MARCH 23, 2018
SFMTA POLICY AND GOVERNANCE COMMITTEE
CANDLESTICK POINT & HUNTERS POINT SHIPYARD
MASTER PLAN UPDATE

THE SHIPYARD & CANDLESTICK
AGENDA

INTRODUCTION
- PROJECT TIMELINES
- WHY WE'RE HERE
- UPDATES

MASTER PLAN
- PHASING
- LAND USE

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- TRANSIT IMPROVEMENTS
- BICYCLES/PEDESTRIAN
- TRANSPORTATION DEMAND MANAGEMENT
- TRANSIT CENTER
- OFF-SITE IMPROVEMENTS

FISCAL ANALYSIS

NEXT STEPS

QUESTIONS?
CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN

PROJECT TIMELINE

OUR HISTORY

1997
APPROVED!
Hunters Point Shipyard Redevelopment Plan approved

2004
First land transfer to the City

2005
APPROVED!
Shipyard Phase 1 approved

2007
APPROVED!
Board approves CPHPS2 conceptual framework

2008
Prop G passed

2010
APPROVED!
Candlestick Point & Hunters Shipyard Phase 2 approved

2013
Phase 1 groundbreaking

2015
Alice Griffith groundbreaking
Candlestick Point Stadium demolished

2016
Prop O passes
Northside Park design community outreach

2017
Updated Shipyard master plan community outreach commences

Over 250 Community Meetings

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## Why are we updating the plan?

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<td>01</td>
<td>Creating a more integrated community by providing a greater mix of uses</td>
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<td>02</td>
<td>Re-imagining and providing more parks and open space</td>
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<td>03</td>
<td>Increasing the number of historic buildings that could be retained at the Shipyard</td>
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<td>04</td>
<td>Incorporating best practice green energy</td>
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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
WHAT’S THE SAME?

01. No increase in total square footage approved in the Redevelopment Plan

02. Commitment to affordable housing at ±32%

03. Backbone infrastructure

04. High quality transit service, active transportation options, and robust transportation demand management program
ARELIOUS WALKER
MANSEAU ST
MAHAN ST
HUSSEY ST
COCHRANE ST
MORELL ST
H ST
I ST
R ST
WEST ST
CRISP ROAD
SPEAR AVENUE
NIMITZ AVENUE
VAN KEURAN AVE
STROBINSON ST
CRISP ROAD
ROBINSON ST
GALVEZ ST
LOCKWOOD ST
ROBINSON ST
HORNE ST
FISHER ST
13TH ST
DONAHUE ST
INNES AVENUE
QUESADA AVENUE
PALOU AVENUE
EAST ST
6TH AVENUE
HUDSON AVENUE
GRIFFITH ST
JERROLD AVENUE
INGALLS ST
B ST
BLANDY ST
LOCKWOOD ST
Artist’s rendering conceptual only. Proposed land use is conceptual only.

*Ground floor neighborhood retail/maker space/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.
Artist’s renderings are conceptual only. There is no guarantee that the project will be approved, developed or built as shown.
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TRANSPORTATION 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
CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN

TRANSIT
PUBLIC TRANSPORTATION

Phase 1
±2021–2025

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

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

Transit maps are conceptual only.
Phase 2
±2025–2029

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
Water Taxi Icon Design
by Luis Prado
from the Noun Project

Transit maps are conceptual only.
Phase 3
LATE 2020’S

CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN

TRANSIT
PUBLIC TRANSPORTATION

Phase 3
LATE 2020’S

HPX
CPX
BRT
44 O’Shaughnessy
48 Quintara
24 Divisadero
29 Sunset

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

Recommended Tower
Locations
Residential Density I
Townhomes
Residential Density II
Multi-Story Flats
Residential Density IV
High Rise

Artists
Commercial
Includes R&D, Office and Hotel
Community Use
Utilities
Recycled Water Treatment Plant

*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.

Transit maps are conceptual only.

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CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN

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

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
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.

- **2010 Plan:** $16.1 million
- **2018 Plan:** $47.2 million

The enhanced plan more than doubles the projected annual transit-related surplus:
- **2010 Plan:** $1.5 million
- **2018 Plan:** $4.1 million
NEXT STEPS
CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN

PROJECT TIMELINE

OUR FUTURE

FALL 2017
August:
PD&F CAC Subcommittee: Shipyard Master Plan Update

October:
Full CAC: Shipyard Master Plan Update & Community Open House

November:
PD&F Subcommittee & Full CAC: Updated Shipyard Parks & Open Space

SPRING 2018
REQUESTING APPROVAL BY OCII COMMISSION, PLANNING COMMISSION, & BOARD OF SUPERVISORS:
Redevelopment Plan
DDA & Associated Exhibits

WINTER 2017
January:
Community Open House
Formal CAC Subcommittee Presentations
Formal Full CAC Presentation

WINTER 2018/19
REQUESTING APPROVAL BY OCII COMMISSION:
Sub-Phase Application
Start Infrastructure Construction

FALL 2018
REQUESTING APPROVAL BY OCII COMMISSION:
Major Phase Application
Streetscape Master Plan
Signage Master Plan

Crane Icon Design by Dinosoft Labs from the Noun Project
AGREEMENTS TO BE AMENDED

01 2010 HPS REDEVELOPMENT PLAN
   Establishes legal authority and permitted land uses

