



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: February 1, 2012
TO: Lou Vasquez, Build Inc.
FROM: Julian Banales, Planning Department
RE: PPA Case No. 2011.1374U
800 Indiana Street

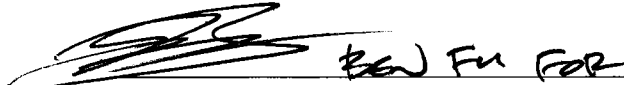
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Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Richard Sucre, at (415) 575-9108 or richard.sucre@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.


Julian Banales, Senior Planner



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Project Assessment

Date: February 1, 2012
Case No.: **2011.1374U**
Project Address: 800 Indiana Street
Block/Lot: 4105/009
Zoning: Urban Mixed Use (UMU) Zoning District
58-X Height and Bulk District
Project Sponsor: Lou Vasquez, Build Inc.
415-551-7613
Staff Contact: Richard Sucre – 415-575-9108
richard.sucre@sfgov.org

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DISCLAIMERS:

Please be advised that this determination does not constitute an application for development with the Planning Department. It also does not represent a complete review of the proposed project, a project approval of any kind, or in any way supersede any required Planning Department approvals listed below. The Planning Department may provide additional comments regarding the proposed project once the required applications listed below are submitted. While some approvals are granted by the Planning Department, some are at the discretion of other bodies, such as the Planning Commission or Historic Preservation Commission. Additionally, it is likely that the project will require approvals from other City agencies such as the Department of Building Inspection, Department of Public Works, Department of Public Health, and others. The information included herein is based on plans and information provided for this assessment and the Planning Code, General Plan, Planning Department policies, and local/state/federal regulations as of the date of this document, all of which are subject to change.

PROJECT DESCRIPTION:

Currently, the project site is occupied by a two-story, steel-frame industrial warehouse that is owned by the San Francisco Opera. Adjacent to the project site is the I-280 Freeway to the west, the 20th Street overpass/bridge to the north, the Espirit Development (approximately 142-unit multi-family development) at 900 Minnesota Street to the east, and a two-story, steel-frame warehouse to the south. The project site is located within the Central Waterfront Plan Area.

The proposal would demolish the existing two-story warehouse and construct a new five-story multi-family development with a below-ground parking garage. The new development would include 350 dwelling units (approximately 350,000 sf), 263 parking spaces (approximately 105,200 sf), 350 bicycle parking spaces, and 4,500 sf dedicated to amenities (gym, community room, leasing center and project offices). The new development would be subdivided into six large masses (buildings) that would be raised above street grade and separated by large courtyards. A freeway sound wall along the northern edge of the project site would join the six buildings. Each of the six buildings would feature independent circulation systems (elevators, stairs and street fronting residential lobbies) and would be oriented towards Indiana Street. Each dwelling unit in these six buildings would have a private balcony, while

common open space provided in either the common courtyards or common roof decks above the fifth level on the northernmost and southernmost street facing buildings. The parking garage would feature two entrance/exit points: one on Indiana Street and another on 20th Street.

ENVIRONMENTAL REVIEW:

The project initially requires the following environmental review. This review may be done in conjunction with the required approvals listed below, but must be completed before any project approval may be granted:

1. An **Environmental Evaluation Application** is required for the full scope of the project (demolition and expansion) and may include the following:
 - a. **Transportation Study:** A Transportation Study will be required for the proposed project. The construction of up to 350 new residential units would result in hundreds of new PM peak hour vehicle trips, therefore, the effects of additional trips on the local roadway network requires analysis. Additionally, project-related circulation changes need to be reviewed. Please refer to the requirements for Transportation Study applications on our website and submit the application with the other filings.
 - b. **Phase I Environmental Site Assessment (ESA):** The proposed project would include excavation to a maximum depth of 14 feet beneath a substantial portion of the project site. The project site is located in a historically industrial area, and the site was previously used for some type of steel manufacturing. Further, the EnviroStor database indicates that there are at least 14 Leaking Underground Fuel Tank (LUFT) sites within a quarter mile radius of the project site.

