



U.S. Department of Housing and Urban
Development
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Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: 490 South Van Ness Avenue

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

Grant Recipient (if different than Responsible Entity): BRIDGE Housing and Mission Housing
Development Corporation
600 California Street, Suite 900
San Francisco, California 94108

State/Local Identifier:

Preparer: Matthew Long, Senior Environmental Scientist

Certifying Officer Name and Title: Katha Hartley, Director, MOHCD

Consultant (if applicable): Rincon Consultants, Inc.

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

Project Location:

The project site is a 0.33-acre lot currently occupied by remnants of an abandoned gasoline station located at 490 South Van Ness Avenue, Assessor's Parcel Number (APN) 3553008, which is located on the northwest corner of 16th Street and South Van Ness Avenue, south of Adair Street (Block 3553, Lot 008) in San Francisco, California (Figures 1 and 2). The site is located in San Francisco's Mission District, just south of U.S. Highway 101 (US 101), in an urban area primarily composed of residential and commercial land uses. The Mission District of the City of San Francisco is bounded by US 101 to the north, Potrero Avenue to the east, Cesar Chavez Street to the south, and Guerrero Street to the west. Within this larger neighborhood, the project site forms part of the Mission Area Plan, as adopted in December 2008. Properties in the vicinity of the property include multi-family residences, single-family residences, a gasoline and service station, and high-density mixed-use buildings.

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

The project would involve demolition of the remaining on-site structures (gas station/auto shop, two canopies, and billboard) and construction of a seven-story building with 81 units of affordable housing totaling approximately 79,000 square-feet. The project would provide approximately 890 square feet of ground floor community spaces, including: property management offices, resident services offices, laundry facilities, a community room, a bike room, and a services hub. The project would also include a rooftop terrace. No commercial space or parking would be included as part of the project. The project would provide 100 percent affordable housing and would serve families that earn up to 60 percent of the Area Median Income. Thirty percent of the units would be reserved for formerly homeless families.

Table 1 summarizes the basic project components.

Table 1: Project Summary

Use	Gross Floor Area (square feet)*	Units
Residential	78,070	81 units
Commercial/Community Services	888	
Storage/Utility**	2,663	
Open Space	8,398	
Vehicle Parking	None	None
Bicycle Parking	N/A	83 Class I spaces 4 Class II spaces
Total Building Area	78,958	
*Approximate, rounded to nearest whole number		
**Storage/Utility square feet included in Residential total		
Lot Size: 14,250 square feet (95' x 150')		
Building Height: 68 feet (7 stories)		

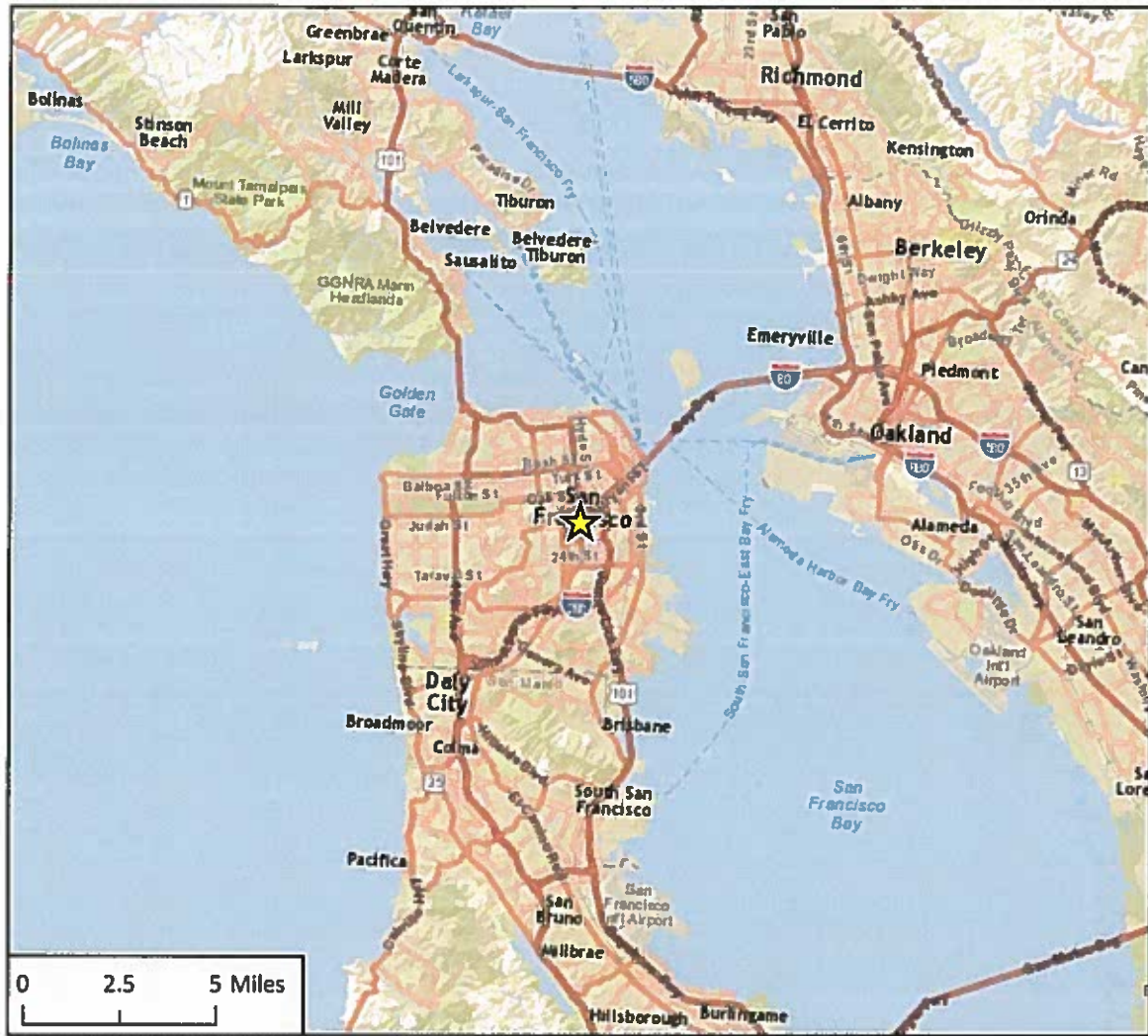


Figure 1 Regional Location



Figure 2 Project Location

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

The availability of housing, particularly affordable housing, is an ongoing concern in the San Francisco Bay Area. The regional council of governments, the Association of Bay Area Governments (ABAG), projects that at least 40 percent of new housing demand will be from low and very low-income households (households earning less than 80 percent of area median income), and another 17 percent will be from households of moderate means (earning between 80 and 120 percent of area median income). To conform to California State Senate Bill 375, which mandates sustainable development with a focus on urban areas, ABAG calculates that the City and County of San Francisco (City) would need to add 101,720 new units to its total housing supply by the year 2035.

City policies call for increased development of affordable housing in the City. The City's General Plan's 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."

In addition to citywide policies, the City's various Area Plans aim to provide increased affordable housing opportunities on a local level, while preserving and enhancing the existing housing stock. The Mission Area Plan (adopted in December 2008), which covers the project site and its immediate surrounding, contains the following objectives and policies relevant to affordable housing needs and the proposed project:

- *OBJECTIVE 2.1 – Ensure that a significant percentage of new housing created in the Mission is affordable to people with a wide range of incomes.*
 - *POLICY 2.1.1 – Require developers in some formally industrial areas to contribute towards the City's very low-, low-, moderate-, and middle-income needs as identified in the Housing Element of the General Plan.*
 - *POLICY 2.1.2 – Provide land and funding for the construction of new housing affordable to very low- and low-income households.*
 - *POLICY 2.1.4 – Provide units that are affordable to households at moderate and "middle incomes"—working households earning above traditional below-market-rate thresholds but still well below what is needed to buy a market-prices home, with restrictions to ensure affordability outcomes.*
- *OBJECTIVE 2.3 – Ensure that new residential developments satisfy an array of housing needs with respect to tenure, unit mix and community services.*
 - *POLICY 2.3.1 – Target the provision of affordable units for families.*
 - *POLICY 2.3.2 – Prioritize the development of affordable family housing, both rental and ownership, particularly along transit corridors and adjacent to community amenities.*
 - *POLICY 2.3.3 – Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments unless all Below Market Rate units are two or more bedrooms.*

- *POLICY 2.3.4 – Encourage the creation of family supportive services, such as child care facilities, parks and recreation, or other facilities, in affordable housing or mixed use developments.*
- *OBJECTIVE 4.3 – Establish parking policies that improve the quality of neighborhoods and reduce congestion and private vehicle trips by encouraging travel by non-auto modes.*
 - *POLICY 4.3.1 – For new residential developments, provide flexibility by eliminating minimum off-street parking requirements and establishing reasonable parking caps.*
- *OBJECTIVE 5.2 – Ensure that new development includes high quality private open space.*
 - *POLICY 5.2.1 – Require new residential and mixed-use residential development to provide on-site, private open space designed to meet the needs of residents.*
 - *POLICY 5.2.3 – Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.*
 - *POLICY 5.2.4 – Encourage publicly accessible open spaces as part of new residential and commercial development.*
 - *POLICY 5.2.5 – New development should respect existing patterns of rear yard open space. Where an existing pattern of rear yard open space does not exist, new development on mixed-use-zoned parcels has flexibility as to where open space can be located.*
 - *POLICY 5.2.6 – Ensure quality open space is provided in flexible and creative ways, adding a well-used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines: (A) designed to allow for a diversity of uses, including elements for children, as appropriate, (B) maximize sunlight exposure and protection from wind, and (C) adhere to the performance-based evaluation tool.*

The 490 South Van Ness Avenue project is designed to substantially meet these policies by providing 100% affordable apartments and family supportive services in the Mission area. The provision of 81 affordable housing units would accommodate a portion of the ABAG-project demand for affordable housing. Furthermore, the proposed project would provide affordable housing in an area that is well-served by public transit, including the 16th St. Mission BART Station and MUNI, and near jobs, retail services, and cultural institutions. Additionally, the project is intended to support the City's goals of ending chronic homelessness and increasing the availability of affordable housing units specifically for families.

Sources: 1, 17, 20

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

As shown on the Zoning Map of the City and County of San Francisco (January 2017), the project site is located in the Urban Mixed Use District (UMU), within the Mission District of San Francisco. The Mission neighborhood has a mix of commerce, entertainment, and housing. Most buildings are mid-sized office or production, distribution and repair (PDR) spaces that line the major streets, while housing units are located in primarily two-to-four-story buildings that line the small alleys of residential enclaves. Small and mid-sized business structures line South Van

Ness Avenue east of the project site, and commercial, production, and distribution businesses within mixed-use buildings line 16th Street to the south. The project site's designation of UMU District supports a variety of retail, office, hotel, entertainment, club and institution, and high-density residential uses, while maintaining the characteristics of the formerly industrial area; the UMU District functions as a buffer between residential (Residential Transit Oriented-Mission District (RTO-M)) and industrial uses (General Production Distribution and Repair District (PDR-I-G)). As is the case for other downtown districts, the UMU District does not require that individual residential or commercial buildings provide off-street parking. Under current zoning, the site's utilization is limited by its Height and Bulk designation (68-X). Currently, the maximum allowable height is 68 feet, which is higher than the 55-foot height limit to the north; all other surrounding uses also adhere to the 68-foot height limit.

The rectangular, 14,250 square foot (0.33-acre) project site is currently occupied by a vacant gas station and auto shop, as well as two canopies and a billboard structure (see Photo 1, Figure 3, and Photos 3 and 4, Figure 4). The gas station operated at the project site between 1985 and 2013, and has been vacant since then. The project site is primarily composed of exposed dirt and soil, with two concrete driveway patches, facing South Van Ness Avenue and 16th Street; the site lacks substantial vegetation and the topography is relatively uneven due to extensive excavation, grading, and fill. A chain-link fence approximately seven feet in height encloses the site on the northwest, southwest, and southeast sides. Outside the eastern property line, two street trees grow on the sidewalk along South Van Ness Avenue. Two buildings sit adjacent to the project site to the west—one four-story residential building facing Adair Street and one five-story mixed-use building facing 16th Street; both buildings have windows facing the project site.

As shown on the zoning designation map (Figure 6), the project site is surrounded by mixed-use, commercial, production/industrial, and residential buildings of various heights. To the north of the project site along Adair Street are several medium-density, two- to four-story residential buildings.

The Area of Potential Effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties. Included within the APE are a historic-era (built more than 50 years ago) four-story residential building at 25-29 Adair Street, adjacent to the northwestern corner of the project site, and a historic-era four-story residential building across Adair Street to the north at 460 South Van Ness Avenue. East of the project site across South Van Ness Avenue is a modern-era (built within the last 50 years) single-story commercial building at 483 South Van Ness Avenue, surface parking lot, and a historic-era multi-family residential building at 469-473 South Van Ness Avenue, which is also included in the APE. Across 16th Street, southeast from the project site is a modern-era gas station and auto detail center. There is a four-story mixed-use building south of the project site across at 2901 16th Street, which was built in 1914 and is included in the APE. Also in the APE is a four-story mixed-use building at 2924-2948 16th Street that is immediately adjacent to the west corner of the project site. Known as the Labor Temple/Redstone Building, this building was initially constructed in 1914 and is considered a historic property as defined by the National Historic Preservation Act (NHPA).



Photo 1: View of the project site to the west.



Photo 2: View of the project site to the west.

Figure 3 Site Photos



Photo 3: View of project site to the south.



Photo 4: View of project site to the north.

Figure 4 Site photos



Photo 5: View of project site to the southwest



Photo 6: Close up of auto shop garage.

Figure 5 Site photos



Figure 6 Zoning Designations, Project Site and Surrounding Properties

Numerous public transit services are available within a short walking distance of the project site. The 16th St. Mission BART station is located two blocks west of the project site; four BART lines make stops at the 16th St. Mission Station, including Dublin/Pleasanton – Daly City, Pittsburg/Bay Point SFIA/Millbrae, Richmond – Daly City/Millbrae, and Warm Springs/South Fremont – Daly City lines. Six MUNI subway lines make stops at the Van Ness BART Station, located 0.8 miles north of the project site. Additionally, several on-street MUNI bus lines operate within a few blocks of the site, including the 9-San Bruno, 12-Folsom/Pacific, 14-Mission, 14X-Mission Express, 22-Fillmore, 27-Bryant, 33-Ashbury/18th, 49-Van Ness/Mission, and 55-16th Street lines. The 22-Fillmore, 33-Ashbury/18th, and 55-16th Street MUNI lines all run adjacent to the project site on 16th Street. Also, the following Golden Gate Transit and SamTrans bus lines provide service from Mission Street to the North Bay and South Bay, respectively:

- Golden Gate 24 (San Francisco – Fairfax/Manor);
- Golden Gate 54 (San Francisco – Novato/San Marin);
- Golden Gate 92 (San Francisco – Marin City);
- Golden Gate 93 (San Francisco – Golden Gate Bridge Toll Plaza);
- SamTrans 292 (Hillsdale Mall);
- SamTrans KX (Redwood City Transit Center); and
- SamTrans 397 (Palo Alto Transit Center).

