

San Francisco, California

## Candlestick Point/Hunters Point Shipyard Phase II

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Urban Design Plan



September 25, 2008

**LENNAR**  
URBAN



# Table of Contents

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	Executive Summary .....	i
1	Introduction.....	1
	1.1 Goals & Objectives	
	1.2 Points of Distinction	
2	Site Inventory, History & Context .....	15
	3.1 Site Location & Context	
	3.2 Existing Land Use & Development Pattern	
	3.3 State Park	
	3.4 Natural Form	
	3.5 Environmental Conditions	
	3.6 Historical Context	
3	Planning Principles .....	29
	2.1 Urban Placemaking	
	2.2 Mixed Use – Compact Development	
	2.3 Sustainability	



## Table of Contents Continued

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4	Planning Framework .....	35
	4.1 Streets & Blocks	
	4.2 Public Realm	
	4.3 Parks & Open Space	
	4.4 Built Form	
5	Plan Description.....	53
	5.1 Development Program	
	5.2 Character Areas	
	5.3 Public Open Spaces & Parks Network	
6	Process.....	117
	6.1 Policy Context	
	6.2 Implementation & Phasing	
	6.3 Policy Development	
	6.4 Public Process	
	6.5 Environmental Impact	

Appendix A – Design Character & Intent

Appendix B – Typical Block Studies

Appendix C – Street Sections & Transportation



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Candlestick Point in foreground; Hunters Point Shipyard in background



Proposed Plan

# Executive Summary



This document is an Urban Design Plan for the proposed redevelopment of the Hunters Point Shipyard/Candlestick Point Phase II (The Shipyard & Candlestick Point) community in southeast San Francisco. The site comprises the former Hunters Point Naval Shipyard and the current home of the San Francisco 49ers at Candlestick Point.



The overriding goals for the development are to offer San Franciscans, and especially Bayview residents, a new community built upon abandoned and underutilized urban lands. Diverse housing types will be available for residents with a range of income levels; while the entire development engages the water unlike any other neighborhood currently in the City. Neighborhood and regional serving retail, combined with extensive recreation opportunities will make the Bayview an extremely desirable neighborhood within the city limits. Finally, the creation of the Shipyard & Candlestick Point community will offer a range of jobs, both during the construction phase, and for years to come.

The physical essence of this place is defined by the following key characteristics:



1. **Open Space Network** – far surpassing that of any other San Franciscan neighborhood in both scale and diversity emphasizing a dramatic juxtaposition between the rigid San Francisco street grid and organic nature of the shoreline;
2. **Artists** – the creation of a comprehensive Artists community on the Shipyard, as well as extensive Public Art in the public realm;
3. **Heritage** – enforcing and enhancing the historic Naval heritage of the Shipyard;
4. **Architecture** – emphasis on color, sustainability, and a mosaic of districts each having a distinct identity;
5. **Outdoor Living** – all residential units will have patio / balcony space, with access to either rooftop or podium deck gardens;
6. **Animated Streets** – residential units at grade, ground floor retail, and high quality design, plantings, and materials create lively streets;
7. **Sustainable / Green Design** – an entire community planned on contemporary green building practices influencing the look and feel of the architecture and public realm;
8. **Mixed Use Compact Development** – clustered residential density in close proximity to shopping, transit, and open spaces creates a walkable development for all family types and ages;
9. **Innovation** – a research and development campus focusing on “clean” and “green” technologies bringing creative energy and vitality to the Shipyard;
10. **Character Areas** – unique architectural and landscape elements reinforce the distinct precincts within the development.



- ① Hunters point
- ② Hunters Point Village Center
- ③ Green R&D
- ④ Stadium
- ⑤ Alice Griffith
- ⑥ Candlestick North
- ⑦ Candlestick Village Center
- ⑧ Candlestick South
- ⑨ Jamestown



### Development Program

The development program for the project, detailed in the table below, represents a broad-based, mixed-use approach to community development. The scope of the program is considerable. This program will create a financially feasible development that will support the envisioned public realm and open space improvements as well as implementation of the Plan vision. It should be noted that the precise program may be adjusted based on more detailed site planning, public input, or other changing conditions.

THE SHIPYARD & CANDLESTICK POINT PHASE II SUMMARY STATISTICS									
Parcel	Residen- tial	Commercial (sq. ft.)						Open Space (acres)	
	Units	Neighbor- hood Retail	Regional Retail	Artist's Studio	Office/R&D	Hotel	Arena	TOTAL Commercial	TOTAL Open Space
<b>HUNTERS POINT SHIPYARD</b>									
HP Village Center	110	20,000	0	200,000	0	0	0	245,000	
Hunters Point	2,300	25,000	0	0	0	0	0	25,000	
R&D / Office	90	80,000	0	55,000	2,000,000	0	0	2,110,000	
Stadium	0	0	0	0	0	0	0	0	
<b>Subtotal</b>	<b>2,500</b>	<b>125,000</b>	<b>0</b>	<b>255,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>2,380,000</b>	<b>241.5</b>
<b>CANDLESTICK POINT</b>									
Alice Griffith	1,000	0	0	0	0	0	0	0	
CP North	4,125	70,000	0	0	0	0	0	70,000	
Jamestown	350	0	0	0	0	0	0	0	
CP Center	375	0	635,000	0	150,000	150,000	75,000	1,010,000	
CP South	1,650	55,000	0	0	0	0	0	55,000	
<b>Subtotal</b>	<b>7,500</b>	<b>125,000</b>	<b>635,000</b>	<b>0</b>	<b>150,000</b>	<b>150,000</b>	<b>75,000</b>	<b>1,135,000</b>	<b>97.6</b>
<b>TOTAL AREA</b>	<b>10,000</b>	<b>250,000</b>	<b>635,000</b>	<b>255,000</b>	<b>2,150,000</b>	<b>150,000</b>	<b>75,000</b>	<b>3,515,000</b>	<b>339.1</b>

## Land Use Plan





# 1 Introduction

The purpose of this Urban Design Plan (the Plan) is to set forth a vision for the new Shipyard & Candlestick Point Phase II community (The Shipyard & Candlestick Point). The plan is a cumulative result of detailed design studies and public workshops, which represents one stage in an ongoing and collaborative planning process. It is expected that the Plan will evolve over time, and is therefore presented as a flexible framework.

The Plan provides conceptual details on the fundamental aspects of city-building in the Shipyard & Candlestick Point: the streets, blocks, open spaces, public realm, place-making and sustainability principles. Further detail is provided on buildings types, distinct character areas, urban design elements, transportation, parks and implementation.

This document is one of a series of planning documents being published on different aspects of the project: Transportation (prepared by DMJM Harris) and Sustainability (Arup North America Ltd.). Future documents will provide greater detail on these components as well as detailed implementation measures that will guide development of this community.



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## 1.1 Goals & Objectives

As a large, master planned development, a series of planning goals and objectives were decided upon from the outset. They are all encompassing, informing the physical aspects of the Shipyard & Candlestick Point Phase II development:

### Connected

The edges of the site will be developed consistent in scale with surrounding development. The project will reconnect the Bayview with amenities, open space, transit and the waterfront. In addition, the Bay Trail will be completed. Supporting increased connecting in public transit networks will improve transportation in Southeastern San Francisco. Internally, interconnected street grids and pedestrian-oriented design encourage mobility choice.



### Affordable

Having a mix of housing types and tenures provides choice and different levels of affordability, bringing together a diverse range of family types and sizes, incomes, ages and preferences. Market-rate housing will be complemented by development of new publicly supported housing and inclusionary units.



### Jobs & Education

The development of the Shipyard & Candlestick Point will bring a myriad of jobs back to the Bayview. Career opportunities will be available in both the construction and 'greentech' fields, while opportunities for small businesses and other retail positions will be widely available. Educational programs will be coordinated within the Bayview, offering residents training in many of the employment fields, most notably the green sector.

### Economic Development

Through the development of complete neighborhoods from under-used industrial and single-purpose sites, the project will act as a catalyst for the revitalization of Bayview, the Hunters Point Shipyard Artist Community and the San Francisco 49ers.



### Sustainable

Consistent with San Francisco's reputation as a world leader in sustainable planning and design, this project emphasizes integrated land use, transportation and natural resource planning with sustainable building design and green infrastructure. Sustainability principles inform all scales of the project from site design to building and landscape details.



### Open Space & Park Network

Over 50 percent of the gross project area will be dedicated to open space and parks use. In addition, a number of active outdoor recreation amenities are included in the plan to provide more opportunities to be outside for social, health and recreational activity and benefit. The open spaces and parks system includes a complete range of park types, from small urban spaces to community parks, in addition to a regional scale park for all to enjoy.

### Artists & Culture

The established artists colony on Hunters Point will continue and thrive as a unique element. The colony will be located along Fisher St, the focal point of the HPS community. In addition, a new Arts Center will be added to the program, with various programs for the community at large. Public art will be a key defining characteristic of the Shipyard & Candlestick Point.



### Innovative

Innovative planning and design create the conditions for creative industries including an international center for clean/green Research & Development. Flexible building types and attractive public spaces support entrepreneurship, diverse employment opportunities and economic sustainability and social cohesion.



### Vibrant

Diverse walkable neighborhoods, employment districts and retail main streets are the fundamental elements of vibrant and vital urbanism. A variety of street types and areas, from quiet residential streets to lively retail districts, with sufficient densities of residents and workers, provides a variety of urban experiences and supports a diversity of activities.

The ultimate goal of this project is to create an exceptional and lasting legacy, balancing memorable architecture, neighborhood design, education, economic vitality and ecological value.





View corridors link the development to open spaces

## 1.2 Points of Distinction

San Francisco has a rich history of unique and identifiable communities and neighborhoods, which together contribute to the overall vitality of the city. This identity is largely due to the people who live in a community - their culture, history, interest, and community involvement. However, there are physical elements that help create a distinctive sense of place, such as the design or look of the streets, the parks, and the buildings. This section discusses the physical design elements of the Shipyard & Candlestick Point that will contribute to the look and feel of this place in San Francisco.



A shoreline path continues along the length of the development

### Open Space Network

The Shipyard & Candlestick Point open space is unparalleled in the Bay area. It offers a continuous shoreline park, highlighting the dramatic juxtaposition between the San Francisco street grid and water's edge. Inland parks connect the shoreline parks with the heart of the development, bringing nature to the center. The plan includes a diverse range of open spaces, including: naturalized areas, a myriad of sports fields, urban plazas, an amphitheater, tot lots, community gardens, and dog runs. The Shipyard & Candlestick Point open space network is both a local and regional asset, and will draw together a diverse array of users.

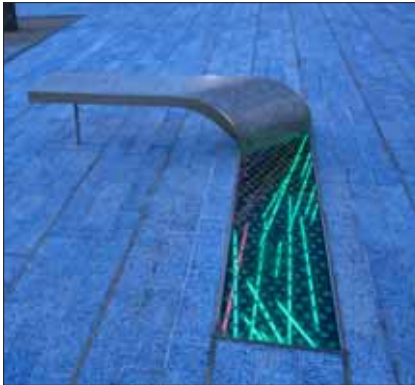


Boulevard park streets cut through both CP and HPS



A wide range of active recreation opportunities





Artistic furniture within the public realm



Public art installations along the shoreline park system



Public art embracing new technologies



Creative storm drain covers, signage and street posts

## The Arts

New communities across North America recognize the importance of the arts in creating authentic, vibrant places, and go to great lengths to attract ‘the arts.’ The Shipyard is currently home to one of the largest artists communities in North America. The Shipyard artists will be relocated to a mixture of existing and new artists space, forming the heart of the Hunters Point development. Local artists will inform the public realm, with opportunities for public art projects, signage, furniture, banners, and other design elements. Furthermore, the arts will expand across the greater community with the addition of an Arts Center, focusing on arts programs for youth and the broader public. Creativity will be a defining characteristic of the new Shipyard & Candlestick Point development.





Bayview Mural / African American Heritage



Sports on Candlestick



The old pumphouse on the Shipyard



The dry-docks on the Shipyard

## Heritage

Hunters Point Shipyard and Candlestick Point have a rich and diverse history within the Bayview district. The African American community has helped shape the character of the Bayview for over sixty years. Opportunities will be taken to celebrate the local culture through the incorporation of Afro-centric design throughout the project. The unique naval characteristics of the Shipyard will be preserved and enhanced where possible. Certain historic buildings and structures on the shipyard will form the backbone for the open space network. On Candlestick Point, the existing state park will be extended and enhanced to the Yosemite Slough. Finally, the history of sports in the Bayview will be extended with the construction of a new stadium for the 49ers on Hunters Point.





The Hundertwasser House in Vienna, Austria



The incorporation of windmills into building design



The use of plants to create colorful buildings



Architecture reminiscent of rust and the Shipyard

## Architecture

The architectural styles on the Shipyard & Candlestick Point will create a unique feel for the project as a whole, as well as offering opportunities for district identity. Three main architectural elements will define the Shipyard & Candlestick Point project. 1. The use of color, textures, patterns and other Afrocentric design elements will create lively spaces, emphasizing the rich African American heritage of the Bayview. 2. Significant advancements in sustainable architecture practices will create an architectural aesthetic unlike any other San Francisco neighborhood. 3. The architecture will be informed by the character area in which it is located, and will therefore inherently be diverse in architectural language and expression. Certain areas will have a grittiness recalling the Shipyard's industrial past, other areas will be more contemporary, while key buildings will be bold architectural statements.



## Residential Outdoor Living

San Francisco is well known for the Bay Window - a unique architectural feature that connects the interior to the exterior. At the Shipyard & Candlestick Point, the emphasis on residential outdoor living will contribute to its unique character. At ground level, townhouse units predominate, with stoops and patios that engage the life on the streets. Above, units will have ample outdoor living space, both in the form of balconies, as well as access to rooftop patios and landscaped podium decks. All residents will be able to enjoy the beautiful San Francisco climate from the comfort of their own home.



Rooftop patio



A podium deck patio



Exciting outdoor living design



Each unit has access to outdoor living space





Stoops act as a gathering place for neighbors to get to know each other

## Animated Streets

The streets are the outdoor rooms in the new Shipyard & Candlestick Point plan. They offer spaces to: meet your neighbors, take a relaxing stroll, go shopping or eat a meal with friends, and places to sit and watch the world go by. In addition, eyes on the street are not only more neighborly, but inherently safer. Through the use of residential units at grade, traffic calming measures, pedestrian oriented paseos, wide sidewalks, benches, and extensive plantings, the Shipyard & Candlestick Point streets will be the backbone for outdoor urban living.



Lively mixed-use districts



Streets that are pedestrian oriented



Diverse opportunities to explore the arts and culture





Native and drought resistant planting on the streets



Green architecture



Storm water management practices



Green roofs help mitigate storm water runoff

## Sustainable/Green Design

Sustainable practices permeate every element of the Shipyard & Candlestick Point plan, and will showcase ‘best practices’ in sustainable community design consistent with San Francisco’s reputation as a world leader in the field. Together, they will help create a unique neighborhood, where the streets, plants, parks, and buildings form a cohesive ‘green’ statement of development for the future. Key elements of the Shipyard & Candlestick Point sustainable practices include drought resistant plantings, extensive use of street trees, storm-water management treating runoff on-site, alternative energy generation, and a myriad of architectural strategies.





Residential With Retail at Grade

## Mixed Use Compact Development

Throughout the new Shipyard & Candlestick Point plan, a range of at grade uses will be offered, providing residents and workers with walking distance access to neighborhood shopping, public transportation, and other essential community services. The area will be comprised of a vibrant, urban scale density comprised of a variety building types, ranging from highrises to lower-scale townhomes. Through the use of compact design, over half of the site can be developed as open spaces for all to enjoy. In this aspect of design, the Shipyard & Candlestick Point will strive to do what many other San Francisco communities accomplish so well - a mix of uses throughout all of areas of the plan.



Walkable Streets



Neighborhood Retail at grade



Corner Store



Solar Car



Intel Computerized Motorcycle



Electric Car



## Innovation

The Green Research and Development campus at the Shipyard will create a focal point for companies in the blossoming green sector. A strong emphasis on innovation and state of the art technology will help drive the 'green collar' sector of workers, creating a diverse range of job opportunities. The Green R&D buildings will be flexible spaces, catering to the diverse spatial needs of environmentally focused businesses.





Urban plazas with taller buildings in Candlestick North



Architectural style as a defining characteristic



More contemporary architectural style



A state of the art Green Research and Development precinct

## Distinct Character Areas

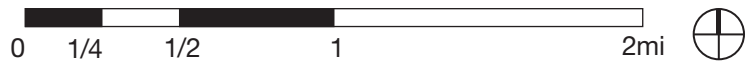
Certain characteristics will define the Shipyard & Candlestick Point project as a whole, while distinct character areas emerge within the larger context. These areas will be defined by major parks and plazas, the mixture of uses, and differing cultural and artistic elements, with complementary architecture. In total, there are 9 distinct character precincts that will serve as defining, unique geographical spaces within the plan. This mixture of places will welcome a diverse population, where different cultures, ages, and family types can engage in a world class affordable community.



## Project Context Map



- ① 3rd Street
- ② Highway 101
- ③ I-280
- ④ Bayshore Caltrain Station
- ⑤ Bayview Hill
- ⑥ Hunters Point Hill
- ⑦ Bayview District
- ⑧ Bayview Town Center
- ⑨ India Basin
- ⑩ Candlestick Park Stadium
- ⑪ Re-Gunning Crane





Aerial View of Site

## 2 Site Inventory, History & Context

This section details the existing opportunities and constraints of the Shipyard and Candlestick Point area. It describes the historical context and creation of the site, as well as how the site fits into the larger neighborhood and regional contexts.

### 2.1 Site Location & Context

The Candlestick Point and Hunters Point Shipyard project site is located at the southeastern corner of the City of San Francisco, bounded by the San Francisco Bay to the east, India Basin to the north, Bayview Hill Park to the south, and the Hunters Point/Bayview community to the west. The site is the current location of Candlestick Park (the home of the San Francisco 49ers), Candlestick Park State Recreation Area and the former Hunters Point Naval Shipyards. The site is located in close proximity to Highway 101 (Bayshore Freeway) and is approximately 8 miles from downtown San Francisco. The total gross acreage is approximately 748 acres, excluding the Yosemite Slough restoration lands.

Four major site adjacencies inform the future development of the Shipyard & Candlestick Point site. To the west, the Bayview Hunters Point neighborhood is a predominantly residential and industrial area and home to a diverse and transitioning population. The neighborhood grew dramatically during the second world war, as predominantly African American migrants came to the shipyard for Navy related jobs. The area has historically been under serviced. The proximity of the project area to this neighborhood requires careful treatment of the transition between these two areas and opportunities to improve connections have been pursued.

To the east, the San Francisco Bay creates a well-defined and desirable edge to the project area. To take advantage of this waterfront location, opportunities to create public space and provide public connections to the water have been pursued.

Finally, both the Bayview hill, and Hunters Point hill create unique geographical limits to development. Bayview Hill is currently a city park area, with trails that wind to the top, overlooking the entire site. Hunters Point hill is currently being developed as both the Hilltop and Hillside Phase I developments of Hunters Point Shipyard. The southeastern portion of the Hunters Point Hill is currently being developed as a park, which will link into the proposed Shipyard Phase II development.

## Project Land Base



## 2.2 Existing Land Use & Development Pattern

### Planned & Proposed Development

While recent development activity in the Bayview-Hunters Point area has been somewhat limited, a number of new developments are planned in close proximity to the project area as listed below.

NEARBY DEVELOPMENTS AND PROJECTED BUILDOUT		
	Residential Units	Non-Residential (Sq. Ft.)
1. Executive Park	1,600	90,000
2. Brisbane Baylands	--	8.4 million
3. Hunters Point Phase 1	1,600	--
4. India Basin Shoreline	1,240	1.5 million
5. Hunters View	741	--
6. Visitacion Valley	1,585	117,123



Nearby Developments

### Hunters Point Shipyard

Hunters Point Shipyard is a decommissioned Navy shipyard that has historically been a major employment generator for the area as well as the site of very intensive maritime-related industrial activity. Since the Navy has ceased operations on the site, the majority of the area has been significantly underutilized. Some existing buildings have been reused for industrial activities. Furthermore, Hunters Point is currently the home of one of the largest artists' colonies in the US, who are housed in eight of the old navy buildings. Hunters Point is also undergoing phase I of redevelopment, with the Hilltop and Hillside developments, representing 1,600 new residential units.

### Candlestick Point

Candlestick Point is the current site of the San Francisco 49ers stadium, large surface parking areas, a private RV park, light industrial uses, and the Alice Griffith public housing development. The stadium site is a major activity area during 49ers home games and when major events are held at the Park. On non-game days the site is generally inactive. The Candlestick Point State Recreation Area is the main draw to the site on non game days.



Existing Land Uses




## 2.3 State Park

The Candlestick Point State Recreation Area is unique in the California State Park system – it is the first unit of the State Park system to be developed in an urban setting. Conceived in the late 1970’s, the goals of the park are to bring the values of the State Park system to the city, to provide recreational and cultural facilities and to connect urban dwellers with the natural environment.

During the 1940’s tidelands around Hunters Point and Yosemite Slough were filled to build the U.S. Navy shipyard and adjacent industrial sites. Fill of the Candlestick Point site continued during the construction of Candlestick Stadium. The State of California purchased the landfill site creating a major new park to enhance the quality of urban life and to promote care for the environment. The total acreage of the CPSRA within the improvement area is 121 acres.

The 1978 CPSRA Master Plan has never been fully realized. The southern portion of the park is the most developed and actively used area, while the northern areas are largely undeveloped and underutilized.

Primary recreation activities on the southern portion of the park (the Last Port and the Point Area), include walking, biking, picnicking, windsurfing and fishing. Developed facilities include, parking, restrooms, fishing piers, picnic areas, public art and a network of trails including the Bay Trail. Landscaping consist of large berms and trees providing shelter from the wind, open lawn areas and un-irrigated grasslands.

-  Improved State Park Lands
-  Unimproved State Park Lands
-  Yosemite Slough Restoration Site



Existing State Park

The northern, unimproved portion of the park is comprised of three areas. The 'Phase Four' Area was originally intended to be developed for a theater and community center. Site work here was completed, but the buildings were never finished. Today the area receives minimal use. The Last Rubble Area contains large piles of rubble and debris, remnants of the site previous use as a dumping ground. There is little public use of this area. To the west of the Last Rubble, is the Launch Area. State Parks developed a boat launch and parking area here, however due to silting of the channel, this use has been abandoned. West of the Launch Area is an undeveloped shoreline and large open gravel area used as parking for the 49ers on game day.

The Yosemite Slough area (34.8 acres) is outside of the development boundary of the Plan. It is described for reference purposes, as it will act as a major parks linkage between Candlestick Point and the Shipyard. It contains remnants of what was once a far broader area of wetlands that have since been filled for commercial and industrial uses. The State Parks Foundation is planning to develop this are as a wetland restoration project, enhancing habitat quality and providing expanded opportunities for public access and enjoyment of this area.



State Parks Shoreline  
at Candlestick Point

## 2.4 Natural Form

Most of the area is flat, with a significant portion made up of land fill. However, a number of natural elements contribute to the character of the area and will inform development of the project.



Early Photos of  
Candlestick Point



Early Photos of Hunters  
Point Shipyard

### Topography

As illustrated below, the majority of the project area does not have substantial topographic features. A few exceptions are the Alice Griffith public housing development and Jamestown site on Candlestick Point; and Building 101 and Galvez Avenue on Hunters Point.



Site Topography



Alice Griffith



Building 101



Jamestown Ave.

### Water

The project's waterfront location at the edge of San Francisco Bay is a major defining element of the site and its planned development. The waterfront along the Bay is currently a mix of natural areas, most of which are part of the Candlestick Point State Park and industrial waterfront areas that are a remnant of the previous shipbuilding and naval activities of Hunters Point.

### Vegetation

There are no substantial vegetation resources or issues in the project area with the notable exception of the extensive natural areas in the State Park along the waters edge.

Dry dock at Hunters Point Shipyard



Shoreline at Candlestick Point



## 2.5 Environmental Conditions

A number of environmental concerns have been identified and have influenced the planning process of the Shipyard & Candlestick Point development and are defined below.

### Depth to Bedrock

The original shoreline dropped sharply at the edges of the Bayview Hill and Hunters Point Hill. Today, much of the site is fill material overlaid on bedrock & Bay mud. The depth of bedrock influences the type of construction possible, and associated footings. (Depths in Feet)



Depth to Bedrock

### Fill Thickness

Both bulldozed material from the Bayview and Hunters Point Hills, as well as off site material was used to fill the bay, creating much of what is not Candlestick Point and the shipyards. Fill depths, as seen below, range from 40 feet on the Shipyard to over 65 feet on Candlestick Point. (Depths in Feet)



Fill Thickness

### Bay Mud

Depending on location, development on the Shipyard & Candlestick Point site will depend on consolidation and settlement of the Young Bay Mud layer—thick deposits of soft, unconsolidated silty clay. Young Bay Mud deposits are susceptible to compression from loads imposed by fill and structures. A number of measures may be considered appropriate to mitigate long-term total and differential settlement. (Depths in Feet)

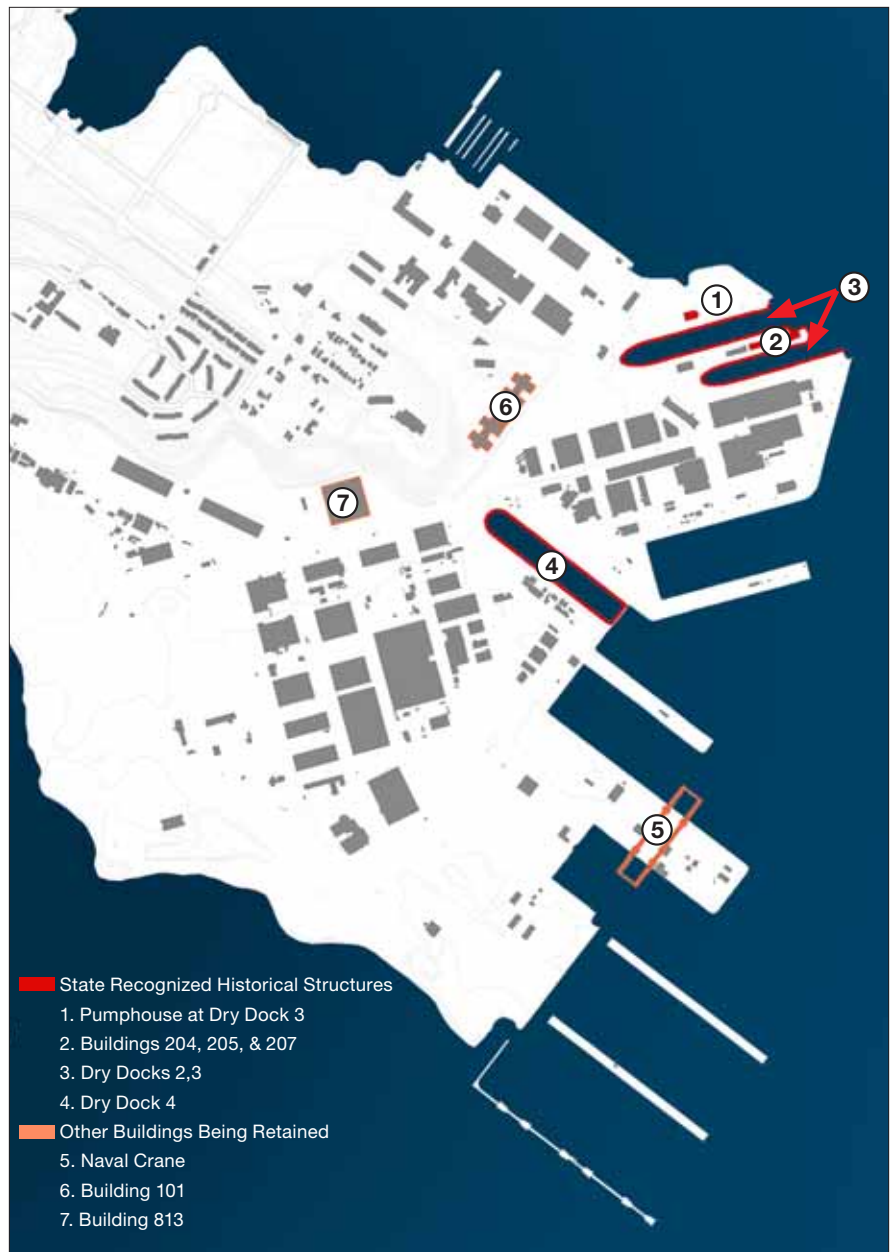


Bay Mud



## 2.6 Historical Context

The Shipyard & Candlestick Point community has a rich and colorful history. There are a limited number of historical structures that will contribute to the character of the project, all located on the Shipyard and are shown below. As the site of the former U.S. Navy Shipyard, the Hunters Point area is the site of a number of temporary military housing units, and former commercial and industrial buildings. Many buildings that originally comprised the shipyard are in poor condition, dilapidated, and are unsafe, and have therefore been abandoned and/or removed.







