

An aerial, isometric view of the San Francisco skyline, rendered in a golden-yellow color. The image shows a dense cluster of skyscrapers, including the Transamerica Pyramid, set against a solid orange background. The perspective is from a high angle, looking down at the city.

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



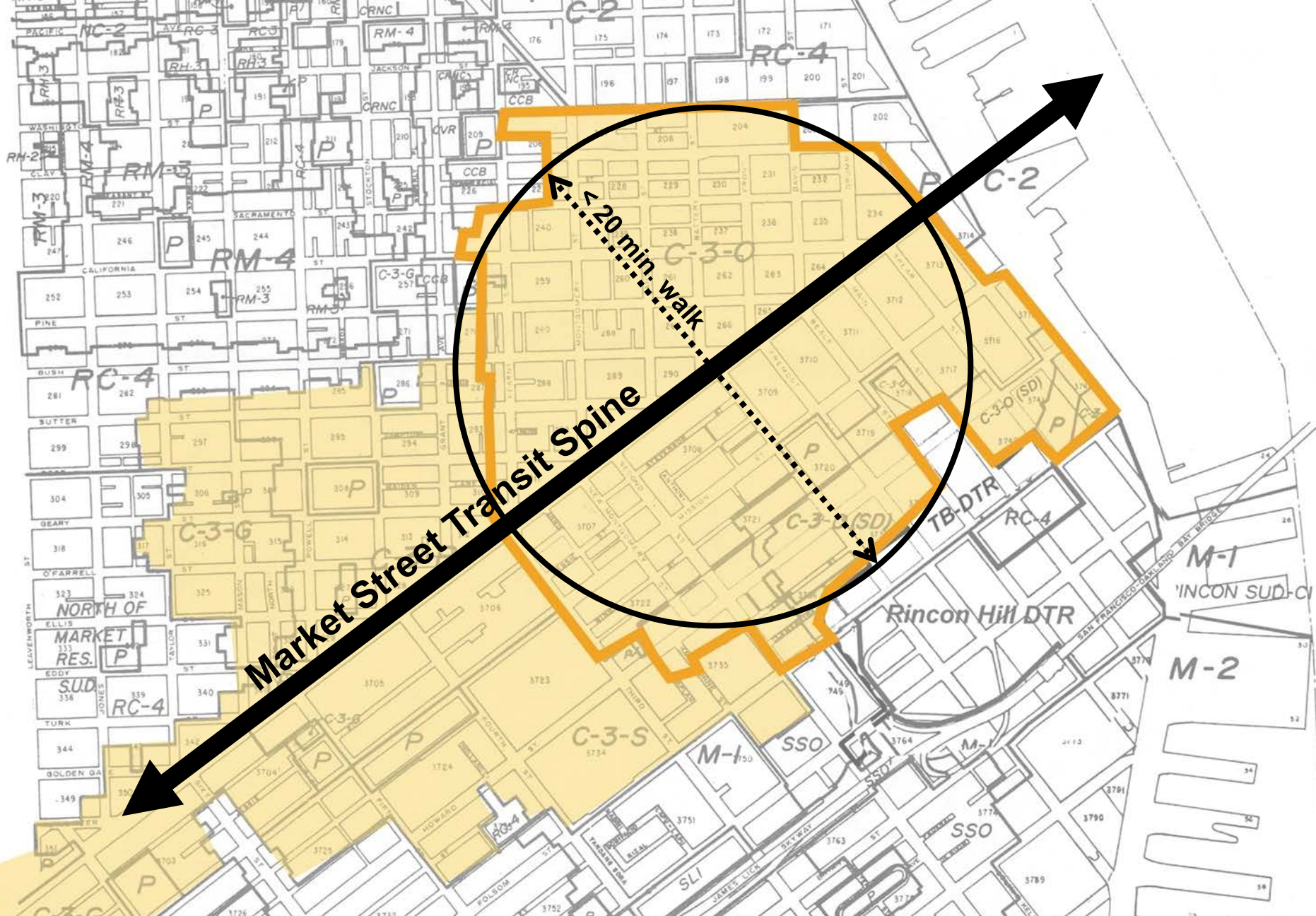
**SAN FRANCISCO
PLANNING
DEPARTMENT**

Schedule Milestones & Hearings

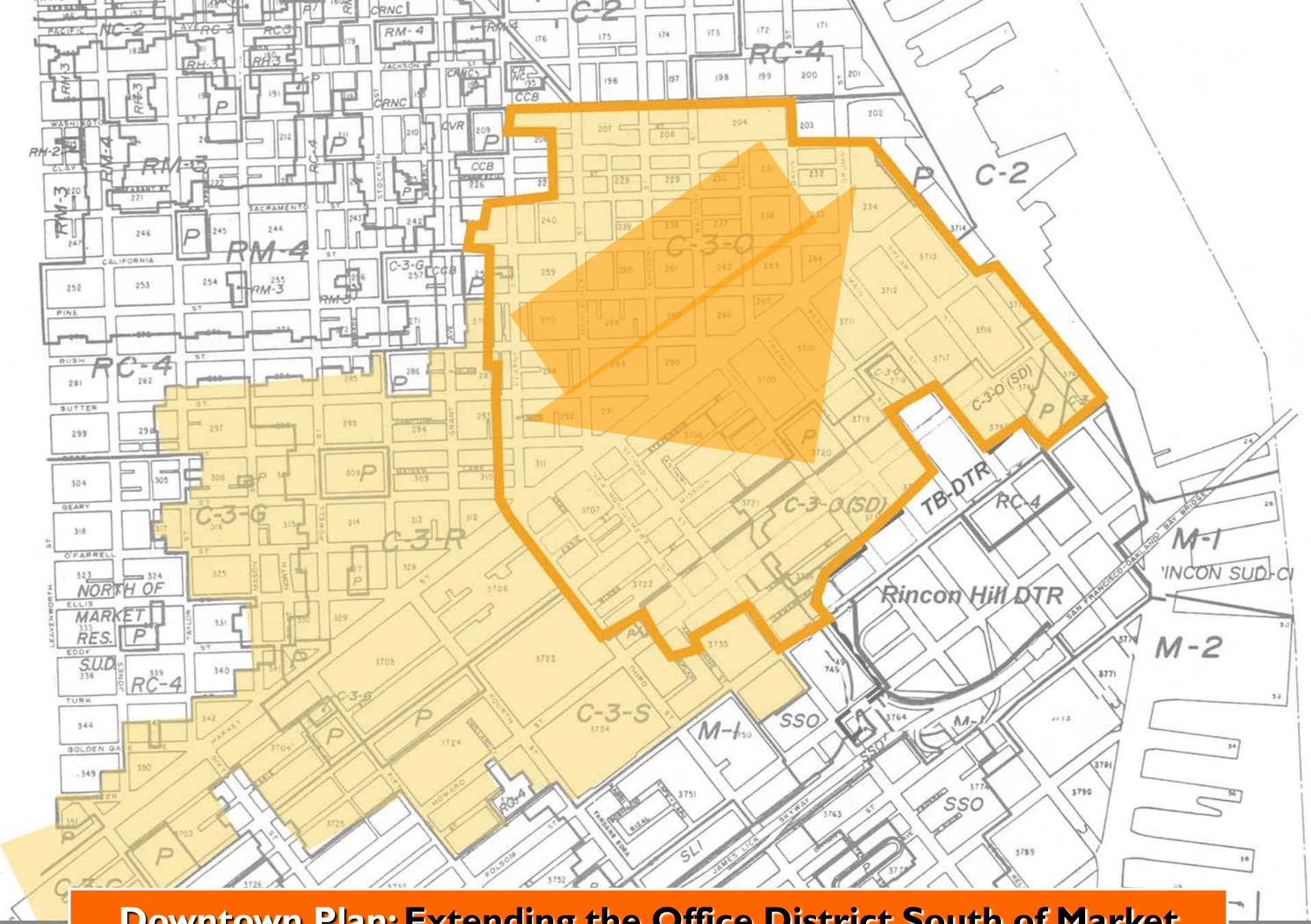
| | |
|--|---------------------------|
| Draft Plan Publication | November 2009 |
| Draft EIR Publication | September 28, 2011 |
| Informational Presentation | Today |
| Initiation of Plan Adoption (General Plan, Planning Code Zoning Map Amendments) | May 3, 2012 |
| EIR Certification and Plan Adoption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