The project site is located within U.S. Census Tract 201, which is bounded by Market Street to the northwest, South Van Ness to the east, 17th Street to the south, and Valencia Street to the west. According to the 2010 U.S. Census, this area has a population of 5,548 with an average household size of 1.8 persons. Relative to the County's average household size of 2.26; households in Census Tract 201 are about 20 percent smaller. The median annual household income of Census Tract 201 is \$36,951. The estimated median income in this area is approximately 45 percent of that of the entire County of San Francisco, which is estimated at \$81,294.

San Francisco is one of the nation's most expensive cities. According to a survey of San Francisco rental market trends reported by Rent Café, the average rent in San Francisco in January 2017 was \$3,150, a four percent decrease compared to the year prior, when the average rent was \$3,265. As of June 2017, the median rent for a one-bedroom apartment in the Mission District was \$3,200, according to Curbed San Francisco. The Paragon Real Estate Group reports that home prices in San Francisco are up 57 percent in the post-recession period since 2012, from \$665,000 in 2012 to \$1,450,000 in 2017. Additionally, the Paragon Real Estate Group reports an estimated 3,768 rental units under construction as of June 2017, including approximately 900 affordable rental units. While the Mission neighborhood has historically been a valuable source of low-cost housing in San Francisco, the Mission Area Plan finds that the area is transforming and becoming less affordable: rents have risen as wealthier residents have begun moving into neighborhoods traditionally occupied by the working class.

The Mayor has implemented a plan to add 30,000 new housing units by the year 2020, a majority of which would be set aside as affordable housing for families with incomes that are 80% to 150% of the City's median income. The plan includes building affordable housing on city-owned properties, hiring more staff to speed along permitting for new construction, and exploring affordable housing incentives for developers.

Sources: 27, 30, 32, 51

Funding Information

Grant Number	HUD Program	Funding Amount
	Project-based Vouchers	20 Vouchers

Estimated Total HUD Funded Amount: 20 Vouchers

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$60,745,259

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

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

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>San Francisco International Airport is the nearest airport to the project site, located approximately 10.5 miles to the south. The project site is not within a Federal Aviation Administration-designated civilian airport Runway Protection or Accident Potential Zone. In addition, the site is not located in an airport-related building height referral area. . No military airfields are located in San Francisco or the project vicinity. The proposed project would not result in a significant airport-related safety hazard.</p> <p>Source List: 13</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Coastal Barrier Resources Act of the United States (CBRA, Public Law 97-348), enacted October 18, 1982, designated various undeveloped coastal barriers, depicted by a set of maps adopted by law, for inclusion in the John H. Chafee Coastal Barrier Resources System (CBRS). Designated areas were made ineligible for direct or indirect federal funding except for limited uses such as national security, navigability, and energy exploration. The Coastal Barrier Improvement Act of 1990 expanded these areas and added a new category of land called "otherwise protected areas," the majority of which are publically held for conservation or recreational purposes. CBRS areas extend along the coasts of the Atlantic Ocean and the Gulf of Mexico, Puerto Rico, the US Virgin Islands, and the Great Lakes and consist of 857 units.</p> <p>In 2000, the US Fish and Wildlife Service reported to Congress on the inclusion of Pacific Coast coastal barriers in the CBRS. Coastal barriers include barrier islands, bars, splits, and tombolos, along with</p>

		<p>associated aquatic habitats, such as adjacent estuaries and wetlands. If some portion of a barrier landform is developed, the remaining undeveloped portion may be included in the CBRS. The Department of the Interior, through the United States Fish and Wildlife Service (USFWS), is the primary authority in the implementation of this act and may approve subsidies for such uses as emergency assistance. In 2000, the USFWS did not recommend inclusion of Pacific Coast coastal barriers within the CBRS, and Congress has not subsequently amended CBRA to include these barriers. The project site is not located in a designated coastal resource area.</p> <p>Source List: 63</p>
<p>Flood Insurance</p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project does not involve property acquisition, land management, construction, or improvement within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain or 500-year floodplain identified on the Preliminary Floodplain Map prepared for the southeast portion of San Francisco in November 2015.</p> <p>Source List: 61</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p>		
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The federal Clean Air Act (CAA) requires each state to identify areas that have ambient air quality in violation of federal standards. States are required to develop, adopt, and implement a state implementation plan (SIP) to achieve, maintain, and enforce federal ambient air quality standards in these nonattainment areas. SIP elements are developed on a pollutant-by-pollutant basis whenever one or more air quality standards are being violated. In California, local and regional air pollution control agencies have primary responsibility for developing SIPs, generally in coordination with local and regional land use and transportation planning agencies. The California Air Resources Board (CARB) is the state agency responsible for regulating air quality. CARB's responsibilities include establishing state ambient air quality standards, emissions standards, and regulations for mobile emissions sources (e.g., autos and trucks), as well as overseeing the efforts of countywide and multi-county air pollution control districts, which have primary responsibility over stationary sources.</p> <p>The Bay Area Air Quality Management District (BAAQMD) is the responsible regional air pollution control agency in the San Francisco Bay Area. The</p>

		<p>ozone SIP for the Bay Area was initially prepared in 1991 and was amended in 1999 and 2001. Since the 2001 SIP was prepared, the EPA has revoked the 1-hour ozone standard and established the new 8-hour standard. State-mandated clean air plans were developed by BAAQMD in 1994, 1997, 2000, 2005, 2010, and 2017.</p> <p>An area's compliance with federal ambient air quality standards is categorized as nonattainment, attainment (better than national standards), unclassifiable, or attainment/cannot be classified. The unclassified designation includes attainment areas that comply with federal standards, as well as areas for which monitoring data are lacking. Unclassified areas are treated as attainment areas for most regulatory purposes. Simple attainment designations generally are used only for areas that transition from nonattainment status to attainment status. Areas that have been reclassified from nonattainment to attainment of federal air quality standards are automatically considered maintenance areas, although this designation is seldom noted in status listings. The San Francisco Bay Area is designated as nonattainment for the federal 8-hour ozone standard and particulate matter less than 2.5 microns in diameter (PM_{2.5}). The San Francisco Bay Area is also a maintenance area for the federal carbon monoxide (CO) standards. The Bay Area is designated as attainment or unclassified for the other federal ambient air quality standards.</p> <p>With respect to ambient air quality standards, California classifies areas of the state as attainment, nonattainment, nonattainment-transitional, or unclassified. The Bay Area is designated as nonattainment for the state standards for ozone, particulate matter less than 10 microns in diameter (PM₁₀) and PM_{2.5} and as attainment or unclassified for the other state ambient air quality standards.</p> <p>Construction and Operational Emissions</p> <p>Clean Air Act conformity thresholds applicable in the San Francisco Bay Area are 100 tons per year (tpy) of reactive organic gases (ROG), 100 tpy of nitrogen oxides (NO_x), 100 tpy of PM₁₀, 100 tpy of PM_{2.5}, and 100 tpy of carbon monoxide (CO) (40 CFR §93.153).</p> <p>The most recent applicable thresholds of the BAAQMD 2017 CEQA Air Quality Guidelines for project-level operational emissions are 10 tons per year (tpy) of ROG, 10 tpy of NO_x, 15 tpy of PM₁₀,</p>
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and 10 tpy of PM_{2.5}. Daily operational emissions thresholds are not to exceed 54 pounds per day (lb/day) of ROG, 54 lb/day of NO_x, 82 lb/day of PM₁₀, and 54 lb/day of PM_{2.5}.

For construction, BAAQMD 2017 CEQA Air Quality Guidelines include average daily emissions thresholds of 54 lb/day of ROG, 54 lb/day of NO_x, 82 lb/day of PM₁₀ (exhaust), and 54 lb/day of PM_{2.5} (exhaust). BAAQMD thresholds of significance for construction and operational emissions are shown in Table 2. Construction and operational emissions for the proposed project are listed in Tables 3 and 4.

Table 2: BAAQMD Thresholds of Significance for Air Pollutants.

Pollutant	Construction	Operational	
	Avg. daily emissions (lb/day)	Avg. daily emissions (lb/day)	Avg. annual emissions (tpy)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10

Source: BAAQMD 2017 CEQA Air Quality Guidelines.

For construction activities, compliance with the San Francisco Dust Control Ordinance (Ordinance 176-08) would reduce the quantity of dust generated by site preparation, demolition, and construction work in order to protect the health of the general public and on-site workers, minimize public nuisance complaints and avoid orders to stop work by the Department of Building Inspection. San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6 (collectively, the San Francisco Construction Dust Control Ordinance) require that all site preparation work, demolition, or other construction in San Francisco that could create dust or expose or disturb more than 10 cubic yards or 500 square feet of soil, comply with specified dust control measures.

Construction activities on the project site would be required by the Ordinance (San Francisco Building Code Section 106.3.2.6.3) to implement the following or equivalent measures acceptable to the Director of Public Health:

		<ul style="list-style-type: none"> • Designation of a person responsible for monitoring compliance with dust control requirements; • Watering construction areas to prevent dust from becoming airborne; • Providing as much water as necessary to control dust (without creating run-off) for dust-generating activities; • Wet sweeping or vacuuming streets, sidewalks, paths, and intersections where work is in progress at the end of each workday, covering inactive stockpiles of designated size; and • Using dust enclosures, curtains and collectors, as necessary, to control dust in excavation areas. <p>Compliance with these measures also would render the proposed project consistent with the BAAQMD's feasible control measures for PM₁₀ and PM_{2.5} emissions.</p> <p>The air pollutant emissions associated with the project were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.1 (see Attachment A for modeling results). Construction was estimated to occur over 18 months (from February 2018 through August 2019) and included demolition of the existing gas station and pumps as well as construction of the proposed apartment building. Grading was estimated to occur over 1.5 months. A total of 1,056 cubic yards of soil would be exported, which includes an assumption for an additional 10% of exported soil as a conservative estimate in case more contamination needs to be excavated. In addition, 96 cubic yards of soil would be imported to replace any over-excavation. The project would implement the BAAQMD's Basic Construction Mitigation Measures including watering of exposed construction areas at least two times per day, which would also be in compliance with the San Francisco Dust Control Ordinance. The air quality modeling also assumed a waste reduction rate of 50%, which San Francisco consistently exceeds. In addition, the air quality modeling assumed compliance with 2016 Title 24 Standards, which are 28% more efficient than 2013 Title 24 Standards.</p> <p>The estimated construction-related and operational emissions for each pollutant for the proposed project are shown in Tables 3 and 4 below.</p> <p>Table 3: Construction Air Pollution Emissions – 81 Units</p>
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Construction Emissions (lb/day)		
Pollutant	CalEEMod Estimate	BAAQMD Construction Thresholds
ROG	7.5	54
NO _x	14.5	54
PM ₁₀ (exhaust)	0.9	82
PM _{2.5} (exhaust)	0.8	54
CO	12.0	N/A

Source: CalEEMod 2016 Versions 2016.3.1, Winter Emissions, Table 2.1 "Overall Construction-mitigated." See Attachment A.

**Table 4: Annual Operational Air Pollution Emissions
– 81 Units**

Operational Emissions (tpy)			
Pollutant	Operational emissions	CAA Conformity Thresholds	BAAQMD Operational Thresholds
ROG	0.5	100	10
NO _x	0.5	100	10
PM ₁₀	0.3	100	15
PM _{2.5}	0.1	100	10
CO	1.9	100	N/A

Source: CalEEMod 2016 Versions 2016.3.1, Annual Emissions, Table 2.2 "Overall Operational-mitigated." See Attachment A.

As shown in the tables above, development of the proposed project would not generate emissions exceeding Clean Air Act conformity thresholds or BAAQMD thresholds. Air pollutant emissions would be less than significant.

Source List: 2, 3, 4, 6, 7, 58

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

The CARB Air Quality and Land Use Handbook, A Community Health Perspective, provides land use

advisory recommendations regarding proposed actions. This handbook recommends that new sensitive uses not be sited within 500 feet of a freeway, due to higher exposure to diesel particulate matter (DPM) from motorized vehicles. The project is located approximately 1,500 feet south of Highway 101 (U.S. Route 101). While the project site is located more than 500 feet away from a freeway, Article 38 of the San Francisco Health Code requires projects to include enhanced ventilation without modelling of air pollutant concentrations, or determine if the project would require enhanced ventilation by doing site-specific modelling or by identifying whether its location is inside or outside the Air Pollutant Exposure Zone. As shown by the Planning Department's Air Pollutant Exposure Zone Map (April 2014), the project site is located within an Air Pollutant Exposure Zone. Therefore, without air quality monitoring and analysis under development conditions, the project would be required to incorporate enhanced ventilation to mitigate air quality impacts to residents on-site to be consistent with CARB recommendations.

Source List: 7, 38

Odors

Objectionable odors are typically associated with industrial uses such as agricultural facilities (e.g., farms and dairies), refineries, wastewater treatment facilities, and landfills. In urban areas, this may also include facilities with a high volume of diesel-fueled vehicles, such as bus depots. The project site is not located near a facility expected to result in nuisance odors, including diesel exhaust odors; although the site is adjacent to a gas station that offers diesel fuel, located on the southeast corner of South Van Ness Avenue and 16th Street, it is not located in proximity to a bus depot with a high volume of diesel emissions. In addition, proposed residential and commercial uses on-site would not be expected to generate objectionable odors that would affect a substantial number of people. Impacts associated with objectionable odors would be less than significant.

