

File No. 251239

Committee Item No. _____
Board Item No. 41 _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: _____
Board of Supervisors Meeting

Date: _____
Date: February 3, 2026

Cmte Board

<input type="checkbox"/>	<input type="checkbox"/>	Motion
<input type="checkbox"/>	<input type="checkbox"/>	Resolution
<input type="checkbox"/>	<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	<input type="checkbox"/>	Legislative Digest
<input type="checkbox"/>	<input type="checkbox"/>	Budget and Legislative Analyst Report
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Youth Commission Report
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Introduction Form
<input type="checkbox"/>	<input type="checkbox"/>	Department/Agency Cover Letter and/or Report
<input type="checkbox"/>	<input type="checkbox"/>	MOU
<input type="checkbox"/>	<input type="checkbox"/>	Grant Information Form
<input type="checkbox"/>	<input type="checkbox"/>	Grant Budget
<input type="checkbox"/>	<input type="checkbox"/>	Subcontract Budget
<input type="checkbox"/>	<input type="checkbox"/>	Contract/Agreement
<input type="checkbox"/>	<input type="checkbox"/>	Form 126 – Ethics Commission
<input type="checkbox"/>	<input type="checkbox"/>	Award Letter
<input type="checkbox"/>	<input type="checkbox"/>	Application
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Public Correspondence

OTHER

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Appeal Letter 12/12/25</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Planning Department Response 1/5/26</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Project Sponsor Response 1/2/26</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Appellant Continuance Waiver 1/8/26</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Project Sponsor Continuance Waiver 1/8/26</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Public Hearing Notice 1/2/26</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Clerical Documents</u>

Prepared by: Jocelyn Wong
Prepared by: _____

Date: January 30,
2026 Date: _____

RECEIVED
BOARD OF SUPERVISORS

**NOTICE TO BOARD OF SUPERVISORS OF APPEAL SAN FRANCISCO
FROM ACTION OF THE CITY PLANNING COMMISSION**

2025 DEC 12 AM08:39

ll

Notice is hereby given of an appeal to the Board of Supervisors from the following action of the City Planning Commission.

825 Sansome Street

The property is located at _____.

November 13, 2025

Date of City Planning Commission Action
(Attach a Copy of Planning Commission's Decision)

December 12, 2025

Appeal Filing Date

The Planning Commission disapproved in whole or in part an application for reclassification of property, Case No. _____.

The Planning Commission disapproved in whole or in part an application for establishment, abolition or modification of a set-back line, Case No. _____.

The Planning Commission approved in whole or in part an application for conditional use authorization, Case No. 2025-008202CUA.

The Planning Commission disapproved in whole or in part an application for conditional use authorization, Case No. _____.

Statement of Appeal:

a) Set forth the part(s) of the decision the appeal is taken from:

Conditional Use Authorization for a Fleet Charging was granted in error as the applicant and Planning Department did not demonstrate that the request met the findings requirements of Planning Code Section 303.

b) Set forth the reasons in support of your appeal:

See Attached

Person to Whom
Notices Shall Be Mailed

Mark Malouf

Name

**1190 Mission St #1922
San Francisco, CA 94103**

Address

(650) 678-5504

Telephone Number

Name and Address of Person Filing Appeal:

Mark Malouf

Name

**1190 Mission St #1922
San Francisco, CA 94103**

Address

(650) 678-5504

Telephone Number

Signature of Appellant or
Authorized Agent

1. The use is Not Necessary or Desirable because:

- Tesla has not demonstrated why this specific site is necessary when industrial areas better suited for Fleet Charging operations exist throughout the City.
- Fleet Charging use serves corporate fleet needs, not neighborhood needs—it provides no benefit or service to local residents or businesses.

2. The use is incompatible with the adjacent Jackson Square Historic District because:

- Jackson Square is one of San Francisco's most significant historic districts, preserved for its unique architectural character and scale and Fleet charging operations for Autonomous Vehicles—with constant vehicle queuing, 24/7—are fundamentally incompatible with the district's historic residential and small-scale commercial character.

3. The use is detrimental to Neighborhood Convenience and General Welfare because:

- This site along with the Waymo operations site 200 feet away will create continuous robotaxi fleet vehicles circulating including congestion, that impacts the neighborhood. Planning Staff did not consider such concentration.
- Round-the-clock operations disrupt neighborhood peace and livability at all hours.

4. The proposed Fleet Charging use relies on an inadequate CEQA Analysis because:

- The CEQA analysis fails to examine cumulative impacts of concentrated AV fleet charging in the area.
- CEQA requires assessment of the combined effects of multiple similar projects—this has not been done and there is no mention of Waymo or Tesla in the CEQA analysis.
- Proper environmental review must analyze the concentration of fleet operations before approval, including the impact of a Tesla robotaxi charging location only 200 feet from Waymo's existing AV facility.

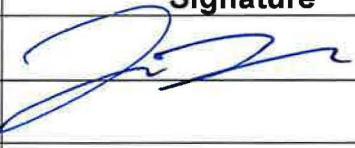
Pursuant to Planning Code Section 308.1(b), the undersigned members of the Board of Supervisors believe that there is sufficient public interest and concern to warrant an appeal of the Planning Commission on Case No. 2025-008202CUA, a conditional use authorization regarding (address) 825 Sansome, District 3. The undersigned members respectfully request the Clerk of the Board to calendar this item at the soonest possible date.

Supervisor Printed Name	Signature	Date
<u>CONVIE CHAN</u>		<u>12/10/2025</u>

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BOARD OF SUPERVISORS
SAN FRANCISCO
2025 DEC 12 AM08:40 l

(Attach copy of Planning Commission's Decision)

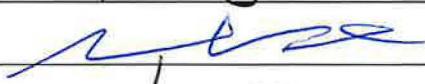
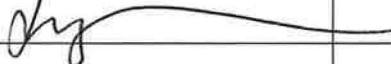
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Supervisor Printed Name	Signature	Date
Jackie Fielder		12/09/25

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(Attach copy of Planning Commission's Decision)

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Supervisor Printed Name	Signature	Date
Myrna Melgar		12/9/25
Shannan Walton		12/9/25
Chyanne Chen		12/9/25

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Supervisor Printed Name	Signature	Date
Danny Sauter		12/10/25

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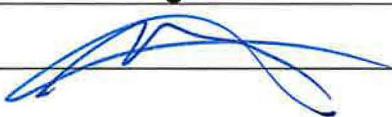
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Supervisor Printed Name	Signature	Date
Rafael Mandelman		12/11/2025

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Supervisor Printed Name	Signature	Date
<u>ALAN WANG</u>		<u>DEC 10, 2029</u>

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SAN FRANCISCO
2025 DEC 12 AM08:40 

(Attach copy of Planning Commission's Decision)



PLANNING COMMISSION MOTION NO. 21868

HEARING DATE: NOVEMBER 13, 2025

Record No.: 2025-008202CUA
Project Address: 825 Sansome Street
Zoning: C-2 (Community Business) Zoning District
Washington-Broadway Special Use District
Priority Equity Geographies Special Use District
65-A Height and Bulk District
Block/Lot: 0164 / 003
Project Sponsor: Eric Lentz
c/o Tesla, Inc.
3500 Deer Creek Road
Palo Alto, 94304
Property Owner: 825 Sansome Street, LLC
402 Jackson Street, Fl 3
San Francisco, CA 94111
Staff Contact: Michelle Langlie- 628-652-7410
Michelle.Langlie@sfgov.org

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2025 DEC 12 AM08:41

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Project Description

The proposed project involves a change of use from the existing Public Parking Garage use with 96 parking spaces and the establishment of a private Fleet Charging use at the upper level (30 private EV chargers), a public Electric Vehicle Charging Location use (principally permitted) at the ground level (18 public EV chargers), and a Private Parking Garage use at the basement level at the subject property, an existing enclosed two-story, multi-level Public Parking Garage with a basement. Minor exterior alterations are also included as part of this project.

Required Commission Action

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization, pursuant to Planning Code Sections 210.1 and 303, to allow the establishment of a private Fleet Charging use at the upper level (30 private EV chargers) and a Private Parking Garage use at the basement level at the subject property in the C-2 Zoning District and 65-A Height and Bulk District.

Environmental Review

The Project is exempt from the California Environmental Quality Act (“CEQA”) as a Common Sense Exemption.

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 findings below, the Commission hereby **APPROVES** Conditional Use Authorization (CUA) No. 2025-008202CUA subject to conditions contained in the attached "EXHIBIT A" and in general conformance with plans on file, dated October 16, 2025, and stamped "EXHIBIT B."

Additional Information	
Notification Period	10/24/25 – 11/12/25 (20 days mailing, newspaper, online, and posted).
Number and Nature of Public Comments Received	Department staff have not received any public comment regarding the Project since the Application's initial filing.
Any Additional Planning Code Findings §303(t) findings for Non-Accessory Parking Conditional Uses	The Private Parking Garage use is to be used as temporary overnight parking to support the private Fleet Charging use. They are operationally necessary to support an in-house zero-emission fleet. These vehicles are dispatched and returned daily from the same site, requiring secure, dedicated charging spaces during off-peak hours for fleet turnover. As the project adaptively reuses an existing public parking garage, the proposed Project does not create detrimental effects through demolition, congestion or disruption of transit, walking or cycling. The Private Parking Garage use and the private Fleet Charging use will be separate from the publicly accessible Electric Vehicle Charging Location use.

Generalized Basis for Approval	
The Commission finds that this Project is necessary, desirable for, and compatible with the surrounding neighborhood as follows, and as set forth in Section 210.1 and 303(c), and 303(t) findings submitted as part of the application. The proposed use is compatible with the surrounding area, which includes a mix of commercial, office and residential uses and is on balance with the General Plan and Use District. Conditional Use approval to establish private Fleet Charging and Private Parking Garage uses would promote sustainability by supporting cleaner transportation options, reducing vehicle emissions, and enhancing public health. By locating the charging infrastructure within an existing garage, all work will be completed within the existing building envelope with no major exterior alteration. Department staff believes the Project would be desirable for and compatible with the surrounding neighborhood and recommends Approval with Conditions.	

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 13, 2025.

AYES: Campbell, McGarry, Braun, Imperial, Moore, So

NAYS: None

ABSENT: Williams

ADOPTED: November 13, 2025



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

This authorization is for a conditional use to allow the establishment of a private Fleet Charging use at the upper level (30 private EV chargers) and a Private Parking Garage use at the basement level at **825 SANSOME ST**, Block **0164** Lot **003** pursuant to Planning Code Sections 178, 209.1 and 303 within the C-2 Zoning District and a **65-A** Height and Bulk District; in general conformance with plans, dated October 16, 2025, and stamped "EXHIBIT B" included in the docket for Record No. **2025-008202CUA** and subject to conditions of approval reviewed and approved by the Commission on November 13, 2025 under Motion No. **21868**. 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 Planning approval of the building permit or commencement of use for the Project, the property owner must record a Notice of Special Restrictions prepared by the Planning Department with 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 **November 13, 2025**, under Motion No. **21868**.

Severability

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

Changes and Modifications

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

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

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

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463,
www.sfplanning.org*

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

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463,
www.sfplanning.org*

- Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463,
www.sfplanning.org*

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

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463,
www.sfplanning.org*

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

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463,
www.sfplanning.org*

Design – Compliance at Plan Stage

6. Final Materials. The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

For information about compliance, contact the Case Planner, Planning Department at 628.652.7331, www.sfplanning.org

Monitoring - After Entitlement

7. 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 628.652.7463, www.sfplanning.org

8. 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 628.652.7463, www.sfplanning.org

Operation

9. 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 at 628.271.2000, www.sfpublicworks.org.

10. 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 and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups 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 628.652.7463,
www.sfplanning.org*

TESLA SUPERCHARGER

(18) PUBLIC SUPERCHARGERS

(30) FLEET SUPERCHARGERS

825 SAN SOME STREET, SAN FRANCISCO, CA 94111

(BLOCK/LOT) 0164/003 APN: 0164-003 TRT: 6939



3500 DEER CREEK RD.
PALO ALTO, CA 94304



4255 PARK ROAD
BENICIA, CA 94510

VICINITY MAP



AERIAL MAP



PROJECT TEAM

CALL BEFORE YOU DIG



PROJECT DATA

NOTES

PROJECT MANAGER:
DIAMOND ENGINEERING SERVICES
4255 PARK ROAD
BENICIA, CA 94510
CONTACT: LANCE STREET
E-MAIL: LANCE@DESBUILDERS.COM

PROJECT ARCHITECT:
DIAMOND ENGINEERING SERVICES
4255 PARK ROAD
BENICIA, CA 94510
CONTACT: BRUCE LYON, ARCHITECT
E-MAIL: BRUCE@DESBUILDERS.COM

EXISTING BUILDING AREA
BASEMENT FLOOR AREA 13,875 SQ FT
MAIN FLOOR AREA 12,605 SQ FT
UPPER FLOOR AREA 12,605 SQ FT

TOTAL FLOOR AREA 39,175 SQ FT

CONSTRUCTION TYPE II-B

OCCUPANCY GROUP S-2

FIRE SPRINKLERS NO EXISTING AUTOMATIC FIRE SPRINKLER SYSTEM

PROPOSED NEW AUTOMATIC FIRE SPRINKLER SYSTEM

ZONING DISTRICTS C-2 - COMMUNITY BUSINESS

HEIGHT & BULK DISTRICTS 65-A

SPECIAL USE DISTRICTS
WASHINGTON-BROADWAY SUD
PRIORITY EQUITY GEOGRAPHIES SUD

NUMBER OF VEHICLE PARKING SPACES

NUMBER OF EXISTING VEHICLE PARKING SPACES:

BASEMENT: 13
MAIN LEVEL: 40
UPPER LEVEL: 42
TOTAL: 95

NUMBER OF NEW VEHICLE PARKING SPACES:

BASEMENT: 31
MAIN LEVEL: 18
UPPER LEVEL: 31
TOTAL: 80

NUMBER OF CAR SHARE VEHICLE PARKING SPACES:

BASEMENT: 0
MAIN LEVEL: 0
UPPER LEVEL: 0
TOTAL: 0

SUPERCHARGER PROJECT SCOPE

QUANTITY	INSTALL THE FOLLOWING SYSTEM COMPONENTS
4	STEP DOWN TRANSFORMERS
2	SWITCHBOARDS
1	MEDIUM VOLTAGE SWITCHGEAR
6	V4 SUPERCHARGER CABINETS
48	V4 SUPERCHARGER POSTS
1	VAN ACCESSIBLE SIGN
1	PAYMENT KIOSK
4	DISTRIBUTION PANELS

PROJECT DESCRIPTION

THE PROPOSED PROJECT INVOLVES THE INSTALLATION OF PRIVATE ELECTRIC VEHICLE (EV) FLEET CHARGING STATIONS, PRIVATE PARKING, AND PUBLICLY ACCESSIBLE EV CHARGING STATIONS WITHIN AN EXISTING ENCLOSED TWO-STORY, MULTI-LEVEL, PARKING GARAGE WITH A BASEMENT LOCATED AT 825 SAN SOME STREET (BLOCK 0164 / LOT 003) IN THE C-2 COMMUNITY BUSINESS DISTRICT.

THE WORK WILL BE COMPLETED ENTIRELY WITHIN THE EXISTING BUILDING ENVELOPE AND WILL NOT REQUIRE ANY STRUCTURAL EXPANSION OR EXTERIOR ALTERATION.

THE PRIVATE PARKING AT THE BASEMENT LEVEL IS TO BE USED AS TEMPORARY OVERNIGHT PARKING TO SUPPORT THE PRIVATE EV FLEET VEHICLES.

THE PRIVATE EV FLEET VEHICLE CHARGING ON THE UPPER FLOOR & PRIVATE PARKING IN THE BASEMENT WILL BE SEPARATE FROM THE PUBLICLY ACCESSIBLE EV CHARGING STATIONS ON THE MAIN LEVEL.

THE CUA IS REQUESTED FOR THE PRIVATE EV FLEET CHARGING STATIONS ON THE UPPER LEVEL AND A CUA IS REQUESTED FOR THE PRIVATE VEHICLE PARKING IN THE BASEMENT.

