



# SAN FRANCISCO PLANNING DEPARTMENT

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## General Plan Referral

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*Date:* April 17<sup>th</sup>, 2020  
*Case No.* **Case No. 2020-004566GPR**  
**Extension of Temporary Street Vacation at 600 25<sup>th</sup> Street for Use as Central Waterfront Navigation Center on Port Land**

*Block/Lot No.:* Block 4241/002 to the north, Seawall Lot 335 (portions of Block 4298/002, Block 4299/001, Block 4300/001) to the South, Michigan Street to the west, and Seawall Lot 356 (Block 1399/000) to the east

*Project Sponsor:* Department of Homelessness and Supportive Housing  
1155 Market Street, 3rd Floor  
San Francisco, CA 94103

*Applicant:* Emily Cohen  
Department of Homelessness and Supportive Housing  
1155 Market Street, 3rd Floor  
San Francisco, CA 94103

*Staff Contact:* James Pappas – (415) 575-9053  
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*Recommendation:* Finding the project, on balance, is **in conformity** with the General Plan

*Recommended By:* *Rich Hillis*  
Rich Hillis (Apr 17, 2020)  
Rich Hillis, Director of Planning

### PROJECT DESCRIPTION

The Central Waterfront Navigation Center opened in June 2017, transforming the end of 25th Street (an underutilized street) on property owned by the Port of San Francisco into a 64-bed homeless shelter for an initial period of three years, per the Memorandum of Understanding (MOU) that was approved by the Port Commission on September 13, 2016.

The Department of Homelessness and Supportive Housing intends to continue operations of the Central Waterfront Navigation Center for five additional years and is in the process of amending the MOU with the Port to allow for this extension. The Port MOU amendment requires a temporary street vacation ordinance to permit continued use of 25th Street.

The Central Waterfront Navigation Center will continue to serve up to 64 adults experiencing homelessness at any one time. The site operations are 24/7, and the program offers beds, showers, bathrooms, meals, client laundry, case management, and property and bicycle storage for on-site guests. The facility will include dorms, restrooms/showers, a dining/community room, client computer stations, meeting rooms, property storage, and space for the Department of Public Health exam room and Human Services Agency benefits program.

### **ENVIRONMENTAL REVIEW**

The proposed extension of the Central Waterfront Navigation Center at 600 25th Street complies with the criteria set forth in Assembly Bill 101, California Government Code Sections 65660 – 65668 (AB 101). It meets the definition of a low barrier navigation center set forth in Government Code section 65660(a) and meets the criteria set forth in Government Code section 65662. Accordingly, the proposed extension of the Central Waterfront Navigation Center at 600 25th Street is not subject to CEQA.

### **GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION**

The Project is the extension of a street vacation on Port land at 600 25<sup>th</sup> Street for continued use as the Central Waterfront Navigation Center. 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:

### **HOUSING ELEMENT**

#### **OBJECTIVE 6**

#### **REDUCE HOMELESSNESS AND THE RISK OF HOMELESSNESS.**

##### **POLICY 6.1**

Prioritize permanent housing and service enriched solutions while pursuing both short- and long-term strategies to eliminate homelessness.

##### **POLICY 6.2**

Prioritize the highest incidences of homelessness, as well as those most in need, including families and immigrants.

##### **POLICY 6.4**

Improve coordination among emergency assistance efforts, existing shelter programs, and health care outreach services.

*The Housing Element of the City's General Plan supports reducing homelessness and policies to achieve that objective including increasing service enriched solutions, short-term strategies, prioritization of the highest incidences of homelessness and those most in need, and improved coordination of services. The Navigation Center program provides both shelter and services for people experiencing homelessness, advancing this objective and these policies. The continued use of the 25<sup>th</sup> Street right of way on Port land as the Central Waterfront Navigation Center will support the City's efforts to reduce homelessness by continuing to provide shelter and services to those experiencing homelessness and facilitating improved living conditions and health and improved access to services and stable housing.*

**URBAN DESIGN ELEMENT**

**OBJECTIVE 2**

**CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.**

**POLICY 2.8**

Maintain a strong presumption against the giving up of street areas for private ownership or use, or for construction of public buildings.

