



# SAN FRANCISCO PLANNING DEPARTMENT

---

## Executive Summary Conditional Use

HEARING DATE: JANUARY 31, 2013

*Date:* January 24, 2013  
*Case No.:* **2011.0030C**  
*Project Address:* **367 Bayshore Boulevard**  
*Zoning:* PDR-2 (Core Production, Distribution, and Repair-Bayview) District  
Bayshore Boulevard Home Improvement Special Use District  
65-J Height and Bulk District  
*Block/Lot:* 5598/006  
*Project Sponsor:* John Kevlin  
Reuben, Junius & Rose  
One Bush Street, Ste. 600  
San Francisco, CA 94104  
*Staff Contact:* Richard Sucre – (415) 575-9108  
[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)  
*Recommendation:* **Approval with Conditions**

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

### PROJECT DESCRIPTION

The proposed project would construct a new one-story, automated conveyor-type automotive wash facility by demolishing an existing, vacant, one-story light industrial building, an industrial shed and monopole billboard sign. The new automotive wash facility would include an automated conveyor automotive wash (3,487 sq ft), a small office and restroom (196 sq ft), twelve parking stalls for vacuum cleaning, and new landscape features along Bayshore Boulevard and Loomis Street. The project would have a entry/exit along Bayshore Boulevard via a 20-ft wide curb cut, and an exit along Loomis Street via a 20-ft wide curb cut. The proposed project includes solar panel arrays over the twelve parking stalls, as well as a number of new site trees, a green screen, and lighting. The automotive wash would incorporate a recycled water system and rain water collection system. The proposed hours of operation would be from 7am to 8pm daily.

### SITE DESCRIPTION AND PRESENT USE

The proposed project is located on the east side of Bayshore Boulevard, between Flower and Waterloo Streets, on Block 5598, Lot 006. The subject lot is an irregularly shaped through lot with frontage on Bayshore Boulevard and Loomis Street, and measures 75-ft by 290-ft by 75-ft by 302-ft for a total of 22,176 sq ft. Currently, the property is developed with a vacant one-story light industrial building, an industrial shed, and a monopole billboard sign.

## **SURROUNDING PROPERTIES AND NEIGHBORHOOD**

The area surrounding the project site is commercial in character. Bayshore Boulevard is a wide two-way thoroughfare measuring approximately 110-ft wide. A variety of two-to-three-story, light industrial and commercial establishments are located in the surrounding area, including a large-scale formula retail hardware store (Lowe's), a gymnasium, a formula retail fast food restaurant, and several mid-to-large-scale retail stores. On the east side of Bayshore Boulevard, the adjacent properties include the public right of way for the three-story formula retail hardware store (Lowe's) and a large scale automotive parts retail store, which has a large parking lot as its street frontage. On the west side of Bayshore Boulevard, buildings in the immediate vicinity typically range from one to two-stories in height, and primarily contain retail uses or home improvement uses. To the west of Bayshore Boulevard is the US-101 highway; while to the east of Bayshore Boulevard are one-to-three-story light industrial buildings and warehouses. The surrounding area consists of properties within the PDR-2 (Core Production, Distribution, and Repair-Bayview) Zoning District.

## **ENVIRONMENTAL REVIEW**

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 1 and Class 3 Categorical Exemption.

## **HEARING NOTIFICATION**

<b>TYPE</b>	<b>REQUIRED PERIOD</b>	<b>REQUIRED NOTICE DATE</b>	<b>ACTUAL NOTICE DATE</b>	<b>ACTUAL PERIOD</b>
Classified News Ad	20 days	January 11, 2013	January 11, 2013	20 days
Posted Notice	20 days	January 11, 2013	January 11, 2013	20 days
Mailed Notice	10 days	January 21, 2013	January 17, 2013	14 days

## **PUBLIC COMMENT**

As of January 24, 2013, the Department has received one phone call inquiring about the project.

## **ISSUES AND OTHER CONSIDERATIONS**

- The Commerce and Industry Element of the General Plan contains objectives and policies that encourage the retention of existing commercial and industrial uses. The proposal would be consistent with the area's light industrial and commercial character by introducing a new automotive wash facility, which would create new jobs and new street activity within the surrounding neighborhood. This new use would be consistent with the immediate area's mixed use character.
- The PDR-2 Zoning Districts permits certain non-industrial, non-residential uses, which would not create conflicts with the primary industrial uses or which are compatible with the operational characteristics of businesses in the area. The new automotive wash facility would not create a conflict with the area's light industrial and commercial character, and would be consistent with the auto-oriented uses found within the surrounding area.

- The Bayshore Boulevard Home Improvement Special Use District, established on January 21, 2011, encourages and promotes businesses that are focused on home improvement, particularly those that emphasize sensitivity to the environment, and would provide employment opportunities for local residents. The new automotive wash facility would not be in conflict with the goals of this district, since the new business would provide new employment opportunities on a vacant and underused lot, and would use sustainable and environmental sensitivity business practices through the car wash's recycled water system and rain water collection system.
- As adopted by the Planning Commission in November 2010, the Bayshore Boulevard Home Improvement Design Guidelines provides guidelines for new construction projects within the Bayshore Boulevard Home Improvement Special Use District. The proposal is generally consistent with these guidelines as evidenced by the new landscaping and street trees provided along Bayshore Boulevard and Loomis Street; the new sustainable and environmentally-sensitive features of the proposed project, including the use of solar panels, a rain water collection system, permeable surfaces, and the recycled water system; and, the new lighting and signage on the project site.
- As an automotive wash facility, the proposal does provide adequate space for executing all cleaning and detailing services on the subject lot. Further, the automotive wash facility would contribute to the surrounding streetscape by adding new lighting on the project site and landscaping along Bayshore Boulevard and Loomis Street.
- Bayshore Boulevard is a traditionally auto-oriented thoroughfare and the land use patterns reflect the traditional character of this street. The proposal is reflective of the traditional land use patterns of Bayshore Boulevard, while accommodating the new design guidelines and focus of the Bayshore Boulevard Home Improvement Special Use District.

## **REQUIRED COMMISSION ACTION**

In order for the project to proceed, the Commission must grant conditional use authorization to allow the establishment of an automotive wash facility within the Bayshore Boulevard Home Improvement Special Use District, pursuant to Planning Code Section 249.65(c)(2)(E).

## **BASIS FOR RECOMMENDATION**

- The project establishes a new commercial use within a mixed-use area that is focused on commercial and light industrial activity.
- The project would not displace an existing retail tenant providing convenience goods and services to the neighborhood.
- The project would be consistent with the light industrial and commercial character of the immediate neighborhood, would be in harmony with the uses and development patterns found within the immediate vicinity, and would assist in maintaining the area's diverse economic base.
- The project meets all applicable requirements of the Planning Code.

- The project is desirable for, and compatible with the surrounding neighborhood.
- The business is not a Formula Retail use and would serve the immediate neighborhood in addition to a larger trade area.
- A number of automotive and vehicle repair businesses are located in the area.
- The project is generally consistent with the adopted Bayshore Boulevard Home Improvement Design Guidelines.

<b>RECOMMENDATION:            Approval with Conditions</b>
--

**Attachments:**

Block Book Map

Sanborn Map

Aerial Photographs

Project Sponsor Submittal, including Reduced Plans and Project Sponsor Brief

Bayshore Boulevard Home Improvement District Design Guidelines

Environmental Determination

Attachment Checklist

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary           | <input checked="" type="checkbox"/> Project sponsor submittal                                 |
| <input checked="" type="checkbox"/> Draft Motion                | Drawings: <u>Existing Conditions</u>  |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility                                      |
| <input checked="" type="checkbox"/> Zoning District Map         | Drawings: <u>Proposed Project</u>   |
| <input checked="" type="checkbox"/> Height & Bulk Map           | <input checked="" type="checkbox"/> Check for legibility                                      |
| <input checked="" type="checkbox"/> Parcel Map                  | <input type="checkbox"/> Health Dept. Review of RF levels                                     |
| <input checked="" type="checkbox"/> Sanborn Map                 | <input type="checkbox"/> RF Report  |
| <input checked="" type="checkbox"/> Aerial Photo                | <input type="checkbox"/> Community Meeting Notice   |
| <input checked="" type="checkbox"/> Context Photos              | <input type="checkbox"/> Inclusionary Affordable Housing Program:<br>Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos                 |   |

Exhibits above marked with an "X" are included in this packet

\_\_\_\_\_  
Planner's Initials

*RS: G:\Documents\Conditional Use Authorization\2011.0300C 367 Bayshore Blvd\ExecutiveSummary\_367 Bayshore Blvd.doc*



# SAN FRANCISCO PLANNING DEPARTMENT

*Subject to: (Select only if applicable)*

- |  |  |
|--|--|
| <input type="checkbox"/> Affordable Housing (Sec. 415)           | <input type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412)            | <input type="checkbox"/> Other                             |

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

## Planning Commission Draft Motion

HEARING DATE: JANUARY 31, 2013

*Date:* January 31, 2013  
*Case No.:* **2011.0030C**  
*Project Address:* **367 BAYSHORE BOULEVARD**  
*Zoning:* PDR-2 (Core Production, Distribution and Repair-Bayview) Zoning District  
Bayshore Boulevard Home Improvement Special Use District  
65-J Height and Bulk District  
*Block/Lot:* 5598/006  
*Project Sponsor:* John Kevlin  
Rueben, Junius & Rose  
One Bush Street, Ste. 600  
San Francisco, CA 94104  
*Staff Contact:* Richard Sucre – (415) 575-9108  
[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)

**ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 249.65(c)(2)(E) AND 303 OF THE PLANNING CODE TO ALLOW AN AUTOMOTIVE WASH FACILITY WITHIN THE PDR-2 (CORE PRODUCTION, DISTRIBUTION AND REPAIR-BAYVIEW) DISTRICT, BAYSHORE BOULEVARD HOME IMPROVEMENT SPECIAL USE DISTRICT AND A 65-J HEIGHT AND BULK DISTRICT.**

### PREAMBLE

On January 13, 2011, John Kevlin (hereinafter "Project Sponsor") of Reuben & Junius on behalf of the Chris Harney (Property Owner) filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Section 249.65(c)(2)(E) of the Planning Code to allow an automotive wash (drive-up) facility within the PDR-2 (Core Production, Distribution and Repair-Bayview) Zoning District, Bayshore Boulevard Home Improvement Special Use District and a 65-J Height and Bulk District.

On January 31, 2013, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2011.0030C.

