



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: APRIL 7, 2016

CONSENT CALENDAR

Date: March 31, 2016
Case No.: **2014-003109CUA**
Project Address: **3434 17th Street**
Zoning: Valencia Street Neighborhood Commercial District
55-X Height and Bulk District
Area Plan: Mission (Eastern Neighborhoods)
Block/Lot: 3568/013, 014, 015 and 016
Project Sponsor: David Silverman
1 Bush Street, Suite 600
San Francisco, CA 94104
Staff Contact: Esmeralda Jardines – (415) 575-9144
esmeralda.jardines@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The applicant proposes to convert an existing surface parking lot providing parking for the Duggan Funeral Home, to a commercial parking lot use when said parking lot is not used by the funeral home for a period of time not to exceed three years. The existing parking striping and layout will be able to provide 21 standard parking stalls including one ADA accessible stall with corresponding access aisle and an accessible path of travel. New landscaping is proposed to complement the existing 4 street trees along Albion Street. The project requires a Conditional Use Authorization, pursuant to Planning Code Sections 303, 726.56 and subject to the criteria of 158.1, to allow the operation of Duggan's existing parking lot to be used as a commercial parking lot. The granting of this Conditional Use Authorization will allow the project sponsor (DBA Golden State Parking) to operate the existing 21 off-street parking spaces as a temporary automobile parking lot when not needed as accessory parking by Duggan Funeral Home for up to three years. The spaces to be utilized as automobile parking as well as ingress/egress are located adjacent to the mortuary and will be accessed along Albion Street.

SITE DESCRIPTION AND PRESENT USE

The Project is located on the northern side of 17th Street, on the northeast corner of the intersection with Albion Street, Block 3568, and Lots: 013, 014, 015 and 016. The property is located within the Valencia Street NCT District with 55-X height and bulk district. The parcels cumulatively measure 13,566 square feet and are improved with an approximately 5,310 square-foot mortuary (DBA Duggan Funeral Home). The subject property contains approximately 119 feet of frontage on 17th Street and 114 feet of frontage on Albion Street. The funeral home covers 39% of the property.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The Project site is located at the intersection of 17th and Albion Streets. To the west and north are three to four-story multi-family residential buildings. To the east is the Valencia street commercial corridor; and to the south is the Mission Police Station. The Project site is located in the Valencia Street NCT District with a variety of neighborhood-serving uses. A mixture of food establishments, personal services, and small retail establishments defines the District. The food service establishments are both limited and full service restaurants. The surrounding properties are located within the RTO-M (Residential Transit-Oriented Mission) and Mission Street NCT Districts.

ENVIRONMENTAL REVIEW

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 1 categorical exemption.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	March 18, 2016	March 18, 2016	20 days
Posted Notice	20 days	March 18, 2016	March 18, 2016	20 days
Mailed Notice	20 days	March 18, 2016	March 18, 2016	20 days

The proposal requires a Section 312-neighborhood notification, which was conducted in conjunction with the conditional use authorization process.

PUBLIC COMMENT/COMMUNITY OUTREACH

- To date, the Department has received public comment in opposition regarding the proposed project. The correspondence came from a neighboring property owner who is concerned about the level of traffic congestion and noise that would be generated by establishing this commercial parking lot; further, the neighbor is worried the facility will likely see the highest level of activity in the evening. The neighbor explained that Duggan should be able to operate as they were originally meant to operate but should not be able to operate a second business that will disrupt the peace and tranquility of their neighbors.

ISSUES AND OTHER CONSIDERATIONS

- The Commerce and Industry Element of the General Plan contains Guidelines that seek to retain existing commercial and industrial activity and to attract a new such activity to the City. The availability of existing unused parking at the subject site for use as a temporary parking lot offers relief in parking demand, thereby contributing to the economic vitality of the area. Further, the Commerce and Industry Element seeks to maintain and strengthen viable neighborhood commercial areas easily accessible to City Residents. The project makes use of existing, underutilized facilities and would not displace any existing commercial activity. By limiting the

approval to three years, the proposed temporary use would not preclude development of the lot for other commercial uses.

- The Transportation Element of the General Plan encourages making existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory. The project will use existing, underutilized parking spaces to provide convenient parking for nearby residents and the general public, in addition to alleviating parking demand in order to maintain the high quality living environment of the City.
- The Mission Area Plan contains guidelines that encourage minimizing the visual impact of parking to promote an urban form and architectural character that supports walking and sustains a diverse, active and safe public realm. As part of the conditional use authorization, a 5-foot wrought iron fence will be installed around the periphery of the parking lot facility, exclusive of the ingress/egress entrances. Further, whilst operating as a commercial parking lot, the 17th Street entrance will be temporarily blocked with a rollaway planter box. The 17th Street temporary entrance block is rather significant as it will reduce potential collisions with vehicular traffic and is part of the Green Connection network. Green Connections aims to increase access to parks, open space, and the waterfront by envisioning a network of “green connectors.” 17th Street is also a part of the bicycle high injury network as well as a cyclist high injury corridor and is within the Vision Zero High Injury Network; the latter of which aims zero traffic deaths in San Francisco by 2024.
- The Mission Area Plan also establishes parking policies that improve the quality of neighborhoods and reduce congestion. The plan encourages, where appropriate, innovative parking arrangements that make efficient use of space, particularly where cars will not be used on a daily basis. Allowing a commercial parking lot to operate at 3434 17th Street whilst not utilized as accessory parking for the entity (DBA Duggan Funeral Home), allows for an efficient use of space at an existing facility.
- When operating as a commercial parking lot, the proposed hours of operation are Monday through Thursday from 8 AM to 8 PM; Friday and Saturday from 8 AM to 12 AM and Sunday from 9 AM to 7 PM. Per Planning Code Section 726.27, principally permitted hours of operation are from 6 AM to 2 AM. Thus, the proposed hours of operation are code-complying. When operating as accessory parking to the Duggan Funeral Home, off-street parking will be free for funeral attendees at all times.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant conditional use authorization to allow the establishment of a temporary 21-space surface commercial parking lot in the Valencia Street NCT Zoning District, pursuant to Planning Code Sections 303, 726.56 and subject to the criteria of 158.1.

BASIS FOR RECOMMENDATION

- The project will provide off-street parking in a relatively small facility that is not expected to draw substantial traffic to the area or impact traffic movements on adjacent streets.
- The project would not result in a net change of the number of parking spaces available.
- The project will increase the number of off-street parking spaces available for customers of other neighborhood businesses, improving the viability of the overall district.

- The project provides for the temporary use of an existing facility.
- The project meets all applicable requirements of the Planning Code.
- The project is desirable for, and compatible with the surrounding neighborhood.

RECOMMENDATION: Approval with Conditions
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Attachments:

Block Book Map

Sanborn Map

Aerial Photographs

Site Photographs

Public Correspondence (see also Project Sponsor Submittal)

Project Sponsor Submittal, including:

- Reduced Site Plan
- Parking Supply and Utilization Survey
- Project Sponsor Letter to Planning Commission

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 type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | 3-D Renderings (new construction or significant addition) |
| <input checked="" type="checkbox"/> Sanborn Map | <input type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Wireless Telecommunications Materials |
| <input type="checkbox"/> Context Photos | <input type="checkbox"/> Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Site Photos | <input type="checkbox"/> RF Report |
| | <input type="checkbox"/> Community Meeting Notice |
| | <input type="checkbox"/> Housing Documents |
| | <input type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |

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

Planner's Initials

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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 |

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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 303, 726.56 AND SUBJECT TO THE CRITERIA OF 158.1 OF THE PLANNING CODE TO ALLOW THE TEMPORARY CONVERSION OF AN ACCESSORY PARKING LOT TO A COMMERCIAL PARKING LOT IN THE VALENCIA STREET NEIGHBORHOOD COMMERCIAL TRANSIT ZONING DISTRICT AND A 55-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On December 24, 2014 David Silverman (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Section(s) 303, 726.56 and subject to the criteria of 158.1 to allow the temporary conversion of an accessory parking lot to a commercial parking lot in the Valencia Street Neighborhood Commercial Transit Zoning District and a 55-X Height and Bulk District.

On April 7, 2016, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2014-003109CUA.

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 1 categorical exemption.

