



MEMORANDUM

TO: Members of the SFMTA Board
CC: Nathaniel Ford
FROM: Michael Cohen
DATE: February 19, 2010
RE: Overview of the Hunters Point Shipyard Phase 2-Candlestick Point Integrated Development Project and Transportation Plan

On March 2nd 2010, the Office of Economic and Workforce Development (OEWD) and staff from the San Francisco Municipal Transportation Agency (SFMTA) will present an overview of the Hunters Point Shipyard Phase 2-Candlestick Point Integrated Development Project to members of the Policy and Governance Committee of the SFMTA Board. This overview was previously given to the Policy and Governance Committee of the SFMTA Board at their February 9th 2010 meeting. The overview will provide detail on the Project's proposed land use plan and development program, planning process, schedule and will focus specifically on the elements of the Project's multi-modal Transportation Plan. The goal of this presentation is to provide the Committee members with an overview of the Project's goals and objectives as they relate to transportation.

Background

The Hunters Point Shipyard Phase 2-Candlestick Point project covers approximately 702-acres along the southeastern waterfront of San Francisco. For over a decade, the redevelopment of the Shipyard and Candlestick Point has proceeded on parallel, largely separate paths, but over the last few years, the City and the Agency have been working with the Bayview Hunters Point community on redeveloping the two sites together. Over the past three years alone, more 190 public and community meetings have been held on the project.

In May 2007, the Mayor, the Board of Supervisors, the Redevelopment Agency Commission and the two community advisory groups who advise on planning efforts in these areas, the Hunters Point Shipyard Citizens Advisory Committee and the Bayview Hunters Point Redevelopment Project Area Committee, endorsed a "Conceptual Framework" for the Project, envisioning hundreds of acres of new and restored waterfront parks and open space, thousands of new units of housing including a robust affordable housing program, retail and research and development uses, a permanent space for the existing artist colony, and a site for a potential new stadium for the 49ers.

In June 2008, City voters approved Proposition G, the Jobs, Parks and Housing Initiative which, (i) adopted overarching policies for the revitalization of the Project site; (ii) authorized the conveyance of the City's Recreation and Park interests within Candlestick Point in furtherance of the Project, (iii) repealed Propositions D and F relating to prior plans for the development of Candlestick Point; and (iv) urged the City, the Agency and all other governmental agencies with jurisdiction to proceed expeditiously with the Project.

The City's plan to revitalize the Hunters Point Shipyard and Candlestick Point is one of the most important development projects in the City's modern history, both because of the scale and scope of public benefits it will deliver to the underserved Bayview Hunters Point community. Consistent with Conceptual Framework and Proposition G, the proposed land use and development program on the Shipyard and Candlestick Point is comprised of the following elements, which is shown in Attachment A.

- 10,500 residential housing units, of which 31.86% (3,345) will be below-market at a range of income levels.
- The rebuilding of the Alice Griffith public housing development, which includes replacement of the existing units.
- 2,500,000 sq. ft. of research and development uses, including emerging industries and technologies such as green technology and anchored by a new United Nations Global Sustainability Center.
- 150,000 sq. ft. of office and other commercial uses on Candlestick Point.
- 336 acres of new and restored open space and active recreation areas.
- 635,000 sq. ft. of regional retail on Candlestick Point.
- 125,000 sq. ft. of neighborhood-serving retail on both the Shipyard and Candlestick Point.
- Permanent space for the existing Shipyard artists
- A 150,000 sq. ft. (220-room) hotel on Candlestick Point.
- A 10,000-seat performance venue on Candlestick Point.
- A new, 69,000-seat, world-class football stadium for the 49ers (The Project also includes a non-stadium alternative of expanded commercial and residential uses).
- Community facilities, including a fire station on the Shipyard and expanded police station on Candlestick Point.
- A 300-slip marina on the Shipyard.

The development of the Shipyard and Candlestick Point will require substantial new public infrastructure, including new and improved roads, new transit centers and new connections to existing City transit centers, and provisions for water, sewer/storm drainage, electrical, communication, and gas utilities. In addition, the Project is targeting LEED GOLD certification for Neighborhood Development for the entire development.

Transportation Plan

Between 2006 and 2009, SFMTA and OEWD in working with the developer and transportation consultants for the Project developed a comprehensive Transportation Plan that is designed to meet four key objectives:

1. Meet the Project goals of being a transit-oriented, bicycle and pedestrian-friendly, accessible for all modes while managing traffic and parking issues to create a livable and sustainable community and dramatically improving transit quality and access to the existing Bayview Hunters Point neighborhood.
2. Remain consistent with SFMTA-based transportation policies, plans and objectives, including the Transit Effectiveness Project, the Short-Range Transit Plan, the Bicycle Plan, the Better Streets Plan, SFGo, SF Park and related agency policies regarding traffic calming, parking and traffic management.
3. Integrate transportation policies and infrastructure in a cost-effective, sustainable and strategically viable implementation plan that is closely coordinated with the phased build-out of the development.

Extensive and continuous staff collaboration between several SFMTA divisions including, Muni Service Planning, Traffic Engineering, Sustainable Streets (including Traffic Calming, Bicycle and Pedestrian Planning), Safety, Rail Engineering, Construction, Real Estate and Finance and OEWD has been key to developing each component of this Plan and its overall structure. Specifically, the very same methodology used to develop the Transit Effectiveness Project and its related service costs analysis for creating sustainable Muni service within san Francisco informed the development of the Project's own Muni service plan to ensure compatibility and consistency with the City-wide Muni network. This coordination is reflected both in the Transportation Plan, which in turn serves as the basis of the Project's Transportation Impact Study and the related Transportation Section of the Project's Draft Environmental Impact Report (DEIR) and related proposed mitigation measures.

