

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

**Project Information**

**Project Name:** 681 Florida Street

**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): Tenderloin Neighborhood Development Corporation and Mission Economic Development Agency  
201 Eddy Street  
San Francisco, California 94102

**State/Local Identifier:**

**Preparer:** Matthew Long, Senior Environmental Scientist, Rincon Consultants, Inc.

**Certifying Officer Name and Title:** Kate Hartley, Director, MOHCD

**Consultant** (if applicable): Rincon Consultants, Inc.

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



## Project Location:

The project site is part of a 1.06-acre lot formerly occupied by a warehouse located at 681 Florida Street, Assessor's Parcel Number (APN) 4022027, which is located in the middle of the block bound by Florida Street to the west, 18<sup>th</sup> Street to the north, Bryant Street to the east, and 19<sup>th</sup> Street to the south (Block 4022, Lot 028) in the City of San Francisco, California (Figures 1 and 2). The site is in San Francisco's Mission District, approximately 0.2 mile west south of United State Highway 101 (US 101), in an urban area primarily composed of residential and commercial land uses. The San Francisco Mission District 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. Development near the project site includes multi-family residences and commercial uses.

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

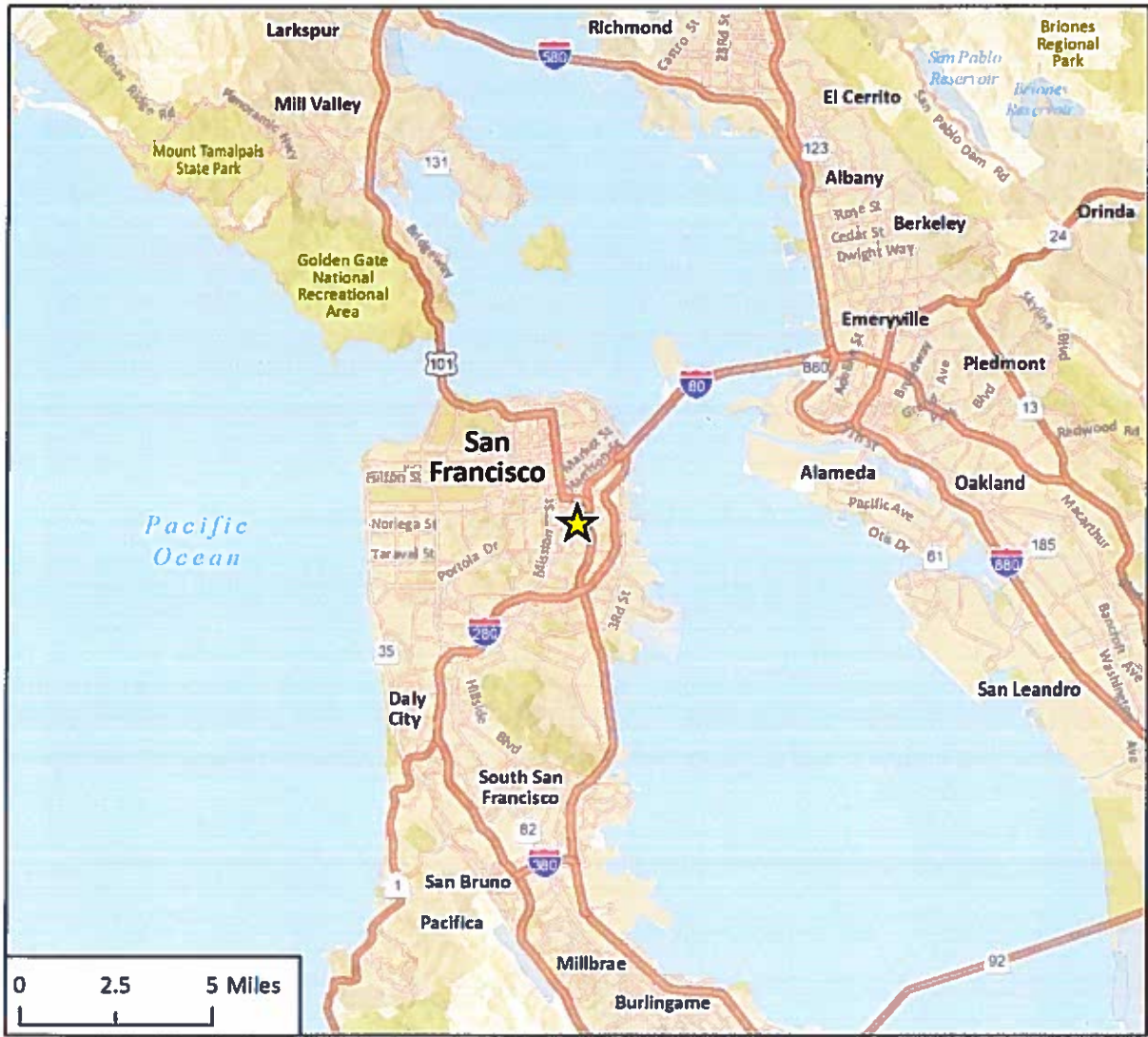
The project would involve construction of a nine-story mixed-use building with 130 affordable dwelling units and a ground-floor arts space. The project would primarily provide family-sized units for the neighborhood and would include 44 studios, 31 one-bedroom units, 41 two-bedroom units, and 14 three-bedroom units. The project would serve families that earn up to 60 percent of the Area Median Income. Thirty percent of the units (39 units) would be reserved for formerly homeless families. Ten units are being considered for the Plus Housing program that supports people with HIV.

No parking would be included as part of the project.

Table 1 summarizes the basic project components.

**Table 1: Project Summary**

Use	Gross Floor Area (square feet)	Units
Residential	89,770	130
Office/Maintenance	3,390	
Circulation	17,270	
Open Space (Exterior)	5,920	
Common Space (Interior)	2,230	
Utility	6,410	
PDR/Arts	10,040	
Elevator/Roof/Stairs	13,270	
Vehicle Parking	None	None
Bicycle Parking	N/A	108 Class I spaces 17 Class II spaces
Total Building Area	148,300	
Lot Size: 19,000 sf (0.44 acres)		
Building Height: 96 feet to top of penthouse		



★ Project Location



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 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 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 681 Florida Street project is designed to substantially meet these policies by providing 130 affordable apartments. The provision of 130 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 and 24th Street Mission Bay Area Rapid Transit (BART) Stations and the San Francisco Municipal Transportation Agency (MUNI), and near jobs and retail services. 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 zoned as Urban Mixed Use (UMU) District. The project site is located in the Mission District neighborhood of San Francisco, which 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 in primarily two-to-four-story buildings that line the small alleys of residential enclaves. The project site's zoning designation of UMU



District supports a variety of retail, office, hotel, entertainment, club, 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 Houses [RH] and Residential Mixed [RM]) and industrial uses (General Production Distribution and Repair District [PDR-1-G]). The UMU District does not require that individual residential or commercial buildings provide off-street parking. Under current the 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 65-foot height limit that applies to the parcel adjacent to the south; all other surrounding uses are subject to the 68-foot height limit.

The rectangular, 19,000 square foot (0.44-acre) project site is currently unoccupied (see Figure 3). The project site is relatively flat and primarily composed of exposed dirt within a fenced area that lacks substantial vegetation. A chain-link fence approximately seven feet in height encloses the site on the north, east, and west sides. An active construction site is adjacent to the project on the north, and an existing five-story building is located to the south (Figure 4).

As shown on the zoning designation map (Figure 5), the project site is surrounded by other mixed-use buildings of approximately two to four stories. To the south of the project site on the opposite side of 19<sup>th</sup> Street are several medium-density, two- to four-story residential buildings.

Numerous public transit services are available within a short walking distance (considered to be less than one mile) of the project site. For example, the 16th Street Mission BART station is in walking distance from the project site and 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. The same four BART lines make stops at 24th Street Mission BART station, located one mile southwest of the project site. Additionally, several on-street MUNI lines operate within a few blocks of the site, including the 27-Bryant, 12-Folsom/Pacific, 22-Fillmore, 33-Ashbury/18<sup>th</sup>, 55-16<sup>th</sup> Street, 9-San Bruno, and 9-San Bruno (rapid) lines. Also, the following Golden Gate Transit and SamTrans bus lines provide service from Mission Street to the North and/or South Bay:

- 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)
- SamTrans 397 (Palo Alto Transit Center)

The project site is located within U.S. Census Tract 228.01, which is bounded by 17th Street to the North, Hampshire Street to the east, 21st Street to the south, and South Van Ness Avenue to the west. According to the 2016 U.S. Census American Community Survey, this census tract has a population of 5,278 with an average household size of 2.7 persons, relative to the County's average household size of 2.3. The median annual household income of Census Tract 228.01 is \$117,188, which is approximately 1.3 times greater than that of the entire County of San Francisco (estimated at \$87,701). The cost of housing in the area, therefore, will be correspondingly higher due to the higher household income and the limited housing available.





