

TRANSIT CENTER DISTRICT PLAN

**Informational Presentation
Planning Commission**

04.19.2012

San Francisco Planning Department

In partnership with:

San Francisco Redevelopment Agency

Transbay Joint Powers Authority

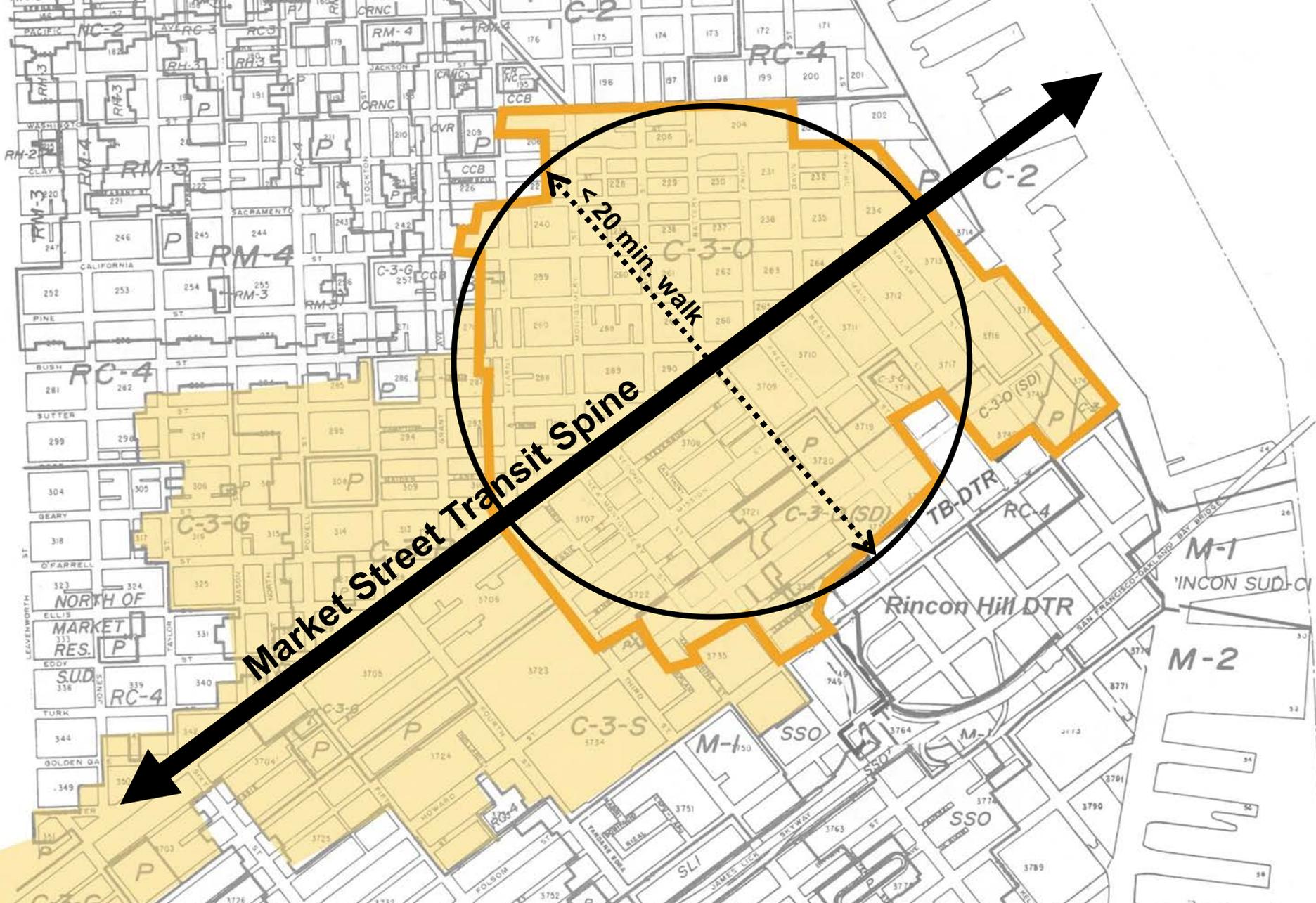


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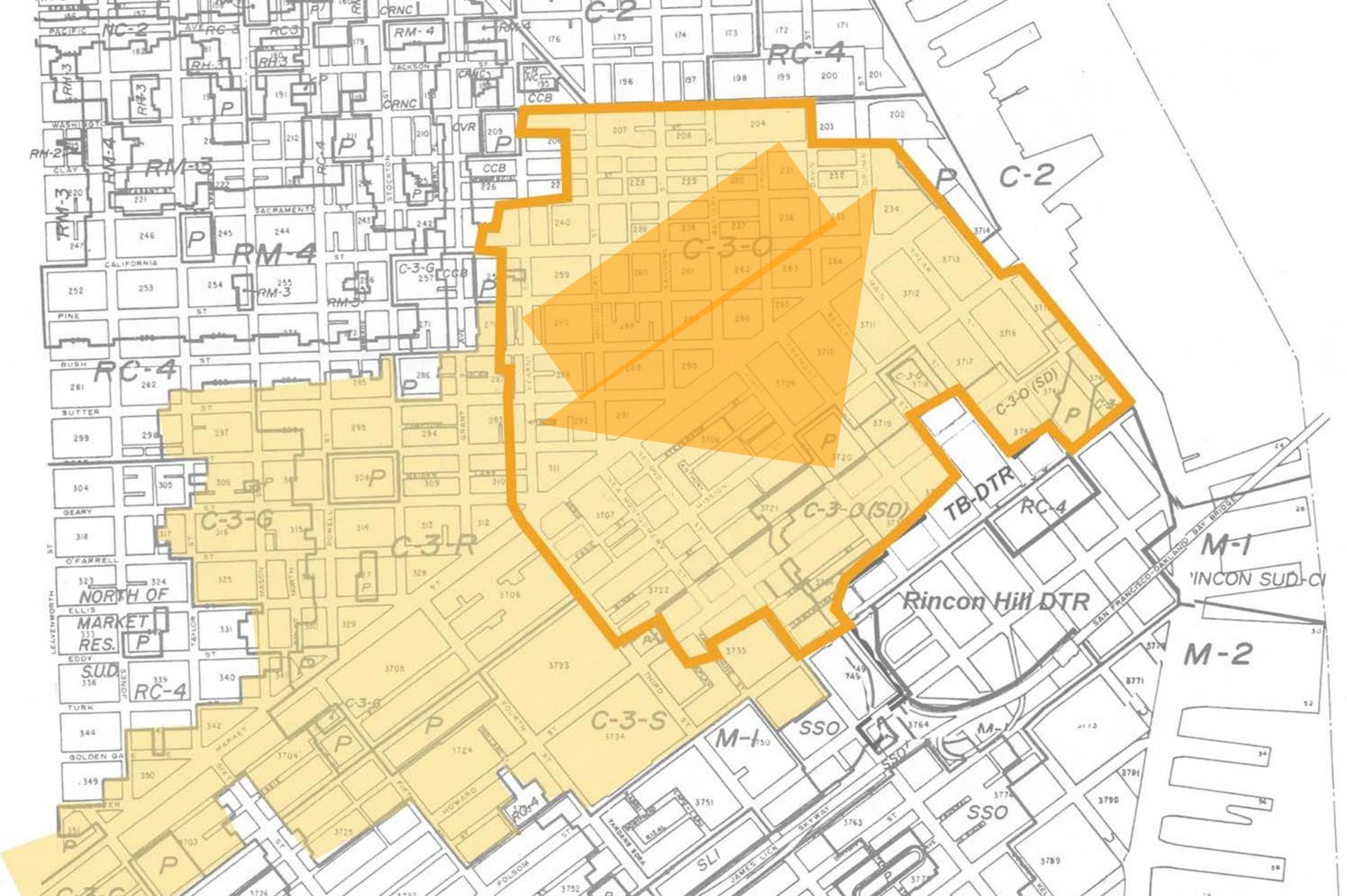
Schedule Milestones & Hearings

Draft Plan Publication	November 2009
Draft EIR Publication	September 28, 2011
Informational Presentation	Today
Initiation of Plan Adoption (General Plan, Planning Code Zoning Map Amendments)	May 3, 2012
EIR Certification and Plan Adoption Actions	May 24, 2012

