TRANSIT CENTER DISTRICT PLAN

Introductory Public Workshop

SAN FRANCISCO PLANNING DEPARTMENT

07.25.2007

San Francisco Planning Department

In partnership with:

San Francisco Redevelopment Agency

Transbay Joint Powers Authority

San Francisco Downtown Evolution

1915, 1958, 1972, 1986

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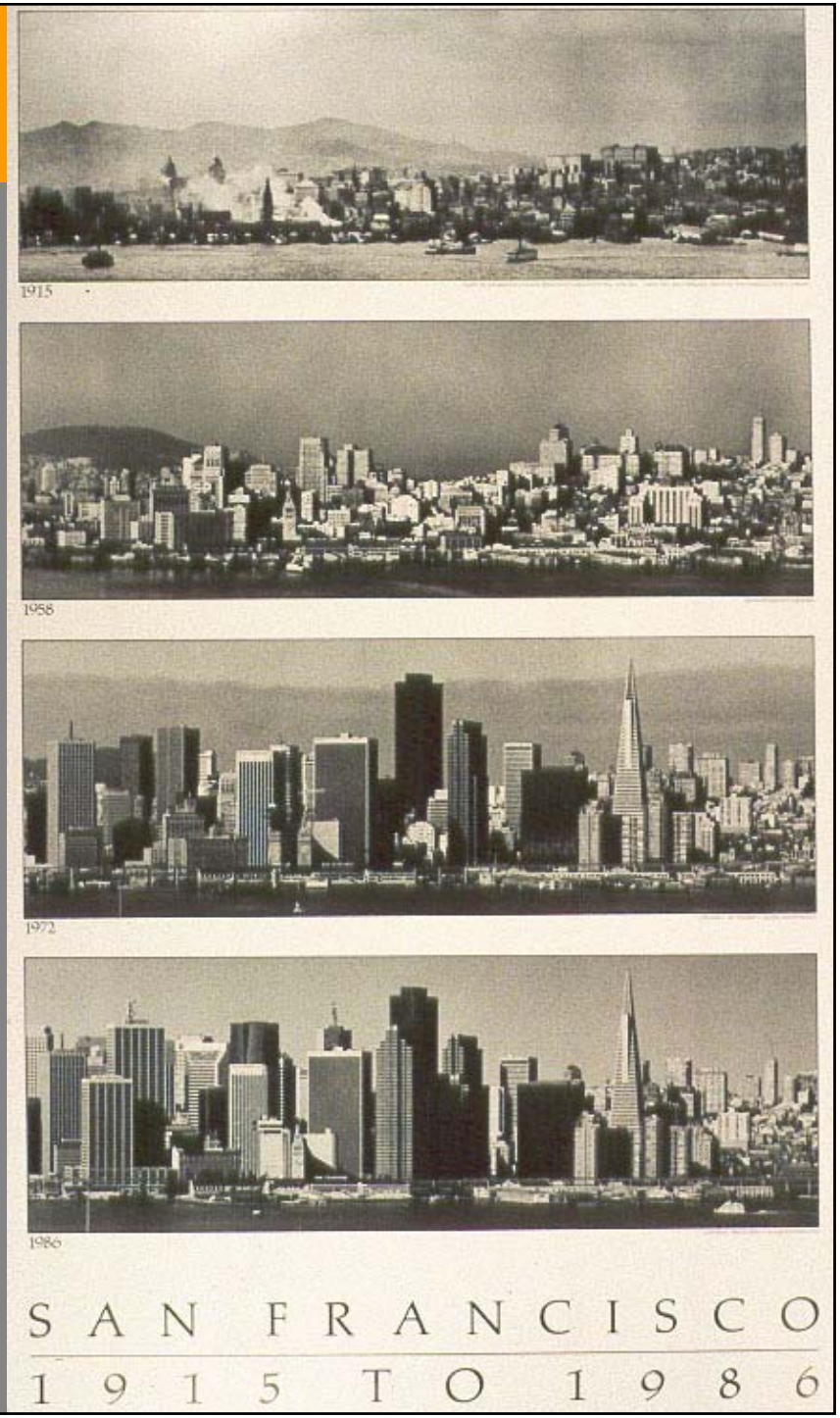
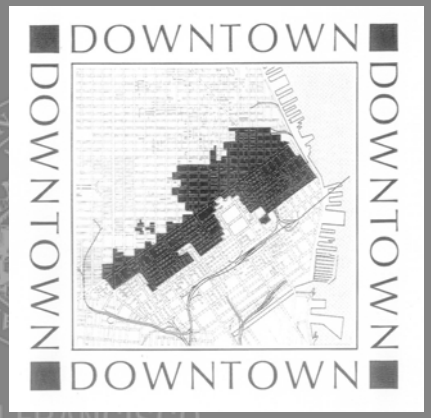


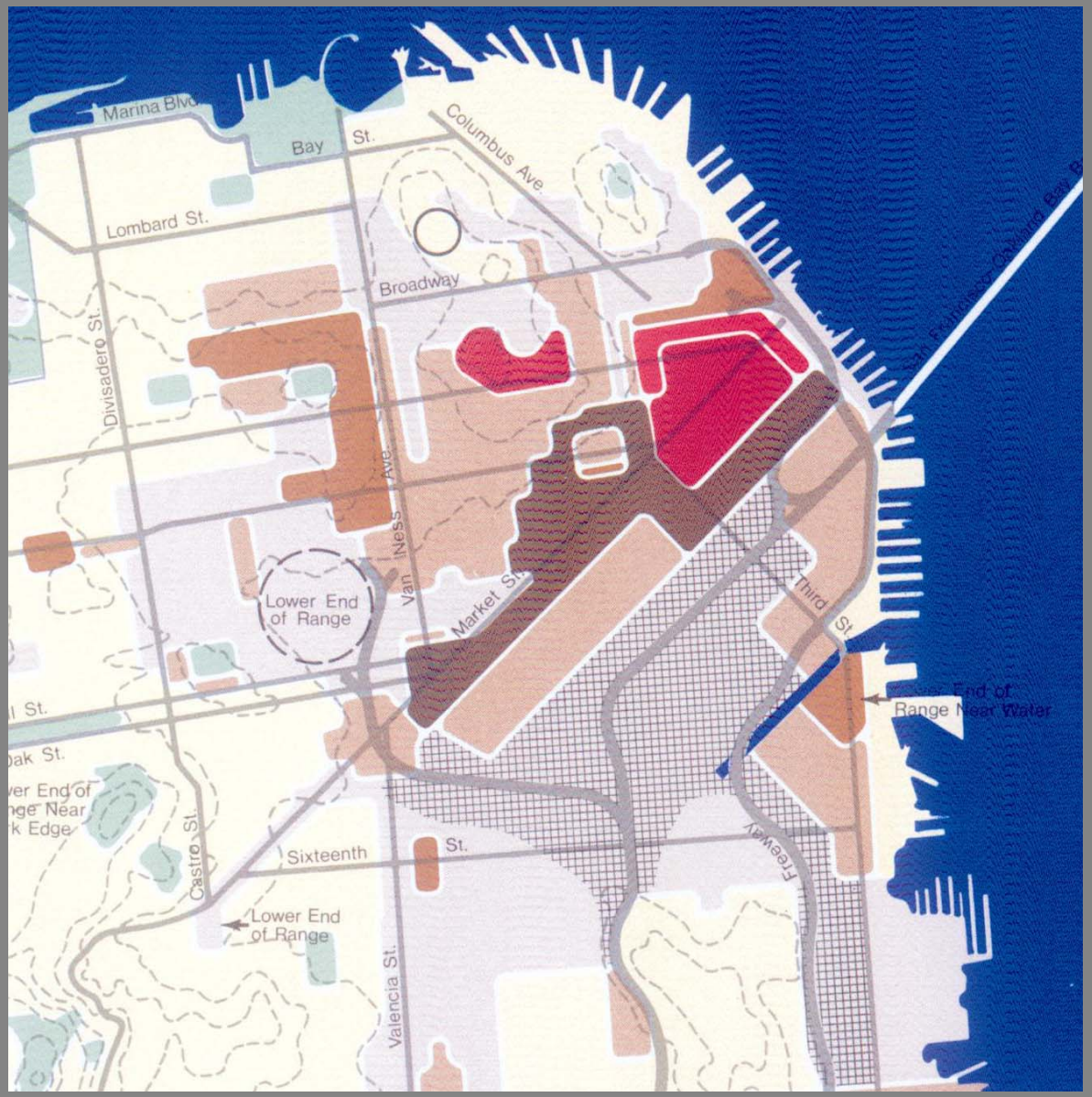
Image courtesy of Stewart Bloom (©1990)

