

Railyard Alternatives and I-280 Boulevard Feasibility Study



SAN FRANCISCO
PLANNING DEPARTMENT

October 2015

Background

- Major new infrastructure planned
 - Downtown Rail Extension (DTX)
 - Caltrain Electrification
 - High Speed Rail (HSR)

Transbay Transit Center (under construction Jan 2015)



Anticipated Growth

- Under Plan Bay Area, by 2040 SE San Francisco is anticipated to accommodate an additional:
 - 75,000 new housing units
 - 150,000 new jobs

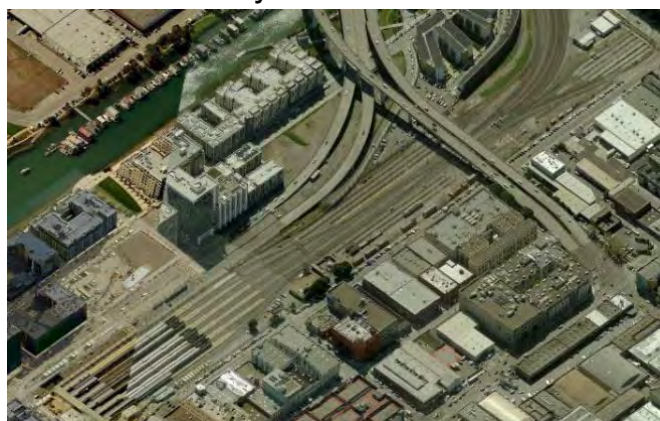
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I-280 Barrier



Railyard Barrier



CHSRA Grade Separation (2010) 16th St



Why do this Study

- Desire for a holistic approach
- Interest in coordinating projects
- Need to augment funding sources
- Need to accommodate the next generation of growth
- Need to improve the urban environment / remove existing and planned barriers



Study Goals

- 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 high speed rail (HSR) to come to San Francisco
- Determine the cost and potential revenue sources of the various projects



Overview of Proposed Contract

Contract

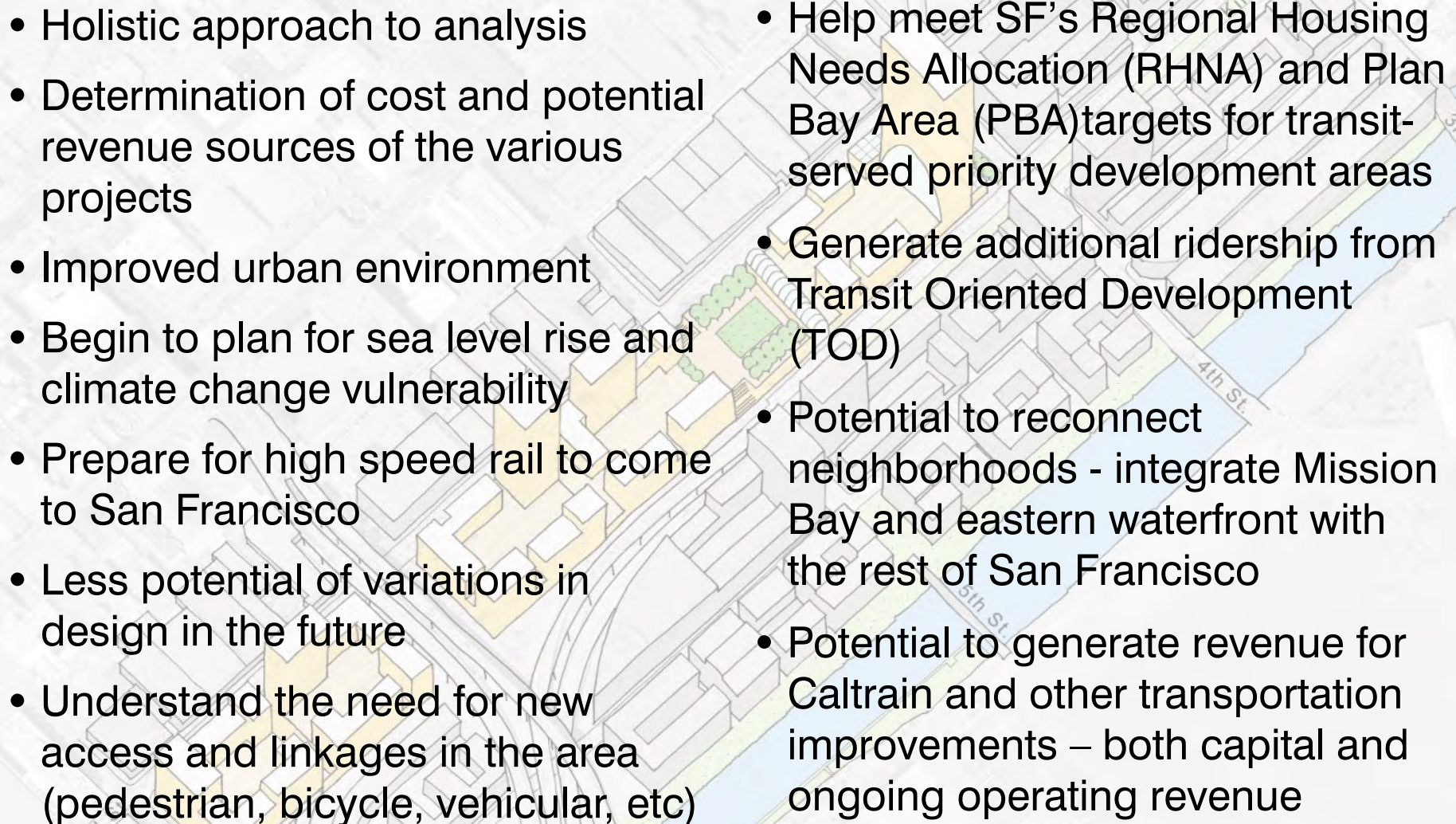
- Technical Feasibility Assessment
- Conceptual Analysis
- Determination of Alternatives

