

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

Project Information

Project Name: Maceo May Apartments

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

Grant Recipient (if different than Responsible Entity): Chinatown Community Development Corporation and Swords to Plowshares

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): Chinatown Community Development Corporation and Swords to Plowshares (co-sponsors)

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, 5th Floor, San Francisco, CA 94103, Eugene.flannery@sfgov.org

Project Location:

The project is located on Parcel C3.2, which is located on Parcel C3, a mostly flat site. Parcel C3.2 is bounded by Avenue C, 5th Street, Parcel C3.5 (and the adjacent neighborhood park), and Parcel C3.1 (all yet to be developed on Treasure Island within San Francisco, CA, 94130; APN 8905-002).

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

The Chinatown Community Development Center and Swords to Plowshares (the project co-sponsors) proposes to construct the Maceo May Apartments as among the first sites developed in the Treasure Island Phase I Redevelopment Area of San Francisco. This site is located on Parcel C3.2, which is the southeastern portion of Parcel C3, a mostly flat site bounded by Avenue C, 5th Street, Parcel C3.5 (and the adjacent neighborhood park), and Parcel C3.1 (all yet to be developed).

This 105-unit building would provide veterans housing with a unit mix of 24 studios, 47 one-bedroom apartments, and 34 two-bedroom apartments over approximately 116,477 square feet in one building. The building design has units arranged around a second-floor courtyard with common amenities, residential units, and a parking garage on the ground floor. The ground floor amenities include building services (community room with kitchen, bike and car parking), offices (social services and building management), ground floor apartments, and various utilities, storage and maintenance rooms. There is parking for 17 cars, 2 handicap van spaces, and an 840-square-foot Class 1 bike room (for a minimum of 55 bicycles). The building would have a central courtyard open space of approximately 8,340 square feet on the second floor, over the parking podium.

The construction type would be five stories of modular and field-built Type 3A construction over a Type 1A podium. This project would achieve Platinum GreenPoint Rating certification and would have all-electric building systems.

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 2015 to 2023) 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 percent of area median income) units and 4,639 low-income (51-80 percent of area median income) units.

City policies call for increased development of affordable housing in the City. The City's General Plan Housing Element states, "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 to preserve the cultural and economic diversity of our neighborhoods, (see Objective 2, Objective 11, and all related policies under those objectives).

According to the City's General Plan Housing Element, 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, cultural institutions, and regional transportation. The proposed project would provide medium-density housing in the Treasure Island neighborhood consistent with the larger Treasure Island/Yerba Buena Island Area Plan project (see *Existing Conditions and Trends*, below). 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 would contribute to the City's housing supply.

The proposed project would provide 105 units, which would satisfy a portion of identified affordable housing needs for San Francisco.

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

The project site, located on Parcel C3.2 (APN 8905-002), is bounded by Avenue C, 5th Street, Parcel C3.5 (and the adjacent neighborhood park), and Parcel C3.1 (all yet to be developed). To the west of the site, is the Jobs Corps Campus. The project site and the land to the north, south and east, are all currently vacant and are actively being graded to a base elevation of 12.6 feet North American Vertical Datum of 1988 (NAVD88). The project site and the surrounding area were previously the site for buildings associated with the former Naval Station Treasure Island (NSTI).

The Maceo May Apartments project would be among the first sites to be redeveloped under the Treasure Island Phase I Redevelopment Area (also referred to as the Major Phase 1) or the Treasure Island/Yerba Buena Island Area Plan (Area Plan). This is described further under *Redevelopment of the Islands*, below.

Historic Conditions

Treasure Island and Yerba Buena Island (collectively, the Islands) are in San Francisco Bay, about halfway between the San Francisco mainland and Oakland. The Islands are the site of the former Naval

Station Treasure Island (NSTI), which was owned and operated by the U.S. Navy. NSTI was closed on September 30, 1997, as part of the Base Realignment and Closure Program.

The Navy has maintained ownership since the closure of NSTI in 1997, but has given control of portions of the islands to several public agencies. The U.S. Department of Labor occupies approximately 13 buildings on 40 acres on Treasure Island for their Jobs Corps campus; the U.S. Coast Guard uses approximately 30 acres on the southern half of Yerba Buena Island for their San Francisco Bay operations; and a narrow strip of land located above the Interstate 80 (I-80) tunnel right-of-way through Yerba Buena Island is controlled by the California Department of Transportation.¹ Currently, the former military base consists primarily of low-density residential buildings; vacant and underutilized non-residential buildings that formerly housed institutional, retail, office, and industrial uses; playing fields and other open space; several designated historic buildings; and several active institutional uses. There are about 1,005 total dwelling units on the Islands (of which about 805 are available for general public occupancy), about 100 buildings with existing and former non-residential uses, parking and roadways, a wastewater treatment facility, and other infrastructure.

The Navy is in the process of transferring the remaining portions of NSTI to the Treasure Island Development Authority (TIDA), which is the designated Local Redevelopment Authority. Since NSTI was closed in 1997, TIDA and the Navy have established a process for the conveyance (Conveyance Agreement) of the former military base. Over the past decade and a half, the Navy has undertaken a thorough and lengthy process to identify, analyze, and clean up any releases of hazardous materials and wastes associated with their past operations. The process is being undertaken according to a well-developed procedural manual known as the Base Redevelopment and Realignment Manual, prepared by the U.S. Department of Defense (DoD). Pursuant to the completed Conveyance Agreement between the U.S. Navy and TIDA, the Navy will convey all of its property on land and water to TIDA following completion of its remediation responsibilities. The first conveyance occurred in 2015 and included all of Yerba Buena Island, most of the submerged lands, and much of the southern half of Treasure Island (Major Phase I). The lands within Major Phase I (including the project site), lie within this first conveyance (with the exception of Building 3 and its vicinity were conveyed in 2016.)

Redevelopment of the Islands

TIDA is redeveloping portions of NSTI. The Treasure Island/Yerba Buena Island Area Plan (Area Plan) in the San Francisco General Plan, and Treasure Island/Yerba Buena Island Special Use District (SUD) added to the Planning Code address development within the TIDA Area Plan, which includes all of Treasure Island and Yerba Buena Island and the immediately surrounding waters, except for land and water owned and occupied by the U.S. Coast Guard. The Area Plan Final Environmental Impact Report (EIR) was approved by the San Francisco Planning Commission April 21, 2011.

Designated historic buildings within the TIDA Area Plan on the Islands are Buildings 1, 2 and 3 on Treasure Island, and the Torpedo Assembly Building, the Nimitz House, and Quarters 10 and its garage

¹ City and County of San Francisco Treasure Island Development Authority (TIDA), 2015. Major Phase I Approved Application - May 2015. See Chapter 7. Land Transfer and Implementation. Available at: <https://sftreasureisland.org/majorphase1>. Accessed January 24, 2019.

on Yerba Buena Island. In addition, the National Register of Historic Places-listed Senior Officers' Quarters Historic District is located on Yerba Buena Island, which is composed of Quarters 1 through 7, a family quarters, associated garages and formal landscaping elements. The Islands also include areas that are not part of the TIDA Area Plan: U.S. Coast Guard facilities on Yerba Buena Island, a U.S. Department of Labor Job Corps campus on Treasure Island, and Federal Highway Administration (FHA) land occupied by the San Francisco-Oakland Bay Bridge (Bay Bridge) and tunnel structures on Yerba Buena Island.

The approved TIDA Project includes development of up to 8,000 residential units; up to 140,000 square feet of new commercial and retail space; up to 100,000 square feet of new office space; adaptive reuse of about 311,000 square feet for commercial, retail, and/or flex space uses in the historic buildings on Treasure Island; up to approximately 500 hotel rooms; rehabilitation of the historic buildings on Yerba Buena Island; new and/or upgraded public facilities and public utilities; about 300 acres of parks and public open space including shoreline access and cultural uses such as a museum; new and upgraded streets and public ways; bicycle, transit, and pedestrian facilities; landside and waterside facilities for the existing Treasure Island Sailing Center; landside services for an expanded marina; and a new Ferry Terminal and intermodal Transit Hub. Construction and buildout of the Area Plan is phased to occur over an approximately 15- to 20-year period.

Treasure Island under the approved Area Plan and SUD is to be developed with three neighborhoods. The Island Center District is planned to occupy the southern portion of Treasure Island, adjacent to the southern and southeastern boundaries of the Job Corps campus. This neighborhood will include a dense mix of retail, restaurant, office, hotel, residential, transit, and community service uses. The Ferry Terminal and intermodal Transit Hub will be located in this district. A pedestrian link is planned between the Ferry Terminal and Clipper Cove, with pedestrian paths around and connecting to corridors through historic Buildings 1, 2, and 3. The Cityside and Eastside Districts are planned to provide high-density residential land uses, with ground-floor community and commercial spaces in some buildings. The Cityside District will be located on the western portion of Treasure Island, adjacent to the western and northern boundaries of the Job Corps campus, east of the proposed Waterfront Park along the shoreline. Buildings in the Eastside District, extending east from the Island Center, will form the border of a six-block-long linear park, the Eastside Commons.

A variety of retail uses is expected on Treasure Island through this redevelopment, including neighborhood-serving uses, a grocery store or market, regional-serving retail uses such as specialty gifts or crafts, and entertainment uses. The existing chapel would be retained in its current location and continue to be used for general assembly and non-denominational religious activities. The existing school building would be rehabilitated or rebuilt as a kindergarten through eighth grade public school in coordination with the San Francisco Unified School District.²

A range of building heights is proposed on Treasure Island. Approximately 50 percent of housing units would be in low-rise buildings of up to 70 feet, with a range of taller mid-rise and high-rise buildings from 85 to 240 feet. The tallest buildings would be located in and adjacent to the Island Center District,

² The Area Plan would renovate or rebuild the existing 30,000 square foot school to up to 105,000 square feet, and would provide for about 2,000 students. City and County of San Francisco. Treasure Island/Yerba Buena Island Project EIR. Chapter L. Public Services. Certified April 21, 2011.

with one 650-foot-tall building located there. Yerba Buena Island would be developed primarily with low-rise residential buildings in generally the same locations as existing housing, with a small amount of neighborhood-serving commercial space. A new hilltop park would be provided. The Nimitz House and the Senior Officers' Quarters historic buildings will be adaptively reused for various commercial activities such as a hotel/wellness center and possibly a restaurant. A proposed Habitat Management Plan will manage and improve plant and wildlife habitat in the undeveloped areas on this island, and the gardens adjacent to the Nimitz House will be improved.

Most residential parking on Treasure Island is planned within subsurface garages under the residential buildings; up to 30 percent of the residential parking could be in centralized parking structures surrounded by active uses. A maximum of about 9,645 off-street parking spaces could be provided on the Islands; there would be no minimum number of parking spaces required. About 1,035 metered on-street parking spaces would be provided. Car-share parking would also be provided.

