, Stanyan Street to the west, and residential apartments to the east. The site is within San Francisco's Haight-Ashbury neighborhood; this area consists primarily of two- and three-story residential buildings (single-family houses and multi-family flats) that were constructed during the late 19<sup>th</sup> to early 20<sup>th</sup> century. Some modern residential construction exists within the area, which exhibits a predominantly Victorian and Edwardian Era architectural character. The project is located within the Haight Street Neighborhood Commercial District, and the Haight Street Alcohol Restricted Use Zone and the Fringe Financial Services Restricted Use District. The project site is generally flat, with approximately 145 feet of frontage along Haight Street, 145 feet along Waller Street, and 275 feet along Stanyan Street and along the eastern project boundary.

The closest San Francisco Municipal Transportation Agency (SFMTA) Muni Metro station to the project site is the Carl Street and Stanyan Street Station (N-Judah Line) approximately 0.25 miles to the south. The nearest BART stations to the project site are the 16th Street Mission Station, approximately 1.75 miles east, and the Civic Center/UN Plaza Station approximately 2.25 miles east. The Civic Center/UN Plaza Station is also jointly a SFMTA Muni Metro station and is a stop for all six Muni Metro underground lines (Lines N-Judah, L-Taraval, M-Ocean View, K-Owl, T-Owl, and J-Church) and four BART lines (Pittsburg/Bay Point to/from

SFO/Millbrae, Dublin/Pleasanton to/from Daly City, Daly City to/from Fremont, and Richmond to/from Daly City/Millbrae). The project is located within 0.25 miles of five local Muni bus lines (Lines 7, 33, 37, 43, 66).

**Funding Information**

<b>Grant Number</b>	<b>HUD Program</b>	<b>Funding Amount</b>
	CBDG	16,000,000.00

**Estimated Total HUD Funded Amount:** CBDG Grant of \$16,000,000.00

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

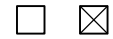
Construction Costs: \$40,000,000.00

## **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	<b>Alternative 1:</b> Variant A: 5-story 50 feet (~ 124 units)	<b>Alternative 2:</b> Variant A: 7-story 65 feet (~ 186 units)
<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  <b>Are formal compliance steps or mitigation required?</b>	<p>San Francisco International Airport is located approximately 10 miles to the south of the project site and Oakland International Airport is located approximately 12.5 miles east. The project is not located within a FAA-designated civilian airport Runway Clear Zone (RCZ), or within an Airport Potential Zone. There are no military airfields in San Francisco County or the nearby vicinity, the nearest air station, the Alameda Naval Air Station having closed; therefore, no military airfield Airport Protection Zone or Clear Zone would affect the project.</p> <p>Source Document(s): 1 2, and Attachment 1</p> <p>Yes No  <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>No change in effect relative to Alternative 1 from an increase in building height from 5 stories (approximately 50 feet tall) to 7 stories (approximately 65 feet tall). The project site is well outside the boundaries of the San Francisco International Airport and Oakland International runway protection zones and other defined safety zones.</p> <p>Yes No  <input type="checkbox"/> <input checked="" type="checkbox"/></p>
<b>Coastal Barrier Resources</b> Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	<p>There are no Coastal Barrier Resource System (CBRS) Units, or CBRS buffer zones, as defined under the Coastal Barrier Resources Act of 1982 (PL 97-348), as amended by the Coastal Barrier Improvement Act of 1990 (PL 101-591) located within San Francisco Bay. The project site is therefore not located within a CBRS</p>	<p>The project site is not within a Coastal Barrier Resource System (CBRS) Unit, or CBRS buffer zone. There is no change in effect relative to Alternative 1.</p>

<p><b>Are formal compliance steps or mitigation required?</b></p>	<p>Unit, or CBRs buffer zone. As such, the project is not subject to the Coastal Barrier Resources Act or the Coastal Barrier Improvement Act.</p> <p>Source Document(s): 3 and Attachment 2</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>
<p><b>Flood Insurance</b></p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p> <p><b>Are formal compliance steps or mitigation required?</b></p>	<p>At the time of the preparation of this environmental review, FEMA had not completed a study to determine flood hazard for the project site; therefore, a flood map has not been published at this time and the project site is not considered to be within a Special Flood Hazard Area (SHRA). However, HUD requires an EA utilize the best-available information. This best-available information relies upon the FEMA completed preliminary Flood Insurance Rate Map (FIRM) prepared for the City dated November 12, 2015. This preliminary FIRM identifies the project site as located entirely outside of the 100-year floodplain. Based on the 2015 Preliminary FIRM and 2015 Floodplain Map the project site is not within a SHRA which is defined as “the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year.” As such, no change in effect related to flood insurance will occur.</p> <p>Source Document(s): 4, 5, and Attachment 3</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is not located in a FEMA designated Special Flood Hazard Area. The project is neither within a known FEMA floodplain nor within the preliminary Flood Insurance Rate Map prepared for the City and County of San Francisco on November 12, 2015. There would be no change in effect relative to Alternative 1 from an increase in building height from 5 stories (approximately 50 feet tall) to 7 stories (approximately 65 feet tall).</p> <p>Yes    No</p>

**STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5****Clean Air**

Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93

Criteria Pollutants

Construction and operational criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. For construction haul trips, it was conservatively assumed that the existing building would be demolished and the existing asphalt would be removed (requiring 431 haul truck trips during the demolition phase), and soil excavation would take place over the entire project site (requiring 7,002 haul truck trips during the shoring and excavation phase). The modeled criteria pollutant emissions were compared to the federal General Conformity *de minimis* levels and local Bay Area Air Quality Management District (BAAQMD) construction and operational thresholds to determine if the project would result in a significant air quality impact. Model data and assumptions can be found in Attachments 4a, 4b, and 4c.

*Comparison to Federal General Conformity De Minimis Levels*

Construction emissions from the project would result primarily from off-road equipment, vehicle use and fugitive dust. The modeling results indicate that

Criteria Pollutants*Comparison to Federal General Conformity De Minimis Levels*

Construction and operational criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. The modeling results indicate that maximum annual emissions from construction would be approximately:

- 1.5 tons per year of reactive organic gases (ROG);
- 2.8 tons per year of nitrogen oxides (NO<sub>x</sub>);
- 1.7 tons per year of carbon monoxide (CO); and
- 0.1 tons per year of fine particulate matter of 2.5 microns or less (PM<sub>2.5</sub>).

Emissions of ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and CO from construction would be below the federal General Conformity *de minimis* levels of 100 tons per year for ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and CO pursuant to the 1990 amendments to the federal Clean Air Act.

Operational emissions from the project would result primarily from use of consumer

