**SFMTA - TASC SUMMARY SHEET**

<table>
<thead>
<tr>
<th>Pre-Staff Date: 10/13/2020</th>
<th>Public Hearing Consent</th>
<th>Approved:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Requested By: SFPW-BSM</td>
<td>Public Hearing Regular</td>
<td>Disapproved:</td>
</tr>
<tr>
<td>Handled: Westley Myles 646-2438</td>
<td>Informational/Other</td>
<td>Item Held:</td>
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</table>

**Location:** Front Street at Broadway Street and Vallejo Street

**Subject:** Tow-Away, No Stopping, Red Zone, Rescind Class II Bike Lane

**PROPOSAL/REQUEST:**

**ESTABLISH – TOW AWAY NO STOPPING ANYTIME**

**ESTABLISH – SIDEWALK WIDENING**

Front Street – east side, Broadway Street to 82 feet northerly, (sidewalk widening for 6-foot wide bulb, removes 3 metered parking spaces #804, #806, #808)

Broadway Street – north side, from 82 feet to 157 feet east of Front Street, (sidewalk widening for 6-foot wide bulb, removes 4 metered parking spaces #64, #66, #68, #70)

Vallejo Street – south side, from 102 feet to 170 feet east of Front Street, (sidewalk widening for 6-foot wide bulb, removes 3 metered parking spaces #67, #69, #71)

TOW AWAY NO STOPPING ANYTIME due to sidewalk improvements for the 88 Broadway Street project

**ESTABLISH - RED ZONE**

**ESTABLISH – SIDEWALK WIDENING**

Front Street – east side, Vallejo Street to 32 feet southerly, (sidewalk widening for 6-foot wide bulb, removes 4 metered motorcycle spaces #850, #852, #854, #856 and 1 metered parking space #826)

Vallejo Street – south side, Front Street to 43 feet easterly, (sidewalk widening for 6-foot wide bulb, removes 2 metered parking spaces #85 and #87)

Broadway Street – north side, Front St to 41 feet easterly, (sidewalk widening for 6-foot wide bulb, removes 2 metered parking spaces #76 and #78)

RED ZONE due to sidewalk improvements for the 88 Broadway Street project

**RESCIND – CLASS II BIKEWAY (BIKE LANE)**

Front Street – northbound, eastside, between Broadway Street and Vallejo Street (Existing substandard width bike lane replaced with sharrows)

(Supervisor District 3)

Westley Myles; Westley.Myles@sfmta.com

**BACKGROUND INFORMATION:**

**HEARING NOTIFICATION AND PROCESSING NOTES:**
October 30, 2018

RE: Proposed sidewalk change located at 88 Broadway, fronting AB 0140 Lot 007

The Office of the City and County Surveyor has received a request from the Bridge Housing Corporation to change the official sidewalk width located along the Northern side of Broadway, Eastern side of Front Street, and the Southern side of Vallejo Street, fronting Assessor’s Block 0140 Lot 007. The attached plans show the specific locations.

The proposed sidewalk widening will meet the City’s Better Streets and Street Design Advisory Team (SDAT) requirements in conjunction with the proposed project to construct two new 6-story mixed-use building.

Special notes for the Project:

1. A lot of existing utility structures or facilities within the extent of project limits will be protected in-place, adjusted to finish grade, and to be removed/relocated.
2. Removal of parking spots and new curb colors are being proposed.

For questions concerning the plans of the project, please contact Joseph McCue at (510) 724-3388 or joseph.mccue@lukassociates.com.

Please inform us within 30 days, whether or not you have any objections to this proposal or if you need additional time/information for review. In the event that you must refer the documents to a public hearing, or a departmental committee, please notify us with the date and time of the scheduled hearing.

Should you have any objections, please state them in writing and include any pertinent maps or other documentation. If you have no objections, please state so by return letter or email.

Your prompt response to this request is appreciated. If you have any questions, please call or email at (415) 554-5794 or michael.abella@sfdpw.org.