SHEET INDEX

SHEET NO	DESCRIPTION
G 001	COVER PAGE
G 002	PHOTOSIMS
G 003	GENERAL INFORMATION
G 004	EQUIPMENT DATASHEETS
1 OF 3	SURVEY
2 OF 3	SURVEY
3 OF 3	SURVEY
A 101	SITE PLAN
A 111	EXISTING BASEMENT LEVEL PLAN
A 112	EXISTING MAIN LEVEL PLAN
A 113	EXISTING UPPER LEVEL PLAN
A 114	EXISTING ROOF PLAN
A 121	NEW BASEMENT LEVEL PLAN
A 122	NEW MAIN LEVEL PLAN
A 123	NEW UPPER LEVEL PLAN
A 124	NEW ROOF PLAN
A 201	EXISTING BUILDING ELEVATION
A 202	NEW BUILDING ELEVATION
A 301	EXISTING BUILDING SECTION
A 302	NEW BUILDING NEW

REVISIONS			
No	DESCRIPTION	DATE	COMMENTS
0	CUA SUBMITTAL	08-29-2025	
1	RESPONSE TO COMMENTS	09-03-2025	
2	RESPONSE TO COMMENTS	09-10-2025	
3	RESPONSE TO COMMENTS	09-24-2025	
4	RESPONSE TO COMMENTS	10-05-2025	
5	RESPONSE TO COMMENTS	10-16-2025	

Job No TSD25 59 Draw/Check By DCMU / BLL

G001



REVISIONS			TESLA SUPERCHARGER, 825 SANSCOME STREET SAN FRANCISCO, CA 94111 (48) SUPERCHARGERS	DES → DIAMOND ENGINEERING SERVICES	TESLA
Job No. TSQ2599	Date/Check DCWU / BILL	No. DESCRIPTION DATE	1 COMMENTS RESPONSE TO 09-29-2025 2 COMMENTS RESPONSE TO 09-10-2025 3 COMMENTS RESPONSE TO 09-24-2025 4 COMMENTS RESPONSE TO 10-15-2025 5 COMMENTS RESPONSE TO 10-16-2025	PHOTOSIMS	4255 PARK ROAD BENICIA, CA 94510 3500 DEER CREEK RD. PALO ALTO, CA 94304

G002

ABBREVIATIONS

AC	ALTERNATING CURRENT
ADA	AMERICANS WITH DISABILITIES ACT
ESS	ENERGY STORAGE SYSTEM
BLDG	BUILDING
CLR	CLEAR
CONC	CONCRETE
COMM	COMMUNICATION
DC	DIRECT CURRENT
DIA	DIAMETER
DIST	DISTANCE
ED	EQUAL
ECC	EQUIPMENT GROUNDING CONDUCTOR
(E)	EXISTING
EMT	ELECTRICAL METALLIC TUBING
EV	ELECTRIC VEHICLE
GAB	GRADED AGGREGATE BASE
GALV	GALVANIZED
GEC	GROUNDING ELECTRODE CONDUCTOR
GND	GROUND
HVAC	HEATING, VENTILATION, & AIR CONDITIONING
I	CURRENT
IMP	CURRENT AT MAX POWER
INV	INVERTER
ISC	SHORT CIRCUIT CURRENT
KVA	KILOVOLT AMPERE
KW	KILOWATT
KWH	KILOWATT-HOUR
LV	LOW-VOLTAGE
MAX	MAXIMUM
MIN	MINIMUM
MV	MEDIUM-VOLTAGE
NEC	NATIONAL ELECTRIC CODE
NIC	NOT IN CONTRACT
NRTL	NATIONALLY-RECOGNIZED TESTING LABORATORY
NTS	NOT TO SCALE
OC	ON CENTER
PCC	POINT OF COMMON COUPLING
PLC	POWER LINE COMMUNICATION
PV	PHOTO-VOLTAIC
PP	POWERPACK
PVC	POLYVINYL CHLORIDE
RSD	RAPID SHUTDOWN
SCCR	SHORT CIRCUIT CURRENT RATING
SCH	SCHEDULE
SQ	SQUARE
SS	STAINLESS STEEL
SSD	SEE STRUCTURAL DRAWINGS
STC	STANDARD TESTING CONDITIONS
TYP	TYPICAL
UNN	UNLESS OTHERWISE NOTED
VIF	VERIFY IN FIELD
W	WATT

ELECTRIC VEHICLE CHARGING STATION INSTALLATION REQUIREMENTS

- ELECTRIC VEHICLE CHARGING STATION EQUIPMENT IN THIS DESIGN MEET THE REQUIREMENTS OF THE CALIFORNIA ELECTRICAL CODE, THE SOCIETY OF AUTOMOTIVE ENGINEERS, THE NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION, AND ACCREDITED TESTING LABORATORIES SUCH AS UNDERWRITERS LABORATORIES, AND RULES OF THE PUBLIC UTILITIES COMMISSION OR A MUNICIPAL ELECTRIC UTILITY COMPANY REGARDING SAFETY AND RELIABILITY.
- THE INSTALLATION OF THIS EVCS AND ASSOCIATED WIRING, BONDING, DISCONNECTING MEANS AND OVERCURRENT PROTECTIVE DEVICES MEET THE REQUIREMENTS OF ARTICLE 825 AND ALL APPLICABLE PROVISIONS OF THE CALIFORNIA ELECTRICAL CODE
- INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS HAVE BEEN INCORPORATED INTO THE LOAD CALCULATIONS OF THE NEW OR EXISTING ELECTRICAL SERVICE AND MEETS THE REQUIREMENTS OF THE CALIFORNIA ELECTRICAL CODE. THE ELECTRIC VEHICLE CHARGING EQUIPMENT IN THIS DESIGN IS CONSIDERED A CONTINUOUS LOAD
- THE ANCHORAGE OF ALL FLOOR-MOUNTED OR WALL-MOUNTED ELECTRIC VEHICLE CHARGING STATION EQUIPMENT MEET THE REQUIREMENTS OF THE CALIFORNIA BUILDING OR RESIDENTIAL CODE AS APPLICABLE PER OCCUPANCY, AND THE PROVISIONS OF THE MANUFACTURER'S INSTALLATION INSTRUCTIONS. MOUNTING OF CHARGING STATIONS DO NOT ADVERSELY AFFECT BUILDING ELEMENTS

GENERAL NOTES

- THESE NOTES SHALL BE CONSIDERED A PART OF THE WRITTEN SPECIFICATIONS, CONTRACT AND CONSTRUCTION DOCUMENTS
- THE WORK SHALL INCLUDE FURNISHING MATERIALS, EQUIPMENT APPURTENANCES, AND LABOR NECESSARY TO COMPLETE ALL INSTALLATIONS AS INDICATED ON THE PLANS AND IN THE CONTRACT DOCUMENTS
- PRIOR TO THE SUBMISSION OF BIDS, THE CONTRACTOR(S) SHALL VISIT THE JOB SITE(S) AND BE RESPONSIBLE FOR ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS, AND CONFIRM THE WORK MAY BE ACCOMPLISHED PER THE CONTRACT DOCUMENTS. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER PRIOR TO BID SUBMISSION
- THE CONTRACTOR SHALL RECEIVE WRITTEN AUTHORIZATION TO PROCEED ON ANY WORK NOT CLEARLY DEFINED OR IDENTIFIED IN THE CONTRACT AND CONSTRUCTION DOCUMENTS BEFORE STARTING ANY WORK
- ALL WORK PERFORMED AND MATERIALS INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES, INCLUDING APPLICABLE MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS
- THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS. IF THE RECOMMENDATIONS ARE IN CONFLICT WITH THE CONTRACT AND CONSTRUCTION DOCUMENTS AND/OR APPLICABLE CODES OR REGULATIONS, REVIEW AND RESOLVE THE CONFLICT WITH DIRECTION FROM THE ARCHITECT/ENGINEER PRIOR TO PROCEEDING
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES AND FOR COORDINATION OF ALL PORTIONS OF THE WORK UNDER THE CONTRACT INCLUDING CONTACT AND COORDINATION TO THE SATISFACTION OF THE PROPERTY OWNER
- THE CONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO PROTECT EXISTING IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO PAVING, CURBS, VEGETATION, GALVANIZED SURFACE OR OTHER EXISTING ELEMENTS AND UPON COMPLETION OF THE WORK, REPAIR AND DAMAGE THAT OCCURRED DURING CONSTRUCTION TO THE SATISFACTION OF THE PROPERTY OWNER OR AUTHORIZED REPRESENTATIVE
- THE CONTRACTOR IS TO KEEP THE GENERAL AREA CLEAN, HAZARD FREE, AND DISPOSE OF ALL DIRT, DEBRIS, RUBBISH, AND REMOVE EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY. LEAVE PREMISES IN CLEAN CONDITION DAILY
- DRAWINGS ARE INTENDED TO BE DIAGRAMMATIC ONLY AND SHOULD NOT BE SCALED UNLESS OTHERWISE NOTED RELY ONLY ON ANNOTATED DIMENSIONS AND REQUEST INFORMATION IF ADDITIONAL DIMENSIONS ARE REQUIRED
- THE EXISTENCE AND LOCATION OF UTILITIES AND OTHER AGENCY'S FACILITIES WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. OTHER FACILITIES MAY EXIST. CONTRACTOR SHALL VERIFY LOCATIONS PRIOR TO START OF CONSTRUCTION AND USE EXTREME CARE AND PROTECTIVE MEASURES TO PREVENT DAMAGE TO THE FACILITIES. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF UTILITIES OR OTHER AGENCY'S FACILITIES WITHIN THE LIMITS OF THE WORK, WHETHER THEY ARE IDENTIFIED IN THE CONTRACT DOCUMENTS OR NOT.
- SUBCONTRACTOR INITIATED CHANGES SHALL BE SUBMITTED IN WRITING FOR APPROVAL BEFORE MAKING ANY CHANGES/DEVIATION FROM PLANS BEFORE WRITTEN APPROVAL FROM THE DRAWINGS PLACES LIABILITY ON THE SUBCONTRACTOR
- APPROVALS FROM BUILDING INSPECTORS SHALL NOT CONSTITUTE AUTHORITY TO DEVIATE FROM THE DRAWINGS
- THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (800) 227-2600, AT LEAST TWO WORKING DAYS PRIOR TO THE START OF ANY EXCAVATION
- ALL SURFACES SHALL BE PATCHED AND PAINTED AROUND NEW DEVICES AND EQUIPMENT TO MATCH EXISTING FINISHES
- NEW PAVEMENT INSTALLED AS PART OF THIS PROJECT SHALL MATCH EXISTING PAVEMENT SECTION. ASPHALT AND GAB DEPTHS SHALL BE MAINTAINED
- CONTRACTOR NEEDS TO HAVE THE BUSINESS NAME ON ALL TRUCKS
- CONTRACTOR MUST HAVE A CURRENT BUSINESS LICENSE WITHIN THE PERMITTING JURISDICTION

BUILDING CODES

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITION OF THE APPROPRIATE BUILDING CODES PRESCRIBED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE LATEST APPLICABLE VERSION OF THESE CODES

- 2022 CALIFORNIA BUILDING CODE (CBC)

PART 1	CALIFORNIA ADMINISTRATIVE CODE	CBC (2021 IBC)
PART 2	CALIFORNIA BUILDING CODE	CEC, NFPA 70 (2020 NEC)
PART 3	CALIFORNIA ELECTRICAL CODE	CMC (2021 UMC)
PART 4	CALIFORNIA MECHANICAL CODE	CPC (2021 UPC)
PART 5	CALIFORNIA PLUMBING CODE	CEC (2021 ICC)
PART 6	CALIFORNIA RESIDENTIAL BUILDING CODE	CRC (2021 IFC)
PART 7	CALIFORNIA FIRE CODE	CFC (2021 IFC)
PART 10	CALIFORNIA EXISTING BUILDING CODE	CEBC (2021 IBC)
PART 11	CALIFORNIA GREEN BUILDING STANDARD CODE	CGBC (2021 IBC)
PART 12	CALIFORNIA REFERENCED STANDARD CODE	CRSC

ALL APPLICABLE LOCAL & STATE ORDINANCES, CODES AND REGULATIONS AND 2022 CALIFORNIA STATE STANDARDS CODE & AMENDMENTS

- LOCAL BUILDING CODE
- CITY/COUNTY ORDINANCES
- NFPA 76 FIRE PROTECTION OF TELECOMMUNICATIONS FACILITIES
- NFPA 110-16 EMERGENCY & STANDBY POWER SYSTEMS



3500 DEER CREEK RD
PALO ALTO, CA 94304

4256 PARK ROAD
BENICIA, CA 94510

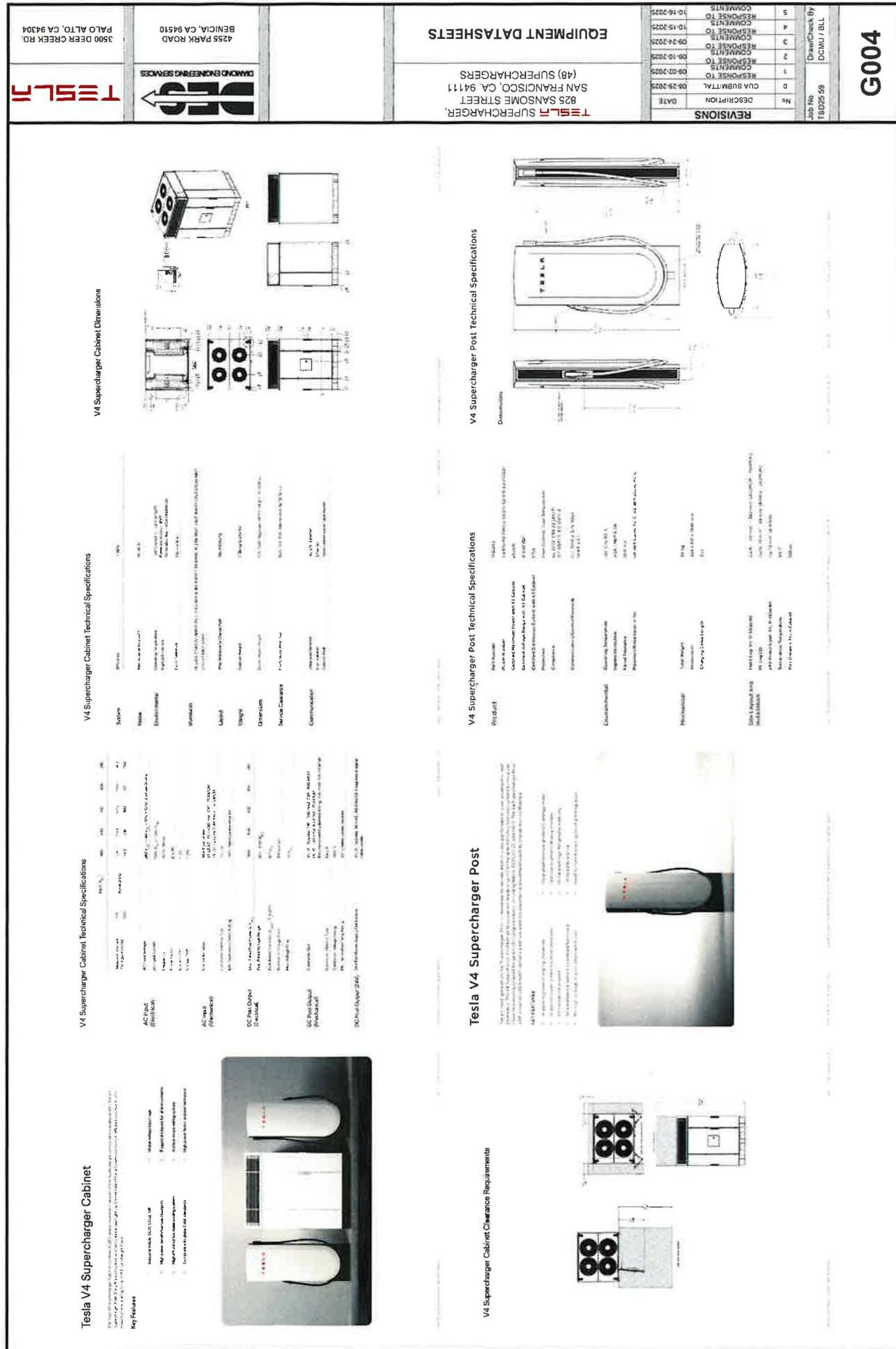
TESLA SUPERCARGER,
825 SAN SIMEON STREET
SAN FRANCISCO, CA 94111
(46) SUPERCHARGERS

