



PUBLIC NOTICE

Notice of Preparation of an Environmental Impact Report and Notice of a Public Scoping Meeting

<i>Date:</i>	April 30, 2025
<i>Comment Deadline:</i>	May 30, 2025
<i>Case No.:</i>	2020-006887ENV
<i>Project Title:</i>	Freedom West 2.0
<i>Project Address:</i>	710 McAllister Street, 889 McAllister Street, 735 Gough Street, 550 Fulton Street
<i>Zoning:</i>	RTO (Residential Transit Oriented)
<i>Height/Bulk:</i>	40-X District and 50-X District
<i>Block/Lot:</i>	Assessor's Block 0783, Lots 023, 024, and 025, and Assessor's Block 0770, Lot 027
<i>Lot Size:</i>	451,500 square feet (10.37 acres)
<i>Neighborhood:</i>	Western Addition
<i>Supervisor District:</i>	District 5
<i>Cross Streets:</i>	Golden Gate Avenue, Gough Street, McAllister Street, Fulton Street, and Laguna Street
<i>Staff Contact:</i>	Megan Calpin; (628) 652-7508 CPC.FreedomWestEIR@sfgov.org

Introduction

The San Francisco Planning Department (department) prepared this notice of preparation of an environmental impact report (EIR) and notice of a public scoping meeting in connection with the proposed Freedom West 2.0 project (proposed project). The California Environmental Quality Act (CEQA) requires public agencies to evaluate environmental impacts prior to approving any project and to reduce those impacts to the degree feasible. (See the attached Fact Sheet for more information about EIRs.) The purpose of an EIR is to:

- (1) provide information about potential significant physical environmental effects of a proposed project,
- (2) identify possible ways to reduce the significant effects, and
- (3) describe and analyze possible alternatives to the project that could reduce significant environmental effects.

This notice informs the public, responsible and trustee agencies, and interested parties that the department is preparing an EIR in compliance with CEQA and the State CEQA Guidelines. This notice describes the proposed project, the EIR process, and how to provide input on the environmental review. This notice also

identifies environmental issues anticipated to be analyzed in the EIR. The comments received during the public scoping process will be considered during preparation of the EIR for this project.

An in-person public scoping meeting (with a virtual view-only option) will be held from 5:30 p.m. on May 21, 2025, at the African American Art and Culture Complex (762 Fulton Street, San Francisco, CA 94102). Comments will be accepted in person at the scoping meeting and in writing until 5:00 p.m. on May 30, 2025. Written comments should be sent to Megan Calpin, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.FreedomWestEIR@sfgov.org.

This notice is available for public review on the department's website at sfplanning.org/sfceqadocs and at the San Francisco Permit Center's document viewing room on the second floor of 49 South Van Ness Avenue, San Francisco, CA 94103.

Project Overview

Introduction

The Freedom West 2.0 (proposed project) project site encompasses approximately 10.37 acres and is located on Assessor's Block 0783, Lots 023, 024, and 025, and Assessor's Block 0770, Lot 027, in San Francisco's Western Addition neighborhood. The project site borders the Hayes Valley neighborhood to the south and is within the Market and Octavia Area Plan boundaries. The project site is bounded by Golden Gate Avenue to the north, Gough Street to the east, Fulton Street to the south, and Laguna Street to the west and is bisected by McAllister Street. The project site encompasses the majority of the two blocks, with the exception of the Bethel African Methodist Episcopal (A.M.E.) Church (916 Laguna Street) and a multifamily residential building (967-973 Golden Gate Avenue). A portion of one of the existing Freedom West residential buildings (Building 17 at 870-880 McAllister Street at the northeast corner of the McAllister Street/Laguna Street intersection) is located to the west between McAllister Street and Golden Gate Avenue and is the subject of a separate affordable housing project (see **Figure 1: Project Site Location**, p. 3, and **Figure 2: Project Site Vicinity**, p. 4).

The project site is currently developed with 20 two- to three-story residential buildings that contain 358 cooperative (co-op) housing units and two multi-purpose buildings, all owned by the Freedom West Homes Corporation. There are 382 existing co-op housing units in the 20 residential buildings, including 870-880 McAllister ("Building 17"). The proposed project would replace 267 of the 382 co-op housing units. A separate off-site 115-unit affordable housing project at 870-880 McAllister Street subject to a ministerial process (Planning Department Case No. 2024-003742PRJ) would cover the difference between the existing 382 co-op housing units and the 267 co-op housing units included in the proposed project.

There are 358 total residential units on the project site, consisting of 72 one-bedroom units, 144 two-bedroom units, 118 three-bedroom units, and 24 four-bedroom units. The buildings range in height from 10 to 35 feet. Seven surface parking lots, containing 296 parking spaces, currently occupy a total of approximately 86,000 square feet of the project site. The parking lots are distributed throughout the project site and are connected by internal roadways and hardscaped pathways.

Figure 1 Project Site Location

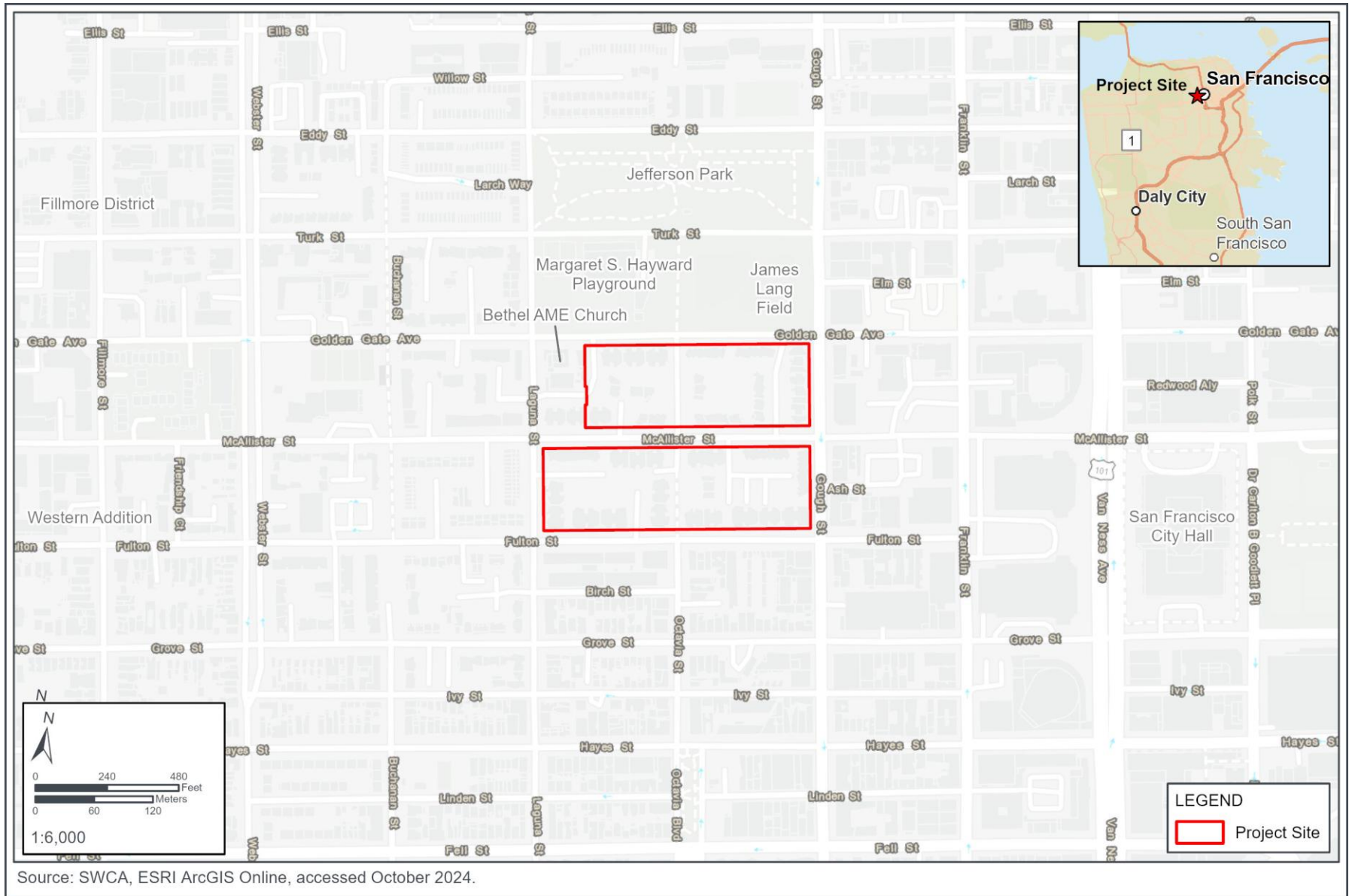


Figure 2 Project Site Vicinity



Freedom West Homes Corporation and its shareholders—the occupants of the co-op housing units—have engaged MacFarlane Partners, the project sponsor, to undertake the proposed project. The proposed project would demolish all existing buildings on the project site, which are in a state of disrepair resulting from deferred maintenance, and construct 15 new buildings.

