File No. 120667 Committee Item No. 3
Board Item No. 6

COMMITTEE/BOARD OF SUPERVISORS

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Committee: Land Use and Economic Development **Date** July 16, 2012

Board of Supervisors Meeting **Date** 7/31/12

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Completed by: Alisa Miller **Date** July 13, 2012
Completed by: Alisa Miller **Date** July 19, 2012

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document can be found in the file.

[Administrative Code - Transit Center District Plan Monitoring and Interagency Planning and Implementation Committee]

Ordinance: 1) amending the San Francisco Administrative Code Section 10E.1 and Sections 36.1 and 36.3 to address Plan monitoring and the Interagency Planning and Implementation Committee role in the Transit Center District Plan public improvements; and 2) making environmental findings.

NOTE: Additions are *single-underline italics Times New Roman*; deletions are ~~*strike-through italics Times New Roman*~~. Board amendment additions are double-underlined; Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings.

(a) California Environmental Quality Act Findings.

(1) The Planning Commission, in Motion No. 18628 certified the Final Environmental Impact Report for the Transit Center District Plan and related actions as in comply with the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.). A copy of said Motion is on file with the Clerk of the Board of Supervisors in File No. 120665 and is incorporated herein by reference.

(2) On May 24, 2012, the Planning Commission conducted a duly noticed public hearing and, by Motion No. 18629, adopted findings pursuant to the California Environmental Quality Act for the Transit Center District Plan and related actions. A copy of Planning Commission Resolution No. 18629, including its attachment and mitigation monitoring and reporting program, is on file with the Clerk of the Board of Supervisors in File No. 120665 and is incorporated herein by reference. The Board of Supervisors hereby adopts the Planning Commission's environmental findings as its own.

(b) Planning Commission Recommendation.

(1) On May 24, 2012, after a duly noticed public hearing, the Planning Commission by Resolution No. 18634 and 18635 recommended that the Board of Supervisors approve the Administrative Code amendments set forth in this Ordinance with an associated implementation plan for purposes of monitoring and implementation of the Transit Center District Plan. Copies of Planning Commission Resolution Nos. 18634 and 18635 and related documents are on file with the Clerk of the Board of Supervisors in File No. 120667 and are incorporated herein by reference.

Section 2. The San Francisco Administrative Code is hereby amended by amending Section 10E.1, to read as follows:

SEC. 10E.1. DOWNTOWN PLAN.

(a) Findings. The Board of Supervisors makes the following findings in support of this ordinance.

(1) The Planning Commission has adopted the Downtown Plan as part of the General Plan of the City and County of San Francisco, and the Board of Supervisors, acting upon the recommendation of the Planning Commission, has adopted amendments to the Planning Code called for in the Downtown Plan. *The Planning Commission and Board of Supervisors have adopted the Transit Center District Plan as a sub-area of the Downtown Plan, as well as implementing Planning Code provisions.*

(2) The focus of the Downtown Plan is to prevent development where change would diminish the city's character or livability but to allow appropriately scaled development that would further the City's economic, fiscal and social objectives.

(3) The Downtown Plan is based on certain assessments about the ability of the City to absorb the impacts of growth in downtown San Francisco and the desirability of increasing housing, ridesharing and transit use in light of the anticipated downtown growth.

The Downtown Plan proposes various actions which should be taken to achieve the following goals: An increase in the City's housing supply by an average of 1,000 to 1,500 new housing units per year; and increase in ridesharing to a point where the number of persons commuting by auto or van rises from 1.48 to 1.66 persons per vehicle; and an increase in the use of transit by downtown workers from 64 percent to 70 percent of all work trips.

(4) The Downtown Plan recommends the adoption of a formal process for monitoring progress toward Plan goals. This monitoring process is necessary to evaluate the effectiveness of the Plan and the impacts of downtown growth, and to make any adjustments deemed appropriate to the controls described in the Downtown Plan or to additions to the City's infrastructure and services.

(5) The purpose of this monitoring system shall be to determine whether the infrastructure and support systems necessary to accommodate the growth of downtown, particularly housing supply and transit capacity, have kept pace with development in the C-3 Districts. If downtown is growing at a faster pace than the necessary infrastructure and support systems, it may become necessary to make further efforts to slow down the pace of development, or devise additional mechanisms for providing required infrastructure and support systems.

(6) The Planning Department shall undertake a two-tiered monitoring program. The two tiers are: A) An annual collection and reporting of data from selected sources that are gathered on a regular basis, and B) every five years, a more extensive data collection effort that includes an analysis of long-term policy indicators such as the TDR program, urban form goals, any impact fee funds, and provides analysis of the Downtown Plan's policy objectives. The annual monitoring should provide an early warning system for trends that may develop, indicating a shortfall in the long range goals.

(b) **Annual Report.** The Planning Department shall prepare an annual report detailing the effects of downtown growth. The report shall be presented to the Board of Supervisors, Planning Commission, and Mayor, and shall address: (1) the extent of development in the C-3 Districts; (2) the consequences of that development; (3) the effectiveness of the policies set forth in the Downtown Plan in maintaining San Francisco's environment and character; and (4) recommendations for measures deemed appropriate to deal with the impacts of downtown growth.

