MEMORANDUM

TO: Community Investment and Infrastructure Commissioners

FROM: Tiffany Bohee
Executive Director

SUBJECT: Adopting environmental review findings pursuant to the California Environmental Quality Act and approving the Streetscape Plan and the Signage Plan for Candlestick Point and Major Phase Application for Major Phase 1 and conforming changes to the Project Documents pursuant to the Disposition and Development Agreement with CP Development Co., LP, subject to the approval from the affected City Departments and Mayor under and to the extent required by the ICA and Planning Cooperation Agreement; Hunters Point Shipyard and Bayview Hunters Point Project Areas

EXECUTIVE SUMMARY

In accordance with the Disposition and Development Agreement for Candlestick Point and Phase 2 of the Hunters Point Shipyard (as amended and as may be amended from time to time, the “DDA” or “Phase 2 DDA”) the master developer, CP Development Co., LP (“Lennar” or “Developer”) has submitted to OCII the first Major Phase Application for Major Phase 1 (“Major Phase 1 CP”) together with a Streetscape Master Plan (“Streetscape Plan”) and Signage Plan for Candlestick Point, all of which relate to the Candlestick Point and Hunters Point Shipyard Phase 2 project (“Project” or “CP/HPS”). The Major Phase 1 CP, which is the subject of the Major Phase Application, encompasses 16 blocks of new development that are projected to include a total of approximately 1,500 new homes and 1.1 million square feet of mixed commercial uses and 50,000 square feet of community facilities. Major Phase 1 CP includes the entirety of the Alice Griffith replacement project and the Candlestick Point retail center destination featuring retail, housing and entertainment uses.

On November 5, 2013 the Commission held a workshop to review the components of the Streetscape Plan, the Signage Plan and the Major Phase Application for Major Phase 1 CP (together, the “CP Plans”). A copy of the memorandum for the workshop is attached to this memorandum (Attachment 1). The CP Plans were drafted in accordance with the Design Review and Document Approval Procedure (“DRDAP”), a component of the Phase 2 DDA. As part of the submittal of the CP Plans and as contemplated by the Phase 2 DDA, Developer has proposed refinements to the Project Documents that were adopted in 2010, including to the Phasing Plan, the Infrastructure Plan and the Transportation Plan. The proposed refinements are described in Attachments 6A-6N to this memorandum (the “Project Refinements”). OCII staff seeks approval of the CP Plans, including the Project Refinements. Subsequent to this OCII approval, OCII staff and Developer will make conforming changes to the applicable Project Documents, subject to approval from the affected City departments and Mayor under and to the extent required by the Interagency Cooperation Agreement (Candlestick Point and Phase 2 of...
the Hunters Point Shipyard (as more particularly defined in the Phase 2 DDA, the “ICA”)) and the Planning Cooperation Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard) (as more particularly defined in the Phase 2 DDA, the “Planning Cooperation Agreement”). Once all necessary City approvals have been received in conformance with this OCII approval, the CP Plans will be deemed finally approved and adopted without further action from the Commission.

The Phase 2 DDA and other transaction documents contemplated that variations and modifications would be made throughout each stage of the development process, and OCII staff supports the Project Refinements and has determined that they are consistent with the types of changes that the parties anticipated would be made through the planning process outlined in the Phase 2 DDA. The submission has been reviewed by OCII staff, other City departments, and through a series of public meetings with the Hunters Point Shipyard Citizens Advisory Committee and Alice Griffith tenants.

Staff recommends adopting environmental review findings pursuant to the California Environmental Quality Act and approving the Streetscape Plan and the Signage Plan for Candlestick Point and the Major Phase Application for Major Phase 1 CP, subject to the approval of conforming changes of the applicable Project Documents by affected City Departments and Mayor to the extent required by the ICA and Planning Cooperation Agreement.

