San Francisco, California

Hunters Point Shipyard

Design for Development
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San Francisco Redevelopment Commission Resolution No. 62-2010
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Introduction

1.1 Summary of Document
1.2 Background
1.3 Site Location and Context
1.4 Access and Ownership
1 Introduction

1.1 Summary of Document

This Design for Development (D4D) document establishes the development standards and guidelines that will govern all future design and development at Phase 2 of the Hunters Point Shipyard. The D4D is the culmination of a multi-year community planning process. References throughout this document to the Shipyard or the Shipyard site are to Phase 2 of the Hunters Point Shipyard, the boundaries of which are shown in Figure 1.1. On a macro-scale, the D4D is crafted to effectuate a specific urban form envisioned for the Shipyard; on a finer scale, it outlines specific design regulations created to inspire attractive building architecture and functional public spaces as this new neighborhood comes to life over the coming decades. The Shipyard D4D document works in tandem with the D4D document for the adjacent Candlestick Point development project. Taken together, the design regulations for both Project Areas aspire to fundamentally improve the built environment of southeast San Francisco.

The Shipyard site lies within the Hunters Point Shipyard Redevelopment Project Area. The proposed development of the Shipyard has been set forth in the Hunters Point Shipyard Redevelopment Plan (the Plan), which has been amended to establish the allowable land uses for the Shipyard. Thus, this Shipyard D4D is a companion document to, and authorized under, the Plan and has been adopted by the Redevelopment Agency of the City and County of San Francisco, the public agency responsible for oversight of development within the Hunters Point Shipyard Redevelopment Project Area. The Plan, in general, provides a vision for the area that eliminates blight and environmental deficiencies while supporting market rate and affordable housing, economic development, small businesses, emerging commercial-industrial sectors, public transit service, publicly accessible open space and participation by residents in deciding the future of the area.

The design standards and guidelines contained in this D4D apply to all development within the Shipyard site area, including both the public and private realms, with the objective of implementing the vision set forth in both the Plan and in this document.
Companion Documents

The Shipyard D4D addresses land use, building design, open space and street design in The Plan. The D4D should be used in conjunction with a series of other companion documents that have been approved for the Hunters Point and Candlestick Point sites. These documents include:

- Hunters Point Shipyard Redevelopment Plan
- Infrastructure Plan,
- Transportation Plan,
- Streetscape Plan,
- Signage Master Plan,
- Parks, Open Space and Habitat Plan,
- Sustainability Plan, and

Together, these documents supersede the San Francisco Planning Code in its entirety, except as otherwise provided for in the Hunters Point Shipyard Redevelopment Plan.

In the event of any conflict between this D4D and the Hunters Point Shipyard Redevelopment Plan, the Hunters Point Shipyard Redevelopment Plan shall control.

Development at Phase 1 of Hunters Point Shipyard, which corresponds to the adjacent Hunters Hill Residential District, is regulated by the Plan and the separate Design for Development for the Hunters Point Shipyard Redevelopment Project Panel, originally adopted in 1997.

Organization

This document has six sections as follows:

1. **Introduction** – Provides a summary of the document, describes the general background to the Shipyard redevelopment, site location, context and current access and ownership.

2. **Vision** – Presents the overall concept, community goals and objectives, urban design principles and sustainability principles for the project. These are described for both the Shipyard and Candlestick, since a consolidated plan has been prepared for these two areas to develop a mixed-use community with a connected street and transit network and a shared open space and trails system. The overall vision provides the context for the Shipyard development plan, which is described in Section 3. The standards and guidelines that are specific to the Shipyard are located in Sections 4 and 5.

3. **Proposed Plan** – Describes the Shipyard’s plan structure and program in terms of land uses, urban form, development program, the street network, and the parks and open space system.
4. **Land Use, Design Standards and Guidelines** – Establishes the overall standards and guidelines that regulate the form and character of the development for elements that span across the Shipyard site. These include land use height, bulk, massing, buildings, parking and loading, and streetscape. *Standards* are mandatory actions, generally described in absolute terms such as by measurement or location. *Guidelines* are encouraged actions, which if adhered to in spirit will result in projects that best fit the vision for the site.

5. **Neighborhood Standards and Guidelines** – There are four neighborhoods within the Shipyard site: Shipyard North Residential, Shipyard Research and Development (R&D), Shipyard Village Cultural Center, and Shipyard South Multi-Use. A unique physical character is envisioned for each neighborhood and thus specific standards and guidelines are set forth for achieving the desired characteristics of such elements as at-grade retail, tower locations, street walls, mid-block breaks, and more. For Shipyard South Multi-Use, both a stadium and two non-stadium options are described to address the uncertainty at time of writing whether the San Francisco 49ers will relocate to the Shipyard.

6. **Implementation** – Presents the required procedures for implementing development plans for the individual parcels, granting variances and amending this document.

The user of this D4D should be conscientious in cross-referencing sections of this D4D in cases where a design standard may be described in more than one section. As organized, Section 4 provides design standards and guidelines universally applied throughout the Shipyard, while Section 5 will often provide more detailed or rigorous standards pertaining to a particular neighborhood within the Shipyard. For example, the Shipyard site Street Wall requirements are contained in Section 4.2.3. However, more specific Street Wall requirements are proscribed in Section 5.2.3 for the Shipyard Village Center Option. In summary, users should read and understand the D4D in its entirety before proceeding with design and related analyses of a particular parcel’s development potential.
1.2 Background

The Shipyard and Candlestick Point (Candlestick) areas along the Bayview waterfront total 702 acres of land in the southeast portion of San Francisco. Redevelopment of these two areas, which are largely underdeveloped and separated from the urban grid of the city, represents a rare opportunity to create an entirely new shoreline community within the Bayview Hunters Point community featuring: waterfront parks, a number of distinctive residential neighborhoods and a much needed injection of commercial and retail uses.

The combined project areas include: a decommissioned Naval Shipyard with dilapidated structures for ship repair, piers and dry-docks, and storage and administrative spaces; a number of former Navy buildings that are currently being used as artist studios and by light industrial tenants; the Candlestick Point State Recreation Area; an aging NFL stadium owned by the City and County and home to the San Francisco 49ers; and the Alice Griffith public housing development.

While the Shipyard and Candlestick are geographically distinct, their adjacency to one another has fostered a combined redevelopment planning effort resulting in a seamless community plan. This plan establishes the vision for transforming this large land area from blight to new, thriving neighborhoods ringing San Francisco's southeastern waterfront.

Bayview residents have been long at work in establishing the overall vision and goals for revitalization for the Bayview Hunters Point area, which includes both of these sites, beginning with the 1969 Hunters Point Redevelopment Plan, the 1969 Indian Basin Industrial Park Redevelopment Plan, the 1995 South Bayshore Area Plan, the 1997 Hunters Point Shipyard Redevelopment Plan, and the 2006 Bayview Hunters Point Redevelopment Plan. These goals include building a new home for the San Francisco 49ers, the development of job creating uses, improvement of existing parks, as well as tangible physical and economic benefits for the Bayview Hunters Point community, a long underserved and physically isolated part of San Francisco. Now the City and the Bayview community have been afforded a unique chance to implement many of these goals. Hence, an integrated plan has been prepared working with resident committees and with a developer partner.
The Shipyard – Downtown San Francisco in background.

The Shipyard – Drydocks and piers in foreground, the Hunters Point Hilltop in background.

photo courtesy of Mark Defoe at heliphotos@mchsi.com

The Shipyard – Drydocks and piers in foreground, the Hunters Point Hilltop in background.
Candlestick – State Recreation Area in foreground, stadium in mid-ground, Bayview Hill and Bayview neighborhood in background.

Candlestick – State Recreation Area at left, stadium at center, Bayview Hill at right.
1.3 Site Location and Context

The Shipyard and Candlestick project sites are located approximately five miles south of downtown San Francisco in the southeastern part of the city. The total acreage of the two sites is approximately 702 acres. As indicated on Figure 1.1, both sites have extensive shoreline frontage along the San Francisco Bay to the east and south, the South Basin and Yosemite Slough watershed which separates them, and India Basin to the north of the Shipyard. Hunters Point Hill and the Bayview/Hunters Point neighborhood are located to the west of the Shipyard site; whereas the same neighborhood and Bayview Hill Park are adjacent to the north and west sides of the Candlestick Point site.

Bayview Hill Park creates a natural geographic limit to development and a buffer to Highway 101 to the west of the Candlestick site. This City park has trails that overlook the entire Candlestick site and provide panoramic views of the Bay. Part of Hunters Point Hill is currently being developed as both the Hilltop and Hillside Phase I developments of the Hunters Point Shipyard project. The southeastern portion of the Hunters Point Hill is being developed as a park, which will link into the proposed Shipyard Phase II development.

The Shipyard is a former U.S. Naval Shipyard, which was operational between World War II and 1974, and is currently accommodating some artist studios and light industrial uses on a portion of the site. Candlestick is the current location of Candlestick Park (the home stadium of the San Francisco 49ers NFL team), the Candlestick Park State Recreation Area (CPSRA) and the Alice Griffith public housing development.

The Shipyard provided the major source of employment for the Bayview/Hunters Point neighborhood while it was operational. Subsequent to its closure, economic opportunity has declined in this part of the city as the site has remained largely unused since. Both the Shipyard and Candlestick projects will bring improved street and transit connections to the area, along with new employment uses that will substantially increase the community’s economic activity.

To take advantage of this waterfront location, which provides the potential for some of the most significant open space area in the City, a major shoreline park will be created. New public connections to the waterfront will be provided. Further, a plan to restore the Yosemite Slough watershed, which feeds into the South Basin, will allow for an integrated park area to be created which extends from the CPSRA and includes the South Basin, Yosemite Slough and the southern shoreline of the Shipyard.
Figure 1.1  Site Context

Legend

1. Bayshore Caltrain Station
2. Bayview Hill Park
3. Hunters Point Shipyard Phase I – Hilltop and Hillside
4. Bayview Neighborhood
5. Bayview Industrial Lands
6. India Basin
7. Candlestick Park Stadium
8. Re-gunning Crane
9. South Basin
10. Yosemite Slough Watershed
11. San Francisco Bay
1.4 Shipyard – Access and Ownership

The Shipyard site is shown in Figure 1.2.