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. 2014-003109CUA, 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 Project is located on the northern side of 17th Street, on the northeast corner of the intersection with Albion Street, Block 3568, and Lots: 013, 014, 015 and 016. The property is located within the Valencia Street NCT District with 55-X height and bulk district. The parcels cumulatively measure 13,566 square feet and are improved with an approximately 5,310 square-foot mortuary (DBA Duggan Funeral Home). The subject property contains approximately 119 feet of frontage on 17th Street and 114 feet of frontage on Albion Street. The funeral home covers 39% of the property.
3. **Surrounding Properties and Neighborhood.** The Project site is located at the intersection of 17th and Albion Streets. To the west and north are three to four-story multi-family residential buildings. To the east is the Valencia street commercial corridor; and to the south is the Mission Police Station. The Project site is located in the Valencia Street NCT District with a variety of neighborhood-serving uses. A mixture of food establishments, personal services, and small retail establishments defines the District. The food service establishments are both limited and full service restaurants. The surrounding properties are located within the RTO-M (Residential Transit-Oriented Mission) and Mission Street NCT Districts.
4. **Project Description.** The applicant proposes to convert an existing surface parking lot providing parking for the Duggan Funeral Home, to a commercial parking lot use when said parking lot is not used by the funeral home for a period of time not to exceed three years. The existing parking striping and layout will be able to provide 21 standard parking stalls including one ADA accessible stall with corresponding access aisle and an accessible path of travel. New landscaping is proposed to complement the existing 4 street trees along Albion Street. The project requires a Conditional Use Authorization, pursuant to Planning Code Sections 303, 726.56 and subject to the criteria of 158.1, to allow the operation of Duggan's existing parking lot to be used as a commercial parking lot. The granting of this Conditional Use Authorization will allow the project sponsor (DBA Golden State Parking) to operate the existing 21 off-street parking spaces as a

temporary automobile parking lot when not needed as accessory parking by Duggan Funeral Home for up to three years. The spaces to be utilized as automobile parking as well as ingress/egress are located adjacent to the mortuary and will be accessed along Albion Street.

5. **Public Comment/Community Outreach.** To date, the Department has received public comment in opposition regarding the proposed project. The correspondence came from a neighboring property owner who is concerned about the level of traffic congestion and noise that would be generated by establishing this commercial parking lot; further, the neighbor is worried the facility will likely see the highest level of activity in the evening. The neighbor explained that Duggan should be able to operate as they were originally meant to operate but should not be able to operate a second business that will disrupt the peace and tranquility of their neighbors.
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. **Off-Street Parking.** Per Planning Code Section 726.22, off-street parking is not required for commercial and institutional uses within the Valencia Street NCT District; limits are set forth per Planning Code Section 151.1.

Per Planning Code Section 151.1, five off-street car parking spaces are permitted as accessory for a mortuary use. The Duggan Funeral Home parking lot currently provides 21 off-street parking spaces; thus, five spaces are considered accessory and the remaining 16 are considered non-accessory off-street parking spaces.

- B. **Screening and Greening of Parking and Vehicle Use Areas.** Planning Code Section 142 requires that all vehicular use areas that are greater than 25 linear feet adjacent to the public right-of-way shall provide a screening feature around the perimeter of the lot adjacent to the public right-of-way.

The frontage along Albion Street devoted to vehicular use is approximately 25 feet and the frontage along 17th Street devoted to said use is approximately 60 feet. The proposed parking lot will meet this requirement with a proposed 5-foot wrought iron fence that will screen the parking lot from view. The screening shall add to the visual diversity of the use and will not be an opaque barrier.

- C. **Parking Lots.** Planning Code Section 156(c) requires that any parking lot for two or more automobiles which adjoins a lot in any R District, or which faces a lot in any R District across a street or alley; as well as any parking lot for ten or more vehicles shall be screened in accordance with the standards described in Section 142, Screening and Greening of Parking and Vehicle Use Areas.

The frontage along Albion Street is adjacent to and faces an RTO-M District; further, the existing and proposed parking lot provides 21 off-street parking spaces. The proposed parking lot will provide a code-complying screening feature around the perimeter of the lot adjacent to the public right-of-way per the aforementioned requirements in Section 142.

Lighting. Planning Code Section 156(d) requires that all lighting used to illuminate a parking lot for any number of automobiles shall be so arranged that all direct rays from such lighting fall entirely within the parking lot.

The subject parking lot already meets this requirement and is currently illuminated by several spotlights that are arranged to direct all rays downward directly onto the lot.

Interior Landscaping and Street Trees. Planning Code Section 156(h) requires that all permanent parking lots are required to provide one tree per five parking spaces in a manner that is compliant with the applicable water use requirements of Administrative Code Chapter 63 and a minimum of 20 percent permeable surface.

The project sponsor is proposing to install 4 new trees within the parking lot facility, as would be required for a permanent lot.

- D. **Non-Accessory Parking.** Planning Code Section 158.1 requires that non-accessory parking facilities in NCT Districts meet the following criteria and conditions: the rate structure of Section 155(g); the proposed facility meets or exceeds all relevant urban design requirements and policies of this Code and the General Plan regarding wrapping with active uses and architectural screening, and such parking is not accessed from any frontages protected in Section 155(r); project sponsor has produced a survey of the supply and utilization of all existing publicly-accessible parking facilities, both publicly and privately owned, within 1/2 mile of the subject site, and has demonstrated that such facilities do not contain excess capacity, including via more efficient space management or extended operations; the proposed facility shall dedicate no less than 5% of its spaces for short-term, transient use by car share vehicles as defined in Section 166, vanpool, rideshare, or other co-operative auto programs, and shall locate these vehicles in a convenient and priority location.

The project sponsor has provided a screening plan "Conceptual Landscape Plan" that demonstrates compliance with parking and screening required per the Planning Code; additionally, the project sponsor has provided a parking supply and utilization memorandum explaining the methodology and results of the parking survey, both are attached as exhibits to this report. The proposed site plan indicates one car-share space to ensure at least 5% of the spaces are dedicated for short-term, transient use.

- E. **Hours of Operation.** Planning Code Section 726.27 states that principally permitted hours in the Valencia Street NCT Zoning District are 6 AM to 2 AM.

When operating as a commercial parking lot, the proposed hours of operation are Monday through Thursday from 8 AM to 8 PM; Friday and Saturday from 8 AM to 12 AM and Sunday from 9 AM to 7 PM. Thus, the proposed hours of operation are code-complying. When operating as accessory parking to the Duggan Funeral Home, off-street parking will be free for funeral attendees at all times.

- F. **Automobile Parking.** Planning Code Section 726.56 states that a Conditional Use authorization is required for automobile parking in the Valencia Street NCT Zoning District, as defined by Planning Code Section 790.8.

The proposal is for a commercial automobile parking lot in the Valencia Street NCT Zoning District and therefore requires a Conditional Use authorization to operate. Conditional Use findings have been included below for the Planning Commission to consider.

7. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use approval. 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 proposed temporary use is desirable as a shared use of this resource during off hours will alleviate short term demand for on-street parking. The commercial parking lot will provide supplemental parking for patrons of the nearby bars, restaurant and entertainment venues. The underutilized spaces will provide a temporary use that is necessary and desirable for the neighborhood, and the existing parking lot will not be enlarged or altered to accommodate this temporary use.

- 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;

The proposed lot is large enough to provide on-site circulation, reducing the likelihood of queueing in the street. On-site circulation improves safety for pedestrians, cyclists, and other motorists. The project does not include any physical improvements other than parking and screening which are proposed along the property line. No physical changes are proposed within the subject property as the proposed use is for an existing surface parking lot. The project will not add any new curb cuts that would interfere with pedestrian, vehicular or MUNI traffic. The project will benefit the surrounding neighborhood by providing needed parking for the neighborhood commercial districts within the vicinity.

- 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 proposed lot is large enough to provide on-site circulation, reducing the likelihood of queueing in the street. As the proposed use is for a commercial parking lot not attached to any other use, the adequacy of off-street parking cannot be evaluated. Traffic conditions will remain substantially

unaltered by this project because the proposed use provides 21 existing spaces for patrons of nearby bars, restaurants and entertainment venues. The project could potentially alleviate traffic as the existing on-street demand for parking will be reduced by providing unused spaces for the public to park their vehicles.

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

The project utilizes existing parking spaces and will therefore not create any additional noxious or offensive emissions such as glare, dust or odors.

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

The project maintains the existing landscaping, including 4 street trees, and adds new landscaping along the property line adjacent to the public right of way. Further, the project is proposing 4 new trees within the parking lot facility.

- 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.

- D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Neighborhood Commercial District.

The proposed project is consistent with the stated purpose of the Valencia Street NCT Zoning District, which is intended to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood. The conversion of the subject accessory parking lot to a commercial parking lot provides an opportunity for city residents living in neighborhoods with limited public transportation options to visit the district.

- 8. **Planning Code Section 158.1** establishes criteria, considerations and procedures for non-accessory parking facilities in transit-oriented neighborhoods. On balance, the project does comply with said criteria in that:

- a) The rate structure of Section [155](#)(g) shall apply.

