



**PUBLIC NOTICE**

**AVAILABILITY OF NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING**

<b>PROJECT INFORMATION</b>	<b>PUBLIC SCOPING MEETING INFORMATION</b>
<p><b>Project Title:</b> <b>Stonestown Development Project</b></p> <p><b>Project Address:</b> 3251 20th Avenue</p> <p><b>Case No.:</b> <b>2021-012028ENV</b></p> <p><b>Block/Lot No.:</b> Block 7295/Lots 2, 4, 6, 7, 35, 37, 38; Block 7296/Lots 5, 6, 7, 8, 9, 10</p> <p><b>Zoning District(s):</b> C-2 (Community Business), RH-1(D) (Residential-House, One Family-Detached), RM-1 (Residential-Mixed, Low Density) 40-X and 65-D Height and Bulk District</p> <p><b>Neighborhood:</b> Lakeshore</p> <p><b>Project Sponsor:</b> Courtney Pash, Brookfield Properties Development <a href="mailto:courtney.pash@brookfieldpropertiesdevelopment.com">courtney.pash@brookfieldpropertiesdevelopment.com</a></p> <p><b>EIR Coordinator:</b> Florentina Craciun – 628.652.7510 <a href="mailto:florentina.craciun@sfgov.org">florentina.craciun@sfgov.org</a></p>	<p><b>Meeting Date:</b> May 9, 2022</p> <p><b>Time:</b> 6 p.m.</p> <p><b>Location:</b> Virtual Public Scoping Meeting by Zoom conference or telephone. You can register for the meeting via the online platform link at: <a href="http://sfplanning.org/sfceqadocs">http://sfplanning.org/sfceqadocs</a> or join by phone, using the following phone number: 888.788.0099 (Toll Free), Meeting ID: 899 9960 6136</p>

The San Francisco Planning Department has issued a notice of preparation (NOP) of an environmental impact report (EIR) in connection with this project. Next, the department will begin the preparation of an EIR as required by the California Environmental Quality Act (CEQA). The department welcomes your comments regarding the scope of the EIR. Refer to the Project Description and Purpose of Notice sections below for more information.

**Project Description**

The project sponsor (Brookfield Properties Development) proposes to redevelop the approximately 27 acres surrounding the existing on-site Stonestown Galleria shopping mall into a master-planned, multi-phased, mixed-use residential and retail community. Under the proposed project, the existing 760,000-square-foot mall would remain with changes to the façade, entrances, and exits. However, the parcels that contain the shopping mall (Block/Lot 7295/038, 7295/004, 7296/005, and 7296/006) would be rezoned as part of the proposed Special Use District. No vertical additions to the shopping mall are currently proposed. The

existing parking garage in the southwest corner of the project site, the vacant theater at the northwest corner of the site, and the commercial building at the northeast corner of the site would be demolished and redeveloped as part of the proposed project.

Overall, the proposed project would include up to approximately 2,930 residential units; up to 160,000 square feet of new retail, sales, and service space; up to 200,000 square feet of non-retail sales and service use; up to approximately 100,000 square feet of hotel; approximately 53,000 square feet of institutional uses; approximately 4,250 parking spaces; 6 acres of open space; and infrastructure improvements. The EIR will analyze one variant to the proposed project (Authentic Church Variant), which would include the development of the 0.8-acre parcel that is currently occupied by Authentic Church (Block/Lot 7295/002) at 3355 19th Avenue, adjacent to the project site between Eucalyptus and Winston drives. Under the Authentic Church Variant, the redevelopment of the 27 acres surrounding the Stonestown Galleria would be the same as the proposed project; however, the additional 0.8-acre Authentic Church parcel would be developed with an additional 150 residential units; 10,000 square feet of institutional use; and 200 parking spaces in a partially below-grade parking structure.

The proposed project, and the variant, would require amendments to the San Francisco General Plan and Planning Code, creating a new Stonestown Special Use District. The proposed rezoning would modify the existing applicable height limits of 40 and 65 feet to 90 feet across the project site, with the tower parcels up to 190 feet. However, some buildings would only have development associated with heights between 20 to 90 feet.

The proposed project, and the variant, would include transportation, circulation, and utility infrastructure improvements. Transportation and circulation improvements include straightening 20th Avenue between Eucalyptus Drive and Winston Avenue and straightening the northeast portion of Buckingham Way and turning it into a two-way connection to 19th Avenue. Buckingham Way would be reduced from four travel lanes to two, and Winston Drive would be reduced from four travel lanes to three. The roadway network changes would be designed to be accessible for all modes of transportation, including transit, vehicles, bicycles, and pedestrians.

The proposed project also would upgrade the existing utility infrastructure to provide the proposed uses with potable water, recycled water, emergency water, wastewater collection, stormwater collection and treatment, electricity, natural gas, and communications.

Project construction would likely occur in six overlapping phases. The first phase of construction is anticipated to start on the northwest portion of the project site, near Eucalyptus Drive and the last phase of construction would end in the south portion of the project site, near Buckingham Way and 19th Avenue, but could vary based on market and other conditions. Construction is estimated to occur over an eight-year period, from 2024 to 2032, but could occur over a longer, depending on market conditions and permitting requirements.

## **Purpose of Notice**

The planning department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project.

Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

**You are not required to take any action.** If you wish to provide comments on the scope of the EIR, you may do so in either or both of the following ways:

<b>WRITTEN COMMENTS</b>	<b>COMMENTS AT THE SCOPING MEETING</b>
<p><i>Planner:</i>       <b>Florentina Craciun, Sr. Environmental Planner</b> <i>Via Mail:</i>       <b>49 South Van Ness Ave, Suite 1400</b>                       <b>San Francisco, CA 94103</b> <i>Via Email:</i>      <a href="mailto:CPC.Stonestown@sfgov.org">CPC.Stonestown@sfgov.org</a></p> <p><b>From April 27, 2022, to 5 p.m. on May 30, 2022</b></p>	<p><b>Monday, May 9, 2022, 6 p.m.</b></p> <p>Virtual Public Scoping Meeting by Zoom conference or telephone. You can register for the meeting via the online platform link at: <a href="http://sfplanning.org/sfceqadocs">http://sfplanning.org/sfceqadocs</a> or join by phone, using the following phone number: 888.788.0099 (Toll Free), Meeting ID: 899 9960 6136</p>

The planning department will hold a scoping meeting on the date indicated above, the purpose of which is to receive oral comments to assist the planning department in reviewing the scope and content of the environmental impact analysis and information to be contained in the EIR. To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact the staff contact listed above at least 72 hours in advance of the meeting.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact the planner listed above.

This notice is available for public review on the San Francisco Planning Department's website at [sfplanning.org/sfceqadocs](http://sfplanning.org/sfceqadocs) and at the San Francisco Permit Center, 49 South Van Ness Avenue, 2nd Floor, San Francisco, CA 94103. Referenced materials are available through the following planning department webpages: [sfplanning.org/sfceqadocs](http://sfplanning.org/sfceqadocs) and [sfplanning.org/resource/permits-my-neighborhood](http://sfplanning.org/resource/permits-my-neighborhood).

## General Information about Procedures

Members of the public are not required to provide personal identifying information when they communicate with the commission or the department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

This notice is being issued during the suspension of certain CEQA filing and posting requirements pursuant to San Francisco Administrative Code Chapter 31 requirements. This notice complies with local requirements under the March 23, 2020, Fifth Supplement to the Mayoral Proclamation Declaring the Existence of a Local Emergency dated February 25, 2020.

# CEQA

pronounced "SEE-kwuh"

The San Francisco Planning Department (SF Planning) reviews projects for potential environmental impacts. This is CEQA, which stands for the **California Environmental Quality Act**, a state law created in 1970.

## THE BASIC GOALS OF CEQA ARE TO:

### INFORM

decision makers and the public about the potential significant environmental impacts

### PREVENT

significant, avoidable damage to the environment by requiring changes to a project

### IDENTIFY

the ways that the environmental damage can be avoided or reduced

### DISCLOSE

to the public the reasons why decisions are made if significant impacts occur

## WHO IS INVOLVED?

- SF Planning is responsible for conducting environmental review in San Francisco.
- Various stakeholders including the public
- City decision makers
- Government or private project sponsors (person/group proposing the change)

## WHEN IS CEQA DONE?

Environmental review is not an approval of a project, but it must be complete before city decision makers determine whether or not to approve a project that could impact the environment.

Example projects include:

- Public or private projects
- Board of Supervisors legislation
- Allocation of public funding to projects

In San Francisco, SF Planning informs the public of many types of environmental impacts, including impacts on air quality, noise, wind, shadow, transportation, and other topics.

**San Francisco**  
**Planning**

Para obtener más información, visite:

請造訪, 以瞭解詳情:

Upang madagdagan ang kaalaman,  
mangyaring bumisita sa: To  
learn more, please visit:

<https://sfplanning.org/environmental-review>







Date: **April 27, 2022**

The San Francisco Planning Department is studying a project's potential environmental effects and welcomes your comments. The enclosed notice concerns a project located at **3251 20th Avenue (2021-012028ENV)**. The other side of this page describes the environmental review process under state law. You may provide comments by **5/30/2022** or request future project updates from the staff contact indicated in the attached notice.

To obtain information about this notice in Spanish, Chinese, or Filipino, please call **628.652.7550**. Please be advised that the Planning Department will require at least one business day to respond to any call.

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三藩市規劃局 (San Francisco Planning Department) 正在研究一項專案的潛在環境影響，歡迎大家踴躍提出意見。本函所附的通知書涉及位於 **3251 20th Avenue (2021-012028ENV)** 的專案。本頁背面對加州法律規定的環境影響審核流程做了詳細說明。請於 **5/30/2022** 日之前針對本案提出評論，或者向本函所附通知書中指定的聯絡人提出要求，繼續瞭解專案的最新發展。請致電 **628.652.7550** 以索取通知書中文版本資訊。請注意，規劃局需要至少一個工作天才能回電。

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El Departamento de Planificación está estudiando los posibles efectos medioambientales de un proyecto y desea saber su opinión. El aviso incluido concierne a un proyecto ubicado en **3251 20th Avenue (2021-012028ENV)**. Al reverso de esta página se describe el proceso de análisis medioambiental según la ley estatal. Usted puede entregar sus opiniones y comentarios a más tardar el **5/30/2022** o solicitar futuras actualizaciones sobre el proyecto al contacto indicado en el aviso adjunto.

Para obtener información sobre este aviso en español, llame al **628.652.7550**. Le informamos que el Departamento de Planificación necesitará por lo menos un día hábil para responder cualquier llamada.

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Pinag-aaralan ng Kagawaran ng Pagpapalano ng San Francisco ang mga potensyal na epekto sa kapaligiran ng isang proyekto at tinatanggap ang iyong mga komento. Ang nakapaloob na paunawa ay patungkol sa isang proyekto na matatagpuan sa **3251 20th Avenue (2021-012028ENV)**. Inilalarawan ng kabilang panig ng pahinang ito ang proseso ng pagsusuri sa kapaligiran sa ilalim ng batas ng estado. Maaari kang magbigay ng mga komento sa **5/30/2022** o humiling ng mga bagong kaalaman sa proyekto sa hinaharap mula sa pagkontak sa kawani na nakalagay sa kalakip na abiso.