Given the project site history, location, and prior uses, it is possible that contaminated soils could be encountered during site excavation. Therefore a Phase I study will be required by the Planning Department. If the Phase I study identifies likely soil contamination, a Phase II Environmental Site Assessment (ESA) may be required, along with coordination with the Department of Public Health (DPH). Also, the demolition of the existing on-site building would be subject to Mitigation Measure L-1: Hazardous Building Materials, Eastern Neighborhoods Rezoning and Area Plans EIR, page 513, which requires the identification and removal of hazardous building materials prior to demolition of the building.

- c. **Archeological Study:** The project includes grading or foundation work to a depth of ten feet or more (up to 14 feet of excavation is anticipated), and the project site does not lie within Archeological Mitigation Zones A and B (see Mitigation Measure J-2: Properties With No Previous Studies, Eastern Neighborhoods Rezoning and Area Plans EIR, page S-47); therefore, an archeology study is required.

The proposed project would require a Preliminary Archeological Review (PAR) which would be conducted in-house by the Planning Department archeologist. During the PAR, it would first be determined what type of soils disturbance/modification would result from project development, such as, excavation, installation of foundations, soils improvement, site remediation, etc. Any

available geotechnical/soils or Phase II hazardous materials report prepared for the project site will be reviewed at this time. Secondly, it would need to be determined if the project site is in an area that is archeologically sensitive. The results of this review will be provided in a memorandum to the Environmental Planner assigned to the project. If and when it is found that the project has the potential to affect an archeological resource, the PAR memorandum will identify appropriate additional actions to be taken. Such actions may include application of an appropriate archeological mitigation measure and/or requiring additional archeological studies as part of the environmental evaluation.

- d. **Geotechnical Study:** The project site is relatively flat with a gentle downward slope to the east and to the south. The southern portion of the site is identified as being within a liquefaction hazard zone and the site is bisected by a Quaternary-active fault. The Project Sponsor should prepare a geotechnical investigation to identify the primary geotechnical concerns associated with the proposed project and the proposed project site. The geotechnical investigation should identify known hazards, and provide recommendations for mitigation including, but not limited to, soil preparation and foundation design. The geotechnical investigation should be submitted with the EE Application.
- e. **Historic Resource Evaluation Report (HRER):** The existing building on site was identified in the Central Waterfront Historic Resource Survey and assigned a rating of "5S3," which designates it as "appears to be individually eligible for local listing or designation through survey evaluation." As such, the onsite building would be considered a historic resource pursuant to California Environmental Quality Act (CEQA). To assist in the analysis of the proposed project, which includes demolition of the existing warehouse and new construction of approximately 350 units, the Planning Department requires a *Historic Resource Evaluation Report* to be prepared by a qualified professional who meets the Secretary of the Interior's Professional Qualification Standards in Historic Architecture or Architectural History. The qualified professional must be selected from one of three historic resource consultants assigned to this project by the Planning Department during the submittal of the Environmental Evaluation Application.

Instructions on completing this report are included in "San Francisco Preservation Bulletin No. 16: City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources." The preservation bulletin is available at www.sfplanning.org under: "Plans & Programs" "Historic Preservation" "Preservation Bulletins."

- f. **Air Quality Screening:** The proposed project at 350 dwelling units and 350,000 square feet exceeds the Bay Area Air Quality Management District's (BAAQMD) construction and operational screening levels for criteria air pollutants. Therefore an analysis of the project's criteria air pollutant emissions is likely to be required.

The proposed project could introduce sensitive receptors to the project site, which is in proximity to high volume roadways. Public health research consistently demonstrates that children and other sensitive receptors (occupants of daycare, schools, senior care facilities, hospitals, and dwelling units) within 100 to 200 meters of freeways or busy roadways have poor lung function

and more respiratory disease; both chronic and acute health effects may result from project-related exposure to roadway-related toxic air contaminants. The proposed project is within an area that experiences elevated levels of roadway-related pollutants and is subject to an Air Quality Assessment pursuant to Article 38 of the San Francisco Health Code.

If the project would generate sources of toxic air contaminants including, but not limited to: diesel generators or boilers, or includes any other stationary sources, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors.