The project is exempt from the California Environmental Quality Act ("CEQA") as a Class 1 and Class 3 Categorical Exemption. The Commission has reviewed and concurs with said determination. The categorical exemption and all pertinent documents may be found in the files of the Planning Department (hereinafter "Department"), as the custodian of records, at 1650 Mission Street, San Francisco.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

**MOVED**, that the Commission hereby authorizes the Conditional Use requested in Application No. 2011.0030C, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

## **FINDINGS**

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The proposed project is located on the east side of Bayshore Boulevard, between Flower and Waterloo Street, on Block 5598, Lot 006. The subject lot is an irregularly shaped through lot with frontage on Bayshore Boulevard and Loomis Street, and measures 75-ft by 290-ft by 75-ft by 302-ft for a total of 22,176 sq ft. Currently, the property is developed with a vacant one-story light industrial building, an industrial shed, and a monopole billboard sign.
3. **Surrounding Properties and Neighborhood.** The area surrounding the project site is commercial in character. Bayshore Boulevard is a wide two-way thoroughfare measuring approximately 110-ft wide. A variety of two-to-three-story, light industrial and commercial establishments are located in the surrounding area, including a large-scale formula retail hardware store (Lowe's), a gymnasium, a formula retail fast food restaurant, and several mid-to-large-scale retail stores. On the east side of Bayshore Boulevard, the adjacent properties include the public right of way for the three-story formula retail hardware store (Lowe's) and a large scale automotive parts retail store (Kragen Auto Parts), which has a large parking lot as its street frontage. To the west of Bayshore Boulevard is the US-101 highway; while to the east of Bayshore Boulevard are several one-to-three-story light industrial buildings and warehouses. The surrounding area consists of properties within the PDR-2 (Core Production, Distribution, and Repair-Bayview) Zoning District.
4. **Project Description.** The proposed project would construct a new one-story, automated conveyor-type automotive wash facility (drive-up facility) by demolishing an existing, vacant, one-story light industrial building, an industrial shed and monopole billboard sign. The new automotive wash facility would include an automated conveyor automotive wash (3,487 sq ft), a small office and restroom (196 sq ft), twelve parking stalls for vacuum cleaning, and new

landscape features along Bayshore Boulevard and Loomis Street. The project would have an entry/exit along Bayshore Boulevard via a 20-ft wide curb cut, and an exit along Loomis Street via a 20-ft wide curb cut. The proposed project includes solar panel arrays over the twelve parking stalls, as well as a number of new site trees, a green screen, and lighting. The automotive wash would incorporate a recycled water system and rain water collection system. The proposed hours of operation would be from 7am to 8pm daily.

5. **Public Comment.** The Department has received one phone call inquiring about the project and expressing general support.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Automotive Use/Automotive Wash.** Planning Code Section 249.65 states that a Conditional Use Authorization is required for automotive uses, as defined by Planning Code Section 223. Per Planning Code 223(j), an automotive wash facility is defined as an automotive use.

*The Project Sponsor seeks to establish an automotive wash facility (automotive use) on the project site.*

- B. **Street Trees.** For new construction, Planning Code Section 138.1 requires one street tree for every 20-ft of frontage along a street or alley with any remaining fraction of 10-ft or more of frontage requiring an additional street tree. Currently, the Project site has 75-ft of frontage along Bayshore Boulevard, and 75-ft of frontage along Loomis Street.

*The Project meets this requirement by providing four new street trees on Bayshore Boulevard, and four new street trees along Loomis Street.*

- C. **Parking.** Per Planning Code Section 249.65, the Bayshore Boulevard Home Improvement Special Use District does not have required parking, and instead has parking maximum, as identified in Planning Code Sections 151 and 151.1.

*Since the Project only contains 3,683 sq ft of occupied floor area, the Project does not have any off-street parking maximum. The Project provides twelve off-street parking spaces/stalls for cleaning, including one handicap accessible parking stall, which does not count against the parking maximum.*

- D. **Screening and Greening for Vehicular Use Areas.** Planning Code Section 142 outlines requirements for off-street parking and "vehicle use areas" adjacent to the public right of way.

*The Project meets this requirement by providing landscaping and a 4-ft high green wall along Bayshore Boulevard and Loomis Street to screen the vehicle use areas. The Project also incorporates permeable paving within the driveway areas.*

7. **Planning Code Section 249.65 (Bayshore Boulevard Home Improvement Special Use District)** establishes additional criteria for the Planning Commission to consider when reviewing



applications for Conditional Use authorization. On balance, the project does comply with said criteria in that:

- (1) The proposal is in conformity with the purpose and intent of the Bayshore Boulevard Home Improvement Special Use District;

*The Project is in conformity with the purpose and intent of the Bayshore Boulevard Home Improvement Special Use District (SUD), since it would contribute to the mixed commercial and light industrial character of the surrounding area and would not be in conflict with the surrounding home improvement businesses. Specifically, the Bayshore Boulevard SUD emphasizes businesses that are environmentally sensitive and which create a mixed commercial district consisting of a mix of retail and PDR uses. By establishing a new automotive wash facility, the Project would contribute to the mixed commercial character of the area and also to the district's environmental goals by the inclusion of the recycled water system, rain water collections system and solar panels.*

- (2) The proposal contributes to the sustainable character and function of the Bayshore Boulevard Home Improvement SUD;

*As noted above, the Project contributes to the sustainable character and intent of the Bayshore Boulevard SUD by providing for a recycled water system, rain water collection system, and solar panels. As stated by the Project Sponsor, the Project would be constructed with sustainable products in conformance with the California Green Building Code. Further, the car wash would operate using electric motors with variable speed controls to ensure power efficiency. Finally, the Project would include permeable surfaces for rainwater collection, and eco-friendly, bio-degradable cleaning solutions.*

- (3) The proposal is consistent with the policies and guidelines of the Bayshore Boulevard Home Improvement District Design Guidelines.

*The Project is largely consistent with the guidelines and policies of the Bayshore Boulevard Home Improvement District Design Guidelines (Design Guidelines), as adopted by the Planning Commission in November 2010. The Project provides the office and restroom closer to Bayshore Boulevard, thus reinforcing more active uses towards the main street. The Project provides a pedestrian access walkway and a 20-ft curb cut along Bayshore Boulevard, thus meeting the requirement for site design, parking and loading. Along Bayshore Boulevard and Loomis Street, street trees, a 4-ft high green wall, and landscaping are used to buffer the site from the street. The car wash is designed with a system of regular vertical bays and three-dimensional detailing, which create visual interest and shadow. To reinforce security and a streetscape, the Project includes ample lighting along Bayshore Boulevard and throughout the site. On Bayshore Boulevard, a monument sign denotes the entry/exit into the facility. All of these elements are consistent with the guidelines and recommendations offered in the Design Guidelines.*

8. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. On balance, the project does comply with said criteria in that:

- A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

*The size of the proposed use is in keeping with other buildings in the immediate vicinity. The immediate block along Bayshore Boulevard features a variety of uses, including light industrial, general commercial, automotive repair, and retail sales. Bayshore Boulevard is a traditionally auto-oriented thoroughfare. This new use will compliment the mix of goods and services currently available in the district and contribute to the economic vitality of the neighborhood by establishing a new automotive use on Bayshore Boulevard, which would complement the traditional land uses.*

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

*Currently, the existing site contains a vacant one-story industrial building, an industrial shed and a large billboard sign. The Project would construct a one-story tall automotive wash facility, which would be setback from Bayshore Boulevard, but would be screened with landscaping and new street trees along Bayshore Boulevard and Loomis Street. The new building would be located along the northern edge of the site adjacent to a neighboring one-story retail building (Kragen Auto Parts). The Project is designed to complement the surrounding Bayshore Boulevard Home Improvement SUD.*

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

*The Planning Code does not require parking for the proposed use. The Project provides twelve off-street parking stalls for cleaning, including one handicap accessible parking stall. The entry to the car wash would be located off of Bayshore Boulevard with exits located along Bayshore Boulevard and Loomis Street. The Project is located on a relative long site (measuring approximately 302-ft), so much of the queuing for the car wash will occur on-site.*

- iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

*The proposed project will comply with the City's requirements to minimize noise, glare, odors, or other harmful emissions. Conditions of approval are included to address potential issues.*

- iv. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

*The Project would provide four new street trees along Bayshore Boulevard and along Loomis Street, as well as landscaping, new lighting and a green screen along both street frontages. The Project provides an ample amount of new landscaping to offer a more pleasant pedestrian scale and to partially screen the vehicle use areas.*

- C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

*The Project complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.*

9. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

## COMMERCE AND INDUSTRY ELEMENT

### Objectives and Policies

#### OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

#### Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

#### Policy 1.2:

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

#### Policy 1.3:

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

*The Project would provide desirable goods and services to the surrounding PDR-2 Zoning District and Bayshore Boulevard Home Improvement SUD. The Project is consistent with uses outlined within the Planning Code and General Plan.*

#### OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

**Policy 2.1:**

Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

*The Project establishes a new automotive use, which will enhance the diverse economic base of the City.*

As noted below, the Neighborhood Commerce section of the Commerce and Industry Element establishes the following guidelines for auto-oriented facilities, which should be employed in the development of overall district zoning controls as well as in the review of individual permit applications, which require case-by-case review and Planning Commission approval. Pertinent guidelines may be applied as conditions of approval of individual permit applications. In general, uses should be encouraged which meet the guidelines; conversely, uses should be discouraged which do not.

**Auto-Oriented Facilities:**

- Serve automobiles directly, such as gas or service stations, auto repair garages, or automobile washes;
- Serve customers while in their cars, such as drive-through windows for banking, food service or film processing;
- Provide convenience goods and services such as fast food restaurants or take-out food, convenience grocery stores, financial services (with drive-up teller services);
- Sell bulky items or items purchased in volume such as furniture or appliance stores, supermarkets, and large discount stores; and
- Operate at times or for purposes in such a manner that most customers view alternate modes of transportation as impractical.

*The proposed project provides adequate building space for all cleaning and wash activities. The proposal provides sufficient off-street parking stalls for cleaning and provides adequate screening of uses within its facility.*

**OBJECTIVE 4:**

IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.

**Policy 4.10:**

Enhance the working environment within industrial areas.

*The Project would provide new street trees and landscaping, which would benefit the pedestrian realm and enhance the surrounding industrial area. The Project assists in complementing the surrounding commercial and light industrial uses, and replaces a long vacant project site.*

## **BAYVIEW HUNTERS POINT AREA PLAN**

The Project is, on balance, consistent with the following Objectives and Policies of the Bayview Hunters Point Area Plan:

### **Objectives and Policies**

#### **OBJECTIVE 7:**

**ENCOURAGE HEALTHY RETAIL REUSE IN THE EXISTING COMMERCIAL CORE OF THIRD STREET AND COMPLEMENTARY GROWTH IN ADJACENT SECTIONS.**

*The Project provides a new commercial establishment along Bayshore Boulevard, which is recognized as a secondary commercial area consisting of heavy commercial outlets, such as lumberyards and hardware stores. The new car wash provides for complementary growth within the Oakinba sector of the Bayview Hunters Point Area Plan.*

10. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

- A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

*The Project would enhance the district by providing an automotive wash facility in an area that historically has been auto-oriented. This business creates several employment opportunities for the community.*

- B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

*The Project will not impact any of the existing housing or neighborhood character. The surrounding neighborhood has a mixed character primarily composed of commercial and light industrial uses. Residential uses are generally not present.*

- C. That the City's supply of affordable housing be preserved and enhanced,

*The Project would not impact the City's supply of affordable housing.*

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

*The Project is located along Bayshore Boulevard, which is primarily a transit corridor. Presumably, patrons will arrive by automobile, since the Project would establish an automotive use. The Project provides off-street parking stalls/spaces for the automotive wash services, and would not impact public transit options within the immediate vicinity.*

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

*The Project will assist in maintaining a diverse economic base by establishing a commercial retail use. The Project does not include office development.*

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

*The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code.*

- G. That landmarks and historic buildings be preserved.

*A landmark or historic building does not occupy the Project site.*

- H. That our parks and open space and their access to sunlight and vistas be protected from development.