Transportation Network

The transportation network and associated roadway improvements and bike and pedestrian networks, which are detailed in Attachments B, C and D, detail the integrated connections from surrounding areas to this site. Currently the Shipyard is served by only one Muni line, the 19 Polk, and Candlestick Point is only served by the 29 Sunset, though the T-Third light rail and several other Muni bus lines are within a half-mile of the Project boundaries. The development will create a significant need for new and improved transit service and networks. Some of these improvements include:

- Extensions and increase in frequency along select Muni lines, creation of a new Rapid Bus service linking the Project to BART and Caltrain, and two new Downtown express lines, building upon the Transit Effectiveness Project,

- A new street grid modeled on standard city blocks and using the format of the Better Streets Plan to ensure safe, attractive and walkable streets,
- connections to the City's Bicycle Plan network, complemented by extensive new trails, paths and routes, and incorporate the Bay Trail and the Blue Greenway,
- Street and arterial capacity and infrastructure upgrades to efficiently manage the current and Project-generated traffic, goods movement and on-street parking, accommodating needs for expansion while maintaining a strong transit, pedestrian and bicycle mode split and minimizing impacts on surrounding areas,
- A new bridge over Yosemite Slough connecting Hunters Point and Candlestick Point exclusively for BRT, bicycles and pedestrians, except on game days only, when automobiles will use a portion of the bridge. Renderings of the bridge on both game days and non-game days are detailed in Attachment E,
- On-site Transportation Demand Management and a Intermodal Transit Center, and
- A program for phasing and long term management and operation of these networks during and after Project build-out.

Next Steps

Over the next two months, public review and comment on the Project will continue at numerous public agencies and community meetings. We expect certification of the Project's Final Environmental Impact Report in April/May of 2010, with final Project approvals in May/June of 2010.

List of Attachments:

Attachment A – Project Land Use Plan and Development Program

Attachment B – Project Transit Network

Attachment C – Project Bike Network

Attachment D – Project Pedestrian Network

Attachment E – Yosemite Slough Bridge (Game Day and Non-Game Day)

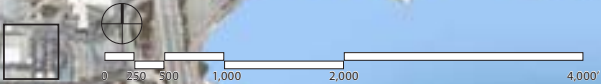
LAND USE PLAN / DEVELOPMENT PROGRAM

THE SHIPYARD & CANDLESTICK POINT PHASE II SUMMARY STATISTICS

	HUNTERS POINT SHIPYARD	CANDLESTICK POINT	TOTAL
Units	2,650	7,850	10,500
Neighborhood Retail (sq.ft.)	125,000	125,000	250,000
Regional Retail (sq.ft.)	-	635,000	635,000
Artist's Space (sq.ft.)	255,000	-	255,000
Office/R&D (sq.ft.)	2,500,000	150,000	2,650,000
Hotel (sq.ft.)	-	150,000	150,000
Arena (sq.ft.)	-	75,000	75,000
Open Space (acres)	231.6	104.8	336.4



- Community Use
- Mixed use
- Retail/commercial
- Low rise Residential
- Mid high rise Residential
- Research & Development