BACKGROUND

The Project covers approximately 702-acres along the southeastern waterfront of San Francisco. OCII and the Developer entered into a DDA for the Project dated as of June 3, 2010. The Phase 2 DDA reflects a “horizontal” land development model, wherein the OCII assembles and conveys land to the Developer, together with other land acquired by the Developer, who in turn must build horizontal infrastructure improvements and provide, together with the provision of various community amenities and other public benefits. In return, the Developer receives the right to sell land for vertical development. For vertical construction, the DDA contemplates that the Developer may choose to build vertical projects itself or with affiliates, or alternatively to convey finished lots to other developers for construction. Horizontal development of the project site is divided into four “Major Phases” which are designed to ensure that public benefits are delivered at pace with private development throughout the build out of the Project. Within each Major Phase, there are various Sub-Phases, each of which is shown in the Phasing Plan in the DDA. Each Major Phase was separated into two parts, Candlestick Point and Hunters Point Shipyard.

Major Phase 1 CP consists of two significant projects, the redevelopment of a major portion of the Alice Griffith public housing site, including the entirety of the Alice Griffith replacement units (“Alice Griffith Replacement Project”) and the Candlestick Center mixed-use destination featuring housing, retail and entertainment. Alice Griffith currently consists of 256 units of multi-family public housing and community services, including the Alice Griffith Opportunity Center (which provides resources and programs for Alice Griffith residents such as a grief and loss support group, computer classes and college preparation classes for young adults), Hunters Point Family (which engages at-risk youth in healthy, non-destructive activities) and a community garden as well as play space for an adjacent child care facility. OCII and the Developer are working with residents to ensure that that these uses will be preserved and
integrated either directly within or adjacent to the Project Site. In the very near-term, temporary interim space will be provided for Hunters Point Family to operate while the first two blocks of the Alice Griffith Replacement Project are constructed. The public housing itself is in severe disrepair and replacement of this housing, as quickly as possible, has been a stated goal of the Project since its inception. Consistent with the City’s HOPE SF principles, the Project Site will be reconfigured to provide existing residents with completely new high-quality housing that is both environmentally sound and equipped with modern amenities and will include new affordable housing units available to other low-income households. By building the first new homes on vacant land adjacent to the existing Alice Griffith project site, existing residents will have the opportunity to move directly from their existing homes into new homes without leaving their community or risking displacement.

In 2011, the Alice Griffith Replacement Project was one of four projects selected nationwide for a $30.5 million grant from the U.S. Department of Housing and Urban Development (“HUD”) through its Choice Neighborhoods Initiative (“CNI”). The CNI funding comes with a variety of deadlines and deliverables, the most important of which is a requirement that grant funds must be expended and must obtain temporary certificates of occupancy by September 20, 2016. Schematic Designs for the first two blocks of the new Alice Griffith development were submitted for OCII and City departmental review on October 15, 2013 and will be presented to the Commission on January 7, 2014. Besides achieving Project goals, the acceleration and completion of certain Alice Griffith Replacement units in the Major Phase 1 CP (instead of spreading the Alice Griffith replacement units throughout the entire Alice Griffith site in a multi-phased development) will help satisfy these requirements. This refinement has been supported by all parties, including Alice Griffith residents and Hunters Point Shipyard Citizen Advisory Committee (“CAC”).

The Candlestick mixed-use retail center will occupy the location of the current 49ers stadium, as was contemplated by the Non-Stadium Alternative. The 49ers are expected to play their final game in San Francisco early next year, after which a series of events will likely be held to celebrate the history of the stadium and the 49ers in San Francisco. The Developer will then demolish the stadium and build Candlestick Center in its place as a focal point for the Candlestick neighborhood. The current footprint of the Candlestick stadium and parking lot extend slightly beyond the boundaries of Major Phase 1. The mixed-use retail center will be located in the vicinity of Harney Way and Ingerson Avenue at the intersection of the two large wedge-shaped City Parks. The Candlestick Center will have residential (1025 units) and 150,000 square feet of office above retail, 635,000 square feet regional retail space, 125,000 square feet of neighborhood retail space, and, potentially, a hotel and performance venue (see pg. 37 of the Major Phase 1 CP for Land Use Table by Sub-Phase). Details regarding building design, programming and retail tenanting will be subsequently submitted through the schematic design approval process for the retail center.