*The Project will have no negative impact on existing parks and open spaces. The Project does not have an impact on open spaces.*

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
12. The Commission hereby finds that approval of the Conditional Use Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2011.0030C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated September 2, 2011, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

**APPEAL AND EFFECTIVE DATE OF MOTION:** Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on January 31, 2013.

Jonas P. Ionin  
Acting Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: January 31, 2013

## EXHIBIT A

### AUTHORIZATION

This authorization is for a conditional use to allow an automotive wash facility located at 367 Bayshore Boulevard, Block 5598 and Lot 006 pursuant to Planning Code Section 249.65(c)(2)(e) within the PDR-2 Zoning District, Bayshore Boulevard Home Improvement Special Use District, and a 65-J Height and Bulk District; in general conformance with plans, dated September 2, 2011, and stamped "EXHIBIT B" included in the docket for Case No. 2011.0326C and subject to conditions of approval reviewed and approved by the Commission on January 31, 2013 under Motion No XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

### RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on January 31, 2013 under Motion No XXXXX.

### PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXX shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use Authorization and any subsequent amendments or modifications.

### SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

### CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use Authorization.



## Conditions of Approval, Compliance, Monitoring, and Reporting

### PERFORMANCE

1. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for three years from the effective date of the Motion. A building permit from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three (3) years of the date of the Motion approving the Project. Once a site or building permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org).*

2. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org).*

### MONITORING

3. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org).*

4. **Revocation Due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## OPERATION

5. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

*For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org/>*

6. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## DESIGN & CODE COMPLIANCE

7. **Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

## PROVISIONS

8. **Transit Impact Development Fee.** Pursuant to Planning Code Section 411, the Project Sponsor shall comply with the Transit Impact Development Fee provisions pursuant to Article 4 of the Planning Code.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

# Parcel Map

SUBJECT PROPERTY



Conditional Use Authorization  
Case Number 2011.0030C  
Automotive Wash Facility  
367 Bayshore Boulevard

# Sanborn Map\*

PROJECT SITE

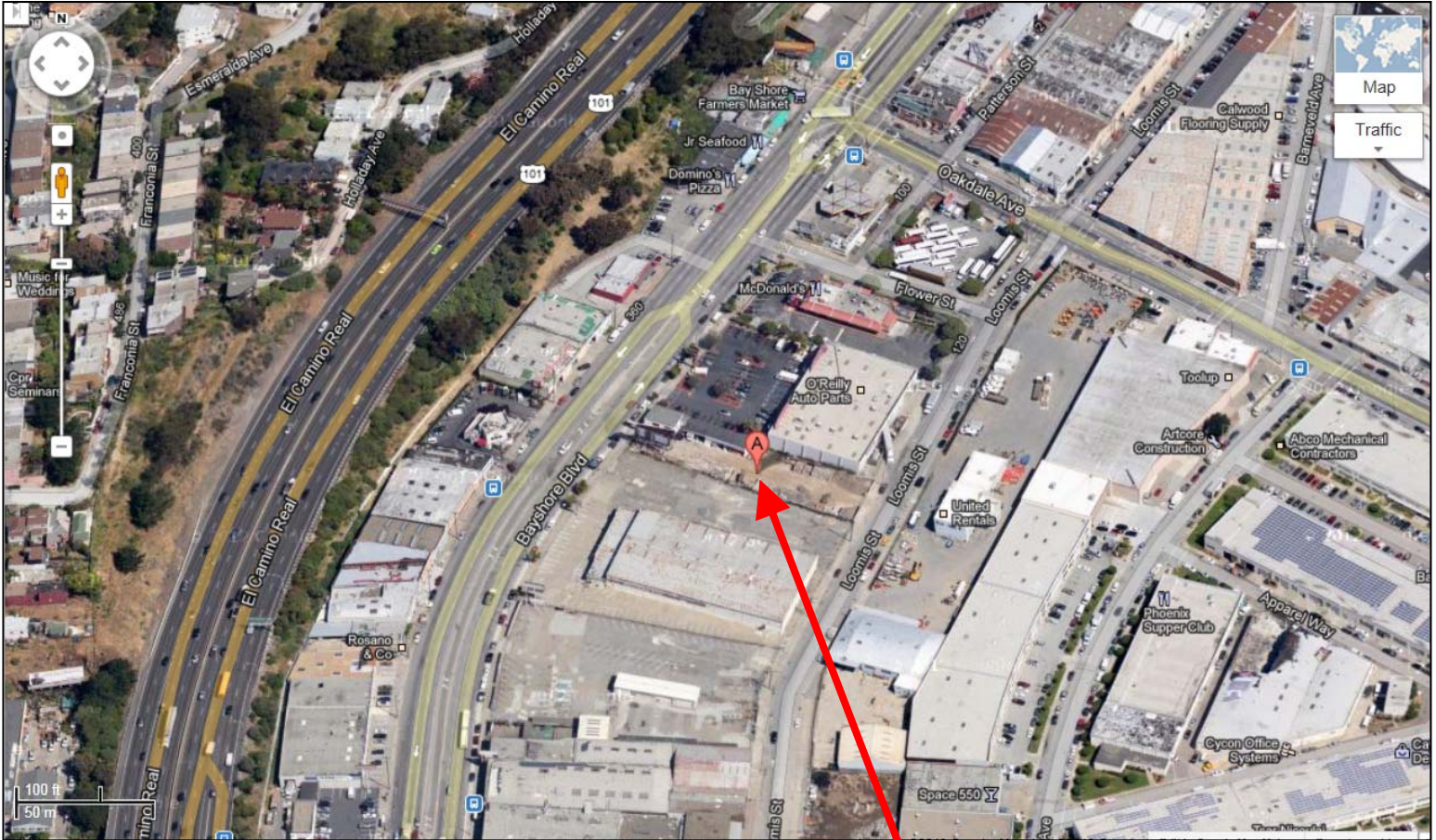


\*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Conditional Use Authorization  
Case Number 2011.0030C  
Automotive Wash Facility  
367 Bayshore Boulevard

# Aerial Photo



**PROJECT SITE**



Conditional Use Authorization  
Case Number 2011.0030C  
Automotive Wash Facility  
367 Bayshore Boulevard

# Zoning Map



Conditional Use Authorization  
Case Number 2011.0030C  
Automotive Wash Facility  
367 Bayshore Boulevard

# Site Photo

PROJECT SITE



367 Bayshore Boulevard, View along Bayshore Boulevard

Conditional Use Authorization  
Case Number 2011.0030C  
Automotive Wash Facility  
367 Bayshore Boulevard



# Site Photo

PROJECT SITE



367 Bayshore Boulevard, View along Loomis Street

Conditional Use Authorization  
Case Number 2011.0030C  
Automotive Wash Facility  
367 Bayshore Boulevard

# Site Photo

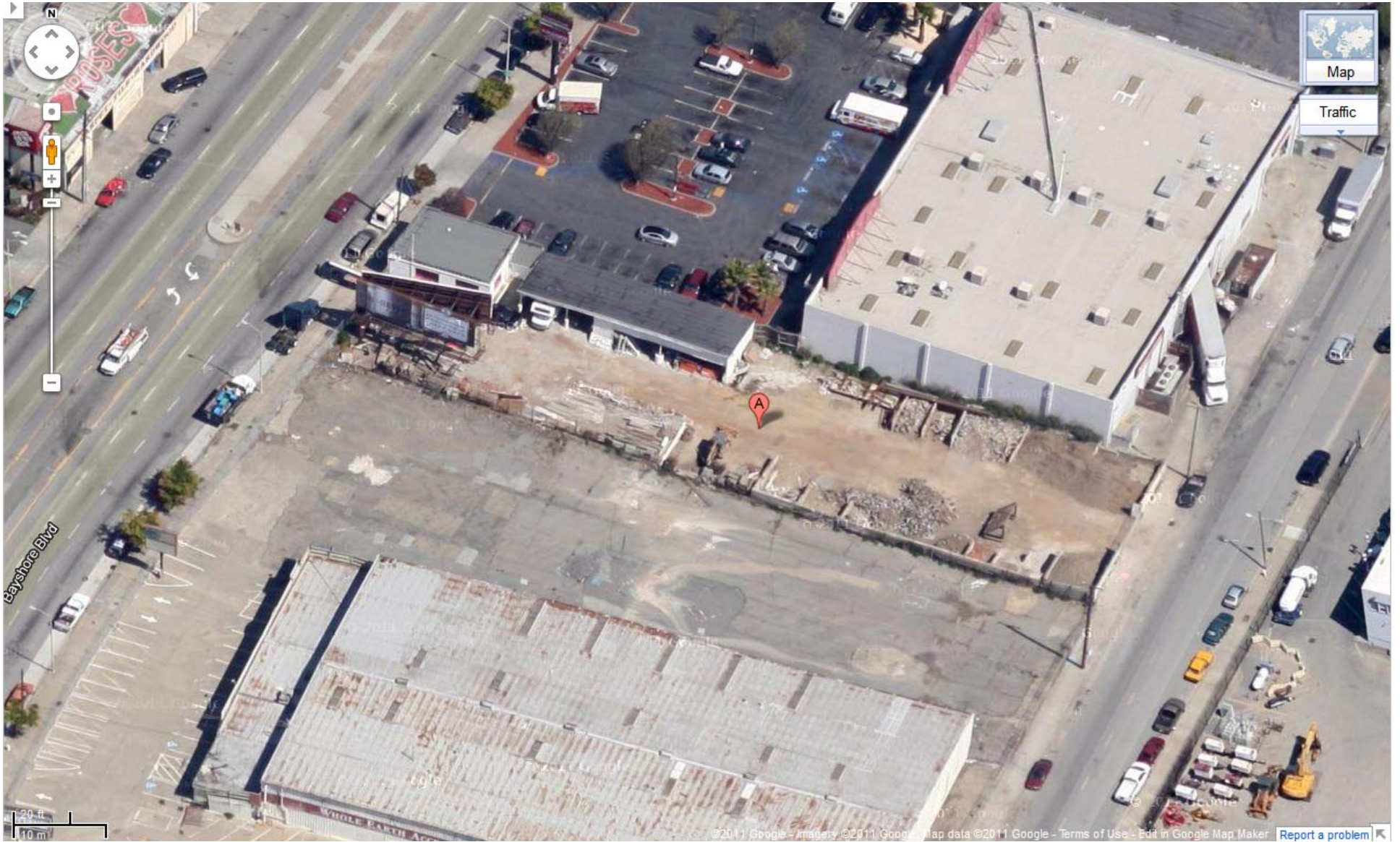
PROJECT SITE



367 Bayshore Boulevard, View looking west along Bayshore Boulevard

Conditional Use Authorization  
Case Number 2011.0030C  
Automotive Wash Facility  
367 Bayshore Boulevard

