

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>
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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:

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

EQUITY-FOCUSED DEMOGRAPHICS

San Francisco departments, including SFMTA and Planning, have made equity commitments which center race in the planning process and outcomes. This is put into practice, in part, through application of the Environmental Justice Burden Index. 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.

MAPS:

Transit Facilities

Bicycle Facilities

Level of Traffic Stress

Mobility Barriers

Walk Travel Sheds

Bike Travel Sheds

Freight Routes

Ongoing Transportation Projects

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:

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



LEGEND

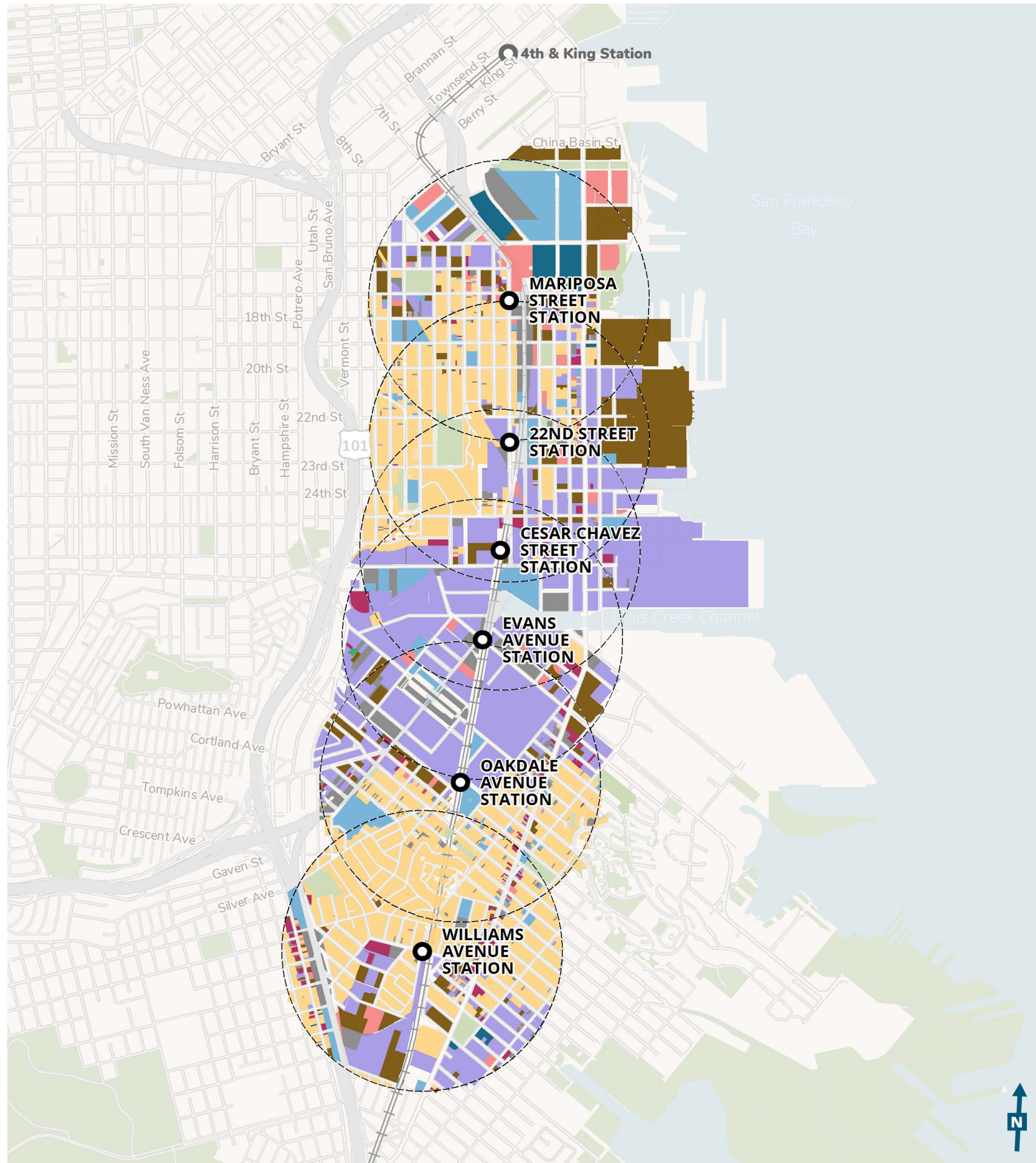
● Station Options

DISTANCE BETWEEN STATIONS

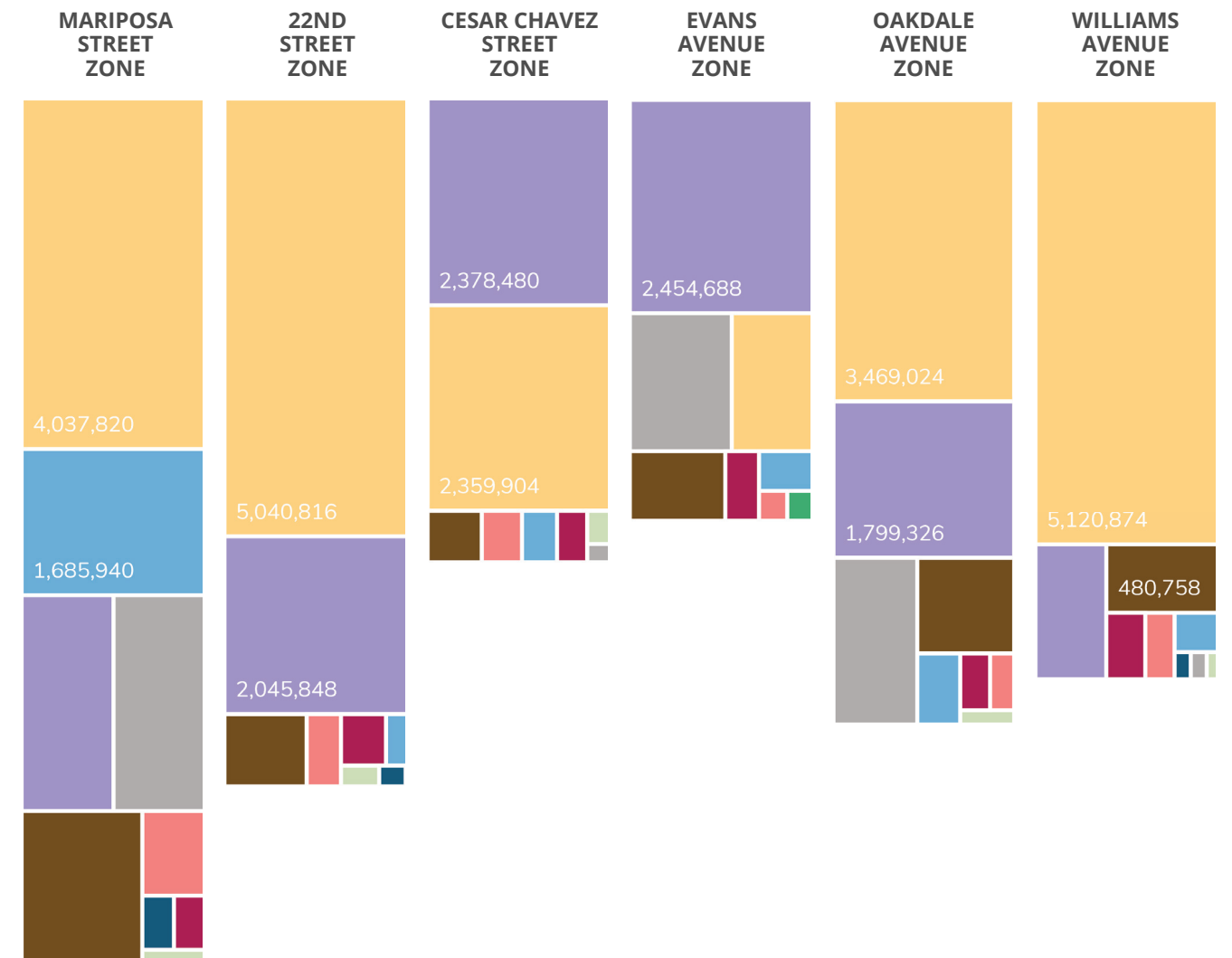


LEGEND

- Station Options
- Study Corridor
- Caltrain Stations
- Caltrain



EXISTING DEVELOPMENT, BY LAND USE (sqft)

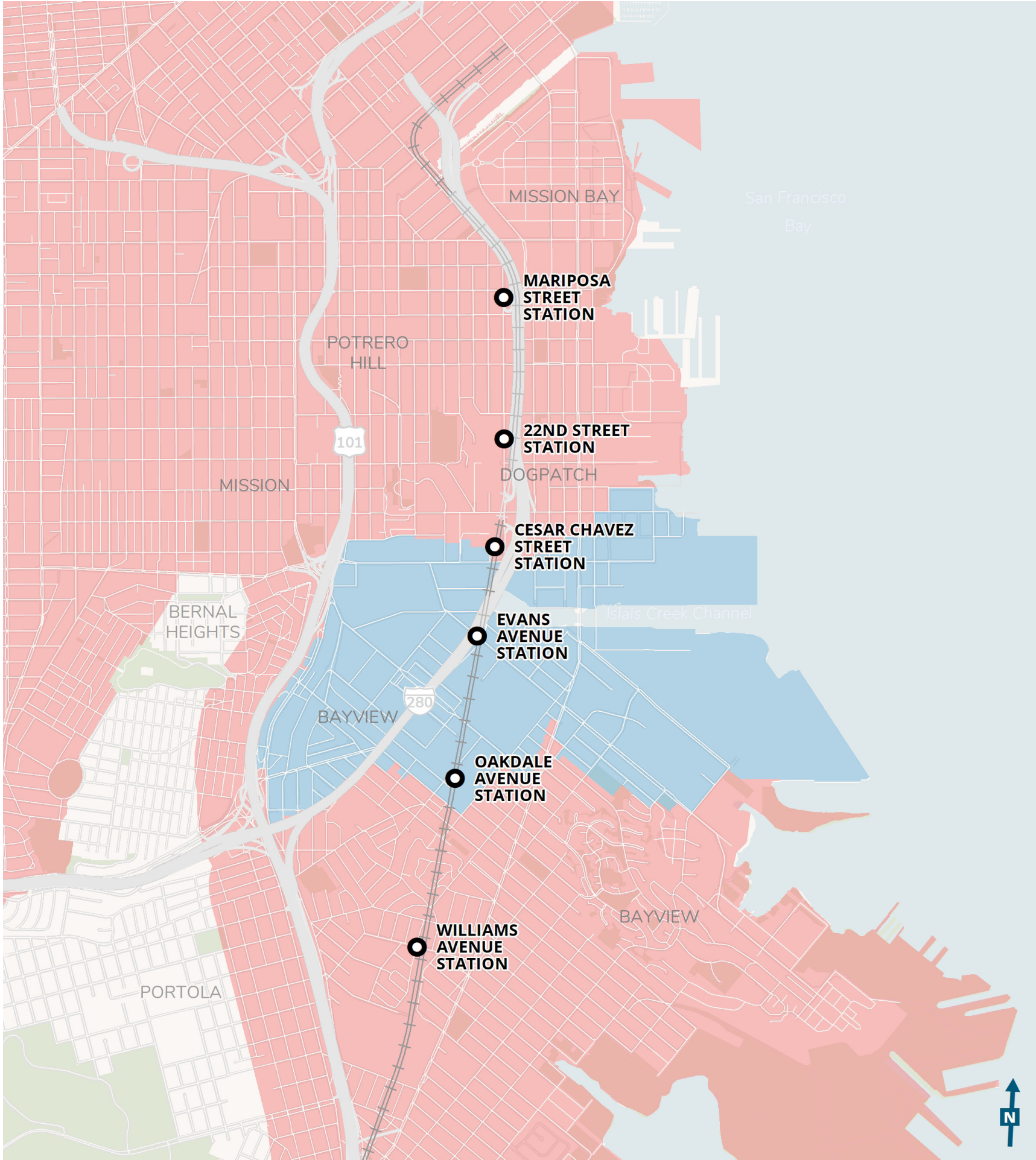


LEGEND

- 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

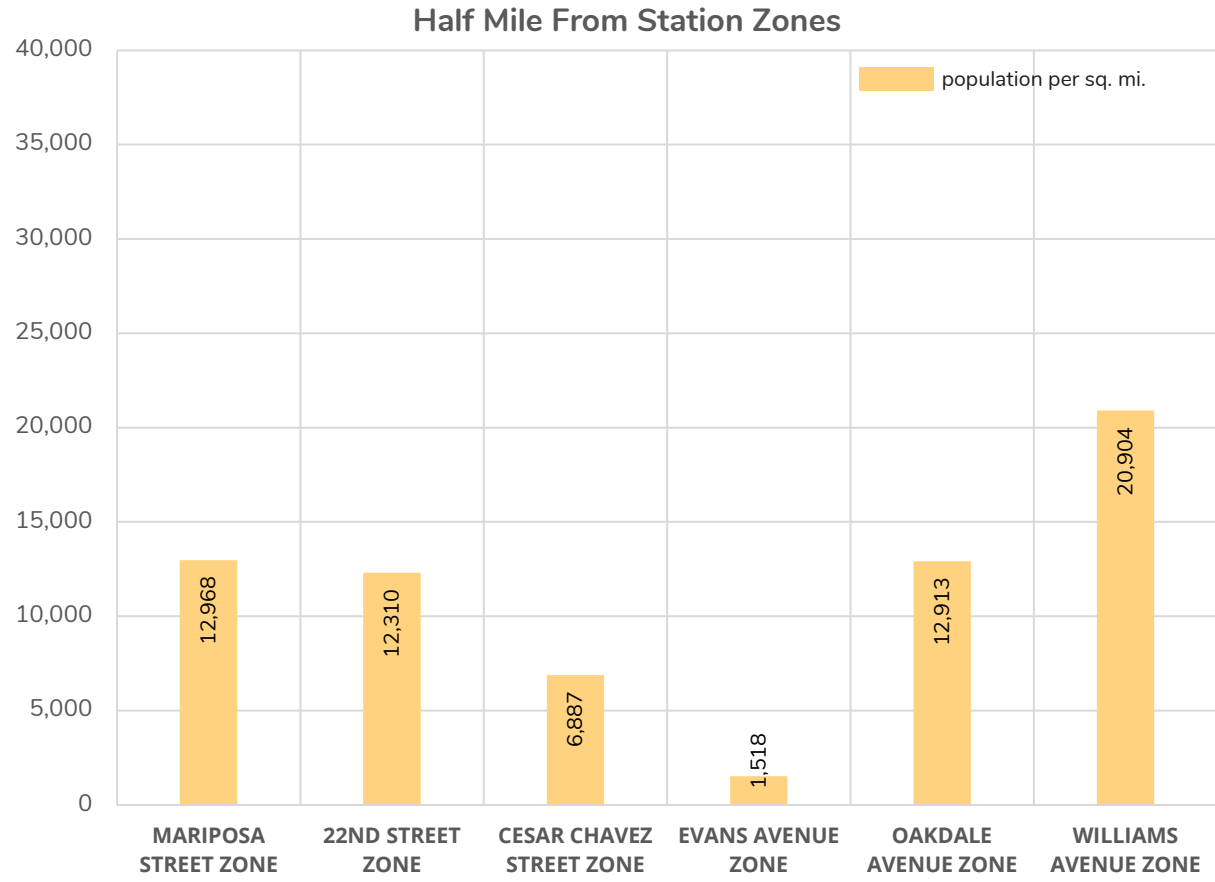
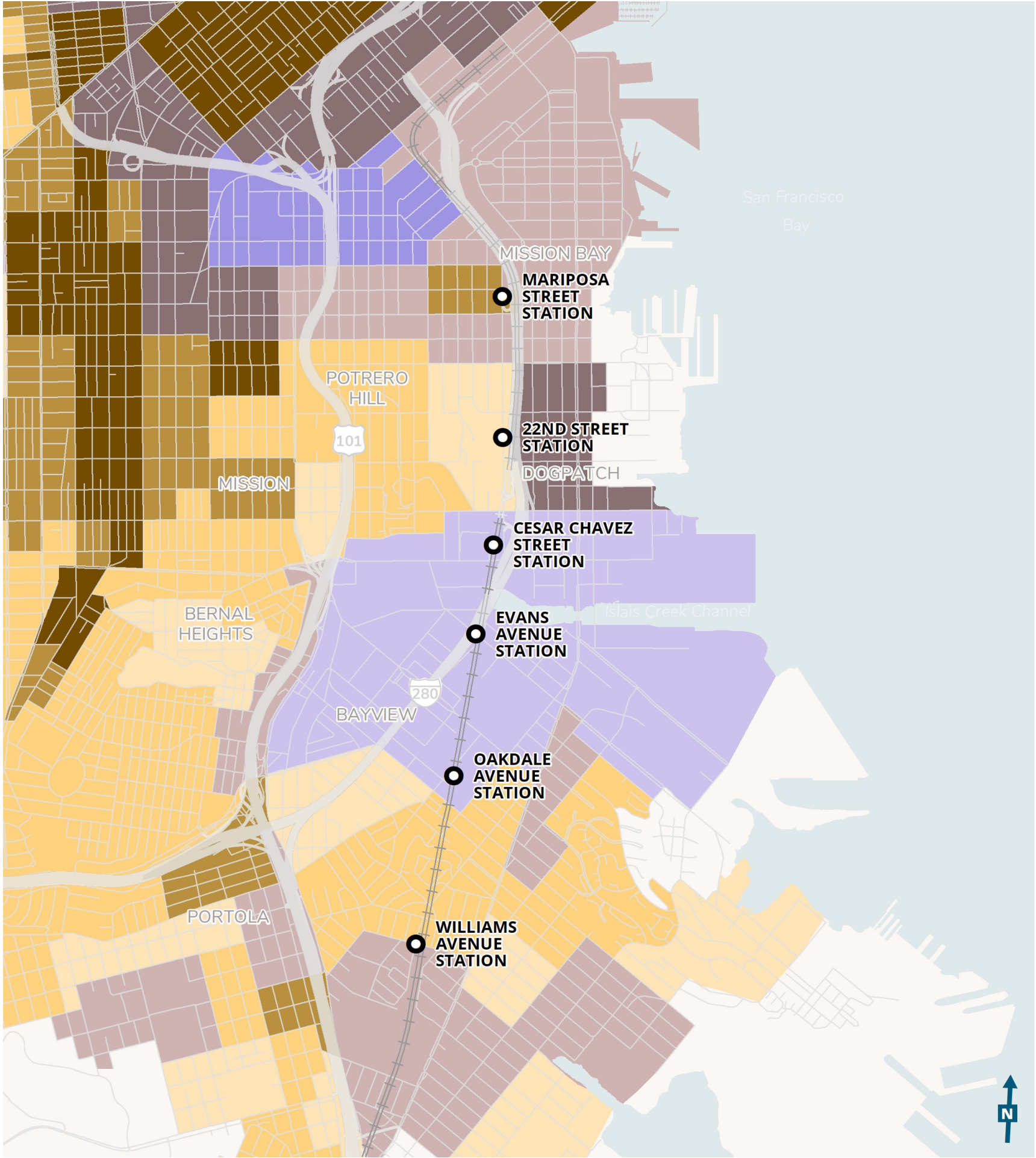


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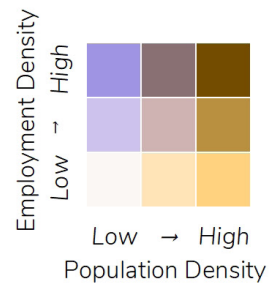
- Priority Development Areas
- Priority Production Areas

