



July 10, 2024

Mr. Jose Campos
Office of Community Investment and Infrastructure
1 South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Subject: Summary of Changes to the CPHPS Transportation Plan

Dear Jose:

The purpose of this letter is to summarize the modifications to the Candlestick Point Hunters Point Shipyard Phase II (CPHPS2) Transportation Plan as part of the proposed 2024 Modified Project Variant changes. The CPHPS2 Project Final EIR (herein referred to as "2010 FEIR") was certified by the San Francisco Planning Commission and the San Francisco Redevelopment Commission in June 2010. Since the certification of the EIR, a number of refinements have been proposed to the 2010 FEIR Project. The most recent changes, known as the 2019 Modified Project Variant, were summarized in Addendum 6 and were published and approved in 2019.

The 2024 Modified Project Variant includes the following changes:

- Transfer 2,050,000 square feet of office/R&D uses from HPS2 to CP. CP would include a total of 2,800,000 square feet of office/R&D and HPS2 would include up to 2,096,000 square feet of office/R&D
- Modify the CP office/R&D parking ratio to 2.0 spaces per 1,000 square feet for the first 1,700,000 square feet of office/R&D. FivePoint shall conduct a parking study once the 1,700,000 square feet of development is completed to right size the remaining parking needs, subject to review and approval by SFMTA. If the parking study is either not completed or not approved, a maximum parking ratio of 1.3 parking spaces per 1,000 square feet will apply to the remaining 1,100,000 square feet of office/R&D.
- Modify the Project's phasing plan, including removal of sub-phases and the inclusion of up to seven major phases in CP, including Phase 1 which accounts for the 337 dwelling units already constructed as part of Alice Griffith
- Modify the Transit Operating Plan to be consistent with the revised phasing plan
- Alternative roadway cross-sections if existing privately owned parcels (NAPOTS) in CP are not purchased
- Removal of the Hunters Point Shipyard Phase I from the Candlestick Point-Hunters Point Shipyard Transportation Management Association (CPHPSTMA). Hunters Point Shipyard Phase I will establish a separate TMA which will solely serve Phase I.



A detailed description of the effects of the above changes are included in Addendum 7. The following portions of the CPHPS2 Transportation Plan will be refined to reflect the 2024 Modified Project Variant:

- Table 2: Land Use Program and Table 3: Land use Program, will be revised to reflect the 2024 Modified Project Variant, as summarized in **Table A**, below. The corresponding text will be modified to reflect the 2024 Modified Project Variant.
- Harney Way Widening (pages 34 and 81) include the following text: Pending changing circumstances and economic conditions, the Project Sponsor, in consultation with the SFMTA, Public Works, and others, may revisit the roadway configuration of Harney Way to explore the cross-section to seek ways to reduce the overall cross-section width that does not increase costs.
- All figures depicting the proposed land use including those presented on Figure 6, Figures 7A through 7BB, Figure 14, Figure 16, and Figure 17
- Figure 7CC will be added to include a summary of the cross-section alternatives that would be required on portions of Arelious Walker, Egbert Avenue, West Harney Way, and Gilman Avenue, to reflect conditions of the NAPOTS properties are not acquired.
- Table 8: Maximum Parking Requirements, will be modified to reflect the proposed parking ratios for R&D/Office use, as summarized in **Table B**, below.
- Chapter 5 (page 112): Section Employee/Visitor Parking Elements will be revised to include the following (changes denoted in italicized text):
 - Parking will be designed to serve all commercial land uses. Where shared parking opportunities exist (e.g., a facility provides parking for service uses during the day and a restaurant during the evening), the parking requirements will be reduced accordingly;
 - **To the extent practicable, parking shall be shared across tenants and managed collectively;**
 - All on- and off-street parking in commercial areas will be paid parking;
 - Parking rates will ideally be set equivalent to fair market value and not subsidized by tenants or building operators;
 - **Developer agrees to work OCII and MTA to ensure tenants and subtenants minimize employee vehicle parking and usage, subject to the requirements of the Transportation Plan;**
 - No discounts will be allowed for "early bird" or "in by/out by" long-term parking, and no discounted monthly parking passes will be allowed; and
 - Preferred parking spaces will be reserved for carpool/vanpool/carshare vehicles.In addition to the above elements, off-street parking will be priced according to the following principles:



- Free or discounted parking will be available for ~~rideshare~~/vanpool users;
 - Parking will be more expensive than transit options
 - **The daily price of parking to the user shall be set no lower than the market price of parking, or twice the daily Muni cash fare, or \$6 adjusted from 2024 dollars, whichever is greater;**
 - **The monthly price of parking shall not be less than the daily price times the number workdays per month, nor shall the annual price of parking be less than the daily price times the number of workdays per year;**
 - Parking fee structures will encourage short-term retail trips and strongly discourage long-term parking/employee parking; and
Assessment of parking fees would begin before the morning commute period and end after the evening commute period to discourage use of automobiles for home-based work trips among project residents.
- Chapter 5.3 will be revised to reflect the 2024 Modified Project Variant phasing plans
 - Table 13: Land Development Phasing, will be revised to reflect the 2024 Modified Project Variant land development phasing plan in CP, summarized in **Table C**, below
 - Table 14: Roadway Improvement Phasing, will be revised to reflect the new construction schedule, summarized in **Table D**, below.
 - Page 119: Language added related to interim operator restroom facility until construction of the planned permanent restroom in Willie Mays Park 2A.
 - Table 15: Transit Phasing, will be revised to reflect the 2024 Transit Operating Plan, summarized in **Table E**, below.

Additionally, the following portions of the CPHPS Transportation Plan Appendix will be modified:

- Table 1: Transit Service Proposal Costs at Project Buildout, will be revised to reflect latest estimated transit service costs
- Table 3: Transit Phasing, will be revised to reflect the 2024 Transit Operating Plan summarized in Table D, below
- Table 4A and 4B: Transit Phasing and Associated Cost by Year, will be revised to reflect the 2024 Transit Operating Plan and revised costs
- Section 3.1 and 3.2 will be revised to reflect the removal of Hunters Point Shipyard Phase I from the CPHPSTMA
- Table 3-1 and 3-2: TDM Strategies Costs and Funding will be revised to remove costs associated with the removal of Hunters Point Shipyard Phase I from the CPHPSTMA
- Table B-1: TDM Strategies Cost Detail, will be revised to remove costs associated with the removal of Hunters Point Shipyard Phase I from the CPHPSTMA



A redline copy of the Transportation Plan and Appendix is included as an attachment to this letter.

Table A: Modified Project Proposed Land Uses

Land Use Program	2024 Modified Project Variant			
	CP		HPS	
	Size	Units	Size	Units
Residential ¹	7,218	units	3,454	units
Neighborhood Retail/Maker Space ^{1,2}	134.5	ksf	301	ksf
Regional Retail	170	ksf	100	ksf
Office	--	ksf	--	ksf
Hotel	220	rooms	175	rooms
Community Services	50	ksf	50	ksf
Park	105.7	acres	232	acres
Arena	--	seats	--	seats
Film Arts Center	1,200	seats	--	seats
Performance Venue	4,400	seats	--	seats
R&D/Office	2,800	ksf	2,096.5	ksf
Artists' Studios	--	ksf	255	ksf
Marina	--	slips	300	slips
Institutional (Jr. HS/HS)	--	students	1,000 ³	students
Institutional (HS/Post-Secondary)	--	students	1,000 ³	students

Notes:

1. The total amount of proposed land development for HPS Phase 2 shown in Table 1 includes 71 ksf of additional retail space and 172 additional dwelling units that will no longer be included as part of the HPS Phase 1 development, and therefore, would not represent "net new" approved development within the overall HPS Plan Area.
2. 75 ksf of the 301 ksf of Neighborhood Retail at HPS2 would be dedicated for maker space uses.
3. Includes 600 HS students and 400 college students. Half of the HS students would be on site at any given time. Only 1/3 of college students would be on site at any one time.



