

# Planning and Implementing Transbay

BC Expropriation Committee  
October 23, 2015

Joshua Switzky

**San Francisco**  
**Planning**



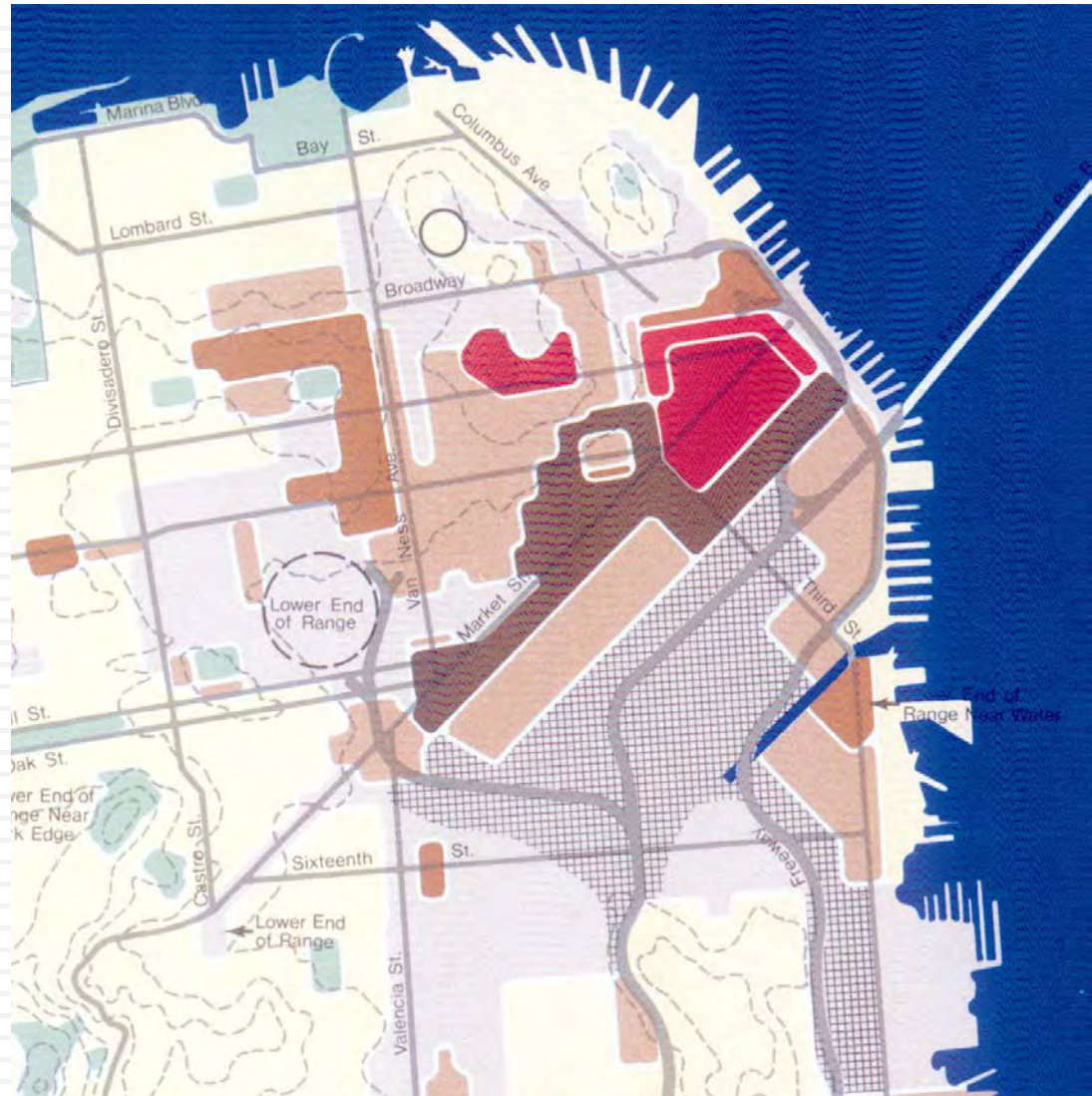
# Foundational Plans



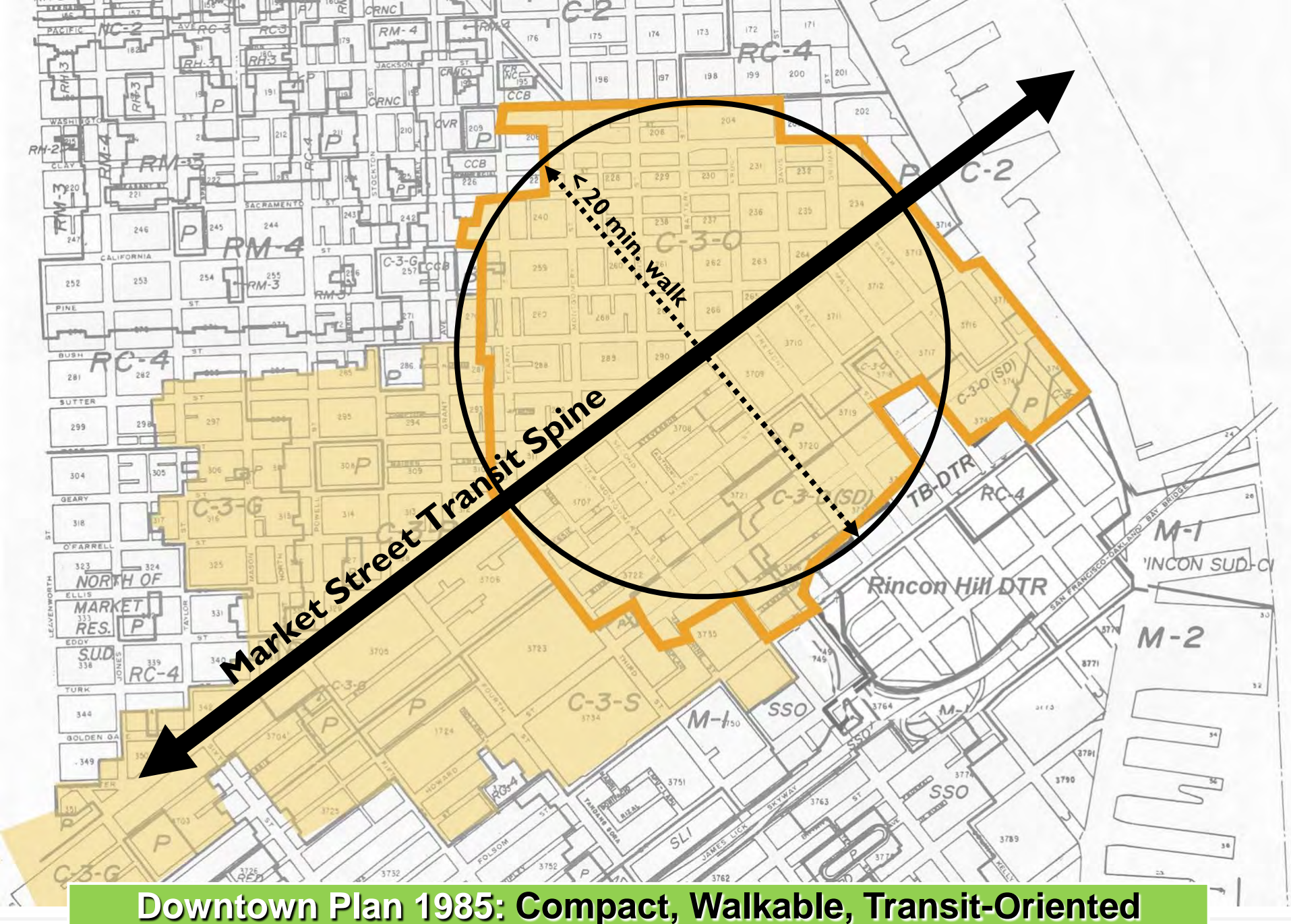
**1972**



**1985**







# Downtown Plan: Transportation

## Downtown Plan Goals

1. Increase Commute Transit Mode Share  
from 64% to 70%.
2. Increase Vehicle Occupancy  
from 1.48 to 1.66 persons/vehicle

## 2004 Downtown Monitoring Report

Mode Shares:

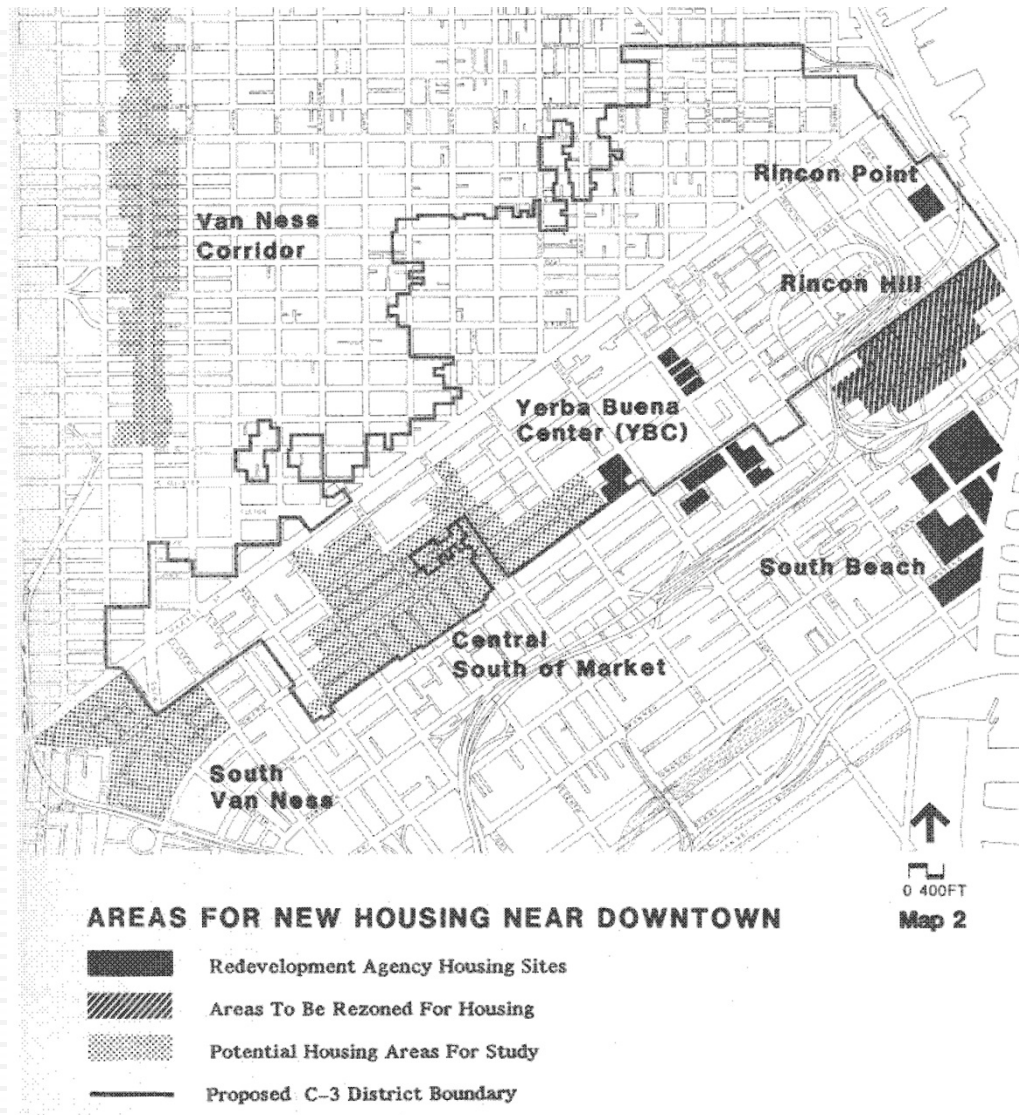
- 70% Transit
- 7.5% Carpool
- 10% Drive alone
- 6% Walk and bike

