Executive Summary Conditional Use

HEARING DATE: OCTOBER 19, 2017 CONTINUED FROM: OCTOBER 5, 2017 CONSENT 1650 Mission St. Suite 400 San Francisco, CA 94103-2479

Reception: 415.558.6378

Fax:

415.558.6409

Planning Information: **415.558.6377**

 Date:
 October 12, 2017

 Case No.:
 2016-006393CUA

Project Address: 175 Bayshore Boulevard

Zoning: PDR-2 (Core Production, Distribution, and Repair) Zoning District

Bayshore Home Improvement Special Use District

65-J Height and Bulk District

Block/Lot: 5559/008

Project Sponsor: Marc Demalanta, D-Scheme Studio

222 8th Street

San Francisco, CA 94103

Staff Contact: Esmeralda Jardines – (415) 575-9144

esmeralda.jardines@sfgov.org

Recommendation: Approval with Conditions

PROJECT DESCRIPTION

The proposed project would demolish the existing building and construct a new one-story auto body repair and paint shop (DBA Alioto's Garage), which measures 21-foot 8-inches tall and approximately 11,690 square foot square feet. The new building would front Bayshore Boulevard and contain a paved parking lot on the eastern side of the parcel fronting Barneveld Avenue. The proposed building would contain an office, restrooms, and employee lounge, storage and approximately 16 new auto body work stations. A vehicle entrance to the auto body and paint shop would be located on Bayshore Boulevard, while an off-street vehicular entrance would be accessed from Barneveld Avenue. The outdoor parking area on the eastern side of the lot would contain approximately eight parking spaces loading, after hour towing, and general off-street parking with one disabled-accessible space and one off-street loading space. The proposed project would allow the immediately abutting and contiguous Alioto's Garage, at 185 Bayshore Boulevard, to expand its automotive services to 175 Bayshore Boulevard.

SITE DESCRIPTION AND PRESENT USE

The project site is located on the west side of Bayshore Boulevard, and consists of a through lot that also fronts Barneveld Avenue. The project site measures approximately 14,100 square feet, and is currently occupied by a one-story (15-foot tall) industrial building measuring 1,760 square feet, which was constructed in 1939. In addition to the one-story industrial building, the project site contains a second, smaller storage shed and a paved lot. The site is currently used for storage by a plumbing supply business. The subject property has approximately 60 feet of frontage on Bayshore Boulevard and 60 feet of frontage on Barneveld Avenue.

Executive Summary Hearing Date: October 19, 2017

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located along Bayshore Boulevard between Jerrold and Oakdale Avenue. To the west is Highway 101; to north, east and south are larger-scale industrial blocks. The project site is located in a PDR-2 Zoning District, which has a variety of neighborhood-serving automotive and home improvement uses. Directly adjacent to the project site is the existing Alioto's Garage, located at 185 Bayshore Boulevard. The district possesses a mixture of similar automotive business such as: In & Out Auto Glass, A-1 Glass Battery Systems of San Francisco, and Brake Repair of San Francisco as well as automotive service stations, retail and restaurant establishments. The surrounding properties are located within the PDR-2 (Core Production, Distribution and Repair) and P (Public) Zoning Districts.

ENVIRONMENTAL REVIEW

On September 28, 2017 the Project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this Project.

HEARING NOTIFICATION

ТҮРЕ	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Posted Notice	20 days	September 29, 2017	September 14, 2017	25 days
Mailed Notice	10 days	October 9, 2017	September 15, 2017	34 days

PUBLIC COMMENT

The Department has received correspondence in support of more automotive repair in the city. The Bayview Hunters Point Citizens Advisory Committee reviewed the Project on October 4, 2017, and unanimously supported the Project. Letters of support have been included in the Planning Commission packets.

ISSUES AND OTHER CONSIDERATIONS

- The Project is an automotive repair shop expansion and change of use from plumbing storage to automotive repair facility. The PDR-2 Zoning District principally permits both uses, which are industrial in nature.
- The new proposed building complies with the Bayshore Boulevard Home Improvement Design Guidelines.

Executive Summary Hearing Date: October 19, 2017

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use Authorization to establish an automotive use (automotive repair facility) within the Bayshore Boulevard Home Improvement Special Use District pursuant to Planning Code Sections 246.65 and 303.

BASIS FOR RECOMMENDATION

- The Project would be consistent with the industrial and commercial character of the immediate neighborhood, would be in harmony with the uses and development patterns found within the immediate vicinity, and would assist in maintaining the area's diverse economic base.
- The Project would permit an existing PDR business to expand and grow an industrial use (automotive repair facility) within a PDR-2 Zoning District.
- The Project meets all applicable requirements of the Planning Code and is consistent with the General Plan and the Bayshore Boulevard Home Improvement Special Use District.

RECOMMENDATION: Approval with Conditions.

Attachments:

Draft Motion
Block Book Map
Sanborn Map
Zoning Map
Height and Bulk Map
Aerial Photographs
Site Photographs
Environmental Determination
Context Photos
Reduced Plans
Letters of Support

Executive Summary Hearing Date: October 19, 2017 CASE NO. 2016-006393CUA 175 Bayshore Boulevard

Attachment Checklist

	Executive Summary		Project sponsor submittal	
	Draft Motion		Drawings: Existing Conditions	
	Environmental Determination		Check for legibility	
	Zoning District Map		Drawings: Proposed Project	
	Height & Bulk Map		Check for legibility	
	Context Photos		3-D Renderings (new construction of significant addition)	01
	Site Photos		Check for legibility	
	Parcel Map		Health Dept. review of RF levels	
	Sanborn Map		RF Report	
	Aerial Photo		Community Meeting Notice	
			Environmental Determination	
1	Exhibits above marked with an "X" are inc	clude	d in this packet <u>EI</u>	
			Planner's Initials	



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)	
☐ Affordable Housing (Sec. 415)	☐ First Source Hiring (Admin. Code)
☐ Jobs Housing Linkage Program (Sec. 413)	☐ Child Care Requirement (Sec. 414)

Suite 400 San Francisco, CA 94103-2479

1650 Mission St.

Reception: 415.558.6378

Fax:

Planning Commission Draft Motion

□ Other

HEARING DATE: OCTOBER 19, 2017

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Planning Information: **415.558.6377**

Case No.: **2016-006393CUA**

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Zoning: PDR-2 (Core Production, Distribution, and Repair) Zoning District

Bayshore Home Improvement Special Use District

65-J Height and Bulk District

Block/Lot: 5559/008

☐ Downtown Park Fee (Sec. 412)

Project Sponsor: Marc Demalanta, D-Scheme Studio

222 8th Street

San Francisco, CA 94103

Staff Contact: Esmeralda Jardines – (415) 575-9144

esmeralda.jardines@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 249.65 AND 303, OF THE PLANNING CODE TO ALLOW AN AUTOMOTIVE USE (D.B.A. ALIOTO'S GARAGE) WITHIN THE PDR-2 (CORE PRODUCTION, DISTRIBUTION, AND REPAIR) ZONING DISTRICT, BAYSHORE HOME IMPROVEMENT SPECIAL USE DISTRICT AND A 65-J HEIGHT AND BULK DISTRICT AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On May 2, 2017 Marc Demalanta (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 249.65 and 303 to allow an automotive use (DBA Alioto's Garage) within the PDR-2 (Core Production, Distribution, and Repair) District, Bayshore Home Improvement Special Use District and a 65-J Height and Bulk District.

On October 5, 2017, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2015-000123CUA. The Project was continued by the Planning Commission at the public hearing to October 19, 2017.

On September 28, 2017 the Project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this Project.

The Planning Department Commission Secretary is the custodian of records; the file for Case No. 2016-006393CUA is located at 1650 Mission Street, Suite 400, San Francisco, California.

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. 2016-006393CUA, 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 site is located on the west side of Bayshore Boulevard, and consists of a through lot that also fronts Barneveld Avenue. The project site measures approximately 14,100 square feet, and is currently occupied by a one-story (15-foot tall) industrial building measuring 1,760 square feet, which was constructed in 1939. In addition to the one-story industrial building, the project site contains a second, smaller storage shed and a paved lot. The site is currently used for storage by a plumbing supply business. The subject property has approximately 60 feet of frontage on Bayshore Boulevard and 60 feet of frontage on Barneveld Avenue.
- 3. Surrounding Properties and Neighborhood. The project site is located along Bayshore Boulevard between Jerrold and Oakdale Avenue. To the west is Highway 101; to north, east and south are larger-scale industrial blocks. The project site is located in a PDR-2 Zoning District, which has a variety of neighborhood-serving automotive and home improvement uses. Directly adjacent to the project site is the existing Alioto's Garage, located at 185 Bayshore Boulevard. The district possesses a mixture of similar automotive business such as: In & Out Auto Glass, A-1 Glass Battery Systems of San Francisco, and Brake Repair of San Francisco as well as automotive service stations, retail and restaurant establishments. The surrounding properties are located within the PDR-2 (Core Production, Distribution and Repair) and P (Public) Zoning Districts.
- 4. **Project Description.** The proposed project would demolish the existing building and construct a new one-story auto body repair and paint shop (DBA Alioto's Garage), which measures 21-foot 8-inches tall and approximately 11,690 square foot square feet. The new building would front Bayshore Boulevard and contain a paved parking lot on the eastern side of the parcel fronting Barneveld Avenue. The proposed building would contain an office, restrooms, and employee lounge, storage and approximately 16 new auto body work stations. A vehicle entrance to the

auto body and paint shop would be located on Bayshore Boulevard, while an off-street vehicular entrance would be accessed from Barneveld Avenue. The outdoor parking area on the eastern side of the lot would contain approximately eight parking spaces loading, after hour towing, and general off-street parking with one disabled-accessible space and one off-street loading space. The proposed project would allow the immediately abutting and contiguous Alioto's Garage, at 185 Bayshore Boulevard, to expand its automotive services to 175 Bayshore Boulevard.

- 5. **Public Comment**. The Department has received correspondence in support of more automotive repair in the city. The Bayview Hunters Point Citizens Advisory Committee reviewed the Project on October 4, 2017, and unanimously supported the Project. Letters of support have been included in the Planning Commission packets.
- 6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Automotive Use.** Planning Code Section 210.3 states that automotive repair uses are principally permitted with no use size limits within the PDR-2 Zoning District. However, per Planning Code Section 249.65, the Bayshore Boulevard Home Improvement Special Use District states that a Conditional Use Authorization is required for an Automotive Use, as defined by Planning Code Section 102.

The Project Sponsor is seeking a Conditional Use Authorization to permit a demolition of a plumbing storage facility and construction of a new 11,690 square foot automotive repair shop to permit an expansion of an existing automotive repair and paint shop (DBA Aliotos Garage).

B. **Floor Area Ratio.** Planning Code Sections 124 and 210.3 state that the maximum floor area within a 65-foot Height District is 5.0 to 1 within the PDR-2 Zoning District.

With a lot size of 14,200 square feet, maximum floor area for a non-residential use is 70,500 square feet. With a proposed 11,690 gross square feet of non-residential use, the project complies with the Floor Area Ration (FAR) limits.

C. Screening and Greening of Parking and Vehicle Use Areas. Planning Code Section 142, off-street parking spaces in parking lots shall meet the requirements of Section 156 and other applicable provisions of Article 1.5 of the Planning Code. Such parking areas shall be screened from view as provided in Section 156 (d) of the Planning Code. Screening of parking and vehicle use areas greater than 25 linear feet adjacent to a public right-of-way need to demonstrate compliance. All lots containing vehicular use areas where such area has more than 25 linear feet along any public right-of-way shall provide screening in accordance with the aforementioned requirements and the Ornamental Fencing definition in 102.

The paved surface parking lot and vehicle use area at the rear of the property fronting Barneveld Avenue measures 60 feet. Thus, is required to provide parking screening and greening. The proposed metal fence with landscaping demonstrates compliance.

D. **Ground Floor Standards in Industrial Districts.** Planning Code Section 145.5 states that all new buildings constructed in Industrial Districts as defined in 201 shall provide ground floor spaces with a minimum floor-to-floor height of 17 feet, as measured from grade.

The existing plumbing storage building proposed for demolition measures approximately 15 feet 4 inches. The proposed new building measures approximately 21 feet 8 inches. Thus, the proposed automotive use expansion would bring the property into greater compliance with ground floor standards in Industrial Districts.

E. **Parking**. Planning Section 249.65 states that no off-street parking shall be required within the Bayshore Boulevard Home Improvement Special Use District. The maximum permitted number of accessory off-street parking spaces shall be that which would apply to accessory parking for a PDR-2 District absent the SUD. Per Planning Code Section 151.1, the off-street parking permitted as accessory for a PDR use is one off-street parking space for each 1,500 square feet of occupied floor area.

For an 11,690-square foot automotive repair expansion, eight off-street parking spaces would be permitted as accessory. The proposed seven off-street parking spaces would be permitted as accessory as they are within the permitted maximum allowable number of off-street parking spaces.

F. **Off-Street Freight Loading.** Per Planning Code Section 152, retail, wholesaling manufacturing, live/work units in newly constructed structures, all and all other uses primarily engaged in the handling of goods, shall require one off-street freight loading space if the gross floor area is between 10,001 and 60,000 square feet.

The proposed automotive repair shop with a new 11,690 square foot structure would require one loading space. The Project proposes one freight loading space; therefore, the project demonstrates compliance with off-street freight loading requirements.

G. Dimensions for Off-Street Freight Loading Spaces. Per Planning Code Section 154, every required off-street freight loading space shall have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet. Minimum dimensions specified herein shall be exclusive of platform, driveways, and maneuvering areas except that minimum vertical clearance must be maintained to accommodate variable truck height due to driveway grade. The first such space required for any structure or use shall have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance, including entry and exit, of 12 feet.

The project provides one off-street loading space measuring 12 feet wide by 35 feet deep; therefore, the project demonstrates compliance with off-street loading spaces.

H. **Bicycle Parking.** Per Planning Code Section 155.2, bicycle parking is required for new buildings and an addition to a building or lot that increase the building's gross floor area by more than 20 percent. The aforementioned requires automotive uses to provide one Class I space for every 12,000 square feet of occupied floor area, except not less than two Class I

spaces for any use larger than 5,000 occupied square feet. Further, for any use less than 50,000 occupied square feet projects are required to provide a minimum of two Class II spaces.

With a proposed 11,690 square foot building, this project is required to provide at least two Class I bicycle parking spaces and at least two Class II spaces. The project proposes two Class I and two Class II bicycle parking spaces; therefore, the project complies with bicycle parking requirements.

I. **Demolition of Industrial Buildings.** In order to preserve the existing stock of buildings suitable for industrial activities and to create new viable space for Industrial Uses, in PDR Districts, an industrial building that is not unsound and is proposed for demolition must be replaced by a new building that complies with the criteria set forth below. Per Planning Code Section 202.7, if the building proposed for demolition represents greater than 0.4 FAR, then the replacement building shall include at least one square foot of Industrial Use for each square foot of Industrial Use in the building proposed for demolition. If the building proposed for demolition represents 0.4 FAR or less, then the replacement building shall include at least two square feet of Industrial Use for each square foot of Industrial Use in the building proposed for demolition. The existing building measuring 1,760 square feet is .19 FAR of the 14,100 square foot parcel. Because the aforementioned is less than .4 FAR, at least 3,520 square feet are required for replacement.

The proposed 11,690 square feet of new construction exceeds the required replacement minimum whilst still within the FAR limits; thus, as proposed, the project demonstrates compliance.

J. Vision Zero. Per the San Francisco Property and Transportation Information Maps, Bayshore Boulevard is a "vehicular high-injury corridor", identified through the City's <u>Vision Zero</u> <u>Program</u>.

The project will utilize the existing curb cuts along Bayshore and Barneveld Avenue; however, it is not proposing any new curb cuts and thus, it is not intensifying the potential points of conflict.

- K. Bayshore Boulevard Home Improvement Special Use District Design Guidelines. The intent of the design guidelines s to give the Bayshore Home Improvement District a more coherent and attractive built form, while at the same time allowing a wide range of light-industrial and retail uses. The Home Improvement District is envisioned for larger scale retail and more industrial-like uses, with a wider regional draw focused on home improvement. The guidelines are informed by the following four basic principles:
 - 1. Buildings should be designed and sited to encourage walking, bicycling and transit use, and to encourage multiple-stop visits.
 - 2. Street frontages should be active and transparent, to increase interest and perceived safety.
 - 3. Buildings and landscaping should contribute to the unique image of the district, with a particular focus on sustainability.
 - 4. The configuration of parking and loading should minimize adverse impacts on the street, and allow for flexible parking arrangements such as shared parking.

The aforementioned principles are articulated in guidelines grouped as: Site Design and Orientation, Building Mass Articulation, Parking and Loading, Open Areas, Green factors, Signage and lighting.

<u>Site Design & Orientation:</u> As encouraged by the aforementioned guidelines, the proposed scope orients the primary façade of the new building to front Bayshore Boulevard and is built to the property line. The pedestrian entries are conspicuous and easily accessible from the sidewalk. The project places areas devoted to active uses (office/lobby/waiting area) so that they enliven the public realm. Further, the proposed front façade glazing provides windows for transparence.

Building Massing & Articulation: The Bayshore Boulevard appropriately utilizes horizontal (rolling garage doors/concrete panels) and vertical plane shifts (glazed front entryway) to break the mass of that respective frontage and to achieve a more human scale and interesting façade.

<u>Parking & Loading:</u> The Barnevald Avenue frontage reads more as the rear of the building; consequently, the off-street parking and loading area is appropriately placed "behind" the building rather than in front of the building and is adequately screened with the metal gate.