Attachments: Applicant Cover Letter, Sidewalk Legislation Application, Plans, Photos, and Circulation Letter

Thank you very much.
Sincerely,
Michael L. Abella, PE
BULBOUT REMOVE 2 METERED SPACES

BULBOUT REMOVE 4 METERED SPACES

NO PARKING, EXCEPT VANPOOLS 6AM-9AM WEEKDAYS

CITY AND COUNTY OF SAN FRANCISCO - D. P. T.
PARKING METER SPACES

<table>
<thead>
<tr>
<th>TOWAWAY ZONE</th>
<th>REGULAR</th>
<th>SPECIAL TRUCK LOAD</th>
<th>NUMBER OF METERED SPACES</th>
<th>SCALE</th>
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<tr>
<td>HOUR 7A-9A/4P-6P 7A-6P</td>
<td>7A-4P/7A-6P/9A-4P/9A-6P TOTAL</td>
<td>1P-4P/1P-6P TOTAL</td>
<td>15 Min. 30 Min. 1 Hour 2 Hour TOTAL</td>
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<tr>
<td>SIDE</td>
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</table>

BROADWAY (050)  AREA 3

Davies St. to Front St.
MATCHLINE B-B

SIDEWALK LEGISLATION APPLICATION
PROPOSED TRAFFIC/PARKING LAYOUT
BROADWAY & FRONT STREET
88 BROADWAY
SAN FRANCISCO, CALIFORNIA
OCTOBER 2018
SCALE: 1" = 20'

Prepared By
Luk and Associates
Civil Engineers - Land Planners - Land Surveyors
738 Alfred Nobel Drive
Hercules, California 94547
PHONE: (510) 724-3389

MATCHLINE B-B

FRONT STREET (69.29' WIDE)

BROADWAY (82.50' WIDE)

PROPOSED CURB & GUTTER
L=6.44'
R=20.00' b=36'52"12'

L=5.44'
R=10.00' b=36'52"12'

L=12.87'
R=20.00' b=36'52"12'

EX LPHM
EX HPHM
PROPOSED CURB
EX CB
EX CURB
PROPERTY LINE

GRAPHIC SCALE
1 inch = 20 ft.

(OM FFEET)
BROADWAY STREET
SANSOME STREET TO EMBARCADERO STREET

TRAFFIC STRIPING

M. SALLABERRY 05/01/17
SENIOR ENGINEER

APP. SCALE: M. SALLABERRY 05/02/17
1" = 50'

110926

FILE NO.
DRAWING NO.
CONTRACT NO."
Hi Joe,

Thank you for your email reply. The SFFD has no objections to your Sidewalk Change at 88 Broadway as the SFFD Auto turn templates work and the SFFD clear travel with of 26' is maintained on Front St. Please contact me if you have any questions.

Good day,

Chad

Captain Chad Law
San Francisco Fire Department
Bureau of Fire Prevention & Investigation
698 Second Street., Room 109
San Francisco, CA 94107
415-558-3300 (Main)
415-558-3306 (Direct)
415-558-3323 (Fax)
chad.law@sfgov.org

Hi Capt. Law,

Do you have any remaining comments regarding the proposed sidewalk change at 88 Broadway? SFMTA is asking the project team if SFFD has reviewed and approved the proposed design.

Also, I re-read your question about parking at the Broadway/Front St corner bulb out and I think I may not have answered the intent. No parking will be allowed along the bulb out at that intersection. Parking will only be allowed when the curb line returns and provides an 8’ wide pocket as indicated on sheet 10 of the attached.
Mitigated Negative Declaration

Date: October 25, 2017; amended on February 27, 2018 (amendments to the Initial Study/Preliminary Mitigated Negative Declaration are shown as deletions in **struck through** and additions in **double underline**)

Case No.: 2016-007850ENV
Project Title: 88 Broadway & 735 Davis Street Project
Zoning: C-2 (Community Business) Use District
Waterfront 3, Special Use District
65-X Height and Bulk District
Block/Lot: 0140/007, 008
Lot Size: 48,620 square feet
Project Sponsor: Marie-Therese Debor, BRIDGE Housing
949-229-7075
Mdebor@bridgehousing.com
Margaret Miller, The John Stewart Company
415-345-4400
mmiller@jsco.net
Lead Agency: San Francisco Planning Department
Staff Contact: Jenny Delumo
(415) 575-9146
Jenny.Delumo@sfgov.org

PROJECT DESCRIPTION:

The 48,620-square-foot project site, at 88 Broadway and 735 Davis Street, is located on the block bound by Vallejo Street to the north, Davis Street to the east, Broadway to the south, and Front Street to the west in San Francisco’s North Beach neighborhood. The two-parcel, T-shaped project site currently contains two surface parking lots which provide 180 public parking spaces.