**Photo 1:** Looking east across the project site from the western site boundary



**Photo 2:** Looking west across the project site from the eastern site boundary

**Figure 3** Site Photos



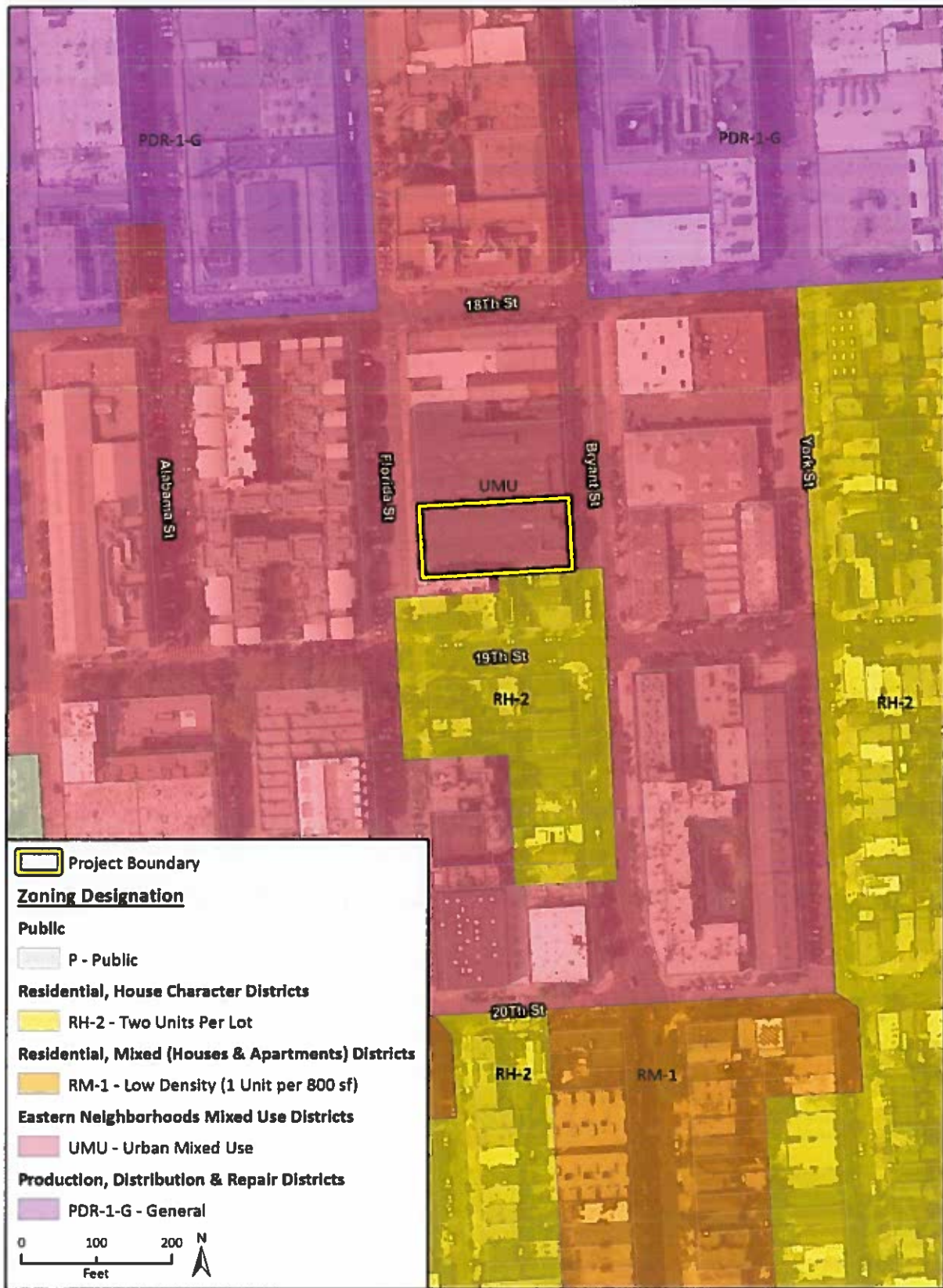
**Photo 1:** Looking northwest along Florida Street from the western edge of the project site



**Photo 2:** Looking northeast along Bryant Street from the eastern edge of the project site

**Figure 4** Surrounding Area Photos





Imagery provided by Google and its licensors © 2018.  
Additional data provided by City of San Francisco 2017.

Figure 5 Zoning Designations Map

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 June 2018 was \$3,441, a three percent increase compared to the year prior, when the average rent was \$3,355. 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 percent to 150 percent of the City's median income. The plan includes building affordable housing on city-owned properties, hiring more staff to speed along permitting for new construction, and exploring affordable housing incentives for developers.

Sources: 27, 30, 32, 51

### **Funding Information**

<b>Grant Number</b>	<b>HUD Program</b>	<b>Funding Amount</b>
	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)]:** \$89,104,637



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

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

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b>		
<b>Airport Hazards</b>  24 CFR Part 51 Subpart D	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>San Francisco International Airport is the nearest airport to the project site, located approximately 10 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 in San Francisco or the project vicinity. The proposed project would not result in a significant airport-related safety hazard.</p> <p><b>Source List: 11</b></p>
<b>Coastal Barrier Resources</b>  Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<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 publicly 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 United States Fish and Wildlife Service (USFWS) reported to Congress on the inclusion of Pacific Coast coastal barriers in the CBRS. Coastal barriers include barrier islands, bars, splits, and</p>

		<p>tombolos, along with 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 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><b>Source List: 61</b></p>
<p><b>Flood Insurance</b></p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>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><b>Source List: 59</b></p>
<p><b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 &amp; 58.5</b></p>		
<p><b>Clean Air</b></p> <p>Clean Air Act, as amended, particularly section 176(c) &amp; (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>The Bay Area Air Quality Management District (BAAQMD) is the responsible regional air pollution control agency in the San Francisco Bay Area.</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<sub>2.5</sub>). The Bay Area is designated as attainment or unclassified for the other federal ambient air quality standards.</p>

**Construction and Operational Emissions**

Clean Air Act conformity thresholds applicable for the proposed project in the San Francisco Bay Area are 100 tons per year (tpy) of PM<sub>2.5</sub> and 100 tpy of ozone (O<sub>3</sub>) (40 CFR §93.153).

Construction and operational emissions for the proposed project are listed in Tables 2 and 3.

For construction activities, compliance with the San Francisco Dust Control Ordinance (Ordinance 176-08) would reduce the quantity of dust generated by site preparation and construction work 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 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.

The air pollutant emissions associated with the project were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (see Attachment A for modeling results). Construction was estimated to occur over 22 months (from June 2019 through March 2021) and included construction of the proposed mixed-use project, based on applicant provided information.

The estimated construction-related and operational emissions for each pollutant for the proposed project are shown in Tables 2 and 3, respectively.

**Table 2: Annual Construction Air Pollution Emissions**

	Maximum Construction Emissions (tpy)	
Pollutant	CalEEMod Estimate	CAA Conformity Thresholds
Ozone	2.3	100
PM <sub>2.5</sub>	0.1	100

Source: CalEEMod 2016 Versions 2016.3.2, Annual Emissions, Table 2.1 "Overall Construction-Mitigated" See Attachment A.

		<p><b>Table 3: Annual Operational Air Pollution Emissions</b></p> <table border="1"> <thead> <tr> <th data-bbox="857 258 987 310"></th> <th colspan="2" data-bbox="987 258 1446 310">Operational Emissions (tpy)</th> </tr> <tr> <th data-bbox="857 310 987 436">Pollutant</th> <th data-bbox="987 310 1141 436">Operational emissions</th> <th data-bbox="1141 310 1446 436">CAA Conformity Thresholds</th> </tr> </thead> <tbody> <tr> <td data-bbox="857 436 987 489">Ozone</td> <td data-bbox="987 436 1141 489">1.9</td> <td data-bbox="1141 436 1446 489">100</td> </tr> <tr> <td data-bbox="857 489 987 541">PM<sub>2.5</sub></td> <td data-bbox="987 489 1141 541">0.2</td> <td data-bbox="1141 489 1446 541">100</td> </tr> </tbody> </table> <p><i>Source: CalEEMod 2016 Versions 2016.3.2, Annual Emissions, Table 2.2 "Overall Operational-Mitigated." See Attachment A.</i></p> <p>As shown in the tables above, development of the proposed project would not generate emissions exceeding Clean Air Act conformity thresholds. Air pollutant emissions would be less than significant.</p> <p><b>Source List: 2, 3, 4, 6, 7, Attachment A</b></p> <p><b>Mitigation Measures</b></p> <p><b>Air Quality Monitoring and Enhanced Ventilation.</b> 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.</p> <p><b>Source List: 2, 3</b></p>		Operational Emissions (tpy)		Pollutant	Operational emissions	CAA Conformity Thresholds	Ozone	1.9	100	PM <sub>2.5</sub>	0.2	100
	Operational Emissions (tpy)													
Pollutant	Operational emissions	CAA Conformity Thresholds												
Ozone	1.9	100												
PM <sub>2.5</sub>	0.2	100												
<p><b>Coastal Zone Management</b></p> <p>Coastal Zone Management Act, sections 307(c) &amp; (d)</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is not within a Coastal Zone Management (CZM) area and does not involve the acquisition of undeveloped land in a CZM area.</p> <p><b>Source List: 23, 62</b></p>												
<p><b>Contamination and Toxic Substances</b></p> <p>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p><b>Hazardous Materials</b></p> <p>In June 2013, PES Environmental, 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 Testing and Materials (ASTM), Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Standard E-1527-05). Environmental Data Resources, Inc. (EDR) was contracted to provide a database search of public lists of sites that generate,</p>												



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 (Appendix E of the Phase I ESA included as Attachment B).

