



# Transbay Transit Center

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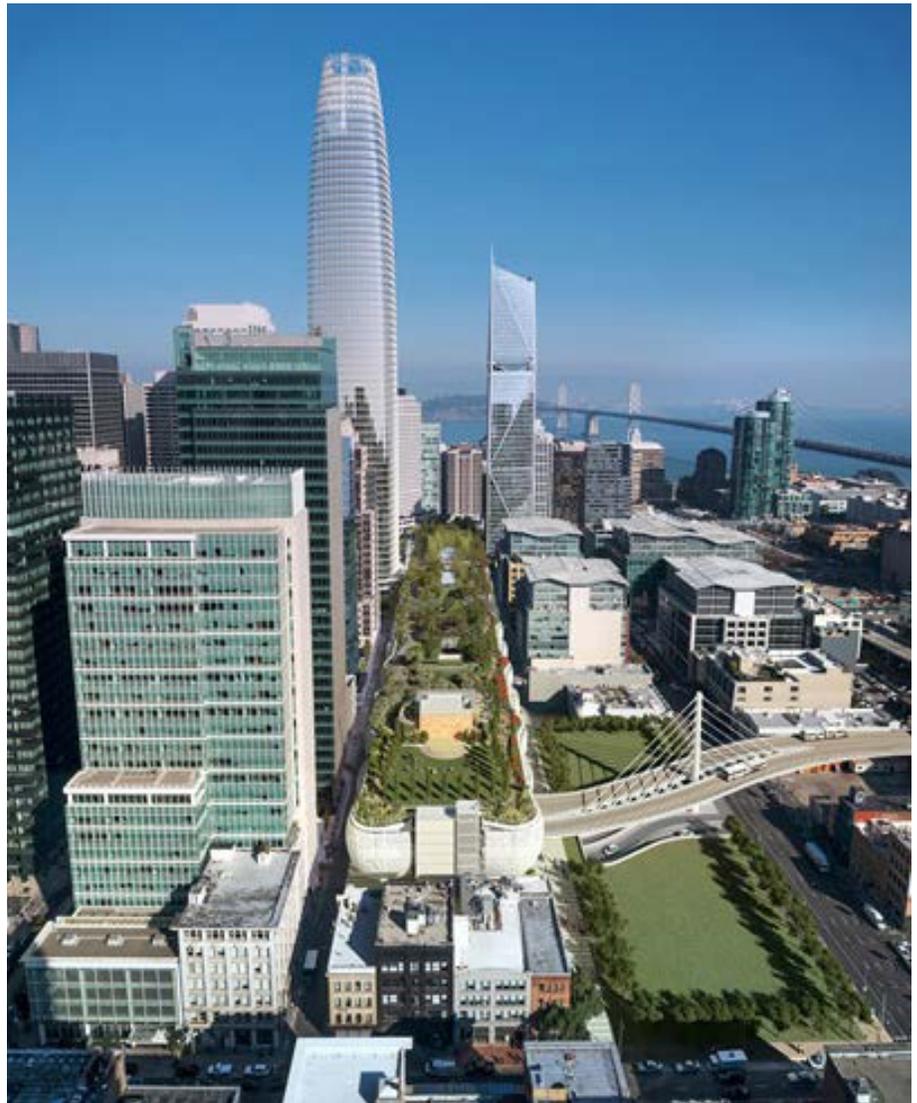
## Spring 2015 Newsletter

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### *Transbay Gears Up for Rare Public Auction to Sell Unique Development Parcel*

In 2013 the Transbay Transit Center Program made headlines with a \$192 million land sale, which at the time set a record in San Francisco. The Project will soon have a chance to make headlines again as the host of a rare event in the real estate world: a live auction.

On September 2, the TJPA will auction Parcel F, one of only two remaining parcels slated for private high-rise development in the burgeoning neighborhood around the future Transit Center. In the past, TJPA has sold parcels through a Request for Proposals process. However, strong interest from numerous developers and investors led to the decision to hold a live auction instead.



In this view of the future Transit Center, looking East, Parcel F is located adjacent to and east of the bus ramp cable stay bridge.

