



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use & Variance

HEARING DATE: JUNE 20, 2013

Date: June 13, 2013
Case No.: 2011.0099CV
Project Address: 1759 LINCOLN WAY
Zoning: RM-2 (Residential – Mixed, Moderate Density) District
40-X Height and Bulk District
Block/Lot: 1732/043
Project Sponsor: Patrick Whelan
Tecta Associates
2747 19th Street
San Francisco, CA 94110
Staff Contact: Doug Vu – (415) 575-9120
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Recommendation: **Approve with Conditions**

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PROJECT DESCRIPTION

The Project Sponsor seeks a Conditional Use Authorization, pursuant to Planning Code Sections 187.2 and 303, to demolish the existing 2,334 square foot building that contains four automotive service bays and a small convenience store with six parking spaces, and construct a new 2,369 square foot convenience store with two off-street parking spaces and a 1,327 square foot mechanical car wash and utility room at an existing automotive service station (d.b.a. Shell Gas). No work is proposed for the eight existing gasoline service bays and underground storage tanks, but the canopy above which they are located will be replaced in its current location and will provide updated signage. The proposed hours of operation for the car wash will be from 7:00 a.m. to 10:00 p.m., daily.

SITE DESCRIPTION AND PRESENT USE

The Subject Property is located at the southeast corner of 19th Avenue and Lincoln Way in a Residential – Mixed, Moderate Density (RM-2) Zoning District and a 40-X Height and Bulk District. The 19,246 sq. ft. irregular shaped lot is developed with a 2,334 sq. ft. one-story building that contains four service bays and a convenience store, eight gasoline pumps under a canopy, and six off-street parking spaces. The property has 132.5 feet of frontage along Lincoln Way and 150 feet of frontage along 19th Avenue. The Shell Gas station was constructed in 1970 and is a legal nonconforming use pursuant to Planning Code (PC) Section 187.1.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The Project is located within an RM-2 district, which generally contains a mixture of the dwelling types, but has a significant number of apartment buildings that broaden the range of unit sizes and the variety of structures. Building widths and scales remain moderate, and considerable outdoor space is still

available. Structures rarely exceed 40 feet in height, but the overall density of units is greater and the mixture of building types and unit sizes is more pronounced than in RM-1 districts. The unit density permitted requires careful design of new structures in order to provide adequate amenities for residents. Where nonresidential uses are present, they tend to offer services for wider areas than residents in the immediate neighborhood.

The Project is located at the southeast corner of Lincoln Way and 19th Avenue, which are major arterials that serve as cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways. These are routes of citywide significance, and of varying capacity depending on the travel demand for the specific direction and adjacent land uses.

Land uses located within the immediate vicinity of the Project include predominantly three- and four-story multi-family dwellings, a religious institution (a.k.a. The Church in San Francisco), a clothing store (d.b.a. Orange Caterpillar) and an eating & drinking establishment (d.b.a. Chug Pub) along the south side of Lincoln Way. Golden Gate Park is located on the north side of Lincoln Way. Located one block south of the Property are both the Inner Sunset and Irving Street Neighborhood Commercial Districts (NCDs), which function as shopping areas that provide convenience goods and services to Inner and Outer Sunset residents, as well as comparison shopping goods and services to a larger market area. These NCDs are also frequented by users of Golden Gate Park on weekends and by City residents for their eating, drinking, and entertainment places. Numerous housing units establish the district's mixed residential-commercial character. In particular, the Irving Street NCD has a high concentration of restaurants that attract customers from throughout the City and the region.

ENVIRONMENTAL REVIEW

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 1 (Existing Facilities) and Class 3 (New Construction or Conversion of Small Structures) categorical exemption.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	May 31, 2013	April 24, 2013	57 days
Posted Notice	20 days	May 31, 2013	April 26, 2013	55 days
Mailed Notice	20 days	May 31, 2013	April 26, 2013	55 days

PUBLIC COMMENT

- To date, the Department has received one letter in opposition to the Project from the Outer Sunset Merchant and Professional Organization (OSMPA), citing traffic-related concerns and the effects the proposed convenience store will have on local merchants.

ISSUES AND OTHER CONSIDERATIONS

- The Board of Supervisors has recognized that service station operators and those who own property on which such stations are located are entitled to earn a fair rate of return on their investment. Where a fair rate of return is not being earned, service stations should be allowed to

expand or intensify in order to maintain the service station use because they provide essential services.

- Pursuant to PC Section 187.1, an automotive service station regarded as a legal nonconforming use may enlarge or intensify its current service station operations provided the station receives conditional use approval for such enlargement or intensification under PC Section 303, and shall not contain termination dates.
- PC Section 187.2(c), permits a mechanical car wash facility at 1759 Lincoln Way as a conditional use, provided:
 - 1) A vehicle storage and standing area is provided on the premises outside the washing facilities of sufficient size to accommodate at least one-quarter of the hourly capacity in vehicles of the facility;
 - 2) Noise from the facility complies with Article 29 of the San Francisco Police Code and in no event shall noise from mechanical equipment exceed 65 dBA, as defined in Article 29, from 7:00 a.m. to 10:00 p.m., or 60 dBA from 10:00 p.m. to 7:00 a.m., when measured at any location on adjoining residential property;
 - 3) Automobile washing and drying occurs entirely within an enclosed building;
 - 4) Water use and reclamation meets criteria established by the Zoning Administrator in consultation with staff from the San Francisco Public Utilities Commission;
 - 5) A traffic study demonstrates that the operation will not cause a new significant impact on traffic on adjacent streets; and
 - 6) The facility is located on a lot equal to or greater than 12,000 square feet.
- Pursuant to PC Section 228, the conversion of service stations to non-service station use will result in the curtailment of essential services, including automobile refueling and emergency services, and is contrary to the public health, safety, peace and general welfare.

VARIANCE

Planning Code Section 134 requires a rear yard equal to 45 percent of the depth of the lot. The required rear yard for the subject property is 67.5 feet parallel to the rear property line that measures 150 feet in depth, and 45 feet parallel to the rear property line that measures 100 feet in depth. The proposed mechanical car wash encroaches 27 feet and the machine and storage room portion of the building encroaches 45 feet into the required rear yard. Therefore, the approval of a rear yard Variance is required.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant Conditional Use authorization to allow the demolition of the existing automotive service station building and construct a new convenience store with two accessory parking spaces and a mechanical car wash facility at the existing Shell Gas station, pursuant to Planning Code Sections 187.2 and 303.

BASIS FOR RECOMMENDATION

- Pursuant to PC Section 228(a)(4), the Board of Supervisors has recognized that service station operators and those who own property on which such stations are located are entitled to earn a fair rate of return on their investment. Where a fair rate of return is not being earned, service stations should be allowed to expand or intensify if it would benefit the public.
- The potential conversion of the service station to non-service station use will result in the curtailment of essential services, including automobile refueling and emergency services, and is contrary to the public health, safety, peace and general welfare.
- The Project complies with PC Section 187.2(c), in that it will:
 - 1) Provide a vehicle storage and standing area on the premises outside the washing facilities of sufficient size to accommodate at least one-quarter of the hourly capacity in vehicles of the facility;
 - 2) Comply with Article 29 of the San Francisco Police Code and in no event will noise from mechanical equipment exceed 65 dBA, as defined in Article 29, from 7:00 a.m. to 10:00 p.m., or 60 dBA from 10:00 p.m. to 7:00 a.m., when measured at any location on adjoining residential property;
 - 3) Be constructed so that automobile washing and drying will occur entirely within an enclosed building;
 - 4) Meet water use and reclamation criteria established by the Zoning Administrator in consultation with staff from the San Francisco Public Utilities Commission;
 - 5) Not cause a new significant impact on traffic on adjacent streets as evaluated by a traffic study that has been completed; and
 - 6) Be located on a lot equal to or greater than 12,000 square feet.

RECOMMENDATION: Approval with Conditions
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- Attachments:**
Block Book Map
Sanborn Map
Zoning Map
Aerial Photographs
Site Photographs
Reduced Plans
Public Correspondence

Attachment Checklist

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

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

_____ DV _____
Planner's Initials

G:\Documents\CUs\1759 Lincoln Way_2011.0099C\Report\Executive Summary.docx



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 187.2 AND 303 OF THE PLANNING CODE, TO ALLOW THE DEMOLITION OF AN AUTOMOTIVE SERVICE STATION BUILDING AND CONSTRUCTION OF A NEW CONVENIENCE STORE AND MECHANICAL CAR WASH (D.B.A. SHELL GAS) WITHIN AN RM-2 (RESIDENTIAL-MIXED, MEDIUM DENSITY) DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On February 3, 2011, Patrick Whelan on behalf of Au Energy, L.L.C. (hereinafter “Project Sponsor”) filed an application (hereinafter “Application”) with the Planning Department (hereinafter “Department”) for Conditional Use authorization pursuant to Planning Code Section 303, on the property located at 1759 Lincoln Way, Assessor’s Lot 043 in Block 1732 (hereinafter “Property”), to allow the demolition of an automotive service station building and construction of a new convenience store and mechanical car wash (d.b.a. Shell Gas) within a Residential-Mixed, Medium Density District (hereinafter “RM-2 District”) and a 40-X Height and Bulk District.

On April 12, 2012, Supervisor Olague introduced a proposed Ordinance under Board of Supervisors (hereinafter “Board”) File Number 12-0353 to amend the San Francisco Planning Code by adding Section

187.2 to permit existing automotive service stations and automotive gas stations located on 19th Avenue to provide mechanical car washes on the same site; and make environmental findings and findings of consistency with the General Plan.

On June 28, 2012, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing and recommended that the Board of Supervisors approve the proposed Ordinance.

On September 25, 2012, the Board of Supervisors finally passed Planning Code Section 187.2.

On June 20, 2013, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2011.0099CV.

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

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 Sponsor, Department staff, and other interested parties.

