



SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral

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Date: October 26, 2016
Case No. Case No. 2016-009041GPR
City acceptance of Acacia Street for maintenance and liability purposes associated with development of 12, single-family homes in Daly City.

Block/Lot No.: Fronting 6317/001 (Acacia Street south of Velasco Avenue)
Project Sponsor: Sufi Hariri
1256 Howard Street
San Francisco, CA 94103

Applicant: Javier Rivera
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Bureau of Street Use & Mapping
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Recommendation: Finding the project, on balance, is **in conformity** with the General Plan

Recommended By: 
John Rahaim, Director of Planning

PROJECT DESCRIPTION

The Project is the City's acceptance of Acacia Street, south of Velasco Avenue for maintenance and liability purposes. The project is immediately adjacent to the Daly City border and is associated with the development of 12, single-family homes fronting Acacia Street on the Daly City side. The project fronts assessor's block 6317 Lot 001, also being 201 Velasco Ave. Currently Acacia Street is an undeveloped dedicated but unaccepted public right-of-way. Presently the entire length of Acacia is being developed.

Acacia Street intersects with Velasco Avenue, runs north to south, with only a small portion of the street being within the City & County of San Francisco. The westerly side of Acacia Street has a length of approximately 50.5 feet, while the easterly side has a length of 29 feet. The

approximate square footage that would be accepted by the City is 2400 square feet. 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 15301 on 9/19/16 (Planning Case No. 2016-009041GPR).

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The Project is the City's acceptance of Acacia Street, south of Velasco Avenue for maintenance and liability purposes. The Project is consistent with the Eight Priority Policies of Planning Code Section 101.1 as described in the body of this letter and is, on balance, **in-conformity** with the following Objectives and Policies of the General Plan:

TRANSPORTATION ELEMENT

OBJECTIVE 1

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

POLICY 1.2

ENSURE THE SAFETY AND COMFORT OF PEDESTRIANS THROUGHOUT THE CITY.

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

The newly extended Acacia Street will provide a safe route for pedestrians as it includes a curbed sidewalk. Accepting the street will ensure that it will be maintained as a safe pedestrian way.

POLICY 1.6

ENSURE CHOICES AMONG MODES OF TRAVEL AND ACCOMMODATE EACH MODE WHEN AND WHERE IT IS MOST APPROPRIATE.

San Francisco and the Bay Area have various means of travel: automobile, bus, streetcar, walking, taxi, cable car, ferry, railroad, BART and bicycling. Flying is occasionally used as a means of intra-regional travel. Each mode of travel has special advantages or disadvantages for

certain types of trips and for certain origins and destinations. The least costly or most convenient means to satisfy travel demand is not necessarily the best investment in the context of comprehensive planning; cost or convenience must usually be balanced against effects on the environment and impact on land use and development patterns. However, it should be remembered that some modes such as walking and bicycling can be utilized on many streets with minimal environmental and land use impact.

Acacia Street will provide greater access to and within the neighborhood and will accommodate pedestrians, bicycles and automobile.

OBJECTIVE 23

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

POLICY 23.1

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

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

The newly extended Acacia Street will provide additional pedestrian space via new sidewalks. City acceptance of the street will ensure that this space is well-maintained and safe.

URBAN DESIGN ELEMENT

OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION

POLICY 1.2

Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.

Streets are a stable and unifying component of the city pattern. Changes in the street system that would significantly alter this pattern should be made only after due consideration for their effects upon the environment. Such changes should not counteract the established rhythm of the streets with respect to topography, or break the grid system without compensating advantages.

The width of streets should be considered in determining the type and size of building development, so as to provide enclosing street facades and complement the nature of the street. Streets and development bordering open spaces are especially important with respect to the strength and order in their design. Where setbacks establish facade lines that form an important component of a street's visual character, new and remodeled buildings should maintain the existing facade lines.

Streets cutting across the normal grid pattern produce unusual and often beneficial design relationships that should not be weakened or interrupted in building development. Special consideration should be given to the quality of buildings and other features closing major vistas at the ends of these and other streets.

Acacia Street has been extended to Velasco Avenue and will complete the street grid at this location, increasing physical and visual connection. Acceptance of this street would ensure that it's well-maintained and safe for all to use.

OBJECTIVE 4

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

POLICY 4.5

Provide adequate maintenance for public areas.

In view of the importance attached to the cleaning, paving and other maintenance of streets as an index of neighborhood upkeep, and as a stimulant to private improvements, these types of programs should be carried on continuously and effectively.

The same degree of maintenance should be accorded to parks, buildings and other public facilities. In both the initial design and the upkeep of these facilities, the image of government and of its role in the community should be made attractive and inviting. Special attention should be given to the landscaping of public buildings.

Accepting the portion of Acacia Street within the city limits of San Francisco will ensure that it is well-maintained and safe.

PROPOSITION M FINDINGS – PLANNING CODE SECTION 101.1

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

Eight Priority Policies Findings

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

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. The existing housing and neighborhood character will be not be negatively affected.

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

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

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

The Project 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.

The Project would have no effect on this policy.

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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