



March 4, 2024

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

Re: Commitment for TOC Policy Compliance for WETA Shoreline Electrical Program project on Treasure Island

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 WETA Shoreline Electrical Program project to support ferry service at Treasure Island. This funding will enable this critical project 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 this station area is already in virtually complete compliance with the TOC Policy. The Treasure Island ferry station area is wholly contained within the adopted Treasure Island/Yerba Buena Plan and Special Use District, for which development is fully entitled to the master developer, Treasure Island Development Group, under binding contractual agreements, including a Development Agreement and a Disposition & Development Agreement. The project, its plans and agreements approved in 2011, call for approximately 8,000 housing units to be constructed on the islands. The project is now well under construction, with the initial phases focused on the parcels close to the ferry landing. (Note that a significant portion of the station area is the Department of Labor Job Corps campus and as such is federal property not subject to City jurisdiction. Also note that several parcels, particularly those featuring historic buildings, near the ferry terminal and along the southern part of the island are subject to the Tidelands Trust and as such are subject to state oversight on development.) Administration and oversight of the development of the island is shared between the Planning Department and the Treasure Island Development Authority.

In terms of density standards, the pertinent zoning and development agreement have maximum density allowances for all uses well in excess of those required by the TOC Policy. While there are no minimum density

requirements, there are active current entitlements and public/private contractual agreements to develop the remaining major parcels at high densities that well exceed the TOC minimums.

The Island zoning has no minimum auto parking requirements (and the City eliminated such requirements citywide) and has parking maximums for residential and commercial uses that are more restrictive than required by the TOC policy. The Island's contractual agreements include robust TDM plans and developer requirements that meet or exceeds the TOC Policy. 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 and the Treasure Island project agreements have 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. The Treasure Island Development project, including its Infrastructure Plan and Design for Development, lay out a detailed design for the establishment of a new multi-modal street grid that prioritizes the experience and safety of pedestrians, cyclists, and transit.

While on initial review we believe the relevant station area is in compliance, we will conduct a thorough review of the TOC Policy standards for this station area 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 master developer, Board of Supervisors and other decision-makers if necessary.

The plan for Treasure Island and its infrastructure has long been supported by strong multi-agency and inter-jurisdictional partnerships, in addition to involving many community stakeholders and advisory bodies in both the planning and ongoing implementation of the island. We appreciate MTC's continued support and partnership on these efforts.

Thank you for your commitment of RM3 funding to supporting this investment.

Sincerely,

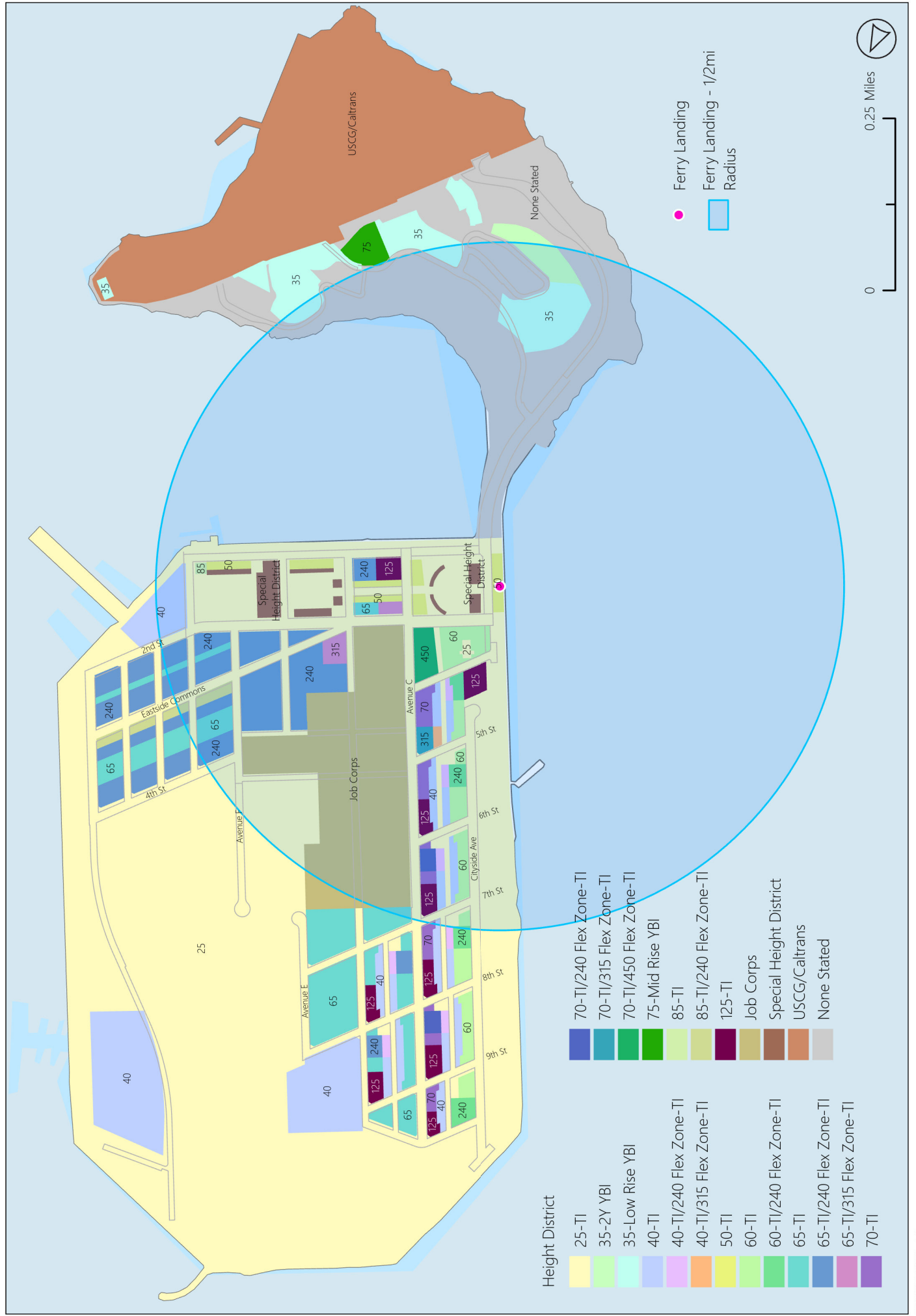


Rich Hillis
Planning Director

cc:

Mayor London Breed
Robert Beck, Treasure Island Development Authority
AnMarie Rodgers, Treasure Island Development Authority
Lauren Gularte, WETA
Tilly Chang, SFCTA
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Supervisor Hillary Ronen, San Francisco Board of Supervisors/MTC Commissioner

Treasure Island Ferry Landing with 1/2mi Radius Height Districts



Treasure Island Ferry Landing with 1/2mi Radius Zoning Districts