Upang makakuha ng impormasyon tungkol sa paunawang ito sa Filipino, mangyaring tumawag sa **628.652.7550**. Mangyaring maabisuhan na ang Kagawaran ng Pagpapalano ay mangangailangan ng kahit isang araw ng may trabaho o pasok upang tumugon sa anumang tawag.



## PUBLIC NOTICE

# NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND NOTICE OF A PUBLIC SCOPING MEETING

*Date:* April 27, 2022  
*Case No.:* **2021-012028ENV**  
*Project Title:* **Stonestown Development Project**  
*Zoning:* C-2 (Community Business), RH-1(D) (Residential-House, One Family-Detached),  
RM-1 (Residential-Mixed, Low Density)  
40-X and 65-D Height and Bulk District  
*Block/Lot:* Block 7295/Lots 2, 4, 6, 7, 35, 37, 38; Block 7296/Lots 5, 6, 7, 8, 9, 10  
*Site Area:* 1,781,604 (40.9 acres)  
*Project Sponsor:* Courtney Pash, Brookfield Properties Development  
[courtney.pash@brookfieldpropertiesdevelopment.com](mailto:courtney.pash@brookfieldpropertiesdevelopment.com), 415.902.7286  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Florentina Craciun, [CPC.Stonestown@sfgov.org](mailto:CPC.Stonestown@sfgov.org), 628.652.7510

## Introduction

The San Francisco Planning Department (planning department) prepared this Notice of Preparation (NOP) of an environmental impact report (EIR) in connection with the Stonestown Development Project (proposed project or project). The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the project's significant physical adverse effects, and to describe and analyze possible alternatives to the proposed project that would reduce or avoid those effects. The planning department is issuing this NOP to inform the public and responsible and interested agencies about the intent to prepare an EIR for the proposed project and that there will be a public scoping meeting to solicit comments on the scope of the EIR. The planning department will hold the public scoping meeting on **May 9, 2022, at 6 p.m** using an online platform. You can view this notice and join the public scoping meeting via the online platform link found on the planning department's webpage, <http://www.sf-planning.org/sfceqadocs> (under "Stonestown Development Project"); or via phone, using the following phone number and meeting identification number: 888.788.0099 (Toll Free); meeting ID: 899 9960 6136. Written comments will be accepted at this meeting and until **5 p.m. on May 30, 2022**. Written comments should be sent to Florentina Craciun, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California 94103; or emailed to [CPC.Stonestown@sfgov.org](mailto:CPC.Stonestown@sfgov.org).

## Project Summary

The proposed Stonestown Development Project is located on an approximately 41-acre site in the Lakeshore area in southwest San Francisco (see **Figure 1**). The project sponsor (Brookfield Properties Development) proposes to redevelop the approximately 27 acres surrounding the existing on-site Stonestown Galleria shopping mall into a master-planned, multi-phased, mixed-use residential and retail community. Under the proposed project, the existing 760,000-square-foot Stonestown Galleria shopping mall would remain, with changes to the façade, entrances, and exits. However, the four parcels that contain the shopping mall (Block/Lot 7295/038, 7295/004, 7296/005, and 7296/006) would be rezoned as part of a proposed special use district (SUD) (refer to “Proposed Land Use Plan,” p. 12, for further discussion). No vertical additions to the shopping mall are currently proposed. The existing parking garage in the southwest corner of the project site, the vacant theater at the northwest corner of the site, and the commercial building at the northeast corner of the site would be demolished and redeveloped as part of the proposed project.

Overall, the proposed project would include up to approximately 2,930 residential units; up to 160,000 square feet of new retail sales and service use space; up to 200,000 square feet of new non-retail sales and service use<sup>1</sup>; up to approximately 100,000 square feet of hotel use; approximately 53,000 square feet of institutional uses; approximately 4,250 parking spaces; 6 acres of open space; and infrastructure improvements (refer to **Table 1, p. 10**, for existing, proposed, and net new uses). The EIR will analyze one variant to the proposed project (Authentic Church Variant), which would include the development of the 0.8-acre parcel that is currently occupied by Authentic Church (Block/Lot 7295/002) at 3355 19th Avenue, adjacent to the project site between Eucalyptus and Winston drives (see **Figure 1**). Under the Authentic Church Variant, the redevelopment of the 27 acres surrounding the Stonestown Galleria would be the same as the proposed project; however, the additional 0.8-acre Authentic Church parcel would be developed with an additional 150 residential units; 10,000 square feet of institutional use; and 200 parking spaces in a partially below grade parking structure.

The proposed project, and the variant, would require amendments to the San Francisco General Plan and San Francisco Planning Code, creating a new Stonestown Special Use District. The proposed rezoning would modify the existing applicable height limits of 40 and 65 feet to 90 feet across the project site, with the parcels identified for tower locations up to 190 feet (**Figure 5**).

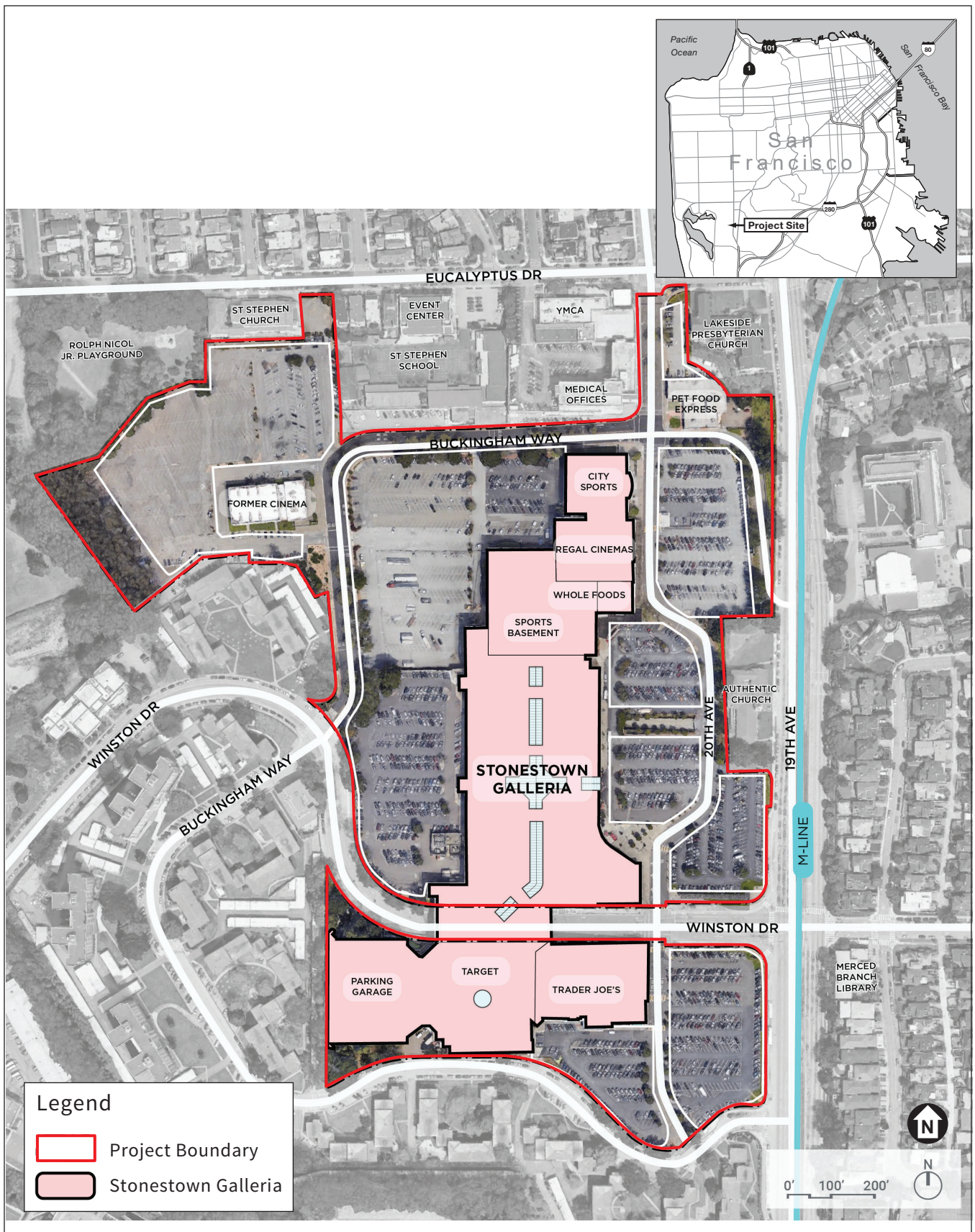
The proposed project, and the variant, would include transportation, circulation, and utility infrastructure improvements, which are discussed under “Transportation and Circulation Plan,” p. 15. The proposed project also would upgrade the existing utility infrastructure to provide the proposed uses with potable water, recycled water, emergency water, wastewater collection, stormwater collection and treatment, electricity, natural gas, and communications.

Project construction would likely occur in six overlapping phases (see Project Construction, p. 20, **Figure 11**). The first phase of construction is anticipated to start on the northwest portion of the project site, near Eucalyptus Drive, and the last phase of construction would end in the south portion of the project site, near Buckingham Way and 19th Avenue, but could vary based on market and other conditions. Construction is estimated to occur over an eight-year period, from 2024 to 2032, but could occur over a longer period, depending on market conditions and permitting requirements.

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<sup>1</sup> “Non-Retail Sales and Service Use” includes business services, catering, commercial storage, design professional, general office, laboratory, life science, non-retail professional service, trade office, wholesale sales, and wholesale storage (planning code section 102).





SOURCE: Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project

**FIGURE 1**  
**PROJECT LOCATION**

## Project Setting

### PROJECT LOCATION AND SITE CHARACTERISTICS

The approximately 41-acre project site is generally bounded by San Francisco State University (SFSU) Campus to the south; Lowell High School, SFSU housing, and Buckingham Way to the west; Stonestown Family YMCA, commercial uses, and Eucalyptus Drive to the north; and 19th Avenue to the east (see **Figure 2**). The project site is fully developed and comprised of the 11-acres occupied by Stonestown Galleria, approximately 27 acres of surface parking lots and operational uses, and 3 acres of streets.