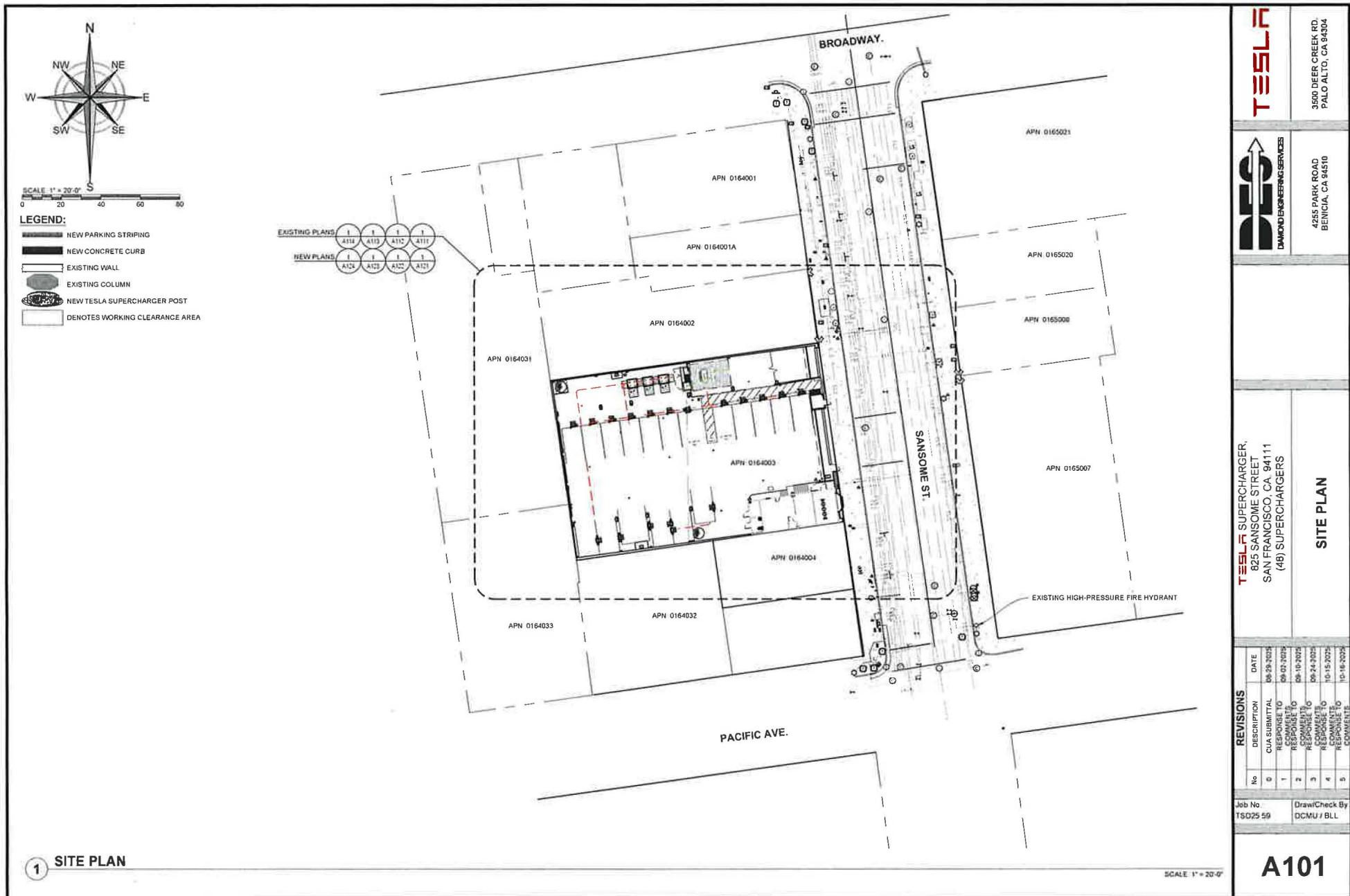
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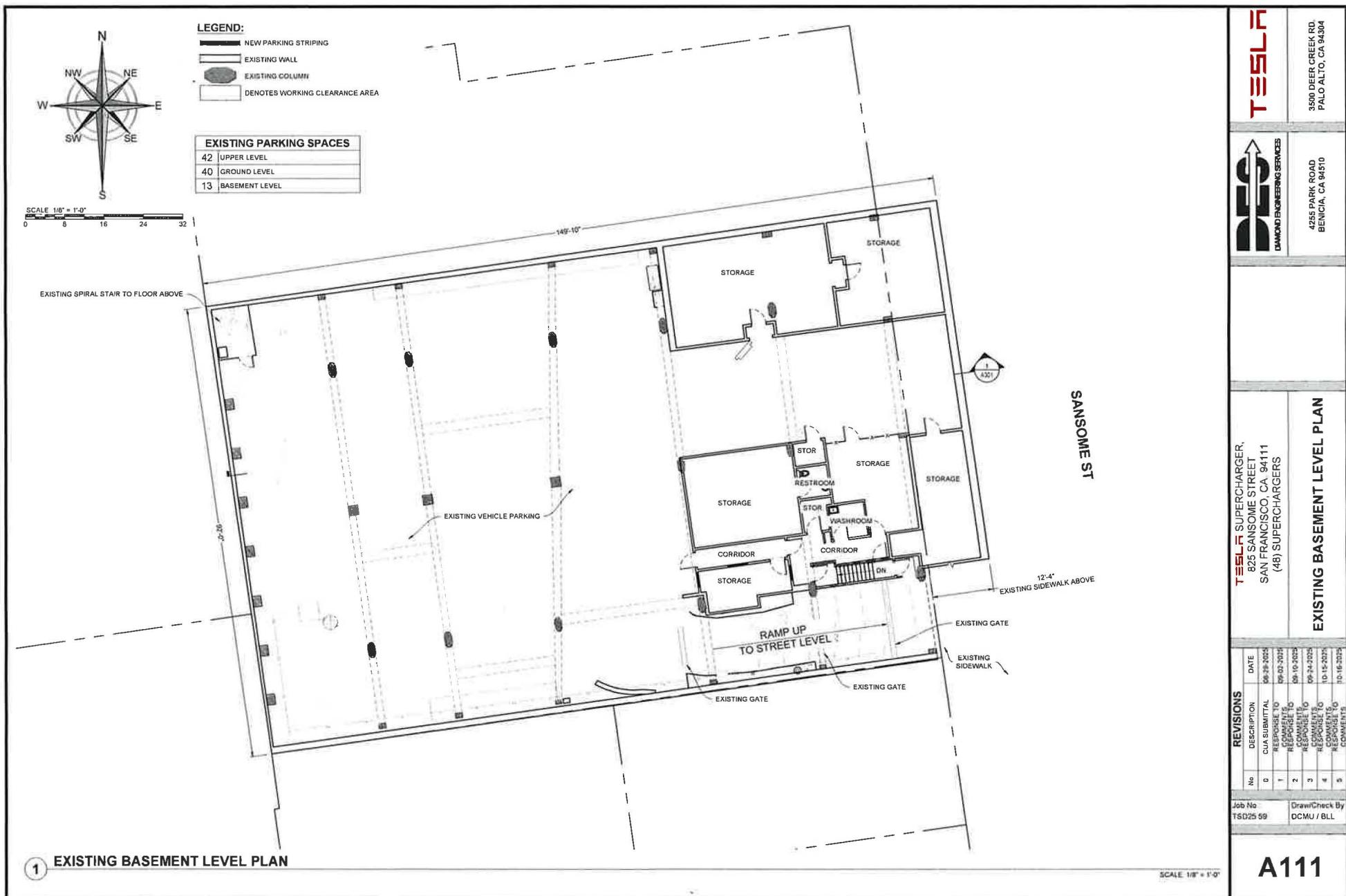
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2	2	RE-BID/QUOTE TO	09-10-2025
3	3	RE-BID/QUOTE TO	09-24-2025
4	4	RE-BID/QUOTE TO	09-15-2025
5	5	RE-BID/QUOTE TO	10-16-2025

Job No: TSD25 59 Draw/Check By: DCMU / BLL

G003



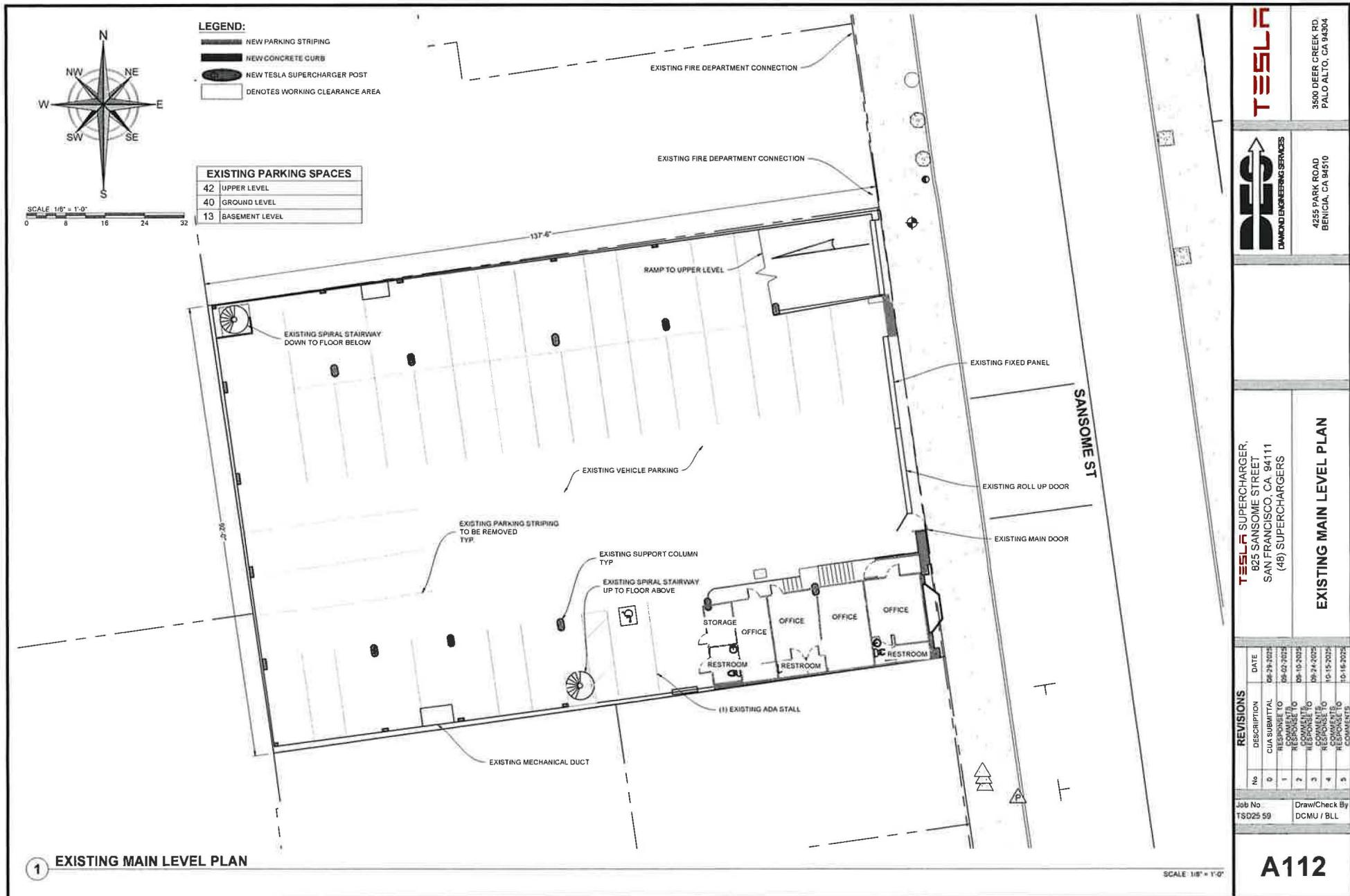


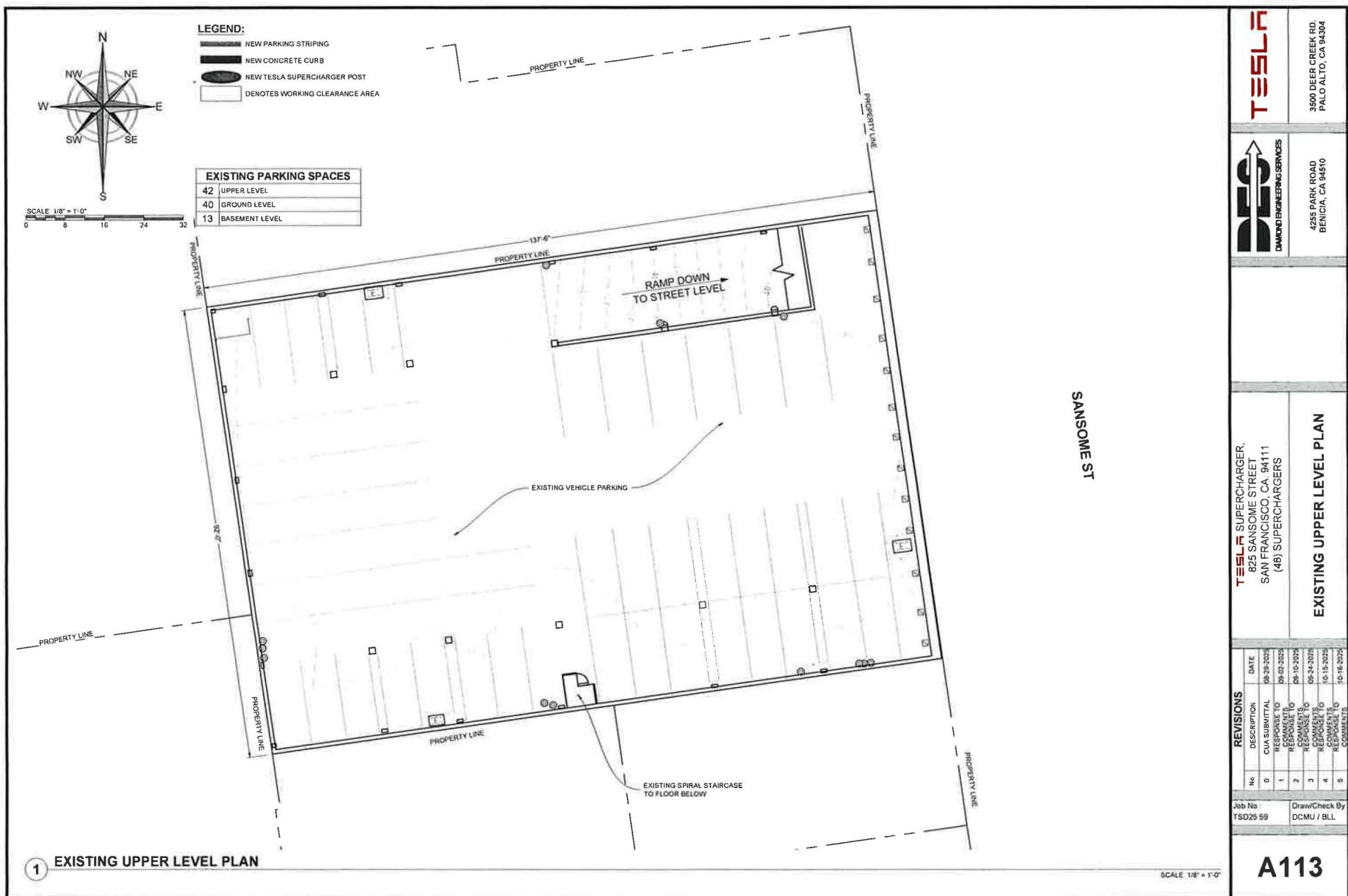


1 EXISTING BASEMENT LEVEL PLAN

SCALE 1/16" = 1'

