



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Project Summary and Motion No. _____

COMMUNITY BUSINESS PRIORITY PROCESSING PROGRAM

HEARING DATE: MARCH 8, 2018

Date Prepared: March 1, 2018
Case No.: **2017-015199CUA**
Project Address: **531 Bayshore Boulevard and Others, See Below**
Zoning: PDR-2 (Production, Distribution, and Repair)
65-J Height and Bulk District
Bayshore Blvd Home Improvement SUD
Bayview Hunters Point Plan Area
Block/Lot: 5607/038 and others, see below
Project Sponsor: Tuija Catalano, Reuben, Junius & Rose, LLP
One Bush Street Suite 600
San Francisco, CA 94104
Staff Contact: Dori Ganetsos – (415) 575-9172
dori.ganetsos@sfgov.org

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

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The proposal is for Conditional Use Authorization to establish a temporary private parking lot for Yellow Cab of San Francisco at 531 Bayshore Blvd, 40, 55, and 75 Waterloo St, 6-10 Marengo St, 250 Industrial St, and 241-261 Loomis St. The proposal includes Lots 001, 005, 006, 038, and 061 in Assessor's Block 5607; Lots 001A, 001, and 002 in Assessor's Block 5582; and Lots 010, 014, and 015 in Assessor's Block 5583. Yellow Cab of San Francisco is an existing business that is looking for temporary relocation as its previous lease was recently terminated, so the company now needs an interim location where its taxi fleet can park. The proposal will require repaving and restriping of approximately 121,000 square feet of lot area, currently utilized as surface parking, a recycling center, a private soccer field, and a vacant lot, in order to establish this temporary and private parking lot. This proposal also includes the addition of landscaping and fencing to screen the proposed parking lot from the public right of way. There are three existing buildings on site, approximately 20,900 square feet of floor area, that are proposed for accessory office and general maintenance uses by Yellow Cab. This project was reviewed under the Community Business Priority Processing Program (CB3P).

REQUIRED COMMISSION ACTION

In the PDR-2 Zoning District, pursuant to Sections 210.3 and 303 of the Planning Code, Private Parking Lots require Conditional Use Authorization.

DECISION

Based upon information set forth in application materials submitted by the project sponsor and available in the case file (which is incorporated herein by reference as though fully set forth) and based upon the CB3P Checklist and findings below, the Commission hereby **APPROVES Conditional Use Application No. 2017-015199CUA** subject to conditions contained in the attached "EXHIBIT A" and in general conformance with plans on file, dated November 27, 2017, and stamped "EXHIBIT B."

CB3P CHECKLIST

	Required Criteria			Comments (if any)
	Complete & adequate	Incomplete and / or inadequate	Not required and / or not applicable	
Project Sponsor's application	x			
CB3P eligibility checklist	X			
Planning Code §101.1 findings	x			See application for findings
Planning Code §303(c) findings	X			See application for findings
Planning Code §303(o) findings for Eating and Drinking Uses			X	
Any additional Planning Code findings e.g. §303(k) findings for movie theater removals or §303(m) findings for grocery store removals			X	
<small>list specific §§</small>				
Photographs of the site and/or context	X			
Scaled and/or dimensioned plans	X			
Clearance under California Environmental Quality Act ("CEQA")	x			Class 1 Exemption Issued, and attached

Additional Information	
Notification Period	2/16/2018 - 3/8/2018 (20 day mailing, 20 day newspaper, 20 day posted)
Number and nature of public comments received	None
Number of days between filing and hearing	99 Days

Generalized Basis for Approval (max. one paragraph)
<i>The project is necessary, desirable for, and compatible with the surrounding neighborhood as follows, and as set forth in Section 101.1 and 303(c) findings submitted as part of this application. Although the proposed use of a private parking lot for Yellow Cab of San Francisco with accessory office and vehicle repair use is located in the Bayshore Boulevard Home Improvement Special Use District, which was created to encourage and promote businesses focused on home improvement, this use is proposed as temporary per the conditions of approval as set forth in Exhibit A, and the project is compliant with the screening and greening requirements as set forth in Section 142 of the Planning Code. A private parking lot is appropriate in the PDR-2 district, as this district permits uses that would not create conflict with the primary industrial uses of this Zoning District and the use proposed is temporary to allow for future development in line with the SUD. The majority of other uses in the immediate area consist of light industrial and retail uses. The proposed private parking lot for Yellow Cab of San Francisco will provide spaces for this taxi fleet to park on a temporary basis, enabling this business to remain in San Francisco for at least 3 more years. This business employs many San Francisco residents,</i>

will economically stimulate these parcels, and provides services to residents and visitors alike. The proposed project is consistent with the General Plan Policies by maintaining and establishing employment opportunities for City residents, maintaining a sound and diverse economic base in the City, and improving the viability of this existing industry in the City.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on March 8, 2018.

AYES:

NAYS:

ABSENT:

ADOPTED: March 8, 2018

Jonas P. Ionin

Commission Secretary

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. 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.

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.

EXHIBIT A

AUTHORIZATION

The proposal is for **Conditional Use Authorization** pursuant to Planning Code Sections 210.3 and 303 to establish a temporary private parking lot for Yellow Cab of San Francisco at 531 Bayshore Blvd, 40, 55, and 75 Waterloo St, 6-10 Marengo St, 250 Industrial St, and 241-261 Loomis St. The proposal includes Lots 001, 005, 006, 038, and 061 in Assessor's Block 5607; Lots 001A, 001, and 002 in Assessor's Block 5582; and Lots 010, 014, and 015 in Assessor's Block 5583. The proposal will require repaving and restriping of approximately 121,000 square feet of lot area, currently utilized as surface parking, a private soccer field, and a vacant lot, in order to establish this temporary, private parking lot. There are three existing buildings on site, approximately 20,900 square feet of floor area, that are proposed for accessory office and general maintenance uses by Yellow Cab. The subject properties are located within the PDR-2 (Production, Distribution, and Repair) Zoning District, the Bayshore Blvd Home Improvement SUD, the Bayview Hunters Point Plan Area, and a 65-J Height and Bulk District; in general conformance with the plans dated **November 27, 2017** and stamped "EXHIBIT B" included in the docket for Record No. **2017-015199CUA** and subject to conditions of approval reviewed and approved by the Commission on March 8, 2018 under Motion No. XXXXXX. This authorization and the conditions contained herein run with property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **March 8, 2018** 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 – COMPLIANCE AT PLAN STAGE

6. **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

7. **Signs and Awnings.** Any signs on the property must have a sign permit and shall comply with the requirements of Article 6 of the Planning Code. Any awnings or canopies must have a permit and shall comply with the requirements of Planning Code Section [136.1](#) and be reviewed by the Department's historic preservation staff for consistency with the [Secretary of the Interior's Standards for the Treatment of Historic Properties](#).

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

8. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the Building Permit Application if any rooftop mechanical equipment is proposed as part of the Project. Any such equipment is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

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

MONITORING - AFTER ENTITLEMENT

9. **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

10. **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

11. **Temporary Parking Lot.** The authorization to operate a temporary Private Parking Lot with approximately two hundred and sixty six (266) spaces is valid for a period not to exceed three (3) years from the date of approval of this Conditional Use.

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

12. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

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

13. **Sidewalk Maintenance.** The Project Sponsor shall 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>

14. **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

15. **Noise Control.** The premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance with the fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org

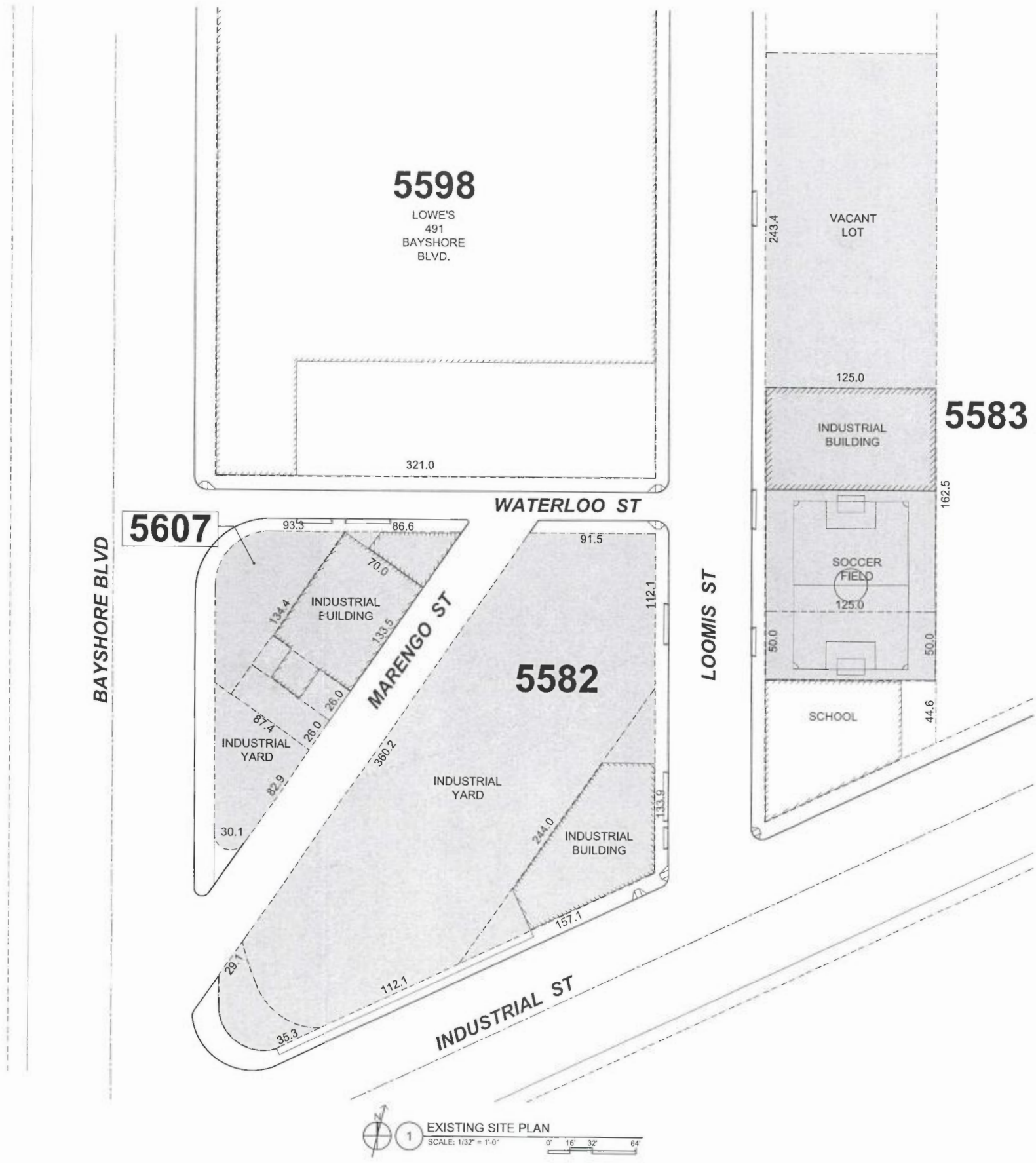
For information about compliance with the construction noise, contact the Department of Building Inspection, 415-558-6570, www.sfdbi.org

For information about compliance with the amplified sound including music and television contact the Police Department at 415-553-0123, www.sf-police.org

16. **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. 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.

