

EASTERN NEIGHBORHOODS

Planning Commission Update



SAN FRANCISCO
PLANNING
DEPARTMENT

JUNE 2007

SFMTA



Main Points to be Covered Today

- Overall Schedule
- Proposed schedule of Commission updates through August
- Transportation
- Open Space

Review: April 26 Update

Key Principles of the Eastern Neighborhoods

People and Neighborhoods

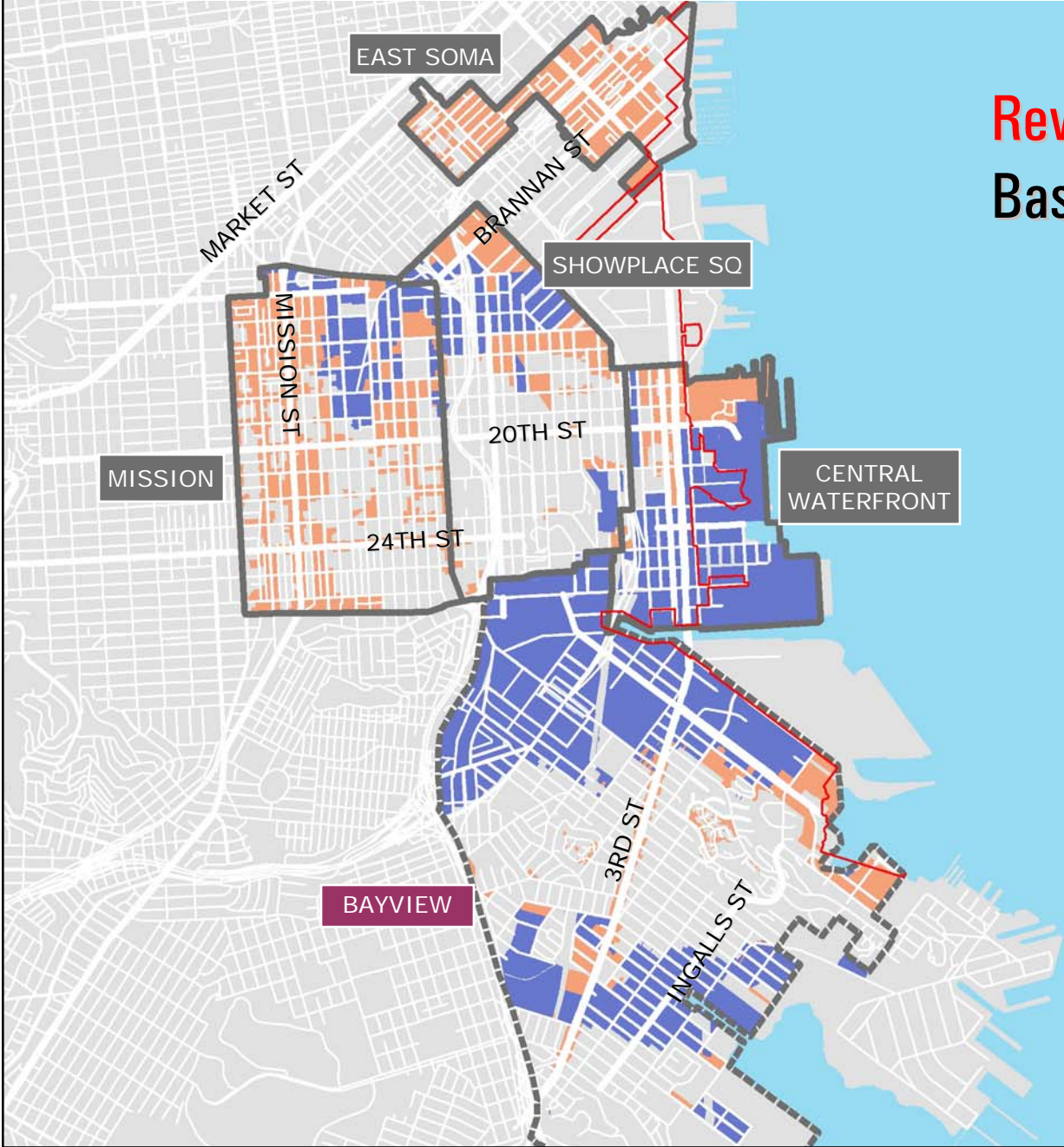
- 1) Encourage new housing at appropriate locations and make it as affordable as possible to a range of city residents
- 2) Plan for transportation, open space, community facilities and other critical elements of complete neighborhoods




The Economy and Jobs

- 3) Reserve sufficient space for production, distribution and repair activities, in order to support the city's economy and provide good jobs for residents
- 4) Take steps to provide space for new industries that bring innovation and flexibility to the city's economy

EASTERN NEIGHBORHOODS Planning Commission Update

Review: April 26 Update
Basic Land Use Proposal



-  PDR
-  MIXED USE
-  PORT BOUNDARY

Review: April 26 Update

Eastern Neighborhoods Affordable Housing Strategy

1) Inclusionary housing

- Baseline
- Increases in development potential in return for additional affordable housing

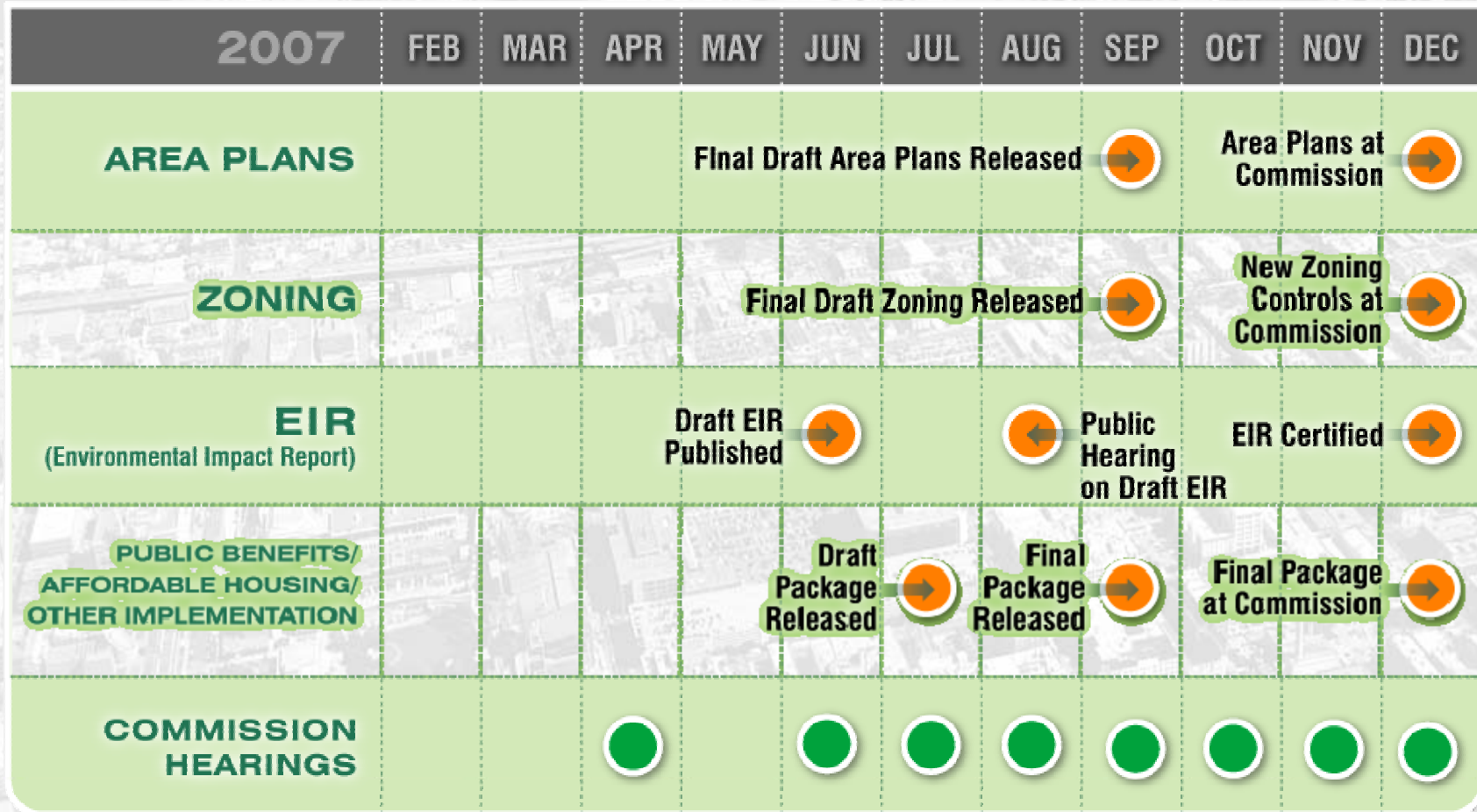
2) Affordable Housing Priority Zones:

- City-financed affordable housing developments
- Mixed-Income developments via land dedication
- Privately-funded moderate-income developments




3) City-financed affordable housing development

- Additional funding needs

Project Schedule



Project Schedule

2007	FEB	MAR	APR	MAY	JUN
AREA PLANS				Final Draft A	
ZONING				Final Dr	
EIR (Environmental Impact Report)		Draft EIR Published			
PUBLIC BENEFITS/ AFFORDABLE HOUSING/ OTHER IMPLEMENTATION					Dr Packe Relea
COMMISSION HEARINGS					

Draft EIR to be published on 6/30/07.

