INFORMATIONAL MEMORANDUM

TO: Community Investment and Infrastructure Commissioners

FROM: Tiffany Bohee
Executive Director

SUBJECT: Workshop on the Streetscape Master Plan, Signage Plan and Major Phase 1 Application for Candlestick Point; Candlestick Point and Phase 2 of the Hunters Point Shipyard Project Area

EXECUTIVE SUMMARY

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

The conceptual detail for the Candlestick Point Streetscape and Signage Plan and Major Phase 1 CP plans ("Plans") were drafted in accordance with the Design Review and Document Approval Procedure ("DRDAP"), a component of the DDA. As part of the process leading up to the submittal of these Plans, the Developer has proposed several refinements to the Project that will require changes to some of the Plan Documents that were adopted in 2010, including the Infrastructure Plan and the Transportation Plan. These refinements are described in greater detail below. OCII staff will seek conceptual approval of these refinements as part of the Major Phase 1 CP approval. If approved by the Commission, Agency staff will make conforming changes to the various Plan Documents, subject to the review and approval of affected departments and the OCII Director and Mayor as required by the Interagency Cooperation Agreement ("ICA") and the DDA. Any change to the Plan Documents will be made only following the receipt of all necessary approvals in accordance with the DDA and the ICA. Agency staff has already discussed the proposed refinements with City staff from affected departments, and many of the changes stem from requests made by various City departments. The DDA and other transaction documents contemplated that variations and refinements would be made throughout each stage of the development process, and Agency staff believes that the proposed refinements are consistent with the types of changes that the parties anticipated would be made through the planning process outlined in the DDA. The submission is being reviewed by OCII staff, other City departments, and through a series of public meetings with the Hunters Point Shipyard Citizens Advisory Committee and Alice Griffith tenants.
BACKGROUND

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

The overall design vision set forth by the Design for Development for the Project (the “D for D”) and the Redevelopment Plan is to develop a comprehensive community with a healthy balance of job and housing opportunities along with accompanying local amenities, such as improved transit services and new open spaces. The overarching vision is to join the existing Bayview Hunters Point neighborhood with a mixed-income, mixed-use district that provides jobs, housing and waterfront recreational activities. Development is intended to be compact and provide a mix of land uses that includes regional and neighborhood serving commercial uses, and an expansive waterfront park system that extends along the entire shoreline of Candlestick and Shipyard. The entire development program is oriented around transit stops along the new bus rapid transit (“BRT”) which will serve the area with frequent and predictable transit service.

Major Phase 1 CP consists of two significant projects, the redevelopment of a major portion of the Alice Griffith public housing and the Candlestick Center mixed-use destination featuring housing, retail and entertainment. Alice Griffith currently consists of 256 units of multi-family public housing and community services including the Alice Griffith Opportunity Center, Hunters Point Family and a community garden as well as play space for an adjacent child care facility. OCII and the Developer are working with residents to ensure that wherever possible these uses will be preserved and integrated into the revitalization of the project site. The housing itself is in severe disrepair and must be replaced to preserve the health and safety of Alice Griffith residents. Consistent with the City’s HOPE SF principles, the project site will be reconfigured to provide existing residents with completely new, high-quality housing that is both environmentally sound and equipped with modern amenities and will include new affordable housing units available to other low-income households. By building the first new homes on vacant land adjacent to the project site, existing residents will have the opportunity to move directly from their existing homes into new homes without leaving their community or risking displacement.

In 2011, the Alice Griffith public housing site was one of four selected nationwide for a $30.5 million grant from the U.S. Department of Housing and Urban Development (“HUD”) through
its Choice Neighborhoods Initiative ("CNI"). Lennar has selected McCormack Baron Salazar ("MBS") to act as the developer for the Alice Griffith Replacement site. MBS has extensive experience in affordable housing projects throughout the United States and has partnered with Urban Strategies, a non-profit organization that is providing resident-based consensus-building, training, and job linkages for Alice Griffith residents to ensure that residents are engaged in both the physical and social aspects of the revitalization. The CNI funding comes with a variety of deadlines and deliverables, the most important of which is a statutory obligation that grants funds must be expended by September 20, 2016 and units utilizing these funds must obtain temporary certificates of occupancy by September 20, 2016. Schematic designs for the first two blocks of the new Alice Griffith development were submitted for OCII and City departmental review on October 15, 2013 and will be presented to the Commission on November 19, 2013.

The Candlestick Retail Center will occupy the location of the current 49ers stadium. The 49ers are expected to play their final game in San Francisco early next year, after which a series of events will likely be held to celebrate the history of the stadium and the 49ers in San Francisco. The Developer will then demolish the stadium and build Candlestick Center in its place as a focal point for the Candlestick neighborhood. The mixed-use center will be located in the vicinity of Harney Way and Ingerson Avenue at the intersection of the two large wedge-shaped City Parks. Candlestick Center will have residential and office above retail, regional retail space, neighborhood retail space, and, potentially, a hotel and performance venue. Details regarding building design, programming and retail tenancing will be subsequently submitted through the schematic design approval process for the retail center.

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

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

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

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

- Bayview Hunters Point Redevelopment Plan (with respect to the Candlestick Point (“CP”) Site) and the Hunters Point Shipyard Redevelopment Plan (with respect to the Hunters Point Shipyard (“HPS”) Site)
- CP/HPS Interagency Cooperation Agreement
- CP/HPS Infrastructure Plan
- CP/HPS Transportation Plan
- CP/HPS Parks and Open Space Plan
- CP/HPS Financing Plan
- CP/HPS Design for Development
- CP/HPS Below Market-Rate Housing Plan
- CP/HPS Community Benefits Plan
- The Project Mitigation Measures

DISCUSSION

Streetscape Plan
The Streetscape Plan (Attachment 1) builds on the Infrastructure Plan, D for D, and the Transportation Plan approved in 2010 as part of the Project’s DDA and incorporates more detailed design for street furnishings, fixtures, plant selection, stormwater management, Bus Rapid Transit (“BRT”) and intersection design for the site. Specific streetscape improvements define the character and use of each neighborhood street.

The Candlestick Point D for D sets forth a vision for a new community that will become an integral part of the City. This will be achieved, in large part, by the extension of the existing Bayview/Hunters Point neighborhood street grid pattern into the new development to achieve a strong physical connection between Candlestick and Hunters Point and the adjacent neighborhoods. The street and block pattern is an extension of the existing Bayview grid. It will be augmented by mid-block breaks (pedestrian mews and vehicular alleyways) in order to create a finer, pedestrian scale of blocks and building while increasing connectivity. The new street grid will allow for easy orientation and way finding and permit uninterrupted views from public thoroughfares to San Francisco Bay.

Streetscape Elements
The Streetscape and Signage Plan elements are part of a collective representation to enhance neighborhood identity. The streets will vary in width due to anticipated usage levels of vehicular traffic and transit. The hierarchy of streets will establish vehicle circulation patterns and promote pedestrian safety. The pattern of the streets, blocks and open space are configured in such a way as to link the center of the site to the shoreline’s open space and views. The physical linkage is achieved by providing new wedge shaped parks that connect the waterfront Candlestick Point State Recreation Area to the center of the site, while the visual linkage is achieved through the perpendicular orientation of the streets to the shoreline.
The key elements of the proposed Streetscape Plan (Attachment 1) and the corresponding pages to sections are summarized below:

- **Street trees** (pg. 18) are selected to complement sidewalk widths, land uses, building massing, and adjacent open space parcels, with the goal of creating an attractive, comfortable, and thriving landscape. The City arborist from the Department of Public Works was consulted on the tree palate to ensure that trees are non-invasive and appropriately suited for the micro-climates of the Southeast part of the city. Within the large land area of Candlestick Point, a wide variety of trees will be planted, providing horticultural and seasonal variety, emphasizing unique features such as bark, foliage and flowers. Most notably, Southern Magnolia or Cajeput Trees will be selected for residential areas such as the Alice Griffith neighborhood. Main boulevards such as the main BRT route will consist of narrow, tall (taller than 45”) wind-blocking evergreen trees reinforce the iconic character of the major travel corridors.

- **Street lighting** (pg. 28) levels are proposed based on street width, traffic levels, and proposed type and scale of development for each of the streets in Candlestick Point, with the goal of providing a safe, comfortable, and attractive environment for pedestrians, residents, and motorists. Generally, the broader and more heavily traveled streets will have 26-28 ft. tall “roadway” lighting, while the smaller, residential streets will be improved with 16 ft. tall “secondary” street lights. The proposed light luminaire offers distinct but simple contemporary design selected from the City’s catalogue of standards, and is the same as specified in the Rincon Hill Plan and currently being installed as part of the Cesar Chavez streetscape improvement project.

- **Sidewalk zones** (pg. 30) in Candlestick Point consist of three primary zones; edge, furnishing and throughway zones, all three of which may be constructed in varying paving patterns depending on the street typology. For example, smaller unit pavers may be used to add texture and character in the furnishing zone, while sparkly concrete is used in the throughway zone to provide a smooth and accessible path of travel. The designated furnishing zone near the curb will accommodate trees, regulatory signs, and trash receptacles, and pedestrian “clear zones” adjacent to the building walls. Curb ramps will be installed at all intersections and midblock locations, and are installed parallel to the direct path of travel.

- **Street furnishings** (pg. 23) consist of bicycle racks, benches, news racks and automatic waste collection facilities in a contemporary design with custom treated corten steel. The street furniture corresponds to specific street typologies, adjacent land uses and transit stops.

- **Stormwater treatment** (pg. 20) elements are located throughout the Candlestick site to detain and clean stormwater runoff before it is discharged into the Bay. Bio-filtration planters, permeable pavement and methods that direct stormwater flows to parks are among these elements.
• **Street typologies** (pg. 13) further define streets by relating them to the adjacent land use and their function for pedestrians, bicyclists, and transit. The design of a street—its intersections, sidewalks, and transit stops—reflect the adjacent land uses since the type and intensity of the uses directly influence the level of use by modes of transportation such as walking, biking or driving. In most cases the Candlestick Point street typologies and sections reflect the standards and guidelines set forth in the City of San Francisco Better Streets Plan.

**Signage Plan**

The purpose of a common signage program for Candlestick Point is utilizing a prescribed design palette to create a cohesive identity for the Project through the use of imagery, materials and font. The signage program includes the use of destination icons, visual reminders of historic activity and unifying type font for all verbal communication that are part of the standard program which is predominately focused on way finding and directional cues.

Non-standard signs that deviate from the Municipal Transit Agency ("SFMTA") or the Department of Public Works ("DPW") standards and that are artistic in nature, interpretative, or narrative elements that communicate history will be designed with input from the local community including, Shipyard artists, Bayview residents and other historic stakeholders.

In preparing the final signage, the Developer will utilize existing resources, such as the Bayview Library’s Oral Histories Project, and will allow for additional community input through a process defined in collaboration with OCII and the Hunters Point Shipyard Citizens Advisory Committee. Any written materials will be vetted by a historic professional or an organization that focuses on community and history.

**Major Phase 1 CP Application**

Per the DDA, the initial Major Phase Application was originally divided into two parts, Candlestick Point and Hunters Point Shipyard. The Developer has amended the phasing schedule to accelerate the revitalization of Alice Griffith site ahead of development on Parcel B of the Shipyard (which was originally scheduled to occur at the same time). However due to scheduling delays described later in this document, the Hunters Point Shipyard Major Phase Application will be submitted at a later date, currently expected in 2015.

The Major Phase Application for Major Phase 1 CP (Attachment 2) consists of two significant projects, the redevelopment of a major portion of the Alice Griffith public housing and the Candlestick Center mixed-use destination featuring housing, retail and entertainment. The Major Phase 1 CP area is generally bounded by Hawes Street on the west, Carroll Avenue on the north, and Arelious Walker Drive on the east, with a rectangular extension to the south along Giants Drive that includes a portion of Candlestick Park Stadium Parking Area. Major Phase 1 encompasses the creation of 16 blocks of new development that are projected to include a total of approximately 1,500 new homes and 1.1 million square feet of mixed commercial uses and 50,000 square feet of community facilities. Major Phase 1 CP contains five Sub-Phases that are projected to be built over the span of seven years.
The Major Phase Application describes phasing, land use, parks and open space; transportation; community benefits; environmental mitigations; affordable housing; building height, bulk and massing; and, utility infrastructure such as stormwater and sewer systems, and the joint trench for electrical, gas and data/telecommunications services. The major components of this submittal are discussed below.

**Infrastructure**

To serve the transportation needs of the Alice Griffith development and the retail center, public streets around these blocks will be improved and new public streets will be built in the vicinity of these blocks, consistent with the Infrastructure Plan and Transportation Plan. Major Phase 1 will construct the first portion of the infrastructure for the BRT, including Harney Way and West Harney Way. Major Phase 1 would make improvements on Gilman between Third Street and Arellious Walker, as well as construct Ingerson Avenue adjacent to the retail center.

**Community Benefits**

The Project includes a robust Community Benefits Plan (Attachment 5) that outlines a series of programs and funding obligations targeted at improving the quality of life in Bayview Hunters Point. The Community Benefits Plan creates a series of milestones for provision of these obligations and a process for ensuring that benefits are provided at pace with private development.

The DDA requires that the following benefits must be provided as part of the Major Phase, including:

<table>
<thead>
<tr>
<th>Major Phase 1 CP Community Benefits</th>
<th>Required Timing for Benefits</th>
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<tbody>
<tr>
<td>$500,000 Scholarship Fund Contribution following Major Phase Approval</td>
<td>90 days after the first Major Phase Approval</td>
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<tr>
<td>$500,000 Education Improvement Fund Contribution following Major Phase Approval</td>
<td>90 days after the first Major Phase Approval</td>
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<tr>
<td>$100,000 Wellness Contribution for predevelopment expenses in connection with the proposed expansion of the Southeast Health Center</td>
<td>90 days after the first Major Phase Approval</td>
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<tr>
<td>$250,000 Healthcare Predevelopment Contribution following Major Phase Approval</td>
<td>90 days after the first Major Phase Approval</td>
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<tr>
<td>$300,000 Scholarship Fund Contribution following transfer of land for the 1,000th Unit</td>
<td>Transfer of land for the 1,000th unit, projected in 2019</td>
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<tr>
<td>$950,000 Education Improvement Fund Contribution following transfer of land for the 1,000th Unit</td>
<td>Transfer of land for the 1,000th unit, projected in 2019</td>
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$250,000 Construction Assistance Fund Contribution annually for construction assistance during construction of Major Phase 1 CP

Shall be paid each year

$2,587,000 Community Benefits Fund contribution (estimated) shall be reinvested by the OCI in the Project Site and Bayview Hunters Point ("BVHP") for a wide range of programs within the BVHP community, including social services, affordable housing education, the arts, public safety.

0.5% of the initial sale price of each Market Rate Unit, paid on the initial close of escrow of each unit

Staff will monitor the Developer’s fulfillment of the obligations to ensure true up prior to issuing Sub-Phase Approvals.

In addition to the DDA’s Community Benefits Plan, the Developer has provided the following contributions to date as part of the Alliance for District 10 Core Community Benefits Agreement ("CCBA"):

- 2010 - $500,000 to the Alliance for District 10 Implementation Committee 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).

The San Francisco Foundation is the fiscal agent and administrator of the CCBA.

Open Space

Major Phase 1 CP includes four large open space areas (see Attachment 2, pgs 46-53).

- Bayview Hillside Open Space and Jamestown Walker Slope are natural hillside sloped areas between Jamestown Avenue and the existing Candlestick Park stadium road. Improvements to be made in Major Phase 1 CP include removal of non-native invasive species and stabilization of the eroding slopes and re-vegetation of the native species. Native grasslands and Coast Live Oak woodland will be planted to soften the interface of the slopes with the adjacent buildings and the grassland will provide open vistas and provides continuity with the State Recreation Area’s predominately grassland vegetation type.

- The Wedge Plaza is the southern tip of a larger wedge park which links to the retail core of Candlestick Point. The park will have an urban plaza character with hardscape to allow for flexible programming, formal gardens and seating areas.

- Alice Griffith Neighborhood Park will be a 1.8-acre neighborhood linear park, which will act as a commons for the revitalized Alice Griffith community. The park will feature a variety of active and passive recreational opportunities, including picnic areas, children’s play areas, basketball court, community gardens, seating and a dog run. Due to the construction of the adjacent parcels 1 acre of the park will be constructed in Major Phase 1, and the remaining 0.8 acres will be constructed in Major Phase 2.
Affordable Housing
The Major Phase 1 CP will include a total of 1,529 residential units of which more than 800 units will be affordable. The affordable units include 256 Alice Griffith public housing replacement units, and additional 478 OCII affordable units to be built on the Alice Griffith site and on two stand alone affordable lots adjacent to Candlestick Center for households earning up to 60 percent of Area Median Income (AMI). Approximately 10 percent of the remaining 795 units to be built on market rate lots will be inclusionary units, which will serve households earning between 80 and 120 percent of AMI. See page 36 for a breakdown of housing units by Sub-Phases of the Major Phase.

Project Refinements
The Streetscape Plan and Major Phase 1 Application incorporate refinements which have been discussed with City departments, community and the Developer since the Project Documents were approved in 2010. As noted above, the parties anticipated a need for such refinements throughout the 20+ year build out, as more detailed design and planning work is undertaken at each stage of the Project. These refinements or variations are described in greater detail below and summarized in Attachments 3-A through 3-N. Agency staff is seeking the Commission’s conceptual approval of these refinements as part of the Major Phase approval. If approved by the Commission, Agency staff will make appropriate and conforming changes to the Plan Documents, subject to the review and approval of affected departments and the OCII Director and Mayor as required by the DDA and the ICA. There will be no change to the Plan Documents without the prior receipt of all necessary approvals as set forth in the DDA and ICA.

Phasing Plan and Schedule of Performance (Updates to DDA Exhibits C-B and D-B)
The Project is divided in Major Phases and within each Major Phase, there are various Sub-Phases, each of which is shown in the Phasing Plan in the DDA. The DDA also includes a Schedule of Performance that requires the Developer to submit complete Major Phase Applications, Sub-Phase Applications and complete infrastructure improvements within a certain period of time and within a particular sequencing order. The DDA contemplated that the initial Major Phase would include the Alice Griffith site and portions of Hunters Point Shipyard.

Lennar is proposing an extension to the Schedule of Performance due to (1) the litigation involving the certification of the Project’s Environmental Impact Report, (2) the dissolution of San Francisco Redevelopment Agency and the need for a “final and conclusive” determination from the State of California for the continued enforceability of the DDA and other transaction documents, and (3) and the known delays in the U.S Navy’s (“Navy”) conveyance of Hunters Point Shipyard Parcel B resulting from their remediation schedule. As a result of these items, Lennar has requested an Excusable Delay of approximately three years.

Lennar is also proposing a change to the initial Major Phase sequencing that will allow the decoupling of Hunters Point Shipyard and Candlestick Major Phases to reflect the Navy’s most recent schedule for transfer of the Shipyard property, and to allow for the acceleration of affordable housing construction at Alice Griffith. The Navy conveyance delay has pushed out the first Major Phase of Hunters Point Shipyard of the Project. At the same time, however, the receipt of HUD grant funds has accelerated the first phase of Alice Griffith development that was originally intended to be developed at the same time as the first Major Phase of Hunters Point
Shipyard. In addition, the removal of Candlestick Stadium due to the San Francisco 49ers move to Santa Clara has also accelerated the development of the Candlestick Point Center. As a result of these changed circumstances, Agency staff is supportive of the decoupling and the change in the phasing as described.

Under Sections 1.5 through 1.8 and Section 3.4 of the DDA, together with applicable provisions of the DRDAP, the Developer may request changes in the phasing, timing and the boundaries of any Major Phase or Sub-Phase, and amount or timing of public and community benefits, subject to the approval of the Agency, which shall not be unreasonably withheld. Agency staff believes that not only are the proposed changes to the phasing reasonable, they are of critical importance to the start and completion of Alice Griffith revitalization so as to not jeopardize the HUD Choice Grant funding. As such, they are beneficial to the interests of the Agency and the Project. Other than the acceleration of Alice Griffith, and tying that public benefit to the private market development of the Candlestick Center (as opposed to Parcel B), there are no changes to the public and community benefits. We note, however, that the proposed changes that result in changes to Plan Documents are subject to the review and approval of affected City Departments as set forth in the ICA, and therefore these changes cannot be made to the Plan Documents until such approvals have been obtained.

The revised schedule is in conformance with the DDA, which requires delivery of public benefits such as parks, transit improvements, off-site street improvements and community facilities in proportion to private development on the site. The schedule also ensures that the benefits of the developments such as jobs, affordable housing, and demolition of the current stadium and infrastructure improvements are delivered sooner than they would be if development at Candlestick were linked to the transfer of land from the Navy. Detailed changes to the Schedule of Performance and Phasing Plan are included in Attachments 3-A through 3-D.

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

**Alice Griffith Replacement Lots Reconfiguration:**
The DDA originally contemplated that Alice Griffith replacement units would be distributed throughout the Alice Griffith site. The lot reconfiguration allows all of the replacement units will be built first, on existing vacant land, eliminating the potential of “interim moves” (i.e. Alice Griffith tenants who must move to a unit temporarily before moving a second time to a permanent unit). The total number of units and the total number of blocks assigned with each affordable housing category remains the same. OCII staff has determined that these changes were not material changes to the development program, and that these changes accelerate the Alice Griffith revitalization, and maximize leveraging of the CNI grant funds.

**Hunters Point Shipyard South (“HPS”) Lot Reconfiguration:** When the Project was first approved in August 2010, two land use options were approved: (i) a plan that included a new stadium for the San Francisco 49ers, and (ii) a non-stadium alternative should the 49ers choose not to build a stadium at the Shipyard. Subsequent to the Project’s adoption the San Francisco 49ers decided to leave San Francisco to pursue construction of a new stadium in Santa Clara and the project planning has centered around the development of the non-stadium alternative. The Non-Stadium Alternative includes refinements to the street network design which resulted in a corresponding shift in the block pattern – including a shift of the original OCII and Stand Alone Workforce Lots in HPS were shifted to comparable locations within the updated street network.
and block pattern. The total development program remains the same under the revised street networks and reconfiguration of the lots. The approved land use plan and OCII staff has confirmed that the location, size, and configuration of the affordable housing parcel is adequate to fulfill the OCII's obligations under the Below-Market Rate Housing Plan and does not result in a less desirable location for these units. The original and updated exhibits are included in Attachments 3-E and 3-F.

The reconfiguration of the lots for both the Alice Griffith and HPS area has resulted in small changes to the layout of land uses within the Project site; however, the total development program remains the same under the revised street networks and reconfiguration of the lots. The land uses and proposed refinements are included in Attachment 3-G through 3-H.

**Street Network Refinements**

For several months, the Developer, OCII staff, the San Francisco Municipal Transit Agency (“SFMTA”), and the Department of Public Works (“DPW”) worked collaboratively to standardize street cross-sections, refine the BRT alignment, refine the HPS South non-stadium block pattern and add a cycle track to the Project. The refinements to the street network can be broadly described in the three categories below.

**Street Cross-Section Dimensions** including sidewalk widths, lane widths and bike lane widths were refined to meet SFMTA standards for BRT travel lanes, bike lanes and pedestrian throughways. The total right-of-way for several neighborhoods has been reduced to emphasize the neighborhood scale of development. In some cases, right-of-way was increased slightly to allow variations in land use and access from block-to-block and to ensure the roadways align across intersections and that building frontages are consistent along the street. The changes to cross-section meet SFMTA standards and generally improve traffic, bike and pedestrian safety over the original designs. See Attachments 3-I and 3-J.