(1) **Time Period and Due Date.** Reports shall be due by July 1st of each year, and shall address the immediately preceding calendar year, except for the five year report, which shall address the preceding five calendar years.

(2) **Data Source.** The Planning Department shall assemble a data base for 1984 and subsequent years for the purpose of providing the reports. City records shall be used wherever possible. Outside sources shall be used when data from such sources are reliable, readily available and necessary in order to supplement City records.

(3) **Categories of Information.** The following categories of information shall be included:

Commercial Space and Employment.

(A) The amount of office space "Completed," "Approved," and "Under Construction" during the preceding year, both within the C-3 Districts and elsewhere in the City. This inventory shall include the location and square footage (gross and net) of those projects, as well as an estimate of the dates when the space "Approved" and "Under Construction" will become available for occupancy.

(B) Office Vacancy Ratio. An estimate of the current office vacancy rate in the C-3 Districts and citywide.

(C) Citywide and C-3 District Office Employment. An estimate of additional office employment, by occupation type, in the C-3 Districts and citywide.

(D) Tourist Hotel Rooms and Employment. An estimate of the net increment or tourist hotel rooms and additional hotel employment in the C-3 Districts.

(E) Retail Space and Employment. An estimate of the net increment of retail space and of the additional retail employment relocation trends and patterns within the City and the Bay Area.

(F) Business Formation and Relocation. An estimate of the rate of the establishment of new businesses and business and employment relocation trends and patterns within the City and the Bay Area.

Housing.

(G) Housing Units Certified for Occupancy. An estimate of the number of housing units throughout the City newly constructed, demolished, or converted to other uses.

(H) Jobs/Housing Linkage Program. A summary of the operation of the Jobs/Housing Linkage Program (formerly the Office Affordable Housing Production Program) and the Housing Affordability Fund, identifying the number and income mix of units constructed or assisted with these monies.

Transportation.

(I) Parking Inventory. An estimate of the net increment of off-street parking spaces approved in C-3 Districts.

(J) Vehicle Occupancy Rates. An estimate of vehicle occupancy rates for vehicles in or entering the City.

(K) Transit Service. An estimate of transit ridership for peak periods.

(L) Transit Impact Fee. A summary of the use of the transit impact development fee funds, collected from development.

Fiscal.

(M) Revenues. An estimate of the net increment of revenues by type (property tax, business taxes, hotel and sales taxes) from office, retail and hotel space.

(N) Transit Center District Revenues and Implementation of Improvements. A summary of the total revenues from Transit Center District Plan fees, including the Open Space Impact Fee and Transportation and Street Improvement Impact Fee, as well as from any Community Facilities District within the Transit Center District Plan area boundaries, and a summary of expenditures on public improvements as described in the Transit Center District Plan Program Implementation Document.

(4) **Report.** The analysis of the factors under Commercial Space and Employment will provide an estimate of the increase in housing and transit demand. The comparison of increased demand with the increase in the supply of housing and in transit ridership will indicate the degree that the City is able to accommodate new development. Based on this data, the Department shall analyze the effectiveness of City policies governing downtown growth and shall recommend any additional measures deemed appropriate.

(c) **Five Year Report.** On March 15, 1990, and every fifth year thereafter by July 1st, the report submitted shall address the preceding five calendar years and, in addition to the data described above, shall include, as deemed appropriate, a cordon count of downtown oriented travel and an employer/employee survey and any other information necessary for the purpose of monitoring the impact of downtown development. The five-year report shall monitor long-term policy indicators such as the TDR program, urban form goals, any impact fee funds, and provide analysis of the Downtown Plan's policy objectives. If the Planning Department determines that early warnings from the annual reports indicate the need for collection of a cordon count and employer/employee survey, it may include such data in any

annual report, and may include an analysis of data for a period of time earlier than the preceding calendar year.

(d) **Information to be Furnished.** It shall be the duty of the heads of all departments, offices, commissions, bureaus and divisions of the City and County of San Francisco, upon request by the Planning Department, to furnish such information as they may have or be able to obtain relating to the matters to be included in the reports required herein.

Section 3. The San Francisco Administrative Code is hereby amended by amending Sections 36.1 and 36.3, to read as follows:

SEC. 36.1 APPLICABILITY.

(a) The Planning Department is currently engaged in comprehensive planning of areas of the City being referred to as the proposed *Transit Center District,* Market/Octavia, East SOMA, West SOMA, Inner Mission, Lower Potrero/Showplace Square, and Central Waterfront plan areas. These efforts are expected to lead to new or modified area plans of the City's General Plan ("Area Plans") that address urban design, open space, transportation, housing, and community facilities and present detailed rezoning and policy proposals that cover land use, housing, community facilities, open space, and transportation. The boundaries of these areas are generally as outlined in documents posted from time to time on the Planning Department's web page.

