



**U.S. Department of Housing and Urban
Development**

San Francisco Regional Office - Region IX
600 Harrison Street
San Francisco, California 94107-1387
www.hud.gov
espanol.hud.gov

**Environmental Assessment
for HUD-funded Proposals**

Recommended format per 24 CFR 58.36, revised March 2005
[Previously recommended EA formats are obsolete].

Project Identification: **Edward II**

Preparer: **Christopher A. Joseph & Associates**

Responsible Entity: **Mayor's Office of Housing
City and County of San Francisco**

Month/Year: **June 2010**

Environmental Assessment

Responsible Entity: City and County of San Francisco
[24 CFR 58.2(a)(7)]

Certifying Officer: Douglas Shoemaker, Director
[24 CFR 58.2(a)(2)] Mayor's Office of Housing

Project Name: Edward II

Project Location: 3155 Scott Street
San Francisco, CA 94123

Estimated total project cost: \$11,239,000 (includes approximately \$4,416,508 federal funding)

Grant Recipient: Community Housing Partnership
[24 CFR 58.2(a)(5)]

Recipient Address: 280 Turk Street
San Francisco, CA 94102

Project Representative: Lydia Ely, Project Manager
San Francisco Mayor's Office of Housing

Telephone Number: (415) 701-5519

Conditions for Approval: (List all mitigation measures adopted by the responsible entity to eliminate or minimize adverse environmental impacts. These conditions must be included in project contracts and other relevant documents as requirements). [24 CFR 58.40(d), 40 CFR 1505.2(c)]

Air Quality

1. To minimize construction equipment emissions during construction, the project applicant shall require the construction contractor to:
 - a. Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1 provides the issuance of authorities to construct and permits to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA" Portable Equipment Registration Rule" or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105.
 - b. Perform low-NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) shall be performed for such equipment used continuously during the construction period.

Noise

2. All projects located in the Normally Unacceptable Noise Zone require a Special Environmental Clearance, except an EIS, which is required for a proposed project located in a largely undeveloped area, or where the HUD action is likely to encourage the establishment of incompatible land use in this noise zone. The Certifying Officer has prepared a Special Environmental Clearance and waiver of the EIS requirement. (See Attachment G)
3. The project applicant shall require construction contractors to limit standard construction activities as follows:
 - a. Construction activities are limited to between 7:00 AM and 7:00 PM Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.
 - b. Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Department of Building Inspection (DBI).
 - c. Construction activity shall not occur on Saturdays, with the following possible exceptions:
 - 1) Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the DBI.
 - 2) After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the DBI, and only then within the interior of the building with the doors and windows closed.
4. No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.
 - a. No construction activity shall take place on Sundays or Federal holidays.
 - b. Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.
 - c. Applicant shall use temporary power poles instead of generators where feasible.
5. To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the San Francisco Planning Department and the DBI review and approval, which includes the following measures:
 - a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
 - b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

- c. Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.
 - d. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.
6. Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the DBI a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:
- a. A procedure and phone numbers for notifying the DBI staff and San Francisco Police Department; (during regular construction hours and off-hours);
 - b. A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);
 - c. The designation of an on-site construction complaint and enforcement manager for the project;
 - d. Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and
 - e. A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.
 - f. Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the San Francisco Planning Code and Section 8.18 of the San Francisco Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning Department and DBI.
7. The project shall meet HUD's interior noise goal of Ldn 45 dB. Based on the recommendations of the acoustical consultant Charles M. Salter Associates, the following measures shall be implemented based on HUD's requirements for the final arrangement of noise sensitive living areas within the building's interior. For all recommendations, equivalent STC items can be substituted as long as the STC tests have been conducted in an independent lab facility.
- a. For Units 201 through 203, 301 through 303, 209 and 309:
 - i. Install STC 35 window assemblies in place of the existing windows.
 - ii. Install blown-in insulation in each stud cavity in the walls, or equivalent to achieve STC 40 for the wall assembly.
 - b. For Units 205 and 305:
 - i. Install STC 41 window assemblies in place of the existing windows.
 - ii. Install 2 layers of 5/8" GB, resilient channel, and batt insulation in place of existing interior gypsum board, OR install 2 layers of 5/8" GB and batt insulation on new 2x4 studs staggered from existing studs, OR equivalent to achieve STC 50 for the wall assembly.
 - c. For Units 206 through 208, and 306 through 308:
 - i. Install STC 38 window assemblies in place of the existing windows.
 - ii. Install 2 layers of 5/8" GB, resilient channel, and batt insulation in place of existing interior gypsum board, OR install 2 layers of 5/8" GB and batt insulation on new 2x4 studs staggered from existing studs, OR equivalent to achieve STC 50 for the wall assembly.
 - d. For Units 210, 310, 214, 314, 216, 316, 218, and 318:

- i. Install STC 28 window assemblies in place of the existing windows.
- e. For Units 215 and 315:
 - i. Install STC 31 window assemblies in place of the existing windows.
 - ii. Install blown-in insulation in each stud cavity in the walls, or equivalent to achieve STC 40 for the wall assembly.
- f. Where sound-rated windows need to be closed to meet Ldn 45 dB, HUD and the California Building Code requires an alternative form of ventilation to provide fresh air (e.g., mechanical ventilation). The project mechanical engineer should review this requirement, which would apply to all residences.

Hazardous Materials

The following recommendations in the Phase I Environmental Site Assessment (ESA) (see Attachment E) shall be required as mitigation measures:

8. Workers handling PCB lighting ballasts shall be trained in the safe handling and disposal of these ballasts, as required under 40 CFR 761 and state regulations.
9. The building shall be sampled for asbestos prior to the start of construction. If asbestos-containing materials are found to be present, an Operations and Maintenance Plan shall be prepared for the building. If identified asbestos-containing materials will be impacted by proposed renovation activities, the materials shall be abated prior to the commencement of work activities in the structure.
10. To comply with California notification requirements, annual notices shall be prepared for tenants and contractors regarding the presence and extent of hazardous materials identified in the building.
11. All future renovation and demolition work shall follow local, state, and federal regulations regarding lead. Prior to renovation or demolition work, lead stabilization and/or abatement planning shall be incorporated into the project.
12. Any asbestos containing materials or lead based paint not removed or abated must be encapsulated so as not to cause human health risks to the inhabitants. All disturbed surfaces must be cleaned and sampled to ensure clearance to Housing and Urban Development (HUD) standards.
13. Construction and maintenance workers shall be trained to safely and legally handle and dispose of fluorescent lamps.
14. Prior to any activity resulting in contact with the subsurface soils, the presence of serpentine shall be evaluated by a geotechnical engineer. Soil samples shall be collected at various depths and analyzed by CARB 435 methodology. If found to be present, the regulations set forth by the California Air Resources Board related to Naturally-Occurring Asbestos (NOA) in soils may be applicable.

Zoning

15. Approval by the Planning Commission and Board of Supervisors for a Conditional Use permit for a Special Use District, Zoning Map Amendment, and Planning Code Text Amendment to create a Special Use District overlay on the existing NC-3 zoning to permit the higher unit density proposed by the project is required.

Seismic Upgrades

16. The project shall comply with the California Building Code (CBC). If additional improvements required to ensure compliance with the CBC are identified by a qualified structural engineer, those improvements shall be integrated into the project design.

FINDING: [58.40(g)]

Finding of No Significant Impact

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

Finding of Significant Impact

(The project may significantly affect the quality of the human environment)

Preparer Signature: _____ **Date:** _____

Name/Title/Agency: Heidi Mekkelson, Project Manager
Christopher A. Joseph & Associates

RE Approving Official Signature:

_____ **Date:** _____

Name/Title/Agency: Douglas Shoemaker, Director
Mayor's Office of Housing

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

The purpose of the proposed project is to provide permanent housing for transition-age youth who are aging out of foster care or at risk of homelessness. According to the San Francisco Department of Children, Youth & Their Families' *Community Needs Assessment 2008*, an estimated 5,000-8,000 of the 80,000 people aged 16 through 24 living in San Francisco (up to 10% of the age group) are not making a smooth transition to adulthood. These disconnected transitional age youth face many barriers in trying to become successful independent young adults and are at risk for a number of negative outcomes, including substantial periods of unemployment, homelessness, involvement with the criminal justice system, and poverty. Most youth in permanent supportive housing are nonetheless eager to transition to fully-independent living situations, and services in housing targeted to 18-24 year olds can offer developmentally-appropriate services that assist youth in this growth. The purpose of the proposed project is to address gaps in services for transitional age youth at risk of homelessness in the City. The proposed project would directly serve this at-risk population by providing permanent housing units targeted exclusively for transition-age youth, and launching a culturally appropriate services model that fosters independence, growth, and stability for the tenants that reside in the building.

Description of the Proposal: Include all contemplated actions which logically are either geographically or functionally a composite part of the project, regardless of the source of funding. [24 CFR 58.32, 40 CFR 1508.25]

The project site is located at 3155 Scott Street, San Francisco, CA 94123. Figure 1 provides a regional and vicinity map. The project site encompasses the northeast corner of Block 0937 (Lot 001), which is bounded by Lombard Street to the north, Scott Street to the east, Divisadero Street to the west, and Greenwich Street to the south. The 0.78 acre lot, assessor's parcel number 0937-001, has 50 feet of frontage on Lombard Street and 62 feet on Scott Street. Figure 2 provides an aerial photograph of the project site and the vicinity.

The sole building on the project site, now called the Edward II Inn, is a three-story building that nearly fills the lot, with a passageway located between the building and the property to the south. The existing building is currently used as a tourist hotel and has no permanent tenants. The first floor currently houses a reception area, meeting spaces, a small pub, and three suites. The two upper floors include 26 rooms, of which 14 contain private baths. Each of the upper floors also includes a communal bathroom and

shower rooms. Figures 3 through 5 provide floor plans for the existing building. Figures 6 and 7 provide views of the exterior and interior of the existing building.

The project consists of the rehabilitation of the existing building in order to accommodate between 22 and 24 units of permanent housing for transition-age youth at risk of homelessness and to provide a manager's unit. The project consists of a remodel of the first floor to include spaces for the proposed tenant population, including a lobby, property management office, tenant services office, a program room, a community kitchen with adjacent dining area/tenant lounge, laundry room, a public restroom, bike storage space, and a resident manager's suite. The manager's apartment would be a full one-bedroom apartment. On the two upper residential floors, the twelve rooms lacking bathrooms would be combined into eight units with bathrooms. The proposed project would entail interior and exterior alterations, including upgrading systems, installing sprinklers, cosmetic improvements, and some work which involves removal of interior walls. The building is currently inaccessible to wheelchairs and does not have an elevator. Accessibility improvements would be made as determined by the City to ensure compliance with the Americans with Disabilities Act (ADA).

In concert with the reconfiguration, the project would install a new entry system, security system (with exterior video monitoring and door/window alarms), upgrades to the sprinkler system, and minor structural stabilization in the basement. The proposed project may include the following voluntary seismic strengthening:

- Add bolting to connect existing wood sill plates to concrete foundations both around the perimeter of the building and along interior wall lines at the basement level.
- Connect wood beams to posts with straps and/or brackets where they do not occur at the basement level.
- Add plywood and hold-downs to exterior/interior walls (or cripple walls) at the basement. An engineer would be obtained to determine the optimal locations.
- At the ground floor, the two story front elevations along Lombard and Scott Streets are fairly open and creates a "soft-story" condition. Further analysis by an engineer would be conducted during the remodel/reconfiguration of the interior space of the ground floor to evaluate cost efficient solutions to add seismic elements (shear walls and/or frames) along or near these two elevations.

A portion of the existing windows would be replaced. The exterior of the building would require minor repairs to the roof and repainting. In addition, the Scott Street façade would be reconfigured to eliminate the irregular pattern of unused doors, niches, and windows. In its place would be a continuous and functional exterior with new wainscoting and a more regular window pattern. The sponsor intends to provide the required number of bicycle parking spaces in the building's basement and/or the breezeway.

The sponsors will strive to have the project meet Leadership in Energy and Environmental Design (LEED) Silver certification. All products in the building would be from recycled materials and as toxin-free as possible. Low water usage would be employed where possible and energy-star rated appliances would be used as well. Solar power at the roof, if found cost-effective, would be included in the proposed project.

Existing Conditions and Trends: Describe the existing conditions of the project area and its surroundings, and trends likely to continue in the absence of the project. [24 CFR 58.40(a)]

The property is located at the corner of Scott Street and Lombard Street within the Cow Hollow-Marina neighborhood of San Francisco. The Marina District is an affluent neighborhood bounded by Van Ness Avenue and Fort Mason to the east; Cow Hollow, Presidio National Park, and Lyon Street to the west; and Lombard Street to the south. The northern half of the Marina District is a shoreline to the San Francisco Bay.

Regional access to the project site is provided via Lombard Street (U.S. Highway 101), which is adjacent to the project site; the San Francisco – Oakland Bay Bridge (I-80), approximately 2.6 miles southeast of the project site; and I-280, approximately 4.5 miles southeast of the project site. The primary arterial

roadways serving the project site are Divisadero Street, approximately 400 feet west of the project site; Fillmore Street, approximately 0.28 miles east of the project site; Webster Street, approximately 0.37 miles east of the project site; and Marina Boulevard, approximately 0.46 miles north of the project site. The block on which the project site is located is bound by Lombard Street to the north, Scott Street to the east, Greenwich Street to the south, and Divisadero Street to the west. Additionally, the project site is served by many local public transportation options, including bus service via MUNI Routes 28, 30, 41, 43, and 45 lines, all located within three blocks of the project site.

