



Golden State Warriors Proposed Development Project: Piers 30-32 & SWL 330

Port Commission Hearing
November 13, 2012



Jennifer Matz, Director of Waterfront
Development

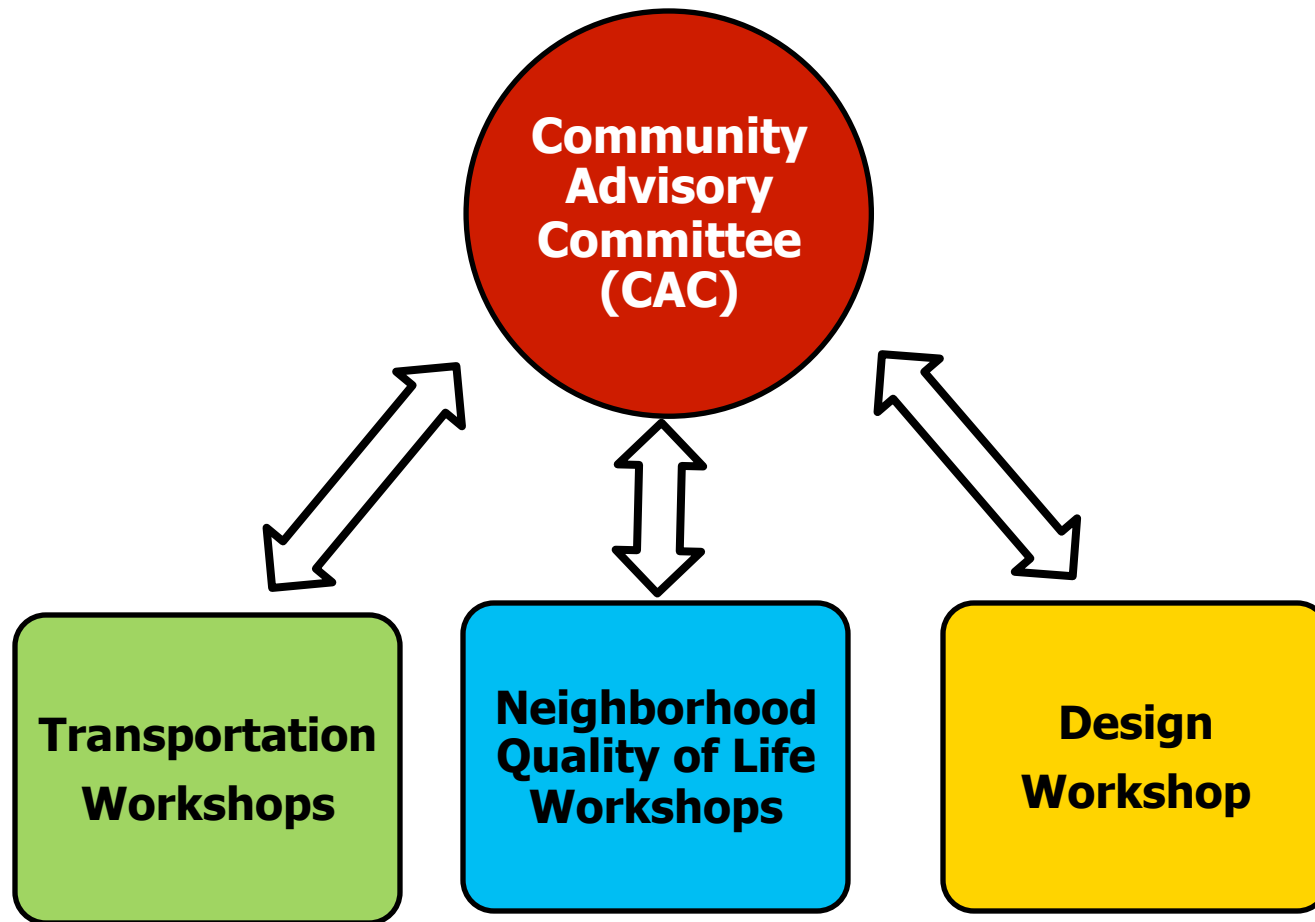


Presentation Overview

- **Project Outreach**
- **Port Development Background** (Diane Oshima, Port)
- **Proposed Development Project** (Jacinta McCann, AECOM)
- **Transportation Assessment** (Peter Albert, SFMTA)
- **Business Terms**
- **Fiscal Feasibility Analysis**
- **Port Commission Action**
 - Exclusive Negotiation Agreement (ENA) Amendment
- **Project Schedule/Next Steps**



Community Outreach



Community Advisory Committee

Piers 30-32 CAC Purpose:

- Provide staff and commissioners with questions & community concerns on the project
- Evaluate & comment on City's plans & policies related to the project
- Recommend options & solutions for consideration by the Port, City, BCDC, & State Lands Commission



Community Workshops

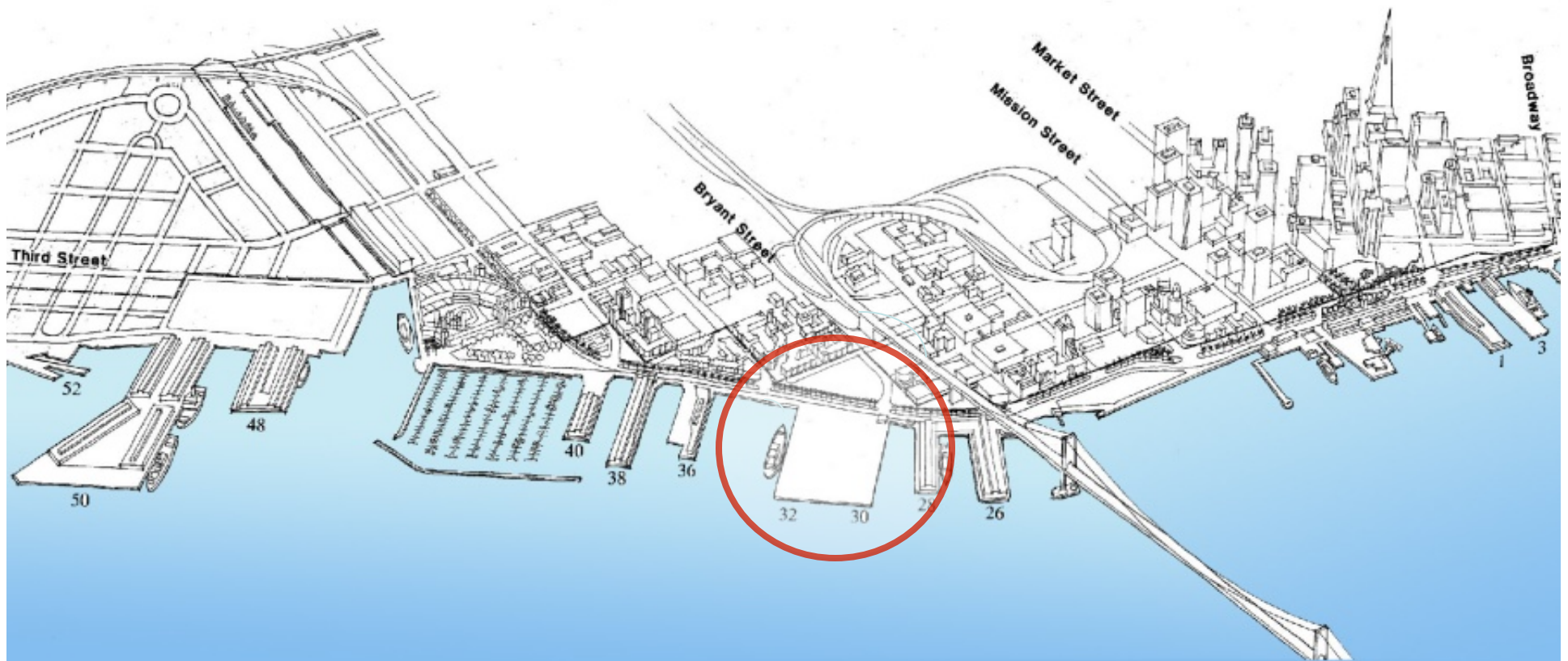


Waterfront Land Use Plan



- Port Commission adopted in 1997 (w/amendments since)
- Preserves maritime priority
- Comprehensive open space plan
- Integrates mixed use development sites
- Aligned with SF General Plan + 6 BCDC plans

Bryant Street Pier Opportunity Area



- Allows Assembly & Entertainment uses, with maritime + public access
- Development that complements Brannan Street Wharf park
- Opportunity for architectural identity
- Abide by Good Neighbor standards
- Create SWL 330 development transitions between neighborhood + the Bay

