



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: MARCH 10, 2016

Date: March 3, 2016
Case No.: **2015-000332CUA**
Project Address: **1531 & 1581 Howard Street**
Zoning: WMUG (WSOMA Mixed Use-General)
55-X Height and Bulk District
Block/Lot: 3516/ 056, 064
Project Sponsor: Royal Automotive Group
Attn: John Kevlin (with Reuben, Junius & Rose)
One Bush Street, Suite 600
San Francisco, CA 94104
Staff Contact: Chris Townes – (415) 575-9195
chris.townes@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The project sponsor proposes to establish 4-level vehicle stacker storage (enclosed vehicle storage use) for 132 spaces on the subject lots [lots 056 (1581 Howard Street) and 064 (1531 Howard Street)], including a new 1-story car wash. Three vehicle stacker screens up to 32'-7" tall are proposed along Howard Street and up to 21'-8" tall are proposed along Kissling Street. The site is occupied by an existing auto repair facility (dba Royal Motors).

SITE DESCRIPTION AND PRESENT USE

The portion of the site seeking to establish the vehicle stacker storage is located on the south side of Howard Street between 11th and 12th Streets (lots 056 and 064 in Assessor's Block 3516). These properties are located within the Western SoMa Mixed Use-General ("WMUG") Zoning District and the 55-X Height and Bulk District. The broader 61,845 sf site is composed of nine contiguous lots occupied by an existing auto repair facility (dba Royal Motors) which also has frontage along Kissling Street. Royal Motors currently utilizes the site for auto repair servicing within an approximately 35,000 sf building while the surrounding surface lots are used for at-grade vehicle storage.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The area surrounding the project site is mixed-use in nature with a variety of residential, industrial, and commercial uses. Uses east and west along Howard Street, both on the same side and across Howard Street, include residential, commercial, industrial, and church uses within buildings that are typically 2-4 stories in height. The property immediately abutting 1531 Howard Street to the east is a two-story duplex while the other two abutting lots are occupied by the subject auto repair facility use (Royal Motors). All

three properties abutting the 1581 Howard Street lot are occupied by the subject auto repair facility use. Buildings and uses immediately across Howard Street include a number of 3- to 4-story multi-family residential buildings, Ted's Market & Deli, and the ARC San Francisco, a social service facility that provides programs to support people with developmental disabilities. The broader area, along Howard Street and South Van Ness to 16th Street is home to many auto repair and auto sales uses.

ENVIRONMENTAL REVIEW

A Categorical Exemption Determination was prepared by the Planning Department for the proposed Project, which consisted of an analysis of the project's eligibility for exemption from California Environmental Quality Act (CEQA) review under CEQA State Guideline Section 15311, or Class 11. Class 11 provides an exemption from environmental review for the construction or replacement of minor structures accessory to existing commercial, industrial, or institutional facilities. The proposed project would include the addition of an approximately 1,283 sf car wash and four-level parking stackers to the Project site which would be accessory to the existing vehicle repair facility on the subject site. Accordingly, the Project is exempt from CEQA as a Class 11 categorical exemption.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	February 19, 2016	February 19, 2016	20 days
Posted Notice	20 days	February 19, 2016	February 19, 2016	20 days
Mailed Notice	20 days	February 19, 2016	February 19, 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 not received any letters of support or opposition to the project.
- The project sponsor has conducted outreach to the adjacent neighbors and surrounding neighborhood. The Project team is currently in close contact with the immediately adjacent neighbor residing at 1521-1523 Howard Street to address his inquiry regarding the technical engineering of the vehicle stacker structures, as well as, his question about potential shadow impacts. The Project team has also conducted outreach with neighborhood merchants and has cited the support of Ted's Deli located immediately across Howard Street and expects to have additional support for the Project prior to the hearing. The project sponsor has cited the willingness to remain open and available to speak with any additional neighbors or stakeholders that are interested in the Project leading up to the upcoming hearing date.

ISSUES AND OTHER CONSIDERATIONS

- The design and neighborhood compatibility of the proposed vehicle stacker screening elements with the surrounding neighborhood and the pedestrian realm. The three proposed vehicle stacker screens along Howard and Kissling Streets are required pursuant to Planning Code Section 142 in

order to screen the proposed vehicular use areas that have greater than a 25 foot linear frontage adjacent to the public right-of-way.

- Royal Motors, a locally owned business, has been in operation at this site for over forty years and is in need of increased vehicle storage to better accommodate its auto repair/sales and service operations.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use Authorization to allow the establishment of enclosed vehicle storage for the existing auto repair facility (Royal Motors) within the WMUG Zoning District, pursuant to Planning Code Sections 157.1, 303, and 844.71.

BASIS FOR RECOMMENDATION

- The project promotes the continued operation of an established, locally-owned auto repair business and contributes to the viability of the Howard Street corridor.
- The project proposed vehicle stacker storage on currently vacant lots that would not displace any existing retail tenants providing convenience goods and services to the neighborhood.
- The hybrid nature of the business, including auto repair and auto storage, better accommodates the needs of the existing use and enhances its operations.
- The project preserves an existing PDR use that has occupied the site for over 40 years and provides employment opportunities in the PDR sector, a valued employment sector within the City economy.
- The project improves the existing site's relationship with the surrounding neighborhood by providing quality, three-dimensional architectural screen walls along Howard and Kissling Streets that add architectural interest, lighting and landscaping to the streetscape and pedestrian realm while creating a consistent block face that will screen the proposed vehicle storage. Additionally, the project involves the reduction of the number and dimension of curb cuts along the frontages.
- The project meets all applicable requirements of the Planning Code.

RECOMMENDATION:	Approval with Conditions
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Attachments:

Aerial Photographs
Block Book Map
Draft Motion
Environmental Evaluation
Height & Bulk Map
Parcel Map
Sanborn Map
Zoning District Map
Project Sponsor Submittal, including:

- Reduced plans
- Context photos
- Color rendering

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 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 | 3-D Renderings (new construction or significant addition) |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Wireless Telecommunications Materials |
| <input checked="" 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



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 Motion No. XXX

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Case No.: **2015-000332CUA**
Project Address: **1531 & 1581 HOWARD STREET**
Zoning: WMUG (WSOMA Mixed Use-General)
55-X Height and Bulk District
Block/Lot: 3616/056, 064
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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 157.1, 303 AND 844.71 FOR ENCLOSED VEHICLE STORAGE FOR A PROJECT PROPOSING TO ESTABLISH THREE FOUR-LEVEL VEHICLE STACKER STORAGE STRUCTURES WITH A TOTAL OF 132 SPACES, FOR AN EXISTING AUTO REPAIR FACILITY WITHIN THE WMUG (WESTERN SOMA MIXED USE-GENERAL) DISTRICT AND 55-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On March 4, 2015, John Kevlin (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Section(s) 157.1, 303 and 844.71 to establish four-level vehicle stacker storage for 132 spaces within an enclosed lot, including a new 1-story car wash and three vehicle screens up to 32'-7" tall along Howard Street and 21'-8" tall along Kissling Street for an existing auto repair facility within the WMUG Zoning District and a 55-X Height and Bulk District. On March 10, 2016, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2015-000332CUA.

On March 2, 2016 the Project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 11 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this Project.

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. 2015-000332CUA, 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. **Project Description.** The project sponsor proposes to establish 4-level vehicle stacker storage (enclosed vehicle storage use) for 132 spaces on the subject lots [lots 056 (1581 Howard Street) and 064 (1531 Howard Street)], including a new 1-story car wash. Three vehicle stacker screens up to 32'-7" tall are proposed along Howard Street and up to 21'-8" tall are proposed along Kissling Street. The site is occupied by an existing auto repair facility (dba Royal Motors).
3. **Site Description and Present Use.** The portion of the site seeking to establish the vehicle stacker storage is located on the south side of Howard Street between 11th and 12th Streets (lots 056 and 064 in Assessor's Block 3516). These properties are located within the Western SoMa Mixed Use-General ("WMUG") Zoning District and the 55-X Height and Bulk District. The broader 61,845 sf site is composed of nine contiguous lots occupied by an existing auto repair facility (dba Royal Motors) which also has frontage along Kissling Street. Royal Motors currently utilizes the site for auto repair servicing within an approximately 35,000 sf building while the surrounding surface lots are used for at-grade vehicle storage.
4. **Surrounding Properties and Neighborhood.** The area surrounding the project site is mixed-use in nature with a variety of residential, industrial, and commercial uses. Uses east and west along Howard Street, both on the same side and across Howard Street, include residential, commercial, industrial, and church uses within buildings that are typically 2-4 stories in height. The property immediately abutting 1531 Howard Street to the east is a two-story duplex while the other two abutting lots are occupied by the subject auto repair facility use (Royal Motors). All three properties abutting the 1581 Howard Street lot are occupied by the subject auto repair facility use. Buildings and uses immediately across Howard Street include a number of 3- to 4-story multi-family residential buildings, Ted's Market & Deli, and the ARC San Francisco, a social service facility that provides programs to support people with developmental disabilities. The broader area, along Howard Street and South Van Ness to 16th Street is home to many auto repair and auto sales uses.

5. **Public Comment/Community Outreach.**

- To date, the Department has not received any letters of support or opposition to the project.
- The project sponsor has conducted outreach to the adjacent neighbors and surrounding neighborhood. The Project team is currently in close contact with the immediately adjacent neighbor residing at 1521-1523 Howard Street to address his inquiry regarding the technical engineering of the vehicle stacker structures, as well as, his question about potential shadow impacts. The Project team has also conducted outreach with neighborhood merchants and has cited the support of Ted's Deli located immediately across Howard Street and expects to have additional support for the Project prior to the hearing. The project sponsor has cited the willingness to remain open and available to speak with any additional neighbors or stakeholders that are interested in the Project leading up to the upcoming hearing date.

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. **Conditional Use Applications for Non-Accessory Parking in Mixed-Use District- Planning Code Section 157.1.** Pursuant to Planning Code Sections 844.71, Conditional Use Authorization subject to the criteria of Planning Code Section 157.1 is required for applications proposing to establish enclosed lot vehicle storage.

Criteria.

- (1) Such facility shall meet all the design requirements for setbacks from facades and wrapping with active uses at all levels per the requirements of Section [145.1](#); and

The Project does not trigger the street frontage controls of Section 145.1 since it does not propose new building construction nor does it propose an expansion of the existing buildings on site by more than 20%; however, the Project will incorporate well-designed architectural screening with landscaping and lighting along both the Howard and Kissling Street frontages. The Project also eliminates a 46.5 foot curb cut along Kissling Street and a 29-foot portion of an existing curb cut along Howard Street. Overall, the Project will enhance the pedestrian experience by replacing the existing, unenclosed and unscreened vehicle storage lot with architectural screen elements that are well-integrated with the existing architecture, compatible with the neighborhood context and character, and incorporate landscape and lighting elements.

- (2) Such parking shall not be accessed from any protected Transit or Pedestrian Street described in Section [155\(r\)](#); and

The vehicle storage area of the Project site is accessed from both Howard and Kissling Streets. Neither of these streets are protected Transit or Pedestrian streets under Section 155(r) of the Planning Code. Furthermore, the Project will eliminate a 46.5 foot curb cut along Kissling Street and a 29-foot portion of an existing curb cut along Howard Street which diminishes the linear length of pedestrian-vehicular points of conflict along the sidewalk.

(3) Such parking garage shall be located in a building where the ratio of gross square footage of parking uses to other uses that are permitted or Conditionally permitted in that district is not more than 1 to 1; and

The Project does not propose a parking garage, rather vehicle stacker storage; therefore, this criterion does not apply.

(4) Such parking shall be available for use by the general public on equal terms and shall not be deeded or made available exclusively to tenants, residents, owners or users of any particular use or building except in cases that such parking meets the criteria of subsection (d) or (e) below; and

The Project proposes vehicle storage within a four-level stacker system and does not propose any parking spaces; therefore, this criterion does not apply. The proposed vehicle storage is intended to be accessory to the existing auto repair facility operations.

(5) Such facility shall provide spaces for car sharing vehicles per the requirements of Section [166](#) and bicycle parking per the requirements of Sections [155.1](#) and [155.2](#); and

The Project does not provide any additional parking spaces accessory to a non-residential use nor is a non-accessory parking facility being proposed. Rather it is a vehicle storage use; therefore, no car share spaces are required by Section 166. With respect to bicycle parking, the project contains two components:

- *Construction of a new, 1-story, 1,283 square foot car wash to serve the existing automotive repair use on site. Section 155.2 only requires Class 1 bicycle spaces for most automobile uses if more than 5,000 square feet is proposed. A minimum of two Class 2 spaces are required.*
- *Construction of vehicle stackers on three portions of the site, allowing the storage of up to 132 automobiles. Section 155.2 does not require Class 1 bicycle spaces for vehicle storage. One Class 2 bicycle parking space is required for every 20 new vehicle storage spaces; therefore, the Project requires seven Class 2 bicycle spaces.*

Overall, zero Class 1 bicycle parking spaces and nine Class 2 bicycle parking spaces are required for the Project. The Project provides three bicycle parking spaces along Howard Street and six spaces along Kissling Street.

(6) Such facility, to the extent open to the public per subsection (4) above, shall meet the pricing requirements of Section [155\(g\)](#) and shall generally limit the proposed parking to short-term occupancy rather than long-term occupancy; and

To no extent is the proposed vehicle stacker storage open to the public; therefore, this criterion does not apply.