The approximately 300 acres of open space would include public spaces and recreation areas, with small neighborhood parks and community gardens, a Great Park of about 100 acres on the northern portion of Treasure Island, and the Eastside Commons connecting the Island Center and Eastside District to the eastern shoreline open space. There are planned shoreline trails, including the proposed extension of the San Francisco Bay Trail from the Bay Bridge bicycle and pedestrian path on the new east span, down Yerba Buena Island and around the perimeter of Treasure Island. An approximately 20-acre urban farm (the Urban Agricultural Park) is planned, as is a "cultural park" adjacent to Building 1. Approximately 25 to 40 acres on the east side of Treasure Island would be a regional sports complex with baseball diamonds, soccer fields, and other sports facilities.

The Area Plan would include approximately 2,000 affordable housing units. Some would be located in market-rate buildings and others would be in stand-alone affordable housing buildings. A total of 435 affordable units for the Treasure Island Homeless Development Initiative would be provided (replacing the existing 250 units). A transition housing program would be established to assist qualifying households in residence at the time the Disposition and Development Agreement was executed (2011) who continuously remain residents of the Islands to have the opportunity to continue living on the Islands if they choose.

Transportation facilities include construction of a Transit Hub in the Island Center District. Bus service is planned to the East Bay, expected to serve downtown Oakland, and the existing Muni 108-Treasure Island bus line would continue to provide bus service between the Islands and downtown San Francisco. A free shuttle service will be provided on both islands, replacing and expanding the existing bus route on Treasure Island. Ferry service between the west side of Treasure Island and the San Francisco Ferry building is planned as part of the Area Plan. A new Ferry Terminal will be constructed, including a Ferry Terminal building, a ferry quay and docks, breakwaters, and the ferry basin enclosed by the breakwaters. Sidewalks will be provided on all new streets on Treasure Island except the Shared Public Ways (a proposed new street designation with no on-street parking and designed to encourage walking and bicycling and discourage automobile use). A network of bicycle, pedestrian, and shared-use paths will connect the Islands' major destinations.

New or upgraded utilities include water distribution piping throughout the Islands; new water storage tanks on Yerba Buena Island; a new recycled water treatment plant, with use of recycled water for irrigation and appropriate plumbing facilities in commercial and residential buildings on Treasure Island; new or upgraded wastewater collection facilities and a new or upgraded wastewater treatment plant, a new stormwater collection and treatment system, to include a 10- to 15-acre wetland in the northeast area of Treasure Island and localized features such as bioretention areas, vegetated swales, and permeable paving; new electricity, natural gas, and telecommunications facilities; and solar power generation facilities.

In order to avoid impacts to a floodplain, all proposed building areas on Treasure Island under the Area Plan, would be raised to be above the preliminary Zone A floodplain (that is, the 100-year flood zone), plus accommodating 36 inches of sea level rise plus an additional 6 inches of freeboard. Therefore, the minimum finished floor elevations and garage entrances for the proposed project would be set at 12.6 feet NAVD88. Final finished floor elevations would likely range from 12.6 feet to 14.5 feet NAVD88.

Funding Information

Grant Number	HUD Program	Funding Amount
	44 VASH Vouchers	\$2,748 per voucher per month

Estimated Total HUD Funded Amount: \$862,224/year (net of estimate tenant-paid portion)

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

Construction Costs:	\$64,160,868
Non-Construction Costs:	\$15,240,838
Total	\$79,401,706

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

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

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>San Francisco International Airport is over 13 miles south of the project site. The project site is well outside the boundaries of the San Francisco Airport runway protection zones as depicted in Exhibit IV-7, Safety Compatibility Zones. The project site is outside all other defined safety zones, airspace protection zones, and Airport Influence Areas of the airport's Comprehensive Land Use Compatibility Plan. Oakland International Airport is approximately 10 miles southeast of the project site. The project site is well outside the boundaries of Oakland Airport runway protection zones and all other defined safety zones.</p> <p>There are no military airfields in San Francisco County or the nearby vicinity; therefore, no military airfield Airport Protection Zone or Clear Zone would affect the proposed project.</p> <p>Source Document(s): 1 and 2</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<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 Unit, or a CBRS buffer zone.</p> <p>Source Document(s): 3</p>
Flood Insurance Flood Disaster Protection Act of	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<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</p>

<p>1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>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.</p> <p>The preliminary FIRM and site elevation maps identify the project site as located partially within the 100-year floodplain (Zone AE with an elevation of 10 feet). This preliminary FIRM also shows a portion of the site (eastern part of the parcel) as located within the 0.2 percent Annual Chance Flood Hazard, which is the 500-year floodplain. Based on the 2015 Preliminary FIRM and 2015 Floodplain Map, the project site is 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.” The project does not involve the construction of facility uses considered a “critical action.” Because the project contains features located within the 100-year floodplain, it requires analysis under Executive Order 11988 by the eight-step process. This is discussed further under “Floodplain Management.”</p> <p>In order to avoid impacts to a floodplain, all proposed building areas on Treasure Island under the TIDA Area Plan would be raised to be above the preliminary Zone A floodplain (that is, the 100-year flood zone), plus accommodating 36 inches of sea level rise, plus an additional 6 inches of freeboard. Therefore, the minimum finished floor elevations and garage entrances for the proposed project would be set at 12.6 feet NAVD88. Final finished floor elevations would likely range from 12.6 feet to 14.5 feet NAVD88.</p> <p>While these are project features under the larger Area Plan, the project under HUD must demonstrate compliance with the Flood Insurance Reform Act of 1994. To avoid inconsistency with Flood Insurance due to the existing elevation, the project should implement Mitigation Measure 1: Construction above the BFE, and Mitigation Measure 2: FEMA Map Revision. Mitigation Measure 1 would require the project site be graded to a minimum elevation of 10 feet NAVD 88, and for all structures to be built with a lowest finished floor of 1 foot above BFE. Mitigation Measure 2 contingent upon the adoption of the Preliminary FIRM, would require the submittal of a Conditional Letter of Map Revision Based on Fill (CLOMR-F) application to</p>
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		<p>FEMA prior to the construction of the project should the FIRM be final, and then a subsequent Letter of Map Revision based on Fill (LOMR-F) application upon completion of project. Under the CLOMR-F the additional grading and fill would bring the project out of the SFHA to a minimum elevation of elevation of 10 feet NAVD 88. With the approved CLOMR-F and LOMR-F by FEMA, the Proposed Action would not involve development in a SFHA and flood insurance would not be required. However, should either the CLOMR-F or LOMR-F or both be rejected by FEMA, the project would be required to acquire Flood Insurance consistent with the Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994.</p> <p>Source Document(s): 4, 5, 6, 42, and Attachment 1</p>
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p><u>Criteria Pollutants</u></p> <p>Construction and operational criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. The modeled criteria pollutant emissions were compared to the federal General Conformity <i>de minimis</i> 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.</p> <p><u>Comparison to Federal General Conformity De Minimis Levels</u></p> <p>Construction emissions from the proposed project would result primarily from off-road equipment, vehicle use, and fugitive dust. The modeling results indicate that maximum annual emissions from construction would be approximately:</p> <ul style="list-style-type: none"> • 0.6 tons per year of reactive organic gases (ROG)³; • 3.5 tons per year of nitrogen oxides (NO_x); • 2.8 tons per year of carbon monoxide (CO); and • 0.3 tons per year of fine particulate matter of 2.5 microns or less (PM_{2.5}).

³ ROG is a pollutant under the California Clean Air Act, which is roughly equivalent to Volatile Organic Compounds (VOC), which is a pollutant under the federal Clean Air Act. By definition, VOC is an organic compound that can evaporate into an organic gas. VOCs can be either reactive or non-reactive. Over the years, non-reactive VOCs have been exempt from regulation. ROG is an organic gas that undergoes a photochemical reaction, thus, is reactive. Both VOC and ROGs are precursors to ozone so they are summed in the CalEEMod report under the header ROG. For the purposes of comparing the ROG value to a VOC significance threshold, the terms can be used interchangeably.

		<p>Based on the San Francisco Bay Area Air Basin's designation status as marginal nonattainment for ozone, moderate nonattainment for PM_{2.5}, and maintenance for CO, federal <i>de minimis</i> levels would be 100 tons per year each these pollutants or their precursors (ROG, NO_x, PM_{2.5}, and CO). A conformity determination would be required for each criteria or precursor exceeding the federal General Conformity <i>de minimis</i> level. Emissions of ROG, NO_x, PM_{2.5}, and CO from construction would be below the federal General Conformity <i>de minimis</i> levels 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"> • 0.9 tons per year of ROG; • 0.7 tons per year of NO_x; • 3.0 tons per year of CO; and • 0.2 tons per year of PM_{2.5}. <p>Operational emissions would also be below the federal <i>de minimis</i> level of 100 tons per year for ROG, NO_x, PM_{2.5}, and CO. Therefore, the proposed action is exempt from General Conformity regulations.</p> <p><u>Comparison to Bay Area Air Quality Management District Thresholds</u></p> <p>The modeling results indicate that the average daily emissions from construction, excluding fugitive dust, would be:</p> <ul style="list-style-type: none"> • 4.9 pounds per day of ROG; • 26.7 pounds per day of NO_x; • 1.3 pound per day of exhaust PM₁₀; and • 1.3 pound per day of exhaust PM_{2.5}. <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"> • 54 pounds per day of ROG and NO_x; • 54 pounds per day of exhaust PM_{2.5}; and • 82 pounds per day of exhaust PM₁₀. <p>It is important to note that the BAAQMD only considers exhaust particulate matter in its thresholds of significance and</p>
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		<p>emphasizes implementation of its basic and enhanced 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"> • 0.9 ton per year / 5.1 pounds per day of ROG; • 0.7 ton per year / 4.0 pounds per day of NOX; • 0.7 tons per year / 3.6 pounds per day of exhaust PM₁₀; and • 0.2 tons per year / 1.2 pounds per day of exhaust PM_{2.5}. <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"> • 10 tons per year / 54 pounds per day of ROG and NO_x (each); • 10 tons per year / 54 pounds per day of exhaust PM_{2.5}; and • 15 tons per year / 82 pounds per day of exhaust PM₁₀. <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. The proposed project would implement Best Management Practices in compliance with the City's Construction Dust Control Ordinance and BAAQMD recommended control measures for controlling fugitive dust and these Best Management Practices would be effective in controlling construction-related fugitive dust emissions to a less-than-significant level.</p> <p><u>Asbestos Containing Materials and Lead Based Paint</u></p> <p>There are no buildings currently on the proposed project site; therefore, operation of the proposed project activities would not likely result in exposure of residences to asbestos containing materials or lead based paint. In addition, the proposed project would implement Mitigation Measure 3: Soil and Groundwater Management Plan (Mitigation Measure M-HZ-</p>
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		<p>1 from the TIDA Area Plan EIR). The TIDA EIR Mitigation Measure M-HZ-1 requires each project sponsor to prepare a Soil and Groundwater Management Plan (SGMP). The SGMP will specify protocols and requirements for excavation, stockpiling, and transport of soil and for disturbance of groundwater as well as a contingency plan to respond to the discovery of previously unknown areas of contamination (e.g., an underground storage tank unearthed during normal construction activities). TIDA completed this for Major Phase 1, and all subsequent project sponsors are required to prepare and follow parcel specific plans.</p> <p>The proposed project site is approximately 0.9 acres and as such is required to submit a Dust Control Plan. Standard dust control measures required by the San Francisco Construction Dust Control Ordinance as well as the implementation of Mitigation Measure 3, the potential for exposure of persons to asbestos containing material is less than significant.</p> <p>Source Document(s): 7 - 12, 37, 59, and Attachment 2</p>
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project site is not located within Coastal Zone Management Area or San Francisco Bay Conservation and Development Commission's area of jurisdiction, which includes the first 100 feet shoreward from the mean high-tide-line around San Francisco Bay; therefore, no formal finding of consistency with the Commission's San Francisco Bay Plan is required.</p> <p>Source Document(s): 13 and 14</p>
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p><u>Historic Use and Completed Naval Remediation</u></p> <p>The Navy has undertaken a thorough and lengthy process to identify, analyze, and clean up any releases of hazardous materials and wastes associated with their past operations as required for the Navy transfer of the NSTI to TIDA. This process is undertaken according to a well-developed procedural manual known as the Base Redevelopment and Realignment Manual, prepared by the U.S. Department of Defense (DoD). Specifically, the Installation Restoration (IR) Program is a DoD initiative to identify, investigate, and clean up hazardous waste sites located on former military bases. Depending upon the circumstances, IR sites are identified, investigated, and cleaned up in accordance with the Resource Conservation and Recovery Act (RCRA), the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) or in accordance with an integrated approach based on both laws. In addition, for</p>