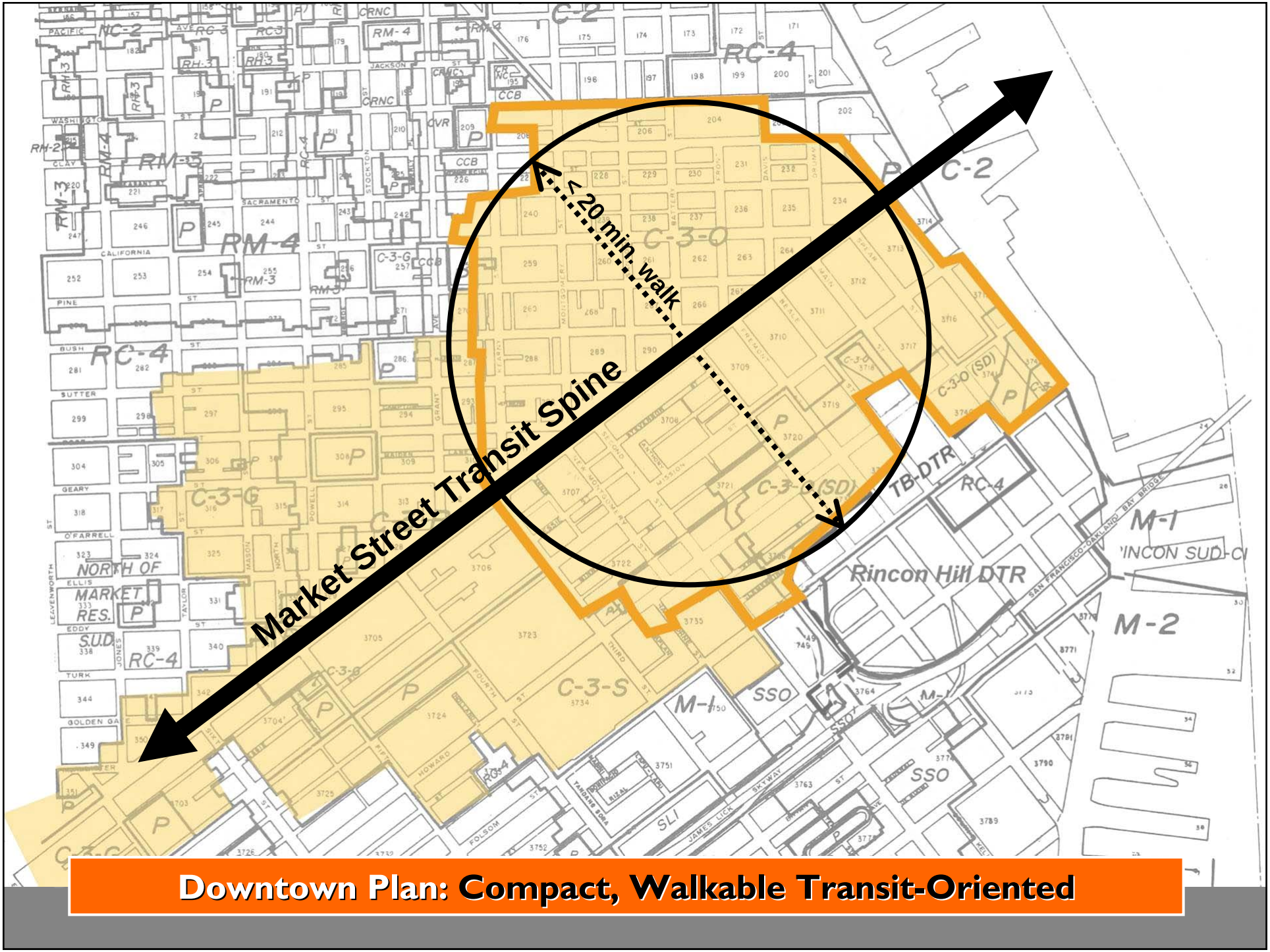
Guiding Principles

1972

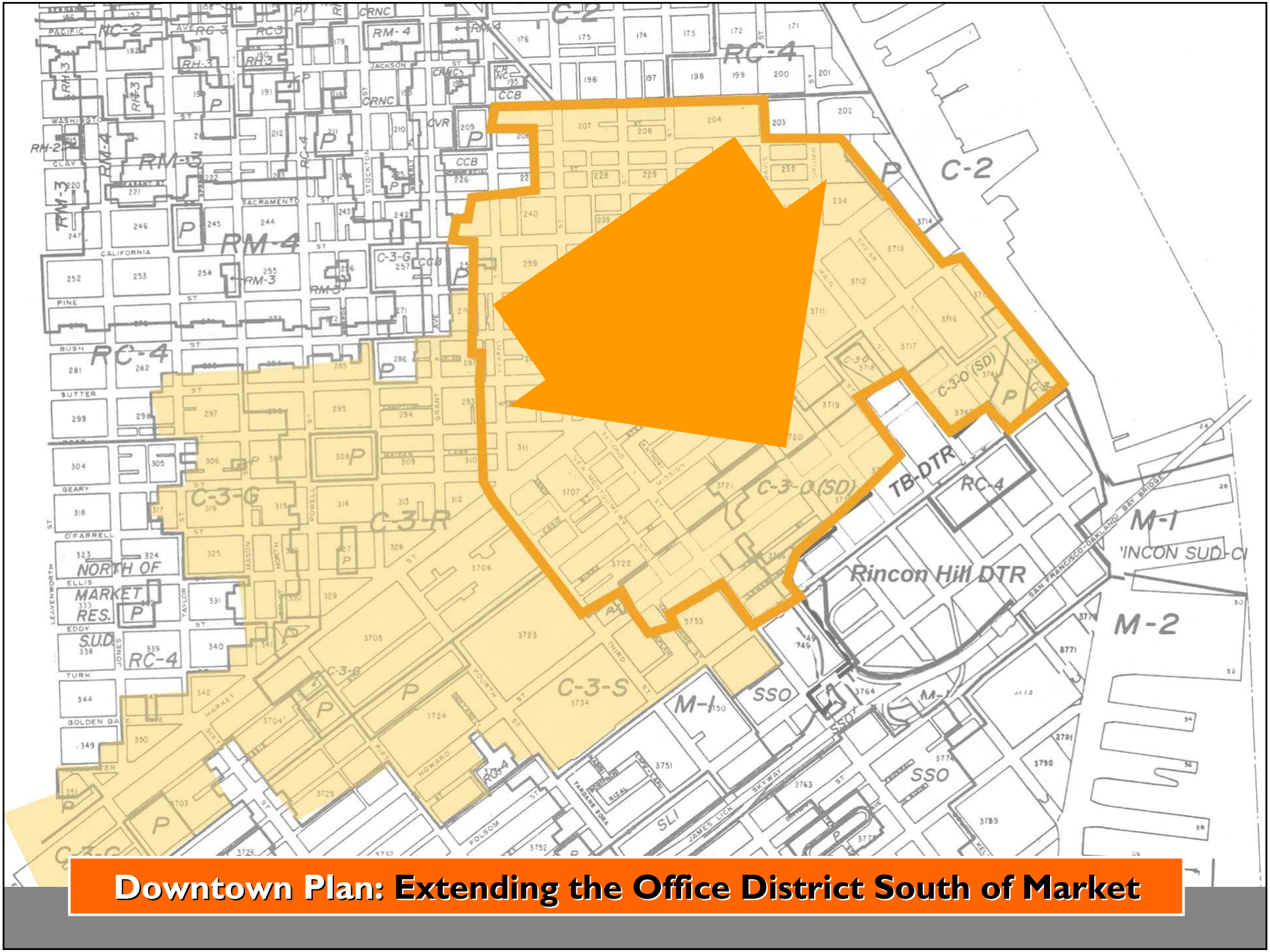


1985

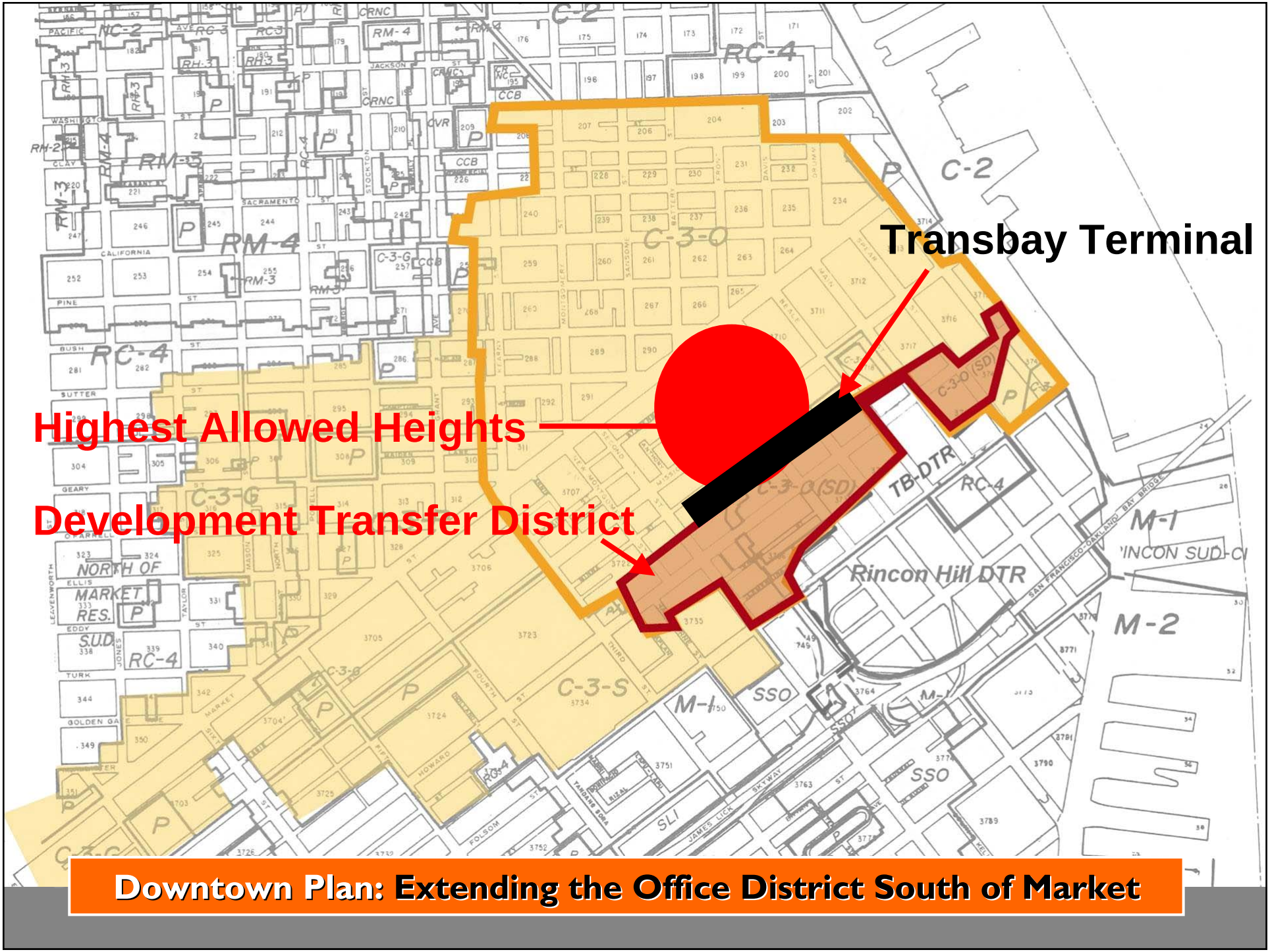




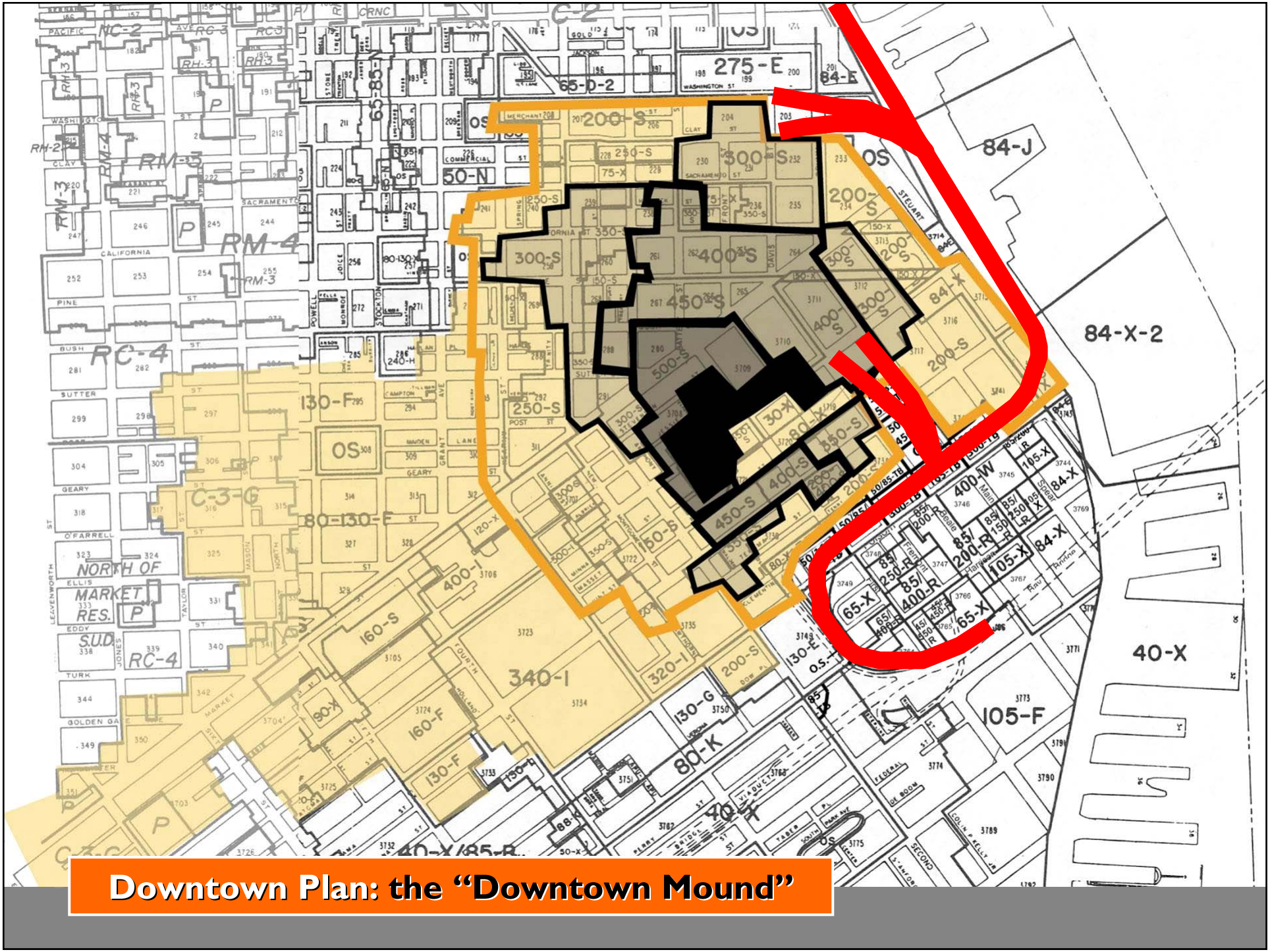
Downtown Plan: Compact, Walkable Transit-Oriented



Downtown Plan: Extending the Office District South of Market



Downtown Plan: Extending the Office District South of Market


Downtown Plan: the "Downtown Mound"

View from Treasure Island | Skyline

View from Potrero Hill | Skyline

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View from Dolores Park | Skyline

Downtown Plan: Public Realm

Downtown Plan Goals:

1. Increase Commute Transit Mode Share
   from 64% to 70%.
2. Increase Vehicle Occupancy
   from 1.48 to 1.66 persons/vehicle

2004 Downtown Monitoring Report

Mode Shares:	70% Transit
	7.5% Carpool
	10% Drive alone
	6% Walk and bike
Vehicle Occupancy:	1.2 – 1.4 persons/vehicle

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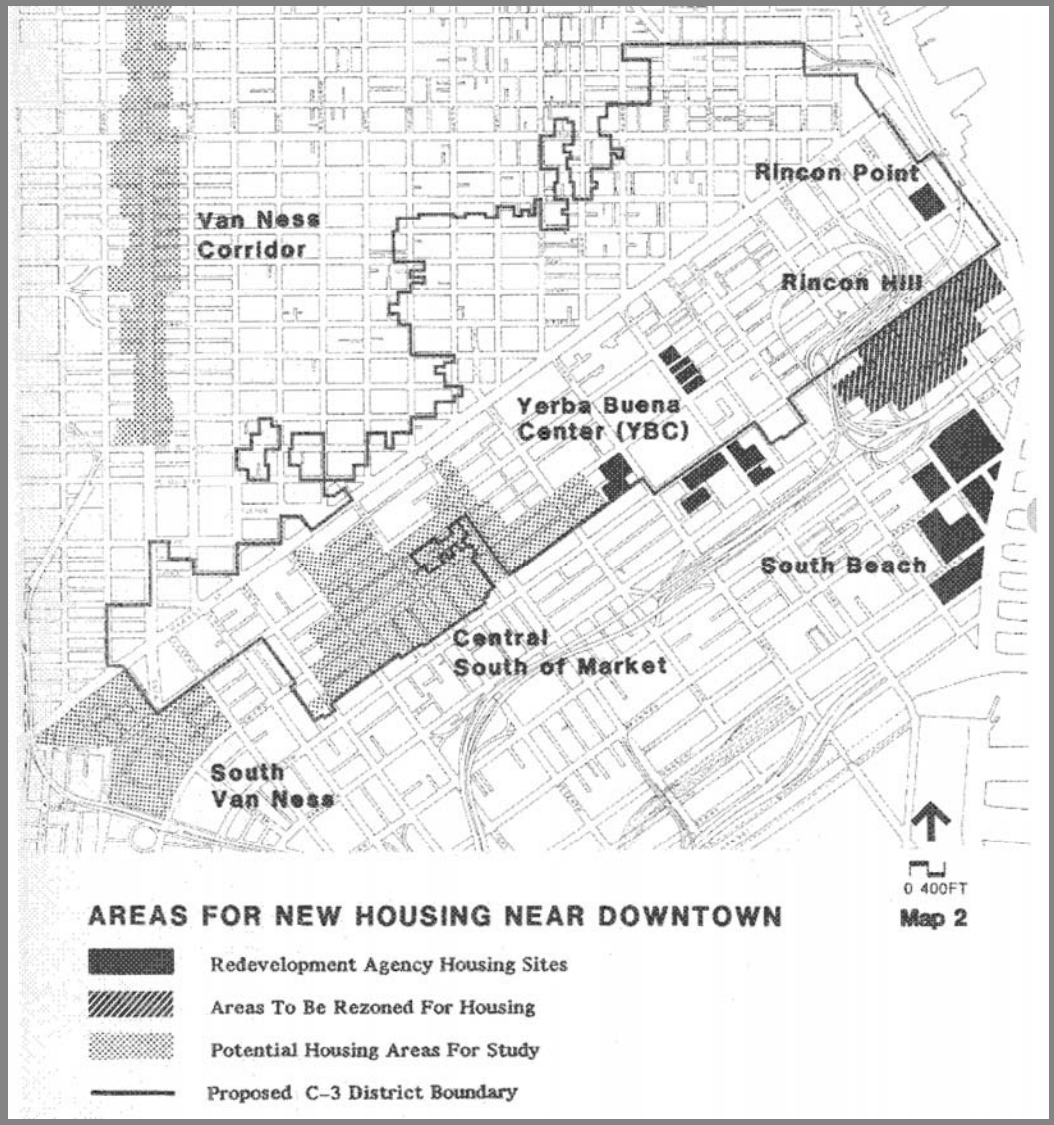
Downtown Plan: Transportation



