

SFMTA - TASC SUMMARY SHEET

Pre-Staff Date: 5/14/2024 Requested By: SFPW-BSM <i>NW</i> Handled: Norman Wong 646-2766 Section Head: BW 	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational/Other	Approved: _____ Disapproved: _____ Item Held: _____
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Location: Hooper Street between 7th and 8th Streets
Irwin Street between 7th and 8th Streets

Subject: Tow-Away No Stopping Anytime, Accessible Passenger Loading Zone

PROPOSAL/REQUEST:

ESTABLISH - TOW-AWAY NO STOPPING ANYTIME
Hooper Street, south side, from 8th St to 500 feet easterly
Irwin Street, south side, from 7th Street to 430 feet westerly

ESTABLISH – GENERAL LOADING ZONE, 5-MINUTE LIMIT, AT ALL TIMES
Hooper Street, south side, from 109 to 252 feet west of 7th Street (143 foot zone)
Hooper Street, south side, from 262 to 317 feet west of 7th Street (55 foot zone)

ESTABLISH – RED ZONE
Hooper Street, south side from 7th Street to 29 feet westerly
Hooper Street, south side, from 71 to 109 feet west of 7th Street
Hooper Street, south side, from 252 to 262 feet west of 7th Street
Irwin Street, north side, from 7th Street to 22 feet westerly
Irwin Street, north side, from 73 to 126 feet west of 7th Street
Irwin Street, north side, from 262 to 272 feet west of 7th Street
Irwin Street, north side, from 374 to 409 feet west of 7th Street

The parking legislation change on south side of Hooper Street from 8th Street towards midblock 7th Street is due to the completed building project on the north side of Hooper Street (188 Hooper). The remaining parking legislation on both Hooper Street and Irwin Street are due to the sidewalk improvements for the new 1140 7th Street building site.

(Supervisor District 6)
Norman Wong, norman.wong@sfmta.com

BACKGROUND INFORMATION:

HEARING NOTIFICATION AND PROCESSING NOTES:

GENERAL NOTES

1. THE DRAWINGS, SPECIFICATIONS AND OTHER DOCUMENTS PREPARED BY THE ARCHITECTS FOR THIS PROJECT ARE INSTRUMENTS OF THE ARCHITECT'S SERVICE FOR USE SOLELY WITH RESPECT TO THIS PROJECT AND UNLESS OTHERWISE PROVIDED THE ARCHITECT SHALL BE DEEMED THE AUTHOR OF THESE DOCUMENTS AND SHALL RETAIN ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING THE COPYRIGHT. REPRODUCTION IS PROHIBITED. COPYRIGHT 2018 STUDIO GANG ARCHITECTS.

2. CONTRACTORS AND SUBCONTRACTORS SHALL VERIFY ALL FIGURED DIMENSIONS AND CONDITIONS AT THE JOB SITE AND NOTIFY THE ARCHITECT OF ANY DIMENSIONAL ERRORS, OMISSIONS OR DISCREPANCIES BEFORE BEGINNING OR FABRICATION OF ANY WORK. DO NOT SCALE THESE DRAWINGS.

SIGNING AND STRIPING LEGEND

- (N) SIGN MOUNTED ON POST
- (E) SIGN MOUNTED ON (E) SIGNAL/ STREET LIGHT POLE
- (N) SIGN NUMBER PER SIGN SCHEDULE ON THIS SHEET
- (N) PAVEMENT STRIPING PER CALTRANS STD PLAN 420B, DETAIL NO. 27B
- (N) PAVEMENT MARKINGS

HOOPER ST SIGN SCHEDULE		
No.	QUANTITY*	MESSAGE
1	3	NO PARKING AT ANY TIME - R26(CA)
2	1	PASSENGER LOADING ONLY AT ALL TIMES SIGN - TBD BY SFMTA
3	0	NO PARKING RECOLOGY PICK UP DAYS/HOURS - TBD BY SFMTA
4	TBD	NO PARKING STREET CLEANING DAYS/HOURS - TBD BY SFMTA
5	1	STOP SIGN - R1-1, 30"x30"

