

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

Project Information

Project Name: Herz Recreation Center Project

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

Grant Recipient (if different than Responsible Entity): City and County of San Francisco,
Recreation and Parks Department

State/Local Identifier: California/City of San Francisco

Preparer: Karl Heisler

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

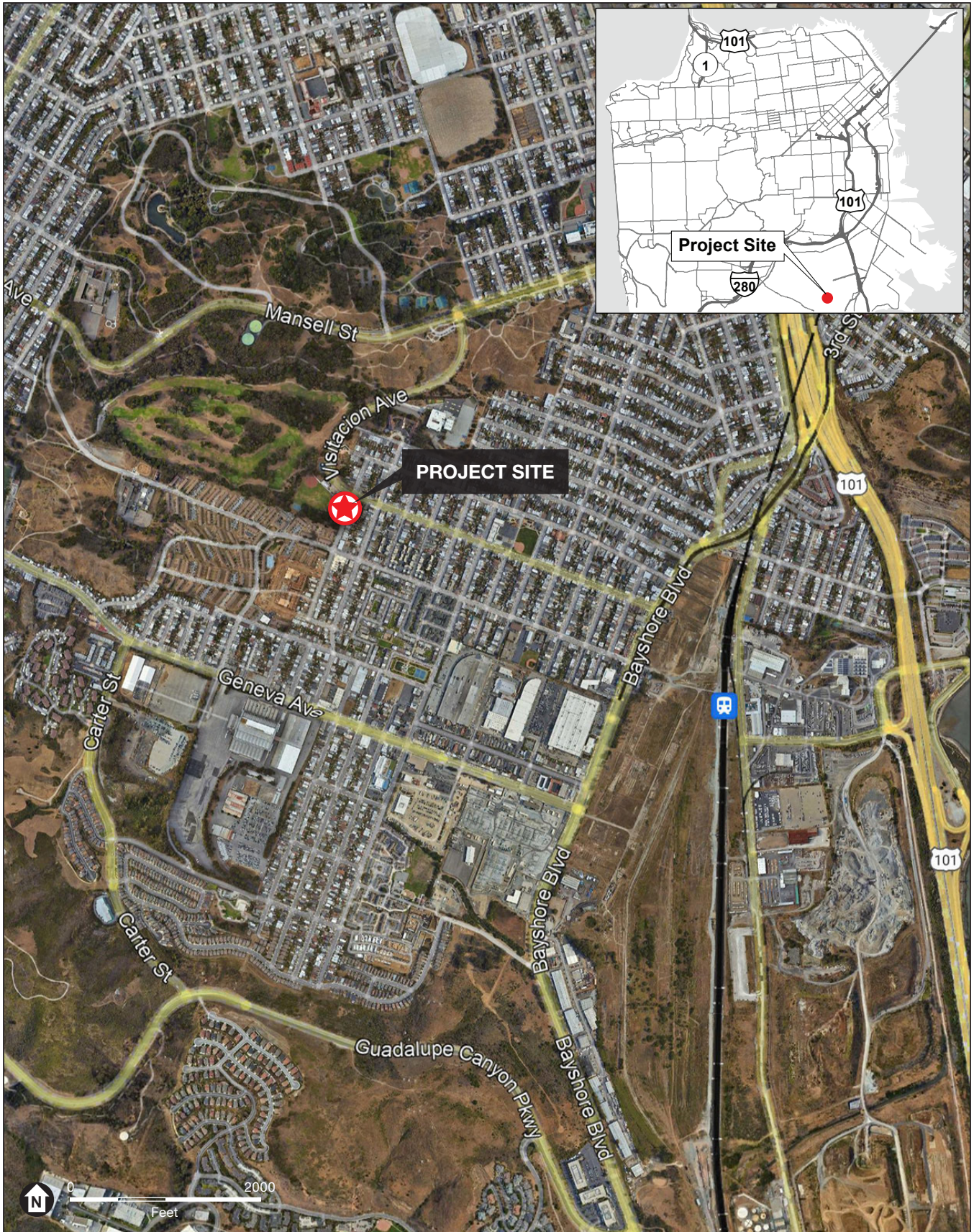
Consultant (if applicable): Environmental Science Associates

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

Project Location: The 6.7-acre project site is located at 160 Hahn Street, San Francisco, CA, 94134,
between Visitacion and Sunnydale avenues, in the southeast corner of the 330-acre John McLaren Park
(Assessor's Block 6220/Lot 002).¹ The project site is in the Visitacion Valley neighborhood in
San Francisco, California.

See **Figures 1** and **2**.

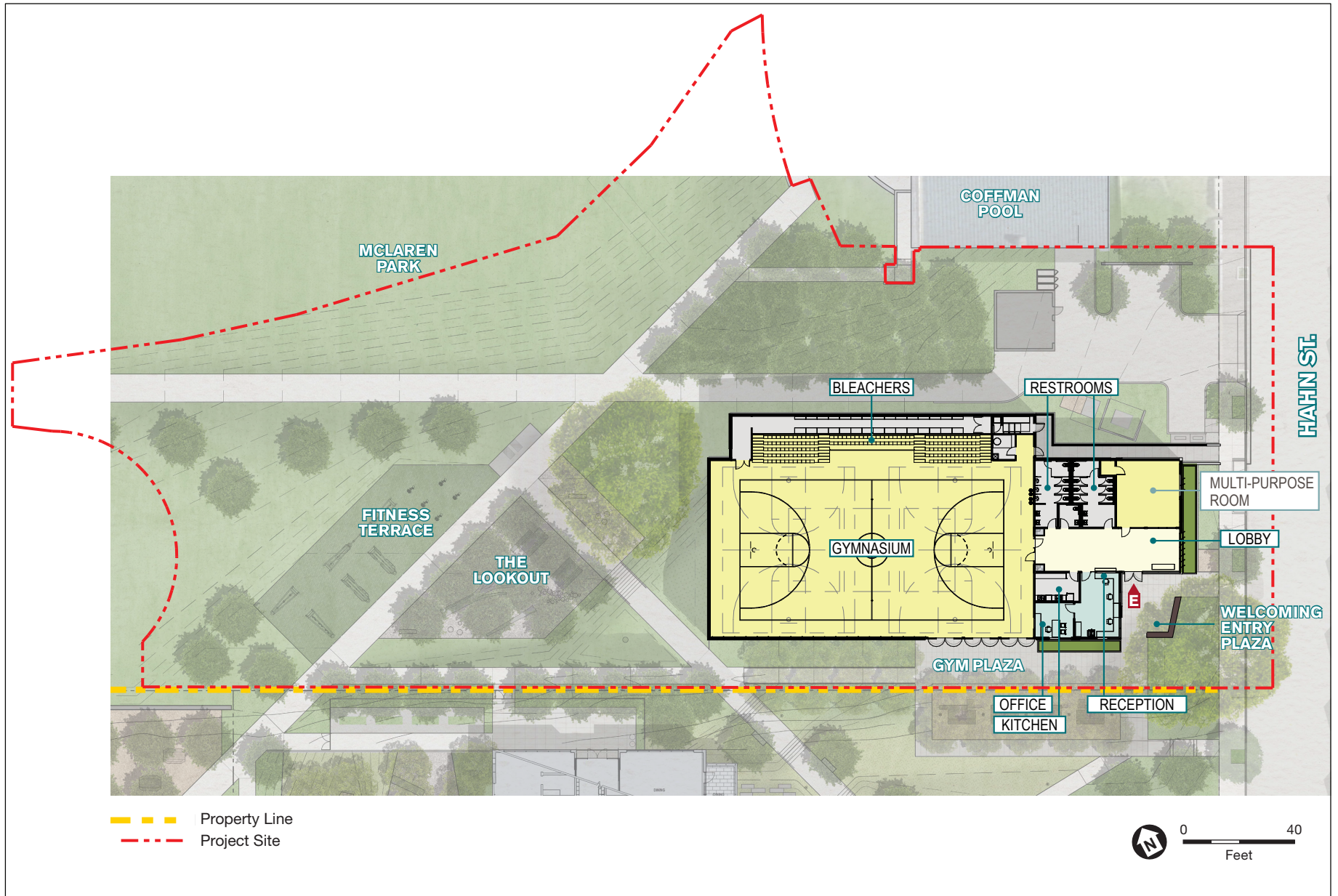
¹ Lot 002 of Assessor's Block 6220, which includes the project site, encompasses the entirety of McLaren Park.



SOURCE: Google Earth Pro, 2021; ESA, 2021

Herz Recreation Center

FIGURE 1
PROJECT LOCATION MAP



SOURCE: Leddy Maytum Stacy Architects, 2021

Herz Recreation Center

FIGURE 2
PROPOSED SITE PLAN

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

The San Francisco Recreation and Park Department (RPD), with federal funding provided through HUD and financial and program assistance from Sunnydale Infrastructure LLC,² proposes to construct a new 12,500-square-foot recreation center and outdoor improvements at the southeast corner of John McLaren Park, adjacent to Herz Playground and Coffman Pool (proposed project).³

The height of the recreation center would be up to 39 feet. The recreation center would include an approximately 7,650-square-foot gymnasium containing an indoor basketball court, a multi-purpose room, a lobby, and a small office. The recreation center would also include tiered seating, restrooms, a small kitchen, and space for storage and building mechanical systems. The project would include the following outdoor improvements: a plaza at the entrance of the new recreation center; installation of adult fitness equipment in an area called the “Fitness Terrace”; a central activity space (“Lookout Terrace”) with picnic tables and wood and rock landscape elements; lighting; new trees and landscaping; and pathway improvements to allow for circulation into and through the park.

Parking and Circulation

The proposed project would include five Class I bicycle parking spaces and 10 Class II bicycle parking spaces,⁴ but would not include any off-street vehicle parking spaces.

A loading and drop-off zone would be established on the west side of Hahn Street adjacent to the project site.