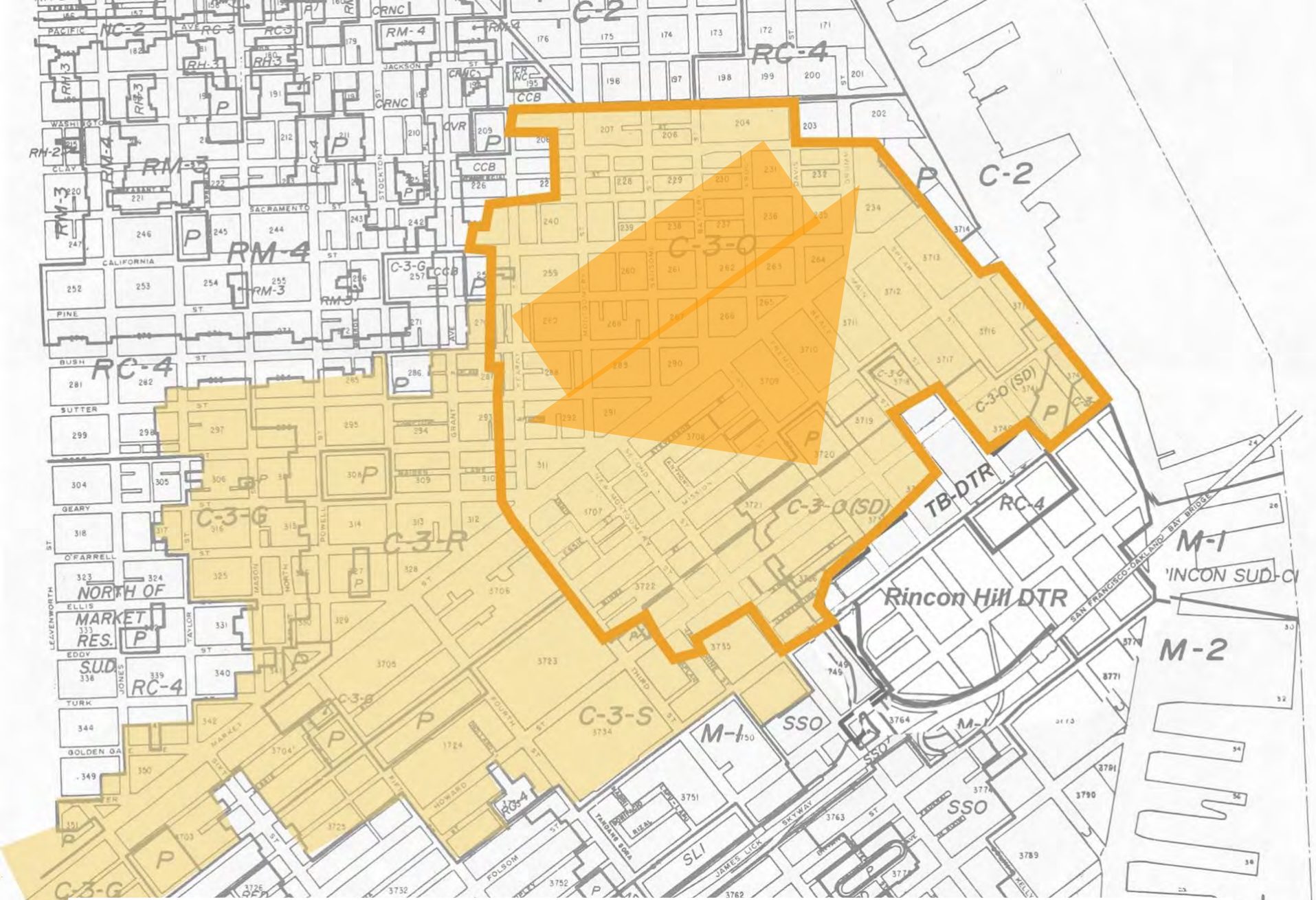
Vehicle Occupancy: 1.2 – 1.4 persons/vehicle





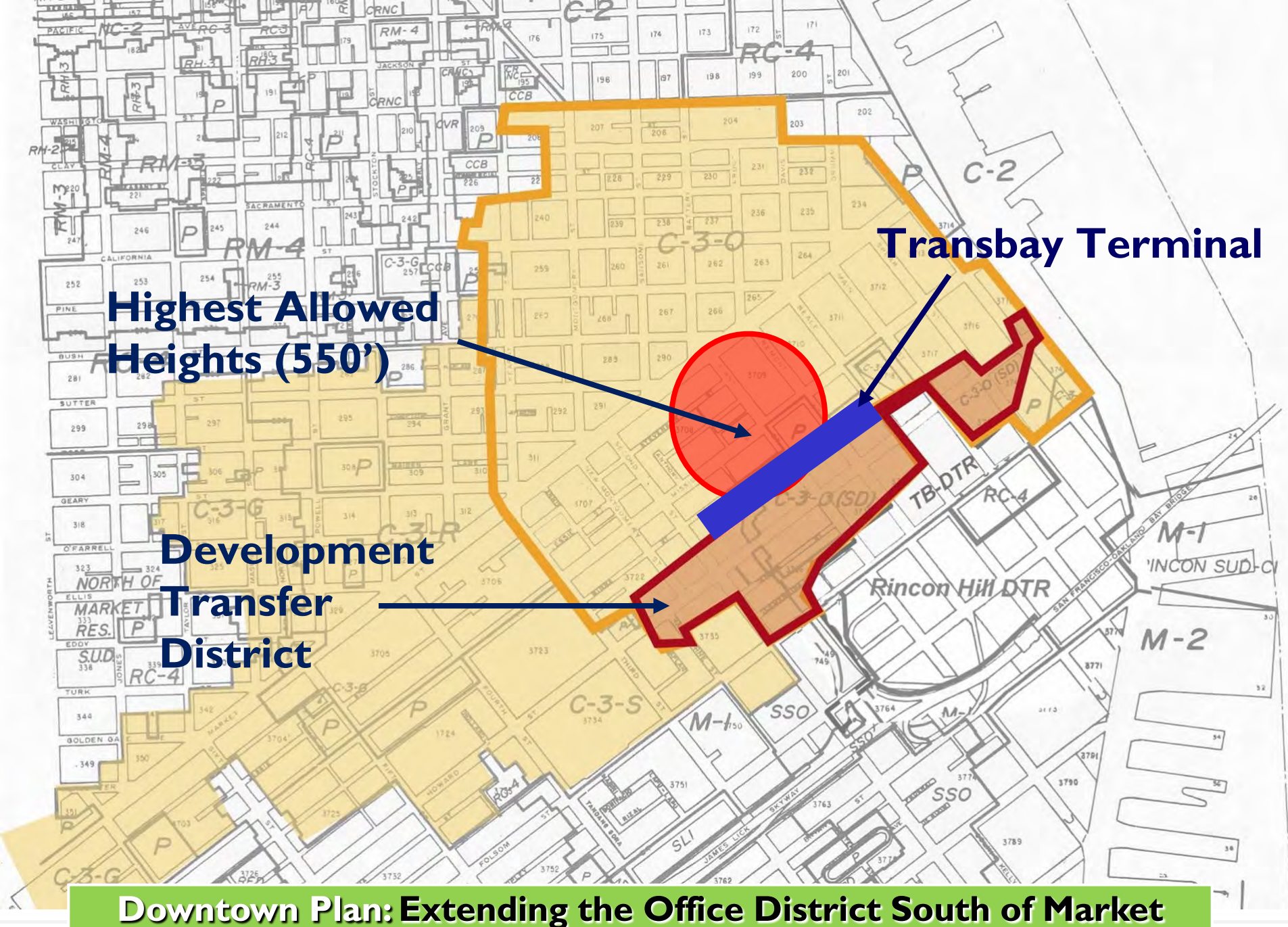
# Downtown Plan: Housing





**Downtown Plan: Extending the Office District South of Market**





**Transbay Terminal**

**Highest Allowed Heights (550')**

**Development Transfer District**

**Downtown Plan: Extending the Office District South of Market**



# Embarcadero Freeway

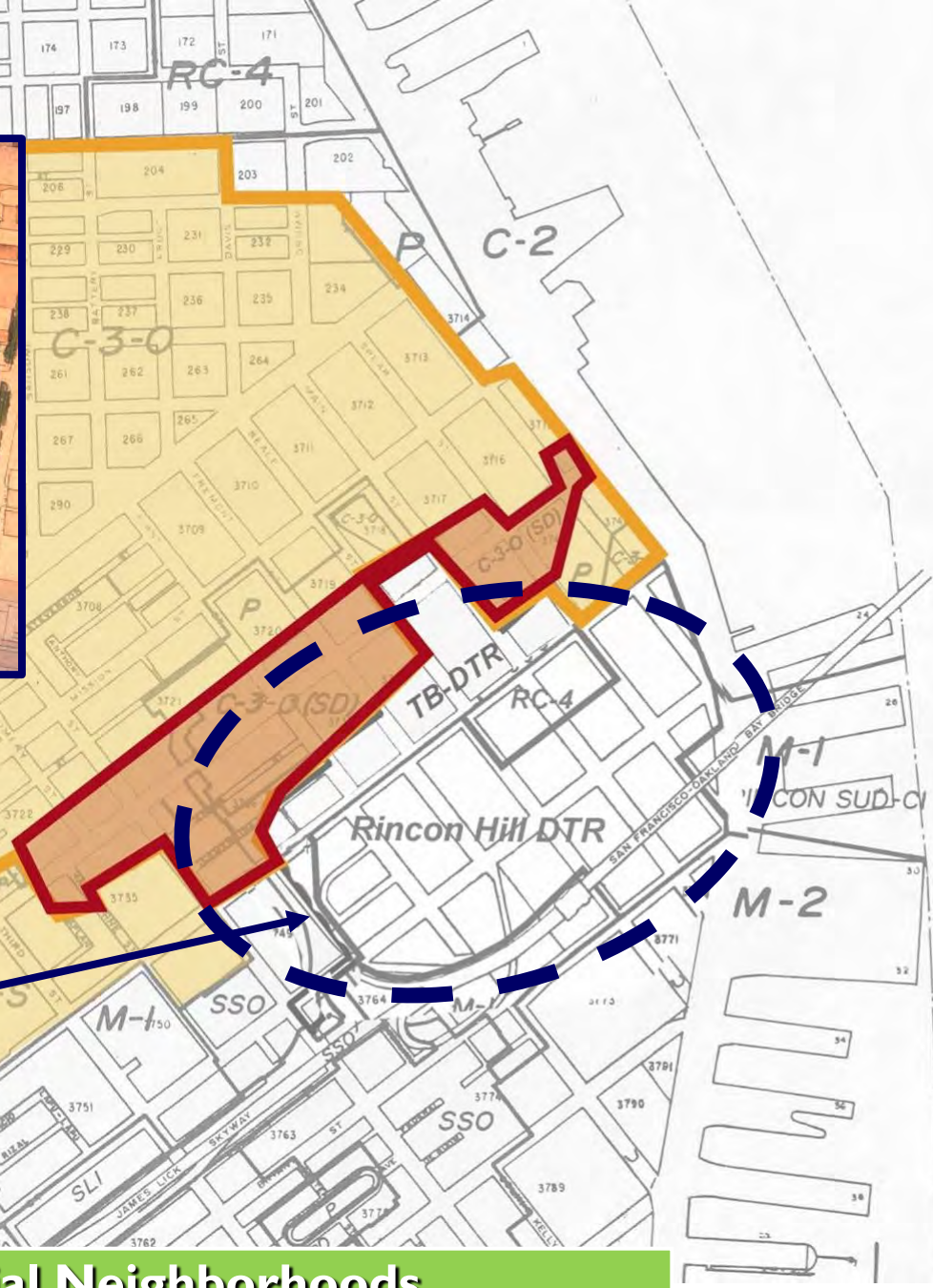
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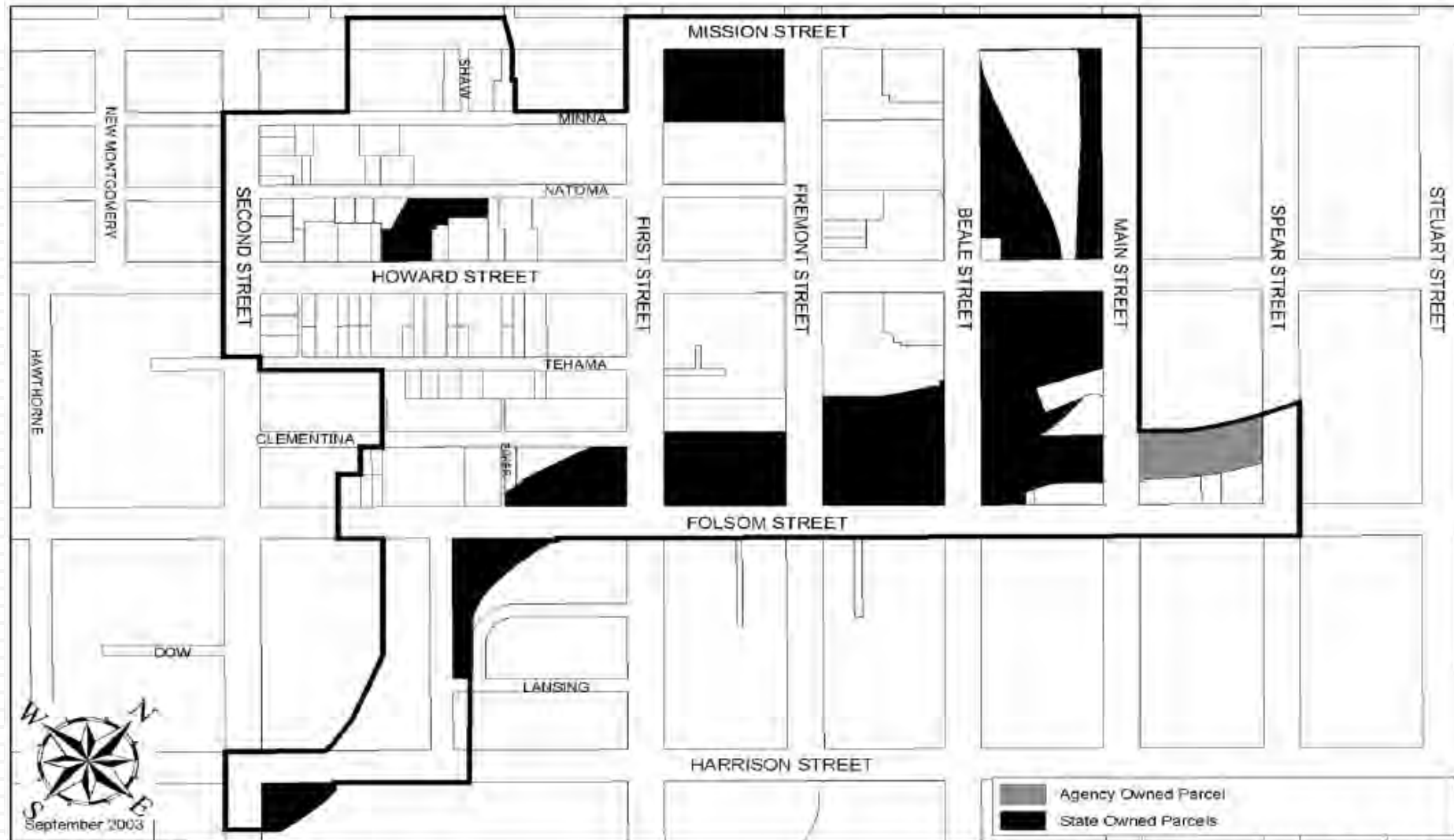
# Transbay Redevelopment and Rincon Hill Plans (2005)



