

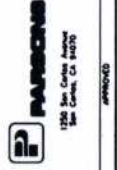
Acquisitions and Demolition for Cut-and-Cover Option
or Underground Easements for Tunnel Option

Underground Easement for
Cut-and-Cover or Tunnel Option

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

**SUBJECT TO CHANGE
DURING FINAL DESIGN**

**Property Acquisitions and
Demolition for Caltrain Extension
Cut-and-Cover Option or
Easements for Tunnel Option**

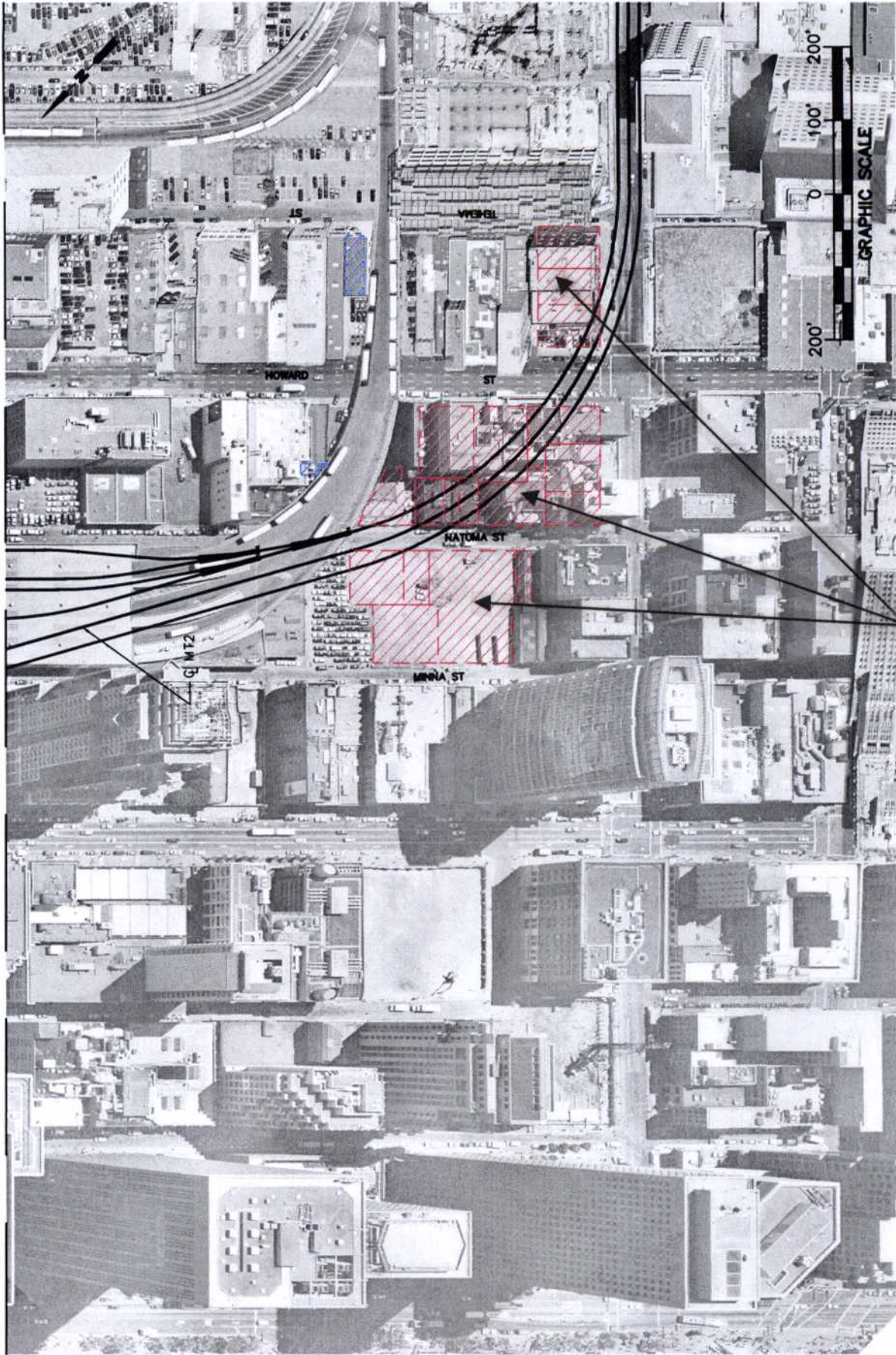


CHIEF ENGINEER	D. MAXEY
DESIGN SUPERVISOR	J. FICARRA
OPERATIONS SUPERVISOR	
SAFETY/SECURITY	C. PAYNE



PENINSULA CORRIDOR JOINT POWERS BOARD	
CDSS FILE NO.	CDSS DATE
CDT/PROP	11/09/01
SCALE	
1"=200'	
CONTRACT NO.	
DWG NO.	REV PAGE NO
151	