The proposed development program includes a mix of residential (267 co-op housing units, 133 affordable units, and approximately 1,891 market-rate units), hotel, commercial, and cultural/institutional/educational (CIE) uses, as well as associated vehicular and bicycle parking, freight loading, at-grade privately owned public open space, and a mix of residential common and private open space and open space for childcare (see **Table 1: Project Summary**, p. 11).

Overall, the proposed project would construct approximately 3,680,100 gross square feet of mixed-use development, comprised of approximately 2,614,700 gross square feet of residential floor area with about 2,291 total residential dwelling units distributed throughout the project site; approximately 108,000 gross square feet of hotel floor area with 150 rooms; approximately 68,600 gross square feet of commercial uses; approximately 14,800 gross square feet of CIE uses; and approximately 867,000 gross square feet of parking in the form of 1,640 off-street parking spaces and 14 off-street freight loading spaces (see **Table 1**, p. 11). Proposed parking would be provided in above-grade and below-grade structured parking. Construction of the below-grade parking garages, building foundations, and site terracing would require soil disturbance and excavation to a maximum depth of 20 feet below the existing grade, resulting in approximately 373,000 cubic yards of excavated soils.

Implementation of the proposed project would require amendments to the San Francisco General Plan, the San Francisco Planning Code, and the Zoning, Height and Bulk, and Special Use District (SUD) maps, including permitted uses, height and bulk, and SUD boundaries. The project site would be rezoned from Residential Transit Oriented (RTO) to a new SUD to establish specific land use controls for the project site, and to incorporate Design Standards and Guidelines (DSGs) to govern future development, further described below.¹ The project would also require various other minor permits or approvals from San Francisco Public Works, San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of Building Inspection, San Francisco Public Utilities Commission, San Francisco Department of Public Health, and the Bay Area Air District.

The proposed project would be constructed in three overlapping development phases, each with subphases, as discussed below. Construction is expected to take place over approximately seven years, beginning in early 2027, with substantial completion in mid-2034.

The proposed project would also include transportation, circulation, and utility infrastructure changes to the project site and surrounding streets and sidewalks. To allow for vehicle access to the proposed parking garages and off-street loading spaces, new curb cuts would be introduced on all the streets fronting the project site.

¹ As part of the proposed SUD proposed for the project site, the City would need to adopt DSGs. The standards in the DSGs would be mandatory and measurable and would include quantitative design specifications that the developer would have to meet. The DSGs 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 SUD and the DSGs.

The project proposes opening Octavia Street as a privately owned public open space² accessible to people walking and bicycling from Golden Gate Avenue through the project site to Fulton Street, with pedestrian ramps and walkways. Between Golden Gate Avenue and McAllister Street, gates would be constructed on either end of Octavia Green North and would remain open during park hours and potentially be closed in the evenings and during special events. Between McAllister and Fulton streets, the proposal would create a single-lane southbound roadway for people driving and bicycling, as well as a separated northbound bike lane. The project also proposes other infrastructure and safety improvements, as described below.

Project Setting and Site Characteristics

PROJECT SITE HISTORY

In 1966 the neighboring Bethel A.M.E. Church and its pastor, Reverend J. Austell Hall, sponsored the construction of moderate-cost co-op housing and a daycare center adjacent to the church at 916 Laguna Street, which would be redesigned and enlarged under the same proposal. This followed decades of “urban renewal” efforts undertaken by the San Francisco Redevelopment Agency throughout the Western Addition. In conjunction with Bethel A.M.E Church, the U.S. Department of Housing and Urban Development subsidized the construction of Freedom West, a co-op housing community owned by the Freedom West Homes Corporation. Each co-op member (also called a shareholder) owned a share in the corporation that entitled them to occupy a residential unit. The objective was to create a safe, affordable residential community, protect cultural diversity, and provide a source of social and economic stability and empowerment through cooperative ownership.

The original co-op complex is composed of 10 apartment buildings, 10 townhouse buildings, and two multipurpose buildings.³ The apartment and townhouse buildings are two to three stories in height and are adjacent to landscaped areas with seating. The multipurpose buildings are one to two stories in height with one on the northern block and the other on the southern block. Construction of the co-op occurred in two separately funded phases from 1973 to 1975. The first phase, known as “Freedom West I,” occupied a portion of the block south of McAllister Street. The second phase, known as “Freedom West II,” occupied the remaining portions of the southern block and all of the project site north of McAllister Street.

ADJACENT LAND USES

Land uses adjacent to the project site consist primarily of recreational, institutional, residential, commercial, and religious uses. The Margaret S. Hayward Playground and James P. Lang Field are located across Golden Gate Avenue to the north, including the two-story San Francisco Department of Emergency Management office building, and Jefferson Square Park, farther north by one block across Turk Street. Three- to six-story mixed-use residential buildings are located across from the project site along Gough Street to the east. Along the northwestern boundary of the project site at Golden Gate Avenue and Laguna Street are the three-story Bethel AME Church (916 Laguna Street), a two-story multifamily residential building (967-973 Golden Gate Avenue), and a portion of one of the Freedom West Homes Corporation’s three-story residential buildings (Building 17 at 870-880 McAllister Street at the northeast corner of the McAllister and Laguna streets intersection). Three- to four-story residential buildings occupy the blocks across Laguna Street to the west. The Kingdom Hall of Jehovah’s Witnesses church, commercial, and residential uses are located across Fulton Street from the project site to the south, varying in heights from two to five stories. The Ella Hill Hutch

² Privately owned public open spaces are publicly accessible spaces in forms of plazas, terraces, atriums, small parks, and even snippets that are provided and maintained by private developers.

³ A portion of Building 17 located at 870-880 McAllister Street, which is part of the Freedom West Cooperative, is the site of a proposed 115-unit affordable housing project subject to a separate ministerial process.

Community Center, the African American Art & Culture Complex, and Buchanan Street Mall are located to the west, within one to two blocks of the project site.

EXISTING ZONING AND GENERAL PLAN DESIGNATION

All four parcels comprising the project site are currently zoned RTO and located within the Market and Octavia Area Plan boundaries.⁴ The project site was within the Western Addition A-2 Redevelopment Plan Area (the “Redevelopment Plan for the A-2”).⁵ The Redevelopment Plan for the A-2 expired in 2009, meaning it is no longer applicable.⁶ Most of the project site is located within a 40-X Height and Bulk District, with a portion of the eastern edge located in a 50-X Height and Bulk District.

EXISTING PARKING, CIRCULATION, AND LOADING

The project site has seven surface parking lots (totaling approximately 86,000 square feet), which are accessible from adjacent roadways. Hardscape walkways provide pedestrian circulation throughout the interior of the project site. There are 296 on-site parking spaces accessible to residents only. The interior of the complex is accessible through several driveways with vehicular and pedestrian gates around the perimeters of the northern and southern blocks. Each parking lot is accessible from the adjacent roadway via a mechanical rolling gate. Each pedestrian gate is locked and limited to resident access.

There are no existing commercial loading zones and no passenger loading zones on any streets bordering the project site. There are 167 existing on-street parking spaces on the project site frontages along Golden Gate Avenue, Gough Street, Fulton Street, Laguna Street, and McAllister Street.

EXISTING PUBLIC TRANSIT AND BICYCLE ACCESS

The project site is served by SFMTA Muni transit service, with the 5-Fulton and 5R-Fulton Rapid bus routes on the north and south sides of McAllister Street. Bus stops serving the westbound route of the 5-Fulton are located on the northwest corner of McAllister Street/Laguna Street and northwest corner of McAllister Street/Gough Street. Bus stops serving the eastbound route of the 5-Fulton are located on the southwest corner of McAllister Street/Laguna Street⁷ and southeast corner of McAllister Street/Gough Street. Bus stops serving the westbound route of the 5-Fulton Rapid are located on the northwest corner of McAllister Street/Van Ness Avenue and northwest corner of McAllister Street/Laguna Street. Bus stops serving the eastbound route of the 5-Fulton Rapid are located on the southeast corner of McAllister Street/Van Ness Avenue and southwest corner of McAllister Street/Laguna Street.

