SF Railyards Working Group (RWG)
We acknowledge that we are on the unceded ancestral homeland of the Ramaytush Ohlone who are the original inhabitants of the San Francisco Peninsula.
Meeting Purpose

1. Provide updates on *neighborhood urban design efforts* (informational, 5 min)
2. Provide updates on *DTX (Portal) and PAX efforts* (informational, 15 min)
3. Discuss *Caltrain's Preliminary Business Case* alternatives (explorative, 25 min)
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| **Opening**<br>10 min | Welcome and settling-in  
Check-in: agenda and updates:  
- Neighborhood projects and community updates |
| **Content**<br>45 min | 1 Provide updates on neighborhood urban design efforts (5 min)  
- *Informational item*  
2 Provide updates on DTX and PAX efforts (15 min)  
- *Informational item, clarifying questions*  
3 Discuss Caltrain Preliminary Business Case alternatives (25 min)  
- *Presentation of alternatives (5-7 min)*  
- *Clarifying questions to understand alternatives (20 min)* |
| **Closing**<br>5-7 min | Group action items & activities  
Project team next steps |
Community Updates

(RWG)
Community updates

• What have you heard since we last met?
Neighborhood projects / efforts

Bluxome Street Linear Park (5th to 4th Streets)

- Entitled as part of 88 Bluxome mixed-use development (2019)
- Update: Major Encroachment Permit in process
Neighborhood projects / efforts

SF Port Waterfront Flood Study – Draft published and 60-day comment period is underway

San Francisco Waterfront Flood Study - Draft Plan | SF Port
San Francisco Waterfront Flood Study (arcgis.com)
Mission Creek (arcgis.com)
Urban Design: Public Realm & Streetscape Opportunities

(Hugo Errazuriz, AECOM)
Progress Summary
Where we are…

• Completed mapping of existing conditions within and around the study area, including previously planned proposed activities (*presented during RWG Meetings 5 & 6*)

• Gathered input from mapping and tour, and identified preliminary areas for improvements and potential public realm opportunities (*presented during RWG Meeting 6*)

• Current focus is on **streetscape needs assessment** leading to **concept design**, including a **toolkit of public realm strategies**, and a **matrix that relates the strategies to RWG priorities** (as developed in the Context Dashboard).
What are hoping to do with the streetscape improvements:

- **people first**: designed for pedestrian comfort
- **safety of movement**: clear areas for multimodal movement
- **active and inclusive**: programs and uses
- **green**: water-sensitive design

Others? What else would you like to see here?
How does this relate to the RWG priorities?
Streetscape Design
Public Realm Opportunities

https://sfplanning.org/resource/better-streets-plan

SF Better Streets | A guide to making street improvements in San Francisco

Complete streets best practice and inspiration

Incorporation of stormwater management and green strategies
Based on information gathered from the neighborhood mapping exercise and the potential public realm opportunities findings, we have identified 12 street sections to help guide our streetscape needs assessment.
Current Conditions
1. Townsend St / 4th St - Mixed-use
Current Conditions
1. Townsend St / 4th St - Mixed-use

Preliminary Observations
- Crossing is not safe and the sidewalk needs continuity
- Poor active ground floor frontage
- Bicycle lane is interrupted by posts and other obstacles
- Vehicular movement/direction is confusing
- Others?
- To be added…
Potential Improvements (reference only)

1. Townsend St / 4th St - Mixed-use

- Building Elements
  - Activate Ground Floor Footage
  - Green the Street

- Pedestrian Comfort
  - Articulate Plaza Paving & Transit Canopy
  - Green the Street

- Bike Facility
  - Upgrade Bike Facilities
  - Remove Obstacles
The Portal (DTX) Update

(Lily Madjus Wu, TJPA)
The Portal Status

- In the Federal Transit Administration’s New Starts CIG program pipeline:
  - Dec 2021: Entered Project Development (PD) phase
  - Spring 2024:
    - Received Medium-High rating Feb 2024
    - Recommended for $500M in President Biden’s FY 2025 proposed USDOT budget
    - Expects entry into the Engineering phase and federal share confirmation of 49.4% of cost
- Secured $60M in TIRCP PD funding to advance preconstruction activities
- Selected Progressive Design Build as our project delivery method for our largest construction contract 40-CT Main Civil and Tunnel
- Completed 30% design and generated industry interest resulting in an impressive set of four respondent teams to our RFQ for the 40-CT contract
PAX Update

(Jesse Koehler, CTA)
PAX Project Background

- **Railyard Alignment & Benefits Study (SF Planning - Completed 2018)**
  - Established neighborhood connectivity, safety, rail operations, and traffic goals
  - Studied undergrounding the at-grade crossings in the area to address local traffic challenges
  - Established the PAX alignment, extending south from the 4th & King Railyards to continue the tunneled alignment of The Portal / DTX

- **Southeast Rail Station Study (SF Planning - Completed 2022)**
  - Studied potential future station locations within San Francisco in the Dogpatch and Bayview

