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

Project Information

Project Name: Hunters Point Shipyard Block 56

Responsible Entity: Mayor's Office of Housing and Community Development1 South Van Ness Avenue, 5th Floor San Francisco, CA 94103

Grant Recipient (if different than Responsible Entity): Mercy Housing

State/Local Identifier: California/City of San Francisco

Preparer: Environmental Science Associates

Certifying Officer Name and Title:
Eric D. Shaw, Director, Mayor's Office of Housing and Community Development

Consultant (if applicable): Environmental Science Associates

Direct Comments to: Eugene Flannery, Mayor's Office of Housing and Community Development, 1 South Van Ness Avenue, Fifth Floor, San Francisco, CA 94103; Eugene.Flannery@sfgov.org

Project Location:
11 Innes Court, San Francisco, CA 94124; (Assessor's Block 4591-C/Lot 217 (see **Figures 1** and **2**).

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

Hunters Point Shipyard Redevelopment Background

The project site is a component of the Hunters Point Shipyard (HPS) Phase 1 Redevelopment project area. The overall Phase 1 development program includes the construction of infrastructure, 26 acres of parks and open space, and up to 1,428 housing units, of which approximately 29% would be affordable to low- and moderate-income households. HPS Phase 1 is divided into two areas: the Hilltop and Hillside areas. The project site (Block 56) is in the Hilltop area of HPS Phase 1. The development of Phase 1, including the project site, are subject to the HPS Design for Development Phase 1 document, which establishes the land use standards for development for this area.

Proposed Project

Mercy Housing California (MHC) and San Francisco Housing Development Corporation (SFHDC) are working in conjunction with the San Francisco Office of Community Investment and Infrastructure (OCII) to develop the 0.66-acre property located at 11 Innes Court. Formerly known as Block 56, this site is a component of the HPS Phase 1 Redevelopment project area.

The project would demolish the existing one-story, approximately 3,000-square-foot modular Lennar Welcome Center at the San Francisco Shipyard and construction of a five-story residential building. The building would be approximately 53 feet along Innes Court and would vary between 42 to 50-feet-tall along Coleman Street, exclusive of rooftop mechanical equipment.[1] The project would include 73 affordable dwelling units, ranging in size from studios to one five-bedroom apartment. The total gross building area would be 92,650 square feet (sf), with approximately 2,258 sf of property management offices, 1,656 sf of community amenity space, and 7,486 sf of podium courtyard open space. The project would provide 46 parking spaces in an 15,952-square-foot underground parking garage. Trees would be planted along the project frontages. (Source Documents: 1a, 1b)

The project is being processed under Assembly Bill 1763, which allows developers who agree to construct a housing development in which 100 percent of the total units are for lower income households, qualify for an unlimited density within 3 additional floors and a maximum of four concessions or incentives. The project would utilize concessions to increase the density by 11 units to 81 units/acre from the base density of 70 units/acre. With a base density of 70 units, the project includes a total of 73 units. The project would also utilize concessions for building height and maximum diagonal dimension. The project's 73 units would be restricted affordable units for households making between 35 to 50 percent of the San Francisco Area Median Income (AMI).

Parking and Circulation

The proposed project would include 73 Class I bicycle parking spaces, and 46 off-street vehicle parking spaces. The parking garage would be accessed from Kennedy Place.

[1] The building elevations vary due to the slope of Coleman Street.

Construction

Project construction is anticipated to last approximately 18 months, starting in 2023. The proposed project would involve excavation of up to a maximum of 14.5 feet below ground level on the Coleman Street.

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.

Plan Bay Area 2050, which is the current regional transportation plan and sustainable communities strategy, adopted by MTC and ABAG in October 2021, contains housing and employment projections for San Francisco through 2050. Plan Bay Area calls for an increasing percentage of Bay Area growth to occur in priority development areas with good transit access and the services necessary for daily living in proximity to housing and jobs. With its abundant transit services and mixed-use neighborhoods, San Francisco is expected to accommodate an increasing share of future regional growth. ABAG projected that the housing need in San Francisco for 2023–2031 will be 82,069 dwelling units, consisting of 20,867 dwelling units that would be affordable to households at the very low-income level (0–50 percent of the area median income), 12,014 at the low-income level (51–80 percent), 13,717 at the moderate-income level (81–120 percent), and 35,471 above the moderate-income level (above 120 percent).

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. For example, Policy 1.1 states that the City shall "plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing." Policy 1.10 calls for the City to "support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips."

The project would meet these policies by providing 100 percent affordable housing in the Bayview neighborhood and is a component of the Hunters Point Shipyard Phase 1 Redevelopment project area. The project would be accessible to various modes of public transit, thereby helping the City meet the objectives of the Housing Element of the General Plan to construct additional residential units in established neighborhoods that will contribute to the City's housing supply. The proposed 73 affordable housing units would accommodate a portion of the ABAG-projected demand for affordable housing within San Francisco.

Between 2016 and 2020, 5,187 new affordable housing units, including extremely-low, very-low, low, and moderate affordable units, were added to San Francisco's housing stock. The project provides 73 below-market-rate rental units, which would satisfy a portion of identified affordable housing needs for San Francisco. (Source Document: 1c and 1d)

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

The approximately 0.66-acre square project site is located at 11 Innes Court in San Francisco, California. The existing site contains a one-story modular structure, used as the Lennar Welcome Center, which would be demolished and removed before the start of the project and site preparation.

The majority of the project site is located in Hunters Point Redevelopment Plan (HP-RA) Zoning Districts. A small portion of the project site fronting Coleman Street is located in the Residential Mixed Low Density (RM-1 District), which supports a mixture of dwelling types, rarely exceeding 40 feet in height, with non-residential uses present to provide for the needs of the residents. The HP-RA Zoning District is a special use district which allows high density, transit oriented, mixed-use development with significant open space.

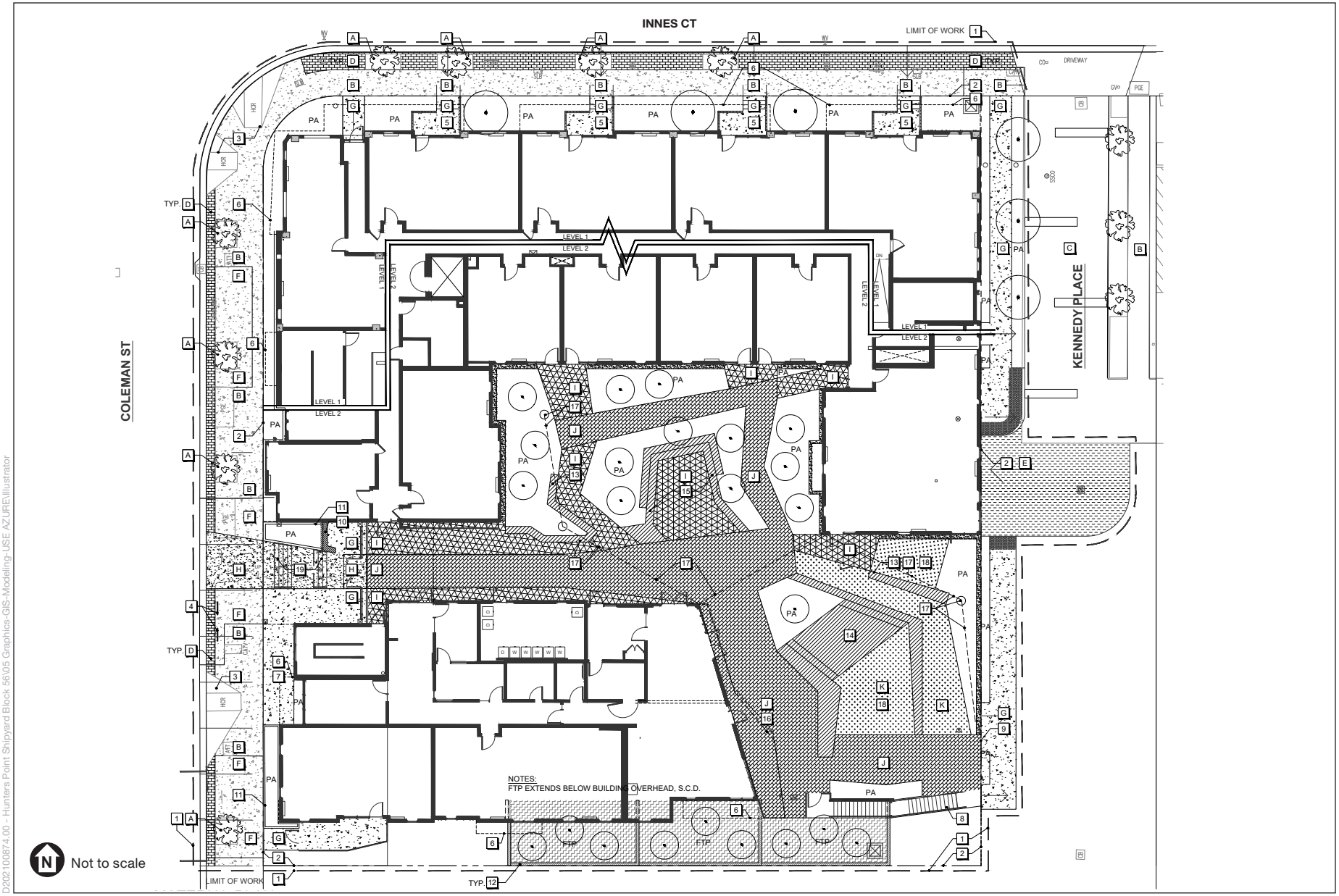
The project site is bounded by Coleman Street to the north, Innes Court and a playground to the east, and 3- to 4-story residential buildings and undeveloped land to the south and west. All streets within and adjacent to the project site are fully paved and contain sidewalks, curbs, gutters and street lighting. Areas to the north and west of the project site are in the RM-1 Zoning District, and areas to the south and east are in the HP-RA Zoning District. The property is served by utilities, including water and sewer systems, electricity, gas, and telephone service. (Source Document: 1e).

