



## 7. OPEN SPACE

- 7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE
- 7.2 ALICE GRIFFITH NEIGHBORHOOD PARK
- 7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE
- 7.4 WEDGE PARK

# 7. OPEN SPACE

## 7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE

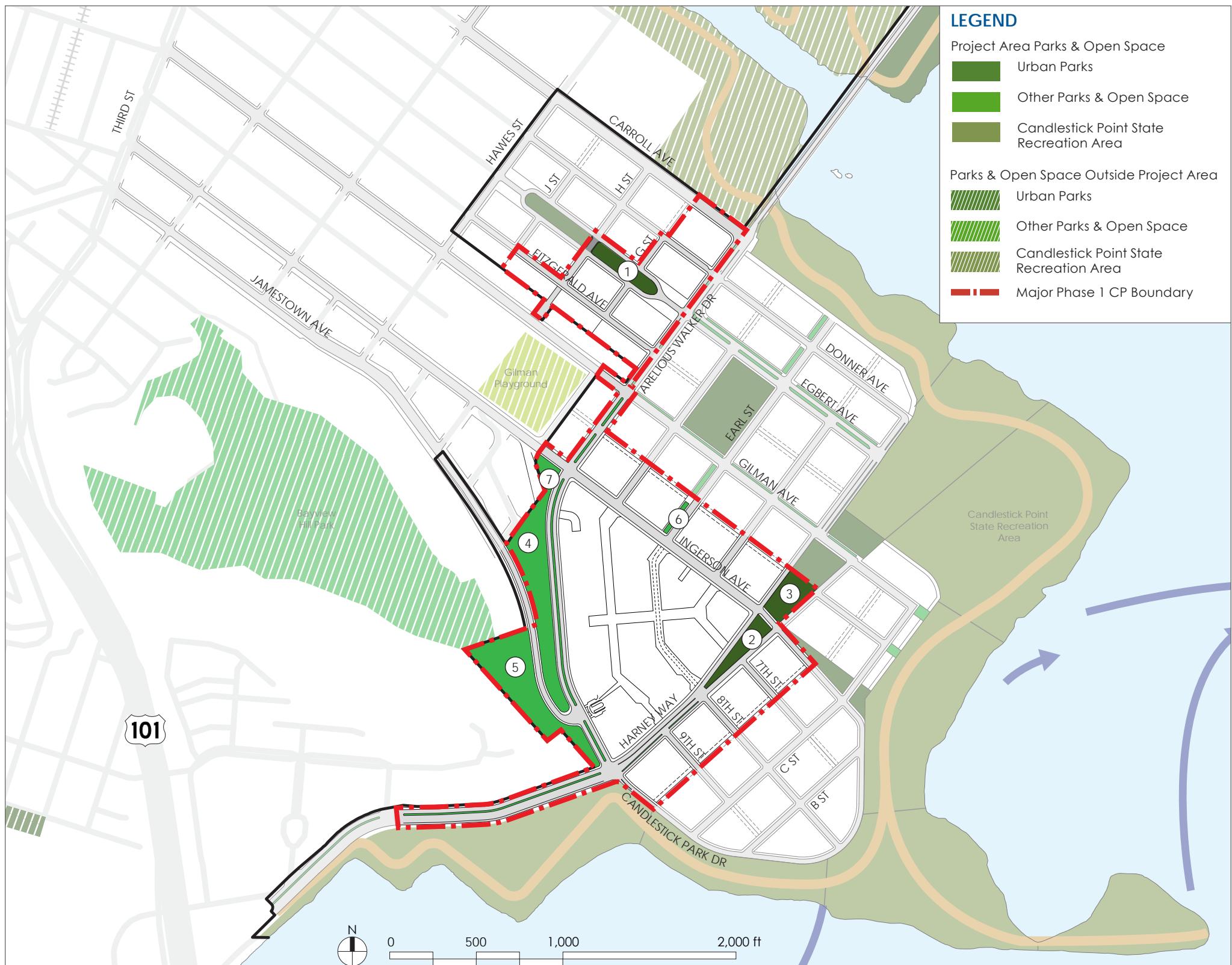
The first major phase of development at Candlestick Point includes the development of 9.32 acres of parks and open space. This includes:

- **Alice Griffith Neighborhood Park (0.72 acres)** – A neighborhood park with a variety of active and passive recreation opportunities, including picnic areas, children's play areas, a basketball court, community gardens, open lawn area, shaded seating, and a dog run.
- **Wedge Plaza (0.77 acres)** – The Wedge Park is Candlestick Point's "Central Park", connecting the urban core with the CPSRA and views of Hunters Point and the Bay. This park spans three blocks and changes in character from an urban plaza, a formal urban park space, and a simpler urban green that connects with the CPSRA. Specific emphasis here is placed on signature forms and landscape expressions. Within these forms are ecological gardens, children's playgrounds, and passive lawn areas.
- **Wedge Park 2a (1 acre)** – Wedge Park 2a will be included in Major Phase 1 CP. It will include pump stations, a bike share facility, and a MUNI bus driver layover area. The remainder of the Wedge Park (1.97 acres) will be completed in the second and third Major Phases.
- **Jamestown Walker Slope (3.44 acres)** – Planting enhancements on the slope will focus on native species and habitat.
- **Bayview Hillside Open Space (2.85 acres)** – Following the recommendations of the Bayview Hill Natural Areas Plan, this open space area will be enhanced with new native plantings to increase the habitat value of the site and to help to create a better habitat link between Bayview Hill and the Bay.
- **Earl Street Boulevard Park (0.10 acres)** – Earl Street will have a special quality with a 33 feet wide pedestrian promenade as its western sidewalk between Ingerson and Gilman Avenue, and between Egbert Avenue and the CPSRA. This promenade will link CP Center with the Candlestick Point Neighborhood Park and the CPSRA. The pedestrian promenade zone will feature room for socializing and enhanced planting spaces (including stormwater bio-retention plantings). The Earl Street Boulevard Park will have temporary landscaping until the first block of the Boulevard Park is completed in Sub-Phases CP-06 and CP-07.

Table 7.1 – Major Phase 1 CP Parks and Open Space Acreages

PARK NAME	ACREAGE
<b>Urban Parks</b>	
(1) Alice Griffith Neighborhood Park	0.72
(2) Wedge Plaza	0.77
(3) Wedge Park 2a	1.00
<b>Other Parks &amp; Open Space</b>	
(4) Jamestown Walker Slope	3.44
(5) Bayview Hillside Open Space	2.85
(6) Earl Street Boulevard Park	0.10
(7) Alice Griffith Community Garden	0.44
<b>Total</b>	<b>9.32</b>

Figure 7.1 – Major Phase 1 CP Parks and Open Space



- **Alice Griffith Community Garden (0.44 acres)** – The redevelopment of the Alice Griffith neighborhood requires the relocation of the Alice Griffith Community garden, as housing will take the place of the original garden. The garden is currently located at an interim site within Alice Griffith. Ultimately, the garden will be located at the corner Arelious Walker Drive and Ingerson Avenue.

A summary of all parks and open space areas connected to the Major Phase is shown in Figure 7.1 and Table 7.1 (see also Appendix D).

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# 7. OPEN SPACE

## 7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE



# 7. OPEN SPACE

## 7.2 ALICE GRIFFITH NEIGHBORHOOD PARK

### Background

This Schematic Design for Alice Griffith Neighborhood Park is based on a refinement of the Concept Design developed between 2007 and 2010. The park will be constructed with Sub-Phase CP-05. The concept design included input from community and neighborhood residents gathered through community workshops, presentation to the Bayview Hunters Point Project Area Committee, Hunters Point Shipyard Citizens Advisory Committee, as well as the City Recreation and Parks Commission. The Schematic Design provides additional details and updates the location of features based on further analysis of sun, wind, and the adjacent street and land use context. This Schematic Design submittal will be followed with a Design Development process which will gather further input from the community before the design of the park is finalized and constructed.

### Design Concept: Neighborhood Commons

Alice Griffith Neighborhood Park is designed as a neighborhood commons— a place for neighbors to get to know each other, socialize and celebrate their commonalities and differences. Extending in length northeast-southwest, the park reaches toward the existing Bayview neighborhoods, inviting existing neighborhood residents to use this open space to connect with their new neighbors.

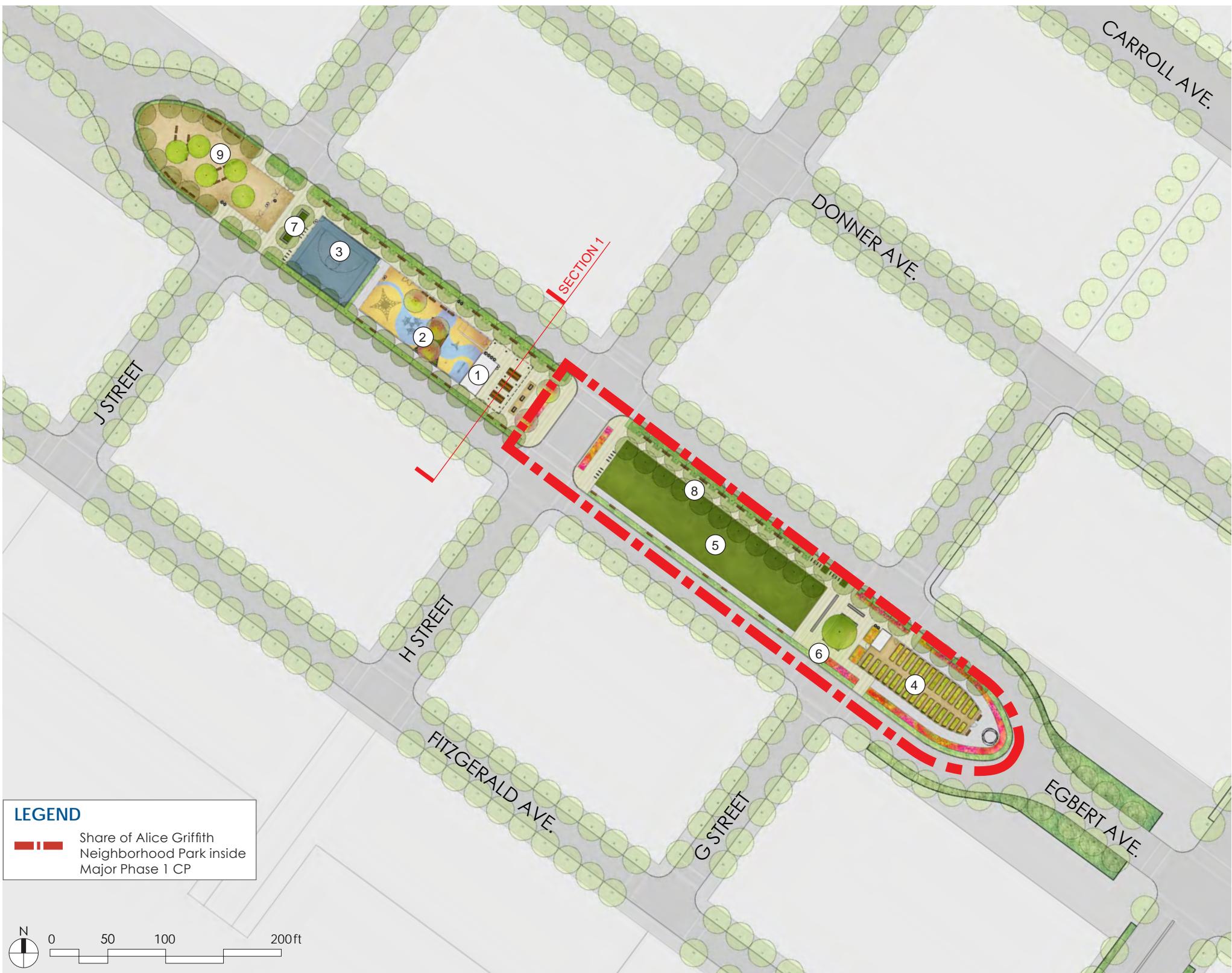
The park is designed as a series of “outdoor rooms” organized along a promenade, creating places for people of varied ages and interests to be in each other’s presence but not in each other’s way.

### Activities & Program

The “outdoor rooms” provide for a mix of both specialized and flexible uses, including:

- ① **Picnic Pavilion** – At the center of the park, the Picnic Pavilion supports group picnicking and barbecuing. An iconic shade structure creates a memorable identity and central focal point for the park while providing shelter from the sun. A restroom and storage building may be incorporated into the pavilion structure.
- ② **Childrens’ Play Area** – Children’s play area includes areas for pre-school and school-age children with play equipment and poured-in-place decorative resilient surfacing.
- ③ **Basketball Court** – A basketball court, with perimeter fencing and seating areas from which to watch the game-play.
- ④ **Community Garden & Flower Garden** - A community garden with fruit trees, garden plots, and tool shed will serve as a replacement for the existing Alice Griffith Community Garden, at Ingerson Avenue and Arelious Walker Drive. The garden is located to maximize sun and to be near planned senior housing. The Community Garden will be protected by decorative, artistic fencing, the design of which may reflect the variety of community cultural traditions related to gardens and food. An ornamental Flower Garden with seating areas surrounds the Community Garden, forming a manicured garden buffer between the Community Garden and the street.

Figure 7.2 – Alice Griffith Neighborhood Park - Illustrative Plan



# 7. OPEN SPACE

## 7.2 ALICE GRIFFITH NEIGHBORHOOD PARK

- ⑤ **Open Lawn** – A broad, open swath of lawn provides a flexible space for informal play and picnicking. The lawn can also support gathering for organized events such as neighborhood movie nights.
- ⑥ **East Entry Plaza** – The east entry plaza provides a tree-shaded meeting and sitting area adjacent to the community Gardens and Open Lawn. This plaza is flexible with the ability to install temporary stage or screen for occasional organized events and gatherings at the Open Lawn.
- ⑦ **West Entry Plaza** – The West Entry Plaza provides seating and meeting areas between the Dog Run and Basketball Court.
- ⑧ **Promenade** – The park is linked by a broad promenade on the north side of the park. Deciduous trees provide shade in summer and allow for sun in winter. Along the promenade are a variety of seating areas, including small tables for games such as checkers or chess.
- ⑨ **Dog Run** – At the west end of the park, a fenced, natural-surfaced dog area provides an off-leash dog area. The dog area is softened by a perimeter buffer that includes natural plantings, stormwater gardens and low, decorative fencing.

### Access & Circulation

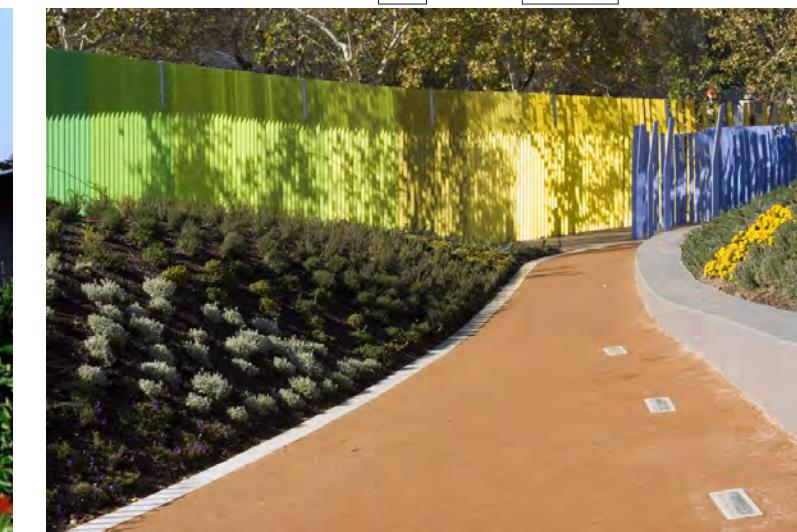
Park entrances are highlighted at each intersection with enhanced pedestrian crosswalks, signage, and entry plaza spaces including benches, ornamental plantings, and shade tree groves. While the north side of the park has the primary pedestrian promenade, the south side of the park also includes a walk and connecting pathways, providing a variety options for strolling though and around the park. The east and west ends of the park are marked by plantings, signage, and provide opportunities for public art to serve as gateways into the Alice Griffith Neighborhood.

### Sustainability Features

- **Stormwater treatment** - Runoff from hardscape within the park and the adjacent roadway will be treated through flow-through and infiltration planters, and rain gardens. Flow-through planters typically have concrete sidewalks, bioretention planting in amended soils that provide water quality treatment, and either open bottoms to allow for infiltration, or closed bottoms with underdrains depending on the location and quality of the underlying native soils. Rain gardens are shallow landscape areas (without concrete sidewalks) that collect, slow, filter, and absorb large volumes of water, delaying discharge into the watershed and providing water quality treatment.
- Community Garden provides opportunities to grow local food and connect with neighbors.
- Native and drought tolerant plantings.
- Weather-responsive irrigation controllers, efficient spray heads, subsurface drip irrigation, reclaimed-water ready system.
- Bicycle parking.



Figure 7.3 – Alice Griffith Neighborhood Park - Section 1



# 7. OPEN SPACE

## 7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE

### Background

Two hillside sites at the base of Bayview Hill will be improved within the project boundary near the reconfigured roadways of Harney Way, Jamestown Avenue, and Arelious Walker Boulevard.

**Jamestown Walker Slope** – This site is the existing slope between Jamestown Avenue and Candlestick Park Stadium Road. The Candlestick Park Stadium Road will be replaced with a new street, Arelious Walker Boulevard.

**Bayview Hillside Open Space** – At the southeast edge of Bayview Hill, this site has been significantly graded with quarry faces and terraces with thin, rocky soils over bedrock. This site includes stands of non-native, invasive blue gum eucalyptus and french broom. The lowest portions of the site contains parking areas along Jamestown Avenue and Harney Way.

Above the project site, Bayview Hill contains a diverse array of habitats such as grasslands, shrub- and tree-dominated areas, and a large number of sensitive plant species. The area provides wildlife habitat for a variety of resident and migratory bird species, as well as reptiles, mammals, and amphibians. It is also home to one of only a few populations of the endangered Mission blue butterfly. Bayview Hill has been identified as an important natural area and is managed under the City's Department of Parks and Recreation's Natural Areas Program.

### Design Concept: Natural Connections

These two sites will be re-vegetated to enhance habitat value and improve the connection between hilltop habitats and habitats in Candlestick Point State Recreation Area and the bay. Utilities such as electrical boxes will be located in Bayview Hillside Open Space.

### Revegetation and Habitat Improvements

- ① **Existing Vegetated Hillslopes** will be improved through removal of non-native, invasive species, stabilization of eroding slopes, and re-vegetation with native species that improve habitat values including food, nectar, and larval host plants.
- ② **Coast Live Oak Woodland** softens interface with adjacent buildings and privately owned parking lot, screens views of quarry-faces and increases the area of this historic habitat type at Bayview Hill.
- ③ **Native Grassland** at the toe of Bayview slope provides open vistas and connects and provides continuity with the State Recreation Area's predominant grassland vegetation type.
- ④ **Coast Live Oak Street Edge** – Coast live oaks planted beyond the back of sidewalk will grow to eventually create a majestic tree lined Jamestown Avenue, incorporating this tree native to the hill with the urban form of the city.
- ⑤ **Alice Griffith Community Garden**

Figure 7.4 – Bayview Hillside Open Space / Jamestown Walker Slope - Illustrative Plan

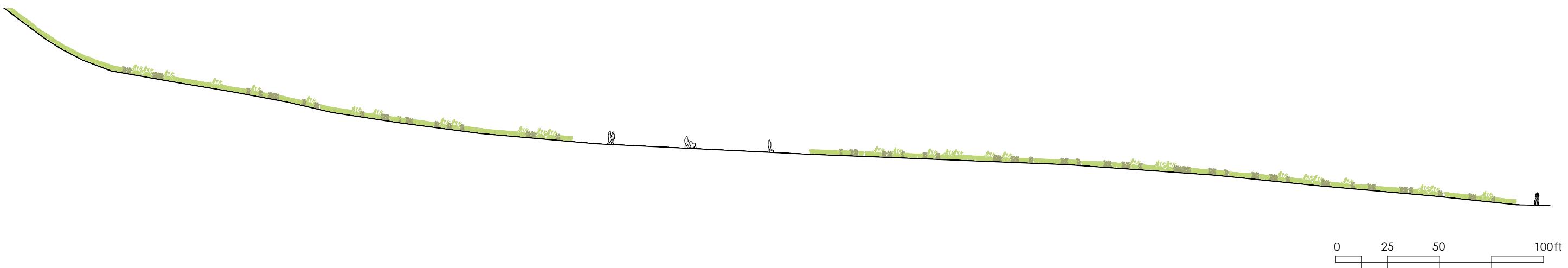


## 7. OPEN SPACE

### 7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE



Figure 7.5 – Bayview Hillside Open Space- Section 1



# 7. OPEN SPACE

## 7.4 ALICE GRIFFITH COMMUNITY GARDEN

### Background

The redevelopment of the Alice Griffith neighborhood requires the relocation of the Alice Griffith Community garden, as housing will take the place of the original garden. The garden is currently located at an interim site within Alice Griffith. Ultimately, the garden will be located at the corner of Arelious Walker Drive and Ingerson Avenue.

### Community Engagement

A robust community engagement process determined the final site for the garden. The following groups were consulted:

- Alice Griffith Tenants Association
- Bret Harte Elementary School, administration and students
- Hunters Point Family
- MBS and Urban Strategies
- OCII
- CAC

### Design Elements

The community engagement process highlighted certain design elements that are important to the functioning of the Alice Griffith Community Garden. These include:

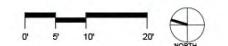
- Level access to the garden
- Drop-off area for supplies
- Area for the garden's storage container
- Gathering space
- Security fencing
- Space to re-plant the garden's existing fruit trees
- Art

Key stakeholders will continue to inform the plan for the garden as the design moves from concept to construction drawings. Figure 7.6 represents the current concept plan for the garden. This concept will be refined as the design process progresses.

Figure 7.6 – Alice Griffith Community Garden - Illustrative Plan



**CMG** ALICE GRIFFITH COMMUNITY GARDEN  
MAY 20, 2016



Note: The design process for the garden revealed the fact that the incorrect Redevelopment Plan boundary was being used. The correct Redevelopment Plan boundary is shown in Figure 7.6. The Developer has since worked with community stakeholders to refine the design of the community garden to fit within the correct Redevelopment Plan boundary shown on the figure above.

# 7. OPEN SPACE

## 7.5 WEDGE PLAZA AND WEDGE PARK 2A

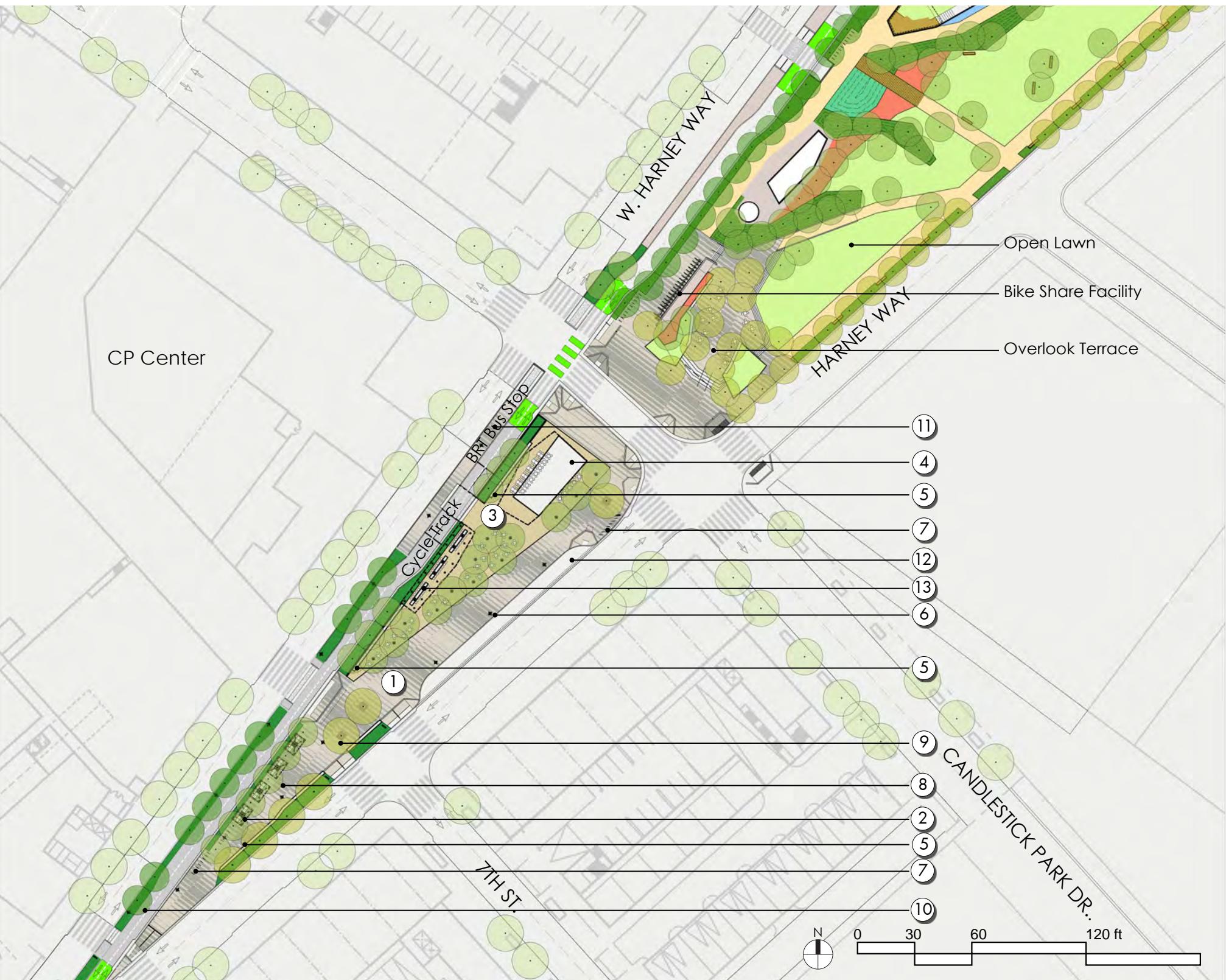
### Background

The Wedge Plaza is the southern tip of the larger Wedge Park which links Candlestick's urban retail core with the Candlestick Point State Recreation Area and views across the South Basin to Hunters Point. While the Park's character changes along its length, from the harder, more urban character of the plaza, to the greener, formal gardens and open spaces at its middle, and the more open areas where it connects with the natural zones of the Candlestick Point State Recreation Area, the Park will contain elements that create a sense of continuity between these areas.