To Downtown & J,K,L,M,N Light Rail Lines

To Sunсет District

To Castro & Pacific Heights

To Sunсет District

To Richmond District

To Sunсет District

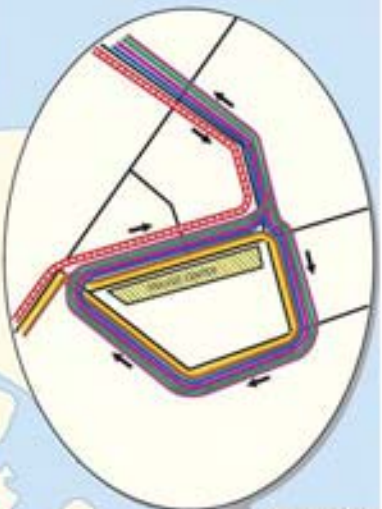
Geneva BRT / TPS to Balboa Park BART

Bayshore Transit Center

Harney BRT

Palou Avenue Transit Preferential Treatment

New Downtown Express Bus Route



Hunters Point Shipyard Transit Center

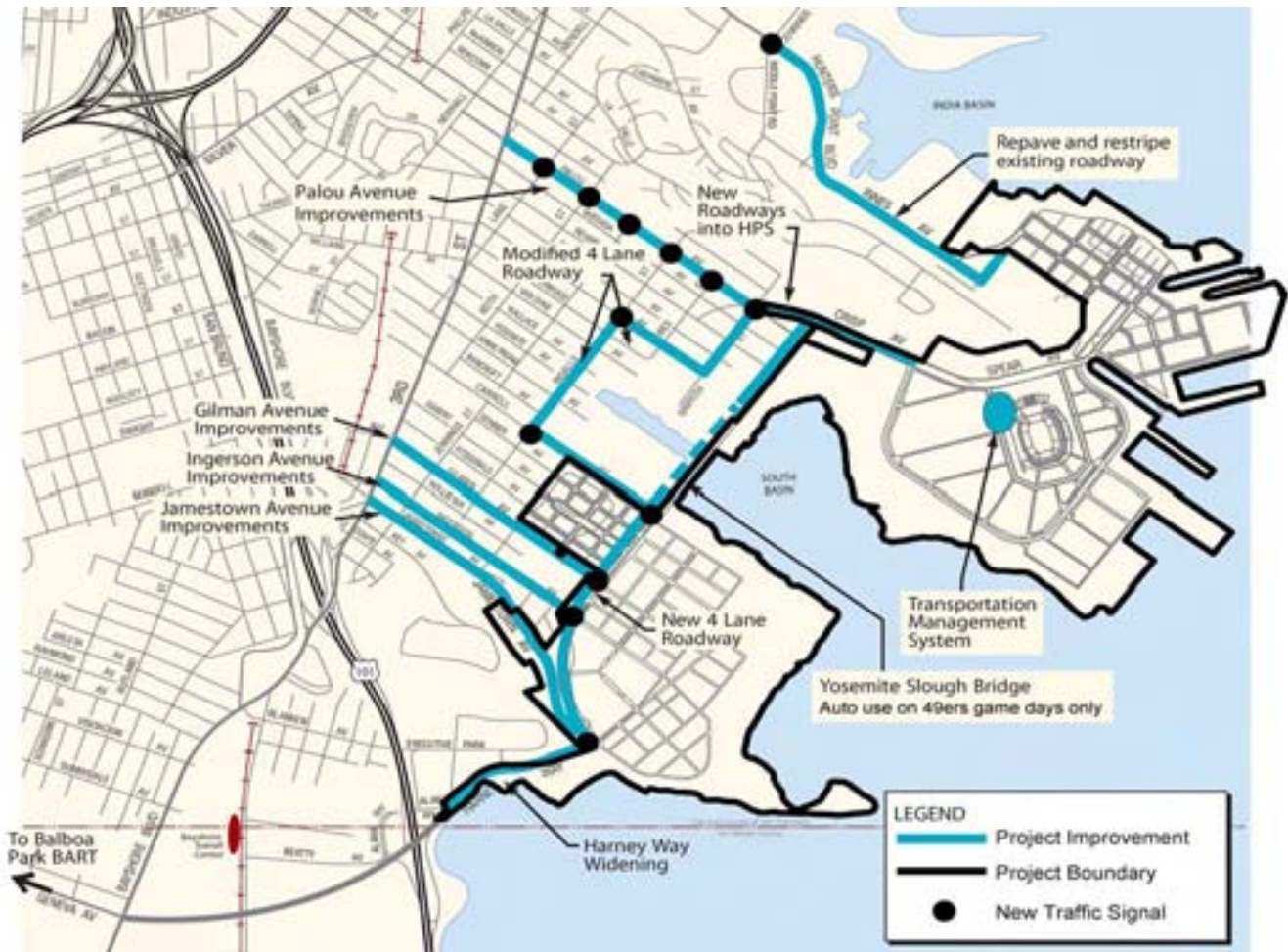
Hunters Point Shipyard BRT Stops

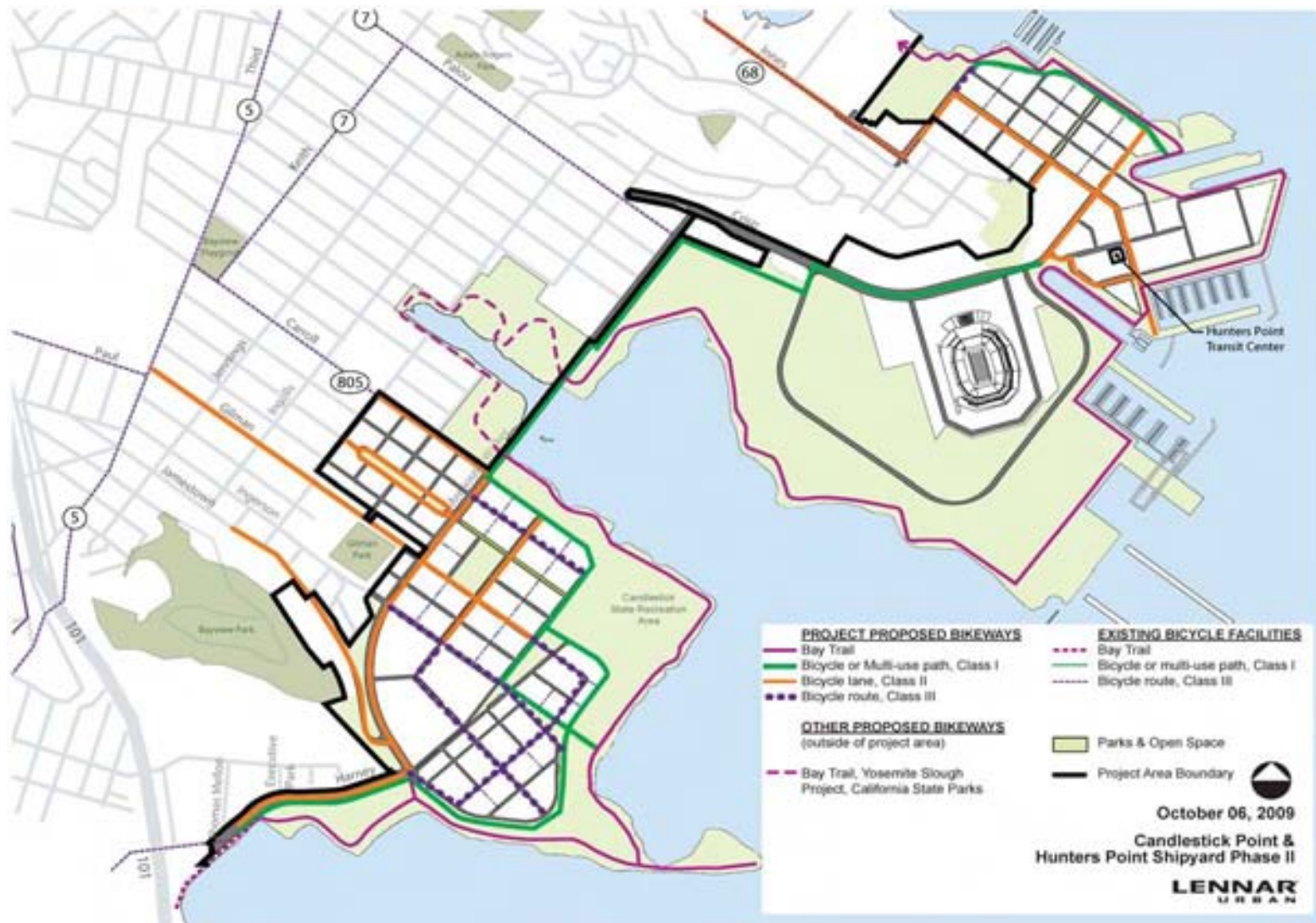
Harney BRT

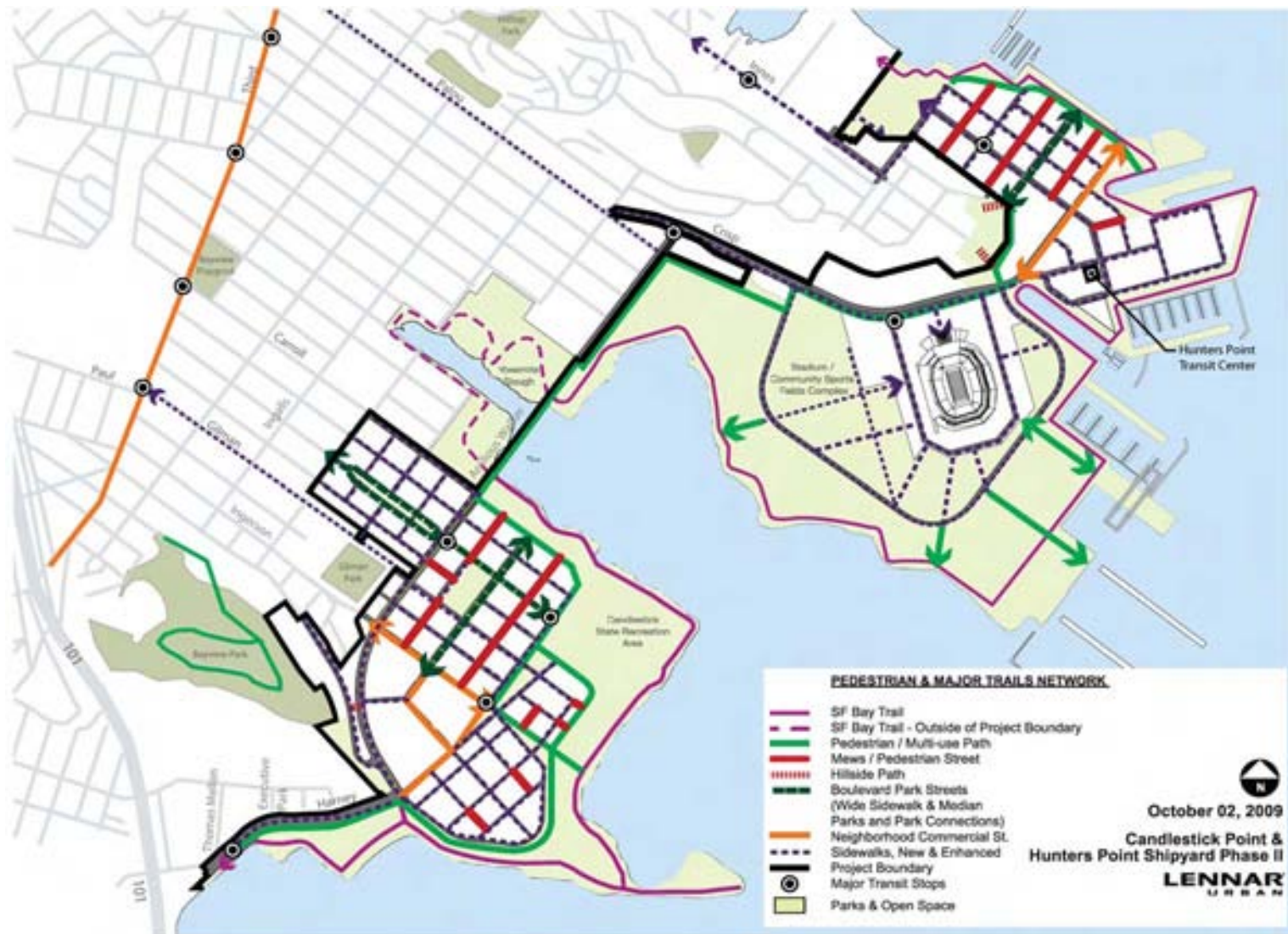
Candlestick Point BRT Stops

LEGEND

-  Existing Light Rail
-  New / Modified MUNI
-  Bus Routes in Mixed
-  Flow Lanes (Phase I)
-  Downtown Express Bus
-  Bus Rapid Transit
-  Proposed Transit Stop
-  Project Boundary











Hunters Point Shipyard Phase 2-Candlestick Point Project Transportation Overview

SFMTA Board March 2, 2010



LAND USE PLAN / DEVELOPMENT PROGRAM

THE SHIPYARD & CANDLESTICK POINT PHASE II SUMMARY STATISTICS

	HUNTERS POINT SHIPYARD	CANDLESTICK POINT	TOTAL
Units	2,660	7,860	10,500
Neighborhood Retail (sq ft.)	125,000	125,000	250,000
Regional Retail (sq ft.)	-	635,000	635,000
Artist's Space (sq ft.)	255,000	-	255,000
Office/R&D (sq ft.)	2,500,000	150,000	2,650,000
Hotel (sq ft.)	-	150,000	150,000
Arena (sq ft.)	-	75,000	75,000
Open Space (acres)	231.6	104.8	336.4



- Community Use
- Mixed-use
