



MEMORANDUM

TO: Members of the SFMTA Board
CC: Nathaniel Ford
FROM: Michael Cohen
DATE: March 30, 2010
RE: Overview of the Hunters Point Shipyard Phase 2-Candlestick Point Integrated Development Project and Transportation Plan

On April 6th 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)

Attachment A LAND USE PLAN / DEVELOPMENT PROGRAM

THE SHIPYARD & CANDLESTICK POINT PHASE II SUMMARY STATISTICS

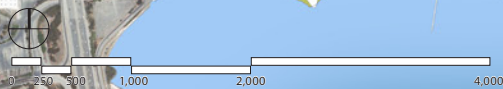
	HUNTERS POINT SHIPYARD	CANDLESTICK POINT	TOTAL
Units	2,650	7,850	10,500
Neighborhood Retail (sq.ft.)	125,000	125,000	250,000
Regional Retail (sq.ft.)	-	635,000	635,000
Artist's Space (sq.ft.)	255,000	-	255,000
Office/R&D (sq.ft.)	2,500,000	150,000	2,650,000
Hotel (sq.ft.)	-	150,000	150,000
Arena (sq.ft.)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

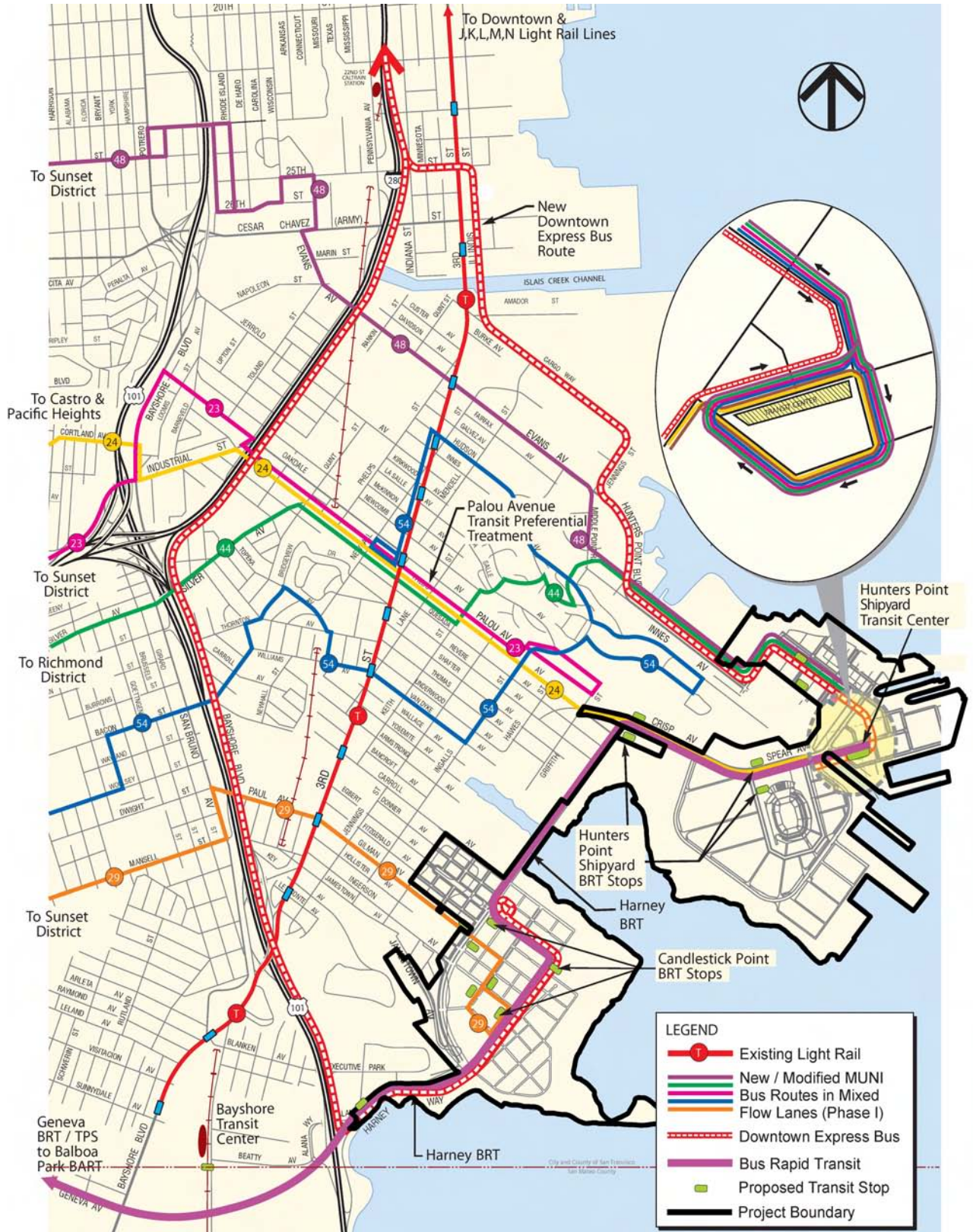


- Community Use
- Mixed-use
- Retail / commercial
- Low rise Residential
- Mid-high rise Residential
- Research & Development