- 7. Planning Code Section 249.65, Bayshore Boulevard Home Improvement Special Use District, establishes additional criteria for the Planning Commission to consider when reviewing applications for Conditional Use Authorization. On balance, the project does comply with said criteria in that:
 - 1) The proposal is in conformity with the purpose and intent of the Bayshore Boulevard Home Improvement Special Use District;
 - The Project is in conformity with the purpose and intent of the Bayshore Boulevard Home Improvement Special Use District (SUD), since it would contribute to the mixed commercial and light industrial character of the surrounding area and would not be in conflict with the surrounding home improvement businesses. Specifically, the Bayshore Boulevard SUD emphasizes businesses that create a mixed commercial district consisting of a mix of retail and PDR uses. By expanding an existing automotive use facility, the Project would contribute to the mixed commercial and industrial character of the area by permitting an expansion of an existing local PDR use.
 - 2) The proposal contributes to the sustainable character and function of the Bayshore Boulevard Home Improvement SUD;
 - The Project contributes to the function of the Bayshore Boulevard Home Improvement SUD by encouraging and promoting businesses of varying types that create a mixed commercial district, which includes PDR to enable synergies between different uses and associated businesses.
 - 3) The proposal is consistent with the policies and guidelines of the Bayshore Boulevard Home Improvement District Design Guidelines.

The Project is consistent with the policies and guidelines of the Bayshore Boulevard Home Improvement District Design Guidelines by enhancing the Site Design and Orientation, Building Mass Articulation, Parking and Loading, and Signage/lighting.

- 8. **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 new building and automotive repair expansion would not detract from the industrial/commercial nature of the neighborhood but would enhance it by expanding an existing PDR use. An automotive repair shop located near a freeway interchange is desirable in that it serves a need that exists within a broad geographic region. This business is in keeping with the regional draw of many of the businesses in the neighborhood. Therefore, the project is necessary and desirable for the neighborhood and surrounding community.
 - 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;
 - Although proposing demolition of the existing one-story structure, the proposal would permit an expansion of an industrial use. The replacement structure meets the requirements of the Demolition of Industrial Buildings. The size of the facility is comparable to that of other nearby businesses in 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 Project is easily accessible from Highway 101. The proposed off-street loading and parking are sufficient for the proposed use. Given the nature of the use, nearly all traffic to the site will be limited to persons dropping off or picking up an automobile that will be serviced.
 - iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;
 - The Project will comply with the City's requirements to minimize noise, glare, odors, or other harmful emissions. Conditions of approval are included to address potential issues.
 - iv. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The new surface level off-street vehicular parking area accessible from Barneveld Avenue will be adequately screened and treated with a new metal gate.

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 consistent with the stated purposed of PDR-2 District in that the intended use will provide an intensification and protection of an existing industrial activity further permitting a local automotive business to survive, thrive and grow in San Francisco.

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

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 1: MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKINIG ENVIRONMENT.

Policy 1.1: Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

Policy 1.2: Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

Policy 1.3: Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

Though demolishing the existing structure, the Project will permit an expansion of an existing automotive repair facility. This business expansion creates industrial employment opportunities for the community.

OBJECTIVE 2: MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1: Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

The Project will retain an existing industrial activity and will support the diverse economic base of the City.

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 following guidelines, in addition to others in this objective for neighborhood commercial districts, should be employed in the development of overall district zoning controls as well as in the review of individual permit applications, which require case-by-case review and Planning Commission approval. Pertinent guidelines may be applied as conditions of approval of individual permit applications. In general, uses should be encouraged which meet the guidelines; conversely, uses should be discouraged which do not.

Auto Repair:

- Adequate building space should be provided for carrying out all repair services inside the building.
- Auto repair facilities should be large enough to accommodate all cars on site and avoid
 on-street parking of cars before or after repair work is done. If temporary on-site storage
 of cars must be outside of the building, suitable landscaping or screening should be
 provided.

The proposal allows the expansion of an existing automotive repair facility. Thus, the new building with an opening into the existing building will provide adequate building space for carrying out all repair service activities within the building. The parking area is improved with new landscaping and a metal fence complying with the parking and green requirements. The proposal is within the accessory parking requirements and should not have impacts on on-street parking.

- 10. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:
 - A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.
 - The Project would enhance the district by providing an automotive repair facility in an area that has historically been auto-oriented. This business expansion creates several employment opportunities in an industrial sector.
 - B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The Project will not impact any of the existing housing or neighborhood character. No housing exists on the Project site, nor are residential uses permitted in PDR Districts. The surrounding neighborhood has a mixed character primarily composed of commercial and industrial uses.

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

The Project would not impact the City's supply of affordable housing. No housing exists on the Project site.

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

The site is on Bayshore Boulevard and is served by transit. The Project site is within a quarter mile of MUNI bus lines: 8, 8AX, 8BX, 9, 9R, 14X, and the 23). The off-street parking will be provided for employees and the vehicles being serviced will be stored indoors; thus, all anticipated parking and vehicular traffic will be confined to the project site and not overburden the surrounding streets.

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 but instead expand and enhance an existing industrial establishment at 185 Bayshore Boulevard. Thus, the project will provide additional related employment opportunities by expanding the size and services to 175 Bayshore Boulevard.

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

The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code. This proposal will not impact the property's ability to withstand an earthquake.

G. That landmarks and historic buildings be preserved.

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

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

The Project will have no negative impact on existing parks and open spaces.

- 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. 2016-006393CUA**, subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated October 2, 2017, 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 October 19, 2017.

Jonas P. Ionin Commission So	ecretary
AYES:	
NAYS:	
ABSENT:	
ADOPTED:	October 19, 2017

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow an automotive repair facility (DBA Alioto's Garage) located at 175 Bayshore Boulevard, Block 5559, and Lot 008, pursuant to Planning Code Section(s) 246.65 and 303, within the PDR-2 Zoning District, Bayshore Boulevard Home Improvement Special Use District, and a 65-J Height and Bulk District; in general conformance with plans, dated October 2, 2017, and stamped "EXHIBIT B" included in the docket for Case No. 2016-006393CUA and subject to conditions of approval reviewed and approved by the Commission on October 19, 2017 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 October 19, 2017 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.** 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

2. **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

3. **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

4. **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

5. **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

- 6. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
 - For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 7. 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 building permit plans. 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
- 8. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application. For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
- 9. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:
 - a. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
 - b. On-site, in a driveway, underground;
 - c. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
 - d. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
 - e. Public right-of-way, underground; and based on Better Streets Plan guidelines;
 - f. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
 - g. On-site, in a ground floor façade (the least desirable location).

Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org

10. 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

11. **Landscaping, Permeability.** Pursuant to Planning Code Section 156, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that 20% of the parking lot shall be surfaced with permeable materials and further indicating that parking lot landscaping, at a ratio of one tree, of a size comparable to that required for a street tree and of an approved species, for every 5 parking stalls, shall be provided. Permeable surfaces shall be graded with less than a 5% slope. The size and species of plant materials and the nature of the permeable surface shall be as approved by the Department of Public Works.

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

PARKING AND TRAFFIC

12. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1 and 155.4, the Project shall provide no fewer than two Class 1 and two Class 2 bicycle parking spaces. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

13. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than eight (8) off-street parking spaces.

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

14. **Off-Street Loading.** Pursuant to Planning Code Section 152, the Project will provide one off-street loading spaces.

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

PROVISIONS

15. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.

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

MONITORING

- 16. **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
- 17. **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

- 18. **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.

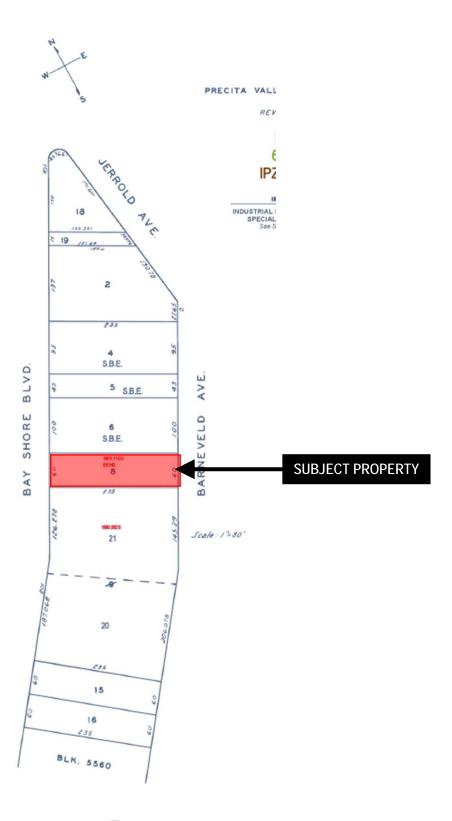
 For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, http://sfdpw.org
- 19. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.
 - For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 20. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents.

SAN FRANCISCO
PLANNING DEPARTMENT

Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

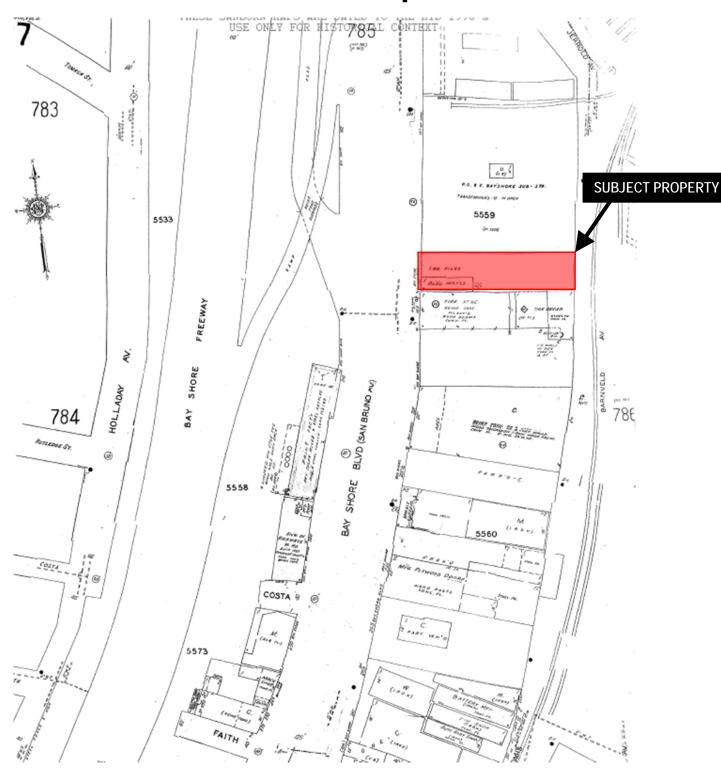
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

Parcel Map





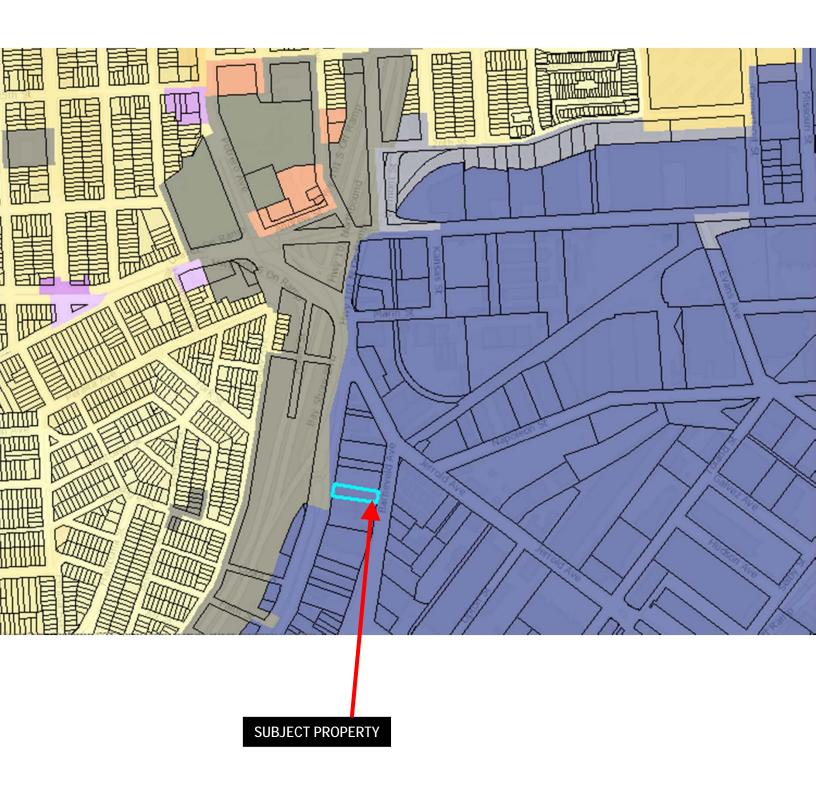
Sanborn Map*



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

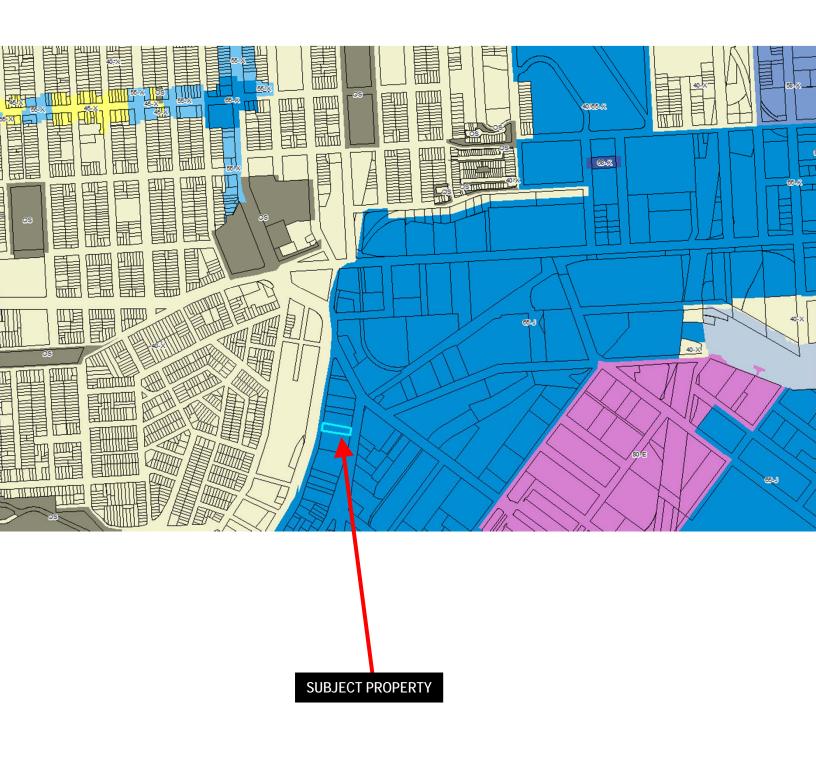


Zoning Map



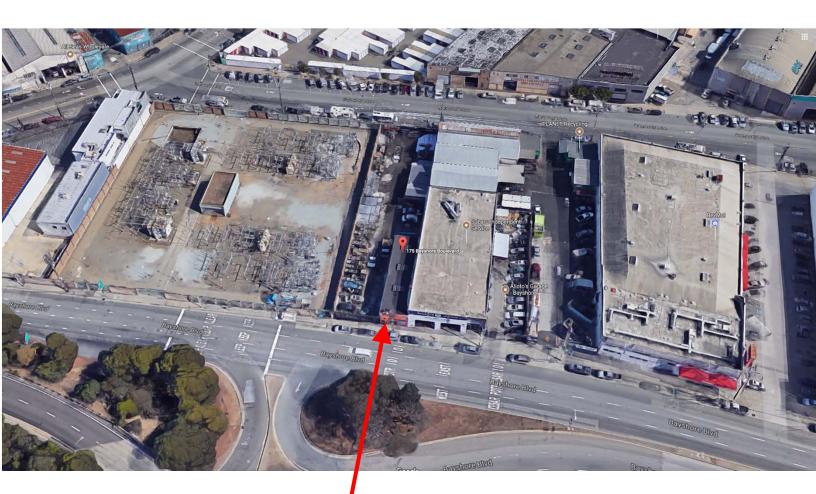


Height and Bulk Map





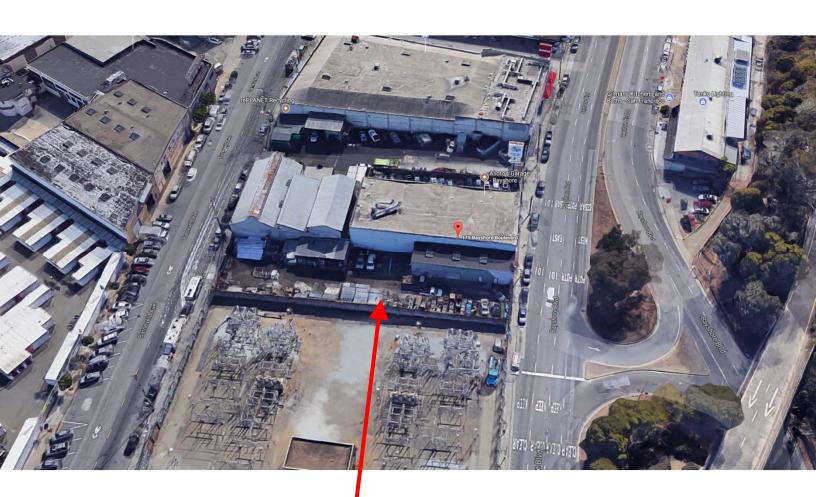
Aerial Photo



SUBJECT PROPERTY



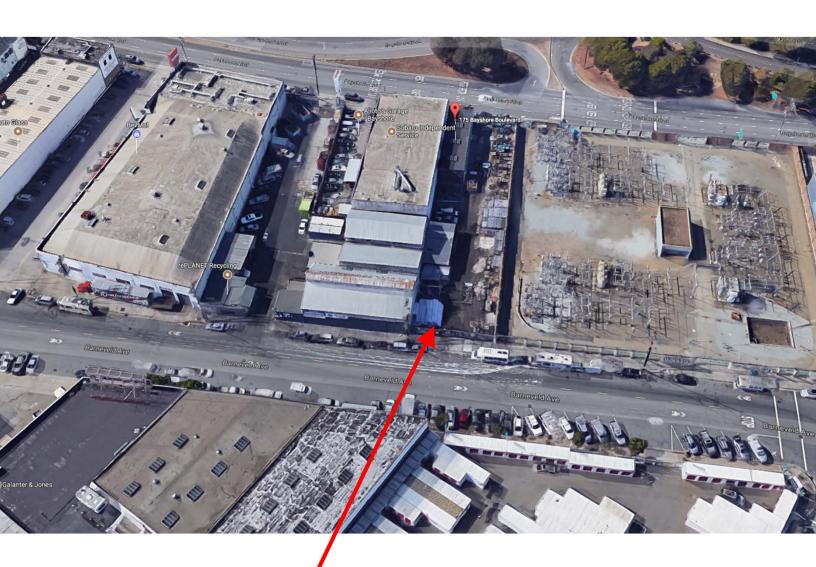
Aerial Photo



SUBJECT PROPERTY



Aerial Photo



SUBJECT PROPERTY



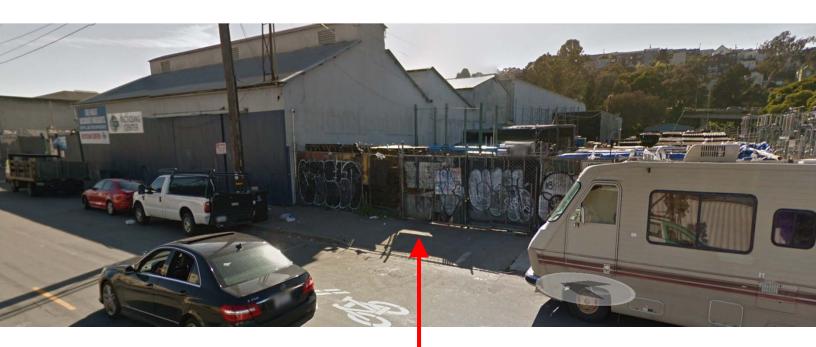
Site Photographs from Bayshore Boulevard