In addition, a small portion of the site is underlain by serpentine rock, a naturally-occurring form of asbestos disturbance, to which could result in potentially significant impacts to air quality. Therefore, the Project Sponsor will be responsible for compliance with the Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations as enforced by the California Air Resources Board (CARB). In general, these measures would include submittal of an Asbestos Dust Mitigation Plan to the air district (BAAQMD) for approval prior to commencing ground disturbance activities on site.

- g. **Noise Measurements and Acoustical Analysis:** The eastern side of the proposed project site fronts Indiana Street, while the western side abuts the elevated Interstate 280 (I-280). The Indiana Street frontage is subject to 55 to 65 dBA (Ldn) traffic noise levels and the I-280 frontage is subject to noise levels which exceed 65 dBA (Ldn), including the southern portion of the site which is exposed to noise levels which exceed 75 dBA (Ldn) (see Eastern Neighborhoods Rezoning and Area Plans EIR, Figure 18). The proposed project includes the siting of new noise-sensitive uses, onsite, given that the project includes new residential development.

As a result, the Planning Department will require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first approval action on the project. The analysis must be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first approval action, in order to demonstrate that acceptable interior noise levels, consistent with those in the Title 24 standards can be attained (see Mitigation Measure F-4: Siting of Noise-Sensitive Use, Eastern Neighborhoods Rezoning and Area Plans EIR, page S-42).

Here, the proposed project includes a "building based sound wall" to mitigate the noise and visual effects of its proximity to the elevated freeway. Should the required noise measurements corroborate the Eastern Neighborhoods Rezoning and Area Plans EIR noise levels listed above, the effectiveness of the sound wall design should be analyzed quantitatively in the acoustical analysis to verify that Title 24 standards may be met for the project.

The proposed project would also be subject to Mitigation Measure F-1: Construction Noise, and Mitigation Measure F-2: Construction Noise, see Eastern Neighborhoods Rezoning and Area Plans EIR, page S-40 and S-41.

- h. **Aesthetics:** The proposed project would demolish the existing long, metal-sided warehouse, and replace it with a five-story wood frame residential building over a semi-subterranean parking garage. At a proposed 58-foot height, the residential building would be substantially taller than the existing warehouse. The Planning Department recommends that at least two visual simulations be provided for inclusion in the environmental document. The viewpoint locations should be determined in advance, in consultation with the environmental coordinator.
- i. **Wind:** Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. Typically, buildings that are less than 80 feet tall do not result in substantial changes to ground-level wind. The proposed project would be up to 58 feet in height, therefore no additional analysis of wind impacts will be required.
- j. **Shadow:** Section 295 restricts new shadow on public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet, unless the Planning Commission finds the impact to be less than significant. To determine whether the project would conform with Section 295, a shadow fan analysis is typically prepared by the Planning Department.

The project site is located near two public spaces; Esprit Park and Woods Yard Park. Woods Yard Park is located at 22nd and Indiana, and is under Muni jurisdiction. Esprit Park occupies the block between Minnesota and Indiana and 19th and 20th Streets, and is under the Recreation and Park Department jurisdiction. Given the height of proposed building and the proximity of Esprit Park, it is possible that the shadow fan analysis could indicate that new shadow may be cast on the park. If so, an additional shadow fan analysis would be required. The additional analysis would determine how much (if any) of the new shadow would fall within the shadow cast by existing buildings and the elevated 20th Street pedestrian walkway.

Please note that this project is within the Eastern Neighborhoods and is eligible for a Community Plan Exemption (CPE). However, to the extent that new impacts and/or mitigation measures are identified which were not included in the Eastern Neighborhoods Area Rezoning and Area Plans EIR, and are peculiar to the project, the CPE would require an attached focused Initial Study/Negative Declaration, or an Environmental Impact Report (EIR) depending on whether or not the peculiar impacts can be fully mitigated.

Environmental Evaluation applications are available in the Planning Department lobby at 1650 Mission Street Suite 400, at the Planning Information Center at 1660 Mission Street, and online at www.sfplanning.org.