(7) Vehicle movement on or around the facility does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district; and

As discussed above, the Project will eliminate a 46.5 foot curb cut along Kissling Street and a 29-foot portion of an existing curb cut along Howard Street. Therefore, the Project reduces the overall linear length of pedestrian/cyclist-vehicular points of conflict around the site; thereby, improving conflicts to pedestrian spaces or movement, transit service, bicycle movement or the overall traffic movement in the district. The Project's potential impact is further reduced as a result of the recessed nature of the screen walls from the perimeter property lines which provides an additional buffer of the vehicular entrances from the street.

(8) Such facility and its access does not diminish the quality and viability of existing or planned streetscape enhancements.

The Project eliminates a total of 75.5 linear feet of existing curb cuts along the perimeter of the site; thereby, improving the quality and viability of existing and future streetscape enhancements. The Project enhances the public realm with three well-integrated architectural screens along both the Howard and Kissling Street frontages that maintain a well-defined street wall while providing a landscape buffer with accent lighting.

- B. **Vehicle Use Area Screening and Greening.** Planning Code Section 142 requires vehicular use areas that are greater than 25 linear feet along the public right-of-way involving the expansion of any existing vehicular use area by either more than 20% or by more than four spaces (whichever is greater) to provide ornamental fencing screening in accordance with the requirements of Planning Code Section 142.

The Project proposes the expansion of the existing vehicular use area by more than four spaces and is therefore required to provide ornamental fencing screening in accordance with the requirements of Planning Code Section 142. The Project has elected to satisfy Planning Code Section 142(c) requirements by proposing architectural ornamental screening that adds to the visual diversity of the use, involving a combination of permeable landscaping and ornamental fencing. Each of the proposed architectural screen walls will be recessed from the street-fronting property lines to an average depth of 5 feet and will provide publicly-accessible, permeable landscaping between the screen wall and the public right-of-way.

- C. **Street Trees.** The Department of Public works requires the planting of Street Trees pursuant to Article 16, Section 805(a) and (d) and 806 (d). The Project is subject to the street tree requirements since it involves the construction of a new building. Generally, one street tree for every 20 feet of frontage for new construction will be required.
- D. **Street Frontages in Mixed Use Districts.** Planning Code Section 145.1 establishes controls for attractive, pedestrian-oriented, active street frontages for new construction, building alterations that increase the gross square footage of a structure by 20% or more, or a change of more than 50% to a building's gross floor area to or from residential uses.

The Project does not trigger the street frontage controls of Planning Code Section 145.1; however, the Project is subject to the vehicle use area screening and greening requirements of Planning Code Section 142 which establishes ornamental fencing controls intended to ensure that vehicle screening adds to the visual diversity of the use.

E. **Bicycle Parking.** With regard to the proposed 1,283 sf, 1-story car wash building, Planning

Code Section 155.2 requires Class 1 bicycle spaces for such automotive use if more than 5,000 square feet is proposed and a minimum of two Class 2 spaces. With regard to the proposed vehicle storage (132 spaces total) contained within the 4-level vehicle stackers, the Code does not require any Class 1 bicycle spaces for vehicle storage but requires one Class 2 bicycle parking space for every 20 new vehicle storage spaces; therefore, as a whole, the Project requires zero Class 1 bicycle parking spaces and nine Class 2 bicycle spaces.

Overall, zero Class 1 bicycle parking spaces and nine Class 2 bicycle parking spaces are required for the Project. The Project satisfies this Code requirement by providing three bicycle parking spaces along Howard Street and six spaces along Kissling Street.

E. **Height.** Planning Code Section 260 requires that all structures be no taller than the height prescribed by the applicable Height and Bulk District. The proposed screen walls located at 1531 and 1581 Howard Street are located within the 55-X Height and Bulk District, with a 55-foot height limit. The proposed screen wall located across 118-134 Kissling Street is located within the 40-X Height and Bulk District, with a 40-foot height limit.

The Project's proposed screen walls located at 1531 and 1581 Howard Street are proposed to be 32'-7" in height, and therefore, adhere to the 55-foot maximum height limit. The proposed screen wall located across 118-134 Kissling Street is proposed to be 21'-8" in height, and therefore, adheres to the 40-foot height limit.

F. **Eastern Neighborhood Impact Fees. Eastern Neighborhood Infrastructure Impact Fees.** Planning Code Section 423 is applicable to any development project within the Eastern Neighborhoods involving new construction of a non-residential use.

The Project proposes the establishment of a 1,283 sf car wash building; therefore, the Project is subject to Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. This fee must be paid prior to the issuance of the building permit application.

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 existing auto repair facility (Royal Motors) has occupied the approximately 62,000 sf site for over 40 years. The Project will allow for the operational enhancement of this major PDR employer by expanding the capacity of vehicles that can be stored and serviced at the site through the establishment of vehicle stackers which makes efficient use of the existing site while providing architectural screen

walls that are well-integrated with the existing architecture and compatible with the mixed-use, light-industrial character of the surrounding neighborhood. The proposed development improves the existing site's relationship with the surrounding neighborhood and public realm by eliminating a 46.5 foot long existing curb cut along Kissling Street and reducing an existing curb cut along Howard Street from 42 feet to 29 feet. The screen walls maintain a well-defined street wall with a color and height that matches the existing building while their three-dimensional form contributes to the visual diversity of the use. Their impact to the streetscape is softened by providing a permeable landscape buffer between the proposed screen walls and the public right-of-way. Accent lighting will further accentuate the landscaping and screen wall at night which will better activate the street frontages.

- 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 approximately 62,000 sf site contains nine contiguous parcels improved with multiple buildings and surface lots. The Project will not alter the existing buildings and will screen the proposed 4-level vehicle storage stackers with three separate architectural screen walls along the perimeter in areas that are currently unscreened at-grade surface lots. The screen walls will be integrated into the design of the existing buildings on the lot.

- 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 Project reconfigures the existing site in a manner that will improve traffic patterns in the vicinity. Along Howard Street, an existing 42-linear foot curb cut will be reduced to 29 feet. This curb cut will only serve as access to the proposed 1-story car wash building. There will no longer be vehicle storage access taken from Howard Street as it currently exists. Along Kissling Street, the Project will eliminate a 46.5 linear foot curb cut and results in a single point of entry to the proposed vehicle storage, rather than three points that currently exist in this area. As a whole, the Project consolidates vehicular access to this large auto repair facility site while diminishing points of conflict with pedestrians.

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

The proposed enclosed vehicle storage and car wash facility will not be visible from the public right-of-way and their operation is not expected to produce noxious or offensive emissions that would negatively affect the surrounding neighborhood.

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

The proposed screen walls are designed in accordance with Planning Code Section 142 which

establishes ornamental fencing controls intended to ensure a frontage that relates to the public realm and that is compatible with the neighborhood. The proposed screen walls maintain a well-defined street wall with a color and height that matches the existing building while their three-dimensional form contributes to the visual interest of the use. Their impact to the streetscape is softened by providing a permeable landscape buffer between the proposed screen walls and the public right-of-way. Accent lighting will further accentuate the landscaping and screen wall at night which will better activate the street frontages.

- 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 Project is not located within a Neighborhood Commercial District.

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 do attract new such activity to the City.

The Project seeks to retain the existing auto repair use (Royal Motors) which occupies an approximately 62,000 sf site by allowing for a reasonable expansion that would allow for additional vehicle storage and service capacity to better ensure its long term viability at the subject site. The additional vehicle storage capacity will allow Royal Motors to deliver cars to dealerships and owners more rapidly than currently possible. The proposed 1-story, 1,283 sf car wash will enhance the speed and ease of prepping vehicles for showrooms or for their current owners.

OBJECTIVE 3

PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNDEREMPLOYED AND ECONOMICALLY DISADVANTAGED.

Policy 3.1

Promote the attraction, retention, and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

The Project promotes the attraction, retention, and expansion of the existing auto repair use by enhancing its operational capacity and thereby, providing the potential for expanded employment opportunities. The existing auto repair facility provides on-going job opportunities to mechanics and to semi-skilled workers, while the new car wash building will create employment opportunities for both unskilled and semi-skilled workers.

WESTERN SOMA AREA PLAN

LAND USE

OBJECTIVE 1.2

ENCOURAGE PRESERVATION OF EXISTING AND VIABLY APPROPRIATE NEW LAND USES IN LOCATIONS THAT PROVIDE THE GREATEST OPPORTUNITIES FOR SUCCESS

AND MINIMIZE CONFLICT WITH RESIDENTIAL USES.

The Project encourages the preservation of the existing auto repair use (dba Royal Motors) by providing additional vehicle storage and a car wash facility that will enhance the existing operational capacity. The proposed enhancements complement the existing auto repair facility use and will better ensure the long-term viability of the facility at the site. The proposed architectural screen walls are well designed and well-integrated with the existing architecture. By matching the existing building color and height, the proposed screen walls create a cohesive, well-defined street wall while its three-dimensional form adds visual interest along the street frontage. Along the Howard Street frontage, where the proposed screen wall abuts the 2-story, two-dwelling unit building located at 1521-23 Howard Street, the screen wall is recessed for a linear length of 18 feet to a depth that approximates the recessed raised entry of the adjacent residential building; thereby, minimizing conflict with the adjacent residential use.

NEIGHBORHOOD ECONOMY

OBJECTIVE 2.1

RETAIN AND ENCOURAGE GROWTH OPPORTUNITIES FOR EXISTING BUSINESSES.

Policy 2.1.1

Promote a wide range of neighborhood-serving commercial uses north of Harrison Street.

The Project promotes the retention and growth of the existing auto repair business by expanding the site's capacity for vehicle service and storage while not disrupting any existing buildings. The existing use is one of the few remaining large-scale auto repair facilities within the neighborhood. The Project would allow the facility to continue servicing vehicles and storing them on-site, and to wash vehicles as they are prepared for delivery either to showrooms or to their owners.

URBAN DESIGN AND BUILT FORM

OBJECTIVE 5.1

REINFORCE THE DIVERSITY OF THE EXISTING BUILT FORM AND THE WAREHOUSE, INDUSTRIAL AND ALLEY CHARACTER.

Policy 2.1.1

Develop design standards that preserve the industrial character of the larger streets, the mixed industrial/residential character of the RED-mixed areas, and the residential character of the REDs.

The proposed architectural screen walls that are well-integrated with the existing architecture and compatible with the mixed-use, light-industrial character of the surrounding neighborhood context. The screen walls maintain a well-defined street wall with a color and height that matches the existing building while their three-dimensional form contributes to the visual diversity of the use. The materiality of the proposed screen walls are metal which is consistent with many of the light-industrial buildings found in the surrounding neighborhood; however their impact to the streetscape is softened by providing a permeable landscape buffer between the proposed screen walls and the public right-of-way. Accent lighting will further soften and accentuate the landscaping and screen wall at night which will better activate the street frontages and relate to the residential character also found within the surrounding neighborhood.

OBJECTIVE 10.4

ENSURE A HIGH QUALITY OF LIFE FOR EXISTING AND NEW RESIDENTS AND WORKERS.

Policy 10.4.1

Significantly enhance pedestrian safety throughout Western SoMa.

The Project significantly enhances pedestrian safety around the site by eliminating an existing 46.5-foot curb cut along Kissling Street and reducing a curb cut along Howard Street from 42 feet to 29 feet. Vehicular access to vehicle storage will be limited to one point along Kissling Street; whereas, there are currently three access points. In addition, the Howard Street curb cut will only be used to access the proposed car wash facility, thereby reducing the amount of vehicles accessing the site from this street.

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.

Existing neighborhood-serving uses would not be displaced or otherwise adversely affected by the proposal, as the existing site maintains a business activity. The proposed Project does not contain any neighborhood-serving retail uses.

- 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 does not displace any existing housing, as the improvements will be on an asphalt lot. The Project is a PDR improvement only with no residential component.

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

The Project does not displace any existing housing, as the improvements will be on an asphalt lot. The

Project is a PDR improvement only with no residential component.

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

It is not anticipated that the proposed vehicle storage capacity will significantly increase commuter traffic to the site. The Project is intended support the storage needs of the existing auto repair facility.

- 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. Rather, the Project will improve an industrial use. Related employment opportunities will therefore be enhanced.

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

The Project will be subject to all relevant Planning, Building and Fire Codes.

- G. That landmarks and historic buildings be preserved.

Both subject lots (1531 and 1581 Howard Street) are currently asphalt surface lots only so no existing buildings will be removed. The Department finds that that the Project is consistent with the historic industrial character of the surrounding eligible historic district (Western SoMa Light Industrial and Residential Historic District), as well as, the new construction within the district boundaries. Overall, the new construction is consistent with the district's mixed character and does not impact the district's character-defining features.

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

The Project will not adversely affect any nearby open space.

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. 2015-000332CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated March 10, 2016, 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.

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 March 10, 2016.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: March 10, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use to establish 4-level vehicle stacker storage (enclosed vehicle storage use) for 132 spaces within enclosed lots, including a new 1-story car wash and three vehicle stacker screens up to 32'-7" tall along Howard St. and up to 21'-8" tall along Kissling St. for an existing auto repair facility (Royal Motors) located at 1531 & 1581 Howard Street, Block 3516, Lots 056 and 064 pursuant to Planning Code Section(s) 157.1, 303 and 844.71 within the WMUG (WSOMA Mixed Use-General) Zoning District and 55-X Height and Bulk District; in general conformance with plans, dated March 10, 2016, and stamped "EXHIBIT B" included in the docket for Case No. **2015-000332CUA** and subject to conditions of approval reviewed and approved by the Commission on **March 10, 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 **March 10, 2016** 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

Validity. The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the Project and/or commence the approved use within this three-year period.

