

ECONOMIC DEVELOPMENT & JOBS

The Transit Center District Plan facilitates a job stimulating economic development program that will dramatically improve San Francisco's economic recovery while also ensuring its long-term financial health. The plan is a critical element of the overall expansion and improvement of San Francisco's commercial core. Together, the Transit Center District Plan and the Transbay Redevelopment Plan will generate more than \$2.7 billion in net additional public funding for the construction of the Transbay Transit Center, over 1,200 affordable housing units, and other public infrastructure in the Transit Center District, including:

▶ \$1 billion+

in future redevelopment tax increment revenue to help fund the **Transbay Transit Center/Downtown Rail Extension**.

▶ \$700 million+

in future redevelopment tax increment revenue to help fund the construction of more than 1,000 **affordable housing units** in the Transbay neighborhood.

▶ \$1 billion+

in impact fees and Mello-Roos Community Facilities District revenue to help fund the **Transbay Transit Center/Downtown Rail Extension, affordable housing** and other **public infrastructure** in the Transbay neighborhood.

As a key element of the overall development of the City's Financial District, the Transit Center District Plan will stimulate public and private construction projects that will generate thousands of jobs. Together, the Transit Center District Plan, the Transbay Transit Center and the Transbay Redevelopment Plan will generate more than 25,000 construction job-years and 27,000 permanent jobs.



GENERATING JOBS

8,300+ job-years related to the construction of the Transbay Transit Center/Downtown Rail Extension.

17,000+ job-years related to the construction of the private development in the Transbay neighborhood.

27,000+ permanent jobs related to the operation and maintenance of the Transbay Transit Center, the Downtown Rail Extension and the private development in the Transbay neighborhood.

District Sustainability

The plan responds to state and local mandates to reduce greenhouse gas emissions by tying land use planning to transportation improvements.

The Transit Center District Plan capitalizes on the inherent land, energy and water resource efficiencies of high-density, transit-oriented green development to reduce the City's and the region's dependency on these increasingly scarce and costly resources. The plan details innovative approaches to district-scale energy and heat production, high-performance buildings, and district-scale water efficiency, all of which contribute to environmental and economic performance.

▶ **Sustainable Resource District** to achieve **energy efficiency** – potential Combined Heating, Cooling, and Power District – and **water efficiency** – recycled/non-potable water service.

▶ **Reduced greenhouse gas emissions**, achieving goals of the state Global Warming Solutions Act of 2006 (AB 32) and Regional Targets for Reduction of Greenhouse Gas Emissions Act of 2008 (SB 375).

▶ **Reduced energy consumption.**

The Transit Center District Plan is a collaboration between the San Francisco Planning Department, the Redevelopment Agency (SFRA), and the Transbay Joint Powers Authority (TJPA). The plan is jointly funded by the Planning Department and the TJPA.

The TJPA is responsible for the construction and operation of the Transbay Transit Center at the site of the former Transbay Terminal, plus the downtown extension of Caltrain 1.3 miles into the new Transit Center with accommodations for future California High Speed Rail.

The SFRA is charged with developing a new high-rise residential district adjacent to the Transit Center, primarily on former freeway parcels.



SAN FRANCISCO PLANNING DEPARTMENT

<http://transitcenter.sfplanning.org>



The Transit Center District Plan



The *Transit Center District Plan* sets the stage for the future of the heart of Downtown San Francisco. It is one of the most significant transit-oriented plans in the United States, with major public investment, including the Transbay Transit Center, already underway.

The Transit Center District Plan, as proposed, will be dense with offices, and will accommodate retail, hotel and job opportunities. Housing is proposed at all levels of affordability, coupled with new downtown parks and graciously designed streets. The district will be a model of sustainability, and a guide to sound economic and job development. Adoption of the plan in early 2012 will enable San Francisco, one of the world's most livable cities, to lead the way in shaping urban change in big cities around the world.

The City's Planning Department developed this plan in cooperation with the Transbay Joint Powers Authority and the San Francisco Redevelopment Agency. The plan proposes a vision for the district that responds to the public investment in the new district, as well as to the City's need for jobs. It is shaped by today's constrained resources and the challenges of sustainability and climate change.



NEW DOWNTOWN NEIGHBORHOOD

San Francisco's downtown is the region's premier business and retail district, accommodating nearly one-half of all jobs in the City and nearly three-quarters of its office jobs. With its rich transit service and the new multi-modal Transbay Transit Center now under construction, it is the best place to accommodate growth in the City and the region. The Transit Center District Plan will transform downtown San Francisco by creating jobs and housing in direct proximity to transit.

