

File No. 191262

Committee Item No. 10

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee

Date January 15, 2020

Board of Supervisors Meeting

Date _____

Cmte Board

- Motion
- Resolution
- Ordinance
- Legislative Digest
- Budget and Legislative Analyst Report
- Youth Commission Report
- Introduction Form
- Department/Agency Cover Letter and/or Report
- MOU
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract/Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

OTHER (Use back side if additional space is needed)

- Draft CTC Resolution
- Draft Certificate of Acceptance
- Site Photos
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____

Completed by: Linda Wong

Date January 10, 2020

Completed by: Linda Wong

Date _____

1 [Real Property Acquisition - Highway Offramp Improvements and Real Property - Southwest
2 of Third Street and Meade Avenue]

3 **Ordinance authorizing the Director of Property to acquire and accept the State of**
4 **California's relinquishment of all its right, title, and interest in the sidewalk, roadway,**
5 **and other right-of-way improvements and real property comprising a portion of State**
6 **Highway Route 101 located northeast of the Bayshore Boulevard overcrossing and**
7 **southwest of the intersection of Third Street and Meade Avenue; authorizing the**
8 **placement of such sidewalk, roadway, and other right-of-way improvements and real**
9 **property, upon acquisition, under the jurisdiction of Public Works; authorizing**
10 **additional official City actions required to complete the State's relinquishment of such**
11 **sidewalk, roadway, and other right-of-way improvements and real property; waiving the**
12 **required 90-days notice of intention to relinquish set forth in State law; adopting the**
13 **Planning Department's determination that such acquisition is consistent with the**
14 **General Plan, and the eight priority policies of Planning Code, Section 101.1; and**
15 **adopting the Planning Department's determination under the California Environmental**
16 **Quality Act.**

17 **NOTE:** **Unchanged Code text and uncodified text** are in plain Arial font.
18 **Additions to Codes** are in *single-underline italics Times New Roman font*.
19 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.
20 **Board amendment additions** are in double-underlined Arial font.
21 **Board amendment deletions** are in ~~strikethrough Arial font~~.
22 **Asterisks (* * * *)** indicate the omission of unchanged Code
23 subsections or parts of tables.

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

25 Section 1. General Findings.

1 (a) The Department of Public Works (“Public Works”) and the Bayview Hill
2 Neighborhood Association have engaged in planning efforts with neighborhood residents in
3 southeast San Francisco and have collaborated to design streetscape improvements along
4 the highway offramp near the intersection of Third Street and Meade Avenue, including but
5 not limited to lighted gateway signage and right-of-way improvements and hardscaping, and
6 landscape improvements, including but not limited to an irrigation system and tree plantings.
7 The proposed streetscape and landscape improvements will be installed by Public Works and
8 are intended to demarcate and beautify a prominent physical entrance to the Bayview-Hunters
9 Point neighborhood, revitalizing a vacant lot that is currently underutilized and overgrown with
10 vegetation.

11 (b) The State of California, acting by and through its Department of Transportation
12 (“Caltrans”), exercises regulatory jurisdiction over State Highway Route 101 (“Highway 101”),
13 including a portion that Caltrans has now proposed to relinquish to the City: a portion of
14 sidewalk, roadway, and other right-of-way improvements and real property comprising a
15 portion of the highway offramp located southwest of the intersection of Third Street and
16 Meade Avenue and northeast of the Bayshore Boulevard overcrossing (the “Bayshore
17 Offramp Improvements and Property”), which is depicted in Sheets 1 and 2 of the Caltrans
18 map titled “Right of Way Relinquishment, REL. NO. 56146,” dated as of August 2019, on file
19 with the Clerk of the Board of Supervisors in File No. 191262 and incorporated herein by
20 reference. Presently, Caltrans has sole authority to approve and issue permits for activities
21 on the State highway right-of-way, and Caltrans does not issue encroachment permits to allow
22 decorative features within the boundaries of the State highway right-of-way.

23 (c) Pursuant to the Agreement for Maintenance of State Highways in the City of San
24 Francisco approved by the City and County of San Francisco (“City”) on June 10, 2009,
25 pursuant to Board of Supervisors Resolution No. 209-09, and as amended on October 27,

1 2011 ("Delegated Maintenance Agreement"), Caltrans delegated to the City certain
2 maintenance responsibilities over the State Highways located within the City's jurisdiction as
3 authorized pursuant to the California Streets and Highways Code, including maintenance of
4 signals and safety lighting that are part of the Bayshore Offramp Improvements and Property.
5 Pursuant to the Delegated Maintenance Agreement, the City currently performs certain
6 maintenance of the Bayshore Offramp Improvements and Property, and Caltrans reimburses
7 the City for such maintenance work. However, the City has not been delegated authority to
8 authorize the construction of streetscape and landscape improvements on Highway 101 under
9 the Delegated Maintenance Agreement. A copy of the Delegated Maintenance Agreement is
10 on file with the Clerk of the Board of Supervisors in File No. 090630.

11 (d) The City has adopted policies such as the Better Streets Plan, which took effect on
12 January 16, 2011 pursuant to Ordinance No. 310-10, and the City continues to implement the
13 Better Streets Plan and other efforts to revitalize neighborhoods and activate spaces along
14 streets and sidewalks throughout the City. City residents and neighborhood stakeholders
15 have expressed much interest in revitalizing and activating the right-of-ways around the
16 Bayshore Offramp Improvements and Property.

17 (e) Caltrans has now proposed to relinquish to the City, at no cost to the City and
18 without warranty, all of Caltrans' right, title, and interest in and to the Bayshore Offramp
19 Improvements and Property after the City enacts this ordinance, and following approval of the
20 relinquishment by the California Transportation Commission ("CTC") by way of a resolution.
21 The City agrees to provide Caltrans with 90 days' prior notice of any proposed changes to the
22 configuration of the two-lane roadway portion of the Third Street roadway portion of the
23 Bayshore Offramp Improvements and Property. Subject to the City's authority under the City
24 Charter, the City will endeavor to protect the continuity of the operation of Highway 101 and
25 the northbound offramp portion of the Bayshore Offramp Improvements and Property while

1 the portion of Highway 101 abutting the Bayshore Offramp Improvements and Property
2 remains in operation as a State Highway.

3 (f) A copy of the proposed California Transportation Commission ("CTC") resolution
4 ("CTC Resolution") and of the other documents required to effectuate the State's
5 relinquishment and the City's acceptance of the Bayshore Offramp Improvements and
6 Property are on file with the Clerk of the Board of Supervisors in File No. 191262. It is
7 anticipated that the CTC will consider passage of the CTC Resolution in 2020. After passage
8 of a resolution in substantial conformance with the proposed CTC Resolution, the
9 relinquishment of Caltrans' right, title, and interest in and to the Bayshore Offramp
10 Improvements and Property to the City shall become effective upon the recordation of a
11 certified copy of the approved CTC Resolution by the City Assessor-Recorder ("Effective Date
12 of Relinquishment").

13 Section 2. Environmental and General Plan Findings.

14 (a) The Planning Department has determined that the actions contemplated in this
15 ordinance qualify for a categorical exemption under the California Environmental Quality Act
16 (California Public Resources Code Sections 21000 et seq.). Said determination is on file with
17 the Clerk of the Board of Supervisors in File No. 191262 and is incorporated herein by
18 reference. The Board of Supervisors adopts this determination as its own.

19 (b) In the above-referenced determination on file with the Clerk of the Board of
20 Supervisors in File No. 191262, the Planning Department also determined that the actions
21 contemplated in this ordinance are consistent, on balance, with the City's General Plan and
22 eight priority policies of Planning Code Section 101.1. The Board adopts this determination
23 as its own.

24 Section 3. Authorizing Director of Property to Accept the Bayshore Offramp
25 Improvements and Property.

1 (a) Caltrans has offered to relinquish, without warranty, all of its right, title, and interest
2 in and to the Bayshore Offramp Improvements and Property to the City.

3 (b) In DPW Order No. _____, which is on file with the Clerk of the Board of
4 Supervisors in File No. _____ and is incorporated by reference herein, Public Works
5 has recommended that the Board of Supervisors authorize the Director of Property to accept
6 the Bayshore Offramp Improvements and Property and place the Bayshore Offramp
7 Improvements and Property under the jurisdiction of Public Works.

8 (c) In addition, in DPW Order No. _____, Public Works has recommended that the
9 Board of Supervisors approve any amendments to the Delegated Maintenance Agreement
10 contemplated or required to conform to this ordinance and the approved CTC Resolution.

11 (d) In DPW Order No. _____, Public Works has also recommended that the Board of
12 Supervisors authorize waiver of the requirement that Caltrans provide the City 90-days' notice
13 regarding the relinquishment of the Bayshore Offramp Improvements and Property pursuant
14 to California Streets and Highways Code Section 73.

15 (e) The Board of Supervisors hereby accepts and approves Public Works'
16 recommendation in DPW Order No. _____ and authorizes: (1) waiver of the requirement that
17 Caltrans provide the City 90-days' notice regarding the relinquishment of the Bayshore
18 Offramp Improvements and Property pursuant to California Streets and Highways Code
19 Section 73, (2) the Director of Property to accept all of Caltrans' right, title, and interest in and
20 to the Bayshore Offramp Improvements and Property upon the CTC's approval of a resolution
21 in substantial conformance with the proposed CTC Resolution, (3) the Director of Property to
22 place the Bayshore Offramp Improvements and Property under the jurisdiction of Public
23 Works upon the Effective Date of Relinquishment, and (4) the Director of Public Works to
24 amend the Delegated Maintenance Agreement, as may be contemplated or required, to
25 conform with this ordinance upon the Effective Date of Relinquishment.

1 Section 4. Additional Requested Official Actions.

2 (a) In accordance with the recommendation of the Director of Public Works and the
3 Director of Property, the Board of Supervisors hereby authorizes the Director of Property to
4 accept all of Caltrans' right, title, and interest in and to the Bayshore Offramp Improvements
5 and Property and to enter into any agreements, such as but not limited to easement
6 agreements, and agree to any waivers and indemnities of the State of California that are
7 determined to be appropriate by the Director of Property in consultation with the City
8 Attorney's Office in a form approved by the City Attorney's Office.

9 (b) Upon acquisition of the Bayshore Offramp Improvements and Property, the Board
10 of Supervisors dedicates the Bayshore Offramp Improvements and Property for public use,
11 designates these areas for street and roadway purposes, and authorizes the placement of the
12 Bayshore Offramp Improvements and Property under Public Works' jurisdiction. After the City
13 acquires the Bayshore Offramp Improvements and Property, the City shall become
14 responsible for liability, maintenance, and repair of the Bayshore Offramp Improvements and
15 Property.

16 (c) After the City acquires the Bayshore Offramp Improvements and Property, the City
17 will provide Caltrans with 90 days' prior notice of any proposed changes to the configuration of
18 the two-lane roadway portion of the Bayshore Offramp Improvements and Property. Subject
19 to the City's authority under the City Charter, the City will endeavor to protect the continuity of
20 the operation of Highway 101 and the northbound offramp portion of the Bayshore Offramp
21 Improvements and Property while the portion of Highway 101 abutting the Bayshore Offramp
22 Improvements and Property remains in operation as a State Highway.

23 (d) Upon enactment of this ordinance, the Clerk of the Board of Supervisors shall send
24 four certified copies of this ordinance to Caltrans at an address to be provided by the Director
25 of Public Works.

1 (e) Upon the CTC's approval of a resolution in substantial conformance with the
2 proposed CTC Resolution, the Director of Property, on behalf of the City, is hereby authorized
3 to and shall accept and have recorded by the County Clerk, or shall agree to Caltrans' request
4 for the County Clerk's recordation of, a certified copy of the resolution approved by the CTC
5 and one or more relinquishment maps for the relinquishment of all of Caltrans' right, title, and
6 interest in and to the Bayshore Offramp Improvements and Property to the City.

7 (f) Furthermore, upon the CTC's approval of a resolution in substantial conformance
8 with the proposed CTC Resolution, the Director of Property, on behalf of the City, is hereby
9 authorized to take any and all steps (including, but not limited to the execution and delivery of
10 any and all deeds, leases, certificates, notices, consents, instructions, and documents) as the
11 Director of Property, in consultation with the City Attorney's Office, deems necessary or
12 appropriate to complete the relinquishment of all of Caltrans' right, title, and interest in and to
13 the Bayshore Offramp Improvements and Property to the City.

14 (g) Within 30 days of the Effective Date of Relinquishment, a copy of the recorded
15 CTC resolution shall be delivered to the Clerk of the Board of Supervisors.

16 Section 5. Effective Date. This ordinance shall become effective 30 days after
17 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
18 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
19 of Supervisors overrides the Mayor's veto of the ordinance.
20

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

23 By: 
24 CHRISTOPHER T. TOM
Deputy City Attorney

25 n:\leganas2019\2000131\01412246.docx

LEGISLATIVE DIGEST

[Real Property Acquisition - Highway Offramp Improvements and Real Property - Southwest of Third Street and Meade Avenue]

Ordinance authorizing the Director of Property to acquire and accept the State of California's relinquishment of all its right, title, and interest in the sidewalk, roadway, and other right-of-way improvements and real property comprising a portion of State Highway Route 101 located northeast of the Bayshore Boulevard overcrossing and southwest of the intersection of Third Street and Meade Avenue; authorizing the placement of such sidewalk, roadway, and other right-of-way improvements and real property, upon acquisition, under the jurisdiction of Public Works; authorizing additional official City actions required to complete the State's relinquishment of such sidewalk, roadway, and other right-of-way improvements and real property; waiving the required 90-days notice of intention to relinquish set forth in State law; adopting the Planning Department's determination that such acquisition is consistent with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting the Planning Department's determination under the California Environmental Quality Act.

Existing Law

The State of California, acting by and through its Department of Transportation ("Caltrans"), currently exercises regulatory jurisdiction over State Highway Route 101 including a portion that Caltrans has now proposed to relinquish to the City: a portion of sidewalk, roadway, and other right-of-way improvements and real property comprising a portion of the highway offramp located southwest of the intersection of Third Street and Meade Avenue and northeast of the Bayshore Boulevard overcrossing (the "Bayshore Offramp Improvements and Property"). Presently, Caltrans has sole authority to approve and issue permits for activities on State highway right-of-way, and Caltrans does not issue encroachment permits to allow decorative features within the boundaries of the State highway right-of-way.

Amendments to Current Law

Caltrans has informed the City that Caltrans wishes to relinquish to the City, at no cost to the City and without warranty, all of Caltrans' right, title, and interest in and to the Bayshore Offramp Improvements and Property. This ordinance is the first of multiple steps required to effectuate the relinquishment of the Bayshore Offramp Improvements and Property from Caltrans to the City pursuant to California Streets and Highways Code Section 73. This ordinance would authorize the Director of Property to acquire and accept the State of California's relinquishment of all its right, title, and interest in and to the Bayshore Offramp Improvements and Property.