# 367 Bayshore Boulevard

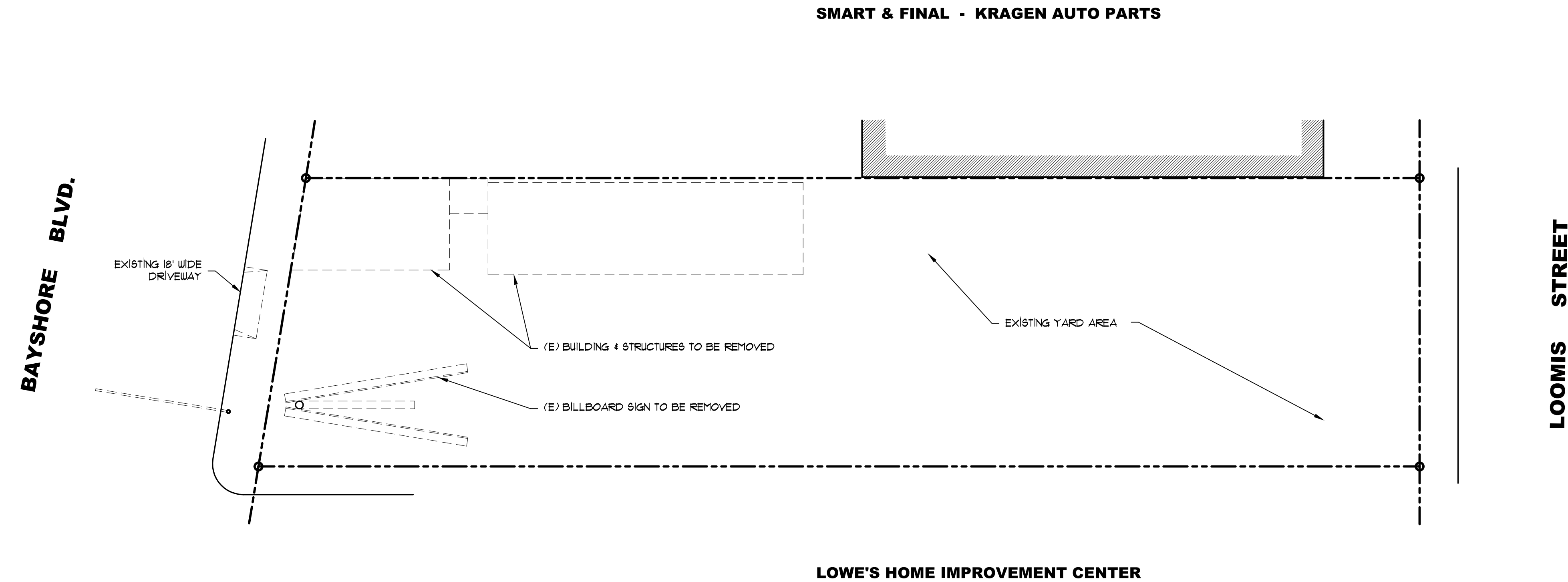




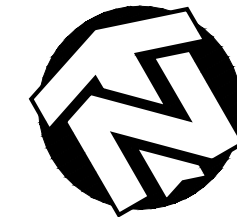




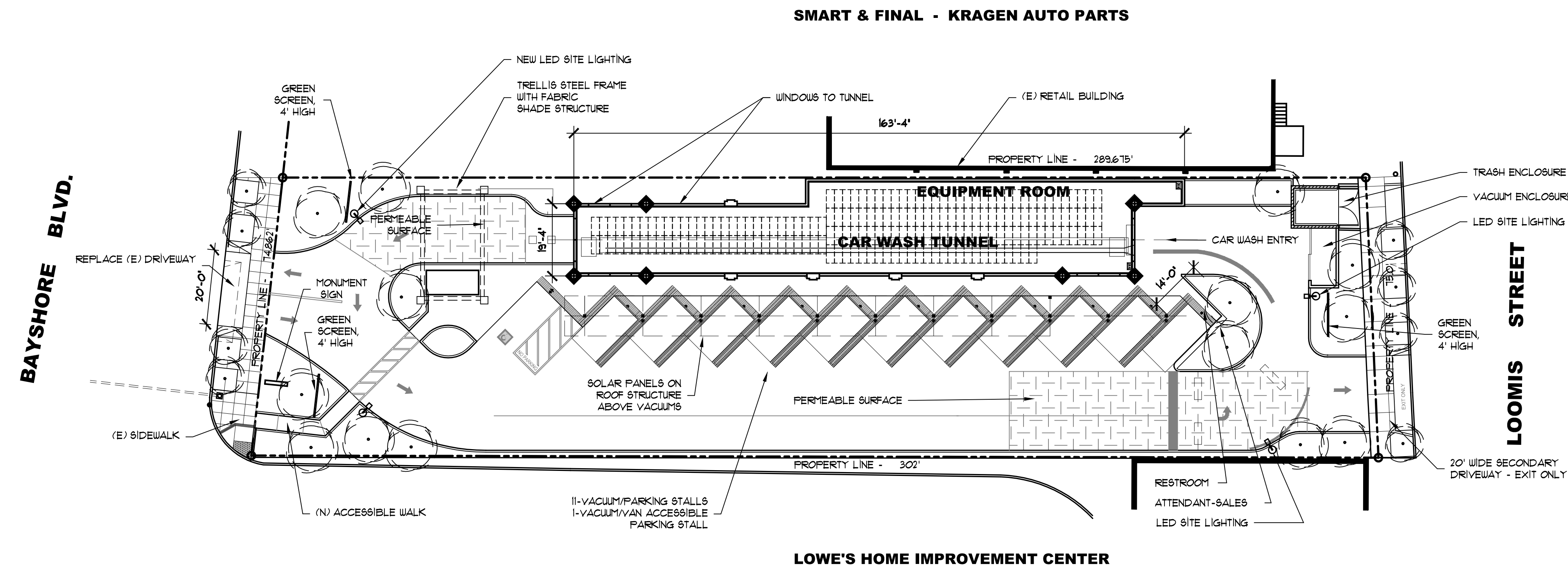




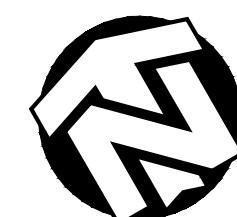
18 EXISTING SITE PLAN



SCALE: 1" = 20'-0"



20 ARCHITECTURAL SITE PLAN



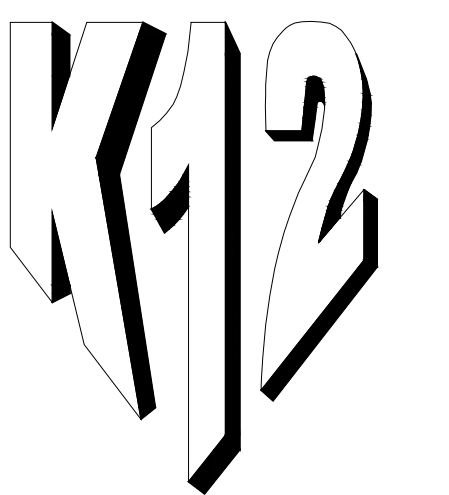
SCALE: 1" = 20'-0"

STREET TREES AND FRONTAGE TREES TO BE  
 - 24" BOX TREES MINIMUM WITH 2" DIA TRUNK  
 AT BREAST HEIGHT, PER CITY TREE ORDINANCE.

PROJECT DATA

ASSESSOR'S PARCEL NUMBER(S):	5598-006		
ZONING:	PDR-2		
PROJECT SITE AREA (GROSS):	(0.51 ACRES) ±22,188 S.F.		
BUILDING DATA:			
STRUCTURE	U.B.C. OCCUP.	TYPE OF CONST.	AREA
CAR WASH	B	V B	3,675 S.F. TOTAL
CAR WASH FLOOR			3,584 S.F.
RESTROOM FLOOR / STORAGE			91 S.F.
EXIT SHADE STRUCTURE			600 S.F.
SOLAR PANEL SHADE STRUCTURE			1,400 S.F.
FLOOR TO AREA RATIO:			
TOTAL AREA OF SITE:	22,188 S.F.		
TOTAL AREA OF BUILDINGS:	3,683 S.F.	16.6 %	
LANDSCAPING DATA:			
TOTAL AREA OF LANDSCAPING:	3,507 S.F.		
PERCENTAGE OF SITE LANDSCAPED:	15.0 %		
PARKING DATA:			

PARKING PROVIDED	
REGULAR VACUUM SPACES	= 11
PARALLEL SPACES W/ VACUUM	= 0
ACCESSIBLE SPACES	= 1
COMPACT SPACES	= 0
TOTAL =	12



**K12 Architects**

K12 Architects, Inc  
 3090 Fite Circle, #104  
 Sacramento, CA 95827

PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

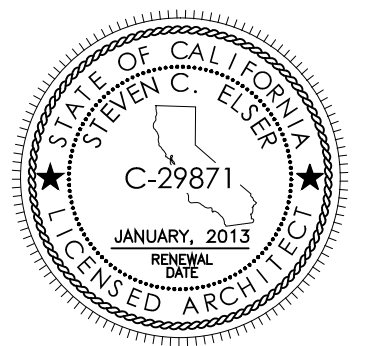
**BAYSHORE  
 BOULEVARD  
 CAR  
 WASH**

**367 Bayshore Boulevard,  
 San Francisco CA 94124**

DEVELOPER:

REVISIONS:  
 △ PLANNING REVISIONS SEPT. 2, 2011

PROFESSIONAL SEALS:



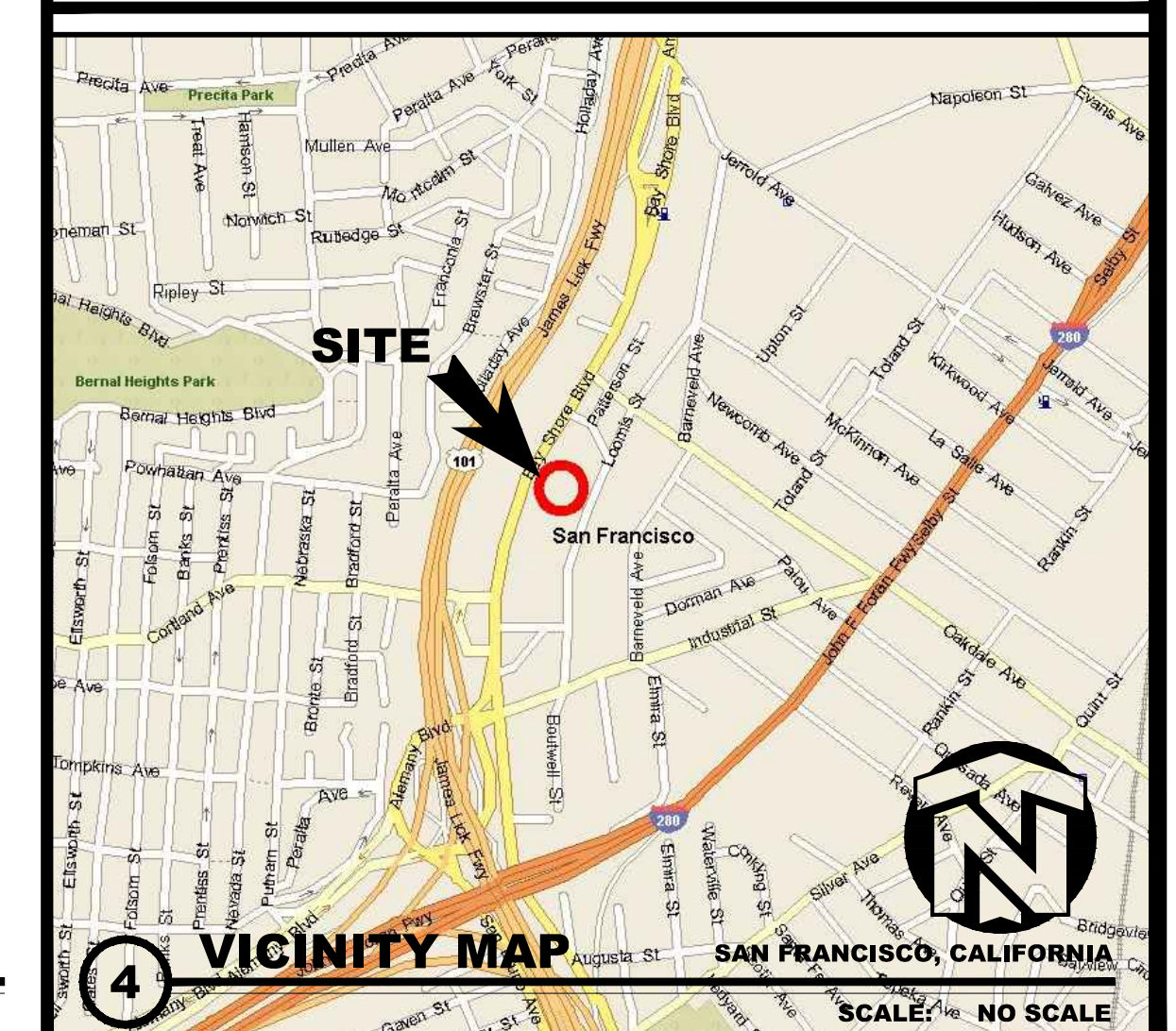
PROJECT NUMBER: 11-001.1 PROJECT DATE: 01-06-11