MOVED, that the Commission hereby disapproves the Conditional Use requested in Application No. 2011.0099CV 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 Property is located at the southeast corner of 19th Avenue and Lincoln Way in a Residential – Mixed, Moderate Density (RM-2) Zoning District and a 40-X Height and Bulk District. The 19,246 sq. ft. irregular shaped lot is developed with a 2,334 sq. ft. one-story building that contains four service bays and a convenience store, eight gasoline pumps under a canopy, and six off-street parking spaces. The property has 132.5 feet of frontage along Lincoln Way and 150 feet of frontage along 19th Avenue. The Shell Gas station was constructed in 1970 and is a legal nonconforming use pursuant to Planning Code (PC) Section 187.1.
3. **Surrounding Properties and Neighborhood.** The Project is located within an RM-2 District, which generally contains a mixture of dwelling types, but has a significant number of apartment buildings that broaden the range of unit sizes and the variety of structures. Building widths and scales remain moderate, and considerable outdoor space is still available. Structures rarely exceed 40 feet in height, but the overall density of units is greater and the mixture of building types and unit sizes is more pronounced than in RM-1 districts. The unit density permitted

requires careful design of new structures in order to provide adequate amenities for residents. Where nonresidential uses are present, they tend to offer services for wider areas than residents in the immediate neighborhood.

The Project is located at the southeast corner of Lincoln Way and 19th Avenue, which are major arterials that serve as cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways. These are routes of citywide significance, and of varying capacity depending on the travel demand for the specific direction and adjacent land uses.

Land uses located within the immediate vicinity of the Project include predominantly three- and four-story multi-family dwellings, a religious institution (a.k.a. The Church in San Francisco), a clothing store (d.b.a. Orange Caterpillar) and an eating & drinking establishment (d.b.a. Chug Pub) along the south side of Lincoln Way. Golden Gate Park is located on the north side of Lincoln Way. Located one block south of the Property are both the Inner Sunset and Irving Street Neighborhood Commercial Districts (NCDs), which function as shopping areas that provide convenience goods and services to Inner and Outer Sunset residents, as well as comparison shopping goods and services to a larger market area. These NCDs are also frequented by users of Golden Gate Park on weekends and by City residents for their eating, drinking, and entertainment places. Numerous housing units establish the district's mixed residential-commercial character. In particular, the Irving Street NCD has a high concentration of restaurants that attract customers from throughout the City and the region.

4. **Project Description.** The Project Sponsor seeks a Conditional Use Authorization, pursuant to Planning Code Sections 157, 187.2 and 303, to demolish the existing 2,334 square foot building that contains four automotive service bays and small convenience store with six parking spaces, and construct a new 2,369 square foot convenience store that will not sell alcohol and a 1,327 square foot mechanical car wash with two accessory parking spaces at an existing automotive service station (d.b.a. Shell Gas). No work is proposed for the eight existing gasoline service bays and underground storage tanks, but the canopy above which they are located will be replaced in its current location to provide updated signage. The proposed hours of operation for the car wash will be from 7:00 a.m. to 10:00 p.m., daily.
5. **Public Comment.** The Department has received one letter in opposition to the Project from the Outer Sunset Merchant and Professional Organization (OSMPA), citing traffic-related concerns and the effects the proposed convenience store will have on local merchants.
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. **Landscaping and Permeable Surfaces.** Planning Code Section 132 requires at least 50% of the required front setback be permeable so as to increase stormwater infiltration and at least 20% of the front setback devoted to plant material using climate appropriate species. The permeable surface may be inclusive of the area counted towards the landscaping requirement.

The required front setback for the Property is 15'-6" along the 132'-6" Lincoln Way frontage, and the minimum required permeable area is 1,027 sq. ft., including 411 sq. ft. of landscaping. Since the front setback is already paved with asphalt to provide access and egress for the service station and circulation for automobiles using the gasoline service bays, the Project will provide permeable surfaces and landscaping on other portions of the Property that includes six new ornamental pear trees, flowering annuals, jasmine groundcover, and climbing vines along the perimeter of the Property, which will exceed the minimum area requirement.

- B. Rear Yard.** Planning Code Section 134 requires a rear yard equal to 45% of the total depth of the lot that can be reduced with a permitted obstruction if such obstruction complies with PC Section 136, including structures that extend no more than 12 feet into the required rear yard; and do not occupy any space within the rear 25% of the total depth of the lot, or within the rear 15 feet of the depth of the lot, whichever is greater.

The forward edge of the required rear yard for the Property is 67'-6" for the portion of the lot that is 150' in depth, and 45' for the portion of the lot that is 100' in depth. The proposed off-street parking encroaches 47' into the required rear yard, and a portion of the car wash and utility room that will house the trash, storage and machine room encroaches approximately 45' into the required rear yard, both of which require a variance from Section 134 of the Planning Code. As such, the Sponsor has applied for a Variance to construct the building within the required rear yard.

- C. Street Tress.** Planning Code Section 138.1 requires one 24-inch box size street tree for every 20 feet of frontage of the property along each street or publicly accessible rights-of-way directly fronting the property when constructing a new building.

The Property has 132'-6" of frontage along Lincoln Way and 150' of frontage along 19th Avenue, and the Project is required to provide fifteen street trees along the street or publicly accessible rights-of-way. Since there are three existing trees along 19th Avenue, the Project requires a total of twelve new street trees. The Department of Public Works Bureau of Urban Forestry has confirmed that none of these required trees can be planted along the rights-of-way due to the location of underground utilities, bus shelters and other improvements. Therefore, the Sponsor will be required to pay in-lieu fees for the twelve required trees so they may be planted elsewhere in the City.

- D. Parking.** Planning Code Section 151 requires one off-street parking space for every 500 square-feet of occupied floor area, where the occupied floor area exceeds 5,000 square-feet.

The Project includes a new building with 2,369 sq. ft. of occupied floor area and therefore does not require any off-street parking.

- E. Signage.** Planning Code Section 606 identifies the business signs that are permitted for an automobile service station located in a residential district. Any replacement or newly proposed signage will be subject to the review and approval of the Planning Department.

The Property has existing signage on the canopy above the gasoline service bays and a freestanding sign at the northwest corner of the property. Any new or replacements signs will be subject to the review of the Planning Department for consistency with Planning Code Section 606.

- F. **Service and Gasoline Stations as Nonconforming Uses.** Planning Code Section 187.1 states that an automotive service station located in an R district, and having legal nonconforming use status on January 1, 1980 shall be regarded as a legal nonconforming use so long as the station continues to sell and dispense gasoline and other motor fuels and lubricating fluids directly into motor vehicles.

The Project does not propose to remove any of the eight existing gasoline service bays or underground fuels tanks and will remain a nonconforming gasoline service station.

7. **Planning Code Section 187.2** states that a mechanical car wash is permitted as a conditional use on the same premises as an automotive service station or gasoline station that is located on Nineteenth Avenue from Lincoln Way to Junipero Serra Boulevard, and continuing south along Junipero Serra Boulevard to the southern boundary of the City and County of San Francisco provided:

- A. A vehicle storage and standing area is provided on the premises outside the washing facilities of sufficient size to accommodate at least one-quarter of the hourly capacity in vehicles of the facility.

The Fehr & Peers traffic study for this Project observed a similar car wash operation on a Saturday, which represents the busiest period, and showed an average of 17 vehicles using the car wash per hour. Using 20 vehicles per hour as a standard, the Project would need to accommodate 5 vehicles on site in a vehicle storage and standing area. The site plan identifies that at least 7 vehicles can be accommodated in the reserved queuing line for the car wash.

- B. Noise from the facility complies with Article 29 of the San Francisco Police Code and in no event shall noise from mechanical equipment exceed 65 dBA, as defined in Article 29, from 7:00 am to 10:00 pm, or 60 dBA from 10:00 pm to 7:00 am, when measured at any location on adjoining residential property.

Multiple key design elements have been incorporated in to the Project's design in order to help control generated noise levels being dispersed into the surrounding community. These design features include: 1) Hours of operation restricted to between 7:00 a.m. and 10:00 p.m.; 2) Locating the car wash dryers deeper inside the car wash tunnel to direct noise away from adjacent residential uses; 3) Acoustically absorptive treatments to the interior of the car wash tunnel; 4) reduction in the height of the car wash exit opening; 5) Acoustical curtains on the outer 1-foot of the car wash exit to acoustically limit the width of the car wash opening; 6) "Green Walls" to acoustically break up hard reflective surfaces at key locations at the Property; 7) Noise protection wall and canopy extending from the exit of the car wash tunnel; and 8) noise protection walls along the southeast boundary of the Property.

Therefore, the Project will comply with Article 29 of the San Francisco Police Code and in no event will noise from the mechanical equipment of the car wash exceed 65dBA, as defined in Article 29, from 7:00 a.m. to 10:00 p.m., or 60 dBA from 10:00 p.m. to 7:00 a.m., when measured at any location on adjoining residential property as stated in the Shell Gas Station & Car Wash Noise Study Report, dated April 19, 2013 and prepared by Extant Acoustical Consulting on behalf of the Project Sponsor.

- C. Automobile washing and drying occurs entirely within an enclosed building.

The Project includes the construction of an approximately 1,327 square foot automated mechanical car wash and utility room in which washing and drying will occur entirely within the enclosed building.

- D. Water use and reclamation meets criteria established by the Zoning Administrator in consultation with staff from the San Francisco Public Utilities Commission.

The Project will utilize a "RYKO Environmental II-A" cyclone separator that is used to remove suspended sediment from a three-chamber underground storage and settling tank used for water reclamation at mechanical car washes. In this system, initial water (containing road grime, TPH, grit, surfactants, etc.) passes to the first chamber of the settling tank, where oil/water separation takes place, along with sludge and floc formation. Effluent from the first chamber passes through a set of baffles to a second chamber, and then decanted to a third chamber; additional settling occurs in each chamber. Finally, effluent from the third chamber is pumped through the cyclone separator to be reused in the mechanical car wash.

A letter dated March 26, 2013 from the San Francisco Public Utilities Commission states that the design criteria of 80% water reuse for the "RYKO Environmental II-A" cyclone separator is acceptable, and meets water use and reclamation criteria established by the Zoning Administrator.

- E. A traffic study demonstrates that the operation will not cause a new significant impact on traffic on adjacent streets.