Available on Planning Department Web Site by 6/30/07

Will be distributed to Commissioners in next week's packet

Notice will be sent to entire Eastern Neighborhoods contact list

Commission hearing on Draft EIR scheduled 8/09/07

Staff would appreciate any suggestions from the Commission or the public on wider notification

Proposed Commission Hearings Through August

June 28 (Today): Transportation & Open Space

July 19: Healthy Development Tool (ENCHIA) & Historic Preservation

July 26: Socio-Economic Impact Assessment and springing conditions

August 2 (tentative): Zoning, heights, built form and affordable housing/public benefits

August 9: Public Hearing on Draft EIR

Transportation and Land Use Coordination

Presented by the San Francisco Planning Department and Municipal Transportation Agency



Coordination Necessary Now

- Up to 20,000 new residents expected in Eastern Neighborhoods by 2025
- Growth necessitates dramatic transformation in transportation services` to accommodate land use changes
- Transportation infrastructure needed before growth realized
- Opportunities to position EN for capturing state and regional funding

By the time Eastern Neighborhoods Area Plans and rezoning are adopted, the following should be in place:

1. Fully funded and scoped Eastern Neighborhoods Transportation Implementation Study
-- through TEP process, early results from this study will be available by the time the rezoning is adopted
2. Full funding program sized to anticipated needs, including development impact fees, and other sources
3. Identification of specific “early start” projects

Environmental Impact Report

Transportation Findings:

- Significant number of intersections are impacted by new development, BUT most of these would also be impacted under the “no-project” scenario
- Several transit lines are also impacted by new transit trips generated from new development (some of these would also be impacted under “no-project.”)

Environmental Impact Report continued

In general, the EIR...

- Provides data to help identify needs and deficiencies
- Specifies a series of general mitigations that would reduce the significance of impacts. (These mitigations would be mirrored in the plan policies being developed.)
- Doesn't directly clear transportation projects
- Makes clear that most impacts also exist in the no-project alternative

Partnering with City Agencies and the Community

- **Interagency bi-weekly meetings between:**
 - Planning Department
 - Municipal Transportation Agency (Muni, DPT)
 - County Transportation Authority

- **Community Meetings**
 - Briefings with stakeholders and interest groups
 - Public meetings
 - Office hours (small group sessions/one-on-ones)

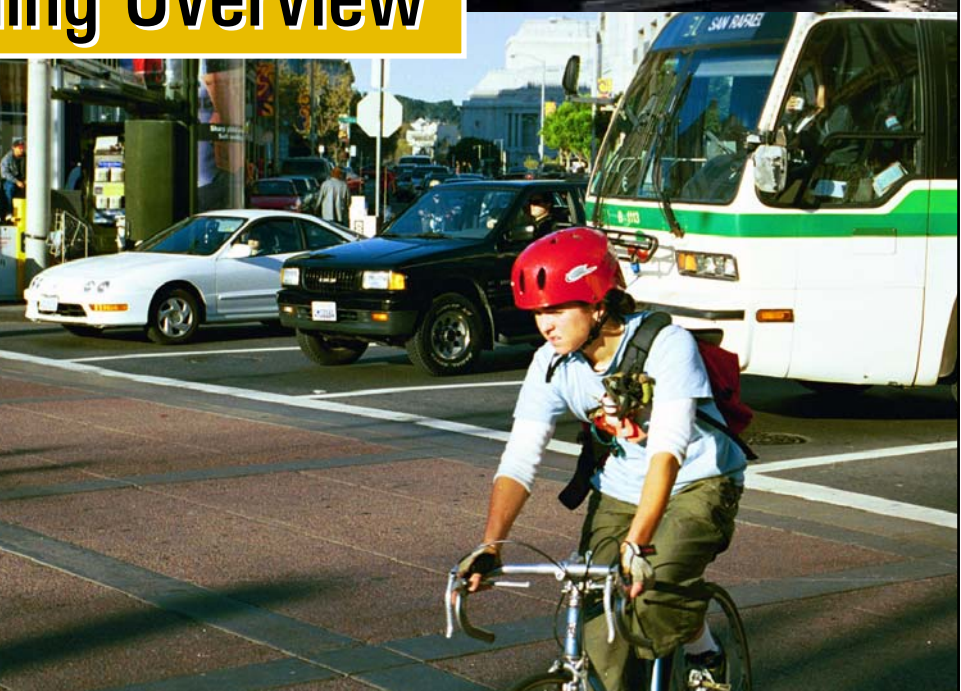
Coordination Roadmap through 2007

- Refine transportation mitigations in EIR
- Finalize plan policies
- Scope and identify funding for EN Transportation Implementation Study to continue through 2008-09
-- identify early conclusions by December 2007
- Support pipelined transportation investments and identify additional early start projects
- Coordinate with related transportation and land use projects
- Develop funding strategy for capital and operating costs

EASTERN NEIGHBORHOODS Planning Commission Update



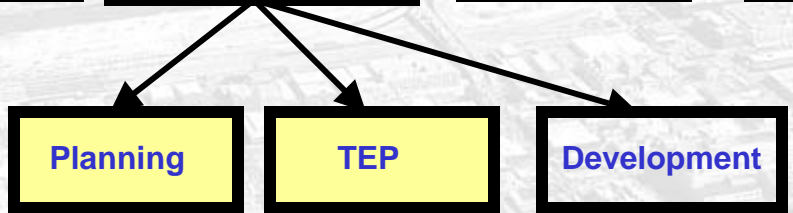
SFMTA Planning Overview



EASTERN NEIGHBORHOODS Planning Commission Update

ED/CEO

- HR
- Finance (incl Real Estate)
- DPT Traffic Engineering**
- Transp Planning & Development**
- Muni Operations**
- External Affairs
- CIO



Livable Streets

- Traffic Calming
- Pedestrian Planning
- Better Streets
- APS

Streets Management

- Transit Preferent'l Sts
- Bicycle Planning
- EIR/CEQA Review
- Major Projects Review

Long Range Planning

- Station Area Planning
- SRTP
- Historic Streetcar
- BRT
- TOD

Service Planning

- Stop/Route Changes
- Transit Preferent'l Sts
- Shelters/ Signs
- TEP support



Transportation Issues and Solutions

- **Need to relieve traffic congestion**
 - With “No Project,” traffic congestion will increase
 - Develop management techniques (SFGO, pricing, transit)
- **Need for increased transit service and supporting infrastructure**
 - Additional housing units will generate increased demand for transit
 - Identify service needs and target specific routes/corridors for enhancement
- **Need for improved pedestrian and bicycle networks**
 - Existing networks are auto-oriented
 - Support livable/walkable communities
 - Improve pedestrian/bicycle safety
- **Need to accommodate effective goods movement**
 - PDR uses will continue to generate significant heavy-truck traffic
 - Consideration should be given to loading zones and truck routing

