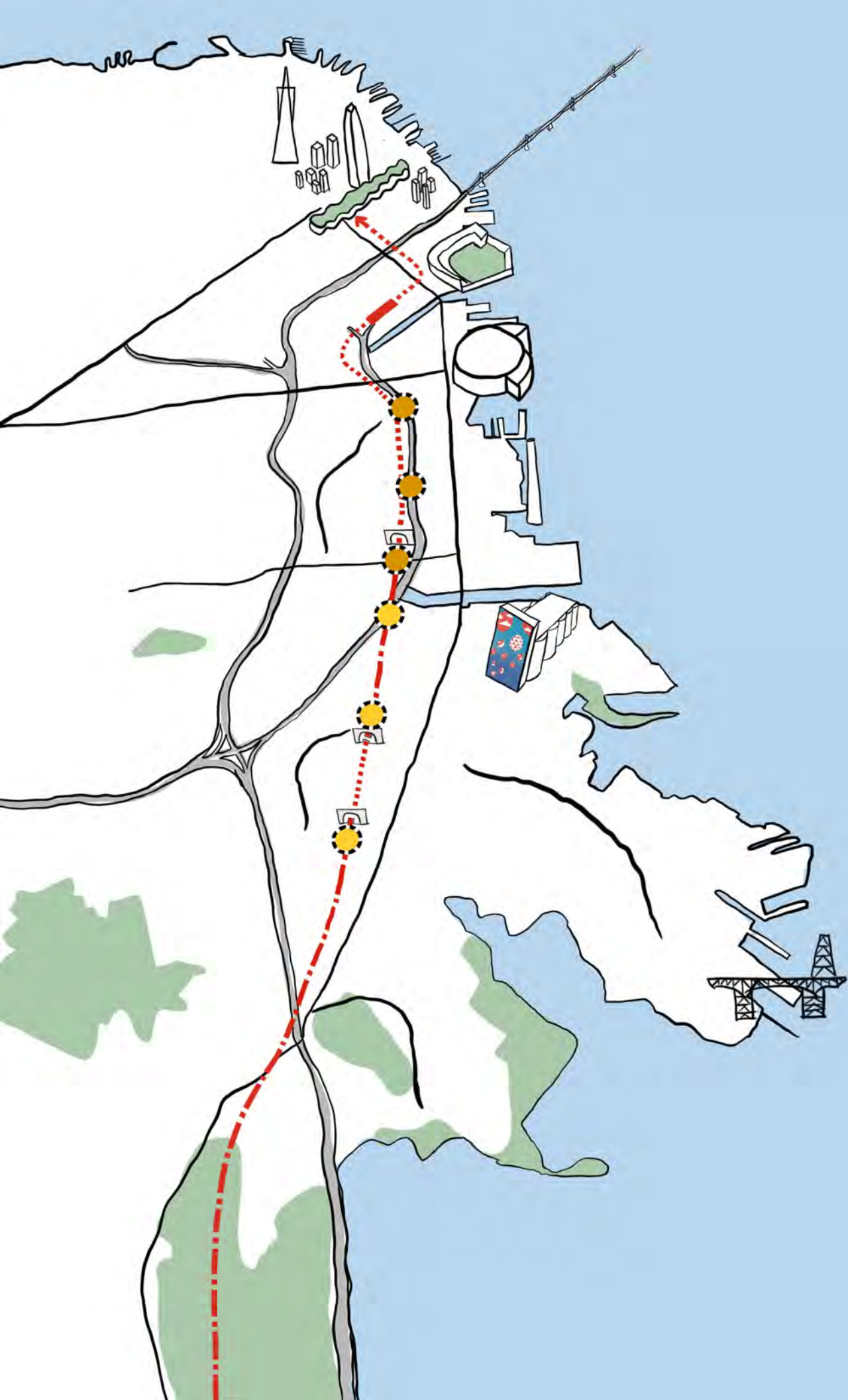


DRAFT

APPENDIX

- I. Existing and Future Conditions
- II. Caltrain in San Francisco
- III. Community Engagement Summary
- IV. ROM Costs Summary
- V. Urban Design Framework



For more information:
Project Webpage: <https://sfplanning.org/project/southeast-rail-station-study>
Project Email Contact: cpc.serss@sfgov.org



DRAFT

SOUTHEAST RAIL STATION STUDY

Existing & Future Conditions

Corridor Context: Existing and Future Conditions

Built environment characteristics and population demographics vary dramatically between station zones. The map series that follows is intended to highlight both existing and planned conditions along the corridor. Some variables are unknown for future years and only illustrated for existing conditions. In general, half-mile and mile buffers are used to approximate station zone spheres of influence. Depending on the station(s), the ridership catchment areas may be much larger, but the half-mile and mile summaries are a useful geography for comparing land use and transportation network differences, as well as neighborhood suitability and likely rider demographics.

MAPS:

- Study Area
- Possible Station Zones
- Distance between Stations

LAND USE AND POPULATION

Buildings are taller and development is densest around the Mariposa and 22nd Street zones. The Cesar Chavez and Evans zones contain the least amount of developed land and are and will be largely comprised of industrial and mixed uses. The Oakdale and Williams zones sit in the heart of the Bayview neighborhood and are mostly residential zones with a handful of industrial and warehouse uses on adjacent parcels. All of Evans and a portion of the Oakdale station site are located in the City’s only Priority Production Area, a designation intended to preserve and protect production, distribution, and repair uses. All other station options are located in Priority Development Areas. All zones would serve a mixture of important community facilities such as schools, parks, and community centers although the greatest concentration of these facilities is in the 22nd Street, Oakdale, and Williams zones reflecting the established neighborhood character of these zones.

Today, population density is highest around the Oakdale and Williams zones and employment density is highest at the Mariposa, Cesar Chavez, and Evans zones. The Evans zone has the lowest population with a half-mile with less than 2,000 residents. By 2040, the employment and population densities around the Mariposa zone far exceed any other station in the corridor. In 2040, the 22nd Street zone has the second highest overall density, the Williams zone has the second highest residential density, and the Evans zone has the second highest employment density. The surrounding station population will not only influence ridership demand but influence the types of trips demanded at a given location – commute trips in employment-dense areas and greater numbers of off-peak and weekend trips in residential zones. The greatest concentration of projects in the construction pipeline is in the vicinity of the Mariposa zone, the 22nd Street zone, and in-between the Oakdale and Williams zones.

MAPS:

- Development Land Use
- Priority Production & Priority Development Areas
- Existing Population & Employment Density
- Future Population & Employment Density
- Pipeline Projects
- Community Facilities

EQUITY-FOCUSED DEMOGRAPHICS

Multiple station zones are within the top 30% of burdened areas on the Environmental Justice Burden Index as defined by the San Francisco Planning Department. Median household income declines precipitously as you move south on the corridor; households around the Oakdale and Williams station zones are making \$100K less than households around the Mariposa and 22nd Street station zones. The percent of persons in poverty is highest in the Bayview station zones.

MAPS:

- Environmental Justice Communities
- Median Household Income

TRANSPORTATION NETWORK

The map series includes the transit, bike, and freight network in southeast San Francisco as well as mobility barriers and walk and bike sheds (10-min and 15-minute travel zones). All station zones have some connectivity to the existing transit network. Bus routes can and would be adjusted in the future to serve the future station locations while the T-Third is fixed in place. Williams provides the shortest walking distance to the T-Third, but all station zones are within a 10- to 15-minute walk of light rail on Third Street. Under existing conditions, the Mariposa and Oakdale station zones have the greatest number of connecting routes within a 5-minute walk. The new Bayview shuttle will be another available option in the future to increase access to the Bayview Caltrain station. Bicycle facilities can also be designed to connect to new stations but land use and physical barriers limit options in some locations. The existing 22nd Street station zone, for example, has very little bicycle connectivity despite operating as a passenger station for decades. Under existing conditions, the Mariposa and Oakdale station zones have the greatest number of designated bicycle access facilities. Designated facilities aside, the streets around the Williams and Oakdale station zones provide a low stress bicycle environment while bicycle traffic stress is moderate around the Mariposa zone and high around Cesar Chavez, Evans, and 22nd Street zones.

Three different types of mobility barriers are identified: infrastructure barriers such as the Caltrain tracks themselves, land use barriers such as large industrial blocks, and topographical barriers such as Islais Creek. These barriers help to interpret the variation in walk shed and bike shed size and shape. The Cesar Chavez zone has the smallest overall travel shed footprint, the 22nd Street zone has limited east-west connectivity, and the Evans and Oakdale zones are constrained by the large industrial blocks adjacent to the station locations. All walk and bike sheds are constrained or made more stressful at some point by the I-280, US-101, and Caltrain infrastructure barriers that define this portion of the City. Freight is critically important to the industrial land uses in the corridor with the bulk of this activity occurring around the Cesar Chavez and Evans zones. Truck weight restrictions are enforced in the vicinity of the Williams and Oakdale zones.

Some of the traffic stress and connectivity issues will be addressed in coming years by projects such as the Bayshore Boulevard protected bike lane, implementation of the Bayview Community-Based Transportation Plan, the Evans Avenue Quickbuild project, and the 16th Street improvement project. Grade separating the Caltrain heavy-rail corridor with the PAX project at 16th Street will also help to improve connectivity near the Mariposa station zone.

- Transit Facilities
- Bicycle Facilities
- Level of Traffic Stress
- Mobility Barriers
- Walk Travel Sheds
- Bike Travel Sheds
- Freight Routes
- Ongoing Transportation Projects

MAPS:
SEA-LEVEL RISE RESILIENCY

The final map in the series depicts an upper-range sea-level rise scenario for the end of the century. The full Evans station zone and portions of the Mariposa, Cesar Chavez, and Oakdale zones fall within the inundation vulnerability zone.

MAP 5
Sea Level Rise Vulnerability Zone

STUDY AREA

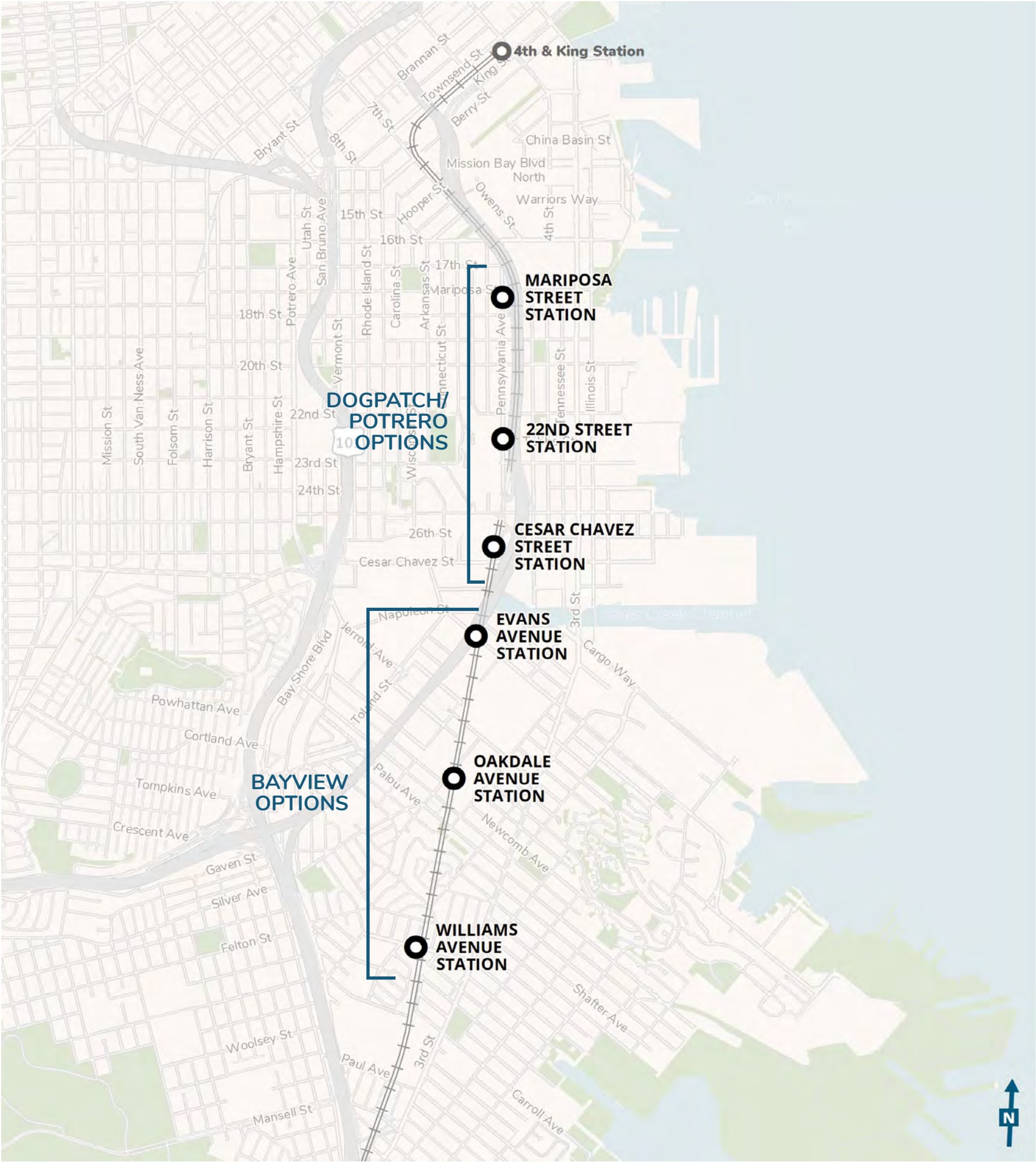


LEGEND

- | | | | |
|--|---------------------------|--|------------------------|
| | Salesforce Transit Center | | Muni Metro |
| | BART Station | | BART |
| | Caltrain Station | | Caltrain |
| | Study Corridor | | Central Subway Project |

POSSIBLE STATION ZONES

DRAFT



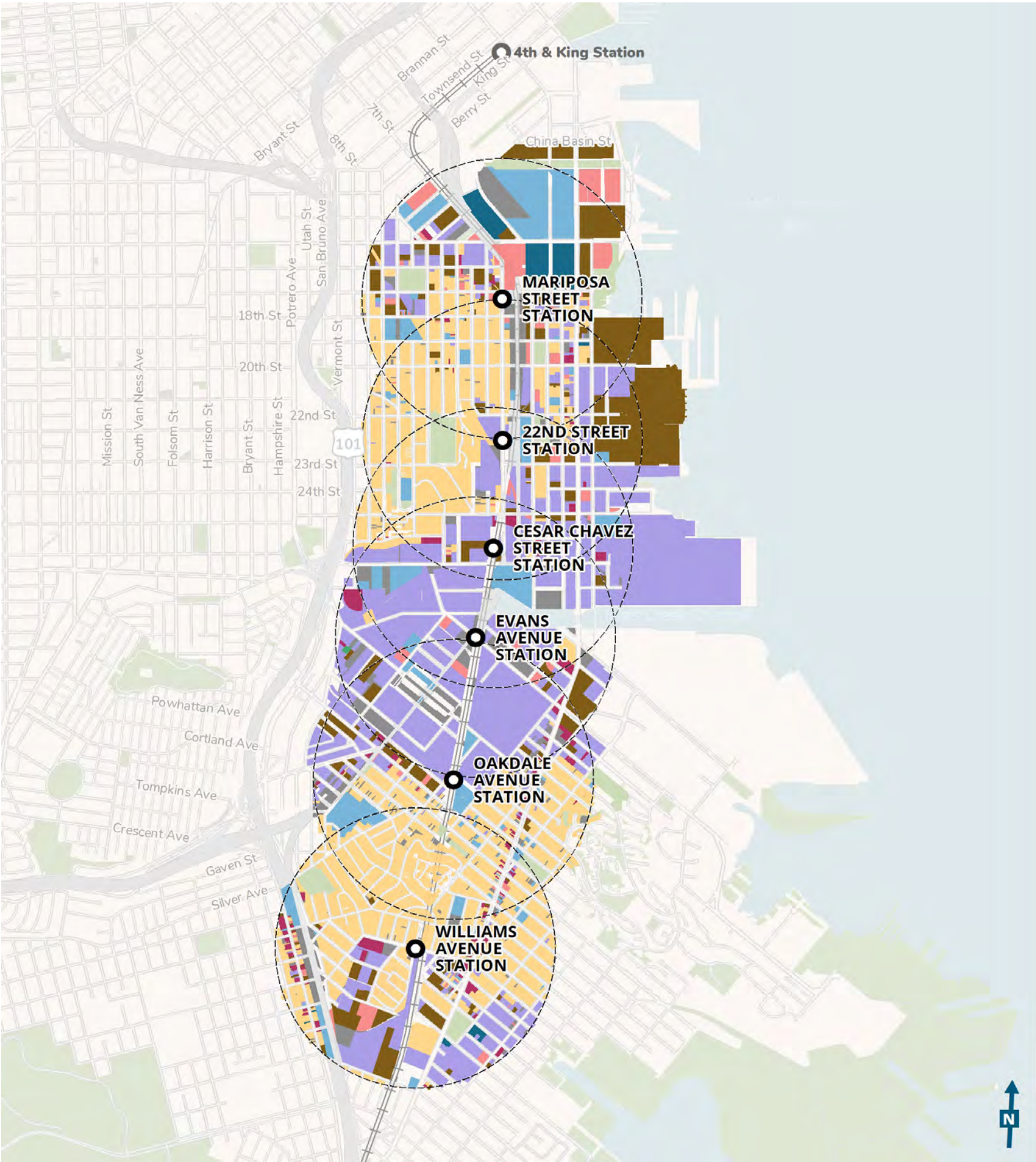
LEGEND

● Station Options

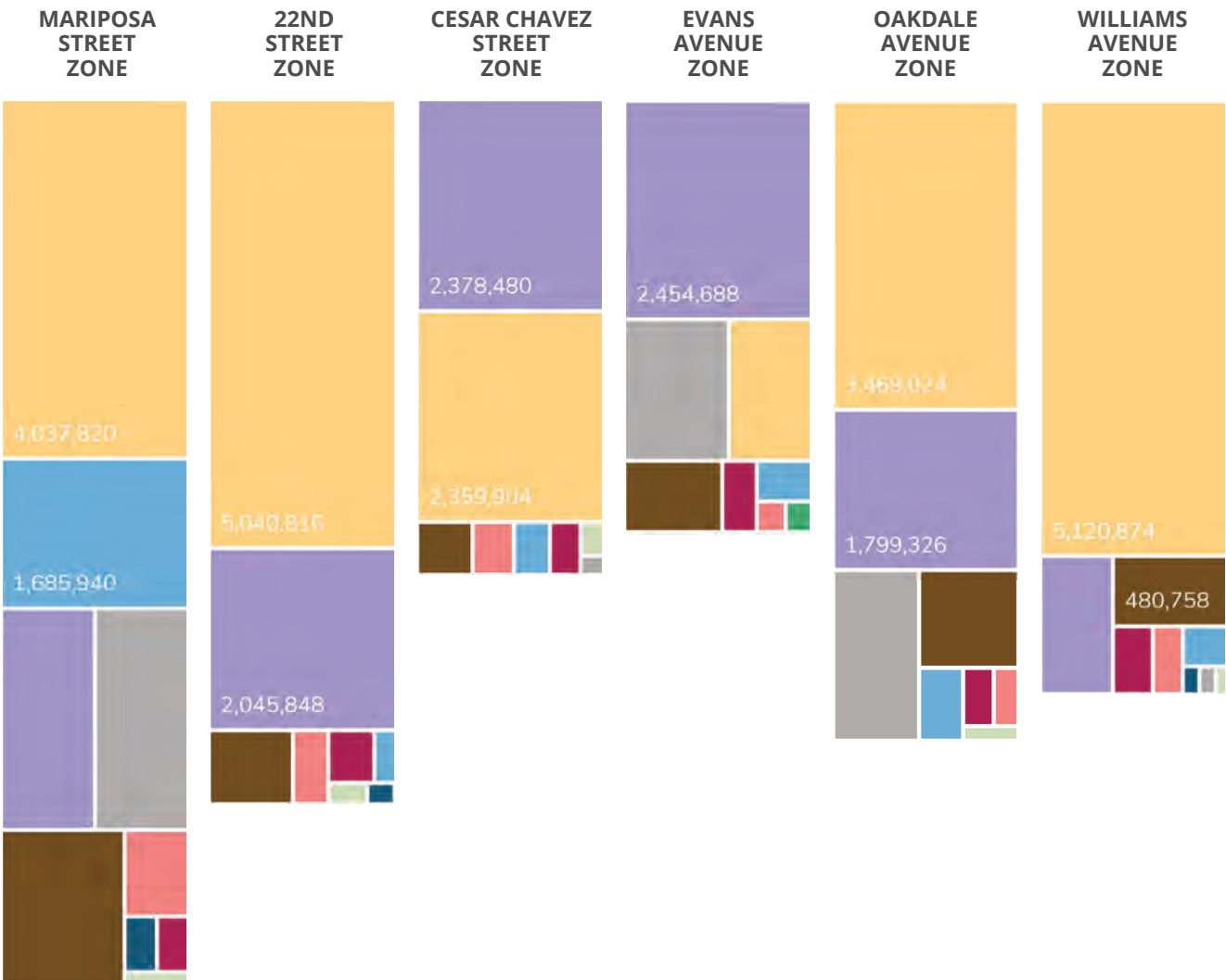
DRAFT

DISTANCE BETWEEN STATIONS





EXISTING DEVELOPED LAND USE (sqft) DRAFT



LEGEND

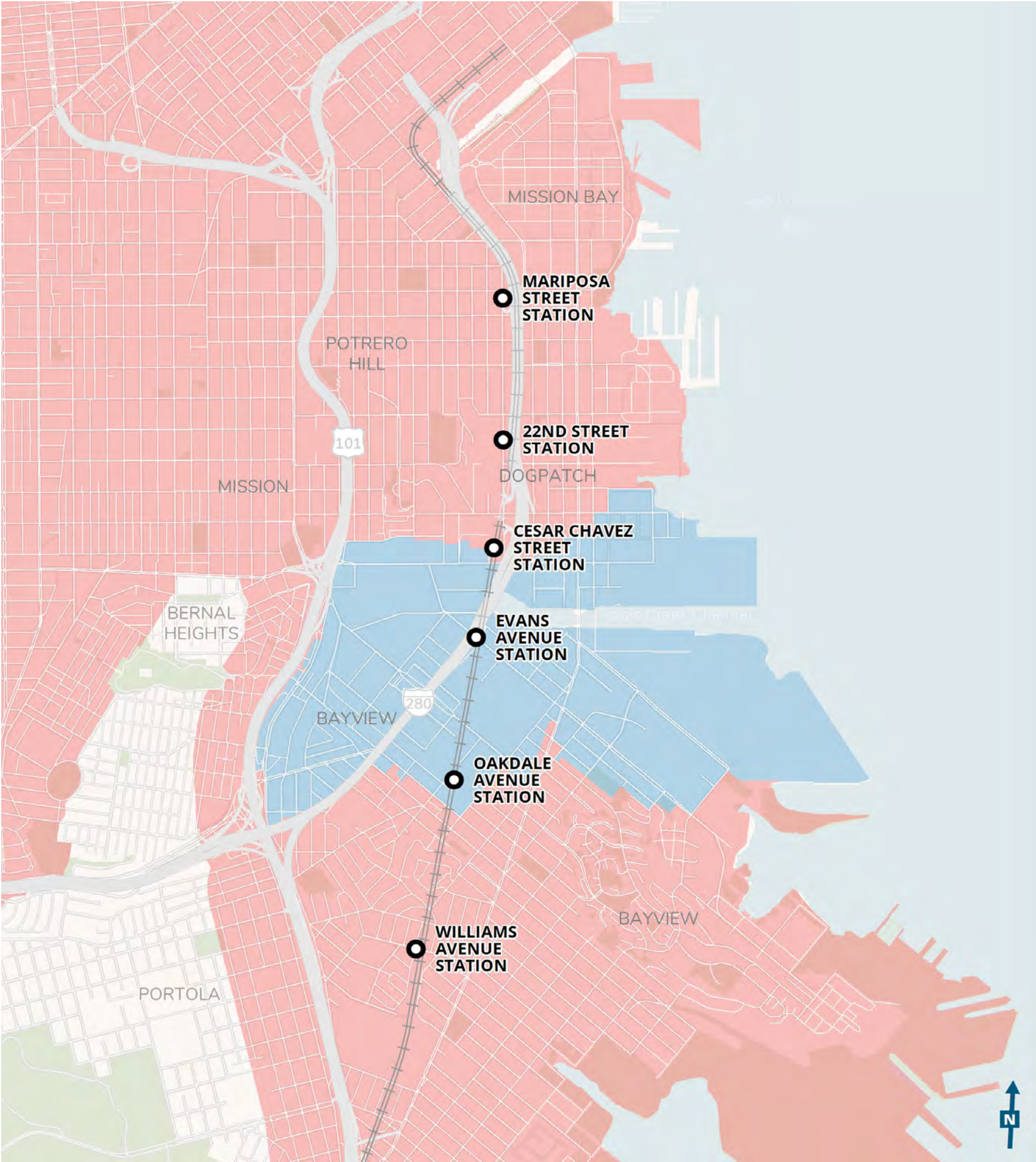
Land Use Categories

- Residential
- Mixed Uses
- Retail, Entertainment
- Hotels, Visitor Services
- Medical

- Cultural, Institutional (Including City-owned Lots), Educational
- Industrial (Production, Distribution, Repair)
- Office (Management, Information, Professional Services)
- Open Space
- Vacant

Source: SF Planning, 2015

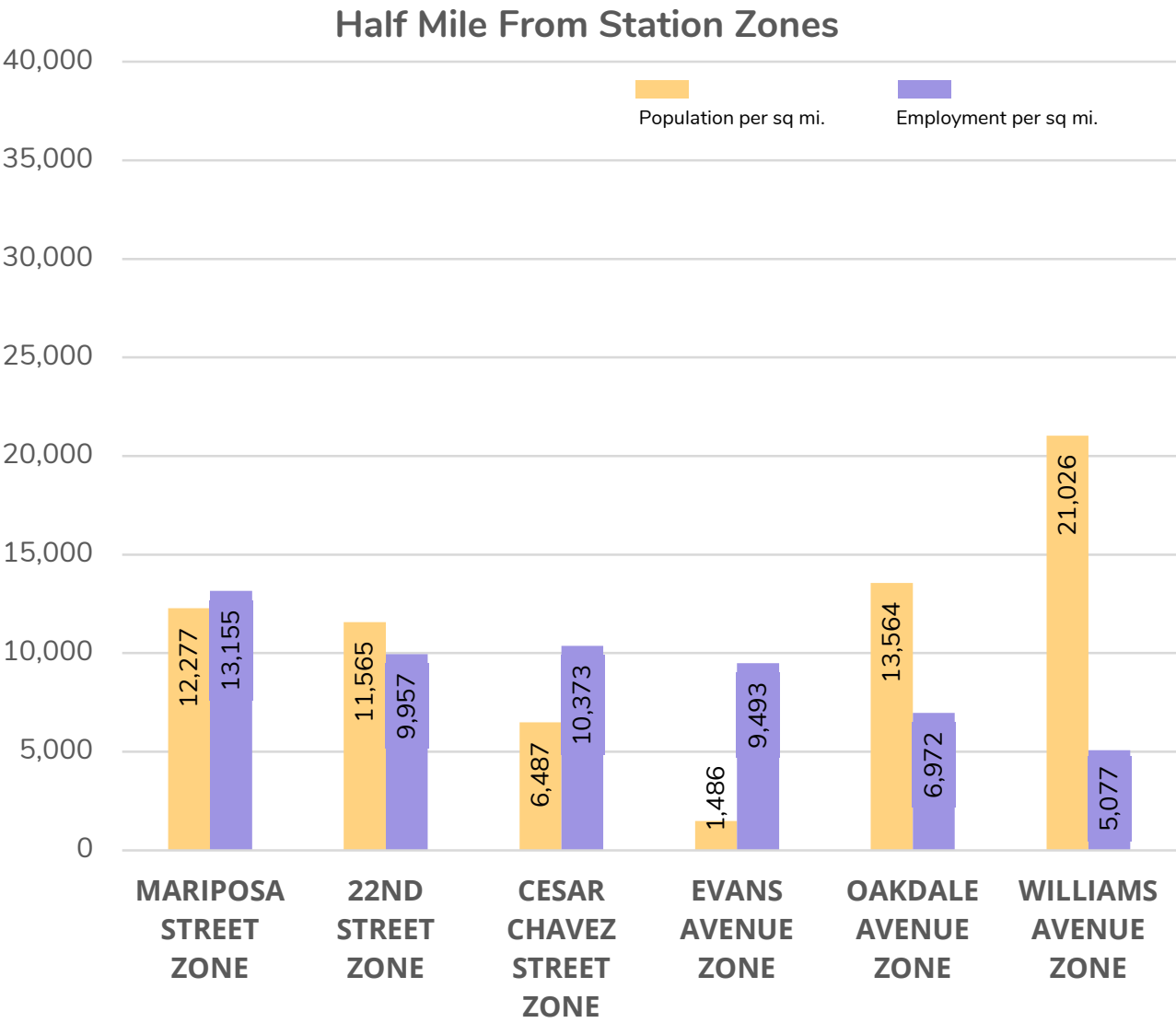
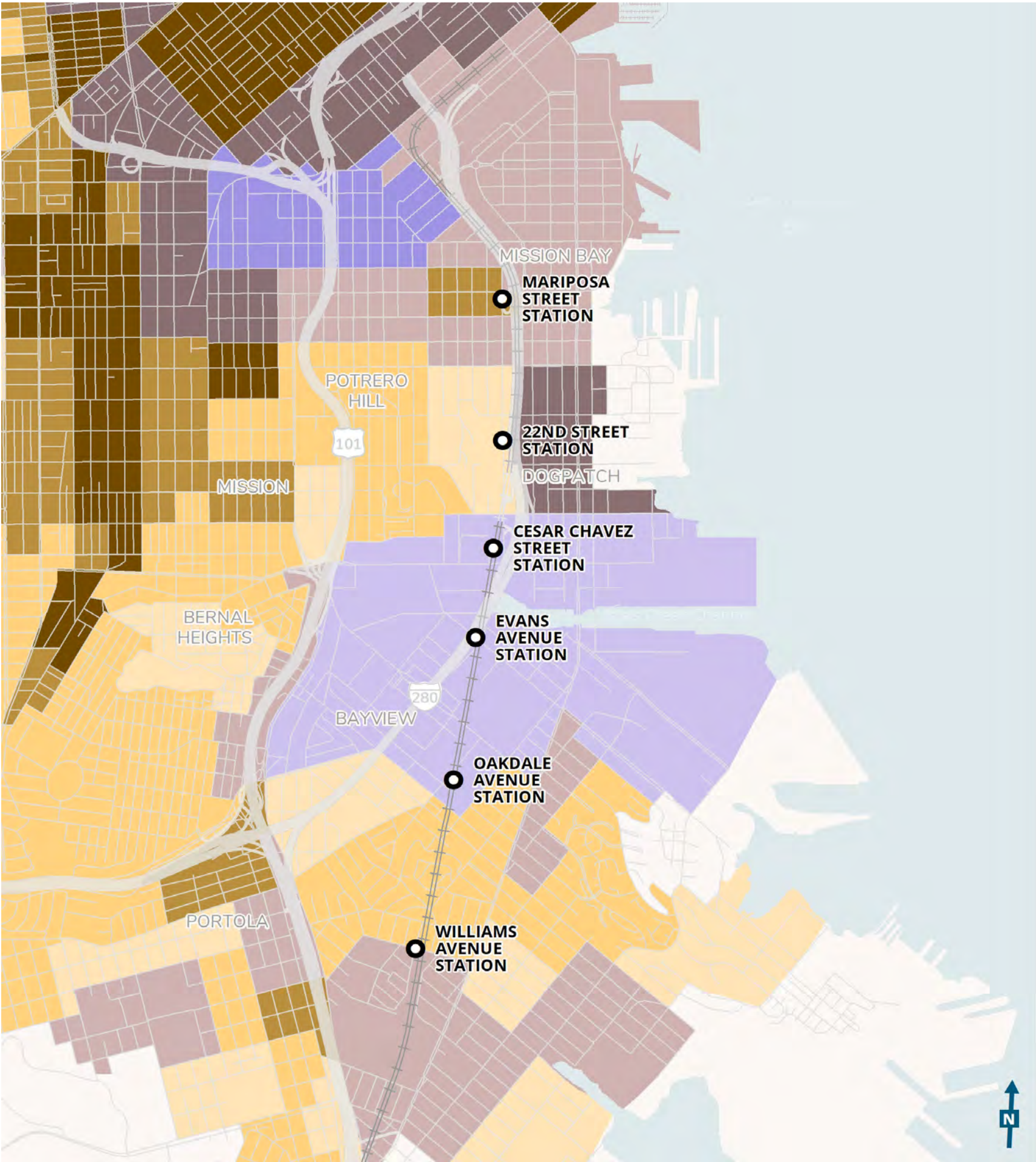
PRODUCTION & PRIORITY
DEVELOPMENT AREAS