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

Expiration and Renewal. Should a Building or Site Permit be sought after the three (3) year period has lapsed, the Project Sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the Project Sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

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

Diligent Pursuit. 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. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.

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

Extension. All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

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

Conformity with Current Law. No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.

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

DESIGN – COMPLIANCE AT PLAN STAGE

Landscaping, Screening of Parking and Vehicular Use Areas. Pursuant to Planning Code Section 142, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating the screening of parking and vehicle use areas not within a building. The design and location of the screening and design of any fencing shall be as approved by the Planning

Department. The size and species of plant materials shall be as approved by the Department of Public Works. Landscaping shall be maintained and replaced as necessary.

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

Street Trees. The Department of Public works requires the planting of Street Trees pursuant to Article 16, Section 805(a) and (d) and 806 (d). The Project is subject to the street tree requirements since it involves the construction of a new building. Generally, one street tree for every 20 feet of frontage for new construction will be required.

PARKING AND TRAFFIC

Bicycle Parking. The Project shall provide no fewer than nine Class 2 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.5.

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

PROVISIONS

Eastern Neighborhoods Infrastructure Impact Fee. Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9195, www.sf-planning.org

MONITORING

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

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

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

Motion No. TBD
March 10, 2016

CASE NO. 2015-000332CUA
1531 & 1581 Howard Street

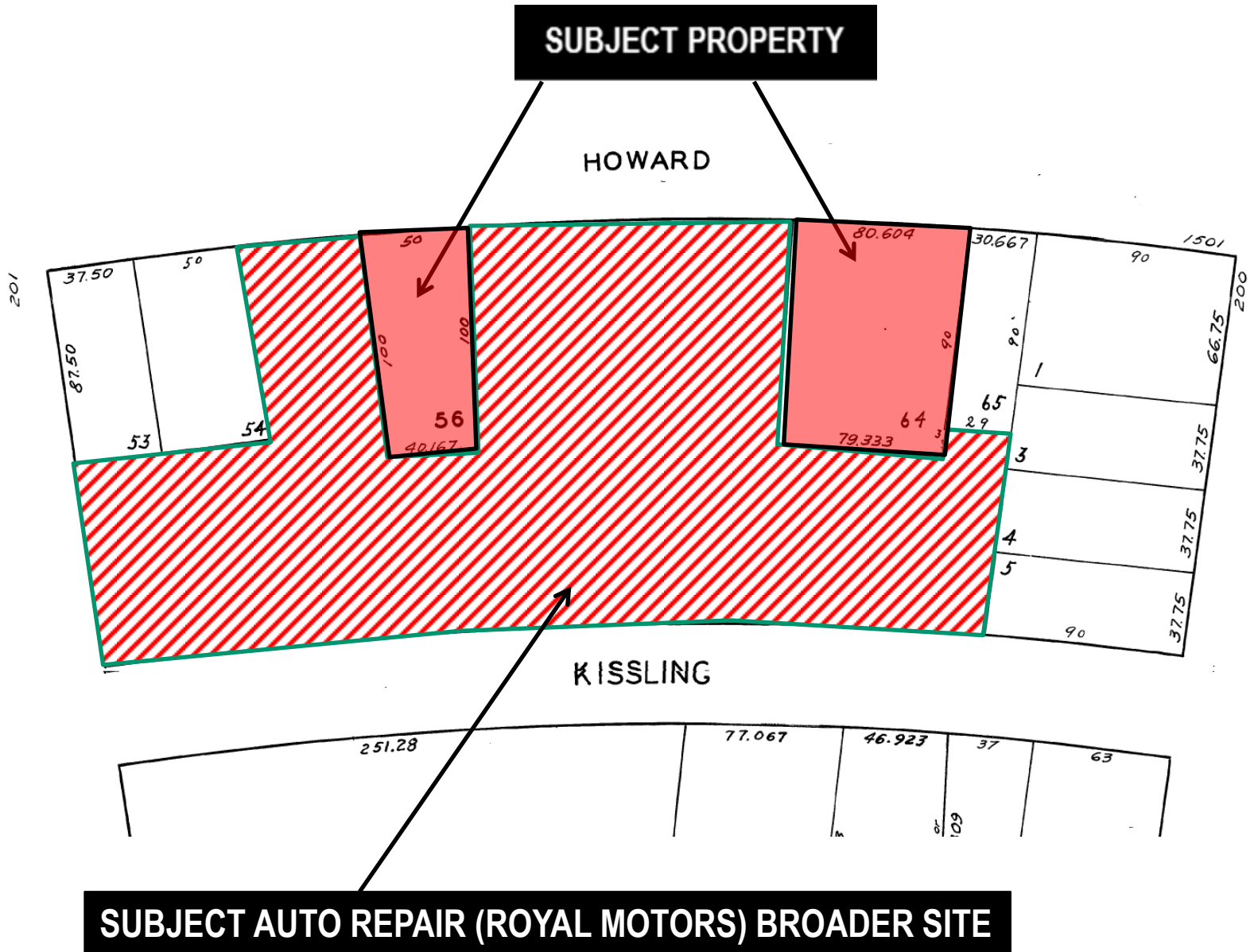
Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of 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

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.

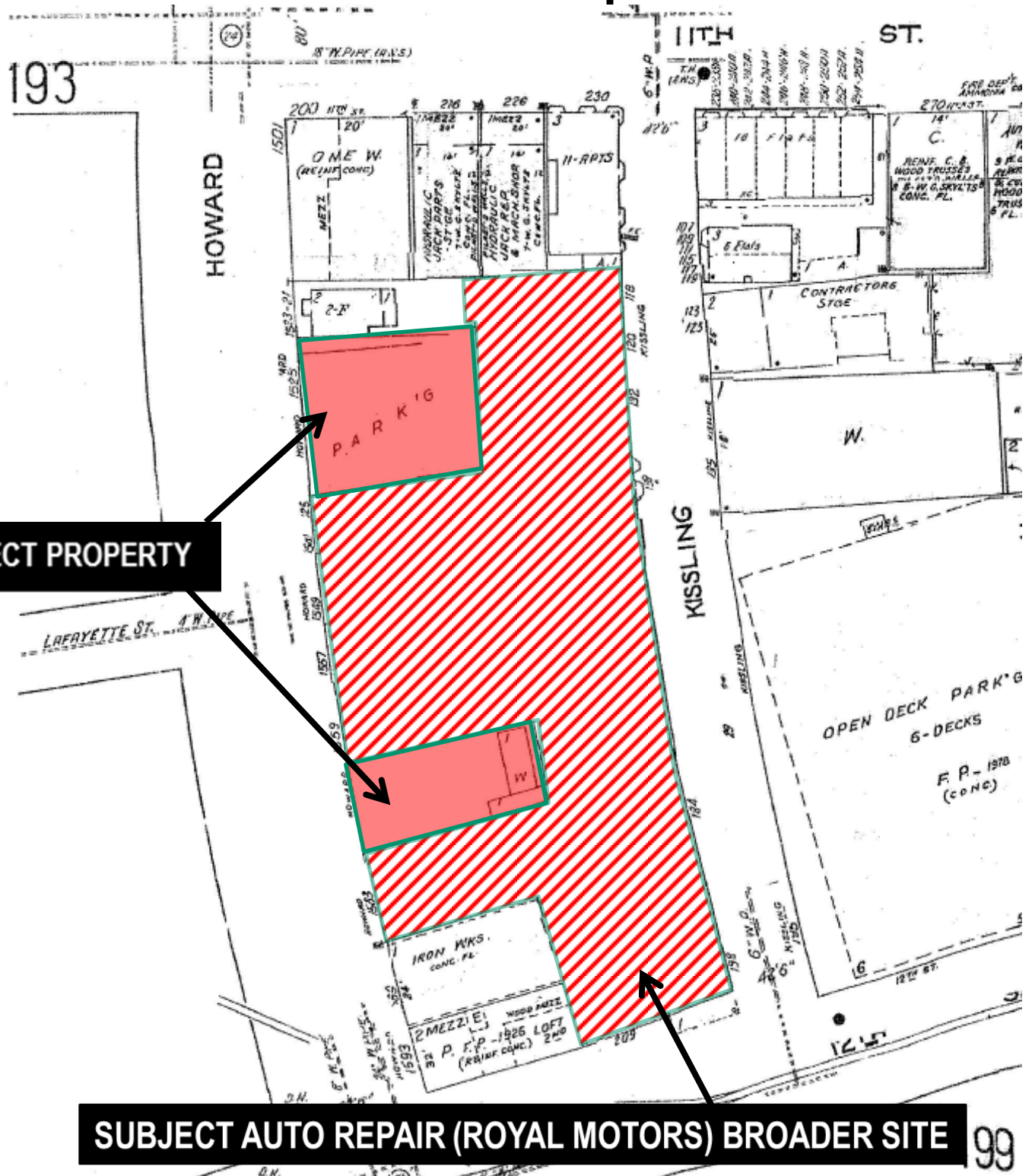
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

Parcel Map



Conditional Use Authorization Hearing
Case Number 2015-000332CUA
1531 & 1581 Howard Street

Sanborn Map*

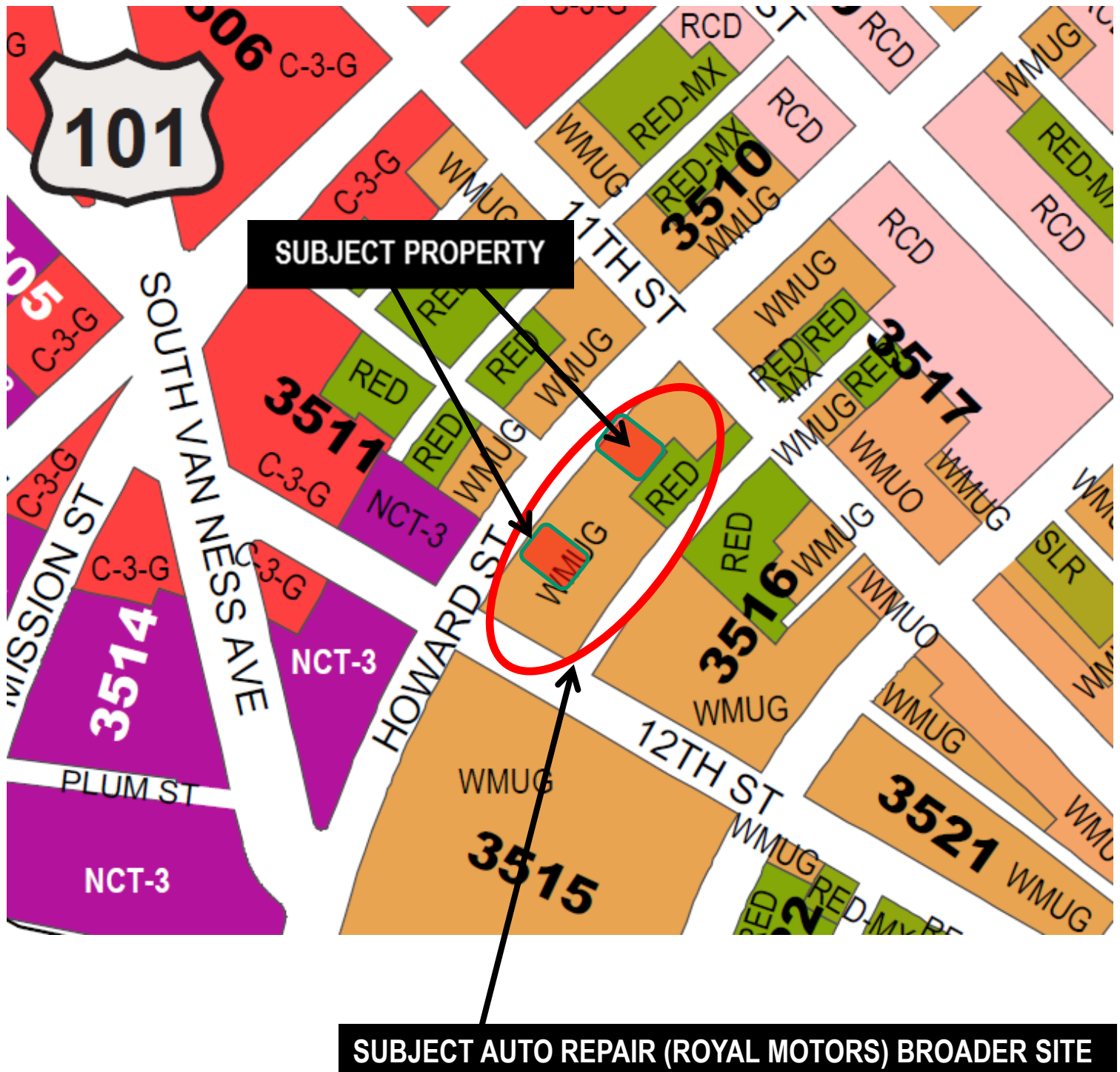


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Conditional Use Authorization Hearing
Case Number 2015-000332CUA
1531 & 1581 Howard Street

Zoning Map



Conditional Use Authorization Hearing
Case Number 2015-000332CUA
1531 & 1581 Howard Street

Aerial Photo



SUBJECT AUTO REPAIR (ROYAL MOTORS) BROADER SITE



Conditional Use Authorization Hearing
Case Number 2015-000332CUA
1531 & 1581 Howard Street