SHEET CONTENTS:

**EXISTING AND  
 PROPOSED  
 SITE PLAN**

SHEET NUMBER:

**A-1**

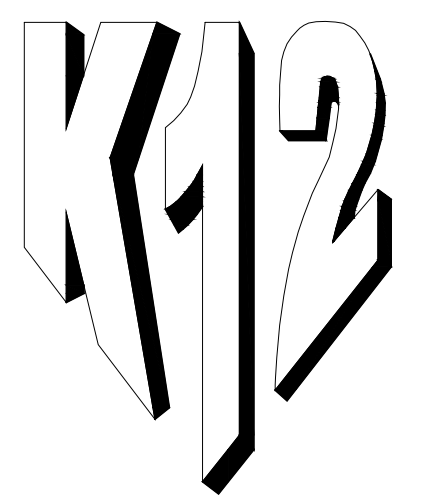


4 VICINITY MAP



SCALE: NO SCALE





**K12**  
**Architects**

K12 Architects, Inc  
3090 Fite Circle, #104  
Sacramento, CA 95827

PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

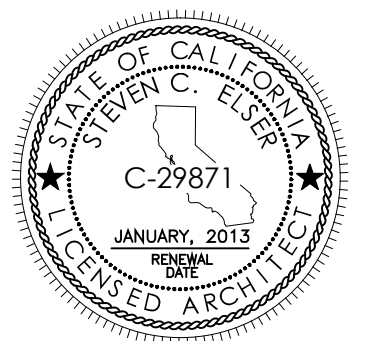
**BAYSHORE  
BOULEVARD  
CAR  
WASH**

367 Bayshore Boulevard,  
San Francisco CA 94124

DEVELOPER:

REVISIONS:  
△ PLANNING REVISIONS SEPT. 2, 2011

PROFESSIONAL SEALS:



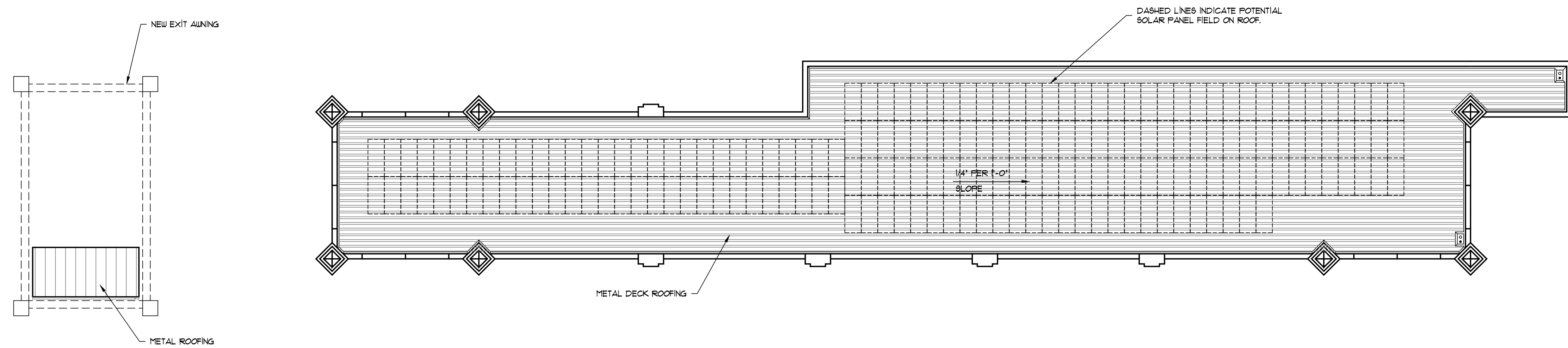
PROJECT NUMBER: 11-001.1 | PRODUCT DATE: 01-06-11

SHEET CONTENTS:

FLOOR PLAN

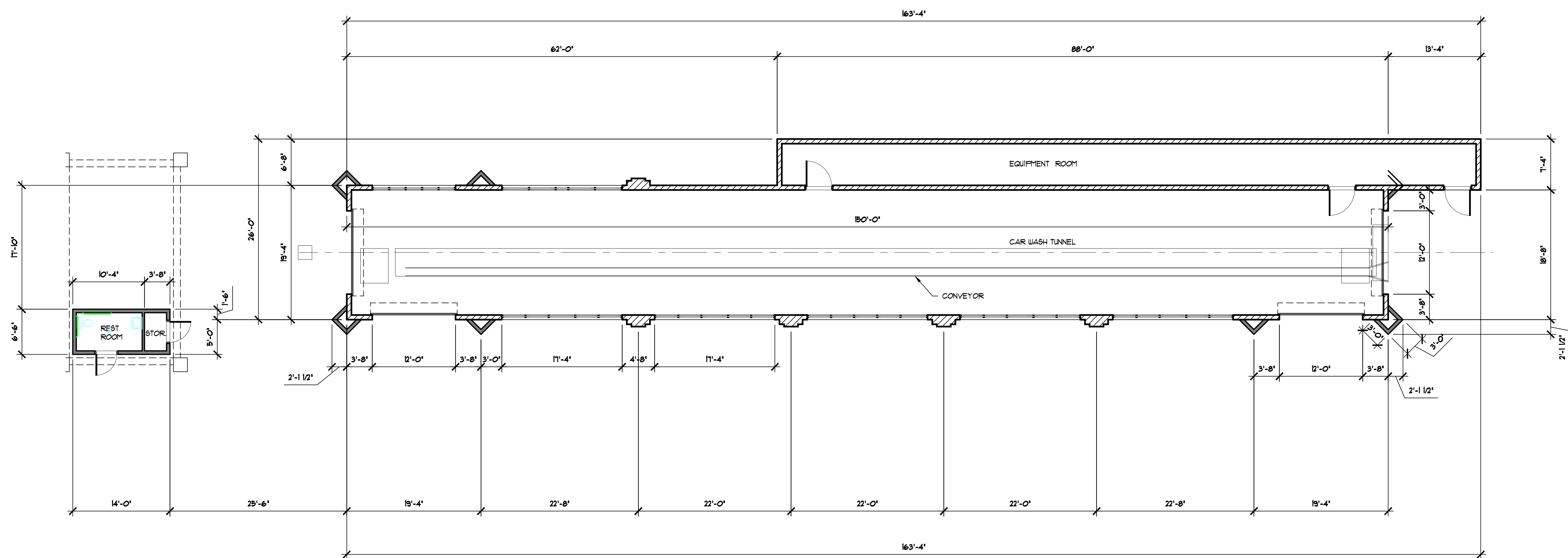
SHEET NUMBER:

A-2



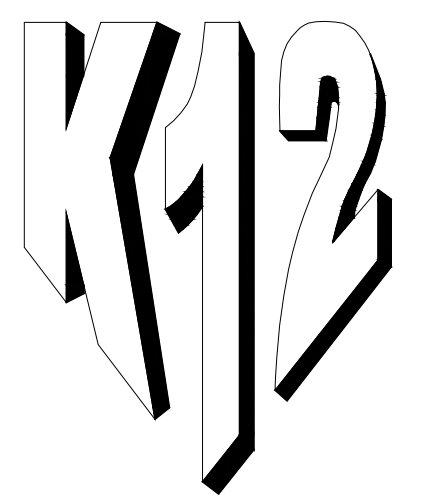
18 ROOF PLAN (TUNNEL) - SECOND FLOOR PLAN (OFFICE)

SCALE: 1/8" = 1'-0"



20 FLOOR PLAN - MAIN FLOOR

SCALE: 1/8" = 1'-0"



**K12 Architects**

K12 Architects, Inc  
3090 Fite Circle, #104  
Sacramento, CA 95827  
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

**BAYSHORE  
BOULEVARD  
CAR  
WASH**

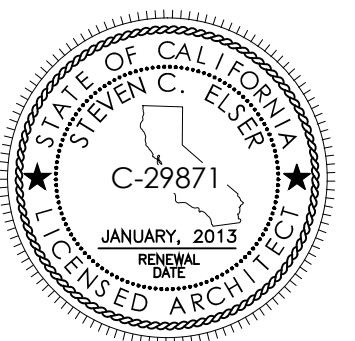
367 Bayshore Boulevard,  
San Francisco CA 94124

DEVELOPER:

REVISIONS:

△ PLANNING REVISIONS SEPT. 2, 2011

PROFESSIONAL SEALS:



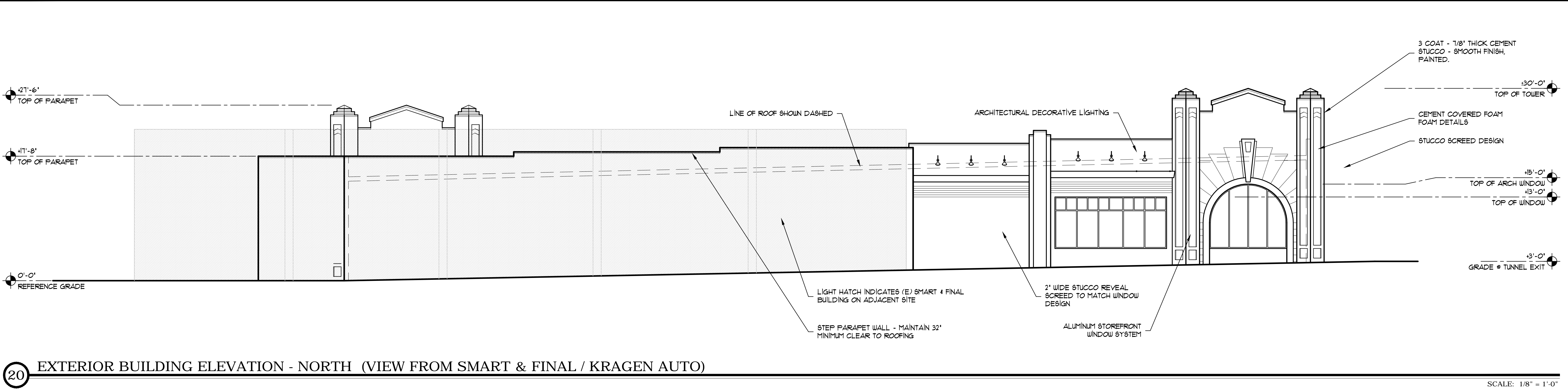
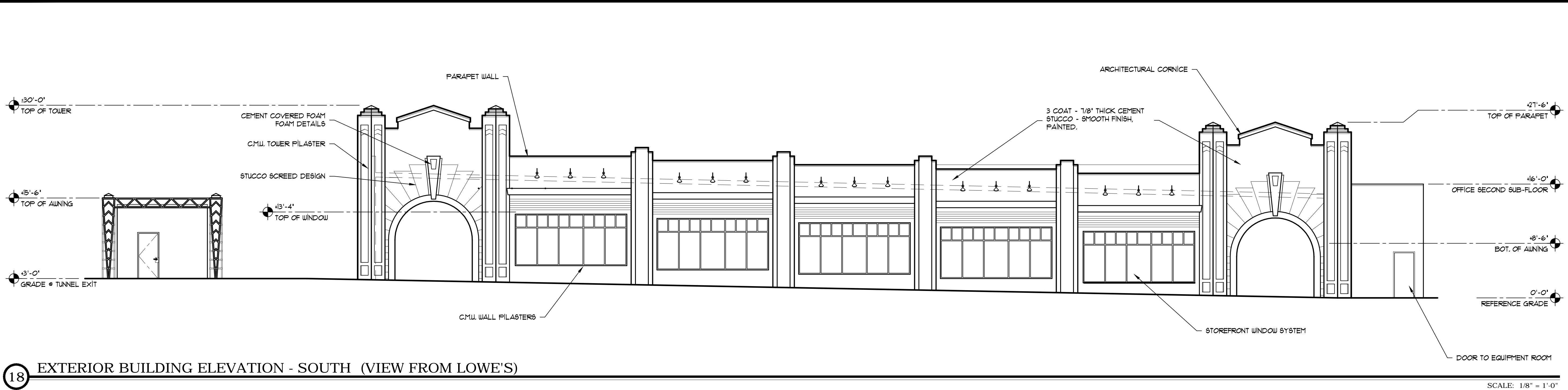
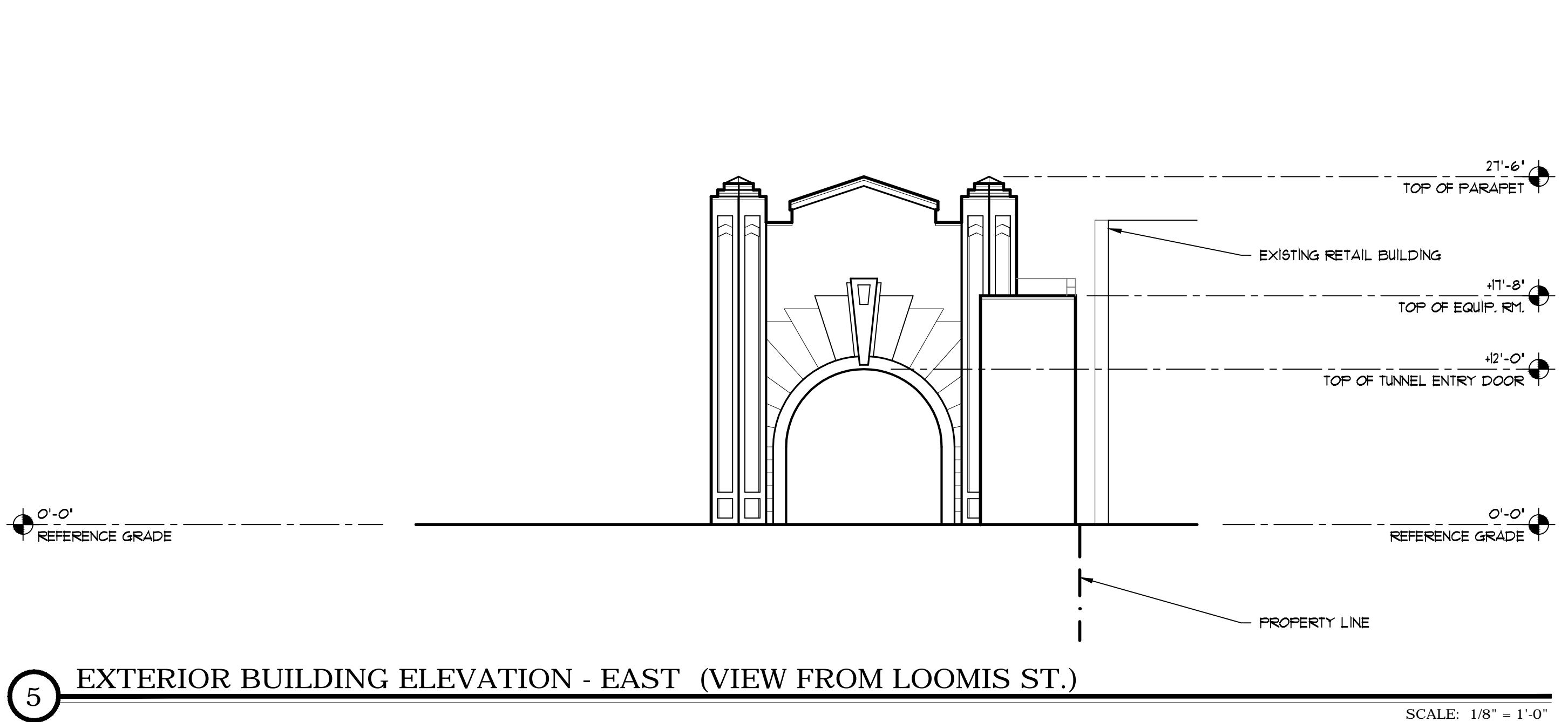
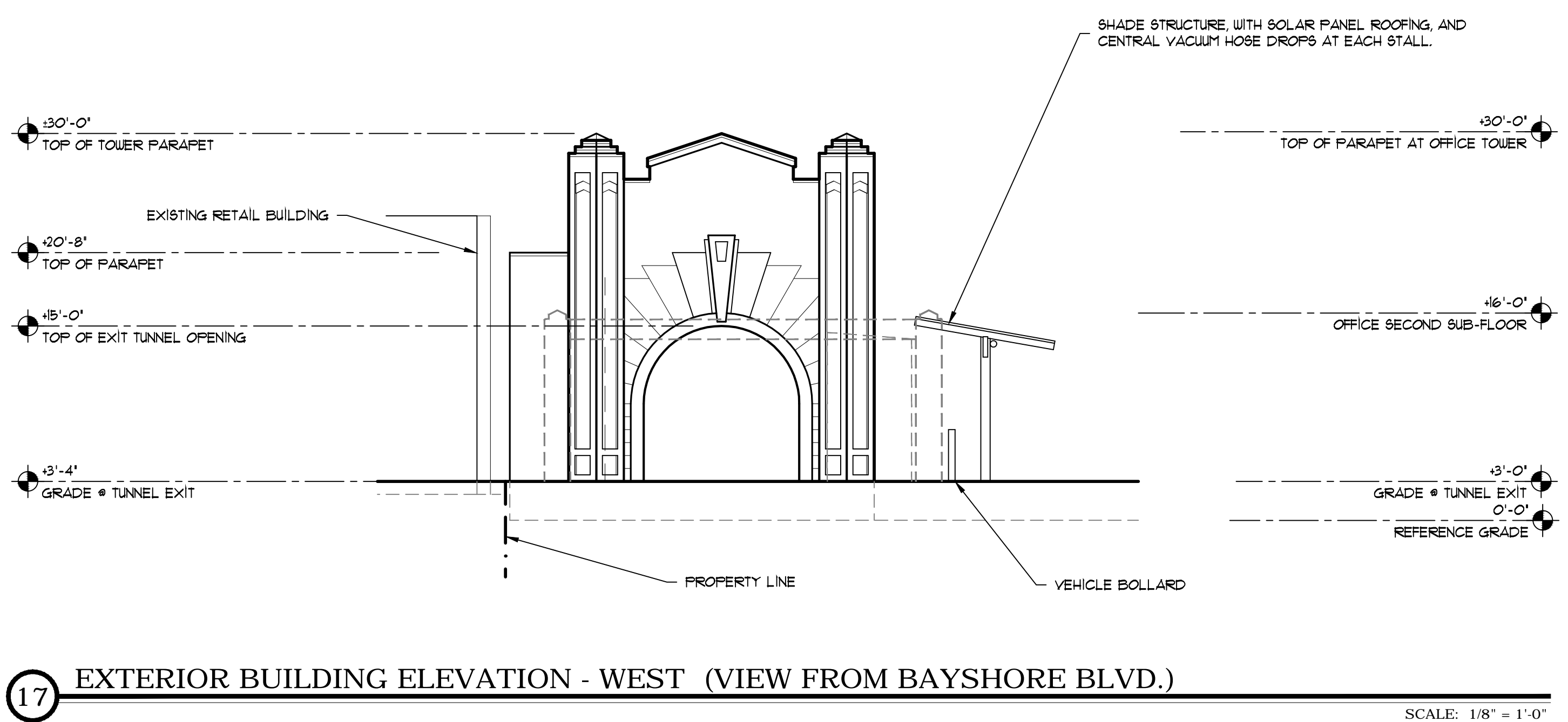
PROJECT NUMBER: 11-001.1 PROJECT DATE: 01-06-11

SHEET CONTENTS:

EXTERIOR BUILDING ELEVATIONS

SHEET NUMBER:

A-3





*Welcome!*

How Can We  
Serve You  
Today?





Welcome!  
Low Cost Service  
944 Today!











# REUBEN & JUNIUS<sup>LLP</sup>

January 23, 2013

President Rodney Fong  
San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

**Re: 367 Bayshore Boulevard - Case No. 2011.0030C**  
**Our File No.: 6792.01**

Dear President Fong and Commissioners:

This office represents Christopher Harney, the project sponsor for a proposed green car wash (the "Project") to be located at 367 Bayshore Boulevard in San Francisco (the "Property"). The Property is located in the Bayview neighborhood.

The Property is currently developed with a roughly 1,700 square foot industrial building, a 2,400 square foot open shed, and a 40-foot-high monopole billboard. The remainder of the site is vacant. The Project proposes to demolish these existing structures and construct a state-of-the-art car wash in a roughly 30-foot-tall (including parapets), 3,683-square-foot structure. The Project will incorporate the latest in green car wash technology, and will also include permeable vehicular areas, significant landscaping and screening, and visible solar panels mounted above the vacuum stations.

The Property is a particularly appropriate location for the Project, as it is located within a PDR-2 (Core Production, Distribution, and Repair) district, in an area characterized by large-format retail, industrial uses, and heavy automobile use. A car wash is the type of light industrial use that is permitted in PDR-2 districts. The Project complements surrounding uses, as there are a large number of retail businesses in the area that serve automobiles either primarily, or as a part of a larger retail use. The Project would be consistent with the existing character of the surrounding community and is consistent with the recently-enacted Bayshore Boulevard Home Improvement Special Use District ("Bayshore SUD")

The Project obtained the unanimous endorsement of the Bayview-Hunters Point Project Area Committee. As of the date of this letter, there has been no opposition expressed from any person or group in the neighborhood.