- Retail / commercial
- Low rise Residential
- Mid-high rise Residential
- Research & Development

LENNAR
A THORCO COMPANY

IBI



Public Process

- **17 + Years of Community Based Planning**
- **Major Milestones**
 - Conceptual Framework (2007)
 - Proposition G (2008)
 - Financing Plan (2008)
 - Urban Design Plan (2009)
 - SB 792 (2009-2010)
 - Draft EIR (2009-2010)

*In the last 3 years,
more than 200
meetings have been
held in the Bayview
and throughout the
City to discuss the
Project*

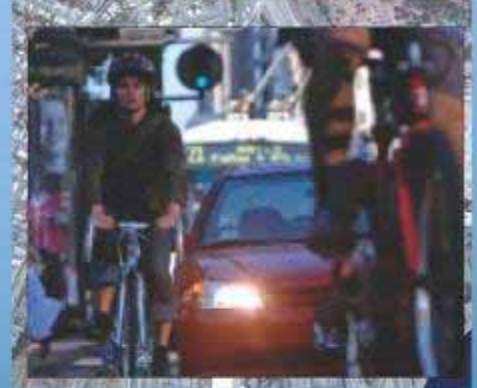


Project Public Benefits

- **32% below market rate housing (3,345 units) at a range of income levels**
- **Rebuild of Alice Griffith with a 1 for 1 replacement of the existing units with no displacement of existing residents**
- **New and renovated replacement studio space for the Shipyard artists**
- **More than 300 acres of new and improved parks and open space**
- **\$380 million in transportation and related infrastructure improvements (both on and off site)**
- **Opportunity site for a new 49ers stadium**
- **\$83 million Community Benefits Package covers workforce development, downpayment assistance, educational improvements, and profit participation**

Project Mode Split Goal - Weekday PM Peak Hour

Mode	SD-3 Mode Split	Project Travel Behavior Goal	Difference
Auto	66%	45%	-21%
Transit	16%	30%	+14%
Walk	16%	20%	+4%
Bike	2%	5%	+3%
Total	100%	100%	