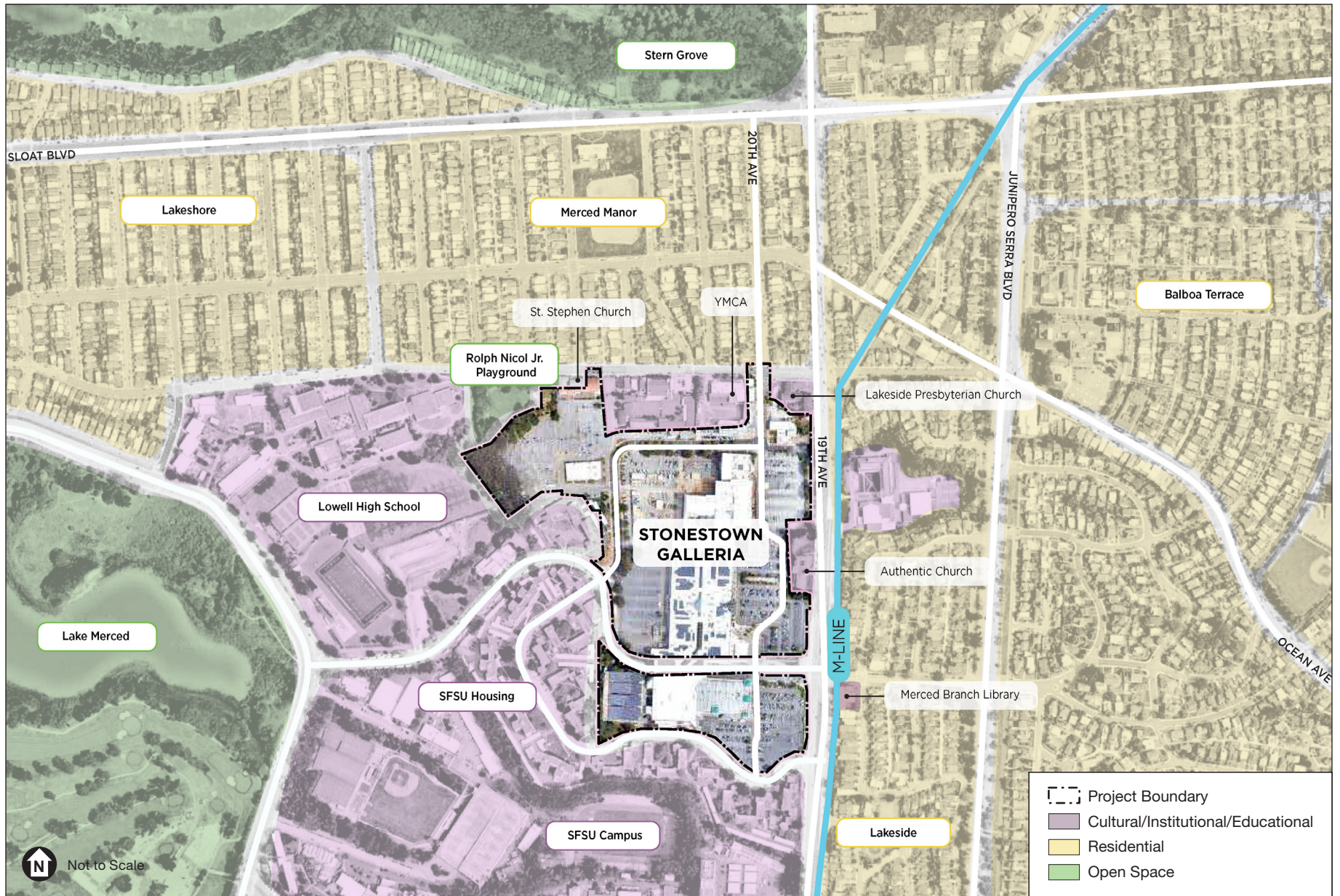
Existing buildings at the project site consist of the approximately 760,000-square-foot, two-story, 35-foot-tall Stonestown Galleria, which contains over 100 stores and key anchor tenants including Target, Regal Cinemas, Sports Basement, Trader Joe's, and Whole Foods. Overall, the project site contains approximately 3,400 parking spaces, which include 2,450 surface parking spaces, 700 parking spaces in a five-story parking garage located in the southwest corner of the site between Buckingham Way and Winston Drive, and 250 spaces in an underground one-story parking garage located below the Stonestown Galleria shopping mall. The 30,000 square foot Authentic Church is located at 3355 19th Avenue between Eucalyptus and Winston drives. The 27 acres surrounding the mall contain approximately 2,450 surface parking spaces and operational uses such as trash rooms, loading areas, temporary tenant construction staging zones, a one-story, approximately 13,300-square-foot vacant theater at the northwest corner of the site, and a two-story 15,000-square-foot commercial building at the northeast corner of 20th Avenue and Buckingham Way currently occupied with a bank, Stonestown Family YMCA Annex for adults and seniors, and a pet supply store.

The 3 acres of streets in the project site include privately owned portions of 20th Avenue from Eucalyptus Drive to Buckingham Way and Buckingham Way from 20th Avenue to Winston Drive. Winston Drive is an east-west roadway that is publicly owned and runs through the site from Buckingham Way to 19th Avenue, including an underground portion below the mall known as Winston Tunnel. Primary vehicular access into and out of the project site is at 19th Avenue and Winston Drive, with secondary access located at Eucalyptus Drive and 20th Avenue. 20th Avenue is a north-south road through the project site connecting Eucalyptus Drive and Winston Drive. 20th Avenue has four lanes (two lanes in each direction) between Eucalyptus Drive and Buckingham Way, and two lanes (one lane in each direction) between Buckingham Way and Winston Drive.

Buckingham Way encircles the north, west, and south side of the project site and provides connections to 20th Avenue, Winston Drive, and 19th Avenue. Buckingham Way has four lanes (two lanes in each direction) between 20th Avenue and Winston Drive, and two lanes (one lane in each direction) around the south side of the site between Winston Drive and 19th Avenue. Buckingham Way between 19th and 20th avenues is a two-lane, one-way off-ramp to 19th Avenue. Winston Drive is an east-west road through the project site connecting 19th Avenue and Buckingham Way. Winston Drive between 19th and 20th avenues has six lanes (three lanes in each direction) and four lanes (two lanes in each direction) between 20th Avenue and Buckingham Way.

The project site is adjacent to 19th Avenue (also known as Highway 1), a major north-south roadway. Other major roadways in the site vicinity include the north-south Interstate 280 (I-280) freeway approximately 1.2 miles to the south, and Ocean and Sloat avenues, major east-west roadways approximately 0.15 and 0.3 mile to the north, respectively.





SOURCE: ESA, 2022; Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project

**FIGURE 2**  
**PROJECT SITE AND ADJACENT LAND USES**



The project site is served by the city's transit network and is adjacent to the Muni M-Ocean View light rail and 28-19th Avenue stops at the corner of 19th Avenue and Winston Drive. Other Muni bus lines that operate within the project site on Winston Drive and Buckingham Way include 18-46th Avenue, 29-Sunset, 57-Parkmerced, and 58-Lake Merced. The project site also is served by SamTrans Route 122 with stops on Winston Drive and Buckingham Way.

## ADJACENT LAND USES

Adjacent land uses consist primarily of institutional, residential, and open space. Directly north of the project site is Stonestown YMCA, St. Stephen Church and Catholic School, and commercial and medical offices. To the north of the project site, across Eucalyptus Drive is the residential neighborhood of Merced Manor. The 142-acre SFSU Campus is directly southeast of the project site. San Francisco Fire Department Station 19 is located on the southwest corner of Buckingham Way and Winston Drive approximately 75 feet from the project site's western border. Directly west of the north end of the project site is Lowell High School, a public magnet school, and the 3-acre Rolph Nicol Jr. Playground.

Directly northeast of the project site is the Lakeside Presbyterian Church at the southwest corner of Eucalyptus Drive and 19th Avenue. Directly east of the site between 19th and 20th avenues is the Authentic Church. To the east of the project site across 19th Avenue is the Lakeside residential neighborhood, Merced Branch Library, and nonoperational campus of the former Mercy High School.<sup>2,3</sup>

## ZONING AND GENERAL PLAN LAND USE DESIGNATIONS

The project site is within a C-2 (Community Business), RH-1(D) (Residential-House, One Family-Detached), and RM-1 (Residential-Mixed, Low Density) Use Districts and located in 40-X and 65-D Height and Bulk Districts (see **Figure 3**).

## Project Description

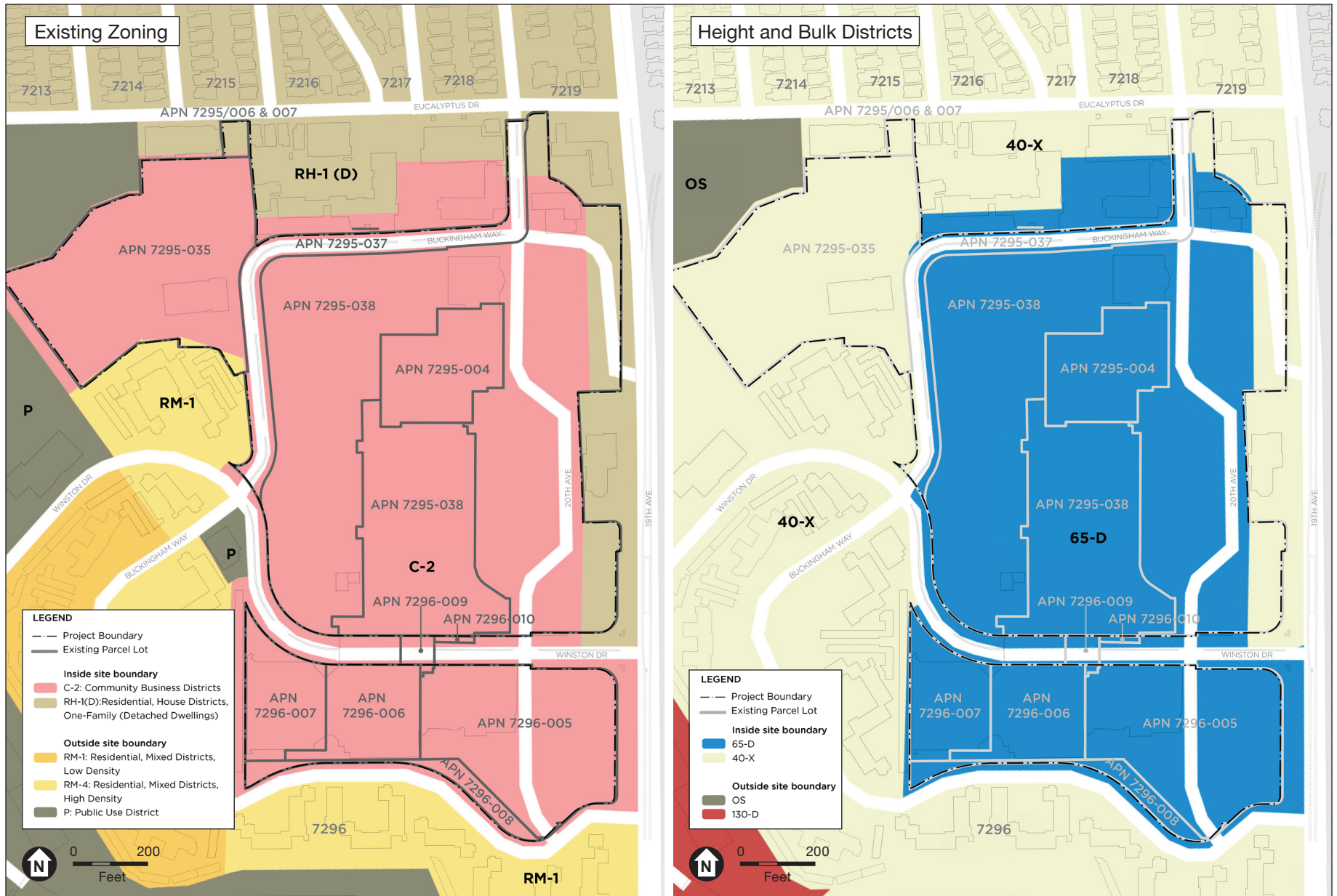
The proposed project would rezone the project site and establish development controls for construction of a multi-phased, mixed-use project. The proposed project would include amendments to the general plan and planning code and would create a new Stonestown Special Use District. The special use district would establish land use zoning controls and incorporate design standards and guidelines for the site. The proposed project would include residential uses of varying affordability and types; retail sales and service uses; non-retail sales and service uses; a hotel; institutional uses; and parking (see **Figure 4**).