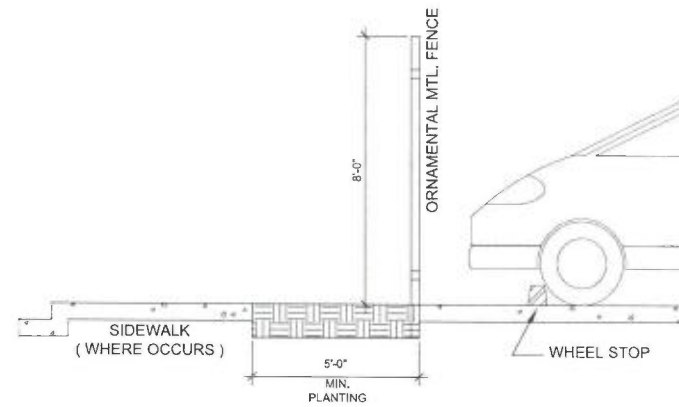
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

EXHIBIT B



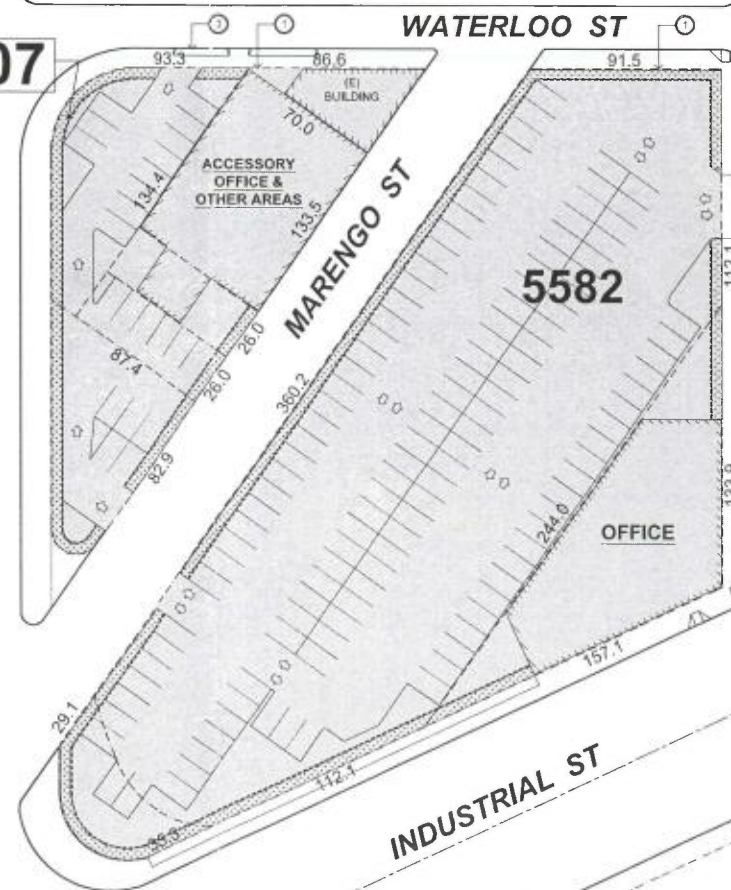
1 EXISTING SITE PLAN
SCALE: 1/32" = 1'-0"
0' 16' 32' 64'

REVISIONS		BY
ADD PLANTING	26 JAN. 2018	
Harvey Hacker Architects 528 Bryant Street San Francisco, CA 94107 415.557.0579		
YELLOW CAB PARKING		
BLOCKS 5582, 5583, 5607 SAN FRANCISCO, CA		
EXISTING CONDITION		
DATE	21 NOV 2017	
SCALE	AS NOTED	
DRAWN	HH	
JOB	1729	
SHEET	A1.0	



BAYSHORE BLVD

5607



5598

LOWE'S
491
BAYSHORE
BLVD.

5583

ACCESSORY
OFFICE &
OTHER AREAS

SCHOOL

5582

OFFICE

INDUSTRIAL ST

WATERLOO ST



1 PROPOSED SITE PLAN

SCALE: 1/32" = 1'-0"

0' 16' 32' 64'

NOTES

- 1 LANDSCAPING (5'-FT. WIDTH) WITH ORNAMENTAL METAL FENCE. SEE DETAIL 2 , THIS SHEET
- 2 PAVEMENT
- 3 CURB CUT (EXISTING)
- 4 CONCRETE WHEEL STOPS

REVISIONS	BY
ADD PLANTING	
26 JAN. 2018	
USE LABELS	
1 FEB. 2018	



YELLOW CAB PARKING

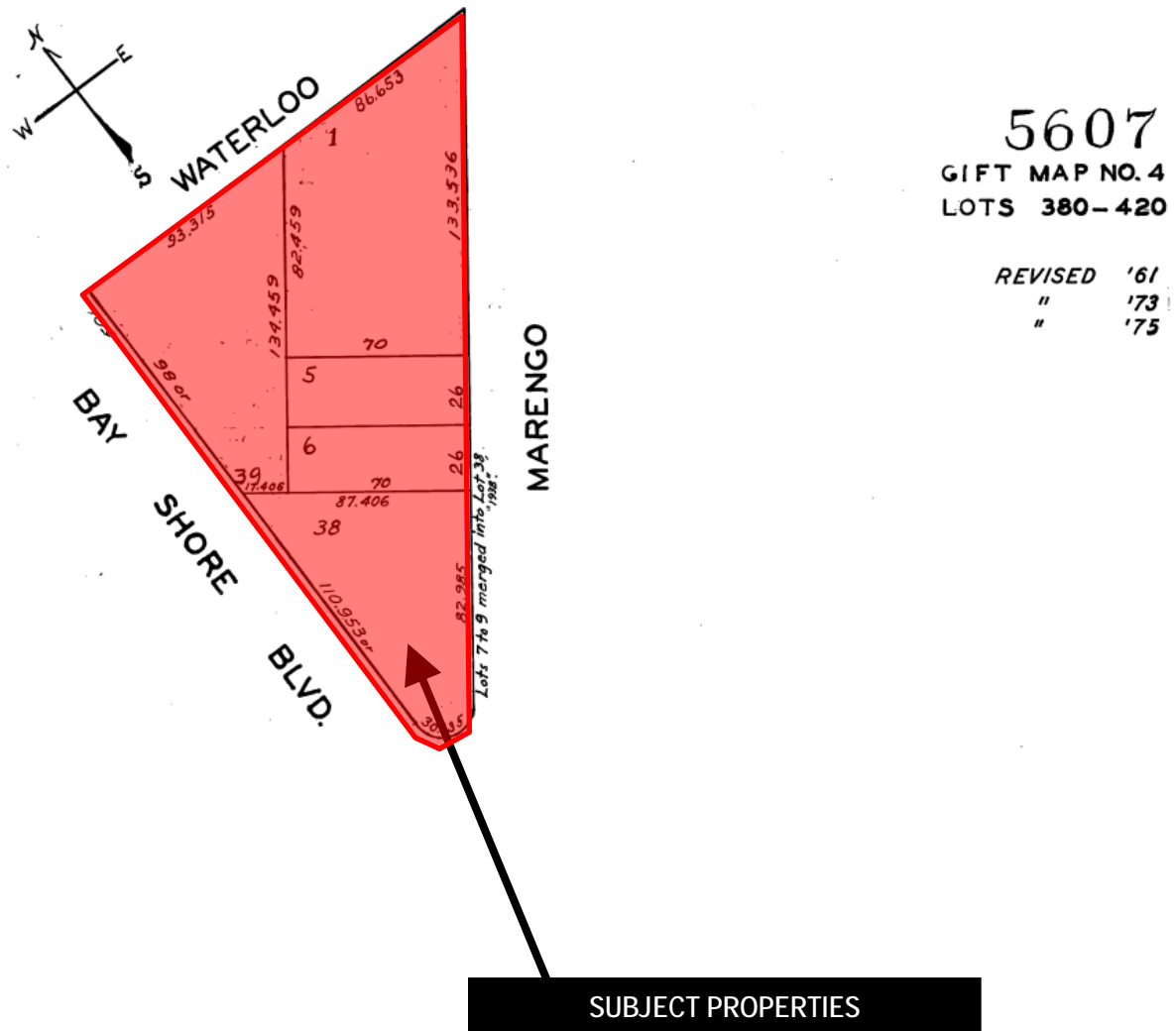
BLOCKS 5582, 5583, 5607
SAN FRANCISCO, CA

PROPOSED CONDITION

DATE	27 NOV 2017
SCALE	AS NOTED
DRAWN	HH
JOB	1729
SHEET	

A1.1

Parcel Maps (1 of 3)

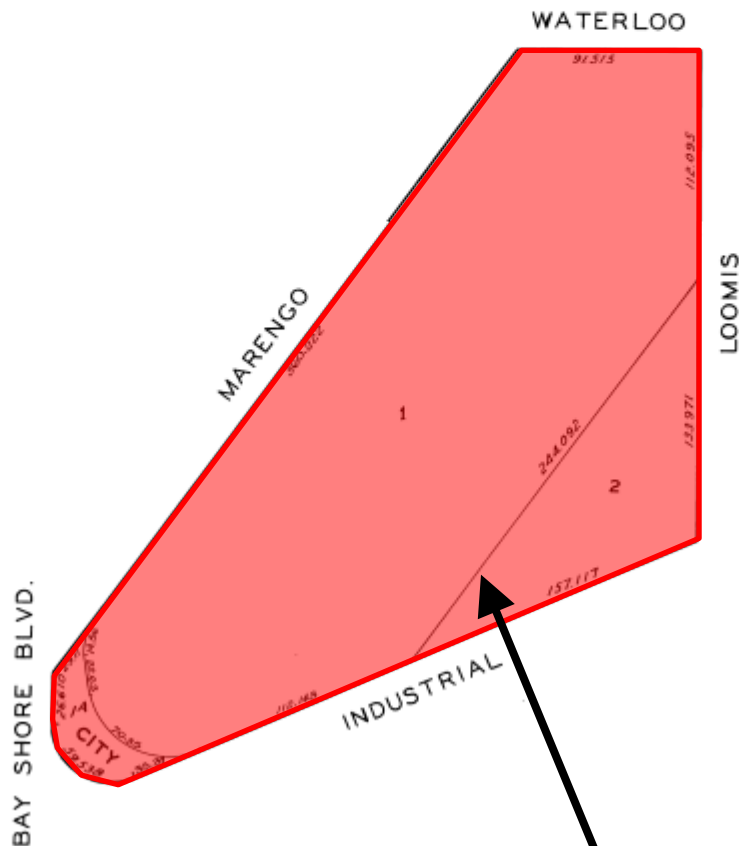


Parcel Maps (2 of 3)