In order to discourage long-term commuter parking, any off-street parking spaces provided for a structure or use other than residential or hotel, whether classified as an accessory or conditional use, shall maintain a rate or fee structure for their use such that the rate charge for four hours of parking duration is no more than four times the rate charge for the first hour, and the rate charge for eight or more hours of parking duration is no less than 10 times the rate charge for the first hour. Additionally,

no discounted parking rate shall be permitted for weekly, monthly or similar time-specific periods. The 3434 17th Street applicant has confirmed the aforementioned rate structure will be utilized.

- b) Non-accessory parking facilities shall be permitted in new construction only if the ratio between the amount of occupied floor area of principally or conditionally-permitted non-parking uses to the amount of occupied floor area of parking is at least two to one.

There is no new construction that is proposed as part of the scope of work at 3434 17th Street. The proposal is to utilize an existing parking lot.

- c) In the case of expansion of existing facilities, the facility to be expanded has already maximized capacity through use of all feasible space efficient techniques, including valet operation or mechanical stackers.

The proposal is to utilize the existing 21 off-street parking spaces. No expansion of the existing facility is proposed.

- d) The proposed facility meets or exceeds all relevant urban design requirements and policies of this Code and the General Plan regarding wrapping with active uses and architectural screening, and such parking is not accessed from any frontages protected in Section [155\(r\)](#).

The proposed facility will satisfy all relevant urban design requirements and policies of the Planning Code and General Plan. A 5-foot wrought iron fence is being proposed around the perimeter of the property to satisfy parking and screening requirements. Neither 17th nor Albion streets are protected pedestrian, cycling and transit-oriented street frontages. However, when operating as a commercial parking lot, the 17th Street entrance will be temporarily blocked with rollaway planter boxes.

- e) Project sponsor has produced a survey of the supply and utilization of all existing publicly-accessible parking facilities, both publicly and privately owned, within ½-mile of the subject site, and has demonstrated that such facilities do not contain excess capacity, including via more efficient space management or extended operations.

The project sponsor has conducted a survey of the supply and utilization of all existing publicly-accessible parking facilities, both publicly and privately owned, within 1/2 mile of 3434 17th Street. The sponsor has demonstrated that such facilities do not contain excess capacity. The results of the aforementioned survey are attached as an exhibit to this report.

- f) The proposed facility shall dedicate no less than 5% of its spaces for short-term, transient use by car share vehicles as defined in Section [166](#), vanpool, rideshare, or other co-operative auto programs, and shall locate these vehicles in a convenient and priority location. These spaces shall not be used for long-term storage nor satisfy the requirement of Section [166](#), but rather are intended for use by short-term visitors and customers.

The proposed commercial parking lot with 21 existing off-street parking spaces is proposing to provide 1 of the aforementioned spaces for short-term, transient use for a car share vehicle.

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 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 availability of existing unused parking at the subject site for use as a temporary parking lot offers relief in parking demand, thereby contributing to the economic vitality of the area.

OBJECTIVE 6:

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1:

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

The project makes use of existing, underutilized facilities and would not displace any existing commercial activity. By limiting the approval to three years, the proposed temporary use would not preclude development of the lot for other commercial uses.

TRANSPORTATION ELEMENT

Citywide Parking

Objectives and Policies

OBJECTIVE 30:

ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

Policy 30.1

Assure that new or enlarged parking facilities meet need, locational and design criteria:

- There is a demonstrated demand for additional parking space in the surrounding area in relation to the supply provided or resulting from a specific development.
- This demand cannot be met by existing available facilities or more efficient use of existing facilities.
- In the case of desired accessory parking (i.e. parking customarily provided incidental to a permitted use and directly related to the activities conducted on the site of the use) its need is clearly established and not presumed.
- The location is appropriate in terms of adjacent land uses.
- Conflict between pedestrian and bicycle movements and driveways or ramps is minimized and additional auto traffic through areas of heavy pedestrian concentration is avoided.
- The design and operating policy of the facility is such that vehicles can be admitted rapidly, to avoid the use of the street as a waiting area for entrance into the facility and to avoid the situation of automobiles idling for a long period of time.
- Adequate provisions are made to accommodate parking and egress for people with mobility impairments.

The 3434 17th Street team conducted a supply and utilization survey of all existing publicly-accessible parking facilities within a 1/2 mile radius of the subject site, as outlined in Planning Code Section 158.1. The survey results indicate that three of the parking lots offer extended operations, a fourth facility that was surveyed is designed to provide parking for employees and visitors to City agencies; the latter of which is not opened after 6 PM or on weekends. An additional survey was conducted to assess the availability of parking during weekend daytime and evening hours after 8 PM. More parking was needed due to high density of neighborhood-serving and citywide eating and drinking establishments, which effectively results in additional peak periods. The 3434 17th Street team observed that the three lots that had weekend hours were on average less than 2% episodic available capacity. The team noted that parking lots surveyed during peak hours 6 AM to 10 AM and 4 PM to 8 PM averaged less than 2% episodic capacity available. Parking lots open after 8 PM weekdays and weekends averaged less than 2% available capacity during peak periods of 6 PM to 10 PM. Three of the four lots surveyed utilized efficient space management through attendant parking. The fourth is not designed to accommodate attendant parking and is a mix of monthly permit holders and hourly rates.

Policy 30.6:

Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory.

The project will use existing, underutilized parking spaces to provide convenient parking for nearby residents and the general public, in addition to alleviating parking demand in order to maintain the high quality living environment of the City.

OBJECTIVE 35:

MEET SHORT-TERM PARKING NEEDS IN NEIGHBORHOOD SHOPPING DISTRICTS CONSISTENT WITH PRESERVATION OF A DESIRABLE ENVIRONMENT FOR PEDESTRIANS AND RESIDENTS.

Policy 35.2

Assure that new neighborhood shopping district parking facilities and other auto-oriented uses meet established guidelines.

In addition to the criteria for new parking facilities in Objective 30, Policy 1, the following guidelines should be considered in the review of proposed new facilities in Neighborhood Commercial Districts:

- Parking Facilities should be located to provide convenient access to desired shopping destinations. However, they should be located in such a manner that lessens the amount of traffic traveling through the district, does not disrupt the continuity of the shopping district, and that neither gives it priority over nor impedes access to destinations for persons arriving by transit, bicycle or on foot.
- Multiple use of parking structures and lots should be provided wherever feasible.
- The location and configuration of curb cuts and entrances to off-street parking should be designed to minimize safety hazards and access conflicts to pedestrians, transit operations and bicyclists, and to be sensitive to the design and scale of the urban streetscape.

The proposed commercial parking lot is conveniently located near the Valencia Street shopping corridor. Whilst operating as a commercial parking lot, the parking facility will only be accessible from Albion Street which runs parallel to the aforementioned and would therefore not disrupt the continuity of the shopping district. Further, providing multiple uses of the existing parking lot is feasible and will temporarily block the curb cut along 17th Street, which will minimize safety hazards and access conflicts to pedestrians and bicyclists.

10. **Mission Area Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the Mission Area Plan.

BUILT FORM

OBJECTIVE 3.2:

PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM

Policy 3.2.3

Minimize the visual impact of parking.

Where a building has two frontages, parking entrances, loading docks, bays, and auxiliary service entrances should be accessed from secondary streets, and their visual impact on the neighborhood should be minimized.

As part of the conditional use authorization, a 5-foot wrought iron fence will be installed around the periphery of the parking lot facility, exclusive of the ingress/egress entrances.

TRANSPORTATION

Objectives and Policies

OBJECTIVE 4.3:

ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES

Policy 4.3.4

Encourage, or require where appropriate, innovative parking arrangements that make efficient use of space, particularly where cars will not be used on a daily basis.

Allowing a commercial parking lot to operate at 3434 17th Street whilst not utilized as accessory parking for the entity (DBA Duggan Funeral Home), allows for an efficient use of space at an existing facility. Further, whilst operating as a commercial parking lot, the 17th Street entrance will be temporarily blocked with a rollaway planter box.

17th Street is a part of the bicycle high injury network as well as a cyclist high injury corridor and is within the Vision Zero High Injury Network; the latter of which aims for zero traffic deaths in San Francisco by 2024.

The temporary entrance block of 17th Street is rather significant as it will reduce potential collisions with vehicular traffic and is part of the Green Connections network. Green Connections aims to increase access to parks, open space, and the waterfront by envisioning a network of "green connectors."

11. **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 proposal will alleviate on-street parking demand and therefore support the retail uses within the district.

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

The proposal utilizes an existing parking lot and proposes only minor additions to the existing landscaping and parking screening; therefore, the project will not have any effect on the cultural or economic diversity of the neighborhood.