A111

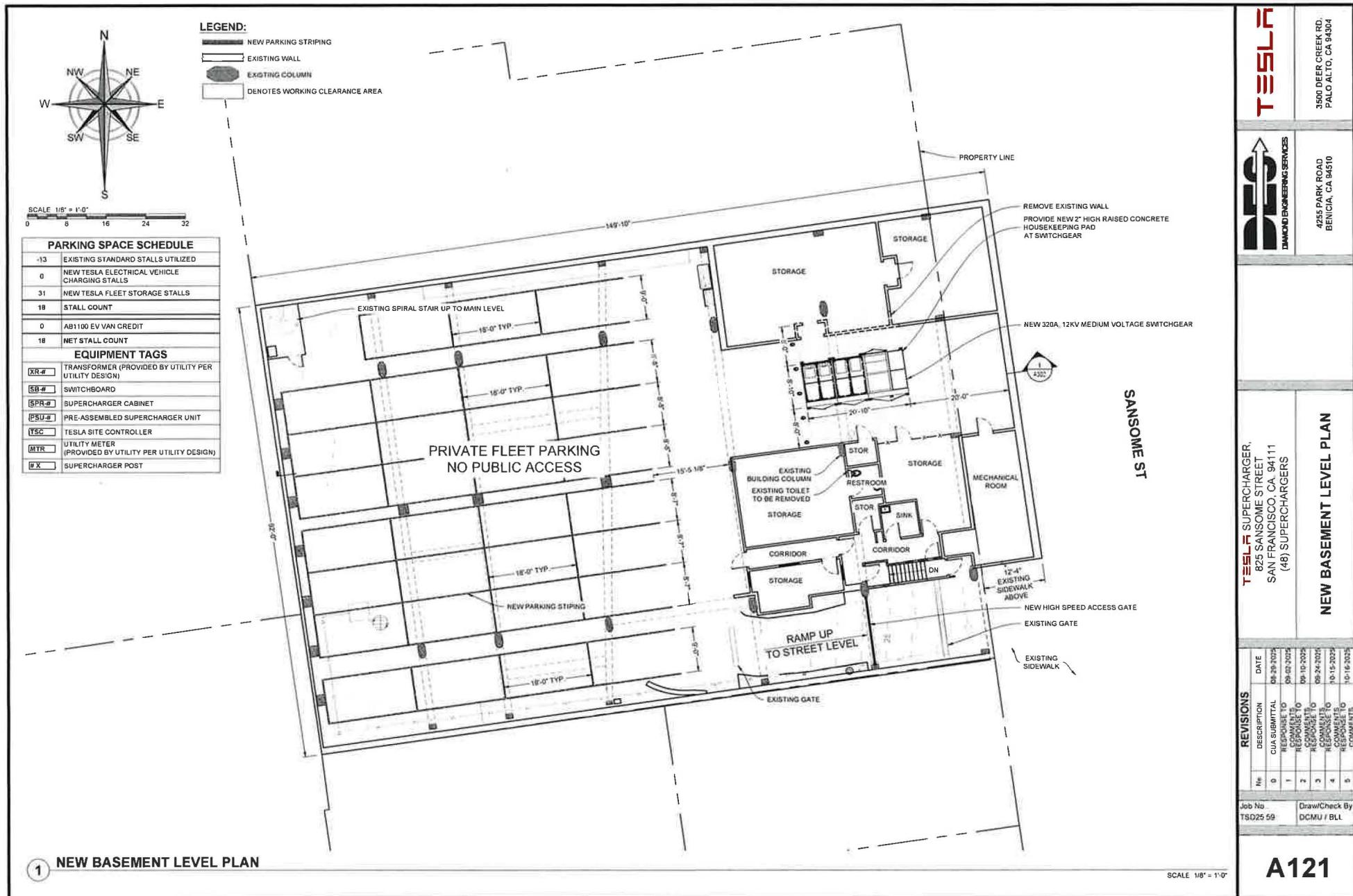


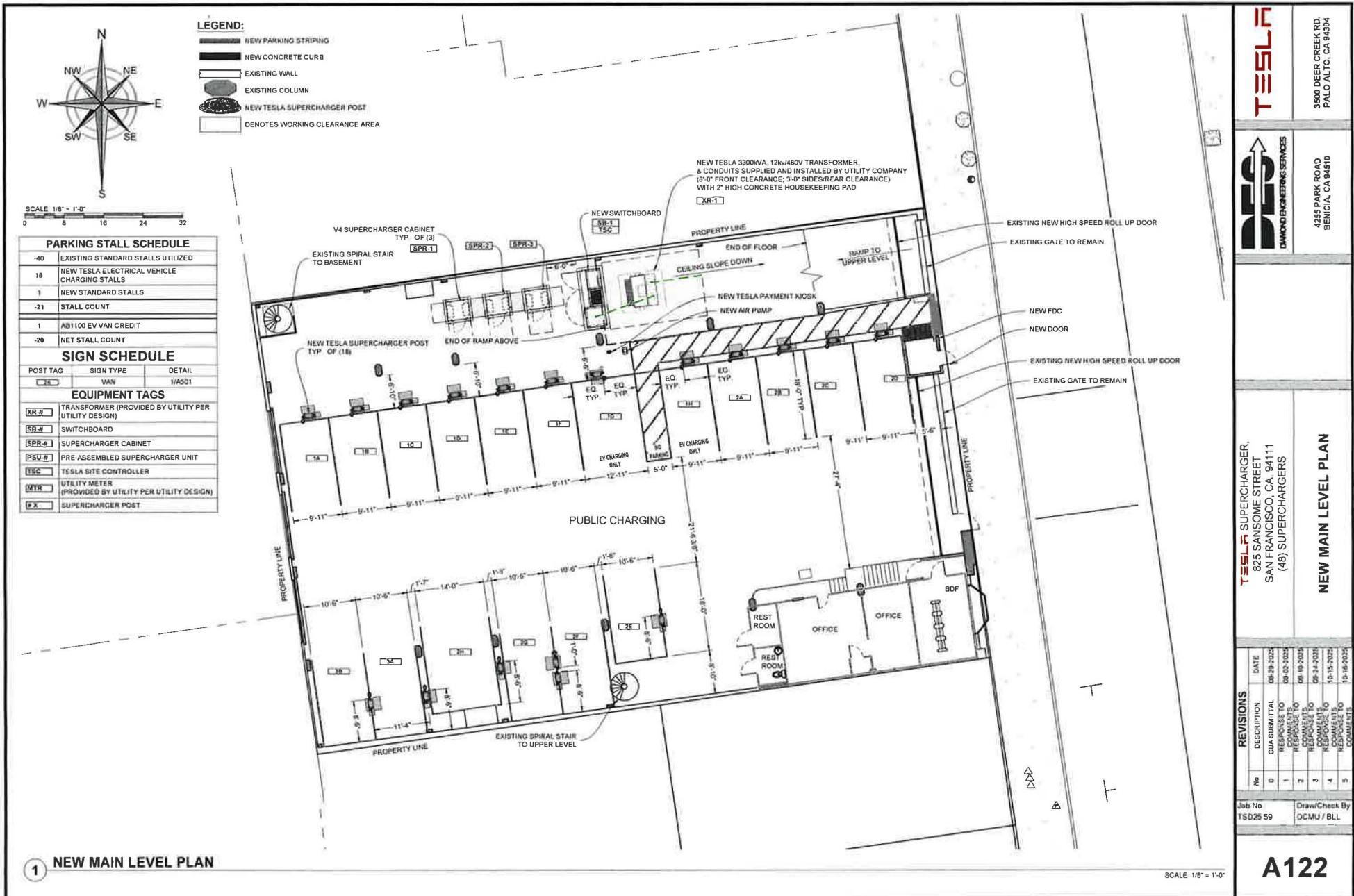


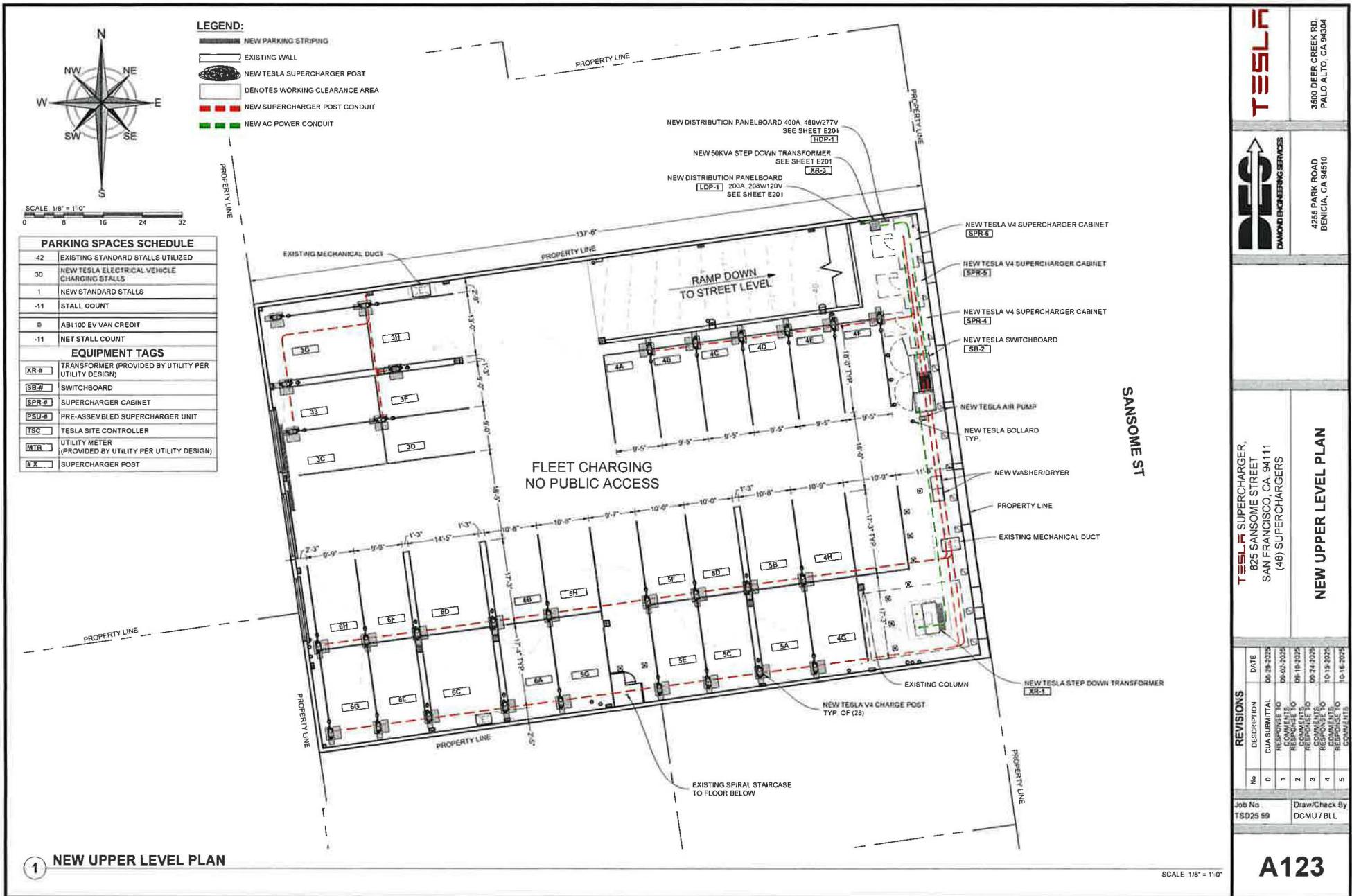
1 EXISTING UPPER LEVEL PLAN

SCALE 1/8" = 1'-0"

A113



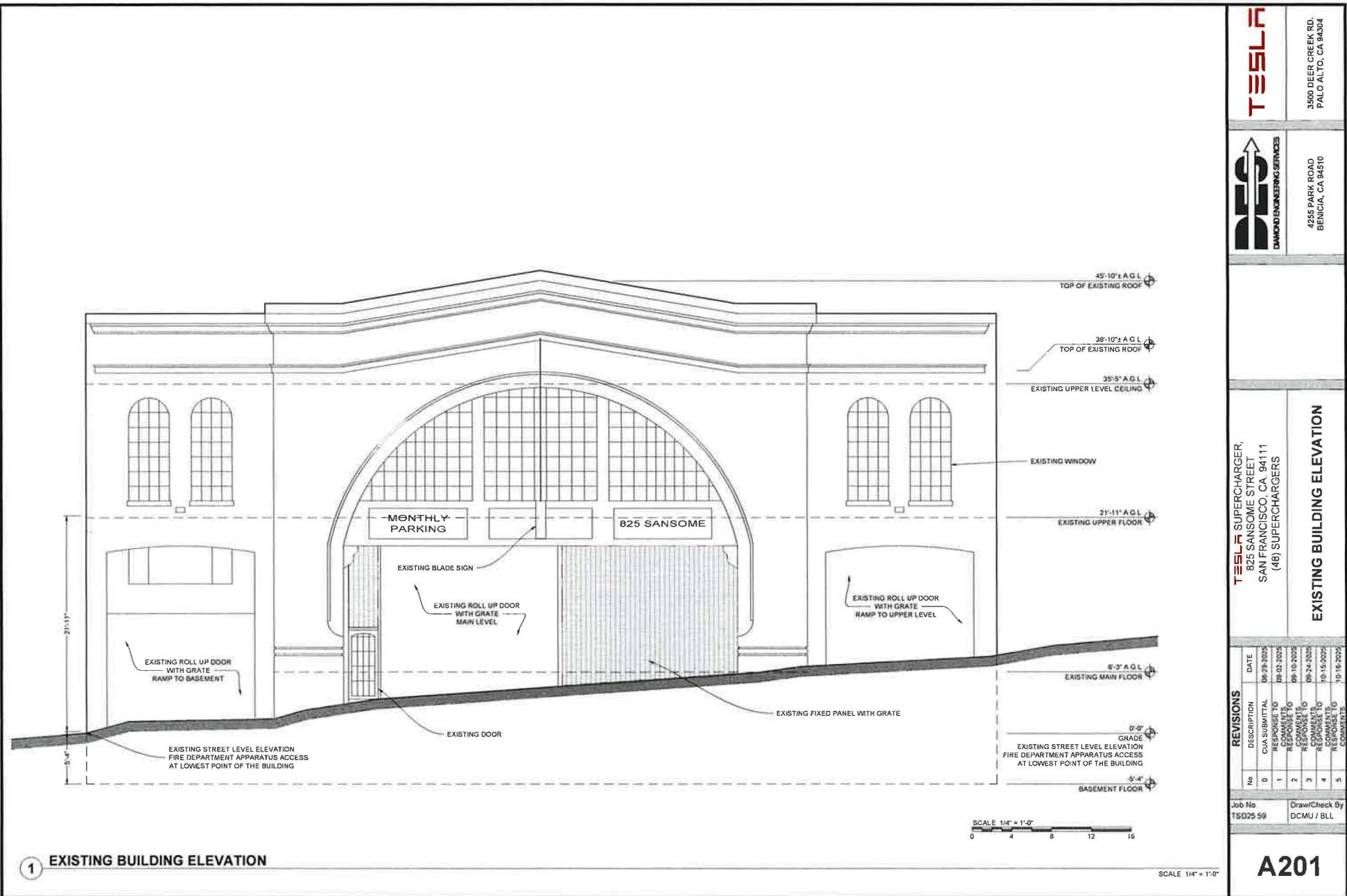


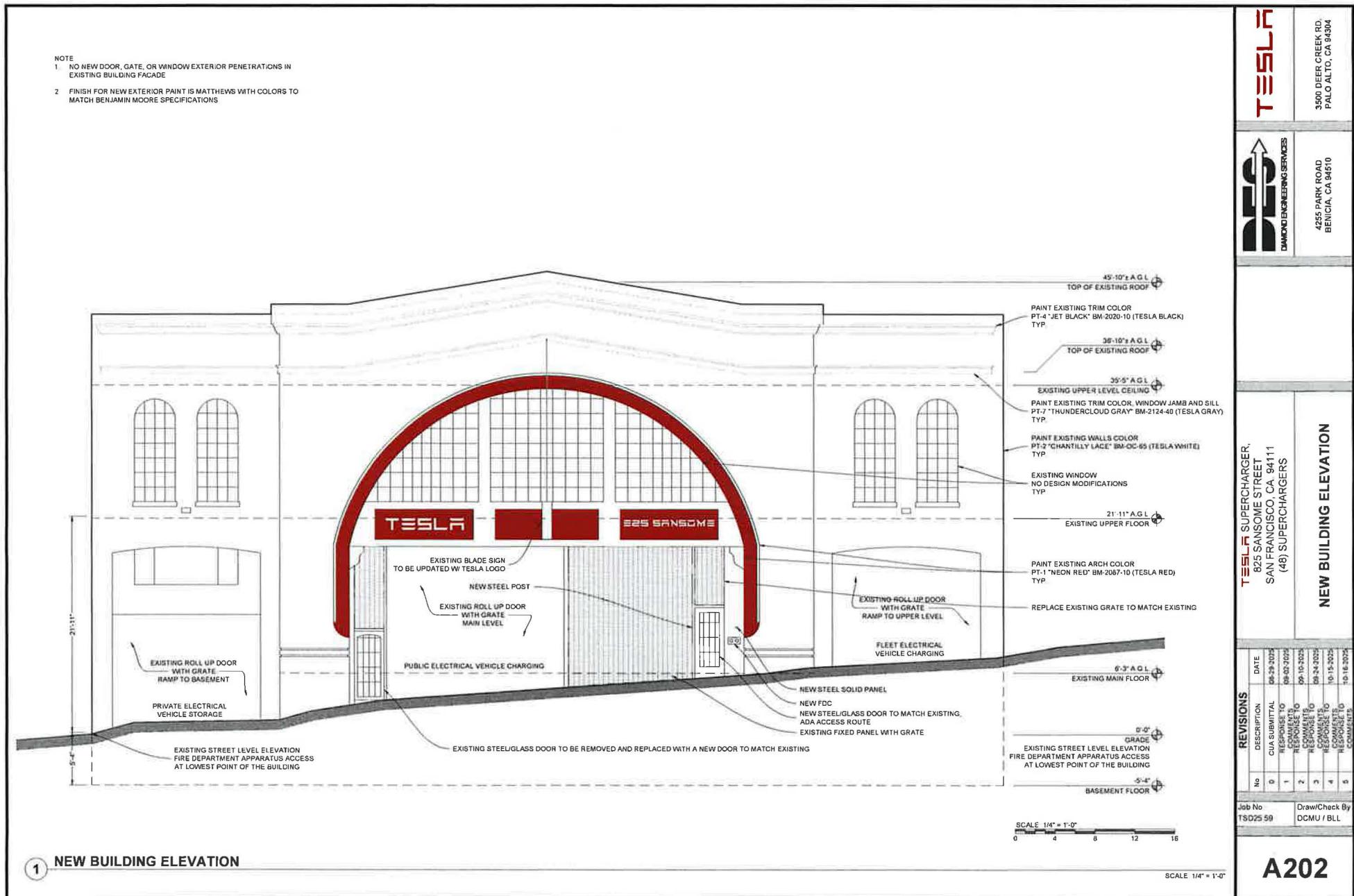


1 NEW UPPER LEVEL PLAN

SCALE 1/8" = 1'-0"