© COPYRIGHT SAN FRANCISCO
CITY & COUNTY ASSESSOR 1995

5582

GIFT MAP NO 4
LOTS 1486 - 1532



SUBJECT PROPERTIES



Conditional Use Authorization
Case Number 2017-015199CUA
Private Parking Lot – Yellow Cab of San
Francisco
531 Bayshore Boulevard and Others

Parcel Maps (3 of 3)

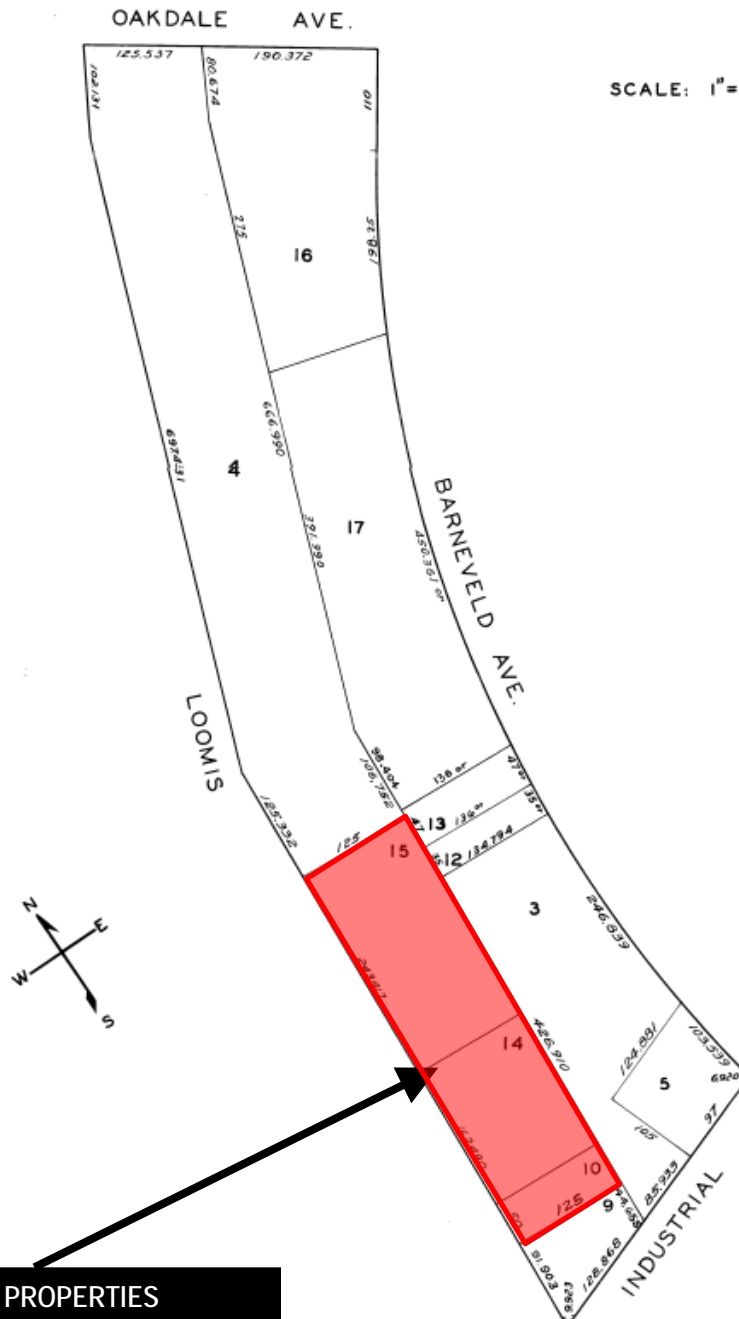
© COPYRIGHT SAN FRANCISCO
CITY & COUNTY ASSESSOR 1995

5583

GIFT MAP NO 4
LOTS 1533 - 1563

REVISED '57
" '58
" '61
" '68

SCALE: 1" = 100'-0"



SUBJECT PROPERTIES

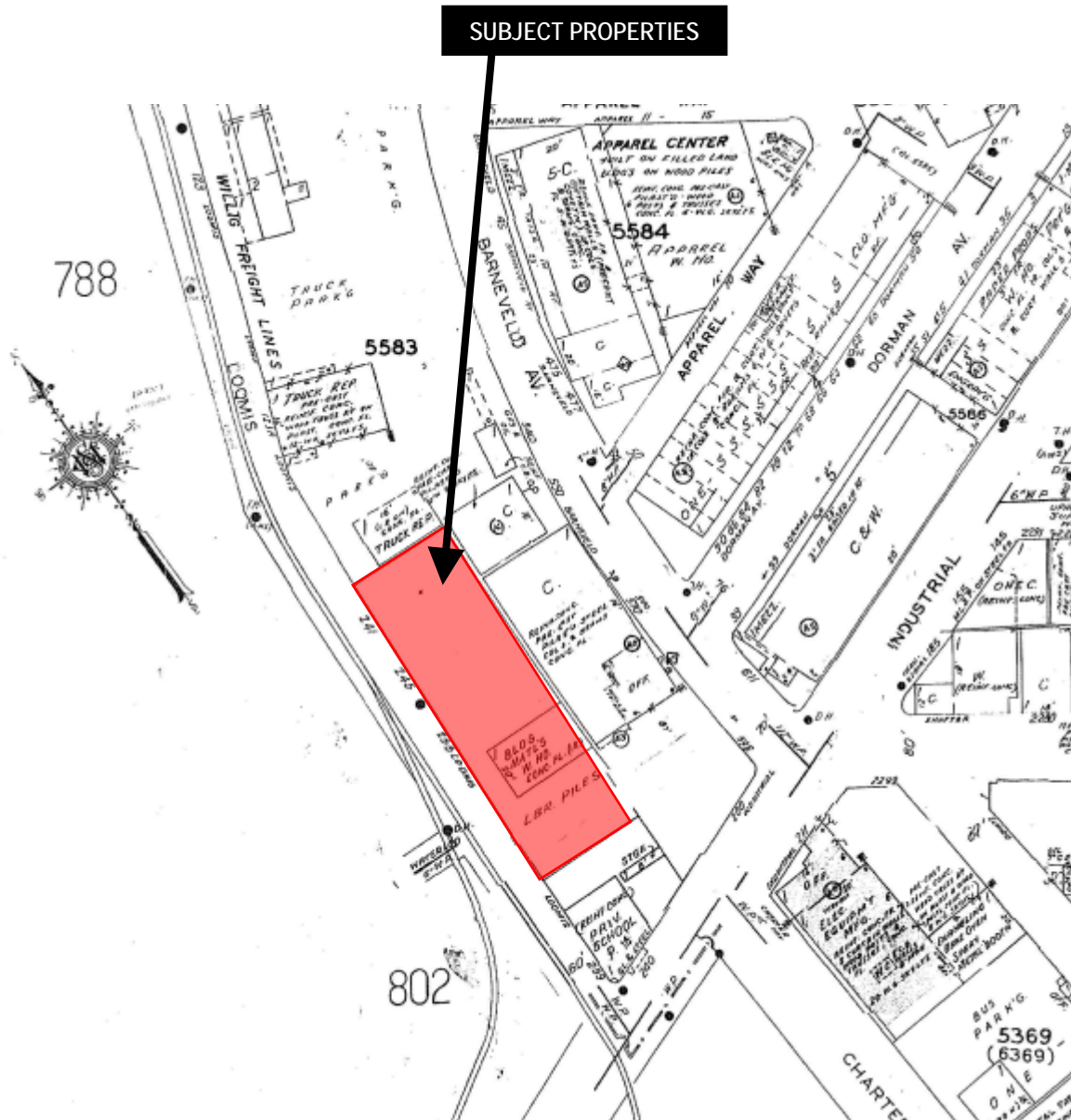


Conditional Use Authorization
Case Number 2017-015199CUA
Private Parking Lot – Yellow Cab of San Francisco
531 Bayshore Boulevard and Others

Sanborn Maps (1 of 2)



Sanborn Maps (2of 2)



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



Aerial Photo

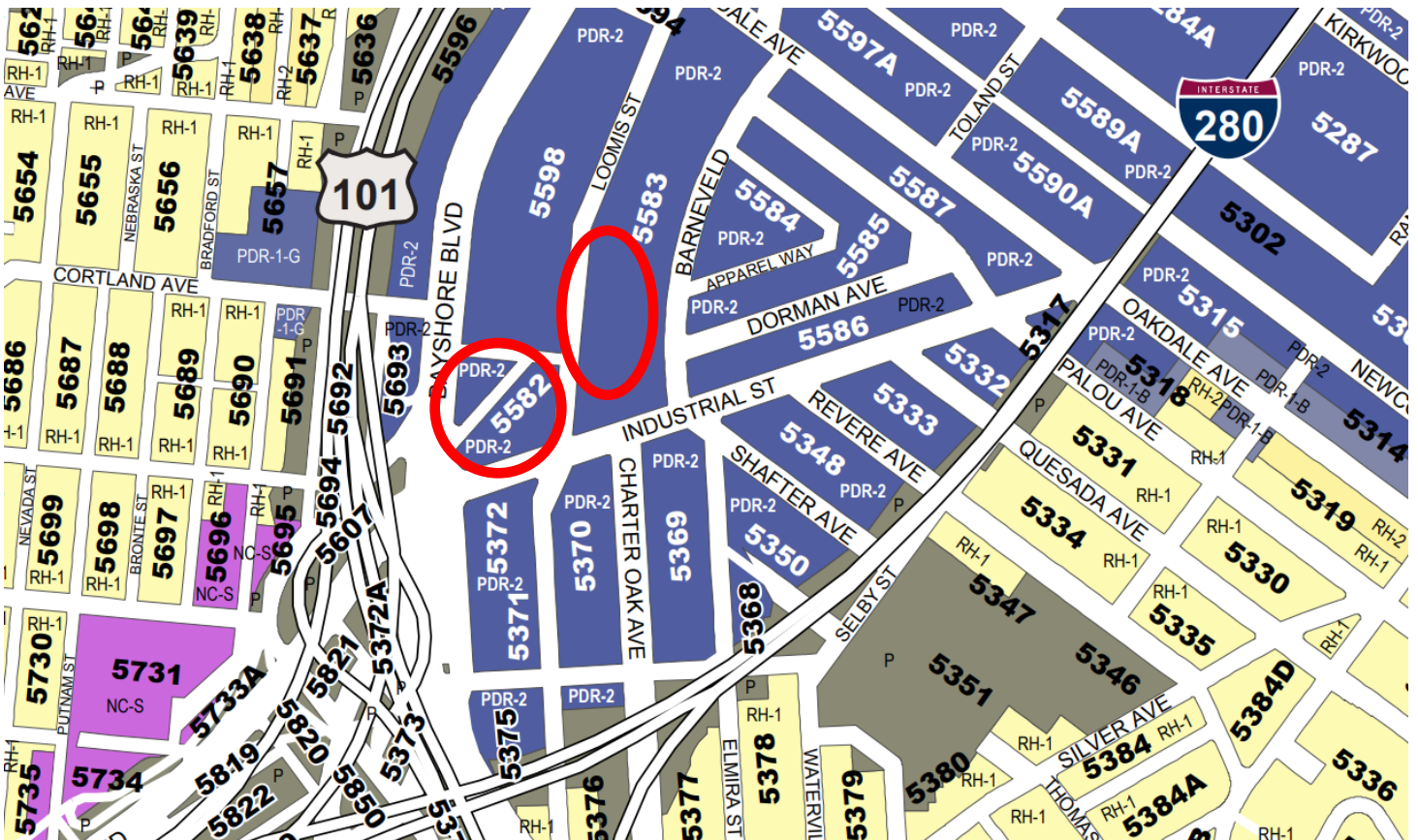


SUBJECT PROPERTIES



Conditional Use Authorization
Case Number 2017-015199CUA
Private Parking Lot – Yellow Cab of San Francisco
531 Bayshore Boulevard and Others

