




GENERAL PLAN REFERRAL

November 18, 2021

Case No.: Block/Lot No.: 2021-011269PR
Various, Citywide

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Recommended By: 
Rich Hillis, Director of Planning

Recommendation: Finding the proposed General Obligation Bond, on balance, is **in conformity** with the General Plan

Project Description

The City and County of San Francisco is proposing a \$400 million Transportation General Obligation (GO) Bond for the June 2022 ballot. The purpose of the bond is to fund transit, safety programs, and infrastructure. Public transit operations and transportation infrastructure are important to San Francisco's economic vitality, environmental sustainability, and cultural diversity.

In 2014, San Francisco voters approved a Transportation and Road Improvement General Obligation Bond to fund critical repairs and upgrades to the city's transportation system. The proposed \$400 million General Obligation Bond for the June 2022 ballot will build on the success of the first bond.

The Transportation General Obligation Bond proposes six categories of investments.

Table 1: Program Components and Funding Amounts for the General Obligation Bond

Program Component	Estimated Proposed Budget
Speed up Muni repairs and keep public transit moving by repairing, upgrading, and maintaining aging bus yards, facilities and equipment	\$250 million
Enable faster, more reliable, and more frequent Muni service by improving on -street infrastructure for transit	\$26 million
Increase subway capacity, reduce delays, and deliver dependable, high frequency transit by modernizing the Muni train control system	\$10 million
Improve safety and visibility at intersections by upgrading traffic signals, signage, and crossings	\$42 million
Increase safety for walking and bicycling and access for muni connections along major corridors by redesigning streets and sidewalks	\$42 million
Slow speeds and reduce crashes by implementing proven traffic calming and speed reduction tools	\$30 million
TOTAL	\$400 million

Individual projects funded by the bond program may require additional project level analysis and review – possibly including General Plan Referrals – by the Planning Department as they are identified.

Environmental Review

This is not defined as a project under CEQA Guidelines Sections 15378 and 15060(c)(2) because it would not result in a direct or indirect physical change in the environment.

General Plan Compliance and Basis for Recommendation

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

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

Comment: The General Obligation Bond would provide funds for transit improvements and pedestrian environment improvements, including infrastructure for street crossing and intersection improvements. These improvements would enhance safety and comfort for pedestrians and people with disabilities. Additionally, using the funds for transit system improvements is consistent with San Francisco's Transit First Policy, which prioritizes transit over automobiles.

OBJECTIVE 11

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY

POLICY 11.2

Continue to favor investment in transit infrastructure and services over investment in highway development and other facilities to accommodate the automobile

Comment: The General Obligation Bond would provide funding for transit infrastructure, which should be prioritized over automobiles and parking.

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 20.9

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 General Obligation Bond would provide funds for improving transit service and on-street infrastructure, which would facilitate faster, more reliable transit service between districts and within districts.

OBJECTIVE 21

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

POLICY 21.11

Ensure the maintenance and efficient operation of the fleet of transit vehicles

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 General Obligation Bond for transportation would provide funds for enhancing transit service and connecting residents to destinations across the city such as jobs and services. The Bond would also provide funds for maintaining SFMTA's transit fleet, which would help to ensure that transit operations run smoothly.

Planning Code Section 101 Findings

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The General Obligation Bond 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 Project would not affect 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 neighborhoods;

The Project would not have a negative effect on housing or neighborhood character.

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

The 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 Project would improve Muni transit service. It would not overburden the 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 resident employment and ownership in these sectors be enhanced;

The Project would not have an adverse effect on the city's industrial or service sectors nor on opportunities for resident employment and ownership.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

The Project would not have an adverse effect on City's preparedness against injury and loss of life in an earthquake.

7. That the landmarks and historic buildings be preserved;

The Project would not have an adverse effect on the City's Landmarks and 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 would not have an adverse effect on the City's parks and open space and their access to sunlight and vistas.

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