The proposed project would include approximately 6 acres of net new publicly accessible open space in the form of parks, plazas, and parkways throughout the project site (see Figure 4 and "Open Space Improvements," p. 13). Transportation and circulation changes would include straightening 20th Avenue between Eucalyptus and Winston drives and straightening the northeast portion Buckingham Way. The zoning map would be amended to show changes from the current zoning to the proposed special use district zoning. The existing height limits on site of 40 to 65 feet would be modified to allow heights ranging from 20 to 190 feet (see **Figure 5**).

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<sup>2</sup> The Mercy High School campus was purchased by the Chinese American International School (CAIS) and the transfer of the property was completed in December 2021. The CAIS is anticipated to consolidate their operations from other locations in San Francisco at the campus for preschool to eighth grade in the 2023-2024 school year.

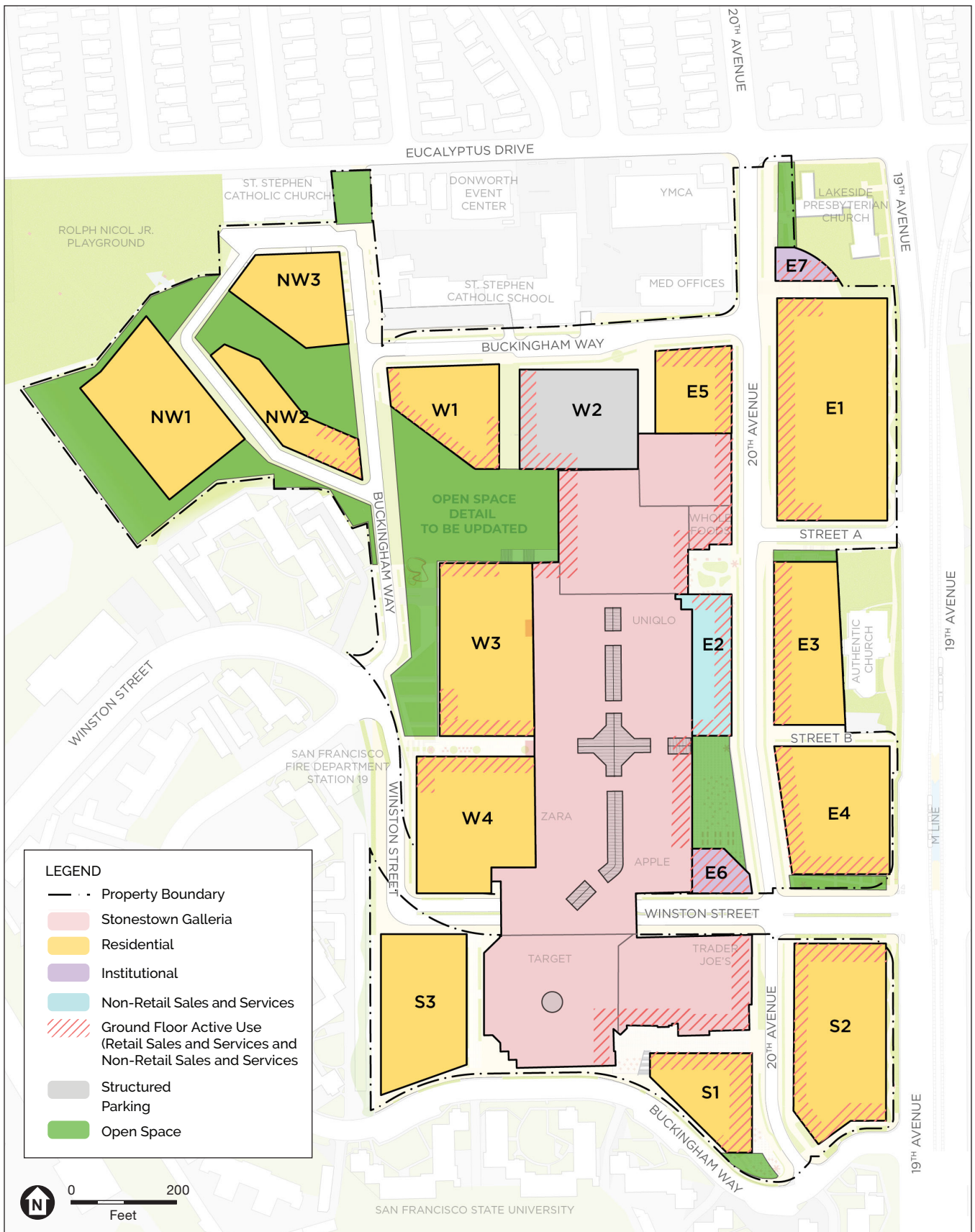
<sup>3</sup> CAIS, *19th Avenue Campus FAQs*, 2022, <https://www.cais.org/19thAveCampusFAQs>, accessed January 10, 2022; Mercy High School, *Home Page*, 2021, <https://www.mercyhs.org/>, accessed January 10, 2022.



SOURCE: Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project

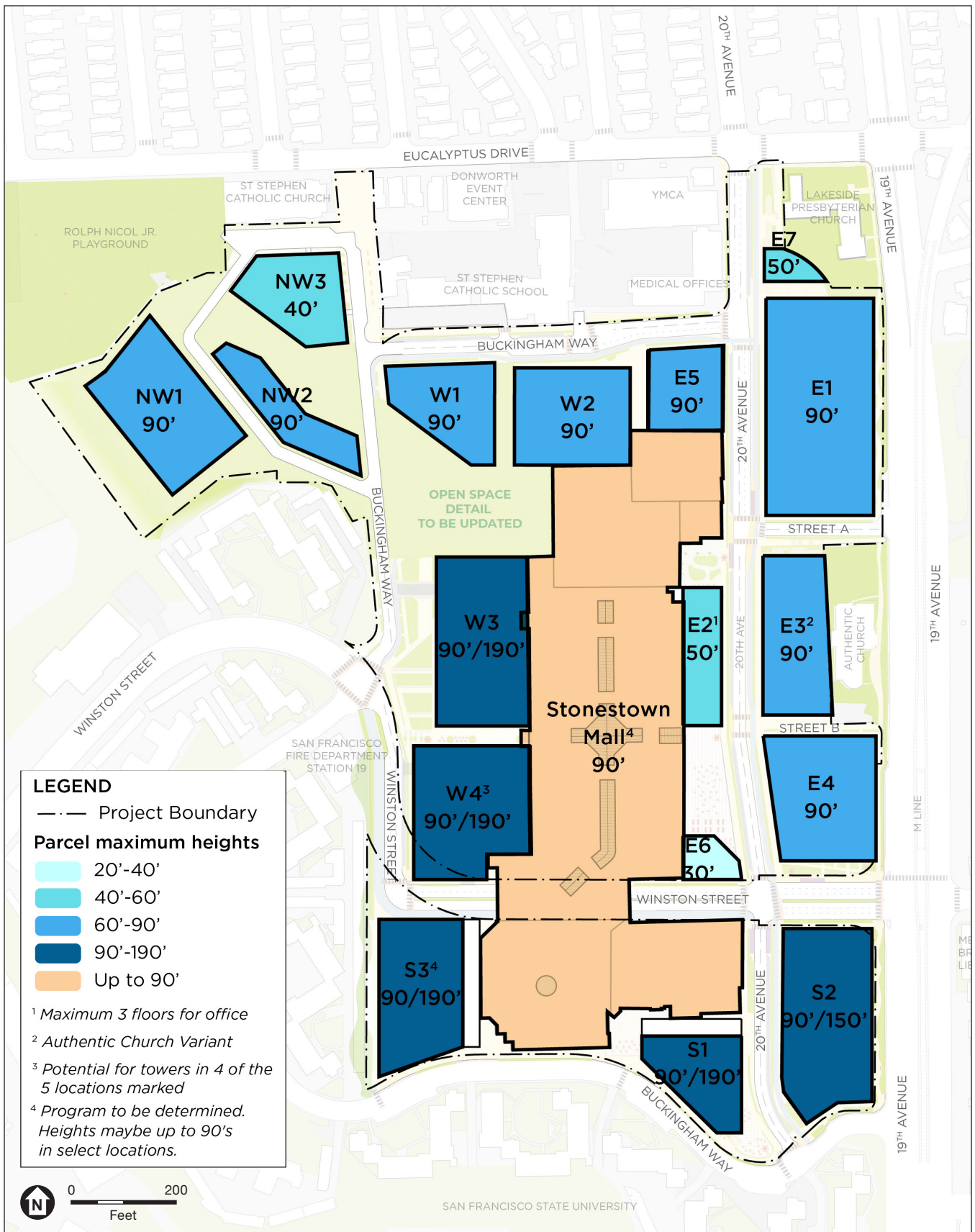
**FIGURE 3**  
EXISTING ZONING AND HEIGHT AND BULK DISTRICTS ON PROJECT SITE



SOURCE: Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project





SOURCE: Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project

**FIGURE 5**  
**PROPOSED HEIGHT PLAN**

## Authentic Church Variant

The EIR will also analyze a project variant, which modifies an aspect of the proposed project. Under the Authentic Church Variant, Block E3 would be expanded to include the 0.8-acre parcel (Block/Lot 7295/002), shown in **Figure 6** in the eastern portion of the site. The existing two-story, 30,000-square-foot church would be demolished and an additional 150 residential units; 10,000 square feet of institutional uses; and 200 parking spaces would be developed on the Authentic Church site. The redevelopment of the 27 acres surrounding the Stonestown Galleria would be the same as the proposed project under this variant. The 60-foot height limit for Block E3 would be extended to encompass the church site (see Figure 6).

**Table 1** summarizes the project characteristics of the proposed project and the Authentic Church Variant, including the types and amounts of land uses, proposed dwelling units, building heights, vehicle and bicycle parking, and other features.

