

## 1. Community Need.

### 1.a. Targeted Community and Brownfield

The City and County of San Francisco, Recreation and Park Department (SFRPD) is submitting this application for \$200,000 to develop and implement a Remediation Action Plan (RAP) for Geneva Car Barn and Powerhouse. The Geneva Car Barn and Powerhouse Clean-up Project (“Project”) is located in northern California in the City and County of San Francisco (“City”). The City has 852,469<sup>1</sup> living within 47 square miles—equal to 17,397 residents per square mile—making it second only to New York City in population density. San Francisco lacks sufficient open space and recreation opportunities and with limited undeveloped land, SFRPD is now transforming brownfields into recreation and open space to meet the recreational needs of the City’s growing population.

The proposed project, located at 2301 San Jose Avenue and is bounded by San Jose Avenue and Geneva Avenue. The Car Barn is centrally located in San Francisco’s District 11, which, defining the central south border of San Francisco, is comprised of several neighborhoods including the Balboa Park, Cayuga, Crocker-Amazon, Excelsior, Ingleside, Merced Heights, Mission Terrace, Oceanview and Outer Mission, and is generally covered by zip codes 94112 and 94134.

The Project Site functioned as railway facility for almost 90 years. It is now a boarded-up brownfield contaminated with heavy metals, volatile organic compounds, biocides and cuprous compound. The site is an historic landmark and provides a tremendous opportunity to convert this open space to a nationally recognized brownfield conversion providing meaningful job training in the art-related disciplines to under-served youth in San Francisco’s District 11; to provide dedicated theater, exhibition, gathering and event space for District 11 residents; and to drive the economic development surrounding the Balboa Park BART Station.

**Demographic Information** - Approximately 83,000 residents, or 10% of the City’s population, reside in D11, the district that will be most significantly served by the project. The district is primarily non English-speaking with the City’s largest Tagalog-speaking community and second largest Spanish-speaking community. Of the 83,000 residents living in D11, 67% are racial minorities, including 4% African American, 27% Asians/Pacific Islander, and 31% Latino or Hispanic origin.<sup>1</sup> In addition, there is a high concentration of children and youth (0-18) and of elderly people (ages 65+)

**Table 1 - Demographic Data for District 11 (94134/94112), San Francisco, CA, and the US**

	D11	San Francisco	State of California	National
Population	82,726 <sup>1</sup>	852,469 <sup>2</sup>	38,802,500 <sup>3</sup>	318,857,056 <sup>2</sup>
Whites	33.6% <sup>1</sup>	53.8% <sup>2</sup>	73.2%	77.4% <sup>2</sup>
African-Americans	3.6% <sup>1</sup>	5.8% <sup>2</sup>	6.5% <sup>2</sup>	13.2% <sup>2</sup>
Asians	47.1% <sup>1</sup>	34.9% <sup>2</sup>	14.4% <sup>2</sup>	5.4% <sup>2</sup>

<sup>1</sup>U.S. Census Bureau , ACS Demographic and Housing Estimates, 2009-2013 American Fact-finder Survey,

<sup>2</sup> State of CA Business, Housing and Community Development Memo: State Income Limits for 2012

Hispanic/Latinos	31.1% <sup>1</sup>	15.3% <sup>2</sup>	38.6% <sup>2</sup>	17.4% <sup>2</sup>
Percent Minority	66.4% <sup>1</sup>	58.9% <sup>2</sup>	59.9% <sup>2</sup>	26.8 % <sup>2</sup>
Sources: <sup>1</sup> US Census, ACS Demographic and Housing Estimates, 2009-2013 American Factfinder Survey, ZCTA5 94112. <sup>2</sup> <a href="http://www.census.gov/quickfacts/Beta_California_V2014">WWW.Census.Gov/quickfacts Beta, California (V2014)</a> . <sup>3</sup> US Census, American FactFinder, 2009-2013 American Community 5-year estimates, 2013 Poverty Status in the Past 12 Months <sup>4</sup> Bureau of Labor Statistics, Tuesday, July 14, 2015 U.S. Bureau of Labor Statistics, Current Population Survey (CPS), Annual Social and Economic Supplement (ASEC).				

District 11 (D11) faces multiple challenges, including environmental pollution, blight conditions, significant poverty, high health risks, lack of safe recreational opportunities, residential isolation, at-risk youth, and poor performing schools. These challenges place residents outside the mainstream of San Francisco life.

**Poverty/Unemployment** - As of 2012, D11 was only 8% above the San Francisco County very low-income threshold (\$55,500), and 33% below the San Francisco County low-income threshold (88,800) for families of four<sup>2</sup>. Median household incomes are significantly lower at \$59,590, compared to \$77,254 citywide<sup>3</sup>, and D11's unemployment rates of 11.1%<sup>4</sup> is much higher in comparison to San Francisco's average unemployment rate of 3.5%<sup>5</sup>. In addition, as of 2012, D11 per capita incomes were \$25,186<sup>6</sup>, lower than both the state average of \$31,272 and the national average of \$30,376.<sup>7</sup>

**Education Attainment** – D11 has one of the lowest levels of educational attainment in San Francisco. Approximately half of District 11 residents 25 years or older have a high school diploma or less. 22% of district residents 25 years or older have a Bachelor's degree or higher. Citywide, 71% of residents 25 years or older have a high school diploma and just over 50% are estimated to have a Bachelor's degree or higher.<sup>8</sup>

33% percent of District 11 households speak English at home. Spanish is spoken at home in 24% of households, while 40% of households speak Asian languages. Citywide, about 56% of San Francisco households speak English at home, while 26% speak an Asian/Pacific Islander language, and about 12% speak Spanish. An estimated 26% of households that speak an Asian language and an estimated 26% of Spanish speaking households are linguistically isolated. In comparison, 13% of households citywide are linguistically isolated.<sup>9</sup>

Furthermore, District 11 is home to the greatest number of youth ages 10-19 of any district in San Francisco, yet has the lowest percentage of youth services. With little to do after school and

<sup>2</sup> State of CA Business, Housing and Community Development Memo: State Income Limits for 2012

<sup>3</sup> <http://www.deptofnumbers.com/income/california/san-francisco/>

<sup>4</sup> Weighted average of 94112 and 94134 statistics.

