

Appendix A

Comment Letters





Cole Valley Improvement Association, Box 170611, San Francisco, CA 94117 CVIASF@aol.com

RECEIVED
MAYOR'S OFFICE OF HOUSING
AND COMMUNITY DEVELOPMENT
18 JAN 23 PM 1:33

January 20, 2018

Eugene T. Flannery
Environmental Compliance Manager
Mayor's Office of Housing and Community Development
1 South Van Ness Ave., 5th Floor
San Francisco, CA 94103

Dear Mr. Flannery,

On behalf of the Cole Valley Improvement Association (CVIA) and its over 500 members, we would like to share our thoughts regarding the development of 730 Stanyan Street. We welcome the addition of 100% permanent affordable family housing to our neighborhood and believe it should include *all four* income levels established in the state's Regional Housing Need Determination.

1-1

Impact: Irrespective of height extensions provided by the Affordable Housing Density Bonus Program, neighborhood character must be taken into consideration. This is a 32,400 sq. ft. lot fronting Golden Gate Park. It cannot be a looming monolith. We question the Environmental Assessment of "no impact," feeling that, on the contrary, several hundred new people will have a significant effect on all aspects of the neighborhood's daily life. For that reason, and in the interest of preserving neighborhood character, we ask that height limit should conform to the Haight Ashbury Neighborhood Commercial Zoning standard of 40 feet, or three stories above ground.

1-2

Ground Floor: We feel that the ground floor should be reserved for commercial use. Following the philosophy of Jane Jacobs, small, neighborhood-serving businesses would best integrate the building occupants into the community and vice versa. Unlike non-profit services centers, private businesses would have an investment in exterior appeal and maintenance. For starters we need an affordable family restaurant, shoe repair store, bakery, flower shop.

1-3

Parking: Although it would be nice if everyone in the building used public transit 100% of the time, we all know this is impossible. In fact, it is the low-income worker who most needs a car. Even more important are the needs of disabled and elderly residents. Some on-site parking is vital.

1-4

Interim Period: Any interim use should be respectful of the neighborhood residents and the young children who live here. All interim activities held on the site should enhance the area and help to reduce the crime and drug use historically associated with this location. It is critical that the neighborhood and the Park Station Police are involved in the selection of any interim use.

1-5

Conclusion: The development of the 730 Stanyan site is a 'once in a generation' opportunity to enhance or *erode* the neighborhood. Situated at the entry to San Francisco's signature Park, it is important that there be appropriate forethought to the long-term implications of the development. A unique opportunity exists to provide a superb location for families struggling to remain in our city.

With appreciation for your consideration,
Board of Directors, Cole Valley Improvement Association

Amy Blakeley
Karen Crommie
Cathy Haller (President)

Charles Canepa
Joan Downey
Marianne Hesse

Shannon Cooper
Lena Emmerly
Chris Hock

David Crommie
Carole Glosenger
Edward Walls

Copies: Kate Hartley (MOHCD), Vallie Brown (OEWD), David Lindsay (SFPD), Acting Mayor London Breed

Representing The Greater Haight Ashbury Community

Flannery, Eugene (MYR)

From: Catherine Cook <catherinealicecook@gmail.com>
Sent: Wednesday, January 10, 2018 3:56 PM
To: Flannery, Eugene (MYR)
Subject: Re: Proposed Project at 730 Stanyan Street

Hello Eugene,

My comment is that I want the city builds as big as possible on this site. 100% affordable or not. Build Build Build!

2-1

Respectfully,
 Catherine

On Wed, Jan 10, 2018 at 3:28 PM, Flannery, Eugene (MYR) <eugene.flannery@sfgov.org> wrote:

Attached please find the Environmental Assessment for the proposed development at 730 Stanyan Street, the Finding of No Significant Impact and Notice of Intent to Request Release of Funds and a letter explaining HUD environmental review process next steps. Thank you.

Eugene Flannery

Environmental Compliance Manager

Mayor's Office of Housing and Community Development

[415-701-5598](tel:415-701-5598)

--

Catherine

Flannery, Eugene (MYR)

From: Lisa Crosina <lcrosina@gmail.com>
Sent: Sunday, January 21, 2018 9:55 PM
To: Flannery, Eugene (MYR)
Subject: 730 Stanyan (McDonald's project) - NO PARKING SPACES???

Hello Eugene,

It just came to my attention the proposed 730 Stanyan Project will not include residential parking. You must be fully aware that finding a parking space in our neighborhood is already very difficult. You also must know there are zero affordable monthly parking options for residents.

This project will have a significant negative impact on our neighbors and those who visit the neighborhood. This area just lost a large number parking spaces due to the FordGoBike platforms, and now this. Please reconsider a plan that includes additional parking.

Thank you,

Lisa Crosina
284 Shrader Street

3-1

Flannery, Eugene (MYR)

From: vivian dwyer <viv@dwyer-design.com>
Sent: Friday, February 09, 2018 3:29 PM
To: Flannery, Eugene (MYR)
Subject: 730 Stanyan comments regarding EA

Mr. Flannery,

This is in regards to the property located at 730 Stanyan Street. I have a few questions.