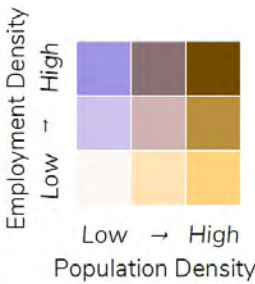
LEGEND

- Priority Development Areas
- Priority Production Areas

EXISTING POPULATION & EMPLOYMENT DENSITY



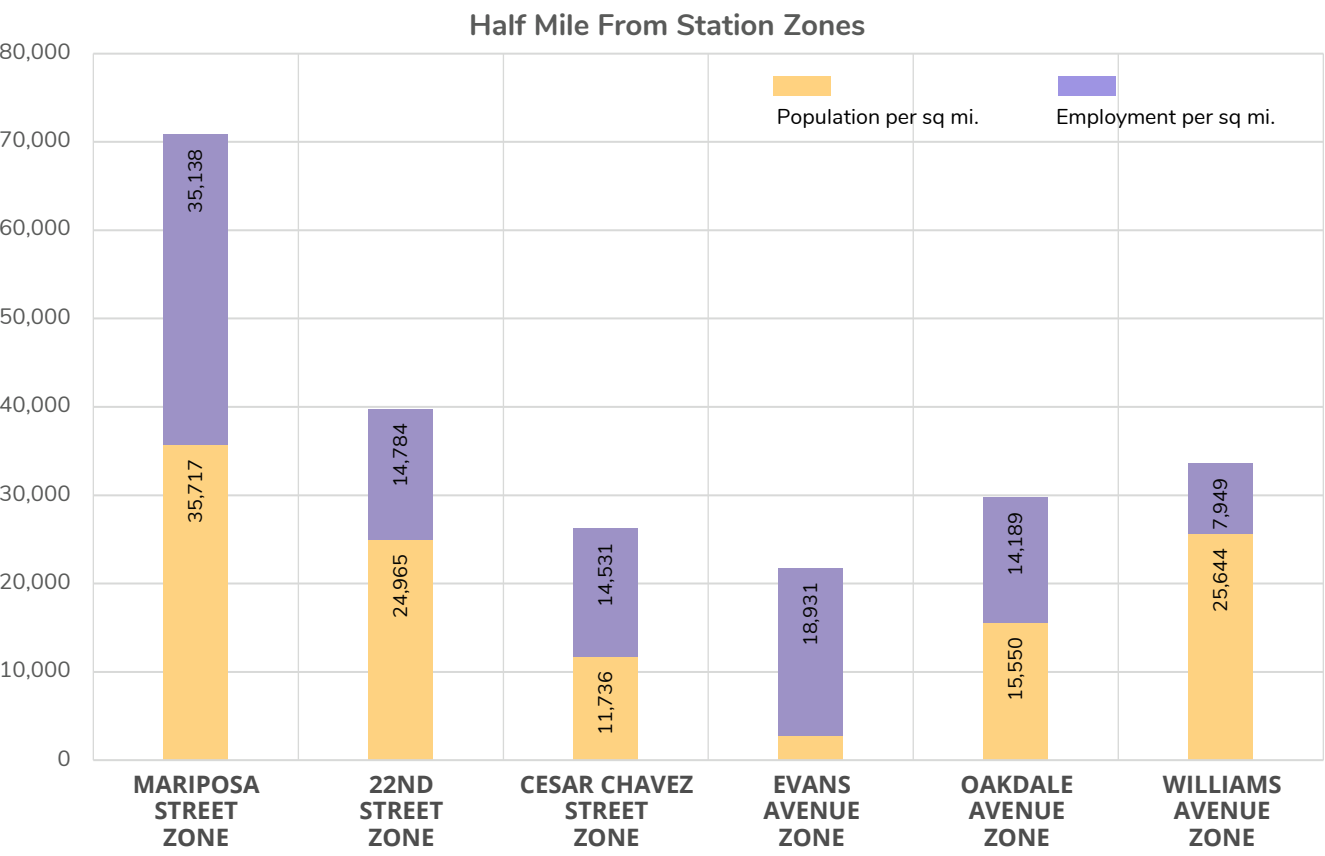
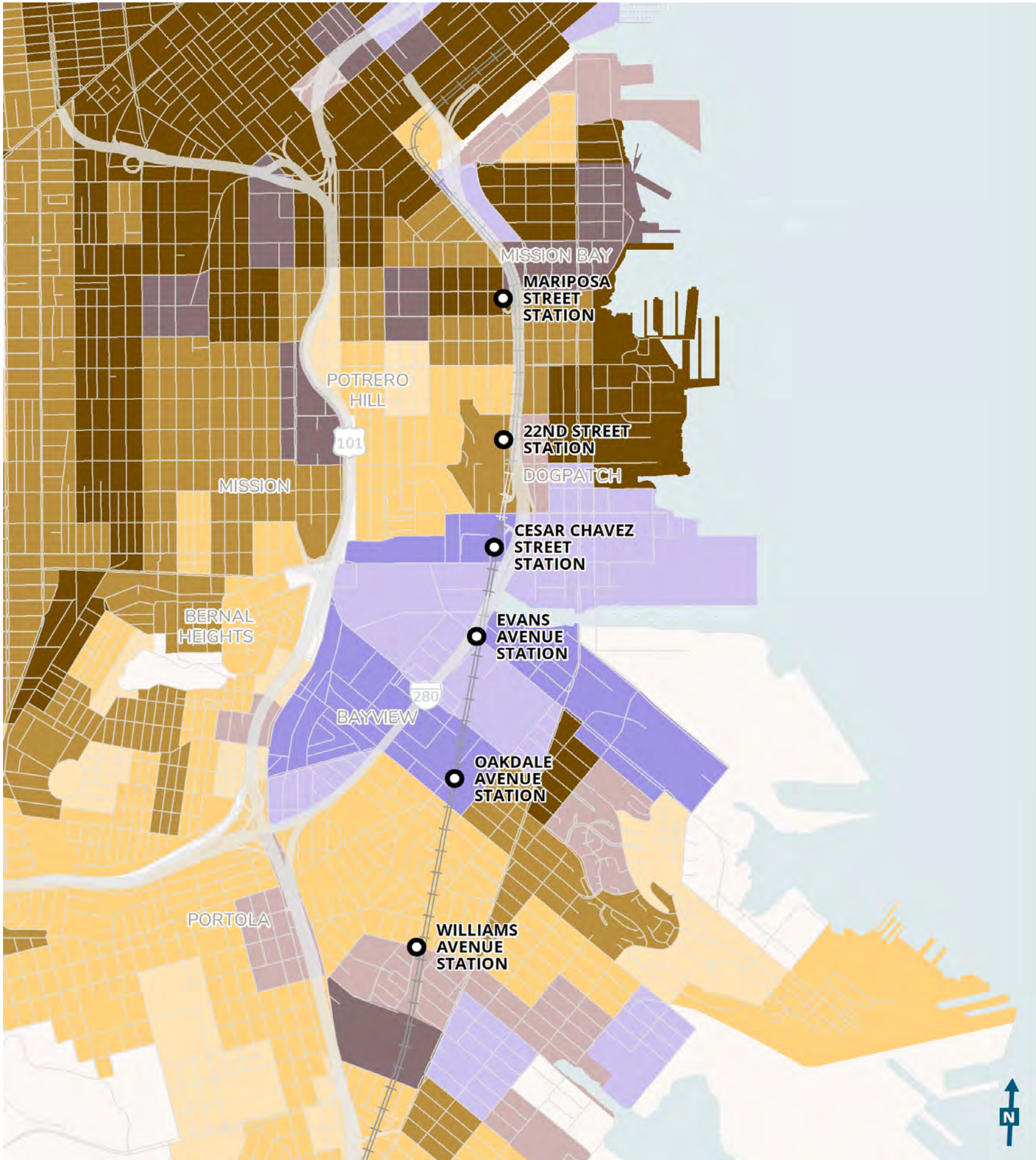
LEGEND



Source:
2017 Census employment (LEHD) and residential data (ACS) summed proportionally based on area of block group that falls within half-mile radius of the station site.

FUTURE (2040) POPULATION & EMPLOYMENT DENSITY

DRAFT



LEGEND

Employment Density

Low → High

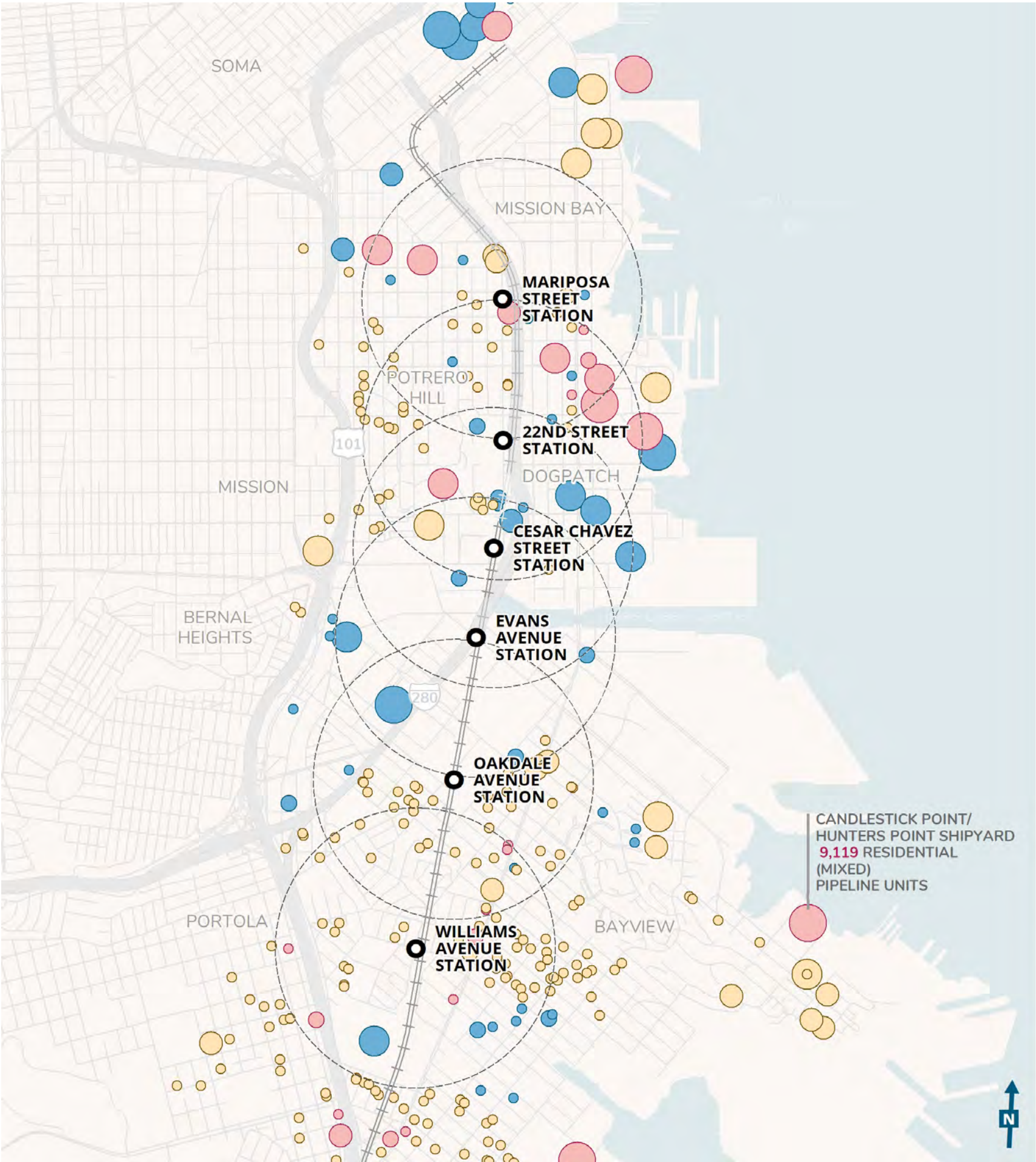
Low → High

Population Density

Source:
SF-CHAMP summed proportionally based on area of
transportation analysis zones that falls within half-mile
radius of the station site.

9

PIPELINE PROJECTS

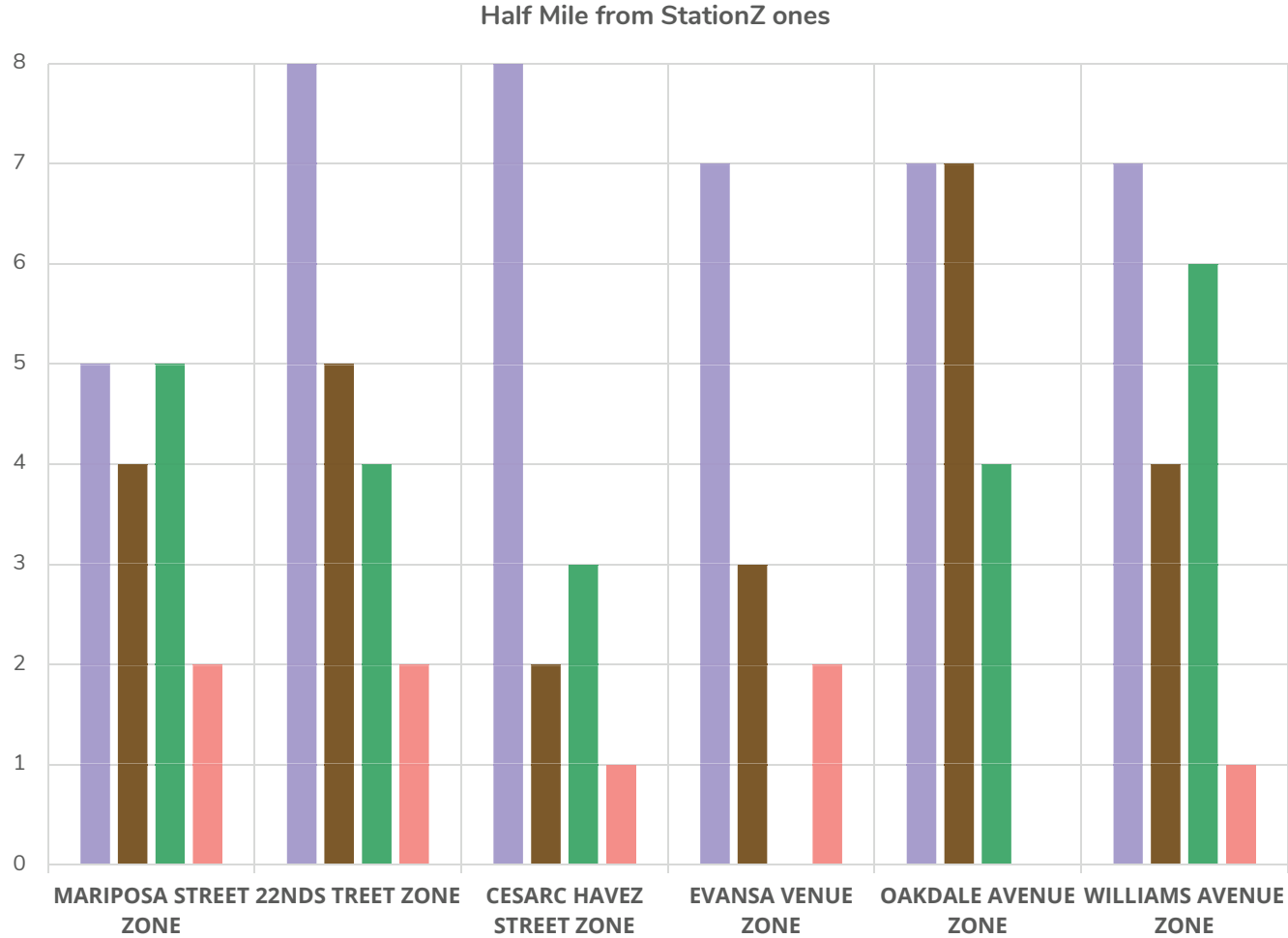
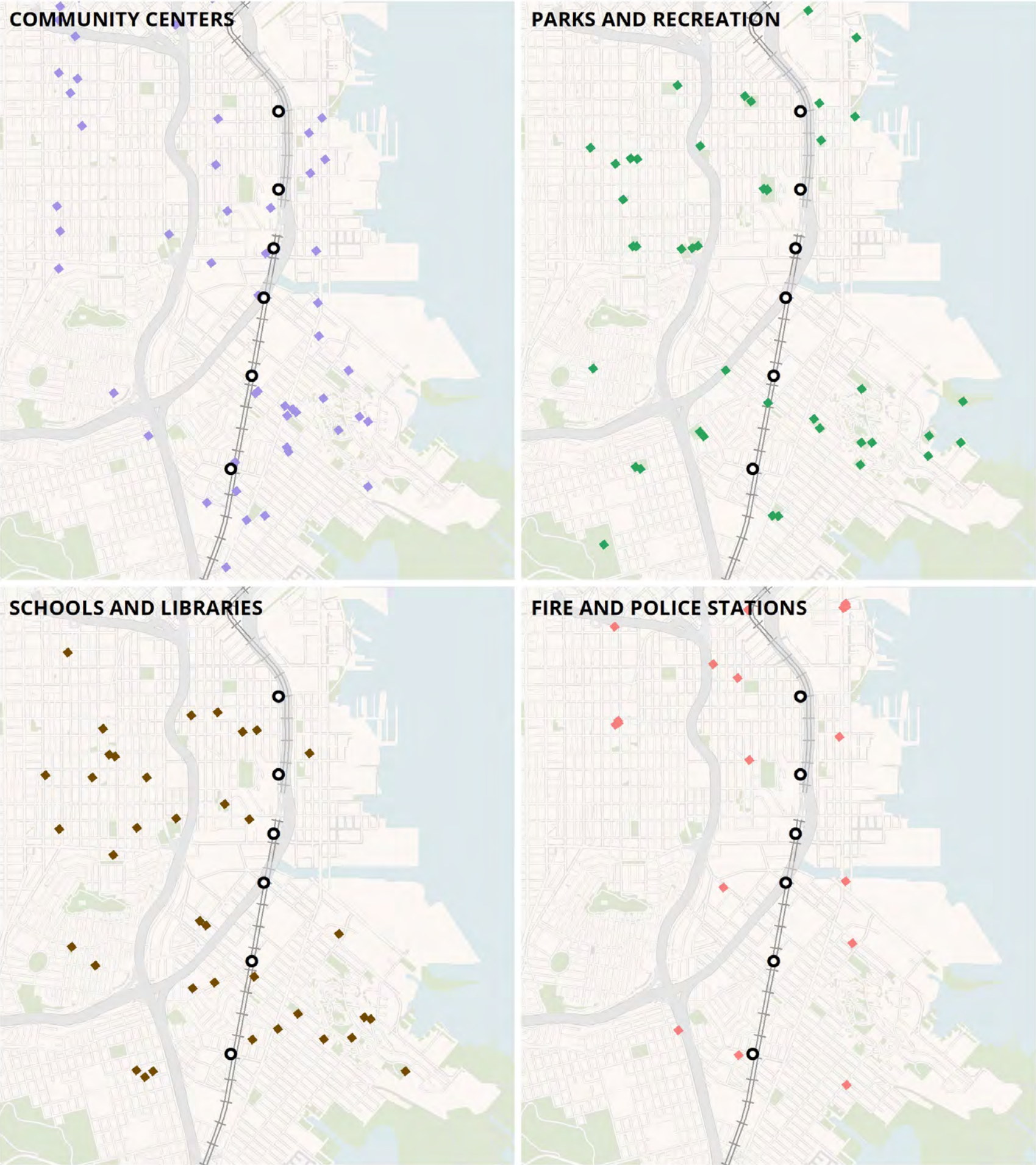


LEGEND

Residential Pipeline Units	Residential (Mixed) Pipeline Units	Non-Residential Total Ground Square Feet
-3 - 10	-3 - 10	135 - 15,000
11 - 25	11 - 25	15,000-50,000
26 - 100	26 - 100	50,000 - 200,000
101 - 1,000	101 - 1,000	200,000 - 500,000
More than 1,000	More than 1,000	More than 500,000 gsf

Source:
SF Planning, 2021

COMMUNITY FACILITIES



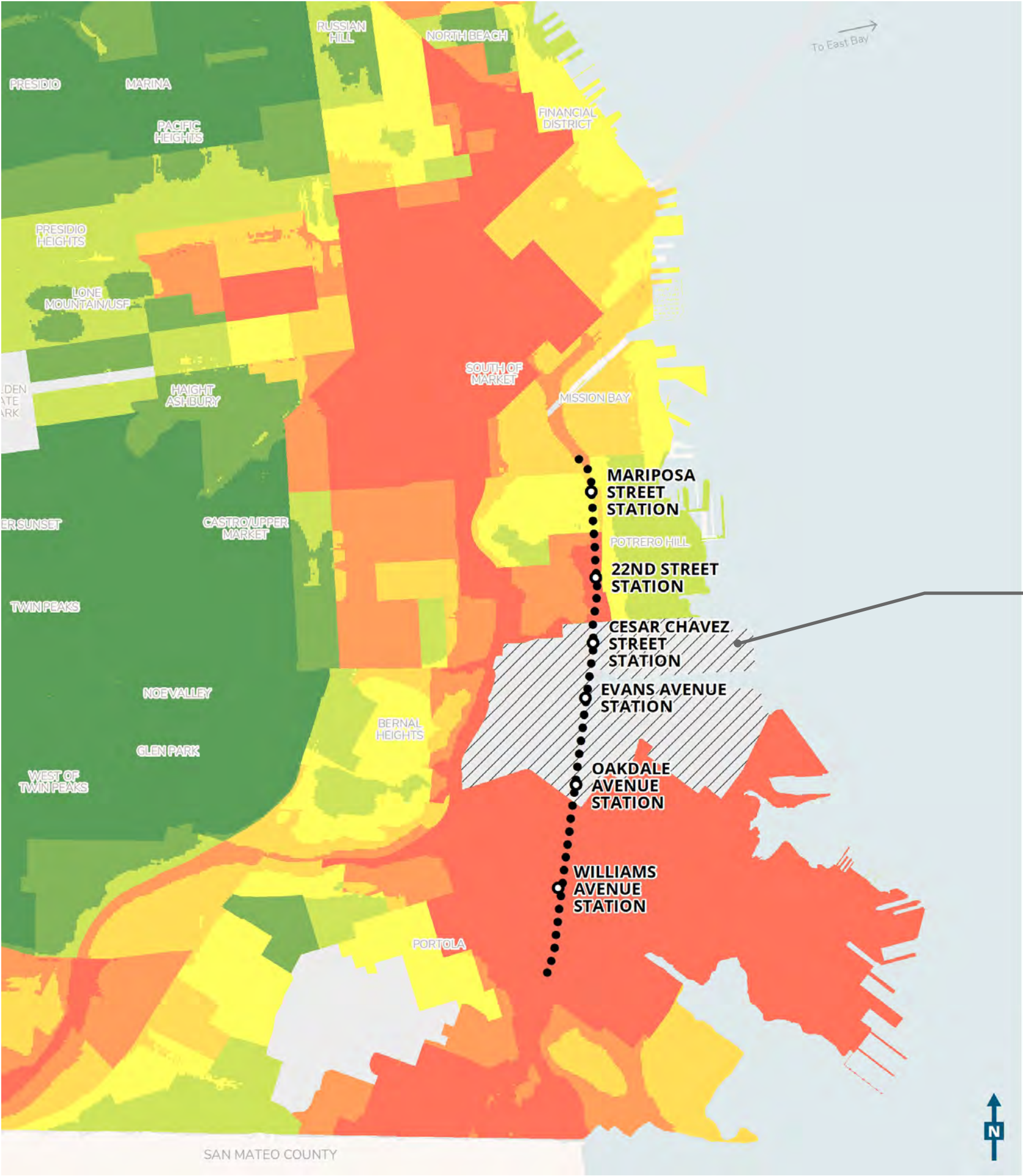
- LEGEND
- Station Options
 - Community Centers
 - Parks and Recreation
 - Schools and Libraries
 - Fire and Police Stations

Source:
SF Planning, 2022

ENVIRONMENTAL JUSTICE (EJ) DRAFT COMMUNITIES

This is a draft version of the EJ Communities map that was released in December 2020. The San Francisco Planning Department is still in the process of gathering feedback from the general public and from other agencies. Because of this, the EJ Communities map may be revised during the fall or winter of 2021. CalEPA recently issued a draft of CalEnviroScreen 4.0 (which is the most heavily weighted data source in the EJ Communities Map), so it's likely that the EJ Communities map will be updated once CES 4.0 is finalized.

For more information please visit: <https://sfplanning.org/project/environmental-justice-framework-and-general-plan-policies>

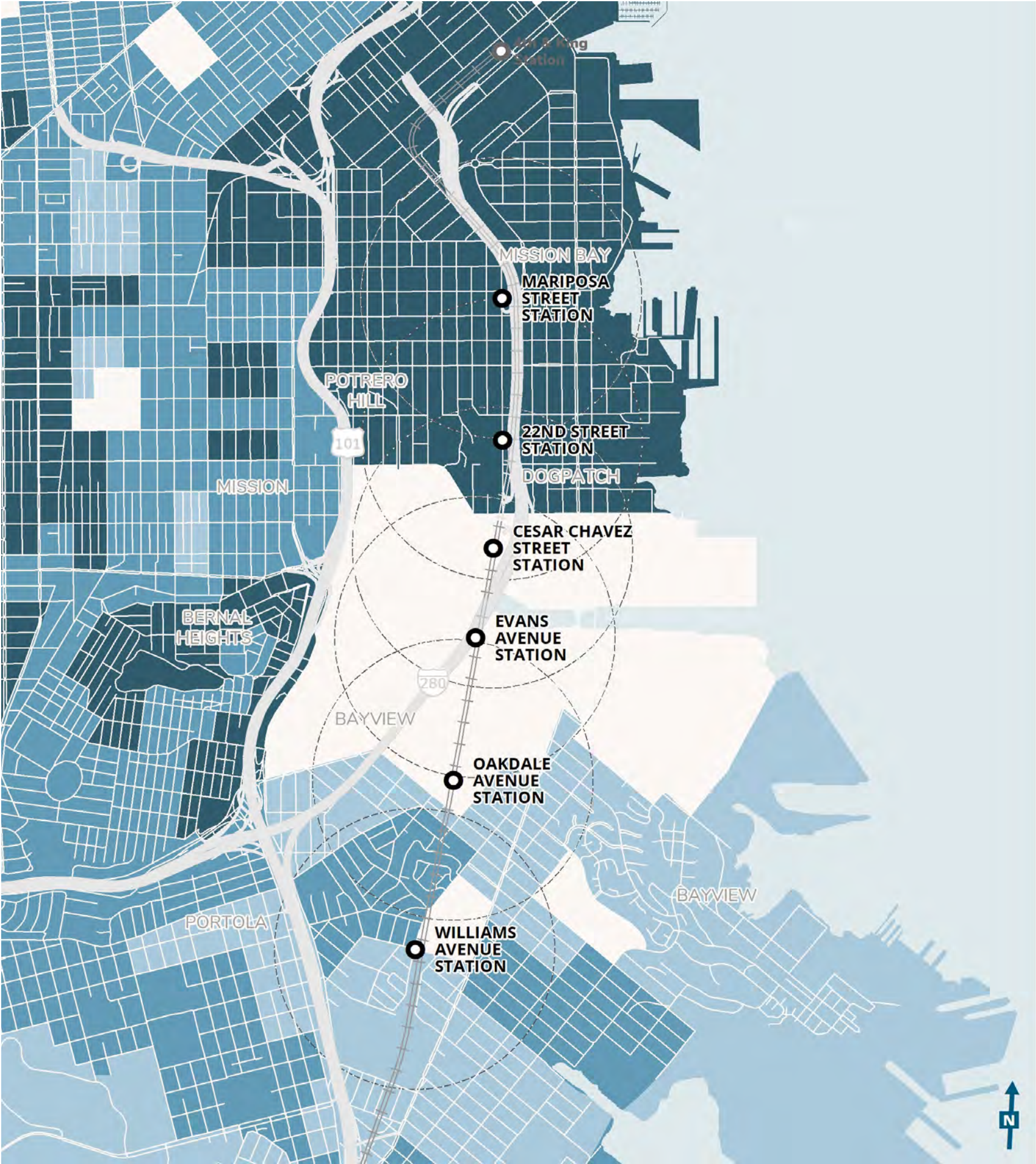


Area with high pollution burden (not included in OEHHAs CalEnviroScreen 3.0 due to missing data/low population)

LEGEND

- Station Options
- Study Corridor
- Environmental Justice Burden
 - Least
 - Top 30% of burdened area

EXISTING MEDIAN
HOUSEHOLD INCOME



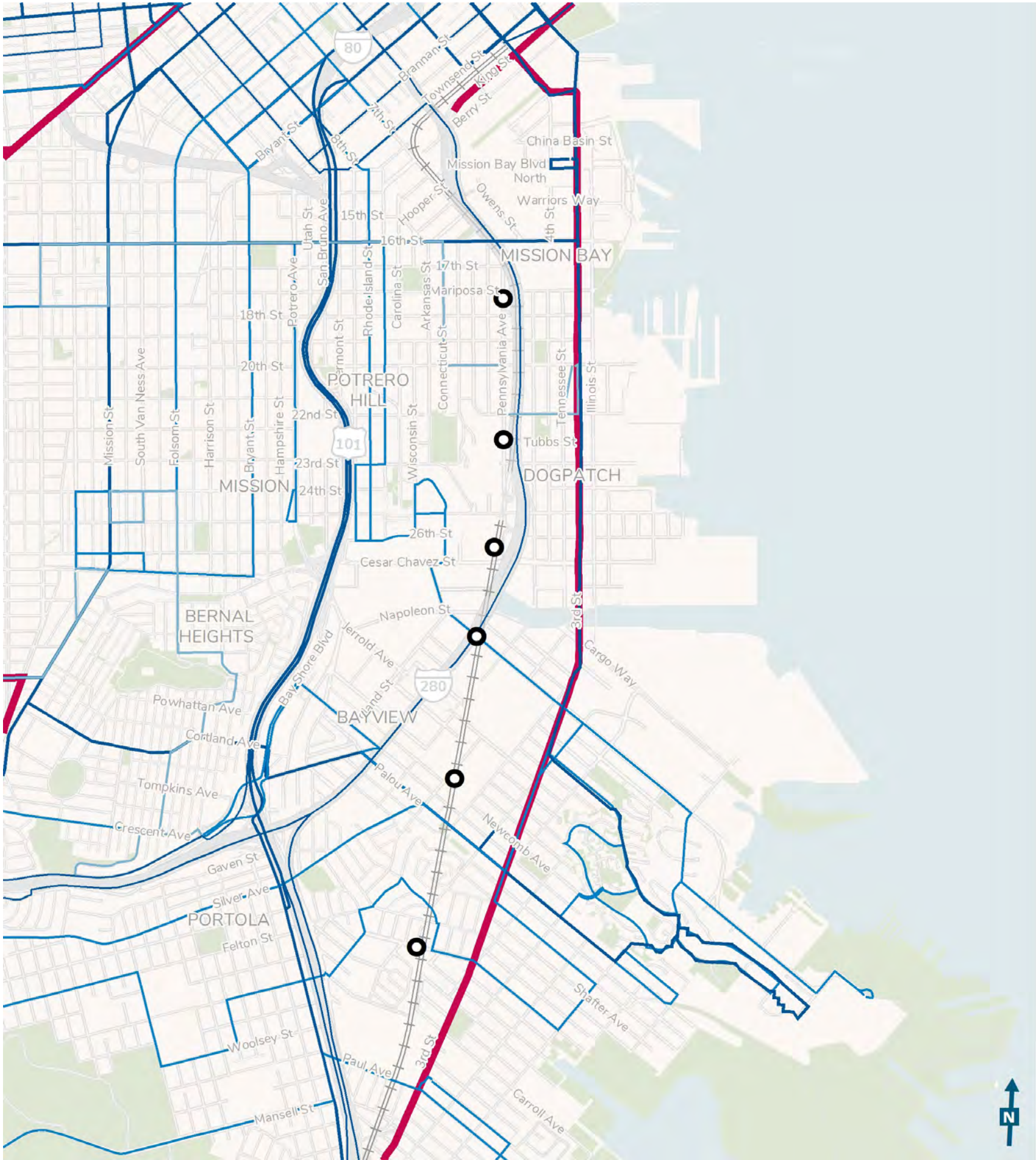
LEGEND

- Station Options
- Median Household Income
 - \$80,000 or less
 - \$80,000 - \$150,000
 - more than \$150,000

Source: US Census- American Community Survey (5 year estimates), 2019

EXISTING TRANSIT FACILITIES

DRAFT



Adjacent Transit Connections*

Mariposa Street Zone:

- 55 Dogpatch
- 22 Fillmore
- 10 Townsend
- T-Third
- 15-Third

22nd Street Zone:

- 55 Dogpatch (rerouted)
- T-Third
- 15-Third

Cesar Chavez Street Zone:

- 10 Townsend
- 48 Quintara (rerouted)

Evans Avenue Zone:

- 19 Polk

Oakdale Avenue Zone:

- 23 Monterey
- 24 Divisadero
- 44 O'Shaughnessy
- 54 Felton
- T-Third
- 15-Third

Williams Avenue Zone:

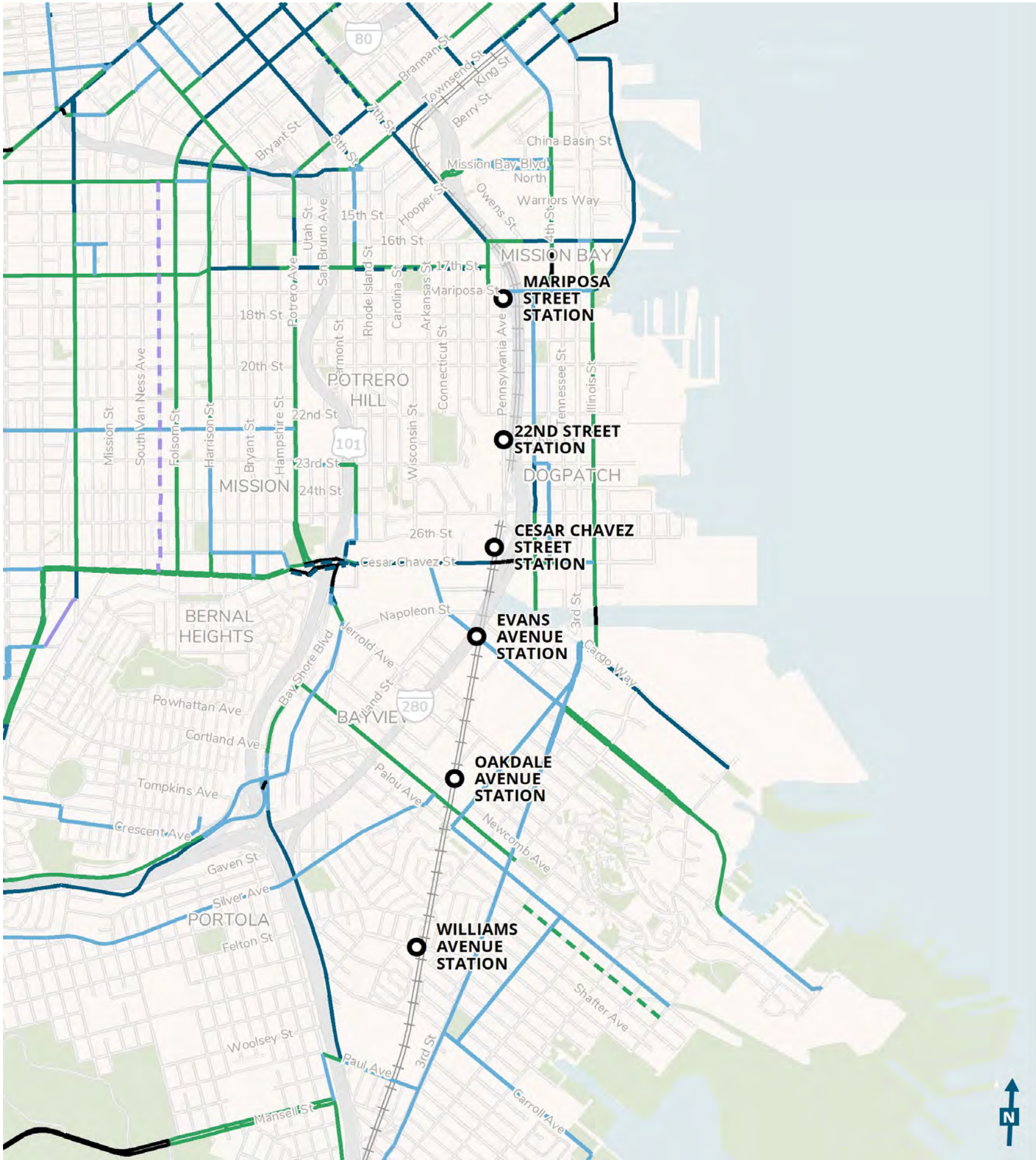
- 54 Felton
- T-Third

LEGEND

- Existing Service
 - Muni Metro Rail
 - Muni Rapid Bus
 - 10 minutes or less
 - Every 10-20 minutes
 - Every 20-30 minutes
 - Peak Service (Limited Hours)

*MTA is committed to reroute service to serve selected station location

EXISTING BICYCLE FACILITIES DRAFT



Designated Access Routes

Mariposa Street Zone:

- Mariposa St
- Mississippi St / 7th St
- 17th St
- 16th St
- Indiana St

22nd Street Zone:

- Indiana St

Cesar Chavez Zone:

- Cesar Chavez St
- Indiana St

Evans Avenue Zone:

- Evans Ave

Oakdale Avenue Zone:

- Oakdale Ave
- Silver Ave / Quint St
- Phelps St
- Palou Ave

Williams Avenue Zone:

- 3rd St

LEGEND

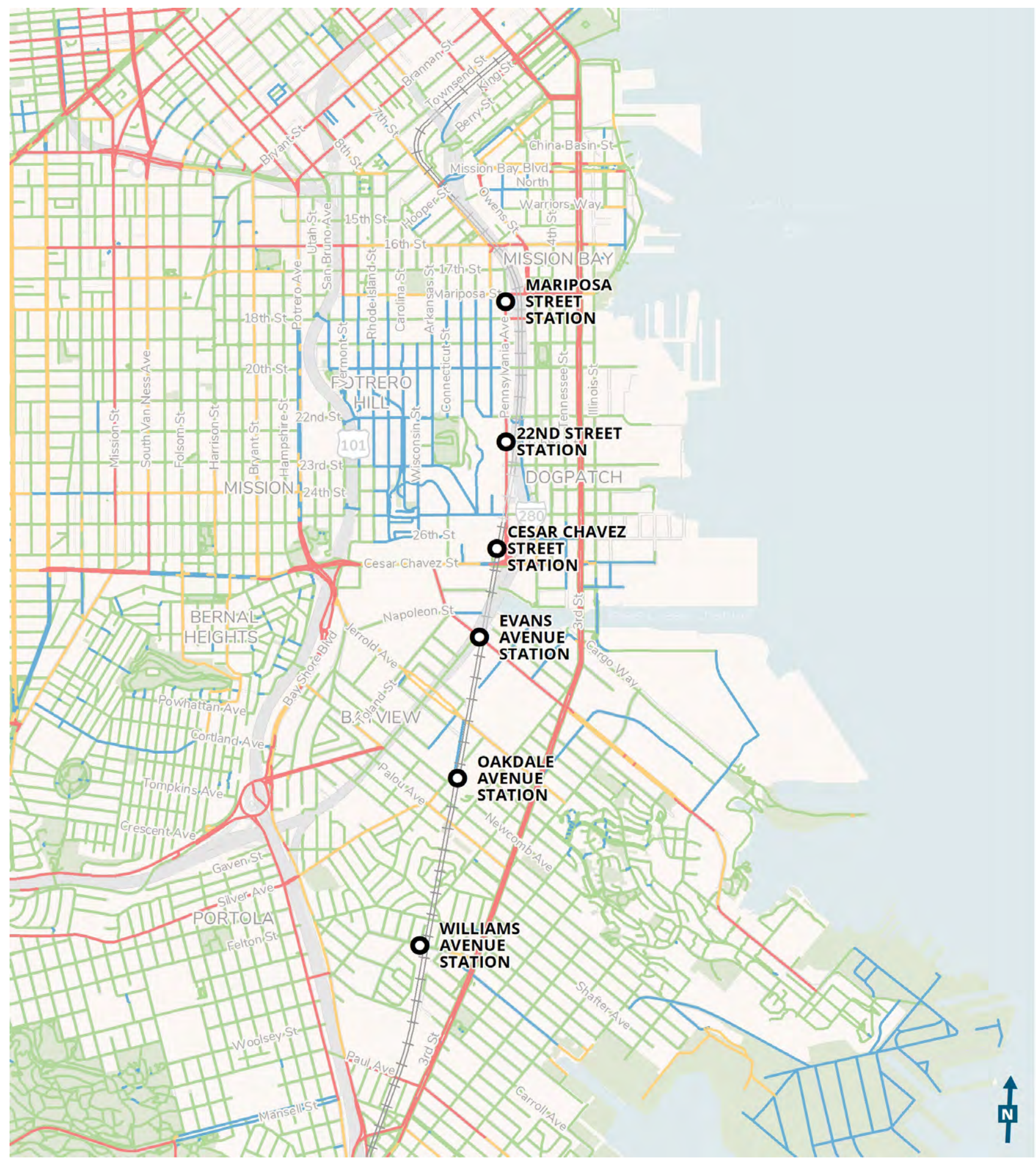
Existing Bicycle Facilities

- Protected Bikeway
- Bicycle Lane
- Neighborway
- Bicycle Route
- Off-Street Multi-Use Path

Planned Bicycle Facilities

- Protected Bikeway
- Bicycle Lane
- Neighborway
- Bicycle Route
- Off-Street Multi-Use Path

EXISTING BICYCLE & PEDESTRIAN
LEVEL OF TRAFFIC STRESS (LTS)



LTS 1

For bicyclists, most children can tolerate LTS 1 and feel safe while bicycling. For pedestrians, LTS 1 indicates a highly pedestrian-friendly and easily navigable environment for people of all ages and abilities.