SUBJECT PROPERTY



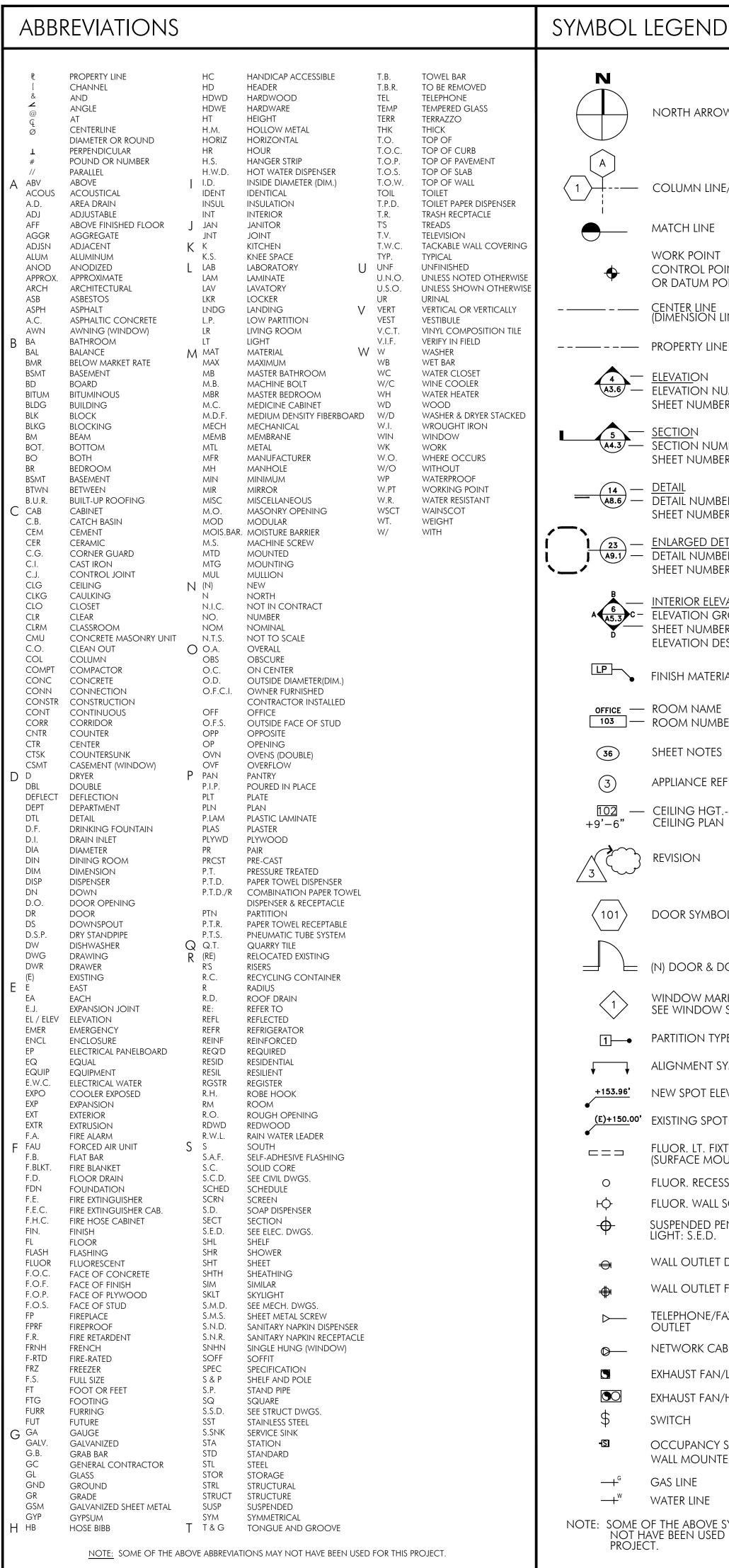
Site Photographs from Barneveld Avenue



SUBJECT PROPERTY



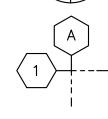
Reduced Plans



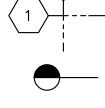
SYMBOL LEGEND GENERAL NOTES

N

NORTH ARROW



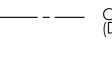
COLUMN LINE/GRID LINE

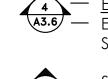




WORK POINT CONTROL POINT OR DATUM POINT

MATCH LINE

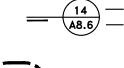


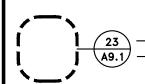


ELEVATION NUMBER

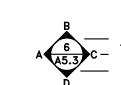


SECTION NUMBER SHEET NUMBER





DETAIL NUMBER



INTERIOR ELEVATION **ELEVATION GROUP NUMBER** SHEET NUMBER ELEVATION DESIGNATION



ROOM NAME

FINISH MATERIAL



SHEET NOTES



APPLIANCE REFERENCE NO.



— CEILING HGT.-REFLECTED







(N) DOOR & DOOR FRAME



WINDOW MARK



SEE WINDOW SCHEDULE

PARTITION TYPE



ALIGNMENT SYMBOL





(SURFACE MOUNTED) S.E.D. FLUOR. RECESSED LIGHTING: S.E.

FLUOR. WALL SCONCE: S.E.D.

SUSPENDED PENDANT LIGHT: S.E.D.

WALL OUTLET DUPLEX



felephone/fax/modem

NETWORK CABLE OUTLET

EXHAUST FAN/HEAT/LIGHT

OCCUPANCY SENSOR, WALL MOUNTED

GAS LINE WATER LINE

NOTE: SOME OF THE ABOVE SYMBOLS MAY NOT HAVE BEEN USED FOR THIS

- GENERAL CONTRACTOR AND HIS SUBCONTRACTORS SHALL FAMILIARIZE THEMSELVES WITH SITE CONDITIONS, WITH THE CONTRACT DOCUMENTS, MATTERS AND CONDITIONS WHICH MAY AFFECT THE OPERATION AND COMPLETION OF THE PROJECT.
- CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL, EQUIPMENT AND SERVICES REQUIRED FOR OR REASONABLY INCIDENTAL TO THE COMPLETION OF THE WORK.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL WORK AND MATERIALS IN ACCORDANCE WIT ALL LOCAL REGULATORY AGENCIES, APPLICABLE BUILDING CODES AND REQUIREMENTS.
- THE GENERAL CONTRACTOR IS RESPONSIBLE FOR CHECKING CONTRACT DOCUMENTS, INCLUDING CONDITIONS OF APPROVAL BY THE CITY OF SAN FRANCISCO AND FIELD CONDITIONS AND DIMENSIONS FOR ACCURACY AND CONFIRMING THAT WORK IS BUILDABLE AS SHOWN BEFORE PROCEEDING WITH CONSTRUCTION. IF THERE ARE ANY QUESTIONS REGARDING THESE OR OTHER COORDINATION ISSUES THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING A CLARIFICATION FROM THE ARCHITECT BEFORE
- GENERAL CONTRACTOR SHALL VERIFY THAT NO CONFLICTS EXIST IN LOCATIONS OF ANY AND ALL MECHANICAL, TELEPHONE, ELECTRICAL, LIGHTING, PLUMBING AND SPRINKLER EQUIPMENT (TO INCLUDE ALL PIPING, DUCTWORK AND CONDUIT) AND THAT ALL REQUIRED CLEARANCES FOR INSTALLATION AND MAINTENANCE OF FUTURE EQUIPMENT ARE PROVIDED.
- THE GENERAL CONTRACTOR SHALL COORDINATE THE LAYOUT AND EXACT LOCATION OF ALL PARTITIONING, DOORS, ELECTRICAL, TELEPHONE OUTLETS AND LIGHT SWITCHES WITH THE OWNER'S REPRESENTATIVE AND ARCHITECT IN THE FIELD BEFORE PROCEEDING WITH CONSTRUCTION.
- DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. VERIFY DIMENSIONS WITH FIELD CONDITIONS. IF DISCREPANCIES ARE DISCOVERED BETWEEN FIELD CONDITION AND DRAWINGS OR BETWEEN DRAWINGS, CONTACT ARCHITECT FOR RESOLUTION BEFORE PROCEEDING.
- "TYPICAL" MEANS IDENTICAL FOR ALL SIMILAR CONDITIONS UNLESS OTHERWISE NOTED.
- "SIMILAR" MEANS COMPARABLE CHARACTERISTICS FOR THE ELEVATION NOTED. VERIFY DIMENSIONS AND
- . ALL WORK SHALL BE SCHEDULED AND PERFORMED SO AS NOT TO DISTURB OR CAUSE DAMAGE TO ANY EXISTING AD JACENT BUILDINGS
- CONTRACTOR TO PROVIDE STRICT CONTROL OF JOB AND PREVENT DUST AND DEBRIS TO EMANATE FROM CONSTRUCTION AREAS. CONSTRUCTION DEBRIS SHALL BE 60% RECYCLED - CONFIRM W/ THE CI OF BURLINGAME RECYCLING SPECIALIST.
- ALL FRAMING AND FURRED WORK SHALL BE PROPERLY LAID OUT, ACCURATELY PLUMBED, LEVELED, ALIGNED AND RIGIDLY SECURED IN PLACE.
- CONTRACTOR TO PROVIDE AND INSTALL FIRE EXTINGUISHERS WHERE DESIGNATED ON PLAN OR REQUIR BY CODES. SUBMIT LOCATIONS FOR ARCHITECT'S APPROVAL.
- . GENERAL CONTRACTOR AND SUBCONTRACTORS TO COORDINATE INSTALLATION OF N.I.C. ITEMS WITH
- HVAC, PLUMBING, FIRE PROTECTION & SECURITY SYSTEMS TO BE DESIGN-BUILD BY GC. LAYOUTS SHOWN ON THESE DWGS ARE FOR DESIGN INTENT ONLY.
- ALL ACCESSIBLE FEATURES SHALL MEET ACCESSIBILITY REQUIREMENTS PER DETAILS AND NOTES ON SHEETS OF HANDICAP ACCESSIBILITY STANDARDS & DIAGRAMS.
- NO WORK DEFECTIVE IN CONSTRUCTION QUALITY OR DEFICIENT IN ANY REQUIREMENT OF THE DRAWINGS OR NOTES, WILL BE ACCEPTABLE IN CONSEQUENCE OF THE OWNER'S OR ARCHITECT'S FAILUR TO DISCOVER OR POINT OUT DEFECTS AND DEFICIENCIES DURING CONSTRUCTION. DEFECTIVE WORK REVEALED WITHIN THE TIME REQUIRED BY GUARANTEES SHALL BE REPLACED BY WORK CONFORMING WITH THE INTENT OF THE CONTRACT. NO PAYMENT, EITHER PARTIAL OR FINAL SHALL BE CONSTRUED AS AN ACCEPTANCE OF DEFECTIVE WORK OR IMPROPER MATERIALS.
- THE GENERAL CONTRACTOR SHALL PREPARE AND SUBMIT BEFORE STARTING THE WORK A SCHEDULE INDICATING REQUIRED CONSTRUCTION TIME FOR EACH CONTRACTOR & SUBCONTRACTOR'S WORK.
- CONFIRM APPROXIMATE ON-SITE DELIVERY DATES FOR ALL CONSTRUCTION MATERIALS REQUIRED BY TH CONSTRUCTION DOCUMENTS. NOTIFY ARCHITECT IN WRITING OF ANY POSSIBLE CONSTRUCTION DELAYS AFFECTING OCCUPANCY THAT MAY ARISE DUE TO THE AVAILABILITY OF SPECIFIED PRODUCTS. REQUEST FOR SUBSTITUTIONS WILL NOT BE ACCEPTED AFTER CONSTRUCTION STARTS.
- GENERAL CONTRACTOR TO SUBMIT REQUIRED SAMPLES, SHOP DRAWINGS AND PRODUCT DATA TO ARCHITECT FOR REVIEW PRIOR TO FABRICATION, ALLOW ARCHITECT SUFFICIENT TIME TO REVIEW AND COMMENT. ARCHITECT'S REVIEW WILL BE FOR CONFORMANCE WITH DESIGN CONCEPT ONLY.
- 21. Submit three Samples or three copies of Schedules and Product data for Each Item.
- 22. The architect will prepare a pre-final punch list of items for the general contractor to COMPLETE. THE GENERAL CONTRACTOR SHALL NOTIFY ARCHITECT IN WRITING TO REQUEST A FINAL OBSERVATION AFTER ALL THE ITEMS ON THE PRE-FINAL PUNCH LIST HAVE BEEN CORRECTED.
- 23. ALL GWB PARTITIONS SHALL BE TAPED & SANDED SMOOTH W/ NO VISIBLE JOINTS. ALL SURFACES SHALL BE
- 24. ALL DIMS. ARE F.O.S. TO F.O.S., U.N.O. DIMS. NOTED "CLEAR" OR "CLR" ARE MIN. REQUIRED DIMS CLEARANCES MUST BE ACCURATELY MAINTAINED, & SHALL NOT VARY MORE THAN 1/8" W/O WRITTEN INSTRUCTION FROM THE ARCH'T. ALL DIMS. MARKED "CLEAR" SHALL BE MAINTAINED & SHALL ALLOW FOR THICKNESSES OF ALL FINISHES INCL. CARPET (& CUSHION), CERAMIC TILE, ETC.
- 25. DIMS MARKED + MEAN A TOLERANCE NOT GREATER NOR SMALLER THAN 2" FROM INDICATED DIM.
- 26. ALL EXPOSED GWB EDGES TO HAVE APPROPRIATE METAL EDGE TRIM.
 - 27. ALL WORK SHALL BE ERECTED & INSTALLED PLUMB, LEVEL, SQUARE & TRUE, & IN PROPER ALIGNMENT.
 - 28. VERIFY FIELD CONDITIONS & FINISHES BEFORE ORDERING DOORS BOTTOM OF DOORS TO CLEAR TH TOP OF FINISHED FLOOR, INCL., BUT NOT LIMITED TO CARPET, TILE & THE LIKE, AS APPLICABLE, BY 1/4" MAXIMUM, UNLESS OTHERWISE NOTED. VERIFY ALL SLAB CONDITIONS & CODE & INSTALLATION REQ'TS
 - 29. DIMENSIONS LOCATING DOORS BY EDGE ARE TO THE INSIDE EDGE OF JAMB, U.N.O.
 - 30. "ALIGN" MEANS TO ACCURATELY LOCATE FINISHED FACES IN THE SAME PLANE.
 - . PENETRATIONS OF FIRE-RESISTIVE WALLS, FLOOR-CEILINGS, & ROOF-CEILINGS SHALL BE PROTECTED AS
 - 32. ALL STRUCTURAL (AMONG OTHER) DWGS SHALL BE THOROUGHLY CROSSREFERENCED AGAINST ARCHITECTURAL DWGS PRIOR TO WORK DONE - ANY CONFLICTS SHALL BE BROUGHT TO ARCHITECT'S
 - . BACKING PLATES IN PARTITIONS SHALL BE PROVIDED IN ALL AREAS WHERE REQUIRED, WHICH WILL INCLUD BUT IS NOT LIMITED TO, OPENED & CLOSED SHELVING, COAT POLES & SHELVES, CABINETRY, COUNTERS, AND SUPPORT OF TRIM
 - 34. INSTALL ALL SIGNAGE AS REQUIRED BY CODE.

ADDITIONAL NOTES

DESIGN WITHOUT CONSTRUCTION PHASE SERVICES:

since direct construction observations and review of the contractor's performance is NOT INCLUDED AS PART OF THE DESIGNER/ARCHITECT'S BASIC SERVICES, IT IS UNDERSTOOD THAT SUC RESPONSIBILITIES WILL BE ASSUMED BY OTHERS. D-SCHEME STUDIO AVAILS ITSELF TO THE CLIENT, THE CONTRACTOR, AND ANY OTHER PARTIES AS NECESSARY (VIA TELEPHONE, FAX, AND EMAIL) IN ORDER TO ASSIST IN PROVIDING CLARIFICATIONS OR RESOLVING ISSUES AND PROBLEMS THAT MAY ARISE.