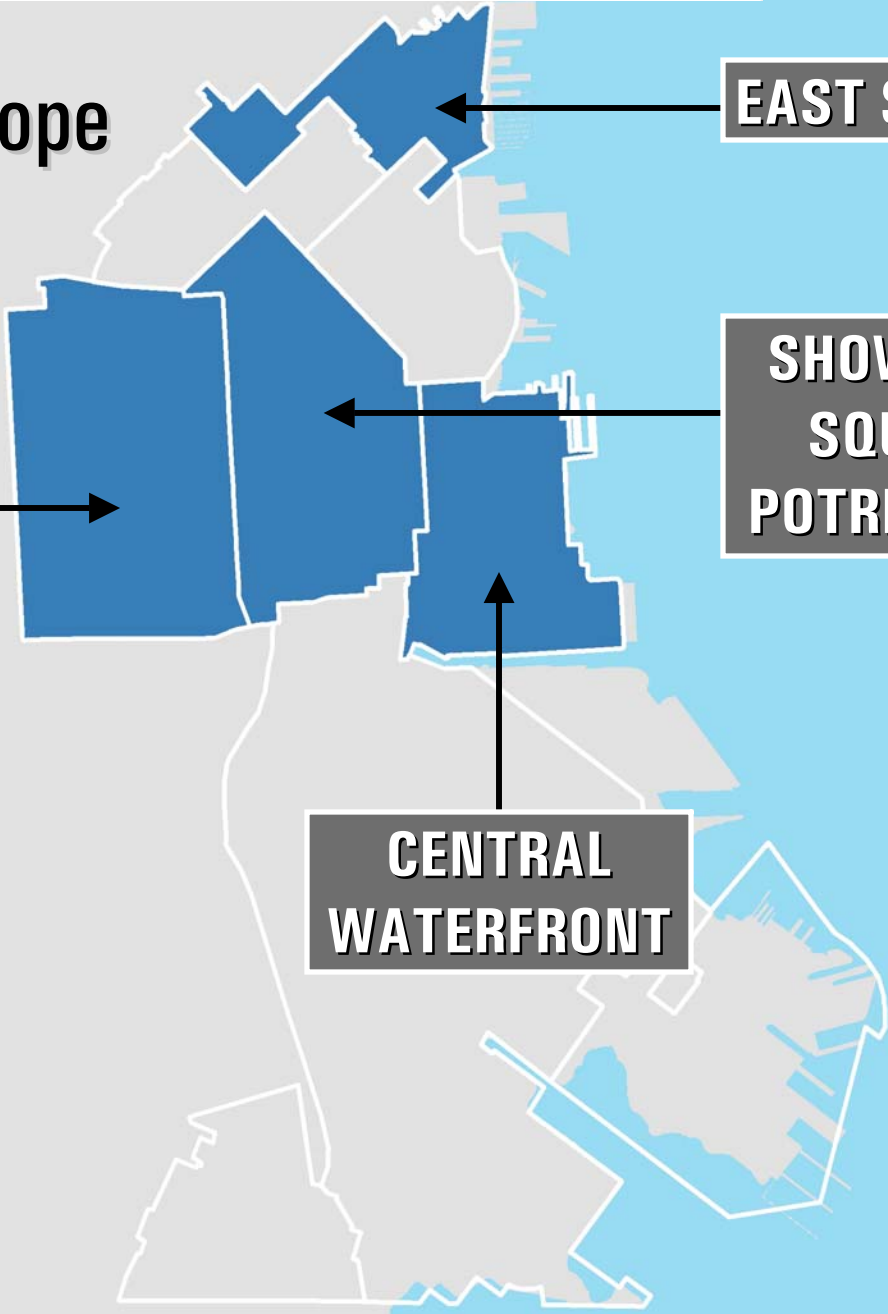
Geographic Scope

MISSION

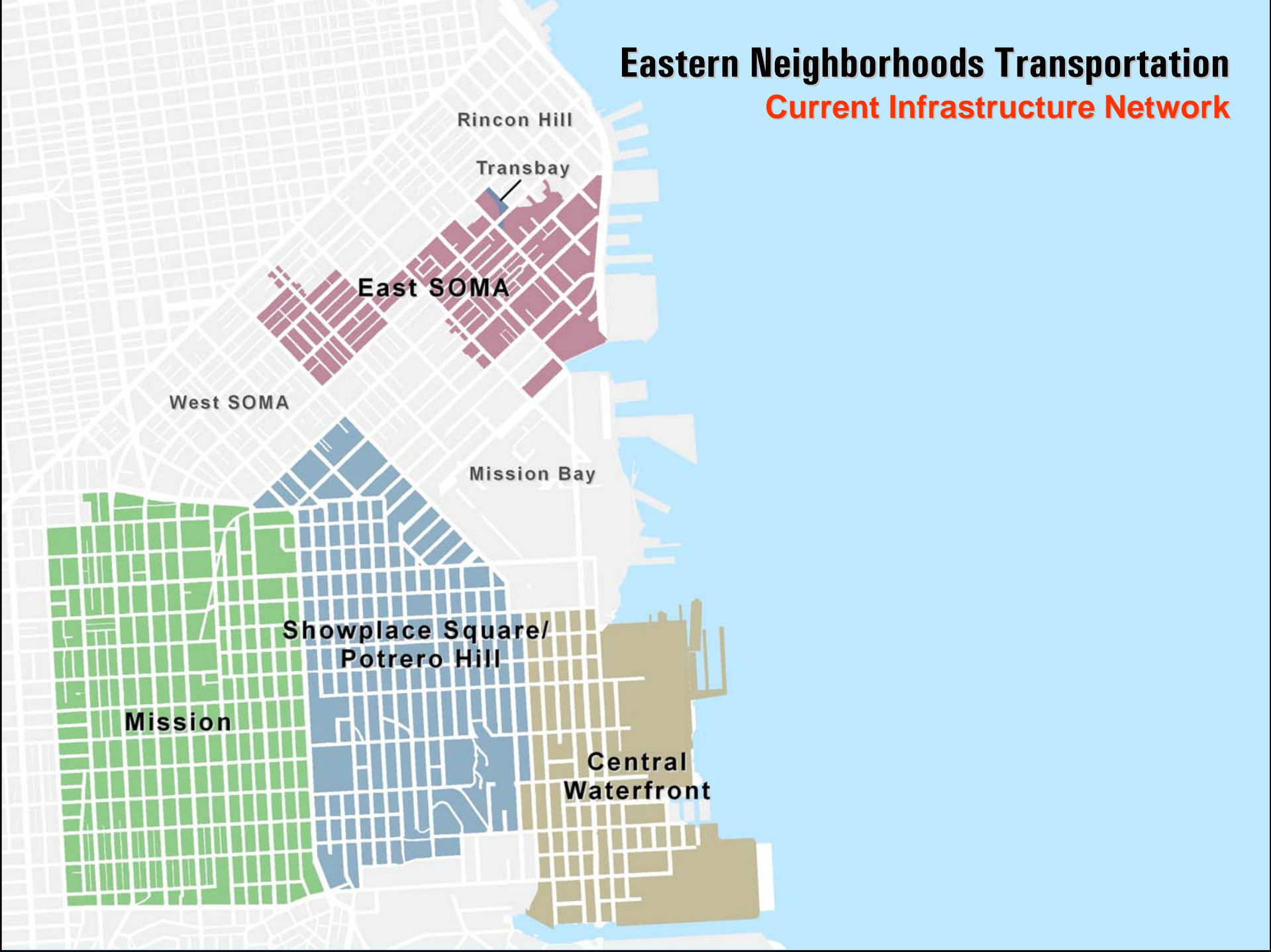
EAST SOMA

**SHOWPLACE
SQUARE /
POTRERO HILL**

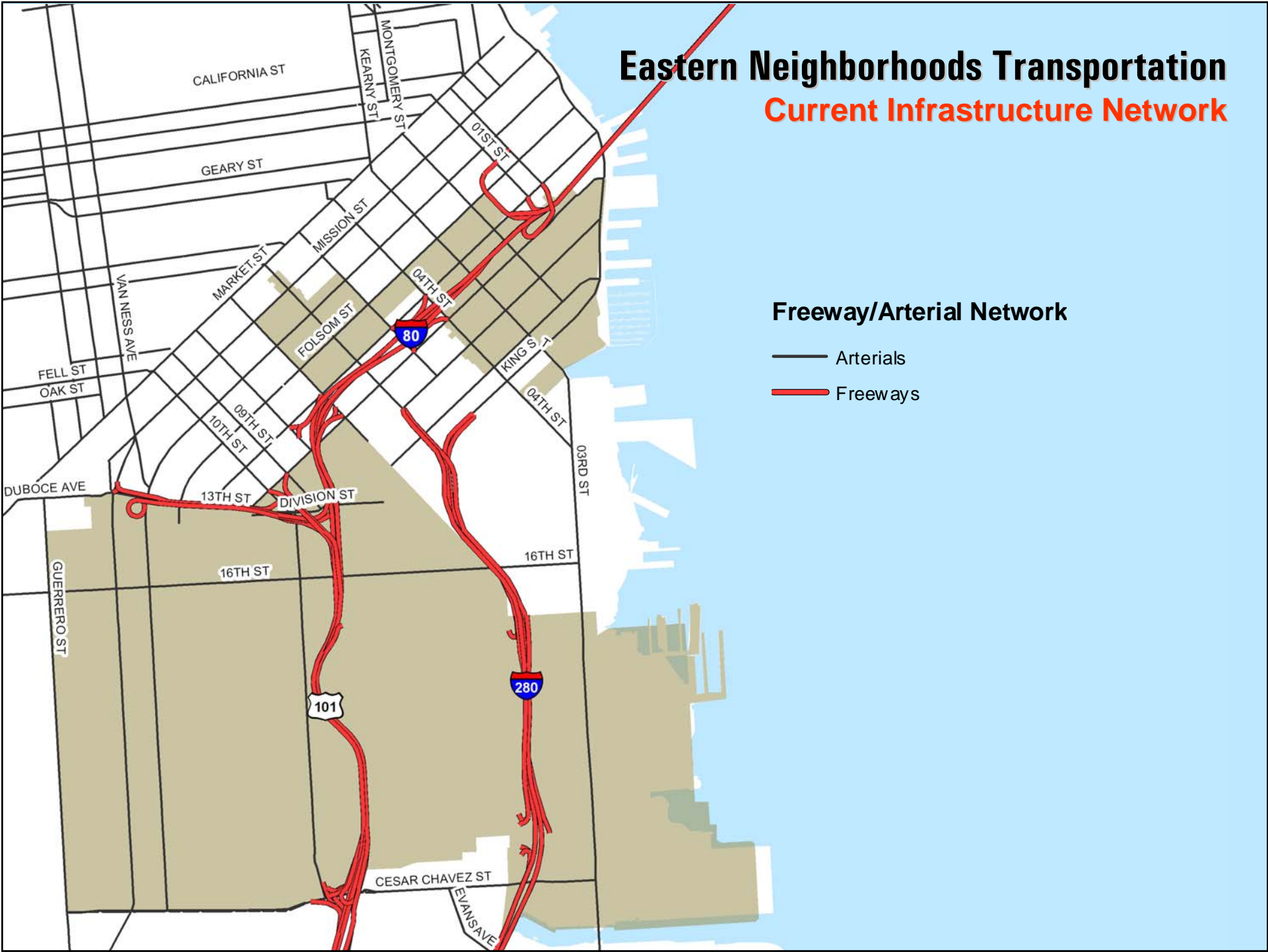
**CENTRAL
WATERFRONT**



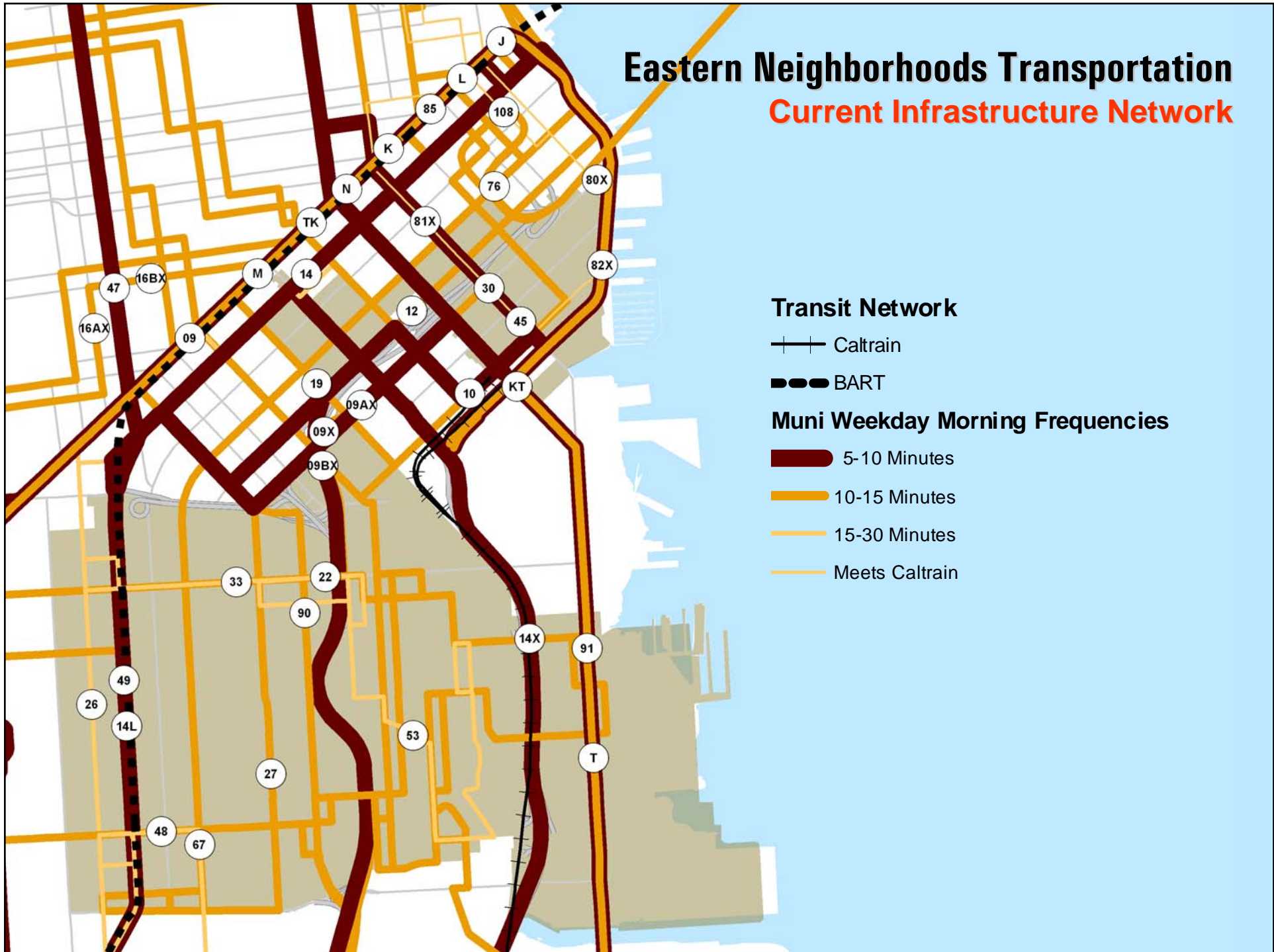
Eastern Neighborhoods Transportation Current Infrastructure Network



Eastern Neighborhoods Transportation Current Infrastructure Network



Eastern Neighborhoods Transportation Current Infrastructure Network



Transit Network

—+— Caltrain

--- BART

Muni Weekday Morning Frequencies

■ 5-10 Minutes

■ 10-15 Minutes

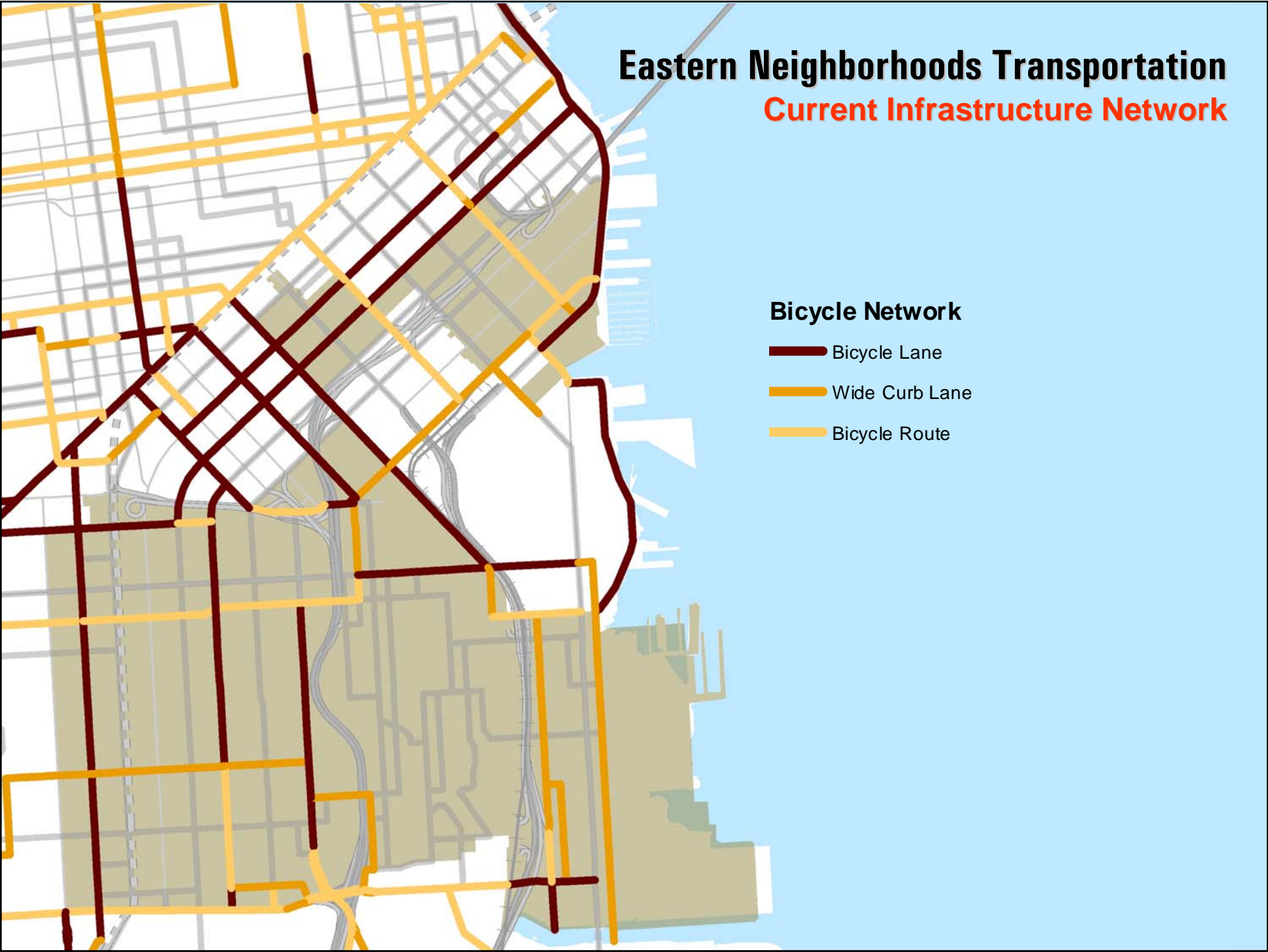
■ 15-30 Minutes

■ Meets Caltrain

Eastern Neighborhoods Transportation Current Infrastructure Network

Bicycle Network

- Bicycle Lane
- Wide Curb Lane
- Bicycle Route



Eastern Neighborhoods Transportation Planned/On-going Infrastructure Improvements



- Traffic Calming
- Traffic Calming (area-wide)
- Traffic Calming/Bike
- Safe Routes to School
- Streetscape
- Bicycle
- Transit

Source: SRTP; Prop K 5-year plan

Key Proposed Objectives

1. Improve public transit
2. Reduce traffic congestion with parking policies that encourage alternative modes of travel
3. Support circulation for PDR uses
4. Encourage alternatives to car ownership
5. Design streets to encourage safe walking and bicycling

Eastern Neighborhoods Transportation Key Proposed Policies



Eastern Neighborhoods Transportation Key Proposed Policies



- Core Bicycle (and Pedestrian) Improvements
- Core Pedestrian Improvements
- Core Transit (and Pedestrian) Improvements

1. 2nd Street: Consideration should be given to creation of a streetscape plan that addresses new landscaping, possible bicycle lanes, bulbouts, and transit-supportive treatments.