#### ***Hazardous Conditions On-Site***

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 Condition (REC). Based on the long-term previous use of the site as a machine shop (since the 1950s or earlier) and associated use of oils and metal-cleaning solvent, the site's past uses (including steel working, machine shops, and autobody repairs), and evidence of staining and spills on-site, there is potential for subsurface release of hazardous chemicals (Attachment B). A 2017 Revised Site Mitigation Plan (SMP) was developed for the project (Attachment C). Sixteen Exploratory borings were drilled from April 2013 to March 2014, and revealed elevated concentrations of lead at two locations, and groundwater analytical results indicating total petroleum hydrocarbon as diesel (TPH-d), total petroleum hydrocarbon as motor oil (TPHmo), and volatile organic compounds (VOCs) exceeding residential screening levels (RSLs). Groundwater is unlikely to be encountered during excavation activities, but a vapor mitigation system will be required to prevent vapor intrusion from the groundwater and soil gas into indoor air, which could adversely affect future residents. The required vapor mitigation system is described in the 2017 Revised Site Mitigation Plan (Attachment C).

In addition, the 2013 Phase I ESA noted that a possible fill port was observed in the sidewalk. Based on a limited electromagnetic survey performed on June 11, 2013, a metallic line was identified in-line with the possible fill port. Additional investigation was recommended to confirm presence or absence of a potentially undocumented underground storage tank (UST) that may be beneath the floor slab located on 2044 Bryant Street.

#### ***Nearby Sites***

The 2013 Phase I ESA reviewed database listings for adjacent sites and concluded that surrounding properties are not expected to present significant environmental conditions based on closure status, locations cross- or down-gradient of the project site, media of contamination, or distance.

		<p>A review of the California Department of Toxic Substances Control (DTSC) EnviroStor database and the State Water Resources Control Board (SWRCB) GeoTracker database revealed one open case within 0.25 mile of the project site. The Pacific Gas and Electric (PG&amp;E) Treat Avenue Complex is located approximately 0.2 miles to the southwest (two blocks west) of the project site and involved a case of diesel gasoline release to groundwater that has been eligible for closure since 2014. Based on the site's status as eligible for closure, it is unlikely to pose a risk to the environmental integrity of the project site.</p> <p><b>Mitigation Measure</b></p> <p><b>Site Mitigation Plan.</b> With implementation of the recommendations in the SMP, including but not limited to development and implementation of a Health and Safety Plan and the presence of a health and safety officer during excavation, as well as implementation of a vapor mitigation system, impacts would be less than significant.</p> <p><b>Source List: 8, Attachment B and C</b></p>
<p><b>Endangered Species</b></p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes    No</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><b>Source List: 33</b></p>
<p><b>Explosive and Flammable Hazards</b></p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The proposed residential uses on-site would not involve explosive or flammable materials 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 (AST) are in proximity to the project site.</p> <p><b>Source List: 33, 55</b></p>
<p><b>Farmlands Protection</b></p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>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 urbanized land; therefore, the project would not affect farmland.</p> <p><b>Source List: 52, 53</b></p>

<p><b>Floodplain Management</b></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 FEMA floodplain as shown on the Preliminary Floodplain Map prepared for the southeast portion of San Francisco in November 2015.</p> <p><b>Source List: 59</b></p>
<p><b>Historic Preservation</b></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><b>Prehistoric Context</b></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><b>Historic Context</b></p> <p>In the historic period, the project site was occupied by Central Iron Works. A previous recording of the site at 2070 Bryant/ 681 Florida Street in 2008 indicates that a two-story heavy timber-frame brick industrial building occupied the site between 18<sup>th</sup> and 19<sup>th</sup> streets until 2017 when it was demolished. A field check of the property on June 8, 2018 by a Rincon Consultants architectural historian confirmed the demolition of the previously recorded building on the parcel and an active construction site.</p>