		<p>sites that are associated primarily with petroleum contamination, the IR Program is conducted according to what is known as the Petroleum Program. RCRA was enacted in 1976, and is the principal Federal law in the United States governing the disposal of solid and hazardous waste. For NSTI, the IR Program implemented at the former base consists of the CERCLA and Petroleum Programs.</p> <p>The most common method for the Navy to support transfer of a closed base such as NSTI is to, first obtain site closure for individual parcels, as described above. The Navy will then prepare what is known as a Finding of Suitability to Transfer (FOST) for each parcel it plans to transfer. The primary purpose of a FOST is to document that the property is environmentally suitable for transfer by deed under DoD FOST guidance. This process is intended to determine whether property is environmentally suitable for its intended use and whether there should be any restricted use of the property (i.e., institutional controls such as limits on land use or notification requirements prior to any subsurface disturbances). Institutional controls are structural or legal mechanisms used to limit access to, or restrict the use of property. A FOST must demonstrate that either the property is uncontaminated or that all necessary remediation has been completed or is in place and operating properly and successfully. These demonstrations are necessary to support the deed covenant required by the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) that all remedial action necessary to protect human health and the environment has been taken. In addition, under CERCLA, a deed to transfer property by the United States must contain (1) notice of the type and quantity of hazardous substances, (2) notice of the time at which such hazardous substance storage, release, or disposal took place, and (3) a description of any remedial action taken.</p> <p>The Navy has already issued a FOST for a 170-acre portion of NSTI, and will continue to issue FOSTs over several large phases in the upcoming years. However, there are other circumstances where TIDA or TICD has responsibility for cleanup following transfer from the Navy:</p> <ul style="list-style-type: none"> • Areas where the Area Plan is modified and land use controls on the property are inconsistent with the modified reuse. For example, the FOST and covenants to the deed may preclude reuse of the property for residential or other purposes.
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		<p>Specific remedial actions in addition to those performed by the Navy would be required prior to allowing those uses.</p> <ul style="list-style-type: none"> • Where a project requires demolition or renovation of structures containing hazardous building materials such as lead-based paint or asbestos, additional response actions would be required. TIDA or TICD would be responsible for the remedial actions associated with any asbestos-containing materials or lead-based paint in accordance with applicable laws and regulations. This type of remedial action is expected as part of implementing the Development Program. • Additional investigation/remedial actions may be required at parcels the Navy has remediated to a less stringent standard than that required for the proposed reuse. TIDA or TICD would be responsible for such remediation, since the need for it is triggered by the project. • Areas where newly discovered, pre-existing CERCLA and non-CERCLA contaminants (unknowns including unknown structures such as underground pipelines or USTs) are discovered and clean-up is necessary to allow for the proposed site reuse. During the course of construction activities, contamination might be newly discovered in areas or amounts not disclosed by prior environmental investigations and remedial activities conducted by the Navy. The protocols to address contaminants discovered during construction would be covered under a Soil and Groundwater Management Plan that would be developed by the project sponsors prior to the commencement of redevelopment activities. If newly discovered, pre-existing contaminants are CERCLA hazardous substances, the Navy is obligated to perform the remedial work required to assure that the property is protective of human health and the environment. <p><u>Site Conditions</u></p> <p>The project site located within Major Phase 1, bounded by Avenue C, 5th Street, Parcel C3.5 (and the adjacent neighborhood park), and Parcel C3.1 (all yet to be developed is currently unpaved, having been recently cleared from the previous Naval-serving building). The project site was included in the Navy's FOST for the 170-acre portion of NSTI. The</p>
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		<p>project site is not located within in IR site. The project site is not within the expanded Maher Ordinance zone of San Francisco.</p> <p>Historical uses and potential hazards for the project site and immediate vicinity were verified by the State Water Resources Control Board GeoTracker and EnviroStor databases. According to these current sources, there are no open cleanup site cases, or open underground storage container cases for the project site. Within a quarter mile (~1,320 feet) of the project site, there is only one open case, and that is affiliated with the ongoing remediation of the NSTI according to the DoD procedures described above.</p> <p><u>Conclusion</u></p> <p>Based on the conditions of the project site, project construction would be completed as proposed without impacts from contamination or toxic substances. However, because it is possible that construction-related ground disturbing activity could encounter hazardous materials the following mitigation measures would be required: Mitigation Measure 3: Soil and Groundwater Management Plan (Mitigation Measure M-HZ-1 from the Area Plan EIR), would require DTSC and RWQCB approve a soil and groundwater management plan, and Mitigation Measure 4: Construction Best Management Practices (Mitigation Measure M-HZ-8), would require additional practices take place during construction. Lastly, under San Francisco Building Code and San Francisco Health Code, Article 22B, because the project site is greater than half acre in size; it is required to prepare and submit a Dust Control Plan to the San Francisco Department of Public Health.</p> <p>Source Document(s): 15, 16, and 17</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is a vacant, recently disturbed site having previously contained buildings associated with NSTI. It is located adjacent to the Jobs Corps campus, and is located over 500 feet from the shoreline, and future parks and residential buildings would separate the project site from the shore. The project site does not provide potential habitat for any federally listed species. No federally listed species, species proposed for listing, or federally designated critical habitats are documented within the proposed project area. No impacts on federally listed species or critical habitat are anticipated from the project.</p> <p>Source Document(s): 18, 19, and 20</p>

Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project does not involve explosive or flammable materials or operations. There is no visual evidence or indication of unobstructed or unshielded above ground storage tanks (fuel oil, gasoline, propane, etc.) at or immediately adjacent to the project site. The nearest above-ground storage tank (AST) is over 3,000 feet from the project, with a volume of approximately 3,000 gallons. Based on the tank's contents and size, this AST has an Acceptable Separation Distance (ASD) for thermal radiation of 437 feet (if unobstructed). Because the project site is approximately 3,000 feet away from this AST, and is separated by several buildings, it is located at an acceptable distance, and no explosive hazard to the project site would occur.</p> <p>Source Document(s): 21</p>
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project site consists of urban land; therefore, the project would not affect farmlands (PL 97-98, December 22, 1981). There are no protected farmlands in the City and County of San Francisco.</p> <p>Source Document(s): 18</p>
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>As addressed under Flood Insurance above, FEMA prepares FIRMs, which identify areas subject to flood inundation, most often from a flood having a one percent chance of occurrence in a given year (also known as a base flood or 100-year flood). FEMA refers to the portion of the floodplain or coastal area that is at risk from floods of this magnitude as a SFHA. 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 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.</p> <p>This preliminary FIRM and site elevation maps identifies the project site as located partially within the 100-year floodplain. This preliminary FIRM also shows a portion of the site (eastern part of the parcel) as located within the 0.2% Annual Chance Flood Hazard, which is the 500-year floodplain. Based on the 2015 Preliminary FIRM and 2015 Floodplain Map the project site is within a SHRA. While the project does not involve the construction of a "critical action," because the project would</p>

