

File No. 170554 Committee Item No. 4
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation Committee Date June 12, 2017

Board of Supervisors Meeting Date _____

Cmte Board

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

OTHER (Use back side if additional space is needed)

- | | | |
|-------------------------------------|--------------------------|-----------------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>PW Order No. 185948 050917</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Site Map</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>GP Referral 103116</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Referral CEQA 052217</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Response CEQA 052317</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>PC Motion No. 18628</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
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Completed by: Erica Major Date June 9, 2017
Completed by: _____ Date _____

1 [Amending Ordinance No. 1061 - Sidewalk Width Change - Southeast Corner of Mission and
2 First Streets, First Street, and Fremont Street]

3 **Ordinance amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalks"**
4 **to change the official sidewalk width of certain locations along First Street southeast of**
5 **Mission Street, along Mission Street between First and Fremont Streets, and along**
6 **Fremont Street southeast of Mission Street, and creating a new sidewalk bulb-out at**
7 **the east corner of First and Mission Streets; affirming the Planning Department's**
8 **determination under the California Environmental Quality Act; and making findings of**
9 **consistency with the General Plan, and the eight priority policies of Planning Code,**
10 **Section 101.1.**

11 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
12 **Additions to Codes** are in *single-underline italics Times New Roman font*.
13 **Deletions to Codes** are in ~~*italics Times New Roman font*~~.
14 **Board amendment additions** are in double-underlined Arial font.
15 **Board amendment deletions** are in ~~Arial font~~.
16 **Asterisks (* * * *)** indicate the omission of unchanged Code
17 subsections or parts of tables.

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

19 Section 1. Findings.

20 (a) The Planning Department, in a letter dated October 31, 2016, found the actions
21 contemplated in this ordinance consistent with the General Plan and in conformance with the
22 eight priority policies of Planning Code Section 101.1. A copy of said letter is on file with the
23 Clerk of the Board of Supervisors in File No. 170554 and is incorporated herein by reference.
24 The Board of Supervisors adopts as its own the findings in said letter.

25 (b) In the same letter, the Planning Department found that the actions contemplated in
this ordinance were evaluated in the Transit Center District Plan and Transit Tower Final

1 Environmental Impact Report (FEIR), certified by the Planning Commission by Motion No.
2 18628, on May 24, 2012. The Board of Supervisors hereby affirms this determination,
3 incorporates it by reference herein, and adopts it as its own.

4 (c) On May 24, 2012, the Planning Commission, by Motion No. 18629, adopted
5 approval findings pursuant to the California Environmental Quality Act, including a statement
6 of overriding considerations and a mitigation monitoring and reporting program. A copy of
7 Planning Commission Motion No. 18629, including its attachment and mitigation monitoring
8 and reporting program, is on file with the Clerk of the Board in File No. 120665.

9 (d) On July, 31, 2012, by Ordinance No. 182-12, the Board of Supervisors approved,
10 among other approvals, amendments to the Planning Code to implement the Transit Center
11 District Plan, including the proposed project, and in so doing adopted the Planning
12 Commission's environmental findings, including a statement of overriding considerations and
13 a mitigation monitoring and reporting program, as its own. Said findings are on file with the
14 Clerk of the Board of Supervisors in File No. 120665 and are incorporated herein by
15 reference.

16 (e) The Board has reviewed and considered the FEIR and the record as a whole, and
17 finds that the FEIR is adequate for its use as the decision making body for the action taken
18 herein. The FEIR is on file with the Clerk of the Board of Supervisors in File No. 120696 and is
19 incorporated herein by reference.

20 (f) The Board finds that since the FEIR was finalized, there have been no substantial
21 project changes and no substantial changes in project circumstances that would require major
22 revisions to the FEIR due to the involvement of new significant environmental effects or an
23 increase in the severity of previously identified significant impacts, and there is no new
24 information of substantial importance that would change the conclusions set forth in the FEIR.
25

1 (g) The Public Works Director issued Public Works' Order No. 185948, dated May 9,
2 2017, including sidewalk width change drawing Q-20-889, regarding the actions in this
3 ordinance. The proposed sidewalk changes are associated with the Transit Center District
4 Plan and Transit Center Tower, and specifically the development of the proposed project at
5 101 First Street (also referred to as the Transbay Tower or Salesforce Tower), and are
6 intended to promote pedestrian safety and comfort and to enhance predicted pedestrian traffic
7 circulation around the future Transbay Terminal. A copy of said Order is on file with the Clerk
8 of the Board of Supervisors in File No. 170554, and is incorporated herein by reference.
9