SOURCE: Google Pro Earth, 2022; ESA, 2022

Hunter's Point Shipyard Block 56

Figure 1
Project Location Map

ESA



SOURCE: ESA, 2016

Hunter's Point Shipyard Block 56

Figure 2
Proposed Site Plan

ESA

Funding Information

Grant Number	HUD Program	Funding Amount
	Project-Based Section 8 Vouchers	$9,956,099

Estimated Total HUD Funded Amount: Project-Based Section 8 Vouchers ($9,956,099)

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

Construction Costs:	$ 47,841,939
Non-Construction Costs:	$ 15,468,491
Total:	$ 63,310,430

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 ☒	San Francisco International Airport and Oakland International Airport are more than 7 and 8 miles away to the south and east of the project site, respectively. The project site is well outside of the boundaries of the San Francisco International Airport runway protection zones as depicted in Exhibit IV-3, Airport Influence Area B – North Side (see p. 11 in Source Document 2). The project site is well outside the boundaries of Oakland Airport runway protection zones and all other defined safety zones as depicted in Figure 3-3 (see p. 3-27 in Source Document 3). 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. 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 project. Source Document(s): 2 and 3
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes ☐ No ☒	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. Source Document(s): 4

Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☐ No ☒	The Federal Emergency Management Agency (FEMA) is responsible for delineating areas that are expected to be subject to flooding during a 100-year flood event. A 100-year flood event is defined as the area that is expected to be inundated by flood flows during a rainfall event that would have an annual probability of occurrence of one percent. FEMA refers to the portion of the floodplain or coastal area that is at risk from floods of this magnitude as Special Flood Hazard Areas. FEMA creates and maintains Flood Insurance Rate Maps (FIRMs) which identify areas located within a 100-year floodplain boundary area. Based on FEMA flood hazard mapping and as shown on FEMA map number 0602980251A (effective 3/23/2021, not printed), the project site is within Zone X -- *Area of Minimal Flood Hazard*. Based on this designation, the project site is not located in a Special Flood Hazard Area. Source Document(s): 5
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes ☐ No ☒	**Criteria Pollutants** Construction and operational criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. The modeled criteria pollutant emissions were compared to the federal General Conformity *de minimis* levels and local Bay Area Air Quality Management District (BAAQMD) construction and operational thresholds to determine if the project would result in a significant air quality impact. **Comparison to Federal General Conformity De Minimis Levels** Project construction is expected to start in 2023 and would be completed in approximately 18 months. Construction emissions from the project would result primarily from off-road equipment, vehicle use to transport construction workers, material and equipment, and fugitive dust. Results of the CalEEMod run indicate that maximum annual emissions from construction would be approximately: • 0.48 tons per year of reactive organic gases (ROG); • 1.10 tons per year of nitrogen oxides (NO_X);

		• 1.00 tons per year of carbon monoxide (CO); and • 0.04 tons per year of fine particulate matter of 2.5 microns or less ($PM_{2.5}$). 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 *de minimis* levels would be 100 tons per year for each of these pollutants or their precursors (ROG, NO_X, $PM_{2.5}$, and CO). A conformity determination would be required for each criteria pollutant or precursor exceeding the federal General Conformity *de minimis* level. Emissions of ROG, NO_X, $PM_{2.5}$, and CO from construction would be below the federal General Conformity *de minimis* levels pursuant to the 1990 amendments to the Federal Clean Air Act. Operational emissions from the project would result primarily from use of consumer products, building energy demand (i.e., natural gas use for space and water heating), and motor vehicle use. Results from CalEEMod indicate that annual emissions from the operation of the project would be approximately: • 0.52 tons per year of ROG; • 0.19 tons per year of NO_X; • 2.4 tons per year of CO; and • 0.10 tons per year of $PM_{2.5}$. Operational emissions would also be below the federal *de minimis* 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. **Comparison to Bay Area Air Quality Management District Thresholds** The modeling results indicate that the average daily emissions from construction, excluding fugitive dust, would be: • 3.0 pounds per day of ROG; • 7.5 pounds per day of NO_X; • 0.32 pound per day of exhaust PM_{10}; and • 0.29 pound per day of exhaust $PM_{2.5}$. The average daily construction emissions would be below the BAAQMD's average daily construction emission thresholds of: • 54 pounds per day of ROG and NOX; • 54 pounds per day of exhaust $PM_{2.5}$; and

		• 82 pounds per day of exhaust PM_{10}. It is important to note that the BAAQMD only considers exhaust particulate matter in its thresholds of significance and 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. Results from CalEEMod indicate that maximum annual and average daily emissions from the operation of the project would be: • 0.52 ton per year / 2.84 pounds per day of ROG; • 0.19 ton per year / 1.04 pounds per day of NO_X; • 0.34 tons per year / 1.86 pounds per day of total PM_{10}; and • 0.10 tons per year / 0.55 pounds per day of total $PM_{2.5}$. These emissions would be below the BAAQMD's maximum annual and average daily operational emission thresholds of: • 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 PM_{10}. Consequently, criteria pollutant emissions from construction and operation of the project would be less than significant with respect to BAAQMD's thresholds of significance. **Fugitive Dust** The City of San Francisco'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 project would implement Best Management Practices (BMPs) in compliance with the City's Construction Dust Control Ordinance and BAAQMD recommended control measures for controlling fugitive dust and these BMPs would be effective in controlling construction-related fugitive dust, such that there would be no significant project related impacts. **Toxic Air Contaminants (TACs) from Construction** TACs are a defined set of pollutants that may pose a present or potential risk to human health. Construction-related activities could result in the generation of TACs, specifically diesel

		particulate matter (DPM), from diesel-fueled construction equipment and vehicles. Regarding construction emissions, off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California, although since 2007, the Air Resources Board has found the emissions to be substantially lower than previously expected. Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California. For example, revised PM emission estimates for the year 2010, of which DPM is a major component of, have decreased by 83 percent from previous 2010 emissions estimates for the San Francisco Bay Area Air Basin. Approximately half of the reduction in emissions can be attributed to the economic recession and half to updated methodologies used to better assess construction emissions. Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the USEPA and California have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines have been phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers are required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the USEPA estimated that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent. The City and County of San Francisco's Clean Construction Ordinance became operative on September 7, 2015, and applies to all publicly funded contracts advertised or initiated on or after this date. The Clean Construction Ordinance contains requirements for project sites located within a designated Air Pollutant Exposure Zone (APEZ) as well as less stringent requirements outside of an APEZ. Based on the latest (2020) map, the project site is not located within an APEZ. Therefore, the project contractor would be required to use equipment with Tier 2 or higher engines or equipment which operates with the