### Plaza Components:

- ① **Paving Pattern** – The paving pattern provides interest to the ground plane, experienced from multiple scales and perspectives. The pattern is inspired by the rippling qualities of light and water at the bay edge.
- ② **Shaded Seating Pockets** – Space for tables and chairs or event/market kiosks beneath arbor structures.
- ③ **Deck** – Flush wood deck with built in and flexible seating spaces. Trees and recessed lighting enhance the intimate character of the space.
- ④ **Café Building** – A small, glassy café building with large glass doors opening onto the deck encourages greater use of the plaza. The café building includes a small kitchen prep space, storage, limited indoor seating, and restrooms which serve plaza visitors.
- ⑤ **Benches** – Custom fixed benches integrated with the deck and along the plaza promenade with recessed lighting invite evening use.
- ⑥ **Mast Lighting** – Mast lighting scaled to the space provides overall illumination to the plaza and minimizes the number of poles.
- ⑦ **Bicycle Parking** – Placed at both ends of the plaza to serve cyclists using the cycle track, plaza, bus stops, and adjacent retail areas.
- ⑧ **Interpretive elements** – The history of the site may be interpreted through text and graphics integrated into the paving and seating elements.
- ⑨ **Trees** – Overhead, a high, lush and open canopy of zelkova, birch, and ginkgo.
- ⑩ **Cycle Track** – The cycle track is integrated with the plaza paving design, suggesting a slower speed of travel in this zone and inviting cyclists to stop and enjoy the space. A curb and planting separate the cycle track from adjacent pedestrian spaces and transit lanes.
- ⑪ **Transit Boarding Island** – The 10 feet wide transit boarding island accommodates loading and unloading of two buses simultaneously. On the western side, a high curb facilitates bus boarding. On the eastern side the high curb transitions to flush crossing points at the center. The north side of the boarding island encourages disembarking passengers to cross over to the plaza at specific locations to minimize conflict with cyclists on the cycle track.

Figure 7.7 – Wedge Plaza - Illustrative Plan



# 7. OPEN SPACE

## 7.5 WEDGE PLAZA AND WEDGE PARK 2A

**(12) Drop Off / Pick Up Zone** – A loading zone located along the east edge of the plaza can accommodate simultaneous loading/unloading of two tourist buses, cabs, valet parking for the Film Arts Center, and general pick up/drop off. Clear paths of travel extend from the drop off/pick up zone to the retail center, while the café and adjacent seating provide a comfortable place for gathering.

**(13) Shade Structure** – Larger groups of people can be accommodated comfortably with the communal tables and chairs beneath the structure.

### Design Concept: Social Hub

The thin, long, wedge shape of the plaza gives it the qualities of both a plaza and a promenade. As a broad pedestrian corridor, the Wedge Plaza links adjacent entertainment, retail and civic destinations (the Film Arts Center, Wedge Park, and transit stops). Along its length the plaza offers opportunities to linger and enjoy the urban energy of the space – creating a social hub. Additionally, the Plaza contains larger structures and gathering spaces, while its eastern and western edges preserve a sense of openness and extensive views.

Along the tail end of the plaza, a series of seating areas shaded by trees and umbrellas provide places for individuals and small groups to sit together, perhaps enjoying food purchased from nearby establishments. This area can also be adapted to support small kiosks or tables for markets or community events, including events held by the International African Marketplace.

At the north west portion of the plaza, a flush wood deck under a canopy of trees provides a flexible and casual space apart from the plaza's main circulation flows. Long, custom wood benches define the edges of the deck space and provide flexible seating where one can either face out to the flow of circulation (perhaps while waiting for the bus or to meet a friend) or inward to the intimate deck area. Adjacent to the deck, a small café is located at the widest end of the plaza near the transit stops and Film Arts Center,

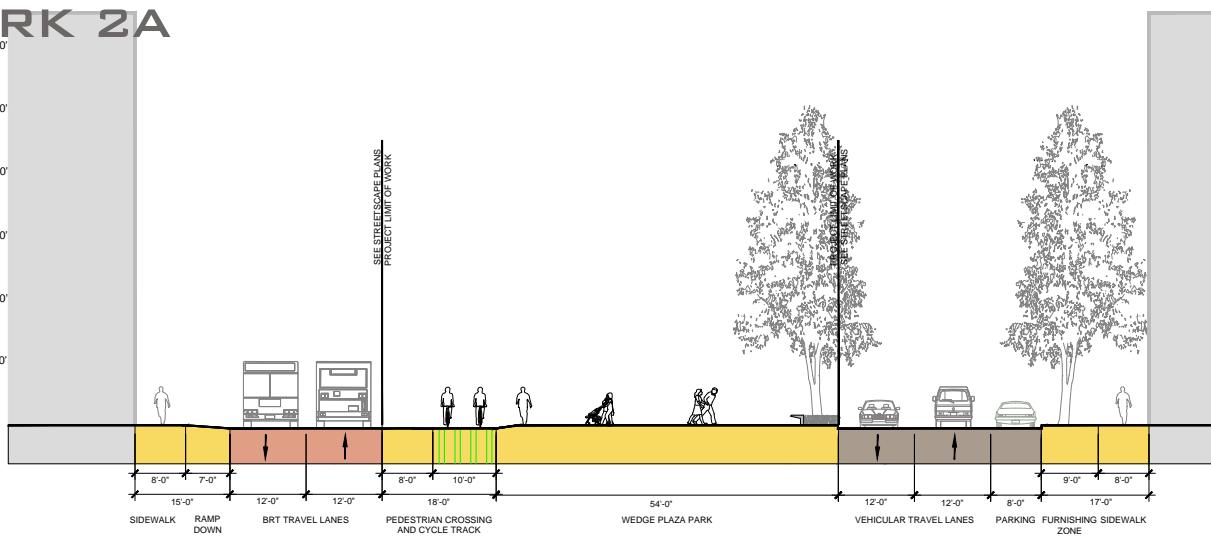


Figure 7.8 – Wedge Plaza - Section 1

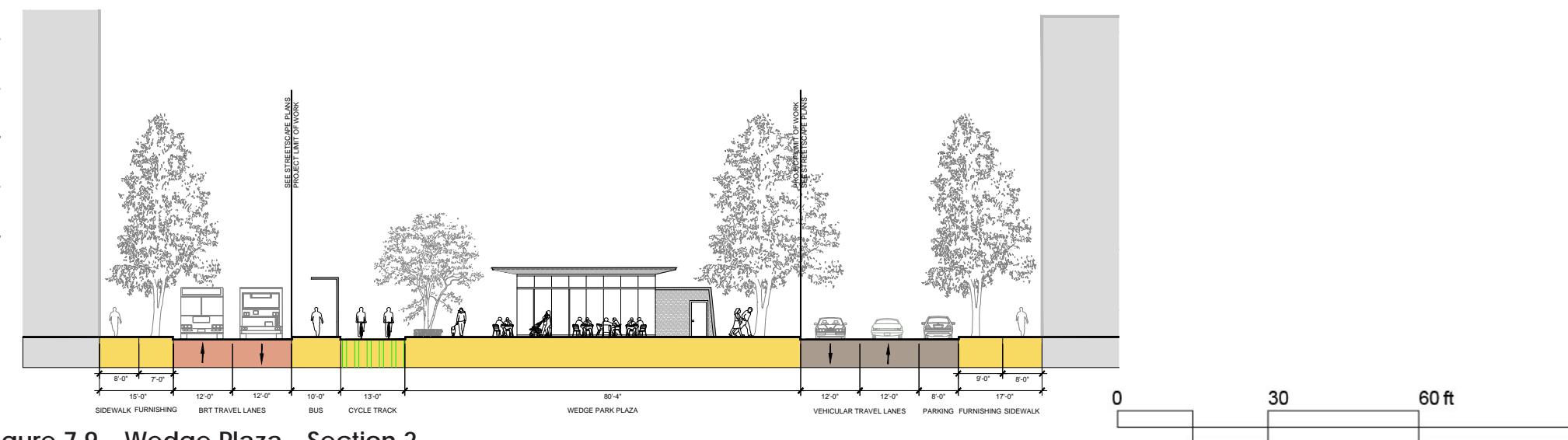


Figure 7.9 – Wedge Plaza - Section 2



ZELKOVA  
BIRCH  
MAIDENHAIR TREE

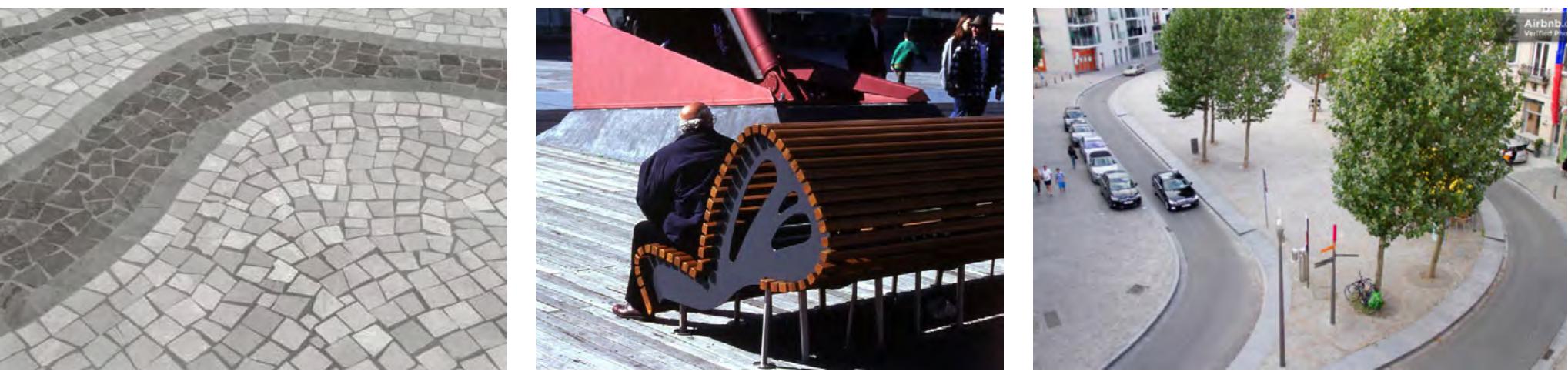


Figure 7.10 – ADA compliant paving pattern, custom designed benches, European pocket plaza

providing a convenient destination to draw people to the plaza and extend use throughout the day and evening. The café building is a glassy, open-feeling structure with glass doors connecting it to the deck space, creating a seamless connection between indoors and out as well as providing views to the park and plaza spaces.

As Wedge Park 2a is impressed with the Public Trust, the park will provide public recreation access to the San Francisco Bay waterfront and will provide for trust consistent uses including regional serving open spaces, views to the water where the topography permits, and access to the San Francisco Bay Trail. Elements incorporated into Wedge Park 2a include a bike share facility, pump station, and a Muni bus drivers' restroom. Additionally, Wedge Park 2a will include space for an overlook terrace, open lawn, and ornamental gardens. Refer to the 95% infrastructure plans for details on the utility connections to Wedge Plaza and Wedge Park 2a.

#### **Storm Water Treatment**

Storm water from the Wedge Park will be treated in sub-surface soil cells within the plaza, before directed to the storm drain main connecting to the bay.

## 7.6 EARL STREET BOULEVARD PARK

Earl Street will have a special quality with a 33 feet wide pedestrian promenade along its western edge. Figure 7.11 illustrates the final configuration and Figure 7.12 represents the design plan for Earl Street Boulevard Park. This promenade links the retail center with the Candlestick Point Neighborhood Park and the CPSRA. The pedestrian promenade zone allows room for socializing and enhanced planting spaces.

Sub-Phase CP-03 includes only a half-block of the Earl Street Boulevard Park. This half-block stretch of the Earl Street Boulevard Park will have an interim condition until the first full block of the Boulevard Park is designed and constructed in Sub-Phases CP-06 and CP-07. Delaying the design and full buildup of the Boulevard Park will allow designers to consider a wider context in the planning process, allowing for a continuous and coherent pedestrian promenade.

In the interim, a 15 feet-wide planting bed containing a mixture of trees, shrubs, and perennials will soften the façade of the buildings, provide shade and color, and provide a definition of space. This temporary landscaping will provide maximum flexibility for the future design. A 6ft-wide path will provide access to the buildings. Seating will be incorporated.

To avoid future stormwater conflicts and proposed utilities beneath the western sidewalk, Earl Street will be graded toward the bio-filtration zone in the eastern sidewalk. This will ensure that the interim park zone is free of obstructions and infrastructure that would otherwise compromise the implementation of a uniquely important connecting street.

Near the Earl Street Boulevard Park will be the site of a bicycle sharing facility providing an accessible, sustainable mode of transit on a key corridor that links the urban outlet center, residential neighborhoods, neighborhood parks, and CPSRA. The Developer will work with a vendor to install the facility. The timing of this installation has yet to be determined.



Figure 7.11 – Earl Street Boulevard Park Cross Section



Figure 7.12 – Earl Street Boulevard Park Illustrative Plan



## 8. TRANSPORTATION

- 8.1 TRANSPORTATION SUMMARY
- 8.2 STREET CROSS SECTIONS
- 8.3 PEDESTRIAN NETWORK
- 8.4 BICYCLE NETWORK
- 8.5 PUBLIC TRANSIT
- 8.6 ON-STREET PARKING
- 8.7 OFF-STREET PARKING & LOADING

# 8. TRANSPORTATION

## 8.1 TRANSPORTATION SUMMARY

### Off-Site Street Improvements

Major Phase 1 CP will involve off-site improvements to two of the primary access points into Candlestick Point. First, Major Phase 1 CP will include reconfiguring the existing portion of Gilman Avenue between Third Street and Arelious Walker to include new pavement, restriping to include one travel lane in each direction, four new traffic signals, left turn lanes, on-street parking on both sides, and new sidewalks with landscaping.

Additionally, Major Phase 1 CP will include reconstruction of Harney Way between Executive Park East and Arelious Walker Drive. With its access to Highway 101, Harney Way will function as the southern gateway to the Project. The existing four-lane road will be rebuilt as a new five-lane road with right-of-way for an additional auto lane to be built in the future if needed to serve increased traffic levels. The portion of Harney Way between Arelious Walker Drive and Executive Park East will be built first, and the portion between Thomas Mellon and Executive Park East will be built subsequently, pending the outcome of ongoing study of BRT routing by the San Francisco County Transportation Authority.

More detail on off-site improvements is available in the introduction to this document, and in the 4th Addendum to the Project's EIR.

### New On-Site Streets

Internal to the site, Candlestick Point will be served by a new four-lane roadway – Arelious Walker Drive – approximately following the current path of Candlestick Park Stadium Road and Arelious Walker Drive. This roadway will provide access to parking for the regional retail center and an auto connection between the Alice Griffith neighborhood and US 101. Arelious Walker Drive will also provide two BRT lanes between Egbert Avenue and Carroll Avenue as part of the larger BRT network. Between Gilman Avenue and Carroll Avenue, only the street section west of the median, not including the median, will be constructed in Major Phase 1. The interim condition, which provides one travel lane in each direction along Arelious Walker Drive, should be adequate for the number of housing units expected as part of Major Phase 1 CP, and will serve to connect the four development blocks together and provide connections to Carroll Avenue and Gilman Avenue, two primary east-west connections to the greater Bayview neighborhood. The remaining street section will be constructed in the second Major Phase. Arelious Walker will be classified as a Class III bicycle route, providing access to numerous east-west routes to the Bayview neighborhood.

Ingerson Avenue will be extended from its current terminus at Candlestick Park Stadium Road to an extended Harney Way. Ingerson Avenue will provide the northern frontage of the retail center planned as part of Sub-Phase CP-02 and will provide one travel lane in each direction along with on-street parallel parking adjacent to the retail center. Ingerson Avenue will be designated as a Class III bicycle route connecting Arelious Walker Drive and the proposed cycletrack on West Harney Way.

In addition to the proposed off-site improvements to Harney Way, the roadway will be extended into the site to just north of Ingerson Avenue

providing a connection between the retail center and US 101. Harney Way will split into Harney Way and West Harney at the Wedge Park, with BRT lanes operating on the western side of the park and one auto lane in each direction operating on the east side of the park. Prior to initiation of the BRT service, these lanes may be used by interim transit routes, such as the 56 Rutland.

East of the Wedge Park, one-block segments of Candlestick Park Dr. (south), 9th Street, 8th Street, 7th Street, and Candlestick Park Dr. (north) will be constructed providing loading and garage access to four development parcels east of Harney Way. Each of these streets provides one travel lane in each direction. A north-south mid-block break will be constructed parallel to Harney Way, just east of the four development parcels.

Within the Alice Griffith neighborhood, a three-block section of Fitzgerald Avenue, a two block section of Egbert Avenue, and a one-block section of Carroll Avenue and Donner Avenue will provide east-west circulation. Each of these streets will provide one travel lane in each direction, with Egbert Avenue bisected by the Alice Griffith park. Egbert Avenue will also have Class II bicycle lanes west of Arelious Walker (around the park). In the north-south direction, G Street will connect between Donner Avenue and Fitzgerald Avenue, but will not connect through the median park on Egbert Avenue. (As part of Sub-Phase CP-01, G Street will temporarily form the western border of the park providing the only north-south connection in the area; however, as additional Sub-Phases are constructed, the median park will no longer break at G Street). H Street will also provide north-south connectivity, between Egbert Avenue and Fitzgerald Avenue. Both of these north-south streets (G Street and H Street) will provide one travel lane in each direction.

Similarly, north of Ingerson Avenue, one-block segments of O Street, Earl Street, and M Street will be constructed providing loading and garage access to four development parcels north of Ingerson Avenue. Each of these streets will provide one travel lane in each direction, and Earl Street will provide Class II bicycle lanes. An east-west mid-block break will be constructed parallel to Ingerson Avenue, just north of the four development parcels. The easternmost block of the mid-block break will facilitate a temporary bus loop for the 29 Sunset and the 56 Rutland, as shown in Figure 8.6.

Dimensions for cross-sections for each street proposed as part of Major Phase 1 are shown in Section 8.2.

### Transportation Demand Management

Transportation Demand Management (TDM) programs are implemented to reduce dependence on private automobiles. A description of the Project's TDM programs follows. More detail can be found in the Transportation Plan. The TDM program for this Major Phase will include many of the physical and programmatic TDM components proposed as part of the overall Project's TDM program. The TDM elements that will be incorporated into this Major Phase fall into two categories. The first category are those specifically oriented around the physical design of the Project, including car and bike parking policies and strategies, car and bike share services, enhanced bicycle facilities, car pool pick up points, and narrow, calmed streets. The second category includes programmatic elements. Specific programmatic elements to be incorporated as part of this Major Phase include the following:

- **Robust Transit Service** – Transit service will be extended to the site to ensure that Project is well-served by transit from the outset. This includes extension of the 29 Sunset to the retail center, along with doubling the frequency of service from every 10 minutes to every 5 minutes during peak periods. Additionally, although the BRT system may not be implemented until subsequent Major Phases, the 56 Rutland may be extended to serve the retail center and augment the 29 Sunset service, by providing a direct connection to the T Third, Bayshore Caltrain Station, and the 9 San Bruno buses.
- **Employee TDM Programs** – All employers, including the retail center tenants, will be required to participate in TDM programs that encourage use of transit and facilitate walking and bicycling among their employees. Although more details will be developed as part of the implementation of individual Sub-Phases (primarily, Sub-Phase CP-02 with respect to employee programs), the employee-focused TDM program requirements include:
  - Information boards and kiosks
  - Participation in the Commuter Benefits program (tax-free paycheck deductions for transit and bicycle commute-related expenses)
  - Employee eco-passes (employer pre-paid transit passes)
  - Guaranteed ride home program
  - Carpool/vanpool matching services
  - An on-site Transportation Coordinator, charged with administering the programs above and monitoring their effectiveness
- **Resident Eco-Pass** – All residents will be required to purchase a transit pass and pay a TDM fee which provides funding for enhanced transit service, and an incentive for transit-inclined residents to live in the Project.

# 8. TRANSPORTATION

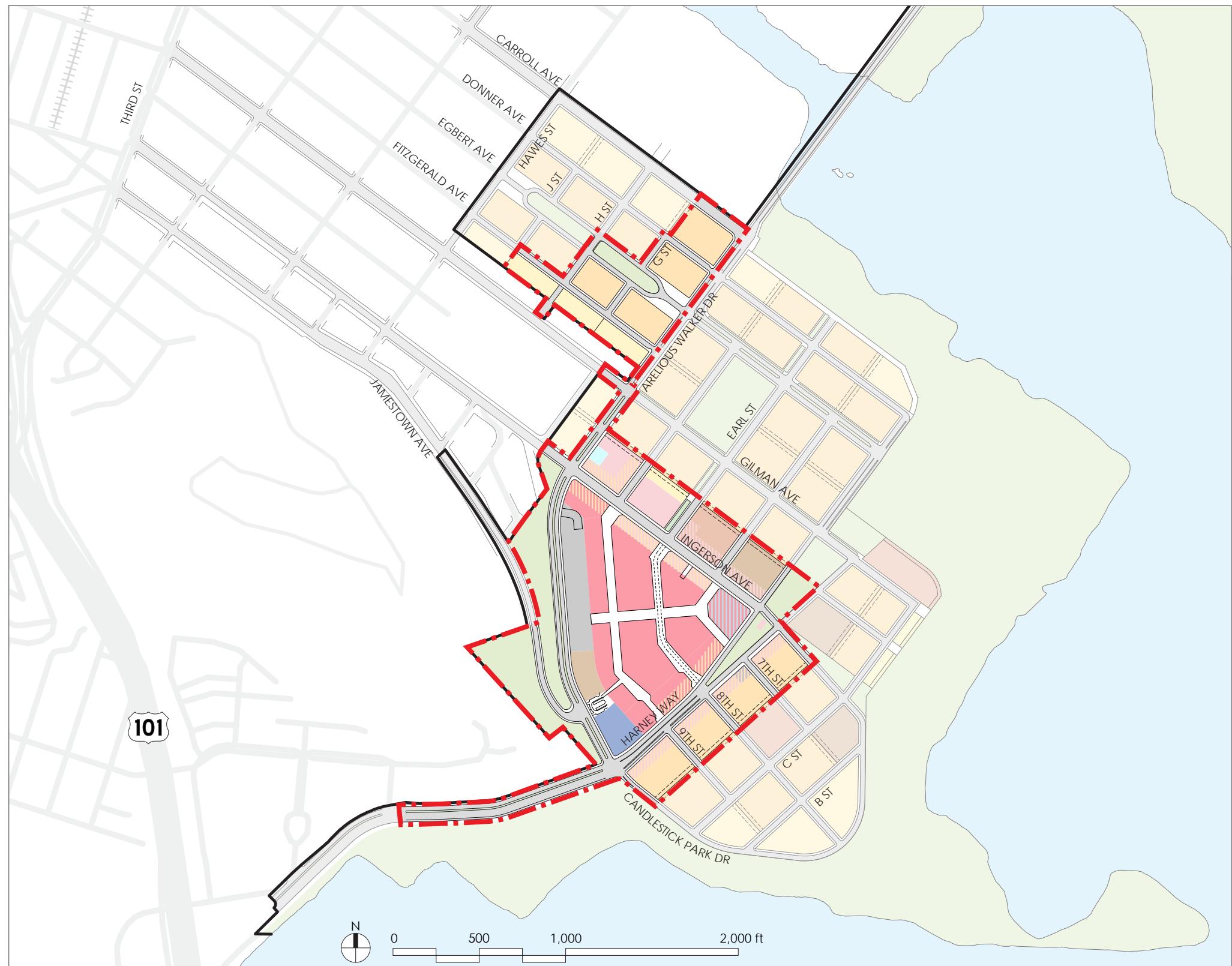
## 8.1 TRANSPORTATION SUMMARY

### Street and Block Pattern

The overall urban form – the pattern of streets, blocks, and open spaces – is configured to physically and visually link the existing Bayview neighborhood, and the centers of the Candlestick Point, to the shoreline's open space and views.