Mitigation Measures

Air Quality Monitoring and Enhanced Ventilation. The applicant shall monitor ambient air quality prior to and during construction activities and shall install enhanced ventilation, as necessary, to achieve compliance with the particulate matter exposure levels specified in San Francisco Health Code Article

		38. Source List: 2, 3
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not within a Coastal Zone Management (CZM) area and does not involve the acquisition of undeveloped land in a CZM area. Source List: 25, 64
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>Hazardous Materials</p> <p>In July 2015, Rincon Consultants, Inc. completed a Phase I Environmental Site Assessment (ESA) of the project site. The Phase I ESA was performed in conformance with the scope and limitations of the American Society of Tasting and Materials (ASTM), Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Standard E-1527-13). On June 23, 2015, Rincon performed a reconnaissance of the project site, but did not observe the interior of the onsite building. Environmental Data Resources, Inc. (EDR) was contracted to provide a database search of public lists of sites that generate, store, treat, or dispose of hazardous materials or sites where a release or incident has occurred within a one-mile radius of the project site (Attachment B).</p> <p>Hazardous Conditions On-Site</p> <p>Based on a visual inspection of the surface of the project site and nearby properties, historical research, and a review of environmental record databases, the Phase I ESA identified one historical Recognized Environmental Conditions (RECs) in connection with the site's previous use as a gasoline/service station. During the June 23, 2015 site assessment, Rincon observed one empty 6-foot-by-4-foot used oil aboveground storage tank (AST) near the northwest corner of the site. Although multiple underground storage tanks (USTs) were reported in association with gasoline/service station uses at the site, Rincon did not observe any potential releases or leaks, and grading on-site indicates that these USTs have already been removed. No other drums, hazardous substances or petroleum products, unidentified substance containers, odors, pools of liquid, sumps, indications of Polychlorinated Biphenyls (PCBs), or other conditions of concern potentially impacting soils or groundwater were observed at the project site.</p> <p>On July 18, 2017, Rincon performed another site visit to assess current conditions at the project site and observe the interior of the building onsite. Rincon</p>

	<p>observed several drums and unidentified containers inside of the remaining service station garage, which were not previously reported in the Phase I ESA. The drums/containers appeared to be leaking and the surrounding garage floor was stained, although the current status of the leak could not be confirmed.</p> <p>The project site, 490 S. Van Ness Avenue, is located in a Maher Ordinance Area (Article 22A, San Francisco Health Code; Article 106A.3.4.2, San Francisco Building Code) and was listed in nine databases: HIST UST, UST, LUST, HAZNET, EDR Historical Auto Station, FINDS, FID, RGA LUST, and SWEEPS UST databases. The site was listed because of a release of gasoline, which impacted soil and groundwater; the release case was opened in September 1998 and closed in March 2013 following excavation and removal of all USTs from the site.</p> <p>Ten USTs were installed on the property in 1936, nine of these USTs stored gasoline, and one stored waste oil. Although releases from the gasoline USTs have resulted in residual TPH (total petroleum hydrocarbons) and petroleum solvent contamination in soils on-site, the soil does not classify as hazardous waste. As all of these USTs have been removed, TPH concentrations are expected to continue to decrease. Additionally, the 2015 report advises that groundwater be reevaluated for TPH prior to development and discharges from the site to the San Francisco sewer system. If construction of the project requires dewatering of shallow groundwater, the construction contractor shall store all dewatered groundwater onsite and analyze the TPH concentration in the water. The contractor shall report the measured TPH concentration in dewatered water to the San Francisco Department of Public Health (SFDPH) and the Regional Water Quality Control Board (RWQCB), as required. The contractor shall obtain all required permits, such as a National Pollutant Discharge Elimination System (NPDES) Groundwater General Permit, prior to discharge of dewatered groundwater to the City's stormwater system.</p> <p>In March 2013, the (SFDPH) certified that site remediation was complete and the hazardous materials release case was closed under the Low Threat Closure Policy. SFDPH assessed residual concentration of constituents in soil following remediation and reported 1,400 mg/kg of TPH-g (total petroleum hydrocarbons as gasoline), 2.6 mg/kg of benzene, 1.0 mg/kg of toluene, 8.4 mg/kg of ethyl benzene, 21 mg/kg of xylenes, and 2.9 mg/kg of lead.</p>
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Additionally, residual concentrations of contaminants were also found in groundwater upon case closure, including 1,700 µg/L of TPH-g, 210 µg/L of benzene and toluene, 42 µg/L of ethyl benzene, and 460 µg/L of xylenes. These concentrations would not trigger further remedial actions. Although SFDPH issued a Remedial Action Completion Certification for the property, it stated that mitigation measures may be enacted as part of planned construction on-site, including "passive or active ventilation in and below a proposed below grade garage and/or passive venting along the structure in areas of peripheral residual contamination." The construction contractor shall install a vapor and hydration barrier consistent with SFDPH recommendations beneath building floor slabs. The contractor shall provide evidence of vapor barrier installation to the SFDPH prior to building occupancy.

Nearby Sites

The June 2015 EDR report searched for listed hazardous materials sites within the ASTM standard search radius of one-mile around the project site. In accordance with ASTM standards, the results of that search for sites within one eighth-mile of the project site are described below.

Sites of Potential Environmental Concern

In addition to the project site, the Phase I ESA report identified eight sites of potential environmental concern (in accordance with ASTM) within a one-eighth mile radius of the property.

Table 3: Select Sites within One-Eighth Mile of the Project Site

Site name	Address (EDR site ID)	Distance from project site
Adjacent Properties		
A C Cleaners/ Automotive City, Inc./Automotive City Service Station/ Doc's AC Service Station/Auto City Gasoline/Auto City Chevron	501-505 South Van Ness Ave. (A12/A18/A19/ A20/A21/A22/ A25/A26/A27/ A28/A30)	Adjacent property – southeast
SH Frantz*	2909 16 th St. (A13/A36)	Adjacent property – south
Dutch Door Laundromat*	2921 16 th St. (A14/A37)	Adjacent property – south
Nelly Cleaners/ America Cleaners*	2929 16 th St. (A15/C40)	Adjacent property –

		southwest
Vincent S Cleaners/ Sunset Deluxe Cleaners*	2892 16 th St. (A16/A29)	Adjacent property – east
Apartment Building	460 South Van Ness Ave. (A23/A24)	Adjacent property – north
Up-Gradient Release Sites		
Andy's Shell/Shell Service Station #0407/T Saberi Service/Retail Shell Service Station/Van Ness/15 th D-5/ Harold T Bloss	400 South Van Ness Ave. (D63/D64/D65/ D67/D68/D69/ D70/D71)	0.071 miles north
Commercial Property/M&M Auto Repair	1581 15 th St. (F99/F100/ F101)	0.08 miles northwest
*Sites identified by EDR Historical Dry Cleaners Database		

Source: Phase I ESA (Attachment B)

CA LUST

The Phase I ESA found five CA LUST/UST sites within one-eighth mile of the site, including the site property (490 South Van Ness Avenue), AC Cleaners/.../Auto City Chevron (501-505 South Van Ness Avenue), an apartment building (460 South Van Ness Avenue), Andy's Shell/.../Harold T Bloss (400 South Van Ness Avenue), and M&M Auto Repair (1581 15th Street).

Two properties adjacent to the project site, 501-505 South Van Ness Avenue and 460 South Van Ness Avenue, were listed as release sites. The Phase I ESA found that there was a release of gasoline at 501-505 South Van Ness Avenue that impacted soil and groundwater there, but the direction of groundwater flow is away from the project site. 460 South Van Ness Avenue experienced a release of heating/fuel oil that impacted soil only, which would be unlikely to impact areas beyond the release site. Therefore, there is a low likelihood that releases from these properties would adversely impact the project site.

Two up-gradient properties were also listed as release sites. 400 South Van Ness Avenue and 1581 15th Street. The Phase I ESA found that there was a release of gasoline at each of these sites, but contaminants affected soils on site and were not detected in groundwater sources, therefore, there is a low likelihood that these releases would adversely impact the project site.

EDR Historical Dry Cleaners

The Phase I ESA found four EDR Historical Dry

Cleaners' sites located within one-eighth mile of the site, including SH Frantz (2909 16th St.), Dutch Door Laundromat (2921 16th St.), Nelly Cleaners/America Cleaners (2929 16th St.), and Vincent S Cleaners/Sunset Deluxe Cleaners (2892 16th St.). Although none of these properties were listed as release sites, based on the nature of dry cleaning operations, there is a potential for undetected release to have occurred.

Mitigation Measures

Soil Vapor Sampling and Groundwater Testing. EDR Historical Dry Cleaners properties adjacent to the project site could potentially subject the project to adverse impacts related to chemical releases. The Phase I ESA recommends soil vapor sampling along the eastern, southern, and southwestern perimeters of the project site, and if groundwater is encountered during construction, samples shall be collected and analyzed for volatile organic compounds (VOCs), pursuant to EPA Method 8260B. The construction contractor shall store all dewatered groundwater onsite and analyze the TPH concentration in the water. The contractor shall report the measured TPH concentration in dewatered water to the San Francisco Department of Public Health (SFPDH) and the Regional Water Quality Control Board (RWQCB), as required. The contractor shall obtain all required permits, such as a National Pollutant Discharge Elimination System (NPDES) Groundwater General Permit, prior to discharge of dewatered groundwater to the City's stormwater system.

Asbestos/LBP Survey. Other potential hazards on-site include in-ground hydraulic lifts and asbestos- and lead-based paint materials. The Phase I ESA recommends proper removal of the in-ground lift features (pistons and reservoir) following demolition of the building on-site and soil and groundwater sampling to determine if any releases have occurred. Additionally, the gas station building was constructed in 1974; therefore, demolition would require an asbestos and LBP survey, and possibly abatement.

Site Mitigation Plan/Remedial Action Plan. According to the March 2013 Remedial Action Completion Certification letter for the subject property, residual total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and metals can be expected in onsite soil. The objective of the Site Mitigation Plan (SMP) is to minimize health, safety, and environmental risks resulting from the excavation and removal of residual impacted soil and groundwater by designing procedures and protocols that will be followed during soil and groundwater handling activities. Based on the locations of known

		<p>residual impacted soil and the potential for additional impacted soil to be encountered during construction excavation activities, both pre-construction excavation soil sampling and soil sampling during construction excavation activities would be required. Pre-construction soil samples should be collected from beneath the former pump islands, inside the building from the subsurface (subslab), and from onsite drums. If impacted soil or suspect impacted soil is observed during construction excavation activities, soil samples should be collected from the suspect areas. Impacted soil will be removed until concentrations are achieved that meet remediation goals. Any impacted soil will be disposed offsite at a licensed waste facility and no impacted soil will be buried onsite.</p> <p>The SMP also includes a site-specific Health and Safety Plan (HASP) which will address hazards that may be encountered by onsite workers during remediation activities and a Community Health and Safety Plan which will describe the steps necessary to minimize exposure of the public to potentially impacted soil and to physical hazards originating from soil excavation and disposal activities. A Department of Public Health (DPH)-approved Dust Control Plan will also be developed to prevent soil and/or dust from being released during excavation and loading. The construction contractor shall install a vapor and hydration barrier consistent with SFDPH recommendations beneath building floor slabs. The contractor shall provide evidence of vapor barrier installation to the SFDPH prior to building occupancy.</p> <p>Source List: 8, 10, 34, 35, 48,</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project activity would occur on an entirely developed site, consisting of paved and graded earth, in an urban area and thus would have no effect on natural habitats or federally protected species. The project site is surrounded by urban environment and lacks any substantial vegetation communities to support special status species known to occur in the general area.</p> <p>Source List: 36</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The proposed residential uses on-site would not involve explosive or flammable materials and would not be located near sites known to contain toxic or radioactive materials. The project site is not located near thermal source hazards. Furthermore, no Above Ground Storage Tanks (ASTs) are located in proximity to the project site. Several drums and unidentified containers inside of the remaining</p>

		<p>service station garage would be removed prior to commencement of construction activities.</p> <p>Source List: 34, 35, 36, 48, 56</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>No protected farmlands are located within the City and County of San Francisco. The project site is located on Urban and Built Up land; therefore the project would not affect farmland.</p> <p>Source List: 53, 54</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is not within a known Federal Emergency Management Agency (FEMA) floodplain as shown on the Preliminary Floodplain Map prepared for the southeast portion of San Francisco in November 2015.</p> <p>Source List: 61</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Prehistoric Context</p> <p>Throughout prehistoric times the San Francisco Bay region was sparsely populated. The earliest peoples currently known to have inhabited the San Francisco Bay Area were small hunter-gather groups whose subsistence was based on large game, seeds, and nuts, as evidenced by the presence of large projectile points and milling stones. These peoples lived in small nomadic bands that made less use of shoreline and wetlands resources than later prehistoric populations.</p> <p>The native people living around San Francisco Bay at the time that Europeans arrived spoke five distinct languages, including Costanoan (Ohlone). Costanoan, a member of the Utian language family, was spoken throughout the Santa Clara Valley and foothills and along much of the East Bay and on the San Francisco Peninsula.</p> <p>The Costanoan people, known as the Yelamu, occupied the northern end of the San Francisco Peninsula in the late eighteenth century. The Yelamu were divided into three semi-sedentary village groups and were composed of at least five settlements (Chutchi, Sitlintac, Amuctac, Tubsinte, and Petlenuc) within present day San Francisco. Yelamu may have also been the name of an additional settlement within the vicinity of Mission Dolores. Sitlintac may have been located on the bay shore, near the large tidal wetlands of the Mission Creek estuary. Chutchi was located near the lake (Laguna de los Dolores) east of the current Mission Dolores, two to three miles inland. These two villages were probably the seasonal settlements of one band of the Yelamu who used them alternately.</p>

		<p><i>Historic Context</i></p> <p>In the historic period, the project site was occupied by several different commercial and residential uses. Sanborn Fire Insurance Maps from 1900 indicate that a two-story commercial and residential building occupied the northern half of the site, and a similar building occupied the southern half, extending west across the block to Capp Street. These buildings appear to have been lost in the Great San Francisco and associated fires of 1906, and the site remained vacant through at least 1915.</p> <p>By 1946, the project site was occupied by a gas station, centrally located along South Van Ness Avenue, and an auto wash building at the northwest portion of the site. These buildings appear to have remained in place until they were replaced by the current one-story, steel frame gas and auto repair station in 1971. Aerial reviews indicate that the property has not change substantially since this time.</p> <p><i>Regulatory Context</i></p> <p><u>National Historic Preservation Act and National Register of Historic Places</u></p> <p>Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties. The Section 106 process seeks to accommodate historic preservation concerns with the needs of federal undertakings through consultation among the agency officials and other interested parties, beginning at the early stages of planning of the undertaking. The goals of consultation are to identify historic properties potentially affected by the proposed project, to assess its effects, and to seek ways to avoid, minimize, or mitigate adverse effects on historic properties. The term "cultural resources" includes historic properties (buildings, structures, districts, landscapes, archaeological sites, Traditional Cultural Properties [TCPs], districts, and objects that are eligible for listing or that are listed on the National Register of Historic Places [NRHP]); cultural items, as defined in the Native American Graves Protection and Repatriation Act of 1990; Native American, Native Alaskan, or Native Hawaiian sites for which access is protected under the American Indian Religious Freedom Act of 1978; archaeological resources, as defined by the Archaeological Resources Protection Act of 1979 and the Antiquities Act of 1906, that are not eligible for listing or are unevaluated for listing on the NRHP; and archaeological artifact collections and associated records, as defined by 36 CFR Part 79.</p>
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	<p>To be eligible for listing on the NRHP, a cultural resource must meet specific criteria identified in 36 CFR Part 60 and explained in guidelines published by the Keeper of the National Register.¹ The significance of effects on cultural resources is also determined by using the criteria set forth in the regulations implementing Section 106 of the NHPA. The NRHP criteria (36 CFR, 60.4) are as follows:</p> <ul style="list-style-type: none"> A. Association with events that have made a significant contribution to the broad patterns of our history; B. Association with the lives of persons significant to our past; C. Resources that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or D. Resources that have yielded or may be likely to yield information important in prehistory or history. <p>In addition to historic significance, a property must have integrity to be eligible for the NRHP. This is the property's ability to convey its demonstrated historical significance through location, design, setting, materials, workmanship, feeling, and association.</p> <p><u>Programmatic Agreement (PA) by and among the City and County of San Francisco, the California State Historic Preservation Officer, and the Advisory Council on Historic Preservation</u></p> <p>The discussion of cultural resources is guided by an existing Programmatic Agreement (PA) between the City and County of San Francisco, California State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) pursuant to Section 106 of the National Historic Preservation Act (NHPA; 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</p>
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¹The most widely accepted guidelines are contained in the US Department of Interior, National Park Service, "Guidelines for Applying the National Register Criteria for Evaluation," *National Register Bulletin 15* (Washington DC: US Government Printing, 1991, revised 1995 through 2002).