		most effective Verified Diesel Emission Control Strategies (VDECS) as certified by the California Air Resources Board. Tier 4 engines automatically meet this requirement. As of 2020, 47% of all construction equipment registered within the San Francisco Bay Area Air Basin have Tier 4 engines. Given that (1) the project's construction-related exhaust emissions of PM_{10} (a conservative proxy for DPM) are substantially below the BAAQMD-published thresholds of significance of 80 pounds per day, (2) the substantial existing proportion of the construction equipment fleet within the Bay Area that have Tier 4 engines, and (3) the requirements of the City's Clean Construction Ordinance, the project would not result in significant adverse risks to community health from construction activities. **Asbestos Containing Materials and Lead Based Paint** Demolition of the existing building would be subject to BAAQMD Regulation 11, Rule 2, which is intended to limit asbestos emissions from demolition and renovation of structures and the associated disturbance of asbestos-containing waste material generated or handled during these activities. The existing on-site structure was constructed after December 31, 1978 and would not be subject to Section 3406 of the City and County of San Francisco's Building Code to minimize the release of airborne asbestos and lead emissions such that there would be no significant project related impacts. Source Document(s): 6a, 6b, 6c, 6d, 6e, 6f, and Attachment 1
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	The project site is not located within a Coastal Zone Management Area or a county or local area of jurisdiction, which includes the first 100 feet shoreward as defined by the Coastal Zone Management Act. Source Document(s): 7
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☒ No ☐	The project site currently contains a one-story modular structure, used as the Lennar Welcome center. **Hazardous Materials Regulations and Background** Langan Engineering and Environmental Services, Inc. conducted a Phase I Environmental Site Assessment (ESA) at

		the project site in March 2022. The Phase I is included as Attachment 2 and summarized below. Article 31 specifically applies to environmental conditions during construction at the former Hunters Point Shipyard Redevelopment project. Article 31 requires that prior to receiving approval of construction permits, a developer/builder must submit Article 31 compliant plans to ensure safe work practices and environmental protection during construction. **Phase I Environmental Site Assessment and Phase II Subsurface Investigation Findings** The project site is not listed on any environmental databases; however, the former U.S. Navy Hunters Point Naval Shipyard (HPNS) that encompasses the site is listed in the following databases searched by Environmental Data Resources (EDR): NPL, SEMS, RCRA-SGQ, US ENG Controls, US INT Controls, ROD, Potentially Responsible Parties (PRP), and Hazardous Waste Compliance Docket Listing (Docket HWC). The project site is located in the former Hunters Point Shipyard Parcel A, which was primarily used for Navy administration offices and houses. The Navy removed transformers, an underground storage tank, and abrasive blast material, and contaminated soil in the early 1990s, and backfilled the site with clean soil. The U.S. Environmental Protection Agency (USEPA) found that Parcel A would not require additional action in 1995 and removed the parcel from being part of the Hunters Point Shipyard superfund site in 1999. Parcel A was transferred to the San Francisco Redevelopment Agency (now Office of Community Investment and Infrastructure) in 2004. Developers removed all Navy-era utilities from Parcel A. The developer also removed between 7.5 and 38.4 feet of soil from the project site, and brought in engineered fill for placement under hardscape to construct new utilities, streets, sidewalks, building foundations and added additional soil for landscaping. In 2018, the California Department of Public Health (CDPH) performed gamma radiological scanning in all accessible, outdoor areas in Parcel A. The CDPH concluded there were no radiological health and safety hazards to the residents of Parcel A-1, which includes the project site. Langan performed a Phase II subsurface investigation at the project site in August 2021 to evaluate the chemical condition of the subsurface soil. As part of the Phase II investigation, two to three soil samples were collected from 14 exploratory

		borings advanced to depts of 5 to 10 feet below ground surface. The Phase I ESA and Phase II subsurface investigation identified two recognized environmental conditions (RECs): • Presence of contaminated fill material: Some of the subsurface samples also contained soluble chromium, and total and soluble nickel concentrations above offsite waste disposal criteria. This material must be removed and disposed as Class I non-Resource Conservation and Recovery Act (RCRA) waste. • Presence of Naturally Occurring Asbestos (NOA): Analysis of the soil samples found that asbestos concentrations ranged from 0.50% to 6.75%, which is above the State of California non-RCRA hazardous waste criteria of 1%. Preparation of an asbestos dust mitigation plan (ADMP) and dust control plan (DCP) would be required prior to construction. **Conclusion** Construction related to the project would be required to comply with Article 31 of the San Francisco Health Code, and include coordination with the San Francisco the Department of Public Health (SFDPH). Per Article 31, a Transportation and Disposal Plan (TDP) must be submitted for SFDPH approval prior to construction because NOA, chromium, and nickel are present on-site above off-site disposal criteria. The TDP must provide guidance and protocols to the contractor for soil/rock handling, transport, and disposal according to the pertinent regulations in an environmentally sound and safe manner. The Unexpected Condition Response Plan (UCRP) would contain protocols that should be referenced in the TDP and must be implemented during excavation activities if unanticipated conditions are encountered. The Environmental Health and Safety Plan (EHASP) must outline proper material handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. An approved Asbestos Dust Mitigation Plan (ADMP) and Dust Control Plan (DCP) must be implemented due to the presence of endemic serpentinite rock containing NOA confirmed in the samples collected at the site. Real-time NOA and PM10 dust monitoring and third party inspections would be required to be implemented as part of the ADMP and DCP during potential dust generating activities such as grading, excavation,

		trenching, soil stockpiling, backfilling, soil handling and movement, and vehicular traffic on unpaved surfaces. As of the writing of this environmental document, Article 31 plans that have already been approved and will continue to be implemented at Block 56 include a Site Evaluation Reports, DCP; UCRP; a Soil Import Plan (SIP); and a serpentine Cover Plan. Finally, the proposed project would also be subject to the San Francisco Construction Dust Control Ordinance and would comply with all applicable federal and state Occupational Safety and Health Administration's (OSHA) regulations, which would prevent adverse impacts with respect to contamination and toxic substances. Source Document(s): Attachment 2
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes ☐ No ☒	The project site currently contains one modular building with ornamental landscaped vegetation and does not support sensitive vegetation and/or wildlife species. No federally listed species or species proposed for listing or federally designated critical habitats are documented within the project area. No impacts on federally listed species or critical habitat would occur, as the project site is disturbed and planted with ornamental vegetation; it does not contain critical habitat or other suitable habitat for any federally listed species. Source Document(s): 8, 9, 10, and 11
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes ☐ No ☒	During the Phase I Environmental Site Assessment, there was no visual evidence during site reconnaissance of unobstructed or unshielded above ground storage tanks (fuel oil, gasoline, propane, etc.) at or immediately adjacent to the project site. The proposed residential uses on-site would not involve explosive or flammable materials or operations. The nearest above-ground storage tanks (AST) is approximately 5,800 feet from the project site at 1300 Evans Avenue. 1300 Evans Avenue has a volume of 1,000 gallons, and, based on the tank's contents and size, this AST has an Acceptable Separation Distance (ASD) for thermal radiation of 219 feet (if unobstructed). Because the project site is approximately 5,800 feet away from this AST, and is separated by numerous buildings, it is located at an acceptable distance, and no explosive hazard to the project site

		would occur. Thus, no explosive hazard to the project site would occur. Source Document(s): 43 and Attachment 2
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes ☐ No ☒	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. Source Document(s): 12
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes ☐ No ☒	As discussed above under Flood Insurance, based on FEMA flood mapping, and as shown on FEMA map number 0602980251A (effective 3/23/2021, not printed), the project site is within Zone X -- Area of Minimal Flood Hazard. Based on this designation, the project site is not located in a Special Flood Hazard Area. Consequently, the proposed project would not result in impacts to floodplains and would not result in direct or indirect support of floodplain development. Source Document(s): 5
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes ☒ No ☐	The discussion of cultural resources is guided by an existing Programmatic Agreement (PA) between the City and County of San Francisco (City) and the California State Historic Preservation Officer (SHPO) pursuant to Section 106 of the National Historic Preservation Act (16 USC §470f) and its implementing regulations at 36 CFR Part 800.14.2. The PA establishes the City's Section 106 responsibilities for the administration of undertakings subject to regulation by 24 CFR Part 58 which may have an effect on historic properties. The City is required to comply with the stipulations set forth in the PA for all Undertakings that (1) are assisted in whole or in part by revenues from U.S. Department of Housing and Urban Development (HUD) Programs subject to 24 CFR Part 58 and that (2) can result in changes in the character or use of any historic properties that are located in an undertaking's Area of Potential Effects (APE). The proposed action is the approval of the release of federal funds subject to Part 58 and thus is subject to the Stipulations of the PA.