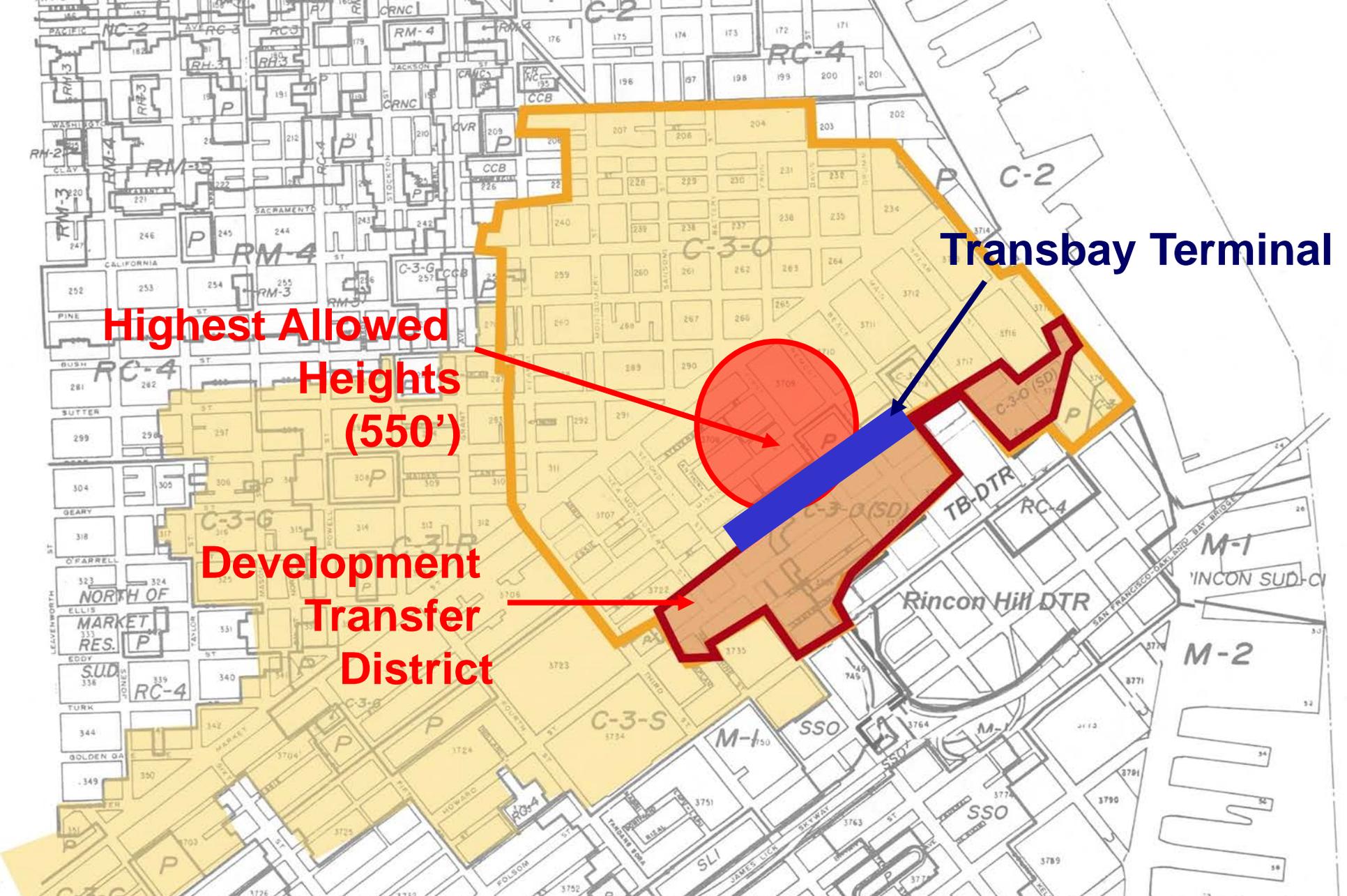




Downtown Plan: Compact, Walkable, Transit-Oriented



Downtown Plan: Extending the Office District South of Market

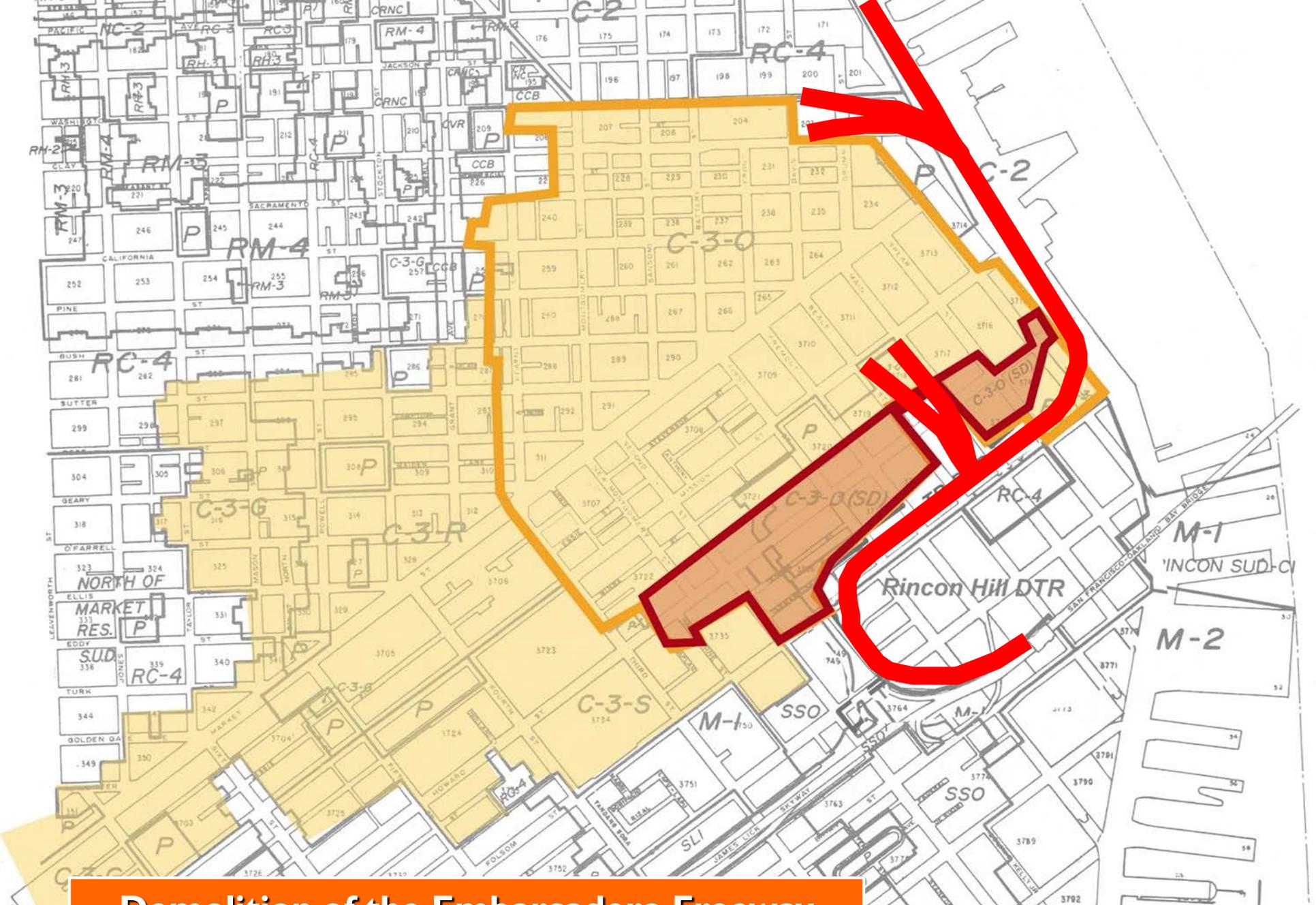


Transbay Terminal

Highest Allowed Heights (550')

Development Transfer District

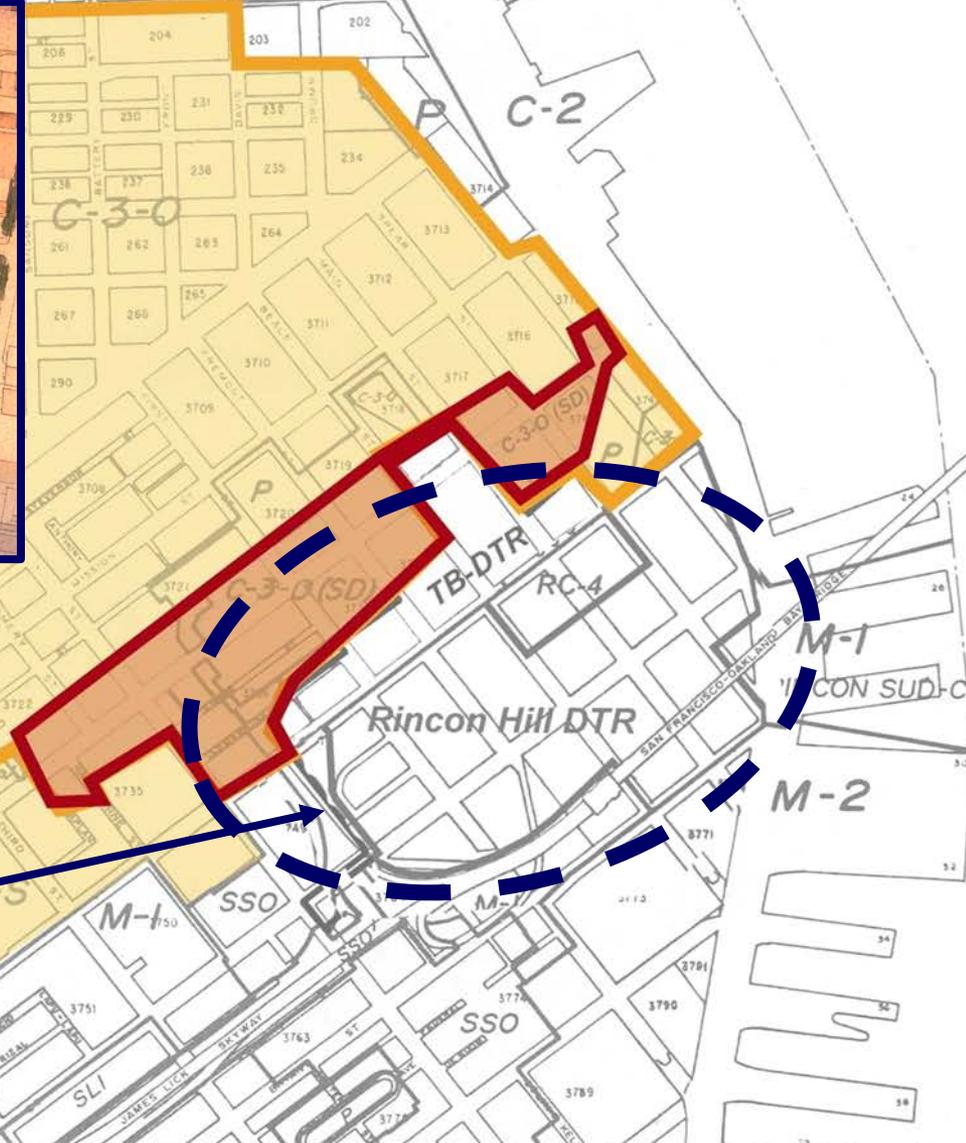
Downtown Plan: Extending the Office District South of Market



