

# Railyard Alternatives and I-280 Boulevard Feasibility Study



SAN FRANCISCO  
**PLANNING DEPARTMENT**

TJPA CAC  
November 6, 2014

# Planned Infrastructure

- Major pieces of new infrastructure are planned including:
  - Downtown Rail Extension (DTX)
  - Caltrain Electrification
  - High Speed Rail (HSR)
- Desire for a holistic approach
- Interest in coordinating projects
- HSR and Caltrain projects could negatively affect surrounding neighborhoods
- Need to augment funding sources
- Need to accommodate the next generation of growth
- Need to improve the urban environment

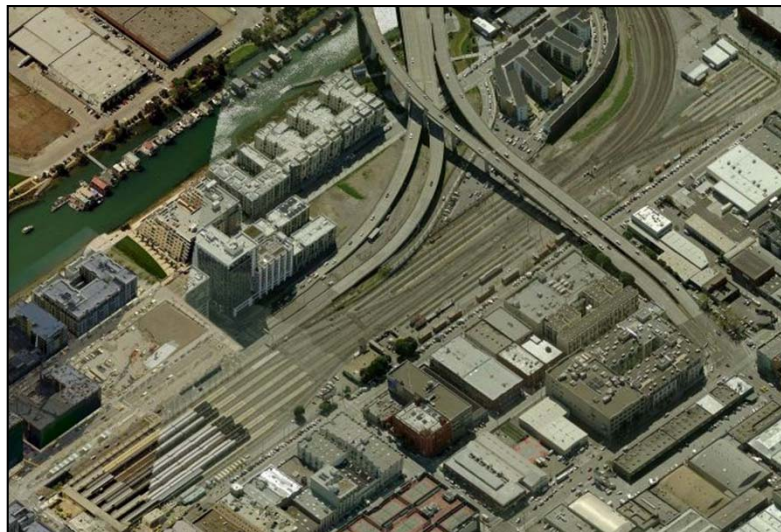
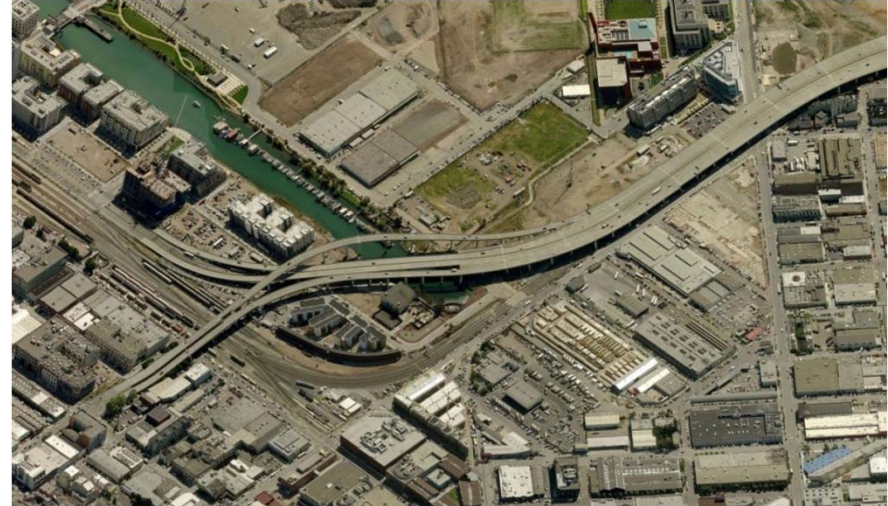


# Barriers

*CHSRA Grade Separation (2010)*



*I-280 Barrier*



*Railyard Barrier*



# Goals of the Study

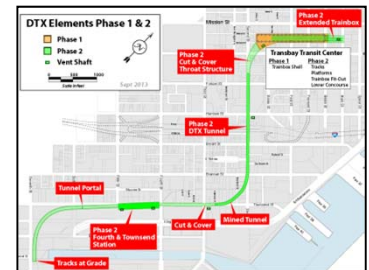
- Aid the City in supporting the efforts of Caltrans, Caltrain, High Speed Rail, TJPA, and other agencies.
- Determine the best methods of construction for various projects
- Coordinate efforts to improve the urban environment in the area
- Create an opportunity to understand the potential for increased housing and job growth
- Better understand the area impacts as a whole rather than project by project
- Prepare for HSR to come to San Francisco
- Determine the cost and potential revenue sources of the various projects