ALTHOUGH MANY ISSUES CAN BE EASILY ADDRESSED WITHOUT THE DESIGNER/ARCHITECT'S INVOLVEMENT, THERE ARE TIMES WHEN PARTICIPATION IS ADVISABLE. DETERMINATION OF WHEN INVOLVEMENT IS APPROPRIATE IS LEFT TO THE PROFESSIONAL DISCRETION OF THE CONTRACTOR. IT UNDERSTOOD THAT THE CLIENT AND/OR THE CONTRACTOR ASSUMES ALL RESPONSIBILITY FOR THE INTERPRETATION OF THE DRAWINGS, AND ANY OTHER SUPPLEMENTAL INFORMATION, AND WHEN THI DESIGNER/ARCHITECT IS DENIED THE OPPORTUNITY TO PROVIDE CLARIFICATIONS OR PARTICIPATE IN CHANGES TO THE DESIGN OR THE RESOLUTION OF ISSUES OR PROBLEMS, ALL PARTIES WAIVE ANY CLAIMS AGAINST THE DESIGNER/ARCHITECT THAT MAY BE IN ANY WAY CONNECTED THERETO. D-SCHEME STUDIO IS HELD HARMLESS FROM LOSS, CLAIM, OR COSTS ARISING OR RESULTING FROM MODIFICATIONS OR CHANGES MADE TO THE DESIGN (WITHOUT THE KNOWLEDGE OF THE DESIGNER/ARCHITECT) DUE TO CONDITIONS OR CIRCUMSTANCES (ANTICIPATED OR NOT) BEYOND TH DESIGNER/ARCHITECT'S CONTROL

175 BAY SHORE BOULEVARD

SAN FRANCISCO, CA 94124

BUILDING DATA

175 BAY SHORE BLVD.

TYPE III-B

YES

EDITIONS. FIRE ALARM AND SPRINKLER MONITORING SYSTEM REQUIRED PER NFPA 72

CONSTRUCTION TYPE

12,000

FOR TYPE III-B CONSTRUCTION PER TABLE 601:

PRIMARY STRUCTURAL FRAME 0-HR

EXTERIOR BEARING WALLS

INTERIOR BEARING WALLS

INT. NONBEARING WALLS

FLOOR CONSTRUCTION

ROOF CONSTRUCTION

55 FEET HEIGHT / 2 STORIES +20 FEET

FIRE-RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS

FIRE DEPARTMENT NOTES: SPRINKLERS AND STANDPIPE REQUIRED PER NFPA 13, 14 AND 24 2016

THROUGHOUT. THE SPRINKLER AND FIRE ALARM SYSTEMS WILL NEED TO PROVIDE SPRINKLER

ELEVATOR AND FIRE SMOKE DUMPER ARE REQUIRED TO BE CONNECTED TO FIRE ALARM SYSTEM

WATER FLOW AND MONITORING VALVES ON EACH FLOOR. ELEVATOR RECALL, DOORS AT

SAN FRANCISCO, CA 94124

DEMOLISH EXISTING 1-STORY PLUMBING SUPPLY

BUSINESS STORAGE, AND CONSTRUCT A NEW

FULL AUTOMATIC SPRINKLERS

GROSS AREA

AUTO BODY REPAIR AND PAINT SHOP.

OCCUPANCY

INCREASE ALLOWABLE PER SEC. 506.3

INCREASE ALLOWABLE PER SEC. 504.2

PROJECT ADDRESS:

PROJECT DESCRIPTION:

CONSTRUCTION TYPE:

GROSS FLOOR AREA

GROSS BUILDING AREA

HEIGHT / + 1 STORY

SPRINKLER PROTECTION:

BLOCK / LOT NOS.: BLOCK 5559 / LOT 008 LOT AREA: 14,100 S.F.

PLANNING DATA

ZONING DISTRICT: PDR-2; PRODUCTION, DISTRIBUTION, AND REPAIR HEIGHT LIMIT:

PLUMBING SUPPLY BUSINESS STORAGE PROPOSED USE: AUTO BODY REPAIR AND PAINT SHOP

EXISTING BUILDING SQUARE FOOTAGE

ROPERTY	USE	AREA (G.S.F.)
75 BAY SHORE BLVD.	М	1,760 S.F
GROSS SQUARE F	OOTAGE	
LOOR	USE	AREA (G.S.F.)
GROUND FLOOR	F-1	11,690 S.F
	GROSS BUILE	TOTAL: 11,690 S.F. DING SQUARE FOOTAGE : 11,690 S.F.

OPEN SPACE AND REAR YARD SETBACK

OPEN SPACE AND REAR YARD SETBACK ARE NOT REQUIRED PER PLANNING CODE, SECTION 130 & 135.

BICYCLE PARKING PER PLANNING CODE SECTION 155.2

SICYCLE CLASS SPACES REQUIRED CLASS I SPACES MINIMUM 2 SPACES REQUIRED OVER PROPOSED BUILDING > 5,000 S.F.: LASS II SPACES MINIMUM 2 SPACES REQUIRED:

BICYCLE PARKING SPACES:

OFF-STREET PARKING PROPOSED NO OFF-STREET REQUIRED

HANDICAP SURFACE SPACE AXIMUM PERMITTED ACCESSORY S SURFACE SPACES OFF-STREET PARKING (1 SPACE /1,500 S.F.) = 11,690 S.F. / 1,500 S.F. = 8 SPACES PERMITTED /

FREIGHT LOADING SPACE REQUIRED FREIGHT LOADING SPACE (35' X 12') TOTAL: 6 SURFACE PARKING SPACES 7 PARKING SPACES PROVIDED

$10 \le X < 30$ 1-HR FOR GROUP F OCCUP

DISTANCE FOR TYPE III-B CONSTRUCTION PER TABLE 602

2-HR FOR GROUP F OCCUP.

 $5 \le X < 10$ 1-HR FOR GROUP FOCCUP

2016 SAN FRANCISCO CODE AMENDMENTS

2016 CALIFORNIA BUILDING CODE AMENDMENTS

2016 CALIFORNIA MECHANICAL CODE AMENDMENTS

FIRE-RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION

APPLICABLE CONSTRUCTION CODES

CLIENT	ARCHITECT	SURVEYOR
ALIOTO'S GARAGE 1105 BURLINGAME AVE. BURLINGAME, CA 94010 CONTACT: CHRIS ALIOTO T:415.286.3348 E: calioto@aliotosgarage.com	D-SCHEME STUDIO 222 8TH STREET SAN FRANCISCO, CA 94103 CONTACT: MARC DIMALANTA HYUNGMIN JEON T: 415.252.0888	FORESIGHT LAND SURVEYING 301 CALIFORNIA DR. SUITE #2 BURLINGAME, CA 94010 CONTACT: GREG IPPOLITO T: 415.735.6180 E: greg@flsurveys.com

F: 415.252.8388 E: m.dimalanta@dscheme.com h.jeon@dscheme.com

GEO-TECHNICAL ENGINEER CONSULTING ENGINEERS 360 GRAND AVE., SUITE #262 OAKLAND, CA 94610 CONTACT: H.ALLEN GREUN T:510.839.0765

F:510.839.0716

E: earthmech1@aol.com

2016 CALIFORNIA PLUMBING CODE AMENDMENTS 2016 CALIFORNIA ELECTRICAL CODE AMENDMENTS 2016 CALIFORNIA FIRE CODE & S.F. AMENDMENTS 2016 CALIFORNIA CODES 2016 CALIFORNIA BUILDING CODE

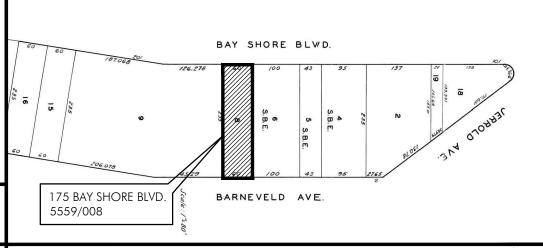
4 PARKING SPACES

2016 CALIFORNIA ELECTRICAL CODE 2016 CALIFORNIA MECHANICAL CODE 2016 CALIFORNIA PLUMBING CODE 2016 GREEN BUILDING CODE 2016 NFPA CODES & STANDARDS

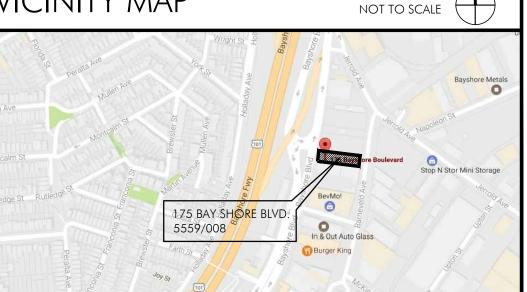
AS ADOPTED AND AMENDED BY THE CITY OF SAN FRANCISCO, AND THE CITY OF SAN FRANCISCO MUNICIPAL CODE.

ASSESSOR PARCEL MAP NOT TO SCALE N

+1 FREIGHT LOADING SPACE



VICINITY MAP



DRAWING INDEX

BICYCLE PARKING, EXITING & ACCESSIBLE PATH OF TRAVEL PLAN

EXISTING / DEMOLITION SITE PLAN PROPOSED SITE PLAN EXISTING / DEMOLITION GROUND FLOOR PLAN PROPOSED GROUND FLOOR PLAN

EXISTING AND PROPOSED ELEVATIONS PROPOSED BUILDING SECTION

BAY SHORE BOULEVARD SAN FRANCISCO, CA 94124

BLOCK 5559 / LOT 008



222 8TH STREET SAN FRANCISCO, CA 94103 T: 415.252.0888 F: 415.252.8388 www.dscheme.com



05.02.17 | CONDITIONAL USE SUBMITTAL 09.21.17 | REVISION PER UDAT COMMENT 10.02.17 | REVISION PER UDAT COMMENT

CONDITIONAL USE PERMIT

JOB NUMBER:	drawn e M
DATE: 01.04.17	CHECKED E
scale: AS NOTED	

COVER PAGE

SHEET NUMBER:

SHEET TITLE:

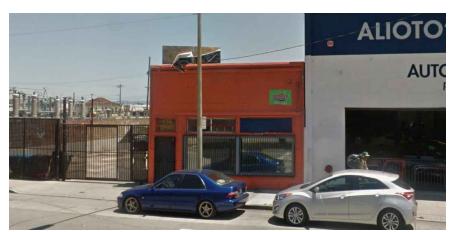
PROJECT SITE 175 BAYSHORE BLVD.







2 NEIGHBORING SITE 151 BAYSHORE BLVD.



3 SUBJECT SITE 175 BAYSHORE BLVD. (E) PLUMBING SUPPLY BUSINESS STORAGE 4 NEIGHBORING BUILDING 185 BAYSHORE BLVD.

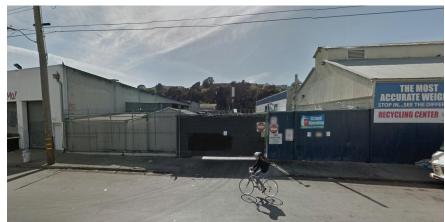




5 NEIGHBORING SITE 185 BAYSHORE BLVD.



6 BAYSHORE BLVD. FACING TOWARDS NORTH



7 NEIGHBORING SITE 195 BARNEVELD AVE.



8 NEIGHBORING BUILDING 185 BAYSHORE BLVD. FROM BARNEVELD AVE.



9 NEIGHBORING SITE 120 BARNEVELD AVE.



10 NEIGHBORING SITE 2-34 BARNEVELD AVE.

BAY SHORE BOULEVARD SAN FRANCISCO, CA 94124

BLOCK 5559 / LOT 008



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SAN FRANCISCO, CA 94103
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	T
 05.02.17	CONDITIONAL USE SUBMITTAL
09.21.17	REVISION PER UDAT COMMENT
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CONDITIONAL USE PERMIT

JOB NUMBER: DRAWN BY: DATE: 01.04.17 CHECKED BY:

scale: AS NOTED

SHEET TITLE:

SITE PHOTOS

SHEET NUMBER:

OCCUPANT LOAD CALCULATION BICYCLE STORAGE CALCULATION COMMERCIAL BICYCLE STORAGE PER PLANNING CODE SECTION 155.2 <u>OCCUPANTS</u> UTO BODY TECHNICIAN AREA 9,813 S.F. 100 S.F. GROSS/ OCCUP. PROVIDED REQUIRED BICYCLE CLASS SPACES CLASS I SPACES MINIMUM 2 SPACES REQUIRED OVER 850 S.F. 100 S.F. GROSS/ OCCUP. OFFICE PROPOSED BUILDING > 5,000 S.F.: RESTROOM - OFFICE N/A 109 S.F. N/A 2 SPACES PER 2,500 S.F.: 2 LASS II SPACES 526 S.F. | 300 S.F. GROSS/ OCCUP. TORAGE TOTAL PROPOSED EMPLOYEE RESTROOM 221 S.F. N/A BICYCLE PARKING SPACES: 297 S.F. 100 S.F. GROSS/ OCCUP. EMPLOYEE LOUNGE CLASS I BICYCLE STORAGE 112 TOTAL TOTAL AREA OCCUPANT LOAD: CLASS I BICYCLE PARKING INCLUDES BICYCLE LOCKERS, BICYCLE ROOMS OR CAGES WHERE EACH BICYCLE CAN BE INDIVIDUALLY LOCKED. 112 TOTAL OCCUPANTS < 500, THEREFORE PER CBC TABLE 1006.3.1, SPACE EFFICIENT BICYCLE PARKING TWO EXITS ARE REQUIRED PER STORY. TWO EXITS ARE PROVIDED PER STORY. SOME TYPE OF BICYCLE RACKS, WHILE NOT MEETING THE CLEARANCE REQUIREMENTS ESTABLISHED ABOVE, ARE

EXIT WIDTH REQUIRED (PER CBC SECTION 1005.3.2) = 112 OCCUPANTS/2 X 0.2 = 11.2" EXIT WIDTH PROVIDED: 60" MIN.

EACH RACK THAT COMPLY WITH DIMENSIONS AND REQUIREMENTS BELOW WILL COUNT AS TWO BICYCLE PARKING SPACE.

CLASS II BICYCLE STORAGE

ALL BICYCLE RACKS SHALL: - SUPPORT BICYCLES AT TWO POINTS OF CONTACT IN ORDER TO PREVENT BICYCLES FROM FALLING; - ALLOW LOCKING OF BICYCLE FRAMES AND ONE WHEEL WITH U-LOCKS;

- USE SQUARE TUBES TO RESIST ILLEGAL RACK CUTTING; - MINIMIZE MAINTENANCE COSTS (I.E. GALVANIZED FINISH RESISTS CORROSION);

- NOT REQUIRE LIFTING OF A BICYCLE; BE MOUNTED SECURELY TO THE FLOOR; AND

4 PARKING SPACE

DESIGNED IN A WAY THAT WOULD MEET THE BASIC REQUIREMENTS OF AN APPROPRIATE BICYCLE RACK. SUCH

RACKS PROVIDE A MORE SPACE EFFICIENT LAYOUT WHICH CAN SERVER SMALLER BUILDINGS; OR WHERE LAYOUT

LIMITATIONS EXIST. IN NO CASE SHALL A BICYCLE PARKING SPACE REQUIRE LIFTING THE BICYCLE'S BOTH WHEELS MORE THAN 12" OFF THE GROUND. TWO TYPES OF SUCH RACKS INCLUDE LIFT-ASSIST DOUBLE-DECKER RACKS

AND VERTICAL RACKS. BELOW, THE MINIMUM SPACING MEASUREMENTS OF SUCH DESIGNS ARE PROVIDED. ANY TYPE OF BICYCLE PARKING THAT DOES NOT MATCH THE REQUIREMENTS OF THIS BULLETIN MUST BE APPROVED BY THE ZONING ADMINISTRATOR (IN CONSULTATION WITH THE SFMTA) FOR DETERMINATION OF EQUIVALENCY

THESE BICYCLE RACKS ALLOW STACKING OF BICYCLES PROVIDING A LIFT-ASSIST PULL-OUT TRAY. MANUAL LIFTING OF THE BICYCLES OFF THE GROUND IS NOT NECESSARY TO MOUNT THE BICYCLE ON THE TOP TRAYS.

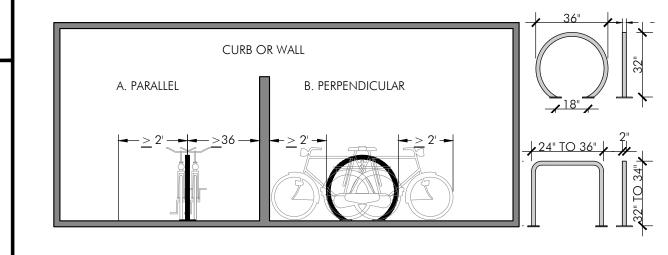
THESE RACKS SATISFY THE CLASS ONE BICYCLE PARKING REQUIREMENTS WHEN LOCATED IN A CAGED OR LOCKED FACILITY. THE TRAYS ALTERNATE IN HEIGHT OFF THE GROUND WHICH ALLOWS A SMALLER REQUIRED CLEARANCE BETWEEN BICYCLES (17"), MEASURED FROM MID-POINT OF ONE RACK TO MID-POINT OF OTHER RACK. THE REQUIRED AISLE SPACE IS 5 FEET AND IS MEASURED FROM THE NEAREST EDGE OF BICYCLES AND

2 ENLARGED BICYCLE STORAGE PLAN

DOUBLE-DECKER LIFT-ASSIST RACKS

RACKS AS SHOWN BELOW.

PROVIDE VISIBILITY TO APPROACHING CYCLISTS AND PEDESTRIANS WITH A MINIMUM HEIGHT OF 32 INCHES A. WHEN PLACED PARALLEL TO A WALL, A RACK MUST BE AT LEAST THREE FEET AWAY FROM ANY VERTICAL OBSTRUCTION. IF THE BICYCLE RACK IS ONLY TWO FEET AWAY, SUCH RACK WOULD ONLY SATISFY ONE REQUIRED BICYCLE PARKING SPACE



BICYCLE PARKING SIGNAGE GUIDELINES

SECTION 155.1 OF THE PLANNING CODE REQUIRES SIGNAGE FOR CLASS TWO BICYCLE PARKING IN CERTAIN CIRCUMSTANCES. WHEN SIGNAGE IS REQUIRED, THE FOLLOWING DESIGN LAYOUT SHALL BE FOLLOWED. SUCH SIGNAGE SHALL BE LOCATED AT EVERY ENTRANCE THAT PROVIDES ACCESS TO THE BICYCLISTS. THE PLAQUE SHALL CONFORM WITH EITHER THE DEPARTMENT OF TRANSPORTATION TEMPLATES FOR BIKE PARKING SIGNAGE (FIGURE 1 OR 2). THESE TEMPLATES WERE ADOPTED FROM THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES PART 9.

