



SAN FRANCISCO PLANNING DEPARTMENT

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

Date: September 20, 2017
Case No.: 2015-014028ENV
Project Title: 3333 California Street Mixed-Use Project
Zoning: Residential, Mixed, Low Density [RM-1] Zoning District
40-X Height and Bulk District
Block/Lot: Block 1032/Lot 003
Lot Size: Approximately 446,490 square feet
Project Sponsor: Laurel Heights Partners LLC
Don Bragg, 415-395-0880
Lead Agency: San Francisco Planning Department
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PROJECT SUMMARY

The project sponsor, Laurel Heights Partners LLC, proposes a mixed-use project for the 3333 California Street site. The University of California San Francisco (UCSF) Laurel Heights Campus currently occupies the 10.25-acre site, which is owned by the Regents of the University of California, subject to a 99-year pre-paid ground lease to the project sponsor. The campus contains a four-story, 455,000-gross-square-foot (gsf)¹ office building with a three-level, partially below-grade parking garage at the center of the site and two circular garage ramp structures leading to the garage levels; a one-story annex building at the corner of California and Laurel streets; three surface parking lots; and landscaping or landscaped open space. The project site does not include the SF Fire Credit Union building at the southwest corner of California Street and Presidio Avenue. Current uses on the campus are office, research, child care, and parking.

Under the proposed 3333 California Street Mixed-Use Project, the existing annex building, surface parking lots, and circular garage ramp structures would be demolished. The existing office building would be partially demolished and divided into two separate buildings (Center Buildings A and B), expanded to include new levels, and adapted for residential use. Thirteen new buildings would be constructed in different locations around the site: the Plaza A and Plaza B buildings (residential and retail uses) along California Street between Laurel and Walnut streets; the Walnut Building (office, retail, and child care uses) along California Street east of Walnut Street; the Masonic Building (residential uses) along Masonic Avenue; the Euclid Building (residential and retail uses) near the intersection of Euclid and Masonic avenues; the Laurel Duplexes (residential uses) comprised of seven buildings along Laurel Street; and the Mayfair Building (residential uses) near the intersection of Laurel Street and Mayfair Drive. Overall, the proposed project would include 558 dwelling units within 824,691 gsf of residential floor area; 49,999 gsf of office floor area; 54,117 gsf of retail floor area; a 14,690-gsf child care center, and 236,000 square feet (sf) of open areas. Parking would be provided in four below-grade parking garages² and six individual,

¹ Gross square footages and square footages presented for the existing and proposed uses are approximate.

² The parking garages may be interconnected or partially connected; however, the engineering feasibility of internal connections has yet to be determined.

two-car, parking garages serving 12 of the 14 units in the Laurel Duplexes group. New public pedestrian walkways are proposed through the site in a north-south direction between California Street and the intersection of Masonic and Euclid avenues approximately along the line of Walnut Street and in an east-west direction between Laurel Street and Presidio Avenue along the line of Mayfair Drive. A project variant that would replace the office space in the Walnut Building with 186 additional residential units, for a total of 744 dwelling units and no office space on the project site, is also being considered.

PROJECT LOCATION AND SITE CHARACTERISTICS

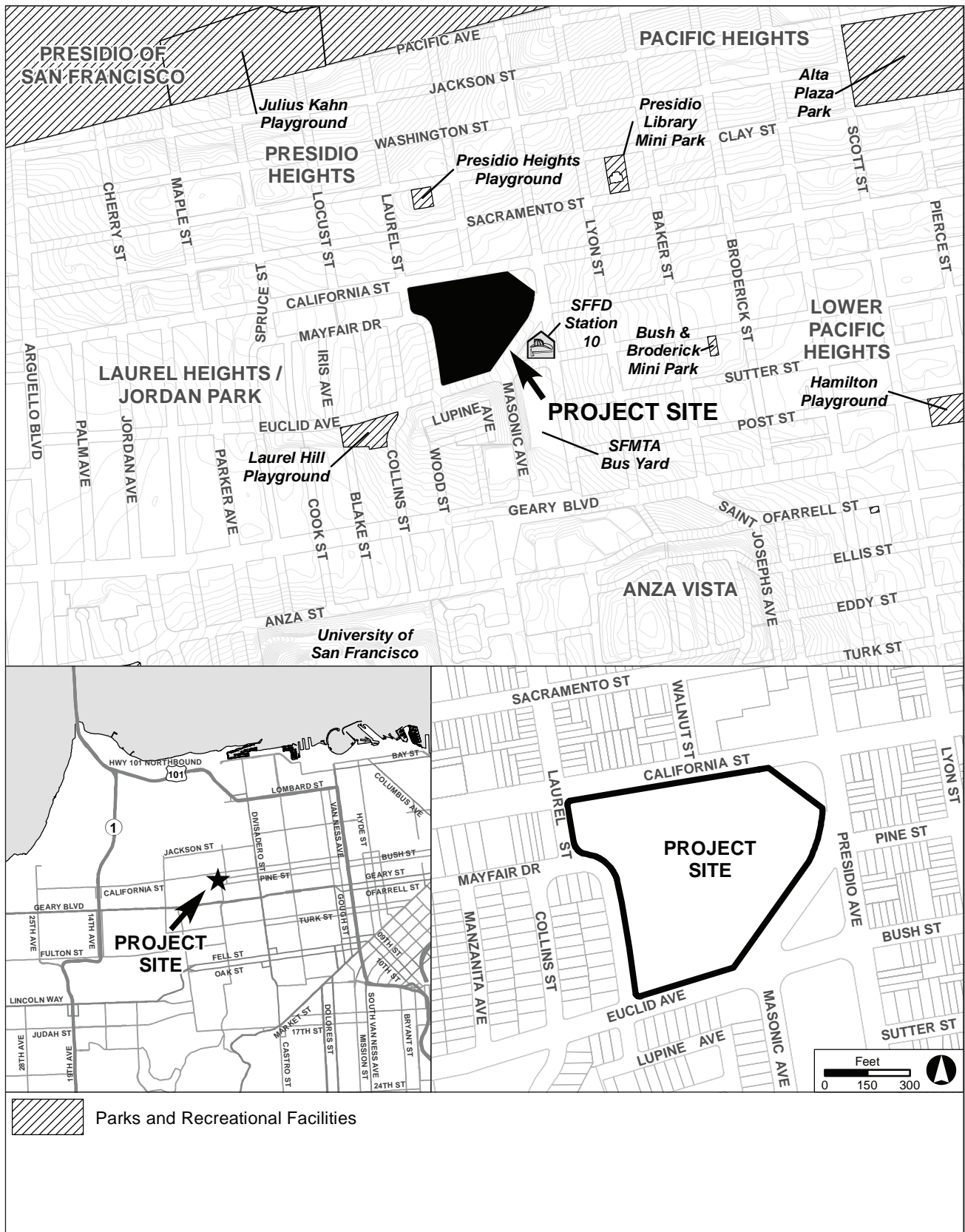
The approximately 446,490-square-foot, or 10.25-acre, project site occupies Lot 003 on Assessor's Block 1032 in San Francisco's Presidio Heights neighborhood in the northwest portion of San Francisco (see **Figure 1: Project Location**). The irregularly shaped parcel is bounded by California Street to the north, Presidio Avenue to the east, Masonic Avenue to southeast, Euclid Avenue to the south, and Laurel Street/Mayfair Drive to the west. The two-story building that houses the SF Fire Credit Union, located on a triangular-shaped lot at the northeast corner of Assessor's Block 1032 (corner of California Street and Presidio Avenue), is not part of the project site. The parcel is located within an RM-1 Zoning District³ and a 40-X Height and Bulk District. The existing office building at the center of the site is a historic resource and the site and surrounding area were part of the former Laurel Hill Cemetery, California Historical Landmark No. 760.

Along California Street, the project site is bordered by an approximately 10-foot-tall brick wall with a pedestrian entrance and curb cut for the California Street entrance. At the corner of Laurel and California streets, the brick wall joins with the one-story annex building to wrap around the corner and along Laurel Street. It continues to border the project site to the west, with a pedestrian entrance and curb cut for the Mayfair entrance. South of the entrance, the wall is set back behind a formally landscaped, stepped slope, and terminates immediately north of the Laurel Street entrance. The existing office building has a brick perimeter wall along its Presidio Avenue and Masonic Avenue frontages and is set back by at least 36 feet from the east (Masonic Avenue) property line. The eastern portion of the project site has a substantial number of mature trees, landscaping, and open space.

Approximately 63 percent of the site is covered by buildings or other impermeable surfaces (e.g., internal roadways and surface parking lots) and 37 percent is landscaping or landscaped open space. The project site's topography exhibits a generally southwest-to-northeast trending downslope. From its high point of 308 feet San Francisco City Datum⁴ at the southwest corner (Euclid Avenue and Laurel Street), the site slopes downward to the north and east toward California Street and Presidio Avenue with a grade change of approximately 65 feet. The average slope gradient on the site is approximately 20 percent. However, the slope gradient varies from 5 to 15 percent on the northern portion of the site to greater than 15 percent on the southern portion.

³ The RM-1 Zoning District is designed to accommodate a mixture of houses and apartment buildings of generally low densities and a variety of building forms and sizes. In addition to residential uses, the RM district also allows residential care facilities, child care facilities, group housing, and religious orders.

⁴ San Francisco City Datum establishes the City's zero point for surveying purposes at approximately 8.6 feet above the mean sea level established by the 1929 U.S. Geological Survey datum.



Source: SWCA (2017)

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FIGURE 1: PROJECT SITE LOCATION

At the center of the project site is a four-story, 455,000-gsf office building that includes a three-level, partially below-grade parking garage (see **Figure 2: Existing Site**). The existing office building was originally constructed in 1955 and has north, south, and east wings. Between 1963 and 1966, the office building was expanded and a parking garage was constructed under the east wing. Due to the site's slope, the existing office building has three partially below-grade floors on the south and east elevations (along Masonic and Presidio avenues) and four above-grade floors on the north and west elevations (along California and Laurel streets). The building is approximately 55.5 feet tall as measured along the north elevation to the top of the roof (exclusive of the approximately 13-foot-tall mechanical penthouse).

The existing office building includes approximately 349,500 gsf of office space for UCSF administrative, academic research, and social and behavioral science department uses. The building's south wing has a child care center, accessed via the Laurel Street surface parking entrance closest to Euclid Avenue. An outdoor courtyard at the south end of the building is used as a children's play space.