Access to the site is primarily from Innes Avenue on the east side of the Hillside, and Palou Avenue on the west. Only two streets on the Hillside connect to the Shipyard due to topographical constraints; these are Donahue Street and Horne Avenue.

Currently, the site is home to the decommissioned Hunters Point Shipyard Naval Base. The Navy is in the final stages of cleaning and then vacating the site. An active artist’s community known as The Point consisting of some 250+ artists also occupies the site with studios in a number of naval base buildings including building 101, 103, 104 and 110.

Immediately north of the Shipyard site, Hunters Point Shipyard Phase I is currently being constructed. This project has two separate areas: Hilltop and Hillside. Collectively, they will contain approximately 1,600 homes and 9,000 sq ft of retail space. Connections from Phase II to Phase I will be made primarily by pedestrian paths due to topographical constraints and by the extension of Horne Avenue.

State Trust will have jurisdiction over lands as identified in Figure 1.2. Land Uses in these areas must be for the benefit of the general public and may include park spaces, paths, public roads, public buildings such as restaurants or ferry buildings, and other uses that allow unrestricted public access. Streets that lie within Trust Lands include Lockwood, Horne and Fischer.
Property Boundaries

State Trust Lands (Proposed)

Submerged Lands subject to the Public Trust upon completion of the Exchange

Figure 1.2  Access and Ownership
Vision

2.1 Overall Concept
2.2 Goals and Objectives
2.3 Sustainability Design Principles
2 Vision

2.1 Overall Concept

The Shipyard and Candlestick will rejuvenate and integrate with the existing Bayview/Hunters Point neighborhood to create a vibrant mixed-use district that provides a major focal point to the shoreline area of southeast San Francisco.

Development will be compact, provide a mix of land uses and be oriented to the transit stops along the new bus rapid transit (BRT) line which will serve the area with frequent transit service. There will be market-rate and affordable homes, community services, regional and neighborhood commercial retail, research and development space (R&D), a hotel, a performance arena, and an expansive waterfront park system that extends along the entire shoreline of Candlestick and the Shipyard. In addition, the southern portion of the Shipyard may be developed as a new football stadium for the San Francisco 49ers, or as additional housing and research development space.

Identifiable neighborhood districts will be created that will each have distinctive characteristics. These neighborhoods will be woven together and to Bayview / Hunters Point by an open space network, pedestrian pathways and landscaped streets that connect to the existing Bayview / Hunters Point street grid. Thus, convenient access will be provided between the new neighborhoods, Bayview / Hunters Point and the waterfront park system. All development will be based on the principles of sustainable building.

The illustrative site plan and overall development program that emerges from this vision are shown in Figure 2.1. The program for the two sites includes 10,500 residential homes, 250,000 sq ft of neighborhood retail, 635,000 sq ft of regional retail, 2.65 million sq ft of office and R&D space, a new NFL football stadium, a hotel, performance venue, artists’ studios, community facilities, and a 336 acre open space network.
If the 49ers elect not to locate at the Shipyard, two non-stadium options for the land in this area have been developed: a Housing Option and an R&D Option.

In the Housing Option, the program for the stadium site changes in two significant ways: up to 1,625 residential units are moved from Candlestick to the Shipyard and an additional 500,000 sq ft of R&D are added at the Shipyard. Jamestown parcel on Candlestick is not considered for development, as its density is moved to the Shipyard. The Housing Option is illustrated in Figure 2.1a.

In the R&D Option, the program for the stadium lands has an additional 3.0 million sq ft of research and development space for a total of 5.0 million sq ft of R&D at the Shipyard. No changes to the residential or other commercial programs are proposed in this option. However, in a non-stadium option, additional preservation of historic World War II era buildings may occur, subject to an economic and physical feasibility analysis, whereupon these historic structures, located in the Research & Development district of the Shipyard, would be converted to R&D uses. This is illustrated in Figure 2.1b.

In both non-stadium proposals, not included in Table 2.1, Jamestown could be developed as residential. However, in the event that this Jamestown residential development would make Candlestick and the Shipyard exceed 10,500 homes, a supplemental CEQA analysis would likely be required to be performed to approve such additional density.

A detailed description of the Shipyard plan and program is provided in Section 3. The detailed plan and program for Candlestick are found in the Candlestick Point D4D (under separate cover).
### Table 2.1  Development Program – Baseline Option

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Table 2.1a  Development Program – Non-Stadium Housing Option

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Table 2.1b  Development Program – Non-Stadium R&D Option

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2.2 Goals and Objectives

Ten goals and objectives have been identified to provide the vision and direction for the overall concept for the Shipyard and Candlestick sites. The objectives relate to the baseline option, which is the primary planning and development option considered, moving the 49ers stadium from Candlestick to the Shipyard. In addition, the objectives inform the framework planning and the form of both non-stadium options. These objectives should be viewed in the larger context of more specific land use and design standards and guidelines that are made for the Shipyard in Sections 3, 4 and 5.

The “baseline option” for development at the Shipyard includes a new football stadium for the San Francisco 49ers. The inclusion of the stadium in the Shipyard Plan (and its development implications for Candlestick) manifests the City's professed priority to retain the 49ers in San Francisco. The new stadium drives many of the other development goals at the Shipyard and Candlestick – from the design of the transportation network, the amount and type of recreational and passive open space to be developed, to the location of compact residential sub-neighborhoods within both the Shipyard and Candlestick.

These objectives, which are discussed in the following pages, are:

1. Location of the 49ers Stadium
2. Density Generates Vitality
3. Open Space and Natural Features
4. Street and Block Connectivity
5. Transportation Network
6. Pedestrian and Bicycle Network
7. Built Environment
8. Urban Placemaking
9. Character Neighborhoods
10. Retail Services
1. **Location of the 49ers Stadium**

Providing a new home for the San Francisco 49ers has been a long-standing goal for the Bayview and the City. The stadium is a key feature of the Shipyard and Candlestick Plan. The designated site will be available to the team in the near term while at the same time freeing up Candlestick land to build a new mixed-use neighborhood. As AT&T Park did for Mission Bay, the new 49ers stadium would create an instant neighborhood and regional landmark at the Shipyard, not only as a professional sports venue, but also as a focal point of outdoor recreation – through the use of dual-use parking lots, which will be available as recreational ballfields on the 350+ days that the stadium is not in use. The operation of the stadium will also become an economic development engine for the neighborhood, creating job opportunities at the stadium and increasing patronage at local retail and dining establishments by sports fans visiting the neighborhood during game days.

The stadium’s proposed location on the Shipyard site and the associated standards and guidelines for its design are discussed in detail in the Hunters Point Shipyard D4D. Additional details of the stadium design would be submitted by the 49ers ownership for review by the City and Agency. Standards and guidelines for two non-stadium options are also provided in the Shipyard D4D. These address the neighborhood framework and specific element of its program which includes R&D buildings, residential, neighborhood retail, and recreational open space.
2. **Density Generates Vitality**

The ultimate vision for the Shipyard and Candlestick is to develop a comprehensive community with a healthy balance of job and housing opportunities along with the accompanying local amenities such as retail shops, good transit service and open spaces, which includes the Bayview/Hunters Point neighborhood as part of that success. In order for this to happen, a critical mass of residents and jobs are needed to support the desired neighborhood amenities and create a lively appealing community.

The high residential densities proposed by the plan, ranging from approximately 20 to 245 units per acre, along with the significant amount of employment-generating space, will help achieve the critical mass to support the services planned for Candlestick and the Shipyard – public transit, an open space and recreation network, shopping and other community facilities – which are made feasible by virtue of a denser population center.

Equal in importance to sufficient density and a mix of land uses are the physical context and character of the neighborhood at build-out. The plan envisions a high quality environment in which people feel positive, easily oriented, safe and comfortable – where good urban design allows for the required level of density to be achieved at a human scale.
3. **Open Space and Natural Features**

The plan area has exceptional geographic features that include both the hills and the waterfront vistas for which San Francisco is famous. Bayview Hill and Hunters Point Hill act as bookends framing the western edges of the two sites, which also feature the Yosemite Slough inland watershed area, which leads to the South Basin between Candlestick and the Shipyard. The San Francisco Bay surrounds the northern, eastern and southern edges of the plan area, offering the opportunity to introduce new and improved access to existing major public spaces along the entire shoreline from south to north.

The Shipyard and Candlestick plan proposes to enhance the shoreline, the existing Candlestick Point State Recreation Area and other features, notably along the Shipyard’s historic dry docks and its ancillary structures. A continuous series of open spaces are proposed along the shore. The plan will also extend the green space from the waterfront into the residential areas to form broad, wedge and rectangular shaped parks that introduce a strong sense of openness and connectivity to the Bay. Other open space linkages to the shore will be created with boulevards extending to the water from parks within inner neighborhoods.

Further description of the general character of the parks and open spaces is contained in Sections 3 through 5 of this document, while specific standards and guidelines are addressed in the companion report ‘Parks, Open Space and Habitat Concept Plan’.
Figure 2.2  Parks and Open Space Network

Legend

- **New Community Parks**
- **New Community Park – Final Location May Change (refer to Candlestick D4D)**
- **New and Improved State Recreation Area (within Project Area)**
- **New City Sports Fields and Waterfront Recreation**
- **Other – Boulevard Parks/Hillside Open Space/Bay Naturalized Landscape**
- **Bay Trail**
- **Yosemite Slough State Recreation Area (outside Project Area)**
- **Neighboring Parks**
4. **Street and Block Connectivity**

The Shipyard and Candlestick plan envisions a new community that will become an integral part of the city. This will be achieved, in large part, by the extension of the existing Bayview/Hunters Point neighborhood street grid pattern into the new development to achieve a strong physical connection between Candlestick and Hunters Point and the adjacent neighborhoods. The new street grid will allow for easy orientation and wayfinding and permit uninterrupted views from public thoroughfares to San Francisco Bay.

New streets will be extensions of the existing Bayview grid; streets will extend to the waterfront Candlestick Point State Recreation Area; paths will connect the streets to the waterfront; and the waterfront will have a new Bay Trail that completes the largest gap in this trail system. A critical element in the network is the connection of Candlestick and the Shipyard, which is achieved by means of a transit and pedestrian bridge over Yosemite Slough. These improvements are shown in Figure 2.3.