IF THE BICYCLE PARKING FACILITY IS NOT VISIBLE FROM THE POINT WHERE THE PLAQUE IS INSTALLED, DIRECTIONS OR BEST PATH TO THE FACILITY SHALL BE PROVIDED. (EX. "AT THE END OF THE HALLWAY" OR "USE THE ELEVATORS FOR ONE LEVEL DOWN") (FIGURE 3)

ADDITIONALLY, A PLAQUE SHALL BE INSTALLED AT THE BIKE PARKING FACILITY LOCATION THAT INCLUDES THE CONTACT INFORMATION OF THE MANAGER OR ENTITY RESPONSIBLE FOR MAINTENANCE OF THE FACILITY (FIGURE 4). ALTERNATIVELY, THIS PLAQUE CAN INCLUDE ONLY THE CONTACT INFORMATION SO LONG AS THE FONT SIZE CONFORMS WITH THE MINIMUMS SPECIFIED IN FIGURE 3.

IF NECESSARY, THERE SHALL BE MULTIPLE PLAQUES INSTALLED TO CREATE A CLEAR PATH TO THE BICYCLE PARKING FACILITY.

THE PLAQUE SHALL NOT BE SMALLER THAN 12" BY 18" AND SHALL USE NON-REFLECTIVE MATERIALS AND PROVIDE CLEAR CONTRAST BETWEEN THE LETTERING AND THE BACKGROUND.





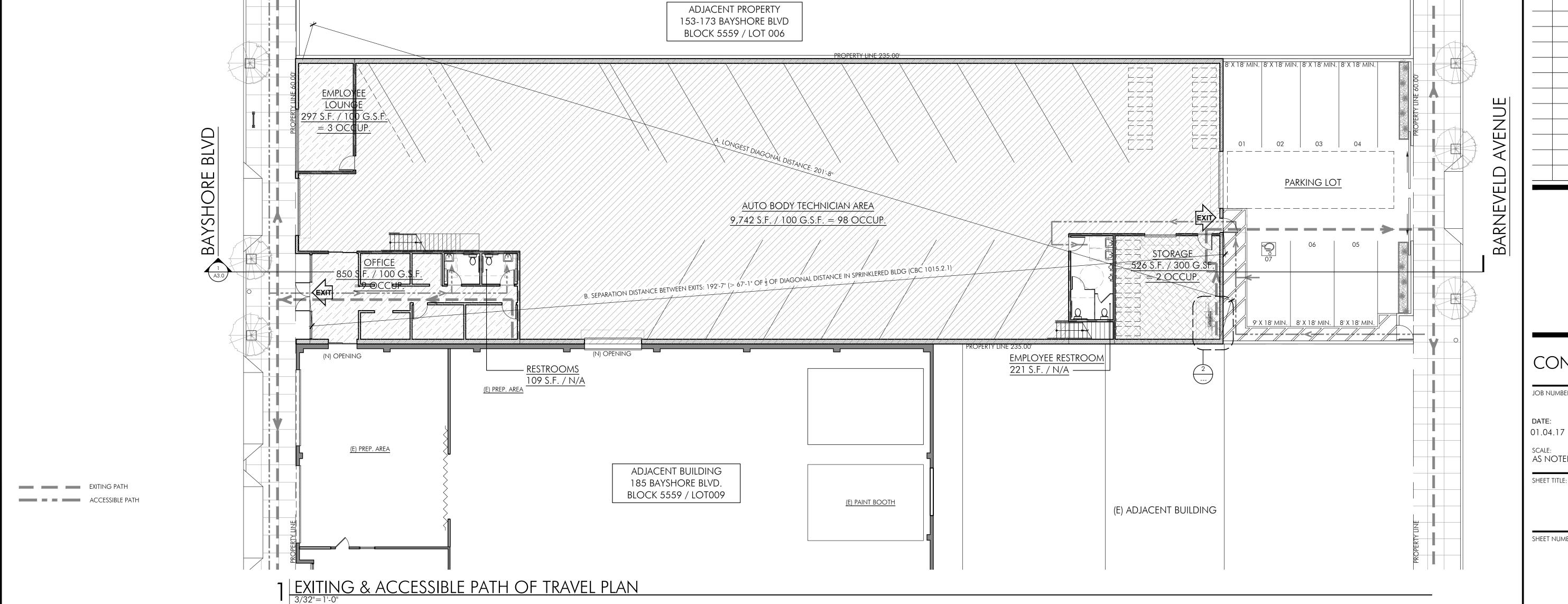


BLOCK 5559 / LOT 008

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	05.02.17	CONDITIONAL USE SUBMITTAL
	09.21.17	revision per udat comment
	10.02.17	REVISION PER UDAT COMMENT



CONDITIONAL USE PERMIT

DRAWN BY:

CHECKED BY:

JOB NUMBER:

DATE:

AS NOTED

BICYCLE PARKING & EXITING & ACCESSIBLE PATH OF TRAVEL PLAN

SHEET NUMBER:

Priority General Plan Policies Findings

Proposition M was adopted by the voters on November 4, 1986. It requires that the City shall find that proposed projects and demolitions are consistent with eight priority policies set forth in Section 101.1 of the City Planning Code. These eight policies are listed below. Please state how the project is consistent or inconsistent with each policy. Each statement should refer to specific circumstances or conditions applicable to the property. Each policy must have a response. IF A GIVEN POLICY DOES NOT APPLY TO YOUR PROJECT, EXPLAIN WHY IT DOES NOT.

PLANNING CASE NO. #2016-006393ENV **ADDRESS** 175 BAY SHORE BLVD BLOCK AND LOT NO. BLOCK 5559 / LOT 008

PRIORITY GENERAL PLAN POLICIES FINDINGS

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

No neighborhood-serving retail will be displaced since the existing building is currently closed. Furthermore, the proposed building is primarily 1 story of commercial Auto Body and paint shop conducive to future opportunities for resident employment in and ownership of such business.

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

No existing housing will be altered by this project. Also, the project site is located in PDR-2 zoning district, which the existing neighborhood character is primarily production, distribution, and repair.

3. That the City's supply of affordable housing be preserved and enhanced;

No affordable housing will be displaced since there are no residential units in the existing lot. Also, the proposed project is primarily 1 story of commercial Auto Body and paint shop. No residential development includes this project.

4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;

There will be no significant impact on the neighborhood street parking and within blocks of the Muni bus lines (9, 90, 292 & 397) which are conducive to walking and the use of public transportation. The proposed project will provide 7 parking spaces include one ADA parking

5. That the 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 proposed building is primarily 1 story of commercial Auto Body and paint shop conducive to future opportunities for resident employment in and ownership of such business.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of

The proposed project will consist of the construction of a seismically safe building based on prevailing current building and fire codes.

7. That landmark and historic buildings be preserved;

The existing building, though considered a historic resource, is not a landmark nor a fully historic building. A Historic Resource Evaluation Supplement Part II report will be prepared.

8. That our parks and open spaces and their access to sunlight and vistas be protected from

The proposed project will have no impact on any park or open space development.

REQUIRED CHECKLIST FOR **Tree Planting** and Protection

Applicant Information

GONTAGT FOR PHODEOT INFORMATION.	
ALIOTO'S GARAGE (CHRIS ALIOTO)	
ADDRESS:	TELEPHONE
1105 BURLINGAME AVENUE, BURLINGAME, CA 94010	(415)286-3348
	EMAIL
	calioto@aliotosgarage.com

2. Location and Classification of Property

CROSS STREETS:			
JERROLD AVENUE			
ASSESSORS BLOCK/LOT:	LENGTH OF ALL LOT FRONTAGE(S):	ZONING DISTRICT:	
5559 / 008	60' X 235'	PDR-2	
RELATED BUILDING PERMIT APPLIC	ATION AND/OR CASE NO		

Scope of Project

ee Planting and Protection

Requirements for new street trees and tree protection apply to the types of projects identified in the chart below. Please check all boxes which apply to your project. If no boxes are checked, you do not need to complete this form.

	DEVELOPMENT FEATURES
X	construction of a new building
	relocation of a building
	paving or repaving more than 200 square feet of the front setback
	addition of gross floor area (GFA) equal to 20% or more of the GFA of the existing building
	addition of a new dwelling unit
	addition of one or more parking spaces
	addition of a garage

4. Disclosure of Existing Protected Trees

Only the following specific types of trees require protection under the Public Works Code: Street Trees, Significant Trees and Landmark Trees. These trees are collectively known as "Protected Trees." In the following table, please indicate the presence or lack thereof of such on, over, or adjacent to the parcel containing the proposed construction.

SIGNIFICANT TREES A "Significant Tree" is a tree that is planted on the subject property (i.e. outside of the public right-of-way) with any portion of its trunk within 10 feet of the public right-of-way that has (a) a diameter at breast height (DBH) in excess of twelve inches OR (b) a height in excess of twenty feet OR (c) a canopy in excess of fifteen feet. CHECK ALL BOXES THAT APPLY AND Significant Tree(s) exist on the subject property INDICATE QUANTITY OF EACH TREE TYPE, IF APPROPRIATE. If you are unsure of the boundary of the public Significant Tree(s) exist on any adjacent property right-of-way, contact DPW's Bureau of Street Use and Mapping. Please note that the public right-of-way may be wider than the sidewalk. X There are no Significant Trees on or adjacent to the subject property.

LANDMARK TREES				
	gnated as such by the Board of Supervise ciation, visual quality, or other contributio			
CHECK ALL BOXES THAT APPLY AND INDICATE QUANTITY OF EACH TREE TYPE, IF APPROPRIATE. If you have questions about the presence of Landmark Trees, please consult with DPW or visit www.sldpw.org/trees.	Landmark Trees exist on the subje	ct property	QTY.	
	Landmark Trees exist on the adjac	ату.		
	Landmark Trees exist on any adjac	QTY		
	There are no Landmark Trees on o		t property.	
	Six Blue Gums adjacent to 1801 Bush Street.	Brazilian pepper at Third St. and Yose	mite Street in the median	
	Flaxleaf paperbark at 1701 Franklin Street	Sweet Bay at 555 Battery Street		
	New Zealand Christmas Tree at 1221 Stanyan Street	All Canary Island Date Palms in the center island on Dolores Street		
	13 Canary Island Date Palms in Quesada St median west of 3rd St	Two Palms in median across fr. 730 Do	ss fr. 730 Dolores St & 1546 Dolores St	
	Guadalupe Palms in the median across from 1608-1650 Dolores St Coast live oak in the backyard of		20-28 Rosemont Place	
	California buckeye in the backyard of 730 28th Avenue Coast live pak in the back		ard of 4124 23rd Street	
	Two Flowering Ash at the Bernal Library at 500 Cortland Street	som & Bernal Heights Blvd		
	Moreton Bay Fig at 3556 Cesar Chavez St / 1580 Valencia St	f 2626 Vallejo Street		
	Howeld's Manzanita in the backyard of 115 Parker Avenue	757 Pennsylvania Street		
	Norfolk Island Pine Tree in the courtyard of 2040-60 Sutter Street	rd of 2040-60 Sutter St.		

STREET TREES			
A "Street Tree" is any tree growin	g within the public right-of-way (e.g. sidewalk) that is not als	o a Landmark Tree	
CHECK THE BOX THAT APPLIES AND INDICATE QUANTITY, IF APPROPRIATE.	Street Trees exist adjacent to the subject property	ату.	
Regardless of size, all trees in the public right- of-way are protected under Article 16 of the Public Works Code.	X There are no Street Trees adjacent to the property.		

TREE SCHEDULE B

TREE SCHEDULE C

Applicant's Affidavit

administrative fines.

minimum 2 inch caliper, measured at breast height branch a minimum of 80 inches above sidewalk grade

have a minimum soil depth of 3 feet 6 inches

As set forth in Schedule B, above

be planted in a sidewalk opening of at least 16 square feet

contained so neither sediment nor the permeable surface discharges off the site.

Thereby attest under penalty of perjury that the information I have entered on this document is true and correct to the best of my knowledge, and that I have read and understood this form, and that I am the property owner or authorized agent of the property

The undersigned agrees to the conditions of this form. I understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement may lead to denial or rescission of my permit or other authorization and may constitute a violation of the San Francisco Municipal Code, which can lead to criminal and/or civil legal action and the imposition of

I understand that should my project be subject to a required Tree Protection Plan, that I will have a plan meeting or exceeding the

minimum requirements prepared and submit it to the Department of Public Works prior to the commencement of any construction

owner, familiar with the property, and able to provide accurate and complete information herein.

activities. Such submittal may in person, by mail or via email at urbanforestrypermits@sfdpw.org.

Indicate whether owner, or authorized agent:

Owner Authorized Agent X

incluide a basin edged with decorative treatment, such as pavers or cobbles (edging will not count against the minimum 16 square

foot opening if the edging material is permeable. A permeable material is one that allows stormwater to infiltrate the underlying soils Permeable surfaces shall include, but not be limited to, vegetative planting beds, porous asphalt, porous concrete, single-sized

aggregate, open-jointed blocks, stone, pavers or brick that are loose-set and without mortar. Permeable surfaces are required to be

Trees must be planted in a continuous soil-filled trench parallel to the curb, such that the basin for each tree is connected. The trench may be covered by permeable surfaces (as described above), except at required tree basins, where the soil must remain uncovered.

(415) 252-0888 / (415) 252-8388

m.dimalanta@dscheme.com

Fax or Email

Tree Planting and Protection

Calculation of Number of New Required Street Trees

One street tree is required for each 20 feet of street frontage of the subject property, with fractions of 0.5 rounded up, however credit is given for existing street trees. Please complete the table below to determine the number of street trees required for your project. If no street trees are required, please skip to the Applicant's Affidavit at the end of this form and once signed, return it to the Planning Department along with your Building Permit Application or other application.

COMBINED LENGTH OF ALL	DIVIDED BY TREE	GROSS NUMBER OF	MINUS NUMBER OF	NET STREET TREE REQUIREMENT
STREET FRONTAGES	SPACING REQUIREMENT	TREES REQUIRED	EXISTING TREES	
120'	÷ 20' =	6	_ + o :	6

Unless site conditions physically prevent the planting of a street tree, a waiver or modification of street tree requirements is available only under extremely limited circumstances and only outside of Residential Districts (i.e. RH, RM, RTO, RED). Be aware that even when available, an in-kind improvement or in-lieu payment is required for every such waiver. Please contact the Planning Department for information regarding the waiver process.

7. Applicable Requirements for New Street Trees

The Planning Department has developed three distinct 'Tree Schedules' to aid in the implementation of the Planning Code's street tree requirements. The particular Tree Schedule applicable to your project will depend on the zoning district in which your property is located, the scope of your project, and the type of authorization that your project requires. In general terms, Tree Schedule A applies to small-scale projects in residential or industrial zoning districts, Tree Schedule B applies to moderate-scale projects or projects in commercial or mixed-use zoning districts, and Tree Schedule C applies to larger projects. In the following chart, please check the applicable box based on the characteristics

	TREE SCHEDULE	PRO	DJECT CHARACTERISTICS		
X	Α	The project is located in a Residential (RH, RM, RTO, RED), Industrial (M) or Production/Distribution/Repair (PDR) Zoning District and does not involve a Planned Unit Development (PUD). A PUD is a special authorization granted by the Planning Commission that applies only to major projects involving large properties.			
	В	1.	The project is located in a RH, RM	A, RTC	D, RED, M or PDR Zoning District and involves a PUD
			<u> </u>		OR
		2.	The project is located outside of an RH, RM, RTO, RED, M or PDR Zoning District and meets	~	It is located on a parcel that contains (1) more than 1/2-acre in total area or (2) more than 250 feet of total street frontage or (3) street frontage which spans the entire block face between the nearest two intersections.
		neither OR one of the following criteria, but not both :	~	It involves (1) the construction of a new building or (2) the addition of more than 20% of the gross floor area of the existing building or (3) a change of use of more than 50% of the existing square footage of the building.	
	С	E- 872-01	project is located outside of an Riedule B(2), above.	H, RM	I, RTO, RED, M or PDR Zoning District and meets both criteria of Tree

	TREE SCHED	ULE A
	REQUIREMENT	SPECIFICATION
/	Location	either in the public right-of-way (e.g. sidewalk) adjacent to the property or within an unbuilt area at the front of the property
/	Size	minimum of 24-inch box size

Planning Department Determination TO BE COMPLETED BY STAFF ONLY. DO NOT LEAVE ANY SECTION BLANK either in the public right-of-way (e.g. sidewalk) adjacent to the property or within an unbuilt area at the front of the property

	EXPLAIN IN COMMENTS, BELOW
Destarding 1	ee Protection Plan is not required: Box 1 or Box 2 in Section 5 has been made Protection Plan is required: Box 3 in Section 5 has been marked.
Daniel I -	rotected Trees are proposed for removal. or more Protected Trees are proposed for removal.

5. Impact of Project on Existing Protected Trees

dripline of any Significant Tree or Street Tree.

check the applicable boxes, below:

be "approvable."

If your responses above indicate that any Protected Tree(s) exist on, over or adjacent to the subject property, please

construction-related activity whatsoever will occur within the dripline of any Significant Tree or Street

within the dripline of any Significant Tree or Street Tree. (2) No construction staging and/or storage of

materials and/or equipment will occur within the dripline of any Significant Tree or Street Tree. (3) Any

(4) No dumping of trash and/or liquids (such as project waste-water) will take place within the basin or

order to remove any Protected Tree. The Planning Department will not approve a building permit for a

If you have checked this box, a Tree Protection Plan is not required, however you must provide

removal, as follows: Either (1) any construction-related activity, no matter how minor, is planned or is reasonably foreseeable to occur within the dripline of a Significant Tree or a Street Tree or (2)

If you have checked this box, a Tree Protection Plan must be submitted to the Department of

Public Works Bureau of Urban Forestry prior to the commencement of any construction activity.