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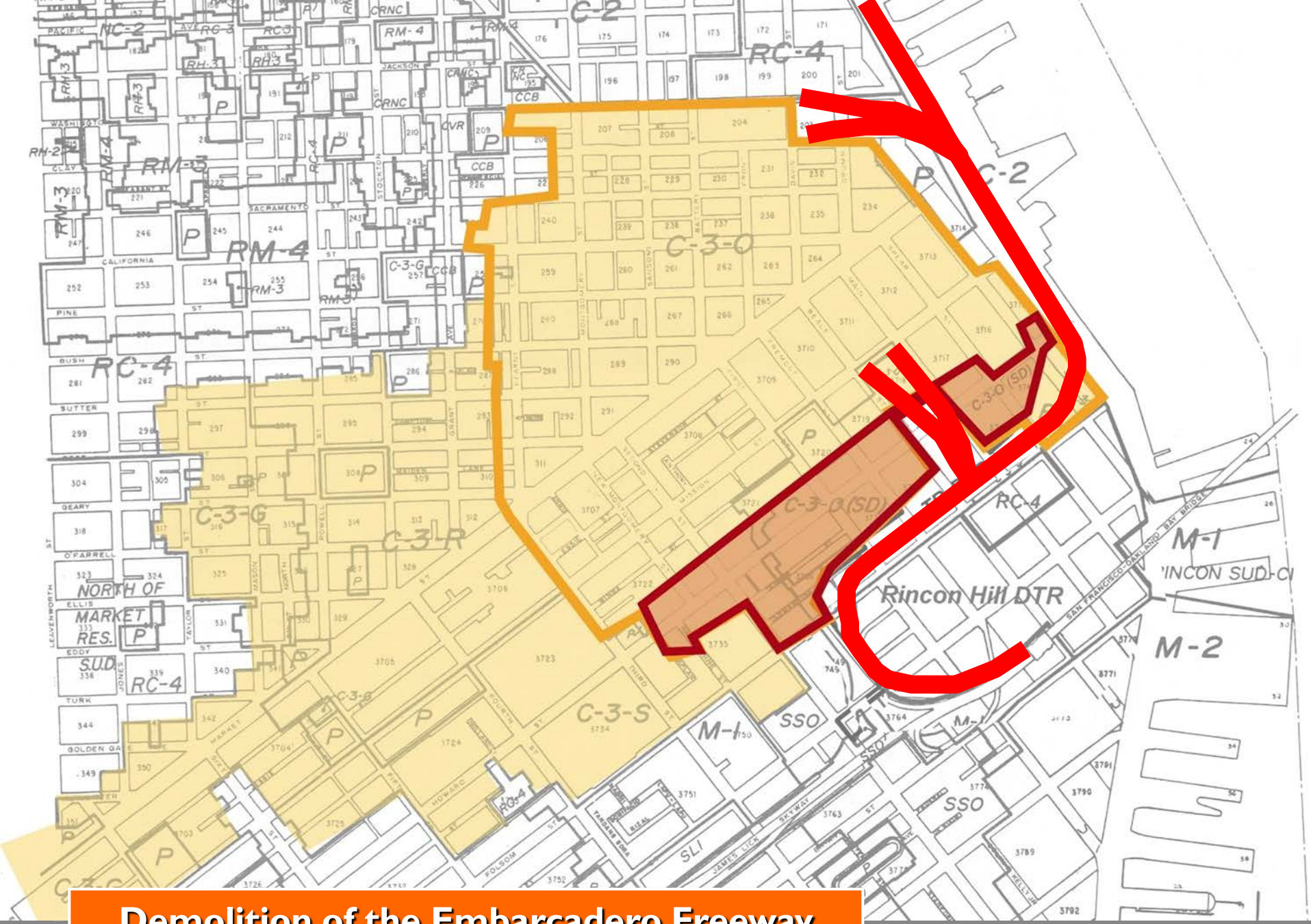


