

# Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2022040571

Project Title: Stonestown Development Project

Lead Agency: City and County of San Francisco

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Project Location: San Francisco

*City*

San Francisco

*County*

## Project Description (Proposed actions, location, and/or consequences).

The project sponsor (Brookfield Properties Development) proposes to redevelop the approximately 27 acres of surface parking surrounding the existing Stonestown Galleria shopping mall into a master-planned, multi-phased, mixed-use community. Under the proposed project, 710,000 square feet of the existing mall would remain, with changes to the façade, entrances, and exits. The existing parking garage in the southwest corner of the project site, the vacant theater at the northwest corner of the site, CitySports building, and the commercial building at the northeast corner of the site would be demolished as part of the proposed project.

Overall, the proposed project would include up to 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 non-retail sales and service use; up to 100,000 square feet of hotel use; approximately 53,000 square feet of institutional uses; approximately 4,250 parking spaces; and approximately 6 acres of open space. The draft EIR includes one variant to the proposed project, which would include the development of the parcel that is currently occupied by Authentic Church (Block 7295, Lot 002) at 3355 19th Avenue, adjacent to the project site between Eucalyptus and Winston drives. Under the variant, in addition to the proposed project, the 0.8-acre Authentic Church parcel would be redeveloped to include approximately up to 150 additional residential units; approximately 10,000 additional square feet of institutional use; and approximately 200 additional parking spaces in a partially below grade parking structure.

The proposed project or variant would require amendments to the San Francisco General Plan, San Francisco Planning Code and Zoning Map, including the creation of a new special use district. The existing height limits of 40 to 65 feet would be modified on all parcels other than the mall parcels to allow heights ranging from 30 to 190 feet. The existing 65-foot height limit applicable to the mall parcels would not be modified.

The proposed project or variant also would include transportation, circulation, and utility infrastructure improvements.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

### The following impacts would be significant and unavoidable with mitigation:

Impact CR-1: historic architectural resources (Mitigation Measures M-CR-1a, Documentation of Historic Resources; M-CR-1b, Salvage Plan; M-CR-1c, Public Interpretive Program); Impact TR-4: transit delay (Mitigation Measures M-TR-4a, Reduce Project Vehicle Trips; M-TR-4b, Transit Travel Time Reduction); Impact C-TR-3: cumulative transit delay (Mitigation Measures M-TR-4a, M-TR-4b, M-C-TR-3, Signal Coordination and Transit Signal Priority Along 19th Avenue); Impact NO-1/Impact C-NO-1: construction noise (Mitigation Measure M-NO-1, Construction Noise Control); Impact AQ-1: criteria air pollutant during construction phases that overlap with operations (Mitigation Measure M-AQ-1a, Clean Off-Road Construction Equipment; M-AQ-1b, Super-compliant VOC Architectural Coatings during Construction; M-AQ-1c, Clean On-Road Construction Trucks; M-AQ-1d, Super-Compliant VOC Architectural Coatings during Operation; M-AQ-1e, Best Available Emissions Controls for Stationary Emergency Generators; M-AQ-1f, Promote Use of Green Consumer Products; M-AQ-1g, Operational Truck Emissions Reduction; M-AQ-1h, Electric Vehicle Charging Infrastructure; M-AQ-1i, Electric Landscaping Equipment; M-AQ-1j, Offset Remaining ROG Emissions; and M-TR-4a); Impact WI-1: partial buildout wind hazard conditions (Mitigation Measure M-WI-1a, Wind Safety Plan; M-WI-1b, Wind Impact Analysis and Mitigation for Buildings Taller than 85 Feet; M-WI-1c, Maintenance Plan for Landscaping off the Project Site and Wind Baffling Measures in the Public Right-of-Way; M-WI-1d, Maintenance Plan for Landscaping on the Project Site and Wind Baffling Measures in the Private Right-of-Way); Impact WI-2: full buildout wind hazard conditions (Mitigation Measure M-WI-1b through M-WI-1d); Impact C-WI-1: cumulative wind (Mitigation Measure M-WI-1b through M-WI-1d);

### Potentially significant impacts were identified and mitigated to less than significant for the following resources:

Impact TR-1: construction (Mitigation Measure M-TR-1, Construction Coordination); Impact TR-6: Loading (Mitigation Measure M-TR-6, Driveway and Loading Operations Plan (DLOP)); Impact NO-4: stationery equipment noise (Mitigation Measure M-NO-4, Noise Analysis and Attenuation); Impact NO-5: outdoor amplified sound (Mitigation Measure M-NO-5, Noise Limits for Outdoor Amplified Sound); Impact AQ-3: health risk impacts (Mitigation Measures M-AQ-1a, M-AQ-1c, M-AQ-1e, M-AQ-1g, M-AQ-1h, M-TR-4a); Impact AQ-5: clean air plan consistency (Mitigation Measures M-AQ-1a through M-AQ-1e, and M-TR-4a); Impact C-AQ-1: cumulative health risk (Mitigation Measures M-AQ-1a, M-AQ-1c, M-AQ-1e, M-AQ-1g, M-AQ-1h, and M-TR-4a); Impact M-CR-2: archeological resources (Mitigation Measure M-CR-2, Archeological Monitoring); Impact TCR-1: tribal cultural resources (Mitigation Measure M-CR-2); Impact C-GG-1: greenhouse gas emissions (Mitigation Measure M-TR-4a, M-AQ-1h); Impact GE-6: paleontological resources (Mitigation Measure M-GE-6, Inadvertent Discovery of Paleontological Resources During Construction)

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Vehicle Miles Traveled (VMT) and transportation conflicts with pedestrians, bicycles, travelers with disabilities, and transit performance; potential impacts to Caltrans right-of-way; project and cumulative impacts on traffic congestion and parking; impacts on scenic vistas and views; growth-inducing and cumulative impacts; shadow impacts on nearby schools, churches, streets, sidewalks, open spaces, and residences; construction and operational noise impacts on surrounding neighborhoods; air quality, wind, and reflective glare impacts; impacts on public services; impacts related to the geology of the project site and liquefaction; impacts related to hazardous materials; impacts related to greenhouse gas emissions; impacts related to population and housing; impacts related to utilities and water supply; impacts related to archeological and tribal cultural resources

Provide a list of the responsible or trustee agencies for the project.

- California Department of Transportation
- Regional Water Quality Control Board - San Francisco Bay Region
- Bay Area Air Quality Management District
- San Francisco Board of Supervisors
- San Francisco Planning Commission
- San Francisco Recreation and Park Commission
- San Francisco Public Utilities Commission
- San Francisco Public Works
- San Francisco Municipal Transportation Agency
- San Francisco Fire Department
- San Francisco Department of Building Inspection
- San Francisco Department of Public Health