Table B: Maximum Parking Requirements

Land Use	Rate
Residential	1.0 space per unit
Regional Retail	2.7 spaces per 1,000 square feet
Neighborhood Retail/Maker Space	CP: 1.0 space per 1,000 square feet HPS2: 2.7 spaces per 1,000 square feet up to 175,000 square feet, plus 1.0 space per 1,000 square feet in excess of 175,000 square feet
Office/Research & Development (R&D)	CP: 2.0 spaces per 1,000 square feet for the first 1,700,000 square feet A parking study will be completed to determine the parking ratios for the remaining 1,100,000 square feet. ¹ HPS2: 1.3 spaces per 1,000 square feet
Hotel	0.25 spaces per room
Film Arts Center	1 space for every 8 seats up to 1,000 seats, plus 1 space for every 10 seats in excess of 1,000 seats
Artists' Space	1.0 space per 2,000 square feet
Community Uses	1.0 space per 2,000 square feet
Institution/School	0.07 spaces per 2,000 square feet
Marina Slips	0.6 spaces per slip
Performance Venue	1 space per 15 seats
Grocery Store	2.7 spaces per 1,000 square feet

Notes:

1. The 2024 Modified Project includes 2,800,000 square feet of office/R&D uses in CP with a maximum parking ratio of 2 parking spaces per 1,000 square feet for the first 1,700,000 square feet of office/R&D. This is based on Mission Bay Redevelopment Project Area's parking ratio for office/R&D which was needed in the early phases of the Project Area's development. The Project Sponsor shall conduct a parking study once the 1,700,000 square feet of development is completed to right size the remaining parking needs, subject to review and approval by SFMTA. If the parking study is either not completed or not approved, a maximum parking ratio of 1.3 parking spaces per 1,000 square feet will apply to the remaining 1,100,000 square feet of office/R&D.



Table C: Land Development Phasing

Candlestick Land Use	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Total
Residential	337 du ¹	643 du	848 du	914 du	1,683 du	524 du	2,269 du	7,218 du
Neighborhood Retail		54,332 sq ft	80,168 sq ft					134,500 sq ft
Regional Retail			13,307 sq ft	16,000 sq ft	140,693 sq ft			170,000 sq ft
Office/R&D		1,259,000 sq ft	1,541,000 sq ft					2,800,000 sq ft
Hotel					130,000 sq ft (220 rooms)			130,000 sq ft (220 rooms)
Community Services					50,000 sq ft			50,000 sq ft
Film Arts Center				64,000 sq ft (1,200 seats)				64,000 sq ft (1,200 seats)
Performance Venue							5,000 sq ft (4,400 seats)	5,000 sq ft (4,400 seats)

Notes:

1. Includes the 337 dwelling units already constructed as part of Alice Griffith.



Table D: Roadway Improvement Phasing

Candlestick Roadway Improvement	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7
Harney Way Widening (Initial Configuration)		X					
New Roadway through Candlestick Point		X					
Gilman Avenue Streetscape				X			
Ingerson Avenue Repaving							X
Jamestown Avenue Streetscape							X
Hunters Point Shipyard Roadway Improvement	Phase 1	Phase 2	Phase 3				
Ingalls Avenue/Thomas Avenue/Griffith Street Improvement		X					
Innes Avenue Streetscape	X						
Palou Avenue Transit Preferred Street and Streetscape Improvement			X				
Carroll Avenue		X					
Yosemite Slough Bridge		X					