Source: SF Planning, 2022

EXISTING POPULATION & EMPLOYMENT DENSITY

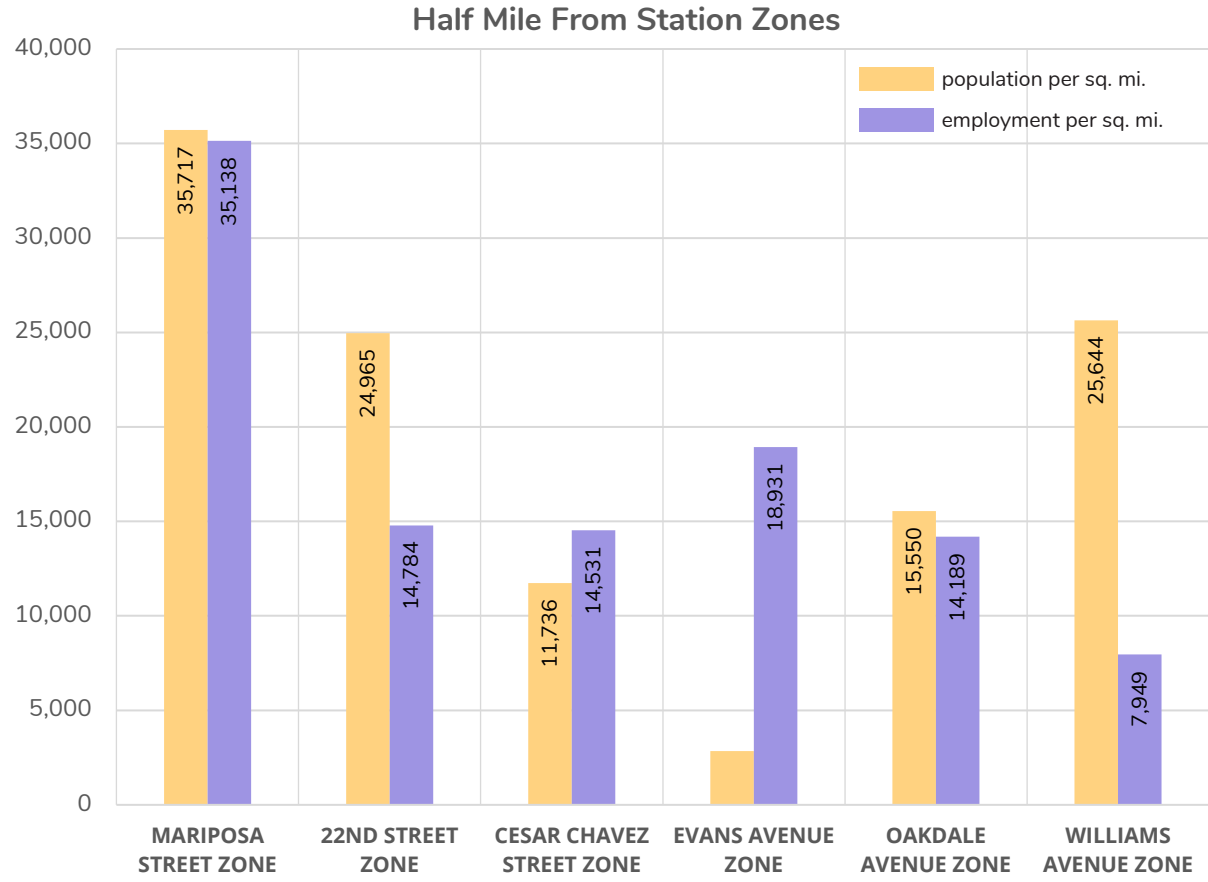
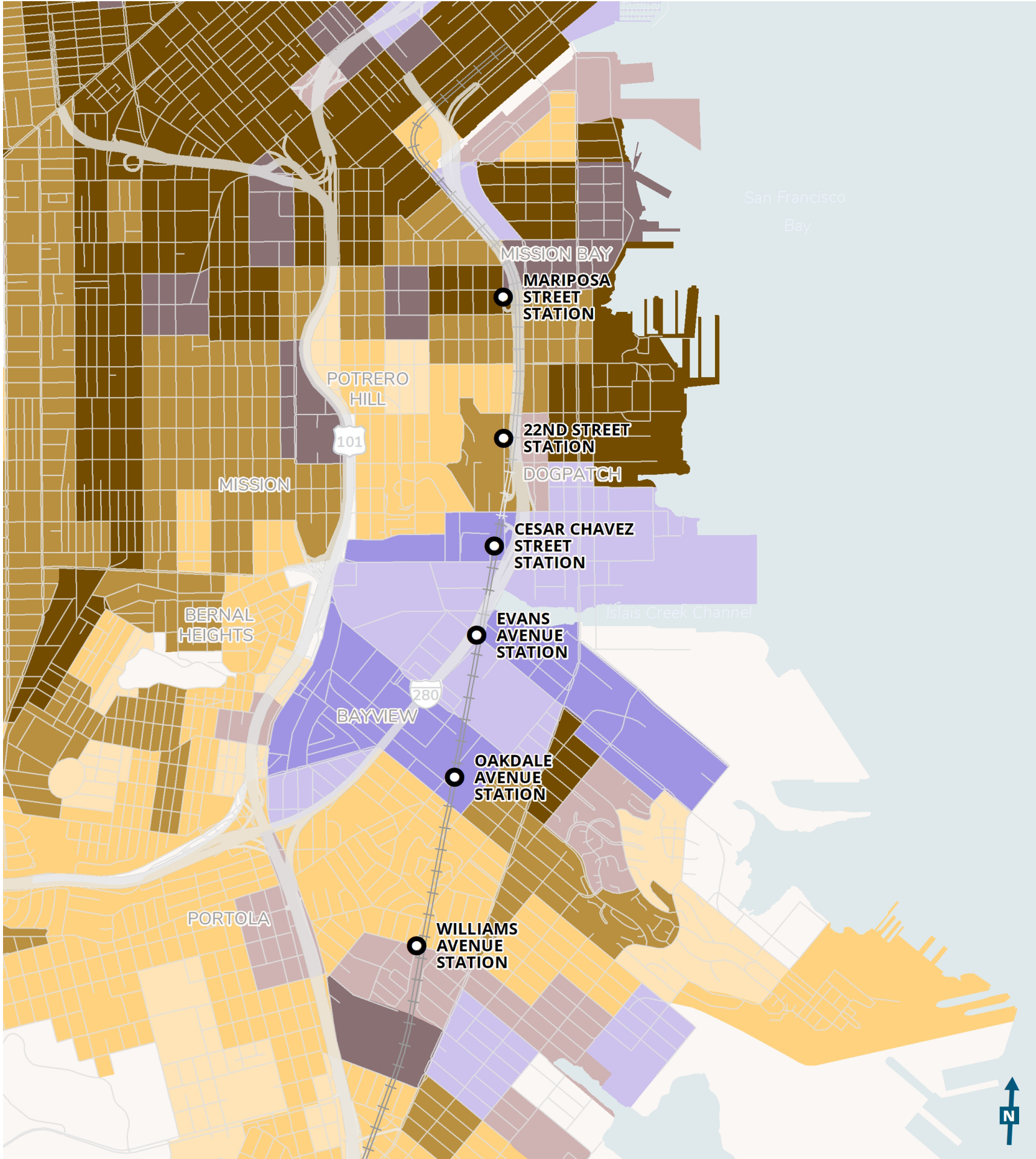


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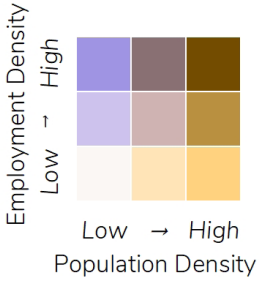


Source: 2017 Census employment (LEHD) and residential data (ACS) summed proportionally based on area of block group that falls within half-mile radius of the station site.

FUTURE (2040) POPULATION & EMPLOYMENT DENSITY

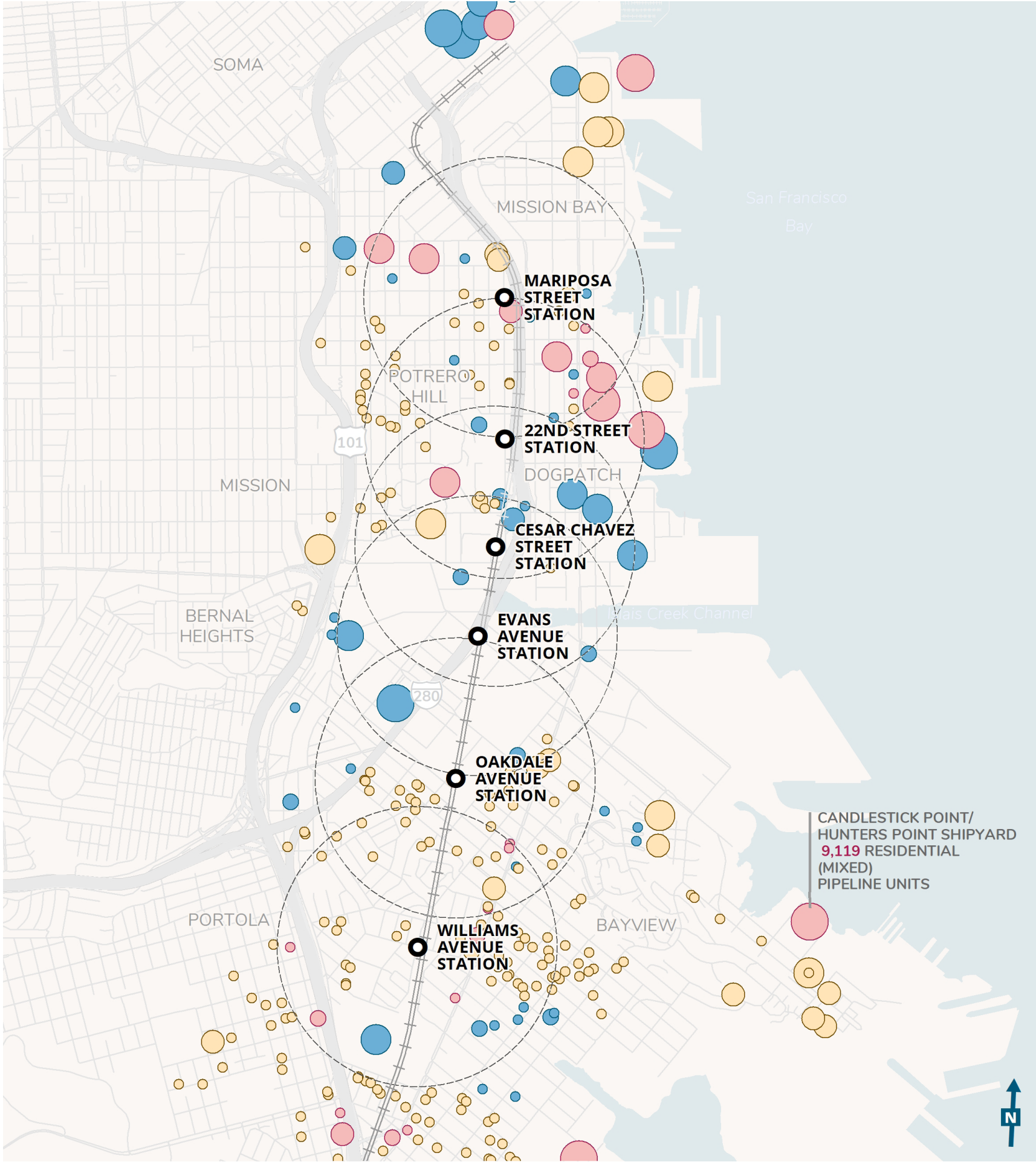


LEGEND



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

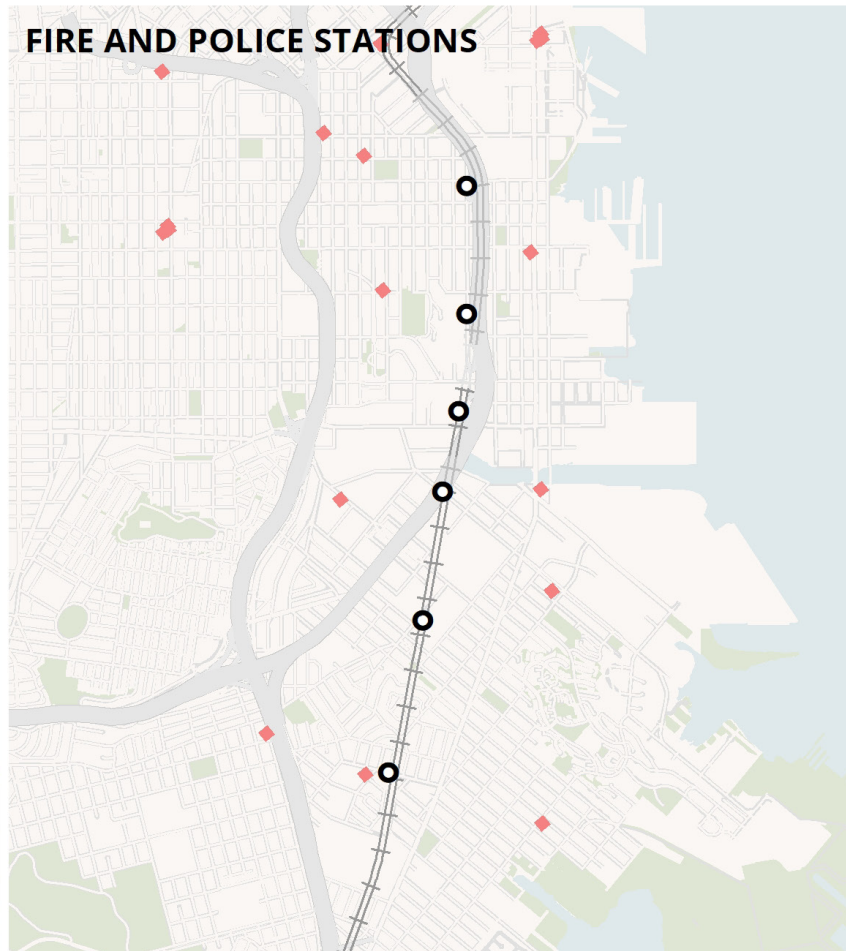
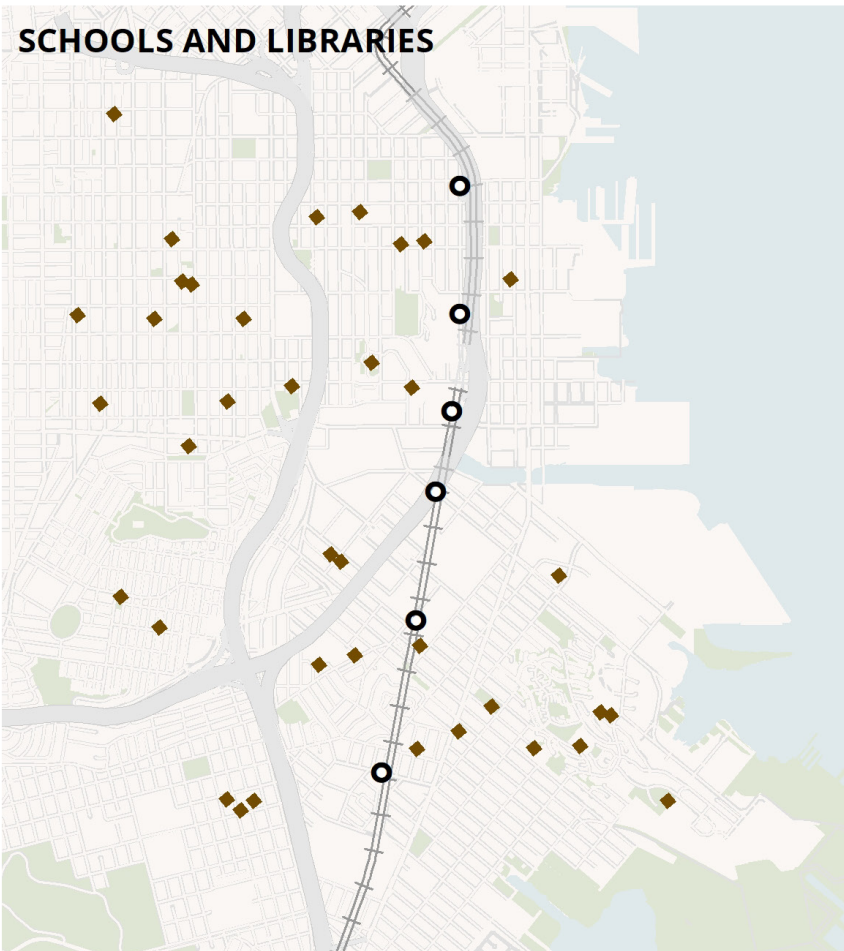
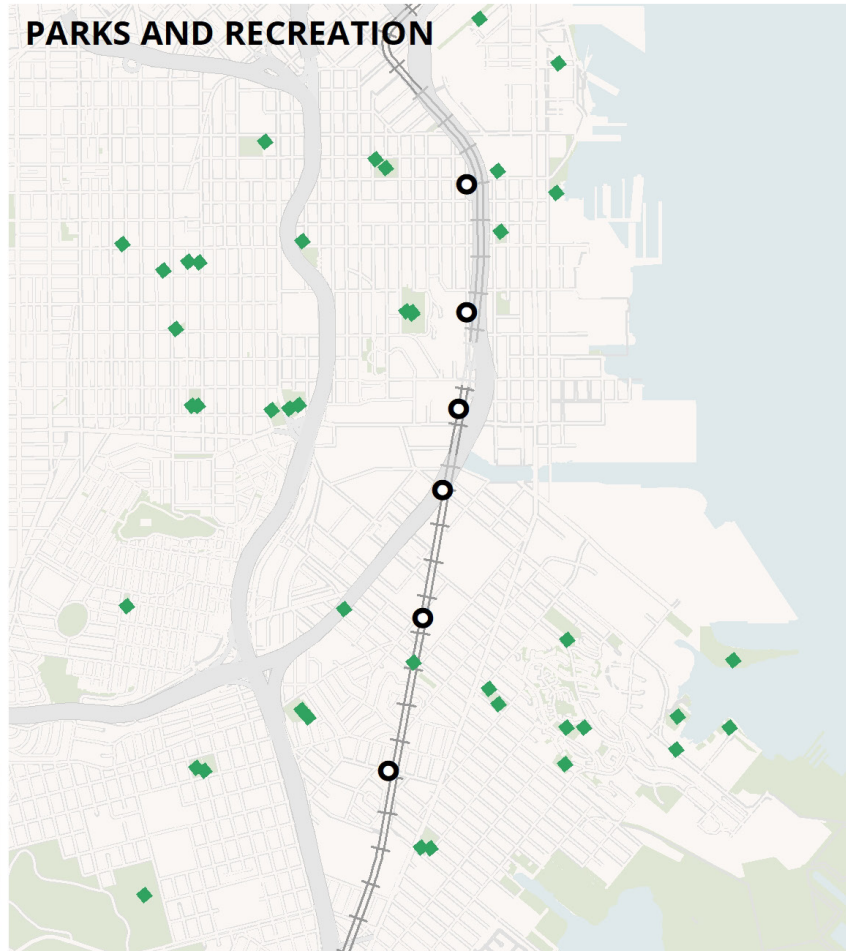
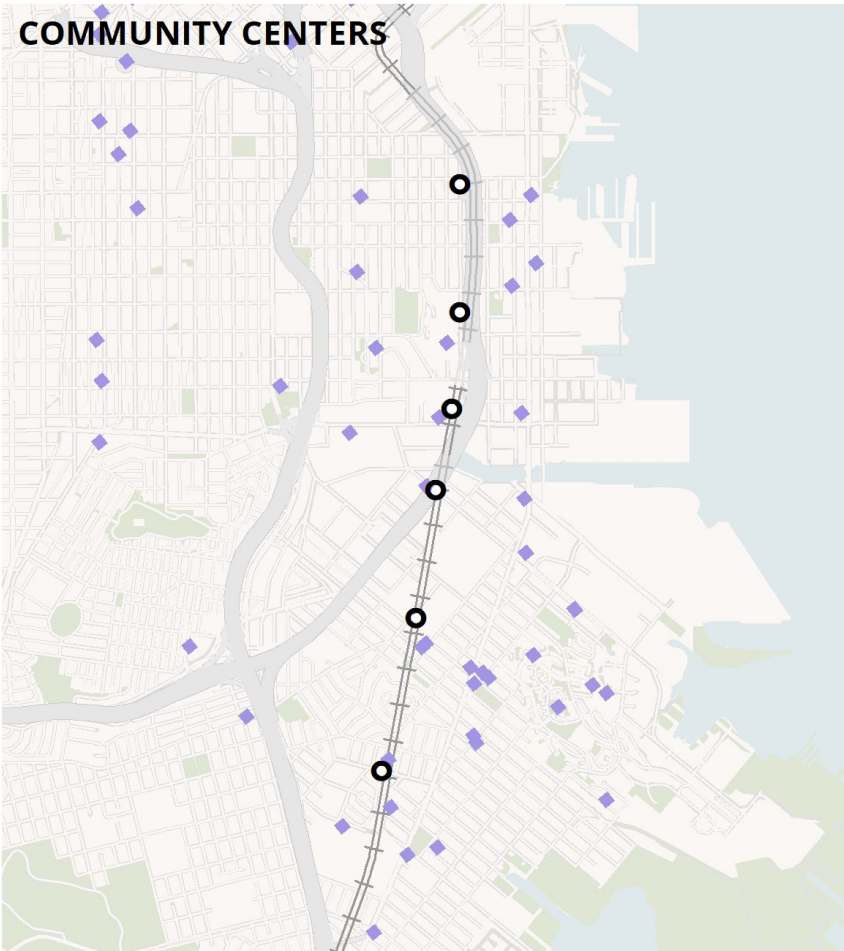
PIPELINE PROJECTS