<sup>5</sup> .S. Bureau of Labor Statistics, Current Population Survey (CPS), Annual Social and Economic Supplement.

<sup>6</sup> SOURCE. Weighted average of 94112 and 94134 statistics.

<sup>7</sup> SOURCE.

<sup>8</sup> SOURCE.

<sup>9</sup> SOURCE.

no job training, there are few incentives to divert youth from gangs, drugs and ultimately, the juvenile justice system.

**Brownfields** – GCBPH has a historic and on-going record of impacts from contaminants. GCBPH site functioned as electric railway facility for almost 90 years. It is now a board-up brownfield with soils contaminated with heavy metals, volatile organic compounds, biocides and cuprous compound. The site contains asbestos containing material (ACM), lead-based paint (LBP), and polychlorinated biphenyls (PCBs).

### Cumulative Environmental Issues

D11 is disproportionately burdened by impacts of air pollution generated by thousands of vehicles traveling daily on Interstate 280 North and South, a 6-lane congested freeway that borders the community. This freeway is backed up for hours during the morning and evening commute. Episodes with higher levels of fine particulates contributes more than 85% of total inventoried.

Indicators	94112	94134	Indicator Information
Population	79,407	40,798	
Diesel PM Pctl	84	88	Exposure to diesel PM has been shown to have numerous adverse health effects including irritation to the eyes, throat and nose, cardiovascular and pulmonary disease, and lung cancer. Ultrafine Diesel PM is of concern because particles penetrate deeper in the lung. Children and those with respiratory diseases are most vulnerable.
Traffic Pctl	88	96	Health effects of concern from these pollutants include heart and lung disease, cancer, and increased mortality. Exposure to air pollutants from vehicle emissions has been linked to adverse birth outcomes, such as low birth weight and preterm birth.
Cleanup Sites	NA	53	D11 has 53 sites. Some of these “brownfield” sites are underutilized due to cleanup costs or concerns about liability. These include the storage and disposal of hazardous materials on land and in underground storage tanks at various types of commercial, industrial, and military sites.
Hazardous Waste Pctl	58	60	Hazardous waste by definition that is potentially dangerous or harmful to human health or the environment
Groundwater Threats Pctl	58	44	
Solid Waste Pctl	29	79	Solid waste sites can have multiple impacts on a community. Odors and the known presence of solid waste may impair a community’s perceived desirability and affect the health and quality of life of nearby residents (Heaney et al., 2011).
Asthma Pctl	58	70	D11 has a higher prevalence of asthma relative to the country.
Low Birth Weight	58	84	

EnviroScreen Source: California Communities Environmental Health Screening Tool: CalEnviroScreen Version 1.0 (CalEnviroScreen 1.0), 2013. CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution.

Furthermore, Half of D11 is located in a “food desert” as defined by the USDA, with very few stores providing fresh produce. Research has conclusively shown that neighborhoods with limited access to fresh food and recreational amenities have higher rates of premature death and avoidable hospitalizations for chronic disease conditions.<sup>10</sup>

### **b. Impacts on the Targeted Community.**

In a study published by the San Francisco Community Benefit Partnership<sup>11</sup>, the two most pressing health issues affecting the D11 neighborhood are asthma and congestive heart failure. Asthma has become the most common long-term illness in children. Causes of asthma include exposure to air pollutants and stress, thus reducing those can help prevent asthma. Congestive heart failure has many causes; however, the most prominent are poor diet, obesity, smoking, and long-term exposure to air pollution and noise. Additionally, social inequalities and environmental risk factors can lead to increased levels of violence and instability in family units, which can pose challenges to the cohesion and health of a community. These issues could predict the future for families living in the D11 community unless effective interventions are put into practice.<sup>12</sup> Furthermore, when examining birth data by San Francisco zip codes, there are areas that stand out as having higher than the city/county rate in all of the following three areas: receiving no first trimester prenatal care, low birth weight babies, and preterm births,. Those zip codes include 94112 and 94134, the zip codes in which the Project is located.<sup>13</sup>

There is also evidence that the effect of air and traffic-related pollutants on respiratory illness, including childhood asthma, are more severe in communities with high exposure to Particulate Matter 2.5 and Diesel Particulate Matter. The environmental conditions burdening District 11 exist concomitantly with other forms of disadvantages that have resulted in poor health outcomes. The neighborhood has limited public spaces where community residents can feel safe and socialize with their neighbors. Research has conclusively shown that neighborhoods with limited access to recreational amenities have higher rates of premature death and avoidable hospitalizations for chronic disease conditions.

### **1. c. Financial Need**

**1.c.i. Economic Conditions.** With a large aging park system, 220 parks and recreation facilities, many more than 50 years old, City park funding must be prioritized to replace unsafe playgrounds, fix restrooms, improve access for the disabled, and ensure the seismic safety of park and recreation facilities. Capital funding secured through general obligation bonds provide long-awaited investment to our citywide parks; however, even with three park bonds for \$xxM issued (2002, 2008, 2012), there is still more than \$1 billion in deferred maintenance and modernization needs remaining. Also, in general, an educated, vocal public steers the direction

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<sup>10</sup> United States Department of Agriculture Economic Research Service

<sup>11</sup> San Francisco Community Benefit Partnership (*Health Matters*, 2010)

<sup>12</sup> San Francisco State University Institute For Civic And Community Engagement Engaged Learning Zone Project – Phase 1.