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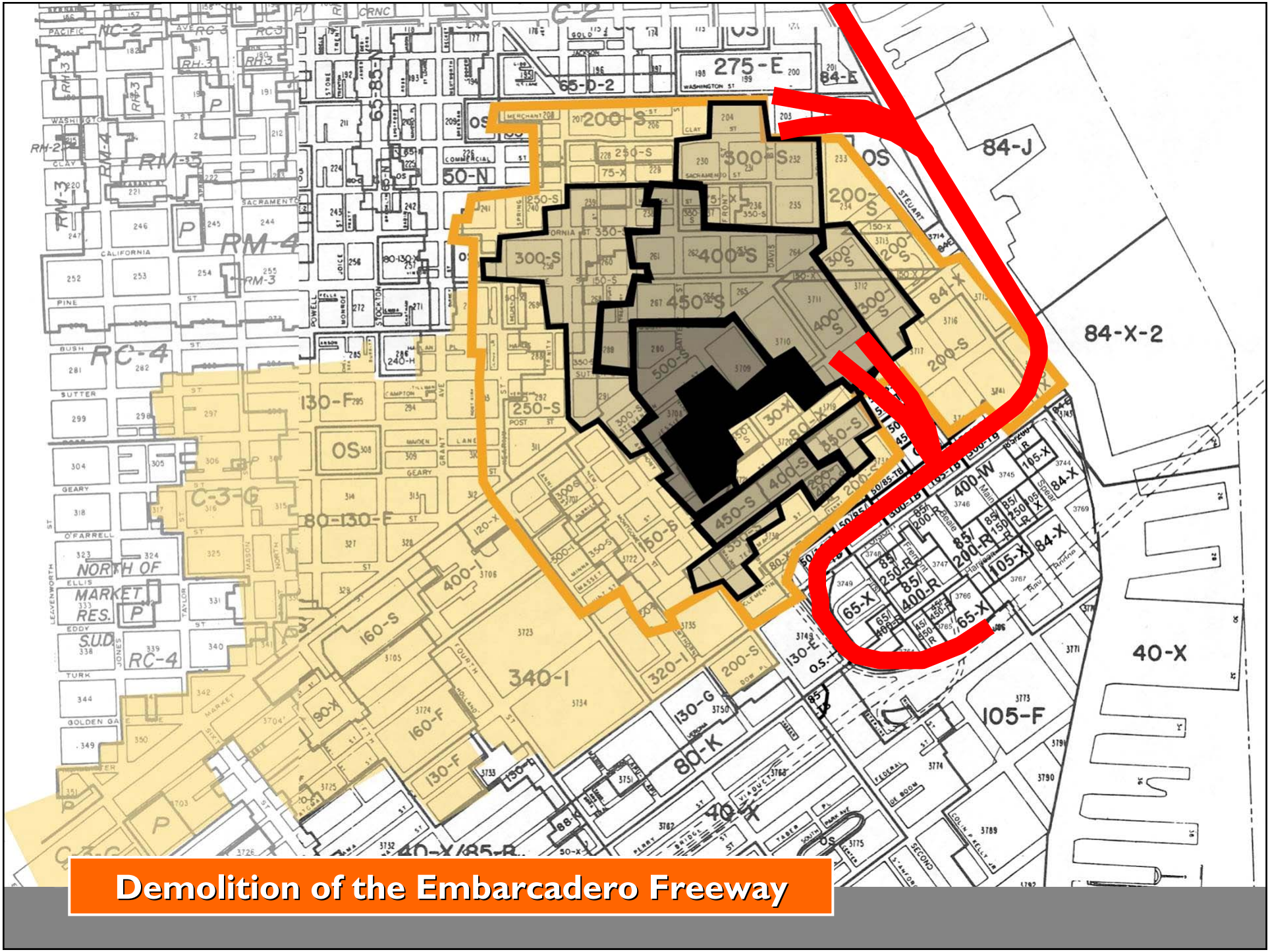
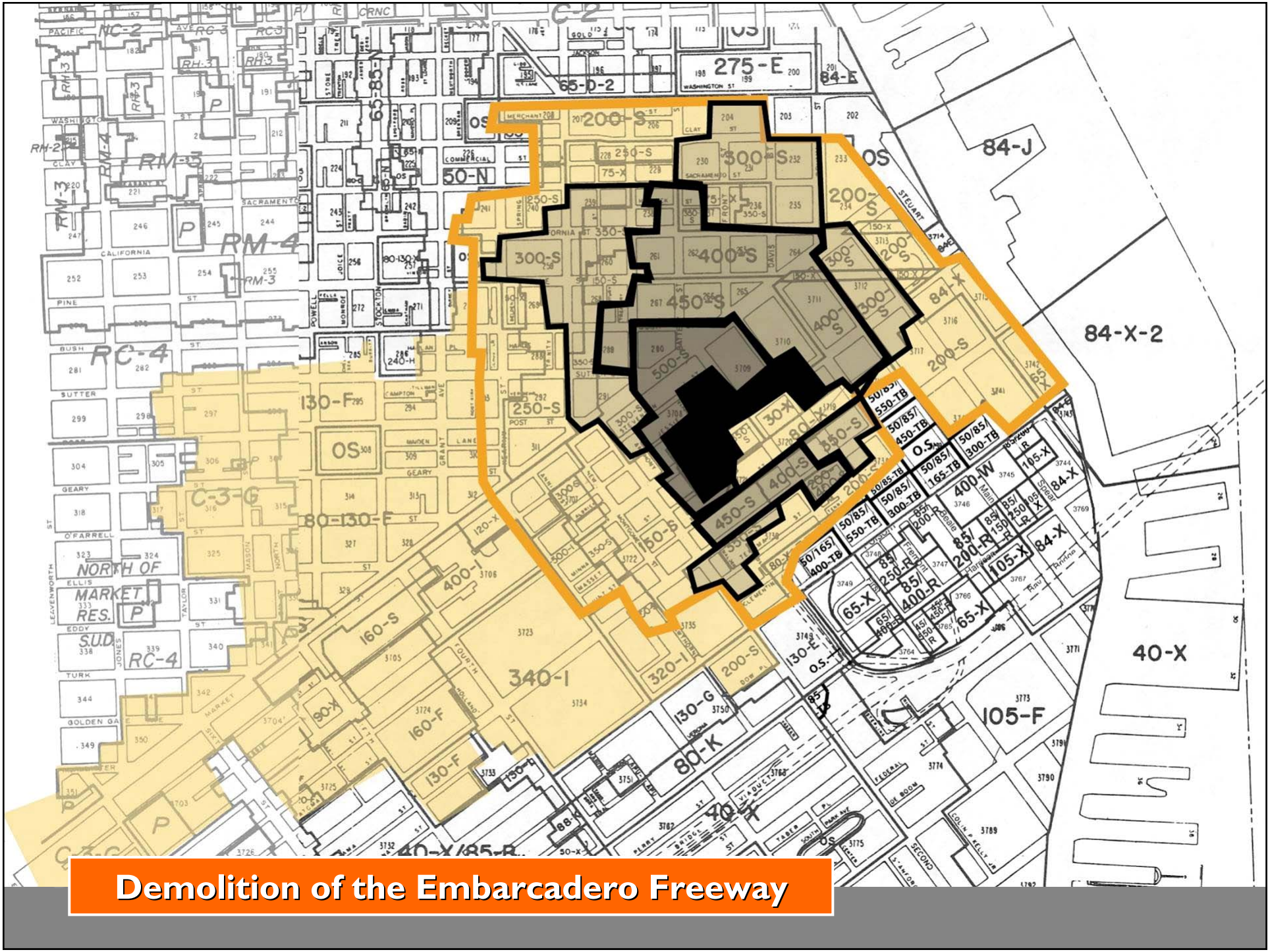
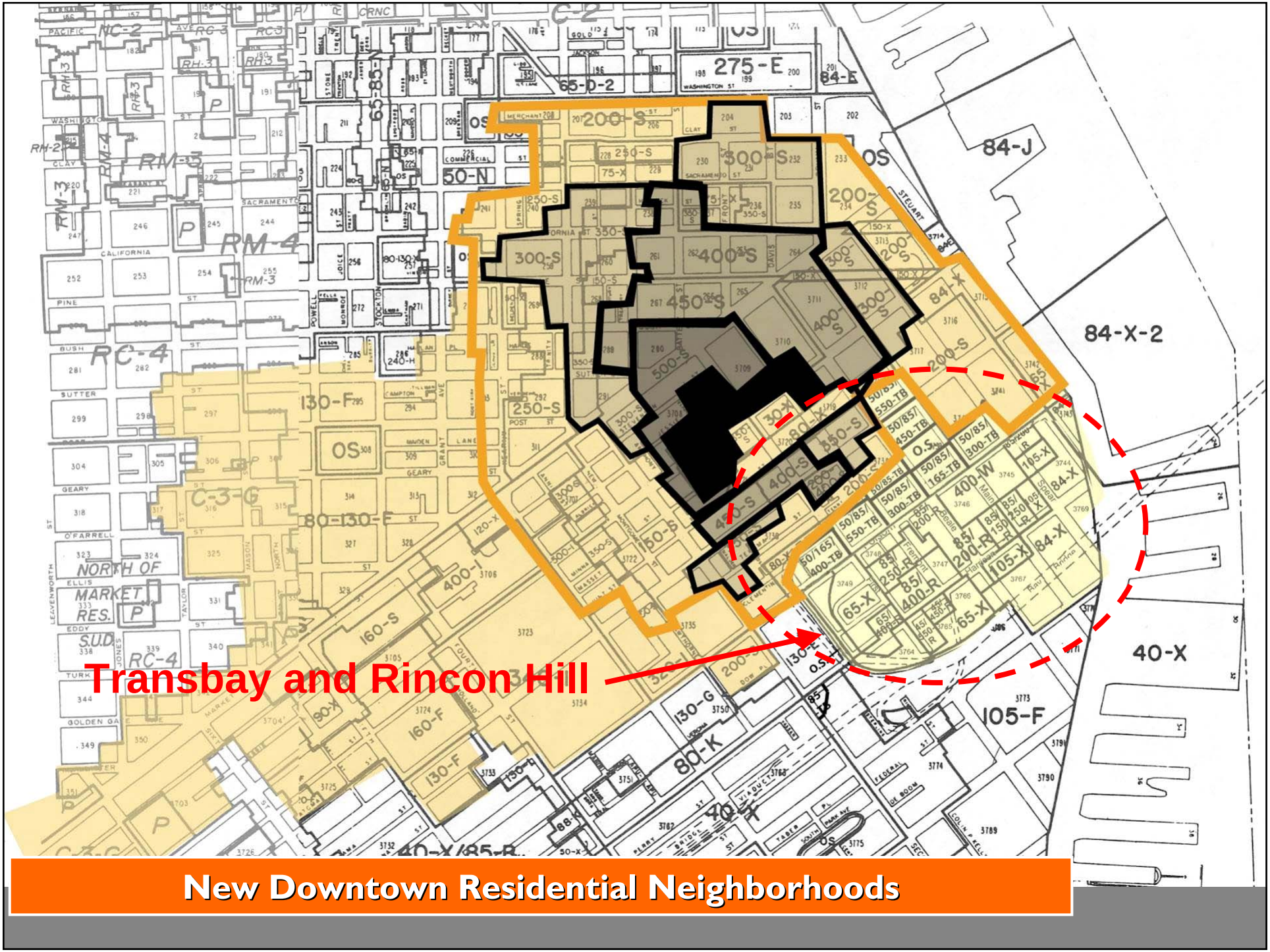
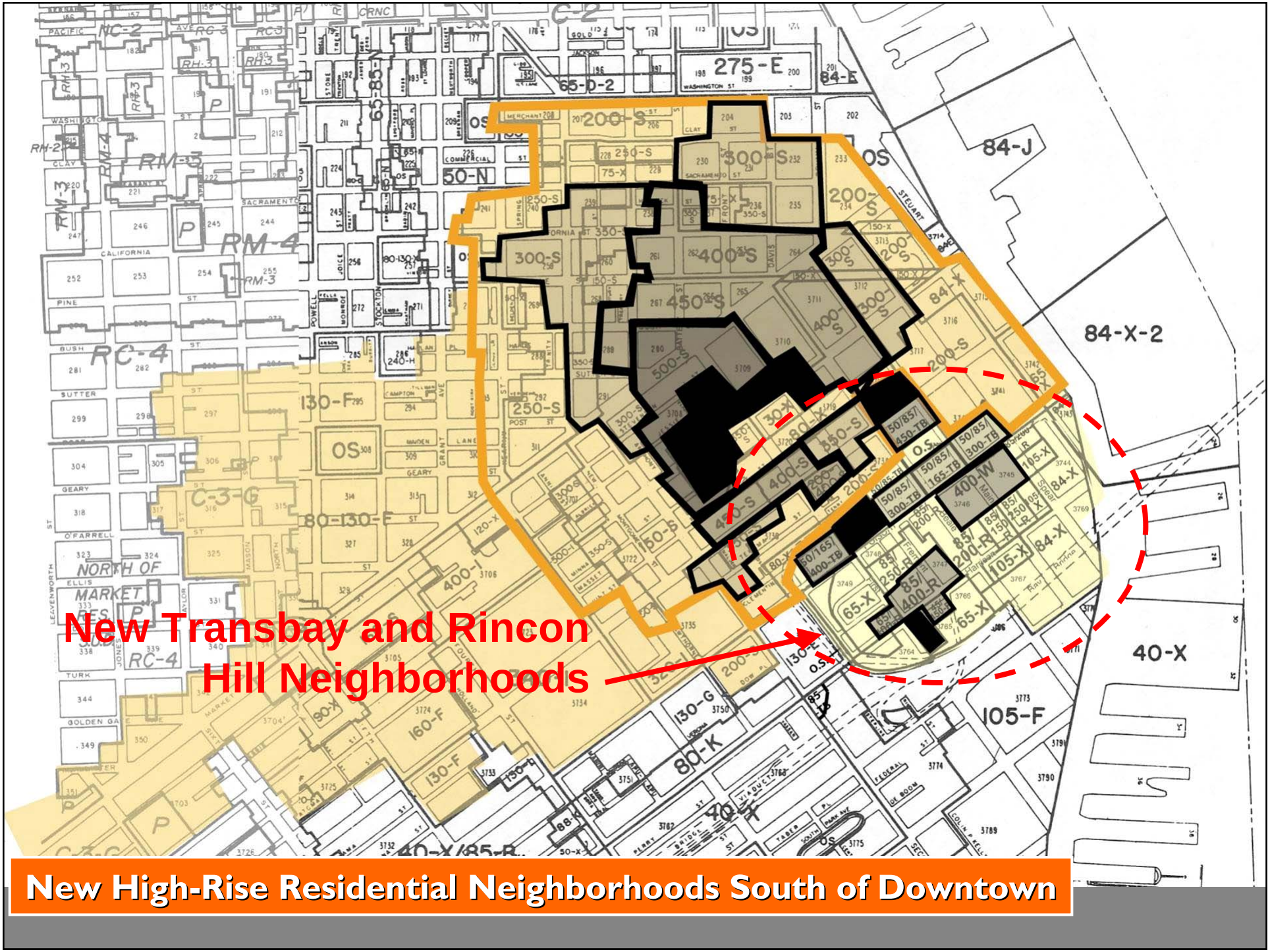
Downtown Plan: Housing


Demolition of the Embarcadero Freeway


Demolition of the Embarcadero Freeway


Transbay and Rincon Hill
New Downtown Residential Neighborhoods


New Transbay and Rincon Hill Neighborhoods
New High-Rise Residential Neighborhoods South of Downtown