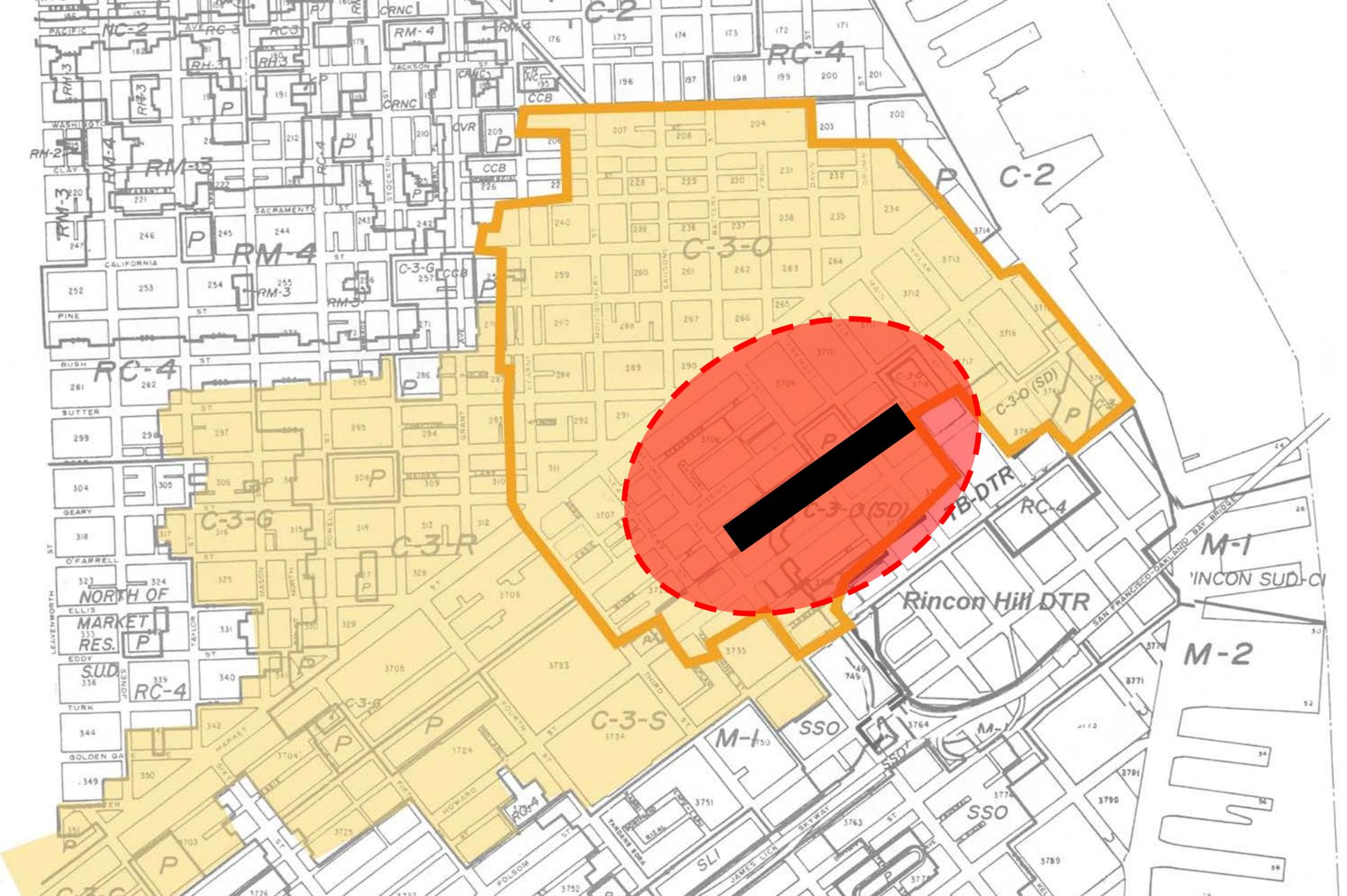
Demolition of the Embarcadero Freeway



Transbay Redevelopment and Rincon Hill Plans (2005)



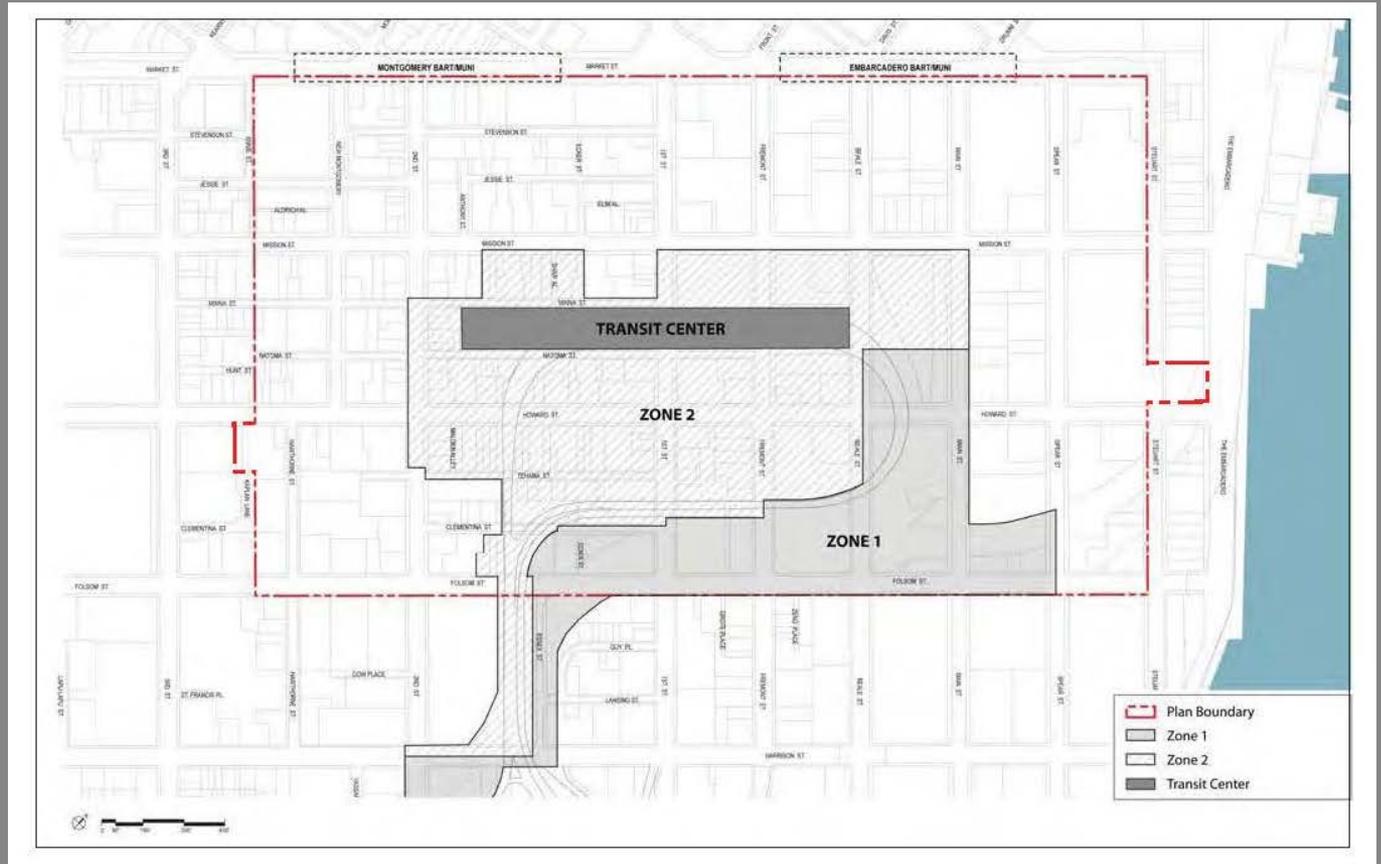
New Downtown Residential Neighborhoods



Targeted Growth Around Primary Regional Transit Hub

Transit Center District Plan Area

Private and
Public parcels
around
Transit Center,
including
Transbay
Redevelopment
Area
Zone 2



