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Appendix B - Schedule of Performance

Appendix C - Major Phase 1 CP Parks & Open Space Schematic Design

Appendix D - Major Phase 1 CP Geotechnical Report
1. INTRODUCTION

1.1 PURPOSE OF THIS APPLICATION

Implementation of the Candlestick Point-Hunters Point Shipyard Phase 2 project ("CPHPS2" 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 CPHPS2 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 submittal 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, OCII staff, and input from the Developer’s consultant team. A complete summary of these revisions is set forth in a staff report to the OCII Commission prepared in support of this Major Phase Application.

Concurrent with this Major Phase Application, the Developer has also prepared and submitted a Draft Master Streetscape Plan and Signage Plan for the Candlestick Site. These Draft Plans will be reviewed by OCII staff and will be revised by the Developer for approval by the OCII Commission as part of the final design for the Project.
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 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, CPHP2 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, groceries, 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 250,000 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.

### 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)</td>
<td>922</td>
<td>1,275</td>
<td>2,197</td>
</tr>
<tr>
<td>Residential Density II (Units)</td>
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<td>6,128</td>
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<tr>
<td>Residential Density III (Units)</td>
<td>600</td>
<td>455</td>
<td>1,055</td>
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<tr>
<td>Residential Density IV (Units)</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>
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<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>
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<tr>
<td>Arena (GSF) (10,000 Seats)</td>
<td>75,000</td>
<td>-</td>
<td>75,000 (10,000 Seats)</td>
</tr>
<tr>
<td>Hotel (GSF) (220 Rooms)</td>
<td>150,000</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)
The developer is required to provide 65,000 sq.ft of Community Facilities space.
The EIR 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, Ridgeline Plaza, 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. Ridgeline Plaza 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 State Parks 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.

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 southern 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 lit 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 / San Francisco 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.

Figure 2.3 – Artist’s Rendering of a Typical Park
2. PROJECT OVERVIEW

2.3 PARKS & OPEN SPACE

Table 2.2 - Parks & Open Space Areas

<table>
<thead>
<tr>
<th>Park Name</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hunters Point</td>
<td></td>
</tr>
<tr>
<td>Urban Parks</td>
<td></td>
</tr>
<tr>
<td>Waterfront Promenade North</td>
<td>7.3</td>
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<tr>
<td>Heritage Park</td>
<td>16.0</td>
</tr>
<tr>
<td>Waterfront Promenade South</td>
<td>24.5</td>
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<tr>
<td>Grasslands Ecology Park</td>
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</tr>
<tr>
<td>Shipyard Wedge Park</td>
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</tr>
<tr>
<td>Shipyard South Park</td>
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<tr>
<td>Sports Fields, Waterfront Recreation &amp; Education</td>
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<td>Waterfront Recreation and Education Park</td>
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<tr>
<td>Multi-use Fields</td>
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<tr>
<td>Community Sports Field Complex</td>
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<tr>
<td>Maintenance Yard</td>
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<td>Other Parks &amp; Open Space (Excluded from total acreage)</td>
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<tr>
<td>Home Boulevard Park</td>
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<tr>
<td>Shipyard Hillside Open Space</td>
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<tr>
<td>Re-gunning Crane Pier Habitats</td>
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<tr>
<td>HUNTERS POINT SUBTOTAL</td>
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<td>Candlestick Point</td>
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<td>Urban Parks</td>
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<td>Alice Griffith Neighborhood Park</td>
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<td>Candlestick Point North Neighborhood Park</td>
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<td>Manor Park</td>
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<td>Mini-Wedge Park</td>
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<td>Other Parks &amp; Open Space (Excluded from total acreage)</td>
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<tr>
<td>Earl Boulevard Park</td>
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<tr>
<td>Jamestown Walker Slope</td>
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<td>Bayview Hillside Open Space</td>
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<td>Candlestick Point State Recreation Area</td>
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<td>Bayview Gardens</td>
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<td>The Last Kupole</td>
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<td>Wind Meadow</td>
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</tr>
<tr>
<td>The Point</td>
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<tr>
<td>The Heart of the Park</td>
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<td>The Neck</td>
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<tr>
<td>Last Port</td>
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<td>GRAND TOTAL</td>
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</table>
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 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:

Yosemite Slough
Proposed uses include the creation of tidal marsh and upland habitats, low-impact recreation, (e.g., wildlife viewing, picnicking), and educational and interpretive activities related to the restoration project. New facilities include an information kiosk, interpretive signage/art, parking areas, and landforms that provide shelter from the wind.

South Basin Shoreline
Proposed uses include low-impact recreation (e.g., trail use, wildlife viewing, picnicking) and nature-based education and interpretation. New facilities may include extension of the Bay Trail, paved and natural surface trails, a boardwalk underpass beneath the bridge included in the planned Candlestick Point- Hunters Point Shipyard Phase 2 Development, interpretive signage/art, family gathering areas, an overlook, an outdoor classroom and interpretive center, and a new fishing and viewing pier. The South Basin Shoreline may also accommodate overland flow of storm water in an area that may function as a rain garden during the wet season.