A123





TESSL

DES
DIAMOND ENGINEERING SERVICES

3500 DEER CREEK RD
PALO ALTO, CA 94304

4255 PARK ROAD
BENICIA, CA 94510

EXISTING BUILDING SECTION

TESSL SUPERCHARGER,
825 SANOME STREET
SAN FRANCISCO, CA 94111
(48) SUPERCHARGERS

REVISIONS

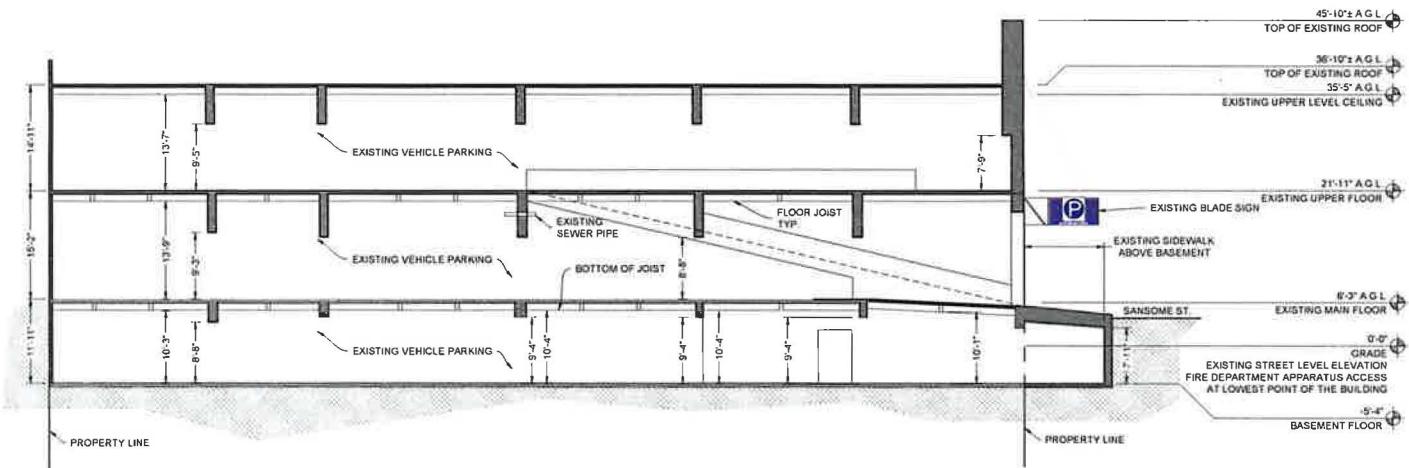
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2	RESPONSE TO RECOMMENDS	08-24-2022
3	RESPONSE TO COMMENTS	10-15-2022
4	RESPONSE TO COMMENTS	10-16-2022
5	RECOMMENDS	

Job No: TS025-59 Draw/Check by: DCMU / BLL

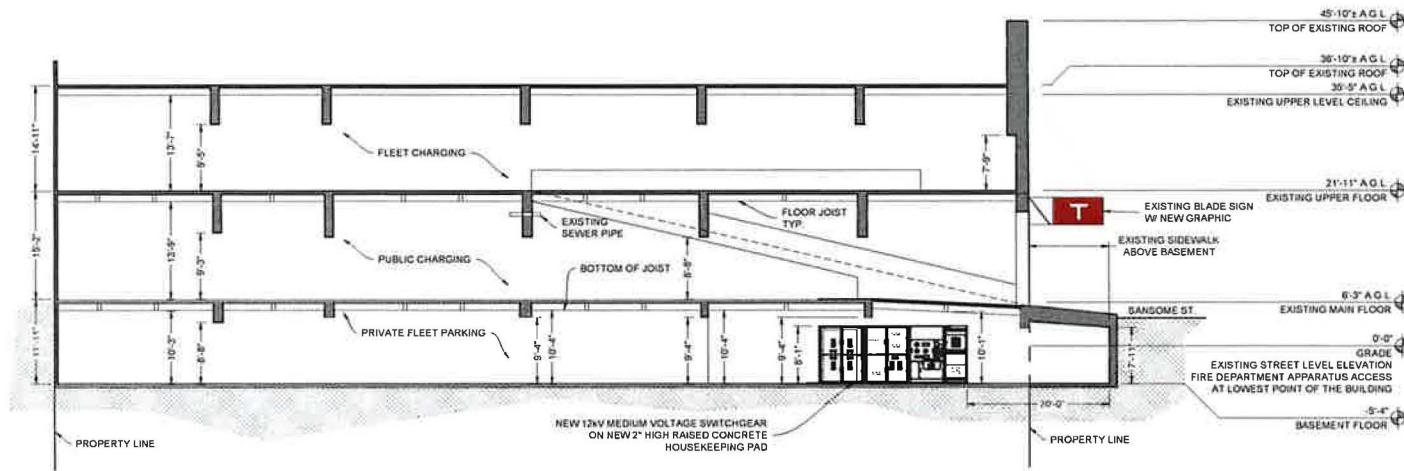
A301

SCALE: 1/8" = 1'-0"
0 8 16 24 32

SCALE: 1/8" = 1'-0"



1 EXISTING BUILDING SECTION



NEW BUILDING SECTION

REVISIONS		DATE
No	DESCRIPTION	
0	CUA SUBMITTAL	10-29-2024
1	RESPONSE TO COMMENTS	09-03-2025
2	RESPONSE TO COMMENTS	09-10-2025
3	RESPONSE TO COMMENTS	09-24-2025
4	RESPONSE TO COMMENTS	10-15-2025
5	RESPONSE TO COMMENTS	10-16-2025

Job No.: TSD25 59 Draw/Check By: DCMU / BLL

A302

SCALE: 1/8" = 1'-0"

TESLA

DES
DIAMOND ENGINEERING SERVICES

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PALO ALTO, CA 94304

4255 PARK ROAD
BENICIA, CA 94510

1 NEW BUILDING SECTION

CASH ONLY IF ALL CheckLock™ SECURITY FEATURES LISTED ON BACK INDICATE NO TAMPERING OR COPYING

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From: [BOS Legislation, \(BOS\)](#)
To: ["mmalouf@teamsters665.org"](#); ["kate@newdealadvisers.com"](#); ["euhrenholt@tesla.com"](#); ["team@meyercp.com"](#); ["Andrew Junius"](#); ["lentzplanning@gmail.com"](#)
Cc: [RUSSI, BRAD \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [YANG, AUSTIN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [Dennis Phillips, Sarah \(CPC\)](#); [Dwyer, Debra \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Switzky, Joshua \(CPC\)](#); [Teaque, Corey \(CPC\)](#); [Tam, Tina \(CPC\)](#); [Sider, Dan \(CPO\)](#); [Gluckstein, Lisa \(CPC\)](#); [Merlone, Audrey \(CPC\)](#); [Watty, Elizabeth \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Langlie, Michelle \(CPC\)](#); [Liang, Xinyu \(CPC\)](#); [Lamarre, Julie \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: PLANNING DEPT RESPONSE: Appeal of Conditional Use Authorization - Proposed 825 Sansome Street Project - Appeal Hearing January 13, 2026
Date: Monday, January 5, 2026 3:12:04 PM
Attachments: [image001.png](#)

Greetings,

The Office of the Clerk of the Board is in receipt of a response from the Planning Department, for the Special Order before the Board of Supervisors on **January 13, 2026**, at 3:00 p.m. regarding the appeal of Conditional Use Authorization for the proposed 825 Sansome Street project.

Please find the following link to the document for the matter:

[Planning Department Response - January 5, 2026](#)

I invite you to review the entire matters on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 251239](#)

Best regards,

Jocelyn Wong

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

T: 415.554.7702 | F: 415.554.5163

jocelyn.wong@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: [Merlone, Audrey \(CPC\)](#)
To: [BOS Legislation, \(BOS\)](#)
Cc: [Langlie, Michelle \(CPC\)](#); [Liang, Xinyu \(CPC\)](#)
Subject: Planning Department Response to Board File No. 251239
Date: Monday, January 5, 2026 3:03:38 PM
Attachments: [2025-008202CUA-825 SANOME ST CU Appeal Response.pdf](#)

Dear Ms. Calvillo,

Attached please find the Planning Department's response to Board File No. 251239, Planning Case No. 2025-008202CUA: Appeal of Conditional Use Authorization for 825 Sansome Street.

Sincerely,

Audrey Merlone, Senior Planner
Legislative Affairs/Office of Executive Programs
San Francisco Planning
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
Direct: 628.652.7534 | www.sfrplanning.org
[San Francisco Property Information Map](#)



CONDITIONAL USE AUTHORIZATION APPEAL

825 SANSOME ST

Date: January 5, 2026
To: Angela Calvillo, Clerk of the Board of Supervisors
From: Sarah Dennis Phillips, Planning Director – Planning Department (628) 652-7600
Michelle Langlie, Case Planner – Planning Department (628) 652-7410

Re: **Board File No. 251239, Planning Case No. 2025-008202CUA**
Appeal of Conditional Use Authorization for 825 Sansome Street

Hearing Date: January 13, 2026
Project Sponsor: Eric Lentz, c/o Tesla, Inc., 3500 Deer Creek Road, Palo Alto, CA 94304
Appellants: Mark Malouf, 1190 Mission St, #1922, San Francisco, CA 94103

Introduction

This memorandum is a response to the letters of appeal to the Board of Supervisors (“Board”) regarding the Planning Commission’s (“Commission”) approval of the application for Conditional Use Authorization under Planning Department Case Number 2025-008202CUA pursuant to Planning Code Sections 210.1 (Fleet Charging and Private Parking Garage uses) and 303 (Conditional Use Authorization) for a project located at 825 Sansome Street.

This memorandum addresses the appeal to the Board, filed on December 12, 2025, by Mark Malouf.

The decision before the Board is whether to uphold, overturn, or amend the Planning Commission’s approval of an application for Conditional Use Authorization to allow the proposed Project at the subject property.

Project Description

The proposed project is a change of use from the existing Public Parking Garage use with 96 parking spaces and the establishment of a private Fleet Charging use at the upper level (30 private EV chargers), a public Electric Vehicle Charging Location use (principally permitted) at the ground level (18 public EV chargers), and a Private Parking Garage use (31 parking spaces) at the basement level of the subject

property, resulting in a net reduction of 16 parking spaces. Minor exterior alterations are also included as part of this project.

Site Description & Present Use

The Project Site, Lot 003 in Assessor's Block 0164, is located on the west side of Sansome Street between Broadway and Pacific Avenue in the C-2 Community Business Zoning District and contains an enclosed two-story, multi-level Public Parking Garage with a basement. Constructed in 1922, the building is designated as a Category A historic resource and is a contributor to the California and National Register-eligible Jackson Square Historic District Extension. The site lies outside, but immediately adjacent to the northeastern boundary of the Jackson Square Landmark District.

Surrounding Properties and Neighborhood

The Project Site is located within the C-2 Community Business Zoning District, near the Broadway Neighborhood Commercial Zoning District. The immediate context includes a mix of commercial, office and residential uses. The immediate neighborhood is characterized by masonry and concrete buildings ranging from two to six stories in height.

Background

- On September 3, 2025, a Conditional Use Application for Fleet Charging and Private Parking Garage uses were filed by Eric Lentz, on behalf of Tesla, Inc.
- On September 30, 2025, the Project was scheduled to be heard at the November 13, 2025 Planning Commission hearing and was duly noticed from October 24, 2025 to November 12, 2025.
- On November 7, 2025, the Department received a letter of opposition from Mark Gleason, Teamsters Joint Council 7, representing delivery and logistics industry workers.
- The Planning Commission voted 6-0 (Williams absent) to approve the Conditional Use Authorization under Motion No. 21868 with conditions of approval on November 13, 2025..

Conditional Use Authorization Requirements

Planning Code Section 303 establishes criteria for the Commission to consider when reviewing all applications for Conditional Use approval. To approve the project, the Commission must find that these criteria have been met:

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;

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;
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.
4. That such use or feature as proposed will provide development that is in conformity with the stated purpose of the applicable Use District.
5. When considering a Conditional Use application for non-accessory parking for a specific use or uses, the Planning Commission shall find affirmatively that the project satisfies the following criteria, in addition to those of subsection [303\(c\)](#), as applicable:
 - a. Demonstration that trips to the use or uses to be served, and the apparent demand for additional parking, cannot be satisfied by the amount of parking classified by this Code as accessory, by transit service which exists or is likely to be provided in the foreseeable future, by car pool arrangements, by more efficient use of existing on-street and off-street parking available in the area, and by other means;
 - b. Demonstration that the apparent demand for additional parking cannot be satisfied by the provision by the applicant of one or more car-share parking spaces in addition to those that may already be required by Section [166](#) of this Code;
 - c. The absence of potential detrimental effects of the proposed parking upon the surrounding area, especially through unnecessary demolition of sound structures, contribution to traffic congestion, or disruption of or conflict with transit services, walking, and cycling;
 - d. In the case of uses other than housing, limitation of the proposed parking to short-term occupancy by visitors rather than long-term occupancy by employees; and
 - e. Availability of the proposed parking to the general public at times when such parking is not needed to serve the use or uses for which it is primarily intended.

Appellant Issues and Planning Department Responses

ISSUE 1: Tesla has not demonstrated why this specific site is necessary when industrial areas better suited for Fleet Charging operations exist throughout the City.

RESPONSE 1: The existing building has operated as an automotive facility for over a century. Unlike alternative sites that would require constructing a parking garage or lot, this location only requires installation of charging infrastructure. Maintaining automotive use at the Project Site also preserves a contributing resource within the Eligible Jackson Square Historic District Extension, requiring only minor exterior modifications. As noted during the Planning Commission hearing on November 13, 2025, several Commissioners emphasized the Department's policy preference for distributing automotive uses throughout the city to better serve neighborhood residents and workers, and expressed support for the CUA on the basis that it represents an appropriate and balanced distribution of this use. Additionally, co-locating parking and charging facilities at this Project Site eliminates the need for fleet vehicles to travel across town to remote charging facilities, reducing inefficiencies.

ISSUE 2: Fleet Charging use serves corporate fleet needs, not neighborhood needs – it provides no benefit or service to local residents or businesses.

RESPONSE 2: The Department affirms its commitment to meeting neighborhood transportation needs by ensuring the availability of clean, accessible mobility options within areas of demonstrated demand. This policy supports the City's broader objectives of reducing greenhouse gas emissions, improving air quality, and promoting equitable access to sustainable transportation.

By prioritizing the integration of clean transportation infrastructure—such as electric vehicle charging stations and shared mobility facilities—within neighborhoods where residents and workers require immediate access, the Department seeks to:

1. **Enhance Local Accessibility:** Reduce travel distances and improve convenience for residents and employees by situating clean transportation options within the community.
2. **Advance Environmental Goals:** Contribute to the City's climate action targets by facilitating the adoption of zero-emission vehicles and other sustainable modes of transport.
3. **Promote Equity and Efficiency:** Ensure that all neighborhoods benefit from modern transportation solutions, minimizing reliance on remote facilities and reducing unnecessary vehicle miles traveled.

This approach reflects the Department's policy preference for distributed transportation resources that serve local needs while supporting citywide sustainability and mobility objectives.

ISSUE 3: The use is incompatible with the adjacent Jackson Square Historic District because Jackson Square is one of San Francisco's most significant historic districts, preserved for its unique architectural character and scale and Fleet charging operations for Autonomous Vehicles – with constant vehicle queuing, 24/7 – are fundamentally incompatible with the district's historic residential and small scale commercial character.