(b) As part of the comprehensive planning leading to preparation and adoption of each Area Plan, the Planning Department, and, in the West SOMA area, the Planning Department with the advice and input of the Western SoMa Citizens Planning Task Force, is analyzing the existing deficiencies and improvement needs of each area and the deficiencies and improvement needs that will be created by or exacerbated by the new development permitted by the proposed Area Plan. In the other areas covered by this legislation, the Planning Department should also consider the advice and input of citizen

groups, Based on this analysis, the Planning Department shall prepare for each area a document that identifies the various facilities, infrastructure and other community improvements needed to address the identified conditions and needs (the "Community Improvements Plan") and an implementation program that summarizes the estimated costs of the various facilities and improvements identified in the Community Improvements Plan, proposes specific funding strategies and sources to finance them, identifies the responsible and supporting agencies, and outlines the steps, including as may be needed more detailed planning, program design, and environmental evaluation, required to refine the proposals and implement them (the "Implementation Program."). In the West SOMA area the City is preparing the Community Improvements Plan and Implementation Program with the advice and in put of the Western SoMa Citizens Planning Task Force. In the other areas covered by this legislation, the Planning Department should also consider the advice and input of citizen groups. The funding sources proposed in the Implementation Program may include, but are not limited to, use of federal, State, and local public resources, community facility, community benefit or other forms of assessment districts, and area-specific development impact fees, as may be detailed in the final adopted respective area plans.

SEC. 36.3. INTERAGENCY PLANNING AND IMPLEMENTATION COMMITTEES.

For each area subject to the provisions of this Article, there shall be an Interagency Planning and Implementation Committee that shall be comprised of representatives of the departments, offices, and agencies whose responsibilities include provision of one of more of the community improvements that are likely to be needed or desired in a Plan Area. In addition to the Planning Department, these departments, offices, and agencies shall, if relevant, include, but are not limited to, the County Transportation Authority, Municipal Transportation Agency, Department of Public Works, Library Commission, Redevelopment Agency *or its successor agency*, Mayor's Office of Economic and

Workforce Development, Mayor's Office of Community Development, Public Utilities Commission, Department of Recreation and Parks, Department of the Environment, and the Office of City Greening. *Representatives from the Transbay Joint Powers Authority (TJPA) and Bay Area Rapid Transit District (BART) shall be consulted when formulating recommendations regarding implementation and funding related to the Transit Center District Plan.* The Interagency Planning and Implementation Committees shall be chaired by the Planning Director or his or her designee. It shall be the responsibility of each such department, office, or agency to participate, using its own administrative funds, in the preparation of that portion of a Community Improvements Plan falling within its area of responsibility and, after Area Plan adoption, to participate in the detailed design of the community improvement or improvements and to seek the funding for its implementation as provided in the Implementation Program, as amended from time to time.

Section 4. Effective Date. This ordinance shall become effective 30 days from the date of passage.

Section 5. This section is uncodified. In enacting this Ordinance, the Board intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation, charts, diagrams, or any other constituent part of the Administrative Code that are explicitly shown in this legislation as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the legislation.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
John D. Malamut
Deputy City Attorney

FILE NO. 120667

LEGISLATIVE DIGEST

[Administrative Code - Transit Center District Plan Monitoring and Interagency Planning and Implementation Committee]

Ordinance: 1) amending the San Francisco Administrative Code Section 10E.1 and Sections 36.1 and 36.3 to address Plan monitoring and the Interagency Planning and Implementation Committee role in the Transit Center District Plan public improvements; and 2) making environmental findings.

Existing Law

Administrative Code Chapter 10 addresses monitoring of the Downtown Plan, the Eastern Neighborhoods Plan, and other neighborhood plans of the City's General Plan. Administrative Code Chapter 36 governs the conduct of the Interagency Planning and Implementation Committees (IPIC) that oversee implementation of financial resources for public improvements within and surrounding the neighborhood plan areas.

Amendments to Current Law

This legislation would amend Administrative Code Chapter 10 in regard to the Downtown Plan monitoring program so that it includes review of the effectiveness of the Transit Center District Plan and implementation of specified public improvements in that sub-area. The Ordinance also would amend Administrative Code Chapter 36 to add the Transit Center District Plan to the list of neighborhood plans where IPIC advises the City on implementation of public improvements. The legislation would adopt environmental findings and findings of consistency with the General Plan and priority policies of Planning Code Section 101.1.

Background Information

This Ordinance is part of companion legislation concerning the Transit Center District Plan, a sub-area plan of the Downtown Plan which is neighborhood area plan in the City's General Plan.

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June 8, 2012

Angela Calvillo, Clerk
Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

RE: **Transmittal of the Transit Center District Plan**
Planning Case No. 2007.0558EMTZU

Dear Ms. Calvillo:

I am pleased to transmit the Planning Commission's recommendation for adoption of the Transit Center District Plan (Case 2007.0558EMTZU) to the Board of Supervisors. Please find here a description of the approval actions and supporting documentation for the Board's consideration.

This landmark Plan is of citywide, regional and statewide importance. The result of a multi-year public and cooperative interagency planning process that began in 2007, the Transit Center District Plan is a comprehensive vision for shaping growth on the southern side of Downtown to respond to and support the construction of the new Transbay Transit Center project, including the Downtown Rail Extension. In addition to laying out policy recommendations to accommodate additional transit-oriented growth, sculpt the downtown skyline, improve streets and open spaces, and expand protection of historic resources, the Plan would result in the potential to generate over $575 million for public infrastructure, particularly the Downtown Rail Extension project.