Table D: Transit Phasing⁷

Route	Frequency	2024 Modified Project Variant	
		Phase	Approx. Year
Hunters Point Shipyard			
Hunters Point Express (HPX)	20	HP 1	TBD ⁸
	10	HP 2	TBD ⁸
	6	HP 3	TBD ⁸
23 Monterey ¹	20	HP 1	TBD ⁸
23 Monterey or 24 Divisadero ¹	15	HP 2	TBD ⁸
	10	HP 3	TBD ⁸
48 Quintara	15	HP 1	TBD ⁸
	10	HP 2	TBD ⁸
44 O'Shaughnessy	10	HP 1	TBD ⁸
	7.5	HP 2	TBD ⁸
	6.5	HP 3	TBD ⁸
Candlestick Point²			
Candlestick Point Express (CPX)	15	CP 4	2036
	5	CP 5	2041
29 Sunset	10	CP 2	2031
	5	CP 3	2034
56 Rutland	20	CP 2	2031
Routes Serving Both Sites			
28R/BRT to CP ^{2,3}	8	CP 7	2050
	5	N/A	N/A
28R/BRT to CP and HPS (Includes Construction of Yosemite Slough Bridge)	8	N/A	N/A
	5	TBD ⁸	TBD ⁸
T Third ⁴	6	No Change - Not triggered by project development	
	5		
Other Improvements			
Hunters Point Transit Center		HP 3	TBD ⁸
BRT Stops		HP 2	TBD ⁸
Connections to SamTrans		HP 2	TBD ⁸
Palou Avenue Transit Preferential Street		HP 3	TBD ^{6, 8}
Harney/Geneva BRT/Transit Preferential Street ⁵		Unknown – Currently Under Study	
Bayshore Transit Center		Unknown – Currently Under Study	
Oakdale Caltrain Station Improvements		Unknown – Currently Under Study	



Notes:

1. The 23 Monterey service may extend into HPS until SFMTA's fleet is modified to eliminate the need for OCS wires extended into the HPS site, at which point the 24 Divisadero would be extended and the 23 Monterey would return to its original (existing) route.
2. Until construction of the Geneva Avenue extension, the BRT service may operate independently from the 23R – 19th Avenue/Gevena Avenue limited between the Hunters Point Transit Center and the Bayshore Caltrain Station via Alana Way and Beatty Avenue.
3. The 28R/BRT is triggered with CP 4; however, due to the delay in construction at HP, the BRT is only expected to serve CP. The BRT route would extend into HP at a later date, to be determined. In addition, the construction of the Yosemite Slough Bridge would not be triggered until BRT extends from CP to HPS.
4. Increase capacity on the T-Third, shown here, is accommodated within the overall implementation of the Central Subway service capacity and frequency enhancement and is not triggered by project development. Extension to the Bayshore Caltrain station is also proposed as part of the overall Bi-County study.
5. Improvements currently under study – phasing shown is anticipated but subject to change.
6. The Palou Avenue improvements will be triggered by HP Phase 3 or based on transit phasing to coincide with improved service frequencies.
7. Based on discussions with SFMTA, the agency will provide transit service commensurate with customer demand as phases of development are built out and passenger destinations are better known. Given the substantial delay in Hunters Point Shipyard development and failure of other developments along the Gevena-Harney corridor to move forward, demand for BRT service will likely be substantially lower than originally expected as initial phases of the Candlestick Point development are built out. Changes to BRT and other transit serving the Candlestick Point-Hunters Point Shipyard site may be necessary to meet customer demand during that time. Mitigation measure TR-17 provides the SFMTA with the discretion to adjust transit service to “address changes in the operating environment and service demands” based on SFMTA’s planning methodology and public input.
8. Timing of HPS2 is speculative, therefore, the approximate year of the trigger will be determined at a later date, once development at HPS2 proceeds.

This concludes the summary of the CPHPS2 Transportation Plan modifications. If you have questions, please contact Sarah Chan at s.chan@fehrandpeers.com.

Sincerely,

FEHR & PEERS

Sarah Chan, PE TE
Senior Associate

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