	<p>required to comply with the stipulations set forth in the PA for all undertakings that (1) are assisted in whole or in part by revenues from U.S. Department of Housing and Urban Development (HUD) Programs subject to 24 CFR Part 58 and that (2) can result in changes in the character or use of any historic properties that are located in an undertaking's Area of Potential Effects (APE). The proposed action is the approval of the release of federal funds subject to Part 58 and thus is subject to the Stipulations of the PA.</p> <p>AREA OF POTENTIAL EFFECTS (Stipulation VI of the PA)</p> <p>Compliance with Section 106 requires the City to evaluate the effect of an Undertaking on historic properties within the Area of Potential Effects (APE) that are eligible for listing in the National Register of Historic Places. The City identified the APE for architectural resources, in accordance with 36 CFR §800.16(d) to include the project site itself and five surrounding properties:</p> <ol style="list-style-type: none"> 1) 25-29 Adair Street; 2) 460 South Van Ness Avenue; 3) 469-473 South Van Ness Avenue; 4) 2901 16th Street; and 5) 2924-2948 16th Street. <p>For this project, the APE encompasses the area in which the undertaking may directly cause change (i.e., the project site itself) and where it may indirectly cause alterations in the character of historic properties (i.e., on surrounding properties).</p> <p>IDENTIFICATION AND EVALUATION OF HISTORIC PROPERTIES (Stipulation VII of the PA)</p> <p>Paragraph D of Stipulation VII of the 2007 PA requires the City to evaluate all properties that may be affected by an Undertaking using National Register of Historic Places criteria set forth in 36 CFR Section 60.4. All such evaluations are to be documented by the City on a State of California Historic Resources Inventory Form. Stipulation VII.D.1 requires the City to submit determinations of eligibility to the SHPO. If the SHPO concurs in the determinations of eligibility, the properties are considered Historic Properties.</p> <p>In accordance with Stipulation VII of the PA, the Planning Department of the City reviewed all existing information on all properties within the architectural</p>
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	<p>APE for eligibility for listing in the National Register of Historic Places. This process involved a review of any existing State of California Historic Resources Inventory Forms (known as DPR 523 forms) for properties within the undertaking's APE. MOHCD retained Rincon to update the DPR 523 forms for properties that had not been evaluated for listing in the National Register of Historic Properties.</p> <p>The gas and auto repair station that occupies the project site at 490 South Van Ness Avenue was constructed in 1971; because it has not met the age threshold of 50 years required for listing in the National Register of Historic Places, the MOHCD did not evaluate the property for consideration of a historic property.</p> <p>The San Francisco Planning Department determined that with the exception of the Labor Temple/Redstone Building at 2924-2948 16th Street, there were no eligible properties within the APE. A summary of the DPR 523 forms for properties within the architectural APE is presented below (see Attachment D for the complete forms).</p> <p>2924-2948 16th Street</p> <p>The Labor Temple/Redstone Building at 2924-2948 16th Street, located adjacent to the northwest corner of the southwest portion of the project site, was previously determined eligible for listing in the National Register of Historic Places by SHPO in 2005 and again in 2008. Initially constructed in 1914, this four-story office building is significant for under Criterion A for its associations with organized labor and under Criterion C for its embodiment of the distinctive characteristics of Classical Revival architecture from the early 20th Century.</p> <p>25-29 Adair Street;</p> <p>The San Francisco Planning Department has determined that the building is not eligible for listing in the National Register of Historic Places. The four-story multi-family residential building is located adjacent to northwest corner of the project site. It was constructed in 1911 and is representative of the Classical Revival style. Alterations include vinyl replacement sash, which have diminished its integrity of materials. The subject property is a common property type with some aspects of diminished integrity. As a result, the property does not meet the eligibility requirements outlined in the 2010 National Register of Historic Places Multiple Property Documentation Form Historic Districts of the Mission District, and does not qualify for NRHP eligibility for associations with significant events (Criterion A) or architectural trends (Criterion C). There is also no evidence to suggest that the property is associated with significant persons (Criterion B) or has the</p>
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		<p>potential to yield important information (Criterion D).</p> <p>460 South Van Ness Avenue</p> <p>The San Francisco Planning Department has determined that the building is not eligible for listing on the National Register of Historic Places. The three-story multi-family residential building is located to the north of the project site, across Adair Street. It was constructed in 1926 and is representative of the Mediterranean Eclectic style. Per the registration requirements of the 2010 National Register of Historic Places Multiple Property Documentation Form Historic Districts of the Mission District for early infill period development properties, "significant individual examples of interwar-era residential design should demonstrate a particular quality of rarity or uniqueness in design." Although the building dates to this period and retains integrity, it does not embody any architectural elements that can be considered rare or unique in relation to other similar properties in the Mission District. The building therefore does not meet the eligibility requirements outlined in the 2010 NRHP Multiple Property Documentation Form, and does not qualify for NRHP eligibility for associations with significant events (Criterion A) or architectural trends (Criterion C). There is also no evidence to suggest that the property is associated with significant persons (Criterion B) or has the potential to yield important information (Criterion D).</p> <p>469-473 South Van Ness Avenue</p> <p>The San Francisco Planning Department has determined that the building is not eligible for listing in the National Register of Historic Places. The three-story multi-family residential building is located east of the project site on the opposite side of South Van Ness Avenue. It was constructed in 1899 and is representative of the Classical Revival style. The subject property is a common property type and as a result does not meet the eligibility requirements outlined in the 2010 National Register of Historic Places Multiple Property Documentation Form Historic Districts of the Mission District, and does not qualify for NRHP eligibility for associations with significant events (Criterion A) or architectural trends (Criterion C). There is also no evidence to suggest that the property is associated with significant persons (Criterion B) or has the potential to yield important information (Criterion D).</p> <p>2901 16th Street</p> <p>The San Francisco Planning Department has determined that the building is not eligible for listing in the National Register of Historic Places. The four-story mixed-use building is located south of the project site on the opposite side of 16th Street. It was</p>
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	<p>constructed in 1914 and is representative of Edwardian-era architecture. Substantial alterations to the ground-level storefronts have diminished some aspects of its integrity. The subject property is a common property type with some aspects of diminished integrity. As a result, the property does not meet the eligibility requirements outlined in the 2010 National Register of Historic Places Multiple Property Documentation Form Historic Districts of the Mission District, and does not qualify for NRHP eligibility for associations with significant events (Criterion A) or architectural trends (Criterion C). There is also no evidence to suggest that the property is associated with significant persons (Criterion B) or has the potential to yield important information (Criterion D).</p> <p><i>TREATMENT OF HISTORIC PROPERTIES (STIPULATION VIII of the PA)</i></p> <p>Paragraph F of Stipulation VIII of the PA (New Construction) requires the City to ensure that the design of any new construction is compatible with the historic qualities of the Historic Property, of any historic district or of adjacent historic buildings in terms of size, scale, massing, color, features, and materials and that the design is responsive to the recommended approaches for new construction set forth in the Standards.</p> <p>The project site is not within a known or potential historic district, and there are no individual historic structures located on the project site. As discussed above, the architectural APE includes one building that was previously determined eligible for listing in the National Register of Historic Places by SHPO in 2005 and 2008: Labor Temple/Redstone Building at 2924-2948 16th Street, that the proposed undertaking would have no adverse effect on this neighboring historic resource. As no other properties with the architectural APE are eligible for listing on the National Register of Historic Places, the Planning Department has determined that the undertaking would have no adverse effect upon historic properties. See Attachment D.</p> <p><i>CONSIDERATION AND TREATMENT OF ARCHAEOLOGICAL RESOURCES (STIPULATION XI OF PA)</i></p> <p><i>MOHCD as the responsible agency under the NHPA has determined the APE for archaeological resources based on guidelines contained in the Advisory Council on Historic Preservation's Section 106 Archaeology Guidance. The APE is inclusive of surface and subsurface areas that may be disturbed</i></p>
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		<p><i>as a result of the Proposed Action and alternatives.</i></p> <p>In accordance with the Stipulation XI.B of the PA, the City requested that the Northwest Information Center (IC) conduct a records search for the undertaking's APE. The records search, conducted on August 23, 2017, indicated that no previous cultural resource studies have been previously prepared that cover the project area (see Attachment D). The IC's review of historical literature and maps indicated moderate potential for unrecorded Native American resources in the project area due to the site's proximity to the San Francisco Bay and rolling hills. The review also indicated a moderately high potential for unrecorded historic period archaeological resources in the project area based on maps depicting development prior to the fires that burned this portion of San Francisco in 1906. Because the project site has been highly developed and has limited visibility of original surface soils, the IC recommended that prior to ground disturbance, a qualified archaeologist conduct further archival and field study to identify archaeological resources, including a good faith effort to identify archaeological deposits that may show no indications on the surface</p> <p>In accordance with Stipulation XI.D that if the IC recommends such actions, the City must promptly furnish the SHPO with a copy of the IC's response and request the comments of the SHPO. The SHPO concurred with the IC's recommendation that a professionally qualified archaeologist conduct further archival research and field study to identify cultural resources.</p> <p>Pursuant to 36 CFR 800.6(a)(1), the City invited the Advisory Council on Historic Preservation (ACHP) to participate in the consultation process for development of a project-specific programmatic agreement (Agreement) to protect potential archaeological resources. Upon receiving notification and supporting documentation concerning the Proposed Action, ACHP concluded that Council involvement does not apply and thus their participation is not needed in the consultation process.</p> <p>Based on the reasonable presumption that archaeological resources may be present within the project site, MOHCD and the SHPO executed a project-specific Programmatic Agreement June, 2018, that outlines the procedures and methodology that MOHCD will use to avoid any potentially significant adverse effect from the proposed project on potential buried historic properties. The Agreement is included in Attachment F.</p> <p><i>Native American Resources</i></p> <p>The IC records search results identified that Native</p>
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	<p>American resources in this part of San Francisco County have been found marginal to the San Francisco Bay and its associated wetlands, as well as near a variety of plant and animal resources. Because the project site is located on a low-lying terrace between the San Francisco Bay and rolling hills, the IC found a moderate potential for unrecorded Native American resources in the project area.</p> <p>The Native American Heritage Commission was contacted on July 24, 2017, to request a record search of the sacred land file. The search failed to indicate the presence of Native American cultural resources in the project APE.</p> <p>As recommended by the NAHC, MOHCD contacted representatives of Native American tribes in the Bay Area and asked for them to provide any information they may have on the site. No representatives of Native American tribes responded to MOHCD.</p> <p><i>Impacts</i></p> <p><u>Archaeological Resources</u></p> <p>Based on a moderate potential for Native American archaeological resources and a moderately high potential for historic-period archaeological resources to be within the project site, ground-disturbing activity during construction of the proposed project could adversely affect such resources. To avoid any potentially significant adverse effect from the proposed project on buried or submerged historic resources, the MOHCD executed a project-specific Programmatic Agreement with the SHPO (included in Attachment F). With implementation of this Agreement, the proposed project would not have substantial adverse effects on archaeological resources.</p> <p><u>Architectural Resources</u></p> <p>The proposed undertaking would not result in adverse effects on historical architectural resources because the project site does not contain architectural historic properties, is not within a known or potential historic district, and would not adversely affect properties considered to be historically significant or eligible to be considered historically significant. Construction activities would be limited to the project site.</p> <p><u>Compliance Steps</u></p> <p>The project would be required to comply with the terms of the Agreement Between the City and County of San Francisco and the California State Historic</p>
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		<p>Preservation Officer Regarding 490 South Van Ness Affordable Housing Development, San Francisco, CA, June, 2018.</p> <p>Source List: 3, 9, 11, 14, 33, 55, 65</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Construction Noise</p> <p>The project site and adjacent properties to the south and east are zoned UMU (Urban Mixed Use). Residences north of the project site are zoned RTO-M (Residential Transit Oriented-Mission District), and the mixed-use building west of the site is zoned PDR-I-G (General Production Distribution & Repair District).</p> <p>The sensitive receptors nearest to the project site include residences north and northwest of the project site, located within the Residential Transit Oriented-Mission District (RTO-M) zone, less than 50 feet from the project site. Construction on the project site could generate temporarily adverse noise audible to existing residences. At this distance, the operation of pile drivers to provide structural support for the proposed building, if required, could generate noise up to approximately 100 dBA at the nearest sensitive receptors. If pile drivers are not required, more traditional construction equipment, such as a backhoe, dozer, grader, and crane, would generate noise up to approximately 85 dBA at the nearest sensitive receptor.</p> <p>Temporary noise generated by construction equipment would require mitigation, as described below.</p> <p>Mitigation Measure</p> <p>Construction Noise Reduction. Construction activity would be limited to the period between 7:00 A.M. and 6:00 P.M. on weekdays and to the period 7:00 A.M. to 5:00 P.M. on weekends. Construction outside of these hours would require a permit from the City. Furthermore, construction contractors for development on the project site shall implement appropriate noise reduction measures, as determined by the City during the construction permit approval process. Required noise reduction measures may include:</p> <ul style="list-style-type: none"> • Maintaining proper mufflers on equipment; • Relocating equipment away from noise-sensitive receptors, where possible; and

- Shutting off idling equipment.

Source List: 22, 28, 57

Community Noise

Potential adverse effects from community noise that could reasonably result from the proposed development on the project site are analyzed herein.

The project site's noise environment is dominated by traffic noise from adjacent roadways, primarily South Van Ness Avenue and 16th Street. The San Francisco city-wide noise map, developed by the Department of Public Health shows background street noise levels above 70 dBA (Ldn) (normally unacceptable according to HUD standards) on South Van Ness Avenue and 16th Street.

According to HUD site acceptability standards, exterior noise less than 65 dB Ldn is acceptable and would not require special approvals or requirements. Exterior noise in the 65-75 dB Ldn range is normally unacceptable for residences and requires attenuation measures. The peak hour Leq is usually within 3 dBA of the Ldn. Therefore, residents on-site would be expected to experience ambient noise levels in HUD's normally unacceptable range, especially at apartment units on lower floors facing South Van Ness Avenue.

The HUD Site DNL Calculator was run to estimate the traffic-related Day/Night Noise Level (DNL), which is equivalent to Ldn (see Attachment E). Estimated average annual daily traffic (AADT) was entered into the DNL calculator, using 24-hour total vehicle counts from the San Francisco County Transportation Authority's Chained Activity Modeling Process (SF-CHAMP) spatial web service. Traffic noise from South Van Ness Avenue, and 16th Street were incorporated into the DNL Calculator. Because other roadways were not observed to contribute substantially to ambient noise, their traffic levels were not incorporated into the DNL Calculator.