PLANNING DEPARTMENT APPROVALS:

The project requires the following Planning Department approvals. 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.

1. **Large Project Authorization** from the Planning Commission is required per Planning Code Section 329 for new construction over 25,000 gsf.
2. **Shadow Analysis:** Based upon the preliminary analysis and submitted materials, the project may have potential shadow impacts on nearby property owned by the San Francisco Recreation and Park Department. During the environmental review, additional shadow analysis will need to occur. Based upon the outcome of this analysis, the project may require approval by the Recreation and Park Commission.
3. A **Building Permit Application** is required for the demolition of the existing warehouse.
4. A **Building Permit Application** is required for the new construction of a five-story multi-family residential development.

All applications are available in the lobby of Planning Department at 1650 Mission Street Suite 400; at the Planning Information Center at 1660 Mission Street; and online at www.sfplanning.org. Building Permit applications are available at the Department of Building Inspection at 1660 Mission Street.

NEIGHBORHOOD NOTIFICATIONS AND PUBLIC OUTREACH:

Project Sponsors are encouraged to conduct public outreach with the surrounding community and neighborhood groups early in the development process. Additionally, many approvals require a public hearing with an associated neighborhood notification. Differing levels of neighborhood notification are mandatory for some or all of the reviews and approvals listed above.

This project is required to conduct a pre-application meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The pre-application packet, which includes instructions and template forms, is available at www.sfplanning.org. All registered neighborhood group mailing lists may also be found at the Planning Department's website.

PRELIMINARY PROJECT COMMENTS:

The following comments address specific Planning Code and other general issues that may significantly impact the proposed project:

1. **Eastern Neighborhoods: Central Waterfront Area Plan:** The proposed project is located within the boundaries of the Central Waterfront Area Plan of the Eastern Neighborhoods, and will be reviewed against the objectives and policies contained therein (See Citywide Policy & Analysis).
2. **San Francisco Green Landscaping Ordinance:** The proposed project is subject to the San Francisco Green Landscaping Ordinance, which assists in articulating Planning Code Sections 138.1. Please ensure that the proposed project is in compliance with this code section. In particular, Planning Code Section 138.1(c) outlines requirements for required streetscape and pedestrian improvements. As stated in Planning Code Section 138.1(c)(2), a streetscape plan and sidewalk improvements are required as part of a large project.
3. **Parking:** Planning Code Section 151.1 outlines requirements for permitted off-street parking. As a project located within the Eastern Neighborhoods Area Plan, there are no minimum parking requirements; rather, the project is subject to a maximum allowance of parking spaces, which is defined as 0.75 parking spaces per unit (See Planning Code Section 151.1, Table 151.1). For dwelling units with at least two bedrooms and at least 1,000 square feet of occupied floor area, parking is permitted up to one space for each dwelling, as determined by the Planning Commission through Conditional Use Authorization or the Large Project Authorization (see below).

The proposed project would construct 350 new residential units; therefore, 263 off-street parking spaces would be permitted as of right for the residential units. Currently, the proposed project meets the current parking code requirements.

4. **Bicycle Parking:** Planning Code Section 155.5 outlines requirements for bicycle parking for residential developments of four dwelling units or more. For projects over 50 units, Planning Code Section 155.5 requires 25 spaces for the first 50 units and one space for every four units beyond 50. The proposed project would provide 350 bicycle spaces, which exceeds the current requirement of 100 bicycle parking spaces that is based upon the current number of units.
5. **Car Sharing:** Planning Code Section 166 outlines a car-sharing parking space requirement for newly constructed residential buildings. Based upon the number of proposed dwelling units, the project would be required to provide three car-sharing parking spaces. Please review this code section for additional provisions applicable towards this requirement.
6. **Unbundled Parking:** Planning Code Section 167 outlines a requirement for unbundled parking spaces for newly constructed residential buildings of ten dwelling units or more. All off-street parking spaces accessory to residential uses shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. The Planning Commission may grant an exception from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.
7. **Dwelling Unit Mix:** Planning Code Section 207.6 outlines the requirements for minimum dwelling unit mix for new residential properties within an Eastern Neighborhoods Zoning District. The project

must provide either: no less than 40 percent of the total number of proposed dwelling units as at least two bedroom units; or no less than 30 percent of the total number of proposed dwelling units as at least three bedroom units. Currently, the application states the intent to comply with this code section; however, a specific unit count is not provided. Please specify the exact dwelling unit mix for the proposed project.