# 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
  - 16<sup>th</sup> Street Bus Rapid Transit





# Overview of Proposed Contract

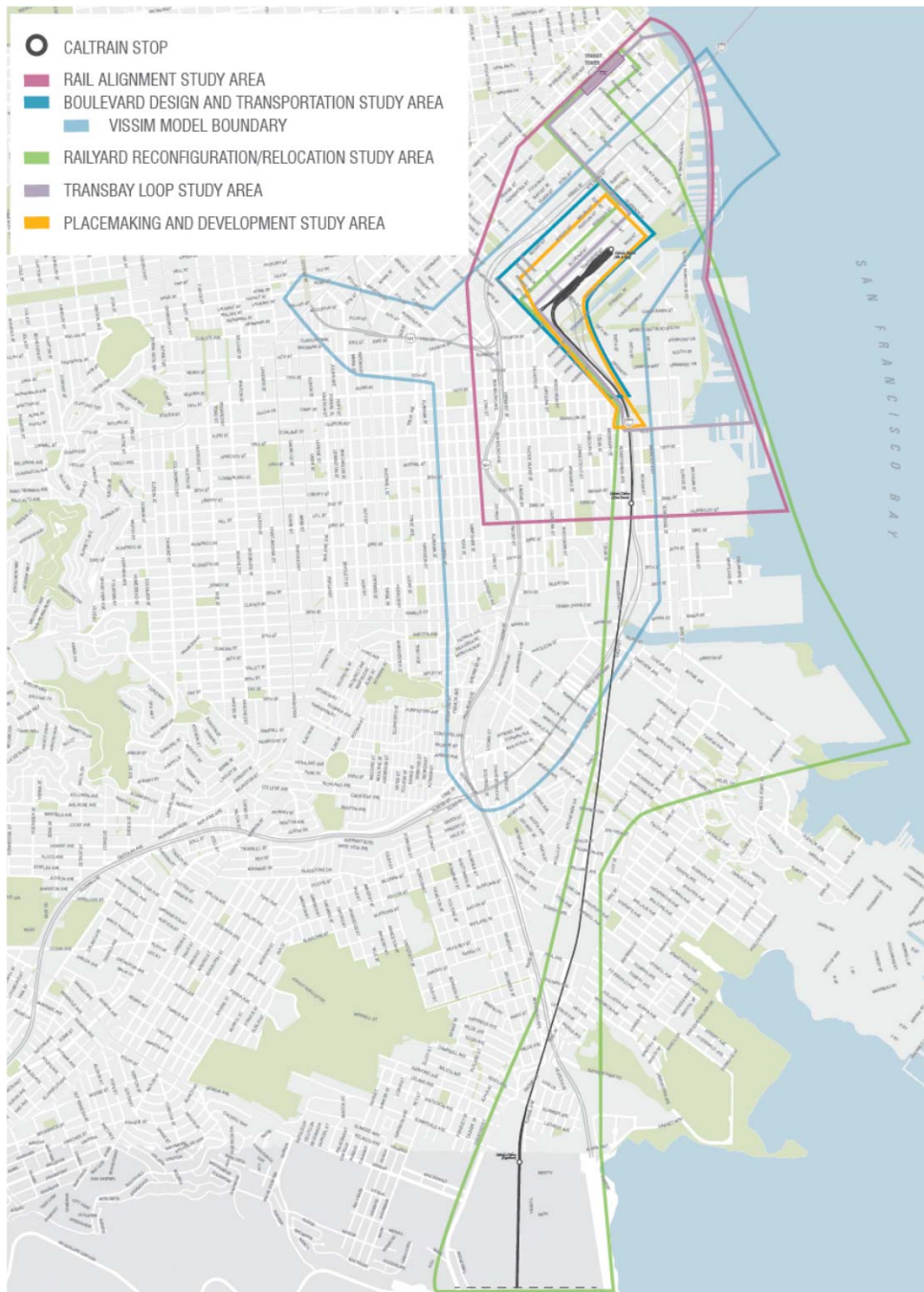
## Contract

- Feasibility Assessment
- Conceptual Analysis
- Alternatives
- Refinement of Alternatives

## Components

1. *Boulevard I-280*
2. *Independent DTX Value Engineering*
3. *Transbay Terminal Loop Track*
4. *Reconfiguration/relocation of 4<sup>th</sup>/King Railyard*
5. *Placemaking and Development Opportunities*