Transbay and Rincon Hill

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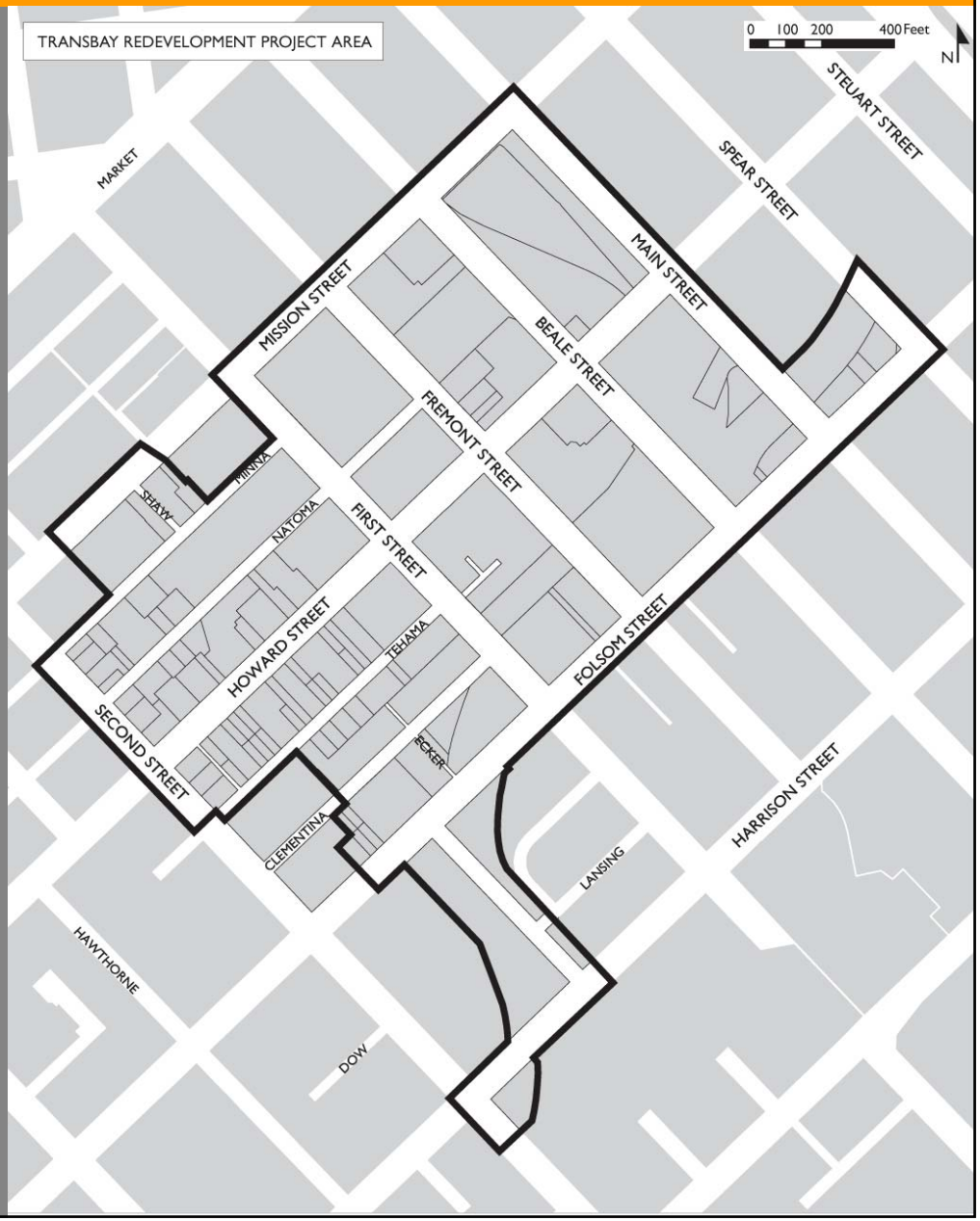
Transbay Transit Center

Transbay Redevelopment Area



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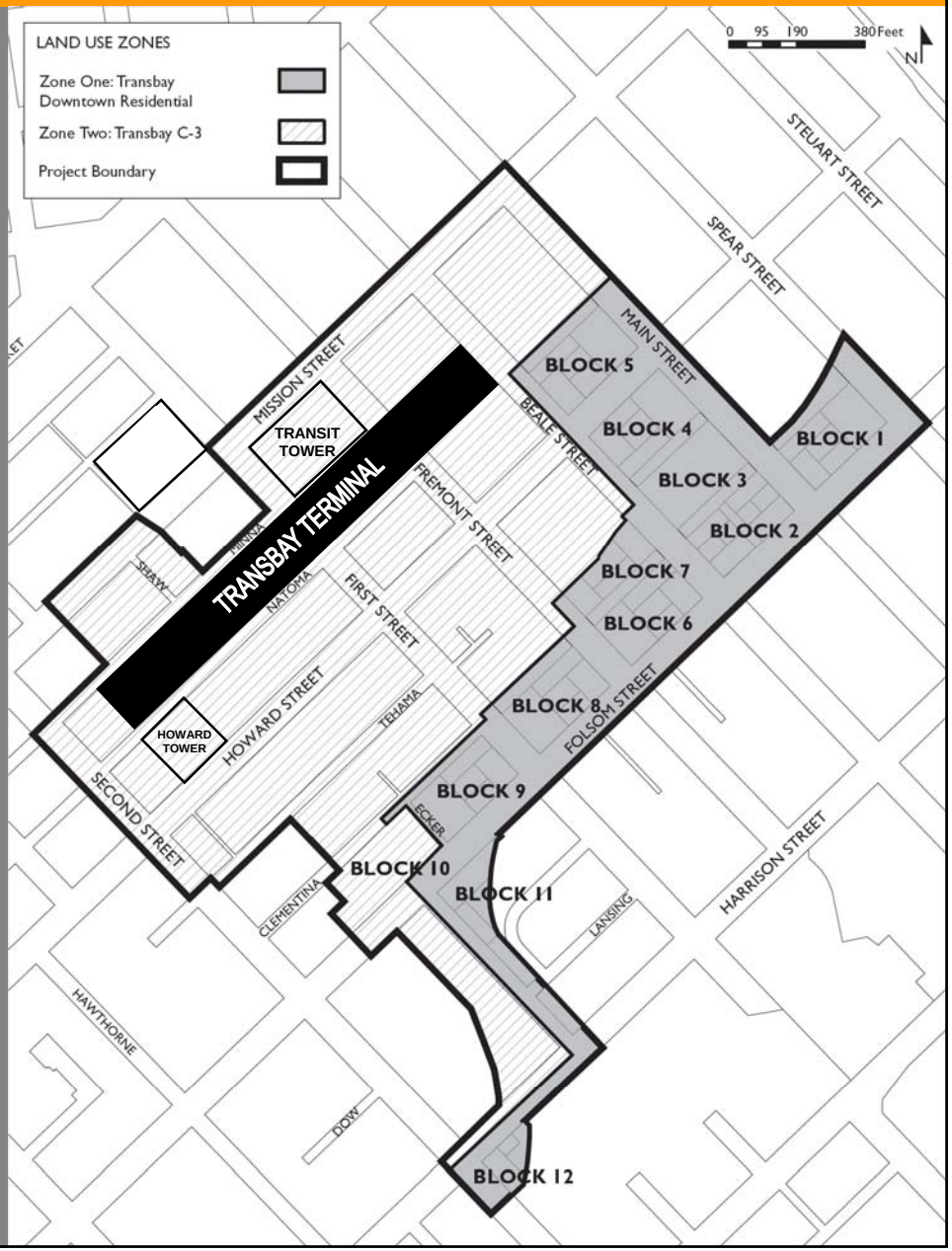
Transbay Transit Center

Transbay Redevelopment Area Zone 1



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Transbay Redevelopment Area Zone 1

New development controls and design guidelines adopted in 2005.

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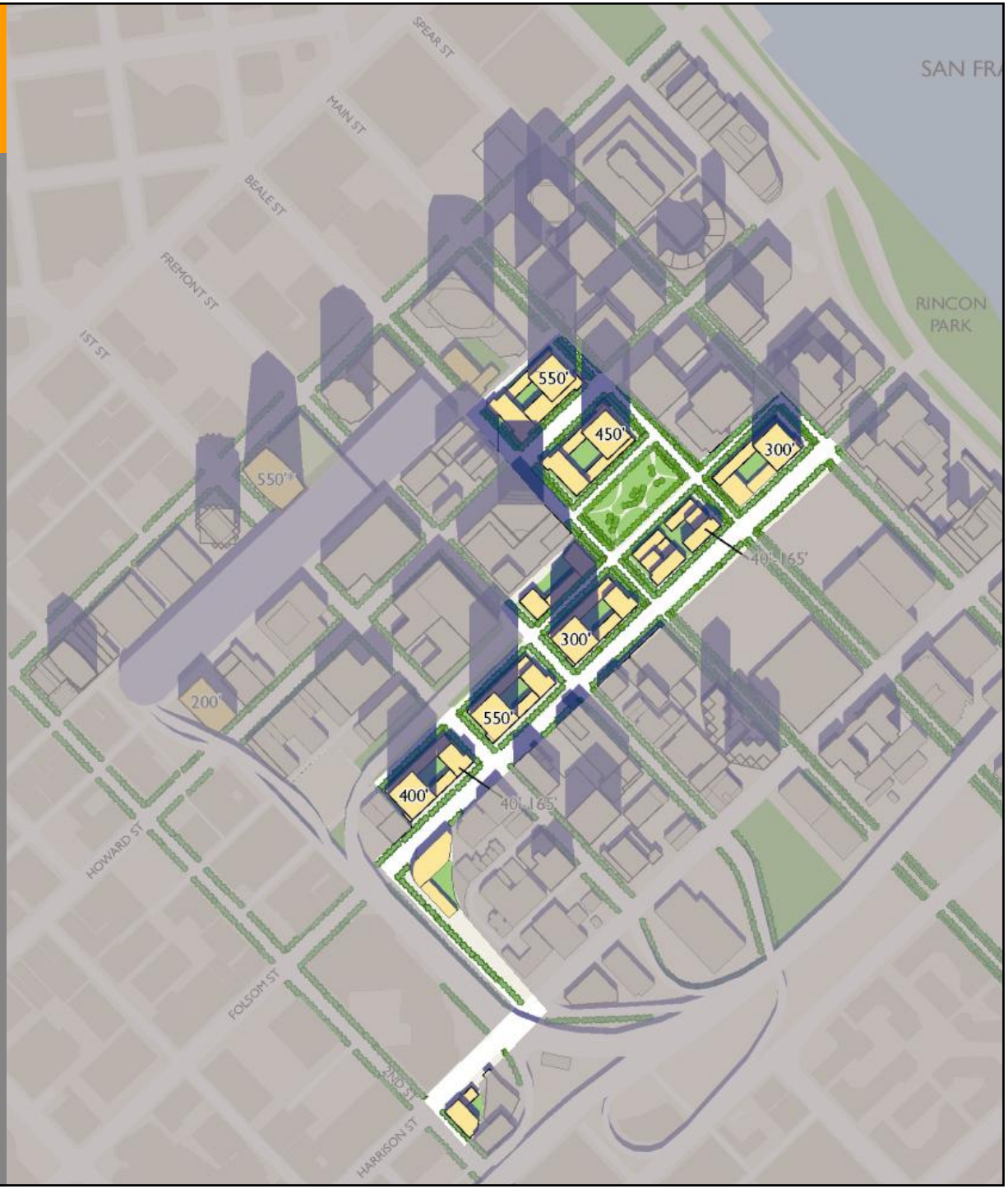

Transbay Transit Center

Transbay Redevelopment Area Public Parcels

3,400 housing units (1,200 affordable)

1.2 million sq. ft. of office/hotel space

60,000 sq. ft. of retail (excluding Terminal)

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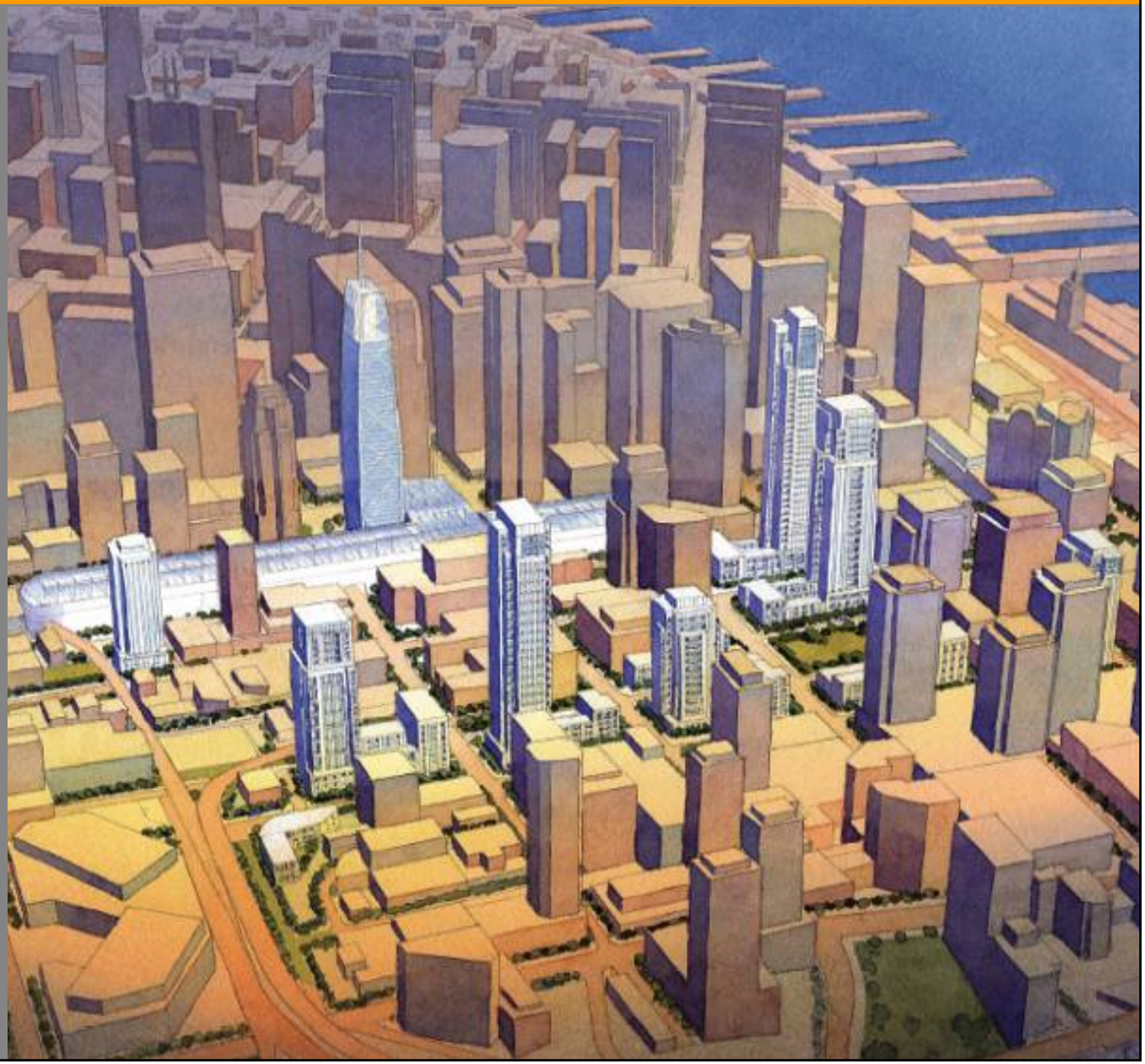