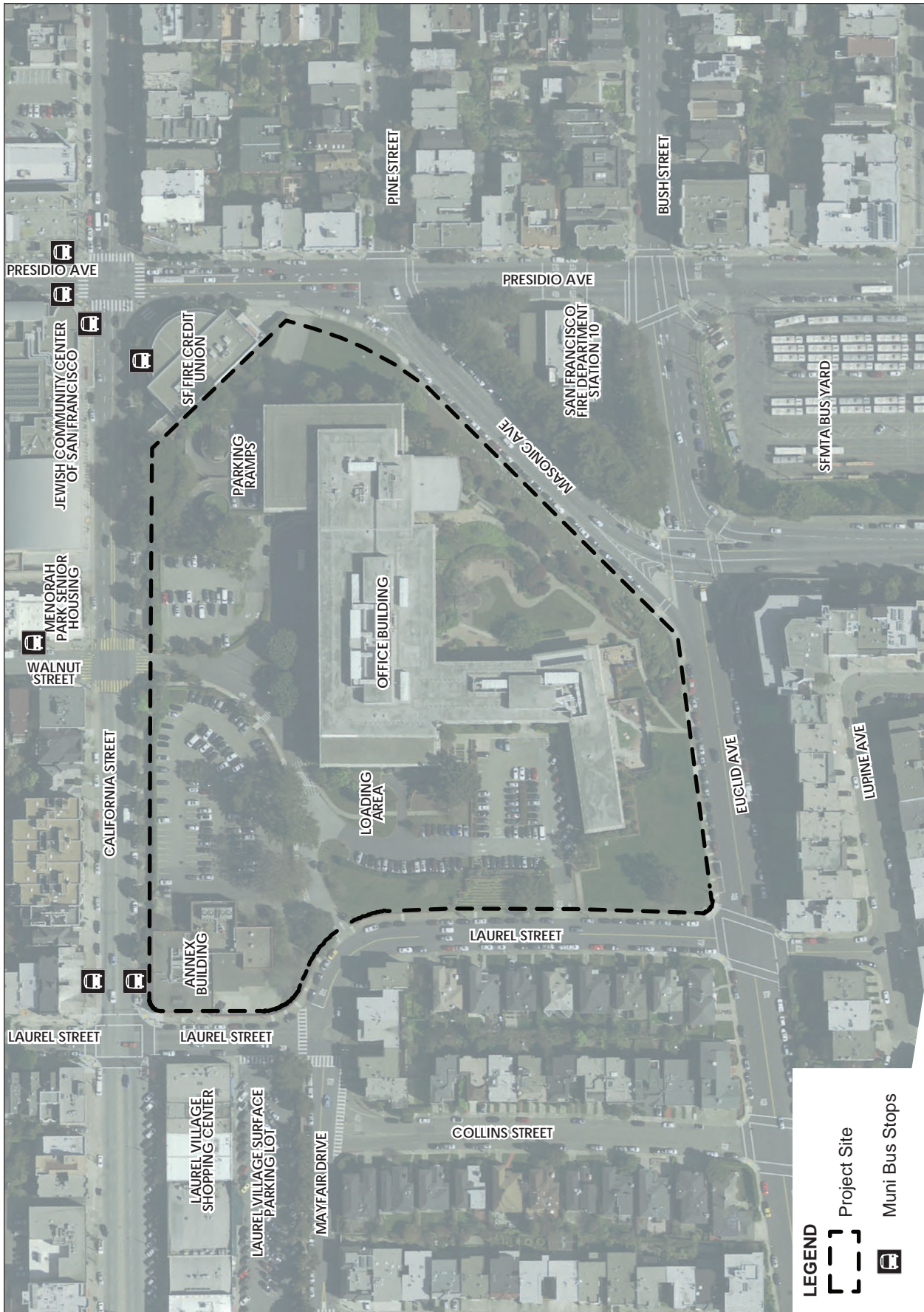
The parking garage has 93,000 gsf of parking (212 spaces) and circulation space and 12,500 gsf of storage space on Basement Levels B1 through B3,⁵ two electrical substations within Basement Level B2, and an emergency diesel generator within Basement Level B1.

A 14,000-gsf, one-story annex building, on the northwest corner of the project site (at the corner of California and Laurel streets), houses the boilers, chillers, and water treatment facilities for the existing office building, other plant operations systems, office space for the physical plant engineers, and unused laboratory space.

Three surface parking lots on the north and west portions of the site (331 spaces), two circular garage ramp structures that lead to below-grade parking levels, and landscaping or landscaped open space make up the remainder of the project site. One of the parking lots provides public parking and the other two are reserved for UCSF staff with monthly paid parking permits. There are five freight loading spaces in the off-street freight loading dock, located at grade on the west end of the existing office building. Five car-share spaces and 15 bike parking spaces are located on Basement Level B1 of the garage.

The surface parking lots and the parking garage are connected by an internal roadway system and the circular garage ramp structures north of the existing office building's east wing. The surface parking lots, parking garage, and off-street freight loading dock can be accessed via the main entrance on California Street at Walnut Street, and the Mayfair Drive and Laurel Street driveways. The parking garage can also be accessed directly from the Presidio Avenue driveway for those with garage access permits. Pedestrian access to the campus is provided at California Street, Laurel Street, and Euclid Avenue, and an internal sidewalk system leads to the office building's entrances.

⁵ San Francisco Planning Department, Letter of Determination re: 3333 California Street, March 5, 2015, pp. 11-21.



Source: P/SKS (2017)

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FIGURE 2: EXISTING SITE

The project site has partially wooded and landscaped areas along its perimeter. There are approximately 195 trees on the site, which are comprised of 48 different tree species. The project site contains approximately 165,200 square feet of open area that includes approximately 34,300 square feet of privately owned, publicly accessible open space and approximately 17,600 square feet of internal private open space. The majority of the open area is in inaccessible planted areas such as the densely planted and sloped area on the southeast portion of the site.

PROPOSED PROJECT

The proposed project would consist of the phased development of residential uses (anticipated to include both market-rate and affordable dwelling units), retail uses, office uses, a child care center, parking, streetscape improvements, and open space. The existing 14,000-gsf annex building and the two circular garage ramp structures would be demolished, and the existing 455,000-gsf office building, which includes a three-level, partially below-grade parking garage, would be partially demolished. The three existing surface parking lots would be removed, and the existing parking spaces would be relocated to new or renovated below-grade parking structures. The proposed project would include partial demolition and separation of the existing office building at the center of the site into two buildings, adapted for residential uses as Center Building A and Center Building B, and the construction of 13 new buildings along the California Street, Masonic Avenue, Euclid Avenue, and Laurel Street edges: the Plaza A, Plaza B, Walnut, Masonic, and Euclid buildings; the Laurel Duplexes; and the Mayfair Building (see **Figure 3: Proposed Site Plan**). The center buildings would be strengthened to accommodate a two-story addition to Center Building A and a two- and three-story addition to Center Building B. The two buildings would be connected by a covered bridge at the fourth level.

The proposed project would eliminate approximately 376,000 gsf of the existing uses, retaining 49,999 gsf of office uses, relocated elsewhere on the project site, and renovating portions of the existing office building as described above (see **Table 1: Project Summary**). The proposed land use program would be predominantly residential with a mix of other uses (office, retail, child care, and parking). Overall, 1,372,270 gsf of new and rehabilitated space, comprising 824,691 gsf of residential floor area with 558 dwelling units; 49,999 gsf of office floor area; 54,117 gsf of retail floor area; and a 14,690-gsf child care center use would be developed under the proposed project.

The proposed project would amend the San Francisco General Plan (the general plan) and the San Francisco Planning Code (planning code), adding a new Special Use District (SUD) and amending the Zoning and Height and Bulk District Maps. The SUD would establish land use controls for the project site. The Zoning Maps would be amended to change the designation of the site from the current zoning district (Residential, Mixed District, Low Density [RM-1] Zoning District) to the proposed SUD. Height limits would remain at 40 feet except along California Street, where they would be increased from 40 to 45 feet to accommodate higher ceilings for ground-floor retail uses, and at the center of the site from 40 to 80 feet for Center Building A and 92 feet for Center Building B, resulting from the adaptive reuse of the existing office building, which is approximately 55.5 feet tall as measured along the north elevation to the top of the roof (exclusive of the approximately 13-foot-tall mechanical penthouse).



Source: P/ISKS (2017)

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FIGURE 3: PROPOSED SITE PLAN

Table 1: Project Summary

Use	Existing		Proposed Project	
	Existing Gross Square Footage or Number of Spaces	Location	Proposed Gross Square Footage or Number of Spaces	Proposed Location
Existing Uses Included in the Proposed Project				
Office	338,000 gsf	Office Bldg.	49,999 gsf	Walnut Building (new construction)
Accessory Office	14,000 gsf	Annex Bldg.	Not Applicable	Not Applicable
Child Care	11,500 gsf	Office Bldg.	14,690 gsf	Walnut Building (new construction)
Storage & Tenant Spaces	12,500 gsf	Office Bldg.	Not Applicable	Not Applicable
Structured Parking	93,000 gsf	Parking Garage	428,773 gsf 93,000 gsf retained or moved 335,773 gsf new	Center Building B Garage (two parking levels retained) ^{Note A} California Street, Masonic, Mayfair, and Laurel Duplex garages (new construction)
Parking Spaces	543 spaces ^{Note B} (212 garage plus 331 in surface lots)	Parking Garage and 3 surface lots	895 spaces ^{Note C}	Center Building B, California Street, Masonic, Mayfair, and Laurel Duplex garages
Freight Loading Spaces	5 spaces	West side of Office Bldg.	6 spaces	California Street Garage (3 spaces), Masonic Garage (3 spaces)
Bicycle Spaces	15 spaces	Parking Garage	693 spaces (592 class 1 and 101 class 2)	Center Buildings A and B and all new buildings (class 1) California Street, Masonic Avenue, Euclid Avenue, center of site (class 2)
Open Area	165,200 sq. ft. ^{Note D}	See Note D	236,000 sq. ft. ^{Note E}	Throughout project site, including California Plaza, Cypress Square, Mayfair and Walnut Walks, Presidio Overlook, Pine Street Steps and Plaza, Masonic Plaza, Euclid Green

Use	Existing		Proposed Project	
	Existing Gross Square Footage or Number of Spaces	Location	Proposed Gross Square Footage or Number of Spaces	Proposed Location

(Continued)

New Uses Introduced by the Proposed Project				
Residential	None	Not Applicable	824,691 gsf	Total
			189,919 gsf (adaptive reuse of Office Bldg.)	Center Buildings A and B (renovated Office Bldg. with additional floors)
			634,772 gsf new	Plaza A, Plaza B, Masonic, Euclid, and Mayfair buildings and Laurel Duplexes (new construction)
			558 dwelling units	All buildings except Walnut Building
Retail	None	Not Applicable	54,117 gsf	Plaza A, Plaza B, Walnut, and Euclid buildings (new construction)
On-Street Commercial and Passenger Loading Spaces	0	Not Applicable	5 (conversion of 15 parking spaces)	California Street and Laurel Street (2 commercial spaces) Masonic Avenue, Euclid Avenue, Laurel Street (3 passenger spaces)
TOTAL GROSS SQUARE FOOTAGE / NUMBER OF SPACES	Existing: 469,000 gsf / 543 spaces		Proposed Project: 1,372,270 gsf / 895 spaces	

Notes:

- A With the adaptive reuse of Center Building B, a portion of Basement Level B1 and all of Basement Level B3 under the eastern portion of the existing office building would be retained for parking and integrated with the proposed California Street Garage (under the proposed Plaza A, Plaza B, and Walnut buildings) and with new below-grade parking under the proposed Masonic, Euclid, and Mayfair buildings.
- B There are five existing car-share spaces in Basement Level B1 of the structured parking garage.
- C Parking would include 10 car-share spaces and 26 Americans with Disabilities Act accessible spaces.
- D Open area includes 51,900 square feet of existing privately-owned open space: the privately-owned publicly-accessible green spaces at the corner of Euclid Avenue and Laurel Street (23,600 square feet) and along Presidio Avenue (10,700 square feet), and the internal private open spaces on the south and east sides of the existing office building (a 4,500-square-foot child care play space and a 13,100-square-foot private courtyard). The remaining approximately 113,300 square feet of open area are inaccessible planted or landscaped areas.
- E Includes privately-owned publicly accessible open space and private and common open space for the proposed residential uses. Private and common open space would be provided for each of the proposed new buildings and the renovated Center A and Center B Buildings as part of the development of each of these buildings and as part of the overall open space framework.