- With the 2 alternatives for the residential building it is stated that Alternative 1 could be 50' five stories and Alternative 2 65' seven stories. The math does not make sense for these two proposals. Alt 1- 4 stories 9' leaves a 14' height space for commercial Alt 2 – 6 stories at 9' leaves 11' height space for commercial. Shouldn't both commercial spaces be the same height?
- It seems if this building is to be integrated into the neighborhood that the first thing to consider would be to maintain the language of the typology that currently exists. The retail spaces along Haight Street are tall, typically 15' which allows for clearstories above doorways etc to let more light into these spaces. See my attached photo that clearly designates a datum line for the commercial height. With that said the Alt 1 proposal should be 66' with 5 stories and the Alt 2 proposal should be 69' with seven stories.
- I would also like to comment that this neighborhood is very different than Hayes Valley and SOMA and several other areas where affordable housing has typically been developed in San Francisco. It is different in that it is a string community of residents that have been here a long time and the architecture has generally remained unchanged, except for a few eye sores that were developed along Haight Street. I hope the funding for this project will be higher than most to allow for a very well designed and beautiful progressive building as it is at an iconic corner at the entry to Golden Gate Park, one of the most beautiful parks in the USA and one of San Francisco's best assets. This building should be an example that makes the residents of San Francisco proud. The developments along Haight street are an embarrassment to the greatly talented design community her in SF. Positive references have been made to the 'park view commons' project by David Baker. This would not be an appropriate architecture for this edge of the Park. The planning departments push to make these large buildings have all these vertical components to break down the scale is not appropriate here. I am attaching an image of a intriguing proposal for affordable housing by Please encourage a truly thoughtful piece of architecture to be placed here. Do not let the number alone drive this project. If necessary the community could possibly raise extra funds to ensure that this will not become another eye sore for the community. Do not hold back the possibilities or the imagination of highly talented architects, besides the ones the city typically awards these projects to. I am attaching an image of an affordable housing project by Robert A.M. Stern that is closer to the language that would be appropriate for this site.
- Another concern not being taken into consideration by the EA that will greatly affect traffic is the current **Haight Street Transit Improvement and Public Realm project**. I am concerned about the proposal to do the bulb outs as this is a major transit corridor with several major bus lines traversing down Haight Street. It is essential that these busses can pull over out of the line of traffic to allow cars and other busses to continue on their way. I am not sure how often you ride the buses in the Haight but there are many wheelchair riders, meaning that when these busses pull over it is common to have to take longer than usual to allow for the equipment to operate so that the wheelchair can be loaded or

4-1

4-2

unloaded. If busses can not pull out of the way due to the bulb out to let passengers on and off there will be no option for traffic to pass through. Stanyan and Masonic are major traffic corridors as they allow traffic to move north and south. There are no other streets that allow for this to happen due to the panhandle. Traffic is already bad enough on these two corridors and if the traffic cannot flow on the east west streets between Stanyan and Masonic you will end up with a back up on these critical north south streets.

4-2
cont.

- I have is I noticed on the proposal for the Haight Street Transit Improvement and Public Realm project map- see my circle in red, at the bus stop in front of the current McDonalds is proposed to block the current driveway access to the lot. I realize the site will be redeveloped but I think it is imperative to keep this driveway cut out as a means of potential access to the new building to allow a loading zone for Uber, Lyft, bicycles, and car share etc to be able to drive through to the other cut out at Waller Street. It will be essential to keep a reasonable distance from the east property line bordering the existing lower height buildings, especially with the new building on this site being allowed to be built under the new high density laws. We would not want to have the loading zone on the over burdened Stanyan street.

The new building must carefully consider providing a few parking spaces for share cars and guest spots for loading and unloading as well as pick up and drop off and a way to coordinate storing and collection of the huge amount of recycling that will be produced with so many units.

4-3

Please carefully consider the impact that the new building will have with transit and the new number of pedestrians. The project at 1950 Page street is also asking for a variance to allow for more sq ft than what is allowed as well as the potential for the lot at Whole Foods to be developed with high density.

4-4

Transit is essential in this neighborhood and must be well coordinated with the private sector of automobiles that are used in SF.

- The smaller units being developed must provide amenities such as flexible spaces that could be used as a yoga studio, common area with computers and coffee or a professional kitchen where tenants could use for personal use or to begin a business making things that are cooked.