⁴ The RTO zoning designation includes multifamily moderate-density areas within short walking distance of transit and neighborhood commercial areas. Limited small-scale neighborhood-oriented retail and services are common and permitted throughout the neighborhood on corner lots only to provide goods and services to residents within walking distance.

⁵ San Francisco Redevelopment Agency, Redevelopment Plan for the Western Addition Approved Redevelopment Project Area A-2, July 1964, p. 3, <https://archive.org/details/redevelopmentpla1195sanf/page/n319/mode/2up>, accessed August 2024. Redevelopment Project Area A-2 was amended in 1970 (Ordinance No. 264-70), 1976 (Ordinance No. 288-76), 1986 (Ordinance No. 491-86), 1987 (Ordinance No. 452-87), 1992 (Ordinance No. 271-92), 1994 (Ordinance No. 342-94), 2005 (Ordinance No. 74-05), and 2008 (Ordinance No. 316-08).

⁶ San Francisco Office of Community Investment and Infrastructure, “Western Addition A-2,” <https://sfocii.org/completed-project-areas/western-addition-2>, accessed August 2024.

⁷ The ongoing Muni Forward project by SFMTA approved the relocation of this bus stop from the west side of Laguna Street to the east side of Laguna Street.

The project site does not contain any class 1 or 2 bicycle parking spaces.⁸ Bike routes with shared travel lanes run southbound and a separated bikeways run northbound along McAllister Street and along Laguna Street. Bike lanes with striped lanes run along both the eastbound and westbound lanes of Fulton Street and continue southward on Octavia Street.

Proposed Project Characteristics

PROPOSED GENERAL PLAN AND PLANNING CODE AMENDMENTS

The project would include amendments to the San Francisco General Plan and San Francisco Planning Code and create a new SUD, which would establish land use and zoning controls for the project site. DSGs would be reflected in a new DSG document, which would establish the project vision and conceptual framework for all proposed improvements, including those in the public realm, district sustainability, land use, urban form, architecture, and wayfinding. Setback requirements would vary by block and street frontage.

The zoning map would be amended to add a proposed SUD zoning. The existing height limits of 40 to 50 feet would be modified to allow heights ranging from 85 to 335 feet (see **Figure 3: Existing Height and Bulk Limits**, p. 9, and **Figure 4: Proposed Height and Bulk Map**, p. 10).

PROPOSED LAND USE PLAN

The proposed project would demolish the existing buildings and surface parking lots on the project site and construct approximately 3,680,100 gross square feet of mixed-use development. The proposed project would construct 267 replacement co-op housing units, 133 affordable units, and 1,891 market rate units, for a total of 2,291 housing units within approximately 2,614,700 gross square feet of residential uses (see **Table 1: Project Summary**, p. 11). The project would also construct approximately 108,000 gross square feet of hotel space, approximately 68,600 gross square feet of commercial uses, approximately 14,800 gross square feet of CIE uses, and approximately 867,000 gross square feet of above- and below-grade parking garages (see **Figure 5: Proposed Project Program**, p. 13). Approximately 142,675 gross square feet of ground floor and podium-level open space would also be developed. The new open space would include the creation of Octavia Green, a proposed privately owned public open space in two sections, located between Golden Gate Avenue and Fulton Street, bisected by McAllister Street. Various additional private and publicly accessible open spaces would be developed as part of the proposed project.

The proposed buildings and parking garages would be distributed across the northern and southern blocks of the project site and generally be located east or west of the Octavia Green; thus, the locational prefixes NW-, NE-, SE-, and SW- would be used to locate buildings on the project site blocks. See **Figure 6: Proposed Project Aerial Perspective: Looking South**, p. 14, and **Figure 7: Proposed Project Aerial Perspective: Looking North**, p. 15.

⁸ As defined in San Francisco Planning Code Section 155.1(a), class 1 spaces are “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees,” and class 2 spaces are “bicycle racks 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.”