Source: Prado Group, SKS, BAR Architects, SCB, Jensen (August 2017)

Proposed Center Buildings A and B

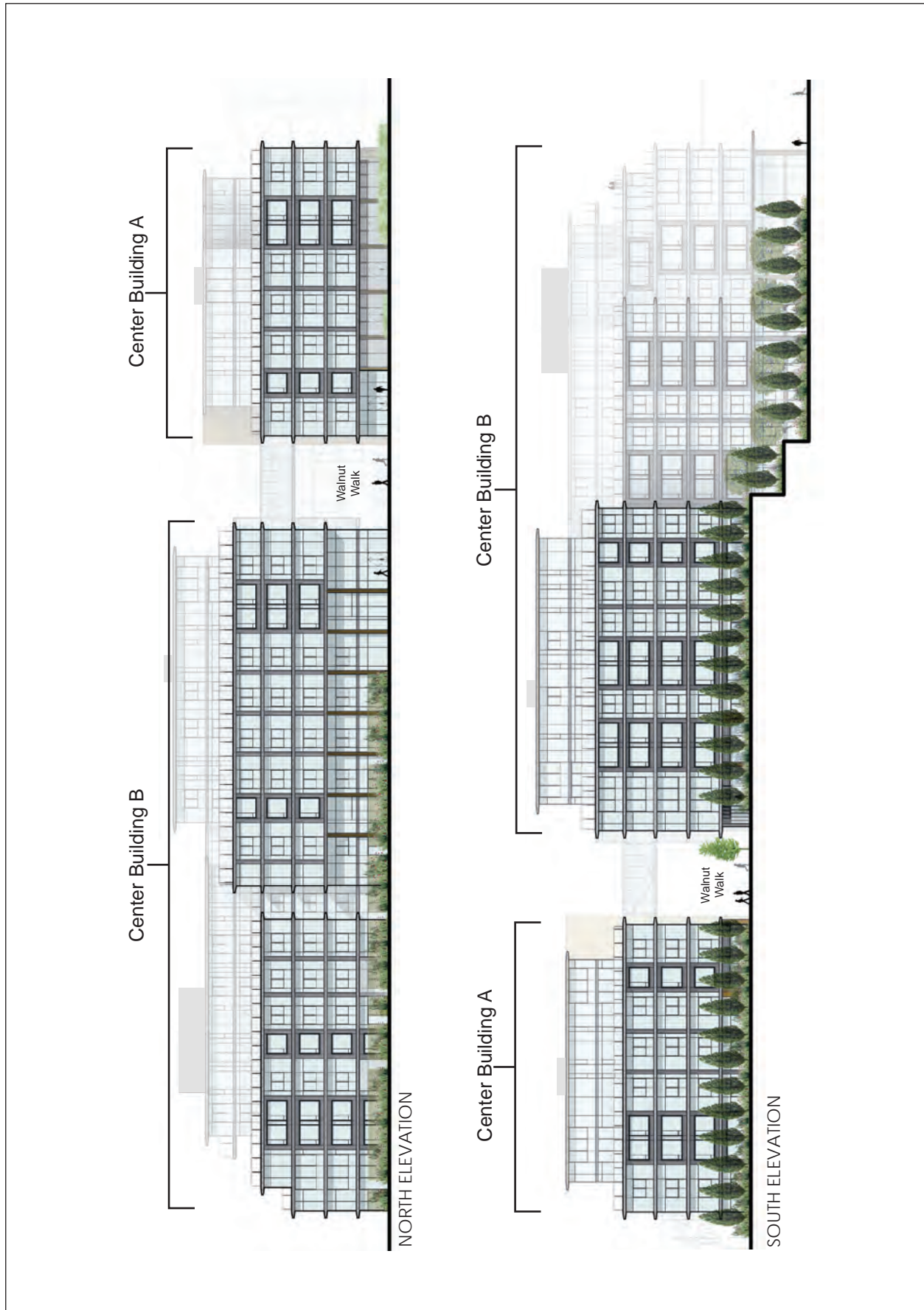
The existing office building and the three-level, partially below-grade parking garage at the center of the project site would be partially demolished. The remaining portion would be divided into two separate buildings, Center Building A and Center Building B, which would be adapted for residential use and strengthened to accommodate vertical additions (two stories would be added to Center Building A [80 feet tall] and two and three stories to the east and west portions of Center Building B [80 and 92 feet tall, respectively]) (see **Figure 4: Proposed Center Building A and Center Building B Elevations**). These new floor additions would equate to additional height of approximately 24 to 36 feet above the existing building's habitable floors. Heights are measured from the residential lobbies of Center Building A and Center Building B, adjacent to the proposed Walnut Walk, to the top of the roof. The adaptive reuse strategy for the existing office building would include the following:

- Demolition of the south wing of the existing office building, the northerly extension of the east wing, and the auditorium on the south side of the east wing
- Removal of the existing fourth floor and main entrance on the north elevation, separation of the eastern and western sections of the existing office building into separate buildings with a connecting bridge at Floor 4 that would span the proposed Walnut Walk, and interior demolition to create an interior courtyard in Center Building B
- Reconstruction of the fourth floor and extension to the outer walls of the floor below (the third floor), addition of two new residential floors to the eastern portion of the east section (Center Building B) and the west section (Center Building A), and addition of three new residential floors to the western portion of the west section of Center Building B. All residential floor additions would be set back from the edge of the existing building

Dividing the existing office building would allow for the development of a linear north-south connection from California Street to Euclid Avenue through the middle of the project site. The proposed north-south connection (the proposed Walnut Walk) would align with Walnut Street, incorporating the site into the surrounding street grid. Center Building A would be an 89,465-gsf residential building (including common areas and amenity space for residents) for 51 dwelling units. Center Building B would be a 252,681-gsf building with 233,423 gsf of residential floor area (including common areas and amenity space for residents) for 139 dwelling units and 19,258 gsf of space for parking (see **Table 2: Characteristics of Proposed Buildings on the Project Site**). The building would have residential uses on the eastern portions of Basement Levels B1 and B2 (possible because the site's south-to-north and west-to-east downward-trending slope means that these levels are not completely subsurface at these "basement" levels).

Proposed New Buildings

The proposed project would include the construction of 13 new buildings, listed below. Similar to Center Buildings A and B the proposed new buildings would also have below-grade and partially below-grade levels due to the site's south-to-north and west-to-east downward-trending slope. (See **Table 2, Figure 3, Figure 5: Proposed California Street and Presidio/Masonic Avenue Elevations**, and **Figure 6: Proposed Euclid Avenue and Laurel Street Elevations**.)



Source: P/ISKS (2017)

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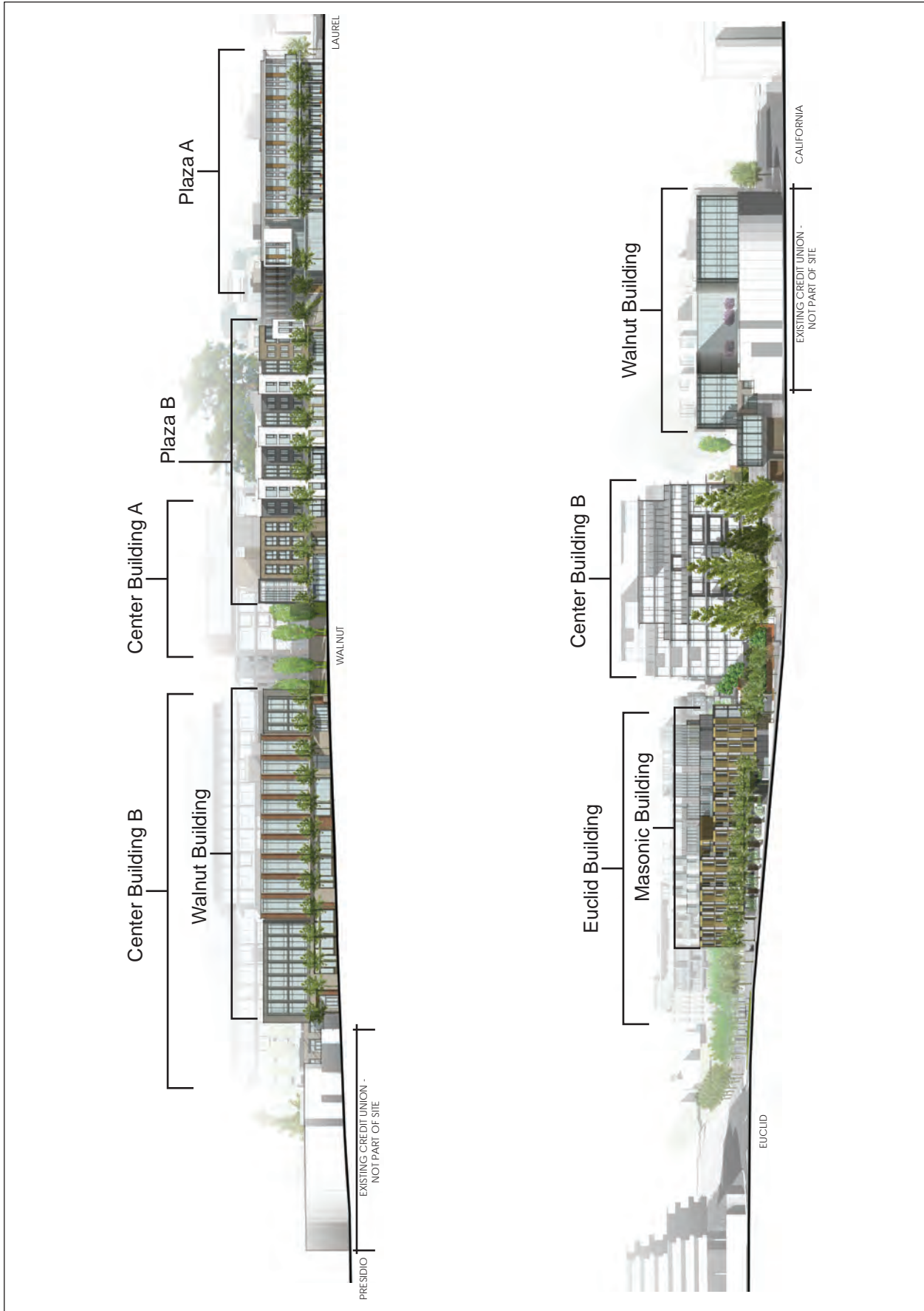
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FIGURE 4: PROPOSED CENTER BUILDING A AND CENTER BUILDING B ELEVATIONS