Eastern Neighborhoods Transportation Key Proposed Policies



3. Folsom Street: Consider transforming Folsom Street into a civic boulevard through the heart of SOMA, with priority transit treatments and significant pedestrian improvements.

Eastern Neighborhoods Transportation

Key Proposed Policies



- Core Bicycle (and Pedestrian) Improvements
- Core Pedestrian Improvements
- Core Transit (and Pedestrian) Improvements

6. 16th Street: Explore improvements to 16th Street as a priority transit corridor, connecting the Mission, Showplace Square/Lower Potrero and Mission Bay, with accompanying pedestrian and landscaping improvements.

Eastern Neighborhoods Transportation Key Proposed Policies/Planned Improvements

- Core Bicycle (and Pedestrian) Improvements
- Core Pedestrian Improvements
- Core Transit (and Pedestrian) Improvements

1. 2nd Street
2. 3rd/4th Streets
3. Folsom Street
4. Howard Street
5. 7th/8th Street
6. 16th Street
7. Guerrero Street/South Van Ness
8. Potrero Avenue

MTA Pipeline Projects

- Traffic Calming
- Traffic Calming/Bike
- Streetscape
- Bicycle
- Transit



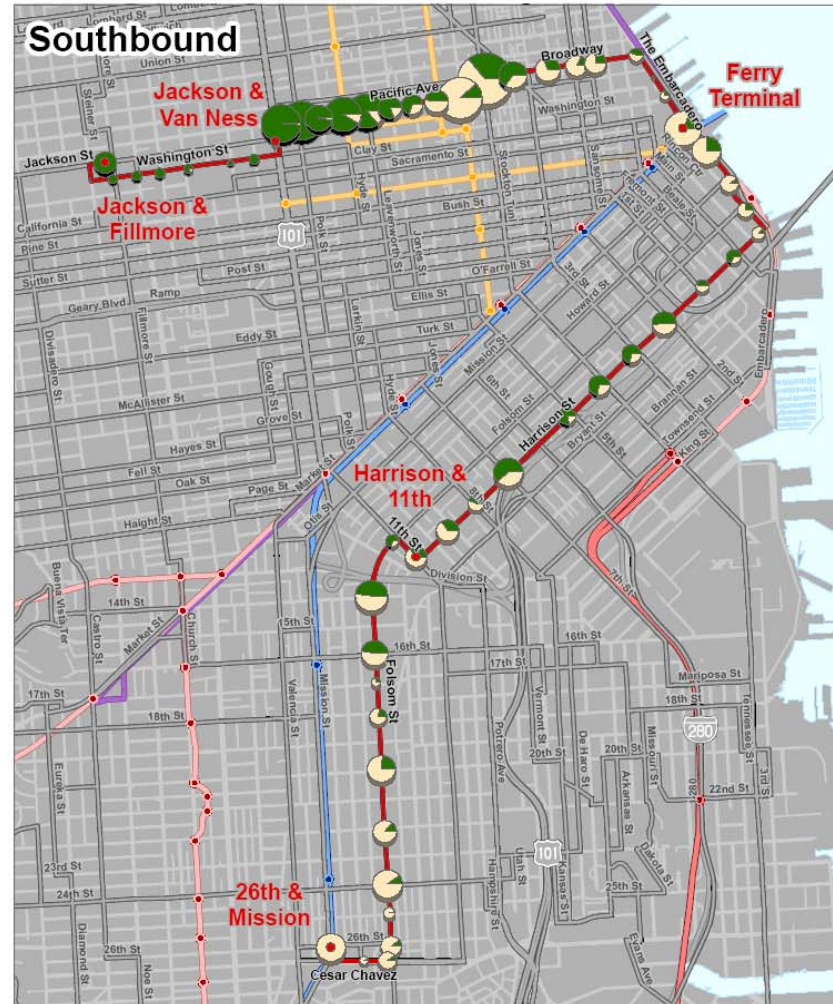
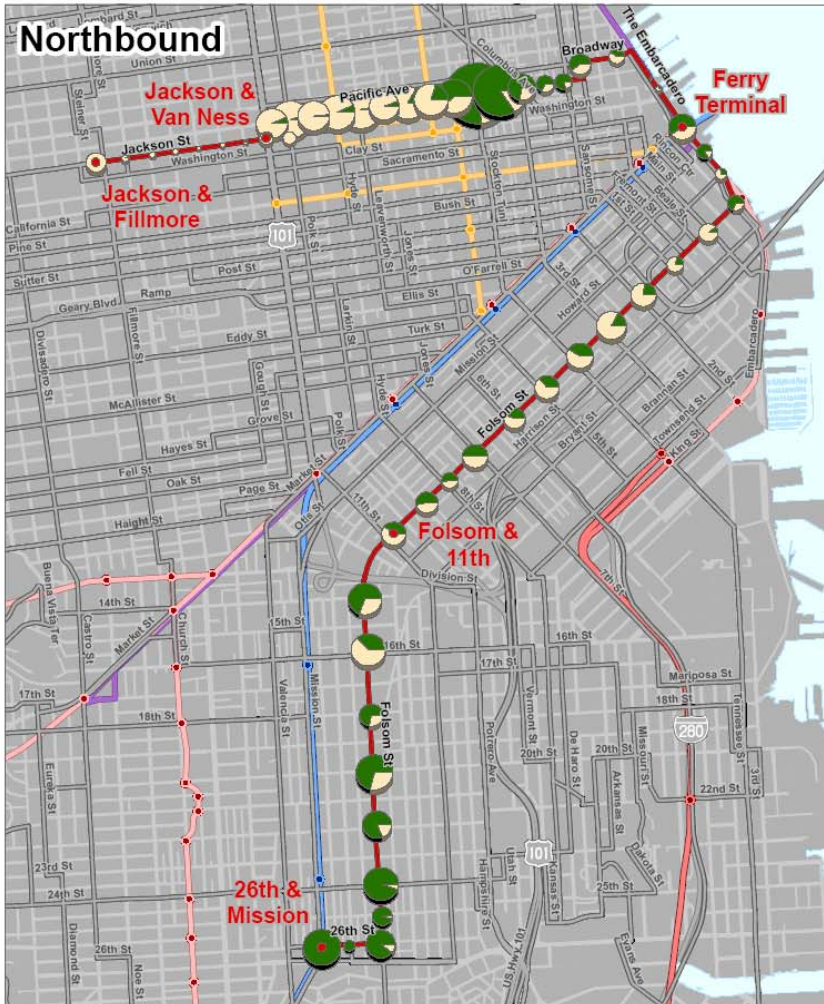
Transit Effectiveness Project Coordination

The TEP is the first comprehensive study in 25 years to evaluate Muni system

Project Objectives:

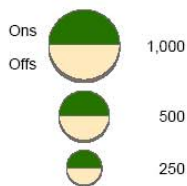
- Improve SFMTA's overall performance and financial stability
- Provide faster, more convenient transportation that reflects current travel patterns
- Develop more cost-effective operating practices
- Develop 5- to 7-year road map that clearly articulates goals, strategies & resources

EASTERN NEIGHBORHOODS Planning Commission Update



Line 12 - Folsom

Passenger Activity



Legend

- Featured Line
- Existing Bus Network
- Freeway/Highway
- + Muni Metro
- + Cable Car
- + Historic Streetcar
- + BART
- + CALTRAIN

SFMTA | Municipal Transportation Agency

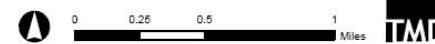


Primary Data Source

SFMTA APC Data

Secondary Data Sources

SFCTA, SFGOV, MTC, NTAD



Funding Strategies for Transportation Improvements

- Quantify order of magnitude of Improvements cost
 - Capital and Operating
- Identify committed and existing sources
 - TIDF, Prop K, Etc.
- Identify funding gap and priorities
- Identify potential sources