Previous Development Proposals



AECOM Design Presentation

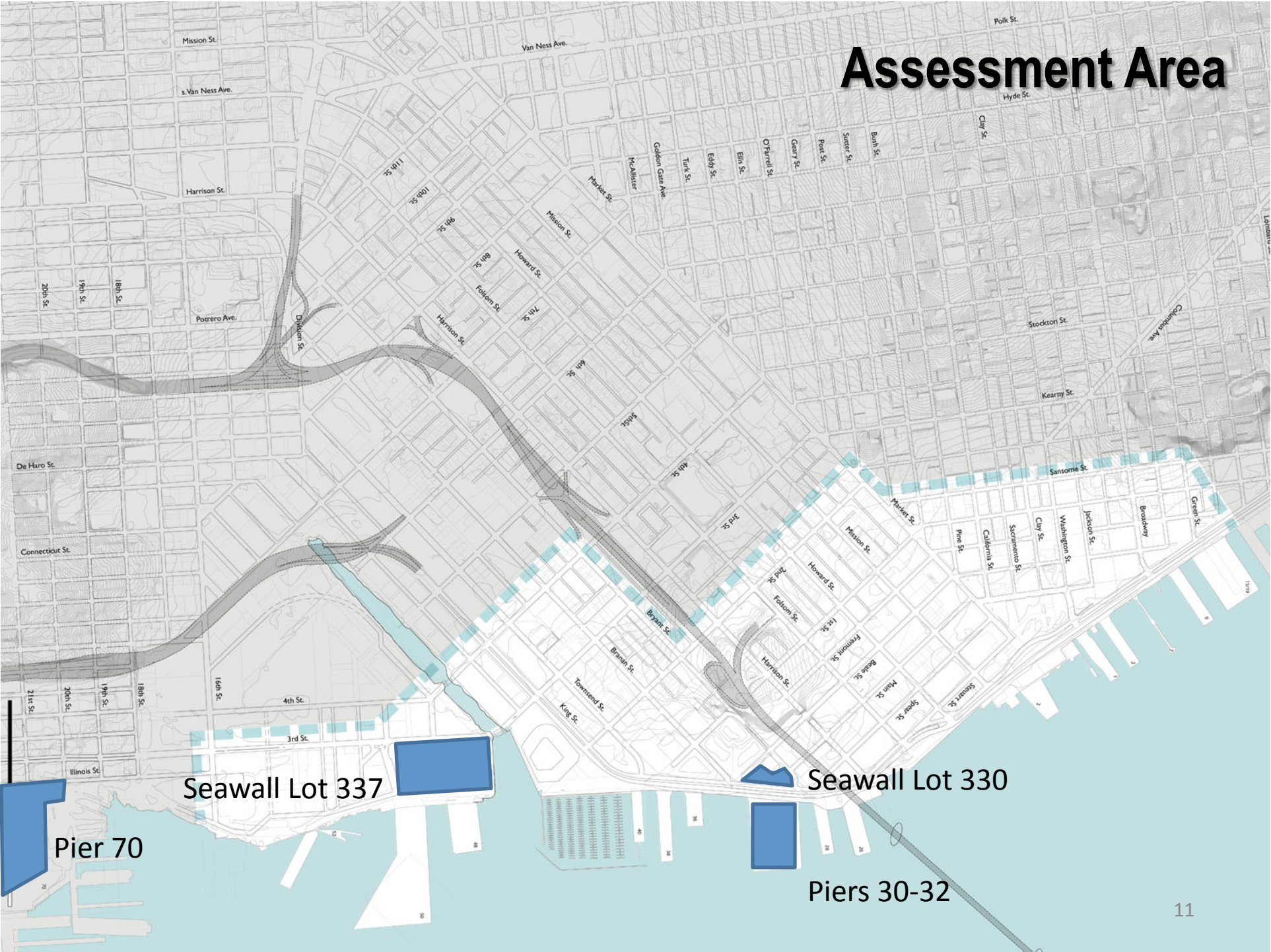


Waterfront Transportation Assessment

Purpose

- Take Step Back -- View “Big Picture”
- Facilitate Community/Agency Input in Advance of CEQA Review
- Identify Short-Term and Long-Term Gaps, Potential Solutions/Mitigation Measures
- Leverage Funding and Timing of Improvements

Assessment Area



Pre-Workshop Review Community Input

WATERFRONT TRANSPORTATION ASSESSEMENT

Inventory of Community Input through October 29, 2012

This Summary of Transportation Comments has been compiled using feedback provide to City staff up to October 29, 2012, from two major sources:

- community feedback on transportation received in three progress reports in 2011 during the America's Cup "People Plan" development process (edited for relevance to the Waterfront Transportation Assessment and its study area), and
- transportation comments received in 2012 specifically for the Pier 30-32 project.