LTS 2

For bicyclists, this is the highest level of stress that the mainstream adult population will tolerate while still feeling safe. For pedestrians, walking is generally comfortable, but parents may not feel comfortable letting their children walk alone.

LTS 3

Bicyclists who are considered “enthused and confident” but still prefer having their own dedicated space for riding will tolerate this level of stress and feel safe while bicycling. For pedestrians, walking is uncomfortable but possible, with some barriers that make walking uninviting or uncomfortable.

LTS 4

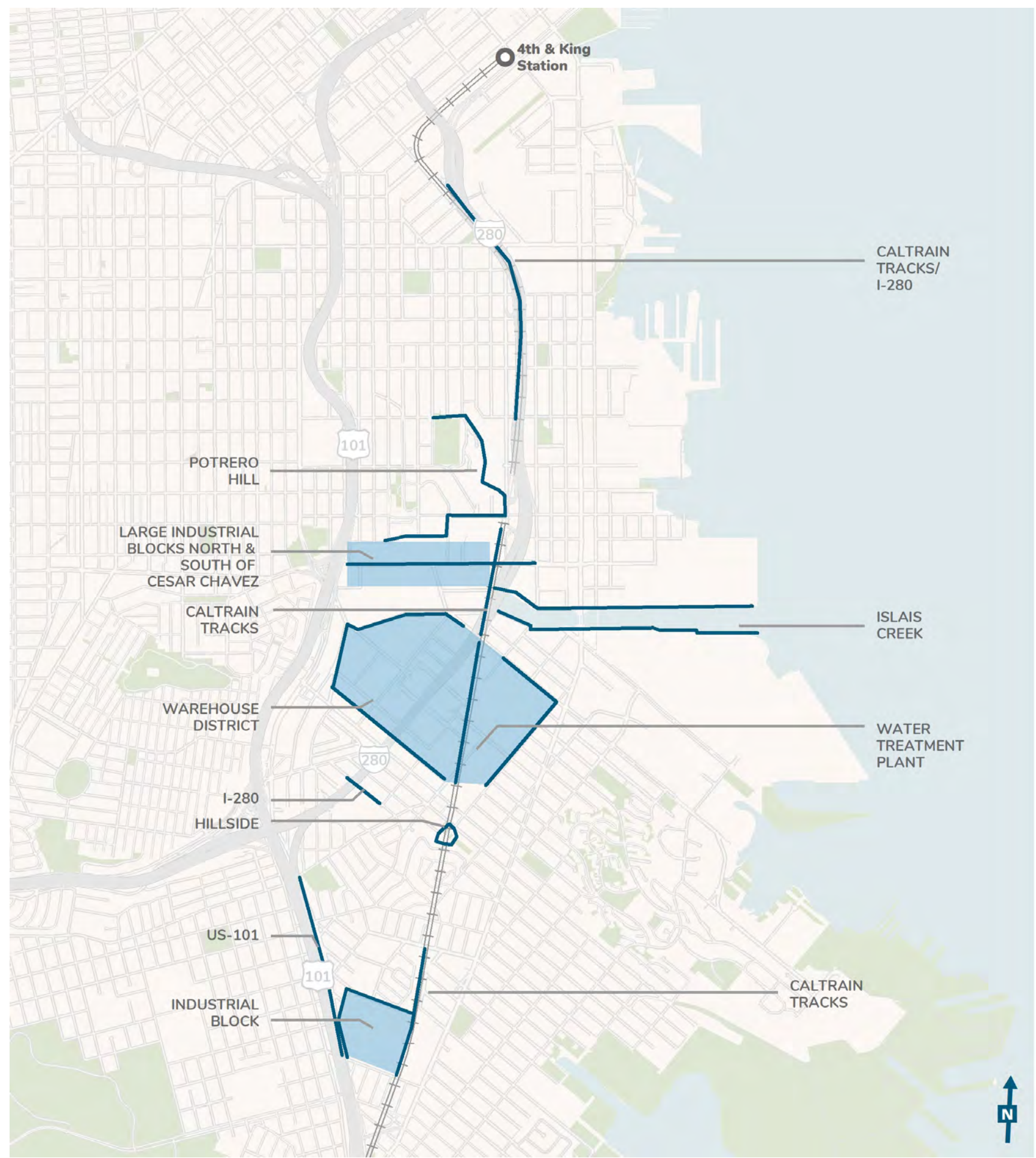
For bicyclists, this is tolerated only by those characterized as “strong and fearless”, which comprises a small percentage of the population. These roadways have high speed limits, multiple travel lanes, limited or non-existent bike lanes and signage, and large distances to cross at intersections. For pedestrians, walking is very uncomfortable or even impossible. Streets have limited or no accommodation and may be unsafe for people walking.

LEGEND

- LTS 1
- LTS 2
- LTS 3
- LTS 4

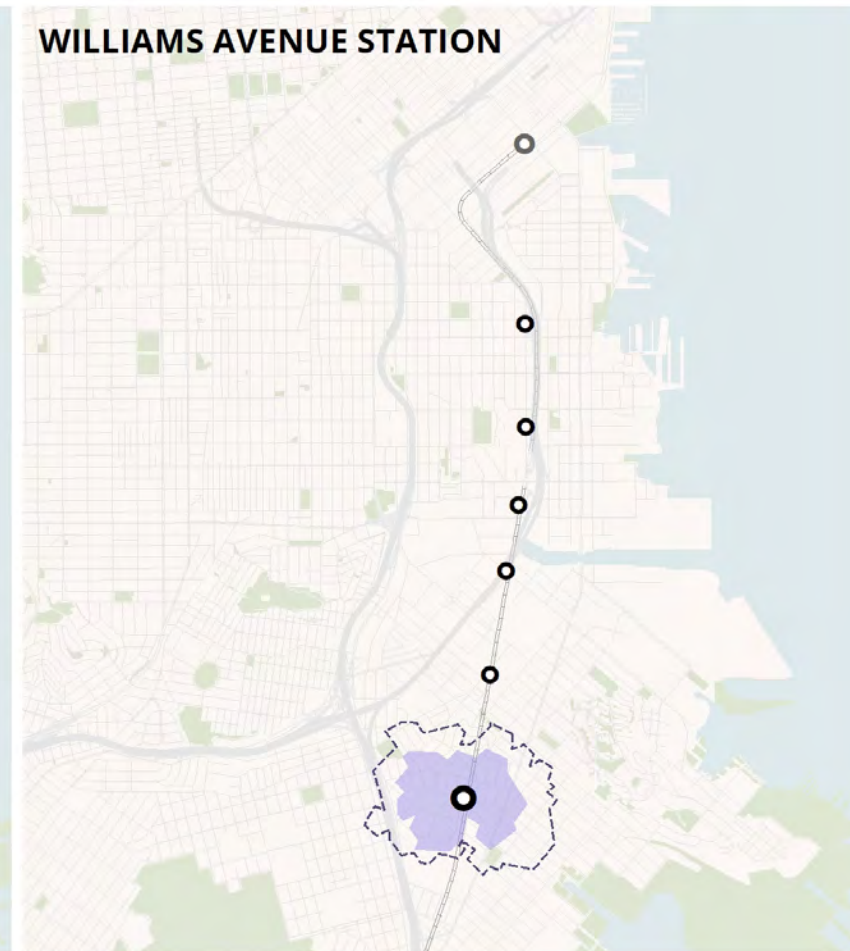
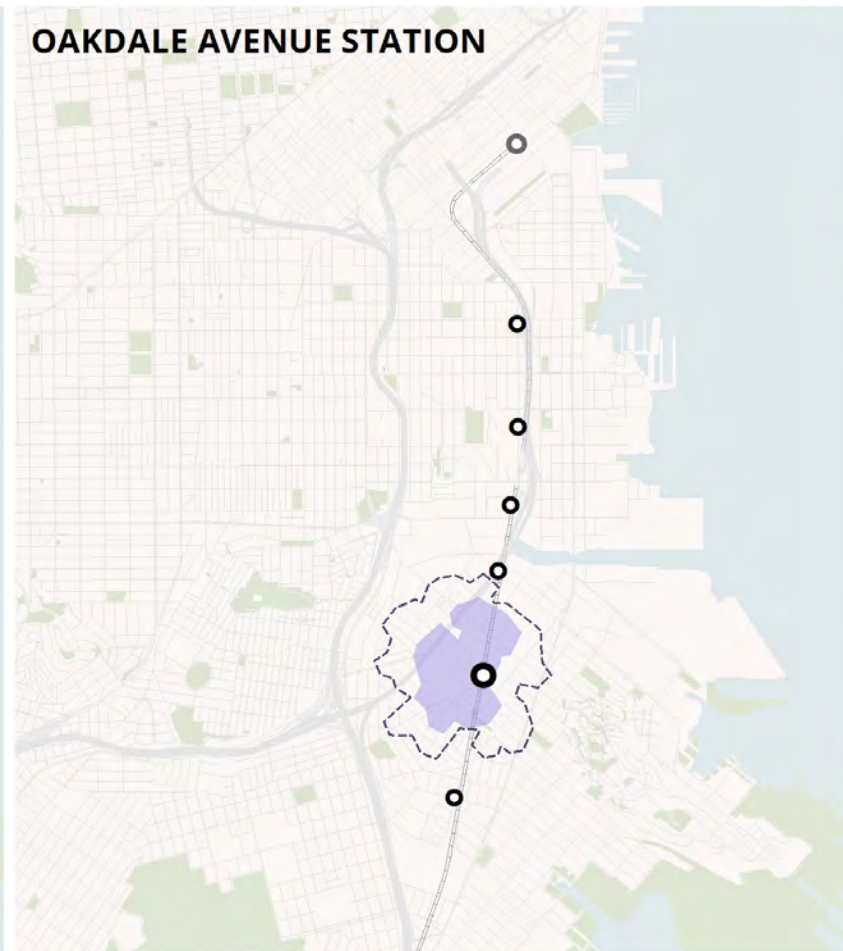
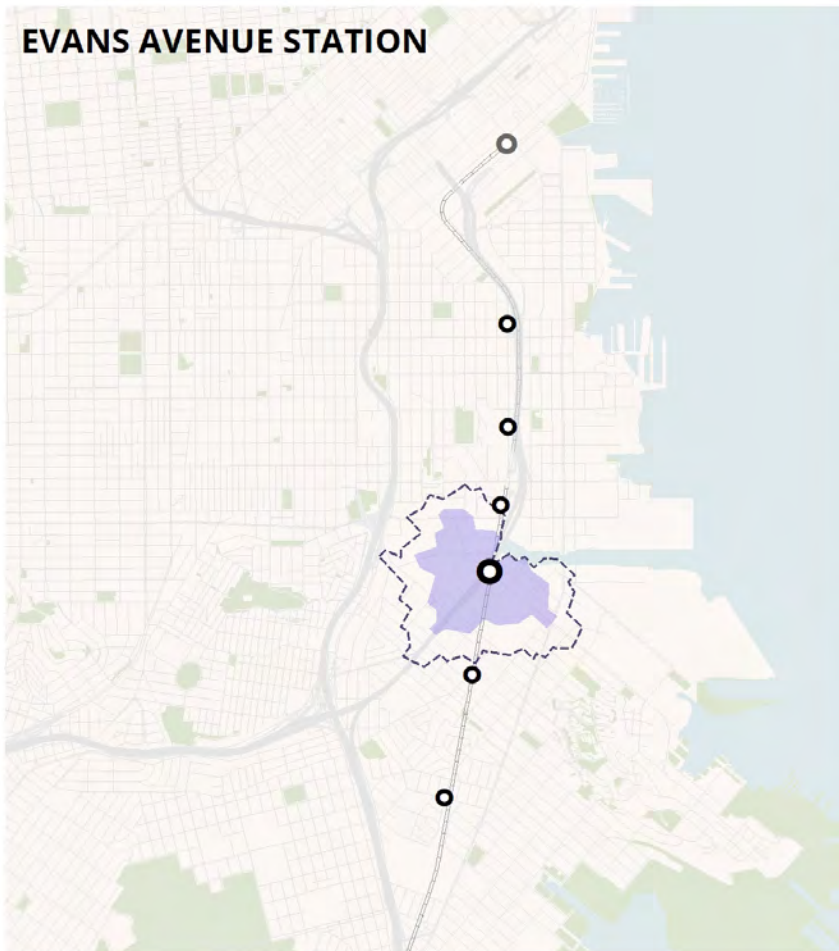
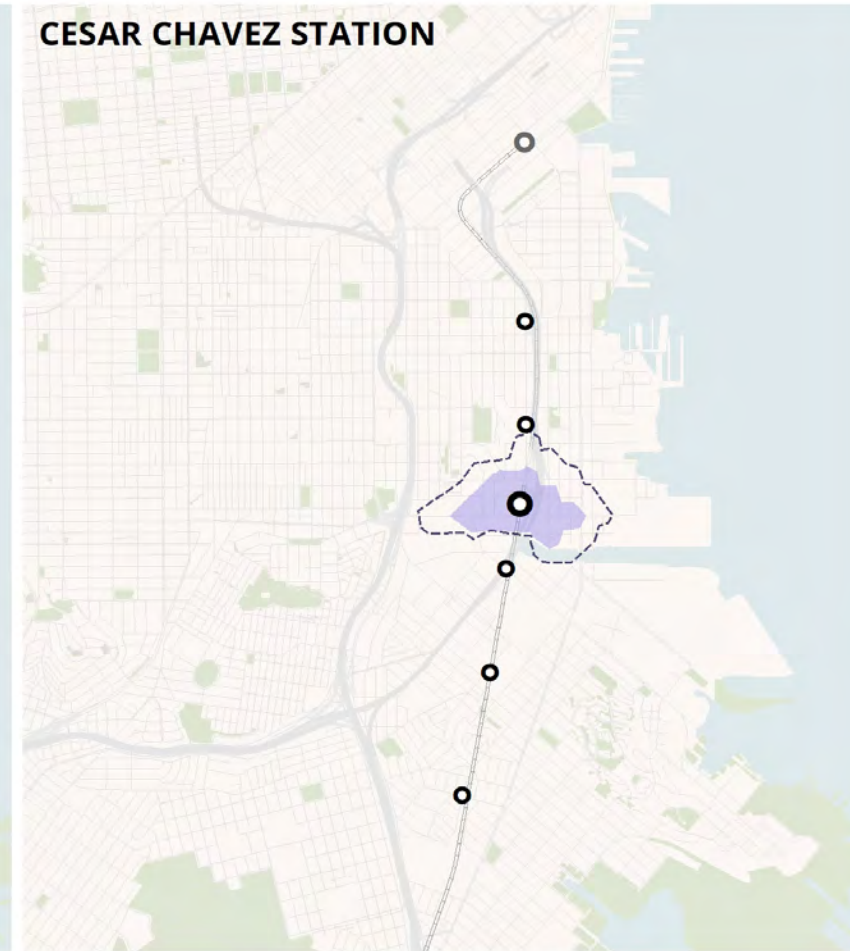
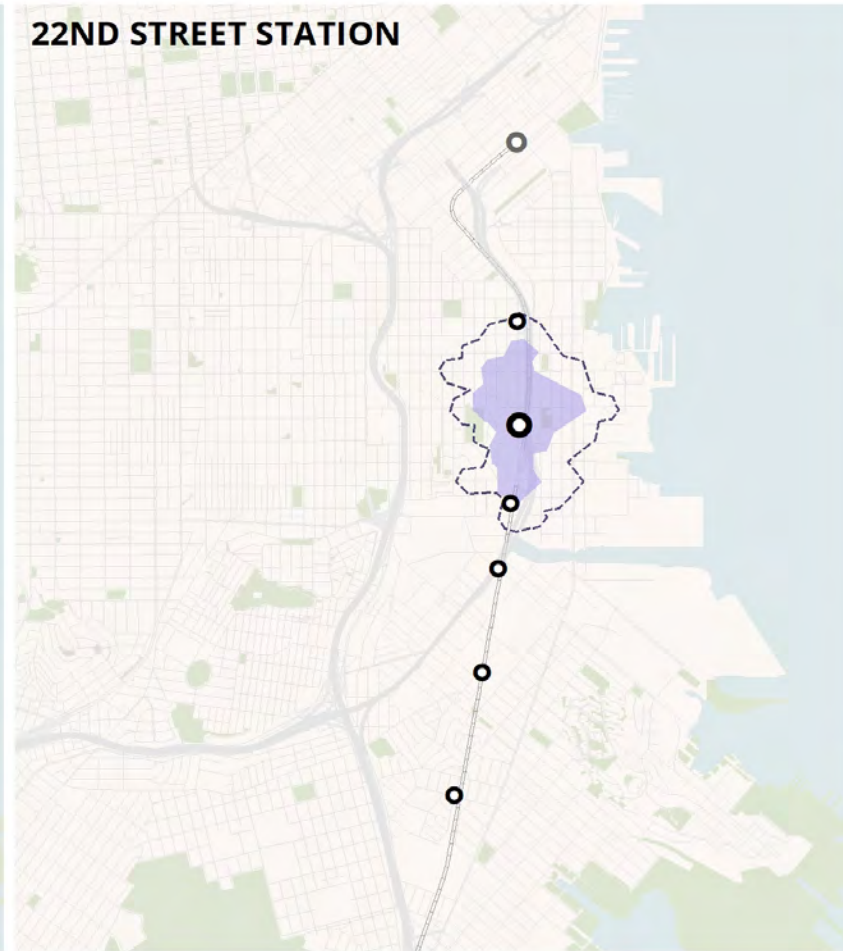
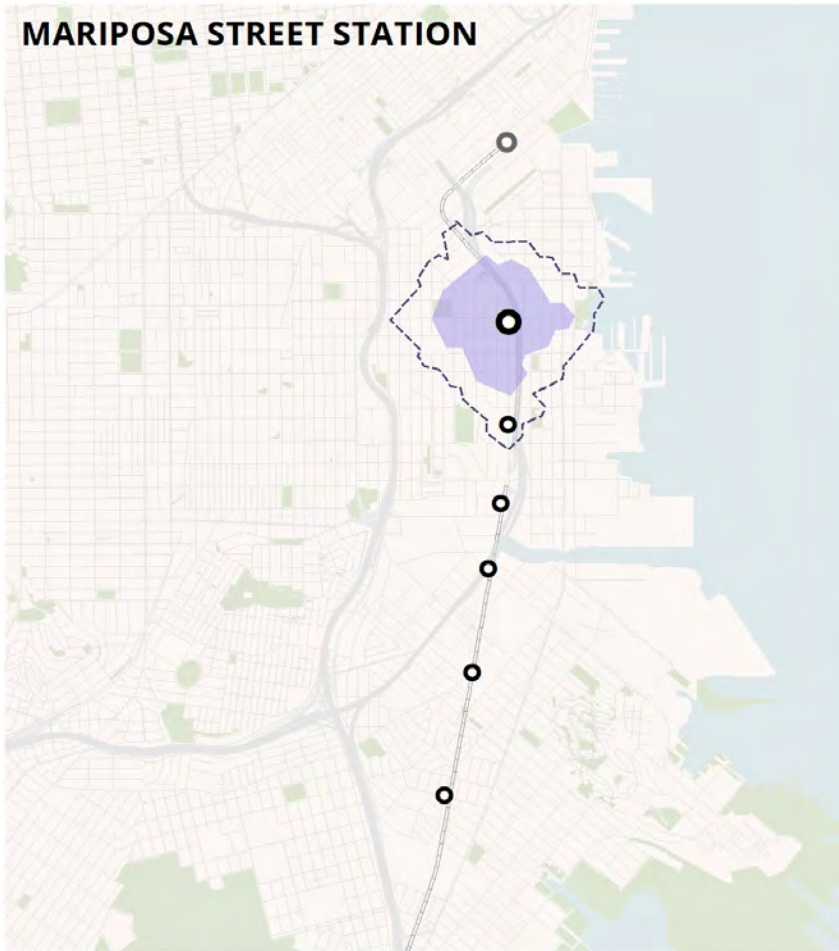
Source: Open Street Map, Fehr & Peers, 2020

EXISTING MAJOR MOBILITY BARRIERS
WITHIN SOUTHEAST CORRIDOR



DRAFT

EXISTING WALK TRAVEL SHEDS



LEGEND

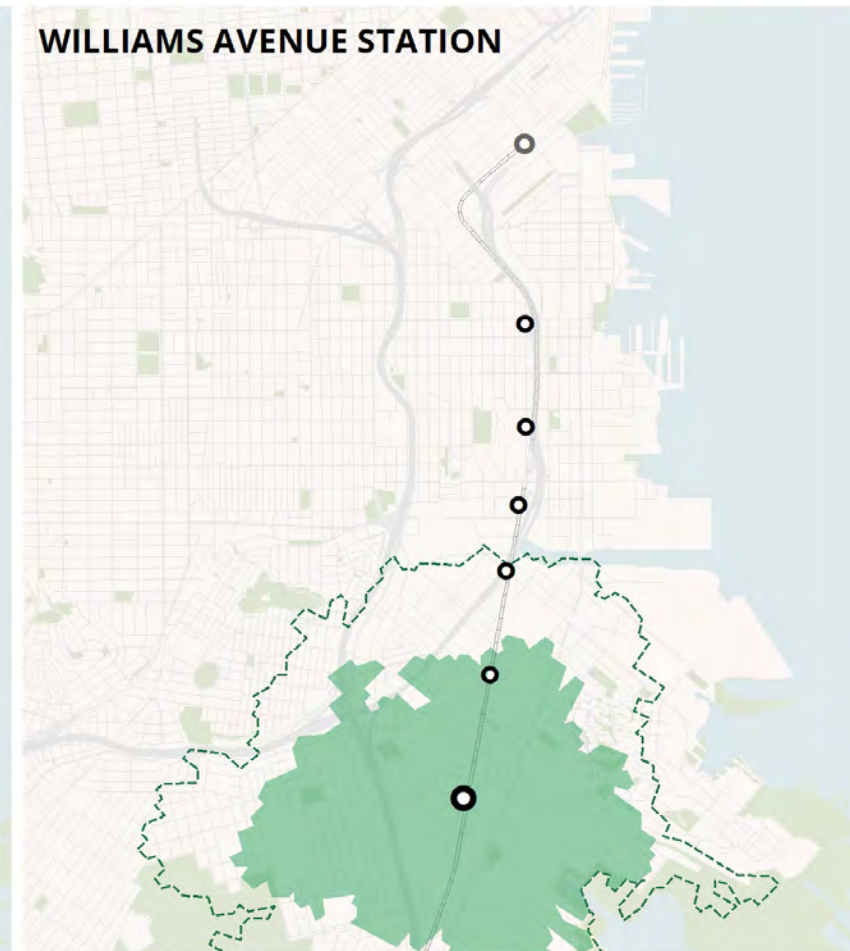
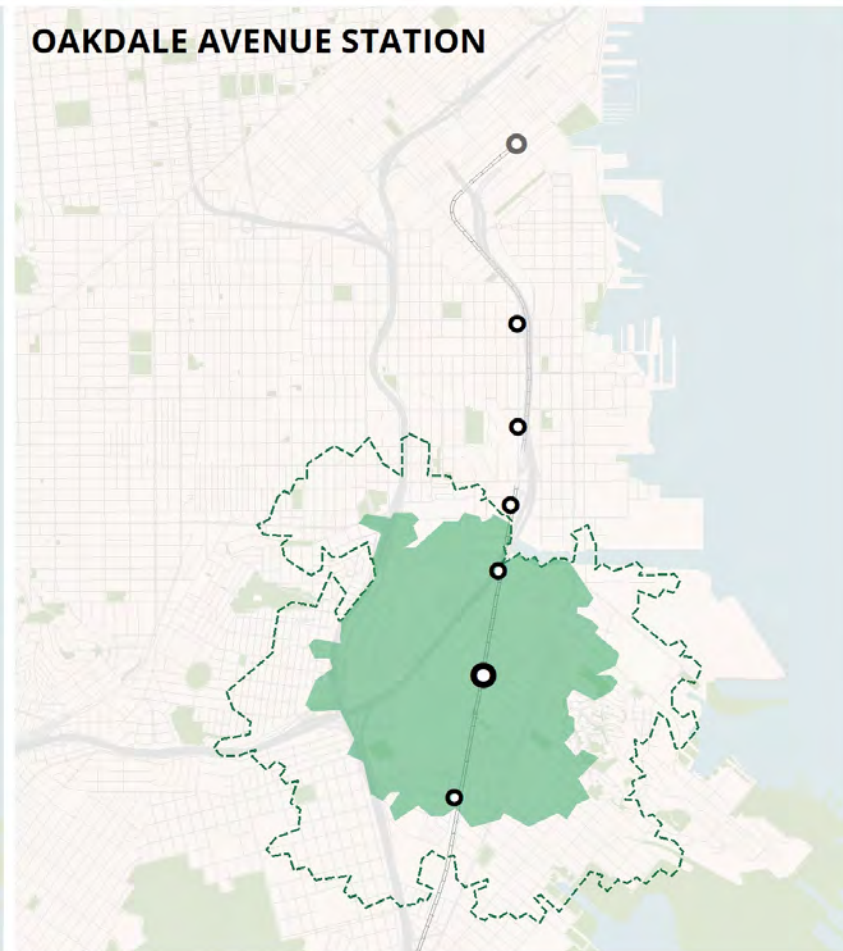
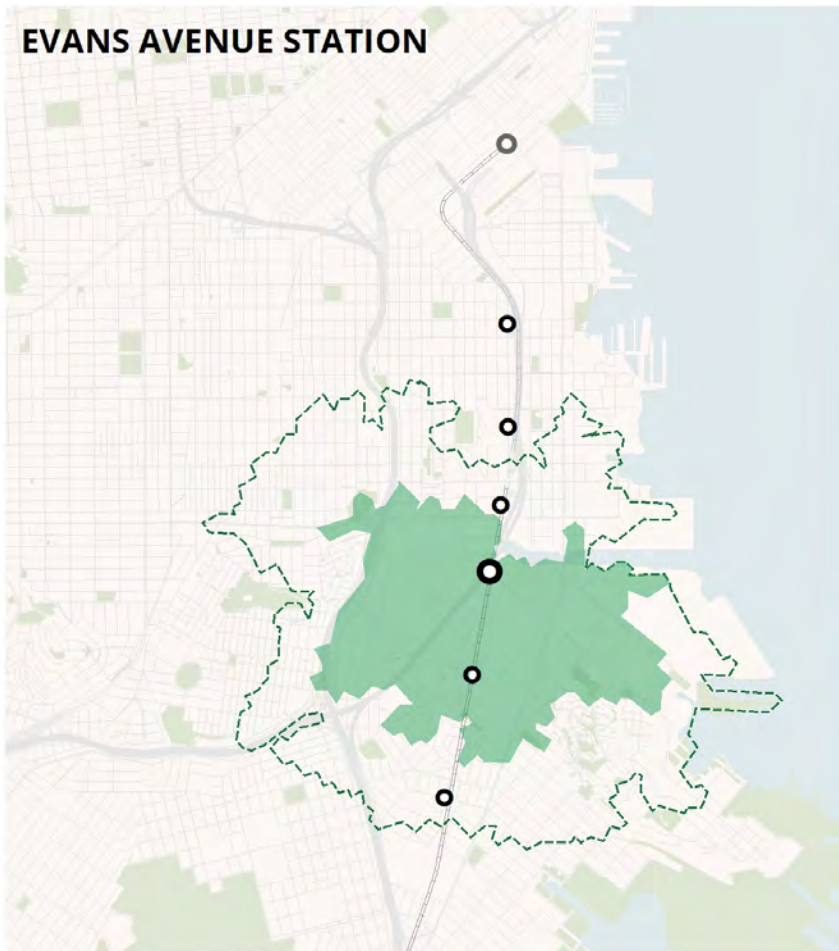
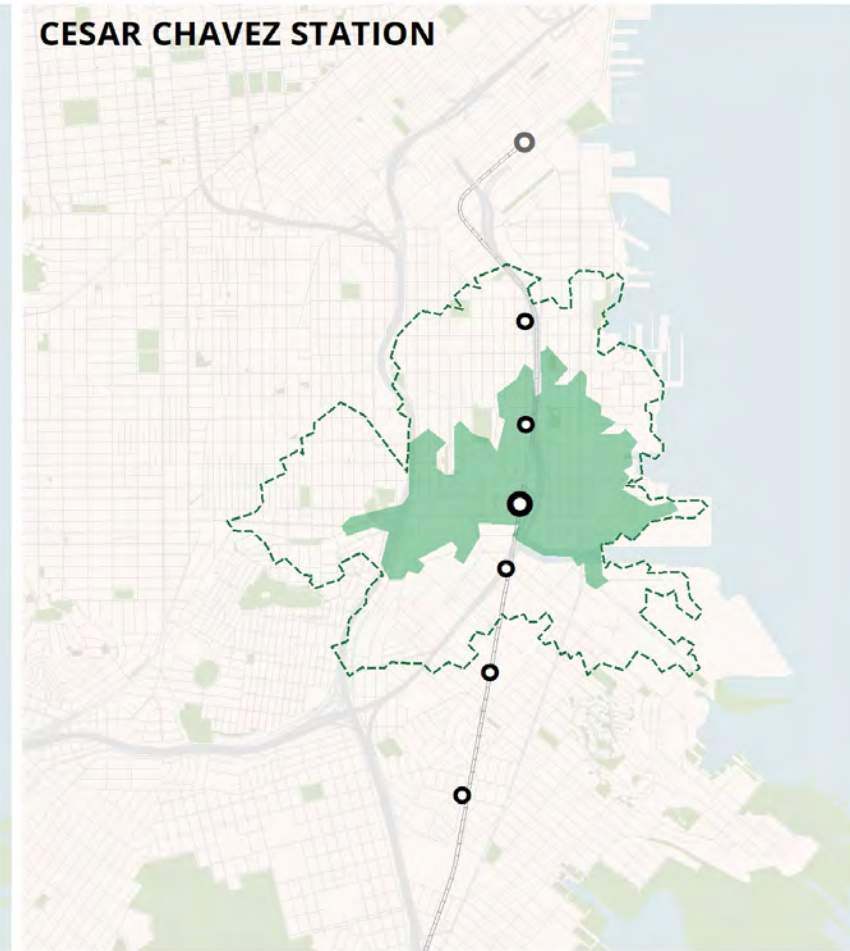
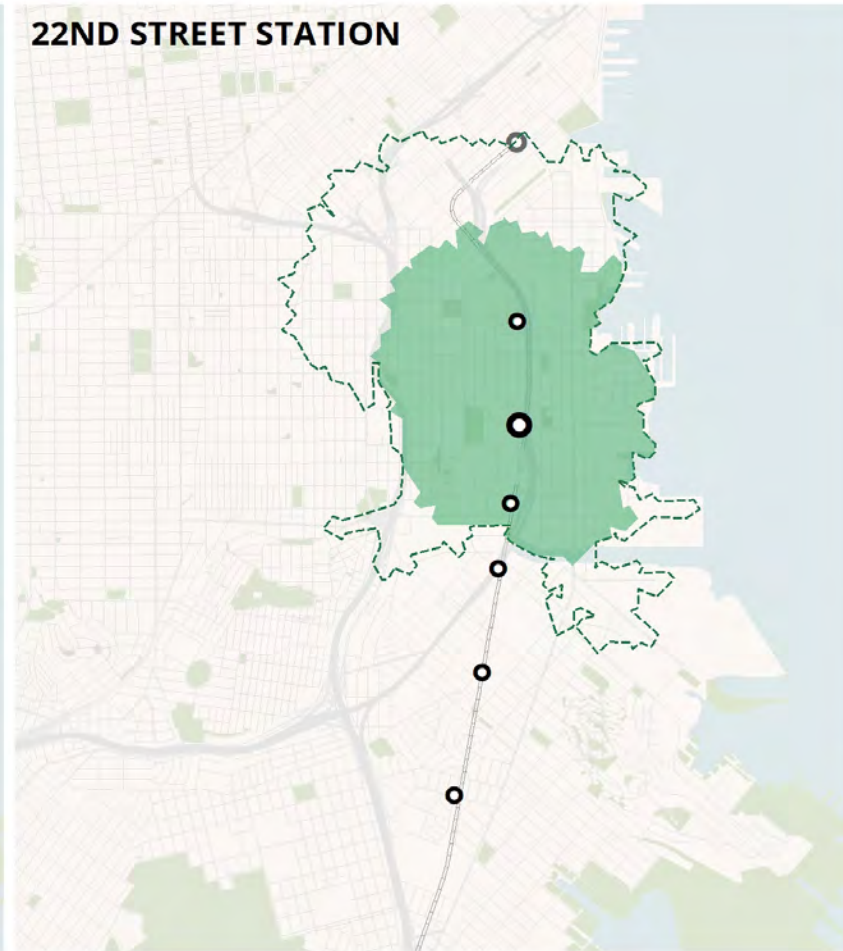
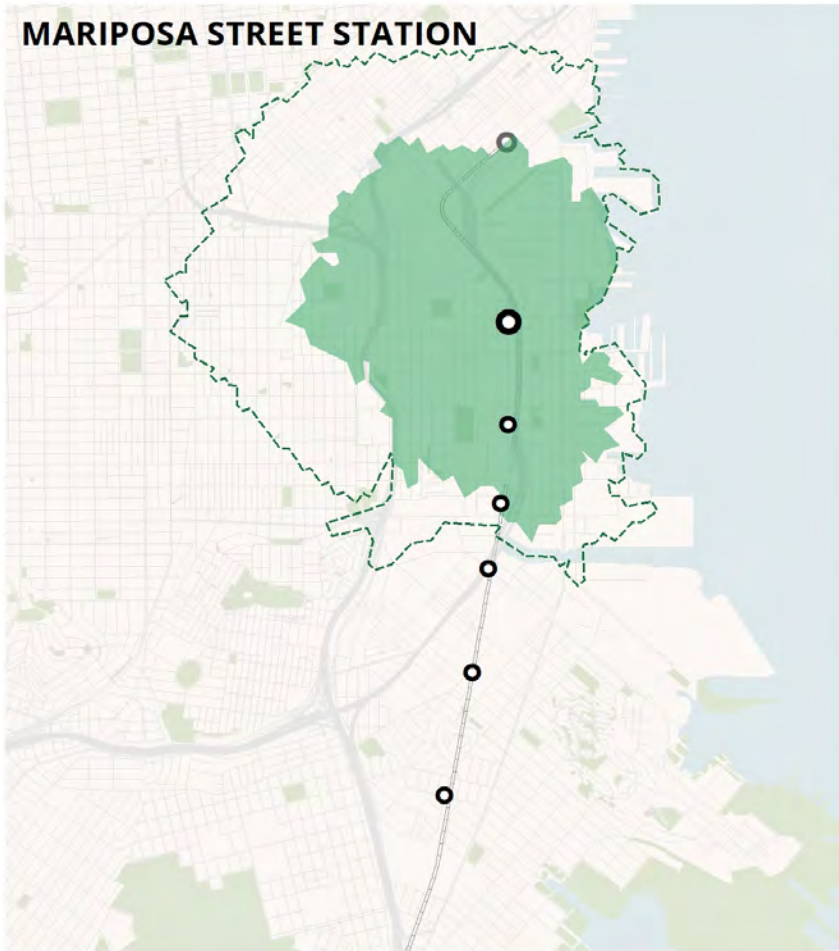
Walk Travel Shed