In addition, the ordinance would: (1) waive the required 90-days' notice of intention to relinquish set forth in California Streets and Highways Code Section 73; (2) authorize the the Director of Property to accept all of Caltrans' right, title, and interest in and to the Bayshore Offramp Improvements and Property upon the CTC's approval of a resolution in substantial conformance with the proposed CTC Resolution, (3) authorize the Director of Property to place the Bayshore Offramp Improvements and Property, upon acquisition by the City, under the jurisdiction of the Department of Public Works; (4) authorize Director of Public Works to amend the Delegated Maintenance Agreement, as may be contemplated or required to conform with this ordinance; (5) authorize additional official City actions required to complete the relinquishment of the Bayshore Offramp Improvements and Property, dedicate the Bayshore Offramp Improvements and Property to public use for street and roadway purposes, and provide Caltrans with 90 days' prior notice of any proposed changes to the configuration of the two-lane roadway portion of the Bayshore Offramp Improvements and Property; (6) adopt the Planning Department's determination that such acquisition is consistent with the General Plan and the eight priority policies of Planning Code, Section 101.1; and (7) adopt the Planning Department's determination under the California Environmental Quality Act.

To complete the relinquishment of the Bayshore Offramp Improvements and Property, after the enactment of this ordinance, the California Transportation Commission ("CTC") would need to adopt a resolution authorizing the relinquishment of the Bayshore Offramp Improvements and Property (currently a portion of State Highway Right-of-Way) consistent with this ordinance. The relinquishment of the Bayshore Offramp Improvements and Property would become effective only upon the recordation of a certified copy of the approved CTC resolution authorizing the relinquishment of the Bayshore Offramp Improvements and Property. The CTC resolution would be recorded along with a certificate of acceptance executed by the City's Director of Property.

Background Information

San Francisco Public Works and the Bayview Hill Neighborhood Association have engaged in planning efforts with neighborhood residents in southeast San Francisco and have collaborated to design streetscape improvements, including but not limited to lighted gateway signage and right-of-way improvements and hardscaping, and landscape improvements, including but not limited to an irrigation system and tree plantings. The proposed streetscape and landscape improvements will be installed by Public Works and are intended to demarcate and beautify a prominent physical entrance to the Bayview-Hunters Point neighborhood, revitalizing a vacant lot that is currently underutilized and overgrown with vegetation.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-7211
FAX (510) 622-5460
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

August 21, 2019

File: 04-SF-101-PM 0.7
Relinquishment No. 56146

Mr. Mohammed Nuru
Director, Public Works Department
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place, Room 348
San Francisco, CA 94102

Dear Mr. Nuru:

California Department of Transportation (Caltrans) wishes to relinquish a portion of 3rd Street to the City and County of San Francisco, as shown on the attached relinquishment maps. Please review the proposed relinquishment.

If the relinquishment is acceptable to the City and County of San Francisco, please provide either:

- I) A resolution from the City and County Board of Supervisors agreeing to accept the relinquishment in their current environmental condition and setting, including, but not limited to, the presence of hazardous materials as described in the Initial Site Assessment Memorandum. The City and County of San Francisco has received and reviewed a copy of the above-referenced Initial Site Assessment Memorandum. Upon recordation of the CTC's Resolution of Relinquishment in the County Recorder's Office, Caltrans will not be responsible for any present or future remediation of said hazardous materials. In addition, to save time, Caltrans would prefer the resolution include a waiver of the 90-day notice of "Intention to Relinquish" requirement, or
- II) A letter of acceptance, to include similar language as in I) above, and preferably containing a waiver of the 90-day notice of "Intention to Relinquish" requirement, signed by the City and County personnel authorized/delegated by the City and County Board of Supervisors to accept the relinquishment.

Caltrans is planning to include this relinquishment in the December 2019 California Transportation Commission Meeting agenda. For convenience, the City and County may respond to this offer by filling out the enclosed form. Please return the signed form or the

Mr. Mohammad Nuru
August 21, 2019
Page 2

City and County resolution by October 8, 2019. If you have any questions, please call Moaid Laymoun of my staff at (510) 286-5110 or email at moaid.laymoun@dot.ca.gov.

Sincerely,



AL B. LEE
Regional Project Manager
Division of Project Management - San Francisco County

Attachments: Relinquishment No. 56146
Relinquishment 56146_Plat_2019-08-20
ISA for REL-56146

c: MLaymoun, Project Manager – San Francisco County
AZhong, Relinquishment Coordinator – Right of Way Engineering

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
OAKLAND, CA 94612
P. O. BOX 23660
OAKLAND, CA 94623-0660

04-SF-101-PM 0.7
RELINQUISHMENT No. 56146

ATTN: AL B. LEE

The City and County of San Francisco has reviewed your offer to accept that portion of State right of way to be relinquished per letter dated August 21, 2019 and the relinquishment maps.

Please Check One:

- Yes, we are willing to accept the Relinquishment in their current environmental condition and setting, including, but not limited to, the presence of hazardous materials as described in the Initial Site Assessment Memorandum. The City and County of San Francisco has received and reviewed a copy of the above-referenced Initial Site Assessment Memorandum. Upon recordation of the CTC's Resolution of Relinquishment in the County Recorder's Office, Caltrans will not be responsible for any present or future remediation of said hazardous materials. Please proceed with preparing the final submittal.

- No, we are not interested in accepting the Relinquishment.
(Please list your reasons why)

Please Check One:

- Yes, we agree to waive the ninety (90) days' notice of "Intention to Relinquish" requirement contained in Section 73 of the Streets and Highways Code.

- No, we do not agree to waive the 90-day notice of "Intention to Relinquish" requirement contained in Section 73 of the Streets and Highway Code.

As the _____ for the City and County of _____
and having the authority to act on behalf of the City and County Board of Supervisors,
I attest to the above checked items.

BY: _____

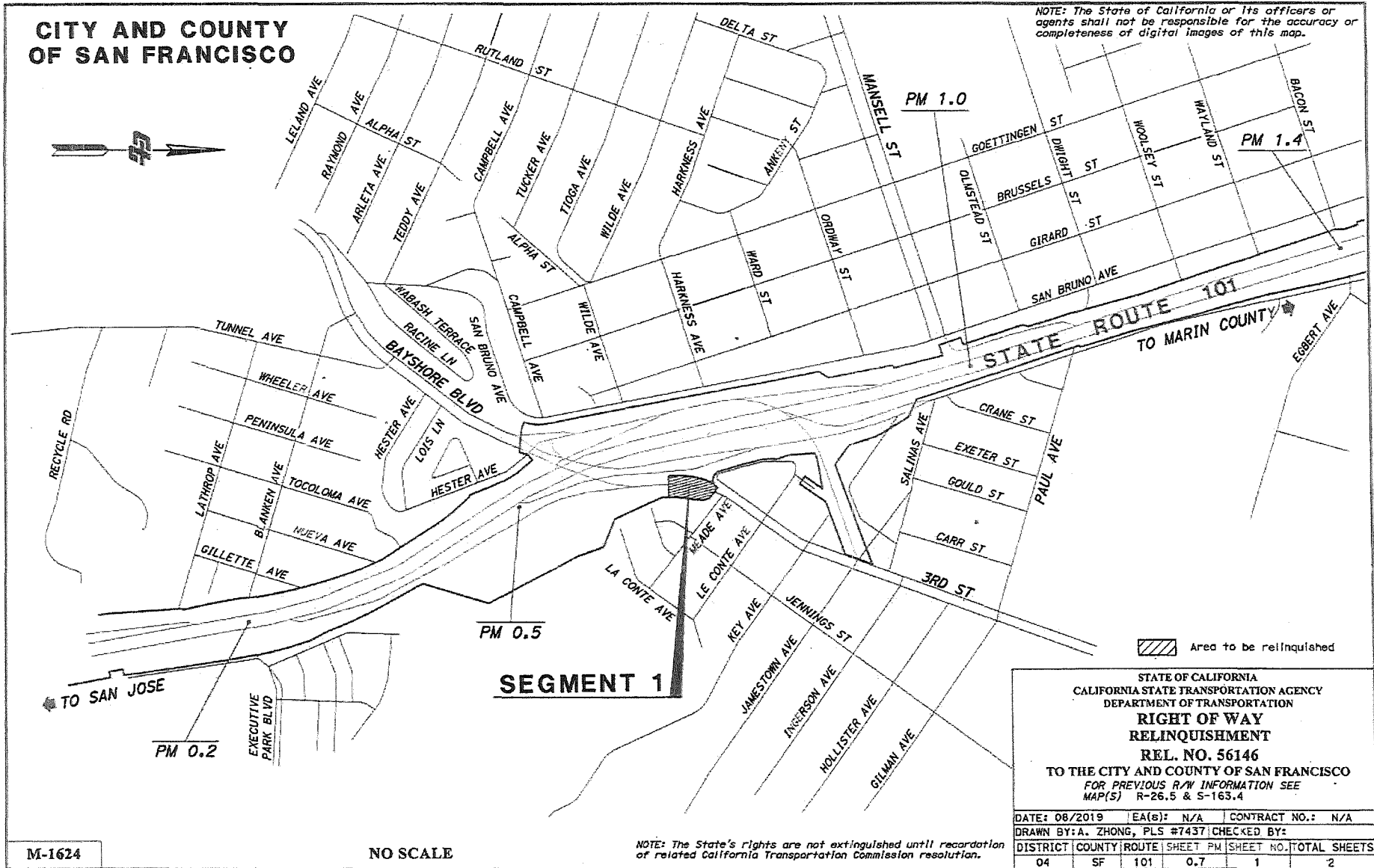
TITLE: _____

DATE: _____

CITY AND COUNTY OF SAN FRANCISCO



NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



Area to be relinquished

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
RELINQUISHMENT**

REL. NO. 56146
TO THE CITY AND COUNTY OF SAN FRANCISCO
FOR PREVIOUS R/W INFORMATION SEE
MAP(S) R-26.5 & S-163.4

DATE: 08/2019	EA(S): N/A	CONTRACT NO.: N/A
DRAWN BY: A. ZHONG, PLS #7437 CHECKED BY:		
DISTRICT: 04	COUNTY: SF	ROUTE: 101
SHEET: 0.7	SHEET NO.: 1	TOTAL SHEETS: 2

M-1624

NO SCALE

NOTE: The State's rights are not extinguished until recordation of related California Transportation Commission resolution.

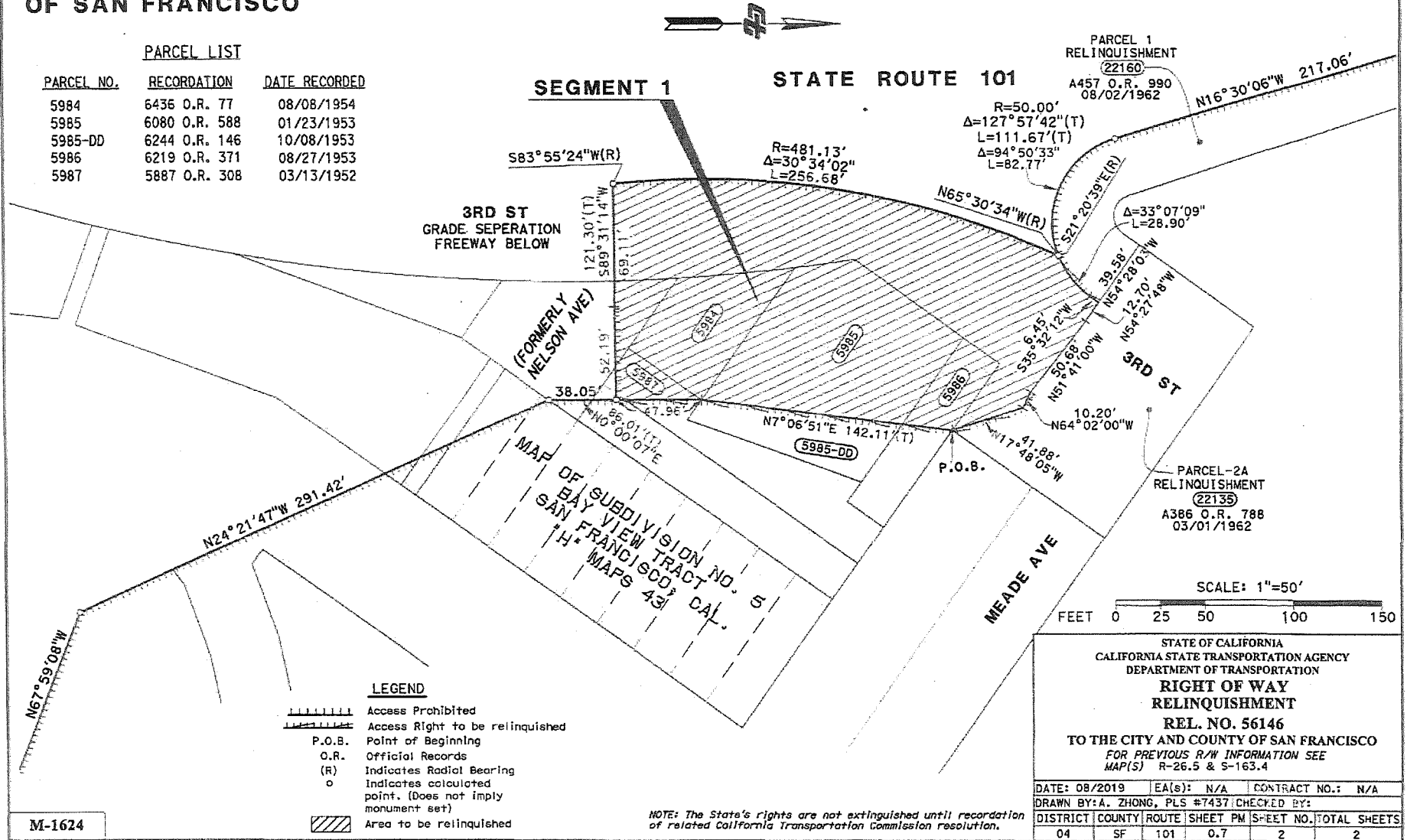
PROJECT ID: 0416000263

CITY AND COUNTY OF SAN FRANCISCO

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

PARCEL LIST

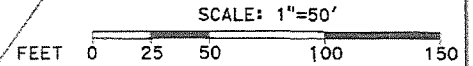
PARCEL NO.	RECORDATION	DATE RECORDED
5984	6436 O.R. 77	08/08/1954
5985	6080 O.R. 588	01/23/1953
5985-DD	6244 O.R. 146	10/08/1953
5986	6219 O.R. 371	08/27/1953
5987	5887 O.R. 308	03/13/1952



LEGEND

- Access Prohibited
- Access Right to be relinquished
- P.O.B. Point of Beginning
- O.R. Official Records
- (R) Indicates Radial Bearing
- o Indicates calculated point. (Does not imply monument set)
- Area to be relinquished

NOTE: The State's rights are not extinguished until recordation of related California Transportation Commission resolution.

