

1
2 EXHIBIT A

3 CITY AND COUNTY OF SAN FRANCISCO
4 Community Facilities District No. 2014-1
5 (Transbay Transit Center)
6

7 DESCRIPTION OF FACILITIES TO BE FINANCED BY THE CFD
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9 City and County of San Francisco Community Facilities District No. 2014-1 (Transbay
10 Transit Center) (the "CFD") will pay or finance all or a portion of the costs of the following
11 facilities (the "Facilities"). The Facilities will be constructed, whether or not acquired in their
12 completed states, pursuant to the plans and specifications approved by the City and County of
13 San Francisco (the "City") or other applicable public agencies.
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15 **FACILITIES**
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17 **I. Streetscape and Pedestrian Improvements**

18 **Primary Streets (Mission, Howard, Folsom, Fremont, 1st, 2nd, New Montgomery):**

19 Improve existing primary streets in the Transit Center District, including Mission, Howard,
20 Folsom, Fremont, 1st, 2nd, and New Montgomery Streets. Improvements would include
21 sidewalk widening to accommodate additional pedestrian traffic from new development and
22 the Transbay Transit Center, pedestrian and streetscape amenities, bicycle facilities, transit
23 upgrades such as dedicated transit lanes, boarding islands, enhanced shelters and curb
24 extensions to serve transit stops, and roadway circulation, parking, and loading changes.
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1 Recommended changes to Primary Streets would be informed by traffic studies to be funded
2 by the CFD.

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4 **Living Streets (Beale, Main, and Spear Streets North of Folsom to Market Street):**

5 Improve Beale, Main, and Spear Streets from Folsom Street to Market Street by significantly
6 expanding the sidewalk on one side of each street to approximately 30 feet and reducing the
7 number of traffic lanes to one lane in either direction. Beale and Main Streets would feature a
8 bike lane in the direction of traffic. Within the widened sidewalks, the Living Streets would
9 include linear park space along the length of each block and provide additional open space
10 and pedestrian amenities. The enhancements would include pedestrian amenities, street
11 trees and landscaping, pedestrian lighting, street furniture, pocket parks, active uses, and
12 curb extensions.

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14 **Alleys (Stevenson, Jessie, Minna, Natoma, Tehama, Clementina Street):** Improve
15 Stevenson, Jessie, Minna, Natoma, Tehama, Clementina Streets and other alleys within the
16 project area. Alley improvements would include a variety of pedestrian improvements,
17 including sidewalk widening, landscaping, pedestrian lighting, and street furniture, and
18 potential redesign as single-surface shared pedestrian/vehicle ways.

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20 **Fremont/Folsom Freeway Off-Ramp Realignment:** Realign the Fremont/Folsom Bay Bridge
21 off-ramp so that it creates a “T” intersection with Fremont Street. This would enhance the
22 safety of pedestrians crossing the off-ramp by standardizing the alignment of the off-ramp and
23 improve the conditions along Folsom Street, planned as a major pedestrian boulevard.

24 **Mid-block Crossings:** Analyze and build new crosswalks at various mid-block locations in
25 the Project Area. Mid-block crosswalks would include crosswalk striping at a minimum. They

1 may also include new traffic signals, curb extensions, and other pedestrian safety features as
2 appropriate.

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4 **Signalization:** Upgrade or install traffic signals at approximately 25 intersections in the
5 Project Area. Traffic signal upgrades would be done in conjunction with overall circulation and
6 street improvements in the Project Area.

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8 **Natoma Street:** Create a pedestrian plaza and link to the Transit Center between 1st and 2nd
9 Streets. The western two-thirds of Natoma Street between First and Second Streets would be
10 closed to vehicles. Service vehicles and deliveries may be able to access this portion of
11 Natoma Street during night and early morning hours before peak transit and retail times. The
12 eastern one-third of Natoma Street (nearest to First Street) would remain open to vehicles to
13 maintain access to parking and loading for existing buildings on the north side of Howard
14 Street. The pedestrian space would include a new curbless single-surface space including
15 decorative paving, pedestrian lighting, landscaping, and street furniture.

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17 **Casual Carpool waiting area improvements:** Improve drop-off and pick-up zones at casual
18 carpool locations in the Project Area, including sufficient sidewalk waiting and passenger
19 loading/unloading space and amenities, including shelters, seating, informational signage and
20 other supportive services.