LENNAR
URBAN

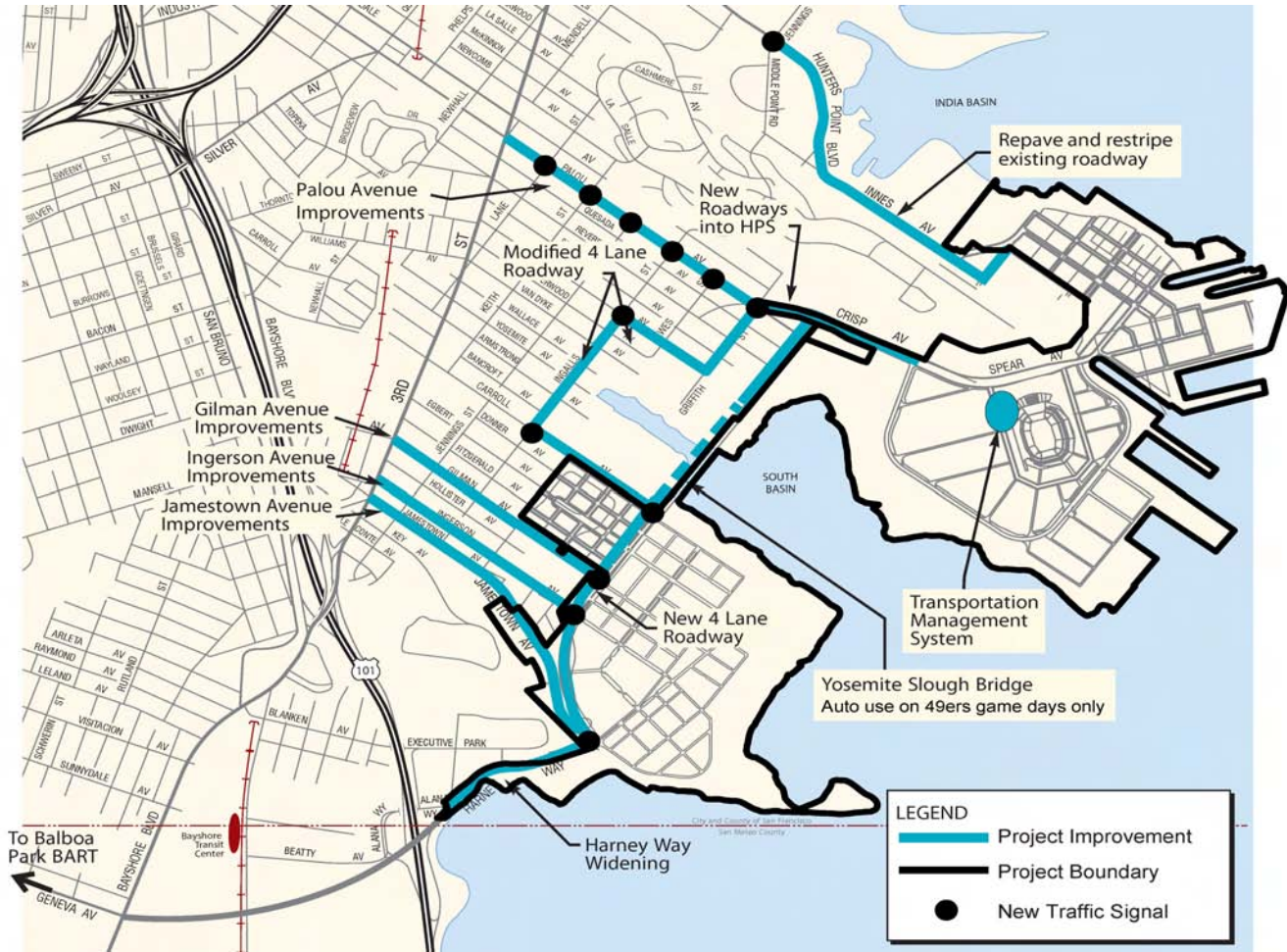
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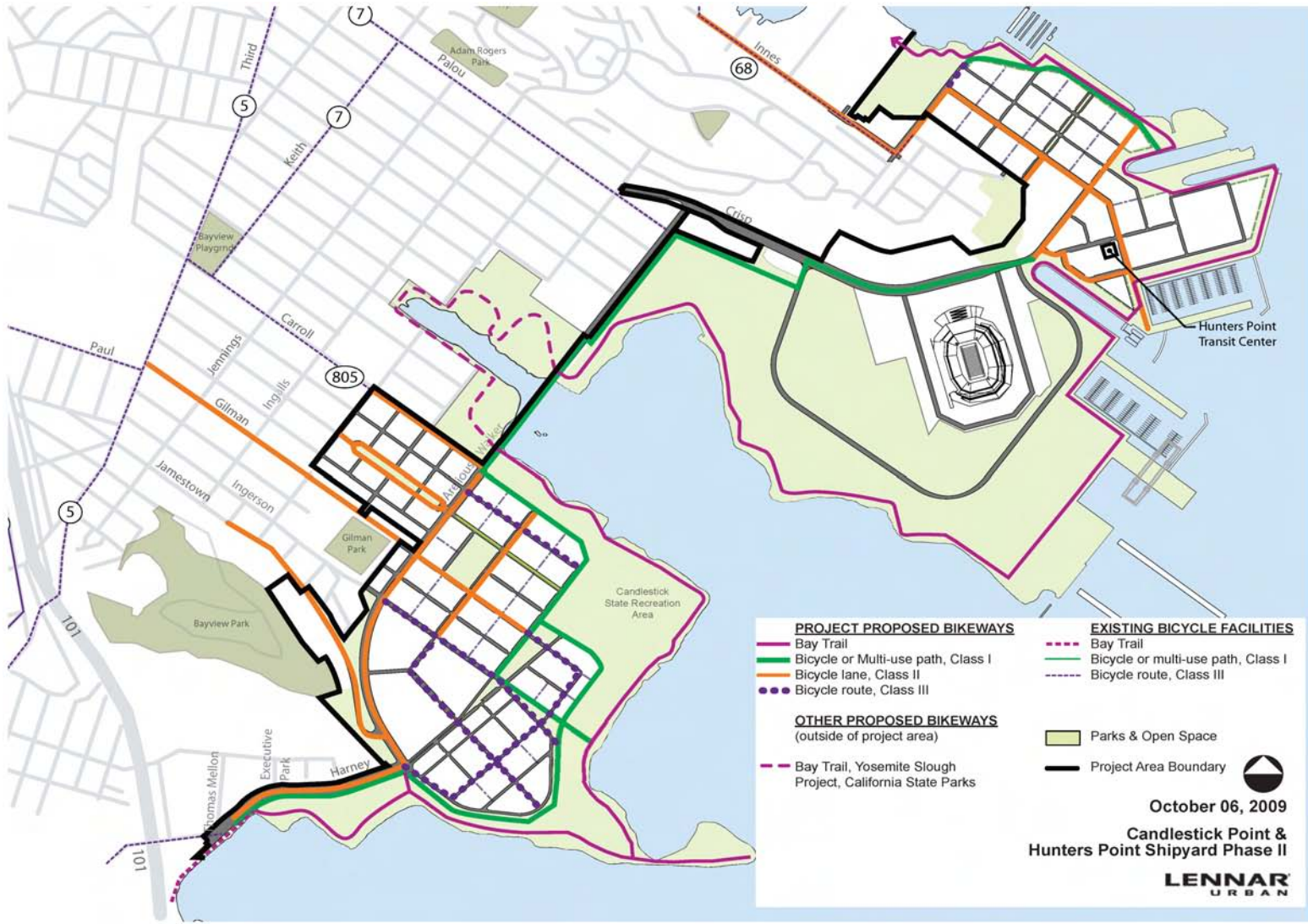
Attachment C
Project Roadway Improvements

