

File No. 161310

Committee Item No. 1

Board Item No. 12

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date May 15, 2017

Board of Supervisors Meeting

Date May 23, 2017

Cmte Board

- | | | |
|-------------------------------------|-------------------------------------|----------------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Ordinance |
| <input checked="" type="checkbox"/> | <input checked="" 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 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"/> | Memorandum of Understanding (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"/> | Form 700 |
| <input type="checkbox"/> | <input type="checkbox"/> | Vacancy Notice |
| <input type="checkbox"/> | <input type="checkbox"/> | Information Sheet |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER

(Use back side if additional space is needed)

- | | | |
|-------------------------------------|-------------------------------------|-----------------------|
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | General Plan Referral |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | DPW Order No. 185510 |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Drawing Q 20.891 |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |

Completed by: V Young

Date May 12, 2017

Completed by: Alisa Somerzi 1075

Date May 14, 2017

1 [Amending Ordinance No. 1061 - Sidewalk Width Change - Intersection of Mission Street and
2 22nd Street]

3 **Ordinance amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalks"**
4 **to narrow, from 21 feet to 15 feet, the official sidewalk width along a portion of the**
5 **westerly side of Mission Street, between 23rd Street and 22nd Street, and a portion of**
6 **the easterly side of Mission Street, between 22nd Street and 21st Street, both**
7 **beginning at the intersection of Mission Street and 22nd Street; adopting the Planning**
8 **Department's determination and making additional findings under the California**
9 **Environmental Quality Act; and making findings of consistency with the General Plan,**
10 **and the eight priority policies of Planning Code, 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 *strikethrough italics Times New Roman font*.
14 **Board amendment additions** are in double-underlined Arial font.
15 **Board amendment deletions** are in ~~strikethrough 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 its letter dated September 30, 2016, determined that
21 the actions contemplated in this ordinance (the "Project") are consistent with the General Plan
22 and in conformance with the eight priority policies of Planning Code Section 101.1. A copy of
23 said letter is on file with the Clerk of the Board of Supervisors in File No. 161310 and is
24 incorporated herein by reference. The Board of Supervisors adopts as its own the findings in
25 said letter.

1
2
3
4
5
6
7
8
9
10
11
12
14
15
16
17
18
19
20
21
22
23
24
25

(b) In the above-mentioned letter, the Planning Department determined that the Project is within the scope of the project evaluated pursuant to the Transit Effectiveness Project Final Environmental Impact Report, certified on March 27, 2014, by Planning Commission Motion No. 19105, Case No. 2011.0558E ("Transit Effectiveness Project FEIR") pursuant to the California Environmental Quality Act ("CEQA," California Public Resources Code sections 21000 et seq.). The Transit Effectiveness Project FEIR is incorporated herein by reference. The Board of Supervisors further finds that no substantial changes are proposed by the Project or the circumstances under which the Project is undertaken that would cause new significant environmental effects or any increase in the severity of previously identified significant effects. The Board further finds there is no new information of substantial importance showing that the Project would have any significant effects not discussed in the Transit Effectiveness Project FEIR, or that significant effects would be substantially more severe, or that new or different mitigation measures or alternatives would substantially reduce one or more significant effects of the Project. Consequently, the Board hereby adopts the Planning Department's environmental findings in the Transit Effectiveness Project FEIR as its own for purposes of this ordinance.

(c) The Public Works Director prepared Public Works Order No. 185510, dated December 7, 2016, including sidewalk width change drawing Q-20-891, regarding the actions contemplated in this ordinance. The proposed sidewalk width change is intended to improve ADA accessibility, enhance pedestrian safety, and facilitate conversion of the existing bus bulbs into bus zone areas. A copy of said Order is on file with the Clerk of the Board of Supervisors in File No. 161310 and is incorporated herein by reference.

1 Section 2. In accordance with Public Works Order No. 185510, Board of Supervisors
2 Ordinance No. 1061, entitled "Regulating the Width of Sidewalks," a copy of which is in the
3 Clerk of the Board of Supervisors Book of General Ordinances, in effect May 11, 1910, is
4 hereby amended by adding thereto a new section to read as follows:

5
6 Section 1611.