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22 **II. Transit and Other Transportation**

23 **Transit Delay Mitigation:** Pay for the purchase of new transit vehicles to mitigate
24 transportation impacts attributable to increased Project Area congestion.

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1 **BART Station Capacity:** Enhance capacity constraints at Embarcadero and Montgomery
2 Stations regarding crowding on platforms, vertical circulation, and the “dwell time” required for
3 trains to load and unload passengers, which would be exacerbated by the additional transit
4 riders brought on by new development and the Transbay Transit Center. Potential capacity
5 enhancement measures could include additional vertical circulation (e.g. stairwells,
6 escalators, and elevators), additional fare gates, improvements to the train control system to
7 allow for more frequent service, platform edge doors, and better real-time public information
8 displays on train arrivals at concourse and street levels.

9

10 **Congestion Charging Pilot:** Study, design and construct capital improvements relating to a
11 congestion charging pilot program, potentially including fare booths, signals, electronic
12 monitoring equipment, and the like. Conduct necessary analyses to inform the appropriate
13 triggers, mechanisms, and capital improvements required for a congestion pricing pilot
14 program to manage traffic volumes entering and exiting the CFD.

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16 **Underground Pedestrian Connector:** Create an underground pedestrian tunnel connecting
17 the Transbay Transit Center with the Embarcadero BART/Muni Metro Station, increasing
18 circulation space available for pedestrians and creating a seamless link between the two
19 transit stations.

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21 **Downtown Rail Extension (DTX):** Extend the Caltrain rail tracks to the new Transbay Transit
22 Center to accommodate Caltrain and California High Speed Rail, and construct the train
23 components of the Transit Center building including associated systems. The funding would
24 pay for the planning, engineering, right-of-way acquisition, and construction of the DTX.

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1 **III. Public Open space**

2 **City Park:** Plan, design and construct public open space on the roof of the Transbay Transit
3 Center.

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5 **City Park Connections:** Provide connections to the Transbay Transit Center’s City Park
6 from adjacent private buildings or from public streets and plazas. Connections could include
7 sky bridges, or connections from ground level to park level, such as elevators, escalators,
8 funiculars, gondolas or similar means of conveying people to City Park. Connections would be
9 required to be publicly accessible during standard hours so that members of the public could
10 easily access City Park.

11
12 **2nd and Howard Public Plaza:** Create an approximately 0.5-acre open space at the corner
13 of 2nd and Howard Streets, on a grouping of parcels located on top of the future train tunnel.
14 The open space would serve as a major access point to the adjacent Transbay Transit
15 Center, including featuring a possible connection to the elevated City Park on the roof of the
16 Transit Center. The open space design would be determined through a public design process.

17
18 **Transbay Park:** Transbay Park would be a new approximately 1.1-acre park, located
19 between Main, Beale, Tehama, and Clementina Streets. The Park would provide a mix of
20 active and passive recreation spaces.

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22 **Chinatown Open Space Improvements:** Improvements to multiple public open spaces in
23 Chinatown whose use would be increased by new development in the Project Area. The open
24 space improvements may include enhancements to Portsmouth Square, a new open space at
25 the Chinatown Central Subway Station, and improvements to other

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Chinatown parks. Specific open space improvements would be determined through a public design process.

Other Downtown Open Space Improvements: Improvements to multiple public open spaces in Downtown, whose use would be increased by new development in the Project Area. Specific locations for open space improvements have not been identified yet.

Mission Square: Public plaza at the entrance to the new Transbay Transit Center at the corner of Fremont and Mission Streets. The plaza would create passive open space and circulation space for people entering and exiting the Transit Center and the adjacent Transit Tower development.

Under-Ramp Park: Under-Ramp Park would be a new system of open spaces, built adjacent to and under the Bay Bridge off-ramps and bus ramps to the Transbay Transit Center, between Harrison, Howard, First, and Second Streets. The Park would provide a mix of active and passive recreation spaces.

IV. Other Transit Center District Public Improvements

The Facilities include the other public improvements not listed above but described in the Transit Center District Plan Program Implementation Document, dated May 16, 2012, as such Document may be amended from time to time.

1 lease or debt service payments on any lease, lease-purchase contract, or certificate of
2 participation used to finance facilities authorized to be financed by the CFD.

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