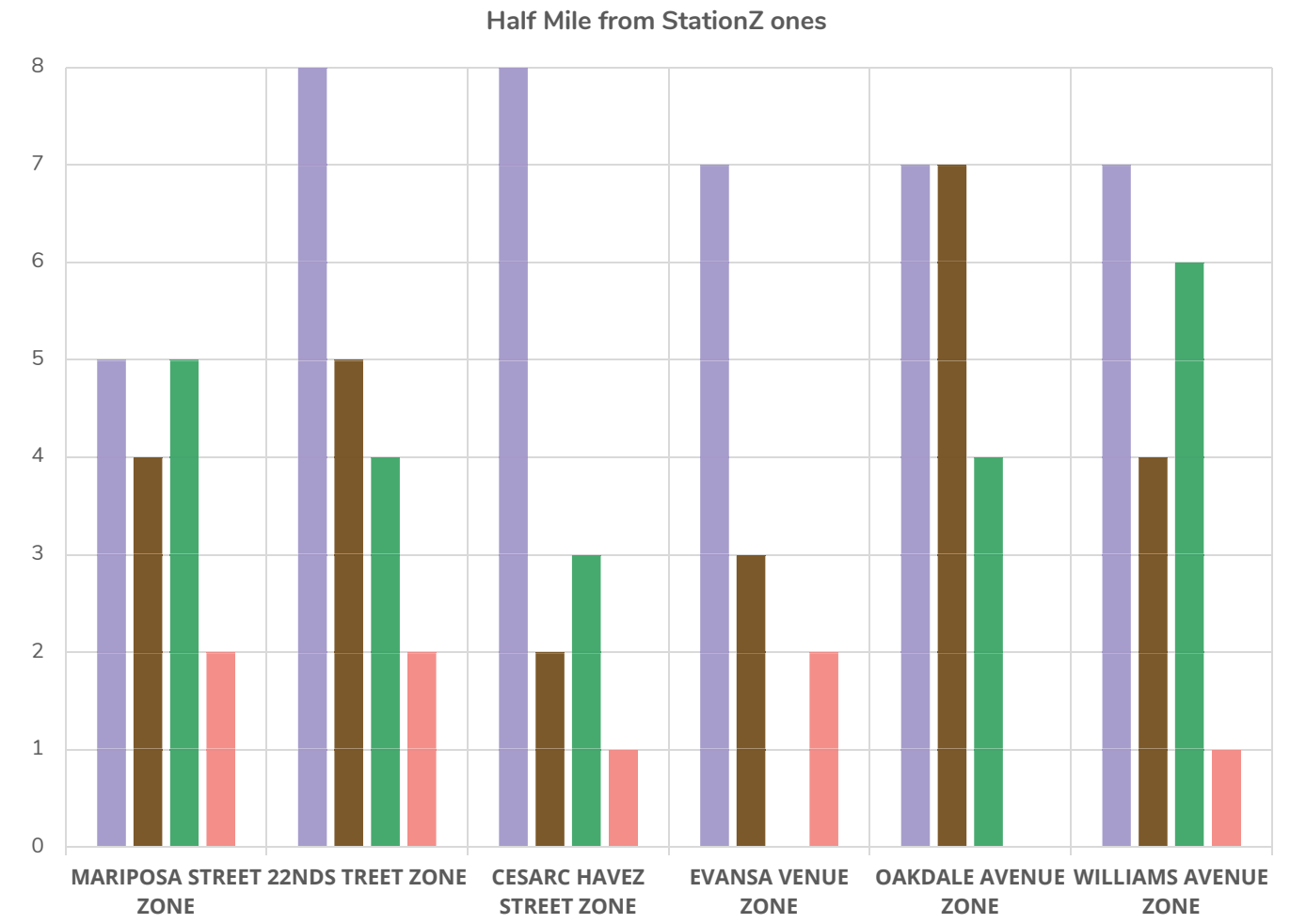
LEGEND

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

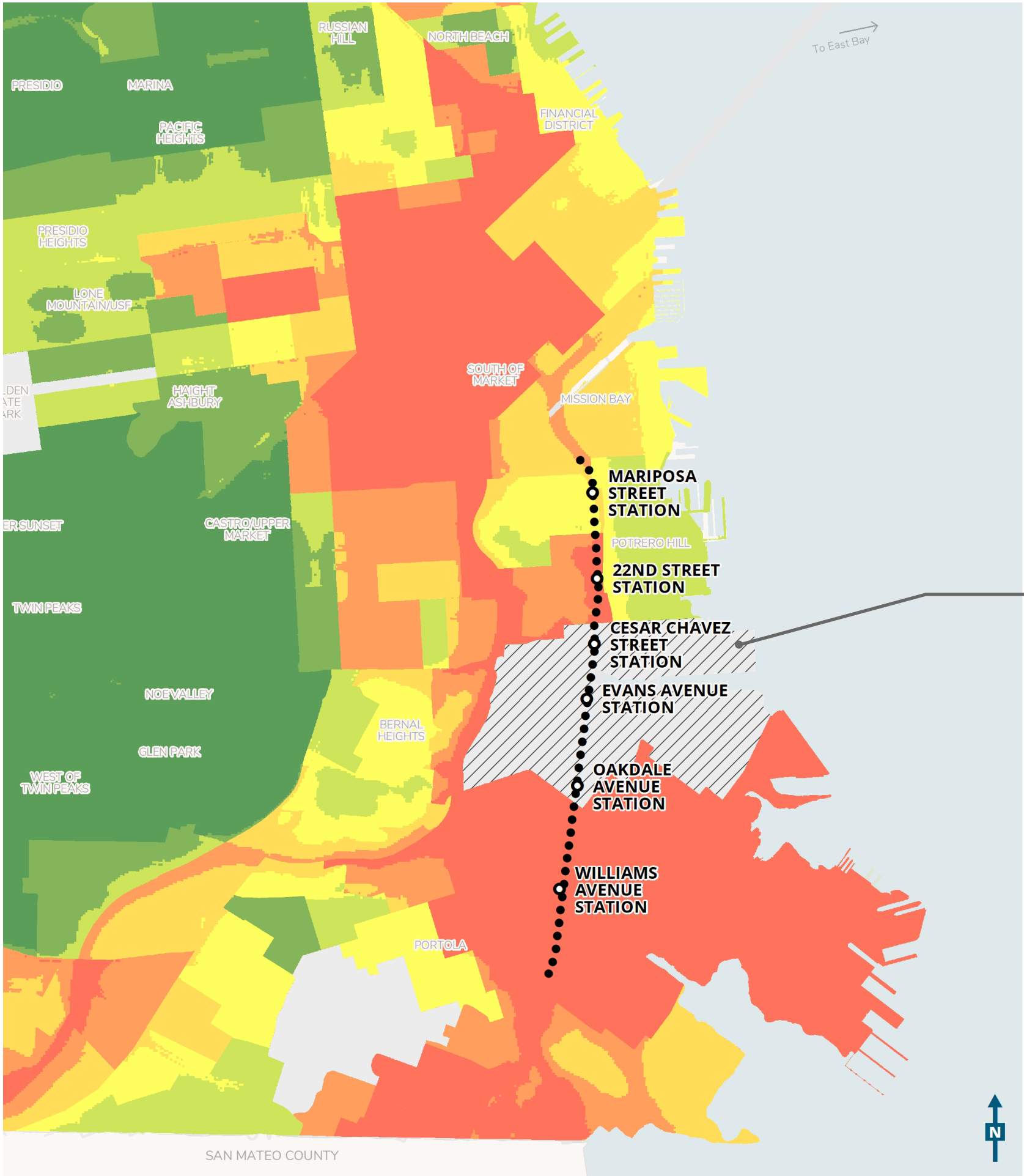
- Station Options
- ◆ Community Centers
- ◆ Parks and Recreation
- ◆ Schools and Libraries
- ◆ Fire and Police Stations

Source: SF Planning, 2022

ENVIRONMENTAL JUSTICE (EJ) 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 by end of 2022. 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 OEHHA CalEnviroScreen 3.0 due to missing data/low population)

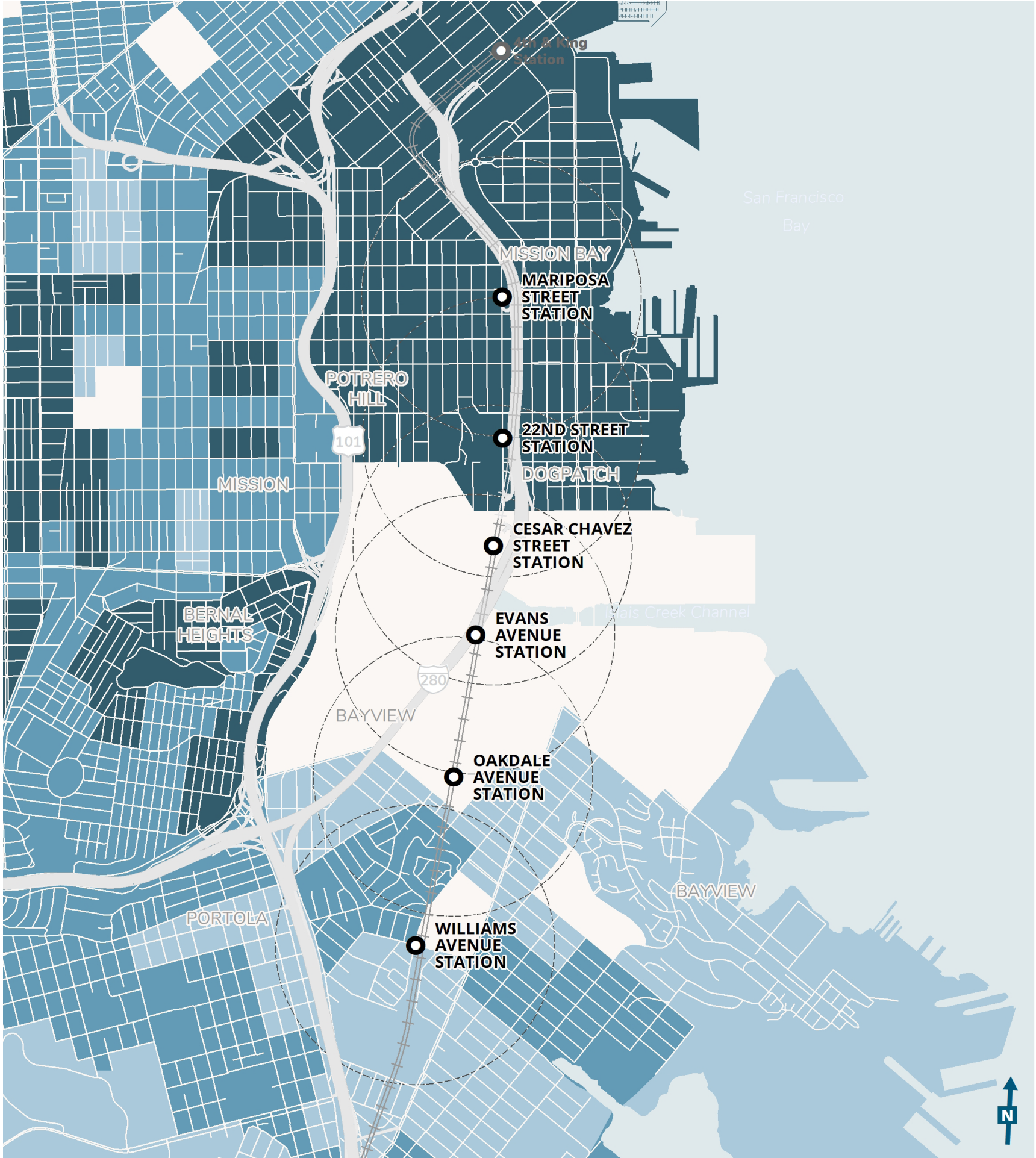
LEGEND

- Station Options
- Study Corridor

Environmental Justice Burden

Least Top 30% of burdened area

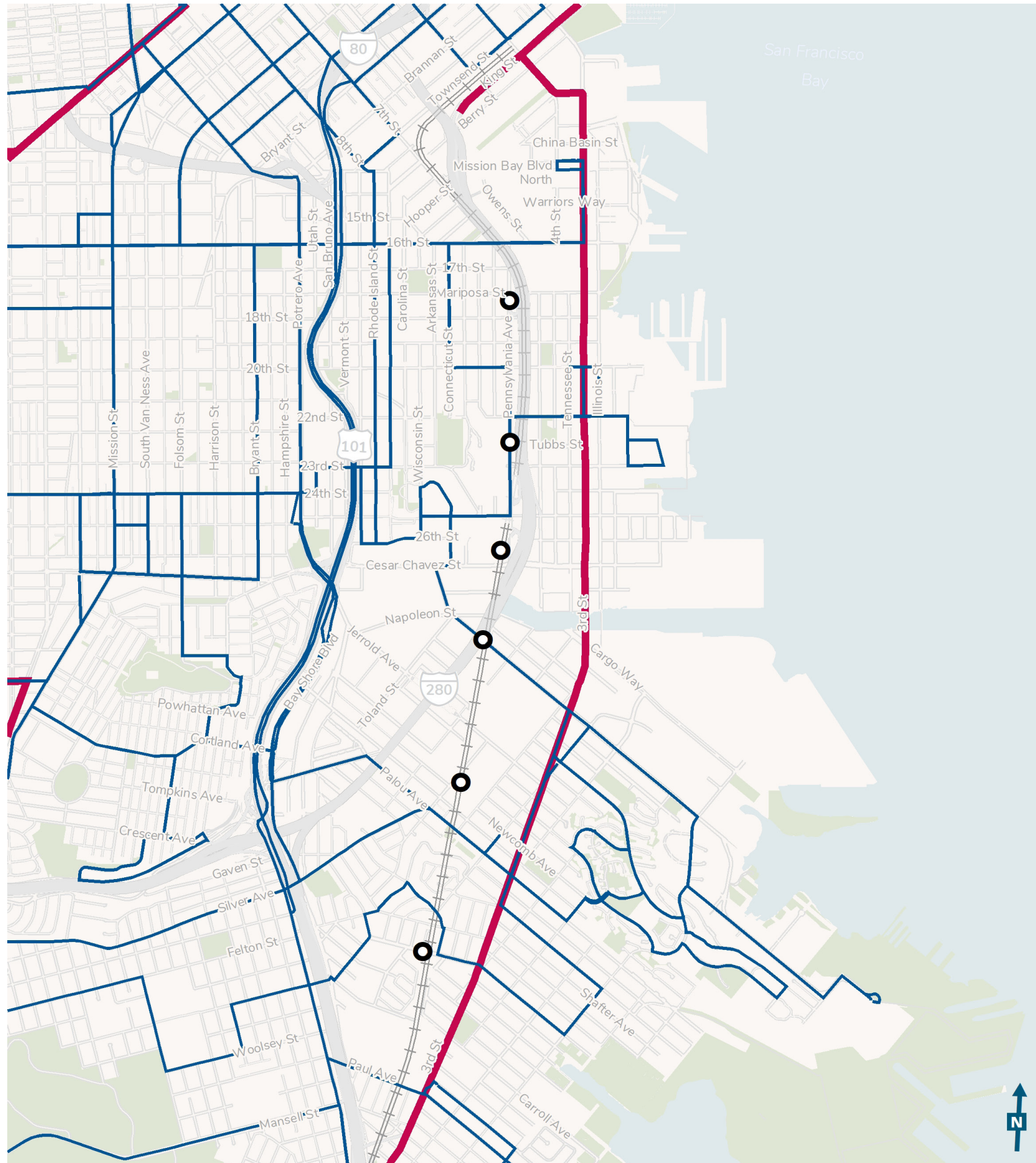
EXISTING MEDIAN HOUSEHOLD INCOME



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

Adjacent Transit Connections*

Mariposa Street Zone:

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

22nd Street Zone:

- 55 Dogpatch
- T-Third
- 15-Third

Cesar Chavez Street Zone:

- 48 Quintara

Evans Avenue Zone:

- 19 Polk

Oakdale Avenue Zone:

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

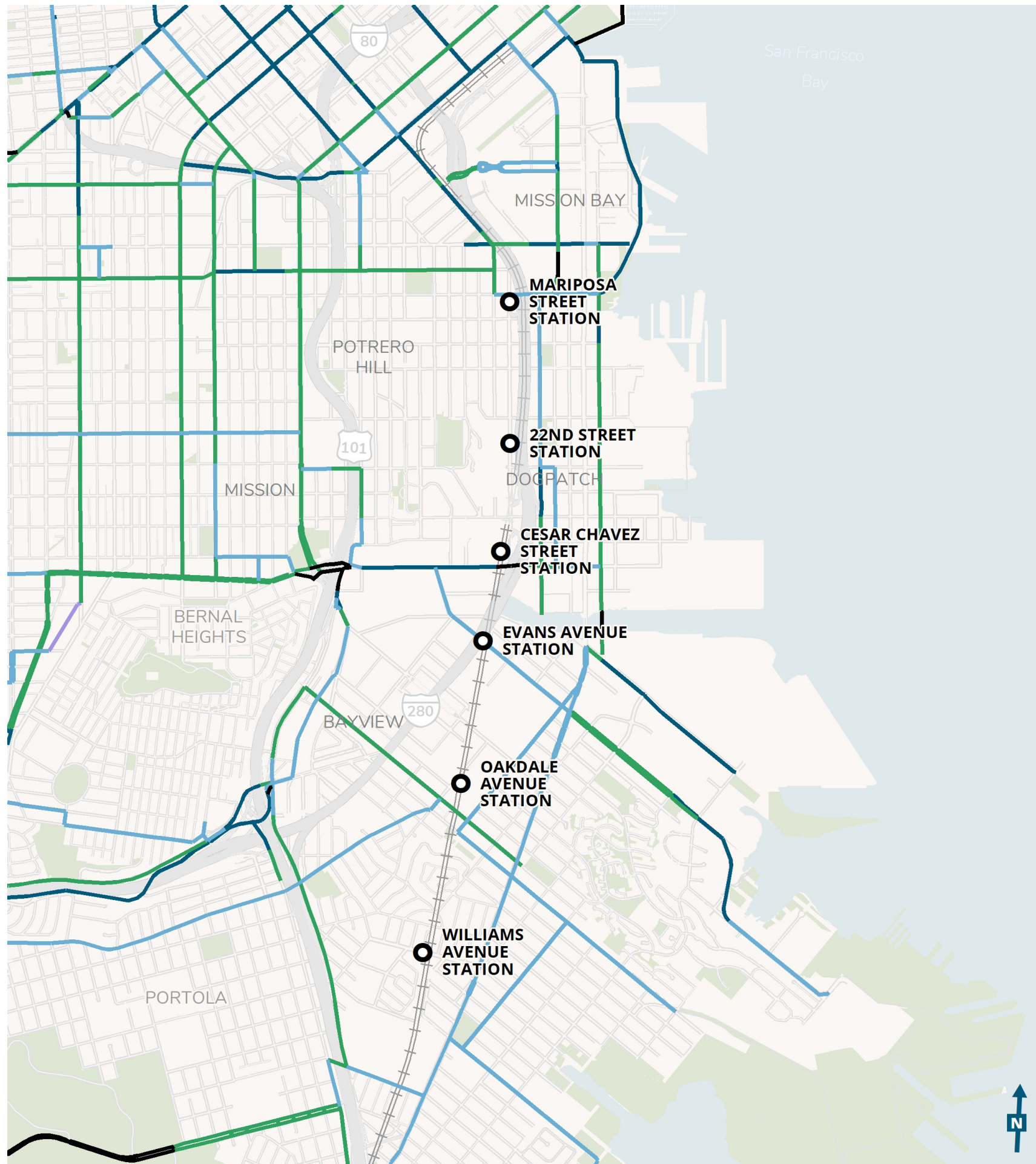
Williams Avenue Zone:

- 54 Felton
- T-Third

LEGEND

- Existing Service
- Muni Bus Service
- Muni Metro Rail

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



EXISTING BICYCLE FACILITIES

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

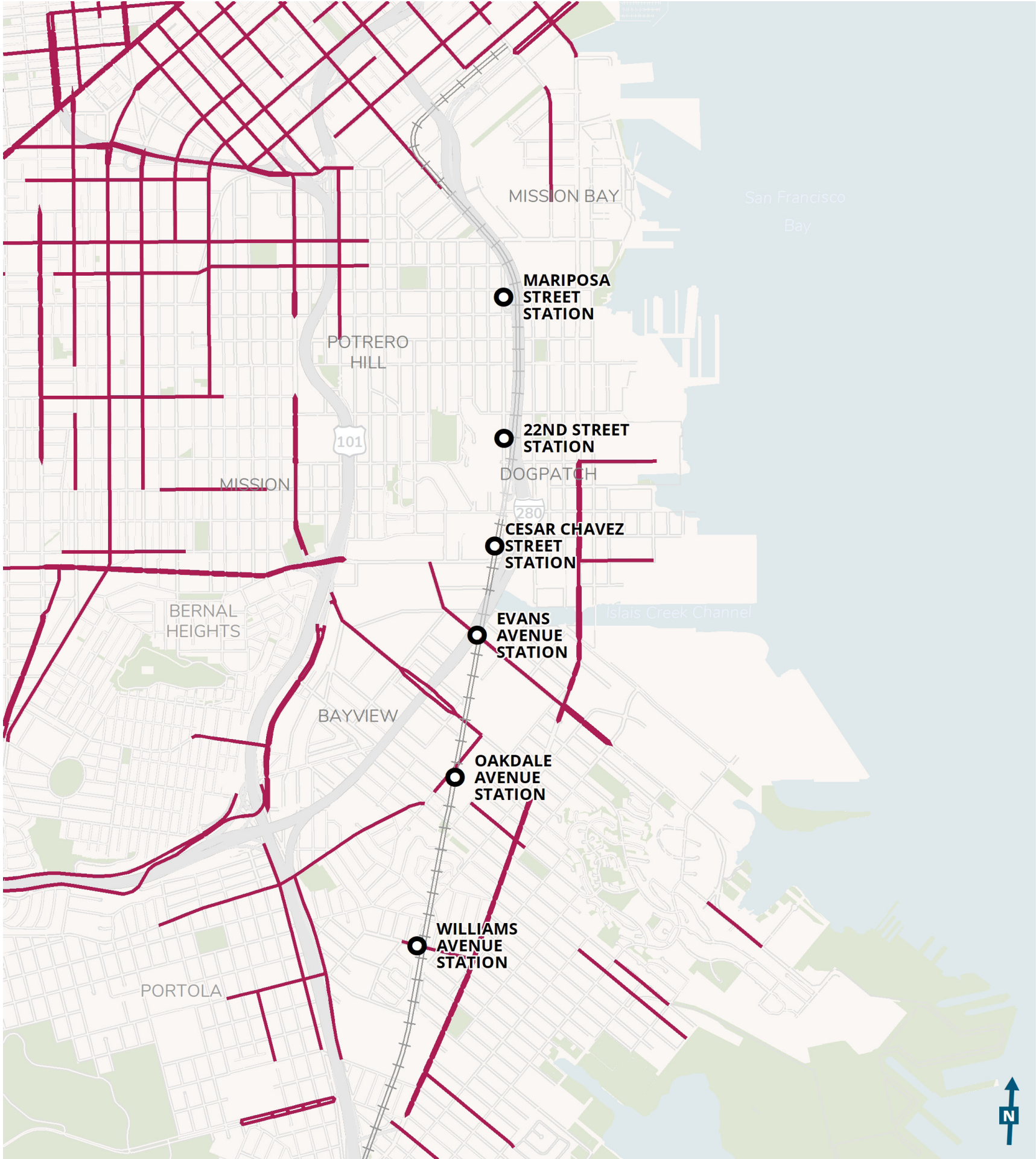
LEGEND

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

Source: SFMTA's Bicycle Network, 2022
 Note: The San Francisco Bike Plan will be updated starting in 2022.

VISION ZERO HIGH INJURY NETWORK

The Vision Zero High Injury Network as identified by the San Francisco Department of Public Health using a combination of severe and fatal injury data from Zuckerberg San Francisco General, San Francisco Police Department/Crossroads Software Traffic Collision Database, Emergency Medical Services and the Office of the Medical Examiner.