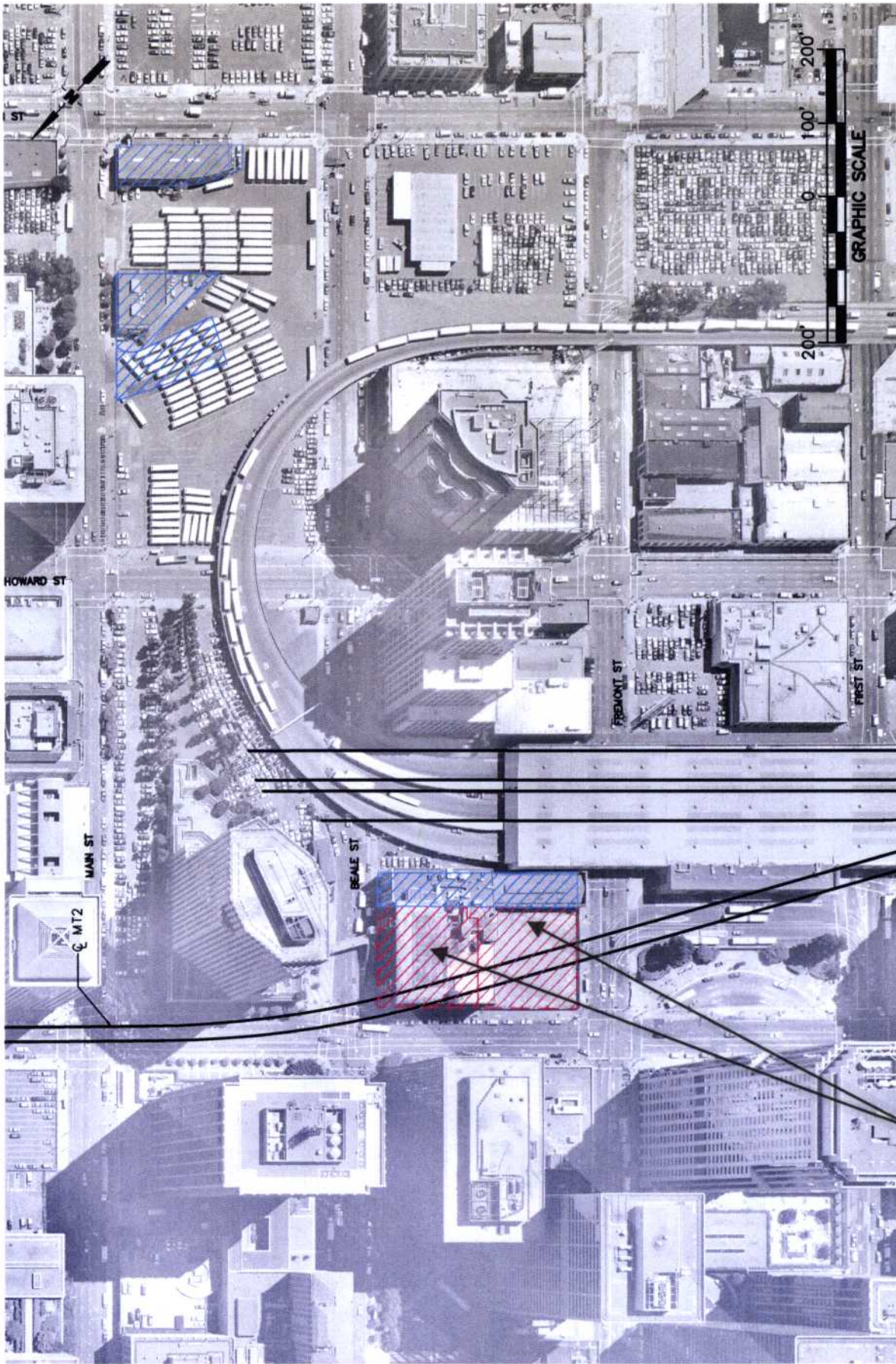
Figure 5.2-4

MATCH LINE MT-2 97+93.53 SEE SHEET 253



Acquisitions and Demolition

DATE FLOWN SEPTEMBER, 2000		DESIGNED J. TENNYSON		PENINSULA CORRIDOR JOINT POWERS BOARD CD/2/PROP		CASE FILE NO 11 0901	
SUBJECT TO CHANGE DURING FINAL DESIGN		DRAWN K. LEI		SCALE 1" = 200'		CONTRACT NO W/POST	
		CHECKED D. MANSEN		OPERATIONS OVERSIGHT J. FICARRA		DATE ISSUED 09/25	