The plan maintains San Francisco's unique quality of life, merging the downtown commercial core with the emerging residential neighborhood to the south. It creates inviting pedestrian walkways for the great number of people expected to live, work, and visit the district. The district will be transformed from an area dominated by autos into a transit-oriented neighborhood of wide sidewalks, lively streets and abundant parks and open spaces.

The Transit Center District Plan completes and integrates the vision of the Transbay Redevelopment Plan and the Rincon Hill Plan (both 2005). It extends the policies articulated in the City's Urban Design Plan and Downtown Plan and continues the dramatic skyline's strong interplay with San Francisco's spectacular natural setting.

New Housing

The Transit Center District Plan and the Transbay Redevelopment Plan will facilitate the creation of nearly 4,400 new housing units, including 1,200 permanently affordable units. Together with Rincon Hill, this new neighborhood will accommodate more than 8,000 new units of new housing.

THE NEW DISTRICT WILL FEATURE:

More than **6 million square feet** of new **downtown office space** in a **high-density commercial core** surrounding the new Transbay Transit Center.

Nearly **4,400 units** of new housing, 1,200 of which will be permanently affordable.

Approximately **100,000 square feet** of new **retail space**, much of it in the Transbay Transit Center, for the use of residents, workers, commuters and travelers alike.

Nearly **1,000 new hotel rooms**.

A **dramatic new skyline** punctuated by a limited number of taller buildings, including a 1,000-foot-tall **Transit Tower**, the tallest in San Francisco, adjacent to the Transbay Transit Center.

Wide sidewalks with landscaping, lighting, seating, and **pedestrian amenities**.

Mid-block crossings keyed to alleyway systems and other **pedestrian safety** improvements.

Safe and convenient **bicycle lanes**.



FINANCING IMPROVEMENTS

A Mello-Roos Community Facilities District, land sale revenues, redevelopment bonds, property taxes, sales taxes, transfer taxes, and development impact fees generated by the plan's proposed developments will provide hundreds of millions of dollars of necessary funding for the Transbay Transit Center, the downtown rail extension, parks, improved streets, transportation facilities and community facilities planned for the new neighborhood. The plan will result in funding for the following:

- ▶ **The Transbay Transit Center, and Downtown Rail Extension**
- ▶ **New Parks and Open Space**
- ▶ **Streetscape and Pedestrian Improvements**
- ▶ **Permanently Affordable Housing**
- ▶ **Historic Preservation Program**
- ▶ **Energy and Water Efficiency Infrastructure**

The Mello-Roos Community Facilities District alone has the potential to generate over \$250 million (net present value) for improvements to the Transbay Transit Center and the district.

In addition to the Transit Center District Plan's vision of streets that invite walking and support a rich public life, the plan lays out an aggressive program for street and transportation infrastructure improvements to support transit and bicycling, along with proposals for controlling congestion through parking policy and other measures, including:

- ▶ **Dedicated transit lanes for Muni**
- ▶ **Improved passenger waiting areas**
- ▶ **BART capacity enhancements at Embarcadero and Montgomery Stations**
- ▶ **Funding for additional traffic and transit management studies**



NEW DOWNTOWN OPEN SPACE

The Transit Center District Plan will create more than 11 acres of new public open space in the district and significant public art installations. The most significant open space will be Transbay Transit Center Rooftop Park, one of the largest additions to public open space in San Francisco since the creation of Golden Gate Park.

Gracious Public Streets

With the creation of this new heart of downtown comes the responsibility to create lively public places that gracefully accommodate the great number of people expected. The Transit Center District Plan

envisions the transformation of the current uninviting streets dominated by automobiles to a district with wide sidewalks, places to stop, mid-block crossings, and an enhanced alleyways system.

- ▶ **Wide sidewalks, landscaping, lighting, seating, and pedestrian amenities**
- ▶ **Mid-block crossings keyed to alleyway system**
- ▶ **Bicycle lanes**
- ▶ **Linear open space in a living streets system**
- ▶ **Pedestrian-only streets**
- ▶ **Improved pedestrian safety**

11+ ACRES OF NEW PARKS:

TRANSBAY TRANSIT CENTER ROOFTOP PARK	5.4 acres
MISSION SQUARE	0.5 acres
2ND AND HOWARD PLAZA	0.6 acres
TRANSBAY PARK <i>bounded by Main, Beale, Tehama, and Clementina Streets</i>	1.1 acres
SHAW ALLEY PLAZA	0.1 acres
NATOMA PEDESTRIAN STREET <i>Natoma Street between First and Second Streets</i>	1.3 acres
LIVING STREETS LINEAR OPEN SPACE <i>Spears, Main and Beale Streets between Folsom and Market Streets</i>	0.6 acres
OSCAR PARK / UNDER RAMP AREAS	1.4 acres
ESSEX STREET	0.25 acres

