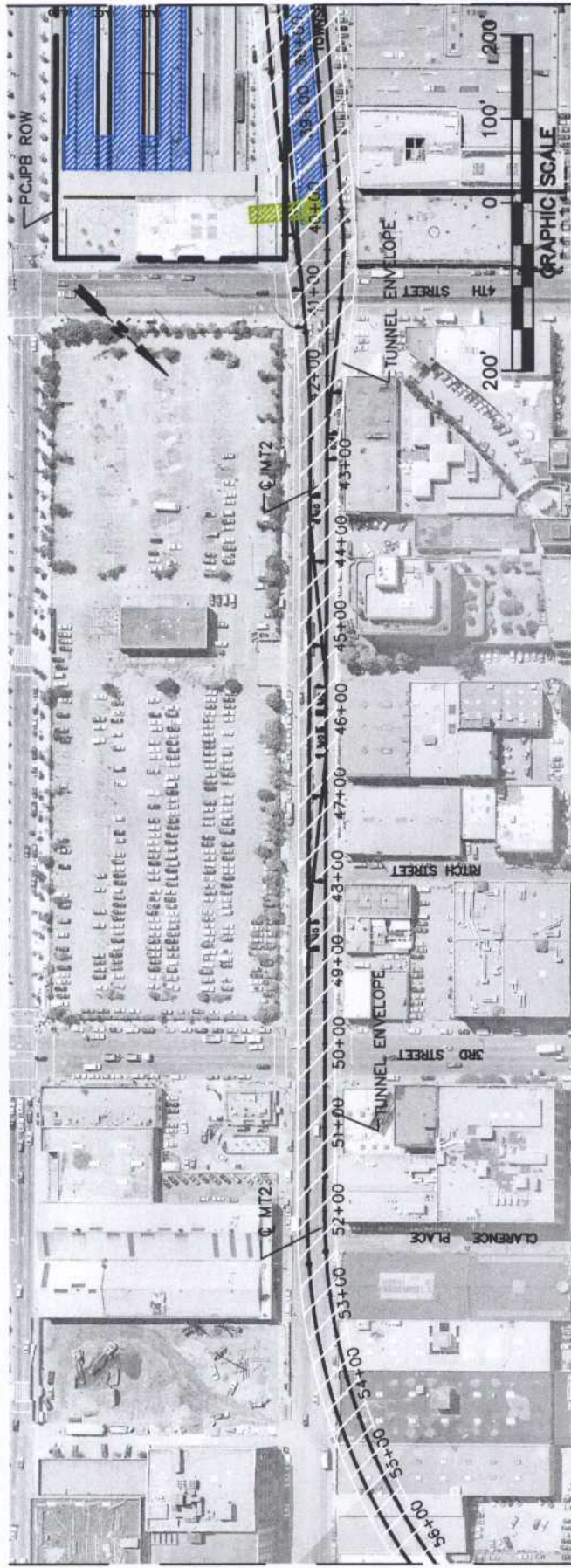


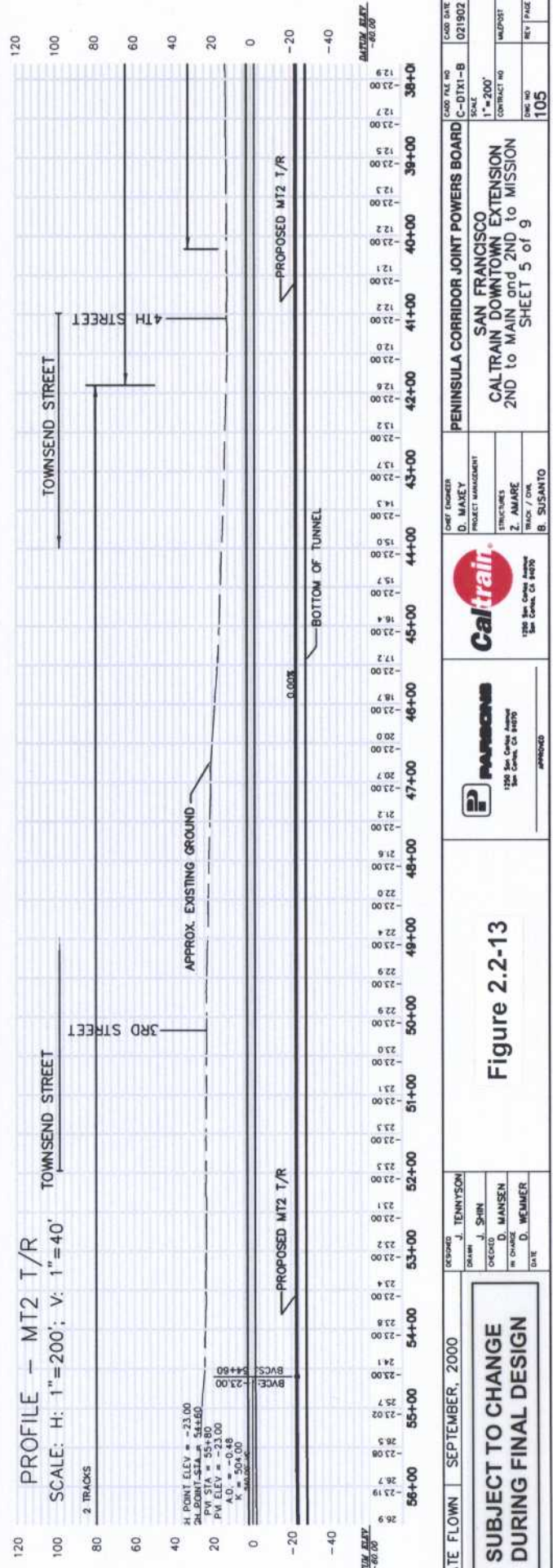
MATCH LINE MT-2 58+51.48 SEE SHEET 106



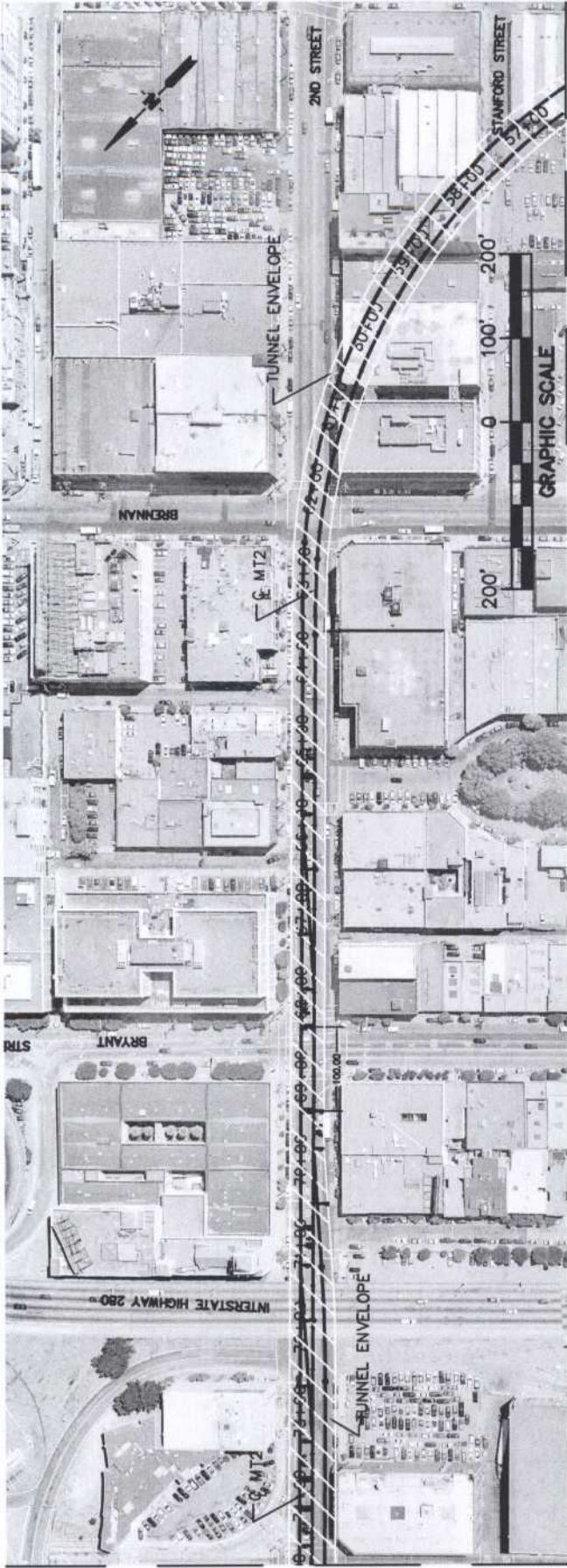
MATCH LINE MT-2 37+60.15 SEE SHEET 104

PLAN

PROFILE - MT2 T/R
SCALE: H: 1"=200'; V: 1"=40'