Figure 4 Proposed Height and Bulk Map

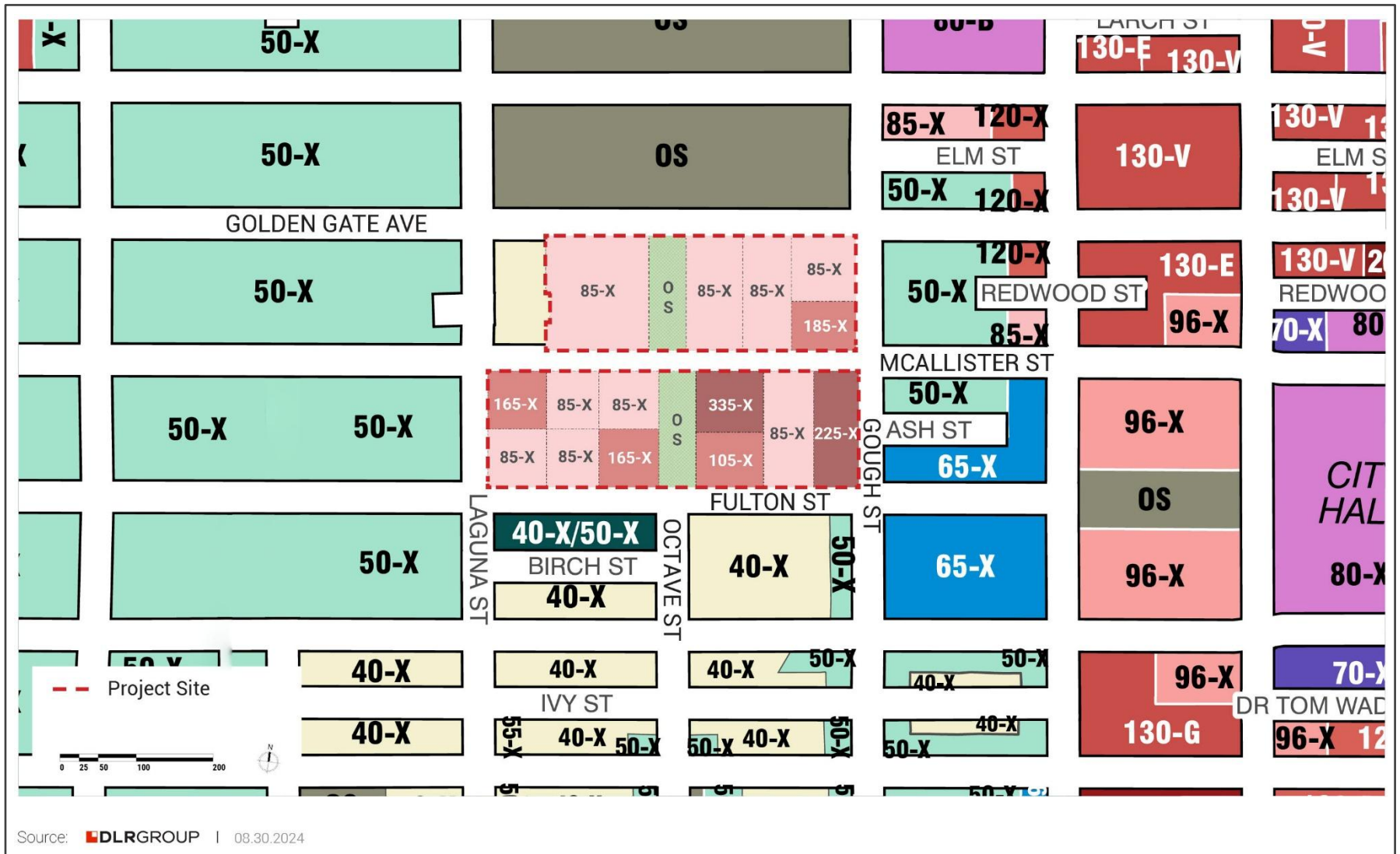


Table 1 Project Summary

Use	Existing	Proposed ^{NOTE A}	Net Change ^{Note B}
Number of Building(S)	22	15	7
Building Stories	1 to 3 stories	8 to 32 stories	7 to 29 stories
Maximum Building Height (feet)	10 to 35 feet	85 to 335 feet	75 to 300 feet
Residential Uses	364,536 gsf / 358 housing units	2,614,700 gsf / 2,291 housing units	2,250,164 gsf / 1,933 housing units
Cooperative Housing Units ^{NOTE C}	364,536 gsf / 358 housing units	362,800 gsf / 267 housing units	(1,736 gsf) / 91 housing units
Affordable Housing Units	-	188,800 gsf / 133 housing units	188,800 gsf / 133 housing units
Market Rate Housing Units	-	2,063,100 gsf / 1,891 housing units	2,063,100 gsf / 1,891 housing units
Commercial / CIE Uses	-	68,600 / 14,800 gsf	68,600 / 14,800 gsf
Hotel Use	-	108,000 gsf / 150 hotel rooms	108,000 gsf / 150 hotel rooms
Vehicle Parking	Approximately 86,000 sf site area / 296 spaces	Approximately 867,000 gsf / 1,640 spaces	Approximately 781,000 gsf / 1,344 spaces
Off-Street Surface Parking	Approximately 86,000 sf site area / 296 spaces	0 sf / 0 spaces	Approximately (86,000 sf) / (296 spaces)
Off-Street Structured Parking	-	867,000 gsf / 1,624 spaces	867,000 gsf / 1,624 spaces
Off-Street Car-Share Parking	-	16 spaces	16 spaces
On-Street Vehicle Parking ^{NOTE D}	167	58 spaces	(109 spaces)
Freight Loading	-	21 spaces	21 spaces
Off-Street Freight Loading Spaces	-	14 spaces	14 spaces
On-Street Freight Loading Spaces	-	7 spaces	7 spaces
Passenger Loading	-	65 spaces	65 spaces
Off-Street Passenger Loading Spaces	-	2 spaces	2 spaces
On-Street Passenger Loading Spaces	-	63 spaces	63 spaces
Bicycle Parking Spaces class 1 / class 2	-	1,732 spaces class 1: 1,572 / class 2: 160	1,732 spaces class 1: 1,572 / class 2: 160

Use	Existing	Proposed ^{NOTE A}	Net Change ^{Note B}
Open Space	1.07 acres	NOTE E	NOTE E
Private Open Space	1.07 acres	NOTE E	NOTE E
Privately-Owned Public Open Space (At-Grade)	–	1.89 acres	1.89 acres
Childcare Private Open Space (At-Grade)	–	0.05 acres	0.05 acres
TOTAL SQUARE FOOTAGE	Existing: 364,536 gsf	Proposed Project: 3,680,100 gsf ^{NOTE F}	Net Change: 3,307,476 gsf

Notes: gsf = gross square feet; sf = square feet; CIE = cultural/institutional/educational uses.

NOTE A Numbers rounded to closest 100 gsf or sf and correspond to the current conceptual design of the proposed project. The values presented are the expected maximum size for each component to provide a conservative analysis of impacts. The floor areas of the final design may result in variances from the values presented.

NOTE B Net change reductions have been noted as parentheses.

NOTE C The proposed project would replace 267 of 382 co-op housing units. A separate off-site 115-unit affordable housing project at 870-880 McAllister Street subject to a ministerial process would cover the difference between the existing 382 co-op housing units and the 267 co-op housing units included in the proposed project.

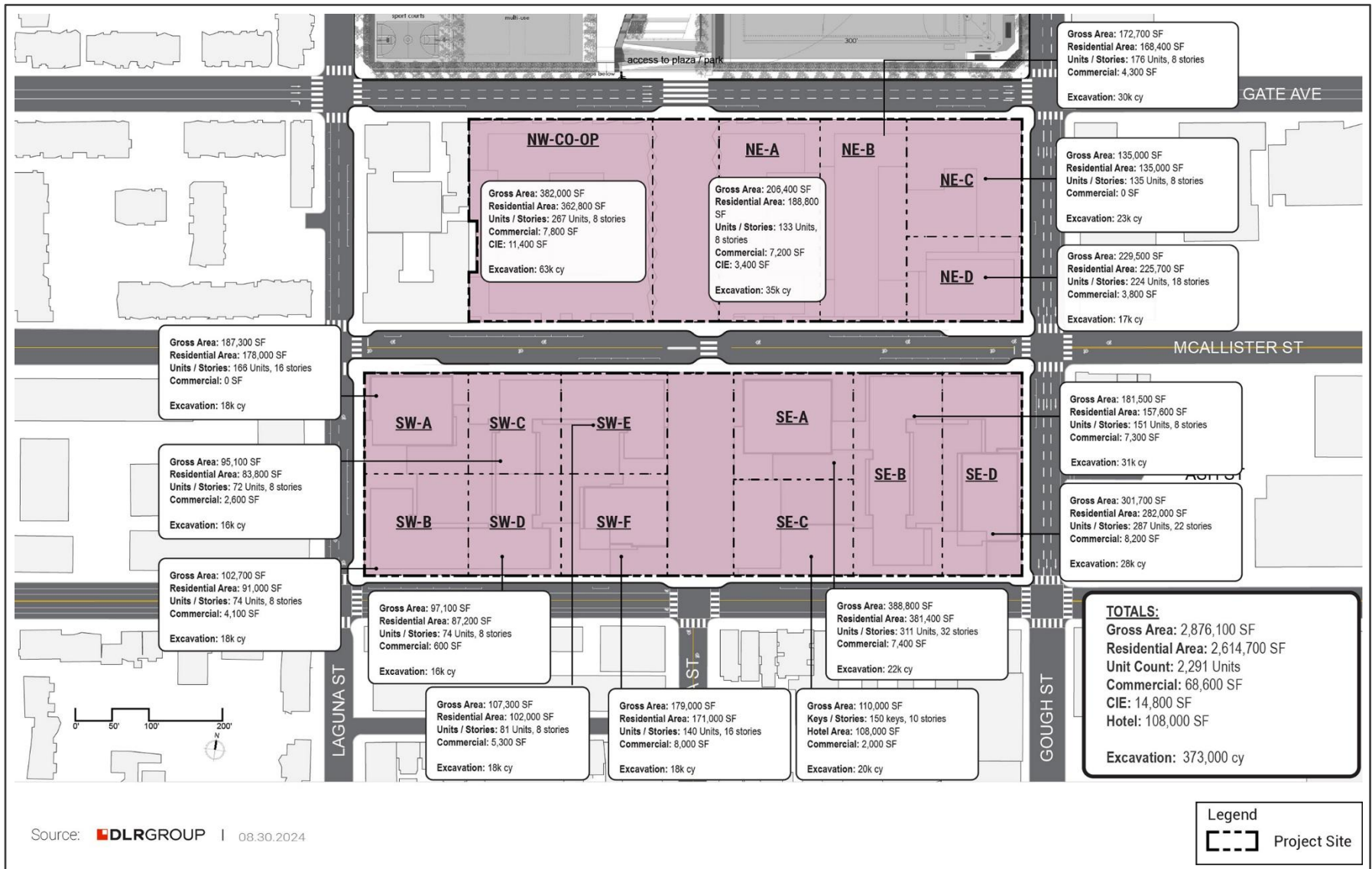
NOTE D Parking lanes on Golden Gate Avenue, Gough Street, McAllister Street, Fulton Street, and Laguna Street immediately adjacent to the project site are two-hour time limited and are in Residential Parking Permit Zones R and HV. San Francisco Municipal Transportation Agency (SFMTA), Residential Parking Permit (RPP) Areas Interactive Map, <https://www.sfmta.com/maps/residential-parking-permit-rpp-areas-interactive-map>, accessed September 2024.

NOTE E The minimum amount of required open space will be set forth in the SUD.

NOTE F Total does not include Open Space.