The project sponsors, BRIDGE Housing and the John Stewart Company, propose to construct two new 6-story buildings, approximately 65 feet tall (with an additional 10 feet for the elevator and stair penthouses), and decreasing in height in proximity to Broadway Street and the waterfront. The 88 Broadway and 735 Davis Street Project (the proposed project) would contain 178 affordable family and senior housing units and approximately 6,500 square feet of commercial space, resulting in an approximately 491,000-square-foot development. The first floor level would provide ground floor units, commercial space (retail space and a childcare facility), bike parking and common space and social services for residential use, as well as property management space. Floors two through six would consist primarily of residential dwelling units, shared laundry rooms, mechanical spaces, and common spaces for residential use. A variety of open spaces is proposed throughout at the roof and terrace levels. There are two mid-block passages proposed for the project site, and an approximately 4,300-square-foot childcare facility with outdoor space is proposed at ground level. The proposed project would result in an approximately 491,000-square-foot development.

**Pedestrian bulb-outs are proposed on Front Street.**
Street and Broadway. No off-street parking is proposed. Approximately 120 class 1 bicycle parking spaces (i.e., bicycle lockers or spaces in a secure room) and 20 class 2 bicycle parking spaces (i.e., publicly accessible bicycle racks) are proposed. Additionally, the proposed project would include an emergency backup diesel generator and heating, ventilation, and air conditioning equipment (HVAC) equipment at both buildings.

The proposed project would demolish the two existing surface parking lots and generate approximately 365 tons of asphalt demolition debris and 4,000 cubic yards of soil export. Construction on the 1.12-acre site is estimated to take approximately 19 months.

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects. See section F of this Mitigated Negative Declaration, pages 201 - 208.

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

Lisa Gibson  
Environmental Review Officer

Date of Issuance of Final Mitigated Negative Declaration  
3/1/18

cc: Marie-Therese Debor, Project Sponsor  
Margaret Miller, Project Sponsor  
Distribution List
88 BROADWAY & 735 DAVIS STREET PROJECT INITIAL STUDY

Case No. 2016-007850ENV

Proposed Level 1 (Ground Floor) Plan

A. PROJECT DESCRIPTION

BICYCLE FACILITIES, ACCESS, AND LOADING

The proposed project would provide class 1 and class 2 bicycle parking spaces.8 Per Planning Code sections 155.1 and 155.2, total bicycle parking would be provided via 120 class 1 spaces (110 spaces for the family housing building9 and 10 spaces for the senior housing building10) and 20 class 2 bicycle parking spaces (16 for the family building and four for the senior building) for residential and commercial11 uses (see Figure 3). An approximately 1,300-square-foot bike room would be located at the ground level of the family housing building. This bike room would hold residential class 1 bicycle parking spaces and cargo spaces. A second approximately 100-square-foot bike room would be located in the senior housing building on the ground floor. Both class 1 bike rooms would be accessed through the residential lobbies of both buildings via Front Street, Davis Street, and the east-west mid-block passage. The class 2 spaces would be located at Vallejo Street and Broadway Street adjacent to the entrances to the north-south mid-block passage and at Davis Street in front of the senior building.

As shown on Figure 3 above, pedestrians and bicyclists would access the project site via the proposed north-south mid-block passage, and east-west mid-block passage, and the sidewalks adjacent to the project site frontages.

No off-street vehicular parking spaces or off-street loading zones would be provided at the project site; however, the project proposes three on-street loading zones that would meet the ADA standards. The proposed project would convert two existing metered parking spaces on Front Street to a freight loading zone to service the family housing building; two existing metered parking spaces on Davis Street to a passenger loading zone to service the senior housing building; and two existing metered parking spaces on Vallejo Street to a passenger loading zone to service the childcare space. The three proposed on-street loading zones would each be 35 feet long. The conversion of metered parking spaces to loading zones would require approval at a public hearing of the SFMTA.

New ADA-compliant curb ramps would be constructed for both connecting crosswalks at the northeast corner of the Front Street/Broadway intersection and the southeast corner of the Front Street/Vallejo Street intersection. Additional ADA-compliant curb ramps would be provided at the north end of the proposed passenger loading zone along Davis Street, at the north end of the proposed sidewalk extension along Front Street (immediately south of the proposed commercial loading zone), and at the east end of the corner bulb-out into Vallejo Street at the Front Street/Vallejo Street intersection.

8 The class 1 bicycle spaces are in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees; and class 2 bicycle spaces are located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

9 Family Housing: class 1 bicycle parking for buildings over 100 units is required to provide 100 spaces plus one space for every four units over 100; and class 2 bicycle parking is one space per 20 units.

10 Senior Housing: class 1 bicycle parking is one space for every 10 units or beds, whichever is applicable; class 2 bicycle parking is two spaces for every 50 units or beds, whichever is applicable, or a minimum of two spaces.

11 Childcare Facility: class 1 bicycle parking is a minimum two spaces or one space for every 20 children; class 2 bicycle parking is one space for every 20 children.