Industry experts explain that owners of real estate typically hold such public auctions only in very hot or cold markets. San Francisco is perhaps the hottest real estate market in the country. With the potential for yet another record-breaking sale, intense interest is expected from potential buyers. The live bidding at the auction should add a dramatic element to what is already one of the most exciting development opportunities of this decade.

“Parcel F is the only remaining lot directly adjacent to the Transit Center, a unique opportunity in the new Transbay District,” said TJPA Executive Director Maria Ayerdi-Kaplan. “In addition, this is the last remaining parcel with a direct pedestrian bridge connection to the 5.4 acre rooftop park.”

Auction participants must meet certain prequalification requirements, which can be accessed on the Transbay website at <http://transbaycenter.org/rfp/parcel-f>. The proceeds from the sale of Parcel F will be used for construction of the Transbay Program.

## ***Transbay Transit Center Steel Continues to Rise with Dramatic Leap Over Major San Francisco Thoroughfare***



Steel crosses over First Street connecting the western and central zones of the Project.

Since the first piece of Transbay steel rose above ground in November 2014, the future Transit Center's frame has rapidly taken shape. The massive steel structure has captured the interest of the public, who can frequently be seen snapping photos of the building. One recent Transbay milestone caused even the most casual observer to take notice: the crossing of steel over First Street.

The Transbay Transit Center will ultimately straddle two major thoroughfares in downtown San Francisco, First Street and Fremont Street, both of which are heavily trafficked by motorists on their way to and from the Bay Bridge. Though hemmed by construction on all sides, both streets had been open to the air until recently, when massive structural steel beams crossed the 104 foot width of First Street to connect the western and central zones of the future Transit Center.

As John King of the San Francisco Chronicle put it, "the show became impossible to miss."

Transbay crews worked for weeks in preparation for the First Street crossing, which was completed over Memorial Day weekend. First, crews had to complete the steel sections on either side of First Street, the so-called "goal posts." This was logistically challenging, as the powerful crane used to lift steel pieces as large as 54,000 pounds each had to back farther and farther into First Street in order to successfully reach the advancing work area. Eventually the street had to be closed entirely from 8:00 pm to 6:00 am each night so that the work could be performed safely over the street below.

Once the "goal posts" were complete, crews completed the First Street crossing in about 12 days.

"We have reached many construction milestones, but most of them have been underground," said TJPA Executive Director Maria Ayerdi-Kaplan. "We are glad that in this case our impressive progress was on display for all to see."

With the First Street crossing complete, steel crews will now return to day shift hours assembling steel in the Project's central zone. However, it will only be a few short months until August when preparations for the Fremont Street crossing will begin.

## **TJPA Completes Right-of-Way Acquisitions with Fair and Cost Effective Approach**

The TJPA reached another major milestone this May with the successful conclusion of a decade-long property acquisition program.

The Transbay Transit Center Project has a major footprint in downtown San Francisco, requiring the acquisition of 26 properties for right-of-way purposes over the last ten years.

Acquisitions were necessary for the construction of the Temporary Transbay Terminal, the throat structure of the future Downtown Rail Extension (DTX), the future designated bus ramp, and the west end of the Transit Center itself.

Out of the 26 properties acquired to make way for the Project, 13 were obtained through voluntary purchase and 13 were obtained through eminent domain. Although eminent domain was used in half of the cases, 25 out of 26 properties were acquired without the need for a jury trial. In the sole case where a trial was required to determine the amount of the compensation to be awarded to the property owner, the jury found that the fair market value of the property was only 3 percent above the TJPA's appraisal.