10 Section 2. In accordance with the Department of Public Works' Order No. 185948,
11 dated May 9, 2017, Board of Supervisors Ordinance No.1061, entitled "Regulating the Width
12 of Sidewalks," a copy of which is in the Clerk of the Board of Supervisors Book of General
13 Ordinances, in effect May 11, 1910, is hereby amended by adding thereto a new section to
14 read as follows:
15

16 Section 1610. Changing the official sidewalk width of: a) a portion of the southeasterly side of
17 Mission Street between First Street and Fremont Street; b) the proposed sidewalk reduction shall start
18 25 feet from the west corner of Assessor's Block 3720, Lot 009 and continue northeastwardly for
19 approximately 261 feet, and shall decrease the sidewalk width by 5 feet, from a width of 15 feet to 10
20 feet; c) the proposed sidewalk widening along the southwesterly side of Fremont Street shall increase
21 the existing sidewalk width by approximately 6 feet, from the existing 15 feet to 21 feet; and d) the
22 proposed sidewalk widening along the northeasterly side of First Street shall increase the portions of
23 existing sidewalk widths by approximately 6 feet and 17 feet, from the existing 15 feet to 21 feet and
24 from the existing 4 feet to a new curb line with varied sidewalk widths ranging from approximately 21
25

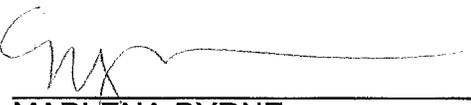
1 feet to 16.93 feet. All of the changes are as shown on Public Works drawing Q-20-889, Revision 1, a
2 copy of which is in the Clerk of the Board of Supervisors File No. 170554

3
4 Section 3. The project sponsor BKF, on behalf of Boston Properties, as is necessary
5 as a result of this ordinance, shall make arrangements with public utility companies and City
6 Departments for the relocation, and/or modification of any affected public facilities. Any
7 necessary relocation, modification, or both of such facilities shall be at no cost to the City.

8
9 Section 4. Effective Date. This ordinance shall become effective 30 days after
10 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
11 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
12 of Supervisors overrides the Mayor's veto of the ordinance.

13
14 APPROVED AS TO FORM:
15 DENNIS J. HERRERA, City Attorney

16
17 By:


18 MARLENA BYRNE
19 Deputy City Attorney

20 n:\land\as2017\1700629\01189490.docx

LEGISLATIVE DIGEST

[Amending Ordinance No. 1061 - Sidewalk Width Change – Southeast Corner of Mission and First Streets, First Street, and Fremont Street]

Ordinance amending Ordinance No. 1061 entitled “Regulating the Width of Sidewalks” to change the official sidewalk width of certain locations along First Street southeast of Mission Street, along Mission Street between First and Fremont Streets, and along Fremont Street southeast of Mission Street, and creating a new sidewalk bulb-out at the east corner of First and Mission Streets; affirming the Planning Department’s determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

Existing Law

Board of Supervisors’ Ordinance No. 1061 established the official sidewalk widths throughout San Francisco. Ordinance No. 1061 is uncodified, but can be located in the Clerk of the Board of Supervisors Book of General Ordinances, in effect May 11, 1910, which is on file with the Clerk of the Board of Supervisors.

Amendments to Current Law

This legislation would amend Ordinance No. 1061 to change the official sidewalk width along the southeast side of Mission Street, the northeast side of First Street, and the southwest side of Fremont Street. The legislation would also provide for a sidewalk bulb-out at the east corner of the intersection of First and Mission Streets. The proposed sidewalk changes are associated with the Transit Center Development Plan and the Transit Center Tower (also referred to as the “Transbay Tower” and the “Salesforce Tower.” The proposed changes are intended to promote pedestrian safety and comfort and enhance pedestrian traffic circulation around the tower.

This legislation would also require the developer BKF, on behalf of Boston Properties, to make arrangements for any necessary relocation and/or modification of any underground public facilities affected by the sidewalk width changes.