Sustainability

Approximately 15 percent of recreation center’s roof would be covered with solar panels.

Tree Removal

The project would remove approximately 46 trees and plant 92 trees in and around the project area. Three large trees on the project site would be preserved in place.

Construction

The proposed project would involve excavation of up to a maximum of 13 feet below grade. Approximately 6,000 cubic yards of soil would be excavated, of which approximately 150 cubic yards of fill would be reused on-site, for a total net export of about 5,850 cubic yards of soil. The total area of soil disturbance would be approximately 67,700 square feet for the new recreation center and associated exterior improvements.

² Sunnydale Infrastructure LLC is a partnership of Mercy Housing California, a 501c(3) nonprofit, and Related California, a for-profit housing developer. It is an affiliate of the entity that is currently undertaking a multi-year rebuild and expansion of the City-owned Sunnyvale-Velasco housing development (Sunnydale HOPE SF Project) immediately south of the proposed Herz Recreation Center project site. Sunnydale Infrastructure LLC is serving as owner’s representative on behalf of RFP and providing program management for the Recreation Center project. It is also raising \$10 million in private funding towards the project.

³ Usable, or “occupiable,” space, excluding exterior walls and mechanical spaces, would total about 11,900 square feet.

⁴ Class I bicycle parking spaces are required to be secure, weather protected, and intended for use as long term, overnight, and workday bicycle storage. Class II bicycle parking spaces can be racks located in publicly accessible, highly visible locations intended for short-term use by visitors.

Construction is anticipated to last approximately 17 months, starting in February 2023.

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

The proposed recreation center will be an important community amenity for the Sunnydale and Visitacion Valley neighborhoods. Unlike most San Francisco residents who live within a mile or less from a City-owned neighborhood recreation center, many residents of Sunnydale and Visitacion Valley do not have this opportunity in their community, and thus have significant barriers to access recreational programming and facilities needed for physical and mental well-being.⁵ The proposed project will provide residents and visitors with recreational amenities, youth and family programs, and neighborhood-serving community spaces.

The proposed project will be an important amenity for the adjacent master-planned Sunnydale HOPE SF Development Project and has thus been determined by the San Francisco Mayor's Office of Housing and Community Development to be an Executive Directive 17-02 priority project for priority building permit processing. The Sunnydale HOPE SF Development Project is being developed by Mercy Housing California, a 501c(3) nonprofit, and Related California, in partnership with the San Francisco Housing Authority and the City of San Francisco. The Sunnydale HOPE SF Development Project is the transformation of an existing 50-acre public housing community into a mixed-income development of new affordable and market rate housing, street and utility infrastructure, open spaces and neighborhood amenities. When complete, the Sunnydale HOPE SF Project will have a total of approximately 1,700 housing units, of which some nearly 1,000 units, including 775 replacement units of public housing, will be 100 percent affordable (i.e., below market rate) and just under 700 units will be new market-rate units.

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

The approximately 6.8-acre project site is located on Hahn Street between Visitacion and Sunnydale avenues. The project site currently consists of a stand of about 50 mature trees in the southern portion of the site, including Monterey pine, Monterey cypress, and blue gum (eucalyptus); a relatively steep grassy area to the north; several asphalt paths; and a small at-grade electrical transformer (this last feature would remain). The site vicinity includes Herz Playground and Clubhouse; a baseball field; two outdoor basketball courts; and Coffman Pool.

The surrounding area contains primarily residential and recreational uses with limited commercial retail. To the north, across Visitacion Avenue, is the McLaren Park Community Garden and single- and multi-family residences; to the east, across Hahn Street are predominantly two-story, single- and multi-family residences; to the northwest is the Gleneagles Golf Course at John McLaren Park, and to the south is the Sunnydale HOPE SF Development, San Francisco's largest public housing site, currently undergoing reconstruction and expansion into a mixed-income residential community. The Cow Palace Arena & Event Center is located approximately 0.4 mile south of the project site, and light industrial and commercial uses are located just over 0.25 mile southwest of the project site.

⁵ The closest City recreation centers to the project site are Palega Recreation Center in the Portola District, about 1.1 mile to the north-northeast; St. Mary's Recreation Center in Bernal Heights, about 1.5 miles to the north; and Minnie and Lovie Ward Recreation Center in the Ingleside District, about 2.2 miles to the west.

The project site is zoned P (Public Use), and has a height and bulk designation of OS (Open Space). The Public Use zoning district applies to land that is owned by a governmental agency and has some form of public use, including open space. The OS height and bulk district is intended for principal or exclusive purpose as open space, with any proposed buildings or structures limited to those that are determined to be in accordance with the objectives, principles, and policies of the General Plan.

Funding Information

Grant Number	HUD Program	Funding Amount
TBD	Economic Development Initiatives- Community Projects	\$1,500,000

Estimated Total HUD Funded Amount: \$1,500,000

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$24,200,000

Construction Costs: \$18,900,000
 Non-Construction Costs: \$5,300,000
 Total: \$24,200,000

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

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

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	San Francisco International Airport is more than five miles south of the project site. The project site is well outside the boundaries of the San Francisco International Airport runway protection zones as depicted in Exhibit IV-3, Airport Influence Area B – North Side (see p. 11 in source document 1). The project site is outside all other defined safety zones, airspace protection zones, and Airport Influence Areas of the airport’s Land Use Compatibility Plan.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p style="text-align: center;">Compliance determinations</p>
		<p>There are no military airfields in the City and County of San Francisco or the nearby vicinity; therefore, no military airfield Airport Protection Zone or Clear Zone would be implicated.</p> <p>Source Document(s): 1</p>
<p>Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>There are no Coastal Barrier Resource System (CBRS) Units, or CBRS buffer zones, as defined under the Coastal Barrier Resources Act of 1982 (PL 97-348), as amended by the Coastal Barrier Improvement Act of 1990 (PL 101-591) on the west coast of the United States. The project site is therefore not located within a CBRS Unit, or a CBRS buffer zone.</p> <p>Source Document(s): 2</p>
<p>Flood Insurance 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 <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Federal Emergency Management Agency (FEMA) is responsible for delineating areas that are expected to be subject to flooding during a 100-year flood event.</p> <p>A 100-year flood event is defined as the area that is expected to be inundated by flood flows during a rainfall event that would have an annual probability of occurrence of one percent. FEMA refers to the portion of the floodplain or coastal area that is at risk from floods of this magnitude as Special Flood Hazard Areas.</p> <p>FEMA creates and maintains Flood Insurance Rate Maps (FIRMs) which identify areas located within a 100-year floodplain boundary area. Based on FEMA flood hazard mapping and as shown on FEMA map number 0602980233A (effective 3/23/2021, not printed), the project site is within Zone X -- <i>Area of Minimal Flood Hazard</i>. Based on this designation, the project site is not located in a Special Flood Hazard Area.</p> <p>Source Document(s): Attachment 1</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p>		
<p>Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Criteria Pollutants Construction and operational criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. The modeled criteria pollutant emissions were compared to the federal General Conformity <i>de minimis</i> levels and local Bay Area Air Quality Management District (BAAQMD) construction and operational thresholds to determine if the project would result in a significant air quality impact.</p> <p>Comparison to Federal General Conformity De Minimis Levels Project construction is expected to start in 2022 and would be completed in approximately 17 months. Construction emissions from the project would result primarily from off-road equipment, vehicle use to transport construction workers, material and equipment, and fugitive dust. Results of the CalEEMod run indicate that maximum annual emissions from construction would be approximately:</p> <ul style="list-style-type: none"> • 0.15 tons per year of reactive organic gases (ROG); • 0.85 tons per year of nitrogen oxides (NO_x); • 0.95 tons per year of carbon monoxide (CO); and • 0.04 tons per year of fine particulate matter of 2.5 microns or less (PM_{2.5}). <p>Based on the San Francisco Bay Area Air Basin’s designation status as marginal nonattainment for ozone, moderate nonattainment for PM_{2.5}, and maintenance for CO, federal <i>de minimis</i> levels would be 100 tons per year for each of these pollutants or their precursors (ROG, NO_x, PM_{2.5}, and CO). A conformity determination would be required for each criteria pollutant or precursor exceeding the federal General Conformity <i>de minimis</i> level. Emissions of ROG, NO_x, PM_{2.5}, and CO from construction would be below the federal General</p>

