



Miami 2007

TOD in the TOD City: Making an Already Transit Oriented City Even More

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TOD in the TOD City

Rethink TOD:

Working entirely within urban, tight, infill.

No BART parking lot opportunities:

All four corners are built

Not much land in public ownership.



TOD in the TOD City

Rethink TOD:

The Urban Infill context is a double-edged sword

- more transit-friendly from the get-go, but:
- Not much real estate
- much less latitude to effect changes to make the project distinctively "TOD."



TOD in the TOD City

- Promoting TOD in a Parking-Starved Context: fighting a perception problem
- Agency-Owned Land: a Resource in Short Supply and Always Needed
- Coordinating Transit Priority with the Land Use Permitting function
- Selling the “Need” for TOD in an Already Built Out Context
- Working with What You Have: sidewalks, streets, driveways, buildings
- Recognizing Creative Solutions

TOD in the TOD City

TOD in a Parking-Starved Context: fighting a perception problem

- Need for community input at certain, strategic stage
- Curb Parking, Street Trees, Bus Stops, Storefronts and other Casualties
- Parking is still a land use



TOD in the TOD City

TOD in a Parking-Starved Context: fighting a perception problem

- Affordable Housing is Key Tool
- Choice and Mobility
- Car-Sharing as Solution
- Climate Change Changes Everything

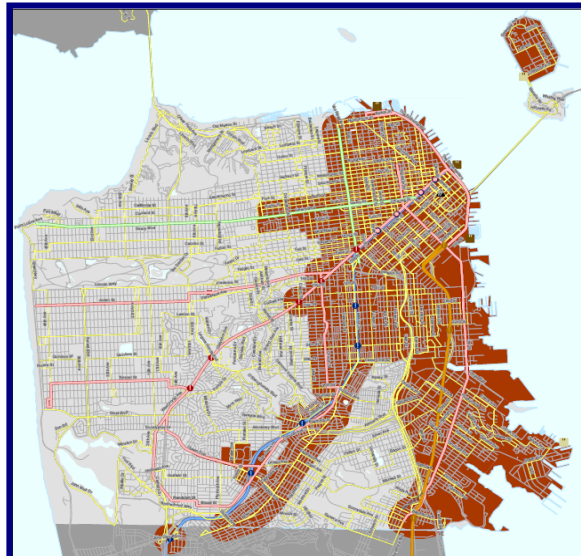


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Agency-Owned Land:

a Resource in Short Supply and Always Needed

- Muni Facilities Needs
- Parking as a revenue generator, community need
- Timing/Phasing of Development
- Use of Grants, Bond monies



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Coordinating Transit Priority with the Land Use Permitting Function

- Transit Preferential Streets: every permit counts
- Historic Preservation as tool
- Planning Dept and SFRA efforts: capitalize on community-based planning processes
- Make a Splash: BN 2002



TOD in the TOD City

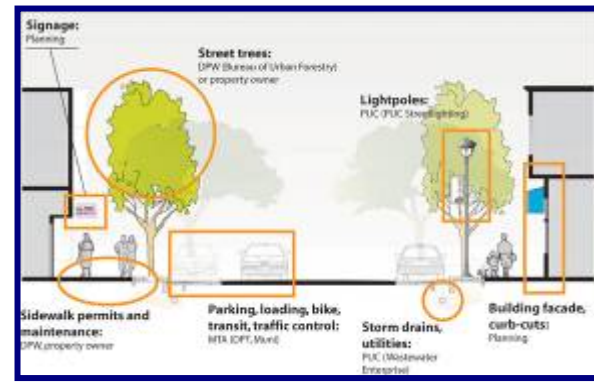
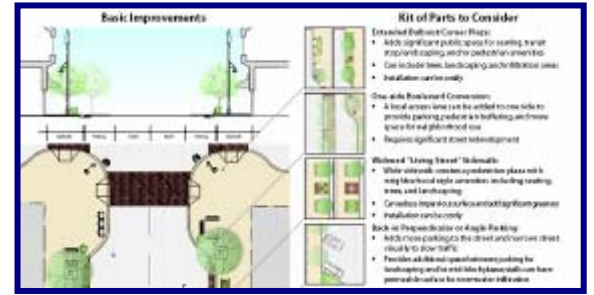
Selling the “Need” for TOD in an Already Built Out Context: How can TOD-style densities *reduce* congestion?

- Understanding the Problems if TOD Did NOT Happen
- Politics -- Local and Regional: ABAG Smart Growth Footprint
- Affordable Housing: for your own kids!
- Tie Revenues to amenities (Open Space maintenance)

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Working with What You Have:
Existing Sidewalks, Streets, Trees, Driveways, Buildings

- Better Streets Plan
- SF Urban Design Plan
- Traffic Calming Program



TOD in the TOD City

Recognizing Creative Solutions:

- Artwork
- Making a TOD Project Fun
- Playing Up Transit



TOD in the TOD City

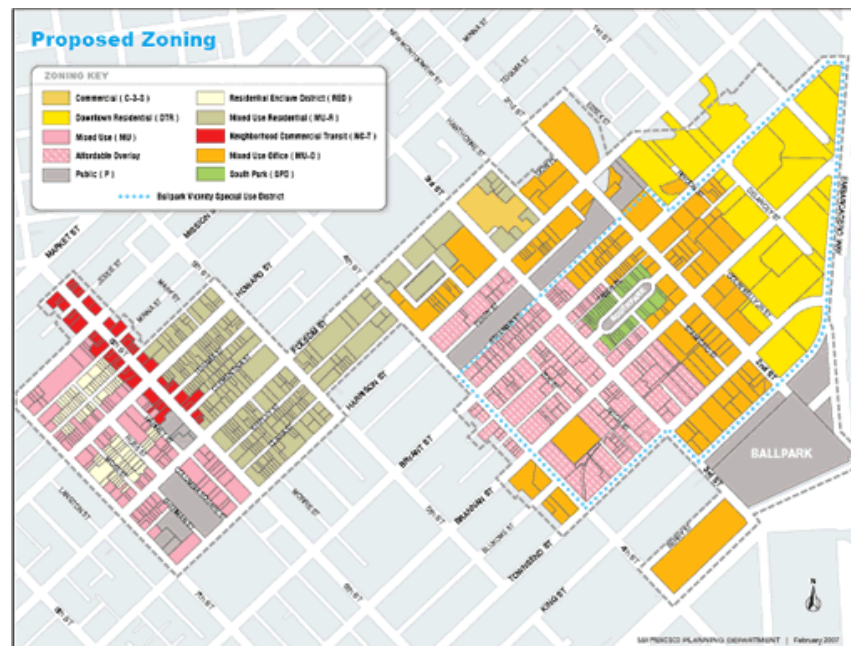
Peculiar Issues - Land Use:

Production, Distribution and Repair

- Need to protect industrial uses
- *Solution:* Guidelines to consolidate, concentrate

Affordable Housing

- Impacts / Impact Fees
- *Solution:* Exemptions



TOD in the TOD City

Peculiar Issues - Multi-Modal:

Bicycle

- Need for flat, low-traffic, close to commerce
- *Solution:* Center-Lane transit, Bike-Bus lanes

Pedestrians

- Conflicts between surface transit and pedestrian circulation
- *Solution:* Innovations (e.g., flashing red "stop sign" /transit pre-empt signals)

Parking

- Competing for street space, ROW
- *Solution:* Angle parking on side streets
- *Solution:* Parking as buffers for Pedestrians