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BOARD of SUPERVISORS



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Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

May 19, 2017

File No. 170554

Lisa Gibson
Acting Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On May 9, 2017, Supervisor Kim introduced the following proposed legislation:

File No. 170554

Ordinance amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalks" to change the official sidewalk width of certain locations along First Street southeast of Mission Street, along Mission Street between First and Fremont Streets, and along Fremont Street southeast of Mission Street, and creating a new sidewalk bulb-out at the east corner of First and Mission Streets; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Erica Major".

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Jeanie Poling, Environmental Planning

The Environmental Planning Division of the Planning Department determined that the effects of the project were fully reviewed under the Transit District Area Plan and Transit Tower EIR certified by the San Francisco Planning Commission on May 24, 2012, by Motion No. 18628.

Joy
Navarrete

Digitally signed by Joy Navarrete
DN: cn=Joy Navarrete, o=Planning,
ou=Environmental Planning,
email=joy.navarrete@sfgov.org,
c=US
Date: 2017.05.23 11:26:53 -0700



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion 18628

Hearing Date: May 24, 2012
Case No.: 2007.0558E and 2008.0789E
Project Address: Transit Center District Plan and Transit Tower
Zoning: P; C-3-O; C-3-O(SD); C-3-S; TB-DTR
Various Height and Bulk Districts
Block/Lot: Multiple; 3720/001(Transit Tower)
Project Sponsor: San Francisco Planning Department and Transbay Joint Powers Authority
Staff Contact: Sarah Jones – (415) 575-9034
Sarah.b.jones@sfgov.org

1650 Mission St.
Suite 400
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CA 94103-2479

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ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED AREA PLAN AND ASSOCIATED REZONING OF 145 ACRES ROUGHLY BOUNDED BY MARKET STREET, STEUART STREET, FOLSOM STREET, AND A LINE EAST OF THIRD STREET, AND FOR CONSTRUCTION OF AN OFFICE TOWER UP TO 1,070 FEET TALL ON THE SOUTH SIDE OF MISSION STREET BETWEEN FREMONT STREET AND FIRST STREET.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2007.0558E and 2008.0789E, Transit Center District Plan and Transit Tower (hereinafter "Project") (State Clearinghouse No. 2008072073), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on July 20, 2008.
 - B. On September 28, 2011, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.
 - C. Notices of availability of the DEIR and of the date and time of the public hearing were posted in the project area by Department staff on September 28, 2011.

www.sfplanning.org

- D. On September 28, 2011, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
- E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on September 28, 2011.
2. The Commission held a duly advertised public hearing on said DEIR on November 3, 2011 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on November 28, 2011.
 3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 61-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, addressed changes to the proposed project, and corrected errors in the DEIR. This material was presented in a Draft Comments and Responses document, published on May 10, 2012, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.
 4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document all as required by law.
 5. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.
 6. On May 24, 2012, the Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
 7. The Planning Commission hereby does find that the FEIR concerning File No. 2007.0558E and 2008.0789E, Transit Center District Plan and Transit Tower, reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA and the CEQA Guidelines.
 8. The Commission, in certifying the completion of said FEIR, hereby does find that the project described in the EIR, including both the Transit Center District Plan and Transit Tower:
 - A. Will have a significant project-specific effect on the environment by altering public views of the Plan area from key long-range vantage points (visual); changing zoning controls in the Plan area in a manner that could result in adverse impacts to historic resources through demolition or substantial alteration (cultural resources); resulting in traffic growth that would adversely affect

local intersection operation (transportation); causing a substantial increase in transit demand that could not be accommodated by adjacent capacity (transportation); resulting in a substantial increase in transit delays (transportation); creating a volume of pedestrian activity that would cause pedestrian level of service to deteriorate (transportation); resulting in development that would create potentially hazardous conditions for pedestrians and bicyclists (transportation); resulting in a loading demand that could not be accommodated within on-site or on-street loading areas (transportation); resulting in construction activity that would result in disruption of circulation (transportation); creating noise levels in excess of standards and introducing sensitive receptors in areas with high noise levels (noise); exposing sensitive receptors to high levels of particulate matter and toxic air contaminants (air quality); resulting in construction-period emissions of criteria air pollutants and dust (air quality); creating shadow that could adversely affect the use of various parks and open spaces (shadow); and

- B. Will have a significant cumulative effect on the environment in that it would, in combination with other reasonably foreseeable probable future projects, alter the visual character of greater Downtown and alter public views of and through Downtown (visual resources); adversely affect historical resources (cultural resources); contribute to congested conditions at the Fourth/Harrison and First/Harrison freeway on-ramps (transportation); result in cumulative noise impacts (noise); result in cumulative air quality impacts (air quality); and create new shadow that would adversely affect the use of various parks and open spaces (shadow).