The street and block pattern is an extension of the existing Bayview grid. This street pattern allows the axes of most streets to lie perpendicular to the Bay shoreline with terminating vistas of the Bay. At Candlestick, physical and visual linkages are achieved by providing new, wedge-shaped parks that connect the waterfront of the CPSRA to the center of the site and through the perpendicular orientation of the streets to the shoreline. As in some other San Francisco neighborhoods, the pattern of streets and blocks will be augmented by mid-block breaks to create a finer, pedestrian scale of blocks and buildings while increasing mobility and protecting or improving sightlines.

Figure 8.1 – Primary Streets



# 8. TRANSPORTATION

## 8.1 TRANSPORTATION SUMMARY

### Street Typologies

The following street types (and their associated description from the Better Streets Plan, adapted to this project) are included in this Major Phase:

#### Commercial Streets

- **Neighborhood Commercial Street** – Neighborhood commercial streets, such as Harney Way near Ingerson Avenue, and Ingerson Avenue between Arelious Walker Drive and Harney Way, are modeled after many of San Francisco's most vibrant streets which handle continuous activity throughout the day. They are the streets where residents do their daily errands, meet with friends, and shop and play on the weekends. Short-term parking for customers and space for loading facilities are essential components of commercial districts. However, parking and loading facilities often compete for the same space as desired features such as corner bulbouts or pedestrian plazas. Managing parking and loading facilities efficiently and effectively can serve the needs of local businesses while enabling improvements to the public realm.
- **Commercial Throughway** – Commercial throughways such as Harney Way near Executive Park move significant volumes of people across longer distances in a variety of travel modes and attract them to shop, eat, and play from across the city. Vehicular traffic on these throughways tends to be relatively fast and continuous and transit service is often frequent. These streets should have a comfortable pedestrian realm with significant pedestrian amenities and public spaces.

#### Residential Streets

- **Neighborhood Residential Street** – Neighborhood residential streets are quieter residential streets with relatively low traffic volumes and speeds. Though they have low levels of activity relative to other street types, they play a key role in supporting the social life of the neighborhood. Residential streets should feel safe, comfortable, and cared for. Residents may think of the street outside their home as an extension of their home or a neighborhood commons. Improvements should focus on slowing traffic, providing useable space and amenities, and making improvements that encourage residents to take pride and ownership of the streetscape outside their front door.
- **Neighborhood Throughway** – Neighborhood throughways such as Arelious Walking Drive and Donahue Street have higher levels of faster-moving traffic with residential land uses. In many locations elsewhere in the City, neighborhood throughways are not designed to serve residential uses, and can be unpleasant to walk or live along. For this project, neighborhood throughways include streetscape improvements that focus on buffering the sidewalk and adjacent homes from vehicles passing in the street and providing a generous, useable public realm. For example, they may include through landscaping, curb extensions, or widened sidewalks where roadway space allows.

**Mixed-Use Street** – Mixed-use streets such as those adjacent to Production, Distribution, and Repair (PDR) uses in the Bayview serve a variety of low-intensity industrial uses, as well as a growing number of residences, shops, and services. Their use and character are frequently in a state of change, and streets must reflect this changing character and serve a variety of needs. Mixed-use streets are often wide streets, with high volumes of fast-moving traffic. Streetscape treatments should include landscaping, pedestrian safety elements, public space uses, and other amenities to complement current and future land use.

#### Park Streets

- **Parkway** – Parkways, such as Egbert Avenue within the Alice Griffith neighborhood, have broad well-landscaped medians and sidewalks that provide recreational paths, while moving vehicles, bikes, and pedestrians across the city. These streets can function not only as transportation corridors, but also as linear parks, creating a green network. Multi-use trails, open space, and stormwater management features allow green spaces to be used for pedestrian travel, open space, and ecological functions.
- **Park Edge Street** – Streets that border major parks or the waterfront have one set of conditions on one side of the street and a distinctly different set of conditions on the other. Park edge streets often have fewer spatial constraints on the park edge side but unique demands of high pedestrian volumes or special activities associated with them. These streets should have a generous park edge with landscaping, lighting, furnishings, and multi-use trails.

**Mid-Block Break** – Mid-block breaks are small scale, single-surface streets that prioritize pedestrian use, but permit vehicles and bicycles. Mid-block breaks should be designed to emphasize their pedestrian scale and calm traffic. They enable a generous pedestrian realm on narrow streets, and they create pockets of usable open space to act as front yards in open space-deficient neighborhoods.

#### External Street Improvements

- **Gilman Avenue** – Improvements will occur on Gilman Avenue between Arelious Walker Drive and Third Street. Developer will reconstruct the structural roadway section and add bulb-outs. Additional improvements include: upgrade of select streetlights, new fiber optic cable, extension of drainage pipe and new catch basins, and relocation of fire hydrants. Work also includes streetscape improvements such as new street trees with decomposed granite, street benches, bicycle racks, and trash receptacles. Street signage includes relocation of existing street signs.

### Pedestrian Network

The Project is designed to actively encourage the use of walking as a primary travel mode. Smaller blocks 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, generous 12-foot sidewalks are planned throughout, increasing to 15-foot sidewalks near busier retail areas.

### Design Principles

The following design principles for street facilities has been developed:

#### Travel Lanes - Streets Without Transit

- 10 feet Standard
- 11 feet Adjacent to raised curb, except in exclusively residential areas where 10 feet may be proposed adjacent to a curb

#### On-street Parking

- 8 feet Standard
- 9 feet when adjacent to a Class II bike facility

#### Bike Lanes

- 6 feet Standard when adjacent to curb
- 5 feet when adjacent to (9 feet) on-street parking
- 13 feet two-way cycletrack (6.5 feet in each direction)

#### Sidewalks

All sidewalks either 12 feet, 13 feet or 15 feet, with a few exceptions near linear parks, or where additional width is required to accommodate bioretention facilities. The sidewalk throughway zone shall be at minimum 6 feet.

#### Other Exceptions

These standards may result in some streets having different dimensions on different segments (e.g., streets with transit on one or two blocks may require 12 feet lanes on those blocks, but 10 feet lanes on the rest of the street). As a result, strict application of the above rules could result in streets that are either offset, or rights of way that are not consistent along the street, both of which are undesirable. Further, in some locations, lane widths have been adjusted through a collaborative process between the Developer, OCII, SFMTA, SFPDW, the Planning Department, and the SFFD to ensure adequate clearance is provided for emergency vehicle access. In these cases, some dimensions may be increased from the minimums described above.

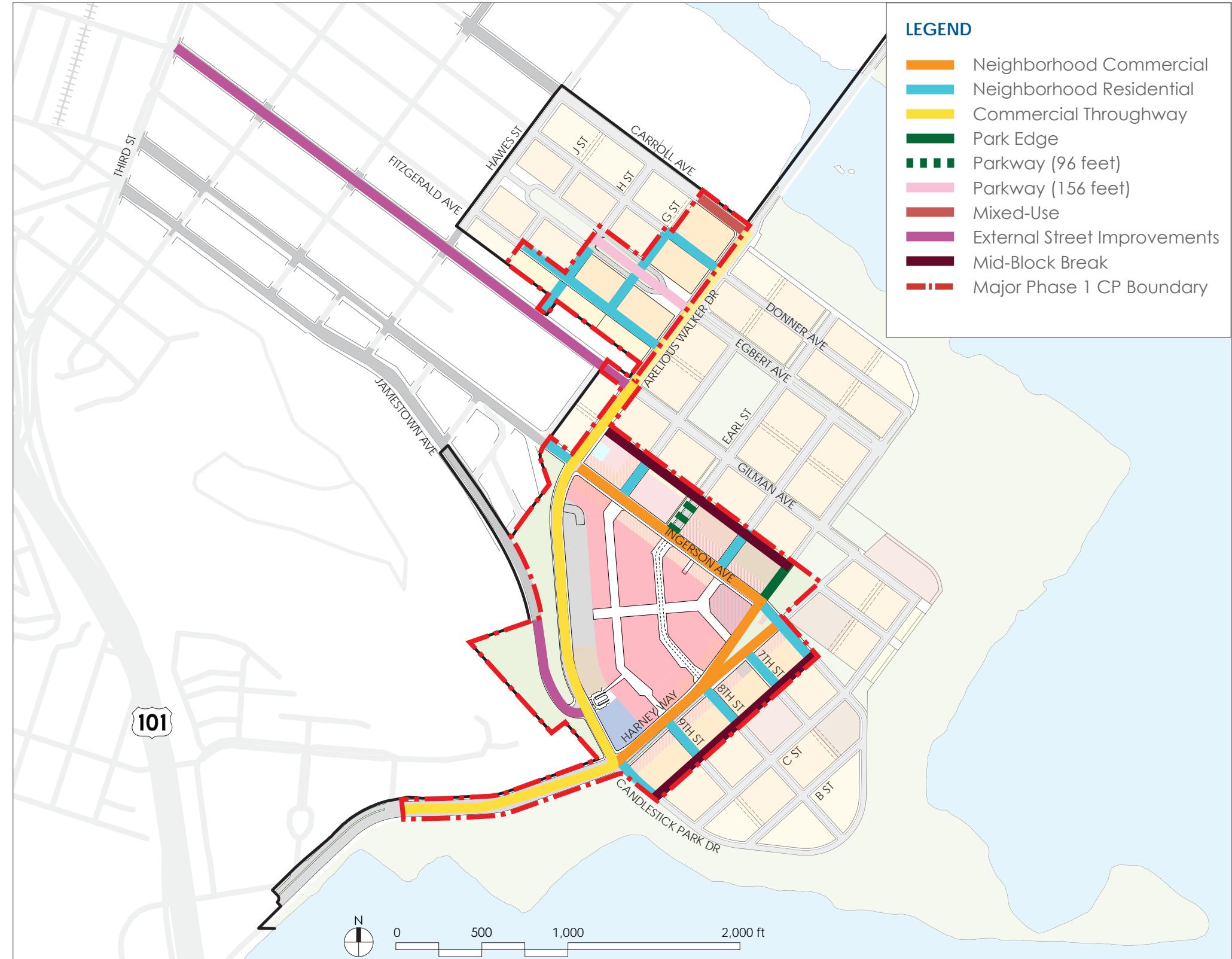
# 8. TRANSPORTATION

## 8.1 TRANSPORTATION SUMMARY

Table 8.1 – Travel Lanes - Streets with Transit

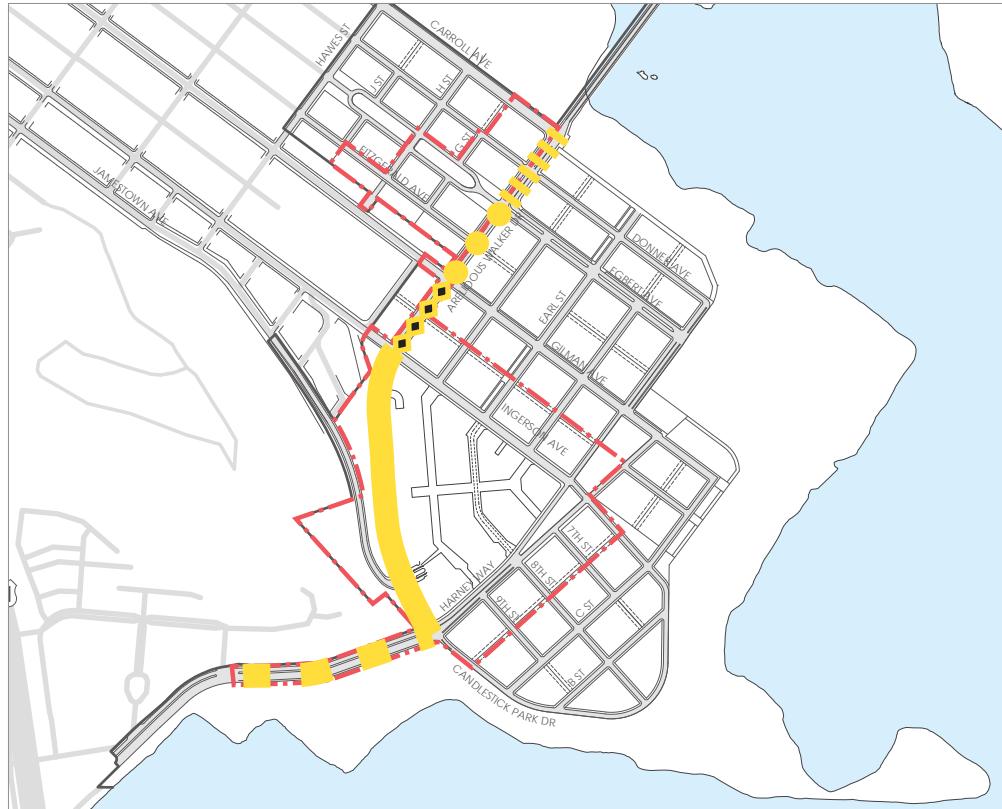
DESIRED LANE WIDTH		
ADJACENT USE TO RIGHT SIDE OF VEHICLE	ADJACENT TO TRAFFIC LANE OPERATING IN OPPOSING DIRECTION	ADJACENT TO TRAFFIC LANE OPERATING IN SAME DIRECTION
Curb with no parking	12 feet	12 feet
8 feet parking lane	12 feet	11 feet
Bike lane	11 feet	11 feet

Figure 8.2 – Street Network

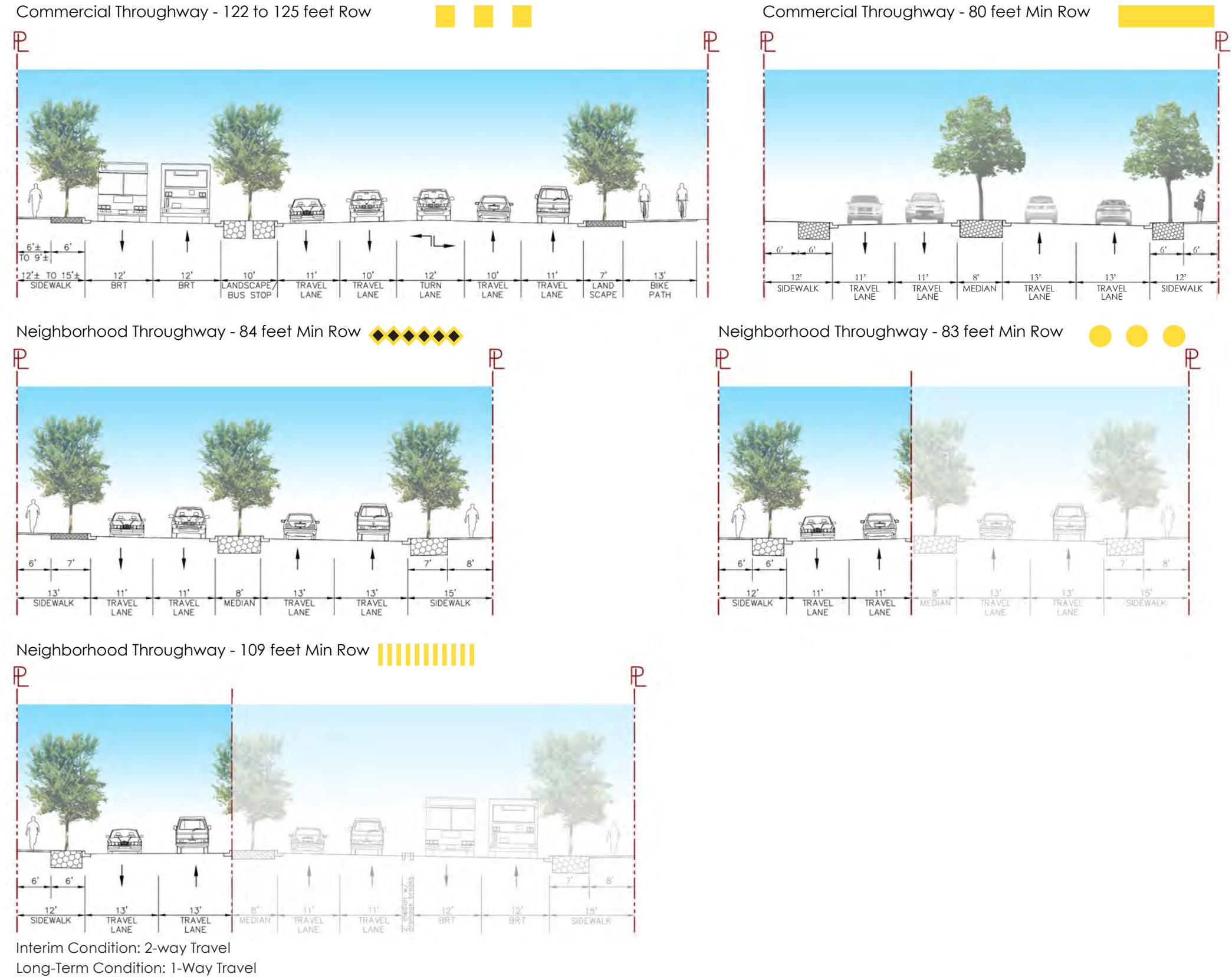


# 8. TRANSPORTATION

## 8.2 STREET CROSS SECTIONS

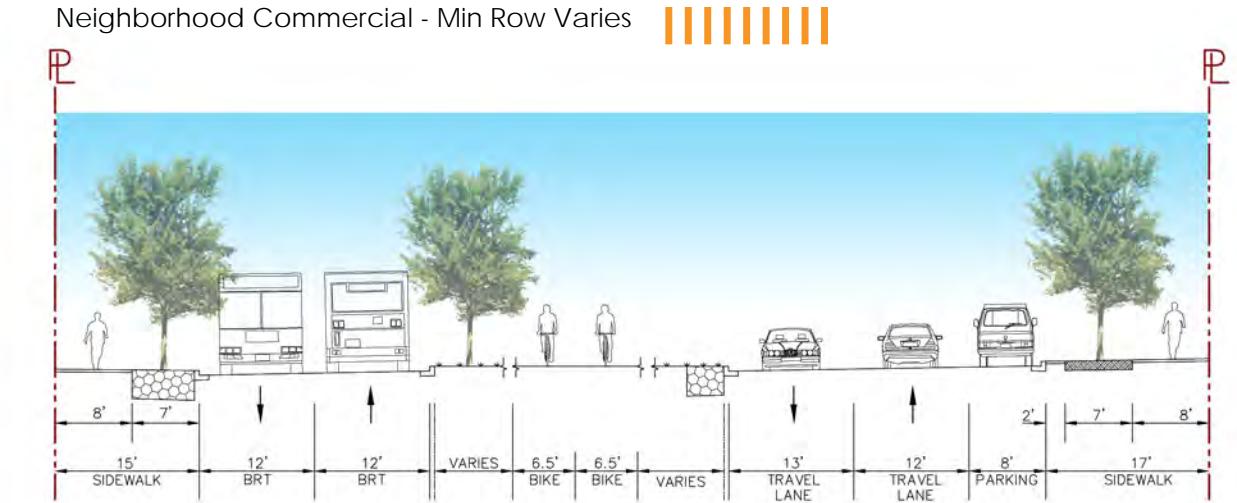
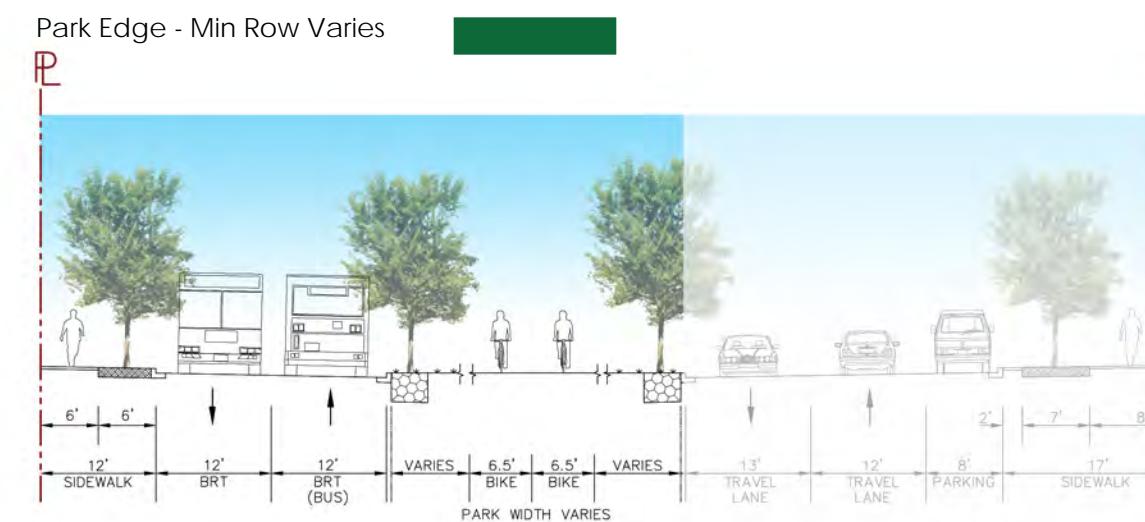
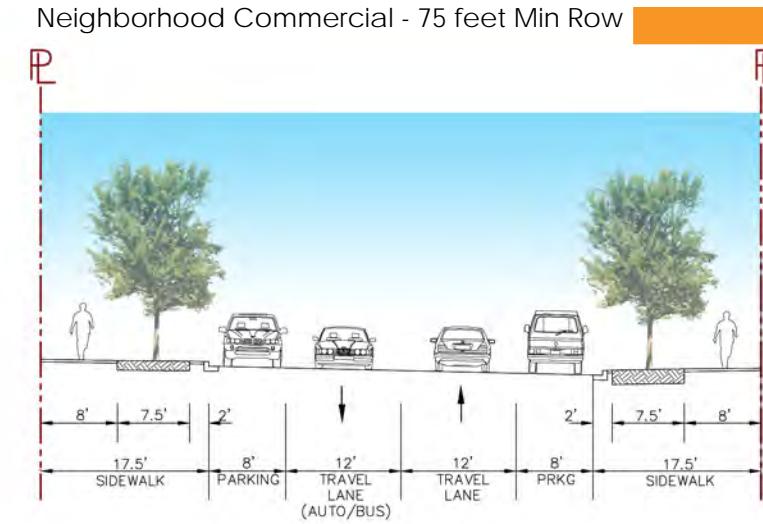
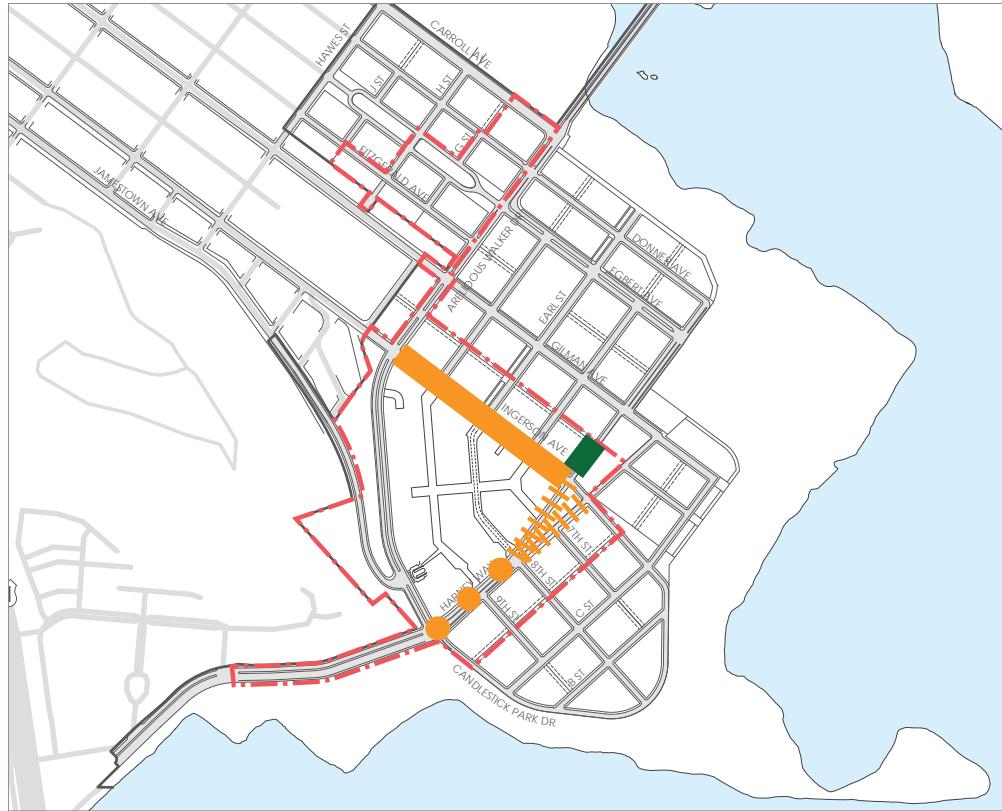


The street cross-sections shown in Chapter 8 of this document represent are substantially in conformance with the cross-sections represented in the Vesting Tentative Subdivision Map (VTSM). There is always some consideration for minor street section revisions as the design progresses from the Infrastructure Plan to the VTSM to 100% public improvement plans. The final cross sections may change slightly in response to detailed design considerations and input from the SFDPW Task Force and other City affected Departments. One such cross-section that deviates from the VTSM is Arelius Walker Drive south of Ingerson Avenue, which now includes a pedestrian sidewalk on the western side of the street.