RESPONSE 3: The Department finds that the proposed project will have negligible impact on the adjacent Jackson Square Historic District and the Eligible Jackson Square Historic District Extension. This determination is based on a continued automotive use with net reduction of sixteen parking spaces and limited exterior modifications, restricted to in-kind replacement of an existing entry door and roll-up garage door.

ISSUE 4: **This site, along with the Waymo operations site 200 feet away, will create continuous robotaxi fleet vehicles circulating including congestion, that impacts the neighborhood. Planning Staff did not consider such concentration and round-the-clock operations disrupt neighborhood peace and livability at all hours.**

RESPONSE 4: The referenced Waymo operations site is not included in the Project under appeal. However, unlike the referenced Waymo public and private EV charging location, the Project Site's circulation plan confines all ingress, egress, and queuing to internal drive aisles, preventing spillover onto public streets. By enabling on-site charging and staging, the project is expected to reduce emissions and traffic impacts associated with off-site refueling. Pedestrian and bicycle facilities remain unobstructed, and no conflicts with Muni operations or transit stops have been identified. Accordingly, the proposed non-accessory parking and fleet charging is not anticipated to cause adverse effects related to demolition, congestion, disruption of transit, walking, or cycling.

ISSUE 5:

The proposed Fleet Charging use relies on an inadequate CEQA analysis because it fails to examine cumulative impacts of concentrated AV fleet charging facilities in the area, including those of nearby Waymo robotaxi charging locations near the project site. Environmental review analyzing concentration of other fleet operations did not occur before project approval.

RESPONSE 5: The department, pursuant to Article 19 of the CEQA Guidelines, issued a common sense exemption for the project on October 28, 2025, finding that the proposed project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15061 (b)(3). The department met all of the requirements of chapter 31 of the San Francisco Administrative Code when issuing the exemption for the project. Specifically, the department found that the proposed project is categorically exempt from environmental review under CEQA on the basis that: (1) the project meets the definition of one or more of the classes of projects that the Secretary of the California Resources Agency has found do not have a significant effect on the environment, and (2) none of the exceptions specified in CEQA Guidelines section 15300.2 prohibiting the use of a categorical exemption are applicable to the project. The appellant has not demonstrated that the department's determination is not supported by substantial evidence in the record. This decision was not challenged during the CEQA appeal period and is not open for reconsideration as part of this Conditional Use appeal.

Summary Response

Across the appeal, the appellant's central claims focus on five themes: that the site is unnecessary given other industrial locations; that fleet charging provides no neighborhood benefit; that the use is

incompatible with the Jackson Square Historic District; that combined operations with nearby EV facilities will create congestion and livability impacts; and that CEQA review was inadequate. The Department's responses directly and comprehensively address each point. The record shows that the project maintains a long-standing automotive use in a historically appropriate structure, advances City policy to distribute transportation resources equitably, and introduces no meaningful physical or operational impacts to the surrounding historic district or public realm. The Department also demonstrates that environmental review was properly conducted under CEQA and remains legally final. Taken together, the responses reflect a consistent, well-supported conclusion: the project is appropriately located, policy-aligned, environmentally compliant, and unlikely to generate the adverse effects asserted by the appellant. After discussion and considering all the facts in the case as well as public comment, the Commission found the Project necessary, desirable for, and compatible with the surrounding neighborhood. Further, the Commission determined that on balance, the project is consistent with the General Plan and Use District.

Conclusion

For the reasons stated in this document and in the Planning Department case file, the Planning Department recommends that the Board uphold the Planning Commission's decision in approving the Conditional Use authorization for the Project.

From: [BOS Legislation, \(BOS\)](#)
To: ["mmalouf@teamsters665.org"](mailto:mmalouf@teamsters665.org); ["kate@newdealadvisers.com"](mailto:kate@newdealadvisers.com); ["euhrenholt@tesla.com"](mailto:euhrenholt@tesla.com); ["team@meyercp.com"](mailto:team@meyercp.com); ["Andrew Junius"](mailto:Andrew Junius); ["lentzplanning@gmail.com"](mailto:lentzplanning@gmail.com)
Cc: [RUSSI, BRAD \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [YANG, AUSTIN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [Dennis Phillips, Sarah \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Dwyer, Debra \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Switzky, Joshua \(CPC\)](#); [Teague, Corey \(CPC\)](#); [Tam, Tina \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Gluckstein, Lisa \(CPC\)](#); [Merlone, Audrey \(CPC\)](#); [Watty, Elizabeth \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Langlie, Michelle \(CPC\)](#); [Lamarre, Julie \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: PROJECT SPONSOR RESPONSE: Hearing - Appeal of Conditional Use Authorization - Proposed 825 Sansome Street Project - Appeal Hearing January 13, 2026
Date: Friday, January 2, 2026 4:59:58 PM

Greetings,

The Office of the Clerk of the Board is in receipt of a response from Andrew Junius of Reuben Junius & Rose LLP, on behalf of the project sponsor Tesla Inc., for the Special Order before the Board of Supervisors on **January 13, 2026**, at 3:00 p.m. regarding the appeal of Conditional Use Authorization for the proposed 825 Sansome Street project.

Please find the following link to the document for the matter:

[Project Sponsor Response - January 2, 2026](#)

I invite you to review the entire matters on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 251239](#)

Regards,

Arthur Khoo

Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-4447 | (415) 554-5163
arthur.khoo@sfgov.org | www.sfbos.org

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these

submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.

To: San Francisco Board of Supervisors
From: Gary Lucks, JD CPEA, Bay Law Group LLP
Andrew J. Junius JD Reuben, Junius, and Rose LLP
Date: January 2, 2026
RE: File No. 251239 - Appeal of Conditional Use Authorization Proposed 825
Sansome Street Project (2025-008202CUA)
Project Sponsor Response to Appeal

Our firms represent the applicant, Tesla Inc. (Tesla) regarding the Conditional Use Authorization (CUA) appeal by Mark Malouf of the approval of the above-referenced project at 825 Sansome Street in San Francisco (Project). Tesla's opposition to the appeal is set out below.

I. INTRODUCTION AND EXECUTIVE SUMMARY

On November 13, 2025, the San Francisco (City) Planning Commission (Commission) approved a Conditional Use Authorization (CUA) of Tesla electric vehicle (EV) charging facility at 825 Sansome Street, San Francisco. That approval included the determination that the Project is exempt from the California Environmental Quality Act (CEQA) as a Commonsense Exemption under 14 California Code of Regulations (CEQA Guidelines) section §15061(b)(3). Mark Malouf has appealed the CUA approval. The Project's CEQA determination (2025-008202ENV) was not timely appealed and is not at issue in this appeal. As set forth herein, the CUA appeal has no merit and must be denied.

Other than a comment from Mark Bleason, representing the Teamsters Union Joint Council 7 opposing the fleet charging portion of the project, no comments were submitted from neighbors, business associations, or historic resources advocates. In his appeal, Mr. Malouf argues that the applicant and the San Francisco Planning Department did not demonstrate that Tesla's request met the findings requirements of Planning Code Section 303 because: (A) The use is not necessary or desirable; (B) the use is incompatible with the adjacent Jackson Square Historic District; (C) the use is detrimental to Neighborhood Convenience and General Welfare; (D) the use relies on an inadequate CEQA analysis. No evidence was cited or included in the statement of appeal. Based on speculative concerns, Mr. Malouf asks the San Francisco Board of Supervisors (Board) to reverse the Commission's approval. As set out herein, there is substantial evidence supporting the Commission's CUA and none of Mr. Malouf's speculative concerns warrant reversal. The CUA appeal has no merit and must be denied.

The following points are discussed in detail below:

- **No expansion or alteration of the building envelope:** The project maintains the historic use of the property as an automobile garage. There will be no expansion of the building or significant physical alterations.
- **Expands Fast Public Charging Infrastructure:** The project will provide 18 publicly available Supercharger stations. Tesla's Superchargers are highly

reliable, achieving an average site-level uptime of greater than 99% across the global network. In San Francisco, Tesla has deployed 80 stalls and 5 locations for public charging access, but more fast charging deployment is needed to serve local EV drivers.

- **No Historic Impacts to Jackson Square District:** Because there will be no physical changes to the building other than minor façade restoration and repair, there is no impact on this historic resource or the adjacent Jackson Square historic District.
- **No Traffic Impacts:** The autonomous vehicles that will be based at this site will be leaving the garage prior to morning peak traffic hours and returning to the garage after peak traffic hours. There will be no impact on traffic in the vicinity.
- **No Outside Street Queuing:** The project is specifically designed so that there is no potential for the autonomous vehicles needing to queue on the street before getting into the garage; there is sufficient queuing space within the building to accommodate all fleet vehicles that need to enter the garage at any given time.
- **Helps Achieve City's Sustainability Goals:** The City's Climate Action Plan establishes a goal for San Francisco to be an all-electric, net-zero emission city by 2040. A key component to meeting this goal will be providing public charging infrastructure access. In addition, this project will add zero emission transportation options for City residents.

II. THE PROJECT

The building, constructed in 1922 as a parking garage, has served the community for more than 100 years. The project continues this parking use with little or no change to the existing structure. Autonomous vehicles are here and changing the way people get around the City. The project allows for a graceful transition for this building, retaining its automobile use history while at the same time upgrading it to accommodate the future of autonomous vehicles.

The Project involves a change of use from the existing Public Parking Garage use with 96 parking spaces and the establishment of a private Fleet Charging use at the upper level, a public Electric Vehicle Charging Location use (principally permitted) at the ground level, and a Private Parking Garage use at the basement level at the subject property, an existing enclosed two-story, multi-level Public Parking Garage.

The 79 reconfigured parking spaces (a net loss of 16 parking spaces) will be allocated as follows:

- 31 new Tesla Fleet Storage Stalls for Private Fleet Parking (no EV chargers, no public access) at the basement level. This parking is to be used as temporary overnight parking to support private EV fleet vehicles.
- 30 new Private Fleet EV Charger Stalls + one standard parking stall at the upper level (no public access).
- 18 Public EV charging stalls at the ground level.

The project will also include 4,350 square feet that will accommodate accessory storage, mechanical room, bathrooms, and office space on the main level and in the basement.

The private EV fleet vehicle and private parking uses would be separated from the publicly accessible EV charging stations. The proposed hours of operations for the public-facing component is 24 hours a day, 7 Days a week. Whereas EV fleet vehicles will be primarily be departing during off-peak congestion hours of the early morning and returning during the late overnight hours. All levels will have audible exit warnings and the upper and basement levels will have gates in the normally closed position.

III. THE PLANNING COMMISSION'S CUA FINDINGS ARE SUPPORTED BY SUBSTANTIAL EVIDENCE

Under San Francisco Municipal Code (SFMC) section 303(c), the Planning Commission must approve an application and authorize a Conditional Use if the facts presented are such to establish that:

1. 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.
2. 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 and of proposed alternatives to off-street parking, including provisions of car-share parking spaces, as defined in Section 166 of this Code;

- 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. Such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the General Plan; and
4. Such use or feature as proposed will provide development that is in conformity with the stated purpose of the applicable Use District.

In relevant part, under SFMC section 303(t), the Planning Commission must also approve an application and authorize a Conditional Use for a non-accessory parking for a specific use if the facts demonstrate the absence of potential detrimental effects upon the surrounding area, especially through unnecessary demolition of sound structures, contribution to traffic congestion, or disruption of or conflict with transit services, walking, and cycling SFMC section 303 (t)(1)(C).

SFMC Section 210.1 describes the C-2 Districts: Community Business zoning, outlining its purpose to provide areas for local neighborhood-serving retail, services, and some housing.

As noted in Motion No. 21968, “The Commission finds that this Project is necessary, desirable for, and compatible with the surrounding neighborhood as follows, ***and as set forth in Section 210.1 and 303(c), and 303(t) findings submitted as part of the application.*** The proposed use is compatible with the surrounding area, which includes a mix of commercial, office and residential uses and is on balance with the General Plan and Use District. Conditional Use approval to establish private Fleet Charging and Private Parking Garage uses would promote sustainability by supporting cleaner transportation options, reducing vehicle emissions, and enhancing public health. By locating the charging infrastructure within an existing garage, all work will be completed within the existing building envelope with no major exterior alteration. Department staff believes the Project would be desirable for and compatible with the surrounding neighborhood and recommends.” (emphasis added).

A. The Use Is Desirable and Necessary

As explained in the application materials referenced in the finding supporting approval of the CUA in Motion No. 21968, the Project’s installation of a private EV fleet charging station within an existing parking garage will result in a development that is both necessary

and desirable for, and compatible with, the surrounding neighborhood and community. Key reasons include:

Enhancing Accessible and Clean Energy Transportation in Downtown and adjacent neighborhoods. The facility will support EV ride-hailing services in a greater concentration for the downtown core. This will provide convenient, emissions-free mobility to bring people to landmark locations like sports entertainment venues such as the Chase Center, and tourism spots such as Union Square and Fisherman's Wharf. It will also serve as a dedicated spot for the local community to charge and park their personal electric vehicles, promoting broader adoption of clean transportation fostering sustainable urban mobility and supporting community-driven electrification initiatives. This project supports to City's adopted goals related to sustainability, electrification of transportation, and reduction of greenhouse gas emissions, as outlined in the San Francisco Climate Action Plan and Clean Transportation Program.

Expanded Public Supercharging Infrastructure: The site will introduce (18) new public EV charging stalls on the main level, offering reliable and accessible charging solutions to benefit local residents and businesses alike. This will provide convenient EV charging infrastructure to the neighborhood.

Distributing EV charging stations across San Francisco is crucial to serve San Francisco EV drivers. Currently there is significant unmet demand for fast-charging public EV chargers. The City is underserved compared to other similarly situated cities in the Bay Area. As of this writing, there are 80 total operational public Superchargers in San Francisco. Tesla's estimates show that the Supercharger infrastructure would need to more than double over the next few years to serve the city's needs. Moreover, Tesla provides the most reliable fast charging network with uptime over 99%. EV drivers, depending on vehicle type, can recover up to 200 miles in 15 minutes at a Tesla Supercharger stall allowing for a quick and seamless charging experience.

By locating the charging infrastructure within an existing garage, the project avoids any expansion or alteration of the building envelope, preserving neighborhood character and minimizing impacts such as noise, traffic, or visual intrusion.

Existing Building Design Features Suitable for Fleet Operations: The lower level of the parking garage is reserved exclusively for queuing of Tesla fleet vehicles, eliminating the possibility for vehicles to queue on the street while they wait to get into the garage. The number of fleet queuing stalls (30) to fleet charging stalls (30) is an exact one-to-one ratio, providing sufficient buffer for fleet vehicles to wait onsite before they need to charge. Given this off-street queuing capacity within the building itself, the potential for additional traffic congestion is eliminated.

The nature, scale, and scope of the proposed use are consistent with the neighborhood's character and zoning controls. While the project introduces a non-residential use, it does not exceed the size limitations of the zoning district and the additional findings under 303(c)(1)(A-C) are not required. Even if they were, the project will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity as discussed in Section B (below). The nature, scale, and scope of the proposed use are consistent with the neighborhood's character and zoning controls because the project is located within an existing parking garage and reduces the number of available parking spaces. The project promotes the efficient use of existing urban infrastructure and supports citywide policies encouraging electric vehicle adoption and private sector participation in emissions reduction.

Mr. Malouf notes that “Tesla has not demonstrated why this specific site is necessary when industrial areas better suited for Fleet Charging operations exist throughout the City.” This is not part of the required findings. Moreover, Mr. Malouf also notes that “Fleet Charging use serves corporate fleet needs, not neighborhood needs - it provides no benefit or service to local residents or businesses.” This is not part of the required findings. Moreover, the project is not intended to function as a fleet vehicle dispatch center. Instead, it represents one of multiple locations throughout the City that would support private fleet vehicle charging and temporary parking. Distributing facilities across several smaller sites allows the operator to reduce vehicle travel distances when vehicles are needed and avoid concentrating fleet activity in a single location. In contrast, a single centralized facility particularly in an industrial area, could result in concentrated traffic demand longer deadhead trips and increased vehicle miles traveled as vehicles would need to travel longer distances to reach users.

The Use Is Compatible with the Adjacent Jackson Square Historic District

It is hard to imagine a project that would have less of an impact on the adjacent historic district than this one. The garage will remain a garage. There will be virtually no changes to the exterior of the building - except to restore and maintain its historic elements. As explained in the application materials referenced in the finding supporting approval of the CUA in Motion No. 21968, the project does not involve demolition or alteration of any primary structural or architectural features, nor does it affect the façade or public view of any potentially historic elements. The EV charging infrastructure will be installed internally, in parking areas that do not contribute to the historic fabric of the site or surroundings.