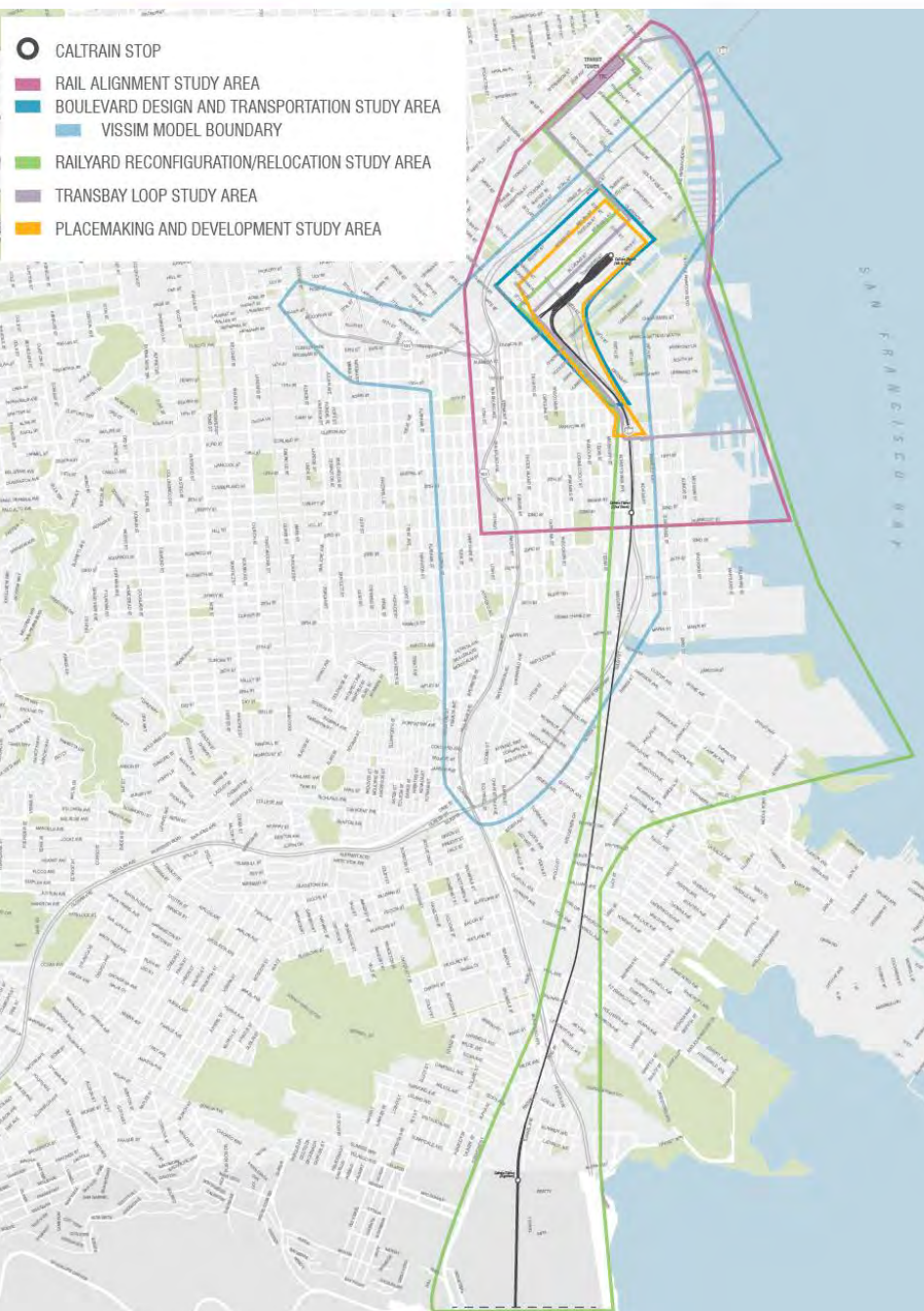
Components

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



Potential Benefits 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 San Francisco
 - 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 (PBA) 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 the rest of San Francisco
 - Potential to generate revenue for Caltrain and other transportation improvements – both capital and ongoing operating revenue