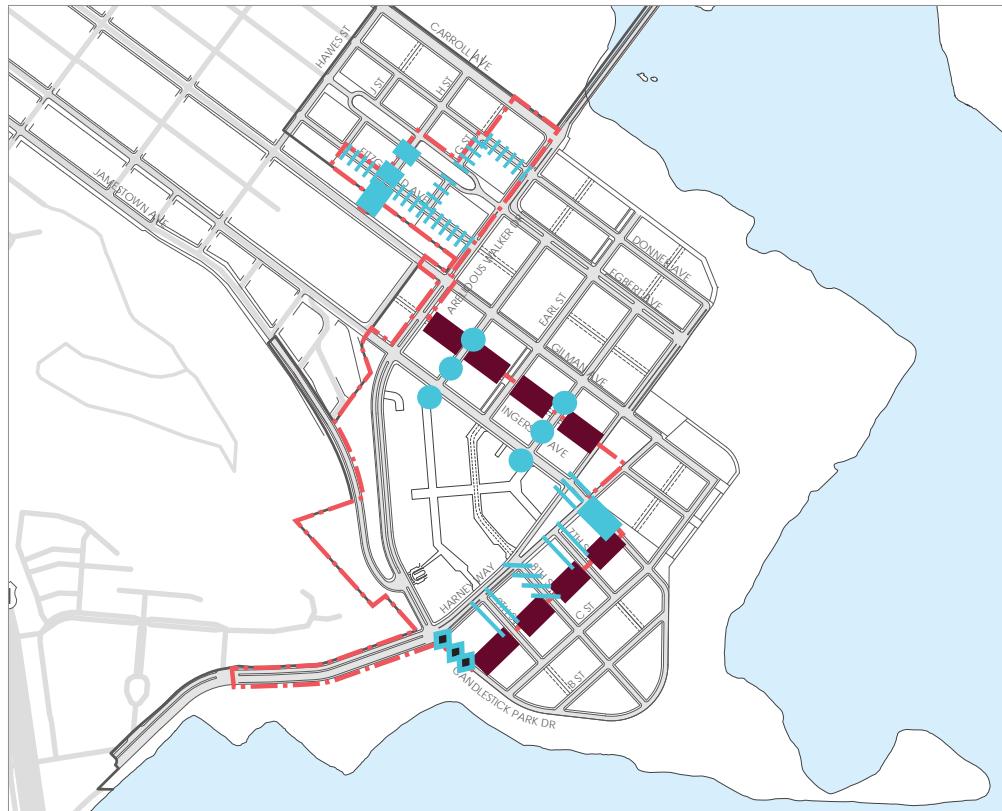
# 8. TRANSPORTATION

## 8.2 STREET CROSS SECTIONS

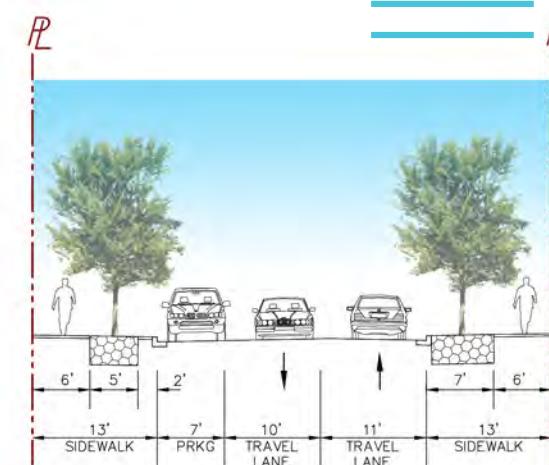


# 8. TRANSPORTATION

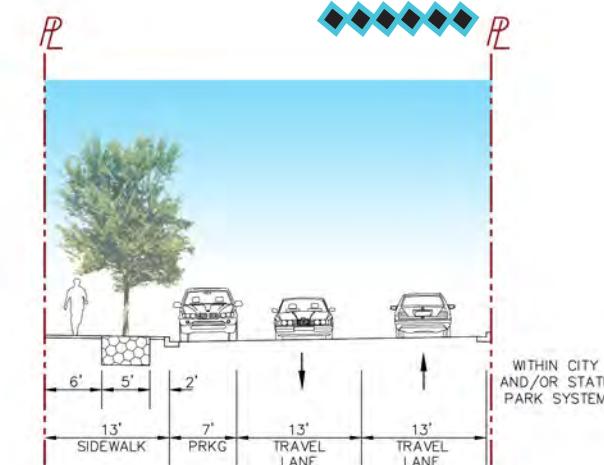
## 8.2 STREET CROSS SECTIONS



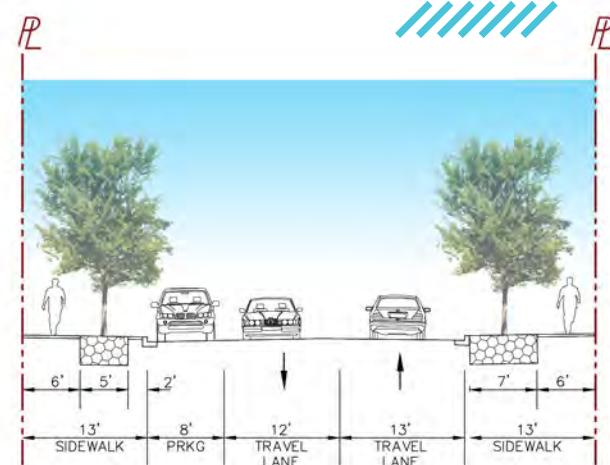
Neighborhood Residential - 54 feet Min Row



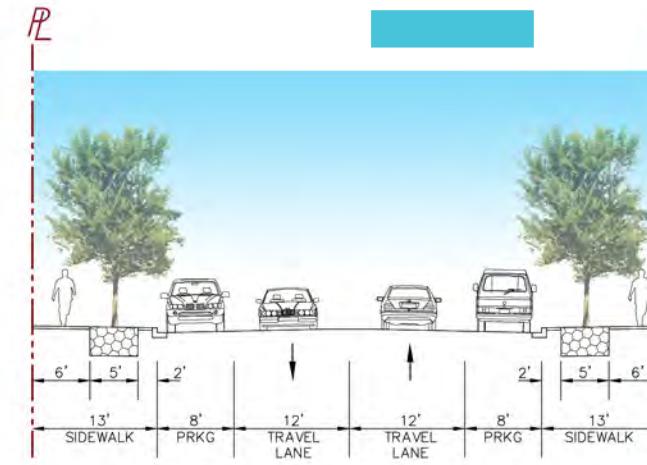
Neighborhood Residential - 46.5 feet Min Row



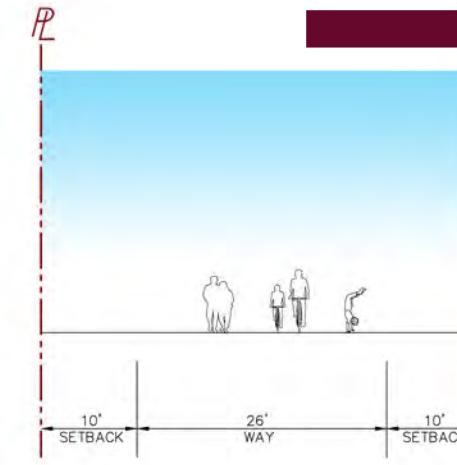
Neighborhood Residential - 59 feet Min Row



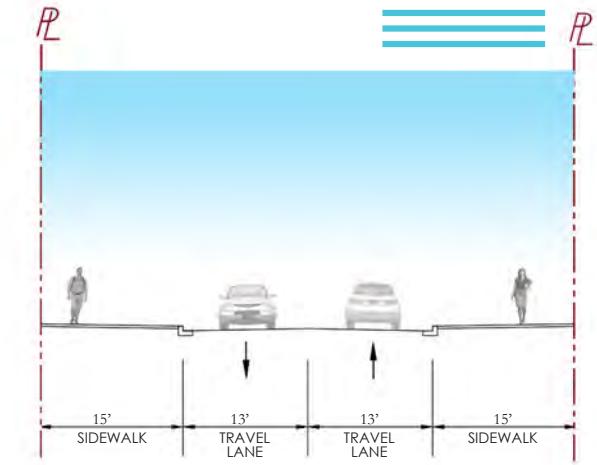
Neighborhood Residential - 66 feet Min Row



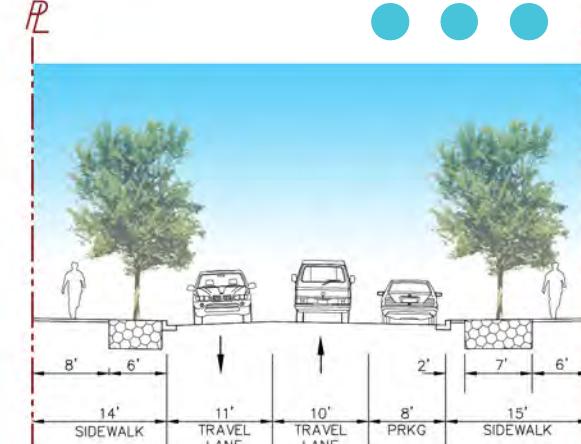
Mid-Block Break - 40 feet Min Row



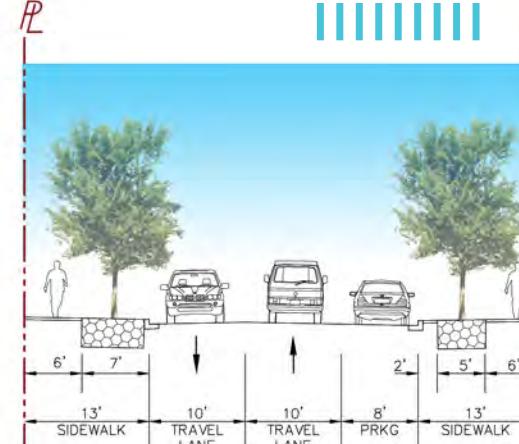
Neighborhood Residential - 56 feet Min Row



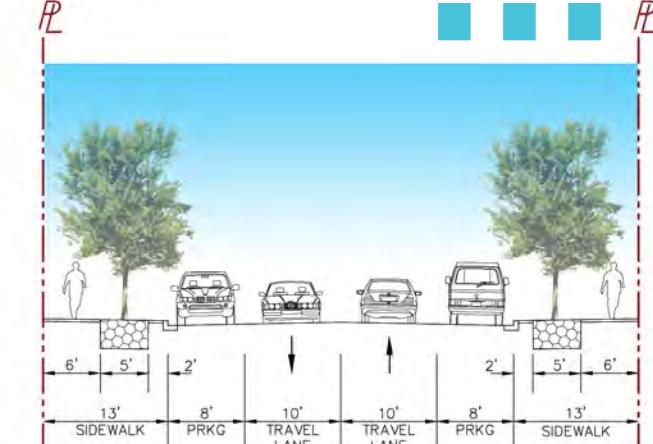
Neighborhood Residential - 58 feet Min Row



Neighborhood Residential - 54 feet Min Row

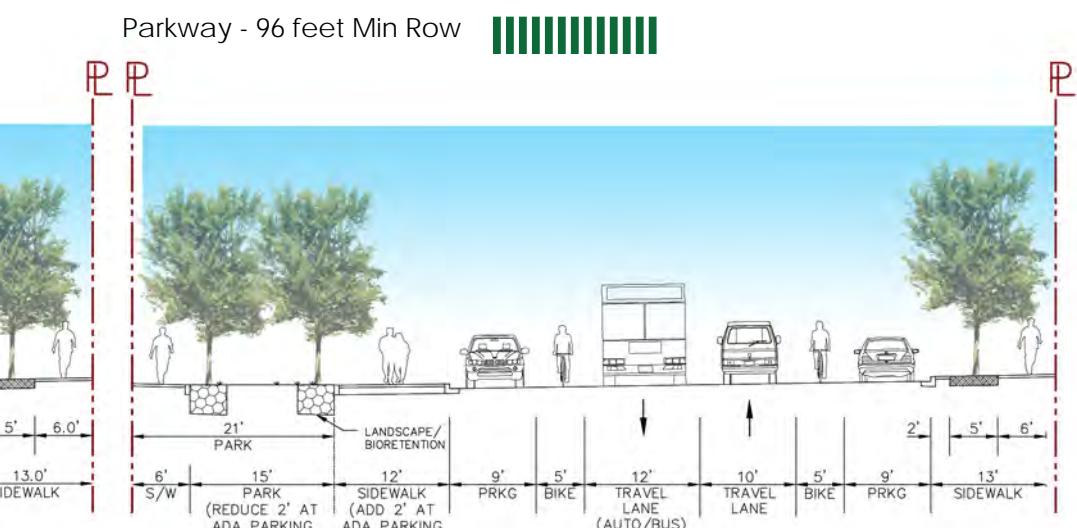
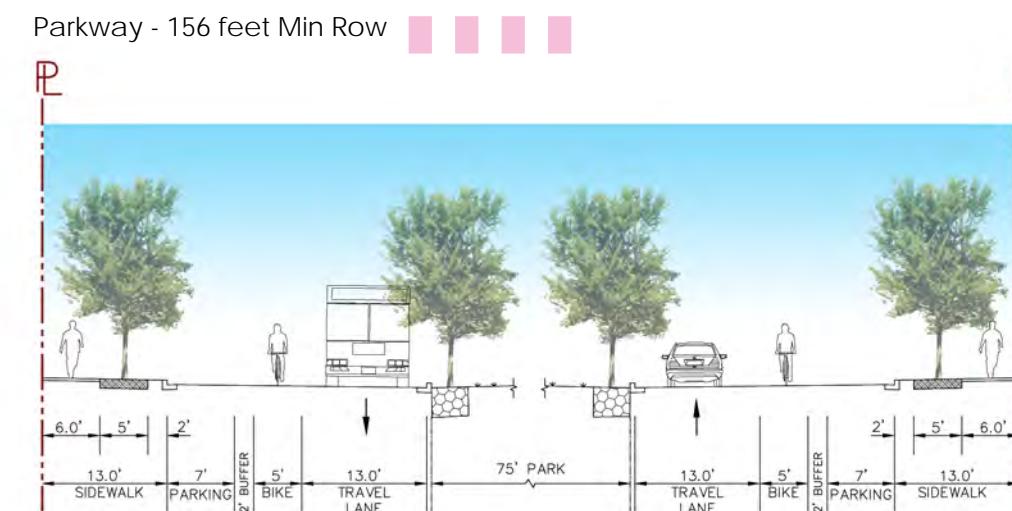
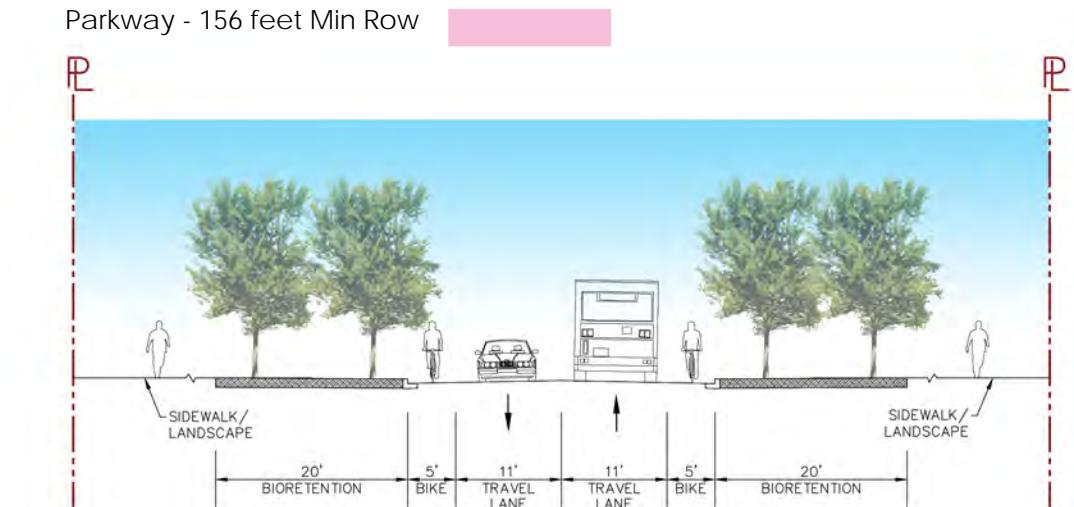
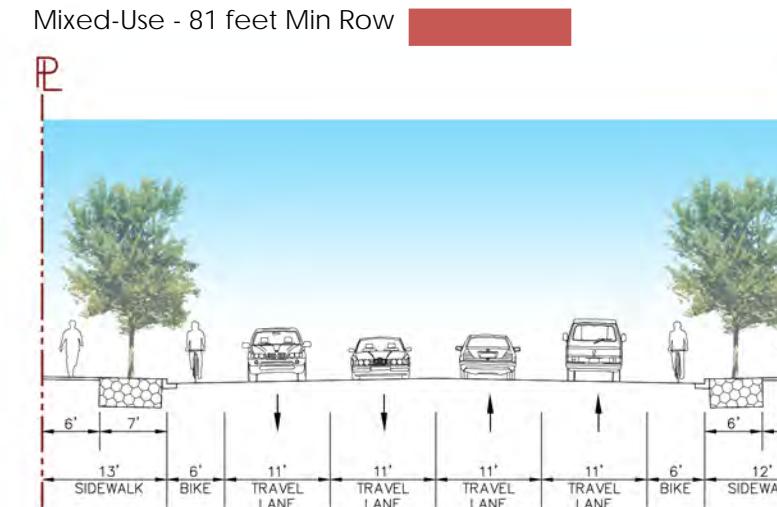
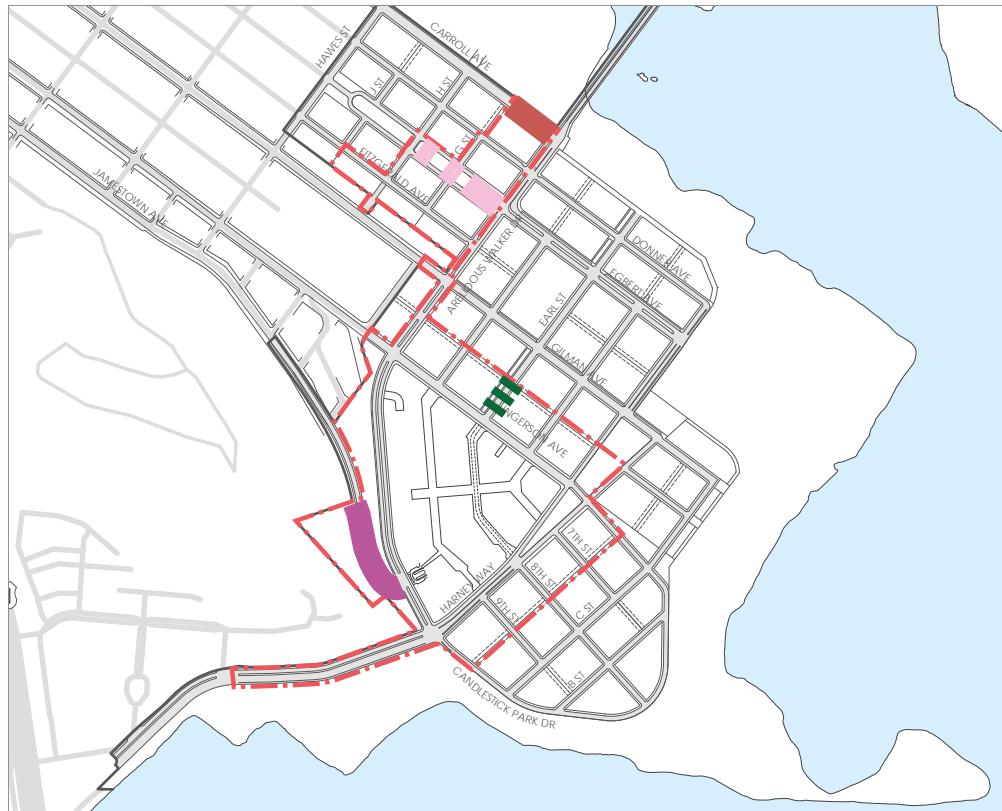


Neighborhood Residential - 62 feet Min Row



# 8. TRANSPORTATION

## 8.2 STREET CROSS SECTIONS

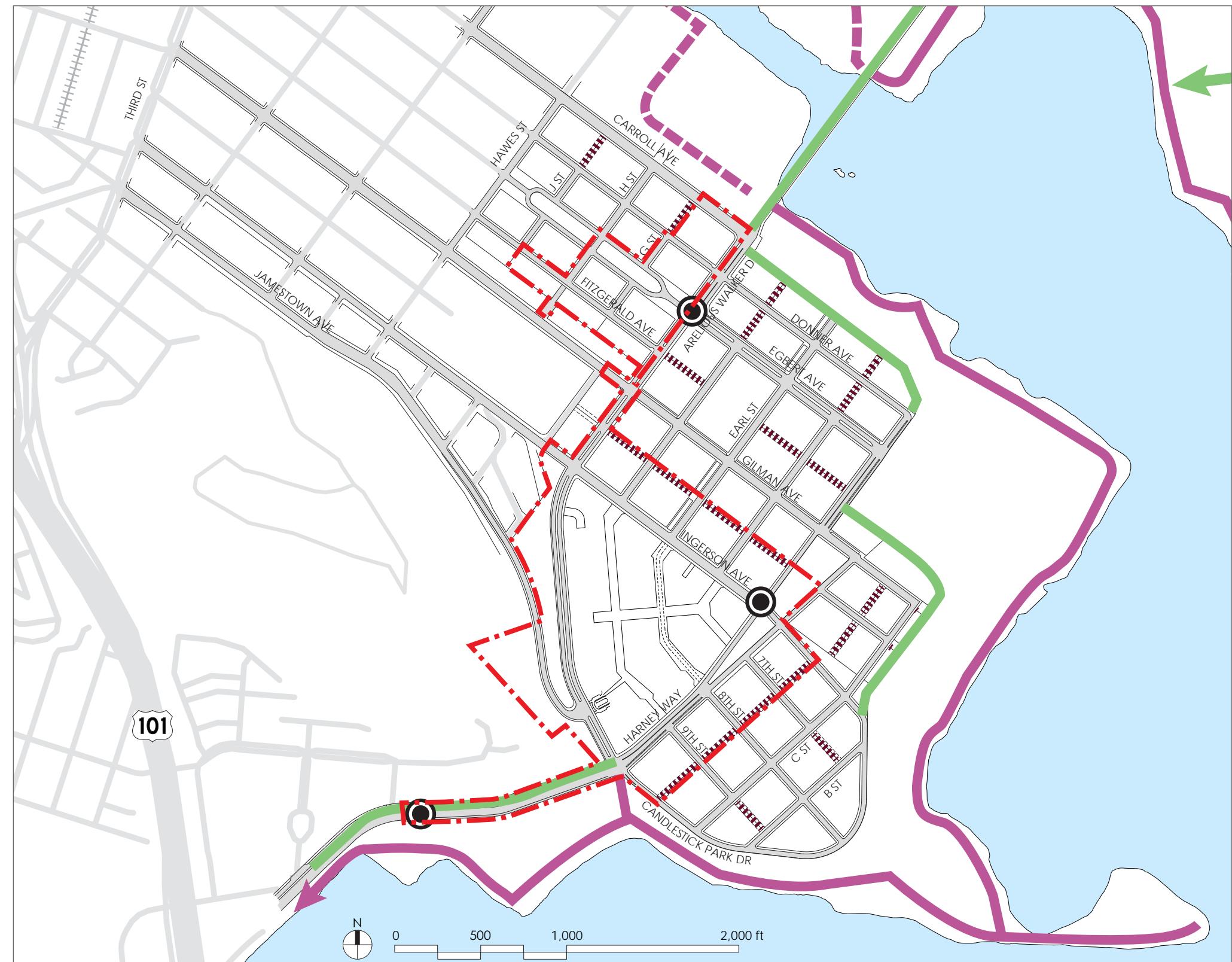


# 8. TRANSPORTATION

## 8.3 PEDESTRIAN NETWORK

All streets within Major Phase 1 CP will provide sidewalks between 12 feet and 17.5 feet wide, consistent with guidance from the Better Streets Plan. Streets feature short block sizes, bulb-outs and crosswalks at intersections, slow and narrow traffic lanes, street trees, sidewalk plantings, lighting, seating and furnishings, and wayfinding signage. Boulevard Park Streets and Retail Streets provide additional interest and activities for pedestrians, while the park system includes miles of paths for strolling. Pedestrian mews – mid-block breaks with pedestrian only access offer quiet, car-free walks connecting the heart of the neighborhoods and connect with the park system. Off-site street improvements along Gilman Avenue and Harney Way will enhance pedestrian mobility throughout the Bayview neighborhood.