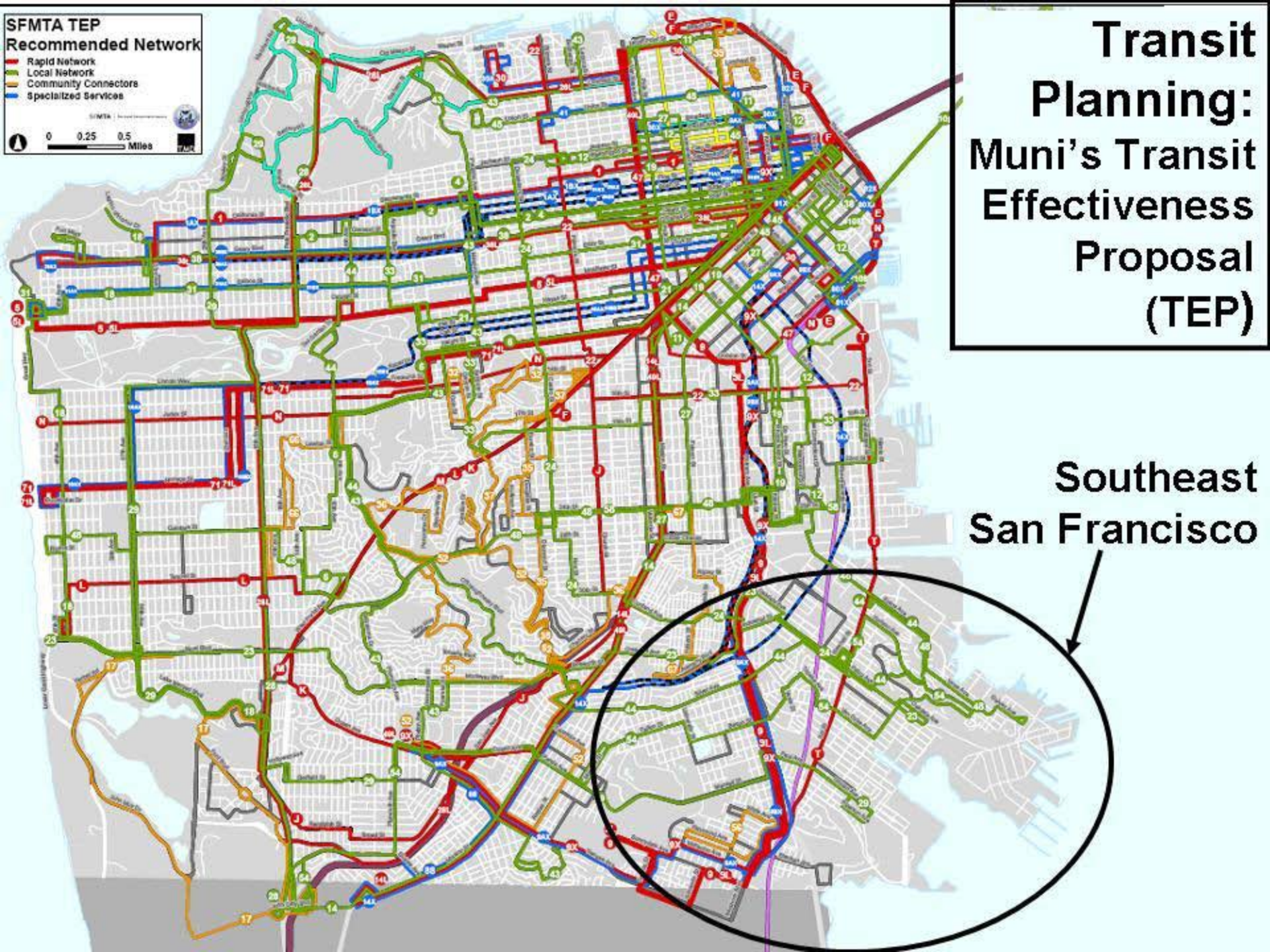
- MIXED USE
- RETAIL / COMMERCIAL
- LOW RISE RESIDENTIAL
- MID-HIGH RESIDENTIAL
- RESEARCH & DEVELOPMENT
- COMMUNITY USE

SFMTA TEP
Recommended Network

- Rapid Network
- Local Network
- Community Connectors
- Specialized Services

0 0.25 0.5 Miles

Transit Planning: Muni's Transit Effectiveness Proposal (TEP)