		Area of Potential Effects (Stipulation VI of the PA) Based on a non-confidential records search and review of information provided to the Northwest Information Center (NWIC) of the California Historical Resources Information System, and review of historical literature and maps, there is a low potential for any buildings or structures 45 years or older to be within the APE. **Identification and Evaluation of Historic Properties** (Stipulation VII of the PA) Under Stipulation VII, Paragraph B, if a property in an undertaking's APE is already listed or has already been determined eligible for listing in the NRHP, the City must proceed in accordance with Stipulation VIII, Treatment of Historic Properties. As explained above, there are no historic properties in the APE. **Consideration and Treatment of Archaeological Resources** (Stipulation XI of the PA) According to the provisions of Stipulation XI.B of the PA, a non-confidential records search was completed at the NWIC of the California Historical Resources Information System. The results of the records search, conducted in November 2021, indicate that the project site has a low potential for both prehistoric and historic-era archaeological resources and that further study is not recommended regarding archaeological resources. **Native American Resources** The NWIC records search results found that Native American resources in this part of San Francisco County. The NWIC records search results identified that Native American resources in this part of San Francisco County have been found marginal to the San Francisco Bay shore, inland ridges, midslope benches, in valleys, near intermittent and perennial watercourses and near areas populated by oak, buckeye, manzanita, and pine, as well as near a variety of plant and animal resources. Because the project site is located approximately 0.1 mile from the historic bay shore margins, the NWIC found a moderate to high potential for unrecorded Native American resources in the project area. The NWIC recommended that work should be temporarily halted in the vicinity if archaeological resources are encountered during construction. The mitigation measure below has been developed

		to mitigate potential impacts to undiscovered archaeological resources. **Mitigation Measure** **Accidental Discovery of Archaeological Resources.** If prehistoric or historic-period archaeological resources are encountered, all construction activities within 100 feet shall halt and MOHCD shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the proposed project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with MOHCD. Treatment shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3). **Compliance Steps** The project would be required to comply with the terms of the Programmatic Agreement executed in January 2007 by and among the City and County of San Francisco, SHPO, and the Advisory Council on Historic Preservation Regarding Historic Properties Affected By Use Of Revenue From The Department

		Of Housing And Urban Development Part 58 Programs (2007 PA). Source Document(s): 13
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes ☒ No ☐	The project would intensify the existing land use at the project site and would therefore increase traffic and associated noise levels along roadways in the project vicinity. The project would also introduce additional residential receptors into an urban area exposed to transportation noise. In the short-term, project construction would temporarily increase ambient noise levels at and adjacent to the project site. **HUD Noise Standards** The acceptable exterior noise level set forth by HUD regulations for new construction of housing is 65 day-night average sound level (DNL) or less. DNL is a 24-hour average noise level with a 10 decibel (dBA) penalty for noise occurring during the nighttime hours, defined as 10 p.m. to 7 a.m. The regulations consider the range between 65 dBA DNL and 75 dBA DNL to be normally unacceptable, as long as appropriate sound attenuation measures are provided. A DNL of greater than 75 dBA is considered unacceptable. 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 at the project site using the HUD DNL Calculator, which requires assessing noise impacts from roadways up to 1,000 feet away and railways up to 3,000 feet away that could potentially affect noise at the project site. The arterial roadway within 1,000 feet of the project site included in the analysis is Innes Avenue. Existing traffic volumes for this roadway (south of Earl Street) were obtained from Addendum 5 to the Candlestick-Hunters Point Shipyard Phase II Development Plan Project (2018). Peak hour traffic volumes for the roadway segment were assumed to represent 10 percent of the average daily traffic, consistent with industry practice and used in the HUD DNL Calculator to estimate the ambient noise level at the project site from the roadway source. This is conservative because the project site is located at the terminus of Innes Avenue and therefore, carries lower traffic volumes than other portions of Innes Avenue south of Earl Street.

		There are no railways located within 3,000 feet of the project site. Two airports are located within the preliminary 15-mile screening distance from the project site. San Francisco International Airport is located approximately 7.2 miles to the south and Oakland International Airport is located approximately 8 miles to the east of the project site. However, the project site is located several miles outside of the 60 dBA and 65 dBA Community Noise Equivalent Level (CNEL) airport noise contours based on each airport's respective noise contour map. Consequently, the contribution of airport noise from SFO and OAK would not materially contribute to the noise environment at the project site and was not included in the HUD DNL Calculator assessment. The DNL exterior noise from these sources was calculated to be 58 dBA DNL at the project building on Innes Court. This would fall within HUD's "acceptable" range, which is less than 65 dBA DNL. Since the project site would not be exposed to noise levels exceeding 65 dBA DNL, attenuation measures beyond State and local law would not be required to ensure interior noise standards are met. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for multi-family residential projects. Multi-family residences must be designed to limit intruding noise to an interior CNEL (or DNL) of at least 45 dBA. The San Francisco Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission. On-site residential development would include building façade materials, acoustic insulation in buildings walls and ceilings, acoustically rated windows, and similar measures to achieve sufficient reductions from outdoor Ldn levels to ensure building interior Ldn noise levels would be 45 dBA or less in the residential portions of the project. Compliance with this requirement would ensure that interior noise levels of the project residential units would meet the interior noise goal of HUD and the State of California. **Construction Noise** Project construction would 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 could consist of excavators, graders, drill rigs, rubber-tired dozers, tractors/loaders/ backhoes, cranes, forklifts, generators, pavers, and air compressors. The project site is bounded by sensitive land uses primarily consisting of multi-family residential buildings. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) must have manufacturer-recommended and City-approved mufflers for both intake and exhaust. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. The project would be required to comply with regulations set forth in the Noise Ordinance. Construction at the project site generally would be limited to daytime hours. No pile driving is proposed as part of the project, as the geotechnical report indicates that if piles are required they would be drilled and not driven. Although project construction activities would result in temporary noise impacts, construction would be required to comply with the above identified San Francisco Noise Ordinance, and would thus not result in adverse effects. **Operational Noise** The project site is currently developed with a single-story modular building. The project would add 73 apartment units and would therefore increase traffic and associated traffic noise on roadway segments in the vicinity of the project. Based on trip generation estimates for mid-rise apartment buildings published by the Institute of Transportation Engineers Trip Generation Manual (10th edition), the 73 additional residential units and 2,260 square feet of office space would generate 419 daily trips to and from the project site. As a rule of thumb, when specific data is not available, the peak hour traffic is considered to be approximately 10 percent of the average daily traffic. Therefore, the project would introduce an additional 42 vehicle trips to the surrounding roadway network during the peak hour, which would add to the traffic noise along these roadway segments. Based on existing traffic data on Innes

		Avenue available from Addendum 5 to the Candlestick-Hunters Point Shipyard Phase II Development Plan Project (2018), the addition of project traffic would result in a less than 25 percent increase in traffic on surrounding streets, assuming that all trips were to use the same roadways to reach the project site. Typically, it takes a doubling of traffic (100 percent increase) to increase associated noise levels by 3 dBA, an increase that would be barely perceivable by the human ear. Therefore, a marginal increase in traffic of less than 25 percent would not increase traffic noise to surrounding uses by levels that would be perceptible. Source Document(s): 14a, 14b, 14c, 14d, 14e, 14f, and Attachment 3
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	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. The project site would be entirely served by the existing municipal water supply. Source Document(s): 15
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	The project site contains a manmade drainage swale adjacent to the modular building, extending approximately north to south and draining into a storm drain. The manmade drainage does not contain wetland or riparian vegetation. Therefore, the project would not affect wetland or riparian areas. Source Document(s): 16
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	The nearest classified Wild and Scenic River is a 23-mile segment of the American River, which is located over 80 miles northeast of the project site. The project would therefore not affect a wild and scenic river. Implementation of the project would not conflict with the provisions of the Wild and Scenic Rivers Act. Source Document(s): 17
ENVIRONMENTAL JUSTICE		
Environmental Justice	Yes ☐ No ☒	For purposes of this analysis, the definitions of minority and low-income populations are based on the Council on

Executive Order 12898		Environmental Quality's (CEQ's) Guidance for Agencies on Key Terms in Executive Order 12898. A minority population is present within a study area under either of the following conditions: • The minority population percentage of the affected area is meaningfully greater than the affected area's general population. • The minority population percentage of the affected area exceeds 50 percent. Low-income populations are identified based upon poverty thresholds provided by the U.S. Census Bureau and are identified in one of the following ways (CEQ 1997:25): • The population percentage below the poverty level is meaningfully greater than that of the population percentage in the general population. • The population percentage below the poverty level in the affected area exceeds 50 percent. In 2020, 52.8 percent of the City/County was white, 15 percent was Hispanic or Latino, 36 percent was Asian, 5.6 percent was Black or African American, 4.5 percent was two or more races, 0.5 percent was Native Hawaiian and Other Pacific Islander, and 0.7 percent was American Indian and Alaska Native. This represents a smaller percentage of environmental justice populations than exists nationwide. In 2021, Approximately 10 percent of the population has an income below the poverty level. The project site is located in U.S. Census Tract 9806. In 2020, 21 percent was white, 21 percent was Hispanic or Latino, 25 percent was Asian, 34 percent was Black or African American, 11 percent was two or more races, 0 percent was Native Hawaiian or Other Pacific Islander, 0 percent was American Indian and Alaska Native, and 9 percent was some other race. Approximately 15.7 percent of the population in Census Tract 9806 had an income below the poverty line. As such, the project site is located within a minority population community, as described above and represents a higher percentage of environmental justice populations than exists in the City/County.

