File No. 120670 Committee Item No. 2
Board Item No. 43

COMMITTEE/BOARD OF SUPERVISORS

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Committee: Land Use and Economic Development **Date** June 25, 2012

Board of Supervisors Meeting **Date** July 17, 2012

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☒	☒	DPW Order No. 180308
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Completed by: Alisa Miller **Date** June 22, 2012
Completed by: Alisa Miller **Date** July 10, 2012

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document can be found in the file.

[Street Vacation Order - San Francisco Wholesale Produce Market - Portions of Jerrold and Kirkwood Avenues, Selby, Rankin, and Milton I. Ross Streets, and Lettuce Lane]

Ordinance: 1) ordering the vacation of Jerrold Avenue between Rankin Street and Toland Street, Milton I Ross Street between Innes Avenue and Kirkwood Avenue, Kirkwood Avenue between Rankin Street and the proposed boundary of the San Francisco Wholesale Produce Market, Lettuce Lane between Jerrold Avenue and Kirkwood Avenue, portions of Selby Street between Innes Avenue and Kirkwood Avenue, and a portion of Rankin Street between Jerrold Avenue and Innes Avenue, collectively for purposes of the San Francisco Wholesale Produce Market Retention and Expansion, subject to certain conditions; 2) accepting Department of Public Works Order No. 180308; 3) approving an interdepartmental transfer of the area to be vacated from the Department of Public Works to the Real Estate Division at the time the vacation is final and effective; 4) making environmental findings and findings of consistency with the City's General Plan and Planning Code Section 101.1; and 5) authorizing official acts in connection with this Ordinance.

NOTE: Additions are *single-underline italics Times New Roman*; deletions are ~~*strike-through italics Times New Roman*~~. Board amendment additions are double-underlined; Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings

(a) On June 26, 2012, the Board of Supervisors adopted Resolution No. 247-12, a copy of which is on file with the Clerk of the Board of Supervisors in File No. 120676, being a Resolution declaring its intention to order the vacation of Jerrold Avenue between Rankin Street and Toland Street, Milton I Ross Street between Innes

Avenue and Kirkwood Avenue, Kirkwood Avenue between Rankin Street and the proposed boundary of the San Francisco Wholesale Produce Market, Lettuce Lane between Jerrold Avenue and Kirkwood Avenue, portions of Selby Street between Innes Avenue and Kirkwood Avenue, and a portion of Rankin Street between Jerrold Avenue and Innes Avenue (collectively, the "Vacation Area"). The location and extent of the Vacation Area is shown on the Department of Public Works' SUR Map No. 2012-002, dated May 29, 2012. A copy of said map is on file with the Clerk of the Board of Supervisors in File No. 120670.

(b) The Clerk of the Board of Supervisors did transmit to the Director of the Department of Public Works a certified copy of the Resolution of Intention, and the Director of the Department of Public Works did cause notice of adoption of such Resolution to be posted and published in the manner required by law.

(c) When such matter was considered as scheduled by the Board of Supervisors at its regular meeting held in the City Hall, San Francisco, on July 17, 2012, beginning at approximately 3:00 P.M., the Board heard all persons interested in such vacation.

(d) The vacation of the Vacation Area is necessary for the complete implementation of the San Francisco Wholesale Produce Market retention and expansion project (the "Project), in conformance with the master lease (the "Lease"). Approval of the Lease is the subject of companion legislation and a copy of said Lease is on file with the Clerk of the Board of Supervisors in File No. 120530 and incorporated herein by reference.

(e) The City's Planning Department issued a Final Mitigated Negative Declaration ("FMND"), dated July 5, 2011, with respect to the proposed Project, and the City and County of San Francisco Market Corporation ("CCSFMC"), a California non-profit corporation, has entered into an Agreement to Implement Improvement and Mitigation Measures identified by the Planning Department in the FMND. A copy of the FMND is on file with the Clerk of the

Board of Supervisors in File No. 120670. In companion legislation addressing approval of the Lease, a copy of which is on File with the Clerk of the Board of Supervisors in File No. 120530, the Board adopted environmental findings for purposes of the project. Said findings are incorporated herein by reference as though fully set forth herein for purposes of this Ordinance.

(f) On September 6, 2011, the City Planning Department found that the actions related to the Project, as contemplated in the Lease and herein, were consistent with the General Plan and the eight priority policies of Planning Code Section 101.1 for the actions. A copy of this letter is on file with the Clerk of the Board of Supervisors in File No. 120670 and is incorporated by reference as though fully set forth herein. The Board of Supervisors adopts as its own said consistency findings.

(g) In DPW Order No. 180308, dated May 30, 2012, the Director of the Department of Public Works ("DPW Director") determined: (i) the Vacation Area is unnecessary for the City's present or prospective public street purposes, subject to satisfaction of the condition specified below; (ii) that portion of Kirkwood Avenue east of Rankin Street shall be deemed vacated upon the final and effective date of this Ordinance; (iii) the remainder of the Vacation Area should be conditionally vacated so that it is not deemed final and effective until required under the terms and conditions of the Lease; (iv) until the time that the condition specified in Subsection (iii) is satisfied, the Vacation Area shall remain dedicated public streets; (v) the interdepartmental transfer for each portion of the Vacation Area from the jurisdiction of the Department of Public Works to the Division of Real Estate will further a proper public purpose by preserving the subject area for Production, Distribution and Repair ("PDR") industries, in particular, the San Francisco Wholesale Produce Market, and shall occur simultaneously with the street vacation becoming final and effective for that street segment ; (vi) the interdepartmental transfer shall occur simultaneously with the street vacation being final and

effective; and (vii) there are no physical public and private utilities affected by the vacation of the Vacation Area except as stated below. A copy of the DPW Order is on file with the Clerk of the Board of Supervisors in File No. 120670 and incorporated herein by reference.

(h) Other than that portion of Kirkwood Avenue east of Rankin Street, the DPW Director further recommended that the Board acknowledge the transfer of jurisdiction of the Vacation Area to the Division of Real Estate is subject to: (i) the right of the San Francisco Public Utilities Commission (the "PUC") to have continued access to the Vacation Area for purposes of maintaining its facilities and (ii) the public interest, convenience and necessity require that prior to the final and effective date of the Street Vacation, the Division of Real Estate and the PUC enter into a memorandum of understanding concerning access to and maintenance of said PUC facilities.

(i) Other than that portion of Kirkwood Avenue east of Rankin Street, the DPW Director further recommended that the Board acknowledge the transfer of jurisdiction of the Vacation Area to the Division of Real Estate is subject to: (i) the right of MCI Communications Corp. ("Verizon") to have continued access to the Vacation Area for purposes of maintaining its facilities and (ii) the public interest, convenience and necessity require that prior to the final and effective date of the Street Vacation, the Division of Real Estate and the Verizon enter into a Permit Agreement concerning access to and maintenance of said Verizon facilities.

(j) Depending on a future assessment of its service provision, Pacific Gas and Electric ("PG&E") may determine that it needs continued access to the Vacation Area for purposes of its facilities. For this reason and as required under the 1930 Franchise Agreement between the City and PG&E, the DPW Director and the PUC General Manager recommend that any agreement with or permit or similar right granted authorizing PG&E to have continued access to the Vacation Area for purposes of installing and maintaining any facilities there require that PG&E, at its sole expense, remove its existing overhead facilities from the Vacation Area and

install any new facilities there underground. In furtherance of this recommendation, the public interest, convenience and necessity require that prior to the final and effective date of the street vacation, the Division of Real Estate, PUC, or DPW, if necessary, enter into an agreement with PG&E for the removal of PG&E's existing overhead utility facilities and, if needed, the installation of any new underground facilities in the Vacation Area at PG&E's sole expense pursuant to a permit or other document with PG&E that will allow containing access to and maintenance of any underground PG&E facilities. The finding in this Section (i) is made in accordance with Streets and Highways Code Section 8340(c) and is based solely on PG&E undergrounding its facilities and paying the full cost related thereto. Should PG&E fail to satisfy these conditions in a timely manner as determined by the City, PG&E's rights in the Vacation Area shall be extinguished pursuant to Sections (k) and (p) below and have no impact on the vacation being final and effective as set forth herein. That portion of Kirkwood Avenue east of Rankin Street is excluded from this Section (j).

(k) The DPW Director also recommended that the public interest, convenience, and necessity require that, except as specifically provided above, no other easements or other rights should be reserved for any public or private utilities or facilities that are in place in such Vacation Area and that any rights based upon any such public or private utilities or facilities should be extinguished.

(l) Pursuant to the Streets and Highways Code Section 892, the DPW Director also found that the Vacation Area is unnecessary for non-motorized transportation as there are multiple streets surrounding that Vacation Area that remain available for such transportation and those members of the public availing themselves of non-motorized transportation will not be inconvenienced by the proposed street vacation.

(m) The vacation of the Vacation Area is being taken pursuant to California Streets and Highways Code Sections 8300 et seq. and Public Works Code Section 787(a).

(n) From all the evidence submitted at the public hearing noticed in the Resolution No. 247-12 and the associated materials on file with the Clerk of the Board in File No. 120676, the Board of Supervisors adopts the findings of the DPW Director in DPW Order No. 180308 and determines that the Vacation Area, as described in said Resolution, is unnecessary for present or prospective public use, subject to the conditions described in this Ordinance.

(o) Pursuant to the Streets and Highways Code Section 892, the Board hereby finds and determines that the Vacation Area is unnecessary for non-motorized transportation, and therefore has no use for a non-motorized transportation facility.

(p) With the exception of the PUC, Verizon, and PG&E rights described above, the public interest, convenience and necessity require that no other easements or other rights be reserved for any public or private utilities or facilities that are in place in the Vacation Area and that any rights based upon any such public or private utilities or facilities are extinguished.

(q) Pursuant to the General Plan determination mentioned above, the City desires to retain the ability to rededicate for public street use: (i) those portions of Jerrold Avenue (proposed to be vacated) consistent with the dimensions of Jerrold Avenue east of Rankin Street and west of Toland Street, and (ii) those portions of Selby Street (proposed to be vacated) consistent with the dimensions of the Selby Street north of Innes Avenue and south of Kirkwood Avenue, upon the expiration or termination of the lease. Accordingly, the Produce Market lessee shall not perform or permit any improvements on those portions of the Vacation Area that would be inconsistent with future use as a public street, other than improvements which may readily be removed at the expiration or termination of the Lease.

(r) The public interest and convenience require that the vacation be done as declared in this Ordinance.

Section 2. The Vacation Area, as shown on SUR Map No. 2012-002, is hereby ordered conditionally vacated pursuant to California Streets and Highways Code Sections 8300 et seq. and Public Works Code Section 787(a), subject to the following condition: the order of vacation shall be deemed final and effective as required under the terms and conditions of the Lease. Until the time that this condition is satisfied, the Vacation Area shall remain a dedicated public street. Notwithstanding the above, the portion of Kirkwood Avenue east of Rankin Street shall be vacated pursuant to California Streets and Highways Code Sections 8300 et seq. and Public Works Code Section 787(a) immediately upon the final and effective date of this Ordinance.

Section 3. Notwithstanding the provisions of Administrative Code Chapter 23, the Board of Supervisors hereby: (a) approves an interdepartmental transfer of the Vacation Area from the Department of Public Works to the Real Estate Division; provided, however, that such transfer shall occur simultaneously with the street vacation becoming final and effective for that street segment as set forth in this Ordinance and shall and (b) delegates authority to the Director of the Division of Real Estate, in consultation with the City Attorney's Office and other effected departments, to enter into a permit or other agreement with PG&E and Verizon, if necessary, concerning access to and maintenance of underground PG&E facilities and Verizon facilities in the Vacation Area as set forth in this Ordinance.

Section 4. The Board of Supervisors hereby directs the Clerk of the Board of Supervisors to transmit to the Director of Public Works a certified copy of this Ordinance so that this Ordinance may be recorded or officially lodged together with the other documents necessary to effectuate the interdepartmental transfer of the Vacation Area.

Section 5. All actions heretofore taken by the officers of the City with respect to this Ordinance are hereby approved, confirmed and ratified, and the Mayor, Clerk of the Board, Director of the Division of Real Estate, County Surveyor, the General Manager of the PUC,

and the Director of Public Works are hereby authorized and directed to take any and all actions which they or the City Attorney may deem necessary or advisable in order to effectuate the purpose and intent of this Ordinance, including, but not limited to, the filing of the Ordinance in the Official Records of the City and County of San Francisco, entering into an agreement with PG&E for the removal of PG&E's existing overhead utility facilities and, if necessary, the installation of any new underground facilities in the Vacation Area as set forth in this Ordinance, authorizing various City department to enter into a permit or other agreement with PG&E and Verizon, if necessary, concerning access to and maintenance of PG&E facilities and Verizon in the Vacation Area as set forth in this Ordinance, and designating the Real Estate Division as the City department with jurisdiction over the Vacation Area.

Section 7. Effective Date. This ordinance shall become effective 30 days from the date of passage.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
John D. Malamut
Deputy City Attorney

FILE NO. 120670

LEGISLATIVE DIGEST

[Street Vacation Order - San Francisco Wholesale Produce Market - Portions of Jerrold and Kirkwood Avenues, Selby, Rankin, and Milton I. Ross Streets, and Lettuce Lanee]

Ordinance: 1) ordering the vacation of Jerrold Avenue between Rankin Street and Toland Street, Milton I. Ross Street between Innes Avenue and Kirkwood Avenue, Kirkwood Avenue between Rankin Street and the proposed boundary of the San Francisco Wholesale Produce Market, Lettuce Lane between Jerrold Avenue and Kirkwood Avenue, portions of Selby Street between Innes Avenue and Kirkwood Avenue, and a portion of Rankin Street between Jerrold Avenue and Innes Avenue, collectively for purposes of the San Francisco Wholesale Produce Market Retention and Expansion, subject to certain conditions; 2) accepting Department of Public Works Order No. 180308; 3) approving an interdepartmental transfer of the area to be vacated from the Department of Public Works to the Real Estate Division at the time the vacation is final and effective; 4) making environmental findings and findings of consistency with the City's General Plan and Planning Code Section 101.1; and 5) authorizing official acts in connection with this Ordinance.

Existing Law

California Streets and Highways Code Sections 8300 et seq. and Public Works Code Section 787(a) govern the process for the vacation of streets.

Amendments to Current Law

This Ordinance would facilitate the San Francisco Wholesale Produce Market Retention and Expansion project by vacating Jerrold Avenue between Rankin Street and Toland Street, Milton I Ross Street between Innes Avenue and Kirkwood Avenue, Kirkwood Avenue between Rankin Street and the proposed boundary of the San Francisco Wholesale Produce Market, Lettuce Lane between Jerrold Avenue and Kirkwood Avenue, portions of Selby Street between Innes Avenue and Kirkwood Avenue, and a portion of Rankin Street between Jerrold Avenue and Innes Avenue, based on the recommendations in DPW Order No. 180308. The vacation of the portion of Kirkwood Avenue east of Rankin Street would occur upon the final and effective date of this Ordinance, but the other street vacations would occur upon the satisfaction of certain conditions precedent that are contained in the Ordinance. The legislation would approve an interdepartmental transfer of the area to be vacated from the Department of Public Works to the Real Estate Division at the time the vacation is final and effective as to that particular street segment. The Ordinance would make environmental findings and findings of consistency with the City's General Plan and priority policies of Planning Code Section 101.1.

City and County of San Francisco

San Francisco Department of Public Works

Office of the City and County Surveyor
875 Stevenson Street, Room 410
San Francisco, Ca 94103
(415) 554-5827 www.sfdpw.org

Edwin M. Lee, Mayor
Mohammed Nuru, Director

Bruce R. Storrs, City and County Surveyor

DPW Order No: 180308

Transmitting to the Board of Supervisors supporting documents for the vacation and dedication of the streets in the San Francisco Produce Market area, located in, and around, Assessor's Blocks 5262, 5268, 5269, 5281, 5282, and 5284A, as shown on Department of Public Works Maps SUR 2012-002 and A-17-171.

Background:

1. The Department of Public Works conducted an investigation into the street vacation of the following streets:
   a. Jerrold Avenue between Toland Street and Rankin Street
   b. Kirkwood Avenue between Rankin Street and the southeastern terminus of Kirkwood Avenue
   c. Lettuce Lane starting approximately 34 feet northeast of Kirkwood Avenue continuing to Jerrold Avenue
   d. Milton I. Ross Street between Kirkwood Avenue and Innes Avenue
   e. Selby Street between Kirkwood Avenue and Innes Avenue

2. In conjunction with the street vacations the Department of Public works investigated into the dedication of the following streets to become public right-of-way:
   a. Portions of Innes Avenue starting at Toland Street continuing southeast to Rankin Street
   b. Portions of Kirkwood Avenue starting at Toland Street continuing southeast to Ranking Street.
   c. Portions of Rankin Street between Innes Avenue and Former La Salle Avenue
   d. Jerrold Avenue starting at Ranking Street continuing southeast to the easterly line of parcel number 5 as shown in Book T of Maps at page 6.

Findings:

1. No objections were received from affected City agencies.
2. No objections were received from private utility companies

Decision:

Pursuant to the project receiving approval from the Department of City Planning stating that the proposed changes are on balance and in conformity with the General Plan, Planning Code Section 101.1, and the California Quality Act, the Department of Public Works recommends:

1. That the streets be vacated as shown in Department of Public Works Drawing SUR 2012-002 and as described in the Legal Description for Street Vacation Parcels.
2. That the streets shown in Department of Public Works Drawing A-17-171 and describe in the Legal Description for Dedication of City Streets, be dedicated as public right-of-way.
3. Department of Public Works Drawing SUR 2012-002 shall be placed on file in the office of the City and County Surveyor.
4. Department of Public Works Drawing A-17-171 shall be submitted to the City and County Recorder's office.

Attached:

1. Copy of Department of Public Works drawing SUR 2012-002, showing public streets that are to be vacated.
2. Copy of Legal Description for Street Vacation Parcels.
3. Copy of Department of Public Works drawing A-17-171, showing the streets to be dedicated as public right-of-way.
4. Copy of Legal Description for Dedication of City Streets.