Existing Site Photos



2 EXISTING VIEW FACING WEST ON HOWARD
NOT TO SCALE



1 EXISTING VIEW FACING EAST ON HOWARD
NOT TO SCALE

Conditional Use Authorization Hearing
Case Number 2015-000332CUA
1531 & 1581 Howard Street

Existing Site Photos



4 EXISTING VIEW FACING WEST ON KISSLING
NOT TO SCALE



3 ADJACENT APT. BUILDING
NOT TO SCALE



2 EXISTING VIEW FACING EAST ON KISSLING
NOT TO SCALE



1 ADJACENT APT. BUILDING
NOT TO SCALE

Conditional Use Authorization Hearing
Case Number 2015-000332CUA
1531 & 1581 Howard Street

Existing Site Photos

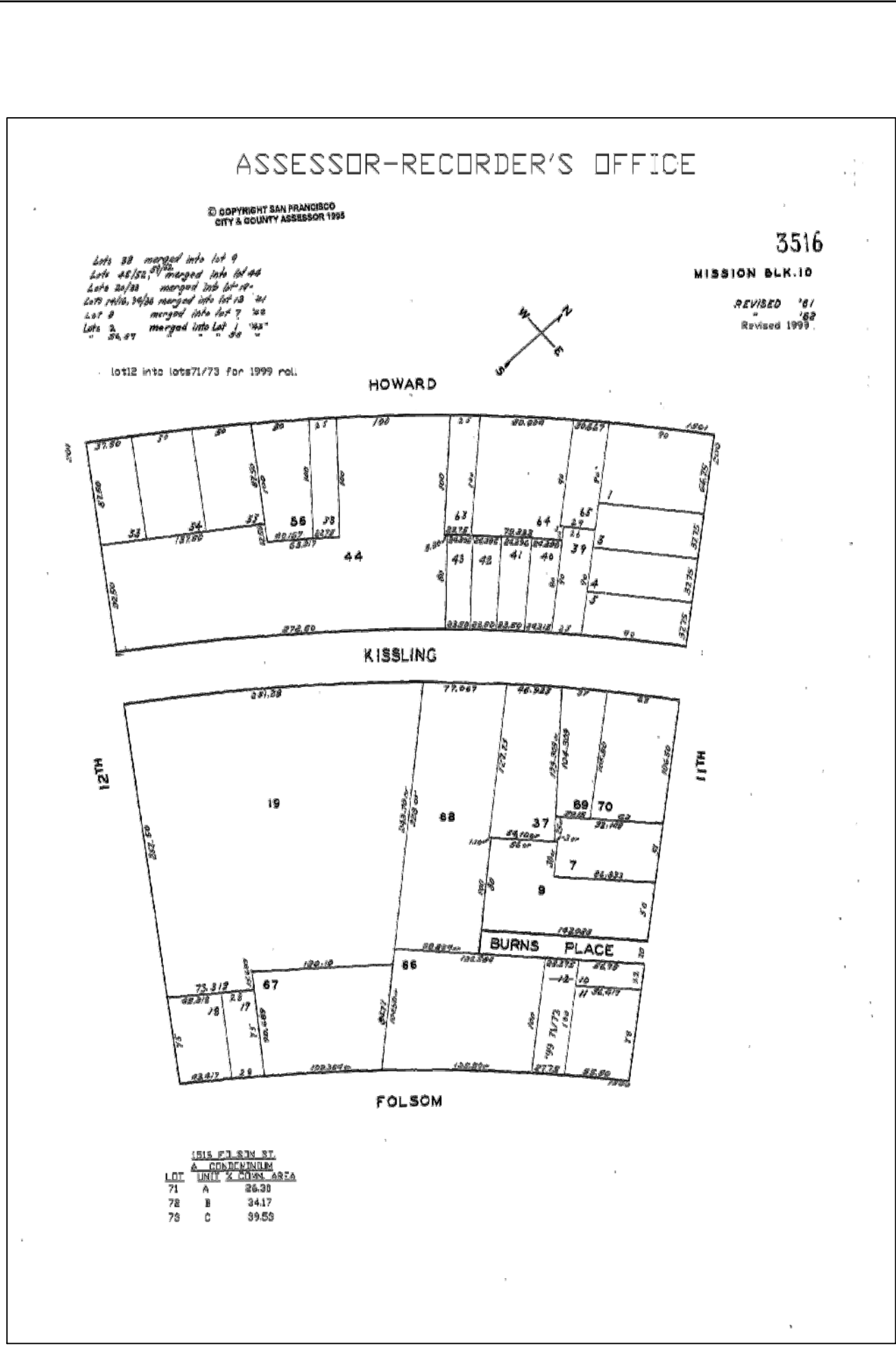


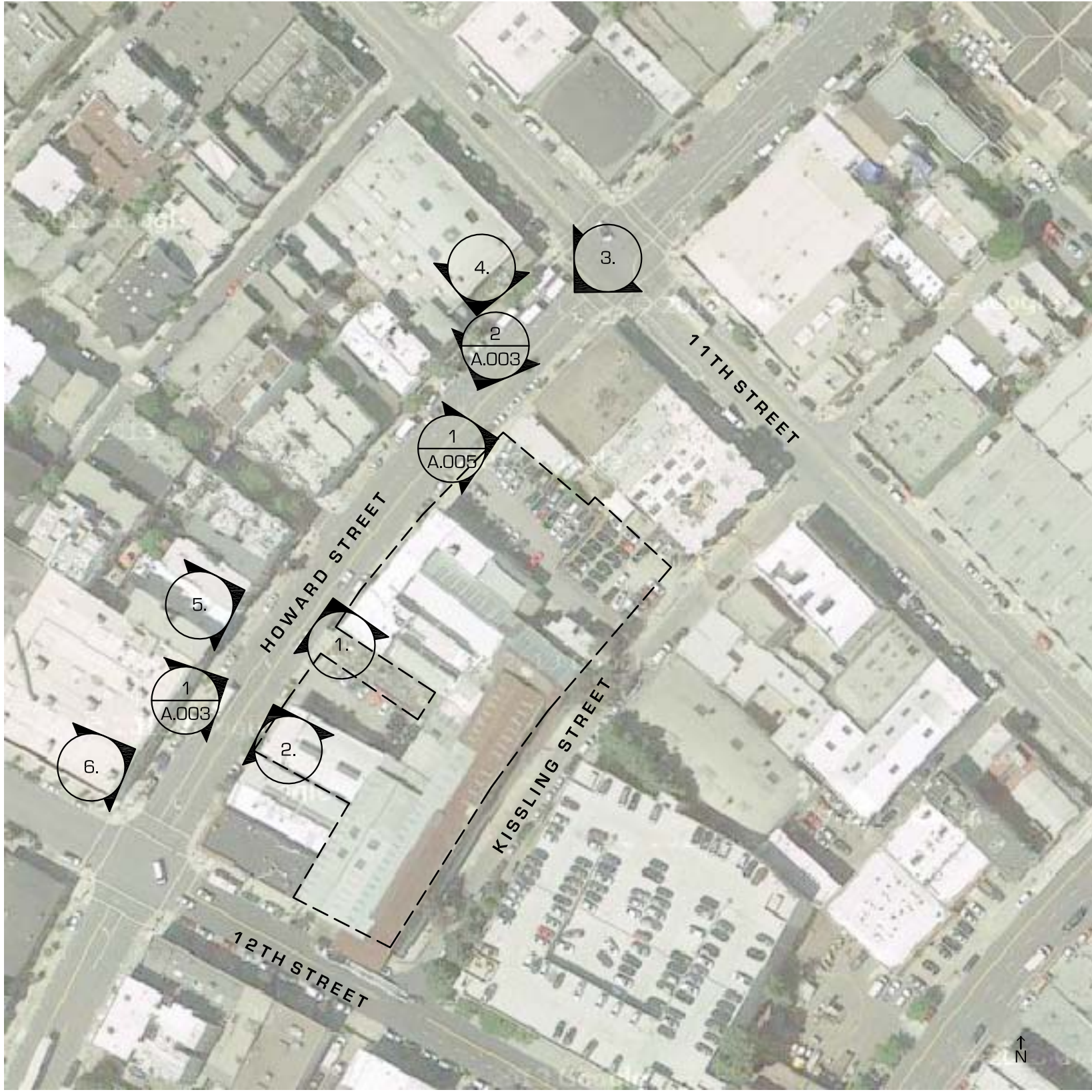
3 BLOCK IMAGES HOWARD
NOT TO SCALE



1 BLOCK IMAGES KISSLING
NOT TO SCALE

Conditional Use Authorization Hearing
Case Number 2015-000332CUA
1531 & 1581 Howard Street





4 BLOCK IMAGE KEY HOWARD
NOT TO SCALE



3 BLOCK IMAGES HOWARD
NOT TO SCALE



2 BLOCK IMAGE KEY KISSLING
NOT TO SCALE



1 BLOCK IMAGES KISSLING
NOT TO SCALE

NO. DATE	ISSUES AND REVISIONS	REV. CHECK
12.12.14	CONDITIONAL USE SUBMITTAL	AC/HH
02.29.16	PLANNING SUBMITTAL	AC/BK

SCALE	REF. NORTH
N.T.S.	

SHEET	DESCRIPTION
A.002	ADDITIONAL BLOCK IMAGES

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(E) 2-STORY
DUPLEX

ROYAL MOTORS

2

EXISTING VIEW FACING WEST ON HOWARD
NOT TO SCALE



(E) 3-STORY
BLDG.

ROYAL MOTORS

1

EXISTING VIEW FACING EAST ON HOWARD
NOT TO SCALE

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San Francisco, CA 94105
415.992.6899

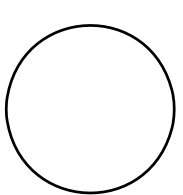
PROJECT DATA

ROYAL MOTORS VEHICLE STACKERS

1531 HOWARD STREET / 118-130 KISSLING STREET /
1581 HOWARD STREET
SAN FRANCISCO, CA 94103

NO.	DATE	REVISIONS	BY / CHECK
1	12.12.14	CONDITIONAL USE SUBMITTAL	AC / HH
2	02.29.16	PLANNING SUBMITTAL	AC / BK

SCALE
N.T.S.
REF: NORTH



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SHEET
A.003

SHEET DESCRIPTION
HOWARD STREET
EXISTING VIEWS



4 EXISTING VIEW FACING WEST ON KISSLING
NOT TO SCALE



2 EXISTING VIEW FACING EAST ON KISSLING
NOT TO SCALE



3 ADJACENT APT. BUILDING
NOT TO SCALE



1 ADJACENT APT. BUILDING
NOT TO SCALE

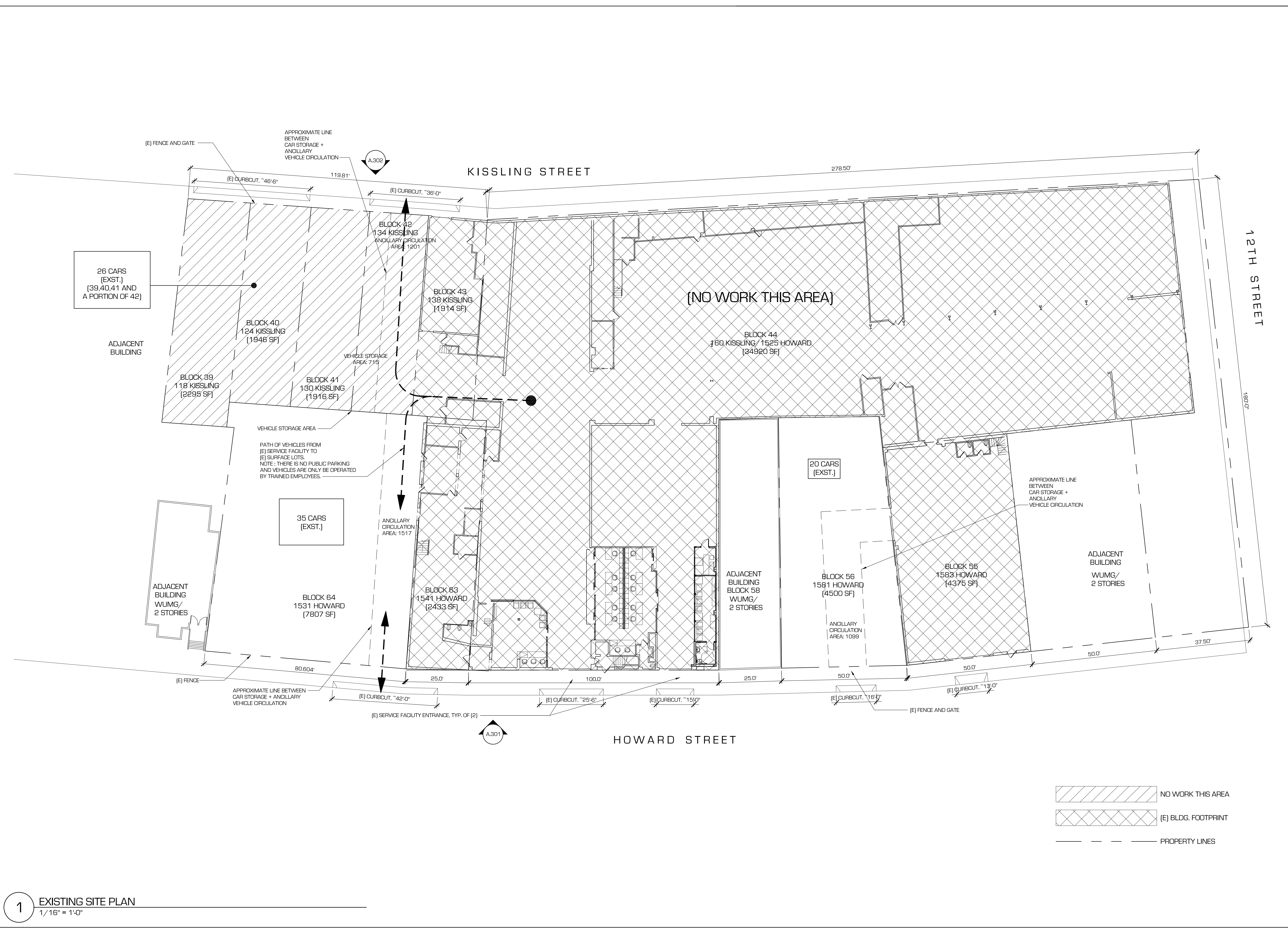
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2	02.29.16	PLANNING SUBMITTAL	AC/BK	
3				
4				
5				
6				