Downtown Plan: Compact, Walkable, Transit-Oriented



Downtown Plan: Extending the Office District South of Market

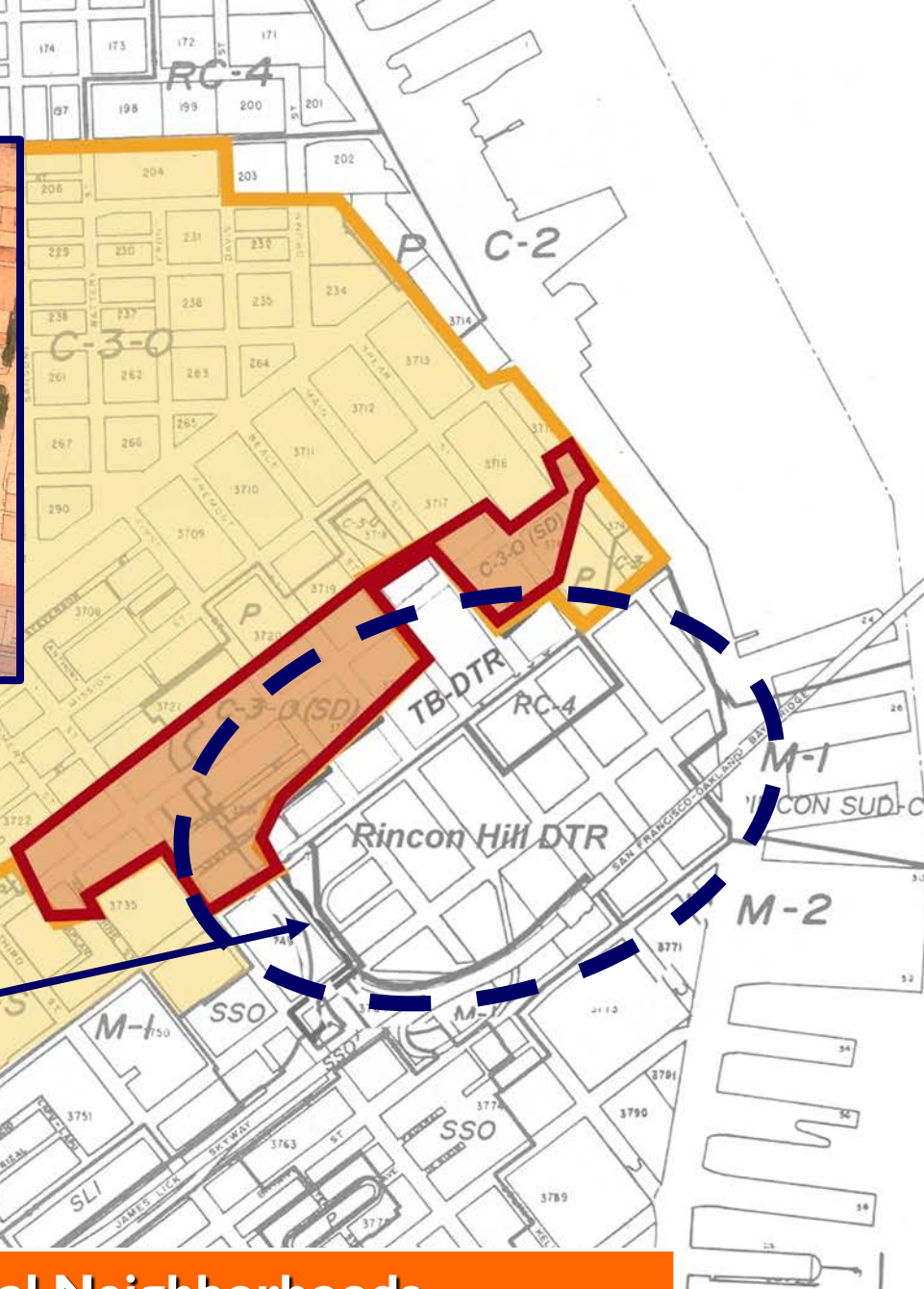




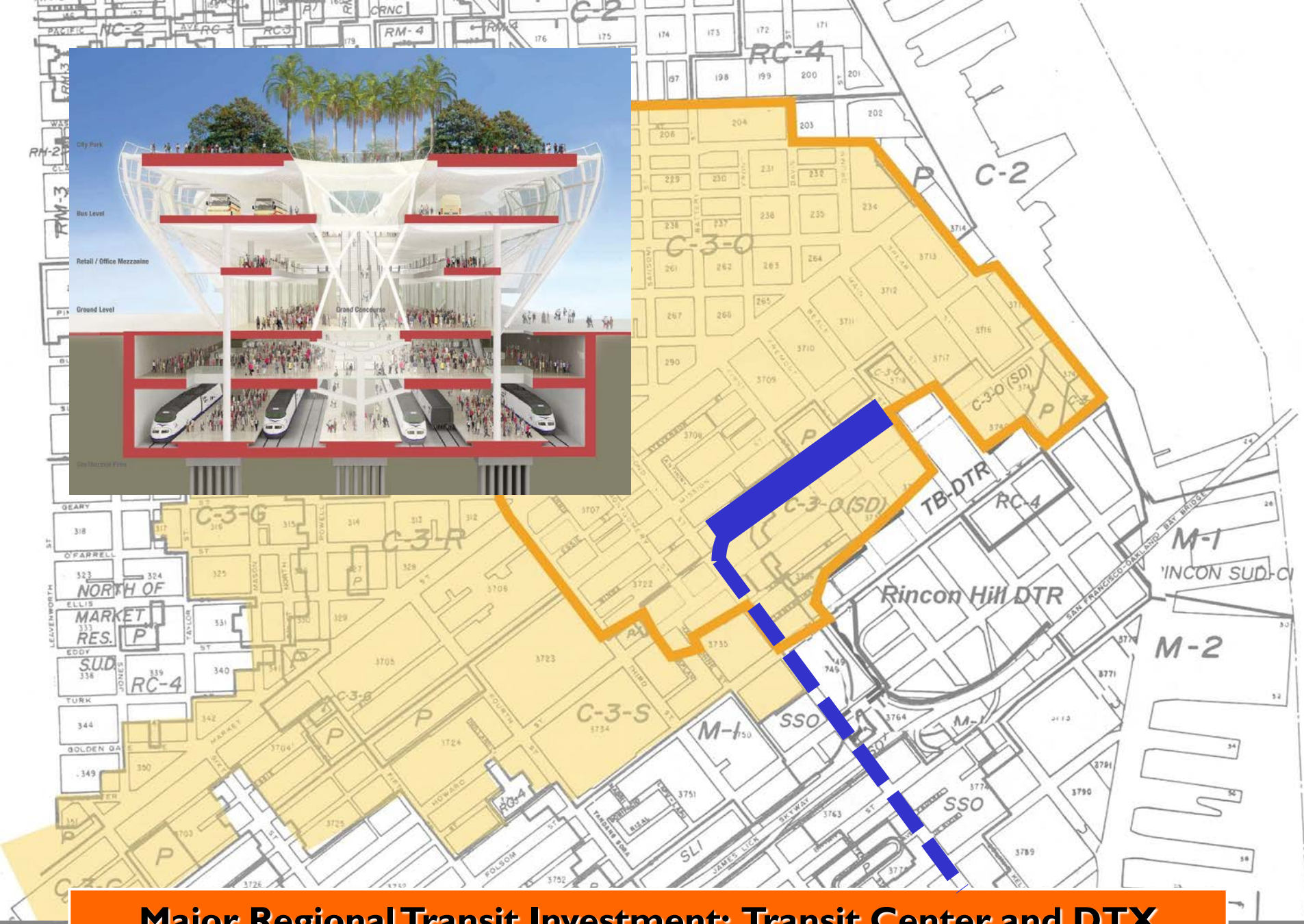
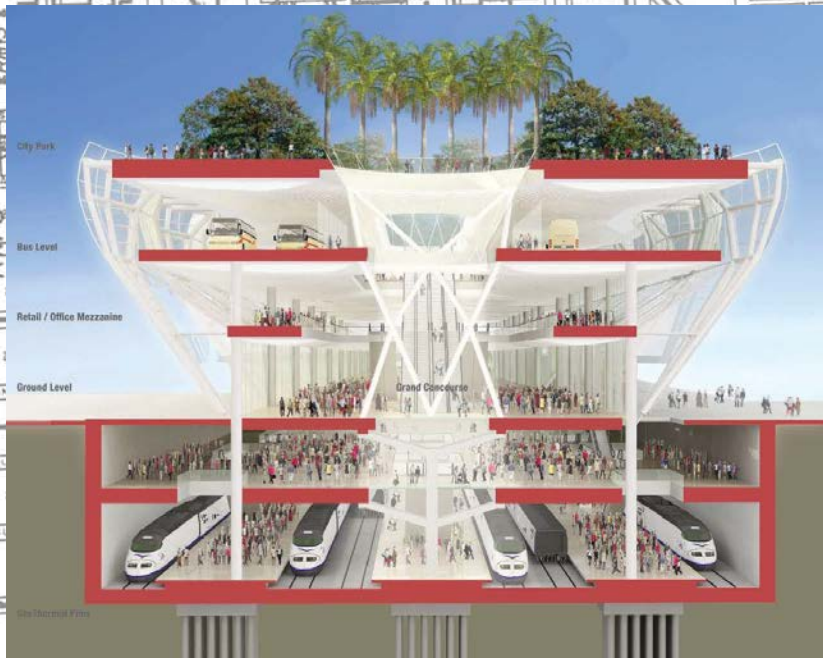
Demolition of the Embarcadero Freeway



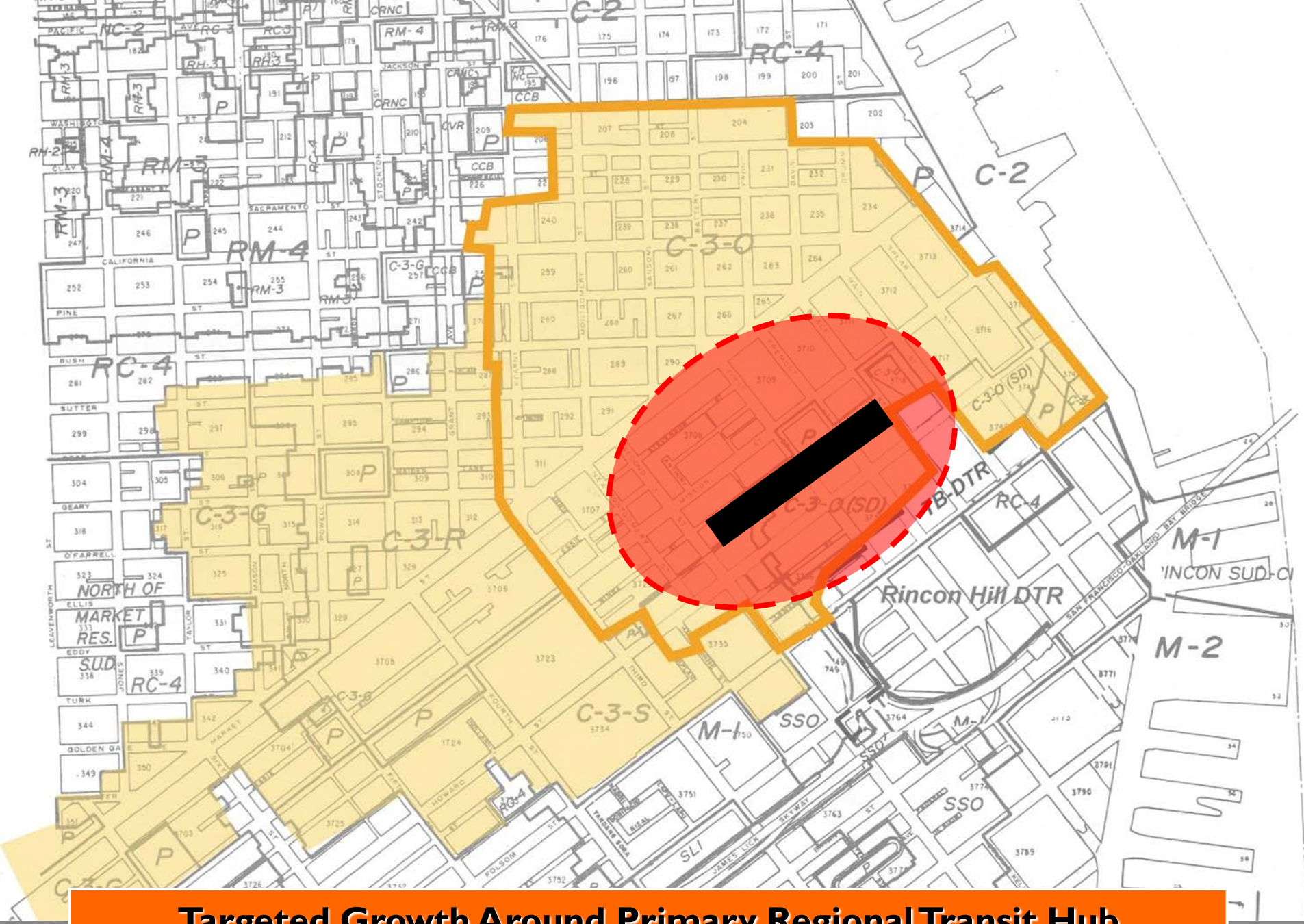
Transbay Redevelopment and Rincon Hill Plans (2005)