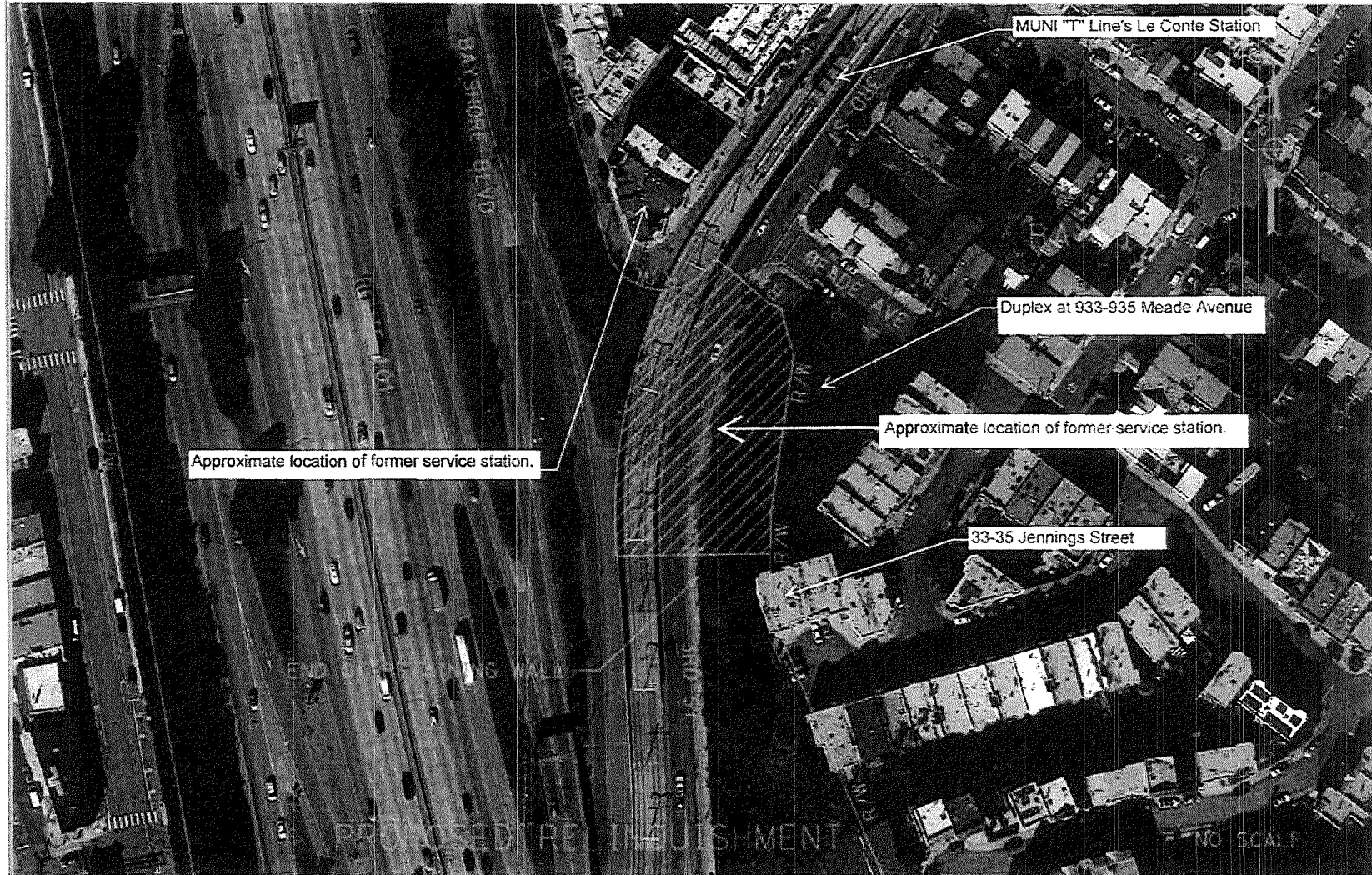


STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
 RELINQUISHMENT**
REL. NO. 56146
TO THE CITY AND COUNTY OF SAN FRANCISCO
 FOR PREVIOUS R/W INFORMATION SEE
 MAP(S) R-26.5 & S-163.4

DATE: 08/2019	EA(S): N/A	CONTRACT NO.: N/A
DRAWN BY: A. ZHONG, PLS #7437/CHECKED BY:		
DISTRICT	COUNTY	ROUTE SHEET PM
04	SF	101 0.7
SHEET NO.		TOTAL SHEETS
2		2

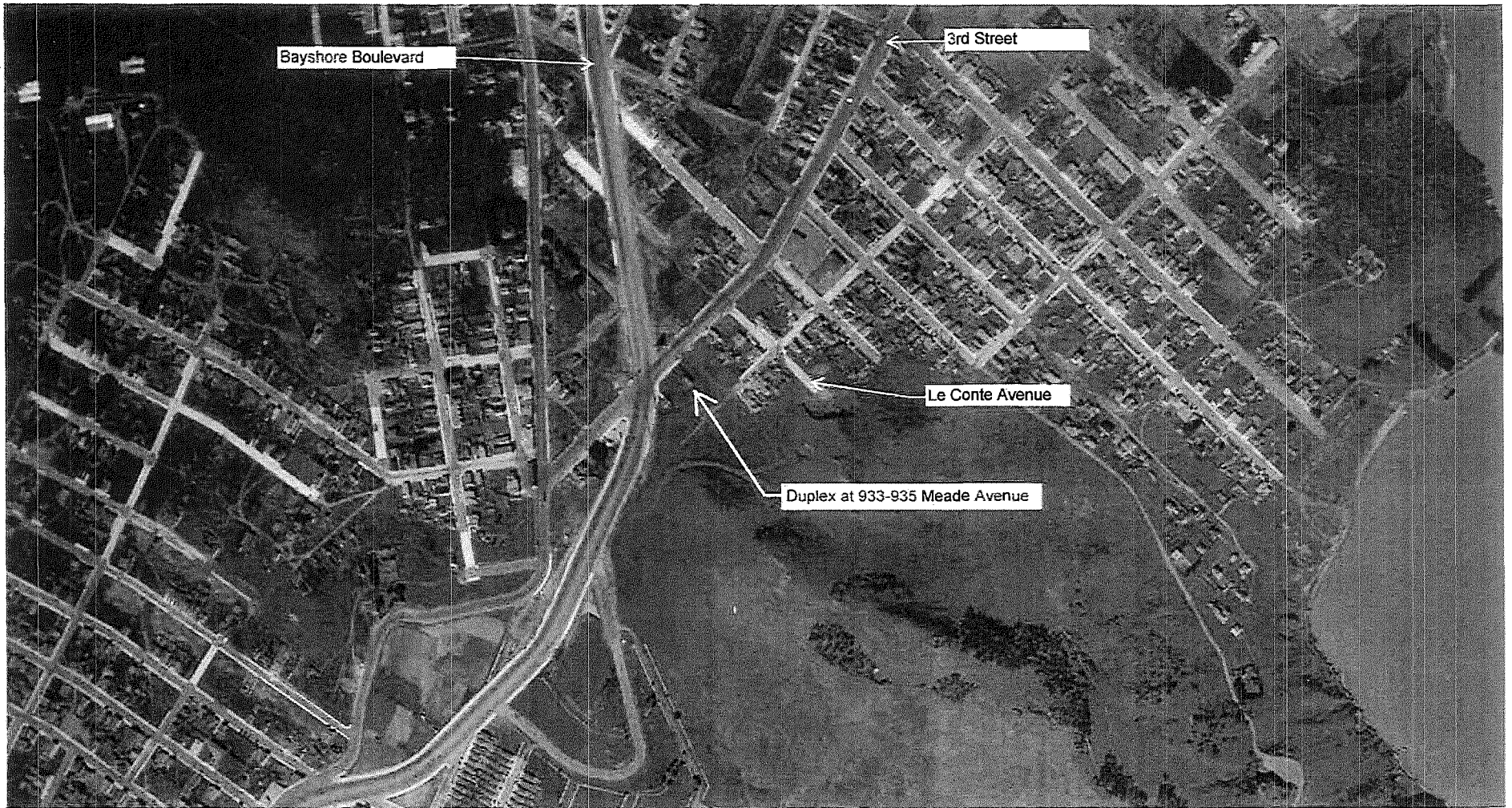
M-1624

PROJECT ID: 041600263



Description: Aerial Photo with Limits of the Proposed Relinquishment Area (Crosshatched Area)
Source: San Francisco Public Works
Prepared by: P. Altherr
Date Prepared: 6/4/2019

Attachment 1
Caltrans Relinquishment Area
SF Route 101 PM 0.65
San Francisco, CA 94134



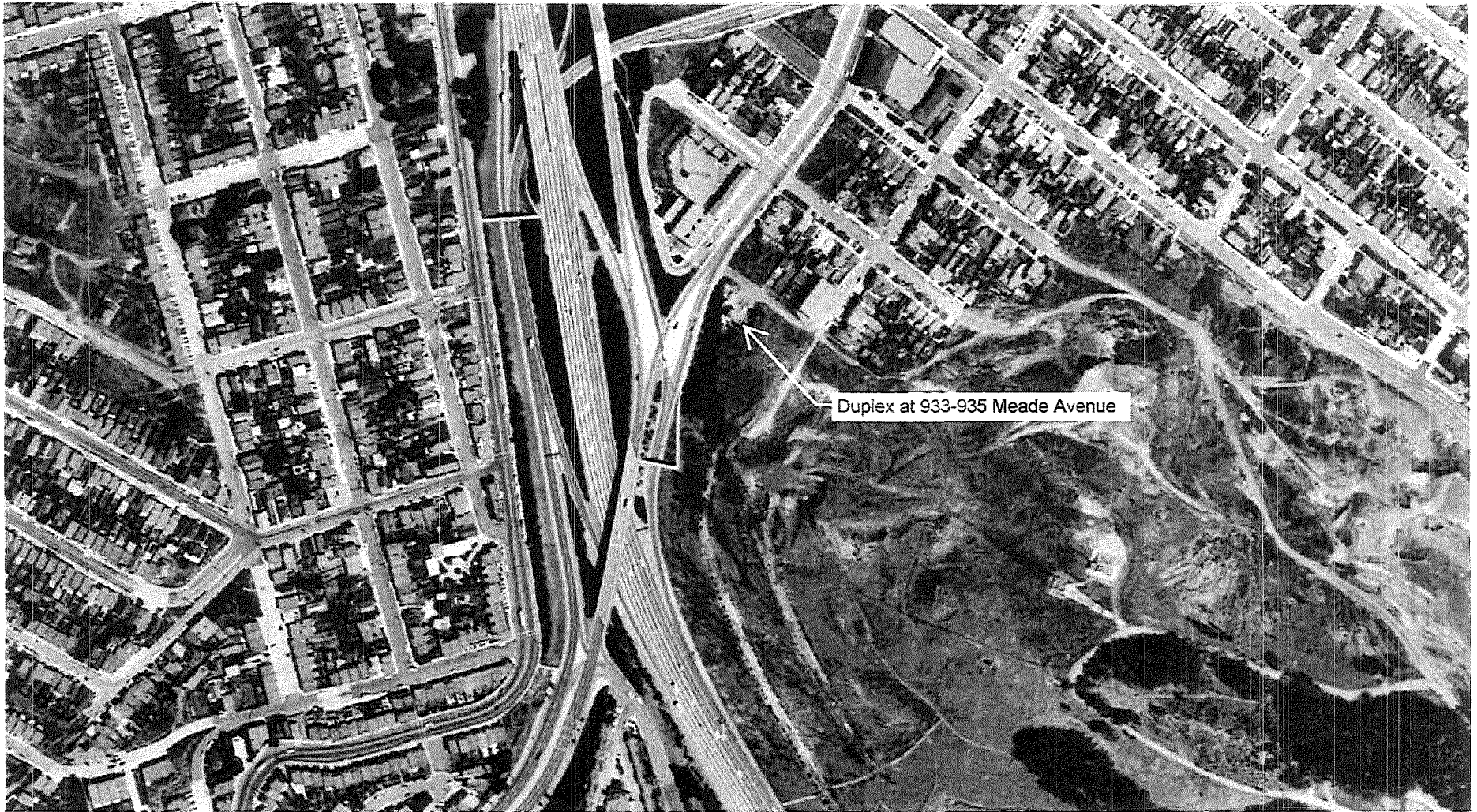
Historic Aerial Photo: Flight C_888 Frame 7 dated February 28, 1930
Source: http://mi.library.ucsb.edu/ap_indexes/FrameFinder/
Prepared by: P. Altherr
Date Prepared: 5/29/2019

Attachment 2
Caltrans Relinquishment Area
SF Route 101 PM 0.65
San Francisco, CA 94134



Historic Aerial Photo: Flight C_6660 Frame 74 dated March 22, 1941
Source: http://mil.library.ucsb.edu/sp_indexes/FrameFinder/
Prepared by: P. Altherr
Date Prepared: 5/29/2019

Attachment 3
Caltrans Relinquishment Area
SF Route 101 PM 0.65
San Francisco, CA 94134



Historic Aerial Photo: Flight CAS-65-130 Frame 1-80 dated April 30, 1965
Source: http://mil.library.ucsb.edu/ap_indexes/FrameFinder/
Prepared by: P. Altherr
Date Prepared: 5/29/2019

Attachment 4
Caltrans Relinquishment Area
SF Route 101 PM 0.65
San Francisco, CA 94134



Description: CTIP Aerial Photo with Right of Way Record Map R26.5 originally dated April 26, 1967
 Source: <http://sv04gis.ct.dot.ca.gov/d4row/recordsgeoportal.html>
 Prepared by: P. Altherr
 Date Prepared: 6/4/2019

