

LEGISLATIVE DIGEST

[Treasure Island/Yerba Buena Island - Street and Public Infrastructure Acceptance - Establishing Official Sidewalk Widths and Street Grades]

Ordinance accepting irrevocable offers of public infrastructure associated with the Treasure Island/Yerba Buena Island Project, Sub-Phases 1B, 1C, 1E, 1YA, and 1YB, including improvements located within portions of Avenue of the Palms, Bruton Street, Clipper Cove Avenue, Cravath Street, Garden Walk, Johnson Street, Seven Seas Avenue, Trade Winds Avenue, and Treasure Island Road on Treasure Island; Macalla Road, Signal Road, Treasure Island Road, and Yerba Buena Island Road on Yerba Buena Island; potable water storage tanks on Yerba Buena Island and electrical substructures serving a switchyard on Treasure Island; and City utilities in private streets and a service maintenance road on Yerba Buena Island; dedicating this infrastructure to public use; designating this public infrastructure for street and roadway purposes as applicable; accepting the public infrastructure for City maintenance and liability purposes, subject to specified limitations; establishing official public right-of-way widths and street grades; amending Ordinance No. 1061 entitled “Regulating the Width of Sidewalks” to establish official sidewalk width on the abovementioned streets; delegating limited authority to the Public Works Director to accept specified infrastructure; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; accepting a Public Works Order recommending various actions in regard to the public infrastructure improvements; and authorizing official acts, as defined herein, in connection with this ordinance.

Existing Law

The Board of Supervisors passed Ordinance No. 95-11, which approved a Development Agreement for the Treasure Island/Yerba Buena Island Project. This Ordinance and related legislation established a process by which the Treasure Island Community Development, LLC (“Developer”) would construct specified public infrastructure and dedicate this infrastructure to the City or the Treasure Island Development Authority (the “Authority”). Required infrastructure that the Developer dedicates to the City is referred to as “City Assets”. Upon dedication of City Assets, the City would initiate the local and State law procedures to accept the Assets as public, establish the street areas as open public right-of-way, accept the street areas and other City Assets for City maintenance and liability purposes, subject to certain limitations, and take related actions. If the Board dedicates a street for open public use, but does not accept it for maintenance and liability purposes, the street is subject to Public Works Code Article 9, Sections 400 et seq. for unaccepted streets where the adjacent landowner is the responsible party. In addition, Board of Supervisors’ Ordinance No. 1061 established the official sidewalk widths throughout San Francisco. Ordinance No. 1061 is uncodified, but can

be located in the Clerk of the Board of Supervisors Book of General Ordinances, in effect May 11, 1910, which is on file with the Clerk of the Board of Supervisors.

Amendments to Current Law

This legislation would accept offers of dedication for the City Assets including new public right-of-way on various streets on Yerba Buena Island (“YBI”) and Treasure Island (“TI”) that comprise portions of Avenue of the Palms, Bruton Street, Clipper Cove Avenue, Cravath Street, Garden Walk, Johnson Street, Macalla, Seven Seas Avenue, Signal Road, Trade Winds Avenue, and Treasure Island Road and Yerba Buena Island Road; along with potable water storage tanks on Yerba Buena Island; electrical substructures serving a switchyard on Treasure Island; and City utilities on certain private streets. The Ordinance also would declare the street right-of-way open to the public; dedicate the City Assets to public use and designate right-of-way areas for street and roadway purposes; and accept the City Assets for maintenance and liability purposes, subject to specified limitations. While the legislation would dedicate Signal Road as open public right-of-way, the Authority would be responsible for maintenance and liability (with the exception of City utilities) for this street, not the City. The legislation also would establish official right-of-way as shown on Maps A-17-226 (YBI) and A-17-227 (TI); establish official street grades and sidewalk widths as shown on Drawings Q-20-1200 (YBI) and Q-20-1201 (TI); and amend Board of Supervisors Ordinance No. 1061 on sidewalk widths consistent with these Drawings. These legislative actions would be in accordance with the procedures established for the TI/YBI Project and applicable local and State law. The Ordinance would delegate to the Public Works Director certain authority to approve subsequent changes to Macalla Road, Treasure Island Road, and Yerba Buena Island Road after completion of the West Side Bay Bridge Project and specified deferred improvements. This Ordinance would make certain findings related to the legislation, including environmental findings and findings that the legislation is consistent with the General Plan, and the priority policy findings of the Planning Code Section 101.1.

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