## New Downtown Residential Neighborhoods

# Transbay Project Area

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# Development Model

Residential Podium  
Sets Back at the Ground  
and Upper Stories to  
provide semi-public  
transitional spaces

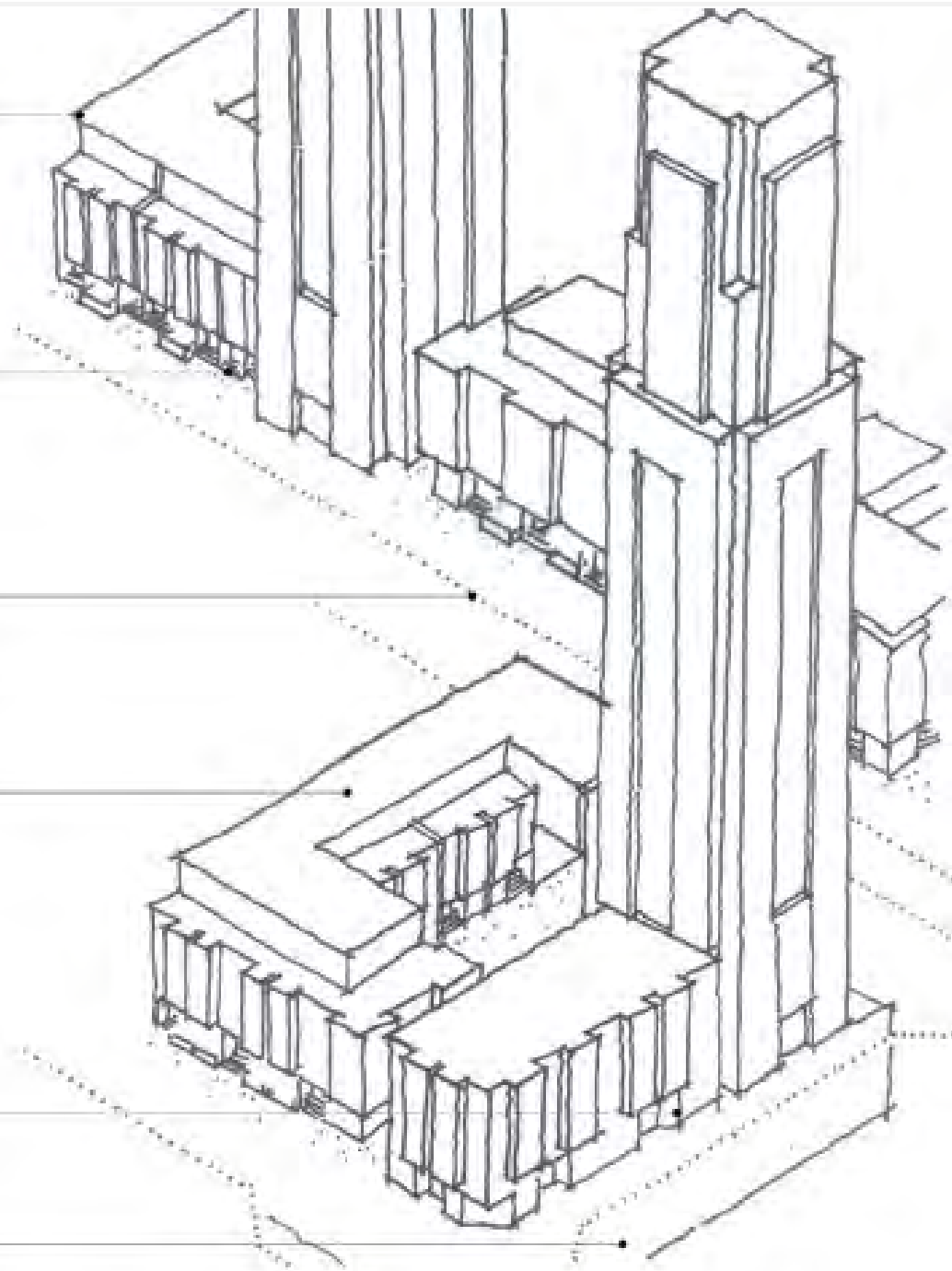
Individual Residential  
Entries Engage  
the Street

Widened Sidewalks  
and Traffic-Calmed  
Streets

Rooftop, Courtyard  
and Terraced  
Open Spaces.  
Public open spaces  
should be at-grade

Ground Floor  
Retail Lines  
Folsom Boulevard

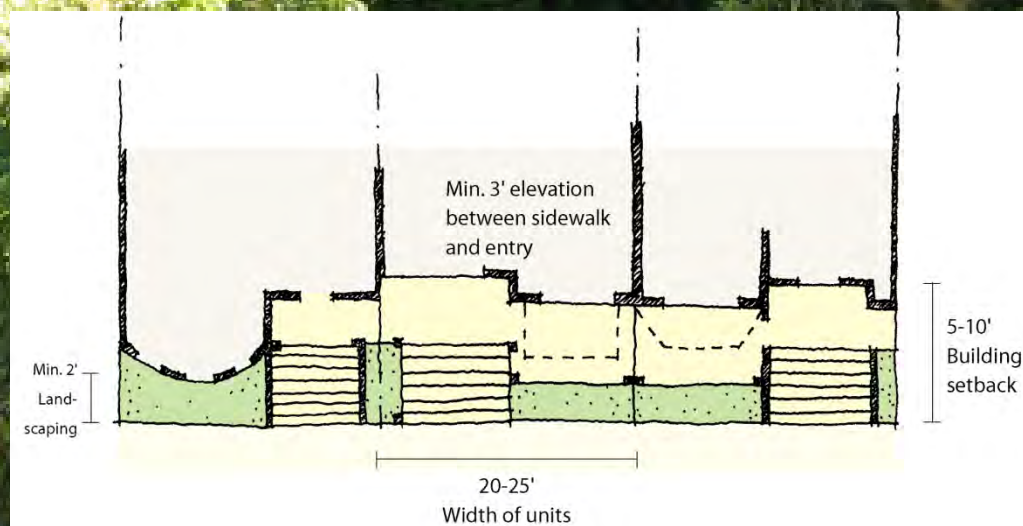
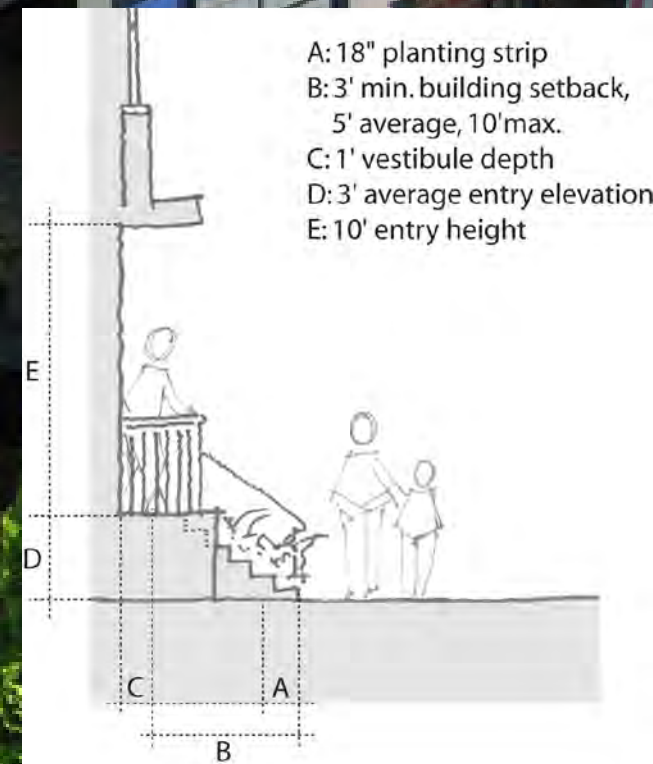
Parking  
Underground