Table 2: Characteristics of Proposed Buildings on the Project Site

Building Characteristics	Center Bldg. A	Center Bldg. B	Plaza A Building	Plaza B Building	Walnut Building	Masonic Building	Euclid Building	Laurel Duplex (7)	Mayfair Building	Totals
Location	Center of Site (Office Bldg. Renovation)		California Street (New Construction)			Presidio/Masonic/Euclid (New Construction)		Laurel Street (New Construction)		
Building Height	80 ft.	80 – 92 ft.	45 ft.	45 ft.	45 ft.	40 ft.	40 ft.	37 - 40 ft.	40 ft.	--
Number of Stories	6	6 - 7	4	4	3	4 - 6	4 - 6	4	4	--
Use (gsf)	89,465	252,681	144,878	145,618	263,453	124,892	233,623	58,839	58,821	1,372,270
Residential	89,465	233,423	66,150	72,220	0	88,906	177,345	54,111	43,071	824,691
Office	0	0	0	0	49,999	0	0	0	0	49,999
Retail	0	0	14,178	11,328	24,324	0	4,287	0	0	54,117
Child Care	0	0	0	0	14,690	0	0	0	0	14,690
Parking	0	19,258	64,550	62,070	174,440	35,986	51,991	4,728	15,750	428,773
Dwelling Units	51	139	67	61	0	61	135	14	30	558
Studio+1 bedroom	24	50	40	30	0	27	50	0	14	235
2 bedroom	11	51	23	25	0	24	54	1	6	195
3 bedroom	10	29	4	6	0	10	31	1	10	101
4 bedroom	6	9	0	0	0	0	0	12	0	27
Vehicle Parking Spaces	51^{Note A}	139^{Note A}	180^{Note B}	95	177	61	150	12^{Note C}	30	895^{Note D}
Residential	51	139	67	61	0	61	137	12	30	568 ^b
Retail	0	0	43	34	48	0	13	0	0	138
Commercial	0	0	60	0	0	0	0	0	0	60
Office	0	0	0	0	100	0	0	0	0	100
Child Care	0	0	0	0	29	0	0	0	0	29
Bicycle Parking Spaces^{Note E}	56	153	96	77	40	67	156	15	33	693
Residential Class 1/Class 2	51 / 5	139 / 14	67 / 7	61 / 6	0	61 / 6	135 / 14	14 / 1	30 / 3	558 / 56
Retail Class 1 ^{Note F} /Class 2	0	0	10 / 12	0 / 10	4 / 4	0	0 / 7	0	0	14 / 33
Child Care Class 1/Class 2	0	0	0	0	10 / 10	0	0	0	0	10 / 10
Office Class 1/Class 2	0	0	0	0	10 / 2	0	0	0	0	10 / 2
<i>Notes:</i>										
A Parking for Center Buildings A and B would be provided in Basement Levels B1 and B3 under Center Building B (32 spaces), in Basement Level B1 of the proposed California Street Garage (106 spaces), and in Basement Level B1 of the proposed Masonic Garage (52 spaces).										
B Includes the 10 car-share spaces.										
C The two parking spaces for the Laurel Duplex without a private parking garage would be located within the proposed Masonic Garage.										
D Includes the 10 car-share spaces and 26 Americans with Disabilities Act spaces.										
E Residential Class 1 spaces would be located within storage rooms in the proposed buildings. Class 2 spaces would be located along adjacent sidewalks near proposed retail and residential entrances.										
F Retail Class 1 spaces would be located in two separate bicycle storage rooms in Basement Level B1 – one under the Plaza B Building and one under the Walnut Building.										

Source: Prado Group, SKS, BAR Architects; Solomon Cordwell Buenz; and Jensen Architects (August 2017)



Source: P/ISKS (2017)

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**FIGURE 5: PROPOSED CALIFORNIA STREET AND
PRESIDIO/MASONIC AVENUE ELEVATIONS**



Source: P/ISKS (2017)

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FIGURE 6: PROPOSED EUCLID AVENUE AND LAUREL STREET ELEVATIONS

- **Plaza A Building:**
 - Four-story, 45-foot-tall, 144,878-gsf building at the corner of Laurel and California streets.
 - 66,150 gsf of residential floor area (including common areas and amenity space for residents) for 67 dwelling units, 14,178 gsf of ground-floor retail space, and 64,550 gsf of space for parking, circulation, and storage and mechanical rooms on two parking levels.
 - Approximately 155 feet wide along California Street and approximately 170 feet wide along Laurel Street.
 - Retail spaces accessed from California Street; primary residential entrance on Laurel Street.
 - Set back approximately 18 feet from California Street, forming the proposed California Plaza.
- **Plaza B Building:**
 - Four- to five-story, 45-foot-tall, 145,618-gsf building between the proposed Plaza A Building and the Walnut Street extension.
 - 72,220 gsf of residential floor area (including common areas and amenity space for residents) for 61 dwelling units, 11,328 gsf of retail space, and 62,070 gsf of space for parking, circulation, and storage and mechanical rooms on two parking levels.
 - Inverted L-shaped building extending to the California Street property line and framing the proposed Cypress Square on the south and west sides of the building.
 - Approximately 215 feet wide along California Street and approximately 176 feet wide along the Walnut Street extension.
 - Retail spaces accessed from California Street; primary residential entrance on Mayfair Walk.
- **Walnut Building:**
 - Three-story, 45-foot-tall, 263,453-gsf mixed-use building east of the Walnut Street extension.
 - 24,324 gsf of retail space, 49,999 gsf of office space, 14,690 gsf of child care center space, and 174,440 gsf of space for parking, circulation, loading, and storage and mechanical rooms on three parking levels.
 - U-shaped building framing an interior courtyard on three sides overlooking the triangular-shaped outdoor childcare terrace and the adjacent SF Fire Credit Union to the east.
 - Approximately 245 feet wide along California Street, approximately 176 feet wide along the Walnut Street extension, and approximately 70-feet wide along Presidio Avenue.
- **Masonic Building:**
 - Four- to six-story, 40-foot-tall, triangular-shaped 124,892-gsf building bounded by the proposed Walnut Walk on the west, the private terraces and landscaped area between the building and Center Building B on the north, and Masonic Avenue on the southeast.

- 88,906 gsf of residential floor area (including residential amenity space) for 61 dwelling units and 35,986 gsf of space for parking, circulation, and storage and mechanical rooms on a single parking level.
- Approximately 238 feet wide along Masonic Avenue, approximately 177 feet wide along the proposed Walnut Walk, and approximately 210 feet wide along the area with private terraces and landscaping between the Masonic Building and Center Building B.
- First level partially below-grade (the Masonic Garage) due to the site's southwest-to-northeast downward-trending slope.
- ***Euclid Building:***
 - Four- to six-story, 40-foot-tall, 233,623-gsf building bounded by the private terraces and landscaped area between it and Center Building A on the north, the proposed Walnut Walk on the east, Euclid Avenue on the south, and the proposed private terraces on the west between it and the Laurel Duplexes.
 - 177,345 gsf of residential floor area (including common areas) for 135 dwelling units, 4,287 gsf of retail space, and 51,991 gsf of space for parking and circulation in the single-level parking garage (the Masonic Garage) accessed from Masonic Avenue.
 - 220 feet wide along Euclid Avenue, approximately 254 feet wide along the proposed Walnut Walk, approximately 158 feet wide along the landscaped area between it and Center Building A, and approximately 210 feet wide along the area with private terraces and landscaping between it and the Laurel Duplexes.
 - Set back approximately 67 feet from the Euclid Avenue property line, forming Euclid Green and the private Euclid Terrace open spaces.
 - Internal private courtyard.
- ***Laurel Duplexes:***
 - Seven detached buildings along Laurel Street between Euclid Avenue and the proposed Mayfair Building, each with two residential units.
 - Four stories tall and ranging in height from 37 to 40 feet.
 - 58,839 gsf of total floor area with 54,111 gsf of residential floor area and 4,728 gsf of parking and storage space.
 - Full basement and an independently accessible parking garage for six of the seven duplexes. Parking for the center duplex would be in the parking garage proposed under the Euclid and Masonic buildings in order to retain a mature Live Oak tree.
- ***Mayfair Building:***
 - Four-story, 40-foot-tall, 58,821-gsf building bounded by the proposed Mayfair Walk on the north, the proposed landscaped area to the east between it and Center Building A, the proposed Laurel Duplexes on the south, and Laurel Street on the west.

- 43,071 gsf of residential floor area (including common areas) for 30 dwelling units, and 15,750 gsf of space for parking, circulation, and storage and mechanical rooms on a single parking level.
- Approximately 138 feet wide along the proposed Mayfair Walk, approximately 77 feet wide along the proposed landscape area between the Mayfair Building and Center Building A, approximately 138 feet wide along the proposed Laurel Duplexes, and approximately 77 feet wide along the west (Laurel Street) property line.

Proposed Parking, Circulation, and Loading

Proposed Parking and Circulation

Off-Street Parking

The proposed parking program would replace and expand the existing 543 surface and subsurface parking spaces on the project site. Overall there would be a total of 895 off-street parking spaces (see **Table 3: Parking Summary**). Parking would be provided in four below-grade parking garages – the California Street Garage, under the Plaza A, Plaza B, and Walnut buildings; the Center Building B Garage, encompassing the two renovated below-grade parking levels under Center Building B (Basement Levels B1 and B3); the Masonic Garage, under the Masonic and Euclid buildings; and the Mayfair Garage, under the Mayfair Building – and in six individual, two-car, parking garages for six of the seven Laurel Duplexes. The ten garages would total 428,773 gsf.