7 (a) Changing the official sidewalk width of a portion along the easterly side of Mission Street,
8 between 21st Street to the north and 22nd Street to the south, at the intersection of Mission Street and
9 22nd Street; the proposed sidewalk reduction shall start from the southwesterly corner of AB 3615 Lot
10 016 and continue north for approximately 140 feet, and shall decrease the sidewalk width by 6 feet,
11 from a width of 21 feet to 15 feet, as shown on Department of Public Works drawing Q-20-891, a copy
12 of which is in the Clerk of the Board of Supervisors File No. 161310.

13 (b) Changing the official sidewalk width of a portion along the westerly side of Mission Street,
14 between 22nd Street to the north and 23rd Street to the south, at the intersection of Mission Street and
15 22nd Street; the proposed sidewalk reduction shall start from the northeasterly corner of AB 3636 Lot
16 001 and continue south for approximately 138 feet, and shall decrease the sidewalk width by 6 feet,
17 from a width of 21 feet to 15 feet, as shown on Department of Public Works drawing Q-20-891.

18
19 Section 3. The San Francisco Municipal Transportation Agency, as is necessary as a
20 result of this ordinance, shall make arrangements with public utility companies and City
21 departments for the relocation and/or modification of any affected public facilities. Any
22 necessary relocation, modification, or both of such facilities shall be at no cost to the City.


23
24 Section 4. Effective Date. This ordinance shall become effective 30 days after
25 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the

1 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
2 of Supervisors overrides the Mayor's veto of the ordinance.

3

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

6

7 By: 
8 Christopher T. Tom
9 Deputy City Attorney

10

n:\legana\as2016\1700055\01154878.docx

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

LEGISLATIVE DIGEST

[Amending Ordinance No. 1061 - Sidewalk Width Change - Intersection of Mission Street and 22nd Street]

Ordinance amending Ordinance No. 1061 entitled “Regulating the Width of Sidewalks” to narrow, from 21 feet to 15 feet, the official sidewalk width along a portion of the westerly side of Mission Street, between 23rd Street and 22nd Street, and a portion of the easterly side of Mission Street, between 22nd Street and 21st Street, both beginning at the intersection of Mission Street and 22nd Street; adopting the Planning Department’s determination and making additional findings 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. Currently, the sidewalk width along the westerly side of Mission Street (between 23rd Street and 22nd Street) and the easterly side of Mission Street (between 22nd Street and 21st Street) is 21 feet.

Amendments to Current Law

This legislation would amend Ordinance No. 1061 to narrow the official sidewalk width along a portion of the westerly side and a portion of the easterly side of Mission Street, beginning at the intersection of Mission Street and 22nd Street, from 21 feet to 15 feet. The Ordinance would adopt the Planning Department’s findings, make additional findings under the California Environmental Quality Act, and make findings of consistency with the General Plan and conformance with the eight priority policies of Planning Code Section 101.1. This legislation would also require the San Francisco Municipal Transportation Agency to make arrangements for any necessary relocation and/or modification of the facilities affected by the sidewalk width change.



SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral

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

Reception:
415.558.6378

Fax
415.558.6409

Planning
Information:
415.558.6377


Date: September 30, 2016
Case No. Case No. 2016-012028GPR
14/14R Mission Muni Forward Project

Block/Lot No.: Various Blocks
Project Sponsor: Felipe Robles
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Applicant: Same as Above

Staff Contact: Amnon Ben-Pazi – (415) 575-9077
amnon.ben-pazi@sfgov.org

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

Recommended
By: 
John Rahaim, Director of Planning

PROJECT DESCRIPTION

As part of the Muni bus line #14/14R Mission Muni Forward Project, the SFMTA proposes to construct corner sidewalk bulb-outs, transit bulb-outs and transit boarding islands at select intersections along Mission and Otis Streets between South Van Ness Avenue and Cesar Chavez Street. These curb line changes are coordinated with transit-only lanes and changes to intersection operations which prioritize transit on Mission and Otis streets, one of the most heavily use transit corridors in the City. The proposed improvements will provide additional space for transit riders accessing busses, reduced crossing distances for pedestrians, increase pedestrian visibility at intersections, and improved Muni service.

ENVIRONMENTAL REVIEW

This project was fully analyzed in the Transit Effectiveness Project Final Environmental Impact Report (2011.0558E) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014.

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:

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.

The project will provide additional space for people waiting for, boarding and exiting transit vehicles on one of the most heavily utilized transit corridors in the City. This will increase sidewalk space for pedestrians, thus alleviating sidewalk crowding and increasing pedestrian comfort, and will increase pedestrian safety by shortening crossing distances.