The design principles of the Streetscape Plan, the Signage Plan and the Major Phase Application for Major Phase 1 CP seek to balance the role of buildings in urban “placemaking,” especially at major streets and activity centers, while maximizing access to views, sunlight and open sky in critical areas of the plans, such as parks and local streets. The Streetscape Plan and Signage Plan focus on the design of streets, signs, sidewalks and parks as these public realm elements provide
the physical framework for the development, and are the places from which most people will experience these new neighborhoods.

Under the Phase 2 DDA, Developer is expected to propose Insurance Requirements as part of each Major Phase Application. Developer and OCII staff has substantially completed the Insurance Requirements for Major Phase 1 CP and are in final discussions regarding same, including with their respective insurance consultants. The OCII Director and Developer will agree upon the final Insurance Requirements for Major Phase 1 CP prior to commencement of construction. The Insurance Requirements are to include the form, amount, type, terms and may include requirements for builders’ risk, workers’ compensation and employers’ liability, automobile liability, and general liability for professional liability, construction contractors, and design-build contractors.

**Review Framework**

The Phase 2 DDA includes a process for the Developer to receive development approvals for each Major Phase through a “Major Phase Application.” The purpose of the Commission approval of the Major Phase Application (through a “Major Phase Approval”) is for OCII to confirm that the Major Phase Application for Major Phase 1 CP conforms to and is consistent with the applicable Project requirements, and for OCII to approve or reject any additional detail, phasing, or variance that is proposed as part of the Major Phase Application. The DRDAP outlines the process by which horizontal and vertical designs are reviewed and permitted. As specified in the DRDAP, Major Phase Applications deal with proposed uses and intensities of development, affordable housing parcels and unit set-asides, height, bulk, and massing of buildings, and the subdivision mapping of blocks into building parcels. Each Major Phase Application must also specify the required open space and infrastructure improvements to be built in association with that block, including street and utility construction, and streetscape improvements.

In addition, the Developer is required to submit a Streetscape Plan to provide a vision for the public realm contained in the Project’s public rights-of-way. The Streetscape Plan builds on the Design for Development (“D for D”) to establish guidelines for furnishings, paving, landscaping, stormwater, management, sidewalk bulb-outs and other streetscape elements.

The Major Phase Application and Streetscape Plan should substantially conform with the Phase 2 DDA and relevant attachments, exhibits and related agreements (together, the “Project Documents”), including:

- Bayview Hunters Point Redevelopment Plan (with respect to the Candlestick Site) and the Hunters Point Shipyard Redevelopment Plan (with respect to the Shipyard Site)
- CP/HPS Interagency Cooperation Agreement
- CP/HPS Infrastructure Plan
- CP/HPS Transportation Plan
- CP/HPS Parks and Open Space Plan
- CP/HPS Financing Plan
- CP/HPS Design for Development
- CP/HPS Below-Market Rate Housing Plan
All development in CP/HPS is undertaken pursuant to the Final Environmental Impact Report ("FEIR"), which was certified by the Planning Commission and Redevelopment Agency Commission on June 3, 2010. OCII and Planning Department staff and consultants have analyzed the potential environmental impacts of the Project Refinements as documented in an addendum to the FEIR dated December 11, 2013 (the "Addendum No. 1"), which was prepared and reviewed in compliance with California Environmental Quality Act ("CEQA"). The Addendum No. 1 analyzed the environmental effects of the proposed project modifications detailed below to the Project Documents detailed below. The Project Refinements will not cause new significant impacts not identified in the EIR, and no new mitigation measures will be necessary to reduce significant impacts. Other than as described in Addendum No. 1, no project changes have occurred, and no changes have occurred with respect to circumstances surrounding the proposed project that will cause significant environmental impacts to which the project will contribute considerably, and no new information has become available that shows that the project will cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond Addendum No. 1. A copy of the Addendum No. 1 is attached (Attachment 2).