Zoning Map



Conditional Use Authorization
Case Number 2017-015199CUA
Private Parking Lot – Yellow Cab of San Francisco
531 Bayshore Boulevard and Others

Site Photos (1 of 2)

View from intersection of Bayshore and Waterloo



View from intersection of Bayshore and Marengo



View from intersection of Industrial and Loomis



Conditional Use Authorization
Case Number 2017-015199CUA
Private Parking Lot – Yellow Cab of San Francisco
531 Bayshore Boulevard and Others

Site Photos (2 of 2)

View from intersection of Loomis and Waterloo



View of Loomis lots along Loomis



Conditional Use Authorization
Case Number 2017-015199CUA
Private Parking Lot – Yellow Cab of San Francisco
531 Bayshore Boulevard and Others

Application

Application for **Conditional Use**

CASE NUMBER:
For Staff Use only

2017-05199CUA

APPLICATION FOR Conditional Use Authorization

1. Owner/Applicant Information

PROPERTY OWNER'S NAME: Bayshore Center III, LLC	
PROPERTY OWNER'S ADDRESS: c/o Reuben, Junius & Rose, LLP One Bush Street, Suite 600 San Francisco, CA 94104	TELEPHONE: (415) 567-9000 EMAIL: tcatalano@reubenlaw.com
APPLICANT'S NAME: Yellow Cab of San Francisco	
APPLICANT'S ADDRESS: 1200 Mississippi San Francisco, CA	TELEPHONE: () EMAIL: chris@yellowsf.com
CONTACT FOR PROJECT INFORMATION: Tuija Catalano / Reuben, Junius & Rose, LLP	
ADDRESS: One Bush Street, Suite 600 San Francisco, CA 94104	TELEPHONE: (415) 567-9000 EMAIL: tcatalano@reubenlaw.com
COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR): Chris Sweis / Yellow Cab of San Francisco	
ADDRESS: 1200 Mississippi San Francisco, CA	TELEPHONE: () EMAIL: chris@yellowsf.com

2. Location and Classification

STREET ADDRESS OF PROJECT: 531 Bayshore; 40, 55 & 75 Waterloo; 6-10 Marengo; 250 Industrial; and 241-261 Loomis		ZIP CODE: 94124		
CROSS STREETS: Industrial/Marengo/Waterloo				
ASSESSORS BLOCK/LOT: See below /	LOT DIMENSIONS: See Site Plan	LOT AREA (SQ FT): 142,006 sf	ZONING DISTRICT: PDR-2	HEIGHT/BULK DISTRICT: 65-J

Block 5607, Lots 001, 005, 006, 038, and 061; Block 5582, Lots 001A, 001, and 002; Block 5583, Lots 010, 014, and 015.

3. Project Description

(Please check all that apply) <input checked="" type="checkbox"/> Change of Use <input type="checkbox"/> Change of Hours <input type="checkbox"/> New Construction <input type="checkbox"/> Alterations <input type="checkbox"/> Demolition <input type="checkbox"/> Other Please clarify:	ADDITIONS TO BUILDING: <input type="checkbox"/> Rear <input type="checkbox"/> Front <input type="checkbox"/> Height <input type="checkbox"/> Side Yard	PRESENT OR PREVIOUS USE: Previously a recycling center, excavation/demolition company, vacant soccer field	
	PROPOSED USE: Temporary private parking lot (for Yellow Cab of San Francisco)		
	BUILDING APPLICATION PERMIT NO.: Not filed yet.		DATE FILED: N/A

4. Project Summary Table

If you are not sure of the eventual size of the project, provide the maximum estimates.

	EXISTING USES:	EXISTING USES TO BE RETAINED:	NET NEW CONSTRUCTION AND/OR ADDITION:	PROJECT TOTALS:
PROJECT FEATURES				
Dwelling Units	0	0	0	0
Hotel Rooms	0	0	0	0
Parking Spaces	Some	0	Approx. 266	Approx. 266
Loading Spaces	0	0	0	0
Number of Buildings	3	3	0	3
Height of Building(s)	Varies	All retained	0	Varies
Number of Stories	1	1	0	1
Bicycle Spaces	0	0	0	0
GROSS SQUARE FOOTAGE (GSF)				
Residential	0	0	0	0
Retail	0	0	0	0
Office	0	0	0	0
Industrial/PDR <small>Production, Distribution, & Repair</small>	0	0	0	0
Parking	Some	0	142,006 sf*	142,006 sf*
Other (Specify Use)	142,006 sf*	0	0	0
TOTAL GSF	142,006 sf	0	142,006 sf	142,006 sf

Please describe any additional project features that are not included in this table:
 (Attach a separate sheet if more space is needed)

The proposed project will convert the existing surface lot areas with of approx. 121,100 sf of lot area to a temporary private parking lot for Yellow Cab of San Francisco. In addition to the primary parking lot for vehicle parking , the project will utilize the three existing buildings on the site, with a total floor area of approx. 20,900 sf, for accessory office and general maintenance uses. The existing improvements and site will remain substantially unaltered, but will include some paving, re-striping, and addition of fencing/screening to the parking lot areas. The interim use is anticipated to last 3-5 years.

5. Action(s) Requested (Include Planning Code Section which authorizes action)

Conditional use authorization under Planning Code Sections 303, 210.3, and 249.65 for a temporary private parking lot (non-retail automotive use).

Conditional Use Findings

Pursuant to Planning Code Section 303(c), before approving a conditional use authorization, the Planning Commission needs to find that the facts presented are such to establish the findings stated below. In the space below and on separate paper, if necessary, please present facts sufficient to establish each finding.

1. That the proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community; and
2. That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:
 - (a) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;
 - (b) 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;
 - (c) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;
 - (d) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs; and
3. That such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the Master Plan.

See attached.

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.

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

The project site does not contain any retail uses and none are proposed by the project. Thus, the Project will not displace any existing retail uses.

2. 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 have no impact on housing as none are proposed by the project and none currently exist on the site. The presence of an interim parking lot will serve to improve the neighborhood character by repairing blighted lots and increasing personnel on site to monitor and patrol the site daily.

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

The project will have no impact on affordable housing as none are proposed by the project and none currently exist on the site.

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

The taxi drivers and employees of Yellow Cab who will be accessing the site will arrive intermittently during two shifts that do not coincide with peak travel hours. It is estimated that 25% of employees will access the site using public transportation. Thus the project is not anticipated to impede transit services. The project site will provide parking for its employees, thereby making any impacts on neighborhood parking and streets negligible.

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

The project will not displace any industrial or service establishments with a commercial office development.

Operation of a parking lot will add activity to the property, which is currently semi-vacant and at risk of increased vagrancy and vandalism. The proposed use will protect an important San Francisco-based business in the service industry from being displaced from the City.

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

Operation of a surface parking lot at the property will have no impact on existing structural integrity or emergency preparedness.

7. That landmarks and historic buildings be preserved; and

The project will have no impact on this policy as there are no landmarks or other historic buildings at the site.

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

The project does not propose any new construction, and thus will have no impact on existing parks and open space.

Estimated Construction Costs

TYPE OF APPLICATION: Conditional Use Authorization	
OCCUPANCY CLASSIFICATION: U	
BUILDING TYPE: Surface Parking Lot and Existing Buildings	
TOTAL GROSS SQUARE FEET OF CONSTRUCTION: 142,006 sf (total lot area)	BY PROPOSED USES: Temp. parking lot and accessory office/shop areas.
ESTIMATED CONSTRUCTION COST: \$100,000	
ESTIMATE PREPARED BY: Project Sponsor	
FEE ESTABLISHED: \$2,	

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or authorized agent of the owner of this property.
- b: The information presented is true and correct to the best of my knowledge.
- c: The other information or applications may be required.

Signature: _____

Tuija J. Catalano

Date: _____

11-30-2017

Print name, and indicate whether owner, or authorized agent:

Tuija Catalano / Reuben, Junius & Rose, LLP

Owner / Authorized Agent (circle one)

Application Submittal Checklist

Applications listed below submitted to the Planning Department must be accompanied by this checklist and all required materials. The checklist is to be completed and **signed by the applicant or authorized agent and a department staff person.**

APPLICATION MATERIALS	CHECKLIST
Application, with all blanks completed	<input checked="" type="checkbox"/>
300-foot radius map, if applicable	<input type="checkbox"/>
Address labels (original), if applicable	<input type="checkbox"/>
Address labels (copy of the above), if applicable	<input type="checkbox"/>
Site Plan	<input checked="" type="checkbox"/>
Floor Plan	<input checked="" type="checkbox"/>
Elevations	<input type="checkbox"/> n/a
Section 303 Requirements	<input checked="" type="checkbox"/>
Prop. M Findings	<input checked="" type="checkbox"/>
Historic photographs (if possible), and current photographs	<input checked="" type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Original Application signed by owner or agent	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input checked="" type="checkbox"/>
Other: Section Plan, Detail drawings (ie. windows, door entries, trim), Specifications (for cleaning, repair, etc.) and/or Product cut sheets for new elements (ie. windows, doors)	<input type="checkbox"/>

NOTES:

- ☐ Required Material. Write "N/A" if you believe the item is not applicable, (e.g. letter of authorization is not required if application is signed by property owner.)
- ☐ Typically would not apply. Nevertheless, in a specific case, staff may require the item.
- ☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

After your case is assigned to a planner, you will be contacted and asked to provide an electronic version of this application including associated photos and drawings.