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		<p>Conformity <i>de minimis</i> levels pursuant to the 1990 amendments to the Federal Clean Air Act.</p> <p>Operational emissions from the project would result primarily from use of consumer products, and motor vehicle use. Results from CalEEMod indicate that annual emissions from the operation of the project would be approximately:</p> <ul style="list-style-type: none"> • 0.21 tons per year of ROG; • 0.14 tons per year of NO_x; • 1.4 tons per year of CO; and • 0.07 tons per year of PM_{2.5}. <p>Operational emissions would also be below the federal <i>de minimis</i> level of 100 tons per year for ROG, NO_x, PM_{2.5}, and CO. Therefore, the proposed action is exempt from General Conformity regulations.</p> <p>Comparison to Bay Area Air Quality Management District Thresholds</p> <p>The modeling results indicate that the average daily emissions from construction, excluding fugitive dust, would be:</p> <ul style="list-style-type: none"> • 1.0 pounds per day of ROG; • 7.1 pounds per day of NO_x; • 0.3 pound per day of exhaust PM₁₀; and • 0.3 pound per day of exhaust PM_{2.5}. <p>The average daily construction emissions would be below the BAAQMD's average daily construction emission thresholds of:</p> <ul style="list-style-type: none"> • 54 pounds per day of ROG and NO_x; • 54 pounds per day of exhaust PM_{2.5}; and • 82 pounds per day of exhaust PM₁₀. <p>It is important to note that the BAAQMD only considers exhaust particulate matter in its thresholds of significance and emphasizes implementation of its basic and enhanced construction mitigation control measures to ensure that fugitive dust impacts are reduced to a less-than-significant level.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>Results from CalEEMod indicate that maximum annual and average daily emissions from the operation of the project would be:</p> <ul style="list-style-type: none"> • 0.21 ton per year / 1.15 pounds per day of ROG; • 0.14 ton per year / 0.77 pounds per day of NO_x; • 0.24 tons per year / 1.32 pounds per day of total PM₁₀; and • 0.06 tons per year / 0.33 pounds per day of total PM_{2.5}. <p>These emissions would be below the BAAQMD’s maximum annual and average daily operational emission thresholds of:</p> <ul style="list-style-type: none"> • 10 tons per year / 54 pounds per day of ROG and NO_x (each); • 10 tons per year / 54 pounds per day of exhaust PM_{2.5}; and • 15 tons per year / 82 pounds per day of exhaust PM₁₀. <p>Consequently, criteria pollutant emissions from construction and operation of the project would not exceed BAAQMD’s thresholds of significance and no mitigation would be required.</p> <p>Fugitive Dust</p> <p>The City of San Francisco’s Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust to ensure that construction projects do not result in visible dust. The project would implement Best Management Practices (BMPs) in compliance with the City’s Construction Dust Control Ordinance and BAAQMD recommended control measures for controlling fugitive dust and these BMPs would be effective in controlling construction-related fugitive dust, such that there would be no significant project related impacts.</p> <p>Toxic Air Contaminants (TACs) from Construction</p> <p>TACs are a defined set of pollutants that may pose a present or potential risk to human health. Construction-related activities could result in the generation of TACs, specifically diesel particulate matter (DPM), from diesel-fueled construction equipment and vehicles.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>Regarding construction emissions, off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California, although since 2007, the California Air Resources Board has found the emissions to be substantially lower than previously expected. Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California. For example, revised PM emission estimates for the year 2010, of which DPM is a major component of, have decreased by 83 percent from previous 2010 emissions estimates for the San Francisco Bay Area Air Basin. Approximately half of the reduction in emissions can be attributed to the economic recession and half to updated methodologies used to better assess construction emissions.</p> <p>Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the USEPA and California have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines have been phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers are required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the USEPA estimated that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.</p> <p>The City and County of San Francisco’s Clean Construction Ordinance became operative on September 7, 2015, and applies to all publicly funded contracts advertised or initiated on or after this date. The Clean Construction Ordinance contains requirements for project sites located within a designated Air Pollutant Exposure Zone (APEZ) as well as less stringent requirements outside of an APEZ. Based on the latest (2020) map, the project site is not located within an APEZ. Therefore,</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>the project contractor would be required to use equipment with Tier 2 or higher engines or equipment which operates with the most effective Verified Diesel Emission Control Strategies (VDECS) as certified by the California Air Resources Board. Tier 4 engines automatically meet this requirement. As of 2020, 47% of all construction equipment registered within the San Francisco Bay Area Air Basin have Tier 4 engines.</p> <p>Given that (1) the project's construction-related exhaust emissions of PM₁₀ (a conservative proxy for DPM) are substantially below the BAAQMD-published thresholds of significance of 80 pounds per day, (2) the substantial existing proportion of the construction equipment fleet within the Bay Area that have Tier 4 engines, and (3) the requirements of the City's Clean Construction Ordinance, the project would not result in significant adverse risks to community health from construction activities.</p> <p>Asbestos-Containing Materials and Lead-Based Paint</p> <p>As no existing structures would be demolished, there would no potential for exposure to or release of asbestos-containing building materials or lead-based paint.</p> <p>Source Document(s): 3, 4, 5, 6, 7, 8, Attachment 2</p>
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>The project site is not located within a Coastal Zone Management Area or a county or local area of jurisdiction, which includes the first 100 feet shoreward as defined by the Coastal Zone Management Act.</p> <p>Source Document(s): 9</p>
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Historic and Current Use</p> <p>The City and County of San Francisco purchased the project site as part of the planned John McLaren Park around the 1940s. Historical aerial photos indicate a stand of trees occupying much of the project site replaced what had been agricultural land associated with a private parcel. Over time, the stand of trees shrank to respond to changing park needs and</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>programs, including the golf course and development of Herz Playground in the 1950s and 1960s.</p> <p>Herz Playground and its immediate vicinity contains children’s playground and clubhouse, a softball/baseball field, basketball court, open lawn, and two buildings, and Coffman Pool. Both Coffman Pool and the Herz Playground Clubhouse face streets bordering the park (principally, Visitacion Avenue, although Coffman Pool also abuts Hahn Street). The project site is immediately south of Coffman Pool and is currently occupied by a stand of trees that would be removed for construction of the proposed project.</p> <p>Based on a database search conducted for a Phase I Environmental Site Assessment Report prepared for an adjacent site, no hazardous materials sites within one mile of the project site were identified. In addition, both EnviroStor and GeoTracker websites were searched and no open cases were reported within a 2,000 foot radius of the project site.</p> <p>A Phase II Environmental Site Assessment was also prepared for the proposed project to evaluate the chemical condition of the subsurface soil where excavation would occur, evaluate potential waste classification of the excavated materials, and to inform off-site disposal facilities of the potential contents of excavated materials. As part of the Phase II report, direct push borings for soil samples were taken at the project site. Analysis of the soil samples found that arsenic and vanadium were at concentrations above the applicable Regional Water Quality Control Board Environmental Screening Levels. However, the assessment concluded that these metals are likely representative of background concentrations of arsenic and vanadium in the area and are not expected to pose a significant adverse effect on human health and the environment due to the relative immobility of these metals. In addition, the assessment concluded that excavated soil should be considered as non-hazardous waste for offsite disposal.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Asbestos levels in the soil were reported at concentrations below the detection limit in all samples, although trace fibers were reported in each sample. As such, the project would likely be subject to the California Air Resources Board's Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, based on the current interpretation of the applicable regulations by BAAQMD. The requirements established by the Asbestos ACTM are contained in the California Code of Regulations Title 17, Section 93105, and are enforced by BAAQMD. The proposed project would be required to comply with the requirements of the Asbestos ACTM, which includes measures to control fugitive dust from construction activities.</p> <p>Finally, the proposed project would also be subject to the San Francisco Construction Dust Control Ordinance and would comply with all applicable federal and state Occupational Safety and Health Administration's (OSHA) regulations, which would prevent adverse impacts with respect to contamination and toxic substances.</p> <p>Source Document(s): 10, 11, 12, 13, 14</p>
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>The project site contains a large a stand of trees suitable for nesting birds. Although the federally endangered Mission blue butterfly (<i>Plebejus icarioides missionensis</i>) was documented in McLaren Park in 1988, its larval host plants (<i>Lupinus albifrons</i>, <i>L. formosus</i>, and <i>L. variicolor</i>) are not believed to be present within the project site due to the lack of open scrub/grassland habitat where these species occur. In addition, the Sunnydale Redevelopment Biological Assessment conducted in 2010, which included a survey of the current project area, did not identify any <i>Lupinus</i> species within the project site. No federally designated critical habitats are documented within the proposed project site. No impacts on federally listed species or critical habitat are anticipated from the project. Birds protected by the federal Migratory Bird Treaty Act (MBTA) could nest in trees and landscape vegetation on site. Pursuant to RPD's standard construction measures, RPD would screen the project</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>site and the immediately surrounding area to determine whether nesting birds are present and could be affected by construction. If so, RPD would implement measures to protect biological resources, such as establishing work buffer zones and conducting monitoring by a qualified biologist. Therefore, no impacts to MBTA protected birds are anticipated from this project.</p> <p>Source Document(s): 15, 16, 17, 18, 19, 20</p>
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>The project does not involve explosive or flammable materials or operations. There is no visual evidence or indication of unobstructed or unshielded above ground storage tanks (fuel oil, gasoline, propane, etc.) at or immediately adjacent to the project site. The nearest above-ground storage tanks (ASTs) are approximately 2,000 and 4,500 feet from the project site at 2600 Geneva Avenue and 501 Tunnel Avenue, respectively. 2600 Geneva Avenue has a volume of 1,320 gallons, and, based on the tank's contents and size, this AST has an Acceptable Separation Distance (ASD) for thermal radiation of 311 feet (if unobstructed). Because the project site is approximately 2,000 feet away from this AST, and is separated by numerous buildings, it is located at an acceptable distance, and no explosive hazard to the project site would occur. Similarly, the AST at 501 Tunnel Avenue contains 2,500 gallons and has an ASD for thermal radiation of 405 feet (if unobstructed). This site is approximately 4,500 feet west of this AST and thus is located at an acceptable distance. Thus, no explosive hazard to the project site would occur.</p> <p>Source Document(s): 13</p>
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>No protected farmlands are located within the City and County of San Francisco. The project site consists of urban land; therefore, the project would not affect farmlands regulated under the Farmland Protection Policy Act (7 U.S.C. 4201 et seq, implementing regulations 7 CFR Part 658, of the Agriculture and Food Act of 1981, as amended).</p>