New Downtown Residential Neighborhoods



Major Regional Transit Investment: Transit Center and DTX



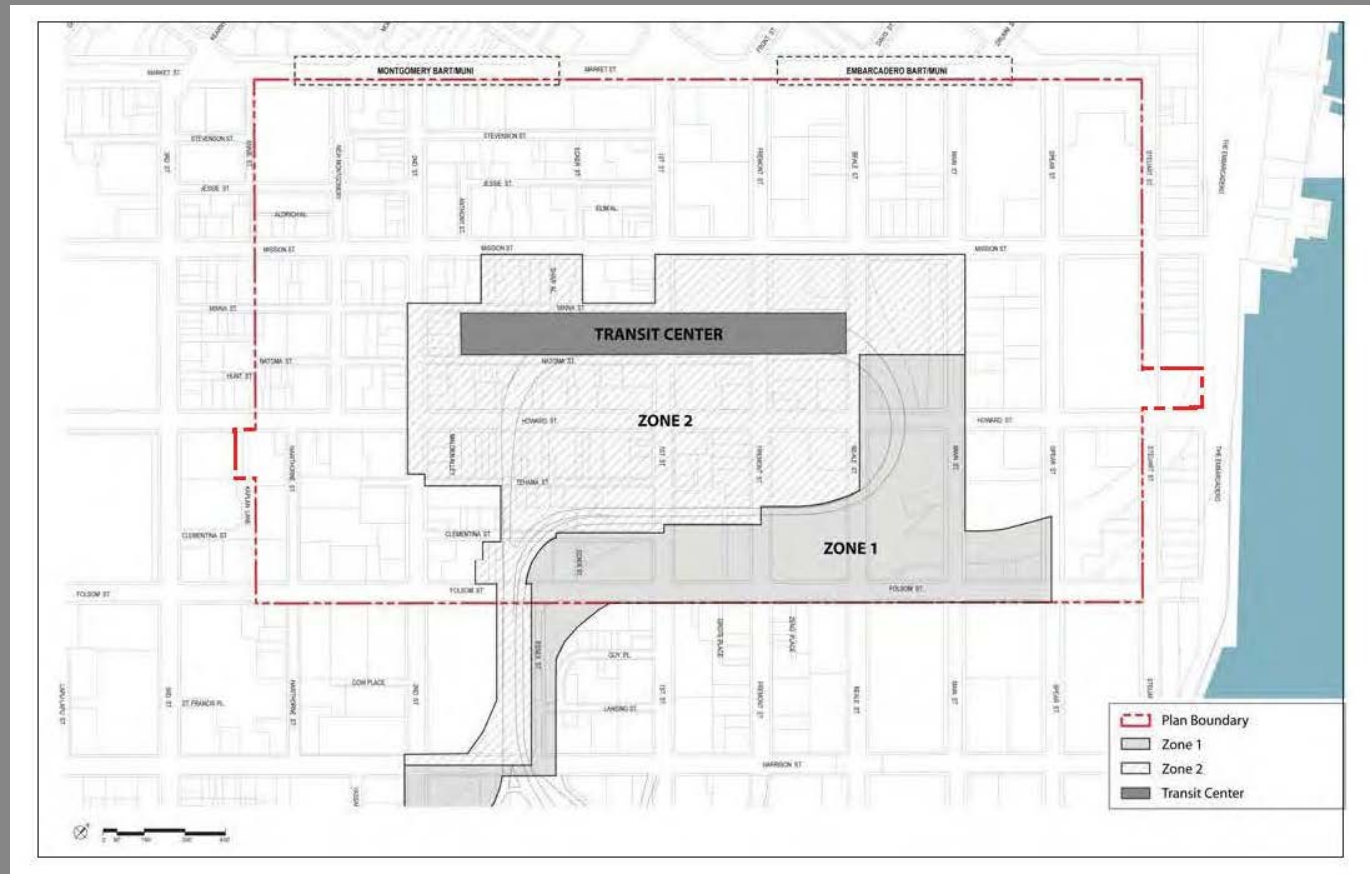
Targeted Growth Around Primary Regional Transit Hub

Transit Center District Plan Area

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



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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/Downtown Rail Extension** project and other **public improvements**
- Ensure the district is an example of **comprehensive environmental sustainability**



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Draft Transit Center District Plan



November 2009
Draft for Public Review



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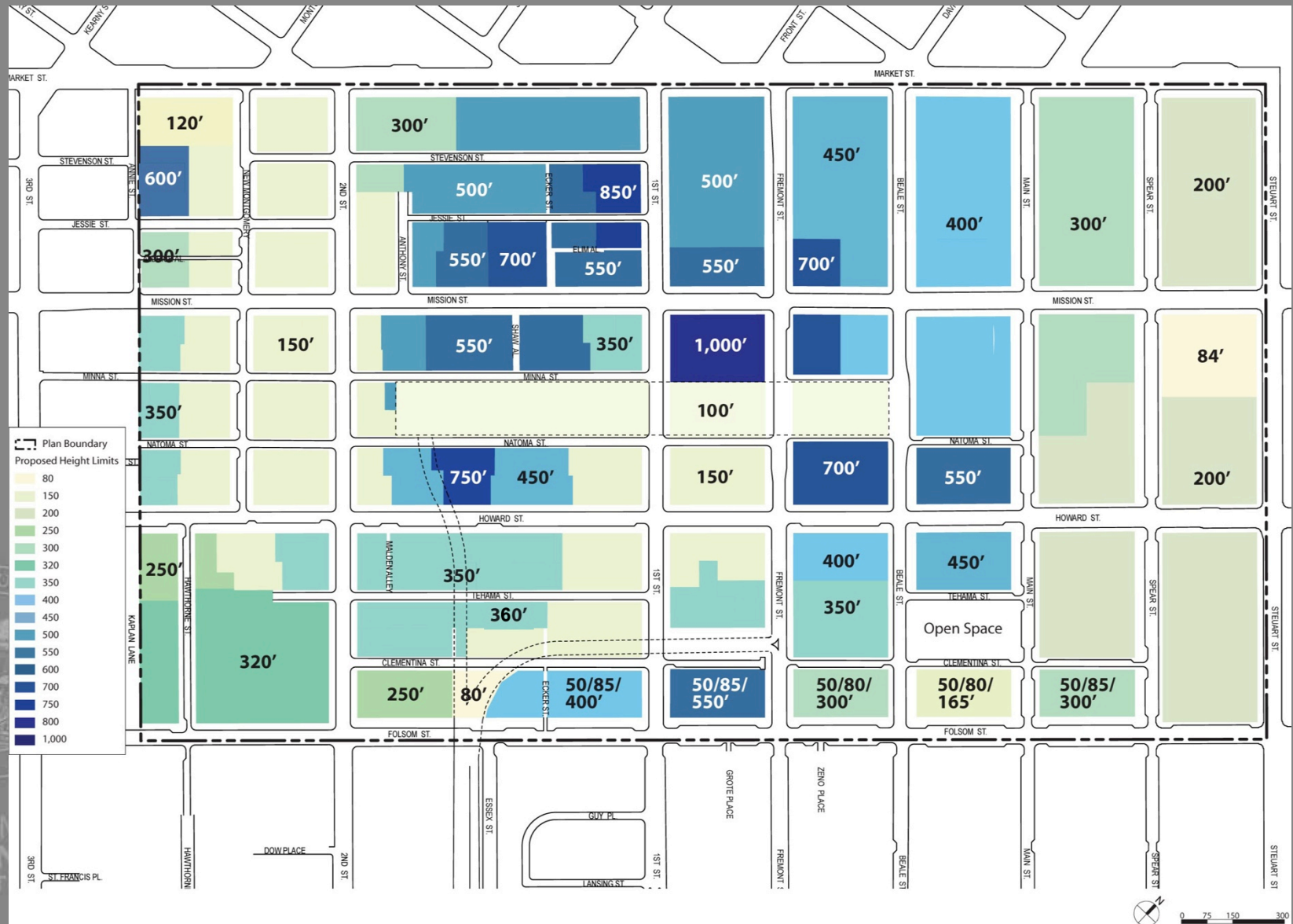
FINAL SUPPLEMENT TO THE
TRANSIT CENTER DISTRICT PLAN