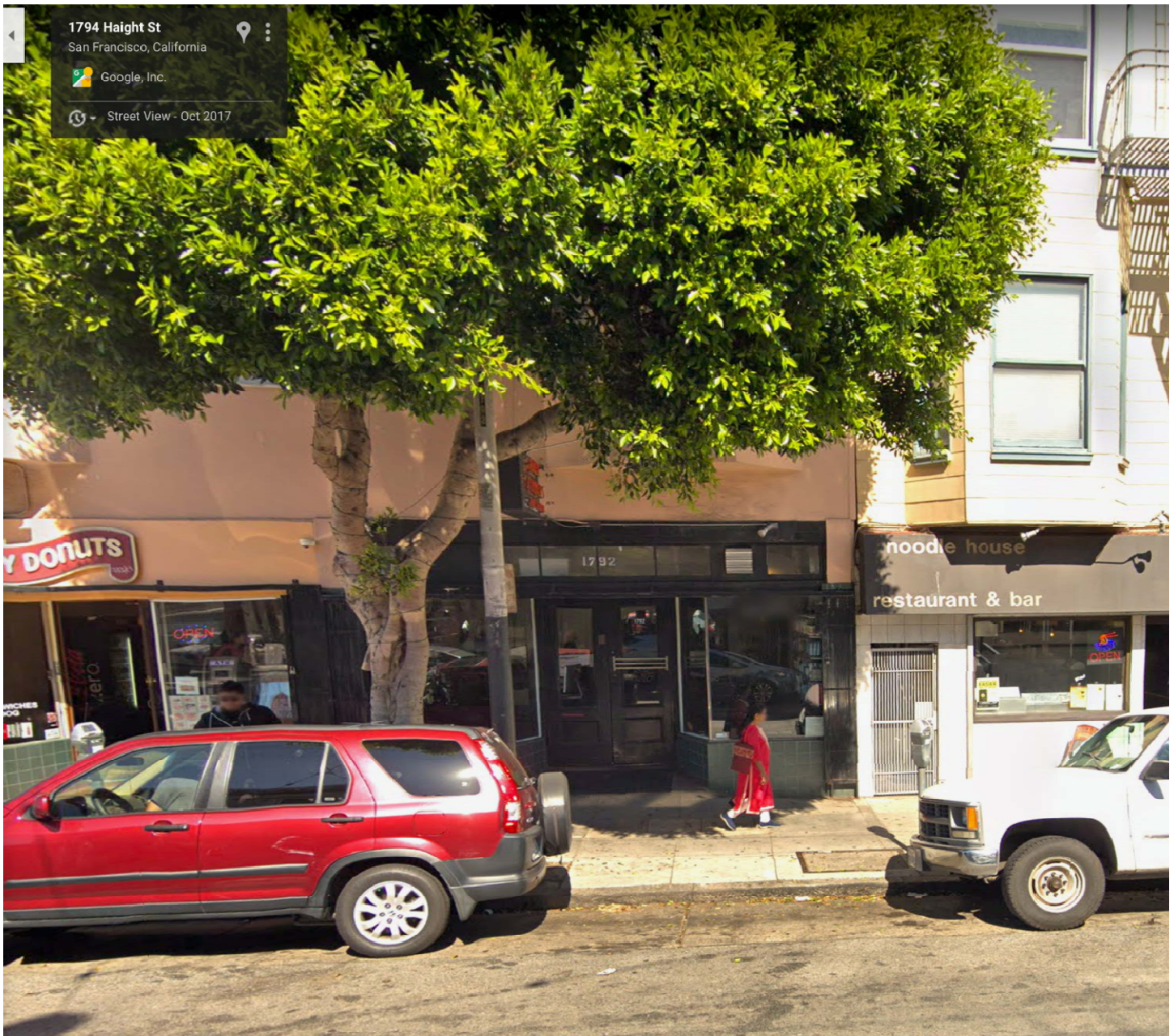
4-5

I look forward to being involved and seeing the development of this project.

Thank you,

Vivian

Datum line for commercial spaces



Robert A.M. Stern affordable housing in Brownsville Brooklyn- the scale feels good. it would just need commercial space.



here is a link to details about this project

<https://www.6sqft.com/robert-am-sterns-affordable-housing-development-approved-by-city-planning-commission/>

DWYER DESIGN

1965 page street #201

san francisco ca 94117

415.730.5856

dwyer-design.com

Flannery, Eugene (MYR)

From: Serena Gupta <serengupt@gmail.com>
Sent: Monday, January 15, 2018 11:13 PM
To: Flannery, Eugene (MYR)
Subject: 730 Stanyan project

Hey there!

I'm super excited about the new proposed housing project and that more progress has been made on the 730 Stanyan project. I strongly think that the 7-story building option would be the best and am thrilled to have new awesome folk in my community :)

5-1

Thank you,
Serena of 251 Central Ave!

Flannery, Eugene (MYR)

From: Alyssa Jennings <alyssanjennings@gmail.com>
Sent: Sunday, February 11, 2018 6:01 PM
To: Flannery, Eugene (MYR)
Subject: Re: Proposed Development at 730 Stanyan

Good Afternoon, Eugene.

I hope this email finds you well. I had written in a few months ago when the initial McDonald's site planning surfaced. I am so pleased that the community is coming together to voice their opinions and concerns for this project.