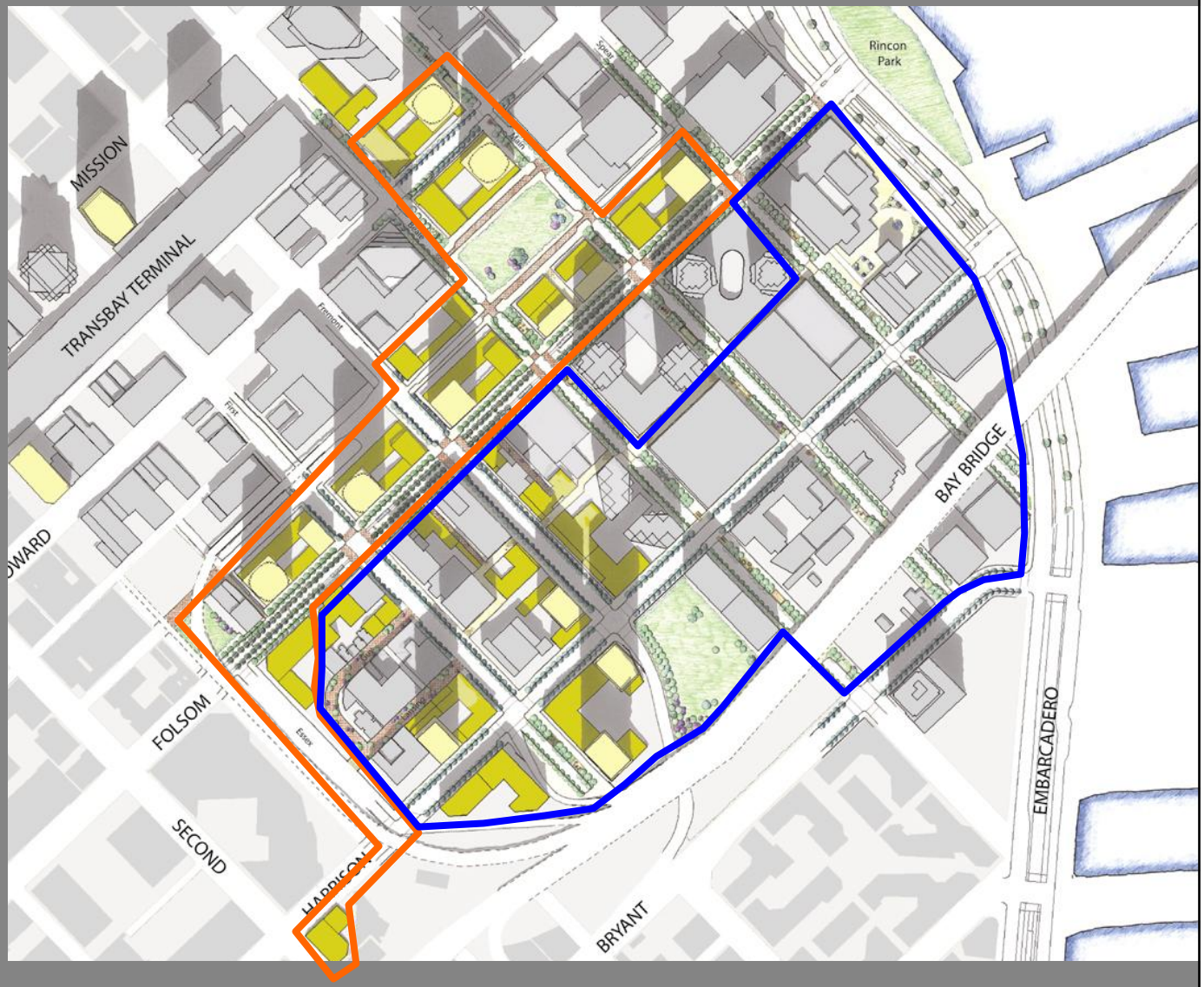
Rincon Hill

3,800 new housing units

60,000 sq. ft. of retail along Folsom Street

Streetscape and Open Space

Public Benefits



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Streetscape and Open Space Plans

New Downtown Neighborhoods

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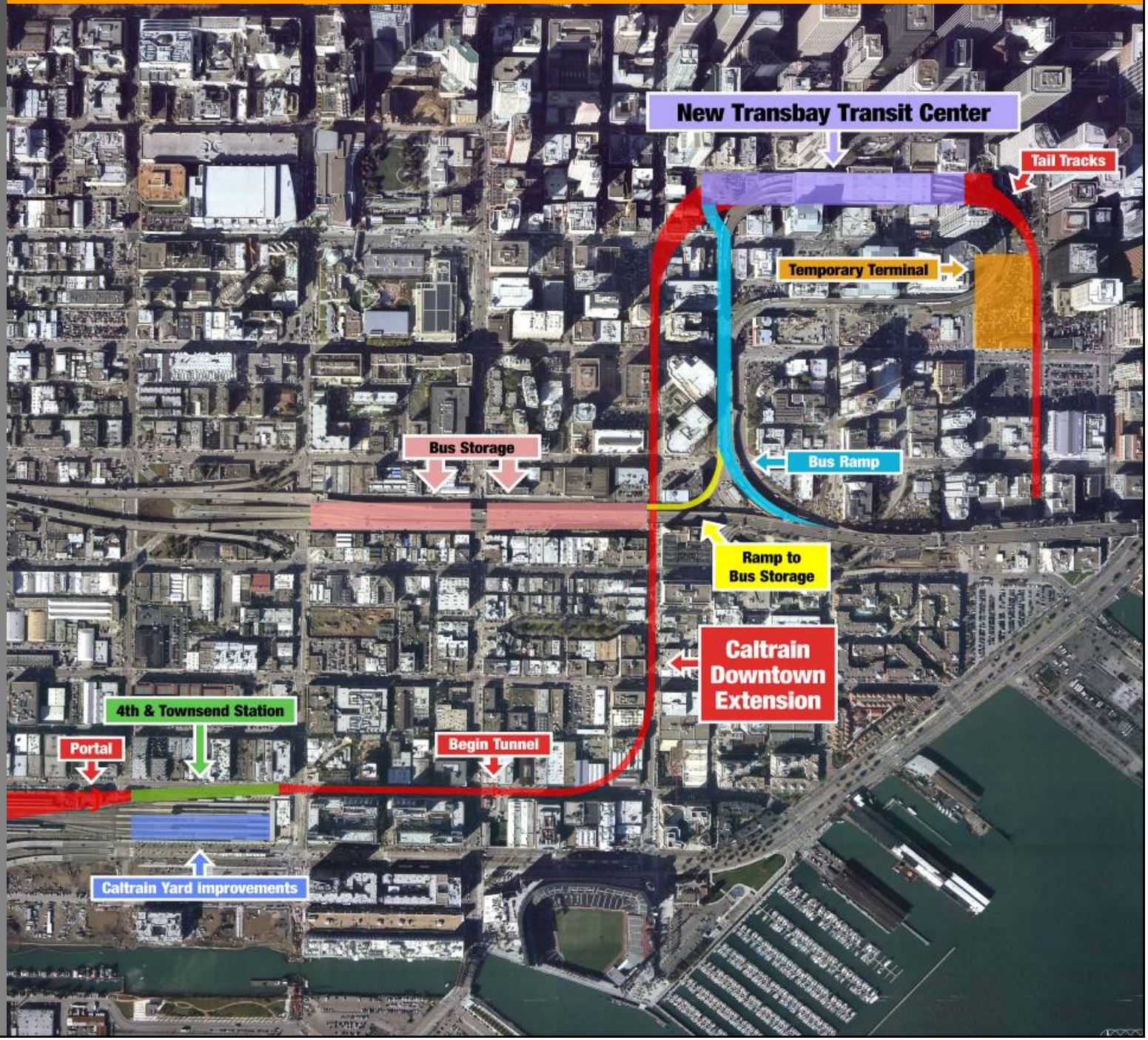
Transbay Transit Center

Transit Center Project



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Interagency Working Group

Spring 2006

Inter-Agency Working Group:

Transbay Joint Powers Authority

Mayor's Office of Economic and Workforce Development

San Francisco Planning Department

Municipal Transportation Agency

San Francisco County Transportation Authority

San Francisco Redevelopment Agency

Consultant: Skidmore, Owings & Merrill, LLP

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Opportunities/Responsibilities around New Transit Center

Land Use:

Take Full Advantage of Major *Regional Transit-Oriented* Opportunity

Public Benefit:

Transit-Oriented Development to *Support*

the Complete Transit Center Project

Public Space:

Leverage Major Development and Growth

to Create Signature Public Spaces

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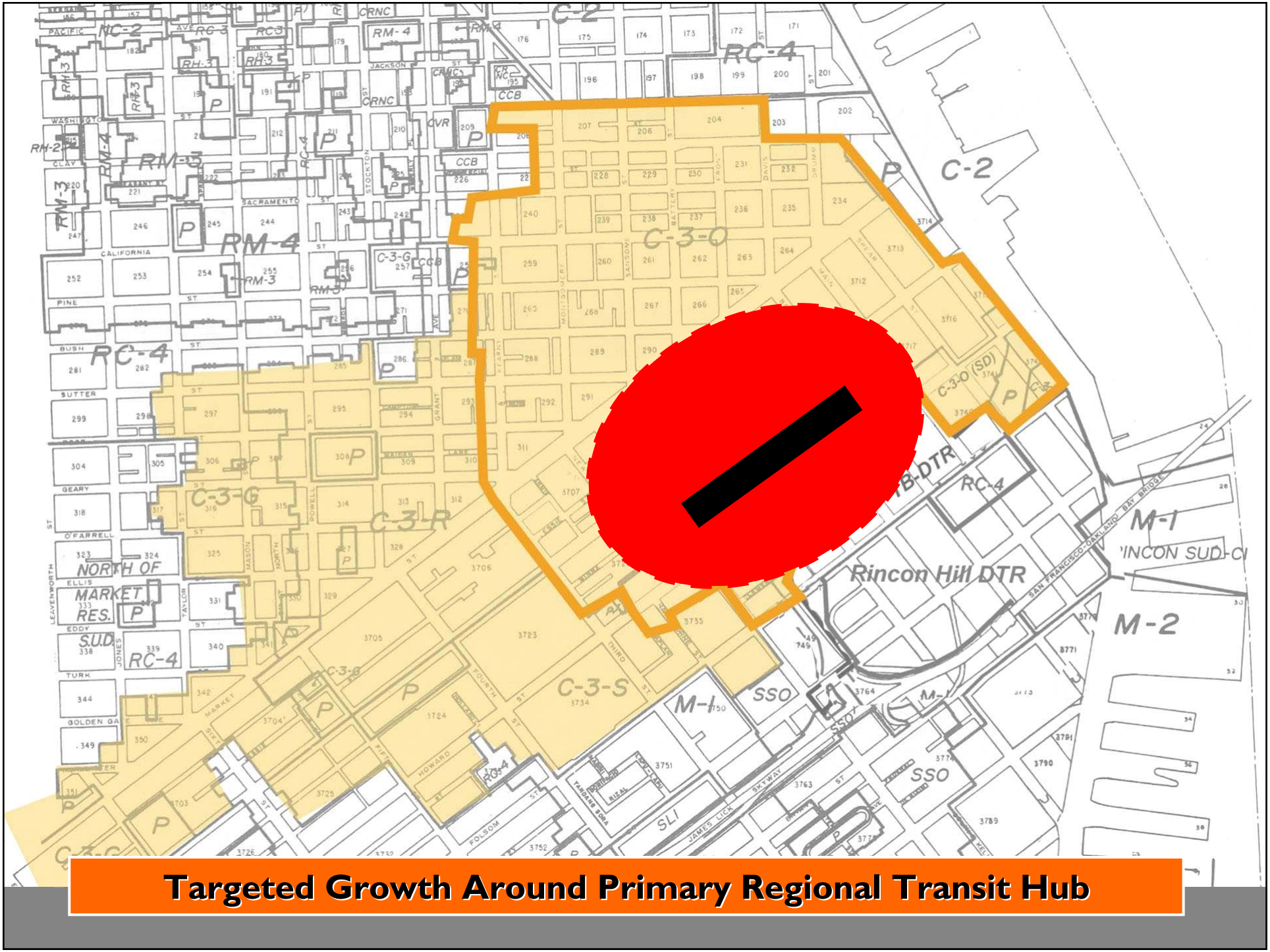
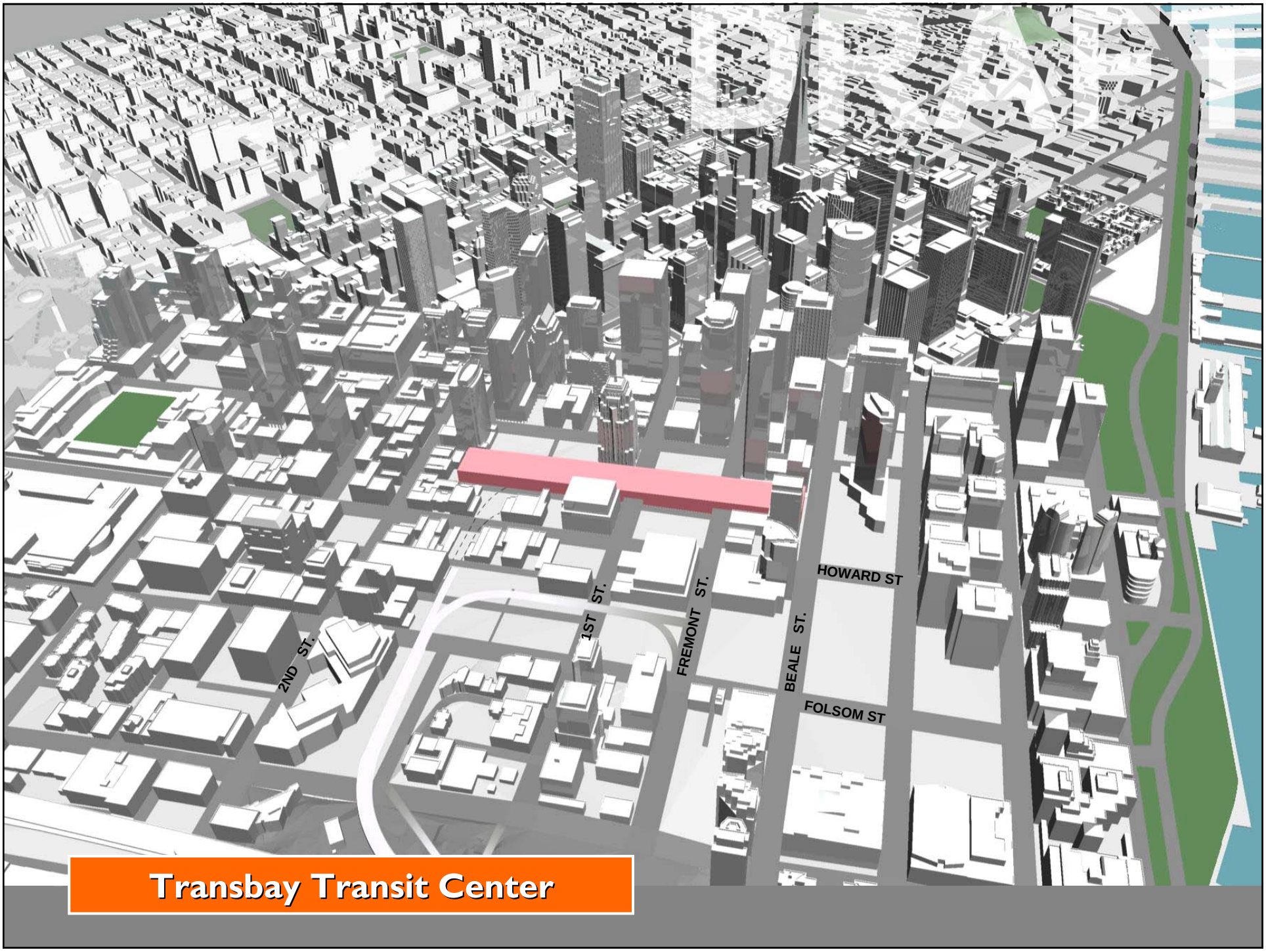
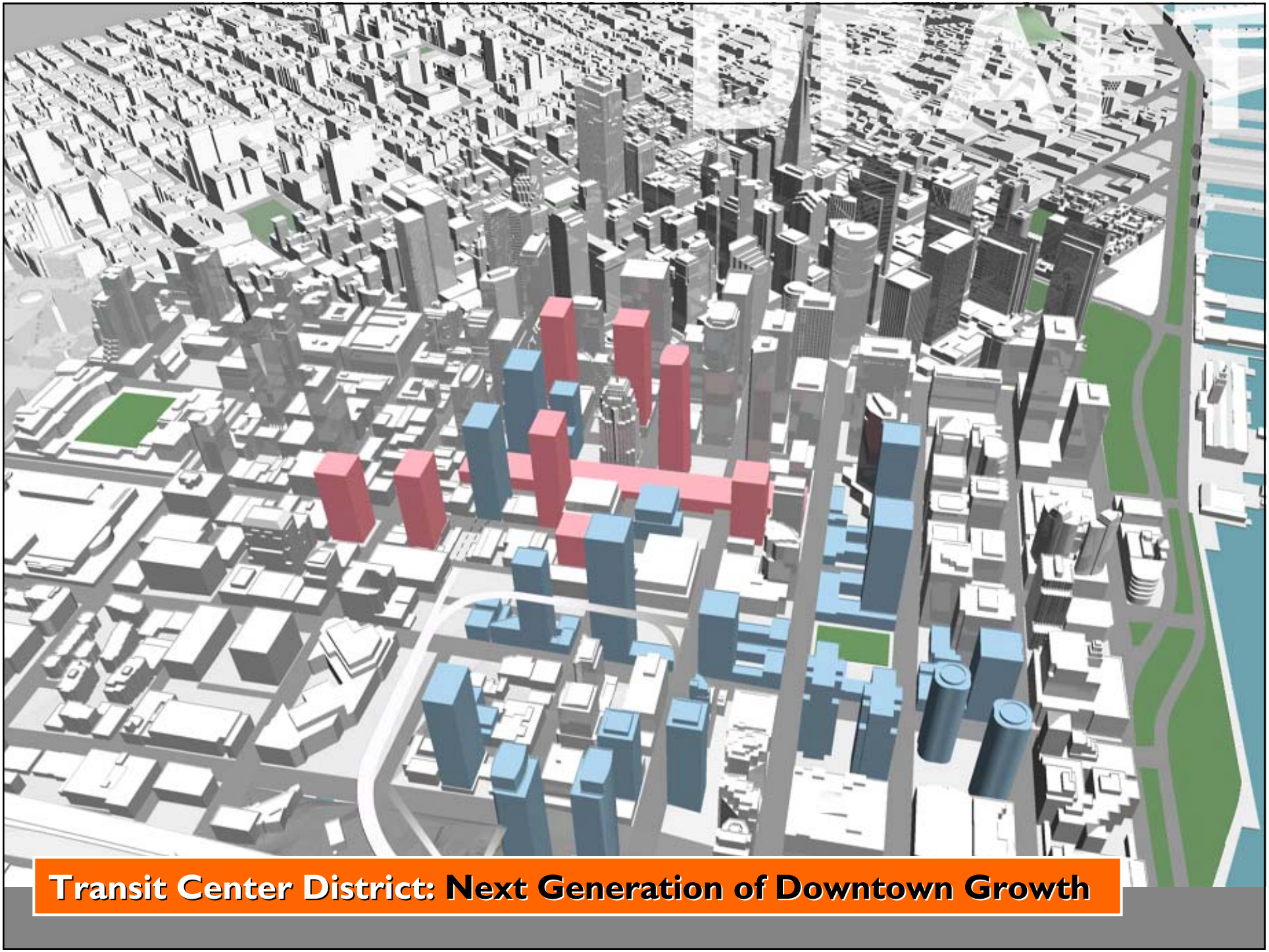