	<p>support development in a proposed floodplain, this triggers the need to comply with the Floodplain Management Act 8-Step Process (Executive Order 11988).</p> <p>The Floodplain Management Act 8-Step Process was initiated with an early public notification on January 17, 2019. Under this process, alternatives were considered that identified impacts to development within a floodplain, considered project alternatives, and identified a preferred action that raises the site out of the SFHA. The 8-Step Process will be completed on with the Final Notification provided with the EA. As concluded by the 8-Step Process Documentation (provided in Attachment 1), the project would be required to be developed following the addition of fill which would elevate the project site above the BFE. The additional grading and fill would bring the project out of the SFHA to a minimum elevation of elevation of 10 feet NAVD 88 Datum.</p> <p>All proposed building areas on Treasure Island under the TIDA Area Plan would be raised to be above the preliminary Zone A floodplain (that is, the 100-year flood zone), plus accommodating 36 inches of sea level rise plus an additional 6 inches of freeboard. Therefore, the minimum finished floor elevations and garage entrances for the proposed project would be set at 12.6 feet NAVD88. Final finished floor elevations would likely range from 12.6 feet to 14.5 feet NAVD88. While these are project features under the larger Area Plan, the project under HUD must demonstrate compliance with Executive Order 11988. Therefore, to ensure the project adheres to this requirement, Mitigation Measure 1: Construction above the BFE and Mitigation Measure 2: FEMA Map Revision should be implemented. Mitigation Measure 1 would require the project site be graded to a minimum elevation of 10 feet NAVD88, and for all structures to be built with a lowest finished floor of 1 foot above BFE. Mitigation Measure 2, contingent upon the adoption of the Preliminary FIRM, would require the submittal of a Conditional Letter of Map Revision based on Fill (CLOMR-F) application to FEMA prior to the construction of the project and subsequent Letter of Map Revision based on Fill (LOMR-F) application upon completion construction.</p> <p>Under this CLOMR-F the additional grading and fill would bring the project out of the SFHA to a minimum elevation of no less than 10 feet NAVD88. With the approved CLOMR-F and LOMR-F by FEMA the project would not involve development in a SFHA and flood insurance would not be required. However, should either the</p>
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		<p>CLOMR-F or LOMR-F or both be rejected by FEMA, the project would be required to acquire Floodplain Insurance consistent with Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994. With Mitigation Measure 1, the development of the project would not involve development in a SFHA. Lastly, the project has complied with applicable floodplain management regulations through completion of the 8-Step Process, included in Attachment 1 to this EA. No additional compliance is required.</p> <p>Source Document(s): 4, 5, 6, 42, and Attachment 1</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>A Major Phase 1 sensitivity assessment and records search conducted by the Northwest Information Center (NWIC File No.: 17-2462), which reflected the project site, indicated a low potential for Native American archaeological resources and a moderate potential for historic-period archaeological resources to be within the project area, which included the project site.⁴ A project-specific Programmatic Agreement (PA) was entered into by MOHCD, the State Historic Preservation Officer, and TIDA on March 29, 2019. 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 Plan/Program for sites within Major Phase 1 not previously analyzed. 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. Because parcels C3.1 and C3.2 (Lot 1E) are included in the Major Phase One–Subphase One Development Project, which was previously subject to archeological review under Mitigation Measure M-CP-1 of the TIDA Area Plan EIR, including preparation and implementation of an archeological testing program by ESA on behalf of Treasure Island Community Development, LLC (TICD), acting in their capacity as developer, (June 2016), the project site is not subject to further archeological review.</p> <p>Source Document(s): 60, 61, and Attachment 3</p>

⁴ Major Phase One includes seven parcels which will be developed with affordable housing. MOHCD will be preparing an Environmental Assessment (EA) for each of the seven parcels. These parcels are C3.1, C3.2 (Lot 1E); C4.3 (Lot 1A); C2.2 (Lot 1D); E1.2, E2.4 and E2.3 (Lot 1F). These seven parcels together comprise the Area of Potential Effects for the project as defined by 36 CFR 800.16[d].

<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The proposed project would introduce new noise sources to the neighborhood from vehicles used on adjacent and nearby roadways by new residents and visitors. The proposed project would also generate short-term noise 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 (dB) penalty for noise occurring during the nighttime hours, defined as 10:00 p.m. to 7:00 a.m. 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>In preparation of the TIDA Area Plan EIR, a noise survey was conducted near the proposed project site on December 14 and 15, 2009.⁵ Based on the noise survey, the measured ambient noise level was 59 dBA DNL.</p> <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 using the HUD DNL Calculator, 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 roadway closest to the proposed project site and having the greatest contribution to ambient traffic noise is Avenue C. There are no rail lines within 3,000 feet of the proposed project. The San Francisco-Oakland Bay Bridge (Interstate 80 or I-80) is over 2,500 feet away from the project site and is therefore beyond HUD criteria for assessment of roadway noise impacts to the project occupants.</p> <p>Noise generated from vehicular traffic along Avenue C was calculated using the HUD DNL Calculator using traffic volumes provided in the Plan Area EIR. This EIR only provided traffic noise impacts at the intersection of Avenue of the Palms and 1st Street. Since this intersection of Avenue of the Palms and 1st</p>
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⁵This data is the most relevant and up to date as it reflected traffic noise prior to demolition of many uses on Treasure Island, which are currently no longer. Present day noise volumes would not be reflective of potential noise conditions as there is ongoing construction and grading activities on Treasure Island.

		<p>Street is located at the entrance of Treasure Island, traffic volumes at this intersection represent worst-case traffic volumes. Since traffic volumes along Avenue C are unknown, it is conservatively assumed that traffic volumes along Avenue C would be similar to the roadway link with the maximum volume estimated for the intersection of Palms and Ist Street in the Area Plan EIR. Based on this assumption, the DNL exterior noise from Avenue C was calculated to be 68 dBA at the proposed project site when considering full buildout roadway volumes by the Plan Area.</p> <p>Although vehicular traffic along Avenue C could expose the proposed project site to noise levels within HUD's "normally unacceptable" range, the proposed residential structure would not include patios or balconies facing Avenue C and would be designed to meet an interior CNEL (or DNL) of at least 45 dBA as required under Title 24 of the California Code of Regulations. An interior second story courtyard would be surrounded by building walls on all four sides, which would provide sufficient screening to maintain acceptable noise levels for an outdoor use. 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.</p> <p><u>Construction Noise</u></p> <p>Construction of the proposed project would require the use of off-road equipment along with other construction-related noise sources such as vehicle trips for deliveries and construction workers and would be expected to increase noise levels at surrounding noise-sensitive receptors. Construction equipment would consist of rubber-tired dozers, tractors/loaders/backhoes, cranes, forklifts, cement and mortar mixers, pavers, rollers and air compressors. An impact pile-driving hammer would not be used during the construction of the proposed project. The nearest existing sensitive land uses to the project area are multi-family buildings located approximately 640 feet east of the project site. It is anticipated that the parcels adjacent to the proposed project site would be constructed and operational during construction of the proposed project. According to the Treasure Island/Yerba Buena Island Redevelopment Project EIR, these parcels will be</p>
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		<p>designated as residences and located within 100 feet from the proposed project boundary.</p> <p>Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the <i>Police Code</i>). 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.</p> <p>Construction activities proposed for the project would comply with the San Francisco Noise Ordinance (as identified above). In addition, the proposed project would implement Mitigation Measure 5: Reduce Noise Levels During Construction (Mitigation Measure M-NO-1a from the Area Plan EIR). This measure, from Area Plan EIR Mitigation Measure N-NO-1a, requires contractors to implement practices to reduce onsite construction noise generated by off-road construction equipment such as providing enclosures and mufflers for stationary equipment, prohibiting unnecessary idling and designating a Noise Disturbance Coordinator to respond to noise complaints during construction. With implementation of Mitigation Measure 5, and compliance with the San Francisco Noise Ordinance, construction noise impacts from the project would be less than significant.</p> <p><u>Operational Noise</u></p> <p>The project would generate a negligible number of additional daily vehicle trips accommodated by the proposed 19 parking spaces for residents and visitors. Given that a doubling of traffic is necessary to increase roadside noise to a level that is considered barely perceptible by Caltrans, proposed project-generated traffic noise would not generate an adverse impact on roadway noise.</p> <p>Source Document(s): 1, 2, 23, 24, 25, 26, 27, and Attachment 4.</p>
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Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project is not served by a U.S. EPA designated sole-source aquifer, is not located within a sole source aquifer watershed, and would not affect a sole-source aquifer. Source Document(s): 29
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not located near, or within, a wetland area. The San Francisco Bay is located approximately 500 feet from the project site, and separated by approved plans for housing development, parks and roads. Therefore, the project would not affect wetland or riparian areas. Source Document(s): 30
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	No federally designated Wild and Scenic Rivers are located within the City and County of San Francisco; therefore, the project would not affect any wild and scenic rivers. Source Document(s): 31
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project site is currently vacant and serves no population. The project site is located in Census Tract 179.02 as identified in the 2010 Census. Within this Tract, approximately 64.6 percent of the population is comprised of ethnic minorities and approximately 51.5 percent of the population has an income below the poverty line. Within the City of San Francisco, approximately 50.4 percent of the population is comprised of ethnic minorities and approximately 11.7 percent of the population has an income below the poverty level. The project area is therefore considered to have an environmental justice population based upon the higher rate of minority and low income populations.</p> <p>Overall, of the 8,000 units proposed for the Plan Area, an estimated 2,000 or 25 percent would provide for low-income residents.</p> <p>The project would provide permanent supportive housing and services for eligible homeless Veterans who are single or eligible homeless Veterans with families, thus the providing benefits to an environmental justice population. By providing new</p>