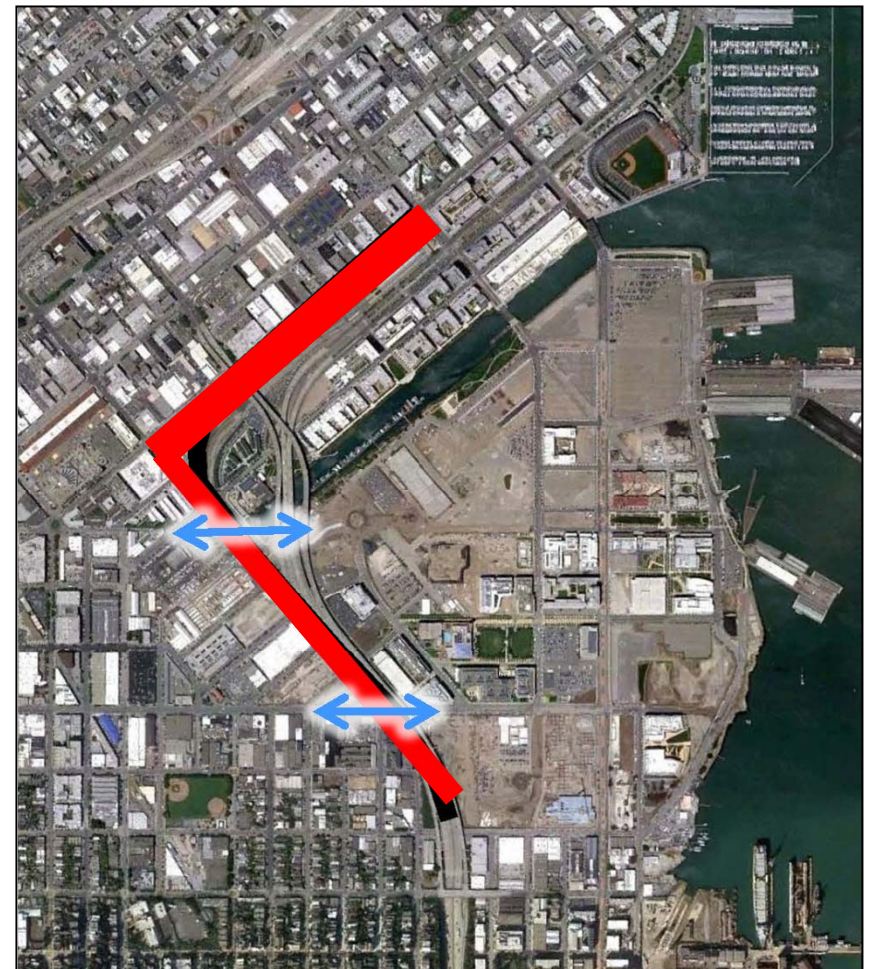
# Study Area

- Each component has its own study area



# 1. Boulevard I-280 – Existing Conditions

- Railyards and I-280 freeway consume 24+ acres
- 1.2-mile barrier separates Mission Bay from SoMa, Showplace Square and Potrero Hill
- Only two crossings
  - Mission Bay Drive
  - 16<sup>th</sup> Street
- Previous Studies