5/30/2012

X Bruce R. Storrs

Storrs, Bruce
City and County Surveyor

5/30/2012

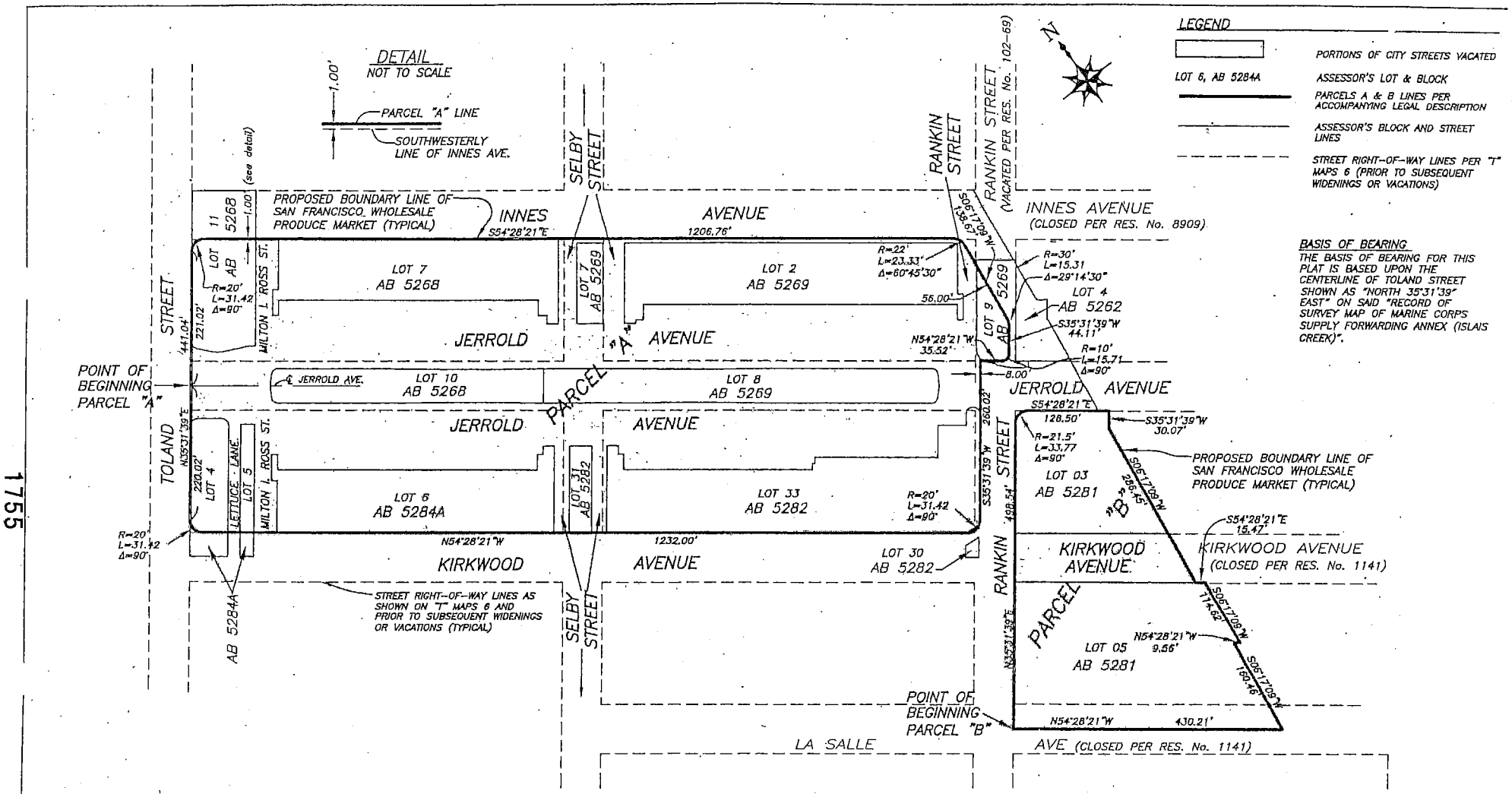
X Fuad Sweiss, City Engineer

Sweiss, Fuad
Deputy Director for Engineering

5/31/2012

X Mohammed Nuru

Nuru, Mohammed
Director



REFERENCES:	APPROVED:		BY	DATE	CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS			
	BRUCE R. STORRS CITY & COUNTY SURVEYOR	5/29/2012 DATE	DRW		STREET VACATION OF CITY STREETS WITHIN THE SAN FRANCISCO PRODUCE MARKET AREA			
			CK		FILE: SUR: 2012-002	SHEET 1 OF 1	SCALE: 1:150	CHANGI
			APP					

1755

SAN FRANCISCO
PLANNING DEPARTMENT

General Plan Referral

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

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

Date:	September 6, 2011
Case No.	**2009.1153R** **San Francisco Wholesale Produce Market Retention and Expansion Project**
Block/Lot Nos.:	5262/004, 5268/007, 5268/010, 5268/010, 5268/011, 5269/002, 5269/007, 5269/008, 5269/009, 5281/003, 5281/005, 5282/031, 5282/030, 5282/033, 5284A/004, 5284A/005, 5284A/006, 5285A/002
Zoning:	PDR-2 (Core Production, Distribution and Repair) Use District 65-J and 80-E Height and Bulk District
Project Sponsor:	John Updike, Acting Director of Real Estate Department of Real Estate 25 Van Ness Avenue, Suite 400 San Francisco, CA 94102
Applicant:	Monica Melkesian and Michael Janis San Francisco Wholesale Produce Market 2095 Jerrold Avenue, Suite 212 San Francisco, California 94124
Staff Contact:	Stephen Shotland – (415) 558-6308 *stephen.shotland@sfgov.org*
Recommendation:	Finding the project, on balance, **in conformity** with the General Plan, as described in this Case Report, **with conditions.**
Recommended By:	John Rahaim, Director of Planning

www.sfplanning.org

PROJECT DESCRIPTION

On October 7, 2010, the San Francisco Department of Real Estate submitted a General Plan Referral application for the San Francisco Wholesale Produce Market Retention and Expansion Project, on behalf of the City and County of San Francisco Market Corporation (Applicant). The Department of Real Estate revised the application on April 11, 2011 and May 19, 2011. The San Francisco Wholesale Produce Market ("SFWPM") is located in the Bayview Hunters Point district on property owned by the City and County of San Francisco. The SFWPM includes two subareas proposed to be leased to SFWPM: the main portion of the site ("Main Site") is centered at the intersection of Jerrold Avenue and Selby Street (Selby Street is located beneath the elevated I-280 Freeway). The project would expand the SFWPM onto property located at 901 Rankin Street, east of the Main Site. The SFWPM Main Site also includes a parcel located at 2101 Jerrold Avenue, west of the Main Site. No physical changes are proposed to the 2101 Jerrold Avenue site. Aspects of the SFWPM project that are subject to a General Plan conformity determination are listed on pages 5-7 and described further in this Memorandum.

The Project site is generally bounded by the Caltrain Right-of-Way to the east, Innes Avenue to the north, Toland Street and Jerrold Avenue to the west, Kirkwood Avenue and Rankin Street to the southwest, and the Caltrain Right-of-way and a San Francisco Water Department facility to the southeast. The Project location and Site Map are shown below in Figure 1.

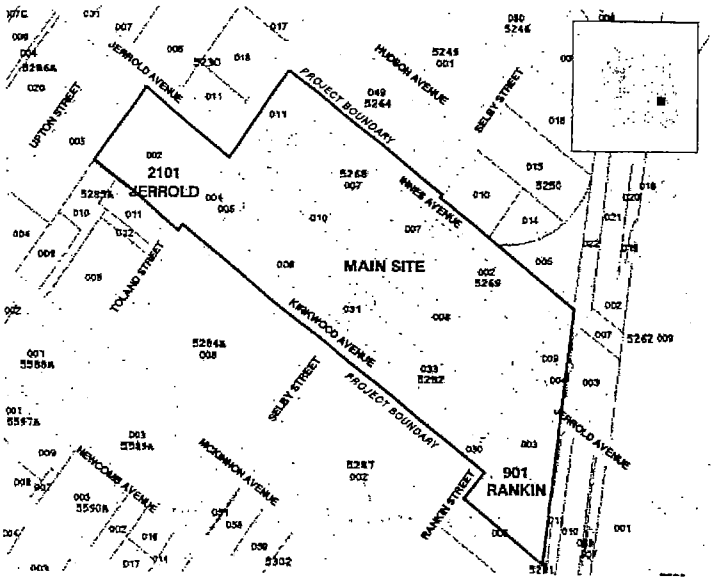


Figure 1: Project Location and Site Map

The SFWPM is the largest wholesale produce marketplace in northern California and serves an essential role of providing fresh produce and food to the City and region. It supports local neighborhood markets, restaurants, hotels, caterers, and produce growers throughout the region. The SFWPM provides essential services in a centralized location. The City owns the property on which the SFWPM is located and leases the property to the San Francisco City and County Market Corporation, which operates the facility. The existing lease is set to expire in 2013. The Applicant seeks to expand the site, a new lease of City property, and related actions that are subject to this General Plan Referral and may require other City approvals.

The proposed project is a phased development plan to expand and improve operations of the existing wholesale produce market. It would enable the SFWPM to establish a secure facility, consistent with current private food industry standards and changes to food safety regulations that are expected to be established in the future. The project would also improve vehicular access to and within the facility as well as vehicular and pedestrian safety in the immediate project area. The proposed project includes a maximum development scenario that, if fully built out, would result in demolition of all existing warehouse structures on the main site and construction of four (4) new warehouse structures and an operations center on the main site, and construction of a new warehouse structure at the 901 Rankin Street site. The new structures would provide additional space for warehousing uses, but would also include office and other accessory uses. The maximum development scenario would include a total building floor area of approximately 523,705 square feet, 440 off-street parking spaces and 186 off-street loading spaces.

The phased development program includes a variant that would be both less costly and include less new construction, should market demand and available financing prove less robust than anticipated. Rather than demolish and construct new warehouses on the main site, in the variant the SFWPM would renovate and seismically upgrade the four major warehouse structures (and demolish all minor structures on the main site), construct an operations center on the Main Site, and construct a new facility on the 901 Rankin Street site. Under the Project Variant, the total building floor area would be 426,611 square feet (primarily warehouse), including office and other accessory uses.

The proposed project and the variant establish the maximum and minimum development scenarios for the project. The applicant may complete the project via construction of either the maximum or minimum build out or a project that is in the range established between these two development scenarios. A plan showing the general configuration of the San Francisco Wholesale Produce Market project and surrounding streets is shown in the attached Figure entitled "Master Site Plan, San Francisco Wholesale Produce Market," prepared by Jackson Liles Architecture, 7/05/2011.

In either case, the project would reconfigure roadways in the project vicinity. The project would: (1) vacate Jerrold Avenue between Rankin Street and Toland Street, (2) vacate Selby Street between Kirkwood Avenue and Innes Avenue, and (3) reroute vehicular through-traffic around the Main Site onto Rankin Street, Kirkwood Avenue, Innes Avenue and Toland Street. The street vacation (and minor reconfiguration of Rankin Street, Kirkwood Avenue and Innes Avenue) would enable SFWPM to control access to the SFWPM site, reduce conflicts between private vehicles and the vehicular

movements associated with operations on the Main Site, and improve safety of SFWPM personnel, vendors, clients and members of the public. Other portions of right-of-way in the immediate vicinity of the project would also be vacated as part of the project.

North of Jerrold Avenue, Rankin Street would be reconfigured as a new street, referred to as "Innes Avenue Extension" to facilitate through-travel around the SFWPM perimeter. A portion of Kirkwood Avenue would also be reconfigured to facilitate through-traffic from Toland and Kirkwood Streets to Rankin Street. Primary truck access to the Main Site of the SFWPM would be via Jerrold Avenue at Toland Avenue. Secondary truck access/egress would be via Jerrold Avenue at Rankin Street.

The SFWPM project would also improve pedestrian facilities (sidewalks) to and around the site. It would construct new curbs, roadbeds and establish public sidewalks (none currently exist) on perimeter streets (Innes Avenue, Rankin Street and the new right-of-way named "Innes Avenue Extension" between Innes Avenue and Jerrold Avenue, Kirkwood Avenue and Toland Streets). The improvements would include traffic control devices, crosswalks, new roadbeds, curbs, sidewalks, and would provide street trees, and other pedestrian amenities, as well as surface and subsurface utilities, described further in this Case Report. The Project sponsor will continue to work with the Planning Department on a streetscape design plan in the project area, incorporating these elements into the project.

SITE DESCRIPTION AND PRESENT USE

The proposed Project site is located in the City's Bayview/Hunters Point district. The reconfigured SFWPM "Main Site" is bordered by Innes Avenue, Rankin Street, Kirkwood Avenue and Toland Street. The Project Applicant seeks to lease City-owned property that is located east of the Main Site and referred to as 901 Rankin Street. The Main Site and the 901 Rankin Street property (AB 5281/lots 003, 005) are in a PDR-2 (Core Production Distribution and Repair) Land Use District, and are in the Bayview Hunters Point Redevelopment Area, Project Area B. The Main Site is in an 80-E Height and Bulk District; the 901 Rankin Street site is in a 65-J Height and Bulk District. The existing SFWPM facility is located on the "Main Site" and at 2101 Jerrold Avenue. It includes approximately 376,489 gross square feet of space in 12 buildings, with 430 off-street parking spaces and 168- loading spaces. The two areas, as well as the 901 Rankin Street site (proposed to be leased by the SFWPM) are briefly described below.

Main Site

The SFWPM's Main Site occupies the property bounded by Innes Avenue to the North, Rankin Street to the East, Kirkwood Avenue to the south and Toland Street to the west. The main site contains four large warehouse structures, generally located in the four quadrants of the Main Site defined by the intersection of Jerrold Avenue and Selby Street, several smaller structures, a marshalling yard for truck loading and unloading, and surface parking.

Currently, Jerrold Avenue and Selby Streets are public streets. Jerrold Avenue provides the primary access route for vehicles serving the SFWPM; it also provides access for private vehicular through-traffic. The current arrangement often results in conflicts between SFWPM vehicle and employee activities and pedestrians, bus, private vehicles and bicycles travelling through the Main Site. As part of the Project, Jerrold Avenue public right-of-way would be vacated within the Main Site between Rankin Street and Toland Street, and private vehicular through-traffic would be rerouted onto Innes Avenue and Kirkwood Avenue.

2101 Jerrold Street Site

In addition to the Main Site, the SFWPM leases City-owned property at 2101 Jerrold Street (AB 5285A/002) west of the Main Site. The SFWPM constructed a warehouse with accessory office and parking/loading space on this site in 2000. The SFWPM proposes to retain use of the 2101 Jerrold Street site with no changes proposed to use of the site or to the existing warehouse structure.

901 Rankin Street Site

The City owns property located at 901 Rankin Street site (lots 03 and 05 in AB 5281). The Project includes City lease of this property to the SFWPM. The additional property would provide space for SFWPM to expand. The site would be accessed from Rankin Street, east of the Main Site. This site has been occupied by the City's Department of Technology (DT) and a City Corporation Yard facility. The site contains office/warehouse structures and accessory parking and loading facilities. After the Department of Technology relocates to another site (reviewed separately in Case No. 2010.0245R), the City-owned property would be available for lease to the SFWPM.

PROJECT ELEMENTS SUBJECT TO THE GENERAL PLAN REFERRAL

The following aspects of the Project are subject to a General Plan conformity determination, pursuant to § 4.105 of the San Francisco Charter and § 2A.53 of the San Francisco Administrative Code:

1. **Street Vacation** and transfer of vacated portions of public rights-of-way from DPW to the Department of Real Estate (DRE). The property would be retained in City ownership. The rights-of-way to be vacated and transferred to DRE are shown on the attached Figure entitled "Vacation Plat of City Streets within San Francisco Produce Market, San Francisco, California," dated 7/29/2011. The following public rights-of-way would be vacated and transferred to DRE:
   - Selby Street between Innes Avenue and Kirkwood Avenue
   - A portion of Rankin Street between Jerrold Avenue and Innes Avenue,
   - Jerrold Avenue between Rankin Street and Toland Street,
   - A portion of Kirkwood Avenue, fronting Lot 003 and Lot 005 in AB 5281 (the property would be incorporated into the 901 Rankin site),
   - Lettuce Lane and Wilton Ross Street, small streets within the SFWPM Main Site

2. **City Acceptance and Dedication of real property** to reconfigure the Rankin Street/Jerrold Avenue intersection, reconfigure portions of Kirkwood Avenue and Innes Avenue between Rankin Street and Toland Street, and to establish a new right-of-way between Jerrold Avenue and Innes Avenue, referred to as "Innes Avenue Extension." City acceptance and dedication of the property as portions of the public rights-of-way is required to reconfigure the streets to redirect pedestrian, bus, private vehicle and bicycle through-traffic around the Main Site. Property proposed to be dedicated as Rankin Street, Jerrold Avenue, Innes Avenue, Innes Avenue Extension and Kirkwood Avenue is shown in the attached Figure entitled "Dedication Plat –Areas Lying within San Francisco Produce Market, San Francisco, California," dated 8/01/2011. The reconfiguration of these streets would require:

   - City Acceptance and Dedication of portions of Lot 4 in Assessor's Block 5262 and Lot 9 in Assessor's Block 5269 as a public right-of-way between Jerrold Avenue and Innes Avenue, to create a new street referred to as "Innes Avenue Extension."
   - City Acceptance and Dedication of Lot 30 in AB 5282, and portions of Lots 4 and 5 in AB 5284A as part of Kirkwood Avenue west of Rankin Street.
   - City Acceptance and Dedication of portions of Lot 11 in Assessor's Block 5268 to be incorporated into Innes Avenue.

3. **Ground lease of City-owned property** to the SFWPM. [The City would retain ownership of the property.] The properties proposed to be leased to the SFWPM are shown on the attached Figure entitled "Proposed Parcels, San Francisco Wholesale Produce Market, San Francisco, California, dated 7/22/2011, The following properties are proposed to be leased to the SFWPM:

   - AB 5262/004, AB 5268/007, 5268/010, 5268/011, AB 5269/002, 5268/007, 5268/008, 5268/009, AB 5281/003, 5281/005, AB 5282/030,AB 5282/031, 5282/033, AB 5284A/004, 5284A/005, 5284/006,
   - AB 5285a/002 - 2101 Jerrold Avenue site. This parcel, not shown in the referenced figure, is west of the main site.
   - Portions of public rights-of-way proposed to be vacated, listed in # 1 above,

4. **Establishing official sidewalks**, construction of curbs, gutters, roadbeds, above and below-ground utilities and infrastructure, and providing pedestrian improvements on streets along the perimeter of the SFWPM site. These improvements will be provided on Innes Avenue, Innes Avenue Extension (new right-of-way), Rankin Street, Jerrold Avenue, Kirkwood Avenue and Toland Street (where no curbs, sidewalks or gutters currently exist). The improvements would include the following infrastructure and pedestrian amenities: sidewalks at least 10' in width, traffic control devices, pedestrian crosswalks, street lights, consistent street tree plantings, and other improvements to accommodate safer pedestrian use of the rights-of-way. The project sponsor shall be responsible for relocating and/or establishing all surface and subsurface utilities within the project area (which may require separate authorization by other City Departments and public and/or private utilities) to the extent required for the completion

of the project. On- street parking shall be configured to facilitate vehicular through-traffic on perimeter streets. The Project sponsor shall provide a streetscape design plan consistent with this description that requires review and approval by the San Francisco Planning Department and may require authorization by other City Departments.

5. **Demolition of an existing City-owned building** at 901 Rankin Street, aka "Parcel B," AB 5281/003 and AB 5281/005. Parcel B is shown on the attached Figure entitled "Dedication Plat, Areas Lying within San Francisco Produce Market, San Francisco, California," dated 8/1/2011. Use of the property would change from City office and accessory uses to warehouse, parking, loading, office and other accessory uses, to meet the spatial and operational requirements of the SFWPM.

