Problem Statement

- Major pieces of new infrastructure are planned including:
  - Downtown Rail Extension (DTX)
  - Caltrain Electrification
  - Transbay Transit Center (TTC) – under construction
  - High Speed Rail (HSR)
Problem Statement-cont.

- Planned Infrastructure currently is:
  - Minimally coordinated
  - As proposed, when built, their layering will result in undesired physical intrusion
    - Exacerbate existing intrusions
  - Unfunded improvements

- Need to look at the future
- Need to improve the urban environment
Problem Statement – cont.

HSR Grade Separation

I-280 Barrier

Railyard Barrier
Goals of the Study

- Determine the best methods of construction for various projects
- Coordinated effort to improve urban environment
- Create opportunity to increase housing and job growth needs
- Determine cost and potential revenue sources
Background - History

- California High Speed Rail Authority (CHSRA)
- Transbay Transit Center (TTC)
- Downtown Rail Extension (DTX)
- Caltrain Electrification
- Anticipated Growth
- Local Plans
  - Central SoMa
  - Mission Bay/UCSF
  - Eastern Neighborhoods
  - 16th Street Bus Rapid Transit
Overview of Proposed Contract

Contract

- Visioning
- Conceptual Analysis
- Alternatives
- Refinement of Alternatives

Components

1. Boulevard I-280
2. DTX Value Engineering
3. Transbay Terminal Loop Track
4. Reconfiguration/relocation of 4th/King Railyard
5. Placemaking and Development Opportunities
1. Boulevard I-280 – Existing Conditions

- Railyards and I-280 freeway consume 37 acres
- 1.2-mile barrier separates Mission Bay from SoMa, Showplace Square and Potrero Hill
- Only two crossings
  - Mission Bay Drive
  - 16th Street
- Previous Studies
Other Freeway Boulevards

Embarcadero

Octavia
“Panhandle” Boulevard Proposal

“Maximum Development” Boulevard Proposal
1. Boulevard I-280 – Anticipated Scope of Work

- Replace stub-end elevated freeway with surfaced urban boulevard
- Reconnect divided neighborhoods
- Determine the impacts and benefits associated with boulevarding
2. DTX Value Engineering Study

Cut-and-Cover
Throat Structure
Widens from three to six

Mined Tunnel
(sequential excavation method)
Three tracks

Open Trench
in Townsend Street
Narrows from three to two tracks

Throat Structure
Cut and Cover
Mined Tunnel
Open Trench
Retain Existing Tracks
2. DTX Value Engineering – Anticipated Scope of Work

- Review alignment and construction methods for connecting HSR and Caltrain to TTC, given available funding.

- Build on existing options previously studied.

- Constraints to be tested include:
  - Avoid major sewer infrastructure
  - Avoid structures on pilings
  - During construction:
    - Maintain Caltrain operations
    - Minimize disruption to local land uses
    - Accommodate local circulation and regional traffic
3. Transbay Loop Track

- Enhance operations of Transbay Transit Center (TTC) and the DTX with a loop track configuration.
- Allow for future expansion of service to East Bay for HSR and other train service.
- Potential of 2-track DTX rather than 3-track as designed.
3. Transbay Loop Track – Anticipated Scope of Work

- Update existing loop track study with updated TTC planset.
- Determine future possibility and proposed alignment
4. Reconfiguration/Relocation of Railyard

Options for redevelopment:

1. Construct deck over existing railyards
   - Limited development potential
   - Poor interface with street level

2. Relocate railyards
   - Enable “clean slate” development
4. Reconfiguration/Relocation Options

Two of the possible options shown above

**Development 2 Street Fronts**
No Off-site Facility

**Development 3 Street Fronts**
Off-site Facility Needed (SF)
4. Reconfiguration/Relocation of Railyard – Anticipated Scope of Work

- Determine needs at 4th & King
- Determine area required to meet needs
- Look at alternative locations for additional storage
- Potential Phasing plan
5. Placemaking and Development Opportunities

- Railyard (20+ acres)
- I-280 Corridor (4+ acres)
- Re-evaluate adjacent parcels in the area
- New Revenue and Value Capture
Benefits of Improvement or Development of 4th/King as Proposed

- Reconnect Neighborhoods - Integrate Mission Bay and Eastern Waterfront with rest of City
- Create new access and linkages in the area (pedestrian, bicycle, vehicular, etc)
- Generate revenue for Caltrain and other transportation improvements – both capital and ongoing operating revenue
- Generate additional ridership from TOD
- Help meet SF’s RHNA and Plan Bay Area targets for transit-served priority development areas
- Plan for sea level rise and climate change vulnerability
5. Placemaking & Development Opportunities – Anticipated Scope of Work

- For available parcels of land, determine:
  - potential land use/development scenarios
  - Height/Bulk and Zoning Scenarios
Public Involvement

- Throughout the project (total of 8 meetings 4 rounds: Phase I and Phase II)
- Focused meetings
- Advisory Committees
  - Technical Advisory Committee
  - Citizen Advisory Committee
  - CCSF Commission/Board updates
  - Outreach to identified stakeholders/community groups
## Schedule

<table>
<thead>
<tr>
<th>Phase</th>
<th>Date</th>
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<tbody>
<tr>
<td>RFP issued by City</td>
<td>January 2014</td>
</tr>
<tr>
<td>Contract Start Date</td>
<td>May 2014 (anticipated)</td>
</tr>
<tr>
<td>Phase I – Vision/Concept Development</td>
<td>6-9 months</td>
</tr>
<tr>
<td>Phase II – Alternatives and Refinement</td>
<td>12-15 months</td>
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<tr>
<td>Completion of this contract</td>
<td>December 2015 – June 2016</td>
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<table>
<thead>
<tr>
<th>Follow-on Phases</th>
<th>Anticipated Dates</th>
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<tbody>
<tr>
<td>Phase III – Preferred Alternative</td>
<td>12-18 months</td>
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<tr>
<td>Phase IV – Environmental Clearances</td>
<td>18 months – 4 years (could be semi-concurrent with Phase III)</td>
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<tr>
<td>Phase V - Implementation</td>
<td>As money and priorities allow</td>
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Questions?

For more information on this project

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