Source: SWCA (2024); DLR Group (2024)

Figure 5 Proposed Project Program



Source: DLRGROUP | 08.30.2024

Figure 6 Proposed Project Aerial Perspective: Facing East

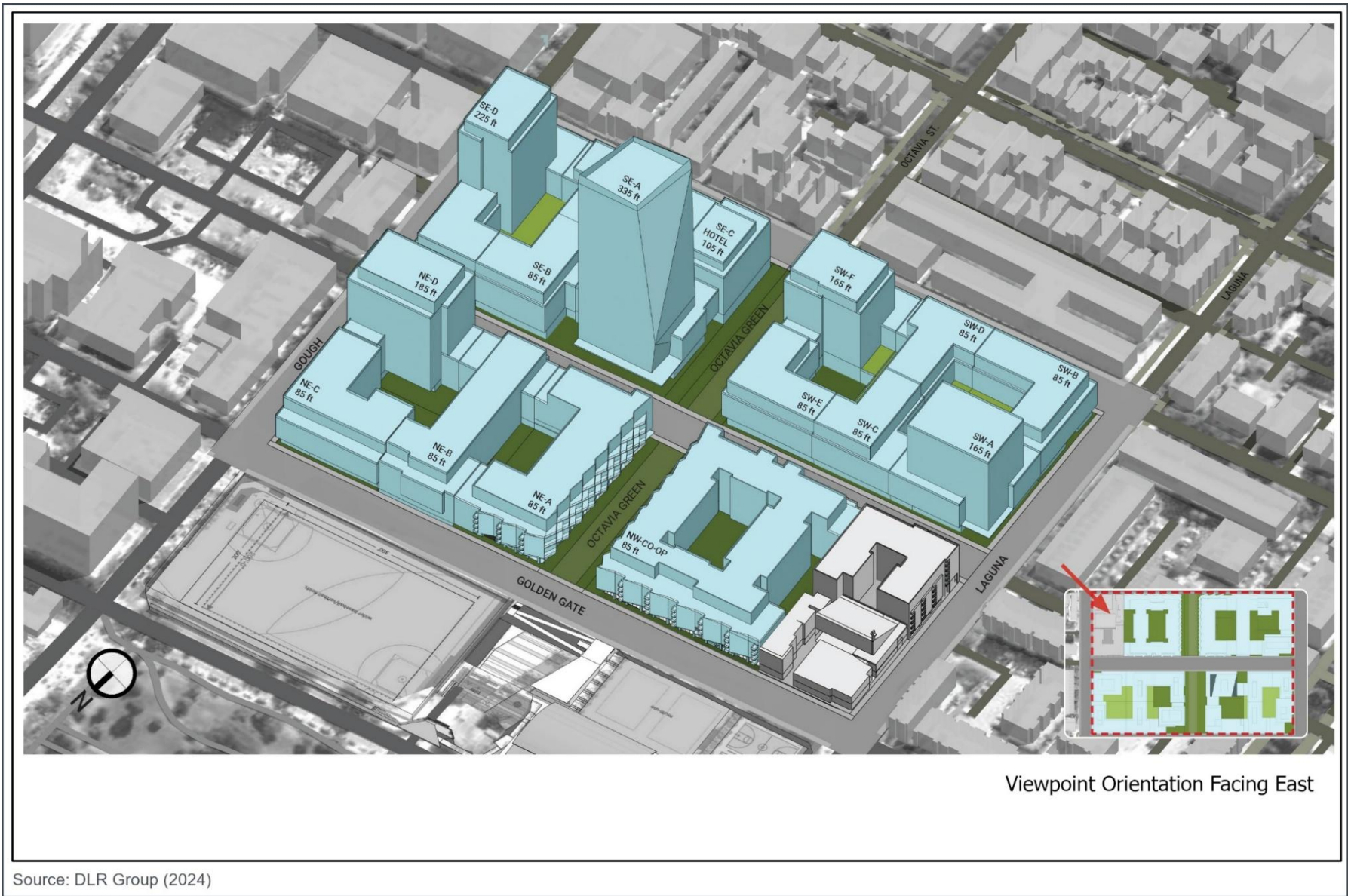
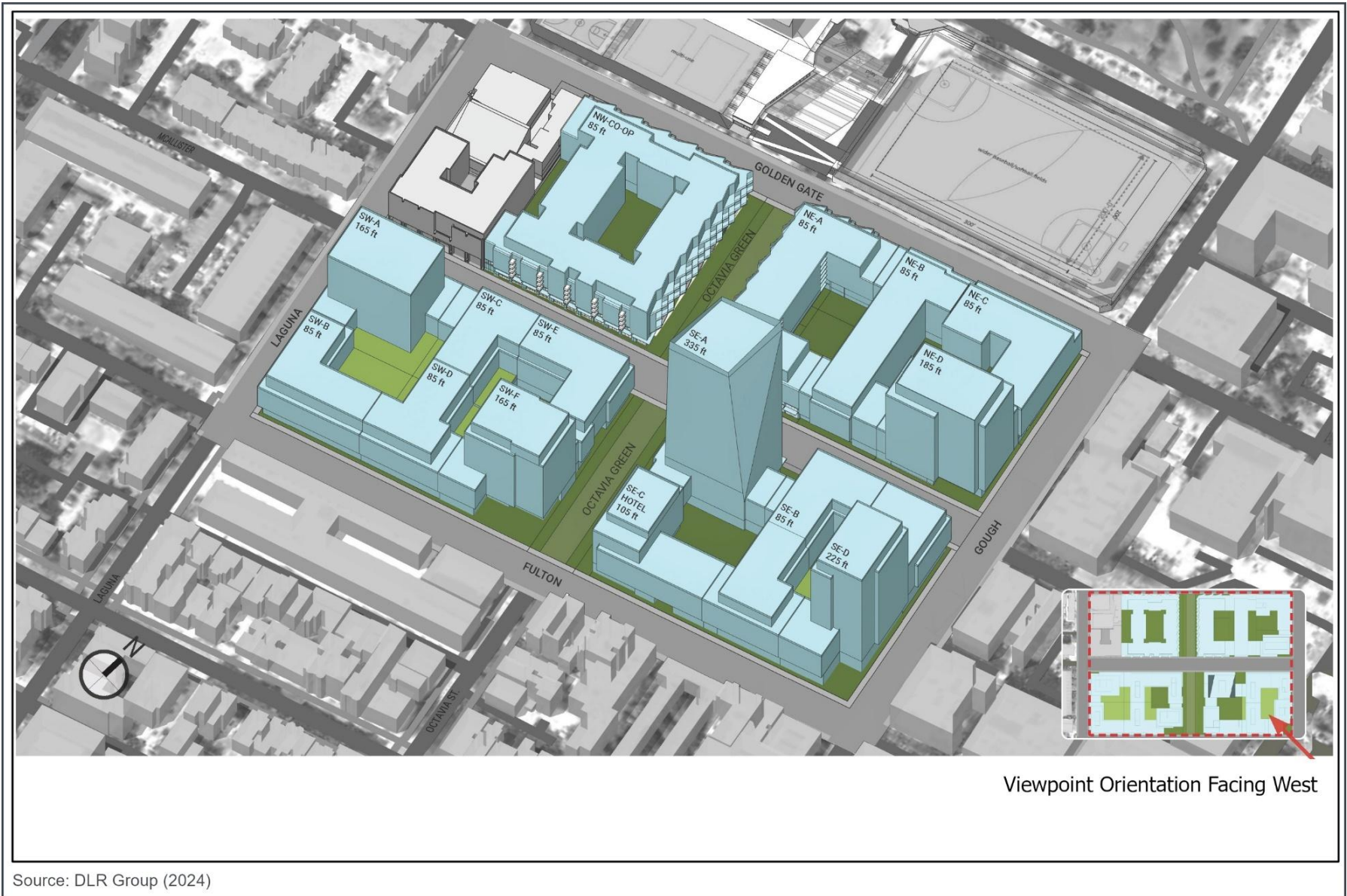


Figure 7 Proposed Project Aerial Perspective: Facing West



Residential Uses

The proposed project would construct 2,291 housing units totaling approximately 2,614,700 gross square feet in 14 new residential buildings on the northern and southern blocks. The residential buildings would range in height from 85 to 335 feet tall. Of the 2,291 housing units, 267 units would replace a portion of the existing 358 co-op housing units on the project site.⁹ The remaining 2,024 units would include 133 affordable housing units and 1,891 market-rate housing units. The breakdown of total unit types would be 477 studio units, 848 one-bedroom units, 824 two-bedroom units, 118 three-bedroom units, and 24 four-bedroom units.

Replacement Co-Op Units and New Affordable Housing Units

The project would construct 267 co-op housing units for the current residents and shareholders in Building NW-CO-OP. The replacement co-op units would be of equal or greater size than the existing co-op units in terms of living space and bedrooms, and would provide additional amenities to the shareholders, including in-unit laundry, heating and cooling systems, modern kitchen appliances, and access to community amenities, including an on-site fitness center, a bicycle storage facility, and a community events space. Building NW-CO-OP would be constructed during Phase 1A.

Building NE-A would have 133 affordable housing units and would be constructed during Phase 1C. The building would also contain a 3,400-square-foot childcare center and 7,200 square feet of ground floor commercial uses. Construction phasing information is discussed below in **Table 2: Construction Phasing Program**, p. 22.

Proposed Residential Relocation Plan

The project includes a proposed relocation plan that would allow any existing co-op residents who are required to move during construction of Phase 1 to be temporarily relocated either to vacant existing co-op units on the southern block or to comparable housing within San Francisco, at no additional cost to the shareholders. The project sponsor would provide any required rent subsidies and moving expense costs. Temporarily relocated shareholders would maintain their co-op shareholder status and would have the guaranteed right to return to the newly constructed Building NW-CO-OP's replacement co-op units upon completion.