San Francisco Planning Department
April 2012

April 2012
Draft Plan Addendum

Transit Center District Plan: Heights



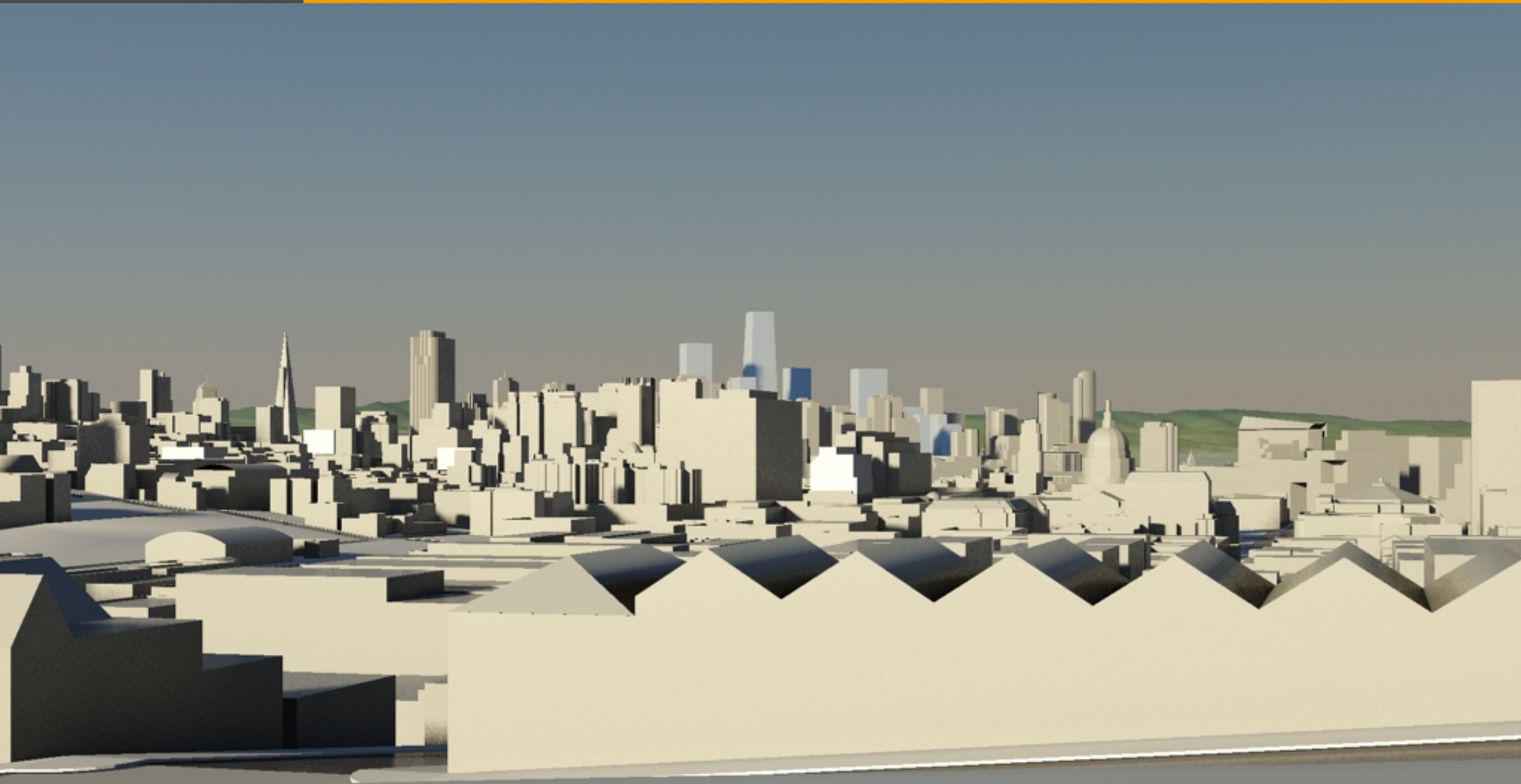
Urban Form: Existing Zoning



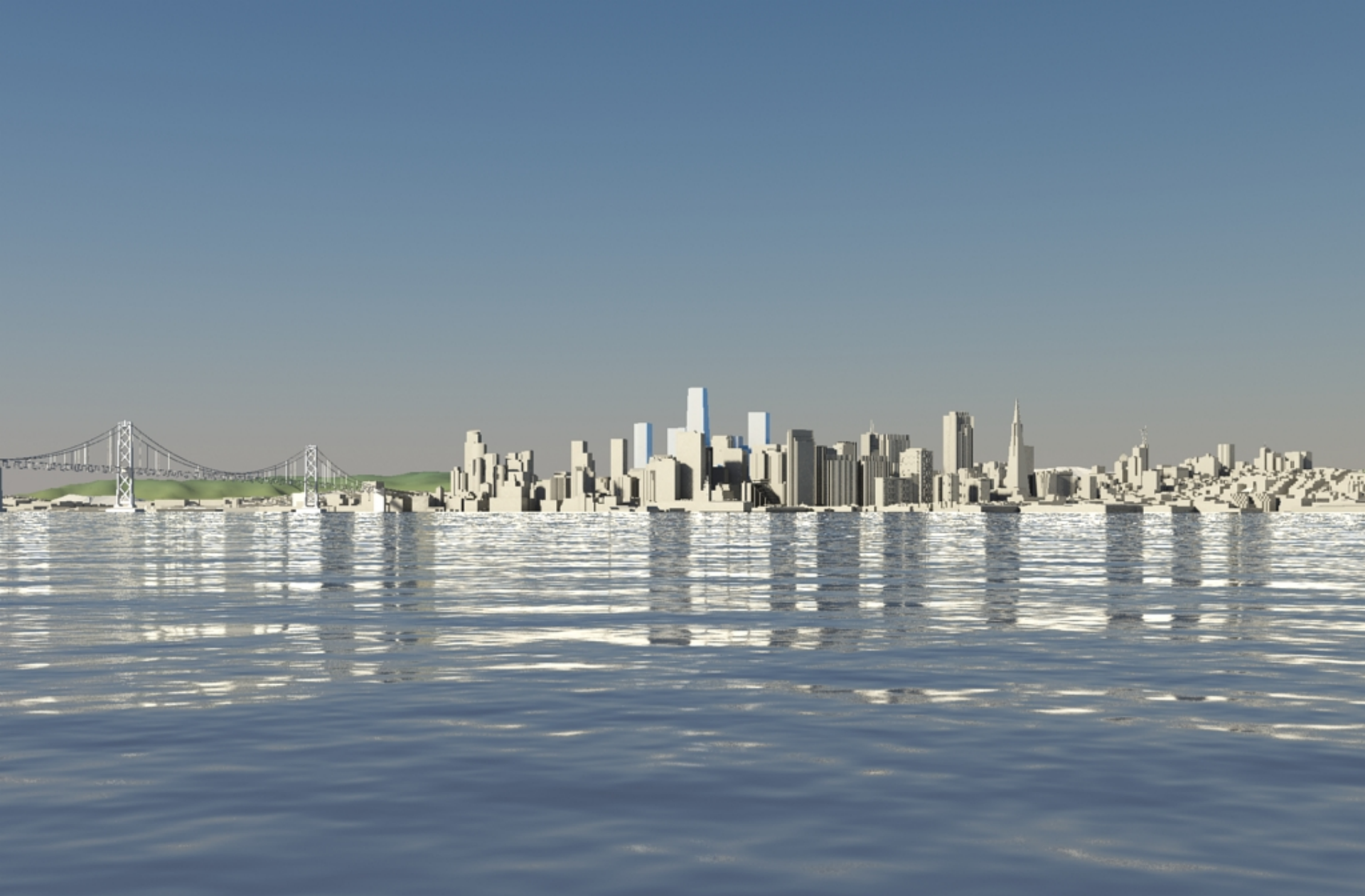
Urban Form: Plan Proposal



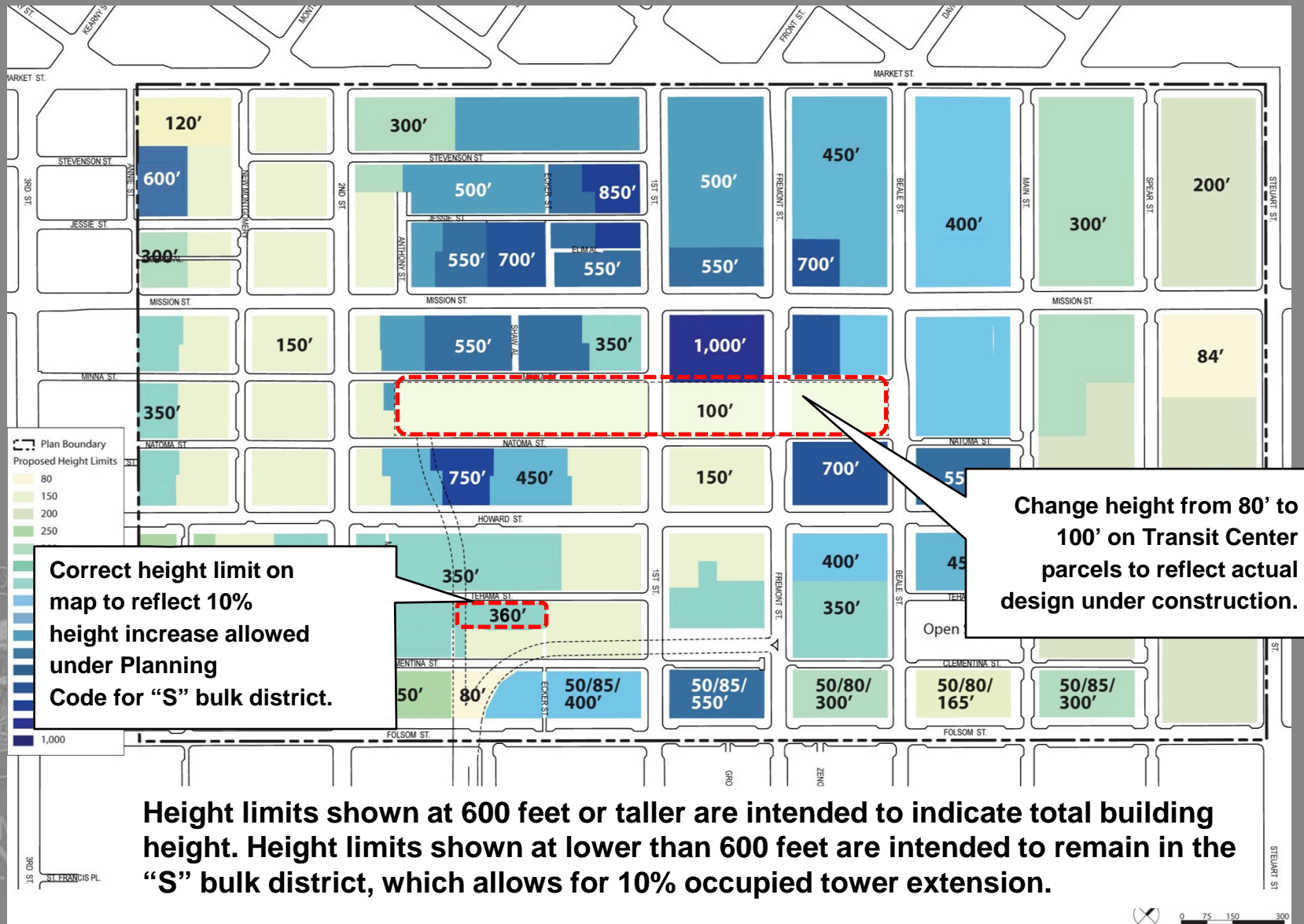
Transit Center District Plan



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*



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**revised from Nov 2009 Draft*