		<p>affordable housing, the project would provide housing to the existing and possibly expanded environmental justice population of the area. As analyzed in this EA, the project is not anticipated to result in significant impacts that would create permanent adverse effects in the project area. This <i>Environmental Justice</i> analysis further considers project impacts and their potential to disproportionately affect the project's introduced environmental justice population.</p> <p><u>Summary of 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, impacts would be shared by neighboring non-environmental justice populations, thus the following impacts along with their mitigations, summarized below, do not represent impacts with the potential to disproportionately affect an 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 in compliance with the City's Construction Dust Control Ordinance and BAAQMD fugitive dust control guidelines and these Best Management Practices would be effective in controlling construction-related fugitive dust to below a threshold level. These mitigatable project impacts to air quality and dust do not represent an impact to an environmental justice population.</p> <p><i>Contamination and Toxic Substances:</i> Based on the conditions of the project site, project construction would be completed as proposed without impacts from contamination or toxic substances. However, because it is possible that construction-related ground disturbing activity could encounter hazardous materials, the following mitigation measures are required through TIDA's Mitigation Monitoring and Reporting Program approved by the City and County of San Francisco: Mitigation</p>
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		<p>Measure 3: Soil and Groundwater Management Plan (M-HZ-3 from the Area Plan EIR), would require DTSC and RWQCB approve a soil and groundwater management plan, and Mitigation Measure 4: Construction Best Management Practices (M-HZ-8 from the Area Plan EIR) would require additional practices take place during construction. These mitigatable project impacts to contamination and toxic substances are required for all projects on Treasure Island and do not represent an impact to an environmental justice population.</p> <p><i>Floodplain Management:</i> The current preliminary FIRM and site elevation maps identify the project site as located partially within the 100-year floodplain. Based on the 2015 Preliminary FIRM and 2015 Floodplain Map the project site is within a SFHA. As such, the Floodplain Management Act 8-Step Process was initiated with a public notification on January 17, 2019. Under this process, alternatives were considered that identified impacts to development within a floodplain, considered project alternatives, and identified a preferred action that raises the site out of the SFHA. In order to avoid impacts to a floodplain, the project shall adhere to, Mitigation Measure 1: Construction above the BFE and Mitigation Measure 2: FEMA Map Revision, which would require the project site be graded to a minimum elevation of 10 feet NAVD 88, and for all structures to be built with a lowest finished floor of 1 foot above BFE, and contingent upon the adoption of the Preliminary FIRM, require the submittal of a Conditional Letter of Map Revision based on Fill (CLOMR-F) application to FEMA prior to the construction of the project and subsequent Letter of Map Revision based on Fill (LOMR-F) application upon completion construction. With the approved CLOMR-F and LOMR-F by FEMA the project would not involve development in a SFHA and flood insurance would not be required. However, should either the CLOMR-F or LOMR-F or both be rejected by FEMA, the project would be required to acquire Floodplain Insurance consistent with Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994. These mitigatable project impacts to floodplain management do not represent an impact to an environmental justice population.</p> <p><i>Historic Preservation:</i> Construction at the project site would have the potential to disturb historic-period archeological deposits through ground disturbance, however with implementation of the project specific PA the project would not adversely affect archeological resources. These mitigatable</p>
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		<p>project impacts to historic resources do not represent an impact to an environmental justice population.</p> <p><i>Construction Noise:</i> 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 existing sensitive land uses to the project area are multi-family buildings located approximately 640 feet east of the project site. It is anticipated that the parcels adjacent to the proposed project site would be constructed and operational during construction of the proposed project. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the <i>Police Code</i>). 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. In addition, the proposed project would implement Mitigation Measure 5: Reduce Noise Levels During Construction (M-NO-1a from the TIDA Area Plan EIR). This measure requires contractors to implement practices to reduce onsite construction noise generated by off-road construction equipment such as providing enclosures and mufflers for stationary equipment, prohibiting unnecessary idling and designating a Noise Disturbance Coordinator to respond to noise complaints during construction. With implementation of Mitigation Measure N-NO-1a from the Area Plan EIR and compliance with the San Francisco Noise Ordinance, construction noise impacts from the project would be less than significant.</p> <p><i>Operational Noise and HUD Noise Standards:</i> 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 would need to comply with Title 24 of the California Code of Regulations which establishes noise insulation standards, interior noises levels would meet interior noise goals of HUD and the</p>
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		<p>State of California. As such, there is no potential for excess exterior noise to impact an environmental justice population.</p> <p><i>Geology and Soils:</i> The project site is in a seismically active region; the San Andreas, San Gregorio, and Hayward Faults are the closest major faults, but the site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act. The San Francisco Seismic Hazard Zone 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 SFBC, this would reduce any potential impacts of liquefaction and landslides because 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><u>Conclusion</u></p> <p>Overall, the project is not anticipated to result in significant impacts that would create permanent adverse effects in the project area to existing populations, or to an introduced environmental justice population. Construction of housing for affordable family units would provide result in a beneficial impact by providing housing for low-income populations.</p> <p>Source Document(s): 32 and 33</p>
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>The project is located in the Treasure Island Phase I Redevelopment Area, on Treasure Island, San Francisco. The project area is approved for residential uses with nearby mixed-use, public open spaces, and the Jobs Corp campus under the Major Phase I Application (approved May 2015). In the immediate vicinity, under the approved Major Phase I Application, the project site (Parcel C3.2) will be surrounded to the north, west, and south by market rate and affordable residential uses ranging in height from 40, to 125 feet (parcels C3.1, C3.3, C3.5, and C2.1; Note C3.5 and C2.1 have Flex Zones of 240 and 315 feet respectively), and to the east, across Avenue C, the Job Corps campus. Construction of these neighboring sites would be concurrent with the project's construction. Beyond the adjacent uses, predominant uses along Avenue C, to the north and south of the project site would be residential structures, with mixed-uses, providing for retail, neighborhood serving retail, office, hotel and restaurant uses, and a school to the north. To the south of the residential buildings, between what will be Cityside Avenue and the San Francisco Bay, will be new parks and open space.</p> <p>The project site is zoned as TI-3 (Treasure Island Residential), with a height and bulk district of 70-TI (70 feet). With 17 vehicle parking spaces and 2 handicap van spaces along with a Class 1 bike room, the project would be</p>

		<p>consistent with the maximum parking permitted (of up to one space per units), and provide the corresponding required bicycle spaces within a 840 square foot Class 1 bike room. At up to 75 feet in height and with 105 units, the proposed project would be within the initial capacity and height limit designed for the site. By providing affordable housing, the project is consistent with the TIDA Major Phase 1 Application, and zoning. Furthermore, the project design would comply with the Design for Development (approved 2011) for development within the Area Plan SUD. This applies to sustainable building design, engagement with the public realm, pedestrian scale, bird safe design, architecture, lighting and signage. As such, the project would not conflict with applicable local planning and policies.</p> <p>Source Document(s): 34, 35, 36, 37, 38</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	<p><u>Geology and Soils</u></p> <p>The project site is located in the Coast Ranges Geomorphic Province, which extends along the California coast south to the Transverse Ranges and north to the Oregon border. The province is characterized by northwest-southeast trending mountains and faults sub-parallel to the San Andreas Fault Zone. The province comprises marine and terrestrial sedimentary deposits underlain by Salinian Block granitic rocks west of the San Andreas Fault Zone and the Franciscan Assemblage east of the San Andreas Fault Zone. While Treasure Island is relatively flat, much of its original perimeter rock dikes are founded by sand fills, which are subject to earthquake-induced instability that could result in deformation of the rock dikes. In addition, if the relatively thick Young Bay Mud deposits were subject to cyclic loadings from an earthquake or because of implementing densification of sand fills, a decrease in strength could occur, resulting in deep-seated slope failure. The San Francisco Seismic Hazard Zone Map shows that the project site is within a designated liquefaction hazard zone.</p> <p>As is commonplace for construction in such an environment, use of established geotechnical measures can reduce these hazards to less-than-significant levels. A sound geotechnical approach typically includes improvements to the foundation soils, such as compaction or densification, combined with a building foundation design that takes into account underlying soil properties. Individual foundation designs vary depending on the size and height of the structure proposed. The overall approach for the development of Area Plan by TIDA prior to transfer to individual project sponsors is to create a long-term stable platform on Treasure Island by densifying the underlying loose sand fill, and consolidating the compressible Young Bay Mud. Because the geotechnical stabilization of existing materials results in a lowering of the current ground surface, new</p>

	<p>fills would be required; adding fill would also provide an opportunity to raise the overall grade of the developed areas for protection against flooding and sea level rise. The geotechnical mitigation conducted by TIDA consists of wick drain, surcharge, and vibro-compaction ground improvements are to mitigate consolidation settlement of the Young Bay Mud and liquefaction induced strength loss and settlement of the sand fill so that low-rise podium buildings, such as the proposed Maceo May Apartments building, may be supported on shallow foundations, such as a mat foundation.</p> <p>Consistent with this process, a site-specific Geotechnical Report was prepared by Rockridge Geotechnical for the project. The report concludes that the foundation system for the project site would be designed in accordance with the site specific engineering properties of the materials beneath the proposed structure, combined with the intended loading (weight) of the proposed structure. These design criteria would be developed compliant with the San Francisco Building Code (SFBC), prior to construction with information obtained from additional site-specific geotechnical investigation that is conducted according to the requirements of the relevant regulations. Ongoing site-specific investigations would more accurately determine the depth of the fill sands and Bay Mud at the project site. The identified depths would influence the design specifications of the shallow foundation, and the seismic design coefficients used by structural engineers to determine the type and sizing of structural building materials. Once appropriately designed and subsequently constructed in accordance with local and state building code requirements, the proposed project structures would have the structural fortitude to withstand anticipated groundshaking and liquefaction without significant damage.</p> <p>Overall, potential impacts of Area Plan- and project site-development would be mitigated by adherence to the SFBC. 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.</p> <p><u>Stormwater</u></p> <p>The project site within the TIDA Area Plan, was previously a series of vacant structures associated with the NSTI, and is currently a vacant lot undergoing site preparation by TIDA prior to transfer to the project</p>
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	<p>sponsor. The project site would be replaced by residential structures, consisting of impervious surfaces similar to its original condition as NSTI buildings. Stormwater runoff from streets and paved areas is collected in a separate storm drain system and is discharged untreated directly to the San Francisco Bay through 31 outfalls around the perimeter of Treasure Island.</p> <p>Because construction of Major Phase 1 would disturb more than one acre of land, TIDA would be required by law to obtain a National Pollution Discharge Elimination System (NPDES) Permit for Discharges of Stormwater Associated with Construction Activities from the San Francisco Regional Water Quality Control Board for all proposed construction as part of the Proposed Project. Conditions of this permit would include preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include specific construction-related Best Management Practices (BMPs) to prevent soil erosion and loss of topsoil. BMPs implemented could include, but would not be limited to, physical barriers to prevent erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, use of swales, protection of stockpiled materials, and a variety of other measures that would substantially reduce or prevent erosion from occurring during construction. Specific BMPs would be implemented based on final construction drawings and are subject to review and approval by the RWQCB and the SFPUC. A schedule for implementation, as well as a series of monitoring and compliance measures, would be developed in coordination with the permitting agency, to meet Clean Water Act standards. Therefore, additional mitigation for stormwater quality is not required to protect water quality during landside construction, over and above that required by the NPDES General Construction Permit. The proposed project would be required to comply with overall TIDA BMPs, as well as those identified by the Stormwater Management Ordinance and Stormwater Design Guidelines. Overall, the project would not otherwise change drainage patterns to the extent that it would cause significant erosion resulting in damage to existing or proposed improvements.</p> <p>With respect to operational runoff, the stormwater system in the Area Plan will be updated under the approved TIDA Area Plan. Under the Area Plan, the project site is located at sufficient distance from the stormwater wetland that a localized stormwater treatment plan is proposed in its place. In this area, street runoff would first pass through street-side bioretention areas before joining runoff from the residential areas. This combined runoff would then be conveyed by gravity and pumps to bioretention areas or vegetated swales located in the Cityside Waterfront Park. Treatment flows from impervious areas associated with vertical development parcels would also be conveyed to bioretention areas or vegetated swales located in the Eastern Shoreline Park. Additional BMPs would be incorporated within the</p>
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		<p>vertical development parcels and buildings; however, these additional BMPs would be considered supplemental additions to the treatment train and would not be required for regulatory compliance, except in cases where adequate treatment would not be provided by the wetlands, in streets, or other horizontal infrastructure. The project would also be required to 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 would not negatively impact the City's treatment facilities, and in a manner consistent with the San Francisco Public Utilities Commission's (SFPUC) Stormwater Design Guidelines.</p> <p>Adherence to these requirements would ensure that the proposed project would not substantially degrade water quality during either construction or operation.</p> <p>Source Document(s): 39, 40, 41, 42, 62, and 63</p>
Hazards and Nuisances including Site Safety and Noise	3	<p><u>Hazardous Materials</u></p> <p>Hazardous materials are described above in "Contamination and Toxic Substances." Historical records and potential hazards for the project site and immediate vicinity were reviewed.</p> <p>Based on the conditions of the project site, project construction would be completed as proposed without impacts from contamination or toxic substances. However, because it is possible that construction-related ground disturbing activity could encounter hazardous materials the following mitigation measures are required through TIDA's Mitigation Monitoring and Reporting Program approved by the City and County of San Francisco: Mitigation Measure M-HZ-1 – Soil and Groundwater Management Plan, would require DTSC and RWQCB approve a soil and groundwater management plan, and Mitigation Measure M-HZ-8 – Construction Best Management Practices would require additional practices take place during construction. Additionally, under San Francisco Building Code and San Francisco Health Code, Article 22B, because the project site is greater than half acre in size; it is required to prepare and submit a Dust Control Plan to the San Francisco Department of Public Health.</p> <p><u>Noise</u></p> <p>Construction noise as discussed above "Noise Abatement and Control" would be temporary and mitigated by compliance with the City's Noise</p>