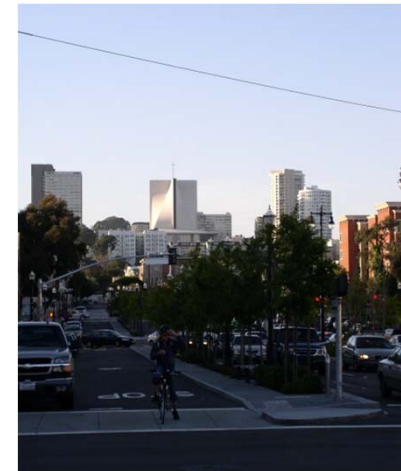
# Other Freeway Boulevards



Embarcadero

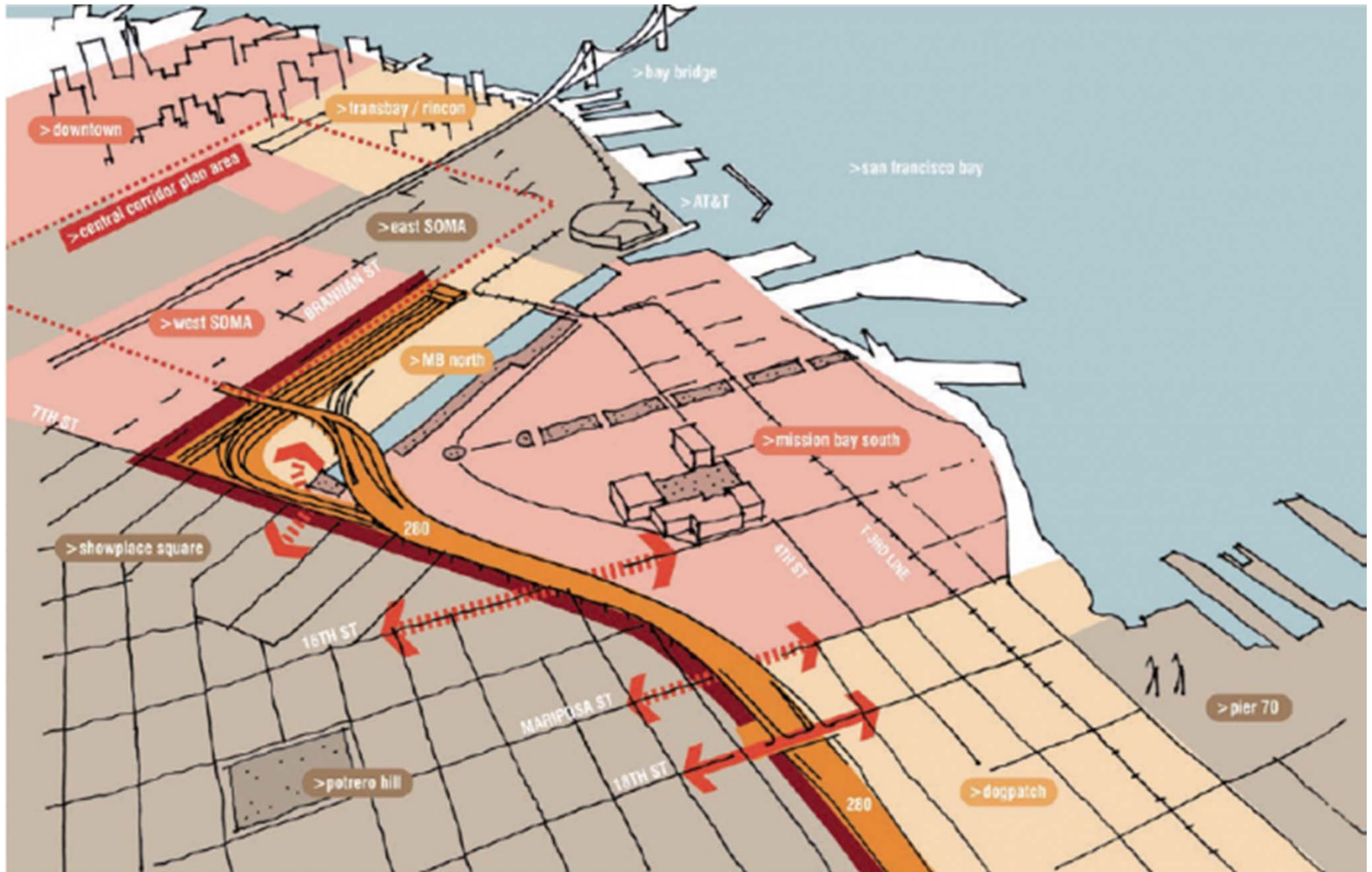


Octavia









# 1. Boulevard I-280 – Anticipated Scope of Work

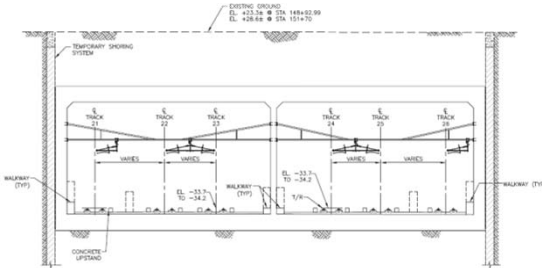
- Replace stub-end elevated freeway with surfaced urban boulevard
- Reconnect divided neighborhoods
- Determine the impacts and benefits associated with boulevarding