The following items are included in this package and were approved by the Planning and Historic Preservation Commissions:

1. **Environmental Review CEQA Findings and Mitigation Measures**
The Environmental Review findings identify significant unavoidable environmental impacts, compare Project alternatives, describe mitigation measures, and make a Statement of Overriding Considerations recognizing the Project's unique benefits.

2. General Plan Amendments Ordinance
Amendments to the General Plan include the addition of the Transit Center District Sub-Area Plan to the Downtown Plan and updates to various General Plan Elements to include text and map references to the Area Plan.

3. Planning Code Amendments Ordinance

Proposed Planning Code amendments would revise controls including but not limited to those for land use, height and bulk, density, open space, parking, and impact fees; and make related amendments to the Planning Code necessary to implement the Transit Center District Plan. Code sections to be amended include Sections 102.5, 102.9, 102.11, 123, 132.1, 136, 138, 151.1, 152.1, 155, 155.4, 156, 163, 201, 210.3, 215-226, 248, 260, 270, 272, 303, 309, 412.1, 427, 1103.1, and Appendices A, C, D and F of Article 11, and the addition of several new sections to Article 4.

4. Zoning Map Amendments Ordinance

The Zoning Map ordinance includes amendments to Sheets ZN01, HT01, SU01, and PD01 affecting all or part of Assessor's Blocks 3706-3722 and 3735-3741. The amendments to ZN01 rezone all parcels in the Plan area to C-3-O(SD) (or Public as appropriate). The amendments to HT01 revised height limits and bulk districts for certain parcels throughout the Plan area. The amendment to SU01 maps the new Transit Center C-3-O(SD) Commercial Special Use District. The amendment to PD01 expands the boundaries of the re-named New Montgomery-Mission-Second Conservation District.

5. Administrative Code Amendments Ordinance

These include amendments to Chapters 10E and 36 to incorporate the Transit Center District Plan into the monitoring and interagency framework regarding implementation of adopted area plans.

6. Implementation Plan

The Document provides an inventory of public improvements and a recommended funding program to implement these improvements. This document would guide the Board of Supervisors and Interagency Plan Implementation Committee in expending Plan-related revenues.

The Planning Commission approved all of these items on May 24, 2012 and recommends Board approval of the ordinances necessary to implement the Transit Center District Plan. On June 6, 2012 the Historic Preservation Commission also considered elements of the Plan related to historic preservation, including the draft amendments Planning Code Article 11 and the Zoning Maps contained in the ordinances, and recommended their approval by the Board. If you have further questions, please contact Joshua Switzky, the Plan Manager, at (415) 575-6815. We look forward to the Board's consideration of these items and to the implementation of this vital plan for the City's future.

Sincerely,

John Rahaim
Director of Planning

CC: Honorable Mayor Ed Lee
Honorable Supervisor Jane Kim

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Transit Center District Plan

Transmittal Packet to Board of Supervisors

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joshua.switzky@sfgov.org

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Transit Center District Plan Adoption Packet Executive Summary

HEARING DATE: MAY 24, 2012

Case No.: 2007.0558EMTZU
Transit Center District Plan Adoption
Staff Contact: *Joshua Switzky* - (415) 575-6815
joshua.switzky@sfgov.org

SUMMARY

The San Francisco Planning Department is seeking to adopt and implement the Transit Center District Plan ("the Plan"). The result of a multi-year public and cooperative interagency planning process that began in 2007, the Plan is a comprehensive vision for shaping growth on the southern side of Downtown to respond to and support the construction of the new Transbay Transit Center project, including the Downtown Rail Extension. In addition to laying out policy recommendations to accommodate additional transit-oriented growth, sculpt the downtown skyline, improve streets and open spaces, and expand protection of historic resources, the Plan would result in the potential to generate over $575 million for public infrastructure, particularly the Downtown Rail Extension project.

Adoption of the Plan will consist of numerous actions. These include:

1. Adoption of CEQA Findings, including a Statement of Overriding Considerations
2. General Plan Amendments
3. Planning Code Amendments
4. Zoning Map Amendments
5. Administrative Code Amendments
6. Approval of a Program Implementation Document

Together with actions related to certification of the Final Environmental Impact Report, these actions will constitute the Commission's approval of the Transit Center District Plan and its implementing mechanisms. A detailed staff report and supporting materials for each of these items is included separately for the Commission.

On May 3, 2012 the Planning Commission passed resolutions to Initiate the Amendments to the General Plan, Planning Code, and Zoning Maps and instructed Planning staff to provide public notice for a public hearing on the proposed amendments on or after May 24, 2012. Proper notification was provided according to the requirements of the Planning Code, including a newspaper advertisement 20 days prior to the hearing and mailed notice to all property owners within the Plan Area and within 300 feet of the Plan Area 10 days prior to the hearing.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends adoption of the draft Resolutions for all items related to adoption of the Transit Center District Plan.

