



GENERAL PLAN REFERRAL

October 15, 2024

Case No.: 2024-008740GPR
Address: De Long Street, between Santa Cruz and San Diego Avenues
Block/Lot No.: Block 7174, various lots
Staff Contact: Amnon Ben-Pazi – (628) 652-7428
amnon.ben-pazi@sfgov.org

Recommended By:

Joshua Switzky, Deputy Director of Citywide Policy for
Rich Hillis, Director of Planning

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

Please note that a General Plan Referral is a determination regarding the project's consistency with the Eight Priority Policies of Planning Code Section 101.1 and conformity with the Objectives and Policies of the General Plan. This General Plan Referral is not a permit to commence any work or change occupancy. Permits from appropriate Departments must be secured before work is started or occupancy is changed.

Project Description

De Long Street currently is an unaccepted street between Santa Cruz and San Diego Avenues in San Francisco near the Daly City BART Station. This segment of De Long Street (the "De Long Street Segment") is not built to City standards and is considered an unaccepted street under Public Works Code Article 9, where the adjacent property owners are responsible for the maintenance and liability of the street to its centerline where the street is adjacent to their property. BART owns fee title to the land underlying this Street Segment. When establishing new or modified public streets, San Francisco follows the procedures in California Streets and Highways Code Sections 1806 (street acceptance) and 8000 et seq. (street grades) and San Francisco Administrative Code Sections 1.51 et seq. Board of Supervisors' Ordinance No. 1061 established the official sidewalk widths throughout San Francisco.

The Project ordinance would accept an offer and deed for fee title from BART for the property underlying the De Long Street Segment. It also would accept grant funds for the design and upgrade of the De Long Street Segment from BART and the San Francisco County Transportation Authority. The City would conditionally accept the De Long Street Segment for City maintenance and liability subject to Public Works completion of the upgrade of this

Street Segment to City standard. The ordinance would delegate to the Public Works Director the authority to take all steps associated with this street acceptance including dedicating the completed Street Segment to public use, designating it for street and roadway purposes, finally accepting it for City maintenance and liability, and establishing the official public right-of-way widths, sidewalk widths, and street grades along with associated official maps and drawings. In regard to sidewalk widths, the legislation would waive application of Ordinance No. 1061 entitled “Regulating the Width of Sidewalks” to allow the Public Works Director to administratively establish the sidewalk widths on the De Long Street Segment.

Environmental Review

The project was cleared under the Better Streets Plan Project Mitigated Negative Declaration, adopted 9/15/10, Case No. 2007.1238E.

General Plan Compliance and Basis for Recommendation

As described below, the proposed BART quitclaim deed conveyance for property to CCSF and the creation of a new segment of De Long Street on this property that the City will accept for maintenance and liability purposes when completed are consistent with the Eight Priority Policies of Planning Code Section 101.1 and are, on balance, in conformity with the Objectives and Policies of the General Plan.

Note: General Plan Objectives are shown in **BOLD UPPER CASE** font; Policies are in **Bold** font; staff comments are in *italic* font.

TRANSPORTATION ELEMENT

OBJECTIVE 24

DESIGN EVERY STREET IN SAN FRANCISCO FOR SAFE AND CONVENIENT WALKING

POLICY 24.1

Every surface street in San Francisco should be designed consistent with the Better Streets Plan for safe and convenient walking, including sufficient and continuous sidewalks and safe pedestrian crossings at reasonable distances to encourage access and mobility for seniors, people with disabilities and children.

The De Long Street Segment is not built to City standards and is considered an unaccepted street, where the adjacent property owners are responsible for the maintenance and liability of the street. The Project would improve the De Long Street Segment and convert it into a City street benefiting from City maintenance, enhancing safety and convenience for all users.

The existing sidewalks on the De Long Street Segment are continuous but do not meet the Better Streets minimum width of 10' for neighborhood residential street sidewalks and should therefore be considered deficient. The Project would not widen these existing sidewalks. In the future, when funding allows or the street is otherwise being reconstructed, the sidewalks should be considered for widening as feasible given right-of-way constraints per the Better Streets Plan.

Planning Code Section 101 Findings

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:

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 effect on existing neighborhood-serving retail uses.

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

The Project would have no effect on existing housing. It would enhance neighborhood character by improving the segment of De Long Street to meet City standards.

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

The Project would have no 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 improve a segment of De Long Street. It would have no effect on commuter traffic, MUNI transit service, or 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 resident employment and ownership in these sectors be enhanced;

The Project would have no effect on the City's industrial or service sectors or on future opportunities for resident employment or ownership in these sectors.

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

The Project would improve a segment of De Long Street to meet City standards, contributing to the City's preparedness to protect against injury and loss of life in an earthquake.

7. That the landmarks and historic buildings be preserved;

The Project would have no effect on the City's landmarks and 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 effect on the City's parks and open space and their access to sunlight and vistas.

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