Transit Center District Plan

Objectives



- Environmentally Responsible Land Use: Capitalize on new major **transit investment** with appropriate **land use** response in the downtown core
- Building on the Urban Design Element and Downtown Plan, analyze:
 - Analyze the **downtown form**
 - Identify opportunities and set guidelines and standards to build a high-quality **public realm** and provide **public amenities**
- Generate more **revenue to support the complete Transbay Transit Center/Downtown Rail Extension** project and other **public improvements**
- Ensure the district is an example of **comprehensive environmental sustainability**



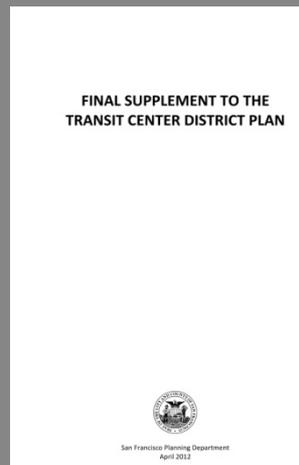
Draft Transit Center District Plan



November 2009
Draft for Public Review

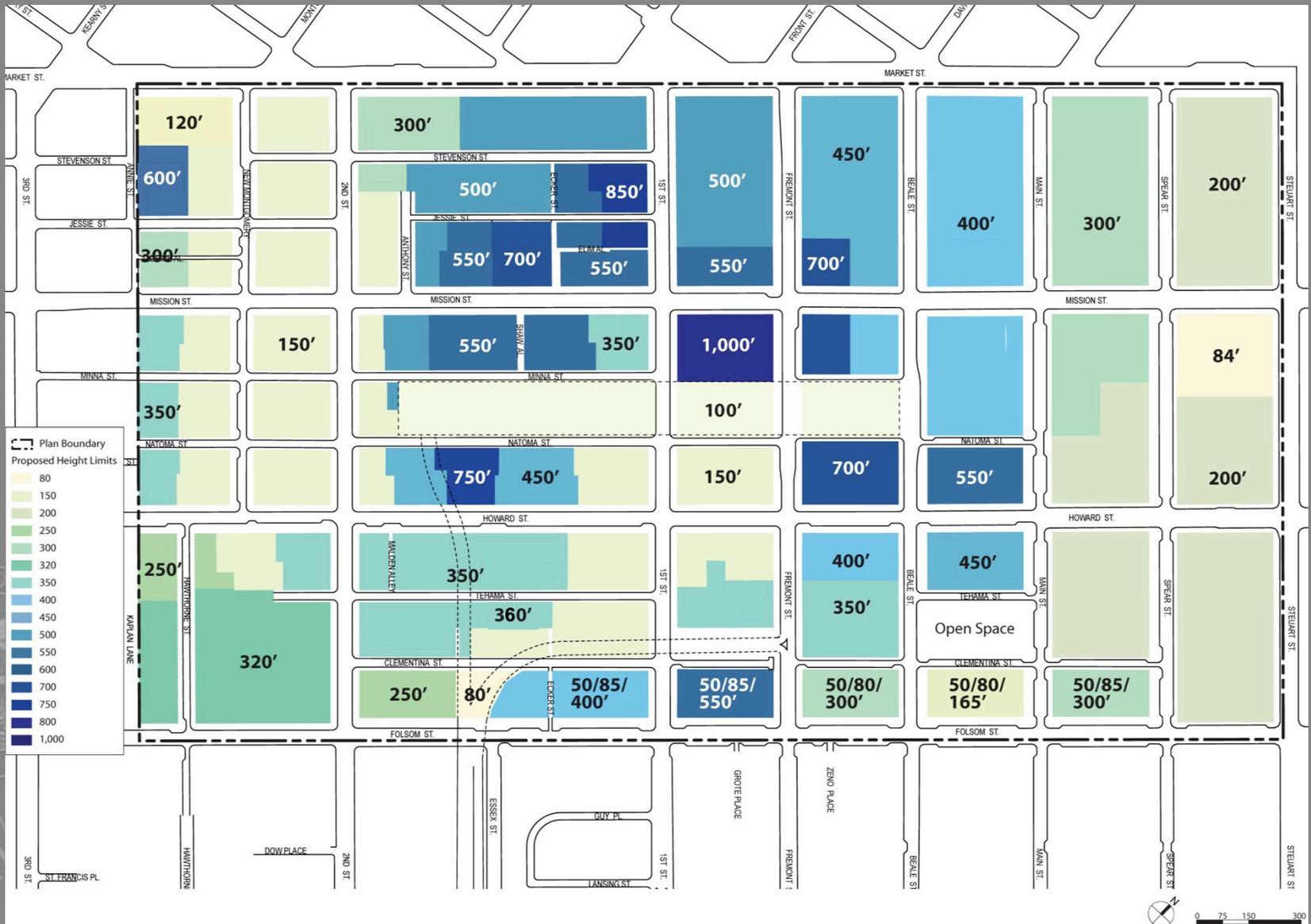


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April 2012
Draft Plan Addendum

Transit Center District Plan: Heights



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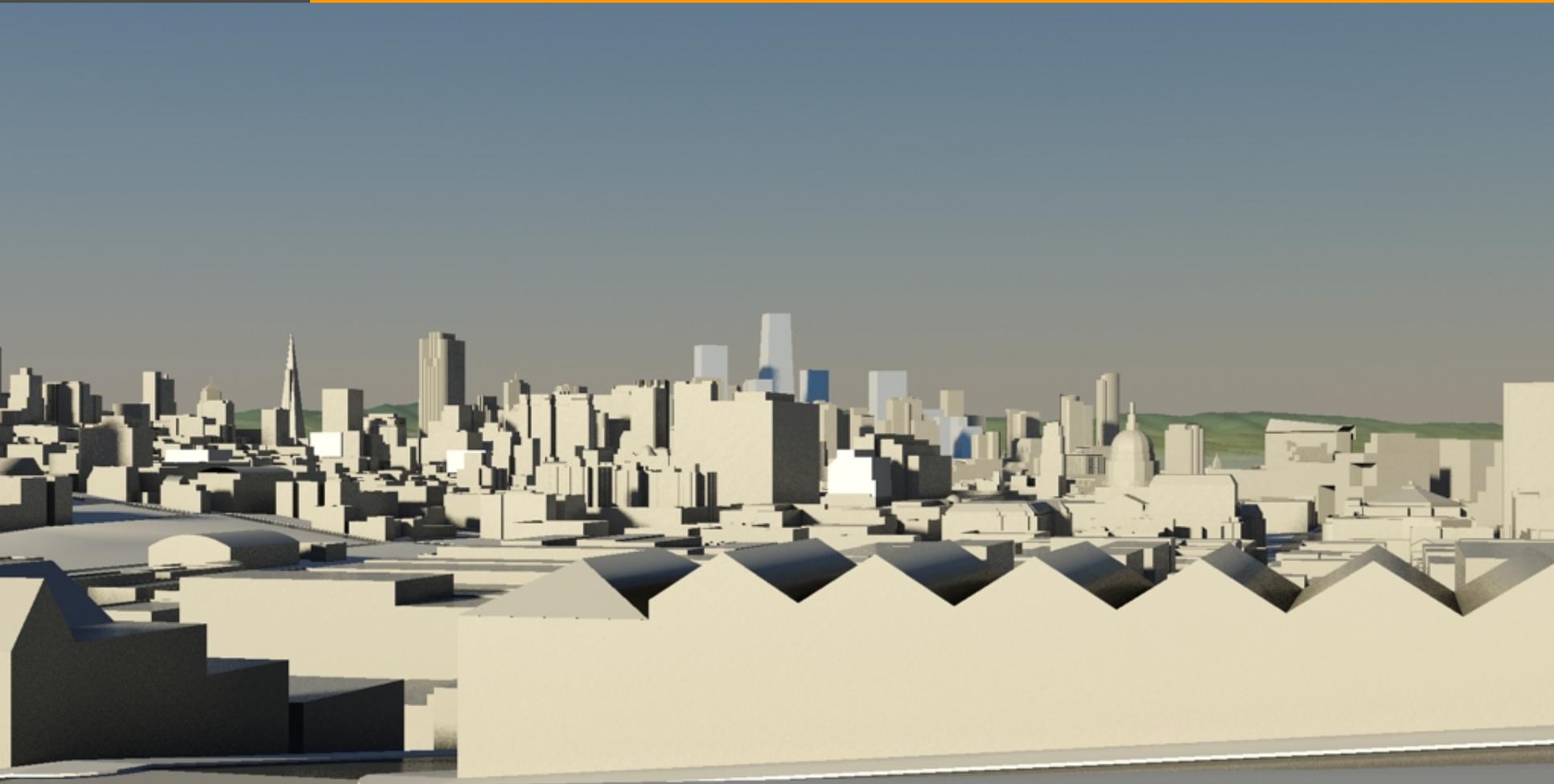
Urban Form: Existing Zoning