		IN CHARGE W. SCHAFER		SAFETY/SECURITY C. PAYNE		REV PAGE NO 252	
		DATE		APPROVED		REV PAGE NO 252	
		PROPERTY ACQUISITIONS FOR SECOND-TO-MAIN CALTRAIN ALTERNATIVE		 PARSONS 1500 So. Caline Avenue San Diego, CA 92108		 Caltrain 1500 So. Caline Ave San Diego, CA 92108	
				Figure 5.2-5			



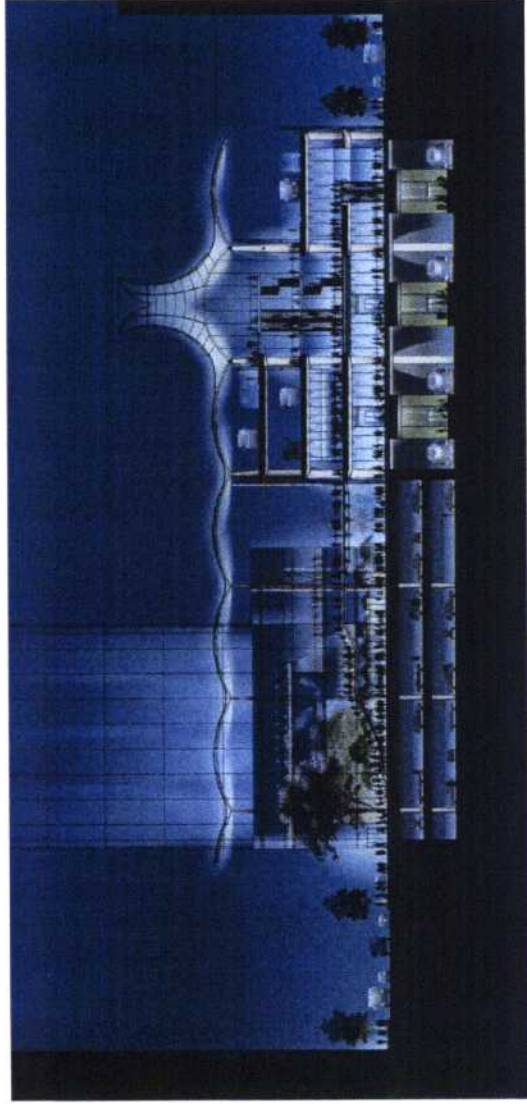
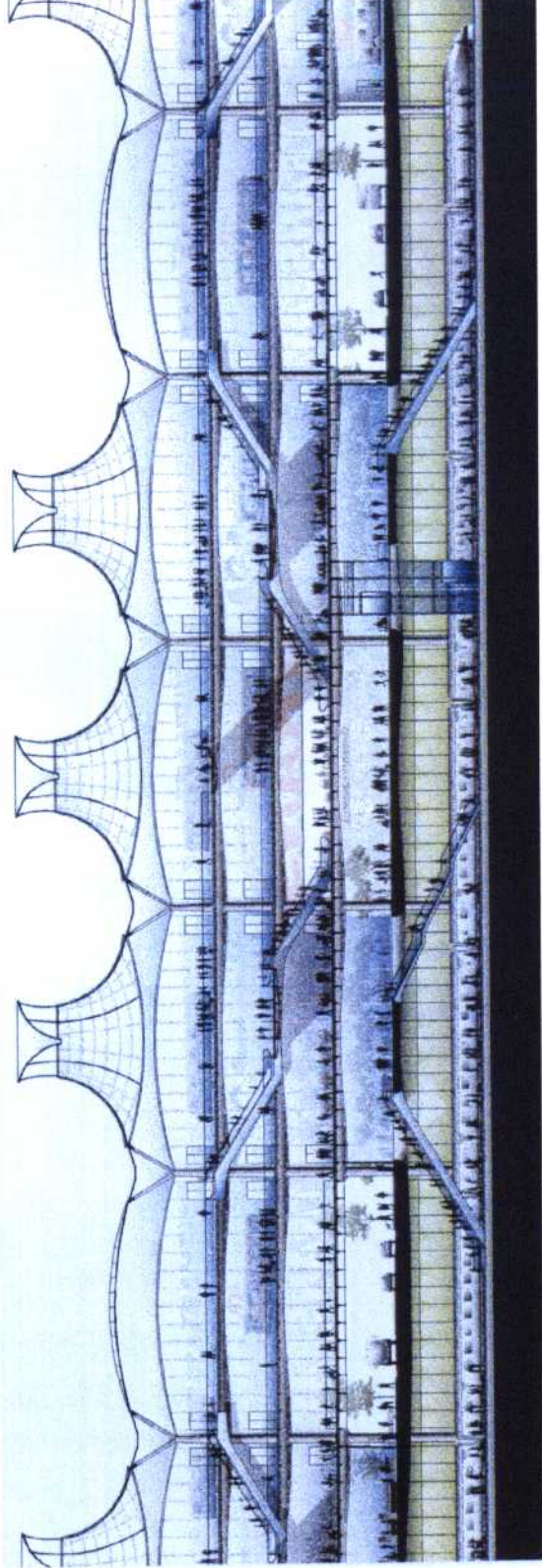
Acquisitions and Demolition