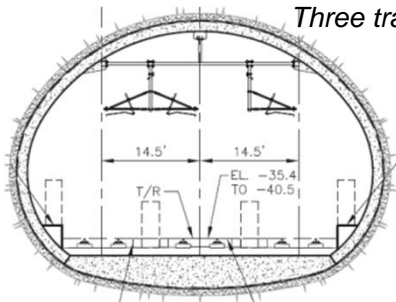


# 2. DTX Value Engineering Study

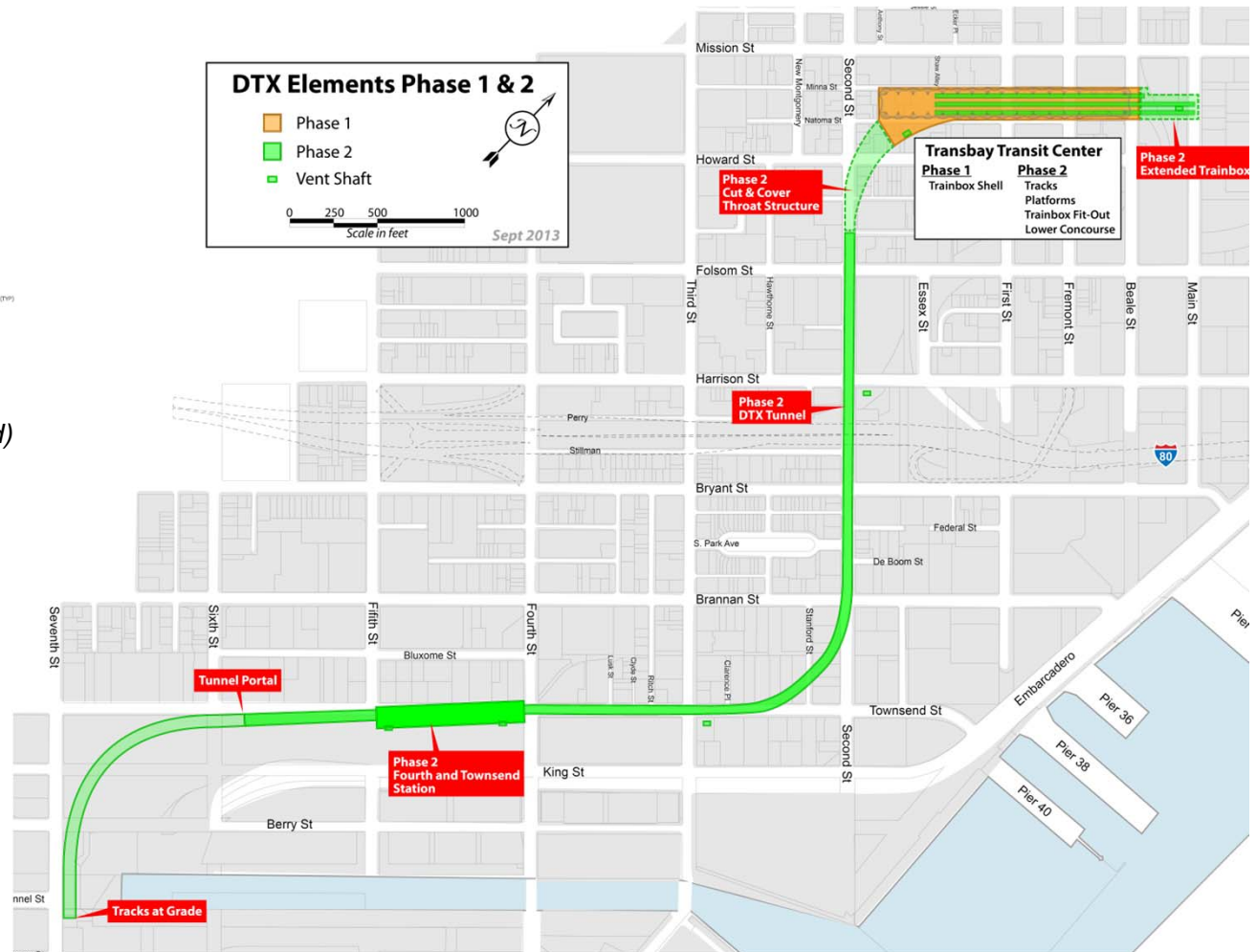
*Cut-and-Cover  
Throat Structure  
Widens from three to six*



*Mined Tunnel  
(sequential excavation method)  
Three tracks*



*Open Trench  
Narrows from three to two tracks  
(includes tunnel stub for future  
grade separation )*