	<p>maximum annual emissions from construction would be approximately:</p> <ul style="list-style-type: none"> <li>• 1.1 tons per year of reactive organic gases (ROG);</li> <li>• 2.7 tons per year of nitrogen oxides (NO<sub>x</sub>);</li> <li>• 1.6 tons per year of carbon monoxide (CO); and</li> <li>• 0.1 tons per year of fine particulate matter of 2.5 microns or less (PM<sub>2.5</sub>).</li> </ul> <p>Based on the San Francisco Bay Area Air Basin's (SFBAAB) designation status as marginal nonattainment for ozone, moderate nonattainment for PM<sub>2.5</sub>, and maintenance for CO, federal General Conformity <i>de minimis</i> levels would be 100 tons per year each for these pollutants or their precursors (ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and CO). A conformity determination would be required for each criteria pollutant or precursor exceeding the federal General Conformity <i>de minimis</i> level. Emissions of ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and CO from construction would be below the federal General Conformity <i>de minimis</i> levels of 100 tons per year for ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and CO pursuant to the 1990 amendments to the federal Clean Air Act.</p> <p>Operational emissions from the project would result primarily from use of consumer products (e.g., paints, solvents), building energy demand (i.e., natural gas use), and vehicle use. Results from CalEEMod indicate that maximum annual emissions from the operation of the project would be approximately:</p> <ul style="list-style-type: none"> <li>• 1.1 tons per year of ROG;</li> </ul>	<p>products (e.g., paints, solvents), building energy demand (i.e., natural gas use), and vehicle use. Results from CalEEMod indicate that maximum annual emissions from the operation of the project would be approximately:</p> <ul style="list-style-type: none"> <li>• 1.5 tons per year of ROG;</li> <li>• 2.0 tons per year of NO<sub>x</sub>;</li> <li>• 6.0 tons per year of CO; and</li> <li>• 0.4 tons per year of PM<sub>2.5</sub>.</li> </ul> <p>Operational emissions would be below the federal <i>de minimis</i> thresholds of 100 tons per year for ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and CO. Therefore, the proposed action is exempt from General Conformity regulations.</p> <p><i>Comparison to Bay Area Air Quality Management District Thresholds</i></p> <p>The modeling results indicate that the maximum average daily emissions from construction, excluding fugitive dust, would be:</p> <ul style="list-style-type: none"> <li>• 5 pounds per day of ROG;</li> <li>• 9 pounds per day of NO<sub>x</sub>;</li> <li>• 1 pound per day of exhaust PM<sub>10</sub>; and</li> <li>• Less than 1 pound per day of exhaust PM<sub>2.5</sub>.</li> </ul>
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	<ul style="list-style-type: none"> <li>• 1.6 tons per year of NO<sub>x</sub>;</li> <li>• 4.5 tons per year of CO; and</li> <li>• 0.3 tons per year of PM<sub>2.5</sub>.</li> </ul> <p>Operational emissions would be below the federal <i>de minimis</i> thresholds of 100 tons per year for ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and CO. Therefore, the proposed action is exempt from General Conformity regulations.</p> <p><i>Comparison to Bay Area Air Quality Management District Thresholds</i></p> <p>The modeling results indicate that the maximum average daily emissions from construction, excluding fugitive dust, would be:</p> <ul style="list-style-type: none"> <li>• 5 pounds per day of ROG;</li> <li>• 9 pounds per day of NO<sub>x</sub>;</li> <li>• 1 pound per day of exhaust PM<sub>10</sub>; and</li> <li>• Less than 1 pound per day of exhaust PM<sub>2.5</sub>.</li> </ul> <p>The average daily construction emissions would be below the BAAQMD's average daily construction emission thresholds of:</p> <ul style="list-style-type: none"> <li>• 54 pounds per day of ROG and NO<sub>x</sub> (each);</li> <li>• 54 pounds per day of exhaust PM<sub>2.5</sub>; and</li> <li>• 82 pounds per day of exhaust PM<sub>10</sub>.</li> </ul> <p>It is important to note that the BAAQMD only considers exhaust particulate matter in its thresholds of significance and emphasizes implementation of construction mitigation control measures to ensure that</p>	<p>The average daily construction emissions would be below the BAAQMD's average daily construction emission thresholds of:</p> <ul style="list-style-type: none"> <li>• 54 pounds per day of ROG and NO<sub>x</sub> (each);</li> <li>• 54 pounds per day of exhaust PM<sub>2.5</sub>; and</li> <li>• 82 pounds per day of exhaust PM<sub>10</sub>.</li> </ul> <p>It is important to note that the BAAQMD only considers exhaust particulate matter in its thresholds of significance and emphasizes implementation of construction mitigation control measures to ensure that fugitive dust impacts are reduced to a less than significant level.</p> <p>Results from CalEEMod indicate that maximum annual and average daily emissions from the operation of the project would be:</p> <ul style="list-style-type: none"> <li>• 1.5 tons per year / 9 pounds per day of ROG;</li> <li>• 2.0 tons per year / 12 pounds per day of NO<sub>x</sub>;</li> <li>• 1.3 tons per year / 8 pounds per day of PM<sub>10</sub>; and</li> <li>• 0.4 tons per year / 2 pounds per day of PM<sub>2.5</sub>.</li> </ul>
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	<p>fugitive dust impacts are reduced to a less than significant level.</p> <p>Results from CalEEMod indicate that maximum annual and average daily emissions from the operation of the project would be:</p> <ul style="list-style-type: none"> <li>• 1.1 tons per year / 6 pounds per day of ROG;</li> <li>• 1.6 tons per year / 10 pounds per day of NO<sub>x</sub>;</li> <li>• 1.0 tons per year / 6 pounds per day of PM<sub>10</sub>; and</li> <li>• 0.3 tons per year / 2 pounds per day of PM<sub>2.5</sub>.</li> </ul> <p>These emissions would be below the BAAQMD's maximum annual and average daily operational emission thresholds of:</p> <ul style="list-style-type: none"> <li>• 10 tons per year / 54 pounds per day of ROG and NO<sub>x</sub> (each);</li> <li>• 10 tons per year / 54 pounds per day of exhaust PM<sub>2.5</sub>; and</li> <li>• 15 tons per year / 82 pounds per day of exhaust PM<sub>10</sub>.</li> </ul> <p>Consequently, criteria pollutant emissions from construction and operation of the project would be less-than-significant with respect to BAAQMD's thresholds of significance.</p> <p><u>Fugitive Dust</u></p> <p>The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust to ensure that construction projects do not result in visible dust.</p>	<p>These emissions would be below the BAAQMD's maximum annual and average daily operational emission thresholds of:</p> <ul style="list-style-type: none"> <li>• 10 tons per year / 54 pounds per day of ROG and NO<sub>x</sub> (each);</li> <li>• 10 tons per year / 54 pounds per day of exhaust PM<sub>2.5</sub>; and</li> <li>• 15 tons per year / 82 pounds per day of exhaust PM<sub>10</sub>.</li> </ul> <p>Consequently, criteria pollutant emissions from construction and operation of the project would be less-than-significant with respect to BAAQMD's thresholds of significance.</p> <p><u>Fugitive Dust and Asbestos</u></p> <p>Fugitive dust BMPs (as described under Alternative 1) in compliance with the City's Construction Dust Control Ordinance and BAAQMD fugitive dust control guidelines would be effective in controlling construction-related fugitive dust to a less-than-significant level. BAAQMD Regulation 11, Rule 2 and Section 3406 of the City of San Francisco's Building Code limits asbestos and lead emissions, respectively, and would result in a less-than-significant impact.</p>
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<p><b>Are formal compliance steps or mitigation required?</b></p>	<p>The project would implement Best Management Practices (BMPs) in compliance with the City’s Construction Dust Control Ordinance and BAAQMD fugitive dust control guidelines and these BMPs would be effective in controlling construction-related fugitive dust to a less-than-significant level.</p> <p><u>Asbestos Containing Materials and Lead Based Paint</u></p> <p>Demolition of existing buildings and structures would be subject to BAAQMD Regulation 11, Rule 2, which is intended to limit asbestos emissions from demolition and renovation of structures and the associated disturbance of asbestos-containing waste material generated or handled during these activities. Furthermore, any buildings, structures, and properties on which the original construction was completed on or before December 31, 1978 to which lead-based paint disturbance or removal, include demolition, shall comply with Section 3406 of the City of San Francisco’s Building Code. These regulations would minimize the release of airborne asbestos and lead emissions and would result in a less-than-significant impact.</p> <p>Source Document(s): 6, 7, 8, 9, 10 and Attachments 4, 4a, 4b, and 4c</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>Source Document(s): 6, 7, 8, 9, 10 and Attachments 4d, 4e, and 4f</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>
<p><b>Coastal Zone Management</b></p>	<p>The project site is located approximately 2.6 miles from San Francisco Bay and approximately 3.4 miles</p>	<p>No change in effect relative to Alternative 1 from an increase in building height from 5</p>

<p>Coastal Zone Management Act, sections 307(c) &amp; (d)</p> <p><b>Are formal compliance steps or mitigation required?</b></p>	<p>from the Pacific Ocean. The project site is not located within the jurisdiction of the California Coastal Commission, which generally extends 1,000 yards inland from the mean high tide line along the California coast nor San Francisco Bay Conservation and Development Commission's (BCDC) area of jurisdiction, which includes the first 100 feet shoreward from the mean high-tide-line around San Francisco Bay.</p> <p>Source Document(s): 11, 12, and Attachment 5</p> <p>Yes No  <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>stories to 7 stories. The project site is neither located within the jurisdiction of the California Coastal Commission or the San Francisco Bay Conservation and Development of Commission.</p> <p>Yes No  <input type="checkbox"/> <input checked="" type="checkbox"/></p>
<p><b>Contamination and Toxic Substances</b></p> <p>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>The project site currently contains a 5,000- square-foot building, currently occupied by a McDonald's Restaurant, and an asphalt parking lot. The surrounding property use is predominantly commercial with some residential properties. The property to the north is parking lot for the Whole Foods grocery store located northeast of the site; the property to the east is Amoeba Music, a music retail store, and residential apartments; the property to the south is the Stanyan Park Hotel; and the property to the west is Golden Gate Park, a City park.</p> <p>Historical uses and potential hazards for the project site and immediate vicinity were provided by the State Water Resources Control Board GeoTracker database and the Department of Toxic Substances Control EnviroStor database and an EDR database search conducted as part of the Phase I Environmental Site</p>	<p>No change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories. Ground disturbing activities would remain identical under either project alternative and thus Mitigation Measure 1 – Phase II ESA, Mitigation Measure 2 – Site Management Plan (SMP), Mitigation Measure 3 – Health and Safety Plan (HSP) and, Mitigation Measure 4 – Underground Storage Tank (UST) Remediation would be, similarly, required.</p>

Assessment (ESA) prepared for this project. The project site was determined to not be within the expanded Maher Ordinance zone of San Francisco and thus soil disturbance activities at the site would not be subject to Article 22A of the San Francisco Public Health Code.

In the Phase I ESA, Langan identified the following three recognized environmental conditions (RECs) associated with the project site, including

- Historical uses as a gas station and potential presence of undocumented underground storage tanks (USTs);
- Potential undocumented releases from the clothes cleaners that previously occupied the site;
- Possibility of soil vapor intrusion encroachment and impacted groundwater from undocumented releases from historical dry cleaners at surrounding properties.

Based on the identified three RECs Langan recommends a subsequent subsurface investigation (Phase II ESA), which would include soil, soil vapor and groundwater sampling to assess current subsurface conditions. Based on the findings of the Phase II ESA, additional remediation and construction measures could be necessary.

In order to address the potential discovery of USTs, and soil vapor or groundwater contamination Mitigation Measure 1 – Phase II ESA, is included. This measure would require the completion of additional

<p><b>Are formal compliance steps or mitigation required?</b></p>	<p>soil, soil vapor and groundwater sampling through the preparation of a Phase II ESA by a qualified expert. Contingent on the Phase II ESA findings, should contamination be found, MOHCD would be required to fulfil the necessary site remediation and worker safety measures including additional site construction guidelines. These would include Mitigation Measure 2 – Site Management Plan (SMP) to require additional site construction guidelines should findings of the Phase II ESA demonstrate adverse hazards; Mitigation Measure 3 – Health and Safety Plan (HSP) to reduce potential health risk to on-site construction workers and the public, as well as Mitigation Measure 4 – Underground Storage Tank (UST) Remediation, a remediation requirement to reduce impacts related to the potential presence of an UST.</p> <p>Source Document(s): 13, 14, and Attachment 6</p> <p>Yes    No  <input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>Yes    No  <input checked="" type="checkbox"/>    <input type="checkbox"/></p>
<p><b>Endangered Species</b>  Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>The project is located along the eastern boundary of the city of San Francisco’s Golden Gate Park. This park is known to provide habitat for the federal threatened amphibian California red-legged frog (<i>Rana draytonii</i>). Several occurrences are documented in the vicinity of small ponds and wetlands within the park, including at Lloyd Lake, Stow Lake, a nonspecific location near the DeYoung Museum, within the Japanese Tea Garden, and within two ponds of the Strybing Arboretum at all of which frogs are considered extant (CDFW, 2018). These aquatic</p>	<p>No change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories. There is no suitable habitat for any species protected under the endangered species act within or in close proximity to the project site.</p>

<p><b>Are formal compliance steps or mitigation required?</b></p>	<p>habitat features are located between three quarter and one mile west of the project site. The immediate surrounding area of the park west of the project site is highly disturbed and consistently hosts high levels of human activity. Stanyan Street, a four lane thoroughfare, creates a hardscape boundary between California red-legged frog habitat and the project site. The project site itself is an existing urban development, void of suitable aquatic or upland habitat for California red-legged frog. No wildlife is expected to occur on site, except for common bird species that may nest in nearby trees. The project would not substantially affect any rare or endangered animal or plant species or the habitat of such species, nor substantially diminish habitat for fish, wildlife or plants, or substantially interfere with the movement of migratory fish or wildlife species. Therefore, the proposed project would have no impact on species under the endangered species act.</p> <p>Source Document(s): 15, 16, 17, 18, 27, and Attachment 7</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>
<p><b>Explosive and Flammable Hazards</b>  24 CFR Part 51 Subpart C</p>	<p>During the Phase I ESA, there was no visual evidence during site reconnaissance of unobstructed or unshielded above ground storage tanks (fuel oil, gasoline, propane, etc.) at or immediately adjacent to the project site. Based on the record searches as part of the Phase I ESA, there are no above ground storage tanks within ¼ mile of the project site. The project would not involve explosive or flammable operations.</p>	<p>No change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories. Based on the Phase I site investigation, there are no known explosive or flammable hazards at or immediately adjacent to the project site.</p>