MATCH LINE MT-2 97+93.53 SEE SHEET 252

DATE FLOWN	SEPTEMBER, 2000	DESIGNED	J. TENNYSON	CHECKED	D. MANSEN	IN CHARGE	D. WELMER	DATE	
<p>SUBJECT TO CHANGE DURING FINAL DESIGN</p>		<p>Property Acquisitions for Second-to-Main Caltrain Extension Alternative</p>							
<p>PANNONS 1200 San Carlos Avenue San Carlos, CA 95050</p>		<p>Caltrain 1500 Santa Clara Avenue San Jose, CA 95128</p>		<p>CHIEF ENGINEER D. MAKEY</p> <p>PROJECT MANAGER</p>		<p>STRUCTURES Z. AMARE</p> <p>TRACK / CIVIL B. SUSANTO</p>		<p>PENINSULA CORRIDOR JOINT POWERS BOARD</p>	
		<p>CONTRACT NO. 253</p>		<p>SCALE 1" = 200'</p>		<p>CONTRACT NO. 253</p>		<p>CONTRACT NO. 253</p>	
		<p>FIGURE NO. 5.2-6</p>		<p>CONTRACT NO. 253</p>		<p>CONTRACT NO. 253</p>		<p>CONTRACT NO. 253</p>	

**Table 5.2-5
Estimated Residential and Non-Residential Acquisitions for Transbay Terminal, Caltrain Downtown Extension and Redevelopment Program**

RESIDENCES												
Project Component/ Alternatives	No. of Properties Acquired	Total Est. Land Area in Sq. Ft.	Total Est. Building Sq. Ft.	Estimated Number of Residential Units Displaced by Type			Total	Estimated Persons Displaced				
				Total Single Family Units	Mobile Homes	Buildings			Multi-Family Units			
Transbay Terminal & Redevelopment Area												
No Residential Units Affected												
Caltrain Downtown Extension (Cut-and-Cover Option)												
Second-to-Main	4	41,000	117,000	0	0	4	60	120				
Second-to-Mission	4	41,000	117,000	0	0	4	60	120				
Caltrain Downtown Extension (Tunneling Option)												
Second-to-Main	2	14,000	50,000	0	0	2	23	46				
Second-to-Mission	2	14,000	50,000	0	0	2	23	46				
BUSINESSES												
Project Component/ Alternatives	No. of Properties Acquired	Total Est. Land Area in Sq. Ft.	Total Est. Building Sq. Ft.	Estimated Number of Businesses Displaced by Type							Total	Estimated Employees Displaced
				Retail	Office/Bus. Services	Rest. / Bar	Industrial	Warehouse	Parking			
Transbay Terminal and Redevelopment Area												
	6	36,000	82,000	0	9	0	0	0	0	1	10	200
Caltrain Downtown Extension (Cut-and-Cover Option)												
Second-to-Main	25	224,000	433,000	6	32	4	2	1	3	48	1,084	
Second-to-Mission	27	274,000	543,000	6	42	4	2	1	2	58	1,422	
Caltrain Downtown Extension (Tunneling Option)												
Second-to-Main	16	81,000	146,000	5	29	4	0	0	2	40	425	
Second-to-Mission	18	131,000	256,000	5	39	4	0	0	2	50	763	
Source: Sedway Group, Parsons Transportation Group, 2001												