Figure 8.3 – Pedestrian Circulation



### LEGEND

- Bay Trail / Blue Greenway
- - Bay Trail / Blue Greenway - Outside of Project Boundary
- Pedestrian/Multi-use Path
- ||||| Mid-Block Break
- Streets
- Major Transit Stops
- Major Phase 1 CP Boundary

# 8. TRANSPORTATION

## 8.4 BICYCLE NETWORK

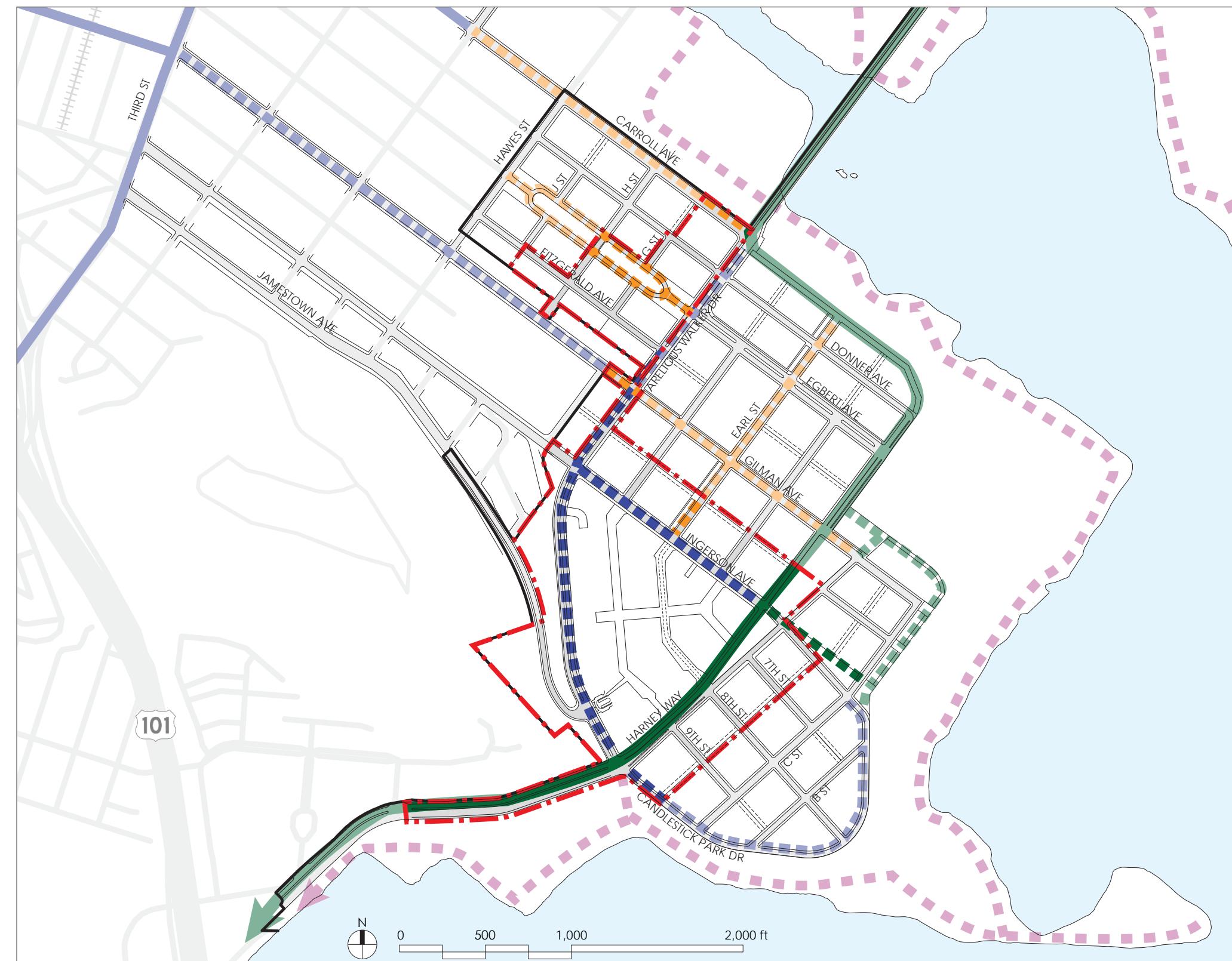
At the heart of Major Phase 1 CP is the construction of the first segment of a new two-way cycletrack along Harney Way through the Wedge Park, where cyclists can connect to the new retail center. The cycletrack will eventually connect to the San Francisco Bay Trail/Blue Greenway and to recreational paths on the Project site.

Bikeways are typically classified as Class I, Class II, or Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by cyclists or pedestrians. Class II bikeways are bike lanes striped with the paved areas of roadways and established for the preferential use of bicycles, while Class III bikeways are signed bike routes that allow bicycles to share travel lanes with vehicles.

Class II bicycle lanes will be provided around the central park in the Alice Griffith neighborhood and along Earl Street. Ingerson Avenue and Arelious Walker Drive will each be designated as Class III bicycle routes within the project site. Additionally, Gilman Avenue, from Arelious Walker Drive to Third Street will be designated and designed as a Class III bicycle route in the City's bicycle network with appropriate signage and pavement markings (sharrows).

The proposed bicycle network is illustrated in Figure 8.4.

Figure 8.4 – Bicycle Network



### LEGEND

Cycletrack	Bike Class III
Bike Class I	Bay Trail
Bike Class II	Existing Class III
— Major Phase 1 CP Boundary	

# 8. TRANSPORTATION

## 8.5 PUBLIC TRANSIT

Ultimately, the 29 Sunset, which currently terminates near Gilman and Arelius Walker, will serve Candlestick Point via Gilman Avenue, Earl Street, Ingerson Avenue, and West Harney Way, as shown in Figure 8.5. The infrastructure provided as part of Major Phase 1 CP accommodates this extension to the retail center with an interim route along Ingerson Avenue temporarily using a one-block portion of the mid-block break to turn around. The temporary extension of the 56 Rutland would use Harney Way and would turn around along the same temporary route as the 29 Sunset. The temporary extension of the 56 Rutland will be eliminated when the BRT route begins operation.

Major Phase 1 CP will include construction of the first portion of the infrastructure for the BRT, including Harney Way and West Harney Way. Although the BRT will not begin operation during Major Phase 1 CP, shorter-haul shuttles and the temporary extension of the 56 Rutland MUNI Route may provide a connection between the retail site and regional transit such as BART and Caltrain.

Figure 8.6 – MUNI Route 29 and Route 56 Interim Routes

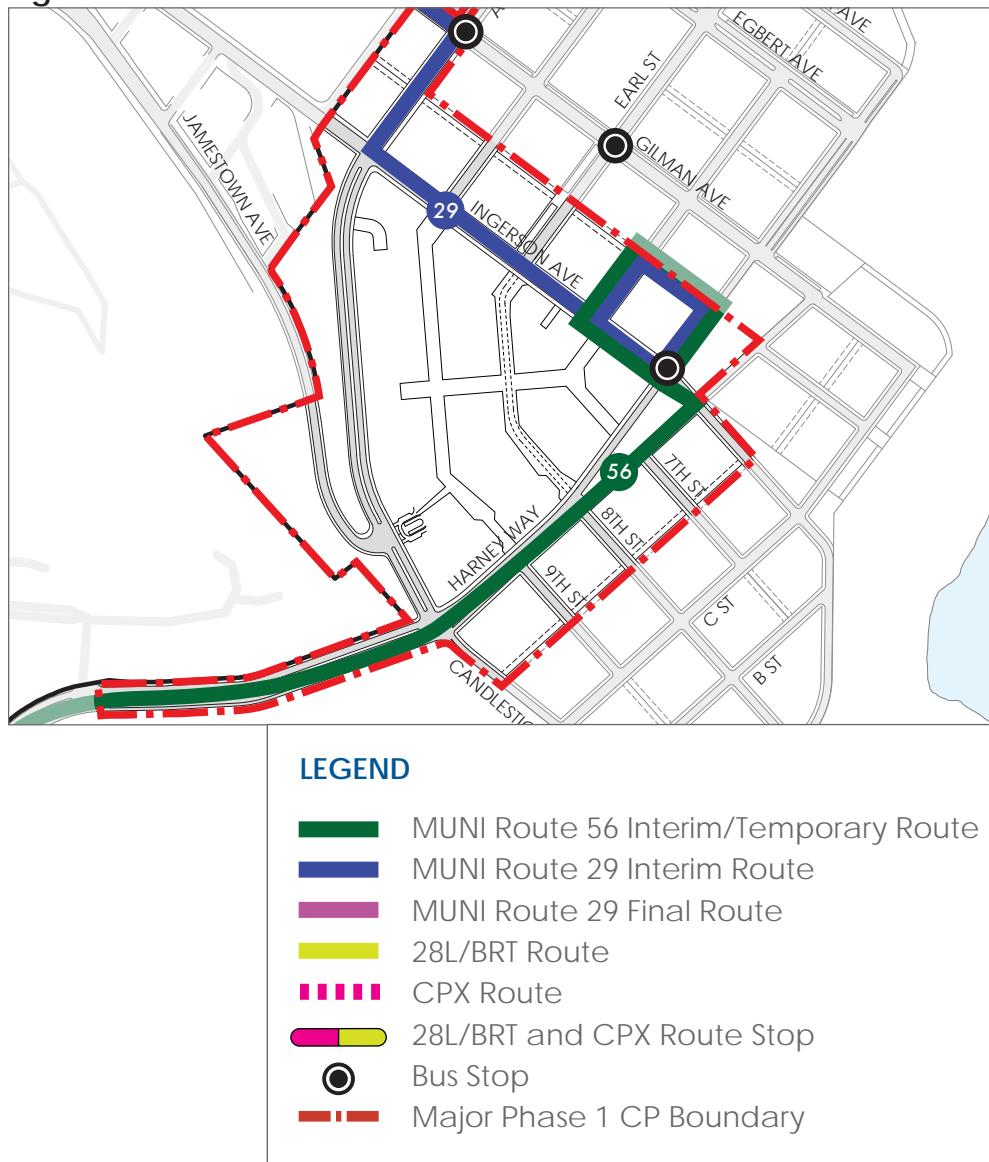


Figure 8.5 – Final Transit Routes



# 8. TRANSPORTATION

## 8.6 ON-STREET PARKING

The parking program is designed to reduce the usage of private automobiles through pricing, supply, new technologies, and effective monitoring programs. All on- and off-street parking will be paid parking. Most residential parking will be located in structures embedded within the buildings. Parking for the regional retail will be located in a large underground structure with an above-grade portion at Arelious Walker Drive. The exposed portion of the structure will be wrapped to conceal the garage.

Additional convenience parking for retail is located on many streets adjacent to shops and services.

Table 8.2 – Estimated On-street Parking & ADA Parking

NEIGHBORHOOD	ESTIMATED # SPACES	# ADA SPACES	# LOADING ZONE
Alice Griffith	94	4	0
CP Center	161	15	3
Total	255	19	3

### LEGEND

- On-street Parallel Parking
- Major Phase 1 CP Boundary

\*Note: Number of spaces is an estimate.  
Likely to be reduced as block access and stormwater features are designed.

Figure 8.7 – On-street Parking



# 8. TRANSPORTATION

## 8.7 OFF-STREET PARKING & LOADING

### Off-street Parking

#### Intent

Off-street parking in shared structures should be provided for all land uses in convenient locations that are visually concealed from view of the street by active users.

#### Standards

**Numbers/Ratio** – The maximum amount of off-street parking by use is described below. For residential parking, the maximum represents a cumulative total number of spaces equal to one space per unit. In the event some residential buildings provide for less than one space per unit, these unallocated spaces may be re-allocated to other residential buildings. But in no event shall the residential parking ratio exceed 1:1 at any given time. Re-allocation of any unused parking spaces shall be identified during the Design Review and Document Approval Procedure submission by the Developer.

**Table 8.3 – Maximum Off-Street Parking<sup>1</sup>**

USE	MAXIMUM
Residential	1 space/unit
Regional Retail	2.7 spaces/1000 sq ft
Office	1 space / 1000 sq ft
Neighborhood Retail	1 space/1000 sq ft
Community Uses	1 space/2000 sq ft
Hotel	0.25 space/guest room
Performance Venue	1 space/15 seats
Cinema Parking	Where the number of cinema seats exceeds 50, one space for each eight seats up to 1,000 seats, plus one space for each 10 seats in excess of 1,000
Grocery Store	2.7 spaces/1000 sq ft

<sup>1</sup>269 on-street parking spaces were lost in Sub-Phases CP-02-03-04 due to constraints such as driveways, fire hydrants, ADA design standards, etc. To make up for lost on-street parking, these spaces will be added to the parking garage below Sub-Phase CP-02. The Developer collaborated with OCII and SF Planning to develop this approach.

**Bicycles** – Bicycles shall be located in a secured and convenient location that is near the garage entrance and does not conflict with autos. The standards for bicycle parking by use are listed in Table 8.4 and Table 8.5.

**Table 8.4 – Bicycle Parking Spaces for Residential Uses**

RESIDENTIAL USE	MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED
Dwelling units in all Districts	For projects up to 50 dwelling units: 1 Class I space for every 2 dwelling units. For projects over 50 dwelling units: 25 Class I spaces, plus 1 Class I space for every 4 additional dwelling units over 50.
Group Housing	1 Class I space for every 3 bedrooms
Dwelling units dedicated to senior citizens or physically disabled persons	None required

**Table 8.5 – Bicycle Parking Spaces for Commercial Uses**

COMMERCIAL USE	MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED
New commercial buildings whose primary use consists of medical or other professional services, general business offices, financial services, business and trade schools, and development or manufacturing.	Where the gross square footage of the floor area exceeds 10,000 sq ft but is no greater than 20,000 ft, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
	Where the gross square footage of the floor area exceeds 20,000 sq ft but is no greater than 50,000 ft, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.
	Where the gross square footage of the floor exceeds 50,000 sq ft, 12 bicycle spaces are required of at which at least 4 must be Class 1 spaces.
New commercial buildings whose primary use consists of retail, eating and drinking, or personal services.	Where the gross square footage of the floor area exceeds 25,000 sq ft but is no greater than 50,000 ft, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
	Where the gross square footage of the floor area exceeds 50,000 sq ft but is no greater than 100,000 ft, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.
	Where the gross square footage of the floor exceeds 100,000 sq ft, 12 bicycle spaces are required of at which at least 4 must be Class 1 spaces.
New commercial buildings whose primary use consists of parking spaces for rent or other fee to the general public, and facilities which offer automobile parking space solely to building tenants, or a combination of both.	Every garage shall supply a minimum of 6 bicycle spaces regardless of the number of automobile spaces
	Where the number of automobile spaces is between 120 and 500, 1 bicycle space shall be provided for every 20 auto spaces
	Where the number of auto spaces is more than 500, 25 bicycle spaces shall be provided plus 1 additional space for every 40 auto spaces over 500 spaces, up to a maximum of 50 bicycle spaces

# 8. TRANSPORTATION

## 8.7 OFF-STREET PARKING & LOADING

**Car-sharing** – Local car-share organizations will have access to both on-street and off-street parking in order to provide car-share vehicles throughout the Project site. Car-share services are intended to reduce the overall parking demand by reducing the need for private vehicle ownership. Car-share vehicles are owned and maintained by the car-share service; members access vehicles when needed, paying based on how much they drive.

If it is demonstrated to the satisfaction of OCII that no certified car-share organization can make use of the dedicated car-share parking spaces, the spaces may be occupied by non-car share vehicles; provided, however, that upon (90) days of advance written notice to the property owner from a certified car-sharing organization, the property owner shall terminate any non-car-sharing leases for leases for such spaces and shall make the spaces available to the car-share organization for its use of such space.

- **Required Car-share Spaces** – For new buildings, car-share spaces shall be provided as follows:

Table 8.6 – Required Car-share / Residential

RESIDENTIAL UNITS	REQUIRED CAR-SHARE PARKING SPACES
0 - 49	0
50 - 200	1
201 or more	2, plus 1 for every 200 additional dwelling units over 200

Table 8.7 – Required Car-share / Non-residential

PROVIDED NON-RESIDENTIAL PARKING SPACES	REQUIRED CAR-SHARE PARKING SPACES
0 - 24	0
25 - 49	1
50 or more	1, plus 1 for every 50 additional parking spaces over 50

- **Location** – Required car-share vehicle spaces shall be located within 800 feet of the building site. Spaces may be located on-street or off-street at the discretion of the OCII Executive Director.

**Unbundled Residential Parking** – With the exception of stand-alone affordable housing developments, in all residential developments with more than 10 units, excluding individually parked townhomes, shall be unbundled and sold or leased separately from units. Unbundling parking makes the cost of parking visible to households, and may encourage some residents to save money by opting for a single off-street space or no dedicated parking.

### Off-street Loading

The service component of buildings should be shielded from view of primary public areas such as significant streets and parks.

#### Standards

**Off-street Loading Areas** – Off-street loading spaces are not required for residential and retail uses. If off-street loading spaces are supplied, they shall be a minimum length of 35 feet, minimum width of 12 feet, and minimum height of 14 feet and they shall not exceed 59 spaces for the entire Candlestick project. Where off-street loading spaces are not supplied, on-street curb management practices must be utilized, meaning there shall be no disruption to transit operations or auto traffic at peak travel times or on critical routes.

**Location** – Loading areas and utility meters shall be located on mid-block breaks where possible. Where there is no mid-block break, locate loading and meters on the short dimension of the block.

**Curb Cuts** – The maximum width of a curb cut shall be 24 feet. This may be increased to a maximum of 27 feet where:

- access to off-street parking and loading is shared; or
- the extra width is needed to accommodate the fleet of emergency services or utility providers.

Curb cuts shall be a minimum of 30 feet from the end of a street corner radius.

**Screening** – Loading areas, trash storage and mechanical equipment and meters shall be enclosed within structures and hidden from view of the public realm.

#### Guidelines

**Shared Entrances** – Shared loading and parking entrances are encouraged.

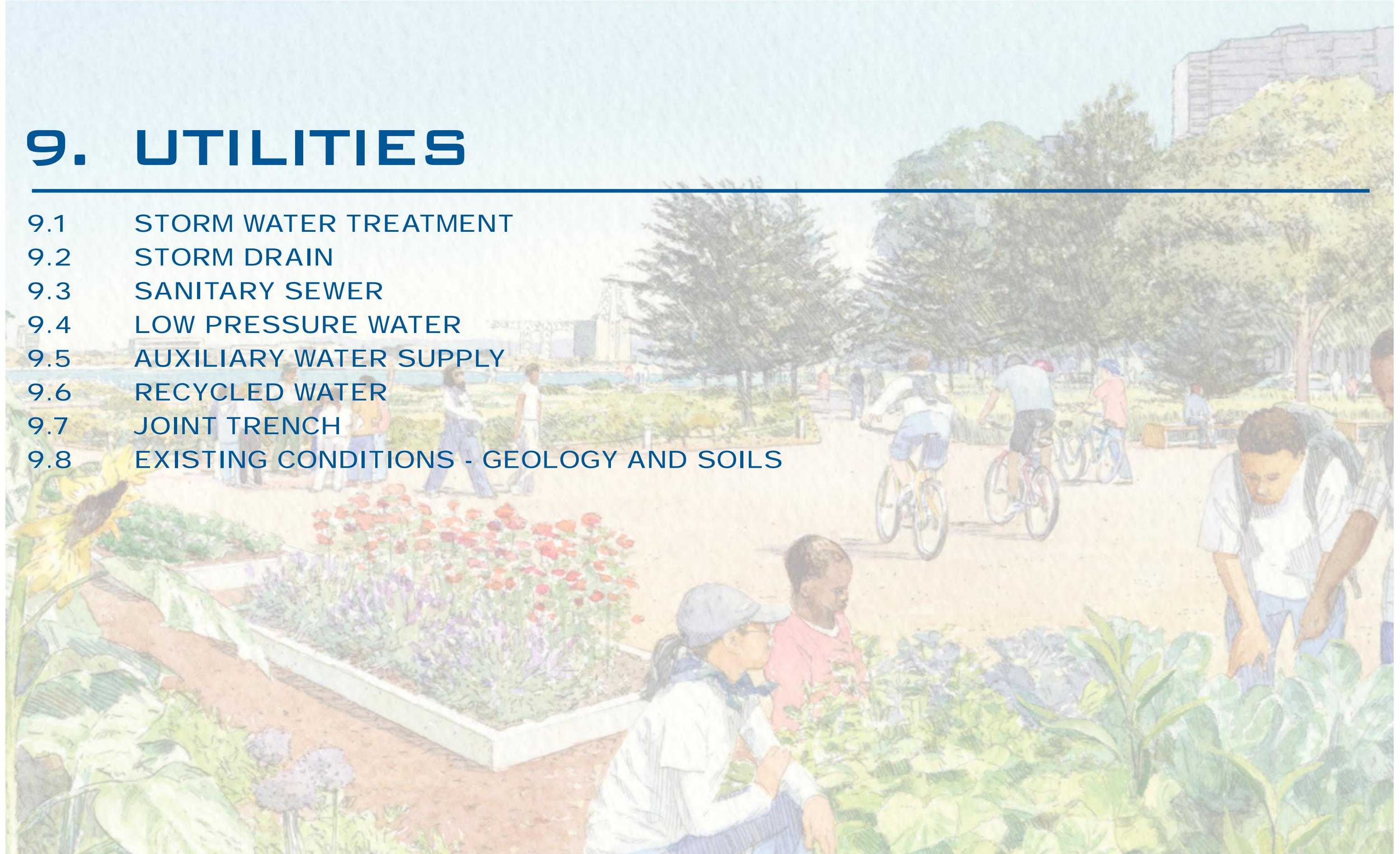


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# 9. UTILITIES

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- 9.1 STORM WATER TREATMENT
- 9.2 STORM DRAIN
- 9.3 SANITARY SEWER
- 9.4 LOW PRESSURE WATER
- 9.5 AUXILIARY WATER SUPPLY
- 9.6 RECYCLED WATER
- 9.7 JOINT TRENCH
- 9.8 EXISTING CONDITIONS - GEOLOGY AND SOILS



# 9. UTILITIES

## 9.1 STORM WATER TREATMENT

Storm water treatment systems are intended to limit disruption and pollution of natural water flows by managing storm water runoff. Best Management Practices (BMPs) are techniques for more sustainably treating storm water from roofs and hardscaped areas. BMPs include employing bioretention and biofiltration techniques to cleanse storm water of pollutants and reduce harmful runoff into downstream water sources. BMPs will be implemented on private development parcels, in the right-of-way of public streets or in parks and open space.

### Private Development Parcels

Storm water runoff from development parcels shall be treated before draining to the storm water system. Specific designs will be developed on a case-by-case basis for each parcel, and all treatment shall be accomplished using BMPs as prescribed in the San Francisco Public Utilities Commission's San Francisco Stormwater Design Guidelines. Treatment options may include vegetated roofs, cisterns to harvest rainwater for reuse, bioretention, constructed wetlands, and detention ponds.



Infiltrated boardwalk



Water conveyance



Roadside biofiltration



Vegetated swale

### Parks and Open Space

Around their perimeter, many parks and open spaces will have flow-through planters, which are described below. The broad landscaped areas of parks may also include the implementation of other BMPs, including rain gardens and bioswales. BMPs within the parks will be maintained through a Community Finance District (CFD).