DISCUSSION

Streetscape Plan
The Streetscape Plan (Attachment 3) builds on the Infrastructure Plan, D for D, and the Transportation Plan approved in 2010 as part of the Phase 2 DDA and incorporates more detailed design for street furnishings, fixtures, plant selection, stormwater management, bus rapid transit ("BRT") and intersections design for the Candlestick site. Specific streetscape improvements define the character and use of each neighborhood street.

The Streetscape Plan includes design concepts and recommendations for streets, alleys, and open space in the Project. Where applicable, guidelines from the San Francisco Better Streets Plan and other City standards have been incorporated into this document. When fully implemented, the Streetscape Plan will transform the area currently characterized by vacant land, limited transit service, narrow and broken sidewalks and minimal open space into a compact, pedestrian-oriented neighborhood with tree-lined sidewalks, three new public parks, and new alleyways (called “shared public ways”) that create a finer, pedestrian scale of blocks and building while increasing connectivity. The new street grid will allow for easy orientation and wayfinding and permit uninterrupted views from public thoroughfares to San Francisco Bay.

The Streetscape and Signage Plan elements are part of a collective representation to enhance neighborhood identity. The streets will vary in width due to anticipated usage levels of vehicular traffic and transit. The hierarchy of streets will establish vehicle circulation patterns and promote pedestrian safety. The pattern of the streets, blocks and open space are 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 wedge shaped parks that connect the waterfront Candlestick Point
State Recreation Area to the center of the site, while the visual linkage is achieved through the perpendicular orientation of the streets to the shoreline.

**Signage Plan**

The Signage Plan (Attachment 4) provides a prescribed design palette to create a cohesive identity for the Project through the use of imagery, materials and fonts. The signage program includes the use of destination icons, visual reminders of historic activity and unifying type fonts for all communication that are part of the standard program which is predominately focused on wayfinding and directional cues.

The Streetscape and Signage Plan were reviewed by the San Francisco Arts Commission which provided conceptual approval on December 2, 2013. The San Francisco Municipal Transit Agency ("SFMTA") or the Department of Public Works ("DPW") reviewed design concepts of the proposed non-standard wayfinding signs in the Signage Plan, and any approval and acceptance of vehicular and pedestrian non-standard signs in the public right-of-way will need additional review and approval at the design development phase by SFMTA and DPW. Special historical moments signage that are artistic in nature, interpretative, or contain narrative elements that communicate history will be designed with input from the local community including, Shipyard artists, Bayview residents and other historic stakeholders. Furthermore, the Developer will utilize existing resources, such as the Bayview Library’s Oral Histories Project, and will allow for additional community input through a process defined in collaboration with OCII and the Hunters Point Shipyard Citizens Advisory Committee. Any written materials will be vetted by a historic professional or an organization that focuses on community and history.

**Major Phase 1 CP Application**

The Major Phase Application for Major Phase 1 CP (Attachment 5) consists of two significant projects, the redevelopment of a major portion of the Alice Griffith public housing and the Candlestick Center mixed-use destination featuring housing, retail and entertainment. Major Phase 1 CP contains five Sub-Phases that are projected to be built over the span of seven years. The Major Phase 1 CP area is generally bounded by Hawes Street on the west, Carroll Avenue on the north, and Arelious Walker Drive on the east, with a rectangular extension to the south along Giants Drive that includes a portion of Candlestick Park Stadium Parking Area. Major Phase 1 CP encompasses the creation of 16 blocks of new development that are projected to include 1.1 million square feet of mixed commercial uses, 50,000 square feet of community facilities, and a total of 1,529 new homes, of which more than 800 are projected to be affordable. The affordable units include 256 Alice Griffith Replacement Units, and additional 248 Agency Affordable Units to be built as part of the Alice Griffith Replacement Projects and 230 Agency Affordable Units on two stand alone affordable lots adjacent to Candlestick Center for households earning up to 60 percent of Area Median Income (AMI). As much as 10 percent of the remaining 795 units to be built on market rate lots are projected to be inclusionary units, which will serve households earning between 80 and 120 percent of AMI.