**Table 1** Project Characteristics (including the Authentic Church Variant)

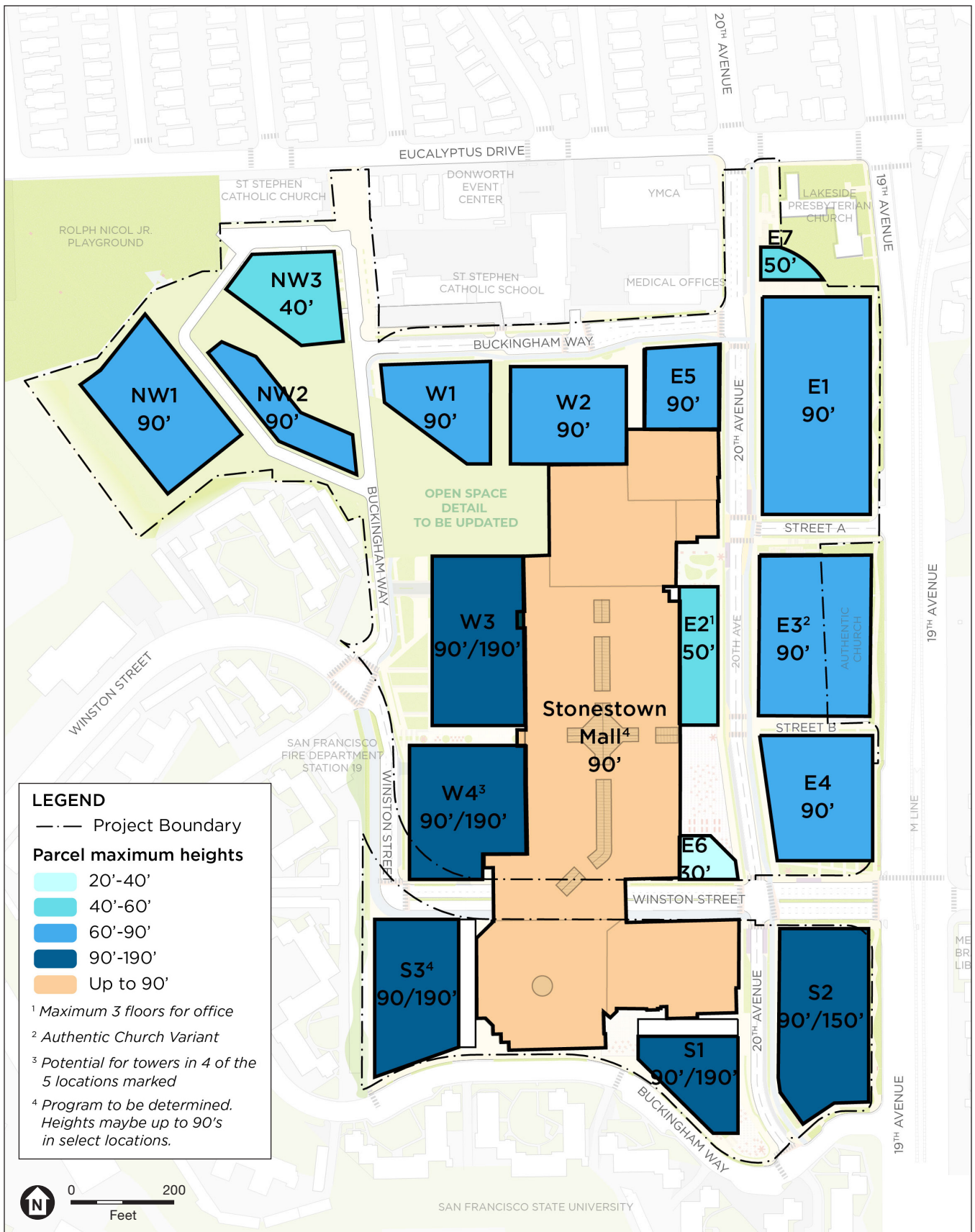
Project Characteristics	Existing	Proposed Project		Proposed Project Including Authentic Church Variant	
<b>PROPOSED LAND USE PROGRAM</b>	<b>AREA (APPROXIMATE SQUARE FEET)</b>				
Residential Use	0	Up to 3,100,000		3,200,000	
Retail Sales and Services Use <sup>a</sup>	760,000 sf mall 13,300 sf, 30-foot-tall vacant theater 15,000 sf, 15-to 30-foot-tall commercial building	<b>Up to 160,000</b> Existing mall retained 13,300 sf vacant theater and 15,000 sf commercial building to be demolished 131,700 sf net new		<b>Up to 160,000</b> Existing mall retained 13,300 sf vacant theater and 15,000 sf commercial building to be demolished 131,700 sf net new	
Non-Retail Sales and Service Use <sup>b</sup>	0	Up to 200,000 net new		Up to 200,000 net new	
Hotel	0	Up to 100,000 (200 rooms) net new		Up to 100,000 (200 rooms) net new	
Institutional Use <sup>c</sup>	30,000 sf, 30-foot-tall church	<b>Up to 53,000 net new</b>		<b>Up to 63,000</b> 30,000 sf church demolished 33,000 sf net new	
<b>PROPOSED DWELLING UNITS</b>		<b>NUMBER (APPROXIMATE)</b>	<b>PERCENTAGE (APPROXIMATE)</b>	<b>NUMBER (APPROXIMATE)</b>	<b>PERCENTAGE (APPROXIMATE)</b>
Studio	N/A	586	20%	616	20%
1-bedroom	N/A	1,172	40%	1,232	40%
2-bedroom	N/A	879	30%	924	30%
3-bedroom	N/A	293	10%	308	10%
<b>Total Dwelling Units</b>		<b>2,930</b>	<b>100%</b>	<b>3,080</b>	<b>100%</b>

Project Characteristics	Existing	Proposed Project	Proposed Project Including Authentic Church Variant
<b>PROPOSED PARKING</b>		<b>NUMBER (APPROXIMATE)</b>	
Vehicle parking spaces:	3,400 <sup>d</sup>	<b>4,250</b> 250 spaces below shopping mall retained 180 spaces for new expanded parking below shopping mall 760-space new parking garage Remaining 3,060 spaces distributed throughout site 600 net new spaces	<b>4,450</b> 250 spaces below shopping mall retained 180 spaces for new expanded parking below shopping mall 760-space new parking garage Remaining 3,260 spaces distributed throughout site 800 net new spaces
Car-Share parking spaces	0	82	82
Bicycle parking:			
Bicycle parking class 1		876	876
Bicycle parking class 2		308	308
Total Bicycle Parking	100	1,184 net new	1,184 net new
<b>OPEN SPACE</b>		<b>AREA</b>	
Publicly accessible open space	1.6 acres	Approximately 6 net new acres	
Private residential open space	N/A	Approximately 36 square feet per unit if located on balcony, or approximately 48 square feet per unit if commonly accessible to residents, or as otherwise refined in the planning code.	
<b>BUILDING CHARACTERISTICS</b>			
Stories	1 to 3 stories	2 to 18 stories	
Height	15 to 65 feet	20 to 190 feet	
Ground floor	Retail sales and service	All blocks would include ground floor active uses, which could include any combination of retail sales and service, non-retail sales and service, institutional, or residential space facing the street	

NOTES

- <sup>a</sup> “Retail Sales and Service Use” is a use category that includes, but not limited to: the sale or provision of personal items such as tobacco and magazines; self-service laundromats and dry cleaning; household goods and service; florists and plant stores; apparel and accessories; antiques, art galleries, art supplies, and framing service; home furnishings, furniture, and appliances; books, stationery, greeting cards, office supplies, copying service, music, and sporting goods; and toys, gifts, and photographic goods and services (planning code section 102).
- <sup>b</sup> “Non-Retail Sales and Service Use” includes business services, catering, commercial storage, design professional, general office, laboratory, life science, non-retail professional service, trade office, wholesale sales, and wholesale storage (planning code section 102).
- <sup>c</sup> “Institutional Use” includes child care facility, community facility, private community facility, hospital, job training, medical cannabis dispensary, religious institution, residential care facility, social service or philanthropic facility, post-secondary educational institution, public facility, school, and trade school (planning code section 102).
- <sup>d</sup> The 3,400 vehicle parking spaces include 700 spaces in the parking garage in the southwest corner of the site, 250 spaces in an underground parking garage below the Stonestown Galleria shopping mall, and 2,450 surface parking spaces.





SOURCE: Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project

**FIGURE 6**  
**PROPOSED HEIGHT PLAN WITH AUTHENTIC CHURCH VARIANT**

## Proposed Land Use Plan

Figure 4, p. 8, presents the land use plan for the proposed project. The proposed project would include residential uses developed on upper floors with ground-floor retail sales and service, non-retail sales and service, institutional, or residential frontages along the streets (see Figure 4). In addition, the proposed project would include hotel, institutional uses, and structured parking. Areas designated “Open Space” would be located throughout the project site to provide connections within the site and to adjacent areas.

## Height

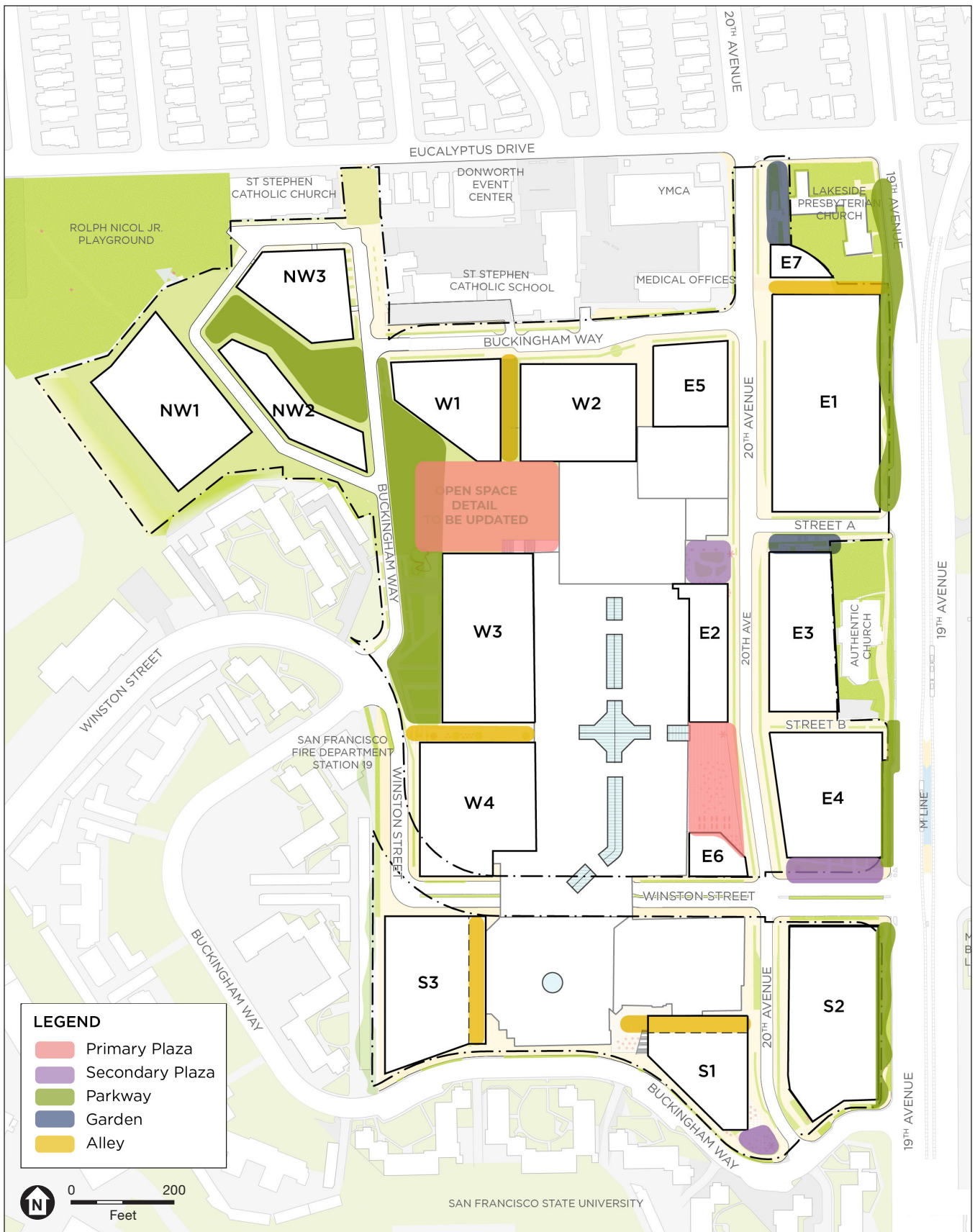
Figure 5, p. 9, presents the proposed height district plan for the proposed project. As shown in Figure 5, the proposed height limits would generally step up from the west, north, and east to the south and would vary from 20 to 190 feet.