<sup>13</sup> *San Francisco Department of Public Health - San Francisco Community Health Assessment Profile, September 2012*

of park investment toward their neighborhoods with matching funds secured by donation or professional grant writers. Sadly, disadvantaged communities, like D11, do not have these same resources to present their community needs, which means less investment in these communities. The site cleanup funded by the US EPA Brownfield Cleanup Grant, and conceptual plan and cost estimates currently being developed will demonstrate that this is a viable project when enlisting the community support for the 2018 Park Bond. It will also put the project in a position to compete for site development funding through local, state and federal funding.

D11 has not benefited from the investment and redevelopment activity that has occurred in much of the rest of San Francisco, and currently faces multiple challenges including significant poverty, youth at risk, low performing schools, residential isolation and overcrowding, high health risks, lack of safe recreational opportunities, and environmental degradation.

**1.c. ii. Economic Effects of Brownfields.** San Francisco residents are negatively impacted by this contaminated vacant structure that contributes to community blight. The GCBPH is a beautiful yet decrepit structure which has led to trespassers and vandalism on the property, and which has served as a homeless encampment. Although the GCBPH is boarded up, the abandoned building is an eyesore and creates blight in the community.

## **2. Project Description and Feasibility of Success**

**2.a.i. Existing Conditions.** The Geneva Car Office Building and Power House (as it was then known) was designed and built in 1901 and 1903 respectively by the Reid Brothers (best known for the Fairmont Hotel and Cliff House in San Francisco). It served as a depot for several private railway companies, as well as The San Francisco Municipal Railway (Muni), and remains the last physical reminder of San Francisco's first electric railway. As such, this building and its history is tightly linked to the rich history of rail transportation in San Francisco. In 1985, the GCBPH was declared a San Francisco city landmark, but in the years that followed the 1989 Loma Prieta earthquake, the Romanesque building was left to deteriorate. In 1998, Muni announced plans to demolish the structure. As a result, the Friends of the Geneva Office Building and Power House (the Friends) was formed as a neighborhood citizens group and successfully halted the demolition plans, and in March 2004 ownership of the building was transferred to the San Francisco Department of Recreation and Parks (SFRPD).

In a 2004 survey conducted by San Francisco Neighborhood Parks Council regarding what District 11 residents desired, many of the programs requested were related to employment. In the second round of community workshops and surveys, community members ranked the need for youth and teen after-school programs and job training the highest of any district in the city. Furthermore, preliminary results from a 2005 Excelsior Action Group (EAG) Listening Campaign stakeholder interviews determined that the two of the top four neighborhood priorities include greater opportunities and resources for youth and greater job opportunities for youth.

In response, SFRPD, in partnership with the Friends, created a vision for the building as a community arts center, the heart of whose programming is job-related arts training for underserved youth, but which also provides arts related programming for all age ranges, from toddlers though seniors, as well as a café, community meeting room, black box theater, student

lounge, design studios and event space. At that time, and still to this date, there is no dedicated theater or gallery space in all of D11.

In 2010, GCBPH was listed on the National Register. The renovated Car Barn, designed by architect Aidlin Darling Design, will comprise over 20,000 square feet. The Secretary of the Interior's *Standards and Guidelines for the Treatment of Historic Places* will be applied, as will best practices in resource conservation. It will achieve, at a minimum, LEED Gold Status. In 2013, the Project design received its Phase 1 and Phase 2 approvals from SHPO and NPS as part of the HPTC process. Also, in 2013, GCBPH received a Categorical Exemption from the California Environmental Quality Act (CEQA) under the Balboa Station Area Transit Oriented Development Plan.

Based on final design development documentation, the cost estimate for the project is approximately \$29M. Given the high cost, SFRPD, in partnership with the City of San Francisco's Office of Economic and Workforce Development (OEWD) as part of their new Neighborhood Asset Activation program, the Office of D11 Supervisor John Avalos, and the San Francisco Arts Coalition (SFAC), is now pursuing a two-phased approach to developing the building; Phase 1 is the improvement of the Powerhouse only and Phase 2 includes the improvement of the Office Building and the completion of additional improvements to the Powerhouse. We believe that a phased approach will substantially speed up the activation of the building, as well as generate renewed interest from funders in the larger project.

**2.a.ii. Proposed Cleanup Plans.** The Site occupies a 0.3 acre portion of APN 6972-036, which is 2.7 acres in total, in San Francisco, CA. The Site consists of a two-story former office building that occupies 12,300 square feet (ft<sup>2</sup>), and an attached one-story powerhouse that occupies 3,700 ft<sup>2</sup>. The building was damaged during the 1989 Loma Prieta earthquake and is currently vacant.

The Phase I was performed in 1988 by Environmental Science Associates, Inc. to identify potential impacts to construction workers during the demolition process. With USEPA TBA funding, Environment and Ecology conducted a Phase I ESA in 2012 and a Phase II ESA in 2013 that evaluated the Site based on the current use proposed by the SFRPD and the Friends of the Geneva Office Building and Powerhouse.