The comments are grouped below under headings to help clarify and structure review and discussion, and in several cases, reappear where heading subjects overlap. The headings are:

- Multi-Modal Transportation
- Transit
- Bicycles
- Private Automobiles, Parking and Loading
- Pedestrians
- Taxis, Shuttles and Charter Buses
- Communications Strategy
- Disabled Access
- Interagency Initiatives
- Transportation Demand Management
- Potential Capital Improvements
- Other

The font colors indicate the source of input received, to help City staff and community members trace the broader context and the subject focus and the evolution over time of the transportation comments:

- Black font: "People Plan" Progress Report #1 (May 2011)
- Red Font: "People Plan" Progress Report #2 (July 2011).
- Green Font: "People Plan" Progress Report #3 (August 2011)
- Light Blue Font: Comments received Summer-Fall 2012, either via the Piers 30-32 Project CAC meetings or separately directed to City Staff

Consolidated Community Feedback
Americas Cup Progress Reports &
Early Waterfront Transportation Assessment
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PEDESTRIANS

General

- "Last mile by foot" campaign to get attendees to enjoy our beautiful city walking from drop-off centers to viewing sites. We could even have organized routes with seating and vendors along the way.
- Establish goals for pedestrian strategy.
- Establish timeline for pedestrian strategy and make it available for public review.
- Preparations for an influx of visitors should include the following improvement projects: 1) Jefferson St. Redesign; 2) Marina Green Bay Trail; 3) Long Ave.; 4) Marine Dr.; and 5) Signage.
- Work with San Francisco Bay Trail (SFBT) staff in the preparation of signage plans, since a key route is located on the Bay Trail.
- Prioritize safe pedestrian circulation along the Embarcadero, Jefferson, and Aquatic Park/Fort Mason/Marina areas.
- Transportation conflicts go beyond the current western boundary in SoMa to 5th Street and 8th Street on-ramps. There are particularly high pedestrian safety issues at the locations of the freeway on-ramps.

Rincon Point/South Beach

- The biggest threat to pedestrians in my neighborhood is the driver who is shoving the gas pedal down and speeding excessively because s/he is traveling up an incline and is not slowing down as s/he approaches an intersection to make a turn because there are 4-5 traffic lanes that they can land in ... so there's no need to slow down when approaching an intersection because the turns are not tight turns. And so it goes, there are many "near misses" in SoMa, but the drivers of smaller cars can usually swerve and avoid hitting pedestrians. Unfortunately, the crane trucks, MUNI buses, Bauer shuttle vans, parking lot shuttle buses and other large vehicles traveling at the same unsafe speeds as the cars are not able to swerve around pedestrians or stop their vehicles in time to avoid hitting and injuring a pedestrian.
- The police and event DPT do not respond to calls for blocked crosswalks ... We really need better engineering of our streets to get the desired behaviors from drivers.

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America's Cup Transportation Pilots

