

Railyard Alternatives and I-280 Boulevard Feasibility Study



SAN FRANCISCO
PLANNING DEPARTMENT

MTA Board Meeting
May 6, 2014

Planned Infrastructure

- Major pieces of new infrastructure are planned including:
 - Downtown Rail Extension (DTX)
 - Caltrain Electrification
 - High Speed Rail (HSR)



Planned Infrastructure - continued

- 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

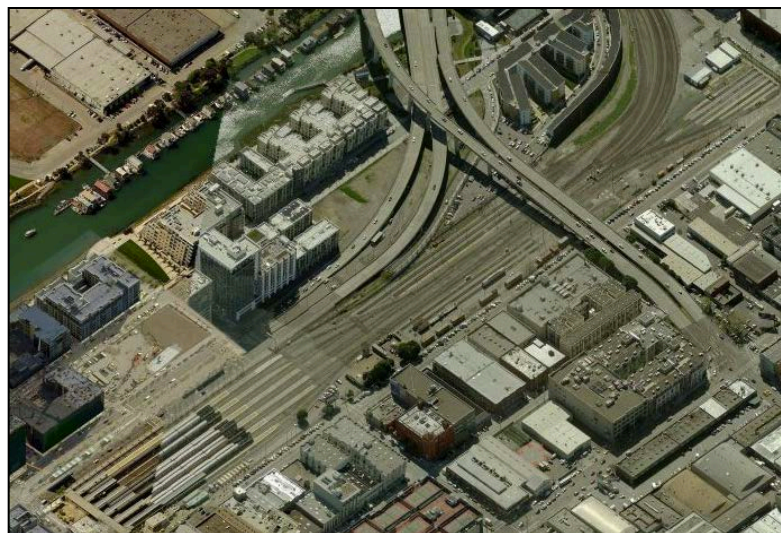
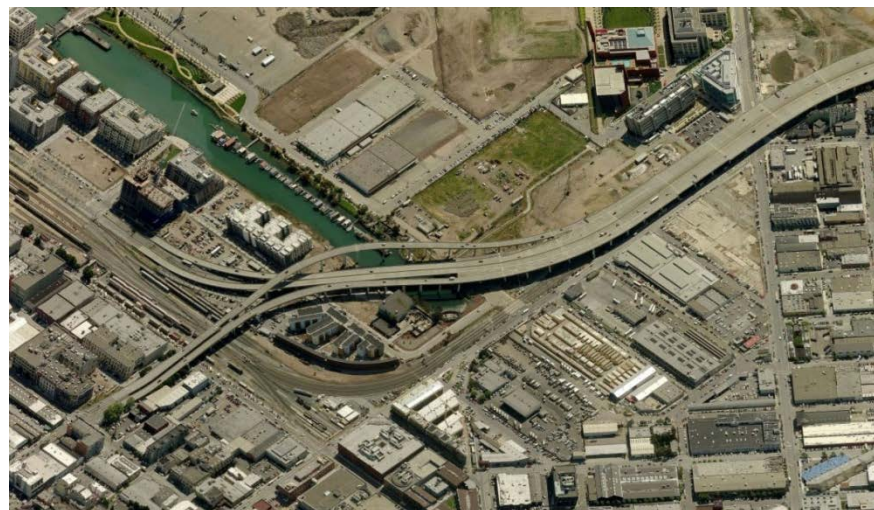


Barriers

CHSRA Grade Separation (2010)



I-280 Barrier



Railyard Barrier



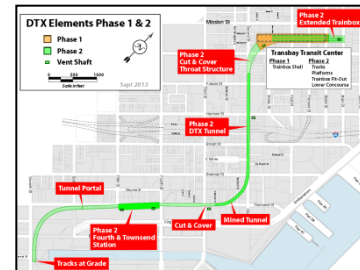
Goals of the Study

- 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

- 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 4th/King Railyard*
5. *Placemaking and Development Opportunities*