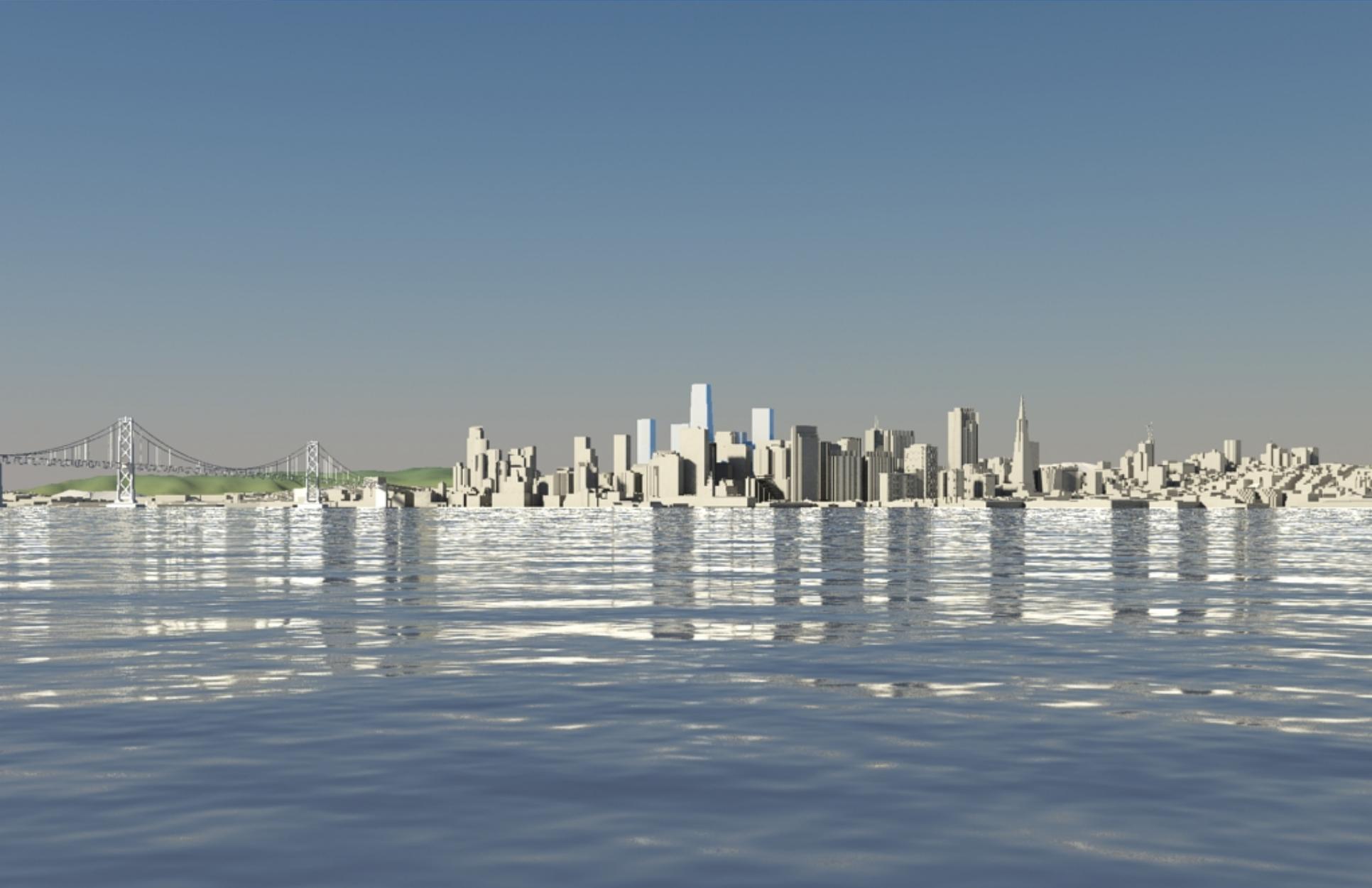
Urban Form: Plan Proposal



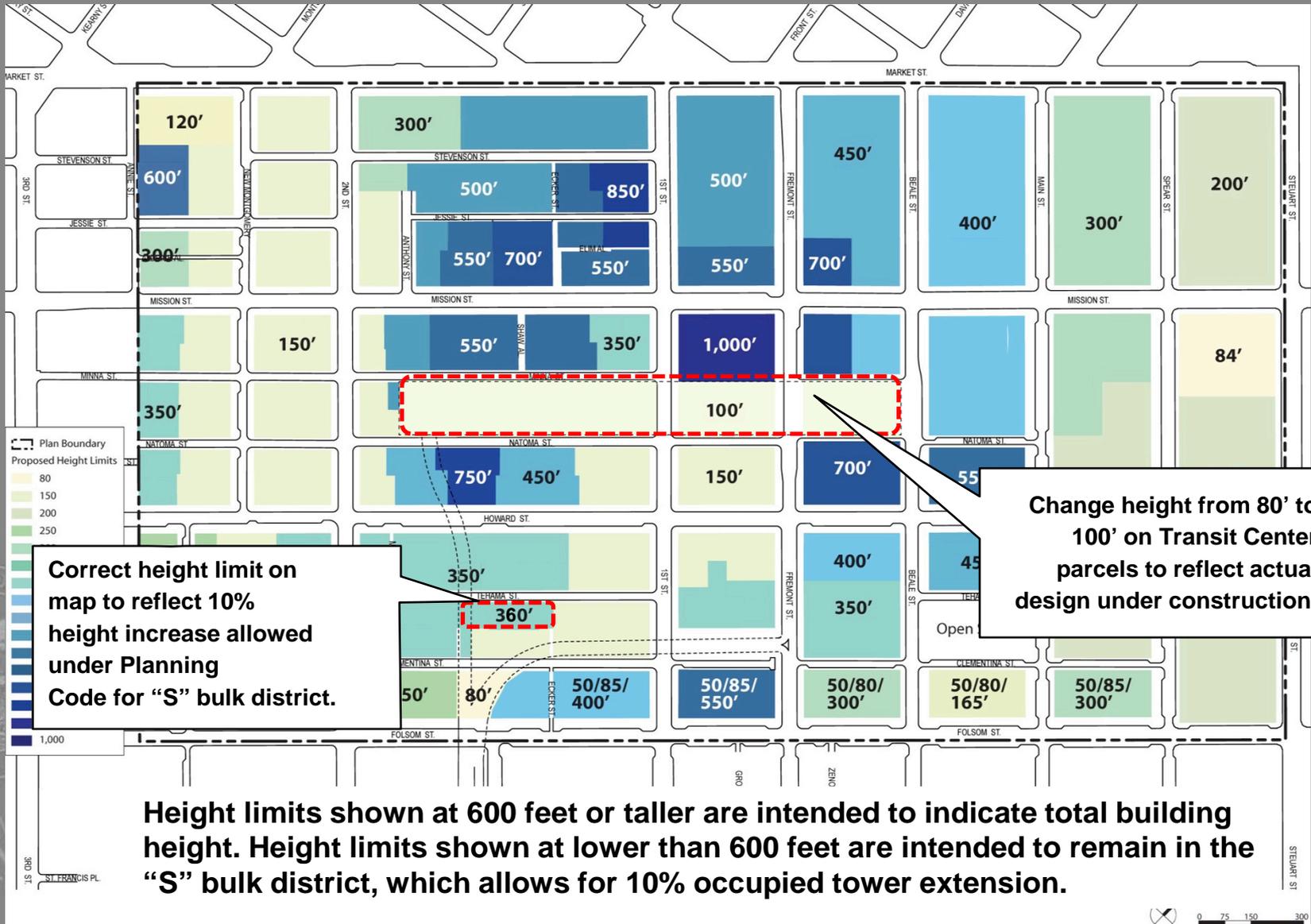
Transit Center District Plan



Transit Center District Plan



Transit Center District Plan: Heights



Land Use



- Reclassify entire Plan Area as C-3-O(SD) and eliminate 18:1 FAR limit
- Require a minimum 2:1 ratio* of commercial to non-commercial space on large lots (>15,000 sf)
- Eliminate CU requirement for high-density housing*

**revised from Nov 2009 Draft*



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Plan Area Buildout Potential