		The project would provide 73 new housing units affordable to very low and low-income people, including minority and other populations earning between 35 to 50 percent of the MOHCD AMI. The project would include resident supportive services including community amenity space, and common space in the form of a podium courtyard open space. **Summary of Project Impacts** 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. *Air Quality:* As discussed above in the section titled *Clean Air*, criteria pollutant emissions resulting from construction and operation of the project would be below BAAQMD's thresholds of significance. The proposed project would consist of ground disturbance and construction of a new building, which could produce fugitive dust. Accordingly, the project would be required to comply with the City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008), which requires a number of measures to control fugitive dust to ensure that construction projects do not result in visible dust. The Best Management Practices (BMPs) employed in compliance with the City's Construction Dust Control Ordinance would be effective in controlling construction-related fugitive dust. *Noise:* Construction of the proposed project would occur entirely within the City and is therefore subject to the San Francisco Noise Ordinance (Article 29 of the Police Code). Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. Construction activities associated with the proposed project would occur within the allowed hours specified in the San Francisco Noise Ordinance, and would not include impact pile driving. In addition, the proposed project would not include substantial vehicle trips, and the project's fixed noise sources, such as heating, ventilation, and air conditioning systems, would be subject to noise limits in Article 29 of the Police Code (section 2909,

		Noise Limits). Therefore, the proposed project would not result in adverse noise impacts on an environmental justice population with respect to construction and operational noise. *Contamination and Toxic Substances:* Two RECs were identified for the project site: presence of contaminated fill material and presence of NOA. The proposed project would be required to comply with Article 31 of the San Francisco Health Code, which includes the preparation and implementation of a TDP, UCRP, EHASP, ADMP, and DCP. Accordingly, construction activities would not result in adverse effects requiring mitigation. *Historic Preservation:* There are no historic resources in the project's APE; therefore, the project would not result in impacts to historic architectural resources. Therefore, no effects to an environmental justice population would result from construction of the proposed project. **Conclusion** 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. The project would benefit low-income individuals by providing affordable housing opportunities. The proposed project would be consistent with Executive Order 12898. Source Document(s): 18, 19, 20, and 21

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

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

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The project site is located in the Bayview neighborhood of the Hunters Point Shipyard Area Plan in San Francisco, California. The site is located in an area composed of residential land uses zoned Residential-Mixed Low Density (RM-1) and Hunters Point Redevelopment Plan (HP-RA). The project site is a component of the Hunters Point Shipyard (HPS) Phase 1 Redevelopment project area. The overall Phase 1 development program includes the construction of infrastructure, 26 acres of parks and open space, and up to 1,428 housing units, of which approximately 29% would be affordable to low- and moderate-income households. HPS Phase 1 is divided into two areas: the Hilltop and Hillside areas. The project site (Block 56) is in the Hilltop area of HPS Phase 1. **Land Use and Zoning** **Permitted Land Uses** The majority of the project site is zoned as HP-RA, with a portion of the site fronting Coleman Street zoned as RM-1 under the San Francisco Planning Code. According to Section 209.2 of the Planning Code, RM-1 Districts

		have an overall low density of unit and contain a mixture of buildings that rarely exceed 40 feet in height. The RM-1 District also contain nonresidential uses to provide for needs of residents. According to section 249.51 of the Planning Code, the HP-RA District is established to enable development of the Hunters Point Shipyard Development Project, which is a special use district that seeks to allow high density, transit-oriented, mixed-use development with significant open space. The proposed project would be consistent with allowable land uses in the RM-1 and HP-RA Districts. **Height and Bulk Designation** This site is in the HP-RA height and bulk district. According to Section 263.25 of the Planning Code, the height and bulk definitions are governed by the HPS Redevelopment Plan and the HPS Design for Development document. The HPS Design for Development permits a maximum height of 45 feet as depicted in Figure 4 (see p. 17 in Source Document 1b) and a maximum diagonal dimension of 150 feet. The proposed building would be approximately 53 feet-tall along Innes Court and would vary between 42- to 50-feet-tall along Coleman Street. The maximum diagonal dimension would be 188 feet. Therefore, the project would exceed the allowable maximum height and diagonal dimensions allowed under the HPS Design for Development. However, as described under *Proposed Project,* the project is being processed under Assembly Bill 1763, which allows developers who agree to construct a housing development in which 100 percent of the total units are for lower income households, qualify for concessions or incentives. The project would utilize concessions for an additional floor and the maximum diagonal dimension. **Dwelling Unit Density** The HPS Design for Development sets the density of housing dwelling units per acre to 70 dwelling units per acre on Block 56. The project would utilize a concession as allowed under Assembly Bill 1763 to increase the density by 11 units to 81 units/acre from the base density of 70 units/acre. With a base density of 70 units, the project includes a total of 73 units. **Open Space** The HPS Design for Development requires a provision of 100 sf of open space per dwelling unit for Block 56. The proposed 73 unites would therefore require 7,300 sf of open space. The project would include 7,486 sf of podium courtyard open space and would exceed this requirement.

		Conformance with Plans The San Francisco General Plan Hunters Point Shipyard Area Plan contains objectives and policies relevant to the project including the following: • Objective 1: Realize the full potential of the underutilized Hunters Point Shipyard by creating a complete and thriving new neighborhood intimately connected to the Bayview and the rest of the city, in a way that fully realizes its shoreline location and acts as an economic catalyst for the rest of Bayview. • Policy 1.1: Create a balanced and complete mix of land uses. • Policy 1.2: Take full advantage of the underutilized site by providing high density sustainable development. • Policy 1.4: Ensure that new land uses will accommodate diverse residential, worker, and visitor populations. • Objective 2: While developing Hunters Point Shipyard, assure appropriate treatment of archeological resources and resources important to native populations as unique, irreplaceable records of the past and of ongoing cultural significance. • Objective 3: Create a diverse and exciting neighborhood that is engaging, comfortable, and has convenient access to amenities, optimizes its waterfront setting and reflects San Francisco built form and character in a contemporary way. • Policy 3.4: Assure buildings meet the street in a way that defines the street's three-dimensional space as well as activates and enlivens it. • Policy 3.5: Provide a development with a variety of building heights and sizes as a means to create variety and avoid monotonous development. • Policy 3.7: Assure high quality architecture of individual buildings that work together to create a coherent and identifiable place while being individually distinguishable. In addition to the objectives and policies above, the following design guidelines from the HPS Design for Development are applicable to the proposed project: • Compliance with the objectives of the Redevelopment Plan. • Compliance with objectives and policies of the General Plan, the City Planning Code and with all applicable codes and ordinances of the City and County of San Francisco as modified by the express provisions of the Redevelopment Plan including this Design for Development. • Consistency with the development standards and the design guidelines of the Design for Development. • Achieving a visually attractive and distinctive design that reflects the character of a distinct urban neighborhood oriented toward education, arts, and industry. • Creation of an urban building scale and relationship of development to the streets.

		• Integration of off-street parking and loading facilities with the overall development, their functional relationship to the overall vehicular circulation system and effective screening from public view. • Integration of spaces and building forms with the topography of the building site. In general, the proposed project would respond to and be consistent with the above policies. **Visual Consistency** The project site is located at the corner of Coleman Street and Innes Court and would develop a new residential building in an area planned for housing. The proposed affordable housing apartment building would be generally consistent with and compatible in scale with surrounding development. The contemporary design of the proposed five-story building would be compatible with the modern 3- to 4-story residential buildings in the general area. The scale of the new building would be similar to the existing nearby buildings. The building has been designed in accordance with the HPS Design and Development document's general development guidelines and Hilltop Sub-Area development guidelines. The building design has also undergone design review by OCII. The project is consistent with the applicable general plan policies as well as with applicable zoning designation and regulations. Therefore, the proposed project would not conflict with applicable plans, land use designations, zoning, scale, and urban design. Source Document(s): 1b, 1d, 1e, 22, 23, and 24
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	**Geology and Soils** The project site is located in the California Coastal Range 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. Bedrock in the area is composed of highly consolidated and tectonically deformed sedimentary, volcanic, and metamorphic rocks of the Franciscan Complex. According to the Geotechnical investigation by Langan Engineering and Environmental Services, Inc., the fill at the project site is above groundwater level and predominately clay. Therefore, the potential for liquefaction and lateral spreading at the project site is considered low. The

project site is not within a Seismic Hazard Zone designated as vulnerable to liquefaction, rupture, or landslide hazard zone.