10 mins

15 mins

DRAFT

EXISTING BIKE TRAVEL SHEDS



LEGEND

Bike Travel Shed

10mins

15mins

EXISTING FREIGHT ROUTES

DRAFT



LEGEND

Freight Traffic Route

Major Aterial (Alternate Freight Traffic Route)

Weight restriction over 3 tons (TC 501)

Source: SFMTA's San Francisco Truck Traffic Routes, 2010

ONGOING TRANSPORTATION PROJECTS

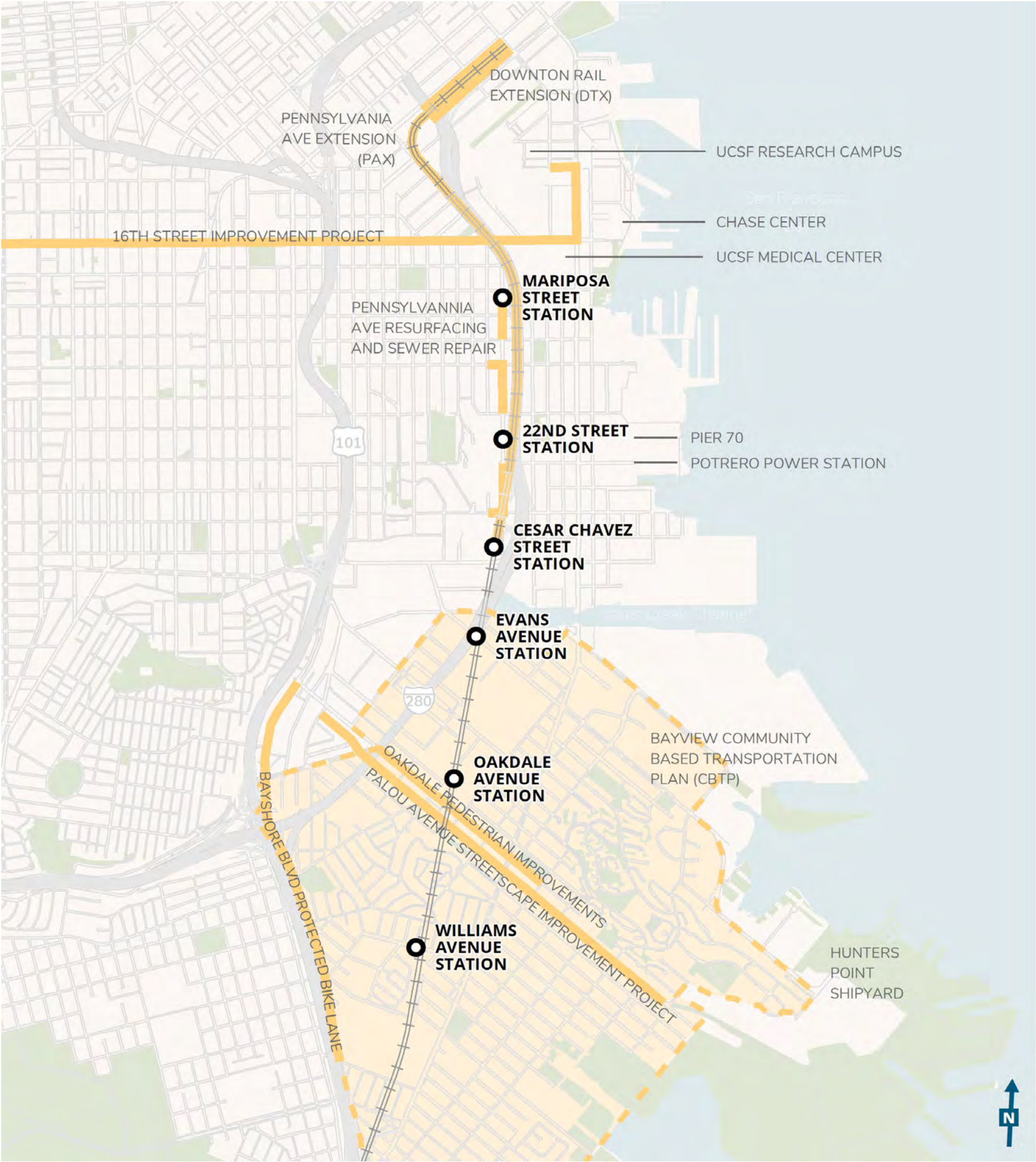
DRAFT

Active developments include only approved or in construction projects.

Transportation projects include major projects in the vicinity of the study corridor from the San Francisco Municipal Transportation Agency, San Francisco Public Works, and San Francisco Public Utilities Commission.

The Bayview Community Based Transportation Plan, surrounding the Oakdale Avenue Zone, identified eight transportation priorities:

- Oakdale Avenue Caltrain station
- T Third train service improvements
- Reliable Muni bus service
- Evans Avenue Quick-Build
- Customer service oversight and accountability for increased maintenance and government trust
- Parking solutions that include transit service improvements and avoid non-punitive enforcement
- Non-policing efforts to support personal safety
- Community shuttle to improve regional access
- Fight displacement and support local jobs



LEGEND

- Station Options
- Transportation Projects
- Bayview Community Based Transportation Plan

Source:
SFCTA, 2022

SEA LEVEL RISE VULNERABILITY ZONE

DRAFT

The Sea Level Rise Vulnerability Zone is 108 inches above today's high tide (mean higher high water, or MHHW). This includes 66 inches of SLR plus 42 inches of tidal and storm surge, an upper-range scenario for end of century.

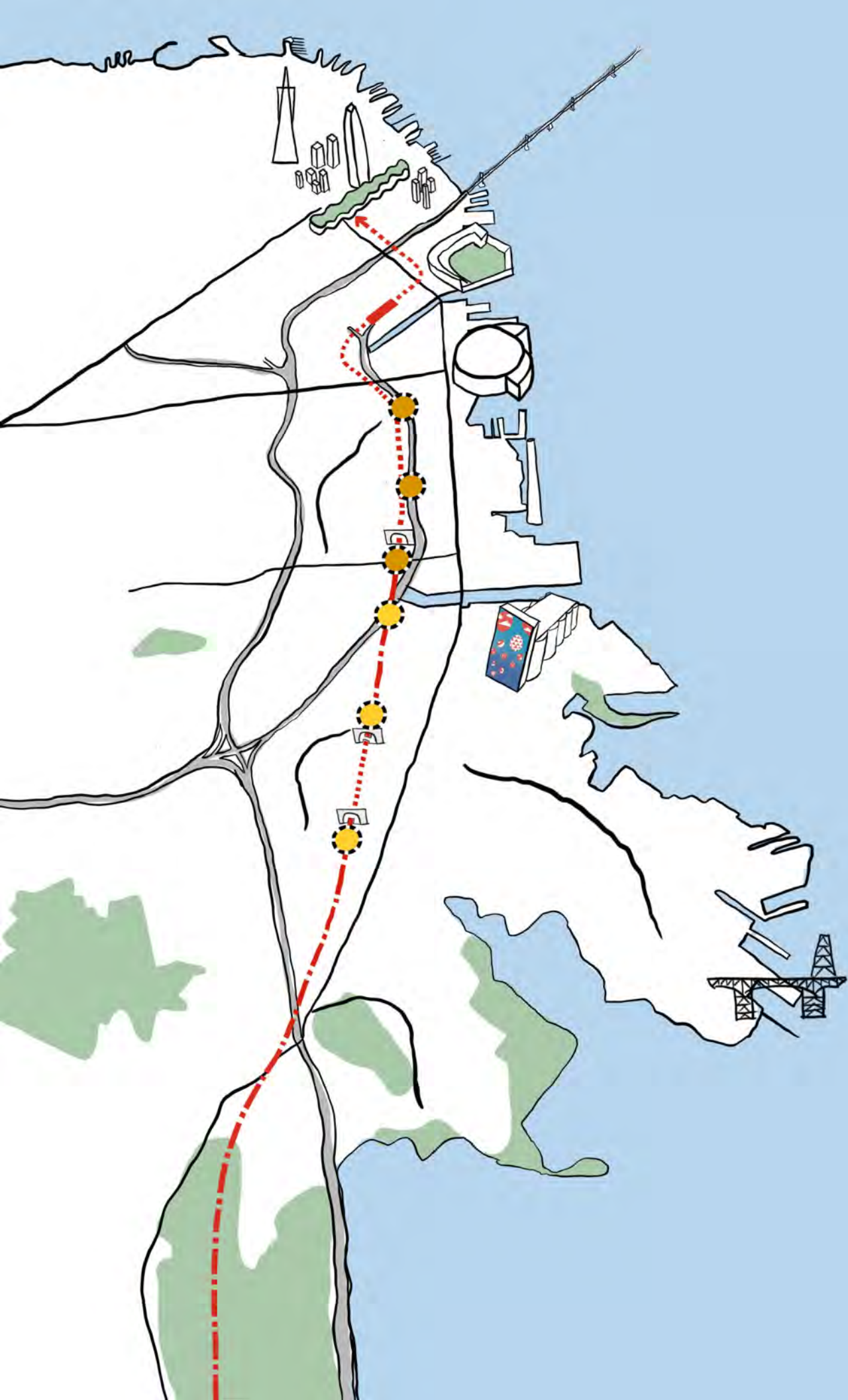


LEGEND

- Station Options
- 108" Inundation Vulnerability Zone Line

DRAFT

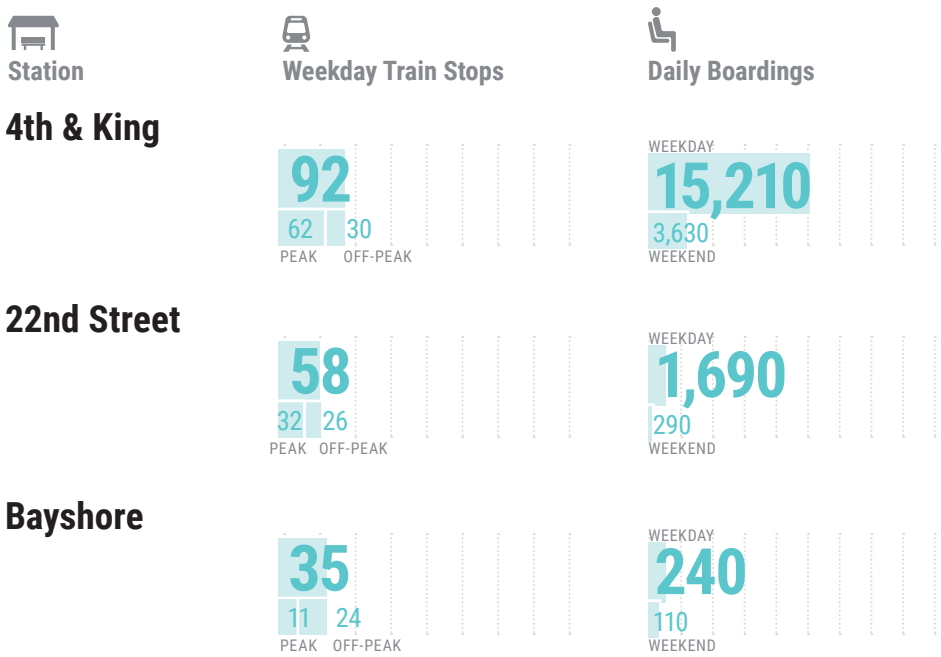
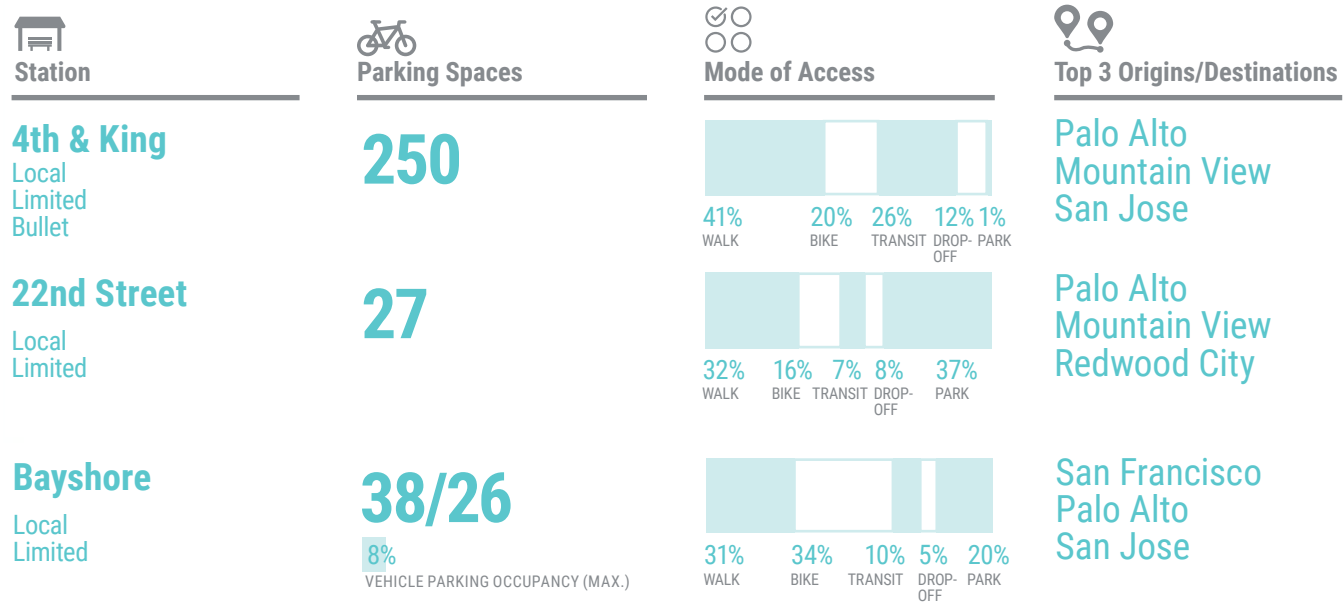
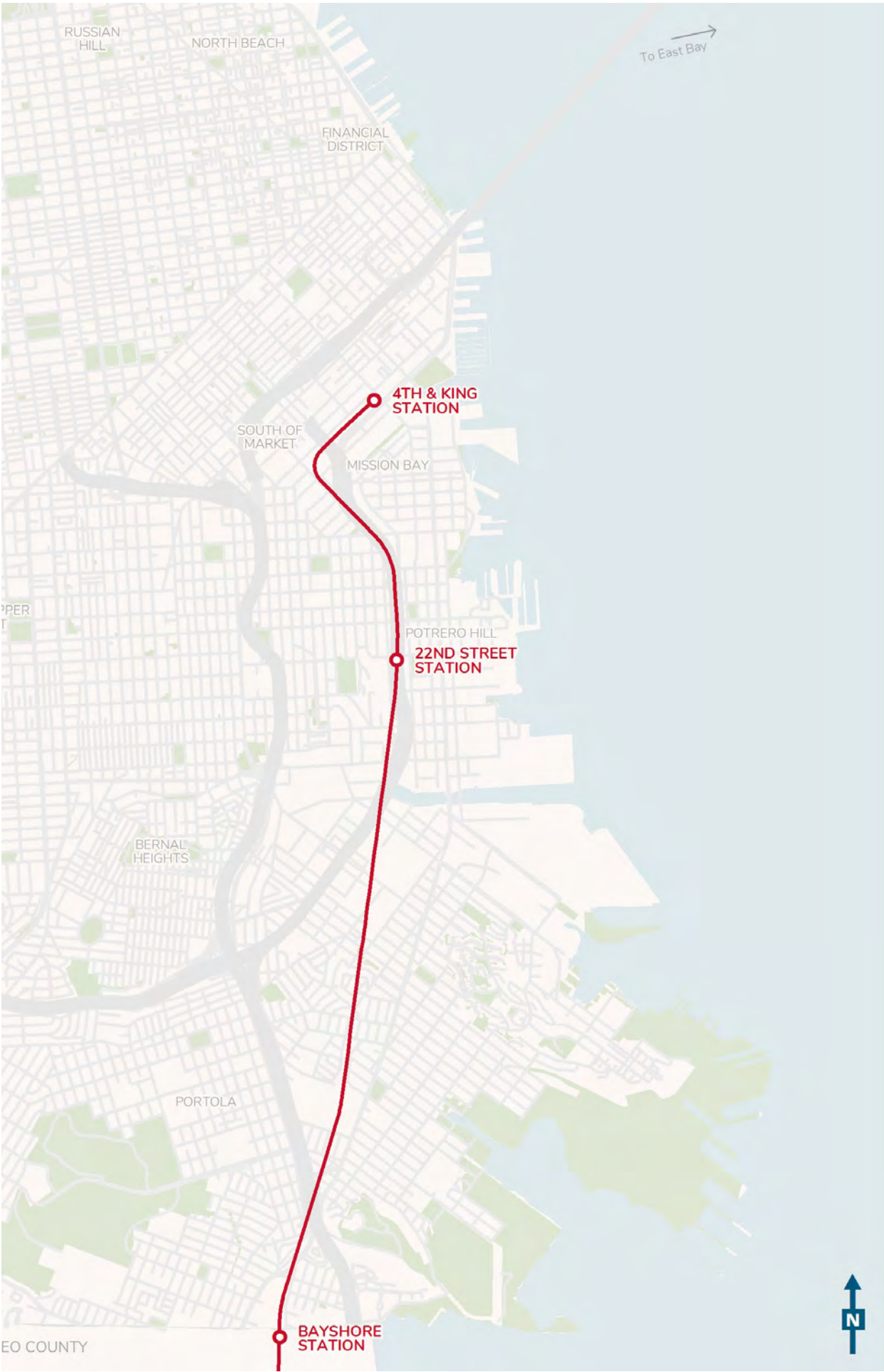
II. CALTRAIN IN SAN FRANCISCO



For more information:
Project Webpage: <https://sfplanning.org/project/southeast-rail-station-study>
Project Email Contact: cpc.serss@sfgov.org

CALTRAIN STATION DATA IN SAN FRANCISCO (2017/2018)

DRAFT

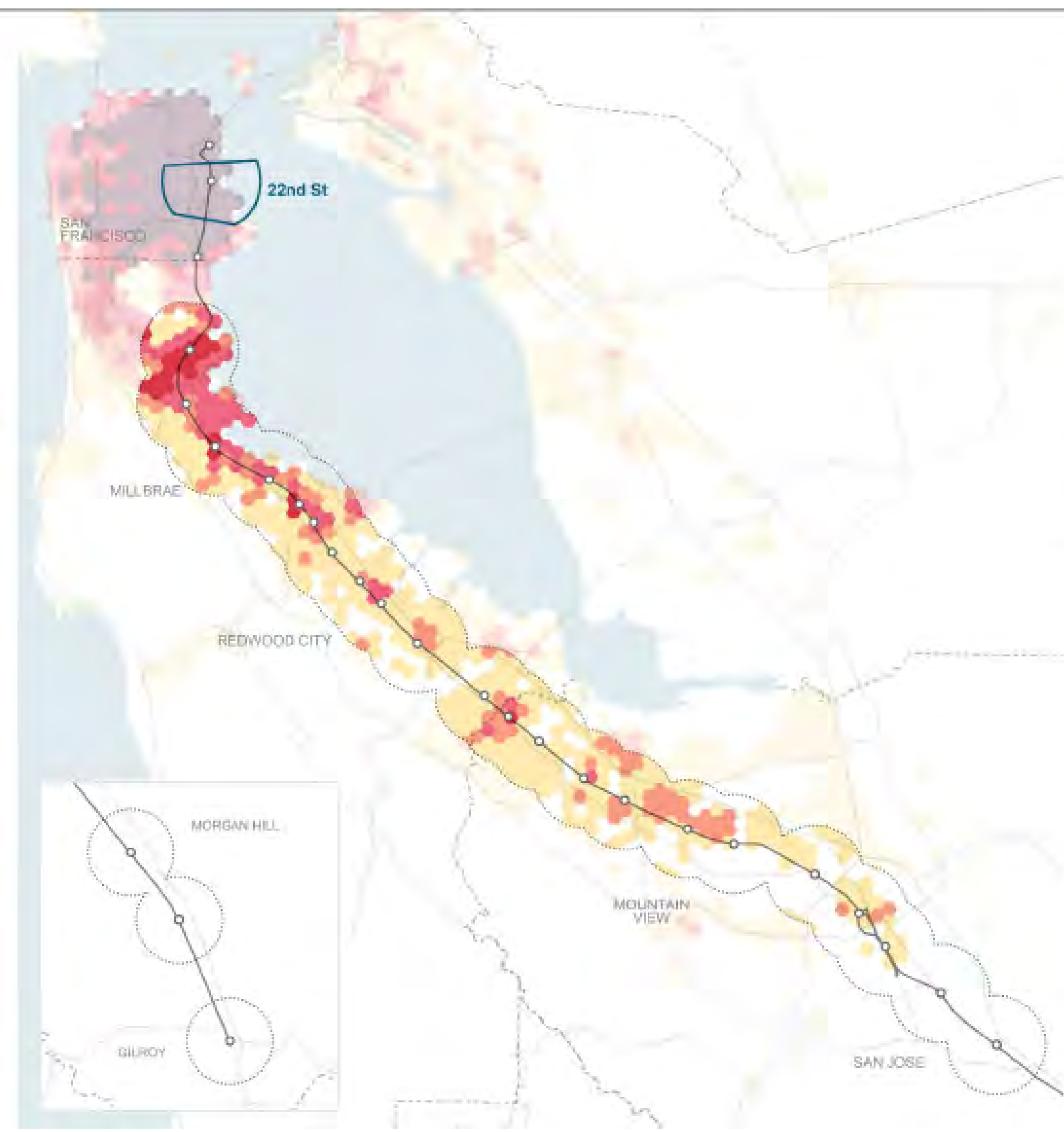


AM Peak Trips to 22nd St

Analysis Period	Fall 2019
Day Type	Weekday
Day Part	AM Peak
Total Vehicle Person Trips	81,000
Potential Caltrain Trip Share*	7%

*Trips that start within 2 miles of a Caltrain station more than 4.5 miles away

Trip Origins:



22nd St		
Bayshore		
South San Francisco	1,300	
San Bruno	1,000	
Millbrae	700	
Burlingame	300	
San Mateo	200	
Hayward Park	300	
Hilledale	100	
Belmont	100	
San Carlos	100	
Redwood City	200	
Menlo Park	100	
Palo Alto	300	
California Ave	100	
San Antonio	200	
Mountain View	200	
Sunnyvale	200	
Lawrence	100	
Santa Clara	<50	
San Jose Diridon	100	
Tamien	<50	
Capitol	<50	
Blossom Hill	<50	
Morgan Hill	<50	
San Martin	<50	
Gilroy	<50	

Midday Trips to 22nd St

Analysis Period **Fall 2019**

Day Type **Weekday**

Day Part **Midday**

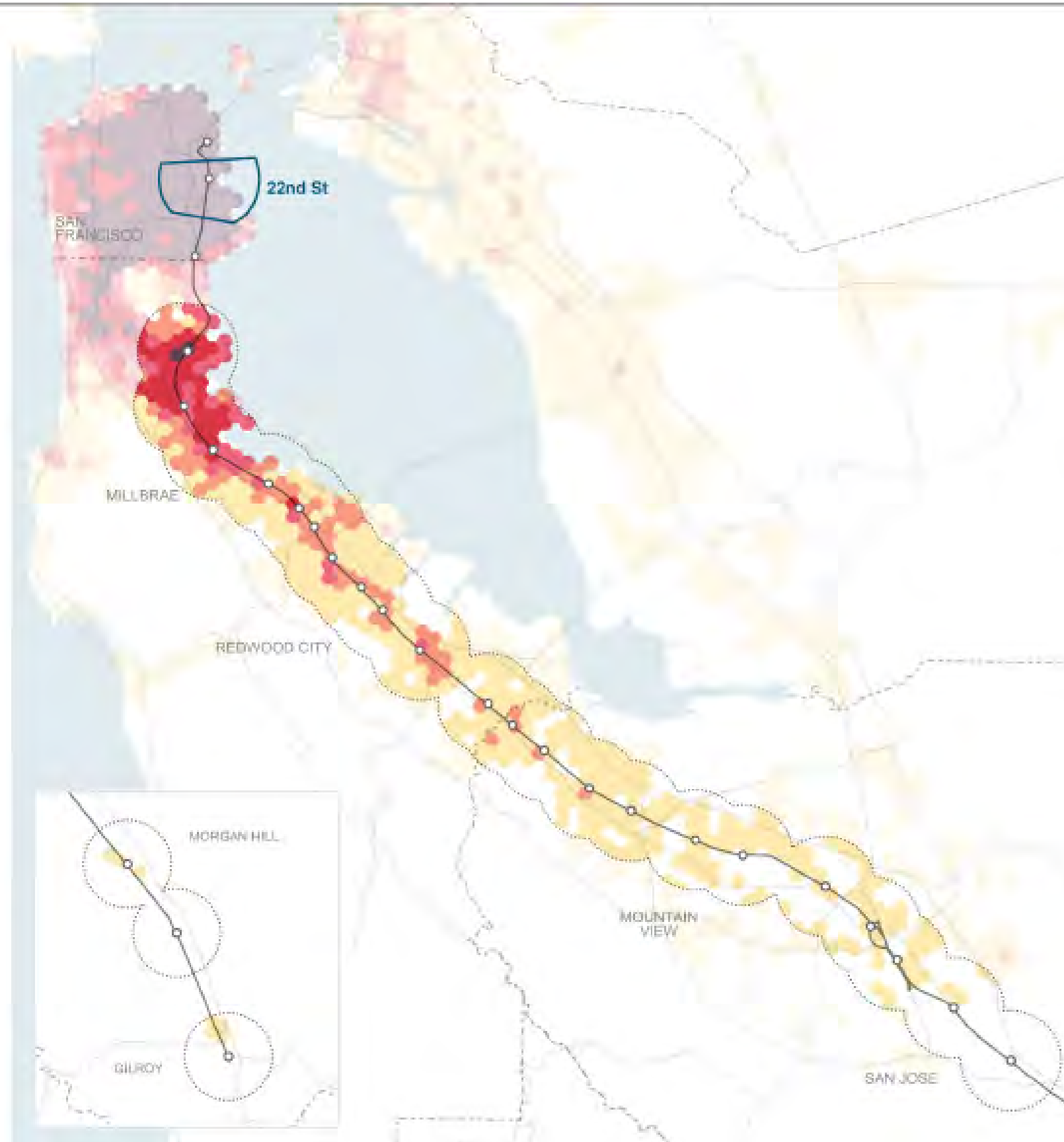
Total Vehicle Person Trips **95,000**

Potential Caltrain Trip Share* **6%**

*Trips that start within 2 miles of a Caltrain station more than 4.5 miles away

Trip Origins:

1 to 10 10 to 25 25 to 50 50 to 100 100+



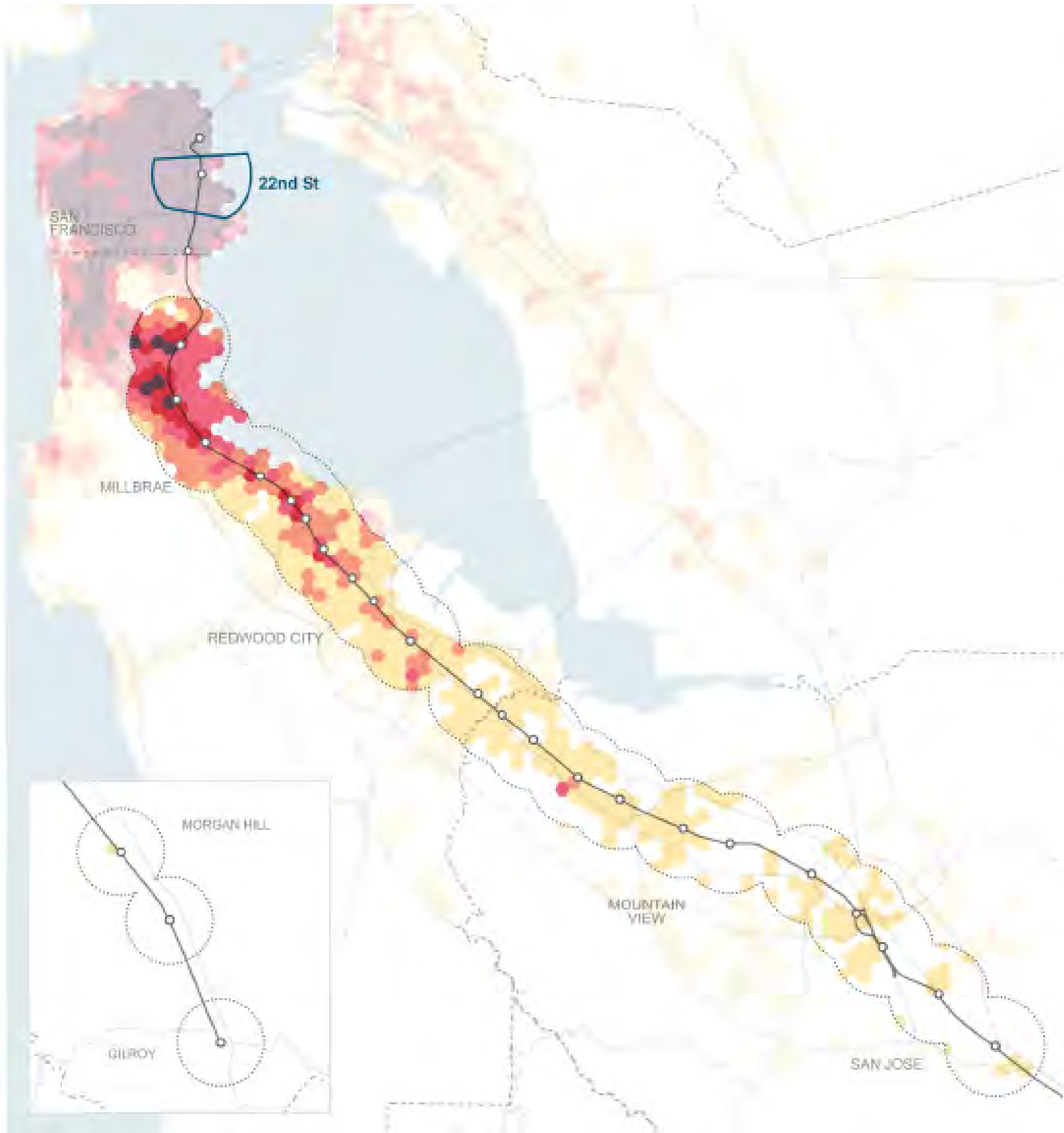
22nd St	0
Bayshore	
South San Francisco	1,800
San Bruno	1,300
Millbrae	900
Burlingame	300
San Mateo	200
Hayward Park	200
Hillsdale	200
Belmont	100
San Carlos	100
Redwood City	200
Menlo Park	100
Palo Alto	100
California Ave	<50
San Antonio	100
Mountain View	100
Sunnyvale	100
Lawrence	<50
Santa Clara	<50
San Jose Diridon	100
Tamien	<50
Capitol	<50
Blossom Hill	<50
Morgan Hill	<50
San Martin	<50
Gilroy	<50