- **Rain Gardens** – Rain gardens are shallow landscape areas that can collect, slow, filter, and absorb large volumes of water, delaying discharge into the watershed system and providing water quality treatment. They are similar to flow-through planters but with soil, not concrete, sidewalls. This technique is generally less expensive, but can only be used in areas which are set-back a sufficient distance from the roadway and building foundations.
- **Bioswales** – Bioswales are shallow landscaped areas designed to capture, convey, and potentially infiltrate storm water runoff as it moves downstream. They are primarily used to convey stormwater runoff on the land's surface while also providing water quality treatment. As water flows through a vegetated swale, it is slowed by the interaction with plants and soil, allowing sediments and associated pollutants to settle out. Some water soaks into the soil and is taken up by plants, and some may infiltrate further if native soils are well drained. The remaining water that continues to flow downstream travels more slowly than it would through pipes in a traditional stormwater conveyance system.

### Public Streets

Storm water runoff from City rights-of-way will be treated using BMP measures that may include flow-through planters, semi-structured bioretention within medians, rain gardens and bioswales. BMP facilities in the public right-of-way will be maintained by the City.

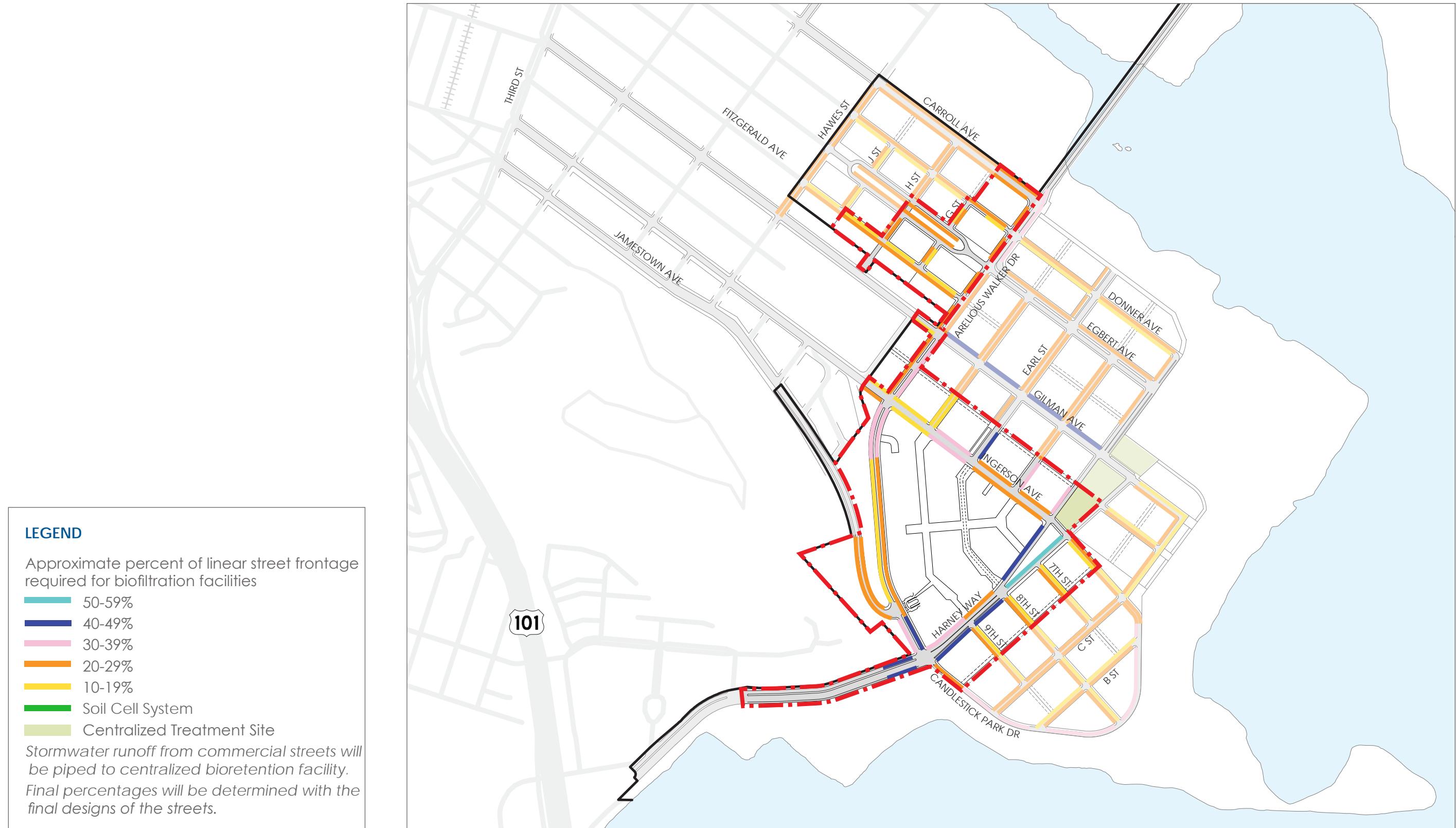
- **Flow-Through Planters** – The majority of the storm water runoff in Candlestick Point will be treated using flow-through planters within sidewalk furnishing zones. The flow-through planters will typically be designed with concrete sidewalls, bioretention planting within amended soils to provide water quality treatment, and either open bottoms to allow for infiltration, or closed bottoms with underdrains, depending on the location and the quality of the underlying native soils. The flow-through planters will have slightly different design elements depending on adjacent parking or travel lane conditions.
- **Median Bioretention** – Within the medians, similar bioretention facilities can be created. These areas will have linear concrete sidewalls to maintain necessary separation between the bioretention areas and the roadway subgrade. However, these areas will not need to have concrete sidewalls on all four edges, allowing for a less expensive and more flexible design. These can also be used to differentiate character between neighborhoods and allow for more pedestrian space within the sidewalk and building frontage zones.
- **Centralized Treatment for Commercial Streets** – Extensive biofiltration facilities are not desirable along Commercial Streets because of their high volumes of pedestrian traffic and role as active gathering places. If necessary, flow-through planters may be included on Commercial Streets. However, the preferred method of treating stormwater from Commercial Streets will be to treat it in a centralized facility or with soil cells.
- **Soil Cells** – Along the retail portion of Harney Way and Ingerson Avenue, stormwater runoff will be treated in soil cells beneath the sidewalk paving. The soil cell is a modular system that supports suspended paving while providing a volume of un-compacted planting soil beneath the sidewalk. One advantage it offers is that it allows more street trees than a flow-through planter system, while also providing additional paved space in furnishing zones for uses such as sidewalk dining.

Approximate percentage of frontage required for these biofiltration facilities is shown on the following page. Final percentages will be determined with the final design of streets for each Sub-Phase.

# 9. UTILITIES

## 9.1 STORM WATER TREATMENT

Figure 9.1 – Approximate Percent of Linear Street Frontage Required for Biofiltration Facilities



# 9. UTILITIES

## 9.2 STORM DRAIN

The proposed storm drain mains will be located in the street right-of-way. The majority of storm water runoff within the Project area currently flows to the existing combined sewer system. The new sanitary sewer and storm drain collection systems will be separated, and ultimately no storm water from new development will be discharged to the existing combined sewer. The separated storm drain system will convey storm water runoff to outfalls that discharge to San Francisco Bay. The proposed outfalls will be constructed in Major Phases 2 CP, 3 CP, and 4 CP.

In the interim, storm water from new development will be directed to the existing combined sewer that handles sewer and storm water flows. The total combined peak discharge to the existing combined sewer will not increase. An analysis showing that the temporary storm drain connections will not increase flows to the existing combined sewer system will be submitted to the City for review and approval with each Sub-Phase application. These analyses will be submitted to the City until the storm drain system is separated from the existing combined sewer.

Sanitary sewer flows will increase due to the new development. The increased sewer flow to the existing combined sewer will be offset by decreasing storm water flowing to the existing combined sewer. This will be accomplished by redirecting some storm water runoff that currently discharges to the existing combined sewer to two existing storm drain outfalls to the south, by converting existing impervious areas which generate flows to the existing combined sewer to pervious areas, and/or by providing temporary storm water detention facilities.

Where storm water is redirected to the two existing storm drain outfalls, the peak storm water discharge will not increase. The increase in drainage area that will lead to an increase in storm water discharge will be offset by converting existing impervious areas to pervious areas and/or by providing temporary storm water detention facilities.

The Sub-Phase CP-01 storm drain system will temporarily connect directly to the existing combined sewer in Arelious Walker Drive.

Storm drain systems for Sub-Phases CP-02, CP-03, and CP-04 will discharge and flow across the existing Candlestick Park parking lot to the existing storm drain outfall to the south, subject to SFPUC review.

The Sub-Phase CP-05 storm drain system will connect to the Sub-Phase CP-01 storm drain system and temporarily flow to the existing combined sewer in Arelious Walker.

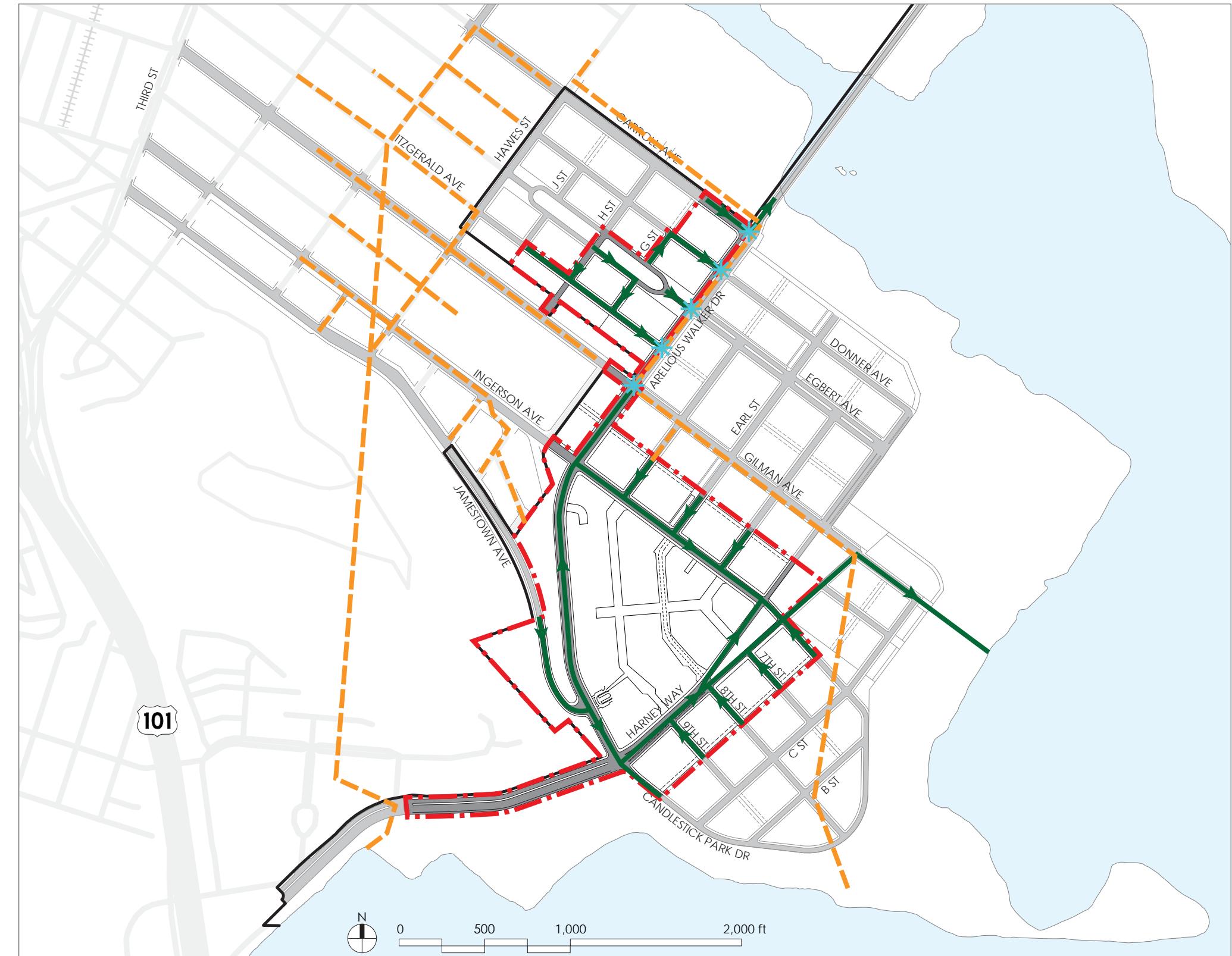
When the permanent outfalls are constructed in the later phases, this temporary connection will be removed so that all stormwater from the proposed development is directed to the new outfalls.

Permanent stormwater treatment facilities will be installed in each Sub-Phase. Stormwater treatment requirements will be met in each Sub-Phase, including during the temporary storm connection to the existing combined sewer.

# 9. UTILITIES

## 9.2 STORM DRAIN

Figure 9.2 – Storm Drain



# 9. UTILITIES

## 9.3 SANITARY SEWER

Sanitary sewer mains will be located in the street right-of-way.

Sanitary Sewer (SS) mains in Sub-Phase CP-01 will flow and connect directly to the existing combined sewer main on Arelius Walker Drive between Gilman Avenue and Carroll Avenue. The flow will then be conveyed via force main and discharge to a manhole in Arelius Walker Drive between Gilman Avenue and Ingerson Avenue. The sanitary sewer will then be conveyed via a gravity pipe to the existing combined sewer. SS mains in Sub-Phase CP-05 will flow to a lift station at the intersection of G Street and Fitzgerald Avenue and will be lifted to flow to the existing combined sewer in Arelius Walker.

Sanitary sewer mains are not planned in Arelius Walker Drive between Ingerson Avenue and Jamestown Avenue because sanitary sewer flows generated by the CP Center development are expected to be served primarily by sanitary sewer mains in Ingerson Avenue and Harney Way/West Harney Way.

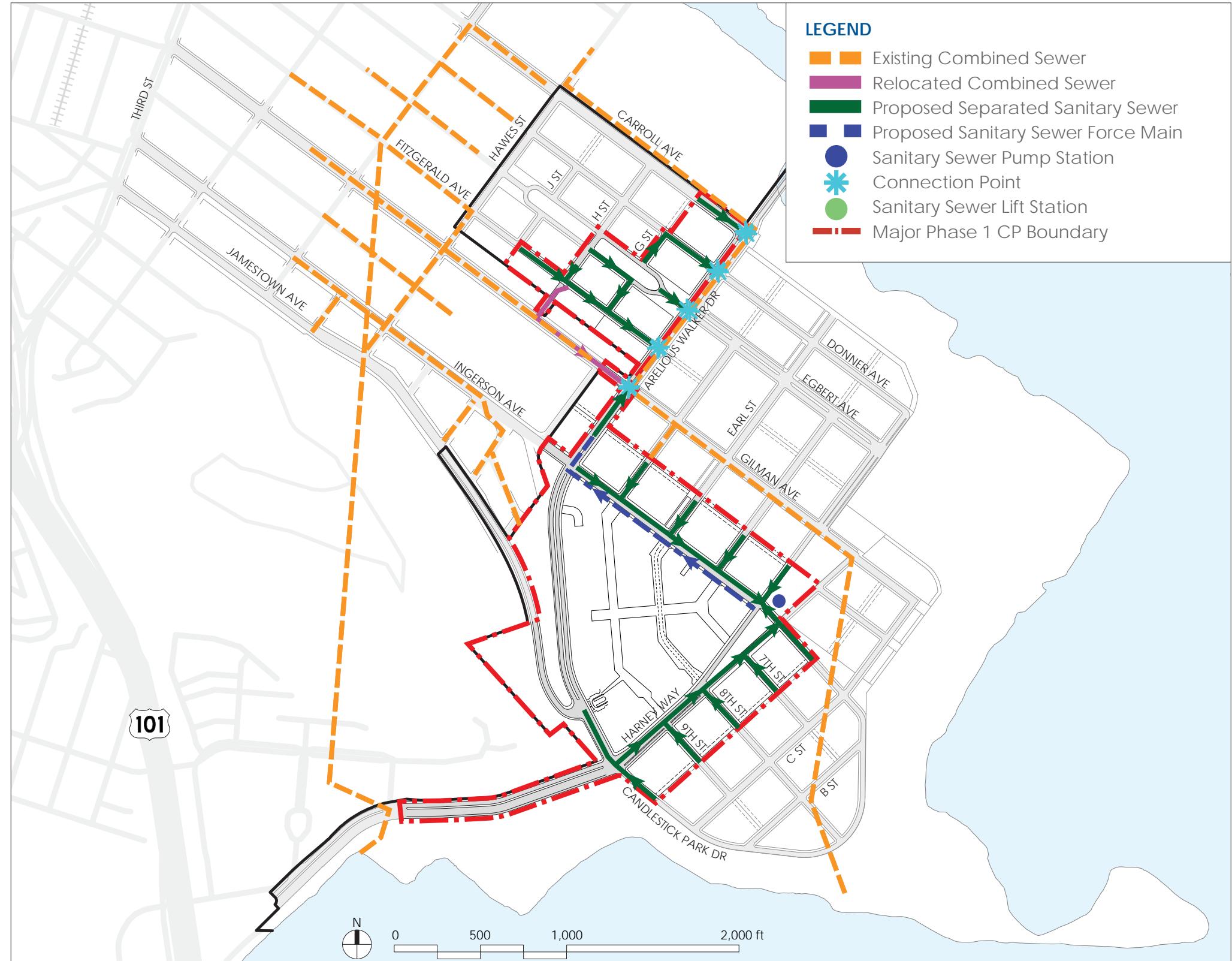
Sanitary sewer mains are not planned in Jamestown Avenue because the Project does not include any developments along Jamestown Avenue.

The existing combined sewer in Griffith Street and Fitzgerald Avenue east of Griffith Street will be relocated to Gilman Avenue, between Griffith Street and Arelius Walker Drive. The relocated combined sewer will be a 54-inch diameter pipe to provide the same storage volume as the existing combined sewer.

An existing 24-inch combined sewer in Gilman Avenue, between Giants Drive and Arelius Walker Drive, will be relocated. The relocated 24-inch combined sewer main will connect the existing combined sewer in Giants Drive to the relocated 54-inch combined sewer in Gilman Avenue.

The remaining existing on-site combined sewer will be demolished in phases consistent with the Project phasing.

Figure 9.3 – Separated Sanitary System



# 9. UTILITIES

## 9.4 LOW PRESSURE WATER

The City's Low Pressure Water system (LPW) is the primary supply for domestic and fire suppression purposes.

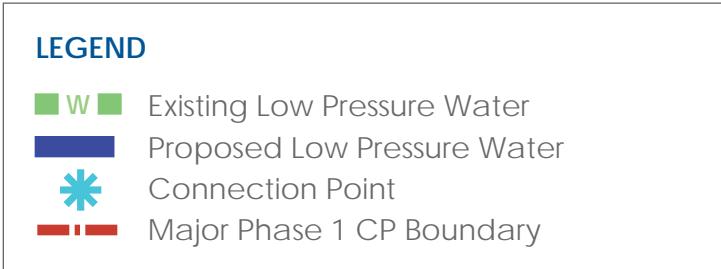
Except for the existing 12-inch water main in Jamestown Avenue, the existing water mains within Sub-Phases CP-01 through CP-05 will be demolished. The existing 12-inch water main in Jamestown Avenue will be rerouted to match the new Jamestown Avenue street alignment.

Low pressure water mains will be located in the street rights-of-way.

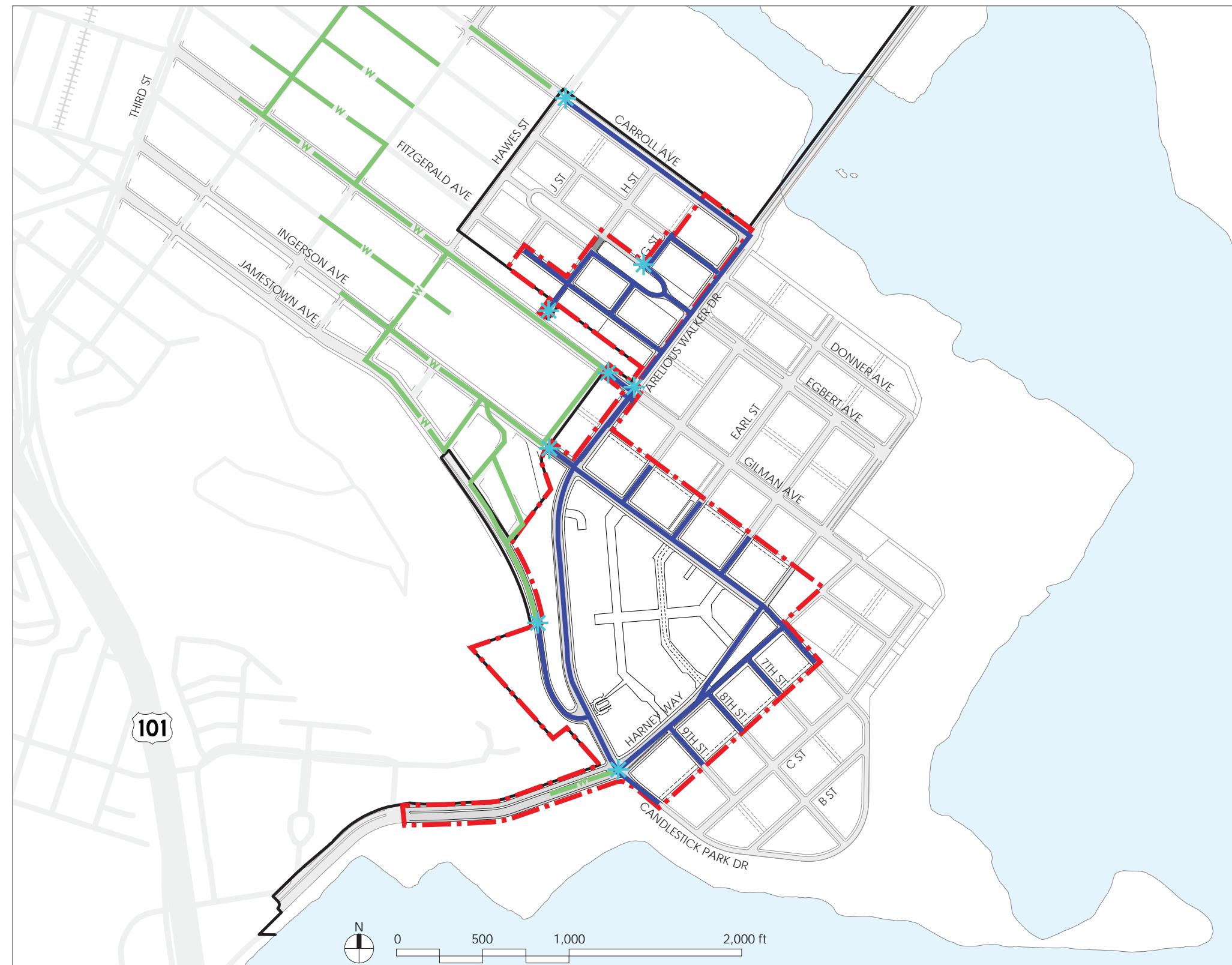
New water mains along Gilman Avenue, Carroll Avenue, Arelious Walker Drive, Ingerson Avenue, West Harney Way, and Harney Way will be constructed to support the development of Major Phase 1 CP. Temporary connections to existing facilities within the remaining Alice Griffith neighborhood will be provided.

The Project LPW system will connect to the existing City LPW as follows:

- Connect to the existing 12-inch main in Harney Way.
- Connect to the existing 8-inch main in Jamestown Avenue.
- Connect to the existing 16-inch main in Ingerson Avenue at the Ingerson Avenue and Giants Drive intersection.
- Connect to the existing 8-inch water main in Gilman Avenue at the intersection of H Street and Gilman Avenue.
- Connect to the existing 16-inch and 8-inch mains near the intersection of Gilman Avenue and Arelious Walker Drive.
- Connect to the existing 8-inch main in Carroll Avenue at the Carroll Avenue and Hawes Street intersection
- Temporarily connect to the existing water main in Alice Griffith near the intersection of Egbert Avenue and G Street.



**Figure 9.4 – Low Pressure Water**



# 9. UTILITIES

## 9.5 AUXILIARY WATER SUPPLY

In addition to the LPW system, the City operates the Auxiliary Water Supply System (AWSS), which provides high pressure water for fire protection.

For Major Phase 1 CP, AWSS lines will be constructed in Carroll Avenue, Arelious Walker Drive, Earl Street, Ingerson Avenue, Harney Way, and West Harney Way.

The proposed off-site AWSS line on Carroll Avenue and Fitzgerald Avenue between Ingalls Street and Hawes Street will be installed by the City.

Figure 9.5 – Auxiliary Water Supply



### LEGEND

- Proposed Off-Site Auxiliary Water Supply System Installed by the City
- Proposed On-Site Auxiliary Water Supply System
- System Fire Hydrant
- Major Phase 1 CP Boundary

# 9. UTILITIES

## 9.6 RECYCLED WATER

The City's Recycled Water (RCW) system will be used primarily for irrigation and toilet flushing.