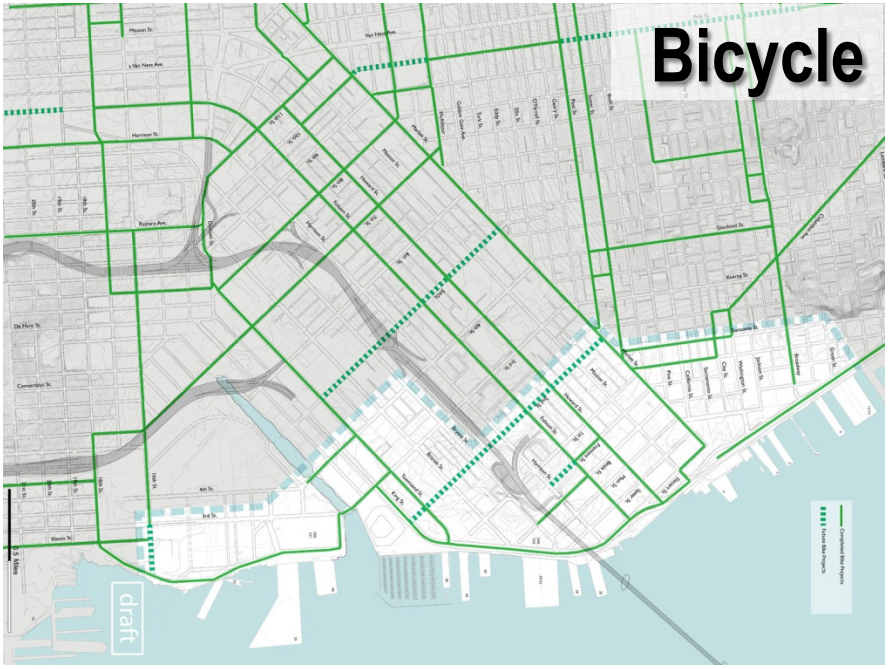
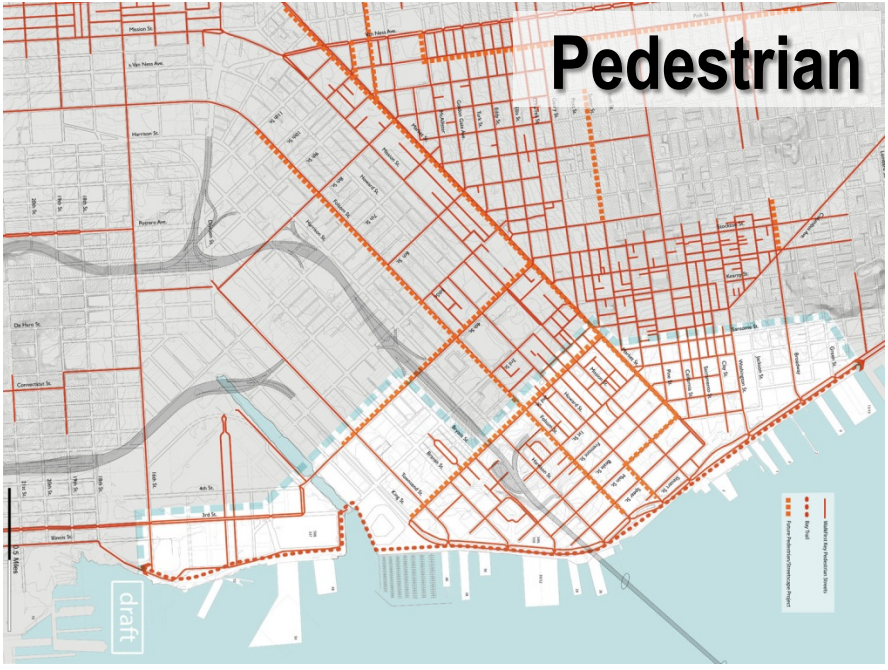
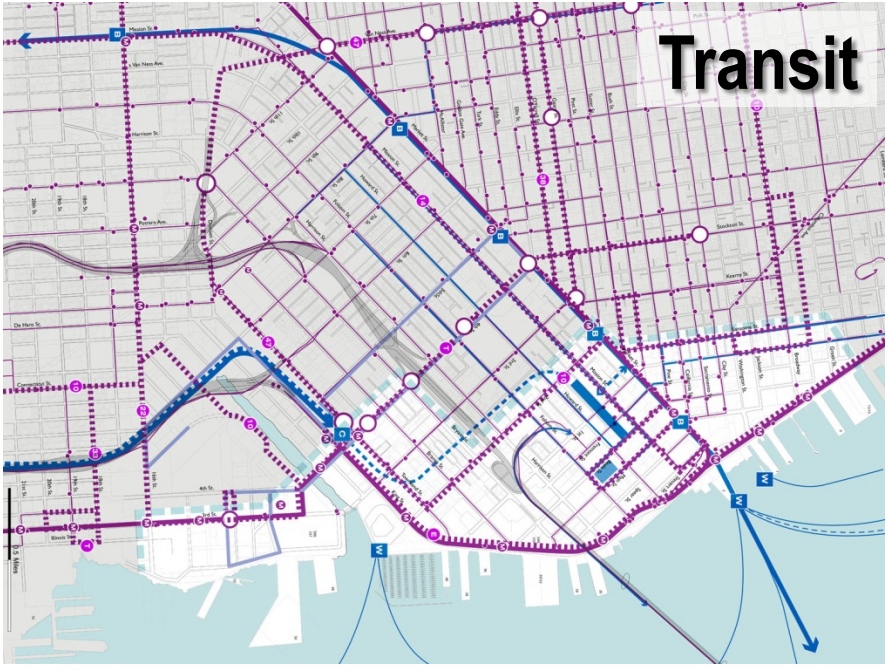