The Tree Protection Plan must be developed by an International Society of Arboriculture (ISA)

The project sponsor must submit a written declaration that the protections specified in the Tree Protection Plan will be completely in place prior to the start of any construction, demolition, or

Full-size site plans submitted along with the associated construction project must clearly indicate

implementation of all measures called for in the Tree Protection Plan. Additionally, the Tree

Protection Plan itself along with the written declaration must be reproduced on full-size plans.

the street, curb, sidewalk, driveway, structure(s), and the locations of all Protected Trees and non-protected trees. Protected Trees must also be shown to include accurate tree height, accurate canopy dripline and trunk and canopy diameters. The plans must graphically depict

evidence to the Planning Department that DPW has reviewed the removal request and found it to

project which involves the removal of a Protected Tree unless DPW has first reviewed the proposal and

pruning of Significant Trees or Street Trees will be limited and consistent with applicable regulations.

BOX 2 The project involves the removal of one or more Protected Trees. A permit from DPW is required in

BOX 3
The project may have an impact on one or more Protected Trees which are not proposed for

regardless of the location of construction activity, the property contains a Landmark Tree.

Tree. This includes, but is not limited to, the following: (1) No grading or excavation will take place

BOX 1 X The project will not remove or have any other impact on Protected Trees, as follows: No

If you have checked this box, a Tree Protection Plan is not required.

found it to be consistent with applicable rules and regulations.

Such plan must meet the following minimum standards:

Staff Checklist

- The applicant has completed this entire checklist including the affidavit on the preceding page.
- If street trees are required, a building permit cannot be approved until the applicant provides evidence from DPW that the required planting permit can be issued.
- If Protected Trees are proposed for removal, a building permit cannot be approved until the applicant provides evidence from DPW that tree removal permits can be issued.
- If a Tree Protection Plan is required, the applicant has been informed verbally and/or in writing of his or her obligation to submit one directly to DPW prior to the commencement of construction.
- Once signed, a copy of this checklist has been returned to the applicant. The original has been included in the project file or, if processed over-the-counter, it has been routed upstairs for scanning by support staff.

BAY SHORE BOULEVARD SAN FRANCISCO, CA 94124

BLOCK 5559 / LOT 008



222 8TH STREET SAN FRANCISCO, CA 94103 T: 415.252.0888 F: 415.252.8388 www.dscheme.com



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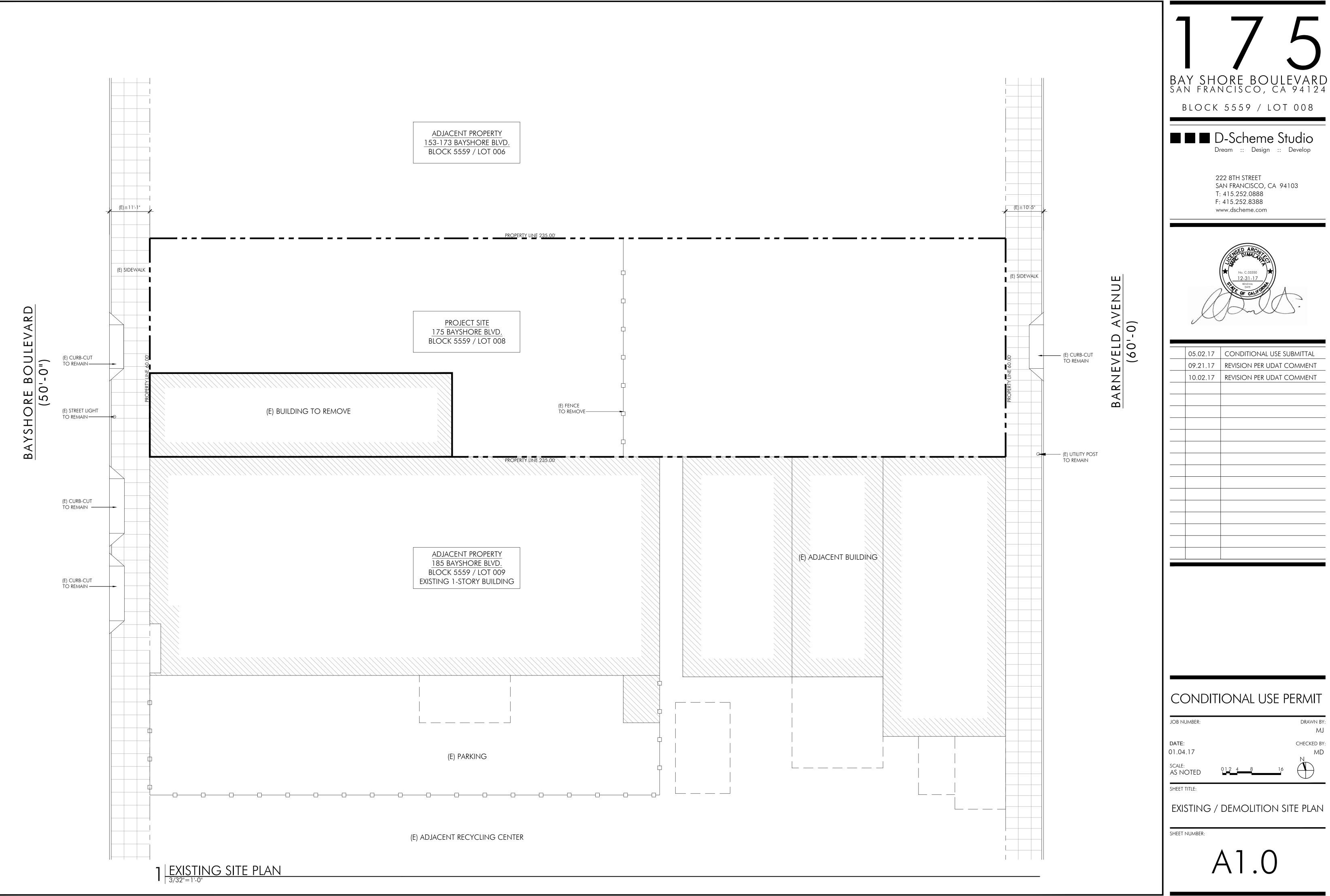
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SHEET TITLE:

SHEET NUMBER:

PROP M FINDINGS & TREE PLANTING AND PROTECTION

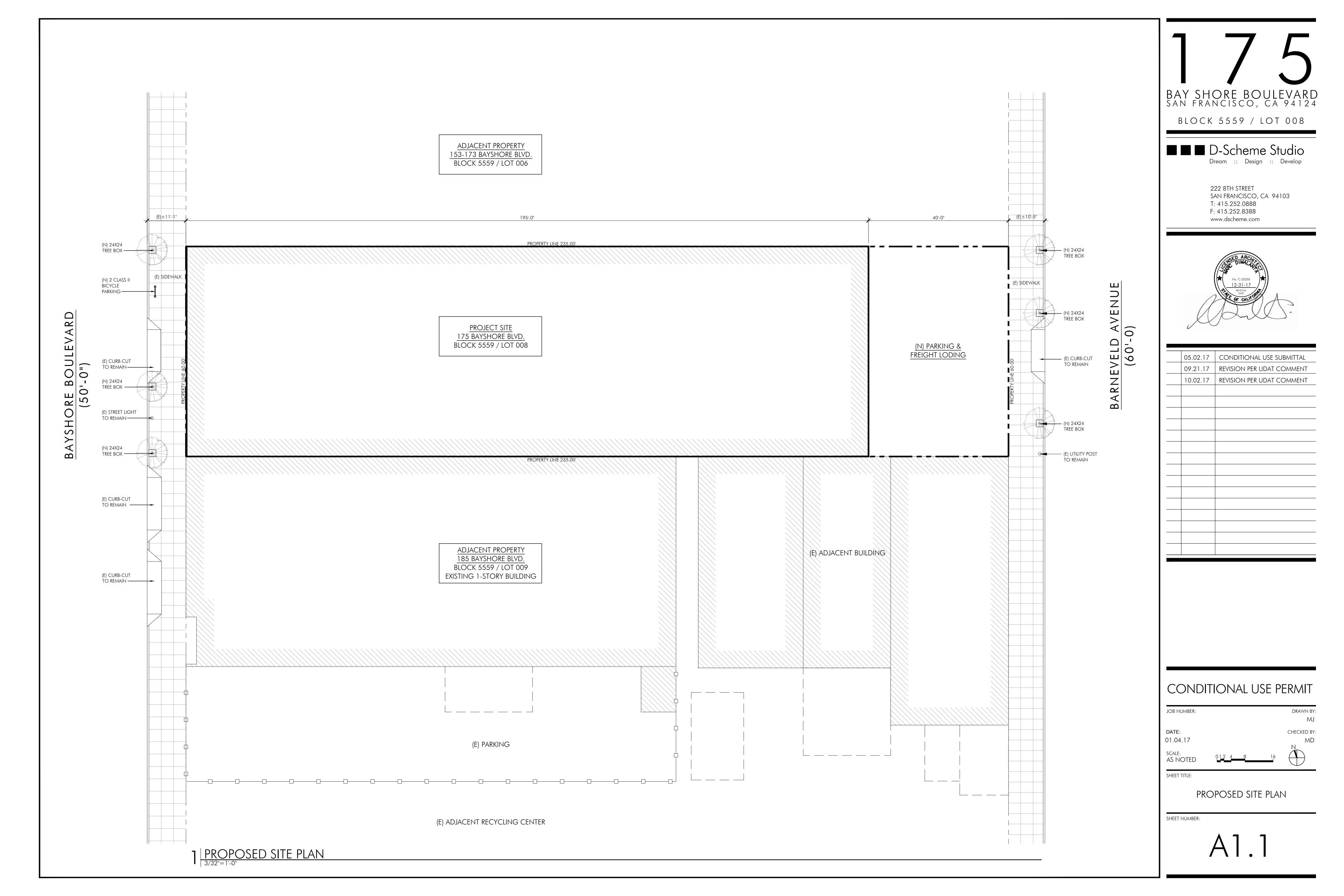




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EXISTING / DEMOLITION SITE PLAN



FIRE NOTES PARTITION LEGEND TEMPORARY STANDPIPEDS AS PER SFFD AB 4.12, SFBC SECTION 905.2 FOR PROTECTION DURING CONSTRUCTION EXISTING WALL TO REMAIN FIRE SPRINKLER SYSTEM IS REQUIRED AS PER SFFD AB 2.04, 2.09, 4.08 & 4.11 AND FIRE ALARM SYSTEM PER SFFD AB 2.01 AND AB 3.03 IS REQUIRED ON SEPARATE PERMIT NEW NON-BAERING INTERIOR WALL ALL CHASES CONDITION SHOULD HAVE 2HRS RATED WALLS FIRE SPRINKLER SHALL BE INSTALLED IN ELEVATOR MACHINE ROOMS/SHAFTS AND THE ELECTRICAL 1-HR FIRE-RESISTIVE CORRIDOR WALL, FIRE PARTITION; FIRE DOOR ASSEMBLIES REQUIRED TO HAVE SHUNT TRIP FUNCTION SHALL BE PROVIDED. REFERENCE SFFD AB 2.01 (B-2) A MIN. FIRE PROTECTION RATING OF 60 MIN. PER CFC-2010 AND 2013 CBC SECTION 510.1: ALL BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING. "UPON COMPLETION OF THE BUILDING CONSTRUCTION, A RADIO COVERAGE TEST SHALL BE CONDUCTED PER THE APPLICABLE 1-HR EXTERIOR WALL CONSTRUCTION CODES AND STANDARDS AND IF THE TEST FAILS AN EMERGENCY RESPONDERS RADIO COVERAGE SYSTEM SHALL BE INSTALLED".

1. ALL WORK SHALL BE SCHEDULED AND PERFORMED SO AS NOT TO DISTURB NEIGHBORS OR

PREVENT DUST AND DEBRIS FROM EMANATING FROM CONSTRUCTION AREAS.

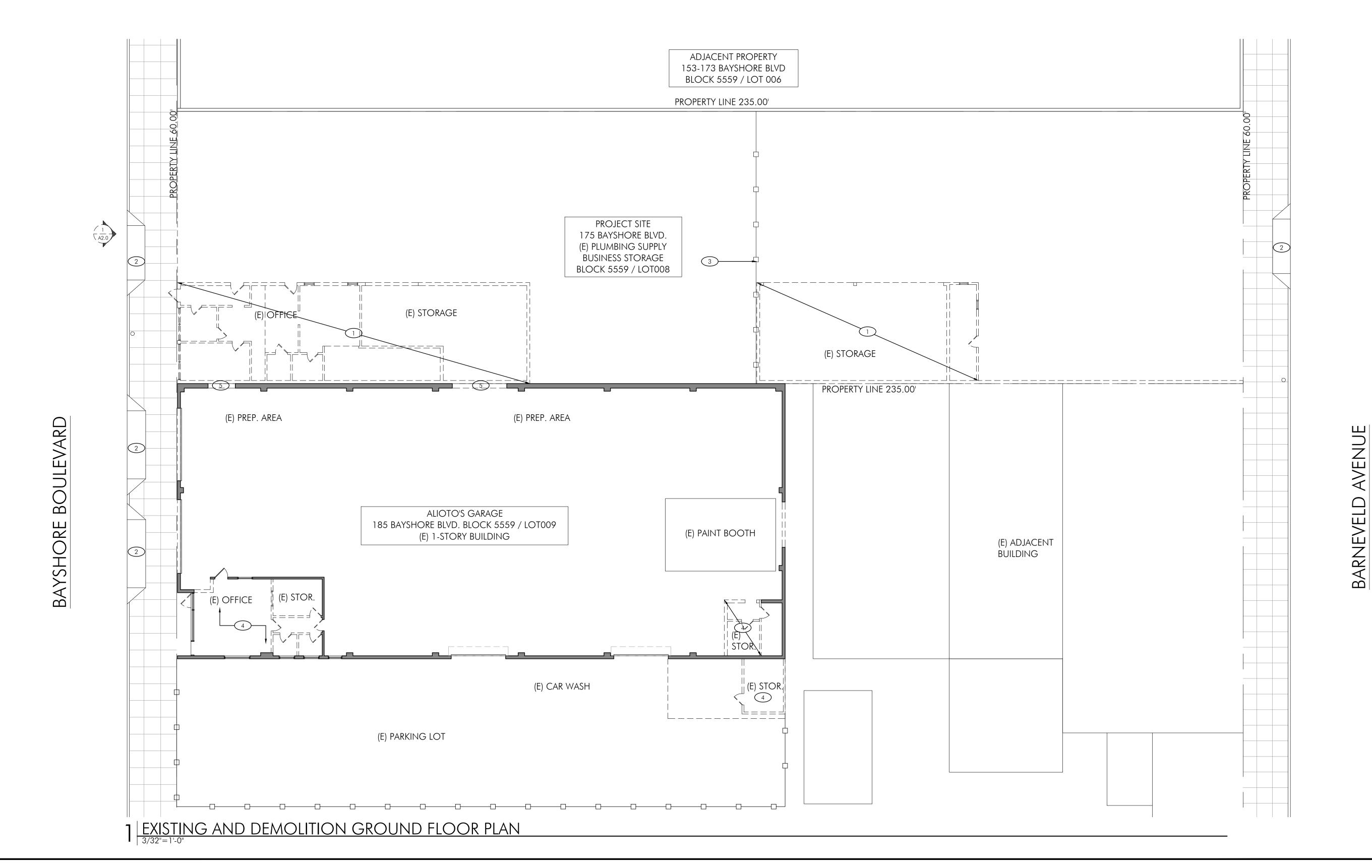
GC & SUBCONTRACTORS ARE TO PROVIDE STRICT CONTROL OF JOB SITE CONDITIONS &

CAUSE DAMAGE TO ANY EXISTING ADJACENT BUILDINGS.

REMAIN EXISTING CURB AND DRIVEWAY.

GENERAL DEMOLITION NOTES DEMOLITION SHEET NOTES

- 1 REMOVE (E) WOOD FRAMED STRUCTURE INCLUDING BUT NOT LIMITED: EXTERIOR WALL, DOOR, FLOORING, WINDOWS, AND PARTITIONS.
- (E) CURB-CUT TO REMAIN
- 3 REMOVE (E) FENCE
- 4 REMOVE (E) NON-BEARING INTERIOR PARTITIONS AND DOORS
- 5 REMOVE PORTION OF (E) WALL PER NEW OPENING



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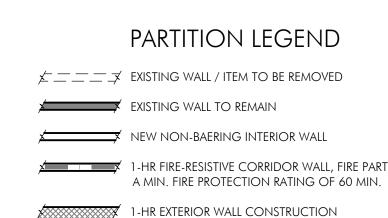
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EXISTING / DEMOLITION
GROUND FLOOR PLAN

SHEET NUMBER:

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1-HR FIRE-RESISTIVE CORRIDOR WALL, FIRE PARTITION; FIRE DOOR ASSEMBLIES REQUIRED TO HAVE A MIN. FIRE PROTECTION RATING OF 60 MIN. 4. PER CFC-2010

GENERAL NOTES

- 1. FARTHEST PROJECTION OF STANDPIPE SHALL NOT ENCROACH INTO THE MIN. EXIT CLEARANCE
- PERFORATED DRAINPIPES SHALL BE INSTALLED AT THE BOTTOM OF ALL RETAINING WALLS & FOUNDATION PERIMETER WALLS. DRAINPIPES SHALL BE SLOPED TO DRAIN TO THE CITY SEWER SYSTEM ON BROADWAY STREET OR TO THE SUMP PUMP.

