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Major Phase 1 CP Application

Implementation of the Candlestick Point-Hunters Point Shipyard Phase 2 project ("CPHP52" or "Project") has reached an important milestone – the submission of the first Major Phase Application. This represents the first of four Major Phases of development at CHP52 that will span the next twenty years.

The Major Phase Application is being submitted by the Developer in accordance with the Disposition and Development Agreement for Candlestick Point and Phase 2 of the Hunters Point Shipyard – dated June 3, 2010 (as amended, the “DDA”). The purpose of the Major Phase Application is to provide City staff and the community with a consolidated set of plans and reports for the specific geographic area that comprises the first Major Phase of development of the Project, which will occur on the Candlestick Site.

It is important to note that while the conceptual plans within this Application remain consistent with various plans approved as part of the DDA, several refinements have been made to the Project as part of the process leading up to the submission of this Major Phase Application. These refinements are generally related to updates to the street network in the southern portion of Hunters Point Shipyard, conformity of street cross sections across the Project, related adjustments to infrastructure systems, and updates to the phasing of the project to reflect the availability of public and private financing for the project. These updates were made in consultation with City staff from multiple departments, OCCI staff, and input from the Developer’s consultant team. The updates to the plans were analyzed under the California Environmental Quality Act (CEQA), and it was determined that the analyses conducted and the conclusions reached in the Final EIR, certified on June 3, 2010, remain valid. The proposed revisions to the project will not cause new significant impacts not identified in the EIR, and no new mitigation measures will be necessary to reduce significant impacts. A complete summary of these revisions is set forth in a staff report to the OCCI Commission prepared in support of this Major Phase Application.

Concurrent with this Major Phase Application, the Developer has also prepared and submitted a Streetscape Master Plan and Signage Master Plan for the Candlestick Site. Drafts of these documents were submitted to OCCI on September 12, 2013 for review and comment by OCCI staff and appropriate City Departments. The Streetscape Master Plan and Signage Master Plan have subsequently gone through a series of revisions and will be submitted in final form for Commission approval as part of the design review and approval process for the Project.

This Major Phase Application, Streetscape Master Plan and Signage Master Plan have also been submitted to the Hunters Point Shipyard Citizens Advisory Committee (CAC) and Alice Griffith residents for review and comment, as required by the design review and approval process for the Project. Extensive public review of these documents was provided through a series of no less than eight public meetings held with the CAC and the Alice Griffith community. The CAC endorsed this Major Phase Application on December 9, 2013.
1. INTRODUCTION

1.2 INTRODUCTION TO CANDLESTICK POINT-HUNTERS POINT SHIPYARD PHASE 2

Candlestick Point-Hunters Point Shipyard Phase 2 will be a model of integrated planning and sustainable design. The site is located on 702 acres along the southeastern waterfront in San Francisco. The site includes Hunters Point Shipyard, the San Francisco 49er’s Candlestick Park stadium, Candlestick Point State Recreation Area (CPSRA), as well as the Alice Griffith public housing.

The land plan seamlessly integrates new housing, retail, commercial and parks into adjacent neighborhoods via a new street grid that ties into existing City streets. New bike routes, and the extension of the Bay Trail/Blue Greenway throughout the Project site tie back to the City. Most importantly, the Project both extends existing transit service and creates new transit that connects the Project to Caltrain and BART and provides new downtown shuttles from both Candlestick and the Shipyard.

In addition to the compact physical plan, CPHPS2 will be in the forefront of sustainable “green” development practices. The community is pre-certified LEED-ND Gold from the U.S. Green Building Council.
2. PROJECT OVERVIEW

2.1 SURROUNDING LAND USES
2.2 PROJECT LAND USE
2.3 PARKS & OPEN SPACE
2.4 TRANSPORTATION
2.5 PROJECT PHASING & SCHEDULE OF PERFORMANCE
2. PROJECT OVERVIEW

2.1 SURROUNDING LAND USES

The Project site is part of the larger Bayview Hunters Point neighborhood, an area characterized by well-established residential neighborhoods, commercial uses, and industrial areas. Existing land uses in this neighborhood are described below by type of use: commercial/retail, civic and institutional, residential, industrial, and open space and recreation.

Commercial and retail uses are distributed throughout the neighborhood. Third Street, which includes neighborhood-serving retail shops and other commercial businesses, is the central north/south corridor through the community. This corridor includes a variety of shops, eating establishments, cleaners, beauty supply stores, hardware stores, grocers, and liquor stores. Bayview Plaza near Evans Avenue provides a cluster of retail uses, including a Walgreens, a copy shop, several restaurants, and offices. Along Bayshore Boulevard and in proximity to the I-280 and US 101 freeways in the northern part of the neighborhood are a number of auto-oriented retail uses, including large-scale commercial uses with off-street parking frontages, home improvement businesses, and fast food establishments.

A number of civic, institutional, religious, and social service uses are also centered on Third Street. Such uses include the Bayview Opera House and Plaza at Third and Oakdale, a central feature of the Bayview Hunters Point community; Bayview Hunters Point Multipurpose Senior Center; the Southeast Health Center; the Anna E. Waden Library; and the Southeast Community Facility, which houses a City College campus and a job training and career program and is a site for community meetings and civic events. Other institutional and social services, including the Bayview YMCA, are found on Hunters Point Hill.

Residential portions of the Bayview Hunters Point neighborhood are east and west of Third Street from US 101 to the Hunters Point Shipyard. A majority of the existing residential uses are single-family units. However, there are older multi-family units distributed on the lower slopes of Bayview Hill and new multi-family units along Jamestown Avenue, Williams Avenue, and Innes Avenue. Mixed-use developments, including multi-family housing, are also being developed along the Third Street corridor. In addition, much of the residential development on Hunters Point Hill consists of multi-family housing units.

Industrial uses are found in the northern portion of the Bayview Hunters Point neighborhood, west and east of Third Street. This area includes many production, distribution, and repair (PDR) uses and mixed-use development. Immediately west of Third Street and south of the Islais Creek Channel, large industrial uses, such as regional moving and storage companies and wholesale distributors are intermingled with a range of small, local businesses, such as auto parts distributors and bulk mail assembly services. The San Francisco Produce District is in this area.

Light industrial and PDR uses occupy the South Basin industrial area surrounding Yosemite Slough, extending west to US 101. The South Basin industrial area contains a variety of small-scale industrial uses, such as auto repair shops, food distributors, bulk warehouses, and recycling facilities. The India Basin Industrial Park, to the northwest of India Basin and the Hunters Point Shipyard and south of the Islais Creek Channel, includes a major distribution facility for the US Postal Service, light industrial, commercial service and multimedia businesses, and some retail businesses located at Bayview Plaza at the southeast corner of Third Street and Evans Avenue. Vacant parcels and buildings are distributed throughout all of the identified industrial areas.
2. PROJECT OVERVIEW

2.2 PROJECT LAND USE

Residential
The Project consists of 10,500 for-sale and rental residential units, including approximately 7,155 Market Rate Units and approximately 3,345 Affordable and Below-Market Rate Units. The homes range in size from studios to four bedrooms. Housing types include two- and three-story townhomes over parking, four- to seven-story low-rise flats over podium parking, eight- to 21-story mid-rise flats, and 22- to 42-story high-rise towers. Depending on their location, the lower floors of all residential building types (other than townhomes) could include commercial uses, as well as community services.

Regional Retail
A regional retail center of up to 635,000 gross square feet (gsf) is proposed on the Candlestick Site. Retailers could include a variety of general merchandise, apparel, furniture and home furnishings, food service and restaurants, and entertainment related businesses to serve the regional market. Community services may also be allowed on sites designated for regional retail uses.

Neighborhood Retail
Neighborhood retail sites are designated at both the Candlestick Site and the Shipyard Site, and in addition, small-scale neighborhood retail uses could be established throughout the Project site depending on demand. Up to 230,000 gsf of neighborhood retail could include convenience goods (e.g., food, drugs and groceries) and personal services (e.g., laundry, dry cleaning, barbering, and shoe repair) for daily needs of the immediate neighborhood.

Office
Up to 150,000 gsf of office uses on the Candlestick Site could include professional offices, real estate offices, financial services, and community services.

Research and Development
Hunters Point Shipyard Phase 2 is the planned site of up to 3,000,000 gsf of research and development (R&D) space. The R&D facilities could serve a wide range of possible office, laboratory, and light industrial uses including emerging industries and technologies such as green technology and biotechnology.

Hotel
A 220-room hotel is proposed on the Candlestick Site.

Artists’ Studios/Arts Center
Up to 225,000 gsf of artists’ studios and accessory neighborhood retail is proposed on the Shipyard Site and 30,000 gsf is anticipated to be dedicated for the construction of an arts center.

Community Facilities
Community serving uses are proposed at sites on both the Candlestick Site (up to 50,000 gsf) and the Shipyard Site (up to 50,000 gsf). Proposed uses include a fire station on 0.5 acre at the Shipyard Site and 6,000 square feet for police facilities. In addition, uses may include healthcare, day-care, senior centers, library, recreation centers, and community centers.

Parks and Open Space
An estimated 328 acres of new public parks, sports fields, and other open space is planned for the Project.

Marina
A 300-slip marina is proposed at the Shipyard Site. A marina could include utilities at each slip and a sewage pump-out. Landside amenities could include a classroom facility to teach sailing, restrooms, and showers.

Performance Venue/Arena
A 10,000-seat venue for theatre productions, concerts, speaking engagements, educational events, or sporting events is proposed at the Candlestick Site. Approximately 150 events could occur each year.

### Table 2.1 – Land Use Summary

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>CANDLESTICK POINT</th>
<th>HUNTERS POINT SHIPYARD 2</th>
<th>PROJECT TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density I (Units) (15-75 Units Per Acre)</td>
<td>922</td>
<td>1,275</td>
<td>2,197</td>
</tr>
<tr>
<td>Residential Density II (Units) (50-125 Units Per Acre)</td>
<td>3,893</td>
<td>2,235</td>
<td>6,128</td>
</tr>
<tr>
<td>Residential Density III (Units) (100-175 Units Per Acre)</td>
<td>600</td>
<td>455</td>
<td>1,055</td>
</tr>
<tr>
<td>Residential Density IV (Units) (175-285 Units Per Acre)</td>
<td>810</td>
<td>310</td>
<td>1,120</td>
</tr>
<tr>
<td>Total Residents Units</td>
<td>6,225</td>
<td>4,275</td>
<td>10,500</td>
</tr>
<tr>
<td>Neighborhood Retail (GSF)</td>
<td>125,000</td>
<td>125,000</td>
<td>250,000</td>
</tr>
<tr>
<td>Regional Retail (GSF)</td>
<td>635,000</td>
<td>-</td>
<td>635,000</td>
</tr>
<tr>
<td>Office (GSF)</td>
<td>150,000</td>
<td>-</td>
<td>150,000</td>
</tr>
<tr>
<td>Arena (GSF)</td>
<td>75,000 (10,000 Seats)</td>
<td>-</td>
<td>75,000 (10,000 Seats)</td>
</tr>
<tr>
<td>Hotel (GSF)</td>
<td>150,000 (220 Rooms)</td>
<td>-</td>
<td>150,000 (220 Rooms)</td>
</tr>
<tr>
<td>Research &amp; Development (GSF)</td>
<td>-</td>
<td>3,000,000</td>
<td>3,000,000</td>
</tr>
<tr>
<td>Total Commercial Area</td>
<td>1,135,000</td>
<td>3,125,000</td>
<td>4,260,000</td>
</tr>
<tr>
<td>Artists’ Studio/Art Centre (GSF)</td>
<td>-</td>
<td>255,000</td>
<td>255,000</td>
</tr>
<tr>
<td>Community Facilities (GSF)</td>
<td>50,000</td>
<td>50,000</td>
<td>100,000</td>
</tr>
<tr>
<td>Total Parks &amp; Open Space (AC)</td>
<td>107</td>
<td>221</td>
<td>328</td>
</tr>
</tbody>
</table>

(1) Disposition and Development Agreement (DDA)
(2) The developer is required to provide 65,000 sq. ft. of Community Facilities space.
(3) The BIR analyzes 100,000 sq. ft. to provide the City the opportunity to build additional facilities.
2. PROJECT OVERVIEW

2.3 PROJECT LAND USE

Figure 2.2 – Project Land Uses

LEGEND
- Residential Density I (15-75 Units Per Acre)
- Residential Density II (50-125 Units Per Acre)
- Residential Density III (100-175 Units Per Acre)
- Residential Density IV (175-285 Units Per Acre)
- Neighborhood Retail
- Regional Retail
- Office
- Arena
- Hotel
- Research & Development
- Parking
- Community Facility
- Parks & Open Space
- Major Phase 1 CP
2. PROJECT OVERVIEW

2.3 PARKS & OPEN SPACE

Existing Parks and Open Space Outside of the Project Area

The existing and previously planned parks adjacent to the Project Site include urban, neighborhood parks such as Adam Rogers Park, Hilltop Park, Ridgeway Park, and Little Hollywood Park. In Hunters Point, Adam Rogers Park includes a community garden, basketball court, playground, and BBQ area. Hilltop Park has a skateboard park, amphitheater, playground and picnic tables. Ridgeway Park is a small plaza offering views of the area. Near Candlestick Point, Little Hollywood Park has a playground and basketball court. Milton Meyer Recreation Center in Hunters Point and Gilman Park in Candlestick Point primarily offer sports facilities with indoor and outdoor basketball, baseball, and tennis courts as well as children’s play areas. The planned Hillside and Hilltop Parks in Hunters Point Shipyard Phase 1 provide areas for recreation, gathering, pedestrian connections and children’s play. Pocket parks supplement the neighborhood needs for open space.

Nearby natural park areas include India Basin Shoreline Park and Heron’s Head Park to the north of Hunters Point, and Bayview Hill Park at the southern edge of Candlestick Point. Candlestick Point State Recreation Area, while largely within the Project Site, also includes the 34-acre Yosemite Slough, just outside of the Project Site. Yosemite Slough is being restored by the San Francisco Department in partnership with the non-profit California State Parks Foundation. The partially completed restoration project will include 12 acres of tidal wetlands and marsh, habitat for shore birds, and connections to the Bay Trail/Blue Greenway.

Existing Parks Inside the Project Area

Candlestick Point State Recreation Area

Approximately 97 acres of the Candlestick Point State Recreation Area (CPSRA) are included within the Project Site. At the southern portion of the CPSRA, existing features include planting, pathways, a beach, fishing piers, picnic areas, parking, and restrooms. The northern portion of the CPSRA is less developed and includes native planting areas and gravel parking lots that have been used as parking for the 49ers on game-days.