The Major Phase Application generally conforms and in some cases provides further details on the elements included in the 2010 Project Documents, including block pattern, land use, parks and open space; street layout, transit routing and bike pedestrian improvements; community benefits; environmental mitigations; affordable housing; building height, bulk and massing; and,
utility infrastructure such as stormwater and sewer systems. The majority of the components of the application conform to the approved CP Plans. Minor refinements to the approved CP Plans are described below.

**Project Refinements**

The Streetscape Plan and the Major Phase Application for Major Phase 1 CP include some modifications that have been discussed with City departments, the community and the Developer since the Project Documents were approved in 2010. The parties anticipated a need for such modifications throughout the 20+ year build out, as more detailed design and planning work is undertaken at each stage of the Project. These modifications are described in greater detail below and summarized in Attachments 6-A through 6-N and in Addendum No. 1. OCII staff is seeking the Commission’s approval of the CP Plans, including the Project Refinements. We note, however, that the CP Plans, including the Project Refinements, are subject to the review and approval of affected City Departments under and to the extent required by the ICA and the Planning Cooperation Agreement, and therefore changes to the Project Documents for conformance with the CP Plans, including the Project Refinements, cannot be made until such approvals have been obtained. OCII staff has already discussed the Project Refinements with City staff from affected Departments, and many of the Project Refinements stem from requests made by various City departments.

Upon City approval, to the extent required, the Commission’s approval of the CP Plans, including the Project Refinements, shall be deemed final and no further Commission action is contemplated. If City approvals results in material changes to the CP Plans, then OCII staff would present such changes to the Commission for review and approval.

**Phasing Plan and Schedule of Performance (Updates to Phase 2 DDA Exhibits C-B and D-B)**

The Project is divided into Major Phases and within each Major Phase there are various Sub-Phases, each of which is shown in the Phasing Plan in the Phase 2 DDA. The Phase 2 DDA also includes a Schedule of Performance that requires the Developer to submit complete Major Phase Applications, Sub-Phase Applications and complete infrastructure improvements within a certain period of time and within a particular sequencing order. The Phase 2 DDA required that the initial Major Phase would include the Alice Griffith site and portions of Hunters Point Shipyard. Recognizing the complexity of the Project, the Phase 2 DDA also provided the Developer with significant flexibility to allow changes to the phasing and other elements of the Project, subject to the approval of OCII as set forth in the Phase 2 DDA to ensure that Project goals are achieved and public benefits are provided commensurate with the market rate development.

Developer is also proposing a change to the initial Major Phase sequencing because: (1) the HPS Navy site will not be available for development until later than previously anticipated due to delays in the transfer of this site from the Navy to the developer; (2) the Candlestick Park stadium site will be available for development sooner than previously anticipated due to the 49ers football team’s move to a new stadium in Santa Clara in 2014; and (3) OCII’s desire to complete the Alice Griffith replacement units in an expedited fashion, before the Navy can deliver the portions of Parcel B that were originally intended for development at the same time as the Alice Griffith site.
In response to these changes, the Developer proposes the following principal changes to the Phasing Plan and Schedule of Performance:

- Demolition of Candlestick Park stadium and construction of the Candlestick Point Regional Retail Center in Major Phase 1 instead of Major Phase 3 as shown in the 2010 Phasing Plan and Schedule of Performance.
- Development of all of the research and development blocks on Parcel C in Hunters Point Shipyard ("HPS") in Major Phase 3 instead of splitting this development between Major Phase 2 and 3 as shown in the 2010 Phasing Plan and Schedule of Performance.
- Development of all improvements in the HPS south area in Major Phase 4 instead of splitting this development among Major Phases 2, 3, and 4 as shown in the 2010 Phasing Plan and Schedule of Performance.
- Development of all of the Alice Griffith Replacement Project in the Major Phase 1 CP of development, instead of spread out during the development of the entire Alice Griffith site.