Development on the project site would be subject to the permitting requirement of the San Francisco Department of Building Inspection (DBI) and compliance with the San Francisco Building Code (SFBC). The SFBC derives from the adopted 2019 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. Additionally, a site-specific geotechnical investigation was conducted by Langan Engineering and Environmental Services Inc., consistent with San Francisco Building Code and the recommendations of the geotechnical investigation have been incorporated into the project design.

Stormwater

The project site is currently covered with permeable and impermeable surfaces. Stormwater runoff from project construction would drain into the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Pursuant to the San Francisco Public Works Code, the Construction Site Runoff Control Ordinance, and the San Francisco Green Building Code, the project sponsor would be required to implement an Erosion and Sediment Control Plan that sets forth BMP measures to reduce potential runoff and erosion impacts during construction.

The proposed project would construct all improvements according to the San Francisco Stormwater Management Ordinance, which requires, for areas of less than 50 percent pervious surfaces (such as the project site), that the stormwater runoff rate and volume not exceed pre-development conditions for the 1-and 2 year, 24-hour design storm. The proposed drainage system would collect water through an underslab drainage system consisting of a gravel layer below a slab with perforated pipes and gravel blanket. The project would provide pre-treatment of a share of the stormwater runoff prior to leaving the site.

The proposed stormwater management system for the project would collect, detain and potentially retain some stormwater within the project site such that the rate and amount of stormwater runoff from the site does not negatively impact the City's treatment facilities, and in a manner that is consistent with the San Francisco Public Utilities Commission's Stormwater

		Design Guidelines. Adherence to these requirements would ensure that the proposed project would not substantially degrade water quality during either construction or operation. Source Document(s): 25
Hazards and Nuisances including Site Safety and Noise	2	**Site Safety** As described above in *Contamination and Toxic Substances*, historical records and potential hazards for the project site and immediate vicinity were reviewed. Two RECs were identified for the project site: presence of contaminated fill material and presence of NOA. The proposed project would be required to comply with Article 31 of the San Francisco Health Code, which includes the preparation and implemtnation of a TDP, UCRP, EHASP, ADMP, and DCP. Accordingly, construction activities would not result in adverse effects requiring mitigation. As discussed in *Soil Suitability/ Slope/ Erosion/ Drainage/Storm Water Runoff* above, the project site is not located in a Seismic Hazard Zone and does not contain slopes greater than 20 percent. On-site construction would be subject to the permitting requirements of the DBI and compliance with the San Francisco Building Code, which includes compliance with earthquake standards and fire codes and regulations. **Construction Noise** Construction noise as discussed above "Noise Abatement and Control" would be temporary and mitigated by compliance with the City's Noise Ordinance. **Air Quality** As discussed under *Clean Air* above, the operational emission from the project would be well below the federal de minimis levels for ROG, NOx, PM2.5, and CO. Uses surrounding the project site are recreational and residential in nature; as such, these uses would not generate air pollution impacts that could affect the recreation center users. Source Document(s): 14a, 14b, 14f, 25, and Attachment 2
Energy Consumption	2	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 GreenPoint Rated status or achieve a status of LEED Silver. The project would be required to

		comply with the City's All-Electric Ordinance, which prohibits natural gas infrastructure in new construction. 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. Source Document(s): 26 and 27

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	2	The project is not anticipated to significantly affect employment opportunities as the primary existing and proposed use of the project site is residential. Construction of the project site would provide temporary, construction jobs and approximately five onsite full time equivalent (FTE) employees at the project site during operations. It is expected that employment associated with construction and operations would be fulfilled by the existing employment pool. No adverse impact is anticipated from the project on employment and income within the project area. Source Document(s): N/A
Demographic Character Changes, Displacement	2	**Demographics** The estimated population in San Francisco in 2020 was approximately 873,965 persons. The proposed action would result in the establishment of 73 residential units on the project site. Based on the average household size in the City and County of San Francisco of 2.36 people per household, the addition of 73 new residential units would increase the population by approximately 173 residents. Implementation of the project would incrementally increase the population of San Francisco by approximately 0.02 percent. The proposed project would not result in physical barriers or reduced access that would isolate a particular neighborhood or population group. The project would develop a five-story residential structure on the project site and would not construct features that would cut off access to adjacent areas. The project would provide affordable housing consistent with the needs established in the Regional Housing Need Plan for the San Francisco Bay Area. No adverse demographic changes are anticipated.

		Displacement The project site is located on a site containing the Lennar Welcome Center modular structure and development of the project would not displace existing residents or businesses. The project is a residential project intended to increase affordable housing stock for very low- and low-income individuals and families. The increase in housing opportunity would result in a net positive housing opportunity. Thus, there would be no impact with respect to displacement. Source Document(s): 1b, 19

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The San Francisco Unified School District (SFUSD) provides public primary and secondary education in San Francisco. The district is composed of a total of 130 schools, including 12 early education schools, 64 elementary schools (Grades TK–5), eight alternatively configured elementary through middle schools (Grades TK–8), five County and Court schools, 13 middle schools (Grades 6–8), three continuation alternative schools, 14 high schools (Grades 9–12), and 11 charter schools. Total enrollment in SFUSD schools, as of October 2021 (without charter or county enrollment), was 50,566 students. Approximately 13.4 percent of the population in Census Tract 9806 is under the age of 18. Development on-site could add up to 173 residents (as described under subheading Demographic Character Changes, Displacement). Based on the Census Tract 9806 population statistics, the project could add approximately 10 school-aged children. This increase would not result in substantial adverse effects on local schools relative to existing overall enrollment. In addition, the applicant would be required to pay applicable school impact mitigation fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." The project site does not contain cultural facilities and the proposed action would not affect existing cultural facilities by its operation. Several cultural facilities are located within walking distance or the project site or accessible from the project site via public transportation and would be available to future project residents. Cultural facilities in the vicinity of the project

		include the Bayview Opera House, located approximately 1.5 miles northwest of the site; Turner Art Gallery, located approximately 1.7 miles west of the project site; Museum of Craft and Design, located 2.6 miles north of the project site. Cultural facilities within the City are accessible from the project site via public transportation. Source Document(s): 19, 28
Commercial Facilities	2	The project site is within adequate pedestrian or transit access to retail services that provide essential items such as food, medicine, banks and other convenience shopping. The following MUNI routes are within 0.25 to 0.3-mile from the project site: 19-Polk, 15-Bayview Hunters Point Express, and 54-Felton. The T-Third Street is approximately 1.5 miles to the west of the project site. The nearest grocery store to the project site is Super King Inc., located approximately 0.5 mile west of the project site. Existing nearby retail and commercial services (e.g., on Third Street) would not be adversely impacted or displaced by the proposed project. Source Document(s): 29
Health Care and Social Services	2	The project would not impact any health care or social service facilities. The nearest major hospitals are the Sutter Pacific Medical Foundation located approximately 3.2 miles northwest of the project site, and the Zuckerberg San Francisco General Hospital and Trauma Center, located approximately 2.8 miles northwest of the project site. Several social services are located within 5 miles of the project site, including Lutheran Social Services, North American Foundation for Social Services, and the San Francisco Human Services Department. Therefore, health care and social services are within a convenient and reasonable distance to residents of the project and are accessible via public transportation available near the project site. The additional residents on the project site would not result in undue burdens on existing health care facilities or create substantial demand for new health care facilities. As described under subheading *Demographic Character Changes, Displacement*, the project would increase the population by 173 people, which is 0.02 percent of the City population. The level of population increase described above would not represent a substantial change to the demographic of the area and so would not result in substantial impacts on the existing social services serving the project area. Source Document(s): 19

Solid Waste Disposal / Recycling	2	Recology, Inc., provides residential and commercial solid waste collection, recycling, and disposal services for the City of San Francisco. Recyclable materials are taken to Recology's Pier 96 facility, where they are separated into commodities (e.g., aluminum, glass, and paper) and transported to other users for reprocessing. Compostables (e.g., food waste, plant trimmings, soiled paper) are transferred to a Recology composting facility in Solano County, where they are converted to soil amendment and compost. The remaining material is transported to a landfill. 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. Construction and demolition (C&D) debris in the City must be transported by a registered transporter to a registered facility that can process mixed C&D debris pursuant to the City and County of San Francisco C&D Ordinance. The Ordinance requires that at least 65 percent of C&D debris from a site go to a registered C&D recycling facility. This requirement has been augmented by the Green Building Ordinance, which requires that at least 75 percent of C&D debris be diverted from landfills. Compliance with this regulation would ensure any impact from construction debris is appropriately minimized. During operation, the project could generate an estimated 229,147 pounds of solid waste per year, based on conservative generation rates summarized by CalRecycle for multi-family residential (8.6 pounds/per unit/per day). This amount would represent a relatively small amount of solid waste in proportion to the total amount of solid waste generated by the City's estimated population of 873,965. Furthermore, 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.