9. The Planning Commission reviewed and considered the information contained in the FEIR prior to approving the Project.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of May 24, 2012.

Linda Avery
Commission Secretary

AYES: ANTONINI, BORDEN, FONG, WU

NOES: MOORE

ABSENT: MIGUEL

RECUSED: SUGAYA

ADOPTED: May 24, 2012

328246.1



Office of the City and County Surveyor
1155 Market Street, 3rd Floor
San Francisco, Ca 94103

(415) 554-5827 ■ www.SFPublicWorks.org



Edwin M. Lee, Mayor
Mohammed Nuru, Director

Bruce R. Storrs, City and County Surveyor

Public Works Order No: 185948

Recommending that the Board of Supervisors approve legislation modifying the official sidewalk width along the southeast side of Mission Street, the northeast side of First Street, and the southwest side of Fremont Street, as shown on Department of Public Works drawing Q-20-889.

At the request of BKF, on behalf of Boston Properties, the Office of the City and County Surveyor performed an investigation into official sidewalk width changes along three street frontages, fronting AB 3720 Lots 009 and 010. The proposal includes a reduction of a portion of the southeasterly side of Mission Street and sidewalk width increase along the southwesterly side of Fremont Street and northeasterly side of First Street, as shown on the enclosed Department of Public Works drawing Q-20-889. The goal of the proposed modifications of the official sidewalk width is to promote pedestrian safety and comfort, and to enhance predicted pedestrian traffic circulation around the future Transbay Terminal.

At the east corner of the intersection of Mission Street and First Street, the proposed bulb-out shall increase the existing sidewalk width by approximately 1 foot along the southeasterly side of Mission Street at the bulb out and by 13 feet along the northeasterly side of First Street at the bulb out. The proposed bulb-out shall continue southeastwardly of Mission Street and shall widen the northeasterly side of First Street.

The proposed sidewalk widening along the southwesterly side of Fremont Street shall increase the existing sidewalk width by approximately 6 feet, from the existing 15 feet to 21 feet.

The proposed sidewalk widening along the northeasterly side of First Street shall vary, increasing the sidewalk widths by approximately 6 feet to 17 feet.

The proposed bulb-out and sidewalk reductions shall have various lengths and widths as shown on the Department of Public Works drawing Q-20-889, Revision 1.

No objections were received from affected City Agencies, nor from private utility companies. The Department of Public Works has documentation on file indicating that affected City departments and private utility companies do not object to the sidewalk width change.

On July 28, 2016, the Transportation Advisory Staff Committee (TASC) approved the proposed design and location of the bulb-outs.



On October 31, 2016, the City Planning Department found that the proposed changes are, on balance, consistent with the General Plan and the eight priority policies of Planning Code Section 101.1. See City Planning Department Case No. 2016-009848GPR.

The following have been approved by Public Works and are hereby transmitted to the Board of Supervisors:

1. One (1) copy of the proposed Ordinance changing the official sidewalk width along the southeast side of Mission Street, the southeast side of First Street, and the southwest side of Fremont Street, as shown on Department of Public Works drawings Q-20-889.
2. One (1) set of said drawings showing the proposed change of official sidewalk as described above.
3. Planning Department General Plan findings and determination pursuant to the California Environmental Quality Act.

It is recommended that the Board of Supervisors adopt this Ordinance.

5/9/2017

5/9/2017

X Bruce R. Storrs

Storrs, Bruce
City and County Surveyor
Signed by: Storrs, Bruce

X Mohammed Nuru

Nuru, Mohammed
Director
Signed by: Nuru, Mohammed



MISSION ST (82.50' WIDE)

1ST ST (82.50' WIDE)

FREMONT ST (82.50' WIDE)

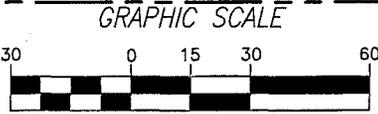
3720

Line Table	
Line #	Length
L1	61.43
L2	101.76
L3	2.35
L4	31.16
L5	34.05
L6	223.22
L7	166.43
L8	12.15