- **PAX Initiation Study (SFCTA - Completed 2022)**
  - Evaluated multiple tunnel alternative alignments south of DTX interface
  - Considered project constraints and narrowed range of feasible alternatives
PAX Project Development

2020-22

Project Initiation Study (planning/concept design)

~18-24 months
Starting Summer/Fall 2024

Pre-Environmental Bridging Study

Key Outcomes:
- Developed and narrowed feasible alternatives
- Prepared planning-level cost estimate
- Advanced assessment of project interfaces

Potential Future Phase

Environmental

- Advanced preliminary design
- Funding Plan development

• Assess current planning context
• Refine technical understanding of alternatives
• Look for opportunities to reduce project cost and risk
• Public and stakeholder engagement
• Scoping of subsequent phase

San Francisco County Transportation Authority

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Example Alternative

Alternative A1: Long Alignment – Single Bore Tunnel

Source: SFCTA
Preliminary Business Case Update

(Caltrain – DJ Baxter)
The Preliminary Business Case (PBC) is a study of alternatives and will require board action to help determine a viable path forward.
Baseline Condition – The Portal Complete

**Infrastructure:**
- Storage and maintenance on site
- Station at 4th Street
- Underground station at 4th and Townsend

**Legend:**
- Blue: Revenue Track
- Red: Yard Track (Storage, etc.)
- Caltrain Easement

**Future Rail Supportive Uses**

**Preliminary PAX Alignment Adjacent to The Portal**

4th & Townsend Box (Underground)
PBC Alternatives

1. PHASE 1: (unified design) + Offsite Storage as Precursor
   - Independent design allows for all potential Phase 2 scenarios
   - Phase 1 options meets Caltrain and Prologis requirements
   - Offsite Storage is required as a precursor
   - Creates early-stage development and modernized rail station for Caltrain at 4th and King

2. PHASE 2: (3 potential paths forward) + Offsite Storage as Precursor
   All Phase 2 Railyard Alternatives are dependent and linked to timing of The Portal, the PBC process will not select a single preferred outcome
Baseline Condition – without The Portal

Infrastructure:
- Storage and maintenance on site
- Station at 4th Street
Phase 1: Modernized Caltrain Station

At-grade Phase 1 solution with modernized platforms and station

Potential Phase 1 Development Area ~ 1 acre

280 OVERPASS

Space for Future Portal Underground

Space Reserved for Phase 2 Alternatives

CALTRAIN PLATFORMS

At-grade Phase 1 Rail Infrastructure

Potential Phase 1 Development Area ~ 1.5 acres

NOTE: Diagrams are not to scale and are only to be used as conceptual illustrations.
Phase 2: Alternative 1a (Portal on-schedule)

The Portal complete plus one underground Caltrain platform

Preliminary PAX Alignment adjacent to Portal

Potential Phase 1 Development Area ~ 1 acre

280 OVERPASS

Portal (Below-Grade)

Below-Grade Caltrain Infrastructure

Potential Phase 2 Development Area

Potential Phase 1 Development Area ~ 1.5 acres

NOTE: Diagrams are not to scale and are only to be used as conceptual illustrations.
Phase 2: Alternative 1b (Portal on-schedule)
The Portal complete plus one at-grade Caltrain platform

Potential Phase 1 Development Area
~ 1 acre

Preliminary PAX Alignment adjacent to Portal

280 OVERPASS

Portal (Below-Grade)

PHASE 2 DEVELOPABLE AREA

Potential Phase 2 Development Area

At-Grade Caltrain Infrastructure

Potential Phase 1 Development Area
~ 1.5 acres

NOTE: Diagrams are not to scale and are only to be used as conceptual illustrations.
Phase 2: Alternative 2 (Portal extended schedule)

The Portal is redesigned to provide additional Caltrain infrastructure

Potential Phase 1 Development Area
~ 1 acre

Preliminary PAX Alignment adjacent to Portal

280 OVERPASS

Expanded Portal (Below-Grade)

PHASE 2 DEVELOPABLE AREA

Potential Phase 2 Development Area

Potential Phase 1 Development Area
~ 1.5 acres

NOTE: Diagrams are not to scale and are only to be used as conceptual illustrations.
Phase 2: Alternative 3 (At-Grade Infrastructure)

Potential Phase 1 Development Area
~ 1 acre

280 OVERPASS

Rail Infrastructure (At- or Below-Grade) potentially followed by Development

Potential Phase 2 Development Area

At-Grade Caltrain & HSR

Potential Phase 1 Development Area
~ 1.5 acres

NOTE: Diagrams are not to scale and are only to be used as conceptual illustrations.
Storage Needs Analysis

- Some offsite storage is required in every phase, in any Alternative, to support the Adopted Service Vision (ASV)
  - $ASV = 8 \text{ Caltrain} + 4 \text{ HSR trains per hour (tph)}$
- In the baseline conditions, Caltrain has the onsite capacity for 13 trainsets