The project site is zoned NC-3, Moderate-Scale Neighborhood Commercial District, which is intended to offer a wide variety of uses with special emphasis on neighborhood-serving businesses. The zoning in the area surrounding the project site includes RH-1 and RH-2 for one- and two-family housing uses; RM-1 and RM-3 for low- to medium-density residential uses; and NC-2 and NC-3 for commercial land uses. The project site is located approximately 31 feet above sea level and slopes down toward the north. The immediate project area, approximately between Chestnut Street on the north, Pierce Street on the east, Greenwich Street on the south, and Divisadero Street on the west, is relatively flat and contains a variety of building types and uses, including residential, commercial, and office. The northern half of the immediate project area (between Lombard Street and Chestnut Street) is primarily dedicated to commercial uses, while the southern half of the immediate project area (between Lombard Street and Greenwich Street) is primarily dedicated to residential uses.

Adjacent to the project site to the west is a vacant two-story commercial building at 2415 Lombard Street that was constructed in 1922. Adjacent to the project site to the south is a two-story residential building at 3137 and 3139 Scott Street that was constructed in 1925. Across from the project site on Scott Street is a newly constructed multi-unit residential building and across from the project site on Lombard Street is a two-story building occupied by a restaurant on the first story. The project site is in a transition area between the Marina District and Pacific Heights. The project site is in a neighborhood that displays cohesion, partly due to the concentrated pockets of commercial uses that complement the affluent residential areas that are widely seen in the neighborhood.

In general, the neighborhood is considered a stable neighborhood with a socioeconomic diversity not found in neighborhoods where affordable housing is typically located, such as the Tenderloin and Inner Mission districts of San Francisco. According to 2000 Census Bureau data, there are approximately 22,903 persons and 14,851 households in the Cow Hollow-Marina neighborhood, and the median household income is \$84,710.

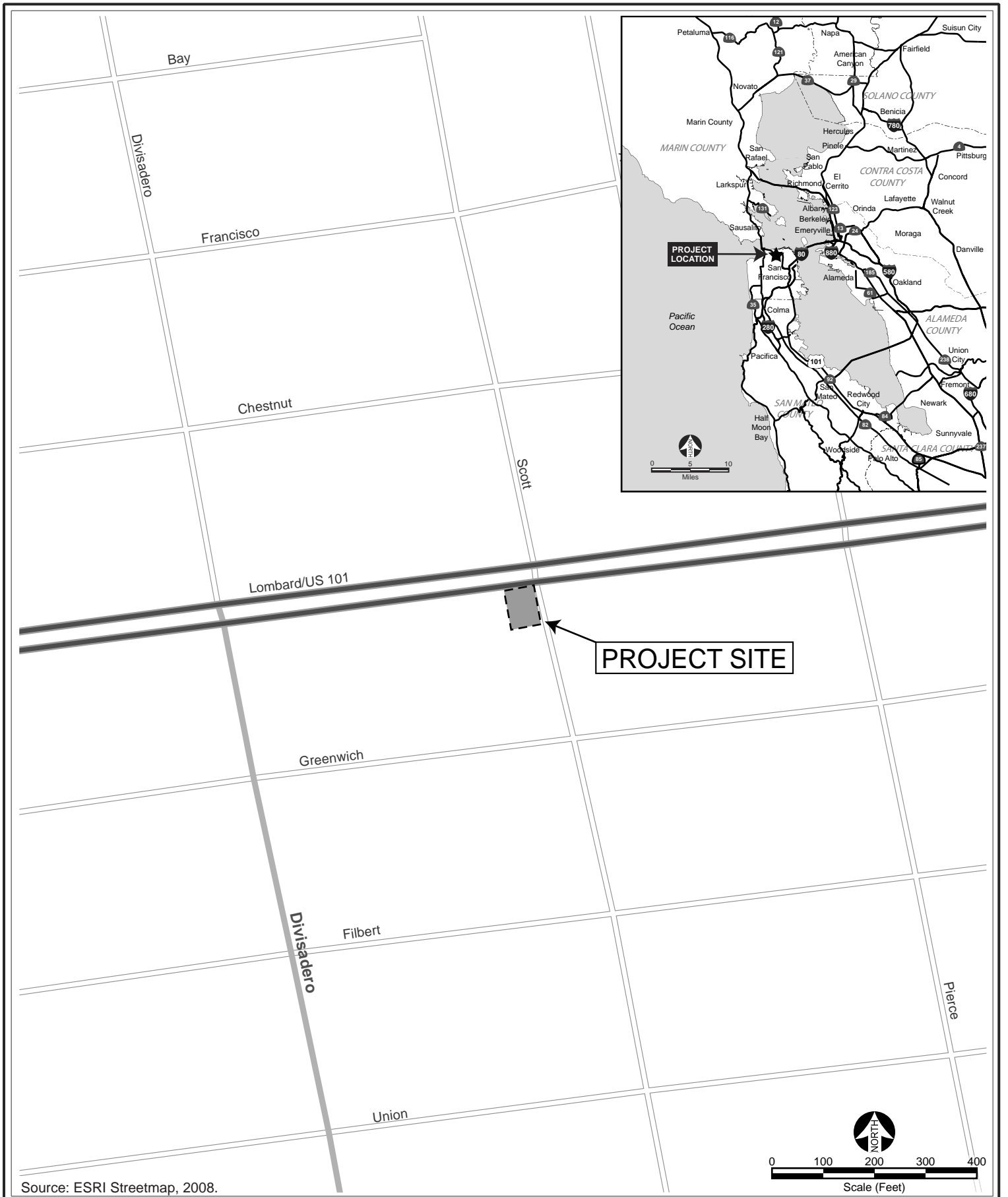
Public facilities and services in the area include schools, commercial uses, transit services, medical facilities, and parks and recreational facilities. The nearest public schools are Claire Lilienthal Alternative Elementary School at 3850 Divisadero Street (0.41 mile from project site); Marina Middle School at 3500 Fillmore Street (0.44 mile from project site); and Galileo High School at 1150 Francisco Street (1.12 miles from project site). The project site is located within approximately ½ mile of four banks and ATMs. One major grocery store and several smaller neighborhood markets are located within ½ mile of the project. Multiple San Francisco MUNI bus stops are located within a three block radius of the project site along Lombard Street, Divisadero Street, and Chestnut Street. The project site is located near the Exploratorium, Palace of Fine Arts, and several coffee shops and restaurants serving the area, making it a convenient location for residents without private transportation. Medical facilities in the area include the University of California, San Francisco Medical Center at Mount Zion and the Kaiser Permanente Medical Center, located approximately one mile southwest the project site. In addition, the University of California, San Francisco Medical Center is located approximately three miles southwest of the project site. Parks and recreational facilities in the area include the Presidio (0.3 mile), the Palace of Fine Arts (0.4 mile), George Moscone Recreation Center (0.4 mile), Alta Plaza Park (0.5 mile), and Marina Green (0.5 mile).

The existing building on the project site is a three-story plus basement structure. Its footprint is largely rectangular: a light well is located at the west façade and cantilevered corner bays project slightly at the northwest, northeast, and southeast corners. The building is topped by a flat roof surrounded by a

pediment, which is shaped on the north and east facades. The walls are wood frame with heavy wood posts and beams in the basement. The foundation is reinforced concrete with continuous perimeter footings and interior footings. Exterior walls are clad in smooth, painted stucco at the north and east facades, and wood drop siding on the south and west facades. The building displays a number of interior and exterior alterations that have been performed throughout its life, including in the 1940s, 1950s, 1960s, 1980s, and 1990s, as well as some features dating back to its original construction in 1914. The architectural characteristics of the building are further described in the attached Historic Resources Evaluation Report (HRER).

The San Francisco Department of Children, Youth and Families noted in their 2007 report on at-risk youth, most youth in “permanent” supportive housing are nonetheless eager to transition to fully-independent living situations, and services in housing targeted to 18-24 year olds can offer developmentally-appropriate services that assist youth in this growth. The services and programs currently available to transition-age youth in San Francisco are largely concentrated in a small number of neighborhoods – primarily the Tenderloin, the Haight, and the Mission. While these neighborhoods contain the city's greatest concentrations of homeless and at-risk youth, they also contain high concentrations of activities that threaten young people's stable, healthy development: drugs, sex work and violence.

The project site, by contrast, while convenient to jobs, educational opportunities, libraries and recreation, is removed from street crime and inappropriate influences. The project would provide a variety of services for residents ranging from academic counseling and college search assistance, to job readiness training and outpatient substance abuse treatment programs. This project will strive to create a healing and learning community where tenants can begin to recover their lives and live independently, while continuing their growth from adolescence into adulthood. The onsite staff would develop trusting, caring relationships with the tenants to build partnerships that start tenants down the path to self-sufficiency. The neighborhood and the building would provide a positive environment in contrast to the situations in which many of the youth have been living. The communal feel of the building would offer a safe environment where healing and learning can take place to transform lives. This is critical when working with transition-age youth, who have average lengths of stay in transition-age youth housing of 3-4 years before moving to more independent living situations. The project would provide youth aging out of foster care or on the streets with an environment ideal for promoting stability and independence within a welcoming building at a scale that encourages the formation of community, in a neighborhood setting convenient to opportunities but distant from street activity.



Source: ESRI Streetmap, 2008.

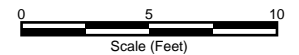
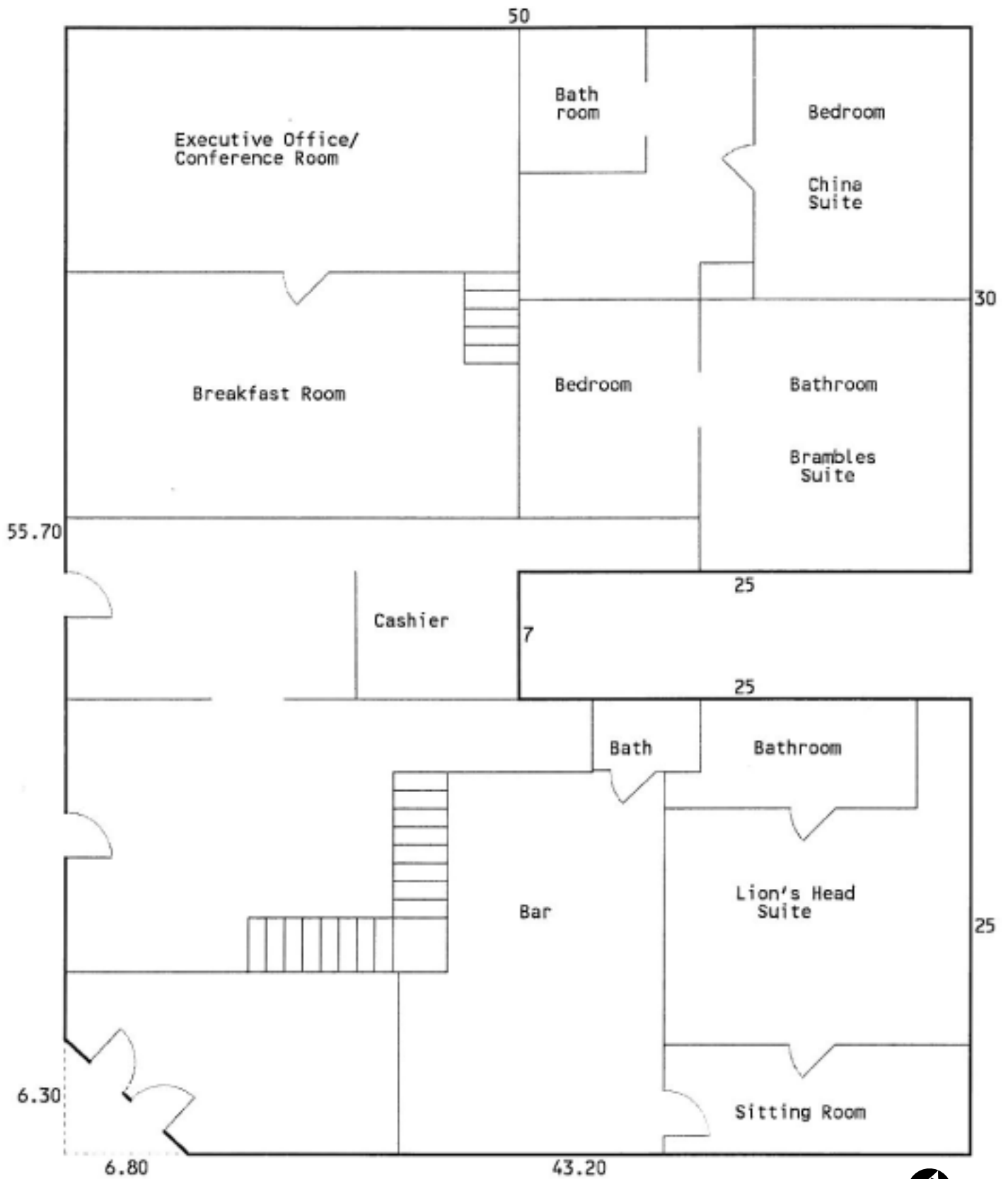


Source: Google Earth Pro, 2010.