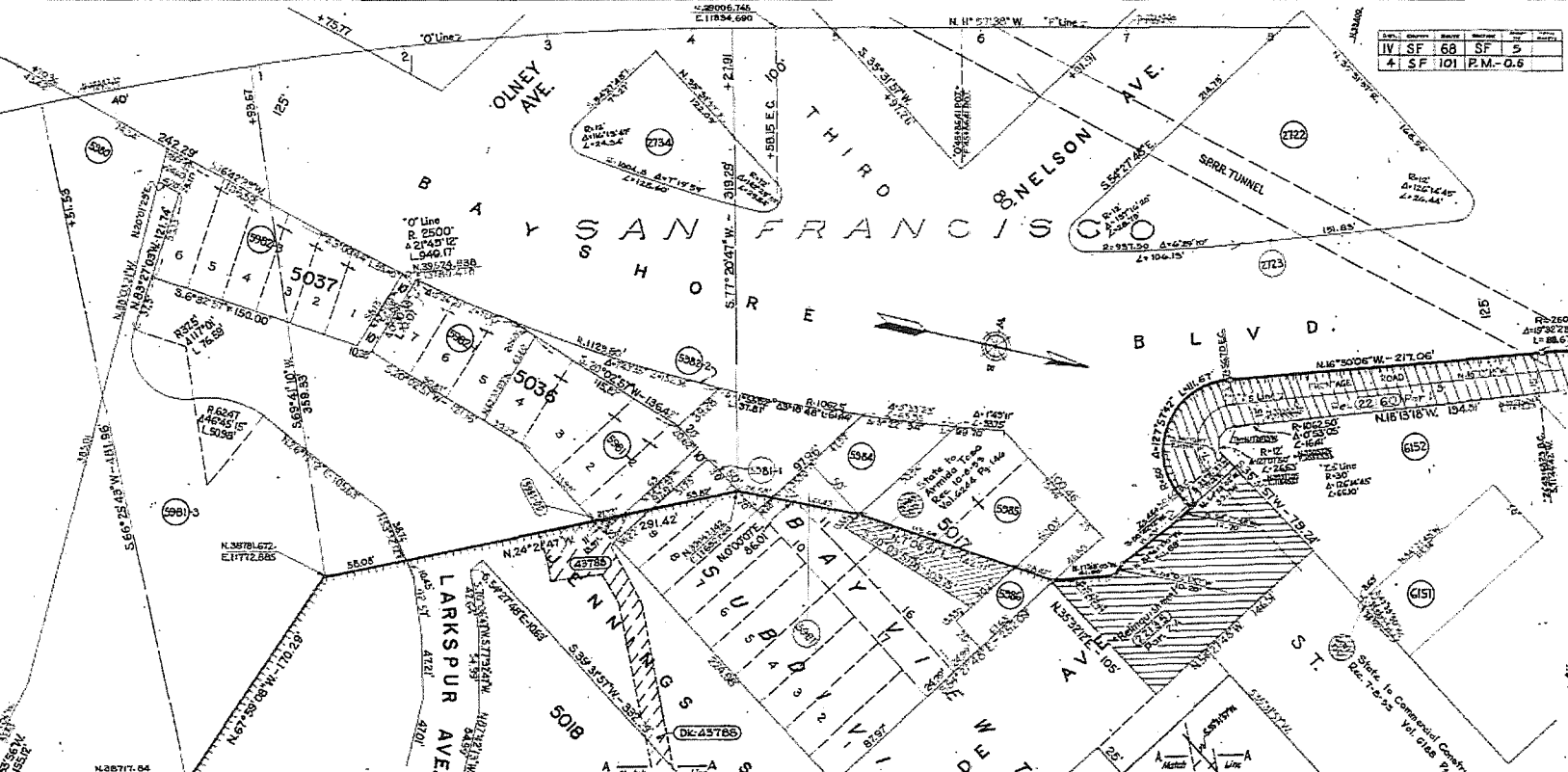
Attachment 5
 Caltrans Relinquishment Area
 SF Route 101 PM 0.65
 San Francisco, CA 94134

See R-26.6

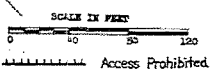
REVISION	DATE
Added 5387-00	4-1-10
Amended 5388	6-29-10
Revised oil cloth	5-29-10
Conformed to R-26.6	8-20-10

See R-26.4

See R-26.8



No.	Grantor	Area - Sq Ft	Total	R/W	Intersect	Title	Type	Recordation	Remarks	
						Refer	Deed	Date	Book	Page
2722	San Francisco	24350	24350	0	0	648254	F	7-30-50	2218	240
2723	City & County of S.F. Deed 24517	7246	7246	0	0	648254	F	8-29-50	8452	234
2724	William D. Deane et al	114254				648254	F	12-11-50	16331	511
5240	City of San Francisco	716	716	0	0	157323	F	10-2-41	5224	214
5241	City of San Francisco	2584	2584	0	0	157323	F	10-2-41	5224	214
5242	City of San Francisco	47201	47201	0	0	157323	F	10-2-41	5224	214
5243	City of San Francisco	5740	5740	0	0	157323	F	10-2-41	5224	214
5244	City of San Francisco	232	232	0	0	157323	F	10-2-41	5224	214
5245	City of San Francisco	1627	1627	0	0	157323	F	10-2-41	5224	214
5246	City of San Francisco	342	342	0	0	157323	F	10-2-41	5224	214
5247	City of San Francisco	1127	1127	0	0	157323	F	10-2-41	5224	214
5248	City of San Francisco	1326	1326	0	0	157323	F	10-2-41	5224	214
5249	City of San Francisco	853	853	0	0	157323	F	10-2-41	5224	214
5250	City of San Francisco	142	142	0	0	157323	F	10-2-41	5224	214
22160	State to City & Co. of S.F.					638254	Rel.	8-26-24	4571	590
22161	City of San Francisco					638254	Rel.	8-26-24	4571	590
22162	City of San Francisco					638254	Rel.	8-26-24	4571	590
43704	Alexander M. Wilson, et al					638254	Rel.	2-1-10	1846	518
43705	State to Monte & Le Conte, Inc.					638254	Rel.	7-5-10	1774	635



Attachment 6
RIGHT-OF-WAY RECORD MAP

R-26.5

R26000

Memorandum

*Making Conservation
a California Way of Life.*

To: RAY BOYER
DISTRICT BRANCH CHIEF
OFFICE OF ENVIRONMENTAL ENGINEERING

Date: June 18, 2019

File: SF 101 PM 0.7
REL-56146

From: PETER ALTHERR, P.E.
TRANSPORTATION ENGINEER/ CIVIL
HAZARDOUS WASTE BRANCH B

Subject: **ISA Update: Portion of 3rd Street at Bayshore Boulevard in San Francisco**

This memo presents the results of a limited initial site assessment (ISA) of known or potential hazardous-waste-related concerns pertaining to the relinquishment of a portion of right of way referred to as REL-56146. REL-56146 is presently part of 3rd Street located northeast of Route 101 at postmile 0.7, just north of the Bayshore Boulevard Overcrossing, in the city and county of San Francisco. See Attachment 1 for the site location map.

The American Society for Testing and Materials (ASTM)'s Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process was established to define good commercial and customary practice in the United States for conducting an environmental site assessment of a parcel of commercial real estate with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and petroleum products (ASTM, 2000).

The purpose of this ISA is to document an evaluation of Caltrans' records such as site-investigation reports and right-of-way record maps and other reasonably-ascertainable and practically-reviewable records to support the relinquishment of state right of way. This ISA is not meant to fully comply with all the requirements within ASTM's "Standard Practice for Environmental Site Assessments: Phase I Site Assessment Process." For example, this ISA did not include a physical site inspection; interviews with local government officials, or a review of public records at the city and county of San Francisco.

The objective of ASTM's Phase I environmental site assessment process is to identify recognized environmental conditions. ASTM defines a recognized environmental condition (REC) to mean the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property (ASTM, 2000). The term REC includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies (ASTM, 2000).

Site Description

Relinquishment REL-56146 (Site) consists of approximately 0.88 acres of existing State right of way that includes a portion of 3rd Street between Meade Avenue and the Bayshore Boulevard Overcrossing in San Francisco. At this location, 3rd Street consists of a paved 2-lane local city street which is configured for one-way (northbound) traffic.

The Site also includes a portion of San Francisco Municipal Transportation Agency (SFMTA)'s municipal public transit railway known as MUNI. MUNI's "T" line run parallel to and west of 3rd Street at this location.

The eastern portion of the site is landscaped with grasses and shrubs interspersed with a few Eucalyptus trees.

The elevation of the center of the site is approximately 141 feet above mean sea level.

Adjacent Parcels

Caltrans right of way borders the western side and southern side of the Site and 3rd Street forms the northern boundary. MUNI's "Le Conte" station is located along 3rd Street, to the north of the Site, between Le Conte Avenue and Meade Avenue.

The following San Francisco Assessor Parcel Numbers (APN)s are adjacent to the eastern edge of the Site:

- APN 5017015 located at 933-935 Meade Avenue [Flat or Duplex];
- APN 4991249 located at 33 Jennings Ct. [Condominium];
- APN 4991250 located at 35 Jennings Ct. [Condominium].

The adjacent parcels on Jennings Court and Meade Avenue all appear to be condominiums, flats, or duplexes; i.e., used for residential purposes.

Site History

Aerial photograph Flight C-888 Frame 7 dated February 28, 1930 shows Bayshore Boulevard and two structures located on the south side of 3rd Street between Bayshore Boulevard and Le Conte Avenue. Both structures appear to be residential dwellings. The northern most structure is possibly the structure presently located at 933-935 Meade Avenue. Note that in 1930 Meade Avenue has not yet been constructed. Bay View Hill to the southeast has not yet been developed, but a borrow pit appears to be located at the eastern end of Le Conte Avenue. See Attachment 2.

Aerial photograph Flight C-6660 Frame 74 dated March 22, 1941 shows additional development at the at-grade intersection of 3rd Street and Bayshore Boulevard. Two new structures have been constructed at this intersection. One Y-shaped structure was constructed in the northern corner of the intersection and one rectangular structure was constructed in the eastern corner; both two new structures can be interpreted as a potential service station. The western corner of this

intersection appears undeveloped except for two billboards. The southern corner of this intersection may or may not be paved. The borrow pit at the end of Le Conte Avenue has been noticeably expanded. The top of the slope on the east side of the Site has not yet been developed but does have a dirt road extending westward from the intersection of Meade Avenue and Jennings Street up to the top of the west side of Bay View Hill. A radio tower and building have been constructed to the east of the site near the top of Bay View Hill. See Attachment 3.

Right of Way Record Map R-26.5 shows that Caltrans acquired Parcel No. 2734, a 7734 square-foot parcel formerly located in the southern corner of the intersection of 3rd Street and Bayshore Boulevard, on December 11, 1951. The grantor of Parcel No. 2734 was the Union Oil Company of California. See Attachment 5 and 6.

Right of Way Record Map R-26.5 shows Parcel No. 6152 located at the northern corner of the intersection of 3rd Street and Bayshore Boulevard. The grantor of Parcel No. 6152 is shown to be Standard Oil Company. This property is interpreted to be San Francisco Assessor Parcel Number 5476014 located at 6690 3rd Street and is located just north of the Site. See Attachment 5 and 6.

Right of Way Record Map R-26.5 shows that Caltrans acquired most of the right of way for the Site; i.e., Parcels 5984, 5985, 5986, and 5987; between March of 1952 and August of 1953. See Attachment 6.

Aerial photograph Flight CAS-65-130 Frame 1-80 dated May 11, 1965 shows a 6-lane freeway in place where Route 101 is today. There is a 3-lane-wide overcrossing for 3rd Street and an off ramp from northbound 101 which splits to provide access to northbound 3rd Street and northbound Bayshore Boulevard. There appears to be a pedestrian overcrossing over the 3rd Street offramp to northbound 3rd Street. Neither of the two suspected service stations are still in place. The top of the slope on the east side of the Site has not yet been developed. See Attachment 4.

Caltrans bridge records indicate that the Bayshore Boulevard Overcrossing (Bridge No. 34-0103) was originally built in 1970, but the aerial photograph from 1965 indicates that the freeway had already been built and was open to traffic in 1965.

Current Site Use

The western portion of the Site is presently part of a commuter rail line; i.e., MUNI's "T" line. The center portion of the Site is a part of 3rd Street and the offramp from northbound Route 101 to northbound 3rd Street. The western portion of the site is a vegetated/landscaped area next to the street/offramp. See Attachment 5.

Hazardous Liquid Pipelines and Gas Pipelines

The National Pipeline Mapping System (NPMS) public data viewer does not show any gas transmission pipelines or hazardous liquid pipelines within or adjacent to The Site (NPMS, 2019). The nearest gas-transmission pipeline runs along the western side of Route 101 between Bayshore Boulevard and Paul Avenue in San Francisco.

Geology

The Site appears to be predominantly located within an area mapped as containing porcelaneous or siliceous mudstone/shale and chert (USGS, 1997). The geologic unit is described as chert and metachert of the Franciscan assemblage. The Site, however, lies near the junction of four different mapped geologic units and may also lie partially within Quaternary deposits that include colluvium between surficial deposits and hillside materials and mapped colluvium.

Mineral Hazard Database Review

The site is not located within a geologic unit known to contain naturally-occurring asbestos.

There are no known gas wells, oil wells, or seeps mapped within or adjacent to the Site.

Aerially Deposited Lead

Tetraethyl lead was first added to gasoline, as an anti-knock additive, in the early 1920s. This gasoline additive reduced engine knock and improved engine performance. Not all of the lead (Pb) in the gasoline, however, remained within the engine. Approximately 75% of the Pb was discharged out the exhaust pipe in tiny particles that settled on and along California's highways (US EPA, 1986 p. 1-16).

The Pb that was discharged from motor vehicles and that accumulated in roadside soil is referred to as aerially-deposited lead (ADL). The use of "regular" leaded gasoline peaked in the mid-1970s. Starting January 1, 1992, Section 2253.4 "Lead in Gasoline," of the California Code of Regulations stated that no person shall sell or offer for sale a consumer gasoline additive containing lead unless the additive container bears a legend that the use of the additive in passenger cars is unlawful. Starting in January 1, 1994, California banned the sale or supply of gasoline produced with the use of any lead additive or which contained more than 0.050 gram of Pb per gallon of gasoline (CARB, 2014). The use of lead additives in gasoline in rest of the United States, however, continued until January 1, 1996 when the Clean Air Act banned the use of leaded fuel for any on-road motor vehicle.

Caltrans' Hazardous Materials Data Viewer does not indicate that there are any site-investigation reports at or near the Site. The following paragraph provides a general overview of ADL concentrations observed in soil next to highways and freeways located within the Bay Area.

Individual Pb concentrations in homogenized 15-cm-tall core samples of surface soil adjacent to Bay Area highways have been observed to range from non-detectable to about 10,000 mg/kg. Caltrans evaluated the ADL data from 142 site investigations for highway-improvement projects from within the Bay Area. Average concentrations of ADL in homogenized 15-cm-tall core samples of surface soil adjacent to major highways in the Bay Area range from 6 to 3,269 mg/kg (Caltrans, 2018). These 142 reports included 251 estimated-average ADL concentrations; the average of these estimated-average ADL concentrations was 242 mg/kg and the 95th percentile was 787 mg/kg (Caltrans, 2018).

Caltrans is permitted to reuse lead-contaminated soil in new freeway embankments provided that the use of this soil meets the criteria in the "Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils" (Soil Management Agreement). In accordance with the Soil Management Agreement, Caltrans surveys where ADL-contaminated soil is buried and displays these burial locations on the D4 Hazardous Materials Data Viewer. This data viewer does not indicate that lead-contaminated soil was buried under or near the Site.

While the data viewer does not show that ADL-contaminated soil was buried at this location under a soil-management agreement, lead-contaminated soil may still exist on or underneath the site due to the historic use of the site by motor vehicles. ADL-contaminated soil may also have been placed at the site before Caltrans began tracking the placement of lead-contaminated soil.

Thermoplastic and Painted Traffic Stripe and Pavement Markings

Traffic stripes are applied to the surface of the roadway to facilitate the safe and efficient movement of motor vehicles. White and yellow traffic stripes and pavement markings consist of either paint or thermoplastic, or a combination of both. Lead chromate (PbCrO_4) was used in the past for the yellow pigment for both types of yellow traffic striping (YTS).

On November 22, 1994 a memorandum of understanding was published between Caltrans and the California Air Resources Board (CARB) which established the phase-out of the use of C.I. Pigment Yellow 83 (lead-chromate) in traffic striping over concerns that lead and hexavalent chromium were being released into the environment throughout the service life of the traffic stripe. While the use of C.I. Pigment Yellow 83 was discontinued in waterborne painted YTS; the use of this pigment in thermoplastic YTS continued until 2004 when suitable alternatives became available to Caltrans.