I am a local Cole Valley resident who lives on Frederick St., right down the road from the McDonald's site. I truly love Cole Valley for it's safety, charm, community and family friendly features. My boyfriend and I don't currently have any children, but we purchased our home in hopes of starting a family within the next few years. I also work with my students' up the hill at Grattan Elementary, so the safety of the neighborhood is a huge priority for me.

I am so pleased to hear that the city has purchased this space. It truly is an unsafe space for our community. As a young women, I often have to take alternative routes when walking by McDonald's in the morning or evening. I believe that developing this space into housing and commercial/retain will help clean up the area and make the entrance to the park more inviting.

As a former teacher and educator, I understand the need for affordable housing in this city. I am a firm believer that all individuals who work in this city should be able to afford to live in the city as well. Especially those who work for non-profits and the government, such as teachers, postal servicemen, police officers, firefighters and so on. I believe that families should have access to safe and affordable housing for their children.

My two main concerns have to do with the size of the building and the lack of parking. As a local resident who has a car, I am wondering where all of these new tenants are going to be parking? Parking is already tight on the nearby streets, especially with parking restrictions. I would like to think that a 124-186 foot unit building would come with a place for these tenants to park. I believe this will be a huge burden for the streets and community. If parking becomes even more difficult than is, I can imagine it having the potential of hurting the local businesses.

The size of the building is alarming as well. I would hope that the city would like to preserve the historical charm that comes with Cole Valley and Haight Ashbury. Part of this charm includes the beautiful victorians that line the streets and the gorgeous and open entry to Golden Gate Park. I believe the building should fit the aesthetics of the neighborhood and help add to the charm, not take away from it. I believe that a 65-foot seven-story building is far too large for the space. I truthfully even believe that 5 stories is too high for the space as well.

I am pleased to hear that the space below the residential floors will be used as retail/commercial space. Both Haight and Cole street are homes to such beautiful and family friend local shops. I think this will help create an inviting feel to the entrance of the park as well as Haight Street and will help keep the are bustling and safe. I do think the area should be zoned for food, as it seems as though many buildings in the area are not.

I thank you for your time, as I'm sure many members of the community have written in voicing their concerns. I hope that the city listens to the community that will be directly affected by this project and that we can work together to create a safe, family friendly, and beautiful space that meets the needs of the community and visitors.

6-4
cont.

Best,
Alyssa

On Wed, Jan 10, 2018 at 3:32 PM, Flannery, Eugene (MYR) <eugene.flannery@sfgov.org> wrote:

Attached please find the Environmental Assessment for the proposed development at 730 Stanyan Street, the Finding of No Significant Impact and Notice of Intent to Request Release of Funds and a letter explaining HUD environmental review process next steps. Thank you.

Eugene Flannery

Environmental Compliance Manager

Mayor's Office of Housing and Community Development

[415-701-5598](tel:415-701-5598)

Flannery, Eugene (MYR)

From: Phillip Kobernick <phillipkobernick@gmail.com>
Sent: Thursday, January 11, 2018 5:25 PM
To: Flannery, Eugene (MYR)
Subject: Support for 730 Stanyan Environmental Finding

Hi Eugene,

I wanted to express my support of the City's progress on the 730 Stanyan project and the "no finding" result in the environmental process. I think the City should be moving forward with the alternative 2 (7 story) option for this project to add the housing that our community sorely needs. 7-1

On a related note, I've recently started a new neighborhood group, Haight-Ashbury Neighbors for Density. I'd be very interested in having you (or whoever is the point of contact for this project) come to speak at a group meeting so that we can learn more about it.

thanks!

--

Phillip Kobernick
w: 510.272.6505
c: 281.685.6926

Flannery, Eugene (MYR)

From: Emily Kunka <emilykunka@gmail.com>
Sent: Friday, January 12, 2018 1:44 PM
To: Flannery, Eugene (MYR)
Subject: Haight-Ashbury McDonald's Site

Hi,

I am emailing to express my support of the city's finding of no impact for the McDonald's site at Stanyan and Haight and would like you to move forward with Alternative 2 - the 7 story building option. Thanks for listening!

- Emily Kunka
700 Ashbury Street
94117



Virus-free. www.avast.com

Flannery, Eugene (MYR)

From: Steven Madrid <steven.j.madrid@gmail.com>
Sent: Sunday, February 11, 2018 11:41 PM
To: Flannery, Eugene (MYR)
Cc: BreedStaff, (BOS)
Subject: 730 Stanyan Street Development

To: Mayor's Office of Housing and Community Development

cc: London Breed

As a resident who lives several blocks away near Stanyan, I have several comments on the environmental impact report.

Parking

I find it unfathomable that the city would believe that adding 124-186 housing units to this location would have no impact on parking. It is well known in this area that parking is EXTREMELY limited due to (1) being flanked by parks to the west and the north (since cars rarely, if ever, park on the opposite side of a park from where their home is), (2) being a tourist destination, (3) being a location where SF citizens park their cars before visiting the Panhandle or Golden Gate Park, and (4) being far enough west that citizens feel the need to have a car to get around the city due to a lackluster public transportation system (average Muni speed of 8.1 mph).