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		Source Document(s): 21
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>As discussed above under <i>Flood Insurance</i>, based on FEMA flood mapping, and as shown on FEMA map number 0602980233A (effective 3/23/2021, not printed) the project site is within Zone X -- <i>Area of Minimal Flood Hazard</i>. Based on this designation, the project site is not located in a Special Flood Hazard Area. Consequently, the proposed project would not result in impacts to floodplains and would not result in direct or indirect support of floodplain development.</p> <p>Source Document(s): Attachment 1</p>
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>The discussion of cultural resources is guided by an existing Programmatic Agreement (PA) between the City and County of San Francisco (City) and the California State Historic Preservation Officer (SHPO) pursuant to Section 106 of the National Historic Preservation Act (16 USC §470f) and its implementing regulations at 36 CFR Part 800.14.2. The PA establishes the City's Section 106 responsibilities for the administration of undertakings subject to regulation by 24 CFR Part 58 which may have an effect on historic properties. The City is required to comply with the stipulations set forth in the PA for all Undertakings that (1) are assisted in whole or in part by revenues from U.S. Department of Housing and Urban Development (HUD) Programs subject to 24 CFR Part 58 and that (2) can result in changes in the character or use of any historic properties that are located in an undertaking's Area of Potential Effects (APE). The proposed action is the approval of the release of federal funds subject to Part 58 and thus is subject to the Stipulations of the PA.</p> <p>Area of Potential Effects (Stipulation VI of the PA) 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 NRHP. In 2017, the City determined that the Herz Playground Clubhouse is a contributor to a discontinuous California Register eligible Midcentury Recreation Bond Historic District. The Coffman Pool lacks</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p style="text-align: center;">Compliance determinations</p>
		<p>integrity and does not contribute to the historic district: it is not a historic property. The Historic Resources Evaluation Response Part II, completed for the project by the San Francisco Planning Department in 2019, determined that the project as proposed would be compatible within the setting, organization, and pattern of development of Herz Playground and would not cause an impact to the Herz Playground Clubhouse. There are no other nearby historic resources. Because of the 2019 analysis, the City identified the APE for architectural resources, in accordance with 36 CFR §800.16(d) to include only the project site itself. Therefore, there are no historic properties in the APE.</p> <p>Identification and Evaluation of Historic Properties (Stipulation VII of the PA)</p> <p>Under Stipulation VII, Paragraph B, if a property in an undertaking’s APE is already listed or has already been determined eligible for listing in the NRHP, the City must proceed in accordance with Stipulation VIII, Treatment of Historic Properties. As explained above, there are no historic properties in the APE.</p> <p>Treatment of Historic Properties (Stipulation VIII of the PA)</p> <p>Paragraph F of Stipulation VIII of the PA (New Construction) requires the City to ensure that the design of any new construction is compatible with the historic qualities of the historic property, of any historic district or of adjacent historic buildings in terms of size, scale, massing, color, features, and materials and that the design is responsive to the recommended approaches for new construction set forth in the Secretary of the Interior’s Standards for the Treatment of Historic Properties (Standards). As explained above, there are no historic properties in the APE. Therefore, the proposed project would cause no effect on historic properties.</p> <p>Consideration and Treatment of Archaeological Resources (Stipulation XI of the PA)</p> <p>According to the provisions of Stipulation XI.B of the PA, a non-confidential records search was completed at the Northwest</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>Information Center of the California Historical Resources Information System. The results of the records search, conducted in November 2021, indicate that the project site has a low potential for both prehistoric and historic-era archaeological resources and that further study is not recommended regarding archaeological resources.</p> <p>Native American Resources</p> <p>The NWIC records search results found that Native American resources in this part of San Francisco County. The NWIC records search results identified that Native American resources in this part of San Francisco County have been found marginal to the San Francisco Bay and its associated wetlands, and within Holocene age landforms. Because the project site is located approximately 0.6 miles west of the former Bayshore margins along the edge of Visitacion Valley, on eastern facing mid-slope benches approximately 0.14 miles from the nearest creek or tributary, the NWIC found a low potential for buried unrecorded Native American resources in the project area. The NWIC recommended the lead agency contact local Native American tribe(s).</p> <p>The Native American Heritage Commission was contacted on November 16, 2021, 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 Native American Heritage Commission, the City contacted representatives of Native American tribes in the Bay Area on January 5, 2022, and asked for them to provide any information they may have on the site. Although consultation is ongoing, to date, no representatives of Native American tribes have responded to the City (see Attachment 3 for the Native American Consultation).</p> <p>Conclusion</p> <p>According to Stipulation XI.C of the 2007 PA, no additional work is required regarding cultural resources except documentation prescribed by Stipulation XIX.A.</p> <p>Source Documents: 22, 23, 24, Attachment 3</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p style="text-align: center;">Compliance determinations</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project would intensify the existing land use at the project site and would therefore increase traffic and associated noise levels along roadways in the project vicinity. In the short-term, project construction would temporarily increase ambient noise levels at and adjacent to the project site.</p> <p>HUD Noise Standards</p> <p>Noise exposure standards promulgated by HUD apply only to sensitive land uses. Recreation centers are not considered a sensitive use, unless the use is combined with services such as childcare and/or senior services. As the proposed project would construct a recreational center which would not be considered a noise-sensitive land use, HUD standards do not apply to the proposed project and this analysis relies on the standards in the <i>San Francisco General Plan</i>.</p> <p>San Francisco General Plan Noise Standards</p> <p>The <i>San Francisco General Plan</i> Environmental Protection Element establishes land use compatibility categories for specific land uses proposed within the City. For playgrounds and parks, a noise level of 70 day-night average sound level (DNL) or less is considered satisfactory.</p> <p>The HUD DNL Calculator is an assessment tool that calculates the DNL from roadway and railway traffic, as well as from aircraft and loud impulse sounds. ESA modeled noise levels at the project site using the HUD DNL Calculator, which requires assessing noise impacts from roadways up to 1,000 feet away and railways up to 3,000 feet away that could potentially affect noise at the project site. Roadways within 1,000 feet of the project site included in the analysis are Hahn Street and Visitacion Avenue. Existing traffic volumes for these roadways were obtained from SFMTA traffic count data.</p> <p>There are no railways located within 3,000 feet of the project site. Two airports are located within the preliminary 15-mile screening distance from the project site. San Francisco International Airport (SFO) is located approximately 6 miles to the south and Oakland International Airport (OAK) is located</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>approximately 8 miles to the east of the project site. However, the project site is located several miles outside of the 60 dBA and 65 dBA Community Noise Equivalent Level (CNEL) airport noise contours based on each airport’s respective noise contour map. Consequently, the contribution of airport noise from SFO and OAK would not materially contribute to the noise environment at the project site and was not included in the HUD DNL Calculator assessment.</p> <p>The DNL exterior noise from these sources was calculated to be 66 dBA DNL at the project site. This would fall within the City of San Francisco’s “satisfactory” range for playgrounds and parks, which is less than 70 dBA DNL. Since the project site would not be exposed to noise levels exceeding 70 dBA DNL, attenuation measures would not be required to ensure interior noise standards are met.</p> <p>Construction Noise</p> <p>Project construction would require the use of off-road equipment along with other construction-related noise sources, such as vehicle trips for deliveries and construction workers and would be expected to increase noise levels at surrounding noise sensitive receptors. Construction equipment could consist of excavators, graders, drill rigs, rubber-tired dozers, tractors/loaders/backhoes, cranes, forklifts, generators, pavers, and air compressors. The project site is bounded by sensitive land uses primarily consisting of multi-family residential buildings to the south and single-family housing to the east.</p> <p>Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the <i>Police Code</i>). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) must have manufacturer-recommended and City-approved mufflers for both intake and exhaust. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p style="text-align: center;">Compliance determinations</p>
		<p>The project would be required to comply with regulations set forth in the Noise Ordinance.</p> <p>Construction at the project site generally would be limited to daytime hours. No pile driving is proposed as part of the project, as the recreational center would be a single-story building. Although project construction activities would result in temporary noise impacts, construction would be required comply with the above identified San Francisco Noise Ordinance, and would thus not result in adverse effects.</p> <p>Operational Noise</p> <p>The project would add a 12,500 square-foot recreational center and would therefore increase traffic and associated traffic noise on roadway segments in the vicinity of the project. Based on the Institute of Transportation Engineers’ trip generation rates, a stand-alone recreation center of the size proposed would generate about 360 daily vehicle trips, of which about 20 would occur during the morning peak hour and about 30 during the afternoon peak hour.⁶ Based on existing traffic data for Visitacion Avenue compiled by SFMTA, the afternoon peak hour volume is approximately 320 vehicles. Therefore, the addition of project traffic during peak hours would lead to a less than 10 percent increase in traffic on surrounding streets, assuming that all trips were to use the same roadways to reach the project site. Typically, it takes a doubling of traffic (100 percent increase) to increase associated noise levels by 3 dBA, an increase that would be barely perceivable by the human ear. Therefore, a marginal increase in traffic of less than 10 percent would not increase traffic noise to surrounding uses by levels that would be perceptible. In addition, the project’s fixed noise sources, such as heating, ventilation, and air conditioning systems, would be subject to noise limits in Article 29 of the Police Code (section 2909, Noise Limits).</p>

