

PLANNING IN THE THIRD STREET TRANSIT CORRIDOR

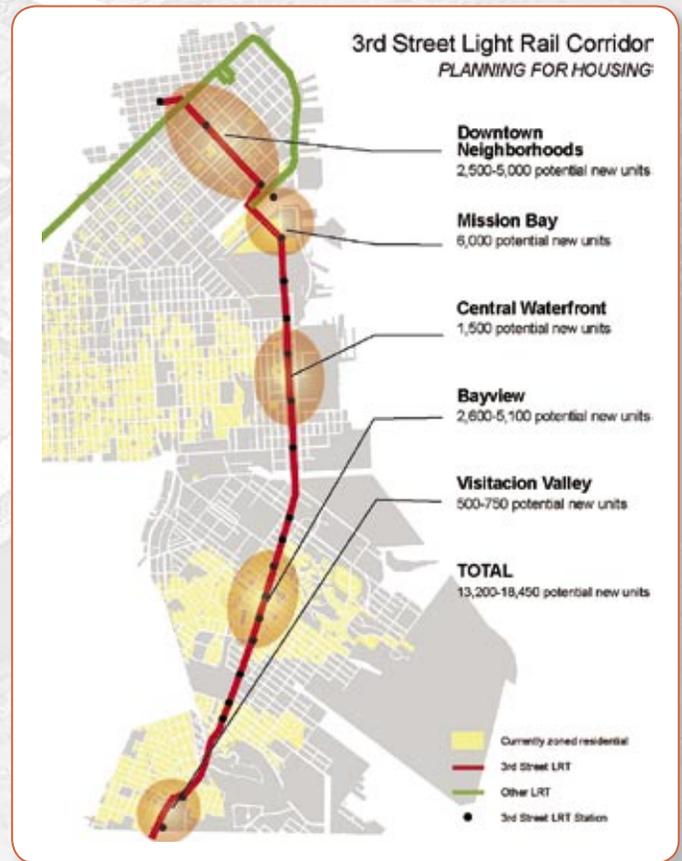
The Third Street Light Rail, of which the first phase is currently under construction (the second phase being the South of Market/downtown/Chinatown subway segment), passes through many districts in its 5.5-mile journey from downtown to its southern terminus at Visitacion Valley. There are many planning efforts currently underway in the corridor with an eye to linking new development to this improved transit service. A city is composed of all sorts of uses and activities, and transit must support it all. Indeed, San Francisco has a strong Transit First policy requiring this; while each neighborhood in the corridor has a different balance of uses, the corridor overall will have potential to absorb a significant portion of projected growth for all sorts of housing and jobs over the next 20 years. Based on these planning efforts currently underway, a potential for over 17,000 new units of housing are anticipated within the entire Third Street corridor, along with over 50,000 new jobs. Based on historic and projected average annual housing production in San Francisco along with regional forecasts of housing demand, this corridor itself could accommodate the entire city's housing production for the next eight to twelve years. Following is a summary of these efforts:

DOWNTOWN NEIGHBORHOODS INITIATIVE

At the northern end of the Third Street corridor, efforts by the Planning Department to create a new downtown neighborhood and open up portions of South of Market to mixed-use housing will yield potential for up to 6,500 new housing units. This effort will unify disparate planning efforts and propose land use, urban design, transportation, and open space programs to make the area appropriate for significant new mixed-use residential neighborhoods. This area will continue to see employment growth with over 11,000 jobs being planned for along this corridor in downtown.

MISSION BAY

Just south of downtown, Mission Bay will be built by Catellus Development (coordinated through the Redevelopment Agency) with 6,100 new housing units. Mission Bay will also house 10.2 million square feet of commercial and institutional/educational space (including a new UCSF campus), which translates into over 32,000 jobs. In fact, development (residential and non-residential together) is planned to be intensive enough in Mission Bay as to justify dedicated service specifically for the northern portion of the corridor that will use a turnaround loop at 18th Street.



3rd Street Light Rail Corridor

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THE CENTRAL WATERFRONT

South of Mission Bay, the Planning Department's Central Waterfront Better Neighborhoods Plan (Draft for Public Review published December 2002) proposes rezoning industrial land in the Central Waterfront to create the potential for up to 1,500 new housing units in the next 10-20 years. Given that there are currently approximately 850 residents of the Central Waterfront in about 450 housing units, this proposal (which would accommodate 2,000-3,000 new residents) would triple or quadruple the population of the neighborhood. This significant increase in the area's resident population would well reach the critical mass necessary to achieve community goals of being able to support more neighborhood services and amenities. Further, proposed land use controls for areas designated for commercial and Production, Distribution, and Repair uses would allow a wide range of commercial activities, restricting only housing, downtown-scale offices, and big-box retail. This area is currently home to 6,000 jobs, with significant potential for more and varied non-residential activities (such as re-development of Pier 70 with community arts facilities of citywide attraction).



BAYVIEW/HUNTER'S POINT

South of Islais Creek, the Bayview neighborhood is part of the Planning Department's Eastern Neighborhoods rezoning process, which will likely convert large chunks of industrially-zoned land along the corridor for mixed-use housing development that complements the adjacent established neighborhoods. This effort will create potential for up to 2,300 new units of housing. In fact, minimum ratios of housing to commercial development will be applied to large parcels in certain stretches of the corridor to prevent the creation of low-density or stand-alone commercial development. The light rail investment will serve as a major catalyst for development in the Bayview.

VISITACION VALLEY

At the southern terminus of the rail line is Visitacion Valley, which has been the subject of a Planning Department community planning and rezoning effort for land on and around the former Schlage Lock site. Between 500-1000 units of housing and up to 100,000 square feet of commercial space are being planned for here.

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