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

The project would not have any effect on 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 will not impede MUNI services or overburden streets or neighborhood parking. Rather, the project will reduce the neighborhood's parking scarcity by using existing, underutilized parking spaces.

- 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 not displace any service or industry establishment. The project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

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

This proposal will not affect the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

The project does propose to alter the screening near the existing historic building. 3434 17th Street is listed as a Category A, Historic Resource Present. The building retains all or most aspects of historic design, materials and workmanship. The proposed exterior alterations to the site include a 5 foot wrought iron fence along the perimeter exclusive of the ingress and egress frontages. Preservation staff has reviewed the proposed parking and screening material and has determined its compatibility with the existing historic building.

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

The project will have no negative effect on existing parks and open spaces.

- I. 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 proposal will contribute to the overall economic vitality of the district, thereby preserving and enhancing future opportunities for resident employment and business ownership.

12. 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.

13. 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. 2014-003109CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with the site plan on file, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth; as well as a parking supply and utilization survey listed as "EXHIBIT C".

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.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 7, 2016.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: April 7, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow a the establishment of a temporary 21-space commercial parking lot (d.b.a. Golden State Parking) located at 3434 17th Street, Block 3568, and Lots: 013, 014, 015 and 016 pursuant to Planning Code Section(s) 303, 726.56 and subject to the criteria of 158.1 within the Valencia Street NCT District and a 55-X Height and Bulk District; in general conformance with plans, stamped "EXHIBIT B" included in the docket for Case No. 2014-003109CUA and subject to conditions of approval reviewed and approved by the Commission on April 7, 2016 under Motion No XXXXXX. 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 XXXXXX under Motion No XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXXX 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.

DESIGN

2. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.

PARKING AND TRAFFIC

3. **Car Share.** Pursuant to Planning Code Section 166, no fewer than one car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

MONITORING

4. **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.

5. **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

OPERATION

6. **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/>*
7. **Temporary Parking Lot.** The authorization to operate this temporary automobile parking lot is limited to the 21 existing spaces located on Assessor's Lots 014 and 015 in Block 3568 and is valid for a period not to exceed three years from the date of approval of this Conditional Use. Temporary automobile parking is not permitted on Assessor's Lot 016 in Block 3568, and shall only be used for egress and for the disabled accessible access path. Further, Temporary automobile parking is not permitted on Assessor's Lot 015 in Block 3568, as that lot is fully developed with an existing building.
8. **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 community liaison officer will be Erkan Cakir (DBA Golden State Parking), who can be contacted at (415) 269-0790 or at gstateparking@gmail.com. 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
9. **Hours of Operation.** The subject establishment is limited to the following hours of operation; when operating as a commercial parking lot: Monday through Thursday 8 AM to 8 PM, Friday and Saturday from 8 AM to 12 AM and Sunday from 9 AM to 7 PM.

When operating as accessory parking to the Duggan Funeral Home, off-street parking will be free for funeral attendees at all times.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
Case No.	Permit No.	Plans Dated	
<input type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRER if over 45 years old)	<input type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval.			

STEP 1: EXEMPTION CLASS

TO BE COMPLETED BY PROJECT PLANNER

Note: If neither Class 1 or 3 applies, an *Environmental Evaluation Application* is required.

	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
	Class 3 – New Construction/ Conversion of Small Structures. Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
	Class__

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

If any box is checked below, an *Environmental Evaluation Application* is required.

<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks)? <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Article 38 program and the project would not have the potential to emit substantial pollutant concentrations. (refer to EP _ArcMap > CEQA Catex Determination Layers > Air Pollutant Exposure Zone)</i>
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I

	Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)</i>
<input type="checkbox"/>	Noise: Does the project include new noise-sensitive receptors (schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) fronting roadways located in the noise mitigation area? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Noise Mitigation Area)</i>
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)</i>
<input type="checkbox"/>	Slope = or > 20%: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)</i> If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)</i> If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)</i> If box is checked, a geotechnical report will likely be required.
<u>If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an <i>Environmental Evaluation Application</i> is required, unless reviewed by an Environmental Planner.</u>	
<input type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (optional):	

STEP 3: PROPERTY STATUS – HISTORIC RESOURCE TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: <i>(refer to Parcel Information Map)</i>	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not “in-kind” but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .

<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): (Requires approval by Senior Preservation Planner/Preservation Coordinator) _____
<input type="checkbox"/>	10. Reclassification of property status to Category C. (Requires approval by Senior Preservation Planner/Preservation Coordinator) a. Per HRER dated: _____ (attach HRER) b. Other (specify):
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.	
<input type="checkbox"/>	Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.
<input type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

STEP 6: CATEGORICAL EXEMPTION DETERMINATION

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	Further environmental review required. Proposed project does not meet scopes of work in either (check all that apply): <input type="checkbox"/> Step 2 – CEQA Impacts <input type="checkbox"/> Step 5 – Advanced Historical Review STOP! Must file an <i>Environmental Evaluation Application</i>.	
<input type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA.	
	Planner Name: Project Approval Action: If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	Signature:
	Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.	

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

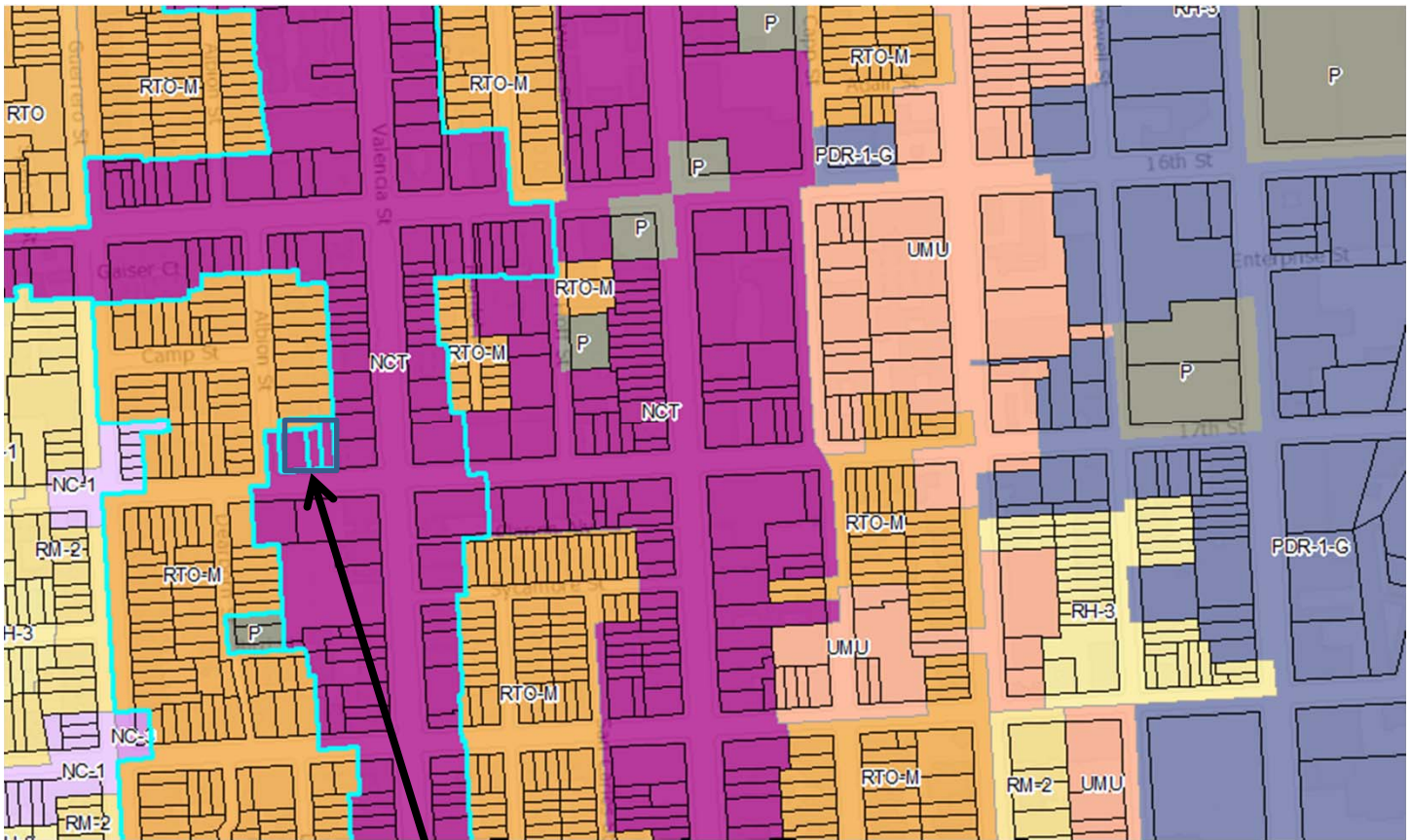
DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required.	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.	
Planner Name:	Signature or Stamp:

Zoning Map



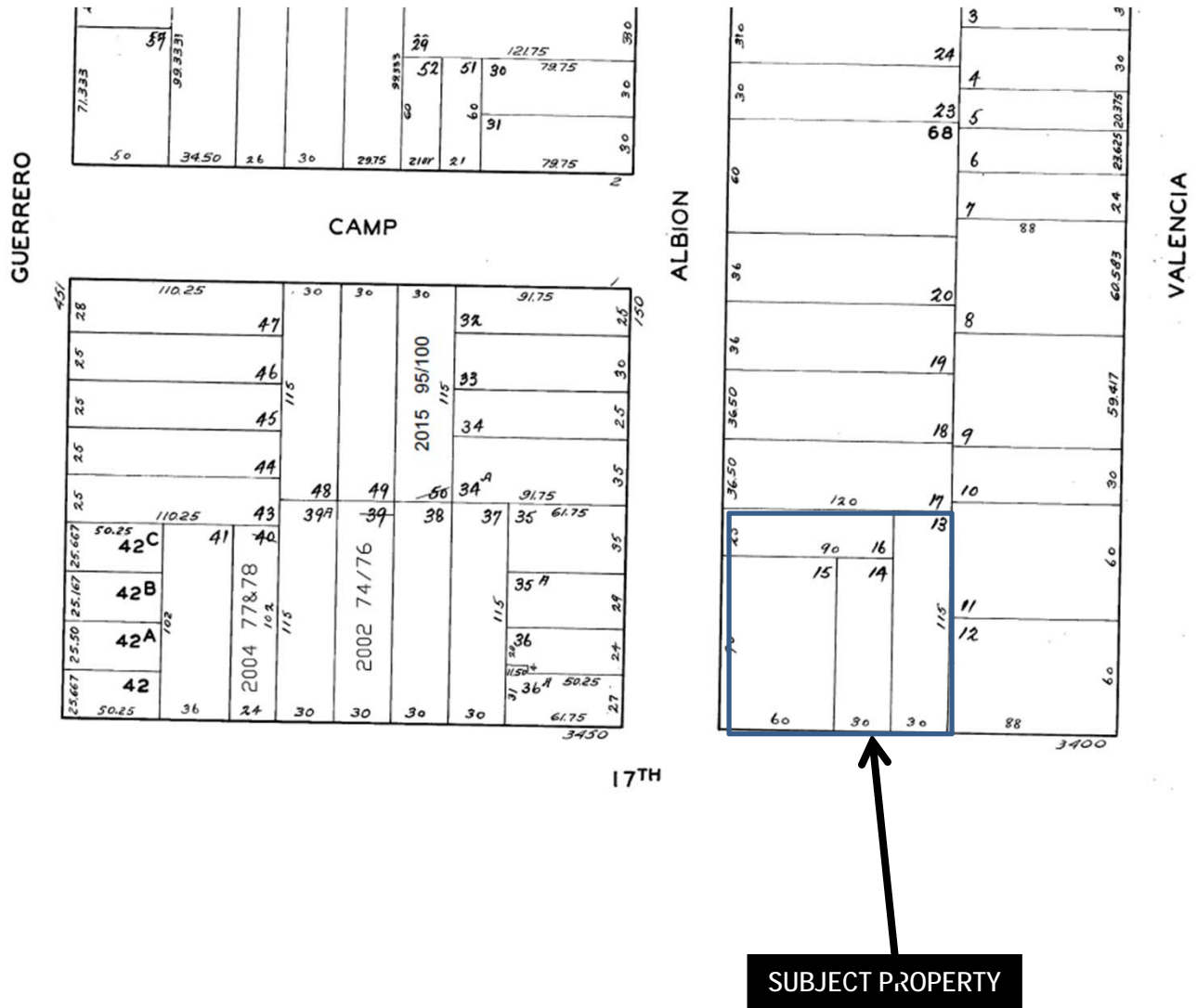
SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014-003109CUA
3434 17th Street
Block 3568 Lots: 013, 014, 015 and 016

Block Book Map



SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014-003109CUA
3434 17th Street
Block 3568 Lots: 013, 014, 015 and 016

Sanborn Map*



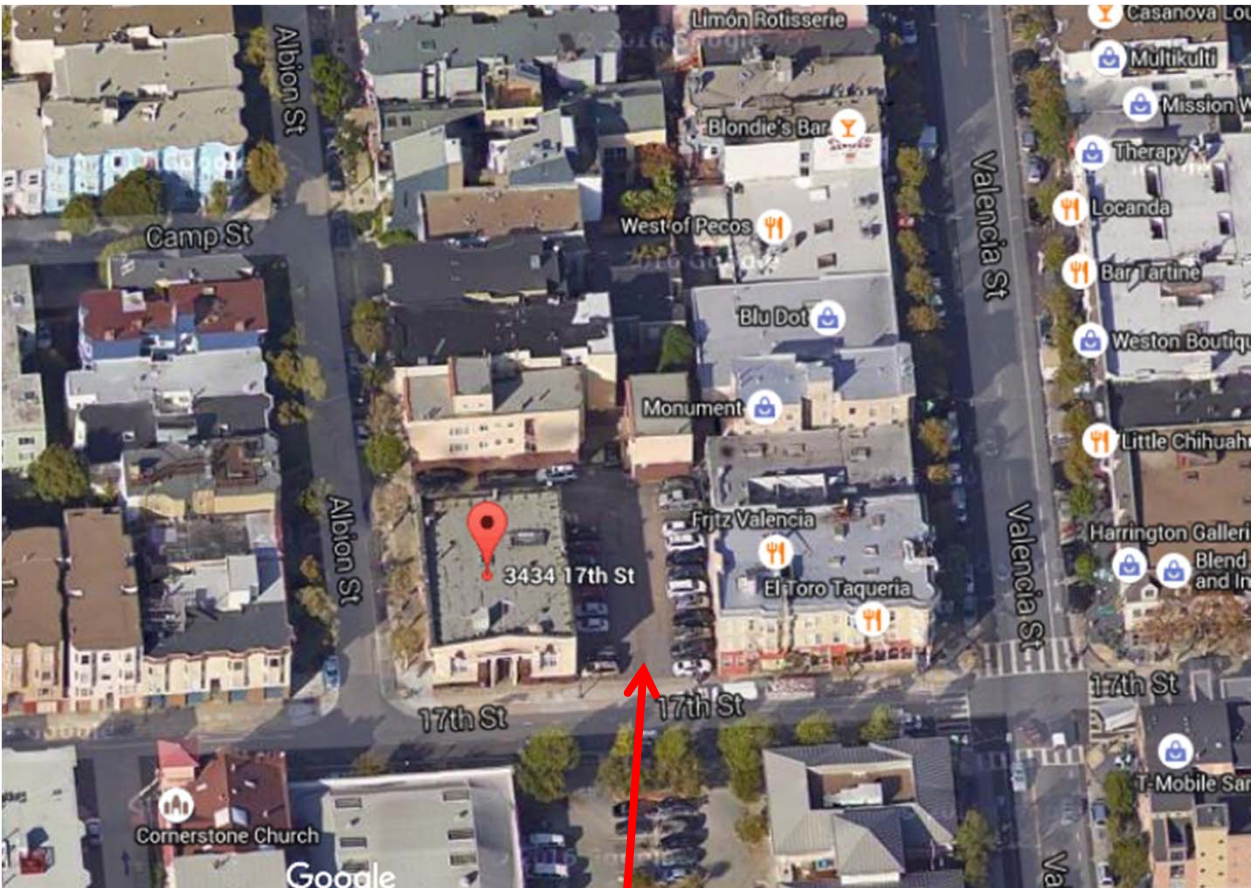
*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014-003109CUA
3434 17th Street
Block 3568 Lots: 013, 014, 015 and 016

Aerial Photo



SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014-003109CUA
3434 17th Street
Block 3568 Lots: 013, 014, 015 and 016

Site Photos



SAN FRANCISCO
PLANNING DEPARTMENT

Conditional Use Hearing
Case Number 2014-003109CUA
3434 17th Street
Block 3568 Lots: 013, 014, 015 and 016

Jardines, Esmeralda (CPC)

From: Mike Robbins <mike.l.robbs@gmail.com>
Sent: Saturday, March 19, 2016 1:30 PM
To: Jardines, Esmeralda (CPC)
Subject: opposition to 3434 17th St. project

Ms. Jardines,

I wish to vigorously oppose the 3434 17th St. project to turn the parking lot of Duggan Funeral Home to a commercial parking lot.