SCALE
N.T.S.
REF. NORTH

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REV	DATE	DESCRIPTION	BY	CHECK
1	12.12.14	CONDITIONAL USE SUBMITTAL	AC	HH
2	02.29.16	PLANNING SUBMITTAL	AC	BK



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PROJECT DATA
ROYAL MOTORS VEHICLE STACKERS
1531 HOWARD STREET / 118-130 KISSLING STREET /
1581 HOWARD STREET
SAN FRANCISCO, CA 94103

NO DATE	REVISED DATE	BY / CHECK
12.12.14	CONDITIONAL USE SUBMITTAL	AC / HH
02.29.16	PLANNING SUBMITTAL	AC / BK

SCALE
1/16" = 1'
REF: NORTH

N

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SHEET X.101
SHEET DESCRIPTION
EXISTING SITE PLAN



2

PROPOSED SCREEN-HOWARD STREET FACING WEST
NOT TO SCALE



1

PROPOSED SCREEN-HOWARD STREET FACING EAST
NOT TO SCALE



SHEET

A.111

SHEET DESCRIPTION

PROPOSED SCREEN-
HOWARD STREET
VIEWS

NO. DATE	DESIGN REVISIONS	BY / CHECK
12.12.14	CONDITIONAL USE SUBMITTAL	AC/HH
02.29.16	PLANNING SUBMITTAL	AC/BK

PROJECT DATA

ROYAL MOTORS VEHICLE STACKERS

1531 HOWARD STREET / 118-130 KISSLING STREET /
1581 HOWARD STREET
SAN FRANCISCO, CA 94103

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415.992.6899

1

KISSLING STREET SCREEN FACING EAST
NOT TO SCALE



2

KISSLING STREET SCREEN FACING WEST
NOT TO SCALE



SHEET

A.112

SHEET DESCRIPTION

PERMANENT SCREEN

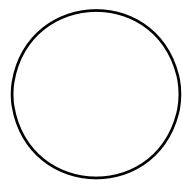
KISSLING STREET

VIEWS

SCALE

N.T.S.

REF. NORTH



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to be used for any other project without the
written consent of the architect.

NO DATE ISSUED AND REVISIONS

12.12.14 CONDITIONAL USE SUBMITTAL

02.29.16 PLANNING SUBMITTAL

RV/CHK

AC/HH

AC/BK

PROJECT DATA

ROYAL MOTORS VEHICLE STACKERS

1531 HOWARD STREET / 118-130 KISSLING STREET /

1581 HOWARD STREET

SAN FRANCISCO, CA 94103

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San Francisco, CA 94105

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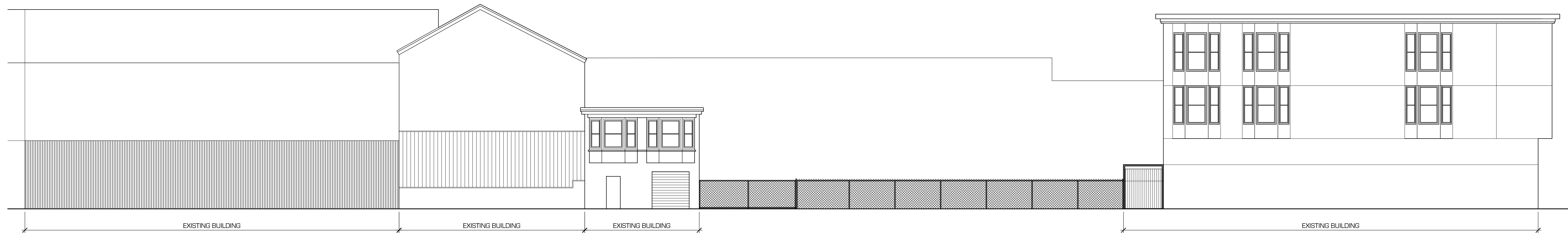
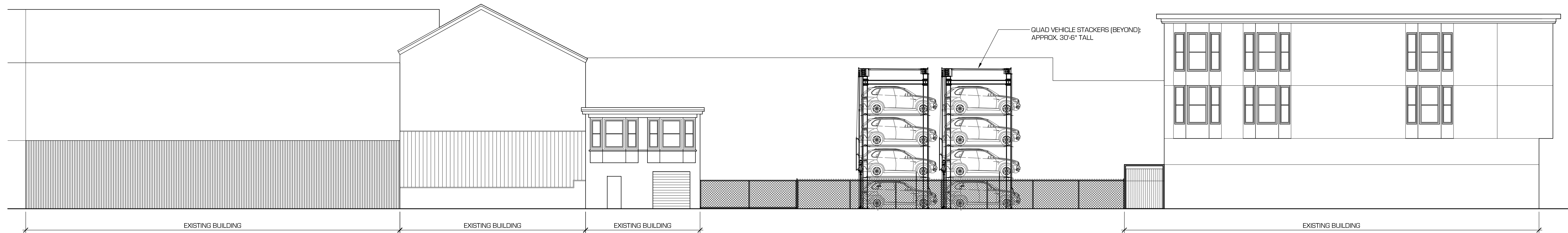


NO. DATE	ISSUED FOR REVISIONS	BY / CHECK
12.12.14	CONDITIONAL USE SUBMITTAL	AC/HH
02.29.16	PLANNING SUBMITTAL	AC/BK

PROJECT DATA

ROYAL MOTORS VEHICLE STACKERS

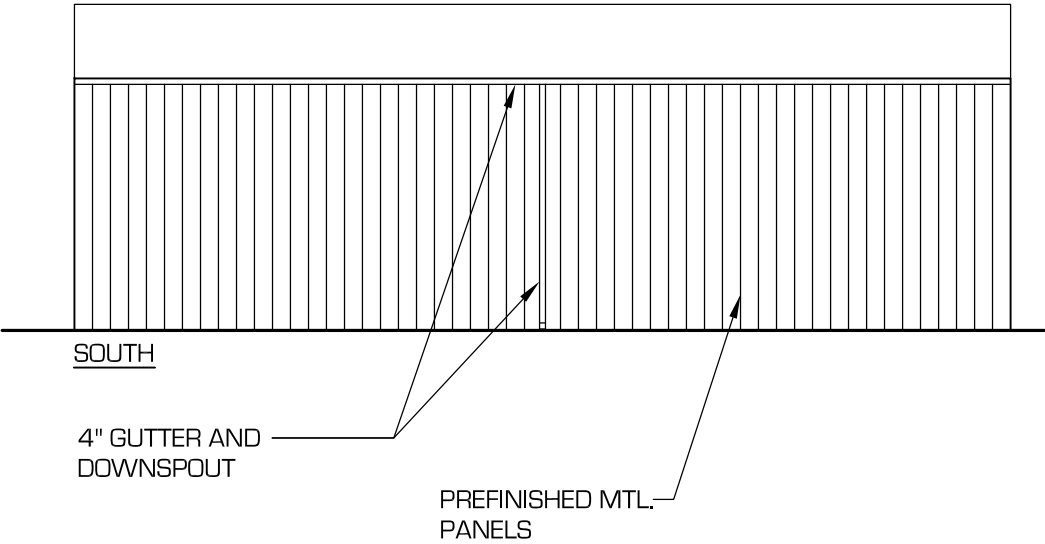
1531 HOWARD STREET / 118-130 KISSLING STREET /
1581 HOWARD STREET
SAN FRANCISCO, CA 94103



1 EXISTING CONDITION (KISSLING STREET)
3/32" = 1'0"

2

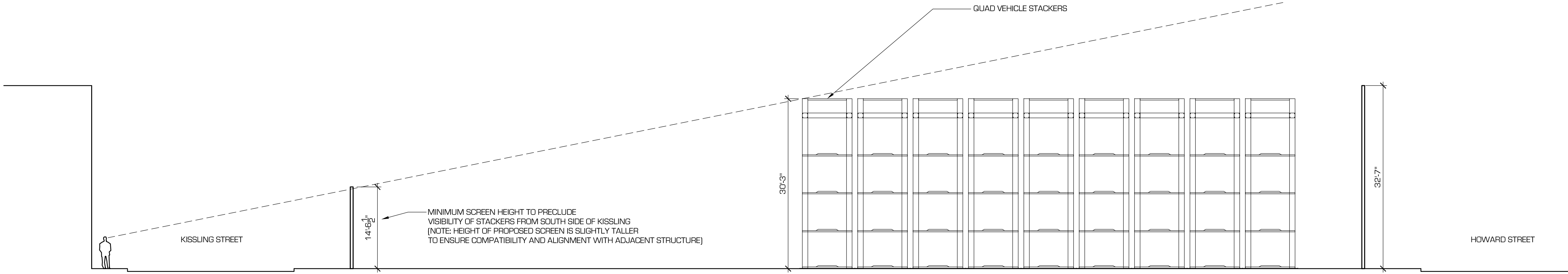
CAR WASH ELEVATION
3/32" = 1'-0"



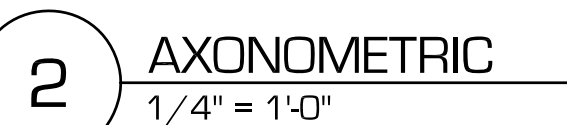
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CAR WASH ELEVATION
3/32" = 1'-0"





