



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

Memorandum

HEARING DATE: FEBRUARY 6, 2014

Project Name: **Railyard Alternatives and I-280 Boulevard Feasibility Study**
Case Number:
Initiated by: John Rahaim, Planning Director
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Recommendation **None – Informational Only**

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The City of San Francisco is committed to the continued support of the Transbay Transit Center (TTC), and by extension the Downtown Rail Extension (DTX), Caltrain Electrification, and bringing High Speed Rail to San Francisco. With that in mind, and understanding the desire to improve the urban environment in the area, the Planning Department has begun the process of marrying transportation and land use planning in the area surrounding the 4th & King Railyard with the Railyard Alternatives and I-280 Boulevard Feasibility Study. Work is anticipated to look at potential improvements to reduce costs, expedite completion and raise additional revenues as well as consider opportunities for coordinated improvements to circulation, public space and land use.

To date, projects in this area have had minimal coordination between potential projects; taking care to understand their specific impacts to the existing infrastructure and landscape. This project will look at the area for the first time, with a holistic view, layering the projects, to better understand the coordination necessary, the resulting impacts, and potential improvements to individual projects that will benefit the area as a whole. The project will involve significant interagency coordination with California High Speed Rail Authority (CHSRA), Transbay Joint Powers Authority (TJPA), Caltrain, Caltrans, MTC, and various City agencies.

The goals of the project include:

- Determine the best methods of construction for various projects
- Coordinate efforts to improve the urban environment
- Create opportunity to increase housing and job growth needs
- Determine costs and potential revenue sources

The project is comprised of five elements:

1. Potential refinements to the alignment and construction methods of the DTX
2. Potential for a loop track from east end of TTC
3. Potential surfacing of the elevated portion of the I-280 corridor north of Mariposa
4. Potential reconfiguration and/or relocation of elements currently completed at the 4th/King railyard
5. Potential for redevelopment of the 4th/King railyard and I-280 Corridor north of Mariposa including economic effects and opportunities.

The Request for Proposals (RFP) was released on January 29, 2014 with responses due February 28th, 2014.