⁶ The calculation of trip generation based on the ITE *Trip Generation Manual* is conservative because it does not account for either San Francisco’s robust transit, pedestrian, and bicycle facilities, nor does it factor in the project’s small scale and local-serving focus.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>Therefore, the proposed project would not generate significant roadway noise and operational noise impacts.</p> <p>Source Document(s): 25, 26, 27, Attachment 4</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is not served by a U.S. EPA designated sole-source aquifer, is not located within a sole source aquifer watershed, and would not affect a sole-source aquifer. The project site would be entirely served by the existing municipal water supply.</p> <p>Source Document(s): 28</p>
<p>Wetlands Protection</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 project site is not located within or adjacent to a wetland area, as shown in the U.S. Fish and Wildlife Service National Wetlands Inventory Mapper. Two completely enclosed water tanks are located approximately 0.29 miles northwest of the project site and an intermittently inundated channel is mapped approximately 0.1 mile north of the project site, largely within the Gleneagles golf course. Pursuant to RPD's standard construction measures, RPD would screen the project site and the immediately surrounding area to determine whether wetlands are present and could be affected by construction. If RPD determines the proposed project could affect wetlands, RPD would implement measures to protect wetlands.</p> <p>Therefore, the project would not affect wetland or riparian areas.</p> <p>Source Document(s): 29</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The nearest classified Wild and Scenic River is a 23-mile segment of the American River, which is located over 80 miles northeast of the project site. The project would therefore not affect a wild and scenic river. Implementation of the project would not conflict with the provisions of the Wild and Scenic Rivers Act.</p> <p>Source Document(s): 30</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
ENVIRONMENTAL JUSTICE		
<p>Environmental Justice Executive Order 12898</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is currently occupied by a stand of trees and contains no residential population. Thus, no residents would be permanently displaced with implementation of the proposed project.</p> <p>The project site is located in U.S. Census Tract 9805.01 as identified in the 2020 U.S. Census, which had a population of 507. Within this tract, approximately 94 percent of the population is comprised of ethnic minorities and approximately 30 percent of the families have an income below the poverty line. This is substantially higher than the citywide average of approximately 54 percent ethnic and racial minorities and 6 percent of families with household incomes below the poverty line. Therefore, the census tract in which the project is located is considered to have an environmental justice population based upon the higher rate of minority and low-income populations.</p> <p>The project would provide a public recreation center for use by the community, thus providing benefits to an environmental justice population. As analyzed in this EA, the project is not anticipated to result in significant impacts that would create permanent adverse effects in the project area. This <i>Environmental Justice</i> analysis further considers project impacts and their potential to disproportionately affect the project’s introduced environmental justice population.</p> <p>Summary of Project Impacts</p> <p>From the consideration of regulatory factors in this EA, a number of environmental topics were identified to generate potential effects requiring mitigation. However, impacts would be shared by neighboring non-environmental justice populations, thus the following impacts along with their mitigations, summarized below, do not represent impacts with the potential to disproportionately affect an environmental justice population.</p> <p><i>Air Quality:</i> As discussed above in the section titled <i>Clean Air</i>, criteria pollutant emissions resulting from construction and</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>operation of the project would be below BAAQMD’s thresholds of significance. The proposed project would consist of removing trees, ground disturbance, and construction of a new building and associated outdoor improvements, which could produce fugitive dust. Accordingly, the project would be required to comply with the City’s Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008), which requires a number of measures to control fugitive dust to ensure that construction projects do not result in visible dust. The Best Management Practices (BMPs) employed in compliance with the City’s Construction Dust Control Ordinance would be effective in controlling construction-related fugitive dust.</p> <p><i>Noise:</i> Construction of the proposed project would occur entirely within the City and is therefore subject to the San Francisco Noise Ordinance (Article 29 of the Police Code). Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. Construction activities associated with the proposed project would occur within the allowed hours specified in the San Francisco Noise Ordinance, and would not include impact pile driving. In addition, the proposed project would not include substantial vehicle trips, and the project’s fixed noise sources, such as heating, ventilation, and air conditioning systems, would be subject to noise limits in Article 29 of the Police Code (section 2909, Noise Limits). Therefore, the proposed project would not result in adverse noise impacts on an environmental justice population with respect to construction and operational noise.</p> <p><i>Contamination and Toxic Substances:</i> Naturally present asbestos was identified in the soil, and therefore the project would be subject to the California Air Resources Board’s Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations. The requirements established by the Asbestos ACTM are contained in the California Code of Regulations Title 17, Section 93105, and are enforced by BAAAQMD. The proposed project would be required to comply with the requirements of the Asbestos ACTM, which includes measures</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p style="text-align: center;">Compliance determinations</p>
		<p>to control fugitive dust from construction activities. Accordingly, project construction is not expected to encounter hazardous materials.</p> <p><i>Historic Preservation:</i> There are no historic resources in the project’s Area of Potential Effect; therefore, the project would not result in impacts to historic architectural resources. Therefore, no effects to an environmental justice population would result from construction of the proposed project.</p> <p>Conclusion</p> <p>Overall, the project is not anticipated to result in significant impacts that would create permanent adverse effects in the project area to existing populations, or to an introduced environmental justice population. Construction of a public recreation center would result in a beneficial impact for a predominantly minority and low-income population.</p> <p>Source Document(s): 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 22, 23, 24, 25, 26, 27, 31, 32, 33</p>

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

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	1	<p>The project is located within the Visitacion Valley neighborhood near the southern end of San Francisco. The project site is zoned P (Public Use), and has a height and bulk designation of OS (Open Space).</p> <p>According to the San Francisco Planning Code, the P (Public Use) applies “to land that is owned by a governmental agency and in some form of public use, including open space.” The height and bulk of structures in the OS (Open Space) zoning districts “shall be determined in accordance with the objectives, principles and policies of the General Plan.”</p> <p>Conformance with Plans</p> <p>The San Francisco General Plan Recreation and Open Space Element contains objectives and policies relevant to recreational facilities, including the following:</p> <ul style="list-style-type: none"> • Objective 1: Ensure a well-maintained, highly utilized, and integrated open space system.

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
		<ul style="list-style-type: none"> • Policy 1.2: Prioritize renovation in highly-utilized open spaces and recreational facilities and in high needs areas. • Policy 1.5: Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces. • Objective 2: Increase recreation and open space to meet the long-term needs of the City and Bay region. • Policy 2.2: Provide and promote a balanced recreation system which offers a variety of high-quality recreational opportunities for all San Franciscans. • Policy 2.3: Provide recreational programs that are responsive to community needs and changing demographics. <p>Additionally, the General Plan Community Facilities Element contains objectives and policies relevant to neighborhood facilities, including the following:</p> <ul style="list-style-type: none"> • Objective 3: Assure that neighborhood residents have access to needed services and a focus for neighborhood activities. • Policy 3.1: Provide neighborhood centers in areas lacking adequate community facilities. • Policy 3.2: Assure that neighborhood centers complement and do not duplicate existing public and private facilities. • Policy 3.3: Develop centers to serve an identifiable neighborhood. • Policy 3.4: Locate neighborhood centers so they are easily accessible and near the natural center of activity. • Policy 3.5: Develop neighborhood centers that are multipurpose in character, attractive in design, secure and comfortable, and inherently flexible in meeting the current and changing needs of the neighborhood served. • Policy 3.6: Base priority for the development of neighborhood centers on relative need. <p>In general, the proposed project would respond to and be consistent with the above policies.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
		<p>Conclusion</p> <p>The proposed project would develop a public recreation center within a public park. The project does not propose to change the zone designation on the site. The new 39-foot-tall recreation center would be constructed fronting Hanh Street and south of Coffman Pool. The project is compatible within the setting, organization, and pattern of development of its vicinity, including Herz Playground. The scale of new construction would be similar to the existing nearby buildings, and the new recreation center would be some 250 feet southeast of the Herz Playground Clubhouse, thereby attenuating any potential visual effect. The new recreation center would be similar in height to the adjacent Coffman Pool and would have a contemporary design. The currently under-construction rehabilitation of the Sunnydale public housing area immediately south of the project site will include a two-story community center of similar height as the recreation center at the corner of Sunnydale Avenue and Hahn Street. The new public housing buildings in the immediate vicinity of the community center would be 3- to 4-stories tall, and residences to the east across Hahn Street are predominantly two-story, single- and multi-family buildings.</p> <p>The design of the new building was informed through numerous community meetings. Feedback and polling results were considered and incorporated into the project design to respond to the architectural needs of the residents and community.</p> <p>The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. Therefore, the proposed project would not conflict with applicable plans, land use designations, zoning, scale, and urban design.</p> <p>Source Document(s): 34, 35</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<p>Geology and Soils</p> <p>The project site is located in the Coast Ranges Geomorphic Province which extends along the California coast south to the Transverse Ranges and north to the Oregon border. The province is characterized by northwest-southeast trending mountains and faults sub-parallel to the San Andreas Fault Zone. The province comprises marine and terrestrial</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
		<p>sedimentary deposits underlain by Salinian Block granitic rocks west of the San Andreas Fault Zone and the Franciscan Assemblage east of the San Andreas Fault Zone. The project site is underlain by Quaternary age sediments deposited in the last 1.8 million years, including dune sand and Franciscan complex. The San Francisco Planning Department’s Categorical Exemption Determination Layers Map shows that the project site is not located in a Seismic Hazard Zone designated as vulnerable to liquefaction or landslide and does not contain slopes greater than 20 percent. Development on the project site would be subject to the permitting requirement of the San Francisco Department of Building Inspection (DBI) and compliance with the San Francisco Building Code (SFBC). The SFBC derives from the adopted 2019 California Building Code. This code is administered and enforced by the San Francisco DBI, and compliance with all provisions is mandatory for all new development and redevelopment in the City. Throughout the permitting, design, and construction phases of a building project, Planning Department staff, DBI engineers, and DBI building inspectors confirm that the SFBC is being implemented by project architects, engineers, and contractors, including seismic and soil investigations and recommendations.</p> <p>Stormwater</p> <p>The project site is currently a largely pervious area with grass and stand of trees that would be replaced by impervious surfaces. Stormwater runoff from project construction would drain into the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Pursuant to the San Francisco Public Works Code, the Construction Site Runoff Control Ordinance, and the San Francisco Green Building Code, the project sponsor would be required to implement an Erosion and Sediment Control Plan that sets forth BMP measures to reduce potential runoff and erosion impacts during construction. The proposed project would construct all improvements according to the San Francisco Stormwater Management Ordinance, which requires, for areas of less than 50 percent pervious surfaces (such as the project site), that the stormwater runoff rate and volume not exceed pre-development conditions for the 1-and 2-year, 24-hour design storm. The project would provide pre-treatment of a share of the stormwater runoff prior to leaving the site, while stormwater running off the roof of the new recreation center would be piped directly to the combined sewer system. The proposed stormwater</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
		<p>management system for the project would collect, detain and potentially retain some stormwater within the project site such that the rate and amount of stormwater runoff from the site does not negatively impact the City’s treatment facilities, and in a manner that is consistent with the San Francisco Public Utilities Commission’s Stormwater Design Guidelines. Adherence to these requirements would ensure that the proposed project would not substantially degrade water quality during either construction or operation.</p> <p>Source Document(s): 36, 37</p>
Hazards and Nuisances including Site Safety and Noise	2	<p>Site Safety</p> <p>As described above in “Contamination and Toxic Substances,” historical records and potential hazards for the project site and immediate vicinity were reviewed. No hazardous materials issues were identified that require mitigation. However, naturally present asbestos was identified in the soil, and therefore the project would be subject to the California Air Resources Board’s Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations. The requirements established by the Asbestos ACTM are contained in the California Code of Regulations Title 17, Section 93105, and are enforced by BAAAQMD. The proposed project would be required to comply with the requirements of the Asbestos ACTM, which includes measures to control fugitive dust from construction activities. Accordingly, earthwork and ground disturbing activities would not result in adverse effects requiring mitigation.</p> <p>As discussed in “Soil Suitability/ Slope/ Erosion/ Drainage/Storm Water Runoff” above, the project site is not located in a Seismic Hazard Zone and does not contain slopes greater than 20 percent. On-site construction would be subject to the permitting requirements of the DBI and compliance with the San Francisco Building Code, which includes compliance with earthquake standards and fire codes and regulations.</p> <p>Construction Noise</p> <p>Construction noise as discussed above “Noise Abatement and Control” would be temporary and mitigated by compliance with the City’s Noise Ordinance.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
		<p>Community Noise</p> <p>As discussed above under “Noise Abatement and Control,” the proposed project would place a new recreation center in the park. DNL exterior noise from was calculated to be 66 dBA DNL at the project site, which would fall within the City and County of San Francisco’s “satisfactory” range for playgrounds and parks of less than 70 dBA DNL.</p> <p>Air Quality</p> <p>As discussed under “Clean Air” above, the operational emission from the project would be well below the federal de minimis levels for ROG, NOx, PM2.5, and CO. Uses surrounding the project site are recreational and residential in nature; as such, these uses would not generate air pollution impacts that could affect the recreation center users.</p> <p>Source Document(s): 10, 11, 12, 13, 14, 25, 26, 27</p>
Energy Consumption	2	The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations. In addition, San Francisco’s Green Building Code places more stringent energy, materials, and construction debris management requirements on new City buildings than does Title 24. The project is anticipated to receive Leadership in Energy and Environmental Design (LEED) Gold or Platinum certification. The project would not have a substantial effect on the use, extraction, or depletion of a natural resource.