Transportation Workshop #1

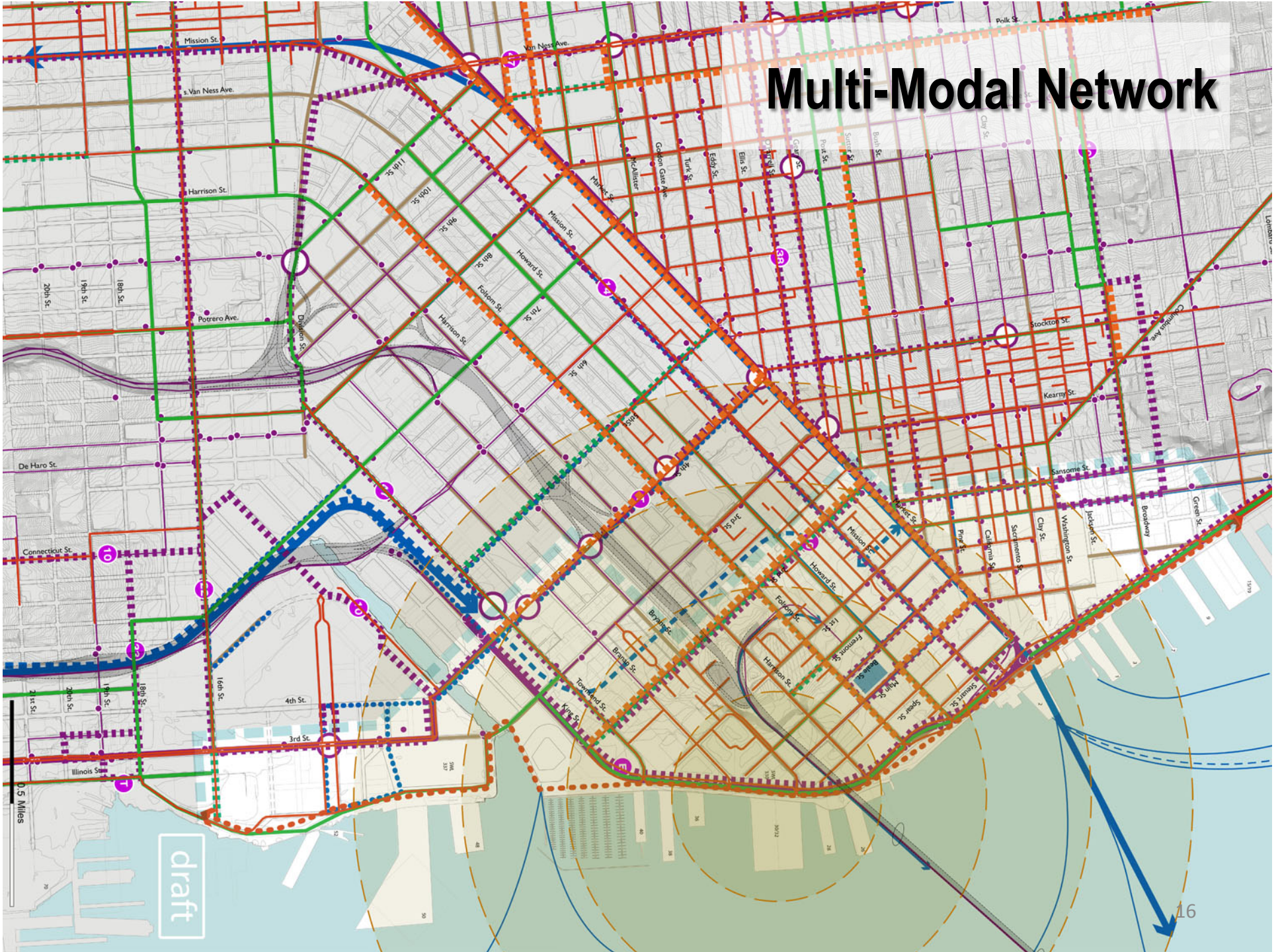
October 30, 2012

Agenda

- Outline Waterfront Transportation Assessment
 - Review Multi-Modal Networks
 - Review current and pending projects, timing
 - Pre-inform CEQA processes
- Break-Out Sessions
 - Identify gaps, opportunities
 - Summarize Top 6 concerns
- Report Back Session
 - Summarize
 - Set Next Steps



Multi-Modal Network



Assessment Phase 2: 2017 - 2025

- Mission Rock/Seawall Lot 337
- Treasure Island (early implementation)
- Central Corridor (early implementation)
- Pier 70 (early implementation)
- Block 12 (Transbay Redevelopment Area)
- Block 5 (Transbay Redevelopment Area)
- Mission Bay Buildout (Formerly Salesforce site)
- 524 Howard Street
- Parcel F (TCDP Area)
- 50 First Street
- Piers (30-32) & Seawall Lot 330

COMPLETE STREETS: Pedestrian, Bicycle, Traffic & Signals

- Final Pedestrian crossing at Exploratorium (Embarcadero-Green)
- 6th Street Pedestrian Safety (incl. traffic signal at 6th/Minna, possible road diet or other signals)
- 7th and 8th Street Corridor Ped/Bike Improvements
- 3rd Street Sidewalk Widening (Howard to Townsend Sts)
- Broadway (Embarcadero to Battery Street)
- Columbus (Broadway to Filbert Street)
- Folsom Street & Howard Street 2-Way Conversion