Some applications will require additional materials not listed above. The above checklist does not include material needed for Planning review of a building permit. The "Application Packet" for Building Permit Applications lists those materials.

No application will be accepted by the Department unless the appropriate column on this form is completed. Receipt of this checklist, the accompanying application, and required materials by the Department serves to open a Planning file for the proposed project. After the file is established it will be assigned to a planner. At that time, the planner assigned will review the application to determine whether it is complete or whether additional information is required in order for the Department to make a decision on the proposal.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____



**SAN FRANCISCO
PLANNING
DEPARTMENT**

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

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

TEL: **415.558.6378**
FAX: **415 558-6409**
WEB: <http://www.sfplanning.org>

Planning Information Center (PIC)
1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**

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

**ATTACHMENT TO CU APPLICATION
531 BAYSHORE BLVD.**

CONDITIONAL USE REQUEST

The Project triggers a need for a conditional use authorization, pursuant to Section 249.65(c)(2)(E) and 210.3, in order to establish a private parking lot, i.e. a non-retail automotive use, at the Property. The primary use is for temporary vehicle parking within the site, including approx. 121,100 sf of surface lot area, and accessory office and general maintenance area use within the existing three buildings, with approx. 20,900 sf of building area. Exact break-down of the parcels that make up the site, with their lot areas and building areas is included below.

Block	Lot	Parcel Area	Building Area
5607	001	7,557	8,200
5607	005	1,820	0
5607	006	1,820	0
5607	038	4,996	0
5607	061	5,266	0
5582	001A	1,725	0
5582	001	52,197	0
5582	002	9,639	6,682
5583	010	6,250	0
5583	014	20,311.25	6,000
5583	015	30,425	0
Total		142,006	20,882

121,124

A. SECTION 303 CONDITIONAL USE FINDINGS

Under Planning Code Section 303(c), the Planning Commission shall approve the application and authorize a Conditional Use if the facts presented establish the following:

- 1. That the proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community.**

A temporary parking operation on underutilized semi-vacant lots is necessary, desirable, and compatible with the neighborhood and the community at this location. The interim use of the lots by a San Francisco legacy company until they can be developed as a potential retail/commercial center in the future will make use of a site that would otherwise remain mostly vacant without the benefit of on-going activity and presence.

**ATTACHMENT TO CU APPLICATION
531 BAYSHORE BLVD.**

Use of the site by Yellow Cab will improve the appearance of the dilapidated lots and the overall health and safety of the neighborhood. Parts of the site are currently in less than ideal condition, and e.g. the existing recycling center is not necessarily entirely compatible with other nearby uses, including the Montessori school located at the intersection of Industrial and Loomis, and e.g. the existing (private) soccer field is no longer in use. Yellow Cab will clean the premises, pave few of the dirt lots, and overall will maintain the site. The majority of the uses in the immediate area, aside from the Montessori School, consist of light industrial and retail uses, including the Lowe's home improvement store immediately to the north of the project site. These types of uses are compatible with a private parking lot. The utilization of the lot as an interim parking lot will help improve the condition of the lot.

The proposed project is a desirable interim use for the site because it will involve minimal construction with no overall impact to the City. Yellow Cab has existed in San Francisco for decades and thus this project does not expand their presence in the City, but rather will merely relocate them from the current 1200 Mississippi location to the project site. Thus, the proposed use will not result in any increase in the number of Yellow Cab vehicles in the City. As discussed below, any traffic impacts on the immediate vicinity are negligible because of the timing and character of the use.

The project is also necessary and desirable as it retain an important San Francisco company in San Francisco. The use of this site for Yellow Cab will be a temporary home for them for a period of roughly 3-5 years. Yellow Cab's current lease at 1200 Mississippi for a private parking garage will end on December 31, 2017 when MTA is scheduled to commence their lease for the 1200 Mississippi location. Yellow Cab has diligently searched for a new, replacement location in order to stay in San Francisco, which is important not only because they make up 1/3 of the taxicabs serving San Francisco but also because more than 50% of their drivers live in San Francisco. Many of their drivers use public transportation to get to and from work, and thus if Yellow Cab was forced to relocate outside of San Francisco, new and unnecessary strain would be imposed on Yellow Cab drivers.

Yellow Cab is a family owned business and is the oldest taxicab company in San Francisco. The company was recently acquired by CityWide Taxi and the acquisition saved one of the oldest and most iconic San Francisco institutions. Due to the upcoming expiration of their lease at 1200 Mississippi, the company needs a new location in order to stay in San Francisco. CityWide taxi was originally started in 1983 by Nishan Sweis. The company began with 12 taxicabs under its management and has gone through several iterations (from Allied Cab to Royal Tax and later CityWide) as it's grown over the years. The company and its ownership has been innovative over the years, e.g. during the Royal Taxi years, the company was the first taxicab company to move from the high fuel consumption Ford Crown Victoria to the more fuel efficient Toyota Camry, resulting in not only cost savings to the drivers, but also provided a path to a greener and more environmentally friendly fleet. Yellow Cab's CEO, Chris Sweis, began managing the company (then CityWide) in early 2008, and also helped launch WebCabby, which was the first online booking system for taxicabs, predating the smartphone boom and transportation booking apps. In 2010 a startup called Cabulous acquired WebCabby, and Chris Sweis joined Cabulous after the acquisition and helped Cabulous rebrand into the taxi booking app Flywheel. In 2013 Royal Taxi was rebranded to CityWide Taxi to provide brand continuity with CityWide dispatch. In 2015 CityWide would acquire Arrow Cab and grow the fleet from 100 to 150 taxicabs.

**ATTACHMENT TO CU APPLICATION
531 BAYSHORE BLVD.**

Throughout its history CityWide has had a very low turnover of drivers due to an approach of inclusion whereby drivers feel part of a company. CityWide believed strongly in strategies such as open door policies for the management and coaching drivers and helping them grow in their profession. They offered safety trainings to educate drivers on the facts and dangers of unsafe and inattentive driving, coaching drivers on how to interact with customers in different high stress situations, and techniques for increasing their earnings.

In 2017 CityWide taxi acquired Yellow Cab's assets in a bankruptcy auction and the fleet is now 500 taxicabs and represents roughly 1/3 of the taxicabs in San Francisco. CityWide brought their management techniques and philosophy to Yellow Cab and within 6 months have effected a significant culture shift in how the drivers interact with the management and in turn how the entire company interacts with its customers. The current fleet is comprised entirely of hybrid vehicles with the exception of wheelchair accessible minivans for the paratransit transport services.

- 2. That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injuries to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:**

The site is currently used as a recycling center, excavation/demolition center, and vacant soccer field, with much of the area also being unimproved. Modifications to the site will be minor, including restriping, paving, and installation of new fencing, and will not have any detrimental effects on the community. As stated above, bringing Yellow Cab to this site will be beneficial to the health and safety of the surrounding uses by restoring the condition of the site and deterring loitering, vandalism, and crime due to overall activation of the site.

- (a) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of the structure.**

The area that will be utilized for the temporary parking operation fronts Bayshore Blvd., Industrial St., Loomis St., Waterloo St., and Marengo St. The parking operation will be located on the existing surface lot area and the accessory office and maintenance uses will be housed in the three existing buildings. (See attached plan.) Marengo St. solely serves the Bayshore Blvd. parcels, increasing accessibility to the site. In addition, the proposed configuration of the lots provide enough space for on-site circulation, further reducing the likelihood of queueing in the surrounding area. Should any queueing occur, it is anticipated to take place along Marengo Street, and thus is not expected to have any impact on neighborhood traffic. The proposed use will not add any net new curb cuts that would interfere with pedestrian, vehicular, or MUNI traffic.

- (b) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading.**

The proposed use of the site by Yellow Cab will have minimal, if any, traffic impacts on the neighbors. The onsite taxicabs are on the road serving San Francisco for approximately 22 of the 24 hours in a day. The only activity that occurs on-site are the two shift changes which occur from 2 am to 5 am and 2 pm to 5 pm. The vehicles do not all enter or leave the lot at the same

**ATTACHMENT TO CU APPLICATION
531 BAYSHORE BLVD.**

time, but instead trickle in and out during those three-hour windows. Neither of the shifts are at peak travel times, and any potential conflict e.g. between Montessori School's pick-up time and the second shift is mitigated by the site's design. The site is arranged so that most of the anticipated vehicle queues are internal to the site on Marengo Street, a paper street that only serves the Bayshore parcels, or internal to the Loomis parcels.

(c) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor.

The proposed temporary parking operation will improve the condition of the site and by paving the unpaved portions of the site, the project would stop any noxious and offensive emissions that might currently be emitted from the site. The project site is intended for cars, which do not present extraordinary emissions, noise, or glare that would impact the neighborhood.

(d) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs.

The current layout of buildings and paved areas on the site will remain unaltered for this proposed temporary use. The unpaved portions of the site will be paved. Surface area will be used to provide parking. Appropriate signage will be added to identify the site as a Yellow Cab parking facility. Existing and/or new lighting would be directed toward the lot and would not cast light directly on the streets or sidewalks, helping to activate the vacant space at night, which would otherwise sit vacant. The existing fence will be replaced with a fence that is compliant with Planning Code Section 142.

3. That such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the General Plan.

Planning Code Section 303(c)(3) requires that facts be established that demonstrate "that such use or feature as proposed will comply with the applicable provisions of this code and will not adversely affect the master plan." The Project will affirmatively promote, is consistent with, and will not adversely affect the General Plan, specifically the Transportation Element, Commerce and Industry Element, and Bay View Hunters Point Area Plan as follows:

Transportation Element

OBJECTIVE 1: MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1. 6: *Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.*

**ATTACHMENT TO CU APPLICATION
531 BAYSHORE BLVD.**

Yellow Cab provides an essential mode of travel to the City and County of San Francisco. Allowing Yellow Cab to stay in San Francisco will increase residents' access to this service. Further, allowing Yellow Cab at this location is appropriate because it is semi-vacant, underutilized, and large enough to accommodate the number of taxis necessary.

Commerce and Industry Element

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.*

Allowing Yellow Cab of San Francisco to occupy this space will directly prevent the company from being forced to move out of the City. Yellow Cab is a San Francisco legacy company that contributes to the diverse economic base of the City and will be displaced if it is not able to relocate to a new site.

OBJECTIVE 3: PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.

Policy 3.1: *Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.*

Policy 3.2: *Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.*

Yellow Cab of San Francisco employs many employees who reside in San Francisco. By allowing a private lot on this Property, the City will be retaining a company that is located in the City and provides jobs to San Francisco residents.

OBJECTIVE 4: IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.

Policy 4.4: *When displacement does occur, attempt to relocate desired firms within the city.*

Yellow Cab of San Francisco is being displaced from its current location at 1200 Mississippi Street due to the fact that the existing location will be occupied by MTA. Yellow Cab's lease is ending on December 31, 2017,

**ATTACHMENT TO CU APPLICATION
531 BAYSHORE BLVD.**

and it is subject to displacement and potential relocation outside of the City if this conditional use for a temporary parking lot is not approved.