Transbay's efforts were also cost effective. The Project acquired all 26 properties at only 4-5 percent above the TJPA appraisal price, which is unprecedented for a major public infrastructure project. Public agencies often pay a premium over their own appraisal prices to avoid the risk and cost of litigation, but Transbay's approach significantly reduced the potential total cost of



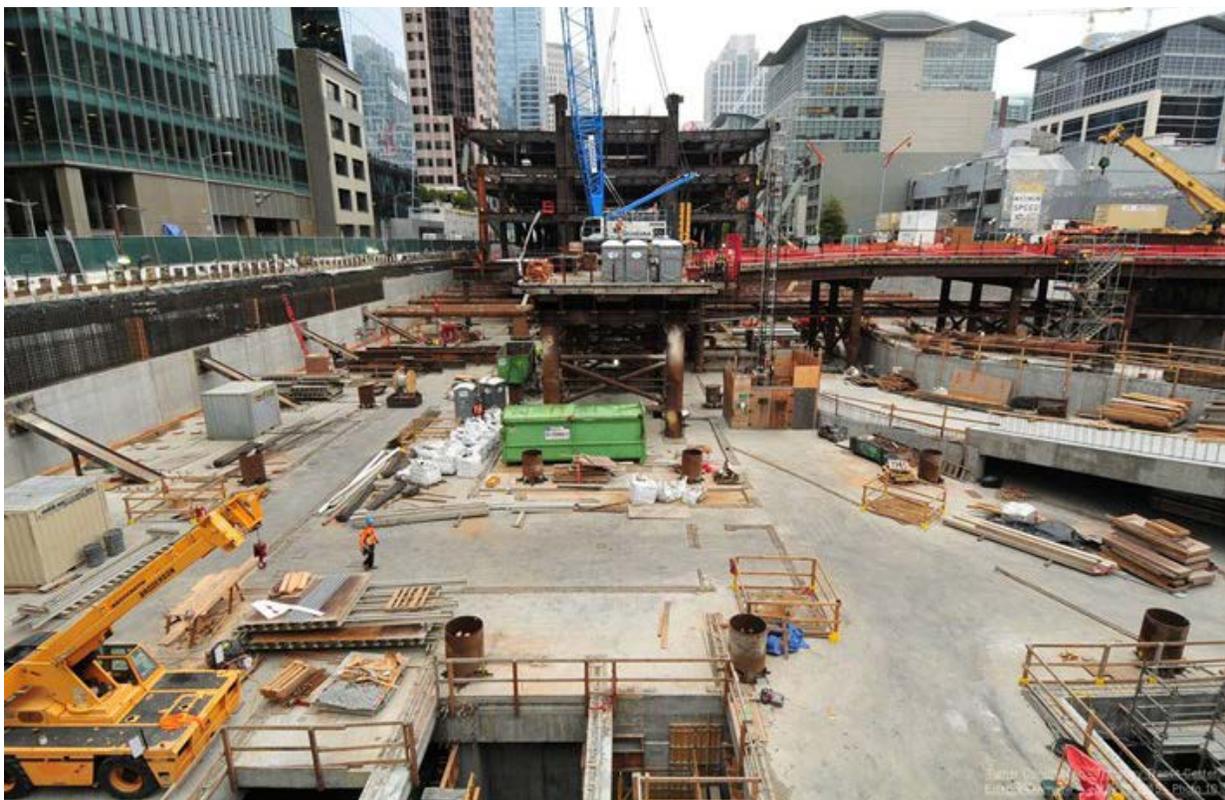
Property acquisitions allow for the Project to complete the designated bus ramp currently under construction.

acquisitions. The secret? Trustworthy appraisals and good-faith bargaining, according to TJPA Executive Director Maria Ayerdi-Kaplan.

“Our property acquisition program has been a remarkable success by any measure,” said Executive Director Ayerdi-Kaplan. “We commissioned only well-supported and transparent appraisals which helped to persuade property owners that they would receive fair compensation for their property.”

Executive Director Ayerdi-Kaplan also noted that she expects Transbay will be able to continue such success in right-of-way acquisitions during construction of the DTX in Phase II of the Project.

## ***TJPA’s Pathbreaking SBE/DBE Outreach on Display During Visit from SBA Administrator Maria Contreras-Sweet***



Concrete is now finished on the Lower Concourse, making way for completion of steel assembly.

Transbay marked yet another major construction milestone on May 30 with the final concrete pour for the Transit Center’s Lower Concourse level. The floor of the Lower Concourse, which stretches the entire four-block length of the future Transit Center, required over 20,460 cubic yards of concrete to complete. The total amount of concrete poured for the entire train box is nearly 100,000 cubic yards.