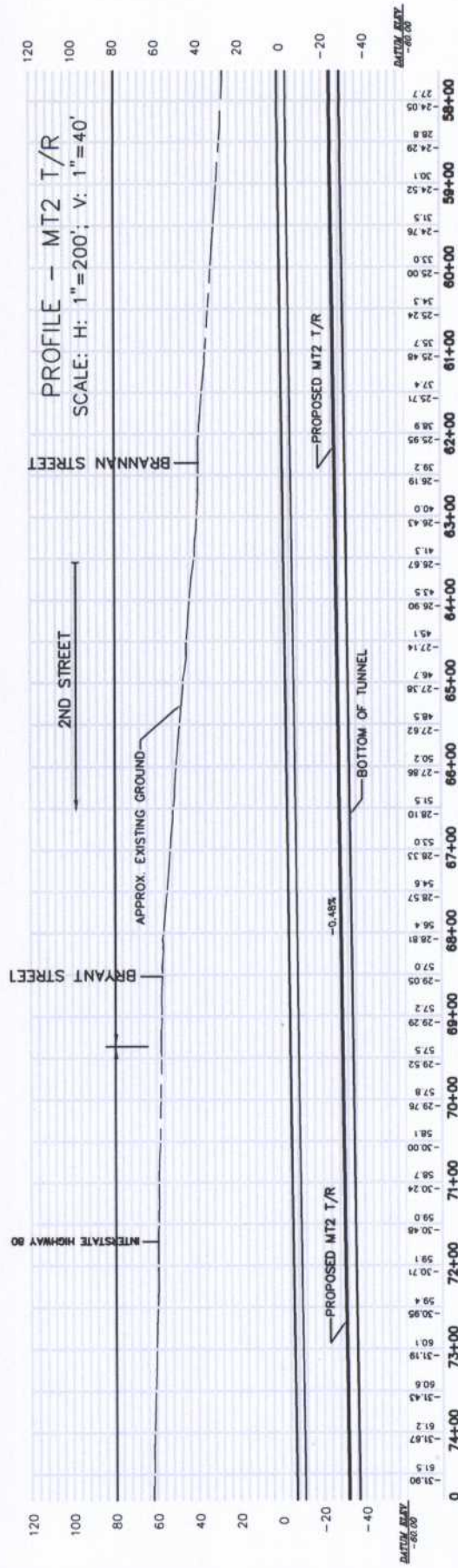
DATE FLOWN	SEPTEMBER, 2000	DESIGNED BY	J. TENNYSON	CHIEF ENGINEER	D. MAXEY	PROJECT MANAGER	STRUCTURES	Z. AMARE	TRACK / CIVIL	B. SUSANTO
<p>SUBJECT TO CHANGE DURING FINAL DESIGN</p>		DRAWN BY	J. SHIN	PROJECT MANAGER	STRUCTURES	Z. AMARE	TRACK / CIVIL	B. SUSANTO	<p>Caltrain 1200 San Carlos Avenue San Carlos, CA 95050</p>	
<p>Figure 2.2-13</p>		CHECKED BY	D. MANSEN	PROJECT MANAGER	STRUCTURES	Z. AMARE	TRACK / CIVIL	B. SUSANTO	<p>PARSONS 1200 San Carlos Avenue San Carlos, CA 95050</p>	
<p>Peninsula Corridor Joint Powers Board</p>		IN CHARGE	D. WELMER	PROJECT MANAGER	STRUCTURES	Z. AMARE	TRACK / CIVIL	B. SUSANTO	<p>SAN FRANCISCO CALTRAIN DOWNTOWN EXTENSION 2ND to MAIN and 2ND to MISSION SHEET 5 of 9</p>	
DATE	SEPTEMBER, 2000	SCALE	1"=200'	CONTRACT NO.	MTPOST	CHK NO.	105	REV	DATE	NO.



MATCH LINE MT-2 74+82.15 SEE SHEET 107

PLAN

MATCH LINE MT-2 56+51.48 SEE SHEET 105



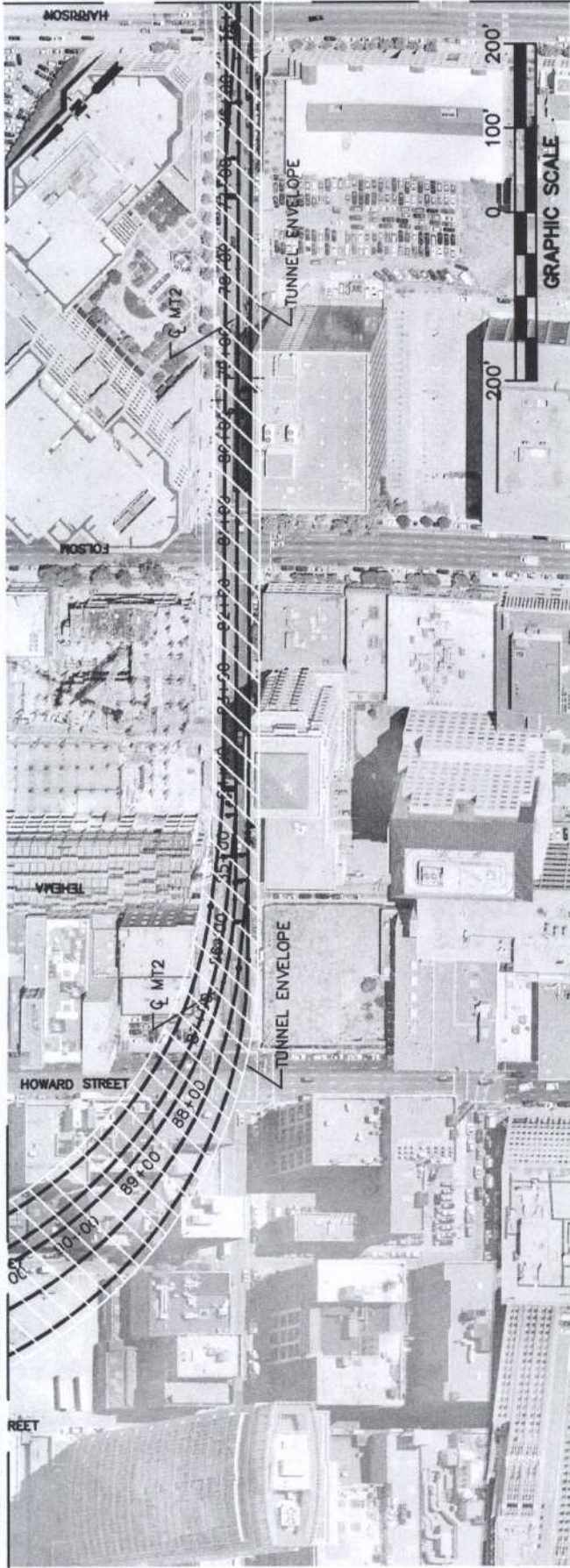
PROFILE - MT2 T/R
SCALE: H: 1"=200'; V: 1"=40'

PROPOSED MT2 T/R

PROPOSED MT2 T/R

DATE FLOWN	SEPTEMBER, 2000	DESIGNED	J. TENNYSON	CHIEF ENGINEER	D. MAXEY	PROJECT MANAGEMENT	CONTRACT NO.	106	REV. PAGE NO.	106	
SUBJECT TO CHANGE DURING FINAL DESIGN		DRAWN	J. SHIN	STRUCTURES	Z. AMARE	TRACK / CIVIL	SCALE	1"=200'	CONTRACT NO.	106	
Figure 2.2-14		IN CHARGE	D. MANSEN	PENINSULA CORRIDOR JOINT POWERS BOARD			SAN FRANCISCO CALTRAIN DOWNTOWN EXTENSION 2ND TO MAIN SHEET 6 of 9				
APPROVED		DATE	D. WEMMER	1200 So. Coast Avenue San Jose, CA 95128			Caltrain				
APPROVED		1200 So. Coast Avenue San Jose, CA 95128			B. SUSANTO			1200 So. Coast Avenue San Jose, CA 95128			