Potential Fund Sources

- **Revise TIDF (add housing; raise fee/sq. foot)**
- **Developer Exactions**
- **New Transportation Impact Fees (link to Countywide Transportation Plan and tied to project area),**
- **Assessment Districts (Infrastructure Financing District)**
- **Parking Benefit Districts**
- **Congestion Pricing**
- **Tax Increment Financing (or similar mechanism for non Redevelopment area)**
- **Condo-pass fees**
- **Infrastructure Bond Funds (housing, parks, utilities and infrastructure) – to be distributed at Statewide and Regional levels, e.g. from FOCUS initiative**
- **Transportation grant sources: Transportation for Livable Cities, Regional Bicycle and Pedestrian Projects, Safe Routes to Transit, Safe Routes to School, Transportation for Clean Air Program, Prop 42 gas tax subventions**

City & County of San Francisco

San Francisco's Transit-Focused Neighborhoods,

prepared for ABAG's *Focusing Our Vision*
Priority Development Areas (PDAs) Program

ABAG Priority Development Areas (PDAs)*

- * Includes:
 - > Better Neighborhoods & Area Plans (Planning Department)
 - > Port development areas (Port of SF)
 - > Redevelopment areas (Redevelopment Agency)
 - > Special redvlpmnt. areas (Mayor's Office)
 - > 1/4 mile surrounding Neighborhood Commercial streets with high frequency transit service and within community plans
 - > 1/4 mile radius around major rail/ferry stations within community plans

Muni

- Bus network
- Metro, streetcar, Central Subway (future)
- Proposed Bus Rapid Transit (BRT)

BART

- BART

Caltrain

- Caltrain

Ferries

- Ferry terminal
- Proposed ferry terminal

Regional Transit Center

- Transbay Transit Center

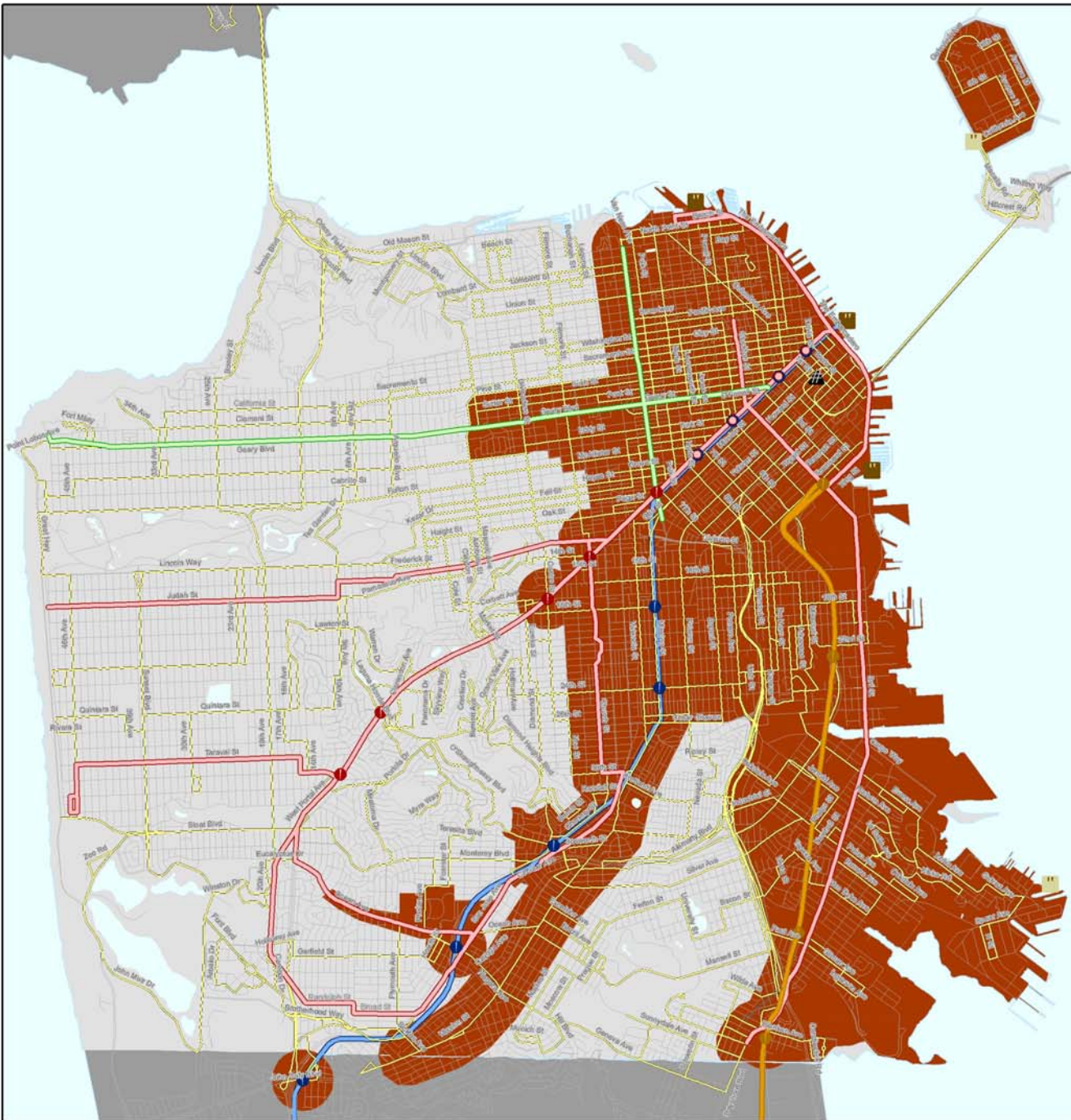


Data Sources: SFMTA, SFCTA, SFRA, SF City Planning, Mayor's Office, Port of SF, SFGOV

Date: 6/26/2007

Map: SFMTA, Long Range Planning

0 0.2 0.4 0.8
Mile



Next Steps

Refine transportation mitigation measures in EIR	SUMMER 2007
Finalize plan policies	SEPTEMBER 2007
Scope and identify funding for EN Transportation Implementation Study	DECEMBER 2007
Support pipeline transportation investments and identify additional early start projects	ON-GOING
Coordinate with related transportation and land use projects (TEP)	FALL 2007
Nexus Study for Impact Fees; complete feasibility studies (parking management, congestion pricing) Develop funding strategy for capital and operating costs	FALL 2007
Develop funding strategy for capital and operating costs	DECEMBER 2007

Open Space

Presented by the San Francisco Planning Department and San Francisco Recreation and Parks Department



Open Space Needs

- Amount of open space per resident
 - Existing supply of 5.5 acres per 1,000 residents
 - 4.5 acres for citywide serving parks
 - 1 acre for neighborhood-serving parks
- Distance to a park
- Existing need is not being met, and growth in population will add to the need for open space



Types of Open Space to Meet the Need

- Parks
 - Goal of acquiring a park site in each of the neighborhoods

- Use our existing Rights-of-Way to provide space through green connector streets, living streets, etc.

Open Space Objectives

- Increase the Amount of Open Space
- Create an Open Space Network of Green Connector Streets, Living Streets, and Public Parks
- Increase the Quality of Landscaped Elements
- Ensure Existing Spaces are well Maintained