Bay View Hunters Point Area Plan

OBJECTIVE 9: IMPROVE LINKAGES BETWEEN GROWTH IN BAYVIEW'S INDUSTRIAL AREAS AND THE EMPLOYMENT AND BUSINESS NEEDS OF THE BAYVIEW HUNTERS POINT COMMUNITY.

Policy 9.1: *Increase employment in local industries.*

Yellow Cab of San Francisco has been a fixture in San Francisco for decades and has consistently provided indispensable jobs to San Francisco residents.

B. SECTION 249.65 CONDITIONAL USE FINDINGS

Under Planning Code Section 249.65(b), in the Bayshore Boulevard Home Improvement Special Use District the Planning Commission shall approve the application and authorize a Conditional Use if the facts presented establish the following:

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

The proposed use by Yellow Cab is a temporary use. Future development of the site is expected to be consistent with the Bayshore Boulevard SUD's purpose of promoting business focused on home improvement. However, until such time when future development is feasible, a private parking lot occupied by Yellow Cab will be consistent with the other goal of the SUD – providing (and further retaining) local employment opportunities. Section 249.65 states that "the intent of this district is also to retain and promote locally grown businesses and to provide employment opportunities at a wide range of levels for local residents. The Special Use District is located in a Redevelopment Plan Area, for which local hiring is an explicitly stated goal." Yellow Cab is a locally grown, San Francisco native company and over 50% of its drivers reside locally in San Francisco.

- 2. The proposal contributes to the sustainable character and function of the Bayshore Boulevard Home Improvement SUD.**

The proposed interim parking use by a San Francisco company will help bring vitality to the neighborhood and safeguard against any dilapidation of the site.

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

**ATTACHMENT TO CU APPLICATION
531 BAYSHORE BLVD.**

As stated above, the long-term future plans for the site are consistent with the intent to provide a “wider regional draw focused on home improvement.”¹ However, until such uses become feasible, the interim use will be consistent with the Design Guidelines. For example, compared to the alternative of leaving the lot vacant, Yellow Cab’s use will “contribute eyes on the street and enliven the public realm.”²

Further, the proposed use will not add any new curb cuts on Bayshore Boulevard³ and will not add any net new curb cuts to the property as a whole.⁴ The parking and loading areas are “configured so that all anticipated vehicle queues are internal to the site.”⁵ The lots are most easily accessible from Marengo Street, a paper street that only serves this property and dissects the two Bayshore parcels.

Additionally, the proposal includes screening in conformity with Planning Code Section 142.⁶

¹ Bayshore Boulevard Home Improvement District Design Guidelines, p. 2.

² Bayshore Boulevard Home Improvement District Design Guidelines, p. 3.

³ Bayshore Boulevard Home Improvement District Design Guidelines, p. 4.

⁴ Bayshore Boulevard Home Improvement District Design Guidelines, p. 4.

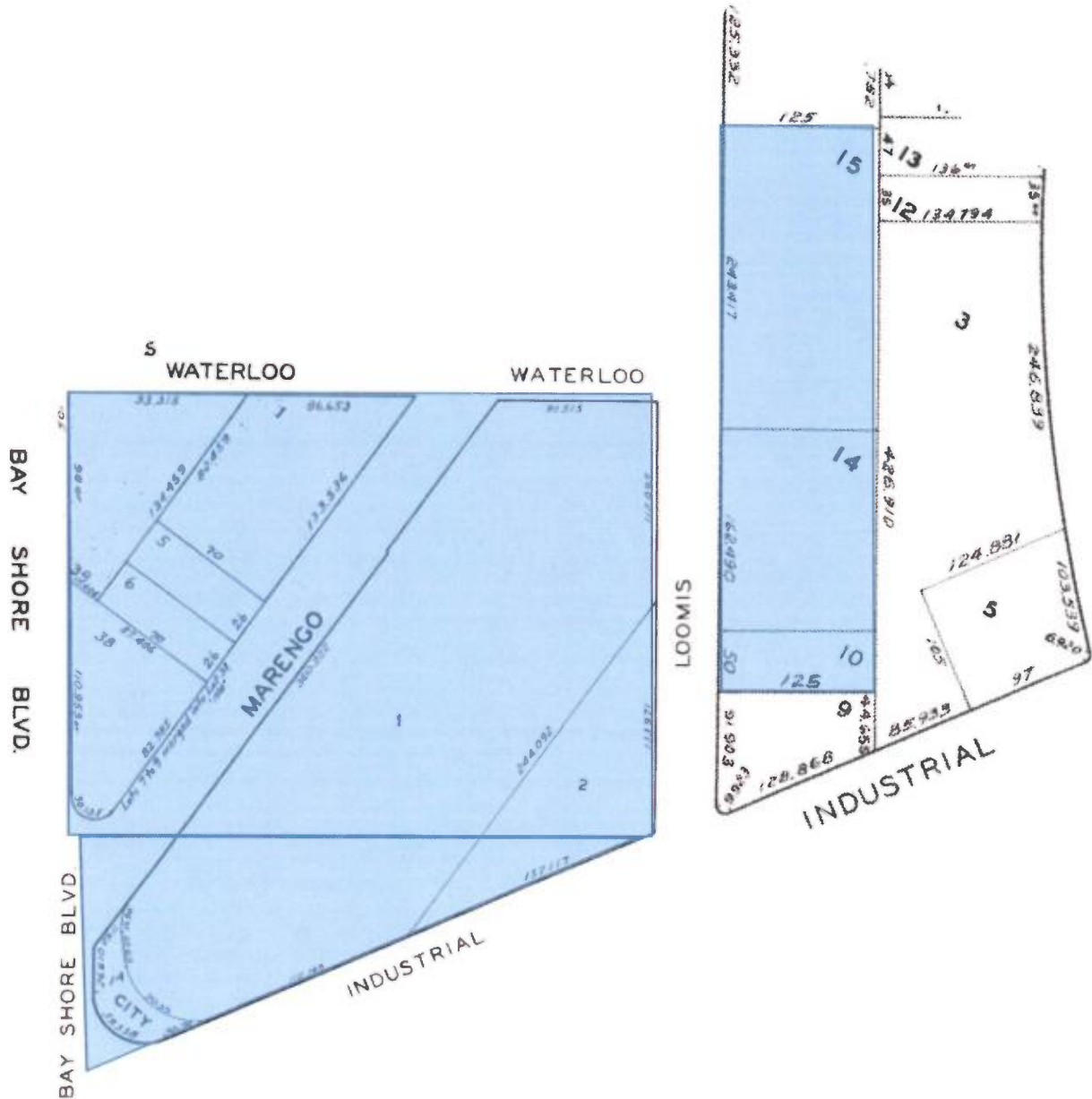
⁵ Bayshore Boulevard Home Improvement District Design Guidelines, p. 4.

⁶ Bayshore Boulevard Home Improvement District Design Guidelines, p. 4.