Under Sections 1.5 through 1.8 and Section 3.4 of the Phase 2 DDA, together with applicable provisions of the DRDAP, the Developer may request changes in the phasing, timing and the boundaries of any Major Phase or Sub-Phase, and amount or timing of public and community benefits, subject to the approval of the OCII, which shall not be unreasonably withheld. OCII staff believes that not only are the proposed changes to the phasing reasonable, they are of critical importance to the start and completion of Alice Griffith revitalization so as to not jeopardize the grant deadlines associated with rebuilding Alice Griffith public housing. As such, they are beneficial to the interests of the OCII and the Project.

As with the proposed refinements to the Phasing Plan and Schedule of Performance, all of the public benefits identified in the FEIR for the Project will be constructed, but the timing of implementation of these improvements such as the timing of traffic and transit improvements will change to reflect the changes in the phasing of the overall development. Details of the timing of traffic and transit phasing changes are outlined in Addendum No. 1.

SFMTA is committed to providing comparable service in passenger capacity and attractiveness to the approved Project in order to maintain the transportation supply and impacts at levels comparable to those documented in the approved FEIR. The revised schedule also ensures that the benefits of the developments such as jobs, affordable housing, and demolition of the current stadium and infrastructure improvements are delivered sooner than they would be if development at Candlestick were linked to the transfer of land from the Navy. Changes to the Schedule of Performance and Phasing Plan are included in Attachments 6-A through 6-D.

Affordable Housing Sites (Update to Phase 2 DDA Exhibit F-B)

Alice Griffith Replacement Lots Reconfiguration:
The Phase 2 DDA originally required that Alice Griffith Replacement Project would be distributed throughout the Alice Griffith site. Reconfiguring the lots, as shown in Attachments 6E and 6F, allows the first phases of the Alice Griffith replacement project to be built on existing vacant land owned by OCII and the California Department of Parks and Recreation. This reconfiguration will allow the Alice Griffith Replacement Project to be completed sooner, and residents will be moving into those phases to move directly into the new units rather than
undergo any “interim moves” (i.e. Alice Griffith tenants who must move to a unit temporarily before moving a second time to a permanent unit). The total number of Alice Griffith Replacement Units and Agency Affordable Units in the Alice Griffith Replacement Projects and the total number of blocks assigned to the Alice Griffith Replacement Projects remains the same. OCII staff has determined that these changes are not material changes to the development program, and that these changes accelerate the Alice Griffith revitalization, and maximize leveraging of the CNI grant funds, and otherwise produce public benefits. Since there is no change to the number or size of the Alice Griffith replacement units, OCII and the Mayor’s Office of Housing staff are very supportive of this change.

Hunters Point Shipyard South ("HPS") Lot Reconfiguration: When the Project was first approved in 2010, two land use options were approved: (i) a plan that included a new stadium for the San Francisco 49ers, and (ii) a non-stadium alternative should the 49ers choose not to build a stadium at the Shipyard. Subsequent to the Project’s adoption the San Francisco 49ers decided to construct a new stadium in Santa Clara, thereby triggering a Stadium Termination Event. As a result, Project planning has centered on the Non-Stadium Alternative. Streets in the Hunters Point South neighborhood have been re-oriented to allow for the BRT route to penetrate the center of the neighborhood at the intersection of Crisp Avenue/Fischer Street. This reconfiguration (described in greater detail below) will better serve the development density in Hunters Point Shipyard South and promote the use of transit from the Hunters Point South neighborhood. Overall, the size and density of the street grid in Hunters Point South is very similar to what was originally approved in the FEIR, and therefore, transportation capacity is expected to be similar.