Study Area

- Each component has its own study area



1. Boulevard I-280 – Existing Conditions

- I-280 freeway encompasses 4+ acres
- 1.2+-mile barrier separates Mission Bay from SoMa, Showplace Square and Potrero Hill
- Only two crossings
 - Mission Bay Drive/7th Street
 - 16th Street



16th Street/Caltrain Tracks

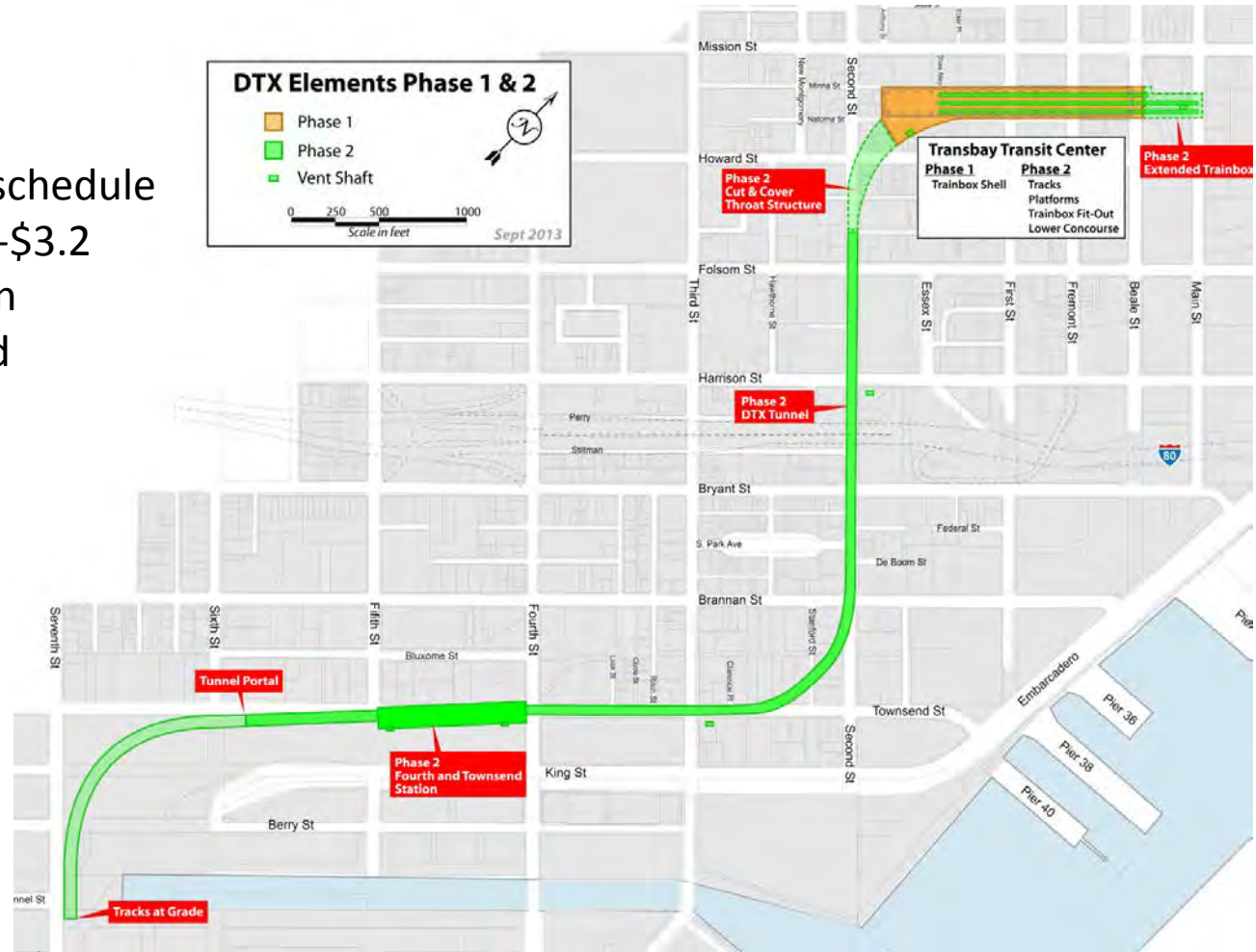


Why would we want to take down a freeway?