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
 - 16th Street
- Previous Studies



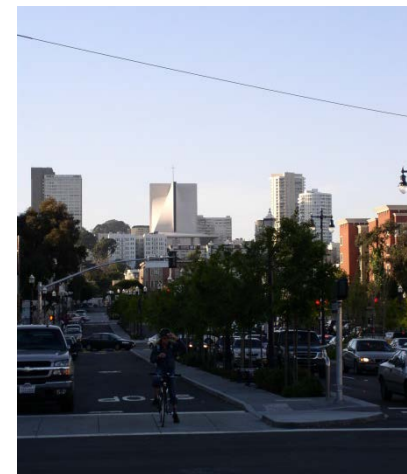
Other Freeway Boulevards



Embarcadero



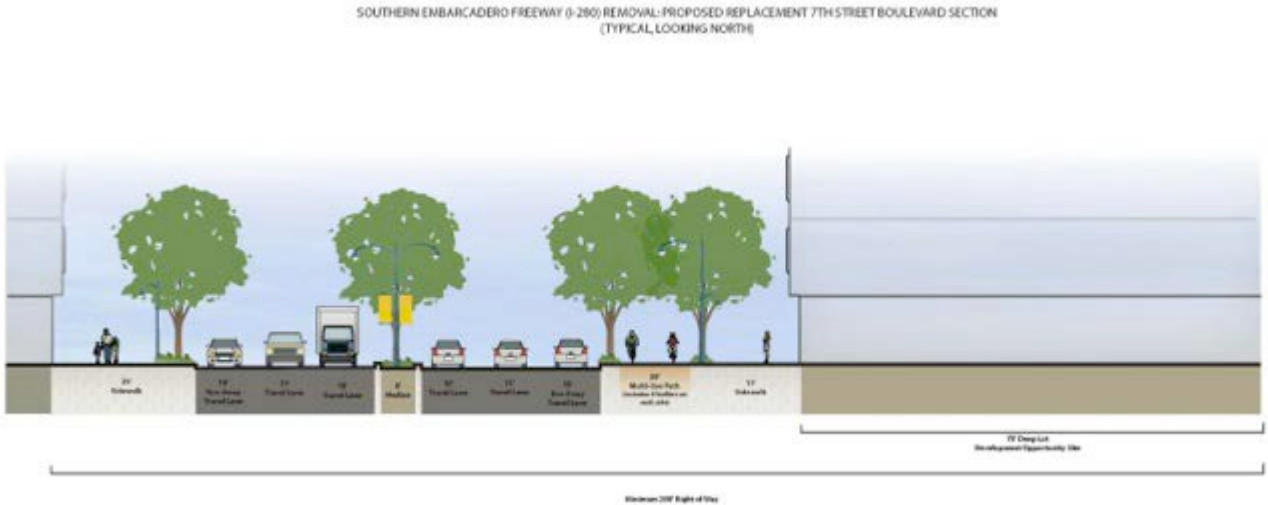
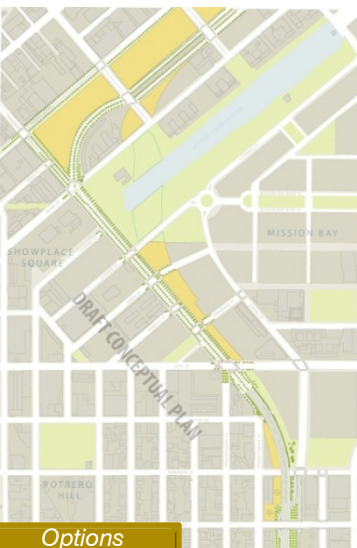
Octavia