		<p><b><i>Regulatory Context</i></b></p> <p><b><u>National Historic Preservation Act and National Register of Historic Places</u></b></p> <p>Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consider 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 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], 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> <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.<sup>1</sup> The significance of effects on cultural resources is also determined by using the criteria set forth in the regulations implementing Section 106 of the NHPA. The NRHP criteria (36 CFR, 60.4) are as follows:</p> <ul style="list-style-type: none"> <li>A. Association with events that have made a significant contribution to the broad patterns of our history</li> <li>B. Association with the lives of persons significant to our past</li> <li>C. Resources that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or</li> </ul>
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		<p>that represent a significant and distinguishable entity whose components may lack individual distinction</p> <p>D. Resources that have yielded or may be likely to yield information important in prehistory or history</p> <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 Code of Federal Regulations (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 impact historic properties. The City is required to comply with the stipulations set forth in the PA for all undertakings that (1) are assisted in whole or in part by revenues from U.S. Department of Housing and Urban Development (HUD) Programs subject to 24 CFR Part 58 and that (2) can result in changes in the character or use of any historic properties that are located in an undertaking's Area of Potential Effects (APE). The proposed project is the approval of the release of federal funds subject to Part 58 and thus is subject to the Stipulations of the PA.</p> <p><b><i>AREA OF POTENTIAL EFFECTS (Stipulation VI of the PA)</i></b></p> <p>Compliance with Section 106 requires the City to evaluate the effect of an undertaking on historic properties within the APE that are eligible for listing in the 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 11 surrounding properties:</p>
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		<ol style="list-style-type: none"> <li>1) 2070 Bryant Street -681 Florida Street</li> <li>2) 689 Florida Street</li> <li>3) 691 Florida Street</li> <li>4) 2000 Bryant Street</li> <li>5) 2001 Bryant Street</li> <li>6) 2028 Bryant Street</li> <li>7) 2055 Bryant Street</li> <li>8) 2080 Bryant Street</li> <li>9) 2088 Bryant Street</li> <li>10) 2098 Bryant Street</li> <li>11) 2750 19<sup>th</sup> Street</li> <li>12) 2810 19<sup>th</sup> Street</li> </ol> <p>For this project, the APE encompasses the area in which the undertaking may directly cause change (i.e., the project site itself) and where it may indirectly cause alterations in the character of historic properties (i.e., on surrounding properties).</p> <p><b><i>IDENTIFICATION AND EVALUATION OF HISTORIC PROPERTIES (Stipulation VII of the PA)</i></b></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 NRHP 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 APE for eligibility for listing in the National Register of Historic Places. This process involved a review of any existing State of California Historic Resources Inventory Forms (known as DPR 523 forms) for properties within the undertaking's APE. The Mayor's Office of Housing and Community Development (MOHCD) retained Rincon to update the DPR 523 forms for properties that had not been evaluated for listing in the NRHP.</p> <p>The warehouse building that occupied the project site at 681 Florida Street was determined ineligible for local listing or designation through local government review process in 2011. The subject property was demolished in 2017 and as such, the property was not</p>
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		<p>evaluated for listing in the National Register of Historic Places.</p> <p>Following Planning Department and SHPO review, the MOHCD determined that except for 2088 Bryant Street, there were no National Register of Historic Places-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><b>2070 Bryant Street- 681 Florida Street</b></p> <p>Previously located on the current project site, the former building at 2070 Bryant Street- 681 Florida Street was demolished in 2017. It was constructed in 1925 and was associated with the Central Iron Works company. The building was previously identified as a contributing element of the Northeast Mission/ Showplace Square Industrial Employment Special Area; however, the potential historic district was not adopted by the San Francisco Historic Preservation Commission due to insufficient evidence to support a finding of eligibility. As a result, the San Francisco Planning Department determined that the property is not eligible for listing in the NRHP.</p> <p><b>689 Florida Street</b></p> <p>The San Francisco Planning Department has determined that the property is not eligible for listing in the NRHP. The L-shaped parcel contains two buildings, a two-story residential building fronting Florida Street and a single-story commercial building fronting 19<sup>th</sup> Street. Both have been extensively altered through the application of stucco cladding, replacement of original windows and doors, and the addition of exterior steps. These alterations have diminished the property's integrity of materials, workmanship, and design and the San Francisco Planning Department has determined that it does not retain sufficient integrity to be eligible for listing in the National Register of Historic Places as a result.</p> <p><b>691 Florida Street</b></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 two-story multi-family residential building is located south of the project site. Although the circa 1900 building is a rare surviving property from its period, it has been substantially altered through a large addition to the east, the removal of original materials and features, and the application of stucco to the exterior walls. These alterations have negatively affected its integrity of materials, workmanship, and design, and the San Francisco Planning Department has determined it does not retain sufficient integrity to be eligible for listing in the NRHP as a result.</p>
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	<p><b>2000 Bryant Street</b></p> <p>The former building at 2000 Bryant Street was previously found ineligible for federal, state, or local designation and was demolished in 2017. As a result, the San Francisco Planning Department has determined that the property is not eligible for listing in the National Register of Historic Places.</p> <p><b>2001 Bryant Street</b></p> <p>The San Francisco Planning Department has determined that the building is not eligible for listing in the NRHP. The two-story industrial building is located north of the project site at the corner of Bryant and 18<sup>th</sup> Streets. It was constructed in 1943 in a utilitarian style. Although the property is associated with the Enterprise Engine &amp; Foundry Company (later Western Enterprises), a significant manufacturer of diesel engines in the San Francisco Bay Area, it was constructed over two decades after the company developed and began manufacturing diesel engines. As a result, the property does not qualify for NRHP eligibility for associations with significant events (Criterion A). There is also no evidence to suggest that the property is associated with significant persons (Criterion B) or has the potential to yield important information (Criterion D). Furthermore, research did not reveal pertinent information on the engineer listed on the construction permit such that the property was associated with a known master architect or builder (Criterion C).</p> <p><b>2028 Bryant Street</b></p> <p>The former building at 2028 Bryant Street was previously found ineligible for federal, state, or local designation and was demolished in 2017. As a result, the San Francisco Planning Department has determined that the property is not eligible for listing in the National Register of Historic Places.</p> <p><b>2055 Bryant Street</b></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 two-story industrial building is located east of the project site across Bryant Street. It was constructed in a utilitarian style in the years after World War II. Although the property is part of a larger historic trend of industrial development and auto-related employment during the mid-twentieth century in the Showplace Square/Northeast Mission survey area, it does not have any significant associations within this context. As a result, the property does not qualify for NRHP eligibility for associations with significant events (Criterion A). There is also no evidence to suggest that the property is associated with significant persons (Criterion B) or has the potential to yield</p>
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	<p>important information (Criterion D). Furthermore, research did not reveal pertinent information on the engineer or builder listed on the construction permit such that the property could be associated with a known master architect or builder (Criterion C).</p> <p><b>2080 Bryant Street</b></p> <p>The San Francisco Planning Department has determined that the building is not eligible for listing in the NRHP. The two-story multi-family residential building located south of the project site with frontage on Bryant Street. It was constructed in 1885 and has been heavily altered from its original appearance. As a result, the San Francisco Planning Department has determined property does not retain sufficient integrity to be eligible for listing in the National Register of Historic Places.</p> <p><b>2088 Bryant Street</b></p> <p>2088 Bryant Street, located southeast of the project site was previously determined eligible for listing in the California Register of Historical Resources as an individual property through survey evaluation in 2011. The San Francisco Planning Department has determined that the 1894, multi-family residential building is also eligible for listing in the NRHP under Criterion A for its associations with the early residential development in the Showplace Square/ Northeast Mission survey areas and under Criterion C for its embodiment of the distinctive characteristics of San Francisco Stick architecture from the late 19<sup>th</sup> Century.</p> <p><b>2098 Bryant Street</b></p> <p>The San Francisco Planning Department has determined that the building is not eligible for listing in the NRHP. The two-story multi-family residential apartment building located south of the project site with frontage on Bryant Street. It was constructed in 1885 and has been heavily altered from its original architectural style. Application of stucco to the exterior walls has negatively affected its integrity of materials, workmanship, and design and it is no longer able to convey any potential historical associations it may have with the early period of San Francisco's development. As a result, the San Francisco Planning Department has determined this property does not retain sufficient integrity to be eligible for listing in the NRHP.</p> <p><b>2750 19<sup>th</sup> Street</b></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 one-story industrial building was constructed in 1907 and is located southeast of the project site with frontage on 19<sup>th</sup> Street. The property is associated with the</p>
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Golden Gate Woolen Manufacturing Company and therefore also with its founder Donald McLennan, an important historical figure in the context of the development of the woolen mill industry on the west coast. However, as a warehouse, a secondary structure in mill operations, the building does not clearly illustrate the achievements of Donald McLennan or the Golden Gate Woolen Manufacturing Company. Research also failed to identify any other significant individuals that are directly associated with the subject property and it has diminished integrity due to several alterations. As a result, the, the San Francisco Planning Department has determined property is not eligible for listing in NRHP under any designation criteria.

***2810 19<sup>th</sup> Street***

The San Francisco Planning Department has determined that the building is not eligible for listing in the NRHP. The two-story multi-family residential apartment building is located south on the project site with frontage on Bryant Street. It was constructed circa 1895 and has been heavily altered from its original appearance through the addition of a third story balcony, the addition of a third story at the rear of the building, and the replacement of original windows. As a result, the San Francisco Planning Department has determined the property does not retain sufficient integrity to be eligible for listing in the National Register of Historic Places.

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

Paragraph F of Stipulation VIII of the PA (New Construction) requires the City to ensure that the design of any new construction is compatible with the historic qualities of the Historic Property, of any historic district or of adjacent historic buildings in terms of size, scale, massing, color, features, and materials and that the design is responsive to the recommended approaches for new construction set forth in the Standards.

The project site is not located in an identified historic district and there are no individual historic structures located on the project site. As discussed above, the architectural APE includes one building that was previously determined eligible for listing in the NRHP by SHPO in 2008: 2088 Bryant Street, however, 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 NRHP, the Planning Department has determined that the undertaking would have no adverse effect on historic properties. See Attachment D.

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

As the responsible agency under the NHPA, MOHCD has determined the APE for archaeological resources based on guidelines contained in the Advisory Council on Historic Preservation's Section 106 Archaeology Guidance. The APE is inclusive of surface and subsurface areas that may be disturbed because of the Proposed Action and alternatives.

In accordance with the Stipulation XI.B of the PA, the City requested that the Northwest Information Center (IC) conduct a records search for the undertaking's APE. The records search, conducted on June 6, 2018, indicated that no previous cultural resource studies have been previously prepared that cover the project area (see Attachment D). The records search of ethnographic literature revealed one Native American resource in the vicinity of the project site.

The IC's review of historical literature and maps indicated moderately high potential for unrecorded Native American resources in the project area due to the site's proximity to the former marshlands of an inlet of the former Mission Bay. The review also indicated a high potential for unrecorded historic-period archaeological resources in the project area. Because there is a moderately high potential for Native American archeological resources and a high potential for historic-period archeological resources to be within the project area, the IC recommended that prior to ground disturbance, a qualified archaeologist conduct further archival and field study to identify archaeological resources, including a good faith effort to identify archaeological deposits that may show no indications on the surface

In accordance with Stipulation XI.D that if the IC recommends such actions, the City must promptly furnish the SHPO with a copy of the IC's response and request the comments of the SHPO. In June 2018, the City requested the SHPO's comments. On July 13, 2018, the SHPO concurred with the IC's recommendation that a professionally qualified archaeologist conduct further archival research and field study to identify cultural resources.

Pursuant to 36 CFR 800.6(a)(1), the City invited the ACHP to participate in the consultation process for development of a project-specific programmatic agreement (Agreement) to protect potential archaeological resources. Upon receiving notification and supporting documentation concerning the Proposed Action, ACHP concluded that Council involvement does not apply and thus their participation is not needed in the consultation process.