NO. DATE	DESIGNATION	BY / CHECK
02/28/16	PLANNING SUBMITTAL	BK / AC



PROJECT DATA

ROYAL MOTORS VEHICLE STACKERS

11531 HOWARD STREET / 118-130 KISSLING STREET /
1581 HOWARD STREET
SAN FRANCISCO, CA 94103

DATE	ISSUES AND FINDINGS	BY / CHECK
8.26.15	PROGRESS PRINT	AC/BK
2.29.16	PLANNING SUBMITTAL	AC/BK

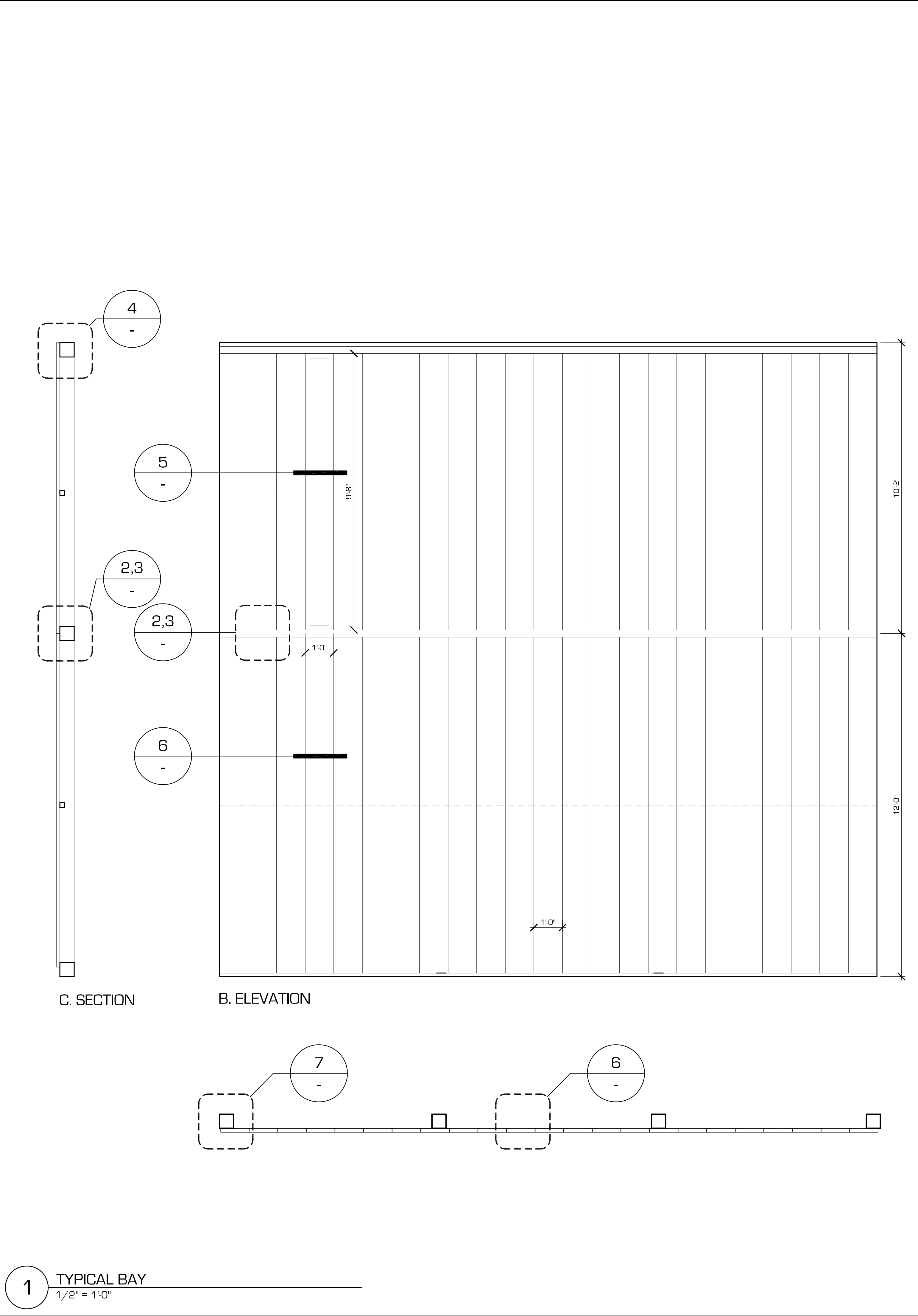