# Neighborhood Quality

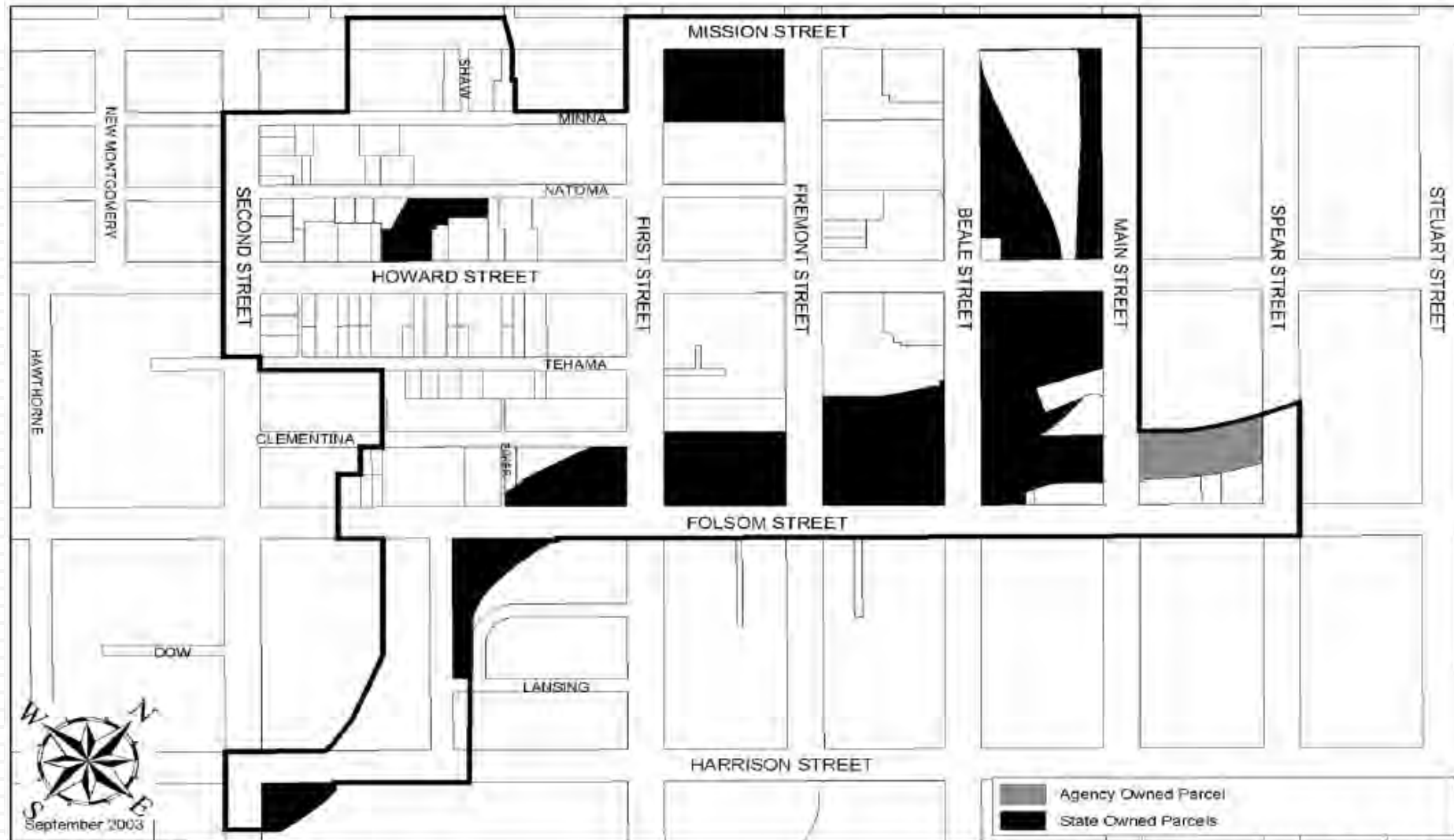






# Transbay Project Area

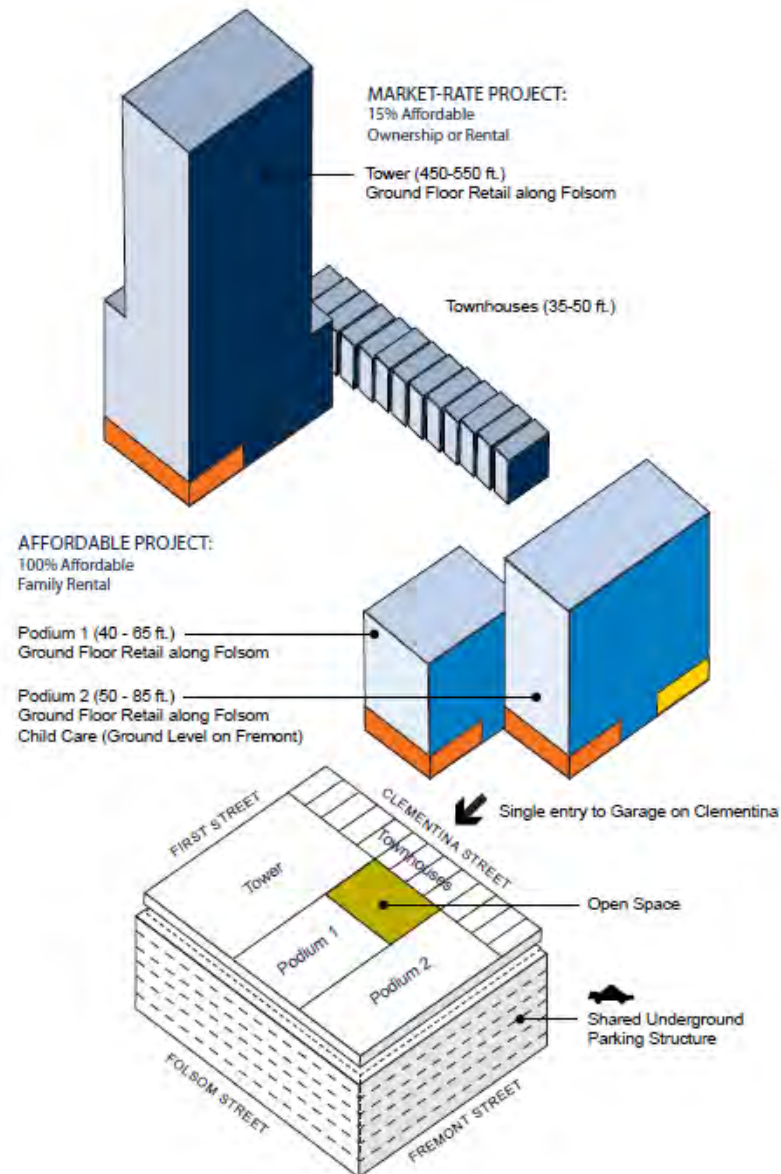
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# Residential Development Program

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# Block 8: Tower portion

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- Tower Height: 55 stories
- Market rate units: 396  
(116 condos + 280 rentals)
- Inclusionary units (bottom 7 stories): 70
- Inclusionary units are developer subsidized (50% AMI)





# Block 8: Podium + Townhomes

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- 100% Affordable podiums + townhomes
- 6-8 stories
- 80 units
- 50% AMI
- OCII Subsidized with \$200,000 per unit



# Block 8: Typical Project Terms

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- Site size: 50,000 sf
- 3 RFP Respondents
- \$500,000 Initial Deposit
- \$2M Deposit at DDA approval
- Land Price: \$71M paid after entitlement approvals
- Retail SF: 18,000

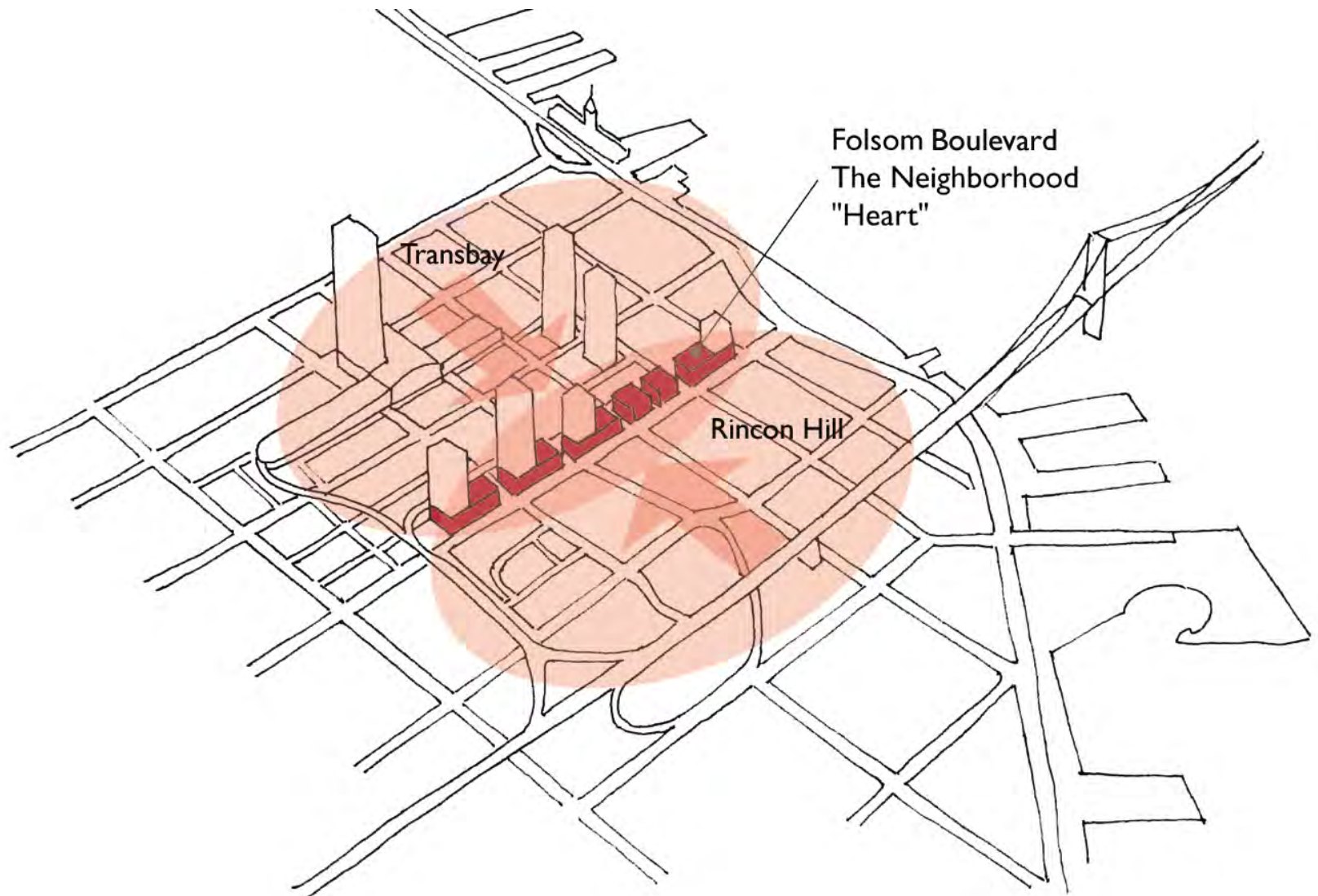
Residential Unit Schedule		
Unit Type	Units	Percent of Total
Market Rate-Tower	396	73%
Inclusionary-Tower (Bottom 7 stories)	70	13%
Affordable in Adjacent Podiums (6-8 stories)	80	15%



## Block 8: Typical Project Terms Cont.

- ❑ \$2M Reimbursement for Street Improvements
- ❑ Tax increment paid based on construction completion schedule
- ❑ OCII right of repurchase of land if developer doesn't meet construction start schedule
- ❑ 14 months from RFP to project approval
- ❑ 2 years from RFP to construction start