Caltrans 2015 Standard Specification (SP) 14-11.12 applies to the removal of YTS that contains hazardous substances at a concentration that would result in the waste grindings being characterized as a hazardous waste. SP 14-11.12 specifies that the contractor use a vacuum equipped with a high-efficiency-particulate-air (HEPA) filter concurrently with the removal operations, or other equally effective approved methods for collection of the residue. The HEPA-filter-equipped vacuum ensures that YTS is removed without releasing potentially hazardous waste into the roadside environment.

SP 14-11.12 also requires that the contractor immediately contain the waste grindings as they are generated. Most contractors use a 55-gallon steel drum for storing YTS waste grindings. The drums of waste material are then sampled by the contractor and tested for waste characterization. Caltrans District 4 Construction, Environmental Engineering Support Branch, maintains files of these test results.

The chromium (Cr) and lead (Pb) concentrations in YTS waste grindings collected throughout District 4 from 2003 to 2006 ranged as follows: ($26 \leq \text{Cr} \leq 4,800$ mg/kg) and ($68 \leq \text{Pb} \leq 44,344$ mg/kg). The 95% upper confidence limit (UCL) of the arithmetic mean of samples obtained from drums of waste traffic stripe grindings in District 4 during this period was 1,125 mg/kg for Cr and 4,205 mg/kg for Pb. This data demonstrates that most YTS waste grindings generated in District 4 during this period had to be characterized as a California-hazardous waste.

Based upon Google's Street View imagery, YTS is present within the proposed relinquishment area.

Chemically-Treated Wood

Wood products such as sign posts are commonly treated with chemical preservatives to protect the wood from insects, microorganisms, fungi, and other environmental conditions that can cause wood decay. Since treated wood contains elevated concentrations of hazardous chemicals, once these wood products are removed from service they must be managed under the alternative management standards developed by the California Department of Toxic Substances Control (DTSC). The alternative management standards for treated wood waste are codified in Title 22 of the California Code of Regulations, Division 4.5, Chapter 34, §66261.9.5.

Based upon Google Earth Street-View imagery, wooden sign post(s) may be included within the area to be relinquished.

GeoTracker and Envirostor Database Review

The Regional Water Quality Control Board's GeoTracker database and the DTSC's Envirostor database were reviewed to identify *known* hazardous waste sites that may have impacted the Site.

The closest leaking underground storage tank site to the proposed relinquishment area is the San Francisco Fire Department (SFFD) Station No. 44 located at 1298 Girard Street. Station No. 44 is located approximately 680 feet southwest of the Site.

SFFD Station No. 44 is known as San Francisco County LOP Case No. 11040. The status of Case No. 11040 is shown on GeoTracker as "Completed- Case Closed as of January 27, 2000.

I am of the opinion that none of the sites mapped on the GeoTracker or Envirostor data viewers are close enough to have the potential to adversely impact the Site.

Groundwater Monitoring Wells

The Office of Environmental Engineering maintains a GIS database of groundwater monitoring wells installed by Caltrans District 4 for monitoring contamination in groundwater. This data viewer does not show any monitoring wells on or adjacent to this Site.

Findings

The following recognized environmental conditions are known or suspected to occur at or adjacent to the site:

- 1) Surface soil on the Site may contain lead in excess of concentrations found in deep, undisturbed, Bay Area soil due to the historic use of the site by motor vehicles and due to the likely presence of a former fuel service station;
- 2) Aerial imagery indicates that a former gasoline service station may have been located on Caltrans parcel No. 5985; i.e., within or adjacent to the Site;

- 3) Aerial imagery and Caltrans Right-of-Way Record Map R-26.5 suggest that a former Standard Oil Company service station was located adjacent to the site on parcel No. 6152;
- 4) Caltrans Right-of-Way Record Map R-26.5 indicates that a former Union Oil Company service station was probably located within 100 feet of the site on parcel No. 2734.

Attachment(s)

- (1) Draft map of proposed relinquishment area.
- (2) Aerial Photo 1939
- (3) Aerial Photo 1958
- (4) Aerial Photo 1965
- (5) CTrip aerial photo with ROW Record Map R26.5
- (6) Right of Way Record Map R26.5

PMA/PMA

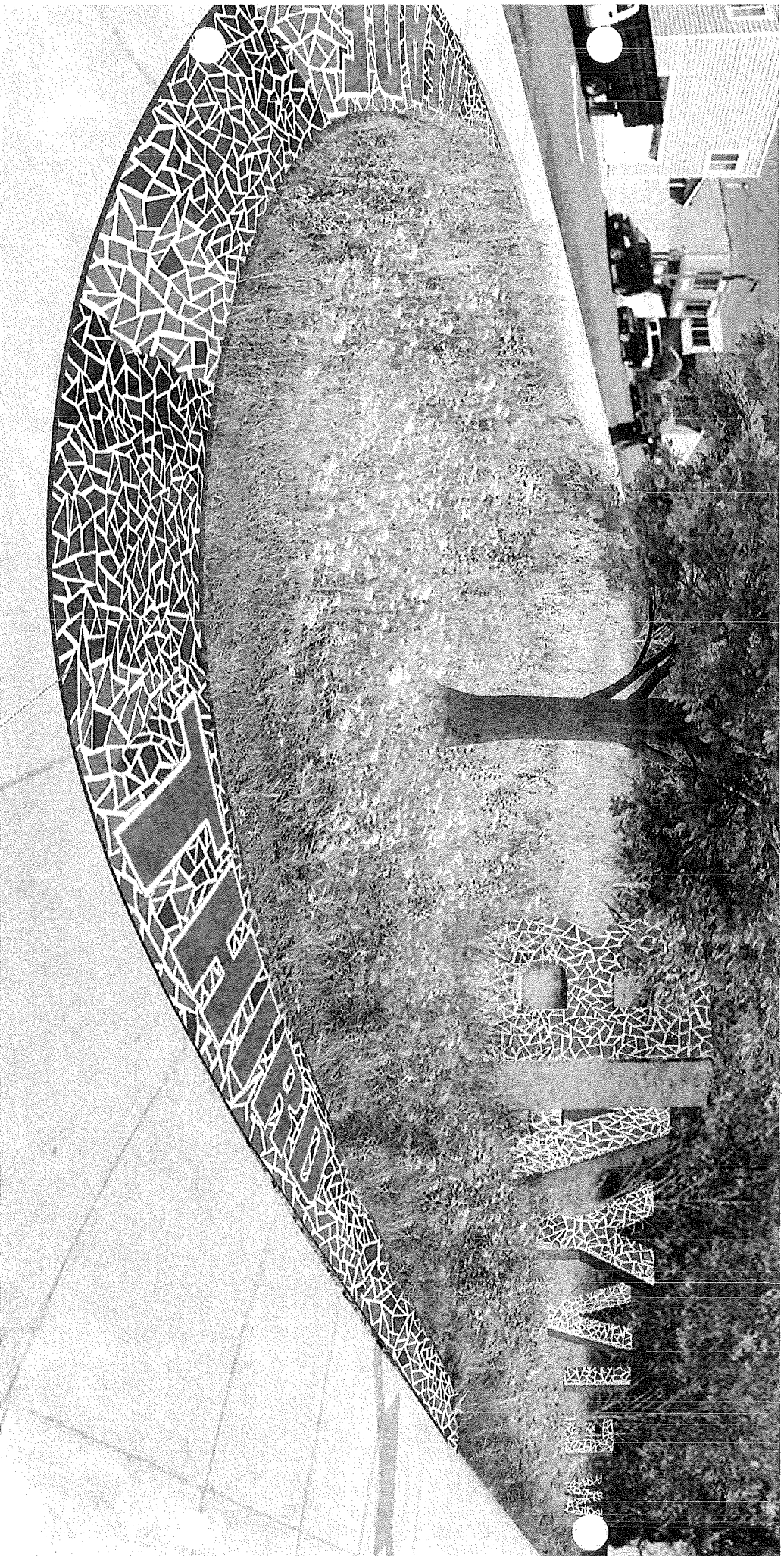
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NT VIEW MEADE AND 3RD



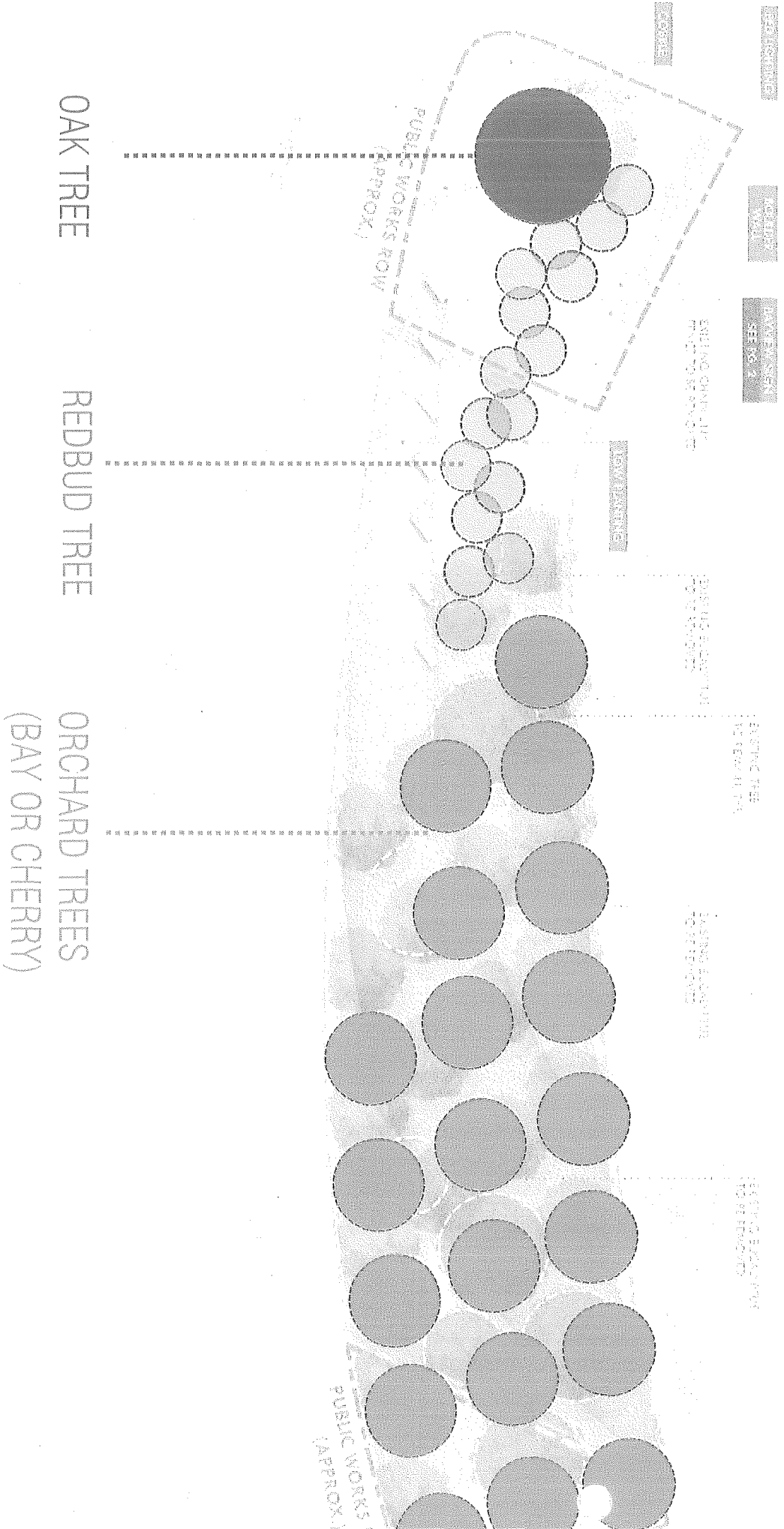
CONCEPT: ACTIVATING THE EDGE



MOSAIC BY LOCAL ART

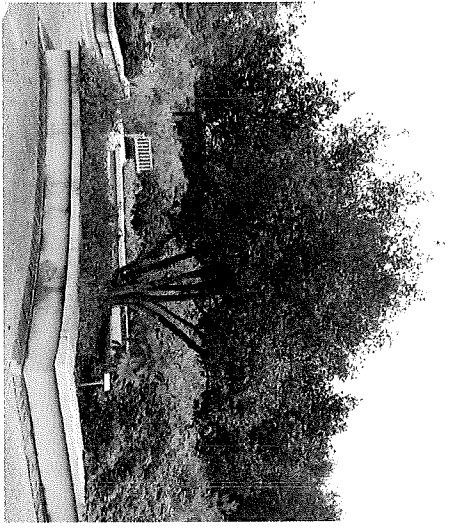
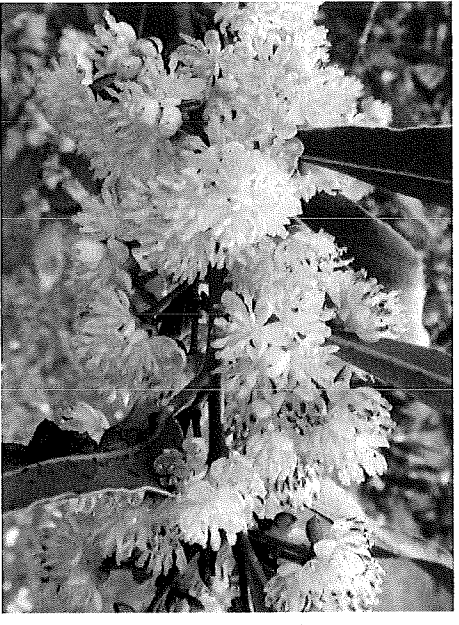
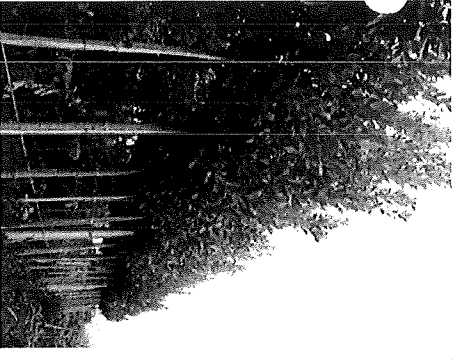
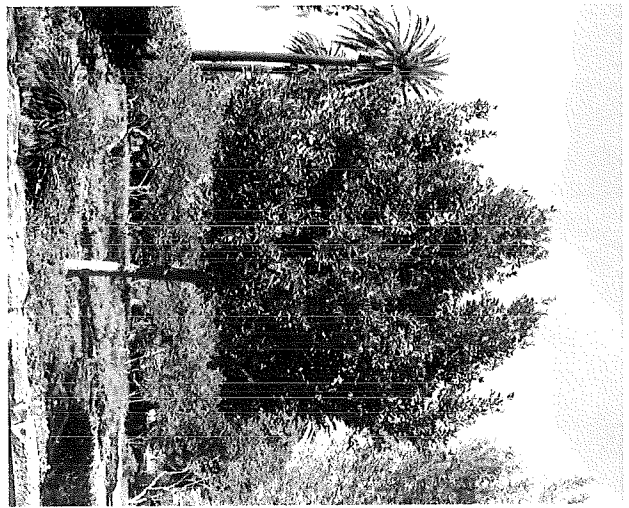
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) TREE PLAN