Net Additional Space

Increment over Existing Zoning

Office Space

6.35 million gsf

+2.2 million gsf

Housing Units

1,300

+800

Hotel Rooms

975

+800

Retail Space

85,000 gsf

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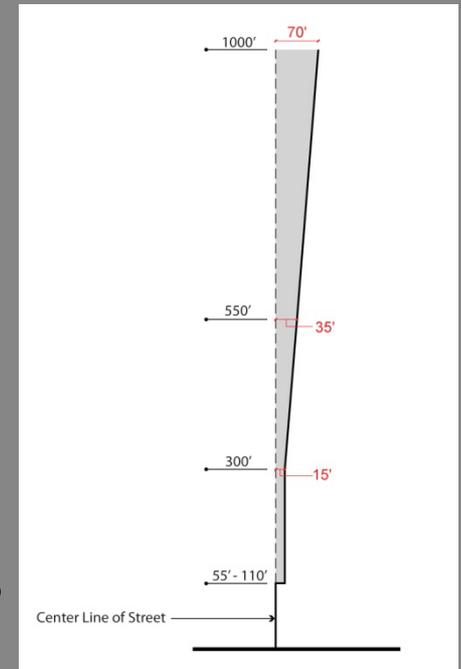
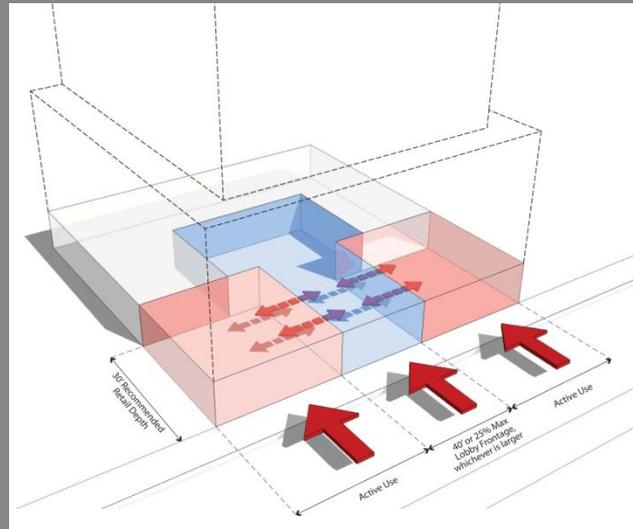
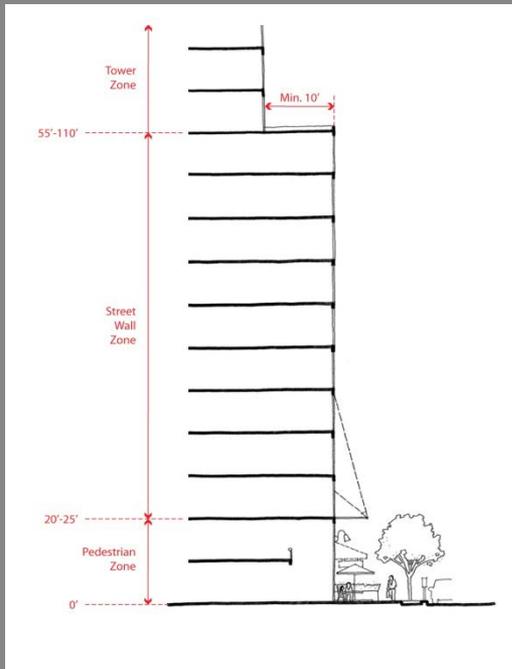
Total Space

9.39 million gsf

+4.02 million gsf



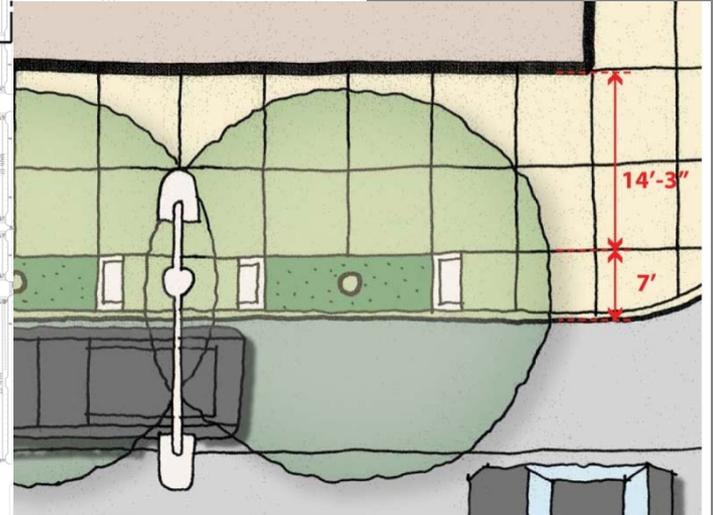
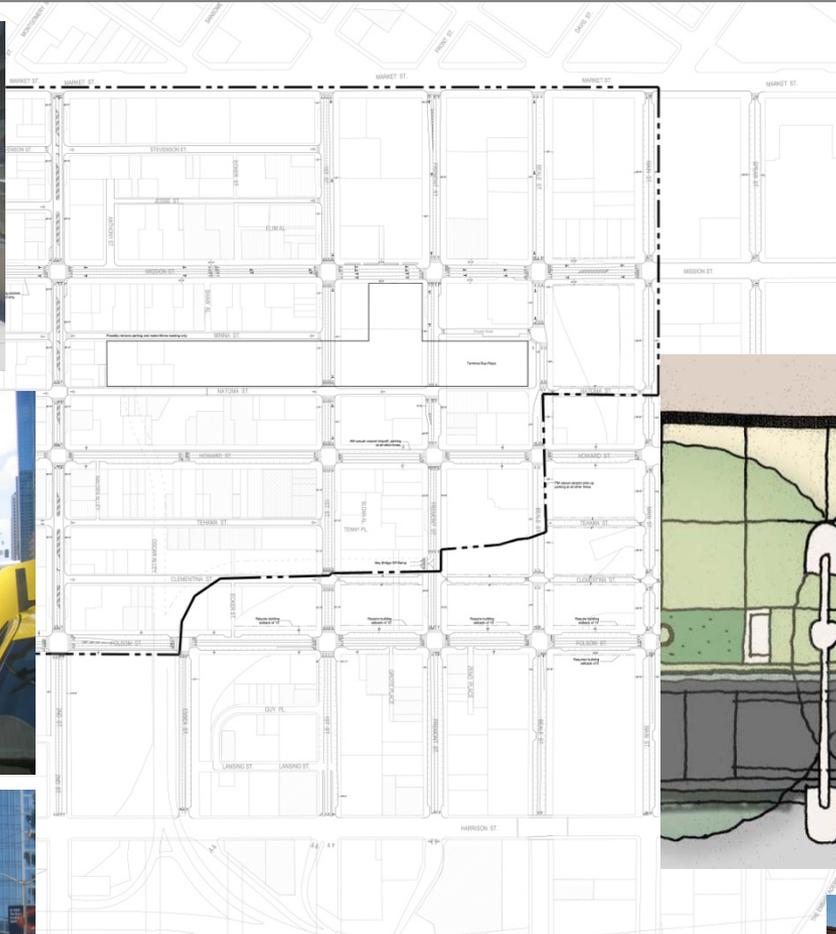
Urban Design Controls and Guidelines



- Active ground floor uses
- Defining the streetwall
- Separation of towers



Public Realm: Streets and Circulation

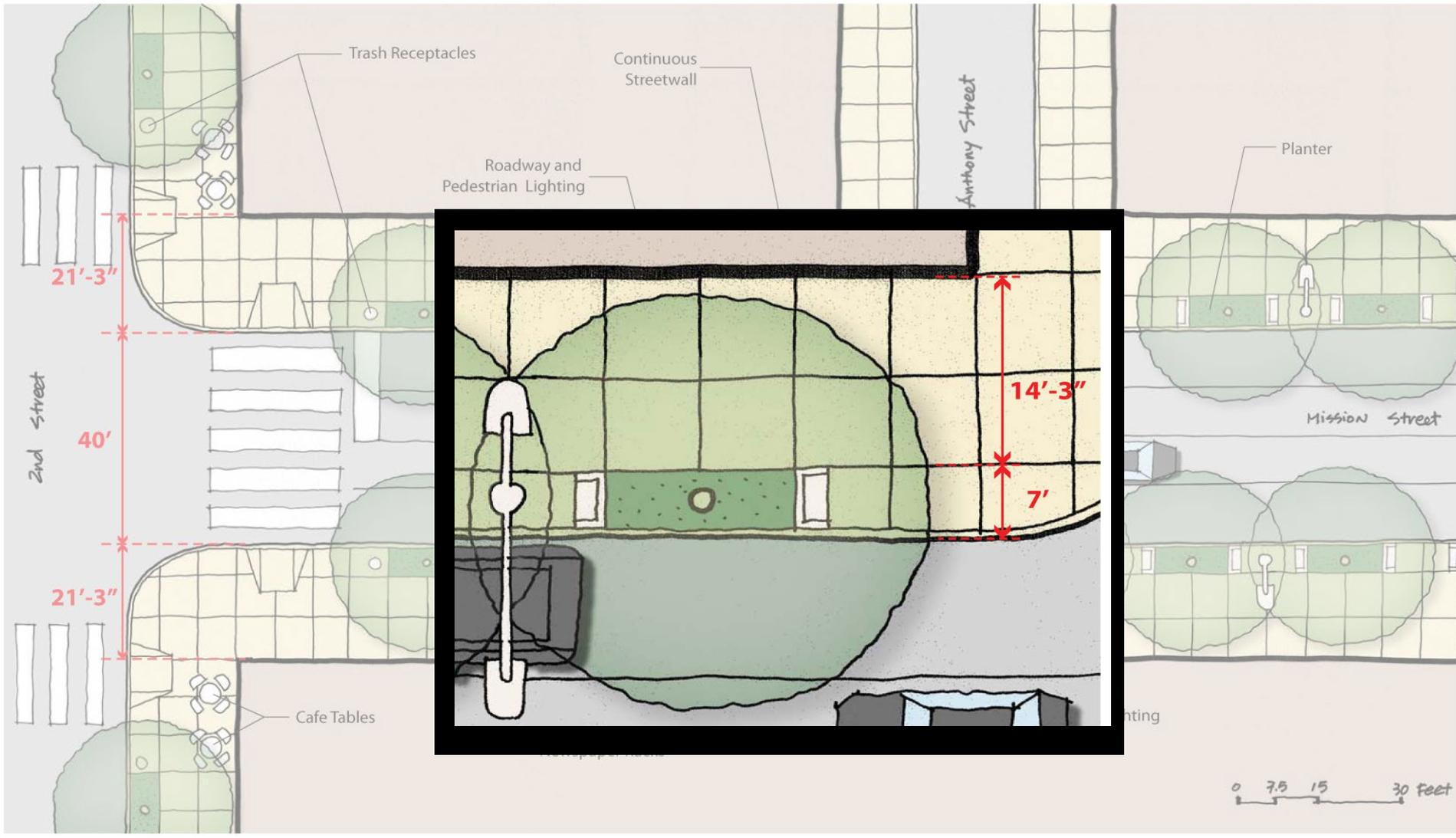


Notes:

- Curb bulb-outs are conceptual, and may be removed where necessary
- Location and size of loading pockets to be determined, dependent on land uses, proximity to stations, etc.
- 11' transit-only lane



Pedestrian Space and Streetscape

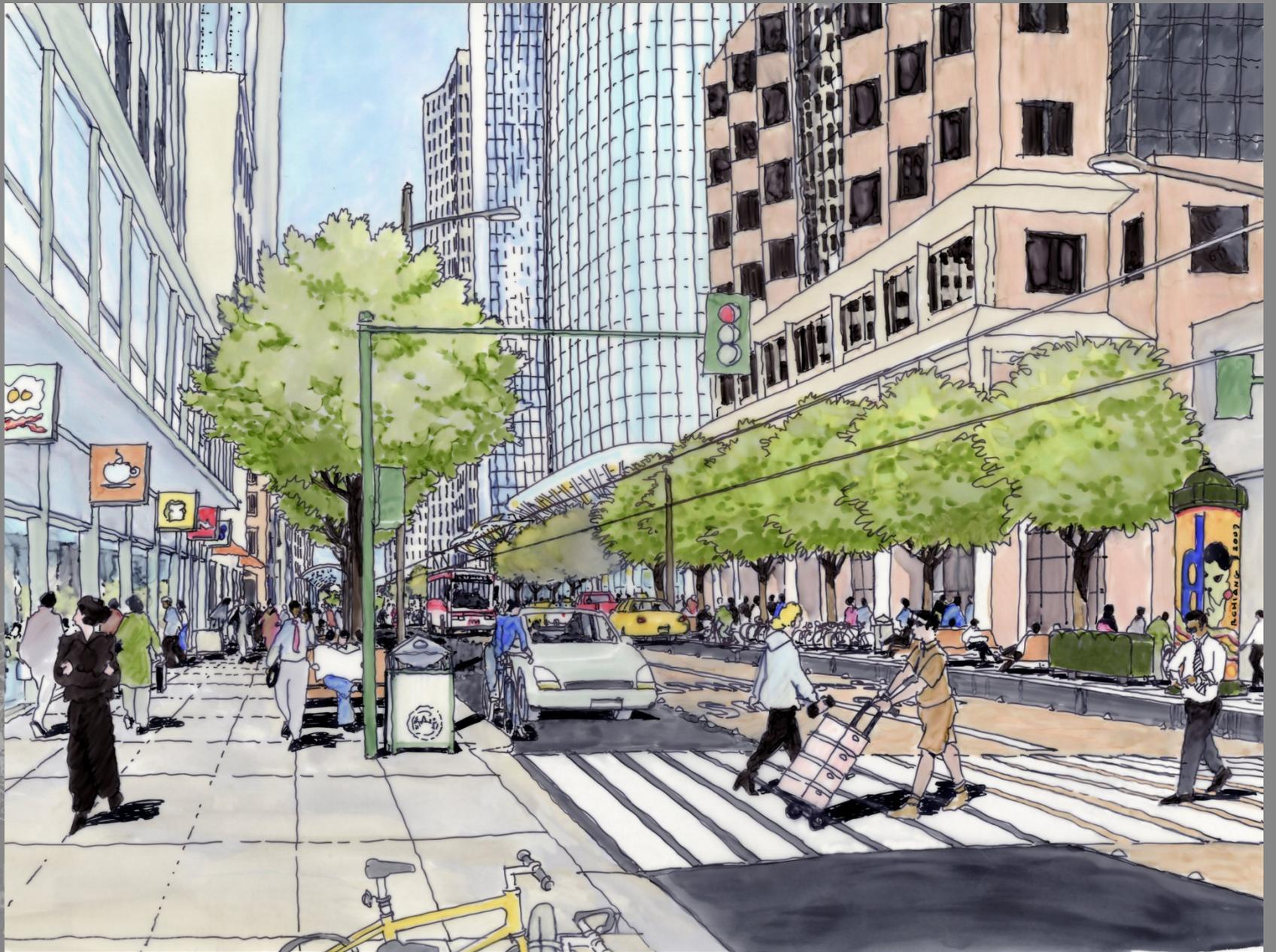


- Expand and Improve Transit lanes
- Widen and Improve Sidewalks
- Create Mid-block Signalized Crosswalks
- Augment Bicycle Network
- Convert portions of some 1-way streets to 2-way



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Transportation Policies

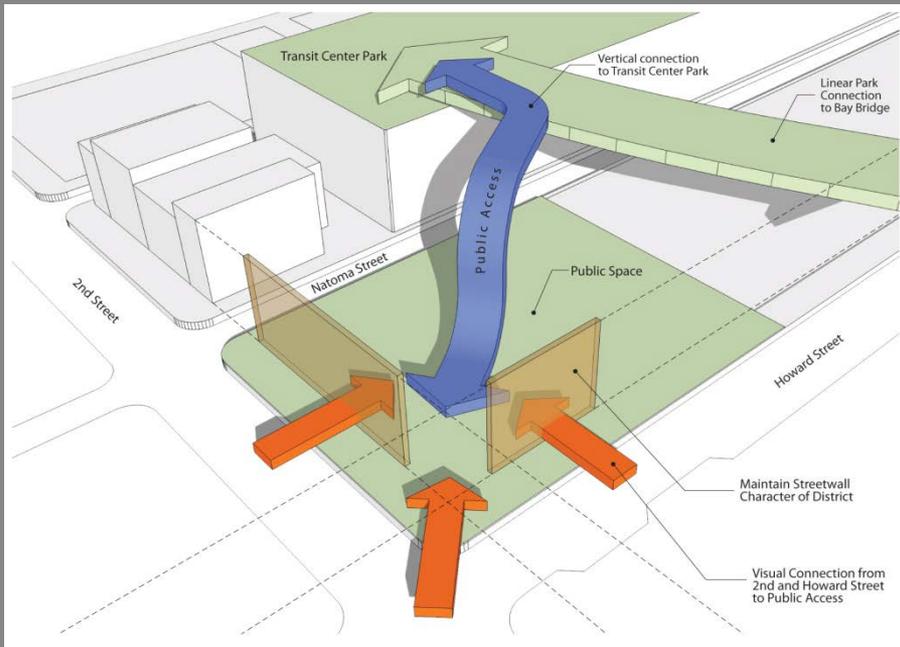
- Reduce allowable non-residential parking in Plan Area to 3.5% of gross floor area (from 7%)
- Create a downtown parking cap (requires further study)
- Pursue congestion pricing as necessary
- Update TMA and TDM requirements



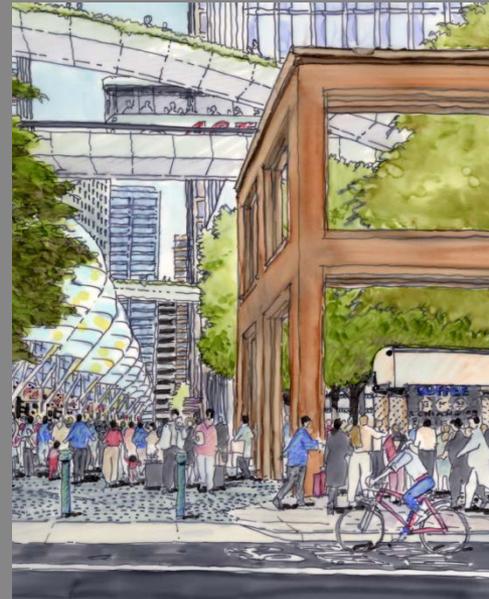
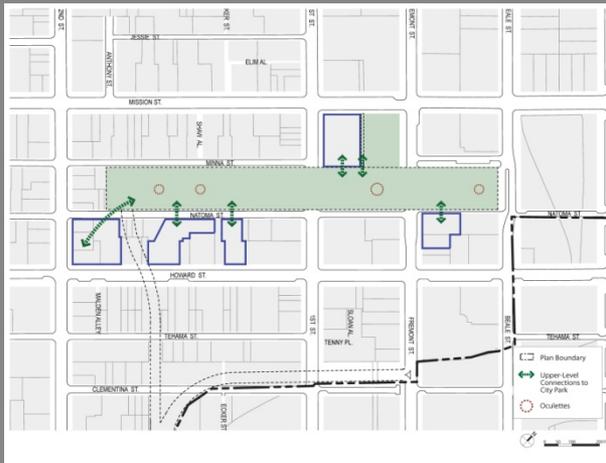
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Public Realm: Open Space