Draft 02.01.10



Attachment D
Project Bike Improvements

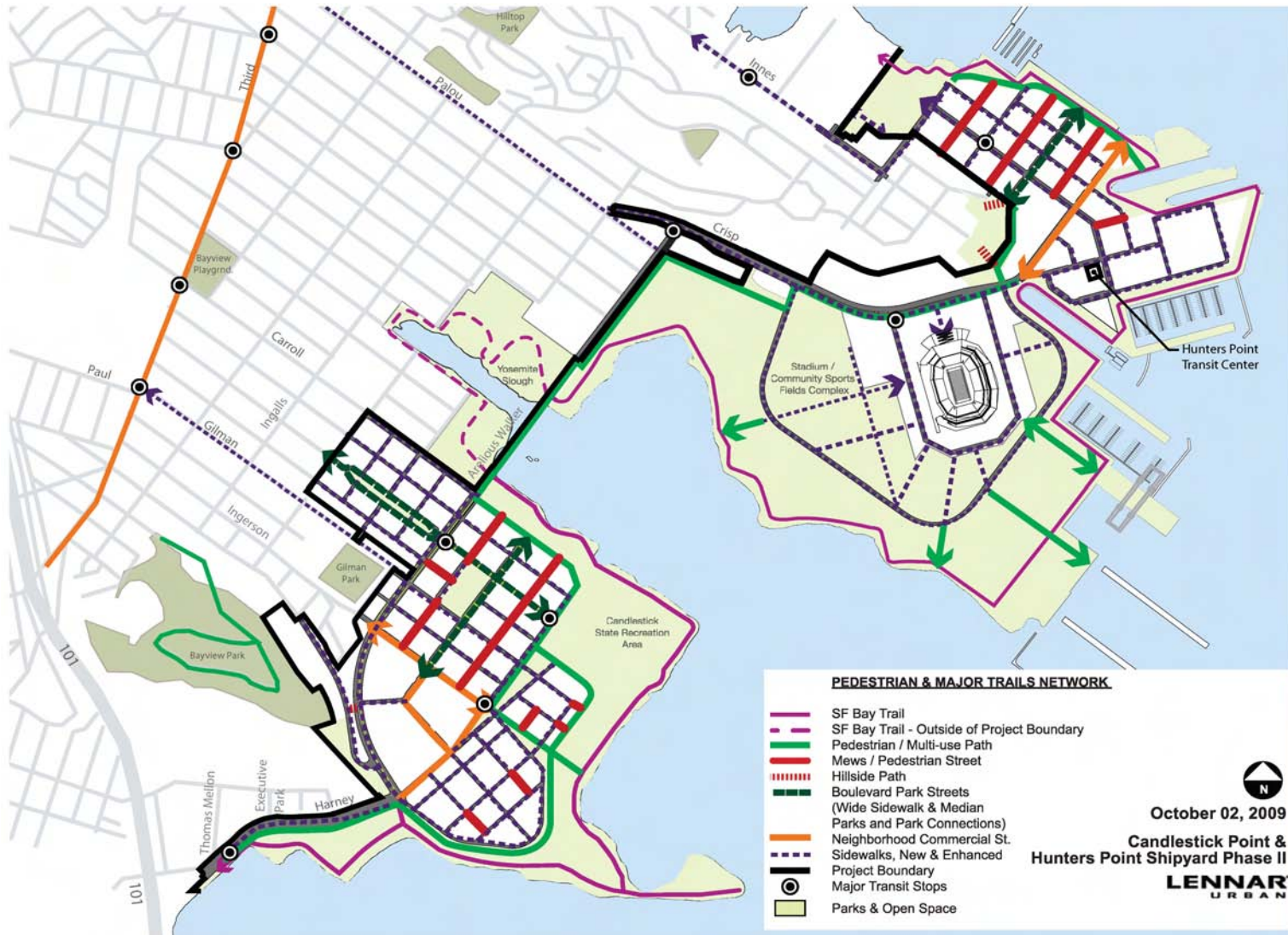
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October 06, 2009

Candlestick Point & Hunters Point Shipyard Phase II

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Attachment F

Draft 02.01.10

Yosemite Slough Bridge (Non-Game Day)



Attachment F
Yosemite Slough Bridge (Game Day)

Draft 02.01.10





CANDLESTICK POINT/ HUNTERS POINT SHIPYARD PHASE 2

SFMTA Board

April 6, 2010



- Long term: 30 year old



Final Steps

- **January through May – Discussion**
 - PAC/CAC
 - SFMTA Board Overview
 - Multiple Commissions
 - Board of Supervisors
- **June**
 - Joint SFRA/Planning Hearing
 - Certification of the EIR
 - Other Project Documents
 - Final Approvals at Multiple Boards, Commissions and Board of Supervisors

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**
- **More than \$229 million in transportation improvements**
- **Opportunity site for a new 49ers stadium**