		Given the size of the project and existing landfill capacity, the project would not be expected to result in significant adverse effects to solid waste services. Source Document(s): 20, 31, 32, and 33
Waste Water / Sanitary Sewers	2	The project site is within an urban area that is well served by the combined sewer/stormwater collection, storage and treatment facilities operated by San Francisco Public Utilities Commission (SFPUC). Wastewater generated at the project site would be treated by SFPUC, which provides wastewater collection and transfer service in the City. The SFPUC has a combined sewer and wastewater system, which collects sewage and stormwater in the same pipe network. San Francisco comprises two drainage basins: Bayside and Westside drainage basins, which collect wastewater and stormwater from the east and west sides of the City, respectively, which are further divided into five distinct urban watersheds. The project site is located in the Yosemite Watershed portion of the Bayside Watershed. where wastewater is treated at the Southeast Treatment Plant (SEP). Combined wastewater and stormwater from the project area is transported for treatment to the Southeast Water Pollution Control Plant. Treated wastewater is discharged to San Francisco Bay through outfalls at Pier 80 (dry and wet weather), and in Islais Creek (wet weather). During dry weather, the Southeast Water Pollution Control Plant has a dry weather capacity of 84.5 million gallons per day (mgd). During wet weather, the plant processes up to 250 mgd of combined wastewater. The combined sewer and wastewater system currently operates under National Pollutant Discharge Elimination System Permits. The Southeast Water Pollution Control Plant is currently operating under the 2008 NPDES Permit No. CA0037664 (Order No. R2-2008-0007) issued and enforced by the San Francisco Bay Regional Water Quality Control Board, which monitors discharge prohibitions, dry-weather effluent limitations, wet-weather effluent performance criteria, receiving water limitations, sludge management practices, and monitoring and reporting requirements. The permits prohibit overflows from the combined sewer and wastewater system structures during dry weather and require wet-weather overflows to comply with the nine minimum controls specified in the federal combined sewer and wastewater system Control Policy. Implementation of the project would incrementally increase wastewater flows from the project sites due to the introduction of approximately 173 residents. The proposed building and would incorporate water-efficient fixtures, as required by Title 24 of the California Code of Regulations. The project would not contribute to a citywide increase in sanitary flows that

		could affect wastewater treatment at SEP and the proposed project would comply with existing and future regulations and citywide planning efforts. Development on the project site is anticipated under the Hunters Point Shipyard Redevelopment Plan, would be infill in character, would be consistent with the surrounding area, therefore not substantially increasing wastewater generation for the general area. The project would incrementally increase demand for and use of waste water and sanitary sewer services, but not in excess of existing capacity.Source Document(s): 34, 35, 36
Water Supply	2	Development of the project site with 73 residential units would increase demand for water. The SFPUC estimates that a typical development project in San Francisco comprised of either 100 dwelling units, 100,000 square feet of commercial use, 50,000 square feet of office, 100 hotel rooms, or 130,000 square feet of production, distribution, and repair use would generate demand for approximately 10,000 gallons of water per day, which is the equivalent of 0.011 percent of the total water demand of 89.9 million gallons per day anticipated for San Francisco in 2040. Conservatively assuming the proposed project would generate water demand less than or equal to 100 dwelling units, the proposed project would generate less than 0.0083 percent of water demand for the city as a whole in 2040, constituting a negligible increase in anticipated water demand (73 dwelling units/100 dwelling units = 3/4 of the water demand of a 100 unit development; 10,000 gallons of water per day for 100 dwelling units x 0.75 = 7,500 gallons of water per day for the proposed project/89,900,900 gallons of water per day anticipated in San Francisco in 2040). The SFPUC uses population growth projections provided by the planning department to develop the water demand projections contained in the urban water management plan. The proposed project would be encompassed within planned growth in San Francisco; therefore, it is accounted for in the water demand projections contained in the urban water management plan. Because the proposed project would comprise a small fraction of future water demand that has been accounted for in the City's urban water management plan, sufficient water supplies would be available to serve the project in normal, dry, and multiple dry years and would not require new water supply entitlements and water resources. Source Information: 34
Public Safety - Police, Fire and	2	The project site is served by the San Francisco Police Department's (SFPD) and the nearest station to the project site is the Bayview Police Station, at 1676 Newcomb Ave (approximately 1.3 miles northwest of the project site).

Emergency Medical		The San Francisco Fire Department (SFFD) provides fire suppression services and unified emergency medical services (EMS) and transport, including basic life support and advanced life support services, in the City and County of San Francisco. The nearest station is Station 9 at 2245 Jerrold Avenue (approximately 2.1 miles northwest of the project site). If one or more of the engine or truck companies were to be out of service at the time of an alarm, the next closest available unit would respond. Emergency medical transportation to San Francisco hospitals is provided by a dynamically deployed 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. 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. Implementation of the proposed project could increase the demand for fire protection, emergency medical and police protection services. However, the increase would be incremental, and would not be substantial given the overall demand for such services on a citywide basis. Furthermore, the fire and police departments conduct ongoing assessments of its respective service capacities and response times to maintain acceptable service levels, given the demand resulting from changes in population. Source Document(s): 37 and 38
Parks, Open Space and Recreation	2	The proposed project would result in the development of 73 residential units. The project includes the development of a 7,486 sf of podium courtyard for the residents. There are several park and recreation facilities and open space within 2 miles of the project site. Shipyard Playground is located immediately north of the project site, India Basin Shoreline Park is located 0.8 mile to the northwest, Hilltop Park is located 1 mile to the west, Adam Rogers Park is located 1.1 mile to the west, and Heron's Head Park is located 1.6 miles to the north. Other larger parks include Bayview Park and Candlestick Point State Recreation Area, both approximately 3 miles southwest of the project site. Source Document(s): 39

Transportation and Accessibility	2	**Traffic** The proposed project consists of the development of 73 units of affordable housing. Residential development on the project site would generate vehicle trips on surrounding roadways. The minor increase in vehicle trips to the site from the proposed buildout would incrementally increase traffic and congestion in the vicinity but would not substantially adversely affect the local circulation system. In terms of vehicle miles traveled (VMT), which the State of California now relies upon for evaluation of transportation impact analysis in state environmental reviews, the project's modest trip generation and the likelihood that a number of project visitors would travel by non-automobile modes means that the project would not substantially increase VMT. According to the City's Transportation Information Map, the existing average daily vehicle miles traveled (VMT) per capita for the transportation analysis zone (TAZ) in which the project site is located (TAZ 386), is 9.28 for residential uses, which is below the existing regional VMT per capita minus 15 percent of 14.6. The project is located within an area of the City where the existing VMT is more than 15 percent below the regional VMT thresholds; therefore, the project would not generate a substantial increase in VMT and is not anticipated to result in adverse impacts related to VMT. **Transit** The project site is adequately served by pedestrian, bicycle, transit, and parking facilities. The closest San Francisco Municipal Transportation Agency (SFMTA) Muni Metro stop is located at the corner of Robinson St and Galvez Avenue, approximately 0.17 mile to the east of the project site. The following MUNI routes are within 0.25 to 0.3-mile from the project site: 19-Polk, 15-Bayview Hunters Point Express, and 54-Felton. The T-Third Street is approximately 1.5 miles to the west of the project site. The closest BART station to the project site is 24th Street Mission Station, approximately 4 miles to the west. In addition, the San Francisco Ferry Terminal is located approximately 5 miles north of the project site and the Cal Train Station is located approximately 3.6 miles north of the project site. **Pedestrian** Pedestrian facilities include sidewalks, crosswalks, curb ramps, pedestrian call buttons at intersections, and mixed-use pathways. The project site is currently served with 6- to 8-foot-wide sidewalks on Innes Court and a 12-foot-wide sidewalk on Coleman Street. The project would retain and improve the sidewalks on both Innes Court and Coleman Street in

accordance with the Better Streets Plan and provide new a new sidewalk on the eastern frontage of the proposed building.