## 3 Planning Principles

### 3.1 Urban place-making

Creating a distinct ‘sense of place’ that defines the Shipyard & Candlestick Point community involves both the retention of elements of historical significance, as well as the introduction of new elements that reflect the next generation of city building. Together, these elements create a place that is visually interesting with strong physical connections to its location, its history and its people. Some key place-making components and strategies include:



#### Waterfront Character

Both Candlestick Point and Hunters Point Shipyard have distinct waterfront elements. At the Shipyard, the original configuration of the waterfront – with ship bays and piers – will be retained and improved. Design of buildings will incorporate maritime elements emphasizing views and connections to the waterfront. The waterfront character at Candlestick Point will emphasize the organic form of the existing shoreline.



#### Historic Structures

Re-use of historic structures identified by the California State Office of Historic Preservation, including dry-docks 2, 3, and 4, and buildings 140, 204, 205, and 207 will provide visual links to the history of the area. In addition, building 101 from the Hunters Point Artist District and the dramatic ship-loading crane will also serve as historic structures, adding interesting visual elements to the Shipyard & Candlestick Point landscape.



#### Color & Ornament

As part of the broader Bayview Hunters Point area, the use of color to provide life and visual emphasis to buildings and spaces is an important design characteristic. Color will continue to be used as well as design elements and ornamental features evocative of the character and traditions of the community.



#### Architectural Diversity

Districts within the Shipyard & Candlestick Point development will be legible through the use of differing architectural styles. On the Shipyard, the architecture may be gritty, reflecting the historical context of the site, while other areas may be more refined. Together, the architecture will emphasize the distinct ‘feel’ of the district where it is located.



**Public Art & Artist’s District**

San Francisco has a rich tradition of varied, interesting and provocative public art. The plan goes beyond the City’s typical requirement of public art as part of commercial development to incorporate public art for all building types. The Public Art program aims to employ local artists and involve local residents in the commissioning of major public art pieces. In addition, the culture and presence of arts in the community will be heightened by the ongoing and expanded presence of the Artist District on the Shipyard. A final element will be the expression of local arts throughout the broader public realm, such as signage, lighting, and other elements.



**Building Setbacks & Green Streets**

While most San Francisco residential buildings extend to the property line, the plan creates a setback zone between the building face and sidewalk for the development of private stoops, patios and plantings, animating and enhancing street life. The public right of way will include street trees, places to sit, wide sidewalks, bulbouts, and other attractive features.



**3.2 Mixed-Use / Compact Development**

**Mixed Use**

The provision of mixed-uses allows residents and users to access work, shopping, open spaces, and their home all within walking distance. San Francisco has a strong history of creating vibrant mixed-use neighborhoods, where residents can get to know one another and get around easily without their car.



Throughout the plan, a number of key mixed-use districts are provided. Areas with an abundance of neighborhood serving and regional retail have many homes and office buildings close by. In addition, ground floor retail is provided at key areas on the plan, such as around bus stops and focal points within the parks system.

**Compact**

The development of roads and buildings is limited to less than 50 percent of the site, leaving the remainder for both active and passive open spaces. Mixed-use higher density development (typical for San Francisco) enables efficient use of land and places daily needs and activities in close walking distance.

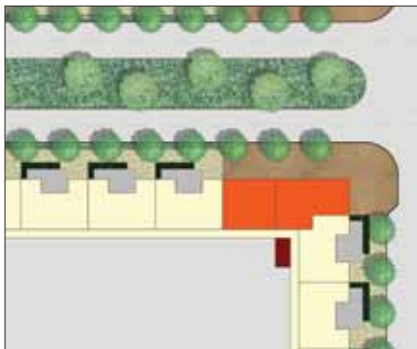


## Mixed Use / Ground Floor Retail Locations Map

Candlestick Point – Mixed-use Locations



- Mixed-use – Retail at grade, residential / office above
- Possible Additional Ground Floor Retail



Plan View - Ground Floor Retail at corner of building



Section - Ground Floor Retail with three levels of residential above

Hunters Point Shipyard – Mixed-use Locations





### 3.3 Sustainability Principles

The Shipyard & Candlestick Point project will be a thriving and sustainable new mixed-use neighborhood that is vital, accessible and integrated into the San Francisco Bay area. It will provide opportunities for residents to live, recreate, earn a living wage, obtain a good education, and raise a family in a safe, affordable and healthy environment. A detailed Sustainability Plan has been prepared by Arup North America Ltd. and is published separately. It's main points are summarized below.

#### Sustainability Plan Vision

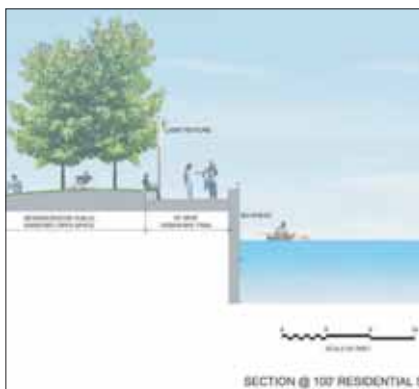
Building on previous sustainability work conducted at Hunters Point Shipyard and Candlestick Point combined with input from the respective communities, the Shipyard & Candlestick Point Project will be a model of sustainable urban design, stimulate the local clean technology economy, and addresses global challenges such as climate change, rising energy costs and increasing water scarcity. The Project will demonstrate a commitment to the principles expressed in the San Francisco Urban Environmental Accords.

The Sustainability Vision statement for the CP/HPS Project is the following:

*The Shipyard & Candlestick Point neighborhood that is vital, accessible and integrated into the San Francisco Bay area. It will provide opportunities for residents to live, recreate, earn a living wage, obtain a good education, and raise a family in a safe, affordable and healthy environment*



#### The Shipyard & Candlestick Point Carbon Footprint













- ▼ Economic Vitality
- ▼ Resource Efficiency
- ▼ Community Identity and Cohesion
- ▼ The Environment
- ▼ Public Wellbeing and Quality of Life
- ▼ Accessibility and Transportation
- ▼ Advanced Information Communication Technology

### Sustainability Focus Areas

The following are seven focus areas for the CP/HPS Project and the corresponding objectives under each:

1. **Economic Vitality and Affordability.** Enhance the competitiveness of the region and restore the vitality of the Bayview by fostering a vibrant local economy and supporting a mixed-income community.
2. **Community Identity and Cohesion.** Create a strong sense of community by integrating the new neighborhood with the rich culture and diverse history of the existing neighborhood.
3. **Public Well-Being and Quality of Life.** Provide a healthy and safe neighborhood with sufficient community facilities, parks, essential services and public spaces to engender a high quality of life for residents of all ages and abilities.
4. **Accessibility and Transportation.** Significantly improve accessibility to the site and reduce traffic impacts on the surrounding area; promote walking and cycling as the primary modes of transportation within the development.
5. **Resource Efficiency.** Implement a whole-systems approach to energy conservation efficiency, and sustainable supply that minimizes the need for fossil fuels.  
Provide an integrated urban water system that achieves maximum synergy between the three core water disciplines: potable water, wastewater, and storm water and enables the community to live within its natural water budget.  
Reduce, reuse and recycle appropriate solid waste materials, with a special emphasis on reusing construction materials and recycling organic wastes in an effort to divert as much waste as possible from landfills.
6. **Environment and Climate Change.** Protect and, wherever possible, enhance parks, natural habitats, soils, water bodies, air and climate. Significantly reduce greenhouse gas emissions of residents and businesses.
7. **Utilize Advanced Information and Communications Technologies (ICT).** Integrate ICT into the development to allow residents to better manage resources, increase local economic activity, improve connectedness and facilitate community activity.



-  Connections
-  View from Street
-  View from Open Space
-  Street Wall
-  Open Space
-  Pathway Connection
-  Gateway
-  Landmark
-  Activity Node

## 4 Plan Framework

Development of the Shipyard & Candlestick Point community will occur on a well-defined framework of streets and blocks, character areas, open space and parks and catalyst projects. It will be directed by the Planning Principles, and a set of Urban Form initiatives described below.

### Urban Form

The Plan's urban form has been determined largely by the surrounding streets and blocks pattern, and other major landforms, such as the shoreline and Bayview Hill. The public realm, parks and open space network in turn support the development of a coherent and vibrant family of neighborhoods and districts.

The rationale for the urban form is to create a plan that extends and connects the Bayview community to the water's edge. This has been accomplished by implementing four key design objectives:

- Extending the existing **Street and Blocks** pattern toward the Bay;
- Enhancing the **Public Realm**, with artful and decorative furnishings, the use of color, extensive street trees and other plantings, with streets that adhere to the San Francisco Better Streets Plan;
- Creating **Diversified and Connected Parks**, consisting of a shoreline park network that runs continuously along the community's edge and internal city parks; and
- Utilizing diverse building styles to develop a **Built Form** that shapes and defines the character of the streets and open space.



Urban Form

## Candlestick Point Design Rationale

At Candlestick, the plan is structured upon an extended street grid, key view corridors and the shoreline park.

The typical Bayview block (275 ft x 600 ft) has been extended through the Candlestick site in order to connect the old and new communities and create direct access to the Bay. The blocks have been divided by mid-block alleys in order to add more pedestrian connections and to create a finer grain of building sites. Key streets like the retail main streets and boulevards and open spaces like the primary parks are defined by strong street walls of continuous mid-rise buildings.

Two large, wedge-shaped parks emphasize views to the bay from important viewpoints. The larger park is an extension of the view line at the entrance to Candlestick from Harney Way, which creates views across to Hunters Point and the bay beyond. The smaller park extends the view to the bay from Gilman Street, the main retail street. Taller buildings are positioned as gateway markers to these parks. The parks are in turn linked together with a series of smaller public spaces (nodes) located at key intersections to form a cohesive open space network.

The State Park forms the southern and eastern boundary of Candlestick and offers direct access to the Bay for all residents, since all streets terminate at its edge. The park edge is organically shaped, which in turn inform the less formal fabric of the shape of the adjoining blocks.



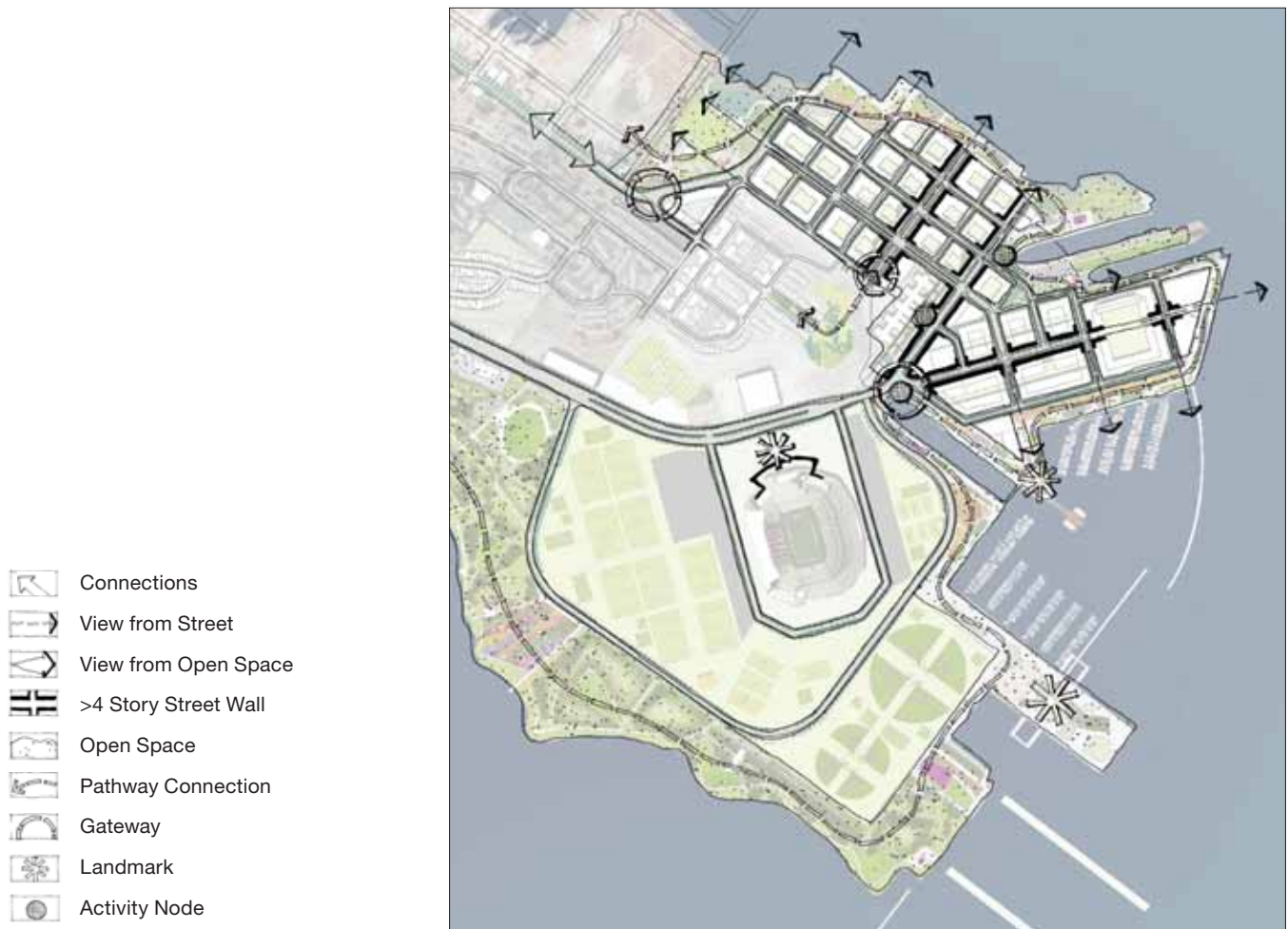
## Hunters Point Design Rationale

At Hunters Point, the plan is structured upon extending the interrupted street grid, the sculpted waters' edge, environmental constraints and the Hunters Point hill. The overall program contains a mixture of housing, an artist's community, R&D Park, neighborhood serving retail, and the stadium.

The street grid dimensions typical of the Bayview has been utilized on the Shipyard and new mid-block alleys have been added. Near the center of the community, a wide boulevard creates an open space corridor that connects the base of the hillside to the shoreline park.

The shoreline has a number of unique areas including the dry dock zones and the adjoining peninsulas, which are home to the Maritime Park and the R&D Park. Parks associated with the Phase I Hilltop and Hillside developments extend to connect with the Plan.

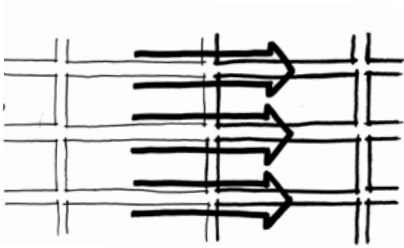
The stadium and associated parking is located on land optimally suited for this program due to its large cohesive land base and transportation access.



## 4.1 Streets & Blocks

### Extend Bayview Grid

At Candlestick Point, the lettered streets from Carroll to Ingerson will be extended southwesterly into the new community in order to join the communities and provide direct access to the State Park and water's edge. At Hunters Point Shipyard, Lockwood, Galvez, Hudson and Innes will be extended southwesterly to provide continuity in the neighborhood.



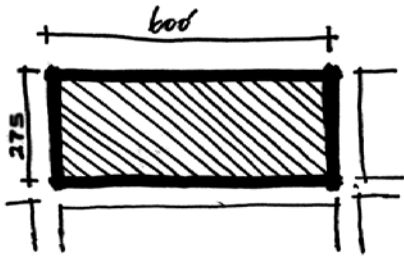
Gilman Ave. looking West



Extended Bayview Street Grid

### Retain Surrounding Residential Block Size

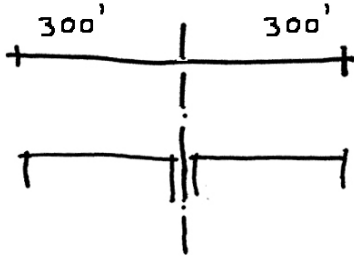
The existing block size (275 ft. by 600 ft.) will be retained since it provides a fine enough grain of development to be pedestrian friendly yet a large enough block size to permit a variety of development forms that will add diversity in the neighborhoods.



Block sizes maintain consistency with the surrounding Bayview neighborhood

### Mid-Block Breaks

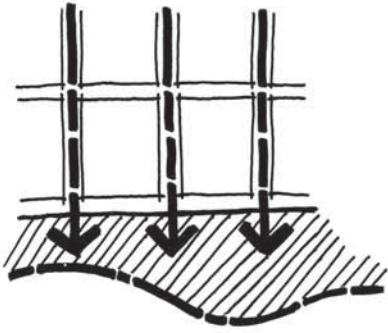
In order to encourage pedestrian and bike movement and discourage over scaled buildings, blocks will be bisected by alleyways and paseos (pedestrian walkways).



Mid-Block Alleys connect to the park system

### Access and Views to Bay

Streets and pathways will be aligned towards the bay to provide unobstructed access and views to the bay.



Gilman Ave. looking to the Bay






View Corridors and large Wedge parks emphasize views to the Bay

## 4.2 Public Realm

Streets, plazas, and other public open spaces encompass the Shipyard & Candlestick Point public realm. The plan distinguishes key characteristics of the public realm with the goal of providing user safety, efficient movement of people and goods, and above all, an enjoyable wealth of publicly accessible areas.

### General Structure

Within the Shipyard and Candlestick Point Plan, the interaction of built form (architecture) and open spaces (streets, parks, and plazas) create the key elements of the public realm including gateways to the site, character areas, landmarks, and nodes/areas of intense public activity.

-  Gateways
-  Landmarks
-  Activity Nodes



Gateways, Landmarks, and Activity Nodes inform the built form and public realm structure

### Variety of Street Types

The variety of street types and the role they play relates to the variety of adjoining land uses and transportation functions. General street categories include Boulevards, Commercial Streets, and Neighborhood Streets (described further in Section 5.3). Within each of these broad categories, there is further variety in form, scale, and character.

- Primary Arterial / Auto Access
- BRT Route
- Boulevard “Park” Street
- Alice Griffith Park Street
- Boulevard Street
- Retail High Street
- Residential Street



A variety of streets depending on desired character and transportation load.

### Off-site Street Improvements

Improvements may include:

- Restriping/reconfiguration of lanes
- Addition/enhancement of bicycle lanes and routes
- Addition of sidewalks where missing
- Corner bulb-outs and crosswalks treatments
- Street trees
- Sidewalk planting
- Street furnishings (bicycle racks, benches, trash/ recycling receptacles, tree grates)
- Transit shelters
- Pedestrian scale lighting at intersections

Four primary access roads connecting the Bayview and Hunters Point Neighborhoods to the new development have been identified for improvements: Innes, Palou, Carroll, and Gilman. These streets will serve as primary routes for pedestrians, bicyclists, transit riders and drivers and will be improved as ‘complete streets’ enhancing the safety and experience of road users and existing residents.

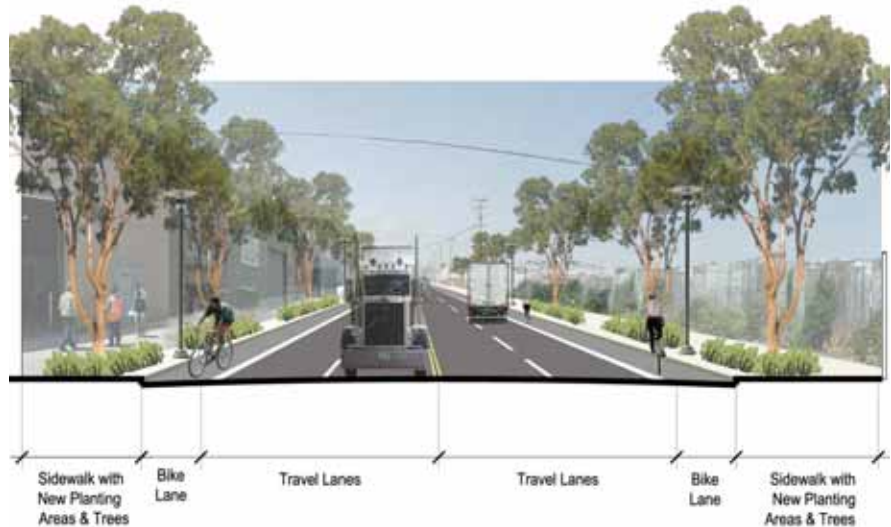
Street trees, sidewalk plantings, furnishings, and paving treatments will be designed to visually ‘stitch’ together the existing neighborhoods with the new development. Streetscape design will reinforce the unique character and sense of place of each of the existing streets -- the maritime heritage of Innes, industrial use of Carroll, and residential neighborhoods of Gilman and Palou. Specific streetscape treatments will vary depending on existing right of way and traffic demands.

Example - Carroll Ave.

Before



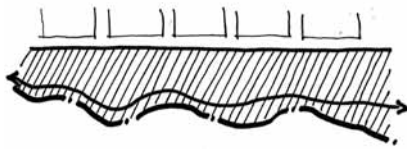
After



## 4.3 Parks & Open Space

### Continuous Open Space Along Bay

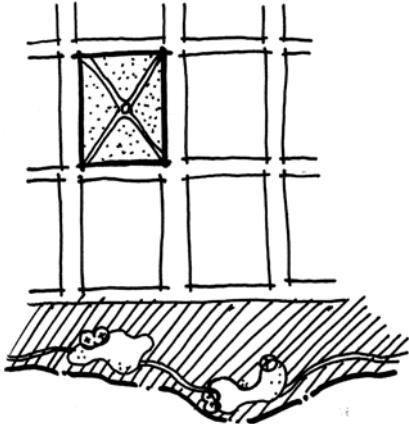
A continuous public trail system coupled with generous open space will run continuously from the western edge of Candlestick Point to the northern edge of the Shipyard.



Continuous Open Space along the shoreline

### Diversified Open Space

A diversity of open spaces will support the wide range of experiences sought by users, from bucolic to urban, to sporting. Accordingly, open spaces include expansive natural areas, urban parks, and small neighborhood parks and playgrounds, civic plazas, sports fields and more.






Diversified Open Space appealing to a diversity of users




## 4.4 Built Form

### Residential Building Typologies

A palette of basic building types is proposed to structure and define development. These types control the intensity and form of development while allowing some flexibility for how buildings are used and evolve over time. Within blocks, several building types may be combined, thus creating diverse characteristics throughout the neighborhoods. Ground floor uses for all building types other than townhouses include residential units and retail depending on location.



	A. Tuckunder Townhouse	B. Liner Townhouse	C. Stacked Units
			
Home Type	Townhouse	Townhouse	Flat, Loft
Building Height	3 floors (max)	3 floors (max)	4 floors from street level, with or without parking podium
Construction	Type V	Type V	Type V
Parking	Internal (type V)	Podium (Type I)	Podium or Underground (Type I)
Notes	Attached, Ground-Oriented	Parking & street entrance; Outdoor space at street level or on podium deck	Corridor access, floor level has podium patio, upper floors have balconies

	D. Midrise (Short)	E. Midrise (Tall)	F. High-rise
			
Home Type	Mostly Flats	Mostly Flats	Mostly Flats
Building Height	6-8 floors; top floor no more than 75 feet above ground	18-24 floors; max 240 feet	32+ floors
Construction	Type I or II	Type I	Type I
Parking	Podium or Underground (Type I)	Podium or Underground (Type I)	Podium or Underground (Type I)
Notes	Generally a slab building; sometimes attached to midrise, high-rise, or tower	Generally a slab building; sometimes attached to midrise, high-rise, or tower	max floor plate: 10,000 sq.ft.

### Project Edges & Integration

Careful consideration has been taken to connect with adjoining neighborhoods primarily through the use of building scale and compatibility of uses. A similar approach for scale of buildings has been taken at the edges of parks and open space, where building height is lowest at the park edge, stepping up deeper into the development. (see Appendix A)



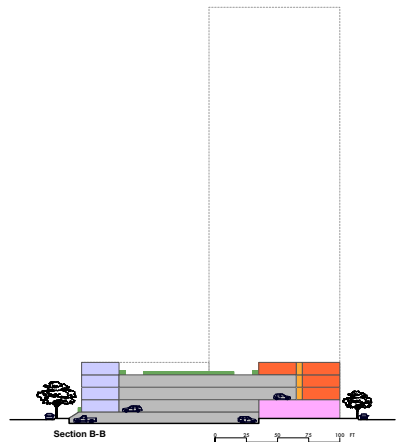
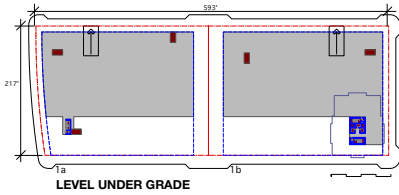
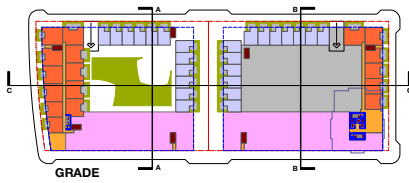
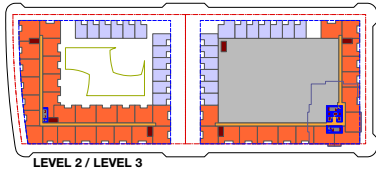
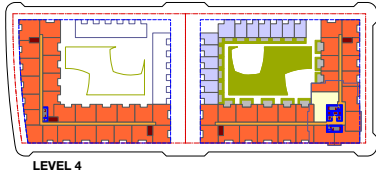
View along Palou Ave.