MATCH LINE MT-2 90+86.20 SEE SHEET 108



PLAN

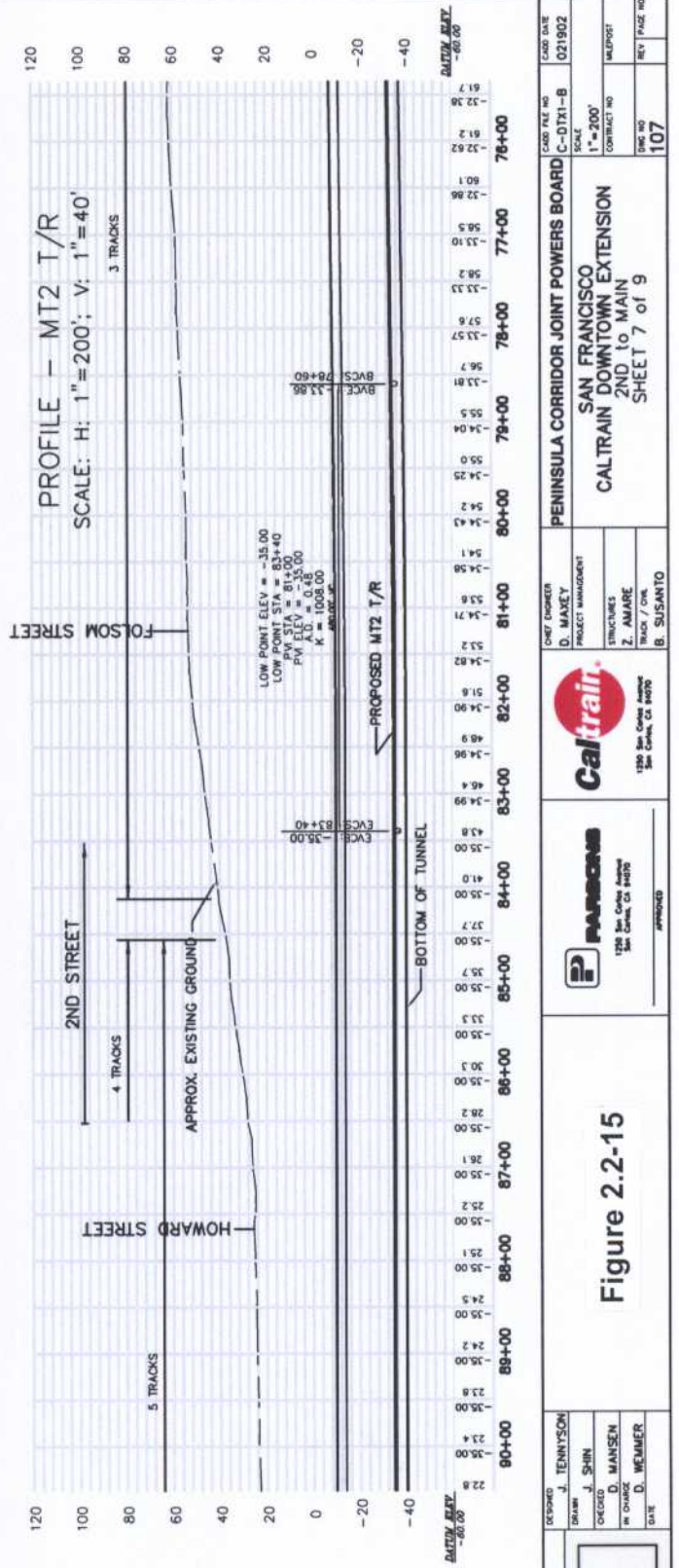


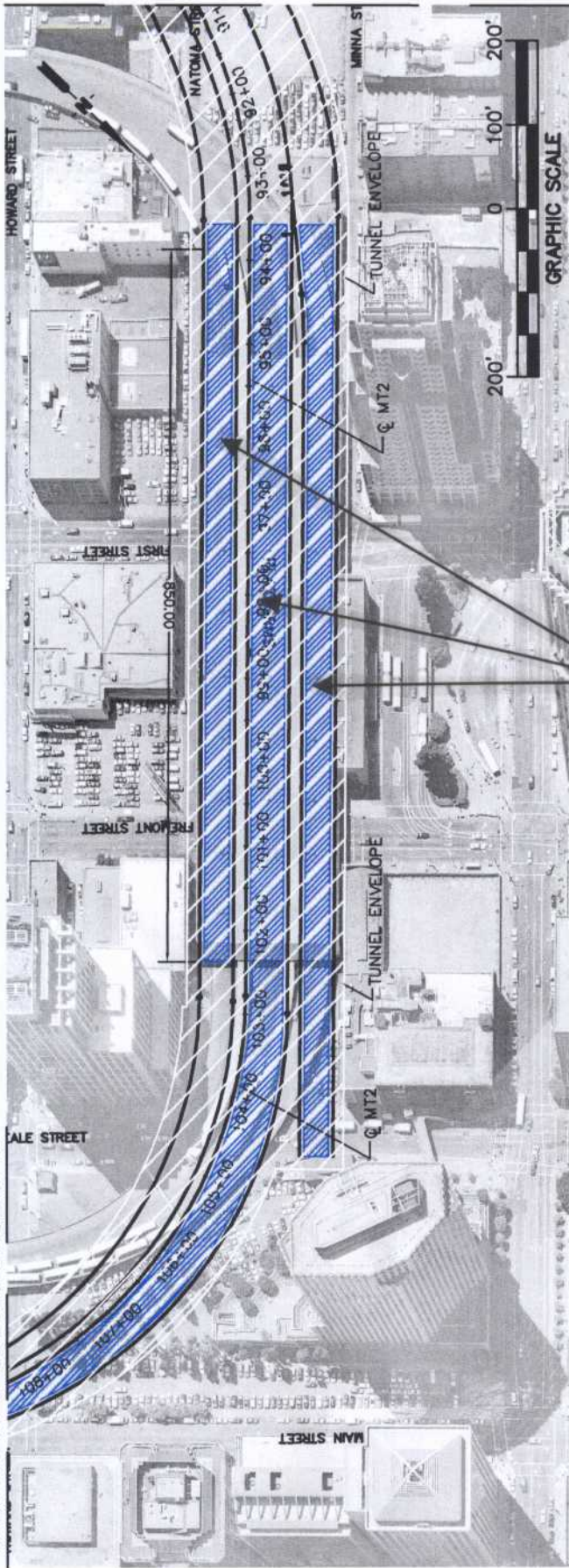
Figure 2.2-15

DATE FLOWN SEPTEMBER, 2000	DESIGNED J. TENNYSON	CHIEF ENGINEER D. MAXEY	PROJECT MANAGER D. MAXEY	CONTRACT NO. C-0141-B	CONTRACT DATE 02/19/02
SUBJECT TO CHANGE DURING FINAL DESIGN	DRAWN J. SHIN	STRUCTURES Z. AMARE	TRACKS / CIVIL B. SUSANTO	SCALE 1"=200'	SHEET NO. 107
	CHECKED D. MANSEN			CONTRACT NO. 107	
	IN CHARGE D. WEAVER				
	DATE				



