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process and methodology

In March and April 2008, the Office of Economic and Workforce Development and the San Francisco Redevelopment Agency (collectively, the “City”) hosted four community workshops to solicit community opinion on the proposed land use plan for the Candlestick Point/Hunters Point Shipyard integrated project area. At least 112 registered participants contributed to the development of this plan through the workshops.

The workshops were designed to bring community members up to date on the current status of the draft land use plan and to provide a forum for residents to express their ideas about the future of their community. To encourage participation, the City offered child care services and substantive food and refreshments. Workshop flyers were mailed to more than 3,200 residents, businesses and interested parties from the Hunters Point Shipyard Citizens Advisory Committee, Bayview Hunters Point Project Area Committee and Visitacion Valley Citizens Advisory Committee mailing lists. An electronic version of the flyer was e-mailed to more than 5,000 recipients and posted to community e-mail distribution lists such as the India Basin listserv and the Shipyard Artists’ Yahoo! Group. The City worked with Communities of Opportunities and local organizations to conduct extensive outreach, including distributing flyers house-to-house in neighborhoods adjacent to the workshop locations.

In addition, local organizations were contacted in this outreach effort including the Safety Network, Bayview Community Response Network, Bayview Safe Haven, Bayview Hunters Point Foundation, Bayview Crisis Response Network, Renaissance Parents of Success, Hunters Point Family Agency-Girls 2000, Quesada Gardens/Bayview Footprints, Visitacion Valley Community Center, Visitacion Valley Beacon Center, Visitacion Valley Childrens Programs,
Visitacion Valley Family and Community Resource Center, Bayview YMCA, City College of San Francisco Evans Campus, Bret Harte Elementary School, Visitacion Valley Planning Alliance, Bayview Hill Neighbors Association, Morgan Heights Neighbors Association, Executive Park Citizens Advisory Committee, Candlestick Point Neighborhood Committee, the City’s Parks Recreation and Open Space Advisory Committee and interested parties on the Commission on the Environment’s mailing list.

MIG, Inc., a consulting firm based in Berkeley, was hired to design the meeting process and to serve as neutral third party facilitators of the discussion. Four meetings were held on different dates and at different locations in Bayview to make it convenient for neighborhood residents to attend. All four meetings featured the same informational presentation and discussion format and questions. The four meetings were held:

- Saturday, March 15 from 10 am to noon, at Bret Harte Elementary
- Monday, March 17 from 6 pm to 8 pm, at Southeast Community Center
- Wednesday, April 2 from 6 pm to 8 pm, at Community College of San Francisco, Evans Campus
- Saturday, April 5, 10 am – noon, at Bayview/Hunters Point YMCA

**MEETING FORMAT**

The meetings were designed to allow for substantive discussion of the plan by community members. To accomplish this, each workshop began with an overview by Tiffany Bohee of the Office of Economics and Workforce Development on the project context, including action by the Mayor and the Board of Supervisors endorsing the “Conceptual Framework” (preliminary plan). Following this overview, the project’s lead urban designer, David Thom of IBI Group, presented an informational overview of the draft plan including a
recap of current activities and modifications made to the plan made in response to community feedback. Mr. Thom also called out elements of the plan that described the park and open space elements, community streetscape features and transportation. These elements were highlighted to help prepare community members for the discussion groups.

When participants arrived at the meeting, they received a numbered name tag. Participants were asked to break into small groups based on their assigned number. Each group of about 8-10 people was led by a facilitator from MIG. The facilitators all followed the same discussion guide so that each group provided feedback on the same discussion questions.

Participants were also able to comment on any additional topics and ask questions about the land use plan. David Thom and representatives from the City and Lennar Urban rotated between the groups and were available to answer questions. At the end of the discussion period, which lasted about 45-60 minutes, each group was asked to identify a reporter who would provide a 2-3 minute summary of the key points discussed.
DISCUSSION GROUPS
The MIG facilitator opened the discussion group by describing the general format and asking the participants to briefly introduce themselves. The MIG facilitator led the group through a series of discussion questions and recorded participant feedback on flip chart paper. The discussion questions focused on three main areas: parks and open space areas, streetscape and community scale and transportation.