View along Gilman Ave.



View along Harney Way



### Residential Parking

Residential parking will be accommodated in semi-submerged parking garage, and additional parking levels above if required. Blocks with multi-level parking garages have residential units or retail space at grade in order to animate the street and screen any associated parking structure. For preliminary planning and massing analyses, a parking ratio of 1 stall per residential unit has been assumed. The intention is to lower the ratio as much as possible in the future. (see Appendix B for additional information)



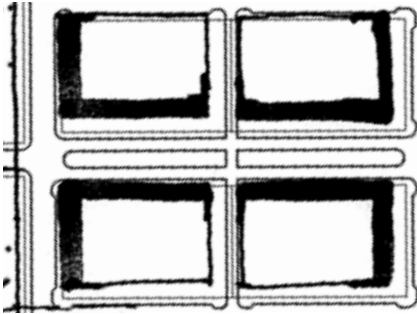
Parking Screened by Townhomes



Landscaped Podium Courtyard

### Building Massing & Tower Placement

Larger buildings are placed in strategic locations to emphasize street walls and frame the public realm. Towers are located at key intersections, facilitating wayfinding, while creating a scenic skyline from afar. Care has been taken to place larger buildings and towers in locations that minimizes the impacts of shadows on open spaces.



Larger Buildings emphasize key areas on the plan and the open space

### Shadow Studies (June 21)

A complete shadow study package is displayed in Appendix A

#### Candlestick Point



12 pm



4 pm

#### Hunters Point Shipyard



12 pm



4 pm

## Land Use Plan



## 5 Plan Description

Having established the basic framework on which the plan is structured, this section outlines the development program, character areas and public opens space program.

### 5.1 Development Program

The development program for The Shipyard & Candlestick Point Phase II project, detailed in the table below, represents a broad-based, mixed-use approach to developing a complete community. The scope of the program is considerable, reflecting a large-scale comprehensive development vision. This program will create a financially feasible development that will support the envisioned public realm and open space improvements as well as implementation of the Plan vision. It should be noted that the precise or other changing conditions. Program may be adjusted based on more detailed site planning, public input.

THE SHIPYARD & CANDLESTICK POINT PHASE II SUMMARY STATISTICS									
	Residential	Commercial (sq. ft.)							Open Space (acres)
Parcel	Units	Neighborhood Retail	Regional Retail	Artist's Studio	Office/R&D	Hotel	Arena	TOTAL Commercial	TOTAL Open Space
<b>HUNTERS POINT SHIPYARD</b>									
HP Village Center	110	20,000	0	200,000	0	0	0	245,000	
Hunters Point	2,300	25,000	0	0	0	0	0	25,000	
R&D / Office	90	80,000	0	55,000	2,000,000	0	0	2,110,000	
Stadium	0	0	0	0	0	0	0	0	
<b>Subtotal</b>	<b>2,500</b>	<b>125,000</b>	<b>0</b>	<b>255,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>2,380,000</b>	<b>241.5</b>
<b>CANDLESTICK POINT</b>									
Alice Griffith	1,000	0	0	0	0	0	0	0	
CP North	4,125	70,000	0	0	0	0	0	70,000	
Jamestown	350	0	0	0	0	0	0	0	
CP Center	375	0	635,000	0	150,000	150,000	75,000	1,010,000	
CP South	1,650	55,000	0	0	0	0	0	55,000	
<b>Subtotal</b>	<b>7,500</b>	<b>125,000</b>	<b>635,000</b>	<b>0</b>	<b>150,000</b>	<b>150,000</b>	<b>75,000</b>	<b>1,135,000</b>	<b>97.6</b>
<b>TOTAL AREA</b>	<b>10,000</b>	<b>250,000</b>	<b>635,000</b>	<b>255,000</b>	<b>2,150,000</b>	<b>150,000</b>	<b>75,000</b>	<b>3,515,000</b>	<b>339.1</b>

## 5.2 Character Areas

The project area has been divided into nine Character Areas, each with a distinctive character, mix of uses and building typology and public realm attributes. The size of the Character Areas reflects the need for pedestrian-oriented areas with a broad range of amenities within close walking distance of homes and workplaces. Each Character Area will be an easily identifiable area, with either a predominantly residential or commercial/employment orientation.

In brief, the intent of this section is to outline the defining characteristics of the individual Character Areas. The location of the areas is illustrated below.



### Character Areas Design Principles

**Range of uses within close proximity:** Each character area contain a range of uses to enable daily activities to be accomplished within an easy walking distance from home or work. A mix of uses also contributes to a vitality and flexibility to an area, allowing a range of activities to activate place.

**Coherence:** Each character area will have coherence - an easily identifiable identity and sense of commonality. Identifiable local areas enable individuals to participate in community life and in maintaining and improving their immediate surroundings by establishing a sense of ownership . Coherence can be achieved by the creation of distinct centers, edges and nodes

**Scale:** To be understandable and manageable, character areas are limited in scale. The pedestrian shed, an approximate 5 to 10 minute walking distance, is a good guide. Character areas are sized to encourage community identification and management but still be large enough to encompass the variety of activities envisioned for these areas.

**Variety:** As neighborhoods, each character area will have variety of uses, spaces, housing types and tenures and workplaces. Character areas will not be defined by homogeneity but rather be interesting places with a fine-grained texture unified by well-defined common themes.

**Mix of Public and Private Space:** Each character area will be built up of both public spaces - parks, community spaces, streets—and private spaces —homes, workplaces, shops, providing places for both community and private life. The specific mix and makeup, and strategies for interfacing the private and public realms will be specific to the individual Character Area.



## Hunters Point Village Center

### *The artistic heart of Hunters Point*

Hunters Point Village Center, with Fisher Street’s mixed-use retail and Artist’s Colony, will be the focus of activity at Hunters Point.

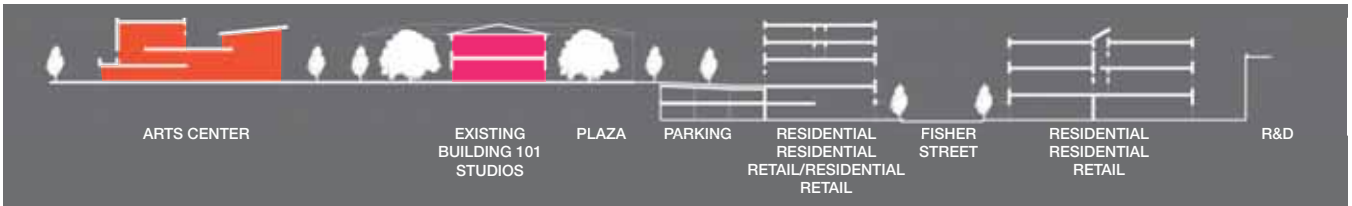
**Land Use / Built Form** – The primary uses in the Village Center are the retail and the Artist’s Colony on and surrounding Fisher Street. Mixed-use buildings on the north side of the street house retail at street level, artist’s studios on the floor above, and residential lofts and flats on the upper floors. The south side buildings have retail at the street level with residential above. Building 101 will be preserved and will continue to house artist’s studios. A location for an Arts Center has been identified behind Building 101. This facility will add to the depth and diversity of the precinct. Parking is located on both sides of Fisher Street, and within the mixed-use buildings.

**Open Space** – The primary open space for this district is the plaza at the mid-point of Fisher Street. This plaza is linked to an upper artist’s plaza outside Building 101 by a grand staircase. The steeply sloping hill of the Hillside Community forms a natural edge on the district’s northern boundary.

**Streets** – The ‘main street’ for Hunters Point will be Fisher Street. Parking will be provided on both sides of the street.

- ① Arts Center
- ② Artists’ District Creative Plaza
- ③ Building 101
- ④ Mixed-use: Retail, Residential above
- ⑤ Hilltop
- ⑥ Building 813



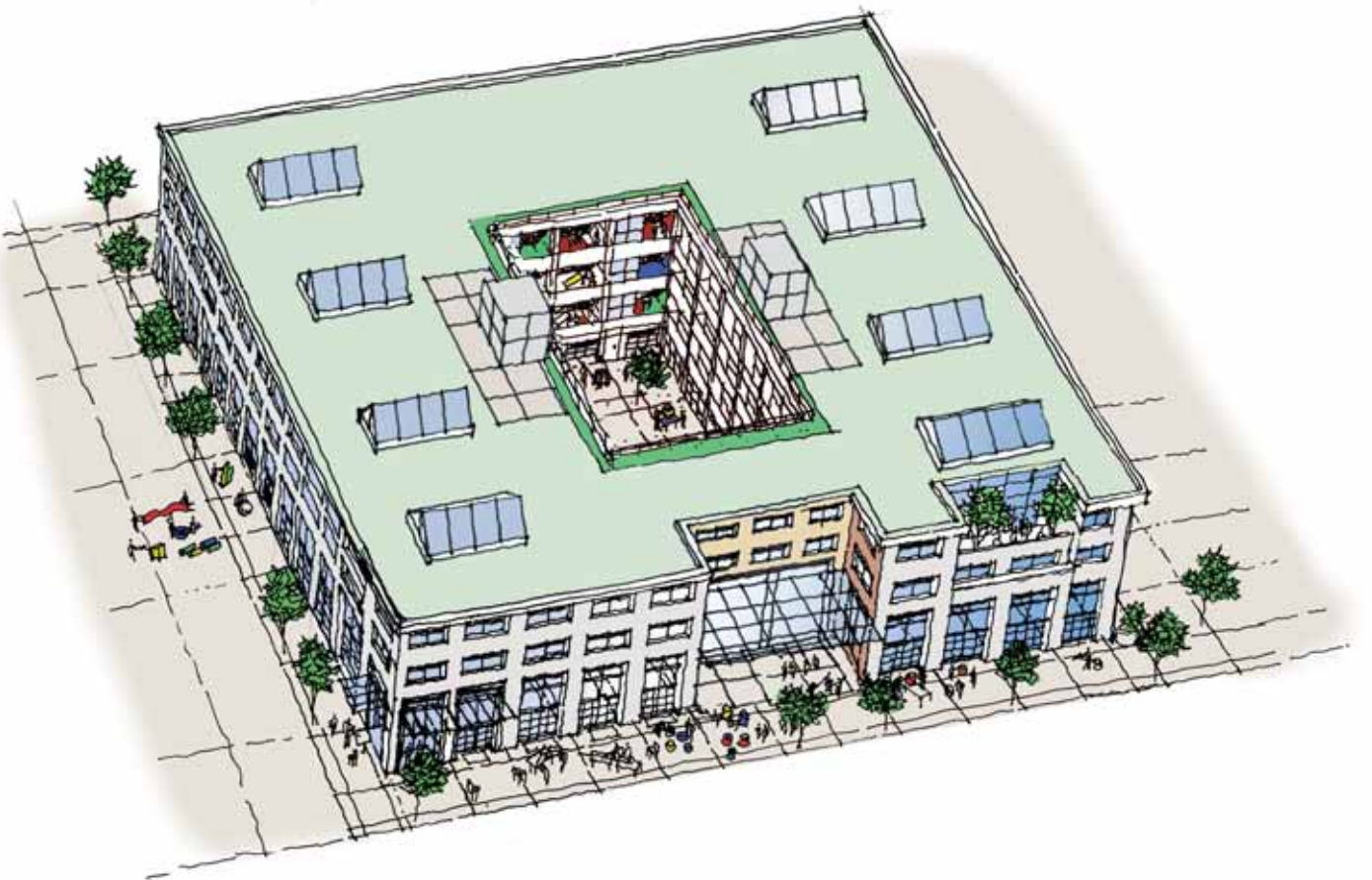




### Building 813

#### *Adaptive Reuse potential on the Shipyard*

Building 813 is a 265,000 square foot building, that formerly housed a Navy warehousing and distribution facility. Potential opportunities to reuse this building include modifying the building to provide replacement space for Shipyard artists, housing a incubator for emerging clean tech businesses, and providing additional space for emerging businesses on the Shipyard. The building features 18+ foot ceilings, broad spans of unobstructed space between structural columns, and cement slab construction and provide distinctive industrial feel of the current shipyard. Renovation of the building would be modeled on successful artist loft/studio conversions in other areas of San Francisco and the East Bay with added amenities such as an interior courtyard, operable windows, and common areas. Two floors of the building could be reserved for artists space, with the remainder of the building reserved for incubation of emerging companies related to clean/green technology cluster planned for the Shipyard. The building, and adjacent open space towards the Hunters Point Village Center, could serve as a focal point for arts and creativity on the Shipyard and throughout the Bay area.







## Hunters Point

*The northern gateway to the Bayview Waterfront*

**Land Use / Built Form** – Hunters Point is primarily a residential community. The predominant building typology is a combination of stacked flat four story buildings and three story townhomes. Several eight story buildings and two towers line the edge of the central ‘Park Street’ to create a street wall that highlights the street’s community importance and frames views to the bay.

**Open Space** – The community is defined by the Waterfront Promenade on its east side. This linear recreational amenity is comprised of the Bay Trail and several waterfront gathering spaces, typically located at the termination of north-south streets. The Northside Park at the north edge of the community is a larger park with passive and active open spaces. A centrally located boulevard park provides the community’s internal focus and connects the community to the Waterfront Promenade.

**Streets** – Streets follow the rectangular pattern typical of the Bayview area. Galvez Street, reconfigured as a four-lane boulevard, is the primary access street from the north, and Fisher Street the primary access from the south. A new two-lane broad boulevard street (‘Park Street’) connects the foot of the hill to the bay. Other streets are local-serving, comprised of two travel lanes and intermittent parking bays. Each block has a mid-block alley that breaks down the scale and massing of buildings, creates additional pathways through the community, and provides access to the parking structures that are embedded into blocks.

**Density** – Comparable to Russian Hill District

- ① Northside Community Park
- ② Waterfront Promenade
- ③ Maritime Cultural Heritage Park
- ④ “Park” Street
- ⑤ Boulevard Street
- ⑥ Mid-block Alley
- ⑦ Mixed-use: Residential above Retail
- ⑧ Tower (typical)
- ⑨ Midrise Flats
- ⑩ Four Story Flats
- ⑪ Three Story Townhomes







## Research & Development (R&D)

### *Innovation District for Emerging Technologies*

The Research & Development precinct, lying east of Fisher Street along the shoreline, contains approximately 2 million square feet of space focused on emerging technologies.

**Land Use / Built Form** – The primary use in this precinct will be R&D office space, housed in buildings ranging from three to eight floors. Parking structures will be embedded in several of the buildings, and additional parking will be available on most internal streets. The northern edges will also contain some mixed-use residential along Fisher Street, artist’s studios, a marina and an intermodal transit center with a ferry terminal and bus exchange.

**Open Space** – The district’s primary open space will be the The Heritage Park surrounding the Dry Dock 3. The park will have several passive areas set amidst a variety of historic naval Shipyards elements. Additional open space will be the linear waterfront park surrounding the entire site and linking it to others north and south.

**Streets** – Streets will be local serving with parking on a combination of one or both sides of the street.

- ① Shoreline Park
- ② Heritage Park
- ③ HPS Transit Center
- ④ R&D Garden
- ⑤ Mixed-use: Shops under R&D
- ⑥ Mixed-use: Residential over Retail
- ⑦ Mixed-use: Artists Space & Retail
- ⑧ Artist’s Space
- ⑨ Grocery Store
- ⑩ Research & Development Buildings
- ⑪ Marina
- ⑫ Parking Structure
- ⑬ Ferry Terminal







## Stadium & Community Sports Field Complex

### *A new sporting complex for the 49ers and the community*

A new 69,000-seat stadium, home of the San Francisco 49ers, will be constructed south of Spear Avenue. The stadium will be surrounded on its north side by a major civic plaza and its west and south sides by parking, a majority of which will be dual-use surfaces, available for parking on game days and a variety of field sports on non-game days.

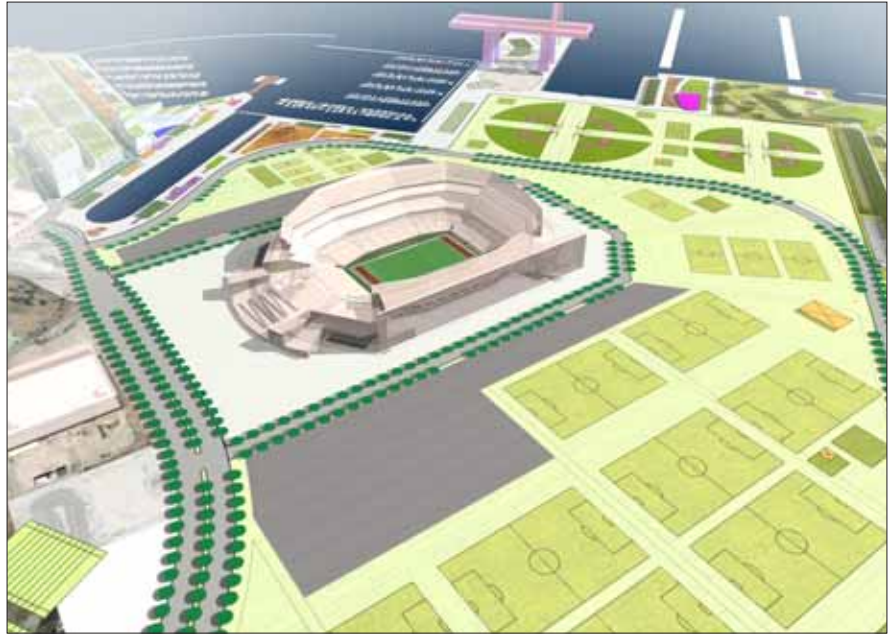
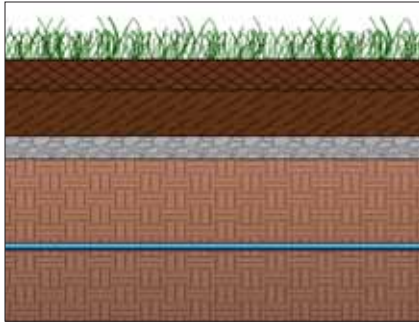
**Stadium** – The stadium is made of a continuous faceted lower bowl; an origami-shaped upper bowl on the north, east and south sides; a glass one-sided building on the west containing executive boxes; and a large elevated concourse connected to street level by a cascading plaza.

**Stadium Parking (including Dual-Use Parking / Playfields)** – The parking strategy for game-day is designed to minimize impact on the environment and maximize community benefits. Only a small portion of stadium parking will be paved. The majority of game-day parking will be accommodated on turf grass areas that will serve ‘dual-use’ as a portion of the Community Sport Field Complex (see below). The soils and subgrade for the dual-use turf areas will be specifically engineered to support vehicular loads while promoting healthy grass for the playing fields.

**Community Sports Field Complex** – The Community Sports Field Complex will serve city-wide recreational use and will be capable of hosting a variety of soccer / football, baseball and volleyball fields, as well as batting cages, warm-up fields, a field house, restrooms and food concessions. Some fields will be dual-use surfaces as described above and others will be standard field surfaces.

- ① Stadium
- ② Civic Plaza
- ③ Dual Use Parking
- ④ State Park
- ⑤ Ring Road
- ⑥ Paved Parking
- ⑦ Crisp Street
- ⑧ Community Sports Field Complex





## Crisp Road Intensification

### *“Incubator” R&D opportunity*

The land immediately surrounding the new 49ers stadium along Crisp Road is available for construction almost immediately. As such, it offers a fantastic opportunity to create the beginnings of an R&D campus on the Shipyard. As discussed earlier, Building 813 could be renovated to accommodate emerging clean technology businesses. Additionally, Crisp Road may be intensified along both sides, bringing economic investment into the Bayview as soon as 2012. Additionally, there is a possibility of adding retail kiosks in front of the stadium to serve fans on game days, and workers year round.

- ① Innovation Plaza
- ② R&D Buildings
- ③ Dual Use parking
- ④ Community Sports Field Complex
- ⑤ State Park
- ⑥ Building 813
- ⑦ Stadium
- ⑧ Retail Opportunity
- ⑨ Crisp Road



## Non-Stadium Alternative

### *An expanded R&D opportunity*

Should the 49ers opt for an alternative stadium site, a non-stadium alternative has been planned and is illustrated below. In brief, this alternative would replace the stadium program with an expanded green Research & Development park. This park would contribute an additional 3 million sq. ft. of employment-generating space, developed consistent with the Green R&D character area. In addition, opportunities for higher education in the Green sector could be explored, combining theory with practice.

- ① Central Innovation Plaza
- ② R&D Buildings
- ③ Open Space
- ④ Community Sports Field Complex
- ⑤ State Park
- ⑥ Structured Parking
- ⑦ Surface Parking
- ⑧ Building 813





## Alice Griffith

### **One for one housing replacement, without displacement**

Alice Griffith community, located north of the Candlestick arterial road, is currently the home of a gated federal housing project. The site will be transformed into a community with a diverse range of housing types and better connections to the surrounding neighborhood. The existing number of affordable homes will be fully replaced in a phased sequence that ensures residents can move directly into new homes without displacement.

**Land Use / Built Form** – Alice Griffith will be a predominantly residential neighborhood. Buildings will generally be four stories along streets, and two and three story townhomes along alleyways.

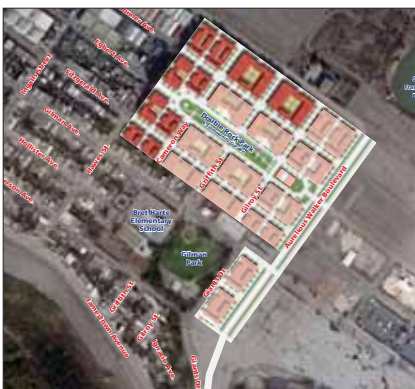
**Open Space** – The focus of the community is the centrally located City park stretches its full length. It will contain community gardens, sports courts, picnic areas and other amenities.

**Streets** – The surrounding grid of streets (Donner, Egbert, Fitzgerald, Hawes and Griffith) will be extended through the site, thereby connecting the community back into the larger Bayview fabric. To facilitate this, the land will be re-contoured to remove steep hills that are barriers to pedestrian and vehicular movement.

**Density** – Comparable to North Beach District

- ① City Park & Boulevard Street
- ② Four Story Flats
- ③ Three Story Townhomes & Four Story Stacked Townhomes







## Candlestick North

*An urban village with mid and high rise homes, shopping and parks*

Candlestick North is the most concentrated community, with the greatest number of homes, animated neighborhood streets, energetic parks and an anchoring main street filled with shops and services.

**Land Use / Built Form** – The neighborhood contains a mix of mid and high rise mixed use and residential buildings that frame and focus civic life on the parks and streets. Mixed use buildings along the main street (Ingerson) create an animated retail atmosphere. Eight story residential buildings frame the ‘wedge’ park’s northern edge and the boulevards, while towers overlook both the ‘wedge’ park and the central City park. Four story buildings make up the majority of remaining buildings, except along mid-block alleys where three story townhomes establish a more intimate pedestrian scale. Additional retail opportunities are located in the bases of buildings at the BRT stops on both end of the community.

**Open Space** – Parks and open spaces are plentiful to the extent that almost all blocks are adjacent to open space. A City park (large ‘Wedge’) and the State park surround the bay sides of the neighborhood while a large rectangular City park sits at its center.

**Streets** – Streets vary considerably in character. The dynamic main street (Ingerson) has on-street parking and broad sidewalks with plaza zones. Two perpendicular boulevards run through the center of the neighborhood, linking the adjacent communities of Alice Griffith and Candlestick Center and providing views to the bay. Local streets always have generous, tree-lined sidewalks and building setbacks that provide a stoop or terrace transition between homes and the street. Pedestrian lanes at mid-block create additional linkages to the bay.

**Density** – Comparable to Chinatown District

- ① City Park
- ② City Wedge Park
- ③ State Park
- ④ Mid-block Pedestrian Alley
- ⑤ Mixed-use: Residential above Retail
- ⑥ Boulevard “Park” Street
- ⑦ Tower (typical)







## Candlestick Center

### *The vibrant mixed use core of Candlestick Point*

Candlestick Center is the heart and focus of activity for Candlestick Point. It is a mixed-use district with regional shops and services, offices, hotel, performance center and residential mid-rises.

**Land Use / Built Form** – Candlestick Center is comprised of 635,000 square feet of mixed-use regional retail, in a variety of forms ranging from small commercial retail units (CRU’s) along the two main streets to larger format stores accessed by internal streets and pedestrian mews. The scale of the large format stores will be reduced by lining a majority of their frontages with smaller CRU’s. A 75,000 square feet, 10,000 seat performance center will be used for performing arts, dance and music. It will anchor the district, sitting at the corner of the two retail main streets. Above the retail, there will be residential mid and high rises and office space. A three- to four-story, 2750-space parking structure would serve the center. Its frontage will be lined with shops while its roof will house a 220 room hotel and a variety of ‘green’ uses including gardens and power generation possibly in the forms of solar panels.