LAND USE PLAN / DEVELOPMENT PROGRAM

THE SHIPYARD & CANDLESTICK POINT PHASE II SUMMARY STATISTICS

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

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

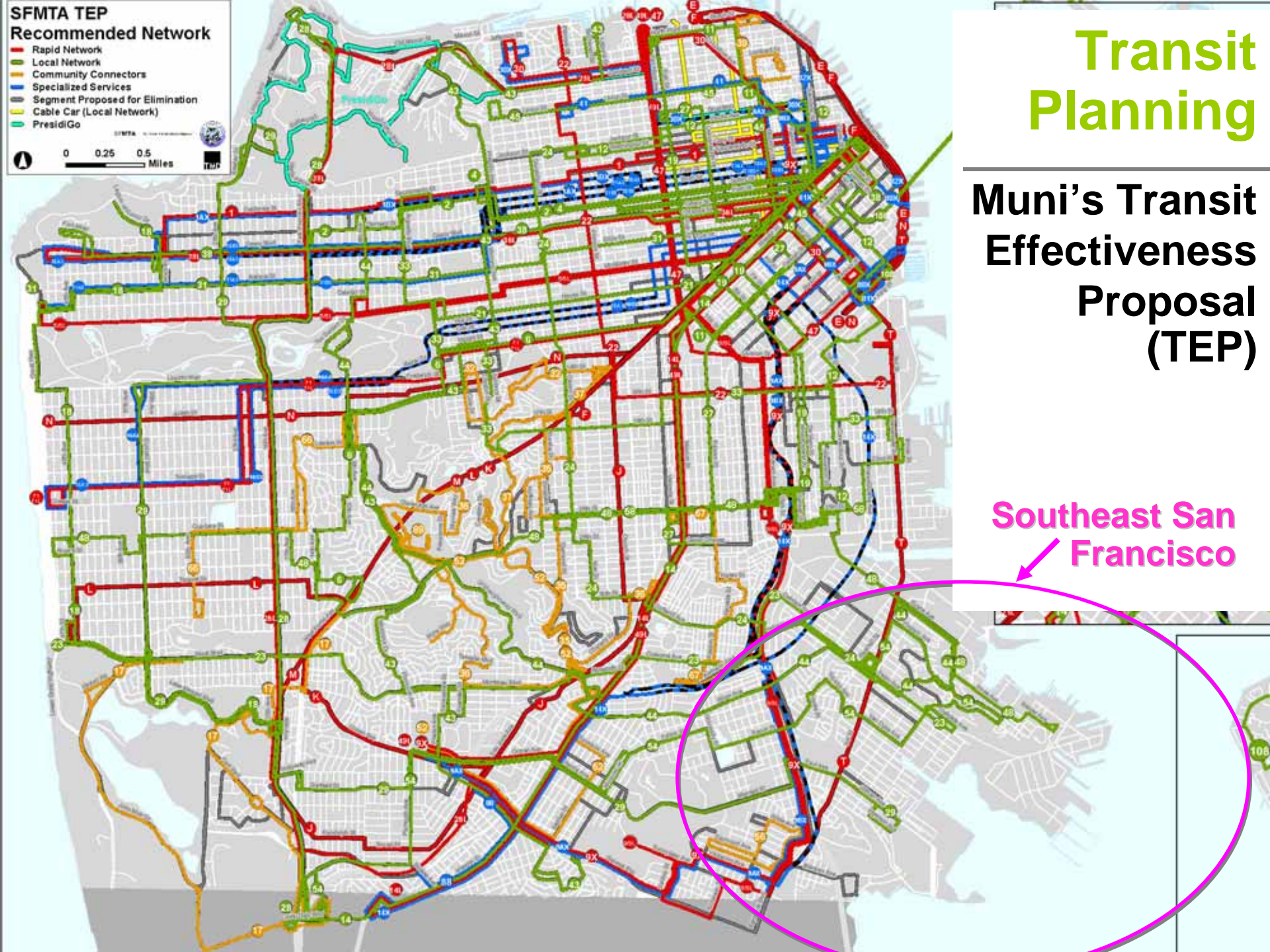


Transit



SFMTA TEP Recommended Network

- Rapid Network
- Local Network
- Community Connectors
- Specialized Services
- Segment Proposed for Elimination
- Cable Car (Local Network)
- PresidiGo



Transit Planning

Muni's Transit Effectiveness Proposal (TEP)

