Transbay Transit Center Program

1. Extension of Caltrain
2. New Intermodal Bus and Rail Station
3. New Neighborhood
History… Then
Transbay Terminal

• Opened 1939
• Accommodated Rail from East Bay
• Usage Peaked at 26 Million Passengers
• Bus Only Since 1958
In 1999, Proposition H is overwhelmingly adopted by San Francisco voters, which makes it City law to extend Caltrain to a new or rebuilt regional transit station on the site of the Transbay Terminal, and to pursue other improvements.
Transbay Transit Center Intermodal Connections

- Provides direct connectivity between 8 transit providers under one roof
- Below grade pedestrian connections to BART and MUNI Metro
DTX Project Function

- Extension of Caltrain Commuter Service
- SF Terminal for CA High Speed Rail
Planning Backdrop

Transbay Transit Center

Map showing plan boundaries with different areas marked:
- Transit Center
- District Plan area
- Transbay Redevelopment Area
- TB Red. Area Zone 1

Red arrows indicating key points or areas of interest.
Transbay Redevelopment Project Area
Redevelopment Plan


- Redevelopment revenue will help pay for the new Transbay Transit Center
- 100% of land sale revenue
- 60% of tax increment revenue
  - 20% of TI for affordable housing
  - 20% of TI to other statutory pass-throughs
Transbay Redevelopment Area

- 3,450 new residential units, including 1,200 affordable units
- Approx. 350 units per acre – highest residential density in SF.
- Mix of towers, mid-rises, and townhomes.
Transit Center District Plan

- Environmentally Responsible Land Use:
  - Capitalize on new major transit investment with appropriate land use response in the downtown core

- Build on the Urban Design Element and Downtown Plan, analyze:
  - Analyze the downtown form
  - Identify opportunities and set guidelines and standards to build a high-quality public realm and provide public amenities

- Generate more revenue to support the complete Transbay Transit Center/Caltrain Extension project and other public benefits.
Planning Principles

Maintain Downtown as the City’s primary employment center:

• Regional hub of transit network
• Protection of neighborhoods
• Economic efficiency, creativity, diversity

Support Regional Growth Objectives:

• Maintain San Francisco Share of Regional Job Growth
• Develop Employment around Transit
District Plan
Sustainability Objectives

- Pursue district-level sustainability programs and objectives that require higher-level coordination and district-scale planning
- Support – and were possible exceed – existing City environmental, sustainability and climate change objectives
Proposed District Heat and Power System

Energy-Efficiency Comparisons

Standard Power Plant
- 100% Fuel Input
- 60% “Waste” heat rejected to environment
- 40% Useful energy produced for electricity

District Energy/Combined Heat and Power Plant
- 100% Fuel Input
- 20% “Waste” heat rejected to environment
- 40% Useful energy produced for heating and/or cooling via district energy system
- 40% Useful energy produced for electricity

System Requirements:
- High Load Density
- Diversity of demand profiles
Proposed District Heat and Power System

**Goal:**
Take advantage of balanced dense mixed-use development in the Transit Center District and Transbay Redevelopment Area to create efficient shared district energy and heating system that captures and uses waste heat from generation and buildings.

**Draft Policies:**
- Pursue a Combined Heat and Power (CHP) system for the plan area and the Transbay Redevelopment area.
- Require new buildings to be designed to plug into such a system.
- Find suitable sites for generation facilities in the district.
San Francisco Green Building Ordinance
Adopted 2008

New Large Commercial Buildings
• LEED Certified in 2008
• LEED Silver in 2009
• LEED Gold in 2012

New High-Rise Residential Buildings
• LEED Certified in 2008
• LEED Silver in 2010
**Goal:**
Ensure that major buildings are low-impact and high performance (with regards to energy, water, materials, construction) not accounting for the given inherent factors of location, density and existing city parking controls.

**Draft Policy:**
Require all major buildings in the Plan Area to achieve the minimum LEED levels established in the SF Green Building Ordinance without accounting for the given points based on location, density, and City parking standards.
Sustainability Alternatives Under Evaluation

- Façade
- Landscaping
- Transportation
- Materials
- Waste Management
- Carbon Footprint

- Space Conditioning Systems
- Indoor and Outdoor Air Quality
- Energy Systems
- Renewables
- Water Reuse
  - Stormwater, greywater, blackwater?
ROOF WETLAND FILTRATION

POSSIBLE GEOTHERMAL SYSTEM

WATER MANAGEMENT
VENTILATION STRATEGIES

25% Unconditioned Naturally Ventilated
45% Partially Comfort Conditioned
30% Fully Comfort Conditioned
VENTILATION STRATEGIES
Preliminary LEED Evaluation

• Energy Performance
  - Geothermal / Renewables

• Water Management
  - Stormwater
  - Potable Water for Plumbing Fixtures
  - Greywater/Blackwater

• District Systems
Preliminary LEED Evaluation

- 21 Points Secured
- 16 Likely Points
- 22 Possible Points
- 5 Points Unlikely
- 5 Points

LEED Silver readily achievable (32-38pts)

LEED Gold within reach (39-51 pts)
Transit Center Program Schedule

- November 2008
  - Begin Temporary Terminal Construction

- Fall 2009
  - Demolish Existing Terminal & Ramps

- 2010
  - Begin Transit Center Construction
• 2011
  – Initiate DTX Advance Contracts

• 2012
  – Begin Tunnel Construction

• 2014
  – Open Transit Center for Bus Operations

• 2018
  – DTX Revenue Service
Additional Resources

• Transbay Program
  – www.transbaycenter.org

• Transbay Redevelopment Area
  – www.sfgov.org/site/sfra_page.asp?id=5583

• Transit Center District Planning Process
  – transitcenter.sfplanning.org
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