Bayview Hill

Bayview Hill offers dramatic views of San Francisco, San Bruno Mountain, and the Bay. The park is home to a diverse collection of plants and animals, including wildflower grasslands, several species of snakes and lizards, red-tailed hawks, and great horned owls, all of which visitors can observe along the walking path that begins at Key Avenue. A small portion of the southeast slope of the park is located within the Project boundaries, though steep slopes and quarry-faces, currently preclude visitor access to this area.

Project Parks and Open Space Highlights

The Project will create a continuous network of interconnected recreational opportunities, promoting the use of the existing parks, such as the Candlestick Point State Recreation Area, as well as new parks, sports fields, and active urban recreation uses. A network of pedestrian and bike pathways will connect Project uses to adjacent neighborhoods and ensure unrestricted public access to the parks and open space on the Project site and the San Francisco Bay shoreline.

Extensive Parkland

Approximately 328 acres will be dedicated to new and improved parks, open space, and habitat areas. These areas cover nearly half the site’s acreage and represent San Francisco’s largest park development since Golden Gate Park.

Neighborhood Parks

New neighborhood parks will serve existing and future neighborhood residents with places for community gathering and a broad range of outdoor recreation and leisure activities.

Sports Field Complex

A new Community Sports Field Complex will help to meet the City’s unmet demand for 18 sports fields. The sports fields will accommodate youth, high school, and adult field sports and will be able to host regional tournaments.

Cultural Heritage Park

The Heritage Park will relate the history of Hunters Point to visitors from throughout the Bay Area and beyond. Historic buildings within the park will be retained and may be used as museum spaces.

Trails Network

The San Francisco Bay Trail/Blue Greenway will provide a continuous recreational multi-use trail along the Candlestick and Hunters Point waterfront, filling a gap in the regional network planned to eventually encircle the entire Bay. Similarly, kayak and windsurf launch points will enhance access to the regionally-planned Bay Area Water Trail. For commuters and neighborhood cyclists, a secondary network of off-street multi-use trails will link parks and neighborhoods with the on-street bicycle network.

Habitat Enhancements

New parks, open space, and habitat restoration areas will support the biodiversity and ecology of the San Francisco Bay shoreline. The plan features new native grasslands, wetlands, extensive planting of native trees and shrubs, and a net removal of bay fill.

Green Infrastructure and Urban Sustainability

Parks and open space will be designed as “green infrastructure” integrating urban design and infrastructure with natural systems. Elements of this system include ecological storm water treatment systems, vegetated parking, and street-side and median boulevard parks.
2. PROJECT OVERVIEW

2.3 PARKS & OPEN SPACE

Table 2.2 – Parks & Open Space Areas

<table>
<thead>
<tr>
<th>Park Name</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hunters Point</td>
<td></td>
</tr>
<tr>
<td>Urban Parks</td>
<td></td>
</tr>
<tr>
<td>(1) Northside Park</td>
<td>12.8</td>
</tr>
<tr>
<td>(2) Waterfront Promenade North</td>
<td>2.3</td>
</tr>
<tr>
<td>(3) Heritage Park</td>
<td>16.0</td>
</tr>
<tr>
<td>(4) Waterfront Promenade South</td>
<td>24.5</td>
</tr>
<tr>
<td>(5) Grasslands Ecotory Park</td>
<td>86.9</td>
</tr>
<tr>
<td>(6) Shypad Wedge Park</td>
<td>2.8</td>
</tr>
<tr>
<td>(7) Shypad South Park</td>
<td>0.8</td>
</tr>
<tr>
<td>Subtotal</td>
<td>151.1</td>
</tr>
<tr>
<td>Sports Fields, Waterfront Recreation &amp; Education</td>
<td></td>
</tr>
<tr>
<td>(1) Waterfront Recreation and Education Park</td>
<td>6.7</td>
</tr>
<tr>
<td>(2) Multi-use Fields</td>
<td>24.7</td>
</tr>
<tr>
<td>(3) Community Sports Field Complex</td>
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<tr>
<td>(4) Maintenance Yard</td>
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<tr>
<td>Subtotal</td>
<td>69.7</td>
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<tr>
<td>Other Parks &amp; Open Space (excluded from total acres)</td>
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</tr>
<tr>
<td>(1) Home Boulevard Park</td>
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</tr>
<tr>
<td>(2) Shypad Whistle Open Space</td>
<td>2.4</td>
</tr>
<tr>
<td>(3) Re-gunning Crane Pier Habitats</td>
<td>9.5</td>
</tr>
<tr>
<td>Subtotal</td>
<td>12.7</td>
</tr>
<tr>
<td>HUNTERS POINT SUBTOTAL</td>
<td>220.8</td>
</tr>
</tbody>
</table>

Candlestick Point

| Urban Parks                     |       |
| (1) Alice Griffith Neighborhood Park | 1.6   |
| (2) Candlestick Point North Neighborhood Park | 3.4  |
| (3) Wedge Park                   | 3.9   |
| (4) Mini-Wedge Park              | 1.0   |
| Subtotal                        | 9.9   |
| Other Parks & Open Space (excluded from total acres) |       |
| (1) East Boulevard Park          | 0.5   |
| (2) Southtown Water Gate        | 4.0   |
| (3) Bayview Hillside Open Space  | 3.6   |
| Subtotal                        | 8.1   |
| Candlestick Point State Recreation Area |       |
| (1) Grasslands North & South     | 10.4  |
| (2) Bayview Greens              | 9.5   |
| (3) The Lost Rubble             | 24.5  |
| (4) Windy Point                 | 11.3  |
| (5) The Point                   | 6.1   |
| (6) The Heart of the Park       | 15.5  |
| (7) The Neck                    | 4.9   |
| (8) Last Port                   | 14.6  |
| Subtotal                        | 96.8  |
| CANDLESTICK POINT SUBTOTAL      | 104.7 |
| GRAND TOTAL                     | 327.5 |

Figure 2.3 – Parks & Open Space Network

LEGEND

- Project Area Parks & Open Space
- Urban Parks
- Other Parks & Open Space
- Candlestick Point State Recreation Area
- Sports Fields, Waterfront Recreation & Education
- Parks & Open Space Outside Project Area
- Urban Parks
- Other Parks & Open Space
- Candlestick Point State Recreation Area
- Sports Fields, Waterfront Recreation & Education
- Bay Trail
- Bay Water Trail
- Major Phase 1 CIP

Subtotal 1,000 2,000 4,000 ft
2. PROJECT OVERVIEW

2.3 PARKS & OPEN SPACE

Candlestick Point State Recreation Area
As California’s first urban state park, Candlestick Point State Recreation Area (CPSRA) provides access to open space, the Bay, and recreational opportunities in a highly urbanized area of San Francisco.

The shoreline of CPSRA is perhaps its most defining feature. The park skirts the western shore of San Francisco Bay for approximately 3.25 miles, offering access to the Bay and long-range scenic views. Visitors from the local and regional community engage in a wide range of day-use recreation activities, including trail use, picnicking, windsurfing, wildlife viewing, and beach use, among others.

The park stewards important natural and cultural resources. A rare open space resource in San Francisco’s southeastern corner, CPSRA provides habitat for birds, small mammals, and other wildlife. The park’s position along the Pacific flyway makes it a valuable stopover for migrating birds. CPSRA’s history of use, from the Ohlone people, to Chinese fishing camps, to the filling of the Bay, enriches its story as the state’s first urban state park.

The Project includes the reconfiguration of the boundaries of CPSRA, as well as park improvements and an ongoing source of funding for park operation and maintenance, as approved by Senate Bill 792 (SB 792). After reconfiguration, CPSRA will encompass 96.8 acres, which will be improved according to the CPSRA General Plan. The General Plan proposes park improvements and new facilities throughout seven geographic areas within the park, as described below:

The State Park is divided into many smaller sub-areas, described below.

Grasslands North & South
This area of the existing State Park is largely undeveloped and has been used for game-day stadium parking. A new Grasslands North & South area could be improved with native grasslands, glade lawns, and earthworks shaped to provide shelter from the wind and enhance views. Site features could include overlooks, restrooms, and parking.

Bayview Gardens North
Formerly developed as a boat launch, sitation of the South Basin has caused this use to be abandoned. The existing paved parking area is used for everyday stadium parking. Located between the bay and the proposed Bayview Gardens / Wedge Park, the Bayview Gardens North area offers the greatest integration of urban and naturalized open spaces anywhere in the open space system and will be a strong visual gateway to the State Parks and the bay. Bioswales, storm water ‘Eco-Gardens,’ and a potential salt-marsh restoration are central features of this area.

The Last Rubble
Until recently, the Last Rubble area was characterized by large piles of rubble and debris, remnants of the site’s previous use as a dumping ground. The California Integrated Waste Management Board completed a rubble and debris removal project in April 2009. As a result of this, the majority of the rubble and debris was either removed or crushed on site. This area of the State Park remains underutilized and is not currently programmed for recreation, with the exception of a walking path. As the Last Rubble Area will be located adjacent to a substantial urban population, this area could be transformed into a new center for the State Park, with a wide variety of program elements. The park ranger station/visitor’s center could be located here as well as a “Great Meadow” for passive recreation and park events. Other features may include parking, picnic areas, overlook terraces, restrooms, and a restaurant/café.

Wind Meadow
The Wind Meadow includes part of the existing State Park, including the Main Beach. This area will be reconfigured to meet the new urban development edge and interface with the Mini-Wedge Neighborhood Park. This area will contain a secondary entry and parking lot, and gateway entry kiosk for the State Park. Features here may include new restrooms, picnic areas, waterfront overlooks, expanded tidal wetlands, and access to the water.

The Heart of the Park
The Heart of the Park is part of the existing developed State Park. New park area will be added and the existing landscape structure will be retained and enhanced. Planting and overall aesthetics will be improved, pedestrian pathways will be renewed and added, and program areas will be developed for greater use. Site features could include upgraded restrooms, overlook terraces, large and small group picnic areas, and an interpretive amphitheater.

The Neck
The existing Neck area is a narrow, eroded section of the State Park that includes a beach and pier. Park area will be added here to increase the width of the park and provide a continuous park experience along the shoreline. New features here could include a parking lot, windsurf/kayak launch, overlook, and picnic areas.

Last Port
The landscape of the Last Port will be revitalized with improvements focused on pedestrian circulation, safety and way finding; intensifying areas for increased use; improving the overall park aesthetics and landscape ecology; and reconnecting visitors to the bay shoreline. Native grasslands and shorelines will be restored and stabilized, providing areas for activities such as strolling, picnics, kite flying, fishing, and direct access to the bay for swimming, kayaking, and windsurfing.
2. PROJECT OVERVIEW

2.4 TRANSPORTATION

The street and circulation network for the Project is designed for the efficient movement of people and goods throughout and beyond the community, but is also an important component of the public realm and community character. To that end, the street network has been designed to be an extension of the existing grid of the adjacent Bayview neighborhood, using typical Bayview block sizes.

In addition, a new bridge at Yosemite Slough will create a critical linkage between Hunters Point Shipyard, Candlestick Point, and regional transportation hubs such as US 101, Caltrain, BART, and Muni Metro.

In keeping with the City’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 provide green spaces that enhance the City’s ecological function.

Transportation Demand Management

The TDM program for this Major Phase will include many of the physical and programmatic TDM components proposed as part of the overall Project’s TDM program. The TDM elements that will be incorporated into this Major Phase fall into two categories. The first category of TDM elements that will be incorporated are those specifically oriented around the physical design of the project, including car and bike parking policies and strategies, car share services, and narrow, calmed streets. The second category includes programmatic elements. Specific programmatic elements to be incorporated as part of this Major Phase include the following:

- **Robust Transit Service** – Transit service will be extended to the site to ensure that project is well-served by transit from the outset. This includes extension of the 29 Sunset to the retail center, along with doubling the frequency of service from every 10 minutes to 5-minute frequency during peak periods. Additionally, although the BRT system may not be implemented until subsequent Major Phases, the 56 Rutland may be extended to serve the retail center and augment the 29 Sunset service, by providing a direct connection to the 13 Third, Bayshore Caltrain Station, and the 9 San Bruno buses.

- **Employee TDM Programs** – All employers, including the retail center tenants, will be required to participate in TDM programs that encourage use of transit and facilitate walking and bicycling among their employees. Although more details will be developed as part of individual sub-phase applications (primarily, Sub-phase CP-02 with respect to employee programs), the employee-focused TDM program requirements include:
  - Information boards and kiosks
  - Participation in the Commuter Benefits program (tax-free paycheck deductions for transit and bicycle commute-related expenses)
  - Employee eco-passes (employer pre-paid transit passes)
  - Guaranteed ride home program
  - Carpool/vanpool matching services
  - An on-site Transportation Coordinator, charged with administering the above and monitoring its effectiveness

- **Resident Eco-Pass** – All residents will be required to purchase a transit pass and pay a TDM “fee” which provides a monthly subsidy toward transit usage, a steady funding stream for enhanced transit service, and a self-selection incentive whereby more transit-inclined residents will be attracted to live in the Plan Area.

- **Wireless Internet** – High speed wireless internet access will be provided within the common areas of the Plan Area to encourage telecommuting and provide easy and efficient access to transit, carpool, vanpool, and cashshare data.
2. PROJECT OVERVIEW

2.4 TRANSPORTATION

Vehicular Network
Existing roadways will be improved and new facilities built to ensure efficient vehicle circulation within the site and connections to regional traffic facilities.

- **Harney Way** will provide the primary auto access between Candlestick Point and US 101. The Project will improve and reconfigure the roadway to provide at least two auto lanes in each direction, left-turn lanes where appropriate, along with two Bust Rapid Transit (BRT) lanes, a cyclotrack and sidewalk in the second Sub-Phase of Major Phase 1 CP. This will provide efficient auto access between the Candlestick Point site and US 101, and portions of the City to the west.

- **Gilman Avenue** - Enhanced streetscape design, including street trees, sidewalk plantings, furnishings and paving treatments will enhance pedestrian safety and visually tie together the proposed project with the greater Bayview neighborhood.

- **Ingerson Avenue** and **Jamestown Avenue**, two primary routes between the Project site and the Third Street retail core in the Bayview neighborhood. These two avenues are planned to be resurfaced and restriped as part of the second Major Phase for the Candlestick Site.

- **Carroll Avenue, Ingalls Street, Thomas Avenue** and **Griffith Street** automobile travel corridor between Candlestick Point and Hunters Point Shipyard will be improved to provide two lanes in each direction during peak periods.

- **Palou Avenue** is a “Transit Priority Street” like Gilman, it too will receive streetscape improvements during the second Major Phase of Hunters Point Shipyard. In addition, six new traffic signals will be installed at major intersections to provide transit priority through the corridor.

- **Innes Avenue** provides the primary auto access between Hunters Point Shipyard and US 101 and Interstate 280, as well as the northern portions of San Francisco. The avenue includes two lanes of travel in each direction, parking and sidewalks. The Project will provide streetscape improvements to Innes Avenue to create an attractive gateway into the Project Site. These improvements are planned as part of the first Major Phase for the Shipyard Site.

---

**LEGEND**

- Major Vehicular Route
- Signalized Intersection
- Major Phase 1 CP Boundary
2. PROJECT OVERVIEW

2.4 TRANSPORTATION

Pedestrian Network

The Project is designed to actively encourage the use of walking as a primary travel mode. Provision of smaller blocks, as proposed, will decrease the average distance that pedestrians are required to walk, thereby increasing the likelihood that local trips will be made by foot, rather than by car. Further, the sidewalk system within the project site has been designed to provide generous 12-foot sidewalk zones throughout, increasing to 15-foot sidewalk zones near busier retail areas.

Figure 2.5 – Pedestrian Circulation

LEGEND

- Green: Bay Trail
- Red: Pedestrian Access into Site
- Orange: Pedestrian Access to Parks/Open Spaces
- Black: Major Phase 1 CP Boundary

0 1,000 2,000 4,000 ft
2. **PROJECT OVERVIEW**

2.4 **TRANSPORTATION**

**Bicycle Network**

The Project will be served by an expanded network of bicycle routes. The street network is designed to connect the Project area to surrounding neighborhoods, and to increase bicycle access to new destinations and regional transit. The bicycle network within CPHP52 includes Class I, Class II, and Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists or pedestrians. Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles, while Class III bikeways are bike routes that allow bicycles to share travel lanes with vehicles. Overall, regardless of the designation of a bicycle route or not, all new neighborhoods streets are designed to emphasize slow auto speeds (15-25 mph) and encourage shared use of the street for autos and bicycles.

The Bay Trail/Blue Greenway forms a continuous off-street recreation route along the shoreline, connecting the Shipyard with Candlestick, and providing a missing link in the entire Bay Trail/Blue Greenway network. The trail will provide a mixed-pedestrian and Class I bicycle facility. Construction of the Bay Trail/Blue Greenway will be part of later phases of the development.

Bicycle racks are provided along the streetscape, with high concentrations near retail, parks, and transit stops. New buildings will also provide bicycle parking at levels consistent with the approved Design for Development.

The proposed bicycle network is illustrated in Figure 2.6.
2. PROJECT OVERVIEW

2.4 TRANSPORTATION

Transit Network – MUNI Routes

The Project targets a near doubling of the current mode share of transit in the vicinity of Candlestick Point and Hunters Point Shipyard. At full buildout, as shown in Figure 2.7, the Project will include substantial improvements to the transit network, including route extensions and service frequency improvements. Improvements to transit service as a result of the Project will improve neighborhood, city, and regional transit access to the waterfront and the associated increase in frequencies will offer improved service to existing users along the routes serving the Candlestick Site.
2. PROJECT OVERVIEW

2.4 TRANSPORTATION

Transit Network – BRT

A new Bus Rapid Transit (BRT) system, shown in Figure 2.8, will connect the Candlestick Site and Shipyard Site with regional transit connections to the T-Third Muni Metro, Caltrain Bayshore Station, and BART and Muni Metro at the Balboa Park Station. This BRT will run on a new bridge across the Yosemite Slough.

Figure 2.8 – Bus Rapid Transit

LEGEND

Bus Rapid Transit
Transit Stop with 5-minute Walking Radius
Major Phase 1 CP Boundary

Note: To Caltrain Station and Balboa Park BART
2. PROJECT OVERVIEW

2.5 PROJECT PHASING & SCHEDULE OF PERFORMANCE

Project Phasing
The Project is planned to be built in four Major Phases over a span of approximately twenty years. The four Major Phases include components for both the Candlestick Site and the Shipyard Site. A separate Major Phase Application is anticipated to be submitted for each component, resulting in eight Major Phase Applications. Each Major Phase is divided into Sub-Phases. The Project includes a total of thirty-five anticipated Sub-Phases—eighteen in the Candlestick Site and seventeen in the Shipyard Site. A Sub-Phase Application will be submitted for each Sub-Phase within a Major Phase, and the approval of each Sub-Phase will follow (or be concurrent with) the approval of the applicable Major Phase Application.

Schedule of Performance
The Schedule of Performance establishes dates for submittal of the Major Phase and Sub-Phase Applications, as well as the commencement and completion of certain Associated Public Benefits and infrastructure components of the Project. Listed within the Schedule of Performance are the various Open Space elements, off-site improvements, and other key improvements associated with each Major Phase and Sub-Phase. The entire Schedule of Performance reflecting Major Phase 1 CP, future Major Phases, and their associated Sub-Phases can be found in Appendix C.

According to the current Schedule of Performance, a Major Phase Application for Major Phase 1 CP must be submitted by October 1, 2013. The submission of this Major Phase Application fulfills that obligation. Additionally, several Associated Public Benefits and Community Benefits are planned for Major Phase 1 CP, which are outlined in the Major Phase 1 CP Overview section and described in greater detail in subsequent sections.

Figure 2.9 – Candlestick Point / Hunters Point Shipyard Phase 2 – Major Phases
3. COMMUNITY BENEFITS

3.1 COMMUNITY BENEFITS PLAN
3.2 CORE COMMUNITY BENEFITS AGREEMENT
3. COMMUNITY BENEFITS

3.1 COMMUNITY BENEFITS PLAN

The Project includes a robust Community Benefits Plan (Exhibit G of the DDA) that is designed to ensure that the social goals and objectives of the Project are delivered to the Bayview-Hunters Point neighborhood and the City at large. The Community Benefits Plan outlines a series of programs and funding opportunities that are targeted at improving the quality of life in five key areas: Education; Community Health and Wellness; Community Facilities; Business Development and Community Asset Building; and Community Funding.

Summary of Community Benefits Provided to Date

- 2010 - $500,000 to the Alliance for District 10 (AD-10) Implementation Committee (IC) to fund two programs during the Summer of 2011.
- 2012 – more than $7,200,000 to be invested in District 10 in the areas of Workforce Development (more than $1,500,000) and Affordable Housing (more than $5,700,000).

Summary of Community Benefits for Major Phase 1 CP

Development of Major Phase 1 CP is expected to include approximately 1,529 units (776 market-rate units) of housing. Based on this estimate, the following Community Benefits are anticipated to be provided:

- $500,000 Scholarship Fund Contribution following Major Phase Approval
- $500,000 Education Improvement Fund Contribution following Major Phase Approval
- $100,000 Wellness Contribution following Major Phase Approval
- $250,000 Predevelopment Contribution following Major Phase Approval
- $300,000 Scholarship Fund Contribution following transfer of land for the 1,000th Unit
- $950,000 Education Improvement Fund Contribution following transfer of land for the 1,000th Unit
- $6,500.00 for Community First Housing Fund Contribution (estimated) on land transfer milestones
- $2,275,000 for Workforce Development Fund Contribution (estimated) on land transfer milestones
- $250,000 Construction Assistance Fund Contribution annually for construction assistance during construction of Major Phase 1 CP
- $250,000 Credit Support Contribution annually for credit support during construction of Major Phase 1 CP
- $2,587,000 Community Benefits Fund contribution (estimated)

Education

As part of the Project, contributions totaling $3,500,000 will be made to the Lennar Bayview Scholarship Fund to assist residents of the Bayview-Hunters Point Community with tuition and expenses associated with higher learning. A part of this scholarship fund will also be used to fund the Wil Bass Memorial Educational Travel Scholarship which provides funding for educational travel to Africa or Asia. Upon approval of this Major Phase Application, Lennar will make an initial contribution of $500,000 to the Scholarship Fund. Additional contributions of $300,000 will be made at the transfer of land for each thousandth residential unit (i.e., 1,000th, 2,000th, etc.).

In addition to the Scholarship Fund, contributions totaling $10,000,000 will also be made to the Lennar Bayview Education Improvement Fund. These funds can be used to support enhancements to educational facilities within the Bayview Hunters Point Community. The initial contribution provided upon approval of this Major Phase Application is $500,000 and additional contributions of $150,000 will be made at the transfer of land for each thousandth residential unit (i.e., 1,000th, 2,000th, etc.).

Community Health and Wellness

In an effort to improve access to healthcare for the Bayview Hunters Point Residents, the Project includes a $2,000,000 Wellness Contribution to be used for the expansion of the Southwest Health Center and for the Center for Youth Wellness. The initial contribution of $350,000 will be provided upon the approval of this Major Phase Application, and those funds will be used for the predevelopment expenses associated with providing the Wellness Facilities.

The remaining funds will be provided when authorization from the appropriate public agency has been provided for the construction of the improvements.

Community Facilities

The Community Benefits Plan includes several opportunities for the inclusion of community facilities within the new Candlestick/Hunters Point development. These include:

- **Arts and Cultural Facilities** – The Project includes the construction of new Artists studio space to accommodate the artists currently located at Hunters Point Shipyard who will need to be relocated to implement the development of the Project. Building 101, where most of the existing artists are located will remain in place, and new infrastructure to service the building will be provided. In addition, to the artists studio spaces, the Project includes a reservation of a parcel of land to allow the artists to establish an Arts Center.

- **Emerging Business Incubator** – The Project includes the rehabilitation of Building 813 by the City or OCII to serve as a center for the incubation of emerging technologies. These can include such uses as clean tech, biotech, green businesses, arts and digital media companies.

- **Civic Facilities** – The Project includes a reservation of a ¾ acre lot on Hunters Point Shipyard to serve as a location for a future Fire Station.

In addition, to the facilities described above, the Community Benefits Plan also provides for an allocation of Community Facilities Space and Lots. The Community Facility Space is based on the amount of retail space developed within the Project, but will not exceed 65,000 in total. Some specific uses that are contemplated for this space are:

- **International African Marketplace** – Retail space will be made available for an indoor African Marketplace that serve as an African-themed, festive setting for the display and sale of arts, crafts, sculptures, fabrics and clothing, etc. In addition, a space will be provided within the park program to serve as an occasional outdoor venue for a similarly themed marketplace.

- **Library Reading Rooms** – Space will be provided for library reading rooms and for automated book pick-up and drop-off locations with the Community Facility Space.

- **Candlestick Point State Recreation Area** – Approximately 3,000 square feet of space will be provided to the State Parks to provide a welcoming or information center for the CPSRA.

The Project includes approximately 4.8 acres of land identified as Community Facility Lots. The use of these lots is left to the discretion of the OCII, but they should be used to enhance the overall quality of life of residents of the Bayview Hunters Point Community. This Major Phase Application includes one of these lots at the corner of Arelius Walker Drive and Ingerson Avenue.
3. COMMUNITY BENEFITS

3.1 COMMUNITY BENEFITS PLAN

**Business Development and Community Asset Building**

The Community Benefits Plan includes opportunities to expand the involvement of the local business community in the financial success of the Project. The three principal programs are:

- **Community Builder Program** – During the build out of the Project, five hundred units ($500) will be made available for development by and with the assistance of a Community Builder selected from a pool of qualified businesses. As part of this program, the OCI will institute a protégée program that would pair a Community Builder with experienced developers and real estate professionals. This would allow Community Builders to acquire the skills necessary to meaningfully participate in the Community Builder program. In addition, the OCI will make every effort to involve community partners in the development of not less than three hundred (300) units of the affordable housing developed by OCI.

- **Construction Assistance** – To further the opportunities for local community involvement in the development of the Project, the Community Benefit Plan includes additional financing for construction assistance activities including: (i) technical support to contractors seeking work on the Project with respect to the public bidding process or other public benefits; (ii) workshops to address issues relevant to the construction industry (e.g., work site safety, accounting, legal, etc.); and (iii) a tracking program for operators residing or based in the Bayview Hunters Point Community. The total funding for these activities is $2,500,000. The initial payment of $250,000 is due when infrastructure commences on the first Sub-Phase outlined in this application and will continue on an annual basis during which construction continues on the Project. In addition, $1,000,000 will be paid to the OCI for a surety bond and credit support program connected to the Project. The initial contribution to this program is $250,000 payable 60 days after approval of this Major Phase Application is approved. The remaining funds are due 60-days after each subsequent Major Phase Approval.

- **Community Real Estate Broker Program** – For each residential development constructed within the Project by the Developer or an affiliate of the Developer, a good faith effort will be made to assist the local brokerage community to secure the sale of the units. This will include: (i) first opportunities to preview and show units to their clients; (ii) invitations to marketing events for the units; (iii) marketing materials for distribution to clients; and (iv) opportunities to participate in homebuyer workshops for the units.

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**Community Benefits Funding**

As part of the Community Benefits Plan, the OCI will establish a Community Benefits Fund that can be used for a wide range of programs within the Bayview Hunters Point Community – including social services, affordable housing, education, the arts, public safety, etc. The proceeds for this fund will come from the sale of Market Rate Units within the Project – each of which will pay one-half of one percent (0.5%) of the initial sale price of the close of escrow. For this Major Phase, the estimated value of proceeds that may be paid into the fund is equal to $2,587,000. This value is based on an estimated sales price for future market-rate housing units and is subject to change based on market conditions.

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3.2 CORE COMMUNITY BENEFITS AGREEMENT

In addition to the programs set forth in the Community Benefits Plan, the Project also includes additional funding for the Bayview Hunters Point Community (District 10) that is set forth in a Core Community Benefits Agreement. The Core Community Benefits Agreement was signed in May 2008 between the Developer and The Alliance for District 10. The agreement called for the creation of an Implementation Committee (IC) made up of seven members from The San Francisco Labor Council, Alliance of Californians for Community Empowerment, San Francisco Organizing Project, The Mayor’s Hunters Point Citizens Advisory Committee, The Hunters Point Project Area Committee, Developer and Mr. Jacob Moody Executive Director of the Hunters Point Foundation. The IC is responsible for managing funding from the Candlestick Hunters Point Shipyard Project for Work Force Development Programs ($8,923,000) and Affordable Housing ($29,350,000), and has retained the San Francisco Foundation to assist in these efforts. The funding is provided in installments based on development milestones and is estimated to total $8,775,000 for Major Phase 1 CP.
4. SUSTAINABILITY & ENVIRONMENT

4.1 SUSTAINABILITY
4.2 ENVIRONMENTAL MITIGATIONS
4. SUSTAINABILITY & ENVIRONMENT

4.1 SUSTAINABILITY

The Candlestick Point/Hunters Point Shipyard 2 project is guided by a Sustainability Plan Vision:

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.

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. The community is pre-certified LEED-ND (Neighborhood Development) Gold from the U.S. Green Building Council. A detailed Sustainability Plan has been prepared to capture the breadth of the project’s sustainable features. Its main points are summarized by the following seven sustainability focus areas.

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.

This sustainability goal is being realized in Major Phase 1 CP through the mixed-use, mixed-income development program. Housing will be provided for households with wide-range of incomes, and many employment opportunities will be provided at Candlestick Point Center, a regional commercial destination that will be built in Sub-Phase CP-02.

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.

The development in Major Phase 1 CP will connect both physically and culturally to the existing neighborhood. The existing community will immediately be integrated into the new development, as the first housing to be built will be replacement units for the current residents of the Alice Griffith Public Housing. Physical cohesion to the broader neighborhood will be created by extending the existing street grid through the Alice Griffith neighborhood and into the heart of Candlestick Point. Historical and cultural stories of the area will be told through signage and public art programs.

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.

Parks and open space are an important component of Major Phase 1 CP. As with all Major Phases of development at Candlestick Point and Hunters Point Shipyard, parks and open space are scheduled to be built such that adequate parkland is constructed as in operation when residential and employment-generating uses are occupied (Mitigation Measure RE-2). The Community Facilities Lot in Major Phase 1 CP, as described in the Community Benefits section, will also be used to enhance the quality of life for residents of the community.

The Automated Waste Collection System (AWCS) that will be installed in Major Phase 1 CP will dramatically reduce garbage truck traffic throughout the neighborhood. As a result, greenhouse gas emissions will be diminished, meaning a healthier environment for residents (see further discussion in Chapter 9, Utilities).

Another component of public well-being is resilience in the face of climate change. The project site will be graded so that finished floor elevations are 3.5 feet above the Base Flood Elevation (“BFE”), and streets and pads are 3 feet above BFE to allow for potential seal level rise (Mitigation Measure HY-12a.1).
4. SUSTAINABILITY & ENVIRONMENT

4.1 SUSTAINABILITY

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.

In keeping with the City’s Transit First, Complete Streets, and Better Streets policies, the street system in Major Phase 1 CP is designed to accommodate walking, bicycling, and transit use. Transit service will be extended to the site to ensure that project is well-served by transit from the outset. This includes extension of the 29 Sunset line to the retail center, along with doubling the frequency of service from every 10 minutes to 5-minute frequency during peak periods. Additionally, although the BRT system may not be implemented until subsequent Major Phases, the 56 Rutland may be extended to serve the retail center and augment the 29 Sunset service, by providing a direct connection to the 1 Third, Bayshore Caltrain Station, and the 9 San Bruno buses.

Resource Efficiency

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

Many steps are being taken in Major Phase 1 CP to reduce demand for natural resources including water, power, and building materials. Potable water demand will be reduced with the installation of the recycled water (RCW) system. The RCW system, which is new to the site, will reuse grey water primarily for irrigation and toilet flushing. The use of climate appropriate vegetation will further reduce the demand for water to irrigate landscaping.

Energy conservation will be accomplished in Major Phase 1 CP through the sustainable design of infrastructure and buildings. All new buildings will include ENERGY STAR appliances (Mitigation Measure MM GC-3) and will be designed to exceed Title 24 (2008) energy standards by at least 15%. Streetlights will also be more efficient with the use of light emitting diode (“LED”) fixtures (Mitigation Measure GC-4).

Material waste will be reduced during the construction and operations of Major Phase 1 CP. A Site Waste Management Plan (“SWMP”) will be produced to describe the methods by which the Project shall minimize waste generation by otherwise covered by existing City regulatory policies, with the goal of achieving a diversion rate of at least 72 percent (Mitigation Measure UT-7a).

Environment and Habitat

Protect and, wherever possible, enhance parks, natural habitats, soils, water bodies, air and climate.

Environmental protections are widespread in Major Phase 1 CP. Extensive storm water treatment facilities will filter runoff from the Project Site prior to discharging to the Bay. Air quality will be closely monitored during construction to maintain healthy levels of emissions and dust.

Plants and animals will be protected by providing new and improved habitats and through monitoring of existing habitats. An example of a specific protection measure is the monitoring of nesting birds and burrowing owls as required by Mitigation Measures Bi-6a, Bi-6a.1, and Bi-6b. Significant trees will also be preserved and/or replaced, as required by Mitigation Measure Bi-14a.

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.

High-speed wireless Internet access will be provided within the common areas of Major Phase 1 CP, which will encourage communication, commerce, and access to online resources.
4. SUSTAINABILITY & ENVIRONMENT

4.2 ENVIRONMENTAL MITIGATIONS

The Final Environmental Impact Report (Final EIR) for the Candlestick Point/Hunters Point Shipyard Phase 2 project, certified in June 2010, was prepared in conformance with the requirements of the California Environmental Quality Act (CEQA). The purpose of the EIR was to identify the significant environmental impacts of the Project, to identify alternatives to the Project, and to indicate the manner in which those significant effects could be mitigated or avoided.

The EIR evaluates the Project’s environmental effects at a project level of detail and examines all phases of the Project, including planning, construction, and operation, as well as the direct, indirect, and cumulative impacts that might result. It is anticipated that each discretionary approval related to the implementation of the Project would rely on this EIR and would not require preparation of subsequent environmental documentation, unless otherwise required by CEQA.

Mitigation Monitoring and Reporting Program

The Environmental Mitigation Monitoring and Reporting Program (MMRP) has been established to provide for the monitoring of mitigation measures required of the Project, as set forth in the Final EIR. Prior to the issuance of building permits, while detailed development plans are being prepared for approval by OCI and/or City staff, OCI and/or City staff will be responsible for ensuring compliance with mitigation monitoring applicable to the project construction, development, and design phases.

The status of all applicable mitigation measures is included in APPENDIX A.
5. MAJOR PHASE 1 CP OVERVIEW

5.1 MAJOR PHASE SUMMARY
5.2 PHASING & SCHEDULE OF PERFORMANCE
5.3 DEVELOPMENT BLOCKS
5. MAJOR PHASE 1 CP OVERVIEW

5.1 MAJOR PHASE SUMMARY

The first Major Phase of development at Candlestick Point is comprised of sixteen blocks of new development, including land to support more than 1,500 homes, 1.1 million square feet of mixed commercial uses, and 50,000-square-foot community facilities. The development will be dominated by two significant projects: the redevelopment of a major portion of the San Francisco Housing Authority (SFHA) Alice Griffith public housing site and the construction of Candlestick Point Center, a mixed-use destination featuring housing, retail and entertainment.

The Alice Griffith project will replace the entirety of the existing 256 public housing units currently on the site without displacing residents, and provide additional rental housing units within a broad range of affordability. Candlestick Point Center will include regional retail, office, hotel, entertainment, and residential uses on the site where Candlestick Stadium now stands.

A series of infrastructure improvements will be made to support and enhance this development, including new streets, utilities, and open spaces. Public spaces will serve neighbors and visitors alike with a mix of gathering places for a range of active and passive pursuits. The new neighborhoods in Major Phase 1 CP will be easily accessible, with roadway improvements to serve automobiles, bicycles, pedestrians, and public transit.

Major Phase 1 CP is scheduled to be built in five Sub-Phases over a span of approximately seven years. Infrastructure construction is expected to commence on Sub-Phase CP-01 in mid-2014.

Subsequent to the approval and execution of the DDA, several refinements were made to the Project as part of the preparation of this Major Phase Application. These refinements generally related to updates to the street network at Hunters Point Shipyard, conformity of street cross sections, related adjustments to infrastructure systems, and updates to the phasing of the Project to reflect public and private financing for the Project. These updates were made in consultation with City staff, OCII staff, and input from the Developer’s consultant team. A complete description of the revisions is in an OCII staff report to the OCII Commission in support of this Application.
5. MAJOR PHASE 1 CP OVERVIEW

5.2 PHASING & SCHEDULE OF PERFORMANCE

Major Phase 1 CP Phasing
Major Phase 1 CP is comprised of five Sub-Phases, which are scheduled to be built out over the next 7 years. The Sub-Phases are delineated in Figure 5.2 and the program of land uses for each can be found in Table 6.1.

Schedule of Performance
Several Public Amenities are planned for Major Phase 1 CP, which are outlined in the Major Phase 1 CP Overview section and described in greater detail in subsequent sections (see APPENDIX B).

Open Space Lots:
- Bayview Hillside Open Space
- Jamestown Walker Slope
- Wedge Park 1
- Alice Griffith Neighborhood Park 1

More information about the open spaces planned for Major Phase 1 CP can be found in the Parks and Open Space section of this application.

Off-Site Street Improvements:
- Gilman Avenue
- Harney Way

More information about the off-site street improvements planned for Major Phase 1 CP can be found in the Transportation section of this application.
5. MAJOR PHASE 1 CP OVERVIEW

5.3 DEVELOPMENT BLOCKS

Table 5.1 – Development Block Areas

<table>
<thead>
<tr>
<th>NEIGHBORHOOD</th>
<th>BLOCK NUMBER</th>
<th>SUB-PHASE</th>
<th>AREA (NET ACRES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alice Griffith</td>
<td>1</td>
<td>CP-01</td>
<td>1.46</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>CP-01</td>
<td>1.24</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>CP-01</td>
<td>1.24</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>CP-01</td>
<td>0.82</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>CP-05</td>
<td>0.74</td>
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<tr>
<td></td>
<td>9</td>
<td>CP-05</td>
<td>1.04</td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>CP-05</td>
<td>0.81</td>
</tr>
<tr>
<td>Candlestick Point North</td>
<td>1a</td>
<td>CP-03</td>
<td>1.39</td>
</tr>
<tr>
<td></td>
<td>2a</td>
<td>CP-03</td>
<td>1.40</td>
</tr>
<tr>
<td></td>
<td>10a</td>
<td>CP-03</td>
<td>1.47</td>
</tr>
<tr>
<td></td>
<td>11a</td>
<td>CP-03</td>
<td>1.36</td>
</tr>
<tr>
<td>Candlestick Point Center</td>
<td>1</td>
<td>CP-02</td>
<td>22.29</td>
</tr>
<tr>
<td>Candlestick Point South</td>
<td>6a</td>
<td>CP-04</td>
<td>0.67</td>
</tr>
<tr>
<td></td>
<td>8a</td>
<td>CP-04</td>
<td>0.75</td>
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<td></td>
<td>9a</td>
<td>CP-04</td>
<td>0.73</td>
</tr>
<tr>
<td></td>
<td>11a</td>
<td>CP-04</td>
<td>0.90</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td>38.31</td>
</tr>
</tbody>
</table>

Table 5.2 – Sub-Phase Areas

<table>
<thead>
<tr>
<th>SUB-PHASE</th>
<th>TOTAL AREA (NET ACRES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP-01</td>
<td>4.76</td>
</tr>
<tr>
<td>CP-02</td>
<td>22.29</td>
</tr>
<tr>
<td>CP-03</td>
<td>5.62</td>
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<tr>
<td>CP-04</td>
<td>3.05</td>
</tr>
<tr>
<td>CP-05</td>
<td>2.59</td>
</tr>
<tr>
<td>TOTAL</td>
<td>38.31</td>
</tr>
</tbody>
</table>
6. LAND USE & MASSING

6.1 LAND USE SUMMARY
6.2 HOUSING
6.3 SITE SECTIONS
6.4 BUILDING HEIGHTS, BULK & MASSING
6.5 STREET WALL
6.6 BUILDING GROUND FLOOR TREATMENT
6. LAND USE & MASSING

6.1 LAND USE SUMMARY

The first Major Phase on Candlestick Point (1 CP) includes residential development in the Alice Griffith neighborhood, a mix of offices, residences, and regional serving retail at the CP Center. The CP Center site is also approved for a performance venue and hotel. A mix of local serving retail, housing, and offices is proposed along Ingerson and Harney Way. In addition, a site for Community Facilities is included at the corner of Arelious Walker and Ingerson. The Wedge Park Plaza, Bayview Hillside Open Space, and Jamestown Walker Slope will be improved, as well as the eastern side of the Alice Griffith Neighborhood Park. Streetscape improvements are proposed along Gilman Avenue and Harney Way. A map depicting Major Phase 1 CP is shown in Figure 6.1.
# 6. LAND USE & MASSING

## 6.1 LAND USE SUMMARY

### Table 6.1 – Land Use by Sub-Phase

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>SUB PHASE CP-01</th>
<th>SUB PHASE CP-02</th>
<th>SUB PHASE CP-03</th>
<th>SUB PHASE CP-04</th>
<th>SUB PHASE CP-05</th>
<th>MAJOR PHASE 1 CP TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density I (units) (15-75 Units Per Acre)</td>
<td>19</td>
<td>280</td>
<td>-</td>
<td>-</td>
<td>37</td>
<td>336</td>
</tr>
<tr>
<td>Residential Density II (units) (50-125 Units Per Acre)</td>
<td>306</td>
<td>-</td>
<td>250</td>
<td>230</td>
<td>142</td>
<td>928</td>
</tr>
<tr>
<td>Residential Density III (units) (100-175 Units Per Acre)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Residential Density IV (units) (175-285 Units Per Acre)</td>
<td>-</td>
<td>-</td>
<td>265</td>
<td>-</td>
<td>-</td>
<td>265</td>
</tr>
<tr>
<td>Total Residents Units</td>
<td>325</td>
<td>280</td>
<td>515</td>
<td>230</td>
<td>179</td>
<td>1,529</td>
</tr>
<tr>
<td>Neighborhood Retail (GSF)</td>
<td>-</td>
<td>-</td>
<td>70,000</td>
<td>55,000</td>
<td>-</td>
<td>125,000</td>
</tr>
<tr>
<td>Regional Retail (GSF)</td>
<td>-</td>
<td>-</td>
<td>635,000</td>
<td>-</td>
<td>-</td>
<td>635,000</td>
</tr>
<tr>
<td>Office (GSF)</td>
<td>-</td>
<td>150,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>150,000</td>
</tr>
<tr>
<td>Arena (GSF)</td>
<td>-</td>
<td>75,000</td>
<td>(10,000 Seats)</td>
<td>-</td>
<td>-</td>
<td>75,000</td>
</tr>
<tr>
<td>Hotel (GSF)</td>
<td>-</td>
<td>150,000</td>
<td>(220 Rooms)</td>
<td>-</td>
<td>-</td>
<td>150,000</td>
</tr>
<tr>
<td>Research &amp; Development (GSF)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total Commercial Area (GSF)</td>
<td>-</td>
<td>1,010,000</td>
<td>70,000</td>
<td>55,000</td>
<td>-</td>
<td>1,135,000</td>
</tr>
<tr>
<td>Arts &amp; Studio/Art Centre (GSF)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Community Facilities (GSF)</td>
<td>-</td>
<td>-</td>
<td>50,000</td>
<td>-</td>
<td>-</td>
<td>50,000</td>
</tr>
<tr>
<td>Total Parks &amp; Open Space (AC)</td>
<td>0.0</td>
<td>8.4</td>
<td>0.0</td>
<td>0.0</td>
<td>1.0</td>
<td>9.4</td>
</tr>
</tbody>
</table>
6. LAND USE & MASSING

6.2 HOUSING

The first Major Phase of development at Candlestick Point is planned to include approximately 1,500 residential units. More than 700 units are anticipated to be below market rate, which greatly exceeds the overall project target to provide approximately 32% below-market rate units. The below market-rate units included in Major Phase 1 CP are comprised of several housing types, which will serve a broad range of incomes:

- **Alice Griffith Replacement Units** – The affordability of the Alice Griffith units is determined by the Federal Department of Housing and Urban Development. The below market-rate housing includes the 1:1 replacement of all 256 public housing units at Alice Griffith. The project provides for the phased replacement of the public housing units so that residents will be able to move directly into new units without having to relocate off-site.

- **Agency Affordable Units** – These units will serve households earning up to 60% AMI, and should other subsidy sources be obtained by OCH, the goal is to serve households earning below 50% of AMI.

- **Inclusionary Units** – These units will serve households earning between 80-120% of AMI. Of the total units on each Market Rate Lot, between 5% and 20% will be Inclusionary Units.

- **Workforce Units** - These units serve households earning between 121% and 160% of AMI. Up to 40% of the total units on each Market Rate Lot may be Workforce Units.

A summary of the housing in Major Phase 1 CP is shown in Table 6.2. The proposed location of Below-Market Rate Lots is shown in Figure 6.2. Additional housing data can be found in Appendix C.

### Table 6.2 – Housing

<table>
<thead>
<tr>
<th></th>
<th>SUB-PHASE CP-01</th>
<th>SUB-PHASE CP-02</th>
<th>SUB-PHASE CP-03</th>
<th>SUB-PHASE CP-04</th>
<th>SUB-PHASE CP-05</th>
<th>MAJOR PHASE 1 CP TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alice Griffith Units</td>
<td>209</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>47</td>
<td>256</td>
</tr>
<tr>
<td>Agency Affordable Units</td>
<td>116</td>
<td>-</td>
<td>140</td>
<td>90</td>
<td>132</td>
<td>478</td>
</tr>
<tr>
<td>Workforce Units</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Market Rate Units</td>
<td>-</td>
<td>224-266</td>
<td>300-356</td>
<td>112-133</td>
<td>-</td>
<td>636-755</td>
</tr>
<tr>
<td>Inclusionary Units</td>
<td>-</td>
<td>14-56</td>
<td>19-75</td>
<td>7-28</td>
<td>-</td>
<td>40-159</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>325</td>
<td>280</td>
<td>515</td>
<td>230</td>
<td>179</td>
<td>1,529</td>
</tr>
</tbody>
</table>

### Figure 6.2 – Location of Below Market Rate Lots

LEGEND
- Blue: Agency Lots
- Purple: Stand-Alone Workforce Lots
- Red: Alice Griffith Lots
- Gray: Market Rate Lots
- Black: Major Phase 1 CP Boundary

N 0 500 1,000 2,000 ft
6. LAND USE & MASSING

6.3 SITE SECTIONS

Figure 6.3 – Section A-A: Site Section Across Ingerson Avenue - To the left CPC-1 and to the right CPN-2a

Figure 6.4 – Section B-B: Site Section Through Major Phase 1 CP - Starting from the left: AG-5, AG-4, AG-2 and AG-1
6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

Building heights, bulk, massing and other detailed Project design specifications are controlled through a Design for Development document governing all development in the Project area.

- Design principles include:
- Locating lower density building forms nearest the existing Bayview community,
- Formation of skylines as viewed from throughout the City and surrounding area,
- Creating landmarks for urban place-making,
- Clustering higher density near important nodes
- Linking highest density with adjacency to transit stops,
- Minimizing impacts on public open space,
- Framing view corridors and on Candlestick, preserving the view from Bayview Hill.

Larger buildings are placed in strategic locations to emphasize street walls and frame the public realm. Towers are located at key intersections, facilitating wayfinding, while creating a scenic skyline from afar. While OCI and the Developer believe that the tower configuration illustrated represents the optimal development scenario, vertical development of the Project will occur over 15 to 20 years and a minimal amount of flexibility in tower locations is needed to ensure that the Project is able to respond to changing construction technologies, community priorities, site-specific urban design goals, and real estate market demands.

The Design for Development document allows for this basic flexibility while adhering to the tower location principles described above by creating allowable “tower zones” for high-rise buildings.

Figure 6.5 – Building Heights

**LEGEND**

- Low & Mid-Rise Maximum Height
  - 40 ft
  - 65 ft
  - 85 ft
- Mid Block Heights
- High-Rise Tower Location
- Fixed High-Rise Location
- Encouraged High-Rise Location
- Major Phase 1 CP Boundary
6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

Figure 6.6 – Major Phase 1 CP Massing Looking North

LEGEND
- Residential Density I (15-75 Units Per Acre)
- Residential Density II (50-125 Units Per Acre)
- Residential Density IV (175-285 Units Per Acre)
- Neighborhood Retail
- Regional Retail
- Office
- Arena
- Hotel
- Parking
- Community Facility
- Parks & Open Space
- Parks & Open Space
- Major Phase 1 CP Boundary
6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

Figure 6.7 – Major Phase 1 CP Massing
6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

Figure 6.8 – Major Phase 1 CP Massing Looking South
6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

**Intent**

The following standards governing bulk and massing intend to facilitate building shapes that fit comfortably within their surroundings, are friendly and unimposing to pedestrians, achieve an attractive urban form, and are interesting. The mass of buildings should be shaped in such a way as to create fine-grained forms, reinforce the street and block pattern, and protect surrounding views and sunlight.

**Standards**

**Development Block Coverage** – Block coverage by all habitable and non-habitable buildings, including projections and structured parking, is limited as indicated in Table 6.3. A development block is defined as all land inside the legal property line. For the purpose of calculating coverage, the area of the block shall be exclusive of required setbacks and mid-block breaks. Notwithstanding the parcel coverage standards, individual buildings within the parcel shall not exceed the sizes set forth in Table 6.4.

**Building Size** – Maximum floor plate size, plan lengths, and diagonals to limit the massing of buildings are listed by building type in Table 6.4. All building types are to be defined as including the total height of the building, from the top to the street level. The diagram at left shows how a low, mid and high rise building would be defined.

**Apparent Face** – The unbroken plane of a building or ‘apparent face’ shall not exceed a maximum length without being broken by a change – either an offset in the horizontal plane, or a change in fenestration and/or material, or both in the case of high-rise buildings. There are different standards for the base section and upper section of the building to reflect the desire for a finer grain of building articulation at the street level. See Table 6.4.

**Upper Floor(s) Stepback** – The floor plate of the upper floor(s) of low and mid-rise buildings shall stepback a minimum of 20% of the floor plate size relative to the floor immediately below. See Table 6.4

**Diagonal** – The maximum diagonal dimension shall be measured between the two points of a building’s longest diagonal separation.

**Table 6.3 – Development Block Coverage**

<table>
<thead>
<tr>
<th>BUILDING TYPE</th>
<th>BUILDING HEIGHT (FT)</th>
<th>COVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-rise</td>
<td>0 – 40</td>
<td>100%</td>
</tr>
<tr>
<td>Low-rise</td>
<td>40 – 65</td>
<td>75%</td>
</tr>
<tr>
<td>Mid-rise and</td>
<td>65 +</td>
<td>50%</td>
</tr>
</tbody>
</table>

**Figure 6.9 – Development Coverage**
6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

Table 6.4 – Massing - All Building Types

<table>
<thead>
<tr>
<th>BUILDING HEIGHT</th>
<th>UP TO 65 FT</th>
<th>66 - 85 FT</th>
<th>86 - 105 FT</th>
<th>106 - 180 FT</th>
<th>181 - 240 FT</th>
<th>241 - 350 FT</th>
<th>351 - 420 FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILDING TYPE</td>
<td>LOW-RISE</td>
<td>MID-RISE</td>
<td>MID-RISE</td>
<td>HIGH-RISE</td>
<td>HIGH-RISE</td>
<td>HIGH-RISE</td>
<td>HIGH-RISE</td>
</tr>
<tr>
<td>Max Floor Plate</td>
<td>n/a</td>
<td>n/a</td>
<td>15,000 sq ft</td>
<td>12,000 sq ft</td>
<td>10,500 sq ft</td>
<td>12,000 sq ft</td>
<td>12,500 sq ft</td>
</tr>
<tr>
<td>Max Plan Length</td>
<td>n/a</td>
<td>215 ft</td>
<td>210 ft</td>
<td>140 ft</td>
<td>140 ft</td>
<td>140 ft</td>
<td>145 ft</td>
</tr>
<tr>
<td>Max Diagonal</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>170 ft</td>
<td>160 ft</td>
<td>170 ft</td>
<td>175 ft</td>
</tr>
<tr>
<td>Maximum Apparent Face – Base (Base is defined for low &amp; mid-rise as min first 20 ft height; for high rise as min first 15 ft height)</td>
<td></td>
<td></td>
<td></td>
<td>Offset in the horizontal plane of minimum 1 ft depth and 1 ft length or a minor change in fenestration and/or material</td>
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<td>Minimum Change in Apparent Face – Base</td>
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<td>Maximum Apparent Face – Above Base</td>
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<td>100 ft</td>
<td>100 ft</td>
<td>105 ft</td>
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<td>105 ft</td>
<td>110 ft</td>
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<td>Upper Floor(s) Stepback Relative to Floor Immediately Below</td>
<td>20% of floor plate above 55 ft height</td>
<td>20% of floor plate above 65 ft height</td>
<td>20% of floor plate above 85 ft height</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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</tr>
<tr>
<td>High-rise Shaping</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>Additional standards regulating segmentation of the high-rise elevation and floor plan.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6. LAND USE & MASSING

6.5 STREET WALL

The section has a definition of the key controls, sets forth the standards, and concludes with a series of cross sections that illustrate the standards by building use.

Intent

In order to control the quality and character of the block edges and street walls, and for controlling the expression of the mass of the buildings, standards for building uses are set forth for:

A  Setbacks
B  Build-to lines
C  Projections
D  Stepbacks

As a means of controlling the quality of the at-grade environments these streetwall controls also include considerations for grade separation, retail space heights and depths, and underground parking.

A – Setback

A building setback is the minimum required distance between the property line and the nearest face of the building. Setbacks apply to the ground floor use of a building. Setback zones, where specified, should be used for the purpose of landscaping or for active uses such as patios and entrance areas. The D4D calls for extensive setbacks throughout the community affording a comfortable and pleasant pedestrian experience that will be a departure from the development practices of most other San Francisco neighborhoods, where buildings typically abut against or are close to the property line.

Standards

Residential Setbacks – A minimum setback of 10 ft to building face is required for residential buildings to allow for the provision of private landscaping and street facing patios and stoops. The setback shall not vary along the predominant wall of a building once established (aside from minor variation which are described in Build-To Percentages). In cases where residential blocks are fronted by sidewalks with a 6 ft thoroughway, a public easement may be employed in the setback to provide a wider thoroughway. At the time a Sub-Phase Application is submitted, OCI may request that the developer grant a public easement up to a maximum of 2 ft within the 10-foot residential setback to create an 8 ft thoroughway.

Exceptions:

1. Residential use that is located above retail use (i.e. mixed-use) may extend to property line.
2. Portions of a residential building that are adjacent to or across the street from a park/open space shall have a minimum setback of 6 ft.
3. The street side of CP South blocks 3 and 5, due to the shallow block depth, shall have a minimum setback of 5 ft.

Mixed-Use / Commercial Setbacks – There are no required setbacks for mixed-use/commercial buildings, except for parking structures, which shall have an 18 inch setback.

B – Build-to Line

Build-to lines are intended to ensure that buildings are situated at or close to setback lines in order to create and maintain defined street walls. Street walls are important in the framing and animation of the public right of way. A successful development of street wall will create defined “outdoor rooms” which will invite greater activity of residents and visitors alike.

The build-to line is expressed as a percentage of the setback line for building faces that front a public street. For instance, with a 70% build-to line, 70% of all building faces fronting a public street must meet the setback, while no more than 30% of building facades may be behind the setback.

Standards

The build-to line standard for residential buildings is 70% and for mixed-use and commercial buildings is 85%.

Exemptions – Minor variations excluded from the calculation of the minimum build-to percentage are:

For retail uses, recesses including entrances, walk-up window or street patio area shall not be allowed on more than 25% of the total frontage of the building and no recess shall be greater than 12 ft in depth.

• Recessed balconies.
• Recessed building entries to a maximum depth of 8 ft.
• Pass-through up to 2 floors in height.
• Recession in the building face for the purpose of building articulation.
• Stepback on the top floor or top two floors.
• Stepback for high-rise sculpting.

PRECEDENT – RECESSED BALCONIES EXEMPTED FROM BUILD-TO CALCULATIONS.

MINOR VARIATIONS EXCLUDED FROM BUILD-TO LINE CALCULATIONS.
6. LAND USE & MASSING

6.5 STREET WALL

C – Stepback
A stepback is that portion of a building that must be stepped back from the setback line. Typically, this is regulated for the upper floor[s] of mid-rise buildings as a means of sculpting their mass.

Standards
A stepback of the upper floor(s) of 20% of the floor plate size relative to the floor plate immediately below is required:

- Above 55 ft for buildings to 65 ft height.
- Above 65 ft for buildings to 85 ft height.
- Above 85 ft for buildings to 105 ft height.

Allowable uses with the stepped back roof area include usable open space, landscaping, and railings. Mechanical space is not allowed.

D – Projection
A projection is that portion of a building that projects beyond the main building face. There are a number of types of projections as described below.

Standards
Habitable Projections – Habitable space within a projection means a portion of the building enclosed by walls and a roof. Typically this will be a bay window, corner element, or regularly occurring bay that extends through some or all floors of a building. A habitable space may project 3 ft beyond the building face, either into a setback zone or the public realm. No individual habitable projection may exceed 15 ft in length. All projections shall have a minimum clearance to the sidewalk of 9 ft.

Non-habitable Projections – non-habitable projections are spaces utilized by residents that are not enclosed by walls and a roof. Non-habitable spaces include all usable balconies, which may extend no more than 6 ft into a setback, or common open space or 3 ft into the public realm. No individual non-habitable projection may exceed 15 ft in length. All projections shall have a minimum clearance of 9 ft to the sidewalk.

Cumulative Projections – The cumulative total of all types of projections shall not exceed 67% of the building face.

Other Projections – Other allowable projections include:

- Decorative elements such as belt courses, cornices, sills and eaves to a maximum 2 ft 6 inches beyond the setback.
- Decks, patios and steps at the first floor of occupancy may project to the property line but not beyond.
- Fences, railings, chimneys, awnings and canopies may project to the property line but not beyond.
- Retail signs, canopies and awnings may project 5 ft beyond property line; a minimum 9 ft vertical clearance to the sidewalk shall be maintained.
- Sustainable elements such as solar shades and wind fins.
6. LAND USE & MASSING

6.6 BUILDING GROUND FLOOR TREATMENT

Residential

Several key characteristics of residential buildings will differentiate Candlestick from many San Francisco neighborhoods. In particular, the lower floors of residential buildings are intended to engage the street by having activated ground floor uses and luscious landscaping in setbacks, helping to animate the streets and create a vibrant pedestrian oriented neighborhood.

Standards

Ground Floor Unit Entrances – Ground floor units fronting public streets, parks, or along pedestrian mews shall have an access point along the fronting building face in addition to the main access from interior corridor, lobby, or parking structure. Entrances shall occur at intervals no greater than 30 ft, and may be ganged together.

Grade Separation – Ground floor units shall be elevated between 2 ft and 4 ft above the street for privacy.

Townhome Garages – Street fronting townhome garages are prohibited on public streets, except for CP South blocks 3 and 5. Any townhomes that incorporate garages along a mid-block break, as well as those townhomes on CP South blocks 3 and 5, shall engage the mid-block break/street with design characteristics to limit the visual presence of garage doors, emphasizing the garage as secondary to the main entrance and front yard. The maximum number of garage doors per unit is one with a maximum width of 8 ft. Side-by-side garages are prohibited.

Guidelines

Freestanding Townhome Form (‘Tuck-under’) – Freestanding townhomes may be designed with individual character, or in a consistent style. Modular rhythm should be emphasized through the use of common elements such as bay windows, door recesses materials and fenestration. Variety in form at the pedestrian level is encouraged. Townhomes that form the base of a multi-story building should have elements and proportions that tie them to the building above.

Residential Courtyards – Residential courtyards that may be accessed or at least viewed from public streets and mews are encouraged.

Retail

Retail should engage and enliven the street. Emphasis should be placed on using glazing and creating an architectural rhythm at the ground plane.

Standards

Setbacks – There are no required setbacks for commercial buildings.

Build-to Line – 85% of the building face shall be built to the property line. Patio spaces, entrances, publicly accessible plazas and walk-up windows are exempted provided they are stepped back no further than 12 ft from the property line and cumulatively for no more than 25% of the building face.

Projections – Projections are permitted for awnings, canopies, signage and lighting to a maximum of 5 ft into the public right-of-way provided they have a minimum of 9 ft clearance to the sidewalk.

Sidewalk Relationship – Retail buildings shall be oriented to and meet the sidewalk at grade.

Storefronts shall promote pedestrian interest at the ground level and provide visual connection to the store interior with:

• Store frontage shall have at least 60% glazing; glazing shall be transparent. Large multi-story retailer’s upper floor levels shall also meet this glazing requirement.

• Outdoor displays and patios are encouraged, but shall maintain a minimum 6 ft wide clear pedestrian zone within the public sidewalk.

• Interior displays shall provide visual permeability into store interior.

Store Height and Depth – All retail spaces shall be a minimum of 12 ft height and average of at least 35 ft in depth exclusive of service corridors. Minimum depth shall not apply to storefront lines of large format retail uses.

Facade Articulation – Retail bays shall be no wider than 30 ft in order to create a fine-grained pattern of shops. Where a larger retailer is anticipated, bays can be combined; however the bay articulation shall be maintained. The impact of large retail stores can be mitigated by “wrapping” exterior facades with smaller retail stores, thereby breaking up the façade and reducing large expanses of blank walls.

Blank Walls – Areas without entries or windows are prohibited on pedestrian-oriented retail streets. Blanks walls shall be no longer than 8 ft along other retail street frontages. Display windows are not considered blank walls, provided they allow visual access into store interior.

Guidelines

Entrances – Retail entrances should be easily identifiable and distinguishable from residential entrances. They should be reinforced with such elements as recessed doorways, awnings, special lighting, fenestration, color and materials, and special paving. Multiple entrances to larger stores are encouraged.

Materials – Façades should be designed with high-quality materials that offer color, variety, and visual interest to the pedestrian (such as stone, tile masonry, brick or terra-cotta).

Canopies / Awnings – Canopies or awnings should be provided for the sun, wind and rain protection of pedestrians. Their design should be integrated with the building architecture. Permanent materials are encouraged over vinyl or fabric.
7. **OPEN SPACE**

7.1 **MAJOR PHASE 1 CP PARKS & OPEN SPACE**
7.2 **ALICE GRIFFITH NEIGHBORHOOD PARK**
7.3 **BAYVIEW HILLSIDE OPEN SPACE / J AMESTOWN WALKER SLOPE**
7.4 **WEDGE PLAZA**
7. OPEN SPACE

7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE

The first major phase of development at Candlestick Point includes the development of 9.2 acres of parks and open space. This includes:

- Alice Griffith Neighborhood Park (0.8 acres) – A neighborhood park with a variety of active and passive recreation opportunities, including picnic areas, children’s play areas, basketball court, community gardens, open lawn area, shaded seating, and dog run. Due to construction of the adjacent parcels, 0.8 acre of Alice Griffith Neighborhood Park will be constructed in the first major phase and the remaining 0.8 acres will be constructed in the second major phase.

- Wedge Park Plaza (0.8 acres) – This plaza is the southwest extension of the larger Wedge Park. Surrounded by retail, and mixed use buildings, the Bus Rapid Transit system, and central cycle route, this plaza provides respite in the urban “heart” of Candlestick. Views extend to the large Wedge Park towards South Basin and Hunters Point. The remainder of the Wedge Park (3.1 acres) will be completed in the second and third major phase.

- Jamestown Walker Slope (4 acres) – Planting enhancements on the slope will focus on native species and habitat.

- Bayview Hillside Open Space (3.6 acres) – Following the recommendations of the Bayview Hill Natural Areas Plan, this open space area will be enhanced with new native plantings to increase that habitat value of the site and to help to create a better habitat link between Bayview Hill and the Bay.

A summary of all parks and open space areas connected to the Major Phase is shown in the adjacent map and table (see also APPENDIX D).

Table 7.1 – Major Phase 1 CP Parks and Open Space Acreages

<table>
<thead>
<tr>
<th>PARK NAME</th>
<th>ACREAGE</th>
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<tr>
<td>Urban Parks</td>
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<tr>
<td>Alice Griffith Neighborhood Park</td>
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<tr>
<td>Wedge Park</td>
<td>0.8</td>
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<tr>
<td>Other Parks &amp; Open Space</td>
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</tr>
<tr>
<td>Jamestown Walker Slope</td>
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</tr>
<tr>
<td>Bayview Hillside Open Space</td>
<td>3.6</td>
</tr>
</tbody>
</table>
7. OPEN SPACE

7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE
7. OPEN SPACE

7.2 ALICE GRIFFITH NEIGHBORHOOD PARK

Background
This Schematic Design for Alice Griffith Neighborhood Park is based on a refinement of the Concept design developed between 2007 and 2010. The Concept plan included input from community and neighborhood residents gathered through community workshops, presentation to the Bayview Hunters Point Project Area Committee, Hunters Point Shipyard Citizens Advisory Committee, as well as the City Recreation and Parks Commission. The Schematic Design provides additional details and updates the location of features based on further analysis of sun, wind, and the adjacent street and land use context. This Schematic Design submittal will be followed with a Design Development process which will gather further input from the community before the design of the park is finalized and constructed.

Design Concept: Neighborhood Commons
Alice Griffith Neighborhood Park is designed as a neighborhood commons—a place for neighbors to get to know each other, socialize and celebrate their commonalities and differences. Extending in length northeast-southwest, the park reaches toward the existing Bayview neighborhoods, inviting existing neighborhood residents to use this open space to connect with their new neighbors.

The park is designed as a series of “outdoor rooms” organized along a promenade—creating places for people of varied ages and interests to be in each other’s presence but not in each other’s way.

Activities & Program
The “outdoor rooms” provide for a mix of both specialized and flexible uses, including:

1. **Picnic Pavilion** – At the center of the park, the Picnic Pavilion supports group picnicking and barbecuing. An iconic shade structure creates a memorable identity and central focal point for the park while providing shelter from the sun. A restroom and storage building may be incorporated into the pavilion structure.

2. **Children’s Play Area** – Children’s play area includes areas for pre-school and school-age children with play equipment and poured-in-place decorative resilient surfacing.

3. **Basketball Court** – A full basketball court, with perimeter fencing and seating areas from which to watch the game-play.

4. **Community Garden & Flower Garden** – A community garden with fruit trees, garden plots, and tool shed will serve as a replacement for the existing Alice Griffith Community Garden. The garden is located to maximize sun and to be near planned senior housing. The Community Garden will be protected by decorative, artistic fencing—the design of which may reflect the variety of community cultural traditions related to gardens and food. An ornamental Flower Garden with seating areas surrounds the Community Garden forming a manicured garden buffer between the Community Garden and the street.
7. OPEN SPACE

7.2 ALICE GRIFFITH NEIGHBORHOOD PARK

- **Open Lawn** – A broad, open swath of lawn provides a flexible space for informal play and picnicking. The lawn can also support gathering for organized events such as neighborhood movie nights.

- **East Entry Plaza** – The east entry plaza provides a tree-shaded meeting and sitting area adjacent to the community Gardens and Open Lawn. This plaza is flexible with the ability to install temporary stage or screen for occasional organized events and gatherings at the Open Lawn.

- **West Entry Plaza** – The West Entry Plaza provides seating and meeting areas between the Dog Run and Basketball Court.

- **Promenade** – The park is linked by a broad promenade on the north side of the park. Deciduous trees provide shade in summer and allow for sun in winter. Along the promenade are a variety of seating areas, including small tables for games such as checkers or chess.

- **Dog Run** – At the west end of the park, a fenced, natural-surfaced dog area provides an off-leash dog area. The dog area is softened by a perimeter buffer that includes natural plantings, stormwater gardens and low, decorative fencing.

**Access & Circulation**

Park entrances are highlighted at each intersection with enhanced pedestrian crosswalks, signage, and entry plaza spaces including benches, ornamental plantings, and shade tree groves. While the north side of the park has the primary pedestrian promenade, the south side of the park also includes a walk and connecting pathways, providing a variety options for strolling though and around the park. The east and west ends of the park are marked by plantings, signage, and provide opportunities for public art to serve as gateways into the Alice Griffith Neighborhood.

**Sustainability Features**

- **Stormwater treatment** - Runoff from hardscape within the park and the adjacent roadway will be treated through flow-through and infiltration planters, and rain gardens. Flow-through planters typically have concrete sidewalks, bioretention planting in amended soils that provide water quality treatment, and either open bottoms to allow for infiltration, or closed bottoms with underdrains depending on the location and quality of the underlying native soils. Rain gardens are shallow landscape areas (without concrete sidewalks) that collect, slow, filter, and absorb large volumes of water, delaying discharge into the watershed and providing water quality treatment.

- **Community Garden** provides opportunities to grow local food and connect with neighbors.

- **Native and drought tolerant plantings.**

- **Weather-responsive irrigation controllers, efficient spray heads, subsurface drip irrigation, reclaimed-water ready system.**

- **Bicycle parking.**
7. OPEN SPACE

7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE

Background
Two hillside sites at the base of Bayview Hill will be improved within the project boundary near the reconfigured roadways of Hamrey Way, Jamestown Avenue, and Arealous Walker Boulevard.

Jamestown Walker Slope – This site is the existing hillside between Jamestown Ave. and the existing Candlestick Park Stadium road. The Candlestick Park Stadium road will be replaced with a new street, Arealous Walker Boulevard.

Bayview Hill Southeast Slope – At the southeast edge of Bayview Hill, this site has been significantly graded with quarry faces and terraces with thin, rocky soils over bedrock. This site includes stands of non-native, invasive blue gum eucalyptus and French broom. The lowest portions of the site contains parking areas along Jamestown Avenue and Hamrey Way.

Above the project site, Bayview Hill contains a diverse array of habitats such as grasslands, shrub- and tree-dominated areas, and a large number of sensitive plant species. The area provides wildlife habitat for a variety of resident and migratory bird species, as well as reptiles, mammals, and amphibians. It is also home to one of only a few populations of the endangered Mission blue butterfly. Bayview Hill has been identified as an important natural area and is managed under the SF Department of Parks and Recreation’s Natural Areas Program.

Design Concept: Natural Connections
These two sites will be re-vegetated to enhance habitat value and improve the connection between the hilltop habitats and the habitats of Candlestick Point State Recreation area and the bay.

Revegetation and Habitat Improvements

1. Existing Vegetated Hillslopes will be improved through removal of non-native, invasive species, stabilization of eroding slopes, and re-vegetation with native species that improve habitat values including food, nectar, and larval host plants.

2. Coast Live Oak Woodland softens interface with adjacent buildings and privately owned parking lot, screens views of quarry-faces and increases the area of this historic habitat type at Bayview Hill.

3. Native Grassland at the toe of Bayview slope provides open vistas and connects and provides continuity with the State Recreation Area’s predominant grassland vegetation type.
7. OPEN SPACE

7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE

- Coast Live Oak Street Edge – Coast live oaks planted beyond the back of sidewalk will grow to eventually create a majestic tree lined Jamestown Avenue, incorporating this tree native to the hill with the urban form of the city.

Access to Nature

- Proposed Future Hilltop Connection Path – San Francisco’s Recreation and Park Department’s February 2006 Significant Natural Resource Areas Management Plan shows a proposed trail starting at this project site and continuing up the hillside to connect with the existing Bayview Hill hilltop loop trail. Due to the steep rocky slopes and significant grade change, the trail would require significant stairway construction. Additionally, to complete the connection, improvements would be required outside of the boundaries of this project. As such, this proposed pathway connection will require further study and coordination with San Francisco Recreation and Parks Department.

Figure 7.5 – Bayview Hillside Open Space - Section 1
7. OPEN SPACE

7.4 WEDGE PLAZA

Background

The Wedge Plaza is the southern tip of the larger Wedge Park which links Candlestick’s urban retail core with the Candlestick Point State Recreation Area and views across the South Basin to Hunters Point. While the Park’s character changes along its length, from the harder, more urban character of the plaza, to the greener, formal gardens and open spaces at its middle, and the more open areas where it connects with the natural zones of the State Recreation Area, the park will contain elements that create a sense of continuity as a whole.

Design Concept: Social Hub

As identified in the Master Streetscape Plan, there are special moments throughout Candlestick Point. Well situated adjacent to the prominent “Spine,” the Wedge Plaza is one of these moments. The plaza is located at the keystone of three neighborhoods; the commercial development of Candlestick Center, and the residential neighborhoods of Candlestick South and Candlestick North. As such, it plays an important role in connecting these three characteristically distinct neighborhoods. Here, the Wedge Plaza is best situated to become a gathering space within the framework of these new neighborhoods.

There are several design guidelines that are important to maintain with the design of the Wedge Plaza. The first is to maintain unobstructed views from the plaza, over the Wedge Park, across Bayview Gardens, and out to the South Basin. Secondly, and complimentary to the first guideline, it is also important to have visitors maintain a cognitive connection to the San Francisco Bay. Both guidelines are met in the minimalist design and details of the Wedge Plaza.

Inspired by traditional European pocket plazas, the Wedge Plaza is designed as a flexible space for commercial activity that boasts a fun and a small elevation change. Nicknamed “the bubble” plaza, the height of the plaza gradually rises up from the sidewalk, to crest at a central point of 2”-6” above the surrounding streetscape, providing a unique experience and open view corridor to the waterfront. The slope of the plaza allows for patrons of the adjacent commercial areas to sit slightly elevated from the surrounding shops and restaurants, resulting in a great place “to see and be seen.” By maintaining a 4.5% maximum slope of the plaza, and a 1.6% maximum cross slope of the walkways, the plaza remains ADA compliant, while giving visitors the unique experience of traveling to a higher elevation than their surroundings, with no effort.

The Wedge Plaza will be a unique and central place to go, sit, talk, listen, eat, watch a performer, and meet up with a friend. Accessible by BRT, car, bike and foot, the Wedge Plaza is a gathering space optimized for both visitors and residents alike.
7. OPEN SPACE

7.4 WEDGE PLAZA

Plaza Components:

1. Paving Pattern – Conceptually the plaza should have a unique and distinct paving pattern to support its role as a special place in the plan. One idea is creating a special abstract botanic paving pattern inspired by sea anemones found in the San Francisco Bay, that will provide visitors with a cue as to where they are: a new commercial hub in San Francisco, just steps from the beautiful Bay. These unit pavers, installed in an ADA-compliant basalt cobble set configuration on the Wedge Plaza, will create an undeniably unique character to the space beginning right at the border of the plaza, different, yet complementary to its surrounding streetscapes.

2. Trees – Overhead, a lush and open canopy of Paperbark and “Swan Hill” Olive trees with provide both visual interest and shade.

3. Benches – Custom fixed benches in various lengths will be placed throughout the plaza, complimenting the flexible programming opportunities invited by this open concept space.

Storm Water Treatment

Storm water from the Wedge Plaza will drain to a storm drain line in the street. The treatment flow will be directed to the adjacent section of the Wedge Park, where it will be pumped to the ground surface using a simple pump station (no backup power required) and treated by a centralized biofiltration facility within a landscaped area of the park. Centralized biofiltration facilities in the park may include rain gardens and bioswales. These systems will be further developed during Sub-Phase design and will be subject to City approval.

Figure 7.7 – Wedge Plaza - Section 1

Figure 7.8 – Wedge Plaza - Section 2

Figure 7.9 – Precedent images - Paperbark and “Swan Hill” Olive trees, ADA compliant paving pattern, custom designed benches, European pocket plaza
8. TRANSPORTATION

8.1 TRANSPORTATION SUMMARY
8.2 STREET CROSS SECTIONS
8.3 PEDESTRIAN NETWORK
8.4 BICYCLE NETWORK
8.5 PUBLIC TRANSIT
8.6 ON-STREET PARKING
8.7 OFF-STREET PARKING & LOADING
8. TRANSPORTATION

8.1 TRANSPORTATION SUMMARY

Off-Site Street Improvements
Major Phase 1 CP will involve off-site improvements to two of the primary access points into Candlestick Point. First, Major Phase 1 CP will include "refreshing" the existing portion of Gilman Avenue between Third Street and Arelius Walker to include new pavement, restriping to include two travel lanes in each direction and on-street parking on both sides, and new sidewalks with landscaping.

Additionally, Major Phase 1 CP will reconstruct Harney Way, between Thomas Mellon Drive and Arelius Walker Drive. With its access to the Highway 101, Harney Way will function as the southern gateway to the Project. The existing four-lane facility will be rebuilt as a new five-lane auto facility with right-of-way for an additional auto lane to be built in the future as needed to serve increased traffic levels.

New On-Site Streets
Internal to the site, Candlestick Point will be served by a new four-lane roadway – Arelius Walker Drive – approximately following the current path of Giants Drive and Arelius Walker Drive. This roadway will provide access to parking for the regional retail center and an auto connection between the Alice Griffith neighborhood and US 101. Arelius Walker Drive will also provide two BRT lanes between Egbert Avenue and Carroll Avenue. Between Gilman Avenue and Carroll Avenue, only the street section west of the median, not including the median, will be constructed in Major Phase 1.

Ingerson Avenue will be extended from its current terminus at Giants Drive to an extended Harney Way. Ingerson Avenue will provide the northern frontage of the retail center planned as part of CP-02 and will provide one travel lane in each direction along with back-in angled parking adjacent to the retail center. Ingerson Avenue will be designated as a Class III bicycle route connecting Arelius Walker Drive and the proposed cycletrack on Harney Way.

In addition to the proposed off-site improvements to Harney Way, the roadway will be extended into the site to just north of Ingerson Avenue providing a connection between the retail center and US 101. Harney Way will split at the wedge park, with BRT lanes operating on the western side of the park and one auto lane in each direction operating on the east side of the park. Prior to initiation of the BRT service, these lanes will be used by interim transit routes, such as the 56 Rutland.

East of the wedge park, a one-block segment of P Street, 9th Street, 8th Street, 7th Street, and Ingerson Avenue will be constructed providing loading and garage access to four development parcels east of Harney Way. Each of these streets provides one travel lane in each direction. A north-south shared public way will be constructed parallel to Harney Way, just east of the four development parcels.

Within the Alice Griffith neighborhood, a three-block section of Fitzgerald Avenue, a two-block section of Egbert Avenue, and one-block sections of Carroll Avenue and Donner Avenue will provide east-west circulation. Each of these streets will provide one travel lane in each direction, with Egbert Avenue bisected by the Alice Griffith Neighborhood Park. Egbert Avenue will also have Class II bicycle lanes west of Arelius Walker (around the central park). In the north-south direction, G Street extends between Donner Avenue and Fitzgerald Avenue, but will not connect through the median park on Egbert Avenue. (As part of Sub-Phase CP-01, G Street will temporarily form the western border of the central park providing the only north-south connection in the area; however, as additional sub-phases are constructed, the median park will no longer break at G Street). H Street will also provide north-south connectivity, between Egbert Avenue and Fitzgerald Avenue. Both of these north-south streets (G Street and H Street) will provide one travel lane in each direction.

Similarly, north of Ingerson Avenue, a one-block segment of O Street, Earl Street, and M Street will be constructed providing loading and garage access to four development parcels north of Ingerson Avenue. Each of these streets provide one travel lane in each direction. An east-west shared public way will be constructed parallel to Ingerson Avenue, just north of the four development parcels. The easternmost block of the shared public way will facilitate a temporary bus loop for the 29 Sunset and the 56 Rutland, as shown in Figure 8.6.

Dimensions for cross-sections for each street proposed as part of Major Phase 1 are shown in Section 8.2.

Street and Block Pattern
The overall urban form – the pattern of streets, blocks, and open spaces – is configured to physically and visually link the existing Bayview neighborhood, and the centers of the Candlestick Point to the shoreline’s open space and views.

The street and block pattern is an extension of the existing Bayview grid. This street pattern allows the axes of most streets to lie perpendicular to the Bay shoreline with terminating vistas of the Bay. At Candlestick, physical and visual linkages are achieved by providing new, wedge-shaped parks that connect the waterfront of the CPSRA to the center of the site and through the perpendicular orientation of the streets to the shoreline. The pattern of streets and blocks, similar to other San Francisco neighborhoods, will be augmented by mid-block breaks (pedestrian mews and shared public ways) to create a finer, pedestrian scale of blocks and buildings while increasing mobility and protecting or improving sightlines.

Transportation Demand Management
The TDM program for this Major Phase will include many of the physical and programmatic TDM components proposed as part of the overall Project’s TDM program. The TDM elements that will be incorporated into this Major Phase fall into two categories. The first category of TDM elements that will be incorporated are those specifically oriented around the physical design of the project, including car and bike parking policies and strategies, car share services, and narrow, calmed streets. The second category includes programmatic elements. Specific programmatic elements to be incorporated as part of this Major Phase include the following:

- **Robust Transit Service** – Transit service will be extended to the site to ensure that project is well-served by transit from the outset. This includes extension of the 29 Sunset to the retail center, along with doubling the frequency of service from every 10 minutes to 5-minute frequency during peak periods. Additionally, although the BRT system may not be implemented until subsequent Major Phases, the 56 Rutland may be extended to serve the retail center and augment the 29 Sunset service, by providing a direct connection to the T Third, Bayshore Caltrain Station, and the 9 San Bruno buses.

- **Employee TDM Programs** – All employers, including the retail center tenants, will be required to participate in TDM programs that encourage use of transit and facilitate walking and bicycling among their employees. Although more details will be developed as part of individual sub-phase applications (primarily, Sub-phase CP-02 with respect to employee programs), the employee-focused TDM program requirements include:
  - Information boards and kiosks
  - Participation in the Commuter Benefits program (tax-free paycheck deductions for transit and bicycle commute-related expenses)
  - Employee eco-passes (employer pre-paid transit passes)
  - Guaranteed ride home program
  - Carpool/vanpool matching services
  - An on-site Transportation Coordinator, charged with administering the above and monitoring its effectiveness

- **Resident Eco-Pass** – All residents will be required to purchase a transit pass and pay a TDM “fee” which provides a monthly subsidy toward transit usage, a steady funding stream for enhanced transit service, and a self-selection incentive whereby more transit-inclined residents will be attracted to live in the Plan Area.

- **Wireless Internet** – High speed wireless internet access will be provided within the common areas of the Plan Area to encourage telecommuting and provide easy and efficient access to transit, carpool, vanpool, and cash share data.
8. TRANSPORTATION

8.1 TRANSPORTATION SUMMARY

Figure 8.1 – Primary Streets
8. TRANSPORTATION

8.1 TRANSPORTATION SUMMARY

Street Typologies

The following street types (and their associated description from the Better Streets Plan, adapted to this project) are included in this Major Phase:

Commercial Streets — Two types of commercial street typologies have been developed.

- Neighborhood Commercial Street — Neighborhood commercial streets, such as Hayne Way, near Ingraham, and Ingraham between Arelous Walker and Hayne are modeled after many of San Francisco’s most vibrant streets, handling continuous activity throughout the day. They are the streets where residents do their daily errands, meet with friends, and shop and play on the weekends. Short-term parking for customers and space for loading facilities are essential components of commercial districts. However, parking and loading facilities often compete for the same space as desired features such as corner bulbouts or pedestrian plazas. Managing parking and loading facilities efficiently and effectively can serve both the needs of local businesses while enabling improvements to the public realm.

- Commercial Throughway — Commercial throughways such as Arelous Walker Boulevard and Hayne Way, near Executive Park move significant volumes of people across larger areas in a variety of travel modes and attract them to shop, eat, and play from across the city. Vehicular traffic on these throughways tends to be relatively fast and continuous and transit service is often frequent. These streets should have a comfortable pedestrian realm with significant pedestrian amenities and public spaces.

Residential Streets — Two types of residential streets have been developed.

- Neighborhood Residential Street — Neighborhood residential streets are quieter residential streets with relatively low traffic volumes and speeds. Though they have low levels of activity relative to other street types, they play a key role to support the social life of the neighborhood. Residential streets should feel safe, comfortable, and cared for. Residents may think of the street outside their home as an extension of their home or a neighborhood commons. Improvements should focus on slowing traffic, providing usable space and amenities, and making improvements that encourage residents to take pride and ownership of the streetscape, outside their front door.

- Residential Throughway — Residential throughways such as Innes Avenue and Donahue Avenue have higher levels of faster-moving traffic with residential land uses. As such, in many locations elsewhere in the City, they are often not designed to serve residential uses, and can be unpleasant to walk or live along. For this project, Residential Throughways include streetscape improvements that focus on buffering the sidewalk and adjacent homes from vehicles passing in the street and providing a generous, useable public realm through landscaping, curb extensions, or widened sidewalks where roadway space allows.

Industrial Mixed-Use Street — Mixed-use streets such as those adjacent to Production, Distribution, and Repair (PDR) uses in the Bayview serve a variety of low-intensity industrial uses, as well as a growing number of residences, shops, and services. Their use and character are frequently in a state of change, and streets must reflect this changing character and serve a variety of needs. Mixed-use streets are often wide streets, with high volumes of fast-moving traffic. Streetscape treatments should include landscaping, pedestrian safety elements, public space uses, and other amenities to complement current and future land use.

Park Streets — Two types of Park Streets have been developed.

- Parkway — Parkways, such as Egbert Avenue within the Alice Griffith neighborhood have broad well-landscaped medians and sidewalks that provide recreational paths, while moving vehicles, bikes, and pedestrians across the city. These streets can function not only as transportation corridors, but also as linear parks, creating a green network. The green spaces can often be more effectively used for pedestrian, open space, and ecological functions, by providing multi-use trails, seating, open space, and storm water management.

- Park Edge Street — Streets that border major parks or the waterfront have one set of conditions on one side of the street and a distinctly different set of conditions on the other. Park edge streets often have fewer spatial constraints on the park edge side but unique demands of high pedestrian volumes or special activities associated with them. These streets should have a generous park edge with landscaping, lighting, furnishings, and multi-use trails.

Shared Public Way — Shared public ways are small scale, single-surface streets that prioritize pedestrian use, but permit vehicles and bicycles to share the open space. Shared public ways should be designed to emphasize the pedestrian scale and calm traffic. They enable a generous pedestrian realm on narrow streets, and they create pockets of usable open space to act as front yards in open space-deficient neighborhoods.

Pedestrian Network

The Project is designed to actively encourage the use of walking as a primary travel mode. Provision of smaller blocks, as proposed, will decrease the average distance that pedestrians are required to walk, thereby increasing the likelihood that local trips will be made by foot, rather than by car. Further, the sidewalk system within the project site has been designed to provide generous 12-sidewalks throughout, increasing to 15-foot sidewalks near busier retail areas.

Design Principles

A consistent set of design principles for street facilities was developed to ensure a logical and rational approach to street design. Those principles are as follows.

Travel Lanes - Streets Without Transit

- 10’ Standard
- 11’ Adjacent to raised curb, except in exclusively residential areas where 10’ may be proposed adjacent to a curb

On-street Parking

- 8’ Standard
- 9’ when adjacent to a Class II bike facility

Bike Lanes

- 6’ Standard when adjacent to curb
- 5’ when adjacent to (9’) on-street parking
- 13’ two-way cycltrack (6.5’ in each direction)

Sidewalks

All sidewalks either 12’ or 15’, with a few exceptions near linear parks. The sidewalk throughway’s zone shall be at minimum, 6 feet. At the time a Sub-Phase Application is submitted, OCII may request that the developer grant a public easement up to a maximum of 2 feet within the 10’ residential setback to create an 8-foot throughway.

Other Exceptions

Some street segments may require different dimensions: (e.g., streets carrying transit on one or two blocks may require 12’ travel lanes on those blocks, but 10’ travel lanes on the rest of the street). In other cases, strict application of the design principles would result in streets that are either offset, or inconsistent with way, both of which are undesirable consequences. In these cases, some dimensions may be increased from the minimums described above to ensure that roadways align across intersections and that building frontages are consistent along the street.
8. TRANSPORTATION

8.1 TRANSPORTATION SUMMARY

Table 8.1 – Travel Lanes - Streets with Transit

<table>
<thead>
<tr>
<th>ADJACENT USE TO RIGHT SIDE OF VEHICLE</th>
<th>ADJACENT TO TRAFFIC LANE OPERATING IN OPPOSING DIRECTION</th>
<th>ADJACENT TO TRAFFIC LANE OPERATING IN SAME DIRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb with no parking</td>
<td>12'</td>
<td>12'</td>
</tr>
<tr>
<td>8' parking lane</td>
<td>12'</td>
<td>11'</td>
</tr>
<tr>
<td>Bike lane</td>
<td>11'</td>
<td>11'</td>
</tr>
</tbody>
</table>

Figure 8.2 – Street Network

Legend:
- Neighborhood Commercial
- Neighborhood Residential
- Commercial Throughway
- Park Edge
- Parkway
- Mixed-Use
- External Street Improvements
- Shared Public Way
- Major Phase 1 CP Boundary

CP Center Internal Street conceptual alignment - subject to change based on retail center design.
8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

Interim Condition: 2-way Travel
Long-Term Condition: 1-way Travel
8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

Neighborhood Commercial - 78' Min Row

Neighborhood Commercial - Min Row Varies

Neighborhood Commercial - 93' Min Row

Park Edge - 95' Min Row

Park Edge - Min Row Varies
8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

Neighborhood Residential - 54' Min Row

Neighborhood Residential - 62' Min Row

Neighborhood Residential - 57' Min Row

Neighborhood Residential - 54' Min Row

Neighborhood Residential - 41.5' Min Row

Shared Public Way - 40' Min Row

Within City and/or State Park System
8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

Mixed-Use - 81’ Min Row

Parkway - 156’ Min Row

Parkway - 156’ Min Row

Off-Site Jamestown Street
8. TRANSPORTATION

8.3 PEDESTRIAN NETWORK

All streets within Major Phase 1 will provide sidewalks at either 12-feet or 15-feet wide, consistent with guidance from the Better Streets Plan. Streets feature short block sizes, bulb-outs and crosswalks at intersections, slow and narrow traffic lanes, street trees, sidewalk plantings, lighting, seating and furnishings, and wayfinding signage. Boulevard Park Streets and Retail Streets provide additional interest and activities for pedestrians, while the park system includes miles of paths for strolling. Pedestrian mews – mid-block breaks with pedestrian only access offer quiet, car-free walks connecting the heart of the neighborhoods and connect with the park system. Off-site street improvements along Gilman Avenue and Harney Way will enhance pedestrian mobility throughout the Bayview neighborhood.

Figure 8.3 – Pedestrian Circulation

Legend:
- Bay Trail/Blue Greenway
- Bay Trail/Blue Greenway - Outside of Project Boundary
- Pedestrian/Multi-use Path
- Shared Public Way
- Streets
- Major Transit Stops
- Major Phase 1 CP Boundary
At the heart of Major Phase 1 CP is the construction of the first segment of a new two-way cycletrack along Harney Way through the wedge park, where cyclists can connect to the new retail center. The cycletrack will connect to the San Francisco Bay Trail/Blue Greenway and to recreational paths on the Project site.

Bikeways are typically classified as Class I, Class II, or Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by cyclists or pedestrians. Class II bikeways are bike lanes striped with the paved areas of roadways and established for the preferential use of bicycles, while Class III bikeways are signed bike routes that allow bicycles to share travel lanes with vehicles.

Class II bicycle lanes will be provided around the central park in the Alice Griffith neighborhood. Ingerson Avenue, Arelious Walker Drive, and Earl Street will each be designated as Class III bicycle routes within the project site. Additionally, Gilman Avenue, from Arelious Walker to Third Street will be designated and designed as a Class III bicycle route in the City’s bicycle network with appropriate signage and pavement markings (arrows).

The proposed bicycle network is illustrated in Figure 8.4.

**LEGEND**

- **Cycletrack**
- **Bike Class I**
- **Bike Class II**
- **Bike Class III**
- **Bay Trail**
- **Existing Class III**
- **Major Phase 1 CP Boundary**
8. TRANSPORTATION

8.5 PUBLIC TRANSIT

Major Phase 1 CP will construct the first portion of the infrastructure for the BRT, including Haney Way and West Haney Way. Although the BRT may not operate as part of buildout of Major Phase 1 CP, shorter-haul shuttles and the temporary extension of the S6 Rutland MUNI Route may provide a connection between the retail site and regional transit such as BART and Caltrain.

Additionally, Major Phase 1 CP would make improvements on Gilman between Third Street and Arelious Walker, as well as construct Ingersoll Avenue adjacent to the retail center. Ultimately, the 29-2Sunset, which currently terminates near Gilman and Arelious Walker, is intended to serve Candlestick Point via Gilman Avenue, Earl Street, Ingersoll Avenue, and West Haney Way, as shown in Figure 8.5. However, the infrastructure provided as part of Major Phase 1 CP could accommodate this extension to the retail center with an interim route along Ingersoll Avenue temporarily using a one-block portion of the shared public way to turnaround. The temporary extension of the S6 Rutland would use Haney Way and would turnaround along the same temporary route as the 29. The temporary extension of the S6 Rutland will be eliminated when the BRT route begins operation. (The decision as to when this service should be initiated is currently uncertain.)
8. TRANSPORTATION

8.6 ON-STREET PARKING

The parking program is designed to reduce the overall usage of private automobiles through pricing, supply, new technologies, and effective monitoring programs. All on- and off-street parking will be paid parking. Most residential parking will be located in structures embedded within the buildings. Parking for the regional retail is located in a large structure that is wrapped on the pedestrian side by store fronts and on the Arelious Walker Drive side by a combination of sloping terrain and landscape buffers. Additional convenience parking for retail is located on many streets adjacent to shops and services.

Table 8.2 – Estimated On-street Parking & ADA Parking

<table>
<thead>
<tr>
<th>NEIGHBORHOOD</th>
<th>ESTIMATED # SPACES</th>
<th># ADA SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alice Griffith</td>
<td>94</td>
<td>4</td>
</tr>
<tr>
<td>CP Center</td>
<td>238</td>
<td>16</td>
</tr>
<tr>
<td>Total</td>
<td>332</td>
<td>20</td>
</tr>
</tbody>
</table>

*Note: Number of spaces is an estimate. Likely to be reduced as block access and stormwater features are designed.
8. TRANSPORTATION

8.7 OFF-STREET PARKING & LOADING

Off-street Parking

Intent
Off-street parking in shared structures should be provided for all land uses in convenient locations that are visually concealed from view of the street by active users.

Standards

Numbers/Ratio – The maximum amount of off-street parking by use is described below. For residential parking, the maximum represents a cumulative total number of spaces equal to one space per unit. In the event some residential buildings provide for less than one space per unit, these unallocated spaces may be re-allocated to other residential buildings. But in no event shall the residential parking ratio exceed 1:1 at any given time. Re-allocation of any unused parking spaces shall be identified during the Design Review and Document Approval Procedure submission by sponsor.

Table 8.3 – Maximum Off-Street Parking

<table>
<thead>
<tr>
<th>USE</th>
<th>MAXIMUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>1 space / unit</td>
</tr>
<tr>
<td>Regional Retail</td>
<td>2.7 spaces / 1000 sq ft</td>
</tr>
<tr>
<td>Office</td>
<td>1 space / 1000 sq ft</td>
</tr>
<tr>
<td>Neighborhood Retail</td>
<td>N/A – Shared with Regional Retail</td>
</tr>
<tr>
<td>Community Retail</td>
<td>1 space / 2000 sq ft</td>
</tr>
<tr>
<td>Hotel</td>
<td>0.25 space / guest room</td>
</tr>
<tr>
<td>Performance Venue</td>
<td>1 space / 15 seats</td>
</tr>
</tbody>
</table>

Bicycles – Shall be located in a secured and convenient location that is near the garage entrance and does not conflict with auto. The standards for bicycle parking by use are listed in Table 8.4 and Table 8.5.

Table 8.4 – Bicycle Parking Spaces for Residential Uses

<table>
<thead>
<tr>
<th>RESIDENTIAL USE</th>
<th>MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling units in all Districts</td>
<td>For projects up to 50 dwelling units: 1 Class 1 space for every 2 dwelling units.</td>
</tr>
<tr>
<td>Group Housing</td>
<td>1 Class 1 space for every 3 bedrooms</td>
</tr>
<tr>
<td>Dwelling units dedicated to senior citizens or physically disabled persons</td>
<td>None required</td>
</tr>
</tbody>
</table>

Table 8.5 – Bicycle Parking Spaces for Commercial Uses

<table>
<thead>
<tr>
<th>COMMERCIAL USE</th>
<th>MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>New commercial buildings whose primary use consists of medical or other professional services, general business offices, financial services, business and trade schools, and development or manufacturing.</td>
<td>Where the gross square footage of the floor area exceeds 10,000 sq ft but is no greater than 20,000 sq ft, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.</td>
</tr>
<tr>
<td>New commercial buildings whose primary use consists of retail, eating and drinking, or personal services.</td>
<td>Where the gross square footage of the floor area exceeds 20,000 sq ft but is no greater than 50,000 sq ft, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.</td>
</tr>
<tr>
<td>New commercial buildings whose primary use consists of parking spaces for rent or other fee to the general public, and facilities which offer automobile parking space solely to building tenants, or a combination of both.</td>
<td>Where the gross square footage of the floor area exceeds 50,000 sq ft but is no greater than 100,000 sq ft, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.</td>
</tr>
<tr>
<td>New commercial buildings whose primary use consists of parking spaces regardless of the number of automobile spaces</td>
<td>Where the number of automobile spaces is between 120 and 500, 1 bicycle space shall be provided for every 20 auto spaces.</td>
</tr>
<tr>
<td>New commercial buildings whose primary use consists of parking spaces over 500 spaces, up to a maximum of 50 bicycle spaces</td>
<td>Where the number of auto spaces is more than 500, 25 bicycle spaces shall be provided plus 1 additional space for every 40 auto spaces over 500 spaces.</td>
</tr>
</tbody>
</table>
8. TRANSPORTATION

8.7 OFF-STREET PARKING & LOADING

Car-sharing – Local car-share organizations will have access to both on-street and off-street parking in order to provide car-share vehicles throughout the Project site. Car-share services are intended to reduce the overall parking demand by reducing the need for private vehicle ownership. Car-share vehicles are owned and maintained by the car-share service; members access vehicles when needed, paying based on how much they drive.

• Required Car-share Spaces – For new buildings, car-share spaces shall be provided as follows:

<table>
<thead>
<tr>
<th>RESIDENTIAL UNITS</th>
<th>REQUIRED CAR-SHARE PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 49</td>
<td>0</td>
</tr>
<tr>
<td>50 - 200</td>
<td>1</td>
</tr>
<tr>
<td>201 or more</td>
<td>2, plus 1 for every 200 additional dwelling units over 200</td>
</tr>
</tbody>
</table>

**Table 8.6 – Required Car-share / Residential**

<table>
<thead>
<tr>
<th>PROVIDED NON-RESIDENTIAL PARKING SPACES</th>
<th>REQUIRED CAR-SHARE PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 24</td>
<td>0</td>
</tr>
<tr>
<td>25 - 49</td>
<td>1</td>
</tr>
<tr>
<td>50 or more</td>
<td>1, plus 1 for every 50 additional parking spaces over 50</td>
</tr>
</tbody>
</table>

**Table 8.7 – Required Car-share / Non-residential**

• Location – Required car-share vehicle spaces shall be located within 800 ft of the building site. Spaces may be located on-street or off-street at the discretion of the Executive Director.

Unbundled Residential Parking – With the exception of stand-alone affordable housing developments, parking at all residential developments with more than 10 units, excluding individually owned townhomes, shall be unbundled and sold or leased separately from units. Unbundling parking makes the cost of parking visible to households, and may encourage some residents to save money by opting for a single off-street space or no dedicated parking.

Off-street Loading

The service component of buildings should be shielded from view of primary public areas such as significant streets and parks.

Standards

Off-street Loading Areas – Off-street loading spaces are not required for residential and retail uses. If off-street loading spaces are supplied, they shall be a minimum length of 35 ft, minimum width of 12 ft, and minimum height of 14 ft and they shall not exceed 59 spaces for the entire Candlestick project. Where off-street loading spaces are not supplied on-street curb management practices must be utilized, meaning there shall be no disruption to transit operations or auto traffic at peak travel times or on critical routes.

Location – Loading areas and utility meters shall be located on mid-block breaks where possible. Where there is no mid-block break, locate loading and meters on the short dimension of the block.

Curb Cuts – The maximum width of a curb cut shall be 24 ft. Curb cuts shall be a minimum of 30 ft form the end of a street corner radius.

Screening – Loading areas, trash storage and mechanical equipment and meters shall be enclosed within structures and hidden from view of the public realm.

Guidelines

Shared Entrances – Shared loading and parking entrances are encouraged.