AERIAL MAP OF PROJECT SITE

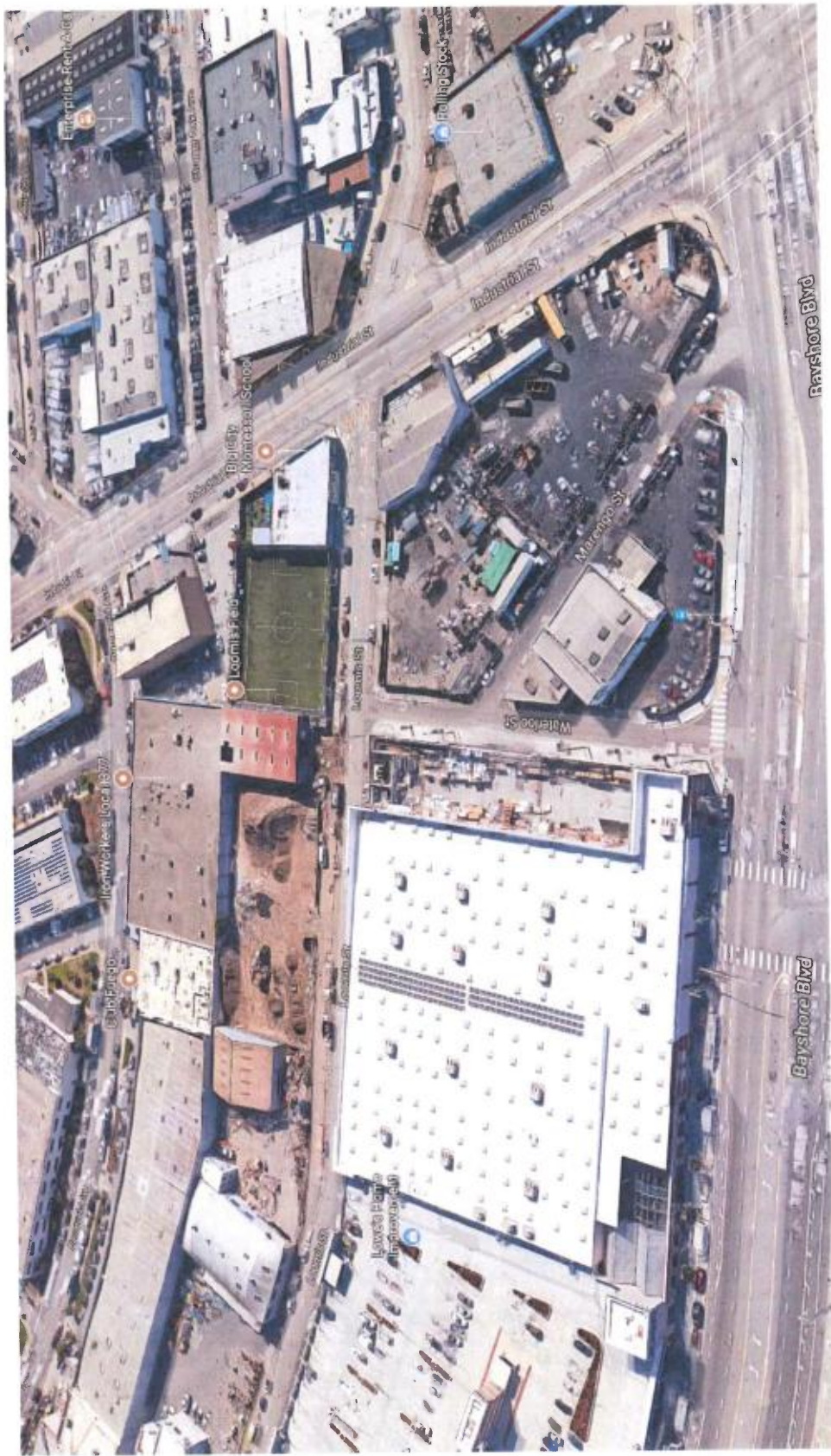


ASSESSOR'S BLOCK AND LOT MAP OF THE SITE



PHOTOS OF THE SITE





View from intersection of Bayshore and Waterloo



View from intersection of Bayshore and Marengo



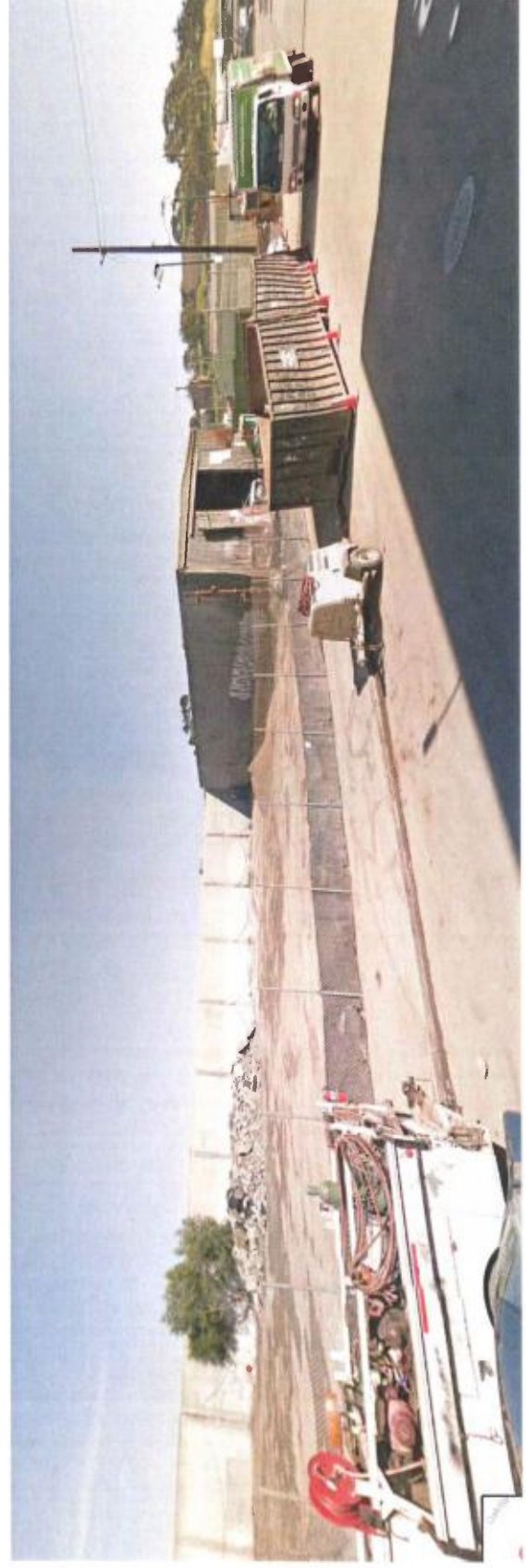
View from intersection of Industrial and Loomis



View from intersection of Loomis and Waterloo



View of Loomis lots along Loomis





CB3P

Community Business Priority Processing Program Checklist for Eligibility

The Community Business Priority Processing Program ("CB3P") was adopted by the San Francisco Planning Commission on February 12, 2015 under Resolution Number 19323. The CB3P streamlines the Conditional Use process for certain small and mid-sized businesses applications. It is the successor program to the Planning Commission's Small Business Priority Processing Pilot Program ("SB4P").

Projects that qualify for, and enroll in, the CB3P are guaranteed (1) a hearing date within 90 days of filing and (2) placement on the Planning Commission's consent calendar. The analysis of CB3P-projects is documented through a two-page Project Summary and Motion ("PS&M") rather than the lengthier Executive Summary and Draft Motion documents prepared in connection with conventional applications.

Applicants for the CB3P must (1) complete this checklist documenting eligibility for participation, (2) complete the Conditional Use application and provide associated materials and (3) conduct a Pre-Application Meeting, as discussed below. **Planning Department Staff are available to assist you at the Planning Information Center ("PIC"), located on the ground floor of 1660 Mission Street, during regular business hours. You can also call the PIC at (415) 558.6377**

Information about Pre-Application Meetings can be found at sfplanning.org > Permits & Zoning > Permit Forms > "Neighborhood Notification - Pre-Application Meeting Packet". A Pre-Application Meeting is a mandatory form of community outreach conducted by a project sponsor in order to receive initial feedback prior to the submittal of an application to the Planning Department. A Pre-Application Meeting is hosted by a project sponsor to discuss a project and review associated plans; it is typically held at or near the project site. A project sponsor is required to send notice of the meeting to abutting property owners and occupants, property owners and occupants directly across the street, and all neighborhood associations (available at www.sfplanning.org).

Project Information

Please complete all fields.

PROPERTY ADDRESS:	RECORD NUMBER AND/OR BUILDING PERMIT NUMBER:
See below all addresses.	not yet filed.
NAME OF BUSINESS (IF KNOWN):	
Yellow Cab of San Francisco	
BRIEF DESCRIPTION OF PROJECT:	
<p>Conversion of existing surface lot areas with approx. 121,100 sf of lot area to a temporary private parking lot use (i.e. private parking lot, under non-retail automotive use category, per Sec. 210.3 and 249.65), for Yellow Cab of San Francisco, and accessory utilization of three existing buildings, with approx. 20,900 sf of floor area, for accessory office and general maintenance uses related to the primary parking lot use. Existing improvements and site will remain substantially unaltered, but will include some paving, re-striping of spaces, and addition of fencing/screening for the parking lot areas. The proposed interim use is anticipated to last for 3-5 years.</p> <p>Property address: 531 Bayshore; 40, 55 & 70 Waterloo; 6-10 Marengo; 250 Industrial; and 241-261 Loomis. Block/Lot: Block 5607, Lots 001, 005, 006, 038, and 061; Block 5582, Lots 001A, 001, and 002; Block 5583, Lots 010, 014, and 015.</p>	


Checklist for CB3P Eligibility

The following checklist is to be completed by applicants and reviewed by Planning Department Staff.

CONFIRM COMPLIANCE WITH EACH CRITERION BY CHECKING BOXES		
<input checked="" type="checkbox"/>	Pre-Application Meeting	The applicant has conducted a Pre-Application Meeting as set forth on the reverse side of this page.
<input checked="" type="checkbox"/>	Application Type	The application is for Conditional Use Authorization.
<input checked="" type="checkbox"/>	Formula Retail	The application does not seek to establish a new Formula Retail use, excepting one with fewer than 20 other establishments.
<input checked="" type="checkbox"/>	Hours of Operation	The application does not seek to establish or expand hours of operation beyond those permitted on an as-of-right basis in the subject zoning district.
<input checked="" type="checkbox"/>	Storefront Consolidation	The application does not seek to consolidate multiple tenant spaces (e.g. storefronts), regardless of any vacancy, into a lesser number of tenant spaces.
<input checked="" type="checkbox"/>	Loss of Dwellings	The application does not seek to remove any dwelling units.
<input checked="" type="checkbox"/>	Alcoholic Beverages	The application does not seek to sell any alcoholic beverages excepting beer and/or wine sold on or off-site in conjunction with the operation of a Bona Fide Eating Place.
<input checked="" type="checkbox"/>	Nature of Work	The proposed work involves only a change of use, tenant improvement or similar interior or store-front work. No building expansion or new construction is involved.
<input checked="" type="checkbox"/>	Nature of Use	<p>The application involves only non-residential uses and does not seek to establish or expand any of the following:</p> <ul style="list-style-type: none"> ✓ Massage Establishment ✓ Tobacco Paraphernalia Establishment ✓ Adult Entertainment Establishment ✓ Medical Cannabis Dispensary ✓ Fringe Financial Service ✓ Drive-up Facility ✓ Wireless Telecommunications Site ("WTS") ✓ Outdoor Activity Area ✓ Bar ✓ Nighttime Entertainment / Place of Entertainment (e.g. nightclubs, music venues) ✓ Liquor Store ✓ Off-Street parking in excess of that allowed on an as-of-right basis ✓ Office closed to the public located on the ground story

Applicant's Declaration

I hereby attest under penalty of perjury that the information I have provided is true and correct to the best of my knowledge, that I intend to complete the project described herein in compliance with the eligibility requirements of the CB3P Program, that I have read and understood this form, and that I am (a) the property owner or authorized agent of the property owner, (b) familiar with the property, and (c) able to provide accurate and complete information. I understand that knowingly or negligently providing false or misleading information may lead to denial or rescission of my permit and/or other authorization and may constitute a violation of the San Francisco Municipal Code, which can lead to criminal and/or civil legal action along with the imposition of administrative fines.

	11-30-2017	tcatalano@reubenlaw.com
Signature	Date	Email Address
Tuja Catalano / Reuben, Junius & Rose, LLP		415-567-9000
Print Name and check one: <input type="checkbox"/> OWNER or <input checked="" type="checkbox"/> AUTHORIZED AGENT		Phone Number

For Staff Use Only:
Check One:



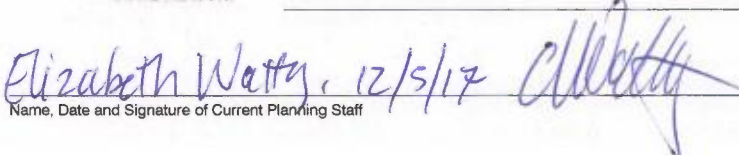
ENROLLED

- ✓ CHECKLIST REVIEWED AND FOUND TO BE ACCURATE AND REFLECTIVE OF PROJECT
- ✓ PRE-APPLICATION MEETING COMPLETE; DOCUMENTATION RECEIVED
- ✓ CONDITIONAL USE APPLICATION RECEIVED



NOT ENROLLED

STATE REASON:

 12/5/17

Name, Date and Signature of Current Planning Staff

PROVIDE A COPY OF THIS FORM
TO THE DIRECTOR'S OFFICE

REUBEN, JUNIUS & ROSE, LLP

Tuija Catalano

tcatalano@reubenlaw.com

February 14, 2018

President Rich Hillis
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

**Re: 531 Bayshore; 40, 55, 75 Waterloo; 6-10 Marengo; 250 Industrial; 241-261 Loomis
(Block 5607, Lots 001, 005, 006, 038, 061; Block 5582, Lots 001A,
001, 002; and Block 5583, Lots 010, 014, and 015)
Brief in Support of the Project and CU Request
Planning Department Case no. 2017-015199CUA
Hearing Date: March 8, 2018
Our File No.: 10802.01**

Dear President Hillis and Commissioners:

Our office represents Yellow Cab of San Francisco (“**Yellow Cab**”). Yellow Cab is a family-owned business and the oldest taxicab company in San Francisco. The requested CU is necessary in order to keep Yellow Cab in San Francisco, and the Project will provide a temporary home for Yellow Cab for the next approx. 3-5 years.