Bayview’s existing grid of streets will be extended into Candlestick notably on Jamestown, Ingerson, Gilman, Egbert and Carroll Avenues. The cul-de-sac streets in the Alice Griffith Housing parcels will be removed so that the grid may continue unobstructed south into Candlestick. Harney Way will also be extended into Candlestick. Within the development itself, blocks will be divided by mid-block pedestrian mews or laneways, further promoting connectivity and walkability. At the Shipyard, Innes Avenue will be lined to the grid in the Shipyard North neighborhood including Galvez Avenue, Robinson Street and Lockwood Street. In the west, Palou Avenue will be linked directly with Crisp, the main gateway street into the Shipyard. Also at the Shipyard, pedestrian trails provide additional connections between the project and HPS Phase I where steep topography precludes viable street connections.

Further description of the general character of the streets is provided in Section 3.2 of this document, while specific standards and guidelines are addressed in the companion “Transportation Plan” report.
Legend

- Street connections to and from existing to City and Regional transportation networks
- Trail connections
- Streets
- Pedestrian mews / Vehicular laneway
- Bay Trail

Figure 2.3  Streets and Path Network
5. Transportation Network

General Discussion

A vastly improved transportation network, to include both thoroughfares and transit, is essential to successful development at Candlestick and the Shipyard.

The transportation strategy builds upon the MTA’s Transit Efficiency Project recommendations for the area, by adding robust new transit facilities. A new Bus Rapid Transit (BRT) system will have its own right-of-way through the community, enabling efficient and predictable travel between BART, Caltrain, the T-Third light rail, the Shipyard and Candlestick.

Transit stops that provide BRT service are located at key intersections in both the Shipyard and Candlestick. As shown in Figure 2.4 most new development will be located within a five-minute walk of BRT stops, in addition to more frequent stops throughout the neighborhoods.

Muni buses also service both sites. Primary access to Candlestick is along Gilman Avenue, with stops throughout the center of the development. At the Shipyard, Muni service extends along Palou Avenue from the south, and Innes Avenue from the north. Both routes terminate in the core of the development.

The BRT stops will encourage transit oriented development (TOD), meaning a mix of land uses of medium to high density that is compact in form and oriented to the street. By having a compact development pattern, most residents and employees will be able to walk to a stop from home or their place of employment, which can significantly reduce auto trips in the neighborhood. Further, compact development promotes land conservation, which in this case means that almost half of the site can be used as open space for common enjoyment. TOD leads to more urban and vibrant neighborhoods and promotes sustainable city building.

By concentrating a mix of uses with the five-minute walking radius of BRT stops, residents also benefit from convenient access to other important daily needs including jobs, shopping, restaurants and other community services.
Legend
- BRT Route
- BRT Stops and 5 Minute Walking Radius
- Walking Radius
- Development Area

Figure 2.4  BRT Route and Walking Radii
Yosemite Slough Bridge – Linking the Shipyard with Candlestick

A vital component to the transportation strategy is a convenient linkage between the Shipyard and Candlestick as a significant upgrade to the existing narrow and circuitous route around the Yosemite Slough. The Transportation Plan proposes to accomplish this by designating a right-of-way for transit, bicycle and pedestrians connecting the two destinations with an elegantly designed bridge across the Yosemite Slough.

The bridge would introduce a visible expression of the Shipyard and Candlestick’s interdependence and offer a direct non-automobile route to the two neighborhoods. The bridge’s design qualities, moreover, would become one of the community’s identifying features and enable people to enjoy the Yosemite Slough from a new, elevated vantage point.

The Transportation Plan proposes that the bridge be limited to pedestrians, recreation uses (such as fishing) and public transportation – with the exception of football game days where automobile traffic will also be allowed. The bridge will play a crucial role in providing efficient, predictable transit that respects and highlights Yosemite Slough as a wonderful ecological resource that defines and links the community’s two neighborhoods.
Harney Way – Vital Transportation Link

Harney Way is the main transportation entrance to the existing Candlestick Park. It borders the Candlestick Point State Recreation Area located along the shoreline and is the principal access point to Executive Park, an office complex now emerging as a significant residential neighborhood. Yet the appearance of this roadway has never measured up to its prominence. Harney Way will serve as a vital transportation route for both Executive Park and for the major new shopping and housing development planned for Candlestick.

Harney Way will be rebuilt to accommodate automobiles, bicycles, pedestrians and the planned bus rapid transit (BRT) line. Moreover, it will be recast as a City boulevard with landscaping appropriate to a street bordering a waterfront park. Similar to the bridge proposed at Yosemite Slough, dedicated lanes for the BRT system will be a distinguishing feature. Harney Way’s auto lanes and BRT will be separated by a gracious, well-planted median strip.

Taken together, the BRT and median will constitute a desirable buffer between new development and the main roadways. The road will be built and designed as an attractive urban boulevard, providing a welcoming entry and gateway to the new Shipyards and Candlestick neighborhoods.
6. Pedestrian and Bicycle Friendly

Pedestrian Network

Streetscape design focuses on pedestrian amenities to ensure that all residents can enjoy the streets with comfort and safety. Streets feature short block sizes, bulb-outs at intersections, slow and narrow traffic lanes, street trees, sidewalk plantings, lighting and benches. Boulevard Park Streets and Retail Streets provide additional interest and activities for pedestrians, while the park systems include miles of paths for strolling. Pedestrian mews – mid-block breaks with pedestrian only access offer quiet, car-free walks connecting through the heart of the neighborhoods and connect with the park system. Hillside walks connect to Phase I Hillpoint Park (Hillpoint Park) and enhanced streetscapes connect with the existing Bayview and the Shipyard neighborhoods. Off-site street improvements along Innes, Palou and Gilman Avenues will enhance pedestrian mobility throughout the Bayview neighborhood.

Bicycle Network

The street network is designed to provide easy access for cyclists throughout the Shipyard and Candlestick sites with connections to the City’s existing and proposed bikeway network and destinations beyond. The San Francisco Bay trail forms a continuous off-street recreation route along the shoreline, connecting the Shipyard with Candlestick. Additional off-street bicycle routes bordering the edges of the urban development and parks provide safe routes for cyclists of all abilities. Neighborhood streets are designed to emphasize slow auto speeds and encourage shared use of the street. Bicycle lanes follow arterial and high-traffic routes. These routes are shown in Figure 2.5. Bicycle racks are provided along the streetscape, with high concentrations near retail, parks, and transit stops.
Legend

- Pedestrian Sidewalks and Paths
- Class 1 – Bicycle Facility
- Class 2 – Bicycle Facility
- Class 3 – Bicycle Facility
- Bay Trail
- Park Access Trails
7. The Built Environment

This D4D presents a compact urban environment that reflects the traditional growth patterns of many San Francisco neighborhoods, such as the Mission District, South of Market and North Beach. The development will have a unique identity as a sustainable, pedestrian friendly atmosphere resulting from building requirements that will promote active building frontages, attractively landscaped streets and setbacks, surrounded by a necklace of waterfront parks. Once a gated military base (Shipyard) and an under used State Park and stadium with vast surface parking (Candlestick), the area is planned to open up a vast new playground of outdoor activity, not only for new residents, but also for existing Bayview residents and all residents of San Francisco.

The overall vision places a high value on the public realm as this is the primary area where people experience the city and neighborhood. It is through the public realm elements – streets, sidewalks, building façades, adjacent small spaces, parks – that the neighborhoods derive much of their unique sense of place.

Streets will be more than just a means of mobility. Residential streets will feature landscaping and setbacks serving as a transition between the public and private realms. Street-facing patios, stoops, and primary and secondary entrances to ground floor homes will provide spaces for neighborly interaction while enhancing overall safety. Retail streets will be designed to have a continuous set of storefronts creating vibrant and animated streets, similar to many of San Francisco’s neighborhood shopping areas.

This D4D has been developed with careful attention given to the location and size of residential towers, in relation to smaller buildings. Towers are placed to create a unified urban form when viewed from a distance. Special care has been taken to adequately separate tall buildings to ensure that streets and open spaces are not overwhelmed, especially by shadows. By including dense building types such as towers in the mix of buildings, more land can be allocated to open space.

Both residential and commercial buildings will be subject to scrutiny as they proceed through the Agency’s design review process to ensure that they respect a human-scaled pedestrian environment and follow the standards and guidelines contained in this D4D.

Achieving an active, safe and engaging pedestrian experience is the objective for the design of building bases, whether the buildings are residential, retail or other uses. Rather than allowing the cold edifices of parking garages often found in new developments, an emphasis on multiple sidewalk-facing entries, maximizing windows, and opportunities for outdoor uses spilling onto the sidewalk are encouraged, and in many instances required.
1. The Shipyard looking south the boulevard street (Horne Avenue) is framed by mid-rise buildings; towers define important corners in the mixed-use core, and low-rise serve as a transition at park edges.

2. The Shipyard looking northwest the buildings in the R&D neighborhood frame Spear Avenue and create a strong edge at the waterfront.
8. Urban Placemaking

Unique places will create identifiable character throughout the development.

Development within the Candlestick and Shipyard sites will have visually exciting and memorable places that are linked to the site’s people, history and physical character.

Several elements provide the catalyst for creating unique and diverse places, including the strong influence and pull of the waterfront and the vast open spaces that surround the site, including the Bay, Candlestick Point State Recreation Area and the Bayview and Hunters Point Hills. These elements can be reinforced and woven into the fabric of the neighborhood through a number of urban design applications (see Figure 2.6).

Gateways

Major entrances to the Candlestick and Shipyard sites, considered gateway locations, should be marked by significant architecture and public realm treatments to reinforce their importance. Entrances at the Shipyard include; Innes, Palou and Crisp and a possible ferry terminal at the south end of Drydock 4. Entrances to Candlestick include Harney Way in the southwest and several Bayview streets to the west notably Carroll, Egbert and Gilman.

Focal Points

Several important focal points occur at the intersection of key streets, pathways and open spaces. Accordingly, the buildings and civic spaces at these locations should be of significant scale and stature. Focal points at the Shipyard include the points where dense urban development meets the drydocks. At Candlestick the most significant is at the intersection of the two wedge-shaped parks and the two retail streets (Harney and Ingerson). This location marks the confluence of the parks, retail streets, and the center of the tallest buildings. Other secondary nodes that should be acknowledged are the main intersections along the retail streets and the BRT stops.