## Design for Development

As part of the proposed special use district proposed for the project site, the City would adopt the design standards and guidelines (DSG). The DSG would establish standards and guidelines for building design, land uses, streets and circulation, open space, and the public realm. The standards in the DSG would be mandatory and measurable, and would include quantitative design specifications that the developer would have to meet. The design guidelines would be qualitative and the developer would be required to follow them to the greatest extent possible. Subsequent submittals of proposed building designs would be evaluated for consistency with both the special use district and the DSG.

## Open Space Improvements

As shown in **Figure 7**, the proposed project would provide approximately 6 acres of publicly accessible open space. The open spaces would be comprised of parks, plazas, and green spaces integrated into the project site ranging from 0.2 to 1 acre each and would provide connections between the project site and adjacent uses. Two primary plazas would be located directly adjacent to the main Stonestown Galleria entrances by Blocks E6 near the corner of Winston Street and 20th Avenue and W3 on the west side of the mall adjacent to Buckingham Way (see Figure 7). Secondary plazas would be located along 20th Avenue. Potential programming for the primary plazas could include flexible space for music, art, events, farmer’s markets, outdoor café seating, and recreation space. Parkways would consist of linear landscaped spaces along Buckingham Way, the northwest portion of the project site, and along the 19th Avenue frontage. Potential programming for the parkways could include dedicated walking paths, dog parks, gardens, residential common spaces, and space for informal activities such as picnic and play areas. Landscaped alleys between buildings and gardens also would be provided to accommodate a range of uses.



SOURCE: Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project

## Vehicle Parking

As shown in Table 1, p. 10, the proposed project would provide approximately up to 4,250 off-street vehicle parking spaces. With the Authentic Church Variant, 4,450 off-street vehicle parking spaces would be provided at the project site. Under both the proposed project and with the Authentic Church Variant, the existing 250-space underground garage below the shopping mall would be retained and expanded west under Blocks W3 and W4 between the west side of the shopping mall and Buckingham Way to provide an additional approximately 180 retail parking spaces, which would provide a total of approximately 430 parking spaces. A new five-story public parking garage containing approximately 760 parking spaces would be constructed on Block W2 to provide parking spaces for retail uses at the north end of the site (see **Figure 8**). In addition to the expanded 430-space parking garage below the shopping mall and the new 760-space parking garage, the proposed project would provide 3,060 vehicle parking spaces embedded within the proposed building podiums and/or below grade throughout the site (see Figure 8). With the Authentic Church Variant, 3,260 vehicle parking spaces would be embedded within the proposed building podiums and/or below grade throughout the site, including an additional 200 parking spaces on Block E3. Each residential building would have a different parking ratio, but in total residential parking for the project would not exceed one parking space per unit. In addition, the proposed project would the required number of accessible parking spaces as well as off-street freight loading spaces and areas. All residential parking would be unbundled.<sup>4</sup> The proposed project would include approximately 82 car-share parking spaces and additional electric vehicle (EV) charging stations located throughout the site.

## Bicycle Parking

Approximately 876 class 1 bicycle parking spaces would be located either on the ground floor of each building or in the first below-grade level of each building in the locations compliant with the planning code.<sup>5</sup> The proposed project would include up to approximately 308 class 2 bicycle parking spaces, all of which would be located in the right-of-way adjacent to each building or in publicly accessible open space areas.<sup>6</sup>

## Transportation and Circulation Plan

**Figure 9** shows the proposed street plan. The primary and secondary access points to the project site would continue to be at 19th Avenue at Winston Drive, and Eucalyptus Drive at 20th Avenue, respectively. Improvements to the existing streets would be designed according to the principles of the Better Streets Plan.<sup>7</sup> The design would provide for sidewalks, street trees, and other streetscape elements to encourage walking and the use of bicycles to access adjacent public transit. The roadway network changes would be designed to be accessible for all modes of transportation, including transit, vehicles, bicycles, and pedestrians. The following changes are proposed for the roadways in the project site:

- **20th Avenue.** The privately owned portion of 20th Avenue between Eucalyptus and Winston drives would be straightened to improve vehicular flow and would have two travel lanes (one lane in each direction).

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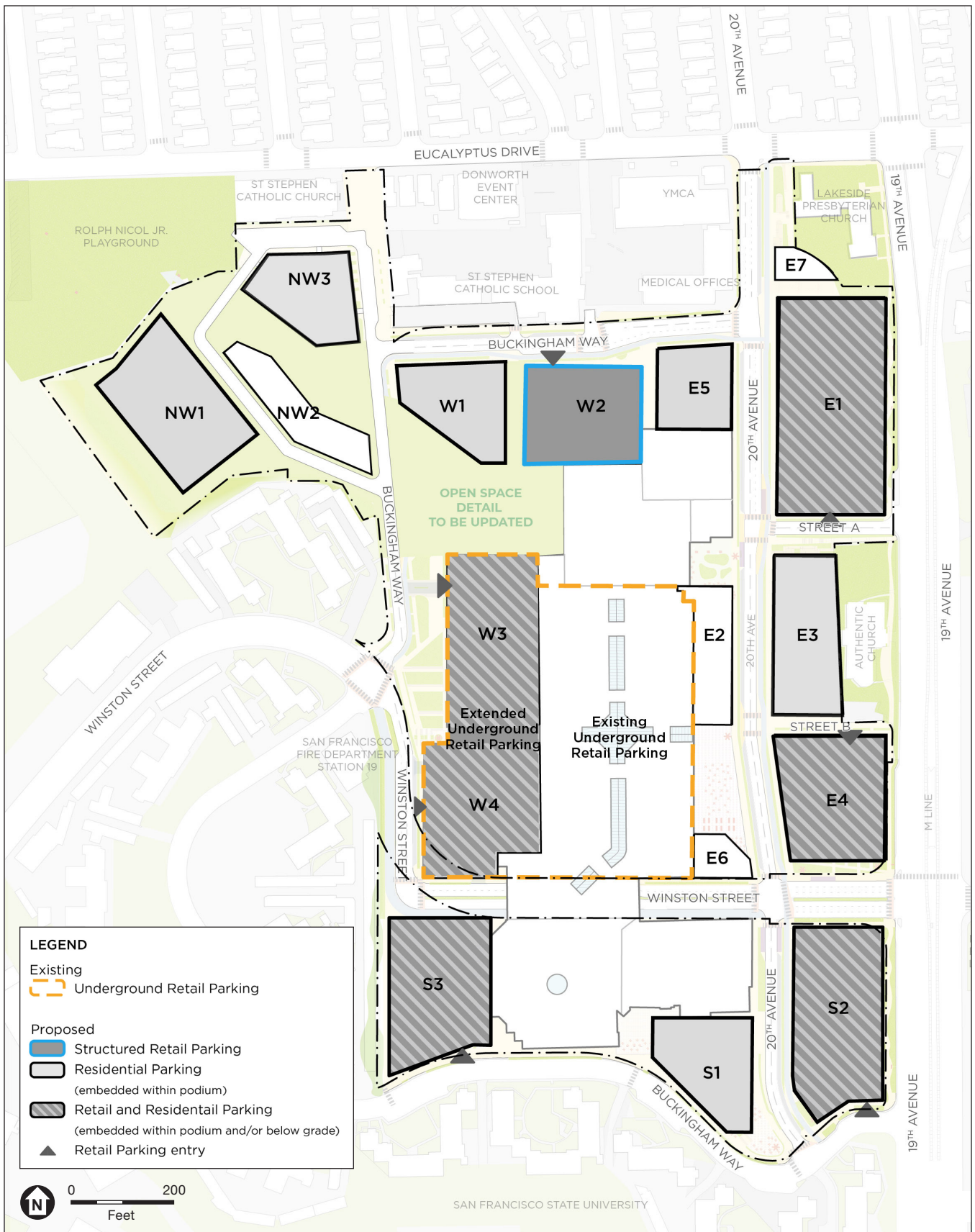
<sup>4</sup> Unbundled parking spaces are leased or sold separately from the rental or for-sale units so that residents or tenants have the option of renting or buying a parking space at an additional cost.

<sup>5</sup> Section 155.1(a) of the planning code defines class 1 bicycle spaces as “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees.”

<sup>6</sup> Section 155.1(a) of the planning code defines class 2 bicycle spaces as “spaces located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.”