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	2	Construction on the project site would provide temporary full-time construction jobs and a few permanent jobs, but is not expected to affect employment in the long-term. No impact is anticipated from the project on employment and income within the project area.

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Demographic Character Changes, Displacement	2	<p>Demographics</p> <p>The proposed project would not result in physical barriers or reduced access that would isolate a particular neighborhood or population group.</p> <p>Construction would result in temporary, construction job growth at the project site as a result of the project, and operation would result in a few permanent jobs. This increase in employment is anticipated to be accommodated by the existing employment pool. As the proposed project is consistent with the planned use of the site, no adverse demographic changes are anticipated.</p> <p>Displacement</p> <p>Construction of the proposed recreation center would not displace existing residents as the site is part of John McLaren Park and currently undeveloped.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>The proposed project would not include any residential units and, thus, would not directly contribute to school-aged children or the demand for educational facilities. The project site does not contain cultural facilities and the proposed action would not affect existing cultural facilities by its operation. As no permanent population would be generated by the proposed project, the project would have no impact on educational and cultural facilities.</p>
Commercial Facilities	2	<p>The project site is within adequate and convenient distance to retail services that provide essential items such as food, medicine, banks and other convenience shopping. Existing nearby retail and commercial services (e.g., on Leland Avenue, Bayshore Boulevard, and Geneva Avenue) would not be adversely impacted or displaced by the proposed project.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Health Care and Social Services	2	<p>The project will not impact any health care or social service facilities. The nearest major hospital is 2.5 miles north of the site (California Pacific Medical Center's Mission Bernal Campus). Several social services including a community center are planned in the redevelopment of the adjacent Sunnydale-Velasco site.</p>
Solid Waste Disposal / Recycling	2	<p>Recology, Inc. provides residential and commercial solid waste collection, recycling, and disposal services for the City and County of San Francisco. Recyclable materials are taken to Recology's Pier 96 facility, where they are separated into commodities (e.g., aluminum, glass, and paper) and transported to other users for reprocessing. Compostables (e.g., food waste, plant trimmings, soiled paper) are transferred to a Recology composting facility in Solano County, where they are converted to soil amendment and compost. The remaining material is transported to a landfill.</p> <p>In September 2015, the City entered into a landfill disposal agreement with Recology, Inc. for disposal of all solid waste collected in San Francisco, at the Recology Hay Road Landfill in Solano County. The Recology Hay Road Landfill has a permitted remaining capacity of 30,433,000 cubic yards and is expected to continue to receive waste approximately through the year 2077. The City's contract with the Recology Hay Road Landfill will extend until 2031 or when the City has disposed 5 million tons of solid waste, whichever occurs first. At that point, the City would either further extend the landfill contract or find and entitle an alternative landfill site.</p> <p>Construction and demolition (C&D) debris in the City must be transported by a registered transporter to a registered facility that can process mixed C&D debris pursuant to the City and County of San Francisco C&D Ordinance. The Ordinance requires that at least 65 percent of C&D debris from a site go to a registered C&D recycling facility. This requirement has been augmented by the Green Building Ordinance, which requires that at least 75 percent of C&D debris be diverted from landfills. Compliance with this regulation would ensure any impact from construction debris is appropriately minimized.</p> <p>During operation, the project would be subject to the City's Mandatory Recycling and Composting Ordinance, which requires the separation of refuse into recyclables, compostables, and trash, thereby minimizing</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
		<p>solid waste disposal and maximizing recycling and composting. Although the project could incrementally increase total waste generation from the City by increasing the number of park users at the project site, the increasing rate of diversion through recycling and other methods would result in a decreasing share of total waste that requires deposition into the landfill. Therefore, the Recology Hay Road Landfill is expected to be able to provide service to the City, including the proposed project, the without need for new expansion beyond that already planned, until the year 2077.</p> <p>Source Document(s): 38, 39</p>
Wastewater / Sanitary Sewers	2	<p>The project site is within an urban area that is well served by the combined sewer/stormwater collection, storage and treatment facilities operated by the San Francisco Public Utilities Commission (SFPUC).</p> <p>Wastewater generated at the project site would be treated by the SFPUC, which provides wastewater collection and transfer service in the City. The SFPUC has a combined sewer and wastewater system, which collects sewage and stormwater in the same pipe network. San Francisco comprises two drainage basins: Bayside and Westside drainage basins, which collect wastewater and stormwater from the east and west sides of the City, respectively, which are further divided into five distinct urban watersheds. The project site is located in the Sunnydale urban watershed. Combined wastewater and stormwater from the project area is transported for treatment to the Southeast Water Pollution Control Plant. Treated wastewater is discharged to San Francisco Bay through outfalls at Pier 80 (dry and wet weather), and in Islais Creek (wet weather).</p> <p>During dry weather, the Southeast Water Pollution Control Plant has a dry weather capacity of 84.5 million gallons per day (mgd). During wet weather, the plant processes up to 250 mgd of combined wastewater.</p> <p>The combined sewer and wastewater system currently operates under National Pollutant Discharge Elimination System Permits. The Southeast Water Pollution Control Plant is currently operating under the 2008 NPDES Permit No. CA0037664 (Order No. R2-2008-0007) issued and enforced by the San Francisco Bay Regional Water Quality Control Board, which monitors discharge prohibitions, dry-weather effluent limitations, wet-weather effluent performance criteria, receiving water</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
		<p>limitations, sludge management practices, and monitoring and reporting requirements. The permits prohibit overflows from the combined sewer and wastewater system structures during dry weather and require wet-weather overflows to comply with the nine minimum controls specified in the federal combined sewer and wastewater system Control Policy.</p> <p>The project would incrementally increase demand for and use of waste water and sanitary sewer services, but not in excess of existing capacity.</p> <p>Source Document(s): 40, 41</p>
Water Supply	2	<p>Development of the project site with a recreation center would increase demand for water. Water would be supplied to the project from SFPUC. The SFPUC estimates that a typical development project in San Francisco comprised of either 100 dwelling units, 100,000 square feet of commercial use, 50,000 square feet of office, 100 hotel rooms, or 130,000 square feet of production, distribution, and repair use would generate demand for approximately 10,000 gallons of water per day, which is the equivalent of 0.011 percent of the total water demand of 89.9 million gallons per day anticipated for San Francisco in 2040. The proposed project includes three new restrooms. Conservatively assuming the proposed project would generate water demand less than or equal to an equivalent size office facility, the proposed project would generate less than 0.0028 percent of water demand for the city as a whole in 2040, constituting a negligible increase in anticipated water demand (12,500-square-foot recreation center/50,000-square-foot office = 1/4 of the water demand of a typical size office; 10,000 gallons of water per day for a typical size office/4 = 2,500 gallons of water per day for the proposed project/89,900,900 gallons of water per day anticipated in San Francisco in 2040).</p> <p>The SFPUC uses population growth projections provided by the planning department to develop the water demand projections contained in the urban water management plan. The proposed project would be encompassed within planned growth in San Francisco; therefore, it is accounted for in the water demand projections contained in the urban water management plan. Because the proposed project would comprise a small fraction of future water demand that has been accounted for in the City's urban water management plan, sufficient water supplies would be</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
		<p>available to serve the project in normal, dry, and multiple dry years and would not require new water supply entitlements and water resources.</p> <p>Source Document(s): 40</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>The project site is served by the San Francisco Police Department (SFPD) and the nearest station to the project site is the Ingleside Station at 1 John V. Young Lane, approximately 2 miles away. In addition, the Ingleside Station maintains a substation within the adjacent Sunnysdale-Velasco public housing site.</p> <p>The San Francisco Fire Department (SFFD) provides fire suppression services and unified emergency medical services (EMS) and transport, including basic life support and advanced life support services, in the City and County of San Francisco. The nearest stations are Station 43 at 720 Moscow Street (approximately 0.9 mile to the west), Station 44 at 1298 Girard Street (approximately 0.9 mile to the east), and Station 15 at 1000 Ocean Avenue (approximately 2 miles to the northwest). If one or more of the engine or truck companies were to be out of service at the time of an alarm, the next closest available unit would respond.</p> <p>Emergency medical transportation to San Francisco hospitals is provided by a dynamically deployed fleet of both public and private ambulance services. San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes.</p> <p>Implementation of the proposed project could increase the demand for fire protection, emergency medical and police protection services. However, the increase would be incremental, and would not be substantial given the overall demand for such services on a citywide basis. Furthermore, the fire and police departments conduct ongoing assessments of its respective service capacities and response times to maintain acceptable service levels, given the demand resulting from changes in population.</p> <p>Source Document(s): 42, 43</p>
Parks, Open Space and Recreation	1	<p>The project site is located in John McLaren Park. The 300-acre park includes recreational amenities including basketball and tennis courts, baseball and soccer fields, Gleneagles Golf Course, Coffman Pool, several</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
		<p>playground and picnic areas, and approximately seven miles of trails. Other parks include the Crocker Amazon Playground approximately one mile west of the project site. The project would increase the available recreational facilities and thus would have a beneficial impact on parks, open space, and recreation.</p> <p>Source Document(s): 44</p>
Transportation and Accessibility	2	<p>Traffic</p> <p>The project is being developed largely to serve the immediate neighborhood (both the Sunnydale HOPE SF site and the existing Visitation Valley community). As a result, many users of the new recreation center can be expected to travel to and from the site by means other than car (walking, bike, etc.). Additionally, at least some recreation center users would likely already be using Herz Playground and/or Coffman Pool, further decreasing the number of new auto trips to and from the site.</p> <p>The San Francisco Planning Department does not have a standard trip generation rate for recreational facilities; the Department’s previous review of the proposed project determined that “additional transportation review is not required,” presumably owing to the minor nature and scale of the proposed improvements. Conservatively relying on the Institute of Transportation Engineers’ trip generation rates, a stand-alone recreation center of the size proposed would generate about 360 weekday daily vehicle trips, of which about 22 would occur during the morning peak hour and about 29 during the afternoon peak hour.⁷ This minor volume of traffic would not adversely affect circulation on nearby streets and therefore would have no adverse effect on traffic operations.</p> <p>In terms of vehicle miles traveled (VMT), which the State of California now relies upon for evaluation of transportation impact analysis in state environmental reviews, the project’s modest trip generation and the likelihood that a number of project visitors would travel by non-automobile modes means that the project would not substantially increase VMT. Furthermore, according to the City’s Transportation Information</p>