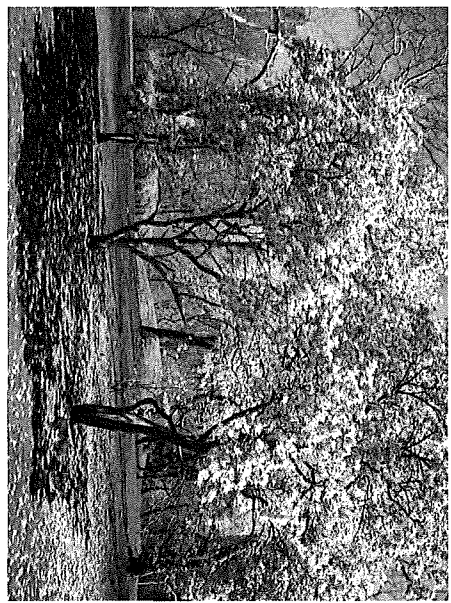
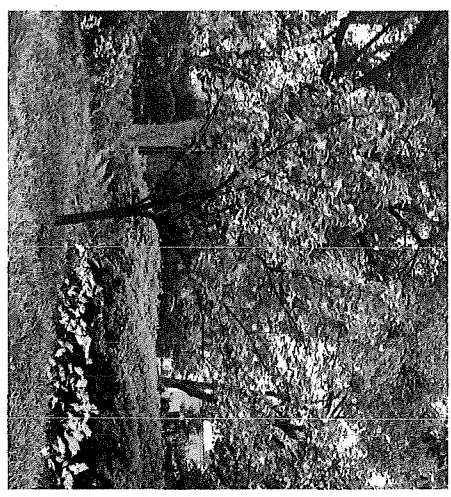
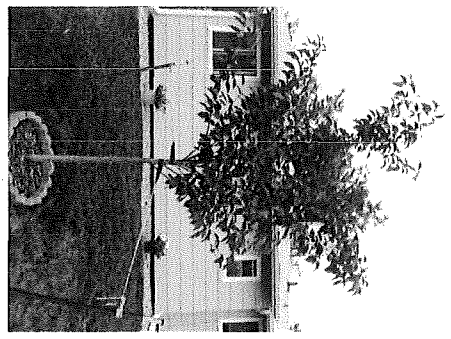
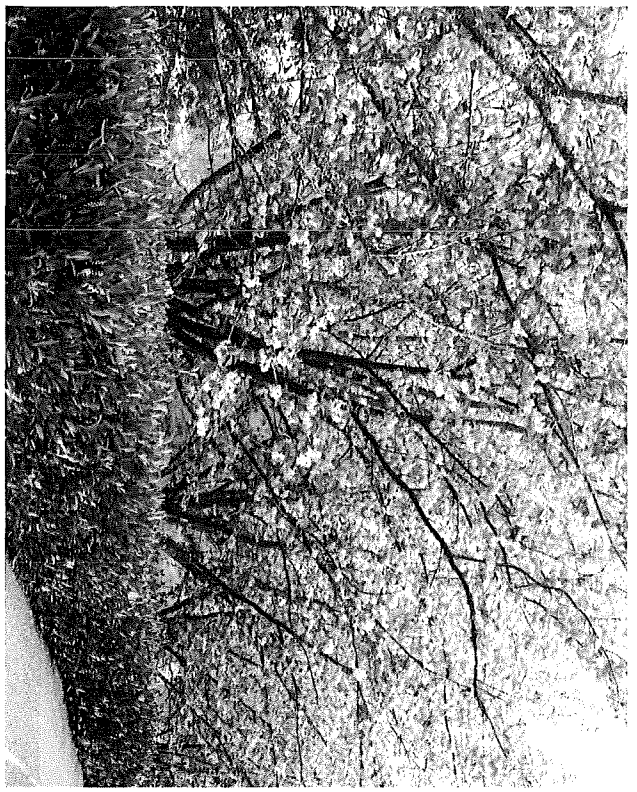
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SWEET BAY TREE



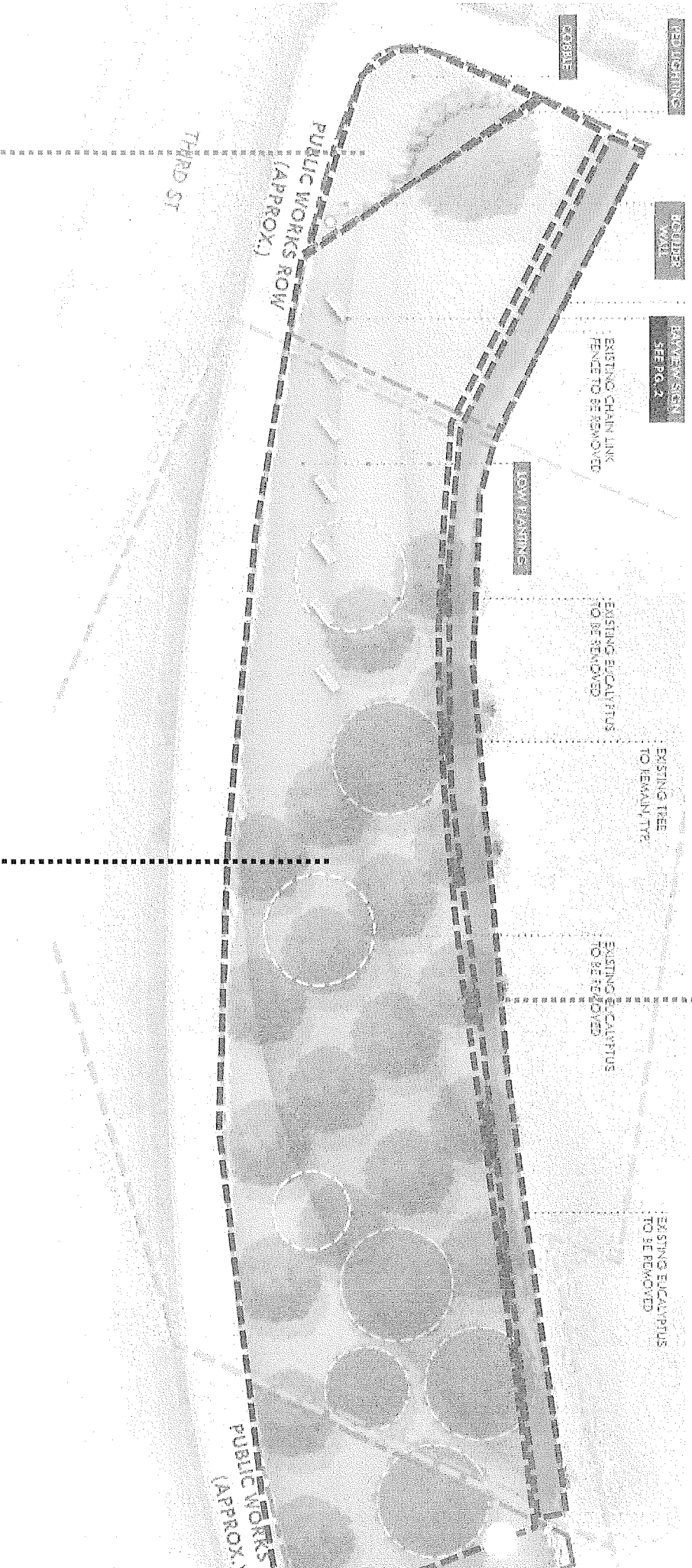
TREES – OPTION 2

PRUNUS SERRULATA 'KWANZAN'
KWANZAN CHERRY



ZONE PLAN

SHRUB SCREEN PLANTING



ACCENT PLANTING

MEADOW PLANTING

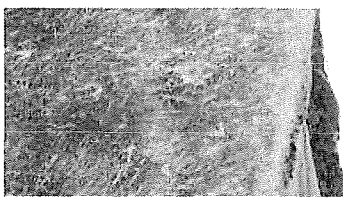
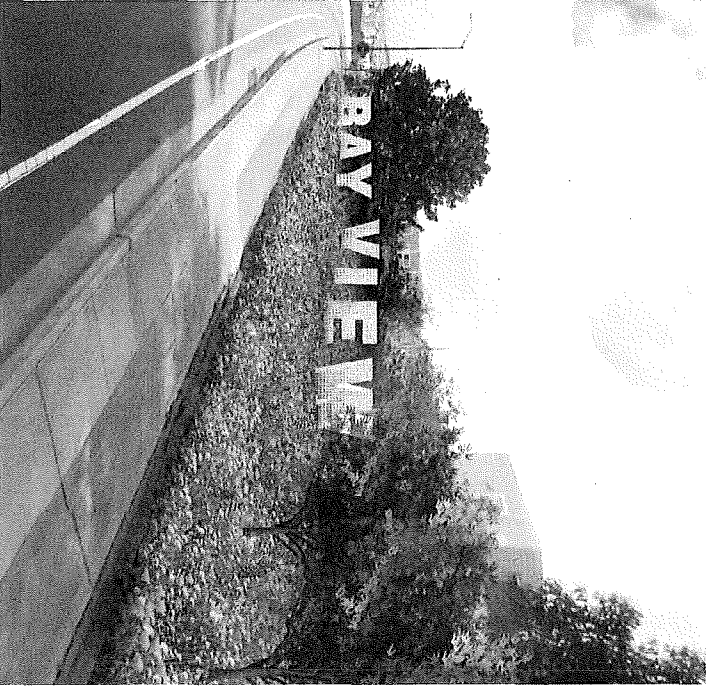
MEADOW PLANTING: MEADOW PLANTING

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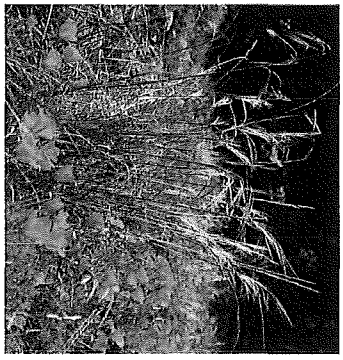
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- MINIMAL MAINTENANCE, NO IRRIGATION

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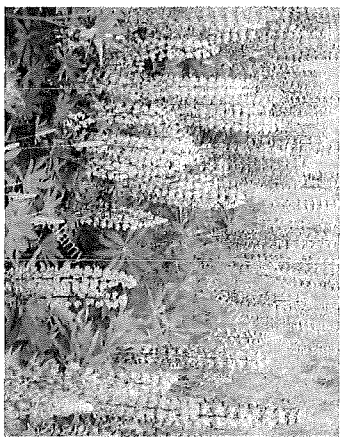
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- SEEDING, MAY NOT TAKE



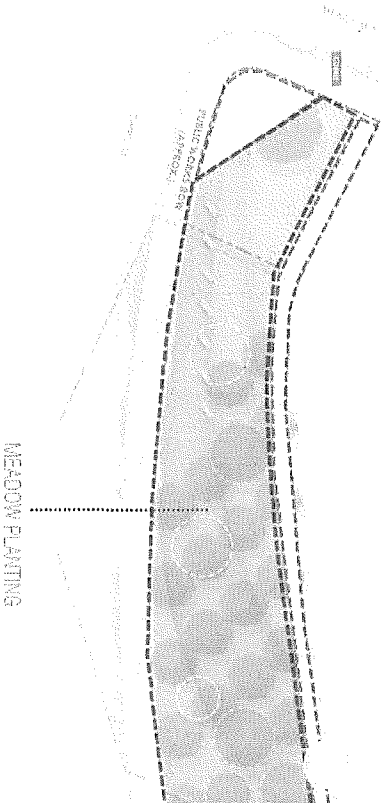
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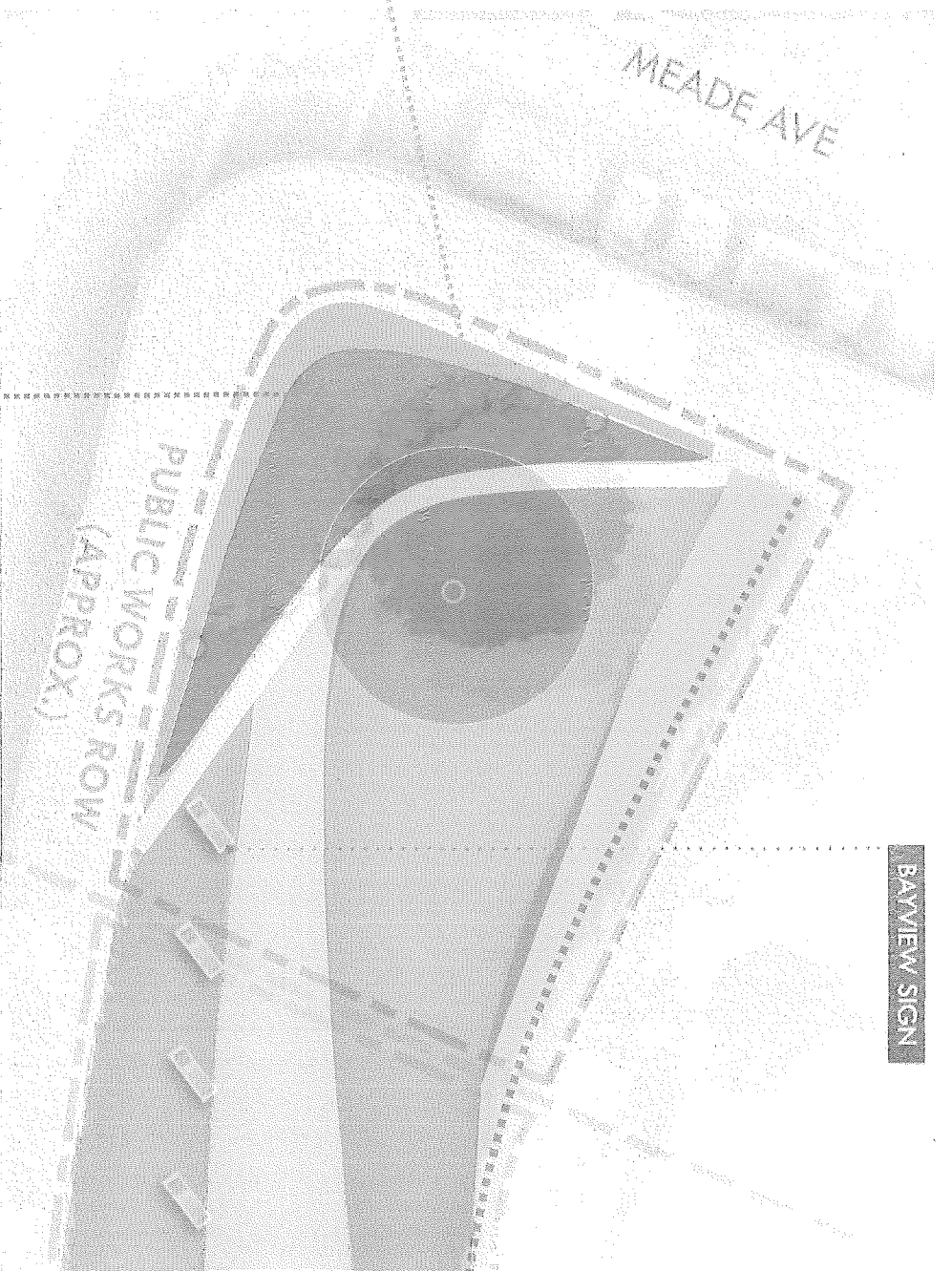
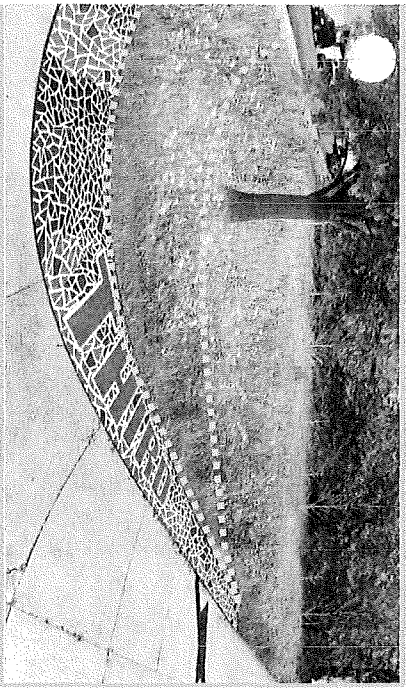
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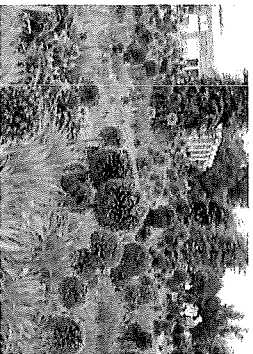
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LANTING