6. **Reconfiguration and mapping real property** at the Project site to accommodate and support the new development pattern, consistent with the parcel configuration shown in the attached Figure entitled "Proposed Parcels, San Francisco Wholesale Produce Market, San Francisco, California," prepared by Martin M. Ron Associates, dated 7/22/2011. The Jerrold Avenue and Selby Street rights-of-way (proposed to be vacated) would be incorporated into Parcel One, Parcel Two, Parcel Three and Parcel Four. The property to be included in the land lease and parcels are described below:

   - Main site: - The existing lots and portions of right-of-way proposed to be vacated would be combined and divided into four (4) lots, Parcel One, Parcel Two, Parcel Three and Parcel Four. The four lots would be similar in size and would comprise the four quadrants of the Main Site, defined by the centerlines of Jerrold Avenue and Selby Street.
   - 901 Rankin Street site– The parcels that comprise this site (AB 5281/003 and AB 5281/005) would be combined with the portion of Kirkwood Avenue fronting these lots (proposed to be vacated), and the resulting property would be combined into a single new lot. This property is referenced as "Parcel Five" in the attached figure entitled "Proposed Parcels, San Francisco Wholesale Produce Market, San Francisco, California," and as Parcel "B," in the attached Figure entitled "Vacation Plat of City Streets within San Francisco Wholesale Produce Market, San Francisco, California."
   - 2101 Jerrold Avenue – This parcel (AB 5285A/002) is located west of the Main Site. Although it is not shown in the figure entitled "Proposed Parcels, San Francisco Wholesale Produce Market, San Francisco, California," it is shown in Figure 1. "Project Location and Site Map," in the body of this Memorandum. This property, which is currently leased to and used by the SFWPM, would also be included in the proposed land lease.

ENVIRONMENTAL REVIEW

On 5/7/2011, the San Francisco Planning Department published a Preliminary Mitigated Negative Declaration on the San Francisco Wholesale SFWPM Project. The Department finalized the Mitigated Negative Declaration on 7/7/2011. Based on the analysis in the Mitigated Negative Declaration, the

Department determined that the project could not have a significant adverse effect on the environment.

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The Department finds that the Project, is, on balance, in conformity with the General Plan as described below, with the condition that the City and County of San Francisco Market Corporation (or its successor), the San Francisco Planning Department, the Department of Real Estate and incorporate the following conditions into the property lease agreement:

1. The City shall maintain ownership of the City-owned land and the public rights-of-way proposed to be vacated and leased in order to facilitate the possibility of returning the street grid, should that be deemed appropriate.

2. The SFWPM shall not construct or permit any improvements in the Jerrold Avenue and Selby Street rights-of-way (proposed to be vacated) which would be inconsistent with their future use as public streets, other than improvements which may readily be removed at the expiration or termination of the lease. In this context, Jerrold Avenue is defined as the portion of Jerrold Avenue (formerly known as "10th Avenue") that was 80'-wide, similar to the current configuration of Jerrold Avenue east of Rankin Street and west of Toland Street. The Selby Street right-of-way is defined as the portion of Selby Street (formerly known as "S "Street) that is 64 feet wide, consistent with the dimension of Selby Street north of Innes Avenue and south of Kirkwood Avenue. The configuration of the Jerrold Avenue and Selby Street rights-of-way subject to this condition is shown on the Figure entitled "Proposed Parcels, San Francisco Produce Market," San Francisco, California, prepared by Martin M. Ron Associates, dated 7/22/2011.

3. The SFWPM shall prepare a Streetscape Plan for the Project site, in consultation with the San Francisco Planning Department and Department of Public Works. The Streetscape Plan shall incorporate infrastructure and pedestrian amenities including sidewalks at least 10 feet in width, traffic control devices, pedestrian crosswalks, street lights, consistent street tree planting and other improvements to accommodate safer pedestrian use of the rights-of-way. The project sponsor shall be responsible for the cost of relocating and/or installing all surface and subsurface utilities in the project area to the extent required, and the city's cost of entering into licenses or other agreements with all surface and subsurface utilities in the project area which will not be relocated. On-street parking located on Innes Avenue, Toland Street, Kirkwood Avenue and Rankin Street shall be configured to facilitate vehicular through-traffic movement on these perimeter streets.

4. The Streetscape Plan shall include the elements described in Condition 3 (above) and shall be consistent with the configuration of the Project site as shown in the attached Figure entitled "Master Site Plan, San Francisco Wholesale Produce Market Retention & Expansion Project," Sheet A-MP.1, prepared by Jackson Liles Architecture, dated 07/05/2011. The Streetscape Plan shall incorporate the configuration of the proposed Jerrold Avenue/Innes Avenue

Extension/Rankin Street intersection, shown in the attached Figure entitled "Enlarged Eastern Intersection," San Francisco, Wholesale Produce Market Retention & Expansion Project, Sheet A-S.1.3, prepared by Jackson Liles Architecture, dated 08/25/2011. The Streetscape Plan may be prepared and implemented in phases, associated with phased development of the 901 Rankin Street site and the Main Site, as follows:

a. The Project Sponsor may submit a Streetscape Plan, consistent with the ***Better Streets Plan***, for all street and streetscape improvements associated with development of the 901 Rankin Street parcel, for review and approval by the Planning Department and the Department of Public Works, prior to issuance of any site, demolition or building permits required for development of the 901 Rankin Street site. Construction of approved streetscape improvements shall be installed in association with improvements to the 901 Rankin Street Site.

b. The Project Sponsor may submit a Streetscape Plan, consistent with the ***Better Streets Plan***, for all streetscape improvements associated with development of the Main Site for review and approval by the Planning Department and Department of Public Works, prior to issuance of site, demolition or building permits required for development of the Main Site. Construction of approved streetscape improvements shall be installed in association with improvements to the Main Site.

5. The leased property can only be used by the SFWPM and its sub lessees consistent with the terms and conditions of the lease from the City; the leased property may not be conveyed to other parties for uses unrelated to wholesale produce market use.

6. The City wishes to retain the ability to rededicate for public street use: (a) those portions of Jerrold Avenue (proposed to be vacated) consistent with the dimensions of Jerrold Avenue east of Rankin Street and west of Toland Street, and (b) those portions of Selby Street (proposed to be vacated) consistent with the dimensions of the Selby Street north of Innes Avenue and south of Kirkwood Avenue, upon the expiration or termination of the lease. Accordingly:

a. The SFWPM shall not enter into agreements, grant licenses, easements or access rights over the premises if so doing would be binding on the City's reversionary interest in the Premises; and

b. The SFWPM shall not perform or permit any improvements on those portions of the street property (proposed to be vacated) which would be inconsistent with future use as a public street, other than improvements which may readily be removed at the expiration or termination of the Lease.

7. At the termination or expiration of the lease, the City may take actions to reestablish the street grid, should that be deemed appropriate.

With these conditions incorporated into the land lease agreement, the Project may be found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 as described further in this Case Report and, on balance, **in conformity** with the following Objectives and Policies of the General Plan:

COMMERCE AND INDUSTRY ELEMENT

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

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

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

POLICY 2.1
Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

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

POLICY 3.4
Assist newly emerging economic activities.

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

The creation and maintenance of a positive relationship between city government and private industry is an important factor for many industries in choosing to stay or relocate..... A good business climate includes the feeling on the part of business that they have a "receptive ear" when they approach City government with a problem or request for assistance. One effective way of maintaining a positive business climate would be to improve the capability of City departments to intervene in situations of potential relocation and to coordinate City activities to respond to business needs. Intervention to assist businesses in staying in the City should only be done where the costs of doing so do not exceed the benefits to the city.

POLICY 4.2
Promote and attract those economic activities with potential benefit to the City.

Comment: The SFWPM has been located at the current location since the late 1960's. It has served as an incubator for many small emerging produce businesses since its establishment in the Bayview/Hunters Point District. In the late 1990's, the SFWPM expanded by constructing a new facility, on the unimproved lot at 2101 Jerrold Avenue, which is also property leased from the City and County of San Francisco. The Project, if approved, would enable the City to retain the SFWPM within the City and County of San Francisco. It would provide space for expansion and would enable the SFWPM to reconfigure internal circulation to better serve SFWPM businesses. The Project, if approved, would provide space for existing market vendors to expand and for small entrepreneurs in the produce and food industry to become established and expand, benefitting from the SFWPM's single, centralized location that in turn would benefit San Francisco.

Retention of the SFWPM is in the interest of the City. As the market for produce and specialty food products and services increases, there is a need for space to accommodate the SFWPM. The City and County of San Francisco Market Corporation is negotiating with the City for a new long-term lease and additional space to enlarge the facility, providing additional space to accommodate additional space needs, changing operational requirements and food safety regulations in the wholesale food sector.

POLICY 4.6
Assist in the provision of available land for site expansion.

Comment: The San Francisco Wholesale Produce Market is the largest facility of its kind in Northern California dedicated as a wholesale produce marketplace. The SFWPM fulfills an essential role in San Francisco's fresh food supply system, supplying local neighborhood markets, supporting restaurants, and produce growers in the SF Bay region. In addition to providing additional warehousing space for the produce market, it would also provide accessory office and other uses required by the SFWPM and market vendors. Additional food and produce-related businesses have relocated to the vicinity of the SFWPM in order to be in proximity to the City's centralized wholesale produce market.

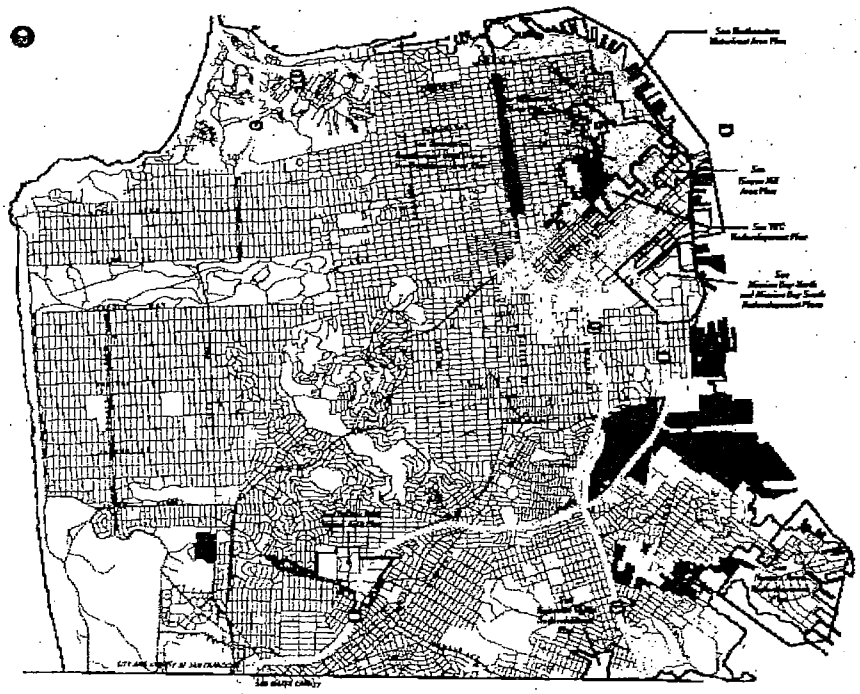
Currently, the SFWPM and individual businesses housed within the market provide over 650 full time PDR jobs. It projects that the proposed expansion of the facility may support 250 additional jobs, (900 jobs in total). The Project, if approved, would allow the SFWPM to upgrade and expand its facilities in order to meet expected changes in food safety regulations and private food sector industry standards requiring provision for secured facilities. The Project would help retain the viability of the SFWPM and allow the SFWPM to expand. The proposed vacation of public rights-of-way located within the SFWPM Project boundary would allow for safer operation of the SFWPM, reducing operational conflicts between private vehicles and vehicular movements necessary for the effective operation of the market while retaining the property in City ownership.

The Project is consistent with the referenced policies that call for retention of existing economic activities and call for public actions that support existing viable businesses and promote growth of employment and PDR uses in appropriately zoned areas of the City. The City has the opportunity to assist the SFWPM to expand, by leasing additional City-owned property, including the 901 Rankin Street site.

POLICY 4.8
Provide for the adequate security of employees and property.

Comment: The Project site is located in a PDR-2 (Production, Distribution and Repair Core) District, consistent with the intended use. The Project would permit the SFWPM to establish a secure facility by rerouting (bicycle, pedestrian, bus and private vehicle) through-traffic around the Main Site. It would install perimeter fencing and gated entries to control access to the site. Providing a secure site is consistent with practices already employed at most wholesale produce markets throughout the nation to improve food handling safety. The Project would also improve the safety of the public and market employees and tradesmen by reducing conflicts between private vehicles and the vehicular movements associated with SFWPM operations.

Commerce & Industry Element | San Francisco General Plan



Generalized Commercial and Industrial Land Use Plan

MAP 01

- Major Shopping
- Business and Services
- Light Industry
- General Industry

COMMUNITY SAFETY ELEMENT

Policy 2.1
Assure that new construction meets current structural and life safety standards.

Policy 2.7
Abate structural and non-structural hazards in City-owned structures.

Comment: The Project, if approved, may be implemented in several phases. The Project sponsor may demolish existing structure(s) on the 901 Rankin Street parcels, reconfigure the parcels into a single lot and construct a new structure to provide additional space for the Produce Market. In the future, the SFWPM may renovate existing structures or demolish existing and construct new structures on the main site, consistent with conditions described herein and contained in the lease document. All new and renovated structures would meet or exceed building and seismic safety codes.

ENVIRONMENTAL PROTECTION ELEMENT

POLICY 15.4
Promote more efficient commercial freight delivery.

Comment: This issue is discussed under ***Transportation Element*** *Policy 36.1.*

TRANSPORTATION ELEMENT

POLICY 1.2
Ensure the safety and comfort of pedestrians throughout the city.

POLICY 6.1
Designate expeditious routes for freight trucks between industrial and commercial areas and the regional and state freeway system to minimize conflicts with automobile traffic and incompatibility with other land uses.

POLICY 18.2
Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, nor eliminate the efficient and safe movement of transit vehicles and bicycles.

Comment: The project includes several actions that will make improvements to the street system to better accommodate freight trucks delivering produce to the SFWPM and vendors picking up produce to distribute to retail produce markets and restaurants throughout the City and region. Currently Jerrold Avenue is used by private vehicles, bicycles, pedestrians and bus coaches travelling through the SFWPM, as well as by large freight trucks delivering produce to the market. This results in significant conflicts between these movements and market vehicles within the Main Site of the SFWPM. The project, if implemented, would reduce these conflicts by routing bicycle, pedestrian, bus and other vehicular through-traffic onto streets along the perimeter of the SFWPM. The SFWPM would construct new curbs, gutters, roadways and sidewalks and would provide

street trees and appropriate street furniture to accommodate pedestrians, along Rankin Street, Innes Avenue, Toland Street and Kirkwood Avenue surrounding the Main Site. The improvements will accommodate truck traffic, automotive traffic, and pedestrian travel in the project vicinity.

OBJECTIVE 23
IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

POLICY 23.1
Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

Sidewalks should be sufficiently wide to comfortably carry existing and expected levels of pedestrians, and to provide for necessary pedestrian amenities and buffering from adjacent roadways. The need for these elements varies by the street context – sidewalk width should be based on the overall context and role of the street.

POLICY 23.2
Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or where residential densities are high.

Wider sidewalks provide more pedestrian space and also permit more pedestrian amenities. In high-density residential and recreational areas, sidewalks are often utilized as open space, and should be designed and built to accommodate such a use. A good example of this type of sidewalk construction is in Duboce Triangle.

All sidewalks should meet or exceed the minimum sidewalk width for the relevant street type as described in the ***Better Streets Plan.*** Sidewalks below this width should be widened as opportunities arise to do so, balanced with the needs of other travel modes for the street as described in other sections of this element.

Where new publicly-accessible streets are created, such streets should meet or exceed the recommended sidewalk width for the relevant street type.

POLICY 23.5
Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs.

POLICY 23.9
Implement the provisions of the Americans with Disabilities Act and the City's curb ramp program to improve pedestrian access for all people.

Comment: If approved, the Project would establish sidewalks on Kirkwood Avenue, Innes Avenue, Rankin Street and Toland Street (perimeter streets) where no sidewalks currently exist. These improvements would

provide a safer travel route for pedestrians in the Project area. Sidewalks would be a minimum of 10 feet wide, adequate to support level of pedestrian use that would likely develop during the course of the lease agreement, and be consistent with the City's ***Better Streets Plan*** *and ADA requirements. The project sponsor will continue to work with Planning Department staff, DPW and other City Departments on a landscape plan that incorporates consistent street tree plantings, street lighting, stormwater management features, and other elements, consistent with guidelines in the* ***Better Streets Plan.***

URBAN GOODS MOVEMENT

OBJECTIVE 36
PROMOTE FREIGHT DELIVERY/PICKUP TRAFFIC AS NECESSARY FOR THE ECONOMIC VITALITY OF SAN FRANCISCO AND THE BAY REGION.

POLICY 36.1
Support urban goods movement networks in San Francisco, especially in the areas reserved for industrial development and in neighborhood commercial districts.

Comment: The SFWPM fulfills an essential role in providing a central marketplace supplying fresh produce for San Francisco and the region. The SFWPM supports farmers and produce suppliers as well as local neighborhood markets and restaurants. The site is located in an area of the Bayview/Hunters Point District that is classified as a PDR-2 (Core Production, Distribution Repair) Use District. The property is also in Bayview Hunters Point Redevelopment Area, Project Area B. The SFWPM is the center for the City's produce-delivery and distribution and requires a site designed to accommodate trucks delivering produce to the market and distributing produce to commercial venues in the City and throughout the region. Currently two public streets (Jerrold Avenue and Selby Street) extend through the heart of the SFWPM. This configuration generates conflicts between SFWPM vehicle movements and public through- traffic. The Project would reduce these traffic conflicts and better support freight movements by re-routing bicycle, pedestrian, bus and vehicular traffic around the Main Site. This would provide a convenient alternative route for through movement on perimeter streets. Improving freight delivery and through movements at the SFWPM is consistent with the referenced General Plan objective and policy and related Environmental Protection Policy 15.4.

POLICY 40.1
Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings.

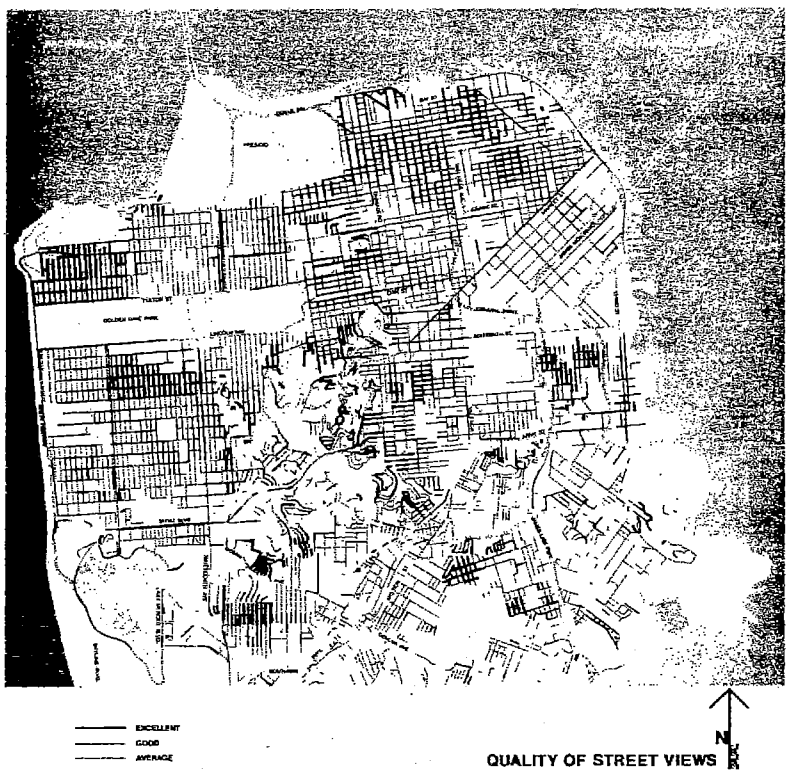
Comment: The Project, if approved, would allow the SFWPM to expand and enable it to improve operations at the site, providing additional off-street space for loading/unloading produce and reducing existing conflicts between SFWPM vehicles and employees and private through-traffic. The Project would allow the SFWPM to reorganize the Main Site to better accommodate freight loading and unloading, and service vehicle requirements. The Project would also provide additional space for existing vendors to expand, as well as space for new market vendors.