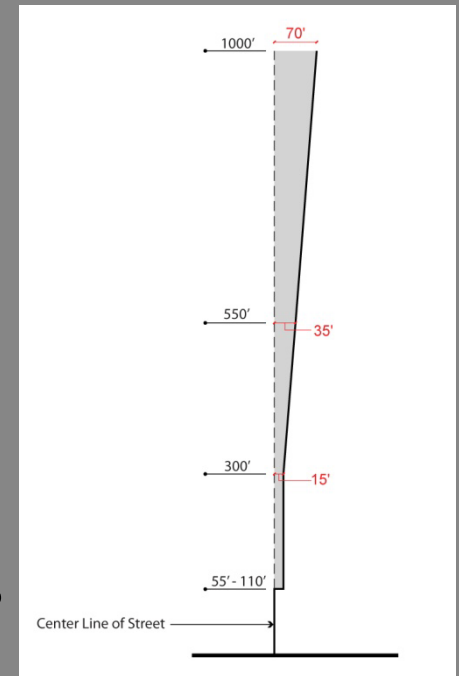
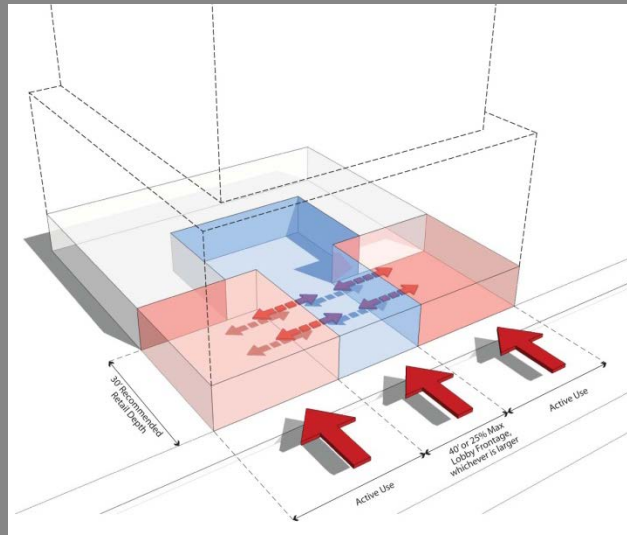
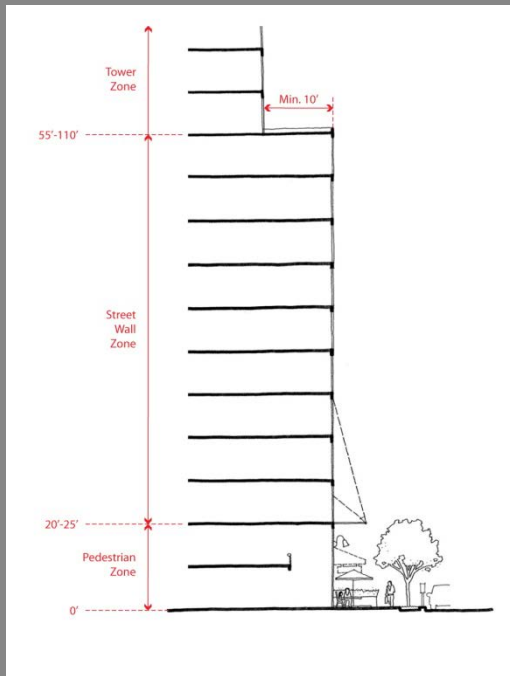
Plan Area Buildout Potential

| | 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 | -- |
| | <hr/> | <hr/> |
| Total Space | 9.39 million gsf | +4.02 million gsf |



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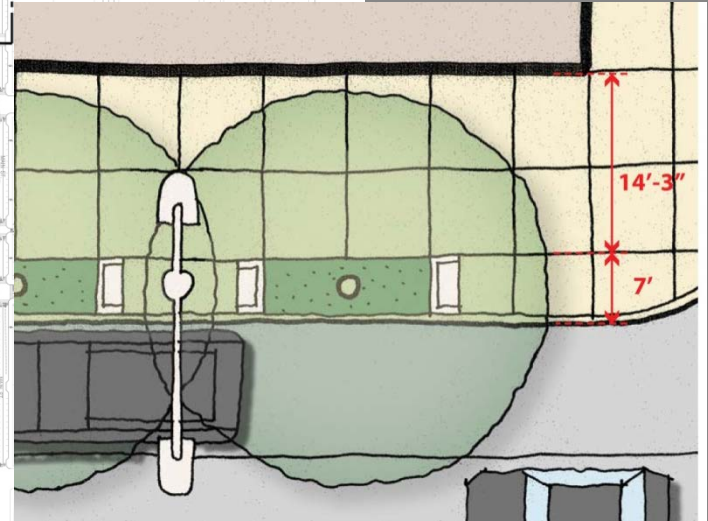
Urban Design Controls and Guidelines