8. **Mid-Block Alley:** Planning Code Section 270.2 outlines requirements for new construction on parcels that have one or more street frontages of over 200 linear feet on a block face longer than 400 feet between intersections. For new construction on lots with greater than 300 linear feet of street frontage, a publicly accessible mid-block alley for the entire depth of the property will be required. This alley should generally be located toward the middle of the subject block face and be perpendicular to the subject frontage. Additional provisions for this requirement are specified within the aforementioned code section.
9. **Shadow:** Planning Code Section 147 states that a shadow analysis is required any project over 50 feet in height in the Eastern Neighborhoods Plan Area. Similarly, Planning Code Section 295 requires a shadow analysis be conducted for any project greater than 40 feet in height. The preliminary analysis for the proposed project indicates that it would cast shadow on the Espirit Park. Please submit a "Shadow Analysis Application" to analyze the shadow impacts. Note: A shadow analysis will be conducted simultaneously with the shadow analysis undertaken as part of the environmental review.
10. **Inclusionary Affordable Housing:** Planning Code Section 419.3 outlines the requirement for inclusionary affordable housing as part of any housing project constructing five or more dwelling units within the UMU Zoning District. The project site is designated as a Tier A for the purposes of evaluating inclusionary affordable housing. All project sites designated as Tier A within the UMU Zoning District shall dedicate 18 percent of the total units as affordable. As stated in Planning Code Section 419.3(b)(1)(A), an alternative to the on-site affordable housing option is construct off-site affordable housing units at 23 percent of the total number of units. An applicant may also elect to pay a fee to satisfy this requirement.

Based upon the submitted information it is unclear which program the project sponsor will elect to address this requirement. Please clarify the how the proposed project would meet this requirement.

11. **Eastern Neighborhoods (EN) Impact Fees:** Planning Code Section 423 outlines the requirements for development impact fees for projects located within the Eastern Neighborhoods Area Plan. The proposed project is subject to Tier 1 EN Impact Fees. The proposed project includes new construction of residential units. Based upon the proposed square footages, the EN Impact Fees would be calculated at \$8.00 per gross square foot for new residential space, and \$5.30 per gross square foot for converted PDR to residential space. These fee amounts are subject to annual review by the City Controller, and may be subject to change.
12. **First Source Hiring:** Projects involving the new construction of 10 dwelling units or more than 25,000 sf of residential development are subject to the First Source Hiring Program.

Please contact the First Source Hiring Program Manager with the San Francisco Human Services Agency's Workforce Development Division and complete the *First Source Hiring Program Form*, which is available on the Planning Department's website under "Permits & Zoning" "Permit Forms."

13. **SFPUC Urban Watershed Management Program (UWMP):** Projects disturbing 5,000 sf or more of ground surface are subject to the Stormwater Management Ordinance and must meet the performance measures set within the *Stormwater Design Guidelines and Appendixes*. For more information, please refer to: <http://www.sfwater.org/sdg>

Please cite how the proposed project will meet this requirement.

14. **Interdepartmental Project Review:** Interdepartmental Project Reviews are **mandatory** for new construction projects that propose eight stories or more, or for projects within a designated Seismic Hazard Zone, as identified by State of California, Department of Conservation, Division of Mines and Geology. It is recommended that an interdepartmental project review request be completed prior to the approval of the first construction building permit. The Planning Department will act as the lead agency in collaboration with the Department of Building Inspection (DBI), Department of Public Works (DPW), and San Francisco Fire Department (SFFD). Please schedule an interdepartmental project review meeting.
15. **Potential Roadway Hazard Zone:** All new construction on the project site must comply with Ordinance 281-08, which amended the San Francisco Health Code by adding Article 38. Please contact the Department of Public Health (DPH) for consultation regarding this requirement.
16. **Large Project Authorization:** Planning Code Section 329 outlines the requirements for a Large Project Authorization in Eastern Neighborhoods Mixed Use Zoning Districts. A Large Project Authorization is required of new construction of more than 25,000 gross square feet. All large projects within the UMU Zoning District are subject to review by the Planning Commission in an effort to achieve the objectives and policies of the General Plan, the applicable Design Guidelines and the Planning Code.