Market-Rate Housing

The project would include 1,891 market-rate apartment units, distributed throughout the buildings on the northeastern and southern sections of the project site. A portion of the units on the project site are expected to be condominium units for sale, with the remainder being rental apartments.

Hotel

Building SE-C would be a 108,000-gross-square-foot, 150-room hotel, with an additional 2,000 gross square feet of ground-floor commercial uses. The hotel structure would be 105 feet tall and abut Octavia Green South. The hotel frontage would be on Fulton Street.

Commercial and Cultural, Institutional, and Educational

The project would contain a total of 68,600 gross square feet of commercial uses and 14,800 gross square feet of CIE uses located on the ground floors throughout the project site in two buildings on-site: Building NW-CO-OP and Building NE-A.

⁹ The proposed project would replace 267 of 382 co-op housing units. A separate off-site 115-unit affordable housing project at 870-880 McAllister Street, subject to a ministerial process (Planning Department Case No. 2024-003742PRJ), would cover the difference between the existing 382 co-op housing units and the 267 co-op housing units included in the proposed project.

Building NW-CO-OP would contain the 6,000-gross-square-foot Innovation Center, which would provide science, technology, engineering, and mathematics (STEM) workforce and entrepreneurship skills training and small business assistance services. Building NW-CO-OP would also include the 5,400-gross-square-foot community event space, which would front Octavia Green North and host small community meetings, such as co-op meetings, recitals, and community performances, and occasionally larger events. The frontage for Building NW-CO-OP would be along Golden Gate Avenue. A 3,400-gross-square-foot childcare center with capacity for 54 children and a dedicated 2,200-square-foot open space would be located on the ground floor of Building NE-A. The frontage of Building NE-A would also be along Golden Gate Avenue.

DESIGN STANDARDS AND GUIDELINES

As part of the proposed SUD proposed for the project site, the City would adopt the DSGs, as discussed above. The standards in the DSGs would be mandatory and measurable and would include quantitative design specifications that the developer would have to meet. The guidelines in the DSGs 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 SUD and the DSGs.

PROPOSED OPEN SPACE AND LANDSCAPING

Open Space

The proposed project would include a total of 3.28 acres of ground floor and podium-level open space. These open areas would be a combination of common usable open space for residents and privately owned public open spaces. The project includes creation of a new common usable pedestrian-friendly open space called Octavia Green, located between Golden Gate Avenue and Fulton Street, bisected by McAllister Street.

Additional private common usable open spaces are planned for residents in the forms of courtyards and plazas on each of the blocks. The proposed childcare facility would also include open space; however, it would be private space and exclusive for that use.

Landscaping

There are 150 existing trees, including 23 significant street trees, interspersed throughout the project site.¹⁰ The project site frontages have 108 street trees under the jurisdiction of San Francisco Public Works. The project would remove all 258 existing project site and street trees to allow for demolition, excavation, and site preparation. The project includes a revegetation plan, including replanting street trees along the project site frontages, along Octavia Green, and within the project site.

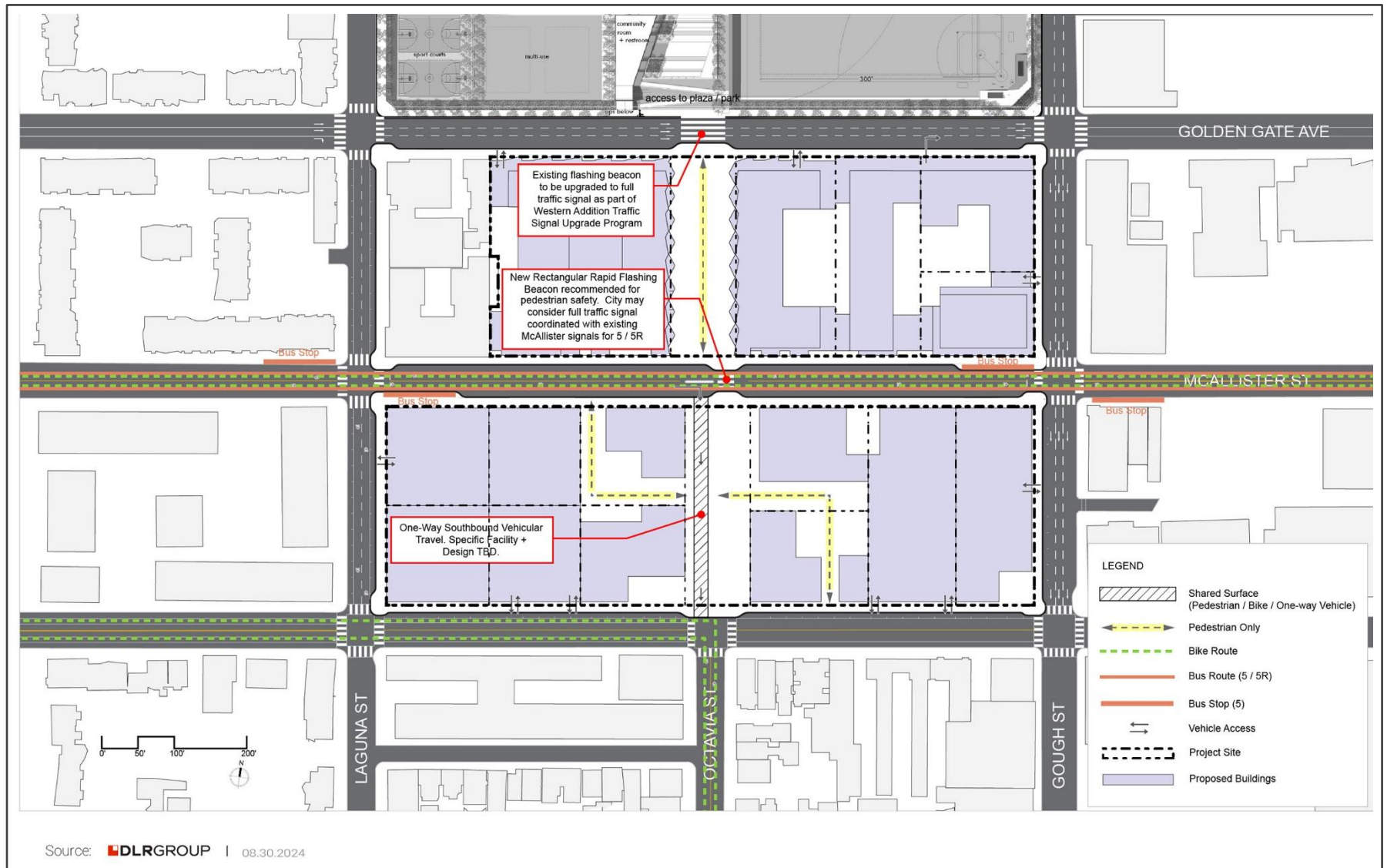
PROPOSED PARKING, CIRCULATION, AND LOADING

Multi-Use Circulation

The project site would accommodate vehicle, bicycle, and pedestrian circulation (see **Figure 8: Proposed Transit and Multi-Use Circulation Plan**, p. 18). Changes to vehicle circulation would include the introduction, elimination, or relocation of existing driveway curb cuts on Golden Gate Avenue, Gough Street, Fulton Street, Laguna Street, and McAllister Street.

¹⁰ The San Francisco Public Works Code, article 16: Urban Forestry Ordinance, section 810A defines significant trees as trees on private property and within 10 feet of the public right-of-way that also meet one of the following size requirements: (a) 20 feet or greater in height; (b) 15 feet or greater canopy width; or (c) 12 inches or greater diameter of trunk measured at 4.5 feet above grade. These trees are granted the same protections as street trees, and a permit is required before any significant tree can be removed. Available at: https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_publicworks/0-0-0-4237, accessed April 7, 2025.

Figure 8 Proposed Transit and Multi-Use Circulation Plan



Octavia Green would be located between Golden Gate Avenue and Fulton Street and bisected by McAllister Street. The northern block of Octavia Green between Golden Gate Avenue and McAllister Street would be approximately 90 feet wide and available only to pedestrians. The southern block of Octavia Green would create a new southbound, approximately 18-foot-wide roadway with one direction of traffic and a loading zone on the west side of Octavia Green stretching from McAllister Street to Fulton Street for passenger pick-up and drop-off. The new roadway would be designed and constructed as an “alley” under the Better Streets Plan, allowing vehicle access at all times.¹¹ Vehicle access into this roadway would be from a right turn off eastbound McAllister Street and vehicle egress would be provided to Fulton Street. Turning from Octavia Green South on to Fulton Street would be restricted to right turns only.

