



# SAN FRANCISCO PLANNING DEPARTMENT

---

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

## General Plan Referral

*Date:* January 29, 2019

*Case No.* **Case No. 2017-012958GPR**  
**1301 Pierce Street**

*Block/Lot No.:* Block 0728, Lot 006

*Project Sponsor:* San Francisco Department of Public Works

*Applicant:* Jose Cuejilo Jr.  
San Francisco Department of Public Works (SFDPW)  
Building Design and Construction  
30 Van Ness Avenue, Suite 4100  
San Francisco, CA 94102  
415-557-4632  
Jose.Cuejilo2@sfdpw.org

*Staff Contact:* Tam Tran – (415) 575-8716  
Tam.Tran@sfgov.org

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

*Recommended*  
*By:*   
John Rahaim, Director of Planning

### PROJECT DESCRIPTION

The Maxine Hall Health Center provides primary health care services. As part of a larger capital improvement project, SFDPW proposes physical improvements to improve access to the facility. This General Plan Referral specifically pertains to the access improvement project, which consists of creating a new loading and unloading zone that bulbs into the existing sidewalk, ADA-accessible curb ramp, concrete steps, landing, curb footing, and loading and unloading zone; and providing new handrails and ADA signage.

**ENVIRONMENTAL REVIEW**

On January 28, 2019, the Environmental Planning division of the Department determined that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines sections 15301 and 15303. (2017-012958ENV)

**GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION**

The proposed project is consistent with the Eight Priority Policies of Planning Code Section 101.1 as described in this letter and is, on balance, in-conformity with the following Objectives and Policies of the General Plan.

Note: General Plan Objectives are shown in **BOLD UPPER CASE** font; Policies are in **Bold** font; staff comments are in *italic* font.

**TRANSPORTATION ELEMENT****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.

*Improving access to the health center, especially the addition of an accessible loading zone and curb ramp, will have an important benefit to the facility's users, specifically individuals with disabilities or those who may have trouble navigating curbs. The proposed accessible loading is five feet wide and would be placed in a sidewalk area that is currently fifteen feet wide. This is being completed by "bulbing in" five feet of the existing sidewalk. While narrowing sidewalks is generally discouraged in the General Plan and in San Francisco's Better Streets Plan, the remaining sidewalk width of ten feet will be sufficient for pedestrian movement and safety while providing prioritized access to those needing additional access accommodations.*

*SFDPW is encouraged to work with SFMTA and Planning to make sure that the sidewalk narrowing is minimal as possible to maintain or enhance a high-quality public realm per the Better Streets Plan while enabling improved access immediately in front of the health center.*

**POLICY 1.7**

**Assure expanded mobility for the disadvantaged.**

Expansion of opportunities for the poor and the underemployed for work, education and recreation depend to a large extent on the adequacy of the transportation system in serving their needs and on the cost of travel to them. The transportation system should be used in part as a tool for improving the situation of less advantaged residents by providing inexpensive and convenient service to areas of growing employment, as well as to educational institutions, medical services and recreation facilities.

*The proposed project would expand mobility for the persons with disabilities and improve their access to the health care facility.*

#### **POLICY 18.2**

**Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, nor eliminate the efficient and safe movement of transit vehicles and bicycles.**

The widening of streets at the expense of sidewalks or of setbacks should not occur where space is necessary for pedestrian movement, buffering from noise, useful open space and landscaping. This is especially true in densely populated neighborhoods with little public or private open space. No additional sidewalk narrowings, tow-away zones and one-way streets should be instituted in a residential neighborhood if it would compromise the safety and comfort of the pedestrian resident. Existing tow-away lanes should be phased out if they present a hazard to pedestrian safety. In addition, widening of streets should not occur at the expense of bicycle travel. The roadway space needed by bicyclists, whether between the line of traffic and the curb or the line of on-street parking, varies between four and six feet. The needs of bicyclists must be considered wherever the curb lane is proposed to be narrowed. Street restripings and widenings may be appropriate in industrial areas where access for oversize freight vehicles is important, but these projects should not reduce or eliminate the efficient movement of transit vehicles and bicycles.