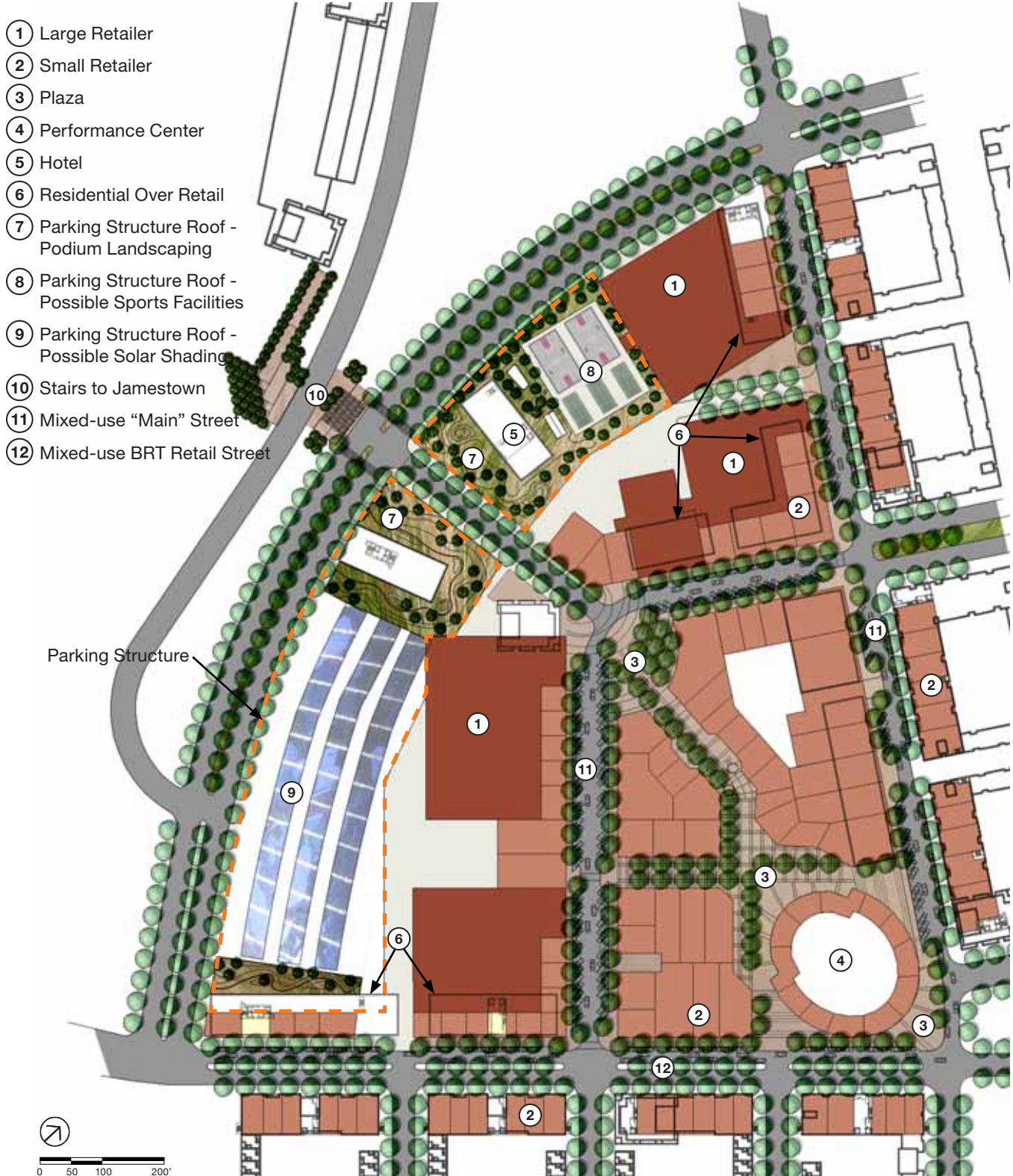
**Open Space** – The public realm will have a very urban flavor. Comprised of pedestrian oriented sidewalks and mews, plazas and courts, these spaces will offer a range of characters. Those along the main streets and at key intersections and nodes will be larger and livelier, while others at the interior of the site and along pedestrian mews will have a more intimate scale and character.

**Streets** – Two mixed-use main streets wrap the edge of the site. On the eastern edge, Ingerson has 2 travel lanes and 2 lanes of parking (discussed in ‘Candlestick North’). On the southern edge, the BRT retail street is a boulevard with 2 vehicle travel lanes on the north side and 2 BRT travel lanes on the south side (discussed in ‘Candlestick South’). An internal retail street has 2 travel lanes and 2 parking lanes. Most service access points come off this street.

- ① Mixed-Use: Residential above Retail
- ② Mixed-Use: Office above Retail
- ③ Mixed-use “Main Street”
- ④ Mixed-use BRT Street
- ⑤ Performance Center
- ⑥ Hotel
- ⑦ Structured Parking with ‘Green’ Roof



## Candlestick Center Plan









## Candlestick South

*A contemporary version of the early California beach communities*

Candlestick South, like many early California beach communities, derives its character from the views and activity of the beach. This is established with a fine-grained block pattern, low buildings, numerous pathway connections to the shoreline, and a central City park that connects the shoreline back to the retail BRT street and creates expansive views to the bay.

**Land Use / Built Form** – Mixed-use buildings (four-story residential above retail) will define the edges of the main street. Ground-oriented townhomes accessed by internal lanes are located nearest State Park. Behind these are four-story flats that have views over top the townhomes towards the bay. Two towers are located at inboard positions on the main street thereby protecting views to the bay.

**Open Space** – The wedge-shaped City park forms the heart of the community. Its orientation focuses views to the State Park beach and to the point of land that gives Candlestick Point its name. The State Park wraps around the community’s eastern and southern edges, creating views to the bay and easy access to recreation.

**Streets** – The other defining element of this community is its mixed use main street. The focal street for this community will be a retail boulevard with dedicated bus rapid transit (BRT) lanes in each direction and a vehicle travel lane in each direction. Other streets in the community are local-serving, and at mid-block there are pedestrian alleyways offering greater connectivity to the parks and water’s edge.

**Density** – Comparable to Marina District

- ① Mixed-Use: Residential above Retail
- ② State Park
- ③ City Mini-Wedge Park
- ④ Pedestrian Mews
- ⑤ BRT Route
- ⑥ Tower
- ⑦ 4 Story Flats
- ⑧ Townhomes







## Jamestown

### *A hillside community*

Jamestown, a four acre residential community on Jamestown Road, has excellent connection to the vibrant Candlestick South core and great views to both the bay and to Bayview hill.

**Land Use / Built Form** – Buildings are a mix of several towers and mid-rise flats that are oriented southeast to views of the bay. The buildings are set atop a parking podium and the podium itself is screened by liner townhomes along Jamestown Road.

**Open Space** – Open space will be provided on the podium, as will access to the trail system on Bayview Hill. A direction connection to Candlestick Center is key to it’s incorporation into the community and this is achieved by a grand stairway and pedestrian overpass over the Candlestick arterial road.

**Streets** – Jamestown road services this small parcel and there are no internal roads.

- ① Staircase & Crosswalk
- ② Plaza
- ③ Tower (typical)
- ④ Midrise Flats
- ⑤ Four Story Flats
- ⑥ Bayview Hill





## 5.3 Public Open Spaces & Parks Network

The plan incorporates a diverse collection of public open spaces. Urban elements include a wide variety of street types, with exceptional design characteristics including small spaces to sit and linger, and urban plazas. The parks and open space system consists of a wide variety of park types, with differing characters and programs, including neighborhood and community parks, ecology parks, waterfront promenades, a sports field complex and a cultural heritage park. Taken as a whole, the public open spaces and parks network is a multi-layered family of public spaces that form a framework for the community.

The urban streets and plazas create outdoor urban rooms in which to move, sit, and play. They provide enhanced opportunities for neighbors and visitors to meet one another, creating a vibrant community-oriented neighborhood experience. The creation of diverse street types, from quiet residential streets, to retail high streets, enhances the character of each region of the plan, facilitating wayfinding and promoting sense of place.

The parks system orients the visitor to the neighborhood and waterfront; serves the recreational needs of residents in both the new and adjacent communities; accommodates large events; and creates a scale and climatic comfort essential to the public gathering spaces of a living/

- ① Great Lawn
- ② Causeway
- ③ Marina
- ④ Ferry Landing
- ⑤ Yosemite Slough-Wetland Restoration
- ⑥ Heritage Park
- ⑦ Bayview Gardens / Wedge Park
- ⑧ Mini-Wedge Park
- ⑨ Alice Griffith Neighborhood Park
- ⑩ CP Neighborhood Park
- ⑪ HPS Neighborhood Park
- ⑫ City View Plaza
- ⑬ Concessionaire Extreme Park (10 acres)
- ⑭ Dog Park
- ⑮ Parking Structure
- ⑯ City Maintenance Yard
- ⑰ Boat Learning Center



working neighborhood. Furthermore, the park system serves as an ecological role, helping to manage storm water and providing habitat.

The Candlestick Point and Hunters Point neighborhood parks are specifically designed with the needs of adjacent residential districts and incorporate playgrounds, dog runs, lawn areas, recreational facilities and gardens. These parks are connected to other neighborhoods and open spaces within the community by way of pedestrian-friendly, green streets. The green streets contain linear landscaped median spaces that serve as mini-parks and accentuate view corridors to the bay and link the neighborhoods directly to the waterfront. At the end of these corridors are open space “vestibules” or pedestrian gateways to the state park and urban waterfront promenade. These vestibules incorporate tot lots and sitting areas for neighbors to meet and socialize.

The Bay Trail strings together all segments of the waterfront parks, connecting the Candlestick Point State Recreation Area with Hunters Point Shipyard with connections to the north and south. This is the primary recreational route in the new open space system and will encourage users from adjacent neighborhoods and other areas of the city to visit the new waterfront open spaces.





### 5.3.1 Open Space Vision

**Comprehensive Parks and Open Space System** – Develop a comprehensive open space system that provides a diverse range of outdoor opportunities for residents, workers and visitors.

**Walking Distance** – Provide public open space within a short walking distance of all residents and employees.

**Access to Regional Open Spaces** – Create accessibility to regional open spaces including the state park and regional trails networks.

**Excellent Design** – Make the new streets, public parks, plazas and courtyards harmonious, inspirational and sources of community pride and identity through design excellence.

**Small Discrete Open Spaces** – Pursue opportunities to enhance existing and create new smaller open spaces. These smaller spaces include public plazas, courtyards and pocket parks incorporating fountains, gardens and seating areas. They supplement the larger public open spaces, provide local focus points and provide multiplicity to the built environment.

**Diversity** – Provide a contrast of open space scale, design and program so each open space is unique to the character of its context.

**Community** – Create unique spaces that reflect the character of the community, support family and neighborhood gatherings as well as informal socializing, provide a sense of public safety and foster community spirit.





### 5.3.2 Urban Plazas & Streets

While the street network is designed for the efficient movement of people and goods throughout and beyond the community, the street network is also an important component of the public realm and community character. Streets are a central element in creating safe and enjoyable neighborhoods. In keeping with the City of San Francisco’s Transit First, Complete Streets, and Better Streets policies, the street system is designed to prioritize the needs of walking, bicycling, and transit use; support the use of streets as public spaces for social interaction and community life; and as green spaces that enhance the City’s ecological function:

At the Shipyard & Candlestick Point, the streets are designed for:



**Pedestrians, bicycles, and transit** – small block sizes centered on a dense, compact development pattern of mixed-use transit nodes creates short walking distances, while extensive bicycle routes create a desirable alternatives to the automobile;

**Public life & community identity** – streets are designed as outdoor rooms with attractive places to sit, stop, gather, and play. They provide opportunities for neighbors and visitors to meet one another, creating a vibrant community-oriented neighborhood experience. Unique plantings, furnishings, and public art create distinct and memorable neighborhood identities;



**Safety** – major roadways and intersections are designed to be highly legible and include bike lanes and high visibility signage. Residential streets incorporate traffic calming measures such as curb extensions, raised crosswalks, tight corner radii, street trees, narrow lanes, short blocks, and other appropriate measures.

**Urban ecology** – streets are part of the city’s ‘green infrastructure.’ Street trees and plantings are used to help regulate climate, control storm water, cleanse air and water, and provide habitat;

**Efficiency** – a hierarchy of street types allows for the efficient movement of people and goods along designated priority corridors. Certain streets will allow for high-degrees of movement and increased speeds where the majority emphasize calm and control.



The creation of diverse street types, from quiet residential streets, to retail main streets, enhances the character of each region of the plan, facilitating wayfinding and promoting sense of place. General street categories include Commercial Streets, Neighborhood Streets, and Boulevards Within each of these broad categories, there is further variety in form, scale, and character.

### Pedestrian Circulation Plan

Streetscape design focuses on pedestrian amenities to ensure that all can enjoy the streets with comfort and safety. Streets feature short block sizes, bulb-outs at intersections, slow and narrow traffic lanes, street trees, sidewalk plantings, lighting and benches for resting. Boulevard Park Streets and Retail Streets provide additional interest and opportunities for pedestrians, while the park systems include miles of paths for strolling. Pedestrian mews offer quiet, car-free walks connecting through the heart of the neighborhoods and connect with the park system. Hillside walks connect to hilltop parks and enhanced streetscapes connect with the existing Bayview and Hunters Point neighborhoods.



### Bicycle Circulation Plan

The street network is designed to provide easy access for cyclists throughout the Shipyard and Candlestick Point with connections to the City’s existing and proposed bikeway network and destinations beyond. The San Francisco Bay trail forms a continuous off-street recreation route along the shoreline, connecting Candlestick with Hunters Point. Additional off-street bicycle routes bordering the edged of the urban development and the parks provides safe routes cyclists of all abilities. Neighborhood streets are designed to emphasize slow auto speeds and encourage shared use of the street. Bike lanes follow arterial and high-traffic routes. Bicycle racks are provided along the streetscape, with high concentrations near retail, parks, and transit stops.



### BRT Stops & Surrounding Area

The Urban Design Plan places a great emphasis on transit accessibility – the Shipyard and Candlestick Point will be well connected to the City and the region via bus rapid transit, standard buses, and possibly by ferry.

The efficiency, visibility, and desirability of transit is supported by the streetscape design. Dedicated and physically separate travel lanes enable bus rapid transit move through the heart of the development, unhindered by automobile traffic. Transit stops punctuate the streetscape design with extended sidewalk areas, lighting, seating, shelters, bicycle racks, and other furnishings providing safety, comfort, and convenience for riders. Transit shelters provide significant opportunities for public art and their iconic designs will represent the character of the community.



### Urban Plazas

The plazas at the Shipyard & Candlestick Point are first and foremost a series of community gathering spaces. The plazas will host events and provide focal points to a varied sequencing of fields, forests and other waterfront landscape typologies. Designed with inherent flexibility, the plazas will allow themselves to be transformed from everyday informal multi-functioning open spaces, to single use event spaces hosting green markets, art markets and the like.

Plazas are most often located at the nexus of two distinct eco types often fusing distinct ecological zones. This juxtaposition of constructed and landscape edges will enrich the user experience and provide an inspirational urban form.





### Retail, Commercial & Mixed Use Streets

Fronted with retail, mixed-use, and R&D uses, commercial streets will support the multiple needs of transit, deliveries, and parking, while retaining a strong pedestrian character. The main retail street at the Shipyard is Fisher Street, while other commercial streets are located around the transit center and Green R&D Park. At Candlestick Point, the Candlestick Center area contains all of the retail and mixed-use retail streets.



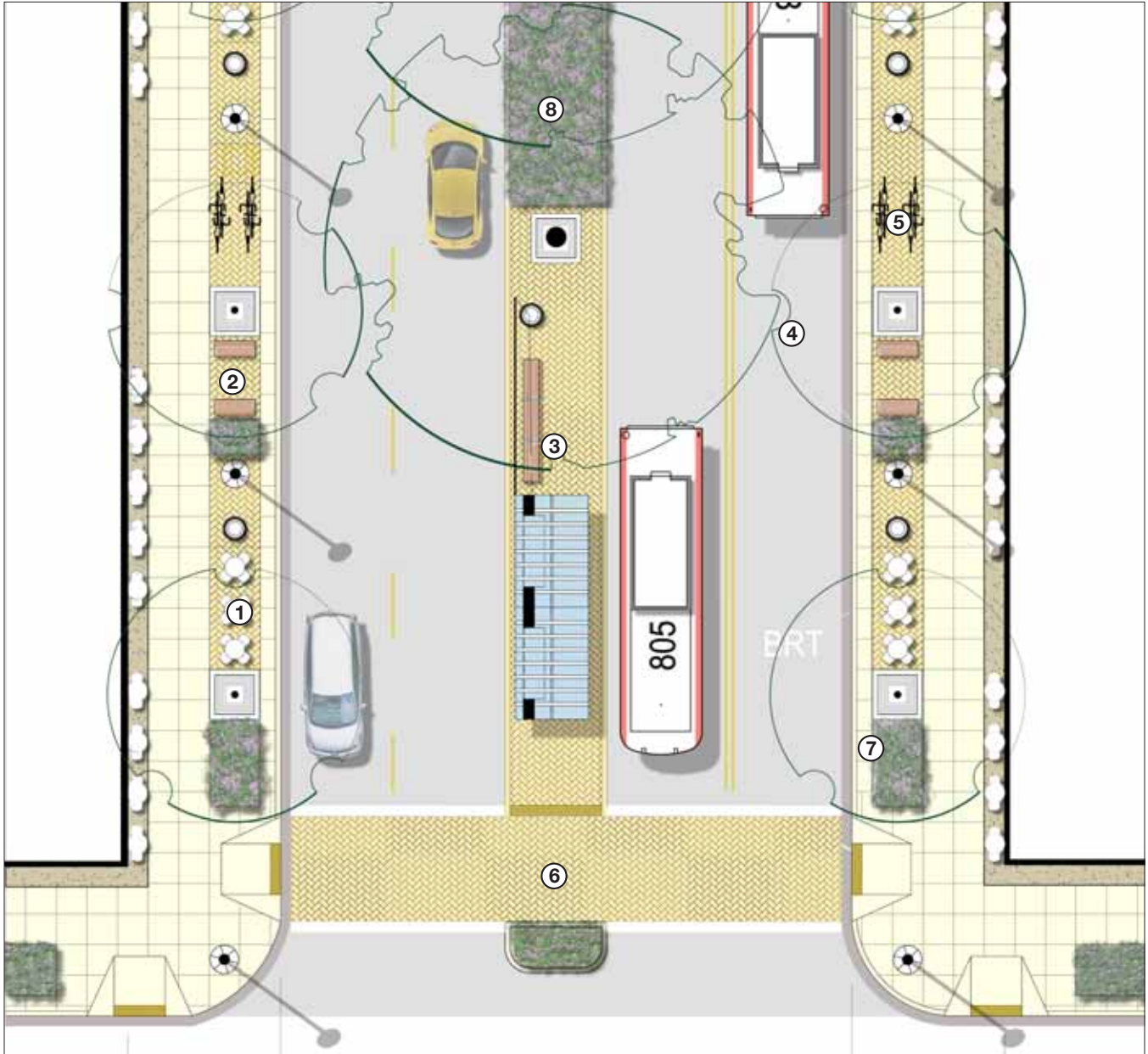
The retail main streets will be among the most colorful and vibrant of streets within the Shipyard and Candlestick Point. Here, residents and visitors will run errands, shop, dine, and meet with friends. Streetscapes are designed with plentiful seating and flexible spaces for dining and display of merchandise. Along with street trees and plantings, high-quality street furnishings and paving materials provide color, texture and visual interest. Store fronts at street level engage the activity of the street with inviting entryways, window displays, signs and awnings.

Retail, Commercial & Mixed Use Streets will include the following elements:

- Street trees
- Sidewalk planting
- Street furnishings (bicycle racks, benches, trash/recycling receptacles, news racks, tree grates)
- Transit shelters
- Special paving treatments
- Pedestrian scale lighting
- Public art



## BRT Retail Street Plan



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



**Boulevard ‘Park’ Streets**

Boulevards streets create grand cross-neighborhood links and often include planted center medians. Boulevards include Harney Way, Crisp and other arterial routes as well as the Boulevard Park Streets.

A hybrid of street and park, the Boulevard Park Streets bring broad fingers of green space into the urban neighborhoods, linking interior parks with bay-front parks.



These streets have a strong pedestrian scale and quality, and serve as public ‘front yards’ for the neighborhoods. Broad landscaped medians (30-40’ wide) and generous sidewalks are designed as mini-parks with gardens seating areas offering places for mothers to sit outside with their children or workers to eat lunch in the sun. These parks also serve as “ecological infrastructure,” bands of trees cleanse the air, while bioswales slow and cleanse storm-water before it enters the bay. At the Shipyard, Boulevard Park Streets connect the Hunters Point Hilltop community with the waterfront Park. At Candlestick Point Boulevard Parks link the Alice Griffith and Central Candlestick communities with the state park.

Boulevard Park Streets will include the following elements:

- Corner bulb-outs
- Street trees
- Sidewalk plantings
- Pedestrian scale lighting
- Street furnishings (bicycle racks, benches, chairs and tables, trash/ recycling receptacles)
- Median pathways
- Public art
- Bioswales



- ① Bioswale
- ② Pathway
- ③ Native Grasses
- ④ Native Trees
- ⑤ Seating

## Boulevard Park Street Typical Plan



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



### Residential Streets

Local neighborhood residential streets are the most common street types in both the Shipyard and Candlestick Point. The wide variety of neighborhood street characters is in part defined by street width, scale of the surrounding building. Terminal views and a variety of distinctive street tree plantings and gardens give each street a unique and memorable identity.

For residents, neighborhood streets will be the everyday public spaces that define a sense of home and neighborhood, offering opportunities for casual socializing, block parties, and children’s play. Traffic-calming features such as narrow lanes, sidewalk extensions and cross-street paving treatments make these streets safe and comfortable for pedestrians and bicyclists.

The interface between the building and the street is designed to provide a threshold experience between the public realm and private space. Where buildings are set back from the sidewalk edge, porches, terraces, stoops, and low fences provide comfortable separation while encouraging interaction between residents and passersby.

Residential Streets will include the following elements:

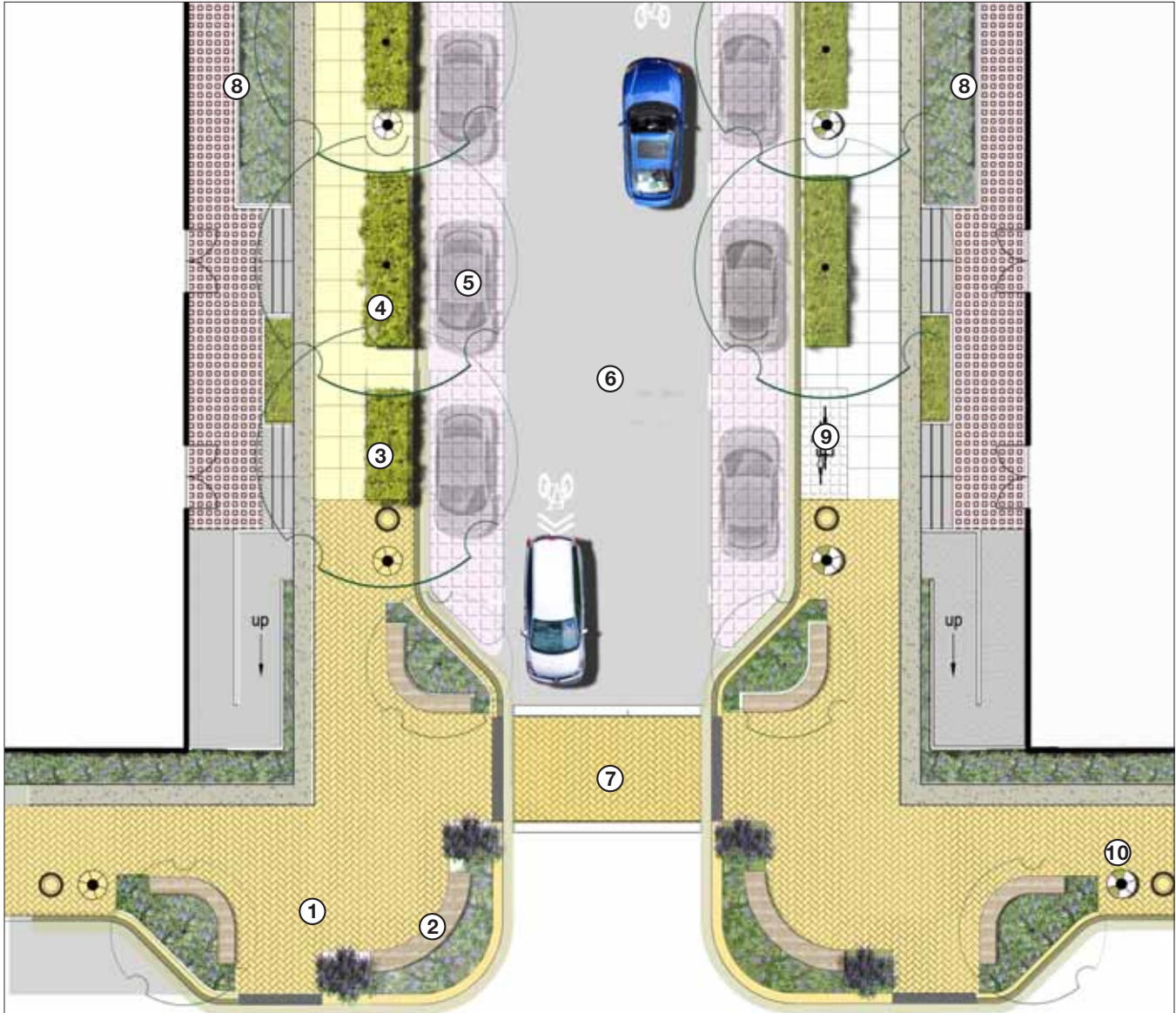
- Narrow lanes
- Corner bulb-outs
- Street trees
- Sidewalk plantings
- Pedestrian scale lighting at corners

They may also include:

- Street furnishings (bicycle racks, benches, trash/recycling receptacles, news racks, tree grates)
- Transit shelters
- Special paving treatments
- Public art



## Residential Street Typical Plan



- ① Bulb-out with special paving
- ② Sitting area
- ③ Street trees
- ④ Garden-style planting / bioswale storm water garden
- ⑤ Streetside parking (potential for permeable paving)
- ⑥ Narrow, shared lanes
- ⑦ Raised crosswalk (speed table)
- ⑧ Private terraces, porches, and gardens
- ⑨ Bicycle parking
- ⑩ Pedestrian lighting at corners

### Quasi Public Realm - Building Setback / Stoop

A unique feature to the plan is the inclusion of building setbacks. Although private land, the intention is to provide landscaped stoops and patios, that will promote interaction between users in both the private and public realms.



## Community Desires

### Sports Facilities

Basketball  
Football  
Exercise course  
Softball  
Jogging/track  
Volleyball  
Rollerblading  
Weightlifting  
Soccer  
Frisbee  
Horseshoes  
Baseball  
Windsurfing

### Events

Barbeque  
Food Festival  
Live Music  
Family Reunions  
Viewing Fireworks  
Movies  
Dances  
Open Mics  
Farmers Market  
Amphitheater  
Races

### Activities

Playgrounds  
Picnics  
Bike Trails  
Dancing  
Arts & Crafts Studios  
Community Gardens  
Nature Trails  
Fishing  
Flower Gardens  
Chess + Checkers  
Bird Watching  
History Tour  
Boat launch  
Greenhouse



## 5.3.3 Parks & Open Space Programming

The parks and open space program has been developed based on the desires of existing neighborhood residents, the needs of future residents, overall city-wide needs, the goals of the State Park system and the unique opportunities presented by the site.

Incorporating this broad range of needs, input and opportunities, the parks system includes a rich diversity of programs, providing a mix of both active and quiet spaces.

### Existing Neighborhood Desires

In 2005, the Shipyard Waterfront Park Project held a community workshop and surveyed the existing Bayview Hunters Point community about the types of programs, events and activities that they would desire in new parks and the shipyard. On the left is a list of the community desires. These programs will be woven into design of new parks at The Shipyard & Candlestick Point Phase II.

### Future Residents

Similar to the needs of the existing Bayview-Hunters Point Neighborhood, residents at Candlestick Point and Hunters Point Shipyard will need a wide variety of parks and open space program to meet their everyday needs. New community and neighborhood parks and open spaces will contain playgrounds and tot-lots, multiuse lawns, community gardens, dog play areas, sports courts and picnicking and seating areas.

### City-Wide Needs

The City of San Francisco Department of Recreation and Park has identified a shortage of softball/baseball fields, soccer/multiuse fields and basketball courts city-wide. The addition of new sports fields and courts beyond those required for the future population at The Shipyard & Candlestick Point Phase II will help to reduce the city-wide shortage. Specifically, the 80+ acre Sport Field Complex adjacent to the proposed 49ers Stadium will contain baseball/softball, soccer/multiuse and volleyball courts and will serve everyday city and neighborhood use and become regional destination for intramural and youth sporting events.

### State Parks Mission

The mission of the California Department of Parks and Recreation is to provide for the health, inspiration and education of the people of California by helping to preserve the State's extraordinary biological diversity, protecting its most valued natural and cultural resources and creating opportunities for high-quality outdoor recreation.

The Candlestick Point State Recreation Area (State Parks) offers a program distinctly different from that of the typical city and neighborhood



parcs. Focusing on the experience of San Francisco Bay and its ecology, the recreational opportunities this setting offers and the Park’s status as the first urban State Park in California, this park will be a unique state-wide resource.

Program at the State Park will focus on public enjoyment of the waterfront – picnicking, hiking, kayaking, windsurfing and fishing. Furthermore the State Parks will inspire respect for the environment through habitat enhancement, ecological design integration with the ‘urban ecosystem’ and environmental education.

**Site-Specific Opportunities**

The historic Hunters Point Shipyard site offers dramatic waterfront spaces – dry docks, piers and the landmark re-gunning crane. Here the industrial-scale at the water’s edge inspires a unique program of active urban recreation. The pier beneath the re-gunning crane will host an extreme sports park offering activities such as skateboarding, rollerblading, bmx-style biking and rock climbing. The existing slips may be reutilized as marinas for sailing and boating centers. Celebrating the site’s important history, a cultural heritage and maritime park will be central to the neighborhood. An urban waterfront promenade will connect these spaces, with broad decks and lawns for seating and lounging and opportunities for public art and sculpture.

**Connections to Existing, Off-site Parks & Open Spaces**

Three park systems interface with the Shipyard & Candlestick Point parks system. At Candlestick Point, the Bayview Hill park connection is primarily a visual one. Bayview Hill reaches roughly 450’ above sea level, offering a dynamic and dramatic presence from most everywhere on site. In some instances, street geometry has been aligned so as to emphasize the view to the Hill.

At the Shipyard, connections will be created with both the Hilltop park system and India Basin Shoreline Park. The Hilltop park extends to the northern side of building 101, and the top of the Park Street, creating a direct linkage to the Waterfront Promenade and Artists’ Plaza. The Northside Park will connect directly with the India Basin Shoreline Park.

## 5.3.4 Parks, Open Space & Recreation Facilities

### a. State Park

#### Candlestick Point State Recreation Area

Upgrades to the Candlestick Point State Recreation area will support the State Park's goals of preserving and protecting the environment while encouraging urban dwellers to experience nature at the bay edge and providing opportunities for place-based outdoor recreation. With a seamless design approach, the park's existing well-used areas will be revitalized and new undeveloped bay edge parklands will be developed.

The park improvements will finally complete the original vision of Candlestick State Recreation Area – to bring the values of the State Park system to the city, to provide recreational and cultural facilities and to connect urban dwellers with the natural environment. Furthermore, the State Park is poised to be one of the state's finest urban waterfront parks, at the forefront of urban ecological design, managing urban storm water while creating habitat and providing environmental education.

An extensive trail network, including the San Francisco Bay Trail will link areas within the park with the adjacent urban neighborhoods and the waterfront. Park visitors will enjoy open lawns and meadows, picnic areas, interpretive exhibits, outdoor classrooms and community gardens. Overlooks, fishing piers, wetlands boardwalks, beaches and windsurf and kayak launches invite visitors to the water's edge.

The State Parks design will feature a simple, sensitive and expressive palette of landscape materials to allow the park to grow over incrementally over time. Native grasslands, meadows, wooded groves and more formal 'eco-gardens' will provide a system for choreographing the landscape experience. Landforms and windbreak plantings will structure the experience of place, framing views of the water and offering refuge from wind and fog. Though identifiable as a State Park, distinct from the other city waterfront parks, the State Park has a strong role in the overall park network, linking and connecting with a variety of other city, neighborhood and community parks.

The 157-acre State Park is divided into many smaller sub-areas, described below.

#### The Last Port and The Point

The landscape of the Last Port and The Point will be revitalized with improvements focused on pedestrian circulation, safety and wayfinding; intensifying areas for increased use; improving the overall park aesthetics and landscape ecology; and reconnecting visitors to the bay shoreline. Native grasslands and shorelines will be restored and stabilized, providing areas for strolling, picnics, kite flying, fishing and direct access to the bay for swimming, kayaking and windsurfing.



### The Last Rubble

As the Last Rubble Area will be located adjacent to a substantial urban population, this area will be transformed into a new center for the State Park, with a wide variety of program elements.

This area offers the greatest integration of urban and naturalized open spaces anywhere in the open space system and will be a strong visual gateway to the parks and the bay. The park ranger station/visitor’s center will be located here as well as the “Great Meadow” lawn for passive activities. The bio-filtration pond will also be a central feature of the Last Rubble area, cleansing storm-water, providing habitat and contributing to environmental education.





### Grasslands Ecology Park at Hunters Point

The State Park lands will be extended beyond Yosemite Slough to incorporate the southern shoreline of Hunters Point at Parcel E. This area will contain native Eco-Gardens, passive lawns, native grasslands, windbreak groves and landforms offering views of the bay and shoreline habitats. This zone of the State Park provides a strong natural environment and habitat focus, a contrast with the other more intensely programmed urban areas along the Hunters Point waterfront.





### b. Destination Parks

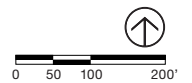
Destination parks serve not only neighborhood users, but attract visitors from throughout the City and beyond. Though they may offer some of the amenities of neighborhood parks (multi-use lawns, picnic areas, play areas, gardens), destination parks are generally larger in scale and contain unique attractions and special features.

#### Heritage Park

Heritage Park honors the history of the Hunters Point Shipyard and the people who worked there. Interpretive elements and possibly a museum will describe the rich history of the shipyard and its role in the Hunters Point/Bayview community. The design of this park will retain and reuse historic resources and materials as much as possible, preserving the spirit and essence of the place, a modern design with industrial character. For example, the ground plane will feature existing and reused and recycled pavement preventing waste. Utilizing existing rails, a series of hand cars may activate the site along the margins of the dry docks. Play areas will be interpretive and educational in nature. Areas of open lawn that will provide the opportunity for visitors to experience the grand scale of the shipyards dry docks, which are a central feature of the park.



## Heritage Park Plan

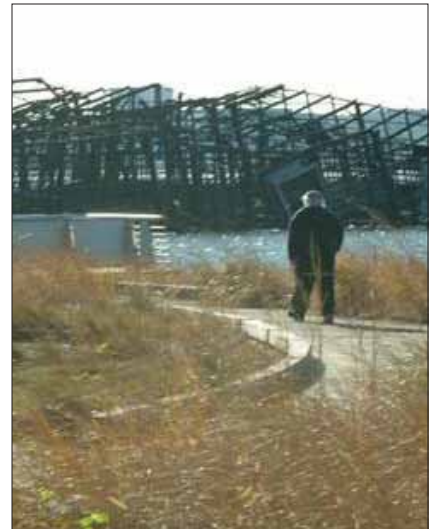


- |                                      |  |
|--------------------------------------|--|
| ① Historic Building / Visitor Center | ⑩ Lawn with hand pump cars                           |
| ② Water Feature                      | ⑪ Seating Plinth Lounging Terrace                    |
| ③ Kiosk / Pavilion                   | ⑫ Monolithic Timber Platforms                        |
| ④ Grassland                          | ⑬ Interpretive Plaza                                 |
| ⑤ Tree Bosque with Seating           | ⑭ Entry Signage Pylon                                |
| ⑥ Multi-use event area               | ⑮ Sculptural Landform                                |
| ⑦ Monolithic Tidal Steps             | ⑯ Playground   |
| ⑧ Stadium Seating                    | ⑰ Tree Bosque in Recycled Concrete and Gravel Paving |
| ⑨ Lawn with seating plinths          |  |



### Hunters Point Waterfront Promenade

This once industrial waterfront becomes a sequential landscape of interpretive outdoor urban rooms. Industrial artifacts along the promenade provide evidence of the historic qualities of the industrial waterfront and will be incorporated into tree bosques, seating areas, lawn panels, artworks and interpretive grassland gardens.



### Other Destination Parks

Other destination parks include:

- State Park – described in section a.
- Sports Field Complex – described in section d.
- Active Urban Recreation Area – described in section d.

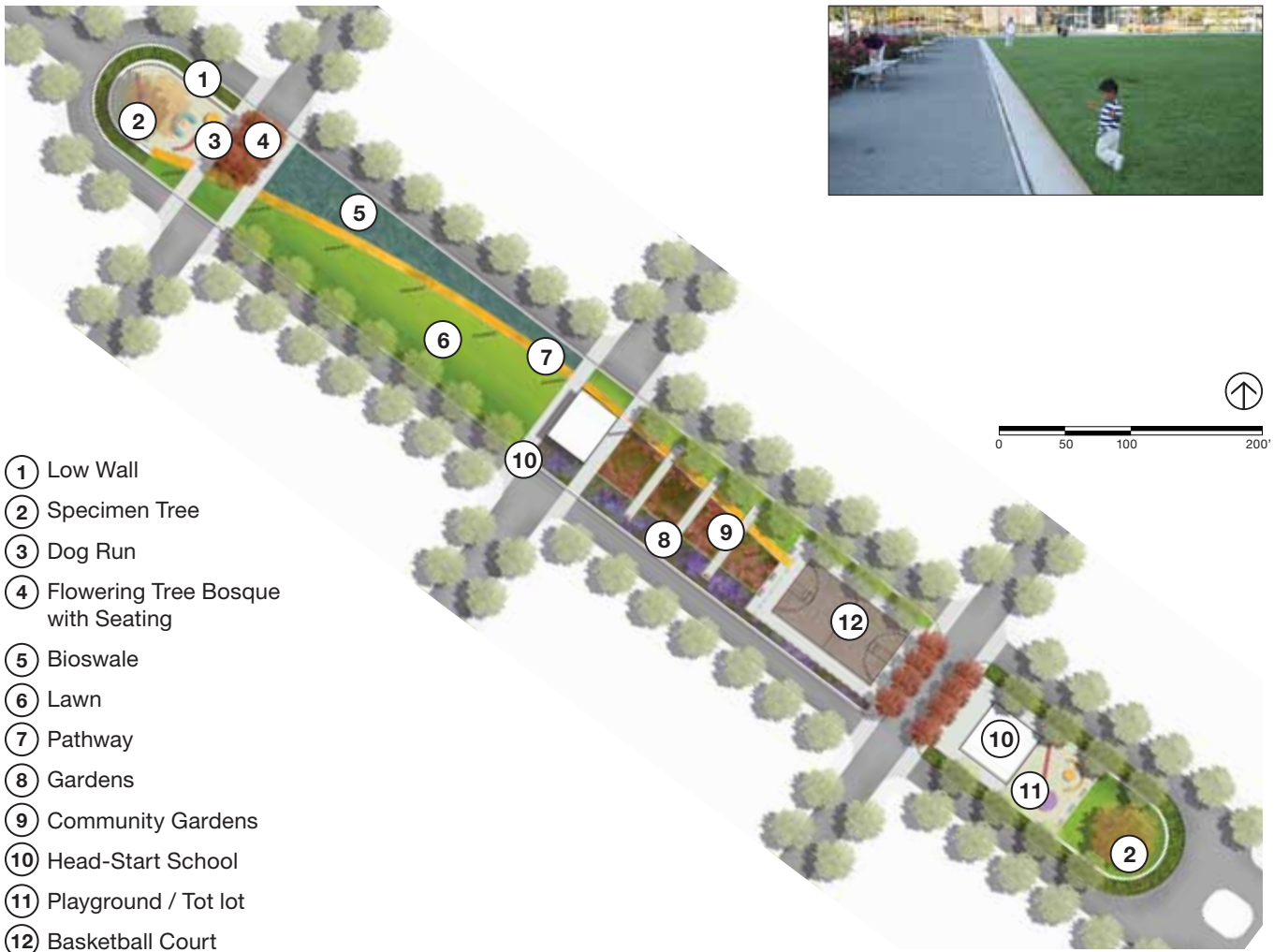


### c. Neighborhood Parks

Neighborhood parks are generally smaller in scale than destination parks and are more specifically designed to serve the daily needs of the surrounding neighborhood. Neighborhood parks offer a mix of active and passive areas such as open lawns, playground and tot lots, dog runs, community gardens, game courts and environmental education opportunities. Examples of these parks are: Alice Griffith Park, Candlestick Point Neighborhood Park and Hunters Point North side Park.

#### Alice Griffith Neighborhood Park

Alice Griffith Neighborhood Park serves as the commons for the new Alice Griffith neighborhood. The park offers a mix of active and passive areas including open lawn, play areas, a dog run, community gardens, a shade pavilion with barbeques and picnic tables, a basketball court and a bioswale storm-water garden. A head start school anchors the southeast end of the park.



- ① Low Wall
- ② Specimen Tree
- ③ Dog Run
- ④ Flowering Tree Bosque with Seating
- ⑤ Bioswale
- ⑥ Lawn
- ⑦ Pathway
- ⑧ Gardens
- ⑨ Community Gardens
- ⑩ Head-Start School
- ⑪ Playground / Tot lot
- ⑫ Basketball Court



### Candlestick Point Neighborhood Park

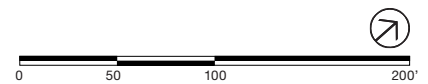
Candlestick Point Neighborhood Park offers a mix of active and passive areas including open lawn, playground/tot lot, gardens, seating areas and volleyball and basketball courts.



## Candlestick Point Neighborhood Park Plan



- ① Open Passive Lawn
- ② Bioswale
- ③ Playground
- ④ Dog Run
- ⑤ Shade Pavilion
- ⑥ Volleyball Courts
- ⑦ Basketball Courts
- ⑧ Monolithic Wood Seating Plinths
- ⑨ Community Gardens
- ⑩ Seating Terrace under Tree Bosques
- ⑪ Perimeter Garden
- ⑫ Native Planting in Median with Path
- ⑬ Park Entry Pylon on Each Corner





### Bayview Gardens/Wedge Park

The Bayview Gardens/Wedge Park is “Central Park” for the urban development of Candlestick Point providing dramatic views of Hunters Point and the Bay. Within the park are large ecological gardens that bridge the city and state parks. This park includes virtually all of the passive programs found elsewhere in the open space system however here they are condensed in a smaller area and delivered to the heart of the community. Specific emphasis here is placed on signature forms and landscape expressions. Within these forms are ecological gardens, a plaza, reflecting ponds, shade pavilions, a dog run, tot lot, passive lawn areas and a bioswale storm-water garden.



## Bayview Gardens / Wedge Park Plan





### The Mini-Wedge Park

The Mini-Wedge Park serves as a primary connector between the urban core of the new Candlestick Point and the State Park beach area. Programmatic elements include a playground/ tot lot, dog run, shade pavilion and open lawns with views to the bay. This park also serves as a critical environmental feature, intercepting and cleansing urban storm-water runoff before it enters the state park.



## Mini Wedge Park Plan



- ① Bioswale
- ② Shade Structure
- ③ Tot Lot
- ④ Dog Run
- ⑤ Eco-Garden
- ⑥ Lawn
- ⑦ Parking Lot
- ⑧ Beach
- ⑨ Restroom
- ⑩ Grassland
- ⑪ Signage Pylon
- ⑫ State Park



### Northside Community Park

The Northside Community Park, located on the north shore of Hunters Point, provides a full suite of passive and active uses. Basketball and volleyball courts surround a picnic shade pavilion on the upper terrace of the park. The picnic areas present visitors with distant views of downtown San Francisco. Open lawns and soccer field are located on the lower terrace of the park. A large storm-water bio-filtration pond provides a unique water feature providing habitat enhancements and environmental education opportunities. Additional program elements include play areas/tot lots, a dog run, community gardens and a restroom facility.

The shelters at Northside Park are located in two centralized locations: in the middle of the active recreation area and at the Baytrail knuckle that connects the African Marketplace, amphitheater, and dog park. These open air structures have a thin profile Green Roof, providing refuge from rain, sun, and wind. They also provide a place for organized family picnics.



## Northside Community Park Plan



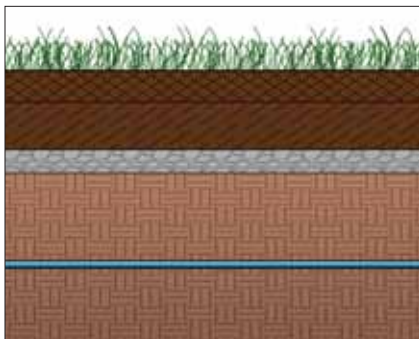
- |                                       |                                |
|---------------------------------------|--------------------------------|
| ① Overlook Terrace with Lounge Chairs | ⑫ Dog Run                      |
| ② Community Gardens                   | ⑬ Overlook Deck                |
| ③ Seating Terrace                     | ⑭ Dog Park                     |
| ④ Basketball Courts                   | ⑮ Boardwalk                    |
| ⑤ Volleyball Courts                   | ⑯ Naturalized Shoreline        |
| ⑥ BBQ Picnic Shade Pavilion           | ⑰ City View Cafe               |
| ⑦ Spectator Lawn Steps                | ⑱ Information Kiosk / Pavilion |
| ⑧ Soccer Field                        | ⑲ Storage Pavilion             |
| ⑨ Restroom                            | ⑳ Terraced Planting            |
| ⑩ Playground                          | ㉑ Amphitheater                 |
| ⑪ African Market                      |                                |



**d. Active Recreation & Sports Fields**

**Sports field Complex**

The Sports Field Complex will serve the needs of the local community as well as attract users from throughout the region, hosting youth sporting events. This large facility will include a variety of soccer/football, baseball and volleyball fields, as well as batting cages, warm-up fields, a field house, restrooms and food concessions. The critical mass of the fields in combination with the adjacent Active Urban Recreation Area, waterfront parks, trails, picnic and barbeque areas and other leisure offerings make this an ideal sporting complex. In the Stadium Alternative, the grass sport fields will be designed to support parking and tailgating for 49ers fans on game days. The ‘dual-use’ of this area is an efficient and ecologically preferable use of land, eliminating the need for scores of acres dedicated to asphalt parking. It is living grass in which the soil sub-grade and planting soil are specifically designed to support vehicular loads while promoting healthy grass. Fiber reinforced turf is commonly used to stabilize both professional and amateur football, soccer, and baseball fields, equestrian race tracks, and golf course greens.



### Other Recreational Facilities

In addition to the organized sport facilities, the open space system allows for access to other recreational opportunities. Most of these are accessed through the state park and include windsurfing and kayak launches, fishing from piers and waterfront overlooks, exercise course and bicycling along the 9 miles of additional bay trail. Also proposed at Hunters Point for development by a concessionaire is a waterfront extreme sports park adjacent to the Sports Field Complex. The extreme sports park would potentially offer such activities as rock climbing, a skate board complex and bungee jumping.



### Community Recreational Facilities

A balance of active and passive recreation in neighborhood parks is critical for attracting diverse users from the neighborhood. The Candlestick Point and Hunters Point neighborhood parks are specifically designed with the needs of their neighborhoods. Active sport recreational programming for these parks is based on park size in combination of other active and passive park programming. Selective neighborhood parks include active recreational sport courts and fields such as basketball, volleyball and soccer.





**e. Yosemite Slough Bridge**

The Slough Bridge is a conceptual design, for a BRT transitway, an open space amenity, and a green roadway that will only be used for vehicular traffic on 49ers game days. The auto lanes have plantings in the middle, which will offer a green boardwalk during non game day times. On game days, the auto lanes will be closed to pedestrians, mowed, and used by cars. The BRT will run across the bridge year round, and is critical to linking the Candlestick and Hunters Point development areas with each other and the regional transportation system.

The low-profile bridge would be integrated into the open space on either side of the Slough, encouraging visitors to experience the Slough and the Bay in a way not possible from land. Such a bridge will offer residents of the entire Bayview an iconic symbol and community amenity, with piers and lookouts to lookout over the bay and watch the wildlife. The conceptual design is still under revision.



A garden & transitway OR



A road & transitway





### f. Community Facilities

Community, institutional and civic facilities will be provided at the core of the neighborhoods so that they reinforce their character and provide a focus of activity. These facilities may include fire, police, health, day-care, places of worship, senior’s center, library, recreation center, community center, performance center and neighborhood-serving shops.

At Candlestick Point, community facilities will be distributed throughout the community. They will be incorporated into proposed building sites, primarily at street level so that they contribute to each neighborhood’s identity and enhance activity on the street. At Hunters Point Shipyard, most facilities will be located on the community sites on the west side of Innes Street. This area lies in between the Hillside and the Hunters Point Shipyard neighborhoods, offering convenient access for both.





## 6 Process

The Plan does not represent the entirety of the planning process for the site. Rather, it provides a snapshot of the process to date and vision for the future. As illustrated below a number of planning milestones have been achieved to date.

### Process Milestones

- 1974** Hunters Point Naval Shipyard closed
- 1993** Congress authorizes transfer of Shipyard to County of San Francisco
- 1999** Lennar selected as primary developer for Hunters Point Shipyard
- 2000** Preliminary development concept created for Phase I and initial design of Phase II
- 2007** Infrastructure Phase of Development begins for Phase I
- 2007** Conceptual Framework endorsed by the Mayor of San Francisco and Board of Supervisors
- 2008** Completion of Urban Design, Sustainability, and Transportation Plans
- 2008** Proposition G successfully passes a public vote with overwhelming support (June)
- 2008** *Completion of Financial Term Sheet*
- 2009** *EIR, Disposition and Development Agreement, Design for Development, Final Approval of Board of Supervisors*
- 2009** *Construction Phase II expected to begin*

### 6.1 Policy Context

The Candlestick Point/Hunters Point Shipyard Phase II Concept Plan was guided by the work previously completed by the City and Redevelopment Agency, including the City's General Plan and the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plans.

#### General Plan

The General Plan provides the basic planning framework for all lands within the City and County of San Francisco, including Residence, Commerce and Industry, Recreation and Open Space, Community Facilities, Transportation, Community Safety, Environmental Protection and Urban Design and the Arts elements for the City as a whole. The Plan for The Shipyard & Candlestick Point Phase II is consistent with the General Plan objectives for this area.

### **Bayview Hunters Point And Hunters Point Shipyard Redevelopment Plan**

The Candlestick Point - Hunters Point Shipyard Phase II site lies within two redevelopment areas and is governed by the policies and provisions of the Bayview Hunters Point Redevelopment Plan (2006) and the Hunters Point Shipyard Redevelopment Plan (2000). The Redevelopment Plans provides a vision for new development in the area that eliminates blighting influences and environmental deficiencies while supporting affordable housing, economic development, small businesses, emerging commercial - industrial sectors, public transit service, publicity accessible open space and participation by residents in deciding the future of the area.

Principal objectives for development within the Bayview Hunters Point area include:

**Land Use:** achieve a favorable balance among residential, industrial, commercial and open space uses; stimulate development in under-used and declining areas; enhance physical character; and increase pedestrian-oriented neighborhood commercial and social activities.

**Transportation:** provide adequate transportation services to maintain the economic vitality of Bayview Hunters Point and improve the livability of its residential neighborhoods.

**Housing:** preserve existing housing and homeownership patterns and to promote major growth in new housing at price levels, types of construction and locations that offer maximum choice to a majority of existing Bayview residents.

**Commerce:** improve the vitality of shopping areas and attract commercial investment for the greater convenience of the people who live and work in Bayview.

## 6.2 Implementation & Phasing

Implementation of the Shipyard & Candlestick Point plan is expected to take place over a considerable period of time and it may take more than 20 years to accomplish all the elements envisioned. Estimated phasing is illustrated below, although detailed phasing of development and infrastructure will be guided by the final Urban Design Plan.

CP - HPS PHASE II SUMMARY STATISTICS									
	Residential	Commercial (sq. ft.)							Parks (acres)
Parcel	(Units)	Neighborhood Retail	Regional Retail	Artist's Studio	Office/R&D	Hotel	Arena	TOTAL Commercial	TOTAL Parks
<b>HUNTERS POINT SHIPYARD</b>									
Phase I	1,355	0	0	0	0	0	0	0	168
Phase II	1,145	125,000	0	255,000	800,000	0	0	1,180,000	56.2
Phase III	0	0	0	0	1,200,000	0	0	1,200,000	17.3
<b>Subtotal</b>	<b>2,500</b>	<b>125,000</b>	<b>0</b>	<b>255,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>2,380,000</b>	<b>241.5</b>
<b>CANDLESTICK POINT</b>									
Phase I	1,250	0	0	0	0	0	0	0	25.7
Phase II	2,900	90,000	635,000	0	150,000	150,000	75,000	1,100,000	71.9
Phase III	3,350	35,000	0	0	0	0	0	35,000	0
<b>Subtotal</b>	<b>7,500</b>	<b>125,000</b>	<b>635,000</b>	<b>0</b>	<b>150,000</b>	<b>150,000</b>	<b>75,000</b>	<b>1,135,000</b>	<b>97.6</b>
<b>TOTAL AREA</b>	<b>10,000</b>	<b>250,000</b>	<b>635,000</b>	<b>255,000</b>	<b>2,150,000</b>	<b>150,000</b>	<b>75,000</b>	<b>3,515,000</b>	<b>339.1</b>



Phase I



Phase II



Phase III

## 6.3 Policy Development

### 6.3.1 Design For Development Document

A companion document to the Redevelopment Plan, the Design for Development Document (D4D) provides detailed design standards and guidelines for the The Shipyard & Candlestick Point Phase II project. In combination with the Redevelopment Plan, the D4D Document will supersede the San Francisco Planning Code for this specific area.

### 6.3.2 Plan Amendments

Following public review and approval of this Plan, policy documents will be drafted to situate Shipyard & Candlestick Point Phase II specific policies and development vision within the broader land use regulatory framework of the City and County of San Francisco. Primary will be a Specific Plan that will provide detailed land use, urban design, development and infrastructure policy for the The Shipyard & Candlestick Point Phase II area. As part of the Specific Plan adoption process, the City is expected to prepare amendments to the General Plan to incorporate the new The Shipyard & Candlestick Point Phase II plan.