To say that this is a "public transit rich" area is a gross over exaggeration, especially when you consider the city's public transit system is largely meant to get you downtown, but not anywhere else in the city. By this logic, hardly anyone would own cars near this area because it is so "public transit rich," but that is clearly not the case. Further, the nearby N-Judah line is already the most crowded Muni line in the system, and those living at this location that intend to use the N-Judah to commute downtown will only exacerbate the problem.

Even by the most conservative estimates, if there were only 124 units and only half of them had a car, that's still adding 62 cars without any new parking. You already have a residential neighborhood with many seniors and families who depend on the ability to park (relatively) close to their homes. Where will everyone park? When a similar development was proposed across the street at the Whole Foods location, they were well aware of this problem and proposed housing that included parking.

9-1

This is an especially big problem when you consider the environmental impact of people continuously circling the neighborhood looking for parking. Presently, a single car can spend 10-20 minutes looking for parking and burning unneeded gas by circling the neighborhood continuously, so imagine the additional pollution you'll create by adding potentially tens of thousands of minutes of additional car transit time by people circling the block looking for parking. For the sake of argument, if only 100 cars a day had to spend an extra 5 minutes looking for parking as a result of this development, which is an almost laughably conservative estimate, you've created an additional 15,000 minutes of running car time every month for the foreseeable future.

The responsible decision, for the good of the entire neighborhood, is to add parking to this development.

Income Levels

Since the city's astronomical housing prices have left many of the city's residents priced out, I believe this development should serve all levels of affordable housing, as opposed to just the lowest levels. I also believe families should be given preferential treatment since it is especially hard raising a family in SF due to pricing and space constraints, and this location would be subsidized housing right next to the largest park in the city (with one of the biggest playgrounds in the city), thus solving both these issues. It's well known that San Francisco has one of the lowest populations of children under 18 of any major city in the country (per the Board of Supervisors own hearing from 2012). If anything, this could be a landmark commitment to making this housing project a primarily family-centric housing location with nearby proximity to a wonderful park. The city constantly says its committed to keeping families in the city, this is the time to show it.

9-2

Further, there are hard working citizens who have jobs necessary for this city to function (teachers, police officers, tradesmen, waiters, carpenters, electricians, etc.). These people should have just as much of a chance to take advantage of this housing opportunity as the lowest income levels. As the child of blue collar workers (a truck driver and a receptionist), I believe it's important that EVERYONE be given a chance to live here. As an aside, I would not qualify for this development myself, so I am not advocating for my own housing.

Height

I find it hard to believe that the city bought a plot of land in a neighborhood known for charming 2-3 story Victorians for the purposes of building a 5 or 7 story housing complex. Building affordable housing in areas zoned for mid-rises or high-rises (Mid-Market, Van Ness, SOMA, Mission Bay, etc.) would make more sense and the city could add many extra stories of housing with negligible impact on the neighborhood (what's the difference once you're that high?). However, a 5 or 7 story complex is completely out of character for the neighborhood, especially when you consider this is one of the main entrances to Golden Gate Park. If you propose to build housing in the Haight, it should match the existing housing of the Haight. I believe the complex should be four stories.

9-3

Ground Floor and Interim Use

I support the ground floor being used for commercial purposes that the whole neighborhood could use. Further, as an interim use, I believe creating a temporary space like the Biergarten in Hayes Valley (which also sits on proposed affordable housing land, I believe) would be the best use of the space. An establishment like this would please the residents, attract tourists and help keep the drug dealing/loitering that plagues this location from returning.

9-4

Thank you for reading my comments. I truly hope the city uses this opportunity to "reset" the Haight and Stanyan area by moving it forward in a direction that contributes positively to the neighborhood, as opposed to allowing it to retreat into the existing problem area it currently is.

Flannery, Eugene (MYR)

From: Mary Mitchell <mmitchell3547@gmail.com>
Sent: Thursday, January 11, 2018 7:28 PM
To: Flannery, Eugene (MYR)
Subject: Support for 730 Stanyan project

Hi Eugene,

I'm a Cole Valley resident and I'm excited to hear that the first environmental study is complete for the 730 Stanyan project. As a supporter of this proposed housing, I can't wait to welcome new residents to the neighborhood. I have no specific comments on the environmental analysis but believe the 7-story option is the best way to proceed.

10-1

Respectfully,
Mary Mitchell

Flannery, Eugene (MYR)

From: Bill Moliski <wjmoliski@gmail.com>
Sent: Sunday, January 14, 2018 8:43 PM
To: Flannery, Eugene (MYR)
Subject: Re: Scoping Report for 730 Stanyan

Good evening.