As a result of this street reconfiguration, the original Agency Lots and Stand Alone Workforce Lots in HPS were shifted to comparable locations within the updated street network and block pattern. The total development program remains the same under the revised street networks and reconfiguration of the lots. OCII staff has confirmed that the location, size, and configuration of the affordable housing parcel is adequate to fulfill the OCII’s obligations under the Below-Market Rate Housing Plan and does not result in a less desirable location for these units. The original and updated exhibits are included in Attachments 6-E and 6-F.

The reconfiguration of the lots for both the Alice Griffith and HPS area has resulted in small changes to the layout of land uses and parks within the Project Site; however, the total development and park program remains the same under the revised street networks and reconfiguration of the lots. The land uses and proposed modifications are included in Attachment 6-G through 6-H.

Street Network Modifications
For several months, the Developer, OCII staff, the SFMTA, the Planning Department and the DPW worked collaboratively to standardize street cross-sections, refine the BRT alignment, refine the HPS South non-stadium block pattern and add a cycle track to the Project. The modifications to the street network can be broadly described in the three categories below.

Street Cross-Section Dimensions including sidewalk widths, lane widths and bike lane widths were refined to meet SFMTA standards for BRT travel lanes, bike lanes and pedestrian throughways. The total right-of-way for several neighborhoods has been reduced to emphasize
the neighborhood scale of development. In some cases, right-of-way was increased slightly to allow variations in land use and access from block-to-block and to ensure the roadways align across intersections and that building frontages are consistent along the street. The changes to cross-sections are in furtherance of the Better Streets Plan, and generally improve traffic, bike and pedestrian safety over the original designs. See Attachments 6-I and 6-J.

The BRT Alignment approved in the Transportation Plan consisted of a number of possible treatments along its route including side-running with both directions on one side of the street, center-running through a roadway median, and curbside-running in each direction along the curb of the street. The BRT is generally side-running for most of the route within Candlestick Point, due to a number of factors, including the need to tie into a side-running system adjacent to Executive Park, a desire to split the BRT and traffic on either side of the Candlestick Point wedge park, and an effort to improve BRT operations by minimizing signal delay through some of complex intersections at Arelious Walker and Egbert and Arelious Walker and Carroll. In some cases the BRT has been re-aligned to center- and curbside-running configurations to improve turning and pedestrian safety, maintaining compatibility with other planned BRT systems in San Francisco. Also, the non-stadium alternative presented an opportunity to bring the BRT into the commercial area of HPS. The addition to the BRT routing to HPS South required a reconfiguration of the street pattern that was discussed earlier. Overall the minor changes to BRT route have not resulted in a significant change to the Transportation Plan, and SFMTA staff has indicated the new configurations will improve operations. See Attachments 6-K and 6-L for approved and refined transit route maps.

Bicycles: As shown in Attachments 6-M and 6-N, the Developer proposes refinements to the bicycle network adopted in the Transportation Plan. These Project Refinements include replacing Class II facilities on Arelious Walker Drive with a new, separated two-way Class I bicycle facility that travels that directly connects Candlestick Point and Hunters Point Shipyard. Cycle tracks are separated bicycle facilities that run alongside a roadway. This new Class I facility was developed to provide a direct protected route to major employment, retail and recreation destinations as well as the future Bayshore Intermodal Caltrain station. The original plan included a gap in the bike network near the retail center on Harney. Therefore, in addition to providing a higher-quality facility, these Project Refinements close the gap through the retail area. However, the dedicated facilities offered in the cycle track system significantly improve the overall bike network. The improved Class I route will provide a safer route for bike commuters and reduce conflicts between drivers, cyclists and pedestrians. The revised network was developed in consultation with SFMTA bicycle and pedestrian specialists as well as representatives from the San Francisco Bike Coalition. The original and refined bicycle routes are shown in Attachments 6-M and 6-N.