Southeast San Francisco



Local Muni Bus Lines

Connection to Regional Routes



Connection to Regional Routes

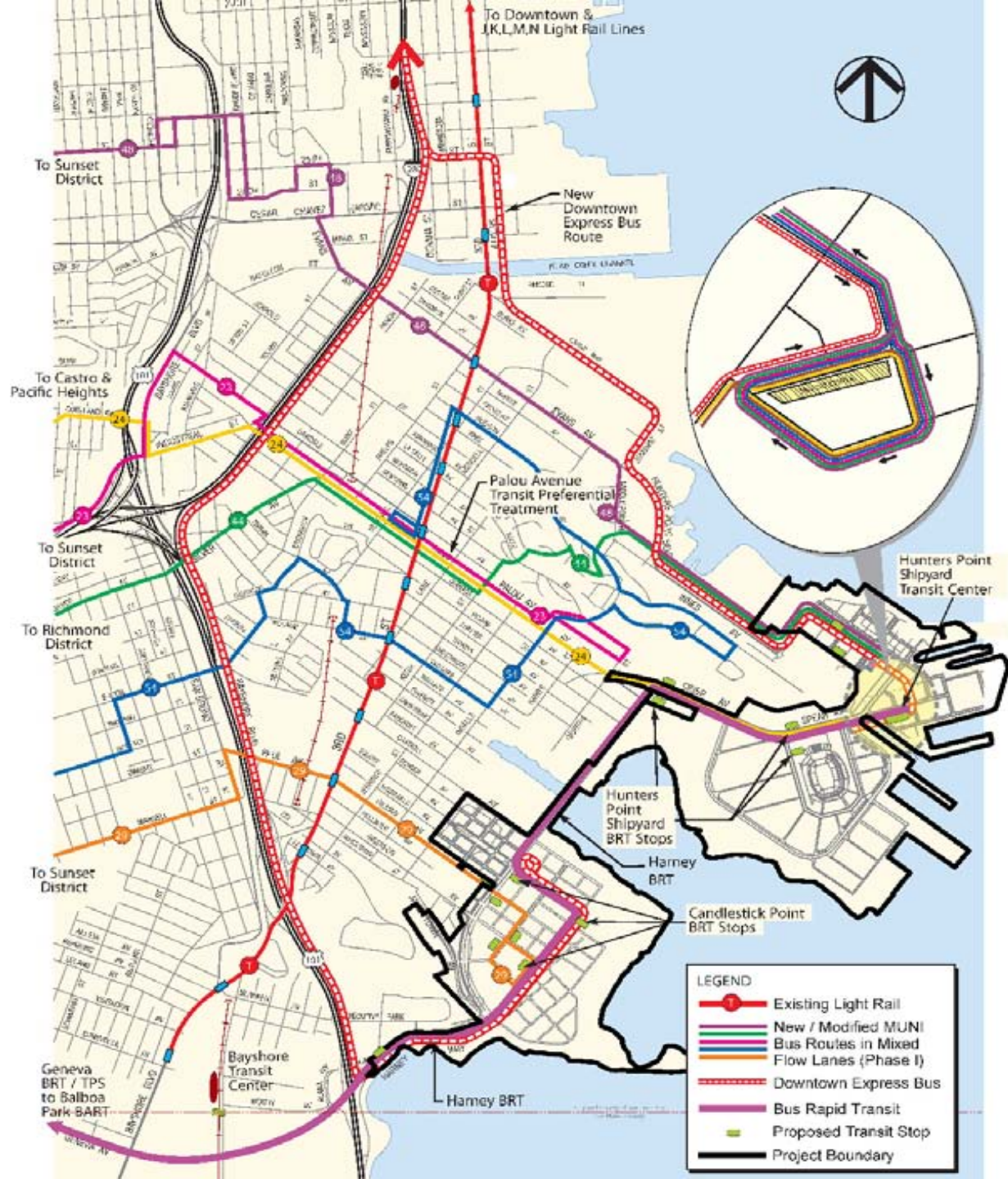


Connection to Regional Routes

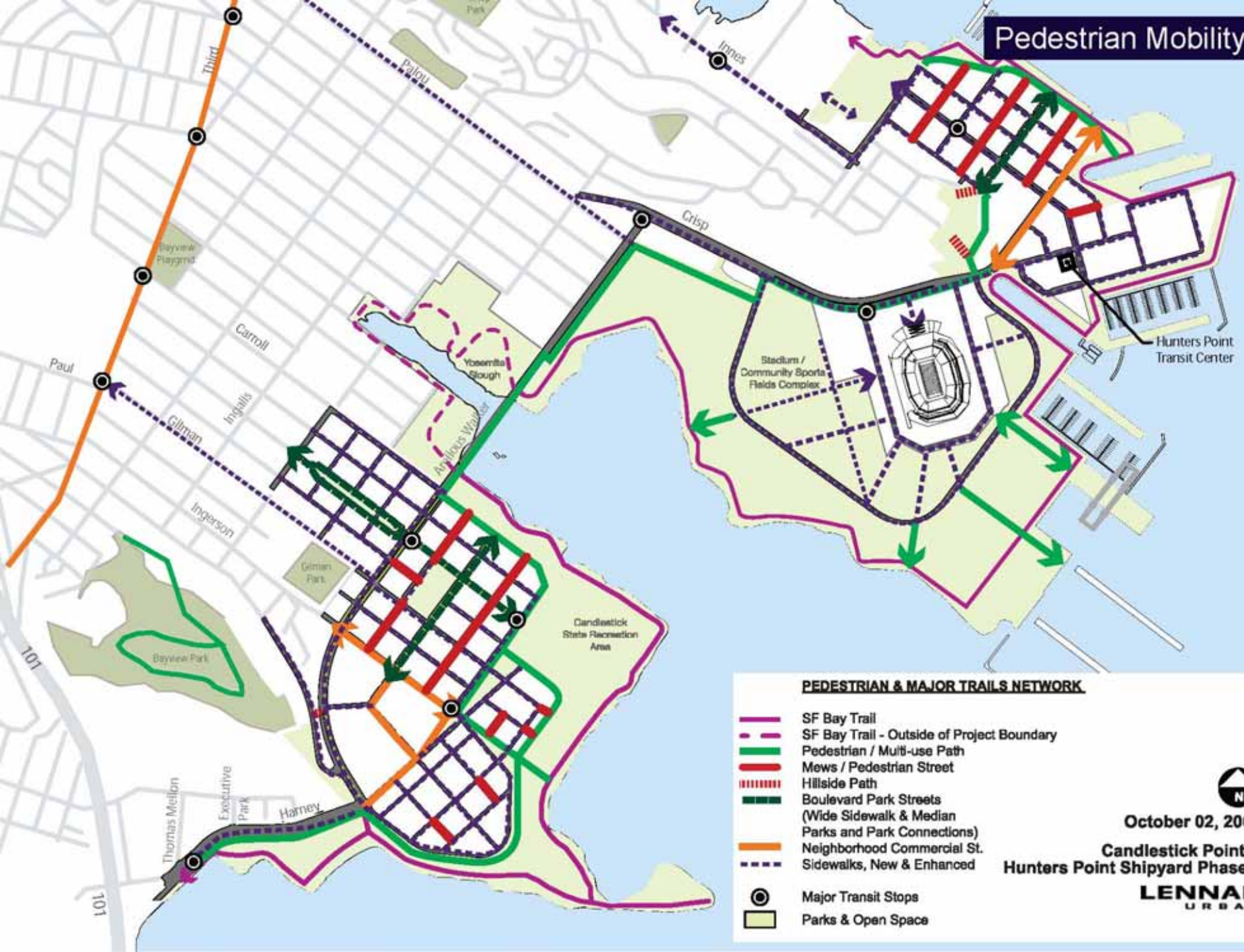


Connection to Regional Routes

Project Transit Improvements



Pedestrian Mobility



PEDESTRIAN & MAJOR TRAILS NETWORK

- SF Bay Trail
- SF Bay Trail - Outside of Project Boundary
- Pedestrian / Multi-use Path
- Mews / Pedestrian Street
- Hillside Path
- Boulevard Park Streets (Wide Sidewalk & Median Parks and Park Connections)
- Neighborhood Commercial St.
- Sidewalks, New & Enhanced
- Major Transit Stops
- Parks & Open Space