POLICY 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

The 14/14R Muni line, the main transit line using Otis and Mission Streets, connects San Francisco residential neighborhoods with downtown and other San Francisco employment centers. The project prioritizes these streets for transit vehicles by adding transit-only lanes and transit boarding facilities.

OBJECTIVE 11

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

POLICY 11.1

Maintain and improve the Transit Preferential Streets program to make transit more attractive and viable as a primary means of travel.

Mission and Otis Streets are Transit Preferential Streets as identified in Map 9 of the Transportation Element of the General Plan. The project would make transit on this corridor more attractive and viable by prioritizing transit vehicle movement and by improving customer access at transit stops.

OBJECTIVE 14

DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.3

Improve transit operation by implementing strategies that facilitate and prioritize transit vehicle movement and loading.

Transit boarding islands and transit bulb-outs at select locations will facilitate faster boarding/de-boarding of busses with less transit and traffic delay. The project also includes transit only lanes and restrictions on non-transit vehicles at select intersections, thus prioritizing transit vehicle movement.

OBJECTIVE 20

GIVE FIRST PRIORITY TO IMPROVING TRANSIT SERVICE THROUGHOUT THE CITY, PROVIDING A CONVENIENT AND EFFICIENT SYSTEM AS A PREFERABLE ALTERNATIVE TO AUTOMOBILE USE.

POLICY 20.1

Give priority to transit vehicles based on a rational classification system of transit preferential streets.

POLICY 20.3

Develop transit preferential treatments according to established guidelines.

POLICY 20.13

Create dedicated bus lanes and Bus Rapid Transit (BRT) lanes to expedite bus travel times and improve transit reliability.

Mission and Otis Streets are Transit Preferential Streets as identified in Map 9 of the Transportation Element of the General Plan. The project prioritizes transit on these streets by implementing several treatments developed as part of the Municipal Transportation Agency's Transit Effectiveness Project. The treatments implemented include dedicated bus lanes, transit islands and transit bulb-outs, and restrictions on certain vehicle movements at select intersections.

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.

Sidewalk extensions at select corners and transit stops will provide additional space to alleviate crowding of the sidewalk and provide dedicated waiting space for transit.

POLICY 23.6

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

Sidewalk extensions at select corners will reduce the total crossing distance of an intersection. Sidewalk extensions at corners also provide increased queuing area and greater corner visibility for pedestrians waiting to cross.

MARKET AND OCTAVIA AREA PLAN**OBJECTIVE 7.2**

ESTABLISH A FUNCTIONAL, ATTRACTIVE AND WELL-INTEGRATED SYSTEM OF PUBLIC STREETS AND OPEN SPACES IN THE SOMA WEST AREA TO IMPROVE THE PUBLIC REALM.

POLICY 7.2.2

Embark on a study to redesign Mission and Otis Streets from South Van Ness Avenue to Duboce Avenue.

The project includes a sidewalk bulb-out and transit island on Otis Street at South Van Ness Avenue and pedestrian bulb outs at the intersection of Otis and McCoppin Streets, thus shortening the crossing distance for pedestrians and increasing pedestrian safety at both intersections. These bulb outs should be considered for landscaping as project details are developed in order to improve the public realm. While the project is not a full redesign of Otis Street, it will result in substantial improvements to transit reliability and comfort and to pedestrian and bicycle safety.

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, constructing pedestrian bulbs, transit bulbs, and traffic circles, 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 or on neighborhood character. The existing housing and neighborhood character will be not be negatively affected

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 is specifically designed to improve Muni transit service. It will not generate additional commuter traffic.

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 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 would have 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 vistas.

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

I:\Citywide\General Plan\General Plan Referrals\2016\2016-012028GPR - 14 14R Mission Muni Forward Project.docx



Office of the City and County Surveyor
1155 Market Street, 3rd Floor
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: 185510

Recommending that the Board of Supervisors approve legislation reducing the official sidewalk width along a portion of the westerly side of Mission Street, between 23rd Street and 22nd Street, and a portion of the easterly side of Mission Street, between 22nd Street and 21st Street, both beginning at the intersection of Mission Street and 22nd Street, as shown on Department of Public Works drawing Q-20-891.