⁷ The project trip generation was calculated based on ITE Land Use Code 495 (Recreational Community Center), from ITE’s *Trip Generation Manual – 10th Edition*, and is conservative because it does not account for either San Francisco’s robust transit, pedestrian, and bicycle facilities, nor does it factor in the project’s small scale and local-serving focus.

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
		<p>Map, the existing average daily VMT per employee for the transportation analysis zone (TAZ) in which the project site is located (TAZ 893), is 10.56 for retail uses, which is below the existing regional VMT per capita minus 15 percent of 12.6.⁸ The project is located within an area of the City where the existing VMT is more than 15 percent below the regional VMT thresholds; therefore, the project would not generate a substantial increase in VMT and is not anticipated to result in adverse impacts related to VMT.</p> <p>Transit</p> <p>The project site and vicinity are served by San Francisco Municipal Railway (Muni) lines 8-Bayshore, 9-San Bruno, 9R-San Bruno Rapid, and 56-Rutland.⁹ Each of lines 8, 9, and 9R has its terminus within a walking distance of 15 minutes or less to the project site; the 56-Rutland provides local service largely within Visitacion Valley and the nearby Little Hollywood and Executive Park neighborhoods.¹⁰ The project could incrementally increase ridership on one or more of the above Muni lines but the volume of new riders on any line or individual bus would be relatively minimal. Accordingly, the project would result in no adverse effects related to transit.</p> <p>Pedestrian and Bicycle Circulation</p> <p>Pedestrian facilities include sidewalks, crosswalks, curb ramps, pedestrian call buttons at intersections, and mixed-use pathways. The project site, at the southeast corner of McLaren Park, is bounded by Hahn Street on the east. Hahn Street has sidewalks on both sides of the street. There are two asphalt pathways that lead into McLaren Park from the west sidewalk of Hahn Street and that extend through the project site. These pathways would be removed as part of the project. The project would install a new, realigned asphalt pathway between the new recreation center building and the existing structure housing Coffman Pool; this new pathway would connect with existing pedestrian walkways within the park that extend around the west side of Coffman Pool and with new walkways that the project would develop to the west of the new</p>

⁸ Since the City does not have specific VMT thresholds for recreational uses, the category “retail” is used as a proxy for the project, as it would have similar characteristics to a retail use in that it would generate vehicle trips due to employees and visitors.

⁹ Line 90-Owl provides overnight service in the area but operates during hours when the recreation center would be closed.

¹⁰ The Caltrain Bayshore Station is about 1.2 miles from the project site; however, little or no increase in Caltrain ridership would be expected given the project’s local-serving focus.

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
		<p>recreation center. Like the existing northern pathway, the realigned walkway would include a driveway to Hahn Street. The project would also construct a new concrete walkway to the south of the recreation center; this would likewise connect with the new pedestrian paths to the west. Finally, the project would reconstruct and widen the existing sidewalk along the west side of Hahn Street, adjacent to the project site.</p> <p>The proposed development would generate new pedestrian trips, but these additional trips would not result in unsafe conditions for pedestrians or cause crowding on nearby sidewalks, considering the existing urban setting of the project site and the relatively low existing pedestrian volumes. Moreover, the project would include the above-noted pedestrian improvements. Accordingly, the project would result in no adverse effect on pedestrian circulation or facilities and would instead improve pedestrian conditions.</p> <p>Bicycle facilities generally consist of bicycle lanes, trails, and paths, as well as bike parking, bike lockers, and showers for cyclists. There are no existing bicycle routes adjacent to the project site; the closest bike routes are on Mansell Avenue to the north (bicycle lane east of McLaren Park and protected bikeway within the park) and on Bayshore Boulevard and Geneva Avenue (bicycle lanes). New bicycle routes are planned for the adjacent Sunnydale HOPE SF Development Project.</p> <p>The project would generate new bicycle trips, but these additional trips would not result in unsafe conditions for cyclists, given the existing bike facilities and the relatively low traffic volumes on streets immediately adjacent to the project site. Bicycle parking is required by the San Francisco Planning Code, and the project would meet or exceed the code requirement by providing five Class I secure, weather-protected) bike parking spaces and 10 Class II bike parking spaces (bicycle racks). Given the foregoing, the project would not adversely affect bicycle facilities.</p> <p>Loading</p> <p>The project would provide four loading spaces on Hahn Street, adjacent to the project site. These spaces would accommodate pedestrian drop-off and pickup, as well as occasional service deliveries. Equipment to support the project would be accommodated in a new small corporation yard, to be constructed between the new recreation center and Coffman Pool and accessible from Hahn Street via the realigned northern walkway. No project impacts are identified.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
		<p>Parking</p> <p>The project would not provide any new off-street parking places and would convert the on-street parking spaces adjacent to the site, on the west side of Hahn Street, to loading spaces. San Francisco General Plan policies emphasize the importance of public transit use and discourage facilities that encourage automobile uses, such as parking, to minimize the environmental impact of traffic congestion, noise, and air quality associated with unconstrained vehicle use. 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 Document(s): 45, 46, 47, 48, 49</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>No known unique natural or water features are present on the project site. Implementation of the proposed project would not affect water resources, nor would it increase demand for groundwater resources. As noted above, water service would be provided by SFPUC. The proposed project would not discharge effluent into surface water or groundwater. No surface waters (e.g., lakes, rivers, ponds) are located on or adjacent to the project site. The San Francisco Bay is located 1.4 miles east of the project site. Wastewater at the project site would be collected and treated by the combined sewage and stormwater system.</p> <p>Source Document(s): 36</p>
Vegetation, Wildlife	2	<p>The project site includes a large a stand of trees suitable for nesting birds. Although the federally endangered Mission blue butterfly (<i>Plebejus icarioides missionensis</i>) was documented in McLaren Park in 1988, its larval host plants (<i>Lupinus albifrons</i>, <i>L. formosus</i>, and <i>L. variicolor</i>) are not believed to be present within the project site due to the lack of open scrub/grassland habitat where these species occur. In addition, the Sunnydale Redevelopment Biological Assessment conducted in 2010, which included a survey of the current project area, did not identify any</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
		<p><i>Lupinus</i> species within the project site. No federally designated critical habitats are documented within the proposed project site. No impacts on federally listed species or critical habitat are anticipated from the project. Birds protected by the federal Migratory Bird Treaty Act (MBTA) could nest in trees and landscape vegetation on site. Pursuant to RPD's standard construction measures, RPD would screen the project site and the immediately surrounding area to determine whether nesting birds are present and could be affected by construction. If present, RPD would implement measures to protect biological resources, such as establishing work buffer zones and conducting monitoring by a qualified biologist. Therefore, no impacts to MBTA protected birds are anticipated from this project.</p> <p>Source Document(s): 15, 16, 17, 18, 19, 20</p>
Other Factors	2	<p>Greenhouse Gas Emissions</p> <p>The BAAQMD has established a numeric GHG screening threshold of significance of 1,100 MTCO₂e for operational phases of a land use project. This threshold was developed based on the year 2020 GHG reduction goals of the Consistent with the latest BAAQMD guidance to date (2017). However, in order to consider further reduction required by the 2017 Climate Change Scoping Plan Update of achieving the 2030 GHG target of 40 percent reduction in GHG emissions relative to 1990 levels, this threshold may be adjusted to 660 MTCO₂e. GHG emissions from operation were compared to this adjusted value of the District's screening threshold of significance.</p> <p>CalEEMod (version 2020.4.0) was used to estimate operational GHG emissions resulting from the project to determine if it would exceed the BAAQMD threshold of 1,100 MTCO₂e per year. Model results indicate that total GHG emissions from construction would be approximately 142 MTCO₂e. The estimated annual operational emissions from proposed project operations would be approximately 261 MTCO₂e per year. GHG emissions resulting from both project construction and operation would be below the year 2020 threshold of 1,100 MTCO₂e per year as well as below the adjusted 2030 screening threshold of 660 MTCO₂e. Therefore, GHG emissions of the proposed project would be less than significant.</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</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
		<p>energy, energy conservation, alternative transportation, and solid waste policies, and concludes that the City’s policies have resulted in a reduction in GHG 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 above.</p> <p>The proposed project would not substantially impact climate change by way of generated greenhouse gas emissions.</p> <p>Source Document(s): 3, 4, 5, and Attachment 2</p>