Targeted Growth Around Primary Regional Transit Hub

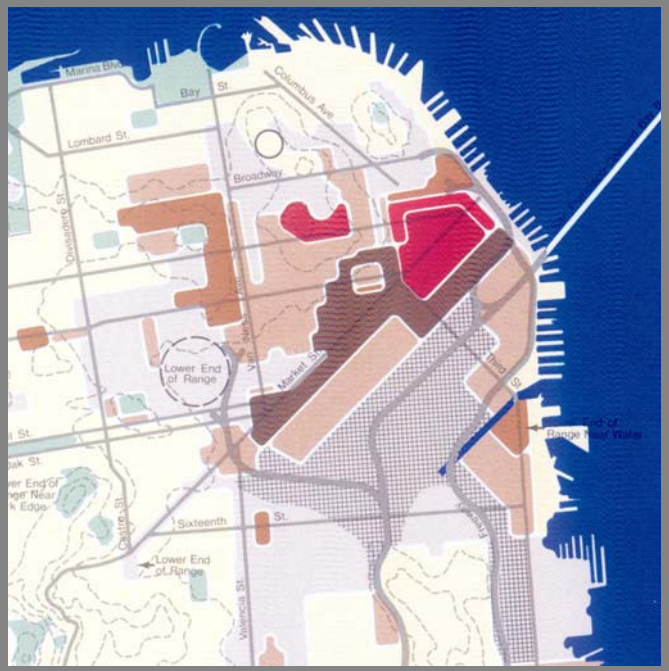

2ND ST.
1ST ST.
FREMONT ST.
BEALE ST.
HOWARD ST
FOLSOM ST
Transbay Transit Center

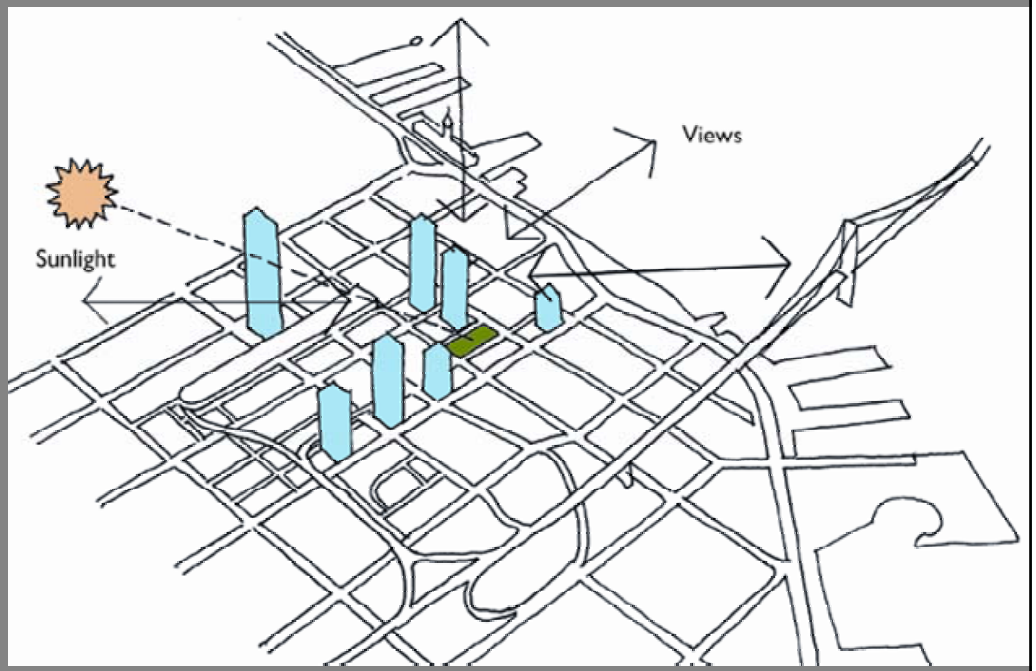


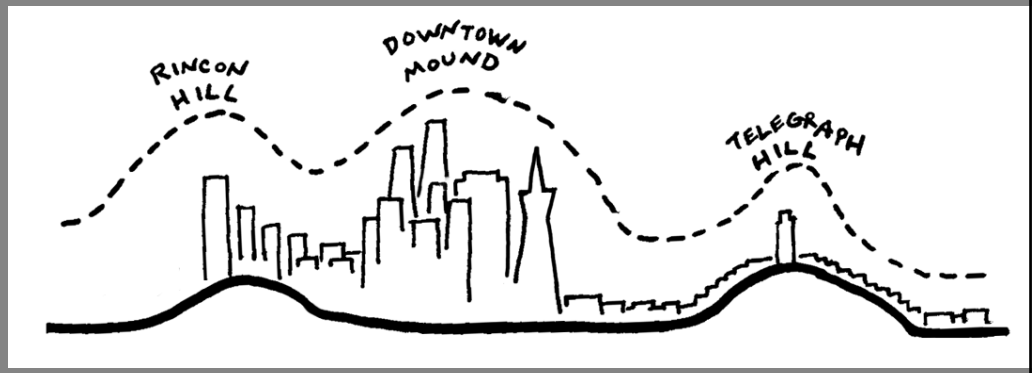
Transit Center District: Next Generation of Downtown Growth

Growth must be carefully shaped to maintain core values

Guiding Principles







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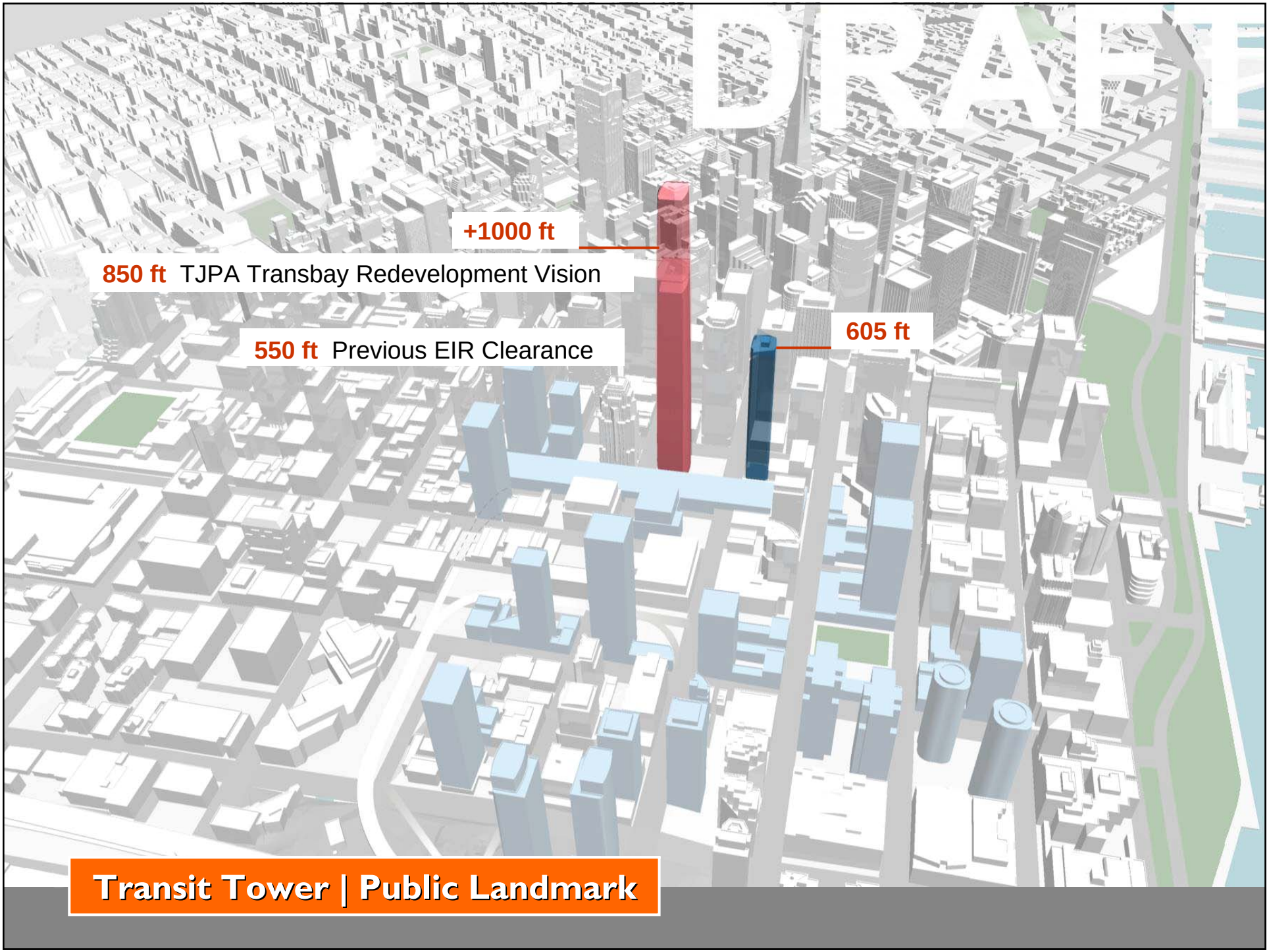
DRAFT
550 ft Previous EIR Clearance
605 ft
Transit Tower | 550 ft.


+1000 ft
850 ft TJPA Transbay Redevelopment Vision
550 ft Previous EIR Clearance
605 ft
Transit Tower | Public Landmark