RCW mains will be located in street rights-of-way, with two exceptions: RCW mains will cross through Alice Griffith Park at G Street and H Street.

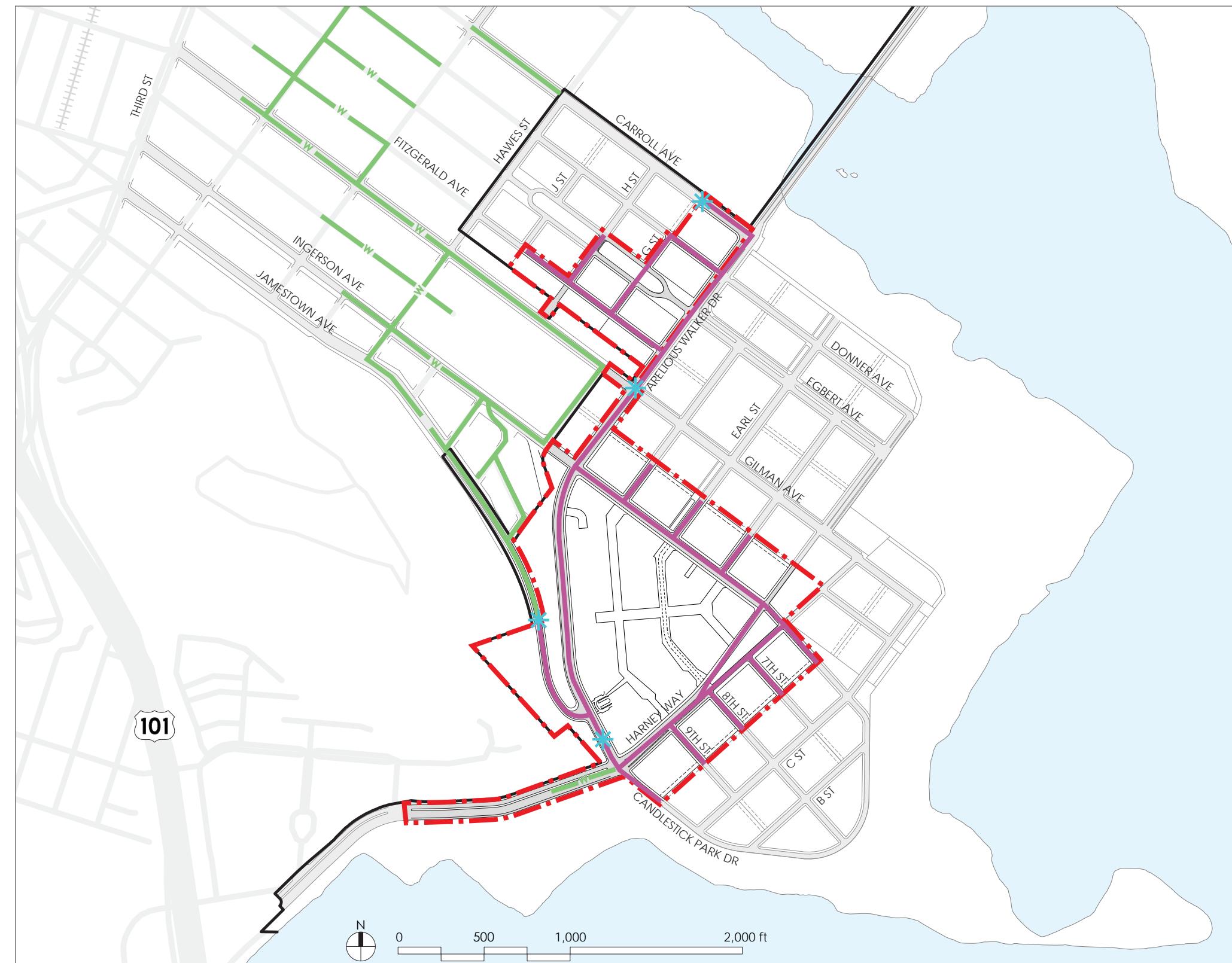
The City currently does not have an RCW system to supply the Project with recycled water.

The RCW will be served from interim cross-connections to the LPW system until an independent RCW supply is developed by the City. A double check detector assembly will be installed at each cross-connection to prevent backflow from the RCW to the LPW.

The RCW system will connect to the LPW system as follows:

- Temporarily connect to the proposed 16-inch main in Arelius Walker Drive, between realigned Jamestown Avenue and Harney Way
- Temporarily connect to the existing 8-inch main in Jamestown Avenue
- Temporarily connect to the proposed 12-inch main in Carroll Avenue at the boundary of Sub-Phase CP-01
- Temporarily connect to the proposed 12-inch main in Arelius Walker at approximately the Gilman Avenue and Arelius Walker intersection

Figure 9.6 – Recycled Water



# 9. UTILITIES

## 9.7 JOINT TRENCH

A joint utility trench system will include the following dry utilities: electric, gas, telephone, cable TV and any ancillary communication facilities required by the San Francisco Public Utilities Commission (SFPUC).

Joint utilities shall be placed in a common trench located in the franchised area, under the sidewalk for mechanical protection. They will be installed in such a way as to maintain the City's standard clearances from wet utilities and improvements. Vaults, boxes, manholes and enclosures housing equipment will be installed in the franchised area as well; their locations will be coordinated with wet utilities, other civil and architectural improvements and street lights.

Figure 9.7 illustrates the general location of proposed joint trench facilities, an overhead line relocation on Harney Way, and joint utility source locations. The utility systems in the joint trench are described briefly below.

Electric facilities provided by either PG&E or SFPUC will include conduits, boxes, vaults, cables and devices such as switches, transformers, capacitor banks, and meters. The electric distribution system will consist of 600 and 200 amp 12kV underground primary distribution circuits throughout the project; transformers placed in strategic areas will supply residential, commercial and support facilities with secondary voltages below 600V.

The majority of equipment within the urban footprint will be subsurface. Some subsurface transformers may not be allowed due to water table or corrosive characteristics of the soil. This is to be determined by the electric utility on a case by case basis. Transformers supplying energy to residential and commercial customers may be located either in the franchised area, or on private property where adequate operating space and access is provided. Some pad mounted equipment will be necessary. This equipment will be placed on the periphery wherever possible to minimize negative impacts on aesthetics within the urban plan.

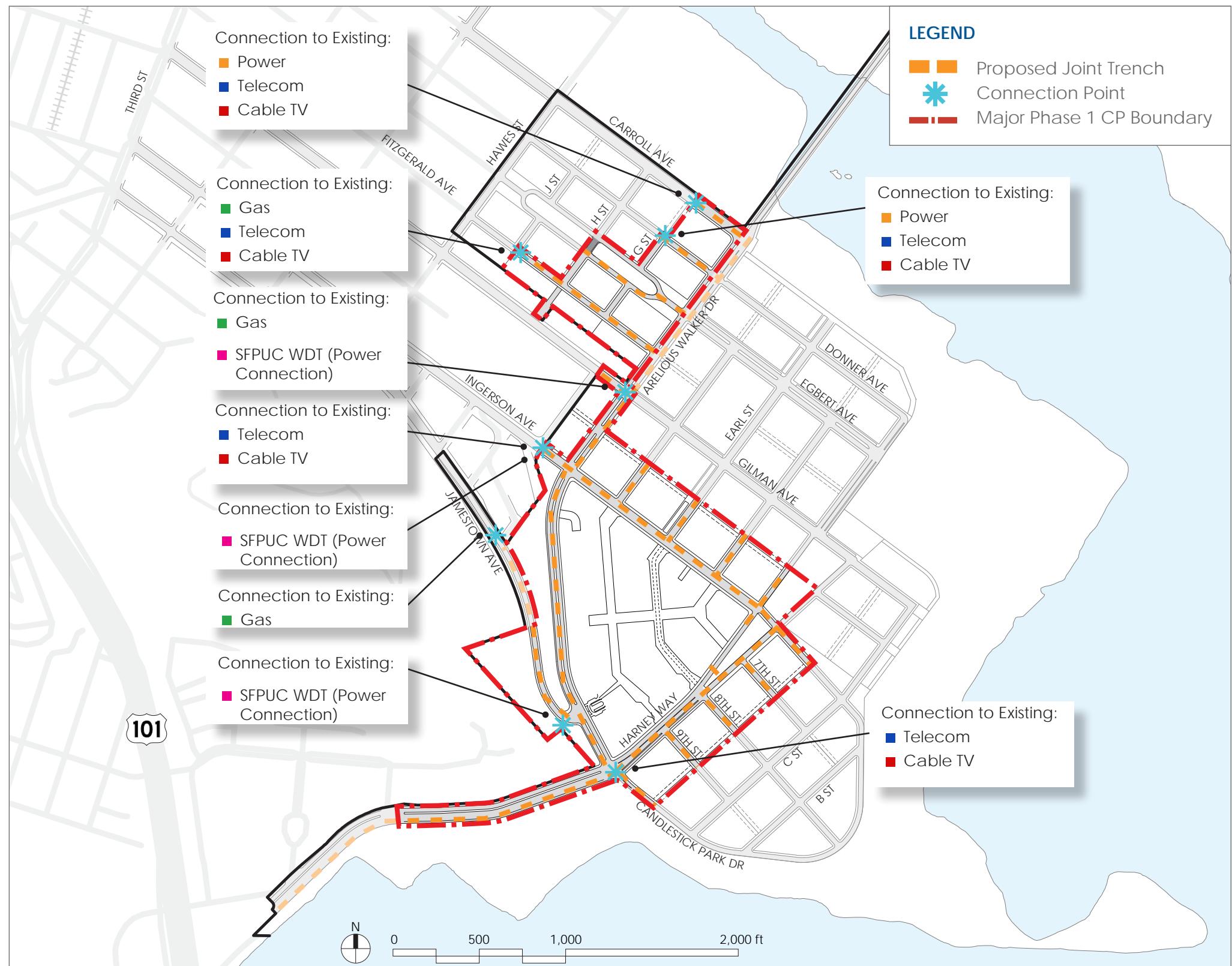
All utilities on Harney Way between Executive Park Boulevard and Arelius Walker Drive will be undergrounded shown as the Proposed Joint Trench on Figure 9.7.

Gas facilities provided by PG&E will consist of steel or plastic gas pipe, fittings, appurtenances and metering equipment.

Telephone facilities provided by AT&T and cable TV facilities will consist of conduits, boxes, vaults and amplifiers to facilitate the installation and operation of copper and fiber optic cables as proposed by communication providers.

Street lighting systems will consist of steel conduits, boxes, wiring and lighting units. A lighting unit will consist of a foundation, pole, mast arm, luminaire(s) and photocell. The street lighting system will utilize LED type lighting and provide photometric and lighting characteristics that are compliant with San Francisco Department of Public Works Standard Plans and Specifications.

Figure 9.7 – Joint Trench



# 9. UTILITIES

## 9.8 EXISTING CONDITIONS - GEOLOGY AND SOILS

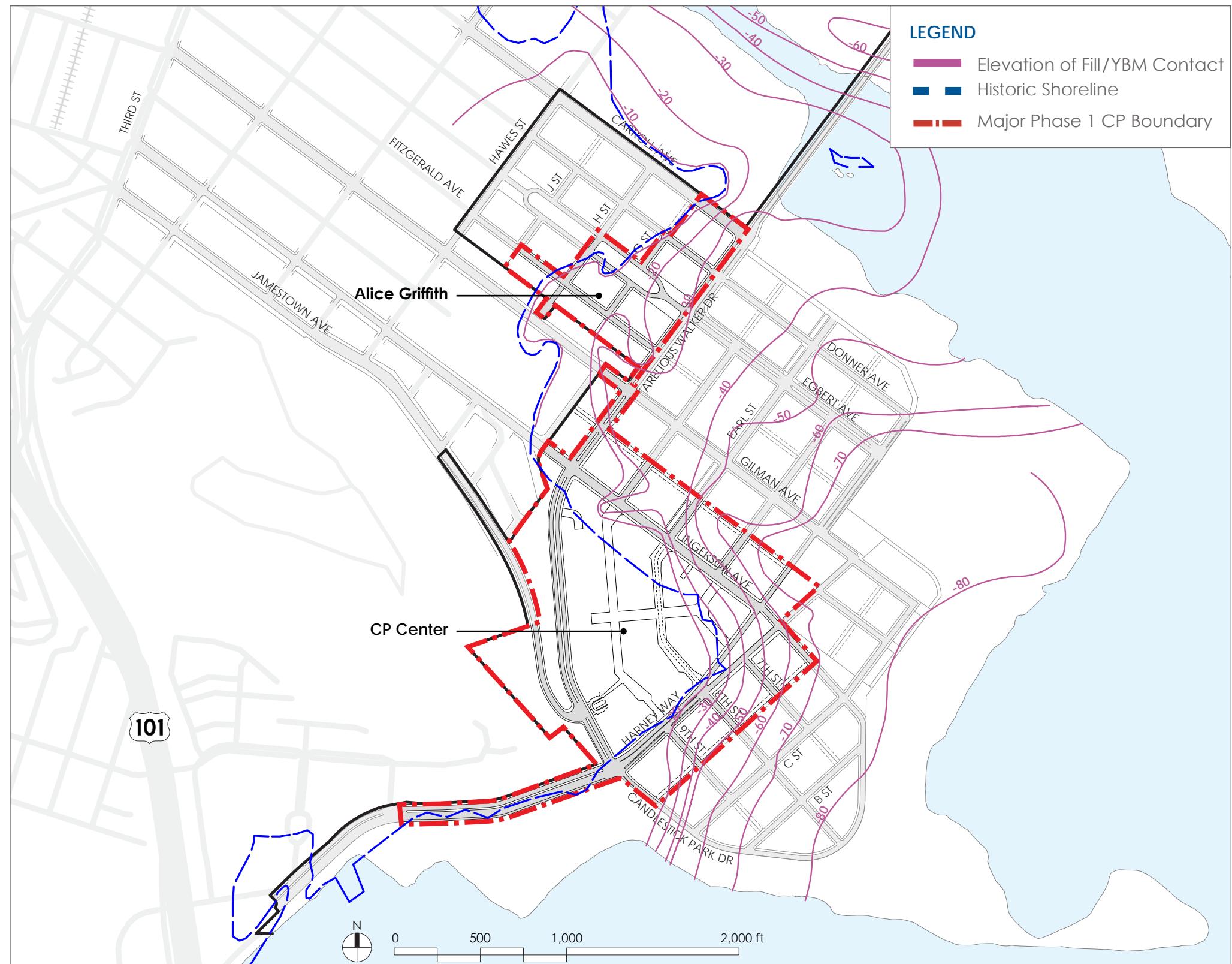
The development of Major Phase 1 CP is feasible from a geotechnical perspective. The Project Site features relatively dissimilar geotechnical conditions, which are considered and addressed in the design of the planned development. The geotechnical conditions for Major Phase 1 CP are summarized in this section and detailed in a geotechnical report for Major Phase 1 CP, which is included in Appendix A.

The historic predevelopment shoreline follows the southern and eastern edges of CP Center and Alice Griffith (AG) Redevelopment portions of the site. To the north of the historic shoreline, the site is predominated by shallow bedrock that is weathered near the existing ground surface and increases in strength with depth. To the south and east of the shoreline (towards the Bay), the site is underlain by fill over soft, compressible Bay deposits (Young Bay Mud). The fill is up to 40 feet thick at the CP Center site and 50 feet thick at AG. The Young Bay Mud is generally between 10 and 15 feet thick, however, the Young Bay Mud is as thick as 50 feet in a limited portion of the CP Center site near the future intersection of Harney Way and Ingerson Avenue. The depth to bedrock to the bayside of the historic shoreline increases with distance from the shoreline. These two conditions (inland and bayward of the historic shoreline) provide dissimilar geotechnical constraints that will be addressed as follows:

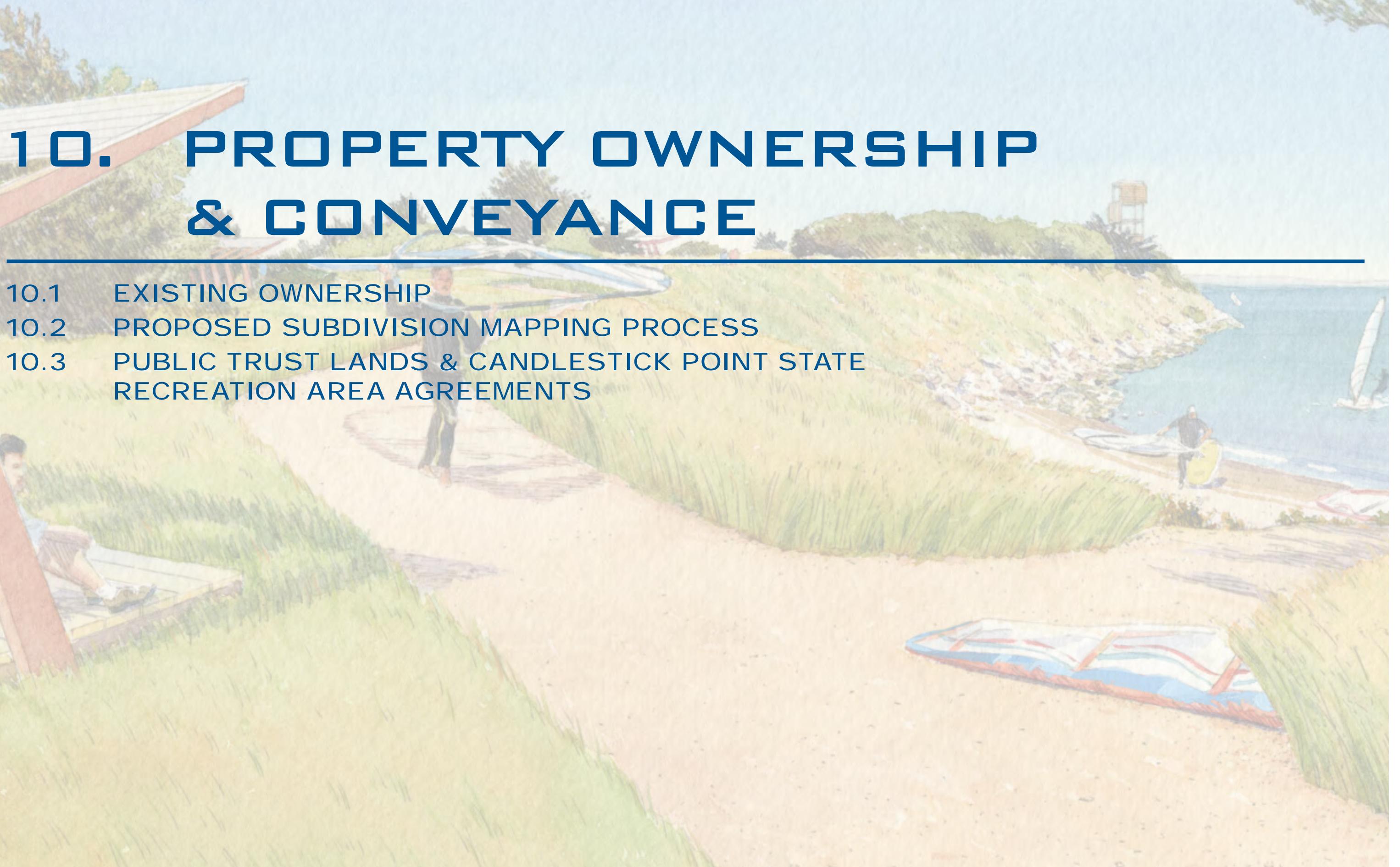
- Shallow bedrock** – in the area of CP Center within the footprint of the existing Candlestick Park and near Cameron Way in the Alice Griffith site, the shallow bedrock will present constraints relative to excavability. These constraints will be mitigated through use of larger grading equipment and additional time and effort to excavate. The grading contractor will also process oversized material to reuse rock in areas of fill and reduce material offhaul.
- Fill** – to the bay side of the historic shoreline, considerable amounts of fill is present. This fill is non-engineered and subject to liquefaction. The fill also contains considerable amounts of oversized material. Where feasible, fill conditions will be mitigated by removal and re-compacting or in-situ densification. Excavations into the fill will likely encounter groundwater requiring dewatering and treatment of the water removed prior to discharge.
- Young Bay Mud** – Young Bay Mud settles under new loads from fill placement and building construction. Where feasible, we will mitigate this settlement with surcharging to pre-settle the soil or using lightweight fill to compensate for new fill without increasing the weight. Buildings over Young Bay Mud at AG will likely be founded on deep foundations, such as driven piles. Excavations into the Young Bay Mud will need to be laid back at milder slopes than typical or shored due to soft soil conditions.

Bedrock in the area of the project may contain naturally occurring asbestos. Some fill was constructed out of material derived from the nearby bedrock. Cuts into the existing bedrock and earthwork in the fill may encounter naturally occurring asbestos and a dust mitigation plan is required to control airborne particles. These constraints are mitigated by implementation of Asbestos Control and Dust Control Plans during grading, as appropriate.

Figure 9.8 – Existing Conditions - Geology and Soils



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## 10. PROPERTY OWNERSHIP & CONVEYANCE

- 
- 10.1 EXISTING OWNERSHIP
  - 10.2 PROPOSED SUBDIVISION MAPPING PROCESS
  - 10.3 PUBLIC TRUST LANDS & CANDLESTICK POINT STATE RECREATION AREA AGREEMENTS

# 10. PROPERTY OWNERSHIP & CONVEYANCE

## 10.1 EXISTING OWNERSHIP

### City Land

Major Phase 1 CP is comprised primarily of land currently owned by the City and County of San Francisco and the Developer. The southern section of Major Phase 1 CP was once occupied by the Candlestick Park Stadium (Stadium). The Stadium has been demolished, and all that remains are old Stadium parking lots and roadways. The majority of the old Stadium site is owned by the Developer. Some portions of the old Stadium site - namely portions of future Ingerson Avenue, West Harney Way, and Harney Way - are owned by OCII. OCII also owns portions of Jamestown Avenue and the Bayview Hillside Open Space across from the portion of the old stadium site and abutting Jamestown Avenue. The northern section of Major Phase 1 CP contains Alice Griffith public housing. In this portion of Major Phase 1 CP, certain blocks and future street areas have been subdivided, with Alice Griffith replacement blocks retained by the City (through the San Francisco Housing Authority) and certain street and future park areas owned by OCII.

### State Land

The Candlestick Point State Recreation Area is owned by the State of California.

### Private Land

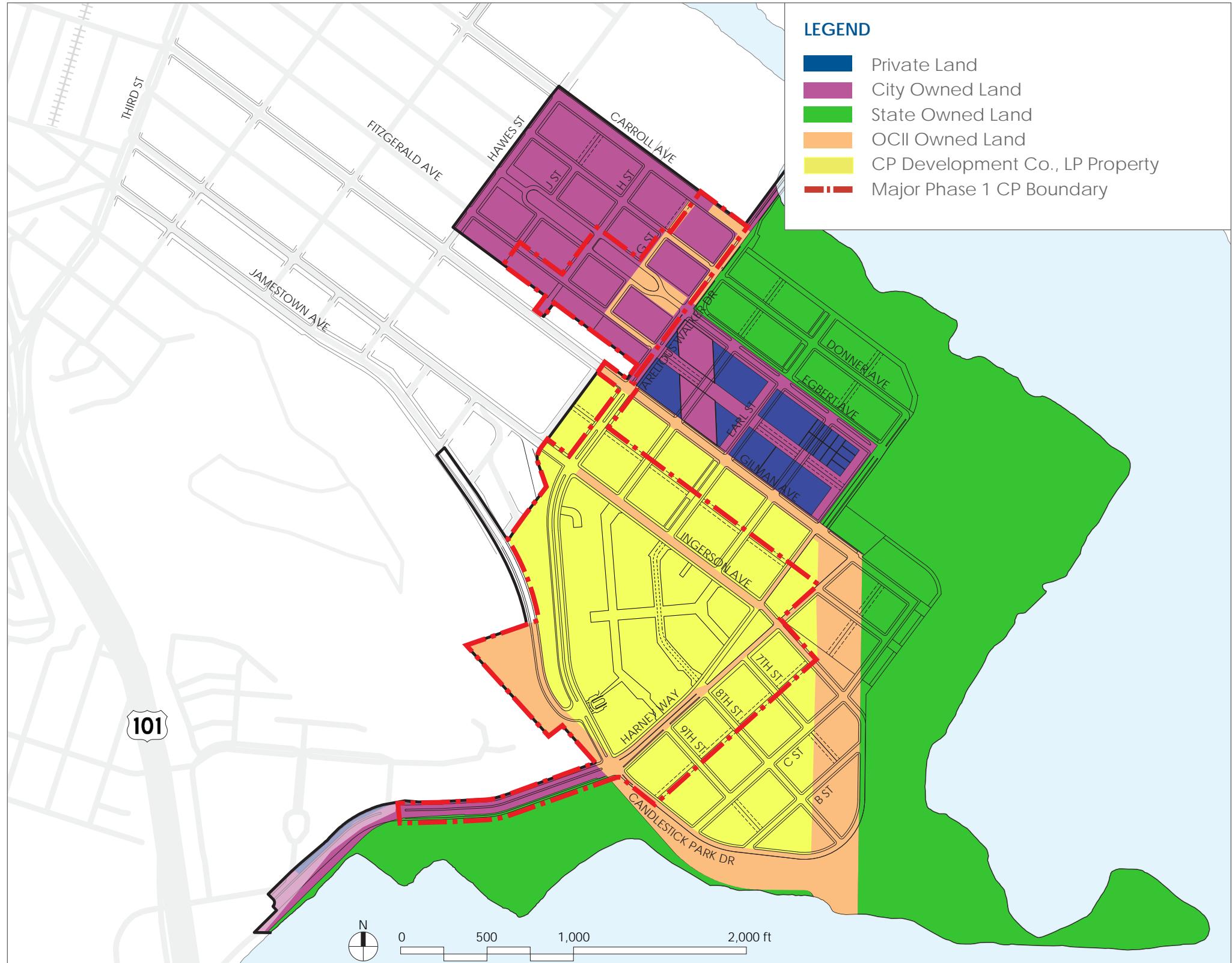
Major Phase 1 CP includes a small sliver of privately owned land along the current right-of-way of Harney Way between Jamestown Avenue and Alana Way, adjacent to the Executive Park development. The City intends to acquire the land in order to realize planned roadway improvements along Harney Way. Two privately owned parcels, located immediately west of the intersection of Harney Way and Arelious Walker Drive, will not be acquired by the City or the Developer.