I just received the environmental impact survey and noticed that you are not including any parking spaces for the new units. You intend to build a five or seven story building without any new parking spaces? The neighborhood is already stretched for parking and on a weekly basis I have to ticket people who obstruct my driveway. I would like to see a proposal that includes parking or I will gather my neighbors to fight this development

11-1

On Tue, Dec 5, 2017 at 1:55 PM, Flannery, Eugene (MYR) <eugene.flannery@sfgov.org> wrote:

Dear Community Members, attached you find a copy of the Scoping Report prepared as a result of the comments received during the comment period which closed on November 30, 2017. The Scoping Report and other documents are posted on the MOHCD website environmental page at <http://sfmohcd.org/environmental-reviews> . Thank you for your interest.

Eugene Flannery

Environmental Compliance Manager

Mayor's Office of Housing and Community Development

[415-701-5598](tel:415-701-5598)

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Please note my new email address: wjmoliski@gmail.com

Flannery, Eugene (MYR)

From: Charity Pitcher-Cooper <charitypc@gmail.com>
Sent: Thursday, January 11, 2018 4:42 PM
To: Flannery, Eugene (MYR)
Subject: 730 Stanyan; Yes please to new housing!

Hi Eugene,

I'm excited to hear that the first environmental study is complete for the 730 Stanyan project. As a passionate supporter of this proposed housing, I can't wait to welcome new residents to the neighborhood. I have no specific comments on the environmental analysis and believe the 7-story option is the best way to proceed. Let's lead the way in San Francisco's push for more affordable housing by getting the maximum number of units possible in the available footprint.

12-1

Warmly,

Charity Pitcher-Cooper
1778 Hayes Street
San Francisco CA 94117

Flannery, Eugene (MYR)

From: Deborah Rodgers <damdogwalk@gmail.com>
Sent: Monday, January 22, 2018 6:24 PM
To: Flannery, Eugene (MYR)
Subject: Commensurate parking with new affordable housing project

This new albatross of a building project has basically been rammed thru the neighbourhood by city govt in much the same way the repulsive blight of ugly FordGoBike platforms was. Despite vocal opposition in many districts, significantly reducing the available street parking for residents that is much needed.

So if this building project is going forward, city planning & city govt needs to provide a basement level parking garage with the structure. Why? Simple.

Because the existing neighbourhood cannot absorb 250-300 new renters parking cars in that area. The Panhandle, Haight Ashbury have sparse parking. So does the residential Cole Valley area. The money being used for this monolith is coming from taxpayer monies. I paid taxes last year, am a registered SF Democrat voter and want my neighbourhood parking!

Otherwise, make an expressed written Ryder amendment to this entire building project. That if no new parking garage will be built commensurate with this affordable housing structure, then the future renters are to be CAR LESS. Written into their lease agreement -as an equitable compromise to the existing residents who currently own & reside around Stanyan Street and Cole Valley . Have already floated this proposal on a neighbourhood blog and it has been received with much enthusiasm and receptivity by many registered SF voters. Please respond-do something to help the existing neighbours maintain their parking spaces. Might I add with the ridiculously over-inflated cost of renting in SF-that means Non-rent controlled apts-don't expect residents to be able to pay for garage space either. Cordially D. A. Rodgers

Sent from my iPhone

13-1

Flannery, Eugene (MYR)

From: aynsavoy@gmail.com on behalf of Anne Sauer <annefsauer@gmail.com>
Sent: Thursday, January 11, 2018 11:01 AM
To: Flannery, Eugene (MYR)
Subject: Public comment on 730 Stanyan Street

Hello,

I am an 8-year resident of the Haight-Ashbury neighborhood and wish to express my support the city's finding of no impact for site at 730 Stanyan and support moving forward with alternative 2 - the 7 story option. I was so excited to hear about this project and see no reason to restrict the stories. I believe this is a positive and progress move for my neighborhood and community.

14-1

Thank you,

Anne Sauer @ 1692 Page St.

Flannery, Eugene (MYR)

From: Corey Smith <cwsmith17@gmail.com>
Sent: Thursday, January 11, 2018 1:47 PM
To: Flannery, Eugene (MYR)
Cc: Hartley, Kate (MYR); Blitzler, Mara (MYR); Breed, London (BOS)
Subject: Re: Proposed Project at 730 Stanyan Street
Attachments: Screen Shot 2018-01-11 at 1.32.26 PM.png; Screen Shot 2018-01-11 at 1.32.52 PM.png

Hi Eugene,

Thank you for passing along! I'm excited about the next steps and am in full support of the seven story alternative (I would have loved eight!).

15-1

I wanted to share an interesting tid-bit from a NextDoor poll that I ran in my neighborhood. As the attached screenshots indicate, **88% of the respondents support building subsidized affordable housing** on the site. Further, the **majority of respondents support a building seven stories or taller**. I've also attached a screenshot of the neighborhoods involved in this poll, all within walking distance of the site. I'm happy to answer any questions.