*As stated above, the General Plan is clear that "no additional sidewalk narrowing(s)... should be instituted in a residential neighborhood if it would compromise the safety and comfort of the pedestrian resident." The proposed accessible loading is five feet wide, leads directly to the front entry of the health care center, and would be placed in a sidewalk area that is currently fifteen feet wide. While narrowing sidewalks is discouraged in the General Plan and in San Francisco's Better Streets Plan, the remaining sidewalk width of ten feet will be sufficient for pedestrian movement and safety.*

#### **POLICY 18.4**

**Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:**

- Sidewalk bulbs and widenings at intersections and street entrances;
- Lane off-sets (chicanes) and traffic bumps
- Narrowed traffic lanes with trees, landscaping and seating areas
- Colored and/or textured sidewalks and crosswalks; and
- Median and intersection islands.

*The project sponsor is encouraged to consider the addition of streetscape traffic-calming elements (e.g., street trees, sidewalk gardens, and seating areas), which could be incorporated into the sidewalk and streetscape fronting the facility.*

### **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 proposed accessible loading is five feet wide, leads directly to the front entry of the health care center, and would be placed in a sidewalk area that is currently fifteen feet wide. While narrowing sidewalks is discouraged in the General Plan and in San Francisco's Better Streets Plan, the remaining sidewalk width of ten feet will be sufficient for pedestrian movement and safety at existing and expected levels on an average day.*

### **POLICY 23.2**

**Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or where residential densities are high.**

Wider sidewalks provide more pedestrian space and also permit more pedestrian amenities. In high-density residential and recreational areas, sidewalks are often utilized as open space, and should be designed and built to accommodate such a use. A good example of this type of sidewalk construction is in Duboce Triangle.

All sidewalks should meet or exceed the minimum sidewalk width for the relevant street type as described in the Better Streets Plan. Sidewalks below this width should be widened as opportunities arise to do so, balanced with the needs of other travel modes for the street as described in other sections of this element.

Where new publicly-accessible streets are created, such streets should meet or exceed the recommended sidewalk width for the relevant street type.

*As noted above, the General Plan preferences retaining as much sidewalk space as possible in front of institutional uses to provide pedestrian amenities and help encourage community connections. While the proposed loading zone would reduce the existing sidewalk area, its purpose is to facilitate access to the health care facility for individuals with disabilities and others, which is very important. The proposed accessible loading is five feet wide, leads directly to the front entry of the health care center, and would be placed in a sidewalk area that is currently fifteen feet wide. While narrowing sidewalks is discouraged in the General Plan and in San Francisco's Better Streets Plan, the remaining sidewalk width of ten feet will be sufficient for pedestrian movement and safety.*

#### **POLICY 23.9**

**Implement the provisions of the Americans with Disabilities Act and the city's curb ramp program to improve pedestrian access for all people.**

Consideration of special pedestrian and wheelchair access should be given to areas and crosswalks where there is a large concentration of seniors and persons with disabilities. Design of streets should follow the principles of "universal design" where practicable. Universal design is a best practice that seeks to serve the needs of individuals with disabilities while providing cross-benefit to all users. Curb ramps should be provided at all crossings, prioritized based on the City's ADA Transition Plan for Curb Ramps and Sidewalks.

*The proposed improvements would facilitate access to the health care facility for individuals with disabilities. This includes the addition of an accessible loading zone, curb ramp, and signage.*

#### **COMMUNITY FACILITIES ELEMENT**

##### **OBJECTIVE 3**

**ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES.**

**POLICY 3.1:** Provide neighborhood centers in areas lacking adequate community facilities.

*The proposed project's components will help facilitate access to the health care center.*

#### **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 proposed 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 proposed project would not have an 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 proposed project would not have an adverse effect on the City's housing stock or on neighborhood character. The existing housing and neighborhood character will not be negatively affected.*

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

*The proposed project would not have an 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 proposed project site would not have an adverse effect on Muni transit service, the local street networks, or 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 proposed 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 proposed 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 proposed project would not have an adverse effect on any landmarks or historic buildings.*

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

*The proposed project would not have an adverse effect on parks, open space, or access to sunlight and vistas.*

<b>RECOMMENDATION:</b>	<b>Finding the Project, on balance, in-conformity with the General Plan</b>
------------------------	---

*I:\Citywide\General Plan\General Plan Referrals\2017\2017-012958GPR - 1301 Pierce Street - 2017-012958GPR*