



SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral

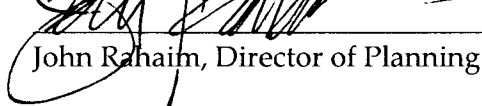
Date: March 17, 2015
Case No. Case No. 2015-000472GPR
**DPW Official Sidewalk Change for Guy Place and
Lansing Street**

Block/Lot No.: 3749/059
Project Sponsor: 45 Lansing Development LLC
2200 Biscayne Blvd.
Miami FL, 33137

Applicant: Bonnie Dong & Bruce Baumann
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Recommendation: Finding the project, on balance, is **in conformity** with
the General Plan

*Recommended
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PROJECT DESCRIPTION

The Project is a redesign of Guy Place and Lansing Street in accordance with the Rincon Hill Streetscape Plan. The streets would be redesigned as Shared Public Ways (curbless streets). Changes include: deletion of curbed sidewalks and use of colored/scored concrete, street tree planting in between parked cars, and raised crosswalks at the entry to and from first street. Official sidewalk widths to be changed.

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.

SITE DESCRIPTION AND PRESENT USE

Together, Guy Place and Lansing Street form a U-shaped mid-block alley system on the block bounded by First Street, Harrison Street, Essix Street and Folsom Street in Rincon Hill. Guy Place and Lansing are both 1-way streets accessed by 1st Street and have relatively low traffic volumes. Drivers traveling southbound on First can currently make a right turn onto Guy Place and continue onto Lansing Street at the base of the “U”. Lansing Street intersects with 1st Street further at the end of the block. Both Guy Place and Lansing Streets are residential in character and have smaller buildings than many of the surrounding streets in the Rincon Hill. The architecture along these streets tends to be a finer grain than the surrounding streets, a pattern that is typical in South of Market mid-block alleyways.

The Rincon Hill Streetscape Plan (RHSP) – an outgrowth of the Rincon Hill Area Plan – calls for Guy Place and Lansing Street to be built as a Shared Street (aka a “cubless” street or woonerf). The RHSP also establishes basic dimensions for shared car/pedestrian and pedestrian-only spaces, and advocates a design where trees are located in the parking lane between on-street parking spaces.

ENVIRONMENTAL REVIEW

On March 05, 2015, the Major Environmental Analysis of the Department determined that the Project (a redesign of Guy Place and Lansing Street as a shared street) was previously cleared under Rincon Hill Area Plan EIR and Addendum, Case No. 2011.0108E

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

Urban Design Element

Objective 4: Fundamental Principles for Neighborhood Environment

18. Alleys and small streets which are usable as part of the general network of pedestrian and service ways are potential areas of activity and interest.

COMMENT: Large new projects that provide mid-block pedestrian and service shortcuts similar to those that now exist would continue and improve upon a workable pattern.

19. Planting and paving treatment in alleys, coupled with active uses in the adjacent buildings, form, in effect, a commercial promenade.

COMMENT: The intimate pedestrian scale offers a welcome contrast to the wider streets around.

POLICY 4.4

Design walkways and parking facilities to minimize danger to pedestrians.

POLICY 4.11

Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

POLICY 4.12

Install, promote and maintain landscaping in public and private areas.

POLICY 4.13

Improve pedestrian areas by providing human scale and interest.

Transportation Element

POLICY 1.2

Ensure the safety and comfort of pedestrians throughout the city.

OBJECTIVE 18

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

...Living Streets

“Living streets” can include streets, alleys and other public rights-of-way. They serve as both an open space resource for residents and visitors as well as a thoroughfare for local traffic. Physical improvements to living streets should include traffic calming measures and consistent tree plantings to create a residential oriented open space amenity that co-exists with limited vehicular traffic. Living streets primarily serve pedestrians and bicyclists, but should also accommodate local automobile traffic and parking. On living streets, pedestrians take precedent over automobile traffic; programming may include pedestrian enclaves (see discussion following Policy 25.3).

POLICY 24.3

Install pedestrian-serving street furniture where appropriate.

POLICY 24.5

Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or “living streets” by adding pocket parks in sidewalks or medians, especially in neighborhoods deficient in open space.

POLICY 25.2

Utilizing the pedestrian street classification system, develop a citywide pedestrian network that includes streets devoted to or primarily oriented to pedestrian use.

POLICY 25.3

Develop design guidelines for pedestrian improvements in Neighborhood Commercial Districts, Residential Districts, Transit-Oriented Districts, and other pedestrian-oriented areas as indicated by the pedestrian street classification plan.

POLICY 26.1

Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.

Rincon Hill Area Plan

The Rincon Hill Area Plan makes several references to the City's desire to preserve the fine-grained residential character of Guy Place and Lansing Street.

Guy Place and Lansing Street also form part of a contiguous open space network linking the Future Guy Place Park through a series of planned open spaces along Essix Street to the Transbay terminal.

POLICY 1.5

Require street-facing residential units on the ground-floor on Spear, Main, Beale, Fremont, First, Guy Place and Lansing Streets, and encourage them on Harrison and Bryant Streets.

POLICY 3.11

Require building setbacks at upper-stories for podiums above 65 feet on Spear, Main, Beale, Fremont and First Streets, and above 45 feet on Guy and Lansing Streets and mid-block pedestrian pathways, per Figure 5, to preserve an appropriate scale and sun access to streets.

POLICY 3.12

Preserve lower podium heights in the Guy/Lansing area where there is an established pattern of four- to six-story buildings.

POLICY 3.14

Require street-facing ground floor residential units articulated at intervals of no more than 25 feet on Spear, Main, Beale, Fremont, First, and Lansing Streets, and Guy Place, except at tower lobbies or where parking access and utilities are necessary. Encourage them on Harrison and Bryant Streets.

POLICY 4.1

Purchase parcels of adequate size for a neighborhood park. Parcels that should be prioritized for acquisition include 009, 010, 011, and 018 of Block 3766, at the southeast corner of Harrison and Fremont Streets, currently owned by CalTrans, and Parcel 005 of Block 3749, on Guy Place, currently a privately-owned vacant lot. Other parcels within the district may also be considered for a neighborhood park if a park of adequate size that is useable for Rincon Hill residents would be feasible on those sites.

PROPOSITION M FINDINGS – PLANNING CODE SECTION 101.1

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

Eight Priority Policies Findings

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

The proposed project is found to be consistent with the eight priority policies of Planning Code Section 101.1 in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced.

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. It would improve the City's ability to respond to injuries caused by earthquakes and other emergencies.

7. That landmarks and historic buildings be preserved.

The Project would not affect any landmark or historic buildings.

8. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project would have no adverse effect on parks and open space or their access to sunlight and vista.

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