		<p>Ordinance. In addition, the project would be required to implement Mitigation Measure N-NO-1a, from the TIDA Area Plan EIR, which requires contractors to implement practices to reduce onsite construction noise generated by off-road construction equipment such as providing enclosures and mufflers for stationary equipment, prohibiting unnecessary idling and designating a Noise Disturbance Coordinator to respond to noise complaints during construction. With implementation of Mitigation Measure N-NO-1a and compliance with the San Francisco Noise Ordinance, construction noise impacts from the project would be less than significant.</p> <p>Source Document(s): 15, 16, 17, 24, 25, 26, 27, and Attachment 4</p>
Energy Consumption	2	<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 DBI. 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. New residential buildings are required to achieve at least 75 GreenPoints from the GreenPoints Multi-Family New Construction Checklist, or LEED "Silver" certification. This project is designed to achieve Platinum GreenPoint Rating certification and would be designed with Net Zero Energy principles thereby exceeding the LEED Silver certification requirement. 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>

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<p>The project site is currently vacant. Therefore, no permanent existing employees would be affected by the project. Construction of the project site would result in temporary construction job growth at the project site but this is a small number that is anticipated to be accommodated by the existing employment pool. No impact is anticipated from the project on employment and income within the project area.</p>
Demographic Character Changes, Displacement	1	<p><u>Demographics</u></p> <p>The project would provide a Veteran affordable housing structure on the project site, which is designated for affordable residential housing within the Area Plan Major Phase I Development Plan. Furthermore, this project would provide affordable housing consistent with the needs established in</p>

		<p>the Regional Housing Need Plan for the San Francisco Bay Area. As the proposed project is consistent with the planned use of the site, no adverse demographic changes are anticipated.</p> <p><u>Displacement</u></p> <p>The project involves the construction of a multi-family residential structure on a currently vacant lot. The project would not displace existing residents and thus there would be no impact with respect to displacement.</p> <p>Source Document(s): 38 and 39,</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>The project site is currently a vacant lot; therefore, it would neither displace educational or cultural facilities. Under the Major Phase I of the Area Plan, a cultural park would be constructed two blocks from the project.</p> <p>Based on the analysis of school capacity prepared for TIDA Area Plan EIR, the development of renovated/new elementary and middle school would provide for up to 2,000 new students. Assuming 8,000 housing units are completed under the Area Plan, at 0.21 students per household, the overall development would generate about 1,695 students. The capacity of the future school, to be completed under Phase 2, would exceed the estimated number of students generated by buildout.</p> <p>The project, which would provide housing through the HUD-VASH program, is intended to provide permanent supportive housing for eligible homeless Veterans who are single or eligible homeless Veterans with families. Thus, the project may generate student-aged children. At 105 units, the development of the project was factored into the analysis of 8,000 units within the Area Plan. Together, the capacity of a future school under the Area Plan Phase 2, along with increased capacity at nearby schools supported by development fees would provide adequate capacity to accommodate any small increase in school age children occupying the completed project.</p> <p>Source Document(s): 44</p>
Commercial Facilities	2	<p>Under Major Phase I, the neighborhood around the project site provides various land use types, including several retail uses within one mile from the project, and several neighborhood-serving retail uses on the same block, and within two blocks from the project site. Overall, Major Phase I includes a total amount of retail space not exceeding 207,000 square feet,</p>

		<p>providing for neighborhood-serving uses such as personal services, restaurants and cafés, housewares and apparel shops, and health and fitness clubs, with regional-serving retail uses that could include specialty foods, specialty gift or crafts, and entertainment uses to serve residents and visitors to Treasure Island. The project residents would contribute to the vitality of these commercial facilities. Given the project's location within this larger Area Plan there would be adequate and convenient access to essential items such as food, medicine, banks and other convenience shopping services that would meet the needs of the project occupants. In addition, since the project site and proposed retail sites are currently vacant, there is no onsite existing retail and commercial services to be adversely affected or displaced by the project.</p> <p>Source Document(s): 37</p>
Health Care and Social Services	2	<p>Nearby VA facilities include the San Francisco VA Downtown Clinic (at 401 3rd Street, which is located approximately 3 miles southwest of the project site directly off of Interstate-80 (off of the Bay Bridge), the San Francisco Vet Center at 505 Polk Street, and the San Francisco VA Medical Center at 4150 Clement Street. Another major hospital in the project vicinity include the Chinese Hospital, approximately 3 miles southwest of the site. Several other medical services are provided in this vicinity and further, including the new UCSF Medical Center at Mission Bay, Saint Francis Memorial Hospital, as well as Zuckerberg San Francisco General Hospital. In addition, the San Francisco Department of Public Health operates a Nurse Intervention Clinic out of a dedicated clinic space at the Treasure Island Gymnasium twice a week.</p> <p>Access to these facilities would be provided by personal vehicle, or shared access such as by ferry or bus services with access two blocks from the project site (note both the Ferry facilities and Intermodal Transit Hub will be constructed under Major Phase 1, similar to the project). There are also numerous VA-run shuttle services.</p> <p>In addition to existing health care and social services, the project proposes ground floor amenities include building services, and social service and management offices. The project would, therefore, not impact any health care or social service facilities</p> <p>Source Document(s): 37 and 44</p>
Solid Waste Disposal / Recycling	2	<p>Recology, Inc. provides residential and commercial solid waste collection, recycling, and disposal services for the City of San Francisco including Treasure Island. Recyclable materials are taken to Recology's Pier 96 facility, where they are separated into commodities (e.g., aluminum, glass,</p>

		<p>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.</p> <p>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 of its municipal solid waste at the 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 landfill is permitted to accept up to 2,400 tons of waste per day, and at this maximum rate of acceptance, the landfill is expected to continue to receive waste approximately through the year 2077. At present the landfill receives an average of approximately 1,850 tons per day from all sources, with approximately 1,200 tons per day from San Francisco.</p> <p>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.</p> <p>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 project would 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): 45, 46, 47, and 48</p>
Wastewater / Sanitary Sewers	2	<p>Currently, the San Francisco Public Utilities Commission (SFPUC) maintains and operates the existing Navy-owned wastewater collection and treatment system on Treasure Island. Unlike SFPUC-managed wastewater elsewhere in San Francisco, on Treasure Island stormwater and wastewater are managed separately. The Treasure Island Wastewater Treatment Plant, located in the northeast quadrant of Treasure Island provides secondary</p>

		<p>treatment prior to discharge. The Navy holds a National Pollution Discharge Elimination System (NPDES) permit for discharge to the Bay of an average of 2 million gallons per day (mgd) of treated effluent during dry weather. The Treasure Island Wastewater Treatment Plant and its collection system is operating under the 2015 NPDES Permit No. CA0110116 (Order No. R2-2015-0004) 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.</p> <p>Under the Area Plan, the existing wastewater collection system would be completely replaced, and the existing wastewater treatment facility would be rebuilt in essentially its current location in the northeastern corner of Treasure Island. A Master Wastewater System Plan is proposed to be prepared in coordination with the SFPUC. Design criteria for the new treatment facility will also be coordinated with the SFPUC to determine the design requirements. This new or upgraded treatment plant would be financed, built, owned, and operated by the SFPUC. The new or upgraded treatment plant would have the capacity to treat the estimated average dry-weather buildout flow of 1.3 mgd (based on 95 percent of domestic water demand and all of the recycled water demand except that used for irrigation) and the estimated peak wet-weather flow of 2.9 mgd (based on SFPUC standard peaking factors and inflow and infiltration allowance).</p> <p>Under Major Phase 1 the existing wastewater (sanitary sewer) mains and laterals (within the Major Phase 1 boundary) will be demolished. Sewer easements will be provided for sanitary sewer mains that extend through open space and private roads, as identified in the approved Infrastructure Plan or future approved Utility Master Plans. Until approval of the Master Wastewater System Plan, and buildout of the facility in subsequent phases, a temporary sewer force main will be provided to connect the proposed pump station at the intersection of Avenue C and California Avenue to the existing waste water treatment facility.</p> <p>The project would incrementally increase demand for and use of wastewater and sanitary sewer services, but not in excess of existing capacity. In addition, the project would be adequately served by the new or upgraded treatment plant once it is completed under subsequent Area Plan phases.</p> <p>Source Document(s): 37, 43, 48, 49, and 50</p>
Water Supply	2	<p>The project site, within the TIDA Area Plan, has two sources of water: the primary supply is provided by the SFPUC's water distribution system in</p>

	<p>San Francisco, and an emergency supply is provided by the East Bay Municipal Utilities District (EBMUD). The existing SFPUC pump station in San Francisco and the existing 10-inch diameter pipeline on the west span of the Bay Bridge would continue to be the primary means of supplying water to the Project Area. SFPUC forecasts 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 <i>Urban Water Management Plan for the City and County of San Francisco</i> (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>An emergency water supply to the Islands is provided by a new 12-inch-diameter pipeline on the new east span of the Bay Bridge, connected to a new SFPUC pump station near the eastern base of the bridge. The new system is capable of delivering up to 1,800 gpm of potable water from the EBMUD connection point on Beach Street in Oakland. The water would be chlorinated by EBMUD prior to delivery, as with the existing emergency supply. In the extremely unlikely event that both water supplies would be unavailable at the same time, then 2 days of maximum daily demand plus 4 hours of fire storage available in the proposed replacement water tanks is expected to be sufficient to provide necessary water supply during the time required for repairs or evacuation of the Islands.</p> <p>Based on population projections, commercial and institutional use projections, and fire protection requirements, the total volume of water storage needed for the TIDA Area Plan would be four million gallons. In order to provide this amount of storage, two new storage tanks would be constructed on Yerba Buena Island. As part of the Major Phase 1 of the Area Plan, the existing Area Plan low pressure water system would be demolished and replaced with a new system, and new water storage tanks on Yerba Buena Island to provide for the needed water storage for service and fire protection on both Islands.</p> <p>In addition, the Area Plan proposes a recycled water system to support irrigation and toilet flushing. Major Phase 1 includes the initial layout of the recycled water lines. However, as the recycled water facility is subject to a future negotiation and agreement between SFPUC and TIDA, until an agreement and development of the recycled water treatment plant is completed, these lines will be served from interim connections to the low pressure water system.</p>
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		<p>Development of the project site was considered in the TIDA Area Plan, which was approved in 2011, and therefore accounted in the 2015 UWMP. Therefore, the project water demand could be accommodated by the existing and planned supply anticipated under SFPUC's UWMP. The project would therefore, not result in a substantial increase in water use on the project site that could not be accommodated by existing water supply entitlements and water resources. In addition, the project would be adequately served by the new and upgraded water facilities (including recycled water) once these are completed under subsequent Area Plan phases.</p> <p>Source Information: 37, 48, 51, and 52</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>The San Francisco Police Department, headquartered at 850 Bryant Street, provides police protection in the City and County of San Francisco. Police service is provided to the project site by the San Francisco Police Department's Southern District stations. Specifically, the Southern Police Station (and department headquarters) at 850 Bryant Street serves Treasure Island and the project site.</p> <p>The San Francisco Fire Department, headquartered at 698 Second Street, provides fire suppression services and unified emergency medical services 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 48, at 800 Avenue I at 10th Street (in Building 157), Treasure Island. Fire stations 1, 8 and 35, are located near the Bay Bridge in San Francisco and, 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. Emergency medical transportation to San Francisco hospitals is provided by a fleet of both public and private ambulance services. San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes.</p> <p>In addition to existing facilities, under Phase 2 of the TIDA Area Plan, a new 30,000 square foot, joint police and fire protection facility would be constructed. The new joint Police-Fire Station would be located on Block IC4 and would be completed as part of Phase 2 of the Area Plan buildout. The staffing, programming, and other characteristics would be flexible in response to future needs and conditions, as well as in accordance with future SFFD, City, and community priorities and resources. Thus, construction of the new joint Police-Fire Station would allow the SFFD to continue to meet its target response times for the Islands, due to its increased size and staffing capability and more central location. Therefore,</p>