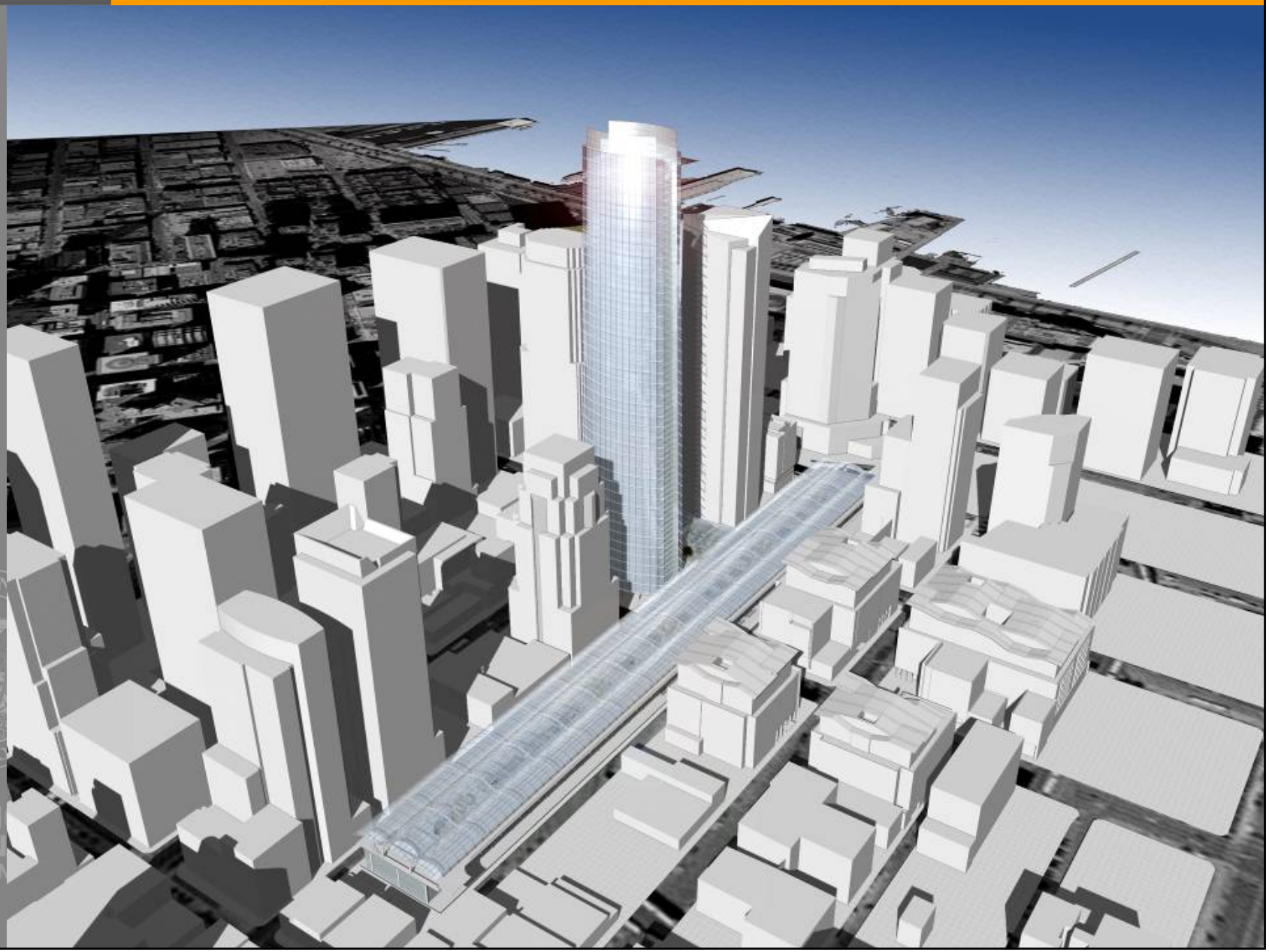
City Form | Skyline Today

City Form | Skyline with Transbay and Rincon Hill

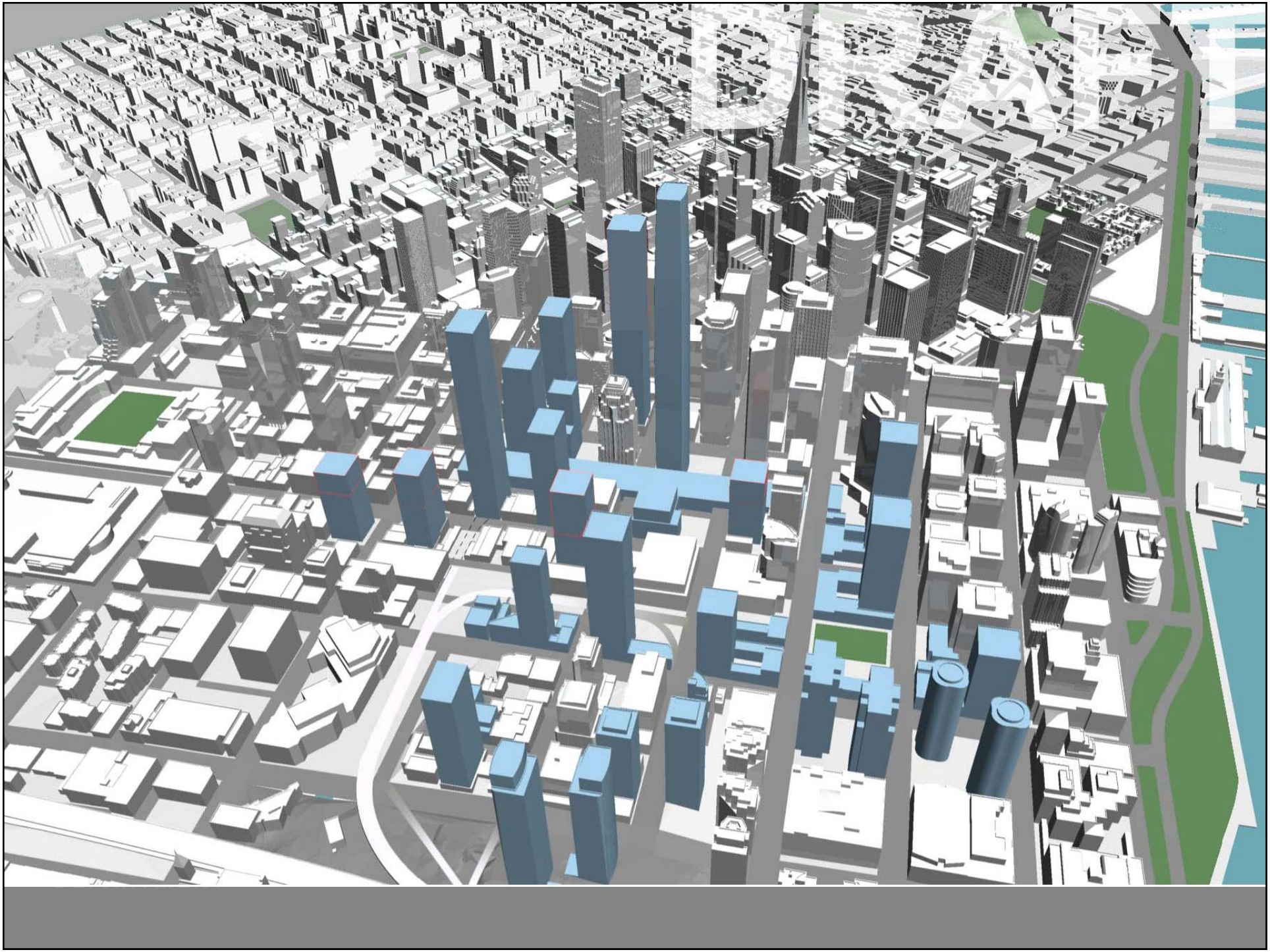
City Form | Emphasizing the Transit Core

Transbay Transit Center

TJPA Design Competition



Other Opportunity Sites



City Form | Emphasizing the Transit Core

City Form | Emphasizing the Transit Core

Economic Analysis And Public Benefits

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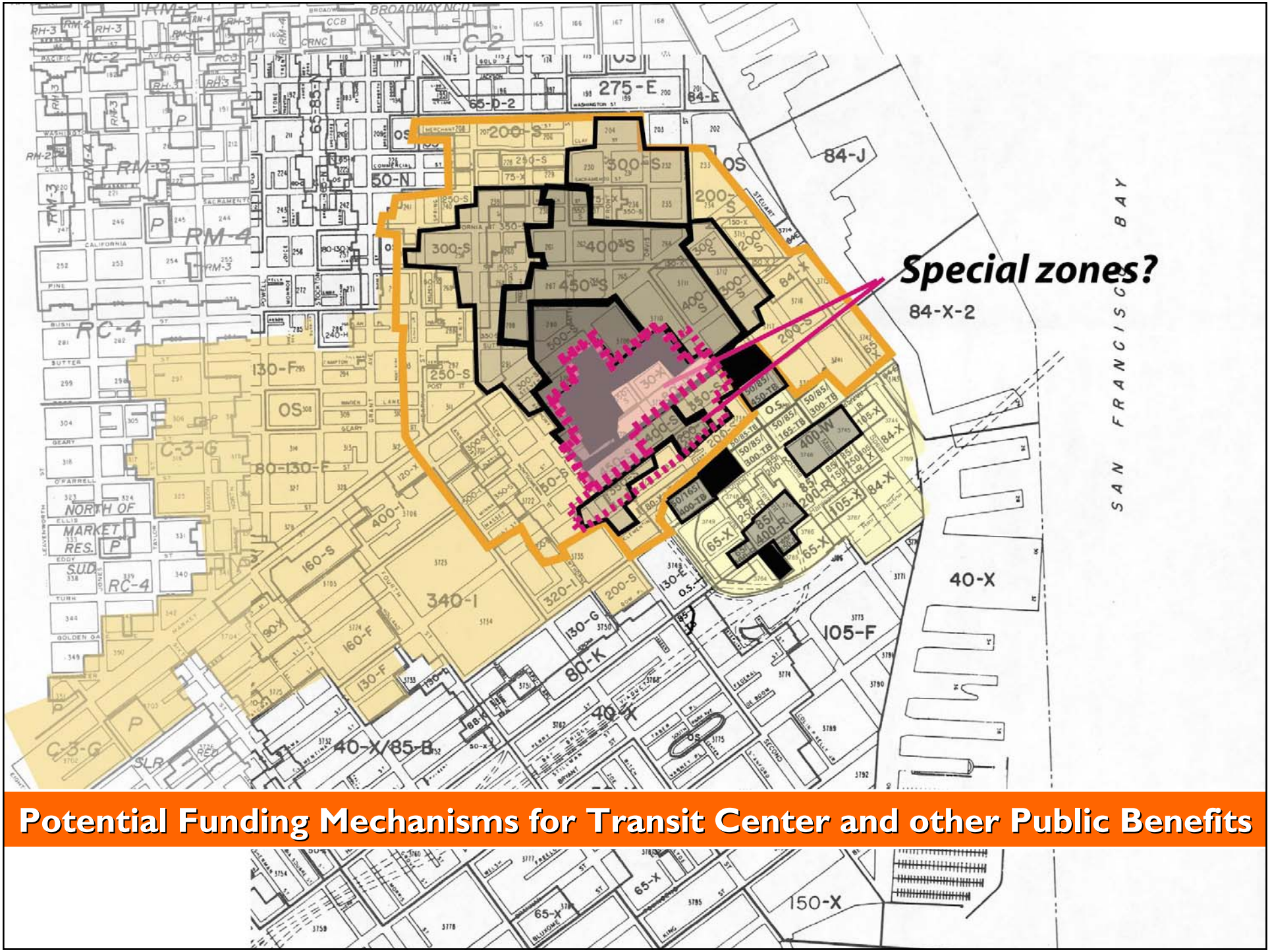
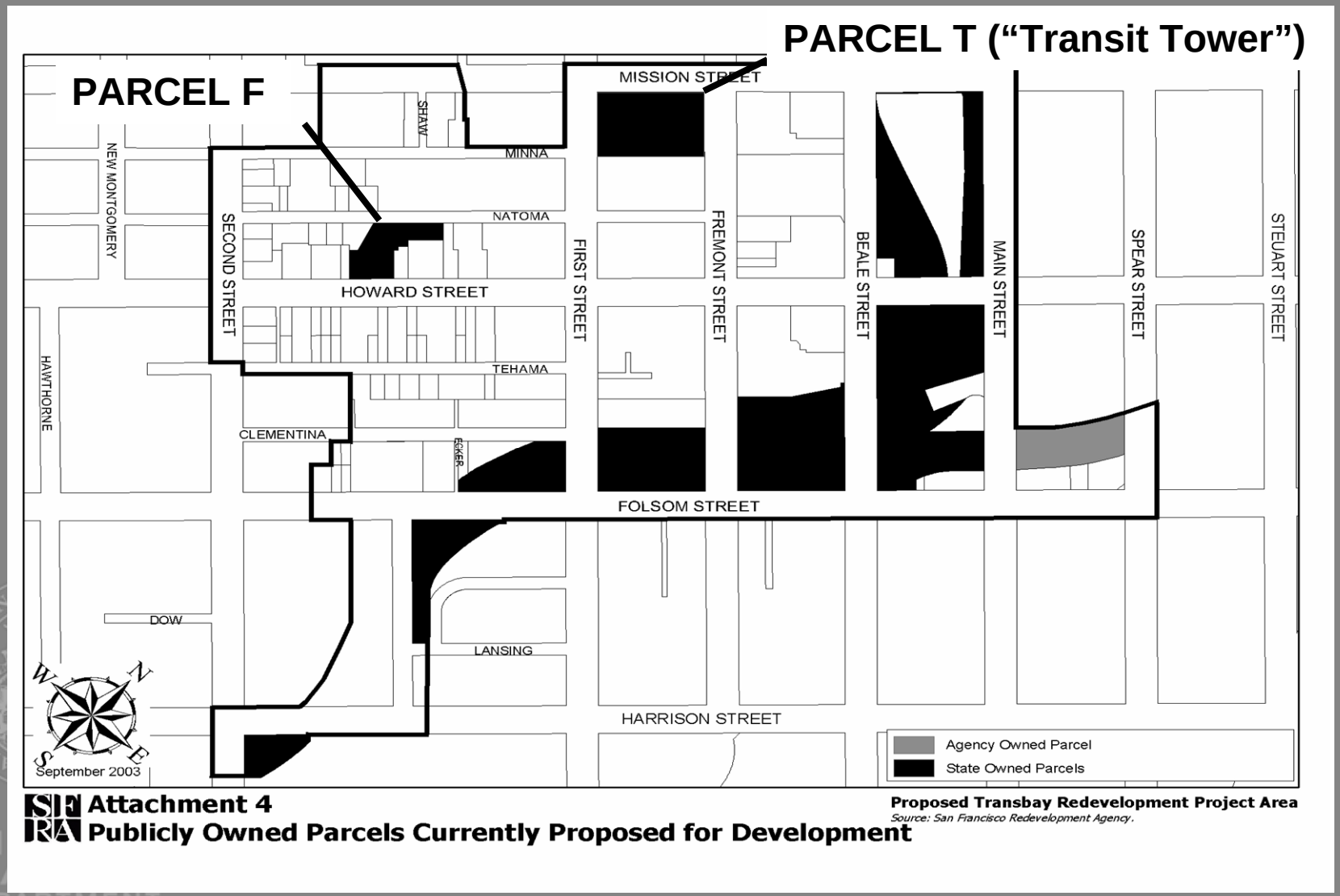


Potential Funding Mechanisms for Transit Center and other Public Benefits

TJPA Parcels



Attachment 4
Publicly Owned Parcels Currently Proposed for Development

Proposed Transbay Redevelopment Project Area
Source: San Francisco Redevelopment Agency.

Current Plan vs. Revised Concept

Revenue Comparison (NPV)

Revenue for TTC:	Current Plan:	Potential[1]:
Land Sales (from 2 Caltrans parcels next to TTC)	$70 million	$100-$130 million
Net Tax Increment (from 2 Caltrans parcels next to TTC)	$80 million	$120-160 million
Mello-Roos District (surrounding TTC)	$0	$90-120 million[2]
Total	**$150 million**	**$310-$410 million**

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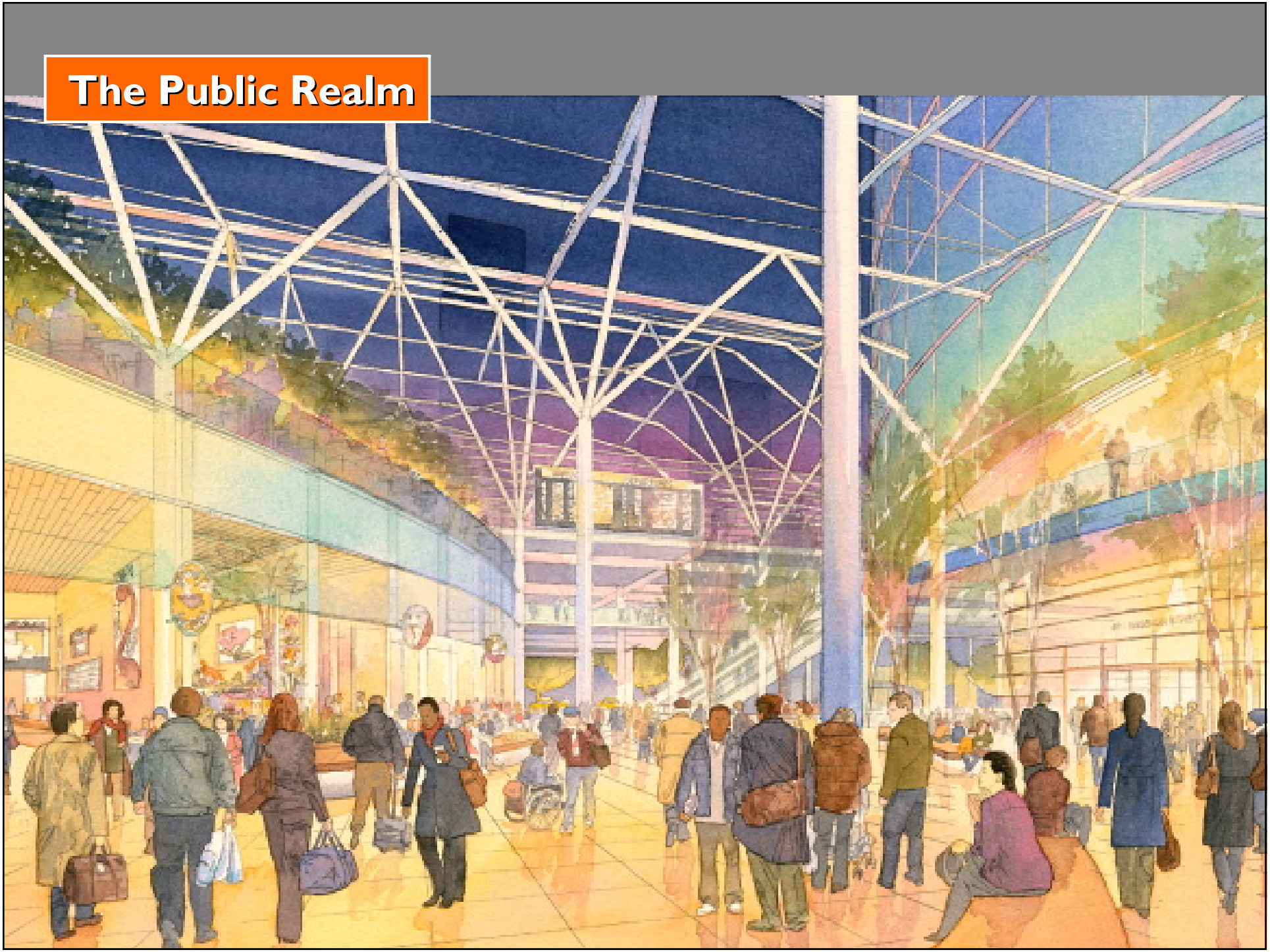
Notes:

1. Range depending on height/FAR of new development.
2. Revenue from a 0.4% special tax rate, net of cost of funds and land discount on Caltrans parcels.