		<p>Based on the reasonable presumption that archaeological resources may be present within the project site, MOHCD and the SHPO executed a project-specific Programmatic Agreement on January 29, 2019, 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 E.</p> <p><b><i>Native American Resources</i></b></p> <p>The IC records search results identified that Native American resources in this part of San Francisco County have been found marginal to the San Francisco Bay and its associated wetlands, as well as near a variety of plant and animal resources. Because the project site is located approximately one hundred twenty meters from the former marshlands of an inlet of the former Mission Bay, the IC found a moderately high potential for unrecorded Native American resources in the project area.</p> <p>The NAHC was contacted on June 13, 2018, 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><b><i>Impacts</i></b></p> <p><b><u>Archaeological Resources</u></b></p> <p>Based on a moderately high potential for Native American archaeological resources and a 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 E). With implementation of this Agreement, the proposed project would not have substantial adverse effects on archaeological resources.</p> <p><b><u>Architectural Resources</u></b></p> <p>The proposed undertaking would not result in adverse</p>
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		<p>effects on historical architectural resources because the project site does not contain architectural historic properties. The proposed undertaking is not located within a known or potential historic district; thus, it would not adversely affect properties considered to be historically significant or eligible to be considered historically significant. Construction activities would be limited to the project site.</p> <p><b>Compliance Steps</b></p> <p>The project would be required to comply with the terms of the Agreement Between the City and County of San Francisco and the California State Historic Preservation Officer Regarding 681 Florida Street Affordable Housing Development, San Francisco, California, January 29, 2019.</p> <p><b>Source List: 12, 49, Attachment D and E</b></p>
<p><b>Noise Abatement and Control</b></p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p><b>Construction Noise</b></p> <p>The project site and adjacent properties to the north, east, and west are zoned UMU, while residences to the south are zoned RH-2 (residential – two units per lot).</p> <p>The sensitive receptors nearest to the project site include residences adjacent to the southern edge of the project site, located within the RH-2 zone. Construction on the project site could generate temporarily adverse noise audible to existing residences. At this distance, the operation of pile drivers, if required, could generate noise up to approximately 101 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 89 dBA at the nearest sensitive receptor.</p> <p>Temporary noise generated by construction equipment would require mitigation, as described below.</p> <p><b>Mitigation Measure</b></p> <p><b>Construction Noise Reduction.</b> Construction activity would be limited to the period between 7:00 AM and 6:00 PM on weekdays and to the period 7:00 AM to 5:00 PM 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</p>

		<p>by the City during the construction permit approval process. Required noise reduction measures may include:</p> <ul style="list-style-type: none"> <li>▪ Maintaining proper mufflers on equipment</li> <li>▪ Relocating equipment away from noise-sensitive receptors, where possible</li> <li>▪ Shutting off idling equipment</li> </ul> <p>Source List: 20, 26, 56</p> <p><b>Community Noise</b></p> <p>Potential adverse effects from community noise that could reasonably result from the proposed development on the project site are analyzed herein.</p> <p>The project site's noise environment is dominated by traffic noise from adjacent roadways, primarily Florida Street, Bryant Street, 18<sup>th</sup> Street, and 19<sup>th</sup> Street. The San Francisco city-wide noise map,<sup>2</sup> developed by the Department of Public Health shows background street noise levels of 65.1 – 70.0 A-weighted decibels (dBA) on Bryant Street and 60.1-65.0 dBA on Florida Street, 18<sup>th</sup> Street, and 19<sup>th</sup> Street.</p> <p>According to HUD site acceptability standards, exterior noise less than 65 dB Day-Night Level (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. 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 Bryant Street.</p> <p>The HUD Site DNL Calculator was run to estimate the traffic-related Day/Night Noise Level (DNL), which is equivalent to Ldn (see Attachment F). Estimated average annual daily traffic (AADT) was entered into the DNL calculator, using 24-hour total vehicle counts from a Transportation Impact Study conducted by AECOM in April 2014. Traffic noise from Florida Street and 19<sup>th</sup> Street were incorporated into the DNL Calculator.</p>
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**Table 5: Ambient Noise Levels, HUD DNL Model**

Roadway	Segment	Road DNL
19 <sup>th</sup> Street	Bryant Street to Florida Street	43.9
Florida Street	19 <sup>th</sup> Street and 18 <sup>th</sup> Street	53.5

Sources: Day/Night Noise Level (DNL) Calculator, U.S. Department of Housing and Urban Development  
See Attachment F.

The DNL Calculator estimated that traffic noise from 19<sup>th</sup> Street (1,560 ADT) would be approximately 43.9 dBA at ground level on the project site's frontage, while traffic noise from Florida Street (450 ADT) would be 53.5 dBA. This modeled 24-hour noise level would fall within HUD's acceptable range of under 65 dBA.

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 130 residential units would generate an estimated 400 average daily trips, based on the Institute of Transportation Engineers estimate of trips, as discussed in the *Transportation and Accessibility* section.

Assuming trips travel equally on the four roads surrounding the block, relative to existing traffic levels, the estimated total of 400 daily trips, generated by the project would represent a 22 percent increase in AADT on Florida Street, and a 6.4 percent increase on 19<sup>th</sup> Street. This incremental increase from project-generated traffic would increase noise levels from Florida Street by 1.1 dBA, and noise levels from 19<sup>th</sup> Street by 0.4 dBA, resulting in levels of 54.6 dBA at the project frontage near Florida Street and 44.3 dBA at the project frontage near 19<sup>th</sup> Street. This traffic noise falls within HUD's normally acceptable range.

However, since the traffic noise levels from the Department of Public Health fall in the normally unacceptable range, it is possible that the ground-level exterior of the proposed apartment building would be exposed to excessive exterior noise.

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 multi-family development. Therefore, noise-reducing measures would be required for residential building design, as described below.

		<p><b>Mitigation Measure</b></p> <p><b>Noise Reducing Building Design.</b> On-site residential development shall use building façade materials, acoustic insulation in building walls and ceilings, acoustically rated windows, and similar measures to achieve sufficient reductions from outdoor 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) 25 or higher.</p> <p>Modern double-pane windows are assumed to reduce interior noise by 25 dBA from exterior noise levels. Implementation of double-pane windows as noise-reducing design features for dwelling units facing Bryant Avenue would reduce interior noise exposure to less than 45 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><b>Source List: 14, 27, 54, 55, 56, Attachment F</b></p>
<p><b>Sole Source Aquifers</b></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 45 miles southeast of the project site. The project site is not served by a United States Environmental Protection Agency (USEPA)-designated sole-source aquifer. Therefore, the project would have no effect on a sole-source aquifer subject to the HUD-USEPA Memorandum of Understanding (MOU).</p> <p><b>Source List: 57, 58</b></p>
<p><b>Wetlands Protection</b></p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The nearest mapped wetland to the site is listed as a freshwater pond but appears to be a water storage tank located approximately 0.6 miles southeast of the project site. The project site is in a highly urbanized area of San Francisco. Because 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.</p> <p><b>Source List: 60</b></p>
<p><b>Wild and Scenic Rivers</b></p> <p>Wild and Scenic Rivers Act of</p>	<p>Yes    No</p>	<p>The nearest wild and scenic river to the site is the American Wild and Scenic River located over 75 miles northeast of the project site. Since the project</p>

1968, particularly section 7(b) and (c)	<input type="checkbox"/> <input checked="" type="checkbox"/>	<p>would not affect a wild and scenic river, the project would be consistent with the Wild and Scenic Rivers Act policies.</p> <p>Source List: 63</p>
<b>ENVIRONMENTAL JUSTICE</b>		
<p><b>Environmental Justice</b></p> <p>Executive Order 12898</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>In 2016 the City of San Francisco had a total population of 850,282. Of this population, 41.2 percent was white, 33.5 percent was Asian, 15.3 percent was Hispanic or Latino, 5.1 percent was Black or African American, 0.2 percent was American Indian and Alaska Native, and 0.3 percent was Native Hawaiian and Other Pacific Islander. Approximately 0.5 percent identified as another race. Two Or More Races was reported at 3.9 percent. This represents a greater percentage of minority residents than exists nationwide, per the U.S. Census "State &amp; County QuickFacts," accessed online at <a href="https://www.census.gov/quickfacts">https://www.census.gov/quickfacts</a> in June 2018.</p> <p>The project site is within U.S. Census Tract 228.01 of the City and County of San Francisco. In 2016, the total population of Tract 228.01 was 5,278. Of this population, 40 percent was white, 35.8 percent was Hispanic or Latino, 15.9 percent was Asian, and 2.4 percent was Black or African American. Approximately 1.2 percent identified as another race. Two or More Races was reported at 4.7 percent.</p> <p>Within Census Tract 228.01, approximately 12.5 percent of the population had an income below the poverty level, which is equivalent to the City-wide level. The proposed project would provide 130 new affordable to low-income housing units, including units for minority and other populations, who earn less than 60 percent of the Area Median Income (AMI). Additionally, 30 percent of the units (39 units) would be reserved for formerly homeless families.</p> <p>Potential adverse effects were found for Clean Air, Contamination and Toxic Substances, Hazards and Nuisances including Site Safety, 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. TNDC held a series of public outreach meetings prior to and during preparation of this Environmental Assessment. During these meetings,</p>

		the public expressed a desire for affordable housing in the neighborhood.  Source List: 50, 51
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**Environmental Assessment Factors** [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features, and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable, and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>LAND DEVELOPMENT</b>		
Conformance with Plans/Compatible Land Use and Zoning /Scale and Urban Design	2	<p>The project site is located mid-block between 18<sup>th</sup> Street and 19<sup>th</sup> Street, and Florida Street and Bryant Street in the Mission District of San Francisco. The site is within the Mission area of the Eastern Neighborhoods Area Plan as defined by the City of San Francisco's General Plan. The site is bounded by mixed-use commercial and residential developments on all sides. Land uses on Florida Street north of the project site are primarily PDR Districts with some Urban Mixed Use, while land uses along Florida Street to the south are primarily low- to medium-density residential. There is a high school located at the corner of Harrison Street and 20<sup>th</sup> Street, to the west of the project site. North of the project site across 18<sup>th</sup> Street is a four-story commercial office building. Residential uses border the project site to the south. The project site is zoned UMU and is surrounded by UMU zoning to the north, east, and west, and RH-2 zoning to the south.</p> <p><b><u>Land Use and Zoning</u></b></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</p>