Table 5: Ambient Noise Levels, HUD DNL Model

Roadway	Segment	Road DNL
S. Van Ness Ave.	Between Adair St. & 16 th St.	69.6
	Between 16 th St. & 17 th St.	68
16 th St.	Between Capp St. & S. Van Ness Ave.	61.2
	Between S. Van Ness Ave. & Shotwell Ave.	62.4

	<p><i>Sources: Day/Night Noise Level (DNL) Calculator, U.S. Department of Housing and Urban Development; Traffic Counts, San Francisco County Transportation Authority (SFCHAMP)</i> <i>See Attachment E.</i></p> <p>The DNL Calculator estimated that traffic noise from South Van Ness Avenue (10,669 AADT) would be approximately 69.6 dBA at ground level on the project site's frontage. This noise level is representative of ambient conditions closest to South Van Ness Avenue and would be the highest on the site, as South Van Ness Avenue is the primary contributor to ambient noise levels. This modeled 24-hour noise level would fall within HUD's normally unacceptable range of 65 to 75 dBA Ldn. Therefore, the ground-level exterior of the proposed apartment building facing South Van Ness Avenue would be exposed to excessive exterior noise.</p> <p>In addition, traffic generated by residences on the project site would contribute to ambient noise levels experienced by sensitive receptors in the area. The addition of 81 residential units would generate an estimated 350 average daily trips, based on the Institute of Transportation Engineers (9th Edition) estimate of trips per day per apartment unit, with a 35 percent reduction due to the project's location and proximity to transit. This 35 percent reduction reflects the project's location in downtown San Francisco and proximity to the 16th St. Mission BART Station, as well as several MUNI bus and light rail lines, which would generate substantially fewer vehicular trips than typical residential developments.</p> <p>Relative to existing traffic levels, the estimated total of 350 daily trips generated by the project would represent a three percent increase in AADT on South Van Ness Avenue. This incremental increase in traffic volume from project-generated traffic would increase noise levels from South Van Ness Avenue at the property front by 0.2 dBA from 69.6 dBA to 69.8 dBA.</p> <p>Noise levels generally decrease by 6 dBA when the distance from the source doubles. Therefore, residential units at the back of the of the proposed building farthest from South Van Ness would be subject to noise levels of approximately 57.9; noise levels at these residential units would be within HUD's acceptable range (less than 65 dB Ldn) and would not be subject to noise-reducing mitigation measures.</p>
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		<p>HUD approval of projects in the normally unacceptable range requires noise mitigation, usually in the form of building designs that provide more than typical noise attenuation. The goal is to reduce interior noise levels to an Ldn or CNEL of 45 dBA inside residential units. This is the same as the California state noise insulation standards for multifamily development. Therefore, noise-reducing measures would be required for residential building design, as described below.</p> <p>Mitigation Measure</p> <p>Noise Reducing Building Design. On-site residential development shall use building façade materials, acoustic insulation in building walls and ceilings, acoustically rated windows, and similar measures to achieve sufficient reductions from outdoor Ldn levels such that building interior Ldn noise levels will be 45 dBA or less in the residential portions of the project. All windows and doors at residences must be rated Sound Transmission Class (STC) 27 or higher.</p> <p>Modern double-pane windows are assumed to reduce interior noise by 25 dBA from exterior noise levels (Harris 1997). Implementation of double-pane windows as noise-reducing design features for dwelling units facing South Van Ness Avenue on the first few floors of the building would reduce interior noise exposure to an estimated noise level of 44.8 dBA Ldn. Therefore, noise levels affecting these residences would be below HUD's goal of 45 dBA Ldn for interior noise, pursuant to 24 CFR Part 51, Section 101(a). Therefore, the project would expose residents to acceptable interior noise levels.</p> <p>Source List: 9, 15, 22, 29, 55, 56, 57</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The nearest sole source aquifer to the site is the Santa Margarita Aquifer. It is located over 50 miles from the project site. The project site is not served by a US Environmental Protection Agency (EPA)-designated sole-source aquifer. Therefore, the project would have no effect on a sole-source aquifer subject to the US Department of Housing and Urban Development (HUD)-EPA Memorandum of Understanding (MOU).</p> <p>Source List: 59, 60</p>
<p>Wetlands Protection</p> <p>Executive Order 11990,</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The nearest mapped wetland to the site is a freshwater pond located approximately one mile southeast of the project site. The project site is in a highly urbanized</p>

particularly sections 2 and 5		area of San Francisco. Since the site does not contain any wetlands, the project would have no effect on a designated wetland or wetland area. The project would be consistent with wetland protection policies. Source List: 62
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The nearest wild and scenic river to the site is the American Wild and Scenic River located over 70 miles from the project site. Since the project would not affect a wild and scenic river, the project would be consistent with the Wild and Scenic Rivers Act policies. Source List: 66
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>In 2010, the City of San Francisco had a total population of 805,235. Of this population, 48.5 percent was white, 33.3 percent was Asian, 15.1 percent was Hispanic or Latino, 6.1 percent was Black or African American, 0.5 percent was American Indian and Alaska Native, and 0.4 percent was Native Hawaiian and Other Pacific Islander. Approximately 6.6 percent identified as another race. Two Or More Races was reported at 4.7 percent. This represents a greater percentage of environmental justice populations than exists nationwide, per the U.S. Census "State & County QuickFacts," accessed online at https://www.census.gov/quickfacts in December 2017.</p> <p>The project site is within U.S. Census Tract 201 of the City and County of San Francisco. In 2010, the total population of Tract 201 was 6,172. Of this population, 50 percent was white, 43 percent was Hispanic or Latino, 15.3 percent was Asian, 6.2 percent was Black or African American, 3.6 percent was American Indian and Alaska Native, and 0.4 percent was Native Hawaiian and Other Pacific Islander. Approximately 16.7 percent identified as another race. Two or More Races was reported at 7.5 percent.</p> <p>Within Census Tract 201, approximately 28.3% of the population lives below the poverty line, which is more than double the percentage for the City (13.2%). The proposed project would provide 81 new housing units affordable to low-income people, including minority and other populations, who earn less than 60% of the Area Median Income (AMI). Additionally, 30 percent of the units (approximately 24 units) would be reserved for formerly homeless families.</p>

		<p>Potential impacts were found for Clean Air, Contamination and Toxic Substances, and Noise Abatement and Control. However, these potential impacts would be reduced to less than significant levels with the implementation of proposed mitigation measures described above. Additionally, as the project would result in no substantial adverse environmental effects, it would not result in disproportionately high and adverse effects on minority and low-income populations. The project would improve the quality of life of formerly homeless individuals and would remove them from harm's way. BRIDGE Housing and the Mission Housing Development Corporation held a series of public outreach meetings prior to and during preparation of this Environmental Assessment. During these meetings, the public expressed a desire for affordable housing in the neighborhood.</p> <p>Source List: 51, 52</p>
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The project site is located on South Van Ness Avenue between 16 th Street and Adair Street in the Mission District of San Francisco; the site is within the Mission subarea of the Eastern Neighborhoods Area Plan as defined by the City of San Francisco's General Plan. The site is bounded by high density mixed-use commercial and residential developments on all sides. Land uses on Adair Street north of the

	<p>project site are primarily low- to medium-density residential. 16th Street south of the project site is primarily comprised of high-density mixed use developments, with ground floor commercial and retail space beneath three stories of high density residential uses. There is a gas station located at the corner of South Van Ness and 16th Street southeast of the project site. Directly east of the project site are a single-story commercial use building, a parking lot, and residential uses. The project site is zoned Urban Mixed Use (UMU) and is surrounded by UMU zoning to the south and east, Residential Transit Oriented-Mission District (RTO-M) zoning to the north, and General Production Distribution & Repair District (PDR-I-G) zoning to the west.</p> <p><u>Land Use and Zoning</u></p> <p><i>Permitted Land Uses</i></p> <p>The project site is currently zoned UMU under the San Francisco Planning Code. According to Section 843 of the Planning Code, the UMU District supports a variety of land uses while maintaining the characteristics of formerly industrial areas. The UMU District functions as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. Allowed uses include production, distribution, and repair uses, such as light manufacturing, home and business services, arts activities, warehouse, wholesaling, retail, educational facilities, and nighttime entertainment. Furthermore, housing is permitted in the UMU District and is subject to higher affordability requirements; family-sized dwelling units are encouraged. The proposed high-density, affordable residential project would be consistent with allowable land uses in the UMU District.</p> <p><i>Height and Bulk Designation</i></p> <p>In the UMU District, housing density is limited not by lot area, but by the regulations on the built envelope of buildings, including height, bulk, and setbacks, and standards for residential uses, including open space and exposure. Under current zoning, the project site's utilization is limited by its height and bulk designation (68-X). As shown in Section 260(a)(3) and Table 270 of the Planning Code the proposed project's building's height would be limited to 68 feet. The Planning Code does not include requirements for a bulk designation of "X" where the height limit exceeds 65 feet. Construction of the proposed project would result in a total height measurement of approximately 67.5 feet as measured from the South Van Ness Avenue curb, in compliance with Planning Code Section 260. The proposed seven-story, approximately 68-foot-tall building would not exceed the Planning Code's height limit.</p> <p><i>Floor-to-Area Ratio</i></p> <p>Section 124 of the Planning Code sets a floor to area ratio (FAR) of 5.0 to 1.0 in the UMU District for the 68-X district. Per Planning Code Section 124(b), floor area ratios shall not apply to dwellings or other residential uses in Mixed Use Districts. The project site is 14,250 square feet, which results in a maximum allowable floor area of 71,250</p>
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	<p>square feet for non-residential uses. The project would construct approximately 678 square feet of non-residential space, and would comply with Planning Code Section 124.</p> <p><i>Dwelling Unit Mix</i></p> <p>Section 207.6 of the Planning Code requires all residential developments in the UMU District to include at least 40 percent of units as two or more bedroom units, or 30 percent three or more bedroom units. The project would include 30 two-bedroom units and five (5) three-bedroom units; approximately 43 percent of the dwelling units would be larger than one-bedroom, therefore, the project would be consistent with dwelling unit requirements.</p> <p><i>Rear Yard Setback</i></p> <p>Per Planning Code Section 134(a)(1), the UMU District requires that the minimum rear yard depth shall equal to 25 percent of the total lot depth on which the building is situated, but in no case shall be less than 15 feet. Also, per Planning Code Section 134(a)(1)(C), rear yards shall be provided at the lowest story containing a dwelling unit, and at each succeeding level or story of the building. Based on a project lot size of approximately 14,250 square feet, the project would be required to have a rear yard totaling approximately 3,563 square feet. However, per Planning Code Section 134(f), the rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified or waived by the Planning Commission pursuant to Planning Code Section 329 (Large Project Authorization in Eastern Neighborhoods Mixed Use Districts). The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified by the Zoning Administrator pursuant to the procedures set forth in Section 307(h) for other projects, provided that a comparable, but not necessarily equal amount of square footage as would be created in a code conforming rear yard is provided elsewhere within the development. The project is designed to have full lot coverage on the ground floor level and does not provide a rear yard at the lowest level containing a dwelling unit. The project would provide open space through a ground floor front yard setback, a second floor terrace and a roof deck. The project would provide a total of 8,398 square feet of open space, including approximately 7,307 square feet of common, usable open space to all 81 dwelling units, which would substantially exceed the amount of open space that would have been required for a rear yard. The Planning Commission approved modification of the rear yard requirement as part of the Large Project Authorization for the project.</p> <p><i>Open Space</i></p> <p>Planning Code Section 135, Table 135B, lists the minimum useable open space for dwelling units and group housing in the Eastern Neighborhoods Mixed Use Districts, which includes the provision of 80 square feet of private open space per dwelling unit, or 54 square feet of publicly-accessible open space per dwelling unit. The proposed 81 dwelling units would therefore require 6,480 square feet of usable open space (divided as 80 square feet per dwelling unit) or 4,374 square feet of common open space. The project would provide a total</p>
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	<p>of 7,307 square feet of code complying, usable, common open space. The project would construct common open space via a ground floor setback (measuring a total of 304 square feet), a terrace on the second floor (measuring a total of 2,064 square feet), and a roof deck (measuring approximately 5,243 square feet). As defined in Planning Code Section 102.4, the second floor terrace is considered an outer court, since one side of this terrace faces onto Adair Street. Therefore, the project would provide adequate open space in compliance with Planning Code Section 135.</p> <p><i>Dwelling Unit Exposure</i></p> <p>Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, rear yard or other open area that meets minimum requirements for area and horizontal dimensions. To meet exposure requirements, a public street, public alley, side yard or rear yard must be at least 25 feet in width, or an open area (inner court) must be no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit is located. Project dwelling units would have exposure either on 16th Street, South Van Ness Avenue or Adair Street, or off of the second floor terrace. As proposed, 24 dwelling units (consisting of the three units facing the second floor terrace on the second, five units facing the open terrace on the third, and four units facing the open terrace on the fourth, fifth, sixth, and seventh floors) would not face an open area that meets the dimensional requirements of the Planning Code. However, under the Large Project Authorization, the Planning Department Director found that the terrace still provides sufficient access to light and air for the three dwelling units that directly face it. Therefore, the proposed project would comply with applicable dwelling unit exposure requirements.</p> <p><i>Narrow Streets Sun Access and other Shadow Restrictions</i></p> <p>Planning Code Section 261.1 outlines height and massing requirements for projects that front onto a "narrow street," which is defined as a public right of way less than or equal to 40 feet in width. Adair Street measures approximately 35 feet wide, and is considered an east-west "narrow street." On the south side of an east-west street, all subject frontages shall have upper stories which are set back at the property line such that they avoid penetration of a sun access plane defined by angle of 45 degrees extending from the most directly opposite northerly property line. Subject frontage is defined as any building frontage more than 60 feet from an intersection with a street wider than 40-ft. The project site is located on the south side of an east-west "narrow street." The project would be setback to maintain a sun access plane defined by an angle of 45 degrees from the opposite northerly property line along Adair Street for the area of the project that is more than 60 feet from the corner of Adair Street and South Van Ness Avenue. Therefore, the project would comply with Planning Code Section 261.1. Planning Code Sections 147 and 295 restrict net new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. Based on a detailed shadow analysis, the project would not cast any net new shadow upon property under the jurisdiction of the Recreation and Parks Commission.</p>
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		<p><i>Obstructions Over Streets, Alleys, Yards, Setbacks, and Usable Open Space</i></p> <p>Planning Code Section 136 requires that rectangular bay windows be limited to 9 feet wide and 3 feet deep over a street, alley, setback or usable open space. The proposed project would include bay windows over the street that exceeds the dimensions permitted within Planning Code Section 136. However, under the Large Project Authorization, the Planning Department Director found that the larger bay windows would be acceptable due to the project's quality of design and the emphasis placed upon the corner by the proposed bay window, which is a strong urban design element.</p> <p><i>Ground Floor Ceiling Height</i></p> <p>Planning Code Section 145.1 requires that all ground floor uses in a UMU District have a minimum floor-to-floor height of 17 feet. For the proposed project, the ground floor ceiling height of the corner community flex space is 20 feet tall but the ground floor residential uses are only 10 feet 10 inches tall. However, under the Large Project Authorization, the Planning Department Director found that the reduced ground floor ceiling height would be acceptable due to the Project's quality of design and residential units meeting the City's Ground Floor Residential Design Guidelines.</p> <p><i>Street Trees</i></p> <p>Planning Code Section 138.1 requires one new street tree for every 20 feet of street frontage for projects proposing new construction, as well as a streetscape plan, which includes elements from the Better Streets Plan. The project would include approximately 150-ft of frontage along South Van Ness Avenue, 95-ft of frontage along Adair Street, and 95-ft of frontage along 16th Street. Therefore, the project would be required to provide a total of eight street trees along South Van Ness Avenue, five street trees along Adair Street, and five street trees along 16th Street. The project would include eight street trees along South Van Ness Avenue, five street trees along Adair Street, and five street trees along 16th Street. Therefore, the project would comply with Planning Code Section 138.1.</p> <p><i>Public Art</i></p> <p>For construction on a parcel in the UMU District, Section 429 of the Planning Code requires the inclusion of public works of art. The proposed project would be required to comply. Residential development projects may fulfill this requirement in one of three ways:</p> <ul style="list-style-type: none">• Use 100 percent of Public Art Fee to provide on-site public artwork;• Contribute 100 percent of Public Art Fee amount to the Public Artwork Trust Fund (Ordinance No. 62-12); or• Expend a portion of the Public Art Fee amount to on-site public artwork and the remainder to the Public Artwork Trust Fund.
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	<p>Adherence to the one of the above options would ensure compliance with Public Art requirements.</p> <p><i>Bird Safety</i></p> <p>Planning Code Section 139 outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards. The project site is not located in close proximity to an Urban Bird Refuge. The project does not include any unbroken glazed segments 24 square feet and larger in size; therefore, the proposed project complies with Planning Code Section 139.</p> <p><i>Parking</i></p> <p>Section 151.1 of the Planning Code does not include minimum requirements for off-street parking in the UMU District. Table 151 does state that projects where 100 percent of the dwelling units are affordable housing do not have off-street parking space requirements, except for those projects in districts RH-1 and RH-2. The proposed project would include 100 percent affordable housing units; therefore, the project would be consistent with zoning requirements for parking.</p> <p>Based on the above, the proposed project would generally be compatible in terms of land use and zoning.</p> <p><u>Conformance with Plans</u></p> <p>The Eastern Neighborhoods Plan, which encompasses the Mission District, promotes two key goals:</p> <ul style="list-style-type: none">• Ensure a stable future for industrial lands on the eastern bayfront, and• Provide a substantial amount of new housing affordable to low-, moderate-, and middle-income families and individuals. <p>In addition to the Eastern Neighborhood-wide goals, the following community-driven goals developed specifically for the Mission District are applicable to the proposed project:</p> <ul style="list-style-type: none">• Ensure a stable future for Production, Distribution, and Repair (PDR) businesses in the city, mainly by reserving a certain amount of land for this purpose, and• Provide a significant amount of new affordable housing catered to low-, moderate-, and middle-income families and individuals, along with "complete neighborhoods" that provide appropriate amenities for these new residents. <p>The proposed development would be generally consistent with these principles from the Eastern Neighborhoods Plan and the Mission Area Plan. By providing 81 affordable housing units, the project would increase the availability of new housing affordable to families and individuals with lower incomes. The proposed combination of housing with ground-floor counseling and community service space also would</p>
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		<p>improve the mixture of uses in the Mission. Furthermore, development of the proposed project would not contribute to displacement of industrial land uses, as the site is currently an abandoned gas station. For these reasons, the proposed project would generally conform to the vision of the Eastern Neighborhoods Plan and the Mission Area Plan.</p> <p><u>Visual Consistency</u></p> <p>The proposed apartment building's design would be generally consistent with surrounding development. Ground-floor commercial uses on the project site also would be compatible with existing pedestrian-oriented commercial uses on Mission Street. The proposed building's mixed stucco and metal cladding along Adair Street, and the use of accent colors, also would be visually consistent with the exterior of the Residences located on Adair Street to the north. The proposed materials would have a dissimilar texture to older styles of historic buildings along South Van Ness Avenue and 16th Street, including two five-story red brick buildings on the north side of Mission Street between 6th and 7th Streets and the white granite U.S. Post Office & Courthouse building. The contemporary design of the proposed seven-story building would be compatible with the varying sizes of buildings in the greater Mission area, which includes a variety of styles and periods of architecture.</p> <p>The proposed building's seven-story height also would be substantially larger in scale than immediately surrounding development, which ranges from two to five stories in height. Nevertheless, the building's scale would be compatible with other apartment buildings in the greater Mission area (e.g., on Mission Street and 15th Street).</p> <p>Therefore, in the context of redeveloping the Mission area, the proposed project would not result in substantial adverse aesthetic effects related to scale and urban design.</p> <p>Source List: 17, 20, 22, 36</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<p>The project site is entirely comprised of urbanized land, according to the Natural Resource Conservation Service's Web Soil Survey.</p> <p>Development on the project site would be subject to the permitting requirement of the San Francisco Department of Building Inspection (DBI) to ensure compliance with applicable laws and regulations. As part of this permitting process, DBI would review the final building plans and require that they conform to the recommendations in the Geotechnical Report Update prepared by Fugro West, Inc. for the proposed project in June 2014. This report includes design and structural requirements to address geologic hazards and soil suitability per San Francisco DBI regulations. Therefore, potential damage to structures from soil suitability would be addressed through the DBI permitting requirement and would not represent a substantial adverse effect.</p>