Each group was asked to comment on the following:

Parks and Open Space Areas
1. Do you think the plan provides for the type of activities you would like to see in the area?
2. Which of the proposed parks would you be most likely to use?

Streetscape and Community Scale
1. Do you think the plan provides for a pedestrian-friendly street experience?
2. What characteristics make a neighborhood street? What SF examples illustrate good neighborhood streets?

Transportation and Transit
1. Would the transportation and transit elements of the plan meet the community’s needs for improved transit?
2. Which of the following do you believe will best support development in the area?
   - Express bus service to downtown San Francisco or other employment centers
   - Bus Rapid Transit to regional transit systems (e.g., BART and Caltrain)
• Connections to existing cross town routes (e.g., 19 Polk, 23 Palou, etc.)
• Local transit service allowing you to move within the area (e.g., service to 3rd street, etc.).
• Any comments about game day transit or related issues

results of community workshops

After the discussion groups, participants were asked to reconvene as a large group to hear the highlights reported out by a representative of each group. One of the MIG facilitators produced a large wallgraphic summarizing the key points reported by each group. Photoreductions of the wallgraphics from the four meetings are included as an appendix at the end of this document.

Several comments were repeated across the discussion groups and at each of the four meetings. Overall, participants shared many comments and concerns related to public safety and appropriate maintenance of proposed parks, streets and transportation facilities. Generally, groups also expressed the importance of providing amenities that meet the direct needs of existing and future resident populations.

Key themes specific to the major elements of the plan emerged at all four meetings. These themes are summarized below.

PARKS AND OPEN SPACE

Design for a variety of activities and users. While many residents were pleased with the plan and the general quantity of lands dedicated to recreation, many expressed that the City must increase the variety of activities
offered. Residents encouraged the City to design multi-use amenities within the same park to support a diverse range of ages, interests and abilities. Facilities should also be multigenerational, serving youth and seniors alike. There should be areas for youth and teenagers, and separate areas for senior areas that are safe and accessible. There should also be structured spaces for all ages to enjoy together.

Park facilities should allow for both passive and active recreation for users with different interests and abilities. Residents at all workshops would like to see more adult and educational activities incorporated into the plan. Most residents commented strongly that the plan should include more recreational activities for youth and teenagers. Suggestions include skating rinks, bowling alleys, gyms, movies, BMX parks and skate parks.

Some participants would like to see dog parks incorporated, while others commented on their concerns regarding potential for unsafe interactions between adults, children and dogs. According to workshop participants, the City should install call boxes throughout parks and along pathways to contribute to a safe park environment.

**Include indoor and sheltered areas for rest and recreation.** Residents at all workshops expressed concern that while the public green space is a wonderful component of the plan, there should be indoor or sheltered areas for recreation given the wind and cold that is typical of San Francisco’s climate. Parks should also include shaded areas and benches.

**Create connections between parks and existing destinations and communities.** Access to the parks can be enhanced through the use of thoughtful and strategic connections. Workshop participants would like to see citywide pathways and other connections to link parks, schools, neighborhoods
and other destination points. Some of these paths could meander through the parks to provide a sense of tranquility and respite. Specifically, workshop participants believe that the connection from Bayview Hill to the state park should remain open.

**STREETSCAPE AND COMMUNITY SCALE**

*Design for safety.* Safety was a concern highlighted at each workshop. Many community members believe that streets and pathways must be adequately lit and maintained. Residents were pleased with the City’s commitment to providing street trees.

*Incorporate local arts and culture.* Residents expressed pride in the history and culture of Hunters Point and would like to see elements of their history incorporated into the plan. This can be done through enhancing streetscape with local art and giving consideration to the types of supporting retail. A maritime museum was suggested as a way to teach others about the rich history of the community.

**TRANSPORTATION AND TRANSIT**

*Improve public transportation.* Strengthening and expanding public transportation connections to downtown were identified as high priority issues. Local transit provides vital connections within and from Bayview to the rest of the city. Without convenient, safe and reliable transportation linkages, Bayview will remain isolated from the rest of the city.

