

SFHAC Endorsement Application

Project Sponsor: Citizens Housing Corporation & Tenderloin Neighborhood Development Corporation

Location of Project: 1400 Mission Street

Brief Project Description: (uses, height, unit mix, etc) 150 units of family affordable rental housing with on-site services, open space and ground floor retail. 15 story building, approximately 150 feet in height, with a mix of studio, one-, two-, and three-bedroom units, 70% of which are two- and three-bedrooms.

Project Architect: Saida Sullivan Design Partners & Paul Barnhart Associates

Existing Zoning: (height and use) – C-3-G (150-S / 200-S)

Exceptions, Variances, Conditional Use Approvals and Code Changes Requested: Conditional Use Approval for FAR in excess of base 6.0:1. (Requested FAR is 8.55:1)

Section 309 Exception for Rear Yard depth less than 25% of lot depth.

Approval Schedule: Entitlements expected completed August 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.

The proposed project is a 100 percent affordable housing project which would provide approximately 150 affordable housing units in a 15-story building (approximately 150 feet in height) in a location which is ideally located about three blocks from the Civic Center BART and MUNI stations, within walking distance to other mass transit, neighborhood retail, local employment centers, public libraries and recreation centers. The proposed project would develop an underutilized surface parking lot with an attractive structure and active uses, which are desirable for both the immediate neighborhood and the community as a whole. The proposed project would add much-needed affordable housing units to the City's housing stock. Considering the location of the project site in the C-3-G zoning district and 150-S and 200-S height and bulk districts, the proposed density would be consistent with the surrounding neighborhood. The proposed building would be consistent with the existing neighborhood, which includes a mix of high-density residential, retail, office and light industrial uses of varying

intensities. The proposed building, at approximately 150 feet in height, would also be substantially lower than the adjacent proposed approximately 350 foot condominium project to the north, and consistent with the approximately 143 foot housing project currently under construction across 10th Street to the east. It would also provide an appropriate transition from the 350 foot tower to lower buildings to the south.

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.

Maximum dwelling unit density for the site is 197 units. 1400 Mission Street will have 150 family units. We are planning to construct less than the maximum permitted dwelling unit density in order to provide larger family sized units (70% of the units will be two-bedrooms or larger.) In addition, sections of the building have been designed lower than maximum allowable height in order to increase solar gain potential.

Affordability: 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.

100% of the units will be affordable to households earning at or below 60% of San Francisco Area Median Income. In addition, 20% of the units will be set-aside for households that are homeless or at-risk of homelessness, including on-site social services. Affordability will be ensured through a recorded, 55-year affordability covenant.

Transit Orientation and Parking: 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.

The project is less than 0.5 miles walking distance from the Civic Center BART/MUNI station. One parking space to four units is permitted. The proposed project is well below the maximum and will have only 18 parking spaces. Storage for 64 bicycles is being provided on-site in the parking structure. We expect to work with City CarShare to provide at least one City CarShare pod in the parking structure.

Preservation: 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.

There are no significant structures of historic or cultural merit on the site. The site is currently a surface parking lot.

Design: 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 proposed project would be constructed within existing height and bulk limits, and the structure has been arranged appropriately on the site and would be consistent with the surrounding streetscape and would be visually compatible with the surrounding buildings. The structure has varying heights and has been arranged appropriately on the site to be compatible with the visual relationship, solar orientation, and transitions between new and older buildings in the neighborhood. The Mission Street wing has been designed to be significantly lower than the height limit allowed to maximize the solar gain potential from this south facing direction. The Jessie Street wing has also been designed to be significantly lower than the height limit allowed to provide more light and air to Jessie Street and to the neighbors across Jessie Street. The design and proportions of the building would be compatible with the varying sizes of the buildings in the vicinity. The design of the building incorporates contemporary design that responds appropriately to the variety of styles and periods of this C-3 District.

The design is pedestrian, bicycle and transit friendly. It is located within a three block walking distance to the Civic Center BART/MUNI station. A significant number of storage spaces for bicycles have been provided on-site. Curb cuts have been minimized, with the parking structure access and loading area located along the Jessie Street alley. Ground level retail is being provided at the 10th and Mission Street corner, as well as along 10th Street.

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

The project developers and project architect both have extensive experience and commitment to green design and energy efficiency. The project will at minimum meet LEED Silver designation requirements.

Community Input: 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.

We have met with several community groups including South of Market Community Action Network (SOMCAN), Tenderloin Futures Collaborative, Planktown Neighbors, South of Market Project Area Committee (SOMPAC), and SoMa Leadership Council. We have also presented to the San Francisco Planning + Urban Research Association's

Project Review Committee. Finally, we have met with neighbors including representatives of the developer of 1415 Mission Street, 1401 Market Street and residents of Natoma Street between 10th and 11th. Response has been generally positive. Some design changes were made along Jessie Street to present a cleaner more attractive face to the abutting Crescent Height's proposed development at 1401 Market Street. Some local residents have concerns about the modest number of parking spaces; however, we feel that increasing parking will increase the cost of an already difficult to finance affordable housing project and is not in the spirit of the City's Transit First policy. As a transit-oriented development site, we feel it is important to encourage our residents to utilize public transit and limit auto usage if possible.