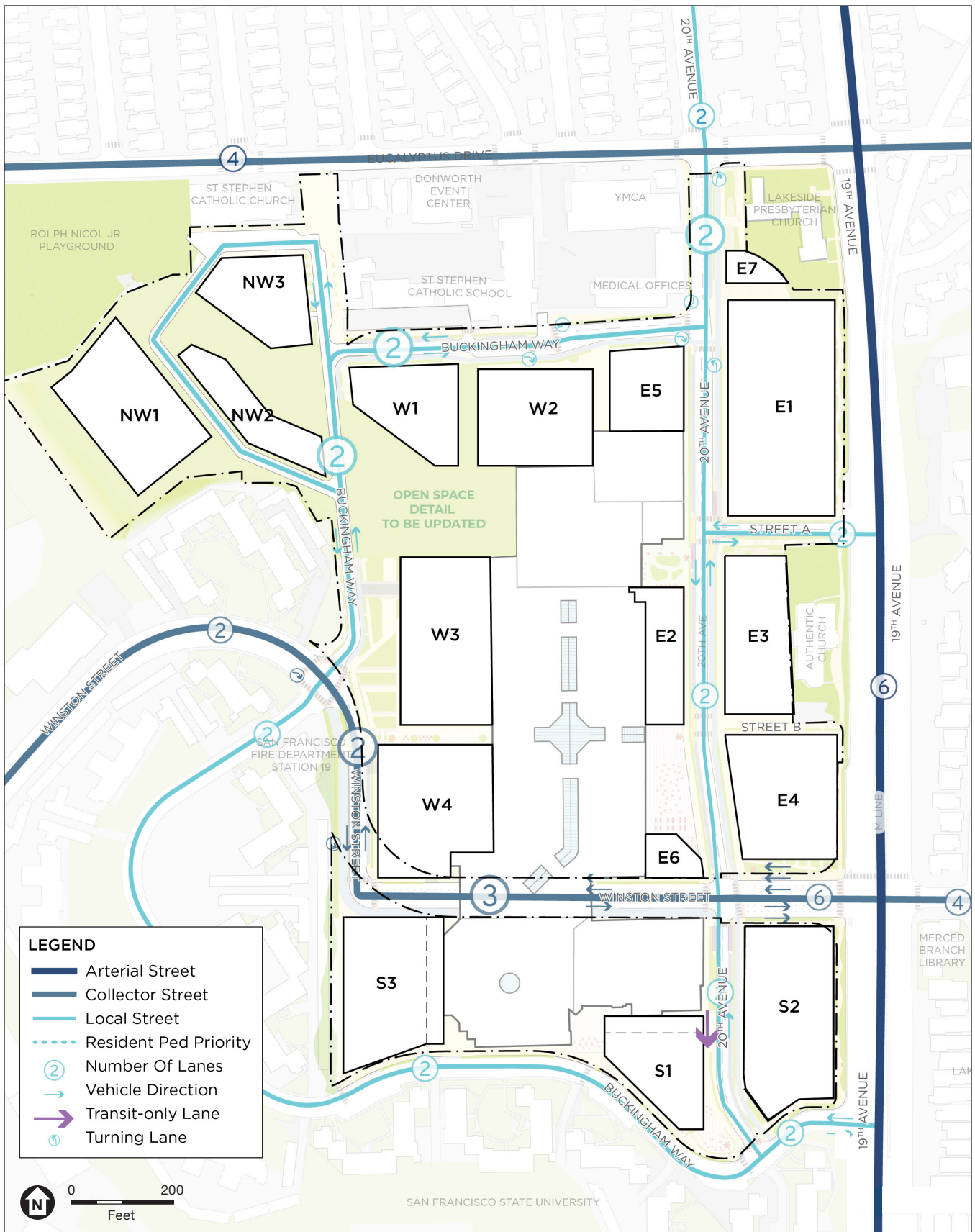
<sup>7</sup> City and County of San Francisco, *Better Streets Plan*, December 2010.





SOURCE: Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project



SOURCE: Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project

**FIGURE 9**  
**PROPOSED STREET PLAN**



- **Buckingham Way.** Buckingham Way would remain encircling the north, west, and south portions of the site, but would be reduced from four travel lanes (two lanes each direction) to two lanes (one lane in each direction) between 20th Avenue and Winston Drive. The existing one-way curved Buckingham Way on-ramp to 19th Avenue at the east side of the project site would be straightened and converted to a two-way connection to 19th Avenue.
- **Winston Drive.** Winston Drive between Block S3 and 20th Avenue would be reduced from four travel lanes (two lanes in each direction) to three lanes (two lanes westbound, one lane eastbound). The curved portion of Winston Drive at Block S3 may be converted to a 90-degree corner.

The proposed project would include a Transportation Demand Management (TDM) program that would implement measures to reduce vehicle trips and encourage alternative modes of transportation such as walking, biking, and transit.

## TRANSIT

The project site would continue to be served by public transit and any improvements to transit would include transit stop relocation and improvements, as well as revised signal timing. The project sponsor would coordinate with SFMTA to locate and improve transit stops if needed, enhance connections to the Muni M light rail, and signals would be timed to facilitate transit access and wayfinding through the project site.

## PEDESTRIAN AND BICYCLE NETWORK

As shown in **Figure 10**, shared pedestrian and bicycle access would be provided through the northwest portion of the project site, connecting to Rolph Nicol Jr. Playground. Two-way class IV bicycle facilities are proposed on Buckingham Way, 20th Avenue, and Winston Drive.<sup>8</sup> Pedestrian accessibility from the project site to surrounding areas and within the site would be improved by providing wider sidewalks, accessible ramps, additional crosswalks, and new pathways.

## Infrastructure and Utilities

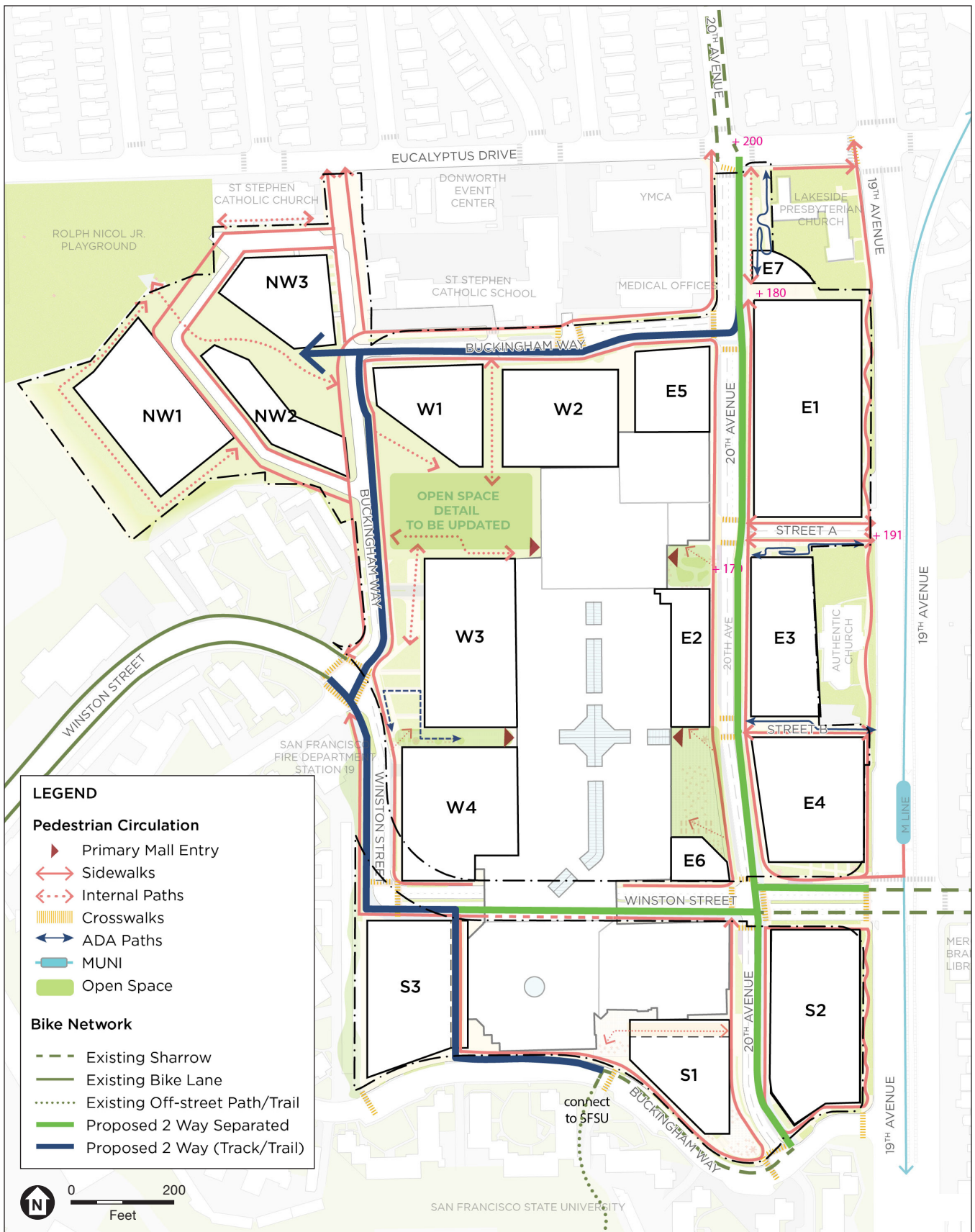
The proposed project would upgrade the existing infrastructure and utility systems to support the proposed uses at the project site. Service to the existing shopping mall would be maintained during construction. This would include potable water, recycled water, non-potable water, high-pressure water, wastewater, stormwater, electricity, natural gas, and telecommunications.

## Sustainability Plan

The proposed project would establish a sustainability plan that outlines performance and monitoring criteria for its operation. The proposed project would comply with the state's Title 24 and San Francisco Green Building Code requirements for energy efficiency, renewable energy, and solar and living roofs. The project sponsor would evaluate on-site renewable energy approaches as part of the sustainability plan to be included in the proposed project.

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<sup>8</sup> Class IV bikeways are separated bikeways, or protected bike lanes for the exclusive use of bicycles and physically separated from vehicle traffic with a vertical feature. The separation may include, but not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking.



SOURCE: Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project

**FIGURE 10**  
**PROPOSED PEDESTRIAN AND BICYCLE NETWORK**

## Project Construction

### CONSTRUCTION SCHEDULE

Project construction is anticipated to occur in six phases over the course of approximately eight years, from 2024 to approximately 2032 (refer to **Table 2** and **Figure 11**). Each phase would include demolition, site preparation, grading, excavation, infrastructure improvements, and building construction, with some phases potentially overlapping. The construction duration for each phase would range from three to four years, with construction occurring between the hours of 7 a.m. and 8 p.m. Some nighttime and weekend construction would occur on an as-needed basis.

**Table 2 Preliminary Estimated Construction Schedule**

Construction Phase	Start	Finish	Duration (Months)
Phase 1	4/1/2024	1/11/2028	45
Phase 2	4/1/2025	12/22/2028	44
Phase 3	6/1/2026	10/1/2028	28
Phase 4 <sup>a</sup>	4/1/2027	12/1/2030	44
Phase 5	4/1/2028	11/1/2031	43
Phase 6	4/1/2029	4/1/2032	36
<b>Total</b>	<b>4/1/2024</b>	<b>4/1/2032</b>	<b>96</b>

SOURCE: Brookfield Properties Development, 2022.

NOTE:

<sup>a</sup> The construction of the Authentic Church Variant would be accommodated within Phase 4.