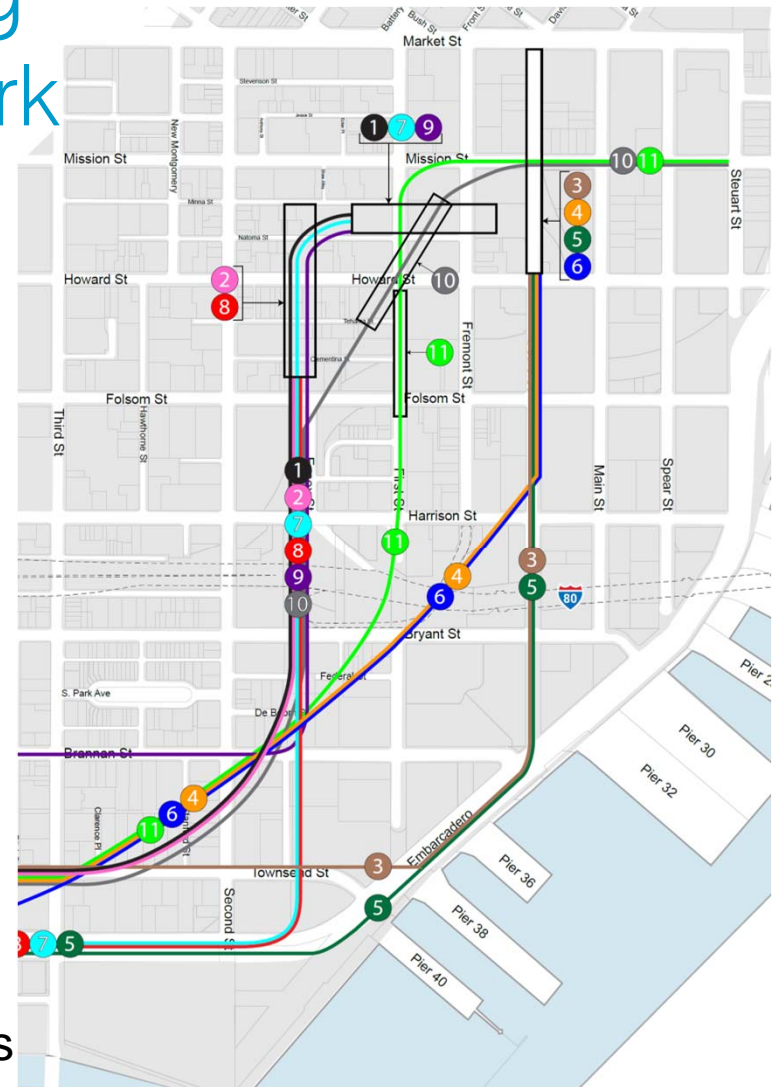


Project  
Options  
Studied



## 2. DTX Value Engineering – Anticipated Scope of Work

- Review alignment and construction methods for connecting HSR and Caltrain to TTC, to reduce costs.
- 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

## Anticipated Scope of Work

- Review and update previous loop track studies
- Assess technical and financial benefits/costs of including a loop track in the area

## 4. Reconfiguration/Relocation of Railyard

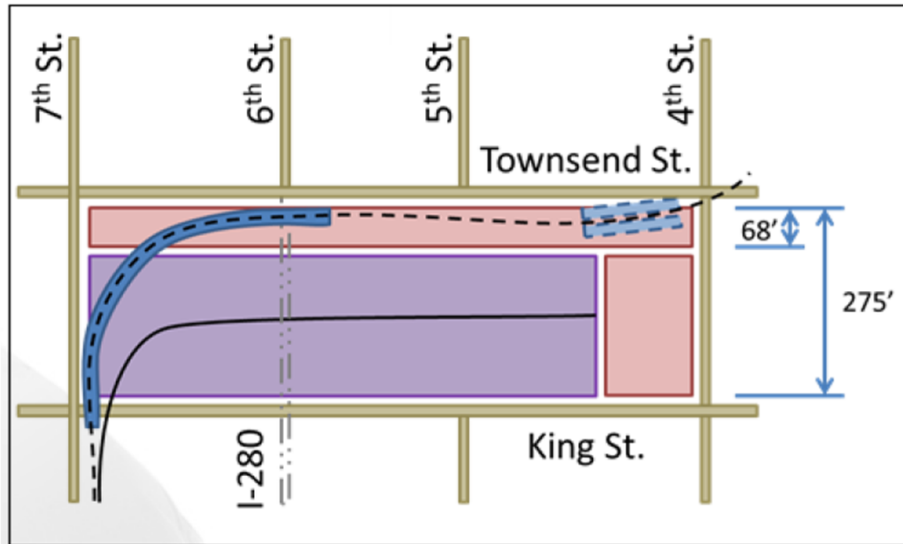
Options for redevelopment:

1. Reconfigure railyards to a smaller footprint
  - Allows for phased development as land becomes available
2. Construct deck over existing railyards
  - Limited development potential
  - Poor interface with street level
3. Relocate railyards
  - Enable “clean slate” development