The proposed development would generate new pedestrian trips from the 173 new residents, but these additional trips would not result in unsafe conditions for pedestrians or cause crowding on nearby sidewalks, considering the existing urban setting of the project site and the relatively low existing pedestrian volumes. Moreover, the project would include the above-noted pedestrian improvements. Accordingly, the project would result in no adverse effect on pedestrian circulation or facilities and would instead improve pedestrian conditions.

Bicycle Circulation

Bicycle facilities generally consist of bicycle lanes, trails, and paths, as well as bike parking, bike lockers, and showers for cyclists. There are no existing bicycle routes adjacent to the project site; the closest bike route is on Innes Avenue and Donahue Street approximately 0.25-mile to the west. New residential uses on-site would generate new bicycle trips, but these additional trips would not result in unsafe conditions for cyclists. The project site is subject to the development standards stipulated in the HPS Design for Development document, which specifies that for projects over 50 dwelling units, 25 Class I bike parking spaces shall be provided, plus one Class I space for every four dwelling units over 50.[2] Thus, for the proposed 73 units, 31 Class 1 bike parking spaces would be required. The project would exceed this requirement and would provide 73 Class I bike parking spaces in a storage area adjacent to the parking garage. Therefore, the project would comply with current code and would not result in substantial adverse effects on bicycle facilities.

Loading

The project site is subject to the development standards stipulated in the HPS Design for Development document, which do not require off-street loading spaces for buildings under 100,000 sf. Loading activities associated with the project would be related to tenant move-ins and move-outs, garbage pickup, and/or deliveries for the office uses onsite. Therefore, loading activities would be reasonably anticipated to occur on Kennedy Place or in available spaces on Coleman Street and Innes Court.

Parking

[2] Per San Francisco Planning Code section 155.1, Bicycle Parking Definitions and Standards, class 1 bicycle parking facilities are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and workday bicycle storage by dwelling unit residents, non-residential occupants, and employees.

		The HPS Design for Development document permits a maximum of 2 parking spaces for each dwelling unit. San Francisco General Plan policies emphasize the importance of public transit use and discourage facilities that encourage automobile uses, such as parking, to minimize the environmental impact of traffic congestion, noise, and air quality associated with unconstrained vehicle use. The project would provide 46 off-street parking, which would be less than the maximum allowed. Therefore, the creation of, or increase in, parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect on the environment. Source Document(s): 1a, 29, 40, 41, and 41

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	The project site is relatively flat and located in an urban setting. It contains a manmade drainage swale running north-south from the upslope property and ends in a drain. This feature is non-jurisdictional. No known unique natural features are present on the project site. No other surface waters (e.g., lakes, rivers, ponds) are located on or adjacent to the project site. Implementation of the project would not increase demands on groundwater resources. As noted above, water service would be provided by SFPUC. The proposed project would not discharge effluent into surface water or groundwater. No surface waters (e.g., lakes, rivers, ponds) are located on or adjacent to the project site. The San Francisco Bay is located 0.2 mile east of the project site. Wastewater at the project site would be collected and treated by the combined sewage and stormwater system. Source Document(s): 16
Vegetation, Wildlife	2	The project site is relatively flat and located in a developed, urban setting. It consists of a modular building, grass lawn, ornamental trees and other landscaped vegetation, and does not support sensitive vegetation and/or wildlife species. Common migratory birds may nest and forage on the property. Source Document(s): 9, 10, 11
Other Factors		NA

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)**:**

1. March 21, 2022, Phase I Environmental Site Assessment Report, completed by Langan Engineering and Environmental Services, Inc.,

2. January 4, 2022, Biological Resources Survey, completed by ESA

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Attachments:

1. Air Quality Supporting Document
2. Phase I Environmental Site Assessment
3. Noise Calculator Results

List of Permits Obtained:

The Developer obtained the site permit in February 2022. Any subsequent addenda to the site permit are anticipated to be obtained from the City and County of San Francisco through 2022.

Public Outreach [24 CFR 50.23 & 58.43]:

The Development team has conducted community outreach sessions and meetings to elicit feedback from the community. Community meetings were conducted the following dates:

- Meeting with Hilltop homeowners (December 2020)
- Meeting with Hilltop homeowners (February 2021)
- HPS Community Advisory Committee (March 2021)

In addition, a notice of availability of the EA and Finding of No Significant Impact (FONSI) will be published by the Mayor's Office of Housing and Community Development.

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 project, which would contribute to the reasonably foreseeable cumulative environment include full buildout of HPS Phase 1 and 2. This analysis focuses on the proposed project's potential to contribute significantly to cumulative impacts within that environment. The analysis conducted for this Environmental Assessment has determined that the project would not result in adverse impacts for certain issues areas, including airport hazards; coastal barrier resources; flood insurance; operational air quality; construction and operational noise; coastal zone management; hazardous materials; endangered species; explosive and flammable hazards; farmlands protection; floodplain management; historic resources; sole source aquifers; wetlands protection; wild and scenic rivers; compatible land use and zoning; soil suitability; slope; erosion; drainage; stormwater runoff; educational and cultural facilities; commercial facilities; health care and social services; displacement of residents; solid waste disposal; recycling; wastewater; water supply; public safety; police protection; fire protection; emergency medical services; parks and open spaces; recreation; transportation and accessibility; unique natural features; water resources; vegetation; wildlife; and greenhouse gas emissions. Consequently, the proposed project would not contribute to potentially adverse cumulative impacts for these issues.

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

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

A slightly smaller configuration for 70 units was considered in the schematic design stage of the project; however, the general building envelope was similar to the proposed project. 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 and would not avoid additional environmental impacts, as no significant impacts were identified for the project with incorporation of mitigation.

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

The no action alternative would mean that the project site would not be developed and remain vacant. However, the No Action Alternative would not support the City's goals of increasing housing supply or contribute to the RHNA for affordable housing.

Summary of Findings and Conclusions:

With applicable laws, authorities, factors or other enforceable measures, all potentially significant impacts would be reduced levels below established significance thresholds or avoided completely, with the exception of impacts related accidental discovery of archaeological resources. Implementation of Mitigation Measure 1 would reduce impacts related to accidental discovery of archaeological resources to less than significant.

The project site has been identified as having contaminated fill material and NOA. Disturbance during construction could result in exposure to these contaminants. The project would be required to comply with Article 31 of the San Francisco Health Code, which require the preparation and implementation of a Transportation and Disposal Plan (TDP), Unexpected Condition Response Plan (UCRP), Environmental Health and Safety Plan (EHASP), Asbestos Dust Mitigation Plan (ADMP) and Dust Control Plan (DCP), Soil Import Plan (SIP), and a serpentine Cover Plan. Compliance with Article 31 and applicable hazardous materials regulations would reduce impacts related to ground disturbance activities at the project site.

For social impacts, the proposed action would benefit low-income populations in San Francisco by providing affordable housing. For all other issue areas, the proposed action would not result in substantial adverse impacts.

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

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

Law, Authority, or Factor	Mitigation Measure
Archaeological Resources	**Accidental Discovery of Archaeological Resources.** If prehistoric or historic-period archaeological resources are encountered, all construction activities within 100 feet shall halt and MOHCD shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-

	qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the proposed project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with MOHCD. Treatment shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).
San Francisco Building Code	The San Francisco Building Code derives from the adopted 2019 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.
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 Construction Site Runoff Control Ordinance (Article 4.2 of the Public Works Code)	Under the ordinance, any construction project that disturbs 5,000 square feet or more of land must apply to the SFPUC for a Construction Site Runoff Control Permit prior to the start of work and submit an Erosion and Sediment Control Plan that sets forth best management practices (BMPs) intended to control erosion control and sediment.
Hunters Point Shipyard (Article 31 of the San Francisco Health Code)	Article 31 requires that prior to receiving approval of construction permits, a developer/builder must submit Article 31 compliant plans to ensure safe work practices and environmental protection

	during construction at the former Hunters Point Shipyard Redevelopment project area.
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 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.
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.

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: Susan Yogi Date: April 22, 2022

Name/Title/Organization: Susan Yogi, ESA

Certifying Officer Signature: DocuSigned by: Eric D. Shaw 65EBDF91D096444... Date: 4/28/2022 | 10:30 AM PDT

Name/Title: Eric D. Shaw, Director, Mayor's Office of Housing and Community Development

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).