The Public Realm



The Public Realm

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Transit Center District Plan

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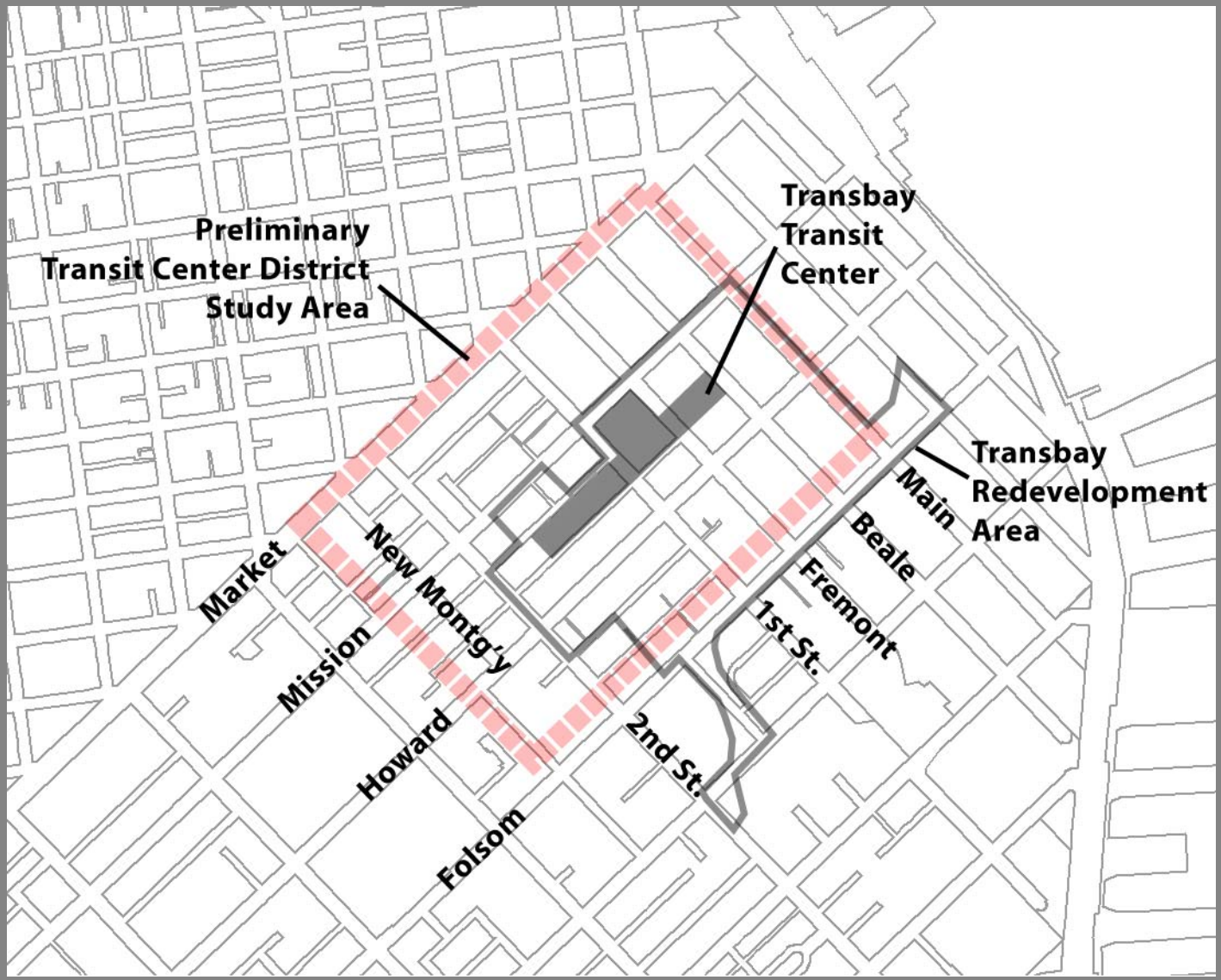
Transit Center District Plan

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



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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/Caltrain Extension** project and other **public benefits.**

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Transit Center District Plan

Final Products

- Policy Plan for incorporation into General Plan
- Planning Code and Zoning Map Amendments
- Implementation/Funding Program

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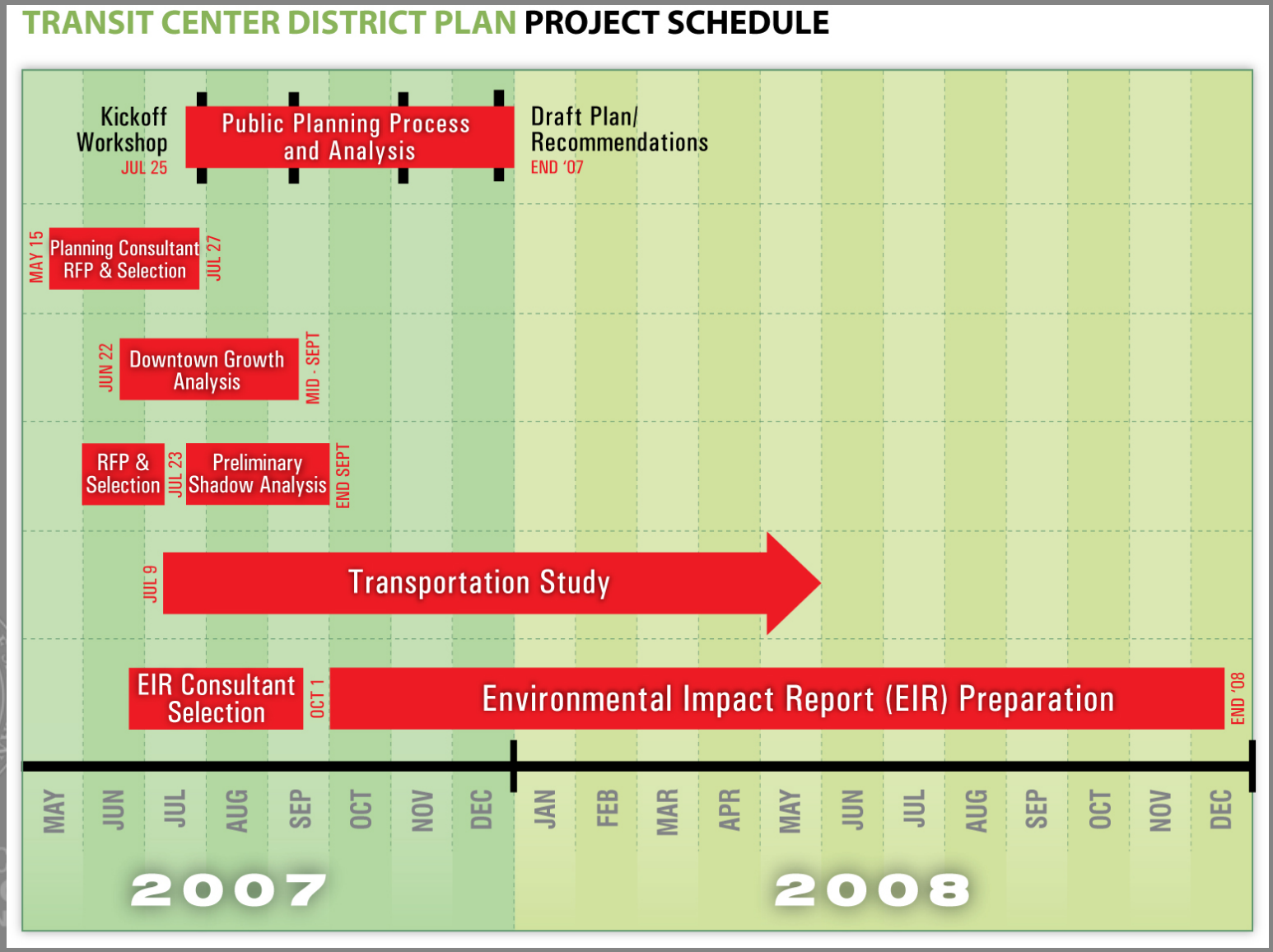
Transit Center District Plan



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Downtown Growth and Capacity Analysis

What are the forecasts for downtown growth in the next 25 years?

What is the capacity of the existing zoning? What is the universe of remaining opportunity sites?

What role does the Transit Center District have in absorbing future growth?

What are alternative scenarios of land use balance?

What will be the characteristics of future jobs and housing ?

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Downtown Growth and Capacity Analysis

Seifel Consulting Scope:

- Baseline: ABAG 2007 Projections and 2030 UrbanSim Model
- Existing and Future Supply (including Pipeline and Opportunity Sites)
- Review and Comparison of historical projections, trends and actual buildout
- Key Economic Factors Affecting Future Demand
- Demand Forecast and Growth Scenarios

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Scope: Key Issues to Address

Land Use

- Growth
- Downtown Jobs, Population

Built Environment:

- Skyline/City Form
- Tower Prototypes/ Bulk Controls
- Tower Spacing
- Shadows
- Wind
- Ground plane/fabric
- Historic Resources

Sustainability

Transportation

- Transit Capacity
- Circulation

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Scope: Key Issues to Address

Public Realm:

- Great Public Spaces and Streets

Economics/Public Benefits:

- Value capture mechanism
- Funding for Transit Center
- Infrastructure and services
- Other public improvements and amenities

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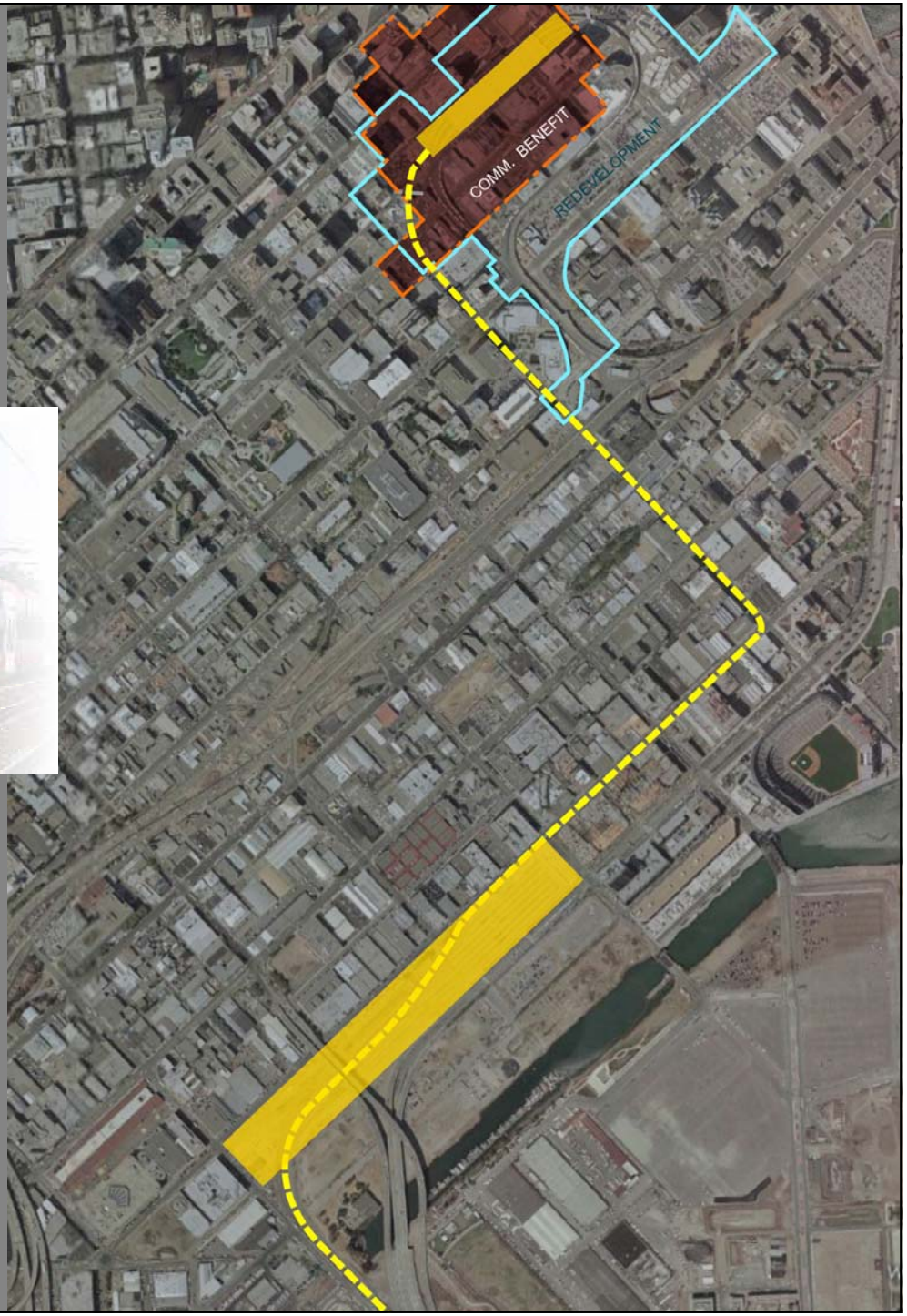
4th & King Railyards



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Contact

Please Sign In

Joshua Switzky
415.575.6815
Joshua.Switzky@sfgov.org

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Comments and Questions?

Plan Objectives

Plan Scope

Plan Boundaries

Schedule and Process

Downtown Growth/Capacity Analysis

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Thank You

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