	<p>Additionally, no known sites containing flammable, explosive, hazardous, or toxic materials were found to be of concern to future development of the site for residential purposes.</p> <p>Source Document(s): 13 and Attachment 8</p>	
<p><b>Farmlands Protection</b></p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p> <p><b>Are formal compliance steps or mitigation required?</b></p>	<p>The project site is located within an urbanized area of San Francisco. The project site is developed and there is no agricultural land on site. There is no land zoned for agriculture within San Francisco County. There will be no effect on farmland protection.</p> <p>Source Document(s): 19 and Attachment 9</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>No change in effect relative to Alternative 1. There is no land zoned for agriculture within San Francisco County.</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>
<p><b>Floodplain Management</b></p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p> <p><b>Are formal compliance steps or mitigation required?</b></p>	<p>As addressed under Flood Insurance above, the project is not located within a 100-year floodplain on a known FEMA floodplain or within the preliminary Flood Insurance Rate Map prepared for the City dated November 12, 2015. The site is not subject to flooding by failure of a levee or dam. Therefore, no impacts related to floodplain hazards or management would occur.</p> <p>Source Document(s): 4, 5 and Attachment 10</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>No change in effect relative to Alternative 1. The project is neither within a known FEMA floodplain nor within the preliminary Flood Insurance Rate Map prepared for the City and County of San Francisco on November 12, 2015.</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>
<p><b>Historic Preservation</b></p>	<p><u>Archeological Resources</u></p>	<p>No change in effect relative to Alternative 1. Construction activities at the project site</p>



<p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>The Area of Potential Effect (APE) for purposes of archaeological resources is limited to the project site. Per Stipulation XI of the Programmatic Agreement (PA) between the City and County of San Francisco and the California State Historic Preservation Officer (SHPO), (Consideration And Treatment Of Archeological Resources), MOHCD requested that the Northwest Information Center of the California Historical Resources System at Sonoma State University, Rohnert Park, California, (IC) conduct a records search for the APE. The IC responded on August 1, 2017 that there is a moderate potential for identifying Native American archaeological resources and a moderate potential for identifying historic-period archaeological resources in the project area and recommended that a qualified archaeologist conduct further archival and field study to identify cultural resources.</p>	<p>would have the same potential to disturb archeological deposits and there would be no adverse effect on either of the two historic properties individually or as contributors to a potential district.</p>
	<p>Due to this moderate potential for Native American archaeological resource, correspondence was sent to descendants of Native American Tribes as required by the Advisory Council on Historic Preservation (ACHP) regarding the project and no response has been received to date. Correspondence was also sent to those persons and organizations listed in the Neighborhood Group List maintained by the San Francisco Planning Department as well as interested persons and organizations outside the Neighborhood Group. Additionally, a public meeting was held on November 7, 2017, to discuss the proposed project and</p>	<p>The project-specific PA entered into by MOHCD, the SHPO, and project developers in January 2018 would similarly apply to Alternative 2.</p>

to solicit community input with respect to these resources.

Architectural Resources

The APE for purposes of historic architectural resources includes adjacent properties. Per the stipulation XI of the PA described above, the IC response on August 1, 2017 also included input that the “proposed project area contains no recorded buildings or structures and no unrecorded buildings or structures. However, there is one recorded building or structure adjacent to the 730 Stanyan Street project area.” The MOHCD determined that there are two historic properties adjacent to the project site: Golden Gate Park and the Stanyan Park Hotel.

In accordance with Stipulation VII of the PA (Identification and Evaluation of Historic Properties) MOHCD commissioned a review of age-eligible properties within the APE from Environmental Science Associates. Each of these properties was assessed for eligibility for listing in the National Register of Historic Places. Most of the properties in the APE are within the reconnaissance survey boundary of the Haight Street Neighborhood Commercial District and within the study area of the potential Haight-Ashbury Landmark District. Two historic properties were identified: Golden Gate Park and the Stanyan Park Hotel.

Conclusion

Construction activities at the project site have the potential to disturb archeological deposits as ground disturbing activity to a depth of at least 20 feet is contemplated. The San Francisco Planning Department has determined that with implementation of certain mitigation measures, which are included in the project specific PA, the undertaking would not adversely affect archeological resources.

The Planning Department also determined that there was no adverse effect on either of the two historic properties individually or as contributors to a potential district.

A project-specific PA was entered into by MOHCD, the SHPO, and project developers in January 2018.

The PA includes measures to avoid adverse effects to buried or submerged historical resources. The terms of the PA include preparation of an Archaeological Testing Program. If a significant archaeological resource is present and could be adversely impacted, the PA requires an Archaeological Data Recovery Program. An Archaeological Monitoring Program may be required as determined by a qualified City Staff Archaeologist and should any archeological resource be discovered, the project archeologist shall prepare and submit a Draft Final Archeological Resource Report.

Source Document(s): 60, 61, 62, 63, 64, 65, Attachment 11a and 11b

Are formal compliance steps or mitigation required?	Yes    No <input checked="" type="checkbox"/> <input type="checkbox"/>	Yes    No <input checked="" type="checkbox"/> <input type="checkbox"/>
<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>Alternative 1 would introduce new noise sources to the neighborhood from vehicle use on adjacent and nearby roadways by new residents and visitors. The project would also introduce short-term noises during the construction of the new building.</p> <p><u>HUD Noise Standards</u></p> <p>The acceptable exterior noise levels set forth by HUD regulations for new construction of housing are 65 day-night average sound level (DNL) or less. DNL is a 24-hour average noise level with a 10 decibel (dBA) penalty for noise occurring during the nighttime hours, defined as 10:00 PM to 7:00 AM. The regulations consider the range between 65 dBA DNL and 75 dBA DNL to be normally unacceptable, unless appropriate sound attenuation measures are provided. Unacceptable noise levels set by the HUD regulations are 75 dBA DNL and higher.</p> <p>The San Francisco city-wide background noise level map, developed by the Department of Public Health, shows traffic noise levels at the intersection of Stanyan Street and Haight Street to be between approximately 65 to 70 dBA DNL at the immediate roadside. Therefore, according to the San Francisco city-wide background noise level map, the exterior noise levels at the building facing Stanyan Street would be between approximately 65 to 70 dBA DNL.</p>	<p>No change in effect relative to Alternative 1. The project resulting exterior noise levels at the project site based on the DNL Calculator would also fall within HUD’s “normally unacceptable” range between 65 and 75 DNL and mitigation would be required similar to Alternative 1. Compliance with this requirement would ensure that interior noise levels of the project residential units would meet the interior noise goal of HUD and the State of California.</p> <p>With respect to construction activities, the project would be required to similarly comply with the identified San Francisco Noise Ordinance. Therefore construction noise impacts from the project would be less than significant.</p>

The HUD DNL Calculator is an assessment tool that calculates the DNL from roadway and railway traffic as well as from aircraft and loud impulse sounds. ESA modeled noise levels according to the HUD DNL Calculator instructions which requires assessing noise impacts from roadways potentially affecting the project site of up to 1,000 feet away and railways potentially affecting the site of up to 3,000 feet away. The roadways closest to the project site and having the most impact with motor vehicle traffic are Haight Street, Page Street, Oak Street, Waller Street, Frederick Street, Shrader Street, Cole Street, Belvedere Street and Stanyan Street. There is one streetcar within 3,000 feet of the project site. The Muni Metro Rail N, which is located approximately 1,030 feet south of the project site buildings to the railway centerline, continues eastbound and westbound along Carl Street.

Transportation noise for Haight Street, Page Street, Oak Street, Waller Street, Frederick Street, Shrader Street, Cole Street, Belvedere Street and Stanyan Street as well as the Muni Metro Rail N were calculated using the HUD DNL Calculator using best data available based on San Francisco Municipal Transit Authority (SFMTA) traffic volumes and SFMTA train headway schedules. The combined DNL exterior noise from these sources was calculated to be 72.6 dBA DNL at the project site.

Two airports are located within the preliminary screening distance of the project site. SFO is located

approximately 10 miles to the south and Oakland International Airport (OAK) is located approximately 13 miles to the southeast of the project site. However, the project site is located several miles outside of the of the 60 dBA and 65 dBA Community Noise Equivalent Level (CNEL) airport noise contours based on each airport's respective noise contour map. Consequently, the contribution of airport noise from SFO and OAK would not materially contribute to the noise environment at the project site based on each airport's respective noise contour map and are not included in the HUD DNL Calculator assessment.

The resulting exterior noise levels at the project site based on the DNL Calculator would fall within HUD's "normally unacceptable" range between 65 and 75 DNL and mitigation would be required. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. Residences must be designed to limit intruding noise to an interior CNEL (or DNL) of at least 45 dBA. The San Francisco Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission. Compliance with this requirement would ensure that interior noise levels of the project residential units would meet the interior noise goal of HUD and the State of California.

Construction Noise

Project construction would consist of off-road equipment along with other construction-related noise sources including vehicle trips for deliveries and construction workers and would be expected to generate noise levels that could impact surrounding noise sensitive receptors. Construction equipment would consist of concrete industrial saws, rubber tired dozers, tractors/loaders/backhoes, cranes, forklifts, cement and mortar mixers, pavers, rollers, air compressors, drill rigs and augers. It was conservatively assumed that the highest noise-generating method of foundation stabilization would be utilized (drilled piers). The nearest sensitive land uses to the project area consist of a single-family residences immediately adjacent to the project sites south-easternmost boundary.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) must have manufacturer-recommended and City-approved mufflers for both intake and exhaust. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. The project would be required to comply with regulations set forth in the Noise Ordinance.

