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Nick Cranmer, Project Manager  
JS Sullivan Development  
2044 Fillmore Street, 3<sup>rd</sup> Floor  
San Francisco, CA 94115

March 3, 2016

**Re: 469 Eddy Street – Mixed-use Development**

Dear Mr. Cranmer,

Thank you for presenting your plans for 469 Eddy Street to the San Francisco Housing Action Coalition's (SFHAC) Project Review Committee on December 9, 2015. Upon thorough review and discussion, our members believe the project has merit and aligns with our goals of increasing the supply of well-designed, well-located housing at all levels of affordability in San Francisco. Please review our letter, which explains how your project meets our guidelines, as well as areas suggested for improvement. We have also attached our report card, which grades your project according to each guideline. We've attached a copy of our Project Review Guidelines for your reference.

**Project Description:** The project would retain an existing two-story parking garage, which has been determined to be a historic resource, and repurpose it for 28 two-bedroom homes with ground-floor retail and subterranean parking for nine cars.

**Land Use:** The site currently accommodates about 60 parked cars daily. Housing is a much better use, considering the building's proximity to jobs and transit.

**Density:** While the building could include up to 34 homes, you are only building 28 units in order to retain the existing historic structure. We appreciate those efforts and believe your decision is appropriate in this circumstance.

**Affordability:** This will be an ownership building. Our members are very supportive that you have chosen to provide the below-market-rate (BMR) units on-site, which we don't see often in for-sale projects. Three of the units will be BMRs, or 12 percent.

**Parking and Alternative Transportation:** The project provides nine parking spaces, a low ratio of about 0.3 spaces per unit. We strongly encourage you to increase your bike parking count from one space per unit to one space per bedroom, which is becoming the new standard in San Francisco. The site is also within walking distance of the Civic Center and Powell Street BART Stations.

**Preservation:** We feel your team has done an excellent job addressing the historic resource.

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**Urban Design:** Our members applaud the diversity in your building. The upper floors create continuity with the existing structure. However, we wish there was more transparency on the ground floor to the street. Your plans also include a generous amount of open space and remove one curb cut.

**Environmental Features:** You stated your project would meet Title 24 but not exceed the requirements. We encourage you to pursue more features that further green the project, particularly those that address water conservation.

**Community Input:** Our members believe you have done an excellent job in reaching out to and engaging the community. You've met with several local Tenderloin organizations and individuals, including the Tenderloin Housing Development Corporation, Tenderloin Housing Clinic and Randy Shaw.

Thank you for presenting your plans for 469 Eddy Street to our Project Review Committee. We are pleased to endorse the project without reservation. Please keep us abreast of any changes and let us know how we may be of assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Colen", is written on a light blue rectangular background.

Tim Colen  
Executive Director

## **SFHAC Project Review Guidelines**

**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.