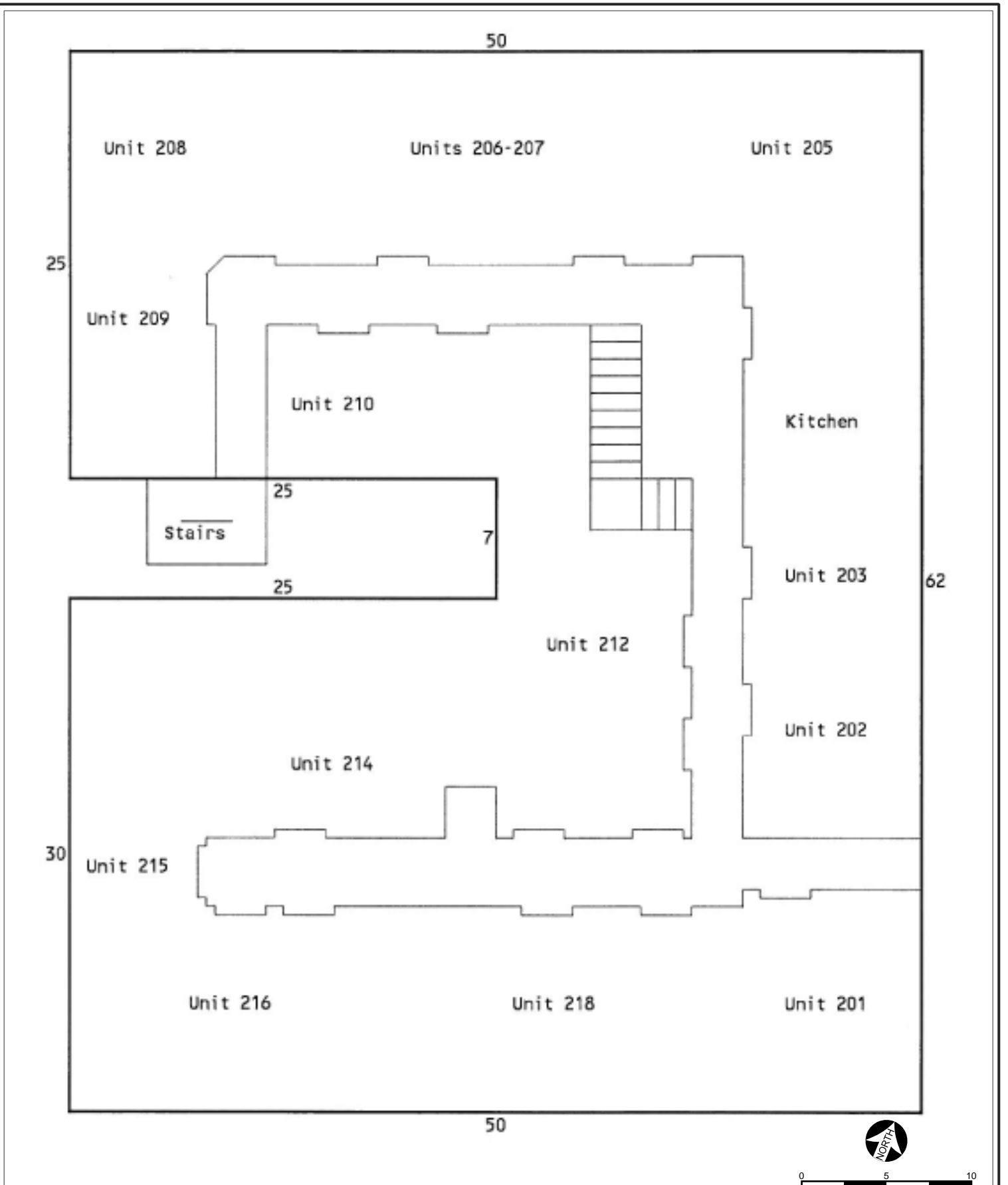


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Environmental Planning and Research

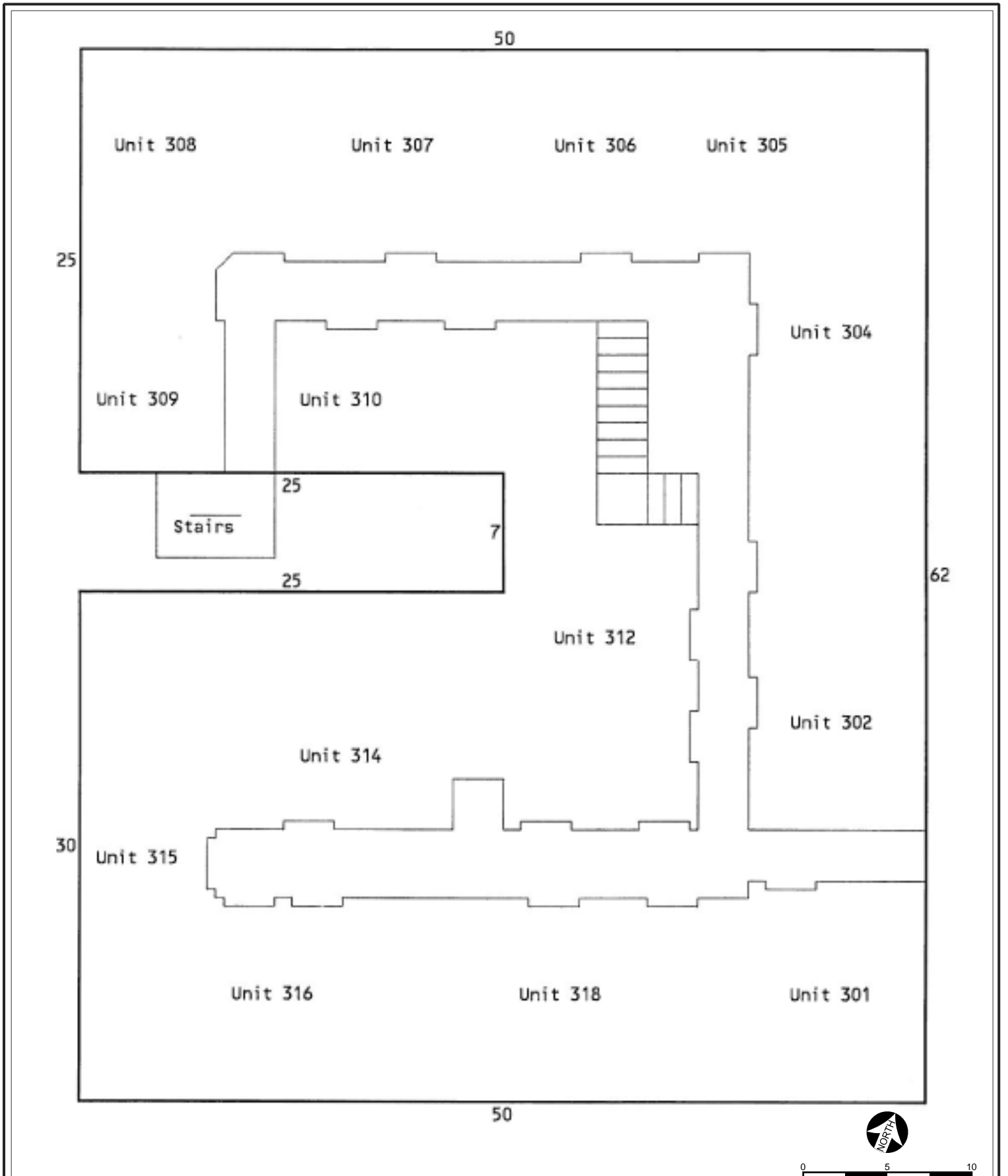
Figure 2
Aerial View



Source: Detailed Analysis, Inc., November 13, 2009.



Source: Detailed Analysis, Inc., November 13, 2009.



Source: Detailed Analysis, Inc., November 13, 2009.



View 1: View of the existing Edward II Inn.

View 2: View of the existing entrance.



View 3: View of the existing breakfast area.



Source: Christopher A. Joseph & Associates, 2010.





View 4: View of the existing pub.

View 5: View of an existing typical room with one bed.



View 6: View of an existing typical private bathroom.

Source: Christopher A. Joseph & Associates, 2010.



Statutory Checklist

[24CFR §58.5]

Record the determinations made regarding each listed statute, executive order or regulation. Provide appropriate source documentation. [Note reviews or consultations completed as well as any applicable permits or approvals obtained or required. Note dates of contact or page references]. Provide compliance or consistency documentation. Attach additional material as appropriate. Note conditions, attenuation or mitigation measures required.

Factors

Determination and Compliance Documentation

<p>Historic Preservation [36 CFR 800]</p>	<p>The City has consulted with the California State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) pursuant to Section 800.14(b) of the regulations, 36 CFR Part 800, implementing Section 106 of the National Historic Preservation Act (16 USC 470f) and has executed a Programmatic Agreement (PA)¹ with the SHPO and the ACHP, which establishes the City's Section 106 responsibilities for the administration of undertakings which may have an effect on historic properties. Accordingly, the Historic Preservation Analysis of the project was conducted in accordance with the stipulations of the PA.</p> <p>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 the 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 Effect (APE).</p> <p>Stipulation VI(A) of the PA defines the APE for undertakings involving rehabilitation as "the legal lot lines of a property when the Undertaking consists exclusively of rehabilitating a property's interior or exterior features." As this is a rehabilitation project consisting exclusively of rehabilitation activities to the property's interior and exterior features, the APE for this Undertaking is the legal lot lines of the property.</p> <p>Stipulation VII.D.2 of the PA sets forth the procedure for administering Undertakings affecting properties that have been determined to be ineligible for listing in the National Register of Historic Places.</p> <p style="padding-left: 40px;">"If the City determines that the property is not eligible for inclusion in the NRHP, the City may proceed in accordance with any other applicable requirements of this PA. The City is not required to submit such determination individually to the SHPO for review but shall submit a list of such properties semi-annually as part of the documentation required pursuant to Stipulation XIX. Such properties</p>
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¹ *Programmatic Agreement by and among the City and County of San Francisco, the California State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Historic Properties Affected by Use of Revenue from the Department of Housing and Urban Development Part 58 Programs.*

	<p>shall not be considered Historic Properties under this PA for a period of five (5) years following the date of the determination and need not be reevaluated during this time frame, unless any signatory to this PA notifies the other signatories in writing that changing perceptions of significance justify a reevaluation. ”</p> <p>In accordance with the PA the Mayor’s Office of Housing submitted a request to the San Francisco Planning Department, which has been identified as the Certified Local Government under the terms of the PA, for a determination of eligibility of 3155 Scott Street for listing in the National Register of Historic Places. The Planning Department determined on June 17, 2010 that the property is ineligible for listing on the National Register of Historic Places (See Attachment H).</p> <p>Stipulation VII.C of the PA provides that</p> <p>“[I]f the CITY, in consultation with the SHPO, has determined a property to be ineligible for listing in the NRHP within a period of five (5) years prior to the City’s approval of an Undertaking covered by this PA and if no other provision of this PA requires the City to take further steps with respect to the Undertaking, the City shall document the actions taken in the manner prescribed by Stipulation XIX.A and may authorize the Undertaking to proceed without further review.”</p> <p>As the San Francisco Planning Department has determined that the building is not eligible for listing in the National Register, no further review of the Undertaking is required nor necessary.</p> <p>Source Document List: City and County of San Francisco #3 and #14, State of California #29, Special Studies #51</p>
<p>Floodplain Management [24 CFR 55, Executive Order 11988]</p>	<p>As of the date of publication FEMA has not mapped flood hazards within the City and County of San Francisco (see Attachment B). As the City is not mapped it does not participate in the National Flood Insurance Program (NFIP) administered by the Federal Emergency Management Agency (FEMA).</p> <p>However, the City submitted an application to join the NFIP to FEMA in the fall of 2008. FEMA has requested modifications to the City’s Floodplain Management Ordinance prior to approving the application. The Board of Supervisors is now considering a revised Floodplain Management Ordinance in response to FEMA’s request. The current preliminary FIRM for San Francisco designates Special Flood Hazard Areas within</p>

	<p>the City as Zone A (areas of coastal flooding with no wave hazard; or waves less than three feet in height) or Zone V (areas of coastal flooding subject to the additional hazards associated with wave action). As is the case with the vast majority of the already-developed areas of the City, the project site is not located in either of these Special Flood Hazard Areas.</p> <p>Source Document List: City and County of San Francisco #19 and United States Government #30</p>
<p>Wetlands Protection [Executive Order 11990]</p>	<p>The project activities are not located near any coastal, riparian, or bayfront wetlands and do not have the potential to affect or be affected by a wetland. The proposed project is not subject to compliance with conditions set forth by U.S. Army Corps of Engineers, concerning permits for dredge and fill activity.</p> <p>Source Document List: United States Government #31 and Contact #53</p>
<p>Coastal Zone Management Act [Sections 307(c),(d)]</p>	<p>The project site is not located within a Local Coastal Program for the North Central Coast Area and does not involve activity within a Coastal Zone Management Area (CZM) area. The project site does not fall within 100 feet of shoreline or defined limits of San Francisco Bay, per section 66610 and section 66632.4 of the McAteer-Petris Act, and therefore does not fall within the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC). Hence the project does not directly affect lands or water of the CZM.</p> <p>Source Document List: State of California #25</p>
<p>Sole Source Aquifers [40 CFR 149]</p>	<p>The project is not served by a US EPA designated sole-source aquifer, is not located within a sole source aquifer watershed, and would not affect a sole-source aquifer subject to the HUD EPA MOU.</p> <p>Source Document List: United States Government #38 and #39</p>
<p>Endangered Species Act [50 CFR 402]</p>	<p>The project site does not contain any undisturbed natural features. The project will not damage or destroy existing plant communities listed as rare or endangered species. Nor will it damage or destroy existing Wildlife habitats or threaten any animal species listed as rare or endangered. It will not damage game fish habitats or spawning grounds. It will not damage or destroy trees, it will not create environmental conditions which might threaten the survival of existing vegetation, and it will not create conditions favorable to nuisance species.</p> <p>Source Document List: State of California #27 and Contact #53</p>
<p>Wild and Scenic Rivers Act [Sections 7 (b), (c)]</p>	<p>No wild and scenic rivers are located within the City and County of San Francisco.</p> <p>Source Document List: United States Government #35</p>
<p>Air Quality [Clean Air Act, Sections 176 (c)]</p>	<p>The proposed project would not significantly contribute to existing community air pollution levels. The proposed project</p>