URBAN DESIGN ELEMENT

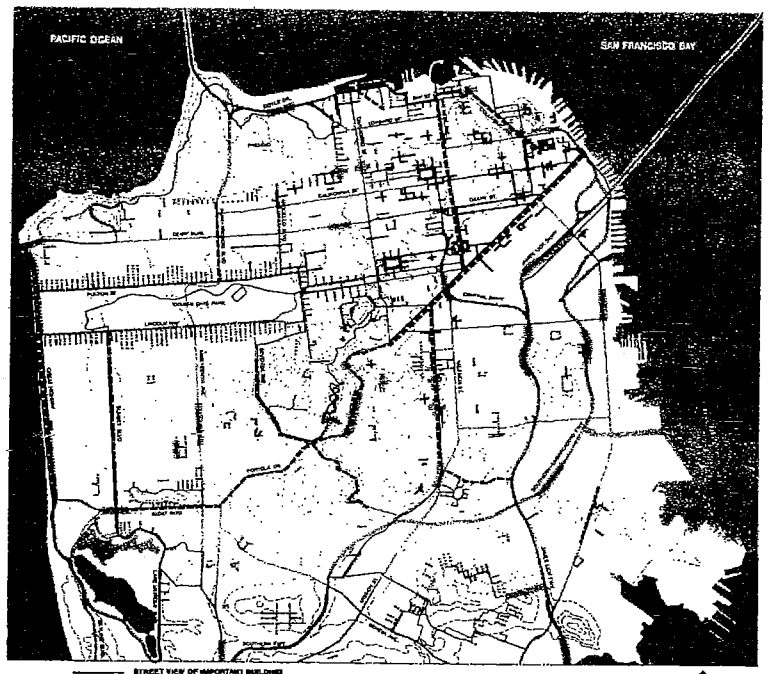
POLICY 1.1
Recognize and protect major views in the city, with particular attention to those of open space and water.

Views contribute immeasurably to the quality of the city and to the lives of its residents. Protection should be given to major views whenever it is feasible, with special attention to the characteristic views of open space and water that reflect the natural setting of the city and give a colorful and refreshing contrast to man's development.

Overlooks and other viewpoints for appreciation of the city and its environs should be protected and supplemented, by limitation of buildings and other obstructions where necessary and by establishment of new viewpoints at key locations.



Comment: The project site is located in the Bayview/ Hunters Point District in a PDR-2 (Core Production, Distribution, and Repair) District. The project site and vicinity are relatively flat and is not recognized as having excellent views. In addition, the eastern edge of the site is bounded by the elevated Caltrain tracks, and the site is also bisected by the elevated Highway 280. Both of these physical elements further obstruct views in the vicinity of the site. The nature of the site and the development pattern in the project area limit views to other parts of the city and to San Francisco Bay. The condition restricting construction of buildings and structures in the Jerrold Avenue and Selby Street rights-of-way would, however, would help retain views in the vicinity of the SFWPM.



STREET VIEW OF IMPORTANT BUILDINGS
STREETS THAT DEFINE CITY FORM
STREETS THAT EXTEND THE EFFECT OF PUBLIC OPEN SPACE
ROUTE OF FORTY-NINE MILE SCENIC DRIVE
IMPORTANT STREET VIEW FOR ORIENTATION

STREET AREAS IMPORTANT TO URBAN DESIGN AND VIEWS

N

POLICY 2.8
Maintain a strong presumption against the giving up of street areas for private ownership or use, or for construction of public buildings.

Street areas have a variety of public values in addition to the carrying of traffic. They are important, among other things, in the perception of the city pattern, in regulating the scale and organization of building development, in creating views, in affording neighborhood open space and landscaping, and in providing light and air and access to properties.

Like other public resources, streets are irreplaceable, and they should not be easily given up. Short-term gains in stimulating development, receipt of purchase money and additions to tax revenues will generally compare unfavorably with the long-term loss of public values. The same is true of most possible conversions of street space to other public uses, especially where construction of buildings might be proposed. A strong presumption should be maintained, therefore, against the giving up of street areas, a presumption that can be overcome only by extremely positive and far-reaching justification.

POLICY 2.9
Review proposals for the giving up of street areas in terms of all the public values that streets afford.

Every proposal for the giving up of public rights in street areas, through vacation, sale or lease of air rights, revocable permit or other means, shall be judged with the following criteria as the minimum basis for review:

a. No release of a street area shall be recommended which would result in:

- Detriment to vehicular or pedestrian circulation;
- Interference with the rights of access to any private property;
- Inhibiting of access for fire protection or any other emergency purpose, or interference with utility lines or service without adequate reimbursement;
- Obstruction or diminishing of a significant view, or elimination of a viewpoint; industrial operations;
- Elimination or reduction of open space which might feasibly be used for public recreation;
- Elimination of street space adjacent to a public facility, such as a park, where retention of the street might be of advantage to the public facility;
- Elimination of street space that has formed the basis for creation of any lot, or construction or occupancy of any building according to standards that would be violated by discontinuance of the street;
- Enlargement of a property that would result in (i) additional dwelling units in a multi-family area; (ii) excessive density for workers in a commercial area; or (iii) a building of excessive height or bulk;
- Reduction of street space in areas of high building intensity, without provision of new open space in the same area of equivalent amount and quality and reasonably accessible for public enjoyment;

- Removal of significant natural features, or detriment to the scale and character of surrounding development.

- Adverse effect upon any element of the General Plan or upon an area plan or other plan of the Department of City Planning; or

Release of a street area in any situation in which the future development or use of such street area and any property of which it would become a part is unknown.

b. Release of a street area may be considered favorably when it would not violate any of the above criteria and when it would be:

- Necessary for a subdivision, redevelopment Project or other Project involving assembly of a large site, in which a new and improved pattern would be substituted for the existing street pattern;

- In furtherance of an industrial Project where the existing street pattern would not fulfill the requirements of modern industrial operations;

- Necessary for a significant public or semi-public use, or public assembly use, where the nature of the use and the character of the development proposed present strong justifications for occupying the street area rather than some other site;

- For the purpose of permitting a small-scale pedestrian crossing consistent with the principles and policies of The Urban Design Element; or

- In furtherance of the public values and purposes of streets as expressed in The Urban Design Element and elsewhere in the General Plan.

Comment: The Project includes the vacation and lease of Jerrold Avenue between Rankin and Toland Streets, Selby Street between Innes and Kirkwood Avenues, Kirkwood Avenue fronting lots 003 and 005 in Assessor's Block 5281, a portion of Rankin Street between Jerrold and Innes Avenues, and Lettuce Lane and Wilton Ross Street, two alleys internal to the site. Vacation and lease of the public rights-of-way to enlarge and improve operations at the Wholesale SFWPM Site are generally consistent with Urban Design Element Policies 2.8, 2.9 and 2.10.

Vacation and lease of the public rights-of-way are necessary for the retention and expansion of a wholesale produce market in San Francisco. The project would enable the SFWPM to provide/establish a secure market facility that would be consistent with widely implemented private food safety industry standards and expected changes in food safety regulations. It would also improve public safety by separating local and through-traffic from vehicle movements associated with market operations.

Through-traffic would be accommodated on improved streets along the site's perimeter, and sidewalks at least 10 feet wide would be established (where none currently exist) to improve pedestrian circulation. The project would not interfere with access to private property nor inhibit access by emergency vehicles. Located in an

industrial and warehousing district, the project would not impact valued views or viewpoints or utilize property that might be used for public recreation, park or open space purposes. No significant natural features exist at the site. Although the project would allow expansion of the SFWPM, a desirable result, it would not result in excessive density or excessive building height or bulk.

Vacation and lease of the public rights-of-way is necessary for expansion of the City's wholesale produce market, consistent with standards for operating such a facility, and these actions are necessary for the appropriate development of the site, which the City considers an important use and one that is in the City's interest to retain. The City's wholesale produce market was relocated to its current location in the 1960's, as the result of establishment of the Embarcadero Center Redevelopment Area in the area that formerly supported the City's wholesale produce market.

Vacation of the referenced public rights-of-way and lease of the property to the SFWPM may be found in conformity with the General Plan if the following conditions are incorporated into the property leases:

a. *The City shall maintain ownership of the public rights-of-way proposed to be vacated. Jurisdiction over the vacated public rights-of-way shall be transferred from the Department of Public Works to the Real Estate Department;*
b. *The SFWPM shall not construct or permit any improvements in the Jerrold Avenue and Selby Street rights-of-way (proposed to be vacated) which would be inconsistent with future use as a public street, other than improvements which may be readily be removed at the expiration or termination of the ground lease. In this context, Jerrold Avenue is defined as the portion of Jerrold Avenue (formerly known as "10th Avenue") that was 80'-wide, similar to the current configuration of Jerrold Avenue east of Rankin Street and west of Toland Street. The Selby Street right-of-way is defined as the portion of Selby Street (formerly known as "S" Street) that is 64 feet wide, consistent with the dimension of Selby Street north of Innes Avenue and south of Kirkwood Avenue. The configuration of the Jerrold Avenue and Selby Street rights-of-way subject to this condition is shown on the figure entitled "Proposed Parcels, San Francisco Produce Market," San Francisco, California, prepared by Martin M. Ron Associates, dated 7/22/2011.*
c. *The City-owned property proposed to be leased can be used only by the SFWPM, its sub lessees and vendors; the property cannot be leased or conveyed to another party for a different use;*
d. *The City shall retain the right to reestablish the public streets in the portions of Jerrold Avenue and Selby Street described in other sections of this Memorandum proposed to be vacated, at the expiration or termination of the lease.*

POLICY 2.10
Permit release of street areas, where such release is warranted, only in the least extensive and least permanent manner appropriate to each case.

In order to avoid the unnecessary permanent loss of streets as public assets, methods of release short of total vacation should be considered in cases in which some form of release is warranted. Such lesser methods of release permit later return of the street space to street purposes, and allow imposition of binding conditions as to development and use of the street area.

Mere closing of the street to traffic should be used when it will be an adequate method of release. Temporary use of the street should be authorized when permanent use is not necessary. A revocable permit should be granted in preference to street vacation. And sale or lease of air rights should be authorized where vacation of the City's whole interest is not necessary for the contemplated use. In any of these lesser transactions, street areas should be treated as precious assets which might be required for unanticipated public needs at some future time.

Comment: In order for San Francisco to retain the SFWPM in the city, the Market must be able to improve operations at the site, establish a secure facility and provide additional space for existing and future market vendors. To accommodate the SFWPM - a desirable semi-public use, the City must consider closing segments of Jerrold Avenue, Selby Street, Kirkwood Avenue, Lettuce Lane and Wilton I. Ross Street streets, to public use. The only legal mechanism to achieve this is for the City to vacate the public rights-of-way. The City will retain long-term control over the public rights-of-ways. When vacated, the City will retain the property in public ownership. Jurisdiction of the public rights-of-way will be transferred from DPW to the Department of Real Estate. The property will be maintained in City ownership and be leased to the SFWPM. The City will also impose conditions on the use of the public rights-of-way, and will retain the right to reestablish the public Rights-of-Way at termination or expiration of the lease.

POLICY 4.4
Design walkways and parking facilities to minimize danger to pedestrians.

Pedestrian walkways should be sharply delineated from traffic areas, and set apart where possible to provide a separate circulation system.

Comment: As part of the Project, the SFWPM would construct curbs, gutters and sidewalks of adequate size and design to support pedestrian use on the blocks surrounding the SFWPM, including on Innes Avenue, Innes Avenue Extension, Rankin Street, Jerrold Avenue, Kirkwood Avenue and Toland Street. The pedestrian facilities will be constructed to improve pedestrian safety in the project vicinity. The SFWPM would establish sidewalks, crosswalks at intersections along perimeter streets and other improvements. Sidewalks shall be a minimum of 10 feet wide and shall include lighting, street trees and other street furniture to better accommodate pedestrian use and improve pedestrian safety, as described in other sections of this Memorandum.

The SFWPM shall prepare a Streetscape Plan consistent with the ***Better Streets Plan*** *for review and approval by the Planning Department and other City Departments. The Streetscape Plan may be prepared and implemented in phases, consistent with Conditions 3 and 4 on pages 8-9 of this Memorandum.*

BAYVIEW HUNTERS POINT AREA PLAN

POLICY 1.5
Encourage a wider variety of light industrial uses throughout the Bayview by maintaining the newly established Production, Distribution and Repair zoning, by more efficient use of industrial space, and by more attractive building design.

OBJECTIVE 4
DEVELOP AND MAINTAIN A SYSTEM FOR THE EASY MOVEMENT OF PEOPLE AND GOODS, TAKING INTO ACCOUNT ANTICIPATED NEEDS OF BOTH LOCAL AND THROUGH TRAFFIC.

Comment: The Project would facilitate safer access for trucks and vehicles serving the SFWPM. Redirecting pedestrian, bicycle and private motorized vehicles onto streets located at the project perimeter would reduce conflicts between through-traffic and the vehicular movements associated with operations on the Main Site. It would improve safety of SFWPM personnel, vendors, clients and members of the public.

OBJECTIVE 8
STRENGTHEN THE ROLE OF BAYVIEW'S INDUSTRIAL SECTOR IN THE ECONOMY OF THE DISTRICT, THE CITY, AND THE REGION.

Comment: The Project would encourage the retention of the San Francisco Wholesale Produce Market at its existing site in the Bayview/Hunters Point District and encourage expansion of the facility onto an adjacent City-owned property. The wholesale produce market use is consistent with the PDR land use controls at the site and in the surrounding area. See also discussion under ***Transportation Element*** *Policy 36.1.*

RECOMMENDATION:
Finding the Project, on balance, **in conformity** with the General Plan, **with conditions.**

ATTACHMENTS

1. "Master Site Plan, San Francisco Wholesale Produce Market," Sheet A-MP.1, prepared by Jackson Liles Architecture, 7/05/2011.
2. "Vacation Plat of City Streets within San Francisco Wholesale Produce Market, San Francisco, California," prepared by Martin M. Ron Associates, 7/29/2011.
3. "Dedication Plat, Areas Lying within San Francisco Produce Market, San Francisco, California," prepared by Martin M. Ron Associates, 8/08/2011
4. "Proposed Parcels, San Francisco Wholesale Produce Market, San Francisco, California," prepared by Martin M. Ron Associates, 7/22/2011.
5. "Enlarged Eastern Intersection," San Francisco Wholesale Produce Market Retention & Expansion Project, Sheet A-S.1.3, prepared by Jackson Liles Architecture, 8/25/2011.

PROPOSITION M FINDINGS – PLANNING CODE SECTION 101.1

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

Eight Priority Policies Findings

The subject Project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

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

   The Project would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses. The Project would support retail uses throughout the City and would enhance opportunities for employment in and ownership of such businesses.

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

   The Project would have no adverse effect on neighborhood character. The Project area is characterized by Production, Distribution and Repair (PDR) uses. The existing PDR uses at the site would be retained and the Project would provide additional space for expansion and improved operation of the facility.

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

   The Project would have no adverse effect on the City's supply of affordable housing.

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

   The Project would not result in commuter traffic impeding MUNI's transit service, overburdening the streets or altering current neighborhood parking. The project sponsor will meet with the SFMTA to determine whether the 23-Monterey bus line which currently traverses the project site along Jerrold Avenue could be rerouted as part of MUNI's Transit Effectiveness Project. The Project includes vacation of portions of Jerrold Avenue between Toland Street and Jerrold Rankin Street, Selby Street between Kirkwood Avenue and Innes Avenue, (as well as Lettuce Lane and Wilton I. Ross Street (two small internal streets) in order to separate public local and through-traffic from vehicular movements associated with SFWPM operations. The Project would also dedicate property to reconfigure Innes Avenue between Rankin Street and Toland Street and Kirkwood Avenue between Rankin Street and Toland Street and to establish a new street referred to as Innes Avenue Extension to provide an improved connection between Jerrold Avenue and Innes Avenue. These streets would be reconfigured and reconstructed, to reroute through-traffic around the SFWPM's main site onto Innes and Kirkwood Avenues to Jerrold Avenue west of Toland Street. The reconfigured streets would incorporate public

sidewalks (none exist currently) and provide street and sidewalk improvements and pedestrian amenities described in other sections of this Memorandum, thereby providing for safer vehicular and pedestrian movement.

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

   The Project would maintain and enhance the existing economic base in this area. The site is in a PDR-2 (Core Production Distribution and Repair) land use District. The Project will support continued operation and expansion of the San Francisco Wholesale Produce Market. The facility currently supports over 650 full-time PDR jobs. The expanded facility is projected to support approximately 900 jobs.

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

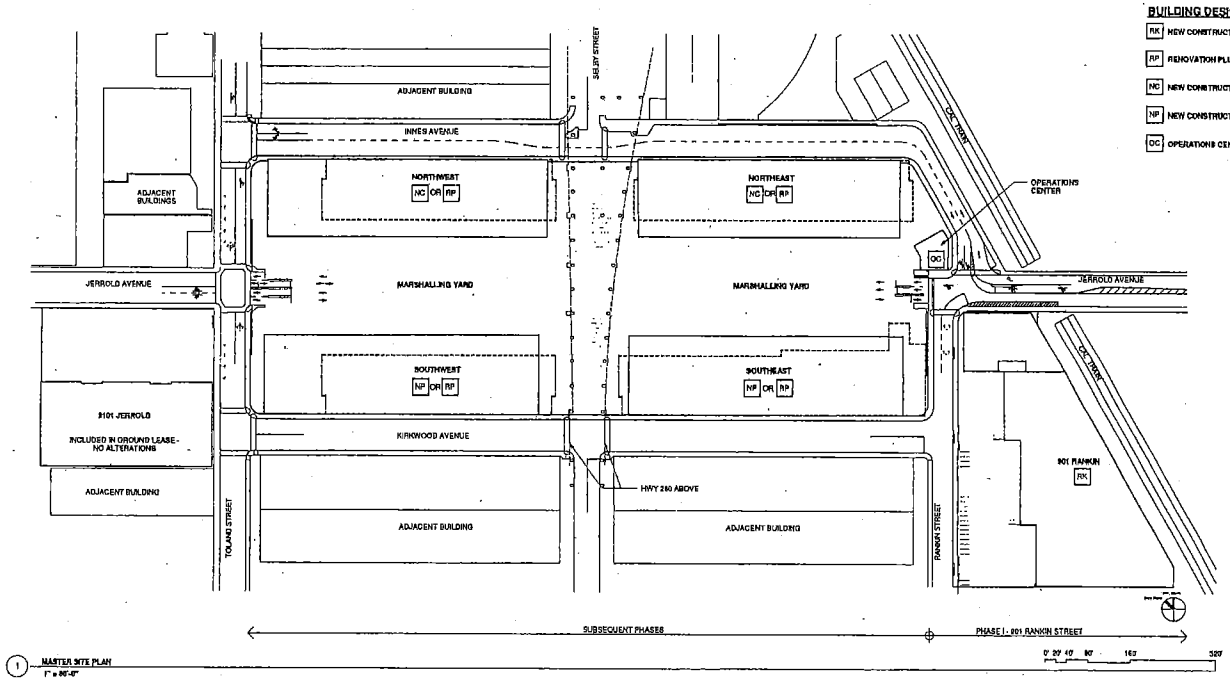
   The Project would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake. New construction and renovation would meet or exceed all approved building and seismic codes.