Soil, concrete chip, and ambient air samples were collected in February, 2013 for total petroleum hydrocarbons, metals, and polychlorinated-biphenyls (PCBs). Concrete chip samples were collected from oil-stained concrete areas in the powerhouse and analyzed for PCBs. Air samples were collected inside both buildings onsite and upwind of the Site and analyzed for selected volatile organic compounds (VOCs). Mercury vapor concentrations were analyzed inside buildings onsite. And an asbestos containing material (ACM) and lead based paint (LBP) survey was conducted.

The ACM survey determined the presence of ACM in the powerhouse. ACM was determined to be present in the powerhouse in an area of 74 square feet in cement panel, insulation, insulator, and mastic at asbestos concentrations >1%. Some materials with an 6,050 square feet within the powerhouse that were inaccessible during the ACM survey are assumed to contain ACM: galbestos panels, putty, and roofing materials at assumed asbestos concentration of >1%. The LBP survey determined the presence of LBP in the powerhouse. at 16,000 square feet throughout

the exterior at lead concentrations greater than or equal to ( $\geq$ ) 1.0 milligram per centimeter squared ( $\text{mg}/\text{cm}^2$ ) and/or  $\geq 0.5$  percent weight.

Soil samples were collected at four boring locations near the building foundations (two borings were located on the south end of the powerhouse and two borings were located on the west end of the former office buildings) and analyzed for petroleum hydrocarbons, metals and PCBs. Total petroleum hydrocarbons as motor oil (TPH-mo) was detected in two soil samples collected at 0.5 feet bgs at concentrations exceeding the project screening level. However, considering the absence of obvious indications of contamination and the locations of the detections of TPH-mo directly below asphalt pavement, the reported TPH-mo concentrations are most likely associated with the asphalt and not with contamination.

Oil-stained concrete within the powerhouse was tested for PCBs. The powerhouse oil-stained area of 16 feet by 16 feet contained Aroclor 1260 at a concentration of 41 mg/kg. These areas need to be demolished until all PCBs are below 1 mg/kg based on the planned building reuse. Indoor air samples were collected in the powerhouse. Chlorinated VOCs were not detected in any of the samples.

The cleanup plan involves remediation of the Powerhouse building. Remediation actions will include asbestos containing material (ACM) abatement and monitoring, lead-based paint abatement, and polychlorinated biphenyl (PCB) contaminated concrete removal. The cleanup plan was identified as an alternative in the Analysis of Brownfields Cleanup Alternatives Report [Weston, August 2015]. The asbestos abatement includes an area of 74 square feet ( $\text{ft}^2$ ) where ACM was identified in cement panels, insulation, insulator, and mastic, and an area of 6,050  $\text{ft}^2$  where galbestos (asbestos-protected metal) panels, putty, and roofing materials are assumed to contain ACM. The lead-based paint abatement includes 16,000  $\text{ft}^2$  of interior and exterior walls, window casings, doors, beams, columns, stringer, trim, cabinets and ceilings. The PCB removal includes demolition of 456  $\text{ft}^2$  of PCB-contaminated oil-stained concrete on the first-floor and basement of the powerhouse. The depth of PCB contamination was not determined during site assessment activities conducted in 2013 [Ecology & Environment, June 2013] and should be determined during cleanup via additional confirmation sampling. In addition to cleanup, additional characterization of the galbestos panels found on the powerhouse roof is required to determine if the materials contain PCBs. Additional characterization results, along with the previous results from the Ecology & Environment TBA, will be used to prepare a Feasibility Study/Remedial Action Plan (FS/RAP). The California Department of Toxic Substances Control (DTSC) will review and approve the FS/RAP prior to approval of the remedial design for the Site. Preparation of the FS/RAP would be conducted after SFRPD has completed their conceptual redevelopment design for the Site to ensure that the proposed remedial design will satisfy remedial objectives.

## **2.b. Task Description and Budget Table**

### **Task 1 – Project/Grant Management**

SFRPD staff will perform grant management and reporting, including outputs and outcomes in ACRES. Staff will conduct two procurement processes to 1) Select a technical consultant firm to prepare the remedial action plan in accordance with ASTM protocols and consistent with the

Geneva Car Barn and Powerhouse Site Analysis of Brownfield Cleanup Alternatives prepared by Weston Solutions for the U.S. EPA, August 2015; and 2) Secure a contractor to implement the remedial action plan at the site. Staff may also travel to brownfield conferences and workshops. Outputs include ACRES reports, a consultation agreement, and a contract for site remediation.

### **Task 2 - Public Outreach and Engagement**

SFRPD, in partnership with non-profit agencies and the Department of Toxic Substance Control (DTSC) will inform the community about the brownfield cleanup effort and document their concerns and incorporate feedback into the remedial action plan. More description of outreach activities are contained in Section 3.a. Outputs from this task include a minimum of three public meetings or opportunities for public comment on the final remedial action plan.

### **Task 3 – Cleanup Planning and Permitting**

Planning activities for the Powerhouse remediation will consist of the preparation of a Feasibility Study/Remedial Action Plan (FS/RAP) based on the design development and construction documentation prepared by the design team, and the use of existing and supplemental data to develop and evaluate remedial alternatives for the site. The selected alternative will be based on evaluation criteria that will include: protection of human health and the environment; effectiveness (long-term and short-term); implementability; cost; and sustainability. The FS/RAP will be prepared and submitted to the San Francisco Department of Public Health (SFDPH) for review and approval as well as the DTSC. Additional planning documents prepared include a Construction Quality Assurance Plan (CQAP) and a Sampling and Analysis Plan (SAP). These documents will be reviewed and approved by SFDPH and the USEPA. A Site Specific Health and Safety Plan (HASP) will be developed in accordance with Code of Federal Regulations (CFR) 29, Part 1910.120 to cover health and safety aspects of the remedial activities. Permitting activities include securing construction-related permits. The outputs include the number of permits obtained, the FS/RAP, CQAP, SAP, and HASP documents prepared, approval of the FS/RAP by SFDPH and other stakeholders, and CQAP and SAP approval by the EPA.