		<p>The project site is relatively flat and currently developed with the remnants of a gasoline service station and auto repair shop. The proposed project would not have potential hazards related to slope failure and would not create new slopes. Furthermore, the site is not in an erosion-sensitive area (near water, a drainage feature or on a steep slope). The project site would continue to be fully covered with impervious surface (with the exception of landscaping at the project entryways and a second-story rear yard). During construction and operation of the proposed residential uses, the project sponsor would be required to comply with all applicable federal and local water quality and wastewater discharge requirements that include compliance with Article 4.1 of the San Francisco Public Works Code, which incorporates and implements the City's National Pollutant Discharge Elimination System (NPDES) permit, and the nine minimum controls of the federal Combined Sewer Overflow Control Policy. The minimum controls include development and implementation of a pollution prevention program and an erosion and sediment control plan that would be reviewed and approved by the City and County of San Francisco prior to implementation.</p> <p>The project site is located in the greater Mission Creek watershed, which drains to the Mission Creek estuary at the edge of San Francisco Bay. The Mission Creek estuary is included in the U.S. EPA's 303(d) list of impaired waterways for these pollutants: ammonia, chlordane, Chlorpyrifos, chromium, copper, dieldrin, hydrogen sulfide, lead, mercury, mirex, polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), silver, and zinc. Stormwater runoff from the project site is affected by topography, drainage, and surface cover. The project site is relatively flat, and stormwater runoff from the site would enter the City's combined sewer and wastewater system. The project sponsor for on-site development would be required to comply with all aspects of the federal CSO Control Policy, and appropriate pre-treatment and pollution prevention programs, which would ensure consistency with existing water quality regulations protecting the San Francisco Bay and ocean water quality.</p> <p>Source List: 22, 34, 35, 36, 58</p>
Hazards and Nuisances including Site Safety and Noise	3	<p>Site Safety</p> <p>Development of the project site with residential and commercial uses would not be expected to create a risk of natural hazards, explosion, release of hazardous substances, or other dangers to public health. The project site is located in an urban setting and development on the site is expected to be compatible with surrounding uses. While known residual contamination exists on the subject property associated with the former use of the property as a gasoline station/auto repair shop and former release of gasoline on the project site, implementation of a Site Mitigation Plan (SMP) would prevent safety hazards for construction workers on-site (see Attachment C). In addition, based on the location of the subject property within a Maher Ordinance Area and potential presence of fill onsite, direct communication with the SFDPH would be required.</p> <p>On-site construction would be required to comply with the</p>

		<p>requirements of the latest California Building Code, which includes compliance with earthquake standards and fire codes and regulations. Therefore, the construction and operation of the proposed project would not have a substantial adverse effect on site safety.</p> <p>Source List: 22</p> <p>Construction Noise</p> <p>As detailed above under heading STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5, Noise Abatement and Control, construction on the project site could generate temporarily adverse noise audible to existing residences up to approximately 90 dBA in the area. Temporary noise generated by construction equipment would require mitigation to limit the hours of construction activity, as described above.</p> <p>Source List: 22, 15, 28</p> <p>Community Noise</p> <p>As detailed above under heading STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5, Noise Abatement and Control, the site is currently subject to traffic noise from South Van Ness Avenue in the "normally unacceptable" range, and the proposed project would increase traffic noise by approximately 0.2 dBA. Pursuant to mitigation listed above, development on-site would be required to use building façade materials, acoustic insulation in building walls and ceilings, acoustically rated windows, and similar measures to achieve sufficient reductions from outdoor Ldn levels such that building interior Ldn noise levels would be 45 dBA or less in the residential portions of project.</p> <p>Source List: 9, 15, 29, 55, 56, 57, 65</p>
Energy Consumption	2	<p>Residential and commercial development on the project site would use energy produced in regional power plants using hydropower and other renewables including wind and solar power, natural gas, oil, coal, and nuclear fuels. On-site development would be required to meet current state and local standards regarding energy consumption, including Title 24 of the California Code of Regulations enforced by the DBI. Beyond compliance with Title 24 requirements, the project would achieve GreenPoint status, which would involve the application of green building measures. The GreenPoint checklist for multi-family buildings requires that the building's energy performance exceeds Title 24 standards by at least 15 percent. Therefore, the proposed project would not result in foreseeable energy inefficiencies and would not have a substantial adverse effect on energy consumption.</p> <p>Source List: 5, 49</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<p>Implementation of the proposed project would require demolition of a vacant gas station/auto shop and two canopy structures on an underutilized site to construct the proposed mixed-use apartment building. Construction of the proposed project would provide temporary construction work, and the ground-floor counseling and community service uses are expected to generate 6 new jobs on-site. Therefore, the proposed project would have a net beneficial effect on employment and income patterns.</p> <p>Source List: 17, 36</p>
Demographic Character Changes, Displacement	1	<p>Demographic Character Changes</p> <p>The proposed project would result in the establishment of 81 residential units on the project site; based on an average household size of U.S. Census Tract 201 of 1.8 persons per unit, this would represent an estimated 146 residents.</p> <p>Development of the currently underutilized site with high density, affordable residential units, as well as counseling and community services, would enhance walkability within the Mission District area and add residential units on a corridor that is well-served by public transit. The proposed project would not result in physical barriers or reduced access or isolate a particular neighborhood or population group, and would provide connectivity between residences to the north of the site and commercial and light industrial uses to the south; no linear features that would cut off access are proposed, and the project would be contained on one parcel. Further, it would not result in inconvenient or difficult access to local services, facilities and institutions, or other parts of San Francisco.</p> <p>Source List: 36, 51, 52</p> <p>Displacement</p> <p>The project site is currently host to a vacant gas station, two canopies, and a billboard. Construction of the proposed project would not impact or displace residents or businesses, and would develop a currently underutilized site, as the gas station has been vacant since 2015. Additionally, there is another gas station across the South Van Ness Avenue and 16th Street intersection from the project site, which would fulfill any need for these services in the area. Furthermore, the proposed project would provide ground-floor counseling and community services that are expected to generate approximately 6 new jobs on-site. Because no housing currently exists on-site, the project would not displace any existing residents. Therefore, the project would not result in substantial adverse impacts from displacement of people or businesses.</p> <p>Source List: 36</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>The San Francisco Unified School District (SFUSD) provides public primary and secondary education in San Francisco. The district is composed of 12 early education school, 72 elementary schools, 13 middle schools, 17 high schools, and 14 charter schools. Total enrollment in SFUSD schools, as of October 2016, was 55,613 students. Approximately nine percent of the population in Census Tract Number 201 is under the age of 18, which is less than the City/County-wide statistic of approximately 13 percent. Although development on-site could add up to 146 residents (as described under subheading Socioeconomic, Demographic Character Changes), including approximately 13 school-aged children (based on Census Tract 201 population statistics); this increase would not be expected to result in substantial adverse effects on local schools relative to existing overall enrollment. In addition, the applicant would be required to pay applicable school impact mitigation fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization."</p> <p>The project site does not contain cultural facilities, and the project would not affect existing cultural facilities by its operation. Cultural facilities within the City are accessible from the project site via public transportation.</p> <p>Source List: 24, 36, 47</p>
Commercial Facilities	2	<p>As discussed under the subheading Demographic Character Changes, Displacement, the existing lot is occupied by a vacant gas station to be replaced with 81 units of high-density, affordable housing. The gas station has not been operational for several years; therefore demolition of the structures would not affect commercial uses or facilities. Additionally, the proposed project would not include commercial spaces. There would be no change in commercial facilities as a result of the project, and implementation of the proposed action would not result in impacts to commercial uses.</p> <p>Source List: 17, 36</p>
Health Care and Social Services	1	<p>The project would include ground floor space for counseling and case management offices to provide social services for residents on-site. These facilities would support transitional residents by providing improved access to health care and social services.</p> <p>Additionally, a wide array of health care and social services is accessible from the project site via public transit. The City and County of San Francisco Department of Public Health has 19 health care centers, 14 community clinic consortiums, and 23 medical homes; the nearest SFDPH facility to the project site is the Mission Neighborhood</p>