MATCH LINE MT-2 108+48.19 SEE SHEET 109

MATCH LINE MT-2 90+86.20 SEE SHEET 107



PLAN

Caltrain Platforms
Under Transbay Terminal

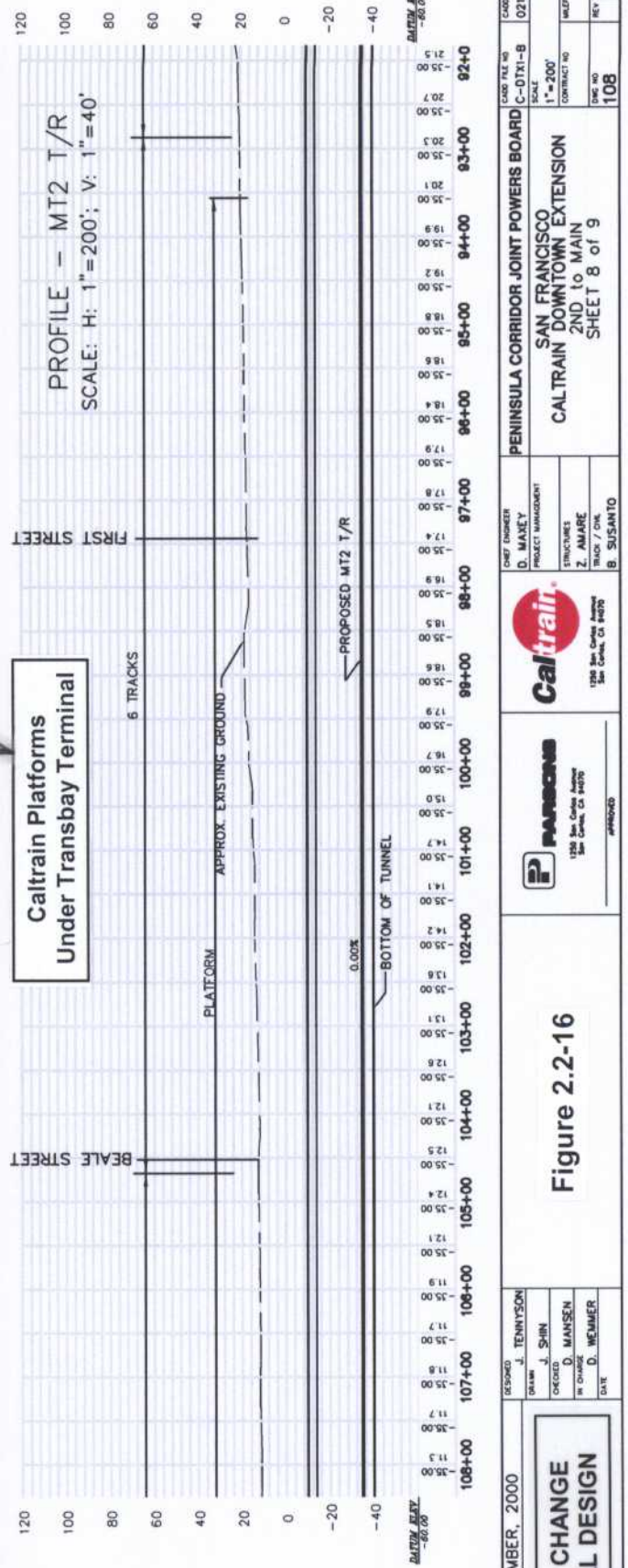
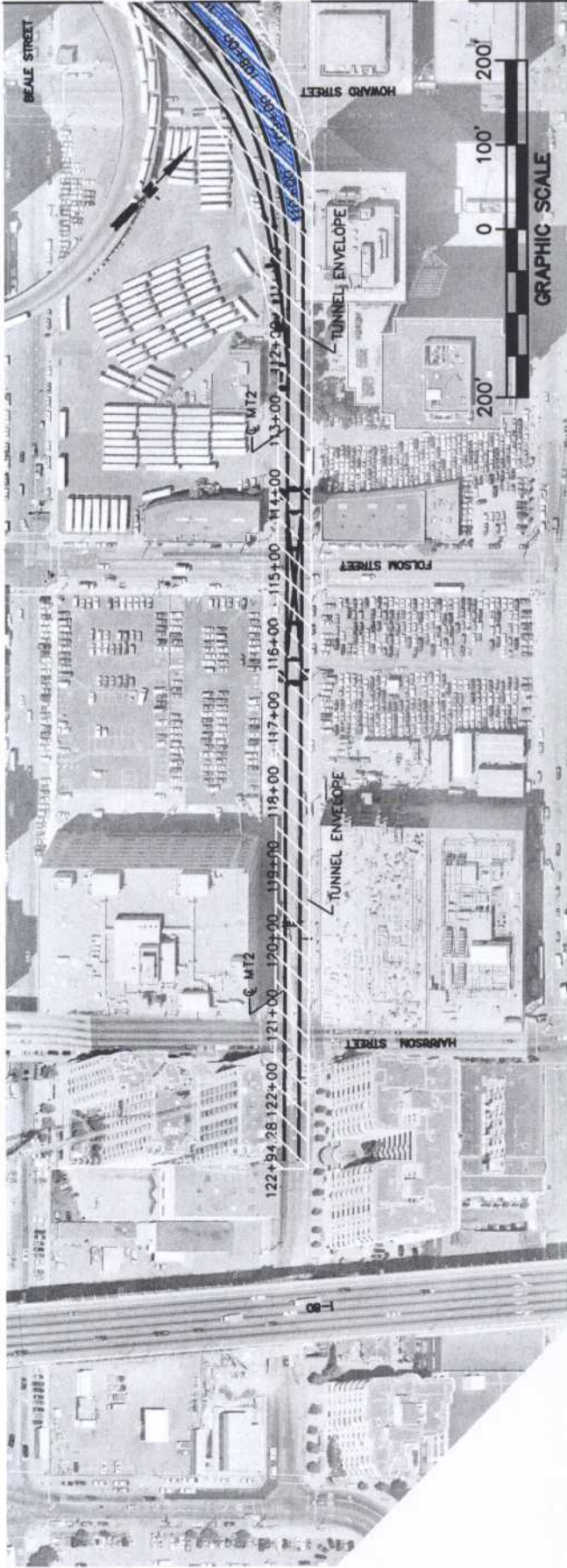


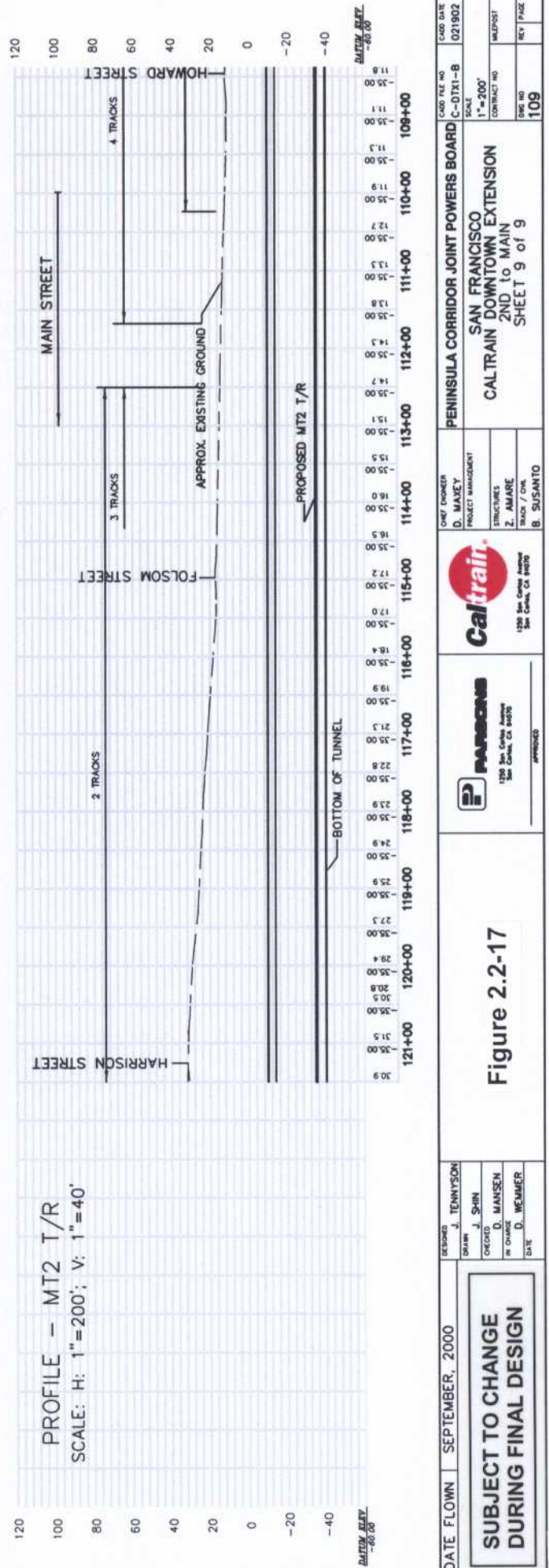
Figure 2.2-16

DATE FLOWN	SEPTEMBER, 2000	DESIGNED	J. TENNYSON	CHIEF ENGINEER	D. MAKEY	PROJECT MANAGEMENT	PENINSULA CORRIDOR JOINT POWERS BOARD		CADD FILE NO.	C-07X1-B	CADD DATE	021902
SUBJECT TO CHANGE DURING FINAL DESIGN			DRAWN	J. SHIN	STRUCTURES	Z. AMARE	SAN FRANCISCO CALTRAIN DOWNTOWN EXTENSION		SCALE	1"=200'	CONTRACT NO.	ML0207
			CHECKED	D. MANSEN	TRACK / CIVIL	B. SUSANTO	SHEET 8 of 9		PIEC NO.	108	REV	PIECE NO.
			IN CHARGE	D. WELMER								

MATCH LINE MT-2 108+48.19 SEE SHEET 108



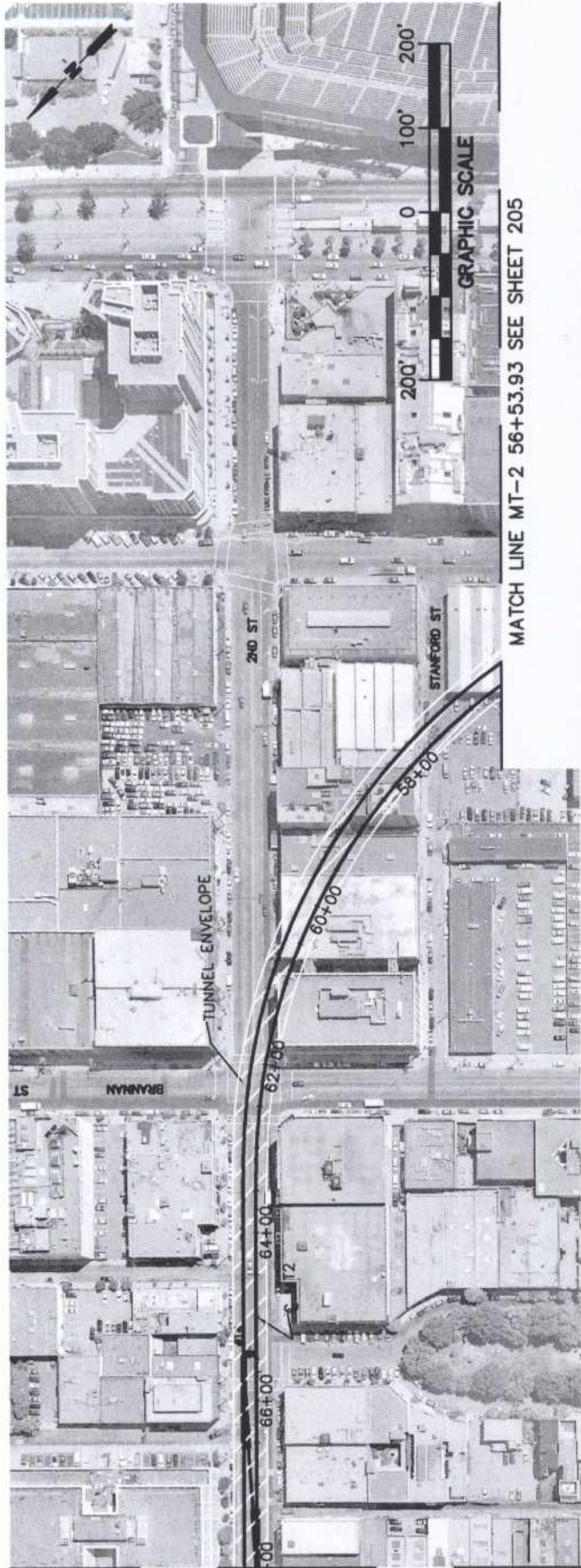
PLAN



PROFILE - MT2 T/R
SCALE: H: 1"=200'; V: 1"=40'