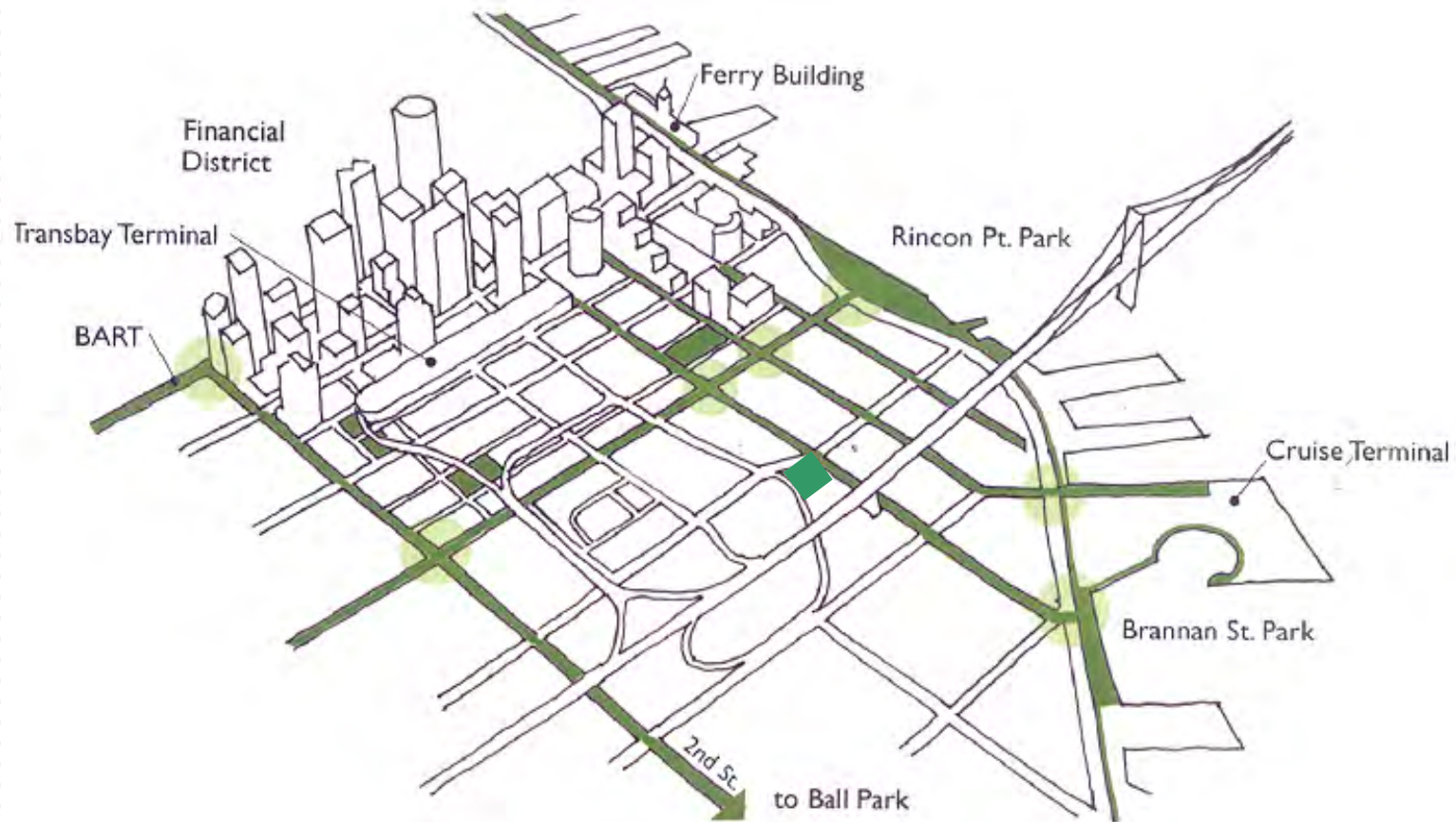
# Neighborhood Heart: Folsom







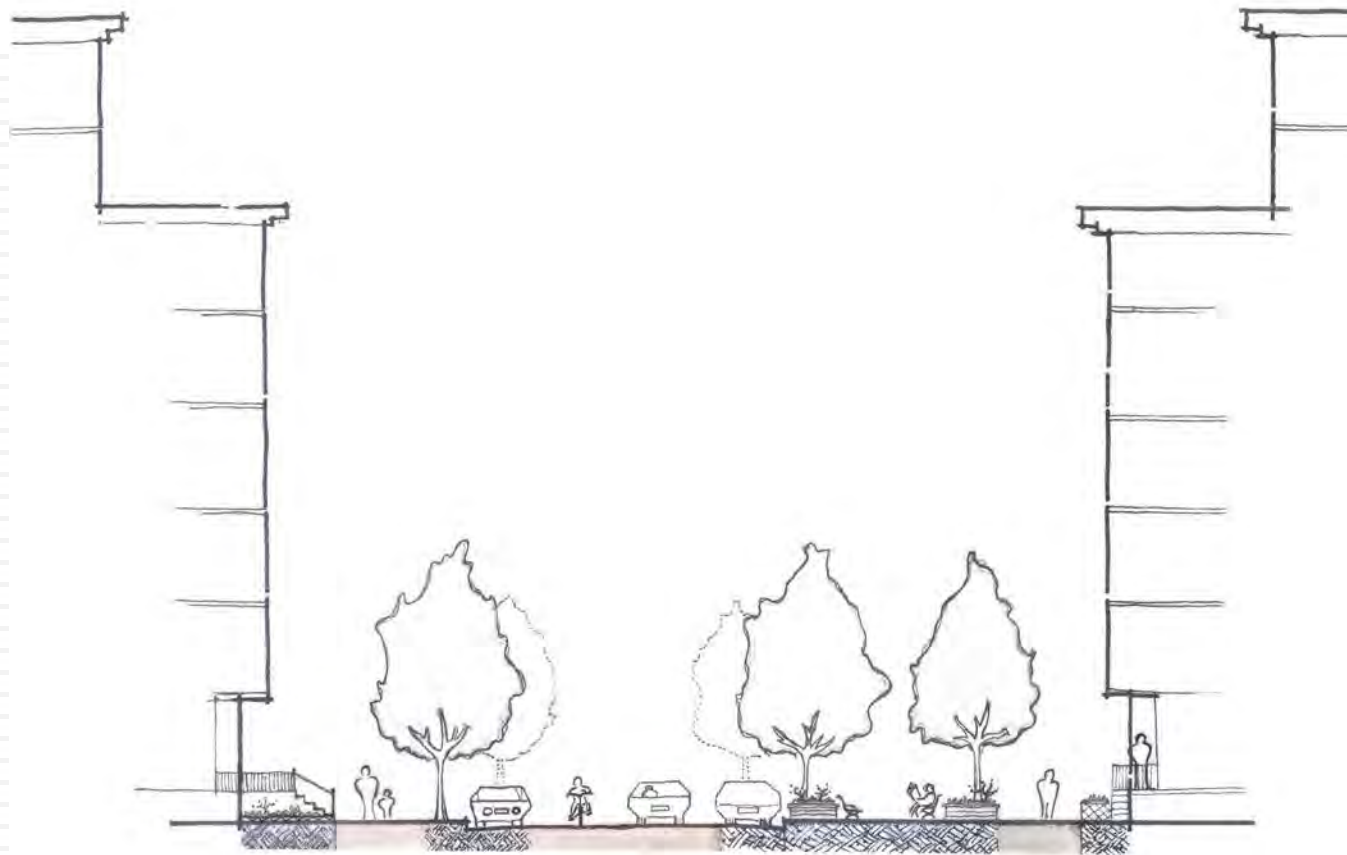
# Public Realm System







# Living Streets



10'	15'	7'	22'	7'	21.5'	10'	5'
Max. Setback for Residential Stoops/Landscaping	Sidewalk	Parking/Sidewalk bulb	Travelway (Bi-directional)	Parking/Sidewalk bulb	Sidewalk/Useable Open Space (e.g. garden, tot lot, etc.)	Sidewalk/Walkway	Min. Setback for Residential Stoops/Landscaping
82.5'							

Right-of-way for  
Beale, Main, and Spear Streets





# Folsom Street

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# Under Ramp Park

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## Overhead Ramps



# Under Ramp Park

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Illustrative Plan

# Under Ramp Park

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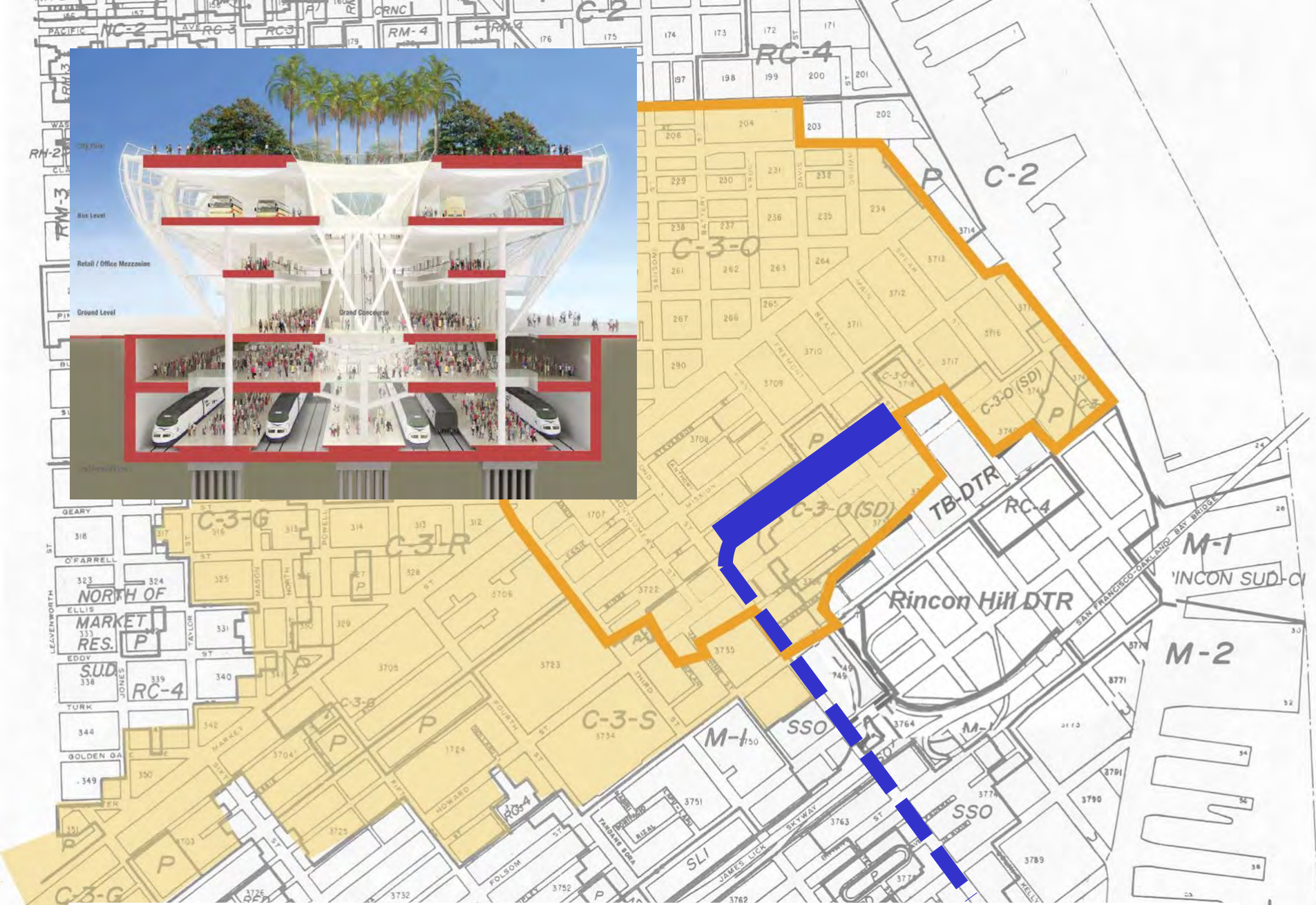
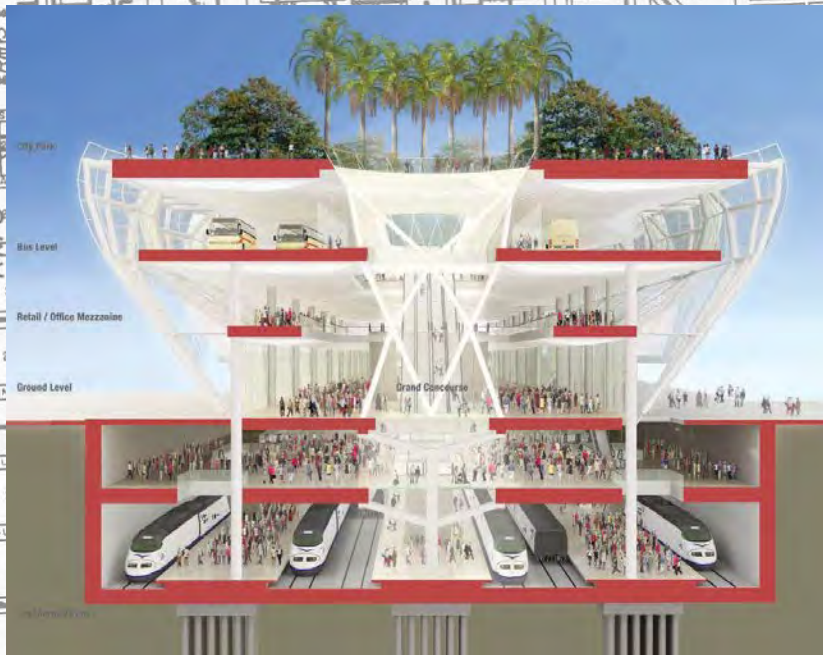
View from First Street Looking West



# Transbay Park







**Major Regional Transit Investment: Transit Center and DTX**







# Transbay Terminal





# Transbay Terminal





# Transbay Transit Center Project







**BUILDING SECTION**



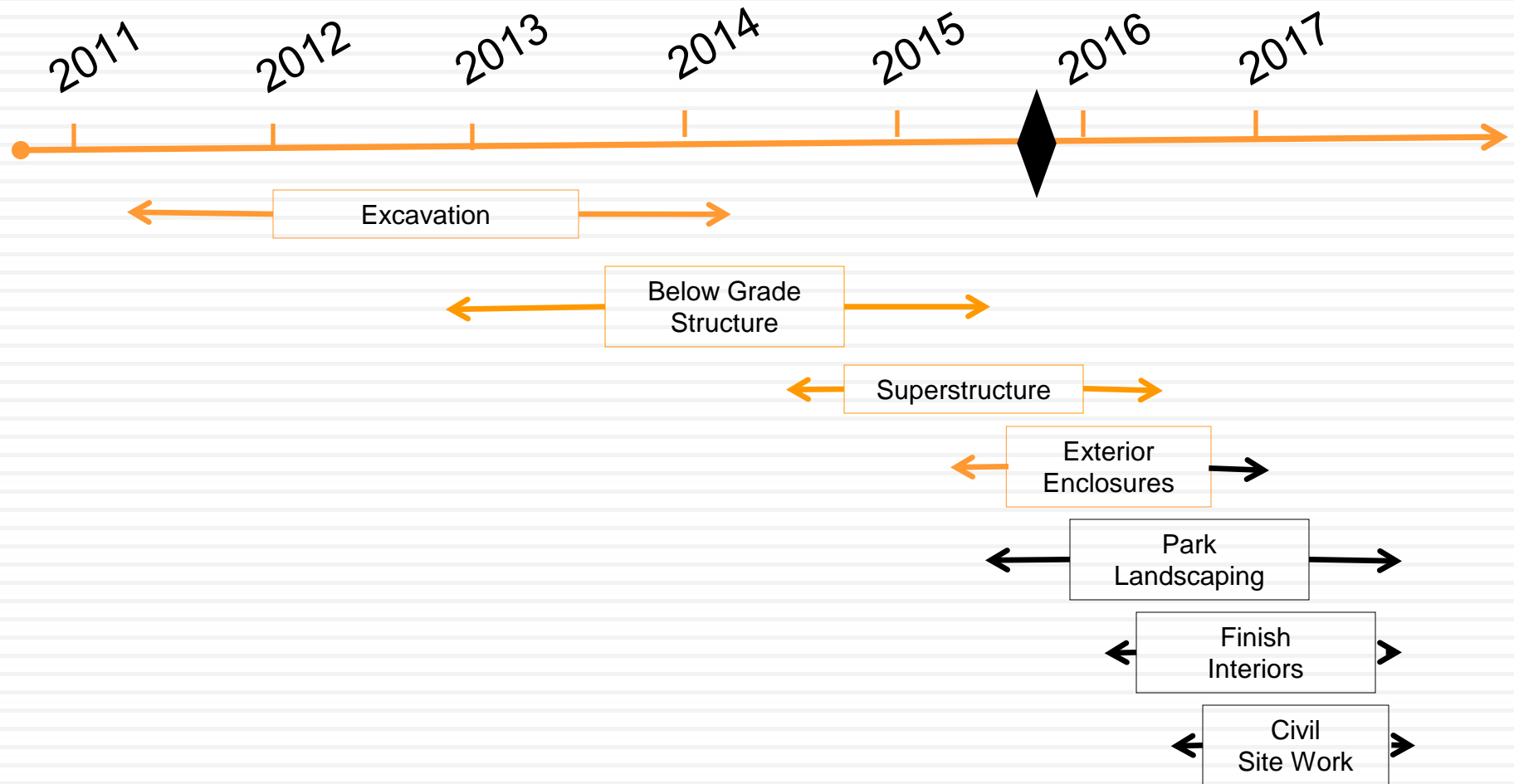




# City Park




# Phase 1 Construction Timeline Summary





# Train Platform Level



100,000 cubic yards of  
concrete poured in the  
Trainbox from Q4 2013 to  
Q1 2015



