SFHAC ENDORSEMENT APPLICATION

Project Sponsor: JS Sullivan Development

Location of Project: 1080 Sutter Street (between Larkin and Hyde)

Brief Project Description (uses, height, unit mix, etc):

Use: Mixed Use **Height:** 110ft **Unit Mix:** 35 total units- 22 3bd, 7 2bd, 6 1bd, and 1 commercial space **Affordable Housing:** 4 units on site **Parking:** 29 residential spaces and 2 car share spaces

Project Architect: Leavitt Architecture

Existing Zoning(height and use): **Zoned:** RC- 4 **Height:** 130 ft **Use:** Residential Commercial Combined high density

Exceptions, Variances, Conditional Use Approvals and Code Changes Requested:

Variance: Rear yard modification variance

Conditional Use Request: 1:1 parking for the 3bd and 2 bd units. The parking ratio is supported by the Planning Department to promote a family friendly development within the downtown area.

Approval Schedule: Scheduled Planning Commission hearing date July 23, 2009.

Project Planner Assigned: Jim Miller

The following guidelines will be used to evaluate the project. Under each guideline, please indicate briefly whether and how the project meets the guideline:

Land Use: Housing should be an appropriate use of the site given the context of the surrounding neighborhood and should enhance neighborhood livability.

> Currently 1080 Sutter Street is a blighted parking lot with residential buildings surrounding the lot. The proposed project is consistent with the zoning and existing surrounding uses.

Density: The project should have the maximum housing unit density allowable under current zoning for the project site. Extra support may be given to projects that further propose increased density above the base zoning, particularly in areas that are transit accessible.

> The proposed 35 units is the maximum density allowed per zoning.

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<u>Affordability</u>: The SFHAC recognizes that the need for affordable housing in San Francisco is a critical problem and gives preference to projects that propose creative ways to improve unit affordability. Projects that include below market rate units above the legally mandated minimums will receive special support.

The development will provide the BMRs on site. There are 4 units @ 12% per planning code 315.3(b)(2)

<u>Transit Orientation and Parking</u>: In districts where the minimum parking requirement is one parking space per residential unit (1:1) or more, the SFHAC will not, except in extraordinary circumstances, support a project with parking in excess of 1:1. In districts where the minimum parking requirement is less than 1:1, SFHAC will only support additional parking up to 1:1 if the need for additional is clearly established. The SFHAC prefers creative strategies to reduce the need for parking, such as transit linkages, bicycle storage, provision of space for car-share vehicles on-site or nearby, and un-bundling parking cost from residential unit cost.

We are seeking a CU for increased parking because of the type of units we are proposing. Of the 35 units proposed, 22 units are 3 bedroom units and 7 units are 2 bedroom. Planning encourages family oriented housing and this is a unique opportunity to provide an unusual amount of 3bd units not typically seen in other developments. We are seeking to provide parking for the 3bd and 2bd units. In addition, we are voluntarily proposing to provide 2 car share spaces in the building along with a bicycle room for 16 bicycles.

<u>Preservation</u>: If there are structures of significant historic or cultural merit on the site, their retention and/ or incorporation into the project is encouraged. If such structures are to be demolished, there should be compelling reasons for doing so.

No existing structure to be demolished.

<u>Design</u>: The project should promote principles of good urban design: pedestrian, bicycle and transit friendly site planning; contextual design such as compatibility of style, scale and facades with existing neighborhood character where appropriate; increased density while maintaining compatibility with streetscape and neighborhood scale. We expect design treatments to protect the pedestrian realm, with curb cuts minimized and active ground floor uses provided.

The current design is the product of a three year effort between the architect and the planning design staff. The design is consistent with the surrounding buildings. More details on the design will be given at the meeting.

<u>Greening and Energy Efficiency:</u> Extra consideration will be given to projects that incorporate energy efficient materials and green building principles.

The proposed building will meet the current building efficiency standards enforced by SFDBI.

<u>Community Input:</u> Projects for which the developer has made a good faith effort to communicate to the community and to address legitimate neighborhood concerns, without sacrificing SFHAC's objectives, will receive more SFHAC support.

The Development team has made numerous efforts for neighborhood outreach. In March 2009, the team visited with local business owners within a two block radius. Also, in March 2009, the project was formally presented to the General Manager of Hotel Carlton and Father David of Raphael House. In May 2009, a formal neighborhood meeting was held at Hotel Carlton. About 30 residents were in attendance for this meeting. In June 2009, the project was also formally presented to the members of LPN (Lower Polk Neighbors).