Southeast San
Francisco



Connection to Regional Routes



Connection to Regional Routes



Connection to Regional Routes



Connection to Regional Routes

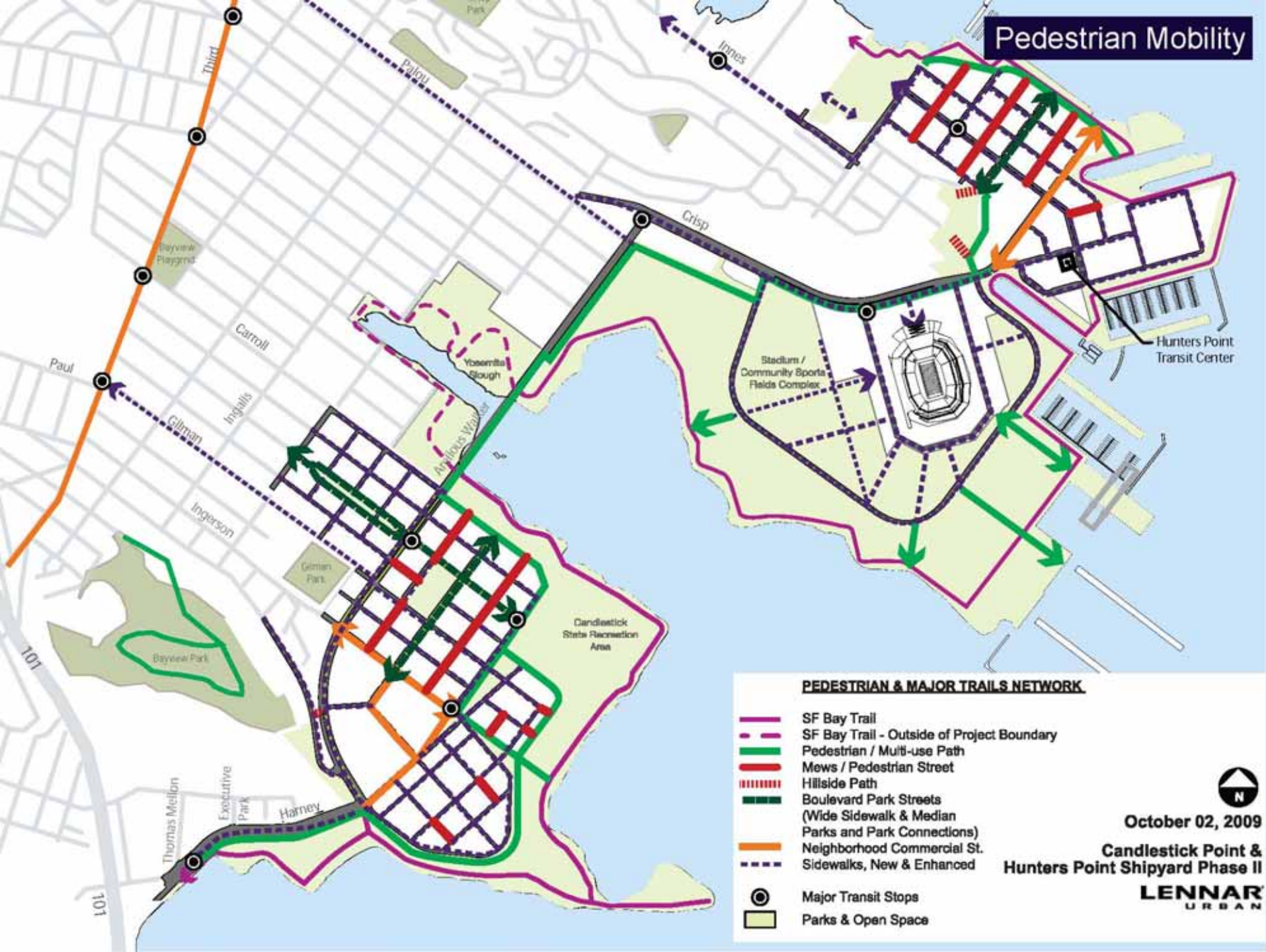
Transit Plan



Pedestrian



Pedestrian Mobility



October 02, 2009

Candlestick Point & Hunters Point Shipyard Phase II

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Yosemite Slough Bridge



Typical Bridge Condition