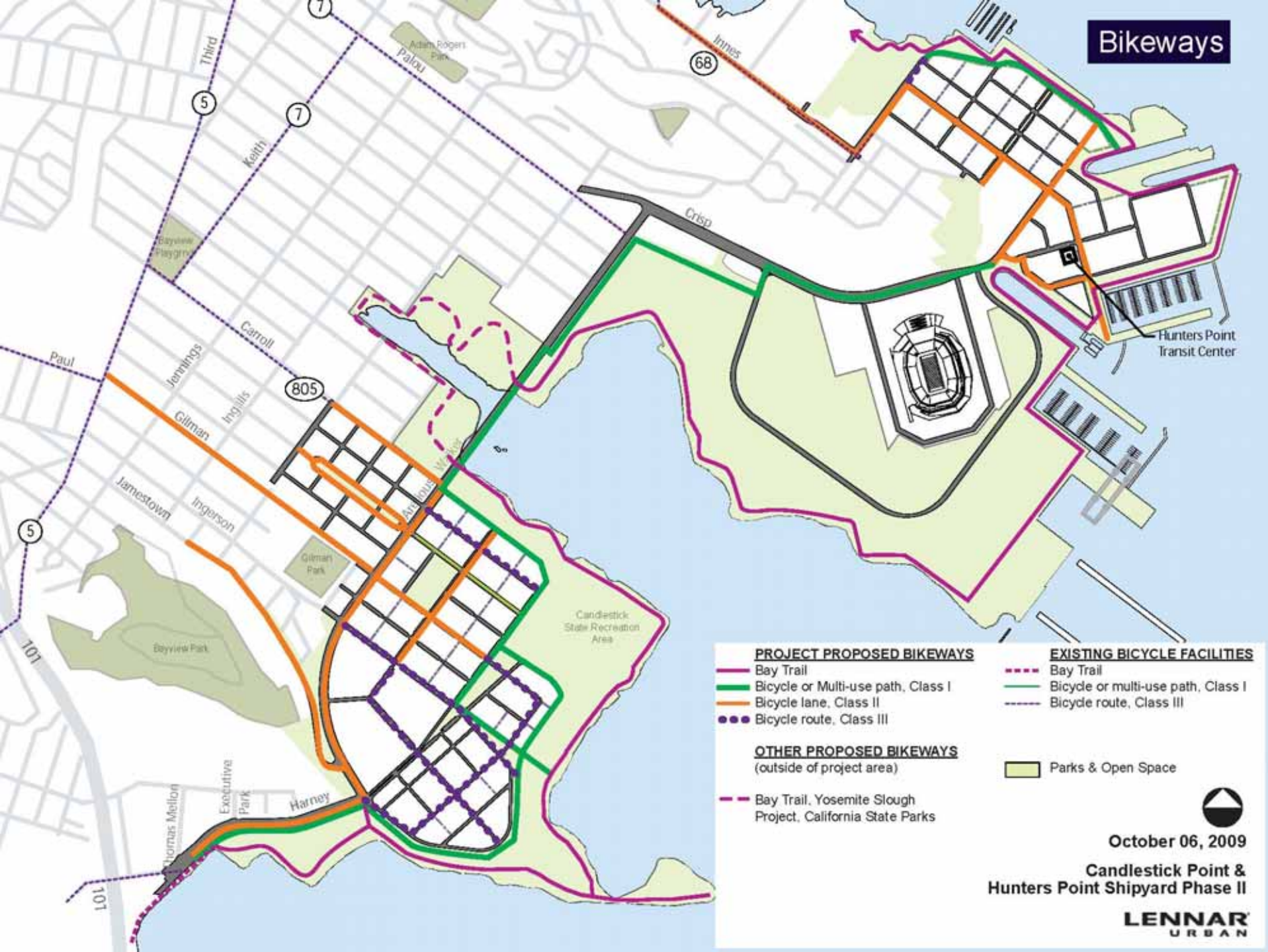


October 02, 2009

Candlestick Point & Hunters Point Shipyard Phase II

LENNAR URBAN

Bikeways



October 06, 2009

Candlestick Point & Hunters Point Shipyard Phase II

LENNAR
URBAN

Yosemite Slough Bridge – Game Day Scenario



Yosemite Slough Bridge – Non-Game Day Scenario



Transportation Demand Management (TDM)

An effective TDM reduces auto use & encourages transit, walking, & biking.

A full-time Transportation Coordinator will provide residents, employees, & visitors with information about transportation alternatives.

CP/HPS employees will participate in TDM program to encourage alternative modes of travel, carpools, vanpools, commuter checks, etc.