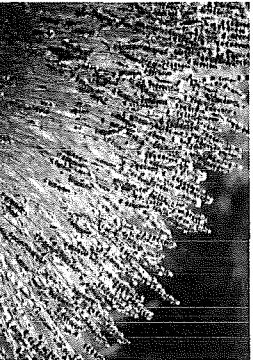
BAYVIEW SIGN



WILD ONION

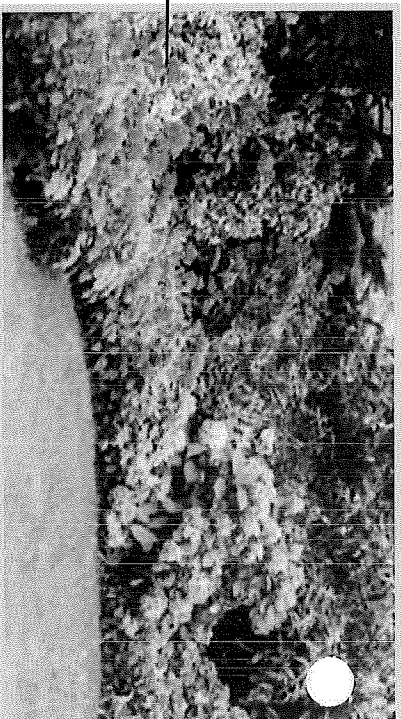
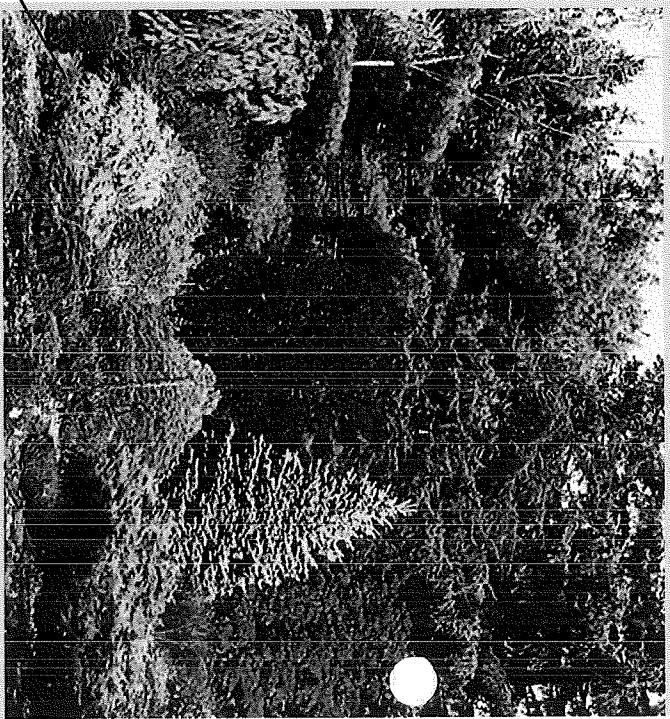
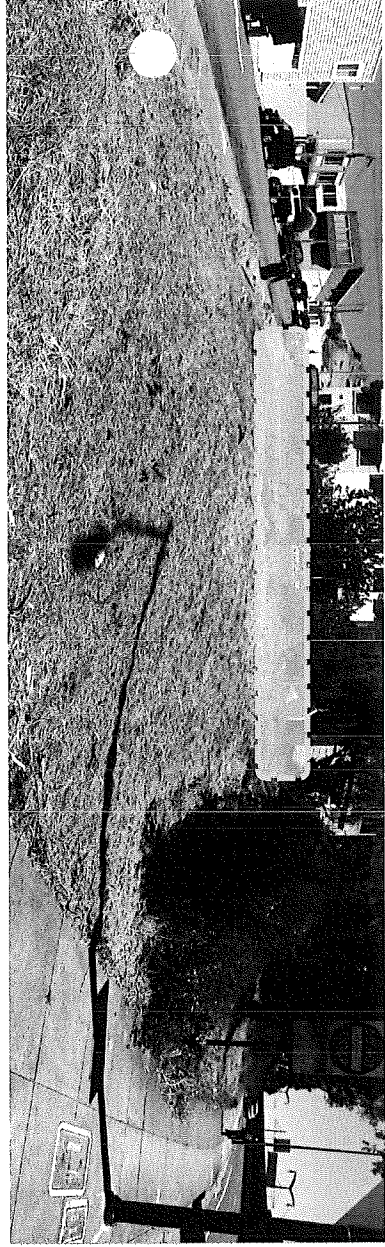


AFRICAN BLUE BASIL



LAVENDER

V ALONG MEADE AVE RESIDENCE: BLACK CHAIN-LINK WITH LAYERED PLANTING



CONCEPT





SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral

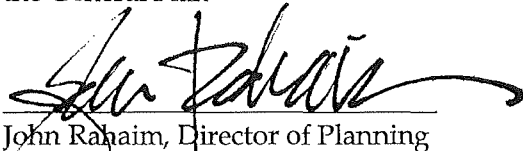
Date: December 30, 2019
Case No. Case No. 2019-023520GPR
Bayview Gateway

Block/Lot No.: 5017/5987; 5017/5984; 5017/5985; 5017/5986; 5017/5985-DD
Project Sponsor: Andrico Penick
San Francisco Real Estate Department
25 Van Ness Ave., Suite 400
San Francisco, CA 94102

Applicant: Michelle Woo
San Francisco Public Works Department
30 Van Ness Ave., 5th Floor
San Francisco, CA 94102

Staff Contact: Svetha Ambati – (415) 575-9183
svetha.ambati@sfgov.org

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

Recommended By: 
John Rahaim, Director of Planning

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The Project proposes the relinquishment of parcels located at 3rd Street and Meade Avenue by Caltrans, and the installation of new landscaping and lighted gateway signage by the San Francisco Public Works Department. If the Project is approved, Public Works will:

- Remove three existing Eucalyptus trees outside of the migratory-bird nesting season;
- Install lighted gateway signage (large letters spelling out "BAYVIEW") on buried footings to 5' depth, with approximately 40' of trenching to a depth of 2', 1' wide, for conduit to existing electrical pull box in sidewalk;
- Install new landscaping, including incorporation of soil amendment (maximum depth of 1') and tree plantings (maximum depth of 5'), throughout project area;
- Install irrigation system and controller, with water meter, with approximately 40' of trenching to a depth of 2', 1' wide, for conduit to power connection to existing pull box in street, and to 4' deep, 40' long, and 1' wide for connection to water line in roadway;
- Replace existing chain link fence in-kind;

- Complete minor concrete work and roadway repair following installation of lighting and irrigation;
- And, install approximately 400' of non-structural hardscaping (cobble, mosaic, and decorative rock) at corner of 3rd Street and Meade Avenue.

The submittal is for a General Plan 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 determined to be categorically exempt under CEQA Guidelines Section 15304 on January 7, 2020 (Planning Case No. 2019-023520PRJ).

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The Project proposes the relinquishment of parcels located at 3rd Street and Meade Avenue by Caltrans, and the installation of new landscaping and lighted gateway signage by the San Francisco Public Works department. 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

POLICY 2.8

Consider repurposing underutilized City-owned properties as open space and recreational facilities.

The opportunity to create open spaces on neglected or overlooked city owned parcels should be explored, particularly in high needs areas – such designs could repurpose existing infrastructure in unique and exciting ways.

POLICY 3.1

Creatively develop existing publicly owned right-of-ways and streets into open space.

City departments and State agencies, such as the Municipal Transportation Agency and Caltrans, own and operate spaces that could be better utilized to serve as open spaces throughout the city. Spaces under freeways could serve as skate parks and bicycle paths, while city-owned parking lots could be developed as open space.

The Project proposes the installation of lighted gateway signage and non-structural hardscaping at an underutilized corner of 3rd Street and Maude Avenue that is owned by Caltrans. The space is currently underutilized and vacant.

URBAN DESIGN ELEMENT

POLICY 1.4

Protect and promote large-scale landscaping and open space that define districts and topography.

Where open spaces of any kind can be made more prominent by addition of new or large-scale landscaping, such additions should be made in order to enhance the city pattern and make the open spaces more visible in nearby neighborhoods.

The Project proposes to add distinctive lighted signage to an underutilized vacant lot. The signage displays the neighborhood's name.

POLICY 1.5

Emphasize the special nature of each district through distinctive landscaping and other features.

The design of improvements for street areas, and to some extent for private properties as well, should capitalize on opportunities to emphasize the distinctive nature of districts and neighborhoods. Street landscaping, in particular, can be selected and designed according to a special theme for each area, providing a sense of place in addition to its other amenities.

The Project proposes to add distinctive lighted signage to an underutilized vacant lot. The signage displays the neighborhood's name, providing a special theme for the landscaping and a sense of place.

POLICY 1.9

Increase the clarity of routes for travelers.

Many types of improvements can be made in street areas and in their surroundings to provide greater clarity and increase the ease of travel. Once such improvements have been made, adequate maintenance of them is of equal importance. Among the least difficult actions would be development of a better system of identifying and directional signs, through improvement of verbal messages, symbols, graphic design and sign placement.

The proposed Project includes signage for the neighborhood's name, thus providing clarity for people traveling on the road.

BAYVIEW HUNTERS POINT AREA PLAN

OBJECTIVE 10

ENHANCE THE DISTINCTIVE AND POSITIVE FEATURES OF BAYVIEW HUNTERS POINT.

POLICY 10.1

Better define Bayview's designated open space areas by enabling appropriate, quality development in surrounding areas.

The Project proposes to add distinctive lighted signage to an underutilized vacant lot. The signage and landscaping in the vacant lot would enhance the character of the subject area and make the Bayview neighborhood more recognizable to those entering its boundaries.

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:

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.

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.

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.

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.

This site is not a landmark or 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 vista.

RECOMMENDATION:	Finding the Project, on balance, in-conformity with the General Plan
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SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
Bayview Gateway		
Case No.		Permit No.
2019-023520PRJ		
<input type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>Caltrans proposes to relinquish land to the City of San Francisco. The San Francisco Public Works proposal for this property includes the following: removal of three existing Eucalyptus trees outside of the migratory-bird nesting season; installation of lighted gateway signage (large letters spelling out "BAYVIEW") on buried footings to a depth of 5 feet, with approximately 40 feet of trenching to a depth of 2 feet (1 foot wide) for conduit to existing electrical pull box in sidewalk; installation of new landscaping, including incorporation of soil amendment (maximum depth of 1'); and tree plantings (maximum depth of 5 feet) throughout project area. The project includes installation of irrigation system and controller with water meter, requiring approximately 40 feet of trenching to a depth of 2 feet (1 foot wide) for conduit to power connection to existing pull box in street, and to 4 feet deep, 40 feet long, and 1 foot wide for connection to water line in roadway. The project also includes the replacement the existing chain link fence in-kind, and minor concrete work and roadway repair following installation of lighting and irrigation. Installation of approximately 400 square feet of non-structural hardscaping (cobble, mosaic, and decorative rock) is proposed at the corner of 3rd Street and Meade Avenue.</p>		

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	<p>Class _____</p> <p>Class 4 - Minor Alterations to Land</p>

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)</p>
<input checked="" type="checkbox"/>	<p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><i>if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i></p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? If yes, archeo review is required (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Slope = or > 25%: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Don Lewis</p> <p>Per Public Works' Maher Ordinance Screening, the project does not require a building or grading permit and Maher does not apply.</p>	

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

STEP 4: PROPOSED WORK CHECKLIST

TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW

TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.

<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): (Requires approval by Senior Preservation Planner/Preservation Coordinator)
<input type="checkbox"/>	10. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation <input type="checkbox"/> Reclassify to Category A a. Per HRER or PTR dated <input type="checkbox"/> Reclassify to Category C (attach HRER or PTR) b. Other (specify):
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature: Don Lewis	

STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input checked="" type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: DPW Director's Direction to Proceed	Signature: Don Lewis
	If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	01/07/2020
Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.		

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Bayview Gateway		/
Case No.	Previous Building Permit No.	New Building Permit No.
2019-023520PRJ		
Plans Dated	Previous Approval Action	New Approval Action
	Other (please specify)	
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required.	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed within 10 days of posting of this determination.	
Planner Name:	Date:

Public Works Order No. _____

Determination to recommend that the Board of Supervisors approve legislation authorizing the Director of Property to agree to acquire and accept the State of California's relinquishment of all its right, title, and interest in the sidewalk, roadway, and other right-of-way improvements and real property comprising a portion of State Highway Route 101 located northeast of the Bayshore Boulevard overcrossing and southwest of the intersection of Third Street and Meade Avenue; authorizing the placement of such sidewalk, roadway, and other right-of-way improvements and real property, upon acquisition, under the jurisdiction of the Department of Public Works; authorizing additional official City actions required to complete the State's relinquishment of such sidewalk, roadway, and other right-of-way improvements and real property; waiving the required 90-days' notice of intention to relinquish set forth in State law.