Significant Features

Significant features should be reinforced by building or landscape landmarks. Significant features at the Shipyard include the re-gunning crane, the Hillside, the drydocks, and the piers and will ultimately include the new stadium. Significant features at Candlestick include the Candlestick Point State Recreation Area spit which itself is a visual terminus of Ingerson Street, the corner of the Candlestick Point Center which marks the terminus of both wedge-shaped parks, and Bayview Hill.

Edges – Streetwall and Park

Continuous building streetwalls should frame all parks and streets in order to create ‘outdoor rooms’ for these public spaces. Wider spaces can have proportionally taller buildings. Edges between the community and the waterfront parks should be clearly delineated, either by continuous public paths or public roads.

Sightlines and Viewsheds

Sightlines from the community to the Bay and other important landmarks should be maintained and reinforced. These include connections to the larger landscape: between the Shipyard and Candlestick and from the Shipyard to downtown. At the Shipyard, the viewshed from the top of Hillside Park (HPS Phase I) should be protected. Sightlines can be created with streets, lanes, pedestrian mews and parks.
Figure 2.6 Urban Placemaking

Legend
- Gateway
- Focal Point
- Significant Feature
- Edge – Streetwall and Park
- Sightline and Viewshed

Carroll Ave.
Gilman Ave.
Ingerson Ave.
Palou Ave.
Innes Ave.
Crisp Rd.
Yosemite Slough Bridge
Hunters Point Shipyard

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2010 HUNTERS POINT SHIPYARD DESIGN FOR DEVELOPMENT

SECTION 2 – VISION
9. Character Neighborhoods

Neighborhoods will be defined by unique characteristics including identifiable parks, streets and building types.

The Shipyard and Candlestick have nine character neighborhoods. Each will have a distinctive mix of uses, building typologies and public realm attributes with a broad range of amenities within close walking distances of homes and workplaces. Easily identifiable characteristics will be found in each neighborhood, which will have either a predominantly residential or a commercial/employment orientation.

Character neighborhood design principles are described below. Specific descriptions, standards and guidelines for the Shipyard neighborhoods are found in Section 5 of this D4D. Candlestick specifics are provided in the Candlestick Point D4D under separate cover.

Character Neighborhoods Design Principles

Range of uses within close proximity: Each character neighborhood contains a range of uses to enable daily activities to be accomplished within an easy walking distance from home or work. A mix of uses also contributes to a vitality and flexibility to a neighborhood, allowing a range of activities to activate place.

Coherence: Each character neighborhood will have coherence, an easily identifiable identity and sense of commonality. Identifiable local neighborhoods enable individuals to participate in community life and in maintaining and improving their immediate surroundings by establishing a sense of ownership. Coherence can be achieved by the creation of distinct centers, edges and nodes.

Scale: To be understandable and manageable, character neighborhoods are limited in scale. The pedestrian shed, an approximate 5 to 10 minute walking distance, is a good guide. Character neighborhoods are sized to encourage community identification and management but still be large enough to encompass the variety of activities envisioned for these neighborhoods.

Variety: Each character neighborhood will have a variety of uses, spaces, housing types and tenures and workplaces. Character neighborhoods will not be defined by homogeneity but rather be interesting places with a fine-grained texture unified by well-defined common themes.

Mix of Public and Private Space: Each character neighborhood will be built up of both public spaces: parks, community spaces, and streets; and private spaces: homes, workplaces, and shops, providing places for both community and private life. The specific mix and makeup, and strategies for interfacing the private and public realms will be specific to the individual character neighborhood.
Figure 2.7  Character Neighborhoods

Legend

1. Shipyard North
2. Shipyard Village Center
3. Research and Development
4. Shipyard South
5. Alice Griffith
6. Candlestick North
7. Candlestick Center
8. Candlestick South
9. Jamestown

Waterfront Open Space
10. Retail Services

The Bayview Hunters Point neighborhood has been served by only limited retail services on Third Street for decades. Now, with 10,500 residential units planned for Candlestick and the Shipyard (plus approximately 1,400 homes underway at the already approved Phase I of the Shipyard) and another 2,800 units emerging at nearby Executive Park, a significant opportunity exists to fill this long-standing need. A large shopping center is planned in the Candlestick site. The center accomplishes four important objectives: 1) it meets a retail demand in the City’s southeast sector; 2) it helps to generate revenue needed in order to build the community’s infrastructure; 3) it offers many job opportunities for residents and; 4) it will become the town center for this extensive new community.

The Candlestick Center neighborhood described in Section 3, includes 760,000 sq ft of neighborhood and regional retail space, as well as a performance arena. The anticipated design is decidedly in contrast to a conventional suburban mall. Shops will line two pedestrian oriented main streets, Ingrerson and Harney Way. Additional interior streets, walkways and plaza areas are proposed to emphasize the Center’s pedestrian nature. Housing, offices, a hotel and entertainment uses are also planned in the neighborhood to reinforce the mixed-use character.

At the Shipyard retail will be oriented to the neighborhood in a main street configuration on Fischer Street. It will have a unique overlay of character provided by the blending of artists studios that are planned for the area. A shift of 9,000 sq ft of retail will occur from the north to the southern Fischer Street extension in the non-stadium housing option, supplementing the approximate 125,000 sq ft of retail to the north on Fischer.
2.3 Sustainability Design Principles

Note: The general intent for the sustainability strategy is described below. For a more comprehensive description of the project’s sustainability objectives, please consult the companion ‘Sustainability Plan’.

Sustainability Plan Vision

The project’s sustainability vision statement is the following:

The Candlestick and Shipyard will be a neighborhood that is vital, accessible and integrated into the San Francisco Bay area. It will provide opportunities for residents to live, recreate, earn a living wage, obtain a good education, and raise a family in a safe, affordable and healthy environment.

The Candlestick and Shipyard projects will be models of sustainable urban design that stimulates the local clean technology economy, and addresses global environmental challenges such as climate change, rising energy costs and increasing water scarcity.

A comprehensive sustainability strategy has been developed for Candlestick and the Shipyard to demonstrate how the project will provide the Bayview community with amenities that it has not historically enjoyed: opportunities for local jobs at all skill levels, local retail options, a safe walkable community, and a variety of parks and open spaces.

The sustainability strategy also describes measures that will minimize the impact of the development on local infrastructure, resources and the environment, and measures to preserve the unique culture and diversity that defines the area. Project sponsors will apply for and aspire to obtain a LEED–ND (Neighborhood Development) Gold certification for the entire Candlestick and Shipyard community.

A detailed Sustainability Plan has been prepared and is a companion document to this D4D. Its main points are summarized by the following seven sustainability focus areas.
Sustainability Focus Areas

The following are seven focus areas for sustainability objectives at the Candlestick and Shipyard Projects.

1. **Economic Vitality and Affordability.** Enhance the competitiveness of the region and restore the vitality of the Bayview by fostering a vibrant local economy and supporting a mixed-income community.

2. **Community Identity and Cohesion.** Create a strong sense of community by integrating the new neighborhood with the rich culture and diverse history of the existing neighborhood.

3. **Public Well-being and Quality of Life.** Provide a healthy and safe neighborhood with sufficient community facilities, parks, essential services and public spaces to engender a high quality of life for residents of all ages and abilities.

4. **Accessibility and Transportation.** Significantly improve accessibility to the site and reduce traffic impacts on the surrounding area; promote walking and cycling as the primary modes of transportation within the development.

5. **Resource Efficiency.** Implement a whole-systems approach to energy conservation efficiency and sustainable supply that minimizes the need for fossil fuels.

   - Significantly reduce greenhouse gas emissions by residents and businesses.
   - Provide an integrated urban water system that achieves maximum synergy between the three core water disciplines: potable water, wastewater, and storm water and enables the community to live within its natural water budget.
   - Reduce, reuse and recycle appropriate solid waste materials, with a special emphasis on reusing construction materials and recycling organic wastes in an effort to divert waste from landfills.

6. **Environment and Habitat.** Protect and, wherever possible, enhance parks, natural habitats, soils, water bodies, air and climate.

7. **Utilize Advanced Information and Communications Technologies (ICT).** Integrate Information and Communications Technologies (ICT) such as smart grid and cellular broadband infrastructure into the development to allow residents to better manage energy and water resources, bolster local economic activity, improve access to real time information, and facilitate community communications and activity.
Proposed Plan for the Shipyard

3.1 Plan Structure and Program
3.2 Public Streets
3.3 Public Parks and Open Space
3 Proposed Plan for the Shipyard

3.1 Plan Structure and Program

Baseline Option

Vision

The vision for the redevelopment of the Shipyard, as shown in Figure 3.2, is for a compact, mixed-use community that is an extension of the existing Bayview community, including Hunters Point Shipyard Phase I. This, in combination with the planned development at Candlestick, will create a significant new focal point for southeastern San Francisco.

The Shipyard will be comprised of several unique neighborhoods, each characterized by local influences, such as the arts community, a research and development hub, the potential 49ers stadium, and the site’s waterfront. The neighborhoods will be woven together and to the larger community by a large open space system comprised of a continuous waterfront park, new City parks and various greenways and trails.

In the event that the 49ers elect not to relocate to the Shipyard, two non-stadium options (Housing and R&D) have been developed and are described in this section.

Land Use Districts

The Plan establishes Land Use Districts within the Shipyard. Permitted land uses within each of those Land Use Districts are set forth in the Plan. The Land Use Districts established by the Plan are shown in Figure 4.1.

The land uses proposed for the Shipyard include a substantial waterfront open space network, mixed-use (residential or office above retail), residential housing, neighborhood serving retail, a major research and development campus (office or light industrial space), a developed artist colony, community services and a new NFL stadium surrounded by dual-use turf.

Urban Form

The overall urban form – the pattern of streets, blocks and open spaces – is configured in such a way as to link the center of the site to the shoreline’s open space and views. The physical linkage is achieved by providing new parks at the inland terminus of the dry docks, while the visual linkage is achieved through the perpendicular orientation of the streets to the shoreline. The objectives are shown in Figure 3.1, Urban Form.

The street and block pattern is fine-grained, similar to other San Francisco neighborhoods, and is augmented by mid-block breaks (pedestrian mews and vehicular laneways) in a strategy to further reduce block scale while increasing mobility, and protecting or improving sightlines.
Figure 3.1  Urban Form – Baseline Option

Legend
- Gateway
- Focal Point
- Significant Feature
- Edge – Streetwall and Park
- Sightline and Viewshed
Within blocks, buildings are massed in a way that creates a streetwall to frame important streets and open spaces while protecting views and sunlight. Blocks with lower density building forms are located near the waterfront, while medium density forms are located at the base of the HPS hill, at the edge of the park/boulevard street and in the vicinity of Fischer Street, reinforcing this area as the center of the community.