*Minimize traffic impacts.* At all four workshops, residents expressed concern about the impacts of game day traffic and parking on their neighborhood. There were strong requests that the City develop a detailed strategy for minimizing impacts during these events. Residents also expressed concerns
about truck traffic including current truck traffic and construction-related truck traffic. Some participants suggested improving parking by utilizing the stadium parking lot and providing lower-priced parking on game day to encourage fans to use stadium parking rather than neighborhood streets. On non-game days, residents should be able to use stadium parking when spending time at the parks.

**OTHER**

**Prioritize safety and maintenance.** The incorporation of public space must include City-run efforts to ensure that the parks, streets and public transport are safe for all. The importance of a well developed and funded maintenance plan to ensure the quality of the public places was brought up at all meetings.

**Create local economic opportunities.** Participants expressed that local residents should have opportunities to own businesses and that City jobs created by the plan should be filled by those currently residing in the community. Several residents suggested training community members for jobs related to the operation and maintenance of open space.
community recommendations

The following is a compilation of the comments received from all four meetings. They have been edited and summarized. Comments in bold were repeated most frequently across discussion groups and at all four meetings.

PARKS AND OPEN SPACE

Physical Design, Culture and Aesthetics

- High quality park design.
- Design suggestions include organic layout of parks and meandering paths.
- Include water features such as fountains.
- Use multi-colored concrete.
- Use recycled materials.
- **Build a sculpture garden.**
- Provide view corridors and vista points (e.g. Bayview Hill).
- Add courtyards.
- **Park access should connect to continuous city-wide pathways that link parks, schools, neighborhoods and other destination points.**
- Provide access and linkages to and from existing neighborhoods by all modes of transportation.
- Provide shaded areas.
- Create connections to India Basin.
- **Incorporate the culture and history of Hunters Point** into parks.
- Suggestions for incorporating local flavor into the plan include creating sacred ancient spaces and monuments (shellmounds) and building a Maritime Museum.
- Include native grass, trees and flora.
Bring green into building areas not just by the edge of waterfront.

There is a cold feeling to the design.

Design open spaces similar to Crissy Field and Fort Funston.

Include diversity in terrain.

Vary the landscape in parks by including ponds, hills and lawns.

**Programming and Amenities**

- **Ensure that amenities support community needs and interests.**
- **Include more recreational activities, programs and facilities for children, youth and adults.**
  - **Multi-purpose parks** to provide passive and active recreation that supports a diverse range of ages, interests and abilities.
  - Suggested recreational activities, programs and facilities include skating parks, bowling alleys, batting cages, community dominoes, recreational fields, skating rinks, BMX parks close to neighborhoods, outdoor amphitheaters, outdoor movies and movie theaters.
- Show locations for batting cages at the active sports area.
- **Include more facilities for sports and exercise.**
  - **Athletic facilities could include a running track**, football fields, basketball courts, and gyms.
- **Increase bike lanes.**
- **Create social gathering places in parks.**
  - Suggested social gathering places for parks are seating structures and covered areas.
- **All weather space and indoor areas are important**; parks near the bay will be windy for much of the year.
- Suggested indoor space includes recreation centers.
- Parks should be ADA compliant.
- **Intergenerational areas** - there should be **separate areas for young children, youth and teenagers**, adults and seniors.
- Suggested intergenerational areas include designated senior areas and tot parks.
- Multigenerational facilities means designing parks with youth, seniors and families in mind. There should be structured spaces for all ages to enjoy together.
- **Safety in the parks** - safe parks consist of adequate lighting in the parks and on the paths, foot patrols, visibility, cameras and call boxes.
- **Maintenance** - maintenance and long-term funding sources should be identified for all park areas.
- **Parks should support community sustainability** - community members should be recruited and trained to fill related jobs such as field and landscape maintenance, or through contracts run by locally owned businesses.
- **Connect Bayview to the state park.**
- **Build more dog parks.**
- Keep dog parks separate from children’s play areas.
- Provide access to public restrooms.
- Increase parking options for park users.
- Suggestions for expanding parking include utilizing stadium parking for neighborhood parks on non game days, reducing stadium parking prices on game days to discourage game attendees from parking on residential streets and allowing sidewalk parking on game days.
- **Build more parks.**
- There should be more parks within neighborhoods and not just near the water.
- There are too many parks in the plan.
• Dual use parks and parking won’t work; address maintenance funding for dual use parking.
• Build more parks near Alice Griffith area.
• Build a bridge across Yosemite Slough.
• Leave Yosemite Slough an undisturbed natural area.
• Integrate existing communities into open space plan for current residents.
• Increase family/children/community engaging activities.
• **Provide community involvement opportunities through public art.**
• Improve connections to the water.
• **Improve access to the water by including a kayak and motor powered boat launch, fishing piers, a beach, and water play areas for children.**
• Use waterfront as a place where the community can relax, shop, and eat.
• Build walkways near the bay.
• Include water-related uses such as a marina and cruise terminal.
• Provide a kitchen for community and/or commercial use.
• Include educational programs.
• Suggested educational programs include media and computer classes, a public greenhouse and community gardens.
• Keep BBQ pits in the parks.
• Provide picnic areas.
• Improve access to open space for seminars, grants and funding.
• Build an Alice Griffith Opportunity Center.
• Address environmental issues such as car leaks onto playing field and cleaning up toxins.
• Address soil conditions such as sinking landfills and soil stabilization.
• Engage environmental stakeholders from in and beyond the neighborhood.
STREETSCAPE
Physical Design, Culture and Aesthetics

