AGENDA

INTRODUCTION

MASTER PLAN
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CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN
ACTION TO BE TAKEN

SFMTA Board of Directors
May 1, 2018:

01 Approval of amendments to:
  • Candlestick Point Hunters Point Shipyard Phase 2 Transportation Plan
  • Hunters Point Shipyard Phase 2 Infrastructure Plan
Approval of Amendments to Redevelopment Plans, DDA & Projects Documents by:

01 APPROVED!
   Full CAC
   April 9, 2018

02 APPROVED!
   OCI Commission
   April 17, 2018

03 APPROVED!
   Planning Commission
   (Redevelopment Plans & D4D Only)
   April 26, 2018
Action to be Taken Cont’d

Approval of Amendments to Redevelopment Plans, DDA & Projects Documents by:

04 SFMTA (Transportation Plan & Infrastructure Plan) May 1, 2018

05 Board of Supervisors (Redevelopment Plan & Project Documents Only) June 2018
WHAT WE ARE PROPOSING:

01 Opportunities for more:
- Schools
- Parks & open space
- Research & development space
- Retail/maker space
- Hotel space
- Adaptive re-use of existing buildings
- More robust bicycle network
- Complete network of transit-only lanes throughout the site

02 A more robust and diverse mix of uses that has the potential to create more local jobs and generate significantly more general fund revenues
WHAT WE ARE PROPOSING: CONT’D

03 To incorporate the new plan, authorizing an additional 2M square feet of commercial uses to align the DDA and the Redevelopment Plan

04 Rebalancing the number of homes over the Shipyard and Candlestick

05 Additional community benefits
<table>
<thead>
<tr>
<th>WHAT’S THE SAME?</th>
<th>01</th>
<th>No increase in total square footage approved in the Redevelopment Plan</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>02</td>
<td>Commitment to affordable housing at ±32%</td>
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<tr>
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<td>03</td>
<td>Backbone infrastructure</td>
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<td>04</td>
<td>High quality transit service, active transportation options, and robust transportation demand management program</td>
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Artist’s rendering conceptual only. Proposed land use is conceptual only.
CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN

SHIPYARD
PROJECTED
PHASING

CONSTRUCTION ±2018‒2025

CONSTRUCTION ±2022‒2030

CONSTRUCTION ±2020‒2029

CONSTRUCTION ±2022‒2030

CONSTRUCTION ±2020‒2027

CONSTRUCTION ±2018‒2025
TRANSPORTATION PLAN
CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN

SURROUNDING TRANSPORTATION
Proposed extensive transit improvements at Shipyard and Candlestick include:

- A new transit center at the Shipyard
- New bus rapid transit (BRT) to MUNI, BART and CalTrain stations
- New downtown express shuttle (HPX, CPX)
- Proposed water taxi
- Full time transportation coordinator to manage real time transportation needs for residents, employees and visitors
Phase 1
±2018–2026

CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN

TRANSIT
PUBLIC TRANSPORTATION

LEGEND
- HPX
- CPX
- 44 O’Shaughnessy
- 48 Quintara
- 23 Monterey
  MP 1 & 2 only
- 29 Sunset

Proposed Water Taxi
Timing of Water Taxi
is to be determined.

Water Taxi Icon Design
by Luis Prado from the
Noun Project.

Note: All dates are projections and subject to Navy conveyance.
2018 dates refer to construction associated with new artist building. Transit maps are conceptual only.
Phase 2
±2021–2030

CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN

TRANSIT
PUBLIC TRANSPORTATION

LEGEND
- HPX
- CPX
- BRT
- 44 O’Shaughnessy
- 48 Quintara
- 23 Monterey
- MP 1 & 2 only
- 29 Sunset
- Proposed Water Taxi
  Timing of Water Taxi is to be determined.
  Water Taxi Icon Design by Luis Prado from the Noun Project.

Note: All dates are projections and subject to Navy conveyance. 2018 dates refer to construction associated with new artist building. Transit maps are conceptual only.
Phase 3
±2023–2031

*Ground floor neighborhood retail/makerspace/PDR space is allowed per redevelopment plan. To the extent permitted by the Hunters Point Shipyard Redevelopment Plan and underlying site conditions, institutional uses may be developed on any block within The Shipyard.