Construction at the project site generally would be limited to daytime hours. Construction would not

<p><b>Are formal compliance steps or mitigation required?</b></p>	<p>require auger cast piles to construct the foundation. Auger equipment would utilize intake and exhaust mufflers recommended by the manufacturers.</p> <p>Construction activities of the project shall comply with the above identified San Francisco Noise Ordinance. Therefore construction noise impacts from the project would be less than significant.</p> <p>Source Document(s): 1, 2, 20, 21, 22, 23, 24 and Attachment 12, 12a and 12b</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>
<p><b>Sole Source Aquifers</b>  Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p> <p><b>Are formal compliance steps or mitigation required?</b></p>	<p>The project is not located within an area designated by the U.S. Environmental Protection Agency (EPA) as being supported by a sole source aquifer. There are no sole source aquifers within the City and County of San Francisco. The City water service is not provided from a sole source aquifer.</p> <p>Source Document(s): 25, 26, and Attachment 13</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>There is no change in effect relative to Alternative 1 from an increase in building height from 5 stories (approximately 50 feet tall) to 7 stories (approximately 65 feet tall). The project would not have any effect on sole source aquifers.</p> <p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>
<p><b>Wetlands Protection</b>  Executive Order 11990, particularly sections 2 and 5</p>	<p>The project site is not located within or adjacent to a wetland. Based on the USFWS wetland mapper and aerial photograph review, there are no previously identified wetlands within 0.25-miles of the project site. In addition, the project site is already heavily developed, urban in nature, and future development</p>	<p>There is no change in effect relative to Alternative 1. The project would not affect wetlands.</p>



<p><b>Are formal compliance steps or mitigation required?</b></p>	<p>will not affect any coastal, riparian, or bayfront wetlands.</p> <p>Source Document(s): 27 and Attachment 14</p> <p>Yes No  <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Yes No  <input type="checkbox"/> <input checked="" type="checkbox"/></p>
<p><b>Wild and Scenic Rivers</b>  Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p> <p><b>Are formal compliance steps or mitigation required?</b></p>	<p>There are no waterways on the project site and there are no wild and scenic rivers in the City and County of San Francisco. Therefore, the project will not have an effect on any river listed in the National Wild and Scenic Rivers system.</p> <p>Source Document(s): 28 and Attachment 15</p> <p>Yes No  <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>No change in effect relative to Alternative 1. The project would not affect federal wildlife and scenic rivers.</p> <p>Yes No  <input type="checkbox"/> <input checked="" type="checkbox"/></p>
<p><b>ENVIRONMENTAL JUSTICE</b></p>		
<p><b>Environmental Justice</b>  Executive Order 12898</p>	<p>The project site currently contains a McDonald’s Restaurant and a parking lot; the site currently does not house any population. The project site is located in Census Tract 166 of the 2010 U.S. Census. Based on MOHCD’s selection criteria of race and poverty thresholds, 2016 data indicates the project site has an environmental justice population.</p> <p>The project would provide new affordable housing thereby adding to the environmental justice population of the area. While, the commercial space and resident amenity space on the ground floor would provide job opportunities for residents and the development on the</p>	<p>There would be similar effects relative to Alternative 1 from an increase in building height from 5 stories to 7 stories on environmental justice populations. The increased building envelope would result in a higher number of available affordable housing units, which would further benefit low-income families seeking affordable housing opportunities.</p> <p>Similar to Alternative 1, Alternative 2 would provide new affordable housing. Therefore, similar to Alternative 1 the environmental</p>

	<p>project site would provide low-income families with affordable housing opportunities thus the providing benefits to an environmental justice population, this analysis further considers project impacts and their potential to disproportionately affect the project's introduced environmental justice population.</p> <p><u>Project Impacts</u></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, because impacts would be shared by neighboring, non-environmental justice populations, thus the following impacts with their mitigation summarized below do not represent impacts with the potential to disproportionately effect and environmental justice population.</p> <p><i>Air Quality:</i> While construction and operation of the project would result in criteria pollutant emissions at less-than-significant levels with respect to BAAQMD's thresholds of significance, construction would result in fugitive dust. However, through implementation of the City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008, San Francisco Health Code Article 22B, and San Francisco Building Code Section 106.3.2.6), measures to control fugitive dust would be implemented to ensure that construction projects do not result in visible dust. The project would implement Best Management Practices (BMPs) in compliance</p>	<p>justice population would likely receive benefits from the project and would not be disproportionately impacted.</p>
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with the City's Construction Dust Control Ordinance and BAAQMD fugitive dust control guidelines and these BMPs would be effective in controlling construction-related fugitive dust to below a threshold level.

*Lead and Asbestos:* Demolition of existing buildings and structures could result in exposure of lead and asbestos. However, demolition of existing buildings and structures would be subject to BAAQMD Regulation 11, Rule 2, which is intended to limit asbestos emissions from demolition and renovation of structures and the associated disturbance of asbestos-containing waste material generated or handled during these activities. Furthermore, any buildings, structures, and properties on which the original construction was completed on or before December 31, 1978 to which lead-based paint disturbance or removal, include demolition, shall comply with Section 3406 of the City of San Francisco's Building Code. These regulations would minimize the release of airborne asbestos and lead emissions and would result in a less-than-significant impact

*Contamination and Toxic Substances:* The Phase I Environmental Site Assessment (ESA) prepared for the project, three recognized environmental conditions (RECs) associated with the project site were identified, including:

- Historical uses as a gas station and potential presence of undocumented underground storage tanks (USTs);
- Potential undocumented releases from the clothes cleaners that previously occupied the site;
- Possibility of soil vapor intrusion encroachment and impacted groundwater from undocumented releases from historical dry cleaners at surrounding properties.

Based on the identified three RECs it is recommended that a subsequent subsurface investigation (Phase II ESA), which would include soil, soil vapor and groundwater sampling to assess current subsurface conditions. Based on the findings of the Phase II ESA, additional remediation and construction measures could be necessary. In order to address the potential discovery of USTs, and soil vapor or groundwater contamination Mitigation Measure 1 – Phase II ESA, is proposed. This measure would require the completion of additional soil, soil vapor and groundwater sampling through the preparation of a Phase II ESA by a qualified expert.

Contingent on the Phase II ESA findings, should contamination be found, MOHCD would be required to fulfil the necessary site remediation and worker safety measures including additional site construction guidelines. These would include Mitigation Measure 2 – Site Management Plan (SMP) to require additional site construction guidelines should findings of the

Phase II ESA demonstrate adverse hazards; Mitigation Measure 3 – Health and Safety Plan (HSP) to reduce potential health risk to on-site construction workers and the public, as well as Mitigation Measure 4 – Underground Storage Tank (UST) Remediation, a remediation requirement to reduce impacts related to the potential presence of an UST.

*Historic Preservation:* Construction at the project site would have the potential to disturb archeological deposits through ground disturbance, however with implementation of mitigation measures, outlined in the project specific PA, the project would not adversely affect archeological resources. The Planning Department determined that there was no adverse effect on either of the two historic properties individually or as contributors to a potential district. These mitigatable project impacts to historic resources do not represent an impact to an environmental justice population.

*Construction Noise:* The project would introduce new noise sources to the neighborhood from vehicle use on adjacent and nearby roadways by new residents and visitors. The project would also introduce short-term noises during the construction of the new building. The nearest sensitive land uses to the project area consist of a single-family residences immediately adjacent to the project sites south-easternmost boundary. However, because construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code), which requires: 1) that noise levels from

individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source, 2) that impact tools (e.g., jackhammers, hoe rams, impact wrenches) have manufacturer-recommended and City-approved mufflers for both intake and exhaust, and 3) prohibits construction work between 8:00 p.m. and 7:00 a.m., the project would reduce impacts related to construction noise. Therefore, construction noise impacts from the project would be below the City's threshold criteria.

*Operational Noise:* HUD DNL Calculator estimates that exterior noise levels at the project site would be within HUD's "normally unacceptable" range, thus indicating low-income residents housed within the new building could be exposed to excess noise. However, since the project will need to comply with Title 24 of the California Code of Regulations which establishes noise insulation standards, interior noise levels would meet interior noise goals of HUD and the State of California. As such, there is no potential for excess exterior noise to impact an environmental justice population.

*Geology and Soils:* The project site is in a seismically active region; the San Andreas, San Gregorio, and Hayward Faults are the closest major faults, but none of them are located within five miles of the project site. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, but the San Francisco Planning Department's

CatEx Determination Layers Map shows that the project site is within a designated liquefaction hazard zone. Because development of the site would be required to adhere to the San Francisco Building Code (SFBC), this would reduce any potential impacts of liquefaction and landslides as a result of seismic activities. The SFBC derives from the adopted 2013 California Building Code. This code is administered and enforced by the San Francisco Department of Building Inspection (DBI), and compliance with all provisions is mandatory for all new development and redevelopment in the City. Throughout the permitting, design, and construction phases of a building project, Planning Department staff, DBI engineers, and DBI building inspectors confirm that the SFBC is being implemented by project architects, engineers, and contractors, including seismic and soil investigations and recommendations.

Conclusion:

Overall, the project is not anticipated to result in significant impacts which would create permanent adverse effects in the project area existing populations, or to an introduced environmental justice population.

A public notice was shared on December 12, 2017 to concerned neighborhood groups to comment on the recommended mitigation measures, this letter, list of recipients and comments received is included in Attachment 16a.

<p><b>Are formal compliance steps or mitigation required?</b></p>	<p>Source Document(s): 29, 30, 31, 32, 33, 34, 66, Attachment 16, and 16a</p> <p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></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	Alternative 1: Variant A: 5-story 50 feet (~ 124 units)	Alternative 2: Variant A: 7-story 65 feet (~ 186 units)
<b>LAND DEVELOPMENT</b>		
<b>Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design</b>	<p>The project is located within the Haight-Ashbury neighborhood, located across the street from the City’s Golden Gate Park. The neighborhood consists primarily of residential uses interspersed with commercial uses. In the immediate vicinity, there is a parking lot for Whole Foods to the north, a music store and residential apartments to the east, a three-story Victorian-era building used as a hotel to the south, and the Golden Gate Park to the west.</p> <p>The project site is within a neighborhood commercial district (NCD) zoning district; specifically, the project is located within the Haight Street NCD. Zoning controls are in place for the Haight Street NCD to protect existing building scale and promote-mixed use development in character with existing buildings. The off-street parking requirements for residential uses include a minimum of one car parking space every dwelling unit. However, Section 151 of the Zoning Code</p>	<p>Because land uses would be the same as those analyzed under Alternative 1 there would be no change in effect to compatibility with land use and zoning. However, by increasing the building height from 5 stories (approximately 50 feet tall) to 7 stories (approximately 65 feet tall) the project would exceed the 50-x height limit designation. While the project would be eligible for a State Housing Density Bonus, it would still require additional approvals</p>

<p><b>Impact Code</b></p>	<p>states that no-street parking spaces are required for dwellings in a project where 100 percent of the units are considered “affordable” to qualifying households. For non-residential uses, there are off-street parking requirements (e.g., for retail space, there is a requirement for one parking space for each 500 square feet of occupied floor space up to 20,000 where occupied floor area exceeds 5,000 square feet). Although the project does not include any off-street parking, the Zoning Administrator may reduce the off-street parking requirements, as per Zoning Code Section 161.</p> <p>In the building controls for the project site, the height limit is designated as 50-x, which limits buildings to 50 feet in height. The project is proposed to have a maximum height of 50 feet and so is consistent with the 50-x zoning standard.</p> <p>The project is within the Fringe Financial Services Restricted Use District (RUD); within this zone, there is a prohibition against permitting of any new business which provides fringe financial services (i.e., for-profit check cashing). Additionally, the project is located within the Haight Street Alcohol Restricted Use Zone; within this zone, no new on-sale or off-sale liquor establishment is permitted, except for up to four additional restaurants. The project would not involve establishment of any new businesses offering either fringe financial services or alcohol.</p> <p>As such, the project would not conflict with applicable local planning and policies.</p> <p>Source Document(s): 35, 36, and 37</p> <p><b>2</b></p>	<p>from City Planning for an exemption from the 50-foot height limit.</p> <p><b>2</b></p>
<p><b>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</b></p>	<p><u>Geology and Soils</u></p> <p>The project site is in a seismically active region; the San Andreas, San Gregorio, and Hayward Faults are the closest major faults, but none of them are located within 5 miles of the project site. The site is not within an Earthquake Fault Zone,</p>	<p>There is no change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories, the same</p>