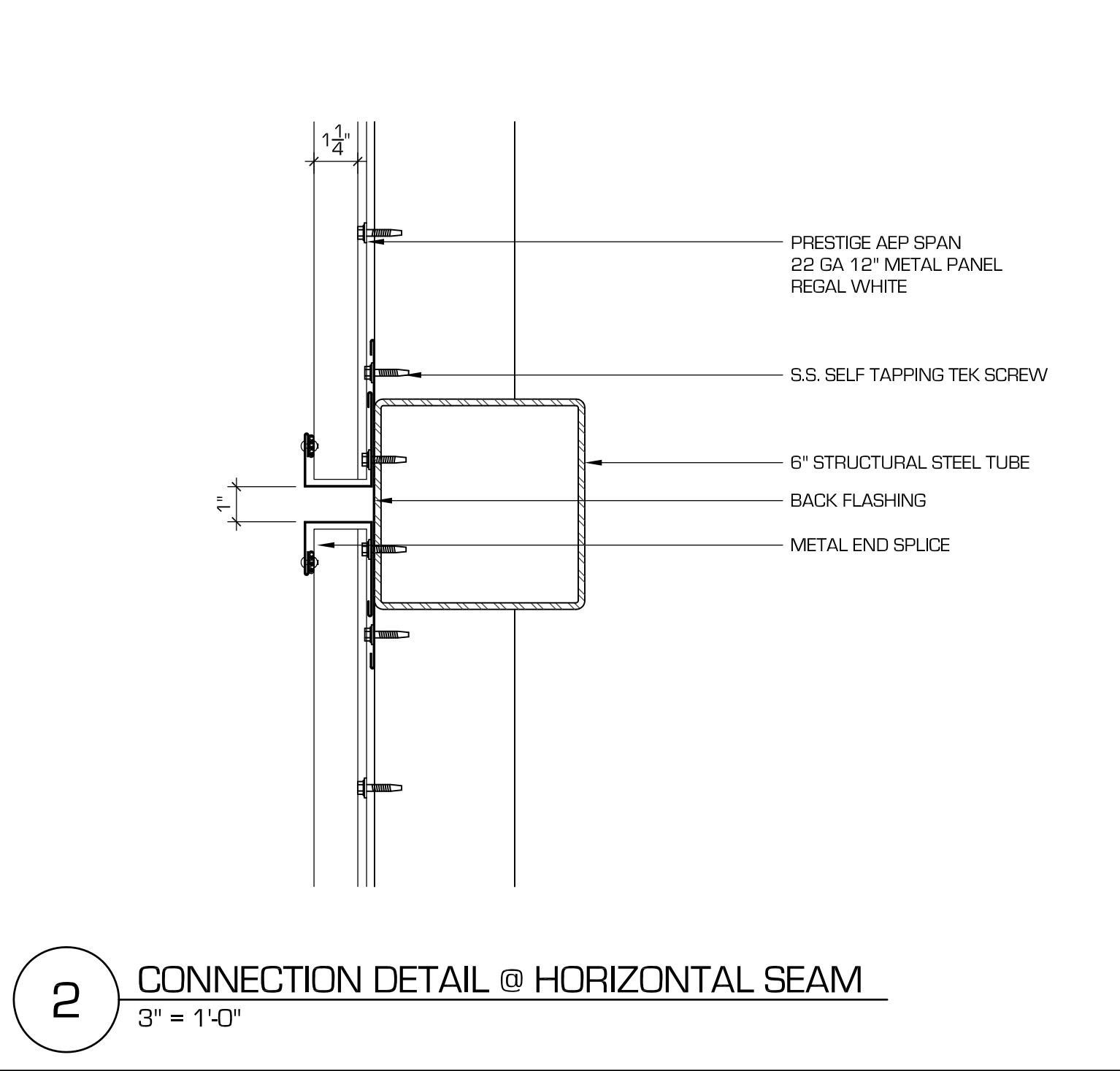
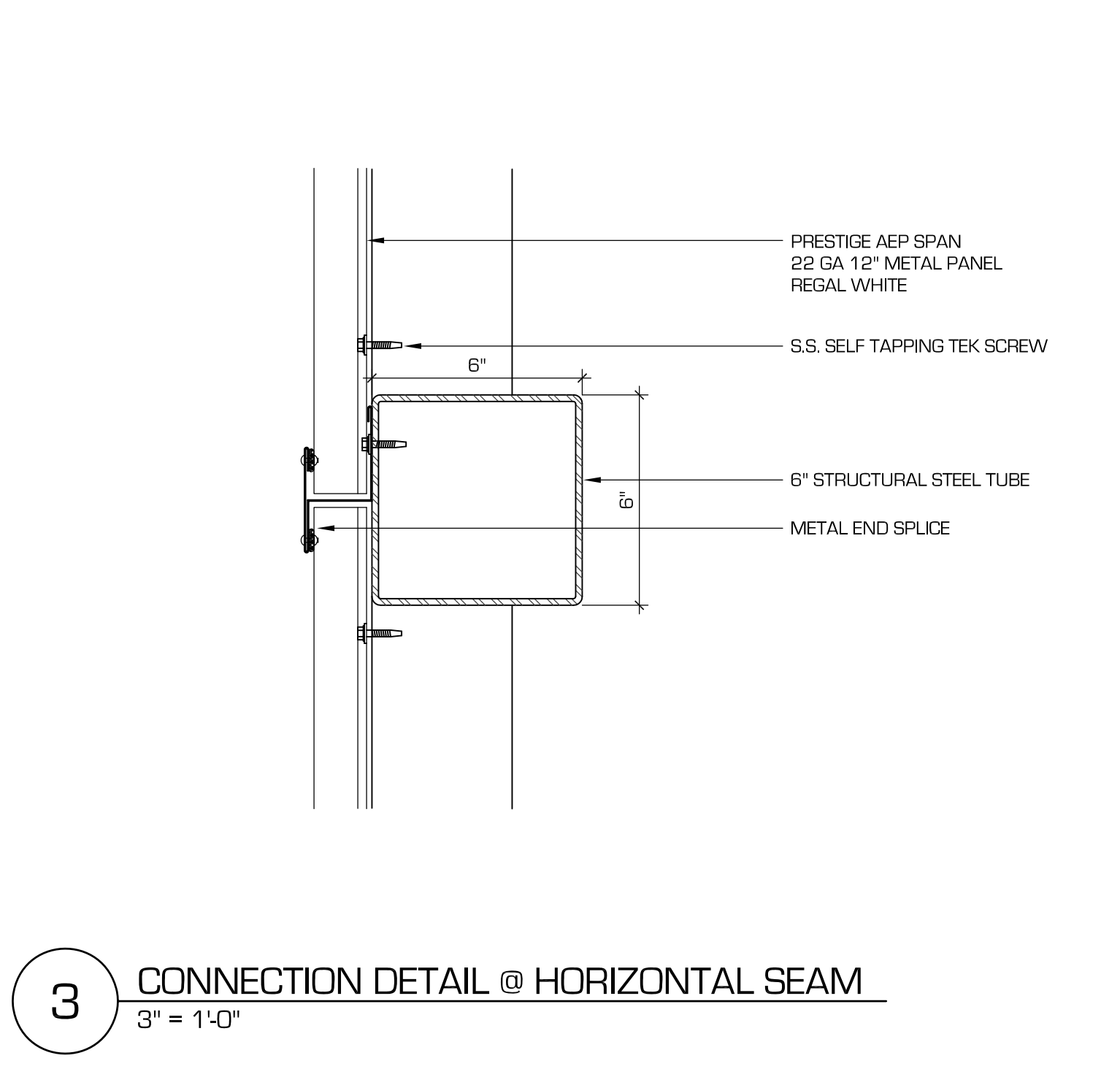
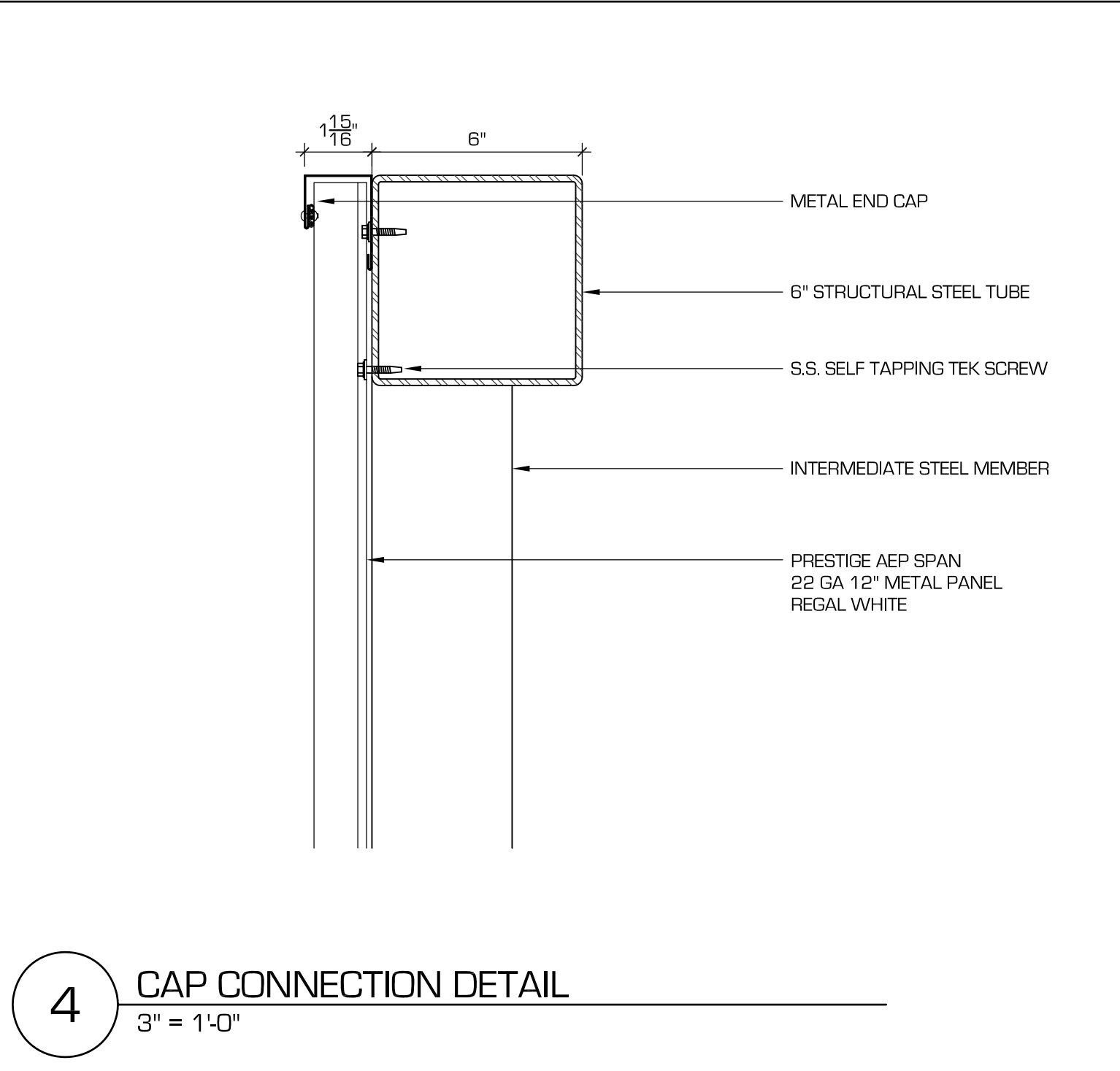
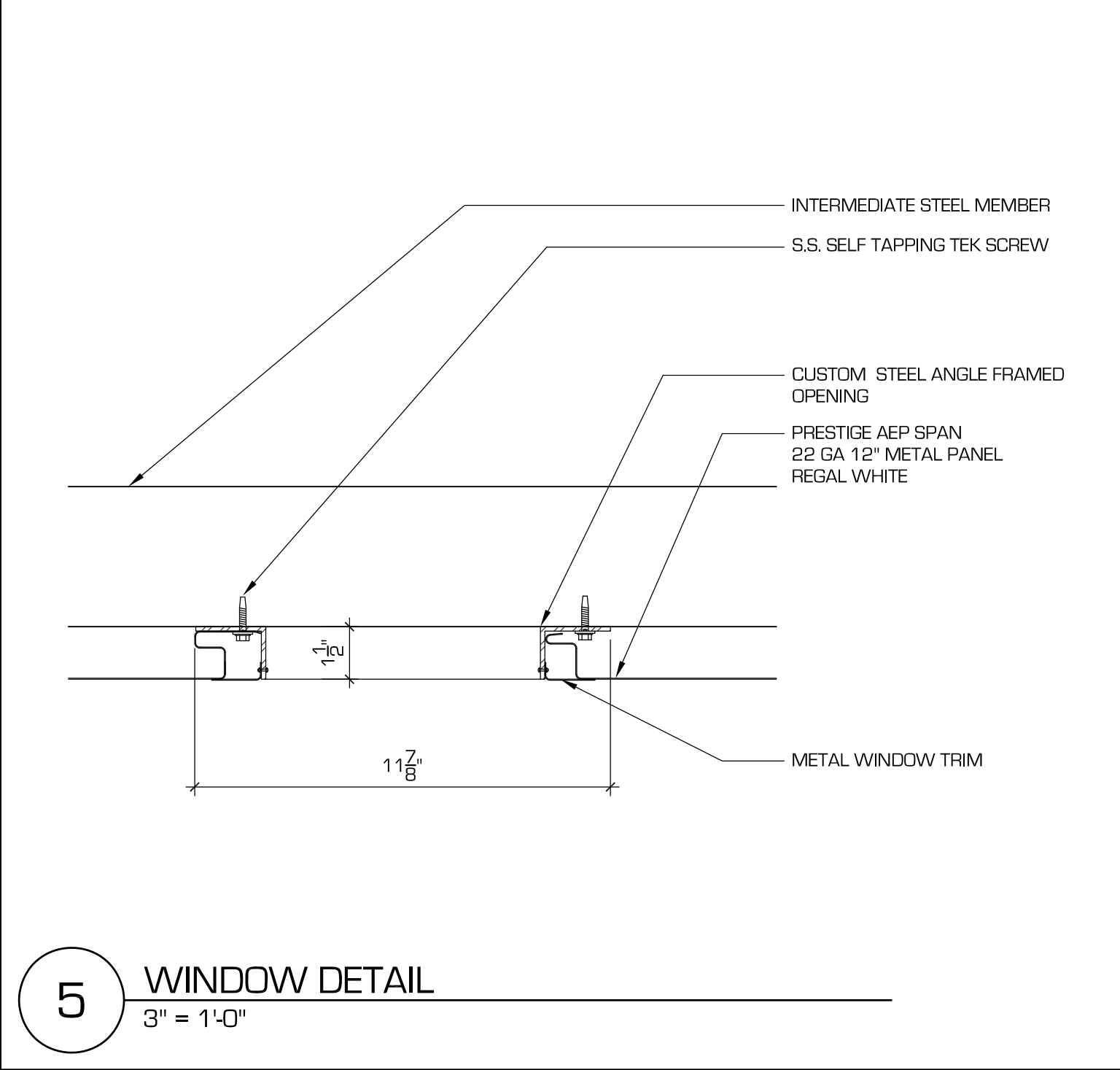
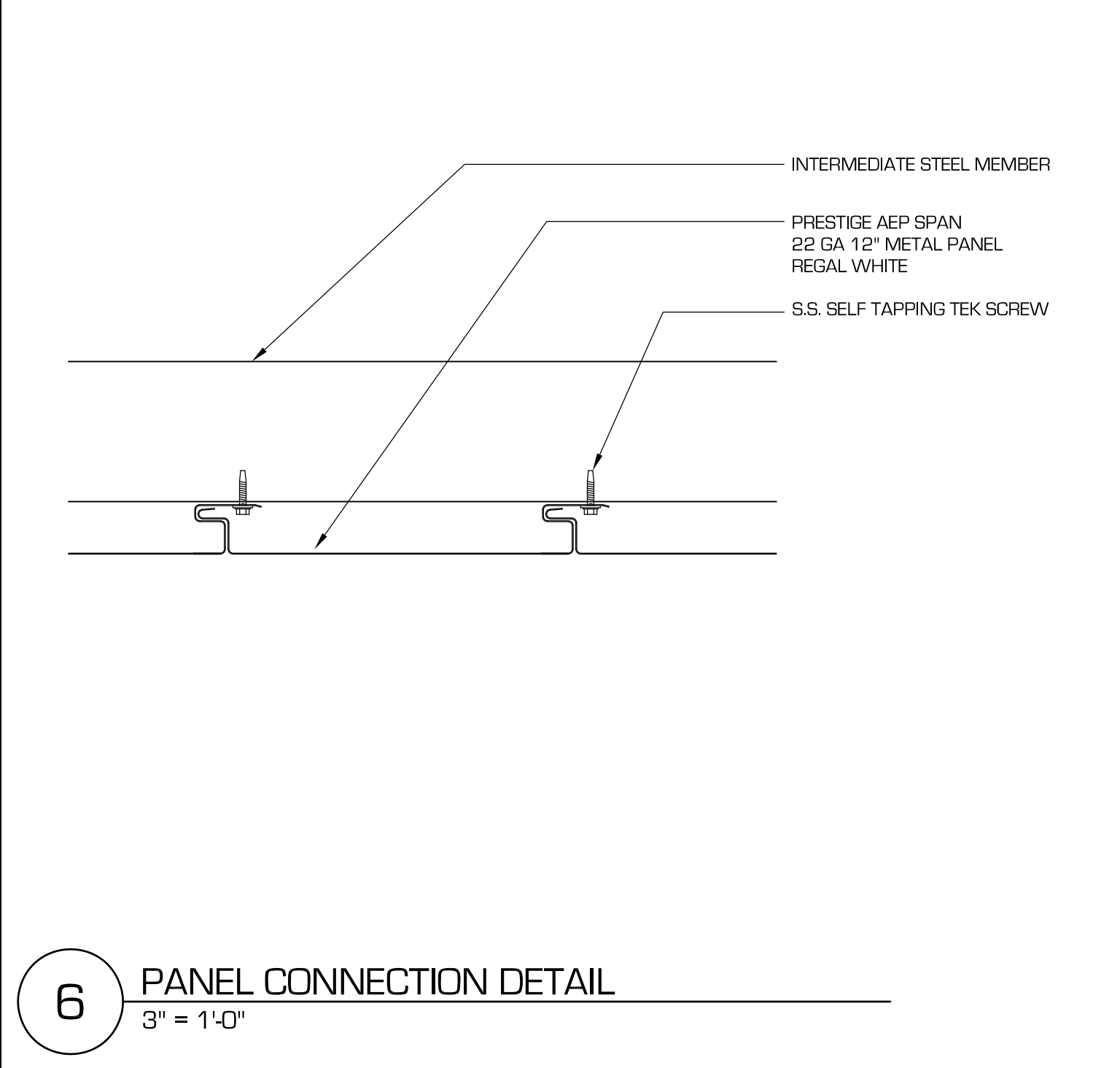
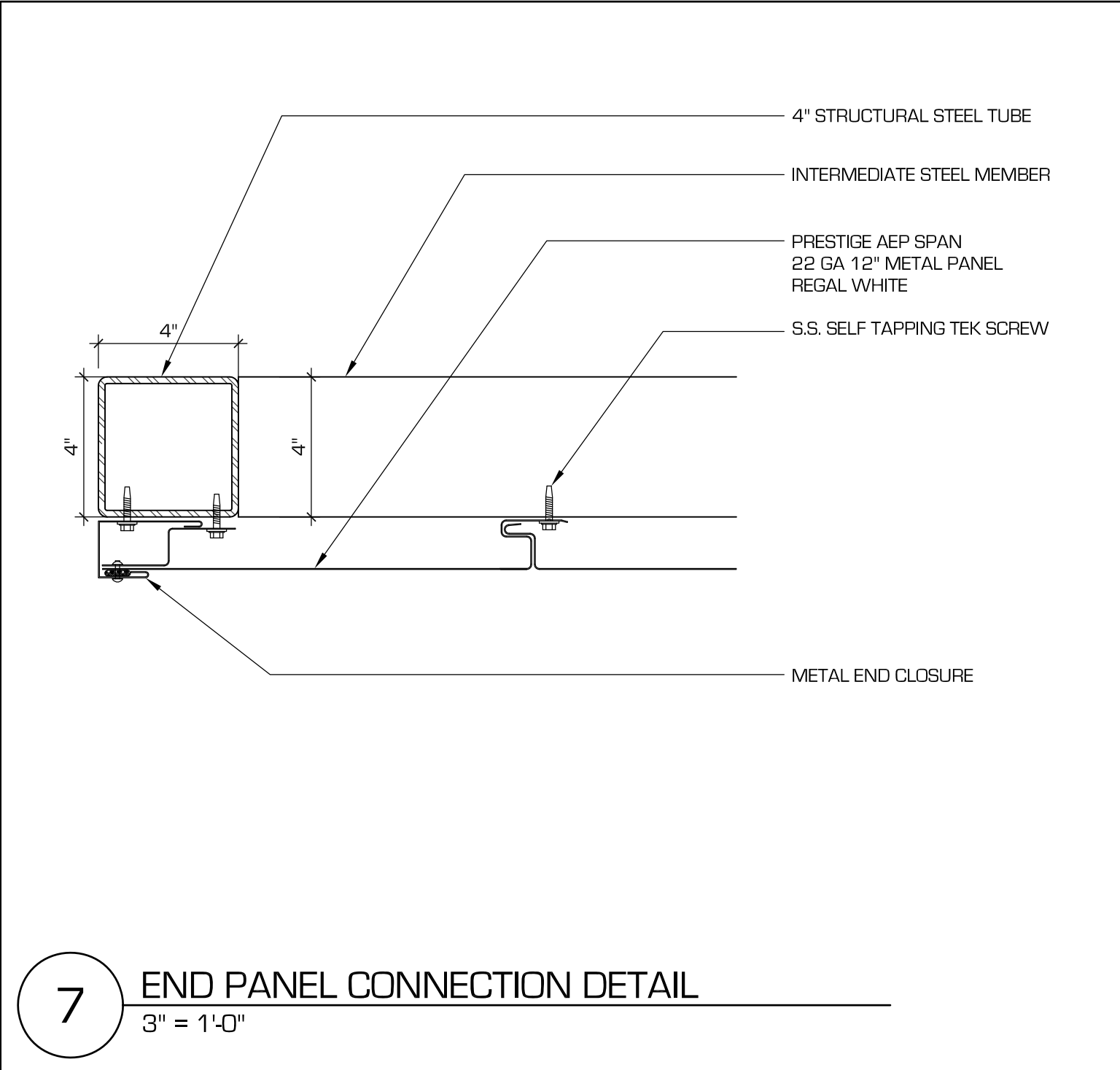
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VARIES
FREE NORTH