		<p>increased demand for fire services could be accommodated such that response times would not be adversely affected.</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 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. In addition, the TIDA approved new joint/police/fire station on Treasure Island, once constructed would be adequate to serve the project residents. For these reasons, the project would be adequately served by police and fire protection services.</p> <p>Source Document(s): 37, 44, 53, 54, and 55</p>
Parks, Open Space and Recreation	2	<p>The TIDA Area Plan, which included the zoning for the Maceo May project site, also provided an updated park and open space plan including: approximately 300 acres of parks and public open space, including sports facilities, an urban agriculture area, wetlands, and cultural uses such as a museum. Under the Area Plan the nearest public open spaces to the project site will include smaller mid-block Cityside Neighborhood Parks which will contain parks, plazas, playgrounds and community gardens ranging from 7,500 to 30,000 square feet, a 20-acre Cityside Waterfront Park, along the shoreline near the site, along with the 3-acre Cultural Park, Waterfront Plaza, a 3-acre Building 1 Plaza, and 1.5-acre Marina Plaza, (all near the Ferry Terminal complex and Transit Hub). Because of the small nature of Treasure Island, all additional parks and open space constructed by TIDA will be generally within 0.75 miles of the project site. The project would not directly impact any of these resources and the small increase in population caused by the project would not substantially increase park use or exceed existing or proposed capacities.</p> <p>Source Document(s): 37, 56, and 57</p>

Transportation and Accessibility	2	<p>One of the TIDA Area Plan goals is to “implement a land use program with high-density, compact residential and commercial development located within walking distance of an intermodal Transit Hub to maximize walking, bicycling, and use of public transportation and to minimize the use and impacts of private automobiles.” Implementation of this system will take place under the 2015 approved Transportation Implementation Plan, grounded in the principles of sustainable development, including designing for safe walking and biking, providing high quality alternatives to driving, implementing a pricing program that discourages driving, and using pricing program revenues to support transit, walking, and biking.</p> <p>The Transportation Implementation Plan will be executed and operated by the Treasure Island Mobility Management Agency (TIMMA), in consultation with TIDA, SFMTA, and other transit service providers. TIMMA’s Pricing Program Policy Analysis is currently underway, and it will analyze and recommend pricing program policies and establish financial viability. The Transportation Implementation Plan will provide new and improved pedestrian and bicycle routes along with the vehicular transit network or roads. The intermodal transit facility or Transit Hub will connect all regional, off-island transportation services such as buses and ferries with on-island services such as shuttles, bicycles and attractive pedestrian routes. The Transit HUB is will include a ferry terminal facing the historic Building 1 on the shore of Treasure Island. Construction of the pedestrian and bicycle network, the ferry terminal, and road network would take place during Major Phase 1. The application date for the ferry and Transit HUB are both triggered by a specific minimum number of building permits for residential dwelling units, these improvement plans will be submitted in accordance with that future vertical development milestone trigger date. With these Area Plan improvements, the project site would be adequately served by pedestrian, bicycle, transit, and parking facilities.</p> <p>San Francisco utilizes vehicle miles traveled (VMT) as a screening criteria for determining if a proposed 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 20.4, with a forecast of 8.8 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 proposed project is not anticipated to significantly affect area traffic.</p> <p>Source Document(s): 37, 56, and 58</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>No known unique natural, or water features are present onsite. Implementation of the project would not affect water resources, nor would it increase demands on groundwater resources. As noted above, water service would be provided by SFPUC. No surface waters (e.g., lakes, rivers, ponds) are located on or adjacent to the project site.</p> <p>Source Document(s): 30</p>
Vegetation, Wildlife	2	<p>The project site is recently graded and does not support sensitive vegetation and/or wildlife species.</p> <p>Source Document(s): 17 and 18</p>
Other Factors	2	<p><u>Greenhouse Gas</u></p> <p>The BAAQMD has established a numeric GHG threshold of significance of 1,100 MTCO₂e for projects located in the San Francisco Bay Area Air Basin supported by substantial evidence in its CEQA Thresholds Options and Justification Report developed by its staff in 2009. 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) <i>Guide to Air Quality Assessment in Sacramento County</i> states “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 the 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.</p> <p>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 threshold of 1,100 MTCO₂e per year. Model results indicate that total GHG emissions from construction would be approximately 503 MTCO₂e. When amortized over 30 years, construction would contribute approximately 17 MTCO₂e to the proposed project’s annual operational GHG emissions over a 30-</p>

		<p>year lifetime. The estimated annual operational emission from proposed project operations would be approximately 732 MTCO₂e per year. The combined amortized construction and annual operational GHG emissions would be approximately 749 MTCO₂e per year, which would be below the threshold of 1,100 MTCO₂e per year. Therefore, greenhouse gas emissions of the proposed project would be less than significant.</p> <p>The proposed project would neither substantially impact climate change by way of generated greenhouse gas emissions.</p> <p>Source(s): 6, 7, 11, 59 and Attachment 2</p>
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U.S. Department of Housing and Urban
Development
451 Seventh Street, SW
Washington, DC 20410
www.hud.gov

espanol.hud.gov

Additional Studies Performed:

Field Inspection (Date and completed by):

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Attachments:

1. Floodplain Management Noticing and 8-Step Process Documentation
2. Air Quality Models
3. Programmatic Agreement between the City and County of San Francisco and the California State Historic Preservation Officer regarding Treasure Island Affordable Housing Development
4. Noise Abatement and Control Worksheet

List of Permits Obtained:

The development of the Maceo May Apartments on parcel 3C.2 is governed by the Treasure Island/Yerba Buena Island Area Plan (Area Plan), which outlines the development program for the and Treasure Island/Yerba Buena Island Special Use District (SUD), and the Treasure Island/Yerba Buena Island Special Use District Design for Development (D4D), which provides land use controls and development standards such as height, bulk, and setbacks. These documents, serve as the entitlement for the basic development program and the regulatory land use framework on Treasure Island and Yerba Buena Island. The list of approvals required under the Area Plan, are identified in the 2011 Area Plan EIR Project, they are listed as follows with the issuing entity in the parenthesis).

- Adoption of CEQA findings and mitigation monitoring program (TIDA, Planning Commission, Board of Supervisors, SFMTA, SFPUC, SFDPW);
- Actions on Planning Code, Zoning Map, and General Plan amendments (Planning Commission, Board of Supervisors), including adoption of Area Plan and SUD;
- Planning Code Section 101.1 (Priority Policies) and General Plan findings for the Area Plan/SUD (Planning Commission, Board of Supervisors);
- Approval of DDA and related transactional documents (TIDA, Board of Supervisors); Recommendation by TIDA to adopt Area Plan/SUD (TIDA);
- Filing report and recommendation for approval of Area Plan with the Board of Supervisors by the Planning Commission (waived if no action within 30 days after receipt of Area Plan);
- Adoption of Design for Development (TIDA and Planning Commission, subject to final approval of DDA by Board of Supervisors);
- Adoption of a Treasure Island/Yerba Buena Island Subdivision Code (Board of Supervisors);
- Adoption of Owner Participation Rules (TIDA);
- Approval of an Interagency Cooperation Agreement (TIDA, San Francisco Board of Supervisors, SFMTA, SFPUC, San Francisco Port Commission, SFFD, SFDPW);
- Approval of subdivision maps (SFDPW, Board of Supervisors);

- Approval of Tidelands Trust Exchange Agreement (TIDA, Board of Supervisors, State Lands Commission);
- Permits for fill and dredging in San Francisco Bay and improvements within the 100-foot shoreline band (San Francisco Bay Conservation and Development Commission), which may include consultation with the California Department of Fish and Game or other agencies as directed by BCDC;
- Section 10 and/or 404 permit(s) (U.S. Army Corps of Engineers, after agency consultation), including, if and as required, consultation with the U.S. Fish and Wildlife Service, NOAA, and other agencies as directed the Corps of Engineers;
- Encroachment permit if construction occurs in right-of-way owned by the California Department of Transportation (Caltrans District 4);
- Water quality certification, NPDES permit, and waste discharge requirements (Regional Water Quality Control Board);
- Approval of agreement between TIDA and SFPUC for the financing, construction, operations, and maintenance of the proposed wastewater treatment plant and recycled water plant and transfer of the 4- to 6-acre parcel from TIDA to the SFPUC;
- Approval of permits (such as Authority to Construct and Permit to Operate) if a new wastewater treatment plant is constructed (Bay Area Air Quality Management District);
- Approval of operating agreement for supplemental (emergency) water supply line from Oakland (EBMUD);
- Creation or designation of a Treasure Island Transportation Management Agency (Board of Supervisors);
- Approval of metering system for Bay Bridge ramps (Caltrans) if located on Caltrans property; and
- Demolition and building permits for individual projects within the Development Plan Area (DBI).

Public Outreach [24 CFR 50.23 & 58.43]:

The proposed project is part of the Treasure Island Development Authority Treasure Island/Yerba Buena Island Area Plan for which the San Francisco Planning Department conducted considerable outreach and received public comments as part of the EIR and development approval process.