WHEREAS, As described herein and discussed in greater detail in the proposed ordinance ("Bayshore Offramp Relinquishment Ordinance") and the General Plan Referral transmitted with this order, the State of California ("Caltrans") desires to relinquish to the City and County of San Francisco ("City"), at no cost to the City and without warranty, all of Caltrans' right, title, and interest in a portion of sidewalk, roadway, and other right-of-way improvements and real property comprising a portion of the State highway offramp located southwest of the intersection of Third Street and Meade Avenue and northeast of the Bayshore Boulevard overcrossing (together the "Bayshore Offramp Improvements and Property"), as depicted in the map sheets titled "Right of Way Relinquishment, REL. NO. 56146"; and

WHEREAS, San Francisco Public Works ("Public Works") and the Bayview Hill Neighborhood Association have engaged in planning efforts with neighborhood residents in southeast San Francisco and have collaborated to design streetscape improvements including but not limited to lighted gateway signage and right-of-way improvements and hardscaping, and landscape improvements, including but not limited to an irrigation system and tree plantings, to be constructed or installed in the area located on or about the Bayshore Offramp Improvements and Property; and

WHEREAS, The proposed streetscape and landscape improvements are intended to be installed by Public Works to demarcate and beautify a prominent physical entrance to the Bayview-Hunters Point neighborhood, revitalizing a vacant lot that is currently underutilized and overgrown with vegetation; and

WHEREAS, Presently, Caltrans has sole authority to approve and issue permits for activities on the State highway right-of-way, including the Bayshore Offramp Improvements and Property, and Caltrans does not issue encroachment permits to allow decorative features within the boundaries of the State highway right-of-way; and

WHEREAS, Pursuant to the Agreement for Maintenance of State Highways in the City of San Francisco approved by the City and County of San Francisco ("City") on June 10, 2009, pursuant to Board of Supervisors Resolution No. 209-09, and as amended on October 27, 2011

("Delegated Maintenance Agreement"), Caltrans delegated to the City certain maintenance responsibilities over the State Highways located within the City's jurisdiction as authorized pursuant to the California Streets and Highways Code, including maintenance of signals and safety lighting that are part of the Bayshore Offramp Improvements and Property; and

WHEREAS, Pursuant to the Delegated Maintenance Agreement, the City currently performs certain maintenance of the Bayshore Offramp Improvements and Property, and Caltrans reimburses the City for such maintenance work; however, the City has not been delegated authority to authorize the construction of streetscape and landscape improvements on Highway 101 under the Delegated Maintenance Agreement; and

WHEREAS, The City has adopted policies such as the Better Streets Plan, which took effect on January 16, 2011 pursuant to Ordinance No. 310-10, and the City continues to implement the Better Streets Plan and other efforts to revitalize neighborhoods and activate spaces along streets and sidewalks throughout the City; and City residents and neighborhood stakeholders have expressed much interest in revitalizing and activating the Bayshore Offramp Improvements and Property; and

WHEREAS, Caltrans has now proposed to relinquish to the City, at no cost to the City and without warranty, all of Caltrans' right, title, and interest in and to the Bayshore Offramp Improvements and Property after the City enacts this ordinance, and following approval of the relinquishment by the California Transportation Commission ("CTC") by way of a resolution; and

WHEREAS, Caltrans has requested that the City agree to provide Caltrans with 90 days' prior notice of any proposed changes to the configuration of the two-lane roadway portion of the Third Street roadway portion of the Bayshore Offramp Improvements and Property, and that the City, subject to the City's authority under the City Charter, endeavor to protect the continuity of the operation of Highway 101 and the northbound offramp portion of the Bayshore Offramp Improvements and Property while the portion of Highway 101 abutting the Bayshore Offramp Improvements and Property remains in operation as a State Highway; and

WHEREAS, Caltrans has provided and Public Works has reviewed a copy of the proposed California Transportation Commission ("CTC") resolution ("CTC Resolution") and of the other documents required to effectuate the State's relinquishment and the City's acceptance of the Bayshore Offramp Improvements and Property, and it is anticipated that the CTC will consider passage of the CTC Resolution in 2020; and

WHEREAS, after passage of a resolution in substantial conformance with the proposed CTC Resolution, the relinquishment of Caltrans' right, title, and interest in and to the Bayshore Offramp Improvements and Property to the City would become effective upon the recordation of a certified copy of the approved CTC Resolution by the City Assessor-Recorder ("Effective Date of Relinquishment").

NOW THEREFORE BE IT ORDERED THAT:

The Director recommends that the Board of Supervisors approve legislation: (i) authorizing the Director of Property to accept all of Caltrans' right, title, and interest in and to the Bayshore Offramp Improvements and Property upon the CTC's approval of a resolution in substantial conformance with the proposed CTC Resolution, and place the Bayshore Offramp Improvements and Property under the jurisdiction of Public Works; (ii) approving any amendments to the Delegated Maintenance Agreement contemplated or required to conform to this ordinance and the approved CTC Resolution; (iii) acknowledging the City's agreement to provide Caltrans with 90 days' prior notice of any proposed changes to the configuration of the two-lane roadway portion of the Third Street roadway portion of the Bayshore Offramp Improvements and Property and the City's agreement to endeavor to protect the continuity of the operation of Highway 101 and the northbound offramp portion of the Bayshore Offramp Improvements and Property while the portion of Highway 101 abutting the Bayshore Offramp Improvements and Property remains in operation as a State Highway, subject to the City's authority under the City Charter; and (iv) authorizing waiver of the requirement that Caltrans provide the City 90-days' notice regarding the relinquishment of the Bayshore Offramp Improvements and Property pursuant to California Streets and Highways Code Section 73

The preceding recommendation is based on the Director's review of the following documents either attached hereto or referenced herein:

1. Draft Bayshore Offramp Relinquishment Ordinance
2. Draft California Transportation Commission Resolution
3. Caltrans Maps titled "Right of Way Relinquishment, REL. NO. 56146" (dated August 2016), Sheets 1 through 2

The Director recommends the Board of Supervisors approve all actions set forth herein and heretofore taken by the Officers of the City with respect to the Bayshore Offramp Relinquishment Ordinance. The Director further recommends the Board of Supervisors authorize the Mayor, Clerk of the Board, Director of Property, County Surveyor, and Director of Public Works 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 the Bayshore Offramp Relinquishment Ordinance.

Approved:

Recommended:

Mohammed Nuru
Public Works Director

Bruce Storrs
City and County Surveyor

**RELINQUISHMENT OF HIGHWAY RIGHT OF WAY IN THE
CITY AND COUNTY OF SAN FRANCISCO, 04-SF-101-PM 0.7
Request No. 56146**

WHEREAS, by City and County of San Francisco Ordinance Enactment No. xxx-xx passed on _____, and by letter dated _____, the City and County waived the 90-day notice requirement and agreed to accept title to highway collateral facilities, upon relinquishment thereof to said City and County by the State of California; and

WHEREAS, the State of California has acquired right of way for and has constructed the above-mentioned collateral facilities in the City and County of San Francisco along Route 101, at 3rd Street; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said collateral facilities be relinquished to the City and County of San Francisco for use as city streets.

**TRANSPORTATION COMMISSION
RESOLUTION No. R-xxxx**

NOW, THEREFORE, IT IS VOTED by the California Transportation Commission that it relinquish, and it does hereby relinquish, to the City and County of San Francisco, effective upon the recordation of a certified copy hereof with the Recorder of San Francisco County, all of the State of California's right, title and interest in and to said collateral facilities in said City and County, together with the right of way and appurtenances thereof, described as follows:

SEGMENT 1:

All of that parcels of land as described in the deeds and the final order of condemnation to the State of California recorded as follows:

<u>State Parcel No.</u>	<u>Recording Date</u>	<u>Book</u>	<u>Page</u>
5984	08/08/1954	6436	77
5986	08/27/1953	6219	371
5987	03/13/1952	5887	308

and a portion of that parcel of land as described in the deed (State Parcel Number 5985) to the State of California recorded January 23, 1953 in Book 6080, Page 588, all of Official Records of the City and County of San Francisco, a portion of Nelson Ave as shown on that map entitled "MAP OF SUBDIVISION NO. 5, BAY VIEW TRACT, SAN FRANCISCO, CAL." filed February 10, 1916 in Book "H" of Maps, Page 43, and a portion of 3RD Street, more particularly described as follows:

BEGINNING at the southerly corner of PARCEL-2A as described in the relinquishment (Relinquishment No. 22135) recorded March 1, 1962 in Volume A386, Page 788, Official Records of the City and County of San Francisco; thence along the general southwesterly line of said PARCEL-2A the following four courses: 1) N. 17°48'05" W., 41.88 feet; 2) N. 64°02'00" W., 10.20 feet; 3) N. 51°41'00" W., 50.68 feet; and 4) N. 54°27'48" W., 12.70 feet to the most easterly corner of PARCEL 1 as described in the relinquishment (Relinquishment No. 22160) recorded August 2, 1962 in Book A457, Page 990, Official Records of the City and County of San Francisco; thence along the general southerly line of said PARCEL 1 the following two courses: 1) S. 35°32'12" W, 6.45 feet; and 2) along a tangent curve to the right with a radius of 50.00 feet, through an angle of 33°07'09", an arc length of 28.90 feet; thence from a radial line that bears N. 65°30'34" W., southerly along a curve to the left with a radius of 481.13 feet, through an angle of 30°34'02", an arc length of 256.68 feet; thence N. 89°31'14" E., 121.30 feet to a point on the easterly line of that parcel of land as described in said deed (State Parcel No. 5987); thence along said easterly line, the westerly line of that

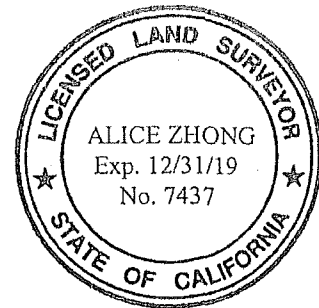
parcel of land as described in the Director's Deed (State Parcel No. 5985-DD) recorded October 8, 1953 in Volume 6244, Page 146, Official Records of the City and County San Francisco, and the easterly line of that parcel of land as described in said deed (State Parcel No. 5986) the following two courses: 1) N. 00°00'07" E., 47.96 feet; and 2) N. 07°06'51" E., 142.11 feet to the POINT OF BEGINNING.

EXCEPTING AND RESERVING to the State of California any and all rights of ingress to and egress from the highway hereby relinquished in and to the adjacent and adjoining freeway, except at such points as now are or may be established by resolution of this commission.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature 
Licensed Land Surveyor

Date 10/28/2019



THIS IS TO CERTIFY that the foregoing resolution was duly passed by the California Transportation Commission at its meeting regularly called and held on the ____ and ____ days of _____ in the city of _____ and that the foregoing is a full and correct copy of the original resolution. Dated this ____ day of _____ 20xx.

SUSAN BRANSEN, Executive Director
CALIFORNIA TRANSPORTATION COMMISSION

CERTIFICATE OF ACCEPTANCE AND CONSENT TO RECORDING
Government Code § 27281

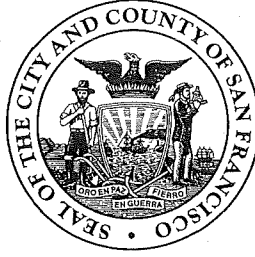
This is to certify that the interest in real property conveyed by the foregoing California Transportation Commission Resolution No. _____, from the State of California to the City and County of San Francisco, a municipal corporation (the "City") is hereby accepted by the undersigned officer, the City's regularly appointed Director of Property, on behalf of the City. This acceptance is made pursuant to City and County of San Francisco Board of Supervisors Ordinance No. _____, approved _____, 2020, and the City consents to the recordation of the California Transportation Commission Resolution No. _____ by its duly authorized officer.

CITY AND COUNTY OF SAN FRANCISCO,
a municipal corporation

By: _____
Andrico Q. Penick
Director of Property

Dated: _____, 2020

BOARD of SUPERVISORS



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

MEMORANDUM

TO: Andrico Penick, Director, Real Estate Division
Mohammed Nuru, Director, Public Works

FROM: Linda Wong, Assistant Clerk
Budget and Finance Committee

DATE: December 19, 2019

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Budget and Finance Committee has received the following proposed legislation, introduced by Supervisor Walton on December 10, 2019:

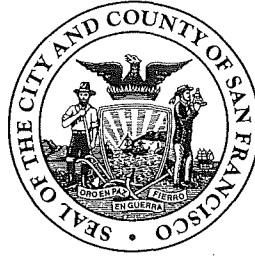
File No. 191262

Ordinance authorizing the Director of Property to acquire and accept the State of California's relinquishment of all its right, title, and interest in the sidewalk, roadway, and other right-of-way improvements and real property comprising a portion of State Highway Route 101 located northeast of the Bayshore Boulevard overcrossing and southwest of the intersection of Third Street and Meade Avenue; authorizing the placement of such sidewalk, roadway, and other right-of-way improvements and real property, upon acquisition, under the jurisdiction of Public Works; authorizing additional official City actions required to complete the State's relinquishment of such sidewalk, roadway, and other right-of-way improvements and real property; waiving the required 90-days notice of intention to relinquish set forth in State law; adopting the Planning Department's determination that such acquisition is consistent with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting the Planning Department's determination under the California Environmental Quality Act.

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: linda.wong@sfgov.org.

c: David Steinberg, Public Works
Jeremy Spitz, Public Works

BOARD of SUPERVISORS



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December 19, 2019

File No. 191262

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

Dear Ms. Gibson:


On December 10, 2019, Supervisor Walton introduced the following legislation:

File No. 191262

Ordinance authorizing the Director of Property to acquire and accept the State of California's relinquishment of all its right, title, and interest in the sidewalk, roadway, and other right-of-way improvements and real property comprising a portion of State Highway Route 101 located northeast of the Bayshore Boulevard overcrossing and southwest of the intersection of Third Street and Meade Avenue; authorizing the placement of such sidewalk, roadway, and other right-of-way improvements and real property, upon acquisition, under the jurisdiction of Public Works; authorizing additional official City actions required to complete the State's relinquishment of such sidewalk, roadway, and other right-of-way improvements and real property; waiving the required 90-days notice of intention to relinquish set forth in State law; adopting the Planning Department's determination that such acquisition is consistent with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting the Planning Department's determination under the California Environmental Quality Act.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

By: 
Linda Wong, Assistant Clerk
Budget and Finance Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

Introduction Form

By a Member of the Board of Supervisors or Mayor

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
Time stamp
2010 DEC 10 PM 4:16
of 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 [] inquiries"
- 5. City Attorney Request.
- 6. Call File No. [] from Committee.
- 7. Budget Analyst request (attached written motion).
- 8. Substitute Legislation File No. []
- 9. Reactivate File No. []
- 10. Topic 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 the Imperative Form.

Sponsor(s):

Walton

Subject:

Real Property Acquisition - Highway Offramp Improvements and Real Property Southwest of Third Street and Meade Avenue

The text is listed:

Ordinance authorizing the Director of Property to acquire and accept the State of California's relinquishment of all its right, title, and interest in the sidewalk, roadway, and other right-of-way improvements and real property comprising a portion of State Highway Route 101 located northeast of the Bayshore Boulevard overcrossing and southwest of the intersection of Third Street and Meade Avenue; authorizing the placement of such sidewalk, roadway, and other right-of-way improvements and real property, upon acquisition, under the jurisdiction of the Department of Public Works; authorizing additional official City actions required to complete the State's relinquishment of such sidewalk, roadway, and other right-of-way improvements and real property; waiving the required 90-days' notice of intention to relinquish set forth in State law; adopting the Planning Department's determination that such acquisition is consistent with the General Plan and the eight priority policies of Planning Code, Section 101.1; and adopting the Planning Department's determination under the California Environmental Quality Act.

Signature of Sponsoring Supervisor: [Signature]