### **Task 4 – Site Remediation Activities**

Site remediation activities will be performed by an appropriately qualified and licensed contractor(s) procured in accordance with all applicable local, state, and federal requirements. The Conceptual Cleanup Approach is based on the Analysis of Brownfield Cleanup Alternatives (ABCA) developed for the site and includes asbestos containing material (ACM) abatement and monitoring, lead-based paint abatement, and polychlorinated biphenyl (PCB) contaminated concrete removal. All asbestos removal operations will be conducted by a Cal/OSHA registered and State licensed asbestos removal contractor. All disturbance and/or abatement operations will be under the direction of a California Certified Asbestos Consultant. All removal activities involving identified lead-based paint must be conducted in accordance with Title 17, CCR, Division 1, Chapter 8, Sections 35001 through 36100, which proscribes the use of California Department of Public Health (CDPH) certified workers, work practices, and other requirements.

All activities involving potential and identified lead-containing surfaces should be conducted in accordance with California Health & Safety Code sections 17920.10 and 10525, 10525.7,

Title 8, California Code of Regulations (CCR), Section 1532.1. During the remediation, the overseeing contractor will perform asbestos and lead air monitoring inside and outside of the regulated work areas during the removal process, conduct final visual inspections of the abated areas in order to ensure that all hazardous materials identified within the project specifications have been properly removed, collect final asbestos air clearance samples and lead-wipe samples prior to demobilization of the containments, analyze clearance samples by an accredited laboratory, and issue a close out document with the clearance reports. PCB wastes may be regulated by the Toxic Substances Control Act (TSCA), and appropriate offsite disposal and transport requirements will be followed. Outputs from this task will be solid ACM waste, lead-based paint, and concrete PCB waste. Waste volumes will be determined based on consultant estimates.

### **Task 5 – Remediation Oversight and Reporting**

This task will include field engineering oversight and management of site remedial activities to ensure conformance with the approved Remedial Action Plan (RAP) and CQAP. Activities will also include the collection and analysis of confirmation samples in accordance with the CQAP and SAP as well as required environmental monitoring specified the HASP. After completion of remedial activities a Remedial Action Completion Report (RACR) will be prepared documenting the results of the remedial activities. The RACR will be submitted to the lead regulatory oversight agency for review and approval. The outputs from this task will include the number of confirmation samples collected, amount of environmental monitoring conducted, and RACR prepared.

The California Department of Toxic Substances Control (DTSC) has lead regulatory responsibility for investigating and remediating hazardous substances release sites in California. DTSC will provide oversight of the Remedial Action Plan (RAP) and Site Certification. This involves conducting site inspections, review and commenting on both the RAP and preparation of CEQA documents, and review of the completion report.

The cost basis presented in this grant is from the ABCA prepared by WESTON that included excavation and off-Site disposal of contaminated soil above the presented cleanup criteria. Additional costs for the preparation of a RF/RAP and other documents indicated above have been included in the costs for remediation of each Parcel.

<b>Budget Categories</b>	<b>Project Tasks for GCBPH</b>					
	[Task 1]	[Task 2]	[Task 3]	[Task 4]	[Task 5]	TOTAL
Programmatic costs only	Project/Grant Management	Public Outreach	Plans & Permits	Site Remediation Activities	Remediation & Oversight Reporting	
Personnel	\$285	\$285	\$285	\$285	\$285	\$1,425
Travel	\$3,000					\$3,000
Contractual		\$4,268	\$45,000	\$64,174	\$55,000	\$168,442
Other (Permitting)						

Total Federal Funding	\$3,285	\$4,553	\$45,285	\$64,459	\$55,285	\$172,867
Cost Share	\$0	\$0	\$0	\$34,573	\$0	\$0
Total Budget	\$3,285	\$4,553	\$45,285	\$99,032	\$55,285	\$207,440

### 2.c. Cost Share

Funding Source	Amount	GCBPH Project Contribution
SFRPD	\$34,573	Department of Building Inspection Remediation Permits

**2.d. Leveraging of Resources.** The EPA's brownfields Cleanup grant will leverage 1) the Community-wide Brownfield Assessment Grant funds secured by the City in 2012 for additional sampling, 2) EPA Technical Assistance Funds for Green Infrastructure 3) Neighborhood Asset Activation Funds for Resubmission of Phase II SHPO Application. The Project is also leveraging \$490,000 from SFRPD for design development of the project and \$475,000 from the CCSF General Fund for construction documentation, regulatory agency approvals and permitting.

Funding Source	Amount	GCBPH Project Contribution	Status
2015 EPA Technical Assistance Grant	\$35,000	Technical Assistance for Green Infrastructure	Active
2015 EPA Technical Assistance Grant	\$7,600	APCA Report Preparation by Weston Solutions	Complete
EPA Targeted Brownfield Assessment	\$110,000	The Friends of GCBPH was awarded a 2012 EPA Targeted Brownfield Assessment Grant for Phase I and Phase II site assessments funding of the GCBPH.	Complete
SFRPD	\$630,427	GCBPH Design Development and Construction Documentation	Active
OEWD	\$300,000	GCBPH Construction Documentation, Permitting	Active

The Office of the District Supervisor has also introduced a Supplemental General Fund Budget Request of \$2.5M for the project at the Board of Supervisors, which will be voted upon in December, 2015. In addition, the Project will also submit a \$3M grant application the SFRPD Community Opportunity Fund, funded by the 2012 City Park Bond Program, in Spring 2016, and the Department has stated that it will support the application. Lastly, the Project has been approved through Phase 2 of the Federal Historic Preservation Tax Credit Process.