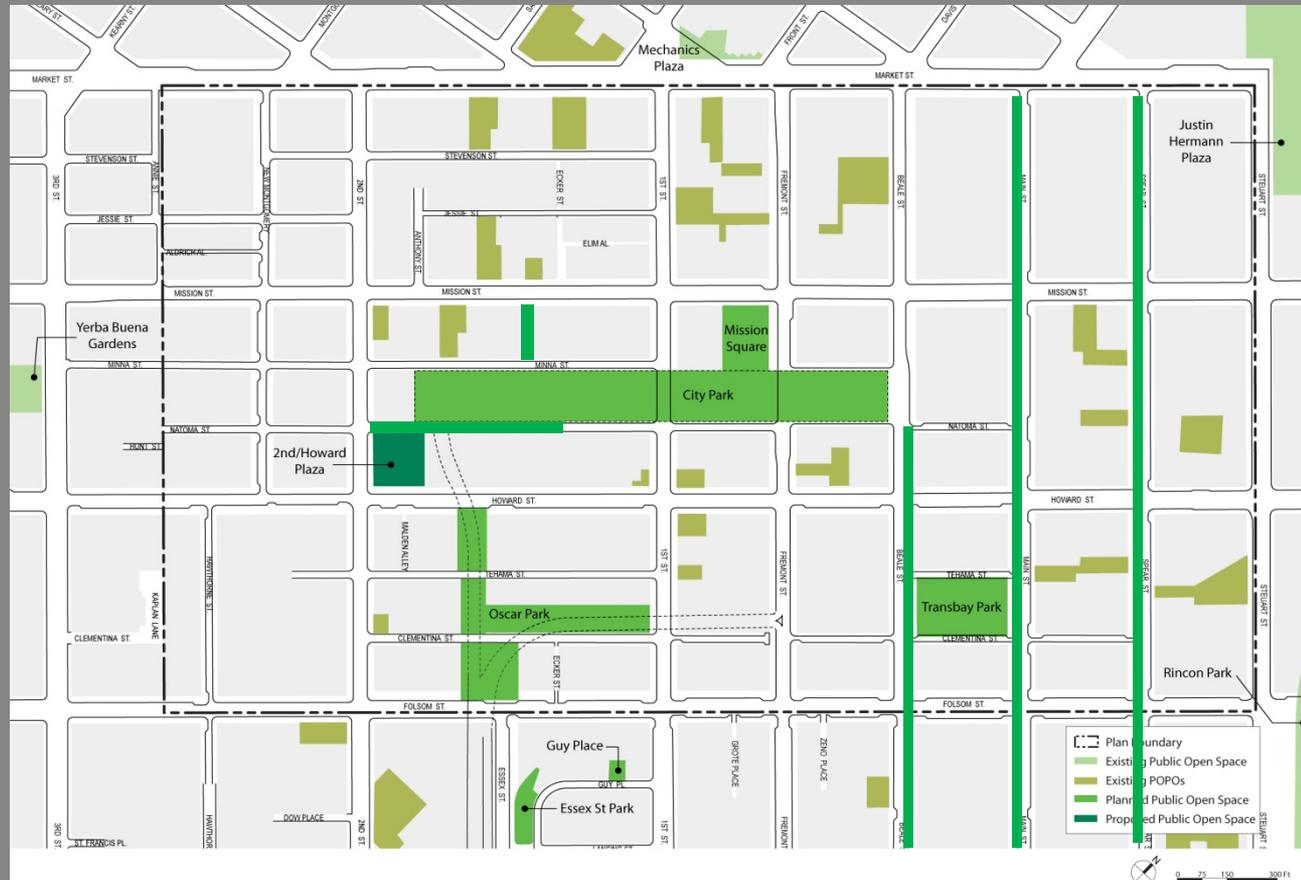
- 2nd/Howard public space
- Connections to Transit Center rooftop park
- Mid-block pedestrian ways



Public Realm: Open Space

Plan Would Help Create and Fund
11+ Acres of New Open Space

City Park	5.4 ac
Transbay Park	1.1 ac
Natoma Street Plaza	1.3 ac
2 nd /Howard Plaza	0.6 ac
Mission Square	0.5 ac
Shaw Plaza	0.1 ac
Living Streets	0.6 ac
Oscar Park	1.4 ac
Essex Street	0.25 ac



Historic Resources



New Montgomery Street, 2nd Street, and Mission Street Conservation District

 Proposed Expanded Conservation District Boundary
 Existing Conservation District Boundary

- Expand Conservation District*
- Update Art. 11 ratings*
- Consider new Landmark designations
- Maintain, but amend TDR program

* *Revised from Nov 2009 Draft Plan*

Historic Resources



Proposed Classifications Under Article 11 of the Planning Code

1,000 Feet

Historic Resources

- Require TDR for square footage between FAR 6:1 and 9:1 instead of all square footage above 6:1
- Pursue expansion of TDR supply through:
 - Addition of new eligible historic properties
 - Publicly-owned historic properties
- Consider establishing in-lieu TDR credit if supply is not sufficient*



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* *Revised from Nov 2009 Draft Plan*



Public Improvement Costs

Necessary and proposed district infrastructure not covered by existing fees include:

- **Streets and Pedestrian Circulation (est. \$278m)**
 - Sidewalk widening and mid-block crossings
 - Streetscape improvements
 - Underground TTC-BART/Muni pedestrian connector
- **Transit and Other Transportation (est. \$4.2B)**
 - Transit Center and DTX
 - BART station capacity improvements
 - Additional Traffic and Congestion Studies
- **Open Space (est. \$117m)**
 - 2nd/Howard
 - Transit Center Park
 - Connections to Transit Center park
 - Improvements to other downtown parks
- **Sustainable Resource District Utilities (est. \$159m/TBD)**
 - District Energy or CHP
 - Recycled/Non-Potable Water



Potential Revenues

November 2009 Draft Plan

Revenue Mechanism		
Impact Fees	<i>Actual</i>	\$ 235,000,000
Mello-Roos Special Tax (0.35%)	<i>NPV</i>	\$ 264,000,000
Benefit Covenant (1%)	<i>NPV</i>	\$ 88,000,000

Total net new public revenue:

Approx. \$587 million



Potential Revenues

April 2012 Funding Program (TCDP Program Implementation Document)

Revenue Mechanism		
Impact Fees	<i>Actual</i>	\$ 175,000,000
Mello-Roos Special Tax (0.55%)	<i>NPV</i>	\$ 421,000,000

Total net new public revenue:

Approx. \$596 million



Proposed Impact Fees

Transit Center District Open Space Fee		
Use	Base Fee (applies to all GSF)	Tier 2 Fee (applies to GSF above 9:1)
Residential	\$2.50/gsf	N/A
Office	\$3.00/gsf	\$7.00/gsf
Retail	\$5.00/gsf	\$4.50/gsf
Hotel	\$4.00/gsf	N/A
Institutional/ Cultural/ Medical	\$5.00/gsf	\$4.30/gsf
Industrial	\$2.50/gsf	N/A

Transit Center District Transportation and Street Improvement Fee				
Use	Transit Delay Mitigation Fee (applies to all GSF)	Base Fee (applies to all GSF)	Tier 2 Fee (applies to GSF above 9:1)	Tier 3 Fee (applies to GSF above 18:1)
Residential	\$0.06/gsf	\$3.94/gsf	\$6.00/gsf	\$3.00/gsf
Office	\$0.20/gsf	\$3.80/gsf	\$19.50/gsf	\$10.00/gsf
Retail	\$1.95/gsf	\$2.05/gsf	\$19.50/gsf	\$10.00/gsf
Hotel	\$0.10/gsf	\$3.90/gsf	\$8.00/gsf	\$3.00/gsf
Institutional/ Cultural/ Medical	\$0.30/gsf	\$3.70/gsf	\$19.50/gsf	\$10.00/gsf
Industrial	N/A	\$4.00/gsf	N/A	N/A



Funding Program

- Plan improvements *fully funded* through new Plan-related revenues and dedicated funding sources
- TJPA Revenue :
\$424 M for DTX, City Park, and Natoma Plaza
(*\$348M from Mello-Roos, \$76M from Fees*)
- **District Utilities Systems**
 - Not included in main funding program
 - Require further feasibility analysis of scope, opportunities, and costs – EPA study currently underway
 - To be funded by utilities (SFPUC, PG&E, NRG, or others) and developers if feasible
- **Redevelopment Tax Increment**
 - Funds for street and open spaces assumed to be enforceable obligations



Plan Program Implementation Document

TRANSIT CENTER DISTRICT PLAN
PROGRAM IMPLEMENTATION
DOCUMENT



San Francisco Planning Department
April 2012

- Inventory of Plan Improvements
- Summary of Revenue Measures and Projections
- Proportional Revenue Allocations
- Summary of Implementation

Implementation:

- Plan revenues to be administered by Board of Supervisors in consideration of recommendations by Interagency Plan Implementation Committee (IPIC)
- IPIC bases recommendations based on Plan Implementation Document
- Planning Commission approves In-Kind Agreements for Impact Fees



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Plan Program Implementation

Amendments to Administrative Code (Chapters 10E and 36):

- Add Transit Center District Plan to Interagency Plan Implementation Committee (IPIC)
- Add TJPA and BART as invitees to IPIC
- Add Plan to Downtown Plan monitoring requirements



Plan Adoption Elements

- | | | |
|------------|--|-------------------------|
| (1) | General Plan Amendments
(incl. Transit Center District
Sub-Area Plan) | <i>Initiation May 3</i> |
| (2) | Planning Code Amendments | <i>Initiation May 3</i> |
| (3) | Zoning Map Amendments | <i>Initiation May 3</i> |
| (4) | Administrative Code Amendments | |
| (5) | Plan Program Implementation Document | |



Thank You

<http://transitcenter.sfplanning.org>



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