Individual buildings are programmed and proportioned to enhance their appeal at the pedestrian level by way of clearly defined building bases that contain active uses. This includes an extensive setback zone for the provision of ground oriented patios, residential entrances and landscaped transition areas between the private and public realms.

Residential housing will be in a variety of forms and densities, including tuck-under townhomes, liner (podium) townhomes, low-rise, mid-rise, and high-rise tower buildings. Blocks with lower density building forms are located nearest the shoreline and parks. Higher density forms are located near important nodes at the center of the community.

Most parking will be located in structures embedded within buildings. Additional convenience parking will be located on many streets. Surface parking is not contemplated other than for the stadium area. At the stadium, a portion of parking is structured and hard-surfaced, while the majority is surfaced with dual-use turf so that it can be utilized as community sports fields on non-event days.

Transit opportunities will be provided by a bus rapid transit (BRT) system and Muni transit buses that connects to the Caltrain and the 3rd Street light rail systems. The transit stops for these systems serve as the major focal points for intensified retail, office and residential development.

Program

The program for the Shipyard includes the following maximum development build-out: 2,650 residential units; 125,000 sq ft of neighborhood-serving retail; 2.5 million sq ft of research and development space; 255,00 sq ft of artists space; 50,000 sq ft of community uses; a 69,000 seat NFL stadium with associated parking; and extensive parks and open spaces including a community sports field complex and a contiguous waterfront park system that stretches across the entire site and integrates with planned waterfront open spaces at India Basin in the north and Candlestick in the south (see Table 2.1).
Figure 3.2  Illustrative Site Plan – Baseline Option

Legend – Building Types
- Mixed-use
- Retail/Commercial
- Low-rise Residential
- Mid-rise Residential
- High-rise Residential
- Research and Development
- Community Use
- Structured Parking
The Shipyard looking south – Shipyard North in foreground, Village Center and R&D to left, Shipyard South (Stadium) in background.
The Shipyard looking to the west – R&D in center foreground, Stadium to the left, mixed-use core and residential to the right.
Non-Stadium Housing Option

Vision

In a non-stadium option where the San Francisco 49ers elect not to relocate to the Shipyard, the vision for redevelopment of the stadium site, as shown in Figure 3.2a, is for an extension of the mixed-use neighborhoods located to the east. Development will be intensified around Crisp, Drydock 4 and Fischer Street with a combination of R&D, residential and mixed-use (residential above retail) buildings. Further west and south the intensity of development will reduce and finally give way to vast sports fields and other open spaces. The neighborhood boundary differs from the stadium option, as dual-use parking is not required on State Trust land.

Urban Form

The plan for the stadium site is structured around the key streets: Crisp Road, which will be framed with R & D and residential buildings; and Fischer Street, which will be a continued mixed-use street with retail at-grade. Fischer Street terminates at a civic park (Crane Park) that is focused directly on the large re-gunning crane near the water’s edge and a wedge-shaped park (Wedge Park) that extends sightlines from the termination of Fischer Street to Candlestick. These parks form the main open space system that structures the residential precincts in this neighborhood. A regional multi-field sports field complex is located along the western edge of the neighborhood, with a mixture of soccer, baseball, basketball, tennis, volleyball courts and other sports fields, and associated support buildings and parking. Separated from the residential by a boulevard street, an R&D precinct fronts the south side of Crisp at the western boundary of the neighborhood (see Figure 3.1a).

Buildings range in height to a maximum of 85 ft. Taller buildings are located on Crisp Road and the boulevard street that connects Crisp Road to the civic park. Mid-size buildings frame Crane Park, the most central portion of the Wedge Park and the edges along Drydock 4. The shortest buildings are located at the edges of development as a transition to open spaces to the west and south.

Program

The program for this neighborhood provides additional R&D, retail, residential and community uses to complement development on the east side of the Shipyard. It includes an additional 500,000 sq ft of R&D to bring the total at the Shipyard to 3.0 million sq ft; up to an additional 1,625 residential units shifted from the Candlestick site for a total of 4,275 at the Shipyard. There is no additional retail in the non-stadium option; the 125,000 sq ft will be spread between the west and east portions of Fischer Street. Community uses are also unchanged at 50,000 sq ft (see Table 2.1a for a complete summary of this development program). The mix and intensity of uses in the rest of the Shipyard would remain the same as in the Baseline Option.
Figure 3.1a  Urban Form – Non-stadium Housing Option

Legend
- Gateway
- Focal Point
- Significant Feature
- Edge – Streetwall and Park
- Sightline and Viewshed
Figure 3.2a  Illustrative Site Plan – Non-Stadium Housing Option

Legend – Building Types
- Mixed-use
- Retail/Commercial
- Low-rise residential
- Mid-rise residential
- Research and Development
- Community Use
- Parking – Surface and/or Structured
Non-Stadium R&D Option

Vision
In the event the 49ers do not relocate to the Shipyard, the second option for the stadium site will be an R&D option (see Figure 3.2b). The neighborhood boundary is different from the Baseline Option, as parking is not required on State Trust lands. The R&D option provides for an extension of the R&D campuses north along Crisp and within the Shipyard R&D neighborhood. A total of 3 million sq ft of R&D and office would be developed within Shipyard the South neighborhood under this option, resulting in a total of 5.0 million sq ft of such uses at the Shipyard. Fischer Street will extend from the north, creating a continuous sightline from the Bay to the north to Candlestick in the south.

Urban Form
Taller buildings will frame the linear park street (Crane Park) to emphasize the re-gunning crane, front Dry Dock 4, and frame Fischer Avenue and Crisp Road. Shorter buildings are located at the interface with the parks and open spaces to the south and west.

Two urban parks are key elements to the neighborhood. A large linear park street (Crane Park) extends from the core of the development to the re-gunning crane, while a wedge shaped park (Wedge Park) extends to the west, mirroring the Bayview Gardens Wedge Park at Candlestick Point. A regional multi-field sports field complex is located along the western edge of the neighborhood, with a mixture of soccer, baseball, basketball, tennis, volleyball courts and other sports fields, and associated support buildings and parking.

Crisp Road, configured as a Boulevard Park Street, serves as the main entry into the neighborhood from the north. Crisp Road has two BRT lanes, as well as auto and bike lanes with wide sidewalks. Extending from Crisp Road to the re-gunning crane is Crane Road, a wide park street that links the center of the neighborhood to the prominent historical structure. The Fischer Street sightline extends from the north; Fischer Street has parallel parking on both sides. The remaining streets serve local uses or the sports-field complex and have intermittent parallel parking on one or both sides.

Program
The program for this option provides an additional 3.0 million sq ft of R&D in the Stadium South Neighborhood (see Table 2.1b for a complete summary of this development program). The mix and intensity of uses in the rest of the Shipyard would remain the same as in the Baseline Option.
Figure 3.1b  Urban Form – Non-stadium R&D Option

Legend
- Gateway
- Focal Point
- Significant Feature
- Edge – Streetwall and Park
- Sightline and Viewshed

2010 HUNTERS POINT SHIPYARD DESIGN FOR DEVELOPMENT

60 SECTION 3 - PROPOSED PLAN
Neighborhoods

The Shipyard will consist of four distinctive neighborhoods: Shipyard Village Center, Shipyard North, Shipyard R&D, and Shipyard South (see the Illustrative Site Plan – Figure 3.2). A general description of the neighborhoods follows, while specific standards and guidelines are contained in Section 5.

Shipyard North

The Shipyard North neighborhood is the primary residential area at the Shipyard. Adjacent to the Village Center, the Shipyard North is comprised of mostly low-rise buildings particularly along the waterfront promenade, with mid-rise buildings framing the central Park Street (Horne Avenue), and a signature high-rise tower along the Fischer retail main street. Between Robinson and Galvez there is a grade change of some 20 ft where buildings will step with the grade in order to minimize exposing parking or foundations. The neighborhood has a significant waterfront park at its northern edge while its southern edge abuts the HPS Phase I Hilltop development. Horne Avenue will connect these developments, as will an existing pedestrian path.
**Shipyard Village Center**

The focal point of the Shipyard will be the Fischer Street mixed-use neighborhood, known as the Shipyard Village Center. Located to the north of Dry Dock 4, at the foot of the Hunters Point Hill, the area will have one of the largest artists collective on the West Coast, located in a renovated Building 101 and a new artists' building north of Building 101. In addition, retail and commercial buildings line Fischer Street with residential low-rise above. The Southern corner of the neighborhood is reserved for a new Arts Center, further establishing the neighborhood’s cultural significance. The open space network connects to Hillpoint Park, the Bay Trail, and associated Cultural Heritage Park.

![Artists Plaza in Shipyard Village Center.](image)
Research and Development (R&D)

The R&D neighborhood further adds to the Shipyard Village Center’s vitality, creating what will be a regional research park devoted to emerging sustainable technologies. Research buildings comprise the majority of the district, fronting the open space on all sides while framing Spear Avenue. The neighborhood is bound by Fischer Street to the north – the Shipyard’s retail main street. Commercial and retail buildings line Fischer Street, with the possible inclusion of a grocery store serving residents and businesses. Residential low-rise and one high-rise tower sit atop the retail uses, helping to frame and animate the street. The Cultural Heritage Park is a central component of the open space adjacent to this neighborhood and the Shipyard as a whole, with its emphasis on the historic Dry Docks 2 and 3, and their associated pump-houses. A transit center located along Spear Avenue is the terminus for the bus rapid transit (BRT) system and Muni transit buses that will connect the Shipyard to the Caltrain and the 3rd Street light rail systems. Additionally a public marina will be developed at the southern edge of the neighborhood.
Shipyard South

Baseline Option

Shipyard South is proposed to have a new 69,000 seat NFL stadium for the San Francisco 49ers. The stadium, together with the historic re-gunning crane, are proposed to become two of the most recognizable built features in San Francisco. Surrounding the stadium is a dual-use parking lot, serving as parking on game days and community sports fields the remainder of the year. The stadium has a grand plaza fronting Crisp Road, engaging the street.