DATE FLOWN	SEPTEMBER, 2000	DESIGNED	J. TENNYSON	CADD FILE NO	C-07A1-B	CADD DATE	02/19/02
<p>SUBJECT TO CHANGE DURING FINAL DESIGN</p>		DRAWN	J. SHIN	SCALE	1"=200'	CONTRACT NO	UNEPST
		CHECKED	D. MANSEN	<p>SAN FRANCISCO PENINSULA CORRIDOR JOINT POWERS BOARD</p> <p>CALTRAIN DOWNTOWN EXTENSION</p> <p>2ND TO MAIN</p> <p>SHEET 9 of 9</p>			
		IN CHARGE	D. WEMMER	STRUCTURES	Z. AMARE	DWG NO	109
		DATE		TRACK / CIVIL	B. SUSANTO	REV	PHASE NO
		APPROVED					
		<p>1500 San Carlos Avenue San Carlos, CA 95050</p>		<p>1500 San Carlos Avenue San Carlos, CA 95050</p>			

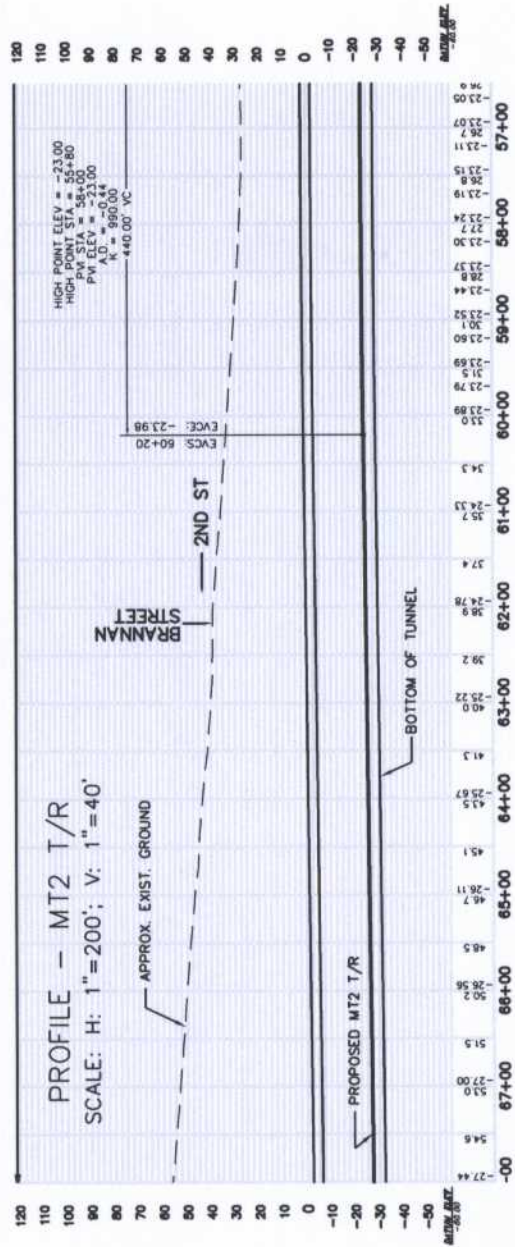
Figure 2.2-17



MATCH LINE MT-2 68+00.00 SEE SHEET 207

MATCH LINE MT-2 56+53.93 SEE SHEET 205

PLAN



PROFILE - MT2 T/R
SCALE: H: 1"=200'; V: 1"=40'