Curve Table			
Curve #	Length	Radius	Delta
C1	19.30	20.00	55°17'46"
C2	9.65	10.00	55°17'46"
C3	13.94	20.00	39°56'40"
C4	6.97	10.00	39°56'40"
C5	23.56	15.00	90°00'00"
C6	1.65	10.00	9°27'09"
C7	3.30	20.00	9°27'09"
C8	23.56	15.00	90°00'00"
C9	10.75	10.00	61°34'56"
C10	11.22	20.00	32°08'45"

LEGEND

- AB NO --- ASSESSORS BLOCK NO.
- NEW CURB LINE
- PROPERTY LINE
- EXISTING OFFICIAL CURB TO REMAIN
- EXISTING OFFICIAL CURB TO BE REMOVED



REFERENCES:
GM 317, Q20329a, & Q01088b



APPROVED:
Bruce R. Storrs
BRUCE R. STORRS
CITY & COUNTY SURVEYOR

5/2/17
DATE

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

OFFICIAL SIDEWALK CHANGES FRONTING AB 3720 LOT 009

FILE: Q-20-889	SHEET 1 OF 1	SCALE: 1:30	REVISION 1
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SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral

Date: October 31, 2016
Case No. Case No. 2016-009848GPR
101 First Street Sidewalk Widening

Block/Lot No.: 3720 / 009

Project Sponsor: Michael L. Abella
San Francisco Department of Public Works
30 Van Ness Ave. 5th Floor
San Francisco, CA 94102

Applicant: Anthony Librizzi
Boston Properties
50 Fremont Street, Suite 2110
San Francisco, CA 94105

Staff Contact: Anne Brask – (415) 575-9078
anne.brask@sfgov.org

Recommendation: Finding the project, on balance, is in conformity with the General Plan

Recommended By: 
John Rahaim, Director of Planning

PROJECT DESCRIPTION

The Project site is located in the Transit Center District and consists of block/lot 3720/009 located at the southeast corner of Mission and First Street, bounded by Fremont Street to the east. The project proposes a new 63-story building with a roof height of 915'-6 with a decorative crown height of 1070'. The project consists of 1,090,937 square feet of office space, 9,823 square feet of retail space, 28,300 square feet of public open space, and 87,750 square feet of below grade parking.

The project is reconstructing sidewalk along the frontages including First Street, Mission Street, and Fremont Street. The sidewalk will be widened to 21 feet on First Street and 21 feet on Fremont Street. The Mission Street sidewalk will remain 10 feet wide, but does include a new bulbout at the southeast corner of First and Mission Street. The submittal is for a General Plan

1650 Mission St.
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Referral to recommend whether the Project is in conformity with the General Plan, pursuant to Section 4.105 of the Charter, and Section 2A.52 and 2A.53 of the Administrative Code.

ENVIRONMENTAL REVIEW

The project was fully evaluated in the Transit Center District Plan and Transit Tower EIR, certified by the Planning Commission on 5/24/12, Motion No. 18628, Case Nos. 2007.0558E and 2008.0789E.

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The Project is consistent with the Eight Priority Policies of Planning Code Section 101.1 as described in the body of this letter and is, on balance, **in-conformity** with the following Objectives and Policies of the General Plan:

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

POLICY 3.6

Maintain, restore, expand and fund the urban forest.

The Planning Department, in collaboration with the Department of Public Works, created a plan to promote San Francisco's urban forest with a focus on street trees. The Urban Forest Plan – Phase 1: Street Trees (2014) identifies policies and strategies to proactively manage, grow and protect the City's street tree population.

The proposed project will enhance the connectivity of green spaces throughout the district by planting additional street trees along First Street.

TRANSPORTATION ELEMENT

OBJECTIVE 1

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

POLICY 1.2

Ensure the safety and comfort of pedestrians throughout the city.

Safety is a concern in the development and accommodation of any part of the transportation system, but safety for pedestrians (which includes disabled persons in wheelchairs and other ambulatory devices) should be given priority where conflicts exist with other modes of transportation. Even when the bulk of a trip is by transit, automobile or bicycle, at one point or another nearly every person traveling in San Francisco is a pedestrian.

The project will provide additional sidewalk space for pedestrians and those boarding/deboarding transits. This will increase space, alleviate sidewalk crowding, and will facilitate safer crossings by bulbing out into intersections and by offering places of refuge during crossing.