The current proposal requires Planning Commission approval of a conditional use for an automobile use in the Bayshore SUD. Project plans, project renderings and current photographs of the Property are included in your packet.

**A. Benefits of the Project**

Benefits of the Project will include:

- Improving an unused lot with a state-of-the-art green car wash, which furthers the goals of the Bayshore SUD, and which is consistent with the existing character of the area;
- Creation of new construction jobs during development;
- Creation of 12-18 new jobs for area residents once the Project is completed;
- Generation of new economic activity and production of business and sales tax revenue to the City.
- Strengthening the community by partnering with local businesses, non-profits, and schools to enhance their fundraising efforts. This will bring an exciting way for these entities to raise needed funds in a fun, educational, and ecologically-friendly manner.

**B. Green Project Features**

The Project proposes a state-of-the-art green car wash, currently unavailable anywhere else in San Francisco. The most important feature of the car wash is a recycled water system that will reuse 95% of all water from each wash, to be used on future washes. The small amount of water that is discharged into the wastewater system is run through an oil/water separator sized to facilitate the settlement of solids and eliminate the possibility of any contamination to the sewer system. All cleaning solutions used will be eco-friendly, biodegradable, and certified Green. Rain water will be collected and used to irrigate the landscaping on site.

The Project includes a number of other energy-efficient components. Solar panels will be installed above the vacuum stations that will be visible from the street. Solar panels may also be installed on the roof of the car wash structure. All electric motors used will be of variable speed to ensure the efficient use of power. Permeable surfaces are incorporated into the vehicular areas to absorb rain (rather than draining into the sewer system). Finally,

the Project will be built in compliance with the new California Green Building Code and will be LEED certified.

The proposed car wash will provide a wash option to San Francisco automobile owners that is far better for the environment than washing their vehicles in their home driveway. Many times non-eco-friendly soaps are used for car washes at home, which run off into storm drains and ultimately into the Bay. Furthermore, a home car wash uses significantly more water than the proposed car wash, which recycles 95% of the used water.

### **C. The Project Promotes the Recently-Enacted Bayshore SUD**

In 2010, after a significant community process, the city enacted the Bayshore SUD, designed to promote larger-scale retail and industrial uses with a coherent and attractive built form. The Project is consistent with and promotes the Bayshore SUD design guidelines in the following ways:

#### **1. Site Design and Orientation (Guidelines 2 &4)**

*The guidelines promote “active” street frontages and minimizing adverse impacts on the street. The Project positions its active uses along Bayshore Boulevard, including: an attendant's station, a car care products sales area, and a drying station. Landscaped buffers and trellises are provided to screen all blank walls and parking areas. These active uses contribute eyes on the street, and create a lively frontage. The car wash is located as close to the property line as possible while still allowing the car wash to operate effectively, and provides an on-site queuing area to avoid any back-ups along Bayshore Boulevard.*

#### **2. Building Mass and Articulation (Guidelines 7, 10 & 12)**

*The guidelines promote aesthetically pleasing design along the street frontage by incorporating elements such as green walls, façade articulation and visible solar panels. The proposed structure includes all of these elements, including green walls and green buffering along Bayshore Boulevard, integrated three-dimensional detailing on the structure itself, and visible solar panels to create an attractive development that is unique in design compared to a typical car wash. The drying area will also be surrounded by a trellis, where vines will be grown, creating an even more aesthetically interesting frontage.*

#### **3. Parking and Loading (Guidelines 14, 15, 17, 18 & 19)**

*The guidelines encourage new parking and loading areas that ensure all vehicle queues are internal to a project site, that such parking and loading areas are*

One Bush Street, Suite 600  
San Francisco, CA 94104

tel: 415-567-9000  
fax: 415-399-9480

**REUBEN & JUNIUS** LLP

[www.reubenlaw.com](http://www.reubenlaw.com)

*screened from the street (particularly Bayshore Boulevard), and that curb cuts are minimized. The Project is configured so that all potential vehicle queuing will occur internally on the site in an area screened from street view by landscaping of more than 10 feet in depth. This creates an attractive street frontage and improves automobile, bicycle, and pedestrian traffic. Additionally the Project will employ the recommended curb-cut of 20 feet on Bayshore Boulevard so as to allow the necessary ingress and egress for an automobile use, while still promoting the goals of the Bayshore SUD.*

#### **4. Green Factors (Guidelines 24, 25, 26, 27 & 28)**

*The guidelines encourage green building techniques, including the use of visible solar panels, drought-tolerant landscaping, enhanced stormwater management, and LEED-certified building. The Project employs state-of-the-art green technology to create a car wash facility that is a model of sustainable design. It includes visible solar panels above the vacuum stations. It also includes landscaping with low water demand and will incorporate a rain collection system and will use rainwater to irrigate landscaping. The drying area and part of the vehicle queue area will employ permeable surface, to absorb rainwater. Finally, it will be compliant with the California Green Building Code and will be LEED certified.*

#### **D. Providing Access to Good Jobs**

The Project will provide new construction jobs while the site is being developed. Once it is finished, the Project Sponsor intends to hire between 12 and 18 employees to operate the car wash during two daily shifts. The Project Sponsor is committed to filling its new positions with local hires, and will work with the Mayor's Office of Economic and Workforce development to identify qualified local candidates and will post signs at the Property advertising the available positions.

#### **E. Community Outreach**

Prior to the elimination of California Redevelopment, the Project Sponsor obtained the endorsement of the Project from the Bayview Hunters Point Project Area Committee by a unanimous vote. The Project Sponsor presented a plan to reach out to different schools and non-profit organizations in the area, in order to help with fundraising efforts by providing vouchers at a discounted rate that could be sold by the organizations at full face value for a profit. The PAC was very supportive of the Project, and indicated that such community fundraising efforts were important to the group.

President Rodeney Fong

January 23, 2013

Page 5

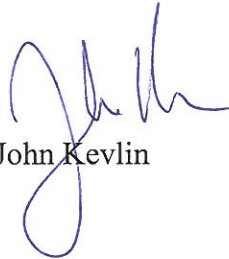
The Project Sponsor has also reached out to the Bernal Heights Neighborhood Center, an organization that was closely involved with the Bayshore SUD process, which has not expressed any concerns with the Project.

**F. Conclusion**

The Project requires conditional use authorization for an automobile use in the Bayshore SUD. It provides substantial benefits to the City by improving the current unused lot with a state-of-the-art green car wash that furthers the goals of the Bayshore SUD. The Planning Department is recommending approval of the requested authorization. The Project Sponsor has reached out to the neighborhood, and has worked extensively with the Planning Department staff to create a project that will benefit the Bayview area. For all of these reasons and those listed in the application, we respectfully request the Commission grant this conditional use authorization for this Project.

Very truly yours,

REUBEN & JUNIUS, LLP



John Kevlin

Enclosures

cc: Vice President Cindy Wu  
Commissioner Michael Antonini  
Commissioner Gwyneth Borden  
Commissioner Rich Hillis  
Commissioner Kathrin Moore  
Commissioner Hisashi Sugaya  
Jonas Ionan – Commission Secretary  
John Rahaim - Planning Director  
Rich Sucre – Project Planner  
Christopher Harney – Project Sponsor

One Bush Street, Suite 600  
San Francisco, CA 94104

tel: 415-567-9000  
fax: 415-399-9480

**REUBEN & JUNIUS** LLP

[www.reubenlaw.com](http://www.reubenlaw.com)



SAN FRANCISCO  
**PLANNING**  
DEPARTMENT

# Bayshore Boulevard Home Improvement District Design Guidelines

GUIDELINES FOR NEW CONSTRUCTION PROJECTS AND  
MAJOR ALTERATIONS IN THE BAYSHORE BOULEVARD  
HOME IMPROVEMENT SPECIAL USE DISTRICT

SAN FRANCISCO PLANNING DEPARTMENT | NOVEMBER 2010





## INTENT

The intent of these design guidelines is to give the Bayshore Boulevard Home Improvement District a more coherent and attractive built form, while at the same time allowing a wide range of light-industrial and retail uses. Unlike Neighborhood Commercial Districts, the Home Improvement District is not envisioned as a fine-grained mixed-use locally serving community hub. Rather, it is envisioned for larger scale retail and more industrial-like uses, with a wider regional draw focused on home improvement. Like Neighborhood Commercial Districts, the Home Improvement District is envisioned to be friendly to pedestrians, bicyclists, and transit riders. However because of its larger scale and unique setting within the city's transportation network, design considerations should also take into account those arriving at and moving through the District by car.

Currently, Bayshore Boulevard is characterized by a wide range of building sizes, orientations, and levels of activation. Many buildings present blank facades towards the street, or are set back behind extensive parking lots. There are many wide curb cuts and almost no landscaping. This results in a street that often feels uninteresting, unpleasant, and unsafe. As property owners improve their properties over time, the design guidelines will help create a built environment that is pleasant and attractive to shoppers, employees and visitors. The guidelines are informed by the following four basic principles:

1. Buildings should be designed and sited to encourage walking, bicycling and transit use, and to encourage multiple-stop visits.
2. Street frontages should be active and transparent, to increase interest and perceived safety.
3. Buildings and landscaping should contribute to the unique image of the district, with a particular focus on sustainability.
4. The configuration of parking and loading should minimize adverse impacts on the street, and allow for flexible parking arrangements such as shared parking.

### ORGANIZATION:

These four basic principles are articulated in guidelines grouped under the following six headings:

- Site Design and Orientation
- Building Mass Articulation
- Parking and loading
- Open Areas
- Green factors
- Signage and lighting



## SITE DESIGN AND ORIENTATION

1. Orient the primary façade of buildings to Bayshore Boulevard.
2. Buildings should be built to the property line, except when landscaped buffers are provided to screen blank walls or parking areas, when useable outdoor space is provided such as entry plazas or seating areas, or when setbacks are suggested elsewhere in these Design Guidelines.
3. Pedestrian entries should be conspicuous and easily accessible from the sidewalk. When several businesses share a single building, each should be identifiable and accessible from the sidewalk (avoid interior-oriented “mall” configuration).
4. Place and design areas devoted to active uses (such as workshops, check-out counters or other areas that are more likely to be occupied) so that they contribute “eyes on the street” and enliven the public realm.
5. Site parking to minimize impacts to the public realm. See parking and loading section.
6. Provide ample entries, windows or display cases on all walls fronting the street.

## BUILDING MASSING AND ARTICULATION

7. Blank walls should accommodate greening. Those longer than 10 feet fronting Bayshore Boulevard should generally utilize a “green wall” system or be set back behind a landscaped buffer at least 5 feet deep. The use of this landscaped buffer for stormwater facilities is encouraged.
8. Utilize horizontal and vertical plane shifts to break the mass of larger buildings, in order to achieve a more human scale and interesting visual experience.
9. In buildings with longer frontages, utilize a system of regular bays to establish a strong vertical rhythm.
10. Building façades should include three-dimensional detailing: these may include cornices, belt courses, window moldings and reveals to create shadows and add interest.
11. Building form should celebrate corner locations. Special design elements and architectural features are encouraged, and special entries should be used strategically at street intersections and near important transit nodes.
12. The roof, cornice, and/or parapet area should be well integrated within the building’s overall composition and create visual interest. Use of sustainable/green roof elements such as solar panels, wind turbines, vegetated roofs etc. is strongly encouraged.