<p>and (d), and 40 CFR 6, 51, 93]</p>	<p>does not meet thresholds for review by the Bay Area Air Quality Management District for air quality impacts, as it proposes fewer than 510 units and would generate fewer than 2,000 vehicle trips per day. As is the current condition, no parking would be provided on-site. Further, because the proposed project is located in an urban area and within convenient proximity to public transit, it can be expected that many of the residents will take advantage of transit. Specifically, Muni bus lines #28, 43 and 76 (Sundays only) pass directly by the project site on Lombard Street, and Muni lines #22, 30, 30X, 41 and 45 stop within three blocks of the project site. Golden Gate bus service to the North Bay also stops on Lombard Street near the project site. The project proximity to these numerous transit lines would likely further reduce average daily vehicle trips.</p> <p>Additionally the project is not located in the vicinity of heavy industry, incinerators, power generating plants, oil refineries or parking facilities for more than 1,000 cars.</p> <p>Additionally, the project will be designed to mitigate the potential effects of proximity to pollution from the traffic.</p> <p>As previously noted, HUD and the California Building Code requires an alternative form of ventilation (other than windows) to provide fresh air (e.g., mechanical ventilation). This would ensure that effects on project occupants from particulate matter generated by the adjacent arterial roadway would not be significantly adverse.</p> <p>All construction activities would be required to comply with the Feasible Control Measures for Construction Emissions of PM₁₀. Mitigation measures outlining these requirements are included above as Conditions for Approval. Additionally, the project would conform with the State Implementation Plan (SIP).</p> <p>Source Document List: Regional Agencies #22 and #23</p>
<p>Farmland Protection Policy Act [7 CFR 658]</p>	<p>The project consists of urban land; therefore, the project would not affect farmlands. There are no protected farmlands in the City and County of San Francisco.</p> <p>Source Document List: United States Government #34 and Contact #53</p>
<p>Environmental Justice [Executive Order 12898]</p>	<p>The proposed project would not result in disproportionately high or adverse effects on existing minority or low-income populations or groups. Rather, the proposed project is intended to satisfy the demonstrated need for greater housing and social support services for an identified at-risk population: transitional age youth. According to the San Francisco Department of Children, Youth & Their Families' <i>Community Needs Assessment 2008</i>, an estimated 5,000-8,000 of the 80,000 people aged 16 through 24 living in San Francisco (up to 10% of the age group) are not making a smooth transition to adulthood. These disconnected transitional age youth face</p>

	<p>many barriers in trying to become successful independent young adults and are at risk for a number of negative outcomes, including substantial periods of unemployment, homelessness, involvement with the criminal justice system, and poverty. The proposed project would directly serve this at-risk population by providing permanent housing units targeted exclusively for transition-age youth, and launching a culturally appropriate services model that fosters independence, growth, and stability for the tenants that reside in the building.</p> <p>LSYS would offer a complete program of supportive services to the Edward II tenants, provided both by on-site services staff and at Larkin's off-site services centers. Larkin's wraparound services include education, technology and employment training; healthcare, including mental health, substance abuse and HIV services; and case management. Programs at Edward II would offer academic counseling and college search assistance, to job readiness training and outpatient substance abuse treatment programs. The project would designate units for multiple categories of tenant need and subsidy, that may include youth facing various life challenges and youth referred by the SF Human Services Agency.</p> <p>Through Community Housing Partnership and the SHEC (Supportive Housing Employment Collaborative), project tenants would have access to pre-employment readiness, educational support, money management classes, and job skills training, and in community organizing classes. SHEC training programs would include Desk Clerk Training, Maintenance Training, and C.H.E.F.S. (Conquering Homelessness Through Employment in Food Service). Graduates of the SHEC training programs would be able to work with CHP-E (Community Housing Partnership Enterprise), a business venture which was launched in 2007 to increase economic opportunity for formerly homeless people through employment in the field of property management. Jobs through CHPE include front desk and maintenance services. The project would also provide on-site counseling programs for tenants related to various issues and life skills.</p> <p>Source Document List: City and County of San Francisco #17.</p>
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HUD Environmental Standards Determination and Compliance Documentation

<p>Noise Abatement and Control [24 CFR 51 B]</p>	<p>HUD environmental noise regulations are set forth in 24 CFR Part 51B (Code of Federal Regulations). The following noise standards for new housing construction would be applicable to this project:</p> <ul style="list-style-type: none"> • 65 DNL or less – acceptable • Exceeding 65 DNL but not exceeding 75 DNL – normally unacceptable
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- Exceeding 75 DNL – unacceptable

HUD requires consideration of all noise sources which may adversely impact noise sensitive areas such as housing. In this regard, the three principal sources of noise which may be properly considered are: airports within 15 miles, railroads within 3,000 feet, and major roadways within 1,000 feet of the project site.

Airports

There are two major airports within 15 miles of the project site. The San Francisco International Airport is located approximately 13 miles to the south; and Oakland International Airport is located 14 miles to the southeast. No noise contours (CNEL) of the airport extend to the site. There are no noise impacts on the proposed project from airport noise sources from any major airports.

Railroads

There are no railroads within 3,000 feet of the project site.

Major Roadways

The project site is located at the southwest corner of Scott Street and Lombard Street/U.S. 101. Vehicular traffic on the local street network is a contributor to the noise environment, particularly on Lombard Street/U.S. 101. For noise purposes, HUD requires evaluation of noise sources from Arterial Roadways within 1,000 feet. Arterial Roadways are classified by the Local Planning Administration Book (Green Book) as maintaining Average Daily Traffic Volumes of 20,000-25,000 or 2,400/hr at peak hours.

The only roadway within 1,000 feet of the project site that is listed as a Major Arterial in the City's General Plan Transportation Element (Map 6) is Lombard Street/U.S. 101. In the project site vicinity, Lombard Street/U.S. 101 is a 6-lane roadway (3 lanes in each direction) that heads east-west and abuts the northern boundary of the project site. Further west of the project site U.S. 101 becomes the Golden Gate Bridge.

Exterior Noise Levels

A HUD Noise Assessment was performed to determine the DNL (average day/night noise level in decibels) at the project site resulting from traffic volumes on Lombard Street/U.S. 101 (see Attachment D). The resulting noise level was 71.8251 DNL. This level of noise exposure is within the "normally unacceptable" noise zone as defined by HUD's Noise Guidelines for new residential projects.

Outdoor Use Areas

The project would not include any outdoor use areas, such as

	<p>outdoor seating areas, patios, or balconies.</p> <p>Interior Noise Levels</p> <p>For rehabilitation and conversion projects in the "normally unacceptable" noise zone, HUD actively seeks to have noise attenuation features incorporated as part of the rehabilitation to be undertaken, in accord with HUD environmental criteria and standards contained in Subpart B-Noise Abatement and Control of 24 CFR 51. Projects in the "normally unacceptable" noise zone require a minimum of 10 dB of additional noise attenuation if the outdoor average is greater than 70 dB but does not exceed 75 dB.</p> <p>Furthermore, it is a HUD goal that interior noise levels not exceed 45 dB, and that attenuation measures be included to meet this interior noise level wherever feasible with emphasis given to noise sensitive interior spaces such as bedrooms (HUD Noise Regulation 51.101[a][9]). Thus, an overall reduction of at least 26 dB (71 dB – 45 db) is recommended for the project to achieve the 10 dB reduction requirement and meet HUD’s interior noise level goal.</p> <p>The HUD Noise Guidebook three categories of noise attenuation measures: 1) the use of barriers or berms, 2) site design, and 3) acoustical construction. In this case, it is not feasible to build noise barriers to reduce noise levels at the site due to the site layout. It is also not feasible to revise the site design to situate the building farther from the roadway because the project seeks to rehabilitate an existing structure. Thus, the use to noise attenuating building materials will be necessary to meet the HUD interior noise goal of Ldn 45 dB.</p> <p>The acoustical consultant Charles M. Salter Associates was retained to provide recommendations that would achieve a 45 dBA interior noise level at f areas. The recommendations provided, which are included above as mitigation measures, have Sound Transmission Class (STC) ratings of 28-50. As such, with implementation of the recommended mitigation measures, the required minimum reduction of 26 dB would be achieved and future interior noise levels would not exceed Ldn 45 dBA in residential locations. Thus, the project would meet HUD’s interior noise goal and the 10 dB reduction required by 24 CFR Part 51 – Subpart B 51.104(a), and impacts would be mitigated to a less than significant level.</p> <p>All projects located in the Normally Unacceptable Noise Zone require a Special Environmental Clearance except an EIS is required for a proposed project located in a largely undeveloped area, or where the HUD action is likely to encourage the establishment of incompatible land use in this noise zone.² The Certifying Officer has prepared a Special Environmental Clearance and waiver of the EIS requirement.</p>
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² Ref: 24 CFR Part 51 – Subpart B 51.104 (a) (2) (b) (1) iii (2)

	<p>(See Attachment G).</p> <p>Therefore, the project is consistent with the requirements set forth in HUD's Noise Regulation.</p> <p>City Noise Standards</p> <p>The City of San Francisco General Plan contains guidelines for determining the compatibility of various land uses with different noise environments. The Environmental Protection Element recognizes that some land uses are more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. The City uses state noise guidelines for judging the compatibility between various land uses and their noise environment.</p> <p>As discussed above, the exterior DNL (average day/night noise level in decibels) at the project site is 71.8251 dB, resulting from traffic along Lombard St/US 101. Based on the City's noise guidelines, constructing residential land uses (including group quarters) in areas where the existing ambient noise levels exceed 65 dB "should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design." The State and City interior noise criterion is the same as the HUD interior noise goal (i.e., 45 dB).</p> <p>As discussed above, a HUD Noise Assessment was performed and project-specific noise attenuating mitigation measures will be incorporated into the project design to achieve an interior noise goal of 45 dBA. Thus, the project would comply with City noise regulations.</p> <p>Source Document List: City and County of San Francisco #5, #15, and #16, Regional Agencies #24, State of California #28, United States Government #37 and #40, and Contact #53</p>
<p>Toxic/Hazardous/Radioactive Materials, Contamination, Chemicals or Gases [24 CFR 58.5(i)(2)]</p>	<p>The project site is occupied by a three-story building. The ground floor is currently occupied by a tourist hotel, Bloomers Pub, and management offices. The upper floors are occupied by the tourist hotel.</p> <p>A Phase I Environmental Site Assessment (ESA) was prepared for the site by SCA Environmental, Inc. (SCA) on March 15, 2010 (see Attachment E). The upper floors are currently used as a tourist hotel. The ESA was performed in substantial conformance with guidelines of the American Society for Testing and Materials (ASTM) E 1527-05, <i>Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process</i> and with the U.S. Environmental Protection Agency's Rule for 40 CFR 312, <i>Standards and Practices for All Appropriate Inquiry</i>, as published in the Federal Register, Volume 70, Number 210, on</p>

1 November 2005.

The purpose of the Phase I ESA is to identify recognized environmental conditions at the project site. A recognized environmental condition is defined as the presence or likely presence of hazardous substances or petroleum products that may indicate an existing, past, or material threat of a release of such material to the structures, soil, surface water and/or groundwater at the project site. The Phase I ESA was conducted by investigating past site uses, reviewing the results of a search of environmental databases, reviewing records at relevant government agencies, reviewing a previous Phase I ESA completed by Benchmark Environmental Engineering, and performing a reconnaissance of the site and surrounding area. The Phase I ESA revealed no evidence of a recognized adverse environmental condition at the site.

Although not recognized as environmental conditions pursuant to ASTM methodology, the following items were noted in the Phase I ESA as items that may pose potential hazards to future development:

1. Possible polychlorinated biphenyl (PCB)-containing light ballasts in fluorescent light fixtures.
2. Possible asbestos-containing building materials.
3. Possible naturally-occurring asbestos in the soil.
4. Possible lead-containing paints and coatings.
5. Possible mercury-containing items.

The recommendations prescribed in the Phase I ESA to reduce or avoid impacts associated with these items are included above as mitigation measures.

PCBs

PCBs are regulated under Federal and State law. Byproducts of PCB combustion are known carcinogens and respiratory hazards. Consequently, specific handling and disposal of PCB-containing products is required. PCBs are most commonly found in lighting ballasts, wet transformers, and in electrical equipment, which uses dielectric fluids. PCBs are also occasionally found as a contaminant in hydraulic fluids.

PCB-containing lighting ballasts present in conjunction with fluorescent lighting fixtures are present at the project site. The Phase I ESA concludes that in their current state, the ballasts are not an environmental concern. Prior to removal of the ballasts, the PCB-content of the ballasts should be determined by consulting with the suppliers. If information regarding the PCB content is unavailable, the ballasts should be treated as PCB-containing during removal and disposed of accordingly to federal, state and local regulations. No electrical transformers, hydraulic equipment, or other potential PCB-containing equipment were observed on the project site. With implementation of the mitigation measures above, PCBs would not result in a significant environmental hazard.

Asbestos

Due to the age of the existing structure, there is a potential for asbestos-containing materials (ACM) to be present. ACM are those materials identified as containing >1.0% asbestos. Trace ACM are those materials identified as containing <1.0% but greater than 0.1% asbestos. These materials may exist as construction debris (in which case they fall under Comprehensive Environmental Response, Compensation, and Liability Act [CERCLA] regulatory requirements), as materials in intact buildings (in which case they fall under Toxic Substances Control Act [TSCA] and national emissions standards for hazardous air pollutants [NESHAPS] requirements) or as geological deposits (in which case they are typically regulated by local air pollution control district standards).

Although an asbestos survey has not been completed for the project site, the following items were noted to be present and may contain asbestos:

- wall and ceiling drywall, tape and mud with skim coats
- wall and ceiling plaster
- ceramic tiles, grouts and mortars
- insulations on heating ducts, piping, and other HVAC components
- insulation on an abandoned boiler located in the basement
- paints on radiators
- transite board assumed present behind radiators
- electrical wiring
- roofing mastics, felts, etc.
- carpet mastics
- stucco
- exterior paints
- paints in basement and boiler areas
- window and door caulks and putties
- mastic behind textured wall paper
- vinyl flooring and associated mastics
- transite liner for trash chute located in light wells

It should be noted that the list above was based only on visible areas inspected by SCA. Other suspect items may be present behind wall cavities or in ceilings at the project site.