Across from the stadium are 500,000 sq ft of research and development buildings which complement the research park within the Shipyard R&D neighborhood. Additional sites along Crisp Road are allocated for community uses.

Non-Stadium Housing Option

In the event the 49ers elect not to relocate to the Shipyards, the first option for the Shipyard South neighborhood will be mixed-use, comprised of a blend of residential housing, research and development buildings, neighborhood retail, and parks and open space. The neighborhood boundary is different from the baseline option, as parking is not required on State Trust lands.

The focal point of this neighborhood is the western extension of Fischer Street which will be framed by mixed-use buildings. Research buildings will be grouped on both sides of Crisp Road, the primary street serving the Shipyards from the west. Fine-grained blocks and buildings will surround two parks – a wedge shaped park that mirrors and visually links with the park at Candlestick, and a rectangular boulevard park that frames the view axis to the historic re-gunning crane.

Non-Stadium R&D Option

In the event the 49ers do not relocate to the Shipyards, the second option for Shipyard South will be an R&D option. The neighborhood boundary is different from the baseline option, as parking is not required on State Trust lands. The R&D option will be an extension of the R&D campuses north along Crisp and within the Shipyard R&D neighborhood. A total of 3 million sq ft of R&D will be developed within the Shipyard South neighborhood, for a total of 5 million sq ft. The mix and intensity of uses in the rest of the Shipyards would remain the same as in the Baseline Option. Fischer Street will extend from the north, creating a continuous sightline from the Bay to the north to Candlestick in the south.
3.2 Public Streets

Note: The general intent for the Shipyard’s street design and hierarchy is described below. For detailed design information, standards and guidelines refer to the companion ‘Transportation Plan.’ This document will set initial guidelines for a future ‘Streetscape Plan’ that will eventually regulate development of streetscape elements.

While the Shipyard street network is designed for the efficient movement of people and goods throughout and beyond the community, the street network is also an important component of the public realm and community character. Streets are a central element in creating safe and enjoyable neighborhoods. In keeping with the City and County of San Francisco’s Transit First, Complete Streets, and Better Streets policies, the street system is designed to: prioritize walking, bicycling, and transit use; support the use of streets as public spaces for social interaction and community life; and be green spaces that enhance the City’s ecological function.

An important feature of the streets network is the inclusion of mid-block breaks, which may be developed as either pedestrian mews or vehicular laneways. The breaks further reduce the scale of the blocks allowing for greater pedestrian movement through the community. A waterfront path will be contracted within the park areas that will create an additional pedestrian and bicycle linkages around the development.

Streets are designed for:

Pedestrians, Bicycles, and Transit – Small block sizes centered on a dense, compact development pattern of mixed-use transit nodes creates short walking distances, while extensive bicycle routes create a desirable alternatives to the automobile;

Public Life and Community Identity – Streets are designed as outdoor rooms with attractive places to sit, stop, gather, and play. They provide opportunities for neighbors and visitors to meet one another, creating a vibrant community-oriented neighborhood experience. Unique plantings, furnishings, and public art create distinct and memorable neighborhood identities;

Safety – Major roadways and intersections are designed to be highly identifiable and include bike lanes and high visibility signage. Residential streets incorporate traffic calming measures such as curb extensions, raised crosswalks, tight corner radii, street trees, narrow lanes, short blocks, and other appropriate measures including bulb outs at street crossings.

Urban Ecology – Streets are part of the city’s ‘green infrastructure.’ Street trees and plantings are used to help regulate climate, control storm water, cleanse air and water, and provide habitat;

Efficiency – A hierarchy of street types allows for the efficient movement of people and goods along designated priority corridors. Certain streets will allow for high-degrees of movement and increased speeds where the majority emphasize calm and control.
The creation of diverse street types, from quiet residential streets, to retail main streets, enhances the character of each region of the plan, facilitating wayfinding and promoting sense of place.

General public street categories include retail streets, boulevard park streets, local streets and the mid-block breaks – public easements over private property which may be developed as either pedestrian mews or vehicular alleyways. The location and character of these streets is shown while their envisioned character is shown on the following pages. Within each of these broad street categories, there is further variety in their character and configuration. The street’s character is influenced by the building edges conditions and these are described in Section 4 of this document. The street’s configuration including specific lane and sidewalk widths, is described in the companion ‘Transportation Plan’. Standards and guidelines for the streetscape are set forth in Section 4.5.
Note: Map is conceptual; specific street information is contained in the Transportation Plan.

Figure 3.3  Public Streets Network – Baseline Option

Legend
- Primary Arterial
- Retail Street
- Boulevard ‘Park’ Street
- Local Street
- Yosemite Slough Bridge (BRT, pedestrian and game day only vehicles)
- Mid-block Break (Public easement over private parcel)
- BRT Route
- Waterfront Path
- State Trust Street
- Development Block

0 500 1,000 2,000'

Fischer St.
Lockwood St.
Robinson St.
Galvez Ave.
Innes Ave.
Palou Ave.
Arealis Walker Dr.
Crisp Rd.
Donahue St.
Spear Ave.
Ring Rd.

Figure 3.3  Public Streets Network – Baseline Option
Figure 3.3a  Public Streets Network – Non-Stadium Housing Option

Legend
- Primary Arterial
- Retail Street
- Boulevard ‘Park’ Street
- Local Street
- Yosemite Slough Bridge (BRT, pedestrian and game day only vehicles)
- Mid-block Break (Public easement over private parcel)
- BRT Route
- Waterfront Path
- State Trust Street
- Development Block

Note: Map is conceptual; specific street information is contained in the Transportation Plan.
Note: Map is conceptual; specific street information is contained in the Transportation Plan.

Legend

- **Primary Arterial**
- **Retail Street**
- **Boulevard ‘Park’ Street**
- **Local Street**
- **Yosemite Slough Bridge** (BRT, pedestrian and game day only vehicles)
- **Mid-block Break** (Public easement over private parcel)
- **BRT Route**
- **Waterfront Path**
- **State Trust Street**
- **Development Block**

Figure 3.3b  Public Streets Network – Non-Stadium R&D Option
Retail Street

Intent

The retail street (Fischer Street) is meant to have a ‘main street’ feel provided by generously sized and furnished sidewalks, on-street parking, transit shelters and continuous retail frontage on both sides. The plan, section and images below show the general intent including the range of street width and building heights appropriate to the street hierarchy, character and importance.

Legend

1. Bulb-out with Special Paving
2. Sitting Area
3. Street Trees
4. Garden-style Planing/Bioswale
5. Storm Water Garden
6. Street Parking
7. Bicycle Lane
8. Street
9. Raised Crosswalk (speed table)
10. Pedestrian Lighting
11. Opportunity for Outdoor Seating

Note: Section and plan are conceptual; specific street types are described in ‘Transportation Plan.’
Boulevard Streets

Intent

Boulevard Streets (Horne and Robinson) are intended to provide additional open space and views out to the Bay from inland parcels. Horne Avenue is a park street with generous sidewalks and tree-lined medians. Robinson Street has a small median with plantings, and is designed to accommodate game-day traffic; as such it does not have features such as bulb-outs, characteristic of many other streets. The plan, section and images below show the general intent of Horne Avenue, including the range of street width and building heights appropriate to the street hierarchy, character and importance.

Legend

1. Bulb-out with special paving
2. Bus stop with shelter and extended sidewalk zone
3. Sitting area
4. Street trees, double row
5. Garden-style planting / bioswale storm water garden
6. Streetside parking (potential for permeable paving)
7. Bicycle lane
8. Bicycle parking
9. Raised crosswalk (speed table)
10. Private terraces, porches, and gardens
11. Pedestrian lighting

Note: Section and plan are conceptual; specific street types are described in ‘Transportation Plan.’
Local Streets

Intent
Local Streets should provide access for neighborhoods and function as ‘outdoor rooms’ in order to encourage socializing and recreating. They should include on-street parking, street trees and generous sidewalks. The plan, section and images below show the general intent including the range of street width and building heights appropriate to the street hierarchy, character and importance.
Mid-block Break

Intent

Mid-block breaks are intended to allow public access through the middle of private development block in order to create a more porous circulation system and decrease the scale of building massing. Mid-block breaks are configured as either pedestrian mews or laneways, allowing vehicular movement in order to meet the requirements of the adjacent building. The mid-block break will be a public easement on the private land of the development block. A conceptual residential pedestrian mews is depicted below. For further details, refer to Section 4.5.2.

Legend

1. Pedestrian Path – 10 ft width; at grade of public sidewalk
2. Elevated Private Patio
3. Landscape buffer including street trees.

Note: Section and plan are conceptual; specific Standards and Guidelines are described in Section 4.5.2.
3.3 Public Parks and Open Space

Note: The general intent for parks and open space design at the Shipyard is described below. For detailed design information, standards and guidelines refer to the companion ‘Parks, Open Space and Habitat Plan’.

The parks and open space program at the Shipyard, as illustrated in Figures 3.4, 3.4a, 3.4b, will express the desires of existing neighborhood residents, the needs of future residents, overall citywide needs, and the unique opportunities presented by the site. Together these characteristics help to create a variety of park types as described below.

Incorporating this broad range of needs, input and opportunities, the parks system includes a rich diversity of programs, providing a mix of both active and quiet spaces.

Within the park system, there are two classifications of park: Community and Cultural/Heritage.

Community Parks – Community parks offer a mix of active and passive areas of open lawns, dog runs, play areas, tot lots, community gardens, court games, and environmental education opportunities. These parks will serve the adjacent local neighborhood and will draw regular users from within a 10 minute walking radius. The community parks adjacent to the waterfront will also attract visitors from other parts of San Francisco and beyond.

Cultural/Heritage Parks – The cultural and historical elements of these parks are designed to attract a broad range of visitors. The Shipyard shoreline parks include an interpretive history walk along the waterfront. In addition to regular neighborhood use, these parks draw visitors from throughout San Francisco, the Bay Area, and beyond.