According to a Trip Generation and Traffic Queuing Study for the Shell Station at 1759 Lincoln Way, dated November 7, 2011 and prepared by Fehr & Peers on behalf of the Project Sponsor, the number of new trips that will be generated by replacing the existing service bays with a mechanical car wash at the Property would be minimal and would not affect adjacent roadway operations. Based on review of trip generation studies from around the country, evidence suggests that car washes typically function as ancillary uses to gas stations and thus have minimal effect on the overall trip generation of stations.

The Project is not expected to generate queues that will extend beyond seven vehicles in length. This was the maximum queue observed at a larger and busier comparable gas station car wash located at 3550 Mission Street. The queue storage available at the Property is greater than that at the comparable site and will adequately accommodate the maximum queues on site.

Although unexpected, should car wash demand increase such that recurring queues do extend onto 19th Avenue and the public rights-of-way, the Project Sponsor and/or Property Owner will be required to employ abatement methods to reduce the queuing and prevent spillover into the surrounding streets

through a condition of approval for the Project. Such abatement methods include, but are not limited to, redesigning the facility to improve vehicle circulation and/or on-site queue capacity, employment of service attendants to direct traffic, installation of "Car Wash/Facility Full" signs with active management by attendants, and/or demand management strategies such as time-of-day car wash or gasoline discounts or surcharges.

- F. The facility is located on a lot equal to or greater than 12,000 square feet.

The Project is located on a lot that is 19,246 square feet in area.

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 Project is necessary and desirable because the new convenience store will be approximately the same size as the service station building that will be demolished, and will be convenient for customers to purchase retail goods at the time they are refueling their vehicles. The new convenience store will not sell alcohol, thereby avoiding related potential nuisances and further proliferation of alcohol sales in the local area.

The mechanical car wash is a new use that is desirable and compatible because there are no similar car wash facilities in the area that serve residents of the Inner and Outer Sunset neighborhoods. The nearest mechanical car wash facilities are located at 444 Divisadero Street (Divisadero Touchless Carwash) and 3035 Geary Boulevard (Shell Gas), which are located 2.9 and 3.1 miles away from the Project, respectively.

The Project will allow the Property Owners to earn a fair rate of return on their investment, and will allow the existing gasoline service station to remain that provides an essential service to the public. If the Property Owners cannot earn a fair rate of return on their investment, the potential conversion of the service station to a non-service station use will result in the curtailment of essential services, including automobile refueling and emergency services, and is contrary to the public health, safety, peace and general welfare.

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:
- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The existing service station is a legal nonconforming use and the height and bulk of the new convenience store building will be similar in size and location to the demolished service station building. The new 1,327 sq. ft. mechanical car wash and utility room building will be located behind the convenience store, is compatible with the eight gasoline service bays, will utilize the four existing driveways for access and egress and will not impede circulation on the 19,246 sq. ft. Property.

- 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;

Traffic conditions will remain substantially unaltered because the number of new trips that will be generated by replacing the existing service station building with a convenience store and a mechanical car wash at the Property will be minimal and will not affect adjacent roadway operations. Based on a review of trip generation studies from around the country by traffic consultants Fehr & Peers, evidence suggests that car washes typically function as ancillary uses to gas stations and thus have minimal effect on the overall trip generation of stations.

The Project will provide two off-street parking spaces (including one accessible space) that will be adequate to accommodate customers that are not already temporarily parked at the gasoline service bays while refueling or using the mechanical car wash.

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

The Property is currently used as an automotive service station. Although the gasoline service use will be unchanged and maintained, the new car wash use will not introduce any new noxious or offensive emissions such as glare, dust or odor. In particular, the new car wash will incorporate multiple key design elements in order to help control generated noise levels being dispersed into the surrounding community and will strictly comply with Article 29 of the San Francisco Police Code and Planning Code Section 187.2. In no event will noise from the mechanical equipment of the car wash exceed 65dBA from 7:00 a.m. to 10:00 p.m., or 60 dBA from 10:00 p.m. to 7:00 a.m., when measured at any location on adjoining residential property.

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

The Project will provide landscaping that includes six new ornamental pear trees, flowering annuals, jasmine groundcover, and climbing vines along the perimeter of the Property. Existing lighting will be maintained and any new or replacement signage will be reviewed by the Planning Department to ensure compliance with Planning Code Section 606.

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

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

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

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.2:

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

Policy 1.3:

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

The proposed Project will provide substantial net benefits with negligible undesirable consequences to the residents of the Inner and Outer Sunset neighborhoods because gasoline service stations provide an essential service to the public and there are no mechanical car wash facilities in the western portion of the City south of Golden Gate Park. Traffic conditions will remain substantially unaltered because the number of new trips that will be generated by the Project will be minimal and not affect adjacent roadway operations, and noise generated by the Project will not exceed levels determined to be appropriate by the Police Code and Planning Code.

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.

Approval of the Project will allow the Property Owners to earn a fair rate of return on their investment and enable the retention and continued operation of the existing gasoline service station, which provides an

essential service to the public. If not approved, the potential conversion of the service station to a non-service station use will result in the curtailment of essential services, including automobile refueling and emergency services, and is contrary to the public health, safety, peace and general welfare.

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 will preserve the existing gasoline service station, which provides an essential service to the public, and the new mechanical car wash is a desirable neighborhood-serving use. If the Project cannot be constructed, the potential conversion of the service station to a non-service station use will result in the curtailment of essential services, including automobile refueling and emergency services.

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

The immediate vicinity is characterized predominantly by three- and four-story residential buildings, along with a religious institution and a few commercial spaces at the ground floor along Lincoln Way. The new convenience store and mechanical car wash will be located approximately in the same location as the demolished service station building, and no existing housing will be removed. The Project will preserve the existing neighborhood character by strictly complying with Article 29 of the San Francisco Police Code and Planning Code Section 187.2, and in no event will noise from the mechanical equipment of the car wash exceed permitted levels. In addition, traffic conditions will remain substantially unaltered because the number of new trips that will be generated by the mechanical car wash will be minimal and will not affect adjacent roadway operations. Furthermore, the new convenience store will not sell alcohol, thereby avoiding related potential nuisances and further proliferation of alcohol sales in the local area. The Project will preserve the economic diversity of the Inner and Outer Sunset neighborhoods by providing a new car wash use that currently does not exist in the area.

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

No housing would be removed for this Project.

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

The Project will have no demand on neighborhood parking, and will not impede MUNI transit nor overburden the City's streets because the number of new trips that will be generated by replacing the existing service station building with a convenience store and a mechanical car wash at the Property will be minimal and will not affect adjacent roadway operations. Furthermore, the location of the

structures and the amount of space available for queuing and circulation within the Property will not result in a negative impact to commuter traffic.

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

The Project will not displace any industrial and service sector uses.

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

The Project will be designed and constructed to comply with all required seismic and life safety codes in order to achieve the possible preparedness to protect against injury and loss of life in the event of an earthquake.

- G. That landmarks and historic buildings be preserved.

The service station building that is proposed for demolition is not a landmark or historic building.

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

The Project will replace the existing service station building with a convenience store and mechanical car wash within the 19,246 sq. ft. lot and 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. 2011.0099CV** as submitted on February 3, 2011.

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on June 20, 2013.

Jonas P. Ionin
Acting Commission Secretary

AYES:

NAYES:

ABSENT:

ADOPTED: June 20, 2013

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use, pursuant to Planning Code Sections 187.2 and 303, in order to modify the Conditions of Approval contained in Motion No. 18163 (Case No. 2010.0422CV) to allow the demolition of an automotive service station building and construction of a new convenience store and mechanical car wash (d.b.a. Shell Gas), for the use located at 1759 Lincoln Way (Block 1732, Lot 043) within an RM-2 Residential – Mixed, Moderate Density Zoning District and a 40-X Height and Bulk District, subject to Conditions of Approval reviewed and approved by the Commission on June 20, 2013 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 June 20, 2013 under Motion No XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

DESIGN

3. **Signage.** Any signs on the property shall be made to comply with the requirements of Article 6 of the Planning Code applying to nonconforming uses.

MONITORING

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

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

5. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning

Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

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

OPERATION

6. **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>

7. **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>

8. **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 and Planning Code Section 187.2.

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

9. **Community Liaison.** Prior to the implementation of the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The community liaison officer will be Sunny Goyal, who can be contacted at (650) 799-2949, or via email at sunny@vintnersdist.com. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

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

10. **Hours of Operation.** The hours of operation for the mechanical car wash shall be 7:00 a.m. to 10:00 p.m., daily.

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

11. **Automobile Queuing.** It shall be the responsibility of the Owner/Operator of the automotive service station and carwash to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the service station or car wash) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer, or for more than five percent (5%) of any 60-minute period, on a daily or weekly basis. Recurring queues could be caused by customer demand for gasoline or carwash service exceeding the capacity of the facility, vehicle conflicts with high volumes of pedestrians on the sidewalk, or a combination of these or other factors.