Asbestos Section 19827.5 of the *California Health and Safety Code*, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The California legislature has vested the Bay Area Air Quality Management District with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be

notified ten days in advance of any proposed demolition or abatement work.

In accordance with the required mitigation measures, a comprehensive survey of the building and all apartment units should be conducted to identify suspect asbestos-containing materials, and an Asbestos Operations and Maintenance Plan should be prepared for the facility. If materials will be impacted by proposed renovation activities, the materials should be abated prior to commencement of renovation work. Removal of such materials would comply with the National Emissions Standards for Hazardous Air Pollutants and the BAAQMD Regulation 11, Rule 2. Additionally, under California enacted legislation, landlords and tenants of commercial buildings constructed prior to 1979 are required to notify certain people, including their respective employees working within such building, of any knowledge they may have regarding any ACMs in the building. These notices should be submitted to commercial tenants annually and include a list of all identified hazardous materials. The Phase I ESA recommends that the results of the survey be utilized to prepare the notification letters for commercial tenants at the building.

There is also a potential for soil at the site to contain naturally-occurring asbestos. The Phase I ESA recommends that prior to any activity resulting in contact with the subsurface soils, the presence of serpentine should be evaluated by a geotechnical engineer. If found to be present, the regulations set forth by the California Air Resources Board related to Naturally-Occurring Asbestos (NOA) in soils may be applicable.

Implementation of the required mitigation would mitigate impacts related to ACM to a less than significant level.

Lead-Based Paint

Lead is a suspect carcinogen and known teratogen, and neurotoxic in high doses, therefore lead-containing materials need to be identified prior to the onset of construction activities. Deteriorated or child-accessible lead-based paints (LBP) and lead-contaminated dust may be of particular concern in residential settings, even where no construction activities are planned. In addition, lead piping may be present in concealed areas.

LBP is defined differently by different agencies. The Consumer Product Safety Commission (CPSC) prohibits the use of more than 600 parts per million (ppm) of lead in new paint for residential use. HUD uses a cutoff of 0.5% lead by weight or 1.0 milligram/ square centimeter (mg/cm). Lead paint waste disposal is regulated by California EPA, and uses a definition of 350 ppm total lead by weight, and 5 ppm of soluble lead (although intact LBP on a solid substrate is generally not regulated as a hazardous waste). Federal and California

OSHA use a standard based upon airborne exposure to workers disturbing the painted surface, providing that, airborne lead should not exceed a permissible exposure limit of 50 micrograms per cubic meter.

Based on the age of the building, it is reasonable to assume that lead may be present on interior and exterior surfaces including paints, glazing on ceramic tiles, etc. A LBP survey has not been completed.

Rehabilitation involving demolition must comply with Chapter 34, Section 3407 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on any building built on or before December 31, 1978, or any steel structures to which lead based paint disturbance or removal would occur, and exterior work would disturb more than 100 square feet or 100 linear feet of lead-based paint, Chapter 34 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3407 applies to buildings or steel structures on which original construction was completed prior to 1979, which are assumed to have LBP on their surfaces unless a certified lead inspector assessor tests surfaces for lead and determines it is not present according to the definitions of Section 3407. The ordinance contains performance standards, including establishment of containment barriers at least as effective at protecting human health and the environment as those in the HUD Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards), and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead-paint contaminants beyond containment barriers during the course of the work. Cleanup standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air (HEPA) Filter vacuum following interior work.

Prior to commencement of work, the responsible party must provide written notice to the Director of the Division of Building Inspection of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the

	<p>name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work and Notice of Lead-Contaminated Dust or Soil, if applicable. The ordinance contains provisions regarding inspection and sampling for compliance by the Department of Building Inspection, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.</p> <p>The regulations and procedures established by the San Francisco Building Code would ensure that potential impacts associated with lead-based paint disturbance during construction activities would be reduced to a level of insignificance. These regulations and procedures, already established as a part of the permit review process and incorporated as mitigation measures above to further ensure their implementation, would ensure that potential impacts of rehabilitation related to LBP would be reduced to a level of insignificance.</p> <p>Mercury</p> <p>Elemental mercury is a neurotoxin and bio-accumulative environmental hazard, which is relatively common in building electrical and control systems. Mercury-containing items including fluorescent lighting tubes were noted to be present at the project site. Mercury thermostats, although not observed, may also be present. These elements typically contain mercury in regulated quantities. Mitigation measures are included above to ensure they are handled and disposed of safely. With implementation of the mitigation measures above, mercury would not result in a significant environmental hazard.</p> <p>Source Document List: Special Studies #50</p>
<p>Siting of HUD-Assisted Projects near Hazardous Operations [24 CFR 51 C]</p>	<p>The project does not involve explosive or flammable materials or operations. No aboveground storage tanks (ASTs), which could contain explosive or flammable materials, were reported within ¼ mile of the project site.</p> <p>Source Document List: United States Government #36, and Special Studies #50</p>
<p>Airport Clear Zones and Accident Potential Zones [24 CFR 51 D]</p>	<p>The project does not lie within an Airport Clear Zone or Accident Potential Zone.</p> <p>Source Document List: City and County of San Francisco #15</p>

Environmental Assessment Checklist

[Environmental Review Guide HUD CPD 782, 24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27]

Evaluate the significance of the effects of the proposal on the character, features and resources of the project area. Enter relevant base data and verifiable source documentation to support the finding. Then enter the appropriate impact code from the following list to make a determination of impact. **Impact Codes:** (1) - No impact anticipated; (2) - Potentially beneficial; (3) - Potentially adverse; (4) - Requires mitigation; (5) - Requires project modification. Note names, dates of contact, telephone numbers and page references. Attach additional material as appropriate. Note conditions or mitigation measures required.

Land Development	Code	Source or Documentation
Conformance with Comprehensive Plans and Zoning	4	<p>The project site is zoned NC-3, Moderate-Scale Neighborhood Commercial District, which is intended to offer a wide variety of uses with special emphasis on neighborhood-serving businesses.</p> <p>The proposed project would rehabilitate the existing three-story plus basement structure used as a tourist hotel for use as permanent housing for transition-age youth at risk of homelessness. Residential group housing is with a permitted use in the site's NC-3 zoning district. However density controls would limit the project to 16 units. As part of the project, a Special Use District permitting the proposed density is proposed to be placed on the project site as an overlay on the existing NC-3 zoning. In accordance with the required mitigation measure, the Special Use District overlay would require recommendation for approval by the Planning Commission and adoption by the Board of Supervisors pursuant to Planning Code Sections 302 and 306 (Amendments to the Planning Code). Adoption of the Special Use District overlay as proposed would allow for a greater unit count for the proposed project than is currently allowed in the NC-3 District for a group housing use. Should the Board adopt the proposed Special Use District overlay, the proposed project would conform with the Special Use District's density limitations.</p> <p>Building Height</p> <p>The parcel is currently located within a 40-X Height and Bulk district. The proposed project would not alter the height of the building and a height reclassification would not be required.</p> <p>Source Document List: City and County of San Francisco #6 and Contact #54</p>
Compatibility and Urban Impact	1	<p>The proposed project would involve minimal aesthetic changes to the exterior of the building. The proposed project consists of the rehabilitation of the existing building; the exterior of the existing building will be maintained, with the exception of the addition of ADA accessibility improvements, replacement of a portion of the existing windows, and repainting. In addition, the Scott Street façade would be reconfigured to eliminate the irregular pattern of unused doors, niches, and windows. In its place</p>

would be a continuous and functional exterior with new wainscoting and a more regular window pattern. The proposed project would not detract from the aesthetic appeal of the project site's natural or man-made surroundings due to the minimal changes proposed for the exterior of the building and the urbanized nature of the project vicinity.

The project site abuts a sidewalk that is approximately 11 feet wide along Lombard Street and 13 feet wide along Scott Street. One street tree is located near the northwest corner of the project site. The sidewalks are in good condition and provide convenient, adequate, safe, and attractive approaches to the proposed project. The San Francisco Municipal Transportation Agency does not identify the project area as an area having a high number of pedestrian or bicycle accidents.

The project site is a rectangular shaped corner parcel located on the block bounded by Lombard, Scott, Greenwich, and Divisadero Streets in the Cow Hollow-Marina neighborhood. The immediate project area, approximately between Chestnut Street on the north, Pierce Street on the east, Greenwich Street on the south, and Divisadero Street on the west, is relatively flat and contains a variety of building types and uses, including residential, commercial, and office. The northern half of the immediate project area (between Lombard Street and Chestnut Street) is primarily dedicated to commercial uses, while the southern half of the immediate project area (between Lombard Street and Greenwich Street) is primarily dedicated to residential uses. The proposed project would be compatible with the existing adjacent development because it would not alter the bulk or height of the existing building. As a residential use it would be consistent with surrounding uses.

The immediate project area is traversed by Lombard Street (U.S. Highway 101), which is adjacent to the project site. Adjacent to the project site to the west is a vacant two-story commercial building at 2415 Lombard Street that was constructed in 1922. Adjacent to the project site to the south is a two-story residential building at 3137 and 3139 Scott Street that was constructed in 1925. Across from the project site on Scott Street is a newly constructed multi-unit residential building and across from the project site on Lombard Street is a two-story building occupied by a restaurant on the first story. The project site is in a transition area between the Marina District and Pacific Heights. The main shopping thoroughfares are Chestnut Street and Lombard Street. The project site is in a neighborhood that displays cohesion, partly due to the concentrated pockets of commercial uses that complement the affluent residential areas that are widely seen in the neighborhood. The proposed project would not introduce development that is out of character or scale with the

		<p>existing physical environment because it would not alter the bulk or height of the existing building. As a residential use it would be consistent with surrounding uses.</p> <p>A change from hotel to permanent housing for transition-age youth at risk of homelessness is consistent with the intent of the Housing Element of the San Francisco General Plan, in that it promotes a cooperative effort between social service agencies and housing providers to develop special user housing. Permanent housing facilities are not available in sufficient numbers to meet the needs of those at risk of homelessness in the City. Policy 8.6 of the Housing Element states, "Increase the availability of units suitable for users with supportive housing needs." The proposed project would further the intent of the Housing Element by serving users with supportive housing needs and by increasing the City's overall housing supply.</p> <p>Thus, while the proposed project would require the creation of a SUD to accommodate the proposed density, it is consistent with the intent and objectives of the Housing Element of the San Francisco General Plan.</p> <p>Source Document List: City and County of San Francisco #2, #5 and #20</p>
Slope	1	<p>The project site is located approximately 31 feet above sea level and slopes down toward the north. The project site is currently developed and is not subject to slippage.</p> <p>Source Document List: Special Studies #49 and Contact #53</p>
Erosion	1	<p>The proposed project would not involve the development of an erosion sensitive area, as it is not near water nor located on a steep slope. The project would not require clearance of vegetation and would not create a slope that could lead to future erosion problems.</p> <p>Source Document List: Contact #53</p>
Soil Suitability	4	<p>Due to seismic and structural upgrades that may be required, as determined by a qualified structural engineer, minor soil disturbance may be required. If it is determined that groundwork is required, a geotechnical study will be prepared in accordance with the City's standard building review and permitting requirements.</p> <p>Source Document List: Contact #54</p>
Hazards and Nuisances including Site Safety	4	<p>The project would not create a risk of explosion, release of hazardous substances or other dangers to public health. The project would provide a safe place for residents.</p> <p>Seismicity</p> <p>The project site is located in the San Francisco Bay Area, which is considered one of the most seismically active regions in the United States. Significant earthquakes have</p>

	<p>occurred in the San Francisco Bay Area and are believed to be associated with crustal movements along a system of sub-parallel fault zones that generally trend in a northwesterly direction. In 2003, the Working Group on California Earthquake Probabilities (WG2003), in conjunction with the United States Geological Survey (USGS), published an updated report evaluating the probabilities of significant earthquakes occurring in the Bay Area over the next three decades. WG2003 finds that there is a 62 percent probability that at least one magnitude 6.7 or greater earthquake will occur in the San Francisco Bay region before 2031. The San Francisco Bay region continues to be seismically active. The principal active faults in the Bay Area include the San Andreas, Hayward, Calaveras, and the San Gregorio faults. Earthquakes occurring along these faults are capable of generating strong ground shaking at the project site. The project site is not located within an Alquist-Priolo Earthquake Fault Zone.</p> <p>Earthquakes on these or other smaller, more distant or unmapped faults could cause strong ground shaking at the site. Earthquake intensities vary throughout the Bay Area depending upon the magnitude of the earthquake, the distance of the site from the causative fault, the type of materials underlying the site, and other factors.</p> <p>The project site could experience strong seismic ground shaking and related effects in the event of an earthquake on one of the identified active or potentially active faults in the region (Hayward fault, San Andreas fault, etc.). Required project compliance with the latest California Building Code (CBC) requirements for new construction and rehabilitation would reduce the associated risk of property loss and hazards to occupants to a less than significant level.</p> <p>The extent of hazards from seismic shaking depends on the specifics of the earthquake and the resistance of individual structures. Older (pre-1974) masonry structures are typically less resistant to seismic shaking damage than are newer wood or steel-framed structures built in accordance with more recent building codes. Similarly, structures not adequately bolted to their foundations have a greater risk of damage than adequately secured structures.</p> <p>The building is a three-story plus basement structure. Its footprint is largely rectangular: a light well is located at the west façade and cantilevered corner bays project slightly at the northwest, northeast, and southeast corners. The building is topped by a flat roof surrounded by a pediment, which is shaped on the north and east facades. The walls are wood frame with heavy wood posts and beams in the basement. The foundation is reinforced concrete with continuous perimeter footings and interior footings. Exterior walls are clad in smooth, painted stucco at the north and east facades, and wood drop siding on the south and west</p>
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		<p>facades. The project would include minor structural stabilization in the basement.</p> <p>The existing building has been surveyed and it was determined that it suffered no significant structural damage attributable to the Loma Prieta earthquake that occurred on October 17, 1989. In accordance with the required mitigation measure, the project would incorporate all seismic improvements identified by the Department of Building Inspection during Plan Review. In addition, the project may include the following voluntary seismic strengthening, as determined by a qualified structural engineer:</p> <ul style="list-style-type: none"> • The addition of bolting to connect wood sill plates to concrete foundations; • The connection of wood beams to posts with straps and/or brackets; • The addition of plywood and hold-downs to walls in the basement; and • Further analysis by an engineer to evaluate cost efficient solutions to add seismic elements for the front elevations along Lombard and Scott Streets at the ground floor. <p>In accordance with the required mitigation measure, the project shall implement all seismic improvements identified by a qualified structural engineer, mitigating impacts to a less than significant level.</p> <p>Source Document List: Regional Agencies #21, Special Studies #50, Contact #54</p>
Energy Consumption	2	<p>The proposed project would not represent a wasteful use of energy. The project would utilize building materials that will increase energy efficiency by at least 15 percent above the energy standards set for by the California Energy Commission in Title 24, Part 6 of the California Code Regulations. The project sponsors will strive to have the project meet LEED Silver certification. Thus, the project may result in a net decrease of energy usage on the project site due to the replacement of older, less efficient features with modern energy-efficient counterparts.</p> <p>The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State of California, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in significant physical environmental effect or contribute to a cumulative impact.</p> <p>Source Document List: Contact #54</p>
Noise - Contribution to Community Noise Levels	4	<p>Stationary noise sources would include existing building equipment such as heating and ventilation equipment. The operation of this equipment is and would continue to be</p>