- **Ensure universal access to streets,** meaning that the streets are wide enough for all ages and abilities, i.e. senior citizens, wheelchairs, strollers and scooters.
- Sidewalks are not wide enough.
- Approve of the wide sidewalks.
- Streets are too narrow.
- **Design streetscape to the pedestrian scale** – small and intimate, for example West Lake Mall.
- There should be diversity of scale and design at street level.
- Include benches along sidewalks.
- Suggestions for improving street safety include adequate lighting both above trees and at street level, gates and regular police presence.
- **Build multi-modal streets.**
- Need a low-maintenance design for the streetscape.
- **Include tree-lined streets and other vegetation** such as shrubbery, flowers and canopies.
- Should be a division between sidewalks and streets.
- **Connectivity is a priority. Use streets and paths to knit the neighborhoods together.**
- Improve access to the existing community.
- **Extend street improvements into the community, especially on streets that connect to 3rd Street light rail stations.**
- Include diverse and native trees.
- Include resident input on tree selection.
• **Improve pedestrian safety** by prioritizing pedestrian crossings and employing traffic crossing guards for children.

• Bridge crossings need to be accessible to pedestrians.

• **Include traffic calming mechanisms in the plan.**

  Proposed traffic calming mechanisms include bulb outs, bioswales, speed bumps, plantings in parking lane, narrow streets and speed tables for pedestrian crossing.

• Include fountains and courtyards on the streets.

• Keep wiring and utilities underground.

• **Create a public art program for all developments, not just commercial projects.**

• Streets are too densely packed.

• **Incorporate elements of Hunters Point history and culture into the streetscape** through sculpture and landscaping that reflect local flavor and memories of original shipyards.

• **Enhance and beautify the streetscape.**

• **Improve streetscape by installing local art, outdoor sculptures, kiosks and fountains.**

• Opposed to high-rise developments on the waterfront as well as in the neighborhoods because of shadows and obstruction of views.

• Focus on low-rise developments.

• **Connect design of new and existing streets so that aesthetically the neighborhoods interknit.**

• Include a variety of architectural styles.

• Improve existing neighborhood streets.

• Create a visual landmark at foot of Palou to signify the entrance to the Shipyard.
• Create a landmark entrance to the Shipyard that consists of art made by community children, families, teens and local shipyard artists. Art that was produced for this purpose exists from 10 years ago.
• Activate all public areas; there should be no dead zones, especially around the stadium.
• Make Gilman corridor inviting.
• Examples of successful residential streets in San Francisco include Union, Chestnut, Clement, Valencia, Grant, Polk, Haight, alleys in French Quarter, Octavia, Hayes, Powell, Dolores, Geary Street near Japantown, Harrison in Mission District, Precita Park, Quesada at Third with planted median. An example of a successful street plaza is Jack London Square.