<p>as defined by the Alquist-Priolo Earthquake Fault Zoning Act. The San Francisco Planning Department's CatEx Determination Layers Map shows that the project site is neither within a designated liquefaction hazard zone nor a landslide hazard zone. Development of the site will be required to adhere to the SFBC, further reducing any potential impacts of liquefaction and landslides as a result of seismic activities. The SFBC derives from the adopted 2013 California Building Code. This code is administered and enforced by the San Francisco DBI, and compliance with all provisions is mandatory for all new development and redevelopment in the City. Throughout the permitting, design, and construction phases of a building project, Planning Department staff, DBI engineers, and DBI building inspectors confirm that the SFBC is being implemented by project architects, engineers, and contractors, including seismic and soil investigations and recommendations.</p> <p>The loose and medium dense sands at the project site could experience densification during a major seismic event on a nearby active fault; the amount of settlement could be on the order of six inches depending on the amount of fill, fines, and earthquake magnitude. As differential settlement of fill may be large and erratic, the geotechnical report stated that seismic densification at the project site should be further evaluated in geotechnical investigations during the design phase.</p> <p>Based on the Preliminary Geotechnical Report, the following techniques were identified as potential techniques to provide a sound foundation:</p> <ol style="list-style-type: none"><li>1) <i>Shallow Foundations Supported on Mechanically Improved (Engineered) Fill:</i> This option will require removal of the fill and loose to medium dense sand in their entirety, and their placement as engineered fill.</li><li>2) <i>Shallow Foundations Supported on Improved In-Place Fill:</i> Onsite fill may be improved by installing drilled displacement columns (DDCs) or deep soil mixing as discussed in this section. The soil replacement ratio of deep soil mixing</li></ol>	<p>soil and stormwater guidance that applies to Alternative 1 would apply to Alternative 2.</p>
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can vary from 40 to 60 percent, depending on the building loads and subsurface soil, (this may also require drilled columns, see 6.2.1, and 6.2.2).

3) *Drilled Piers*: Drilled piers should have a minimum diameter for 18 inches, and be spaced no closer than three diameters, center- to-center; or,

4) *Auger-Cast Piles Extending to Dense Sand below Sandy Fill*: Auger cast piles are installed by rotating a continuous-flight hollow shaft auger into the soil to a specified depth. High strength cement grout is pumped under pressure through the hollow shaft as the auger is slowly withdrawn. The resulting grout column hardens and forms an auger cast pile, typically 16- to 20-inches in diameter. Reinforcing is installed while the cement grout is still fluid.

#### Stormwater

The project site is mostly occupied by a paved asphalt parking lot with the remaining portion occupied by a McDonald's Restaurant and associated paved outdoor patio area. Under Alternative 1, the entire project site would be replaced by residential structures, and would remain similarly impervious. Stormwater runoff from project construction would continue to drain into the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Pursuant to the San Francisco Public Works Code, including the Construction Site Runoff Control Ordinance and the San Francisco Green Building Code, the project sponsor would be required to implement an Erosion and Sediment Control Plan that sets forth BMPs to reduce potential runoff and erosion impacts. The project would construct all improvements according to the San Francisco Stormwater Management Ordinance, which requires treatment of all runoff prior to leaving the site. The proposed stormwater management system for the project would collect, detain and potentially retain some stormwater within the project site such that the rate and amount of stormwater runoff from the site does not negatively impact the City's treatment facilities, and in a manner that is consistent with the San Francisco Public Utilities Commission's (SFPUC) Stormwater Design

<p><b>Impact Code</b></p>	<p>Guidelines. Adherence to these requirements would ensure that the project would not substantially degrade water quality during either construction or operation. Source Document(s): 38, 39, 40, and 41</p> <p><b>2</b></p>	<p><b>2</b></p>
<p><b>Hazards and Nuisances including Site Safety and Noise</b></p>	<p><u>Hazardous Materials</u></p> <p>As described above in “Contamination and Toxic Substances,” historical records and potential hazards for the project site and immediate vicinity were reviewed during the Phase I ESA prepared by Langan.</p> <p>Based on these resources Langan identified three RECs, and recommends a subsequent subsurface investigation (Phase II ESA), which would include soil, soil vapor and groundwater sampling to assess current subsurface conditions. In order to address the potential discovery of USTs, and soil vapor or groundwater contamination Mitigation Measure 1 – Phase II ESA, is included. This measure would require the completion of additional soil, soil vapor and groundwater sampling through the preparation of a Phase II ESA by a qualified expert. Contingent on the Phase II ESA findings, should contamination be found, MOHCD would be required to fulfil the necessary site remediation and worker safety measures including additional site construction guidelines. These would include Mitigation Measure 2 – Site Management Plan (SMP) to require additional site construction guidelines should findings of the Phase II ESA demonstrate adverse hazards; Mitigation Measure 3 – Health and Safety Plan (HSP) to reduce potential health risk to on-site construction workers and the public, as well as Mitigation Measure 4 – Underground Storage Tank (UST) Remediation, a remediation requirement to reduce impacts related to the potential presence of an UST.</p> <p><u>Noise</u></p> <p>Construction noise as discussed above in “Noise Abatement and Control” would be temporary and mitigated by compliance with the City’s Noise Ordinance.</p>	<p><u>Hazardous Materials and Noise</u></p> <p>No change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories. Ground disturbing activities would remain identical under either project alternative and thus Mitigation Measure 1 – Phase II ESA, Mitigation Measure 2 – Site Management Plan (SMP), Mitigation Measure 3 – Health and Safety Plan (HSP) and, Mitigation Measure 4 – Underground Storage Tank (UST) Remediation would be, similarly, required. Similarly, construction noise would be mitigated by compliance with the City’s Noise Ordinance</p>

<b>Impact Code</b>	Source Document(s): 13, 14 and 22 <b>3</b>	<b>3</b>
<b>Energy Consumption</b>	<p>The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulation as enforced by the San Francisco Department of Building. In addition, San Francisco’s Green Building Code places more stringent energy, materials, and construction debris management requirements on new residential buildings than Title 24.</p> <p>New residential buildings are required to achieve at least 75 GreenPoints from the GreenPoints Multi-family New Construction Checklist, or Leadership in Energy and Environmental Design (LEED) “Silver” certification. Since the project would be required to meet renewable energy criteria of the Green Building Code, it would further reduce consumption on non-renewable fuel sources. Other than natural gas and coal fuel used to generate the electricity for the project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource.</p>	No change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories. The project would be required to meet the same energy and design standards as Alternative 1.
<b>Impact Code</b>	<b>2</b>	<b>2</b>

<b>Environmental Assessment Factor</b>	<b>Alternative 1:</b> Variant A: 5-story 50 feet (~ 124 units)	<b>Alternative 2:</b> Variant A: 7-story 65 feet (~ 186 units)
<b>SOCIOECONOMIC</b>		
<b>Employment and Income Patterns</b>	The project site currently contains a McDonald’s Restaurant and a surface parking lot; the fast food restaurant currently provides on-site employment opportunities. It is estimated that the McDonald’s Restaurant employs up to 21 employees (based on 5,000 square feet for the restaurant and average of 240 square feet of space per employee for fast food space). Construction at the project	There would be similar effects as described under Alternative 1 from an increase in building height from 5 stories to 7 stories on employment and income patterns. Alternative 2 is expected to generate the same number of jobs as

<p><b>Impact Code</b></p>	<p>site would result in temporary, construction job growth at the project site. Once completed, it is estimated that up to 93 employees could be employed at the project site (based on combined total of 32,400 square feet of commercial and resident amenity space, with average of 350 square feet of space per employee).</p> <p>It is expected that construction work and ongoing work within the constructed commercial space and resident amenity space would be accommodated by the existing employment pool. No adverse impacts are anticipated from the project on employment and income within the project area.</p> <p>Source Document(s): 42</p> <p><b>2</b></p>	<p>Alternative 1. Although the number of housing units would be increased, the amount of commercial and resident amenity program space within the building would be unchanged.</p> <p><b>3</b></p>
<p><b>Demographic Character Changes, Displacement</b></p>	<p><u>Demographics</u></p> <p>Based on the project’s provision of 124 dwelling units, the project would result in an estimated on-site population increase of about 288 residents (based on estimate of 2.32 persons per household in City and County of San Francisco). This project would provide affordable housing consistent with the needs established in the Regional Housing Need Plan for the San Francisco Bay Area.</p> <p>The project would increase the overall residential population of the City and County of San Francisco by less than 0.04 percent. The 2010 U.S. Census indicates that the population of the property’s census tract, Census Tract 166, is 5,069 persons. Based on 2010 population totals, the project would increase the population in Census Tract 166 by between five and six percent. Construction of the proposed project would not be expected to generate substantial growth or of population in the project area, which is already populated with multi-family residential, residential and tourist hotels, and retail consumer uses.</p> <p>Based on the project’s provision of approximately 32,400 sf of commercial and resident amenity space, the project would result in an estimated 93 employees on site; the McDonald’s Restaurant currently employees an estimated 21 full-time</p>	<p>There would be similar effects as described under Alternative 1 from an increase in building height from 5 stories to 7 stories on demographics and displacement. There would be a higher increase in population relative to Alternative 1, that of 432 persons, since there would be more dwelling units (up to 186), however, the effect on population growth within Census Tract 166 would still be relatively minor (between eight and nine percent growth). There would be no change in effect to displacement with the increase in residential units provided under the 7-story alternative</p>

<p><b>Impact Code</b></p>	<p>equivalent employees, thus the project is estimated to result in a net increase of 72 employees.</p> <p><u>Displacement</u></p> <p>The project involves the construction of a multi-family residential structure on a site that currently contains a McDonald’s Restaurant and a parking lot. The project would not displace any existing residents. In addition, while the project would remove the existing jobs provided by the McDonald’s, by generating an estimated 93 jobs the removal of existing employees would be offset by the creation of new jobs. Thus the project would result in no adverse effects with respect to displacement and would provide a net benefit to new residents and jobs.</p> <p>Source Document(s): 29, 33, 43, 44</p> <p><b>2</b></p>	<p><b>2</b></p>
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<p><b>Environmental Assessment Factor</b></p>	<p><b>Alternative 1:</b> Variant A: 5-story 50 feet (~ 124 units)</p>	<p><b>Alternative 2:</b> Variant A: 7-story 65 feet (~ 186 units)</p>
<p><b>COMMUNITY FACILITIES AND SERVICES</b></p>		
<p><b>Educational and Cultural Facilities</b></p>	<p>The project would not displace education or cultural facilities. The San Francisco Unified School District (SFUSD) provides public primary and secondary education in the City and County of San Francisco. The nearest elementary schools to the project site would be New Traditions Elementary at 2049 Grove Street, about seven blocks northeast, and Grattan Elementary located about 6 blocks southeast. The site is within the zone for the Giannini Middle School located The nearest middle school is Gateway Middle School at 3151 Ortega Street, about 2.6 miles southwest of the project site. The</p>	<p>As a result of the increase of affordable housing units to up to 186 units under Alternative 2, it would result in an estimated total increase in enrollment in the SFUSD of 58 students. The total increase in enrollment would not exceed the projected student capacities for the SFUSD. The increase in proposed</p>