As determined by the Planning Commission, the Large Project Authorization would allow the following core exceptions:

- **Rear Yard:** Planning Code Section 134 outlines the requirements for a rear yard within the UMU Zoning District. The minimum rear yard depth shall be equal to 25 percent of the total depth of the lot and in no case less than 15 ft. The rear yard shall be provided at the lowest story containing a residential dwelling unit. Currently, the proposed project does not meet this requirement, but may seek an adjustment of the rear yard requirement under the Large Project Authorization. Generally, a comparable amount of open area in lieu of a rear yard is encouraged.
- **Open Space:** Planning Code Section 135 outlines the requirements for usable open space per residential unit. Generally, at least 80 sf of private open space or 135 sf of common open space is required for each residential unit. Please specify which residential units will feature private open

space versus common open space, and also provide square footage calculations for the amount of open space. This is variable under the Large Project Authorization process.

- **Exposure:** Planning Code Section 140 outlines requirements for all dwelling units to face an open area. All dwelling units shall feature a window that directly faces an open area that is a minimum of 25 ft in width. Currently, the proposed project features several open areas. Please provide the dimensions and measurements of these open areas/courtyards. To the extent possible, all dwelling units should be afforded code-complying exposure.
- **Street Frontage:** Planning Code Section 145.1 outlines requirements for street frontages to ensure that they are pedestrian-oriented, fine-grained, and are appropriate and compatible with the buildings. As the design of the proposed project is developed, please ensure that the ground floor street frontage meets these requirements as related to use, height, transparency, fenestration, gates, railings and grillwork.

To the extent possible, the project should be designed to minimize deviations from code requirements.

PRELIMINARY DESIGN COMMENTS:

The Planning Department's Urban Design Advisory Team (UDAT) appreciates the overall site design strategy, massing and articulation of the building. The following comments address preliminary design issues that may significantly impact the proposed project:

- **Site Design and Open Space:** Since the open courtyards are quasi-public realm, the courtyards might also employ stoops and entries similar to those proposed at the street to further activate these spaces.
- **Massing:** The sculptural articulation at the freeway edge is alluring, and could be an attractive addition to the freeway landscape. The Indiana Street wall may be strongly defined by the uniformity among the building modules; however, this wall might also become too relentlessly identical. Please consider an appropriate variation between these buildings balanced with the creation of a strong and consistent street experience. The massing might be sculpted at strategic locations to achieve variation at the street level.
- **Ground Level Street Frontage:** The project appears to satisfy the intent of active ground floor use by providing common facilities on the ground level in the central court in conjunction with the system of individual entries, lobbies, and open stairs to the raised open courtyards. The Planning Department would like a more open transition from the sidewalk to the raised courtyards. This could be achieved in several ways.
- **Parking, Loading, and Service:** The garage accesses are appropriately located, and although not dimensioned, should be no wider than 12 ft.

- **Public Realm:** The building will be subject to the “Better Streets” streetscape improvements per Planning Code Section 138.1. A streetscape plan will be required to illustrate proposed public realm improvements.
- **Architectural Character:** See Massing Comments about uniformity balanced with variety among buildings. As noted in the project narrative, please consider varying materials and detailing from building to building, and provide a materials palette for review by the Planning Department.