Emergency vehicles would have access to the perimeter of the project site to provide emergency services such as fire protection for the proposed new buildings.

The proposed project would consolidate the two existing mid-block crosswalks on McAllister Street at Octavia Street into one crosswalk with rectangular rapid flashing beacons. No other improvements are proposed for other crosswalks surrounding the project site. Although not part of the proposed project, as part of the Western Addition Community Based Transportation Plan, the SFMTA, in partnership with San Francisco Public Works, plans to install a new traffic signal rather than rectangular rapid flashing beacons to the existing crosswalk on Golden Gate Avenue at Octavia Street due to high vehicle speeds and as part of the Vision Zero High Injury Network estimated for completion in 2025.¹² Construction for the 16 traffic signal updates in the Western Addition began in 2023, with completion anticipated at the last location in mid-2025.

Vehicle Garages and Circulation

The project would remove the existing 296 surface parking spaces and expand parking on the project site. The proposed parking garages would have a total of approximately 867,00 gross square feet of area devoted to off-street parking and loading, either above- or below-grade. The project would have 1,654 off-street vehicle parking and loading spaces for residential, commercial, hotel, and CIE uses, including 16 off-street car-share spaces and 14 off-street loading spaces.

The 14 off-street freight and delivery service loading spaces would consist of 12 spaces for residential uses and one space each for commercial and hotel uses. Residential move-in and move-out loading activities for the new buildings would occur within these off-street residential freight loading spaces or from existing on-street parking spaces (with a special time-limited permit from the SFMTA).

Bicycle Parking and Circulation

The proposed project would provide 1,732 bicycle parking spaces, including 1,572 class 1 and 160 class 2 bicycle parking spaces. There would be 1,551 class 1 spaces for residential uses, 16 class 1 spaces for commercial and CIE uses, and five class 1 spaces for hotel uses. Each proposed multifamily residential and mixed-use building would include a class 1 bicycle parking storage room at street level or at Basement Level B1 to accommodate the required class 1 bicycle parking spaces. The proposed project would also provide 121 class 2 spaces for residential uses, 34 class 2 spaces for commercial and CIE uses, and 5 class 2 spaces for

¹¹ City of San Francisco Planning Department, “Better Streets Plan,” adopted December 2010, <https://sfplanning.org/resource/better-streets-plan>, accessed September 2024.

¹² San Francisco Municipal Transportation Agency (SFMTA), “Western Addition Community-Based Transportation Plan,” March 2017, https://www.sfmta.com/sites/default/files/reports-and-documents/2022/04/western_addition_cbtp_-_reduced_file_size.pdf, and San Francisco Public Works, “Western Addition Area Traffic Signal Upgrades: Phase 1 - Construction Contract Award,” October 21, 2022, https://sfpublicworks.org/sites/default/files/Item%206a_PW%20W%20Addition%20Traffic%20SR%20reso%20cmd%20bidtab%20preso%202022-10-21.pdf, accessed October 2024.

hotel uses. The proposed class 2 bicycle parking spaces would be located along the edges of the project site at pedestrian access points and near building entrances at street level.

As detailed in Streetscape Improvements below, the proposed project would add a sharrow¹³ to the existing 14-foot-wide eastbound driving lane on McAllister Street shared by vehicles and bicycles. On the southern block of Octavia Green, a dedicated 12-foot-wide shared vehicle and bicycle lane is proposed between McAllister and Fulton streets with one-way vehicle travel.¹⁴ The proposed project does not include any expansions or other changes to the existing bicycle facilities that serve the project site.

On-Street Loading and Parking

The proposed project would reduce the number of on-street vehicle parking spaces on streets adjacent to the project site to approximately 58 spaces through the elimination of existing spaces for new curb cuts and the conversion of existing spaces to new commercial and passenger loading zones.

PROPOSED INFRASTRUCTURE AND UTILITIES

The proposed project includes an update to the existing infrastructure and utility systems to support the proposed uses at the project site, including electricity, potentially natural gas, telecommunication, waste collection, water, wastewater and stormwater.

PROPOSED SUSTAINABILITY FEATURES

The project sponsor is committed to meeting and exceeding the requirements of the San Francisco Green Building Ordinance by pursuing qualification for Leadership in Energy and Environmental Design (LEED) Silver Certification or equivalent.

CONSTRUCTION SCHEDULE AND PHASING

The proposed project would be constructed in three overlapping development phases, each with subphases (see **Figure 9: Proposed Project Construction Phasing**, p. 21). Full buildout of the project is expected to occur approximately seven years after project entitlements, if executed from start to finish of the prescribed overlapping development phases. The preliminary construction schedule assumes early 2027 as the start of construction and mid-2034 as the end of construction (see **Table 2: Construction Phasing Program**, p. 22).

¹³ A standard or greenback sharrow is a pavement marking on Class III bicycle facilities that indicates shared use. San Francisco Municipal Transportation Agency (SFMTA), Bike Facilities Toolkit, [https://www.sfmta.com/getting-around/bike/bike-improvements-toolkit#:~:text=Bicycle%20paths%20\(Class%20I\)%20are,biking%2C%20indicated%20by%20road%20markings](https://www.sfmta.com/getting-around/bike/bike-improvements-toolkit#:~:text=Bicycle%20paths%20(Class%20I)%20are,biking%2C%20indicated%20by%20road%20markings), accessed August 2024.

¹⁴ Separated bikeways (Class IV), are commonly referred to as cycle tracks or protected bikeways. These facilities are typically separated from traffic by parked cars, safe-hit posts, transit islands or other physical barriers. San Francisco Municipal Transportation Agency (SFMTA), Bike Facilities Toolkit, [https://www.sfmta.com/getting-around/bike/bike-improvements-toolkit#:~:text=Bicycle%20paths%20\(Class%20I\)%20are,biking%2C%20indicated%20by%20road%20markings](https://www.sfmta.com/getting-around/bike/bike-improvements-toolkit#:~:text=Bicycle%20paths%20(Class%20I)%20are,biking%2C%20indicated%20by%20road%20markings), accessed September 2024.