U.S. Department of Housing and Urban Development

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Additional Studies Performed:

Field Inspection (Date and completed by): ESA, February 26, 2022

1. September 26, 2019, Geotechnical Report, completed by ENGEO.
2. November 5, 2019, Historic Resource Evaluation Response, completed by the San Francisco Planning Department.
3. February 5, 2021, Phase II Environmental Site Assessment Report: Sunnydale Hope SF – Herz playground RPD Development, completed by AEW Engineering, Inc.

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48. San Francisco Planning Department, (n.d.). Property Information Map Report for Parcel 6220002. Available: <https://sfplanninggis.org/tim/>. Accessed January 26, 2022.
49. Institute of Transportation Engineers. Trip Generation Manual, 10th Edition. Volume 2: Data Trip Generation Descriptions and Plots. Recreational (Land Uses 400-499), pp. 308 to 311.

Attachments:

1. FEMA Flood Hazard Map
2. Air Quality and Greenhouse Gas Supporting Documents

3. Historic and Cultural Resources Documentation (includes Programmatic Agreement between the California State Historic Preservation Officer, Advisory Council on the Historic Preservation. Programmatic Agreement Regarding Historic Properties Affected by use of Revenue from the Department of Housing and Urban Development Part 58 Programs)
4. Noise Calculator Results
5. RPD Standard Construction Measures

List of Permits Obtained:

Building permits issued by the City and County of San Francisco are anticipated to be obtained by or before September, 2022.

Public Outreach [24 CFR 50.23 & 58.43]:

RPD has conducted numerous community outreach sessions and meetings to elicit feedback from the community. Community meetings were conducted the following dates:

- Youth Leadership Team (August 2018)
- Open House (September 2018)
- Workshop #1 (December 2018)
- Workshop #2 (February 2019)
- VIS Valley Focus Group (February 2019)
- Family Day (May 2019)
- Herz Community Meeting 1 (June 2019)
- Herz Community Meeting 2 (June 2020)
- Stakeholder Meetings and Focus Groups (August 2020)
- Recreation Center Virtual Community Meeting (February 2021)

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

Cumulative Impact Analysis [24 CFR 58.32]:

A cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Projects within the vicinity of the proposed project, which would contribute to the reasonably foreseeable cumulative environment include full buildout of the Sunnydale-Velasco Master Plan Project located across Sunnydale Avenue to the south. This analysis focuses on the proposed project's potential to contribute significantly to cumulative impacts within that environment.

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

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

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

Alternative size configurations for the project were contemplated. Input from the community meetings informed the design and programming of the proposed project. The proposed project best meets the purpose and need to provide residents and visitors with recreational amenities, youth and family programs, and neighborhood-serving community spaces.

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

The no action alternative would mean that the project site would not be developed and remain as a stand of trees. Because there would be no construction and no operational changes under the no action alternative, it would have no new adverse environmental effects. However, the no action alternative would not provide a neighborhood recreation opportunity in this community, and thus would perpetuate a condition of limited access recreational programming and facilities needed for physical and mental well-being.¹¹

Summary of Findings and Conclusions:

With adherence to applicable laws, authorities, and other enforceable measures, all potentially adverse effects of the proposed project would be reduced to levels below established significance thresholds or avoided completely. No impacts are potentially significant to the extent that an Environmental Impact Statement would be required. The project would result primarily in less than significant impacts to the environment with beneficial socioeconomic impacts.

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

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project

¹¹ The closest City recreation centers to the project site are Palega Recreation Center in the Portola District, about 1.1 mile to the north-northeast; St. Mary's Recreation Center in Bernal Heights, about 1.5 miles to the north; and Minnie and Lovie Ward Recreation Center in the Ingleside District, about 2.2 miles to the west.

contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

On December 16, 2019, RPD adopted standard construction measures through General Manager Directive 19 03 (see Attachment 5). Under this directive, RPD requires all construction contracts to include standard construction measures for the purposes of protecting human health and safety, environmental resources, and to ensure compliance with applicable environmental laws and best practices. The standard construction measures applicable to the proposed project are related to the following resource topics: water/wastewater/stormwater, and biological resources. The standard construction measures are followed as standard practice in the execution of every RPD project and are not considered mitigation measures, but are included below because they would minimize potential adverse effects that could result from implementation of the proposed project.

Standard Construction Measure 2, Water Quality. All RPD projects will implement erosion and sedimentation controls, as necessary, tailored to the project site, such as fiber rolls and/or gravel bags around storm drain inlets, installation of silt fences, and other such measures sufficient to prevent discharges of sediment and other pollutants to storm drains and all surface waterways, such as San Francisco Bay, the Pacific Ocean, water supply reservoirs, wetlands, swales, and streams. As required, based on project location and size, a Stormwater Control Plan (in most areas of San Francisco) or a Stormwater Pollution Prevention Plan (SWPPP) (in certain areas of San Francisco) will be prepared. If uncontaminated groundwater is encountered during excavation activities, it will be discharged in compliance with applicable water quality standards and discharge permit requirements.

Standard Construction Measure 3, Biological Resources. The RPD will comply with all local, State, and federal requirements for surveys, analysis, and protection of biological resources (e.g., Migratory Bird Treaty Act, federal and State Endangered Species Acts, etc.). RPD will screen all RPD project sites and the immediately surrounding area to determine whether significant biological resources may be affected by construction. If significant biological resources are present, a qualified biologist will carry out a survey of the project site to note the presence of general biological resources and to identify whether habitat for special-status species and/or migratory birds is present. If necessary, measures will be implemented to protect biological resources, such as installing wildlife exclusion fencing, establishing work buffer zones, installing bird deterrents, monitoring by a qualified biologist, and other such measures. If tree removal is required, RPD would comply with any applicable tree protection ordinance and policy.

Compliance with existing regulations, including the RPD Standard Construction Measures and laws, authorities, or factors in the table below, are sufficient to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors.

Law, Authority, or Factor	Regulation
San Francisco Construction Dust Control Ordinance (San Francisco Health Code Article 22B, and San Francisco Building Code Section 106.3.2.6)	All site preparation work, demolition, or other construction in San Francisco that could create dust or expose or disturb more than 10 cubic yards or 500 square feet of soil, must comply with specified dust control measures.
California Code of Regulations Title 17, Section 93105	The project would be subject to the California Air Resources Board's Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations. The requirements established by the Asbestos ACTM are contained in the California Code of Regulations Title 17, Section 93105, and are enforced by BAAAQMD.
24 CFR Part 51 Subpart B	It is a HUD goal that the interior auditory environment shall not exceed a day-night average sound level of 45 decibels.
Title 24 of the California Code of Regulations	Residences must be designed to limit intruding noise to an interior CNEL (or DNL) of 45 dB.
San Francisco Noise Ordinance (Article 29 of the Police Code)	The ordinance established acceptable noise levels for construction activities unless a special permit is authorized by the Director of Public Works.
San Francisco Building Code	The San Francisco Building Code derives from the adopted 2019 California Building Code. This code is administered and enforced by the San Francisco Department of Building Inspection (DBI), and compliance with all provisions is mandatory for all new development and redevelopment in the City. Throughout the permitting, design, and construction phases of a building project, Planning Department staff, DBI engineers, and DBI building inspectors confirm that the SFBC is being implemented by project architects, engineers, and contractors, including seismic and soil investigations and recommendations.
San Francisco Construction Site Runoff Control Ordinance (Article 4.2 of the Public Works Code)	Under the ordinance, any construction project that disturbs 5,000 square feet or more of land must apply to the SFPUC for a Construction Site Runoff Control Permit prior to the start of work and submit an Erosion and Sediment Control Plan that sets forth best management practices (BMPs) intended to control erosion control and sediment.
San Francisco Construction Dust Control Ordinance (San Francisco Health Code Article 22B, and San	All site preparation work, demolition, or other construction in San Francisco that could create dust or expose or disturb

Law, Authority, or Factor	Regulation
Francisco Building Code Section 106.3.2.6)	more than 10 cubic yards or 500 square feet of soil, must comply with specified dust control measures.

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: *Karl F. Heisler* Date: 5/6/2022

Name/Title/Organization: Karl Heisler, ESA

Certifying Officer Signature: *Eric D. Shaw* Date: 5/10/2022 | 12:20 PM PDT
DocuSigned by: 65EBDF91D096444...

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

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