



November 1, 2023

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

Re: Commitment for TOC Policy Compliance for The Portal (aka:DTX) and Mission Bay Ferry projects

Dear Chairperson Pedroza and Commissioners:

The City of San Francisco would like to thank MTC staff for recommending the allocation of funding from Regional Measure 3 to advance the The Portal and Mission Bay Ferry Landing projects. This funding will enable these critical projects to continue moving forward.

The City of San Francisco is committed to the principles and goals of the Transit-Oriented Communities (TOC) Policy and to its robust implementation. The City appreciates the Commission's active role and responsibility in ensuring that its transit investments are supported by appropriate land use, housing, and transportation policies by local jurisdictions, which are key to advancing the vision of Plan Bay Area of a more connected, affordable, diverse, healthy, vibrant and resilient region.

Although compliance is not required until 2026, the City's existing zoning and policies for these station areas is already in virtually complete compliance with the TOC Policy. The Portal station areas are primarily contained within the recent ambitious Transit Center District and Central SoMa Plans, and the Mission Bay Ferry Landing is covered by the Mission Bay Redevelopment Plan (which is largely built out), as well as recent plans for high-density mixed-use neighborhoods at Pier 70 and Mission Rock, both entitled under binding Development Agreements and under construction. (Note that a significant portion of the Mission Bay Ferry station area is the UCSF campus and as such is state property not subject to City jurisdiction.)

In terms of density standards, all of the pertinent zoning, redevelopment plans and development agreements have maximum density allowances for all uses well in excess of those required by the Policy. While there are no minimum density requirements, the as-built conditions in all of these station areas already exceeds the minimum density standards and there are active current entitlements and public/private agreements to develop the remaining major parcels at high densities that well exceed the TOC minimums.

The City eliminated minimum auto parking requirements for these areas (and citywide) many years ago and has parking maximums for residential and commercial uses that are typically more restrictive than required by the TOC policy. The City's Planning Code has a robust TDM requirement of all major new development, and the three notable projects subject to Development Agreements (ie Mission Bay, Mission Rock, and Pier 70) have their own robust project-specific TDM Plans that meet the TOC Policy. Note that the Mission Rock development agreement does not contain specific maximum ratios for parking by use, but sets a maximum cap on the number of spaces in the district, inclusive of a shared replacement parking structure intended for use by the SF Giants (who are also the developers); the project's overall parking cap would meet the parking ratio standards of the TOC Policy even inclusive of this shared parking with the Giants. San Francisco has citywide bicycle parking requirements, unbundling requirements, and allowances for shared parking that all meet the TOC Policy.

In terms of affordable housing and commercial stabilization policies, the City of San Francisco significantly exceeds the minimum suite of programs required by the TOC policy. The City has robust tenant protection and affordable housing investment programs and rules in place, including inclusionary housing requirements, affordable housing production funding, public lands for housing program, small sites acquisition program to permanently protect unprotected rental housing, SRO protection ordinance, rent stabilization, just cause eviction protections, and an Office of Small Business, among others.

Lastly, San Francisco has an extensive track record in these neighborhoods and citywide of complete streets and transit access planning that meets the TOC Policy. The City has an adopted Complete Streets Policy (Public Works Code Section 2.4.13), has extensive streetscape and complete streets plans in ongoing implementation for all the plan areas around these stations, and the SFMTA is currently in the process of completing a citywide Active Communities Plan.

While on initial review we believe the relevant station areas are in broad compliance, we will conduct a thorough review of the TOC Policy standards for these station areas and consult with MTC staff to assess whether there are any areas where the City may not be in full compliance. **The City of San Francisco commits to addressing any areas of non-compliance with the TOC Policy prior to the 2026 deadline, including bringing matters to the community, Board of Supervisors and other decision-makers.**

The plans for these station areas and their infrastructure have long been supported by strong multi-agency and inter-jurisdictional partnerships, including TJPA, Office of Community Investment & Infrastructure, Port of San Francisco, WETA, SFMTA and other local and regional agencies, in addition to involving countless community stakeholders and advisory bodies in both the planning and ongoing implementation of these neighborhoods. We appreciate MTC's continued support and partnership on these efforts.

Thank you for your commitment of RM3 funding to supporting these investments.

Sincerely,



Rich Hillis  
Planning Director

CC:

Mayor London Breed

Adam VandeWater, TJPA

Lauren Gularte, WETA

Tilly Chang, SFCTA

Nick Josefowitz, MTC Vice Chair, San Francisco

Supervisor Hillary Ronen, San Francisco Board of Supervisors/MTC Commissioner