PLAN BACKGROUND

In 1985 the City adopted the Downtown Plan into the General Plan to guide growth in the Downtown area. Recognizing the potential for transit-oriented growth in the vicinity of the Transbay Terminal south of Market Street, the Downtown Plan called for concentrating the City's greatest densities and building heights in this area, as well as creating a system to transfer development rights from other parts of the downtown to this area.

Since the adoption of the Downtown Plan several major infrastructure changes have happened or are being undertaken. The Embarcadero Freeway was removed following the 1989 Loma Prieta earthquake, allowing for the renovation of the waterfront and rethinking of the southern side of the downtown. The City and region have embarked on a multi-billion dollar investment in improving and expanding transit infrastructure in the area through construction of a new Transbay Transit Center on the site of the former Transbay Terminal and an extension of intra-city rail from the current terminus near Mission Bay northward into the Transit Center. This is the single largest investment in public transit in San Francisco since the construction of BART and the Market Street Muni subway in the early 1970s. In 2005 the City adopted the Transbay Redevelopment Plan to direct funding toward the Transit Center project and direct the redevelopment of underutilized publicly-owned lands, primarily those that formerly housed the Embarcadero Freeway, into a new high-density residential neighborhood. Together with the Rincon Hill Plan, also adopted in 2005, this new urban neighborhood will become home to over 10,000 people.

In 2006 a Mayor's Interagency Working Group published a report calling for the City to undertake further land use studies around the Transit Center to investigate whether building densities and heights could be increased further in recognition of the transit investment and whether such growth could be leveraged to generated substantial new revenues to help fund the full Transit Center project, including the Downtown Rail Extension.

In 2007 the Planning Department initiated a public planning effort called the Transit Center District Plan, focused on the area roughly bounded by Market Street, Embarcadero, Folsom Street, and Hawthorne Street, whose five fundamental goals were to:

(1) Build on the General Plan's Urban Design Element and Downtown Plan, establishing controls, guidelines and standards to advance existing policies of livability, as well as those that protect the unique quality of place;

(2) Capitalize on major transit investment with appropriate land use in the downtown core, with an eye toward long-term growth considerations;

(3) Create a framework for a network of public streets and open spaces that support the transit system, and provides a wide variety of public amenities and a world-class pedestrian experience;

(4) Generate financial support for the Transit Center project, district infrastructure, and other public improvements; and

(5) Ensure that the Transit Center District is an example of comprehensive environmental sustainability in all regards.

The Planning Department held numerous public workshops and worked with consultants throughout 2008 and 2009, resulting in the publication of a Draft Transit Center District Plan in November 2009. In April 2012 the Planning Department published a Plan Addendum revising and clarifying aspects of the Draft Plan.

The Transit Center District Plan ("the Plan") supports and builds on the Downtown Plan's vision for the area around the Transbay Transit Center as the heart of the new downtown. The Plan enhances and augments the Downtown Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific sub-area based on today's understanding of the issues and constraints facing the area, particularly in light of the Transit Center project. The Plan's core recommendations include:

- Increasing allowable density and strategically increasing height limits in the Plan area to augment the transit-oriented growth capacity of the area while recognizing the importance of these buildings with respect to city form and their physical influence on both immediate and neighboring districts;

- Ensuring that major development sites incorporate commercial space in order to preserve the job growth capacity for the downtown;

- Enhancing the public realm and circulation system to accommodate growth and provide a world-class pedestrian experience, including widening sidewalks, providing dedicated transit lanes, augmenting the bicycle network, adding signalized mid-block crosswalks, and converting certain alleys into pedestrian plazas;

- Identifying and funding opportunities for new public open space and improved access to planned spaces, including at 2nd/Howard, Transbay Park, Mission Square, and City Park on the roof of the Transit Center, as well as providing additional funding for park improvements in the downtown outside of the Plan area;

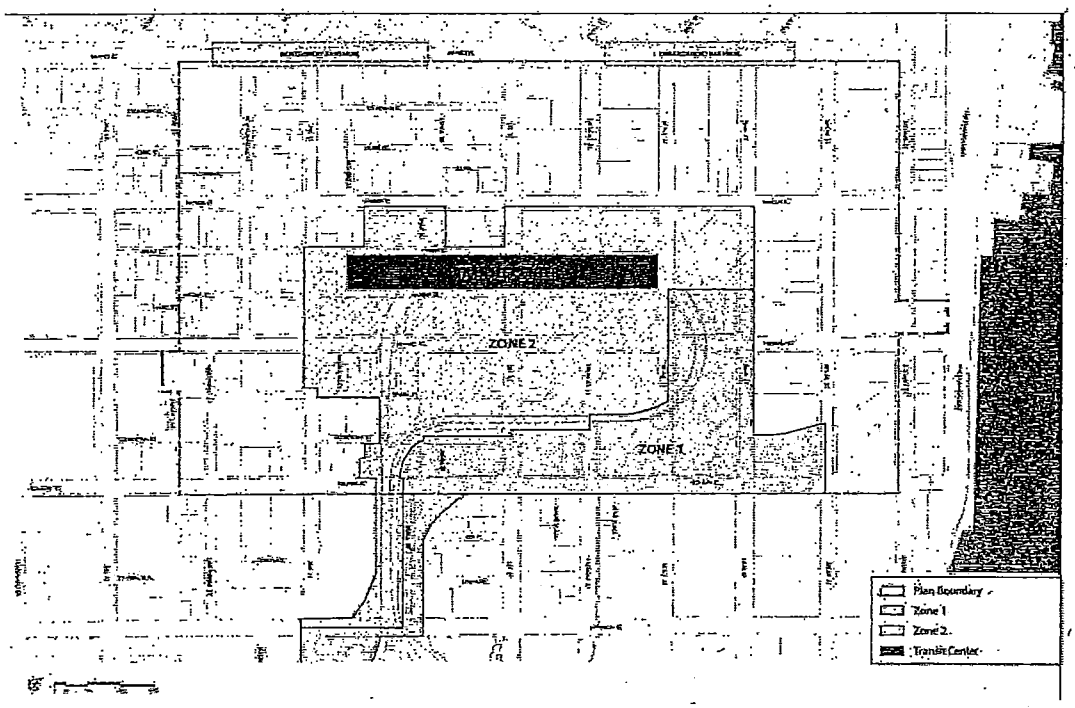
- Enlarging the New Montgomery-2nd Street Conservation District and updating individual resource ratings based on a newly-adopted survey;