OBJECTIVE 15

ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.

POLICY 15.1

Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.

Such treatments may include signalization and signage changes that favor other modes of transportation, widened sidewalks, landscape strips, bicycle lanes or transit stops, bicycle-and-transit friendly speed bumps, or reduced traffic speeds.

This project will implement traffic calming treatments such as a bulb out on the corner of First and Mission Street, pedestrian refuges, and sidewalk extensions that will discourage fast-moving, and excessive traffic in residential neighborhoods.

OBJECTIVE 18

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

POLICY 18.4

Discourage high-speed through traffic on local streets in residential areas through traffic 'calming' measures that are designed not to disrupt transit service or bicycle movement, including:

- Sidewalk bulbs and widenings at intersections and street entrances;
- Lane off-sets (chicanes) and traffic bumps;
- Narrowed traffic lanes with trees, landscaping and seating areas;
- Colored and/or textured sidewalks and crosswalks; and
- Median and intersection islands.

Sidewalk bulbs, pedestrian refuges, and corner sidewalk extensions will discourage high-speed traffic on local streets by reducing overall right-of-way width.

OBJECTIVE 21

DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN AND ALL MAJOR ACTIVITY CENTERS WITHIN THE REGION.

POLICY 21.9

Improve pedestrian and bicycle access to transit facilities.

Pedestrian access to and from major destinations and the serving transit facility should be direct, uncomplicated, safe, accessible, and inviting. Bicyclists should be accommodated on regional and trunkline transit vehicles - including light rail vehicles - wherever feasible, and at stations through the provision of storage lockers and/or secured bicycle parking.

Pedestrian access to transit facilities will be improved via expanded sidewalk space at the transit stops along Mission and First where boarding/deboarding will be aided by more sidewalk space. Crowding of sidewalk adjacent to the Transit Center will be reduced and transit efficiency will potentially improve because of shorter dwell time.

OBJECTIVE 23

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

POLICY 23.1

Provide sufficient 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.

Sidewalk extensions at corners and a transit stop will provide additional space at crossings/transit stop and will eliminate potential crowding of the sidewalk.

POLICY 23.6

Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

Appropriate treatments may include widening sidewalks at corners to provide more pedestrian queuing space and shorter crosswalk distances, especially where streets are wide. Large pedestrian islands should be installed to provide pedestrians with a safe waiting area while crossing where traffic volumes are high and/or streets are unusually wide. Consideration

should be given to bicycle movement and the efficient operation of transit service in sidewalk widenings.

Sidewalk extensions at corners and pedestrian refuges will decrease the total crossing distance of an intersection and provide a safe waiting area respectively. Sidewalk extensions at corners also provide increased queuing area and greater corner visibility for pedestrians waiting to cross.

URBAN DESIGN ELEMENT

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY

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. Where necessary and practical, the separation should include landscaping and other barriers, and walkways should pass through the interiors of blocks. Walkways that cross streets should have pavement markings and good sight distances for motorists and pedestrians.

The sidewalk extensions and proposed bulbouts will help reduce danger to pedestrians on busy streets by calming traffic and allowing for more sidewalk area. Barriers will also be installed at the corner of First and Mission to avoid encroachments on sidewalks and increase safety for pedestrians.

TRANSIT CENTER DISTRICT PLAN

OBJECTIVE 3.1

MAKE WALKING A SAFE, PLEASANT, AND CONVENIENT MEANS OF MOVING ABOUT THROUGHOUT THE DISTRICT

POLICY 3.2

Widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities and streetscape improvements.

The streets in the District, particularly key streets such as Mission Street, are generally barren of necessary streetscape infrastructure, including trees, landscaping, benches, pedestrian lighting, bicycle racks, waste receptacles, and other elements. Additional space is necessary for curbside circulation to accommodate these elements.

The proposed sidewalk extensions will allow for more room for sidewalk furniture, necessary streetscape infrastructure, and pedestrian circulation. The larger sidewalks will allow for comfortable circulation along major streets in the Transit Center in a busy pedestrian and transit oriented area.

POLICY 3.3

Facilitate pedestrian circulation by providing sidewalk widths that meet the needs of projected pedestrian volumes and provide a comfortable and safe walking environment.