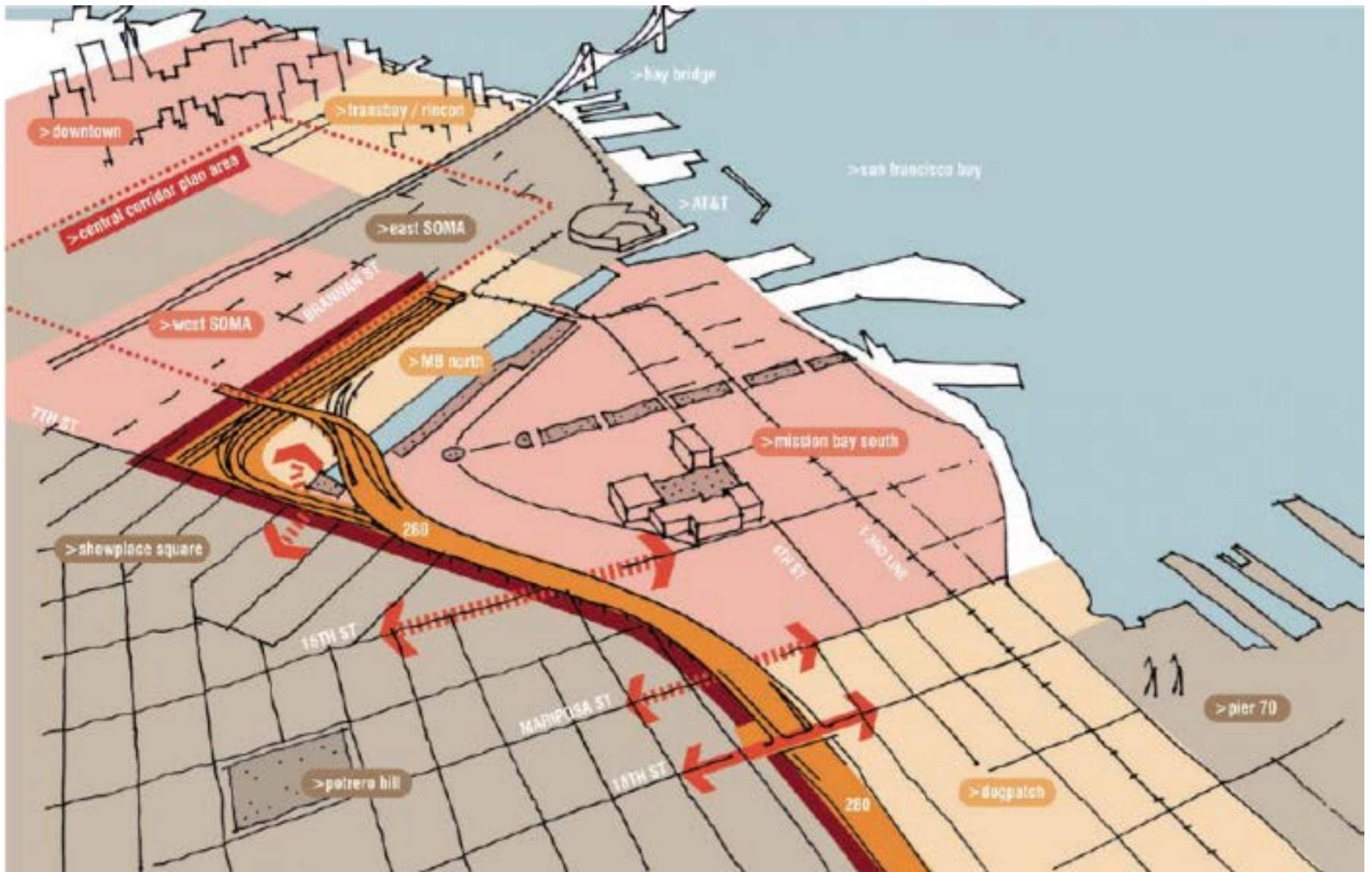
“Panhandle” Boulevard Proposal

“Maximum Development” Boulevard Proposal