Programming and Amenities

• Improve safety on the streets.
• Provide a maintenance plan to ensure clean and functional streets.
• Address landscape irrigation issues such as grey water and coordination with PUC.
• Reduce traffic congestion.
• Install bike amenities on the streets such as bike racks, bike lockers and bike parking.
• Include retail and public space that is open in the evenings.
• Address plan for Yosemite Slough causeway and its use on non-game days.
• Should be more mixed-use facilities that are incorporated into the neighborhoods to better serve the residents; the plan currently has limited retail.
• Retail in the plan should reflect local culture and connect park and retail uses.
Retail should reflect local culture and activity; include bait shops, and bike and kayak rental shops.

**Commercial activity should serve the neighborhood and support the lifestyle of those living in closest proximity.**

Suggested retail includes: grocery stores, big box retail, Red Lobster, Sizzler, Dairy Queen, ice cream shops, bowling alleys, theaters, skating, coffee shops, small malls, bookstores, cleaners, no franchises, shoe shops, CPA, yardware, tackle/bait shops and a variety of restaurants.

Provide venues for entertainment such as live music settings and movie facilities.

Include locally-owned retail in the plan.

Assign a curfew for minors.

**TRANSPORTATION**

**Physical Design, Culture and Aesthetics**

- Balance transit routes, residential routes bike lanes and traffic calming measures.
- **Improve street access to public transportation.**
- High volume roads such as industry and commuter roads should be away from homes, bay and parks.
- Provide clear signage.
- Provide clearly delineated lanes.
- In favor of the Bus Rapid Transit (BRT) if it is designed well.
- Address traffic and high number of lanes on Harney Way; Harney way will cut off neighborhood from the bay; consider culverting Harney Way like Doyle Drive.
- Put path to top of hill because the hill can be a barrier to accessing community.
• **Need more room for bike lanes** - on Innes and Hudson specifically, bike lanes should be moved to Hudson and Hudson needs to connect straight through.

**Programming and Amenities**

• **Address game day traffic.**
• Develop a **game day traffic strategy.**
• **Address the impacts of game day traffic on pedestrian safety and local parking.**
• **Address the traffic on residential streets.** The plan adds more traffic but does not include a strategy for keeping this added traffic off of residential streets.
• **Address truck traffic.**
• Mitigate truck traffic by creating truck routes during construction and preventing trucks from using residential streets.
• Conduct environmental reviews to address construction impacts on surrounding areas and to evaluate alternatives.
• Ensure adequate off-street parking for the residents.
• Address regional traffic going to Candlestick.
• **Ensure adequate bike routes to all parts of the city**; bike routes on major streets could be difficult (Hudson, Innes for example).
• Study the transportation impacts on the freeway, particularly US 101.
• Implement protective measures on neighborhood streets, especially Quesada.
• Address how dual use parking will work – use plan to illustrate how this area will be used for game day and what it will look like/how it will be used on non-game days.
• Use public transport to better connect existing and new communities.
• Include better connections to Third Street.
• Public transportation should connect Third street to the Shipyard, to Geneva and Balboa BART and to the light rail.

• **Improve and expand public transportation options to downtown.**

• **Create a system for crosstown transportation** that connects neighborhoods to major hubs and other public transportation.

• Cross town transportation suggestions include short route buses, jitney, taxi, car share and rapid buses.

• **Public transportation should connect to other parts of the city** to help reduce daily vehicular traffic to and from Hunters Point Area.

• Include more express buses - to downtown, San Francisco, employment centers, entertainment venues and other high frequented areas.

• Set up city car share, zip car pods and/or a Segway system.

• **Improve safety, speed and reliability of public transport** (on all public transport and specifically T trains).

• Limit buses to downtown and utilize light rail system.

• Address traffic coming from outside San Francisco and South San Francisco.

• Educate residents on transportation options.

• Create senior transit.

• Transit should accommodate entertainment.

• Phase in new transit.

• Opposed to BRT because it will draw energy, ridership and support away from Third Street light rail.

• **Provide more information about BRT system to the plan and include design for a typical BRT station.**

• Organize a black-owned taxi service.