BIKE

- Bicycle Sharing
Expansion area - to cover most of NE quadrant of City, up to 2750 bikes
- Shared Transit Bikeway
Sutter, Mason to Octavia

BUS

- TEP Implementation - continued, including:
22-Fillmore Extension to Mission Bay
- Van Ness BRT
- Geary BRT

LIGHT RAIL / HISTORIC STREETCAR / CABLE CAR

- Mission Bay Loop
- Fort Mason Historic Streetcar Extension (20-yr CIP)

PARKING

- SF Park - on-going

TAXI

- Electric Vehicle Fleet

AMERICAS CUP PEOPLE PLAN "LEGACY" IMPROVEMENTS

- Pedestrian / Bicycle Wayfinding On-going

REGIONAL TRANSIT

- Central Subway
- WETA Ferry Terminal Expansion
- BART Transbay Capacity Improvements
- BART Station Capacity Improvements
- Caltrain Electrification (~2020)¹
- Water Taxi

**Land Use & Transportation Projects:
3 Phases in 2013-2025**

Summaries of Workshop #1

WATERFRONT Transportation Assessment

Workshop #1 - 10/30/12
Table 3



Table 3

1. Timing of the project and 2nd Transportation Workshop
2. Area of Study – Broaden
3. On/off ramps at Bay Bridge – capacity
4. SoMa Bike Access and Safety
5. Limit on Events from ATT Park and Project per year
6. Saturated local and regional transit

Highlights

- identify what's going on along the **Waterfront in the next 25 years**
- identify **community concerns** based on their knowledge of the area's transportation network
- develop strategies that coordinate and leverage **transportation programs and improvements**

Study Area:

The Assessment study area is bounded by Green Street to the north, 16th Street to the South, and extends westward approximately 1/2 mile.

Your Feedback:

We look forward to your suggestions, please provide any comments by emailing us at: Waterfront.Transportation@sfmta.com and visit our website at: www.sfgov.org/piers3032

WATERFRONT Transportation Assessment

Workshop #1 - 10/30/12
Table 5



Table 5

1. Congestion around bridge on ramps, esp. with increasing density
2. Transit east of 2nd Street [], Folsom 2-way, 2nd Street improvements exacerbate problems
3. Negative impacts on normal baseline operations for employees / [clients??]
4. Public Health and Safety
5. On-site monitors – DPT
6. De-incentivize car use and congestion pricing

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Next Steps

- Workshop #2: December 4, 2012
 - Integrate Land Use and Transportation Maps, Data
 - Define and Develop Goals & Objectives
- Develop Solutions/Recommendations Spring 2013
- Iterative CEQA Analysis - Mitigation Measures - Assessment Loop

Business Terms

Conceptual Framework

- First draft of business terms for Mayor, BoS, & Port Commission
- Informs the Fiscal Feasibility Report

Term Sheet

- Refined business terms
- Requires approval by the Port Commission & BoS

Transaction Documents

- Finalized business terms paired with project approvals
- Requires approval by Planning & Port Commissions & BoS

Complete

April 2013

Early 2014



Appraisal of Project Sites

Appraised Values:

	SWL 330	Piers 30-32
Lease	\$2,130,000 per year	\$ 1,970,000 per year
Sale	\$30,400,00	N/A

* Subject to additional review and comments by the State Lands Commission



Conceptual Framework

Central Terms:

A. Warriors will privately finance all development

B. City will reimburse Warriors for certain, agreed upon improvements to City-owned infrastructure

- City reimbursements capped at \$120,000,000
- 13% Cost of Capital

C. Funds for reimbursing costs limited to 3 sources

- 1. Rent Credits** from Piers 30-32 lease
- 2. Sale Price** of SWL 330
- 3. New Property Tax Revenue** generated by the GSW development through the creation on an Infrastructure Finance District (IFD)



Conceptual Framework

13% Cost of Capital

- Tool used in public/private partnerships for funding public, capital investments
- Cost of Capital reduced to the extent repayment occurs quickly
- Cost of Capital separate from interest rates on public debt, such as IFD bonds

Development	Rate of Return
Hunters Point Shipyard	20.0%
Treasure Island	18.5%
Office, Residential & Hospitality (Generally)	12.0-18.0%
Lend Lease Piers 30-32 Project	12.5%
Sprint Center (Kansas City)	12-16%
Barclays Center (Brooklyn)	11%
Warriors Piers 30-32 Project	13%