At the request of the San Francisco Municipal Transportation Agency, the City and County Surveyor and the Public Works staff performed an investigation into the reductions of the official sidewalk widths along a portion of the westerly side of Mission Street, between 23rd Street and 22nd Street, and a portion of the easterly side of Mission Street, between 22nd Street and 21st Street, as shown on the enclosed Department of Public Works drawing Q-20-891. The proposed sidewalk changes are associated with the 14/14R Mission Muni Forward Project, which includes constructing new ADA compliant curb ramps, installing new catch basins and traffic signal improvements, and converting the existing bus bulbs into bus zone areas. The goals of the proposed reductions in the official sidewalk width are to improve ADA accessibility and enhance pedestrian safety.

The proposed plan is to create ADA-compliant bus zone areas that will require reducing the width of two portions of existing sidewalk by 6 feet, from the existing 21 feet to 15 feet. The complete length of the proposed reduction along the westerly side of Mission Street, between 23rd Street and 22nd Street, is approximately 138 feet measured from the northeasterly corner of AB 3636 Lot 001. In addition, the complete length of the proposed reduction along the easterly side of Mission Street, between 22nd Street and 21st Street is approximately 140 feet measured from the southwesterly corner of AB 3615 Lot 016.

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 September 24, 2015, the Transportation Advisory Staff Committee (TASC) approved the proposed design and location of the bulb-outs.

On September 30, 2016, the 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. In addition, the Planning Department determined the actions contemplated in this order were fully analyzed in the Transit Effectiveness Project Final Environmental Impact Report (2011.0558E) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. See Planning Department Case No. 2016-012028GPR.



Public Works hereby transmits the following documents to the Board of Supervisors:

1. One (1) copy of the proposed Ordinance changing the official sidewalk width along a portion of the westerly side of Mission Street and a portion of the easterly side of Mission Street, both beginning at the intersection of Mission Street and 22nd Street, as shown on Department of Public Works drawing Q-20-891.
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.

12/7/2016

12/7/2016

X Bruce R. Storrs

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

X Mohammed Nuru

Nuru, Mohammed
Director
Signed by: Nuru, Mohammed



3636

5 4 3 2 1

6.00'
15.00'

MISSION ST
(82.50' WIDE)

138.00'

L1

Curve Table			
Curve #	Length	Radius	Delta
C1	18.85	12.00	90°00'00"
C2	18.85	12.00	90°00'00"

Line Table	
Line #	Length
L1	138.00
L2	140.00

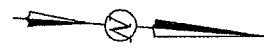
8 3616

87/203

1089

29 69

LEGEND

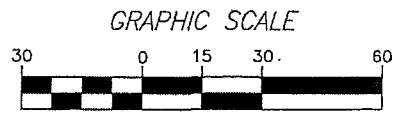
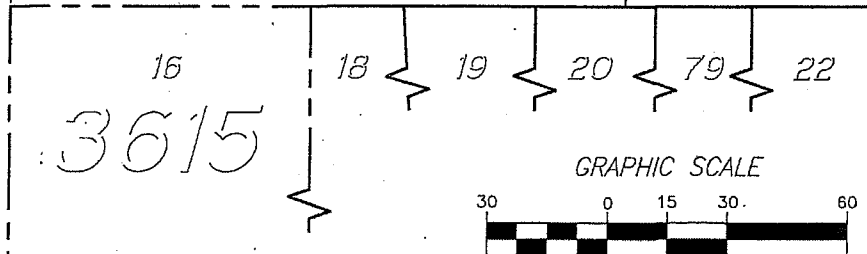
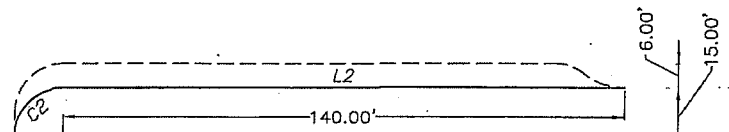


3637

AB NO

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

22ND ST
(64' WIDE)



(IN FEET)
1 inch = 30 ft.

REFERENCES: Q20485a, Q20486a, & GM 262



APPROVED:

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

11/22/16
DATE

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

OFFICIAL SIDEWALK CHANGES AT THE NORTHEASTERLY AND SOUTHWESTERLY CORNERS OF THE INTERSECTION OF MISSION STREET AND 22ND STREET, FRONTING AB 3615 LOTS 016, 018-020 AND AB 3636 LOTS 001-004

FILE: Q-20-891	SHEET 1 OF 1	SCALE: 1:30	REVISION
----------------	--------------	-------------	----------

