



# SAN FRANCISCO PLANNING DEPARTMENT

## General Plan Referral

*Date:* October 11, 2017  
*Case No.:* **GPR Assignment: 2017-012717GPR**  
**SFMTA Islais Creek Operating & Maintenance Division Project**  
*Block/Lot No.:* 4352/007; 4382/003; 4352/001; 4382/005  
*Project Sponsor:* Liciana Iberri  
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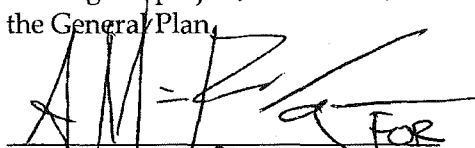
Planning  
 Information:  
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*Applicant:* Same as Above

*Staff Contact:* Rachael Tanner – (415) 575-8730  
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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 is the City's proposed entrance into (1) an Agreement for the Purchase and Sale of Real Estate for DD030660-01-02, DD 030660-01-03 and DD 030667-01-01 near the intersection of Indiana and Cesar Chavez Streets (portion of APN 4382-003) with Caltrans, with the Fee Parcels to be used for a public purpose for at least fifteen years after the closing date; (2) an Airspace Lease with Caltrans for Lease Area No. 04-SF-280-08 for a 50-year term, plus two 15-year extension options; (3) an Indiana Street Access License Agreement for Caltrans access from Indiana Street to the Lease Parcels during the Lease term; and (4) a Cesar Chavez Access Easement Agreement for Caltrans access from Cesar Chavez Street to the Lease Parcels after the Lease terminates.

Specifically, the Board of Supervisors approval is required to enter into the Access License and the Access Easement. Taken together, these actions will allow for the operation of the Islais Creek Motor Coach Operation and Maintenance Facility located at the corner of Cesar Chavez and Indiana Streets. Phase I has been completed and those facilities are in use. Phase II will be completed and in-service by December 2017.

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 reviewed pursuant to the California Environment Quality Act under the MUNI Diesel Coach Operating Division and Central Maintenance Facility Negative Declaration (Case No 88.700ER).

### GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The Project is a series of agreements that will allow the San Francisco Municipal Transportation Agency to access and utilize the Islais Creek Motor Coach Operation and Maintenance Facility. The agreements include the purchase of designated Fee Parcels from Caltrans, an Airspace lease, an Access License, and an Access Easement. 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

#### POLICY 1.3

**Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.** In order to maintain a desirable living and business environment in San Francisco, the use of mass transit, ridesharing, walking and bicycling must assume a high priority to ensure mobility for commuters and residents alike. Mobility is ideally provided by a well-connected, multimodal system, but where a choice must be made to either provide public transit or accommodate the private automobile, public transit should receive the priority, consistent with the city's Transit First policy.

*In order to support the City's Transit First policy, the SFMTA must maintain an adequate fleet of motor coaches. This additional facility is needed to ensure sufficient space to store and maintain the motor coach fleet. The fleet is anticipated to expand as rider demand continues to increase.*

#### POLICY 21.11

**Ensure the maintenance and efficient operation of the fleet of transit vehicles.** Consideration should be given with every transportation system funding and development decision to maintaining and operating transit vehicles and the facilities that support them.

*This investment directly impacts the efficient maintenance and operation of the fleet of transit vehicles. Through this project will support an expanded fleet of hybrid vehicles, which both improve service to riders while minimizing carbon emissions and air pollution.*

**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 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.*

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. It would improve the City's ability to respond to injuries caused by earthquakes and other emergencies.*

7. That landmarks and historic buildings be preserved.

*This site and building are not landmarks or of historic significance.*

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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cc: Liciania Iberri, SFMTA