Thank you,
Corey

On Wed, Jan 10, 2018 at 3:28 PM, Flannery, Eugene (MYR) <eugene.flannery@sfgov.org> wrote:

Attached please find the Environmental Assessment for the proposed development at 730 Stanyan Street, the Finding of No Significant Impact and Notice of Intent to Request Release of Funds and a letter explaining HUD environmental review process next steps. Thank you.

Eugene Flannery

Environmental Compliance Manager

Mayor's Office of Housing and Community Development

[415-701-5598](tel:415-701-5598)

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Poll: How tall should the 100% Subsidized Affordable Housing be at McDonald's?

As many of you know, the City is on the verge of purchasing the McDonald's at 730 Stanyan Street (Curbed covered it here:

<https://sf.curbed.com/2017/12/13/16771888/haight-mcdonalds-san-francisco-sold-buy>)

I work in housing professionally and wanted to ask our neighborhood: How tall should this building be? I chatted some non-profit developers and got some high level projections based on lot size.

Based on previous 100% subsidized affordable projects and the lack of known details regarding unit mix (studio vs. 1 bedroom vs. 2 bedroom etc.), we can estimate that the site can fit roughly 25 homes per floor with each home averaging 2.5 people. Assuming there is a ground floor with no housing and zero on-site parking, here are the options currently being suggested:

Choose one:

- ☒ Eight stores (max height allowed) - 175 homes - 438 people will call this home 48%
- ☐ Four stories - 75 homes - 188 people will call the site home 21%
- ☐ Five stores - 100 homes - 250 people will call the site home 10%
- ☐ Site stays as a McDonald's 7%
- ☐ Seven stories- 150 homes - 375 people will call the site home 5%
- ☐ They should build something else new - ideas in the comments 5%
- ☐ Six stories - 125 homes - 313 people will call the site home 4%

Flannery, Eugene (MYR)

From: isaac snider <fritobandito96@gmail.com>
Sent: Saturday, January 20, 2018 9:53 PM
To: Flannery, Eugene (MYR)
Subject: Proposed development at 730 Stanyan Street

Dear Eugene,

I'm writing in regards to the proposed development at 730 Stanyan Street. I'm very excited that the McDonald's will be demolished. I'm always happy to see more affordable housing being built, this city is desperately lacking affordable housing.

I'm extremely concerned that the proposed building will not have onsite parking. Adding 124 to 186 additional housing units without also adding additional parking will have a major impact on our neighborhood. The average vehicles per household in San Francisco is 1.3. That will be an extra 160 to 240 vehicles that need to be parked on the street. I don't see how that is not a significant impact. Has there been a study to determine the impact this will have on the parking situation in the neighborhood.

16-1

Parking is hard enough in this neighborhood as it is. It is not common to have to spend 5 to 15 minutes trying to find parking now and at times having to walk many blocks. I would love to be able to live without a vehicle but I am required to drive all over the Bay Area for work and there's no way I can get to some of the locations without a vehicle so going carless is not an option for me. Garage rental here runs over \$300 a month on top of the already high rents we pay so that's not an option for me. I don't know what I'll do of this project is completed as planned.

I hope you understand that my opposition to this is no way an opposition to affordable housing. I would love to see more affordable housing in the Haight but as with any development it should be done responsibly.

Please reconsider the impact the current plan will have on the neighborhood and include onsite parking for the residence.

Thank you for your time,

Isaac Snider

415-525-2169

Flannery, Eugene (MYR)

From: Sullivan, Mike <mjsullivan@orrick.com>
Sent: Thursday, January 11, 2018 11:45 AM
To: Flannery, Eugene (MYR)
Subject: 730 Stanyan Street/McDonalds - please support Alternative 2

Dear Mr. Flannery,

I'm writing to provide comment on the proposed development at 730 Stanyan Street, the site of a McDonalds restaurant and neighboring parking lot. I strongly support Alternative 2 for this project, which is the 7 story option. I am a resident of the neighborhood, as I live on Woodland Avenue, five blocks away. The neighborhood desperately needs affordable housing, and Alternative 2 will maximize housing at this site.

17-1

Regards,

Mike Sullivan

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Flannery, Eugene (MYR)

From: Shelly Sutherland <shellysutherland1@gmail.com>
Sent: Thursday, February 01, 2018 8:55 AM
To: Flannery, Eugene (MYR)
Subject: support of project at 730 Stanyan

Mr. Flannery, I am writing to show my support for the project because we need more housing that the residents of San Francisco can afford, **with a focus on the middle class**. I am a realtor in the City and have witnessed the boom in development but most of the development is for the wealthy and lower incomes, not for people who provide crucial services. We need housing for teachers, police, fire and other city workers. In order for our City to thrive, we need to support the middle class and this project at 730 Stanyan will be a success IF it focuses on a price-point for **homeownership** at the middle income level and NOT the upper or lower levels.