- Identifying opportunities to explore advanced district-level energy and water utility systems to improve environmental performance beyond individual buildings; and

- Adopting a funding program including two new key revenue mechanisms – impact fees and a Mello-Roos Community Facilities District – to ensure that new development contributes substantially toward the implementation of necessary public infrastructure, including the Transit Center/Downtown Extension project. Between the two mechanisms, the Plan would create the potential for over $590 million of new revenue for key public improvements, notably over $400 million for the Transit Center and Downtown Rail Extension.

PLAN AREA

The Transit Center District Plan Area consists of approximately 145 acres centered on the Transbay Transit Center, situated between the Northern Financial District, Rincon Hill, Yerba Buena Center and the Bay. The boundaries of the District are roughly Market Street on the north, Embarcadero on the east, Folsom Street on the south, and Hawthorne Street to the west. While these boundaries overlap with those of the Transbay Redevelopment Project Area, this Plan will not affect the adopted land use or development controls for Zone 1 of the Redevelopment Area and is consistent with the overall goals of the Transbay Redevelopment Plan.



ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report on September 28, 2011. The Planning Commission will consider certification of the Final Environmental Impact Report on the Transit Center District Plan and adoption of CEQA Findings prior to consideration of this item at the hearing on May 24, 2012.

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Exhibit VI-1: Administrative Code Amendments Case Report

HEARING DATE: MAY 24, 2012

Case No.:	2007.0558EMTZU *Transit Center District Plan –* *Approval of Amendments to the Administrative Code*
Staff Contact:	*Joshua Switzky* - (415) 575-6815 *joshua.switzkye@sfgov.org*
Recommendation:	Approval

DESCRIPTION

The San Francisco Planning Department is seeking to adopt and implement the Transit Center District Plan.

For background on the Transit Center District Plan, see the accompanying Executive Summary staff report.

In addition to General Plan, Planning Code, and Zoning Map amendments related to the Plan, the Planning Commission and Board of Supervisors will consider and adopt a Plan Program Implementation Document. The Program Implementation document inventories the public improvements recommended by the Plan and lays out a Funding Program to allocate projected revenues from new and existing funding sources to these improvements. The Board of Supervisors, with input from the Interagency Plan Implementation Committee ("IPIC"), shall monitor and allocate revenues according to these proportional allocations based on actual revenues over time and the readiness of the various public improvements for expenditure.

Chapter 36 of the Administrative Code establishes the IPIC, a body which tracks existing and projected Plan revenues, makes recommendations on expenditures of Plan revenues, and coordinates City agency work programs to forward implementation of the Plan's improvement projects.

Amendments to the City's Administrative Code would add the Transit Center District Plan to the list of adopted plans that are administered and monitored through certain established procedures and review bodies. Proposed amendments to Chapter 36 would add the Plan to the list of plans for which the IPIC currently oversees implementation, including the Eastern Neighborhoods and Market & Octavia Plans (among others). The IPIC bases its recommendations on the Plan's Program Implementation Document. The proposed amendments also add the Transbay Joint Powers Authority (TJPA) and BART to the list of public agencies invited to participate in the IPIC, which is chaired by the Planning Director.

Chapter 10E establishes monitoring programs for various adopted plans, including the Downtown Plan. Reporting on outcomes and implementation of the Transit Center District Plan, adopted as a Sub-Area Plan of the Downtown Plan, would be explicitly incorporated into the existing monitoring program for the Downtown Plan required by Chapter 10E.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends adoption of the draft Resolution recommending approval of the draft amendments to the Administrative Code.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report on September 28, 2011. The Planning Commission will consider certification of the Final Environmental Impact Report on the Transit Center District Plan and adoption of CEQA Findings prior to consideration of this item at the hearing on May 24, 2012.

RELATED ACTIONS

As part of its actions approving the Transit Center District Plan, the Planning Commission will consider Amendments to the General Plan, Planning Code, and Zoning Maps and approval of the Plan Program Implementation Document. These proposed actions are discussed in separate Staff Reports.