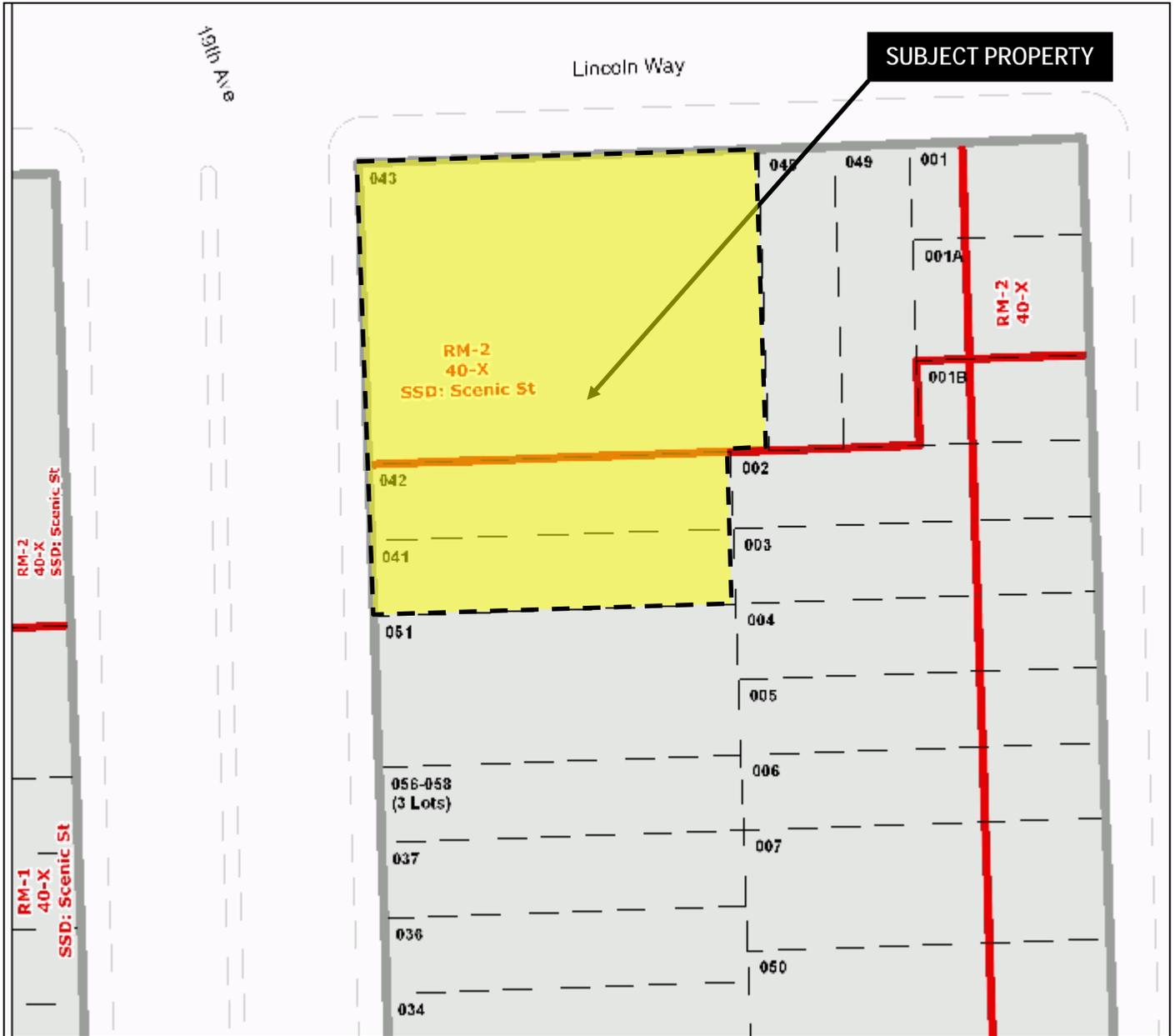
If a recurring queue occurs, the owner/operator of the service station and carwash shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the operation of the service station and carwash.

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of service attendants to direct traffic; installation of "CARWASH/FACILITY FULL" signs with active management by attendants; and/or demand management strategies such as time-of-day carwash or gasoline discounts or surcharges.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the Property Owner in writing. The Owner/Operator shall hire a transportation consultant from the Planning Department's list of qualified transportation consultants to evaluate the conditions at the site for no less than seven days. The consultant shall submit a report to the Department for review. The Department shall determine whether or not a recurring queue does exist, and shall notify the Owner/Operator of the determination in writing.

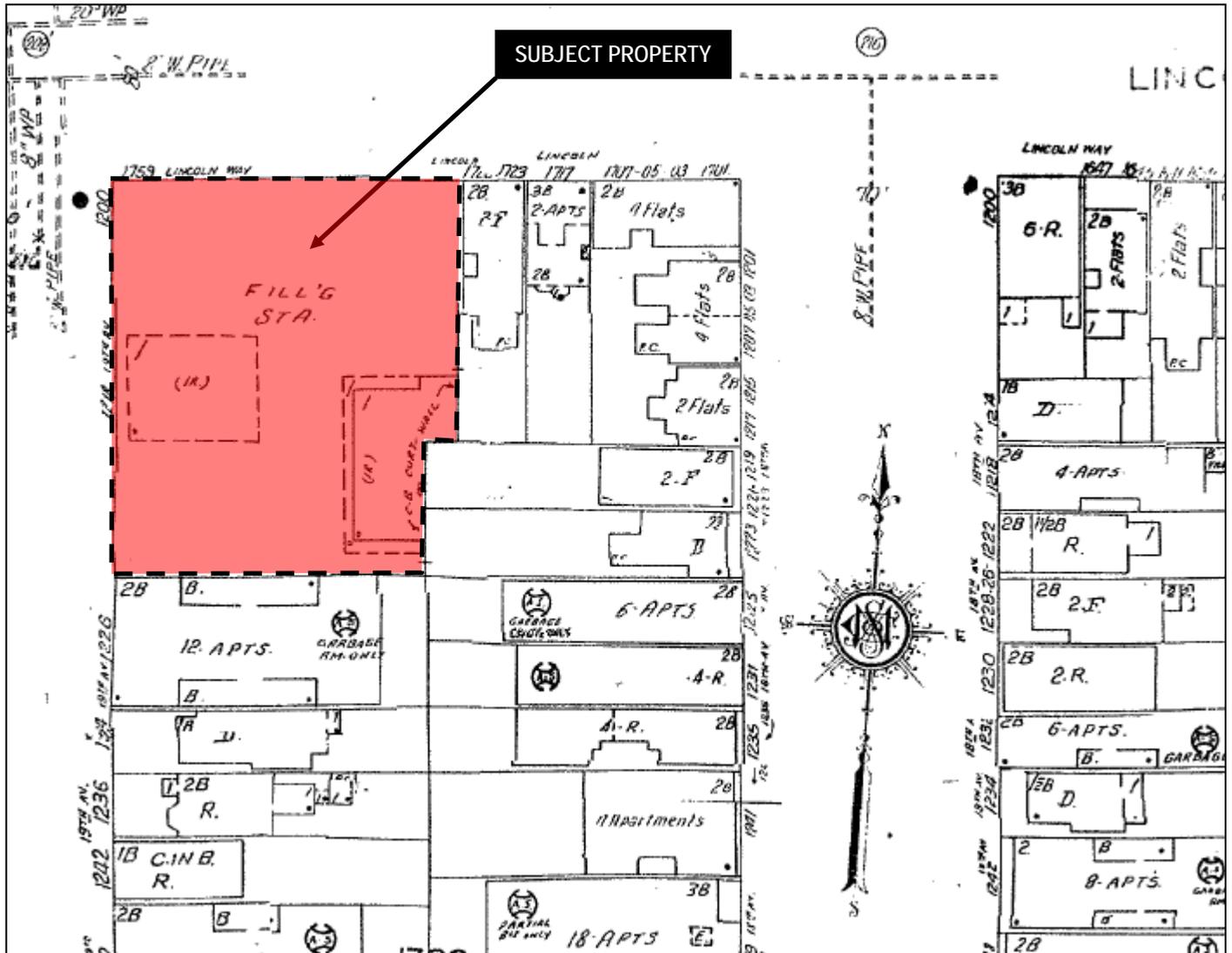
If the Department determines that a recurring queue does exist, upon notification, the Owner/Operator shall have 90 days from the date of the written determination to abate the queue. If after 90 days the Department determines that a recurring queue is still present, the service station and/or carwash shall be considered in violation of this Condition of Approval, and the Department may assess penalties and pursue enforcement actions per the Planning Code sections 176 and 176.1.

Parcel Map



Conditional Use Authorization
Case Number 2011.0099C
Mechanical Car Wash Facility
1759 Lincoln Way

Sanborn Map*

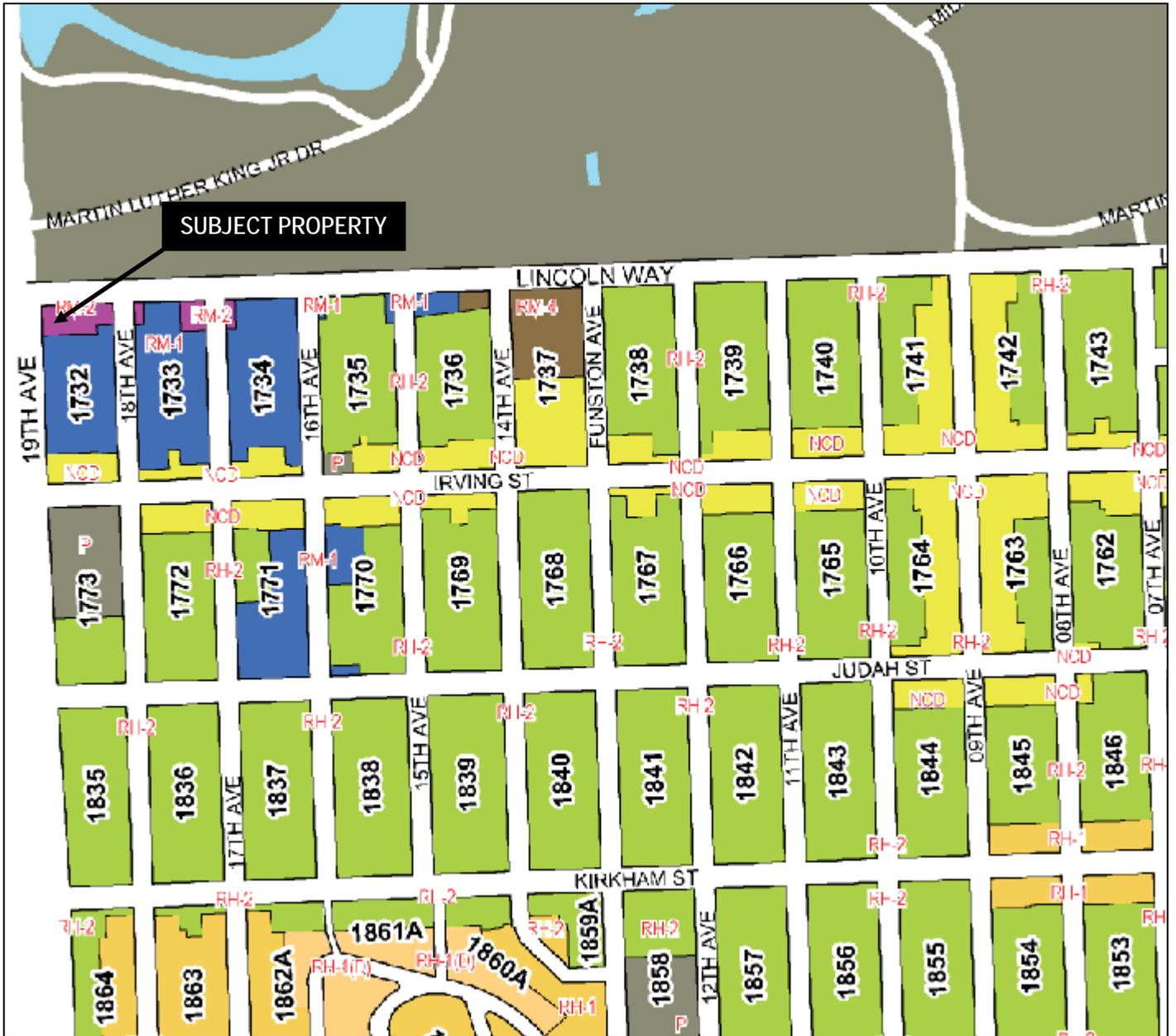


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Conditional Use Authorization
Case Number 2011.0099C
Mechanical Car Wash Facility
1759 Lincoln Way