APPROX. EXIST. GROUND

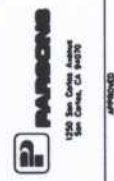
PROPOSED MT2 T/R

BOTTOM OF TUNNEL

DATE FLOWN	SEPTEMBER, 2000	DESIGNED BY	J. TENNYSON
		DRAWN BY	K. LEI
		CHECKED BY	D. MANSEN
		IN CHARGE	D. WEMMER
		DATE	

**SUBJECT TO CHANGE
DURING FINAL DESIGN**

Figure 2.2-18

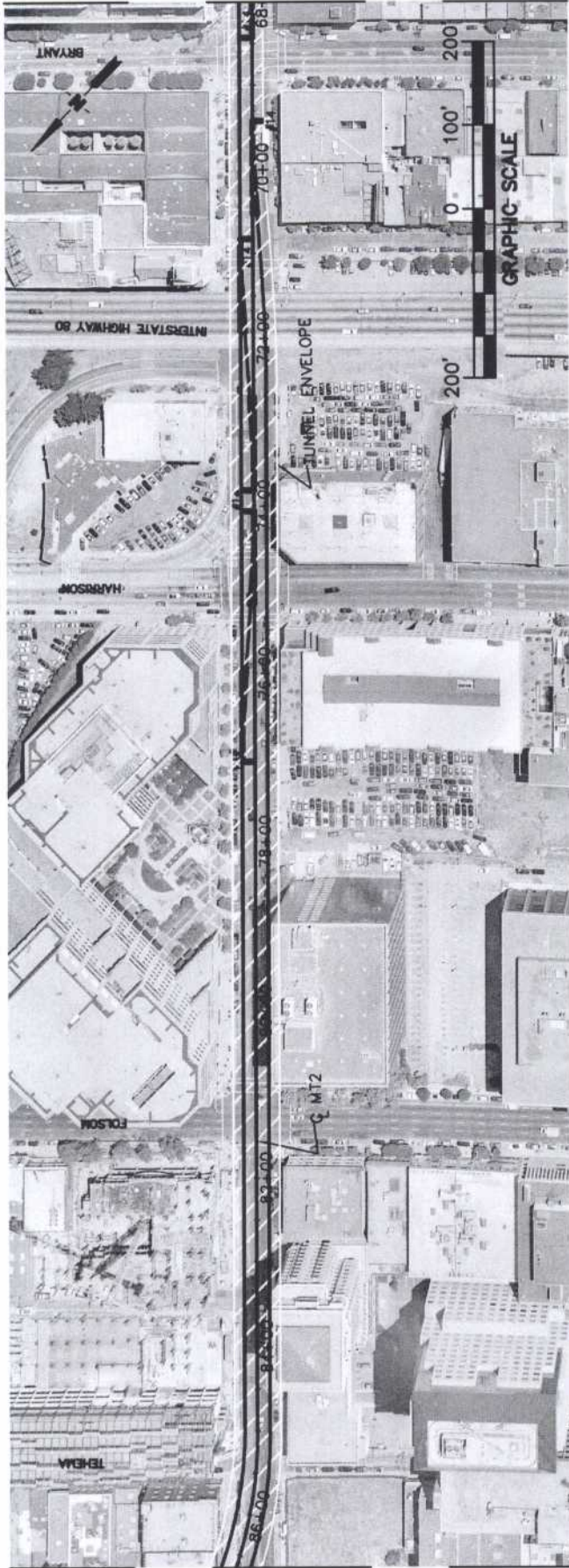


PROJECT MANAGER
D. MASEY
PROJECT MANAGER
J. FIGARRA
CHECKS / DATE
C. PATINE

PENINSULA CORRIDOR JOINT POWERS BOARD
SAN FRANCISCO
CALTRAIN DOWNTOWN EXTENSION
2ND TO MISSION
SHEET 6 OF 9

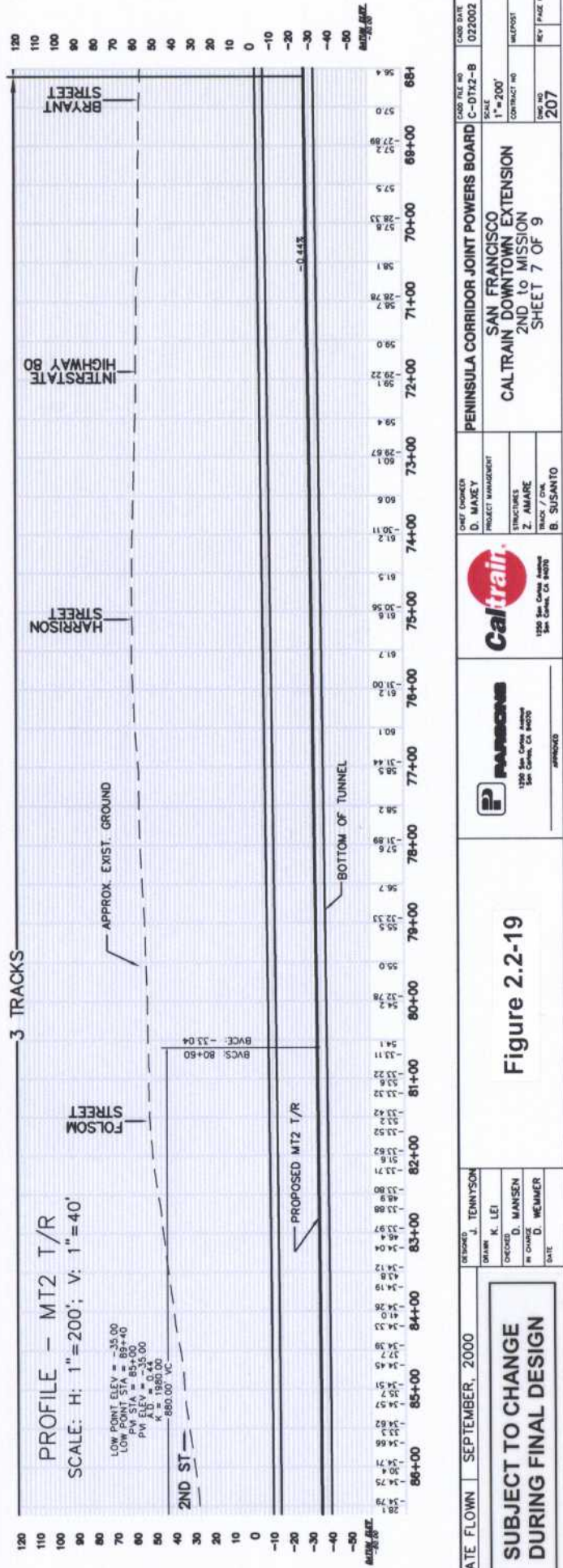
CADD FILE NO	C-DTX2-B	CADD DATE	02/2002
SCALE	1"=200'	CONTRACT NO	
ISSUE NO	206	REV	FACE NO

MATCH LINE MT-2 68+00.00 SEE SHEET 206



PLAN

MATCH LINE MT-2 86+64.69 SEE SHEET 208



3 TRACKS

PROFILE - MT2 T/R
SCALE: H: 1"=200'; V: 1"=40'

LOW POINT ELEV = -35.00
LOW POINT STA = 88+40
PVI STA = 85+00
PVI ELEV = 0.43
K = 1980.00
VC = 880.00'

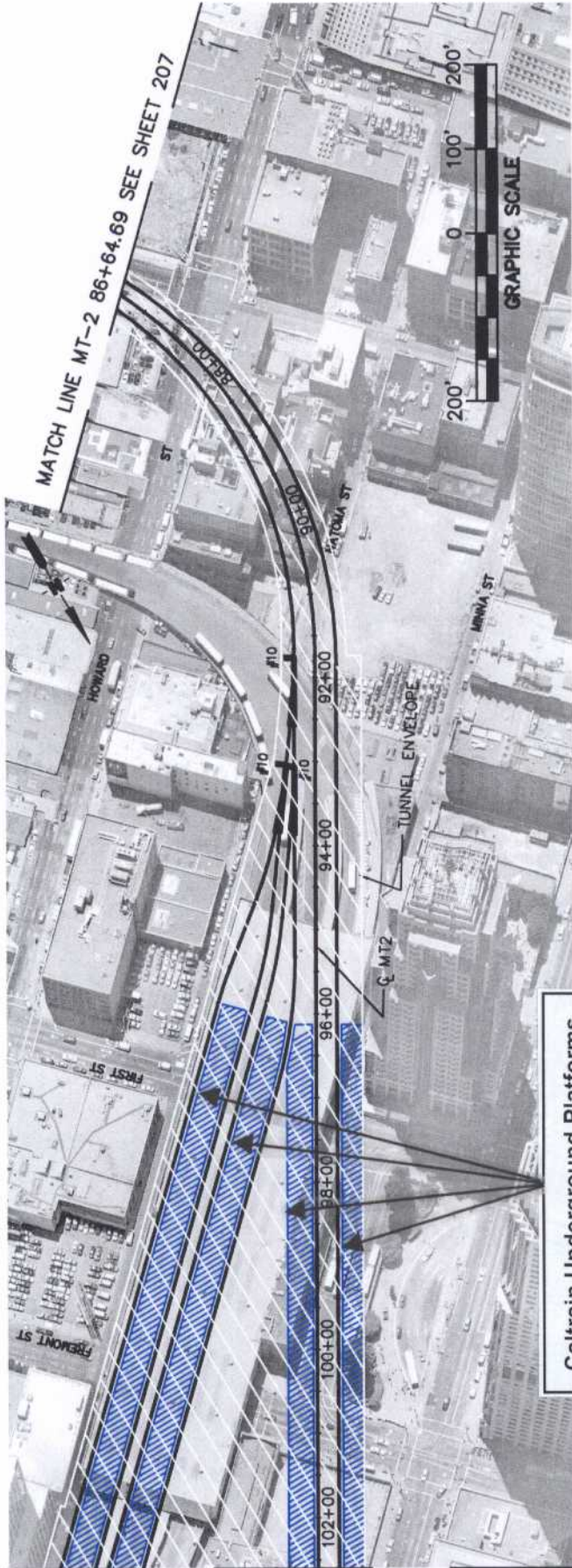
BVCS: 80+60
BVCS: -33.04

PROPOSED MT2 T/R

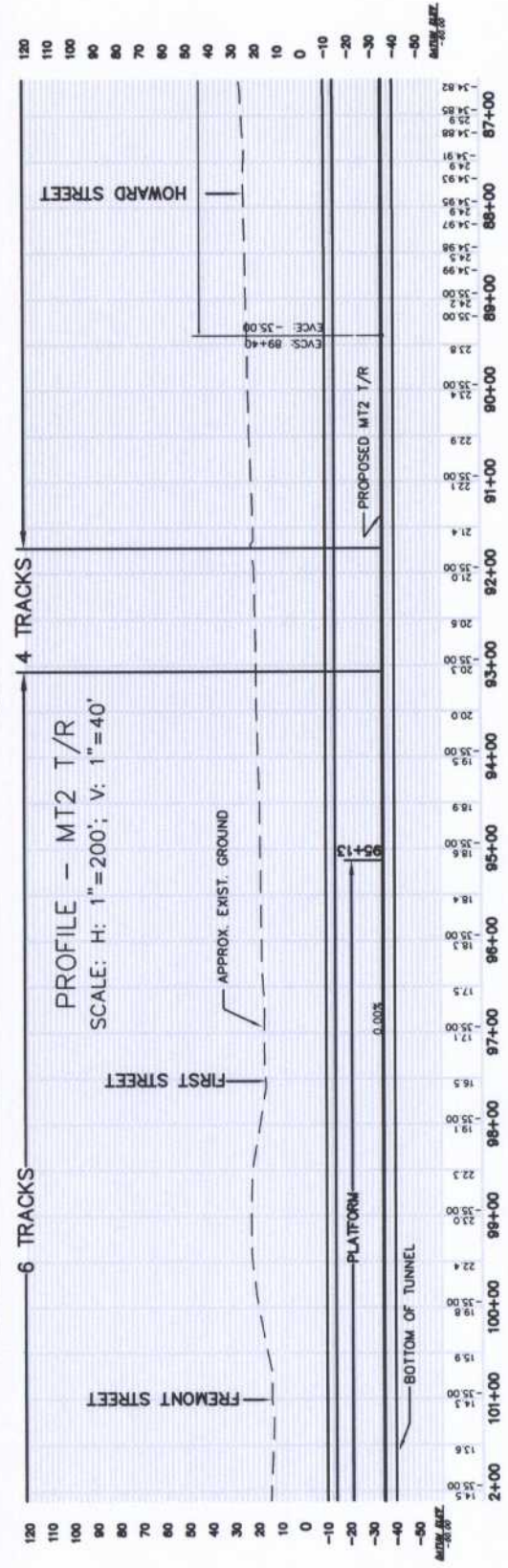
BOTTOM OF TUNNEL

DATE FLOWN	SEPTEMBER, 2000	DESIGNED	J. TENNYSON	PROJECT MANAGER	D. MAXEY	CHIEF ENGINEER	D. MAXEY	CONTRACT NO.	207	REV / PAGE NO.	022002
<p>SUBJECT TO CHANGE DURING FINAL DESIGN</p>		DRAWN	K. LEI	STRUCTURES	Z. AMARE	PENINSULA CORRIDOR JOINT POWERS BOARD		SCALE	1"=200'	CADD FILE NO	
		IN CHARGE	D. MANSEN	TRACK / CIVIL	B. SUSANTO	SAN FRANCISCO		CONTRACT NO.	207	C-DTX2-B	
		DATE		CALTRAIN		CALTRAIN DOWNTOWN EXTENSION		2ND TO MISSION		SHEET 7 OF 9	