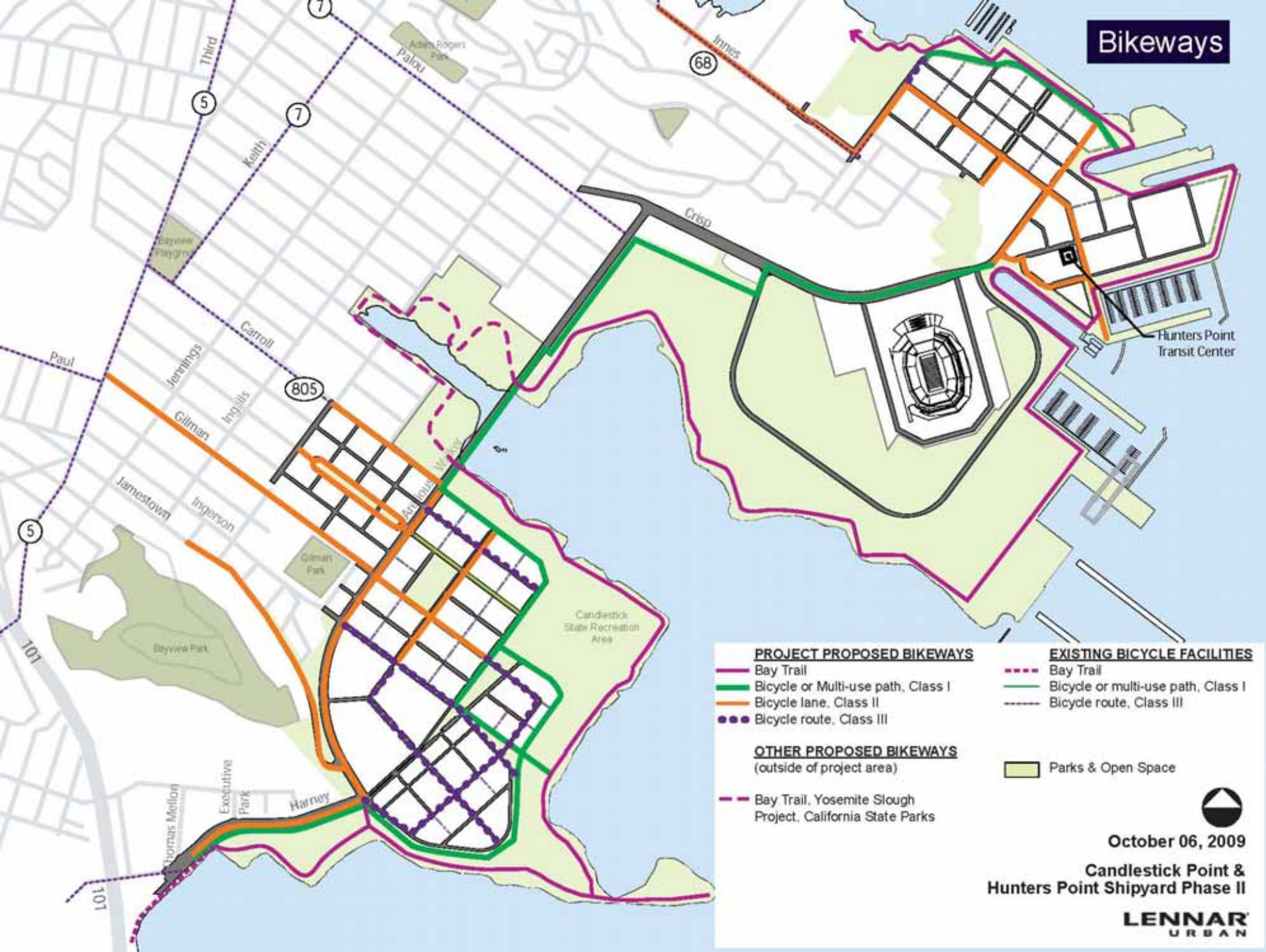


Game-day Bridge Condition

Bicycles



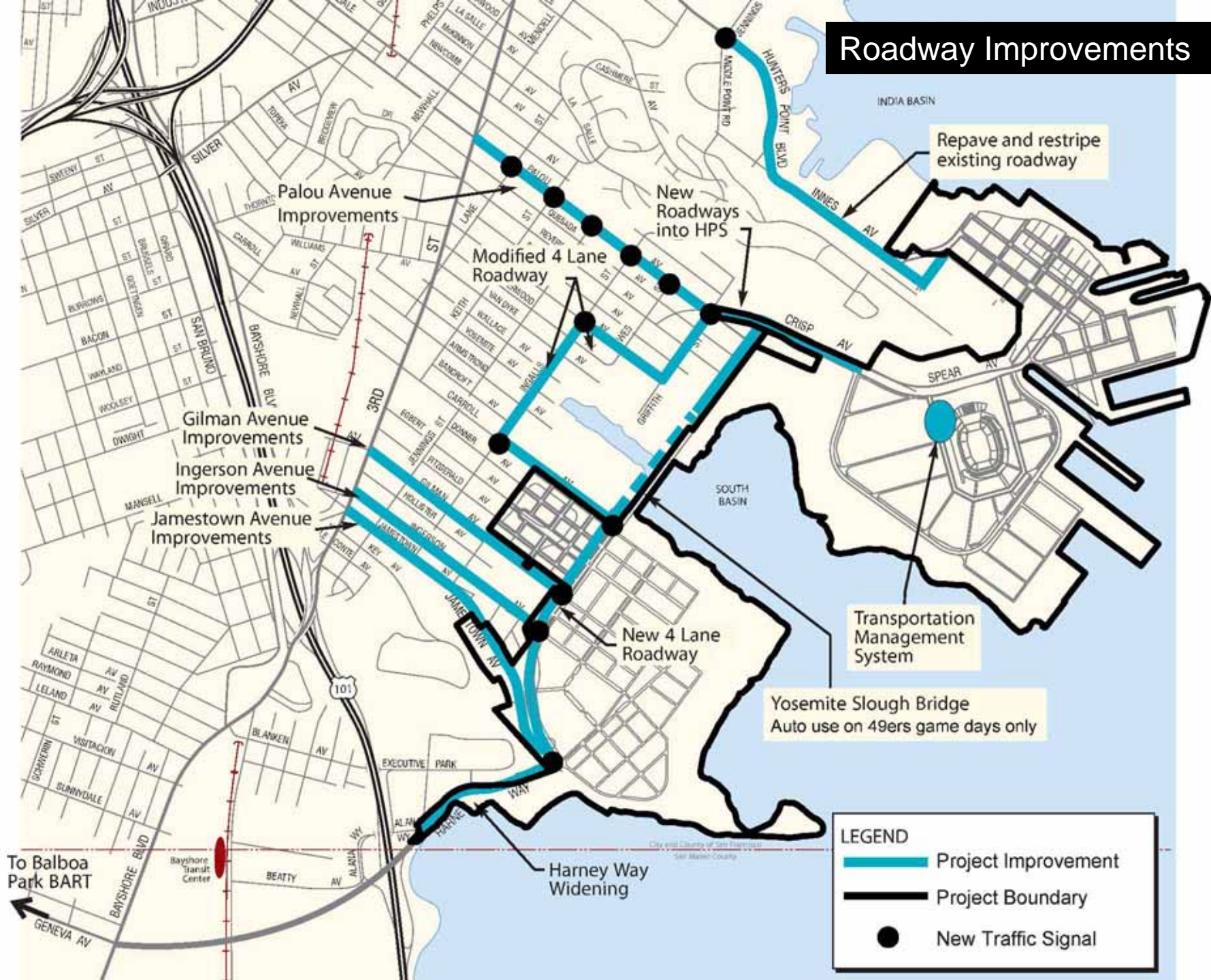
Bikeways



Automobiles



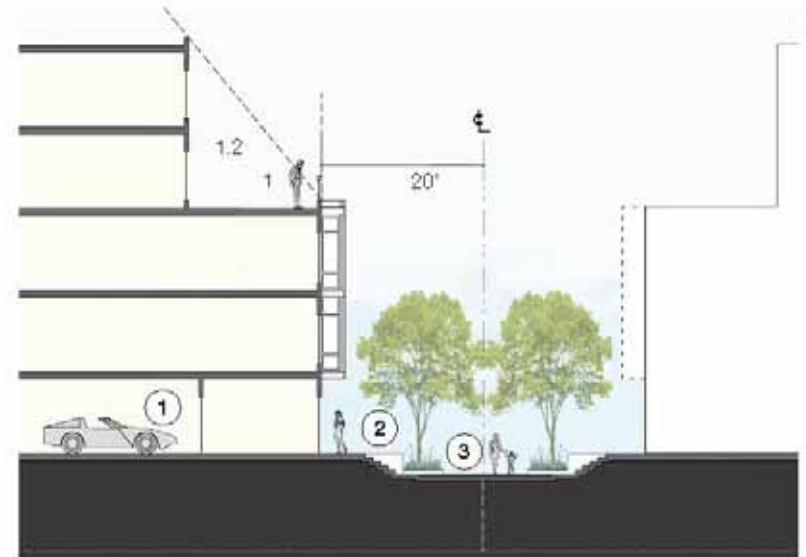
Roadway Improvements



Street Types – Mid-block Break



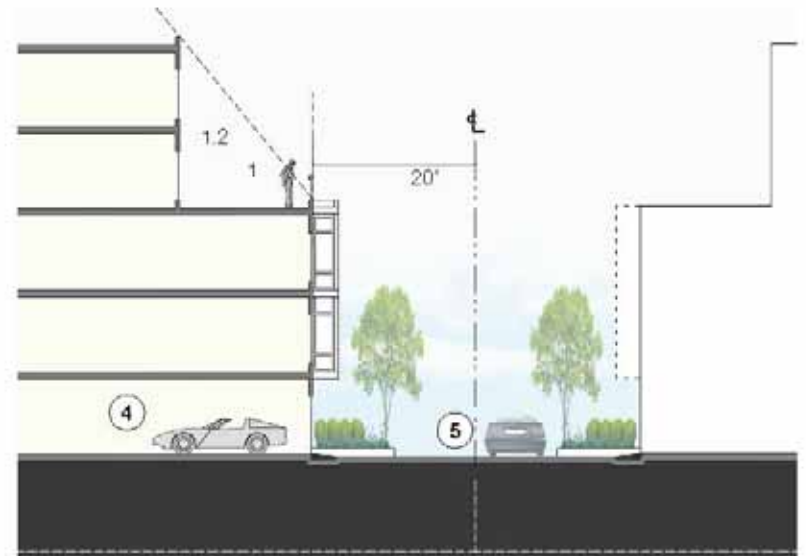
Pedestrian Mews



Pedestrian Mews

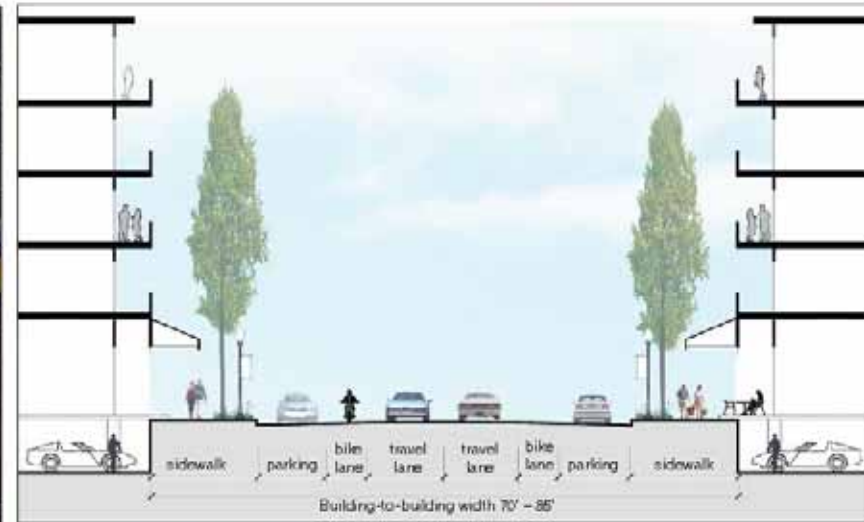


- Legend
- ① Podium Parking
 - ② Raised Patio
 - ③ Public Walkway – 10' Width