FIRE NOTES

- 1. TEMPORARY STANDPIPEDS AS PER SFFD AB 4.12, SFBC SECTION 905.2 FOR PROTECTION DURING
- CONSTRUCTION

 FIRE SPRINKLER SYSTEM IS REQUIRED AS PER SFFD AB 2.04, 2.09, 4.08 & 4.11 AND FIRE ALARM

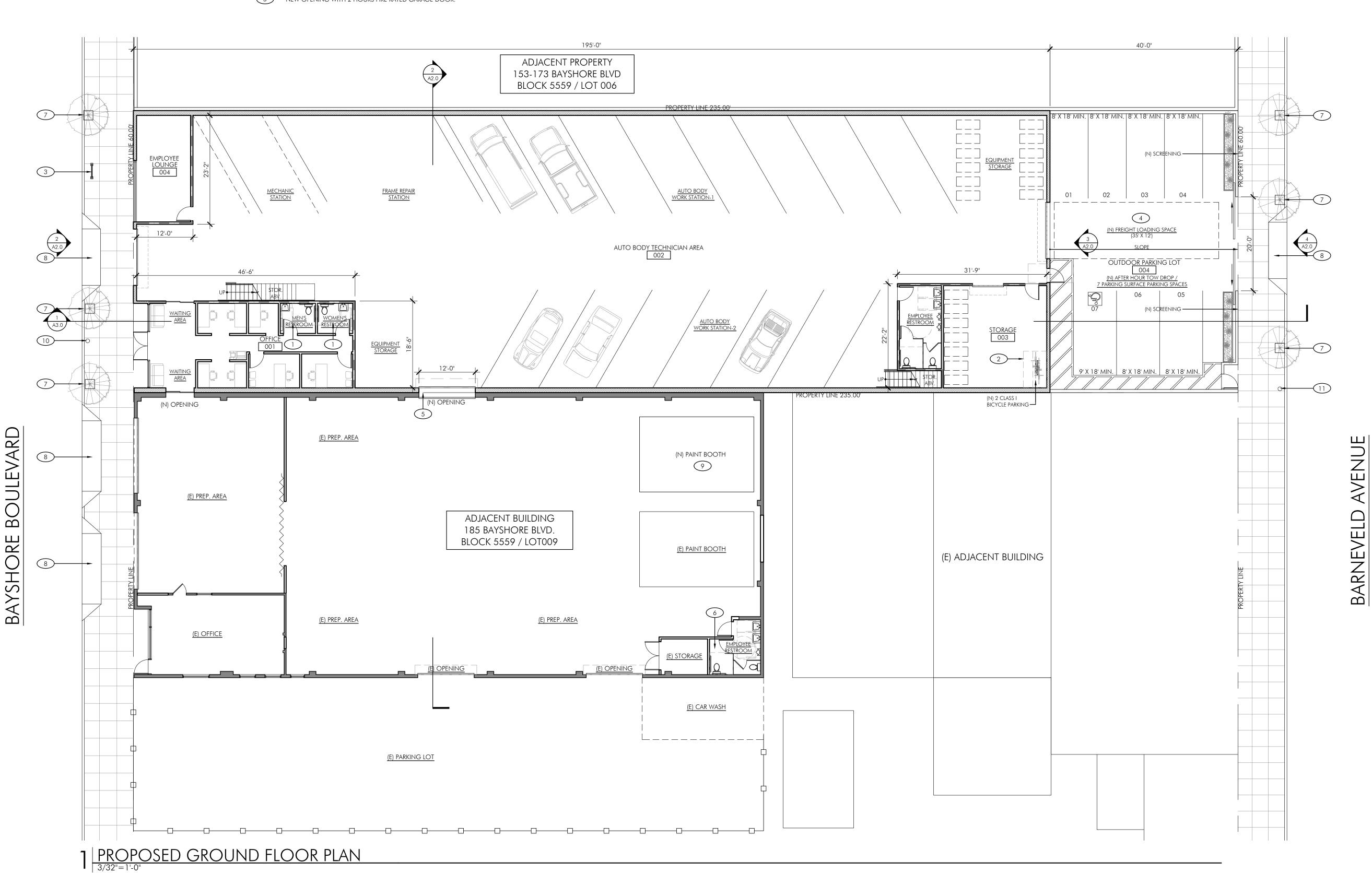
 SYSTEM PER SEED AB 2.01 AND AB 2.02 IS REQUIRED ON SEBARATE PER ALT.
- SYSTEM PER SFFD AB 2.01 AND AB 3.03 IS REQUIRED ON SEPARATE PERMIT

 ALL CHASES CONDITION SHOULD HAVE 2HRS RATED WALLS
- 4. FIRE SPRINKLER SHALL BE INSTALLED IN ELEVATOR MACHINE ROOMS/SHAFTS AND THE ELECTRICAL SHUNT TRIP FUNCTION SHALL BE PROVIDED. REFERENCE SFFD AB 2.01 (B-2)
- 4. PER CFC-2010 AND 2013 CBC SECTION 510.1: ALL BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING. "UPON COMPLETION OF THE BUILDING CONSTRUCTION, A RADIO COVERAGE TEST SHALL BE CONDUCTED PER THE APPLICABLE CODES AND STANDARDS AND IF THE TEST FAILS AN EMERGENCY RESPONDERS RADIO COVERAGE SYSTEM SHALL BE INSTALLED".

SHEET KEY NOTES

- ADA RESTROOMS WITH DIAPER CHANGING STATIONS PER PLANNING CODE SECTION 168. REFER TO TYPICAL ACCESSIBILITY NOTES SHEET A0.1C AND A0.1D.
- TWO CLASS I BICYCLE PARKING SPACES. REFER TO CLEARANCE REQUIREMENTS SHEET A0.3.
- TWO CLASS II BICYCLE PARKING SPACES. REFER TO CLEARANCE REQUIREMENTS SHEET A0.3.
- 35' X 12' FREIGHT LOADING SPACE PER PLANNING CODE SECTION 154. REFER TO ADA PARKING REQUIREMENTS SHEET A1.3A NOTE B.
- 5 NEW OPENING WITH 2 HOURS FIRE RATED GARAGE DOOR.

- 6 NEW EMPLOYEE RESTROOM. REFER TO TYPICAL ACCESSIBILITY NOTES SHEET A0.1C AND A0.1D.
- (N) 24" X 24" BOX TREE; SPECIES TBD CONFORMING TO CITY OF SAN FRANCISCO DPW STREET TREE GUIDELINE.
- 8 (E) CURB-CUT TO REMAIN.
- 9 (N) PAINT BOOTH.
- (E) STREET LIGHT TO REMAIN.
- (E) UTILITY POST TO REMAIN.



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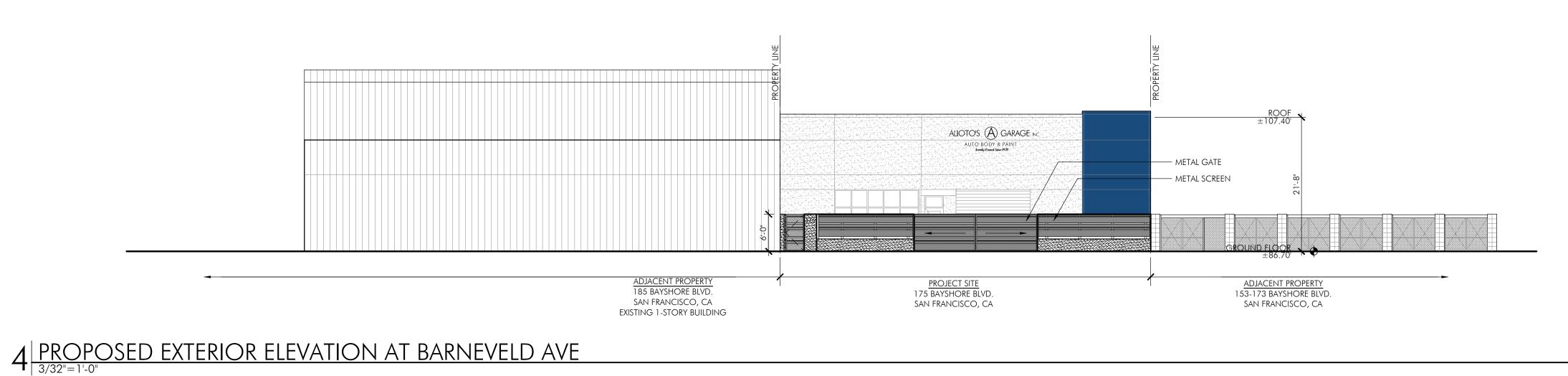
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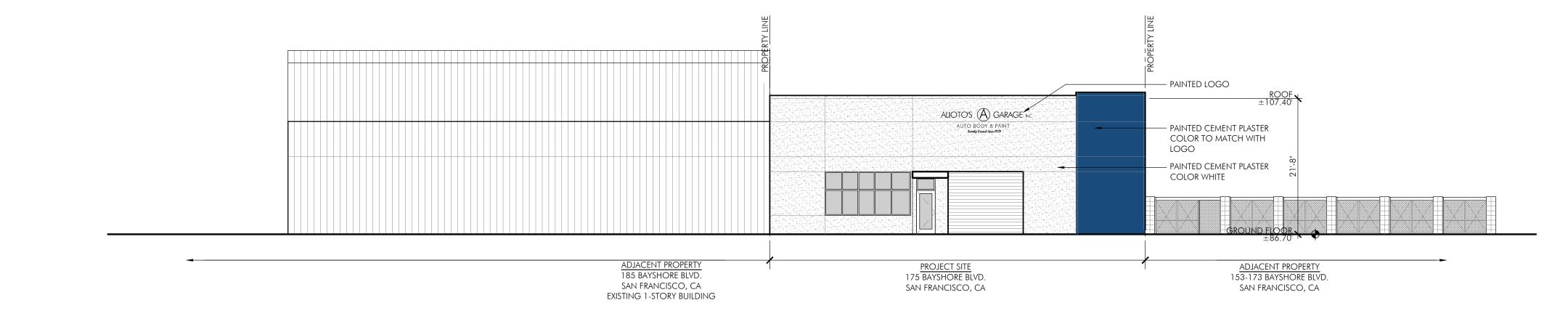
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PROPOSED GROUND FLOOR PLAN

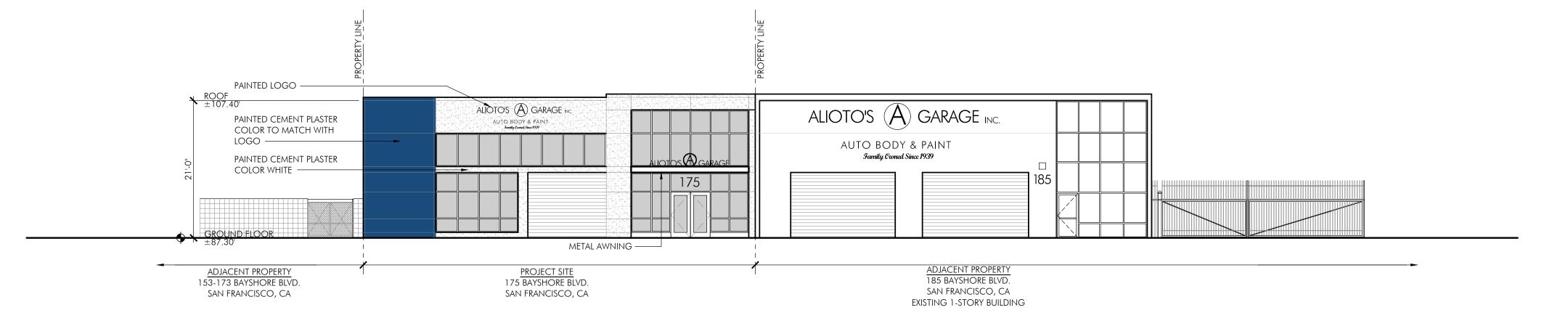
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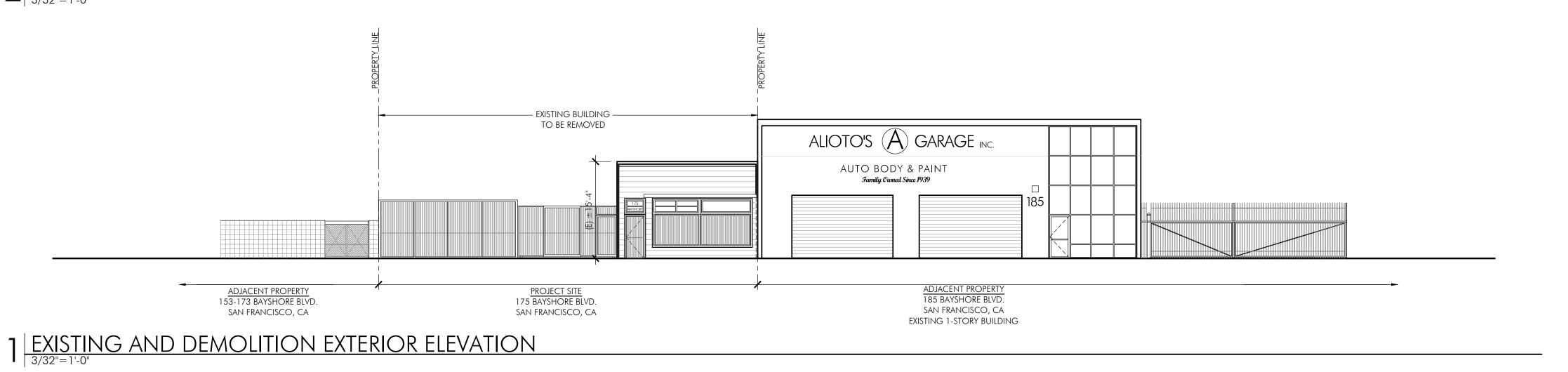




3 PROPOSED EXTERIOR ELEVATION AT BARNEVELD AVE



2 PROPOSED EXTERIOR ELEVATION AT BAY SHORE BLVD



BAY SHORE BOULEVARD SAN FRANCISCO, CA 94124

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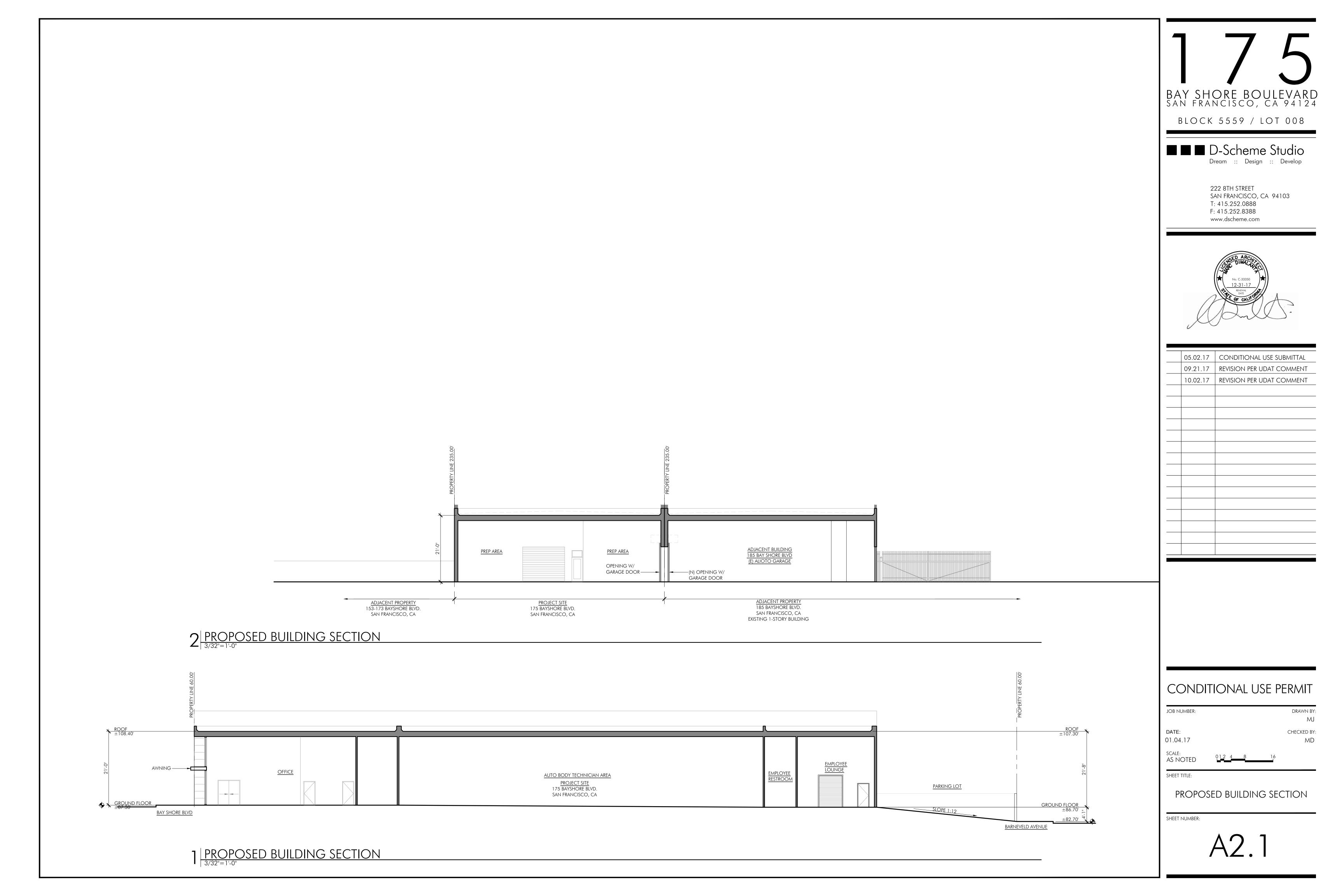
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EXISTING AND PROPOSED ELEVATIONS

SHEET NUMBER:



Environmental Evaluation



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.:

2016-006393ENV

Project Title:

175 Bayshore Blvd.

Zoning:

PDR-2 (Production, Distribution and Repair) Use District

1650 Mission St.

Suite 400 San Francisco, CA 94103-2479

Reception:

Fax:

Planning Information:

415.558.6378

415.558.6409

415.558.6377

Bayshore Blvd. Home Improvement Special Use District

65-J Height and Bulk District

Block/Lot:

5559/008

Lot Size:

14,100 square feet

Project Sponsor:

John Robinson, D-Scheme Studio

415-252-0888

jrobinson@dscheme.com

Staff Contact:

Justin Horner - (415) 575-9023

Justin.Horner@sfgov.org

PROJECT DESCRIPTION:

The 14,100-square-foot (sf) project site is located on a block bounded by Bayshore Boulevard to the west, Jerrold Avenue to the north, Barneveld Avenue to the east, and Oakdale Avenue to the south in the Bayview neighborhood. The project site is currently occupied by a one-story, 15-foot-tall, approximately 2,800-sf commercial building built in 1939 and a surface parking and storage lot. The building is currently used for plumbing equipment storage. Primary pedestrian access to the project site is from Bayshore Boulevard and vehicle access is from both Bayshore Boulevard and Barneveld Avenue. The project site is located in the PDR-2 (Production, Distribution and Repair-2) Zoning District and the 65-J Height and Bulk District.