18-1

Thank you,

Shelly Sutherland
340 Upper Terrace
San Francisco, CA 94117

Flannery, Eugene (MYR)

From: Mike Vladimer <michael.vladimer@gmail.com>
Sent: Sunday, January 21, 2018 8:31 PM
To: Flannery, Eugene (MYR)
Cc: Laura from YIMBY ACTION
Subject: Public comment for notice

Eugene-

I'm writing in regards to the NOTICE OF INTENT TO REQUEST RELEASE OF FUNDS for the Stanyan Street Development. I strongly prefer Alternative 2: the 65-foot 7-story building with 186 dwelling units.

19-1

Our City is in a housing crisis and every additional unit helps relieve that crisis. As long as we constrain the housing supply, SF will only be for people wealthy enough to afford it or people lucky enough to have rent control. SF used to be and should return to being a city that welcomes everyone. Please build as much as you can. Yes in my back yard.

best
Mike Vladimer

358 Frederick #4
SF CA 94117

Flannery, Eugene (MYR)

From: xmew.mew@gmail.com on behalf of Matthew Warshauer <warshauerm@gmail.com>
Sent: Tuesday, January 16, 2018 1:07 AM
To: Flannery, Eugene (MYR)
Subject: 730 Stanyan St Redevelopment

Dear Eugene Flannery,

For the past few years I have lived on Stanyan St. just a few blocks north of 730 Stanyan St. I have walked past it countless times. I have three comments to share about the proposed redevelopment at that site.

1. I am extremely pleased that the city is undertaking this project. I believe it will be a huge boon to a neighborhood in need of more housing and to a corner in need of attention.

2. I hope the ground floor adds commercial/retail space for a wide range of businesses and uses. I would love to see great restaurants, cafes, shops, bars, or galleries there. Preferably a mix of daytime and evening oriented uses.

3. I support the 65-foot, 7-story proposal over the shorter option. This is a wonderful opportunity to add density. I hope this is the beginning of a broader densification of Haight-Ashbury.
- 20-1

20-2

Thank you,
Matthew Warshauer

Comments to Preliminary Review of Environmental Impacts
 730 Stanyan Street
 January 11, 2018

These comments are in response to the preliminary review of environmental impacts emailed to me by Mr. Flannery on December 13, 2017. The comments are preliminary to any further comments I may have when the full environmental analysis is available for review.

I find the preliminary analysis a little disturbing for what appears to be a shift in the project from “affordable housing” to “low income housing.” This project was presented to the general public as affordable housing which to my mind means housing the will be occupied fully or in large part by wage earning members of the community - i.e. the traditional “blue collar” workers that make up the core fabric of a community. This sector of society seems to be the most at risk in San Francisco, being forced out by high costs of housing, which in turn adds to traffic, added cost and a break-down in the strength of any city. I hope that the focus on “low income” does not mean a shift in the nature of the project. If so, the project will just be one more step in creating a San Francisco for the very rich and very poor, with no deference given to the firefighters, teachers, police officers, carpenters, waiters, cooks, and the like.

21-1

I also find the preliminary analysis deficient in addressing the compliance factors it claims are listed in the relevant sections of the Code of Federal Regulations. In particular, 40 CFR 1508.8 specifically defines “Effects” of a proposed project to include

Indirect effects which are caused by the action and are later in time or further removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate

21-2

Even a preliminary review must include the “elephant in the room” that a proposed project of the size of either Alternative One or Two will have a tremendous impact on the community, and this impact is not even summarily addressed. The structure itself will be non compliant with zoning for the area if it is a 7 story structure. Even at 5 stories, it will be out of character with the rest of the community both in bulk and occupancy. As I roughly calculated in my scoping comments, the smaller 5 story project will likely bring in 372 new residents into the neighborhood. Either proposal will greatly increase the population in the area with the attendant problems associated with the proposed induced changes in the pattern of land use in the Haight Ashbury. Increased population adds to pollution, garbage, noise and congestion.

Parking, already a nightmare in the area, will be further decreased if no onsite parking is part of the project (and I do not believe parking is contemplated). No parking just means more circling the neighborhood looking for space. It was only a short time ago that neighbors in this community, and others in the city, were objecting to losing single parking spaces to “parklets”

21-3

outside restaurants and delis - but this project will likely bring in another 100 + cars with the eventual residents. Schools will also likely be impacted by a rapid and large increase in the population. Transportation services will have anticipated strains - and we already have full busses each day.

↑
21-3 cont.

Further, once the huge structure is built, if it is, it will have a direct effect on future development in the area. Just a few years ago the Whole Foods project was forced into a stalemate because it was perceived as too large for the community and brought in too many people and a use that increased traffic. The proposed project has the very real indirect effects that the community, and to some extent City Hall, cited to restrict the Whole Foods project. Now, however, with the advent of a CCSF project those objections are somehow forgotten. The should not be.

21-4

The project needs to be evaluated as “affordable housing” for the middle class, and on a scale that fits within the community. The preliminary report simply ignores these legitimate goals and seems to advocate for something entirely unacceptable, and something that will have serious adverse environmental effects.

21-5

Robert Weaver
1901 Page Street
San Francisco, CA 94117