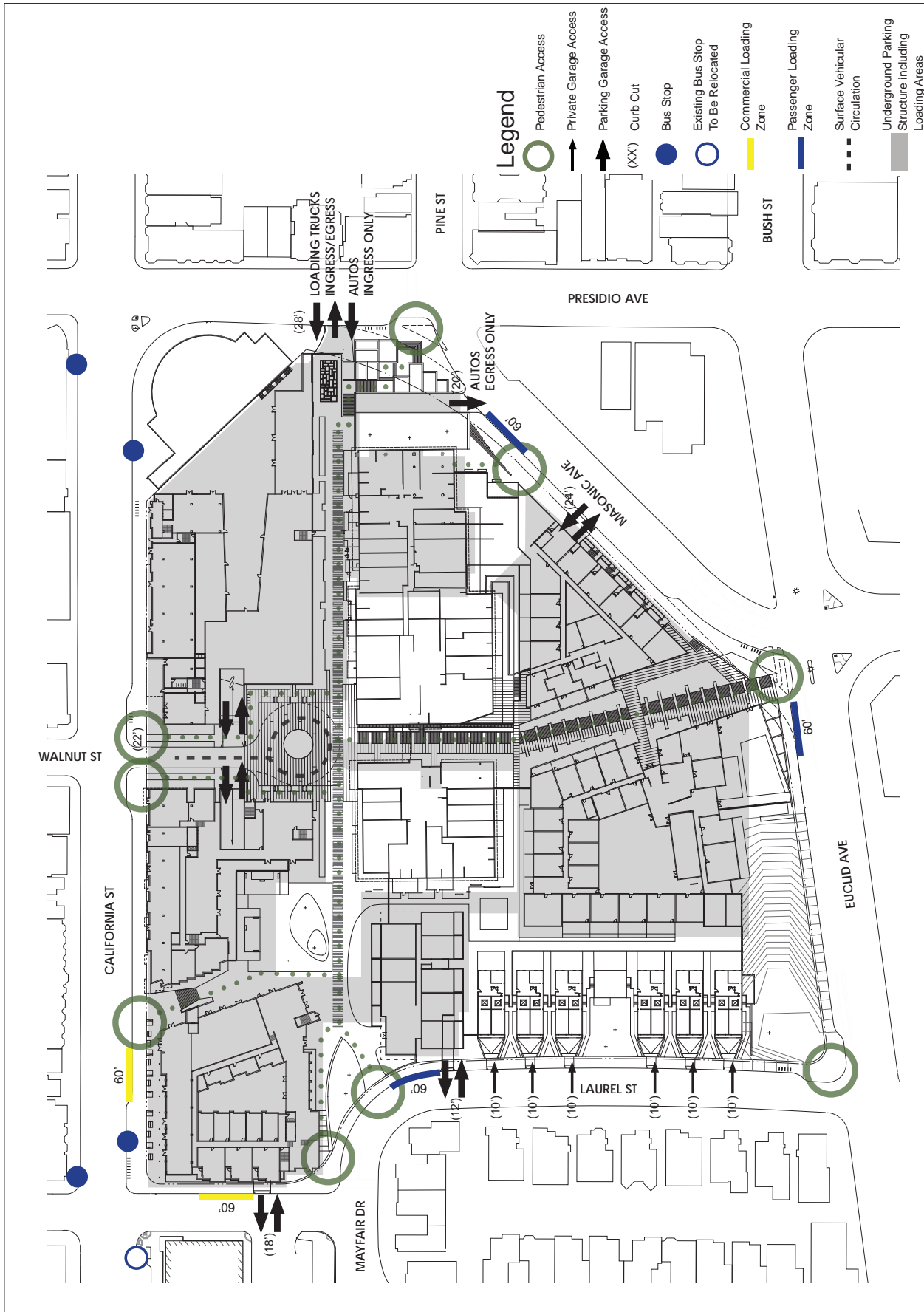
Vehicles would enter and exit the proposed parking garages from the following access points (see **Figure 7: Proposed Site Access** on p. 19):

- An entry/exit driveway off each side of the Walnut Street extension into the project site for the California Street Garage.
- A shared driveway off Presidio Avenue. The driveway would have one entry/exit to the off-street freight loading dock in the California Street Garage. A separate entry (ingress only) would lead to the office, child care, retail, and commercial parking spaces on Basement Levels B3 and B2 of the California Street Garage and to the residential parking in Basement Level B3 of the Center Building B Garage.
- An exit-only driveway onto Masonic Avenue near the intersection with Pine Street for the California Street and renovated Center B Building garages.
- An entry/exit driveway off Masonic Avenue for the Masonic Garage.
- Six individual driveways along Laurel Street for six of the Laurel Duplexes.
- An entry/exit driveway onto Laurel Street south of Mayfair Drive for the Mayfair Garage.
- An entry/exit onto Laurel Street between California Street and Mayfair Drive for the California Street Garage (residential only).

Table 3: Parking Summary

Proposed Garage	Primary Entrances to Garage	No. of Parking Spaces	Assigned Use	
California Street Garage <i>(Under Plaza A, Plaza B, and Walnut buildings)</i>	Laurel Street	128	Residential uses in Plaza A and Plaza B buildings	
	Walnut Street	103	Retail uses in Plaza A, Plaza B, Walnut, and Euclid buildings	
		106	Residential uses in Center Buildings A and B	
	Presidio Avenue	100 office 35 retail 29 child care 10 car share 60 commercial	Walnut Building office, retail and child care uses	
Center B Building Garage <i>(Renovated Parking Levels)</i>	Basement Level B1	Walnut Street	6	Residential uses in Center Buildings A and B
	Basement Level B3	Presidio Avenue	26	Residential uses in Center Buildings A and B
Masonic Garage <i>(Under Masonic and Euclid Buildings)</i>	Masonic Avenue	52	Residential uses in Center Buildings A and B	
		61	Masonic Building residential uses	
		135	Euclid Building residential uses	
		2	Laurel Duplex (1) residential uses	
Mayfair Garage <i>(Under Mayfair Building)</i>	Mayfair Drive	30	Mayfair Building residential uses	
Laurel Garages <i>(Under 6 of 7 Laurel Duplexes)</i>	Laurel Street	12	Laurel Duplexes (6) residential uses	
Total No. of Parking Spaces		895	558 for residential uses 138 for retail uses 100 for office use 29 for child care use 60 commercial 10 car-share spaces	

Source: Prado Group, SKS, BAR Architects; Solomon Cordwell Buenz; and Jensen Architects (August 2017)



Source: P/ISKS (2017)

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FIGURE 7: PROPOSED SITE ACCESS

Curb cuts would be changed, added, or relocated, as follows:

- The existing 28-foot-wide curb cut at the California Street entrance would be reduced to 22 feet with the development of curb bulb-outs at the extension of Walnut Street into the project site, which would terminate with a roundabout. The Walnut Street extension would provide access to two of the California Street parking garage entrances.
- The existing 28-foot-wide curb cut on Presidio Avenue would remain, but would be adjusted slightly to follow the proposed modification to the alignment of the west curb on Presidio Avenue, to be parallel to the existing east curb. The driveway would provide in and out access for the off-street freight loading area and separate in-only access to the California Street Garage for office, retail, and child care uses as well as commercial parking and car-share spaces and to the Center Building B parking level at Basement Level B3 for residential parking.
- A new 20-foot-wide curb cut would be provided for vehicles exiting to Masonic Avenue from the California Street Garage and Basement Level B3 of Center Building B.
- A new 24-foot-wide curb cut on Masonic Avenue would provide in and out access to the proposed Masonic and California Street garages.
- The existing 27-foot-wide curb cut on Laurel Street (between Mayfair Drive and Euclid Avenue) would be removed.
- Six separate 10-foot-wide curb cuts would be added along Laurel Street, south of Mayfair Drive, to provide access to six of the seven Laurel Duplex garages.
- The existing 22-foot-wide curb cut on Mayfair Drive would be relocated to the south and modified to be a 12-foot-wide driveway to provide in and out access to the proposed Mayfair Building's below-grade parking garage.
- A new 18-foot-wide curb cut on Laurel Street, south of California Street, would provide in and out access to the proposed California Street Garage.

On-Street Parking

The proposed project would reduce the existing 102 on-street vehicle parking spaces (including two car-share spaces on Euclid Avenue) to approximately 66 by eliminating spaces for new curb cuts and converting existing spaces to five new commercial and passenger loading zones (see "Proposed Loading Program" on pp. 21-22). Overall, there would be a net reduction of 33 on-street parking spaces.⁶

Proposed Bicycle Parking

The proposed project would provide 592 class 1 bicycle parking spaces (558 spaces for residential uses, 10 spaces for office uses, 14 spaces for retail uses, and 10 spaces for the child care use) and 101 class 2 bicycle parking spaces (56 spaces for residential uses, 2 spaces for office uses, 33 spaces for retail uses, and

⁶ Three additional spaces are being removed as a result of Muni Forward and the shift of the inbound Muni stop towards downtown at the Laurel Street/California Street intersection from the near side of the intersection (west side) to the far side (east side).

10 spaces for the child care use).⁷ 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, and adjacent to the Walnut Building near the roundabout terminating the extension of Walnut Street into the project site.

Proposed Pedestrian Circulation

The project site would be integrated with the existing street grid. Pedestrian promenades would be developed to align with Walnut Street and connect to Masonic and Euclid avenues (north/south direction), and to align with Mayfair Drive and connect to Presidio and Masonic avenues and Pine Street (east/west direction). The north-south Walnut Walk and the east-west Mayfair Walk would be closed to vehicular traffic and would provide the primary points of access to the privately owned, common useable open spaces, plazas, squares, and vista points within the project site. The northern portion of Walnut Walk would be the extension of Walnut Street into the project site, which would provide vehicular access to the California Street Garage and terminate at a roundabout.

Pedestrians would be able to walk through the project site from Laurel, California, and Walnut streets to Presidio Avenue, Masonic Avenue, Pine Street, and Euclid Avenue. A pedestrian walkway between the Plaza A and Plaza B buildings (Cypress Stairs) would provide access from the California Street sidewalk (at the midblock between Laurel and Walnut streets) to Cypress Square. Pedestrian access would also be provided at Walnut Street; at Presidio Avenue near the corner of Pine Street at the eastern terminus of Mayfair Walk (Pine Street Steps and Plaza); at the intersection of Masonic and Euclid Avenues at the southern terminus of Walnut Walk (Corner Plaza); and at the western terminus of Mayfair Walk. Pedestrian access to Euclid Green would be provided at the corner of Laurel Street and Euclid Avenue. (See “Proposed Open Space” on pp. 24-26 for a description of these spaces.) These spaces would comply with the Americans with Disabilities Act.

Proposed Loading Program

The proposed project would provide six off-street commercial and residential freight loading spaces: three located in the off-street freight loading area in the proposed California Street Garage, accessed from Presidio Avenue, and three located in the off-street freight loading area in the proposed Masonic Garage under the Masonic and Euclid buildings. Both would accommodate garbage trucks as well as delivery vehicles for the retail and office tenants. Residential move-in and move-out loading activities for the new and renovated buildings (except the Laurel Duplexes) would occur within these off-street freight loading areas in the proposed California Street and Masonic garages or from existing on-street spaces along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue, or Laurel Street (with a special time-limited permit from the SFMTA for use of existing on-street parking spaces). Residential move-in and move-out loading activities for the Laurel Duplexes would occur along Laurel Street (with a special time-limited permit from the SFMTA for use of on-street parking spaces) and/or from private parking garages.

⁷ Class 1 bicycle parking facilities are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and workday bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class 2 spaces are bicycle racks located in publicly-accessible, highly visible locations intended for transient or short-term use by visitors, guests, and patrons to the building or use. Each class 2 bicycle rack would accommodate two bicycles.

In addition to the six proposed off-street freight loading spaces, the project sponsor would request from the SFMTA the conversion of 15 on-street parking spaces to create five separate 60-foot-long commercial (2) and passenger (3) loading zones. The commercial loading zones would be located on the south side of California Street near Laurel Street and on the east side of Laurel Street near California Street. The passenger loading zones would be located on the west side of Masonic Avenue near Presidio Avenue and Pine Street, the north side of Euclid Avenue near Masonic Avenue, and the east side of Laurel Street near Mayfair Drive. Passenger loading would also occur at the proposed roundabout at the terminus of the Walnut Street extension into the project site, and at Basement Level B3 of the California Street Garage near the elevator lobby for the proposed child care center.