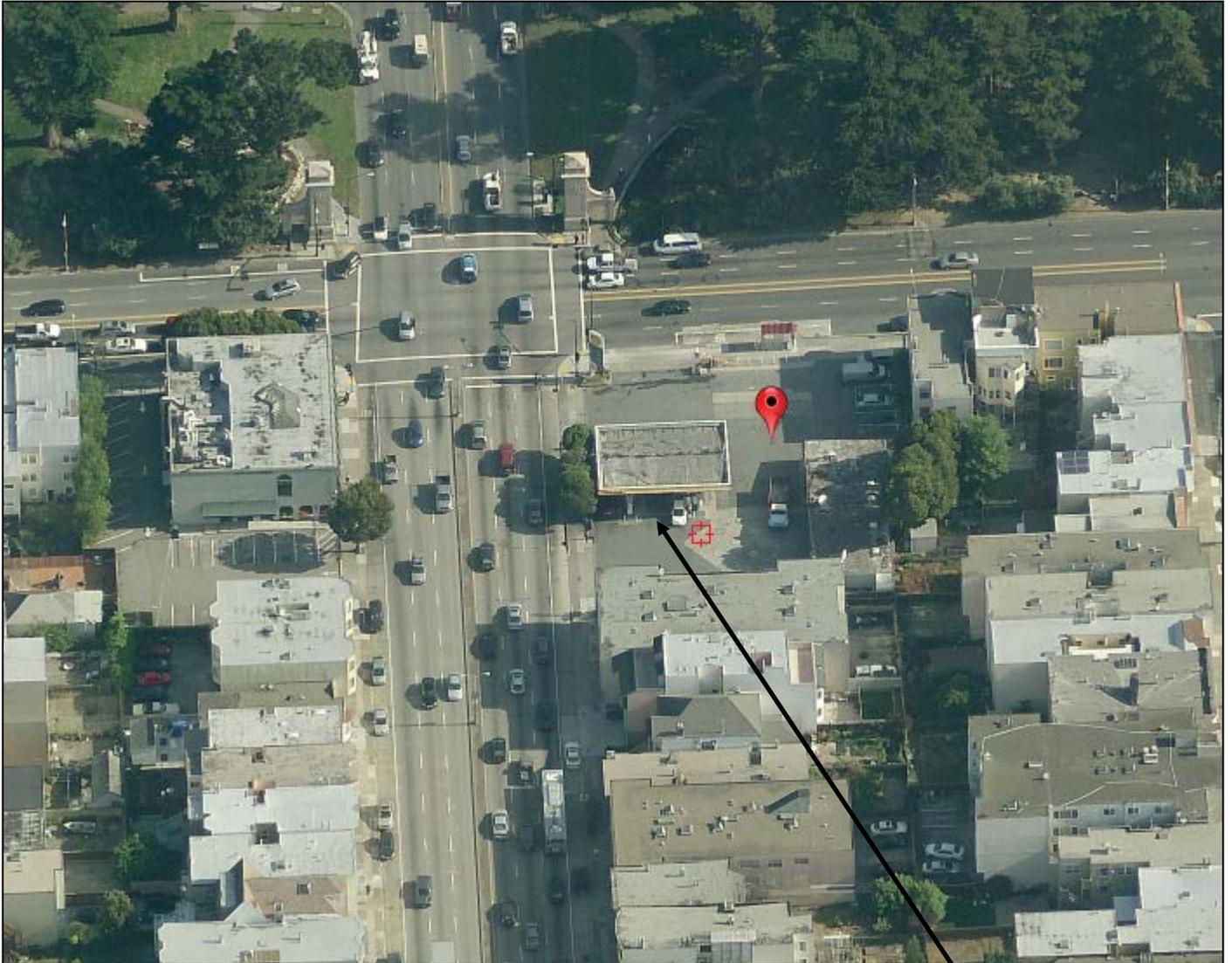
Zoning Map



Conditional Use Authorization
 Case Number 2011.0099C
 Mechanical Car Wash Facility
 1759 Lincoln Way

Aerial Photo

view facing north



SUBJECT PROPERTY

Conditional Use Authorization
Case Number 2011.0099C
Mechanical Car Wash Facility
1759 Lincoln Way

Aerial Photo

view facing east

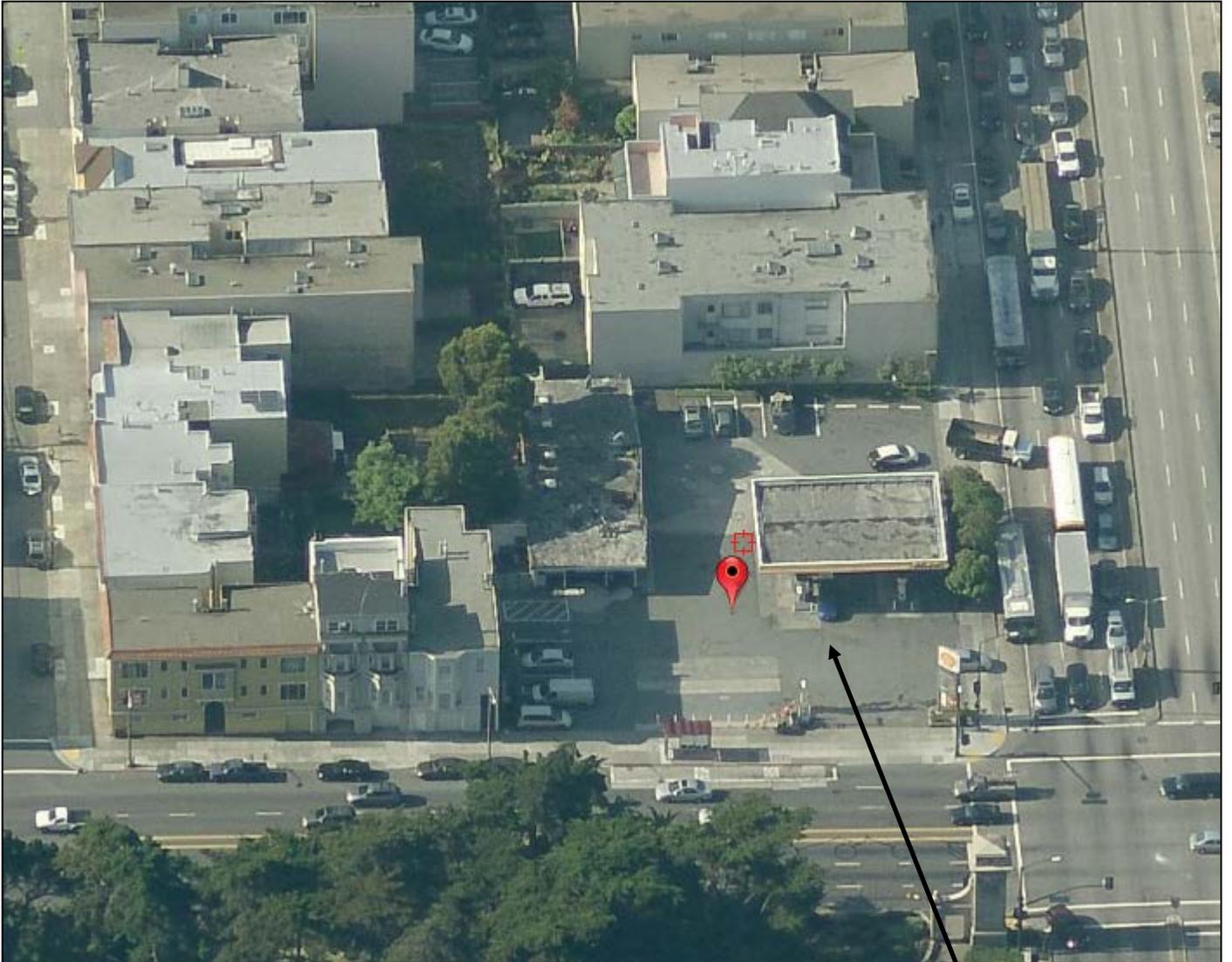


SUBJECT PROPERTY

Conditional Use Authorization
Case Number 2011.0099C
Mechanical Car Wash Facility
1759 Lincoln Way

Aerial Photo

view facing south



SUBJECT PROPERTY

Conditional Use Authorization
Case Number 2011.0099C
Mechanical Car Wash Facility
1759 Lincoln Way

Aerial Photo

view facing west

SUBJECT PROPERTY



Conditional Use Authorization
Case Number 2011.0099C
Mechanical Car Wash Facility
1759 Lincoln Way

Site Photo

View from Lincoln Way



Conditional Use Authorization
Case Number 2011.0099C
Mechanical Car Wash Facility
1759 Lincoln Way

Site Photo

View from 19th Avenue



Conditional Use Authorization
Case Number 2011.0099C
Mechanical Car Wash Facility
1759 Lincoln Way

Vu, Doug

From: Angela Tickler <angela@hardwearsf.com>
Sent: Tuesday, June 11, 2013 4:49 PM
To: Vu, Doug
Subject: 19th & Lincoln Proposed Car Wash

Dear Planning Commission Member -

The Outer Sunset Merchant and Professional Organization (OSMPA) is vehemently opposed to the proposed car wash and large convenience store at one of the most highly trafficked corners in the Sunset District: 19th Avenue and Lincoln Boulevard.