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<th>Moderate Growth</th>
<th>High Growth</th>
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<td>Total Storage Needed</td>
<td>• 13 electrified tracks</td>
<td>• 21 electrified tracks</td>
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| Caltrain Future Storage Need based on Railyards Alternatives        | • 1 track available onsite  
|                                                                   | • 12 tracks needed offsite | • 1 track available onsite  
|                                                                   |                            | • 20 tracks needed offsite |

Note: Revenue platform tracks are considered in onsite storage capacity, except that 1 platform track must be maintained clear at any given time for contingency scenarios. The figures in Table 2 reflect this operational consideration.
Caltrain Board Decision
• Approval to advance the study of Phases 1 & 2
• Approval of an amended/new MOU with Prologis

Post-PBC Workplan
• Advance Rail/Infrastructure Work
• Continued analysis of storage needs
• Identification of potential funding sources
• Visioning and Master Planning
• Public outreach
• Readying for CEQA and Entitlement Process
Comments and Questions

(RWG – Provided prior to meeting)
General comments

• The presentation does not address the surrounding area or community.
• This is the first introduction of the concept of off-site storage.
• The potential Phase 1 development area is underwhelming.
Clarifying questions

**Portal/ DTX/ PAX**

- When will the group know more about planning and timelines for Portal/ DTX, high-speed rail?
  
  *was this addressed in earlier item 2?*

- What is the likelihood the Portal will remain on schedule?

- How do the PBC alternatives relate to PAX? Which alternatives help advance or constrain PAX?
Clarifying questions

Off-site storage

• Should the RWG assume that off-site storage is confirmed?
• Will offsite storage require dedicated land and facilities owned by JPB [Peninsula Corridor Joint Powers Board, Caltrain]?
• Who will pay for offsite storage?
• How does current litigation between CA High-Speed Rail and City of Brisbane over train storage impact the approach/viability of Caltrain finding storage space?
• Prologis owns commercial buildings in Brisbane, are they viable storage locations?
• Is train storage along the ROW in southern San Francisco a viable storage option if space above storage were activated for community uses?
Clarifying questions

Resilience

• With the Port’s recent release of the Waterfront Coastal Flood Study, how do the findings in the report impact the current thinking around the above grade vs. below grade infrastructure in the PBC Alternatives? Are there additional considerations given the likelihood of sea level change and impacts to rail infrastructure?
Clarifying questions

Development

• Other cities build over rail; is the assumption that later phases of development will have to be “unencumbered” by rail?

• Even if Caltrain and/or Portal rail is below-grade, what are the limitations of building over the tracks?

• The AMP presentation made reference to high/medium/low growth ridership scenarios. Do these scenarios materially affect the railyards development itself? How? (i.e., amenities, greenspace, housing…)

• What types of height and density will be required to make any phase/alternative viable?
Clarifying questions

Phase 1

• Did the team consider different Phase 1 scenarios/ approaches?
• How will Phase 1 support/advance the goals identified through community efforts and working group discussions? (connectivity, safety, ground floor activation, affordable housing...)

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## Railyards Working Group Emerging Themes

Representation of RWG emerging themes across analyzed neighborhood plans - each entry represents a policy, measure or community input item.

- Central SoMa (South of Market) Area Plan
- Rail Alignment and Benefits Study
- Showplace - 2021 update
- Showplace Square Potrero Area Plan
- SoMa Pilipinas CHHESS
- UCSF long range development plan
- Western SoMa Area Plan
- SF Waterfront Study (Port of SF)

### Balance economic viability, operational needs, and community benefits

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### Urban Vitality | Community services & facilities

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### Urban Vitality | Ground floor activation + use

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### Urban Vitality | Open space + streets

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### Urban Vitality | Connectivity

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### Urban Vitality | Arts and culture

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### Housing and equity

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### Resilience, sea level rise, stormwater management & flooding

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### Correlation TBD

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Other questions

Reactions

• How would you describe the Caltrain’s AMP Committee members' reaction to this presentation?
Next Steps

(AII)
**Caltrain Board Decision**
- Approval to advance the study of Phases 1 & 2
- Approval of an amended/new MOU with Prologis

**Post-PBC Workplan**
- Advance Rail/Infrastructure Work
- Continued analysis of storage needs
- Identification of potential funding sources
- Visioning and Master Planning
- Public outreach
- Readying for CEQA and Entitlement Process
Next Steps Q2 2024

Railyards Working Group

• Questions
• Asynchronous input and regular updates to align with PBC process, *is this working?*
• In person meeting (?)

Project team

• Addressing RWG questions/ comments related to PBC/PAX/DTX.
• Continue to develop Public Realm and Streetscape Design.
• Coordination with The Portal (DTX), PAX and the PW/PUC Stormwater Management Studies.
• RWG meeting #8, June 18th 2024 from 5:30pm to 6:45pm
Thank You

sfplanning.org/railyards