Transportation Demand Management (TDM) Plan

The project sponsor submitted a TDM Plan Application to the Planning Department in August 2017 and has agreed to implement selected TDM measures to reduce per capita automobile use. Selected TDM measures are summarized below:

- **Improve Walking Conditions (TDM Measure Active-1A):** Streetscape improvements proposed along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue and Laurel Street would be consistent with the Better Streets Plan. The proposed Mayfair and Walnut Walks would integrate the 10-acre site with the existing pedestrian network.
- **Bicycle Parking (TDM Measure Active-2):** Bicycle parking would be provided for residential, office, and retail uses. For residential uses, the required class 1 space for each dwelling unit and two class 2 spaces for every 20 units would be provided. The number of spaces provided for office, childcare, and retail uses would comply with the planning code.
- **Showers and Lockers (TDM Measure Active-3):** At least one shower and at least six clothes lockers would be provided for every 30 class 1 bicycle parking spaces. The number of showers and clothes lockers would meet planning code requirements.
- **Bicycle Repair Station (TDM Measure Active-5):** A bicycle repair station, with tools and supplies such as a bicycle pump and wrenches, would be located on the project site.
- **Car Share Parking (TDM Measure Cshare-1):** Ten car share spaces would be provided in Basement Level B3 of the California Street Garage in accordance with the planning code.
- **Delivery Supportive Amenities (TDM Measure Delivery-1):** An area for the receipt and temporary storage of package deliveries would be provided in the off-street loading areas or other location on the project site.
- **On-Site Childcare (TDM Measure Family-2):** An on-site childcare facility would be provided in the Walnut Building.
- **Multimodal Wayfinding Signage (TDM Measure Info-1):** Multimodal wayfinding signage that directs tenants, residents, visitors, and employees to nearby transportation services would be provided. Signage would comply with city standards.
- **Real Time Information Displays (TDM Measure Info-2):** Real time information displays (showing information about transit lines, walk time to transit locations, or the location of on-site car share vehicles, for example) would be provided in prominent locations on the project site.

- **Tailored Transportation Marketing (TDM Measure Info-3):** Individualized, tailored marketing and communication campaigns regarding sustainable transportation modes would be implemented. A TDM coordinator would manage these marketing services, which would include promotions and welcome packets with information about transportation options. Personal consultations would be offered to new residents and retail employees along with a request for a commitment to try sustainable transportation options.
- **Unbundle Parking (TDM Measure Pkg-1):** All accessory parking for the proposed project would be leased or sold separately from the rental or purchase fees.

The project's proposed TDM Plan may be refined during the planning review process for project entitlements.

Proposed Streetscape Improvements

The proposed project would include the following streetscape improvements, including widening sidewalks to meet minimum widths in the Better Streets Plan:

- **At Presidio Avenue:** The proposed project would include an encroachment at the eastern property boundary along Presidio Avenue, immediately north of the intersection with Pine Street and Masonic Avenue, to accommodate streetscape improvements.
 - Reconfiguration of the curb line in this area to regularize the property's frontage on Presidio Avenue.
 - Removal of the triangular-shaped pedestrian island and the right-most travel lane for southbound traffic on Presidio Avenue merging onto Masonic Avenue.
 - Construction of a corner bulb-out on the west side of the Masonic Avenue/Presidio Avenue/Pine Street intersection.
 - Installation of a continental crosswalk⁸ crossing Presidio Avenue (to Pine Street), and widening of the Presidio Avenue sidewalk from 10 to 15 feet.

These streetscape changes would result in an approximately 2,170-square-foot space that would be integrated with the proposed Pine Street Steps and Plaza.

- **At Masonic Avenue and Euclid Avenue:**
 - Reconfiguration of the west curb line on Masonic Avenue.
 - Removal of the triangular-shaped pedestrian island and right-most travel lane for southbound traffic on Masonic Avenue merging onto Euclid Avenue.
 - Incorporation of the existing triangular-shaped pedestrian island into the proposed Corner Plaza, which would be integrated with the southern end of the proposed Walnut Walk.

⁸ Crosswalks with a continental design have parallel striped markings that are the most visible to drivers. Use of continental design for crosswalk marking also improves crosswalk detection for people with low vision and cognitive impairment.

- *At Laurel Street and Mayfair Drive:*
 - Addition of a corner bulb-out at the northeast corner of Laurel Street/Mayfair Drive and an eastside crosswalk at the three-way intersection (crossing Mayfair Drive). The redesigned intersection would be an approximately 650-square-foot space that would highlight the primary east-west pedestrian access to the site – Mayfair Walk.
- *Additional Improvements:*
 - Widening of sidewalks along Masonic Avenue (from 10 to 15 feet), along Euclid Avenue (from 10.5 to 12 feet), and along Laurel Street (from 10 to 12 feet).
 - Addition of corner bulb-outs at the southwest corner of the California Street/Laurel Street intersection, at the southwest and southeast corners of the California Street/Walnut Street intersection, and at the northeast corner of the Laurel Street/Euclid Avenue intersection.

Proposed Open Space and Landscaping

Proposed Open Space

The proposed project would retain approximately 53 percent of the overall lot area (approximately 236,000 square feet, excluding green roofs) as open area, with portions developed with a combination of privately owned publicly accessible open space and private walkways, terraces, and internal courtyards (see **Figure 8: Proposed Open Space Plan**). The proposed project would include the following new landscaped open spaces:

- California Plaza (approximately 3,300 square feet) within the setback of the proposed Plaza A Building along California Street, extending east from the Laurel Street/California Street intersection to the proposed Cypress Stairs.
- Cypress Square (between the Plaza A and B buildings) and the western portion of the proposed east-west Mayfair Walk (approximately 28,150 square feet), accessed from the Cypress Stairs between the Plaza A and B buildings, Mayfair Walk, and Walnut Walk; the Cypress Square residential open space would be an approximately 1,570-square-foot private open space adjacent to Cypress Square and serve the Plaza B building.
- Presidio Overlook (approximately 3,800 square feet), at the eastern terminus of Mayfair Walk above the Presidio Avenue driveway, accessed from Mayfair Walk or the Pine Street Steps and Plaza.
- Masonic Plaza (approximately 3,000 square feet), between Center Building B and the Masonic Building along Masonic Avenue.
- Walnut Walk (north-south) to Masonic and Euclid avenues at Corner Plaza (approximately 16,760 square feet, excluding the Walnut Street Extension, roundabout and walkway between Center Building A and Center Building B).



Source: P/ISKS (2017)

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FIGURE 8: PROPOSED OPEN SPACE PLAN

- Euclid Green (approximately 18,760 square feet), extending from the intersection of Euclid Avenue and Laurel Street at the southwest corner of the site toward the corner of Masonic and Euclid avenues, plus the adjacent Euclid Residential Terrace, an approximately 5,950-square-foot private open space adjacent to Euclid Green.

Overall, the proposed project would provide approximately 103,000 square feet of common useable open area that meets the Planning Code section 135 definition of open space. There would also be approximately 85,000 square feet of private open area that does not include rooftop decks, but does include ground-level terraces, interior courtyards and private internal walkways.

In addition, the proposed improvements at the Presidio Avenue/Pine Street/Masonic Avenue intersection (the proposed Pine Street Steps and Plaza) and the Masonic Avenue and Euclid Avenue intersection (the proposed Corner Plaza) would be partially within the public right-of-way and would total approximately 10,000 square feet of open area. There would also be approximately 8,000 square feet of common useable open area adjacent to the Walnut Street extension and roundabout.

Proposed Landscaping

There are 210 trees on and adjacent to the project site, including 15 existing street trees along the California Street frontage. Ten mature trees on the site would be retained, if viable, and 185 trees on the site would be removed, including 19 significant trees (i.e., trees within 10 feet of the public right-of-way that meet specific height, trunk diameter, and canopy width requirements). The 15 street trees along California Street would be removed and replaced. Both the street trees and the significant trees are protected under city ordinances; removal requires a permit from San Francisco Public Works. Thus, a total of 34 protected trees on, and adjacent to, the project site would be removed.⁹ The 10 mature trees to be retained would require anchored tree-protection fencing and implementation of tree health-related measures such as mulching, pruning, and pest protection during construction.

The proposed project would add approximately 92 new street trees along California Street, Masonic Avenue, Euclid Avenue, and Laurel Street. A total of 20 trees would be planted on the extension of Walnut Street into the project site; however, these do not count as street trees because the proposed Walnut Street extension would not be considered a public right-of-way. Approximately 250 new trees would also be planted on the project site along the proposed Mayfair and Walnut Walks as well as within privately owned publicly accessible open spaces and common open spaces (a net gain of 85 trees from existing conditions).

Proposed Infrastructure Systems

Proposed Water Systems

Potable

The project site is served by San Francisco's water supply system. Water connections would be provided to the new and renovated existing buildings, with each building separately metered at the sidewalk. New and renovated buildings would have water-efficient fixtures and appliances. Low-pressure water for

⁹ SBCA Tree Consulting, Arborist Report – Laurel Heights 3333 California St. Tree Survey Report, October 19, 2015 (amended) and Protected Tree Survey March 24, 2017 (amended).

firefighting purposes would be provided from the three existing fire hydrants adjacent to the project site at California and Laurel streets, Masonic and Euclid avenues, and Euclid Avenue/Laurel Street, and two new fire hydrants would be added to the perimeter of the project site on the west side of Masonic Avenue. In addition, fire-fighting water supply storage tanks would be located in Basement Level B3 of Center Building B because of the building's classification as a high-rise.

Non-Potable

Each of the new buildings would comply with San Francisco's Non-Potable Water Ordinance which requires the use of on-site "alternate water sources" of graywater (e.g., wastewater from bathtubs, showers, bathroom sinks, and clothes washing machines, but not from kitchen sinks, dishwashers or toilets), rainwater (e.g., precipitation collected from roofs and other above-ground collection surfaces, excluding stormwater runoff), and, if demand/supply is adequate, foundation drainage water (e.g., nuisance groundwater that is pumped out to maintain a building's or facility's structural integrity) to meet that building's toilet and urinal flushing and irrigation demands. The proposed project would include the diversion and reuse of graywater and rainwater for toilet and urinal flushing and irrigation (e.g., green roofs) and cooling towers (for buildings with cooling towers). The non-potable water systems would be designed, installed, tested and operated pursuant to San Francisco Department of Public Health (DPH) Rules and Regulations Regarding the Operation of Alternate Water Source Systems.¹⁰

Proposed Wastewater and Stormwater System

The project site is served by the City's combined sewer system. Sewer line connections would be provided to the new and renovated existing buildings and would include the construction of an approximately 8-inch-diameter, 180-foot-long sewer line extension under Masonic Avenue to connect to the 16-inch-diameter sewer line under Presidio Avenue.

The proposed project would be subject to the requirements of San Francisco's Stormwater Management Ordinance and would incorporate low impact design features such as bioretention planters located upstream of storm drain catch basins (installed as part of the proposed streetscape changes) to promote infiltration and limit the amount of water entering the combined sewer system. The proposed project would also implement rainwater harvesting features and increase the amount of permeable/planted area on the site compared to existing conditions.