SOURCE: Metropolitan Transportation Commission 2000; Parsons Transportation Group

Figure 5.16-1: Current Design Concept for the Transbay Terminal Building

View from Howard Street
Near First Street
Looking Northwest



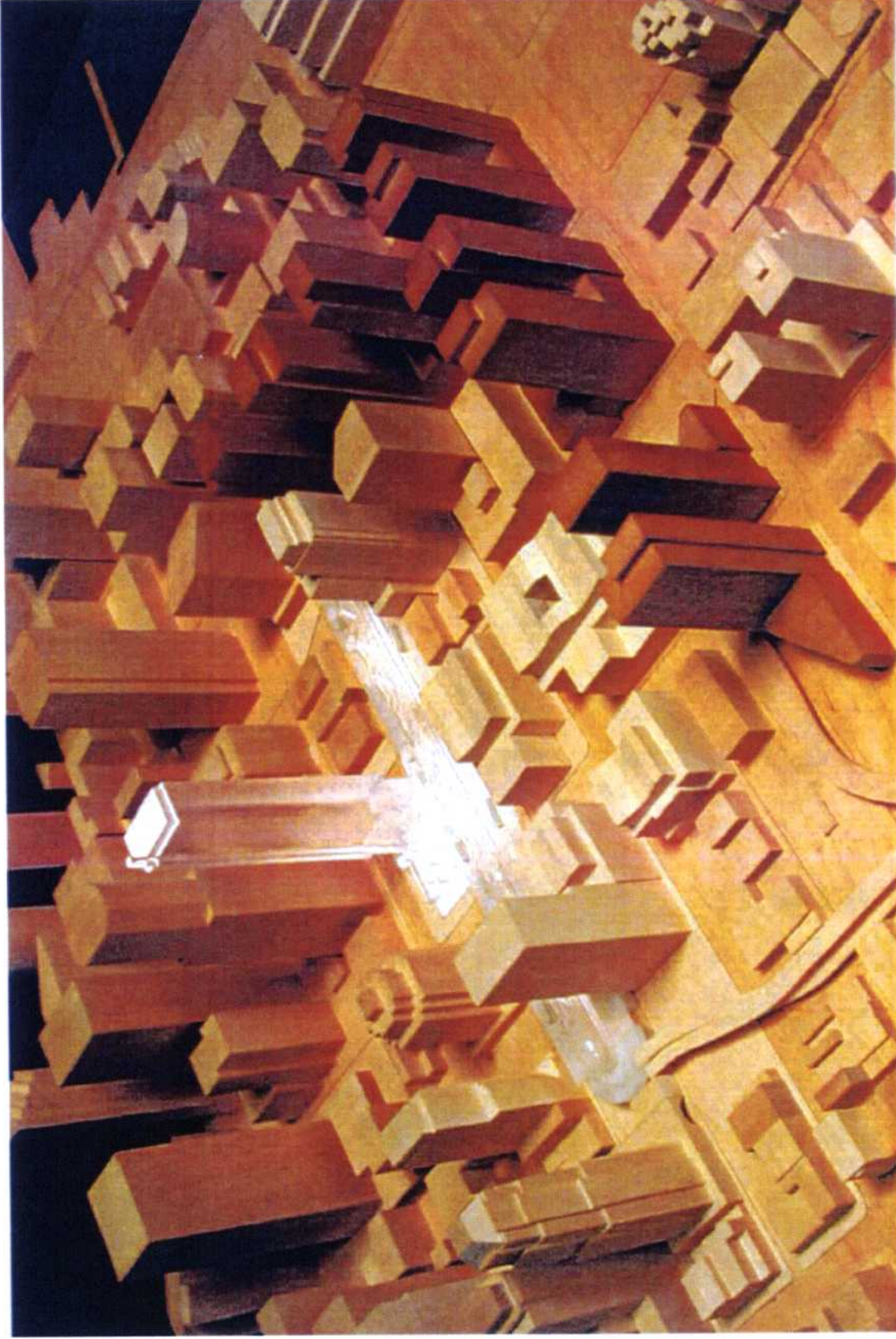
West Ramp Alternative Visual Simulation



Existing Conditions

SOURCE: Parsons Transportation Group

**Figure 5.16-2: Visual Simulation of Staked Ramps at Howard Street
West Ramp Alternative**



SOURCE: Metropolitan Transportation Commission 2000, Jerry Ratto (Photographer) 2000, Parsons Transportation Group

View of Terminal Looking Northeast

Figure 5.16-3: Model of Potential Redevelopment Sites and Scale