In addition, the The Shipyard & Candlestick Point Phase II project area is within the Bayview Hunters Point Redevelopment Area and the Hunters Point Shipyard Redevelopment Area. The Redevelopment Plans for these Areas will be updated and provide more detailed guidance on planning objectives and land use designations specific to The Shipyard & Candlestick Point Phase II.

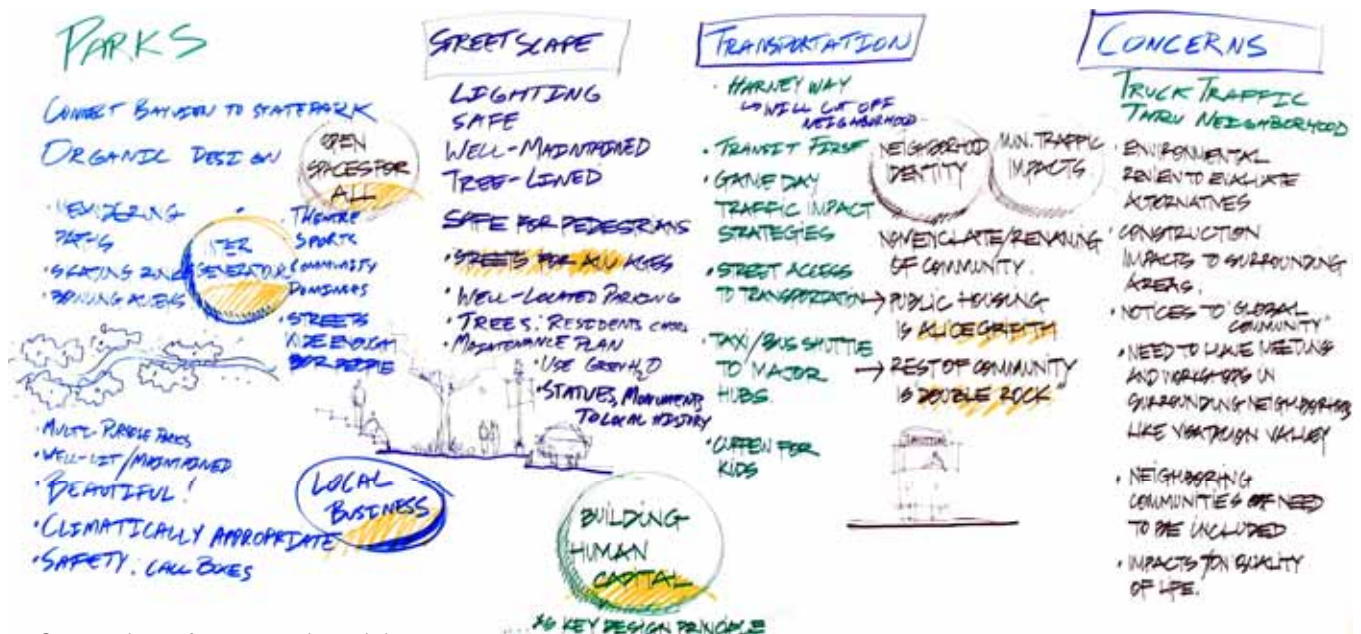
## 6.4 Public Process

Throughout the design process for the Candlestick Point and Hunters Point Shipyard, there has been a sustained and intensive consultation with the local community and the broader public.

Meetings with public departments and committees included: The City Planning Department, San Francisco Redevelopment Agency (SFRA), BVHP Project Area Committee (PAC), HP Shipyard Citizens Advisory Committee (CAC), Board of Supervisors, Department of the Environment, Department of Public Works, SF Municipal Transportation Authority, SF County Transportation Agency, Public Utilities Commission, Department of Parks and Recreation, California State Parks, Neighborhood Parks Council, State Parks Foundation, Alice Griffith public housing residents, Park Recreation and Open Space Advisory Committee (PROSAC), the Bayview Transportation Improvement Project Ad Hoc Community Advisory Committee, the San Francisco Planning and Urban Research Association.

Approximately 80 public meetings with the broader public have informed the development of this plan, including land planning workshops, design charrettes and open houses. A more detailed accounting of the land planning community workshops is contained within the Community Workshop Summary prepared by Moore, Iacofano & Goltsman (MIG Inc.).

Throughout the public participation process, a number of key messages from the community have been heard clearly. These messages have been incorporated into the planning process and have been reflected in this Plan.



Summary issues from community workshop  
- March 15, 2008

Translating the detailed planning vision and urban design framework articulated within this report into a new community on the ground and part of the City will require a number of major implementation steps. Even before the first shovel hits the ground in the new Shipyard & Candlestick Point Phase II community, the planning process will require completion of more detailed design, site planning, infrastructure assessments and financial arrangements. These key next steps will involve a close partnership between Lennar Urban, the City and County of San Francisco and representatives of the Bayview-Hunters Point community.

Throughout the next phases of the planning process described above, Lennar Urban will continue to consult with the public and public agencies to solicit comments on the proposed plan and any supporting documents or plan amendments. This public engagement is critical to ensure the final plan and development of the The Shipyard & Candlestick Point Phase II community is consistent with the public vision and is well integrated with the surrounding communities and the City beyond.

## 6.5 Environmental Impact

Project approval will be informed by a complete Environmental Impact Report (EIR). At the time of writing, a Notice of Preparation has been published and a detailed EIR is underway. The EIR will identify plan alternatives, potential impacts and mitigation and monitoring measures.



# APPENDIX A

## Design Character & Intent

### Table of Contents

- Introduction
- Edges/Connections
- Street Design Principles
- Street Relationships to Buildings
- Street Animation
- Street Frontage
- Climate – Solar Access
- Climate – Wind Mitigation
- View Protection
- Building Height
- Building Form
- Building Base – Residential
- Building Base – Retail
- Building Base – Parking
- Tower - Skyline
- Tower - Location and Height
- Tower - Shadow Studies
- Tower - Form Outdoor Space – Communal
- Outdoor Space – Private
- Family Housing
- Safety

## Introduction

The following pages are a compendium of design ideas that together form a starting point to a more detailed set of design guidelines. They elaborate on some of the key principles by which the public realm & buildings should be designed at Candlestick Point and Hunters Point Shipyard. A future Design for Development (D4D) document will contain more refined and detailed development standards.

The first section focuses on how buildings help shape and activate the public realm and streets. The next section describes the envisioned form of buildings and the private outdoor spaces surrounding them. Finally, the special needs of family housing and safety are described.

Several elements of street and building design described herein are unique to or at least uncommon in San Francisco, and these will create a distinct character to the community.

Landscape setbacks on all residential streets will create a green buffer between the street and the building. This will make for green streets of a character appropriate to the community's edge location within the city.

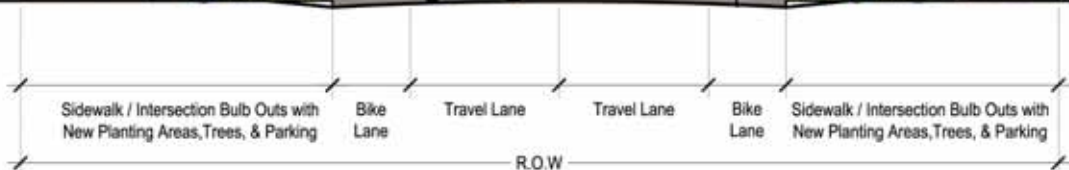
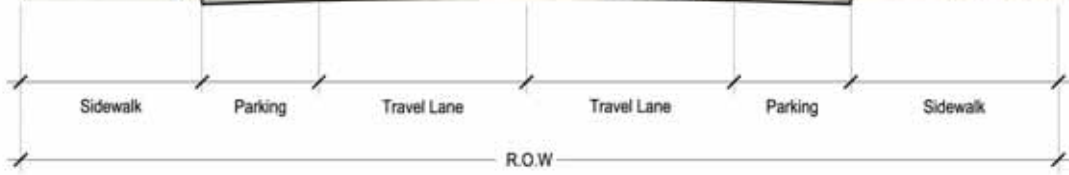
Townhomes will form the base of most buildings, usually as embedded components of parking podiums. This will create a substantial looking building base and place a secondary entrance at the street thereby making it a more animated and safe place.

Other distinctions in building typologies include penthouses that step back, creating a more graceful frontage and allowing more light onto the street; balconies or patios for all residential units; and, a collectively unique look by the fact that the buildings here will be developed in a single, sustainably-focused era, thus creating a collection of contemporary and sustainable buildings.

## Edges/Connections

The character of the edge between the new and old communities is critical to binding them together. Maintain a level of consistency in the following areas:

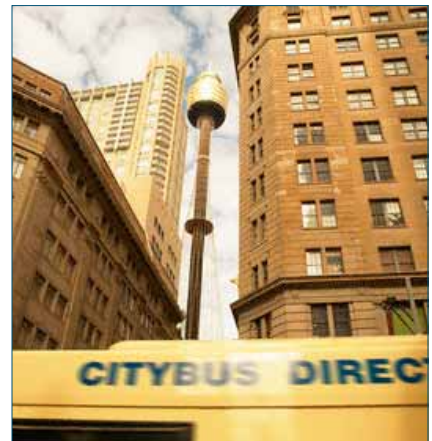
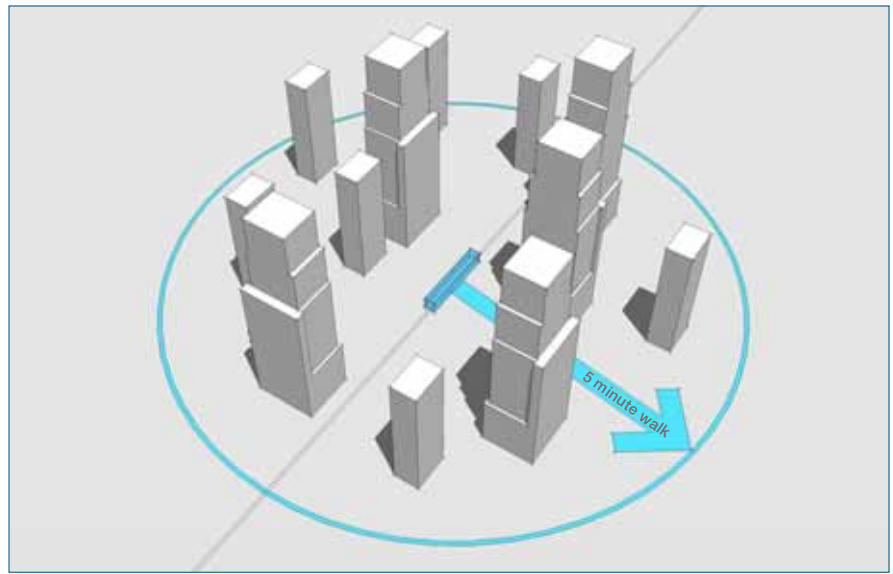
- Continuous streetscape as a common thread between the old & new
- Consistent grain of street and block pattern
- Similar sizes and heights
- Similar of building-to-street interface (i.e. porches, steps, patios, etc)



Palou Ave. – Proposed Streetscape Upgrade

## Transit Access

Cluster highest density within a 5 minute walking radius of transit station.





14th at Market St.

## Street – Design Principles

**Create Great Streets.** Great streets have many definitions, but the best streets are representative of their place and are above all pleasant places to be and travel through. In CP -HPS Phase II, streets will relate to and improve their setting, adding beauty and public activity through thoughtful design, landscaping, activation and accommodation for public activity.



Walter St.

**Streets as Public Spaces.** Located between buildings, streets are very much public spaces. They should be well-furnished, proportional and framed by harmonious street-walks. The goal is to create urban spaces between buildings that comfortably accommodate public life.



Valencia St.

**Hierarchy of Streets and Functions.** Just as a community needs a diversity of neighborhoods, it also needs a diversity of street types. Smaller quiet streets create welcome front doors for residential and pedestrian activity while wider, more active streets accommodate more intensive vehicular traffic and retail activity.



Hayes St.

**Retail High Streets.** In areas where a higher degree of pedestrian activity is desired, the traditional model of the shopping street, with smaller shops providing a rhythm and active, pedestrian-oriented frontage in balance with larger destination retail providing anchors.



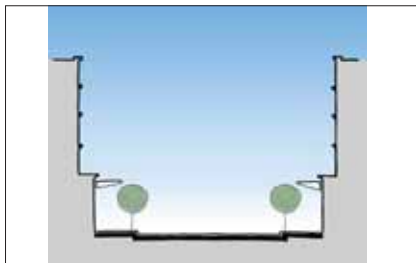
Stoops

**Streets as People Spaces.** The best streets encourage participation - people stopping to talk, sit and watch and taking in what the street has to offer. Streets should be accessible and designed to accommodate people in equal or greater measure as automobiles.

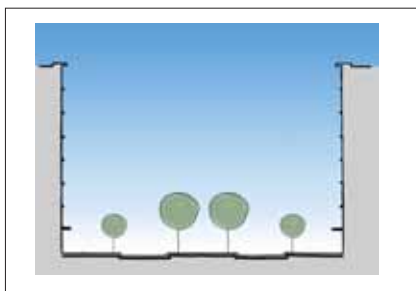
## Streets – Relationship with Buildings

**Frame the street through careful placement and appropriate height to form a consistent and proportional enclosure utilizing these strategies:**

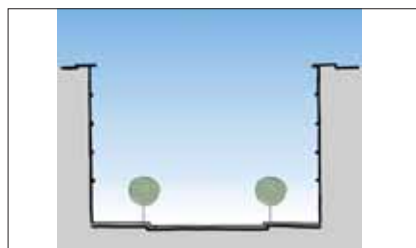
- Buildings aligned with the sidewalk with exceptions for civic and signature buildings.
- Buildings located in close proximity to the sidewalk to create a sense of enclosure and to heighten the pedestrian orientation.
- Buildings designed to enhance the pedestrian experience with ground-level architectural elements designed on a human scale.
- Buildings scaled in proportion to the width and type of the street.
- Taller building elements located and designed to meet the street in a deliberate manner
- Taller buildings are not isolated in space but rather are grounded by a podium base consistent with the Building Base Guidelines



 Retail Street



 Residential with Boulevard



 Residential Side Street



## Street – Animation

**Animate the street by locating active uses along the sidewalk and including articulation, pedestrian amenity, and transparency or texture where appropriate. Achieve animation by using these strategies:**

- Active uses, including retail commercial, restaurants, and live/work, located along primary pedestrian frontages.
- Buildings providing or contributing to a rhythm unique to each street.
- Spaces for urban plazas and landscape elements incorporated into larger building frontages.
- Incorporation of public art into facades and at key building entrances.
- Use of color, banners and pedestrian-oriented signage to provide dynamic elements to the streetscape.
- Use of decorative elements, evocative of local community character and culture.
- Use of vertical setback, landscaping, and entry treatments for private frontages such as residential entries.
- Avoidance of large blank facades, walls, or fences, that deaden streets and sidewalks and discourage pedestrian activity.
- Pedestrian activity encouraged by safe and comfortable sidewalks, pedestrian amenities such as street furniture, and pedestrian-oriented building frontages.



## Street – Frontage

**Buildings should work together to form continuous and pedestrian-friendly streetwalls, with occasional breaks for entries, courtyards, or mid-block lanes.**



### Modulation

Individual expression is encouraged within a modest setback zone for the articulation of building elements.



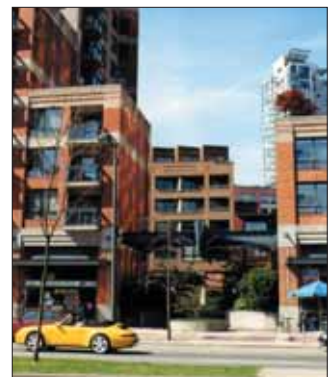
### Corners

Buildings with corners at street intersections have special treatment to accentuate the corner.



### Mid-Block

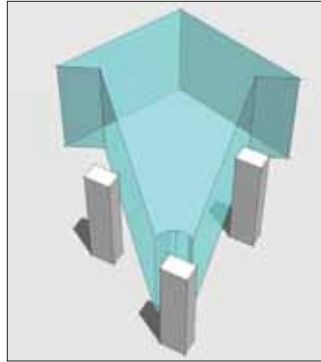
Buildings at mid-block lanes may step back to provide open space pockets.



## View Protection

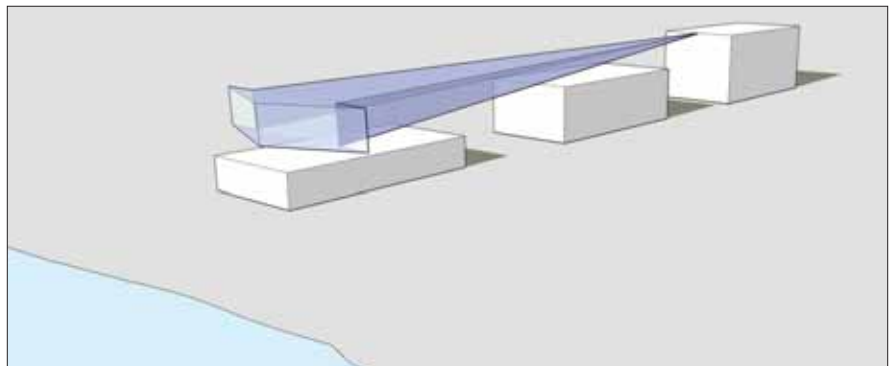
### View Windows

Minimize view blockage by tall buildings from key vantage points.



### Building Terracing

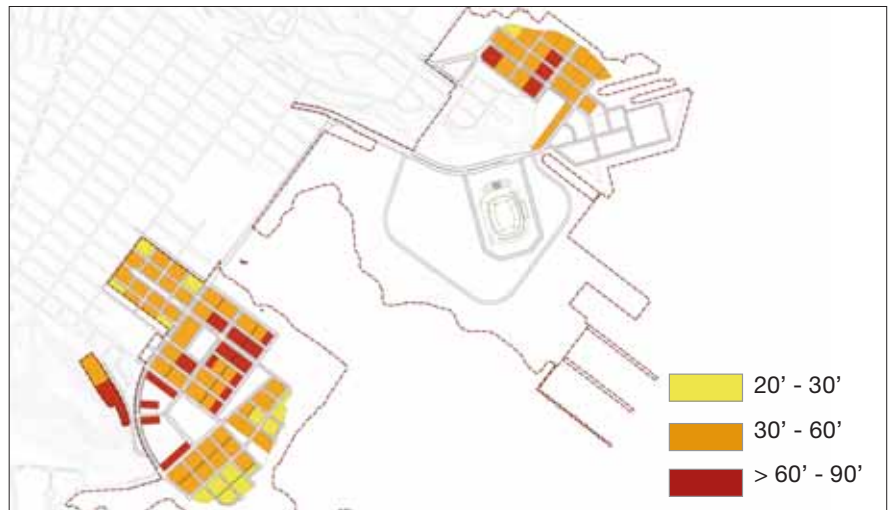
Progressively decrease building heights towards the water's/park's edge in order to protect views for 'inboard' residents.



## Midrise Building Height

**Midrise building heights, both the podium base and taller elements, relate to their location and the character and geometry of the street. Although heights along the streetwall will be coordinated, a variety of taller building elements are encouraged.**

- Above the podium, a range of building heights is encouraged, as is typical in high density San Francisco neighborhoods.
- Approximate streetwall height is based on a relationship to street width with wider streets accommodating taller podiums.
- Building heights generally decrease near the waterfront and step up towards the centers of the community.
- Cornice heights consistent along the streetwall or horizontal elements used to give the impression of a consistent cornice height.
- Podium heights may be increased at corners to punctuate the blocks.



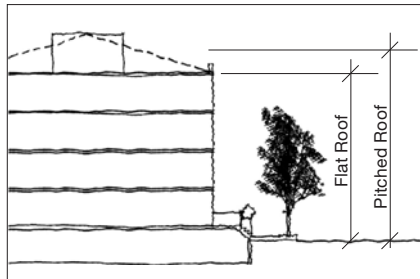
Midrise Building heights (see "Tower Height" section for tower details)

### Flat Site

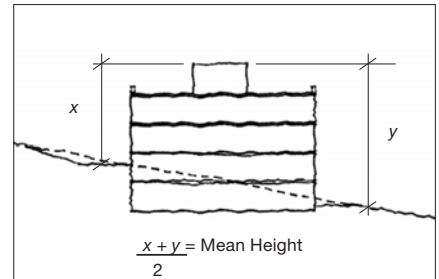
- Flat Roof: Building height is calculated from sidewalk level to the top of the roof, excluding utilities protrusions and parapets
- Pitched Roof: Building height is calculated from sidewalk level to the middle of the pitched roof

### Sloped Site

- Sloped Site: Building height is calculated by determining the mean height of the building



Height Calculation – Flat Site



Height Calculation – Sloped Site

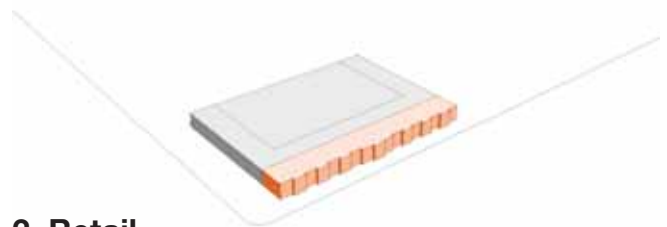
## Strong Base

Create a strong podium base that animates the street by incorporating retail shops, townhomes and/or residential flats.



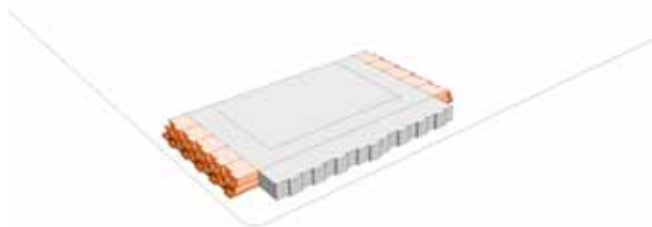
### 1. Parking

One or several floors.



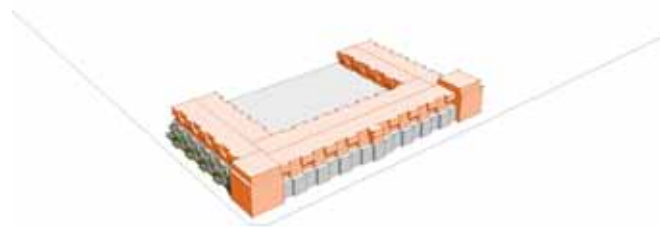
### 2. Retail

Added to edge of podium on 'high' streets.



### 3. Townhomes

Added to edge of podium on residential streets.



### 4. Apartments

Added to top of podium, utilizing podium roof for private landscape zone.



### 5. Tower

Set back from podium where reinforcement of pedestrian scale is desired; pulled down to street where the tower is desired to be a landmark.



## Building Form

Individual elements of building should be expressed by way of such treatments as projections, setbacks, materials and colors.

1. Base expressed by heavier material
2. Entry articulated with vertical element
3. Units expressed by modulated building face
4. Slab defines floor separation
5. Balconies defined by vertical elements
6. Top expressed by lighter materials & setback

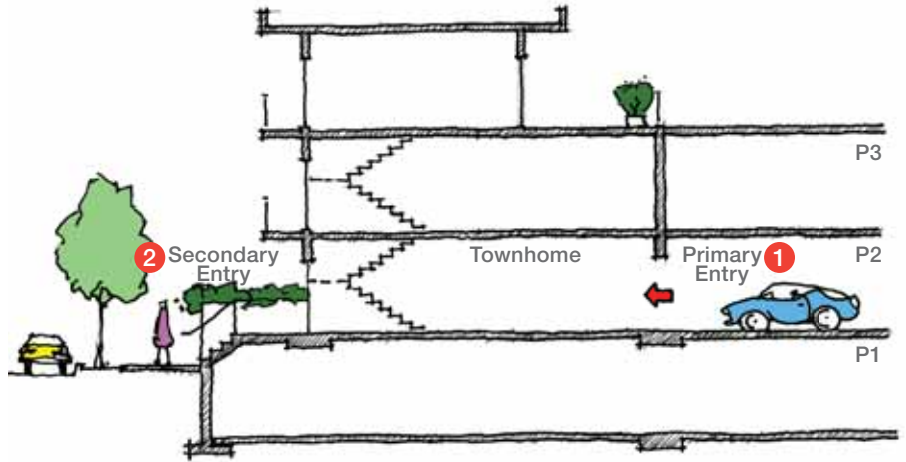


## Building Base – Residential

Wrap the podium with liner townhomes that have an elevated street-facing secondary entrance with associated patio/stoop.

### RESIDENTIAL ENTRANCES

1. Primary entry at corridor or parking
2. Secondary entry at patio/stoop



### TOWNHOME ELEMENTS

1. Stepback distinguishes base
2. Townhome is two floors
3. Substantial material 'grounds' the building
4. Patio/Stoop creates a secondary entrance & promotes 'eyes on the street'
5. Raised height and plantings enhance privacy and creates a greener street





## Building Base – Retail

### Storefronts

On retail facades, individual store frontages not exceeding 20 feet in width are encouraged. Where a large tenancy is anticipated, the primary entry should be located on the street, with the remainder of its area concealed behind smaller frontages without creating an internal “mall”.

Display windows and individualized tenant design should be used to enhance pedestrian interest. Variety and design excellence in retail storefront design is encouraged.

### Awnings and Canopies

Continuous canopies should be provided along pedestrian streets particularly in areas containing retail shops.

In addition, sun protection features are encouraged at residential entries, as well as in outdoor areas where the public might congregate and where seating is provided, including parks and plazas. This could consist of gazebos, overhead trellises and arbors.

Canopies and awnings should be designed to be compatible with, and complimentary, to the building architecture. Permanent materials are preferred to vinyl or fabric and consideration should be given to integrating signage and lighting.



### Building Lighting

Lighting should be installed on buildings and integrated into the architectural design. Building exteriors should be creatively illuminated to enhance the architecture and provide light for adjacent pedestrian areas.

### Flags and Banners

Use of flags and banners is encouraged to soften building faces, help create and define areas of special character, maintain human scale and animate the street.



## Building Base – Parking

### Concealment

Ground level parking should be concealed by wrapping into its street-facing perimeter active ground floor uses such as retail or residential.