## PARKING AND LOADING

13. In order to minimize adverse impacts on transit, bicycle and pedestrian circulation, new curb cuts are strongly discouraged on Bayshore Boulevard. Where lots have access on other streets, parking and loading areas should generally be accessed from those streets. Abandonment and efficient consolidation (i.e. reduction) of existing curb cuts is strongly encouraged.
14. When parking or loading access on Bayshore Boulevard is unavoidable, curb cuts should not exceed 20 feet per lot, and should be located so as to minimize adverse impacts on transit, bicycle and pedestrian circulation.
15. Parking and loading areas should be configured so that all anticipated vehicle queues are internal to the site and do not adversely impact transit, bicycle and pedestrian circulation in any public right-of-way.
16. Generally, place off-street parking and loading areas inside, below, behind, or on top of buildings rather than in front of buildings.
17. Use plants or decorative screening devices to screen parking and loading areas from the street. When parking occupies the upper levels of a structure, consider using planted trellises, solar panels or other elements that provide shade or other desired environmental services.
18. When an open parking area or parking structure fronting Bayshore Boulevard is unavoidable, it should generally occupy no more than 50% of the Bayshore Boulevard frontage of the parcel, and should be set back behind a landscaped area at least 10 feet deep.
19. For surface parking lots and loading areas, landscaped and permeable areas should be located towards the Bayshore Boulevard frontage and should be designed to enhance the public realm.
20. Provide prominent pedestrian access to parking areas from the street, in order to enable sharing of parking facilities, and to provide additional street activity.
21. Utilize enclosed loading areas where possible.

## OPEN AREAS

22. Exterior storage areas, corporation yards and other open areas fronting Bayshore Boulevard should be set back behind a landscaped buffer at least 10 feet deep and should be fully screened from view.
23. Exterior retail areas (e.g. those typically found at retail plant nurseries or garden supply establishments) are active use areas that do not need to be set back from the Bayshore Boulevard frontage if designed so as to be visually open to the sidewalk.

In this example of a renovated older industrial building, a large solar array forms a distinctive canopy projecting over the sidewalk. See guidelines 12 and 24.



## GREEN FACTORS

24. Visible use of sustainable/green building and landscape elements such as solar panels, wind turbines, green roofs, green walls, pervious paving, rain gardens etc. can enhance the area's identity as a center for sustainable home improvement technologies. Where appropriate, use sustainable/green building and landscape elements where they will be conspicuous from Bayshore Boulevard or surrounding streets.
25. The use of California native or drought tolerant species in landscaping is strongly encouraged.
26. The use of Bayshore Boulevard frontage for stormwater management devices such as rain gardens is strongly encouraged.
27. Performance beyond the City's green building requirements is strongly encouraged (e.g. building to LEED Gold where Silver is required etc.).
28. Performance beyond the City's stormwater management requirements is strongly encouraged.

## SIGNAGE AND LIGHTING

29. When designing and placing business signs, consider the needs of pedestrians. Appropriately located and scaled business signs can help pedestrians locate business entrances.
30. When lighting building facades and adjacent areas, consider safety and aesthetics. Appropriately located and detailed lighting can increase the sense of security in the public right-of-way. Avoid overly harsh lighting or excessive light pollution which degrade the public realm.



NOTES



SAN FRANCISCO  
PLANNING  
DEPARTMENT

**FOR MORE INFORMATION:  
Call or visit the San Francisco Planning Department**

**Central Reception**

1650 Mission Street, Suite 400  
San Francisco CA 94103-2479

TEL: **415.558.6378**

FAX: **415.558.6409**

WEB: **<http://www.sfplanning.org>**

**Planning Information Center (PIC)**

1660 Mission Street, First Floor  
San Francisco CA 94103-2479

TEL: **415.558.6377**

*Planning staff are available by phone and at the PIC counter.  
No appointment is necessary.*



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2011.1203E  
 Project Title: 367 Bayshore Boulevard  
 Zoning: PDR-2 (Core Production, Distribution and Repair) District &  
 Bayshore Boulevard Home Improvement Special Use District (SUD)  
 65-J Height and Bulk District  
 Bayview Hunters Point Redevelopment Plan Area B, Zone 2  
 Block/Lot: 5598/006  
 Project Site Area: 21,176 square feet  
 Project Sponsor: John Kevlin, Reuben & Junius, LLP-- 415 567-9000, representing  
 Chris Harney – 415 999-6007  
 Staff Contact: Christopher Espiritu – 415 575-9022  
 christopher.espiritu@sfgov.org

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
 Information:  
**415.558.6377**

### PROJECT DESCRIPTION:

The proposed project would demolish an existing one-story, approximately 1,700-square foot (sq ft) industrial building, a 2,400-sq ft shed and a 40-foot-high monopole billboard, and construct an approximately 20-foot-high, 4,072-sq ft automated conveyor-type car wash facility consisting of a 3,669-sq ft cleaning structure, a 15-foot-high, 392-sq ft ancillary office structure, 11 unenclosed coin-operated vehicle vacuum bays, and one disabled access parking space. The proposed project includes a solar-power element that would include siting monopole solar panels above the vacuum bays as well as roof-mounted solar panels on top of the cleaning structure. The project site is within the block bounded by Bayshore Boulevard to the west, Flower Street to the northeast, Loomis Street to the east, and Waterloo Street to the south in the Bayview neighborhood. The proposed project would require conditional use authorization for development of a parcel exceeding 10,000 sq ft.

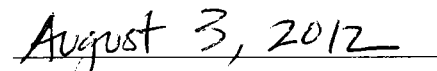
### EXEMPT STATUS:

Categorical Exemption, Classes 3 and 1 [State CEQA Guidelines Sections 15303(c) and 15301(3)(l)]

### DETERMINATION:

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

  
 BILL WYCKO  
 Environmental Review Officer

  
 Date

cc: John Kevlin, Reuben & Junius, LLP  
 Rich Sucre, Preservation Planner  
 Julian Banales, Planning Department

Malia Cohen, Supervisor District 10  
 Virna Byrd, M.D.F.  
 Bulletin Board / M.D.F

**REMARKS:**

**Historic Architectural Resources:** In evaluating whether the proposed project would be exempt from environmental review, the Planning Department determined that the existing structures on the site—a 1,700-sq ft industrial building, a 2,400-sq ft shed, and a 40-foot-high monopole billboard—are not historic resources as defined by CEQA (see attached Historic Resource Evaluation Response (HRER) memorandum).<sup>1</sup> Department staff found that the subject property at 367 Bayshore Boulevard is not eligible for inclusion in the California Register of Historical Resources (California Register) as the existing buildings do not meet any of the four significance criteria areas for inclusion, as described below.

Investigation of the project site revealed that the property does not appear to have associations with any early significant business or developer, nor it is an outstanding or rare example of a particular building type. Based upon this history and the supplemental report, 367 Bayshore Boulevard is not eligible for inclusion in the California Register individually or as a contributor to a historic district under Criterion 1 (Events).

367 Bayshore Boulevard has been owned by various individuals and companies between 1925 and 2011. However, as described in the HRER, none of these individuals and companies appears to be important to local, regional or national history. Based on the supplemental report and Planning Department records, no persons of known historical significance appear to have been associated with the subject building; therefore, 367 Bayshore Boulevard is not eligible for listing under Criterion 2 (Persons).

Constructed in 1932, the subject property is a one-story-over-basement, masonry commercial building with no particular architectural style. The subject building is not architecturally significant nor does it possess high artistic value or embody the distinctive characteristics of a type, period, region, or method of construction. Based on the information provided in supplemental report and Planning Department records, 367 Bayshore Boulevard is not eligible for listing under Criterion 3 (Architecture).

Based upon a review of information in Department records, 367 Bayshore Boulevard is not significant under Criterion 4 (Information Potential), which is typically associated with archaeological resources. Furthermore, the subject building is not significant under this criterion, since this significance criterion typically applies to rare construction types when involving the built environment and the subject buildings on the project site are not an example of a rare construction type.

As the existing structures on the project site have been determined not to be historic resources, the proposed project would not cause a significant impact on historic resources under CEQA.

**Archaeological Resources.** A Foundation Investigation Report<sup>2</sup> conducted by Harold Lewis & Associates, determined that the project site is underlain by variable depths of loose/firm heterogeneous fill materials overlying variable depths of very loose natural sands and deep deposits of compressible “Bay Mud” deposits. A Grout Injection Plan was proposed in order to raise site grades and to establish a building pad for a Mat Foundation. The grouting plan would inject to a “maximum of 20-feet below the existing grade,” which currently lies at an elevation of about 16 feet above mean sea level (NAV83).

---

<sup>1</sup> *Historic Resource Evaluation Response (HRER) memorandum for 367 Bayshore Boulevard, San Francisco, CA* by Rich Sucre, Preservation Planner, June 27, 2012 (attached).

<sup>2</sup> *Foundation Investigation–Proposed Car Wash Facility–367 Bayshore Boulevard–San Francisco California* by Harold Lewis & Associates, Geotechnical Consultants, October 2012. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 as part of Case File No. 2011.1203E

Additional assessments by Far Western Anthropological Research Group determined that since the proposed grouting will not extend beyond a maximum depth of 20-feet below existing grade, earth disturbances will only occur within the artificial and the uppermost tidal marsh deposits, which have very little potential to contain any intact prehistoric archaeological remains. The Planning Department concurred with these findings and based on this information, concludes that impacts to any known or potentially buried archaeological resources can be avoided if measures in the current grouting plan are implemented as intended and designed.

**Exemption Status.** CEQA State Guidelines Section 15303, or Class 3, provides an exemption from environmental review for the construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. Additionally, CEQA State Guidelines Section 15303(c) provides that in urbanized areas the exemption also applies to the construction of up to four such commercial buildings not exceeding 10,000-sq ft on sites zoned for such use. The proposed project would include the construction of a new 4,072-sq ft automated car wash facility consisting of a 3,669-sq ft cleaning structure, a 392-sq ft ancillary office structure, and 11 unenclosed vehicle vacuum bays. Therefore, the proposed project meets the criteria for exemption under Class 3.

CEQA State Guidelines Section 15301(l)(3), or Class 1, provides an exemption for demolition of a store, motel, office, restaurant, and similar small commercial structure if designed for an occupant load of 30 persons or less. Additionally, CEQA State Guidelines Section 15301(l)(3) provides that in urbanized areas the exemption also applies to up to four such commercial buildings not exceeding 10,000 sq ft in floor area. The proposed project would involve the demolition of several existing structures on the project site including a 1,700-sq ft industrial building, a 2,400-sq ft shed, and a 40-foot-high monopole billboard. Using the California Building Code occupancy rate of 300 sq ft per occupant for storage use, the combined square footage of the existing 1,700-sq ft building and 2,400-sq ft shed at 367 Bayshore Boulevard would hold approximately 14 occupants. Therefore, the proposed demolition meets the criteria for exemption from environmental review under Class 1.

**CONCLUSION:**

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity would have a significant effect on the environment due to unusual circumstances. As described above, the proposed project would not have a significant effect on or involving cultural resources or hazardous materials. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant environmental effect. The project would be exempt under each of the above-cited classifications. For all of the above reasons, the proposed project is appropriately exempt from environmental review.