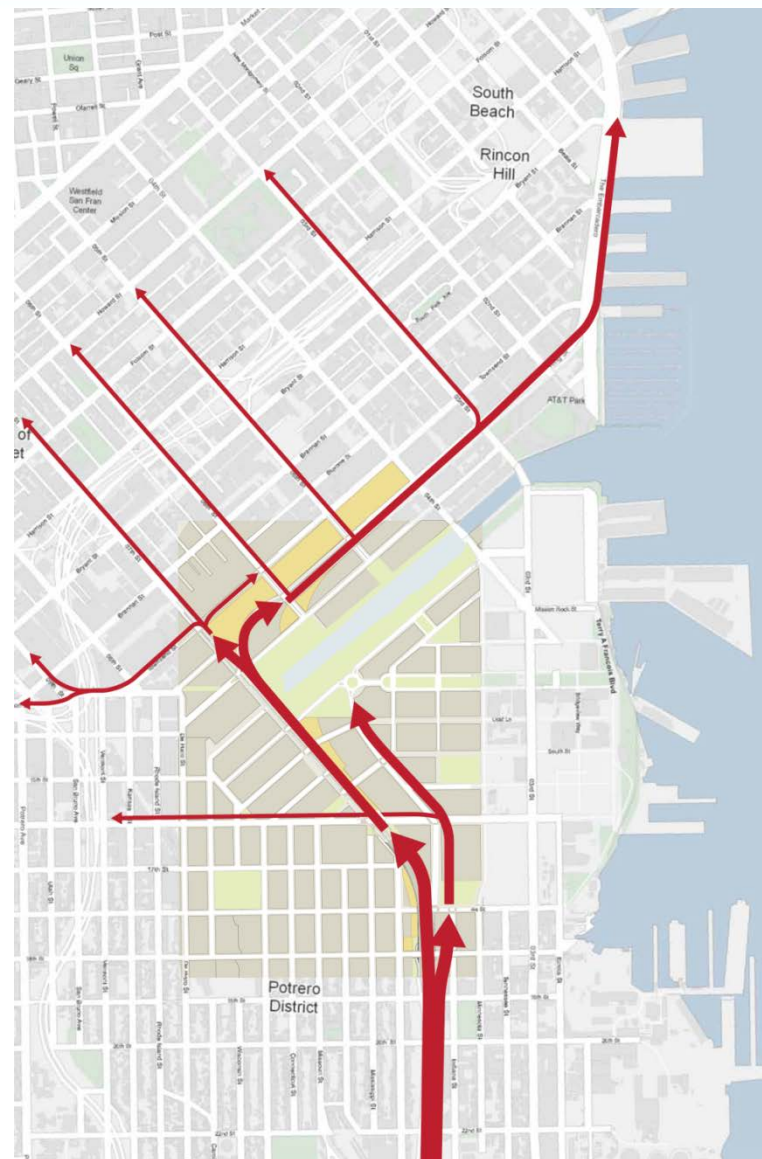
Options Studied





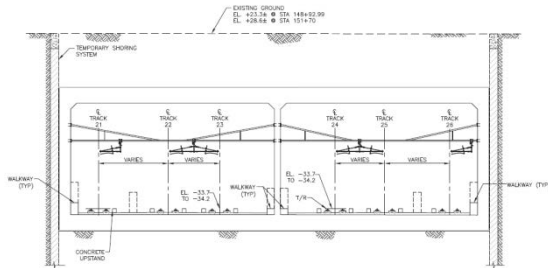
1. Boulevard I-280 – Anticipated Scope of Work