PM Peak Trips to 22nd St

Analysis Period	Fall 2019
Day Type	Weekday
Day Part	PM Peak
Total Vehicle Person Trips	103,000
Potential Caltrain Trip Share*	6%

*Trips that start within 2 miles of a Caltrain station more than 4.5 miles away

Trip Origins:



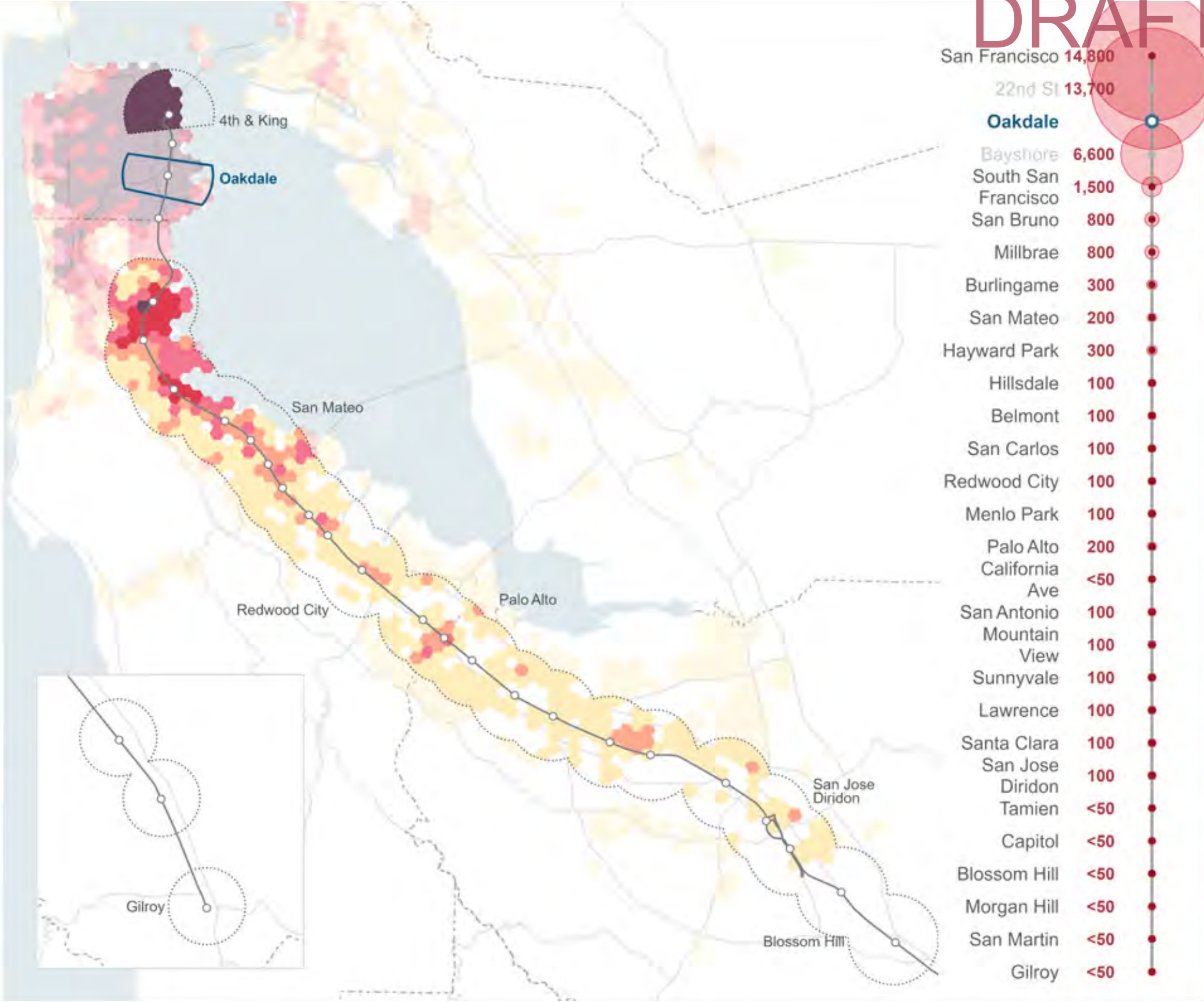
DRAFT

22nd St	
Bayshore	
South San Francisco	1,500
San Bruno	1,600
Millbrae	800
Burlingame	300
San Mateo	300
Hayward Park	300
Hillsdale	300
Belmont	200
San Carlos	100
Redwood City	200
Menlo Park	100
Palo Alto	100
California Ave	<50
San Antonio	100
Mountain View	<50
Sunnyvale	100
Lawrence	<50
Santa Clara	<50
San Jose Diridon	<50
Tamien	<50
Capitol	<50
Blossom Hill	<50
Morgan Hill	<50
San Martin	<50
Gilroy	<50

AM Peak Trips to Bayview

Analysis Period	Fall 2019
Day Type	Weekday
Day Part	AM Peak
Total Vehicle Person Trips	73,000
Potential Caltrain Trip Share*	30% 22% from SF stations 8% from non-SF stations

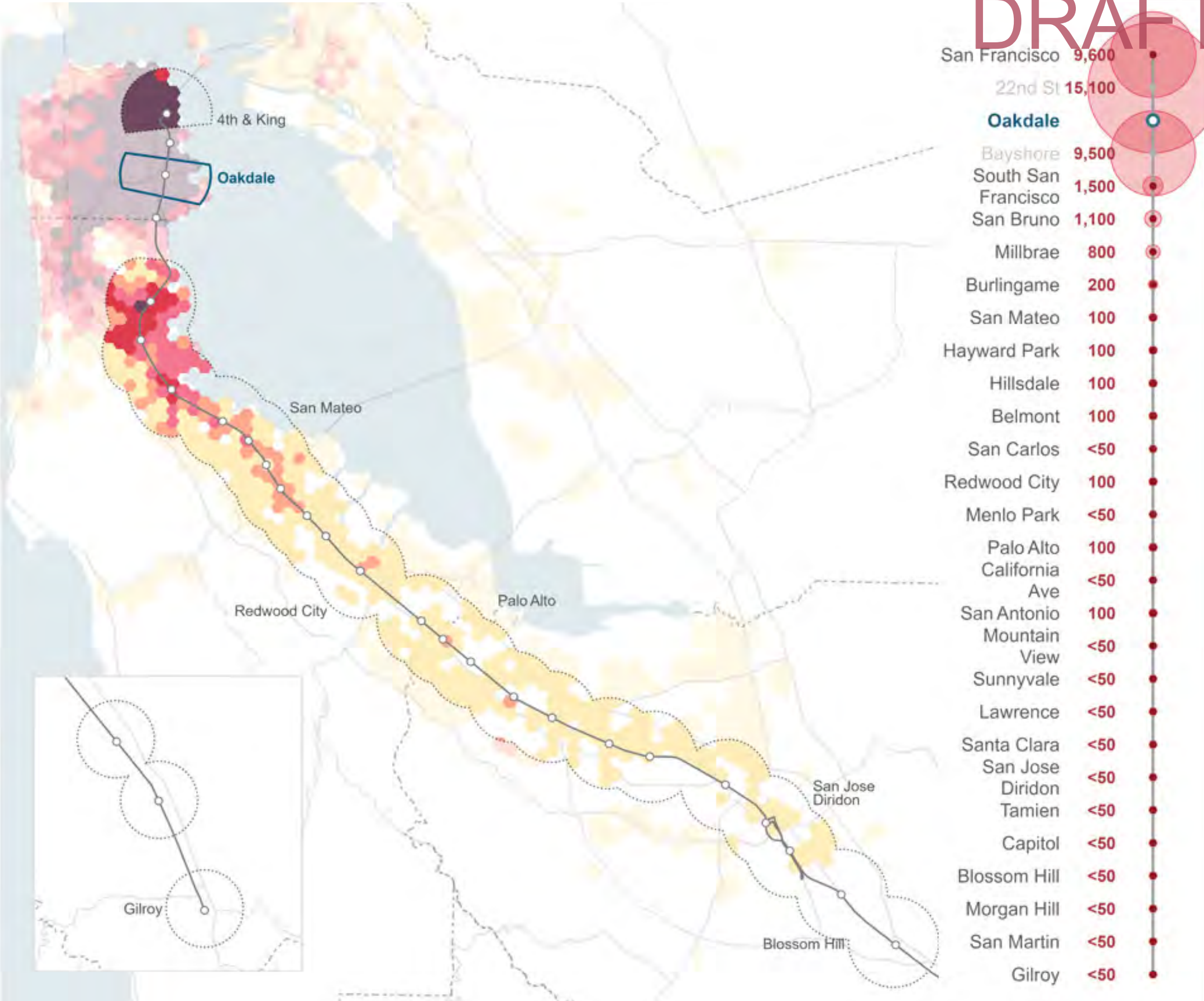
*Trips that start within 2 miles of a Caltrain station more than 4.5 miles away



Midday Trips to Bayview

Analysis Period	Fall 2019
Day Type	Weekday
Day Part	Midday
Total Vehicle Person Trips	67,000
Potential Caltrain Trip Share*	23% 16% from SF stations 7% from non-SF stations

*Trips that start within 2 miles of a Caltrain station more than 4.5 miles away

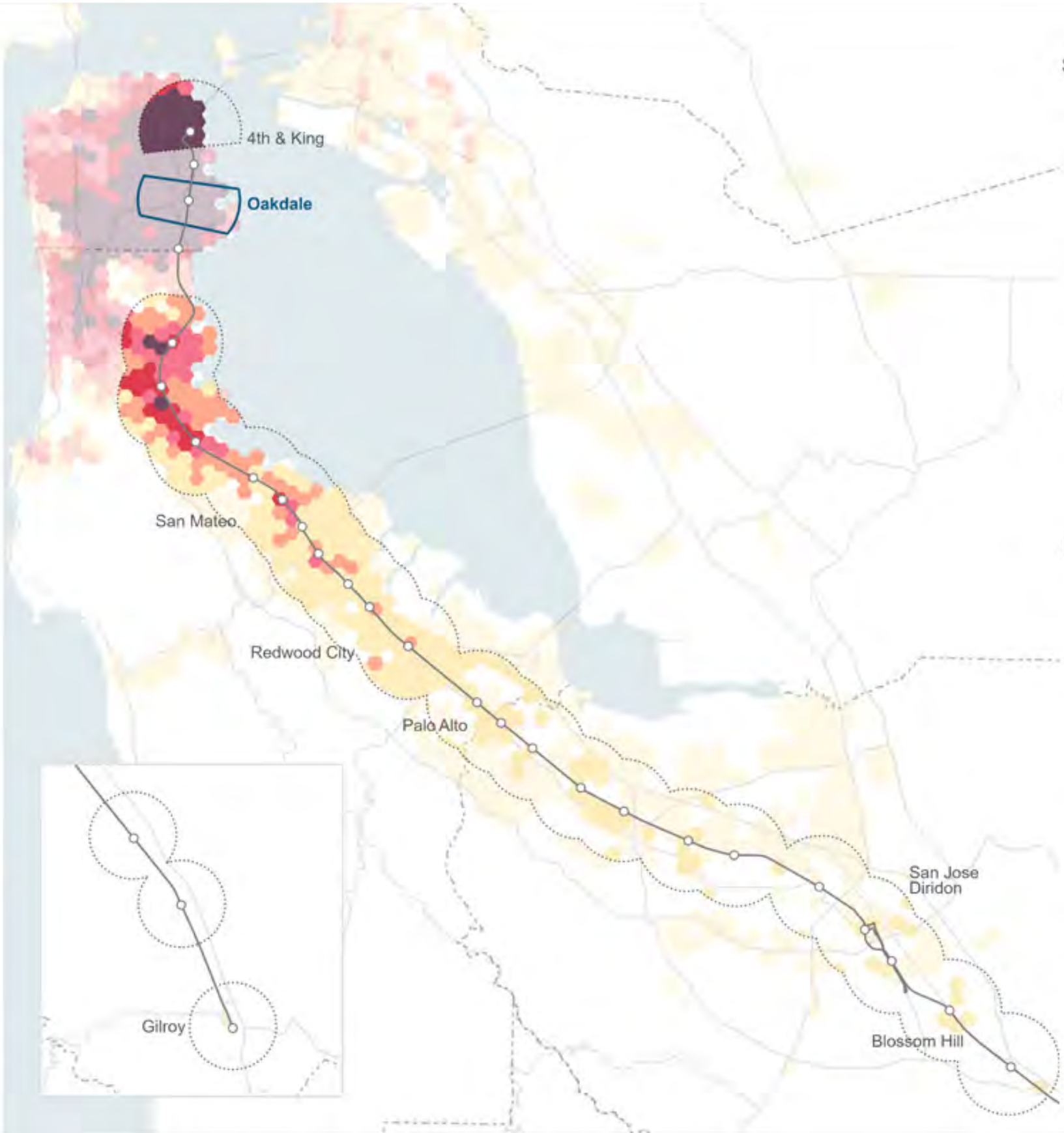


PM Peak Trips to Bayview

Analysis Period	Fall 2019
Day Type	Weekday
Day Part	PM Peak
Total Vehicle Person Trips	65,000
Potential Caltrain Trip Share*	20% 13% from SF stations 7% from non-SF stations

*Trips that start within 2 miles of a Caltrain station more than 4.5 miles away

Trip Origins:

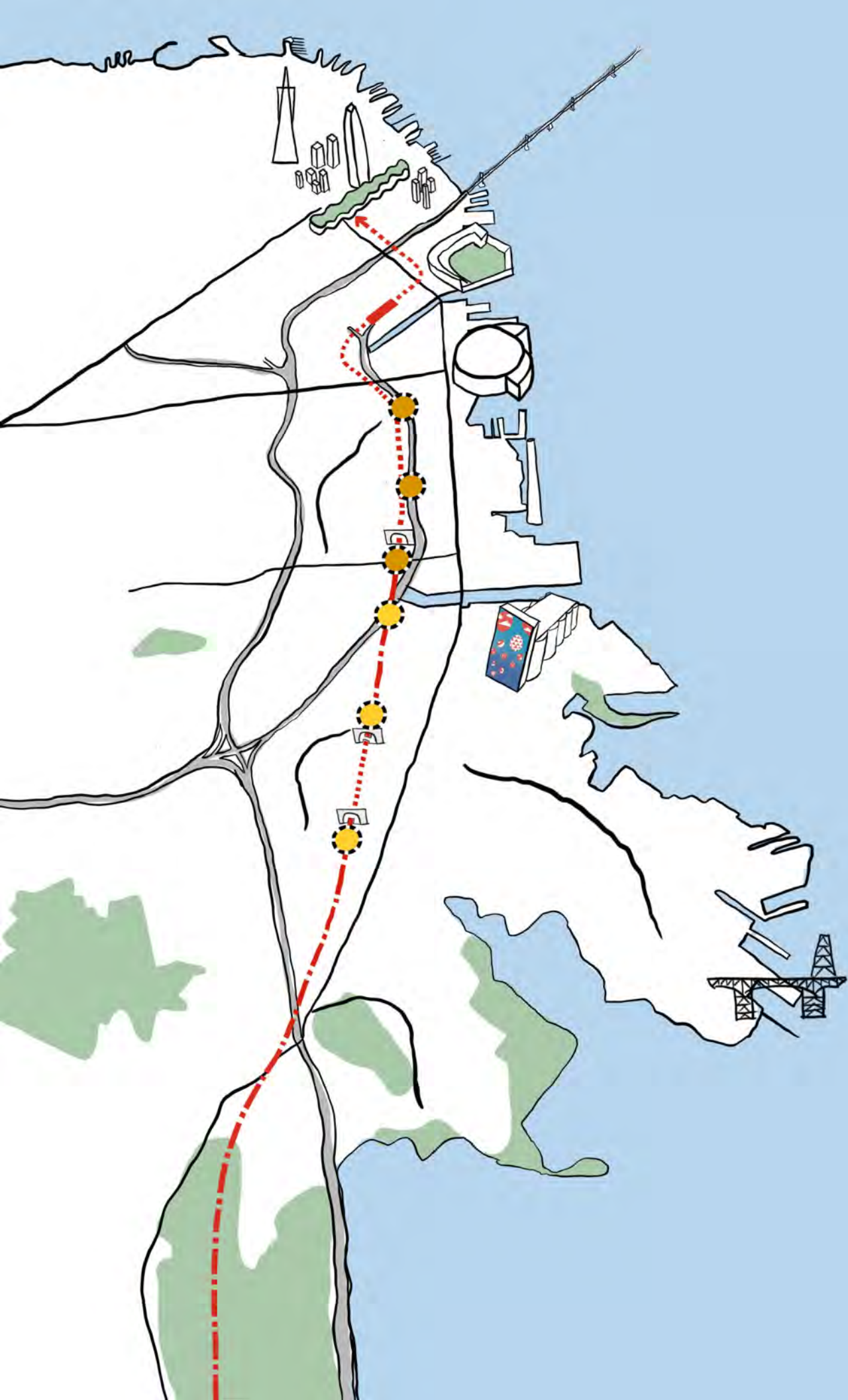


DRAFT

San Francisco	7,600
22nd St	14,400
Oakdale	
Bayshore	10,500
South San Francisco	1,200
San Bruno	1,100
Millbrae	600
Burlingame	200
San Mateo	200
Hayward Park	200
Hillsdale	100
Belmont	100
San Carlos	100
Redwood City	100
Menlo Park	<50
Palo Alto	<50
California Ave	<50
San Antonio	<50
Mountain View	<50
Sunnyvale	<50
Lawrence	<50
Santa Clara	<50
San Jose Diridon	<50
Tamien	<50
Capitol	<50
Blossom Hill	<50
Morgan Hill	<50
San Martin	<50
Gilroy	<50

DRAFT

III. COMMUNITY ENGAGEMENT SUMMARY



For more information:
Project Webpage: <https://sfplanning.org/project/southeast-rail-station-study>
Project Email Contact: cpc.serss@sfgov.org

MEMO

To: SF Planning, SFCTA
From: Civic Edge Consulting
Date: May 2022
RE: Southeast Rail Station Study - Community Meetings and Engagement Recap

Introduction

Civic Edge Consulting was brought on to develop an outreach strategy in the early stages of the Southeast Rail Station Study project. Given the historical inequities in eastern cut of the City, the project team more heavily targeted outreach to communities facing deep historic inequities - primarily the Bayview Hunters Point area. Civic Edge met with the Core Team of agency staff to ensure buy-in on the outreach proposed and executed.

Outreach Goals

- Inform residents and transit riders (current and potential) about the station options under consideration
- Contextualize the engineering limitations for potential station options
- Understand individuals' desires and needs for regional transportation service

Round 1 Outreach

CBO Outreach

We compiled a database of 48 community-based organizations - targeting CBOs that serve near 22nd Street Station, in the Bayview, and across the city with relevant interest. Most organizations were in the Dogpatch/ Potrero or Bayview Hunters Point areas.

In addition to providing the basic project and outreach information, the project team also requested CBOs provide support in promoting the events. A \$250 stipend was offered for organizations who shared the project information through hanging a poster or door hangers on site, inserting a blurb into an e-blast or social media posts, or other creative methods of community-based marketing. Additionally, we requested that CBOs share any barriers that may keep their constituents from joining our community meetings so that we could address those to the best of our capabilities.

The project team's top priority was developing an equitable approach to outreach. Instead of dividing resources equally between all communities, we distributed resources more equitably - whereby more resources went to groups that have been historically left out of the planning process and fewer resources to the groups that remain actively involved in these types of conversations.

To that end, we focused more heavily on “high -impact” and d harder to reach communities to ensure we connected with them at this early project phase. These are defined by those living in closest proximity to the study areas, especially those on low incomes and/or in public housing. We conducted strategic resident ial, business, and intercept outreach in high impact areas including: at and near BART stations in the Mission District, along Bayshore Boulevard and Third Street.

The following organizations agreed to help us distribute project information: WalkSF, Livable City, Potrero Hill Boosters, The Landing, Green Benefit District, Southeast Community Facility Commission, and the Potrero -Dogpatch Neighborhood Association.

If community members requested it, we printed the slide decks and provided a Zoom dial -in number for those with limited access to computers and the internet. We snail -mailed seven packets of the slide decks to community members.

Digital ads were placed wi th the San Francisco Bayview and the Potrero View.

Material Distribution

The project team developed two types of collateral using a diagram of the proposed station locations, door hangers and posters. For a full breakdown of the area covered for flyerin g and posterin g, please see [this map](#). Notably:

- About 2,500 door hangers were distributed in the Mission Dist rict, Potrero Hill, Portola, Visitacion Valley, and the Bayview.
- The door hangers were distributed to residential locations and also used as a flyer for intercept outreach.
- Over 250 posters were placed along main corridors including with high foot traffi c: along 24th Street and Mission Street near the BART station, on Bayshore from Silver Avenue to Mansell Street, Third Street from Key Avenue to 16th Street, 16th from Valencia Street to Mississippi Street and 18th from Arkansas Street to Pennsylvania Street.
- Posters and door hangers were also dropped off at key locations, including but not limited to: elementary schools, public housing units, food banks, hospitals, and others.
- The poster included tear -offs with a phone number so that people could request an information packet be mailed.
- We had seven hard copy requests for meeting materials.
- Nine hours of intercept outreach at the 22nd Street Station

Please see Appendix E for the materials used for outreach.

Round 1 Community Meetings Recap

Agencie s: SF Planning, SFCTA, Caltrain

Total number of attendees: 35

Dates: Thursday, October 7 at 6PM and Saturday, October 9 at 12PM

Languages: Cantonese, Spanish, and English

Resources: [Run of Show Link](#), and recordings in [English](#), [Spanish](#) and [Cantonese](#)

Event Goals

- Ensure the public’s general understanding of the project

- Provide context and explain the connection between the Southeast Rail Station Study and other rail efforts in SF
- Answer general questions about the project
- Obtain public feedback on analysis and alternatives / allow stakeholders to hear directly from each other
- Ask about priorities for possible station sites (For example, regional connectivity or economic vitalization)
- Take a temperature check on public's appetite for these projects
- Promote second workshop

Presentation Details

SF Planning, SFCTA, and Caltrain presented the proposed rail station locations. To ensure a wide variety of people would be able to attend and participate, we hosted two meetings that covered the same event information - one on a weekday evening, and the other on a Saturday afternoon. We had three different breakout rooms for attendees to choose from: English speaking, Spanish speaking, and Cantonese speaking with Chinese text.

After a 30 minute presentation, Anna Harvey opened the conversation up for Q&A. See below for some common themes that arose, and see Appendix A for the full list of questions.

- A lot of questions related to the Dogpatch / Potrero area and the Pennsylvania Avenue Extension
- A few questions indicating desire for more than one station in the Dogpatch / Potrero area.
- A handful of requests to include information on housing density and environmental impacts, which were shared in the next meetings

Attendees were asked to participate in a brief poll. Please note that this was not a scientifically accurate poll, and merely served as a "temperature check" for attendees. The graphs below combine the responses collected from both meetings to show the general ballpark of attitudes, not an empirically complete picture.

- Over 75% of attendees had heard of at the studies about Caltrain and High Speed Rail
- About 75% of attendees are, or recently were, Caltrain riders
- Over half of the attendees were more interested in the Dogpatch/Potrero stations than the Bayview ones
- Of the Dogpatch/ Potrero stations, about half the attendees were most interested in the 22nd Street Station, compared to Mariposa and Cesar Chavez
- Of the Bayview stations, nearly all attendees were most interested in the Oakdale station. A few indicated interest in Williams, and none indicated interest in Evans.

Please see Appendix B for the full view of poll results.

Round 2 Outreach Recap

CBO Outreach

After reviewing the first round of outreach, the project team realized that most CBO's who agreed to support the events tended to be located in the Dogpatch/ Potrero Hill, with less participation from Bayview CBO's. In an attempt to balance this out, we emphasized Bayview CBO's and on the ground engagement more heavily for the second round.

We planned and conducted robust residential and business outreach in Bayview Hunters Point and key areas of the Mission District. We targeted areas with high foot traffic along Evans Street, Williams Street, Silver Avenue, and near 16th and Mission Streets. This included placing posters and leaving doorhangers at laundromats, grocery stores, beauty salons, restaurants and cafes. A few notable locations include the Mission Health Center, SF - Marin Food Bank, The Landing, and 22nd Street station.

Additionally, we followed up with all Bayview CBO's on our list several times through multiple channels. Ultimately, two more Bayview CBO's participated for Round 2, the Young Community Developers and Community Youth Center - Bayview. The following organizations also agreed to help us distribute project information: WalkSF, Potrero Hill Boosters, Dogpatch Neighborhood Association, and the Southeast Community Facility Commission.

Material Distribution

Along the same area as mentioned previously, for this round, our team:

- Distributed 2,500 door hangers in the Bayview, Dogpatch, Mission, San Bruno, 22nd Street Station areas.
- Hung up 150 posters in the Bayview, San Bruno, 22nd St Station, and Mission areas
- We left stacks of door hangers at the Marin -San Francisco Food Bank, 7/11 in the Bayview, and Evans Street post office
- Six hours of intercept outreach at 22nd Street Station

Round 2 Community Meetings Recap

Agencies: SF Planning, SFCTA, Caltrain

Total number of attendees: 50

Languages: Cantonese, Spanish, and English

Dates: Thursday, November 4 at 6PM and Saturday, November 6 at 12 PM

The Thursday event had four breakout rooms (recordings linked below) that people self-selected to join:

1. Dogpatch Stations ([English](#))
2. Bayview Stations ([English](#))
3. Both Station clusters (Cantonese -speaking room with deck in Chinese)
4. Both Station clusters ([Spanish-speaking room](#) with deck in Spanish)

For Saturday, the two English-speaking rooms were combined. That recording can be found [here](#). The recording from the Saturday Cantonese-speaking room is [here](#).

Only one version of the Cantonese and Spanish presentations were retained as the presentations were identical for both Thursday and Saturday.

Presentation Details

SF Planning, SFCTA, and Caltrain recapped content from the previous meeting, and shared more information about each station option. Please find the Run of Show details [here](#).

This round saw higher attendance at both meetings after receiving media attention from the [SF Examiner](#). The Thursday meeting saw attendees and the meeting was split into two breakout rooms. The Dogpatch / Potrero breakout room was the most popular, and within that breakout room, most people supported the new station to be at 22nd Street Station.

On Saturday, attendance was lower and the group opted to keep the whole English -language presentation together, so the Dogpatch/Potrero options were presented first, followed by the Bayview options. Before the detailed location presentations, initial public comment was invited. Teddy Fang from the Florence Fang Community Farm shared his concerns about the negative impacts on the community farm due to this project. He also shared that he had gathered multiple letters and petition signatures in support of the farm, attached as Appendix F.

Please see Appendix C for the full event transcription and Appendix D for the poll results.

Additional Presentations and Follow -Up

Beyond the Community meetings and outreach detailed in this document, agency staff also presented at several other stakeholder meetings.

- October 20 - Caltrain Citizens Advisory Committee
- October 21 - SF Planning Commission
- October 26 - SFCTA Board, Potrero Boosters
- October 27 - Citizens Advisory Committee
- November 2 - UCSF Briefing
- November 8 - Friends of Caltrain
- November 9 - Dogpatch Neighborhood Association
- November 17 - Southeast Community Facility Commission

Upcoming Meetings:

- December 9 - City College Board of Trustees
- December 11 - Florence Fang Community Farm presentation
- January 5 - Bayview CAC
- Q1 2022 - Hunters Point / Shipyard CAC
- Spring 2022 - India Basin Neighborhood Association Day of Family Fun

Agency staff also distributed hard copy presentations to interested locations in the Bayview. These included:

- Environmental Justice Advocates
- Bayview Linda Brooks -Burton Branch Library
- Southeast Community Facility
- Community Youth Center

APPENDIX A - QUESTIONS + COMMENTS + CHAT RECORD FROM ROUND 1

Below lists the questions that were asked at the community meetings. Please note that questions are kept as close to the original way they were asked as possible in case there may be a different interpretation of the question than how it was interpreted during the live event. Because of this, some questions may include some incorrect grammar.

Public Process

- What process will be used to make the final decisions? Even if we had a larger number of residents responding, we do not have the same access to population data and technical difficulties that you all do, so it seems strange to heavily weight poll results.
- I notice that the new alignment keeps the extremely sharp turn approaching 4th & King: Is there no option that involves softening that turn to speed up trains approaching/leaving 4th & King?

SFCTA / PAX / Tunnel Options

- Why wouldn't the current track not be lowered to lower tunnel where the rack is?
- Is the plan to still have 2 tracks or will the corridor be upgraded to 4 to better support HSR sharing the track
- Will the tunnel affect Pennsylvania Ave. at the street level?
- If a new tunnel is needed, wouldn't it be better to start it at 25th Street?
- How many minutes does an average stop of electric Caltrain add to the schedule?
- I am so happy that you are considering multiple alternatives for the PAX. How about the DTX? <https://www.youtube.com/watch?v=v-QYQJYDTt4>

Dogpatch / Potrero Stations - SF Planning

- What would happen to the current tracks at 22nd street if the tunnel on Pennsylvania is built
- Will the 22nd St Station be improved for accessibility in the near term, independent of other decisions and projects?
- The Cesar Chavez station needs access to BOTH sides of Islais Creek. This is the reason why Caltrain were asked to keep the Marin and Napoleon bridges instead of filling them in like the Quit Street bridge.
- For the following meetings, I suggest a wider outreach to Caltrain riders and neighbors. There should be flyers on the trains, the train station, and within district 10. (I live 4 minutes from the train station and ride Caltrain every day, but I only found out about this meeting by a flyer that I picked up off the street
- Why not BOTH Mariposa AND Cesar Chavez????????????????????
- Is it possible that the 22nd St station will be eliminated, and the Mariposa/Cesar Chavez stations not built?

Bayview Stations - SF Planning

- About the Oakdale option - from what I know the entire length has a lot of industrial uses so how will that blend with a new Caltrain station?
- Is the establishment of a new Bayview Station dependent on the work north of the neighborhood, or could it be implemented independently to restore service to the

neighborhood? Would adding the Bayview Station first allow for more service flexibility during PAX construction ?

- Will the new tracks also include reopening the station on Williams Ave? (Not addressed at meeting)
- Thank you for the answer on Oakdale and I fought tooth and nail to preserve Quint Street as the Oakdale station entrance as planned back in 2011 to no avail . Time to move on which brings us to what is NOT happening to the Quint -Jerrold connector road.
- I live near the Blossom Hill Caltrain station but TWO trains a day per direction is NOT viable! (Roland)
- The reason Paul had such low ridership is because it only had ONE train per day per direction!!!
- Oakdale died with the vacation of the Quint Street bridge by the SFPUC waterworks. Why is Oakdale still on the table????

Land Use / Gentrification

- Are eminent domain actions planned for PAX?
- What type of environmental concerns are already listed with this project? (Not addressed at meeting)
- Isn't Cesar Chavez near much less housing?

What's Next?

- Talk about timelines for decisions/ tunnel work on Pennsylvania Ave
- Will this tunnel be accelerated through environmental review due to the inherent benefit of removing cars from the road? (Not addressed at meeting)
- For the next meeting: could you please show us housing density maps overlaid with proposed station locations

APPENDIX B - POLL RESULTS ROUND 1

October 7

- Have you previously heard of any of the studies about Caltrain or HSR?
 - Yes - 64%
 - No - 36%
- Are you (or were you recently) a Caltrain rider?
 - Yes - 64%
 - No - 36%
- Which study area are you most focused on?
 - Near 22nd St - 75%
 - Bayview - 17%
 - Both - 8%
- So far, which 22nd Station would you prefer?
 - Mariposa -25%
 - 22nd Street - 67%
 - Cesar Chavez- 8%
- So far, which Bayview station option would you prefer?
 - Evans- 0%
 - Oakdale - 71%
 - Williams - 29%

October 9

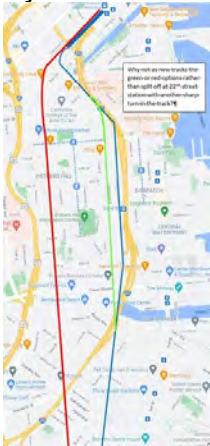
- Have you previously heard of any of the studies about Caltrain or HSR?
 - Yes- 100%
 - No - 0%
- Are you (or were you recently) a Caltrain rider?
 - Yes- 86%
 - No - 14%
- Which study area are you most focused on?
 - Near 22nd St - 57%
 - Bayview - 0%
 - Both - 43%
- So far, which 22nd Station would you prefer?
 - Mariposa -14%
 - 22nd Street - 57%
 - Cesar Chavez- 29%
- So far, which Bayview station option would you prefer?
 - Evans- 0%
 - Oakdale - 100%
 - Williams - 0%

APPENDIX C - QUESTIONS + COMMENTS + CHAT RECORD FROM ROUND 2

Dogpatch / Potrero Station Sites

- Daniell: Will High Speed Rail stop at any of the 6 optional stations?
- Peter: Why are not other, more logical tracks with less sharp turns (see sketch in the chat) considered? The red proposal in the sketch would eliminate the sharp turn at the station.
- Peter: The moving of the station away from 22nd street would eliminate the many idling ride -sharing cars in front on residential buildings and the health impact this has
 - it also alleviates parking challenges in the neighborhood due to commuter parking
- Peter: IS it possible to have a poll with people who live near the current station?
- Cindy: Will the new tunnel impact current residents along Pennsylvania or Mississippi? This will be evaluated in a future environmental assessment.
- Rebecca: What would be the property impacts of 22nd street option? These would be disclosed in the environmental assessment. Note that DTX completed environmental in 2019. Anticipate start of construction in 2025, operation in early 2030's. PAX would be several years behind.
- Elizabeth: An entire community has been built up around the 22nd St. station. It would be a shame to move it. Personally, I bought property near the 22nd st. station so that I could commute via Caltrain. I live in Dogpatch and have many neighbors in the same situation (who chose the neighborhood due to location of Caltrain).
- Peter: What is the "con" of Mariposa being near residential neighborhoods? Construction impacts and right-of-way needs.
- Roland: There is no way to vacate 22nd Street until Caltrain vacates the 4th&King railyard.
- Roland: Why did the poll not include BOTH Cesar Chavez and Mariposa?
- Jackson: Is the 22nd St. station intended to be enclosed? This depends on how long the PAX tunnel is. In the current planning study, the TA is looking at different lengths of tunnel. If a longer tunnel is selected, the station would be below grade.
- Daniel: Could a raised rail be suspended under 280? Haven't studied. Most likely, I-280 structures were not designed to support a rail line.
- Peter: How is additional parking need for expanded service near 22nd going to be addressed if the station remains? Isn't there more space to build a parking structure near Cesar Chavez? It is also more accessible by car. From a policy perspective, city is focused on prioritizing access by modes other than PNR. Any new station would have no parking or a minimum amount.
- Roland: The solution for Cesar Chavez is to fork off west immediately north of the Jerrold Bridge. and place the two new tracks immediately to the west of the I280 columns. The path between the freeway piles is clearly visible when standing on the Oakdale bridge and looking north. Will pass along to design team.
- Russell: Let's never build more parking and defeat the point of upgrading Caltrain. Any stations should be designed so that cars should not be expected as part of anyone's trip.
- Peter: you can prioritize all you want, the reality remains. The current streets fill up with cars of commuters. An important additional policy measures is parking management approach to existing street parking.
- Rebecca: Do any 22nd street options impact existing surrounding structures? Short answer is yes. Some of 22nd street options would affect the 22nd street bridge. Residential buildings? This would be determined in environmental assessment.