I live directly across Albion St. from this facility, and have owned my building for 10 years. This facility hosts funerals where the lot is full and active and during these periods, traffic congestion and noise generate a nuisance. But these events are usually during the day, and not chronic, and part of the original business of Duggan.

However, if this project is approved, the same level of traffic congestion and noise will generate a nuisance that was not original to this site, and which will be unacceptable, especially after 10 p.m., when nuisance regulation become more stringent. In fact, this facility will likely see the highest level of activity in the evening.

Duggan should be able to operate as they were originally meant to operate, and should not be able to operate a second business that will disrupt the peace and tranquility of their neighbors.

Can you tell me, other than attending the public hearing, what other actions I can take to stop this project?

Thank you,

Mike Robbins
196 Albion St.
Cal Bar. No.: 224087

RESPONSES TO SEC. 158.1

SEC. 158.1. NON-ACCESSORY PARKING GARAGES IN NCT AND RTO DISTRICTS AND THE VAN NESS AND MARKET DOWNTOWN RESIDENTIAL SPECIAL USE DISTRICT.

- (a) **Purpose.** It is the purpose of this Section to establish criteria, considerations, and procedures by which non-accessory parking facilities in transit-oriented neighborhoods may be reviewed, including the appropriateness of such facilities in the context of existing and planned transit service, the location, size, utilization and efficiency of existing parking facilities in the vicinity, and the effectiveness of Transportation Demand Management of institutions and major destinations in the area.

(b) **Non-accessory parking facilities in NCT and RTO Districts and in the Van Ness and Market Downtown Residential Special Use District** shall meet all of the following criteria and conditions:

- (1) The rate structure of Section 155(g) shall apply.

Confirmed.

- (2) Non-accessory parking facilities shall be permitted in new construction only if the ratio between the amount of occupied floor area of principally or conditionally-permitted non-parking uses to the amount of occupied floor area of parking is at least two to one.

There is no new construction proposed.

- (3) In the case of expansion of existing facilities, the facility to be expanded has already maximized capacity through use of all feasible space efficient techniques, including valet operation or mechanical stackers.

No expansion of the facility is proposed.

- (4) The proposed facility meets or exceeds all relevant urban design requirements and policies of this Code and the General Plan regarding wrapping with active uses and architectural screening, and such parking is not accessed from any frontages protected in Section 155(r).

Requirement met. Please see attached Screening Plan.

(5) Project sponsor has produced a survey of the supply and utilization of all existing publicly-accessible parking facilities, both publicly and privately owned, within ½-mile of the subject site, and has demonstrated that such facilities do not contain excess capacity, including via more efficient space management or extended operations.

Requirement met. Please refer to the attached Supply and Utilization Memorandum.

(6) The proposed facility shall dedicate no less than 5% of its spaces for short-term, transient use by car share vehicles as defined in Section 166, vanpool, rideshare, or other co-operative auto programs, and shall locate these vehicles in a convenient and priority location. These spaces shall not be used for long-term storage nor satisfy the requirement of Section 166, but rather are intended for use by short-term visitors and customers.

The parking is intended for short-term visitors. Proposed facility includes one car-share space.

(c) **Review of any new publicly-owned non-accessory parking facilities or expansion of existing publicly-owned parking facilities in NCT and RTO Districts and in the Van Ness and Market Downtown Residential Special Use District** shall meet all of the following criteria, in addition to those of subsection (b):

(1) Expansion or implementation of techniques to increase utilization of existing public parking facilities in the vicinity has been explored in preference to creation of new facilities and has been demonstrated to be infeasible.

(2) The City has demonstrated that all major institutions (cultural, educational, government) and employers in the area intended to be served by the proposed facility have Transportation Demand Management programs in place to encourage and facilitate use of public transit, carpooling, car sharing, bicycling, walking, and taxis.

The facility will not be publicly owned.

(d) **Parking facilities** intended for sole and dedicated use as long-term storage for company or government fleet vehicles, and not to be available to the public nor to any employees for commute purposes, are not subject to the requirements of Subsection (b)(1), (b)(5), (6), and (c)(2).

Not applicable. The facility is not intended for long term storage for any vehicles.

SUMMARY

Survey results of the supply and utilization of all existing publicly- accessible parking facilities within ½ mile of the subject site, as outlined in Section 158.1(b)(5) has demonstrated that such facilities do not contain excess capacity, including via more efficient space management or extended operations.

Background:

Three of the parking lots (Zenali, SF Park, and Impark) offer extended operations, the fourth (Convenient Parking) is a facility designed to provide parking for employees and visitors to City agencies such as the San Francisco Planning Department at 1650 Mission Street and the San Francisco Department of Building Inspection at 1660 Mission Street and is not open after 6pm or on weekends. Additional survey was conducted to assess availability of parking during weekend daytime and evening hours after 8pm. More parking is needed due to high density of neighborhood-serving and citywide eating and drinking establishments, which effectively results in an additional peak periods.

Excess capacity:

The three lots that had weekend hours were average less than 2% episodic available capacity. ¹Parking lots surveyed during peak hours 6am-10am and 4pm-8pm averaged less than 2% episodic capacity available. ²Parking lots open after 8pm weekdays and weekends averaged less than 2% available capacity during peak periods of 6pm to 10pm. Fig.1

Efficiency and Extended Operations:

Three of the four lots surveyed utilized efficient space management through attendant parking. The fourth is not designed to accommodate attendant parking and is a mix of monthly permit holders and hourly rates.

^{1,2} These lots were basically full each time I checked them, although cars do enter and exit periodically.