Conceptual Framework

Other Key Provisions:

- **Public Improvements:** Parties may agree on other improvements which would be built and financed by the Warriors and reimbursed by the City through other mechanisms
 - *Examples:* Fire Station & Fire Boats
- **Warriors will pay all development impact fees**
- **Transfer Fee:** Port receives 1% of proceeds on sales of SWL 330 condos, after the first sale
- **Neighborhood Services:** Create ongoing funding to pay for neighborhood quality of life services
 - *Examples:* street cleaning, traffic & parking patrols



Term Sheet Negotiations

Items to be addressed in Term Sheet:

- **Project financing:**
 - Pro-forma-based review of project
 - Potential for Port participation rent
 - Use of IFD revenue
- **Public facilities:**
 - Operations & maintenance agreements
 - Assurances of completion
- **Community Benefits**
 - Workforce agreements
 - Neighborhood quality of life measures

Port & BoS Review Term Sheet: Feb. 15 - April 15, 2013



Fiscal Feasibility Analysis

Purpose: Board of Supervisors determines whether a proposed project is fiscally feasible before predevelopment costs are incurred

Gate keeping measure:

- Approval by BoS allows environmental review to start
- Does NOT grant proposed project approvals or entitlements

Budget Analyst found project fiscally feasible

Fiscal Feasibility is determined by analyzing:

- 1) Direct & indirect economic benefits of the project
- 2) Proposed construction costs
- 3) Proposed project funding
- 4) Operations & maintenance costs of the project
- 5) Any proposal to use public debt

Fiscal Feasibility Analysis

1) Direct & indirect economic benefits of the project

- City Revenue: \$19.4M (annual)/ \$53.8M (one-time)
- Visitor Spending: \$60M/year
- Jobs: 2,623 (construction) / 1,757 (permanent)

2) Construction costs: \$875-975M (hard & soft costs)

3) Project funding

- Warriors will privately finance all development
- City will reimburse Warriors for improvements to City-owned infrastructure – capped at \$120M
- Funds for reimbursing costs limited to 3 sources
 - Rent credits for Piers 30-32, sale price SWL 330 & new property tax revenue



Fiscal Feasibility Analysis

4) Operations & maintenance (O&M) costs

- Warriors will assume responsibility for O&M for SWL 330 & Piers 30-32
- Fire Department & Rec. & Park Dept anticipate no fiscal impact from proposed project
- City working with Police, DPW & MTA to determine cost impact

5) Proposal to use public debt

- City may bond against new property tax revenue generated by the project to fund improvements to public infrastructure (IFD bonds)
- IFD bonds will not obligate General Fund or Port's Harbor Fund



Today's Action

Amend Exclusive Negotiation Agreement (ENA)

ENA: Framework for negotiating business transaction between the Port & Warriors.

ENA amendment for Port Commission's Consideration:

- 1) Creates Performance Benchmark for negotiating Conceptual Framework
- 2) Extends dates for Port Commission & BoS endorsement of the Term Sheet
 - **Target Date:** February 15, 2013
 - **Performance Date:** April 15, 2013



Upcoming Hearings & Community Meetings

Date	Hearing
Nov. 14 – 11am (City Hall, Rm. 250)	Budget Committee Hearing – Fiscal Feasibility
Nov. 15 – 11:30am (Port, Pier 1)	Maritime Commerce Advisory Committee Hearing
Nov. 19 – 1pm (City Hall, Rm. 250)	Land Use Committee Hearing – Informational Hearing on Project Design & Transportation Impacts
Nov. 20 – 2pm (City Hall, Rm. 250)	Board of Supervisors Hearing – Fiscal Feasibility
Nov. 20 – 6pm (Port, Pier 1)	Design Preview – SWL 330
Dec. 4 – 6pm (Port, Pier 1)	Transportation Workshop
Dec. 11 – 6pm (Port, Pier 1)	Community Advisory Committee Meeting
Dec. 13 – TBD (TBD)	Environmental Impact Report – Scoping Meeting #1
Jan. 8 or 9 – TBD (TBD)	Environmental Impact Report – Scoping Meeting #2

Project Milestones

Date	Milestone
November 20, 2012	Fiscal Feasibility Findings
November 2012	Start Environmental Review Process
February – April 2013	Proposed Term Sheet Endorsements
May – June 2013	Draft Environmental Impact Report Published
Early 2014	Final EIR Certification (Planning Commission) Proposed Approval of Final Transaction Documents
Spring 2014	Proposed Public Trust Consistency Approvals
Summer 2014	Proposed Start of Construction



Thank You & Questions