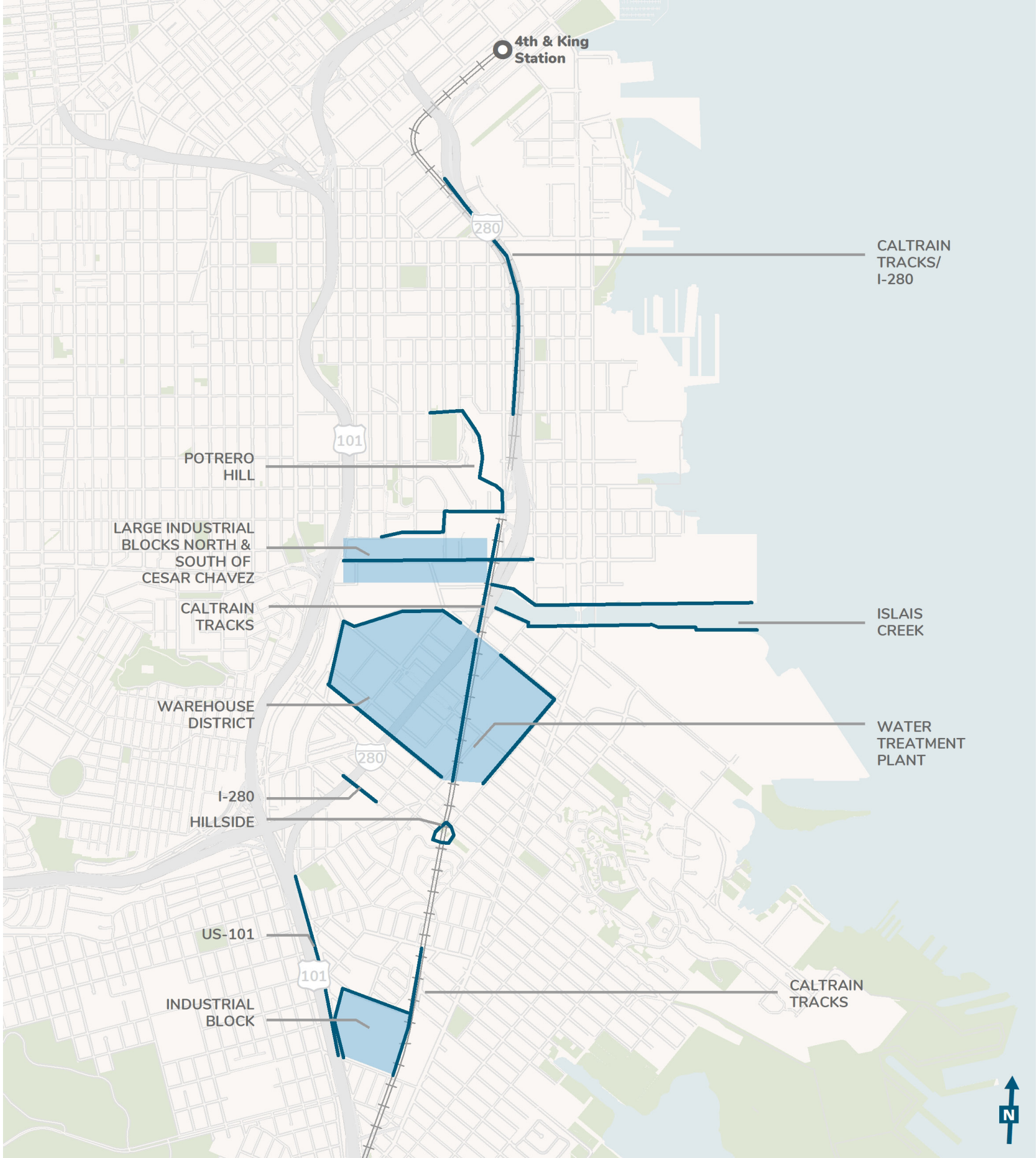


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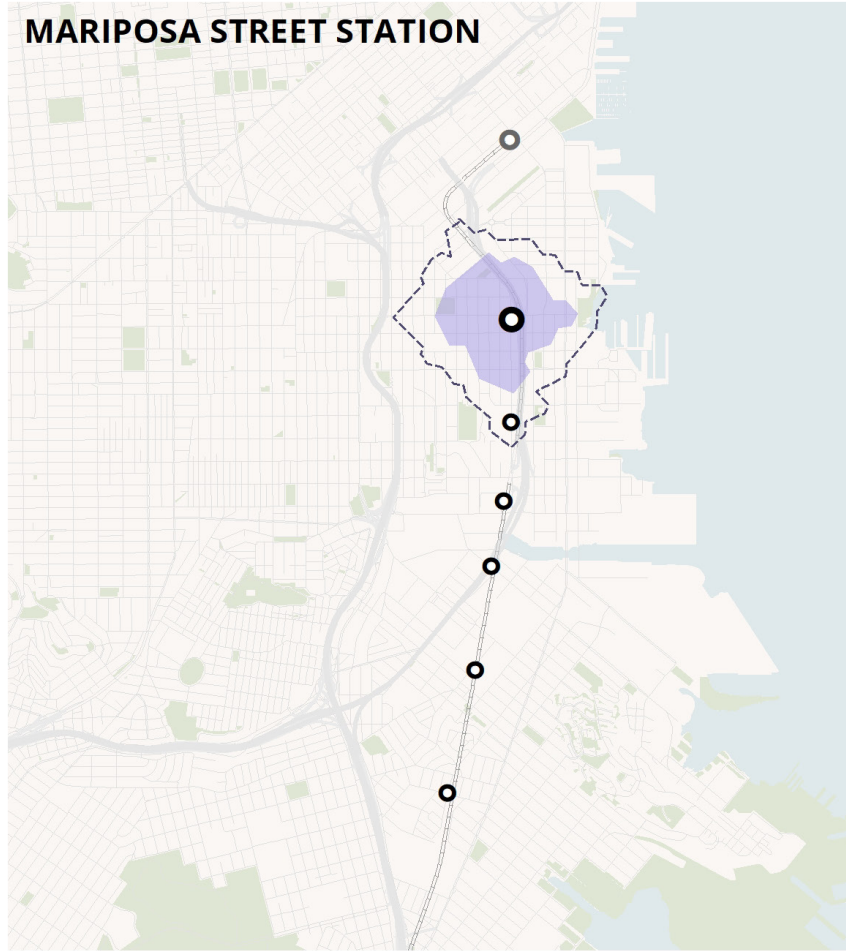
— Vision Zero High Injury Network