• Provide a trolley service between Candlestick and Hunters Point T line.
• Keep buses off Third because it is too crowded.
• Transportation should connect Bayview and SFSU, CCSF and peninsula to bring students in.
• Create a Bayview loop bus to zigzag through the neighborhood to meet up at T line stops.
• Expand on ferry services and water transportation.
• Expand ferry services by adding services to reach the south end of project area that makes stops at the stadium on game days, create a second ferry stop at Candlestick Point and organize a water taxi service.
• Create connections in the north (alternatives to Innes).
• Public transportation should allow easy access to and from MUNI stops.
• Expand 29 service because it is currently limited.
• **Address issues on Harney Way.**
• Address traffic demand on Palou.
• Provide transit alternatives to avoid Palou.

**CONCERNS**

• Interim construction and dust.
• Who will maintain parks and streets?
• Can we be sure that dual fields will work? Will cars and garbage kill the grass and degrade the overall appearance?
• What happens to old ball park space?
• Current park plan destroys the quality of Candlestick Point State Recreation Area and the wetland restoration project at Yosemite Slough.
• Too much focus on the 49ers and not on the residents.
• Don’t turn Candlestick into a residential development, leave it open space for family gathering.
• Will there be use of eminent domain?
• What will Alice Griffith replacement housing look like?
• What is the impact of the high rises?
• What is the impact of the new housing on existing neighborhoods?
• Toxic remediation clean up of shipyard.
• Early transfer of clean up sites.
• Roadway over slough.
• Neighboring communities need to be included.
• Renaming of community.
• Impacts on quality of life.

Other Comments
• Should be bigger size units in the developments that you are remodeling.
• Increase mix of housing types and heights; higher affordable housing percentage.
• “Build human capital” – create neighborhood job opportunities that support physical implementation of the plan.
• Add single detached homes to the plan.
• Black-owned community process.
• Senior housing on South Basin side of Third Street.
• Mix of jobs to support the community.
• Sewage concerns.
• How much artist use will there be on piers?
• Concerned about level of new development and what happened to the ABAG study?
• Balance of housing and commerce.
• Create retail space for a corner store, local café, etc. in residential areas.
• Include guidelines in plan for family housing and higher densities.
• Fire safety.
• Opportunities for small businesses.
• Ensure a mix of community facilities (childcare, library, schools).
• Return all land to native people.
• Phasing of project share.
• Plan needs to pay more consideration to the people currently living in Hunters Point. We build for people and use by people, not for profit.
• Stadium should be built somewhere else because the neighborhood does not benefit from it.
• Benefits should go to the community.
• Presentations should address housing, issues with Prop F and the impact this redevelopment will have financially on San Francisco when the property is sold back from Lennar Urban.
• Would like to know more about toxic waste in shipyard.
appendix: wallgraphics
Candlestick Point & Hunters Point Shipyard Community Workshop #1
March 15, 2008
Candlestick Point & Hunters Point Shipyard Community Workshop #2
March 17, 2008
Candlestick Point & Hunters Point Shipyard Community Workshop #3
April 2, 2008

Land Use Plan

- Densities
- Open space
- Waterfront businesses
- High density
- More educational, more family-oriented
- Reflect contextual value
- Incorporate local artists
- Important to connect Bay Trail
- Multiple access points to water
- "Pep" pride across Yosemite
- Enough to connect areas
- Baseball stadium don't use us as a sports park
- Tall buildings block views
- 3rd - encourage people to stop + shop

Street scape + Community Design

- Separate bike lanes from crosswalks
- Streets as gathering places / benches
- Safety lighting (with sidewalks)
- Streetscape for residential neighborhoods
- Visual interest at adequate eye-level
- Diversity of scale and design, have the unexpected
- Mix in commercial with neighborhood
- Wide sidewalks, big trees

Transportation + Transit

- Consider electric buses
- More study of feasibility of 45th Ave.
- High quality bus shelters/stops
- Good connections to ferry, water taxi
- Transit within area
- Connector to BART
- Provide adequate parking
- Connect within area
- BART + ferry service
Candlestick Point & Hunters Point Shipyard Community Workshop #4
April 5, 2008