- Peter: What kind of feedback do the large employers (UCSF) or Chase Car have on locations? Pre-pandemic, Caltrain ridership was extremely low for UCSF. Focused on long-term rush hour impacts at 16th Street and preserving access to hospital by providing tunnel.
- Jesse: Caltrain leading a study to look at near-term enhancements to the station to improve access.
- Roland: Thank you and Oakdale is no longer viable because it is squeezed between the lead track and the Quint -Jerrold connector Road. Please remember that you are on the LA-SF high speed line and that every station needs PROPERLY designed 4-track stations for level boarding and passing by high-speed and bullet traffic
- Russell: Unfortunately at the last meeting they mentioned that there are no current plans to go beyond 2-tracks on this part of the corridor.
- Peter: Caltrain ridership before electrification is different - less like BART than the new service will be
- Roland: There was a single train each way and a single rider at Paul. More service is sorely needed at Williams. Please also consider that LINK21 will add another 18 BART/Capitol Corridors on top of the 12 Caltrain/HSR and that these trains need to be able to get out of the way until they turn around in Brisbane.
- Peter: need to look at Caltrain from the perspective of possibilities if train service had extended and more frequent service like BART. BART was more important to CMPC because of frequent service. Great thing to raise up with Mission Bay now.
- Peter: If frequency of trains goes up to a 15-min frequency, covering the 22nd st station would be essential to limit the noise impact on the community, no?
- Russel: @Peter The new trains will be much quieter than the current ones (and grade separated so no need for horns). Plenty of places run the same trains just as close to housing with no problems.
- Peter: is 1 mile spacing a Caltrain standard?
- Ryan: not a hard and fast standard.



- Image posted Peter

Bayview Comments via Zoom Chat

- Rosalind: I am with the Caltrain Citizen. The Pedestrian access at Evans looks challenging.
- Michael: Is there a way to skip the Dogpatch question? I only have an opinion on Bayview stations?
- Lawrence: Thank you for the clarification that the Williams option would not impact the Florence Fang Community Farm
- Charlie: Thank you, Anna
- Lawrence: Would the Quint St connector move forward even if Oakdale isn't the

- selected Bayview location?
- Charlie: Marin St?
- Taylor: yes, thanks, Charlie
- Rosalind: How would a pedestrian get from the Chavez station to the bus though?
- Rosalind: Problematic for older adults.
- Lawrence: Thank you
- Charlie: In this planning, is there an assumption that the 280 highway spur would remain in place?
- Rosalind: I walk everywhere.
- Michael: It seems to me that the Oakdale station would serve the Bayview best. What are the arguments for Evans or the other side of Silver Terrace?
- Charlie: Why is Oakdale's purple area so short to the east of the station?
- Rosalind: And how does the walk shed connect to "the last mile" connection to home.
- Rosalind: Where will the outreach to neighbors take place?
- John: 1-mile walk is about 15 minutes for able adults.
- Michael: Agreed about Oakdale. They seem to be overestimating the time from only a few blocks away. Maybe something to do with the approach to the station.
- Charlie: It would be nice if CCSF provided a path on the north of their lot 😊
- Rosalind: Public Libraries would be good now.
- Rosalind: I mean they are open to post information.
- Michael: Thank you all!
- Rosalind: Thank you for the presentation.
- Lawrence: Thank you!
- Charlie: Thank you so much!
- Lawrence: Definitely support urgency for the Bayview Station implementation
- Taylor : thanks for joining us!
- Roland: See you on Saturday
- Oral question-Will there be housing or business development around any of the three stations?

Dogpatch / Potrero and Bayview Station Sites (combined conversation)

Open Comment

- Teddy : coming from Bayview. Appreciate having a Caltrain station in the Bayview. Appreciate the comments and the work that Anna has talked about. Challenges that we need to improve. We do need solutions to Planning Department's outreach to Bayview neighborhood. Planning needs to review how everyone. Injustice to do the same outreach to the Bayview as Potrero/Dogpatch. Not efficient. Bayview has many disadvantages. Most underserved neighborhood. Lowest HH incomes. Some of most toxic land. Covid. Advantages – best weather for growing produce, most diverse neighborhood, farm. PD increases inequalities. Miss out on advantages that could not just improve Bayview. Just come to understand that Williams Street location not affecting the Florence Fang Community Farm. Letters from Black churches, youth centers, job training organizations don't want farm to be impacted. Farm is largest community farm in SF. Feeds 100's of families. Bayview is a food desert. Wrong to consider any actions that would harm farm. Communication not done adequately.
- Chad: neighborhoods are almost an island. Separated on 3 sides by water. Cut off by freeways, warehouse districts. Lack transportation options to connect to city, get around internally. Live in India Basin area. Question – study that suggested we have a station was done 16 years ago. How much longer? – Anna discussed next steps. The outcome of this study is that all City agencies will support a new Bayview station. Bayview options move into a bridge study to environmental clearance, robust

discussion with the Bayview community likely in 2022, then environmental clearance and construction.

DRAFT

Station-specific Chat Comments

- Ronald: One final point on Bayshore: The 1,400-foot platforms and the relocation to San Mateo County are BOTH required to facilitate the connection to the Geneva Harney Avenue extension
- Ronald: The Mariposa location does not work because the PAX profile is not level until 16th Street.
- Chad: While unrelated to these stations being considered, I want to ask about an option that is NOT being discussed here. Namely, as the City and County(ies) contemplate stations in the eastern corridor of SF as well as the Transbay Terminal, has the idea of moving the 4th Street station come up? It seems that this should also be an option and an opportunity, particularly if it creates clearer paths to the terminus at the Transbay Terminal. It seems as if the location of 4th St could be difficult to move or a sacred cow of sorts. Is that true? *seemingly* unrelated, I meant.
- Ronald: The RAB ignored the 7th Street alignment because a 3rd track was not possible on 7th Street. The operations analysis proved once and for all that the third track was NOT required. The 7th Street alignment needs to be revisited IMMEDIATELY as an alternative to the MASSIVE cut and cover throat structure under Howard.
- Joerg: For a Mariposa Street station I would worry about large numbers of pedestrians leaving the station and facing highway off-ramps
- Ronald: This is correct: Cesar Chavez needs to be located between I280 and the Tunnel #2 west tunnel portal. Anna - Good point - freeway off-ramps are also a concern around Chavez or Evans.
- Doug: Chad the City and Caltrain have studied a variety of alternatives. The goal ultimately will be to have an underground station at 4th / Townsend and underground storage for Caltrain. This also maintains access to the ballpark and planned growth in SOMA.
- Chad: (Not ranting but wanting to continue) it seems sensible to keep the train underground from the PAX tunnel to the Transbay Terminal, rather than tunneling, surfacing (and creating traffic havoc around Oracle Park), and then going underground again. (I realize that this is not being discussed here, but it seems like some of the options for PAX are being constrained by that decision.)
- Donovan: You mentioned potential near term accessibility improvements for the 22nd St. Station, when could these be implemented? NICK ATCHISON- estimating it will take about 2.5-3 years to design and build the access improvements. No dedicated funding source. Will need to secure funding. Talking to JPB Board next month and SFMTA board in early 2022.
- Dennis: would not Cesar Chavez option pose problems for rider access, parking and far from housing? Also a freeway off ramp a truck route to 3rd st and freeway access to 280, 101. Not pedestrian friendly. Doug Johnson - Dennis yes, that very well could be! It does provide better access to travelers coming from the west but Cesar Chavez would pose real challenges. Thanks for the comment!
- Ronald: The solution for 22nd Street is TWO stations: Cesar Chavez for the southern 22nd Street ridership and Seventh (between 16th & Townsend) instead of 4th&Townsend and Mariposa to serve the northern 22nd Street ridership, including UCSF, the Chase Center AND, last but not least, the intersection with the future 7th/16th Street BART station which will open after BART builds a BART -only tunnel between Alameda and the existing 16th Street BART station.

- Ronald: Oakdale died in 2014 when the City vacated Quint Street instead of building the station entrance with the so-called "Quint-Jerrold connector" on the east side of the tracks instead of the lead track (west) side of the tracks.
- Chad: I would go one step further and suggests that the current SE community center could serve as a transit hub, potential train station, and a market when its primary use as a SE Community Center (as if were) is shifted to Third/Evans. The potential for reuse of that building in the context of an Oakdale Station would be great to consider as part of its pros/cons. Also, thanks, Anna, for correcting me that SFMTA did the community-based transit study, not SF Planning. :-)
- Ronald: There is PLENTY of room for 700-foot platforms AND passing tracks just north of Paul Avenue (Williams)
- Teddy: I want to push for more outreach to Bayview residents and organization to hear more clearly their interests in the Evans Avenue Station. ANNA - Thanks for your comment Teddy, we are hearing about this interest from a variety of people and will increase the outreach and types of outreach to Bayview stakeholders.
- Chad: 1800 Oakdale was built as a community building. It would be great to assure that it continues to provide a public service beyond an SFPUC building. If we can support SF Planning in those conversations with SFPUC, please let us know! ANNA - Thank you Chad- I have your email from the Zoom registration and will reach out. I've also been corresponding with Jill Fox from indiabasin.org. CHAD - @Anna: Thanks. I welcome further conversation, particularly given that I work in regional planning AND live in the SE community.
- Chad: As someone who lives in India Basin, I see the option of an Oakdale Station as providing a better connection for the India Basin/Hunters Point/Shipyards neighborhoods than a station in Evans with nothing around it.
- Chad: Could any of you tell us about the relative distance between the Williams Station and the existing station on Bayshore? Those seem much closer together than a Williams station would be to a 22nd St or Mariposa station. Is that true? TAYLOR - @Chad, the Williams option is just over a mile from the existing Bayshore station.
- Roland: There are no planned impacts on Tunnel Park. The only PAX construction activities at Cesar Chavez will consist of staging including PAX TBM assembly followed by transferring PAX tunnel spoils to rail for transportation to the Baylands. PAX tunnel boring will start immediately north of 23rd Street, so the TBMS will be pushed through the existing western tunnel #2 before starting the actual boring.
- Bonnie: I would like to suggest that beyond handing out additional packets, additional folks be hired to conduct an additional outreach to capture the diverse population within the Bayview, especially at community centers, churches and bus stops and schools.
- Ronald: Anna, please forward the links to all attendees, including FOC and POC. Thank You!
- Chad: I agree with Bonnie. It takes a lot of person power to connect with people around Bayview. Christopher Kidd at SFMTA has a very long list of groups around Bayview, and I encourage you to access him as a resource for finding good communication channels. His legwork could be quite helpful for SF Planning if you decide to do more pavement pounding.
- Chad: One last question (in case we run out of time): the slide seems to analyze the stations in terms of a radius around them and developed land uses. I recall that the Oakdale study from 2005 anticipated uses from as far west as Bernal, and that does not seem to be reflected here. It also does not seem to consider the near-term growth in the Shipyards and Candlestick areas. How, if at all, does this radius get widened and do future (but anticipated) population growth figure into your analysis at this point?
- Donovan: Can TSF Fees be utilized for the 22nd St Accessibility improvements?
- Ronald: @Chad, as mentioned earlier, Bayshore needs to move approximately 1/4 mile

SOUTH into San Mateo County, so the distance between Caltrain stations is between Paul and nearly all the way to the Geneva extension.

- Chad: You all are doing a super job. Thanks much for all the excellent (and painstaking) work to bring this resource to the SE and to aggregate our needs in reasonable and equitable ways!
- Anna: Email: CPC.SERSS@sfgov.org

Open Comments

- Chad: sounds like a compelling argument is ability to walk to community center. Seems like weak argument for Evans. No meaningful transit access. Strongly favor Oakdale location because it connects to most major bus lines. As part of the Oakdale re-design, the Newcomb Avenue. Has an option of providing a path to Newcomb been considered?
 - Anna: Yes, this has been brought up. We would need to talk with PUC, Community College and others.
- Teddy: Evans Avenue question. Have heard a lot of support for Evans Avenue station. Have people said they want it there because of the community center or just an assumption?
 - Anna: Policy makers have expressed that we should look at access to the community center.
- Phone number (unknown name) - Lives on Newcomb Avenue – Like Oakdale station. PUC building – is there a possibility to use the building as some form of community engagement for the station rather than just having a platform. Building not well used.
 - Anna: spoke extensively about Oakdale considerations
- Bonnie: lives at tunnel top park. How would a station at Cesar Chavez or PAX construction work affect?
 - Jessie: It depends on the alternatives. One option for PAX would have a portal in the vicinity of the park and would have construction activity. With respect to impacts to Tunnel Top Park, no expectation that PAX project or Cesar Chavez station would require property acquisition. We would need to determine ability and desire to have pedestrian connections in a later phase.
- Bonnie: Has anyone weighed in on which station is easier to access or more equitable?
 - Jesse: We have heard a variety of perspectives and continue to welcome input.
- Teddy: Bayview is most diverse community in SF. Can't tell that in this meeting. Want the engagement summary to note the lack of participation of people of color.
- Donovan: I second the need for additional outreach to the Bayview. Reiterated the density occurring around 22nd Street. Support 22nd Street station.
- Chad: Question about the previous slide analyzing potential demographics around the stations as it has a smaller radius than the 2005 study which also looked at potentially significant ridership around Bernal and other neighborhoods was not captured here.
 - Anna: We used 1 mile radii as a rule of thumb for comparative graphics. Note that community preference for Oakdale and ridership for Oakdale are well established. Oakdale as a station concept came out of need to restore regional rail access.

APPENDIX D - POLL RESULTS ROUND 2

November 4

- So far, which Dogpatch / Potrero Station would you prefer?
 - Mariposa - 14%
 - 22nd Street - 71%
 - Cesar Chavez- 14%
- So far, which Bayview Station would you prefer?
 - Evans- 0%
 - Oakdale - 60%
 - Williams - 40%

APPENDIX E - OUTREACH COLLATERAL, PHOTOS, ETC.

Collateral

- [Map](#)
- [Posters](#)
- [Door Hangers/Flyers](#)
- [Photos](#) (Round 1)
- [Photos](#) (Round 2)

Community Feedback

While we did not receive a request for a snail mail packet for Round 2, we received a handful of voicemails. Two were stating their support for the project, and the others were curious to learn more about the project.

SERSS WORKSHOP ROUND 2 WORKSHOP #1

Thursday, 11/4/2021

Workshop Q/A Notes – Dogpatch/Potrero Room (Jenny to screen share)

Jesse Koehler, Jenny Zhou, Ryan McCauley, Bob Grandy

DRAFT

Participants

Jackson Fahnestock

Peter Thoen

Russell White

Roland Lebrun

William Owen

Elizabeth Mullen

Rebecca Hu

Daniel Bell

Alice Rogers

Diane DiPrima

Doug Johnson

Jenny Zhou

Luis Zurinaga

Cris Subrizi

Cindy Wang

George Slack

Jessica Campos

NOTES

- Polling – 71% 22nd st, 14% mariposa, 14% cesar chavez
- Daniel Bell: Will High Speed Rail stop at any of the 6 optional stations? No
- Peter Thoen: Why are not other, more logical tracks with less sharp turns (see sketch in the chat) considered? The red proposal in the sketch would eliminate the sharp turn at the station.
- Peter Thoen: The moving of the station away from 22nd street would eliminate the many idling ride-sharing cars in front on residential buildings and the health impact this has
 - it also alleviates parking challenges in the neighborhood due to commuter parking
- Peter Thoen: IS it possible to have a poll with people who live near the current station?
- Cindy Wang: Will the new tunnel impact current residents along Pennsylvania or Mississippi? This will be evaluated in a future environmental assessment.
- Rebecca Hu: What would be the property impacts of 22nd street option? These would be disclosed in the environmental assessment. Note that DTX completed environmental in 2019. Anticipate start of construction in 2025, operation in early 2030's. PAX would be several years behind.
- Elizabeth Mullen: An entire community has been built up around the 22nd St. station. It would be a shame to move it. Personally, I bought property near the 22nd st. station so that I could commute via Caltrain. I live in Dogpatch and have many neighbors in the same situation (who chose the neighborhood due to location of Caltrain).
- Peter Albert: What is the "con" of Mariposa being near residential neighborhoods? Construction impacts and right-of-way needs.
- Roland Lebrun: There is no way to vacate 22nd Street until Caltrain vacates the 4th&King railyard.
- Roland Lebrun: Why did the poll not include BOTH Cesar Chavez and Mariposa?

SERSS WORKSHOP ROUND 2 WORKSHOP #1

Thursday, 11/4/2021

Workshop Q/A Notes – Dogpatch/Potrero Room (Jenny to screen share)

Jesse Koehler, Jenny Zhou, Ryan McCauley, Bob Grandy

DRAFT

- Jackson Fahnestock: Is the 22nd St. station intended to be enclosed? This depends on how long the PAX tunnel is. In the current planning study, the TA is looking at different lengths of tunnel. If a longer tunnel is selected, the station would be below grade.
- Daniel Bell: Could a raised rail be suspended under 280? Haven't studied. Most likely, I-280 structures were not designed to support a rail line.
- Peter Thoen: How is additional parking need for expanded service near 22nd going to be addressed if the station remains? Isn't there more space to build a parking structure near Cesar Chavez? It is also more accessible by car. From a policy perspective, city is focused on prioritizing access by modes other than PNR. Any new station would have no parking or a minimum amount.
- Roland Lebrun: The solution for Cesar Chavez is to fork off west immediately north of the Jerrold Bridge. and place the two new tracks immediately to the west of the I280 columns. The path between the freeway piles is clearly visible when standing on the Oakdale bridge and looking north. Will pass along to design team.
- Russell White: Let's never build more parking and defeat the point of upgrading Caltrain. Any stations should be designed so that cars should not be expected as part of anyone's trip.
- Peter Thoen: you can prioritize all you want, the reality remains. The current streets fill up with cars of commuters. An important additional policy measures is parking management approach to existing street parking.
- Rebecca Hu: Do any 22nd street options impact existing surrounding structures? Short answer is yes. Some of 22nd street options would affect the 22nd street bridge. Residential buildings? This would be determined in environmental assessment.
- Peter Albert: What kind of feedback do the large employers (UCSF) or Chase Car have on locations? Pre-pandemic, Caltrain ridership was extremely low for UCSF. Focused on long-term rush hour impacts at 16th Street and preserving access to hospital by providing tunnel.
- Jesse – Caltrain leading a study to look at near-term enhancements to the station to improve access.
- Roland Lebrun – Thank you and Oakdale is no longer viable because it is squeezed between the lead track and the Quint-Jerrold connector Road. Please remember that you are on the LA-SF high speed line and that every station needs PROPERLY designed 4-track stations for level-boarding and passing by high-speed and bullet traffic
- Russell White - Unfortunately at the last meeting they mentioned that there are no current plans to go beyond 2-tracks on this part of the corridor.
- Peter Albert - Caltrain ridership before electrification is different - less like BART than the new service will be
- Roland Lebrun - There was a single train each way and a single rider at Paul. More service is sorely needed at Williams. Please also consider that LINK21 will add another 18 BART/Capitol Corridors on top of the 12 Caltrain/HSR and that these trains need to be able to get out of the way until they turn around in Brisbane.
- Peter Albert – need to look at Caltrain from the perspective of possibilities if train service had extended and more frequent service like BART. BART was more important to CMPC because of frequent service. Great thing to raise up with Mission Bay now.
- Peter Thoen - If frequency of trains goes up to a 15-min frequency, covering the 22nd st station would be essential to limit the noise impact on the community, no?

SERSS WORKSHOP ROUND 2 WORKSHOP #1

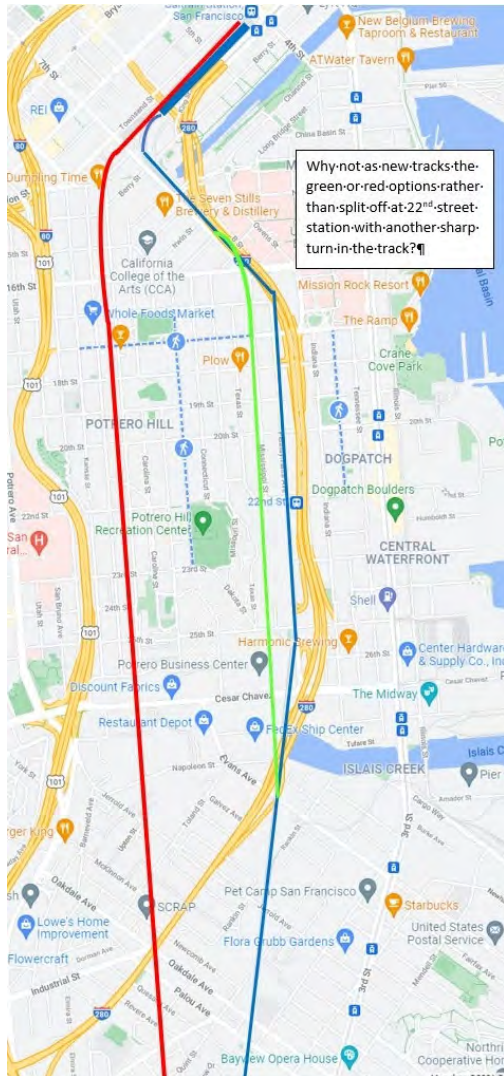
Thursday, 11/4/2021

Workshop Q/A Notes – Dogpatch/Potrero Room (Jenny to screen share)

Jesse Koehler, Jenny Zhou, Ryan McCauley, Bob Grandy

DRAFT

- Russel White - @Peter The new trains will be much quieter than the current ones (and grade separated so no need for horns). Plenty of places run the same trains just as close to housing with no problems.
- Peter Albert – is 1 mile spacing a Caltrain standard? Ryan – not a hard and fast standard.



SERSS WORKSHOP ROUND 2 WORKSHOP #2

Saturday, 11/6/2021

Workshop Q/A Notes – Dogpatch/Potrero Room (Paisley to screen share)

Jesse Koehler, Doug Johnson, Nicholas Atchison, Bob Grandy

DRAFT

Participants

Bonnie Bergeron

Dennis Montalto (Portero Hill resident)

Donovan Lacy (Dogpatch resident)

Roland Lebrun

Teddy Fang

Percy Burch (D10 Supervisor Walton, legislative aide)

Dennis Montalto

Susan Wolf

Joerg Martini

NOTES

- Ronald Lebrun - Why is the DTX approaching the Transit Center at a 90 degree angle???
- Ronald Lebrun - Please ignore the 1,000-foot Caltrain platforms. Caltrain platforms will be either 700 or 1,400-foot long as soon as President Walton resolves the Caltrain governance issues.
- Chad White - While this map is great, it would be helpful to see it in the context of existing stations. For example, the maps stop short of the Bayshore station. So, it is hard to see the relationship between Williams and Bayshore.
- Ronald Lebrun - Chad is 100% correct and Bayshore will be one of the 1,400-foot platform stations with two additional tracks (total six) to turn back the 18 BART and Capitol Corridor trains. The only issue is that the new station will be relocated entirely and San Mateo County and San Francisco will have to annex the Baylands if we are unable to resolve the Caltrain Governance issues anytime soon.
- Ronald Lebrun - Going back to the Baylands, the developer is eagerly awaiting the spoils from the PAX and the DTX to raise the existing grade 20-30 feet above the existing tracks so that they can build above the new Bayshore station.
- Doug Johnston - Happily the Caltrain rail corridor use policy also called out the protection for the farm indefinitely and was / is / will be expected to be there. Sorry if that wasn't clear before.
- Joerg Martini - For the current usage of the 22nd street station: How many people leave the station in the morning (presumably to go to work outside of the neighborhood) vs. arriving in the morning (presumably to go to work in the neighborhood)?

Open Comment

- Teddy – coming from Bayview. Appreciate having a Caltrain station in the Bayview. Appreciate the comments and the work that Anna has talked about. Challenges that we need to improve. We do need solutions to Planning Department's outreach to Bayview neighborhood. Planning needs to review how everyone. Injustice to do the same outreach to the Bayview as Potrero/Dogpatch. Not efficient. Bayview has many disadvantages. Most underserved neighborhood. Lowest HH incomes. Some of most toxic land. Covid. Advantages – best weather for growing produce, most diverse neighborhood, farm. PD increases inequalities. Miss out on advantages that could not just improve Bayview. Just come to understand that Williams Street location not affecting the Florence Fang Community Farm. Letters from Black churches, youth centers, job

SERSS WORKSHOP ROUND 2 WORKSHOP #2

Saturday, 11/6/2021

Workshop Q/A Notes – Dogpatch/Potrero Room (Paisley to screen share)

Jesse Koehler, Doug Johnson, Nicholas Atchison, Bob Grandy

DRAFT

training organizations don't want farm to be impacted. Farm is largest community farm in SF. Feeds 100's of families. Bayview is a food desert. Wrong to consider any actions that would harm farm. Communication not done adequately.

- Chad – neighborhoods are almost an island. Separated on 3 sides by water. Cut off by freeways, warehouse districts. Lack transportation options to connect to city, get around internally. Live in India Basin area. Question – study that suggested we have a station was done 16 years ago. How much longer? – Anna discussed next steps. The outcome of this study is that all City agencies will support a new Bayview station. Bayview options move into a bridge study to environmental clearance, robust discussion with the Bayview community likely in 2022, then environmental clearance and construction.

Station Chat Comments

- Ronald Lebrun - One final point on Bayshore: The 1,400-foot platforms and the relocation to San Mateo County are BOTH required to facilitate the connection to the Geneva Harney Avenue extension
- Ronald Lebrun - The Mariposa location does not work because the PAX profile is not level until 16th Street.
- Chad White - While unrelated to these stations being considered, I want to ask about an option that is NOT being discussed here. Namely, as the City and County(ies) contemplate stations in the eastern corridor of SF as well as the Transbay Terminal, has the idea of moving the 4th Street station come up? It seems that this should also be an option and an opportunity, particularly if it creates clearer paths to the terminus at the Transbay Terminal. It seems as if the location of 4th St could be difficult to move or a sacred cow of sorts. Is that true? *seemingly* unrelated, I meant.
- Ronald Lebrun - The RAB ignored the 7th Street alignment because a 3rd track was not possible on 7th Street. The operations analysis proved once and for all that the third track was NOT required. The 7th Street alignment needs to be revisited IMMEDIATELY as an alternative to the MASSIVE cut and cover throat structure under Howard.
- Joerg Marini - For a Mariposa Street station I would worry about large numbers of pedestrians leaving the station and facing highway off-ramps
- Ronald Lebrun - This is correct: Cesar Chavez needs to be located between I280 and the Tunnel #2 west tunnel portal. Anna - Good point - freeway off-ramps are also a concern around Chavez or Evans.
- Doug Johnson - Chad the City and Caltrain have studied a variety of alternatives. The goal ultimately will be to have an underground station at 4th / Townsend and underground storage for Caltrain. This also maintains access to the ballpark and planned growth in SOMA.
- Chad White - (Not ranting but wanting to continue) it seems sensible to keep the train underground from the PAX tunnel to the Transbay Terminal, rather than tunneling, surfacing (and creating traffic havoc around Oracle Park), and then going underground again. (I realize that this is not being discussed here, but it seems like some of the options for PAX are being constrained by that decision.)
- Donovan Lacy - You mentioned potential near term accessibility improvements for the 22nd St. Station, when could these be implemented? NICK ATCHISON – estimating it will take about 2.5-3 years to design and build the access improvements. No dedicated funding source. Will need to secure funding. Talking to JPB Board next month and SFMTA board in early 2022.

SERSS WORKSHOP ROUND 2 WORKSHOP #2

Saturday, 11/6/2021

Workshop Q/A Notes – Dogpatch/Potrero Room (Paisley to screen share)

Jesse Koehler, Doug Johnson, Nicholas Atchison, Bob Grandy

DRAFT

- Dennis Montalto - would not Cesar Chavez option pose problems for rider access, parking and far from housing? Also a freeway off ramp a truck route to 3rd st and freeway access to 280, 101. Not pedestrian friendly. Doug Johnson - Dennis yes, that very well could be! It does provide better access to travelers coming from the west but Cesar Chavez would pose real challenges. Thanks for the comment!
- Ronald Lebrun - The solution for 22nd Street is TWO stations: Cesar Chavez for the southern 22nd Street ridership and Seventh (between 16th & Townsend) instead of 4th&Townsend and Mariposa to serve the northern 22nd Street ridership, including UCSF, the Chase Center AND, last but not least, the intersection with the future 7th/16th Street BART station which will open after BART builds a BART-only tunnel between Alameda and the existing 16th Street BART station.
- Ronald Lebrun - Oakdale died in 2014 when the City vacated Quint Street instead of building the station entrance with the so-called "Quint-Jerrold connector" on the east side of the tracks instead of the lead track (west) side of the tracks.
- Chad White – I would go one step further and suggests that the current SE community center could serve as a transit hub, potential train station, and a market when its primary use as a SE Community Center (as if were) is shifted to Third/Evans. The potential for reuse of that building in the context of an Oakdale Station would be great to consider as part of its pros/cons. Also, thanks, Anna, for correcting me that SFMTA did the community-based transit study, not SF Planning. :-)
- Ronald Lebrun - There is PLENTY of room for 700-foot platforms AND passing tracks just north of Paul Avenue (Williams)
- Teddy Fang - I want to push for more outreach to Bayview residents and organization to hear more clearly their interests in the Evans Avenue Station. ANNA - Thanks for your comment Teddy, we are hearing about this interest from a variety of people and will increase the outreach and types of outreach to Bayview stakeholders.
- Chad White - 1800 Oakdale was built as a community building. It would be great to assure that it continues to provide a public service beyond an SFPUC building. If we can support SF Planning in those conversations with SFPUC, please let us know! ANNA - Thank you Chad - I have your email from the Zoom registration and will reach out. I've also been corresponding with Jill Fox from indiabasin.org. CHAD - @Anna: Thanks. I welcome further conversation, particularly given that I work in regional planning AND live in the SE community.
- Chad White - As someone who lives in India Basin, I see the option of an Oakdale Station as providing a better connection for the India Basin/Hunters Point/Shipyard neighborhoods than a station in Evans with nothing around it.
- Chad White - Could any of you tell us about the relative distance between the Williams Station and the existing station on Bayshore? Those seem much closer together than a Williams station would be to a 22nd St or Mariposa station. Is that true? TAYLOR - @Chad, the Williams option is just over a mile from the existing Bayshore station.
- Roland Lebrun – There are no planned impacts on Tunnel Park. The only PAX construction activities at Cesar Chavez will consist of staging including PAX TBM assembly followed by transferring PAX tunnel spoils to rail for transportation to the Baylands. PAX tunnel boring will start immediately north of 23rd Street, so the TBMS will be pushed through the existing western tunnel #2 before starting the actual boring.
- Bonnie Bergeron - I would like to suggest that beyond handing out additional packets, additional folks be hired to conduct additional outreach to capture the diverse population

SERSS WORKSHOP ROUND 2 WORKSHOP #2

Saturday, 11/6/2021

Workshop Q/A Notes – Dogpatch/Potrero Room (Paisley to screen share)

Jesse Koehler, Doug Johnson, Nicholas Atchison, Bob Grandy

DRAFT

within the Bayview, especially at community centers, churches and bus stops and schools.

- Ronald Lebrun – Anna, please forward the links to all attendees, including FOC and POC. Thank You!
- Chad White - I agree with Bonnie. It takes a lot of person power to connect with people around Bayview. Christopher Kidd at SFMTA has a very long list of groups around Bayview, and I encourage you to access him as a resource for finding good communication channels. His legwork could be quite helpful for SF Planning if you decide to do more pavement pounding.
- Chad White - One last question (in case we run out of time): the slide seems to analyze the stations in terms of a radius around them and developed land uses. I recall that the Oakdale study from 2005 anticipated uses from as far west as Bernal, and that does not seem to be reflected here. It also does not seem to consider the near-term growth in the Shipyard and Candlestick areas. How, if at all, does this radius get widened and do future (but anticipated) population growth figure into your analysis at this point?
- Donovan Lacy - Can TSP Fees be utilized for the 22nd St Accessibility improvements?
- Ronald Lebrun - @Chad, as mentioned earlier, Bayshore needs to move approximately 1/4 mile SOUTH into San Mateo County, so the distance between Caltrain stations is between Paul and nearly all the way to the Geneva extension.
- Chad White - You all are doing a super job. Thanks much for all the excellent (and painstaking) work to bring this resource to the SE and to aggregate our needs in reasonable and equitable ways!
- Email: CPC.SERSS@sfgov.org

Open Comments

- Chad – sounds like a compelling argument is ability to walk to community center. Seems like weak argument for Evans. No meaningful transit access. Strongly favor Oakdale location because it connects to most major bus lines. As part of the Oakdale re-design, the Newcomb Avenue. Has an option of providing a path to Newcomb been considered? ANNA - Yes, been brought up. Would need to talk with PUC, Community College and others.
- Teddy – Evans Avenue question. Have heard a lot of support for Evans Avenue station. Have people said they want it there because of the community center or just an assumption? ANNA – policy makers have expressed that we should look at access to the community center.
- Caller Name (only number)? - Live on Newcomb Avenue – Like Oakdale station. PUC building – is there a possibility to use the building as some form of community engagement for the station rather than just having a platform. Building not well used. ANNA – talked quite a bit about the location of the building and attributes of Oakdale.
- Bonnie Bergeron – live at tunnel top park. How would a station at Cesar Chavez or PAX construction work affect? JESSE – It depends on the alternatives. One option for PAX would have a portal in the vicinity of the park and would have construction activity. With respect to impacts to Tunnel Top Park, no expectation that PAX project or Cesar Chavez station would require property acquisition. Need to determine ability and desire to have pedestrian connections in a later phase.
- Bonnie Bergeron – anyone weighed in on which station is easier to access or more equitable? JESSE – heard a variety of perspectives. Welcome input.