Source: San Francisco Department of Public Health, 2017

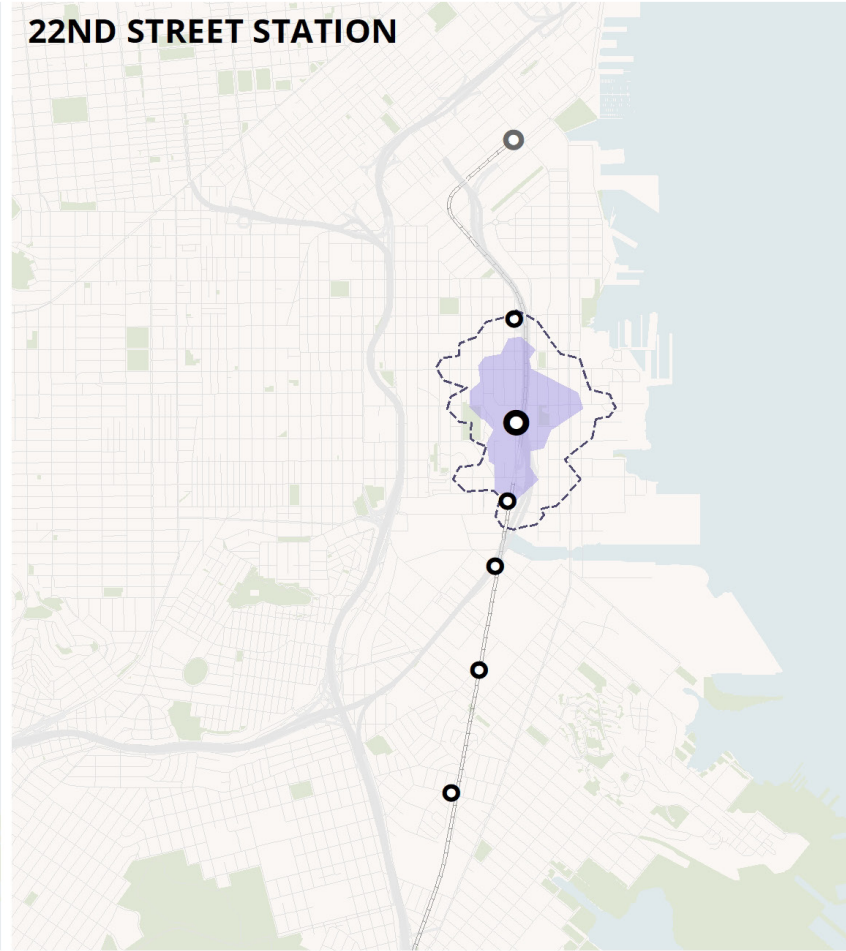
EXISTING MAJOR MOBILITY BARRIERS WITHIN SOUTHEAST CORRIDOR



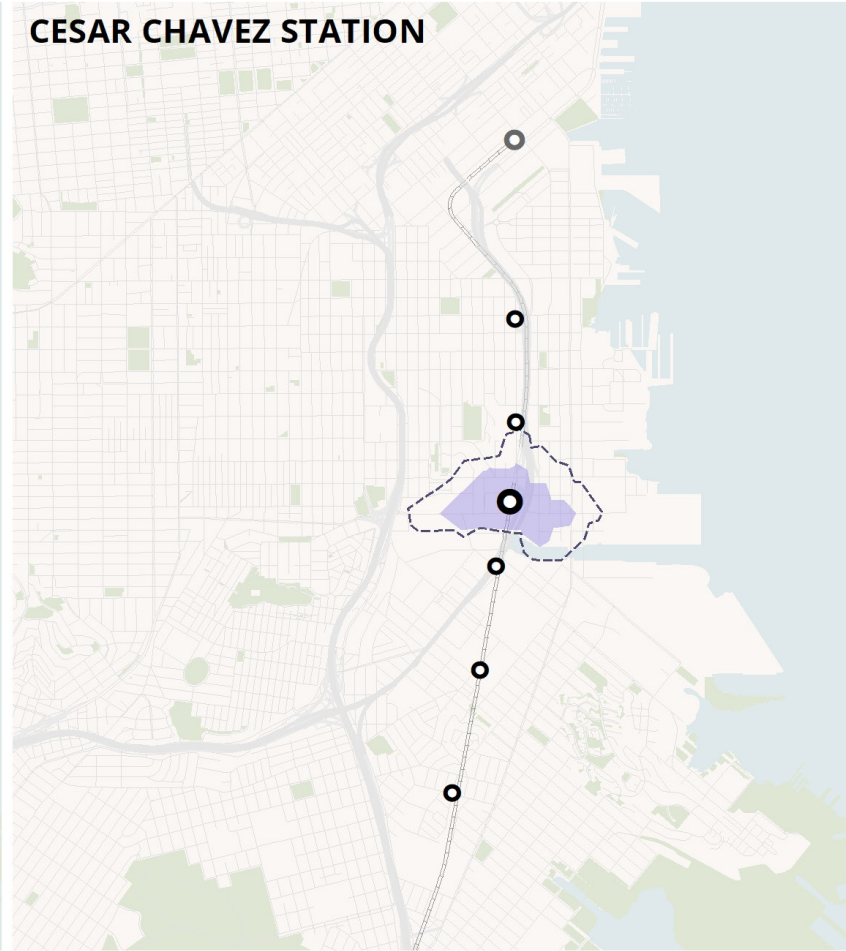
MARIPOSA STREET STATION



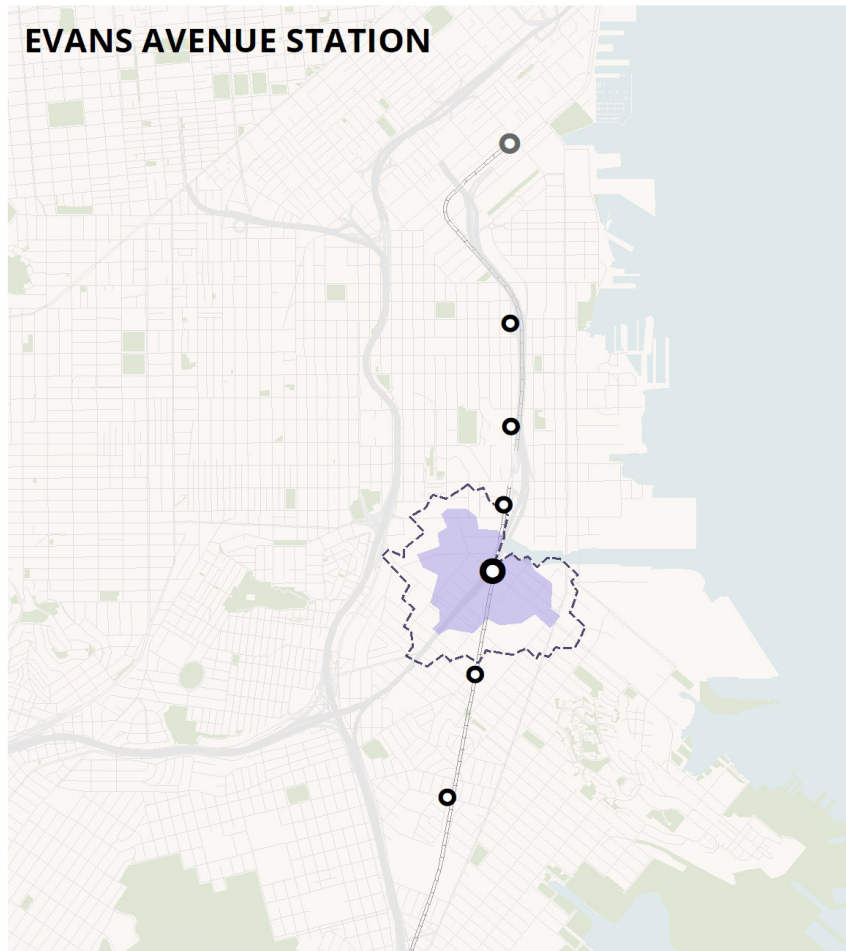
22ND STREET STATION



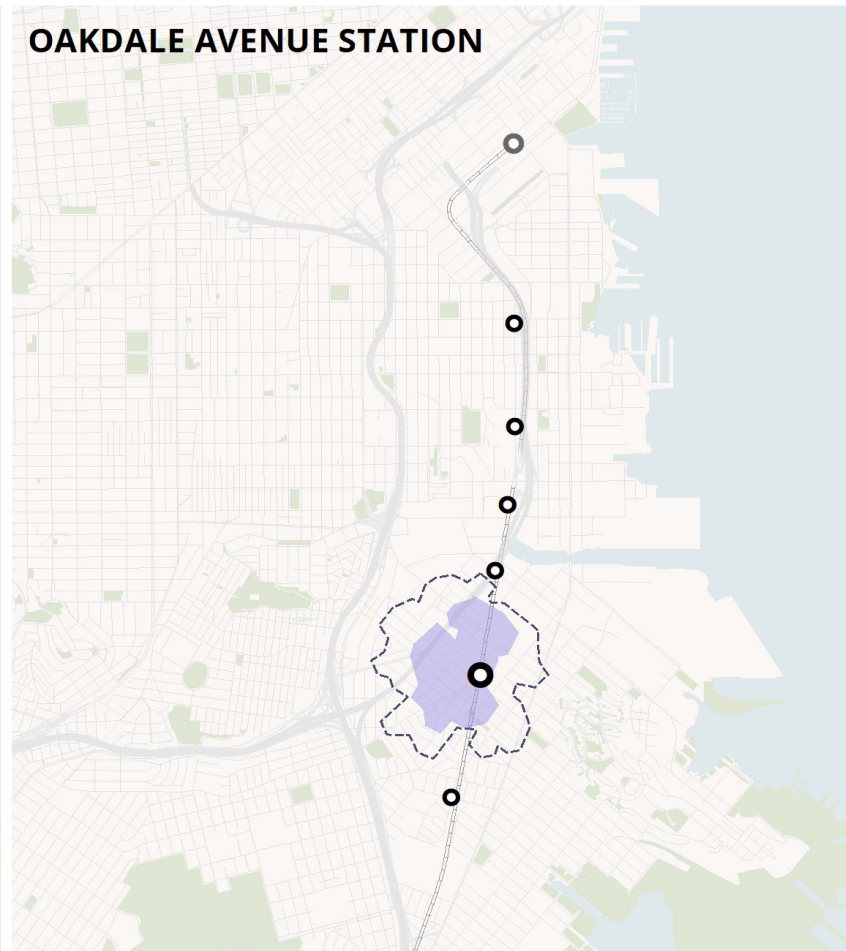
CESAR CHAVEZ STATION



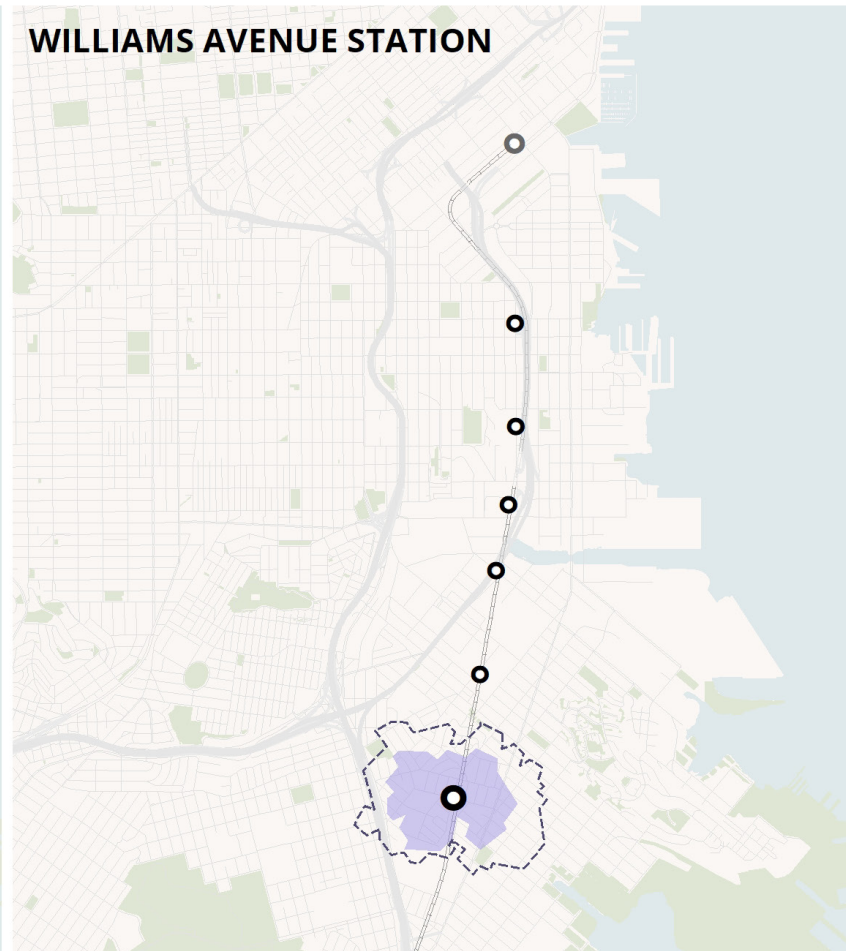
EVANS AVENUE STATION



OAKDALE AVENUE STATION




WILLIAMS AVENUE STATION



EXISTING WALK TRAVEL SHEDS

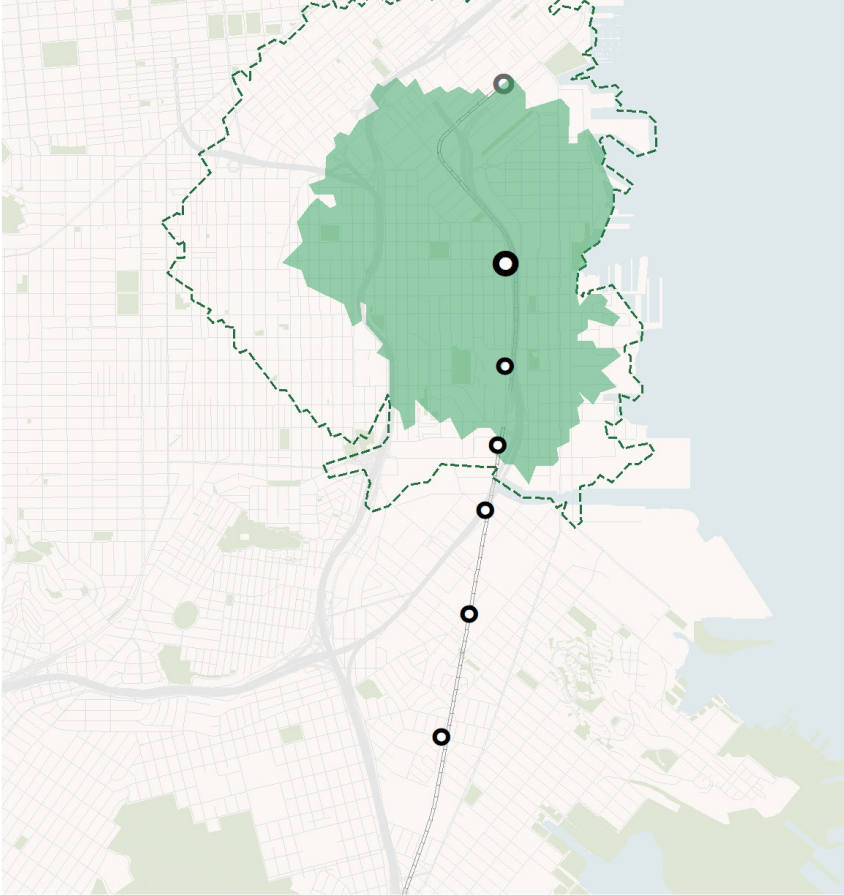
LEGEND

Walk Travel Shed

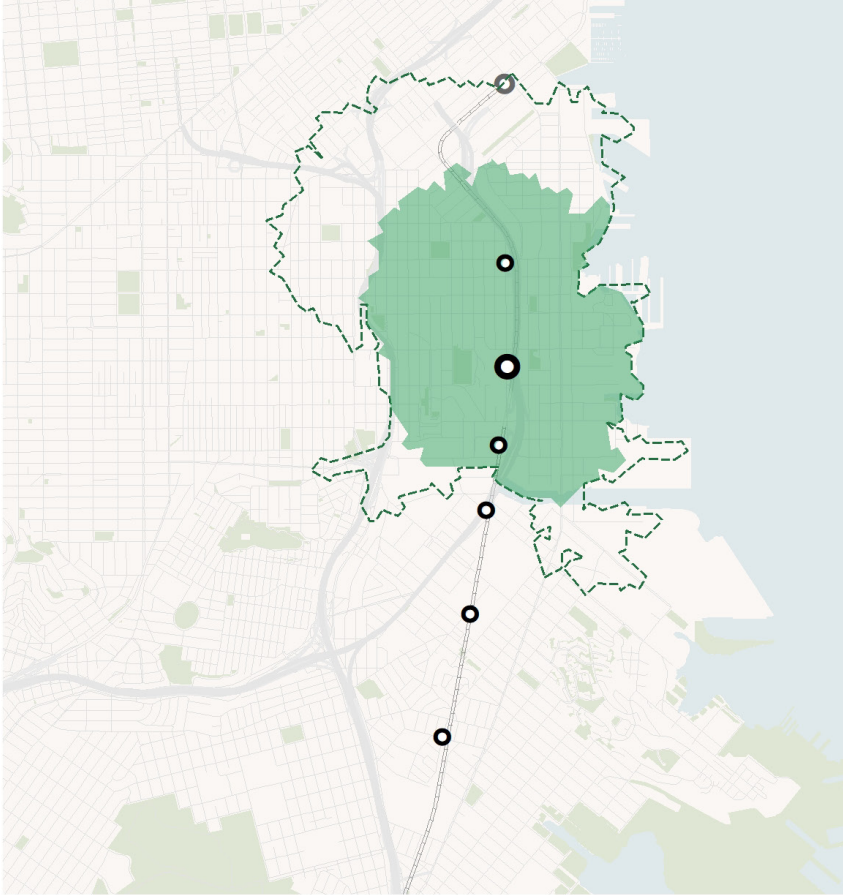
 10 mins

 15 mins

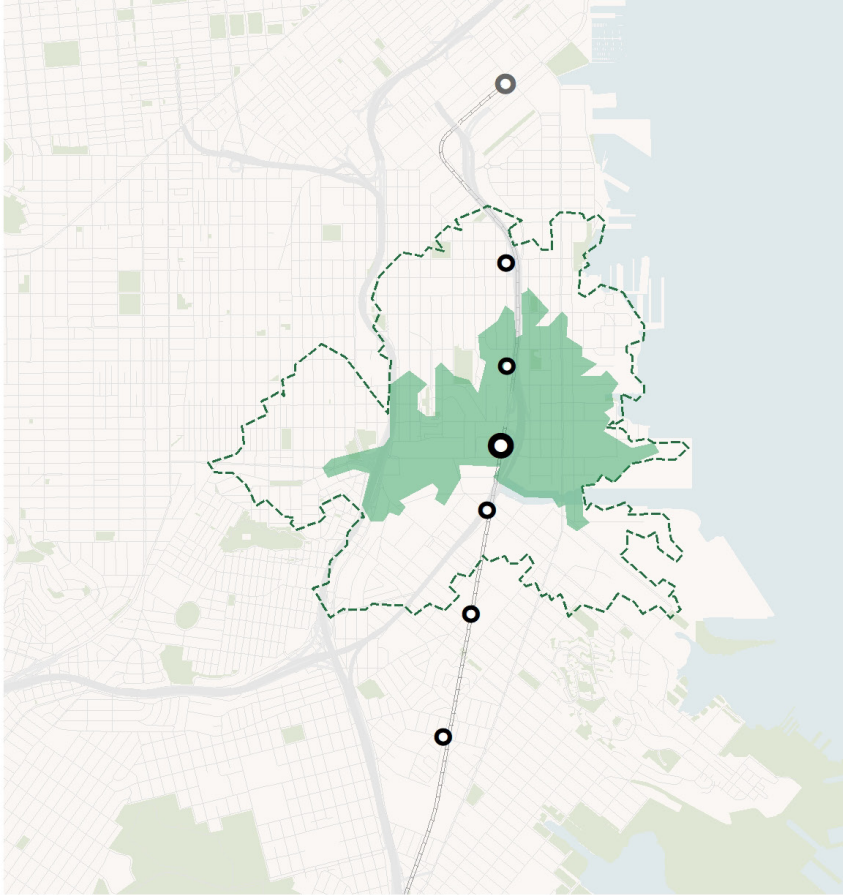
MARIPOSA STREET STATION



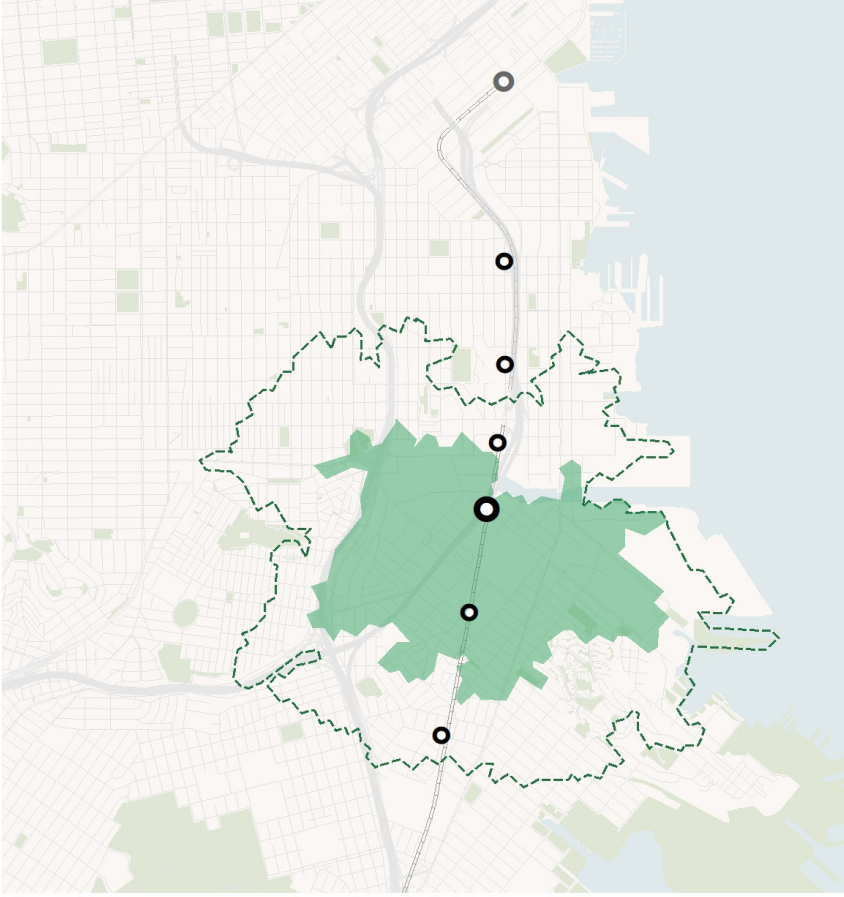
22ND STREET STATION



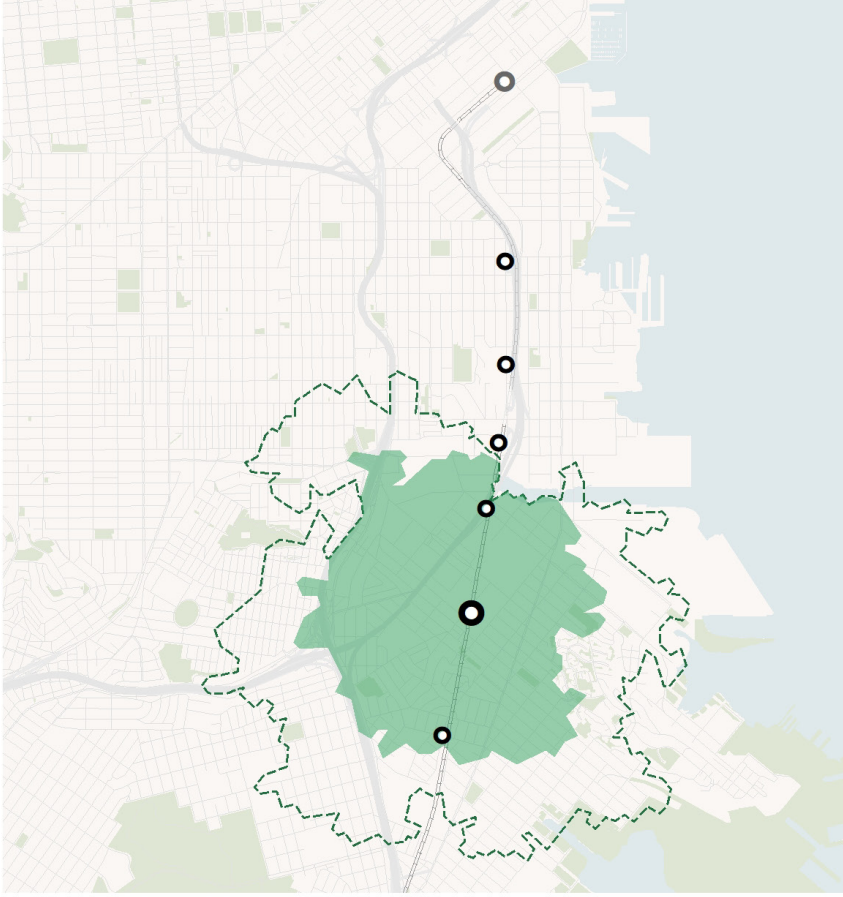
CESAR CHAVEZ STATION



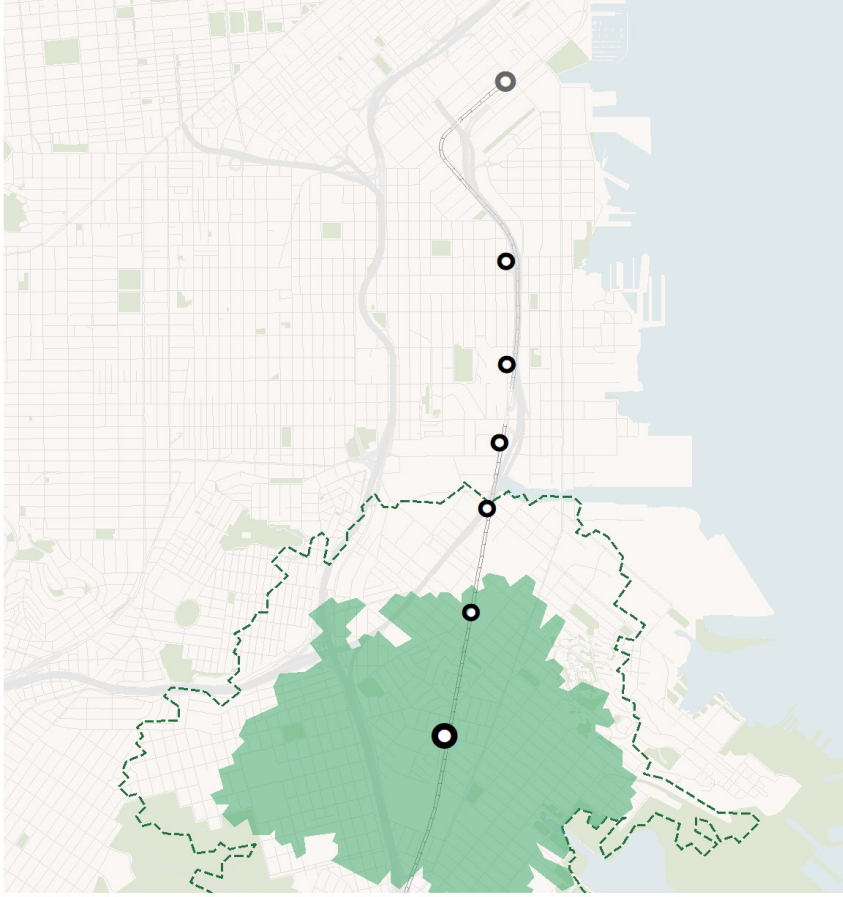
EVANS AVENUE STATION



OAKDALE AVENUE STATION



WILLIAMS AVENUE STATION



EXISTING BIKE TRAVEL SHEDS

LEGEND

Bike Travel Shed

10mins

15mins

EXISTING FREIGHT ROUTES



LEGEND

- █ Freight Traffic Route
- █ Major Arterial (Alternate Freight Traffic Route)
- █ Weight restriction over 3 tons (TC 501)

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

ONGOING TRANSPORTATION PROJECTS

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
- 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



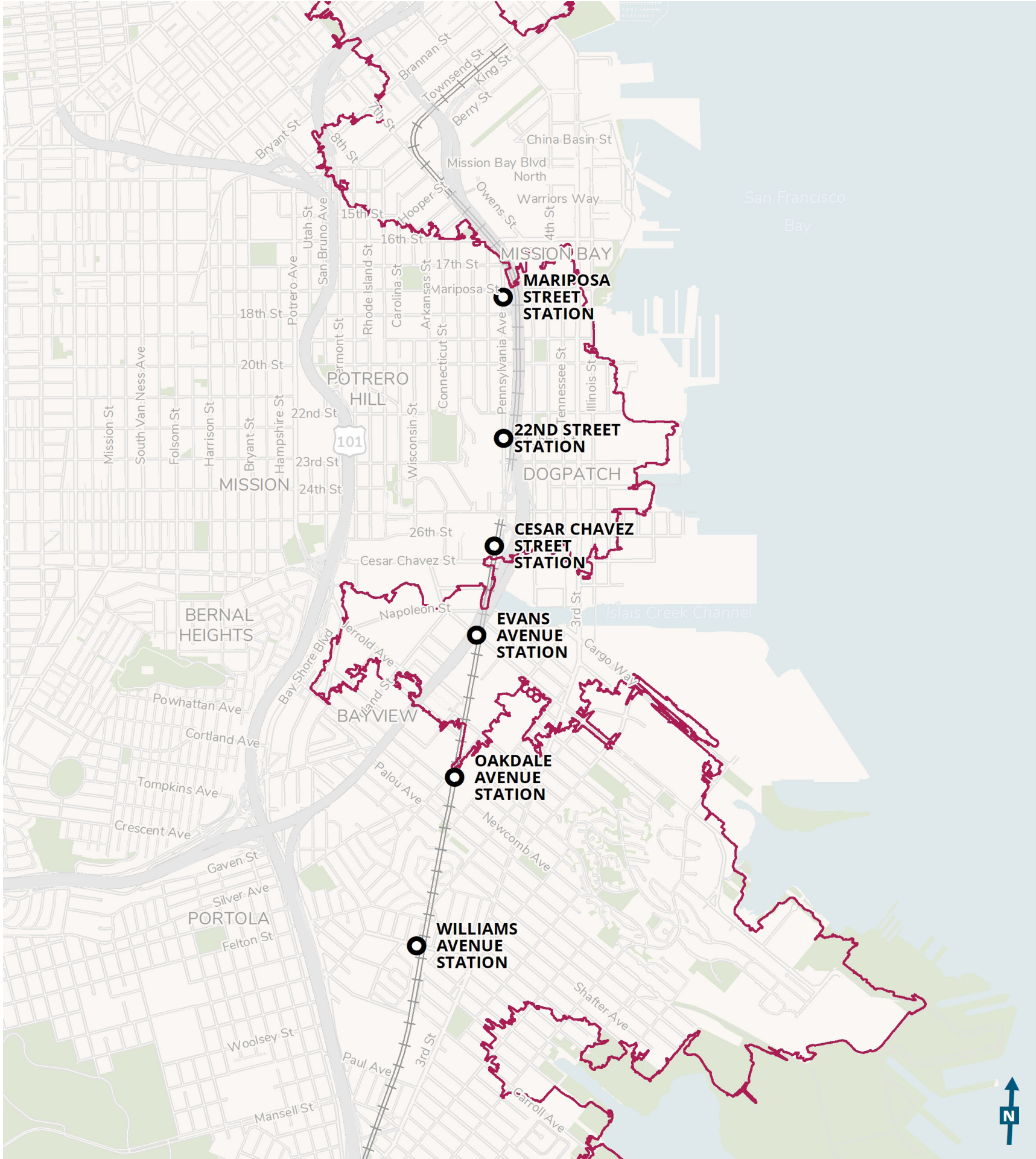
LEGEND

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

Source: SFCTA, 2022

SEA LEVEL RISE VULNERABILITY ZONE

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

SOUTHEAST RAIL STATION STUDY: EXISTING AND PROPOSED LAND USE POLICIES

Southeast Rail Station Study: Existing and Proposed Land Use Policies.....	1
General Plan, Commerce and Industry Element	1
Bayview/Hunters Point Plan (2008)	2
Central Waterfront Area Plan (2008)	2
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San Francisco’s General Plan, the Bayview Hunters Point Area Plan, and the Central Waterfront Plan contain several policies that guide decisions affecting land use, transportation and PDR in the southeast part of the City. These plans and policies, in adopted or draft form, are based on years of community and stakeholder engagement; they guide land use and infrastructure approvals and investments in the area.

The excerpted policies below seek to reduce fuel emissions and vehicle miles traveled, promote compatibility between different land uses, create connections between neighborhoods, and incentivize and preserve PDR space.

General Plan, Commerce and Industry Element

- Policy 2.1 – Seek to retain existing commercial & industrial activity and to attract new such activity to the city.
- Policy 3.1 – Promote the attraction, retention, and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.
- Policy 3.2 – Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.
- Policy 4.2 – Promote and attract those economic activities with potential benefit to the City.
- Policy 4.3 – Carefully consider public actions that displace existing viable industrial firms.
- Policy 4.4 – When displacement does occur, attempt to relocate desired firms within the city.
- Policy 4.5 – Control encroachment of incompatible land uses on viable industrial activity.
 - **Updated text proposed with Housing Element update:** *Production, Distribution, and Repair (PDR) areas offer economic opportunity for adjacent neighborhoods, especially for low-income communities and communities of color. PDR businesses can provide stable job opportunities, good wages, and diversity in types of activities and jobs. Restrict incompatible land uses, such as housing and office, and the conversion of industrial buildings to other building types in PDR districts and in areas of concentrated PDR, construction, or utility activities.*
 - *In mixed districts or areas adjacent to PDR districts, avoid the displacement of existing businesses, protect the affordability of PDR space, and, if displacement is unavoidable, replace some or all the PDR use with viable, affordable industrial space on-site or off-site in a PDR district.*

- Policy 4.7 - Improve public and private transportation to and from industrial areas
- Policy 4.9 – Maintain a competitive tax structure for industrial uses.
- Policy 4.10 – Enhance the working environment within industrial areas.
- Policy 4.11 – Maintain an adequate supply of space appropriate to the needs of incubator industries.

Bayview/Hunters Point Plan (2008)

- Policy 1.3 – Maintain buffer zones where housing and industry occur in close proximity to each other to better define the configuration of residential neighborhoods and areas reserved for industrial activity.
- Policy 1.4 – Encourage development of the South Basin area west of 3rd St as a light industrial activity center.
- Policy 1.5 – Encourage a wider variety of light industrial uses throughout the Bayview by maintaining the newly established Production, Distribution and Repair zoning, by more efficient use of industrial space, and by more attractive building design.
- Policy 1.6 - Encourage development of a healthy mix of residential, retail, open space, and small trade shops along Innes Avenue to buffer the India Basin industrial area from the Hunters Point residential community.
- Policy 2.1 - Improve the physical character of Third Street to make it a more livable environment.
- Policy 3.1 - Improve and establish truck routes between industrial areas, including those at the Shipyard, and freeway interchanges.
- Policy 4.2 - Develop the necessary improvements in public transit to move people efficiently and comfortably between neighborhoods of Bayview Hunters Point, to and from Candlestick Park Point, and to and from Downtown and other parts of the region.
- Policy 5.1 - Preserve and enhance the existing character of residential neighborhoods.
- Policy 6.2 - Develop new multi-family housing in identified mixed use nodes along Third Street concurrent with the economic stabilization of surrounding existing residential areas.
- Policy 8.1 – Maintain industrial zones for production, distribution, and repair activities in the Northern Gateway, South Basin, Oakinba, and India Basin Industrial Park subdistricts. (see Fig. 2 below)
- Policy 9.2 – Encourage the local business community to play a larger role in Bayview’s industrial sector.
- Policy 9.3 – Support expanded role of African American firms in distribution and transportation industries.

Central Waterfront Area Plan (2008)

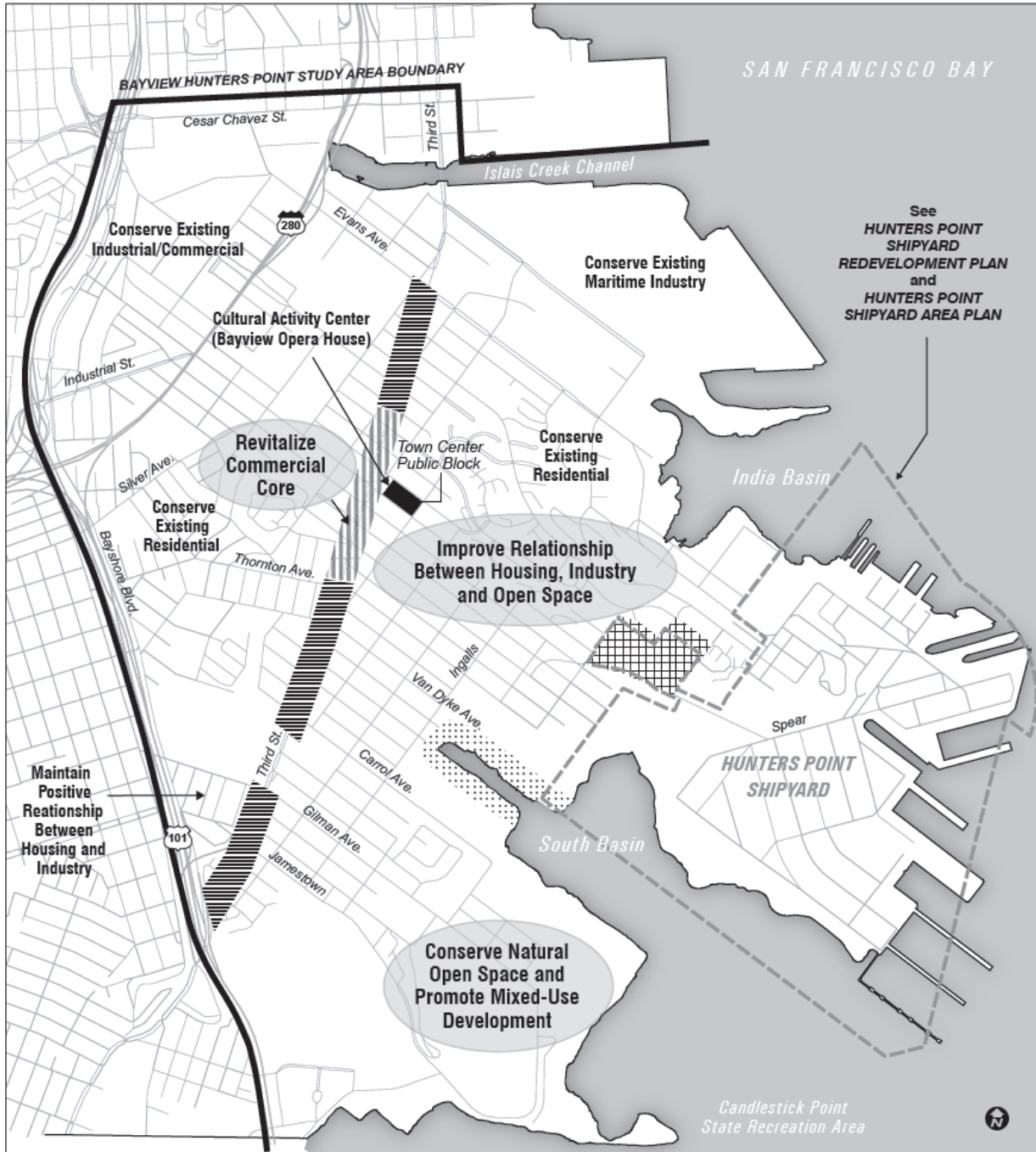
- Policy 1.1.1 – Revise land use controls in the core PDR area generally south of 23rd Street, to protect and promote PDR activities, as well as the arts, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced.
- Policy 1.2.1 - Ensure that infill housing development is compatible with its surroundings.
- Policy 1.6.1 - Minimize exposure to air pollutants from existing traffic sources for new residential developments, schools, daycare and medical facilities.