# 4. Reconfiguration/Relocation Options

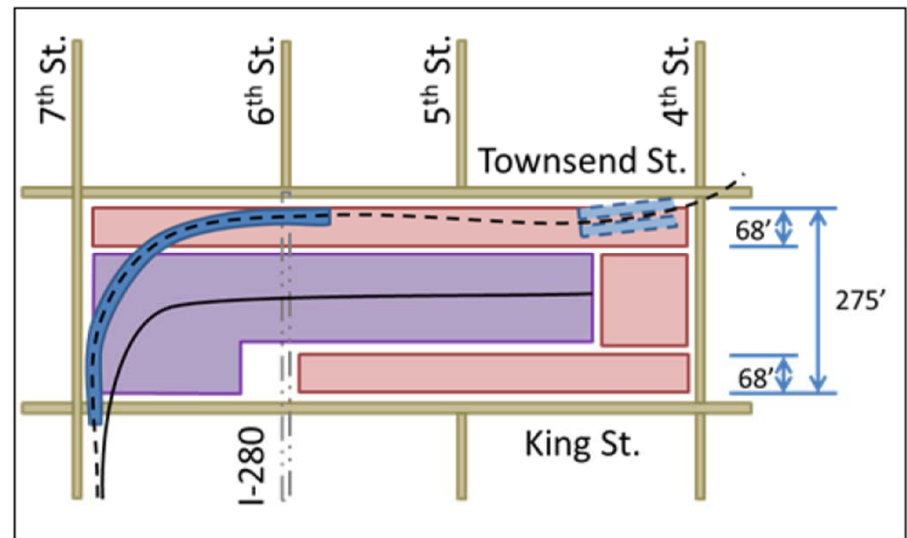


**Development 2 Street Fronts  
No Off-site Facility**

**Legend**

 DTX Alignment

**Development 3 Street Fronts  
Off-site Facility Needed (SF)**



Two of the possible options shown above

Project

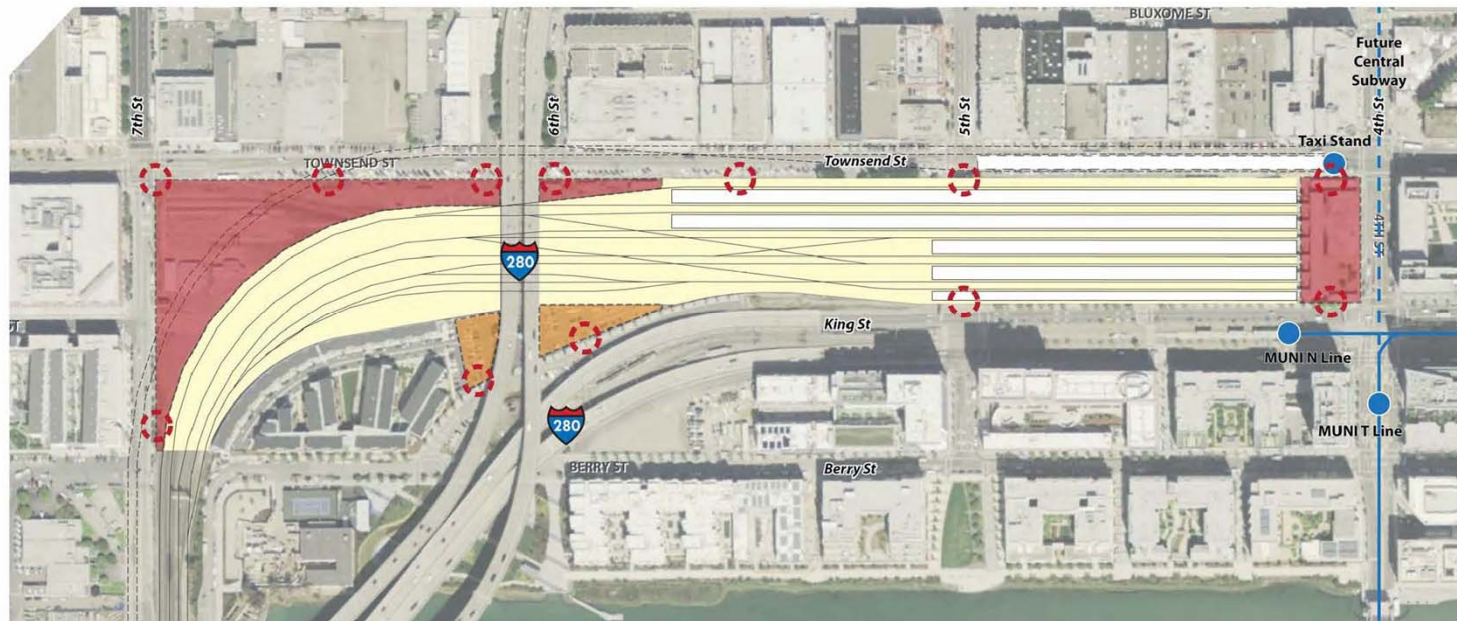
Options

Studied



# 4. Reconfiguration/Relocation of Railyard – Anticipated Scope of Work

- Determine needs at 4<sup>th</sup> & King
- Determine area required to meet needs
- Look at alternative locations for additional storage
- Potential Phasing plan



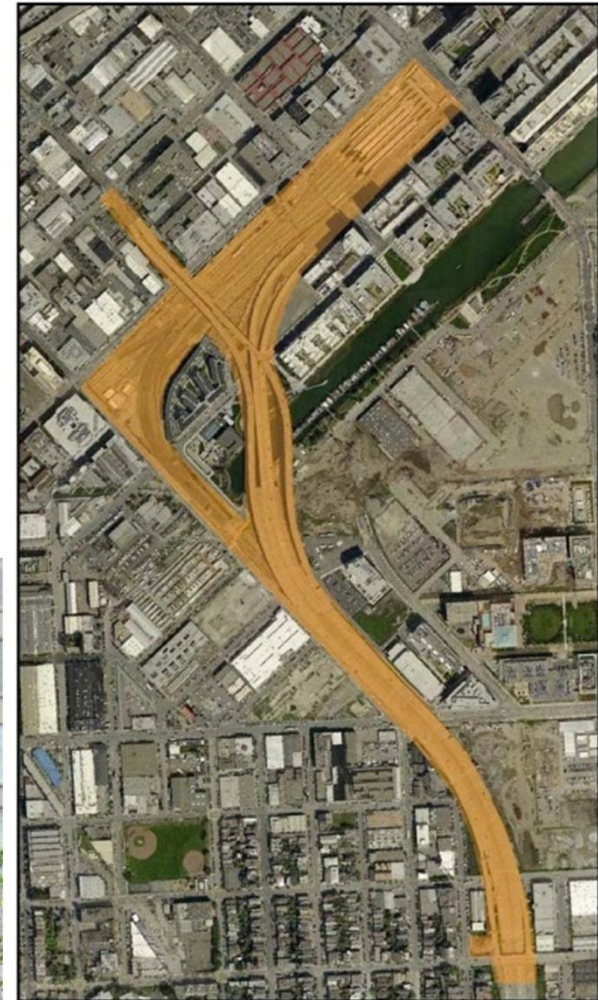
Project





# 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



# 5. Placemaking & Development Opportunities – Anticipated Scope of Work

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





# Benefits Seen through of The Study

- Holistic Approach to Analysis
- Determination of cost and potential revenue sources of the various projects
- Improved Urban Environment
- Begin to plan for sea level rise and climate change vulnerability
- Prepare for High Speed Rail to come to the City
- Less potential of variations in design in the future
- Understand the need for new access and linkages in the area (pedestrian, bicycle, vehicular, etc)
- Help meet SF's Regional Housing Needs Allocation (RHNA) and Plan Bay Area targets for transit-served priority development areas
- Generate additional ridership from Transit Oriented Development (TOD)
- Potential to Reconnect Neighborhoods - Integrate Mission Bay and Eastern Waterfront with rest of City
- Potential to generate revenue for Caltrain and other transportation improvements – both capital and ongoing operating revenue

# Public Involvement

- Throughout the project
- Focused meetings
- Advisory Committees
  - Technical Advisory Committee
  - CCSF Commission/Board updates
  - Outreach to identified stakeholders/community groups



# Schedule

Phase	Date
RFP issued by City	January 2014
Contract Start Date	May 2014
Phase I – Feasibility Assessment	6-9 months
Phase II – Alternatives and Refinement	12-15 months
Completion of this contract	December 2015 – June 2016

Follow-on Phases	Anticipated Dates
Phase III – Preferred Alternative	12-18 months
Phase IV – Environmental Clearances	18 months – 5 years (could be semi-concurrent with Phase III)
Phase V - Implementation	As money and priorities allow





# Questions?

For more information on this project

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