Candlestick Meadows
Proposed uses include low-impact recreation and active play, family and community events and gatherings, and educational opportunities. New facilities in the northern portion of Candlestick Meadows may include a lawn for active play, family and group gathering areas, an information kiosk for visitors, a restroom, seasonal rain gardens that treat storm water and provide educational opportunities, and a public parking area. The remaining portion of Candlestick Meadows may include natural-surface trails, smaller family gathering areas, landforms for wind protection and spatial definition, a nature theater for small community events, and a restroom.

The Heart of the Park
The focus of The Heart of the Park is improved access to the Bay and water-oriented recreational opportunities. New facilities may include a non-motorized boat launch, ADA-accessible viewing pier, boatbuilding center with educational boating programs, bike and boat rentals, concession stands, beach enhancements, additional family and group gathering areas, an information kiosk, interpretive signage/art, parking areas, and landforms that provide shelter from the wind.

The Point
The Point will provide enhanced access to the Bay, while preserving the area’s current character as a quieter area of the park. New facilities may include a new viewing area, boat-launching beach, bike or boat-in campsites that may also serve as day-use areas, family gathering areas, interpretive signage/art, and landforms to provide shelter from the wind. The existing pier will continue to provide fishing opportunities and views of the Bay.

The Neck
This area will focus on expanding active recreational opportunities and access to the Bay through improving the existing windsurfer staging and launching facilities, fitness circuit, and beach at Hermit’s Cove. The existing pier at The Neck may also relocated slightly to the west and re-constructed as a groyne to facilitate the accretion of sand and expansion of the beach at Hermit’s Cove, and an information kiosk may be constructed near the intersection of Harney Way and Arelious Walker. Habitat terraces may also be created behind the beach at Hermit’s Cove to reduce the grade change and facilitate easy access to the beach, and parking adjacent to Harney Way would ensure access to The Neck. The Neck may also accommodate overland flow of storm water.

Last Port
Plans for improvement will build upon the existing uses and facilities in the area, which include picnicking, trails, and beaches. New facilities may include iconic art that marks the entrance to the park, an interpretive plaza overlooking the Bay, a small lawn for picnicking and active play, family gathering areas, and enhancements to the beach at Candlestick Cove. A parking area along the northern edge of the Last Port would provide access to this area.
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.

**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.

**Transportation Demand Management (TDM)**

An effective Transportation Demand Management (TDM) program will reduce the amount of auto use and encourage residents, employees, and visitors to use alternative modes of travel, such as transit, walking, and bicycling. In addition, for those trips that must still be made by auto, a TDM program provides measures to spread auto trips more evenly throughout the day, reducing the amount of auto travel during peak times.

The TDM program for the Project will be consistent with the policies of the various agencies within the City of San Francisco, and will work seamlessly with the ongoing plans at nearby developments. The proposed TDM program will target residents, employees, and visitors and could include the following strategies, as well as others that have been outlined in the Project’s TDM Plan:

- **Transportation Coordinator and Website**: An on-site transportation coordinator will offer personal, on-site, assistance for residents, employers, and employees to provide the information they each need to make the best use of the transportation alternatives available to them.

- **Employee TDM Elements**: Specific elements of the TDM plan will be designed to encourage employees to use alternative modes, and will include bicycle parking in all office buildings, showers and lockers in office buildings, carpool and vanpool ride-matching services, guaranteed ride home program, and other self-service informational boards/kiosks/websites for employees.

- **Carshare Elements**: Project parking garages will feature dedicated spaces for carshare vehicles, which ensures residents can have access to automobiles if needed, but reduces the cost of auto ownership for those that choose.
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, a left-turn pocket, along with two Bust Rapid Transit (BRT) lanes, cycletrack 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** are 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.

- The **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.

- **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.
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 CPHPS2 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 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 network. The trail will provide a mixed-pedestrian and Class I bicycle facility. Construction of the Bay Trail 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.

LEGEND
- Existing Light Rail
- New/Modified MUNI Bus Routes in Mixed Flow Lanes (Phase I)
- Downtown Express Bus

Figure 2.7 - Transit Networks

Note: CPX would use BRT stops within Candlestick Point.
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.
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.
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.

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**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 $720,000 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 (796 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 Healthcare 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
- $6,500,000 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)

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**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 Will 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 $950,000 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 Southeast 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.

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**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 ½ 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 Ariesus Walker Drive and Ingraron Avenue.
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 or with the assistance of a Community Builder selected from a pool of qualified businesses. As part of this program, the OCII may 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 OCII 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 OCII.

- **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., worksite safety, accounting, legal, etc.); and (iii) a trucking 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 OCII 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.

Community Benefits Funding

As part of the Community Benefits Plan, the OCII 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 from 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 at 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.

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 Mayors 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 ($8,925,000) and Affordable Housing ($28,350,000), 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.