Sidewalk and corner crowding can cause uncomfortable or unpleasant walking conditions: an inability to walk at a preferable speed to fit one's needs. Added sidewalk widths throughout the District will accommodate anticipated pedestrian traffic, allow for a coordinated program of streetscape amenities and improvements, as well as provide areas for sidewalk cafes and retail displays.

The enhanced sidewalk widths will provide adequate room for the increased volume of pedestrian activity adjacent to the Transit Center and major bus lines. The sidewalk widening will provide safer pedestrian conditions, especially at the corners of Mission and 1st, and Mission and Fremont.

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, demolition and replacement of the Chinese Recreation Center, 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:

The proposed 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.

This project does not propose any changes to retail or land uses. The proposed transit and pedestrian improvements would improve safety and accessibility for residents and employees of local 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 the City's housing stock. The new sidewalks will enhance the pedestrian experience and neighborhood character.

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 proposed sidewalk bulb-out at First and Mission Street and sidewalk widening will not adversely affect traffic. The Project would enhance Muni's ability to serve the neighborhood and would not result in commuter traffic impeding MUNI's transit service, overburdening the streets or altering current neighborhood parking.

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 not affect the existing economic base in this area.

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

The new sidewalk repair will enhance the public right-of-way where there are existing damaged sidewalks. The Project would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake.

7. That landmarks and historic buildings be preserved.

The proposed project has no impact to landmarks and/or historic buildings.

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 vista.

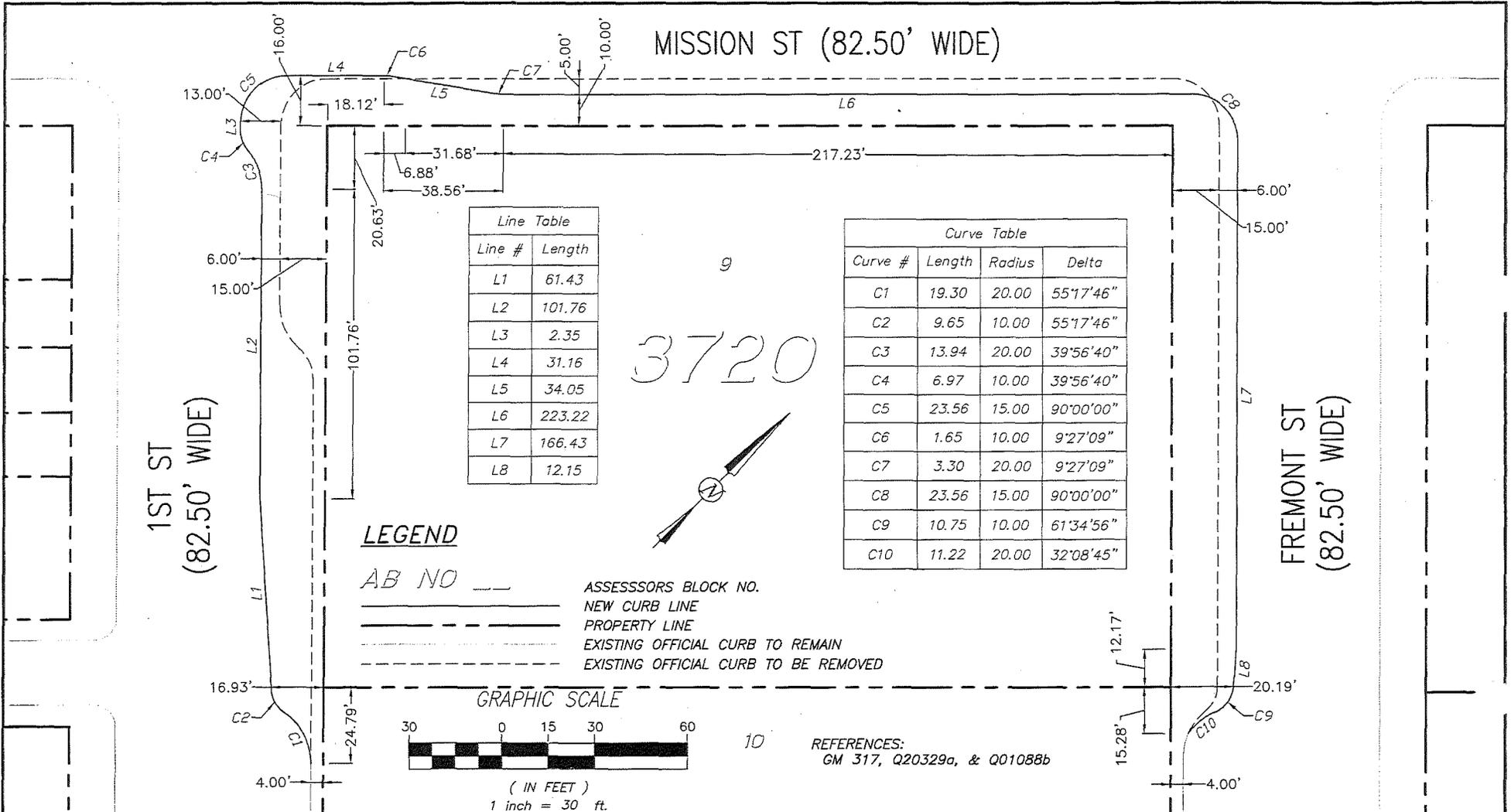
RECOMMENDATION:	Finding the Project, on balance, in-conformity with the General Plan
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GENERAL PLAN REFERRAL