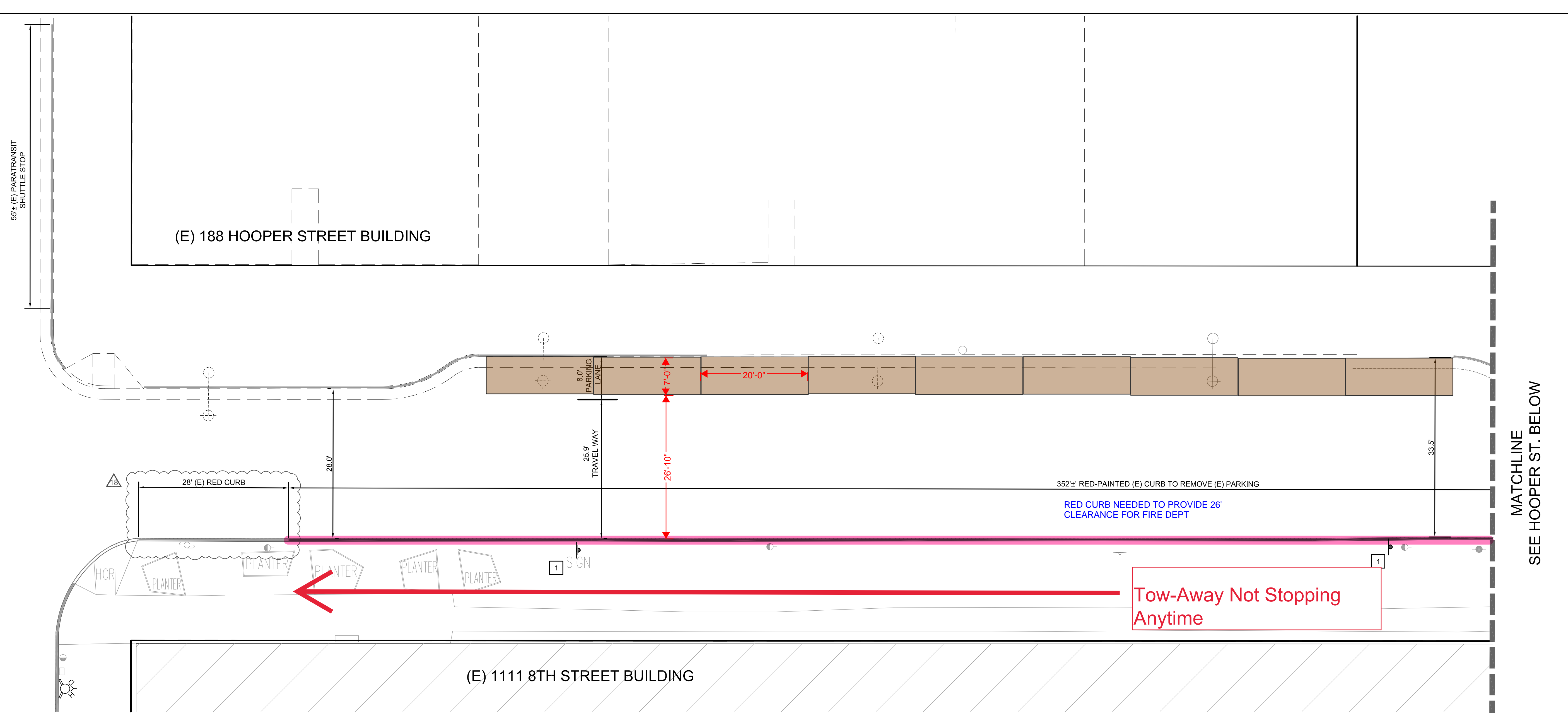
*THE QUANTITIES OF SIGNS SHOWN ARE AN ESTIMATE ONLY. SFMTA WILL DETERMINE THE FINAL NUMBER OF SIGNS AND THEIR LOCATIONS.

SIGNING AND STRIPING NOTES

1. THE PLACEMENT AND INSTALLATION OF ALL SIGNS, PAVEMENT MARKINGS, AND PAINTED CURBS SHALL COMPLY WITH SFMTA STANDARDS AND REQUIREMENTS, CALTRANS STANDARD PLANS AND SPECIFICATIONS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AND THE CALIFORNIA MUTCD SUPPLEMENT, WHERE APPLICABLE.
2. THE PAVEMENT STRIPE AND MARKING DELINEATIONS REFER TO CALTRANS STANDARD PLANS A20A THROUGH A24F.
3. ALL NEW AND EXISTING CURB AT CORNERS WHERE BULBOUTS ARE PROPOSED, THAT IS WITHIN 5 FEET OF A FIRE HYDRANT (MEASURED TO THE OUTSIDE OF THE HYDRANT BARREL) SHALL BE PAINTED RED PER SFMTA REQUIREMENTS.
4. IF EXISTING STRIPING IS REMOVED AS PART OF THE PAVEMENT SURFACING IMPROVEMENTS, THE CONTRACTOR SHALL REPLACE REMOVED STRIPING WITH TEMPORARY TAPE IMMEDIATELY AFTER PAVING.

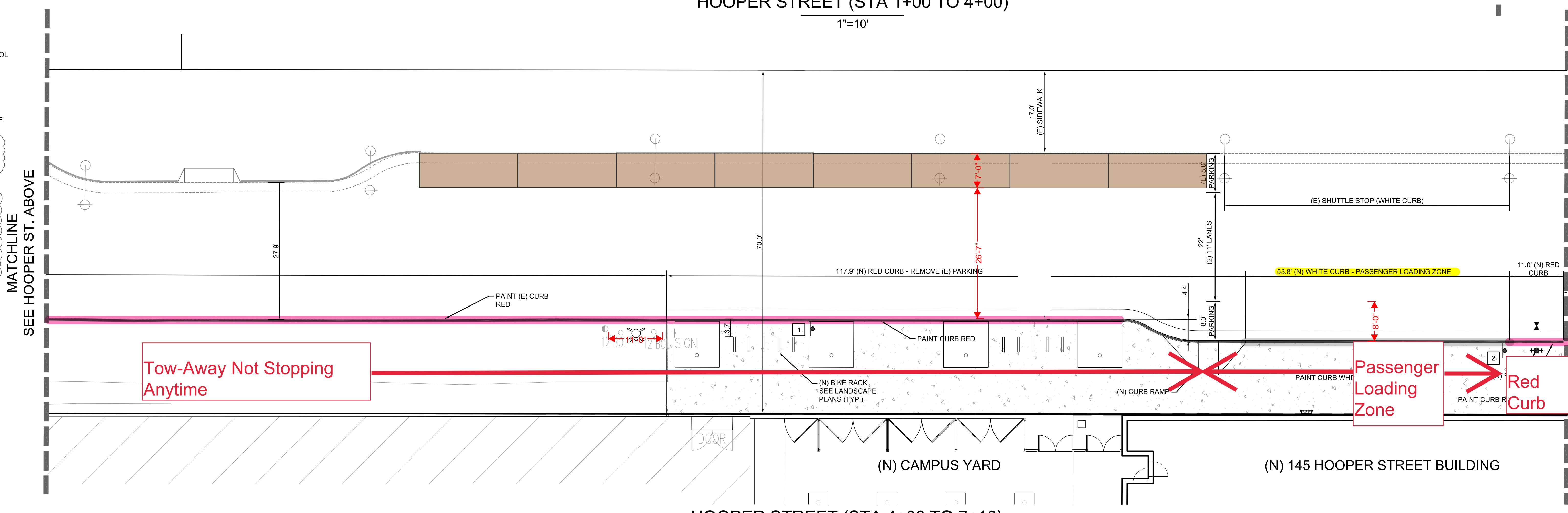
GENERAL NOTE TO CONTRACTOR

SFMTA WILL IMPLEMENT ALL PROPOSED SIGNAGE, CURB PAINT, PAVEMENT STRIPING AND PAVEMENT MARKINGS AT THE PROJECTS EXPENSE. THE GENERAL CONTRACTOR MUST COORDINATE THE SCHEDULING OF THIS WORK WITH SFMTA UPON COMPLETION OF SIDEWALK AND ONSITE BUILDING CONSTRUCTION.



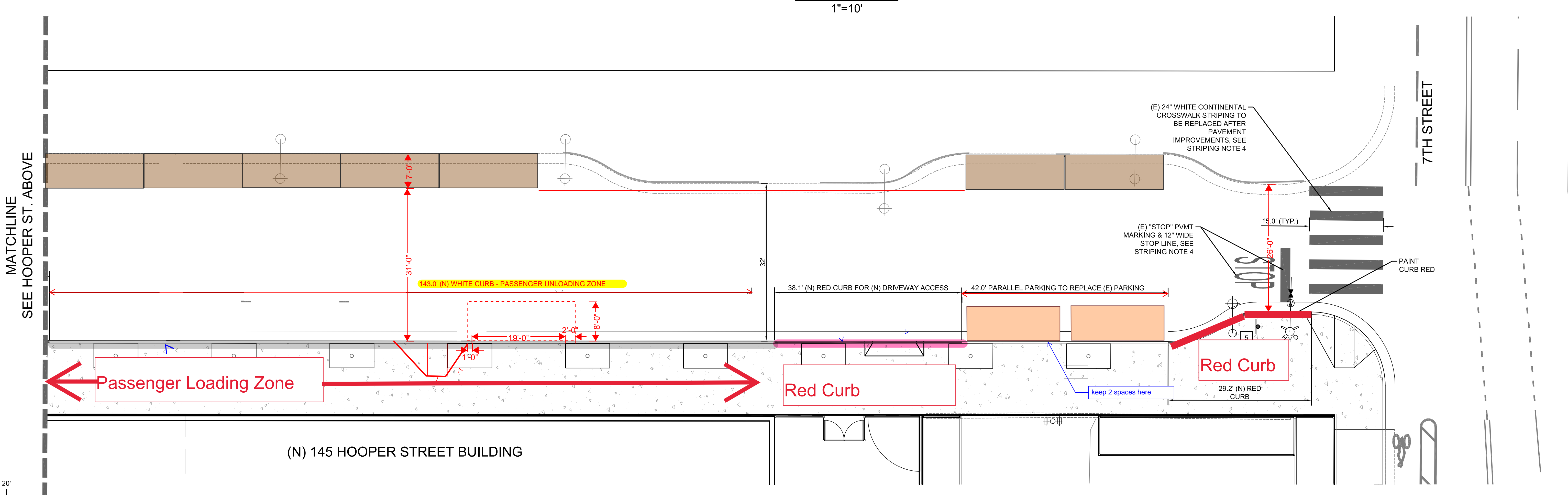
HOOPER STREET (STA 1+00 TO 4+00)

1"=10'



HOOPER STREET (STA 4+00 TO 7+10)

1"=10'



HOOPER STREET (STA 7+10 TO 7TH STREET)

1"=10'

No.	Issued For	Date
18	STREET IMP PERMIT - REV 8	08/25/2022
17	CONSTRUCTION DOCUMENT COMPLETION	05/24/2022
16	STREET IMP PERMIT - REV 7	03/24/2022
15	75% BID SET	02/09/2022
14	STREET IMP PERMIT - REV 6	12/17/2021
13	STREET IMP PERMIT - REV 5	03/09/2021
12	ADDENDUM 3	07/06/2020
11	STREET IMP PERMIT - REV 4	03/02/2020
10	GRADING & SITE DEMOLITION PERMIT	2/19/2020
09	STREET IMP PERMIT - REV 3	10/04/2019
08	STREET IMP PERMIT - REV 2	07/26/2019
07	SITE PERMIT RESPONSES - REV 3	06/20/2019
06	STREET IMP PERMIT REVISION	05/21/2019
05	SIDEWALK LEGISLATION/STREET IMP	04/03/2019
04	SITE PERMIT SFDP RESPONSES	03/22/2019
03	SITE PERMIT RESPONSES	02/04/2019
02	SITE PERMIT REVISION	11/10/2018
01	SITE PERMIT	06/27/2018

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Design West Partnership Food Service Design
2394 Marinier Square Drive Alameda, CA 94501
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Project No.: 10049
Drawn: JS Date: 05/23/22
Checked: SD Scale: 1" = 10'

Sheet Title: **SIGNING AND STRIPING PLAN - HOOPER STREET**

GENERAL NOTES
1. THE DRAWINGS, SPECIFICATIONS AND OTHER DOCUMENTS PREPARED BY THE ARCHITECTS FOR THIS PROJECT ARE INSTRUMENTS OF THE ARCHITECT'S SERVICE FOR USE SOLELY WITH RESPECT TO THIS PROJECT AND UNLESS OTHERWISE PROVIDED THE ARCHITECT SHALL BE DEEMED THE AUTHOR OF THESE DOCUMENTS AND SHALL RETAIN ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING THE COPYRIGHT. REPRODUCTION IS PROHIBITED. COPYRIGHT 2018 STUDIO GANG ARCHITECTS.
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- (N) SIGN NUMBER PER SIGN SCHEDULE ON THIS SHEET
- (N) PAVEMENT STRIPING PER CALTRANS STD PLAN A208, DETAIL NO. 278
- (N) PAVEMENT MARKINGS

IRWIN ST SIGN SCHEDULE		
No.	QUANTITY*	MESSAGE
1	0	NO PARKING AT ANY TIME - R26(CA)
2	0	PASSENGER LOADING ONLY AT ALL TIMES SIGN - TBD BY SFMTA
3	3	NO PARKING RECOLOGY PICK UP DAYS/HOURS - TBD BY SFMTA
4	TBD	NO PARKING STREET CLEANING DAYS/HOURS - TBD BY SFMTA
5	0	STOP SIGN - R1-1, 30"x30"

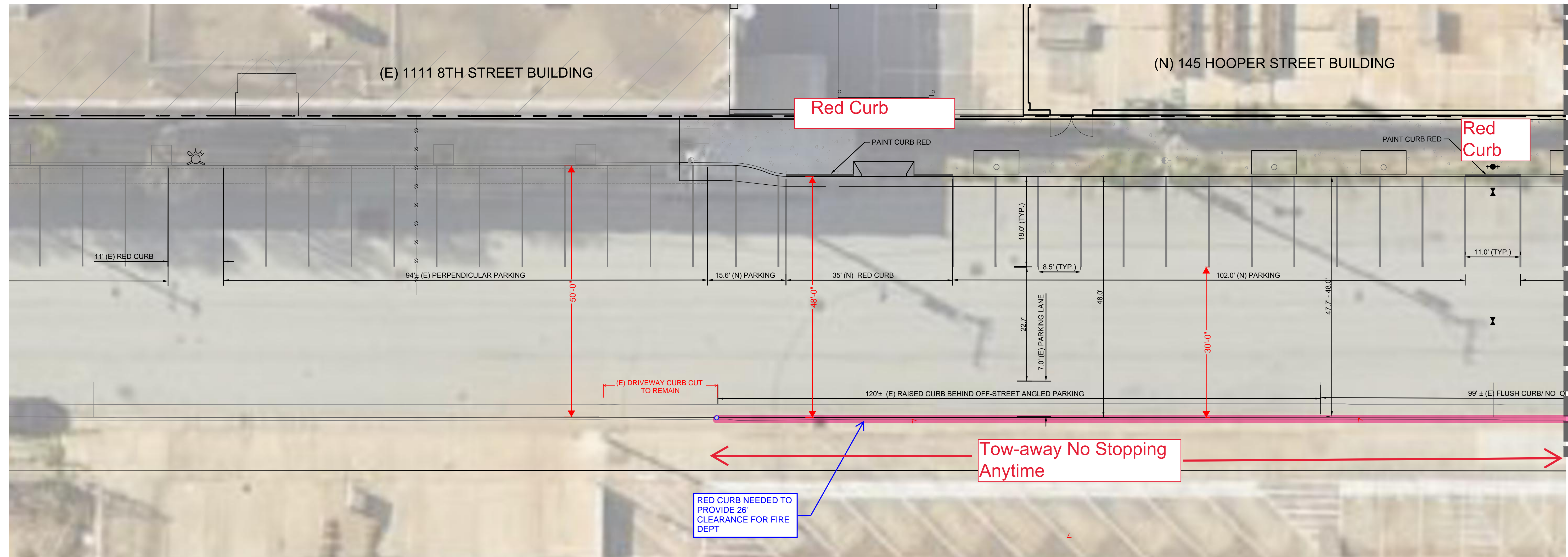
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2. THE PAVEMENT STRIPE AND MARKING DELINEATIONS REFER TO CALTRANS STANDARD PLANS A204 THROUGH A24F.
3. ALL NEW AND EXISTING CURB AT CORNERS WHERE BULBOUTS ARE PROPOSED, THAT IS WITHIN 5 FEET OF A FIRE HYDRANT (MEASURED TO THE OUTSIDE OF THE HYDRANT BARREL) SHALL BE PAINTED RED PER SFMTA REQUIREMENTS.
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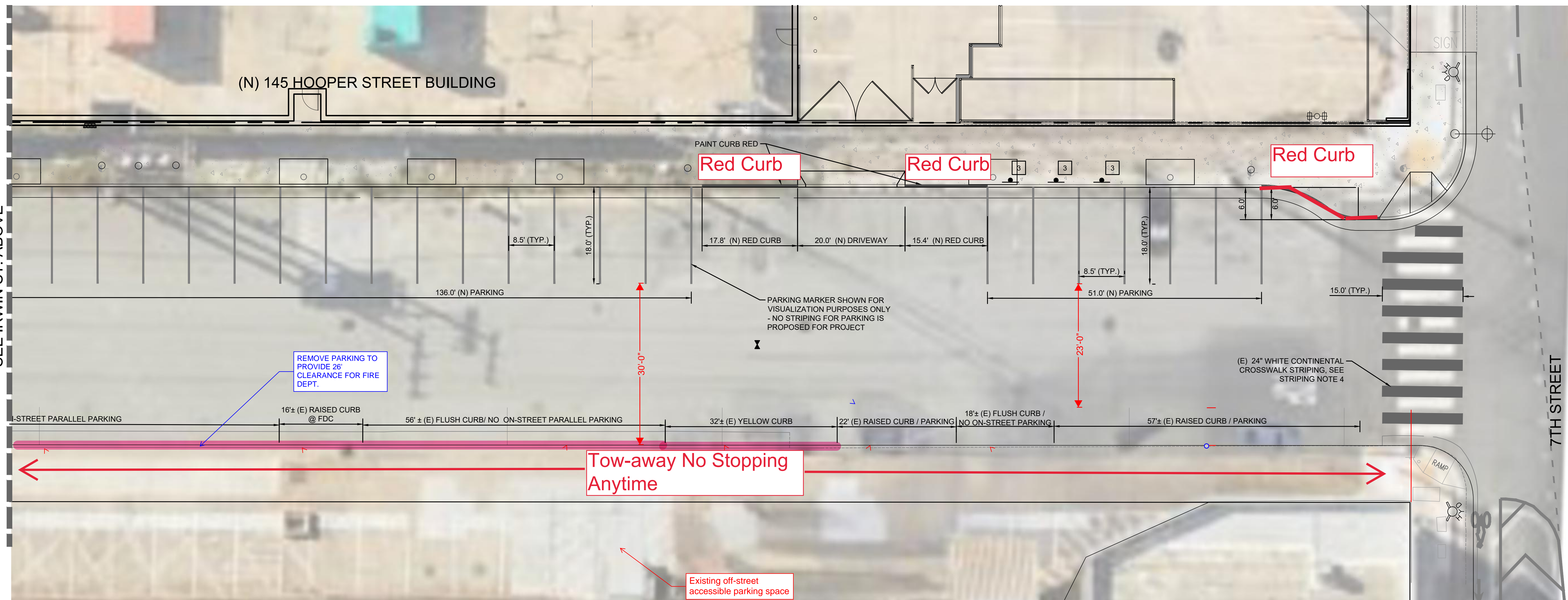
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IRWIN STREET (STA 4+00 TO 7+00)

1"=10'



IRWIN STREET (STA 7+00 TO 7TH STREET)

1"=10'

No.	Issued For	Date
20	STREET IMP PERMIT - REV 9	11/11/2022
19	BULLETIN 4	10/07/2022
18	STREET IMP PERMIT - REV 8	08/25/2022
17	CONSTRUCTION DOCUMENT COMPLETION	05/23/2022
16	STREET IMP PERMIT - REV 7	03/24/2022
15	75% BID SET	02/09/2022
14	STREET IMP PERMIT - REV 6	12/17/2021
13	STREET IMP PERMIT - REV 5	03/09/2021
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11	STREET IMP PERMIT - REV 4	03/02/2020
10	GRADING & SITE DEMOLITION PERMIT	2/10/2020
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07	SITE PERMIT RESPONSES - REV 3	06/20/2019
06	STREET IMP PERMIT REVISION	05/21/2019
05	SIDEWALK LEGALIZATION/STREET IMP	04/03/2019
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03	SITE PERMIT RESPONSES	02/04/2019
02	SITE PERMIT REVISION	11/15/2018
01	SITE PERMIT	06/27/2018

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	San Francisco, CA 94109		
Anip	Structural Engineer, Acoustical Engineer	F	415.957.9445
	560 Mission St.		
	Suite 700		
	San Francisco, CA 94105		
Meyers+ Engineers	Mechanical, Electrical, Plumbing, and Fire Protection	T	415.432.8101
	98 Battery St., Suite 502		
	San Francisco, CA 94111		
Surface Design	Landscape Architect	T	415.621.5522
	Pier 33 North		
	The Embarcadero, Suite 200		
	San Francisco, CA 94111		
Lotus Water	Civil Engineer	T	415.800.6805
	660 Mission St., 2nd Floor		
	San Francisco, CA 94105		
Atelier Ten	Sustainability Consultant	T	415.351.2100
	443 Tehama St., 1st Floor		
	San Francisco, CA 94103		
F 415.351.2104			
Thornton Tomasetti	Waterproofing Consultant	T	415.365.6900
	650 California St.		
	Suite 1400		
	San Francisco, CA 94108		

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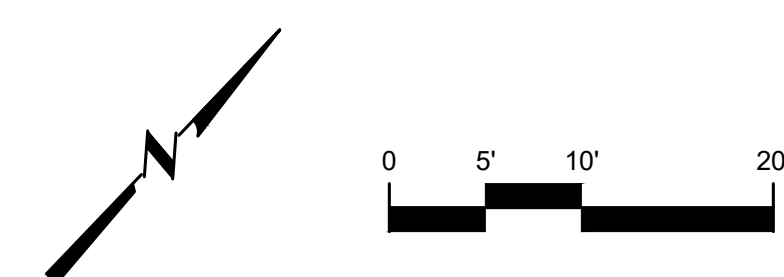
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2394 Mariner Square Drive
Alameda, CA 94501
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Project No.: 16049
Drawn: JS Date: 05/23/22
Checked: SD Scale: 1" = 10'

Sheet Title:
**SIGNING AND STRIPING
PLAN - IRWIN STREET**

Drawing Number:
C-151



View of Hooper St Looking from 8th St towards 7th St



View of Hooper St Looking Midblock between 7th and 8th St



View of Hooper St Looking from 7th St towards 8th St



View of Irwin St Looking from 7th St

Establish Towaway No Stopping Anytime
(from 7th towards midblock 8th)

Red curb for future bulb



View of Irwin St Looking midblock between 7th and 8th St

Establish Towaway No Stopping Anytime
(from 7th towards midblock 8th)

Red curb on north side at several locations for fire hydrant and project driveways



Wong, Norman

From: Flores, Ramon (FIR) <ramon.flores@sfgov.org>
Sent: Thursday, October 26, 2023 2:42 PM
To: Gaime, Berhane (DPW)
Subject: FW: 1140 07TH ST PERMIT (MSE notary & recordation)
Attachments: SF_Public_Works-At-Risk_Letter_for_1140_7th_Street.pdf; C-150.pdf; C-151.pdf; FW: 1140 07th Sidewalk Legislation(BPA 201806283199); RE: 1140 7th Street Sidewalk Legislation(BPA 201806283199)

Good afternoon,

The Fire Department has no objections to the proposed at-risk permit.

Thank you,

Captain Ramon Flores

San Francisco Fire Department
Bureau of Fire Prevention
698 2nd Street, Room 109
San Francisco, CA 94107
(415) 558-3375

From: Gillian Allen <gallen@reubenlaw.com>
Sent: Monday, October 23, 2023 4:23 PM
To: Gaime, Berhane (DPW) <Berhane.Gaime@sfdpw.org>
Cc: Flores, Ramon (FIR) <ramon.flores@sfgov.org>; Shauna Dunton <sdunton@lotuswater.com>; Wong, Norman (MTA) <Norman.Wong@sfmta.com>
Subject: RE: 1140 07TH ST PERMIT (MSE notary & recordation)

Hi Berhane,

Please find attached the at-risk request letter from CCA.

We had a successful screen share with Captain Flores last Tuesday and Shauna updated the street improvement plans to address the following comments discussed during our meeting with Captain Flores last week:

1. Removed the two parallel parking spaces on the south side of Hooper Street near 7th Street. This curb is now shown as a white curb like the rest of the frontage along the new building. See Sheet C-150.
2. Added sidewalk dimensions to Irwin Street on the Signing & Striping Plans. See sheet C-151.

These changes are clouded and identified as delta 28. The entire plan set can be downloaded from here: <https://we.tl/t-a0xAWcZUUG>.

CEQA documentation

Description of 188 Hooper sidewalk improvements on p.2
Description of 1140 7th St sidewalk improvements on p.3



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Community Plan Evaluation

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.: **2016-001557ENV-02**
Project Address: **188 Hooper Street/1111 8th Street/1140 7th Street**
Zoning: PDR-1-D (Production, Distribution and Repair-1-Design)
Art and Design Education Special Use District
58-X Height and Bulk District
Block/Lot: 3808/004, 3820/004
Lot Size: 51,553 square feet, 198,000 square feet
Plan Area: Eastern Neighborhoods Area Plan
Project Sponsor: Daniel Frattin, Reuben, Junius & Rose, 415-567-9000
Staff Contact: Josh Pollak, josh.pollak@sfgov.org, 415-575-8766

PROJECT DESCRIPTION

The project site, which is in Showplace Square/Potrero Hill area, covers two separate blocks, the first bounded by Carolina Street to the north, 8th Street to the west, and Hooper Street to the south; and the second bounded by Hooper Street to the north, 8th Street to the west, Irwin Street to the south, and 7th Street to the east. The project site consists of two parcels on both sides of Hooper Street: Assessor's Block 3808, Lot 004 (188 Hooper Street) and Assessor's Block 3820/004 (1111 8th Street/1140 7th Street). The project site at 188 Hooper Street currently contains four buildings used for graduate programs by the California College of the Arts (CCA, or project sponsor).

(Continued on next page.)

CEQA DETERMINATION

The project is eligible for streamlined environmental review per section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code section 21083.3

DETERMINATION

I do hereby certify that the above determination has been made pursuant to state and local requirements.

Handwritten signature of Lisa M. Gibson in black ink.

Lisa M. Gibson
Environmental Review Officer

Handwritten date "6/20/18" in black ink.

Date

cc: Daniel Frattin, Project Sponsor; Supervisor Malia Cohen, District 10; Esmeralda Jardines, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The project site at 1111 8th Street contains an existing CCA academic building on the western portion of the lot. The 1140 7th Street portion of the project site is vacant and is currently used for parking. Currently, CCA operates two campuses, one in Oakland and one at the project site in San Francisco. The Oakland campus currently serves about 36 percent of CCA's undergraduate students (about 700 students), about 32 percent of the faculty (195 positions), and about 39 percent of the staff (110 positions). The 188 Hooper Street site contains 17 faculty and administration off-street parking spaces, and there are 195 on-street parking spaces on the street segments bordering the project site.¹ CCA currently operates several shuttle Transbay bus routes between San Francisco and Oakland, as well as local connections within San Francisco. The 188 Hooper Street/1111 8th Street/1140 7th Street project (proposed project) would consolidate both the Oakland and San Francisco campuses at the site of the existing San Francisco campus, through the construction of a student housing project at 188 Hooper Street, and the construction of a new academic building at 1140 7th Street. Minor interior renovations are proposed for the existing building at 1111 8th Street. At 188 Hooper Street, the student housing project would include demolition of three of the four existing buildings currently used by CCA's graduate programs. In their place, CCA would construct a five-story, approximately 56-foot-tall (approximately 60-foot-tall to the top of the elevator penthouse), approximately 134,000-square-foot housing project with 520 beds in 337 bedrooms within 280 group housing units for CCA students in single, double, triple, and quadruple-occupancy units. The housing would primarily serve lower level undergraduate students, and some upper level undergraduate and/or graduate students. The existing 24,000-square-foot graduate center building on the east end of the parcel would remain as is. In addition to the student housing beds on both the ground and upper floors of the building, the student housing project would provide 8,000 square feet of food services (dining hall, which would also be open to the public) on the ground floor, about 12,600 square feet of common areas, including gathering, kitchen, dining and study spaces, and 1,000 square feet of office space. The building would include solar power photovoltaic panels on the roof. The new building would also include 167 Class I² and 27 Class II³ bicycle parking spaces. Interconnected courtyards at the ground level would provide about 11,000 square feet of outdoor space. This includes the existing approximately 20,000-square-foot at-grade shared courtyard, which would be re-landscaped. A 400-square-foot balcony at the fifth floor would provide additional outdoor space. No on-site vehicular parking is proposed. One 77-foot yellow commercial loading zone would be provided on Channel Street, and a second 30-foot loading zone would be provided on Hooper Street. A 25-foot white passenger loading zone would be provided on Carolina Street.

Construction of the 188 Hooper Street building would also include streetscape improvements to the adjacent sidewalks on Channel, Carolina, Eighth, and Hooper Streets, elimination of curb cuts, reconfiguration of the adjacent on-street parking, reconfiguration of the intersections of Carolina Street/15th Street/8th Street, and extension of Channel Street to the west, to connect with Carolina Street. The

¹ These segments include the south side of Channel Street (east of Carolina Street), the east side of Carolina Street (from Channel Street to 8th Street), the east side of 8th Street (from Carolina Street to Irwin Street), the north and south sides of Hooper Street (from 8th Street to 7th Street), the north side of Irwin Street (from 8th Street to 7th Street) and the west side of 7th Street (from Hooper Street to Irwin Street).

² Class I bicycle parking spaces are 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 (San Francisco Planning Code Section 155.1).

³ Class II bicycle parking spaces are racks located in a publically-accessible, highly visible location intended for transient or short-term use by visitors, guest, and patrons to the building or use (San Francisco Planning Code Section 155.1).

proposed project would excavate to a depth of 3 feet at 188 Hooper Street over an area of 32,500 square feet, for a total amount of excavation of 3,600 cubic yards of soil.

1140 7th Street

At 1140 7th Street, the CCA proposes to construct a new academic building on the vacant portion of the lot at 1111 8th Street/1140 7th Street. The new building would include 125,000 square feet of arts education space, including studios, design labs, classrooms, and fabrication shops. The structure's base would be two stories, with higher east, west and north pavilions which would be up to four stories and would be 58 feet tall at its highest roof level (68 feet to the top of the frame holding solar panels, enclosing rooftop HVAC equipment, and other rooftop appurtenances). The roofs of the pavilions would be covered by solar panels, as would as the outdoor canopy between 1111 8th Street and 1140 7th Street, and the roof of the open air pavilion. Seven Class I bicycle parking spaces and 26 Class II spaces would be provided at this location. One existing on-street loading space on Irwin Street would be retained and a new off-street loading space accessed from Irwin Street would be added. No new vehicle parking is proposed.

The 1140 7th Street building would include one on-site truck loading area at the southeast corner of 1140 7th Street site (approximately 10.5-feet wide, 30 feet long, and open above) that would accommodate one single unit 30-foot long truck. Access to the loading space would be from Irwin Street, via a new 20-foot-wide driveway. Access to the loading dock area and Maker Alley would be provided through a manually operated folding gate, which would generally be left open during CCA's regular shipping and receiving hours (8 a.m. to 4:30 p.m.). Signage (such as "Authorized Personnel Only. No Pedestrian Access") would be installed at the entrance to prohibit students and other general public from accessing the loading area. The project would mount mirrors at the gate to increase truck drivers' vision when exiting the loading dock area. In addition, one 22-foot yellow commercial loading zone would be provided on Irwin Street.

Construction of the 1140 7th Street building would also include streetscape improvements to the adjacent sidewalks on Hooper, 8th, and Irwin streets, elimination of curb cuts, and reconfiguration of the adjacent on-street parking. The proposed project would excavate to a depth of 3 feet at 1140 7th Street over an area of 79,500 square feet, for a total amount of excavation of about 8,800 cubic yards of soil.

Project Site Improvements and Construction Schedule

The project would also plant up to 66 new street trees on the sidewalks surrounding the property, and 35 new trees would be planted within the interior of the site, while removing 25 trees. CCA also proposes to include a new landscaped courtyard spanning the length of the property between the new building and the existing 1111 8th Street building, as well as a large open area on the roof of the building between the east, west, and north pavilions. The proposed project would result in the elimination of CCA's Transbay service, which would be reconfigured to provide "last mile" service between the San Francisco campus and existing public transit hubs, such as the Civic Center BART/Muni Station at 9th and Market; shuttles would run approximately four times per day. A new 240-foot-long passenger loading zone would be provided for shuttles, pick-ups and drop-offs.

The proposed project would widen the sidewalk on the north side of Irwin Street from the existing 11 feet to 15 feet. At the same time, the proposed project would maintain the existing 90-degree on-street parking configuration on the north side of Irwin Street, to maximize the supply of public on-street parking in the area. The combination of sidewalk widening while maintaining 90-degree on-street parking would reduce the existing total travel lane width on Irwin Street by 1 foot, from approximately 21.5 feet to about 20.5 feet. A total of 122 on-street parking spaces would remain, which represents a decrease of 73 on-

street parking spaces and 17 off-street parking spaces (currently at 188 Hooper Street), for a total decrease of 90 parking spaces.

Construction of the proposed project would take place over a period of approximately 26 months, beginning in early 2019 through spring of 2021. The phasing would be: demolition, grading and deep pile work, foundation and concrete framing, framing and superstructure, interior systems and exterior cladding, followed by interiors, utility connections, site work, and street improvements. Each phase would generally occur first at 188 Hooper Street, followed by 1140 7th Street. The existing on-site parking at 7th Street and Irwin would be used for staging during construction. Total excavation volume at for the proposed project would be approximately 12,400 cubic yards of soil. The buildings would be supported by either torque down or drilled-displacement piles, and impact pile driving would not occur as part of building construction. No back-up generators are proposed as part of operations of the project.

Transportation-Related Project Variants

The project-level transportation analysis⁴ examined the proposed project (as described throughout this document), and additional variants for the purposes of transportation analysis: a code-compliant project variant and two Irwin Street parking project variants. Each of the variants is analyzed in detail in the project-level transportation study.

Code-Compliant Project Variant

As the proposed project at 188 Hooper Street would not include an on-site freight loading area, and the provision of one off-street freight loading parking space is a Planning Code requirement, the code-complaint variant includes an off-street loading dock. The code-compliant variant would provide an on-site freight loading area at 188 Hooper Street (approximately 12 feet wide, 40 feet long, and 14 feet high), that can accommodate one truck loading space. Access to the loading spaces would be from Channel Street, via a 17-foot wide driveway. Under the code-compliant variant, the up to 80-foot long on-street commercial loading zone on Channel Street would not be requested.

Irwin Street Parking Project Variants

Under the proposed project, the existing 90-degree on-street parking would be maintained, while the proposed project would widen the sidewalk on the north side of Irwin Street from the existing 11 feet to 15 feet. However, this configuration would reduce the existing total travel lane width on Irwin Street by 1 foot, from approximately 21.5 feet to about 20.5 feet. In addition, the 90-degree parking configuration proposed by the project would limit the potential for future widening of the existing sidewalk on the south side of the street. The existing sidewalk is 9.5 feet wide and, in order to comply with the San Francisco Better Streets Plan requirements for Irwin Street, the south sidewalk would be widened to a minimum of 12 feet.

In order to address the effects of future potential changes to the on-street parking configuration on the north side of Irwin Street, the transportation study also analyzed two additional parking variants to allow flexibility for implementing potential future changes to the south side sidewalk on Irwin Street. These two variants include the following:

Irwin Street Diagonal Parking Variant

⁴ Advant Consulting. *California College of the Arts Unified Campus Project Transportation Study (Case Number 2016-001557ENV2)*, June 8, 2018.