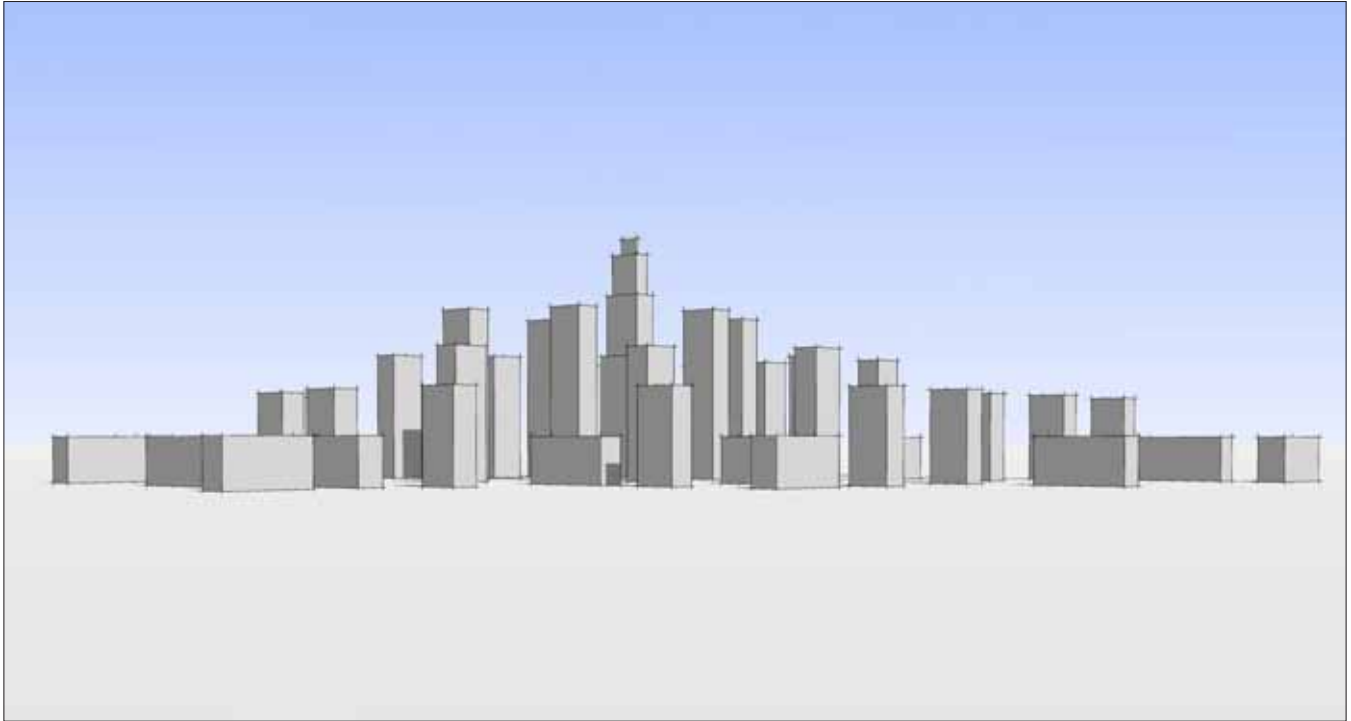
### Access

Access to parking should be from lanes and local streets. Entrance should be concealed by building and landscape elements.



## Tower – Skyline Shaping

**Towers should be clustered to create a focus of intensity within the community. The tallest towers should be near its center.**



## Tower – Location and Height

The location and maximum heights of tower parcels as indicated on the map below have been determined according to key criteria.

### Criteria

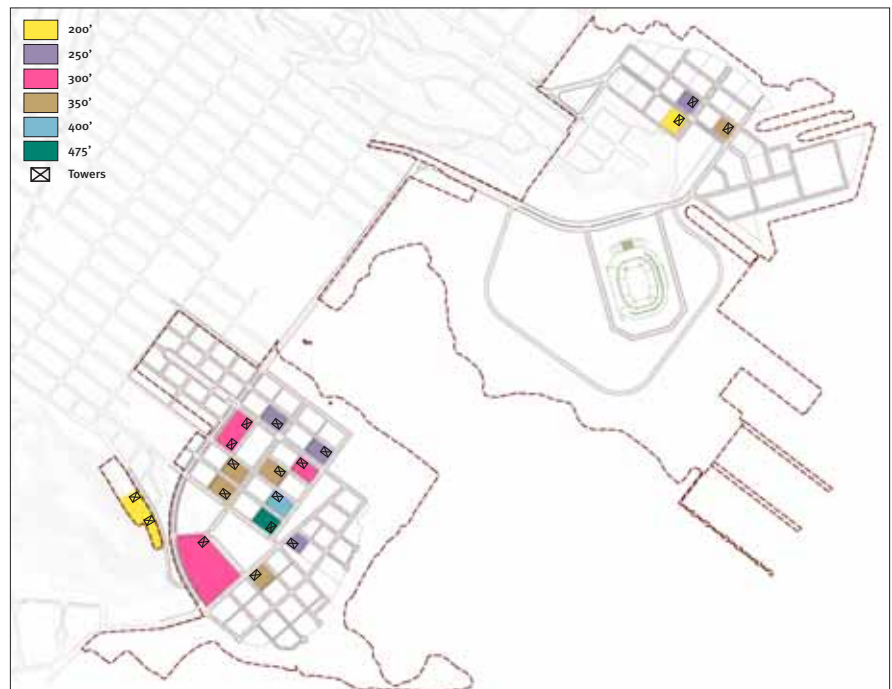
- View protection – from key external locations including Potrero Hill, Bernal Heights Hill, Highway 101, 3rd Street & Evans and from internal site locations looking out towards the bay
- Skyline shaping – the composition of all towers into a pyramidal form
- Shadow protection – tower shadows should not impact important public outdoor spaces
- Wind mitigation – avoid wind impacts by utilizing design criteria from wind study
- Signature towers – key gateway locations should have taller, more distinct profiles
- View framing – important views and open spaces should be framed and shaped by towers, particularly as gateway elements

### Measurement

The maximum height of towers is to be measured from the street grade to the roof of the highest occupied floor.

### Tower Top

Mechanical and architectural elements that are not occupied may extend above the top occupied floor by a maximum of thirty (30) feet. The average cross section area must not exceed two-third's that of the top occupied floor.

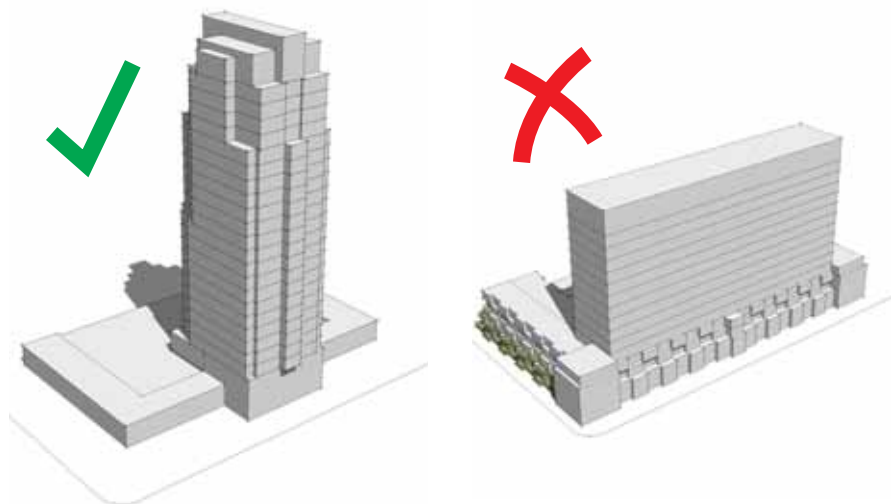




### Tower – Form

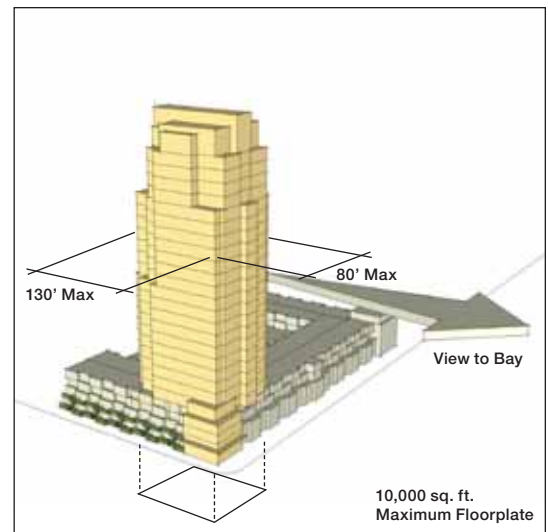
**Towers should be slender, maximizing views and limiting visual impact by way of smaller, articulated floorplates and use of light materials and transparency.**

- Towers have slim proportioning and a small floorplate area of 8,000-10,000 square feet.
- Massing is articulated to avoid large monolithic blocks
- Employ large degrees of transparency through the use of glass
- Use of distinctive architectural roof treatments
- Sufficient spacing provided between towers to provide light, air and views.
- Towers oriented parallel to view corridors



Towers above the podium, and in all cases above 50 feet, are to be slender in order to protect views to the bay and to accentuate their vertical proportions.

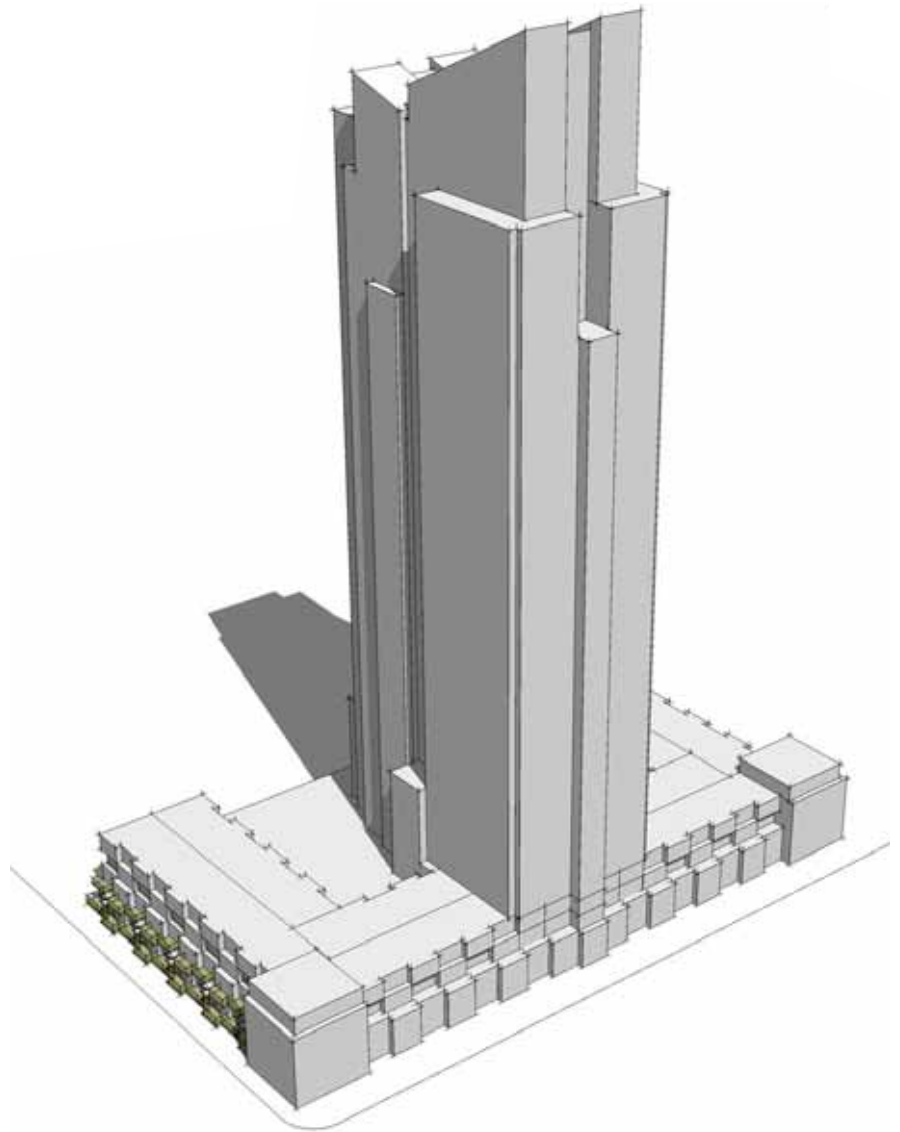
Beyond a maximum of 50 feet above the street, the floor plate must not exceed 80 feet on the dimension facing the bay and 130 feet in the other. The maximum floor plate size must not exceed 10,000 square feet.





## Signature Towers

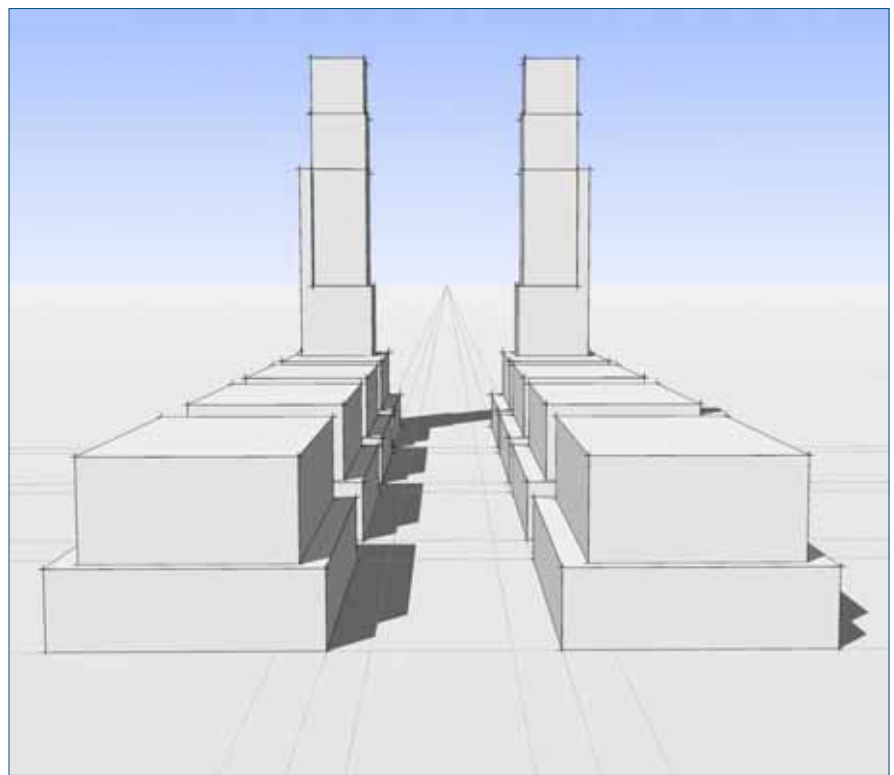
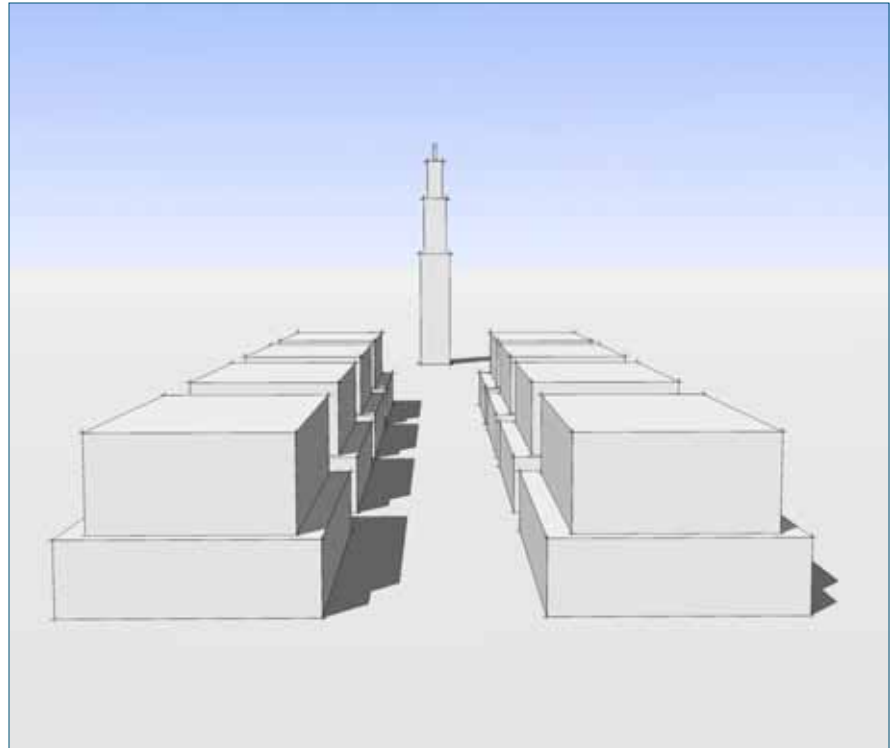
Situate a few higher “signature towers” that contribute to and reinforce the skyline by their additional height and distinctive tops. The balance of the towers can be simpler.





## View Anchor and Frame

Anchor and frame key views and vistas.



## Climate – Wind Mitigation

Streets, blocks and buildings should be oriented to minimize the adverse effects of prevailing winds.

### Streets and Blocks

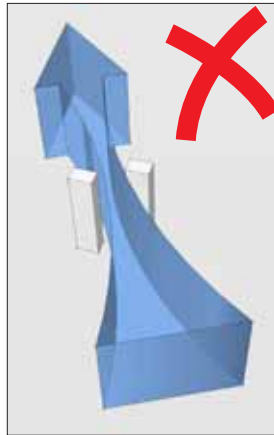


Street and block pattern oriented at 45° to prevailing winds at Candlestick Point

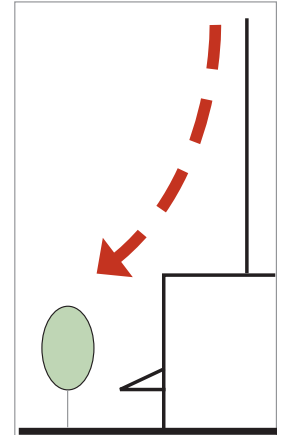
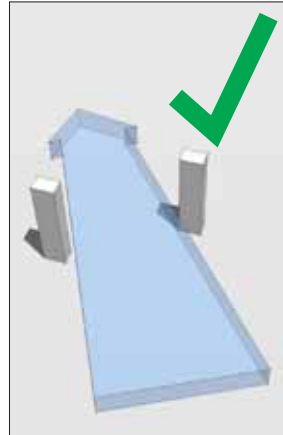


Street and block pattern oriented at 45° to prevailing winds at Hunters Point

### Buildings



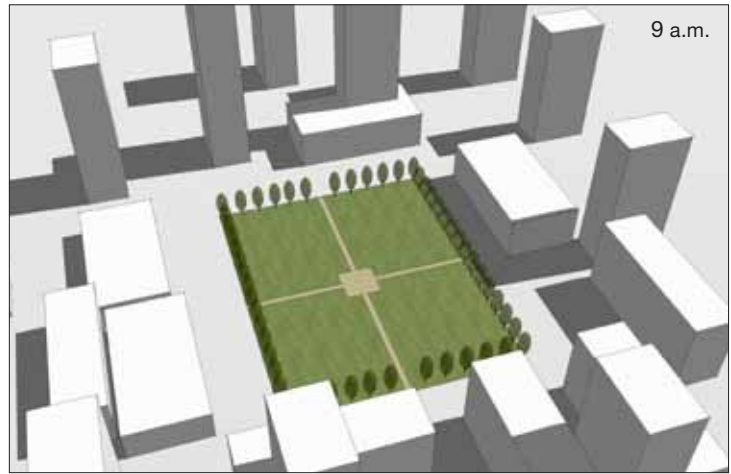
Minimize wind tunneling with sufficient space between towers



On windward sites set tower back on podium to deflect downdrafts

## Climate – Solar Access

Buildings should be located where their shadow impact is minimized. Towers and mid-rise buildings should be on the northern side of important public parks and streets.



### Shadow Study, June 21st – Candlestick Point



12 pm



2 pm



4 pm

Shadow Study, March/September 21st – Candlestick Point



12 pm



2 pm



4 pm

### Shadow Study, June 21st – HP Shipyards



12 pm



2 pm



4 pm

**Shadow Study, March/September 21st – HP Shipyards**



12 pm



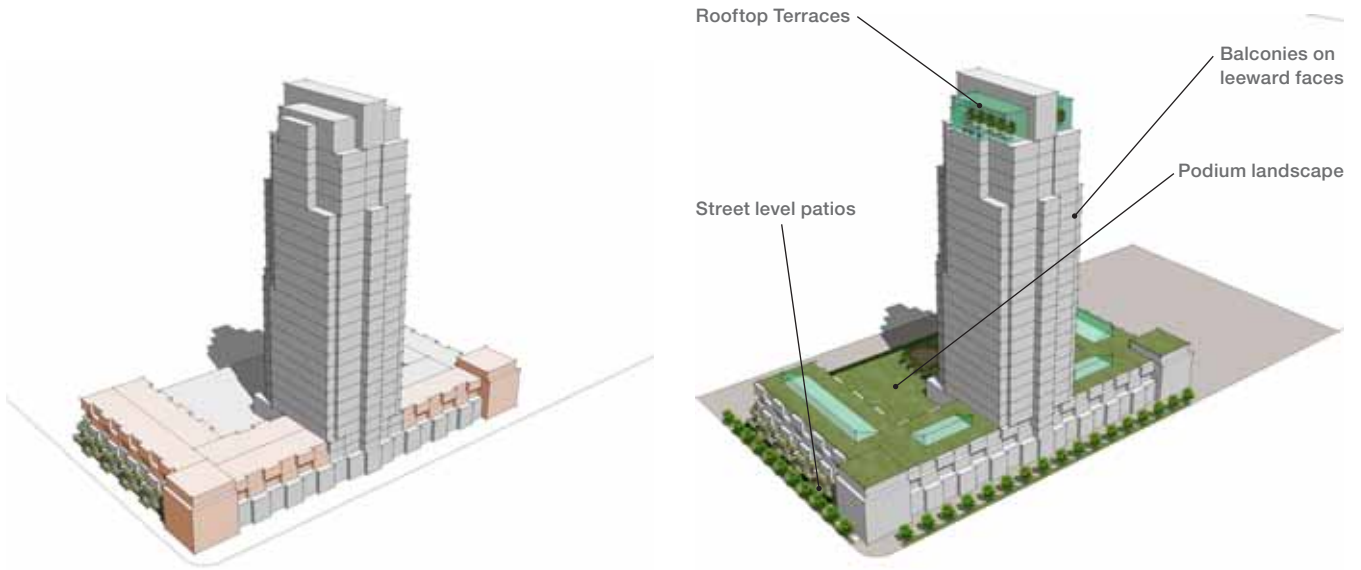
2 pm



4 pm

## Outdoor Living

Incorporate outdoor living spaces, extensive balconies and podium green/open amenity space.



## Outdoor Space – Common Private

**Common private outdoors spaces should be easily accessible and extensions of indoor amenity/ community rooms.**

- Orient to maximize solar access and views
- Create interesting patterns to be viewed from above
- Variety of spaces from semi-private to larger gathering

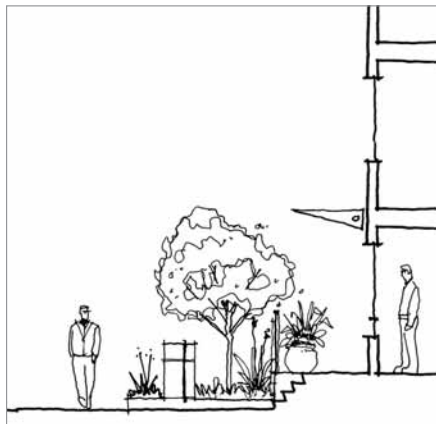


## Outdoor Space – Private

**Incorporate private outdoor living spaces for each home in the form of patios or balconies.**

### Patios & Terraces

Orient towards view & sun and away from noise or unsightly views wherever possible. Where a patio faces street it should be slightly elevated and screened by vegetation or walls for privacy. Make large enough to accommodate outdoor dining.



### Balconies

Balconies should be oriented towards views and sun, and away from noise or unsightly views wherever possible. Make large enough to accommodate outdoor dining.



## Family Housing

**Accommodate families through well-planned building types, locations, and amenities.**

- Locate housing within walking distance of essential services and/or close to public transit
- Provide an adequate number of family units within a building block to give children peers to play with
- Locate family units so they overlook common areas and recreational amenities
- Provide adequately sized and appropriately programmed open space
- Provide private outdoor open space adjacent to each unit for its exclusive use
- Home layout and size should be appropriate for families and provide adequate privacy
- Provide sufficient bulk storage within each unit or within easy access of a common storage area



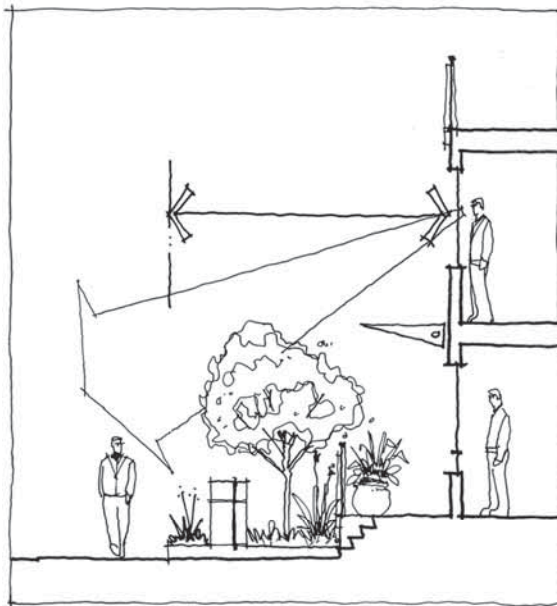
## Safety

**Make buildings and public spaces safe and secure for residents, workers and visitors by ensuring natural surveillance and clear, legible boundaries and pathways.**

Employ CPTED principles in order to eliminate or reduce criminal behavior and encourage people to “keep an eye out” for each other. CPTED strategies are guidelines which, when properly applied, can reduce the fear and incidence of crime and improve the quality of life. There are four overlapping strategies that will be employed to create a safe, comfortable neighborhood. These are:

- Natural Surveillance
- Territorial Reinforcement
- Natural Access Control
- Target Hardening

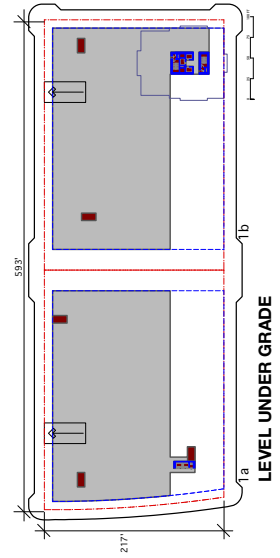
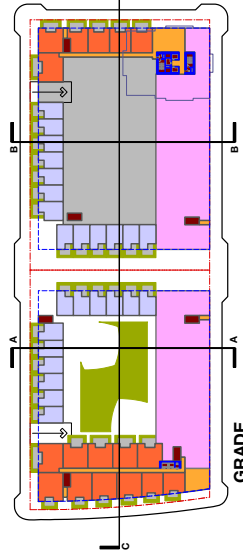
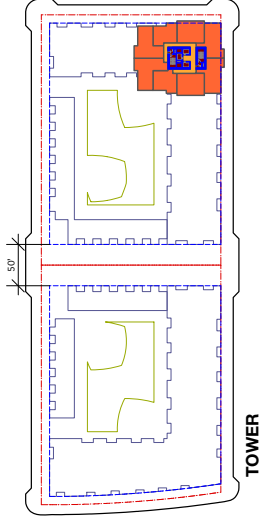
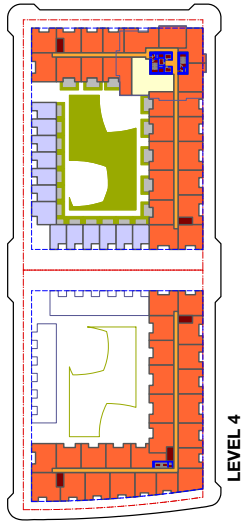
Employ ‘eyes on the street’ principles to ensure that many residents have visual access to the street. This is accomplished by locating doors and windows to face the street to promote ‘casual supervision’ of the street by residents.