ATTACHMENTS

Exhibit VI-2 Draft Resolution Recommending Approval of the draft Administrative Code Amendments
Exhibit VI-3 Draft Administrative Code Amendments Ordinance

SAN FRANCISCO
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Planning Commission Resolution No. 18634

HEARING DATE MAY 24, 2012

Date:	May 24, 2012
Case No.:	2007.0558EMTZU
Project:	*Transit Center District Plan – Administrative Code Amendments*
Staff Contact:	Joshua Switzky - (415) 575-6815 *joshua.switzky@sfgov.org*

ADOPTING A RESOLUTION TO RECOMMEND AMENDMENTS TO THE SAN FRANCISCO ADMINISTRATIVE CODE PURSUANT TO THE ADOPTION OF THE TRANSIT CENTER DISTRICT PLAN

WHERAS the San Francisco Planning Department is seeking to adopt and implement the Transit Center District Plan. In addition to General Plan, Planning Code, and Zoning Map amendments related to the Plan, the Planning Commission and Board of Supervisors will consider and adopt Administrative Code amendments relating to Plan monitoring and City decision-making regarding implementation of the Plan. Underlying these Administrative Code amendments is a Plan Program Implementation Document. The Program Implementation document inventories the public improvements recommended by the Plan and lays out a Funding Program to allocate projected revenues from new and existing funding sources to these improvements. In order to implement the public improvements recommended by the Plan and the Funding Program contained in the Program Implementation Document, certain amendments to the Administrative Code are required. These amendments incorporate the Transit Center District Plan into the purview of the Interagency Plan Implementation Committee, established in Administrative Code Chapter 36 to administer implementation of adopted area plans. Amendments to the Administrative Code also add requirements to report on implementation of the Transit Center District Plan as part of regular Downtown Plan Monitoring Reports.

Proposed amendments to the Administrative Code are attached hereto as Exhibits VI-3.

The Planning Commission incorporates by reference the general findings and overview concerning the Transit Center District Plan as set forth in Planning Commission Resolution No. 18630 governing General Plan amendments.

Prior to considering relevant amendments to the General Plan, Planning Code, Zoning Maps and other actions related to implementing the Transit Center District Plan, the Planning Commission adopted Motion No. 18628 certifying the Final Environmental Impact Report for the Transit Center District Plan in accordance with the California Environmental Quality Act (CEQA). The

Planning Commission also adopted Motion No. 18629 adopting CEQA Findings related to the Transit Center District Plan.

NOW, THEREFORE, BE IT RESOLVED, the Commission adopts and incorporates by reference the CEQA Findings in Commission Motion No. 18629;

AND BE IT FURTHER RESOLVED, that the Planning Commission finds that the proposed amendments to the Administrative Code are necessary to implement the Transit Center District Plan;

AND BE IT FURTHER RESOLVED, that the Commission recommends the amendments to the Administrative Code hereto attached as Exhibit VI-3, and recommends their adoption by the Board of Supervisors.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 24, 2012.

Linda D. Avery
Commission Secretary

AYES: Commissioners Fong, Wu, Antonini, Borden, Moore and Sugaya

NOES: None

ABSENT: Commissioner Miguel

ADOPTED: May 24, 2012

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Exhibit VII-1: Approval of Program Implementation Document Case Report

HEARING DATE: MAY 24, 2012

Case No.:	2007.0558EMTZU *Transit Center District Plan –* *Approval of the Plan Program Implementation Document*
Staff Contact:	*Joshua Switzky* - (415) 575-6815 *joshua.switzkye@sfgov.org*
Recommendation:	Approval

DESCRIPTION

The San Francisco Planning Department is seeking to adopt and implement the Transit Center District Plan.

For background on the Transit Center District Plan, see the accompanying Executive Summary staff report.

In addition to General Plan, Planning Code, and Zoning Map amendments related to the Plan, the Planning Commission and Board of Supervisors will consider and adopt a Plan Program Implementation Document. The Program Implementation document inventories the public improvements recommended by the Plan and lays out a Funding Program to allocate projected revenues from new and existing funding sources to these improvements. The Funding Program projects total net new Plan revenues from Plan Imapct Fees of approximately $170 million and from a Mello-Roos Community Facilities District of approximately $420 million. Plan revenues will be administered by the Board of Supervisors based on recommendations by the Interagency Plan Implementation Committee.

One of the key objectives of the Transit Center District Plan is to raise revenue from new development for the Transit Center/Downtown Rail Extension project and other public infrastructure to support continued growth in the Plan area, including circulation, streetscape, open space, and other transit improvements. The Funding Program in the Program Implementation Document reflects Plan objectives and the legal requirements of the Nexus Studies underlying the expenditure of the Impact Fees.