<p><b>Impact Code</b></p>	<p>nearest high school is Wallenberg High School, located about 1.1 miles northeast.</p> <p>Based on the 2015 SFUSD Demographic Analyses, affordable housing units generate approximately 0.31 students per unit. Since the project would have up to 124 affordable dwelling units, the project would result in an estimated increase in enrollment in the SFUSD of 39 students. This minor increase in enrollment would not exceed the projected student capacities that are expected and provided for by the SFUSD.</p> <p>Cultural facilities within the City of San Francisco are accessible within walking distance and via public transportation. Golden Gate Park, located adjacent to the project site, has accessible cultural facilities such as the de Young Museum, the Sharon Art Studio, and the Music Concourse. Other cultural facilities are available by public transit.</p> <p>Source Document(s): 45 and 46</p> <p><b>2</b></p>	<p>housing units would have no effect on accessibility to cultural facilities.</p> <p><b>2</b></p>
<p><b>Commercial Facilities</b></p>	<p>The Haight-Ashbury Neighborhood around the project site consists of various land uses including commercial, residential, and public space. The surrounding uses include the Golden Gate Park to the west, a grocery store to the north, a music store and multi-family housing to the east, and a hotel (a converted Victorian era house) to the south.</p> <p>The project is within adequate and convenient distance to retail services that provide essential items such as food, medicine, banks, and other convenience shopping. For example, there are two grocery stores in close proximity to the project site including a Whole Foods, located immediately across Haight Street from the project site, and the Haight Street Market, approximately four blocks east from the project site, along with other stores such as Safeway, Lucky, and other markets within a mile of the project site. Additionally, there is a Walgreens pharmacy retailer located approximately four blocks south of</p>	<p>No change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories. The increase in proposed housing units would have no effect on availability and accessibility to commercial facilities.</p>

<p><b>Impact Code</b></p>	<p>the project site. The project residents would contribute to the ongoing vitality of these types of commercial facilities.</p> <p>The project would include up to 32,400 sf of commercial space and resident amenity space, providing services for residents and the public. Although the project would involve the removal of the existing McDonald's Restaurant, there are numerous other restaurants located in close proximity to the project site, especially along Haight Street which would provide alternate foods.</p> <p><b>2</b></p>	<p><b>2</b></p>
<p><b>Health Care and Social Services</b></p> <p><b>Impact Code</b></p>	<p>The project will not impact any health care or social service facilities. The nearest major hospitals include the St. Mary's Medical Center, located about 0.6 miles north of the project site, and the University of California, San Francisco Medical Center located about 0.7 miles southwest of the project site. Other public health care facilities in the project vicinity include the San Francisco Health Care and Rehabilitation Center and the Kentfield Hospital of San Francisco.</p> <p>The project would bring additional residents, employees, and visitors to the site and would create an increase in demand for local medical services. However, an increase in patients associated with the project would not substantially change the demand for health care. No new hospital facilities are expected to be needed. Health care services would not be adversely affected by the project.</p> <p><b>2</b></p>	<p>There would be similar effects as described under Alternative 1 from an increase in building height from 5 stories (approximately 50 feet tall) to 7 stories (approximately 65 feet tall) on health care and social services. Although there would be a slightly greater demand on health care and social services under Alternative 2 relative to Alternative 1 due to the greater number of dwelling units, this demand would still be accommodated by existing facilities and services.</p> <p><b>2</b></p>
<p><b>Solid Waste Disposal / Recycling</b></p>	<p>Recology, Inc. provides residential and commercial solid waste collection, recycling, and disposal services for the City of San Francisco. Recyclable materials are taken to Recology's Pier 96 facility, where they are separated</p>	<p>Similar to Alternative 1, Alternative 2 would be subject to the City's Mandatory Recycling and Composting Ordinance,</p>

into commodities (e.g., aluminum, glass, and paper) and transported to other users for reprocessing. Compostables (e.g., food waste, plant trimmings, soiled paper) are transferred to a Recology composting facility in Solano County, where they are converted to soil amendment and compost. The remaining material is transported to a landfill.

Prior to 2016, solid waste generated in San Francisco was transported to and disposed of at the Altamont Landfill. In September 2015, San Francisco approved an Agreement with Recology, Inc., for the transport and disposal of the City's municipal solid waste at the Recology Hay Road Landfill in Solano County. The City began disposing its municipal solid waste at Recology Hay Road Landfill in January 2016, and is anticipated to continue for approximately nine years, with an option to renew the Agreement thereafter for an additional six years. The Recology Hay Road Landfill is permitted to accept up to 2,400 tons of waste per day, and, at this maximum rate of acceptance, the landfill has permitted capacity to continue to receive waste approximately through the year 2034.

Construction and demolition (C&D) debris in the City must be transported by a registered transporter to a registered facility that can process mixed C&D debris pursuant to the City and County of San Francisco C&D Ordinance. The Ordinance requires that at least 65 percent of C&D debris from a site go to a registered C&D recycling facility. This requirement has been augmented by the Green Building Ordinance, which requires that at least 75 percent of C&D debris be diverted from landfills. Compliance with this regulation would ensure any impact from construction debris is appropriately minimized.

During operation, the project would be subject to the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash, thereby minimizing solid waste disposal and maximizing recycling and composting. Although the

which requires the separation of refuse into recyclables, compostables, and trash, thereby minimizing solid waste disposal and maximizing recycling and composting. Therefore, while Alternative 2 would result in an increased overall project size and project population, by adhering to regulations the project would be served by adequate solid waste services.

<p><b>Impact Code</b></p>	<p>project could incrementally increase total waste generation from the City by increasing the number of residents at the project site, the increasing rate of diversion through recycling and other methods would result in a decreasing share of total waste that requires deposition into the landfill.</p> <p>Source Document(s): 47, 48, and 49</p> <p><b>2</b></p>	<p><b>2</b></p>
<p><b>Waste Water / Sanitary Sewers</b></p>	<p>The project site is within an urban area that is well served by the combined sewer/stormwater collection, storage and treatment facilities operated by SFPUC. Wastewater generated at the project site would be treated by SFPUC, which provides wastewater collection and transfer service in the City. SFPUC has a combined sewer and wastewater system, which collects sewage and stormwater in the same pipe network. San Francisco comprises two drainage basins, Bayside and Westside, which collect wastewater and stormwater from the east and west sides of the City. These basins are further divided into eight distinct urban watersheds, including five on the Bayside (North Shore, Channel, Islais, Sunnyvale, and Yosemite) and three on the Westside (Richmond, Sunset and Lake Merced). The project site is located within the Channel urban watershed, part of the Bayside drainage basin.</p> <p>Combined wastewater and stormwater from the project area is transported for treatment to the Southeast Water Pollution Control Plant, which is responsible for flows from the Bayside of the City in addition to Daly City and Brisbane. Treated wastewater is discharged to San Francisco Bay through outfalls at Pier 80 (dry and wet weather), and in Islais Creek (wet weather). The Southeast Water Pollution Control Plant has a dry weather capacity of 85.4 million gallons per day (mgd); during wet weather, the plant processes up to 250 mgd of combined wastewater.</p> <p>The combined sewer and wastewater system currently operates under National Pollutant Discharge Elimination System Permits. The Southeast Water Pollution Control Plant is currently operating under the 2013 NPDES</p>	<p>There would be similar effects as described under Alternative 1 from an increase in building height from 5 stories (approximately 50 feet tall) to 7 stories (approximately 65 feet tall) on wastewater treatment. Although there would be a slightly greater demand on sewer systems under Alternative 2 relative to Alternative 1 due to the greater number of dwelling units, this demand would still be accommodated by existing facilities.</p>

Permit No. CA0037664 (Order No. R2-2013-0029) issued and enforced by the San Francisco Bay Regional Water Quality Control Board, which monitors 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 combined sewer and wastewater system structures during dry weather and require wet-weather overflows to comply with the nine minimum controls specified in the federal combined sewer and wastewater system Control Policy.

Implementation of the project, which consists of development of up to 124 dwelling units and approximately 32,400 sf of commercial/retail and resident amenity space, would incrementally increase the demand for wastewater treatment services. Based on U.S. Census data, the latest estimate of average household size in the City and County of San Francisco is 2.32 persons per household. The development of 124 new housing units would increase the citywide population by an estimated 288 persons. Based on the *2015 Urban Water Management Plan for the City and County of San Francisco* (UWMP) estimate of average water consumption for residents of 44 gallons per day per capita and 37 gallons per day per capita for employees in San Francisco (and assuming all this water enters sewer/stormwater drains), the project would create 16,113 gallons per day of wastewater flows. This volume of wastewater flow would signify less than 0.03 percent of the current average daily wastewater flows of 60 million gallons per day to the Southwest Water Pollution Control Plant, or less than 0.02 percent of the total dry weather flow capacity of this wastewater treatment plant. The project site currently contains a McDonald's Restaurant which generates wastewater flows; since this restaurant would be removed, the net change in wastewater generation from the site as a result of the project would be less than the estimated total volume of wastewater flows generated by the project. The project would

<b>Impact Code</b>	<p>incrementally increase demand for and use of waste water and sanitary sewer services, but not in excess of existing capacity.</p> <p>Source Document(s): 41, 50, 51, 52, 40</p> <p><b>2</b></p>	<b>2</b>
<b>Water Supply</b>	<p>Water would be provided to the project by the San Francisco Public Utility Commission (SFPUC). SFPUC forecasted future water demand using regional growth projections that incorporate existing land use designations and reasonably foreseeable future projects within San Francisco. According to the 2015 UWMP and the updated retail demand forecasts contained in the 2013 Water Availability Study, the SFPUC would be able to meet the future demand in years of average precipitation as well as during a single dry year. In a multiple dry year event, SFPUC could experience shortages (1.2% of total demand) in 2040 during years 2 and 3 without development of additional supply concepts.</p> <p>Based on the 2015 UWMP estimate of average water consumption for residents of 44 gallons per day per capita and 37 gallons per day per capita for employees in San Francisco, the project would increase water usage by approximately 16,113 gallons per day. In the Water Availability Study for the City and County of San Francisco, SFPUC estimates an additional 500,000 gallons of water per day is needed to keep up with future demand; the project represents 3.2 percent of this additional demand estimate. The project site currently contains a McDonald's Restaurant which uses water from the SFPUC; as the restaurant would be removed, this demand would no longer occur once the project is constructed. Since additional water is already planned to be developed for San Francisco to match expected future growth and the project is infill development consistent with the planned use of the site, the water demand from the project is expected to be accommodated by existing and planned supply.</p> <p>Source Document(s): 50, 51, and 53</p>	<p>Although there would be a slightly greater demand on water supply under Alternative 2 (estimated 22,449 gallons per day) relative to Alternative 1 (16,113 gallons per day) due to the greater number of dwelling units, this demand would still be accommodated by existing and planned supplies.</p>