 - ④ Garage Parking
 - ⑤ Public Laneway – 20' Width



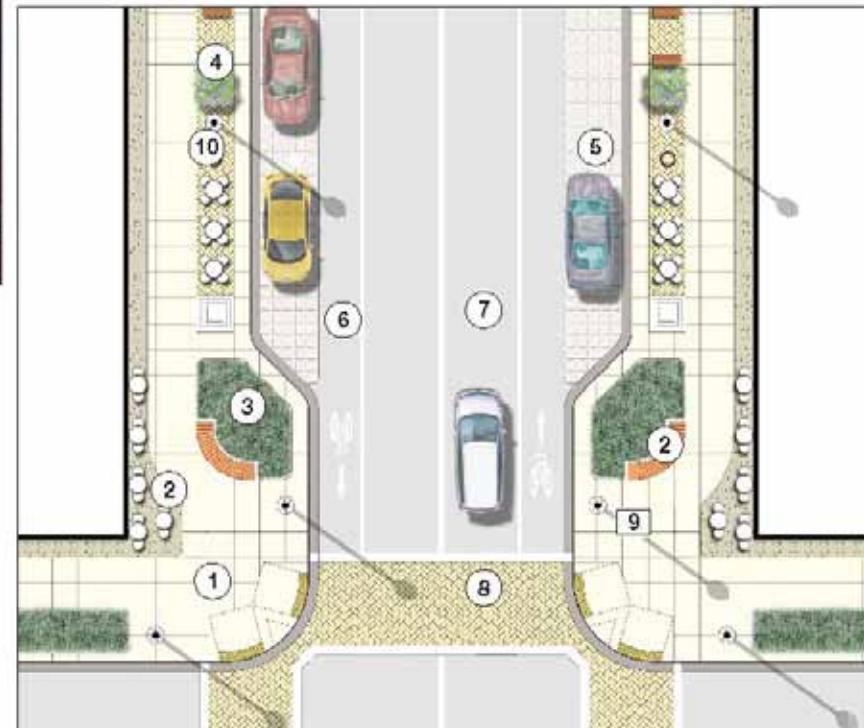
Vehicular Laneway

Street Types – Retail

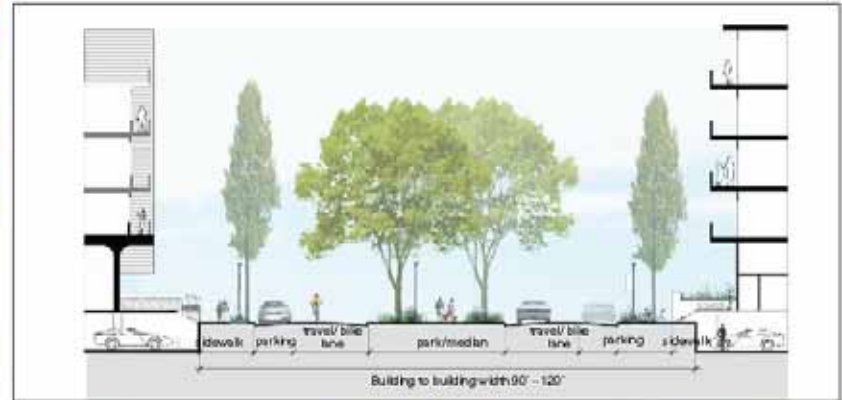


Legend

- ① Bulb-out with a Special Paving
- ② Sitting Area
- ③ Street Trees
- ④ Garden-style Planting/ Bioswale Storm Water Garden
- ⑤ Street Parking
- ⑥ Street
- ⑦ Raised Crosswalk (speed table)
- ⑧ Pedestrian Lighting
- ⑨ Opportunity for Outdoor Seating

