



SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral

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Case: **2016-004659GPR**
SFMTA Revenue Bonds

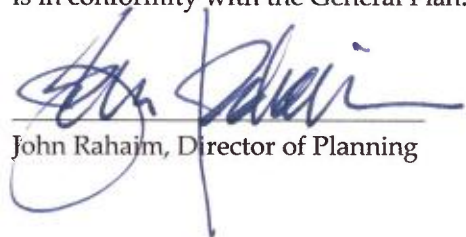
Block/Lot No.: Various, Citywide

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Recommendation: Finding the proposed 2016 San Francisco Municipal Transportation Agency Revenue Bond (Bonds), on balance, is in conformity with the General Plan.

Recommended By:


John Rahaim, Director of Planning

PROJECT DESCRIPTION

The San Francisco Municipal Transportation Agency is proposing a \$207 million bond to finance the costs of certain transportation projects, including up to \$45 million for the Mission Bay Component and up to \$162 million for other projects, such as light rail vehicle procurement under the Central Subway Project, the Van Ness Transit Improvement Project, and various financing costs to support yet-to-be specified projects under SFMTA capital improvement programs. Although a few general projects have been mentioned as part of the bond, this General Plan Referral is for the Bond itself.

If approved, subsequent Bond-funded projects should be referred to the Planning Department to determine whether they require separate Environmental Review and/or General Plan referral(s), pursuant to Section 4.105 of the Charter and Sections 2A.52 and 2A.53 of the Administrative Code, or other authorization. Upon initial review, it appears that a number of projects funded by this bond will require a General Plan Referral when project plans are available, such as any proposal to widen sidewalks, narrow streets, create corner bulbouts, et al. A General Plan Referral was conducted and cleared for the Van Ness Corridor Transit Project Bulb-outs (Case No. 2014-001204GPR) in October 2015.

ENVIRONMENTAL REVIEW

The Van Ness Improvement Project was fully evaluated in the Van Ness BRT Final EIS/EIR, certified by San Francisco County Transportation Authority Board on September 10, 2013 (Resolution No. 14-18). Mission Bay transportation capital improvements were fully evaluated in the Mission Bay Final Subsequent EIR, certified by the San Francisco Commission on Community Investment and Infrastructure on November 3, 2015 (Resolution No. 69-2015). The San Francisco Board of Supervisors affirmed the certification of the FSEIR on December 8, 2015 (BOS file No. 150991). Vehicle procurement was evaluated under the Central Subway Final Subsequent EIS/EIR, certified by the San Francisco Planning Commission on August 7, 2008 and approved by the SFMTA Board of Directors on August 19, 2008 (File No. 08-150). Additional LRV procurement is statutorily exempt under CEQA Section 20180(b) and CEQA Guidelines Section 15275(a).

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The proposed Bond to fund transportation improvements is, on balance, **in conformity** with the General Plan, as described in the body of this Case Report. If the Bond is approved and funds for improvements become available, **projects may require project-level General Plan referrals**, as required by San Francisco Charter §4.105 and §2A.53 of the Administrative Code and/or other discretionary actions by the Planning Department.

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

TRANSPORTATION ELEMENT

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.2

Ensure the safety and comfort of pedestrians throughout the city.

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.

POLICY 1.4

Increase the capacity of transit during the off-peak hours.

Comment: The San Francisco Municipal Transportation Agency Revenue Bonds would provide funds for key transit system improvements and pedestrian environment enhancements, which not only improve safety and comfort, but also better connect people to transit use.

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 20.3

Develop transit preferential treatments according to established guidelines.

POLICY 20.9

Improve inter-district and intra-district transit service.

POLICY 20.13

Create dedicated bus lanes and Bus Rapid Transit (BRT) lanes to expedite bus travel times and improve transit reliability.

Comment: The San Francisco Municipal Transportation Agency Revenue Bonds would provide funds for improving transit service, which thereby helps support transit as a preferable alternative to automobiles.

OBJECTIVE 21

DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN AND ALL MAJOR ACTIVITY CENTERS WITHIN THE REGION.

POLICY 21.2

Where a high level of transit ridership or potential ridership exists along a corridor, existing transit service or technology should be upgraded to attract and accommodate riders.

Comment: The San Francisco Municipal Transportation Agency Revenue Bonds would provide funds for enhancing transit service in important growth areas, such as Mission Bay and better connect residential areas to this and other job centers.

OBJECTIVE 23

IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

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.

POLICY 23.6

Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

POLICY 23.7

Ensure safe pedestrian crossings at signaled intersections by providing sufficient time for pedestrians to cross streets at a moderate pace.

Comment: The San Francisco Municipal Transportation Agency Revenue Bonds would provide funds for widening sidewalks, installing bulbouts to aid street crossings, and other pedestrian improvements.

RECOMMENDATION:

Finding the 2016 San Francisco Municipal Transportation Agency Revenue Bond (Bonds), on balance, is in conformity with the General Plan

If the Bond is approved and funds for improvements become available, future projects may require project-level General Plan referrals, as required by San Francisco Charter §4.105 and § 2A.53 of the Administrative Code and/or other discretionary actions by the Planning Department.

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.

Eight Priority Policies Findings

The subject project, the 2016 San Francisco Municipal Transportation Agency Revenue Bond (Bonds), 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 will not displace or restrict access to any existing neighborhood-serving or restrict future opportunities.
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 will not displace any existing housing.
3. That the City's supply of affordable housing be preserved and enhanced.
The project will not adversely impact the City's supply of affordable housing and existing neighborhood housing will be preserved.
4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking.
The project will improve Muni transit service and will not overburden streets 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 project will not displace any individual businesses.
6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.
The project would fund improvements to City facilities which will enhance the City's ability to protect against injury and loss of life in an earthquake.
7. That landmarks and historic buildings be preserved.
The project would not have an adverse effect on landmarks or historic buildings. Projects funded by the Bond will be evaluated individually for any impacts to historic buildings.
8. That our parks and open space and their access to sunlight and vistas be protected from development.
The project will not adversely impact parks and open spaces.