		<p>Health Center located at 240 Shotwell Street, one block east of the site. These facilities could be accessed from the project site through the 16th St. Mission BART Station, which is located two blocks west of the site, and by several MUNI buses that stop within a few blocks of the site.</p> <p>Furthermore, the addition of 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. Based on the average household size of 1.8 people in U.S. Census Tract 201, the proposed 81 residential units would house an estimated 146 people. This number of people represents less than 0.02% of the total San Francisco population of 870,887 in 2016.</p> <p>The level of population increase described above would not represent a substantial change to the demographic of the area and would not result in substantial impacts on the existing social services serving the project area.</p> <p>Source List: 39, 40, 41, 51, 52</p>																						
Solid Waste Disposal / Recycling	2	<p>The Sunset Scavenger Company provides residential and commercial garbage and recycling services for the City of San Francisco. Solid waste generated in San Francisco is disposed of at the Altamont Landfill in Alameda County. This landfill has a remaining capacity of 65,400,000 cubic yards. Demolition of the existing gas station, two canopies, and billboard, and construction of a new apartment building on the site would generate solid waste; however, construction and demolition debris material removed from a project would be recycled or reused per the City's Construction and Demolition Ordinance (Ordinance No. 27-06). If contaminated soil is encountered during construction, that soil would be removed and transported to an appropriate off-site disposal location per the requirements of the Site Mitigation Plan. During operation, the proposed project could generate an estimated 125,583 pounds of solid waste per year, based on generation rates reported by CalRecycle for multi-family residential and office uses (Table 6). 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 870,887 residents.</p> <p style="text-align: center;">Table 6: Solid Waste Generation</p> <table><tr><th rowspan="2">Use</th><th rowspan="2">Project size</th><th rowspan="2">Solid Waste Generation Factor</th><th colspan="2">Expected Generation</th></tr><tr><th>lbs/day</th><th>lbs/year</th></tr><tr><td>Multifamily residential</td><td>81 du</td><td>4 lbs/du/day</td><td>324</td><td>118,260</td></tr><tr><td>Offices</td><td>3,343.78 sf</td><td>0.006 lbs/sf/day</td><td>20</td><td>7,323</td></tr><tr><td colspan="3">Total</td><td>344</td><td>125,583</td></tr></table> <p><i>Notes: du = dwelling units; sf = square feet; lbs = pounds</i> <i>Source: CalRecycle, 2016.</i></p> <p>Furthermore, pursuant to Section 1402 of the San Francisco Planning Code, the project applicant would be required to submit a waste diversion plan providing for a minimum of 65 percent diversion from landfill of construction and demolition debris. Section 1904 of the San Francisco Planning Code also would require the property manager to</p>	Use	Project size	Solid Waste Generation Factor	Expected Generation		lbs/day	lbs/year	Multifamily residential	81 du	4 lbs/du/day	324	118,260	Offices	3,343.78 sf	0.006 lbs/sf/day	20	7,323	Total			344	125,583
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		<p>supply appropriate containers for recyclable and compostable material. Based on reported citywide diversion rates, it is expected that approximately 80 percent of solid waste generated on-site would be diverted from landfills. Therefore, the project would not substantially increase the demand for solid waste removal service beyond current demand in this area.</p> <p>Source List: 11, 12, 22</p>																						
Waste Water / Sanitary Sewers	2	<p>Wastewater generated at the project site would be treated by the San Francisco Public Utilities Commission (SFPUC), which provides wastewater collection and transfer service in the City. The SFPUC has a combined sewer and wastewater system, which collects sewage and stormwater in the same pipe network. The City's wastewater composition is estimated to be 47 percent residential, 47 percent commercial, and 6 percent industrial, on average over the entire citywide system. During dry weather, approximately 84 million gallons per day (mgd) of treated wastewater (effluent) is discharged from the combined sewer system (CSO) to the San Francisco Bay through the Southeast Water Pollution Control Plant (SEWPCP) and to the Pacific Ocean through the Oceanside Water Pollution Control Plant (OWPCP). The CSO is divided into the Bayside and Westside drainage basins, which collect wastewater and stormwater from the east and west sides of the City, respectively. During wet weather, with additional wet weather facilities and operation, the plants can treat approximately 465 mgd before discharge, and wet weather flows in excess of this treatment capacity receive the equivalent of primary treatment before being discharged to the bay and ocean through CSO structures located around the perimeter of the City.</p> <p>The City currently holds two NPDES permits that cover its wastewater treatment facilities. One permit adopted by the Regional Water Quality Control Board in August 2013 includes the SEWPCP and the CSO discharges to the Bay. Another permit adopted in August 2009 covers the OWPCP, Southwest Ocean Outfall, and Westside Wet Weather Facilities. The permits specify discharge prohibitions, dry-weather effluent limitations, wet-weather effluent performance criteria, receiving water limitations, sludge management practices, and monitoring and reporting requirements. The permits prohibit overflows from the CSO structures during dry weather and require wet-weather overflows to comply with the nine minimum controls specified in the federal CSO Control Policy.</p> <p>Table 6: Wastewater Generation</p> <table><tr><th rowspan="2">Use</th><th rowspan="2">Expected Water Demand</th><th rowspan="2">Wastewater Generation Factor</th><th colspan="2">Expected Generation</th></tr><tr><th>gal/day</th><th>gal/year</th></tr><tr><td>Multifamily residential</td><td>8,624 gal/day</td><td>0.95</td><td>6,855</td><td>2,502,148</td></tr><tr><td>Offices</td><td>830 gal/day</td><td>0.90</td><td>657</td><td>239,805</td></tr><tr><td></td><td></td><td>Total</td><td>7,512</td><td>2,741,953</td></tr></table> <p><i>Notes: Water Demand estimated in Table 7. Expected wastewater generation is approximately 90 percent of water use for commercial/office uses and 95 percent of water use for multi-family residential customers.</i></p>	Use	Expected Water Demand	Wastewater Generation Factor	Expected Generation		gal/day	gal/year	Multifamily residential	8,624 gal/day	0.95	6,855	2,502,148	Offices	830 gal/day	0.90	657	239,805			Total	7,512	2,741,953
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		<p>Source: San Francisco Public Utilities Commission, 2017.</p> <p>The proposed project would involve the development of 81 affordable housing units and 3,343.78 square feet of office space for community services. For the proposed project, total wastewater generation is estimated at 7,512 gallons per day (based on San Francisco Public Utilities Commission flow factors: wastewater is 90 percent of water use for commercial uses and 95 percent for multi-family residential units). This level of development would not be expected to contribute to a citywide increase in sanitary flows that could affect CSO discharges because on-site residents would be expected to result from redistribution within the City and the project would comply with existing and future regulations and citywide planning efforts. Development on the project site would be infill in character and would be consistent with the surrounding area, therefore not substantially increasing wastewater generation for the general area. Therefore, water quality impacts associated with changes in CSO discharges to San Francisco Bay would not be significant for the proposed project.</p> <p>Source List: 44, 45, 46</p>																						
Water Supply	2	<p>Development of the project site with residential and commercial uses would increase demand for water. For the proposed project, total water demand is estimated at 7,654 gallons per day (based on San Francisco Public Utilities Commission (SFPUC) per capita water demand rates of 41 gallons per day for residential users and 73 gallons per day for all consumers). However, such water demand is not in excess of amounts expected and provided for within the project area. Water would be provided to the project by the SFPUC. The 2015 Urban Water Management Plan for the City and County of San Francisco found that water supply for retail customers in the City would meet demand under all drought conditions through the year 2035. Therefore, implementation of the proposed project would not be expected to have a substantial adverse effect on water supply.</p> <p>Table 6: Water Demand</p> <table><tr><th rowspan="2">Use</th><th rowspan="2">Project size</th><th rowspan="2">Water Demand Factor</th><th colspan="2">Expected Demand</th></tr><tr><th>gal/day</th><th>gal/year</th></tr><tr><td>Multifamily residential</td><td>176 residents</td><td>41 gal/day</td><td>7,216</td><td>2,633,840</td></tr><tr><td>Offices</td><td>6 employees</td><td>73 gal/day</td><td>438</td><td>159,870</td></tr><tr><td></td><td></td><td>Total</td><td>7,654</td><td>2,793,710</td></tr></table> <p>Notes: gal = gallons Source: San Francisco Public Utilities Commission, 2016.</p> <p>Source List: 44, 45, 46</p>	Use	Project size	Water Demand Factor	Expected Demand		gal/day	gal/year	Multifamily residential	176 residents	41 gal/day	7,216	2,633,840	Offices	6 employees	73 gal/day	438	159,870			Total	7,654	2,793,710
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Public Safety - Police, Fire and Emergency Medical	2	<p>The project area is served by the San Francisco Police Department. The development of residential and commercial uses on the project site could incrementally increase demand for police services within the Mission area. However, the site is within the existing service area and the increase in demand would not require the construction of new police facilities. Furthermore, the introduction of residents and</p>																						

		<p>residential support services on the project site, in accordance with the Mission Area Plan, would increase public realm activity and “eyes on the street,” and could help discourage crime. Therefore, the proposed project would not result in a substantial adverse effect on police facilities.</p> <p>The project site is served by the San Francisco Fire Department (SFFD). Fire Station 29 is located approximately 0.7 miles from the project site, at 299 Vermont Street. The proposed project could incrementally increase demand for fire protection services within the project area; however, the increase would not exceed amounts anticipated under the Mission Area Plan. Additionally, the site is located along established streets within an existing service area. The project also would be required to meet SFFD standards for adequate site access and water flow. Therefore, no substantial adverse effects on fire protection services are expected.</p> <p>SFFD firefighters are also trained as emergency medical technicians (EMTs), and some firefighters are also paramedics. Emergency medical response and patient transport is provided by SFFD, which also coordinates with Advanced Life Support and Basic Life Support Ambulance Providers. Additionally, SFFD trains residents about personal preparedness and emergency response through its Neighborhood Emergency Response Team (NERT); NERT trainings are held at 2310 Folsom Street, approximately 0.5 miles from the project site. Furthermore, San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The proposed project would be required to conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. The proposed project would not require a significant change in emergency medical services already provided in the area.</p> <p>Source List: 16, 22, 23</p>
Parks, Open Space and Recreation	1	<p>The proposed project would involve development of 81 residential units and ground-floor counseling and community services; the project would include approximately 8,398 square feet of open space on-site, including private patios and communal rooftop open space with a community garden. No parks or open spaces would be directly affected by on-site development. Based on an average household size of Census Tract 201 of 1.8 persons per unit, an estimated 146 residents would occupy the project site. On a citywide basis, this would not significantly increase the demand for recreation facilities because the increase in residents would be expected to result primarily from a redistribution within the City.</p> <p>In addition, the Mission Area Plan envisions new residential developments that satisfy an array of housing needs and provides adequate community services, including open space. Policy 2.3.4 encourages the creation of family supportive services, such as childcare facilities, parks and recreation, or other facilities, in affordable housing or mixed-use developments. Policy 5.1.2 requires that all new</p>

		<p>residential and commercial developments contribute to the creation of public open space. Additionally, the Mission Area Plan seeks to ensure that new development incorporates private open space; the following policies address this objective and are applicable to the project:</p> <p>Policy 5.2.1. Require new residential and mixed-use residential development to provide on-site, private open space designed to meet the needs of residents.</p> <p>Policy 5.2.3. Encourage private open space to be provided as common spaces for residents and works of the building wherever possible.</p> <p>Policy 5.2.4. Encourage publicly accessible open space as part of new residential and commercial development.</p> <p>Policy 5.2.5. New development should respect existing patterns of rear yard open space. Where an existing pattern of rear yard space does not exist, new development on mixed-use-zoned parcels has flexibility as to where open space can be located.</p> <p>Policy 5.2.6. Ensure quality open space is provided in flexible and creative ways, adding a well-used, well-cared-for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines: (A) Designed to allow for a diversity of uses, including elements for children, as appropriate, (B) Maximize sunlight exposure and protection from wind, and (C) adhere to the performance-based evaluation tool.</p> <p>Therefore, the proposed project would not result in adverse impacts on open spaces or recreational facilities within the city.</p> <p>Source List: 17, 24, 51, 52</p>
Transportation and Accessibility	2	<p>Traffic</p> <p>The proposed project consists of the development of 81 units of affordable housing and 677.5 sf of commercial space. Residential development on the project site would generate vehicle trips on surrounding roadways. The addition of 81 residential units would generate an estimated 350 average daily trips, based on the Institute of Transportation Engineers (9th Edition) rates of 0.62 PM peak hour trips per dwelling unit, with a 35 percent reduction accounting for the project's location in downtown San Francisco and proximity to public transit (see Attachment A for reductions calculations). Additionally, the 677.5 sf of commercial retail space would generate an estimated 5 average daily trips based on the Institute of Transportation Engineers (9th Edition) rates of 1.49 PM peak hour trips per day per 1,000 sf, with a 35 percent reduction in vehicle miles travelled, accounting for the site's downtown location and proximity to public transit. The project would generate an estimated total of 355 average daily trips.</p> <p>This increase in vehicle trips to the site from the proposed buildout would incrementally increase traffic and congestion in the vicinity, but would not substantially adversely affect the local circulation system. A sizeable proportion of residents would be expected to make use of the robust transit opportunities available within one block of</p>

the site, including the 16th St. Mission BART Station and several MUNI rail and bus lines. Therefore, proposed buildout of the project site would not result in substantial adverse effects on area roadways or intersection operations.

Source List: 17, 29

Transit

The project area is well-served by public transit, with access to the 16th St. Mission BART Station and public bus routes. The 16th St. Mission BART Station is located 2 blocks west of the project site, and four BART lines make stops at this station, including Dublin/Pleasanton – Daly City, Pittsburg/Bay Point – SFIA/Millbrae, Richmond – Daly City/Millbrae, and Warm Springs/South Fremont – Daly City lines.

The Van Ness BART Station is located 0.8 miles north of the project site, and all six MUNI subway lines stop at this Station. Additionally, several on-street MUNI bus lines operate within a few blocks of the site, including 9-San Bruno, 12-Folsom/Pacific, 14-Mission, 14X-Mission Express, 22-Fillmore, 27-Bryant, 33-Ashbury/18th, 49-Van Ness/Mission, and 55-16th Street. The 22-Fillmore, 33-Ashbury/18th, and 55-16th Street MUNI lines all run by the project site on 16th Street. In addition, the following Golden Gate Transit and SamTrans bus lines provide service from Mission Street to the North Bay and South Bay, respectively:

- Golden Gate 24 (San Francisco – Fairfax/Manor);
- Golden Gate 54 (San Francisco – Novato/San Marin);
- Golden Gate 92 (San Francisco – Marin City);
- Golden Gate 93 (San Francisco – Golden Gate Bridge Toll Plaza);
- SamTrans 292 (Hillsdale Mall);
- SamTrans KX (Redwood City Transit Center); and
- SamTrans 397 (Palo Alto Transit Center).

Development of the project site may increase transit demand due to new residents and visitation to commercial uses on-site, but this additional demand would not reasonably be expected to noticeably affect transit service or result in substantial adverse effects on transit. Therefore, the proposed project would not result in substantial adverse effects on transit service.

Source List: 43

Pedestrian

Pedestrian facilities include sidewalks, crosswalks, curb ramps, pedestrian call buttons at intersections, and mixed-use pathways. The

project site is located at the corner of South Van Ness Avenue and 16th Street and currently adjoins two 15-foot wide sidewalks providing pedestrian access across South Van Ness Avenue and across 16th Street. Overall, the sidewalks and crosswalks in the area were observed to operate satisfactorily during peak hours, with pedestrians moving at normal walking speeds and with freedom to pass other pedestrians.

The proposed development would generate new pedestrian trips, but these additional trips would not reasonably be expected to result in unsafe conditions for pedestrians or cause crowding on nearby sidewalks, considering the existing mixed-use, urban setting of the project site. Therefore, the proposed project would not result in substantial adverse effects on pedestrian facilities.

Source List: 36

Bicycles

Bicycle facilities consist of bicycle lanes, trails, and paths, as well as bike parking, bike lockers, and showers for cyclists. On-street bicycle facilities are grouped into three categories:

- Class I facilities consist of off-street bicycle paths and are generally shared with pedestrians. Class I facilities may be next to a roadway or may be entirely independent of existing vehicular facilities.
- Class II facilities consist of striped bicycle lanes on roadways. These facilities reserve a minimum of five feet of space for bicycle traffic.
- Class III facilities consist of designated and signed bicycle routes where bicyclists share the roadway with motor vehicles.

In the vicinity of the project site, the 2009 San Francisco Bicycle Plan (Bike Plan) designates Valencia Street as a Class II bicycle lane and 17th Street as a Class III signed route. The project site is located within the near-term bicycle route network improvement Cluster II, as designated by the Bike Plan, with projected route improvement projects on Capp and Shotwell near the project site.