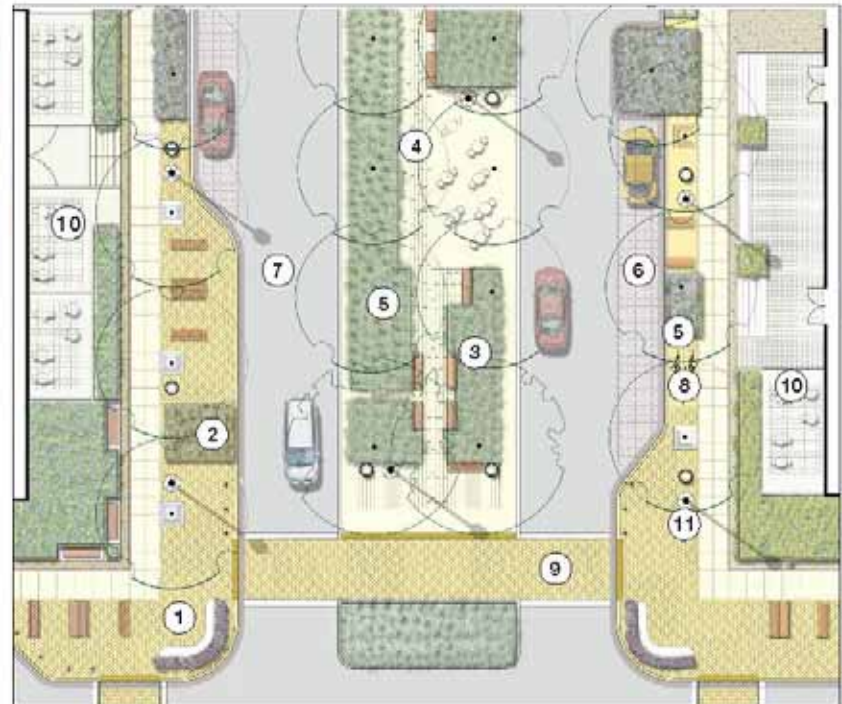


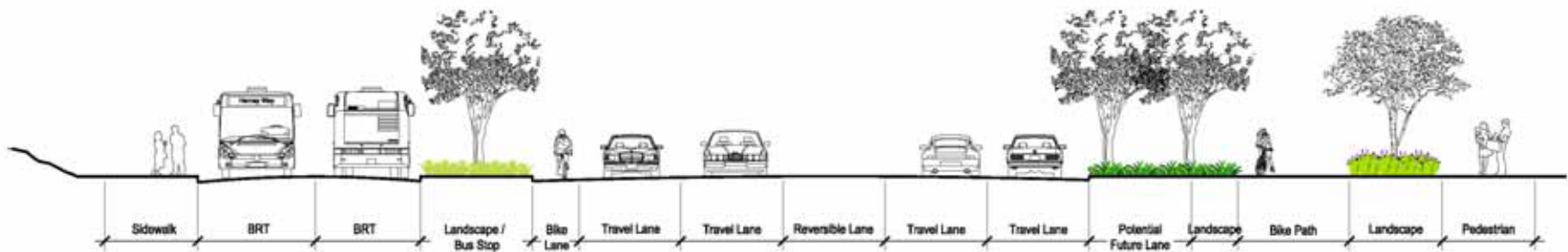
Street Types – Boulevard Streets



Legend

- ① Bulb-out with special paving
- ② Bus stop with shelter
- ③ Sitting area
- ④ Street trees, double row
- ⑤ Garden-style planting / bioswale
- ⑥ Streetside parking
- ⑦ Bicycle lane
- ⑧ Bicycle parking
- ⑨ Raised crosswalk (speed table)
- ⑩ Private terraces, porches & gardens
- ⑪ Pedestrian lighting



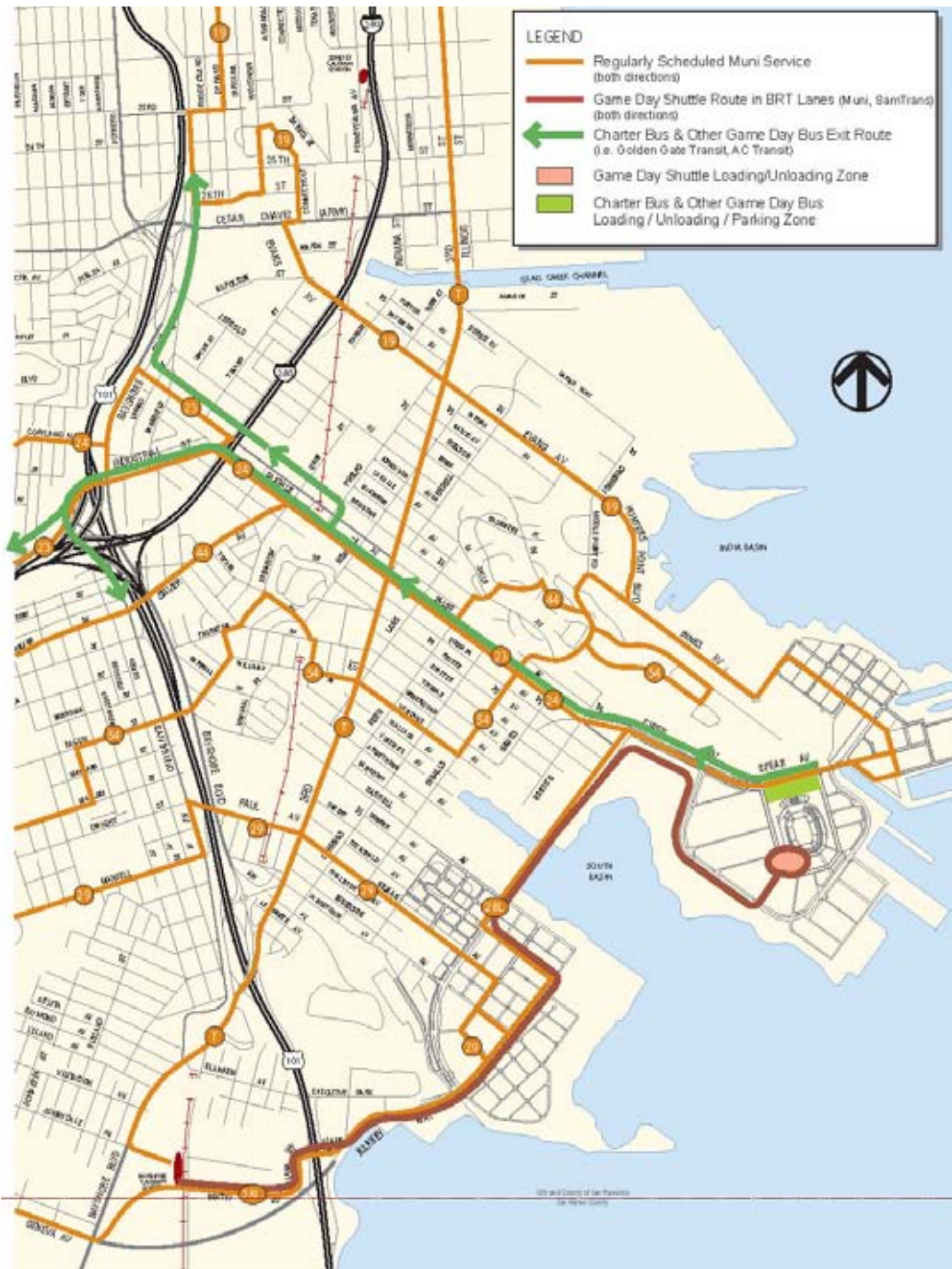


Section A - Proposed



Plan - Interim

Game Day Transit





Transportation Demand Management (TDM)



Pedestrian Friendly



Bicycle Facilities



Carshare / Vanpool



Public Transit



Smart Technology

- **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**