In addition, a public notice describing the project was published the San Francisco Examiner a local and regional paper of general circulation, on January 16, 2019. The ad targeted local residents, including those in the floodplain. The notice was also sent to interested federal, state, and local agencies, as well as neighbors, and a group of individuals known by MOHCD to be interested in such notices. A list of specific agencies and individuals and a copy of the published notification is kept in the project's environmental review record and attached to this document. The required 15 calendar days were allowed for public comment with two additional days included to account for the January 21 National Holiday. No comments were received in response to the public notice.

Lastly, 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 proposed action, which would contribute to the reasonably foreseeable cumulative environment include full buildout under the TIDA Area Plan. This analysis focuses on the Proposed Action's potential to contribute significantly to that environment.

The project would not result in adverse impacts for certain issues areas including: airport hazards, coastal resources, biological resources, agricultural resources, land use, environmental justice, socioeconomics; thus, the project would not contribute to potentially adverse cumulative impacts for these issues.

Impacts associated with hazardous materials, floodplain management, cultural resources and geology and soils are generally site-specific and not cumulative in nature. The project would comply with the applicable Programmatic Agreement for cultural resources; federal, state and local regulations; and Mitigation Measures 1, 2, 3, and 4 to ensure that the project's contribution to any cumulative impacts is not significant.

For noise, public services and utilities (police, fire, solid waste, water, wastewater, stormwater) and transportation, City-wide resources and thresholds were considered. The Proposed Action does not contribute significantly to these issues on a City-wide basis and impacts would be mitigated by an increased tax base (for public services, utilities and transportation) and by compliance with the San Francisco Noise Ordinance and Mitigation Measure 5 (for construction noise).

Within the reasonably foreseeable cumulative environment, the 2011 Area Plan EIR identified cumulative air quality impacts (Impact AQ-9). As discussed above under *Statutes, Executive Orders, and Regulations Listed at 24 CFR 50.4 & 58.5- Clean Air Act*, the project would result in construction and operational emissions below federal and local air quality thresholds. These project-specific thresholds take into consideration the entire cumulative air basin and thus are considered indicative of whether a project contributes significantly to a cumulative impact. The proposed action is below applicable thresholds and thus does not contribute significantly to this impact.

In sum, the project would not contribute significantly to an identified cumulative impact.

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

Alternative size configurations and locations for the project were contemplated, and are further described in Attachment I; however, the project best meets the purpose and need for new affordable housing in the TIDA Area Plan and is consistent with development planned at the project site. A larger development could have greater impacts on the human environment although they could potentially be mitigated depending on the size of the development. A smaller development would not maximize the potential use of the property for affordable housing and would not necessarily avoid any impacts.

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

The no action alternative would mean that the project site would not be developed with affordable housing. Due to the lack of available development sites within the City, and due to the planned nature of the site for affordable housing by TIDA, it is likely that the project site would be developed with affordable residential, though with non-federal HUD support.

Summary of Findings and Conclusions:

With applicable laws, authorities, factors or other enforceable measures, all potentially significant impacts would be reduced to a significant level with the exception of floodplain management, construction noise, and hazardous materials. For these resources, 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)]:

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

Mitigation Measure 1: Construction above the BFE

The project site, Parcel 3C.2 for Maceo May Apartments shall be constructed on an elevated site area to no less than 10 feet NAVD88 and establish a lowest finished floor (FF) elevation with a freeboard of one (1) foot above Base Flood Elevation. Under this measure, the FF of the project shall be elevated to no less than 11 feet NAVD88.

Mitigation Measure 2: FEMA Map Revision

If the project site, Parcel 3C.2 for Maceo May Apartments is located within a SFHA due to adoption the currently Preliminary FIRMs or it anticipated to be located in an SFHA at the commencement of construction, the project applicant shall coordinate with the TIDA submission of a Conditional Letter of Map Revision Based on Fill (CLOMR-F) to FEMA. The CLOMR-F shall remove Parcel 3C.2 from the SFHA as classified by FEMA and establish a lowest finished floor elevation with a freeboard of 1 foot above BFE. Because a CLOMR-F is conditional and preliminary to construction and/or should the preliminary FIRM be approved after the project is constructed, then upon the completion of construction of Parcel 3C.2, the project applicant shall coordinate with TIDA prior to certification of occupancy to obtain a LOMR-F demonstrating the site is out of the SFHA. Should TIDA's CLOMR-F or LOMR-F application not address the project site completely, the applicant shall submit project site-specific application(s). Should FEMA reject either of the aforementioned applications, the project applicant shall obtain flood insurance.

Mitigation Measure 3: Soil and Groundwater Management Plan (2011 Area Plan EIR: M-HZ-1)

Prior to issuance of a building or grading permit for any one or more parcels, the applicant shall demonstrate that its construction specifications include implementation of a Soil and Groundwater Management Plan (SGMP) prepared by a qualified environmental consulting firm and reviewed and agreed to by DTSC and RWQCB. For parcels transferred from the Navy under a Lease in Furtherance of Conveyance (LIFOC), or Early Transfer (FOSET) or parcels transferred under a FOST which specifies that additional remediation of petroleum contamination is necessary or additional remediation is necessary to meet the proposed land use, all additional or remaining remediation on those parcels shall be completed as directed by the responsible agency, DTSC or RWQCB, prior to commencement of construction activities, unless (i) those construction activities are conducted in accordance with the requirements of any applicable land use covenant, lease restriction or deed restriction and in accordance with the Site Health and Safety requirements of the SGMP, or (ii) those construction activities are otherwise given written approval by either DTSC or RWQCB.

The SGMP shall be present on site at all times and readily available to site workers. The SGMP shall specify protocols and requirements for excavation, stockpiling, and transport of soil and for disturbance of groundwater as well as a contingency plan to respond to the discovery of previously unknown areas of contamination (e.g., an underground storage tank unearthed during normal construction activities). Specifically, the SGMP shall include at least the following components:

1. Soil management requirements. Protocols for stockpiling, sampling, and transporting soil generated from on-site activities, and requirements for soil imported to the site for placement. The soil management requirements must include:
 - Soil stockpiling requirements such as placement of cover, application of moisture, erection of containment structures, and implementation of security measures. The soil stockpiling requirements must, at a minimum, meet the requirements of the San Francisco Dust Control Ordinance.
 - Protocols for assessing suitability of soil for on-site reuse through representative laboratory analysis of soils as approved by DTSC or RWQCB, taking into account the Treasure Island specific health-based remediation goals, other applicable health-based standards, and the proposed location, circumstances, and conditions for the intended soil reuse.
 - Requirements for offsite transportation and disposal of soil not determined to be suitable for on-site reuse. Any soil identified for off-site disposal must be packaged, handled, and transported in compliance with all applicable state, federal, and the disposal facility's requirements for waste handling, transportation and disposal.
 - Soil importation requirements for soil brought from offsite locations.
2. Groundwater management requirements. Protocols for conducting dewatering activities and sampling and analysis requirements for groundwater extracted during dewatering activities. The sampling and analysis requirements shall specify which groundwater contaminants must be analyzed or how they will be determined. The results of the groundwater sampling and analysis shall be used to determine which of the following reuse or disposal options is appropriate for such groundwater:

- On-site reuse (e.g., as dust control);
- Discharge under the general permit for stormwater discharge for construction sites;
- Treatment (as necessary) before discharge to the sanitary sewer system under applicable San Francisco PUC waste discharge criteria;
- Treatment (as necessary) before discharge under a site-specific NPDES permit;
- Off-site transport to an approved offsite facility. For each of the options listed, the SGMP shall specify the particular criteria or protocol that would be considered appropriate for reuse or disposal option. The thresholds used must, at a minimum, be consistent with the applicable requirements of the RWQCB and the San Francisco Public Utilities Commission.

3. Unknown contaminant/hazard contingency plan. Procedures for implementing a contingency plan, including appropriate notification, site worker protections, and site control procedures, in the event unanticipated subsurface hazards or hazardous material releases are discovered during construction. Control procedures shall include:

- Protocols for identifying potential contamination through visual or olfactory observation;
- Protocols on what to do in the event an underground storage tank is encountered;
- Emergency contact procedures;
- Procedures for notifying regulatory agencies and other appropriate parties;
- Site control and security procedures;
- Sampling and analysis protocols; and
- Interim removal work plan preparation and implementation procedures.

Mitigation Measure 4: Construction Best Management Practices (2011 Area Plan EIR: M-HZ-8)

The use of construction best management practices (BMPs) shall be incorporated into the construction specifications and implemented as part of project construction. The BMPs would minimize potential negative effects to groundwater and soils and shall include the following:

- Follow manufacturer's recommendations on use, storage and disposal of chemical products used in construction;
- All refueling and maintenance activities shall occur at a dedicated area that is equipped with containment improvements and readily available spill control equipment and products. Overtopping construction equipment fuel gas tanks shall be avoided;
- During routine maintenance of construction equipment, properly contain and remove grease and oils; and
- Properly dispose of discarded containers of fuels and other chemicals

Mitigation Measure 5: Reduce Noise Levels During Construction (2011 Area Plan EIR: M-NO-1a)

The following practices shall be incorporated into the construction contract agreement documents to be implemented by the construction contractor:

- Provide enclosures and mufflers for stationary equipment, shroud or shield impact tools, and install barriers around particularly noisy activities at the construction sites so that the line of sight between the construction activities and nearby sensitive receptor locations is blocked;
- Use construction equipment with lower noise emission ratings whenever feasible, particularly for air compressors;
- Provide sound-control devices on equipment no less effective than those provided by the manufacturer;
- Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptor locations;
- Prohibit unnecessary idling of internal combustion engines;
- Require applicable construction-related vehicles and equipment to use designated truck routes to access the project sites;
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Director of Public Works prior to issuance of development permits for construction activities; and
- Designate a Noise Disturbance Coordinator who shall be responsible for responding to complaints about noise during construction. The telephone number of the Noise Disturbance Coordinator shall be conspicuously posted at the construction site and shall be provided to the City. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.

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.
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 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.
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.
Project-Specific Programmatic Agreement (PA; Attachment 4)	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 Plan/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.

Determination:

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]

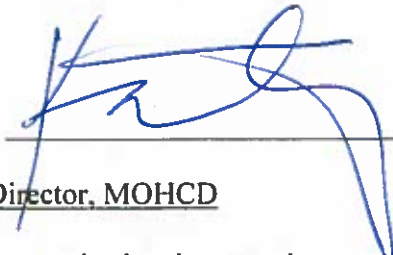
The project will not result in a significant impact on the quality of the human environment.

☐ **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: May 22, 2019

Name/Title/Organization: Jennifer Ostner/ Senior Associate/ ESA

Certifying Officer Signature:  Date: 5/22/19

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).