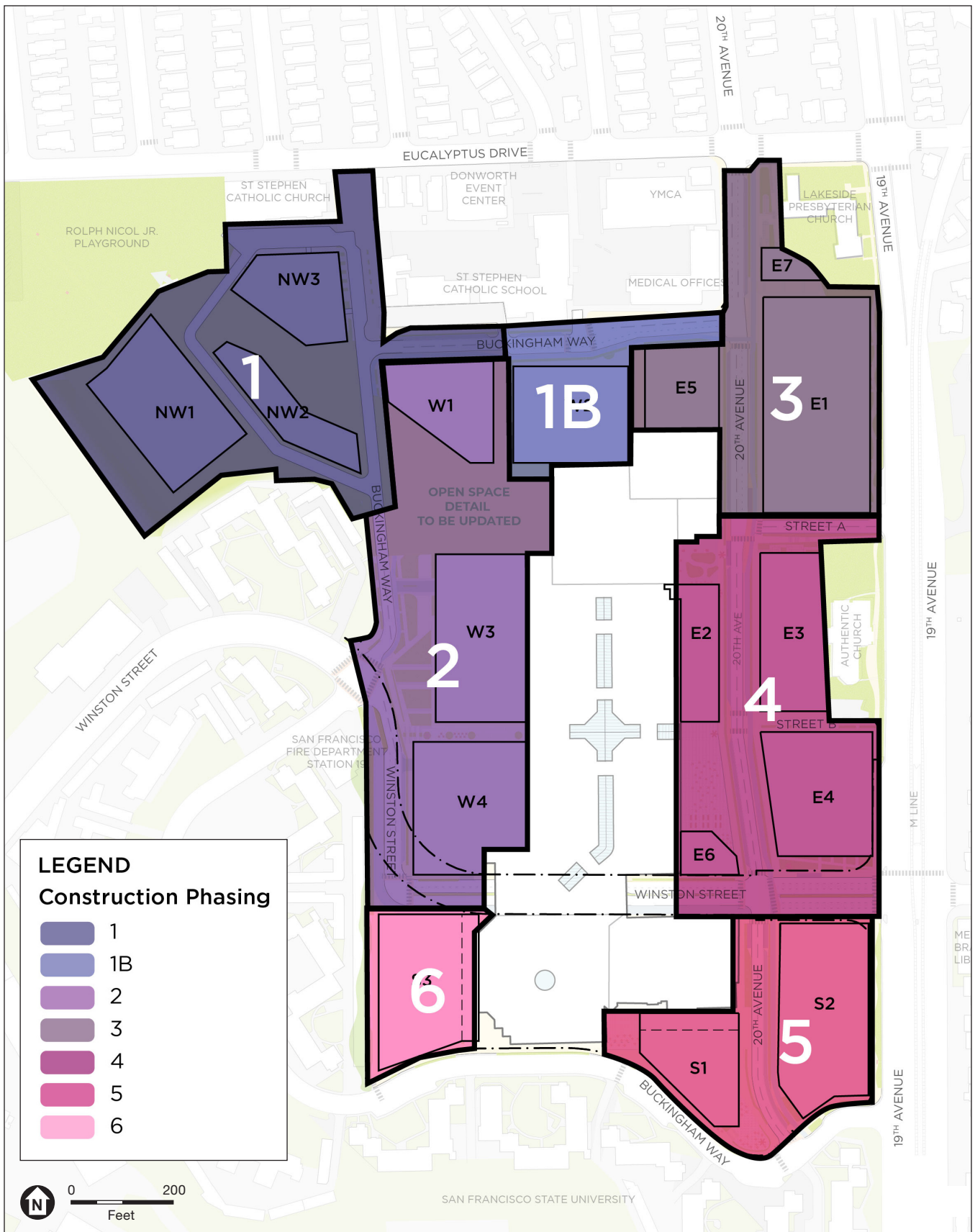
### SOIL EXCAVATION AND GRADING

The proposed project would require demolishing the vacant theater at the northwest corner of the project site, the two-story commercial building at the northeast corner of 20th Avenue and Buckingham Way, the five-story parking garage at the southwest corner of the site, and the surface parking (encompassing about 264,200 square feet). The proposed grading plan would maintain the existing drainage patterns of the project site, with elevations sloping east to west towards Buckingham Way.

Over the course of construction, the proposed project would require approximately 205,000 cubic yards of excavation over an approximately 27-acre area, approximately 65,000 cubic yards of fill, for a net export of approximately 140,000 cubic yards of soil. The proposed project would require excavation for below-grade parking and preparation of the building foundations. The excavation depths would range between 0 and 30 feet below ground surface.

### Required Project Approvals

The proposed project and Authentic Church Variant would require approvals from several authorities, including but not limited to those listed below.



SOURCE: Brookfield Properties and SITELAB urban studio, 2022

Stonestown Development Project

**FIGURE 11**  
**PROPOSED CONSTRUCTION PHASING PLAN**

## State and Regional Agencies

### CALIFORNIA DEPARTMENT OF TRANSPORTATION

- Approval of modifications to 19th Avenue

### REGIONAL WATER QUALITY CONTROL BOARD – SAN FRANCISCO BAY REGION

- Approval of Section 401 water quality certification
- General Construction Stormwater Permit

### BAY AREA AIR QUALITY MANAGEMENT DISTRICT

- Approval of any necessary air quality permits (e.g., Authority to Construct and Permit to Operate) for individual air pollution sources, such as emergency diesel generators

## Local Agencies

Any and all necessary permits, actions, approvals, or entitlements within the jurisdiction of the board of supervisors, planning commission, recreation and parks commission, and other city agencies, including but not limited to those described below.

### SAN FRANCISCO BOARD OF SUPERVISORS

- Approval of development agreement
- Approval of amendments to the general plan, planning code, zoning map, and establishment of an SUD
- Approval of final subdivision map and condominium map applications
- Approval of street vacations changes to public right-of-way and acceptance of public improvements

### SAN FRANCISCO PLANNING COMMISSION

- Certification of Final EIR.
- Adoption of California Environmental Quality Act (CEQA) findings
- Recommendation to the Board of Supervisors to approve a development agreement
- Recommendation to the Board of Supervisors to approve amendments to the general plan
- Recommendation to the Board of Supervisors to approve planning code amendments adopting a SUD and associated zoning map amendments
- Approval of the design standards and guidelines (DSG)
- Approval of shadowing on publicly accessible open space under the jurisdiction of the Recreation and Park Commission after consultation with the Recreation and Parks Commission (planning code section 295)
- General Plan referral to the Board of Supervisors for a Major Encroachment Permit
- Proposition M Office Allocation



## **JOINT ACTION BY THE PLANNING COMMISSION AND THE RECREATION AND PARKS COMMISSION**

- Determination that the proposed project would have no adverse impact on publicly accessible open space under the jurisdiction of the Recreation and Park Commission after consultation with the Recreation and Parks Commission (planning code section 295)<sup>9</sup>

## **SAN FRANCISCO PUBLIC UTILITIES COMMISSION**

- Approval of the stormwater and wastewater plans
- Consent to the development agreement

## **SAN FRANCISCO PUBLIC WORKS**

- Approval of tentative subdivision map and condominium map application and any minor encroachment permits, or recommendations on any major encroachment permits
- Recommendation to the Board of Supervisors for vacations, dedications and realignments, sidewalk widening and improvements in the public right-of-way, including street and bicycle network changes
- Issuance of street improvement permits
- Consent to the development agreement.

## **SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**

- Approval of transit improvements, public improvements and infrastructure, including certain roadway improvements, bicycle infrastructure and loading zones, and other actions and approvals related to its jurisdictional authority.
- Consent to the development agreement.

## **SAN FRANCISCO FIRE DEPARTMENT**

- Consent to development agreement

## **SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION**

- Issuance of demolition, grading, and site construction permits

## **SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH**

- Approval of a site mitigation plan per San Francisco Health Code Article 22A (Maher Ordinance)
- Approval of a construction dust control plan per San Francisco Health Code article 22B

## **Summary of Potential Environmental Issues**

The proposed project could result in potentially significant environmental effects. As such, the San Francisco Planning Department will prepare an initial study, consistent with CEQA Guidelines sections 15063(b)(1)(a)

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<sup>9</sup> This determination would only be necessary if the proposed project would shadow a park with a shadow budget.



and 15063(c)(3), to provide documentation to determine which of the proposed project's effects warrant more-detailed environmental analysis in the EIR. As required by CEQA, the EIR will further examine those issues identified in the initial study that could result in potentially significant effects, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce the environmental effects to less-than-significant levels. The initial study will be published as an appendix to the EIR.

The initial study and EIR will be prepared in compliance with CEQA (California Public Resources Code sections 21000 et seq.), the CEQA Guidelines, and chapter 31 of the San Francisco Administrative Code, and will address project-specific construction and operational impacts. The initial study and EIR are informational documents for use by governmental agencies and the public to aid in the planning and decision-making process. The initial study and EIR will disclose any physical environmental effects of the proposed project and identify possible ways of reducing or avoiding their potentially significant impacts.

The initial study and EIR will evaluate the environmental impacts of the proposed project resulting from construction and operational activities, and will propose mitigation measures for impacts determined to be significant. The initial study and EIR also will identify potential cumulative impacts that consider impacts of the proposed project in combination with impacts of other cumulative projects. The initial study and EIR will address all environmental topics in the San Francisco Planning Department's CEQA environmental checklist, including the following environmental topics:

- Land Use and Planning
- Population and Housing
- Cultural Resources
- Tribal Cultural Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind
- Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology, Soils, and Paleontological Resources
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral Resources
- Energy
- Agriculture and Forestry Resources
- Wildfire

In addition, the EIR will include an analysis of the comparative environmental impacts of feasible alternatives to the proposed project that would reduce or avoid one or more of the significant impacts of the project while still meeting most of the project objectives, as well as any alternatives that were considered but rejected. The EIR will evaluate a No Project Alternative, which considers reasonably foreseeable conditions at the project site if the proposed project is not implemented, as well as additional project alternatives (such as a reduced density alternative) that could potentially reduce or avoid any significant environmental impacts associated with the proposed project. The EIR also will include a discussion of topics required by CEQA, including the proposed project's growth-inducing impacts, significant unavoidable impacts, significant irreversible impacts, any known controversy associated with the project and its environmental effects, and issues to be resolved by decision-makers. It will also identify the environmentally superior alternative.

The proposed project meets all the requirements of a transit-oriented infill development project under California Public Resources Code section 21099; therefore, the EIR will not analyze potential significant

environmental effects related to aesthetics and parking. However, visual renderings will be included within the project description of the EIR for informational purposes.

## Finding

**This project may have a significant effect on the environment and an EIR is required.** This finding is based upon the criteria of CEQA Guidelines sections 15064 (Determining Significant Effect) and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

## Public Scoping Comments

Pursuant to California Public Resources Code section 21083.9 and CEQA Guidelines section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. You may participate in the first public process concerning the project's environmental effects by attending a video or teleconference public scoping meeting on **Monday, May 9, 2022, at 6 p.m.** The planning department will hold the meeting using an online platform. You may register for the meeting via the online platform link found on the Department's webpage, <http://www.sf-planning.org/sfceqadocs> (under "Stonestown Development Project"); or via phone, using the following phone number and meeting identification number: 888.788.0099 (Toll Free), Meeting ID: 899 9960 6136. To request assistance in additional languages, please contact [candace.soofoo@sfgov.org](mailto:candace.soofoo@sfgov.org) or 628.652.7550 at least 72 hours in advance of the meeting to ensure availability. Written comments will also be accepted at this meeting and until **5 p.m. on May 30, 2022.** Written comments should be sent to Florentina Craciun, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California 94103; or emailed to [CPC.Stonestown@sfgov.org](mailto:CPC.Stonestown@sfgov.org).

If you work for an agency that is a Responsible or Trustee Agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

Members of the public are not required to provide personal identifying information when they communicate with the planning commission or the planning department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

*Devyani Jain*

Date

April 27, 2022

Lisa Gibson

Environmental Review Officer

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