



TRANSBAY JOINT POWERS AUTHORITY

LIVE AUCTION FOR TRANSBAY PARCEL F

No. 15-03

QUESTIONS & ANSWERS: Set No. 2

TJPA is releasing the following questions and answers related to the above-referenced opportunity. Numbering picks up where the previously released set ended. Additional questions and answers will be posted on a continuous basis as available.

7. *Q: Please confirm any side yard or setback/setback requirements applicable to the western portion of Parcel F, facing the bus terminal.*

A: The Transbay Parcel F Property (portions of State Parcel F (APN 3721-015A), 75 Natoma (APN 3721-031), 546 Howard (APN 3721-016), 564 Howard (APN 3721-019), and 77-79 Natoma (APN 3721-029) in San Francisco, California) is generally bounded on the west by the bus ramp leading from Interstate 80 and the San Francisco-Oakland Bay Bridge to the new Transit Center and on the north by Natoma Street and the Transit Center.

The TJPA anticipates requiring the highest bidder to enter a bus ramp easement at closing, reserving to the TJPA a 15-foot-wide surface and airspace easement along the western boundary of the Transbay Parcel F Property. The form of bus ramp easement, including diagrams indicating the area of the bus ramp and the rights reserved to the TJPA under the easement, will be posted to the TJPA website for bidders to review prior to submitting a written bid.

The Transbay Parcel F Property is located within Zone 2 of the Transbay Redevelopment Plan. The land uses in this zone are governed by the City and County of San Francisco General Plan, Planning Code, and any other applicable ordinances. Prospective bidders are encouraged to review the San Francisco City Planning Code, particularly Planning Code section 132.1, for information regarding any applicable side yard or setback/setback requirements.

8. *Q: Please confirm the streetwall zone dimensions on the eastern side of Parcel F, along Howard Street. It appears that the allowable streetwall zone would be 1.25x width of Howard Street, or 73 ft.*

A: The width of Howard Street is 82.5 feet. For the purposes of considering maximum applicable bulk limits for the building “base” per San Francisco Planning Code Section 270(d), the base is the portion of the building up to a height of 103 feet (i.e., 1.25 * 82.5 feet). Further, for the purposes of designing the building massing and articulation to establish a “streetwall base” to meet the requirements of Planning Code Section 132.1(c)(1), the building design requires some combination of upper story stepback and architectural projection along the Howard Street frontage at a building height between 50 and 110 feet. Respondents are encouraged to thoroughly review the requirements of the Planning Code, including Sections 132.1 and 270.

9. *Q: Please confirm that the streetwall zone on the eastern side of Parcel F, along Howard Street, would be above a 20-25 ft. pedestrian zone. Assuming 73 ft. streetwall zone, it appears that the top of the streetwall zone would be at 93-98 ft. (20-25 ft. pedestrian zone + 73 ft. streetwall zone).*

A: See response to Question 8 above regarding streetwall base height. Regardless of the height of the streetwall base, San Francisco Planning Code Section 132.1(c)(2) establishes the “pedestrian zone” at a height of between 15 and 25 feet above sidewalk grade. At this height the building must feature architectural elements that project from the building face at least one foot. Please review the Planning Code for more detail.

10. *Q: Please confirm allowable parking and loading access locations for Parcel F on Natoma Street.*

A: The Transbay Parcel F Property is located within Zone 2 of the Transbay Redevelopment Plan. The land uses in this zone are governed by the City and County of San Francisco General Plan, Planning Code, and any other applicable ordinances.

The Transit Center District Plan discusses issues related to parking and loading access on Natoma Street. For example, Policy 3.14 anticipates that “the western two-thirds of Natoma Street between First and Second streets will become a critical pedestrian space once the Transit Center is in operation. The ground floor of the Transit Center facing Natoma Street will feature continuous retail shops. The vision for Natoma Street is to create an active retail destination in the alley akin to Maiden Lane and other downtown destination alleys. This portion of Natoma Street will also be very heavily used by pedestrians to access the Transit Center as this will be the primary access point from the south and west; many people on foot are expected to come from the South of Market and Yerba Buena areas south of Howard Street and west of Second Street.”

Policy 3.14 acknowledges, however, that “[i]t may be feasible and desirable to allow service vehicles and deliveries to access [the western two-thirds] portion of Natoma Street during the night and early morning hours before the peak transit and retail times.”

Prospective bidders are encouraged to review the San Francisco City Planning Code and Transit Center District Plan for information regarding parking and loading access regulations.

11. *Q: It looks like Parcel F is not in “Zone 1” of the Transbay Plan. This means it is in Zone 2, with primary land use approval authority being with the Planning Department and Planning Commission. So is the auction and quick close simply a land deal, with TJPA and OCII having no role following the close? Or another way to frame the question, the land use entitlement process runs through the Planning Department and Commission, and not TJPA-OCII? No DDA to negotiate?*

A: The Transbay Parcel F Property is located within Zone 2 of the Transbay Redevelopment Plan. The land uses in this zone are governed by the City and County of San Francisco General Plan, Planning Code, and any other applicable ordinances (rather than governed by the Successor Agency to the former San Francisco Redevelopment Agency (OCII) under Section 3.1 of the Redevelopment Plan).

Prior to the live auction, Bidders will be required to submit a written bid, including a purchase-sale agreement and its exhibits. TJPA expects that these documents will contain all of the terms and conditions of the transaction. Except as specified in the bid documents, the TJPA and OCII will not prescribe the permitted uses or development of the site. The TJPA and OCII will not require a disposition and development agreement (DDA) related to the sale of the property or its future development.

12. *Q: What is the minimum bid price for the Parcel F?*

A: The minimum bid price will be included in the to-be-published bid documents.