Note: All dates are projections and subject to Navy conveyance. 2018 dates refer to construction associated with new artist building. Transit maps are conceptual only.
BICYCLE/PEDESTRIAN

LEGEND

- Blue Greenway
- Class I Shared Path
- Class II Bike Lane
- Class IV Bike Lane
  - Buffered From Traffic
- Parks and Open Space Bike Connections
- Off-Site Bike Connections

Note: Bicycle facilities through Shoreline Open Space Area to be designed with corresponding park improvements.
TRANSPORTATION DEMAND MANAGEMENT (TDM)

01 TDM Coordinator to be hired to manage TDM activities and participation at the site

02 One of only two projects in the City to require all households above 60% AMI to purchase monthly transit pass, employers encouraged to participate

03 All residential parking will be unbundled, visitor parking priced to encourage short-term parking

04 Annual monitoring to review effectiveness of plan at achieving goal of maximum 45% of all person-trips by auto at project build-out
Parking demand to be monitored, parking ratios could be reduced if Project is not meeting its mode split goal

Preferential parking offered for carpoolers, with free parking for vanpools and carshare vehicles

Space is provided for carshare and bikeshare providers

Bicycle parking and amenities, such as showers and lockers, will be included
Proposed transit maps are conceptual only.
PARKING GARAGE DESIGN STANDARDS

Design Standards Include:

01 All corners of stand-alone parking structures will include active uses such as retail, restaurants, lobbies, entertainment uses or bicycle workshops.

02 All garages will include facilities that support commuter cyclists.

03 All garages will include screening on their façades.

04 Parking garages will be designed to be convertible to other uses in the future and will have a minimum ground and upper floor heights of 15’ and 9’. If a garage is not convertible, it will have more activation through ground floor uses.
4.15.6 Shared Parking Structure Lighting

Security lighting shall be directed away from surrounding land uses using state-of-the-art fixtures to this Standard.

4.15.7 Shared Parking Structure Ground Floor Uses

Convertible Shared Parking Ground Floor Zones on Structure Ground Floor Uses shall contain a minimum of 75% Active structural floors, it is exempt from a minimum [15] ft. All upper floors to ceiling height. If a mechanical parking system does not contain the minimum amount required in the

DEFINITIONS

“Screening”

To mitigate any adverse impacts of canopies, fences, landscaping, and utilities, equipment, and vehicles on the Public Realm. Screening may include shading devices, trellises, and conditions:

- Rooftop mounted equipment
- Eco-District or Eco-Grid utilities
- Ground Floor utilities, mechanical rooms, and alcoves with exterior walls
- Utilities in the Setback areas
- At-grade utilities visible from the ground
- Roofs and ramps at shared parking garage structures and podium parking garages
- Bicycle Parking Façade shall provide direct visual access into the bicycle parking room. Individual Bicycle Parking stalls or racks can be screened from the Public Realm for security.

*Bicycle Parking may be considered an Active Use if it is consistent with the

3. Lighting at Parking Garage Example

1. Lighting at Parking Garage Example

3. Metal Screening Example

• Bicycle Parking shall be well lit but light trespass and glare shall be kept to a minimum.
• Bicycle Parking shall be visually interesting and can use graphics, art, color, etc. to meet this requirement.
• Direct and secure access shall be provided from the sidewalk or pedestrian easement.
• Direct and secure access shall be provided from the sidewalk or pedestrian easement.

LEGEND

1 Metal screening example
2 Landscaping, retail, and screening example
3 Active bicycle storage example
4 Lighting and retail at parking garage example
5 Retail at parking garage example
6 Active bicycle storage example
Off-site improvements will facilitate access to the site for all modes of transportation.

The Infrastructure Plan defines the scope of work for each off-site, which includes a combination of:

- Street reconstruction
- Repair and resurfacing
- New asphalt concrete overlay
- Re-striping
- New traffic signals
- Street lights
- Streetscape elements such as trash receptacles, benches, bike rights and pedestrian lights

Proposed transit maps are conceptual only.
FISCAL ANALYSIS
Compared to the currently approved plan, the proposed plan provides substantially greater net revenue to SFMTA and the City.

The enhanced plan more than doubles the projected annual revenues to the General Fund:
- 2010 Plan: $16.1 million
- 2018 Plan: $40.6 million

The enhanced plan more than doubles the projected annual transit-related surplus:
- 2010 Plan: $1.5 million
- 2018 Plan: $3.4 million

Early investment in transit service

Increased benefits to SFMTA & the City:
INFRASTRUCTURE PLAN
Proposed Amendments Include:

01  Revise street grid and cross sections to align with proposed plan

02  Remove requirement for Project to incorporate Overhead Contact System

03  Space for electric bus charging infrastructure provided
THANK YOU