- Policy 1.7.1 – In areas designated for PDR, protect the stock of existing buildings used by, or appropriate for, PDR businesses by restricting conversions of industrial buildings to other building types.
- Policy 1.7.3 – Require development of flexible buildings with generous floor-to-ceiling heights, large floor plates, and other features that will allow the structure to support various businesses.
- Policy 1.8.1 – Ensure that development adjacent to the Pier 70 and Pier 80 facilities does not conflict with intensive 24-hour industrial operations characteristic of these sites or conflict with transportation access to these areas.
- Policy 1.8.2 – To better serve businesses and industry, enhance the infrastructure and working environment within areas designated for maritime uses.
- Policy 4.1.6 - Improve public transit in the Central Waterfront including cross-town routes and connections the 22nd Street Caltrain Station and Third Street Light Rail.
- Policy 4.6.3 - Improve pedestrian access to transit stops including Third Street light rail and the 22nd Street Caltrain Station.

Draft Housing Element Policies (Spring 2022)





- Policy 16: Improve access to well-paid jobs and business ownership for American Indian, Black and other communities of color, particularly those who live in Priority Equity Geographies, to build the wealth needed to afford and meet their housing needs.
 - Action: Grow a range of business and career-building opportunities in Priority Equity Geographies through resources to support affordable Production, Distribution, and Repair (PDR) space, protections and incentives for PDR in the Planning Code, enforcement of PDR zoning, and industrial (or commercial) design guidelines.
- Policy 17: Expand investments in Priority Equity Geographies to advance equitable access to resources while ensuring community stability.
 - Action: Prioritize Priority Equity Geographies in investments to improve transit service, as well as other community improvements to parks, streetscape, and neighborhood amenities...
 - Action: Invest in and implement anti-displacement measures in parallel with major infrastructure improvements in areas undergoing displacement...
- Policy 33: Ensure transportation investments advance equitable access to transit and are planned in parallel with increase in housing capacity to create well-connected neighborhoods consistent with the City’s Connect SF vision and encourage sustainable trips in new housing.
 - Action: Restore and improve transit service as identified in the city’s Transit Strategy, particularly for essential workers, transit-dependent people, and in Priority Equity Geographies and Environmental Justice communities
 - Action: Adopt requirements that encourage sustainable trip choices in new housing and reduce transportation impacts from new housing

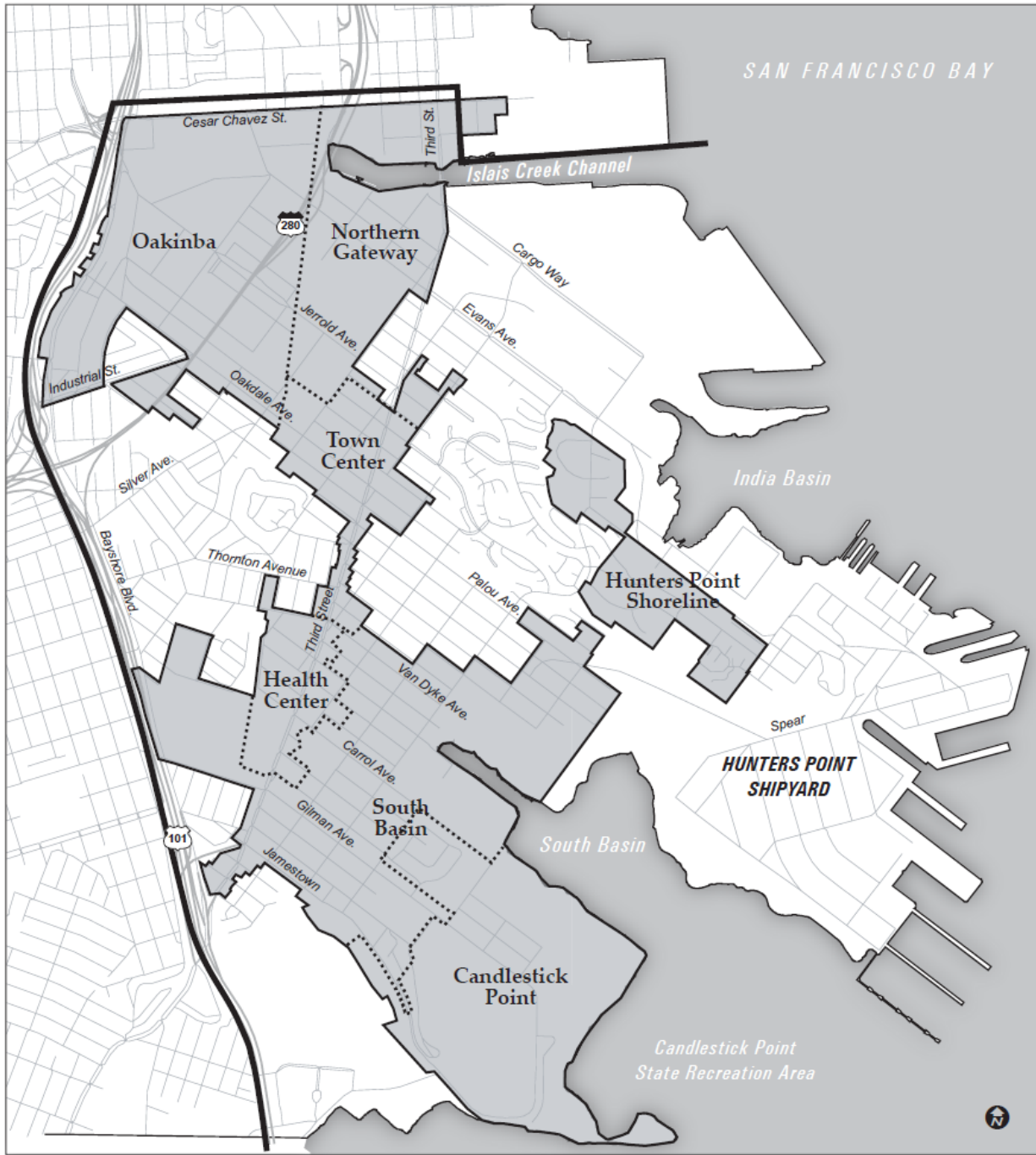
Bayview Hunters Point Area Plan Maps



CONSERVATION AND REVITALIZATION PROGRAM SUMMARY

FIGURE 1

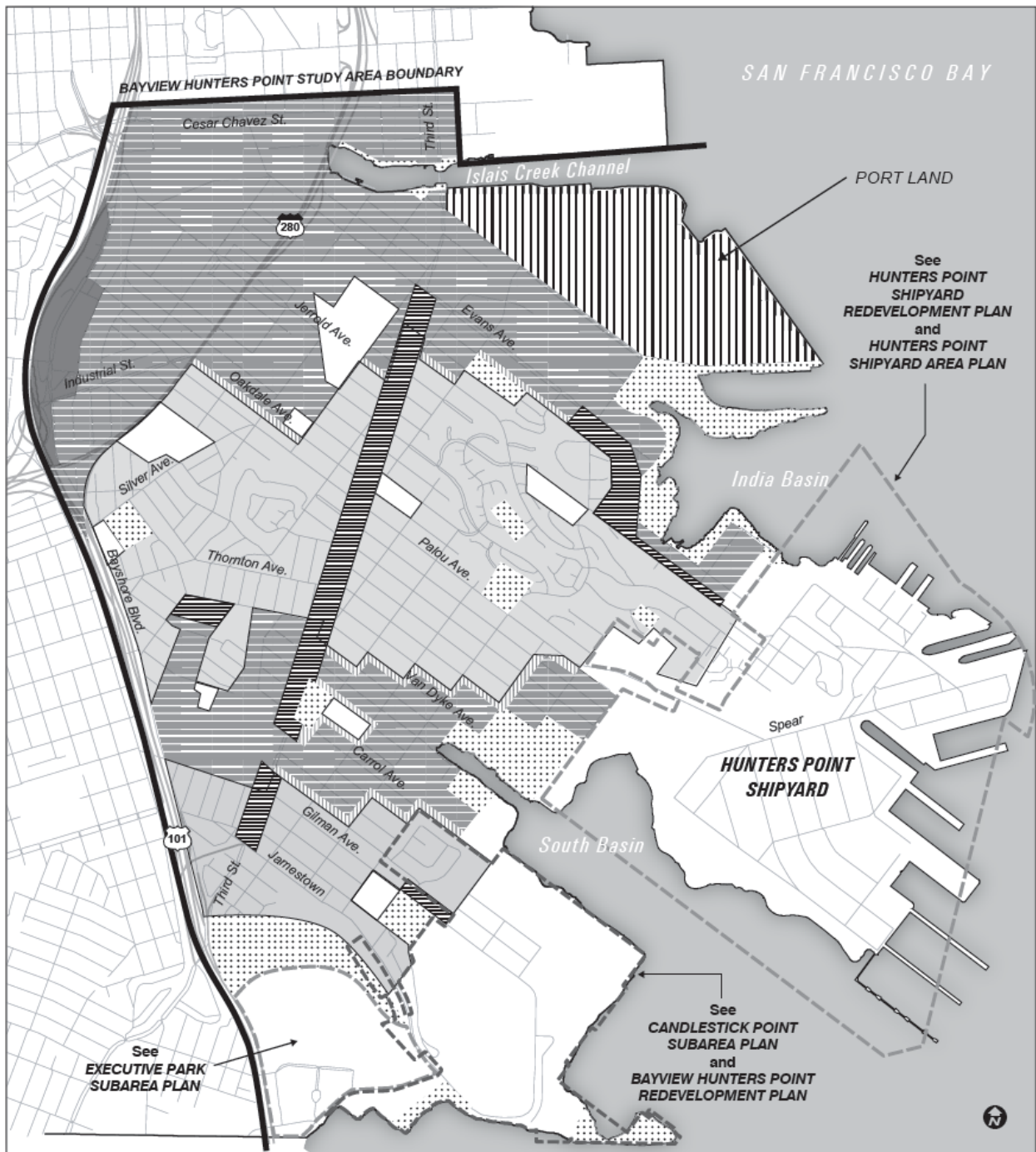
- | | |
|--|--|
|  Medium Density Housing |  Neighborhood Commercial Core |
|  Mixed-Use Growth Areas |  Proposed Wetlands Area |



BAYVIEW HUNTERS POINT REDEVELOPMENT ACTIVITY NODES

FIGURE 2

- Activity Node Boundaries
- Bayview Hunters Point Proposed Redevelopment Project Area

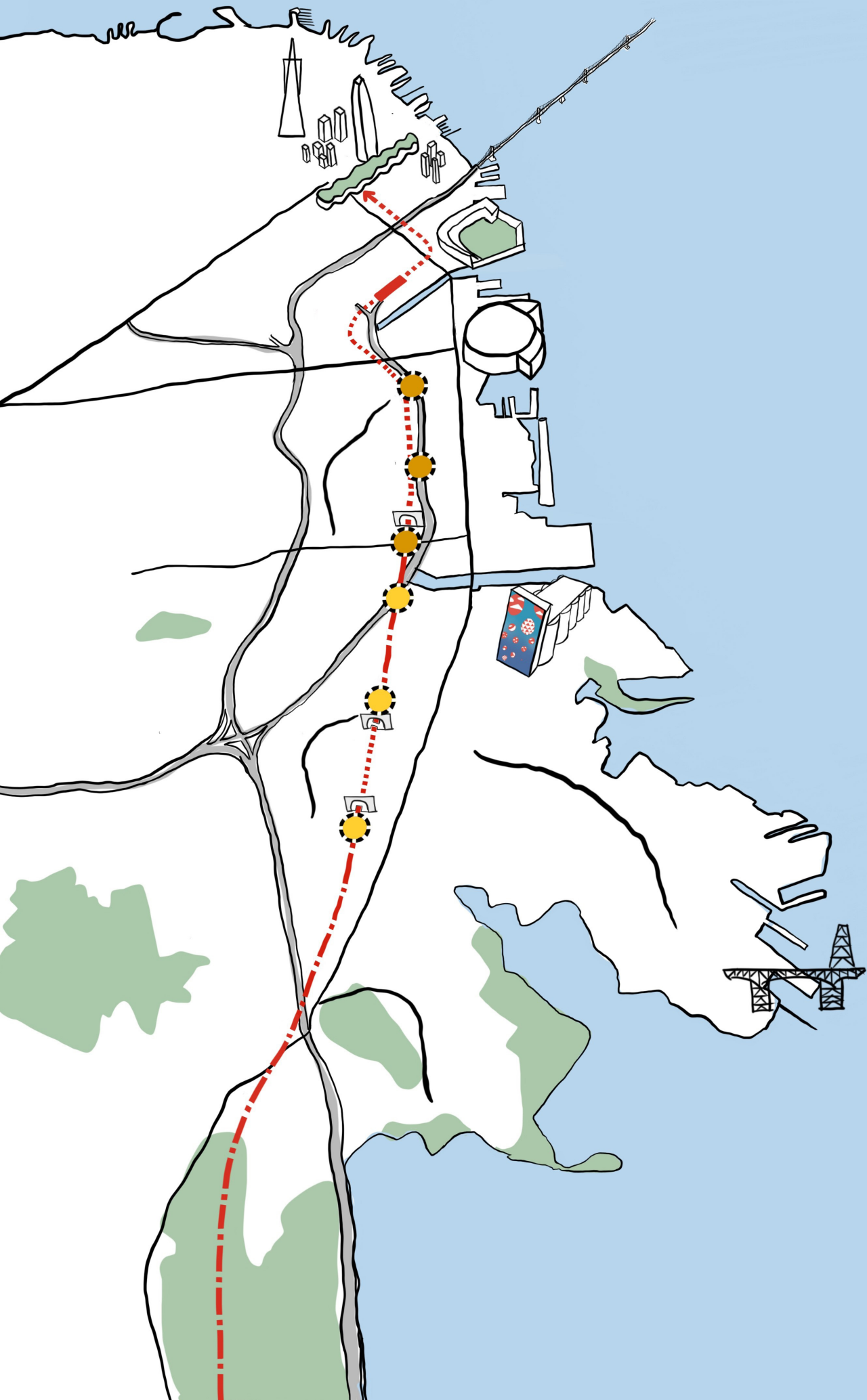


GENERALIZED LAND USE

FIGURE 3

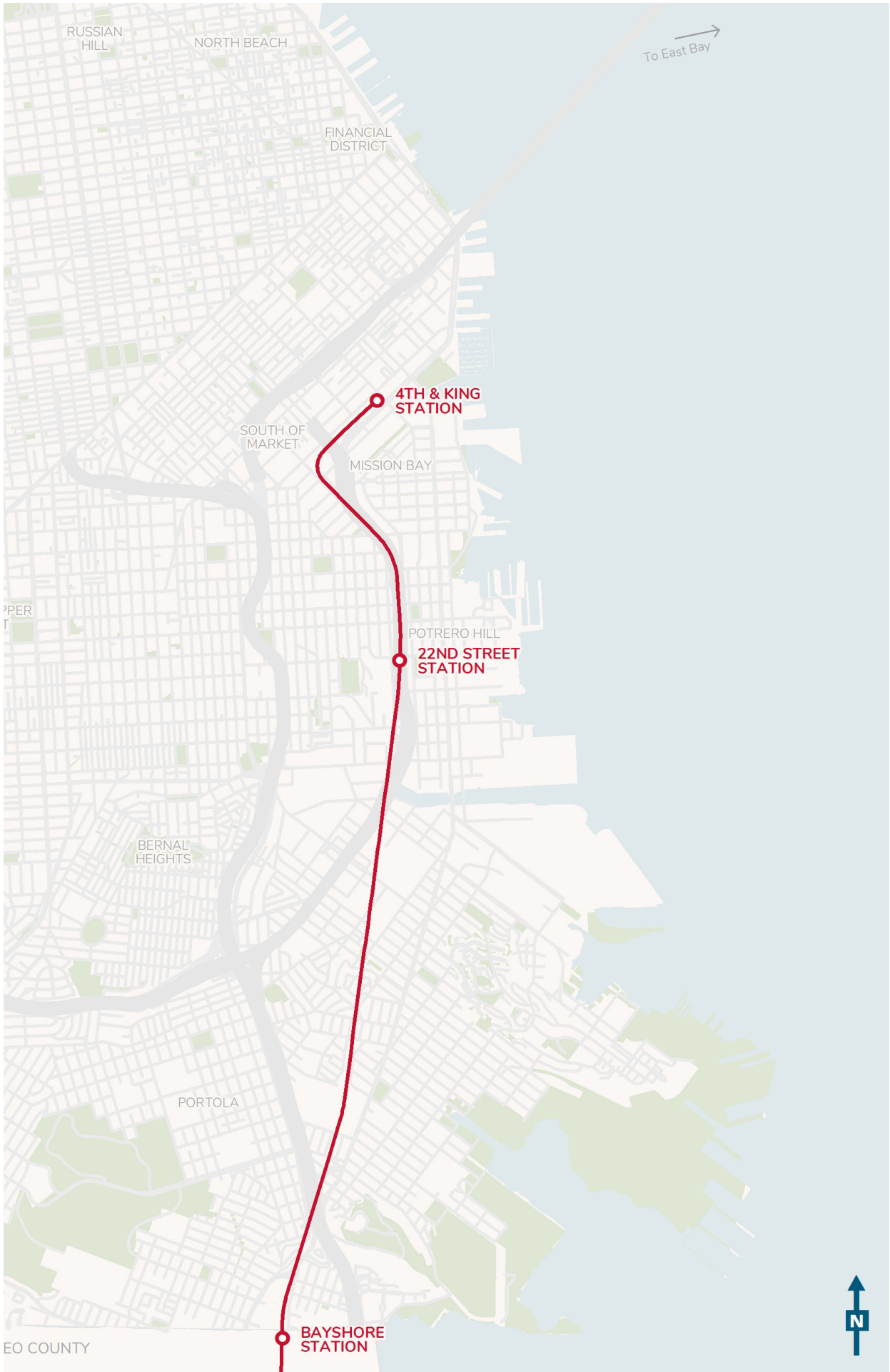
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II. CALTRAIN IN SAN FRANCISCO



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)



Station	Parking Spaces	Mode of Access	Top 3 Origins/Destinations
4th & King Local Limited Bullet	250	41% WALK 20% BIKE 26% TRANSIT 12% DROP-OFF 1% PARK	Palo Alto Mountain View San Jose
22nd Street Local Limited	27	32% WALK 16% BIKE 7% TRANSIT 8% DROP-OFF 37% PARK	Palo Alto Mountain View Redwood City
Bayshore Local Limited	38/26 8% VEHICLE PARKING OCCUPANCY (MAX.)	31% WALK 34% BIKE 10% TRANSIT 5% DROP-OFF 20% PARK	San Francisco Palo Alto San Jose

Station	Weekday Train Stops	Daily Boardings
4th & King	92 62 PEAK 30 OFF-PEAK	WEEKDAY: 15,210 WEEKEND: 3,630
22nd Street	58 32 PEAK 26 OFF-PEAK	WEEKDAY: 1,690 WEEKEND: 290
Bayshore	35 11 PEAK 24 OFF-PEAK	WEEKDAY: 240 WEEKEND: 110

LEGEND

- Caltrain Station
- Caltrain

AM Peak Trips to 22nd St

Analysis Period **Fall 2019**

Day Type **Weekday**

Day Part **AM Peak**

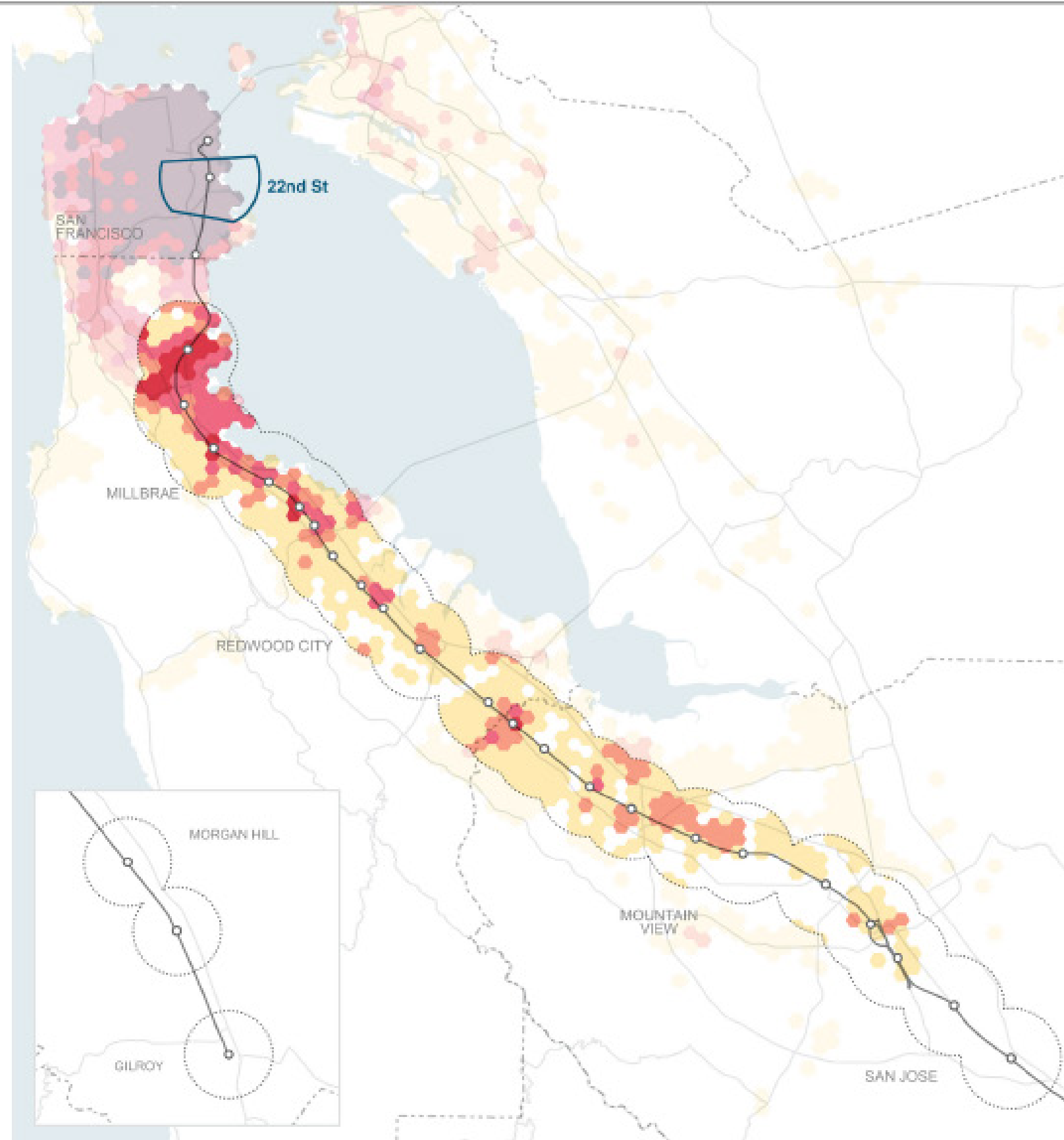
Total Vehicle Person Trips **81,000**

Potential Caltrain Trip Share* **7%**

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

Trip Origins:

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



San Francisco	
22nd St	1,300
Bayshore	
South San Francisco	1,000
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**

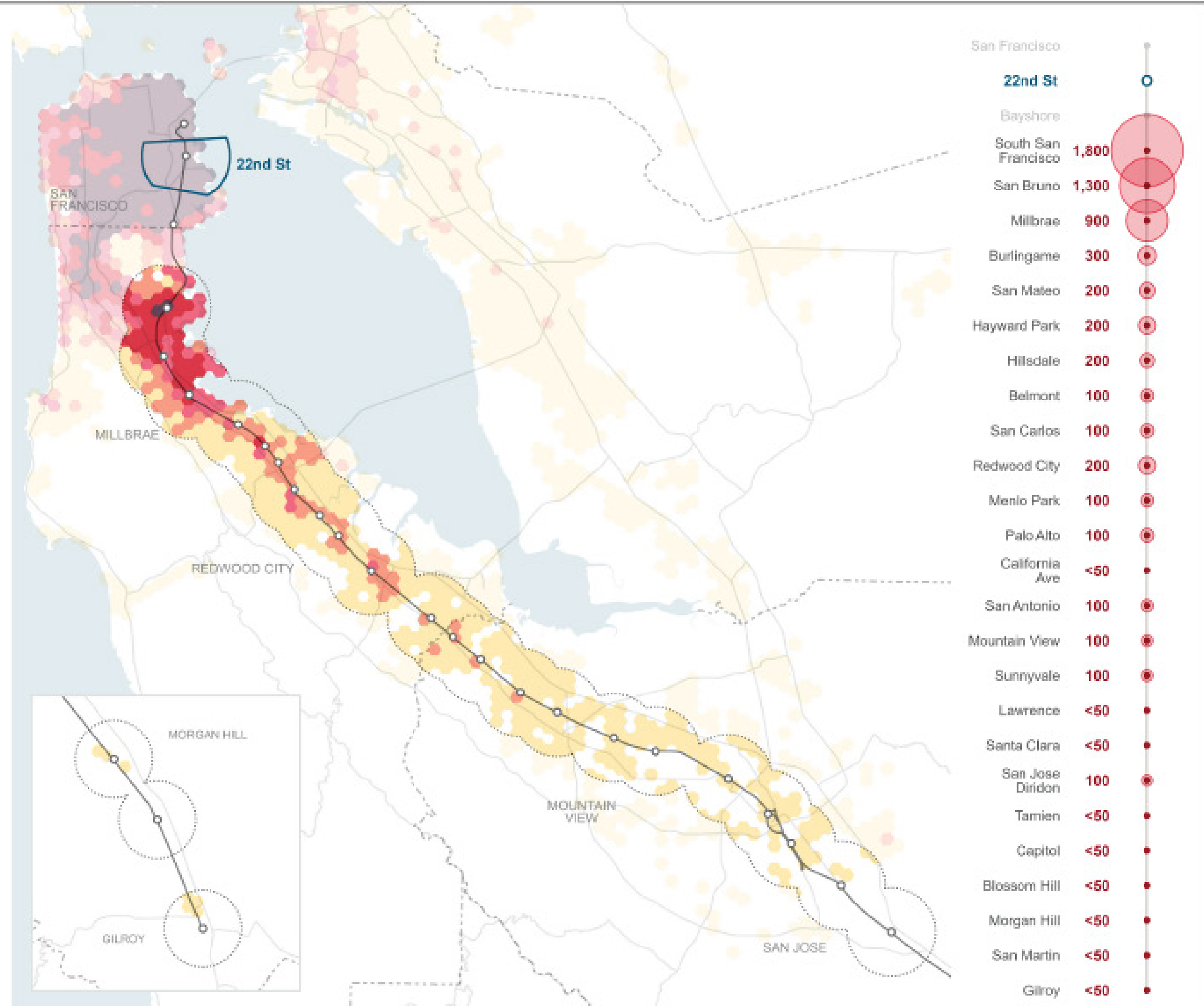
Day Part **Midday**

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:



PM Peak Trips to 22nd St

Analysis Period **Fall 2019**

Day Type **Weekday**

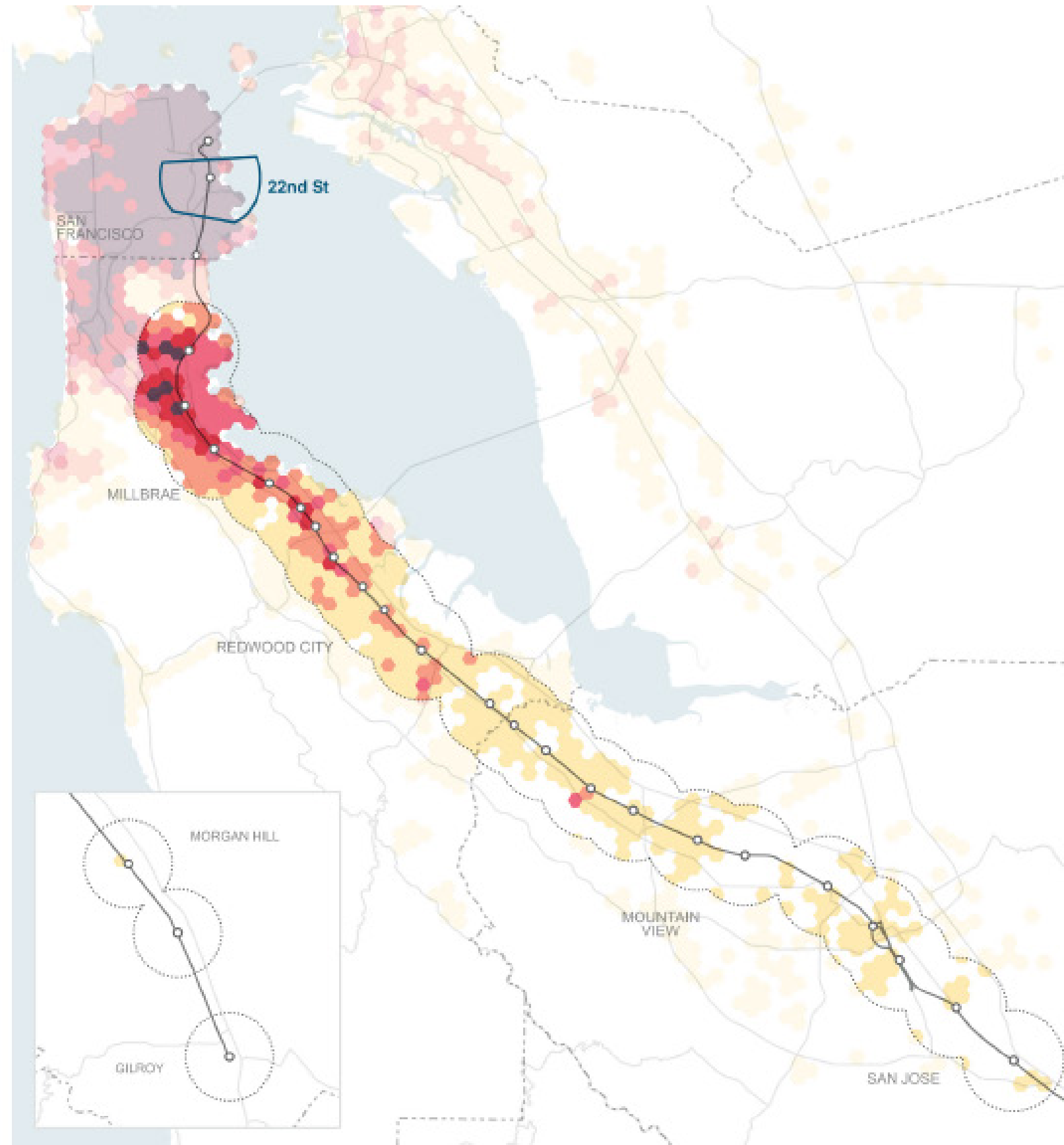
Day Part **PM Peak**

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:



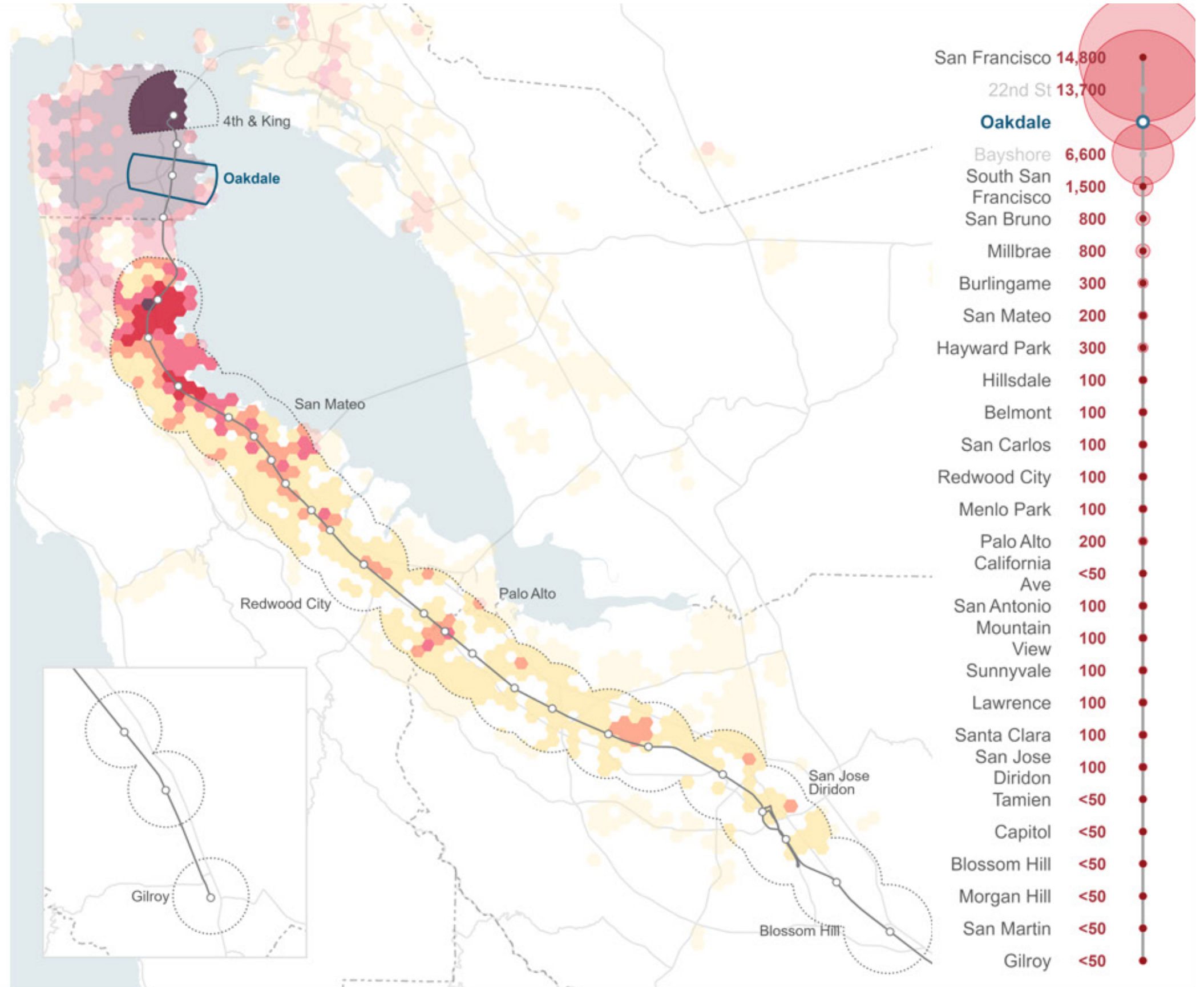
San Francisco	
22nd St	
Bayshore	
South San Francisco	1,500
San Bruno	1,600
Millbrae	800
Burlingame	300
San Mateo	300
Hayward Park	300
Hillsdale	300
Belmont	200
San Carlos	100
Redwood City	200
Menlo Park	100
Palo Alto	100
California Ave	<50
San Antonio	100
Mountain View	<50
Sunnyvale	100
Lawrence	<50
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

Trip Origins:

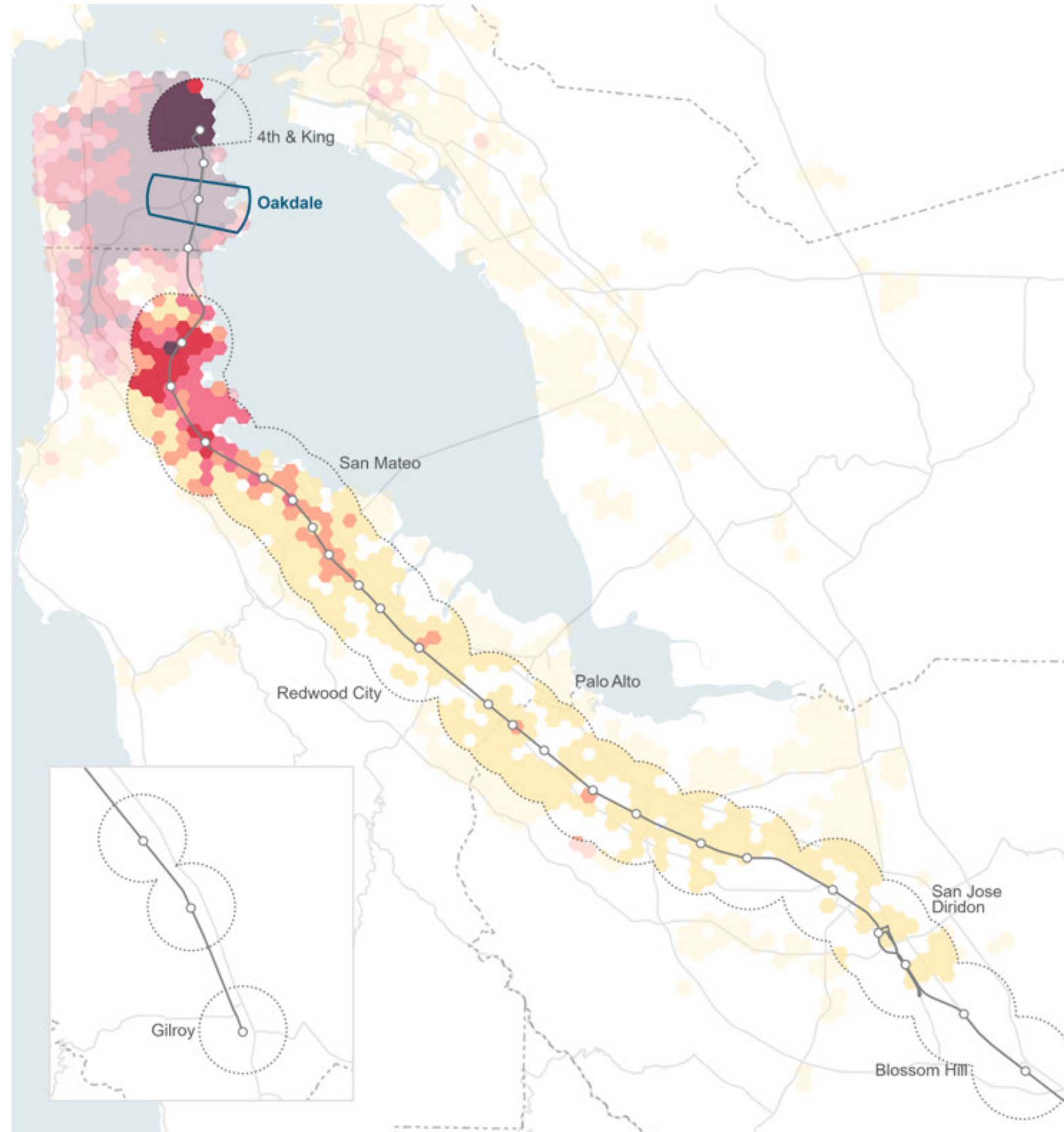


Midday Trips to Bayview

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

Trip Origins:



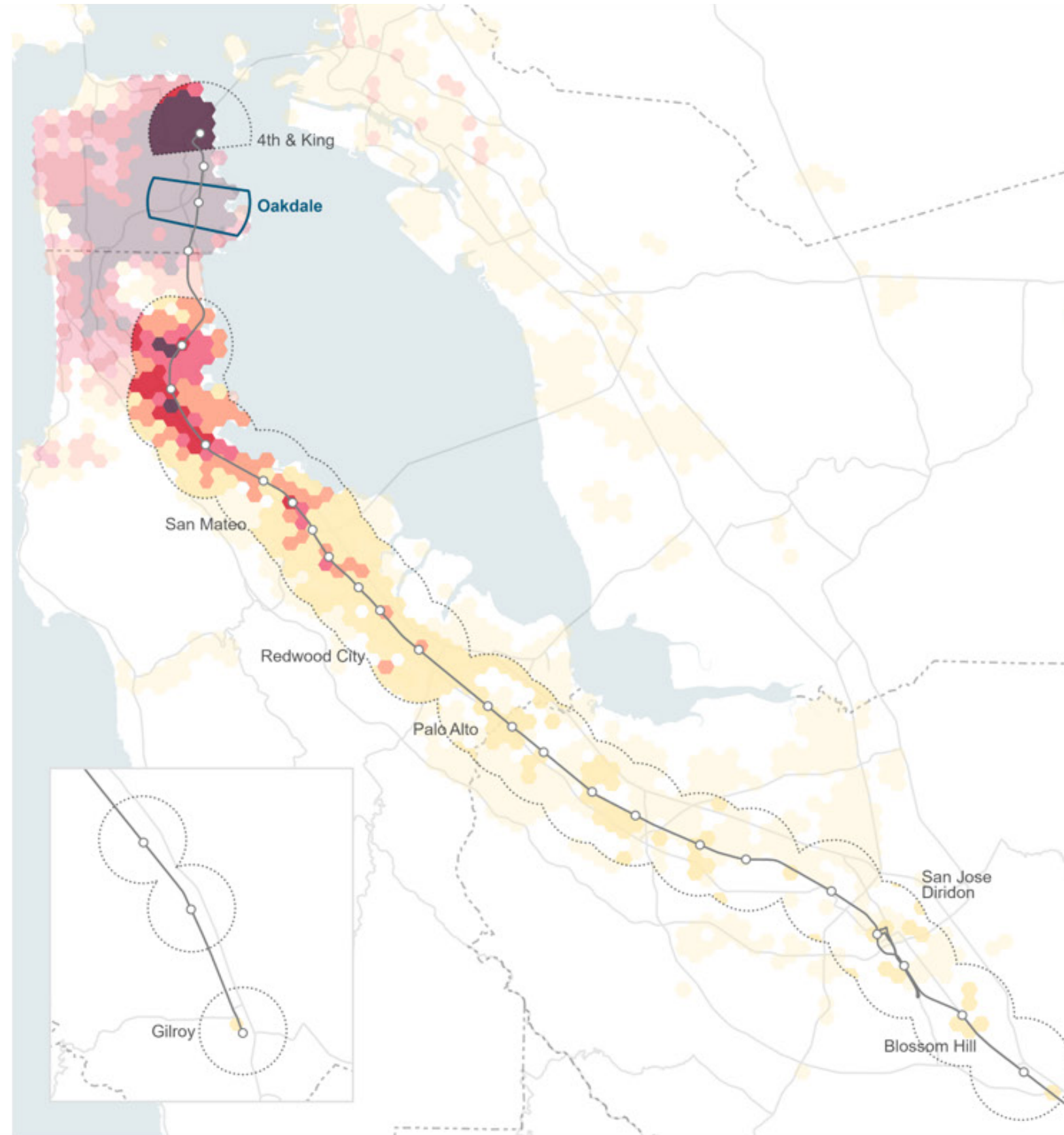
San Francisco	9,600	
22nd St	15,100	
Oakdale		
Bayshore	9,500	
South San Francisco	1,500	
San Bruno	1,100	
Millbrae	800	
Burlingame	200	
San Mateo	100	
Hayward Park	100	
Hillsdale	100	
Belmont	100	
San Carlos	<50	
Redwood City	100	
Menlo Park	<50	
Palo Alto	100	
California Ave	<50	
San Antonio	100	
Mountain 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	

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

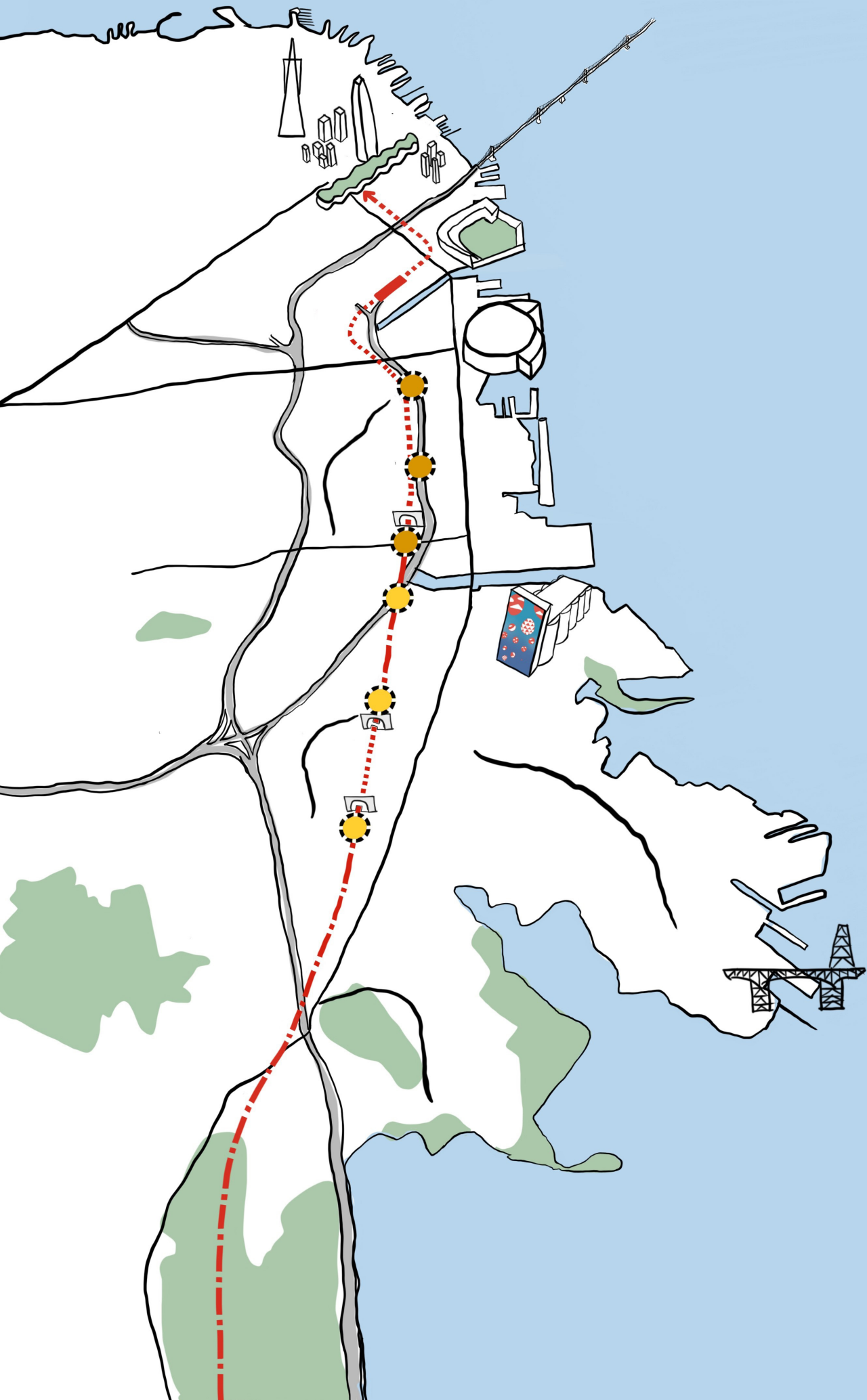
*Trips that start within 2 miles of a Caltrain station more than 4.5 miles away

Trip Origins:



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

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 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 residential, 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 with 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 postering, please see [this map](#). Notably:

- About 2,500 door hangers were distributed in the Mission District, 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 traffic: 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

Agencies: 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 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.