SERSS WORKSHOP ROUND 2 WORKSHOP #2

Saturday, 11/6/2021

Workshop Q/A Notes – Dogpatch/Potrero Room (Paisley to screen share)

Jesse Koehler, Doug Johnson, Nicholas Atchison, Bob Grandy

DRAFT

- Teddy – Bayview is most diverse community in SF. Can't tell that in this meeting. Want the engagement summary to note the lack of participation of people of color.
- Donovan – second the need for additional outreach to the Bayview. Reiterate the density occurring around 22nd Street. Support 22nd Street station.
- Chad White – previous slide analyzing potential demographics around the stations has a smaller radius than the 2005 study. Recollection is the 2005 study is looking at potentially significant ridership around Bernal not captured here. Comment on how potential ridership from neighboring communities? ANNA – used 1 mile radii as rule of thumb for comparative graphics. Note that community preference for Oakdale and ridership for Oakdale are well established. Oakdale as station concept came out of need to restore regional rail access.

11/17/2021 SECF Commission Meeting Notes

Comment by Teddy Fang during open comment period

- *Read names of people and organizations who sent letters in support of community farm and noted that 500 people had signed the petition to protect the community farm*
- *Noted disappointment with virtual engagement approach and noted lack of participation from attendees of color.*
- *Noted support for station option at Evans and disappointment that the study did not create a design option sketch for Evans*

Comments/Questions following presentation by Anna Harvey, SF Planning

- Participatory approach looks good on paper but it what really matters is how many people show up and who shows up. This is the first we're hearing about this project, and I don't know that we would have heard about it if not for the issues raised about the community farm. There's mistrust for a reason and unfortunately in this case it seems like everything is already planned. (G. Fromer)
- Has an environmental study been conducted? On new locations and to some extent on existing? Noise pollution, other impact? (G. Fromer)
 - o AH: not yet. Nothing would be built without an environmental study first. We are recommending that environmental work for the Bayview station options proceed separately from the environmental work for the 22nd Street options and tunnel.
- Where does this train go? (Commissioner Tran)
 - o AH: To downtown San Jose and beyond to Gilroy. Beyond downtown San Jose, the service is reduced.
- How would this interface with high speed rail? (S. Murphy)
 - o AH: high speed rail would use the same tracks as Caltrain in this section of the corridor.
- What are the community workforce benefits? New jobs or employment opportunities? I know high speed rail has talked about that. (S. Murphy)
 - o AH: High speed rail doesn't have much construction in this section of the corridor but their final environmental documents will come out next year and that will tell us their workforce commitments in San Francisco. Building a new station would be a huge project and would hopefully lead to employment opportunities. I will note this a priority of this body in my engagement summary.
- How will you reduce all the feedback from the community into a station selection decision? / How will you decide which station will be selected? (A. Sanchez)
 - o AH: We are not prepared to make a selection at this point in the process. We do not have enough feedback yet and need to continue engagement before we will be ready to make a decision. All the feedback from this first phase of work will be thoroughly documented.
- What would the Evans option look like? *Noted the lack of an Evans rendering.*
 - o AH: Caltrain is raised above Evans on an embankment in that area and the station would be raised as well. It would be an open air station. *Note to send Evans images to commission.*
- Is there a preferred option? (G. Fromer)
 - o AH: We came into this project with the understanding from previous studies that Oakdale was the community's preferred option, but we identified two other possibilities and since beginning engagement, we've heard support for the other options as well. So

we will continue to study all three. *Noted support for Evans from HP Shipyard CC and Teddy Fang.*

- Evans seems to be a more popular choice at this time (anecdotally); it would be great to quantify the data with continued engagement to verify this. (in chat from A. Sanchez)

Community Comments

- (Representative for HP Shipyard CAC Chair Dr. Veronica Hunnicutt) We concur with Mr. Fang's comment about the poor engagement showing for this project. We did not know about it until he contacted us. We strongly support the option at Evans as this would best support the HP shipyard. We thank the commission for taking a close look at this and we thank Anna Harvey and encourage her to visit the shipyard CC to make a presentation.
- (Teddy Fang, Florence Fang Community Farm) We would not support an option at Williams. We would advocate against it. *Noted that most of the votes in support of Evans have been people of color. Support for Oakdale has not been from people of color.*

In October 2021, Ted Fang with the Florence Fang Community Farm (FFCF) contacted the SERSS team to clarify whether the Williams Avenue alternative would impact the farm site. He also attended the Saturday, November 6th virtual workshop and requested to address the group. He shared disappointment in the outreach conducted thus far and the lack of representation from the Bayview community. He also was working on collecting letters and signatures in support of the community farm. Mr. Fang also spoke in favor of more outreach as a member of the public at the SERSS item that was presented to the SECF Commission on 11/17.

To better understand and address his concerns, project staff wanted to present at the farm in order to share the project details and get feedback from the community. After securing the availability of a Cantonese translator, Anna Harvey arranged to participate in a community talk at the FFCF on Saturday, 12/4. This date was later changed to 12/11 at the request of Ted Fang and FFCF employee Alicia Phung. The outreach slide deck was printed in English and Cantonese for distribution, and a script was prepared, also in two languages. Select images from the slide deck were printed and affixed to pasteboard as a visual aid.

On 12/11, Anna and Emily Chen from Fehr & Peers, who had agreed to translate in Cantonese, met at the farm, which is located in the Bayview above the Caltrain tracks at Williams Avenue and Diana Street, at 10:45am. The site was active that morning, with volunteers packing boxes for the food bank, working in the vegetable beds or beehives, and rehearsing as part of a community choir. Alicia Phung introduced them to Johnny Chen, the garden manager, and Faheem Carter, the resident gardener. Johnny explained to Anna and Emily that the farm came about eight years prior as the then-vacant Caltrain-owned land was challenged by trespassing and frequent fires, and that the garden use was welcomed as a way to activate the site. He also shared that Recology contributes compost to the farm for use in their vegetable beds, and that they are working on expanding as well as vertical cultivation. Faheem pointed out different crops, ornamental planting and explained a little about the school programs the farm supports, including a collaboration with FACES-SF. Ted Fang had also joined and shared that he would welcome other Planning department staff who might like to tour the farm.

At this point, the community choir had paused their practice, and Ted invited them and the volunteers who had been working on the food boxes to hear the presentation from Planning, as well as some remarks from the SF-Marin Food Bank. There were about 50 people in attendance at the outdoor talk. Ted prefaced the presentation by thanking volunteers for gathering signatures in support of the farm. Anna then presented in Mandarin and English, with Emily translating in Cantonese, about SERSS and the three options in the Bayview. Johnny then invited the choir to sing for the visitors, and then the Chinese buns that the project team had brought were distributed and shared. Some members of the public lingered to ask questions and took copies of the slide deck. They shared support for a new station in the Bayview, but thought that it should be at Oakdale, with its better transit connections and the adjacent community college and childcare services. Others shared that while they are Caltrain commuters, they drive to Millbrae to get on as there is abundant parking there. One person recalled that the Paul Avenue station had such infrequent service that it was really difficult to plan to take the train from there. Another person shared that the Williams Avenue alternative does not make sense since it would serve the same people as the previous Paul Avenue station that had closed due to low ridership. They were supportive of the Oakdale Avenue and Evans Avenue alternatives because existing parking lots and transit service in the area would be very convenient for park-n-ride or transfers (this may be redundant with underlined sentence above).

Ted and the farm volunteers had collected several hundred signatures and many letters in support of the farm. What became clear from the visit is that the FFCF specifically does not support the Williams Avenue alternative for a new Bayview station, and while the alternative does not directly affect the farm, would prefer for the new station to be located further away from their site. Based on the strong mobilization and clear preference of this adjacent community stakeholder, challenging access and the complication of the freight spur track leaving the mainline near Williams, as well as a lack of other supportive stakeholders for Williams, project staff recommend this alternative not advance for consideration.



To: SF Planning Department
Re: Diana Street & Williams Street
Date: October 28, 2021

Dear SF Planning Department:

Tabernacle Community Development Corporation (TCDC) joins the voices asking that you not pursue any planning efforts that could harm or constrain Florence Fang Community Farm, San Francisco's only USDA certified farm, the City's largest community farm with the most volunteers, and the largest producer of fresh healthy produce for the Bayview neighborhood, which is a recognized food desert in San Francisco.

Florence Fang Community Farm (FFCF) is located at Diana and Williams Streets, on the site which housed San Francisco's last operating farm, run by the Italian DeMatteis Family until they shuttered their farm in 1988. The land fell into disuse, becoming a barren brownfield. In 2014 the land was rejuvenated by Bayview's new Chinese immigrant families and Bayview's historical Black community.

Today, FFCF harvests more than 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview Families and thousands of neighborhood residents. Moreover, FFCF is a safe place and a model for the Chinese and Black communities growing and working together side by side to create a local food system in the Bayview.

FFCF improves food and nutrition access to low-income families. FFCF improves food security and increases food justice and food sovereignty for San Francisco's most underserved neighborhood.

Any effort to harm FFCF, would be harming the Bayview neighborhood and harming Bayview's residents and families. In fact, TCDC as a community partner, seeks to promote and expand the community benefits that are inherent to this location and urge you to consult directly with FFCF and TCDC on its potential before pursuing any formal planning process. **Specifically, we wish to be notified BEFORE any planning initiatives are considered. We do not want to be notified late in the game or after the fact!**

October 28, 2021

San Francisco Planning
49 South Van Ness Avenue
San Francisco, CA 94103

RE: Diana Street & Williams Street

Dear San Francisco Planning,

Brightline Defense Project ("Brightline") is an environmental justice nonprofit working to empower communities and build sustainable environments in San Francisco. Brightline has worked on a variety of projects including air quality monitoring, parks and green space, SRO resident needs, language access, and workforce development.

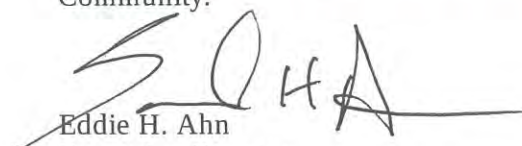
We are writing to ask that you not undertake any planning efforts that could harm Florence Fang Community Farm, San Francisco's only USDA certified farm, the City's largest community farm with the most volunteers, and the largest producer of fresh healthy produce for the Bayview neighborhood. It is important to maintain the Florence Fang Community Farm as it advances food justice for the Bayview Hunters Point community, a recognized food desert.

Florence Fang Community Farm (FFCF) is located at Diana and Williams Streets, on the site which housed San Francisco's last operating farm, run by the Italian DeMatteis Family until they shuttered their farm in 1988. The land fell into disuse, becoming a barren brownfield. In 2014 the land was rejuvenated by Bayview's new Chinese immigrant families and Bayview's historical Black community.

Today, FFCF harvests more than 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview Families and thousands of neighborhood residents. Moreover, FFCF is a safe place and a model for the Chinese and Black communities growing and working together side by side to create a local food system in the Bayview.

FFCF improves food and nutrition access to low-income families. FFCF improves food security and increases food justice and food sovereignty for San Francisco's most underserved neighborhood. Any effort to harm FFCF, would be harming the Bayview neighborhood and harming Bayview's residents and families. The preservation of the Florence Fang Community Garden will also advance SF Planning's commitment to environmental justice.

Thank you for making sure the Florence Fang Community Farm can continue to serve the Bayview Community.


Eddie H. Ahn
Executive Director



華裔民主黨協會

Date: November 5, 2021

To: SF Planning Department
Re: Diana Street & Williams Street

Dear SF Planning Department:

We are writing to ask that you not undertake any planning efforts that could harm the Florence Fang Community Farm, San Francisco's only USDA certified farm, one of the City's largest community farms with volunteers, and producer of fresh healthy produce for the Bayview neighborhood, which has very little access to fresh fruits and vegetables.

The Florence Fang Community Farm (FFCF) is located at Diana and Williams Streets, on the site which housed San Francisco's last operating farm, run by the Italian DeMatteis Family until they closed their farm in 1988. The land fell into disuse, becoming a barren brownfield. In 2014 the land was rejuvenated by Bayview's new Chinese immigrant families and Bayview's historical Black community.

Today, FFCF harvests more than 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview Families and thousands of neighborhood residents. Moreover, FFCF is a safe place and a model for the Chinese and Black communities growing and working together side by side to create a local food system in the Bayview.

FFCF improves food and nutrition access to low-income families. FFCF improves food security and increases food justice and food quality for one of San Francisco's most underserved neighborhoods.

Any effort to harm FFCF, would be harming the Bayview neighborhood and harming Bayview's residents and families.

Thank you for making sure the Florence Fang Community Farm can continue to serve the Bayview Community.

Respectfully,
Bayard P. Fong, CADC President

950 Grant Ave, 2nd Floor
San Francisco CA 94108
www.sfcadc.org



DRAFT

Date: October 28, 2021

To: SF Planning Department
Re: Diana Street & Williams Street

Dear SF Planning Department:

We are writing to ask that you not undertake any planning efforts that could harm Florence Fang Community Farm, San Francisco's only USDA certified farm, the City's largest community farm with the most volunteers, and the largest producer of fresh healthy produce for the Bayview neighborhood, which is a recognized food desert in San Francisco.

Florence Fang Community Farm (FFCF) is located at Diana and Williams Streets, on the site which housed San Francisco's last operating farm, run by the Italian DeMatteis Family until they shuttered their farm in 1988. The land fell into disuse, becoming a barren brownfield. In 2014 the land was rejuvenated by Bayview's new Chinese immigrant families and Bayview's historical Black community.

Today, FFCF harvests more than 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview Families and thousands of neighborhood residents. Moreover, FFCF is a safe place and a model for the Chinese and Black communities growing and working together side by side to create a local food system in the Bayview.

FFCF has been a partner with many communities based organizations, including Community Youth Center of SF. CYC Bayview office and FFCF have worked together in multiple community projects, for example, helping SFMTA to outreach on the Williams Avenue Quick-Build Safety Project. With the help of FFCF, SFMTA was able to collect more than 300 surveys back from the Bayview residents. FFCF is also the very first stop for the monthly solidarity bus tour organized by CYC Bayview, so that the local residents in Bayview can explore and admire their own community. Once in a while, FFCF distributes fresh produce to other local community based organizations to feed those who are in need. In addition, FFCF is a wonderful place to host community events, and CYC Bayview is planning to have the next Lunar New Year and Black History Month event hosted in FFCF.

FFCF improves food and nutrition access to low-income families. FFCF improves food security and increases food justice and food sovereignty for San Francisco's most underserved neighborhood. Any effort to harm FFCF, would be harming the Bayview neighborhood and harming Bayview's residents and families.

Thank you for making sure the Florence Fang Community Farm can continue to serve the Bayview Community.

Best regards,

A handwritten signature in black ink, appearing to read 'Sarah Wan'.

Sarah Wan
Executive Director

MAIN OFFICE
1038 Post Street
San Francisco, CA 94109
TEL: 415.775.2636
FAX: 415.775.1345

BAYVIEW BRANCH OFFICE
5009 Third Street
San Francisco, CA 94124
TEL: 415.550.1151
FAX: 415.775.1345

RICHMOND BRANCH OFFICE
319 Sixth Avenue, Suite 201
San Francisco, CA 94118
TEL: 415.752.9675
FAX: 415.752.9033

WEBSITE: www.cycsf.org
EMAIL: cyc@cycsf.org

DRAFT



**Food as Medicine Collaborative
San Francisco Public Health Foundation
1 Hallidie Plz, Ste 808, San Francisco, CA 94102**

November 3, 2021

**To: SF Planning Department
Re: Diana Street & Williams Street**

Dear SF Planning Department:

We are writing to express our strong support for the Florence Fang Community Farm and ask that you not undertake any planning efforts that could harm the farm in any way. As San Francisco's only USDA certified farm, the City's largest community farm with many dedicated volunteers, and the largest producer of fresh healthy produce for the Bayview neighborhood, the farm is a vital community asset that must be protected.

As a partner and supporter of the farm, the Food as Medicine Collaborative bridges healthcare and food systems to address health equity.

Lack of access to healthy food--- especially in the Bayview Hunters Point Community-- is a significant barrier to community health and resiliency.

The Florence Fang Community Farm not only provides resources, support, and education for residents to grow their own food, they also distribute food regularly to community members through partnerships with the SF Market and the SF Marin Food Bank helping to decrease food insecurity and improve health. The Food as Medicine Collaborative is planning on working with the Fang Farm to source produce and herbs for our Food Pharmacy programs that are located at clinics throughout SF, including nearby public health clinics, Southeast Health Center and Silver Ave Family Health Center.

We have been so impressed by the creativity, hard work and genuine dedication to the community that the leadership of the Fang Farm has shown since its founding in 2014. They transformed an abandoned farm and brown field into a thriving community space that is supporting and helping to grow food justice and food sovereignty in the Bayview, one of San Francisco's most underserved communities. In addition, they are actively working to bring the Black/African American and Asian communities together to help address racial tensions. Seeing the Asian seniors

DRAFT

gardening side by side with Black youth is one way that the Farm is concretely working to break down barriers and biases between the communities.

If you have not been to the Farm, I encourage you to attend a Saturday volunteer day (every week 10am-1pm), or attend one of their many community events, and see for yourself the thriving, genuine and essential resource that the Fang Farm is to the community. Any effort to disrupt or limit the activities of the Fang Farm would be harming the Bayview neighborhood and harming Bayview's residents and families.

Thank you for making sure the Florence Fang Community Farm can continue to serve the Bayview Community.

Sincerely,

Janna N Cordeiro

Janna N Cordeiro, MPH
Program Manager (Interim)
Food as Medicine Collaborative



**SAN FRANCISCO
ASSOCIATION of REALTORS®**

DRAFT

November 5, 2021

San Francisco Planning Department
49 South Van Ness Avenue
San Francisco, CA 94103

To Whom It May Concern:

I am writing regarding the placement of the proposed new Caltrain Station.

Currently, one of the proposed sites is located in an area with a vibrant community garden located at 1 Diana Street – the Florence Fang Community Farm. The San Francisco Association of REALTORS has been a long-time supporter of the Farm. In fact, we were one of the first sponsors of it when this was proposed years ago. The Farm serves as an important community hub and feeds thousands of families with fresh, nutritious vegetables every year through the gardening program. Not only is it a gathering place for the community, it is also an educational space teaching children and adults about growing food and nutrition.

We are against building the proposed Caltrain Station at 1 Diana Street. We hope you will consider other alternatives that will not have such a negative impact on the community. Thank you very much for your consideration on this matter.

Sincerely,

Walter T. Baczkowski
Chief Executive Officer

DRAFT



Rev. Dr. Rodney Leggett
Pastor

Myrick Johnson
Deacon's Ministry
Servant Leader

Lawrence Boyd
Stewardship Ministry
Servant Leader

Linda Robinson
Secretary

Cornerstone Missionary Baptist Church

6190 Third Street, San Francisco, CA 94124

Phone: (415) 822-4071 Fax: (415) 822-0156

To: SF Planning Department
Re: Diana Street & Williams Street
Date: October 28, 2021

Dear SF Planning Department:

The Cornerstone Church Family and Community are writing to ask that you do not consider the Diana/Williams Street location as a possible site for a new Bayview Cal-Train station. This would cause harm to Florence Fang Community Farm which has occupied this property since 2014.

FFCF is San Francisco's only USDA certified farm, the City's largest community farm with the most volunteers, and the largest producer of fresh healthy produce for the Bayview neighborhood, which is a recognized food desert in San Francisco.

Today, FFCF harvests more than 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview Families and thousands of neighborhood residents. Moreover, FFCF is a safe place and a model for the Chinese and Black communities growing and working together side by side to create a local food system in the Bayview.

FFCF improves food and nutrition access to low-income families and increases food justice and food sovereignty for San Francisco's most underserved neighborhood. Any effort that would cause FFCF to cease operating at its current location, would deprive the Bayview residents and families the opportunity to bring a solution to the problem of food insecurity. We do understand the need for access to adequate transportation in the community, but we don't want one problem solved and exacerbate another.

Thank you for making sure the Florence Fang Community Farm can continue to serve the Bayview Community.

Sincerely,

A handwritten signature in black ink that reads 'Rev. Rodney Leggett'. The signature is written in a cursive, flowing style.

Pastor, Rodney Leggett Th. D.

November 4, 2021

San Francisco Planning
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
Re: Diana Street & Williams Street

To Whom it May Concern:

Habitat for Humanity Greater San Francisco requests that San Francisco Planning not undertake any planning efforts that could harm Florence Fang Community Farm, San Francisco's only USDA certified farm, the City's largest community farm with the most volunteers, and the largest producer of fresh healthy produce for the Bayview neighborhood, which is a recognized food desert in San Francisco.

Florence Fang Community Farm (FFCF) is located at Diana and Williams Streets, on the site which housed San Francisco's last operating farm, run by the Italian DeMatteis Family until they shuttered their farm in 1988. The land fell into disuse, becoming a barren brownfield. In 2014 the land was rejuvenated by Bayview's new Chinese immigrant families and Bayview's historical Black community.

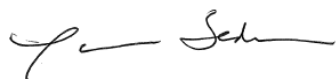
Today, FFCF harvests more than 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview Families and thousands of neighborhood residents. Moreover, FFCF is a safe place and a model for the Chinese and Black communities growing and working together side by side to create a local food system in the Bayview.

Habitat Greater San Francisco (HGSF) has partnered closely with Florence Fang Community Farm for several years, and our staff and volunteers are currently constructing an on-site food distribution facility that will double the Farm's ability to distribute food to families in and around the neighborhood.

HGSF is committed to partnering with FFCF to improve food and nutrition access to low-income families in San Francisco's most underserved neighborhood. In these challenging times, it is essential that we continue this critical food program, and we sincerely hope that the farm be preserved in any future plans for the neighborhood.

Thank you for making sure the Florence Fang Community Farm can continue to serve the Bayview Community.

Sincerely,



Maureen Sedonaen
CEO



DRAFT

To: SF Planning Department
Re: Diana Street & Williams Street
Date: October 28, 2021

Dear SF Planning Department:

We are writing to ask that you not undertake any planning efforts that could harm Florence Fang Community Farm, San Francisco's only USDA certified farm, the City's largest community farm with the most volunteers, and the largest producer of fresh healthy produce for the Bayview neighborhood, which is a recognized food desert in San Francisco.

Florence Fang Community Farm (FFCF) is located at Diana and Williams Streets, on the site which housed San Francisco's last operating farm, run by the Italian DeMatteis Family until they shuttered their farm in 1988. The land fell into disuse, becoming a barren brownfield. In 2014 the land was rejuvenated by Bayview's new Chinese immigrant families and Bayview's historical Black community.

Today, FFCF harvests more than 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview Families and thousands of neighborhood residents. Moreover, FFCF is a safe place and a model for the Chinese and Black communities growing and working together side by side to create a local food system in the Bayview.

FFCF improves food and nutrition access to low-income families. FFCF improves food security and increases food justice and food sovereignty for San Francisco's most underserved neighborhood.

Any effort to harm FFCF, would be harming the Bayview neighborhood and harming Bayview's residents and families.

Thank you for making sure the Florence Fang Community Farm can continue to serve the Bayview Community.

Sincerely,

Dr. Lena Miller
Chief Executive Officer

DRAFT

To: SF Planning Department
Re: Diana Street & Williams Street
Date: October 31st, 2021

Dear SF Planning Department:

Although I have been a longtime advocate in the Southeast Sector and have even helped to plan for the Florence Fang Community Garden seven years ago, I was surprised to hear from **concerned residents** about your Southeast Rail Station Study.

On behalf of the many residents that I served, I am writing to ask that you **not undertake any planning efforts that could harm Florence Fang Community Farm**, San Francisco's only USDA certified farm, the City's largest community farm with the most volunteers, and the largest producer of fresh healthy produce for the Bayview neighborhood, which is a recognized food desert in San Francisco.

As you well know, Florence Fang Community Farm (FFCF) is located at Diana and Williams Streets, on the site which housed San Francisco's last operating farm, run by the Italian DeMatteis Family until they shuttered their farm in 1988. The land fell into disuse, becoming a barren brownfield. In 2014 the land was rejuvenated by Bayview's new Chinese immigrant families and Bayview's historical African American community.

I am very proud to learn that the efforts of these dedicated folks help FFCF harvests more than 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview families and thousands of neighborhood residents. **Moreover, FFCF is a safe place and a model for the Chinese and African American communities growing and working together side by side to create a local food system in the Bayview.**

FFCF improves food and nutrition access to low-income families. This site improves food security and increases food justice and food sovereignty for San Francisco's most underserved neighborhood.

Any effort to harm FFCF, would be harming the Bayview neighborhood and harming Bayview's residents and families.

Thank you for making sure the Florence Fang Community Farm can continue to serve the Bayview and nearby communities in District 10.

Thank you for your kind consideration.

Marlene Tran

Spokesperson ~ Visitacion Valley Asian Alliance



DRAFT

THE SF MARKET

San Francisco's Wholesale Produce Market

2095 Jerrold Avenue, Suite 212
San Francisco, California 94124**PHONE**

415.550.4495

FAX

415.821.2742

November 5, 2021

San Francisco Planning Department
49 South Van Ness Avenue, Suite 1400
San Francisco, California 94103

Dear San Francisco Planning Department Staff,

On behalf of our 26 merchants and their team members, our customers, and our agriculture partners, The SF Market offers our strongest support to our remarkable community partner, Florence Fang Community Farm.

Pre-pandemic it was well known that 1 in 4 San Franciscans were food insecure. The devastating effects of the COVID-19 pandemic brought about a rapid expansion by some counts at least doubling the number of food secure individuals and families. These effects were experienced to a greater degree within vulnerable populations such as seniors, youth, low-income families and people of color in communities such as Bayview-Hunters Point.

Florence Fang Community Farm responds directly to the food insecurity crisis in our community. Their urban farm located in the heart of the Bayview is the site for deep community collaboration designed to improve local food security and provide equitable access to healthy food.

The SF Market and our merchants have partnered with Florence Fang Community Farm for the past two years, donating nearly 50,000 pounds of fresh, healthy produce from our Food Recovery Program to their members to help alleviate food insecurity in our community. In addition, we have been honored to support their efforts throughout the pandemic with our Emergency Food Program, which enabled us to directly provide over 1,900 bags of groceries to local families in need.

Through our ongoing work together, The SF Market and Florence Fang Community Farm will continue the essential work of catalyzing recovery in Bayview-Hunters Point, providing healthy choice and culturally relevant produce to our neighbors in need. We can think of no greater priority than building our community back stronger and more equitably through a resource as valuable as this truly community farm.

Sincerely,

Michael Janis
General Manager



www.thesfmarket.org

DRAFT



To: SF Planning Department

Re: Diana Street & Williams Street

Date: October 28, 2021

Dear SF Planning Department:

We are writing to ask that you not undertake any planning efforts that could harm Florence Fang Community Farm, San Francisco's only USDA certified farm, the City's largest community farm with the most volunteers, and the largest producer of fresh healthy produce for the Bayview neighborhood, which is a recognized food desert in San Francisco.

Florence Fang Community Farm (FFCF) is located at Diana and Williams Streets, on the site which housed San Francisco's last operating farm, run by the Italian DeMatteis Family until they shuttered their farm in 1988. The land fell into disuse, becoming a barren brownfield. In 2014 the land was rejuvenated by Bayview's new Chinese immigrant families and Bayview's historical Black community.

Today, FFCF harvests more than 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview Families and thousands of neighborhood residents. Moreover, FFCF is a safe place and a model for the Chinese and Black communities growing and working together side by side to create a local food system in the Bayview.

FFCF improves food and nutrition access to low-income families. FFCF improves food security and increases food justice and food sovereignty for San Francisco's most underserved neighborhood.

Any effort to harm FFCF, would be harming the Bayview neighborhood and harming Bayview's residents and families.

Thank you for making sure the Florence Fang Community Farm can continue to serve the Bayview Community.

To: SF Planning Department
Re: Diana Street & Williams Street
Date: November 2, 2021

Dear SF Planning Department:

Bayview Senior Services enjoys a community partnership with the Florence Fang Community Farm, San Francisco's only USDA-certified farm. As the City's largest community farm and the largest producer of fresh, healthy produce for the Bayview neighborhood, they have proven to be an asset to a community that is a recognized food desert.

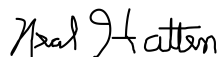
We are writing to ask no current or future planning efforts interfere with the continued viability of this valuable community asset. We believe it imperative that the community be informed **before** any planning initiatives are considered for the site.

Located at Diana and Williams streets, Florence Fang Community Farm was once San Francisco's last operating farm, run by the Italian DeMatteis Family until they shuttered their farm in 1988. The land fell into disuse, becoming a barren brownfield. In 2014, Bayview's historic Black community rejuvenated the land.

We believe it is critical that the Planning Department notify the community before any planning initiatives potentially impact the site.

The farm produces 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview Families serves as a safe place and a model for the Chinese and Black communities growing and working together side by side to create a local food system in the Bayview. Any disruption of the continued development of the farm will be harmful to an already negatively impacted community.

Thank you,



Neal Hatten
Director of Administration
Bayview Senior Services

Cc: Ted Fang
Cathy Davis



The Mayor's Hunters Point Shipyard Citizens Advisory Committee

Bayview Hunters Point Shipyard, P. O. Box 885063 San Francisco, CA 94188 Phone: 415.822.4622 Fax: 415.822.4840 Email: info@hpscac.com

November 5, 2021

Honorable Shamann Walton
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689

Re: Caltrain Station Study

Dear Board President Walton,

The CAC is interested in hosting the Planning Dept to get more details about the Caltrain Station project and to help get the word out about the project, so the community is aware of and participates in this important activity and the subsequent study on the project.

Also, the HPS development would benefit tremendously from the Evans Station location, and it would enable mass transportation to India Basin and the Hunters Point Shipyard, the largest development in San Francisco. Additionally, the proposed educational facilities on Evans and the 1550 Community Center would also benefit from an Evans Station location.

For decades, the Bayview residents have expressed a desire for the Caltrain Extension to be placed at the Evans Station. We are concerned that the Planning Department has overlooked the Bayview community since we have not seen any information shared with the community or received any form of notification about this matter.

Please assist us in getting the details and in voicing our opinions as to the location of the Caltrain Station. The CAC would welcome the Planning Department explaining the project at one of our upcoming meetings.

Thank you for your outstanding work, Board President Walton, and thank you for assisting us with our request.

Sincerely,

Dr. Veronica Hunnicutt
Chair of the CAC for the Shipyard

cc. Tilly Chang

DRAFT

Chan, Tammy <Tammy.Chan@ucsf.edu>

Mon 11/15/2021 12:07 PM

Dear Anna,

We want to thank San Francisco Planning and your colleagues at Caltrain for reaching out to UCSF. Thank you for taking the time to walk us through the process and the SE Rail Station Study options that are under consideration. We do not have a position or an endorsement for an option at this time. As we discussed, our main priority remains to be the undergrounding of the Pennsylvania alignment (PAX) to minimize gate-down times at both 16th and 7th streets to limit delays and disruptions into and out of Mission Bay, particularly for ambulances and other emergency vehicles. We also want to ensure the new 22nd Street Station will support the Pennsylvania tunnel while continuing to provide convenient regional Caltrain service to our campus population and our Dogpatch and Mission Bay community. We ask that UCSF be kept informed of the potential location and will be happy to provide comments when the design and location are more fleshed out.

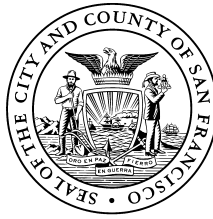
In 2018, as part of UCSF's Dogpatch Community Taskforce process, UCSF contributed \$750,000 of community investments at and around the 22nd Street Caltrain Station. Those improvements are complete. While the design concepts for the 22nd Street Station is still under evaluation, UCSF would hope elements of our investments at the station could be preserved wherever possible.

We look forward to a continued dialogue and coordination as the PAX and SE Station Study projects developed.

Best Regards,
Tammy

Tammy H. Chan
Senior Planner
Campus Planning
UCSF Real Estate

tel: 415.476.9627 | mobile: 415.794.3233



DRAFT

Bayview Hunters Point Citizens Advisory Committee

February 15, 2022

Project: Southeast Rail Station Study

To Supervisor Walton, Mayor Breed, Tilly Chang, Rich Hillis and Jeff Tumlin:

On Wednesday, January 5, 2022, the Bayview Hunters Point Citizens Advisory Committee (CAC) received a presentation on the Southeast Rail Station Study regarding the inclusion of a new Caltrain station in the Bayview. Based on that presentation, all of the previous San Francisco and Bayview related transportation studies, and commitments for the last 15 years and actual input from the Bayview community, the Bayview CAC strongly recommends the Oakdale Station as the preferred option.

Oakdale Station Meets Longstanding Transportation Needs in Bayview Hunters Point
[The 2021 Bayview Community Based Transportation Plan's](#) key recommendation included implementation of an Oakdale Caltrain Station to “expand transit connection and options for Bayview-Hunters Point residents.” This recommendation is supported by the 2005 and [2014 SFCTA-led Caltrain Oakdale Station studies](#) that projected ridership would be strong at Oakdale, with a positive impact on the overall Caltrain system ridership, and attract riders via a variety of sustainable access modes with 90 percent of trips by walking, biking and transit. The proposed Oakdale Station is centrally located in Bayview maximizing Caltrain accessibility to this historically public transit deficient community. This has not changed in the last 15 years when the Oakdale Station was first promised to Bayview.

The City Made a Commitment to the Oakdale Station for Over 15 Years

From the 2005 SFCTA Study to the 2021 Bayview CBTP and myriads of community forums and meetings in between, the City has promised the Oakdale Caltrain Station to the Bayview community. Bayview has made many sacrifices under the expectation this promise would be fulfilled. For example, the Quint-Jerrold Connector Road project was planned to replace the Quint St bridge while retaining the ability for the promised Oakdale Station. Since this project began, the closure of Quint St has been a tremendous transportation and environmental nightmare for Bayview. The Bayview community accepted this because we have been told that the road closure and Caltrain berm were essential and done solely to provide conditions necessary for the new Oakdale Station.

The Proposed Evans Station is an Environmental Hazard and Fails to Serve Bayview

At the January 5th meeting, the Bayview CAC was informed for the first time that there was an alternative proposed Caltrain station at Evans Ave. You can imagine our shock when 15 years of promises for the Oakdale Station and sacrifices by the people of Bayview evaporated in favor of special interests. It is clear the Evans Station proposal does not meet the needs of Bayview.

According to the Southeast Rail Station Study update, the proposed Evans Station sits directly in the Sea Level Rise Vulnerability Zone, creating significant human and environmental risk to that location.