<b>Impact Code</b>	<b>2</b>	<b>2</b>
<b>Public Safety - Police, Fire and Emergency Medical</b>	<p>The San Francisco Police Department (SFPD) provides police protection in the City and County of San Francisco. Police service is provided to the project site primarily by the San Francisco Police Department’s Park Station, located in Golden Gate Park 1899 Waller Street, approximately 0.1 miles southwest of the project site.</p> <p>The San Francisco Fire Department (SFFD) provides fire suppression services and unified emergency medical services (EMS) and transport, including basic life support and advanced life support services, in the City and County of San Francisco. Fire protection to the project site is provided primarily by the San Francisco Fire Department’s Station 12 at 1145 Stanyan Street, about 0.4 miles south of the project site. Station 21 is the next nearest SFPD Station and is located about one mile northeast of the project site. If one or more of the engine or truck companies were to be out of service at the time of an alarm, the next closest available unit would respond. San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes.</p> <p>Emergency medical transportation to San Francisco hospitals is provided by a dynamically deployed fleet of both public and private ambulance services. The nearest major hospitals include the St. Mary’s Medical Center, located about 0.6 miles north of the project site, and the University of California, San Francisco Medical Center located about 0.7 miles southwest of the project site. Other public health care facilities in the project vicinity include the San Francisco Health Care and Rehabilitation Center and the Kentfield Hospital of San Francisco.</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, funded largely through project-related increases to the</p>	<p>There would be similar effects as described under Alternative 1 from an increase in building height from 5 stories (approximately 50 feet tall) to 7 stories (approximately 65 feet tall) on public safety services. The change in demand for these services under Alternative 2 would be minor relative to the overall demand on a citywide basis.</p>

<p><b>Impact Code</b></p>	<p>City's tax base, and would not be substantial given the overall demand for such services on a citywide basis. Fire protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios.</p> <p>Source Document(s): 54, 55, and 56</p> <p><b>2</b></p>	<p><b>2</b></p>
<p><b>Parks, Open Space and Recreation</b></p> <p><b>Impact Code</b></p>	<p>Golden Gate park is located across Stanyan Street from the project site. Within Golden Gate Park is Koret Children's Quarter Playground, located 0.2 miles west of the project site. Richard Gamble Memorial Park is located about 0.3 miles southwest of the project site. The Hamilton Recreation Center, located at 1900 Geary Street, is a San Francisco Recreation and Parks Department facility and features a basketball court, tennis courts, outdoor grassy area for soccer and football, and indoor pool. The project would also provide an estimated 4,000 square feet of open space available to residents. Residents of the project would utilize project provided open space in addition to existing parks, open space, and public recreational facilities.</p> <p>Source Document(s): 57</p> <p><b>2</b></p>	<p>No change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories. The amount of open space on the ground floor of the residential building would be the same between the two alternatives.</p> <p><b>2</b></p>
<p><b>Transportation and Accessibility</b></p> <p><b>Impact Code</b></p>	<p>San Francisco utilizes vehicle miles traveled (VMT) as a screening criteria for determining if a project would have a significant effect on the transportation environment. The existing residential VMT per capita for the project site traffic analysis zone (TAZ) is 7.7, with a forecast of 7.4 in 2040. The regional residential VMT per capita minus 15% is currently 14.6 with a forecast of 13.7 in 2040. The residential VMT for the project area is projected to be substantially lower than the region and thus the project is not anticipated to significantly affect area traffic.</p> <p>Source Document(s): 58</p> <p><b>2</b></p>	<p>No change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories. The residential VMT for the project area would similarly be substantially lower than the region.</p> <p><b>2</b></p>



<b>Environmental Assessment Factor</b>	<b>Alternative 1:</b> Variant A: 5-story 50 feet (~ 124 units)	<b>Alternative 2:</b> Variant A: 7-story 65 feet (~ 186 units)
<b>NATURAL FEATURES</b>		
<b>Unique Natural Features, Water Resources</b>  <b>Impact Code</b>	<p>The project site is currently developed, and located in an urban area. No unique natural features or agricultural lands are associated with the redevelopment of this site. No surface waters (e.g., lakes, rivers, ponds) are located on or adjacent to the project site.</p> <p>Source Document(s): 27</p> <p><b>2</b></p>	<p>No change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories. There are no unique natural features, agricultural lands, or water resources associated with the redevelopment of this site</p> <p><b>2</b></p>
<b>Vegetation, Wildlife</b>  <b>Impact Code</b>	<p>The project site is currently a parking lot and a McDonald’s Restaurant and does not support sensitive vegetation and/or wildlife species.</p> <p>Source Document(s): 15, 16, 17, 18, 27</p> <p><b>2</b></p>	<p>No change in effect relative to Alternative 1 from an increase in building height from 5 stories to 7 stories. There is no sensitive vegetation or wildlife on the project site.</p> <p><b>2</b></p>
<b>Other</b>	<p>Pursuant to Executive Order 13783, “Promoting Energy Independence and Economic Growth,” of March 28, 2017, the Council on Environmental Quality (CEQ) <i>Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews</i> has been withdrawn for further consideration. As explained in the Notice of Availability, the withdrawn guidance was not a regulation. In lieu of any other federal guidance for assessing GHG impacts, this analysis applies the methodology of the BAAQMD.</p> <p>The quantitative threshold of 4.6 metric tons of CO<sub>2</sub>e (MTCO<sub>2</sub>e) per service population per year proposed by BAAQMD in its 2009 Justification Report and published in its 2017 CEQA Air Quality</p>	<p>Similar to Alternative 1, CalEEMod (version 2016.3.2) was used to estimate construction and operational-related greenhouse gas emissions resulting from Alternative 2 to determine if it would exceed the BAAQMD quantitative threshold of 4.6 MTCO<sub>2</sub>e per service population per year. Model results indicate that total GHG emissions from construction would be approximately 609 MTCO<sub>2</sub>e. When amortized over 30 years, construction would contribute approximately 20 MTCO<sub>2</sub>e to the project’s annual operational GHG emissions over a 30-year lifetime. The estimated annual operational</p>

Guidelines is applied in this analysis. The BAAQMD threshold excludes GHG emissions associated with construction. Nonetheless, the BAAQMD encourages lead agencies to evaluate and assess the significance of construction GHG emissions. Other air districts in California have recommended methodologies for evaluating construction GHG emissions. The Sacramento Metropolitan Air Quality Management District (SMAQMD) Guide to Air Quality Assessment in Sacramento County states that “lead agencies may decide to amortize the level of short-term construction emissions over the expected (long-term) operational life of a project”. Consistent with SMAQMD guidance, GHG emissions from construction, which are temporary, have been amortized over an assumed 30-year lifetime of the project and included in the project’s operational GHG emissions. Amortizing construction GHG emissions and including them in a project’s operational GHG emissions is consistent with current CEQA practices for evaluating temporary construction-related GHG emissions.

CalEEMod (version 2016.3.2) was used to estimate construction and operational-related greenhouse gas emissions resulting from the project to determine if it would exceed the BAAQMD quantitative threshold of 4.6 MTCO<sub>2</sub>e per service population per year. Model results indicate that total GHG emissions from construction would be approximately 558 MTCO<sub>2</sub>e. When amortized over 30 years, construction would contribute approximately 19 MTCO<sub>2</sub>e to the project’s annual operational GHG emissions over a 30-year lifetime. The estimated annual operational emission from project operations would be approximately 1,349 MTCO<sub>2</sub>e. The combined amortized construction and annual operational GHG emissions would be approximately 1,368 MTCO<sub>2</sub>e per year. Dividing these total emissions by the estimated project service population of approximately 355 residents results in GHG emissions of 3.9 MTCO<sub>2</sub>e per year per service population, which

emission from project operations would be approximately 1,791 MTCO<sub>2</sub>e. The combined amortized construction and annual operational GHG emissions would be approximately 1,811 MTCO<sub>2</sub>e per year. Dividing these total emissions by the estimated project service population of approximately 532 residents results in GHG emissions of 3.4 MTCO<sub>2</sub>e per year per service population, which would be below the threshold of 4.6 MTCO<sub>2</sub>e per year per service population.

The proposed project would not substantially impact climate change by way of generated greenhouse gas emissions.

Source Document(s): Attachments 4f, 4g, and 4h

	<p>would be below the threshold of 4.6 MTCO<sub>2</sub>e per year per service population.</p> <p>The proposed project would not substantially impact climate change by way of generated GHG emissions.</p> <p>Source Document(s): 6, 7, 10, 59 and Attachments 4a, 4b, and 4c</p>	
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**U.S. Department of Housing and Urban Development**

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**Additional Studies Performed:**

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

1. September 29, 2017; Langan. Phase I Environmental Site Assessment.
2. October 4, 2017; ESA Section 106 site visit, and October 5, 2017, on-side archival research.

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

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## ATTACHMENTS

1. Airport Hazards Worksheet
2. Coastal Barrier Resource
3. Flood Insurance Worksheet
4. Air Quality Worksheet



- a. CalEEMod Output Annual for 124 units
- b. CalEEMod Output Summer for 124 units
- c. CalEEMod Output Winter for 124 units
- d. CalEEMod Output Annual for 186 units
- e. CalEEMod Output Summer for 186 units
- f. CalEEMod Output Winter for 186 units
5. Coastal Zone Management Worksheet
6. Site Contamination (Multi-Family) Worksheet
7. Endangered Species Act Worksheet
8. Explosive and Flammable Facilities Worksheet
9. Farmlands Protection Worksheet
10. Floodplain Management Worksheet
11. Historic Resources:
  - a. Section 106 Scoping Report
  - b. Project-Specific Programmatic Agreement
12. Noise Abatement and Control Worksheet
  - a. Noise Assessment Preparation Calculations
  - b. HUD DNEL Calculator
  - c. SFMTA Metro Rail N-Line Schedule
13. Sole Source Aquifers Worksheet
14. Wetland Protection Worksheet
15. Wild and Scenic Rivers Worksheet
16. Environmental Justice Worksheet
  - a. Environmental Justice Notification and Comments

**List of Permits Obtained:**

Due to City of San Francisco Planning procedures, the project would require the following permits:

Actions by Other City Departments (approving bodies noted in parentheses):

- Approval of a site permit (Planning Department and Department of Building Inspection).
- Approval of demolition, grading, and building permits (Planning Department and Department of Building Inspection).
- Approval of project compliance with the Stormwater Design Guidelines (San Francisco Public Utilities Commission).
- Approval of a Stormwater Control Plan (San Francisco Public Utilities Commission).
- Issuance of a certification of registration for a diesel backup generator (San Francisco Department of Public Health).
- Approval of a Site Mitigation Plan, Soil Mitigation Plan, and Dust Control Plan prior to commencement of excavation work pursuant to the Maher Ordinance (Department of Public Health).