New residential and commercial uses on-site could generate new bicycle trips, but these additional trips would not reasonably be expected to result in unsafe conditions for cyclists. The City of San Francisco Planning Code, Section 155.2, specifies that new residential buildings with more than three dwelling units must provide one Class I bicycle space for every dwelling unit, and one Class II space for every 20 dwelling units. Thus, for the proposed 81 residences, the provision of 81 Class I bicycle parking spaces and four Class II bicycle parking spaces would be required. The project proposes to include 83 Class I bicycle parking spaces and four Class II bicycle parking spaces. Class I bike parking spaces protect the entire bicycle

		<p>from theft and weather and generally include restricted access parking, such as lockers and monitored parking areas. Therefore, the proposed project would not result in substantial adverse effects on bicycle facilities.</p> <p>Source List: 42</p> <p>Loading</p> <p>Off-street loading spaces are required in different quantities based on the proposed on-site use, based on the City's Planning Code. Loading activity associated with the proposed project would be related to tenant move-ins and move-outs, garbage pickup, and/or deliveries to retail uses. Development on the project site would be required to comply with Planning Code requirements, and would therefore be reasonably anticipated to include required loading spaces. No project impacts are identified.</p> <p>Parking</p> <p>Off-street parking spaces are required in different quantities based on the proposed on-site use, based on the City's Planning Code. Minimum parking requirements have been eliminated in the Mission District due to the accessibility of public transit options, and within the UMU District, parking lots are not permitted and parking garages are conditionally permitted. The proposed project consists of the construction of 81 units of affordable housing and 667 square feet of community services/commercial space; no parking is proposed.</p> <p>Development on the project site would meet the City's parking requirements. Pursuant to Section 151 of the Planning Code, the UMU District does not have minimum off-street parking requirements for residential dwelling units or non-residential uses; the Planning Code permits up to 0.75 cars per dwelling unit, although no parking is permitted above this. In addition, Mission Area General Plan policies emphasize the importance of public transit use and discourage facilities that encourage automobile uses, such as parking, to minimize the environmental impact of traffic congestion, noise, and air quality associated with unconstrained vehicle use. Therefore, the creation of, or increase in, parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect on the environment.</p> <p>Source List: 22</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	There is a vacant gas station and two canopy structures currently located at the project site; the property is almost entirely comprised of uneven exposed soil as a result of cut and fill associated with previous

		<p>site remediation, as well as a remaining concrete driveway area off South Van Ness Avenue. No unique features are located on the site. The proposed project would involve development of a seven-story apartment building with ground floor counseling and community services on-site. This development would not affect water resources, nor would it use groundwater resources. As noted above, water service at the project site would be provided by the SFPUC. Further, development on the project site would not discharge effluent into surface water or groundwater. No surface waters (e.g., lakes, rivers, ponds) are located on or adjacent to the project site. San Francisco Bay is located 1.8 miles east of the project site. Wastewater at the project site would be collected and treated by the SFPUC combined sewage and stormwater system.</p> <p>Source List: 36, 62</p>
Vegetation, Wildlife	1	<p>The project site is developed and recently excavated, with a vacant gas station and two canopy structures and lacks any landscaping or vegetation. Furthermore, the site is located in the highly urbanized Mission District of San Francisco. Therefore, the development of residences and ground-floor community service uses on the project site would not have a substantial adverse effect on vegetation or wildlife. Development of the proposed project would include planting 18 street trees, which would enhance the urban forest in the area and potentially provide habitat for nesting birds. The addition of 18 street trees can be seen as a minor beneficial impact on vegetation and wildlife.</p> <p>Source List: 36</p>
Other Factors	2	<p>The proposed project would provide safe living and/or working conditions for residents or occupants by meeting applicable codes for new buildings, fire safety, life safety, and persons with disabilities.</p> <p>Construction and operation of the project also would involve the emission of greenhouse gases (GHGs). Of these gases, carbon dioxide (CO₂) and methane (CH₄) are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO₂e), and is the amount of a GHG emitted multiplied by its global warming potential.</p> <p>In February 2010, the Council on Environmental Quality (CEQ) provided a draft guidance memorandum on consideration the effects of climate change and greenhouse gas emissions (GHG) in NEPA documentation (CEQ 2010). This document identifies the Clean Air Act reporting requirement of 25,000 metric tons (MT) or more of CO₂e as an indication that greenhouse gas emissions could be considered as potential adverse impact of a federal action but specifies that the reporting requirement should not, necessarily, be used as a threshold.</p>

The BAAQMD adopted thresholds of significance for GHGs in 2017; the threshold is compliance with a qualified GHG reduction strategy or annual emissions less than 1,100 metric tons CO₂e per year or 4.6 metric tons CO₂e per service population (residents and employees) per year.

The amount of CO₂e per year of operation was modeled using CalEEMod. Project emissions are presented in the tables below.

Table 7: Annual GHG Emissions

Source	Emissions (metric tons CO ₂ e per year)
Construction*	12.2
Area	1.0
Energy	146.3
Mobile	357.2
Waste**	9.6
Water	19.5
Total	545.8

* Construction Emissions amortized over 30 years, the assumed lifetime of the project

** Assumes waste diversion rate of 50%

Source: CalEEMod 2016 Versions 2016.3.1, Annual Emissions, Table 2.2 "Overall Operational-mitigated," See Attachment A.

As shown in the table above, GHG emissions associated with development would be approximately 546 metric tons CO₂e per year, which would be less than three percent of the Clean Air Act reporting limit of 25,000 metric tons per year; project-level GHG emissions would also be substantially less than the BAAQMD threshold of 1,100 metric tons CO₂e per year. Therefore, the project would not have a substantial effect on global GHG emissions and climate change.

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

Source List: 2, 6, 26

Additional Studies Performed:

- Phase I Environmental Site Assessment (ESA), July 2, 2015, Rincon Consultants, Inc.
- Site Mitigation Plan (SMP), September 20, 2017 Rincon Consultants, Inc.
- Historical Analysis, September, 2017, Rincon Consultants, Inc.

Field Inspection (Date and completed by):

Field Inspection, July 18, 2017. Completed by Matthew Long, Senior Environmental Scientist; Daniela Hamann-Nazaroff, Environmental Engineer; Vivon Crawford, Environmental Planning Intern; Rincon Consultants.

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

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65. **United States National Park Service.** National Register of Historic Places. Web site: <http://www.nps.gov/nr/research/>.
66. **United States National Wild and Scenic Rivers System.** California Designated Rivers. Web site: <https://www.rivers.gov/california.php>

Attachments:

- A. Air Quality Modeling Results – CalEEMod 2016 Versions 2016.3.1, Annual Emissions, Table 2.2 “Overall Operational-mitigated.”
- B. Phase I Environmental Site Assessment
- C. Site Mitigation Plan
- D. DPR Forms/Historic Evaluations
- E. DNL Calculator Results
- F. Project-specific Programmatic Agreement

List of Permits Obtained:

Public Outreach [24 CFR 50.23 & 58.43]:

Consistent with applicable regulations, BRIDGE Housing and Mission Housing Development Corporation (MHDC) must prepare a FONSI notice and send it to individuals and groups known to be interested in the project; to the local news media; to the appropriate tribal, local, State, and Federal agencies; to the Regional Offices of the Environmental Protection Agency having jurisdiction; and to the HUD Field Office. If the notice is not published, it must also be prominently displayed in public buildings, such as the local Post Office and within the project area or in accordance with procedures established as part of the citizen participation process. BRIDGE Housing and MHDC must consider public comments and respond with modifications, if appropriate, before completing its environmental certification. In addition, HUD shall inform the affected public about NEPA-related hearings, public meetings, and the availability of environmental documents. Where project actions result in a FONSI, the FONSI will be available in the project file. The local HUD field office may be contacted by persons who wish to review the FONSI. In addition, the Mission Housing Development Corporation held a series of meetings between February and October of 2017 with community organizations to discuss the proposed project and seek community input on the design and objectives of the project.

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed project is a stand-alone action on the project site and is not part of a series of activities. Furthermore, the environmental and social impacts of potential future development on-site have been evaluated as part of the project. Therefore, the project would not result in additional cumulative impacts from future related actions.

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

Offsite Alternative:

Consideration of an offsite alternative is not warranted because there are no substantial adverse effects that would result from the project, or if potentially adverse effects were identified, mitigation has been required to reduce those potentially adverse effects to a less than significant level. The project would involve development of an apartment building on the specific site being studied, which has been acquired by BRIDGE Housing and MHDC.

Reduced Project:

Reducing the number of apartment units and/or the square footage of non-residential space would provide less public housing within the project area. A reduced project with fewer units and a smaller residential population would have similar environmental impacts as the proposed project, but slightly lower in magnitude. In particular, by decreasing the number of residents on-site, a reduced residential project would reduce impacts in issue areas such as hazardous contamination and noise. However, these impacts would still require mitigation.

[Reducing the number of apartment units and/or the square footage of non-residential space would provide less public housing within the project area. A reduced project with 72 dwelling units, 655 square feet of ground floor commercial area, and 48 parking spaces in a basement garage, would provide housing for a smaller residential population would have similar environmental impacts as the proposed project, but slightly lower in magnitude. In particular, by decreasing the number of residents on-site, a reduced residential project would reduce impacts in issue areas such as water demand, wastewater treatment, air quality, traffic, and noise.

The estimated construction-related and operational emissions for each pollutant for the comparison project are shown in Tables 5 and 6 below.

Table 5: Construction Air Pollution Emissions – 72 Units

Pollutant	Construction Emissions (lbs/day)	
	CalEEMod Estimate	BAAQMD Construction Thresholds
ROG	7.09	10
NO _x	20.59	10
PM ₁₀	0.87	15
PM _{2.5}	0.82	10
CO	12.12	N/A

Source: CalEEMod 2016 Versions 2016.3.1, Annual Emissions, Table 2.1 "Overall Construction-mitigated." See Attachment E.

Table 6: Annual Operational Air Pollution Emissions – 72 Units

Pollutant	Operational Emissions (tpy)		
	Operational emissions	CAA Conformity Thresholds	BAAQMD Operational Thresholds
ROG	0.47	100	10
NO _x	0.47	100	10
PM ₁₀	0.30	100	15
PM _{2.5}	0.09	100	10
CO	1.71	100	N/A

Source: CalEEMod 2016 Versions 2016.3.1, Annual Emissions, Table 2.2 "Overall Operational-mitigated." See Attachment E

Although air quality, traffic, and noise impacts would be slightly reduced, noise impacts would still require mitigation.]

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

If the proposed project were not implemented, the project site would continue to be underutilized as a vacant gas station and would remain a source of visual blight in the area. Because there would be no construction and no operational changes under the No Action Alternative, it would have no adverse environmental effects. However, the No Action Alternative would not support the City's goals of ending chronic homelessness and increasing the availability of affordable housing units specifically for families.

Summary of Findings and Conclusions:

The proposed project involves demolition of an existing gas station/auto shop, two canopies, and billboard sign, and construction of a seven-story building with 81 affordable apartment units and 677.5 square feet of ground-floor counseling and community service office uses in the Mission District of San Francisco. The project site is bordered by a mix of industrial, commercial, and residential buildings.

The project would not have any potentially significant environmental impacts to the extent that an Environmental Impact Statement would be required. The project would result in minor adverse but mitigable impacts for several environmental issue areas, including Clean Air, Contamination and Toxic Substances, and Noise Abatement and Control. The addition of, or determination for, an enhanced ventilation system would result in compliance with the particulate matter exposure levels specified in San Francisco Health Code Article 38. Soil vapor sampling, groundwater testing, asbestos and LBP survey, and a Site Mitigation Plan would minimize health, safety, and environmental risks resulting from the demolition of the existing on-site structures and construction of the proposed project. In addition, the implementation of noise reduction measures during construction and noise-reducing building materials and design of the project would reduce impacts concerning exterior and interior noise.

There is a moderate potential of identifying Native American archeological resources and a moderately high potential of identifying historic-period archeological resources during construction of the proposed project. The site-specific Programmatic Agreement between MOHCD and SHPO would be implemented to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. This agreement includes conditions for retention of a qualified archaeological consultant, consultation with descendant communities, evaluation of archaeological resources, implementation of an archaeological testing program, archaeological monitoring during construction, implementation of a data recovery program if required, protection of any human remains or funerary objects, and preparation of a final archaeological report.

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

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

For all remaining issue areas, the project is not expected to result in substantial 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
Clean Air	Air Quality Monitoring and Enhanced Ventilation. The applicant shall monitor ambient air quality prior to and during construction activities and shall install enhanced ventilation, as necessary, to achieve compliance with the particulate matter exposure levels specified in San Francisco Health Code Article 38.
Contamination and Toxic Substances & Hazards and Nuisances including Site Safety and Noise	<p>Soil Vapor Sampling and Groundwater Testing. EDR Historical Dry Cleaners properties adjacent to the project site could potentially subject the project to adverse impacts related to chemical releases. The Phase I ESA recommends soil vapor sampling along the eastern, southern, and southwestern perimeters of the project site, and if groundwater is encountered during construction, samples shall be collected and analyzed for volatile organic compounds (VOCs), pursuant to EPA Method 8260B. The construction contractor shall store all dewatered groundwater onsite and analyze the TPH concentration in the water. The contractor shall report the measured TPH concentration in dewatered water to the San Francisco Department of Public Health (SFPDH) and the Regional Water Quality Control Board (RWQCB), as required. The contractor shall obtain all required permits, such as a National Pollutant Discharge Elimination System (NPDES) Groundwater General Permit, prior to discharge of dewatered groundwater to the City's stormwater system.</p> <p>Asbestos/LBP Survey. Other potential hazards on-site include in-ground hydraulic lifts and asbestos- and lead-based paint materials. The Phase I ESA recommends proper removal of the in-ground lift features (pistons and reservoir) following demolition of the building on-site and soil and groundwater sampling to determine if any releases have occurred. Additionally, the gas station building was constructed in 1974; therefore, demolition would require an asbestos and LBP survey, and possibly abatement.</p> <p>Site Mitigation Plan/Remedial Action Plan. According to the March 2013 Remedial Action Completion Certification letter for the subject property, residual total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and metals can be expected in onsite soil. The objective of the Site Mitigation Plan (SMP) is to minimize health, safety, and environmental risks resulting from the excavation and removal of residual impacted soil and groundwater by designing procedures and protocols that will be followed during soil and groundwater handling activities. Based on the locations of known residual impacted soil and the potential for additional impacted soil to be encountered during construction excavation activities, both pre-construction excavation soil sampling and soil sampling during construction excavation activities would be required. Pre-construction soil samples should be collected from beneath the former pump islands, inside the building from the subsurface (subslab), and from onsite drums. If impacted soil or</p>

	<p>suspect impacted soil is observed during construction excavation activities, soil samples should be collected from the suspect areas. Impacted soil will be removed until concentrations are achieved that meet remediation goals. Any impacted soil will be disposed offsite at a licensed waste facility and no impacted soil will be buried onsite.</p> <p>The SMP also includes a site-specific Health and Safety Plan (HASP) which will address hazards that may be encountered by onsite workers during remediation activities and a Community Health and Safety Plan which will describe the steps necessary to minimize exposure of the public to potentially impacted soil and to physical hazards originating from soil excavation and disposal activities. A Department of Public Health (DPH)-approved Dust Control Plan will also be developed to prevent soil and/or dust from being released during excavation and loading. The construction contractor shall install a vapor and hydration barrier consistent with SFDPH recommendations beneath building floor slabs. The contractor shall provide evidence of vapor barrier installation to the SFDPH prior to building occupancy.</p>
<p>Noise Abatement and Control & Hazards and Nuisances including Site Safety and Noise</p>	<p>Construction Noise Reduction. Construction activity would be limited to the period between 7:00 A.M. and 6:00 P.M. on weekdays and to the period 7:00 A.M. to 5:00 P.M. on weekends. Construction outside of these hours would require a permit from the City. Furthermore, construction contractors for development on the project site shall implement appropriate noise reduction measures, as determined by the City during the construction permit approval process. Required noise reduction measures may include:</p> <ul style="list-style-type: none"> • Maintaining proper mufflers on equipment; • Relocating equipment away from noise-sensitive receptors, where possible; and • Shutting off idling equipment. <p>Noise Reducing Building Design. On-site residential development shall use building façade materials, acoustic insulation in building walls and ceilings, acoustically rated windows, and similar measures to achieve sufficient reductions from outdoor Ldn levels such that building interior Ldn noise levels will be 45 dBA or less in the residential portions of the project. All windows and doors at residences must be rated Sound Transmission Class (STC) 27 or higher.</p> <p>Modern double-pane windows are assumed to reduce interior noise by 25 dBA from exterior noise levels (Harris 1997). Implementation of double-pane windows as noise-reducing design features for dwelling units facing South Van Ness Avenue on the first few floors of the building would reduce interior noise exposure to an estimated noise level of 44.8 dBA Ldn. Therefore, noise levels affecting these residences would be below HUD's goal of 45 dBA Ldn for interior noise, pursuant to 24 CFR Part 51, Section 101(a). Therefore, the project would expose residents to acceptable interior noise levels.</p>

Determination:

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

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

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature: Matthew Long Date: 6/5/2018

Name/Title/Organization: Matthew Long, Senior Environmental Scientist, Rincon Consultants, Inc. _____

Certifying Officer Signature: Katha Hartley Date: 6/5/18

Name/Title: Katha Hartley, Director, MOHCD _____

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