The BRT Alignment approved in the Transportation Plan consisted of a number of possible treatments along its route including side-running with both directions on one side of the street, center-running through a roadway median, and curbside-running in each direction along the curb of the street. The BRT is generally side-running for most of the route within Candlestick Point, due to a number of factors, including the need to tie into a side-running system adjacent to Executive Park, a desire to split the BRT and traffic on either side of the wedge park, and minimize signal delay through some of complex intersections at Arelius Walker and Egbert and Arelius Walker and Carroll. In some cases the BRT has been re-aligned to center- and curbside-running configurations to improve turning and pedestrian safety, maintaining compatibility with other planned BRT systems in San Francisco. Also, the non-stadium alternative presented an opportunity to bring the BRT into the commercial area of HPS. The addition to the BRT routing to HPS South required a reconfiguration of the street pattern that was discussed earlier. Overall the minor changes to BRT route have not resulted in a significant change to the Transportation Plan, and SFMTA staff has indicated the new configurations will improve operations. See Attachments 3-K and 3-L for approved and refined transit route maps.

**Cycle tracks** now run through the center of the Project to connect Candlestick Point and Hunters Point Shipyard. Cycle tracks are separated bicycle facilities that run alongside a roadway. Unlike bike lanes, cycle tracks are typically separated from automobile traffic by a physical barrier. This
new Class I facility was developed to provide a more direct protected route to major employment, retail and recreation destinations. The original plan included a gap in the bike network near the retail center on Harney. Therefore, in addition to providing a higher-quality facility, this new proposal closes the gap through the retail area. To rationalize bike movement through the Candlestick site and to achieve the street design objectives described above some striped bike lanes which were originally proposed were removed. However, the dedicated facilities offered in the cycle track system significantly improve the overall bike network. The improved Class I route will provide a safer route for bike commuters and reduce conflicts between drivers, cyclists and pedestrians. The revised network was developed in consultation with SFMTA bicycle and pedestrian specialists as well as representatives from the San Francisco Bike Coalition. The original and revised bicycle routes are shown in Attachments 3-M and 3-N.

CONCLUSION AND NEXT STEPS

Interagency Staff Review

Because of the broad scope and complexity of the Project, the CP/HPS Interagency Cooperation Agreement (“ICA”) calls for multi-departmental coordination in reviewing Lennar’s submissions to ensure that the City departments will be able to accept and maintain the infrastructure that will be built, that the designs are in compliance with federal, state and local law, and that the proposed improvements will continue to meet the City’s needs for decades to come. In keeping with the requirements of the ICA, the Major Phase Application has been reviewed over the last month by including applicable City departments, including the SFMTA, DPW, the San Francisco Public Utilities Commission, and the San Francisco Fire Department, along with OCII staff. Staff from these agencies and departments have provided comments to the plans which will be integrated into a final Major Phase Application that will be submitted for the Commission’s review and consideration on December 5th.

Public Review

The Hunters Point Shipyard Citizen’s Advisory Committee (“CAC”), the Alice Griffith Tenants, and the Bayview Hunters Point community have participated in the review of the Major Phase 1, Streetscape and Signage Master Plan through a series of workshops held at various locations throughout the Bayview/Hunters Point neighborhood. A list of these meetings is provided as Attachment 4. All of these documents are a result of a strong collaboration with the CAC, its Planning and Development Subcommittee of the CAC, public agency representatives, and other active members of the Alice Griffith and Bayview Hunters Point communities.

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

Tiffany Bohne
Executive Director
Attachment 1: Candlestick Point Streetscape Master Plan and Signage Plan
Attachment 2: Major Phase 1 CP Application Plan
Attachment 3-A: Approved Phasing Plan
Attachment 3-B: Refined Phasing Plan
Attachment 3-C: Approved Non-Stadium Alternative Schedule of Performance
Attachment 3-D: Refined Non-Stadium Alternative Schedule of Performance
Attachment 3-E: Housing Map
Attachment 3-F: Refined Housing Map
Attachment 3-G: Land Use Map
Attachment 3-H: Refined Land Use Map
Attachment 3-I: Approved Street Network
Attachment 3-J: Refined Street Network
Attachment 3-K: Approved Transit Route Map
Attachment 3-L: Refined Transit Route Map
Attachment 3-M: Approved Bicycle Plan
Attachment 3-N: Refined Bicycle Plan
Attachment 4: Public Outreach Process
Attachment 5: Community Benefits Agreement