# Structural Steel Installation (Q4 2014 - Q1 2016)



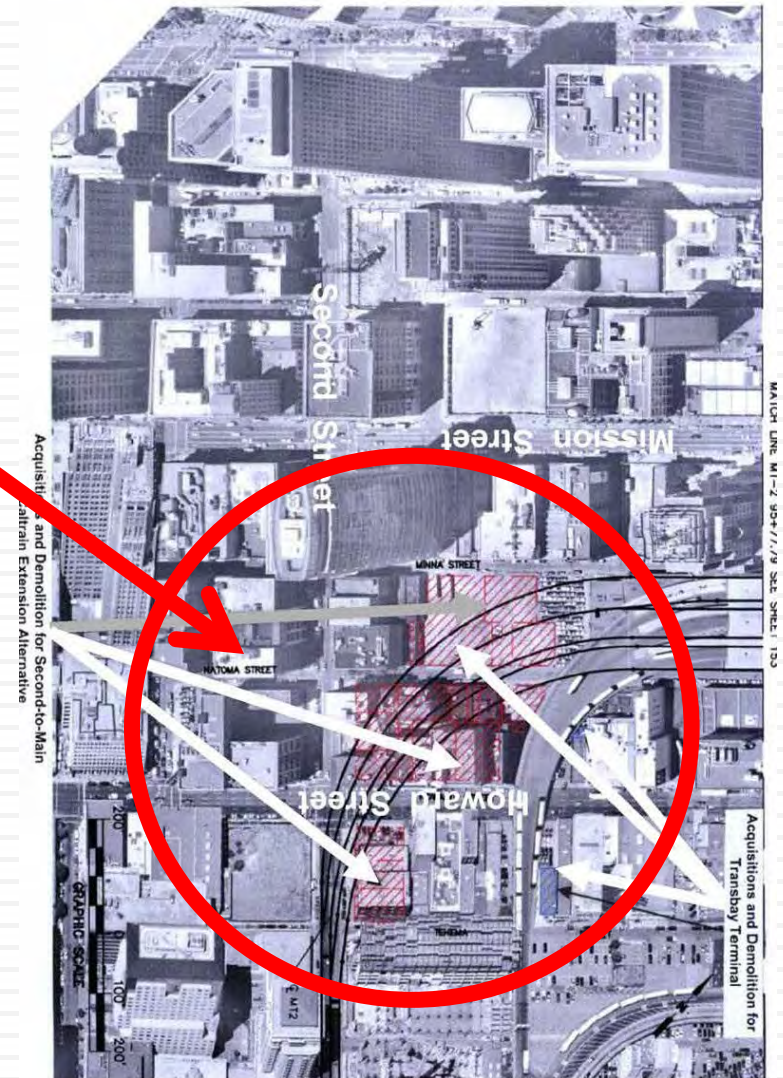


# Light Column Installation



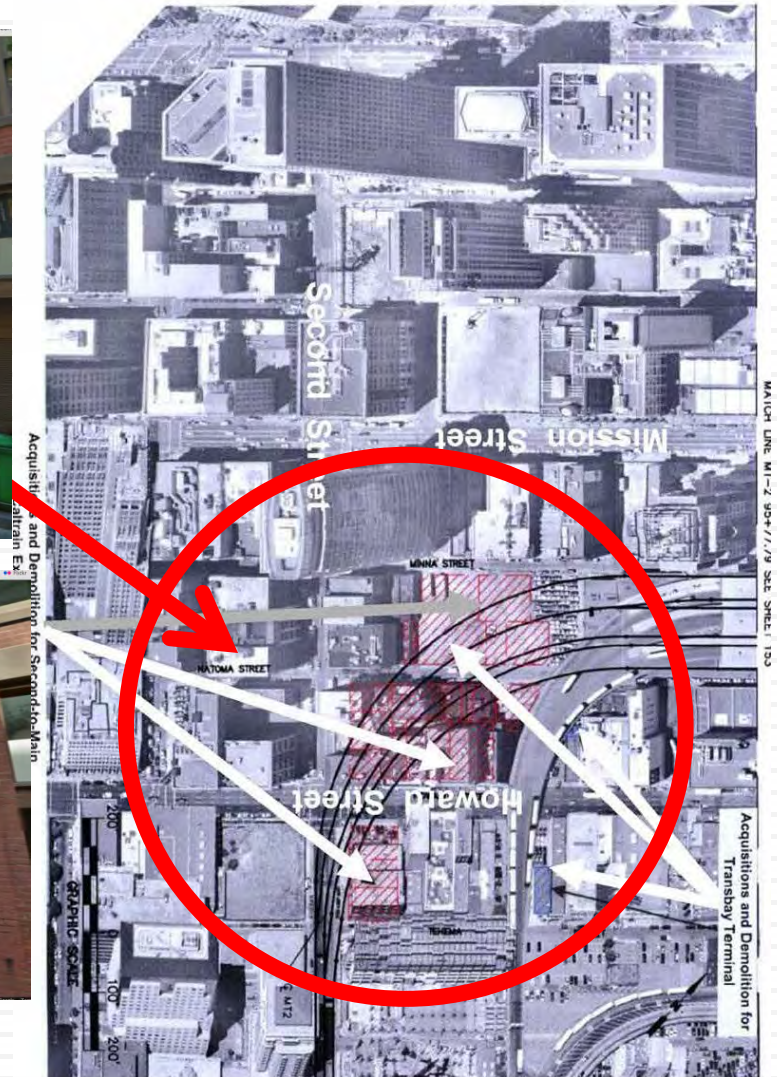
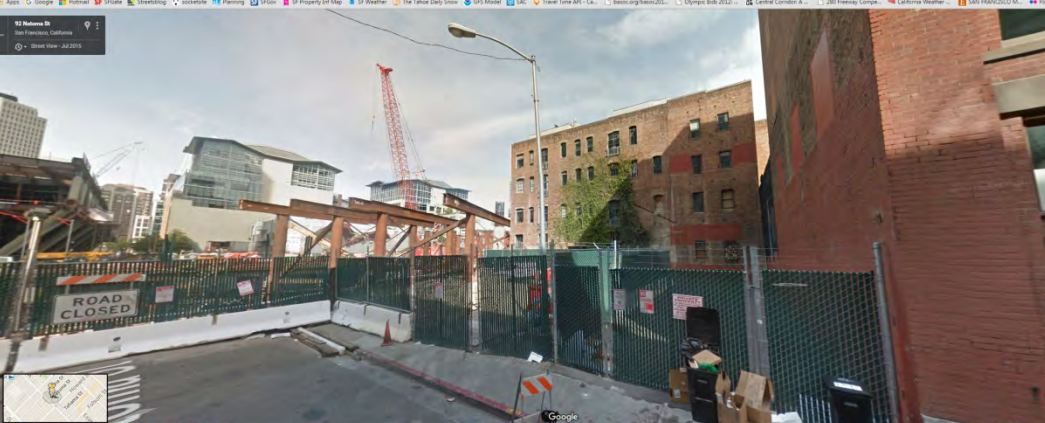


