

TRANSPORTATION PLAN AMENDMENTS

SUMMARY

The Transportation Plan is Exhibit N to the CP-HPS2 DDA. The Transportation Plan complements the Infrastructure Plan in establishing certain Project Infrastructure and Developer obligations that are subject to San Francisco Municipal Transportation Agency ("SFMTA") jurisdiction. These obligations include, but are not limited to, construction of transportation infrastructure, monitoring of transportation infrastructure performance, and mitigation of poor transportation infrastructure performance.

The Transportation Plan Amendments have been reviewed and approved by staff of the SFMTA, the Department of Public Works, the San Francisco Planning Department, and the San Francisco Fire Department in addition to OCII staff.

The currently approved network of streets in the southern part of Shipyard Phase 2 is replaced with a revised street network which is intended to create greater opportunity for the potential retention of legacy buildings. This results in the relocation of a number of streets in that area. Widths of parking lanes, vehicle travel lanes, and bicycle lanes are revised.

The bicycle network in Shipyard Phase 2 is modified. Because the street network in the southern part of Shipyard Phase 2 has changed, the locations of bicycle facilities co-located with streets are also modified. The primary bicycle route running through the Project has been modified from a Class II bicycle facility (bike lane) to a Class IV bicycle facility (separated bikeway/cycletrack) between the northern boundary of Shipyard Phase 2 and the Transit Center. This results in a continuous bicycle facility, which is physically separated from traffic, running through the entire Project from the northern boundary of Shipyard Phase 2 to the southwestern boundary of Candlestick Point. The portion of this route that is between the Transit Center and the intersection of Arellio Walker Drive and Donner Avenue is changed from a Class IV bicycle facility (separated bikeway/cycletrack) to a Class I bicycle facility (bike path), and remains physically separated from traffic. A Class III bicycle facility (bike route) is removed from Innes Avenue and replaced with a parallel Class I facility (bike path) one block away on Hudson Street in order to accommodate anticipated transit vehicle and automobile traffic. Two Class IV bicycle facilities have been added in the southern part of Shipyard Phase 2. A bicycle facility on Earl Street in Candlestick Point is converted from a Class II facility to a Class III facility. A pedestrian and bicycle bridge across Dry Dock 4 is added; the primary bicycle route through the Project crosses this bridge. Other conforming changes to bicycle networks which respond to revised transportation networks, development parcels, and land uses are made.

Planned transit service and transit service phasing is modified. The extension of 56-Rutland Muni service to the Project area is no longer planned. The phasing of transit service implementation is modified to reflect changes in the anticipated schedule of Project construction and updated SFMTA transit service plans. Up to six new traffic signals are added to the Gilman Avenue off-site improvement to facilitate operation of the 29-Sunset Muni service. The location of the Hunters Point Shipyard Transit Center is moved from the southern side of Spear Avenue to the northern side of Spear Avenue.

A second pedestrian-only bridge over Dry Dock 4 is proposed for potential construction. Potential water taxi service terminating at Dry Dock 4 is also proposed.

Other revisions are made to conform with the general transportation network and land use changes now before the Commission.

DETAILED AMENDMENT OVERVIEW

General Amendments

- References to stadium removed

- Figures, tables and text updated to reflect revised street layout, land use plan and program and project phasing
- Outdated references to Superdistrict 3 removed
- References to Transit Effectiveness Project (TEP) replaced with Muni Forward
- Outdated comparisons to other TDM programs removed
- References to Climate Action Plan (CAP) replaced with renamed Climate Action Strategy (CAS), goals updated accordingly
- References to Project Area Committee (PAC) removed as that body no longer exists
- Costs and revenues updated
- References to Lennar replaced with FivePoint
- Text edits to clarify language

§1.1 Integration of Transportation & Land Use

- Number of open space acres indicated

§1.2 Project Definition

- Incomplete list of street improvements removed, description of improvements and corresponding figure located later in the document referenced instead

§1.2 Transportation Program

- Note added to indicate parking does not need to be unbundled for CP Senior BMR Project

§3.1 Transit Challenges

- Bayshore station ridership data updated

§3.4 Other Proposed Developments in the Project Area

- Outdated, section removed

§4.2 Street Network and Urban Form—Street Typologies

- Street typologies updated

§4.2 Street Network and Urban Form—Design Principles

- Text regarding potential easement struck as it applied only to one block that has already been constructed
- Text added describing refined street network at the Shipyard
- Street cross section figures updated

§4.3 Proposed Roadway Improvements

- Language added describing potential extension of Donahue Street to Crisp Road

§5.2 Strategies—Maximize Internal Trips

- Text indicating location of grocery store struck, as market conditions will dictate the location of that amenity

§5.2 Strategies—Expand & Improve Transit Services

- SFMTA greenhouse gas emissions goals updated
- Reference to 'light-rail-ready' infrastructure removed
- Reference to Overhead Contact System extension to the project struck

§5.2 Strategies—Implement Transportation Demand Management Program

- Reference to TC maintaining a website struck as TDM best practices have changed since the original Plan was approved, and coordinators now rely on existing websites
- Reference to angled parking removed
- SFMTA guidance and policies referenced in design of on-street loading facilities
- Reference made to increased usage of transit network companies (TNCs) and ride-hailing services made, increasing need for curb space
- Loading table revised to remove outdated reference to density categories
- Monitoring of parking and TNC activity added to TC's responsibilities
- Parking identified as potential tool to use should Project not meet mode split goal

§6 Analogies

- Outdated section removed

Amendments to the Transit Operating Plan:

General amendments

- Figures, tables and text updated to reflect revised street layout, land use plan and program and project phasing
- Costs and revenues updated
- References to Transit Effectiveness Project (TEP) replaced with Muni Forward
- Text edits to clarify language

§2 Proposed Transit Plan

- Interim 28L-Geneva Avenue route referenced
- Free shuttle replicating 28L BRT route added to the plan
- T-Third improvements associated with Central Subway project clarified

§2 Phasing

- Phasing text updated

Amendments to the TDM Funding and Implementation Plan:

General amendments

- Figures, tables and text updated to reflect revised street layout, land use plan and program and project phasing
- Costs and revenues updated
- Text edits to clarify language

§2 Overview

- Transit Strategies
 - Signals added along Gilman avenue
- TDM Support Strategies
 - Text added about Emergency Ride Home program

§2 Transportation Coordinator and TDM Funds

- Language added regarding Articles of Incorporation that were filed for the Candlestick Point-Hunters Point Shipyard Transportation Management Association (CPHPSTMA)
- CPHPSTMA Board of Directors clarified to have one representative each from the Developer, the residential homeowners, and the commercial property owners