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



Public Realm: Streets and Circulation

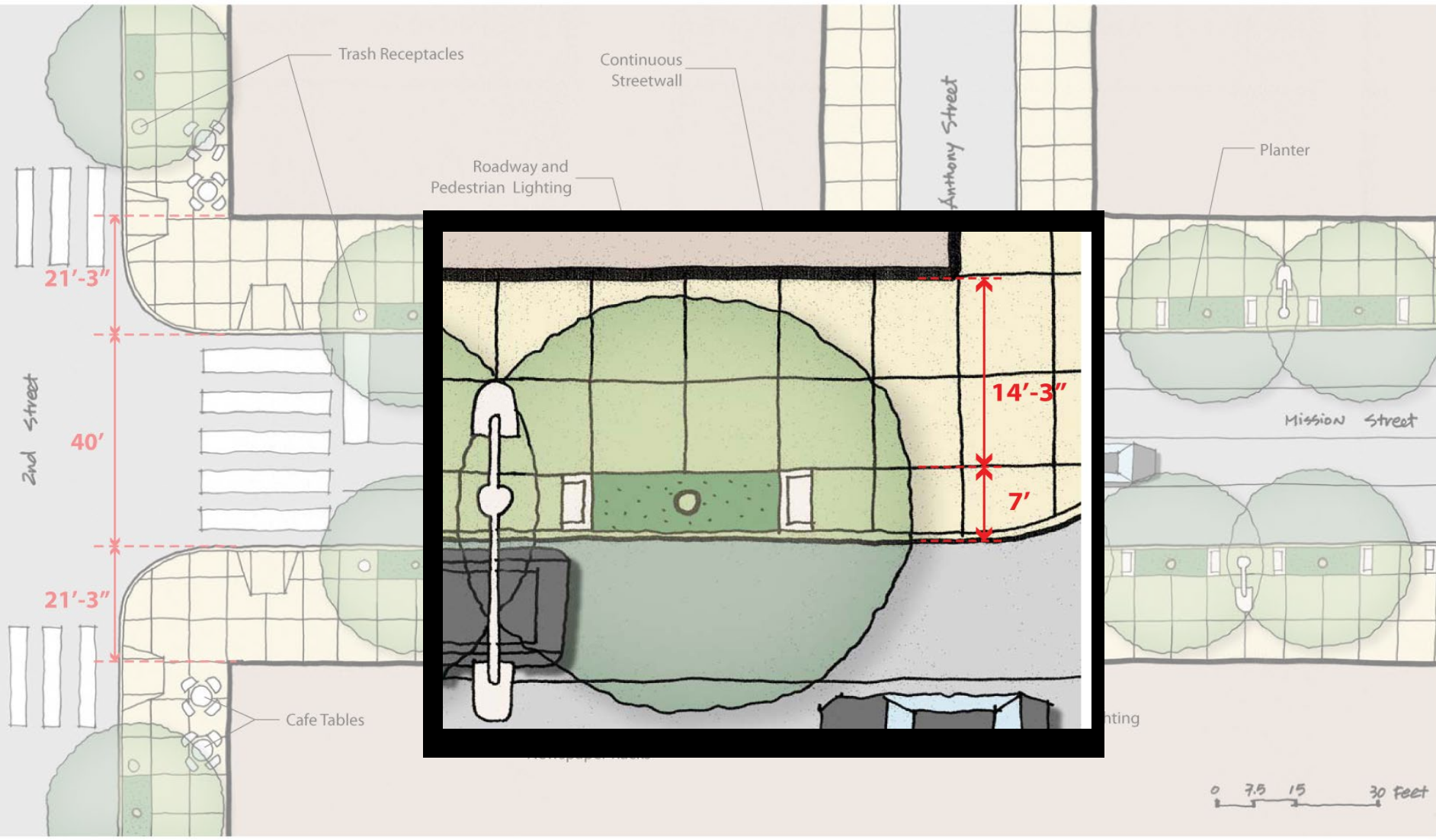


Notes:

- Curb bulb-outs are conceptual, and may be removed where necessary
- Location and size of building footprints to be determined, dependent on lot sizes, alleyway locations, 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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THE CITY AND COUNTY OF SAN FRANCISCO

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Transportation Policies

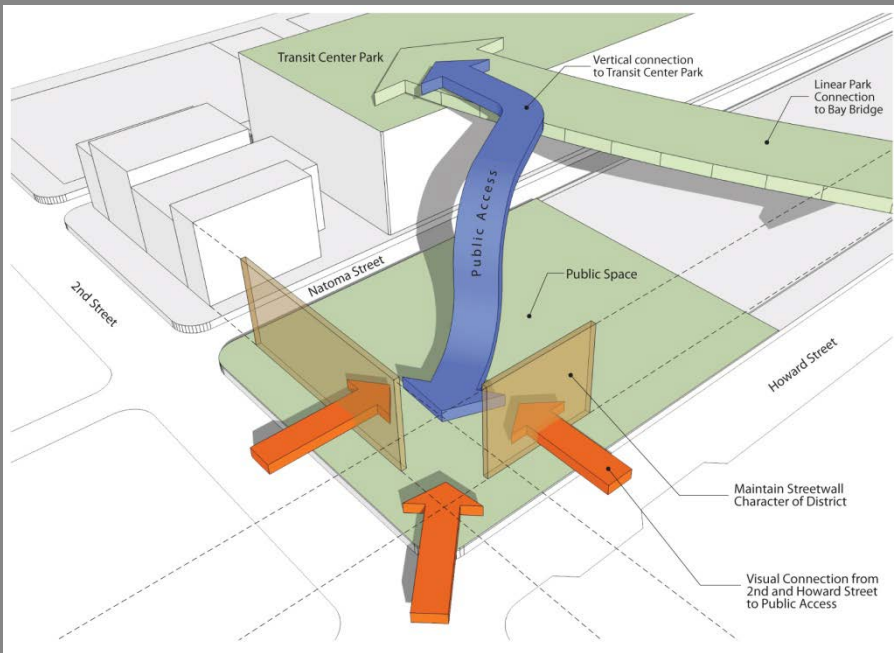
- Reduce allowable non-residential parking in Plan Area to 3.5% of gross floor area (from 7%)
- Create a downtown parking cap (requires further study)
- Pursue congestion pricing as necessary
- Update TMA and TDM requirements



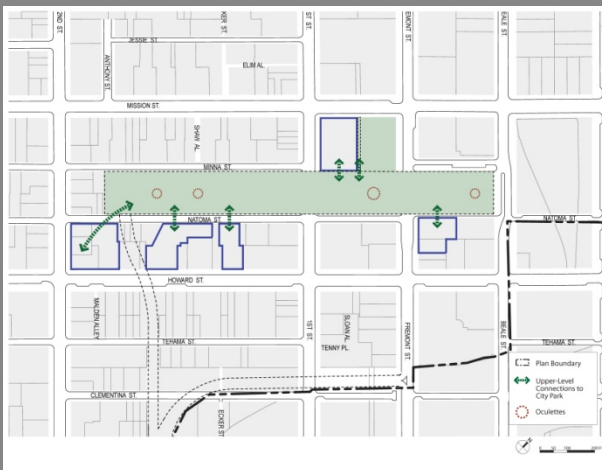
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Public Realm: Open Space