7. That landmarks and historic buildings be preserved.

   This site contains no landmarks or resources of historic significance.

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

   The Project would have no adverse effect on parks and open space or their access to sunlight and vistas. The site is located in a PDR district and is not located in the proximity of any existing public open space.



1 MASTER SITE PLAN
1" = 80'-0"

BUILDING DESIGNATION LEGEND

- RK NEW CONSTRUCTION AT 901 RANKIN
- RP RENOVATION PLUS BUILDING MODEL (DASHED)
- NC NEW CONSTRUCTION BUILDING MODEL
- NP NEW CONSTRUCTION W/ PARKING BUILDING MODEL
- OC OPERATIONS CENTER

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CITY OF SAN FRANCISCO · SAN FRANCISCO WHOLESALE PRODUCE MARKET · MARKET CORPORATION

SAN FRANCISCO WHOLESALE PRODUCE MARKET

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SAN FRANCISCO WHOLESALE PRODUCE MARKET RETENTION & EXPANSION PROJECT

Jackson Lles
ARCHITECTURE

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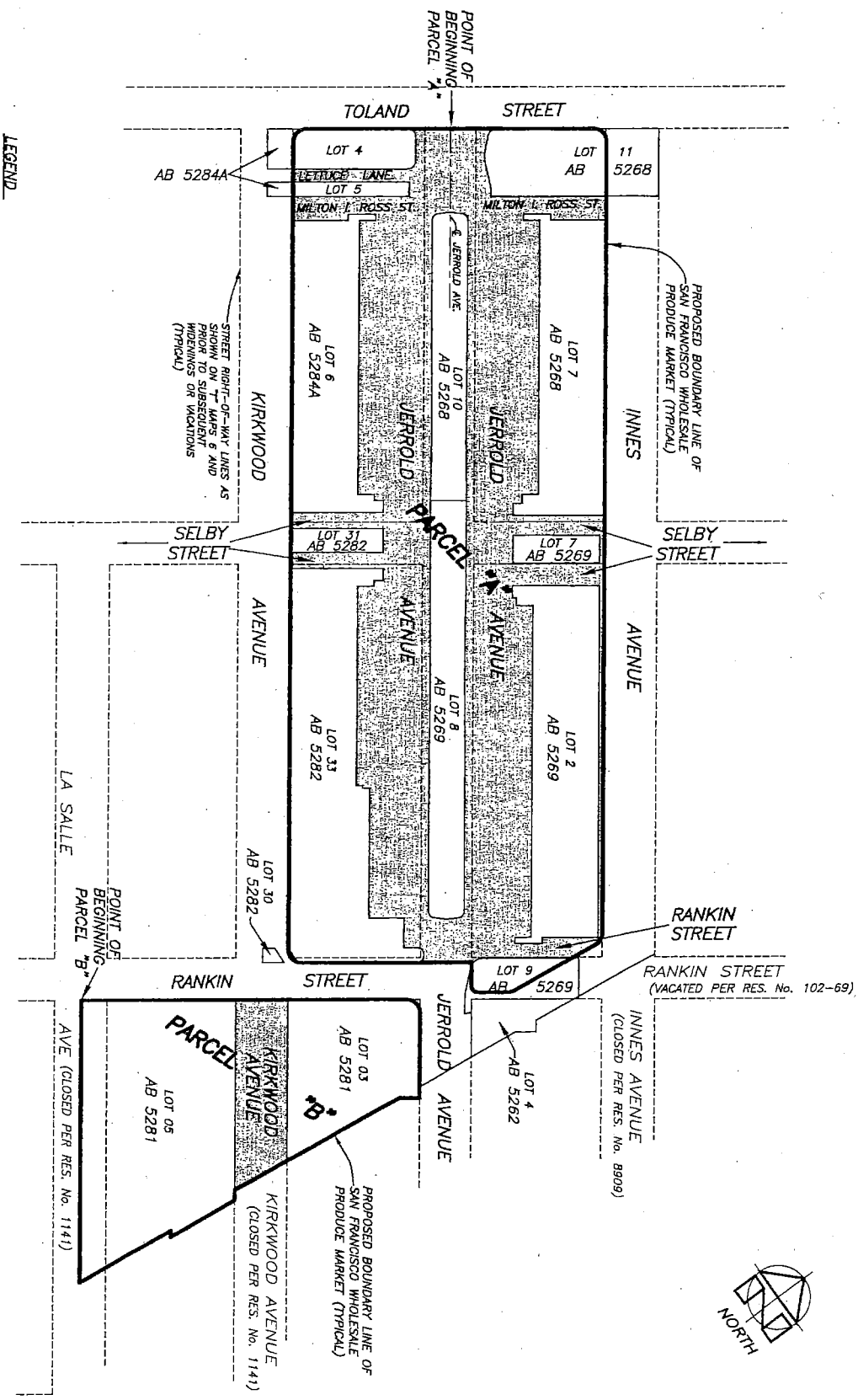
Date & Issue	
06.30.10	GENERAL PLAN REFERRAL
06.13.11	GENERAL PLAN REFERRAL
06.23.11	GENERAL PLAN REFERRAL REVISION
07.08.11	GENERAL PLAN REFERRAL REVISION

RETENTION & EXPANSION PROJECT	
Date:	12.17.09
Scale:	1" = 80'-0"
Job #:	0502
Perm File:	2\Jobs\0502\Revit
Assembled By:	SU/JPKA

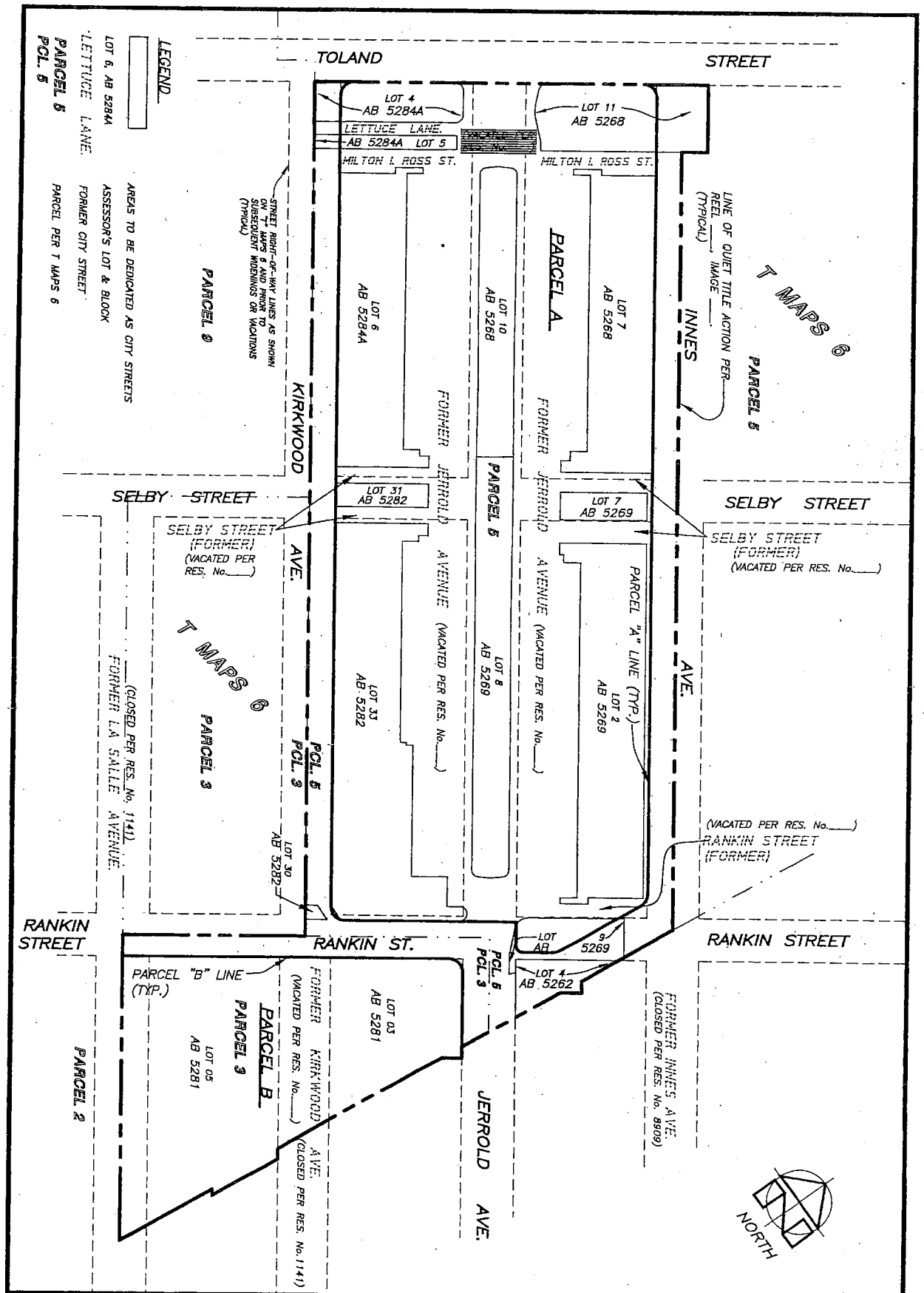
MASTER PLAN

MASTER SITE PLAN

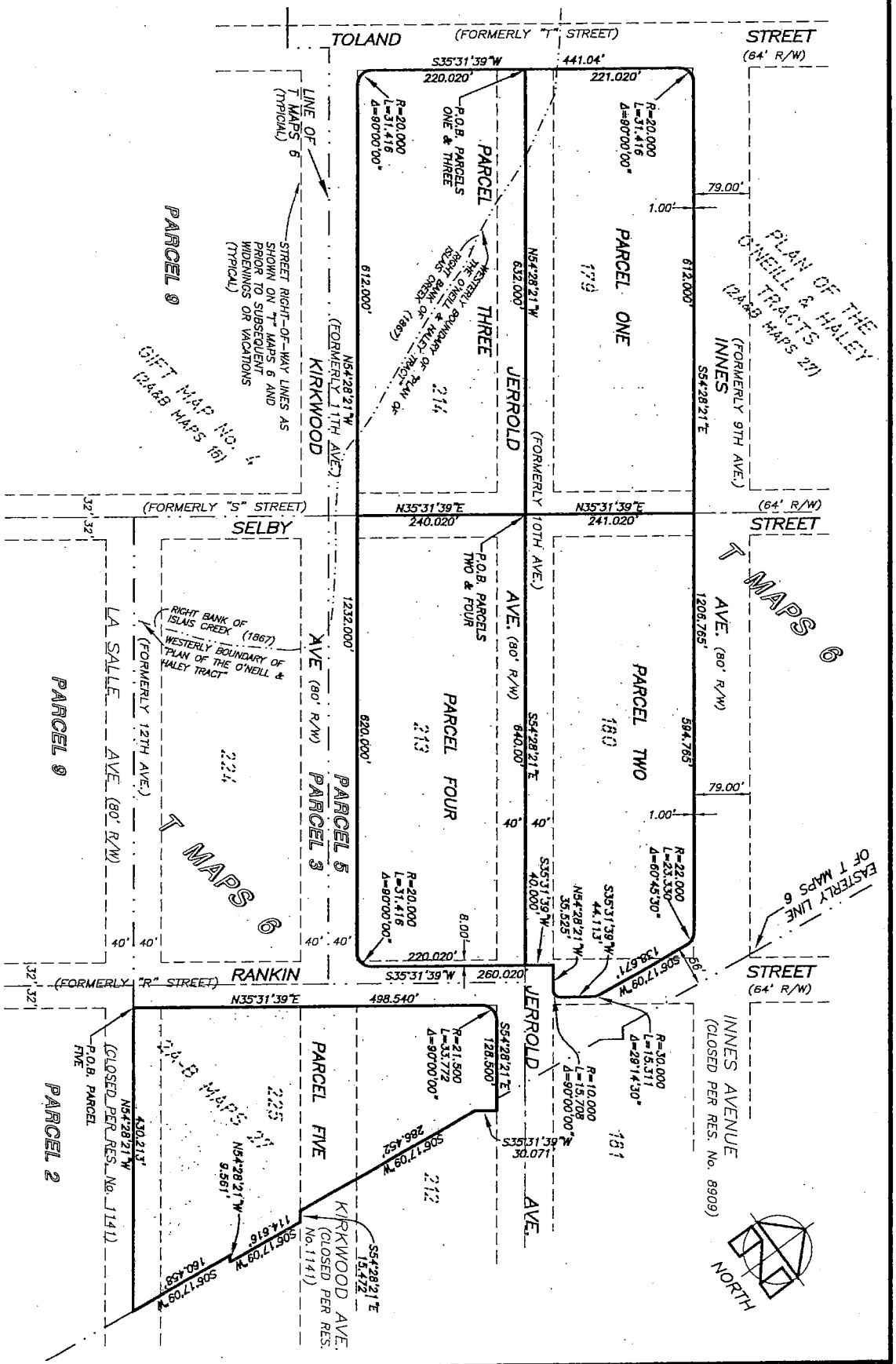
A-MP.1



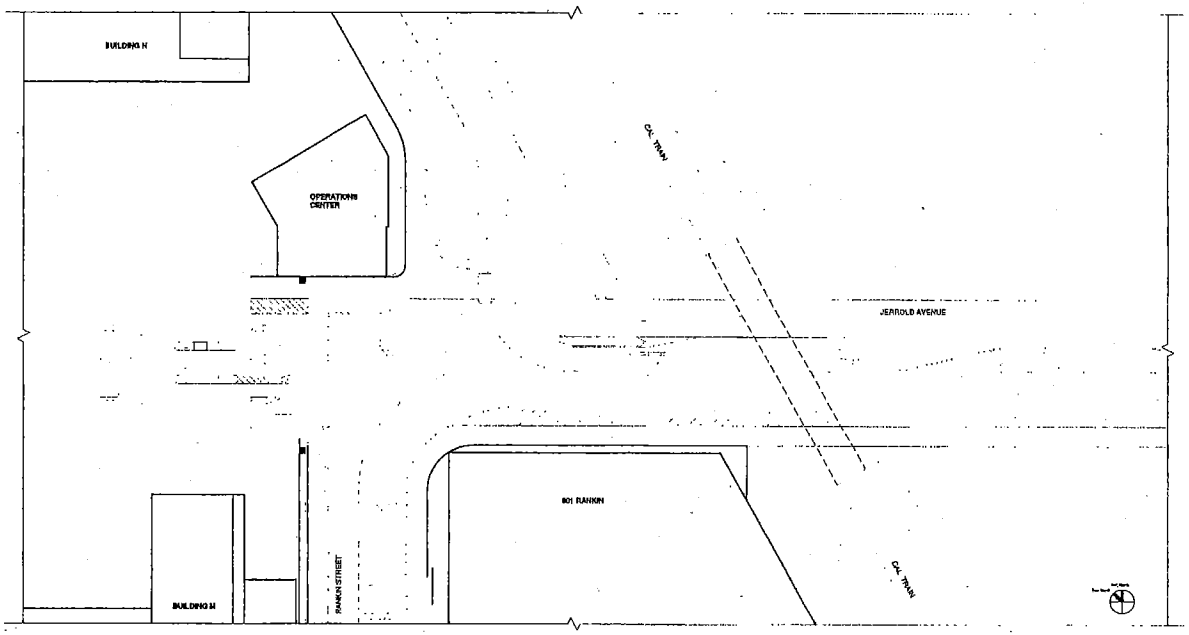
JOB NO. S-7340	SHEET 1 OF 1	DATE: 7-29-11	SCALE: 1"=150'	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 TEL (415) 543-4500 FAX (415)543-6255	**VACATION PLAT** OF CITY STREETS WITHIN SAN FRANCISCO WHOLESALE PRODUCE MARKET SAN FRANCISCO CALIFORNIA	CHK:	DRW:	SURV:



JOB NO. S-7340	SHEET 1 OF 1	DATE: 8-08-11	SCALE: 1"=130'	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 TEL (415) 543-4500 FAX (415)543-6255	**DEDICATION PLAT** AREAS LYING WITHIN SAN FRANCISCO PRODUCE MARKET SAN FRANCISCO CALIFORNIA	CHK.: DRW.: SURV.:



JOB NO. S-7340	SHEET 1 OF 1	DATE: 7-22-11	SCALE: 1"=130'	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 TEL (415) 543-4500 FAX (415)543-6255	**PROPOSED PARCELS** SAN FRANCISCO WHOLESALE PRODUCE MARKET SAN FRANCISCO CALIFORNIA	CHK.: DRW.: SURV.:



1 SITE PLAN A - EASTERN INTERSECTION
1" = 20'-0"

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Date & Issue
08.30.10 GENERAL PLAN REFERRAL
01.13.11 GENERAL PLAN REFERRAL
05.23.11 GENERAL PLAN REFERRAL REVISION
07.08.11 GENERAL PLAN REFERRAL REVISION
08.25.11 GENERAL PLAN REFERRAL REVISION

RETENTION AND EXPANSION PROJECT	
Date:	12.17.09
Scale:	1" = 20'-0"
Job #:	0902
Revit File:	L:\jobs\0902.rvt
Assembled By:	Author

(RENOVATION PLUS)

ENLARGED EASTERN INTERSECTION

A-S.1.3

SAN FRANCISCO
PLANNING DEPARTMENT

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Addendum to Mitigated Negative Declaration

Addendum Date:	June 4, 2012
Case No.:	**2009.1153E**
Project Title:	**San Francisco Wholesale Produce Market Project**
MND:	Published May 11, 2011, finalized July 5, 2011
Project Sponsor:	Monica Melkesian and Michael Janis, San Francisco Wholesale Produce Market (415) 550-4495
Lead Agency:	San Francisco Planning Department
Staff Contact:	Andrea Contreras – (415) 575-9044 Andrea.Contreras@sfgov.org

Background

The Planning Department published a Preliminary Mitigated Negative Declaration (PMND) for the subject project, file number 2009.1153E on May 11, 2011. The Final Mitigated Negative Declaration ("FMND") was published on July 5, 2011.[1] The project analyzed in the FMND is a phased development plan to expand the existing San Francisco Wholesale Produce Market ("Produce Market") on the site. The project site is located in the Bayview Hunters Point neighborhood of San Francisco, in the area bounded by Caltrain right-of-way to the east, Innes Avenue to the northeast, Toland Street to the northwest, Kirkwood Avenue and Rankin Street to the southwest, and a San Francisco Water Department facility to the southeast. A small portion of the project site lies northwest of Toland Street. The site is split into three subareas: the Main Site, the 901 Rankin Street site to the east, and the 2101 Jerrold Avenue site to the west. The project site is within the PDR-2 (Core Production, Distribution, and Repair) Zoning District and the 65-J and 80-E Height and Bulk Districts. The project site encompasses the following blocks: 5262/004, 5268/007, 5268/010, 5268/011, 5269/002, 5269/007, 5269/008, 5269/009, 5281/003, 5281/005, 5282/031, 5282/033, 5284A/004, 5284A/005, 5284A/006, and 5285A/002.