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

On November 7, 2017 the project was presented to the project neighborhood consistent with Section 106 requirements. This scoping meeting provided an opportunity for public comments, with a written scoping comment period ending on November 30, 2017. A scoping report was

prepared to include all outreach, materials, and comments received in relation to this outreach, and is included as Attachment 11a to this EA.

On December 12, 2017 an Environmental Justice outreach mailing was conducted to present identified impacts and mitigation measures to interested parties to provide an opportunity to comment on the drafted measures. A copy of this outreach letter, list of recipients, and comments received is included as Attachment 16a to this EA.

A notice of availability of the EA and FONSI will be published.

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

A cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Projects within the vicinity of the project which would contribute to the reasonably foreseeable cumulative environment. These include one projects located within a 1/4-mile radius of the project that is currently under construction or the subject of an Environmental Evaluation Application on file with the San Francisco Planning Department (<http://developmentmap.sfplanning.org/>). They include a residential project at 38 Belvedere Street for the addition of two units; an educational conversion project at 728 Cole Street; and three pending projects for single unit residential expansions.

This analysis focuses on whether the project's contribution to potential cumulative impacts would be significant. The project would have no adverse impacts with respect to the following issues and thus would not contribute meaningfully to any potential cumulative impacts for these issues: issues are not discussed further: Airport Hazards, Coastal Resources/Coastal Zone, Flood Insurance/Floodplain, Endangered Species, Explosive and Flammable Hazards, Farmlands, Sole Source Aquifers, Wetland, Wild and Scenic Rivers, Land Use Planning, Socioeconomics and Natural Features. These issues are not discussed further.

With respect to *Contamination and Toxic Substances, Site Hazards and Soils*, impacts related to these issues are limited to the project site itself and thus are not considered cumulative in nature. Measures identified to reduce potential adverse effects related to hazards are included within this environmental review.

With respect to *Historic Preservation*, the San Francisco Planning Department determined that with implementation of certain mitigation measures, which would be memorialized in the project specific PA the undertaking would not adversely affect archeological resources. The Planning Department also determined that there was no adverse effect on either of the two historic properties individually or as contributors to a potential district.

As identified above under *Statutes, Executive Orders, and Regulations Listed at 24 CFR 50.4 & 58.5- Clean Air Act*, the project would not exceed the federal *de minimis* thresholds pursuant to the 1990 amendments to the Federal Clean Air Act or local BAAQMD for construction or operation. These thresholds are designed with development of the entire air basin in mind and

thus are cumulative in nature. As the project is below these thresholds, the project's contribution to potential cumulative impacts would be less than significant.

Within the reasonably foreseeable cumulative environment, building construction would result in temporary increases to noise levels. The project would be required to comply with the San Francisco Noise Ordinance (Article 29 of the *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source, and the project would result in less than significant impacts to noise. Similarly, construction of nearby projects would be regulated by the San Francisco Noise Ordinance. With implementation of noise reducing measures during construction, the project's contribution to potential cumulative impacts would be less than significant.

With regard to *Community Facilities and Services and Energy Consumption*, the project has been considered in the context of development within the City of San Francisco. As the development is consistent with the allowable land use of the site, the development has been properly accounted for in growth planning for public services and utilities.

**Alternatives** [24 CFR 58.40(e); 40 CFR 1508.9]: Two Alternatives for the affordable housing residential building have been considered and were analyzed herein in this EA. A brief summary of these two Alternatives is included here as well as, above, under "Description of the Proposed Project."

The impacts resulting from the Alternatives were the same for most resource issues, since the footprint of both Alternatives would be the same. As compared to Alternative 1, there would be increased demand under Alternative 2 for a range of services, including water supply and sewer systems, public safety, and health care and social services, since it includes a greater number of dwelling units and thereby residents.

For both Alternative 1 and 2 it was determined there would be either minor beneficial impacts or less than significant impacts for most resource topics because the projected demands under both Alternatives would be easily accommodated by existing or planned services for the area and the project is not located within or in proximity to a sensitive environmental area (e.g., floodplain, wetlands, coastal zone, etc.). Impacts identified related to Contamination and Toxic Substances are the same under both alternatives, and mitigation measures 1 through 4, outlined below, would apply to each alternative. Alternative 2 will require additional approvals as discussed under *Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design* due to the increased height but remains eligible for a State Housing Density Bonus, but these would be required by the City.

Additional alternative size configurations and locations for the project were contemplated; however, the aforementioned project alternatives best meet the purpose and need for new affordable housing in the Haight-Ashbury neighborhood area and as described above, Alternative 1 is consistent with development planned at the project site. A higher density residential development than Alternative 2 could have greater impacts on the human environment by providing exclusively residential units and no resident amenities or commercial space although

they may be mitigated depending on the size of the development. A smaller development than Alternative 1 would not maximize the potential use of the property for affordable housing and would not serve to avoid any impacts.

**No Action Alternative** [24 CFR 58.40(e)]: The no action alternative would mean that the project site is not developed with affordable housing. Due to the lack of available development sites within the City and the allowable uses for development at the site, it is likely that the project site would be developed with either residential, commercial, office, or mixed uses.

**Summary of Findings and Conclusions:** For *Contamination and Toxic Substances, Site Hazards and Soils*, the project would result in minor adverse but mitigable impacts. No impacts are potentially significant to the extent that an Environmental Impact Statement would be required. The project would result primarily in less than significant impacts to the environment with beneficial socioeconomic impacts.

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

Summarized below are 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.

#### **Mitigation Measure 1 – Phase II ESA**

Prior to certification of building permits the project applicant shall complete a subsurface investigation, Phase II ESA, which would include soil, soil vapor and groundwater sampling to assess current subsurface conditions. Based on the findings of the Phase II ESA, additional remediation and construction measures could be necessary.

#### **Mitigation Measure 2 – Site Mitigation Plan (SMP)**

Contingent upon the findings of the Phase II ESA, if the site investigation indicates the presence of a hazardous materials release, a SMP shall be prepared. The SMP shall specify the actions that will be implemented to mitigate the significant environmental or health and safety risks caused or likely to be caused by the presence of the identified release of hazardous materials including soil vapor intrusion. The SMP shall identify, as appropriate, such measures as excavation, containment, or treatment of the hazardous materials, monitoring and follow-up testing, and procedures for safe handling and transportation of the excavated materials, or for protecting the integrity of the cover or for addressing emissions from remedial activities, consistent with the requirements set forth in Article 22A.

#### **Mitigation Measure 1 – Health and Safety Plan (HSP)**

Contingent upon the findings of the Phase II ESA, if the site investigation indicates the presence of a hazardous materials release, and a SMP is prepared, the project applicant shall also develop and implement a comprehensive HSP, which will be prepared by a certified industrial hygienist (CIH) on behalf of the contractor and submitted to the San Francisco Environmental Health Branch-Site Assessment and Mitigation (EHB-SAM) per the requirements of the San Francisco

Department of Public Health. The purpose of the HASP is to provide field personnel with an understanding of the potential chemical and physical hazards, protection of any off-site receptors, procedures for entering the project site, health and safety procedures, and emergency response to hazards should they occur. All project personnel shall read and adhere to the procedures established in this HASP. A copy of this plan will be kept on site during field activities and will be reviewed and updated as necessary. The HASP plan will describe the training requirements, i.e. trained in accordance with 29 CFR Section 1910.120 (HAZWOPER training), specific personal hygiene, and monitoring equipment that will be used during construction to protect construction workers and the general public from exposure to constituents in the soil.

**Mitigation Measure 3 – Underground Storage Tank (UST) Remediation**

Should an UST be encountered, work will be suspended and the owner notified. The site owner or their representative shall notify the San Francisco Department of Public Health of the situation and of the proposed response actions. The UST shall be removed under permit with the San Francisco Department of Public Health-Hazardous Materials and Waste Program (HMWP) and the San Francisco Fire Department. DPH SAM should be sent a copy of permits and tank closure reports prepared for HMWP or the Fire Department. Should contamination be found at the site in areas that were not tested (elevator pit final depth), appropriate characterization and disposal to a licensed landfill is required.

Law, Authority, or Factor	Mitigation Measure
San Francisco Construction Dust Control Ordinance (San Francisco Health Code Article 22B, and San Francisco Building Code Section 106.3.2.6)	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, must comply with specified dust control measures.
24 CFR Part 51 Subpart B	It is a HUD goal that the interior auditory environment shall not exceed a day-night average sound level of 45 decibels.
Title 24 of the California Code of Regulations	Residences must be designed to limit intruding noise to an interior CNEL (or DNL) of at least 45 decibels.
San Francisco Noise Ordinance (Article 29 of the Police Code)	The ordinance established acceptable noise levels for construction activities unless a special permit is authorized by the Director of Public Works.
San Francisco Building Code	The San Francisco Building Code derives from the adopted 2013 California Building Code. This code is administered and enforced by the San Francisco Department of Building Inspection (DBI), and compliance with all provisions is mandatory for all new development and redevelopment in the City. Throughout the permitting, design, and construction phases of a building project, Planning Department staff,

	DBI engineers, and DBI building inspectors confirm that the SFBC is being implemented by project architects, engineers, and contractors, including seismic and soil investigations and recommendations.
Cultural Resources	The PA includes measures to avoid adverse effects to buried or submerged historical resources. The terms of the PA include preparation of an Archaeological Testing Program. If a significant archaeological resource is present and could be adversely impacted, the PA requires an Archaeological Data Recovery Program. An Archaeological Monitoring Program may be required as determined by a qualified City Staff Archaeologist and should any archeological resource be discovered, the project archeologist shall prepare and submit a Draft Final Archeological Resource Report.

**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:  Date: 1/10/18

Name/Title/Organization: Jennifer Brown

Jennifer Brown/Senior Associate/Environmental Science Associates (ESA)

Certifying Officer Signature:  Date: 1/10/18

Name/Title: Katha Hartley, 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).