The parks and open space system will generally be located and provided as described and shown on the following pages.
Figure 3.4  Parks and Open Space – Baseline Option

Legend

1  Northside Park
2  Waterfront Promenade – North and South
3  Cultural Heritage Park
4  Dual-use: Community Sports Field or Turf Stadium Parking
5  Grasslands Ecology Park
6  Waterfront Recreation and Education Park
7  Horne Avenue Parkway
8  State Trust Lands

Note: Map is conceptual; specific park information is contained in the ‘Parks, Open Space and Habitat Plan.’
Figure 3.4a  Parks and Open Space – Non-Stadium Housing Option

Legend
1. Crane Park
2. Wedge Park
3. Community Sports Fields
4. Pocket Parks
5. Great Lawn

Note: Map is conceptual; specific park information is contained in the ‘Parks, Open Space and Habitat Plan.’
Figure 3.4b  Parks and Open Space – Non-Stadium R&D Option

Legend

1  Crane Park
2  Wedge Park
3  Community Sports Fields
4  Great Lawn

Note: Map is conceptual; specific park information is contained in the "Parks, Open Space and Habitat Plan."
City Park Descriptions

The baseline development shall provide for six parks described generally as follows. Specific design shall be developed in consultation with the neighborhood.

1. Northside Park

Located at the north entry to the Shipyard, this park is a community meeting ground, linking the India Basin, Hilltop, and Shipyard communities with a place for sport, leisure, discovery, and sustenance. A bicycle linkage from Hudson Avenue to the north passes through the park, linking to the Robinson Street bike network. Celebrating the community’s African American heritage and promoting ethnic diversity and awareness, the theme of the park may be expressed in stylized structures, and interpretive features and elements in paving, seat walls, or sculptural signage markers. In addition, the inclusion of an African Marketplace activates the center of the park with a “market street” promenade, envisioned as an open-air market that forms an east/west promenade bringing visitors and activity into the heart of the park.

The Northside Park provides a full set of active and passive uses. The most active park uses are located on stepping terraces at the southwestern side of the park. This area includes water-wise ornamental gardens, basketball, tennis, a children’s playground, and a rest room. A central lawn provides a flexible space multi-use space. The lower half of the park is within the State Trust lands, requiring more passive uses here. Along the Bay’s edge, the park takes on a more natural character, with picnic/barbecue areas and shade shelters and waterfront pathways.

Figure 3.5  Northside Park – Conceptual Plan

Legend

← →  Bike Route Connection

Note: Conceptual Plan; detailed plan and descriptions within ‘Parks, Open Space and Habitat Plan.’
2. Waterfront Promenade North and South

In addition to the cycling, strolling or skating along the waterfront, the Northern Waterfront Promenade will provide places for rest, gathering, and leisure activities set amongst the historic artifacts of the naval shipyard including Drydock 4. Between the urban backdrop and the open bay, these spaces may include open lawns, gardens, seating areas, plaza spaces, and picnic/barbecue areas, and places for informal recreation and games.

The south area will have a public marina of approximately 300 slips.

Figure 3.6 Waterfront North and South Promenade – Conceptual Plan
3. Cultural Heritage Park

At the end of the Fischer Street neighborhood commercial corridor, acting as a gateway to it, the Cultural Heritage Park is at the heart of activity at the Shipyard. Here, the working history of the waterfront is evident in the historic structures and the grand scale of Dry Docks 2 and 3. The park is a place to recognize the Shipyard’s importance to the people who worked there, and its significance to the nation, San Francisco, and the Bayview Hunters Point neighborhood. There are many stories that can be told here: stories of the Bay and its first people, the Chinese fishing communities, the Shipyard and its workers, and the site’s long Navy history. The design of this park will retain and reuse historic buildings, structures and materials as much as possible to preserve the spirit and essence of the place, and new design elements will have a modern, industrial character. The Cultural Heritage Park includes interpretive installations to provide a history walk along the waterfront. Compared to the waterfront and waterview parks, it is meant to be more urban, with hardscape plazas that directly interface with the commercial activities on and around Fischer Street.

Figure 3.7 Cultural Heritage Park – Conceptual Plan
4. Dual-use Turf – Sports Field Complex

Maximizing the use of limited urban land for recreation, ‘dual-use’ turf is an efficient and ecologically preferable use of land, eliminating the need for scores of acres dedicated to asphalt parking. A specially designed soil and sub-grade will promote healthy, living grass while supporting game-day vehicular use. To prevent rutting and damage to the fields, the design will employ a fiber-reinforcement system that is incorporated into fast-draining, sandy soils. This system is commonly used to stabilize both professional and amateur football, soccer, and baseball fields, equestrian racetracks, and golf course greens. A portion of the dual-use turf will make up the Sports Field Complex, providing much needed community sports fields; the remainder will be left as lawn for more passive uses.

The sports fields will serve organized play for youth, high school, and adult outdoor sports. While soccer may be the most popular use, the fields can accommodate other sports such as football, ultimate frisbee, and cricket. The facilities will also include warm-up fields, a field house, restrooms and food concessions. The multi-use fields are designed for informal uses such as kite flying and picnicking, as well as accommodating larger organized festivals and events. The critical mass of the fields in combination with the adjacent waterfront parks, trails, picnic and barbecue areas and other leisure offerings make this an ideal sporting complex. During the 49ers football season and other major events at the stadium, the same site will host parking and football fan tailgating. In non-stadium option, sports fields and dual use turf areas will differ; for example in the Southeasterly area of Shipyard South outside of the Ring Road, rather than a sports field the area will be an expansion of the Grassland Ecology Park.

Figure 3.8 Community Sports Field – Conceptual Plan

Note: Conceptual Plan; detailed plan and descriptions within ‘Parks, Open Space and Habitat Plan.’
5. Grasslands Ecology Park

Building on the planned restoration project at Yosemite Slough, the Grasslands Ecology Park will transform contaminated Navy lands on the north shore of the South Basin with vast new habitat areas, supporting biodiversity and the Bay ecosystem. Sculptural landforms, native grasslands, freshwater wetlands, shoreline mudflats and tidal wetlands, coastal scrub, and tree groves add to the diversity of habitats. The existing natural landscape is supplemented by designed landscape components such as clustered windbreaks and viewing mounds, shoreline overlooks and a sinuous network of pathways that support passive recreation uses. In addition, an interpretive eco-garden (a more formal planting of native species) designed to accommodate large outdoor classes creates a setting for the study of bayside habitats and ecology. These landscape strategies provide places from which to seek respite from the intensity of the City and connect with nature at the Bay’s edge.

Figure 3.9 Grasslands Ecology Park – Conceptual Plan
6. **Waterfront Recreation and Education Park**

Focused on the spectacular ‘Re-gunning Crane’ that forms the most powerful landmark in the cultural landscape of the Shipyard, the Waterfront Recreation and Education Park is a knuckle in the park system plan. The park is designed to integrate the past industrial uses of the site, with future ecological processes that will gradually ‘colonize’ this area. While the Re-gunning Crane will be left in place, the pier that surrounds it will be eroded, its walls removed and the ground will be laid back to allow water to create a fluid boundary for the former pier. As tidal wetlands and upland habitats take hold the Crane will seem to emerge from the water, and the giant machine will become a “gateway” to the bay and its ecology. The landmark Re-gunning Crane provides a dramatic juxtaposition of the site’s industrial history with the resurgence of nature at the Bay’s edge.

**Figure 3.10  Waterfront Recreation and Education Park – Conceptual Plan**
Non-Stadium Options Community parks

1. Crane Park

Crane Park will extend over several blocks near the center of the neighborhood connecting Crisp Road with the Multi-use Fields. The re-gunning crane is the visual focus of the park from the north. The park may include a café/kiosk, tot lot /playground, picnic and game tables, small sport courts, community gardens, open lawn, and stormwater gardens.

Figure 3.11 Crane Park – Conceptual Plan

Note: Conceptual Plan; detailed plan and descriptions within ‘Parks, Open Space and Habitat Plan.’
2. **Wedge Park**

Hunters Point Wedge Park will serve as the “commons” for the Hunters Point Development and link the residences to the Habitat Ecology Park and Candlestick development through a view corridor. The park form mirrors the Bayview Gardens Wedge Park at Candlestick Point. Specific programming may include a main plaza, outdoor stage, café/kiosk, open lawn, ecological gardens, tot lots, dog run, and stormwater gardens.

![Location of Wedge Park.](image)

**Figure 3.12 Wedge Park – Conceptual Plan**

3. **Community Sports Fields**

The community sports fields in the housing option potentially offer a wider variety of field types than in the Baseline Option.

The sports fields will serve organized play for youth, high school, and adult outdoor sports. The complex includes multi-use fields, primarily organized as soccer, but may also serve as football, ultimate frisbee, Australian Rules football, Gaelic football, and cricket. The multi-use fields are also designed for informal uses such as kite flying and picnicking, as well as accommodating larger organized festivals and events. Dedicated fields include baseball/softball, basketball, and tennis. The facilities will also include warm-up fields, a field house, restrooms and food concessions. The critical mass of the fields in combination with the adjacent waterfront parks, trails, picnic and barbecue areas and other leisure offerings make this an ideal sporting complex.

![Location of Community Sports Field.](image)
4. Pocket Parks

The northern pocket park extends along a mid-block break, and looks out onto the sportsfield complex. It may include tot lots, interactive water play fountain, open lawn, shaded picnic area, and ornamental gardens. The southern pocket park looks out towards the sportsfield complex to the east and may include a tot lot, open lawn, and a shaded picnic grove.
Land Use, Design Standards and Guidelines

4.1 Land Use
4.2 Height, Bulk and Massing
4.3 Building Design
4.4 Parking and Loading
4.5 Streetscape
4 Land Use, Design Standards and Guidelines

This section, Land Use, Design Standards and Guidelines covers elements applicable to all areas within the Shipyard. (For elements specific to individual neighborhoods see Section 5, Neighborhood Standards and Guidelines).

Standards are mandatory actions, generally described in absolute terms such as by measurement or location. Guidelines are encouraged actions, which if adhered to in spirit will result in projects that best fit the vision for the site.

The section has five parts.
4.1 Land Use
4.2 Height, Bulk and Massing
4.3 Building Design
4.4 Parking and Loading
4.5 Streetscapes

4.1 Land Use

4.1.1 Development Blocks

Intent
Development blocks should be similar in scale to the surrounding Bayview neighborhood whose blocks typically approximately 600 ft by 275 ft. Mid-block breaks, in the form of pedestrian mews or vehicular laneways, have been added to several blocks. Open space has been located so that all development blocks have convenient access.

Standards
Block Location – Development blocks and mid-block breaks shall be located as close as possible to that shown on Figure 4.1, 4.1a and 4.1b on the following pages.