(Continued on next page)

EXEMPT STATUS:

Categorical Exemption, Class 32 (California Environmental Quality Act [CEQA] Guidelines Section 15332). See page 2.

(Continued on next page)

DETERMINATION:

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

Lisa Gibson

Environmental Review Officer

9/18/17 Date

Virna Byrd, M.D.F.

Marc Dimalanta, Project Sponsor Esmerelda Jardines, Current Planner

Supervisor Cohen, District 10, (via Clerk of the Board)

PROJECT DESCRIPTION (continued):

The proposed project would demolish the existing building and construct a one-story, 24-foot-tall, approximately 11,690-sf commercial building proposed for automotive repair uses. The project would include four new street trees on Bayshore Boulevard and three new street trees on Barneveld Avenue. Primary pedestrian and vehicle access to the proposed project would be provided via Bayshore Blvd, with secondary vehicle access via Barneveld Avenue. The proposed project would include the installation of one new curb cut on Bayshore Boulevard and one new curb cut on Barneveld Avenue. The rear surface lot would include seven vehicle parking spaces for after-hours tow drops. Construction of the project would require no excavation and would last approximately twelve months.

Project Approvals

The proposed project is subject to the following approvals:

- A Conditional Use Authorization is required for the establishment of an automotive use within the Bayshore Boulevard Home Improvement Special Use District, per Planning Code Section 249.65; and
- A **Building Permit Application** is required for the demolition of the existing buildings on the subject property and the proposed new construction on the subject property.

Approval Action: The granting of the Condition Use Authorization constitutes the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

EXEMPT STATUS (continued):

CEQA Guidelines Section 15332, or Class 32, provides an exemption from environmental review for in-fill development projects that meet the following conditions. As discussed below, the proposed project satisfies the terms of the Class 32 exemption.

a) The project is consistent with applicable general plan designations and policies as well as with applicable zoning designations.

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy, and would be consistent with the San Francisco General Plan and with applicable zoning designations. The site is located within the PDR-2 (Production, Distribution and Repair) Use District, which is intended to encourage the introduction, intensification, and protection of a wide range of light and contemporary industrial activities, as well as auto related uses. The site is also within the Bayshore Boulevard Home Improvement Special Use District, which is intended to encourage and promote businesses of varying types, including production, distribution and repair businesses. Moreover, the Conditional Use Authorization is provisionally permitted within PDR-2 districts, and as such would not conflict with *Planning Code* requirements. Thus, the proposed

project, which would be an automotive repair use, is consistent with all General Plan designations and applicable zoning plans and policies.

b) The development occurs within city limits on a site of less than five acres surrounded by urban uses.

The 14,100-square-foot (0.32-acre) project site is located within a fully developed area of San Francisco. The surrounding uses are retail and production, distribution and repair uses. Thus, the proposed project would be properly characterized as an infill development surrounded by urban uses on a site of less than five acres.

c) The project site has no habitat for endangered, rare or threatened species.

The 14,100-square-foot project site is located within a developed urban area and is fully occupied by existing development. The project site does not contain any known rare or endangered plant or animal species, or habitat for such species.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Transportation

<u>Vehicle Miles Travelled</u>: On March 3, 2016, in anticipation of the future certification of revised CEQA Guidelines pursuant to Senate Bill 743, the San Francisco Planning Commission adopted State Office of Planning and Research's recommendation in the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA¹* to use the Vehicle Miles Traveled (VMT) metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). Accordingly, this categorical exemption does not contain a separate discussion of automobile delay (i.e., traffic) impacts. Instead, a VMT impact analysis is provided within.²

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the city have lower VMT ratios than other areas of the city. These areas of the city can be expressed geographically through transportation analysis zones. Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

¹ This document is available online at: https://www.opr.ca.gov/s/sb743.php.

² SF Planning Department, Eligibility Checklist: CEQA Section 21099—Modernization of Transportation Analysis for 175 Bayshore Blvd., April 4, 2017

175 Bayshore Boulevard

The San Francisco County Transportation Authority (transportation authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The transportation authority uses tour-based analysis for office uses (which are used to represent PDR uses in Planning Department VMT analysis), which examines the entire chain of trips over the course of a day, not just trips to and from the project. A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{3,4}

The proposed project would include 11,690-sf of PDR space, which for the purposes of Planning Department VMT analysis, is treated as an office use. Refer to Table 1 Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 485.

	<u>Existing</u>		Cumulative 2040			
<u>Land Use</u>	Bay Area Regional Average	Bay Area Regional Average minus 15%	<u>TAZ 485</u>	Bay Area Regional Average	Bay Area Regional Average minus 15%	<u>TAZ 485</u>
Employment (PDR (Office))	19.1	16.2	13.6	17.1	14.5	11.5

Table 1: Daily Vehicle Miles Traveled

Existing average daily VMT per capita is 13.6 for office uses in the transportation analysis zone the project site is located in, TAZ 485. This is 29 percent below the existing regional average daily VMT per capita of 19.1. Future 2040 average daily VMT per capita is 11.5 for TAZ 485. This is 32 percent below the future 2040 regional average daily VMT per capita of 17.1. Given that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential and retail uses would not result in substantial additional VMT and impacts would be less-than-significant.

<u>Transit, Bicycle and Pedestrian Circulation.</u> The project is expected to generate 41 daily transit person-trips, four of which would occur in the p.m. peak hour. The project site is well served by Muni, and is within one-quarter mile of bus lines 8-Bayshore, 8AX-Bayshore A Express, 8BX-Bayshore B Express, 9-San Bruno, 9R-San Bruno Rapid, 14X-Mission Express, and 23-Monterey. The nearest BART station is 24th Street Mission, which is approximately one mile northwest of the project

³ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

⁴ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

5

site. Barneveld Avenue and Bayshore Boulevard are both bike routes and part of the San Francisco Bikeway Network. Additionally, sidewalks are wide enough to support the anticipated increase in pedestrian use. Thus, the project would not substantially affect the neighborhood's existing conditions for transit, bicycle, and pedestrian circulation.

<u>Increased Traffic Hazards</u>. The proposed project does not include any design features that would substantially increase traffic hazards (e.g., creating a new sharp curve or dangerous intersections), and would not include any incompatible uses; therefore, there would no impacts associated with traffic hazards for the proposed project.

<u>Construction Impacts.</u> The proposed project would be constructed over a period anticipated to last approximately 12 months. Construction activities would include daily vehicle trips generated by the arrival and departure of construction workers. Construction of the proposed project would not require any lane closures.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni's Street Operations and Special Events Office, and other City agencies to determine feasible traffic modifications to reduce traffic congestion and other potential traffic disruption and pedestrian circulation effects during construction of the project. The effect of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect both traffic and transit operations. Construction workers who drive to the site could cause a temporary increase in parking demand, and the project applicant would permit on-site construction worker parking, when feasible. Therefore, it is anticipated that construction worker traffic would be accommodated without substantially affecting area wide parking conditions. The impacts of construction on parking and traffic would be limited in scope and temporary in duration, and would not result in adverse impacts.

Noise

SAN FRANCISCO
PLANNING DEPARTMENT

The proposed project is located at 175 Bayshore Boulevard in the PDR-2 (Production Distribution and Repair-2) use district. Noises generated by auto repair and other light industrial uses are common and generally accepted in urban areas, particularly in areas zoned for production, distribution and repair uses. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The proposed project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

In addition to generating minimal traffic-related noise, the proposed project is also anticipated to result in less than significant noise levels associated with operation. The proposed project would include an automotive services use on a project site in a predominantly commercial and light industrial area, adjacent to Highway 101, with no nearby residential units or other sensitive receptors. In addition, the proposed project would be required to comply with the San Francisco Noise Ordinance restricting equipment operating in proximity to any residential properties from generating noise greater than 5 dBA above the ambient noise level at the property boundary. Therefore, project-related operational noise impacts would be less than significant.

Project construction would temporarily and intermittently increase noise and possibly vibration levels around the project site and may be considered an annoyance by occupants of nearby

properties. Noise and vibration levels over the estimated 12-month construction period would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Construction noises associated with the proposed project would include demolition, truck traffic, and finishing. Of these, demolition and site work would likely generate the most construction-related noise.

Throughout the construction period there would be truck traffic to and from the site, hauling away excavated materials and debris, or delivering building materials. It is anticipated that the construction hours would from 7AM to 5PM during the week, with possible limited work during weekends.

The San Francisco Noise Ordinance (Article 29 of the Police Code) regulates construction-related noise. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA5 at a distance of 100 feet from the source. Impact tools, such as jackhammers, must have both the intake and exhaust muffled to the satisfaction of the Director of the Department of Public Works or the Director of Building Inspection. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project would be required to comply with regulations set forth in the Noise Ordinance.

Therefore, given the above, the proposed project would not result in adverse noise impacts.

Air Quality

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO2), sulfur dioxide (SO2) and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District (air district) in their CEQA Air Quality Guidelines (May 2017), has developed screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The proposed project is an auto repair use, which can be treated as a General Light Industry Use for the purposes of screening. The proposed project's approximate 11,600 square feet of auto use is below the air district's screening levels for construction-related or operations-related criteria air pollutants for a General Light Industrial Use (259,000 sf and 541,000 sf, respectively).6

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. In response to growing concerns of TACs and their human health effects, the San

⁵ dBA is the symbol for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A- weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

⁶ BAAQMD, CEQA Air Quality Guidelines, May 2017.

Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014)(article 38). The purpose of article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone (APEZ) and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the APEZ. The APEZ consists of areas of San Francisco that were identified based on health-protective criteria that considers estimated cancer risk (greater than 100 incidents/million), exposures to fine particulate matter (areas with concentrations of PM 25 greater than 10 µg/m³), proximity to freeways (within 500 ft.), and locations with particularly vulnerable populations.

Projects within the APEZ require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. The proposed project is located within the APEZ, so further analysis was undertaken to determine whether TAC emissions from construction or operation of the proposed project would pose a health risk to nearby sensitive receptors.⁷

The total emissions from construction equipment were estimated using the San Francisco Public Utilities Commissions' Air Quality and Risk Analysis Screening Tool⁸ based on the construction phasing schedule, planned equipment, and expected equipment usage durations provided by the project sponsor.⁹ A one-year project completion period was assumed, which includes the proposed project's demolition, site preparation, grading, building construction and architectural coating phases. The Screening Tool converts emissions from construction equipment to cancer risk and PM 2.5 concentration at sensitive receptors located from 10 feet to 1,000 feet from a project site. The nearest sensitive receptors were determined to be the residential properties on the west side of highway 101, the nearest of which is located between 475 and 500 feet from the project site, and the nearest sensitive receptors were assumed to be resident children inhabiting the third floor of each residence. The results from this tool were then multiplied by a scaling factor of 1.876 to account for the fact that the tool was created prior to the Office of Environmental Health Hazard Assessment (OEHHA) 2015 Risk Assessment Guidelines. This scaling factor converts the cancer risk from the prior health risk methodology to the updated 2015 OEHHA Health Risk Methodology.

The contribution from the proposed project's construction-related emissions was then added to the existing background cancer risk and PM_{2.5} concentration at the nearest sensitive receptor. The existing cancer risk was multiplied by a scaling factor of 1.374 to account for the most up-to-date Health Risk Assessment Methodology from OEHHA and compared to the City's thresholds for significance under CEQA and criteria for inclusion in the APEZ.

Table 2 shows the total increased cancer risk and PM_{2.5} concentration from unmitigated project construction. For projects in the APEZ, the city's significance standard for cancer risk is 7 incidents/million and a concentration of $0.2 \,\mu\text{g/m}^3$.

⁷ SF Planning Department, Air Quality Health Risk Memorandum, 175 Bayshore Boulevard, June 8, 2017.

 $^{^8}$ The SFPUC Air Quality and Risk Analysis Screening Tool is available for review at the Planning Department, 1650 Mission Street, $^{4\text{th}}$ Floor.

⁹ Project equipment and phasing information provided by project team by email, May 31, 2017.

175 Bayshore Boulevard

Threshold	Existing Background Values	Proposed Project Contribution	Threshold For Project Contribution	Total	APEZ Criteria Zip Code 94110
Total Cancer Risk	34.24/million ¹	3.66/million ¹	7/million	37.09/million	100/million
PM _{2.5} Concentration	8.94 μg/m³	0.02 μg/m³	0.2 μg/m³	8.96 μg/m³	10 μg/m³

Table 2: Construction Emissions

Sources: San Francisco Planning Department; San Francisco Public Utilities Commission. 2017.

As demonstrated in the table, the proposed project's unmitigated emissions would not exceed the city's thresholds of significance for a project's contribution to cancer risk or PM_{2.5} concentration in the APEZ. In addition, even with the project's contribution, the nearest sensitive receptors are not located in an area that meets the health and PM_{2.5} concentration criteria for inclusion in the APEZ. Therefore, construction period TAC emissions would not result in a significant impact with respect to exposing sensitive receptors to substantial levels of air pollution.

In view of the above, the proposed project would not result in adverse impact with respect to air quality.

Water Quality

The proposed project would not generate substantial wastewater or result in discharges that would have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and stormwater would flow into the City's combined sewer system and would be subject to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plan prior to discharge.

Therefore, the proposed project would not result in adverse impacts related to water quality.

e) The site can be adequately served by all required utilities and public services.

The project site is located in a dense urban area where all public services and facilities are available; no expansion of public services or utilities is anticipated. Therefore, the proposed project would not result in adverse impacts related to utilities and public services.

DISCUSSION OF ENVIRONMENTAL ISSUES:

CEQA Guidelines Section 15300.2 establishes exceptions to the application of a categorical exemption for a project. None of the established exceptions applies to the proposed project.

¹Cancer risk values have been adjusted to reflect 2015 OEHHA Guidance.

Guidelines Section 15300.2, subdivision (c), provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. As discussed above, the proposed project would not have a significant effect on traffic, noise, air quality and water quality. In addition, the proposed project would replace an existing auto repair business with an expanded auto repair business, which would not constitute an unusual circumstance in a PDR-2 use district in San Francisco.

CEQA Guidelines Section 15300.2, subdivision (f), provides that a categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource. For the reasons discussed below under "Historic Architectural Resources," there is no possibility that the proposed project would have a significant effect on a historic resource.

Historical Architectural Resources. The proposed project includes the demolition of a building constructed in 1939. Therefore, a Historic Resources Evaluation (HRE) was completed for the proposed project.¹⁰ According to the HRE, and information found in the Planning Department's files, the subject property is a one-story, wood-frame industrial building. Department Preservation staff have determined that no known historical events occurred at the subject property, none of the owners or occupants have been identified as important to history, and the subject property is a nondescript example of an industrial building that is not architecturally distinct such that it would qualify individually for listing in the California Historic Register. The subject property is not located within the boundaries of any identified historic district, nor does the block on which the property is located appear to qualify as a potential historic district.¹¹ The subject property is not eligible for listing in the California Register under any criteria individuals or as part of a historic district. Therefore, the proposed project would not result in a significant impact to an historical architectural resource.

Hazardous Materials. The project is located on a site that has a history of storage and uses of hazardous materials; however, the proposed project would not include any excavation. Moreover, the project does not proposed to introduce any sensitive uses to the project site. Therefore, the project would not disturb any contaminated soils or expose sensitive uses to potential subsurface soil or groundwater contaminants; therefore, no further analysis of hazardous materials is required.

Public Notice and Comment. On July 25, 2017, the Planning Department mailed a "Notification of Project Receiving Environmental Review" to community organizations, tenants of the affected property and properties adjacent to the project site, and those persons who own property within 300 feet of the project site. No public comments were received.

Conclusion. The proposed project satisfies the criteria for exemption under the above-cited classification(s). In addition, none of the CEQA Guidelines Section 15300.2 exceptions to the use of a categorical exemption applies to the proposed project. For the above reasons, the proposed project is appropriately exempt from environmental review.

¹⁰ Johanna Street, Historic Resource Evaluation 175 Bayshore Boulevard San Francisco, December 1, 2016.

¹¹ SF Planning Department, PTR Form for 175 Bayshore Boulevard, April 7, 2017.



Bayview Hunters Point Citizens Advisory Committee

October 5, 2017

Planning Commission City and County of San Francisco 1650 Mission Street, Suite 400 San Francisco, CA 94103

Project: 175 Bayshore Blvd San Francisco, CA 94124

Commissioners:

On October 4, 2017, representatives from 175 Bayshore Blvd made a presentation on behalf of their project to the Bayview Hunters Point Citizens Advisory Committee. The committee voted to give a positive recommendation and approval of the project.

The Committee asks if any major change happen to this project in the near future they come back to the CAC for review.

Sincerely,

Michael Hamman, Chair Bayview Hunter Point Citizen Advisory Committee

Peter and Rose Royce 2003 Trust 1517 Northpoint Suite 513 San Francisco, Ca 94123

October 3, 2017

To: S. F. Planning Department c/o Esmeralda Jardines 1650 Mission Street, #400 San Francisco, Ca 94103

Re: 175 Bayshore

Dear Ms. Jardines,

We are the owners of 185 Bayshore Blvd. We are very happy with Alioto's Garage presence in neighborhood. It has brought a new vibrancy to the area and the graffiti has gone down. The new project of 175 Bayshore can only add to the success of 185. We fully support this project.

Thank you,

Peter Royce

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