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Jason Check, Director of Development
Raintree Partners
25 Taylor Street
San Francisco, CA 94102

January 21, 2014

Re: 2051 3rd Street, Mixed-Use Development

Dear Mr. Check,

Thank you for bringing your proposed development for 2051 3rd Street to the San Francisco Housing Action Coalition's (SFHAC) Project Review Committee. Following our review and discussion, the Committee believes your project has many merits and will contribute to SFHAC's mission of increasing the supply of well-designed and well-located housing in San Francisco. Therefore, we are pleased to give our full endorsement of your project.

Please see our letter that reflects how your project meets our guidelines. We have also offered a couple of recommendations we would like you to consider as you move forward with your designs, particularly pertaining to your proposed increase of car parking.

A copy of the project review guidelines we applied in reviewing your project is attached. Your project meets our guidelines in the following ways:

Project Description:

You are proposing a multifamily development, consisting of 94 apartments with two to four flex spaces.

Land Use:

The current site consists of three parcels that house underutilized commercial buildings. The surrounding uses consists primarily of residential and some commercial. Several new developments are being built in the vicinity, including the UCSF Medical Center expansion as well as the redevelopment of Crane Cove Park. The SFHAC believes this is an entirely appropriate location for housing. Your project should help activate the area, which has been rather dormant due to the underutilized industrial and commercial space that has occupied the area.

Density:

There is no maximum allowable density on the site. The density of your site, at 211 dwelling units-per-acre, is compatible with several of the newer developments in the Potrero and Dogpatch neighborhoods. Additionally, the height and massing of your proposed project is consistent with the adjacent condominium projects. For these reasons, we feel the proposed density works well with the neighborhood.



The San Francisco Housing Action Coalition advocates for the creation of well-designed, well-located housing, at ALL levels of affordability, to meet the needs of San Franciscans, present and future.

Affordability:

The SFHAC is extremely pleased that you are proposing to provide 13 below-market-rate (BMR) units on-site at 55 percent of the area median income (AMI). This meets the required percentage for Urban-Mixed-Used (UMU) zoning at 14 percent. You expressed to us that it is not financially feasible for your project to exceed this amount.

Parking and Alternative Transportation:

Your project is located directly in front of the Muni stop that is served by the K-Ingleside/Third Street Muni line. The City is expected to increase the capacity of this line, which will allow it to serve greater ridership as more residents move into the neighborhood. Additionally, your project is served by the Route 91 bus line, which stops in front of the site.

SFHAC recommends that you reduce the 76 car parking spaces you are currently proposing. We understand you increased the number of spaces, from an initial proposal of 54, in response to concerns raised by residents in the Dogpatch neighborhood. However, since the location of your project is well served by several transit lines, it should not demand such a high number of parking spaces. We would much rather you increase the number of CarShare spots, instead.

Finally, we completely support your provision of 94 Class 1 bicycle parking spaces, which achieves a 1:1 ratio of bicycle parking spaces to residential units.

Preservation:

There are no structures of significant historic or cultural merit on the site.

Urban Design:

The SFHAC commends you for the measures you have taken in this category. The project's designs should create active, vibrant uses, while contributing to the evolving landscape of the Dogpatch neighborhood. You are proposing two to four flex spaces, two of which will include living quarters. You have designed these spaces with the intention of activating the streetscape. In your presentation to our Project Review Committee, you said that these spaces could be used as small service retail shops or boutique office spaces in the future. You have also set the building back along the residential entrance to encourage more activity on the street.

We're pleased to see that you have exceeded the required amount of open space. The required amount is 7,520 square feet, while you are proposing 9,800 square feet, an increase of 30 percent. Your project's open space includes 5,900 square feet on the roof deck and 3,900 square feet in the courtyard. You are proposing to put a cottage in the courtyard, which is intended to be used by guests visiting residents of the building. The SFHAC has never seen this in a project and is interested to see how it will work in yours. The roof consists of numerous amenities that will encourage activity on site. You have only proposed one curb cut, which is to allow for garage access on the Illinois street side of the site. We appreciate that you have chosen to place it on Illinois Street rather than 3rd Street.

Environmental Features:

You are planning several measures in your project that will enhance the sustainability of the building. These features include: solar thermal boilers, low VOC paints, energy-efficient appliances and a cistern for grey water collection. To address water conservation, you have proposed drought-resistant plantings, permeable services where appropriate, low-flow

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plumbing fixtures and dual-flush toilets. At the time of your presentation to our Endorsement Committee, you had not established a LEED or Green Point certification target, but we encourage you to shoot for the highest reasonably possible.

Community Input:

The SFHAC recognizes that you have engaged the community and various stakeholders in your outreach. You have met with the Dogpatch Neighborhood Association several times and are in contact with the Potrero Boosters. You have also engaged many local business and residents of the adjacent condominium developments. These efforts appear to have helped improve the project's design.

These include removing two stacks of units to open up your courtyard to provide light to the adjacent condominium developments. The street-level flex spaces and landscape features are also designs that were implemented in response to community input.

Thank you for submitting this project to the SFHAC's Project Review Committee. Please keep us abreast of any changes or updates with this project. We are pleased to support your excellent project as it moves forward. Let us know how we may be of assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Colen", is centered on the page. The signature is fluid and cursive, with a long horizontal stroke at the end.

Tim Colen, Executive Director

SFHAC Project Review Criteria

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

Density: The project should take full advantage of the maximum unit density and/or building envelope, allowable under the zoning rules.

Affordability: The need for affordable housing, including middle income (120-150 of Area Median Income) housing, is a critical problem and SFHAC gives special support to projects that propose creative ways to expand or improve unit affordability beyond the legally mandated requirements.

Parking and Alternative Transportation: SFHAC expects the projects it endorses to include creative strategies to reduce the need for parking, such as ample bicycle storage, provision of space for car-share vehicles on-site or nearby, un-bundling parking cost from residential unit cost, and measures to incentivize transit use. Proximity to transit should result in less need for parking.

In districts with an as-of-right maximum and discretionary approval up to an absolute maximum, SFHAC will support parking exceeding the as-of-right maximum only to the extent the Code criteria for doing so are clearly met. In districts where the minimum parking requirement is one parking space per residential unit (1:1), the SFHAC will not, except in extraordinary circumstances, support a project with parking in excess of that amount.

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

Urban Design: The project should promote principles of good urban design: Where appropriate, contextual design that is compatible with the adjacent streetscape and existing neighborhood character while at the same time utilizing allowable unit density: pleasant and functional private and/or common open space; pedestrian, bicycle and transit friendly site planning; and design treatments that protect and enhance the pedestrian realm, with curb cuts minimized and active ground floor uses provided.

Projects with a substantial number of multiple bedroom units should consider including features that will make the project friendly to families with children.

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Environmental Features: SFHAC is particularly supportive of projects that employ substantial and/or innovative measures that will enhance their sustainability and reduce their carbon footprint.

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.