Figure 2.2-19



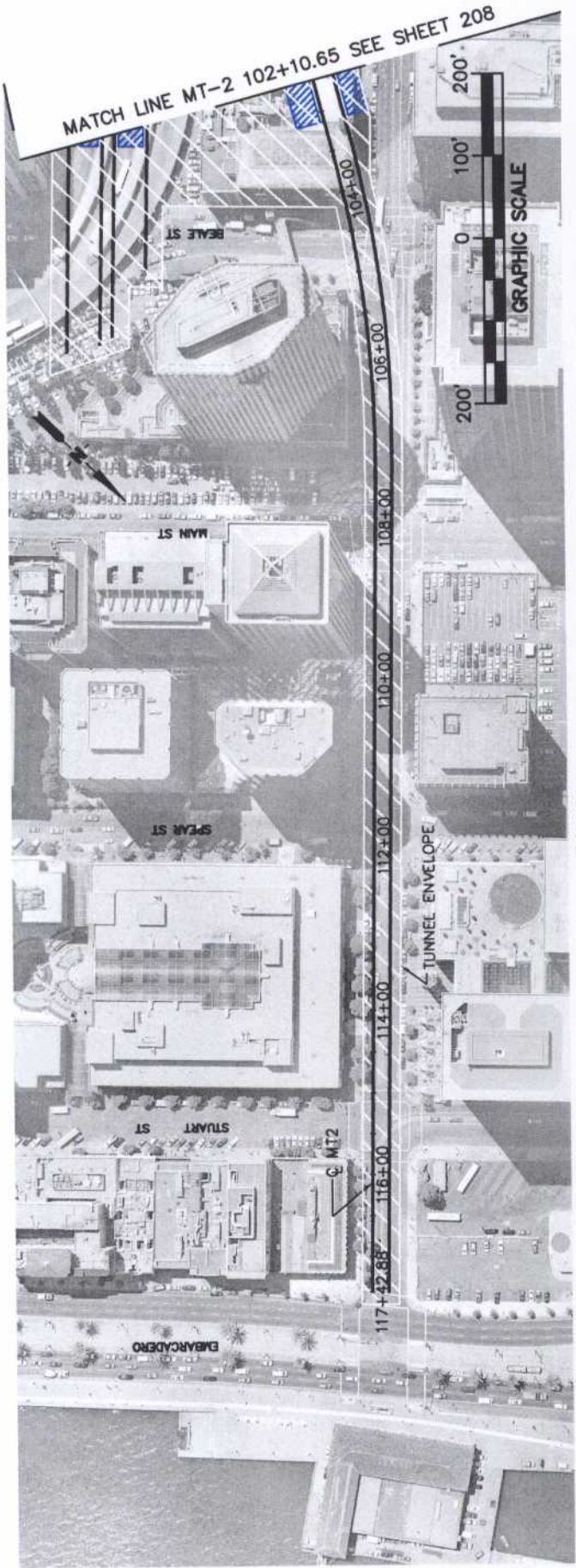
Caltrain Underground Platforms



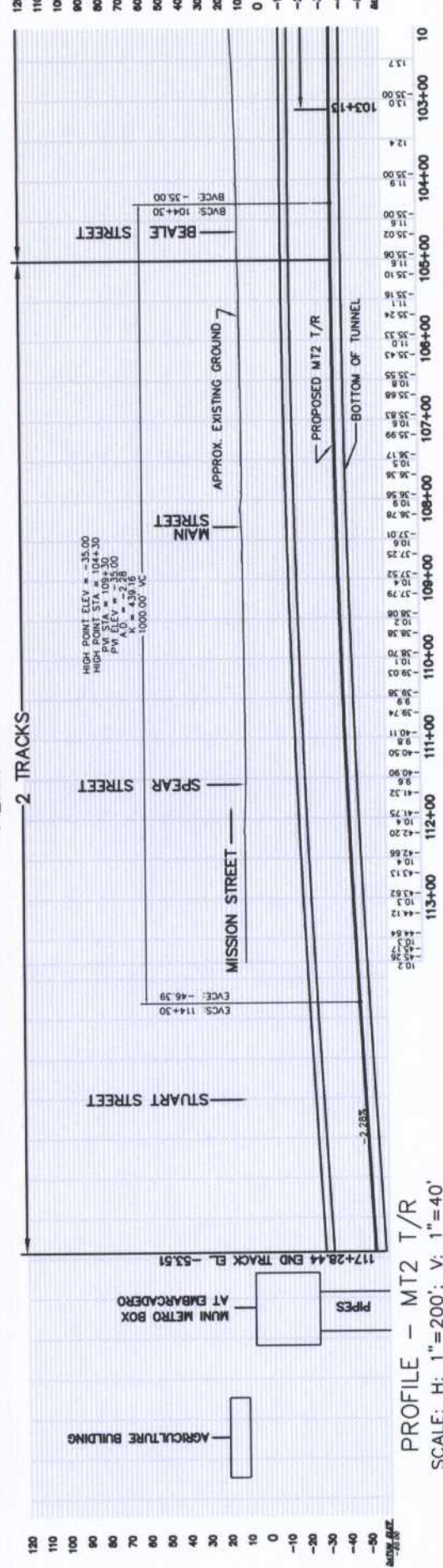
PROFILE - MT2 T/R
SCALE: H: 1"=200'; V: 1"=40'

DATE FLOWN	SEPTEMBER, 2000	DESIGNED BY	J. TENNYSON	PROJECT NO.	C-DTX2-B	SCALE	1"=200'
		DRAWN BY	K. LEI	CONTRACT NO.			
		CHECKED BY	D. MANSEN	TRACK / CIVIL			
		IN CHARGE	D. WEUMER	DATE			
<p style="text-align: center;">SUBJECT TO CHANGE DURING FINAL DESIGN</p>				<p style="text-align: center;">Figure 2.2-20</p>			
				<p style="text-align: center;">Caltrain 1200 San Carlos Avenue San Bruno, CA 94066</p>			
<p style="text-align: center;">Parsons 1200 San Carlos Avenue San Bruno, CA 94066</p>				<p style="text-align: center;">Peninsula Corridor Joint Powers Board SAN FRANCISCO CALTRAIN DOWNTOWN EXTENSION 2ND TO MISSION SHEET 8 OF 9</p>			
<p style="text-align: center;">APPROVED</p>				<p style="text-align: center;">B. SUSANTO</p>			
<p style="text-align: center;">208</p>				<p style="text-align: center;">REV / PAGE NO</p>			

MATCH LINE MT-2 102+10.65 SEE SHEET 208



PLAN



PROFILE - MT2 T/R
SCALE: H: 1"=200'; V: 1"=40'

DATE FLOWN	SEPTEMBER, 2000	DESIGNED BY	TENNISON	SCALE	1"=200'	CONTRACT NO.		CONTRACT NO.		REV / PAGE NO.	
DRAWN BY	K. LEI	CHECKED BY	D. MANSEN	PROJECT MANAGEMENT	PENINSULA CORRIDOR JOINT POWERS BOARD			SAN FRANCISCO			
IN CHARGE	D. WELMER	DATE		STRUCTURES	CALTRAIN			CALTRAIN DOWNTOWN EXTENSION			
				TRACK / CON.	1200 San Carlos Avenue San Carlos, CA 95050			2ND TO MISSION			
					APPROVED			SHEET 9 OF 9			
					PROJECT MANAGER			D. MAYEY			
					PROJECT MANAGER			B. SUSANTO			
					PROJECT MANAGER			Z. AMARE			
					PROJECT MANAGER			209			

Figure 2.2-21

**SUBJECT TO CHANGE
DURING FINAL DESIGN**

**Table 2.2-7
Levels of Redevelopment (Gross Square Feet, GSF)
Full Build and Reduced Scope**

Proposed Uses	Block Numbers										Total (GSF)
	3718	3720	3736	3737	3738	3739	3740	3749	3764		
Residential											
Full Build (No. of D.U.)	0	0	611,910 (510)	1,068,210 (890)	1,170,450 (975)	1,758,375 (1,465)	637,020 (531)	234,325 (195)	121,520 (101)		5,601,810 (4,667)
Reduced Scope (No. of D.U.)	0	0	712,800 (594)	760,290 (634)	875,160 (729)	878,400 (732)	697,400 (581)	131,075 (109)	60,760 (51)		4,115,885 (3,430)
Office											
Full Build	787,230	0	0	0	0	397,360	0	0	0		1,184,590
Reduced Scope	0	0	0	0	0	0	0	0	0		0
Hotel											
Full Build	0	475,600	0	0	0	0	0	0	0		475,600
Reduced Scope	0	350,000	0	0	0	0	0	0	0		350,000
Retail											
Full Build	61,205	11,600	29,985	38,690	50,050	98,935	30,780	25,475	8,680		355,400
Reduced Scope	0	12,000	30,800	38,715	57,860	58,400	34,900	18,725	8,680		260,080
Total											
Full Build	848,435	487,200	641,895	1,106,900	1,220,500	2,254,670	667,800	259,800	130,200		7,617,400
Reduced Scope	0	362,000	743,600	799,005	933,020	936,800	732,300	149,800	69,440		4,725,965
Source: San Francisco Redevelopment Agency, San Francisco Planning Department											