### 3. Community Engagement and Partnerships

**3.a. Target community: Communicating Progress.** The environmental challenges faced by San Francisco require that it develop effective partnerships at the local, regional, state and

national level. To meet the challenge, SFRPD has engaged communities and neighborhood groups on a variety of levels. Building on the ongoing community engagement started in 1999 and continued over the last 16 years, the proposed planning Project will continue to involve local residents in the improvement of their own neighborhood. SFRPD will build upon relationships with these residents and several non-profit organizations to support community involvement in the Geneva Car Barn Project.

The outreach process, which will be a cooperative effort led by the Office of the District Supervisor, the Friends of the Geneva Office Building and Powerhouse, SFRPD, OEWD, as well as other Community Based Organizations such as the District 11 Council, the Oceanview Merced Ingleside (OMI) Community Coalition, and the Excelsior Action Group, who have offered to assist in the outreach to residents and other stakeholders. Many community groups identified section 3.c have been involved in youth services, safety, quality of life and other issues in District 11 for many decades.

The Project Team will conduct at least three formal community meetings, each focusing on iterative stages of the brownfield clean-up as well as the larger site planning process, including a kick-off meeting, and community feedback on the brownfield clean-up plan. The public meetings will also provide opportunities to discuss the Site cleanup plan and measures incorporated into the plan to minimize air quality impacts on sensitive populations, such as those with respiratory conditions and near-by residents and businesses.

Public meetings will be announced through tried and tested media, including the SFRPD website, conducting outreach through other City agencies such as DOE and the San Francisco Department of Health (SFDPH), and District 11 Supervisor Avalos' Office. Additional outreach methods include engagement through social media and local print such as the Ingleside Light, e-news, radio, and multilingual flyers and posters for distribution to local businesses, schools, and community centers, and youth and senior services agencies. All notices, key documents and meetings will be translated into Spanish, Tagalog and Chinese. SFRPD will provide an online portal for reviewing meeting materials, and provide input. Meeting materials will also be provided in hardcopies for distribution at community events and through a network of non-profit organizations serving the BVHP community.

### **3.b. Partnerships with Government Agencies:**

- The *Office of Economic and Workforce Development* is part of a multi-agency coalition, including SFRPD, SFAC, and the Office of Supervisor Avalos to identify restoration funding and programming partners. GCBPH is part of OEWD's Neighborhood Asset Program, which is funding a New Market Tax Credit Study and Construction Documentation for the Powerhouse.
- The *Office of District Supervisor Avalos* has supported the project since 2009 through funding, advocacy and community engagement. The *San Francisco Arts Coalition* is part of a multi-agency coalition, including SFRPD, OEWD, and the Office of Supervisor Avalos to identify restoration funding and programming partners.
- The *San Francisco Department of Health (SFDPH)* will be a key collaborator on the proposed Project. While a sister city agency, SFDPH provides environmental regulatory oversight to City Projects under delegated authority from two branches of the California

Environmental Protection Agency - the Department of Toxic Substances Control and the Regional Water Quality Control Board. SFDPH will provide guidance on moving through the Brownfield Cleanup Project.

- The California *Department of Toxic Substances Control* (DTSC) will provide cleanup oversight. This State Agency may also provide additional cleanup funding through their Targeted Brownfield Cleanup Program.
- The *San Francisco Municipal Transit Authority* has signed an MOU with the SFRPD to enable short term access to the building through the Cameron Yard to enable remediation and restoration construction activities to take place.

### **3.c. Partnerships with Community Organizations:**

- *Friends of the Geneva Office Building and Powerhouse* will collaborate on community outreach through the GCBPH website and mailing list, as well as fundraising and advocacy at all City and regulatory agency meetings.
- *Lick Wilmerding* is a local high school that supports public outreach efforts by providing a location to host community meetings. The school has also provided GCBPH office space, utilities and technical support pro-bono since 2009.
- *SF Heritage* supports this Project and has advocated on its behalf at Civic Design Review Meetings and the Historic Preservation Commission.
- The *OMI Community Collaborative* and the *District 11 Council* will provide forums for the communication about the remedial action plan and clean-up progress

Letters of commitment are found in Attachment C and affirm the roles of each community group. Letters also include contact information.

## **4. Project Benefits**

### **4.a. Health and/or Welfare and Environment.**

**4.a.i. Health and Welfare Benefits.** The Project seeks to address a serious lack of health and social equity in one of the City's most underserved neighborhoods. Rehabilitation of the "blighted" GCBPH, located directly across from one of the business BART stations in the city, will improve site access, acknowledge the historical significance of this area, and instill pride in the neighborhood through improved aesthetics. The removal or rehabilitation of this dilapidated structure will eliminate the potential for trespassing, vandalism, homeless encampments or other public hazards associated with illicit activities that have occurred on the site in the past. These two actions will discourage litter and illegal disposal in the area.

The Site cleanup plan will include measures to minimize air quality impacts on those sensitive populations with respiratory conditions such as asthma. This will be achieved by minimizing vehicle trips, reducing idling times of trucks, and dust suppression measures on the site. The new Powerhouse will help address the lack of adequate arts and recreation spaces in District 11, which currently makes it challenging for children and adults to exercise regularly, and increases their risk for many health problems. Physical activity helps people maintain a healthy weight, lowering the risk of heart disease, colon cancer, and Type 2 diabetes, and other health conditions resulting from inactivity and obesity. Studies also show that the arts and physical activity

increases self-esteem and decreases stress and anxiety. The Project will help address some of these health issues through specific design elements that support the healthy development of neighborhood children, adolescents and adults by providing a safe, inviting space for creative expression and movement-based classes. Interpretive signage will provide educational benefits to residents of all ages, helping to connect them to the history of their neighborhood, the environment, and develop appreciation for their local landscape.