EASTERN NEIGHBORHOODS Planning Commission Update



SAN FRANCISCO BAY



Connections: LIVING STREETS



Connections: LIVING STREETS




better streets
SAN FRANCISCO

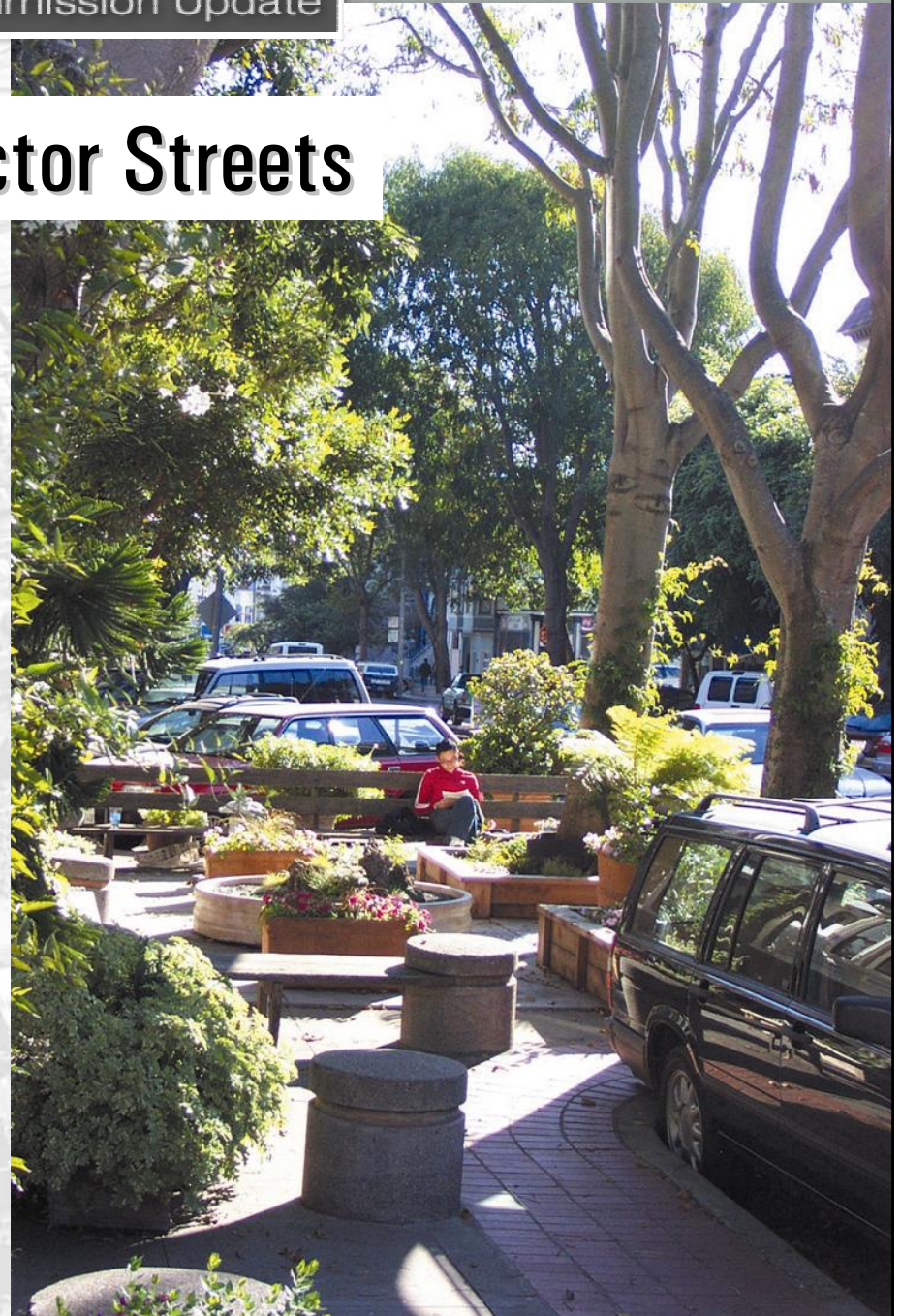
Connections: Civic Boulevard

- Transit
- Pocket Parks
- Double Rows of Trees



Connections: Green Connector Streets

- Cohesive design treatment
- Pedestrian and Bicycle Improvements
- Greening



East SoMa: Existing Open Space



SAN FRANCISCO BAY



East SoMa: Living Streets



East SoMa: Connector Streets



East SoMa: Acquire & Develop Open Space



Mission:
Existing Open Space



Mission: Living Streets



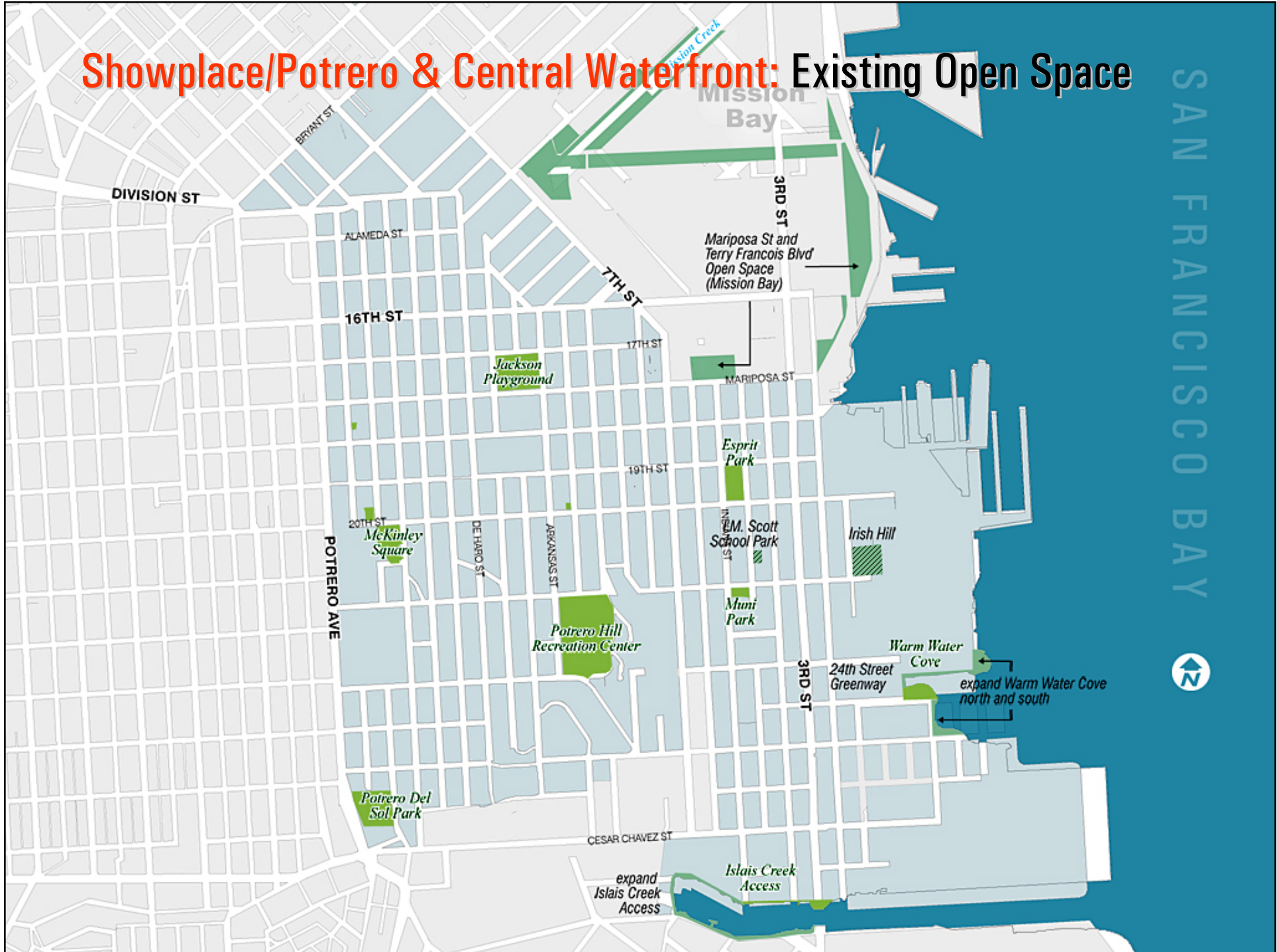
Mission: Connector Streets



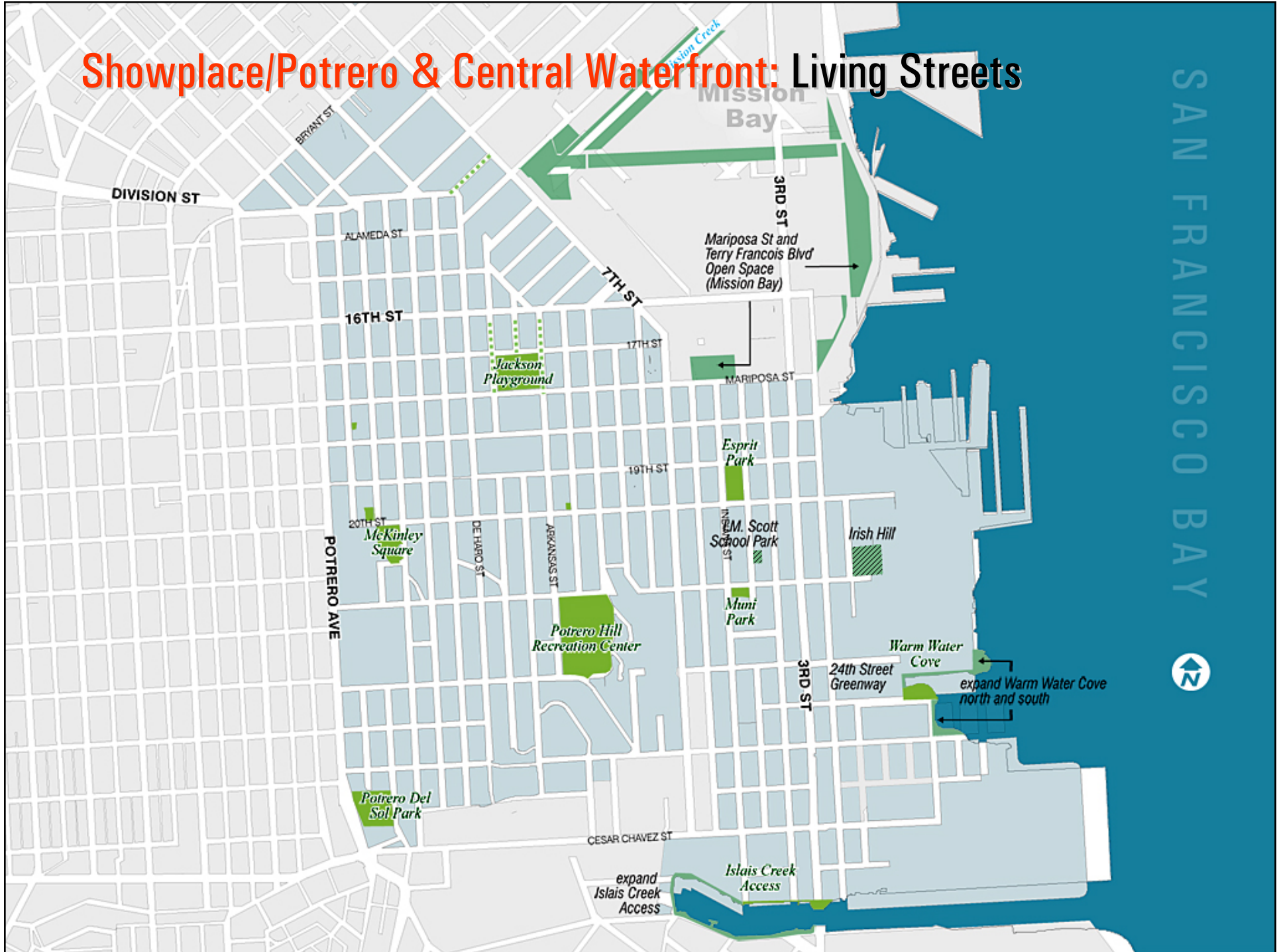
Mission: Acquire & Develop Open Space



Showplace/Potrero & Central Waterfront: Existing Open Space



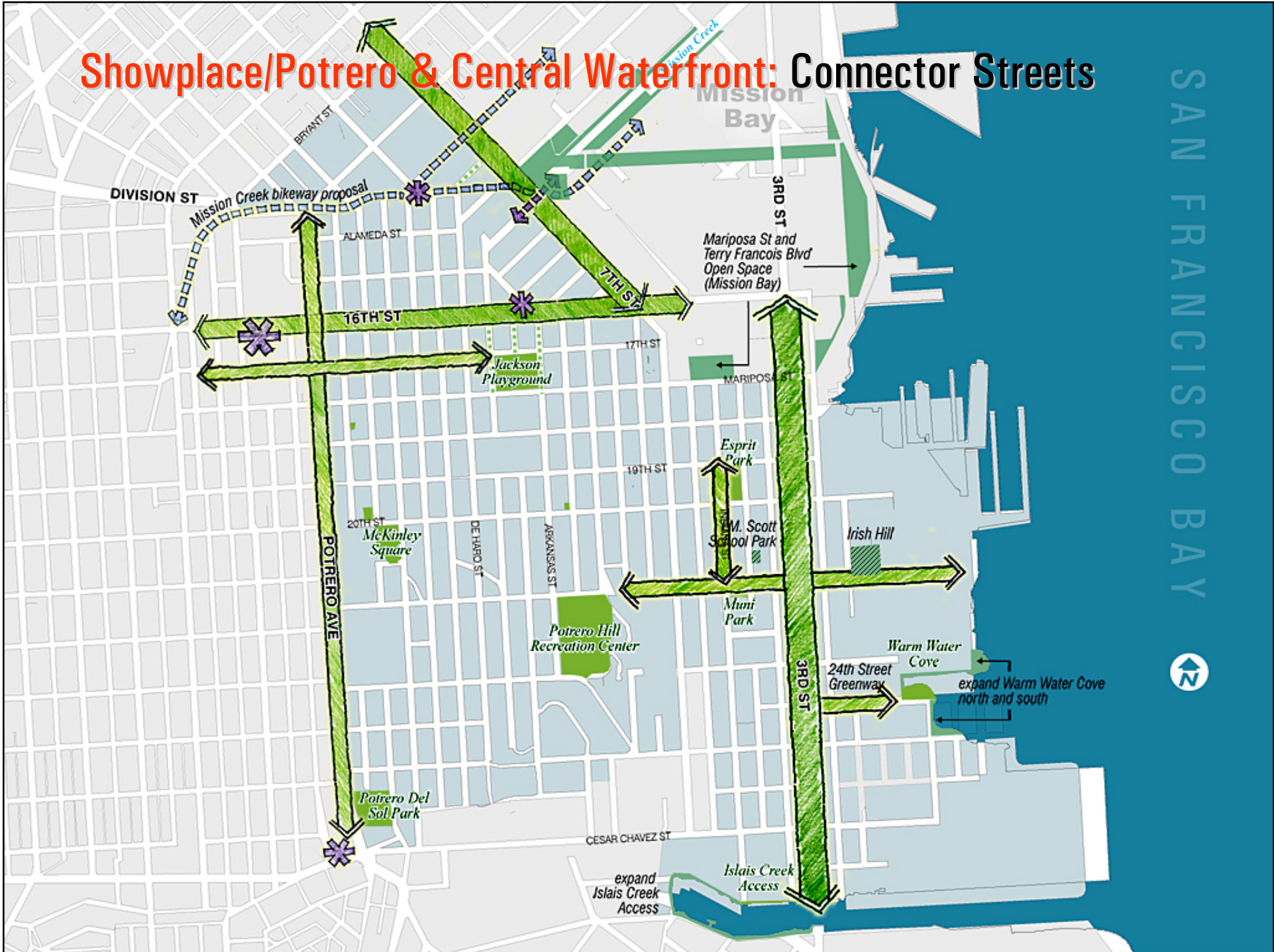
Showplace/Potrero & Central Waterfront: Living Streets



NEW URBAN PLAZAS



Showplace/Potrero & Central Waterfront: Connector Streets



SAN FRANCISCO BAY





**Showplace/Potrero & Central Waterfront:
Acquire and Develop Open Space**

expand Islais Creek Access

Mariposa St and Terry Francois Blvd Open Space (Mission Bay)

expand Warm Water Cove north and south

Implementation of the Connector Streets

- More community input required
- The Area Plans will require a Detailed Streetscape Master Plan

Private Open Space

- Increased open space requirements for private development, e.g. triple in East SoMa.
 - Can provide the space off-site if publicly accessible
 - or can provide an in-lieu fee
- San Francisco Green factor
 - Flexible program that requires developers to meet a certain number of points by providing environmental improvements, e.g. green roof, green wall
 - Promotes a sustainable, greener, more livable environment
 - Based on program developed in Berlin and implemented in Seattle



Agency Coordination

- Bi-weekly staff meetings
- Information exchange
- Joint site visits
- Eastern Neighborhoods Workshops
- Comment on Open Space Needs Assessment Report
- Comment on Environmental Impact Report

What kind of park are we looking for?

- Larger sites are preferable
- Park that serves both active and passive recreational activities