Mr. Malouf claims, without support, “Fleet charging operations for Autonomous Vehicles-with constant vehicle queuing, 24/7-are fundamentally incompatible with the district's historic residential and small-scale commercial character.” The project would be located entirely within an existing parking structure that provides three separate entrances and exits. This configuration is well suited for the proposed uses as it allows each user to operate independently with dedicated access points. Private fleet vehicles would be able to

enter and exit through their own gates without waiting for or interacting with the general public. In addition, the ability for fleet vehicles to automatically trigger access gates in advance would reduce or prevent on street queuing and minimize the potential for traffic impacts on adjacent City streets.

The Project is located at 825 Sansome and is adjacent to, but not located within, the Jackson. Even if the project were located within the district, it would have no impact because all construction and activity associated with the project would be inside the parking structure with no changes proposed outside of the building. From a historic resource standpoint, this project has absolutely no impact whatsoever.

B. The Use Is Not Detrimental to Neighborhood Convenience and General Welfare

The operations will not detrimentally affect neighborhood convenience or general welfare, specific to requirements listed in SF Planning Code Sec 303.2. On the contrary, it stands to enhance urban mobility and efficiency.

As explained in the application materials referenced in the finding supporting approval of the CUA in Motion No. 21968, the proposed installation of private EV fleet charging stations within an existing parking garage will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity. Nor will it be injurious to property, existing improvements, or potential development nearby. The project has been designed to function entirely within the limits of the current garage and will comply with all applicable safety and operational standards. Specifically:

- a. *The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures:*

The project involves the reuse of an existing parking garage without any expansion of the building footprint. The existing multi-level parking garage has sufficient capacity and circulation space to accommodate the proposed equipment without expansion of the building footprint or structural alterations. All EV chargers will be installed where current parking exists, preserving the size and shape of the facility and avoiding the need for new structures. The internal arrangement of chargers and electrical infrastructure will be designed to maintain safe vehicular and pedestrian circulation throughout the garage.

There will be no alterations to the overall size or shape of the structure, in accordance with Section 303.2.A. By converting the existing parking facility to an EV-exclusive parking garage. The anticipated traffic patterns will remain

comparable to those associated with the current private parking operations, in accordance with Section 303.2.B.

As the project focuses solely on repurposing the existing parking garage, there will be no changes to landscaping, open space, or loading zones, consistent with Section 303.2.D.

b. 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 inclusion of private vehicle fleet charging is expected to generate only a modest increase in short-term vehicle turnover, which the garage is equipped to accommodate given its existing vehicular access, egress, and internal circulation design. Fleet vehicles will be departing the project site on a full battery in the early morning (Approximately 4:00AM - 7:00AM), which is prior to the high traffic morning hours. Fleet vehicles are also expected to return to the project site in late evening hours (Approximately 9:00PM - 11:00PM), which is well past the expected evening peak traffic hours. Both departing and returning hours are periods of low to minimal congestion.

The private fleet chargers will be used by a controlled number of known vehicles with predictable schedules, minimizing traffic variability. Off-street parking remains adequate as all chargers are located within existing parking areas, No changes are needed to loading zones, which remain functional and accessible.

c. Safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor:

EV charging equipment and EVs produce no combustion emissions in stark contrast to vehicles powered by internal combustion engines, thereby aligning with the provisions of Section 303.2.C. This is especially true within the garage structure. Unlike garages that service combustion vehicles, the project will not result in generating carbon monoxide emissions which are a known Proposition 65 chemical listed for causing reproductive harm, specifically birth defects.

The project includes best practices for glare reduction, such as downward-directed lighting (if applicable) and the use of low-lumen status indicators. The chargers produce no dust or odor, and all electrical work will meet current building and fire safety codes. The installation will include appropriate ventilation where needed and emergency shut-off features for safety.

Tesla fleets currently operate with Full Self Driving [FSD] (Supervised), which results in 7x fewer minor collisions than the U.S. Average. The FSD

(Supervised) system is uniquely trained on billions of real-world, anonymized driving data collected from millions of Tesla vehicles globally. This will reduce the likelihood of collisions caused by human error, which can result in a safer neighborhood to live and work. A cumulative total of over 7 billion FSD (Supervised) miles and counting have been driven in Tesla vehicles, which is 70x times larger than the over 100 million autonomous miles driven by the competitors that operate in San Francisco.

In addition, the fleet EV vehicles are also much quieter than vehicles with internal combustion engine, resulting in minimal noise disruption to the local neighborhood which will fall below City noise thresholds.

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

Because the project is entirely within an existing parking structure, no modifications to landscaping, open space, or screening are necessary. Existing lighting will remain, and any additional lighting installed for safety or signage will comply with Planning Code illumination standards and not contribute to light pollution. Signage will be limited to wayfinding and charger operation instructions, conforming to the San Francisco Sign Code. There are no new impacts to public-facing aesthetics or service areas.

Mr. Malouf argues, with no evidence, that “[t]his site along with the Waymo operations site 200 feet away will create continuous robotaxi fleet vehicles circulating including congestion, that impacts the neighborhood. Planning Staff did not consider such concentration. Round-the-clock operations disrupt neighborhood peace and livability at all hours.”

The nearby Waymo parking facility has been in operation since 2021 and therefore constitutes part of the existing baseline condition considered by the City in its evaluation. CRA reviewed traffic volume data obtained from Replica along Pacific Avenue and surrounding streets and found no evidence of a substantial increase in traffic volumes associated with the introduction of Waymo operations. This information supports the conclusion that similar fleet related uses in the area have not resulted in measurable adverse traffic effects.

The City Approved the CUA based on an Adequate CEQA Analysis

As noted above, the City’s CEQA Exemption Determination for the Project (2025-008202ENV) was signed and dated October 28, 2025. Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and chapter 31 of the San Francisco Administrative Code. Per chapter 31, an appeal of an exemption

determination to the Board of Supervisors shall be filed within 30 days after the approval action occurs at a noticed public hearing.¹ No appeal of the CEQA Exemption Determination has been filed and the deadline to appeal has past. As such, the City's CEQA findings for the Project are not at issue in this appeal.

Even if it were timely appealed, substantial evidence supports the determination that the project is exempt under CEQA because it can be seen with certainty that there is no possibility of a significant effect on the environment.²

Under CEQA, traffic level of service metric (measuring traffic congestion) is not used for evaluating transportation impacts.

In addition, Planning Department Transportation staff determined that no specific transportation analysis was required for the Project because:

The proposed project is expected to generate only a modest increase in short-term vehicle turnover, similar to the existing use as a vehicle parking garage. The proposed project is equipped to accommodate its related EV vehicle trips given its existing vehicular access, egress, and internal circulation design. According to the sponsor team, the private fleet chargers will be used by a controlled number of known vehicles with predictable schedules, minimizing traffic variability. No changes are needed to adjacent loading zones. The project frontage is not along a bicycle or transit route. All levels will have audible exit warnings for pedestrians and other vehicles.

Mr. Malouf claims that the “CEQA analysis fails to examine cumulative impacts of concentrated AV fleet charging in the area. CEQA requires assessment of the combined effects of multiple similar projects-this has not been done and there is no mention of Waymo or Tesla in the CEQA analysis. Proper environmental review must analyze the concentration of fleet operations before approval, including the impact of a Tesla robotaxi charging location only 200 feet from Waymo's existing AV facility.”

As discussed above, the nearby Waymo parking facility is part of the existing baseline condition considered by the City in its evaluation and supports the conclusion that similar fleet related uses in the area have not resulted in measurable adverse traffic effects.

¹ CEQA Exemption Determination.

² CEQA Exemption Determination, citing CEQA Guidelines section 15061(b)(3)).

BOARD of SUPERVISORS



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Request for Continuance - Conditional Use Appeal Hearing

Continuance requests are contingent upon approval by the Board of Supervisors. On the day of the appeal hearing, if a motion is entertained to continue the hearing to a date certain, public comment will be taken on the continuance only, and full presentations and discussion will be made at the future hearing.

Name: Mark Malouf

(Check one)

Appellant Project Sponsor
 Other Department

Project Address: 825 Sansome St

Date of Scheduled Appeal Hearing:

Pursuant to [Planning Code, Section 308.1\(f\)](#), I request a continuance of the appeal hearing for above-mentioned proposed project for these suggested dates: February 3rd, 2026

If the hearing is requested to be continued past the 90-day deadline for a Board decision on this appeal, pursuant to Planning Code, Section 308.1, all parties (Appellant(s) and Project Sponsor(s)) must agree to waive the required hearing/action deadlines around this Conditional Use appeal.

I agree to waive the required around this Conditional Use appeal.
 I do not agree to waive the required around this Conditional Use appeal.

Additional Comments:

Signature: Mark Malouf Date: 1/7/2026

BOARD of SUPERVISORS



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Request for Continuance - Conditional Use Appeal Hearing

Continuance requests are contingent upon approval by the Board of Supervisors. On the day of the appeal hearing, if a motion is entertained to continue the hearing to a date certain, public comment will be taken on the continuance only, and full presentations and discussion will be made at the future hearing.

Andrew J. Jennings, Reuben Jennings & Rose, LLP
Name: on behalf of Tesla, Inc.

(Check one)

Appellant Project Sponsor
 Other Department _____

Project Address: 825 Sansome

Date of Scheduled Appeal Hearing: Jan. 13, 2026

Pursuant to Planning Code, Section 308.1(f), I request a continuance of the appeal hearing for above-mentioned proposed project for these suggested dates:

Feb. 3, 2026

If the hearing is requested to be continued past the 90-day deadline for a Board decision on this appeal, pursuant to Planning Code, Section 308.1, all parties (Appellant(s) and Project Sponsor(s)) must agree to waive the required hearing/action deadlines around this Conditional Use appeal.

I agree to waive the required around this Conditional Use appeal.

I do not agree to waive the required around this Conditional Use appeal.

Additional Comments: _____

Signature: *Reuben Jennings* Date: Jan. 7, 2026

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#); [BOS Legislation](#), (BOS)
Subject: FW: Support for Appeal of Tesla Robotaxi Garage Project at 825 Sansome Street
Date: Tuesday, January 13, 2026 1:40:22 PM

Hello,

Please see below for communication from Michael Nulty regarding File No. 251239, which is Item No. 24 on today's Board of Supervisors meeting agenda.

File No. 251239: Hearing of persons interested in or objecting to the approval of a Conditional Use Authorization pursuant to Planning Code, Sections 210.1 and 303 for a proposed project at 825 Sansome Street (Assessor's Parcel Block No. 0164, Lot No. 003) identified in Planning Case No. 2025-008202CUA, issued by the Planning Commission by Motion No. 21868, dated November 13, 2025, that involves a change of use from the existing Public Parking Garage use with 96 parking spaces and the establishment of a private Fleet Charging use at the upper level (30 private EV chargers), a public Electric Vehicle Charging Location use (principally permitted) at the ground level (18 public EV chargers), and a Private Parking Garage use at the basement level at the subject property, an existing enclosed two-story, multi-level Public Parking Garage with a basement, in the C-2 (Community Business) Zoning District and 65-A Height and Bulk District, Washington-Broadway Special Use District, and Priority Equity Geographies Special Use District; and minor exterior alterations are also included as part of this project. (District 3) (Appellant: Mark Malouf) (Filed December 12, 2025)

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Michael Nulty <sf_district6@yahoo.com>
Sent: Sunday, January 11, 2026 6:59 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: SauterStaff <SauterStaff@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Subject: Support for Appeal of Tesla Robotaxi Garage Project at 825 Sansome Street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

**Subject: Support for Appeal of Tesla Robotaxi Garage Project at 825
Sansome Street – Serious Concerns About Traffic Congestion and
Neighborhood Impacts in Jackson Square**

Dear Members of the San Francisco Board of Supervisors,

My name is Michael Nulty, and I am writing on behalf of the **Alliance for a Better District 6**, the longstanding voice advocating for improved quality of urban life in San Francisco's downtown core, including the vibrant Jackson Square neighborhood. We strongly support the appeal filed by the Teamsters regarding Tesla's proposed Robotaxi garage facility at 825 Sansome Street. As a community organization committed to protecting our neighborhoods from undue burdens, we share the serious concerns raised about turning this existing garage into a high-intensity stand for an unlicensed or emerging robotaxi program. The recent experiences with Waymo's operations in the area provide a clear and troubling precedent. We have witnessed firsthand—and documented through numerous resident reports—how Waymo's charging and staging locations, such as on Pacific Avenue, have contributed to significant traffic disruptions. These include vehicles idling for extended periods, blocking lanes, and exacerbating congestion in already narrow and busy streets. The December 2025 power outage further highlighted vulnerabilities in autonomous vehicle operations, where stalled robotaxis created hazardous gridlock, impeded emergency access, and disrupted normal traffic flow across the city. Jackson Square is a historic, pedestrian-oriented neighborhood with limited street capacity, high foot traffic, and sensitive commercial uses. Introducing a large-scale robotaxi facility here—especially with newly disclosed details about the intensity of use (including frequent vehicle ingress/egress, charging cycles, and fleet staging)—risks compounding these issues. Without robust, enforceable traffic mitigation measures, this project could lead to:

- Increased vehicle congestion during peak hours and fleet repositioning
- Safety hazards for pedestrians, cyclists, and nearby residents
- Negative impacts on local businesses reliant on accessible streets and deliveries
- Strain on already challenged parking and loading zones in the area

While we appreciate the continuance to February 3rd (originally scheduled for January 13th) at the request of Supervisor Sauter, this delay must be used to ensure full transparency and meaningful safeguards. We urge the Board to require comprehensive, independent traffic impact studies, strict operational limits (e.g., caps on daily vehicle movements, designated

entry/exit protocols, and real-time monitoring), and binding mitigation commitments from Tesla before any approval. The Alliance for a Better District 6 stands with labor partners, residents, and businesses in demanding that new technologies enhance—rather than undermine—our neighborhoods. Autonomous vehicle operations must not come at the expense of public safety, mobility, or quality of life in Jackson Square and Districts 3 and 6. We respectfully request that the Board uphold the appeal's concerns and condition any potential approval on strong, verifiable measures to protect our community. Thank you for your attention to this important matter. We look forward to participating in the February 3rd hearing and are available to provide additional input or resident testimony.

Sincerely,

Michael Nulty

P.O. Box 420782
San Francisco, CA 94142-0782
(415) 339-8327 - Direct
(415) 339-8779 - Alliance for a Better District 6
<http://abd6.cfsites.org/>

From: [BOS Legislation, \(BOS\)](#)
To: "mmalouf@teamsters665.org"; "kate@newdealadvisers.com"; "Eric Lentz"; Eric Uhrenholt; "team@meyercp.com"
Cc: RUSSI, BRAD (CAT); JENSEN, KRISTEN (CAT); YANG, AUSTIN (CAT); RUIZ-ESQUIDE, ANDREA (CAT); Dennis Phillips, Sarah (CPC); Gibson, Lisa (CPC); Dwyer, Debra (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); Switzky, Joshua (CPC); Teague, Corey (CPC); Tam, Tina (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); Gluckstein, Lisa (CPC); Watty, Elizabeth (CPC); Ionin, Jonas (CPC); Langlie, Michelle (CPC); Lamarre, Julie (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); Mchugh, Eileen (BOS); [BOS Legislation, \(BOS\)](#)
Subject: HEARING NOTICE: Appeal of Conditional Use Authorization - Proposed 825 Sansome Street Project - Appeal
Hearing January 13, 2026
Date: Friday, January 2, 2026 9:21:43 AM

Greetings,

The Office of the Clerk of the Board has scheduled for a hearing Special Order before the Board of Supervisors on **January 13, 2026**, at 3:00 p.m. regarding the appeal of Conditional Use Authorization for the proposed 825 Sansome Street project.

Please find the following link to the hearing notice for the matter:

[Public Hearing Notice - January 2, 2026](#)

I invite you to review the entire matters on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 251239](#)

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
Tel. No. (415) 554-5184
Fax No. (415) 554-5163
TDD/TTY No. (415) 554-5227

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO Sent via Email and/or U.S. Postal Service

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco will hold a public hearing to consider the following appeal and said public hearing will be held as follows, at which time all interested parties may attend and be heard.

Date: Tuesday, January 13, 2026

Time: 3:00 p.m.