**4.a.ii. Environmental Benefits.** GCBPH remains the last physical reminder of San Francisco's first electric railway and will provide a nationally-recognized conversion of the existing brownfield into a neighborhood, city and regional destination. The act of preventing the building's demolition in 1999 eliminated the development pressure on this property that can now serve as a public amenity, and allow for the development of green infrastructure features on the site. The need for the proposed plan is based not only on community recreation and health needs, but also on the importance of facilitating innovative processes and strategies to minimize the effect of climate change on resources and livability.

The Project will receive at a minimum LEED Gold Status, per City requirements. Sustainable strategies include solar panels, radiant heat, natural ventilation, reclaimed materials and daylighting. In addition, in league with the cutting edge culture of design and engineering in the San Francisco Bay region, the site will demonstrate an integrated green infrastructure program that begins with site cleanup, which will consider the feasibility and cost effectiveness of innovative, alternative techniques. The design also includes extensive greening and beautification of the neighborhood. Landscape performance benefits will focus on sustainability, minimizing water and fertilizer usage for maintenance, and increasing the Project area's effectiveness in capturing and treating stormwater runoff, as well as providing climate change-related mitigation at the neighborhood scale, such as alleviating the urban heat island effect.

#### **4.b. Environmental Benefits from Infrastructure Reuse/Sustainable Reuse**

**4.b.i. Planning Policies and Other Tools.** The San Francisco Department of City Planning (Planning) developed a transit village plan for the area surrounding the Balboa Park BART Station (the most heavily trafficked BART station after those downtown), which includes the development of the Car Barn as a community arts center. After extensive neighborhood input, the resulting plan sees the Car Barn as a key element of the economic development of this location. The plan's Policy 1.3.2 states that the restoration of the Car Barn "will serve as an anchor for the revitalization of the entire Transit Station Neighborhood." The San Francisco Board of Supervisors unanimously approved the Balboa Better Neighborhoods Plan in April 2009. Policy 2.2.1 re-design Geneva Avenue between Ocean and San Jose Avenues, as a new front door to the BART station, and should be reconstructed to gracefully accommodate the large volume of pedestrians, bus loading, passenger dropoffs, and through automobile traffic. The street must accommodate all these activities while remaining an attractive and comfortable place for people to be. And the Plans Objective 8 states that rehabilitation of the historic Geneva Office Building-- which is likely to be the outstanding landmark and image- making building in the Transit Station Neighborhood is tightly linked to the rich history of rail transportation in San Francisco, and offers extraordinary art-related opportunities, and that such an arts "hub" in the

neighborhood, in combination with the many educational institutions in the vicinity, might begin to establish the arts as an overall theme for the new Transit Station Neighborhood. Lastly, it notes that the arts and artists often form a vanguard to economic development, appropriating and improving facilities that are undesirable with seat equity, and this kind of activity could also stimulate other ancillary business developments in the neighborhood. It concludes that the synergy between a restored Car Barn and the surrounding blue-collar historic neighborhoods can re-establish severed urban connections and help to create a successful new town center and arts “hub” around the transit station<sup>14</sup>.

The National Trust for Historic Preservation (NTHP) considers the adaptive reuse of vacant historic structures as a catalyst for attracting new investment in the neighborhoods that need it most. The Car Barn has sat empty at the geographic center of this lower-income, ethnically diverse district, across the street from one of the busiest transportation hubs in the city. It is a graceful historic building with enormous flexibility, and the potential to energize the community, if successfully adapted for a new use.

“The greenest building is the one already built” is a concept also embraced by NTHP. Many sustainable features can be found in historic buildings. These include passive heating and cooling as a result of site orientation and natural ventilation, natural daylight, and use of durable local materials. Reusing existing buildings saves energy by avoiding new construction and diverts demolition waste from landfills. In addition to the design features inherent to buildings constructed before the rise of central heating and cooling, reusing existing buildings saves energy and reduces greenhouse gas emissions by avoiding new construction. It also diverts demolition waste from landfills. The NTHP’s Sustainability Initiative fact sheet which includes the following data:

- Constructing a new 50,000 square foot commercial building takes the same energy as driving a car 20,000 miles a year for 730 years.
- It takes approximately 65 years for an energy efficient new building to save the amount of energy lost in demolishing an existing building.
- As a group, buildings constructed before 1920 are more energy efficient than those constructed from 1920 through 1999.<sup>15</sup>

**4.b.ii. Integrating Equitable Development or Livability Principles.** The project will be consistent with the livability principles in the following ways:

- (1) The Project will enhance the long-standing District 11 community and the new affordable housing development planned across the street by creating a public community center on a previously contaminated parcel.
- (2) The project places a high value on the unique characteristics of the communities that make up District 11. The City has engaged community-based organizations that represent the diverse ethnicity of groups that comprise this community, and who have informed and encourage community participation in both the Brownfield Cleanup and larger planning effort since 1999. The physical characteristics and historical structures on the site have been evaluated by historical preservation professionals for historical significant contributing features, and the plan for adaptive re-use has been presented to SHPO and the NPS and

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<sup>14</sup> Balboa Park Station - An Area Plan Of The General Plan Of The City And County Of San Francisco, 2009

<sup>15</sup> : [http://www.preservationnation.org/issues/sustainability/additional-resources/about\\_initiative.pdf](http://www.preservationnation.org/issues/sustainability/additional-resources/about_initiative.pdf)

approved. Providing opportunities to interpret the historical significance of this area have been the topic of many discussions with the community and are a very high priority.