		<p>required to comply with the San Francisco Noise Ordinance. As such, stationary noise sources would not be anticipated to generate significant noise and would not change as compared to existing conditions. Mobile noise sources would include project-related traffic that would result from the development of 23 to 25 new residential units (including the manager's unit). Because the proposed project is located in an urban area and within convenient proximity to public transit, it can be expected that many of the residents will take advantage of transit. The effect would likely reduce average daily vehicle trips. As discussed below, based on project's size and its proximity to transit, the project would not be anticipated to significantly increase traffic. Thus, traffic-related noise levels would not result in a significant environmental impact.</p> <p>Temporary construction noise would also be generated. Construction noise would be subject to limitations established by the San Francisco Noise Ordinance. All construction activities would be required to comply with the recommendations contained in accordance with the standards established by the City of San Francisco. Thus, construction-related noise would not result in environmental impacts.</p> <p>Source Document List: City and County of San Francisco #5 and #6, United States Government #37 and #40, and Contact #53</p>
<p>Air Quality Effects of Ambient Air Quality on Project and Contribution to Community Pollution Levels</p>	4	<p>The proposed project would not significantly contribute to existing community air pollution levels. The proposed project does not meet thresholds for review by the Bay Area Air Quality Management District for air quality impact, as it proposes fewer than 510 units and would generate fewer than 2,000 vehicle trips per day. Further, because the proposed project is located in an urban area and within convenient proximity to public transit, it can be expected that many of the residents will take advantage of transit. The effect would likely further reduce average daily vehicle trips.</p> <p>All construction activities would be required to comply with the Feasible Control Measures for Construction Emissions of PM₁₀. Mitigation measures outlining these requirements are included above as Conditions for Approval. Additionally, the project would conform with the SIP.</p> <p>Source Document List: Regional Agencies #22 and #23</p>
<p>Environmental Design Visual Quality - Coherence, Diversity, Compatible Use and Scale</p>	1	<p>The proposed project consists of the rehabilitation of the existing building; the exterior of the existing building will be maintained, with the exception of the addition of ADA accessibility improvements, replacement of a portion of the existing windows, and repainting. In addition, the Scott Street façade would be reconfigured to eliminate the irregular pattern of unused doors, niches, and windows. In</p>

	<p>its place would be a continuous and functional exterior with new wainscoting and a more regular window pattern. The project is a renovation and would not change the character of the area. The project design is compatible in scale, use and design with the area.</p> <p>The conversion of a tourist hotel and pub into 22 to 24 units of permanent housing for transition-age youth at risk of homelessness and a manager's unit would change the existing character of the immediate vicinity, primarily in that it would add permanent residents. The occupancy pattern varies greatly during peak occupancy and the off-season. At times, the hotel could have higher occupancy than the proposed project, while at other times the proposed project would increase the intensity of use compared to existing uses. In any case, the proposed project would be consistent with the mixed-use character of the Cow Hollow-Marina neighborhood. In addition, this change would be consistent with the City's goals and objectives for development of affordable housing for those at risk of homelessness. Properties in the project vicinity include residential, commercial, and office uses. Residential uses at lower and higher densities already exist along Scott Street in the project vicinity.</p> <p>The proposed project would have no significant adverse impact on the character of the vicinity. It would not introduce new or incompatible land uses to the area. Rather, it would extend residential uses to the already mixed - use character of the area onto the project site. The nature and intensity of proposed land uses are consistent with the character of development that exists in the area. While the proposed project would result in a change from existing conditions, the proposed project's impacts relating to visual quality, compatibility and scale would not be significant.</p> <p>Source Document List: City and County of San Francisco #5 and Contact #53</p>
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Socioeconomic	Code	Source or Documentation
Demographic Character Changes	1	<p>The project site is located in the Cow Hollow-Marina area, a generally affluent neighborhood which is among the safest in San Francisco. According to 2000 Census Bureau data, there are approximately 22,903 persons and 14,851 households in the Cow Hollow-Marina neighborhood, and the median household income is \$84,710. Fifty-four persons live in group quarters and the number of individuals below the poverty line is 834. In general, the neighborhood is considered a stable neighborhood with a socioeconomic diversity not found in neighborhoods where affordable housing is typically located, such as the Tenderloin and Inner Mission districts of San Francisco. The project proposes to replace an existing tourist hotel</p>

		<p>(with no permanent tenants) with 22 to 24 units of permanent housing for youth at risk of homelessness aged 18-24 years, a manager's unit, and related support services. The project would result in an estimated population increase of between 23 and 26 new residents. This represents an approximate 0.11 percent increase in the Cow Hollow-Marina neighborhood's population and an approximate 0.17 percent increase in housing. It should be noted that the occupancy pattern of the hotel varies greatly during peak occupancy and the off-season. During the high tourist season, the hotel could have as many as 50 or more occupants when it is 100 percent occupied. Therefore, at times, the hotel could have higher occupancy than the proposed project, while at other times the proposed project would increase the intensity of use compared to existing uses.</p> <p>While this type of land use and population sector are not commonly observed in the Cow Hollow-Marina neighborhood, a project of this size would not significantly alter the demographic characteristics of the neighborhood. The project also proposes various community outreach efforts to engage project tenants with individuals and institutions in the neighborhood. Project related impacts with respect to changes in demographic character would be less than significant.</p> <p>The nature of the project is designed to accommodate the underserved needs of the at-risk youth of San Francisco. It is not anticipated that the project will, in and of itself, generate new demand for the housing market. The proposed project would incrementally decrease net employment at the site by approximately 0.5 full time equivalent employee (see discussion under "Employment and Income Patterns" for more information). While the project would incrementally increase population at the site, compared to existing conditions, project specific impacts would not be significant relative to the number of area-wide residents in the project vicinity. Overall, the increase in housing and incremental decrease in employment would be less than significant in relation to the expected increases in the population and employment of San Francisco. The project would not directly or indirectly result in a significant increase in population. Project related impacts with respect to population and employment growth would be less than significant.</p> <p>Source Document List: City and County of San Francisco #18, United States Government #42, and Contact #53</p>
Displacement	1	The Uniform Relocation Act, passed by Congress in 1970, establishes minimum standards for federally-funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and

		<p>assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally-funded projects.</p> <p>Section 205 of the URA requires that, "Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion."</p> <p>The project consists of the rehabilitation of an existing building on a 0.78 acre lot on a single parcel on 3155 Scott Street in San Francisco, CA. The existing building is currently used as a tourist hotel and has no permanent tenants. Therefore, no tenants would be displaced by the proposed project.</p> <p>Source Document List: United States Government #32</p>
Employment and Income Patterns	2	<p>According to the Bureau of Labor Statistics, San Francisco unemployment rate is 11 percent. No impact is expected as a result of the project, as it represents no significant change to the demographics of the area.</p> <p>On average, the existing hotel employs approximately 3.8 full time employees (FTE). It is anticipated that the completed project would employ 3.3 FTE. Thus, the proposed project would decrease net employment at the site by approximately 0.5 FTE. This negligible decrease in employment would not significantly affect employment and income patterns.</p> <p>Source Document List: United States Government #33 and Contact #54</p>

Community Facilities and Services

	Code	Source or Documentation
Educational Facilities	1	<p>The nearest public schools are Claire Lilienthal Alternative Elementary School at 3850 Divisadero Street (0.41 mile from project site); Marina Middle School at 3500 Fillmore Street (0.44 mile from project site); and Galileo High School at 1150 Francisco Street (1.12 miles from project site). Based on the assumption of one resident per room and a maximum of two persons in the manager's unit (occupancy will depend on the legal limit), the proposed project would accommodate between 23 and 26 residents. As a permanent housing facility for 18-24 year old youths at risk of homelessness, school age children would not be permitted to occupy the proposed project. Therefore, the project would not result in impacts to schools in the San</p>

		<p>Francisco Unified School District.</p> <p>Source Document List: City and County of San Francisco #5, City and County of San Francisco #47, Contact #53</p>
Commercial Facilities	1	<p>Based on the assumption of one resident per room and a maximum of two persons in the manager's unit (occupancy will depend on the legal limit), the proposed project would accommodate between 23 and 26 residents. The project would not result in substantial population growth and therefore would not result in impacts to commercial facilities in the area.</p> <p>The project is located within approximately ½ mile of four banks and ATMs. One major grocery store and several smaller neighborhood markets are located within ½ mile of the project. Multiple San Francisco MUNI bus stops are located within a 3 block radius of the project site along Lombard Street, Divisadero Street, and Chestnut Street. The project site is located near the Exploratorium, Palace of Fine Arts, and several coffee shops and restaurants serving the area, making it a convenient location for residents without private transportation. The proposed project would not place a burden on existing commercial facilities due to both the existing network of facilities as well as the fact that overall the project would not result in a significant demographic shift in the area.</p> <p>Source Document List: Contact #53 and #54</p>
Health Care	1	<p>The proposed project would accommodate between 23 and 26 residents. Both the University of California, San Francisco Medical Center at Mount Zion and the Kaiser Permanente Medical Center are located 1 mile from the project site. In addition, the University of California, San Francisco Medical Center is located 3 miles from the project site. Approximately 15 smaller medical facilities and offices are located within 1 mile of the project site. Given that the proposed project will not result a substantial demographic change for the area and that many project residents are likely to come from the city's existing population, health care facilities would not be adversely affected by increased demand.</p> <p>Source Document List: Contact #53 and #54</p>
Social Services	2	<p>The proposed permanent housing facility would generate between approximately 23 and 26 residents. The purpose of the proposed project is to provide housing for transition-age youth who are at risk of homelessness or aging out of foster care.</p> <p>The project sponsor is Community Housing Partnership. The project goal is to provide permanent housing and related services for youth at risk of homelessness aged 18-24 years. Larkin Street Youth Services would offer a supportive services to project tenants. Therefore, the</p>

		<p>proposed project would not have an adverse effect on social services in the project area. Alternatively, it is likely that the project would result in an overall beneficial impact.</p> <p>Source Document List: Contact #53 and #54</p>
Solid Waste	1	<p>Solid waste removal services are already available to the neighborhood. The project involves the adaptive reuse of an existing structure and would not significantly increase the demand for solid waste removal service beyond what is already provided for in this area. Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill. The landfill has a permitted peak maximum daily disposal of 11,500 tons per day and is currently operating at approximately 4,000 to 5,000 tons per day. The landfill has an annual solid waste capacity of 2,226,500 tons from the City of San Francisco. However, the City is well below its allowed capacity, generating approximately 550,000 tons of solid waste in 2005.</p> <p>Recycling, composting, and waste reduction efforts are expected to increasingly divert waste from the landfill. The City Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010. The project's residents and employees would be expected to participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal stream. The Altamont Landfill is expected to remain operational for 20 or more years, and has current plans to increase capacity by adding 250 additional acres of fill area. With the City's increase in recycling efforts and the Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2026. Moreover, the City requires the recycling of construction and demolition debris with a goal of diverging at least 65 percent of construction material. Given the minor scope of the project, and given the long term capacity available at the Altamont Landfill, the solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity, and the project would result in a less than significant impact on solid waste services in the project area.</p> <p>Source Document List: Special Studies #43 and State of California #26</p>
Waste Water	1	<p>Because the City is primarily served by a combined sewer and stormwater treatment system, impacts to wastewater and stormwater (mentioned below) are discussed together. In most of the City, including the project site, wastewater includes water that is washed down drains and toilets in homes and businesses, as well as stormwater, or and water that is poured into catch basins located at the end of each city block. The Southeast Water Pollution Control Plant (SWPCP) provides wastewater treatment for the east side of the City, including the project site. During wet weather, the SWPCP along with the Oceanside Water</p>