# Property Acquisitions



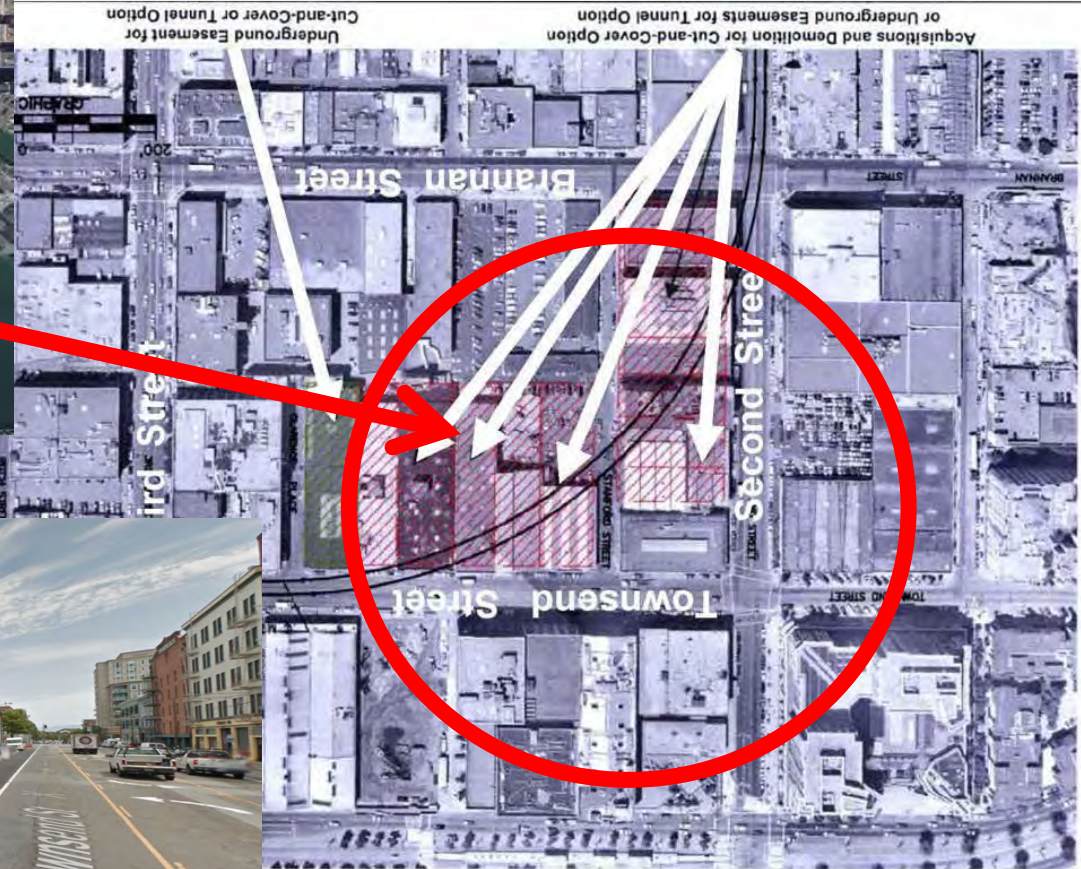


# Property Acquisitions

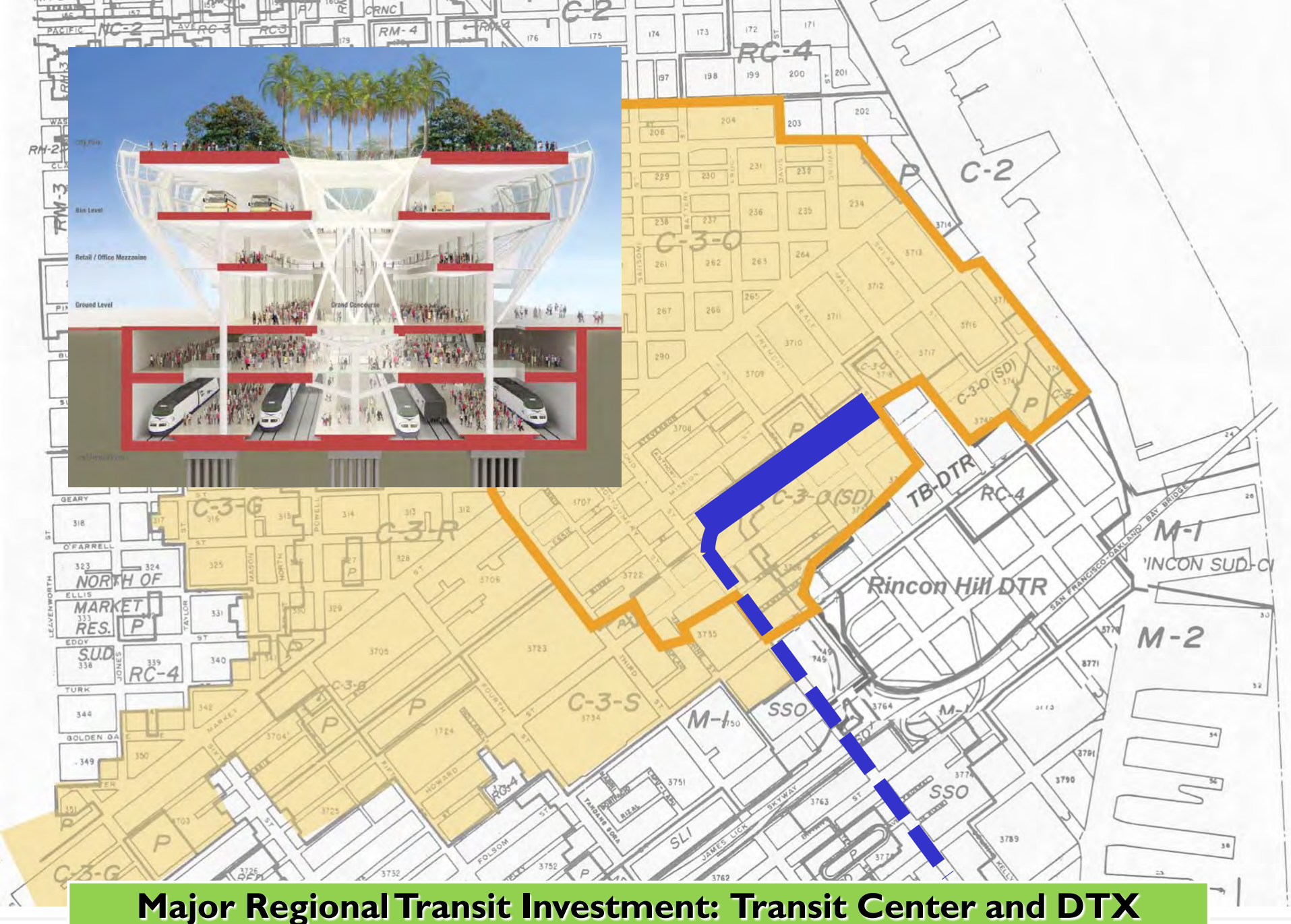
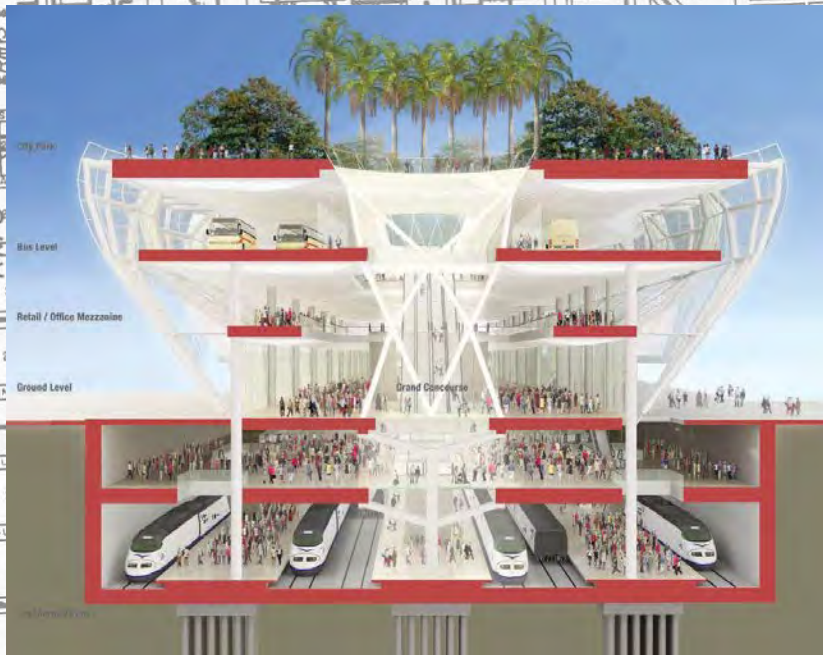




# Property Acquisitions







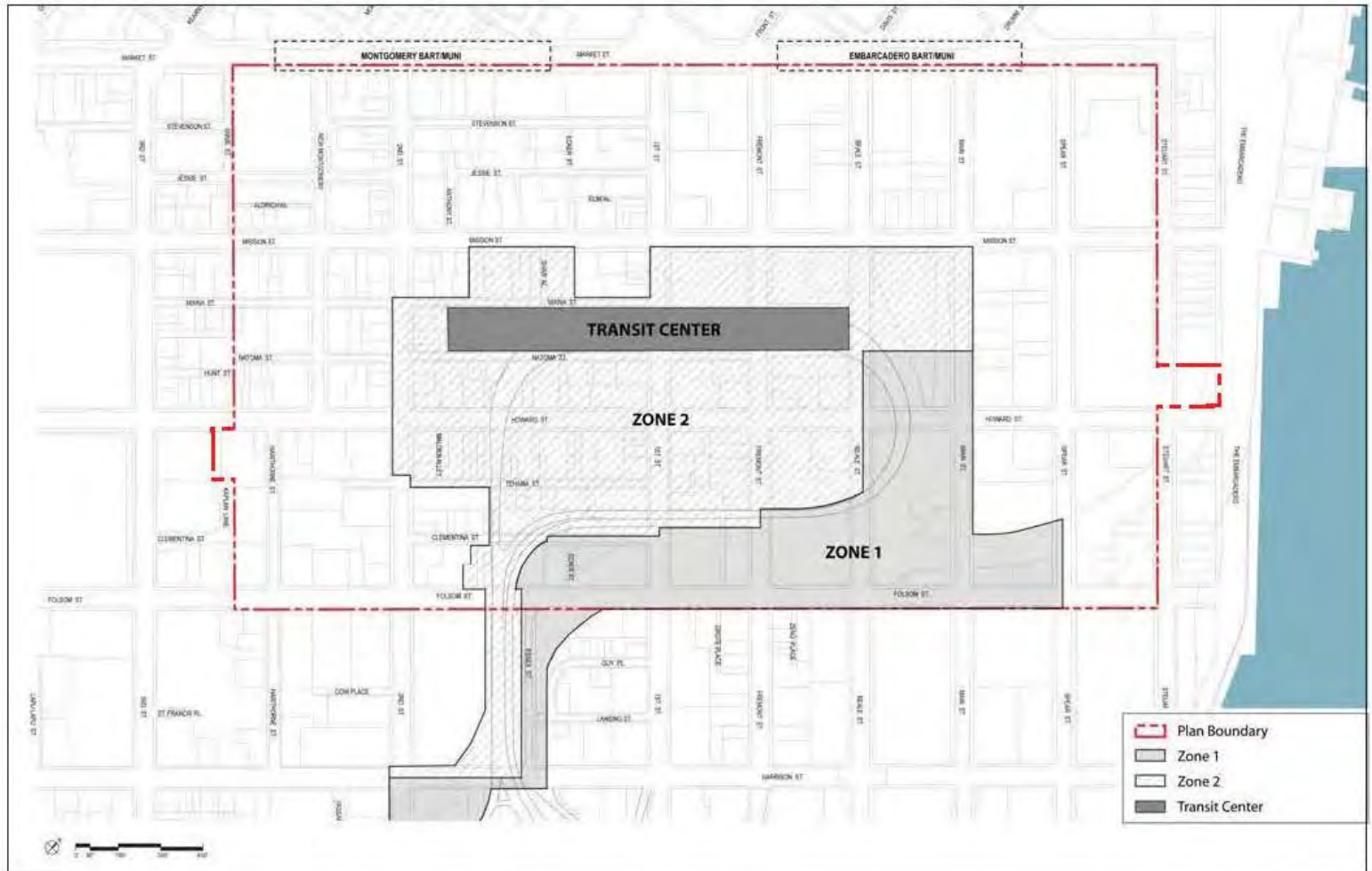
## Major Regional Transit Investment: Transit Center and DTX

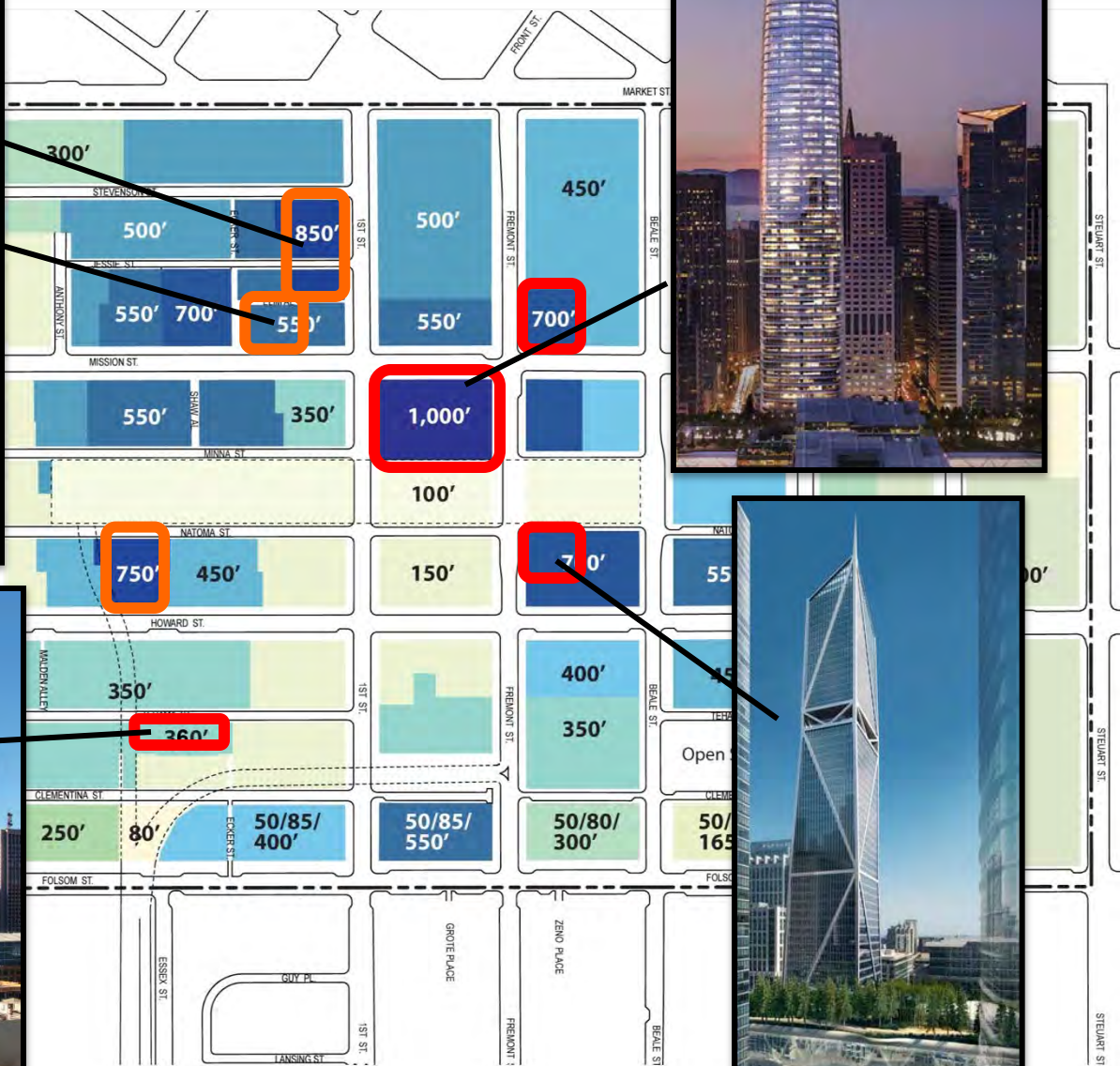
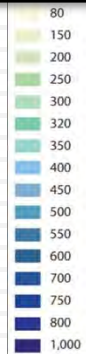
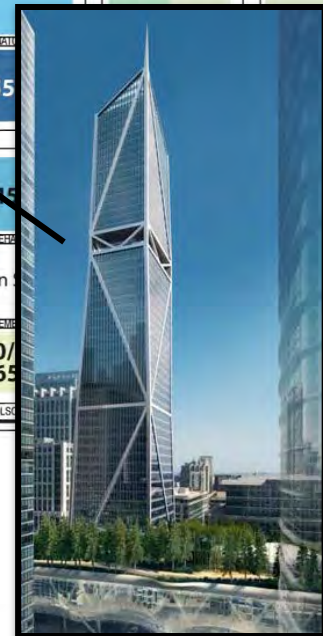