Auxiliary Water Supply System ("AWSS"): The Infrastructure Plan requires the construction of AWSS loops within the Project to connect with the City's AWSS fire fighting water system. AWSS lines provide dedicated high pressure lines for the fire hydrants that are redundant to standard fire hydrants attached to the low pressure domestic water supply. Instead of the AWSS loops, the Developer is proposing an alternative design for the project AWSS system in coordination with Fire Department and San Francisco Public Utilities Commission. The proposed refinements to the AWSS design would include different piping layout than previous contemplated and the addition of two Portable Water Supply Systems instead of loop systems.
CONCLUSION

Interagency Staff Review

Because of the broad scope and complexity of the Project, the ICA calls for multi-departmental coordination in reviewing Developer’s submissions to ensure that the City departments will be able to accept and maintain the infrastructure that will be built, and that the proposed improvements will continue to meet the City’s needs for decades to come. In keeping with the requirements of the ICA and the DRDAP, the Major Phase Application and the Streetscape Plan has been reviewed over the last three months by applicable City departments, including the SFMTA, DPW, and the San Francisco Public Utilities Commission, along with OCII staff. Staff from these agencies and departments has provided comments to the CP Plans which were integrated into the final CP Plans.

Since the CP Plans have triggered certain of the Project Refinements to the approved Project Documents from 2010, the Major Phase Application for Major Phase 1 CP and the Streetscape Plan and Signage Plan for Candlestick Point are subject to conditional approval pending written consent of Plan Document amendments from the affected departments and the OCII Director and Mayor as required by the ICA and the DDA. Based on the comprehensive review of these project modifications by the City departments under the ICA and the simultaneous review of more detailed plans, staff is confident that the conforming changes will be approved by the affected City departments.

Public Review

The Hunters Point Shipyard Citizen’s Advisory Committee (“CAC”), the Alice Griffith Tenants, and the Bayview Hunters Point community have participated in the review of the Major Phase 1, Streetscape Plan and Signage Master Plan for Candlestick Point through a series of workshops held at various locations throughout the Bayview/Hunters Point neighborhood. At the December 9, 2013 CAC meeting the CAC approved and endorsed the CP Plans and conforming changes to the Project Documents. A list of public outreach meetings is provided in Attachment 7. All of these documents are a result of a strong collaboration with the CAC, its Planning and Development Subcommittee of the CAC, public agency representatives, and other active members of the Alice Griffith and Bayview Hunters Point communities.

(Originated by Lila Hussain, Assistant Project Manager and Wells Lawson, Senior Project Manager, Hunters Point Shipyard)

Tiffany Bohoe
Executive Director

Attachment 1: Workshop Informational Commission Memo
Attachment 2: Addendum No. 1
Attachment 3: Candlestick Point Streetscape Master Plan
Attachment 4: Signage Plan
Attachment 5: Major Phase 1 CP Application Plan
Attachment 6-A: Approved Phasing Plan
Attachment 6-B: Refined Phasing Plan
Attachment 6-C: Approved Non-Stadium Alternative Schedule of Performance
Attachment 6-D: Refined Non-Stadium Alternative Schedule of Performance
Attachment 6-E: Housing Map
Attachment 6-F: Refined Housing Map
Attachment 6-G: Land Use Map
Attachment 6-H: Refined Land Use Map
Attachment 6-I: Approved Street Network
Attachment 6-J: Refined Street Network
Attachment 6-K: Approved Transit Route Map
Attachment 6-L: Refined Transit Route Map
Attachment 6-M: Approved Bicycle Plan
Attachment 6-N: Refined Bicycle Plan
Attachment 7: Public Outreach Process