		<p>Pollution Control Plant, which serves the western side of the city, can treat approximately 465 million gallons of wastewater per day prior to discharge into the Pacific Ocean and the San Francisco Bay.</p> <p>Current site conditions include a building that nearly fills the lot, a paved passageway between the building and the property to the south, and minimal vegetation.</p> <p>The project would convert a 29-room existing tourist hotel to a 22 to 24-unit permanent housing facility for transition-age youth at risk of homelessness. As previously discussed, the project would result in a net decrease of FTE employees on-site. Because the project site is currently used as a hotel, which typically generates large amounts of wastewater, the proposed project's residential uses could generate a decrease in wastewater on the site. The proposed project would meet wastewater pretreatment requirements for San Francisco Public Utilities Commission (SFPUC), as required by San Francisco Industrial Waste Ordinance to meet Water Quality Control Board Requirements. Based on the assumption that the proposed project is expected to generate a maximum of 26 residents and based on the assumption that each resident generates approximately 62 gallons of waste water per day (SFPUC, 2005 Urban Water Management Plan for the City and County of San Francisco), the maximum of 25 residential units at the proposed project would generate approximately 1,612 gallons of wastewater per day. The proposed project would incrementally increase the generation of wastewater in San Francisco. This conservatively does not account for the net reduction of existing wastewater generation at the current hotel use.</p> <p>While the proposed project would result in up to 1,612 gallons of wastewater per day (not accounting for the net reduction of existing uses), LEED Silver certification would be pursued for the proposed project and the project would include low flow plumbing fixtures. The proposed project is not likely to cause collection capacity of the sewer or stormwater system to be exceeded. The project would not result in a substantial increase in demand for wastewater and stormwater treatment, and therefore, would not result in a significant impact.</p> <p>Source Document List: City and County of San Francisco #7, Special Studies #44 and #45</p>
Storm Water	1	<p>See discussion above under "Waste Water".</p> <p>Source Document List: City and County of San Francisco #7, Special Studies #44 and #45</p>
Water Supply	1	<p>Because the project site is currently used as a hotel, which typically has a high demand for water, the proposed project's residential uses could generate a decrease in water demand on the site. Based on the calculation of</p>

		<p>wastewater generation previously discussed, the housing development (including the commercial component) would consume up to 1,612 gallons of water per day. The proposed project would incrementally increase the demand for water in San Francisco. This conservatively does not account for the net reduction of existing water consumption at the current hotel use.</p> <p>The projected water consumption for the proposed project was assumed in the SFPUC's 2005 Urban Water Management Plan (UWMP) and in the Final Water Supply Availability Study for City and County of San Francisco (October 2009). This is due to the fact that the UWMP is based on land use and population projections, within which the project has been accounted. The SFPUC's water use projections are related to population and business trends forecast by the ABAG's Projections 2002 as well as San Francisco Planning Department's Land Use Allocation 2002 projections. As such, the Final Water Supply Availability Study has included the water demands associated with the proposed project in future water demands for the City and County of San Francisco. In addition, the SFPUC has adopted a long-term water management plan and is undertaking a number of efforts to meet projected system-wide demand and ensure the reliability of the system's water supply. SFPUC anticipates developing new recycled water projects to help offset potable demand. Moreover, the new construction would be designed to incorporate water-conserving measures such as low-flush toilets and urinals as required by the California State Building Code Section 402.0(c) and as part of the LEED Silver certification requirements. Because existing and planned water supply could accommodate project water demand, as anticipated by the SFPUC, and because the project would use best-practices water conservation devices, it is not expected to result in a substantial or adverse increase in water use.</p> <p>Source Document List: City and County of San Francisco #7 and #8</p>
<p>Public Safety - Police</p>	<p>1</p>	<p>The vicinity of the project site receives police protection services from the San Francisco Police Department. The project site is served by the Northern Police District. The proposed project would include between 22 and 24 units of permanent housing and a manager's unit, which would result in an estimated population increase of between 23 and 26 new residents. This population increase would incrementally increase the demand for police services to serve the project site. The proposed project would not result in an increase in the number of employees at the project site.</p> <p>The project is an infill use and its demand for police services would not be expected to be substantial in light of the existing demand for police-protection services in the neighborhood. Any increase in demand for police-protection services resulting from the proposed project</p>

		<p>would not be substantially greater than existing demand for police-protection services in the project area, and meeting this additional service demand would not require the construction of new police- prevention facilities beyond what is currently planned in the Northern Police District. The departments monitor growth in demand for police-department service areas and they address additional staffing, equipment, and facility needs each year through the City's annual operating and capital budget process. Furthermore, as part of the proposed project, a security system (with exterior video monitoring and door/window alarms) would be installed. For these reasons, the effect of the project on police protection services would be less than significant.</p> <p>Source Document List: City and County of San Francisco #10</p>
<p>- Fire</p>	<p>1</p>	<p>The vicinity of the project site receives fire protection services from the San Francisco Fire Department. The project site is located at approximately 4 blocks from Fire Station 16 (2251 Greenwich Street at Fillmore Street). The proposed project would include between 22 and 24 units of permanent housing and a manager's unit, which would result in an estimated population increase of between 23 and 26 new residents. This population increase would incrementally increase the demand for fire services to serve the project site. The proposed project would not result in an increase in the number of employees at the project site.</p> <p>The project is an infill use and its demand for fire services would not be expected to be substantial in light of the existing demand for fire-protection services in the neighborhood. Any increase in demand for fire-protection services resulting from the proposed project would not be substantially greater than existing demand for fire-protection services in the project area, and meeting this additional service demand would not require the construction of new fire- prevention facilities beyond what is currently planned in the neighborhood. The proposed project would be required to comply with the current Building Code's fire safety and fire prevention standards. The increase in demand for fire-protection services resulting from the proposed project would not be substantially greater than existing demand for fire-protection services in the project area, and meeting this additional service demand would not require the construction of new fire-prevention facilities beyond what is currently planned for the Cow Hollow-Marina area. The departments monitor growth in demand for fire-department service areas and they address additional staffing, equipment, and facility needs each year through the City's annual operating and capital budget process. For these reasons, the effect of the project on fire-prevention services would be less than significant.</p> <p>Source Document List: City and County of San</p>

		Francisco #9
- Emergency Medical	1	<p>The vicinity of the project site receives emergency medical services from the San Francisco Fire Department Division of Emergency Medical Services. The proposed project would include between 22 and 24 units of permanent housing and a manager's unit, which would result in an estimated population increase of between 23 and 26 new residents. This population increase would incrementally increase the demand for emergency medical services to serve the project site. The proposed project would not result in an increase in the number of employees at the project site.</p> <p>Although the proposed project could increase the number of calls received from the area or the level of regulatory oversight the division must provide due to the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for emergency medical services in the neighborhood, which contains many multifamily residential buildings. The increase in demand for emergency medical services resulting from the proposed project would not be substantially greater than existing demand services in the project area, and meeting this additional service demand would not require the construction of new facilities. The departments monitor growth in demand for service areas and they address additional staffing, equipment, and facility needs each year through the City's annual operating and capital budget process. For these reasons, the effect of the project on police protection services would be less than significant.</p> <p>Source Document List: City and County of San Francisco #9 and Contact #53</p>
Open Space and Recreation - Open Space	1	<p>The proposed project would include between 22 and 24 units of permanent housing and a manager's unit, which would result in an estimated population increase of between 23 and 26 new residents. The proposed project would not result in an increase in the number of employees at the project site. The population increase would not be substantial compared to the existing demand for open space in this area and would not result in substantial physical deterioration of existing open space. Therefore, the proposed project would have a less than significant impact on open space.</p> <p>Source Document List: Contact #53</p>
- Recreation	1	<p>A majority of local-serving parks and recreation facilities within San Francisco are owned and operated by the San Francisco Recreation and Park Department (SFRPD). The SFRPD maintains over 200 parks, playgrounds, and open spaces throughout the City, which function mainly for neighborhood use. The park system also includes 15 large, full-complex recreation centers, nine swimming pools, five golf courses, as well as hundreds of tennis courts, baseball</p>

	<p>diamonds, athletic fields and basketball courts. The SFRPD currently owns and manages a total of approximately 3,317 acres of parkland and open space.</p> <p>In November 2007, the San Francisco Neighborhood Parks Council prepared a report called <i>Green Envy – Achieving Equity in Open Space</i>. The purpose of the report was to determine the open space deficient areas in the City and examine acquisition programs of other cities to glean best practices. The project site is located within District 2, which includes Russian Hill, Pacific Heights, the Marina, Presidio Heights, and Seacliff. Within District 2, approximately 90 percent of the area is already served by green space. However, while the project site itself is not within the service area (0.25 mile) of a neighborhood park or regional park, it is located within 0.5 mile of several parks.</p> <p>In August of 2004, the San Francisco Recreation and Park Department published a <i>Recreation Assessment Report</i> that evaluates the recreation needs of San Francisco residents. Nine service area maps were developed for the Recreation Assessment Report. The service area maps were intended to help Recreation and Park Department staff and key leadership assess where services are offered, how equitable the service delivery is across the City and how effective the service is as it applies to participating levels overlaid against the demographics of where the service is provided. The project site is not located in an area identified in the San Francisco General Plan as a high need area for recreational facilities and improvements (to be given the highest priority for new parks and recreational facilities in the City). The project site is well served by the surrounding parks and recreational facilities.</p> <p>The proposed project would be expected to generate an incremental additional demand for recreational facilities. However, the increase in demand would not be in excess of amounts expected and provided for in the area and the City as a whole. The additional use of the recreational facilities would be relatively minor compared with the existing use and therefore, the proposed project would not result in substantial physical deterioration of existing recreational resources. The impact on recreational facilities would, therefore, be less than significant.</p> <p>Parks and recreational facilities in the area include the Presidio (0.3 mile), the Palace of Fine Arts (0.4 mile), George Moscone Recreation Center (0.4 mile), Alta Plaza Park (0.5 mile), and Marina Green (0.5 mile). The addition of between 25 and 28 project residents would incrementally increase the demand for park and recreation services and facilities in the area, but not in excess of the amounts provided for in the project vicinity. Residents would likely use the Presidio, George Moscone Recreation Center, or Golden Gate Park, which is 1.8 miles from the project site and accessible via the 43 Masonic bus line.</p>
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- Cultural Facilities	1	<p>The project would not affect cultural facilities by its operation. The City of San Francisco is rich in multicultural resources. The Exploratorium, Mexican Museum, Haas-Lilienthal House (intact Victorian era home), Museum of Performance & Design, African American Art & Culture Complex, and Jazz Heritage Center are located within 2 miles the project site. Thus the project area is an ideal location for future residents, all aged 16 through 24, to access a wide array of high-quality and diverse cultural facilities.</p> <p>Source Document List: Contact #53 and Special Studies #51</p>
Transportation	1	<p>Scott Street is a two-way local street with two travel lanes. Traffic volumes along Scott Street in the project vicinity are generally low to moderate. Lombard Street, which serves as U.S. Highway 101 is a two way highway with six travel lanes. Traffic volumes along Lombard Street in the project vicinity are high. The project site is located within 3 blocks of local public transportation options, including bus service via MUNI Routes 28, 30, 41, 43, and 45 lines.</p> <p>The project would convert a 29-room existing tourist hotel to a 22 to 24-unit, single occupancy, permanent housing facility for transition-age youth at risk of homelessness. As previously discussed, the project would result in a net decrease of FTE employees on-site. According to the San Francisco Planning Department's <i>October 2002 Transportation Impact Analysis Guidelines for Environmental Review</i>, hotel uses typically generate 7 trips per day per room, while 1-bedroom residential units typically generate 7.5 trips per day per unit. However, because the proposed project would consist of single-occupancy housing (with the possible exception of the manager's unit), its trip generation would likely be lower than the 1-bedroom residential unit rate noted above, which likely captures units with 1- and 2-person occupancy. Applying these trip generation rates, the project could decrease daily trips to/from the project site by 0.5 trip per</p>

day per unit, or 15.5 trips per day (assuming the maximum 25 units are built). This potential decrease could have a beneficial effect on the capacity of the local street system. Furthermore, the following observations are noted. First, project tenants would be comprised of youth aged 18-24 at risk of homelessness. It is reasonable to assume that this demographic would own few (if any) personal vehicles compared to residents living in the types of residential facilities on which the above trip generation rate is based, thereby further reducing the margin between the project site's existing and future trip generation. Further, the project would provide a holistic spectrum of support services for tenants, including on-site job training, educational assistance, health services, counseling, and substance abuse treatment. By providing these services in-house, the need for project residents to travel off-site for daily requirements would be further reduced. Furthermore, consistent with the current condition, no on-site parking would be provided. Finally, as discussed below, because the proposed project is located in an urban area and within convenient proximity to public transit, it is expected that many of the residents would take advantage of transit. Therefore, the decrease in traffic caused by the project would be considered a less than significant impact.

Transit Conditions

Regional public transport via Golden Gate Transit is easily accessible within a few blocks of the project site. Muni also provides transit service within the City and County of San Francisco, including bus (both diesel and electric trolley), light rail (MUNI), cable car, and electric streetcar lines. MUNI operates some major bus lines in the vicinity of the project site. The 28 Outbound stops about one block away from the project site, runs every 10 minutes throughout the day, and 30 minutes during the evenings until 10pm. The 30 Inbound stops about one block away from the project site and runs peak periods every 8 minutes, 12 minutes during the afternoon, and every 15 minutes on average during the evenings until 1:30 AM. The 30X Inbound stops about one block away and runs peak periods every 5 minutes, only during weekday mornings. The 41 stops about ¼ mile from the project site and runs every 10 minutes on average during the week. The 43 runs about every 10 minutes during peak weekday hours, 30 minutes during the weekday evenings. The 45 Inbound runs about every 8 minutes during peak weekday hours, and every 20 minutes during weekday evenings.