Average Use During Peak Periods
Weekday, Week Nights, Weekends

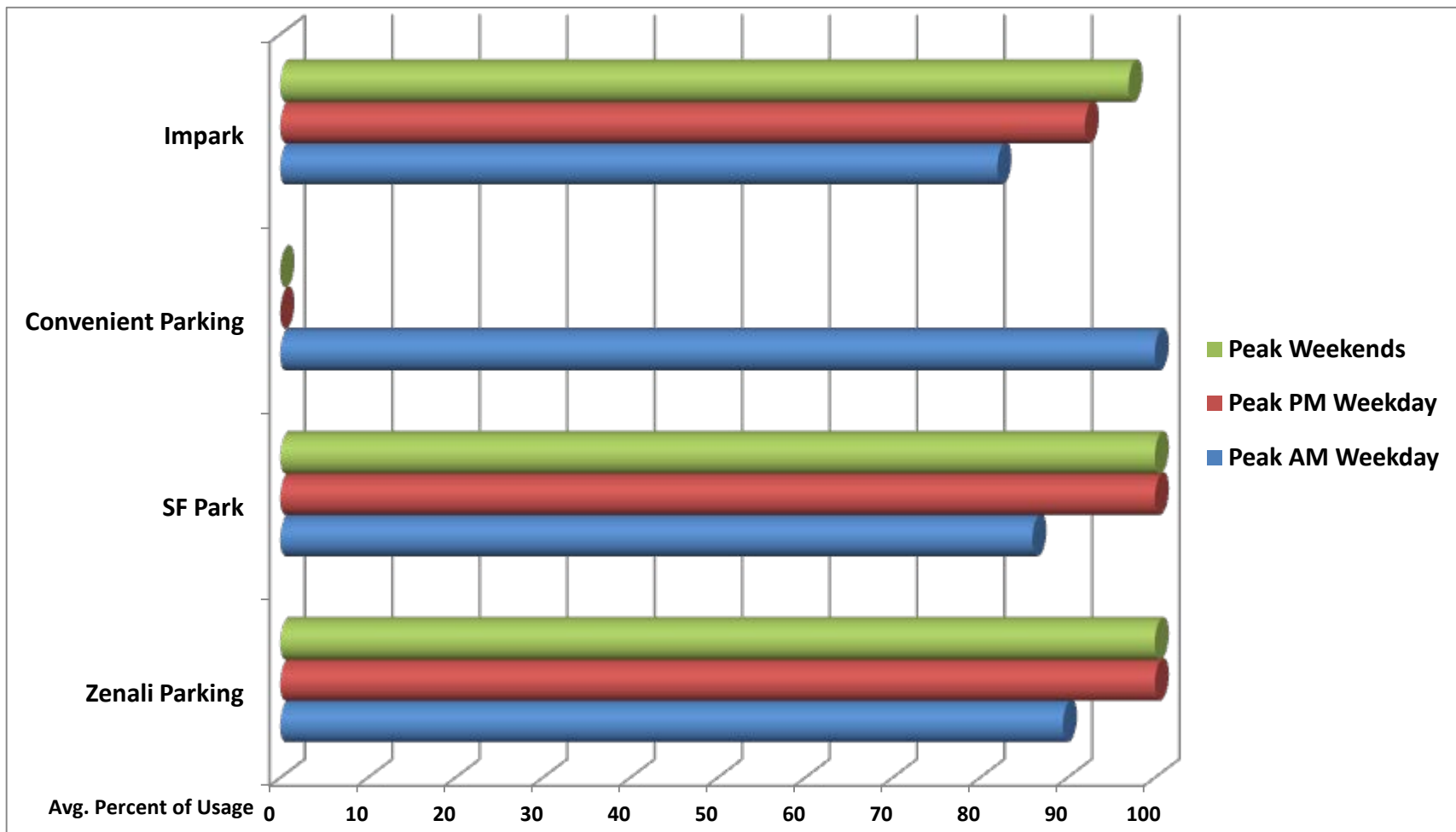
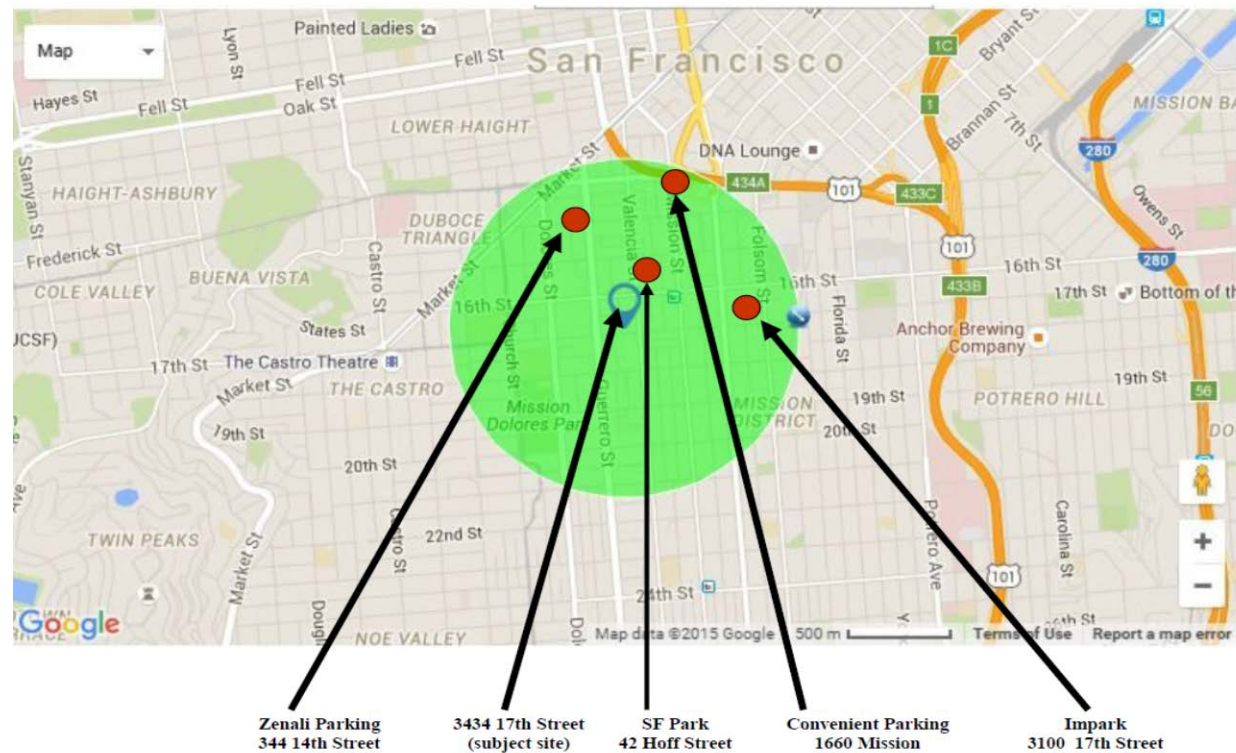


Fig.1

SUPPLY AND UTILIZATION SURVEY

Pursuant to Planning Code Section 158.1, all public parking facilities within a ½ mile radius of the subject site at 3434 17th Street were surveyed for capacity and occupancy over a range of days and times including peak, weekend, and evening times.



ZENALI PARKING – 344 14TH STREET

Parking Lot	Hours	Date	Time of survey	Capacity/No. of Spaces	No. in use	No vacant	Percent of Capacity Met
Zenali Parking	8am - 9pm	12/14/2015 (M)	8:00am	76	68	8	89.5%
Zenali Parking	8am - 9pm	12/15/2015 (T)	2:18pm	76	76	0 (lot full)	100%
Zenaili Parking	8am - 9pm	1/6/2016 (W)	11:00am	76	76	0 (lot full)	100%
Zenali Parking	8am - 9pm	1/7/2016 (Th)	5:12pm	76	73	3	96%
Zenali Parking	8am - 9pm	1/13/2016 (W)	7:00pm	76	76	(0) Lot full *	100%
Zenali Parking	8am - 9pm	1/14/2016 (Th)	9:12am	76	76	(0) Lot full	100%
Zenali Parking	8am - 9pm	1/15/2016 (F)	5:45pm	76	70	6	92%
Zenali Parking	8am - 9pm	1/15/2016 (F)	7:15pm	76	76	(0) Lot full	100%
Zenali Parking	8am - 9pm	1/16/2016 (Sat)	6:00pm	76	75	1	98%
Zenali Parking	8am - 9pm	1/17/2016 (Sun)	3:00pm	76	76	(0) Lot full	100%

SF PARK – 42 HOFF STREET

Parking Lot SF Park	Hours	Date	Time of survey	Capacity/No. Spaces	No. in use	No vacant	Percent of spaces in use
SF Park	8am- 11:59pm Mon-Sun	12/14/2015 (M)	8:20am	45 spaces *Capacity appr: 98	39 spaces	6 spaces	86%
SF Park	8am- 11:59pm Mon-Sun	12/15/2015 (T)	2:41pm	45 spaces *Capacity appr: 98	42 spaces	3spaces	93%
SF Park	8am- 11:59pm Mon-Sun	1/6/2016 (W)	10:47am	45 spaces *Capacity appr: 98	45 spaces 3 overflow	0 spaces	100%
SF Park	8am- 11:59pm Mon-Sun	1/7/2016 (Th)	5:30pm	45 spaces *Capacity appr: 98	45 spaces 17 overflow	0 spaces	100%
SF Park	8am- 11:59pm Mon-Sun	1/13/2016 (W)	7:30pm	45 spaces *Capacity appr: 98	45 spaces Full overflow	*Lot full per attendant (unsafe to count)	100%
SF Park	8am- 11:59pm Mon-Sun	1/14/2016 (Th)	9:30am	45 spaces *Capacity appr: 98	41 spaces	4 spaces	91%
SF Park	8am- 11:59pm Mon-Sun	1/15/2016 (F)	7::00pm	45 spaces *Capacity appr: 98	45 spaces 16 overflow	0 spaces	100%
SF Park	8am – 11:59pm	1/16/2016 (Sat)	4:45pm	45 spaces *Capacity appr: 98	45 spaces Full overflow	*Lot full per attendant	100%
SF Park	8am-11:59pm	1/17/2016 (Sun)	9:20pm	45 spaces *Capacity appr: 98	45 spaces Full overflow	*Lot full per attendant	100%

***Attendant verified that lot fills up most evenings and weekends, they park valet style in the lanes between the spaces to maximize the ability to take cars in as overflow. Capacity is approximate due to variables such as length/size of cars that arrive and go into lanes between spaces. Attendants did not want me walking around when they were moving cars in and out.**

CONVENIENT PARKING – 1650-1660 Mission

Parking Lot	Hours	Date	Time of survey	No. of Spaces	No. in use	No vacant	Percent of Capacity Met
Convenient Parking	7am – 6pm Mon-Fri	12/14/2015 (M)	9:30am	5 outside 105 inside	2 outside 70 inside	3 outside 35 inside	65%
Convenient Parking	7am – 6pm Mon-Fri	12/15/2015 (T)	3:08pm	5 outside 105 inside	5 outside 105 inside	0 (lot full) 0 (lot full)	100%
Convenient Parking	7am – 6pm Mon-Fri	1/6/2016 (W)	5:15pm	5 outside 105 inside	0 outside 43 inside	5 outside 34 inside	39%
Convenient Parking	7am – 6pm Mon-Fri	1/7/2016 (Th)	4:50pm	5 outside 105 inside	3 outside 72 inside	2 outside 62 inside	68%
Convenient Parking	7am – 6pm Mon-Fri	1/13/2016 (W)	11:25am	5 outside 105 inside	5 outside 105 inside	0 (lot full) 0 (lot full)	100%
Convenient Parking	7am – 6pm Mon-Fri	1/14/2016 (Th)	8:15am	5 outside 105 inside	3 outside 84 inside	2 outside 21 inside	79%
Convenient Parking	7am – 6pm Mon-Fri	1/15/2016 (F)	10:00am	5 outside 105 inside	5 outside 105 inside	0 (lot full) 0 (lot full)	100%
Convenient Parking	7am – 6pm Mon-Fri	1/19/2016 (T)	2:00pm	5 outside 105 inside	5 outside 105 inside	0 (lot full) 0 (lot full)	100%
Lots are closed on the weekends, only day and peak times were surveyed.							