The CU request and the Project should be approved because:

- Due to the recent sale of Yellow Cab’s current location (at 1200 Mississippi) and the subsequent termination of Yellow Cab’s lease, the CU is necessary to authorize a new location for Yellow Cab;
- The Project is necessary in order to retain a long-standing and important San Francisco company in San Francisco, and to avoid its relocation outside of the City;
- The Project is a desirable interim use of the Site, which will result in overall improvement to the appearance of the Site, and introduction of more compatible uses;
- The Project is desirable by involving very minimal amount of physical work, limited to some paving and restriping of the surface areas along with installation of fencing and landscaping;
- The Project consists of a compatible use, with its most active hours (within a three-hour range from 2-5 am and 2-5 pm during shift changes) outside of the typical peak hours for other nearby uses; and
- The Project has no impact on the number of taxi cabs in San Francisco, since it merely involves relocation of Yellow Cab from one site to another.

San Francisco Office
One Bush Street, Suite 600, San Francisco, CA 94104
tel: 415-567-9000 | fax: 415-399-9480

Oakland Office
827 Broadway, Suite 205, Oakland, CA 94607
tel: 510-257-5589

www.reubenlaw.com

A. PROJECT DESCRIPTION

Yellow Cab is the lessee of a number of parcels surrounded by Bayshore Boulevard, Waterloo, Loomis and Industrial Streets, and along Loomis Street (“**Site**”). The Site consists of several underutilized surface lots with approx. 142,000 sf of lot area, and three existing buildings with approx. 21,000 sf of building area. The project will convert the existing surface lot areas into private parking areas for Yellow Cab vehicles, with the existing buildings to be used for accessory office and general maintenance uses (“**Project**”).

Yellow Cab is a family owned business and the oldest taxicab company in San Francisco. The company was recently acquired by CityWide Taxi, which saved one of the oldest and most iconic San Francisco institutions. Yellow Cab needs a new location in order to stay in San Francisco due to sale and subsequent termination of its lease at the current (1200 Mississippi) location.

CityWide taxi was originally started in 1983 by Nishan Sweis. The company began with 12 taxicabs under its management and has gone through several iterations (from Allied Cab to Royal Tax and later CityWide) as it has grown over the years. The company and its ownership have been innovative over the years, e.g. during the Royal Taxi years, the company was the first taxicab company to move from the high fuel consumption Ford Crown Victoria to the more fuel efficient Toyota Camry, resulting in not only cost savings to the drivers, but also provided a path to a greener and more environmentally friendly fleet. Yellow Cab’s CEO, Chris Sweis, began managing the company (then CityWide) in early 2008, and also helped launch WebCabby, which was the first online booking system for taxicabs, predating the smartphone boom and transportation booking apps. In 2010 a startup called Cabulous acquired WebCabby, and Chris Sweis joined Cabulous after the acquisition and helped Cabulous rebrand into the taxi booking app Flywheel. In 2013 Royal Taxi was rebranded to CityWide Taxi to provide brand continuity with CityWide dispatch. In 2015 CityWide acquired Arrow Cab and grew the fleet from 100 to 150 taxicabs.

Throughout its history CityWide has had a very low turnover of drivers due to an approach of inclusion whereby drivers feel part of a company. CityWide believed strongly in strategies such as open door policies for the management and coaching drivers and helping them grow in their profession, e.g. CityWide offered safety trainings to educate drivers on the facts and dangers of unsafe and inattentive driving, coaching drivers on how to interact with customers in different high stress situations, and techniques for increasing their earnings.

In 2017 CityWide acquired Yellow Cab’s assets in a bankruptcy auction and the fleet is now 500 taxicabs and represents roughly 1/3 of the taxicabs in San Francisco. CityWide brought their management techniques and philosophy to Yellow Cab and within less than a year have effected a significant culture shift in how the drivers interact with the management and in turn how the entire company interacts with its customers. The current fleet is comprised entirely of hybrid vehicles with the exception of wheelchair accessible minivans for the paratransit transport services.

B. NECESSITY AND DESIRABILITY OF THE CU REQUEST

The Project needs a conditional use authorization due to Planning Code Sections 249.65(c)(2)(E) and 210.3, for the establishment of a private parking lot, i.e. a non-retail automotive use, at the Site. The primary use is for temporary vehicle parking within the Site, including approx. 121,124 sf of surface lot area, and accessory office and general maintenance area uses within the existing three buildings, with approx. 20,882 sf of building area. The majority of other uses in the immediate area, aside from Big City Montessori School at 240 Industrial Street, consist of light industrial and retail uses, including the Lowe's Home Improvement store immediately to the north of the Site.

Yellow Cab diligently searched for a new, replacement location in order to stay in San Francisco, which is important not only because they make up 1/3 of the taxicabs serving San Francisco but also because more than 50% of their drivers live in San Francisco. Many of their drivers use public transportation to get to and from work, and thus if Yellow Cab was forced to relocate outside of San Francisco, new and unnecessary strain would be imposed on Yellow Cab drivers. The Project is necessary and desirable by retaining an important San Francisco company in San Francisco. The Project will provide a temporary home for Yellow Cab for a period of roughly 3-5 years, but it does not expand Yellow Cab's presence in the City, and instead merely relocates it from one location to another.

Use of the Site by Yellow Cab will improve the appearance of the dilapidated lots and the overall health and safety of the neighborhood. Parts of the site are currently in less than ideal condition, and e.g. the existing recycling center is not necessarily entirely compatible with other nearby uses, including the Montessori school located at the intersection of Industrial and Loomis. Yellow Cab will clean the premises, pave few of the dirt lots, and will maintain the Site with active daily use and presence.

The proposed Project is a desirable interim use that involves minimal construction with no overall impact to the City. Modifications to the Site will be minor, including restriping, paving, and installation of new fencing and landscaping, which will not have any detrimental effects on the community. Yellow Cab's use of the Site will be beneficial to the health and safety of the surrounding uses by restoring the condition of the Site and deterring loitering, vandalism, and crime due to overall activation of the Site.

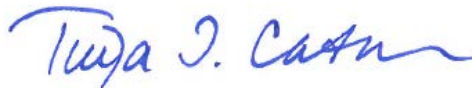
The proposed configuration of Site provides enough space for on-site circulation, and the way in which Yellow Cab operates ensures that its use of the Site will be minimally noticed by other nearby uses. The onsite taxicabs are on the road serving San Francisco for approximately 22 of the 24 hours in a day. The only activity that occurs on-site are the two shift changes which occur from 2 am - 5 am and 2 pm - 5 pm. The vehicles do not all enter or leave the Site at the same time, but instead trickle in and out during those three-hour windows. Neither of the shifts are at peak travel times and the Site is arranged so that most of the vehicle queues, if any, are internal to the site on Marengo Street, a paper street that only serves the Bayshore parcels, or internal to the Loomis parcels. No new curb cuts will be added, and the Project is not expected to interfere with pedestrian, vehicular, or MUNI traffic.

C. CONCLUSION

The Project retain an iconic San Francisco company in San Francisco, employing many San Francisco residents and providing services to many more San Francisco residents and visitor. The Project provides a desirable interim use of the Site for the next 3-5 years, before the long-term plans for the Site are expected to be ready to proceed. The Project is appropriate and compatible for the context. For all of the reasons stated herein, we respectfully request the Planning Commission to approve the CU, and thus allowing Yellow Cab to secure a San Francisco location for its use. Thank you for your consideration.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



Tuija I. Catalano

cc: Vice President Myrna Melgar
Commissioner Rodney Fong
Commissioner Milicent Johnson
Commissioner Joel Koppel
Commissioner Kathrin Moore
Commissioner Dennis Richards
John Rahaim – Planning Director
Corey Teague – Acting Zoning Administrator
Jonas Ionin, Commission Secretary
Dori Ganetsos, Project Planner
Chris Sweis, CEO of Yellow Cab of San Francisco

Project Site parcels and areas:

Block	Lot	Parcel Area	Building Area
5607	001	7,557 sf	8,200 sf
5607	005	1,820 sf	0
5607	006	1,820 sf	0
5607	038	4,996 sf	0
5607	061	5,266 sf	0
5582	001A	1,725 sf	0
5582	001	52,197 sf	0
5582	002	9,639 sf	6,682 sf
5583	010	6,250 sf	0
5583	014	20,311 sf	6,000 sf
5583	015	30,425 sf	0
Total		142,006 sf	20,882 sf

Lot area when building
area is excluded:

121,124 sf



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
55 WATERLOO ST		5607/001
Case No.		Permit No.
2017-015199ENV		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
Project description for Planning Department approval. The proposed project will convert the existing surface lot areas with of approx. 121,100 sq ft of lot area to a temporary private parking lot for Yellow Cab of San Francisco. In addition to the primary parking lot for vehicle parking, the project will utilize the three existing buildings on the site , with a total floor area of approx. 20,900 for accessory office and general maintenance uses. Improvements includes paving, re-string , and addition of fencing/ screening to the parking lot areas. The interim use is anticipated to last 3-5 years.		

STEP 1: EXEMPTION CLASS

Note: If neither class applies, an <i>Environmental Evaluation Application</i> is required.	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft. ; change of use under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions
<input type="checkbox"/>	Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. FOR ENVIRONMENTAL PLANNING USE ONLY
<input type="checkbox"/>	Class ____

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

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

<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input checked="" type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)
<input type="checkbox"/>	Slope = or > 20%: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required.

If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an *Environmental Evaluation Application* is required, unless reviewed by an Environmental Planner.

Comments and Planner Signature (optional): Laura Lynch

Transportation reviewed with Wade Wietgreffe 1/18/2018. No further transportation analysis is warranted. Project includes changing industrial manufacturing uses such as recycling processing center and construction staging to yellow cab autobody shop, accessory office use and parking. Project will include some paving.

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

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

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

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

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PROJECT PLANNER

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

<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): (Requires approval by Senior Preservation Planner/Preservation Coordinator)
<input type="checkbox"/>	10. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <input type="checkbox"/> Reclassify to Category A a. Per HRER dated b. Other (specify): </div> <div style="width: 45%;"> <input type="checkbox"/> Reclassify to Category C (attach HRER) </div> </div>
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.	
<input type="checkbox"/>	Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.
<input type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	Further environmental review required. Proposed project does not meet scopes of work in either (check all that apply): <input type="checkbox"/> Step 2 - CEQA Impacts <input type="checkbox"/> Step 5 - Advanced Historical Review STOP! Must file an <i>Environmental Evaluation Application</i>.	
<input checked="" type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: Commission Hearing If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	Signature: Laura Lynch 01/31/2018
	Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.	

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

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

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
55 WATERLOO ST		5607/001
Case No.	Previous Building Permit No.	New Building Permit No.
2017-015199PRJ		
Plans Dated	Previous Approval Action	New Approval Action
	Commission Hearing	
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

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