- (3) The project has leveraged two earlier investments from the EPA – a Targeted Brownfield Assessment Grant awarded in 2012 to the Friends of the Geneva Car Barn and Powerhouse and a Technical Assistance grant awarded to the City in 2012. The Project has also received an additional \$3.87 million in funding from federal, state, city and private institutions.

#### **4.c. Economic/Community Benefits**

**4.c.i. Economic and Other Benefits.** The development of the GCBPH into a community arts and recreation space will provide employment for local residents in brownfield remediation, construction and maintenance. Many of these will be local jobs, as San Francisco has a local hire ordinance that requires 50% of the construction workforce to be San Francisco residents, with 25% coming from disadvantaged communities. The renovated Powerhouse is likely to attract more customers, both neighbors and those travelling on BART to the existing businesses in the surrounding area, particularly those that serve food and beverage. On a daily basis, it is expected that the Powerhouse will serve approximately thirty children (0-3) in early childhood development and movement classes, thirty youth (ages 13-18) in afterschool arts-related job training programs and thirty seniors in movement and other arts-related classes. The space will also serve as a community meeting space, and can be rented for short term events such as art exhibitions and performances by community and other arts groups. It will also accommodate large events for up to 300 people such as weddings, quinceañeras, community dances, and movie nights. The space will be equipped with a small catering kitchen and bar, and funding dependent, a removable dance floor, portable stage and modular wall system for exhibitions. The City will also benefit from reduced costs to mitigate graffiti and vandalism, for which the building is currently a magnet.

**4.c.ii. Job Creation Potential: Partnerships with Workforce Development.** All work completed on the site will be subject to San Francisco's Local Hire Ordinance. The local hiring ordinance applies to contracts for public work or improvement projects in excess of \$400,000 and workers targeted by program are defined as a local resident who (i) resides in a census tract within the City with a rate of unemployment in excess of 150% of the City unemployment rate; or (ii) at the time of commencing work has a household income of less than 80% of the AMI, or (iii) faces or has overcome at least one of the following barriers to employment; being homeless; being a custodial single parent; receiving public assistance; lacking a GED or high school diploma; participation in a vocational English as a second language program; or having a criminal record or other involvement with the criminal justice system.

### **5. Programmatic Capability and Past Performance**

**5.a.i. Programmatic Capability.** Performance of the brownfield cleanup grant will be ensured through the City's project team and financial management team. Based on the scope of work and contract amount, SFRPD will either issue a Request for Proposals or engage a contractor which whom the City has a Job Order Contract (in either case the firm must be an approved city vendor); or execute a purchase order.

The City has stringent monitoring evaluation and reporting requirements. All City programs and expenditures are subject to an audit by the City Controller and the City's financial system is subject to an independent audit annually. Thus, extensive and comprehensive program and financial records are maintained. City staff assigned to this project is fully committed to performing and completing the brownfield cleanup funded by EPA. However, in the unlikely event that there is staff turnover, the City has standard and fair recruiting processes where jobs are posted on the City website.

The SFFPD Capital Division is responsible for project development, definition, direction and implementation and has successfully managed large-scale facility renovations most of which involve hazardous material abatement and/or soil remediation. The City's Capital Improvement Division will hire an experienced firm to oversee the Brownfield Cleanup Activities through the proper procurement process.

#### Project Team

- *Nicole Avril*, SFRPD Project Director for GCBPH, will manage the restoration of the Geneva Car Barn and Powerhouse, including site analysis, the preparation of environmental studies, brownfield cleanup, the creation of a conceptual park plan and strategies for the implementation future park improvements. She has over 15 years of project management experience, including the planning, remediation, design and rehabilitation of park properties and historical buildings through her recent work with the Geneva Car Barn and Power House, India Basin and other projects. She will be responsible for overseeing reporting of outputs and outcomes on ACRES, and working with the Finance Division on financial reporting.
- *Toni Moran*, Grants Manager, has more than 20 years of experience managing grants from local, state and federal sources. She will oversee grant reporting and compliance and coordinate reimbursements with City finance staff.
- *Katharine Petrucione*, Director of Administration and Finance for SFRPD, has managed all budget, finance and accounting functions for the Recreation and Park Department since 2004. Her role includes supervising review of the grant agreement, and understanding scope of project and eligibility requirements to assure expenditures are accurate and eligible prior to preparing payment requests.
- *Amy Cohen* - Amy Cohen is Director of Neighborhood Program Development at the San Francisco Mayor's Office of Economic and Workforce Development, where she oversees a portfolio that includes several commercial corridor revitalization programs, as well as the interagency collaboration and public-private partnerships responsible for implementing a robust neighborhood revitalization strategy for D11.
- *Beth Rubenstein* is a Legislative Aide to Supervisor John Avalos, of District 11 in San Francisco. She works on city budget, workforce development, children and youth policy, arts policy, and District 11 community development projects and will be a lead in community outreach initiatives for the project.

**5.a.ii. No Adverse Audits.** There have been no adverse audit findings for SFRPD, who will be managing the grant.

**5.a.iii. Past Performance.** Between 2007 and 2015, the Project has received the following EPA brownfield grants.

Grant No.	Dates	Description	Status	Fund Balance
	2012-2013	Targeted Brownfield Assessment – Phase I and II	Complete	\$0
	2014-2015	Technical Assistance Grant – ABCA Preparation	Complete	\$0