Conforming amendments will also be made to the BVHP Redevelopment Plan

02 2010 DISPOSITION & DEVELOPMENT AGREEMENT (DDA)
   Grants development rights to FivePoint and requires certain obligations regarding public facilities and community benefits

03 PROJECT DOCUMENTS
   Conforming amendments to the DDA Exhibits to reflect the updated master plan
APPLICATIONS TO BE SUBMITTED

01 MAJOR PHASE APPLICATION
Broad development proposal, land use, height, housing, and public benefits

02 SUB-PHASE APPLICATION
Refinement and confirmation of the development proposal

03 SCHEMATIC DESIGN DOCUMENTS
Design concepts for individual buildings and developments
QUESTIONS?
The Francisco County Transportation Authority (SFCTA) is currently conducting a study of Harney Way. With its access to existing levels and site improvement areas, the SFCTA and the City would like to postpone the construction along Harney Way. A summary of the proposed improvements includes:

- **Corridor reconstructed and widened**
- **Includes BRT and cycle track facilities**
- **Streetscape improvements**

The LEGEND for the site plan includes:
- BRT Route
- Car Lanes
- Cycle track

**Off-Site Plan**

**Cross-Section A**
• One center left-turn-lane serving both directions
• Signalized intersections at Arelious Walker Drive as well as Ingalls, Hawes, and Jennings Streets
• Maintain driveway access to off-street parking

**IMPROVE PEDESTRIAN SAFETY**
• Pedestrian-level lighting
• Bulb-outs at key intersections
• Street trees along both sides of the street (Street trees have been shown to reduce traffic speeds.)

**IMPROVE TRANSIT ACCESS**
• Elongated bulb-outs at the bus stops
• Addition of bus shelters
• Lane configuration and transit signal priority that accommodates high-frequency transit proposed for Gilman

**IMPROVE PEDESTRIAN ACCESS**
• Maintain the existing sidewalk width
• Bulb-outs at the intersections
• Signalized intersections with protected crossings
• Improved sidewalk paving
• ADA-compliant curb-ramps at all intersections
• Benches, bicycle racks and trash/recycling receptacles at key locations
• Maintain and/or improve access to community facilities in the project area

**BEAUTIFY STREETSCAPE**
• Street trees along both sides of the street
• Improved sidewalk paving
• Pedestrian-level lighting
• Additional planting at locations determined by residents

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**GILMAN AVENUE**

**01** Lanes reconfigured to serve neighborhood instead of Candlestick Park

**02** Traffic signals added

**03** Streetscape improvements

**04** The redesign will facilitate movement of the 29 and improve service for bus riders
The Innes corridor is planned to be reconstructed between Donahue and Jennings Street.

Traffic signals and left-turn pockets are planned to be installed to provide access to Build Inc. India Basin Development.

Street lights that need to be replaced are planned to be upgraded and a continuous sidewalk will be constructed on both sides of the street.

The work is planned to include streetscape improvements, which can include new street trees, benches, bicycle racks, and trash receptacles.
INNES AVENUE/HUNTERS POINT BOULEVARD/EVANS AVENUE
INNES AVENUE/HUNTERS POINT BOULEVARD/EVANS AVENUE

1 HUNTERS POINT BOULEVARD AT INNES AVENUE
Street parking north and south side of street
Bus lane

2 INNES AVENUE AT HUNTERS POINT BOULEVARD
Street parking on south side of street
Bus lane going north and south

3 INNES AVENUE AT GRIFFITH STREET, WEST SIDE OF INTERSECTION
Left-Turn Lane
Parking on North

Note: transit-only lanes will be implemented on Innes Avenue per the mitigation measure in the India Basin EIR
CANDLESTICK POINT & HUNTERS POINT SHIPYARD MASTER PLAN

INNES AVENUE/ HUNTERS POINT BOULEVARD/ EVANS AVENUE

4 INNES AVENUE AT GRIFFITH STREET, EAST SIDE OF INTERSECTION
No Left-Turn Lane
Parking on South
Curb-Extension on North

5 INNES AVENUE AT ARELIOUS WALKER DRIVE, WEST SIDE OF INTERSECTION
Left-Turn Lane
Parking on South

6 INNES AVENUE AT ARELIOUS WALKER DRIVE, EAST SIDE OF INTERSECTION
No Left-Turn Lane
Parking on North
Slope on South

Note: transit-only lanes will be implemented on Innes Avenue per the mitigation measure in the India Basin EIR
7 INNES AVENUE AT EARL STREET, WEST SIDE OF INTERSECTION
Left-Turn Lane
No On-Street Parking

8 INNES AVENUE AT EARL STREET, EAST SIDE OF INTERSECTION
No Left-Turn Lane
On-Street Parking, Both Sides

9 INNES AVENUE AT DONAHUE STREET, WEST SIDE OF INTERSECTION
No Left-Turn Lane
No On-Street Parking
Pedestrian Bulb-out

Note: transit-only lanes will be implemented on Innes Avenue per the mitigation measure in the India Basin EIR.
INNES AVENUE/
HUNTERS POINT BOULEVARD/
EVANS AVENUE

Proposed Next Steps*:

**SPRING 2018**
Concept level designs approved in Infrastructure Plan

**2020**
Community outreach associated with detailed design elements, including parking, bulb-outs, etc. to inform the development of final construction drawings.

**2022-2024**
Construction of Innes Avenue Corridor improvements

* Dates are subject to change.
Proposed Scope of Improvements:

01  Transit priority street

02  Traffic signals added

03  Streetscape improvements