Crews finished the work in under a year, which is particularly impressive as much of the Lower Concourse work occurred during the busiest time on site to date. Crews assembled rebar and poured concrete even as other column and wall pours were conducted, continuous deliveries were made, and steel assembly occurred overhead.

On a site this large coordination is key, especially with regard to concrete, which must be poured continuously to maintain the integrity of the finished structure.

“Construction coordination meetings occurred more than once a week to synchronize the schedules of each subcontractor,” said TJPA Senior Construction Manager Dennis Turchon. “It is vital to the Project to have open communications between our subcontractors, that way deliveries or steel assembly work do not interfere with the schedule of a pour.”

The Lower Concourse will eventually serve as an important connection between the ground floor Grand Hall and the Transit Center’s underground rail platforms for Caltrain and High Speed Rail. Space will be allotted for bike storage, ticketing, waiting areas, and approximately 60,000 square feet of retail.

Now that the Lower Concourse concrete is finished, the next major phase of concrete work will be to complete the train box “lid.” The “lid” is the concrete base for what will be the ground floor of the future Transit Center. Crews will begin in the Project’s western zone.

“We completed excavation for the Project in February 2014,” said Turchon. “It’s pretty impressive that in a little over a year we’ve finished pouring nearly 100,000 cubic yards of concrete and are largely done with underground work.”

## ***Community Benefit District to Fund Improvements in Transbay Neighborhood, including Maintenance of City Park, Clears Petition Phase***

The Community Benefit District (CBD) program in San Francisco provides special benefits and strives to improve the overall quality of life in targeted commercial districts and mixed-use neighborhoods through partnerships between the City and local communities. Once an area has voted to establish a CBD, local property owners are levied a special assessment to fund supplemental maintenance of public spaces and improvements (such as parks, parklets, and streets), and improvements in their neighborhood. The funds are administered by a non-profit property owners’ association established by the members of the CBD.

During the summer of 2012, residents of the Rincon Hill neighborhood (bounded by Bryant, Folsom, Second, and Main Streets) initiated the formation of a CBD that would provide security and maintenance for the publicly accessible areas within the Rincon Hill Infrastructure Financing District. Subsequently, the proposed District was expanded to include the new Transbay neighborhood north of Folsom Street in the area bounded by Folsom, Mission, Second, and Main Streets, including the new Transit Center.



The expanded CBD is intended to provide funding for maintenance, security, and cleaning services for the Rincon Hill and Transbay neighborhoods, including for the new 5.4 acre rooftop park being constructed on top of the new Transit Center.

Under the CBD formation process, the City sent petitions to property owners in the proposed CBD. In order to proceed to a vote of property owners in the proposed district, property owners who would pay at least 30 percent of the proposed assessments needed to sign and return their petitions requesting the City to form the CBD. That threshold was met in early June.

The next step is the 45-day balloting phase, which the Board of Supervisors voted to initiate on June 9th. The balloting process requires approval from at least 50 percent of the ballots cast. Ballots are weighted based on the amount of the assessment that the property owner would pay. If the vote is successful, then the Board of Supervisors will proceed with consideration of a final resolution to form the CBD later this summer.

## *Follow Transbay on Social Media!*

As we continue to make progress on the Transbay Transit Center, we are also working to keep the public informed about the latest project developments. We are constantly enlarging our social media presence to share facts, photos and other information about the impressive work being done every day at the Transbay site.

Please consider following our progress across our social media platforms by taking a moment to “like” and “follow” Transbay on Instagram, Facebook, and Twitter.

You can find us:

- On Twitter at @TransbayCenter
- On Facebook at Transbay Transit Center Project
- On Instagram at @thetransbayproject

Or simply click on the icons below:



We urge you to explore opportunities to participate in the shaping of this project through our Transbay Joint Powers Authority Board meetings, Citizens Advisory Committee meetings, monthly public progress briefings or one of many presentations we make throughout the community. For regular updates, including a weekly 10-day construction outlook, please visit our website at <http://www.transbaycenter.org>.

Thank you for your support of this innovative model for transit-oriented development.

Sincerely,

Maria Ayerdi-Kaplan  
Executive Director