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

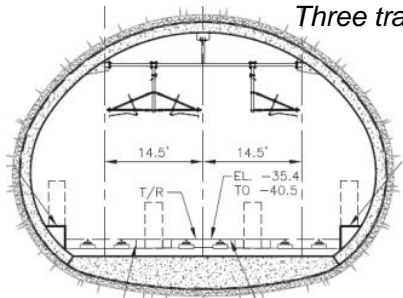


2. DTX Value Engineering Study

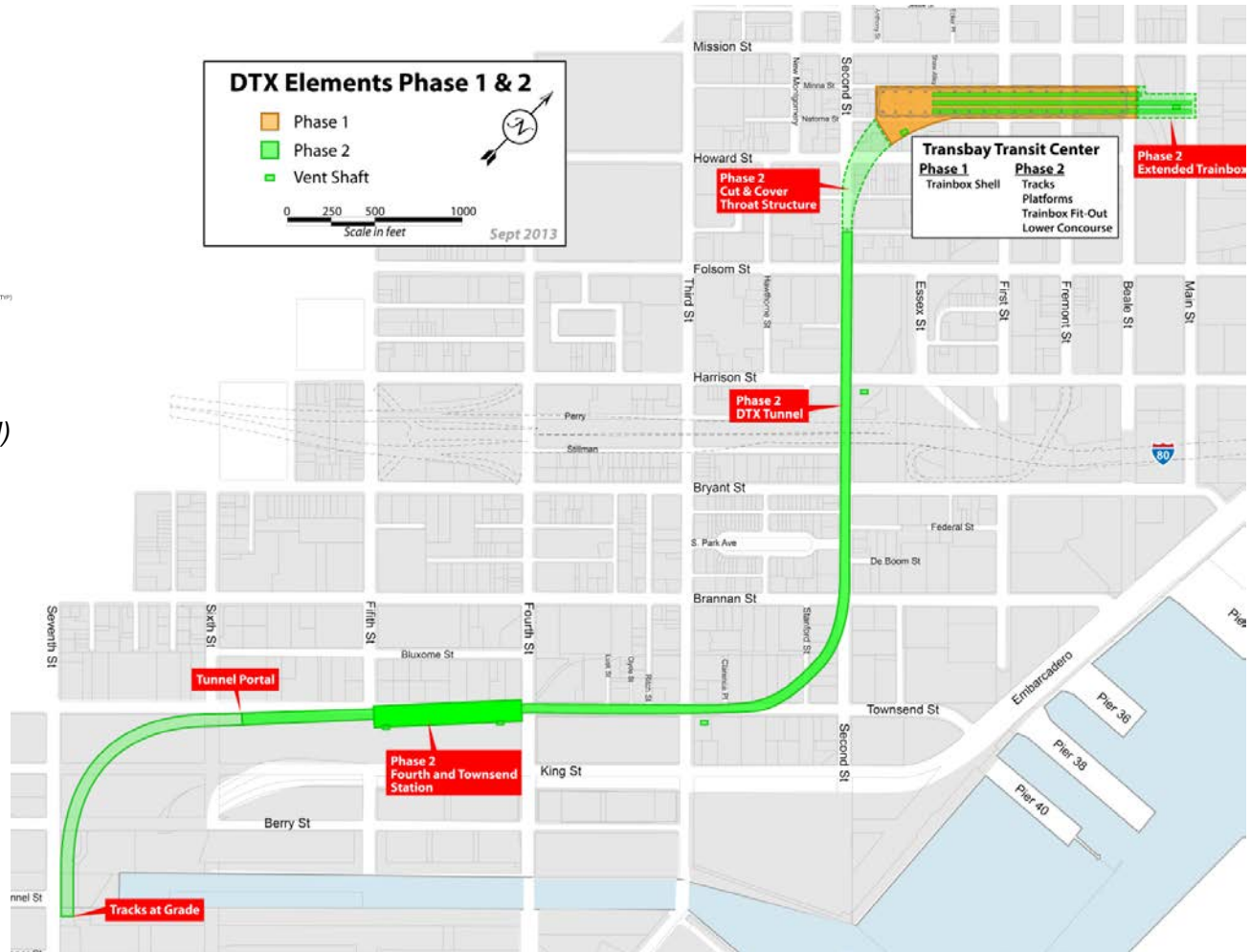
Cut-and-Cover Throat Structure Widens from three to six