		<p>characteristics of formerly industrial areas. The UMU District functions as a buffer between residential districts and PDR districts in the Eastern Neighborhoods Mixed Use Districts. 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, while 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, as well as 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. Because the project is providing 100 percent affordable housing, it is eligible for a State Density Bonus, which the San Francisco Planning Department has already approved. The project would be 96 feet at the top of the penthouse. The proposed nine-story, 96-foot-tall building would exceed the Planning Code's height limit; however, this exceedance has been approved by the San Francisco Planning Department.</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, and floor area ratios are not applicable to the project due to the exception granted by the San Francisco Planning Department following approval of a state density bonus application for residential buildings with 100 percent affordable units.</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 41 two-bedroom units and 14 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 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</p>
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	<p>shall be provided at the lowest story containing a dwelling unit, and at each succeeding level or story of the building. However, a planning code exception has been granted to the project following approval of a state density bonus application for residential buildings with 100 percent affordable units.</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 project would provide a total of 5,600 square feet of code, per the exception granted by the San Francisco Planning Department following approval of a state density bonus application for residential buildings with 100 percent affordable units.</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 Florida Street, Bryant Street, or an exterior courtyard. The project requested a planning code exception to the dwelling unit exposure requirement.</p> <p><i>Narrow Streets Sun Access</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. Neither Bryant Street nor Florida Street, the two streets that project would front, are considered a "narrow street." Therefore, Planning Code Section 261.1 would not apply.</p> <p><i>Street Trees</i></p> <p>Planning Code Section 138.1 requires one street tree for every 20 feet of street frontage for projects proposing new construction, as well as a streetscape plan, which would include elements from the Better Streets Plan. The project would include approximately 89 feet of frontage along Florida Street and 89 feet of frontage along Bryant Street. Therefore, the project would be required to provide five street trees along Florida Street and five street trees along Bryant Street. The project would include five new street trees along Florida Street and one new street tree, as well as the protection of four existing street trees along Bryant 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</p>
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		<p>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"><li>• Use 100 percent of Public Art Fee to provide on-site public artwork</li><li>• Contribute 100 percent of Public Art Fee amount to the Public Artwork Trust Fund (Ordinance No. 62-12)</li><li>• Expend a portion of the Public Art Fee amount to on-site public artwork and the remainder to the Public Artwork Trust Fund</li></ul> <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 nearest Urban Bird Refuge is located east of US-101; the project site is not located near an Urban Bird Refuge. The project includes bird-safe design features such as tension wires and removable mesh affixed to the building on ledges and across large windows. In addition, all windows would be coated with bird-safe glazing and patterned to reduce reflectivity and transparency. 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 states 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 does not include automobile parking and would include 100 percent affordable housing units and is located within the UMU District; 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 four plan goals:</p> <ul style="list-style-type: none"><li>• Encourage new housing at appropriate locations and make it as affordable as possible to a range of city residents</li><li>• Plan for transportation, open space, community facilities and other critical elements of complete neighborhoods</li><li>• Reserve sufficient space for production, distribution and repair activities, in order to support the city's economy and provide good jobs for residents</li><li>• Take steps to provide space for new industries that bring innovation and flexibility to the city's economy</li></ul>
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	<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"><li>• Preserve diversity and vitality of the Mission</li><li>• Increase the amount of affordable housing</li><li>• Preserve and enhance the PDR businesses</li><li>• Preserve and enhance the unique character of the Mission's distinct commercial areas</li><li>• Promote alternative means of transportation to reduce traffic and auto use</li><li>• Improve and develop additional community facilities and open space</li><li>• Minimize displacement</li></ul> <p>The proposed development would be generally consistent with these principles from the Eastern Neighborhoods Plan and the Mission Area Plan. By providing 130 affordable housing units and 10,040 square feet of PDR space, the project would increase the availability of new housing affordable to families and individuals with lower incomes and contains space for PDR businesses, which were identified by the community as an important priority for the Mission District. The proposed combination of housing with ground-floor PDR space also would 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 PDR uses on the project site also would be compatible with existing pedestrian-oriented commercial uses on 18<sup>th</sup> Street and Mission Street. The proposed building's mixed concrete, cement, and metal sunshaded facades along Bryant Street and Florida Street would be visually consistent with the exterior of the residences located on Florida Street to the south and west. The proposed materials would have a dissimilar texture to older styles of historic buildings at the corner of Florida and 19<sup>th</sup> Street, as well as one- and three-story red brick buildings on the east side of Bryant Street between 18<sup>th</sup> and 20<sup>th</sup> Streets. The contemporary design of the proposed nine-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 nine-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.</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>
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		Source List: 16, 17, 18, 19, 20, 33, 41
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 Investigation conducted by Langan Engineering and Environmental Services, Inc. in 2017. 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 vacant. 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 (except for landscaping elements). 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 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 USEPA'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 combined sewer overflows (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>

		<b>Source List: 20, 31, 33</b>
<b>Hazards and Nuisances including Site Safety and Noise</b>	<b>3</b>	<p><b><i>Site Safety</i></b></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 in an urban setting and development on the site is expected to be compatible with surrounding uses. While there is no known residual contamination on the subject property associated with the former use of the property as an auto repair and machine shop, the site is included on the Maher Ordinance map indicating potential presence of contaminated fill material onsite. A Phase II assessment of the property detected trichloroethylene (TCE) in shallow groundwater beneath the project site at a concentration that exceeded the Regional Water Quality Control Board (RWQCB) Groundwater Vapor Intrusion Human Health Risk Level. Implementation of a Site Mitigation Plan (SMP) would require development of a HASP to prevent safety hazards for construction workers on-site and development of a vapor mitigation system to protect future residents from vapor intrusion from the groundwater and soil gas into indoor air (see Attachment C).</p> <p>On-site construction would be required to comply with the requirements of the latest California Building Code, which includes compliance with earthquake standards, 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><b>Source List: 20, 28, 29, 42, Attachment C</b></p> <p><b><i>Consistency with the California Air Resource Board (CARB) Land Use Advisory Recommendations and Compatibility of Project Related Land Uses</i></b></p> <p>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 1,120 feet west of US 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 not 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.</p>

		<p><b>Source List: 7, 34</b></p> <p><b>Odors</b></p> <p>Objectionable odors are typically associated with industrial uses such as agricultural facilities (e.g., farms and dairies), refineries, wastewater treatment facilities, and landfills. In urban areas, this may also include facilities with a high volume of diesel-fueled vehicles, such as bus depots. The project site is not located near a facility expected to result in nuisance odors, including diesel exhaust odors. In addition, proposed mixed-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.</p> <p><b>Construction Noise</b></p> <p>As detailed above under heading Statutes, Executive Orders, and Regulations Listed at 24 CFR 50.4 &amp; 58.5, <i>Noise Abatement and Control</i>, construction on the project site could generate temporarily adverse noise audible to existing residences up to approximately 101 dBA with piledriving or 89 dBA if no pile driving is required. Temporary noise generated by construction equipment would require mitigation to limit the hours of construction activity, as described above.</p> <p><b>Source List: 22, 28</b></p> <p><b>Community Noise</b></p> <p>As detailed above under heading Statutes, Executive Orders, and Regulations Listed 24 CFR 50.4 &amp; 58.5, <i>Noise Abatement and Control</i>, according to the Department of Public Health, the site is currently subject to traffic noise from adjacent roadways in the "normally unacceptable" range. 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><b>Source List: 14, 27, 54, 55, 56</b></p>
Energy Consumption	2	<p>Development on the project site would use energy produced in regional power plants using hydropower and other renewables including wind and solar power, as well as 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</p>



