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

Peter Albert
Deputy Director, Planning
San Francisco Municipal Transportation Agency
November 2, 2007
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.
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
TOD in the TOD City

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
Building Livable Communities with Transit

TOD in the TOD City

Coordinating Transit Priority with the Land Use Permitting Function

• Transit Preferential Streets: every permit counts
• Historic Preservation as a 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)
TOD in the TOD City

Working with What You Have:
Existing Sidewalks, Streets, Trees, Driveways, Buildings
• Better Streets Plan
• SF Urban Design Plan
• Traffic Calming Program

Basic Improvements

Signage: Planning
Street trees: CDP (Service, City of) or property owner
Lighting: CDP, PV (Street lighting)
Sidewalk permits and maintenance: CDP, property owner
Parking, loading, bike, transit, traffic control: CDP, SDOT
Storm drains, utilities: CDP, OSW (Local/Interoffice)
Building facade, curb-cuts: Planning
Building Livable Communities with Transit

TOD in the TOD City

Recognizing Creative Solutions:

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