**POLICY 2.9**

Review proposals for the giving up of street areas in terms of all the public values that streets afford.

Every proposal for the giving up of public rights in street areas, through vacation, sale or lease of air rights, revocable permit or other means, shall be judged with the following criteria as the minimum basis for review:

a. No release of a street area shall be recommended which would result in:

- (1) Detriment to vehicular or pedestrian circulation;
- (2) Interference with the rights of access to any private property;
- (3) Inhibiting of access for fire protection or any other emergency purpose, or interference with utility lines or service without adequate reimbursement;
- (4) Obstruction or diminishing of a significant view, or elimination of a viewpoint; industrial operations;

(5) Elimination or reduction of open space which might feasibly be used for public recreation;

(6) Elimination of street space adjacent to a public facility, such as a park, where retention of the street might be of advantage to the public facility;

(7) Elimination of street space that has formed the basis for creation of any lot, or construction or occupancy of any building according to standards that would be violated by discontinuance of the street;

(8) Enlargement of a property that would result in (i) additional dwelling units in a multi-family area; (ii) excessive density for workers in a commercial area; or (iii) a building of excessive height or bulk;

(9) Reduction of street space in areas of high building intensity, without provision of new open space in the same area of equivalent amount and quality and reasonably accessible for public enjoyment;

(10) Removal of significant natural features, or detriment to the scale and character of surrounding development.

(11) Adverse effect upon any element of the General Plan or upon an area plan or other plan of the Department of City Planning; or

(12) Release of a street area in any situation in which the future development or use of such street area and any property of which it would become a part is unknown.

b. Release of a street area may be considered favorably when it would not violate any of the above criteria and when it would be:

(1) Necessary for a subdivision, redevelopment project or other project involving assembly of a large site, in which a new and improved pattern would be substituted for the existing street pattern;

(2) In furtherance of an industrial project where the existing street pattern would not fulfill the requirements of modern industrial operations;

(3) Necessary for a significant public or semi-public use, or public assembly use, where the nature of the use and the character of the development proposed present strong justifications for occupying the street area rather than some other site;

(4) For the purpose of permitting a small-scale pedestrian crossing consistent with the principles and policies of The Urban Design Element; or

(5) In furtherance of the public values and purposes of streets as expressed in The Urban Design Element and elsewhere in the General Plan.

*While the General Plan's Urban Design Element generally discourages the vacation of streets, it also provides for the release of streets if such an action: 1) would not violate the 12 criteria outlined under a. above, and 2) would support one or more of the five objectives presented under b. above. The continued use of a portion of 25 Street on Port property as a navigation center does not violate any of the 12 criteria in part a. because the vacation area is not necessary due to its dead-end nature and does not provide access to the Bay and is not currently needed for utility purposes; the street vacation meets objective b.(3) above by providing space for the navigation center, a critical use of the land for the city and vulnerable residents experiencing homelessness. Further the vacation is temporary in nature and could potentially be used for right-of-way purposes in the future.*

**POLICY 2.10**

Permit release of street areas, where such release is warranted, only in the least extensive and least permanent manner appropriate to each case.

*The use of 25<sup>th</sup> Street for the navigation center would continue to be authorized as a temporary use for another five years and would not be a permanent loss of the street.*

**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, acceptance by the City of Mission Bay Park parcels P5 and P6, 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.*

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 impact on landmarks 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.*

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

**CASE NO.2020-004566GPR  
EXTENSION OF STREET VACATION AT 600 25TH STREET  
FOR CENTRAL WATERFRONT NAVIGATION CENTER**






# GPR - 600 25th St

Final Audit Report

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