The project site is primarily occupied by structures related to Produce Market operations. The Produce Market Main Site, which is centered on Jerrold Avenue, occupies 13 separate parcels containing a total of approximately 348,074 sq.ft., or 7.99 acres. The Main Site consists of four primary quadrants, each of which is currently occupied by an existing Produce Market warehouse, called Buildings L, N, M, and K, respectively. In addition, the northwest quadrant is occupied by the Cash & Carry building, and the southwest quadrant is occupied by the Produce Building, which contains the administrative offices associated with the Produce Market, and a bank.

[1] San Francisco Wholesale Produce Market Project, *Final Mitigated Negative Declaration*, July 5, 2011. This document is available for review as part of Case File No. 2009.1153E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

The 901 Rankin Street site is an irregularly shaped, City-owned property located immediately east of the existing Produce Market Main Site, and bounded by Rankin Street, Jerrold Avenue, Caltrain right-of-way, and a San Francisco Water Department administrative building and storage yard. The 901 Rankin Street site consists of two parcels occupying a total of approximately 126,959 sq.ft., or 2.91 acres. The site contains a series of pre-engineered and modular buildings containing government office uses, including the City and County of San Francisco Department of Technology and Municipal Transportation Agency offices.

The 2101 Jerrold Avenue site is a square parcel immediately west of the Main Site occupying approximately 97,482 sq.ft., or 2.24 acres. It contains a recently constructed 51,050 sq. ft. warehouse with similar functions as the warehouses on the Main Site.

The proposed project analyzed in the MND is a phased development plan to expand the existing Produce Market on the site. The maximum development scenario would demolish 12 of the 13 buildings currently located on the site and construct four new warehouse structures on the Main Site and one new warehouse structure on the 901 Rankin Street site. No alterations are proposed at the 2101 Jerrold Avenue site. All warehouses would have accessory office space. Two of the warehouse structures on the Main Site would have rooftop parking, and the warehouse structure on the 901 Rankin Street site would include a meeting hall/education center containing a demonstration kitchen. In addition, a small (approximately 3,961-square-foot) Operations Center would be constructed on the Main Site. There would be a total of 440 parking spaces and 186 loading spaces. The maximum development scenario would have a total building floor area of 525,855 square feet.

A less expensive project variant was also proposed. Under the variant, all structures on the project site would be demolished except the four warehouse buildings. The existing warehouse buildings would be renovated to upgrade their functionality. The installation would include seismic strengthening, access for disabled individuals, and new building systems. The building footprints and main roof lines would remain largely intact. Similar to the proposed project, the variant would also include the new warehouse on the 901 Rankin Street site and the Operations Center on the Main Site. The variant would have a total building floor area of 377,711 square feet.

In both the proposed project and variant, the project sponsor proposed to reconfigure the roadways around the project site to improve site access and safety. The project sponsor proposed to vacate Jerrold Avenue on the Main Site and reroute through-traffic around the Main Site on Innes and Kirkwood Avenues. Innes Avenue was envisioned as the primary route for through traffic. These proposed street improvements were intended to control access to the Produce Market, to better facilitate the flow of traffic around the Produce Market, and improve the existing transportation network in the project area. One element of the roadway improvement included relocating the portion of Rankin Street between Jerrold Avenue and Innes Avenue to parallel the existing and adjacent Caltrain right-of-way, and reconfigure the intersection of Jerrold Avenue and Rankin Street to provide eastern access to the Produce Market (see Figure 1, below).

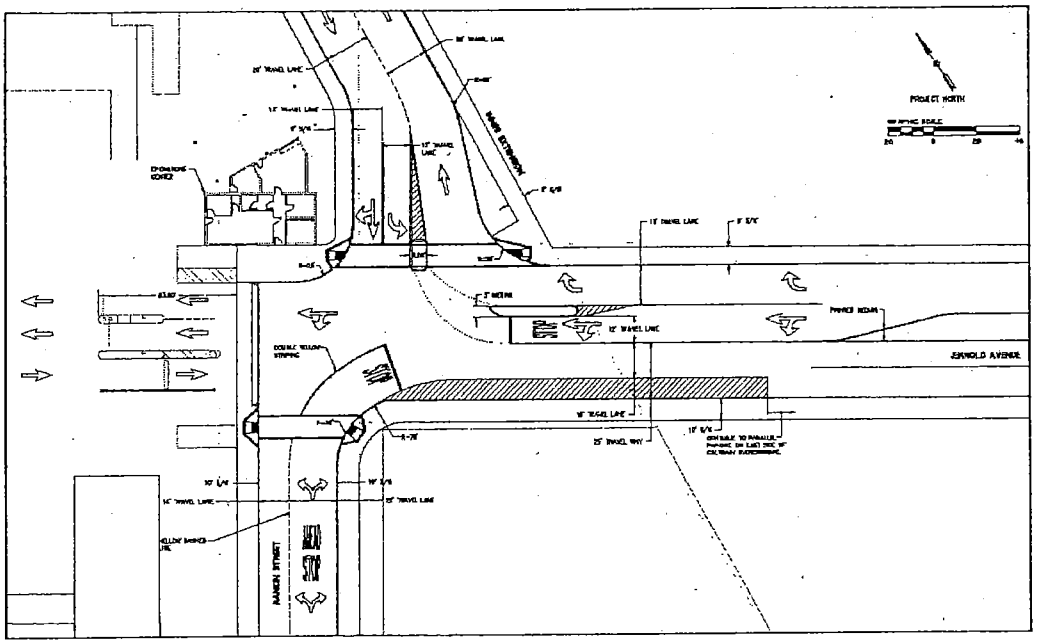

Figure 1
Produce Market East Access –Intersection of Innes/Jerrold/Rankin
Source: Transportation Study Final Report, Case Number 2009.1153!, March 2011

Quint– Jerrold Connector Road

Subsequent to the publication of the FMND, there was a change to the circumstances under which the Produce Market was evaluated in 2011. Unrelated to the Produce Market expansion and retention project, the San Francisco County Transportation Authority (SFCTA) has been working for a number of years on a plan for a new Caltrain station at Oakdale Avenue (less than ½ mile south of the Produce Market), as part of the voter-approved Proposition K Transportation Sales Tax Expenditure Plan. At the same time, the Peninsula Corridor Joint Powers Board (PCJPB), which provides Caltrain commuter rail service between the South Bay, the Peninsula and San Francisco, has developed plans for the replacement of a 100-year old rail bridge over Quint Street (a local street about ¼ of a mile south of the Produce Market) that does not meet current seismic code requirements and is at the end of its useful life. Platforms for the potential Caltrain Station at Oakdale Avenue would extend across the Quint Street right-of-way but cannot be accommodated with the existing bridge configuration.

The PCJPB has developed and is working with the SFCTA to consider options to replace the bridge over Quint Street. Each option has varying implications and trade-offs in terms of cost and funding, ability to support a future potential Caltrain Station at Oakdale, and vehicular access:

- Option 1 would replace the existing bridge with a berm, accommodating future station platforms but closing private vehicle access under the tracks on Quint Street.

- Option 2 would replace the existing bridge in-kind. The in-kind replacement would maintain through vehicle access on Quint Street under the tracks but would not accommodate future station platforms.

- Option 3 would replace the existing bridge with a widened design to accommodate future station platforms and maintaining Quint Street through access. Given funding limitations, this option is not considered feasible by the SFCTA or the PCJPB.

In recent months, SFCTA has started looking into the possibility of re-establishing the pedestrian and vehicular connectivity that would be lost with the construction of the berm and the closure of Quint Street (Option 1) by means of a new roadway (Quint-Jerrold Connector Road) that would run parallel to the Caltrain tracks. The new road would operate two-way and would connect with Jerrold Avenue at an approximately 45-degree angle (see Figure 2, next page). Both right- and left-turns from Jerrold Avenue onto the southbound connector road would be allowed, while those traveling northbound would only be allowed to turn right and continue eastbound on Jerrold Avenue.

The available right of way width, between the embankment that supports the tracks to the east and the existing buildings to the west, is approximately 32 feet. As a result, the proposed configuration of the Quint-Jerrold Connector Road would generally have a roadway width of 26 feet (one 13-foot wide travel lane each way), plus an approximately 0.5-foot wide curb on the east side of the street and an approximately 5.5-foot wide sidewalk on the west side. The conceptual layout of the roadway and its intersection with Jerrold Avenue is currently being evaluated by the San Francisco Department of Public Works (DPW) and the San Francisco Municipal Transportation Agency (SFMTA).

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

Analysis of Potential Environmental Effects

The Quint-Jerrold Connector Road project that is being contemplated by SFCTA is a separate proposal, unrelated to the Produce Market expansion and retention project except by geographic proximity. At the time the FMND for the Produce Market project was issued, the Quint-Jerrold Connector Road project was not yet proposed. Thus, the potential for significant cumulative impacts resulting from the Produce Market project in combination with the connector road project was not considered in the FMND.

(See next page.)

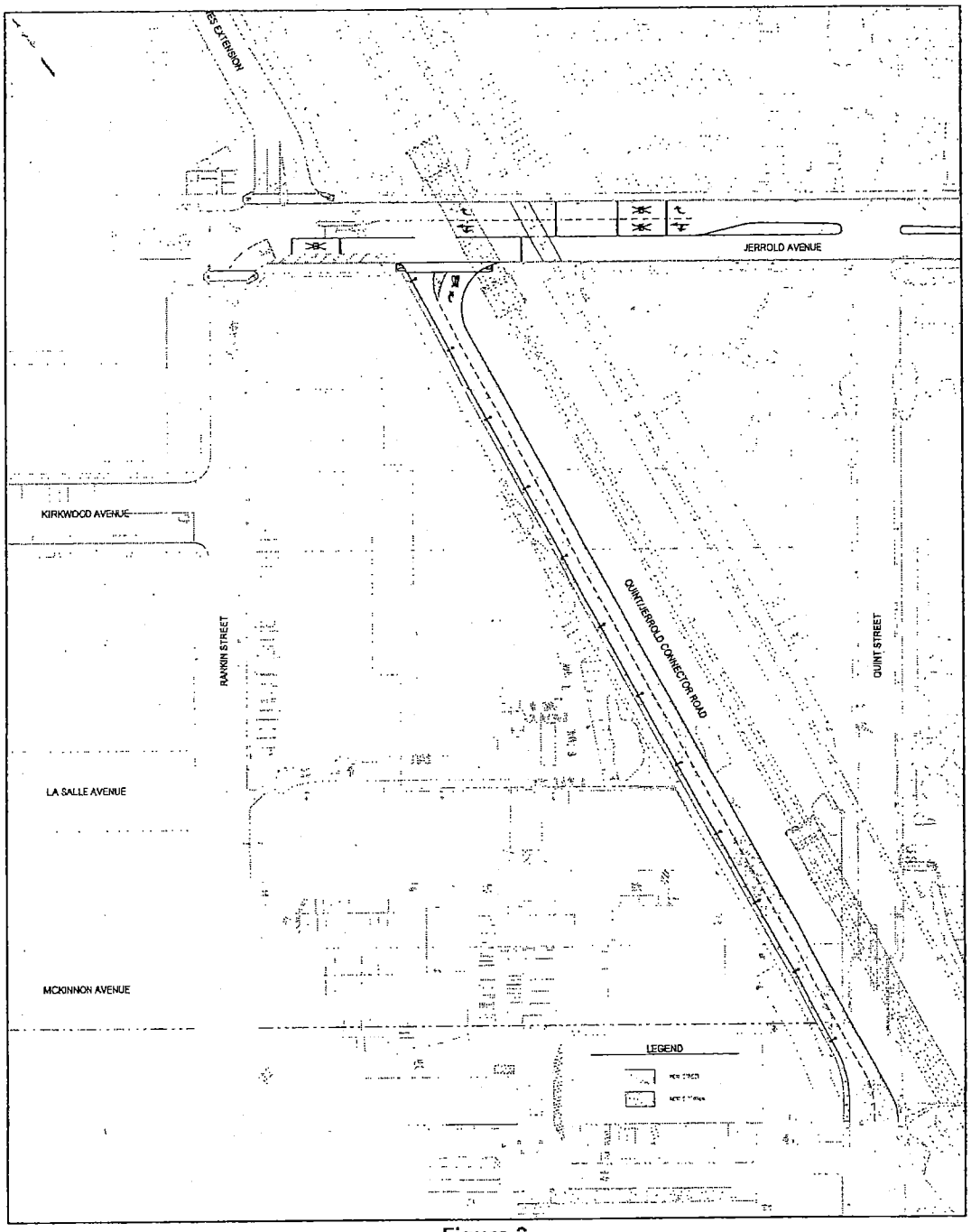

Figure 2
Quint/Jerrold Connector Road – Overall Proposed Alignment and Layout
(Preliminary pre-design concept; subject to change)
Source: SF County Transportation Authority

CEQA Guidelines Section 15162(a)(2) states that when a negative declaration has been adopted to a project, no subsequent negative declaration shall be prepared for that project unless the lead agency determines on the basis of substantial evidence that substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed Quint-Jerrold Connector Road constitutes a change to the circumstances under which the Produce Market was evaluated in 2011. For the reasons explained below, this change would not result in any new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the FMND.

The Quint-Jerrold Connector Road would affect Quint Street between Newcomb Avenue and Jerrold Avenue, and the area directly adjacent to the Caltrain right-of-way. The construction timing of the connector road is unknown and may or may not occur during the phased construction of the Produce Market project. The operation of the Quint-Jerrold Connector Road would not result in any additional environmental effects on the Produce Market as they relate to land use, population and housing, archeology, historic architecture, recreation, utilities and service systems, public services, biological, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agriculture and forest resources. This is because effects on these resources are generally site-specific and would not extend beyond the respective project areas of the Produce Market or the Quint-Jerrold Connector Road. Thus, there is no possibility that these impacts would combine to cause a significant cumulative impact.

The Quint-Jerrold Connector Road has the potential to combine with the operation-period less-than-significant environmental effects of the Produce Market in the areas of aesthetics, air quality, greenhouse gas emissions, and noise, and transportation and circulation with mitigation. Regarding aesthetics, given the area's visual character and the minimal nature of the Produce Market's visual effects, it is not anticipated that Quint-Jerrold Connector Road project together with the Produce Market's less-than-significant effects would result in a significant cumulative impact on the surrounding visual character, obstruction of views or vistas, or potential for light and glare. It would not contribute to a substantial and demonstrable negative change in the visual character or quality of the area of the Produce Market.

With respect to air quality and greenhouse gas impacts, the operation of the Quint-Jerrold Connector Road would not result in a new trip-generating land use or source of emissions, nor would it introduce new sensitive receptors. Therefore, the two projects in combination would not result in a significant cumulative impact to air quality or greenhouse gases. The operation of the Quint-Jerrold Connector Road would not change traffic volumes and would not otherwise result in a substantial change to traffic-related noise. Therefore, a significant cumulative noise impact would not occur.

Finally, with regard to transportation and circulation, the analyses presented in the March 2011 Produce Market Transportation Study and FMND concluded that the addition of traffic generated by the Produce Market project would not result in any significant impacts to the study intersections under existing plus project conditions. On the other hand, the study concluded that several of the study intersections would be expected to operate poorly during in the future (2030 Cumulative scenario) as a result of background growth assumed in the area, and that the Produce Market project would substantially contribute to those

conditions at two locations. Specifically, the Produce Market project was found to substantially contribute to the failing conditions at the intersections of Jerrold Avenue/ Toland Street and Innes Street/ Toland Street by the year 2030. The intersections of Jerrold Avenue/ Toland Street and Innes Street/ Toland Street would continue to operate at acceptable levels when the project becomes operational but would deteriorate over time as cumulative travel in the area increases.

As described in the FMND, to mitigate the impact at Jerrold Avenue/ Toland Street, the northbound approach would need to be restriped within the existing right-of-way to provide and exclusive left-turn lane, in addition to signalization of the intersection. In order to mitigate the significant impact at Innes Street/ Toland Street, the intersection would need to be signalized. The restriping and signalization mitigation measures described in the FMND and adopted by the project sponsor would reduce these impacts to less-than-significant levels. The Quint-Jerrold Connector Road would not increase the cumulative impacts identified at these two intersections because the road would not generate any new vehicle trips, thus no new vehicular traffic would approach the intersections.

Two additional study intersections from the 2011 Transportation Study are located in the vicinity of the proposed Quint-Jerrold Connector Road, namely Jerrold Avenue/ Rankin Street and Jerrold Avenue/ Innes Street. No significant project impacts were identified in the Transportation Study for these two intersections. Traffic operations at the intersection of Jerrold Avenue/ Rankin Street would improve (experience lower delay) in the future because the Produce Market project roadway improvements would divert through vehicular traffic away from this intersection towards Innes Avenue. Although these two intersections are in close proximity, the implementation of the Quint/Jerrold Connector Road alignment would not be expected to substantially modify these results or affect the conclusions presented in the March 2011 Produce Market Transportation Study. No new vehicular traffic would be expected to approach the intersections of Jerrold Avenue/ Rankin Street and Jerrold Avenue/ Innes Street as a result of the new connector road. Since northbound vehicles on the Quint-Jerrold Connector Road would be prohibited from turning left onto Jerrold Avenue and would all instead be directed towards eastbound Jerrold Avenue, no traffic blockages on eastbound or westbound Jerrold Avenue would be expected to occur.

Similarly, westbound vehicles on Jerrold Avenue turning left onto the Quint-Jerrold Connector Road would do so from a dedicated lane, as shown in Figure 2. Thus, through westbound traffic destined to Innes Avenue would remain unaffected. On the other hand, westbound vehicles on Jerrold Avenue turning left onto the Quint-Jerrold Connector Road would share the lane with those destined to the Produce Market site. The combination of both traffic volumes on that lane would be less than 100 vehicles per hour, less than two vehicles per minute, which would not be expected to affect access to the Produce Market site.[2] Eastbound vehicles on Jerrold Avenue turning right onto the Quint/Jerrold Connector Road would do so in a similar manner as it is currently done at the existing Quint Street intersection further east, past the Caltrain bridge. As a result, the analysis presented in the Produce

[2] José I. Farrán, *Assessment of potential effects of the proposed Quint-Jerrold Connector Road on the conclusions presented in the transportation study conducted for the SF Wholesale Produce Market Retention and Expansion Project*, Memorandum to Andrea Contreras, May 31, 2012. This document is available for review as part of Case File No. 2009.1153E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

Market Transportation Study is still valid and its conclusions remain unchanged as a result of the proposed Quint-Jerrold Connector Road.

Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the FMND finalized on July 5, 2011 remain valid. There are no proposed revisions to the San Francisco Wholesale Produce Market project. The proposed Quint-Jerrold Connector Road is an unrelated project which would change the circumstances surrounding the proposed project, but these changes would not result in new significant environmental effects not disclosed in the MND, increase the severity of identified effects, or necessitate new mitigation measures previously deemed infeasible. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination:

June 12, 2012

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

BILL WYCKO
Environmental Review Officer

cc: Monica Melkesian, Project Sponsor
Julian Bañales, SE Quadrant Team Leader
Stephen Shotland, Citywide Planning
Supervisor Cohen, District 10
Bulletin Board / Master Decision File
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Final Mitigated Negative Declaration

PMND Date:	May 11, 2011; as amended July 5, 2011
Case No.:	**2009.1153E**
Project Title:	**San Francisco Wholesale Produce Market Project**
BPA Nos.:	N/A
Zoning:	PDR-2 (Core Production, Distribution, and Repair) Use District 65-J and 80-E Height and Bulk Districts
Assessor Block/Lot:	5262/004, 5268/007, 5268/010, 5268/011, 5269/002, 5269/007, 5269/008, 5269/009, 5281/003, 5281/005, 5282/031, 5282/033, 5284A/004, 5284A/005, 5284A/006, and 5285A/002
Lot Size:	572,515 square feet
Project Sponsor	City and County of San Francisco Market Corporation Monica Melkesian and Michael Janis, (415) 550-4495
Lead Agency:	San Francisco Planning Department
Staff Contact:	Andrea Contreras – (415) 575-9044 Andrea.Contreras@sfgov.org

PROJECT DESCRIPTION:

The project site is located in the Bayview Hunters Point neighborhood of San Francisco, in the area bounded by Caltrain right-of-way to the east, Innes Avenue to the northeast, Toland Street to the northwest, Kirkwood Avenue and Rankin Street to the southwest, and a San Francisco Water Department facility to the southeast. A small portion of the project site lies northwest of Toland Street. The proposed project is a phased development plan to expand the existing San Francisco Wholesale Produce Market ('Produce Market') on the site. The site is split into three subareas: the Main Site, the 901 Rankin Street site to the east, and the 2101 Jerrold Avenue site to the west. The maximum development scenario would demolish 12 of the 13 buildings currently located on the site and construct four new warehouse structures on the Main Site and one new warehouse structure on the 901 Rankin Street site. No alterations are proposed at the 2101 Jerrold Avenue site. All warehouses would have accessory office space. Two of the warehouse structures on the Main Site would have rooftop parking, and the warehouse structure on the 901 Rankin Street site would include a meeting hall/education center containing a demonstration kitchen. In addition, a small (approximately 3,961-square-foot) Operations Center would be constructed on the Main Site. There would be a total of 440 parking spaces and 186 loading spaces. The maximum development scenario would have a total building floor area of 525,855 square feet. The project sponsor proposes to reconfigure the roadways around the project site to improve site access and safety. This would entail redirecting Jerrold Avenue through-traffic around the Main Site onto Innes Avenue.

A less expensive project variant is also proposed. Under the variant, all structures on the project site would be demolished except the four warehouse buildings. The existing warehouse buildings would be renovated to upgrade their functionality. The installation would include seismic strengthening, access for disabled individuals, and new building systems. The building footprints and main roof lines would remain largely intact. The variant would also include the new warehouse on the 901 Rankin Street site, the Operations Center on the Main Site, and the same roadway modifications as under the proposed project. The variant would have a total building floor area of 377,711 square feet.

The proposed project and project variant would meet all applicable provisions of the *Planning Code* and would not require any variances or Conditional Use approvals. The project and variant would require a *General Plan* referral and Board of Supervisors approval for 1) the proposed street vacation and dedications, 2) the demolition and change in use of a City-owned building at the 901 Rankin Street site, and 3) a ground lease between the City and County of San Francisco and a new entity that would replace the City and County of San Francisco Market Corporation, for the Main Site, the 901 Rankin Street site, and the 2101 Jerrold Avenue site. The project and variant would require approval by the Department of Building Inspection for demolition and site/building permits, approval by the Bureau

OEWD Submittal for Street Vacation Items - Land Use Committee Meeting, June 25, 2012

Jon Lau to: Eric L Mar, Malia Cohen, Scott Wiener 06/21/2012 04:56 PM

Cc: Nickolas Pagoulatos, Andrea Bruss, Andres Power, Alisa Miller, John Updike, Michael Janis

Chair Mar, Supervisors Cohen and Weiner:

As the Project Manager from OEWD for the Produce Market Reinvestment Project, I had planned to participate in Monday's Land Use Committee hearing. Unfortunately, a family emergency in Southern California now pulls me away, and I will not be in attendance for Monday's meeting. John Updike, Head of the Real Estate Division, will present the specifics about the proposed street vacation actions. Additionally, please except this brief background summary, which presents the context for the vacation actions before you.

Market Background

The items represent a critical part of the San Francisco Wholesale Produce Market Reinvestment Project, which is a plan to retain and expand the local institution through the approval of a new, 60-year lease.

The new lease will allow the market to remain at its present location in the Bayview Hunters Point neighborhood, where it has stood since 1963, where it currently hosts 30 businesses in the food distribution and sales industry, and where it represents over 650 full-time jobs - just on the market alone. The new lease will also allow the market to expand up to roughly 525,000 sq.ft, providing space for growing produce companies to stay on the market - instead of leaving the City - and creating new opportunities for start-ups and small businesses in the industry. The new lease with the market will help the City realize these benefits without reliance on General Fund support.

Companion Legislation

The Resolution to approve the Lease itself will be the subject of a Budget Committee hearing on July 11, and the item is currently under review by the Budget and Legislative Analyst's Office.

The primary land use component of the project is the proposed street vacation issue, listed on your agenda for Monday, June 25, 2012. Specifically, the action before you is the "Resolution of Intent", which when acted on by the Full Board, will set a date for a future public hearing on the proposed street vacation. That hearing will take place in front of the entire Board of Supervisors, sitting as a Committee of the Whole. The vacation ordinance itself, which you are being asked to forward without recommendation, will be the subject of that future hearing.

Market Expansion/Proposed Street Vacation

I submit the following three highlights regarding the project:

1. The Market Retention and Expansion represents a significant economic development project - not only for the southeast part of San Francisco, where the market is located - but for the City as a whole. The market expansion will strengthen its existing linkages to the retail food and tourist sectors - major elements of San Francisco's "experience economy". It is estimated that the post-expansion market will represent over $1 billion in direct, indirect and induced regional economic impacts.

2. The new street configurations and access routes through and surrounding the market (which include future dedications as well as the proposed vacations) are critical to the viability of the project. The proposed site plan was designed to address modern industry standards concerning food handling and security issues. The new configuration also represents a safer work environment by reducing conflicts between local traffic and market operations.

3. The project will deliver enhanced roadways and a set of streetscape improvements for the area. These include pedestrian amenities, landscaping, and street lighting along Innes and Kirkwood Avenues - where no such features exist today. By providing these amenities, the project will improve the public realm of the immediate neighborhood.

Thank you for your consideration,
Jon

Jonathan O. Lau
Project Manager
Office of Economic and Workforce Development

City Hall
1 Dr. Carlton B. Goodlett Place, Room 448
San Francisco, CA 94102

phone: (415) 554-6123
fax: (415) 554-4565
web: www.oewd.org

Confirmation of Order 2340414 for AM - File 120686 Street Vacation
glenda_sobrique to: alisa.miller 06/28/2012 02:58 PM

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NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

NOTICE IS HEREBY GIVEN to the general public that the City and County of San Francisco Board of Supervisors will hold a public hearing to consider the following proposed Street Vacation Order:

Date: **Tuesday, July 17, 2012**

Time: **3:00 p.m.**

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

Subject: **File No. 120686.** Hearing of persons interested in or objecting to the Ordinance: 1) ordering the vacation of Jerrold Avenue between Rankin Street and Toland Street, Milton I Ross Street between Innes Avenue and Kirkwood Avenue, Kirkwood Avenue between Rankin Street and the proposed boundary of the San Francisco Wholesale Produce Market, Lettuce Lane between Jerrold Avenue and Kirkwood Avenue, portions of Selby Street between Innes Avenue and Kirkwood Avenue, and a portion of Rankin Street between Jerrold Avenue and Innes Avenue, collectively for purposes of the San Francisco Wholesale Produce Market Retention and Expansion, subject to certain conditions; 2) accepting Department of Public Works Order No. 180308; 3) approving an interdepartmental transfer of the area to be vacated from the Department of Public Works to the Real Estate Division at the time the vacation is final and effective; 4) making environmental findings and findings of consistency with the City's General Plan and Planning Code Section 101.1; and 5) authorizing official acts in connection with this Ordinance.
(Street Vacation Order: Ordinance File No. 120670)

On June 26, 2012, the Board of Supervisors considered and approved a Resolution of Intention (Resolution No. 247-12), which set the date and time for the subject hearing.

In accordance with Section 67.7-1 of the San Francisco Administrative Code, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official record in this matter, and shall be brought to the attention of the Members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, 94102. Information relating to the proposed fee is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, July 13, 2012.

Angela Calvillo, Clerk of the Board

DATED: June 28, 2012
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CITY HALL, LEGISLATIVE CHAMBER, ROOM 250
1 DR. CARLTON B. GOODLETT PL, SF, CA

NOTICE IS HEREBY GIVEN to the general public that the City and County of San Francisco Board of Supervisors will hold a public hearing to consider the following proposed Street Vacation Order. **File No. 120686.** Hearing of persons interested in or objecting to the Ordinance: 1) ordering the vacation of Jerrold Avenue between Rankin Street and Toland Street, Milton I Ross Street between Innes Avenue and Kirkwood Avenue, Kirkwood Avenue between Rankin Street and the proposed boundary of the San Francisco Wholesale Produce Market, Lettuce Lane between Jerrold Avenue and Kirkwood Avenue, portions of Selby Street between Innes Avenue and Kirkwood Avenue, and a portion of Rankin Street between Jerrold Avenue and Innes Avenue, collectively for purposes of the San Francisco Wholesale Produce Market Retention and Expansion, subject to certain conditions; 2) accepting Department of Public Works Order No. 180308; 3) approving an interdepartmental transfer of the area to be vacated from the Department of Public Works to the Real Estate Division at the time the vacation is final and effective; 4) making environmental findings and findings of consistency with the City's General Plan and Planning Code Section 101.1; and 5) authorizing official acts in connection with this Ordinance. (Street Vacation Order: Ordinance File No. 120670)

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be made part of the official record in this matter, and shall be brought to the attention of the Members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, 94102. Information relating to the proposed fee is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, July 13, 2012.
Angela Calvillo, Clerk of the Board

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NOTICE IS HEREBY GIVEN to the general public that the City and County of San Francisco Board of Supervisors will hold a public hearing to consider the following proposed Street Vacation Order. **File No. 120686.** Hearing of persons interested in or objecting to the Ordinance: 1) ordering the vacation of Jerrold Avenue between Rankin Street and Toland Street, Milton I Ross Street between Innes Avenue and Kirkwood Avenue, Kirkwood Avenue between Rankin Street and the proposed boundary of the San Francisco Wholesale Produce Market, Lettuce Lane between Jerrold Avenue and Kirkwood Avenue, portions of Selby Street between Innes Avenue and Kirkwood Avenue, and a portion of Rankin Street between Jerrold Avenue and Innes Avenue, collectively for purposes of the San Francisco Wholesale Produce Market Retention and Expansion, subject to certain conditions; 2) accepting Department of Public Works Order No. 180308; 3) approving an interdepartmental transfer of the area to be vacated from the Department of Public Works to the Real Estate Division at the time the vacation is final and effective; 4) making environmental findings and findings of consistency with the City's General Plan and Planning Code Section 101.1; and 5) authorizing official acts in connection with this Ordinance. (Street Vacation Order: Ordinance File No.1 20670)

On June 26, 2012, the Board of Supervisors considered and approved a Resolution of Intention(ResolutionN o. 247-12), which set the date and time for the subject hearing.

In accordance with Section 67.7-1 of the San Francisco Administrative Code, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official record in this matter, and shall be brought to the attention of the Members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, 94102. Information relating to the proposed fee is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, July 13, 2012.

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Bruce R. Storrs, City and County Surveyor

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That acting under and by the direction of the Director of Public Works of the City and County of San Francisco, I did on the 29 day of JUNE, 2012 conspicuously post along the lines of the proposed street vacation listed in File Number 120686, at various locations, at points not more than three hundred (300) feet in distance apart, notices, not less than three in all, of the Tuesday, July 17, 2012 hearing of the Board of Superviors Land Use & Economic Development Committee, and that the within is a full, true and correct copy of each of said notices so posted as aforesaid.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at San Francisco, California on 29 day of JUNE 2012.

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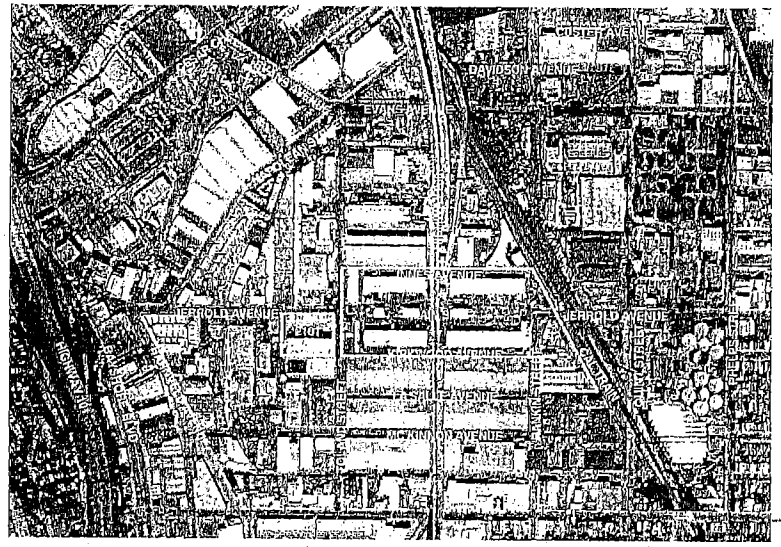

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PROJECT TEAM

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PROJECT SUMMARY

PROJECT DESCRIPTION

The City and County of San Francisco Market Corporation (Project Sponsor), a non-profit entity, seeks to expand and modify the site of the existing San Francisco Wholesale Produce Market (SFWPM). The SFWPM is an organization of dedicated producers and food purveyors, united in one wholesale and distribution venue, committed to being the Bay Area's leading source of produce and products thereofrom. The SFWPM is the largest facility in Northern California dedicated to being a wholesale produce marketplace.

The Project Sponsor has developed a phased master plan which both retains capacity for the existing merchant tenants as well as expands the SFWPM facility to accommodate future requirements.

PROPOSED PROJECT

A. Overview

The Project Sponsor proposes a phased Master Plan which includes five main building sites comprising of the 901 Rankin Street property and four building sites within the Main Site (see Section B below for detailed building site information). The four building sites are located in the northeast, northwest, southeast and southwest quadrants of the Main Site, as defined by the intersection of Jerrold Avenue and Hudson Ave. Under the Master Plan, there are three different approaches proposed for developing these building sites. These approaches are the building models that are described further in Section C below. These building models provide for either renovation of the existing SFWPM warehouse structure or demolition and new construction.

The Master Plan provides for a range of intensity of development utilizing these building models. The Master Plan approach sought by the Project Sponsor and allowed for flexibility in the planning process for the SFWPM to evolve in response to both short-term market and financial considerations, such as terms and availability of financing.

Submitted with the Master Plan are two possible site plan variants. The proposed various Site Plan A provides for a minimum level of development capacity, and varied Site Plan B provides the maximum level of development for the Project (see Section D below for a description of these site plans). The Project Sponsor is requesting that the Planning Department focus on the impact of the Master Plan variants, Site Plan B, during the CEQA analysis of the proposed Project. The Master Plan (both variants) proposes to land and existing improvements at the 901 Rankin Ave site and proposes no physical changes to this site. This site will be included in the new ground lease.

A. Building Sites

901 Rankin Street

The first phase of the Master Plan includes demolition of the existing improvements on the 901 Rankin Street site and the construction of new warehouse facility. The addition of 901 Rankin Avenue to the Project Area is key to the Project Sponsor's efforts to meet demand for space at the SFWPM facility and to provide key additional "cold room" and/or "dry space" to allow for the consolidation of subsequent phases of the Project.

The new facility is envisioned to be two (2) stories and approximately 110,000 square feet (sf). A demonstration kitchen, an existing administrative tenant and the SFWPM office will occupy approximately 15,000 sf of the first floor of the proposed new facility (in addition to more warehouse functions and office space necessary in the warehouse. In all versions of the Master Plan the proposed development of 901 Rankin Street at Phase 1 provides a cornerstone.

Phase 1 of the Master Plan will include the vacation of Jerrold Avenue which will be coupled with the reconstruction of Jos Hitchcock and Jones Avenue right-of-way(s). This proposed realigning and reconstruction of the adjacent right-of-ways will allow for the necessary street improvements to address both operational and land safety issues.

Existing Main Site

The Main Site possesses four primary building locations or quadrants, as defined by the intersection of Jerrold Avenue and Hudson Ave. Each of these four main building sites is currently occupied by an existing SFWPM warehouse and in some cases additional structures. Each of these warehouses is similar in the sense that they are one story structures. The design of these four main warehouses consists of a loading dock, high concrete slab on grade building with no other mezzanine. These buildings are constructed with structural steel trusses and metal siding. (See Project Drawings A-E.2 and A-MP.1 for additional information related to these four building sites).

C. Building Models

The range of development options described below outline, in varying combinations, the following building types for each of the four Main Site building sites. A brief overview of each of the potential building models follows:

Renovation Plus (RP): As the name indicates, the existing warehouse building(s) are proposed to be renovated to upgrade their functionality. The renovation would include a slurry strengthening, distribution aprons, and new building systems. The building footprint and main roof line would remain largely intact. (See drawings A-RP.1 for additional information.

New Construction (NC): This building model proposes a completely new building located at the approximate location of the existing warehouse structure(s). The building would be both larger and taller in elevation and would have a mezzanine and accessory office locations. (See drawings A-NC.1-2 for additional information.

New Construction with Rooftop Parking (NCP): This building model provides for a new warehouse facility similar in dimension and characteristic to the New Construction building model as described above, but also allows for unenclosed parking on the roof of the structure's portion of the building (approximately 147 parking spaces). This building would be utilized in only the downtown and/or Southwest building sites. The building mezzanine holds the non-shared assigned and protected for all street parking of the facility. (See drawings A-NP.1-4 for additional information).

Note: A small Operations Center (OC) is proposed as a component of the Master Plan and will be constructed in the northeast quadrant of the site. This operations center will contain a small mail center, a break area for truck drivers, and a truck repair or other maintenance facility and truck washing.

D. Range of Development

As noted above, the Project Sponsor proposes a range of capacity to provide future flexibility as to the composition of the SFWPM facility. The range of capacity incorporated into the Master Plan is detailed below, summarized in Attachment 1 (Project Summary Table - Detail, and shown on Project Drawings: Site Plan A, Sheet A-S.1, and Site Plan B, Sheet A-S.2. The Project Sponsor requests that the Planning Department focus on the impact of the Master Plan variants, Site Plan B, during the CEQA analysis of the proposed Project.