Our objections are on several fronts:

- The scale of the proposed changes is highly likely to cause waiting cars to interfere with already-congested traffic at that corner which is also the location of bus stops for four different MUNI lines and therefore has a high pedestrian population - the SFMTA is planning to move the 19th Avenue bus stop inside Golden Gate Park and re-lane the intersection, which will further aggravate the traffic congestion because of the loss of traffic lanes to bus turn-only lanes (I urge you to please contact Robert Lim, the project manager at SFMTA for further details), a change the SFMTA is making in part to alleviate the traffic congestion on 19th/Irving and 20th Ave between Lincoln and Irving The City is therefore already aware of traffic congestion issues in this area.
- The lack of any directionals in the proposed design to manage traffic patterns/entrances/exits virtually ensures traffic backups onto 19th Avenue and Lincoln Boulevard (amid the stopping buses) and the ensuing road-rage, horn-honking, and frustration that will adversely affect the surrounding residents, businesses, library patrons, and elementary school around the corner. Their own traffic study cites the southernmost driveway on 19th Avenue as the most frequently used entrance, which will cause the traffic headed for car wash and the traffic entering the gas station to be in conflict - add the location of the two parking spaces which will have to pull in and out into the lanes where cars are lined up for the car wash and you have a perfect traffic storm.
- The addition of such a large convenience store will harm the business of long-standing, family-owned and struggling local small merchants with convenience and corner stores in the surrounding area
- While understanding that appropriate notifications were made per se, agreed communications were not received by our association. When it was discovered that this proposal was to go before the Planning Commission earlier in June, we requested the delay in order to be able to raise our voices. The so-called outreach was reactive, not proactive. When their representatives attended our OSMPA monthly meeting, it was a contrived attempt to assuage concerned merchants and residents with assertions of no harm intended and even the presence of Sunny Gogol himself - the hard-working son of a family-owned business, busily handing out copies of plans as if he were the gofer, who stood in front of us and told us about his poor customers - specifically mothers with children in wheelchairs who needed the ADA compliant convenience store. Interesting that those customers are not important enough to their company for them to make any needed ADA compliance changes without adding a huge convenience store and car wash. Far more interesting and important was Sunny's direct assertion that he is just like us. Comparing himself to small business owners who work fifty to eight hours per week to keep their families fed, who scrape chewing gum off the sidewalk for DPW inspections, paint over graffiti, know our customers by name. Yes, he was quite certain: he is just like us. Except that he lives on the Peninsula, so any traffic impact really won't affect him, his family or his neighborhood at all. And since it was somewhat inadvertently revealed at that meeting that his family business owns between sixty and one hundred gas stations, and are paid to operate many more than that, it turns out that no, he is not just like us, he is not even close. It is a family-owned business, but it is also a massive consortium. To describe those remarks as insulting to the hard-working merchants in attendance would be a gross understatement.

At a minimum the OSMPA, which represents over 125 predominantly small businesses between 19th and 27th Avenues on Irving Street, is requesting modifications to the proposal. The consortium also owns the only other gas station on 19th Avenue which can meet the requirements for a car wash. It is the combination of the large convenience store and car wash which we feel overloads the Lincoln location, and since they are seeking to improve their business, we would like to suggest that they put the car wash at Lincoln Boulevard and the large convenience store at their Taraval gas station. The car wash still needs directional entrances and exits to minimize traffic disruption and frustration leading to horn-honking.

As business owners, we understand the need to adapt and grow to meet changing landscapes of gas usage and the idea of an environmentally friendly car wash would provide a service to the community, which does not currently have a car wash. However, AU Energy should not get to improve their business at the expense of our neighborhood, our residents, our businesses, and our quality of life.

Sincerely,

Angela Tickler
President, OSMPA

LINCOLN WAY



TECTA

associates

- ARCHITECTURE
- INTERIORS
- PLANNING

2747 19TH STREET
SAN FRANCISCO, CA 94110
tel. 415-362-5857
fax. 415-362-5044

www.tecta.com



Professional of Record

ARCHITECTURAL PROJECT NO.: 10.259

REMODEL
SHELL GAS STATION
1759 LINCOLN WAY
SAN FRANCISCO, CA 94122

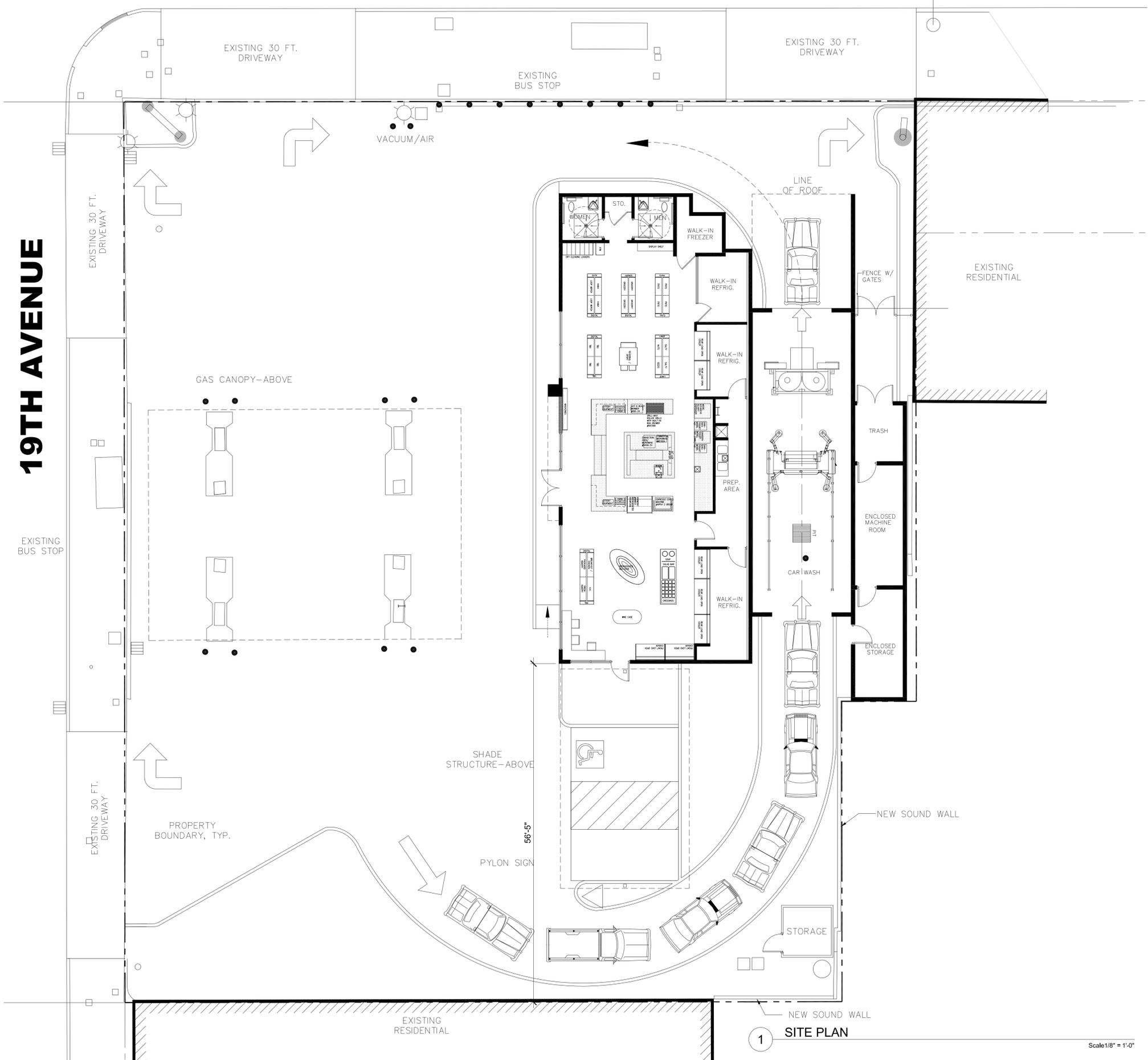
NOTES: (CONTINUED)
THESE CHANGES AND SPECIFICATIONS ARE THE PROPERTY OF TECTA ASSOC. AND SHALL NOT BE REPRODUCED IN ANY MANNER OR USED ON ANY OTHER WORK WITHOUT WRITTEN AGREEMENT WITH TECTA ASSOC. WRITTEN DIMENSIONS AND PREFERRED DIMENSIONS SHALL BE GIVEN ON THE JOB SITE. TECTA ASSOCIATES' IS TO BE NOTIFIED IN WRITING OF ANY DISCREPANCY IN DIMENSIONS PRIOR TO THE COMMENCEMENT OF WORK. THESE DIMENSIONS ARE BASED ON THE DESIGN PROVIDED FOR THE USE IN CONSTRUCTION UNLESS APPROVED AS SUCH BY GOVERNING AUTHORITIES.

NO.	REVISIONS:	DATE:
1	PLANNING SUBMITTAL	02.01.11
2	PLANNING RE-SUBMITTAL	11.14.12
3	PLANNING RE-SUBMITTAL	01.28.13
4	PLANNING RE-SUBMITTAL	04.19.13

ISSUE DATE:
SPACE PLAN DATE:

DRAWING TITLE:
SITE PLAN

DRAWING NUMBER:
A-0



1 **SITE PLAN**

Scale 1/8" = 1'-0"



19TH AVENUE

EXISTING BUS STOP

EXISTING 30 FT. DRIVEWAY

PROPERTY BOUNDARY, TYP.