IMPARK PARKING – 3100 17th and Folsom

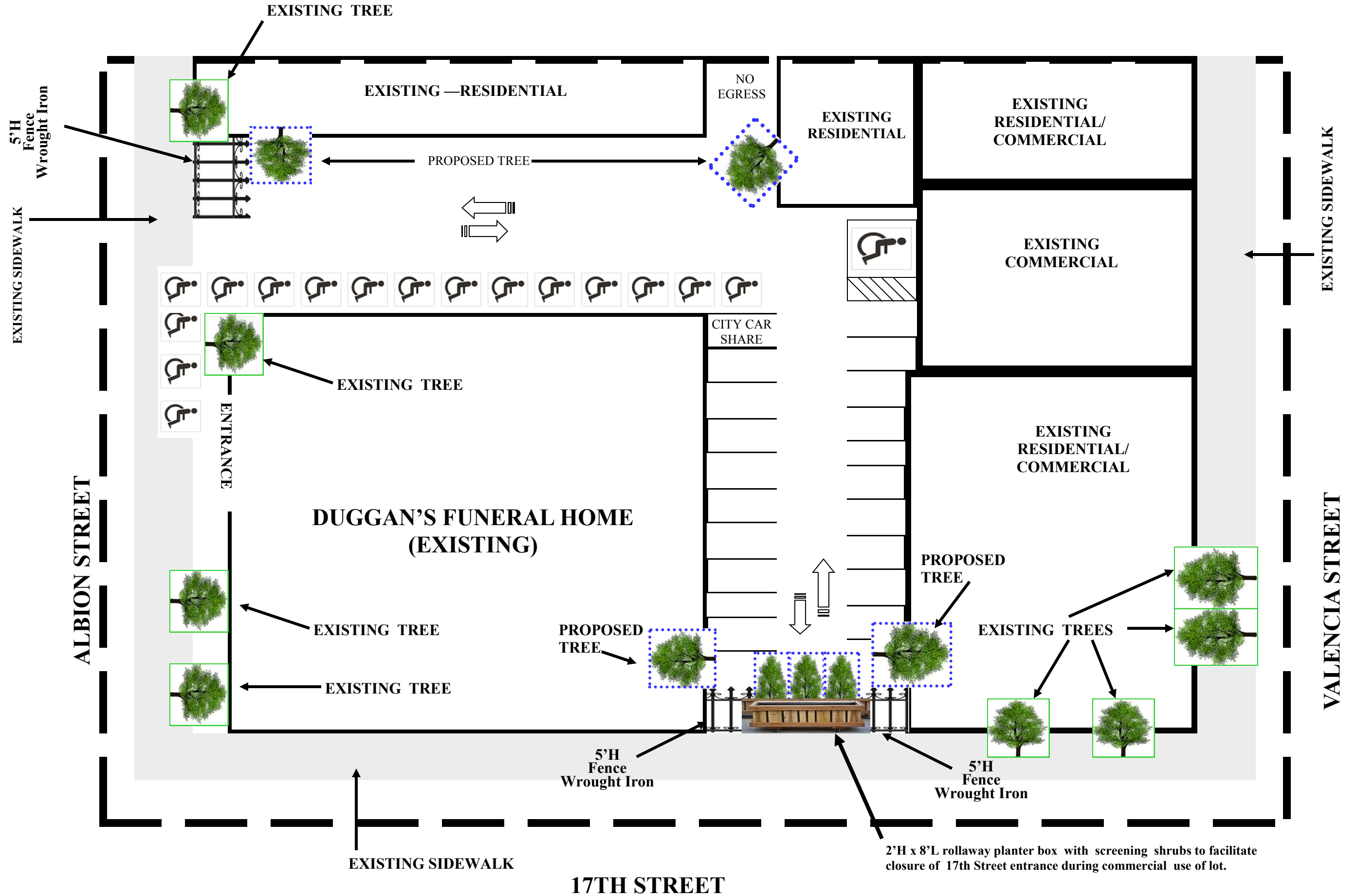
Parking Lot	Hours	Date	Time of survey	No. of Spaces	No. in use	No vacant	Percent of Capacity Met
Impark	24 Hour Mon – Sun 6am-6pm Attended M-F	12/14/2015 (M)	8:55am	227 213 non reserved	174	39 (lot continued to fill as I was leaving)	82%
Impark	24 Hour Mon – Sun 6am-6pm Attended M-F	12/15/2015 (T)	4:15pm	227 213 non reserved	Lot full	(0) Lot full	100%
Impark	24 Hour Mon – Sun 6am-6pm Attended M-F	1/6/2016 (W)	10:25am	227 213 non reserved	208	5	98%
Impark	24 Hour Mon – Sun 6am-6pm Attended M-F	1/7/2016 (Th)	4:45pm	227 213 non reserved	196	17	92%
Impark	24 Hour Mon – Sun 6am-6pm Attended M-F	1/13/2016 (W)	9:00pm	227 213 non reserved	67	146	31%

IMPARK PARKING – 3100 17th and Folsom Continued

Parking Lot	Hours	Date	Time of survey	No. of Spaces	No. in use	No vacant	Percent of Capacity Met
Impark	24 Hour Mon – Sun 6am-6pm Attended M-F	1/14/2016 (Th)	6:00pm	227 213 non reserved	142	71	67%
Impark	24 Hour Mon – Sun 6am-6pm Attended M-F	1/15/2016 (F)	7:20pm	227 213 non reserved	204	9	96%
Impark	24 Hour Mon – Sun 6am-6pm Attended M-F	1/16/2016 (Sat)	8:30pm	227 213 non reserved	207	6	97%
Impark	24 Hour Mon – Sun 6am-6pm Attended M-F	1/17/2016 (Sun)	11:00am	227 213 non reserved	178	35	84%

PLANT PALETTE

Magnolia grandiflora “Little Gem”
Approved Tree by DPW
Tree to be planted in planter box . All landscape installations shall be permanently maintained.



REUBEN, JUNIUS & ROSE, LLP

March 21, 2016

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

Re: 3434-17th Street
Conditional Use Application
Hearing Date: April 7, 2016
Our Client No.: 8742.01

Dear President Fong and Commissioners,

On behalf of Golden State Parking, we respectfully request that you approve the conditional use application to institute a fee for the existing off-street parking at 3434 17th Street. There will be no new construction, other than landscape beautification of 17th Street. There will be no new parking added to the existing lot. The project site is Duggan Funeral Home and its accessory parking ("Duggan lot"). All of the parking is pre-existing. The purpose of the application is to allow a charge for parking when it is not in use by Duggan Funeral Home. This use is referred to in the Planning Code as "commercial parking". Cars are already parking in this lot without permission. Twenty-five percent (25%) of the income will accrue to the City and County of San Francisco as parking tax. Duggan Funeral Home will continue to use the parking lot as accessory parking for its business. The zoning is Neighborhood Commercial and the area has many small businesses. On-street parking exceeds capacity. The lack of parking spaces for customers of small businesses has been a continuing problem.

The pre-existing accessory parking use at Duggan Funeral Home has been providing parking in the neighborhood for at least several decades. The conditional use will help to ease the shortage of parking in the neighborhood and the corresponding hardship to small businesses by instituting a fee for parking in the Duggan lot, other than for funeral attendees, which will remain free.

Inspection of the area within one-half mile of Duggan Funeral Home confirms that on-street parking is used at capacity, cars are parked every day on the street, both legally and illegally, and public garage parking spaces are completely full. It is for this reason that cars are already parking at the Duggan lot without permission.

Accordingly, we respectfully request that you approve the application.

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin | John Kevin
Jay F. Drake | Lindsay M. Petrone | Sheryl Reuben¹ | Tuija I. Catalano | Thomas Tunny
David Silverman | Melinda A. Sarjapur | Mark H. Loper | Jody Knight | Stephanie L. Haughey
Chloe V. Angelis | Louis J. Sarmiento | Jared Eigerman^{2,3} | John McInerney III²

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Thank you for your consideration.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP


David Silverman

cc: Dennis Richards, Vice-President
Michael J. Antonini, Commissioner
Rich Hillis, Commissioner
Christine D. Johnson, Commissioner
Kathrin Moore, Commissioner
Cindy Wu, Commissioner
Esmeralda Jardines, Planning Department