

LEGISLATIVE DIGEST

[1629 Market Street - Street and Public Infrastructure Acceptance - Establishing Official Sidewalk Widths and Street Grades, Sidewalk Maintenance]

Ordinance accepting irrevocable offers of public infrastructure associated with the 1629 Market Street Mixed-Use Project, including improvements located within portions of Market, Brady, Stevenson, and Colton Streets, Colusa Place, and Chase Court; accepting an irrevocable offer of dedication for right-of-way purposes of real property located at the intersection of Colton and Brady Streets; dedicating this infrastructure and real property to public use; designating this public infrastructure and real property for street and roadway purposes, as applicable; accepting Stevenson Street, a formerly unaccepted street, and other 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 portions of the above-mentioned streets; accepting a Public Works Order recommending various actions in regard to the public infrastructure improvements; authorizing official acts, as defined, in connection with this Ordinance; adopting findings under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

Existing Law

In December 2017, the Board of Supervisors passed Ordinance No. 242-17, which approved a Development Agreement for the 1629 Market St. Project, a mixed-use development project that includes 499 residential units, including on-site Below Market Rate units. This Ordinance and related legislation established a process by which the Project’s developers would construct specified public infrastructure and offer this infrastructure and related real property (referred to as “Public Infrastructure” in this proposed ordinance) to the City. Upon receiving offers of the Public Infrastructure, the City would initiate the local and State law procedures to accept the Public Infrastructure as public, establish the street areas as open public right-of-way, accept the street areas and other Public Infrastructure for City maintenance and liability purposes, subject to certain limitations, and take related actions. 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 the Project developers’ offers of the Public Infrastructure, including various street improvements at the Project site that comprise portions of Market, Brady, Stevenson, and Colton Streets, Colusa Place, and Chase Court, as well as real

property located at the intersection of Colton and Brady Streets. The Ordinance also would declare the street right-of-way open to the public; dedicate the Public Infrastructure to public use; designate right-of-way areas for street and roadway purposes; and accept the Public Infrastructure for maintenance and liability purposes, subject to specified limitations. The Ordinance would also accept a segment of Stevenson Street, a formerly unaccepted street under Public Works Code Article 9, for maintenance and liability purposes. The legislation would establish official right-of-way as shown on Public Works Map A-17-228 and Drawing Q-20-1202; establish official street grades and sidewalk widths as shown on Drawing Q-20-1202; and amend Board of Supervisors Ordinance No. 1061 on sidewalk widths consistent with Drawing Q-20-1202. These legislative actions would be in accordance with the procedures established in applicable local and State law to accept infrastructure for City maintenance and liability. 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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