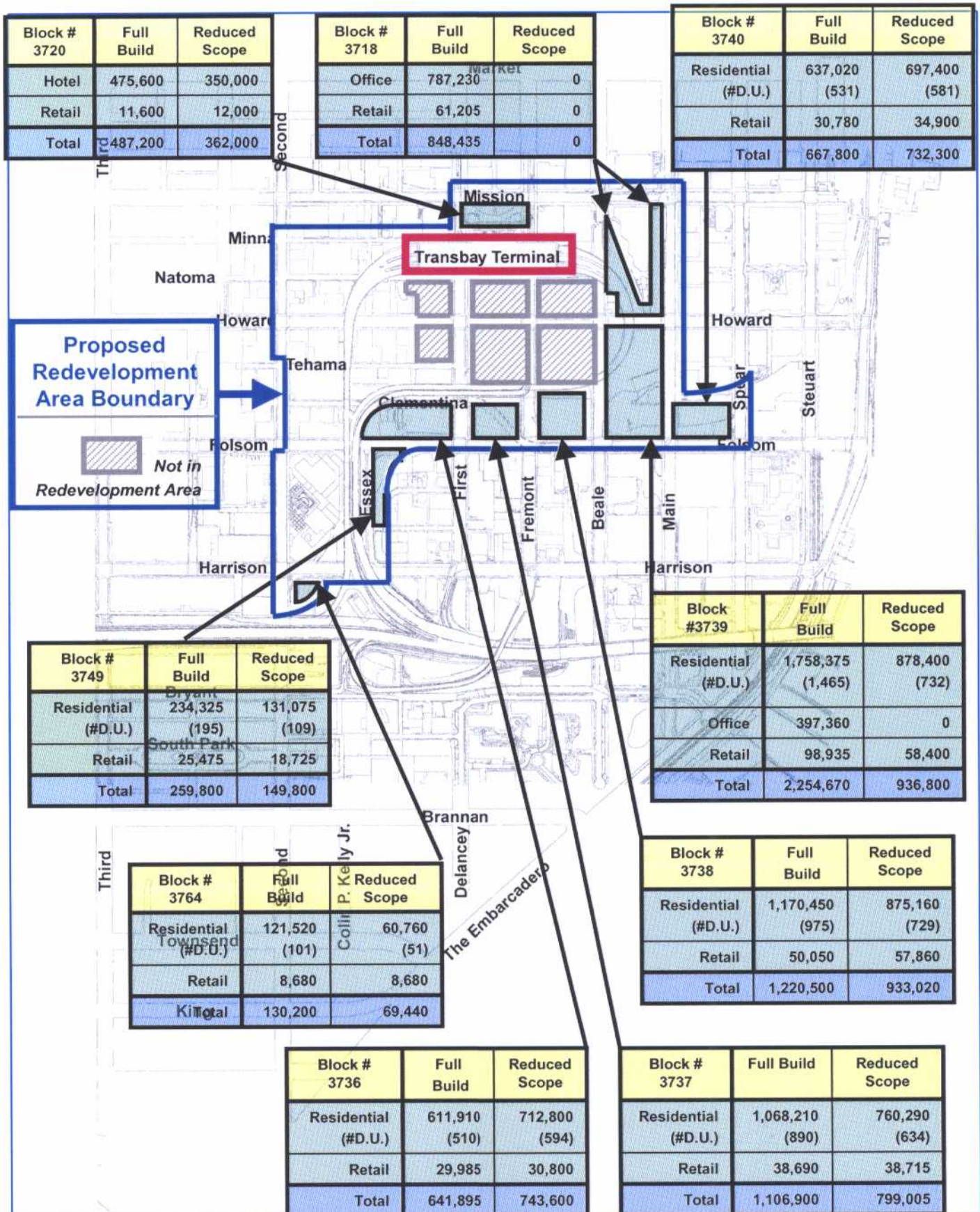
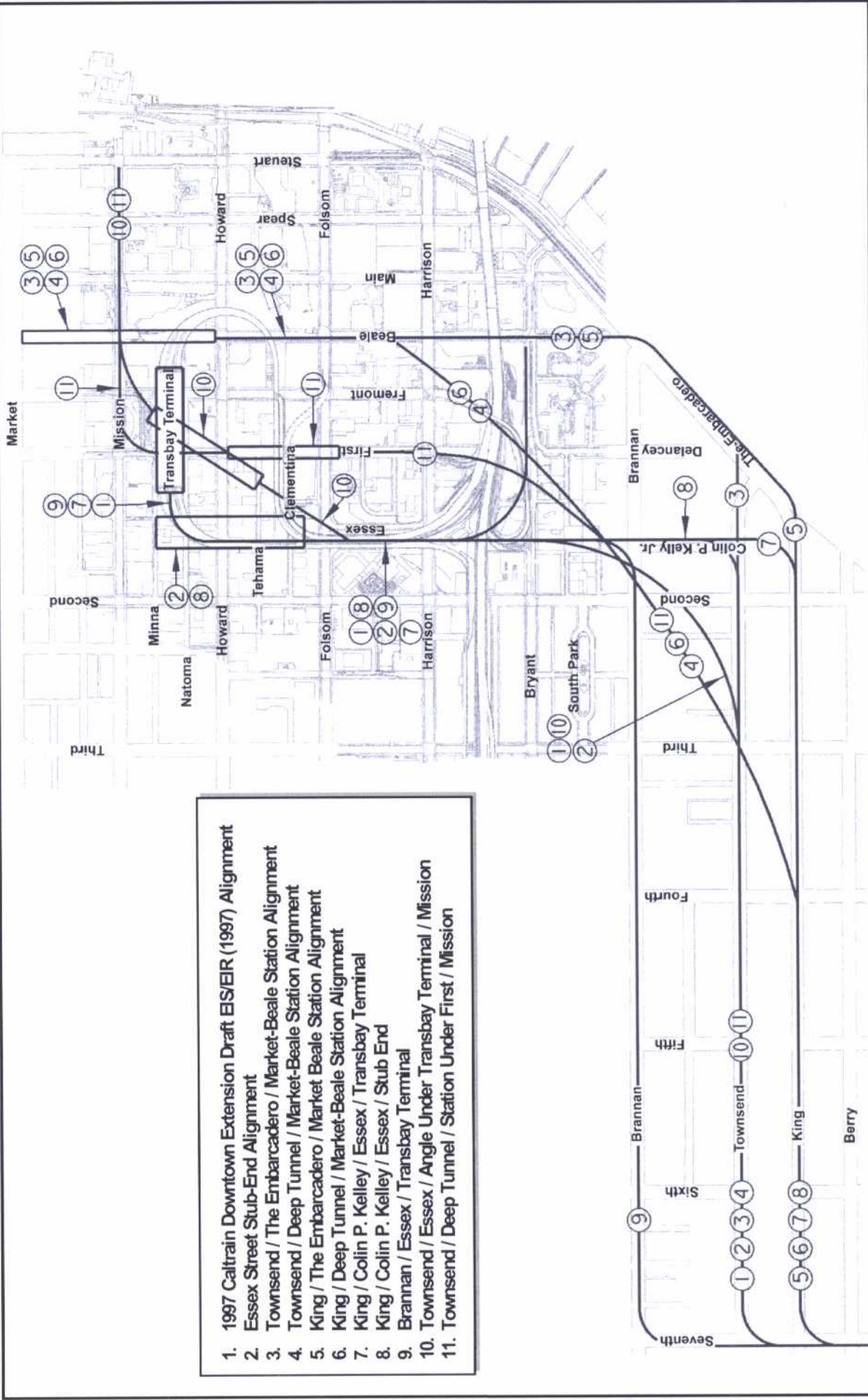


Figure 2.2-22: Development Levels Assumed for Full Build & Reduced Scope Redevelopment Alternatives & Proposed Redevelopment Area Boundary



1. 1997 Caltrain Downtown Extension Draft ES/EIR (1997) Alignment
2. Essex Street Stub-End Alignment
3. Townsend / The Embarcadero / Market-Beale Station Alignment
4. Townsend / Deep Tunnel / Market-Beale Station Alignment
5. King / The Embarcadero / Market Beale Station Alignment
6. King / Deep Tunnel / Market-Beale Station Alignment
7. King / Colin P. Kelley / Essex / Transbay Terminal
8. King / Colin P. Kelley / Essex / Stub End
9. Brannan / Essex / Transbay Terminal
10. Townsend / Essex / Angle Under Transbay Terminal / Mission
11. Townsend / Deep Tunnel / Station Under First / Mission

Figure 2.3-1: Alternatives Considered and Withdrawn