- Embarcadero
- Octavia Boulevard
- More dispersal of traffic through City
- Better Urban Form

2. DTX Value Engineering Study

- 1.3 miles in length
- 7 year construction schedule
- Current budget \$2.6-\$3.2 Billion (depending on construction method)



Loop Options

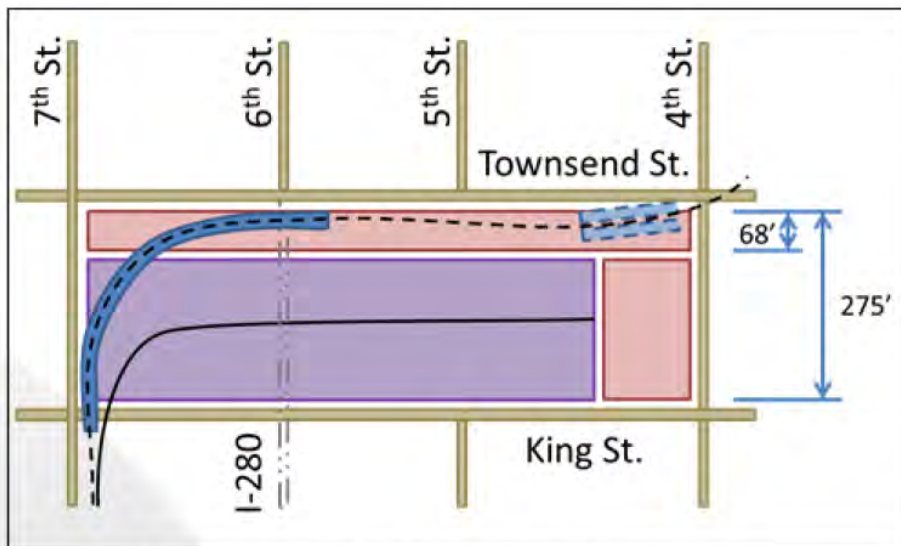
- Four Options
 - Main St – only Caltrain
 - Spear St – only Caltrain
 - Steuart St – Caltrain and HSR
 - Under the Bay– Caltrain and HSR



Reconfiguration/Relocation of Railyard

Options For Redevelopment

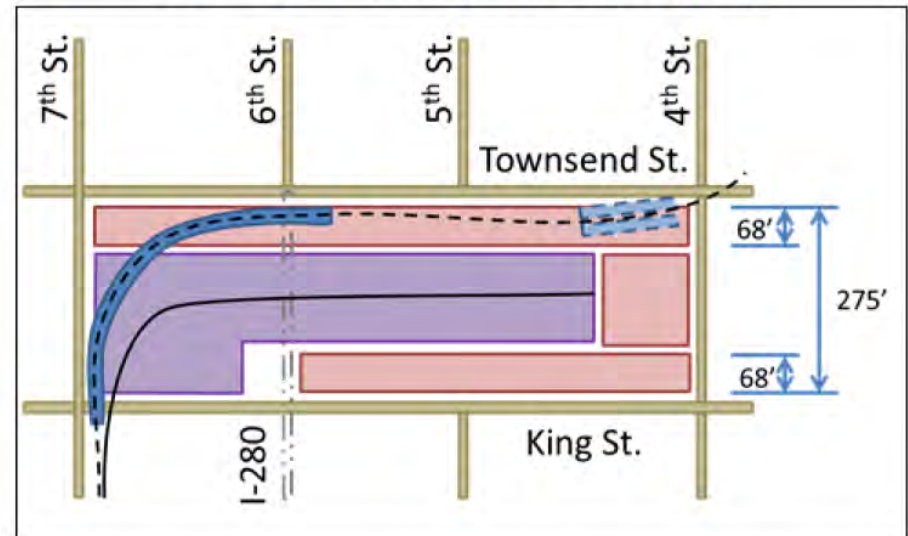
- Reconfigure Railyard to Smaller Footprint
- Construct Deck over Existing Railyard
- Relocate Railyard



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

Legend
 DTX Alignment

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



Placemaking

- Railyard (20+ acres)
- 1-280 Corridor (4+ acres)
- Re-evaluate adjacent parcels in the area
- New Revenue and Value Capture



Schedule

Phase	Date
RFP issued by City	January 2014
Contract Start Date	June 2014
Phase I – Feasibility Assessment	12-18 months (June 2015-January 2016)
Phase II – Alternatives and Refinement	9-12 months
Completion of this contract	September-December 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

Contact:

Susan Gygi, PE

415-575-9194

susan.gygi@sfgov.org

www.sf-planning.org/rab