# Transit Center District Plan









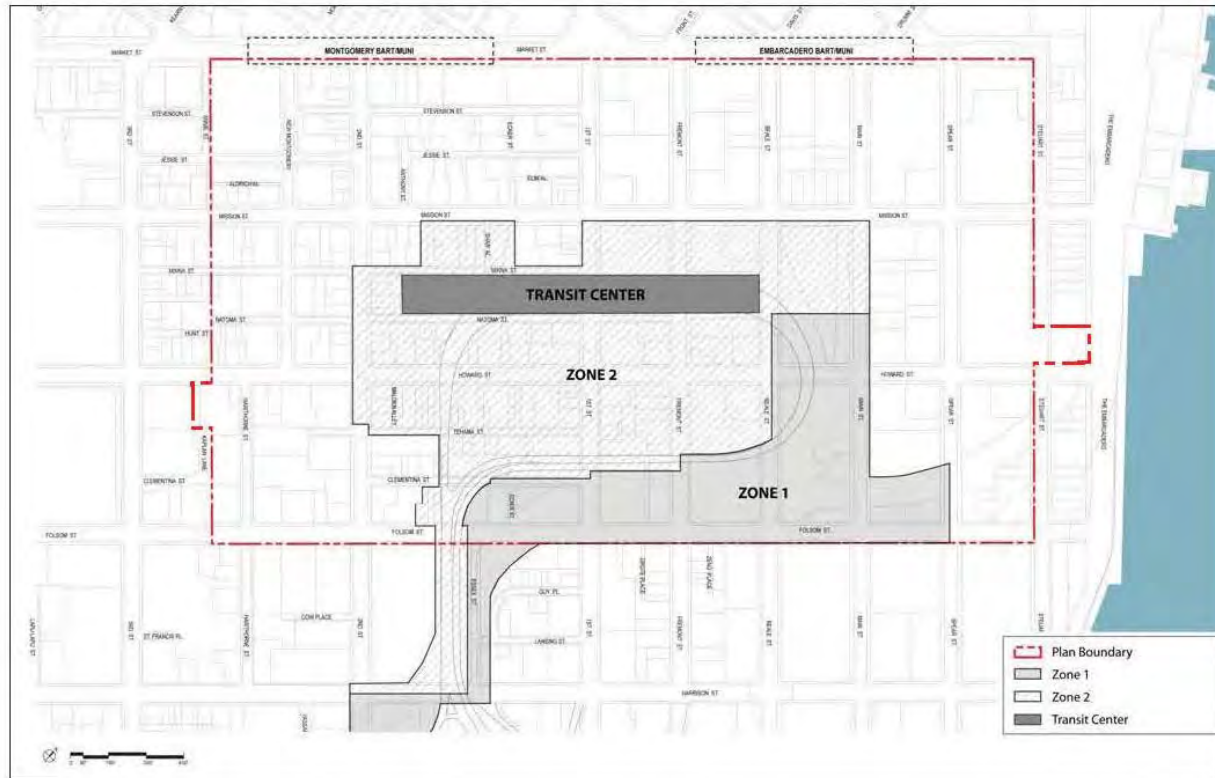




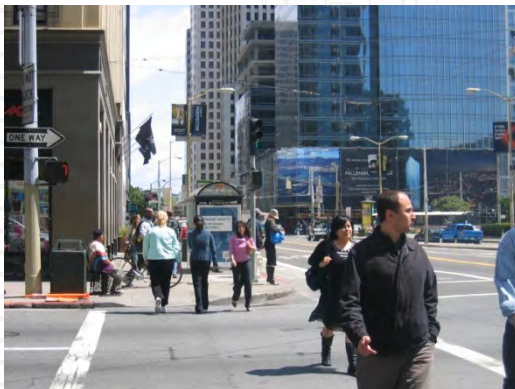
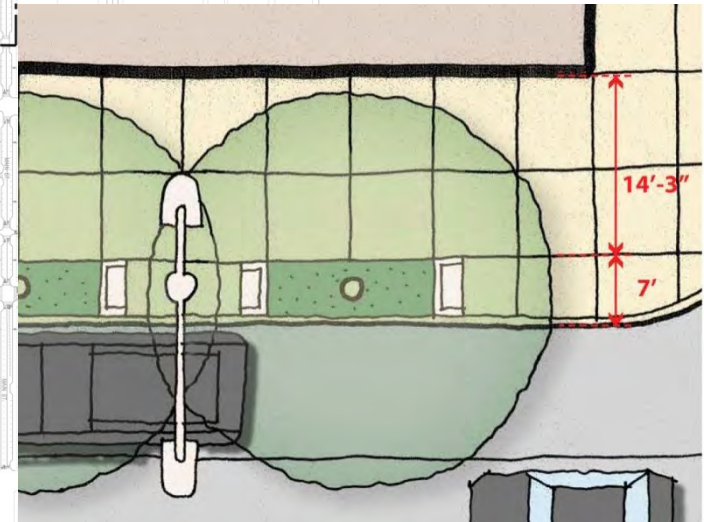
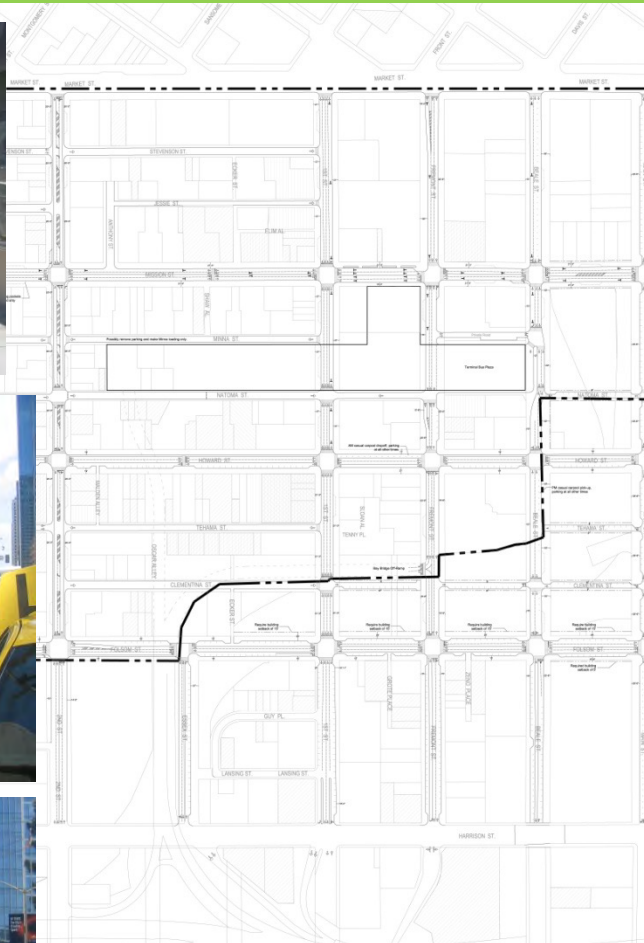


# Overall Development Program

- 4,300 new housing units (7,000+ including Rincon Hill)
  - Over 1,300 affordable in Transbay (35%)
- 6.5 million s.f. of new office development
- 1,000+ hotel rooms
- 200,000 s.f. of new retail space



# Public Realm: Streets and Circulation



- Notes:
- Curb bulb-outs are conceptual, and may be removed where necessary
  - Location and size of building footprints to be determined, dependent on land uses, ultimate locations, etc.
  - 7' - transit-only lane





# Public Realm: Streets and Circulation

- Expand and Improve Transit lanes
- Widen and Improve Sidewalks
- Create Mid-block Signalized Crosswalks
- Enhance bicycle facilities









**...and provide an additional \$12.5+ million for open space improvements outside of the Plan Area.**

# Public Improvement Costs (excl. Zone 1/OCII)

## ★ **Streets and Pedestrian Circulation (est. \$278m)**

- Sidewalk widening and mid-block crossings
- Streetscape improvements
- *Underground TTC-BART/Muni pedestrian connector (\$125M)\**

## ★ **Transit and Other Transportation (est. \$2.6B)**

- *Downtown Rail Extension (\$2.54B)\**
- BART station capacity improvements
- Additional Traffic and Congestion Studies

## ★ **Open Space (est. \$117m)**

- *Transit Center Park (\$50M)\**
- 2<sup>nd</sup>/Howard Plaza
- Connections to Transit Center Park
- Improvements to other downtown parks

## ★ **Sustainable Resource District Utilities (TBD)**

- District Energy or CHP
- Recycled/Non-Potable Water

*\*Transit Center Program-related*



# Revenue Sources

- **Impact Fees: \$184 million**
- **Mello Roos CFD: \$807 million**
  - net bonding capacity
  - incl. Zone 1
  - 82.6% to TJPA

**Total estimated net new  
public revenue:**

**\$991 million**

- ★ **Denser, taller projects are more valuable and have greater feasibility to pay**
- ★ **Open Space Fees: \$2.74 - \$7.68/sf**
- ★ **Streets & Transit Fees: \$2.25 - \$33.50/sf**
- ★ **CFD Taxes: \$3.18 - \$7.36/sf**

# DTX Funding Plan

- **DTX elevated to regional New Starts priority in MTC's Regional Transportation Plan (RTP)**
- **Draft RTP approved May 17, 2012**

New Starts	\$ 650,000,000
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Bridge Tolls	\$ 300,000,000
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High Speed Rail	\$ 557,000,000
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San Francisco Obligation	\$ 450,000,000
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<b>Total</b>	<b>\$ 1,957,000,000</b>
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# DTX Potential Funding Sources

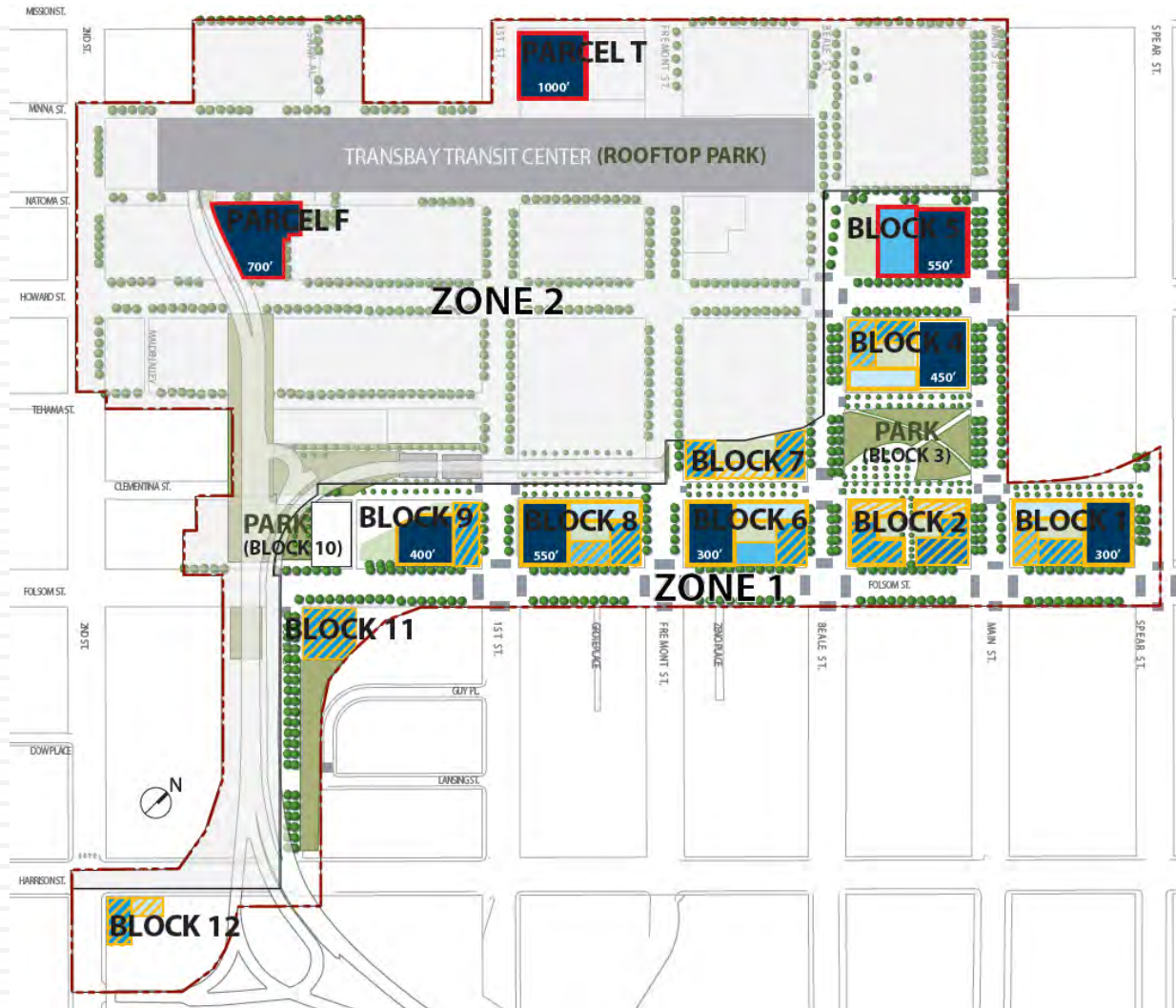
Funding Sources	YOE (\$ millions)	Status
San Francisco County Sales Tax	\$83	Committed
San Mateo County Sales Tax	\$19	Committed
Committed MTC/BATA Bridge Tolls	\$7	Committed
Regional Transportation Improvement Program (RTIP)	\$18	Committed
Mello-Roos Special Tax	\$365 - \$465	Approved
FTA New Starts	\$650	Subject to Federal Approval
New MTC/BATA Bridge Tolls	\$300	Subject to MTC/BATA/Voter Approval
Land Sales	\$10 - \$60	Contingent upon Sales
Tax Increment Residual (after repayment of TIFIA loan)	\$300 - \$400	Committed
Tax Increment Extension	\$370 - \$470	Subject to SF Approval
Future California High Speed Rail Funds	\$557	Subject to Federal/State Approval
Future San Francisco County Sales Tax	\$350	Subject to SF Voters
Potential Passenger Facility Charges or Maintenance Contribution	\$400 - \$600	Subject to CHSRA and/or Caltrain Approval
<b>Total</b>	<b>\$3,429 - \$3,979</b>	

- \$2.584B (\$YOE) DTX P3 project budget
- \$3.4B - \$3.9B (\$YOE) potential upfront funding sources and revenue streams over time

# Redevelopment Plan Funding (incl. Zone 2)

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- Land sales = \$650 million
- Redevelopment tax increment = \$675 million







THANK YOU