		substantial adverse effect on energy consumption.  Source List: 5, 48
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>SOCIOECONOMIC</b>		
Employment and Income Patterns	1	<p>Construction of the proposed project would provide temporary construction employment, and the ground-floor PDR uses are expected to generate five to 20 new jobs on-site. Therefore, the proposed project would have a net beneficial effect on employment and income patterns.</p> <p>Source List: 16</p>
Demographic Character Changes, Displacement	1	<p><b>Demographic Character Changes</b></p> <p>The proposed project would result in the establishment of 130 residential units on the project site; based on an average household size of U.S. Census Tract 228.01 of 2.7 persons per household, this would represent an estimated 351 residents.</p> <p>Development of the currently vacant site with high density, affordable residential units 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 neighborhood or population group and would no linear features that would cut off access are proposed. However, the project would be contained on one parcel and would provide connectivity between residences to the south of the site and commercial and light industrial uses to the north. 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: 33, 64</p> <p><b>Displacement</b></p> <p>The project site is currently vacant. Construction of the proposed project would not impact or displace residents or businesses and would develop a currently underutilized site. Furthermore, the proposed project would provide ground-floor PDR space that is expected to generate approximately five to 20 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: 33</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
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<b>COMMUNITY FACILITIES AND SERVICES</b>		
Educational and Cultural Facilities	2	<p>The San Francisco Unified School District (SFUSD) provides public primary and secondary education in San Francisco. The district is comprised of 12 early education schools, 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 16.6 percent of the population in Census Tract Number 228.01 is under the age of 18, which is more than the City/County-wide statistic of 13.5 percent. Although development on-site could add up to 351 residents (as described under subheading <i>Socioeconomic, Demographic Character Changes</i>), including approximately 58 school-aged children (based on Census Tract 228.01 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>Many cultural facilities are located within walking distance of the project site or accessible from the project site via public transportation and would be available to future project residents. Cultural facilities in the vicinity of the project include the Mission Arts Center, located approximately 0.3 mile southwest of the site; the Community Music Center, located approximately 0.5 mile southwest of the site; the David Ireland House, located approximately 0.4 mile southwest of the site; street art in Clarion Alley, located approximately 0.6 mile northwest of the site; murals in Balmy Alley, located approximately 0.6 mile south of the site; the Mission Cultural Center for Latino Arts, located approximately 0.8 miles southwest of the site; Brava Theater Center, located approximately 0.6 mile southeast of the site; Gray Area Grand Theater, located approximately 0.6 miles southwest of the site; the City Art Cooperative Gallery, located approximately 0.6 mile west of the site; and the Creativity Explored gallery, located approximately 0.8 miles northwest of the site.</p> <p><b>Source List: 22, 47, 50</b></p>
Commercial Facilities	2	<p>The proposed project would not include commercial spaces. There would be no change in commercial facilities because of the project, and implementation of the proposed action would not result in impacts to commercial uses.</p> <p>Furthermore, the project site has access to public transit and convenient pedestrian pathways to commercial facilities. The 16<sup>th</sup> Street Mission BART Station is located about 0.6 miles away from the proposed project site and several on-street MUNI buses (including the routes 27 Bryant, 12 Folsom/Pacific, 33 Ashbury/18<sup>th</sup>, 22 Fillmore, and 55 16<sup>th</sup> Street) make stops within a few blocks of the project site.</p> <p>A local market is located approximately 0.15 miles southeast of the project site at 2201 Bryant Street. A second grocery store located approximately 0.50 miles northwest of the project site. A supermarket</p>

		<p>is also located approximately one-mile northwest of the project site at 2001 Market Street, and another supermarket is located approximately 1.1 miles northwest of the site at 2020 Market Street. In addition, the project site is located within the Mission neighborhood of San Francisco located nearby to several coffee shops, retail stores, and restaurants.</p> <p>Therefore, adequate commercial facilities would be accessible to project residents and the proposed action would have a net beneficial impact on commercial facilities.</p> <p><b>Source List: 16, 33</b></p>
Health Care and Social Services	2	<p>A wide array of health care and social services is accessible from the project site via public transit. The City and County of San Francisco Department of Public Health has 16 primary care sites, 18 behavioral health sites, and over 90 contractor sites; the nearest SFPD facility to the project site is the Mission Neighborhood Health Center located at 240 Shotwell Street, approximately 0.4 miles northwest of the site. Zuckerberg San Francisco General Hospital and Trauma Center, located at 1001 Portrero Avenue, is located approximately 0.5 miles southeast of the project site. Health facilities could be accessed from the project site through the 16<sup>th</sup> Street Mission BART Station, which is located less than one mile from 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. As stated previously, the proposed 130 residential units would house an estimated 351 people. This number of people represents less than 0.05 percent 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><b>Source List: 35, 36, 37, 50, 51</b></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. Construction of a new building on the site would generate solid waste; however, construction 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 either be reused on site in other areas of hazardous soils or would be removed and transported to an appropriate off-site disposal location per the requirements of the SMP. During operation, the proposed project could generate an estimated 358,630 pounds of solid waste per year, based generation rates reported by CalRecycle for multi-family residential and Commercial retail 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>

**Table 6: Solid Waste Generation**

Use	Project size	Solid Waste Generation Factor	Expected Generation	
			lbs/day	lbs/year
Multifamily residential	130 du	4 lbs/du/day	520	189,800
PDR (Commercial Retail)	10,040 sf	0.046 lbs/sf/day	462	168,630
<b>Total</b>			<b>982</b>	<b>358,430</b>

Notes: du = dwelling units; sf = square feet; lbs = pounds  
Source: CalRecycle, 2016.

Furthermore, pursuant to Section 1402 of the San Francisco Planning Code, the project applicant would be required to submit a waste diversion plan providing a minimum of 65 percent diversion from landfill of construction debris. Section 1904 of the San Francisco Planning Code would also require the property manager to supply appropriate containers for recyclable and compostable material. Based on reported citywide diversion rates, it is expected that approximately 80 percent of solid waste generated on-site would be diverted from landfills. Therefore, the project would not substantially increase the demand for solid waste removal service beyond current demand in this area.

Source List: 9, 10, 13, 20

Waste Water /  
Sanitary Sewers

2

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. During dry weather, approximately 74 million gallons per day (mgd) of treated wastewater (effluent) is discharged from the 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.

SFPUC operates the City's three pollution control plants and outfalls into the San Francisco Bay. The City's NPDES permits cover its wastewater treatment facilities. The permits specify discharge prohibitions, dry-weather effluent limitations, wet-weather effluent performance project, 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.

Table 6 shows the wastewater generation of the proposed project.

**Table 6: Wastewater Generation**

Use	Wastewater Generation Factor	Expected Generation	
		gal/day	gal/year
Multifamily residential	20 gallons/day/ unit	2,600	949,000
PDR (Commercial Retail)	80 gallons/day/ 1,000 sf	803	239,095
<b>Total</b>		<b>3,403</b>	<b>333,995</b>

Source: City of Los Angeles CEQA Guidelines, 2009.

The proposed project would involve the development of 130 affordable housing units and 10,040 square feet of Commercial retail for PDR. For the proposed project, total wastewater generation is estimated at 3,403 gallons per day (based on SFPUC flow factors: wastewater is 95 percent of water use for multifamily residential users). 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. Water quality impacts associated with changes in CSO discharges to San Francisco Bay would not be significant for the proposed project.

Source List: 13, 44, 45, 46

Water Supply

2

The proposed action would increase demand for water. If water use is 120 percent of wastewater generation, the proposed action would demand approximately 4,083.6 gallons of water per day ( $3,403 \times 120$  percent). However, such water demand is not more than the amounts expected and provided for within the project area. Water would be provided to the building by the SFPUC. In Resolution 02-0084, adopted May 12, 2002, the SFPUC determined that there is sufficient water supply to serve expected development projects in San Francisco through 2020, including the project area. 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 SFPUC per capita water demand rates of 41 gallons per day for residential users and 73 gallons per day for all retail). 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. Furthermore, 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.

Source List: 43, 44, 45

Public Safety -

2

The project area is served by the San Francisco Police Department, out



Police, Fire, and Emergency Medical		<p>of the Mission Police Station, located approximately 0.6 miles northwest of the project site at 630 Valencia Street. 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 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 7 is located approximately 0.25 miles southeast of the project site, at 2300 Folsom 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 would also 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 (EMT), 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, located adjacent to Fire Station 7. 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><b>Source List: 15, 20, 21</b></p>
Parks, Open Space and Recreation	2	<p>The proposed project would involve development of 130 residential units and ground-floor PDR spaces as well as approximately 5,920 square feet of open space on-site. No parks or open spaces would be directly affected by on-site development. An estimated 351 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. <b>Policy 5.1.2</b></p>