Street Location – Streets shall be located as close as possible to that shown on Figure 4.1, 4.1a and 4.1b. Final locations and dimensions shall be per the companion ‘Transportation Plan’.

Park Location – Parks shall be located as close as possible to that shown on Figure 4.1, 4.1a and 4.1b. Final locations and dimensions shall be per the companion ‘Parks, Open Space and Habitat Concept Plan’.

Turning Radii – Certain corners within the development are rounded in order to accommodate buses and emergency vehicles. Those corners shall be rounded to accommodate a 41 ft curb turning radius (modeled as AASHTO WB – 40).
Figure 4.1  Development Blocks – Baseline Option

Legend

- Block
- Neighborhood Boundary
- Street/Public Right of Way
- Open Space
- Mid-block Break/Public Easement
- Block Number

0 500 1,000 2,000'
Figure 4.1a Development Blocks – Non-Stadium Housing Option
Figure 4.1b  Development Blocks – Non-Stadium R&D Option

Legend
- Block
- Neighborhood Boundary
- Street/Public Right of Way
- Open Space
- Mid-block Break/Public Easement
- Block Number

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SECTION 4 - LAND USE, DESIGN STANDARDS & GUIDELINES 93
4.1.2 Land Use Districts

The Hunters Point Shipyard Redevelopment Plan (Shipyard Plan) establishes Land Use Districts, located as shown on Figure 4.2. These Land Use Districts are:

- Shipyard North Residential District
- Shipyard Village Center Cultural District
- Shipyard Research & Development District
- Shipyard South Multi-Use District
- Shipyard Shoreline Open Space District

The permitted land uses within each of these Land Use Districts are identified in the Shipyard Plan. Development of structures and uses of land within the Shipyard are required to conform to the Shipyard Plan and this D4D. To provide context for the remainder of this document, the general types of uses permitted by the Shipyard Plan in these Districts are summarized below. This D4D provides the detailed design guidelines and development standards for all development within the Shipyard site. One other Land-Use District – the Hunters Hill Residential District – constitutes Phase 1 of development at the Shipyard and is regulated by the Shipyard Plan and the separate Hunters Point Shipyard Phase I D4D.

**Shipyard North Residential District** – This District will accommodate a waterfront-oriented residential neighborhood with higher densities and a greater range of housing types than those on the adjacent hillside. The principal land use is residential dwelling units ranging from townhomes to multi-family high-rise residential apartment or condominium towers. Related uses also include neighborhood-serving retail, local-serving businesses, family child care services, small professional offices, and recreation facilities. Public parks in this District may include a range of uses such as basketball, volleyball, tennis courts, children’s playgrounds, restrooms, and concessionaires. They may also include picnic/barbecue areas, pathways, and shade shelters. The parks in this District may also include open air marketplace uses. Park lands that are subject to the Public Trust will be designed to attract visitors to the Shipyard’s northern waterfront.

**Shipyard Village Center Cultural District** – This District will accommodate a mixed-use community with a range of housing types, retail uses, and cultural and educational facilities designed to comprise a village that will serve the community in the surrounding Districts. Neighborhood-serving retail uses are proposed to be located on the ground floors along major commercial streets of the area with residential uses or office uses on the upper floors. This District will provide space dedicated for artists and arts-related uses as well as community-serving retail, business, service, and office uses. The arts-related, recreational, and grocery store uses in this
District are intended to attract visitors from areas beyond the Project Area.

**Research & Development District** – This District will provide a diverse array of commercial and institutional operations for new research and development firms in a dynamic urban campus. This District will allow an integration of various uses suitable for an innovative business or institutional environment ranging from office to laboratory activities including light industrial and manufacturing operations. It will also support neighborhood-commercial and community uses to complement the research and development uses. Residential uses will be allowed in the blocks adjacent Fischer Avenue and Drydock 4.

**Shipyard South Multi-Use District** – This District will provide a space for a state of the art professional sports stadium, related uses, and regionally-serving athletic facilities. This District will also include research and development, office, and light industrial uses similar in scale and character to those in the adjacent Shipyard Research & Development District. If the stadium is developed, retail uses would complement the stadium use and could include stadium-related and community-serving commercial and retail uses. If the stadium is not developed, this District would include a mix of uses including neighborhood-serving retail, business, and office uses comparable in scale and intensity to, and complementary of, those in the adjacent Hunters Point Shipyard Research & Development District and potentially residential units at densities similar to those planned in the Shipyard North Residential District.

**Shoreline Open Space District** – This District will provide public recreation access to the San Francisco Bay waterfront along the eastern and southern waterfront of the Shipyard, consistent with the Public Trust, including regional serving open spaces, viewing area of the water and historic Shipyard facilities, the San Francisco Bay Trail, and restorative habitat areas. Recreational sports facilities will be limited to areas not subject to the Public Trust.
4.2 Height, Bulk and Massing

This section describes the intent, standard and guidelines related to height, bulk and massing of blocks and buildings. It contains five subsections:

- 4.2.1 Height
- 4.2.2 Bulk & Massing
- 4.2.3 Street Wall
- 4.2.4 Sunlight/Shade
- 4.2.5 Wind

Height is regulated to provide a variety of walls that frame public space, and in some cases protect views. Within development blocks, the bulk of the building is regulated by building coverage at various height thresholds to ensure that the overall bulk of buildings is an appropriate scale and allows for light and view penetration to the street level. The massing of individual buildings is regulated by way of maximum lengths, diagonals, apparent face and upper floor step back. At the finest grain, the building edge is regulated to ensure an appropriately scaled and detailed edge at the public interface. Finally, considerations of sunlight/shade and wind are regulated to ensure a comfortable environment in the public realm and in the buildings.

4.2.1 Height

Intent

Heights are regulated in order to achieve several objectives:

- Integrate the new development with the scale of the surrounding Bayview neighborhood.
- Cluster density near services like transit, shopping and jobs.
- Reinforce focal points located at the center of the development.
- Protect views and sun in specific locations and mitigate wind tunneling effects.

Standards

Parks and Open Space – The maximum allowable building height in a park or other open space is 40 ft.

Building Height Definition – For the purpose of describing buildings, they shall be defined by maximum height as follows:

- Low-rise – up to 65 ft height.
- Mid-rise – over 65 ft and up to 120 ft height.
- High-rise – over 120 ft and up to 370 ft height.
Low-rise and Mid-rise – The location and height of low-rise and mid-rise buildings is shown in Figures 4.3, 4.3a and 4.3b:

- Mid-rise buildings to a maximum height of 85 ft shall front Horne Avenue between Robinson Street and Lockwood Street to define the edges of this boulevard.
- The block north of Lockwood Street at Donahue Street shall be a maximum height of 40 ft for the northernmost 200 ft.
- The heights in blocks within the R&D neighborhood shall be as indicated in Figures 4.3, 4.3a and 4.3b in order to protect viewsheds from the Hillpoint Park.
- Low-rise buildings to a maximum height of 65 ft shall be located in all other locations with the exception of mid-block breaks. Residential mid-block breaks shall have a maximum height of 35 ft at the building face then step back at a plane of 1:1.2 to a maximum of 85 ft height (if allowed in that zone), after which the height may be to the maximum permitted for the zone. This 85 ft height limit does not apply in the case of a high-rise building located on a mid-block break, in which case the high-rise height limit shown in Table 4.1 governs.

High-rise (Tower)

The location of high-rise buildings (towers) is shown in Figures 4.3, 4.3a and 4.3b. The standards (S) that regulate the location and height of high-rise buildings are set forth in Table 4.1 below.

Table 4.1 High-rise Maximum Building Heights

<table>
<thead>
<tr>
<th>HIGH-RISE</th>
<th>MAXIMUM HEIGHT (FT)</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>S – 370</td>
<td>Shall be located at the corner of Fischer and Lockwood in order to define the edge of the Cultural Heritage Park, frame views from Hillpoint Park and concentrate density near transit and services.</td>
</tr>
<tr>
<td>B</td>
<td>S – 270</td>
<td>Shall be located at the corner of Fischer and Galvez in order to reinforce Fischer Street’s importance, frame views from Hillpoint Park and concentrate density near transit and services.</td>
</tr>
</tbody>
</table>

1 See Figures 4.3, 4.3a and 4.3b for location of high-rise buildings.
Height Measurement – Heights are measured as follows:

- **Flat Site** – Heights shall be measured from curb level at the fronting street to the top of a flat roof or mid-point of a sloped roof.
- **Sloped Site, Street** – Heights shall be measured at the average grade of each 50 foot street fronting segment of the building (average of lowest and highest elevation as measured from curb level) to the top of the roof or mid-point of a sloped roof. Thus, each 50 foot segment shall be required to be at or below the allowable height maximum.
- **Sloped Site, Parcel interior** – Heights shall be measured from the mean grade of the perimeter of each 50 foot segment of building as taken from the average of the four corners where the foundation would meet the rough grade to the top of the roof or mid-point of a sloped roof. Thus, each 50 foot segment shall be required to be at or below the allowable height maximum.

Height Measurement Exceptions – The following appurtenant structures are exempt from building height measurements provided their height, measured from the top of the roof, does not exceed 10 ft or other height as noted:

- Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features provided they conform to Proposition K regulations where required.
- For R&D buildings mechanical and roof mounted elevator core equipment to a maximum of 30 ft, provided their combined coverage does not exceed 50% of the building roof area.
- For Residential/Mixed-use/Commercial buildings mechanical and roof mounted elevator core equipment to a maximum of 18 ft, provided their combined coverage does not exceed 30% of the building roof area.
- Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.
- Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment/treatment equipment, solar water heating equipment.
- Enclosed amenity spaces to a height of 12 ft where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 20% of building roof area.

Stepping on sloped site – For sites that front a street with a slope above 5% gradient, the building shall step at an equivalent gradient at increments no greater than 50 lineal feet.
Figure 4.3  Building Heights – Baseline Option

Legend

Low-rise and Mid-rise Maximum Height*

- 40 ft
- 50 ft
- 55 ft
- 60 ft
- 65 ft
- 85 ft
- 105 ft
- 200 ft (stadium only)
- Mid-block break height (See Figure 4.10)
- Existing Building Height

High-Rise Tower Location

- High-rise location
  (See Table 4.1 for maximum heights)

*Note: Maximum allowable height on open space is 40 ft