Mined Tunnel (sequential excavation method) Three tracks

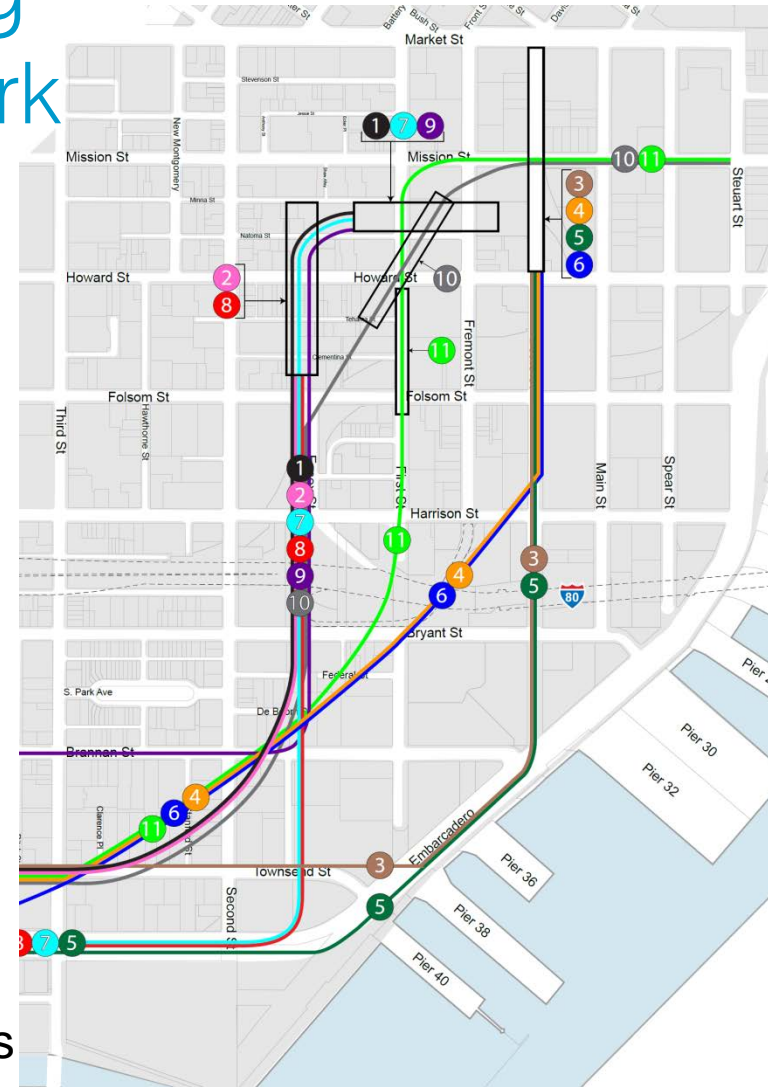


Open Trench Narrows from three to two tracks (includes tunnel stub for future grade separation)



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

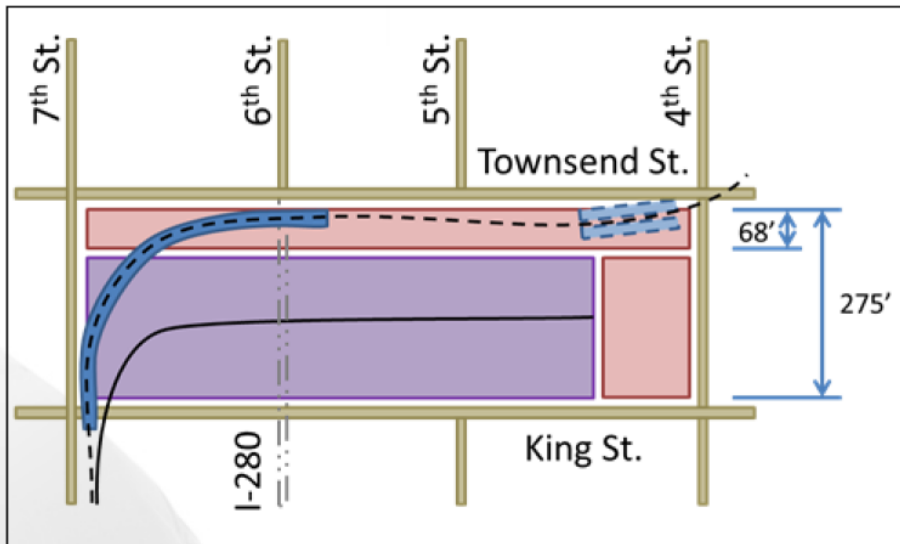
4. Reconfiguration/Relocation of Railyard