GAS CANOPY-ABOVE

EXISTING 30 FT. DRIVEWAY

VACUUM/AIR

EXISTING BUS STOP

EXISTING 30 FT. DRIVEWAY

LINE OF ROOF

FENCE W/ GATES

EXISTING RESIDENTIAL

TRASH

ENCLOSED MACHINE ROOM

ENCLOSED STORAGE

NEW SOUND WALL

NEW SOUND WALL

STORAGE

EXISTING RESIDENTIAL

PYLON SIGN

56'-5"

SHADE STRUCTURE-ABOVE

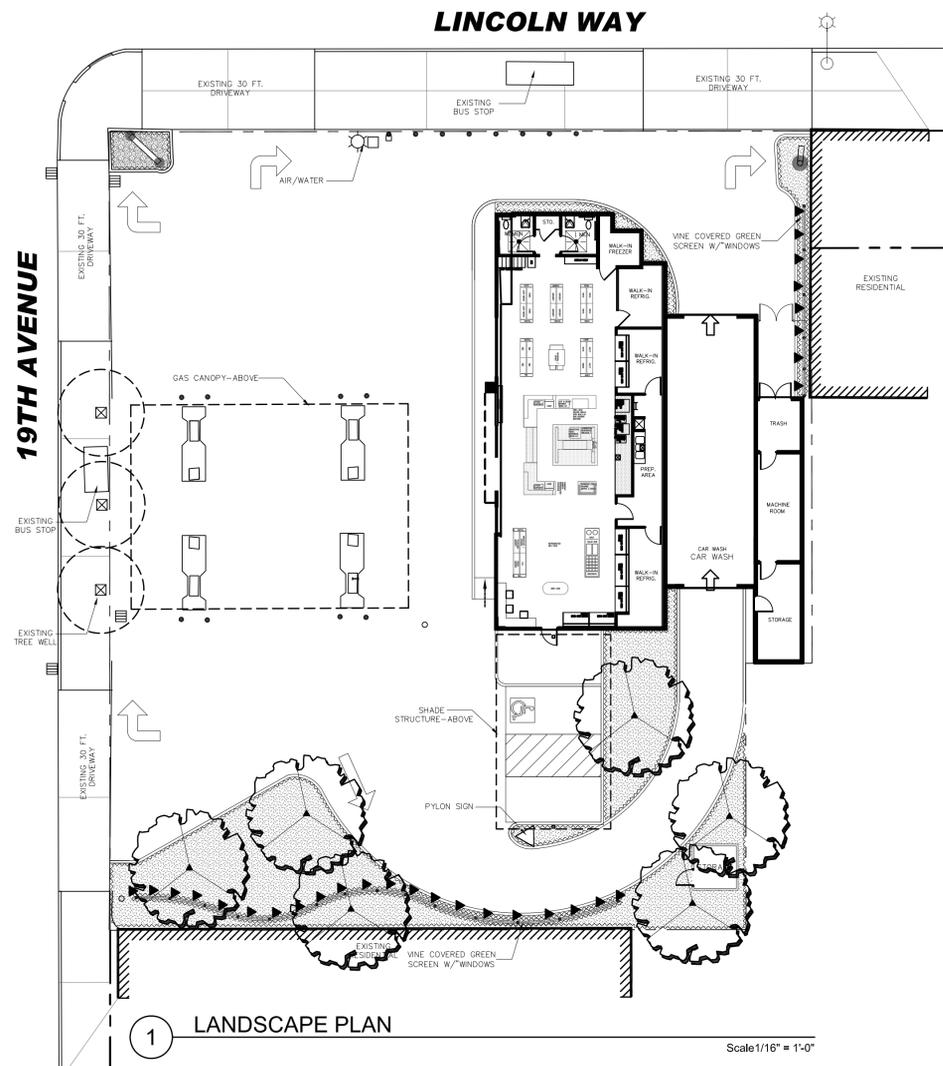
STO.

WOMEN

MEN

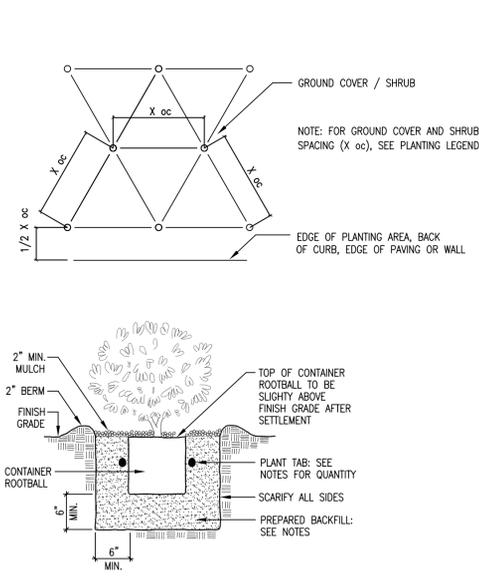
WALK-IN FREEZER

WALK-IN REFRIG.

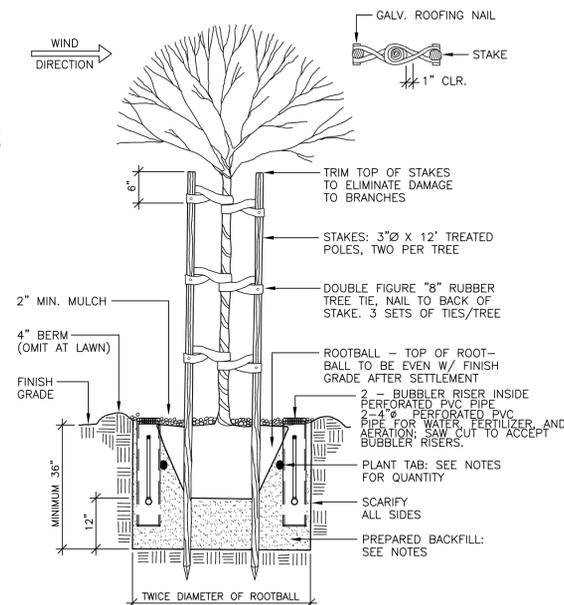


1 LANDSCAPE PLAN

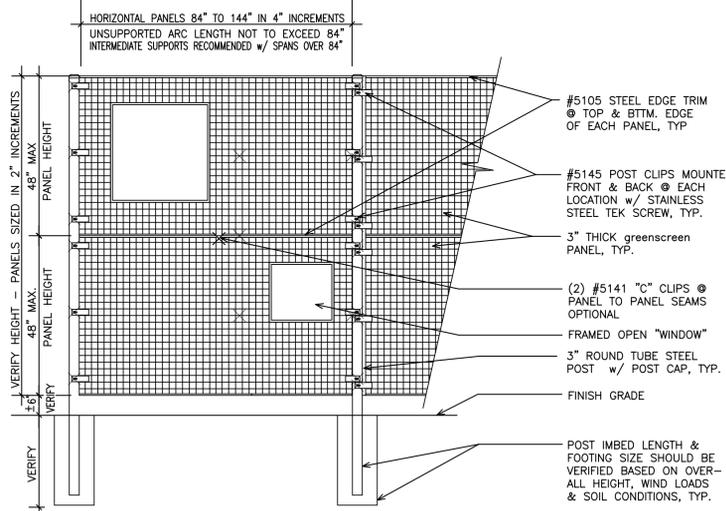
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Planting Details
NOT TO SCALE

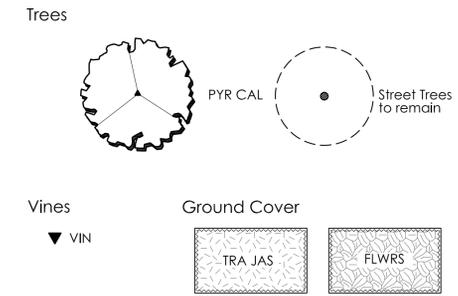


Green Screen
NOT TO SCALE



PLANTING LEGEND

Symbol	BOTANICAL NAME	COMMON NAME	SIZE
Symbol Tree	Botanical Name	Common Name	Size
PYR CAL	Pyrus calleryana 'Red Spire'	Red Spire Pear	15 Gallon
Ground Cover			
FLR ANU	Annual Flowers	Seasonal Flowers	4" Pot @ 12" oc
TRA JAS	Trachelo. jasminoides	Star Jasmine	1 gal @ 30" oc
VINE			
VIN	Thunbergia grandiflora	Blue Sky Vine	1 Gallon
VIN	Clematis x 'Starry Nights'	Vanc'r. Starry Ngts. Clematis	1 Gallon
VIN	Hardenbergia violacea (alba)	Happy Wonderer	1 Gallon



PLANTING NOTES

- All trees are to be staked as shown in the staking diagram per city requirement.
- Plant locations are to be adjusted as necessary to screen utilities but not block windows or impede access.
- All ground cover and shrub areas shall be top-dressed with a 3" layer of bark mulch.
- All ground cover planting will be placed no farther than 6" from edge of pavement, edge of header or back of curb. Spacing shall ensure full coverage in one year.
- There shall be no storing of material or equipment, permitting of any burning or operating or parking of equipment under branches of any existing plants to remain. If existing plants to remain are damaged during construction, the plants shall be replaced with the same species and size as those damaged.
- All plant material shall be nursery grown stock. All plant materials shall be tagged at the nursery at least 1 month prior to planting for the Landscape Architect's review.
- Review layout of all landscape elements with the Landscape Architect prior to installation. Field modifications may be necessary. Final layout to be reviewed by the Landscape Architect.
- Written dimensions supersede scaled dimension. Measurements are from the wall face, back of curb, edge of walk, building wall, property line or center line as graphically indicated.
- All layout corners are at 90 degrees right angles unless otherwise indicated. All curves shown are segments of circles with noted radii or diameter if noted. Circles can be scaled and be connected by freeform curves.
- HERBICIDE APPLICATION: Herbicide shall not be used until all plant material has been planted a minimum of 20-days. All planting areas shall be kept weed-free by non-herbicide methods during this time period. Herbicide shall not be applied to any areas which are or have been seeded. Contractor must be licensed by the State and County for fertilizer application, and must have current registration on file with the County.