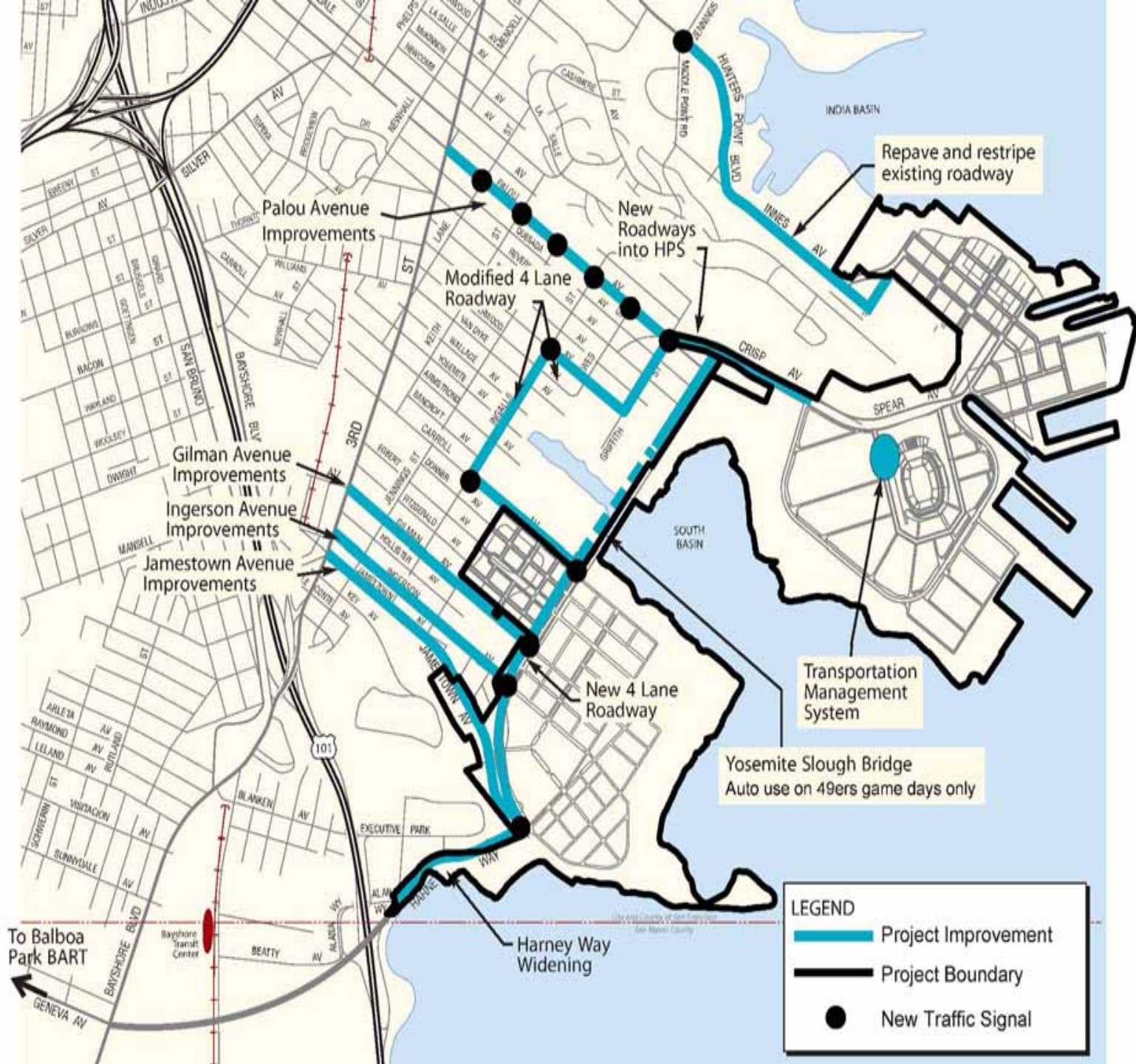
Carshare programs located on-site at CP/HPS.

Residential parking will be unbundled from housing units resulting in reduced housing costs.

TDM program funded by EcoPass.

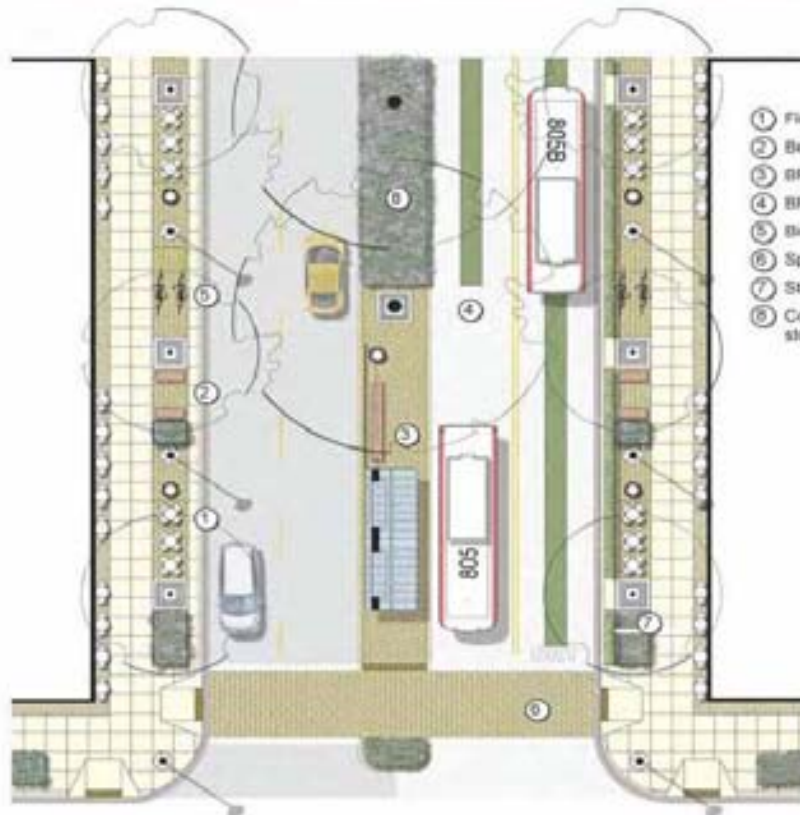


Project Roadway Improvements





BRT precedent images, Eugene, OH



- ① Flexible sidewalk space for outdoor dining
- ② Benches, social seating
- ③ BRT stop with seating, shelter, lighting
- ④ BRT dedicated lanes with green trackway
- ⑤ Bicycle racks
- ⑥ Special paving treatments
- ⑦ Street trees
- ⑧ Colorful planting area with opportunity for stormwater gardens



BRT precedent images, Los Angeles, CA



Project Financing

- **Private Capital - \$711 million**
- **Land Secured Tax Exempt Financing that would not exist “but for” the Project:**
 - **»»Tax Increment Financing - \$953 million**
 - **»»Mello Roos Community Facility District - \$577 million**
- **No recourse to the City’s General Fund**

Uses of Funds – \$2.2 Billion Total

– Public Infrastructure - \$1.2 Billion

- Utility Infrastructure
- Demolition and Site Grading
- Transportation Improvements
- Parks and Open Space

– Below Market Housing - \$481 million

– Additional Community Benefits - \$83 million

– Other Costs - \$422 million

- Community and Public Facilities
- Project Planning and Entitlements
- Governmental Fees
- Marketing, Project Management, Property Management and Closing Costs

City Fiscal Impacts

- **New revenues will exceed costs to the City for services and operations**
 - \$271 million net cumulative general fund surplus
 - \$20 to \$30 million annual surplus at Buildout
- **1,519 average annual construction jobs**
- **10,730 New Permanent Jobs**
- **New General Fund revenues will be adequate to cover operations and maintenance, capital and facilities costs associated with enhanced transit service**

Final Steps

- **January, February, March – Discussion**
 - BVHP Project Area Committee and Shipyard Citizens Advisory Committee
 - Multiple Commissions
 - Board of Supervisors

- **April/May**
 - PAC/CAC Recommendation
 - Joint SFRA/Planning Hearing
 - Certification of the EIR
 - Other Project Documents

- **May/June**
 - Final Approvals at Multiple Commissions and Board of Supervisors