Site Plan A (Drawing A-S.1): This variant of the Master Plan preserves all four of the existing SFWPM warehouse structures (less an each equivalent) on the Main Site. As noted above a new building is also proposed for 901 Rankin Street. This variant of the Master Plan proposes the smallest total capacity having a total project area of 436,811 sf.

Site Plan B (Drawing A-S.2): This variant of the Master Plan proposes the demolition of all of the buildings currently located on the Project Site and the addition of two (2) newly constructed warehouse structures with accessory office space. One (1) of the two (2) warehouse structures will have a roof top parking component above the warehouse. (As noted above a new building is also proposed for 901 Rankin Street.) This variant of the Master Plan proposes the largest total capacity having a total project area of 532,760 sf.

E. Road ways, right-of-ways, and vehicular circulation

The Project Sponsor proposes to alter a number of the existing right-of-ways in the vicinity of the Project Site. An overview of these alterations follows (See Project Drawing A-E.1 for an existing parcel map):

Vacate a portion of Hudson Avenue to the east of Rankin Street. The existing building improvements on the 901 Rankin site partially cover a portion of the existing right-of-way. This portion of the Hudson right-of-way is not currently any use for vehicular traffic.

Vacate a portion of Jerrold Avenue between Toland Street and Rankin Street. Vehicular traffic not related to the SFWPM would be re-routed to the north on an improved Jerrold Avenue (See above below).

Vacate a portion of Selby Street (approximately 150) between Jones and Hitchcock Avenues.

Vacate a number of small right-of-ways such as Lorkins Lane that are internal to the existing SFWPM facility.

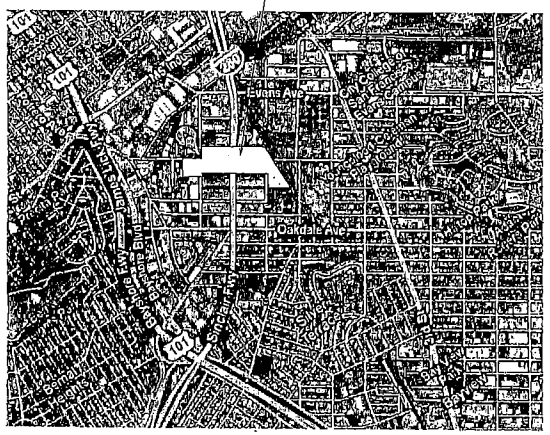
In order to operate vehicular access and circulation around and to the SFWPM facilities (the Market) needs to dedicate portions of the land occupied by its facilities to create two new intersections.

Dedicate a portion of existing SFWPM related real property to become a portion of the Jones Avenue right-of-way. This will allow for the connection along Jones Avenue to Toland Avenue and reduce an existing dead end lane the existing street grid.

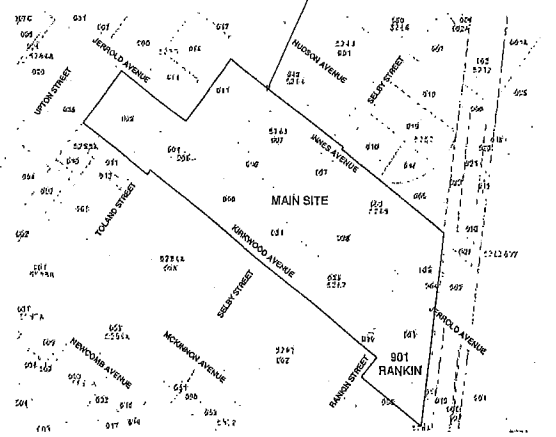
Dedicate a portion of existing SFWPM related real property to become a portion of the Hitchcock Avenue right-of-way. This will allow for the connection along Hitchcock Avenue to Toland Avenue and remove an existing dead end lane the existing street grid.

Dedicate the portion of Rankin Street between Jerrold Avenue and Jones Avenue to provide the existing and adjacent Caltrain right-of-way. In turn, the Project Sponsor believes that these roadway, right-of-way, and vehicular circulation alterations will improve both the vehicular, pedestrian, and mobility safety and circulation in the area of the project site, as well as enhance existing and future street landscape facility the existing SFWPM facility. The Project Sponsor seeks to merge the existing real property at the time of the vacations to create one lot at 901 Rankin Street and one lot at the Main Site.

PROJECT LOCATION MAP



EXISTING PARCEL MAP



CITY OF SAN FRANCISCO
SAN FRANCISCO WHOLESALE PRODUCE MARKET
MARKET CORPORATION

SAN FRANCISCO WHOLESALE PRODUCE MARKET

2095 JERROLD AVENUE
SAN FRANCISCO, CA
94124

SAN FRANCISCO WHOLESALE PRODUCE MARKET RETENTION & EXPANSION PROJECT

1803

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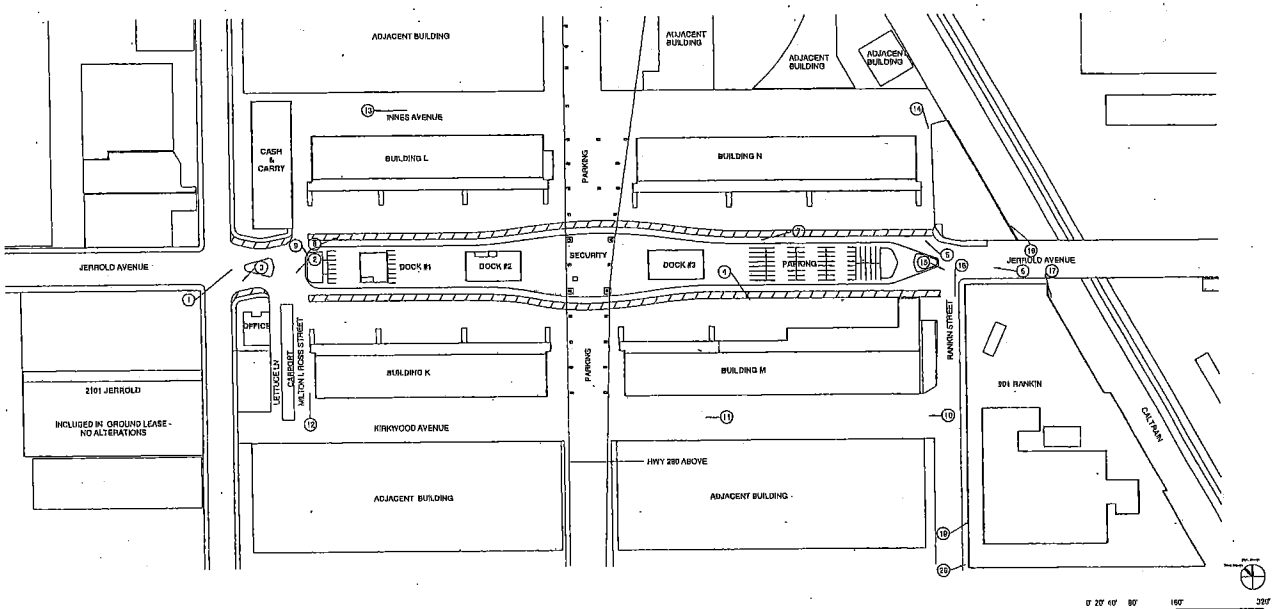
Date	Issue
09.30.10	GENERAL PLAN REFERRAL
01.13.11	GENERAL PLAN REFERRAL
05.23.11	GENERAL PLAN REFERRAL REVISION
07.05.11	GENERAL PLAN REFERRAL REVISION
08.22.11	GENERAL PLAN REFERRAL REVISION
09.01.11	GENERAL PLAN REFERRAL REVISION

RETENTION AND EXPANSION PROJECT

Date:	12.17.09
Scale:	As indicated
Job #:	0902
Revit File:	Z:\jobs\0902\Rev\
Assembled By:	BK/JKKA

PROJECT OVERVIEW

PROJECT
LOCATION



1 EXISTING SITE PLAN & PHOTO KEY
1" = 80'-0"

LEGEND

8 - SEE A-E.3 FOR CORRESPONDING PHOTOS

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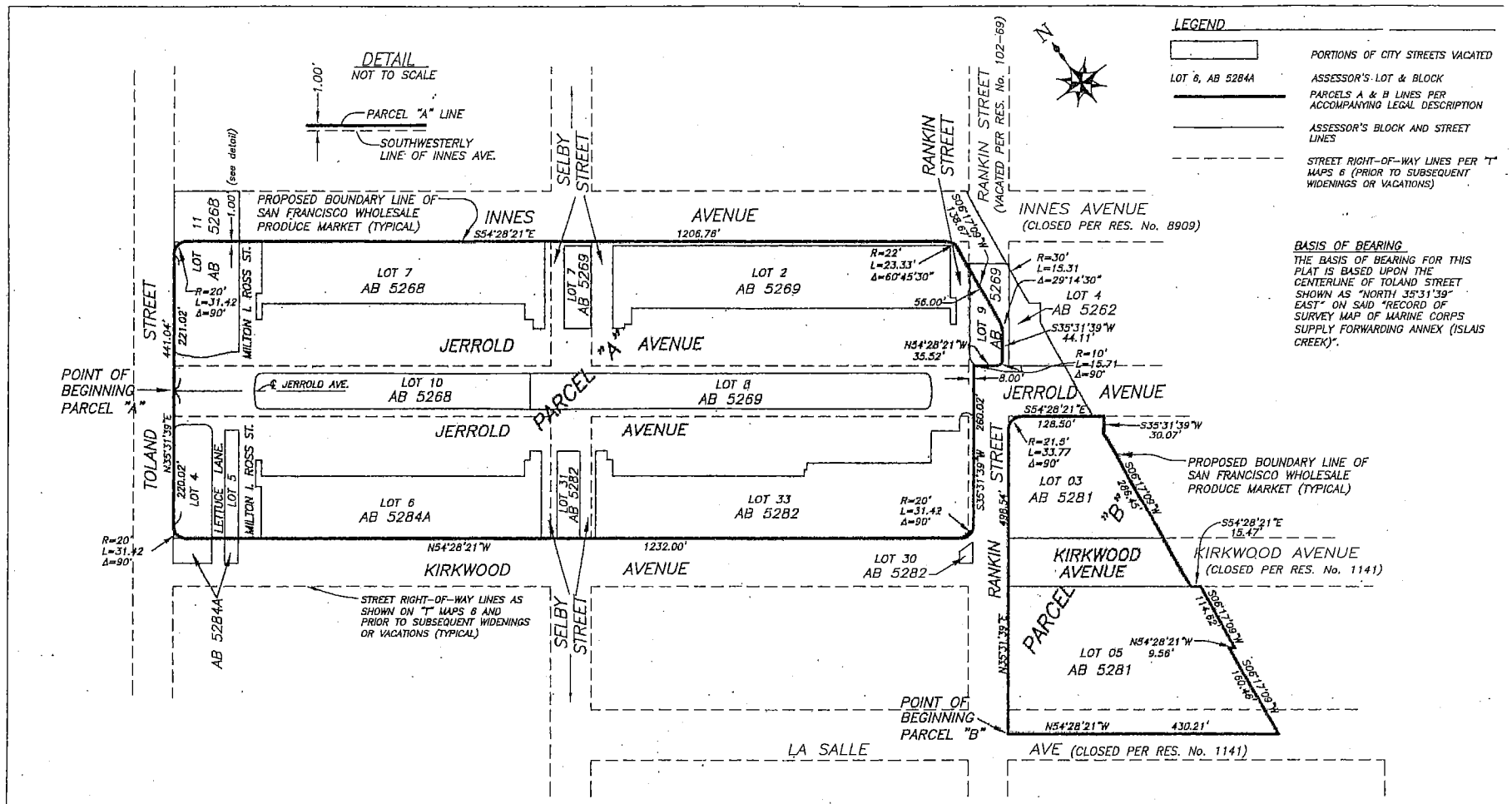
Date & Issue	
02.20.10	GENERAL PLAN REFERRAL
01.13.11	GENERAL PLAN REFERRAL
05.23.11	GENERAL PLAN REFERRAL REVISION
07.05.11	GENERAL PLAN REFERRAL REVISION
08.25.11	GENERAL PLAN REFERRAL REVISION
09.01.11	GENERAL PLAN REFERRAL REVISION

RETENTION AND EXPANSION PROJECT	
Date:	12.17.09
Scale:	1" = 80'-0"
Job #:	0502
Revit File:	Z:\jobs\0502\Revit
Assembled By:	BU/JJ/KA

PROJECT OVERVIEW

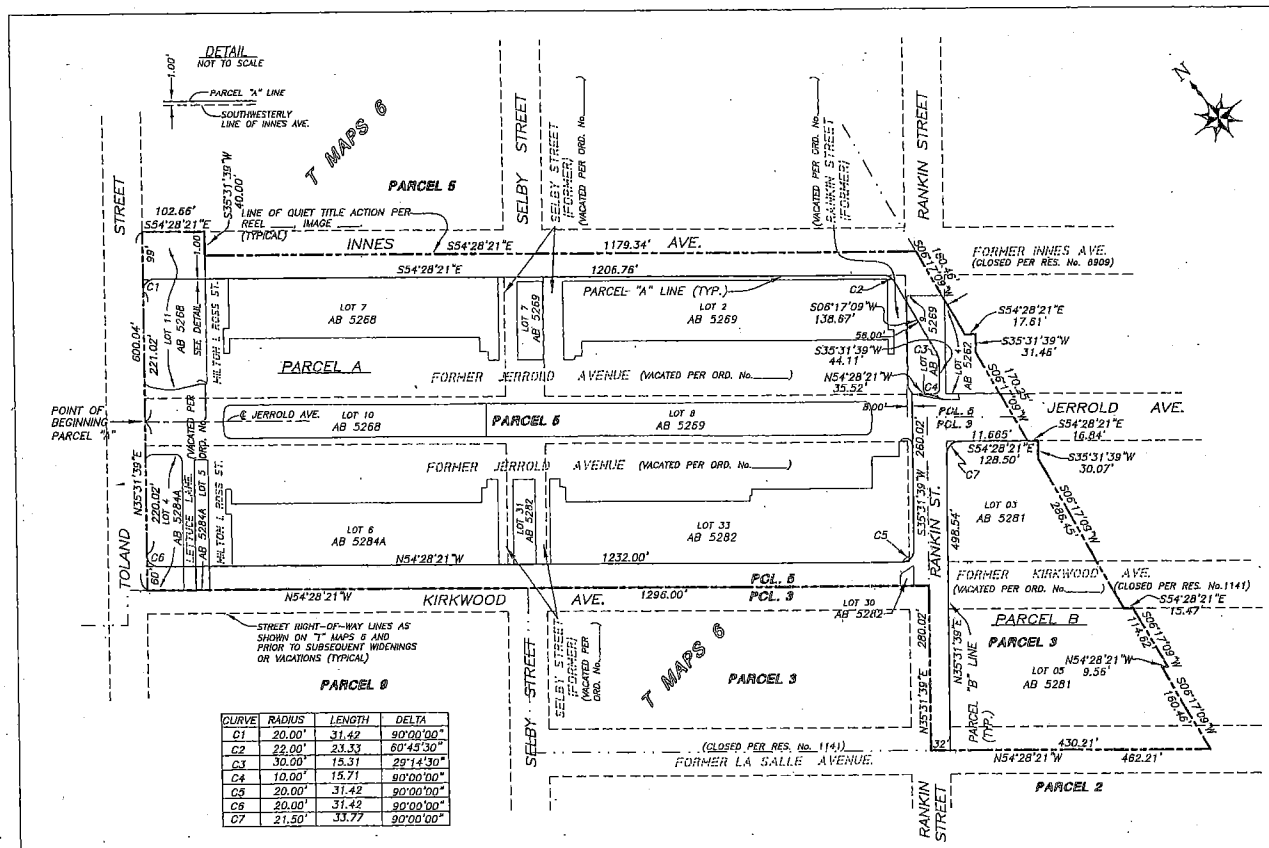
EXISTING CONDITIONS & PHOTO KEY

A-E.2



REFERENCES:	APPROVED: BRUCE R. STORRS, CITY & COUNTY SURVEYOR — DATE 5/29/2012		BY	DATE	CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS STREET VACATION OF CITY STREETS WITHIN THE SAN FRANCISCO PRODUCE MARKET AREA			
		DRW			FILE: SUR: 2012-002	SHEET 1 OF 1	SCALE: 1:150	CHANGI
		CK						
		APP						

1805



CURVE	RADIUS	LENGTH	DELTA
C1	20.00'	31.42	90°00'00"
C2	22.00'	23.33	60°45'30"
C3	30.00'	15.31	29°14'30"
C4	10.00'	15.71	90°00'00"
C5	20.00'	31.42	90°00'00"
C6	20.00'	31.42	90°00'00"
C7	21.50'	33.77	90°00'00"

LEGEND

	AREAS TO BE DEDICATED AS CITY STREETS
LOT 6, AB 5284A	ASSESSOR'S LOT & BLOCK
LETTUCE LANE.	FORMER CITY STREET
PARCEL 5	PARCEL PER T MAPS 6
PCL. 5	PARCELS A & B LINES PER ACCOMPANYING LEGAL DESCRIPTION
	LINE OF QUIET TITLE ACTION PER REEL ____, IMAGE ____.
	ASSESSOR'S BLOCK AND STREET LINES
	STREET RIGHT-OF-WAY LINES PER "T" MAPS 6 (PRIOR TO SUBSEQUENT WIDENINGS OR VACATIONS)

BASIS OF BEARING

THE BASIS OF BEARING FOR THIS PLAT IS BASED UPON THE CENTERLINE OF TOLAND STREET SHOWN AS "NORTH 35°31'39" EAST" ON SAID "RECORD OF SURVEY MAP OF MARINE CORPS SUPPLY FORWARDING ANNEX (ISLAIS CREEK)".

RIGHT OF WAY DEDICATION DEEDED TO THE CITY AND COUNTY OF SAN FRANCISCO BY _____ DEED RECORDED _____ DOCUMENT NO. _____, REEL _____ AND IMAGE _____.

THIS MAP, COMPRISING OF ONE SHEET, IS APPROVED AND MADE OFFICIAL AND THE PARCELS SHOWN HEREON ARE DECLARED TO BE AN OPEN PUBLIC STREET, DEDICATED TO PUBLIC USE TO BE KNOWN BY THE NAME AS SHOWN ON THIS MAP BY RESOLUTION NO. _____ OF THE BOARD OF SUPERVISORS ADOPTED THE _____ DAY OF _____, 20____

APPROVED AS TO FORM

BY: _____ CITY AND COUNTY SURVEYOR

APPROVED THIS 1ST DAY OF JUNE 20 12

BY DEPARTMENT OF PUBLIC WORKS ORDER NO. 180308

RECORDER'S STATEMENT

FILED FOR RECORD THIS _____ DAY OF _____ 20____, AT _____ MINUTES PAST ____M. IN BOOK _____ OF SURVEY MAPS, AT PAGE(S)_____, OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, AT THE REQUEST OF THE COUNTY SURVEYOR OF THE CITY AND COUTNY OF SAN FRANCISCO.

SIGNED _____ COUNTY RECORDER

MAP SHOWING THE DEDICATION OF CITY STREETS WITHIN THE SAN FRANCISCO PRODUCE MARKET AREA

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF STREET USE AND MAPPING

SCALE: 1:120'

REFERENCES:

SHEET 1 OF 1 | A-17-171

1806