Proposed Electricity and Natural Gas

Electrical and natural gas service to the project site would be provided by PG&E from 12 kilovolt distribution lines under California Street and Euclid Avenue and natural gas lines under California Street and Presidio Avenue. Connections to the PG&E grid would be provided to the new and renovated existing buildings and would include the construction of a new natural gas lines under Euclid Avenue between Laurel Street and Masonic Avenue (approximately 350 feet), under Masonic Avenue between Euclid and Presidio avenues (approximately 625 feet), and under Presidio Avenue (approximately 75 feet) at the intersection of Presidio Avenue//Masonic Avenue/Pine Street. The proposed project would comply with

¹⁰ San Francisco Department of Public Health, Director's Rules and Regulations Regarding the Operation of Alternate Water Source Systems, March 2016. Available online at https://www.sfdph.org/dph/files/EHSdocs/ehsWaterdocs/NonPotable/SFHC_12C_Rules.pdf. Accessed September 6, 2017.

San Francisco Green Building Requirements for energy efficiency in new buildings. Energy-efficient appliances and energy-efficient lighting would be installed in Center Buildings A and B. An emergency diesel generator would be provided in Center Building B to serve the building's emergency power loads, fire pumps, and elevators.¹¹

Proposed Renewable Energy

The proposed project is required to meet the State's Title 24 and the San Francisco Green Building requirements for renewable energy, and San Francisco's Better Roof Requirements for Renewable Energy Standards. To partially offset energy demands, roof-mounted solar photovoltaic (PV) system infrastructure to transform sunlight into electricity would be installed on 13 of the 15 buildings, except the Masonic Building and Center Building A, which would be developed as living (or green) roofs. At least 15 percent of the roof area would include this infrastructure and/or roof-mounted solar thermal hot water systems.

Proposed Sustainability Features

The project sponsor has committed to meeting and exceeding the requirements of the San Francisco Green Building Ordinance by achieving LEED for Neighborhood Development (LEED-ND) Plan certification at a minimum Gold level for the full development, targeting Platinum. To meet this goal, the proposed project would incorporate smart building technologies and materials, such as living (or green) roofs, solar PV systems, and water smart landscaping. The proposed project would provide a network of landscaped public and private open spaces planted with drought tolerant species that would result in the retention of 10 of the 195 existing on-site trees and the planting of 270 new trees on the project site (a net gain of 85 trees).

Excavation and Soils Disturbance

The proposed project would involve a substantial amount of soils disturbance and excavation, specifically for construction of the below-grade parking garages, building foundations, and site terracing. Approximately 274,000 square feet of the 446,479-square-foot project site would be modified as a result of the proposed project. The depths of excavation would range from 7 to 40 feet below the existing grade (including the elevator and automobile stacker pits) with a total of approximately 288,300 net cubic yards of excavated soils generated during the approximately seven-year construction period.¹²

Pile driving is not proposed; however, rock fragmentation using earth moving equipment, such as loaders, heavy-duty backhoes, hoe-rams, dozers equipped with rippers, and jack hammers, would be expected. Dewatering may be needed if groundwater or perched water is encountered during the drilling of soldier pile foundations.¹³

¹¹ The existing emergency generator and related fuel storage and electrical substations in the basement levels of the existing parking garage would be removed as part of demolition activities.

¹² Approximately 3,700 cubic yards of excavated soils would be reused on the project site as fill.

¹³ Langan Treadwell Rollo, Preliminary Geotechnical Investigation, December 3, 2014, pp. 5, 9, and 11.

Because serpentinite, which contains naturally occurring asbestos, is present in bedrock on the project site, an Asbestos Dust Mitigation Plan and Site Mitigation Plan would be prepared before excavation begins. Bedrock handling and disposal would be performed in accordance with these plans.¹⁴ Excavated soils would be tested for the presence of contaminants, and soils that qualify for use as fill would be stockpiled and used on the project site to the maximum extent feasible.

The proposed new buildings would be supported on continuous and/or individual foundations bearing on native stiff to very stiff clay, medium dense sand, or bedrock.¹⁵ The perimeter walls of new buildings adjacent to the existing parking garage may need to be supported on drilled piers that gain support in the bedrock below the elevation of the bottom of the existing parking garage.

CONSTRUCTION SCHEDULE AND PHASING

The proposed project would be constructed in four development phases: Phase 1 (Masonic and Euclid Buildings, with 196 residential units and 266,251 gsf of residential and 4,287 gsf of retail), Phase 2 (Center Buildings A and B, with 190 residential units and 322,888 gsf of residential), Phase 3 (Plaza A, Plaza B, and Walnut buildings with 128 residential units and 138,370 gsf of residential, 49,830 gsf of retail, and 49,999 gsf of office, and 14,690 gsf of child care), and Phase 4 (Mayfair Building and Laurel Duplexes with 44 residential units and 97,182 gsf of residential). The phases would overlap, i.e., the Phase 2 demolition stage for the adaptive reuse of the existing office building (Center Buildings A and B) would commence during the exterior work for the proposed Masonic and Euclid buildings in Phase 1. Full build-out 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 spring 2020 as the start of construction and spring 2027 as the end of construction. Construction-related activities would typically occur Monday through Friday, between 7 a.m. and 3:30 p.m., although some work is anticipated to occur on Saturdays between 7 a.m. and 3:30 p.m. Nighttime construction work is not anticipated, nor is construction anticipated to occur on Sundays or major legal holidays.

PROJECT VARIANT

The project sponsor is also considering a variant to the proposed project that would change the use of the proposed Walnut Building from a mixed-use office building to a mixed-use residential building. Under this variant, the 49,999 gsf of office space in the proposed Walnut Building would instead be developed for housing, and 744 dwelling units would be developed on the project site, an increase of 186 dwelling units over the number in the proposed project. There would be an additional 76 vehicle parking spaces provided under the variant. The proposed Walnut Building would have a total of 368,170 gsf, with 153,920 gsf of residential uses, 18,800 gsf of retail uses, a 14,650-gsf childcare use, and an 180,800-gsf below-grade parking garage. The overall height of the proposed Walnut Building under the project variant would be approximately 67 feet (compared to 45 feet with the proposed project) and five levels over Basement Level B1 (compared to two levels with the proposed project). No other features of the proposed project would change under the variant.

¹⁴ Ibid, pp. 5 and 12.

¹⁵ Ibid, pp. 13-22.

ANTICIPATED APPROVALS

The project site is currently zoned RM-1. The RM-1 zoning controls permit up to one dwelling unit per 800 square feet of lot area (or, with conditional use authorization for a Planned Unit Development, one dwelling unit per 600 square feet of lot area minus one unit). RM-1 does not permit office uses or retail sales and service uses. Other restrictions were placed on development of the site in Planning Commission Resolution 4109, adopted in 1952.

Implementation of the proposed project or project variant would require general plan, planning code, and zoning map amendments. The project sponsor would seek to have a new Special Use District (SUD) created, which would require a recommendation by the Planning Commission and approval by the Board of Supervisors. The project sponsor may also seek approval of a Development Agreement (or other agreement), the terms of which the project sponsor and the City are still discussing and as to which the project sponsor is gathering community input.

The following is a preliminary list of San Francisco agencies' anticipated approvals for the proposed project and the project variant and is subject to change. These approvals may be reviewed in conjunction with the required environmental review, but may not be granted until after the required environmental review is completed.

Actions by the City Planning Commission

- Certification of Environmental Impact Report (EIR) and adoption of findings under CEQA
- Conditional Use/Planned Unit Development authorization to permit development of buildings with height in excess of 50 feet, to provide exceptions to open space, dwelling unit exposure, and rear yard setback requirements of the RM-1 Zoning District, and to amend or rescind Planning Commission Resolution 4109
- Adoption of Findings of Consistency with the general plan and priority policies of Planning Code section 101.1
- Recommendation to Board of Supervisors to approve planning code and zoning map amendments
- Recommendation to Board of Supervisors to approve Special Use District
- Recommendation to Board of Supervisors to approve Development Agreement, if applicable
- General plan referral for street vacation/dedication associated with the development of Corner Plaza at Masonic and Euclid avenues; the Pine Street Steps and Plaza at the Masonic/Pine/Presidio intersection; and for sidewalk widening
- Approval of a Transportation Demand Management Plan (Planning Code section 169)

Actions by the San Francisco Board of Supervisors

- Adoption of findings under CEQA
- Adoption of Findings of Consistency with the General Plan and priority policies of Planning Code section 101.1
- Approval of planning code and zoning map amendments

- Approval of Special Use District
- Approval of Development Agreement, if applicable
- Approval of street vacation/dedication associated with the development of Corner Plaza at Masonic and Euclid avenues and the Pine Street Steps and Plaza at the Masonic/Pine/Presidio intersection
- Approval of sidewalk widening legislation
- Adoption of resolution to amend or rescind Planning Commission Resolution 4109

Actions by Other City Departments

San Francisco Public Works

- o Approval of Subdivision Map
- o Public hearing and approval of permits to remove and replace street trees on California Street and to remove protected trees on the project site within 10 feet of the public right-of-way
- o Approval of permits for streetscape improvements in the public right-of-way, including new curb cuts on Masonic Avenue (two) and Laurel Street (eight)
- o Approval of an encroachment permit for the proposed curb bulb-outs and associated streetscape improvements on the west side of Presidio Avenue at the intersection with Pine Street and Masonic Avenue, on the west side of Masonic Avenue at the intersection with Euclid Avenue, and on the east side of Laurel Street at the intersection with Mayfair Drive
- o Approval of a street space permit from the Bureau of Street Use and Mapping if sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s),
- o Recommendation to Board of Supervisors to approve legislation for sidewalk widening

San Francisco Municipal Transportation Agency

- o Approval of request for on-street commercial truck (yellow) and passenger (white) loading zones on Laurel Street, California Street, Masonic Avenue, and Euclid Avenue
- o Approval of a special traffic permit from the Sustainable Streets Division if sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s),
- o Approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) to ensure consistency with the Better Streets Plan
- o Approval of the placement of bicycle racks on the perimeter sidewalks and within the project site

San Francisco Department of Building Inspection

- o Review and approval of demolition, excavation, and site/building permits
- o Review and approval of construction permit for non-potable water system
- o Approval of a permit for nighttime construction if any night construction work is proposed that would result in noise greater than five dBA above ambient noise levels

- o Review and approval of plumbing plans for non-potable water reuse system per the Non-potable Water Ordinance

San Francisco Public Utilities Commission

- o Review and approval of Erosion and Sediment Control Plan, in accordance with Article 4.1 of the San Francisco Public Works Code
- o Review and approval of any changes to sewer laterals (connections to the City sewer system)
- o Review and approval of any changes to existing publicly-owned fire hydrants, water service laterals, water meters, and/or water mains
- o Review and approval of the size and location of new fire, standard, irrigation, and/or recycled water service laterals
- o Review and approval of post-construction stormwater design guidelines including a Stormwater Control Plan, in accordance with City's 2016 Stormwater Management Requirements and Design Guidelines
- o Review and approval of Landscape Plan per the Water Efficient Irrigation Ordinance
- o Approval of the use of dewatering wells per Article 12B of the Health Code (joint approval by the San Francisco Department of Public Health)
- o Review and approval of documentation for non-potable water reuse system per the Non-potable Water Ordinance