The revenue allocations shown in the Funding Program are for purposes of projecting expenditures only and represent proportional allocation to the various public improvements based on the revenues projected at the time of Plan adoption. Actual revenues will vary from these projections based on many factors, including the amount and timing of new development which cannot be predicted with certainty. The Board of Supervisors, with input from the Interagency Plan Implementation Committee, shall

monitor and allocate revenues according to these proportional allocations based on actual revenues over time and the readiness of the various public improvements for expenditure. No improvement project listed in the Funding Program is guaranteed to receive the absolute amounts shown in the Funding Program; allocations for all projects shall be increased or decreased proportionally based on actual revenues received or revised projections over time.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends adoption of the draft Resolution recommending approval of the Transit Center District Plan Program Implementation Document by the Board of Supervisors.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report on September 28, 2011. The Planning Commission will consider certification of the Final Environmental Impact Report on the Transit Center District Plan prior to consideration of this item at the hearing on May 24, 2012.

RELATED ACTIONS

As part of its actions approving the Transit Center District Plan, the Planning Commission will consider adoption of CEQA Findings and Amendments to the General Plan, Planning Code, Zoning Maps and Administrative Code. These proposed actions are discussed in separate Staff Reports.

ATTACHMENTS

Exhibit VII-2 Draft Resolution Recommending Approval of the Plan Program Implementation Document
Exhibit VII-3 Draft Transit Center District Plan Program Implementation Document

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Planning Commission Resolution No. 18635

HEARING DATE MAY 24, 2012

Date:	May 24, 2012
Case No.:	**2007.0558EMTZU**
Project:	*Transit Center District Plan – Program Implementation Document*
Staff Contact:	Joshua Switzky - (415) 575-6815 *joshua.switzky*@sfgov.org

ADOPTING A RESOLUTION TO RECOMMEND APPROVAL OF THE TRANSIT CENTER DISTRICT PLAN PROGRAM IMPLEMENTATION DOCUMENT

WHEREAS the San Francisco Planning Department is seeking to adopt and implement the Transit Center District Plan. In addition to General Plan, Planning Code, and Zoning Map amendments related to the Plan, the Planning Commission and Board of Supervisors will consider and adopt Administrative Code amendments relating to Plan monitoring and City decision-making regarding implementation of the Plan. Underlying these Administrative Code amendments is a Plan Program Implementation Document. The Program Implementation document inventories the public improvements recommended by the Plan and lays out a Funding Program to allocate projected revenues from new and existing funding sources to these improvements. The Funding Program projects total net new Plan revenues from Plan Impact Fees of approximately $170 million and from a Mello-Roos Community Facilities District of approximately $420 million. Plan revenues will be administered by the Board of Supervisors based on recommendations by the Interagency Plan Implementation Committee as identified in Administrative Code Chapter 36.

One of the key objectives of the Transit Center District Plan is to raise revenue from new development for the Transit Center/Downtown Rail Extension project and other public infrastructure to support continued growth in the Plan area, including circulation, streetscape, open space, and other transit improvements. The Funding Program in the Program Implementation Document reflects Plan objectives and the legal requirements of the Nexus Studies underlying the expenditure of the Impact Fees. The revenue allocations shown in the Funding Program are for projection purposes only and represent proportional allocation to the various public improvements based on the revenues projected at the time of Plan adoption. Actual revenues will vary from these projections based on many factors, including the amount and timing of new development which cannot be predicted. The Board of Supervisors, with input from the Interagency Plan Implementation Committee, shall monitor and allocate revenues according to these proportional allocations based on actual revenues over time and the readiness of the various public improvements for expenditure. No improvement project listed in the

Funding Program is guaranteed to receive the absolute amounts shown in the Funding Program. Allocations for all projects will be increased or decreased proportionally based on actual revenues received or revised projections over time.

The proposed Transit Center District Plan Program Implementation Document is attached hereto as Exhibit VII-3.

The Planning Commission incorporates by reference the general findings and overview concerning the Transit Center District Plan as set forth in Planning Commission Resolution No. 18630 governing General Plan amendments.

Prior to considering relevant amendments to the General Plan, Planning Code, Zoning Maps and other actions related to implementing the Transit Center District Plan, the Planning Commission adopted Motion No. 18628 certifying the Final Environmental Impact Report for the Transit Center District Plan in accordance with the California Environmental Quality Act (CEQA). The Planning Commission also adopted Motion No. 18629 adopting CEQA Findings related to the Transit Center District Plan.

NOW, THEREFORE, BE IT RESOLVED, the Commission adopts and incorporates by reference the CEQA Findings in Commission Motion No. 18629;

AND BE IT FURTHER RESOLVED, that the Planning Commission finds that the proposed Program Implementation Document, hereto attached as Exhibit VII-3, is necessary to implement the Transit Center District Plan and that the Funding Program as expressed in the Document reflects an appropriate proportionate allocation of projected revenues based on the needs and objectives of the Plan;

AND BE IT FURTHER RESOLVED, that the Commission recommends that the Board of Supervisors consider the attached Program Implementation Document as part of its action on legislation related to the Transit Center District Plan.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 24, 2012.

Linda D. Avery
Commission Secretary

AYES: Commissioners Fong, Wu, Antonini, Borden, and Moore

NOES: Commissioner Sugaya

ABSENT: Commissioner Miguel

ADOPTED: May 24, 2012

TRANSIT CENTER DISTRICT PLAN PROGRAM IMPLEMENTATION DOCUMENT

San Francisco Planning Department
May 16, 2012