CASE NO. 2016-009848GPR
101 FIRST STREET SIDEWALK WIDENING

cc: Michael Abella, Bureau of Street Use and Mapping, San Francisco Public Works

I:\Citywide\General Plan\General Plan Referrals\2016\2016-009848GPR

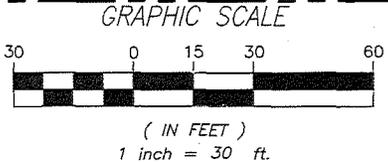


Line Table	
Line #	Length
L1	61.43
L2	101.76
L3	2.35
L4	31.16
L5	34.05
L6	223.22
L7	166.43
L8	12.15

Curve Table			
Curve #	Length	Radius	Delta
C1	19.30	20.00	55°17'46"
C2	9.65	10.00	55°17'46"
C3	13.94	20.00	39°56'40"
C4	6.97	10.00	39°56'40"
C5	23.56	15.00	90°00'00"
C6	1.65	10.00	9°27'09"
C7	3.30	20.00	9°27'09"
C8	23.56	15.00	90°00'00"
C9	10.75	10.00	61°34'56"
C10	11.22	20.00	32°08'45"

LEGEND

- AB NO --- ASSESSORS BLOCK NO.
 _____ NEW CURB LINE
 _____ PROPERTY LINE
 _____ EXISTING OFFICIAL CURB TO REMAIN
 _____ EXISTING OFFICIAL CURB TO BE REMOVED



REFERENCES:
 GM 317, Q20329a, & Q01088b



APPROVED: *Bruce R. Storrs*
 BRUCE R. STORRS
 CITY & COUNTY SURVEYOR

5/2/17
 DATE

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

OFFICIAL SIDEWALK CHANGES FRONTING AB 3720 LOT 009

FILE: Q-20-889	SHEET 1 OF 1	SCALE: 1:30	REVISION 1
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BOARD of SUPERVISORS



City Hall
Dr. Carlton B. Goodlett Place, Room 244
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Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

May 19, 2017

File No. 170554

Lisa Gibson
Acting Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On May 9, 2017, Supervisor Kim introduced the following proposed legislation:

File No. 170554

Ordinance amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalks" to change the official sidewalk width of certain locations along First Street southeast of Mission Street, along Mission Street between First and Fremont Streets, and along Fremont Street southeast of Mission Street, and creating a new sidewalk bulb-out at the east corner of First and Mission Streets; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Erica Major".

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Jeanie Poling, Environmental Planning

Print Form

Introduction Form

By a Member of the Board of Supervisors or the Mayor

RECEIVED
BOARD OF SUPERVISORS
501770 17101300

MAY 19 3:02 PM
Time stamp
or meeting date

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

- 1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amendment)
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [] inquires"
- 5. City Attorney request.
- 6. Call File No. [] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. []
- 9. Reactivate File No. []
- 10. Question(s) submitted for Mayoral Appearance before the BOS on []

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission Youth Commission Ethics Commission
- Planning Commission Building Inspection Commission

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

Sponsor(s):

Kim

Subject:

Amending Ordinance No. 1061 - Sidewalk Width Change – Southeast Corner of Mission and First Streets, First Street, and Fremont Street

The text is listed below or attached:

Attached.

Signature of Sponsoring Supervisor: 

For Clerk's Use Only: