



SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral

1650 Mission St.
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Date: June 2, 2016
Case No. Case No. 2016-003757GPR
MTA acquisition of easement across private property for access to below grade traffic sensors for repair and maintenance

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Project Sponsor: Brian Dusseault
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Applicant: Same as Above

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

Recommended By: 
John Rahaim, Director of Planning

PROJECT DESCRIPTION

The project involves the acquisition of an easement by SFMTA for the installation, operation, maintenance, repair and replacement of traffic signal sensor under Brighton Avenue, a private street created to serve the 1150 Ocean Avenue mixed use development. The easement and the sensors within the easement area will have no effect on the preservation of existing retail uses and will therefore not preserve or contribute to employment in or ownership of those businesses. 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.

ENVIRONMENTAL REVIEW

The project was fully evaluated in the Balboa Park Station Area Plan EIR, certified by the San Francisco Planning Commission on 5/17/09, San Francisco Planning Department Case No. 2004.1059E

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The Project would authorize the SFMTA to acquire an easement from a private property owner. The easement would allow SFMTA staff to access below grade traffic sensors for routine reaper and maintenance. 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:

TRANSPORTATION ELEMENT

The objectives and policies outlined below were culled from the Transportation Element of the City's General Plan. These goals and polices speak to several polices that traffic sensors and their associated traffic signal may support. For example the traffic signal on this street will help regulate the flow of traffic thus reducing congestion, facilitate safe pedestrian crossings, provide data about the performance of the transportation system and improve the reliability of Muni lines that travel along Ocean Avenue.

- OBJECTIVE 10** **Develop and employ methods of measuring the performance of the city's transportation system that respond to its multi-modal nature.**
- POLICY 10.1** Assess the performance of the city's transportation system by measuring the movement of people and goods rather than merely the movement of vehicles.
- POLICY 10.2** Employ performance measures that address the problems of transportation deficiencies.
- POLICY 10.3** Employ methods that are easily measured, understandable, and useful both for determining the level of deficiency and for comparing alternatives with existing forecasting tools.
- POLICY 10.4** Consider the transportation system performance measurements in all decisions for projects that affect the transportation system.
- OBJECTIVE 14** **Develop and implement a plan for operational changes and land use policies that will maintain mobility and safety despite a rise in travel demand that could otherwise result in system capacity deficiencies.**
- POLICY 14.1** Reduce road congestion on arterials through the implementation of traffic control strategies, such as traffic signal synchronization (consistent with posted speed limits) and turn controls, that improve vehicular flow without impeding movement for pedestrians and bicyclists.
- OBJECTIVE 19** **Provide for convenient movement among districts in the city during off-peak travel periods and safe traffic movement at all times.**

POLICY 19.1 Eliminate unnecessary cross traffic conflicts and improve traffic flow along major arterials.

OBJECTIVE 20 Give first priority to improving transit service throughout the city, providing a convenient and efficient system as a preferable alternative to automobile use.

POLICY 20.1 Give priority to transit vehicles based on a rational classification system of transit preferential streets.

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, acquisition of an easement by SFMTA for the installation, operation, maintenance, repair and replacement of traffic signal sensor under Brighton Avenue (a private street), 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. The project would provide an easement for SFMTA staff to maintain, repair and replace below-grade sensors that regulate vehicular traffic flow on Brighton Avenue into and out of a mixed-use development at 1150 ocean Avenue. Because the sensors help regulate traffic on Ocean Avenue, the project will help reduce congestion on Ocean Avenue and improve Muni Operations on that street.

- 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.

Because the project does not involve a structure, it 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.

This project site is a private street with no buildings. The project site is not considered a landmarks or of historic significance. The adjacent building at 1155 Ocean Ave was constructed in the last 20-30 years.

- 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. No new above ground structures would be added to the site.

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