		<p>requires that all new 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><b>Policy 5.2.1.</b> Require new residential and mixed-use residential development to provide on-site, private open space designed to meet the needs of residents.</p> <p><b>Policy 5.2.3.</b> Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.</p> <p><b>Policy 5.2.4.</b> Encourage publicly accessible open space as part of new residential and commercial development.</p> <p><b>Policy 5.2.5.</b> 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><b>Policy 5.2.6.</b> 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><b>Source List: 16, 22, 50, 51</b></p>
Transportation and Accessibility	2	<p><b>Traffic</b></p> <p>San Francisco uses vehicle miles traveled (VMT) as a screening criteria for determining if a proposed project would have a significant effect on the transportation environment. The project site is located within transportation analysis zone (TAZ) 538. The existing residential VMT per capita in TAZ 538 is 5.3, with a forecast of 4.6 VMT per capita in 2040. The regional residential VMT per capita minus 15 percent is currently 14.6 with a forecast VMT per capita minus 15 percent of 13.7 in 2040. The residential VMT for the project TAZ is projected to be substantially lower than that of the region, and thus the proposed project would not significantly affect area traffic.</p> <p><b>Source List: 16, 27, 65</b></p> <p><b>Transit</b></p> <p>The project area is well-served by public transit, with access to the 16<sup>th</sup> St. Mission BART Station and public bus routes. The 16th Street Mission BART station is less than one mile (walking distance) from the project site; four BART lines make stops at the 16th St. Mission Station, including Dublin/Pleasanton – Daly City, Pittsburg/Bay Point</p>

SFIA/Millbrae, Richmond – Daly City/Millbrae, and Warm Springs/South Fremont – Daly City lines. The same four BART lines make stops at 24th Street Mission BART station, located one mile (walking distance) southwest of the project site. Several on-street MUNI lines operate within a few blocks of the site, including the 27-Bryant, 12-Folsom/Pacific, 22-Fillmore, 33-Ashbury/18<sup>th</sup>, 55-16<sup>th</sup> Street, 9-San Bruno, and 9-San Bruno (rapid) lines. 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)
- 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: 39

#### *Pedestrian*

Pedestrian facilities include sidewalks, crosswalks, curb ramps, pedestrian call buttons at intersections, and mixed-use pathways. The project site is located midblock between 18<sup>th</sup> Street and 19<sup>th</sup> Street and Florida Street and Bryant Street. The site currently adjoins sidewalks providing pedestrian access along Florida Street and Bryant 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: 33

#### *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.

The San Francisco Bicycle Map designates Harrison, Folsom, Potrero and Valencia Streets as a Class III bicycle lane and 17<sup>th</sup> Street as a Class III signed route with moderate hill near the project site. The Pedaling Forward Bike Program for 2017-2021 includes planned bikeways near the project site along Folsom Street between 16<sup>th</sup> and US 101 and Potrero Street between US 101 and Cesar Chavez, with a protected bike route on 13<sup>th</sup> Street 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, plus one Class I space for every four dwelling units above 100 dwelling units. In addition, and the code requires one Class II space for every 20 dwelling units. Thus, for the proposed 130 residential units, the provision of 107.5 Class I bicycle parking spaces and seven Class II bicycle parking spaces would be required. The project proposes to include 108 Class I bicycle parking spaces and 17 Class II bicycle parking spaces. Class I bike parking spaces protect the entire bicycle 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.

Source List: 38, 40

#### **Loading**

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.

#### **Parking**

		<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 130 units of affordable housing and 10,040 square feet of PDR/arts 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: 20</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURAL FEATURES</b>		
Unique Natural Features, Water Resources	2	<p>The site is a currently vacant, urban parcel. No unique features are located on the site. The proposed project would involve development of a nine-story building with ground-floor PDR space. 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 1.3 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: 33, 60</p>
Vegetation, Wildlife	1	<p>The project site is a previously-developed, currently vacant parcel. Furthermore, the site is in the highly urbanized Mission District of San Francisco. Therefore, the development of residences and ground-floor PDR space on the project site would not have a substantial adverse effect on vegetation or wildlife. Development of the proposed project would include planting six new street trees, which would enhance the urban forest in the area and potentially provide habitat for nesting birds. The addition of six street trees are considered a minor beneficial impact on vegetation and wildlife.</p>



		Source List: 33																
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 (CO<sub>2</sub>) and methane (CH<sub>4</sub>) are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas CH<sub>4</sub> results from off-gassing associated with agricultural practices and landfills. Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO<sub>2</sub>e), and is the amount of a GHG emitted multiplied by its global warming potential.</p> <p>In February 2010, the Council on Environmental Quality (CEQ) provided a draft guidance memorandum on consideration the effects of climate change and GHG in NEPA documentation (CEQ 2010). This document identifies the Clean Air Act reporting requirement of 25,000 metric tons (MT) or more of CO<sub>2</sub>e 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> <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 MT of CO<sub>2</sub>e per year or 4.6 MT of CO<sub>2</sub>e per service population (residents and employees) per year.</p> <p>The amount of CO<sub>2</sub>e per year of operation was modeled using CalEEMod. Project emissions are presented in the tables below.</p> <p style="text-align: center;"><b>Table 7: Annual GHG Emissions</b></p> <table><tr><th>Source</th><th>Emissions (metric tons CO<sub>2</sub>e per year)</th></tr><tr><td>Construction*</td><td>18.0</td></tr><tr><td>Area</td><td>10.3</td></tr><tr><td>Energy</td><td>268.0</td></tr><tr><td>Mobile</td><td>613.5</td></tr><tr><td>Waste</td><td>34.8</td></tr><tr><td>Water</td><td>36.7</td></tr><tr><td>Total</td><td>981.4</td></tr></table> <p>* Construction Emissions amortized over 30 years, the assumed lifetime of the project Source: CalEEMod 2016 Versions 2016.3.2, Annual Emissions, Table 2.2 "Overall Operational-mitigated." See Attachment A.</p> <p>As shown in the table above, GHG emissions associated with</p>	Source	Emissions (metric tons CO <sub>2</sub> e per year)	Construction*	18.0	Area	10.3	Energy	268.0	Mobile	613.5	Waste	34.8	Water	36.7	Total	981.4
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Water	36.7																	
Total	981.4																	

		<p>development would be approximately 981 MT of CO<sub>2</sub>e 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 CO<sub>2</sub>e per year. Therefore, the project would not have a substantial effect on global GHG emissions and climate change.</p> <p>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.</p> <p>Source List: 2, 6, 24, Attachment A</p>
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#### Additional Studies Performed:

- Phase I Environmental Site Assessment (ESA), June 2013, PES Environmental, Inc.
- Phase II Environmental Site Assessment (ESA), June 25, 2018, Langan Engineering and Environmental Services, Inc.
- Site Mitigation Plan (SMP), May 11, 2017, Langan Engineering and Environmental Services, Inc.

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

Field Inspection, July 2, 2018. Completed by Matthew Long, Senior Environmental Scientist, Rincon Consultants, Inc.

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**Attachments:**

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

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

Consistent with applicable regulations, MOHCD 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. MOHCD 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, TNDC, the grant recipient, 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.

Previous community outreach included posting flyers, a community meeting and open house on April 19, 2017, a pre-application meeting on August 16, 2017, a meeting with residents across the street on September 20, 2017, one-on-one meetings/focus groups taking place from April 2017 to June 2018, a community survey conducted between December 2017 and April 2018, and a cultural placekeeping workshop on March 29, 2018. In total, over 30 organizations have been contacted regarding 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.

**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 in a building that is only 68 feet tall (approximately 5 stories) and that would accommodate 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 associated with air quality, traffic, and noise impacts would be slightly reduced, noise impacts would still require mitigation. However, these 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 parcel 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 project would involve construction of a nine-story mixed-use building with 130 affordable dwelling units and a ground-floor arts space in a nine-story building located in San Francisco's Mission District.

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, Hazards and Nuisances including Site Safety and Noise, 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. Following the recommendations contained within the SMP would minimize health, safety, and environmental risks resulting from 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.

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	<b>Air Quality Monitoring and Enhanced Ventilation.</b> 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	<b>Site Mitigation Plan.</b> With implementation of the recommendations in the SMP (included in Attachment C), including but not limited to development and implementation of a Health and Safety Plan and the presence of a health and safety officer during excavation, and implementation of a vapor mitigation system, impacts would be less than significant.
Noise Abatement and Control & Hazards and Nuisances including Site Safety and Noise	<p><b>Construction Noise Reduction.</b> Construction activity would be limited to the period between 7:00 AM and 6:00 PM on weekdays and to the period 7:00 AM to 5:00 PM 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"> <li>▪ Maintaining proper mufflers on equipment;</li> <li>▪ Relocating equipment away from noise-sensitive receptors, where possible; and</li> <li>▪ Shutting off idling equipment.</li> </ul> <p><b>Noise Reducing Building Design.</b> On-site residential development shall use building façade materials, acoustic insulation in building walls and ceilings, acoustically rated windows, and similar measures to achieve sufficient reductions from outdoor 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) 25 or higher.</p> <p>Modern double-pane windows are assumed to reduce interior noise by 25 dBA from exterior noise levels. Implementation of double-pane windows as noise-reducing design features for dwelling units facing Bryant Avenue would reduce interior noise exposure to less than 45 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: 1/30/19

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

Certifying Officer Signature: [Signature] Date: 2/4/19

Name/Title: Kate Hartley, Director, MottD

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).