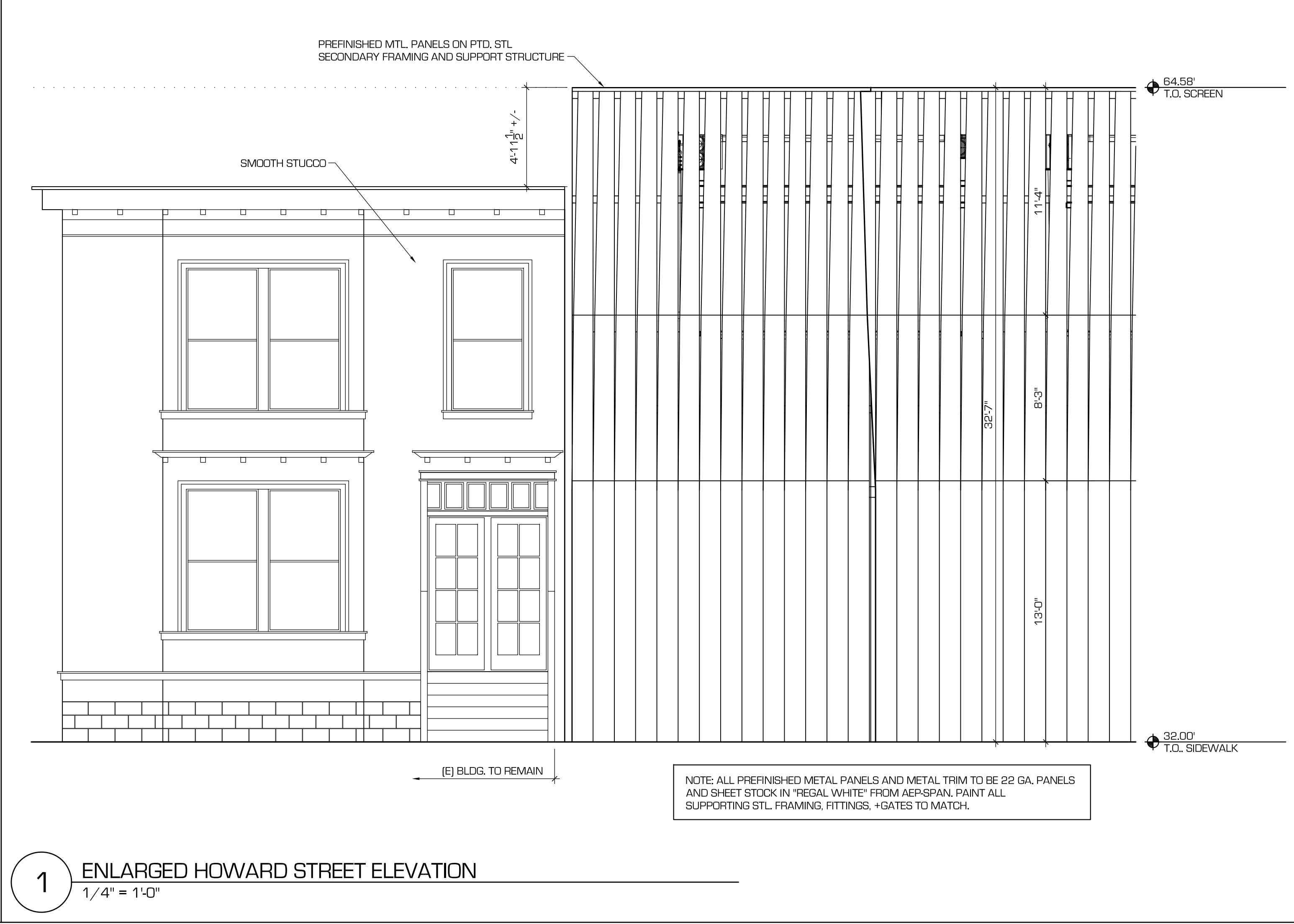
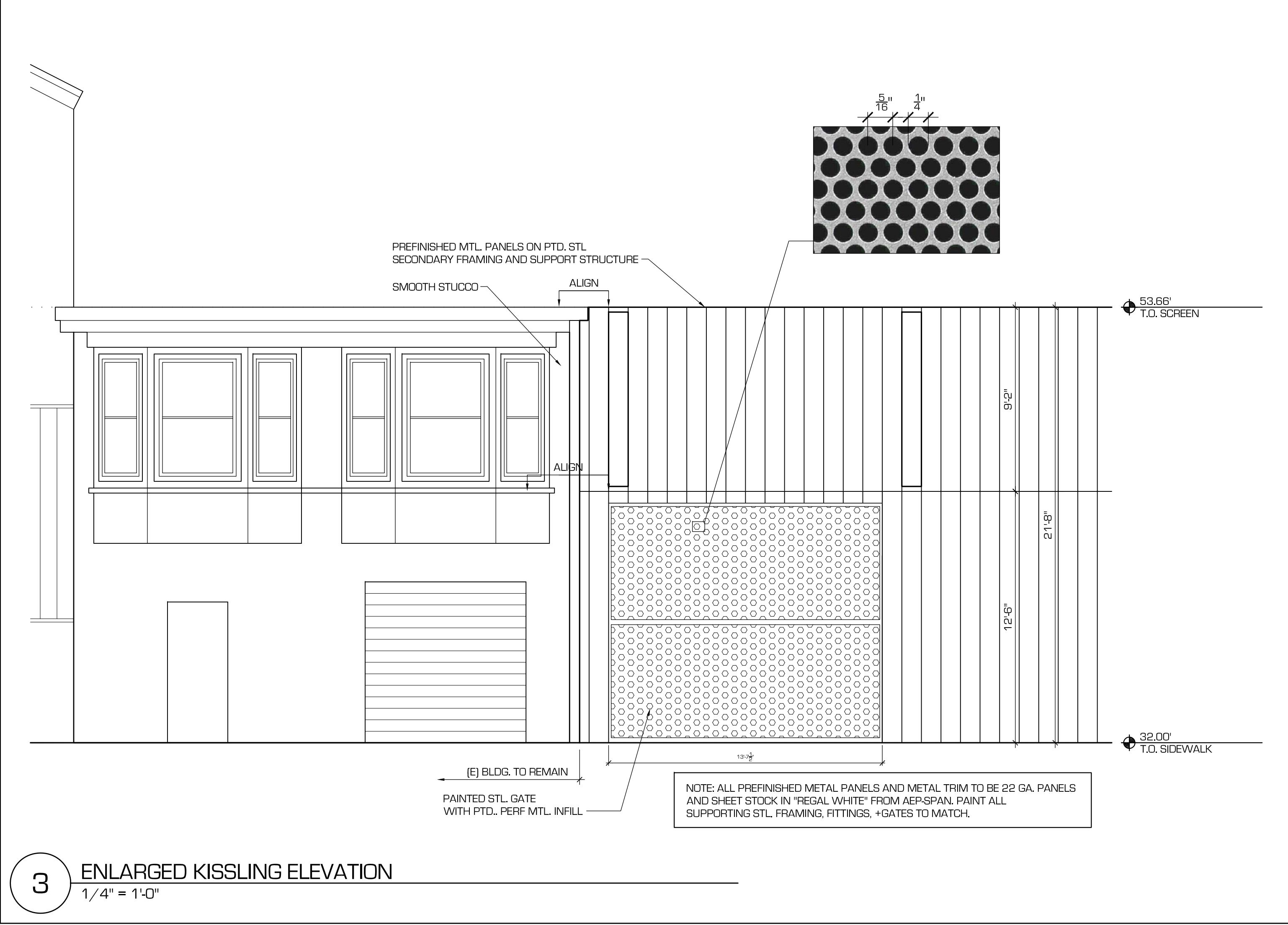
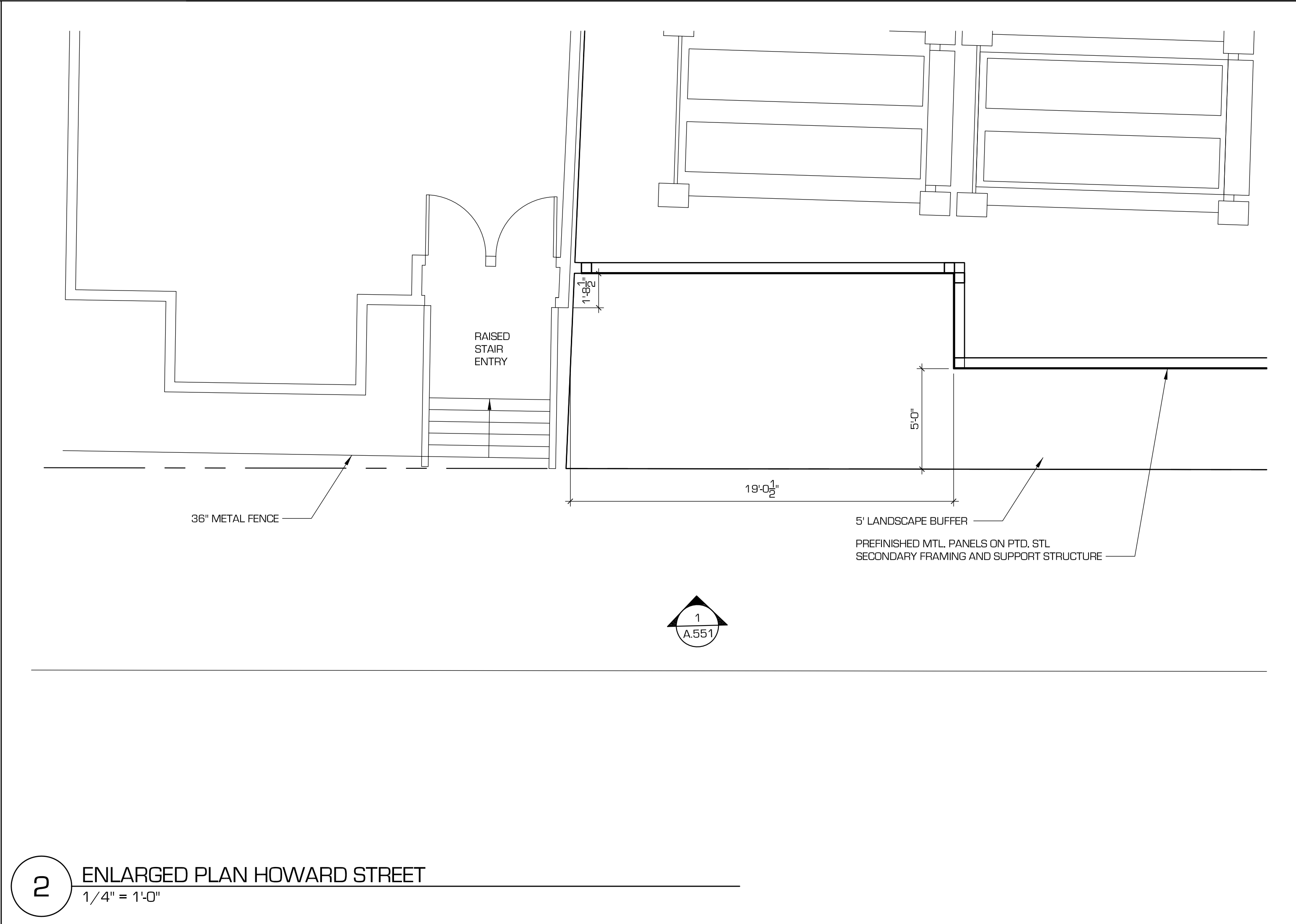
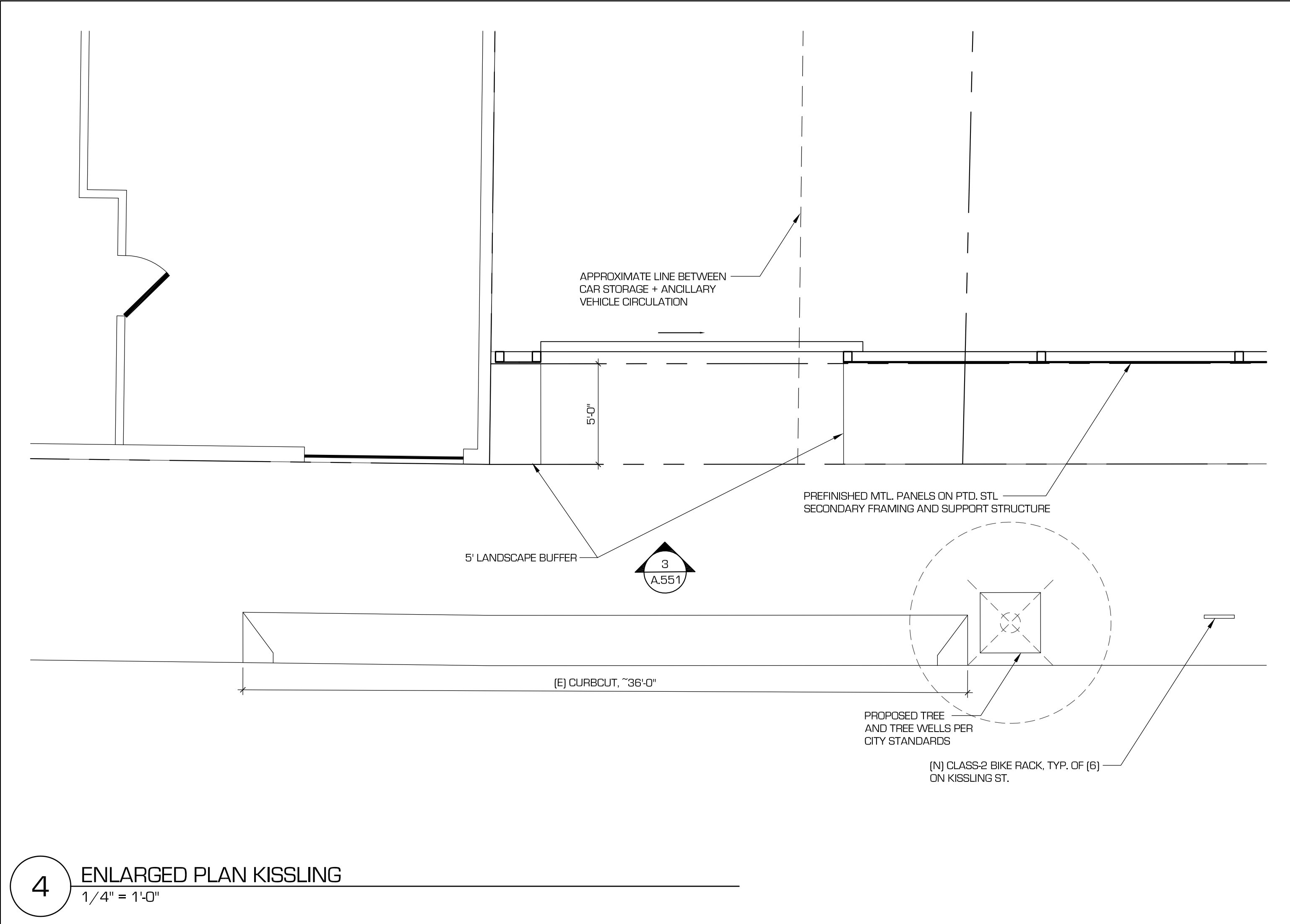
SHEET
A.501

SHEET DESCRIPTION
HOWARD STREET
SCREEN DETAILS

All drawings and written material appearing herein constitute original and unpublished work of

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San Francisco, CA 94107
415.992.6899





PROJECT DATA

ROYAL MOTORS VEHICLE STACKERS

1531 HOWARD STREET / 118-130 KISSLING STREET / 1581 HOWARD STREET
SAN FRANCISCO, CA 94103

PROTOinc

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San Francisco, CA 94105
415.992.6899

NO.	DATE	DESIGN REVISIONS	BY / CHECK
12.12.14	CONDITIONAL USE SUBMITTAL	AC / HH	
02.29.16	PLANNING SUBMITTAL	AC / BK	

SHEET

A.551

SCALE
1/4" = 1'
REF: NORTH

ENLARGED PLANS
AND ELEVATIONS

SHEET DESCRIPTION
ENLARGED PLANS
AND ELEVATIONS

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