TABERNACLE COMMUNITY DEVELOPMENT CORPORATION

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!**

brightline

DEFENSE PROJECT

1028A Howard Street
San Francisco, CA 94103
P 415.252.9700
F 415.252.9775
www.brightlinedefense.org

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

Chinese American Democratic Club



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



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', is written over a white background.

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



**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

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®**

November 5, 2021

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

To Whom It May Concern:

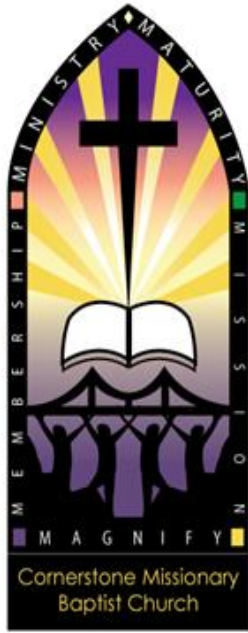
I am writing regarding the placement of the proposed new Caltrain Station.

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



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.

Rev. Dr. Rodney Leggett
Pastor

Myrick Johnson
Deacon's Ministry
Servant Leader

Lawrence Boyd
Stewardship Ministry
Servant Leader

Linda Robinson
Secretary

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,

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.

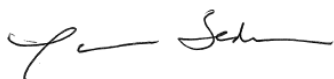
Today, FFCF harvests more than 10,000 pounds of fresh, healthy produce, feeding hundreds of Bayview Families and thousands of neighborhood residents. Moreover, FFCF is a safe place and a model for the Chinese and Black communities growing and working together side by side to create a local food system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



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

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



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



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.

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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

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 an 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

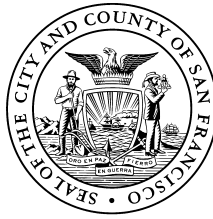
Tammy H. Chan

Senior Planner

Campus Planning

UCSF Real Estate

tel: 415.476.9627 | mobile: 415.794.3233



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

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)

Full List of Community Groups Contacted about the Southeast Rail Station Study:

Overarching

- Chamber Of Commerce
- Livable City
- Walk San Francisco

22nd Street

- Bayview Hunters Point Center for Arts & Technology (BAYCAT)
- Chinatown Community Development Center: Crescent Cove
- Daniel Webster Elementary School
- Golden State Warriors
- Pier 70 Development
- Potrero Hill Boosters
- Potrero Hill Democratic Club
- Potrero Hill Recreation Center
- Potrero Power Station Development
- Potrero-Dogpatch Merchants Association
- San Francisco-Marin Food Bank
- SF Garden Supply
- The Landing
- UCSF
- Green Benefit District
- Dogpatch Neighborhood Association

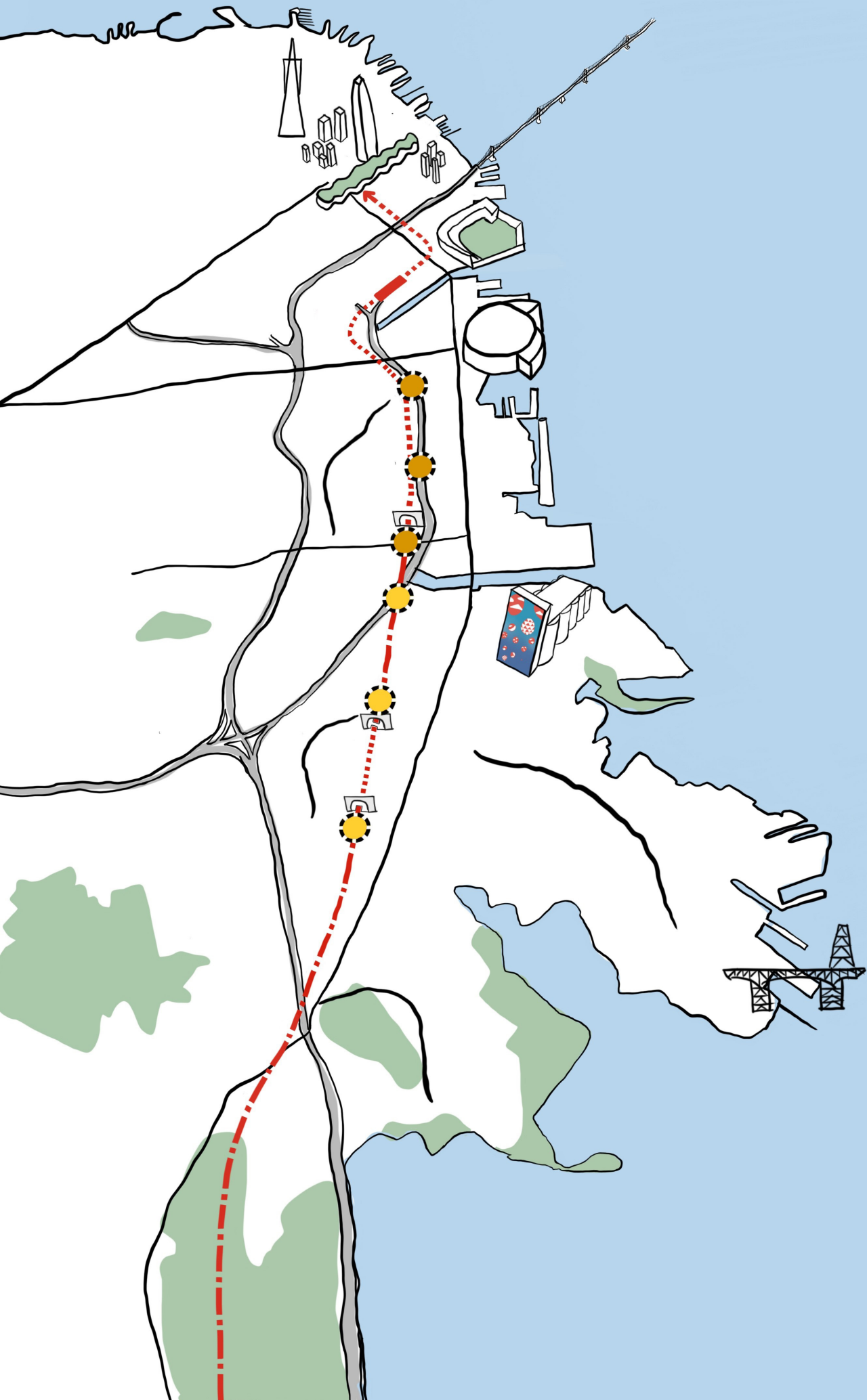
Bayview

- Philip Randolph Institute San Francisco (APRI)
- Aboriginal Blackman United
- Bayview Hill Neighborhood Association
- Bayview Hunters Point Foundation for Community Improvement
- Bayview Hunters Point Opera House
- Bayview Residents Improving Their Environment (BRITE)
- Community Youth Center (CYC) – Bayview
- Dr. George W. Davis Senior Center
- Hunters Point Family
- India Basin Neighborhood Association
- Providence Foundation of San Francisco
- Southeast Community Facility Commission
- St Paul of the Shipwreck
- Young Community Developers
- Filipino Community Center
- City of Dreams
- SFAACD

Additional Communities

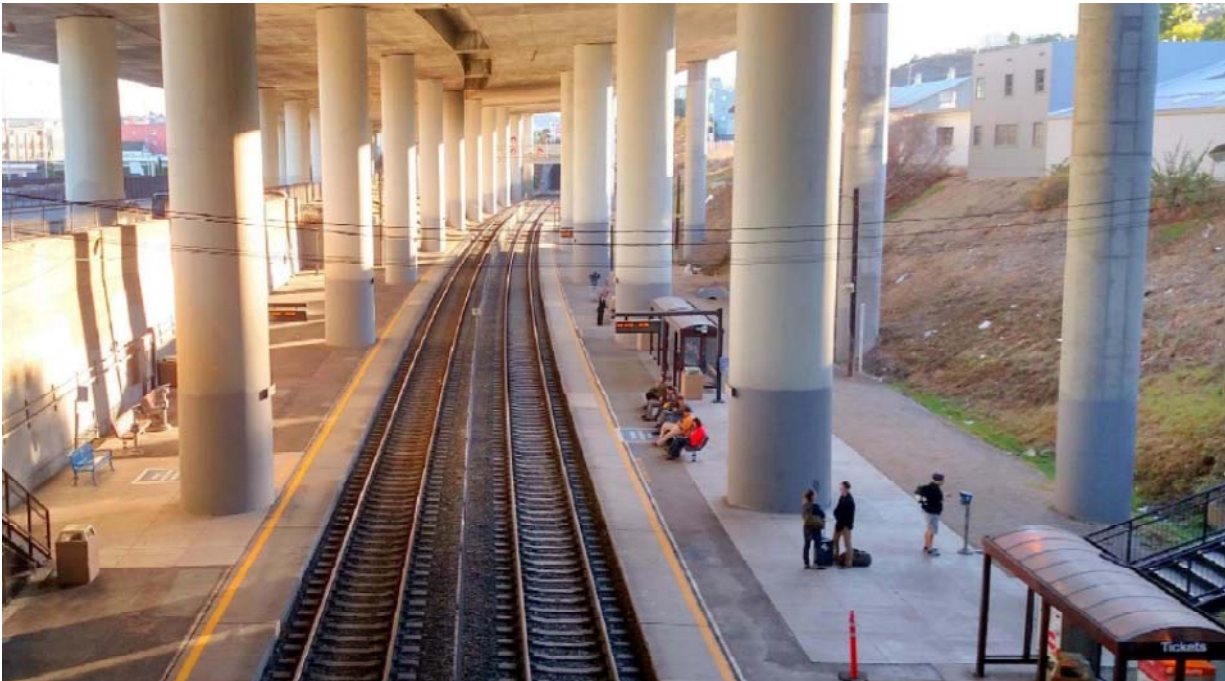
- Excelsior Works
- Poder!
- Coleman Advocates
- San Francisco Rising

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

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

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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	SITWORK	\$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	SITWORK	\$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	SITWORK	\$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

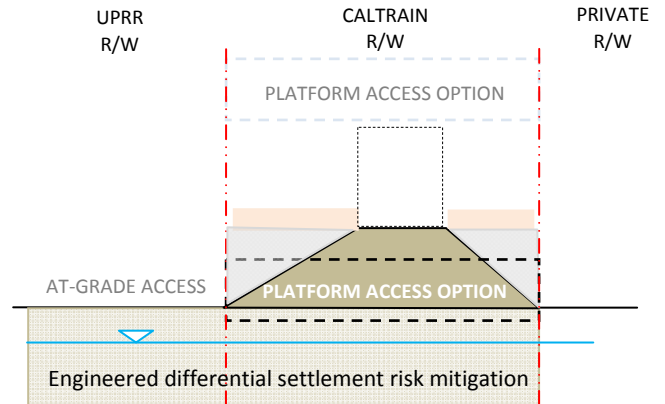
SCC ¹	ITEM	COST (2022)
20	STATION	\$108,625,000
40	SITWORK	\$28,875,000
20+40	TOTAL CONSTRUCTION ²	\$137,500,000
80	PROFESSIONAL SERVICES	\$44,000,000
90	UNALLOCATED CONTINGENCY ³	\$36,300,000
TOTAL PROJECT		\$220,000,000
	Variance Lower (-25%)	\$165,000,000
	Variance High (+75%)	\$385,000,000
Note:		
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
- High Ground Water Table
- Settlement prone site soils that are liquefiable
- Differential settlement risk must be mitigated by engineered design (e.g.: soil improvement, light weight fill materials, piling to bedrock) in order to:
 - Maintain CALTRAIN operations during construction
 - Maintain accessibility during service life
 - Manage damage due to earthquake
 - Mitigate water table changes due to Sea Level Rise
- Ground water management during construction carries schedule risk
- Private property blocks access from east side
- West access in UPRR right-of-way (R/W)
- East platform access must cross under or over tracks



SCC ¹	ITEM	COST (2022)
20	STATION	\$93,500,000
40	SITWORK	\$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	SITWORK		
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

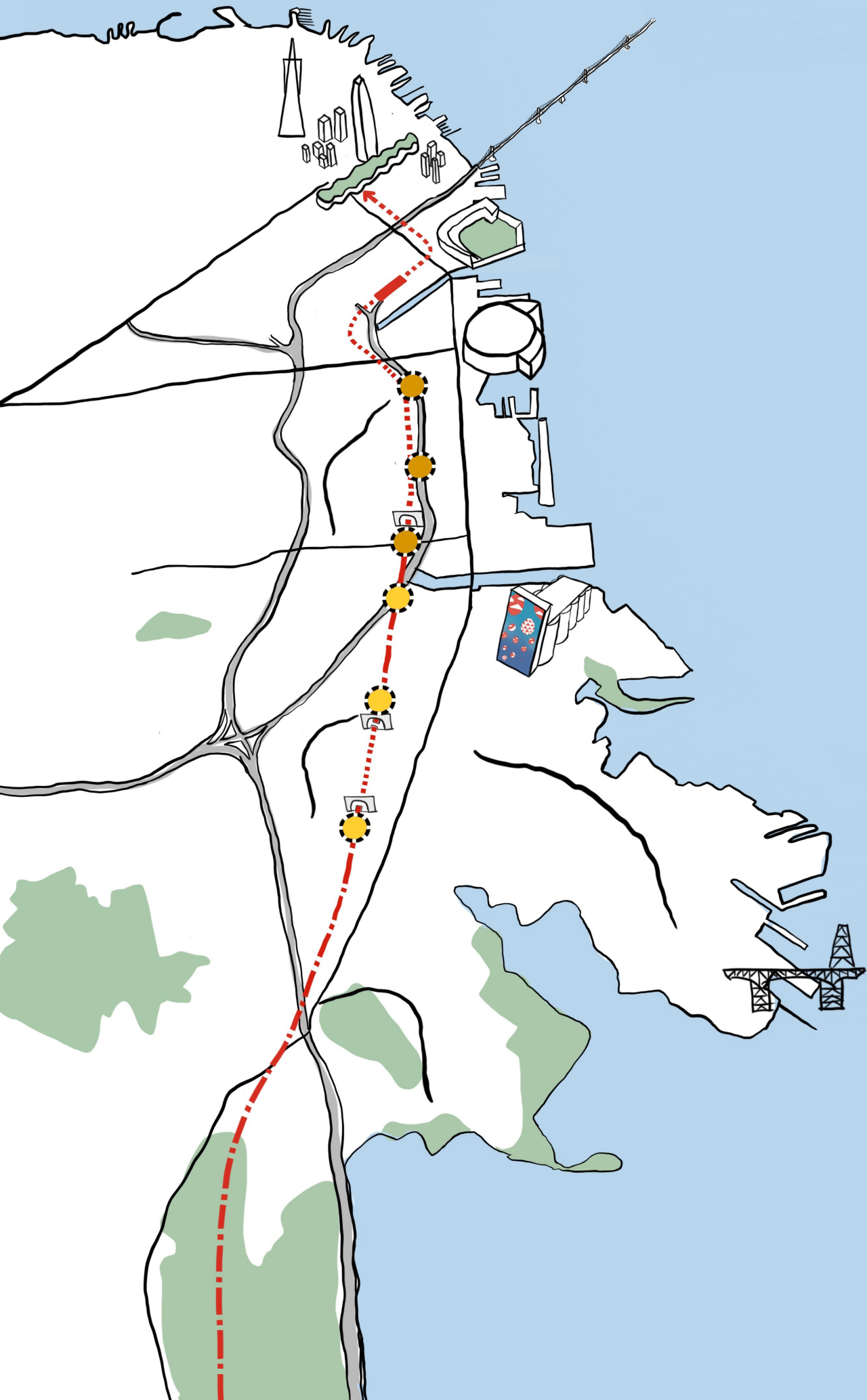
Surface Station

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	SITWORK	\$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%		

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

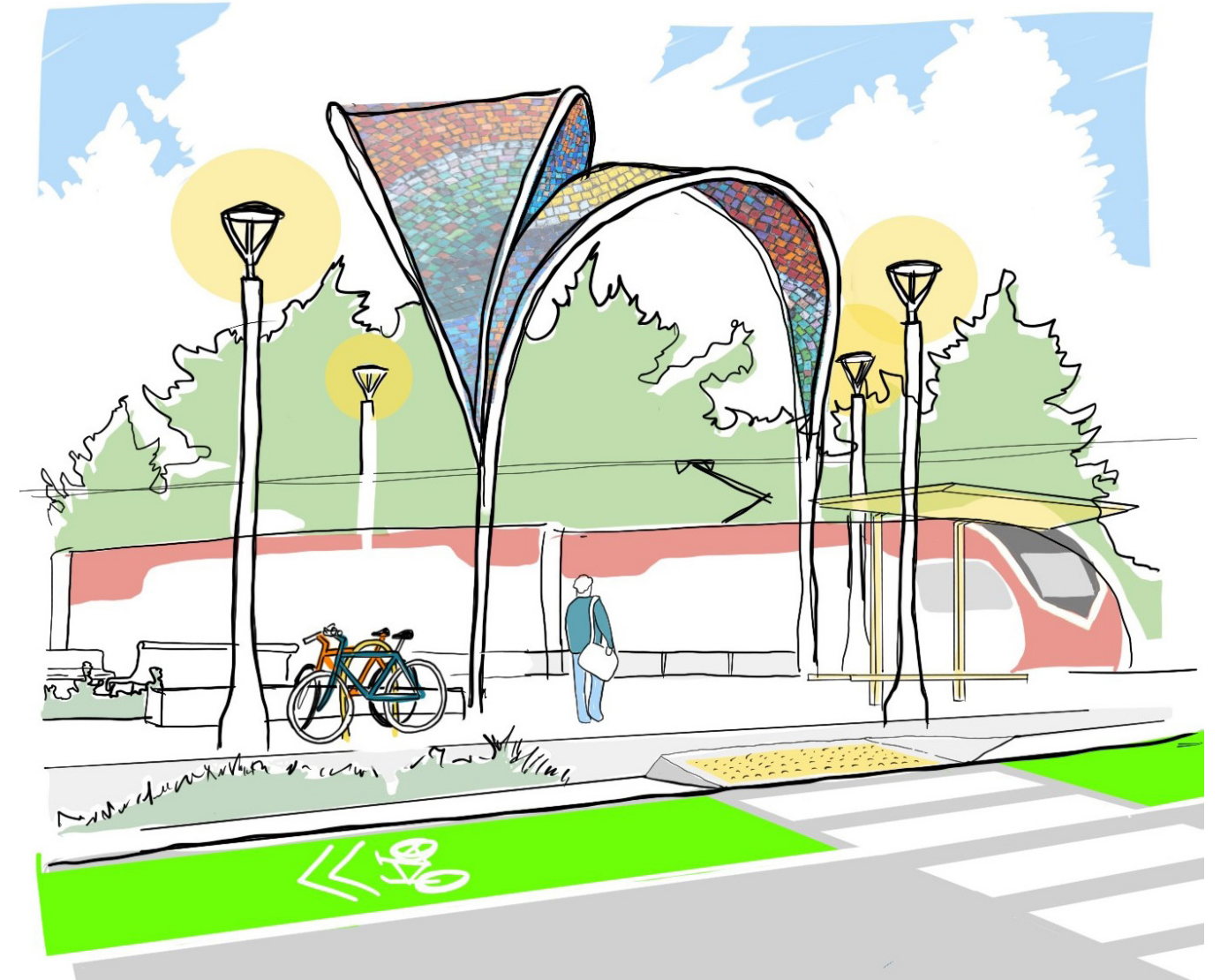
Public transit riders begin and end their journey as pedestrians. The design of the new transit station should ensure that it is both simple and intuitive for riders to travel to and from the station.

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?