Location: Legislative Chamber, Room 250, located at City Hall
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

Subject: **File No. 251239.** Hearing of persons interested in or objecting to the approval of a Conditional Use Authorization pursuant to Planning Code, Sections 210.1 and 303 for a proposed project at 825 Sansome Street (Assessor's Parcel Block No. 0164, Lot No. 003) identified in Planning Case No. 2025-008202CUA, issued by the Planning Commission by Motion No. 21868, dated November 13, 2025, that involves a change of use from the existing Public Parking Garage use with 96 parking spaces and the establishment of a private Fleet Charging use at the upper level (30 private EV chargers), a public Electric Vehicle Charging Location use (principally permitted) at the ground level (18 public EV chargers), and a Private Parking Garage use at the basement level at the subject property, an existing enclosed two-story, multi-level Public Parking Garage with a basement, in the C-2 (Community Business) Zoning District and 65-A Height and Bulk District, Washington-Broadway Special Use District, and Priority Equity Geographies Special Use District; and minor exterior alterations are also included as part of this project. (Appellant: Mark Malouf) (Filed December 12, 2025)

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments. These comments will be added to the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email (bos@sfgov.org). Information relating to this matter is available in the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (<https://sfbos.org/legislative-research-center-lrc>). Agenda information relating to this matter will be available for public review on Friday, January 9, 2026.

For any questions about this hearing, please contact our office at bos.legislation@sfgov.org or call (415) 554-5184.



Angela Calvillo
Clerk of the Board of Supervisors
City and County of San Francisco

jw:ll:ak:ams

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. (415) 554-5184
Fax No. (415) 554-5163
TDD/TTY No. (415) 554-5227

PROOF OF MAILING

Legislative File No. File Nos. 251239

Description of Items: Hearing - Appeal of Conditional Use Authorization Approval - 825 Sansome Street - 294 Notice Mailed

I, Jocelyn Wong, an employee of the City and County of San Francisco, mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: January 2, 2026

Time: 8:58 a.m.

USPS Location: Repro Pick-up Box in the Clerk of the Board's Office (Rm 244)

Mailbox/Mailslot Pick-Up Times (if applicable): N/A

Signature: 

Instructions: Upon completion, original must be filed in the above referenced file.

From: [Docs, SF \(LIB\)](#)
To: [BOS Legislation, \(BOS\)](#)
Subject: Re: HEARING NOTICE: Appeal of Conditional Use Authorization - Proposed 825 Sansome Street Project - Appeal Hearing January 13, 2026
Date: Friday, January 2, 2026 10:32:47 AM

Hello,

The notice has been received and posted.

Thank you,

San Francisco Documents
Government Information Center
San Francisco Public Library
sfpl.org/postings
Mon-Fri 9:00AM - 4:00PM

From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Sent: Friday, January 2, 2026 9:26 AM
To: Docs, SF (LIB) <sfdocs@sfpl.org>
Cc: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: FW: HEARING NOTICE: Appeal of Conditional Use Authorization - Proposed 825 Sansome Street Project - Appeal Hearing January 13, 2026

Hello,

Please post the public notice linked below.

Regards,

Arthur Khoo
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-4447 | (415) 554-5163
arthur.khoo@sfgov.org | www.sfbos.org

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information

provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.

From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Sent: Friday, January 2, 2026 9:22 AM
To: 'mmalouf@teamsters665.org' <mmalouf@teamsters665.org>; 'kate@newdealadvisers.com' <kate@newdealadvisers.com>; 'Eric Lentz' <lentzplanning@gmail.com>; Eric Uhrenholt <euhrenholt@tesla.com>; 'team@meyercp.com' <team@meyercp.com>
Cc: RUSSI, BRAD (CAT) <Brad.Russi@sfcityatty.org>; JENSEN, KRISTEN (CAT) <Kristen.Jensen@sfcityatty.org>; YANG, AUSTIN (CAT) <Austin.Yang@sfcityatty.org>; RUIZ-ESQUIDE, ANDREA (CAT) <Andrea.Ruiz-Esquide@sfcityatty.org>; Dennis Phillips, Sarah (CPC) <sarah.dennis-phillips@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; Dwyer, Debra (CPC) <debra.dwyer@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lewis, Don (CPC) <don.lewis@sfgov.org>; Switzky, Joshua (CPC) <joshua.switzky@sfgov.org>; Teague, Corey (CPC) <corey.teague@sfgov.org>; Tam, Tina (CPC) <tina.tam@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; Gluckstein, Lisa (CPC) <lisa.gluckstein@sfgov.org>; Watty, Elizabeth (CPC) <elizabeth.watty@sfgov.org>; Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>; Langlie, Michelle (CPC) <micelle.langlie@sfgov.org>; Lamarre, Julie (BOA) <julie.lamarre@sfgov.org>; Longaway, Alec (BOA) <alec.longaway@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: HEARING NOTICE: Appeal of Conditional Use Authorization - Proposed 825 Sansome Street Project - Appeal Hearing January 13, 2026

Greetings,

The Office of the Clerk of the Board has scheduled for a hearing Special Order before the Board of Supervisors on **January 13, 2026**, at 3:00 p.m. regarding the appeal of Conditional Use Authorization for the proposed 825 Sansome Street project.

Please find the following link to the hearing notice for the matter:

[Public Hearing Notice - January 2, 2026](#)

I invite you to review the entire matters on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 251239](#)

From: [BOS Legislation, \(BOS\)](#)
To: [Liu, Bella \(CPC\)](#); [Yeung, Tony \(CPC\)](#); [Chen, Theodore \(CPC\)](#)
Cc: [BOS-Operations](#); [BOS Legislation, \(BOS\)](#)
Subject: RE: APPEAL CHECK PICK-UP: Appeal of Conditional Use Authorization - Proposed 825 Sansome Street Project - Appeal Hearing January 13, 2026
Date: Tuesday, January 6, 2026 8:30:29 AM
Attachments: [image001.png](#)
[Appeal Check Pickup.doc](#)

Good morning,

Friendly reminder that there is an appeal filing fee for the Conditional Use appeal of the proposed 825 Sansome Street project, is ready to be picked up at the Clerk's Office. Our office is opened Monday through Friday from 8:00am to 5:00pm. A fee waiver was not filed with this project. Kindly sign the attached Appeal Check Pickup form once the filing fee is picked up. Thank you.

Best regards,

Jocelyn Wong

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T: 415.554.7702 | F: 415.554.5163
jocelyn.wong@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a "virtual" meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>

Sent: Wednesday, December 17, 2025 5:13 PM

To: Liu, Bella (CPC) <Bella.Liu@sfgov.org>; Yeung, Tony (CPC) <tony.yeung@sfgov.org>; Chen, Theodore (CPC) <theodore.chen@sfgov.org>

Cc: BOS-Operations <bos-operations@sfgov.org>; BOS Legislation, (BOS)

<bos.legislation@sfgov.org>

Subject: APPEAL CHECK PICK-UP: Appeal of Conditional Use Authorization - Proposed 825 Sansome Street Project - Appeal Hearing January 13, 2026

Hello,

The check for the appeal filing fee for the Conditional Use appeal of the proposed 825 Sansome Street project, is ready to be picked up at the Clerk's Office. Our office is opened Monday through Friday from 8:00am to 5:00pm. A fee waiver was not filed with this project. Kindly sign the attached Appeal Check Pickup form once the filing fee is picked up.

Thank you.

Lisa Lew

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T 415-554-7718 | F 415-554-5163
lisa.lew@sfgov.org | www.sfbos.org

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From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>

Sent: Wednesday, December 17, 2025 4:46 PM

To: 'mmalouf@teamsters665.org' <mmalouf@teamsters665.org>; 'kate@newdealadvisers.com' <kate@newdealadvisers.com>

Cc: RUSSI, BRAD (CAT) <Brad.Russi@sfcityatty.org>; JENSEN, KRISTEN (CAT) <Kristen.Jensen@sfcityatty.org>; YANG, AUSTIN (CAT) <Austin.Yang@sfcityatty.org>; RUIZ-ESQUIDE, ANDREA (CAT) <Andrea.Ruiz-Esquide@sfcityatty.org>; Dennis Phillips, Sarah (CPC) <sarah.dennis-phillips@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; Dwyer, Debra (CPC) <debra.dwyer@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lewis, Don (CPC) <don.lewis@sfgov.org>; Switzky, Joshua (CPC) <joshua.switzky@sfgov.org>; Teague, Corey (CPC) <corey.teague@sfgov.org>; Tam, Tina (CPC) <tina.tam@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; Watty, Elizabeth (CPC) <elizabeth.watty@sfgov.org>; Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>; Langlie, Michelle (CPC) <micelle.langlie@sfgov.org>; Lamarre, Julie (BOA) <julie.lamarre@sfgov.org>; Longaway, Alec

public documents that members of the public may inspect or copy. A member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors, website or in other from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information or written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or committees. All written or oral communications that they communicate with the Board of Supervisors and its the public are not required to provide personal information when they communicate with the Board of Supervisors and its California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the

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 Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form

(VIRTUAL APPOINTMENTS) To schedule a "virtual" meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

lisaj.lev@sfgov.org | www.sfbos.org

T 415-554-7718 | F 415-554-5163

San Francisco, CA 94102

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco Board of Supervisors

Lisa Lew

Regards,

Board of Supervisors File No. 251239

below:

I invite you to review the entire matters on our [Legislative Research Center](#) by following the link

Clerk of the Board Letter - December 16, 2025

Appeal Letter - December 12, 2025

The Office of the Clerk of the Board has scheduled for a hearing Special Order before the Board of Supervisors on **January 13, 2026**, at 3:00 p.m. Please find linked below an appeal letter regarding the proposed 825 Sansome Street project, and an informational letter from the Clerk of the Board.

Greetings,

Hearing January 13, 2026

Subject: Appeal of Conditional Use Authorization - Proposed 825 Sansome Street Project - Appeal

[Elieen.mchugh@sfgov.org](mailto:elieen.mchugh@sfgov.org); BOS Legislation, (BOS) bos.legislation@sfgov.org

Someira, Alisa (BOS) alisas.somera@sfgov.org; Mchugh, Eileen (BOS)

Abides bos-legislative-alaides@sfgov.org; Calvillo, Angelia (BOS) angela.calvillo@sfgov.org;

(BOA) alec.lonagaway@sfgov.org; BOS-Supervisors bos-supervisors@sfgov.org; BOS-Legislative

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. (415) 554-5184
Fax No. (415) 554-5163
TDD/TTY No. (415) 554-5227

January 6, 2026

File Nos. 251239-251242
Planning Case No. 2025-008202CUA

Received from the Board of Supervisors Clerk's Office one check, one in the amount of Seven Hundred Eighty Seven Dollars (\$787) the filing fee paid by New Deal Advisers for the appeal of the Conditional Use Authorization for the proposed 825 Sansome Street project:

Planning Department By:

Tony Yew
Print Name

TY 1/6/26
Signature and Date

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2026 JAN 06 PM01:29
JA

From: [BOS Legislation, \(BOS\)](#)
To: "mmalouf@teamsters665.org"; "kate@newdealadvisers.com"
Cc: RUSSI, BRAD (CAT); JENSEN, KRISTEN (CAT); YANG, AUSTIN (CAT); RUIZ-ESQUIDE, ANDREA (CAT); Dennis Phillips, Sarah (CPC); Gibson, Lisa (CPC); Dwyer, Debra (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); Switzky, Joshua (CPC); Teague, Corey (CPC); Tam, Tina (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); Watty, Elizabeth (CPC); Ionin, Jonas (CPC); Langlie, Michelle (CPC); Lamarre, Julie (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); Mchugh, Eileen (BOS); [BOS Legislation, \(BOS\)](#)
Subject: Appeal of Conditional Use Authorization - Proposed 825 Sansome Street Project - Appeal Hearing January 13, 2026
Date: Wednesday, December 17, 2025 4:46:00 PM
Attachments: [image001.png](#)

Greetings,

The Office of the Clerk of the Board has scheduled for a hearing Special Order before the Board of Supervisors on **January 13, 2026**, at 3:00 p.m. Please find linked below an appeal letter regarding the proposed 825 Sansome Street project, and an informational letter from the Clerk of the Board.

[Appeal Letter - December 12, 2025](#)

[Clerk of the Board Letter - December 16, 2025](#)

I invite you to review the entire matters on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 251239](#)

Regards,

Lisa Lew

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T 415-554-7718 | F 415-554-5163
lisa.lew@sfgov.org | www.sfbos.org

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BOARD of SUPERVISORS



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San Francisco, CA 94102-4689
Tel. No. (415) 554-5184
Fax No. (415) 554-5163
TDD/TTY No. (415) 554-5227

December 16, 2025

Mark Malouf
1190 Mission Street #1922
San Francisco, CA 94103

Subject: File No. 251239 - Appeal of Conditional Use Authorization
Proposed 825 Sansome Street Project

Dear Mr. Malouf:

Thank you for your appeal filing regarding the proposed project at 825 Sansome Street. The filing period to appeal the Conditional Use Authorization closed on Monday, December 15, 2025. The Conditional Use appeal was filed with the subscription of eight members of the Board of Supervisors, and therefore meets the filing requirements of Planning Code, Section 308.1.

Pursuant to Planning Code, Section 308.1, a hearing date has been scheduled for **Tuesday, January 13, 2026, at 3:00 p.m.**, at the Board of Supervisors meeting.

Please provide to the Clerk's Office by noon:

20 days prior to the hearing:

Wednesday, December 24, 2025

names and addresses of interested parties to be notified of the hearing, in spreadsheet format; and

11 days prior to the hearing:

Friday, January 2, 2026

any documentation which you may want available to the Board members prior to the hearing.

For the above, the Clerk's office requests electronic files be sent to bos.legislation@sfgov.org.

Please feel free to contact our office at bos.legislation@sfgov.org or call (415) 554-5184 if you have any questions.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Angela Calvillo".
Angela Calvillo
Clerk of the Board

ak:ll:jw:ams



c: Brad Russi, Deputy City Attorney
Kristen Jensen, Deputy City Attorney
Austin Yang, Deputy City Attorney
Andrea Ruiz-Esquide, Deputy City Attorney
Sarah Dennis Phillips, Director, Planning Department
Lisa Gibson, Environmental Review Officer, Planning Department
Debra Dwyer, Principal Environmental Planner, Planning Department
Joy Navarrete, Environmental Planning, Planning Department
Don Lewis, Environmental Planning, Planning Department
Josh Switzky, Acting Director of Citywide Planning, Planning Department
Corey Teague, Zoning Administrator, Planning Department
Tina Tam, Deputy Zoning Administrator, Planning Department
Dan Sider, Chief of Staff, Planning Department
Aaron Starr, Manager of Legislative Affairs, Planning Department
Elizabeth Watty, Current Planning Division, Planning Department
Jonas Ionin, Planning Commission Secretary, Planning Department
Michelle Langlie, Staff Contact, Planning Department
Julie Lamarre, Executive Director, Board of Appeals
Alec Longaway, Legal Process Clerk, Board of Appeals

Introduction Form

(by a Member of the Board of Supervisors or the Mayor)

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee (Ordinance, Resolution, Motion or Charter Amendment)
- 2. Request for next printed agenda (For Adoption Without Committee Reference)
(Routine, non-controversial and/or commendatory matters only)
- 3. Request for Hearing on a subject matter at Committee
- 4. Request for Letter beginning with "Supervisor" _____ inquiries..."
- 5. City Attorney Request
- 6. Call File No. _____ from Committee.
- 7. Budget and Legislative Analyst Request (attached written Motion)
- 8. Substitute Legislation File No. _____
- 9. Reactivate File No. _____
- 10. Topic submitted for Mayoral Appearance before the Board on _____

The proposed legislation should be forwarded to the following (please check all appropriate boxes):

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission
- Human Resources Department

General Plan Referral sent to the Planning Department (proposed legislation subject to Charter 4.105 & Admin 2A.53):

- Yes
- No

(Note: For Imperative Agenda items (a Resolution not on the printed agenda), use the Imperative Agenda Form.)

Sponsor(s):

Clerk of the Board

Subject:

Hearing - Appeal of Conditional Use Authorization Approval - 825 Sansome Street

Long Title or text listed:

Hearing of persons interested in or objecting to the approval of a Conditional Use Authorization pursuant to Planning Code, Sections 210.1 and 303 for a proposed project at 825 Sansome Street (Assessor's Parcel Block No. 0164, Lot No. 003) identified in Planning Case No. 2025-008202CUA, issued by the Planning Commission by Motion No. 21868, dated November 13, 2025, that involves a change of use from the existing Public Parking Garage use with 96 parking spaces and the establishment of a private Fleet Charging use at the upper level (30 private EV chargers), a public Electric Vehicle Charging Location use (principally permitted) at the ground level (18 public EV chargers), and a Private Parking Garage use at the basement level at the subject property, an existing enclosed two-story, multi-level Public Parking Garage with a basement, in the C-2 (Community Business) Zoning District and 65-A Height and Bulk District, Washington-Broadway Special Use District, and Priority Equity Geographies Special Use District; and minor exterior alterations are also included as part of this project. (Appellant: Mark Malouf) (Filed December 12, 2025)

Signature of Requestor:

A handwritten signature in blue ink, appearing to read "Mark Malouf".

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