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

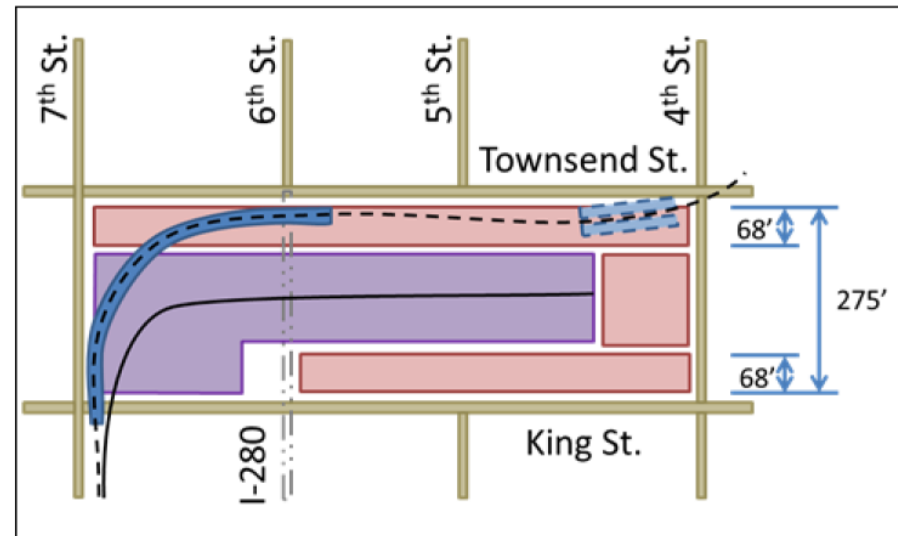


4. Reconfiguration/Relocation Options



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

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



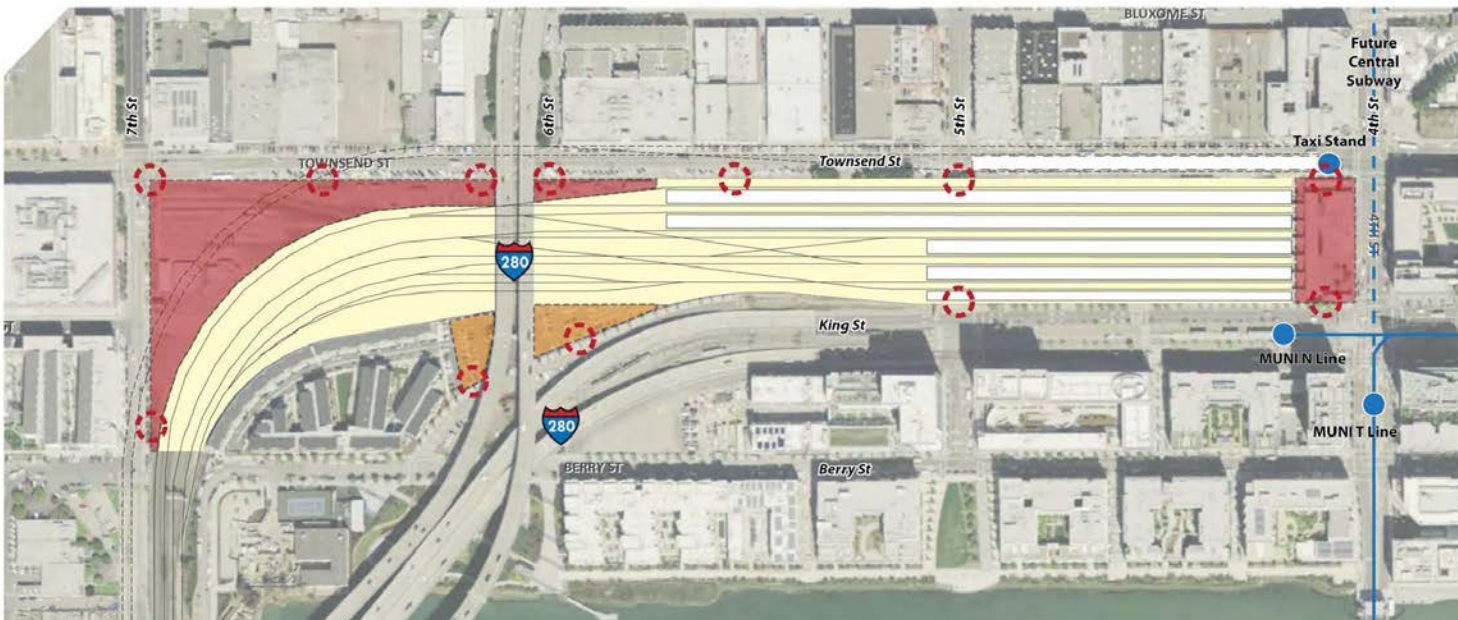
Legend

 DTX Alignment

Two of the possible options shown above

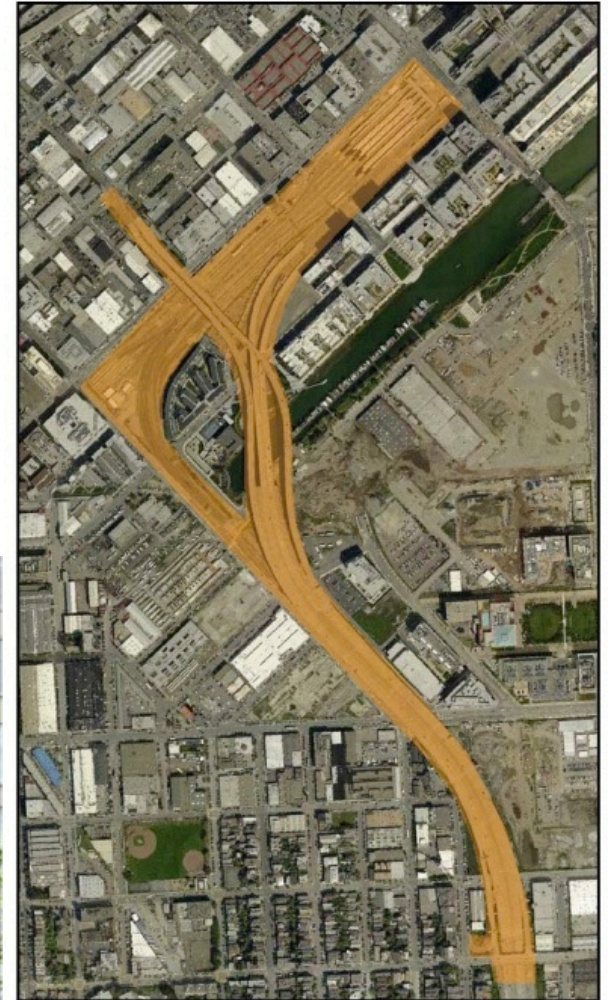
4. Reconfiguration/Relocation of Railyard – Anticipated Scope of Work

- 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 Area 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 Transit Oriented Development (TOD)
- Help meet SF's Regional Housing Needs Allocation (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

Phase	Date
RFP issued by City	January 2014
Contract Start Date	May 2014 (anticipated)
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 – 4 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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