Figure 9 Proposed Project Construction Phasing

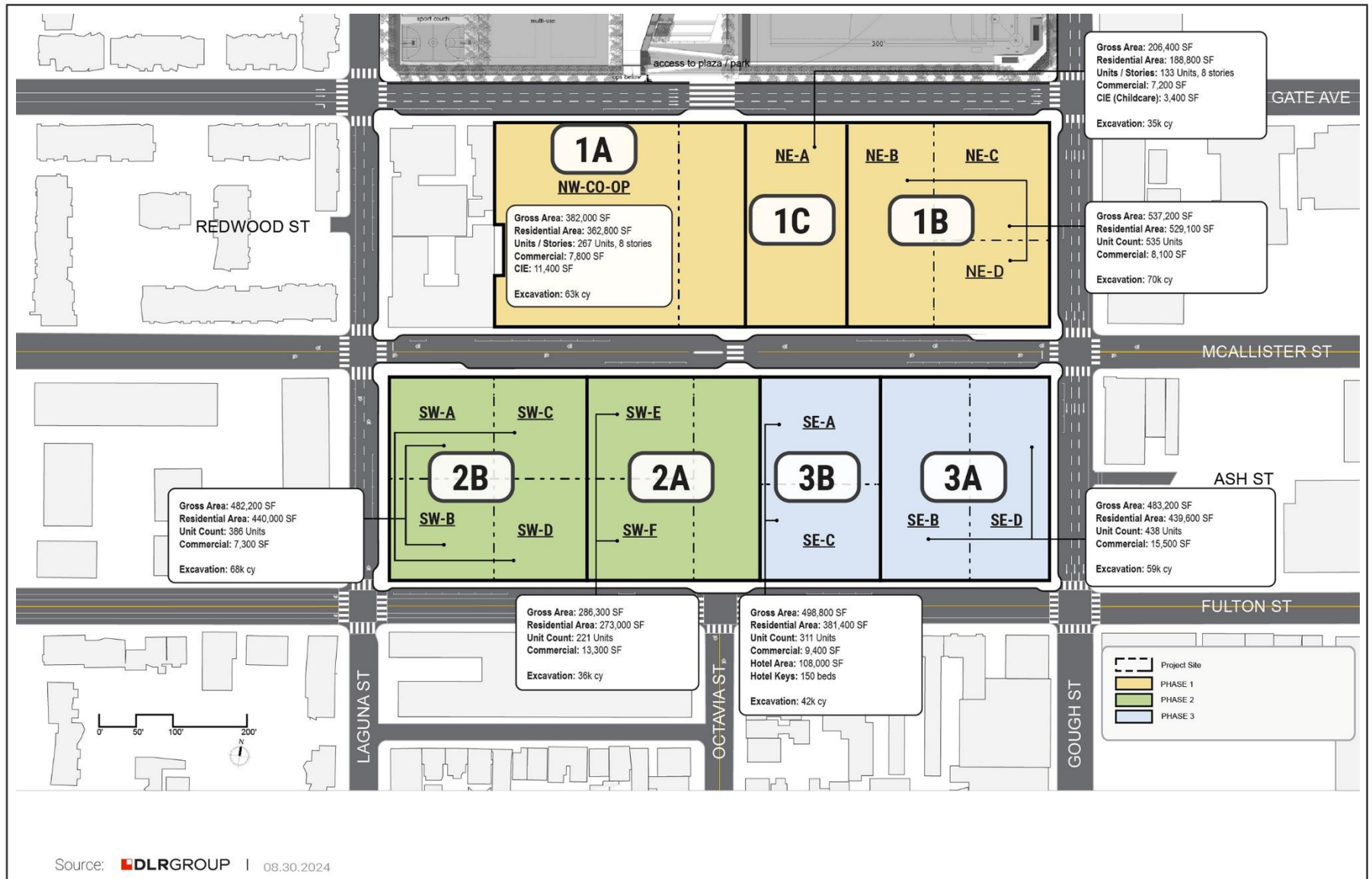


Table 2 Preliminary Construction Phasing Program

Phase	Buildings	Residential (gsf / units)	Commercial / CIE (gsf)	Hotel (gsf/rooms)	Parking (gsf)
Phase 1A (2027–2029)	Building NW-CO-OP	362,800 / 267	7,800 / 11,400	–	135,400
Phase 1B (2027–2029)	Building NE-B Building NE-C Building NE-D	529,100 / 535	8,100	–	150,900
Phase 1C (2027–2029)	Building NE-A	188,800 / 133	7,200 / 3,400	–	75,600
Phase 2A (2030–2032)	Building SW-E Building SW-F	273,000 / 221	13,300	–	79,400
Phase 2B (2030–2033)	Building SW-A Building SW-B Building SW-C Building SW-D	440,00 / 386	7,300	–	182,100
Phase 3A (2030–2033)	Building SE-B Building SE-D	439,600 / 438	15,500	–	154,100
Phase 3B (2030–2034)	Building SE-A Building SE-C	381,400 / 311	9,400	108,000 / 150	89,500
TOTAL		2,614,700 / 2,291	68,600 / 14,800	108,000 / 150	867,000

DEMOLITION, EXCAVATION AND SOILS DISTURBANCE

The entirety of the approximately 10.37-acre project site (approximately 451,500 square feet) would be disturbed and modified as a result of the proposed project. Existing buildings are in a state of disrepair resulting from deferred maintenance and would be demolished along with surface parking lots, fencing, and landscaped areas, resulting in approximately 63,000 cubic yards of demolition debris. Construction of the below-grade parking garages, building foundations, and site terracing would require soil disturbance and excavation to a depth of 20 feet below the existing grade resulting in approximately 373,000 cubic yards of excavated soils. Thus, a combined total of approximately 436,000 cubic yards of demolition debris and excavated soils would be removed from the project site.

Required Project Approvals

Implementation of the proposed project would require amendments to the San Francisco General Plan, the San Francisco Planning Code, and the Zoning, Height and Bulk, and SUD maps, including permitted uses, height and bulk, and SUD boundaries. The proposed project would be rezoned from RTO to an SUD to establish land use controls and incorporate DSGs to govern future development. Below is a summary of required San Francisco Board of Supervisors and City Planning Commission project approvals. Additional approvals or permits will also be required by the San Francisco Public Works, SFMTA, San Francisco Department of Building Inspection, San Francisco Public Utilities Commission, San Francisco Department of Public Health, and the Bay Area Air District.

Actions by the San Francisco Board of Supervisors

- Approval of a Development Agreement.
- Approval of amendments to the Market and Octavia Area Plan, San Francisco Planning Code, zoning map and height and bulk map
- Adoption of findings under CEQA
- Adoption of Findings of Consistency with the San Francisco General Plan and Priority Policies of Planning Code Section 101.1
- Approval of a Final Subdivision Map
- Approval of sidewalk widening legislation

Actions by the City Planning Commission

- Certification of an EIR and adoption of findings under CEQA
- Adoption of Findings of Consistency with the San Francisco General Plan and Priority Policies of Planning Code Section 101.1
- Recommendation to the Board of Supervisors to approve amendments to the Market and Octavia Area Plan
- Recommendation to the Board of Supervisors to approve San Francisco Planning Code amendments adopting a Special Use District and associated Special Use District Map amendments
- Recommendation to the Board of Supervisors to approve amendments to Zoning Map and Height and Bulk Map
- Recommendation to the Board of Supervisors to approve a Development Agreement
- Approval of Design Standards and Guidelines
- Approval of the Transportation Demand Management Plan

Summary of Potential Environmental Issues

The proposed project could result in potentially significant environmental effects. Therefore, the department will prepare an initial study and EIR to evaluate the physical environmental effects of the proposed project. The initial study will assess both project-specific and cumulative impacts for all topics in the department's initial study checklist and will identify which topics may show significant environmental impacts caused by the proposed project. The initial study will be published as an appendix to the draft EIR and will be part of the EIR.

As required by CEQA, the EIR will further examine those issues identified in the initial study as having potentially significant effects or that may be topics of significant controversy, identify mitigation measures, analyze whether the proposed mitigation measures would reduce the environmental effects to less-than-significant levels, and identify feasible alternatives to the proposed project that would reduce those impacts.

The EIR (including the initial study) will be prepared in compliance with CEQA (California Public Resources Code Sections 21000 et seq.), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code. The EIR is an informational document for use by governmental agencies and the public to aid in the planning and decision-making process. The EIR will disclose any physical environmental effects of the proposed project and identify possible ways of reducing or avoiding potentially significant impacts.

The EIR will evaluate the environmental impacts of the proposed project resulting from construction and operational activities and propose mitigation measures to reduce or avoid impacts determined to be significant. The EIR will also discuss other topics required by CEQA, including significant unavoidable impacts and significant irreversible impacts, as well as known controversy associated with the project and its environmental effects and issues to be resolved by decision-makers. The EIR will also identify potential cumulative impacts that consider impacts of the proposed project in combination with impacts of other past, present, and reasonably foreseeable future projects. The EIR (including the initial study) will address all environmental topics in the department's CEQA environmental checklist; at this time, topics marked with an underline and asterisk (*) are anticipated to be included for full analysis in the EIR:

- Land Use and Planning
- Aesthetics
- 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 and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral Resources
- Energy
- Agriculture and Forestry Resources
- Wildfire

Finding

This project may have a significant effect on the environment; therefore, an EIR will be prepared. This determination is based on the criteria of the State CEQA Guidelines Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental impacts of the proposed project and identify possible ways to minimize any significant impacts. The EIR also describes and analyzes possible alternatives to the proposed project.

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

Public Scoping Comments

The department welcomes your comments concerning potential environmental effects of this project. Written comments will be accepted until **5:00 p.m. on May 30, 2025**. Written comments should be sent to Megan Calpin, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.FreedomWestEIR@sfgov.org, and should reference the project title and case number on the front of this notice.

Pursuant to California Public Resources Code Section 21083.9 and State CEQA Guidelines Section 15206, the department will also hold a public scoping meeting to solicit public comments concerning the scope of the EIR. The meeting will be held on May 21, 2025, starting at 5:30 p.m. at the African American Arts & Culture Complex (762 Fulton Street, San Francisco, CA 94102). To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact Megan Calpin, (628) 652-7508, at least 72 hours in advance of the meeting.

State Agencies: If you work for a responsible state agency, we need to know the views of your agency regarding the scope and content of the environmental information that are 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. If you have questions concerning the environmental review of the proposed project, please contact Megan Calpin at 628-652-7508 or CPC.FreedomWestEIR@sfgov.org.

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

Recipients of this notice are encouraged to pass on this information to others who may have an interest in the project.



By Lisa Gibson
Environmental Review Officer

04/30/2025

Date

cc: Bilal Mahmood, District 5 Supervisor