- Meets recreational programming goals and objectives
 - Recreation Assessment
 - 1998/99 Assessment Project
 - Demographic Segment
 - Recreational trends



Methodology for Park Site Selection

- All public sites
- All sites suggested by community members
- All sites on Recpark Acquisition Roster
- City's Surplus Property List
- Port property
- All sites that are vacant or very underutilized in areas not served by an existing park ("nodes of need")

Methodology for Park Site Selection continued

- Recreation and Park Department criteria applied
 - Slope
 - Preexisting uses
 - Size
 - Sunlight
 - Sites Located on Streets with Lower Traffic Volumes
 - Reasonable Access to Public Transportation
 - Security
 - Pedestrian Safety
 - Noise
 - Waterfront Access
 - Connectivity

Capital Improvement for Existing Parks

- Examples of Parks in Need of Capital Improvements
 - SOMA Recreation Center
 - Jackson Playground
 - McKinley Square
 - South Park
 - Mission Recreation Center

- Day to Day/Operations Maintenance Funding
 - Gardeners
 - Materials
 - Equipment



Funding

- Acquisition
- Capital Projects
 - New recreation center
 - New equipment
 - New landscaping
- Day to Day/Operations Maintenance Funding



	Acquisition	Existing Capital	Operations/Maintenance
Transfer of Development Rights	Likely	Likely	
Improvements required to be installed by developers	Likely	Likely	Possible
Land use or zoning incentives	Possible	Possible	
Community Benefits Agreements		Possible	Likely
Assessment Districts		Possible	Likely
Infrastructure Financing District	Possible	Possible	
Mello Roos Community Facilities District	Possible	Possible	Possible
Statewide Community Infrastructure Program Fee Financing	Possible	Possible	
Borrowing Against Future Development Impact Fees	Possible	Possible	
New Mitigation Programs/Impact Fee	Likely	Likely	
State Bonds	Likely		
Grants	Likely		
Other Funding Sources	Likely	Likely	Likely

Next Steps

- Determine appropriate park sites
- Identify Funding for acquisition and maintenance
- Develop Streetscape Master Plans for the Eastern Neighborhoods to implement the Connections, i.e. living streets, connector streets

**THANK YOU
FOR YOUR ATTENTION**