Moreover, the Evans Station sits at the northernmost point of Bayview and only 0.7 miles from the 22nd Street Station, while the Oakdale Station is a more appropriate separation distance of 1.2 miles from the 22nd Street Station and centrally located in Bayview. The Evans Station also only has one adjacent transit connection versus Oakdale Station's five transit connections (including the T-Third St. line). The Evans Station is also in an industrial zone with very little current or proposed residential development. From an access standpoint, the Evans Station would be a walking and biking nightmare, with significant Vision Zero conflicts involving truck and car traffic. It was noted that the Evans Station was supported by its proximity to the new Southeast Community Center. This is irrelevant. A Bayview Caltrain station's purpose is to support Bayview resident and business commuter needs to/from the peninsula. The Southeast Community Center is a meeting place serving the local Bayview community that will transit there by foot, bike, car or SFMTA transportation, and it has nothing to do with Caltrain. In short, the Evans Station fails to serve the residents of Bayview. The only conceivable reason to support an Evans Station would be its proximity to the Hunters Point Shipyard Development project. But an Evans Station would still require Shipyard residents to use "last mile" shuttle transportation to reach the station. An Oakdale Station would provide the same dynamic for Shipyard residents and also serve the rest of the Bayview community.

The Bayview Community Has Not Been Heard

The Bayview CAC was the last CAC informed of the Southeast Rail Station Study Update with its inclusion of the new Evans Station proposal even though our community is the most impacted by this outcome. There has also been a dearth of outreach to the Bayview community on the Evans Station proposal. The City staff cited outreach challenges due to COVID-19, but that apparently did not prevent other CACs and community organizations from receiving these updates and making their recommendations to decision makers.

Fulfilling Promises, Enabling Bayview's Success

Unfortunately mirroring the entire history of Bayview, decades of decision-makers' promises to the community are nearing abandon. There have been over 15 years of ongoing engagement and reassurance to Bayview for the development of the Oakdale Caltrain Station. Now at the last minute and with minimal community engagement, the Evans Station proposal has seemingly overtaken the promise of Oakdale with apparent support from decision-makers and key stakeholders. The Oakdale Station best serves the people and businesses of Bayview. We urge you to support the Oakdale Station, end the epidemic of

DRAFT

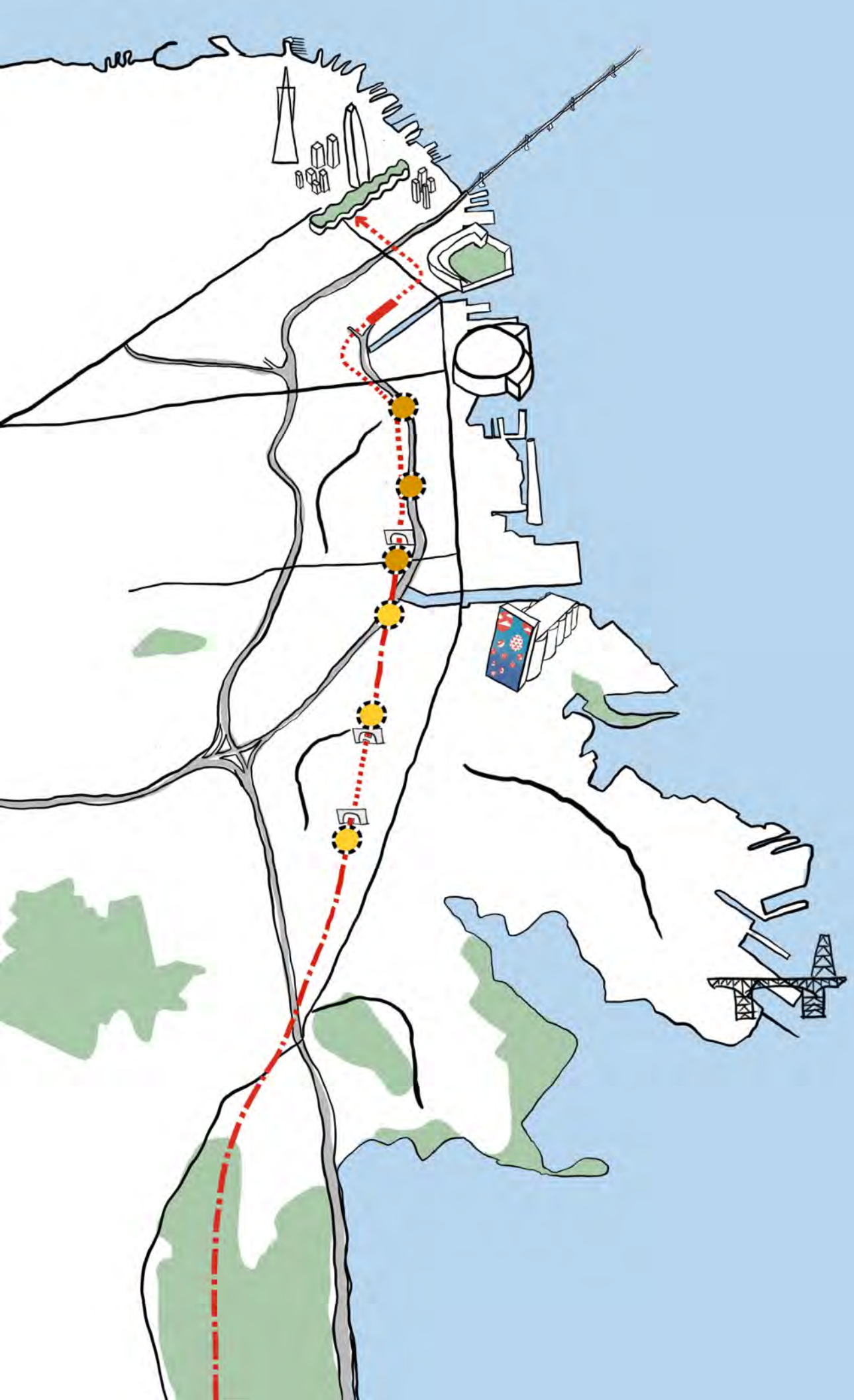
broken promises to our community and give Bayview the critical infrastructure it needs to thrive with the rest of the city.

Sincerely,

Devanshu Patel

Devanshu Patel, Chair
Bayview Hunter Point Citizen Advisory Committee

cc. San Francisco County Transportation Authority (SFCTA)
Caltrain Joint Powers Board (JPB)



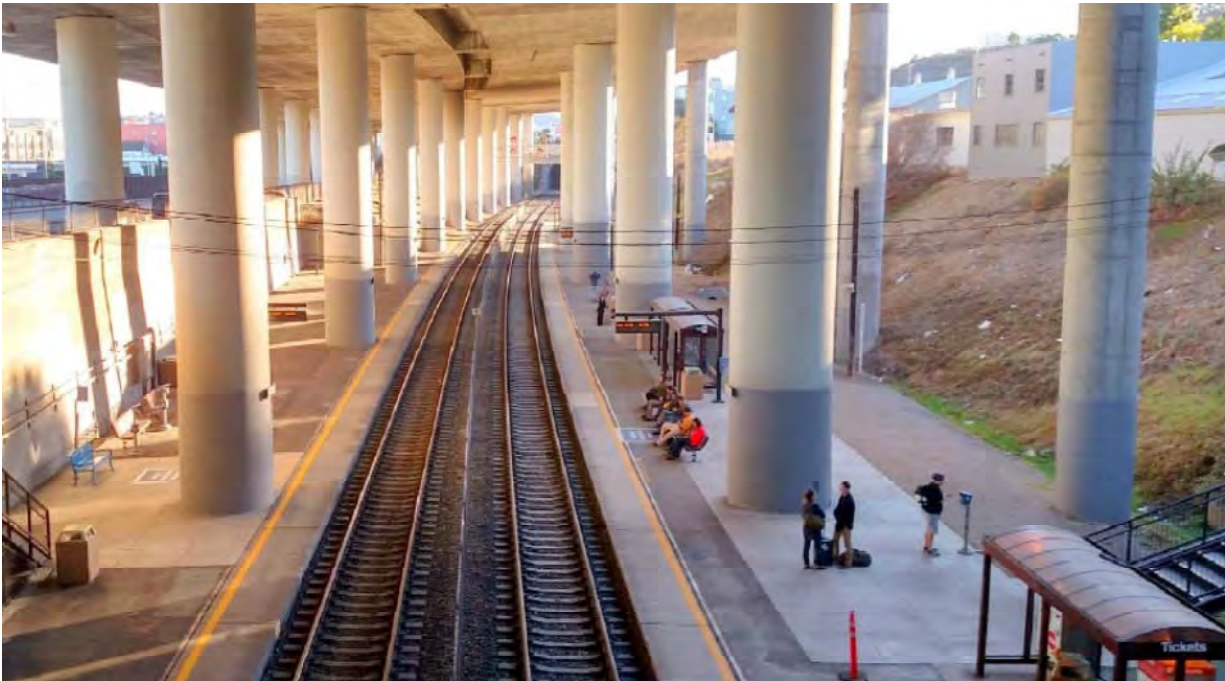
DRAFT

IV. STATION COST ESTIMATE SUMMARY

For more information:
Project Webpage: <https://sfplanning.org/project/southeast-rail-station-study>
Project Email Contact: cpc.serss@sfgov.org

DRAFT

Southeast Rail Station Study



SERSS-POTRERO/DOGPATCH & BAYVIEW STATION OPTIONS **CONCEPTUAL ENGINEERING - ROUGH ORDER OF MAGNITUDE ESTIMATE**

Prepared for: Fehr & Peers

Prepared by: MSA Design & Consulting, Inc.

Version 1.0 – May 3rd 2022

TABLE OF CONTENTS

Pg.

Executive Summary	1
Summary Table ROM Estimates	2
ROM Estimate Pennsylvania Avenue Mariposa Street Station Option M1	3
ROM Estimate Pennsylvania Avenue 22 nd Street Station Remain Option T2	4
ROM Estimate Pennsylvania Avenue 22 nd Street Station (Split) Option T4	5
ROM Estimate Pennsylvania Avenue 22 nd Street Station (Two-Track) Option T6	6
ROM Estimate Cesar Chavez Street Station Option C4	7
ROM Estimate Evans Avenue Station Option E2	8
ROM Estimate Oakdale Avenue Station Option O2	9
ROM Estimate Williams Avenue Station Option W3	10

Executive Summary

This Rough Order of Magnitude (ROM) estimate is based on the preferred concepts that were identified at completion of the first phase of the South Eastern Rail Station Study (SERSS) Project. Generally, the objectives of the ROM are to:

1. capture the relative cost complexity for each concept at each respective station location
2. rank the concepts from highest and lowest relative cost and support the alternative feasibility analysis

The ROM estimate in this document provides a ‘ball park’ cost of the level of effort to plan and construct the station and includes both ‘Hard’ construction costs and ‘Soft’ costs incurred during project development and construction oversight and management.

Format and organization of the ROM is within the context of FTA Standard Cost Categories for Capital Projects. The standard cost categories are denoted by SCC followed by an ID number. The SCC for the ‘soft’ cost, Professional Services, carries forward the assumptions made in the Railyard Alignment and Benefits (RAB) Study (SF Planning Department, 2018).

The ROM by definition is based on incomplete information. As a result, the primary focus of the study was to quantify the project elements that drive the project cost. For example, in a subway station the excavation is a key cost driver, especially in this project’s case with a station platform of 1000-ft in length. The platform size was also found to be the key cost driver for the infrastructure elements of the surface and elevated stations on either a bridge or embankment.

To capture the influence of the incomplete information the ROM is placed within the context of a cost variance of -25% for the lower bound and +75% for the upper bound. This range was selected because the driving quantities of the station are significant and dominate over the other cost elements. As a result, it was judged that the lower bound is relatively well defined for this stage of planning.

In regards to the +75% upper bound, the exceptional scale of the station concepts was considered less well defined. Firstly, the scale of work is unusual for the San Francisco Bay Area. Subway station excavations, for example, are estimated to be in league with the largest mined tunnel and cut-and-cover excavations in the USA and abroad, such as: Grand Central Station Extension in NYC, LA Metro Purple Line Extension and the Sydney & Melbourne Metro Extension in Australia. Moreover, each concept occupies highly constrained urban space with potential impacts on the infrastructure of multiple authorities having jurisdiction. While these impacts have been identified in this study the mitigation strategies, which are developed by consensus still reside in the future.

The following document is organized into chapters covering each alternative. Each chapter includes: a description of the concept, what is included and what is excluded from the ROM estimate, the tabular SCC format estimate, and exhibits depicting constraints and the concept.

Table-1 summarizes the ROM estimate, contextual variance, key cost drivers and the rationale for the variance. This is followed by a one page summary of the ROM for each concept.

ROM ESTIMATE SUMMARY TABLE -1

	ID	CONCEPT DESCRIPTION	ROM	ROM VARIANCE		COST DRIVERS	VARIANCE RATIONALE
			Cost	- 25%	+ 75%		
			\$ Millions (2022)				
POTRERO/DOGPATCH	M1	Mariposa & Penn Ave. Two Track Subway Station	2,000	1,500	3,500	Platform Size Excavation	Scale of excavation is <i>world class</i> and native material has naturally occurring asbestos
	T2	22nd & Penn Ave. Existing Station to Remain	250	187.5	437.5	Retaining Wall for new SB PAX track in highly constrained site	Right-of-way impacts, work within CALTRANS jurisdiction, site has native material with naturally occurring asbestos and ground water seepage
	T4	22nd & Penn Ave. One Track Subway & One Track Surface	1,200	900	2,100	Platform Size Excavation	Scale of excavation is <i>significant</i> and native material has naturally occurring asbestos. PAX alignment has potential to push station north into hill, resulting in deeper cut or special methods
	T6	22nd & Penn Ave. Two Track Subway Station	1,500	1,125	2,625	Platform Size Excavation	Scale of excavation is <i>world class</i> and native material has naturally occurring asbestos. PAX alignment has potential to push station north into hill, resulting in deeper cut or special methods
	C4	Cesar Chavez Street Surface, Aerial Structure & Aerial Embankment Station	220	165	385	Platform Size Bridge Replacement & Embankment Widening in poor site conditions	Poor soil conditions, high ground water table & work over high risk utilities and within CALTRANS, Port of SF and BCDC jurisdiction
BAYVIEW	E2	Evans Avenue Aerial Embankment Station	200	150	350	Platform Size Embankment Widening & Platform Access in poor site conditions that are highly constrained	Poor soil conditions, high ground water table & Maintenance of CALTRAIN Operations & work within CALTRANS jurisdiction
	O2	Oakdale Avenue Aerial Embankment & Surface Station	80	60	140	Platform Size Embankment Widening	Maintenance of Freight SPUR Track Operations, Right-of-way for Station Access, Uncertain adaptability of Quint St. MSE embankment
	W3	Williams Avenue Surface Station	70	52.5	122.5	Platform Size Station Platform & Access	Uncertain future of SPUR Track

ROM Mariposa & Pennsylvania Ave Station - Concept M1

Two Track Subway Station

Overview

- 1000-ft Long Level Boarding Platforms
- Mined Cavern and Ancillary Spaces
- Size influenced by PAX Tunnel type, size and location
- Geology Contains Serpentine

SCC ¹	ITEM	COST (2022)
20	STATION	\$1,155,000,000
40	SITEWORK	\$68,750,000
20+40	TOTAL CONSTRUCTION ²	\$1,223,750,000
80	PROFESSIONAL SERVICES	\$391,600,000
90	UNALLOCATED CONTINGENCY ³	\$323,070,000
TOTAL PROJECT		\$2,000,000,000
Variance Lower (-25%)		\$1,500,000,000
Variance High (+75%)		\$3,500,000,000
Note:		
1. SCC = FTA Standard Cost Category		
2. Includes 10% Mobilization & 25% Contingency		
3. Unallocated Contingency 20%		

ROM 22nd St & Pennsylvania Ave Existing Station to Remain - Concept T2

Two Track Surface Station in existing depressed section

Overview

- New SB PAX Track from new Tunnel west of Tunnel No. 1
- New retaining wall along west JPB property line
- Potential ROW impacts
- 1000-ft Long Level Boarding Platform for SB PAX Track
- 875-ft Long level Boarding Platform for existing NB MT-1 Track
- Center Island Platform
- 22nd Bridge Replacement including west abutment removal
- Major Utility relocations (Inverted Siphon Sewer, large PG&E Transmission Lines)
- Geology Contains Serpentine

SCC ¹	ITEM	COST (2022)
10	GUIDEWAY	\$68,510,179
20	STATION	\$42,188,938
40	SITWORK	\$45,860,861
20+40	TOTAL CONSTRUCTION ²	\$156,559,978
80	PROFESSIONAL SERVICES	\$50,099,193
90	UNALLOCATED CONTINGENCY ³	\$41,331,834
TOTAL PROJECT		\$250,000,000
Variance Lower (-25%)		\$187,500,000
Variance High (+75%)		\$437,500,000
Note: 1. SCC = FTA Standard Cost Category 2. Includes 10% Mobilization & 25% Contingency 3. Unallocated Contingency 20%		

ROM 22nd St & Pennsylvania Ave 'Split Option' Station - Concept T4

One Track Subway and One Track Surface in existing depressed section

Overview

- 1000-ft Long Level Boarding Platform Underground
- Maintain existing Northbound Track MT-1
- Modify existing surface station
- Cut and Cover Station (deeper excavation north of 22nd St)
- Size influenced by PAX Tunnel type, size and location
- Geology Contains Serpentine

SCC ¹	ITEM	COST (2022)
20	STATION	\$656,906,250
40	SITEWORK	\$68,750,000
20+40	TOTAL CONSTRUCTION ²	\$725,656,250
80	PROFESSIONAL SERVICES	\$232,210,000
90	UNALLOCATED CONTINGENCY ³	\$191,573,250
TOTAL PROJECT		\$1,200,000,000
Variance Lower (-25%)		\$900,000,000
Variance High (+75%)		\$2,100,000,000
Note: 1. SCC = FTA Standard Cost Category 2. Includes 10% Mobilization & 25% Contingency 3. Unallocated Contingency 20%		

ROM 22nd St & Pennsylvania Ave Station - Concept T6

Two Track Subway Station

Overview

- 1000-ft Long Level Boarding Platform Underground
- Modify existing surface station to create subway entrance
- Cut and Cover Station (deeper excavation north of 22nd St)
- Size influenced by PAX Tunnel type, size and location
- Geology Contains Serpentine

SCC ¹	ITEM	COST (2022)
20	STATION	\$866,250,000
40	SITEWORK	\$68,750,000
20+40	TOTAL CONSTRUCTION ²	\$935,000,000
80	PROFESSIONAL SERVICES	\$299,200,000
90	UNALLOCATED CONTINGENCY ³	\$246,840,000
TOTAL PROJECT		\$1,500,000,000
Variance Lower (-25%)		\$1,125,000,000
Variance High (+75%)		\$2,625,000,000
Note: 1. SCC = FTA Standard Cost Category 2. Includes 10% Mobilization & 25% Contingency 3. Unallocated Contingency 20%		

ROM Cesar Chavez Street Station - Concept C4

Surface Station, Station on Aerial Structure & Aerial Embankment

Overview

- 1000-ft Long Level Boarding Platform
- North of Chavez Station is on Surface
- South of Chavez Station is on Elevated Viaduct and Embankment
- Proximity to I-280 Viaduct
- Encroachment into CALTRANS, Port of SF and BCDC jurisdiction
- Protection of Major Sewer Infrastructure
- Geology North of Chavez is predominantly Rock that contains Serpentine
- Geology south of Chavez is predominantly liquefiable soils

SCC ¹	ITEM	COST (2022)
20	STATION	\$108,625,000
40	SITEWORK	\$28,875,000
20+40	TOTAL CONSTRUCTION ²	\$137,500,000
80	PROFESSIONAL SERVICES	\$44,000,000
90	UNALLOCATED CONTINGENCY ³	\$36,300,000
TOTAL PROJECT		\$220,000,000
Variance Lower (-25%)		\$165,000,000
Variance High (+75%)		\$385,000,000
Note: 1. SCC = FTA Standard Cost Category 2. Includes 10% Mobilization & 25% Contingency 3. Unallocated Contingency 20%		

ROM Evans Avenue Station - Concept E2

Station on Aerial Embankment

Overview

- 1000-ft Long Level Boarding Platform
- Geology is predominantly liquefiable soils
- Private Property blocks access from East Side
- Platform access is from under the tracks

SCC ¹	ITEM	COST (2022)
20	STATION	\$93,500,000
40	SITEWORK	\$32,175,000
20+40	TOTAL CONSTRUCTION ²	\$125,675,000
80	PROFESSIONAL SERVICES	\$40,216,000
90	UNALLOCATED CONTINGENCY ³	\$33,178,200
TOTAL PROJECT		\$200,000,000
Variance Lower (-25%)		\$150,000,000
Variance High (+75%)		\$350,000,000
Note: 1. SCC = FTA Standard Cost Category 2. Includes 10% Mobilization & 25% Contingency 3. Unallocated Contingency 20%		

ROM Oakdale Avenue Station - Concept O2

Station on Aerial Embankment & Existing Ground Surface

Overview

- 1000-ft Long Level Boarding Platform
- Widen & Modify Quint Street Embankment
- Maintain Freight Spur
- Grade Separated Station Access from Oakdale Ave
- Constrained Construction Access
- Geology is a mix of poor liquefiable soils and denser soils

SCC ¹	ITEM	COST (2022)
20	STATION	ROM estimate of Total Project Cost is the Project Cost developed for the <i>Bayview-Oakdale CALTRAIN Station Study, by SFCTA (Feb, 2005)</i> escalated to 2022 dollars.
40	SITEWORK	
20+40	TOTAL CONSTRUCTION ²	
80	PROFESSIONAL SERVICES	
90	UNALLOCATED CONTINGENCY ³	
TOTAL PROJECT ⁴		\$80,000,000
Variance Lower (-25%)		\$60,000,000
Variance High (+75%)		\$140,000,000
Note: 1. SCC = FTA Standard Cost Category 2. Includes 10% Mobilization & 25% Contingency 3. Unallocated Contingency 20% 4. Escalated Project Cost from <i>Bayview-Oakdale CALTRAIN Station Study, by SFCTA (Feb, 2005)</i>		

ROM Williams Avenue Station - Concept W3

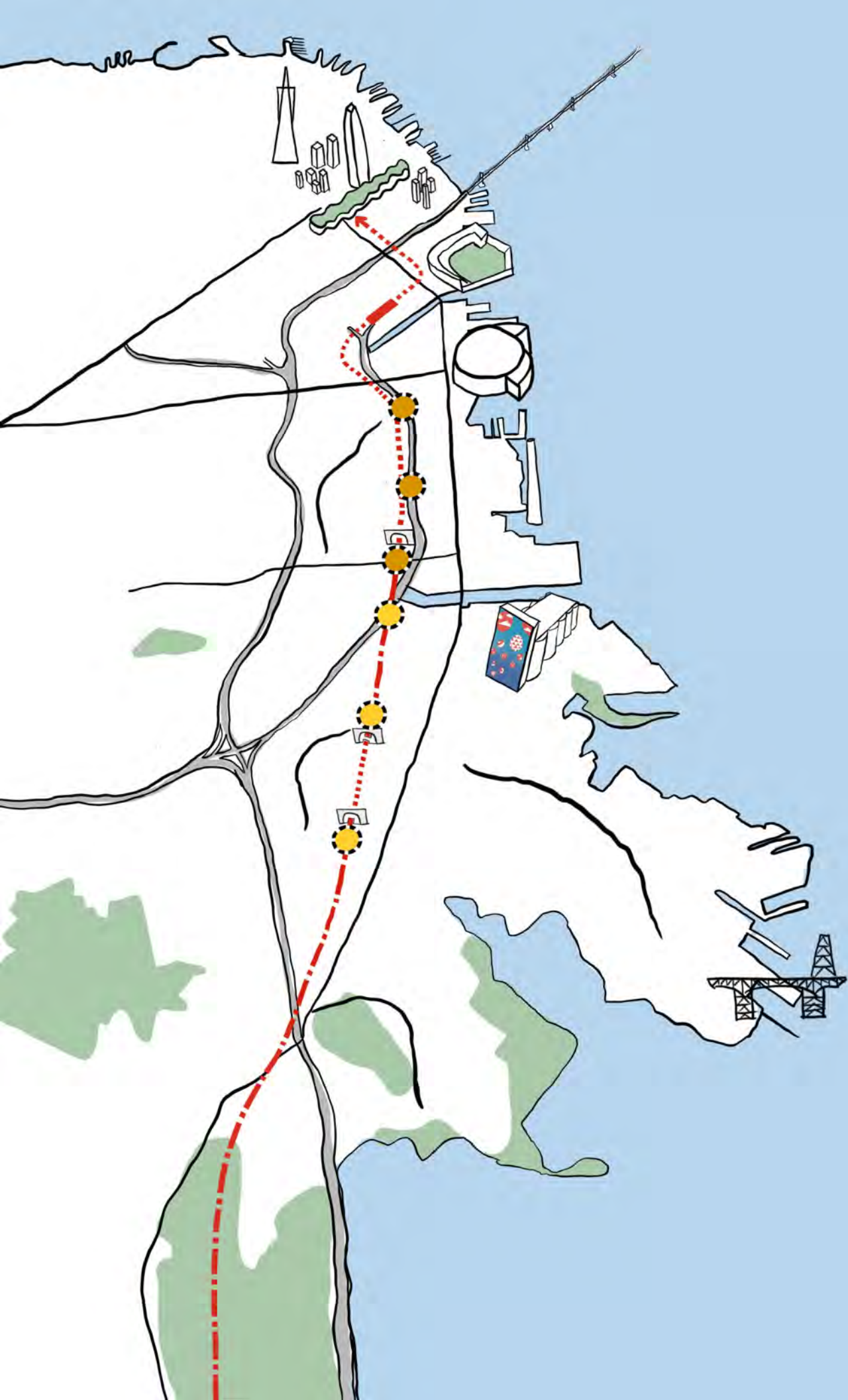
Surface Station

Overview

- 1000-ft Long Level Boarding Platform
- Grade Separated Station Access from Streets
- Freight Spur with uncertain future
- Constrained Construction Access
- Geology is mix of rock and soil with high ground water table

SCC ¹	ITEM	COST (2022)
20	STATION	\$24,750,000
40	SITEWORK	\$17,187,500
20+40	TOTAL CONSTRUCTION ²	\$41,937,500
80	PROFESSIONAL SERVICES	\$13,420,000
90	UNALLOCATED CONTINGENCY ³	\$11,071,500
TOTAL PROJECT		\$70,000,000
Variance Lower (-25%)		\$52,500,000
Variance High (+75%)		\$122,500,000
Note: 1. SCC = FTA Standard Cost Category 2. Includes 10% Mobilization & 25% Contingency 3. Unallocated Contingency 20%		

DRAFT V. URBAN DESIGN FRAMEWORK



For more information:
Project Webpage: <https://sfplanning.org/project/southeast-rail-station-study>
Project Email Contact: cpc.serss@sfgov.org

URBAN DESIGN FRAMEWORK

Understanding the relationship between planning a new transit facility and the City's Urban Design Objectives is important because any new investment in a station and its alignment will impact the pattern of streets, open spaces and buildings that surround the project. The following urban design framework illustrates the type of questions the project team will consider. Responses to these questions will become clearer as more is known about which option(s) are preferred.

Ultimately, the goal is to create a station that is integrated into the neighborhood with good urban design features and can also meet transit facility functional requirements. The City, aided by community and advisory groups, articulate a vision for the area and implement land use and transportation changes that help to enable this, including shared investments in streets, public realm and local transit service.

- Contribute to neighborhood fabric, and provide a well used, and accessible community amenity.
- Meet future transit service operational objectives, so that taking transit is time competitive and efficient.
- Is designed so that the transit system maintains good on-time performance.
- Provide good value (cost to benefits) for new public investment

THE TRANSIT RIDER'S JOURNEY

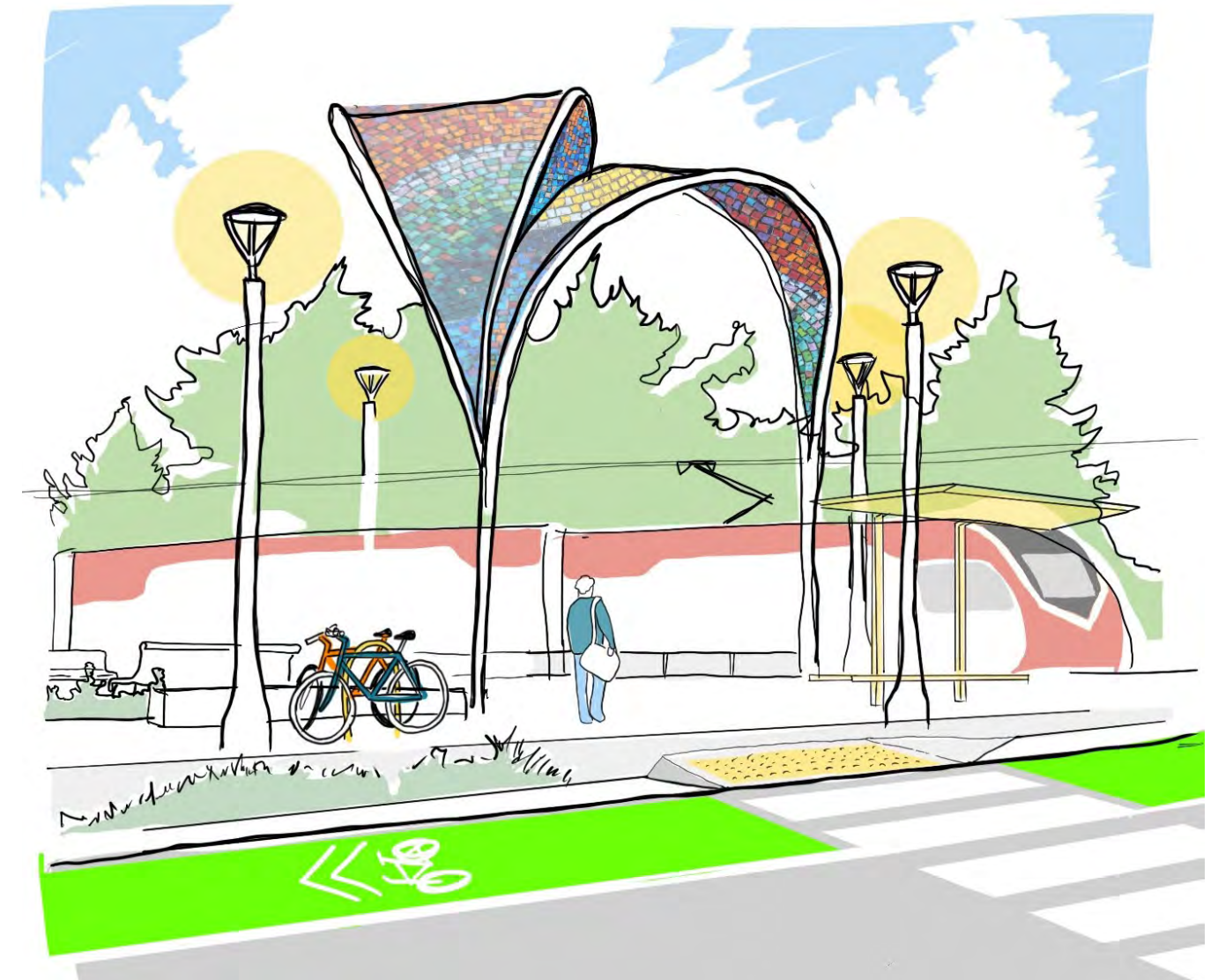
Public transit riders begin and end their journey as pedestrians. The design of the new transit station should ensure that it is both simple and intuitive for riders to travel to and from the station.

Station design will be influenced by, and respond to what we know about future riders – e.g. what mode of access people will use to get to the station. The project will need to consider the amount and placement of bicycle storage, scooter share, parking and passenger drop off.

Routes to and from the station should be appealing, convenient, and safe, and should directly link to adjacent shopping, services, homes, attractions, and local streets. When making changes to a street network, Caltrain and City must work together to make sure the station fits well into the overall system and is respectful of existing neighborhood character.

ACCESS URBAN DESIGN QUESTIONS

- How can the station and new shared street investments prioritize ease of access by pedestrians, cyclists, and people experiencing disability?
- Does the project design look beyond the station footprint, and help to reduce or mitigate conflicts between vehicles, pedestrians, and non-motorized modes?
- Does the extended station area include safe, frequent and convenient crossings and sidewalks?
- Is the station itself well connected to the street network and existing neighborhood fabric?
- Are paths into the Station direct? Do they provide high visibility and shorter walks? Is there clear wayfinding and signage highlighting access routes?
- How can we best manage limited space at the station site for people to quickly enter and leave the station site?



CONTRIBUTING TO COMMUNITY + PLACE

Design of a future transit station should be integrated with the social and physical nature of the community it serves – reflecting the context of surrounding streets, open spaces, buildings and neighborhood assets. Well considered station design can highlight the best assets in the neighborhood it serves by contributing to creation of comfortable and attractive places for people to be in, not just travel through.

The design of the new transit facility should take a “placemaking approach.” This means we need to think not only about design of the physical environment, but also how appropriate programs, maintenance and care contribute to vitality, upkeep and a place’s long-term stewardship.

A cohesive series of improvements by the City and Transit Agency, coordinated property owner investments, and improved passenger experience and safety result in more people choosing to take transit.

PLACEMAKING URBAN DESIGN QUESTIONS

- Does the station respond to neighborhood planning goals, can it contribute to new and improved connections, public realm features or uses?
- Does the design eliminate left over spaces and confusing paths of travel?
- Are community places well framed, activated, and connected to the transit node and existing or future development?
- Does the station promote ground-level activation?
- Do structures near the station have ground level retail or programmable community space that are accessible to everyone?
- How is the station functioning as a gateway into the neighborhood it serves?



THE STATION ENVIRONMENT

The station facility itself should be a comfortable traveling and waiting environment. All transit facilities within a transit system generally have the same layout of equipment and station elements. These elements may vary when the station is integrated into a plaza, elevated or underground.

In all cases, design should emphasize Crime Prevention through Environmental Design (CPTED) principles. This means special attention to the creation of a highly visible places with lighting and natural surveillance. All future station designs will include aspects that contribute toward ease of use, patron comfort, safety and deterrence from crime.

Patron Amenities: The new station facility will include amenities for weather protection, screening elements, seating, locations for passenger pick up and drop off, bike amenities,

lighting, landscape features and ticketing. The type, size, and location of these items will be reviewed with the public at a future time to guide final design of the project.

PATRON EXPERIENCE URBAN DESIGN QUESTIONS

- Does the station support a comfortable traveling and waiting environment?
- Can a user of the space see and be seen by others without cameras?
- Are station elements legible and useful to patrons and are they consistent with the functional and visual brand of the transit system?
- Does the station provide information about its location, nearby assets and destinations?
- Does the station provide an opportunity to highlight local life, culture, and history through public art, or neighborhood-centric features?