CITYWIDE POLICY & ANALYSIS COMMENTS:

1. **Land Use:** The *Central Waterfront Area Plan* of the *Eastern Neighborhoods Area Plans* discusses the current transitioning of some portions of the central waterfront area from PDR (Production, Distribution and Repair) to a wider mix of land uses. Encouraging this transition while protecting PDR uses and the historic Dogpatch neighborhood character is one of the main objectives of the *Central Waterfront Area Plan* (Objective 1.1). The project site is located within the Urban Mixed Use (UMU) Zoning District. Currently, the proposed residential use, while not including PDR or commercial uses on the ground floor (Policy 1.2.3, Implementation 1.2.3.1), is consistent with the effort of maximizing development potential while keeping the neighborhood character (Objective 1.2 and Policy 1.2.4).
2. **Housing:** In the Eastern Neighborhoods, the Central Waterfront Area has the smallest number of residents. Creating a higher housing supply in this area of the city is critical to meet the current demand for housing that is affordable and diversified. The transformation of the parcel from 100,000 sf of sub-optimal industrial use to 459,700 sf of mixed residential meets the general goal to increase the housing stock in the Central Waterfront Area. The *Central Waterfront Area Plan* follows six key objectives to guide the review of housing production:
 - Rezoning as a way to construct new housing opportunities for a wide range of residents;
 - Retain and improve existing housing;
 - Ensure affordability and right mix of units;
 - Ensure efficient construction process to lower housing costs;
 - Provide a design that is comfortable and that promotes well-being of its residents;
 - Continue to leverage funds to ensure affordability.

Under these six key principles, new development on formerly industrial land now zoned as UMU, is specifically required to meet a new set of “mixed-income housing requirement”. (Policy 2.1.1, Implementation 2.1.1.1). The project sponsor should review Objectives 2.2- 2.5 in the *Central Waterfront Area Plan* (p. 27-39).

The proposed project includes a mix of one, two and three bedroom units for a total of 350 proposed units. As specified, the project would include a mix of 40 percent of two- and three-bedroom units. This proposed unit mix meets the requirements of Policy 2.3.2 (Implementation

2.3.3.1) in the *Central Waterfront Area Plan*. The series of courtyards, central plaza, and first-floor community amenities (approximately 4,500 sf) meets Policy 2.3.4.

3. **Height and Bulk:** The proposed project specifies a height of 58 ft and is designed within the 58 ft height limit of the 58-X Height and Bulk District. Currently, the existing Opera House warehouse is 50 ft high. The proposed project presents a slight height increase of 8 ft from the existing building and strengthens the character of the existing housing development by reinforcing the urban fabric along the two blocks of Indiana between 20th and 22nd Streets. The proposed project is compliant with the main objectives of the Central Waterfront Plan (See Objective 3.1, Policy 3.1.1). However, the next design phase should significantly refine the massing and articulation of the façade along the Indiana Street frontage, in order to maintain adequate light and air to sidewalks. The upper stories should be setback from the building line (See Policy 3.1.8).
4. **Parking:** The proposed parking ratio of 0.75 car per unit meets the UMU requirements for the Central Waterfront Area. The proposed bike parking ratio of 1 bike per unit strengthens the City's mission to create "complete streets." The project minimizes the potential impact of curb-cuts and parking garage openings on the quality of the streetscape experience by providing both garage entrances on the side streets (20th and 22nd Streets), thus providing for a rhythmic and engaging street front along Indiana Street, which is the main pedestrian access to the housing complex.
5. **Impact Fees:** The proposed project would be subject to existing impact fees such as fees for transit, affordable housing, childcare and water capacity. The *Central Waterfront Area Plan* proposes additional fees for development in the plan area. The proposed project would be subject to any fees proposed by the Eastern Neighborhoods Nexus Study (Policy 2.3.6 and implementation 2.3.6.1)

PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Conditional Use Authorization, or Building Permit Application, as listed above, must be submitted no later than **August 3, 2013**. Otherwise, this determination is considered expired and a new Preliminary Project Assessment is required. Such applications and plans must be generally consistent with those found in this Preliminary Project Assessment.

Enclosure: Neighborhood Group Mailing List

cc: Lou Vasquez, Build, Inc., Project Sponsor
Rich Sucre, Current Planning
Rachel Schuett, Environmental Planning
Ilaria Salvadori, Citywide Policy & Analysis
David Winslow, Staff Architect