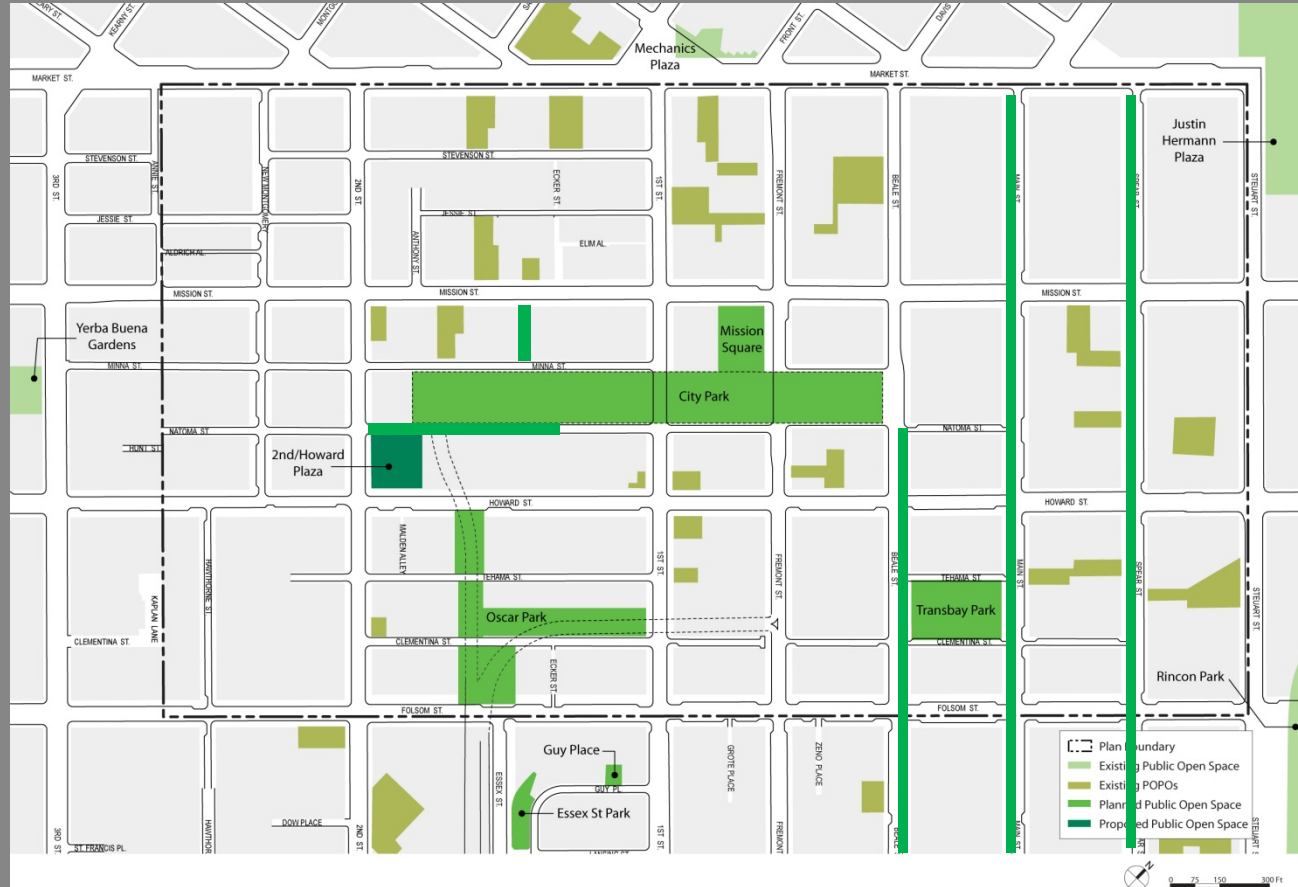
- 2nd/Howard public space
- Connections to Transit
Center rooftop park
- Mid-block pedestrian ways



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 |



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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*



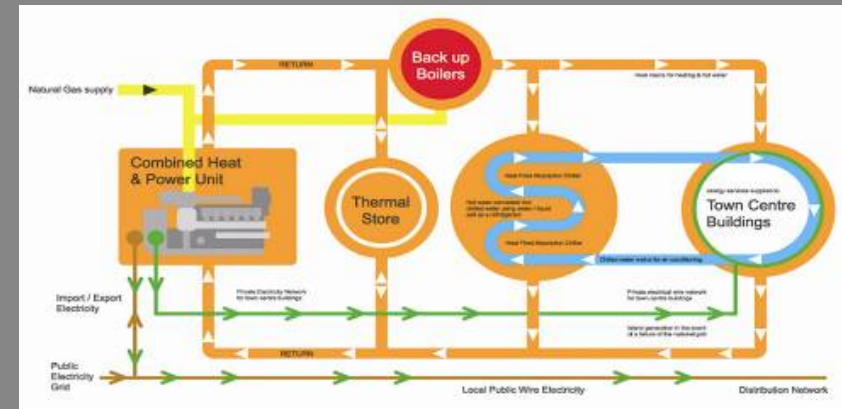
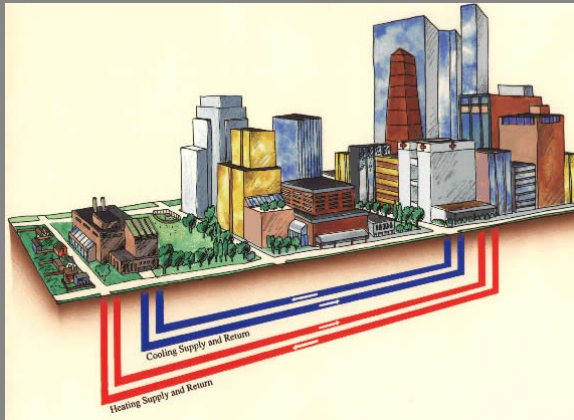
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** Revised from Nov 2009 Draft Plan*



Sustainable Resource District

- District Energy or Combined Heat & Power (CHP) System



- Recycled/Non-Potable Water System



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



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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



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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 |



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Funding Program

| Contributions by Source > | | PLAN REVENUES | | | OTHER SOURCES | | | | |
|--|-----------------|---------------------------------|----------------------------------|----------------------|--|--|--|---|------------------------|
| PUBLIC IMPROVEMENT | COST | Plan Open Space Fee | Plan Transportation Fee | Metro Rios CFD | Development Open Space Requirements (Sec. 138) | Development Streetscape Requirements (Sec. 138.1) | Redevelopment Plan Tax Increment Funding | Downtown Open Space Fee (Sec. 412) — Redevelopment Area Only | TDPA Funding |
| STREETSCAPE AND PEDESTRIAN | | | | | | | | | |
| ROW Improvements (sidewalks, transit lanes, landscaping, etc) | | | | | | | | | |
| Living Streets (Spear, Main, Beale) | \$15,000,000 | | \$5,000,000 | \$5,000,000 | | | \$5,000,000 | | |
| Primary Streets (Mission, Howard, Fremont, 1st, 2nd, New Montgomery) | \$90,000,000 | | \$34,000,000 | \$47,000,000 | | \$2,400,000 | \$6,600,000 | | |
| Alleys | \$21,000,000 | | \$5,000,000 | \$11,500,000 | | \$3,000,000 | \$1,500,000 | | |
| Zone 1 Streets | \$32,875,000 | | | | | | \$32,875,000 | | |
| Fremont/Folsom Off-ramp realignment | \$2,500,000 | | | | | | \$2,500,000 | | |
| Mid-Block Crossings | \$3,000,000 | | \$2,700,000 | | | | | | |
| Signalization | \$8,750,000 | | \$1,500,000 | \$7,250,000 | | | \$300,000 | | |
| Casual Carpool | \$250,000 | | \$27,000 | | | | | | |
| Natoma | \$13,300,000 | | \$13,300,000 | | | | \$223,000 | | |
| Shaw Plaza | \$1,700,000 | | \$1,530,000 | | | | | | |
| Underground Pedestrian Connector | \$125,000,000 | | | | | | \$170,000 | | \$125,000,000 |
| TRANSIT AND OTHER TRANSPORTATION | | | | | | | | | |
| Transit Delay Mitigation | \$3,000,000 | | \$3,000,000 | | | | | | |
| BART Station Capacity | \$10,000,000 | | \$9,000,000 | \$1,000,000 | | | | | |
| TMA Guidelines | \$250,000 | | \$80,000 | \$170,000 | | | | | |
| Traffic Studies | \$2,500,000 | | \$1,900,000 | \$600,000 | | | | | |
| Congestion Charging Studies and Pilot | \$1,000,000 | | \$400,000 | \$600,000 | | | | | |
| DOWNTOWN RAIL EXTENSION | \$2,596,000,000 | | \$45,300,000 | \$345,980,000 | | | | | \$2,207,520,000 |
| OPEN SPACE | | | | | | | | | |
| City Park | \$50,000,000 | \$18,200,000 | | \$1,900,000 | | | | \$1,600,000 | \$32,000,000 |
| City Park connections | \$18,500,000 | \$9,300,000 | | | \$9,200,000 | | | | |
| 2nd/Howard | \$15,000,000 | \$10,000,000 | | | | | | \$5,000,000 | |
| Transbay Park | \$10,100,000 | | | | | | \$10,100,000 | | |
| Improvements to Downtown Parks outside Plan Area | \$10,000,000 | \$10,000,000 | | | | | | | |
| Mission Square | \$5,000,000 | | | | \$5,000,000 | | | | |
| Bus Ramps/Oscar Park | \$18,300,000 | | | | | | \$18,300,000 | | |
| Total by Source | | \$47,500,000¹ | \$122,737,000¹ | \$421,000,000 | \$14,200,000 | \$5,400,000 | \$77,568,000 | \$6,600,000 | \$2,364,520,000 |
| SUBTOTALS | | | \$591,237,000 | | | \$103,768,000 | | | |

¹Totals for Plan Impact Fee expenditures do not include fee administration costs, allowed up to 5% of impact fee revenues per the enabling ordinances.



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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



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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 | |



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Thank You

<http://transitcenter.sfplanning.org>



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