### Auction Lots

Section 17.2 of the DDA requires that at least twenty five percent of the Residential Lots, excluding Agency Lots, Alice Griffith Lots and Community Building Lots, in each Major Phase that contains Residential Projects shall be offered for sale by an auction or other competitive process approved by the Developer and OCII. The proposed location of the Auction Lots is to be identified in the Major Phase Application. However, it is subject to change in the Sub-Phase Applications.

Given that the Residential Lots contained within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or the mixed-use development of the CP Center, it is the Applicant's request that these Residential Lots be excluded from the pool of Auction Lots for this Major Phase Application. This will require future phases to include a higher portion of Auction Lots to achieve the Project-wide percentage of 25% at build-out.

Figure 10.1 – Existing Ownership



# 10. PROPERTY OWNERSHIP & CONVEYANCE

## 10.2 PROPOSED SUBDIVISION MAPPING PROCESS

### Community Builder Lots

Section 5.1 of the Community Benefits Plan requires that, during the build out of the Project, 500 units (not including Agency Affordable Units) will be made available for development by or with the assistance of Community Builders. The "Community Builder Units", provided across a spectrum of affordability levels, will be distributed throughout the Project Site on "Community Builder Lots". Community Builder Lots are to be identified in Major Phase Applications and approved by OCII in the Major Phase Approval.

Given that the residential units proposed within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or the mixed-use development of the CP Center, it is the Applicant's request that these residential units be excluded from the pool of Community Builder Units for this Major Phase Application. This will require future phases of the Project to include a higher portion of Community Builder Lots to achieve the Project goal of 500 units.

Concurrent with the review and approval of this Major Phase Application, the Developer will submit an application to the SFDPW's Bureau of Street-Use and Mapping for the approval of Transfer Maps and Subdivision Maps for the Project. The following outlines the general mapping strategy for the Project,

but the sequence and process is subject to further refinement based on discussions with City and OCII staff.

All Tentative Maps shown in this application are for informational purposes only. These maps are preliminary drafts and are subject to review by the City for compliance with the requirements of the Subdivision Map Act or applicable local regulations controlling the subdivision of land. Reviewers are cautioned to reference the separate Applications for Final Maps being submitted concurrently to SFDPW.

### Transfer Maps

**Tentative Transfer Map:** The Tentative Transfer Map (Figure 10.2) shows the layout of large parcels to be conveyed from OCII to the Developer pursuant to the DDA.

**Phased Final Transfer Maps:** The Phased Final Transfer Maps, when recorded, will legally establish these large parcels for purposes of conveying the parcels from OCII to the Developer. These maps do not confer any specific development rights; they are for conveyancing or financing purposes only.

### Subdivision Maps

**Vesting Tentative Subdivision Map - Candlestick Point:** The Vesting Tentative Subdivision Map vests the Developer's rights with respect to the Candlestick Point portion of the CP/HPS Phase 2 Project. The Developer will request those discretionary extensions to the life of this Vesting Tentative Subdivision Map allowed by the Map Act and contemplated by the Interagency Cooperation Agreement. The Developer will also use Phased Final Subdivision Maps to further extend the life of this Vesting Tentative Subdivision Map as permitted under the Map Act and the CP/HPS Subdivision Code.

The Vesting Tentative Subdivision Map includes the general configuration (in some instances conceptually) for vertical development parcels within Candlestick Point. Its approval includes any conditions of approval that must be satisfied before the final phased subdivision of certain vertical development parcels and/or development on these parcels can occur.

**Phased Final Subdivision Maps:** The Phased Final Subdivision Map, when recorded, will legally establish the development parcels within each Sub-Phase of the project that have been shown on the Vesting Tentative Subdivision Map and will allow for the sale, lease, or finance – and ultimate development – of these parcels. This map will also depict required dedications and infrastructure improvements.

### Alice Griffith

**Tentative Subdivision Map for Alice Griffith:** This map shows the layout of development parcels within Sub-Phase CP-01 – the first phase of the Alice Griffith project (see Figure 10.3). Its approval will include any conditions of approval that must be satisfied before the final subdivision and development of these parcels can occur.

**Final Subdivision Map for Alice Griffith:** This map, when recorded, will legally establish the development parcels within Alice Griffith that have been shown on the Alice Griffith Tentative Subdivision Map and will allow for the sale, lease, or finance – and ultimate development – of the parcels within Alice Griffith. This map will also depict required dedications and infrastructure improvements.

### Approximate Lot Sizes

Table 10.1 details the approximate lot sizes for Major Phase 1 CP. These numbers are estimates, and will be refined as the mapping process proceeds.

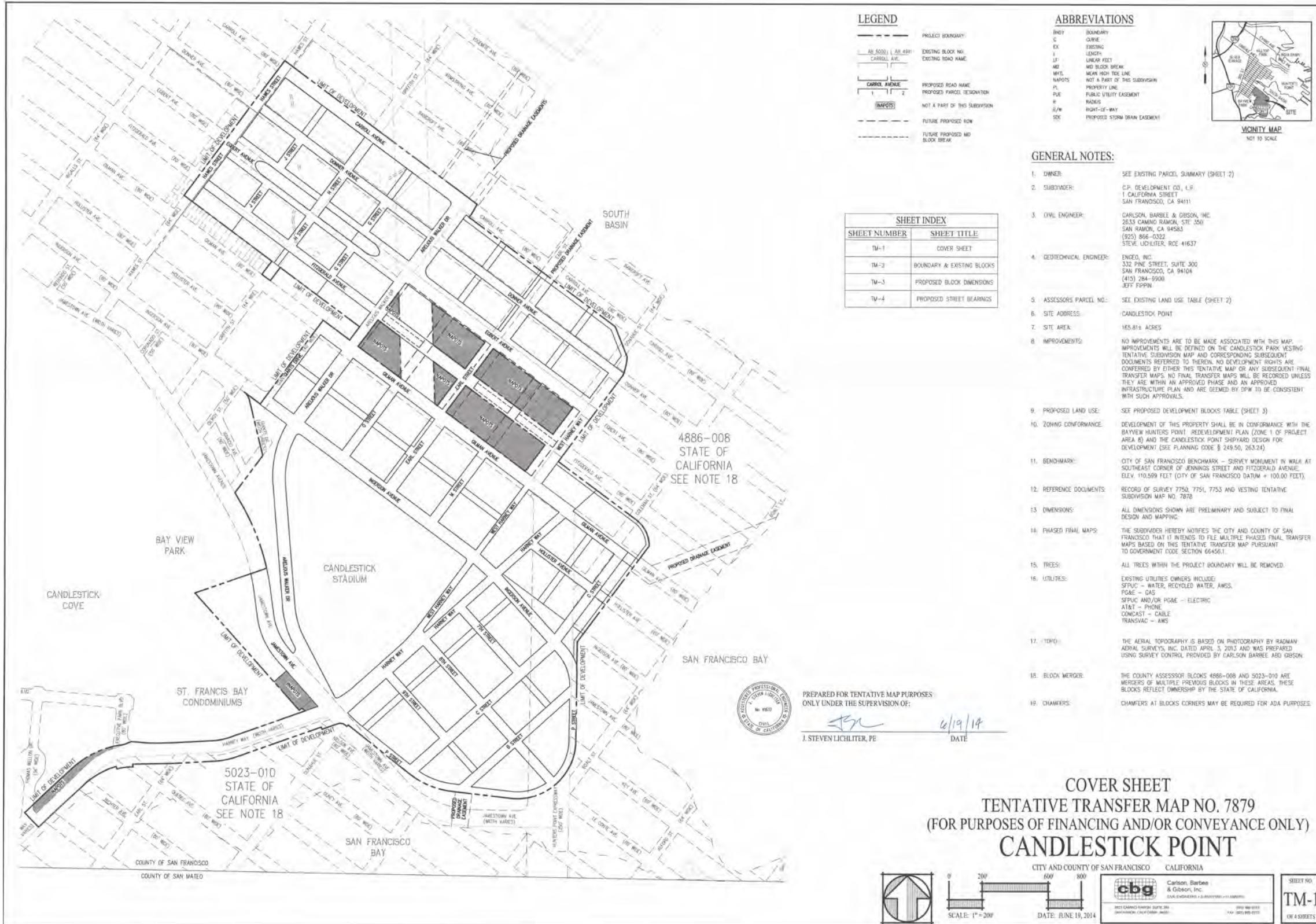
Table 10.1 – Approximate Lot Sizes

Sub-Phase	Lot	Approximate Size (SF)
CP-01	See Final Map	n/a
	Regional Retail	635,000
	FAC	42,000
	Office	134,500
	Performance Venue	33,000
	Hotel	150,000
	Parking	1,075,000
	Apartments Total (5 lots)	350,000
	Residential Tower	250,000
CP-02	CPN 1a	OCII
	CPN 2a Retail	35,000
	CPN 2a Residential	100,000
	CPN 10a Retail	15,000
	CPN 10a Residential	OCII
	CPN 11a Retail	15,000
	CPN 11a Residential	450,000
CP-03	CPS 6a Retail	15,000
	CPS 6a Residential	100,000
	CPS 8a Retail	10,000
	CPS 8a Residential	100,000
	CPS 9a Retail	30,000
	CPS 9a Residential	100,000
	CPS 11a Retail	10,000
CP-04	CPS 11a Residential	OCII
	TBD	n/a

# 10. PROPERTY OWNERSHIP & CONVEYANCE

## 10.2 PROPOSED SUBDIVISION MAPPING PROCESS

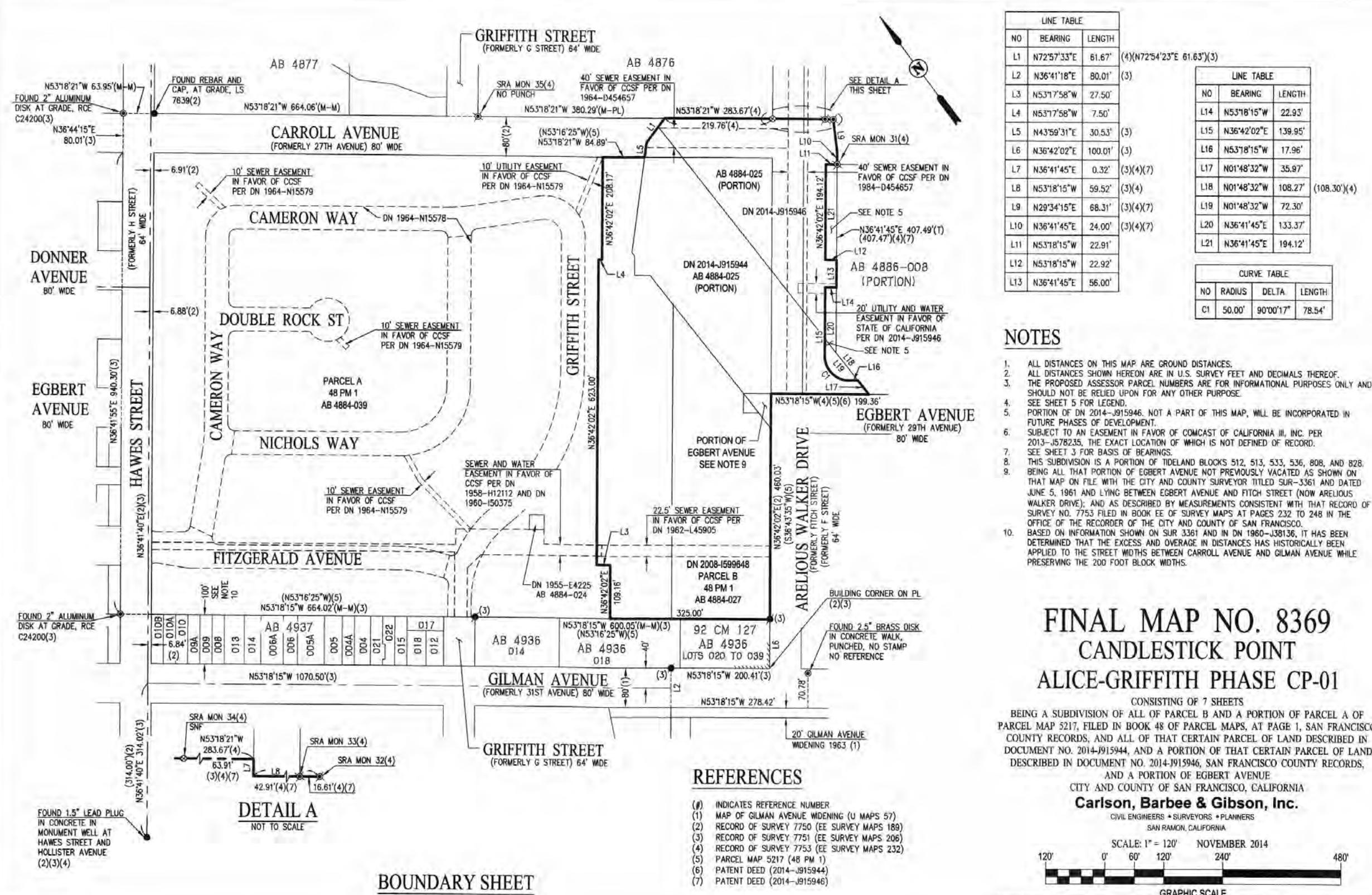
Figure 10.2 – Candlestick Point Tentative Transfer Map - For Illustrive Purposes Only



# 10. PROPERTY OWNERSHIP & CONVEYANCE

## 10.2 PROPOSED SUBDIVISION MAPPING PROCESS

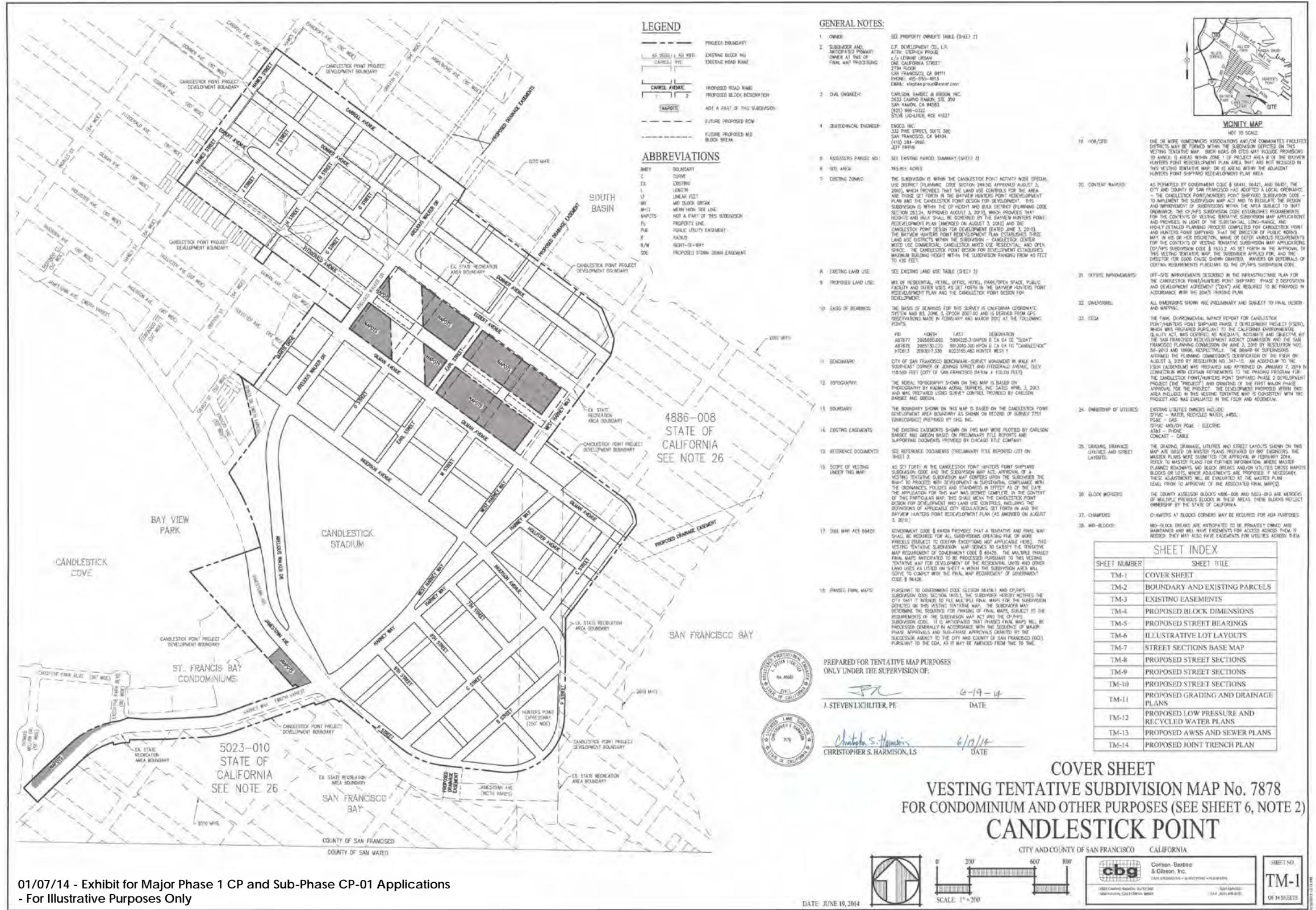
Figure 10.3 – Sub-Phase CP-01 Final Map



## 10. PROPERTY OWNERSHIP & CONVEYANCE

## **10.2 PROPOSED SUBDIVISION MAPPING PROCESS**

Figure 10.4 – Candlestick Point Tentative Subdivision Map - For Illustrative Purposes Only



01/07/14 - Exhibit for Major Phase 1 CP and Sub-Phase CP-01 Applications  
- For Illustrative Purposes Only

# 10. PROPERTY OWNERSHIP & CONVEYANCE

## 10.3 PUBLIC TRUST LANDS & CANDLESTICK POINT STATE RECREATION AREA AGREEMENTS

The Candlestick Point State Recreation Area Reconfiguration, Improvement and Transfer Agreement ("Parks Agreement") and the Hunters Point Shipyard/Candlestick Point Title Settlement, Public Trust Exchange and Boundary Line Agreement ("Trust Exchange Agreement") are agreements among OCII (formerly the SF Redevelopment Agency), the City, the Port of San Francisco, the State Lands Commission, and the California Department of Parks and Recreation (State Parks). These Agreements, and their intent, are described in the following sections.

### Parks Agreement

The purpose of the Park Agreement is to provide for the reconfiguration and improvement of the Candlestick Point State Recreation Area (CPSRA), and to facilitate the redevelopment of areas surrounding the CPSRA, in accordance with Senate Bill 792 which was approved by the California Legislature and signed by the Governor in 2009.

SB 792 authorized the director of State Parks ("Director") to enter into an agreement for the transfer of certain lands within the CPSRA to OCII in exchange for consideration including lands transferred from OCII to State Parks, funding for operation and maintenance of the CPSRA, and funding for the planning and construction of improvements to be added to the CPSRA, having an aggregate value of at least fifty million dollars (\$50,000,000).

The land transfers take place in phases concurrent with the redevelopment of adjacent lands at Candlestick Point. At each phase, OCII provides a pro rata share of operation and maintenance funds and park improvements, based on the acreage of land received from the State in that phase.

In connection with Sub-Phases CP-02, CP-03 and CP-04, OCII will receive CPSRA lands needed for the widening and improvement of Harney Way. OCII will transfer to the State "Park Addition" lands, as shown in Figure 10.5, which will widen the park along its valuable shoreline.

### Trust Exchange Agreement

In addition to the conveyances described in the Park Agreement, transfers under the Trust Exchange Agreement will improve the configuration of lands within Candlestick Point that are subject to the public trust for commerce, navigation and fisheries ("public trust" or "trust"), and lift the trust from the remainder of the Project Site.

The trust protects the public's interest in the State's waters, shorelines and filled lands that were formerly underwater, like much of the Project Site. Land subject to the trust is reserved for uses consistent with that interest, primarily water-related uses such as recreation or maritime commerce. Prior to the Trust Exchange Agreement, the configuration of trust and non-trust lands within Candlestick Point was such that these purposes could not be fully realized. A substantial portion of the trust lands were cut off from access to navigable waters, or were paper streets laid out in a grid pattern that was not useful to the trust. Most of these lands were no longer needed or required for the promotion of the public trust, while other lands within the CP HPS 2 Project Area adjacent to the waterfront or otherwise of high value to the trust were not subject to the public trust.

To remedy this situation, the Trust Exchange Agreement provides for a series of land exchanges that will place the trust along the entire CP/HPS 2 shoreline and on other lands with high value to the trust, and remove the trust from interior lands that are cut off from the water, thereby removing impediments to their redevelopment. In each exchange, the public entities holding subject lands, chiefly OCII, transfer the property to the State Lands Commission, which then conveys land to its owner – OCII, the City or State Parks – subject to or free of the trust as appropriate. Land that has been freed from the trust is then available for any use, including transfer to the Developer and subsequent redevelopment.

# 10. PROPERTY OWNERSHIP & CONVEYANCE

## 10.3 PUBLIC TRUST LANDS & CANDLESTICK POINT STATE RECREATION AREA AGREEMENTS

### Public Trust Lands

Under the public trust doctrine, most tide and submerged lands are sovereign lands that are held on behalf of the people of the state, to be used for public trust purposes. Maritime uses, parks and open space, restaurants and other visitor serving uses, historic preservation, and environmental conservation are examples of trust-consistent uses. Uses that are generally considered inconsistent with the trust include residential, general office, general commercial and local-serving retail. The filling and reclamation of tide and submerged lands generally does not necessarily terminate public trust restrictions.

Much of the land at Candlestick Point and Hunters Point Shipyard was created by fill. The complicated title history of these filled lands, including several state statutes authorizing sale of certain of the lands to private parties, a statutory grant of trust lands to the City, and the federal government's condemnation of large portions of the Shipyard, have resulted in a complicated pattern of ownership and substantial uncertainty as to the existence and location of the public trust. Most of the trust lands at the site consist of a patchwork of "paper streets", much of which has been cut off from the water and does not correspond with the existing street grid. Meanwhile, a substantial portion of the lands along the shoreline has likely been removed from the trust.

To remedy this situation, in May 2011 the Governor signed the Candlestick Point State Recreation Area Reconfiguration, Improvement and Transfer Agreement (the "Park Agreement") and the Hunters Point Shipyard/Candlestick Point Title Settlement, Public Trust Exchange and Boundary Line Agreement (the "Trust Agreement"). The ultimate configuration of Trust Lands from these actions is shown on Figure 10.5.

On the same date Candlestick Park property originally acquired from the San Francisco Recreation and Parks Department was transferred from OCII to Developer, OCII and the State Lands Commission completed the associated trust exchange phase pursuant to the Trust Exchange Agreement. Through the trust exchange, the State Lands Commission impressed the public trust upon certain street areas (Ingerson Avenue and Harney Way) as well as certain areas that will become part of CPSRA pursuant to the Park Agreement. Other areas, including the approximately 70 acres transferred to the Developer, were conclusively freed of the public trust.



Figure 10.5 – Public Trust Lands