Ciardella associates
957 Rose Avenue
Menlo Park, CA 94025
Tel 650 326 6100
F 650 323 6706
ca@ciardella-assoc.com

● ARCHITECTURE
● INTERIORS
● PLANNING

2747 19TH STREET
SAN FRANCISCO, CA 94110
415-362-5857
213-469-2609
415-362-5044 FAX

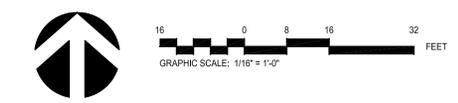
ARCHITECTURAL PROJECT NO.: 10.259

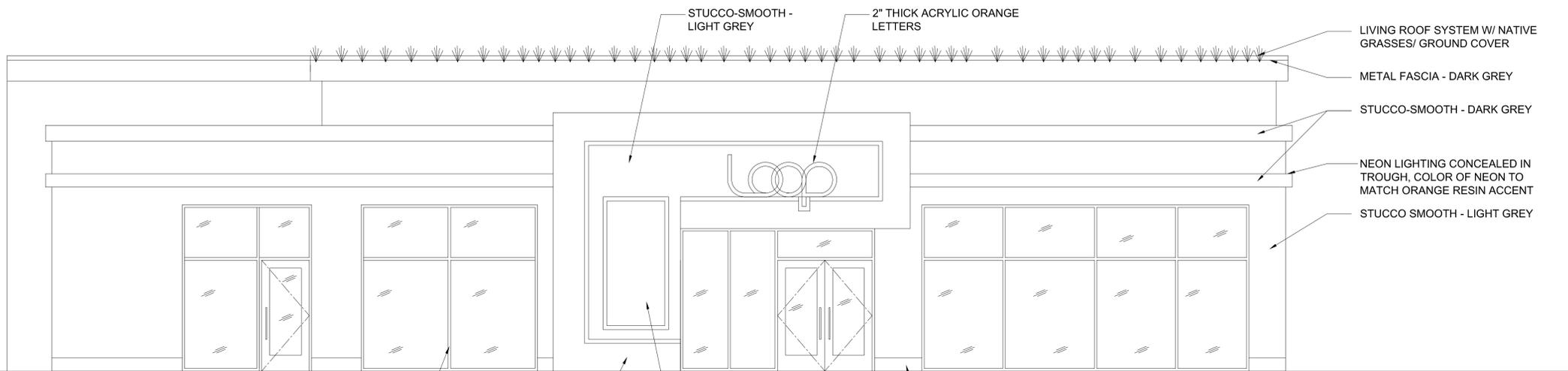
REMODEL
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SAN FRANCISCO, CA 94122

NO. REVISIONS DATE:

ISSUE DATE: 02-01-11
SPACE PLAN DATE:

DRAWING TITLE:
LANDSCAPE PLAN
DRAWING NUMBER:
LA-1

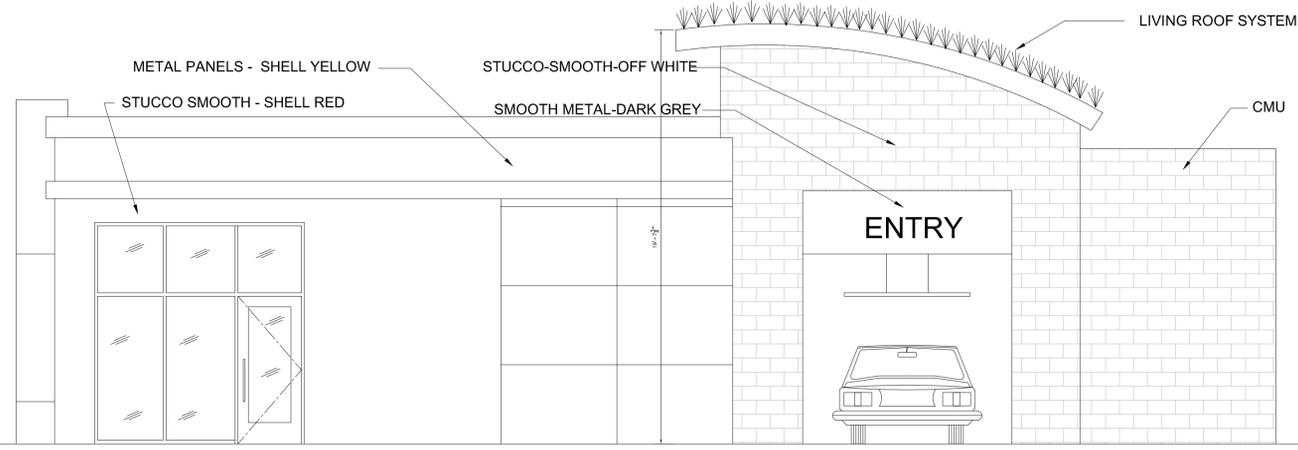
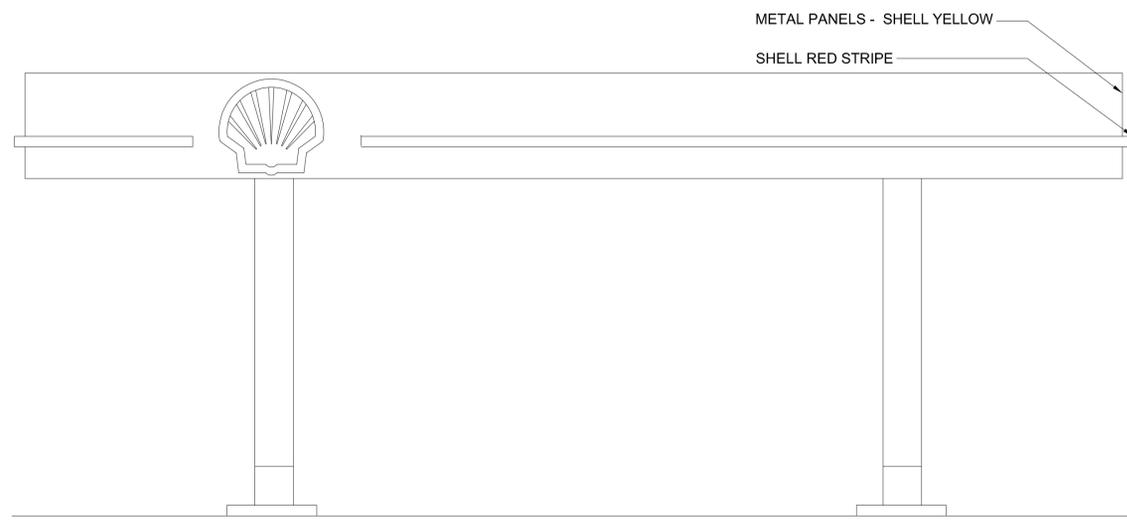




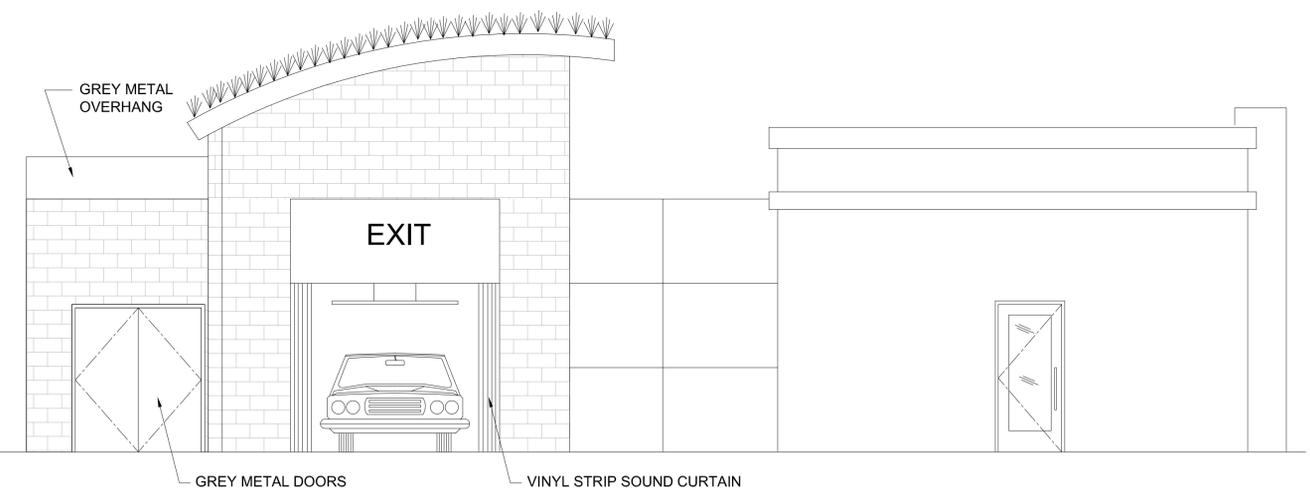
TRANSPARENT GLAZING IN CLEAR ANODIZED ALUMINUM STOREFRONT
 INTERNALLY LIT WHITE KRION SURROUND
 LCD SCREEN MOUNTED WITHIN S.S. METAL FRAME
 GREY STONE BASE, TYP.

LIVING ROOF SYSTEM W/ NATIVE GRASSES/ GROUND COVER
 METAL FASCIA - DARK GREY
 STUCCO-SMOOTH - DARK GREY
 NEON LIGHTING CONCEALED IN TROUGH, COLOR OF NEON TO MATCH ORANGE RESIN ACCENT
 STUCCO SMOOTH - LIGHT GREY

1 FRONT ELEVATION
 Scale: 1/4" = 1'-0"



2 SOUTH ELEVATION
 Scale: 1/4" = 1'-0"



3 NORTH ELEVATION
 Scale: 1/4" = 1'-0"



TECTA

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ARCHITECTURAL PROJECT NO.: 10.259

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NO.	REVISIONS:	DATE:
1	PLANNING SUBMITTAL	02.01.11
2	PLANNING RE-SUBMITTAL	11.14.12
3	PLANNING RE-SUBMITTAL	01.28.13
	PLANNING RE-SUBMITTAL	04.19.13

ISSUE DATE:
 SPACE PLAN DATE:

DRAWING TITLE:
ELEVATIONS

DRAWING NUMBER:

A-2