San Francisco Department of Public Health

- o Review and approval of Site Mitigation Plan, in accordance with San Francisco Health Code Article 22A (Maher Ordinance)
- o Review and approval of a Construction Dust Control Plan, in accordance with San Francisco Health Code Article 22B (Construction Dust Control Ordinance)
- o Approval of the use of dewatering wells per Article 12B of the Health Code (joint approval by the San Francisco PUC)
- o Review and approval of design and engineering plans for non-potable water reuse system and testing prior to issuance of Permit to Operate

Actions by Other Government Agencies

Bay Area Air Quality Management District

- o Approval of any necessary air quality permits for installation, operation, and testing (e.g., Authority to Construct/Permit to Operate) for individual air pollution sources, such as boilers and emergency standby diesel generator
- o Approval of Asbestos Dust Mitigation Plan for construction and grading operations

SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES

The proposed project and the project variant could result in potentially significant environmental effects. The Planning Department will prepare an initial study (IS) and an environmental impact report (EIR) to evaluate the physical environmental effects of the proposed project in accordance with the California Environmental Quality Act (CEQA). The IS will assess both project-specific and cumulative impacts for all topics in the City's IS Checklist. The EIR will further examine those issues identified in the IS as having potentially significant effects, identify mitigation measures, and analyze whether the mitigation measures would reduce the environmental effects to a less-than-significant level. The IS will be published and circulated for a 30-day public review period. Based on the information in the IS and public comment received, a focused Draft EIR will be prepared. The Draft EIR will be published and circulated for a 45-day public review period. The EIR will evaluate a No Project Alternative that assumes no change to the existing physical conditions on the project site, as well as additional project alternatives that could potentially reduce or avoid any significant environmental impacts associated with the proposed project.

As part of the review process under CEQA, the Planning Department will convene a public scoping meeting at which public comment will be solicited on the issues that will be covered in the EIR (see "Public Scoping Process" on p. 37 for more details). It is anticipated that the EIR will address the following environmental topics: historic architectural resources, transportation and circulation, noise, and air quality. Environmental impacts related to land use and land use planning; population and housing; cultural resources including tribal cultural resources, subsurface cultural (archeological) resources, and human remains; greenhouse gas emissions; wind and shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forest resources are anticipated to be analyzed in the IS, unless significant impacts are identified that cannot be mitigated to a less-than-significant level, in which case, any such impacts analysis will be included in the EIR.

The project and project variant meet all of the requirements of a transit-oriented infill development project under Public Resources Code Section 21099; therefore, aesthetics and parking shall not be considered in determining if the project has the potential to result in significant environmental effects. However, visual renderings will be included within the project description of the EIR for reference.

The environmental issues to be addressed are described briefly below. For all topics, whether in the IS or in the EIR, the analysis will consider the impacts of the proposed project as well as those of the project variant and will describe where the impacts would differ. Therefore, the reference to 'proposed project' below also refers to the project variant.

Land Use and Land Use Planning

The land use and land use planning topic will describe existing land uses on the project site and in the surrounding vicinity and analyze whether the proposed project would physically divide an established community or result in land use conflicts with adjacent and nearby uses.

Population and Housing

The population and housing topic will analyze the potential for the proposed project to result in direct or indirect impacts on population, employment, and housing, and residential displacement.

Cultural Resources

The existing building on the project site is considered a historical resource for purposes of CEQA. The proposed project would alter the existing building, demolishing portions of it and adding one or two stories to the remaining portions of the building. The EIR will describe the historical resource, summarize applicable portions of a Historical Resources Evaluation and the Planning Department's Historic Resources Evaluation Response, identify significant impacts, and describe any mitigation measures identified to reduce or eliminate the impacts.

The project site was originally part of the larger Laurel Hill Cemetery. The IS will analyze potential impacts on tribal cultural resources, subsurface archaeological resources, and human remains.

Transportation and Circulation

The proposed project would generate a net increase in vehicle trips to and from the project site, as well as increases in transit ridership, pedestrian and bicycle activity, and loading demand. The transportation and circulation issues will be analyzed in accordance with the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002) and Planning Commission Resolution 19579 establishing vehicle miles traveled (VMT) as the appropriate transportation review standard. The EIR will summarize the results of the analysis, identify specific transportation impacts and mitigation measures associated with the proposed changes to circulation in the proposed project, and discuss construction-period transportation and circulation impacts. The EIR analysis will discuss transit conditions, VMT, traffic hazards, pedestrian and bicycle conditions, freight loading, emergency access, and construction-related transportation conditions; identify any significant impacts that could occur; and identify appropriate mitigation measures that could reduce or eliminate those impacts. The transportation analysis will also evaluate the proposed project's contribution to cumulative effects of reasonably foreseeable development, transit improvements, and/or streetscape improvements in the project vicinity. The EIR will discuss parking conditions for informational purposes.

Noise

The topic of noise will include analysis of noise compatibility standards for residential, office, and child care land uses, and discuss the long-term impacts of noise that could result from the proposed project. Short-term construction-related noise and vibration impacts also will be assessed, and the analysis will evaluate the potential for noise from the proposed project to adversely affect nearby sensitive land uses.

Air Quality

The topic of air quality will include analysis of consistency of the proposed project with applicable air quality plans and standards, the potential for the proposed project to result in emissions of criteria air pollutants and toxic air contaminants that may affect sensitive populations, and the potential for the proposed project to result in sources of odor. The air quality analysis will include quantification of both construction-related and operational air pollutant emissions, and will summarize the results of a health

risk assessment prepared to evaluate potential long-term health effects of emissions from both project construction and operation.

Greenhouse Gas Emissions

The topic of greenhouse gas emissions will include an analysis of the proposed project's consistency with the City's Greenhouse Gas Reduction Strategy and the degree to which the proposed project's greenhouse gas emissions could result in a significant effect on the environment.

Wind and Shadow

The topic of wind will evaluate the potential for the proposed new buildings to alter ground-level winds in a manner that substantially affects public areas. The analysis of shadow will include an evaluation of the potential for the proposed project to result in shadow that substantially affects outdoor recreation facilities and other publicly accessible open spaces, including City parks. In addition, for informational purposes the shadow analysis will qualitatively describe the potential for the proposed project to result in shadow on the project's proposed privately owned publicly accessible open spaces.

Recreation

The topic of recreation will include an analysis of whether the proposed project could physically degrade existing parks, recreational facilities, and open space or require the construction of new parks or recreational facilities that could have a physical effect on the environment.

Utilities and Service Systems

The topic of utilities and service systems will include analysis of potable water and wastewater conveyance and treatment capacities, and will discuss disposal of solid waste that may be generated by the proposed project. This topic will also include an assessment of whether the proposed project would require the construction of new water supply, wastewater treatment, or wastewater/stormwater drainage facilities, and if so, whether that construction could result in adverse environmental effects. A Water Supply Assessment was approved by the San Francisco Public Utilities Commission on June 13, 2017, for the proposed project in accordance with CEQA Guidelines Section 15144 and sections 10910 to 10915 of the California Water Code; a copy will be included in the CEQA documents as an appendix.

Public Services

The topic of public services will include a discussion of whether existing public services – police and fire protection, schools, libraries, emergency medical services – would be adversely affected by the proposed project so as to require new or physically altered facilities, the construction of which could cause significant impacts.

Biological Resources

The topic of biological resources will discuss the existing biological resources on the project site and identify any significant impact on those resources, including trees to be removed, the presence of any special-status species or migratory corridors. Tree protection plans for trees to be retained will be summarized, and

compliance with the Urban Forestry Ordinance, the Green Landscaping Ordinance, and the Migratory Bird Treaty Act will be discussed.

Geology and Soils

The topic of geology and soils will include an analysis related to the susceptibility of the project site to seismic activity, liquefaction, landslides, erosion, soil stability, and risks to life or property. The analysis will also explain whether the proposed project would directly or indirectly destroy a unique paleontological resource or site or a unique geologic feature.

Hydrology and Water Quality

The topic of hydrology and water quality will assess the potential for the proposed project to violate water quality standards or waste discharge requirements or result in adverse effects on groundwater supplies. The analysis will also consider the degree to which the proposed project could affect drainage patterns or create water runoff that could affect stormwater drainage systems of the City's combined sewer system. The analysis will consider the potential of the proposed project to place housing within a flood hazard area.

Hazards and Hazardous Materials

The topic of hazards and hazardous materials will discuss the potential for the proposed project to create a significant hazard to the public or the environment related to hazardous materials as a result of construction; through the routine transport, use, or disposal of hazardous materials; or as a result of the emission or release of hazardous material into soils or groundwater. The section will also assess whether the proposed project would interfere with an adopted emergency response plan. The project site is currently on the Leaking Underground Storage Tank Sites list maintained by the State Water Resources Control Board List (Geotracker ID T0607501246) and compiled pursuant to Section 65962.5 of the California Government Code. The southeast portion of the project site is underlain with serpentine which contains naturally occurring asbestos.

Mineral and Energy Resources

This topic will analyze the proposed project's impacts on any existing mineral resources, and on local and regional energy supplies. This section will summarize an energy assessment describing the proposed project's energy requirements, compliance with existing energy standards, and energy use efficiencies.

Agricultural and Forest Resources

The topic of agricultural and forest resources will analyze potential impacts on any existing agricultural or forest resources.

Other CEQA Issues

The IS and EIR analyses will identify feasible mitigation measures intended to lessen or reduce significant environmental impacts of the proposed project and the EIR will list any significant impacts that have been determined to be unavoidable. Pursuant to CEQA and the State CEQA Guidelines Section 15126.6, the EIR will also analyze a reasonable range of alternatives that would reduce or avoid one or more significant environmental impacts identified in the EIR, including a No Project Alternative, which will assume no

change to the existing physical conditions on the project site, and one or more alternatives to address other significant effects of the proposed project that are identified in the EIR.

FINDING

This project could have a significant effect on the environment and a focused environmental impact report will be prepared. This finding is based upon the criteria of the State 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 to 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 PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and CEQA Guidelines Section 15206, the Planning Department will hold a public scoping meeting to receive oral comments concerning the scope of the EIR. The meeting will be held on **Monday, October 16, 2017, from 6:00 to 8:00 p.m.** at the **Jewish Community Center's Fisher Family Hall at 3200 California Street.** This is not a program of the JCCSF. The San Francisco Planning Department is the host of this scoping meeting. As stated, the purpose of the meeting is to solicit public comments on the scope of the environmental analysis being prepared for the project by the Planning Department.

To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact the staff contact listed below at least 72 hours in advance of the meeting. Written comments will also be accepted at this meeting and until 5:00 p.m. on Friday, October 20, 2017. Written comments should be sent or emailed to Julie Moore, EIR Coordinator, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or Julie.Moore@sfgov.org and should reference the project title and case number on the front of this notice.

State Agencies: 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 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 environmental review of the proposed project, please contact **Julie Moore** at 415.575.8733 or **Julie.Moore@sfgov.org**.

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.

9/18/17
Date


Lisa Gibson

Environmental Review Officer