In the experience of San Francisco transportation planners, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any

	<p>such resulting shifts to transit service in particular would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." Furthermore, the project site is within walking distance of coffee shops, restaurants, bars, entertainment including the Presidio, grocery stores, outdoor recreation, and shopping centers.</p> <p>Capacity utilization relates the number of passengers per transit vehicle to the design capacity of the vehicle. MUNI's established capacity utilization standard for peak period operations is 85%. With several Muni lines operating in the project vicinity, it is anticipated that most riders would choose the closest and least crowded lines depending upon their direction of travel. Furthermore, as noted above, the project would provide a holistic spectrum of support services for tenants, including on-site job training, educational assistance, health services, counseling, and substance abuse treatment. By providing these services in-house, the need for project residents to travel off-site for daily requirements would be further reduced. Overall, the addition of project-generated transit trips would result in a less than-significant impact on transit service.</p> <p>Bicycle Conditions</p> <p>Bike routes in the project vicinity include a wide curb lane along Greenwich Street, one block south of the project site, and a wide curb lane that is briefly a bike route along Steiner Street, two blocks east of the project site.</p> <p>Planning Code Section 155.5, Bicycle Parking Required for Residential Uses, requires that residential projects of up to 50 dwelling units provide one Class 1 bicycle space for every 2 dwelling units. Per Section 155.5, the proposed maximum 25-unit project would be required to provide 13 bicycle parking spaces. The sponsor intends to provide the required number of bicycle parking spaces in the building's basement and/or the breezeway.</p> <p>It is not anticipated that the proposed project would have an adverse impact on bicycle conditions in the project area. Most bicyclists are expected to continue using the existing bike lanes and routes in the vicinity.</p> <p>Pedestrian Conditions</p> <p>Sidewalks adjacent to the project site have excess capacity as evidenced by the lack of pedestrian crowding or queuing. Surrounding streets, such as Greenwich, Divisadero, Pierce, and Lombard also have limited pedestrian volumes. Sidewalk widths are sufficient to allow for the free flow of pedestrian traffic. The project would</p>
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		<p>convert a 29-room existing tourist hotel to a 22 to 24-unit permanent housing facility for transition-age youth at risk of homelessness. Given the size of the project, the net effect of removing the existing use, and the capacity of the existing sidewalk system, the proposed project would not be expected to cause a substantial amount of pedestrian and vehicle conflict. Pedestrian activity may increase as a result of the project, but not to a degree that could not be accommodated on local sidewalks or would result in safety concerns.</p> <p>Source Document List: City and County of San Francisco #12, #4, #6, and #13</p>
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Natural Features Code Source or Documentation

Water Resources	1	<p>There will be no significant change to water resources used in the City as a result of this project.</p> <p>Source Document List: Contact #41</p>
Surface Water	1	<p>There are no surface waters either on or near the project site.</p> <p>Source Document List: Contact #53</p>
Unique Natural Features and Agricultural Lands	1	<p>No unique natural features are located on the site. There are no active agricultural lands on or near the project site.</p> <p>Source Document List: Contact #53</p>
Vegetation and Wildlife	1	<p>No natural habitats containing endangered species, or any designated or proposed critical habitat are supported at the project site.</p> <p>The San Francisco Board of Supervisors adopted legislation that amended the City's Urban Forestry Ordinance, Public Works Code Sections 801 et seq., to require a permit from the DPW to remove any protected trees. Protected trees include landmark trees, significant trees, and street trees located on private or public property. No trees exist on the project site. Adjacent to the building along Lombard Street is one mature street tree, which would remain. Based on the conditions discussed above, the project site and its surroundings provide no important biological habitats. Because the proposed project would not have a significant impact on rare, threatened, or endangered species or their habitats, or resident or migratory species or their habitats, and would not conflict with the new Board of Supervisors legislation regarding significant tree removal, project biological resource impacts would be less than significant.</p> <p>Source Document List: Contact #53 and City and County of San Francisco #6</p>

Other Factors Code Source or Documentation

Flood Disaster Protection Act [Flood Insurance] [§58.6(a)]	1	The project site is not within any FEMA designated Special Flood Hazard Area and the community is not participating in the National Insurance Program. Source Document List: United States Government #30
Coastal Barrier Resources Act/Coastal Barrier Improvement Act [§58.6(c)]	1	The Coastal Barrier Resources Act of the United States (CBRA, Public Law 97-348), enacted October 18, 1982, designated various un-developed coastal barriers, depicted by a set of maps adopted by law, for inclusion in the John H. Chafee Coastal Barrier Resources System (CBRS). Areas so designated were made ineligible for direct or indirect Federal national security, navigability, and energy exploration. CBRS areas extend along the coasts of the Atlantic Ocean and the Gulf of Mexico, Puerto Rico, the U.S. Virgin Islands, and the Great Lakes, and consist of 857 units. There are no Coastal Barrier Resources in California. Source Document List: United States Government #41
Airport Runway Clear Zone or Clear Zone Disclosure [§58.6(d)]	1	The project does not involve sale or acquisition of existing property within a civil Airport's Runway Clear Zone or Military Installation's Clear Zone. Source Document List: City and County of San Francisco #15
Other Factors	1	The project will provide safe living conditions for transition-age youth at risk of homelessness by meeting fire, life safety, and ADA codes. Source Document List: Contact #54

Summary of Findings and Conclusions

ALTERNATIVES TO THE PROPOSED ACTION

Alternatives and Project Modifications Considered [24 CFR 58.40(e), Ref. 40 CFR 1508.9] (Identify other reasonable courses of action that were considered and not selected, such as other sites, design modifications, or other uses of the subject site. Describe the benefits and adverse impacts to the human environment of each alternative and the reasons for rejecting it.)

The following Alternatives were considered for the proposed project.

A. No Action Alternative [24 CFR 58.40(e)]

(Discuss the benefits and adverse impacts to the human environment of not implementing the preferred alternative).

The No Project/No Action Alternative would involve maintaining the existing condition on the project site. Under this alternative, no rehabilitation work would occur and the on-site building would continue to operate as a tourist hotel. The benefits of implementing the No Action Alternative would include reduced air pollutant and noise generation during construction, as well as a reduced potential for construction workers to encounter hazardous materials within the structure including ACM and LBP. Because the No Action Alternative would not allow the City to supply 22 to 24 units of permanent housing for the at-risk homeless youth population, the adverse impacts of implementing the No Action Alternative would include a reduced potential for the City to implement Policy 8.6 of the Housing Element of the San Francisco

General Plan which mandates the City to “[i]ncrease the availability of units suitable for users with supportive housing needs,” as well as City and region-wide goals to increase overall housing supply.

B. Relocation

This alternative would entail locating the project in another location. The benefits of implementing this alternative would include the potential opportunity to locate the project site in an area with more similar land uses. The services and programs currently available to transition-age youth in San Francisco are largely concentrated in a small number of neighborhoods – primarily the Tenderloin, the Haight, and the Mission. However, while these neighborhoods contain the City’s greatest concentrations of homeless and at-risk youth, they also contain high concentrations of activities that threaten young people’s stable, healthy development: drugs, sex work, and violence. The project site’s location in the Cow Hollow-Marina neighborhood, by contrast, is further removed from street crime and inappropriate influences while in convenient proximity to jobs, educational opportunities, libraries and recreation. The existing building has been used as an inn since its construction 95 years ago; with relatively simple rehabilitation it can provide a welcoming atmosphere to permanent residents. Thus, the adverse impacts of relocating the project to a different site would include a reduced ability to achieve the objectives of the project and result in financial infeasibility.

C. Preferred Alternative – Proposed Project

The project sponsor and architect considered alternative configurations of uses on the site including varying amounts of housing and office/support space. Given the constraints of the existing structure, the size of the site, and the proximity to public transit, and in light of the housing goals of CHP and the City, the current configuration was found to be the most appropriate. The proposed project is the superior design, configuration, and location and can be implemented at a reasonable cost to the City and the developer.

Mitigation Measures Recommended [24 CFR 58.40(d), 40 CFR 1508.20]

(Recommend feasible ways in which the proposal or its external factors should be modified in order to minimize adverse environmental impacts and restore or enhance environmental quality.)

Air Quality

1. To minimize construction equipment emissions during construction, the project applicant shall require the construction contractor to:
 - a. Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1 provides the issuance of authorities to construct and permits to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the “CAPCOA” Portable Equipment Registration Rule” or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105.
 - b. Perform low-NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) shall be performed for such equipment used continuously during the construction period.

Noise

2. All projects located in the Normally Unacceptable Noise Zone require a Special Environmental Clearance, except an EIS, which is required for a proposed project located in a largely undeveloped area, or where the HUD action is likely to encourage the establishment of

incompatible land use in this noise zone. The Certifying Officer has prepared a Special Environmental Clearance and waiver of the EIS requirement. (See Attachment G)

3. The project applicant shall require construction contractors to limit standard construction activities as follows:
 - a. Construction activities are limited to between 7:00 AM and 7:00 PM Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.
 - b. Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Department of Building Inspection (DBI).
 - c. Construction activity shall not occur on Saturdays, with the following possible exceptions:
 - 3) Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the DBI.
 - 4) After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the DBI, and only then within the interior of the building with the doors and windows closed.
4. No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.
 - a. No construction activity shall take place on Sundays or Federal holidays.
 - b. Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.
 - c. Applicant shall use temporary power poles instead of generators where feasible.
5. To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the San Francisco Planning Department and the DBI review and approval, which includes the following measures:
 - a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
 - b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
 - c. Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.

- d. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.
6. Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the DBI a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:
 - a. A procedure and phone numbers for notifying the DBI staff and San Francisco Police Department; (during regular construction hours and off-hours);
 - b. A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);
 - c. The designation of an on-site construction complaint and enforcement manager for the project;
 - d. Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and
 - e. A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.
 - f. Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the San Francisco Planning Code and Section 8.18 of the San Francisco Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning Department and DBI.
7. The project shall meet HUD's interior noise goal of Ldn 45 dB. Based on the recommendations of the acoustical consultant Charles M. Salter Associates, the following measures shall be implemented based on HUD's requirements for the final arrangement of noise sensitive living areas within the building's interior. For all recommendations, equivalent STC items can be substituted as long as the STC tests have been conducted in an independent lab facility.
 - a. For Units 201 through 203, 301 through 303, 209 and 309:
 - i. Install STC 35 window assemblies in place of the existing windows.
 - ii. Install blown-in insulation in each stud cavity in the walls, or equivalent to achieve STC 40 for the wall assembly.
 - b. For Units 205 and 305:
 - i. Install STC 41 window assemblies in place of the existing windows.
 - ii. Install 2 layers of 5/8" GB, resilient channel, and batt insulation in place of existing interior gypsum board, OR install 2 layers of 5/8" GB and batt insulation on new 2x4 studs staggered from existing studs, OR equivalent to achieve STC 50 for the wall assembly.
 - c. For Units 206 through 208, and 306 through 308:
 - i. Install STC 38 window assemblies in place of the existing windows.
 - ii. Install 2 layers of 5/8" GB, resilient channel, and batt insulation in place of existing interior gypsum board, OR install 2 layers of 5/8" GB and batt insulation on new 2x4 studs staggered from existing studs, OR equivalent to achieve STC 50 for the wall assembly.
 - d. For Units 210, 310, 214, 314, 216, 316, 218, and 318:
 - i. Install STC 28 window assemblies in place of the existing windows.
 - e. For Units 215 and 315:
 - i. Install STC 31 window assemblies in place of the existing windows.

- ii. Install blown-in insulation in each stud cavity in the walls, or equivalent to achieve STC 40 for the wall assembly.
- f. Where sound-rated windows need to be closed to meet Ldn 45 dB, HUD and the California Building Code requires an alternative form of ventilation to provide fresh air (e.g., mechanical ventilation). The project mechanical engineer should review this requirement, which would apply to all residences.

Hazardous Materials

The following recommendations in the Phase I Environmental Site Assessment (ESA) (see Attachment E) shall be required as mitigation measures:

- 8. Workers handling PCB lighting ballasts shall be trained in the safe handling and disposal of these ballasts, as required under 40 CFR 761 and state regulations.
- 9. The building shall be sampled for asbestos prior to the start of construction. If asbestos-containing materials are found to be present, an Operations and Maintenance Plan shall be prepared for the building. If identified asbestos-containing materials will be impacted by proposed renovation activities, the materials shall be abated prior to the commencement of work activities in the structure.
- 10. To comply with California notification requirements, annual notices shall be prepared for tenants and contractors regarding the presence and extent of hazardous materials identified in the building.
- 11. All future renovation and demolition work shall follow local, state, and federal regulations regarding lead. Prior to renovation or demolition work, lead stabilization and/or abatement planning shall be incorporated into the project.
- 12. Any asbestos containing materials or lead based paint not removed or abated must be encapsulated so as not to cause human health risks to the inhabitants. All disturbed surfaces must be cleaned and sampled to ensure clearance to Housing and Urban Development (HUD) standards.
- 13. Construction and maintenance workers shall be trained to safely and legally handle and dispose of fluorescent lamps.
- 14. Prior to any activity resulting in contact with the subsurface soils, the presence of serpentine shall be evaluated by a geotechnical engineer. Soil samples shall be collected at various depths and analyzed by CARB 435 methodology. If found to be present, the regulations set forth by the California Air Resources Board related to Naturally-Occurring Asbestos (NOA) in soils may be applicable.

Zoning

- 15. Approval by the Planning Commission and Board of Supervisors for a Conditional Use permit for a Special Use District, Zoning Map Amendment, and Planning Code Text Amendment to create a Special Use District overlay on the existing NC-3 zoning to permit the higher unit density proposed by the project is required.

Seismic Upgrades

- 16. The project shall comply with the California Building Code (CBC). If additional improvements required to ensure compliance with the CBC are identified by a qualified structural engineer, those improvements shall be integrated into the project design.

Additional Studies Performed

(Attach studies or summaries)

See attached source documentation.

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

See attached source documentation.

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