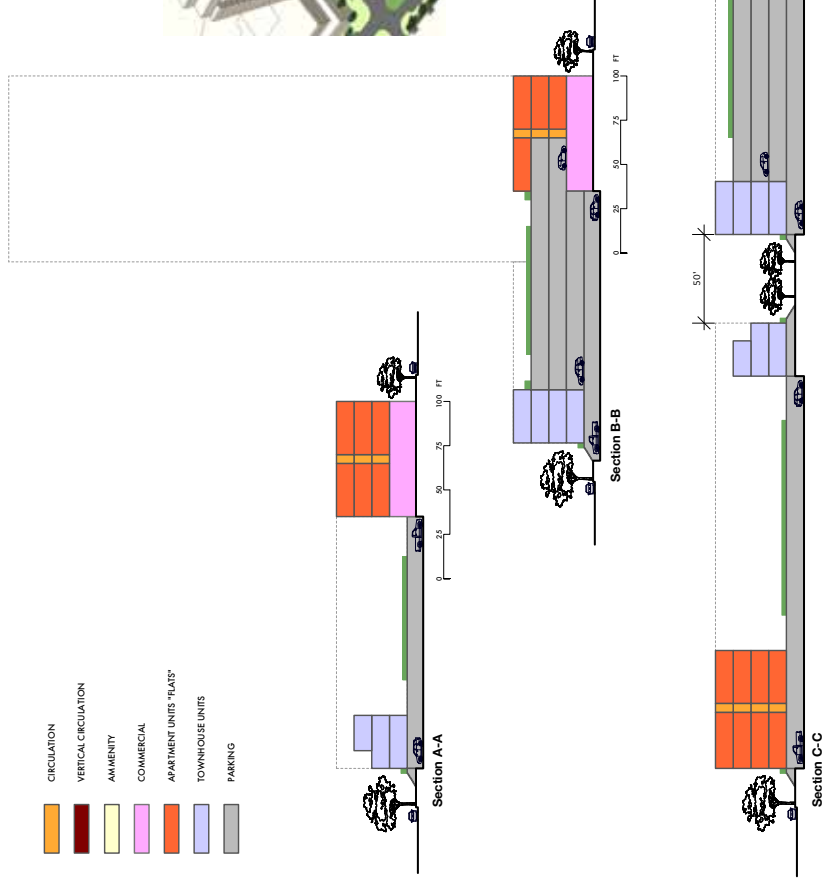


# APPENDIX B – Typical Block Studies

## CP North 1a | 1b



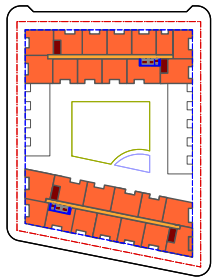
- CIRCULATION
- VERTICAL CIRCULATION
- AMENITY
- COMMERCIAL
- APARTMENT UNITS "FLAHS"
- TOWNHOUSE UNITS
- PARKING



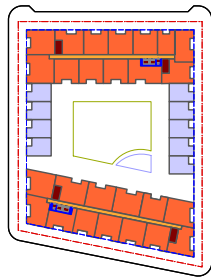
# CP North 3a | 3b



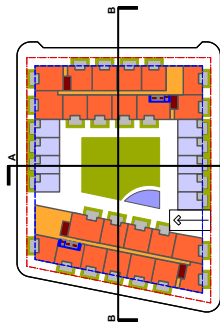
# CP South 1



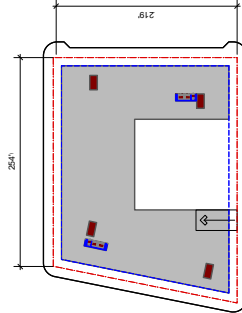
LEVEL 4



LEVEL 2 / LEVEL 3



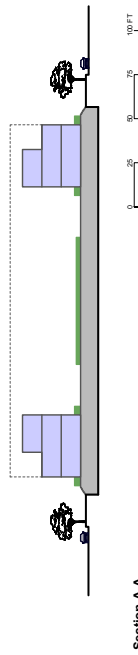
GRADE



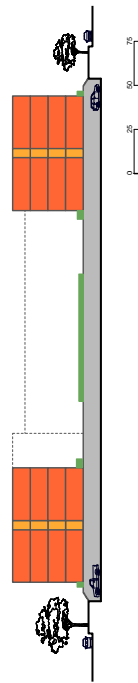
LEVEL UNDER GRADE



- CIRCULATION
- VERTICAL CIRCULATION
- APARTMENT UNITS "FLATS"
- TOWNHOUSE UNITS
- PARKING

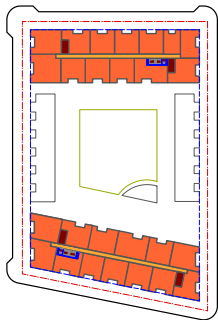


Section A-A

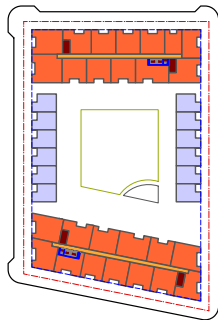


Section B-B

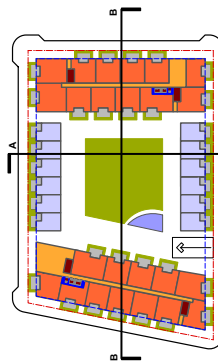
# CP South 2



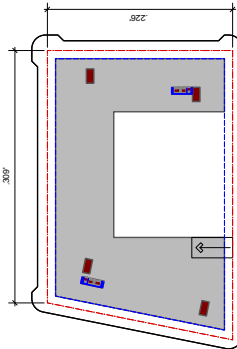
LEVEL 4



LEVEL 2 / LEVEL 3



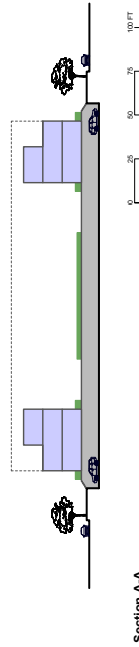
GRADE



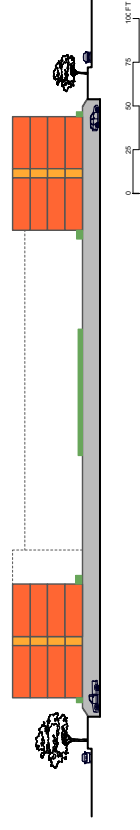
LEVEL UNDER GRADE



- CIRCULATION
- VERTICAL CIRCULATION
- APARTMENT UNITS "FLATS"
- TOWNHOUSE UNITS
- PARKING

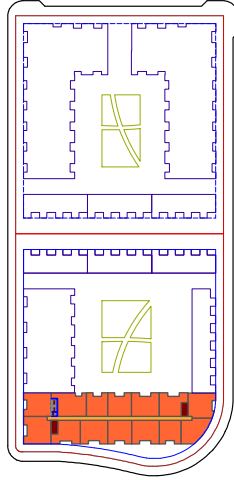


Section A-A

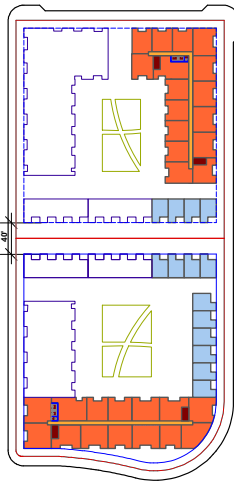


Section B-B

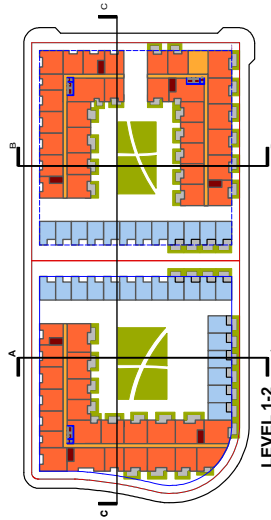
# Hunters Point 1a | 1b



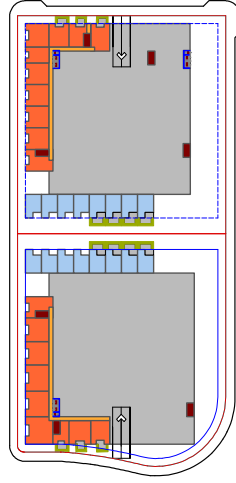
LEVEL 5-7



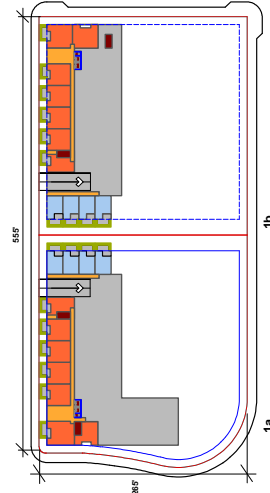
LEVEL 3-4



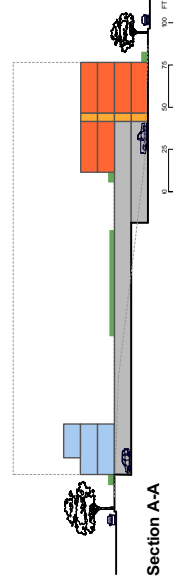
LEVEL 1-2



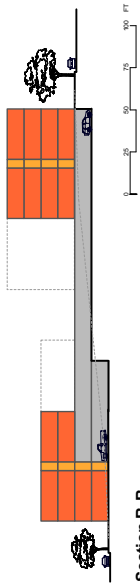
LEVEL P2



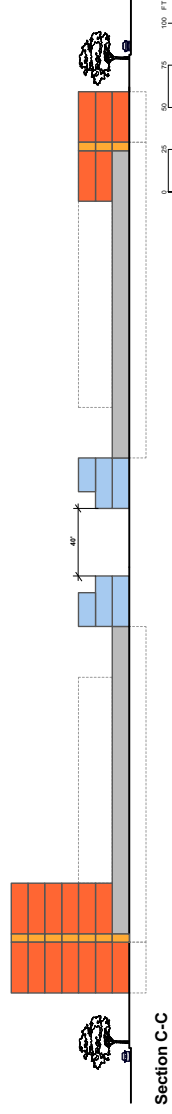
LEVEL P1



Section A-A



Section B-B



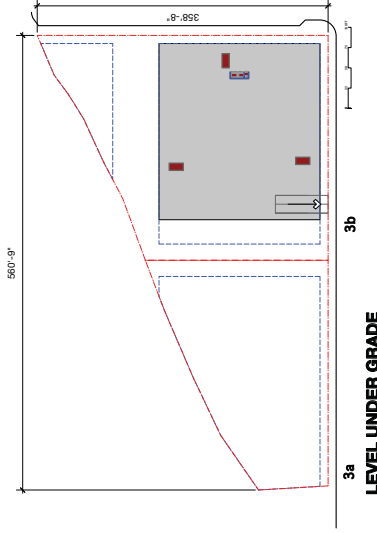
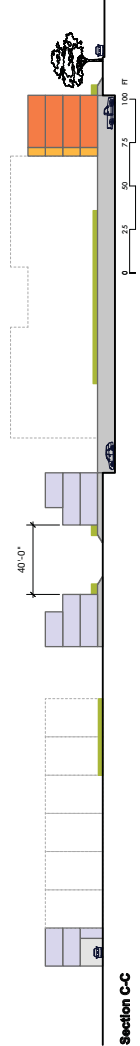
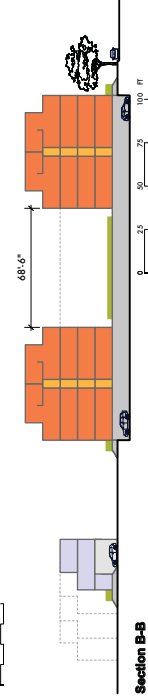
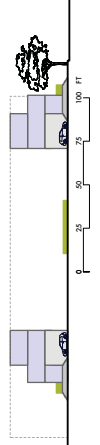
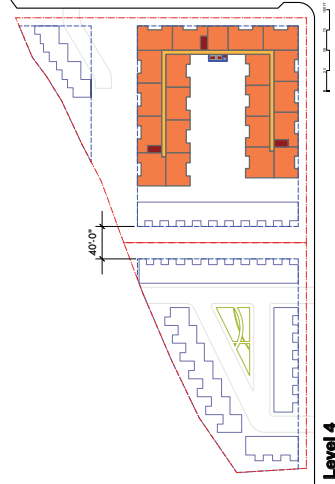
Section C-C

- VERTICAL CIRCULATION
- CIRCULATION
- APARTMENT UNITS "FLATS"
- TOWNHOUSE UNITS
- PARKING

# Hunters Point 3a | 3b

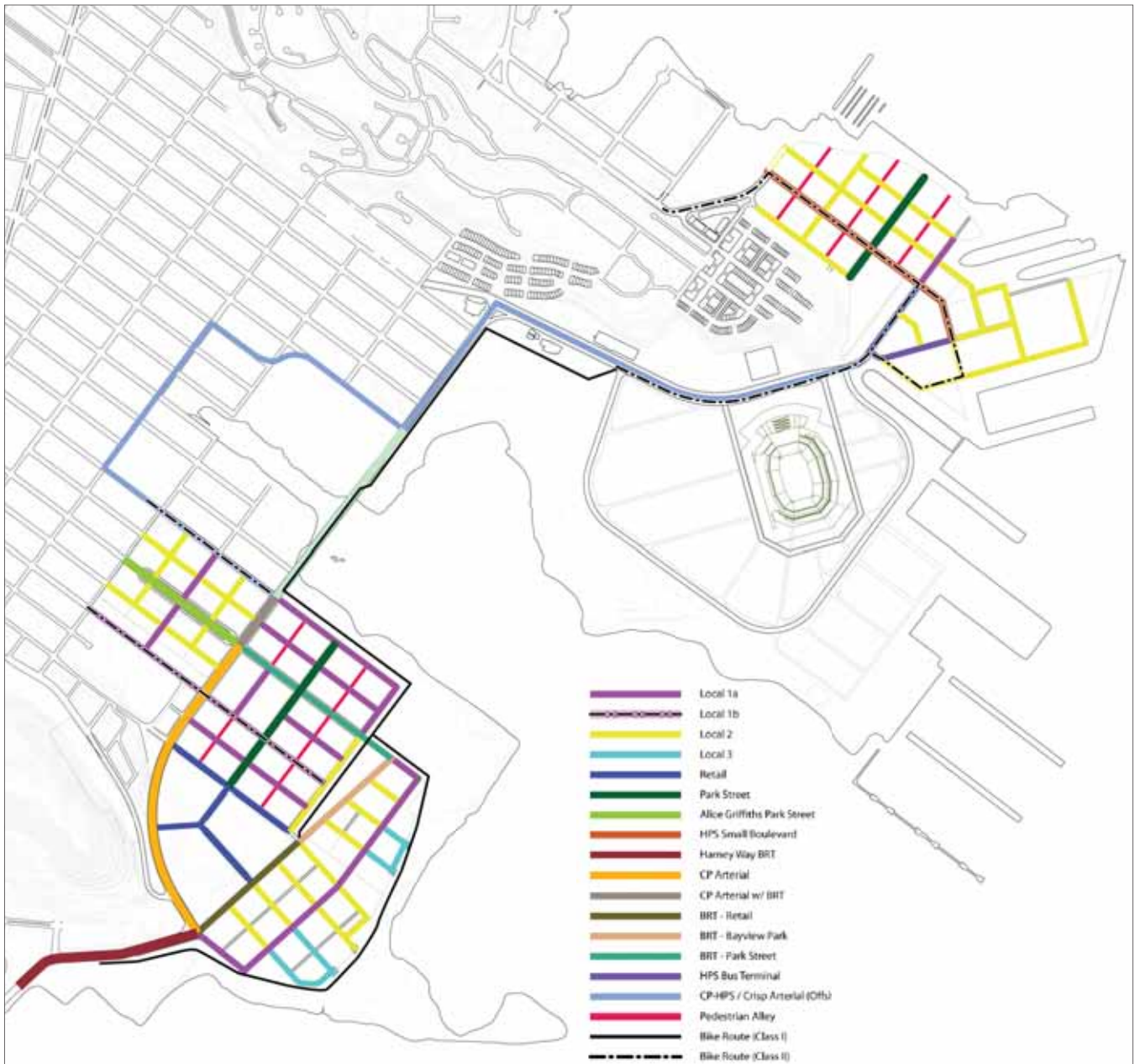


- VERTICAL CIRCULATION
- HORIZONTAL CIRCULATION
- APARTMENT UNITS (FLATS or LOFTS)
- TOWNHOUSE UNITS (2 Story)
- PARKING



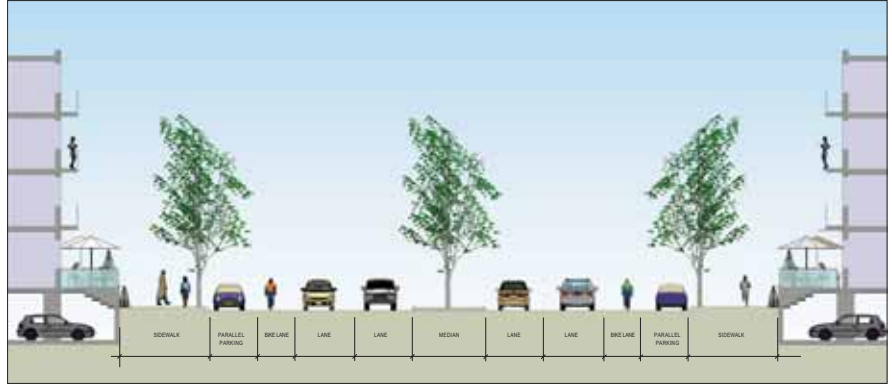
# Appendix C: Street Sections & Transportation

The street network provides for a hierarchy of street types to accommodate different travel modes, intensities and experiences. The different street types proposed for the Shipyard & Candlestick Point Phase II are indicated in the map below and described on the following pages.



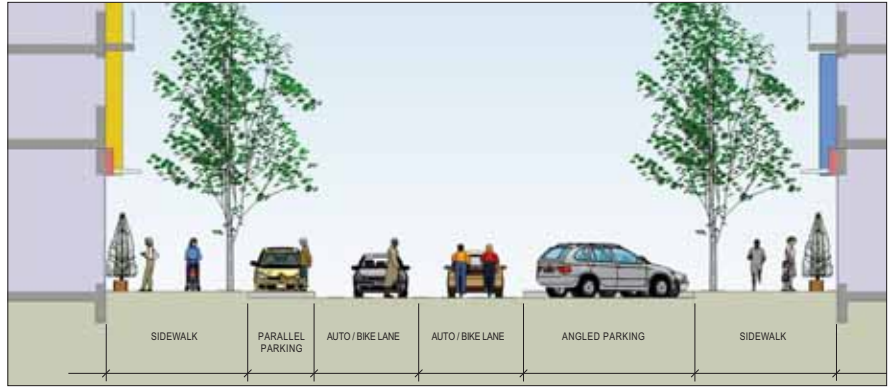
Street Network

## CP Arterial



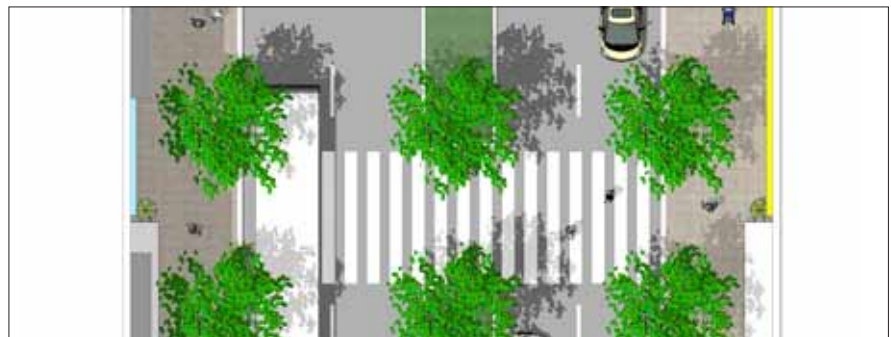
Octavia Boulevard, San Francisco

## CP Retail



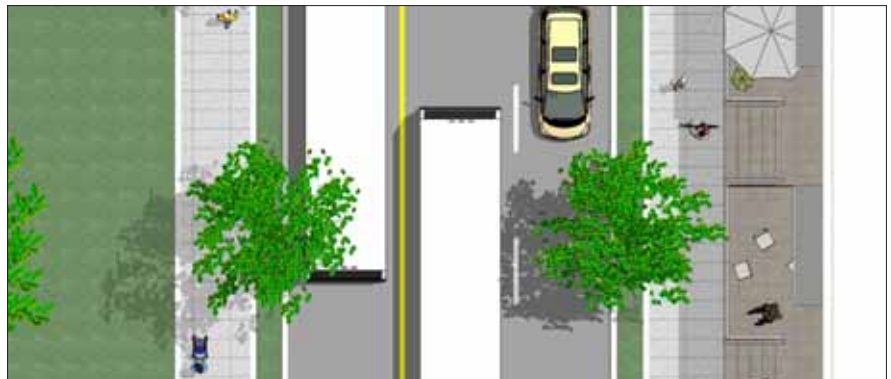
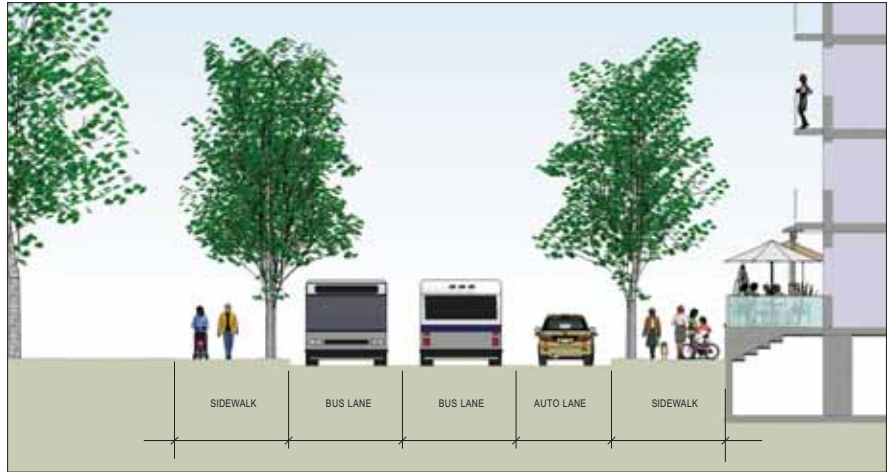
College Avenue, Oakland

## CP Retail with BRT

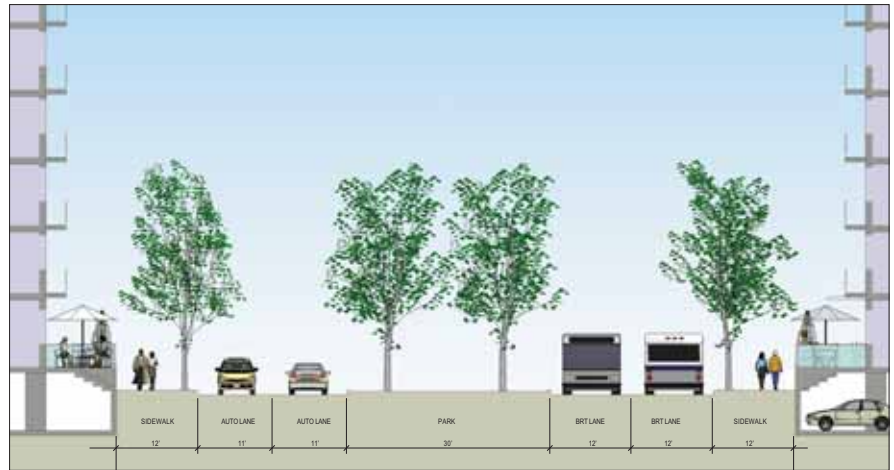


Owensmouth Avenue, Los Angeles

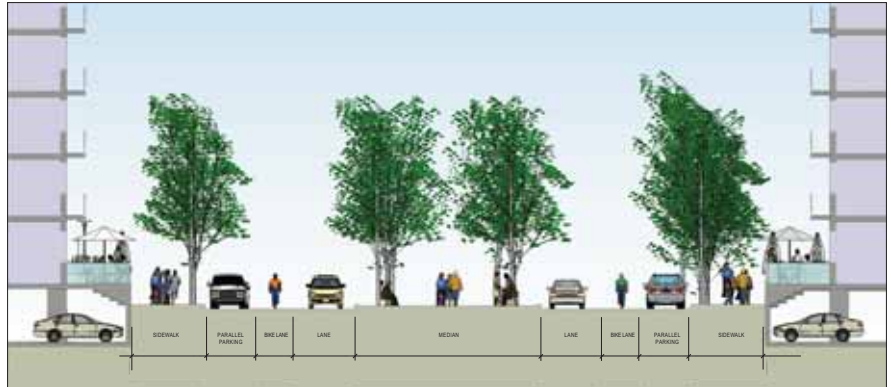
## BRT – Bayview Park



## BRT – Parkstreet

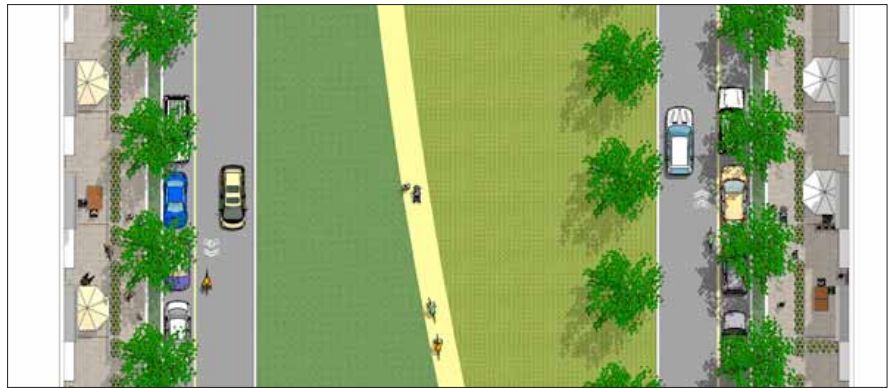
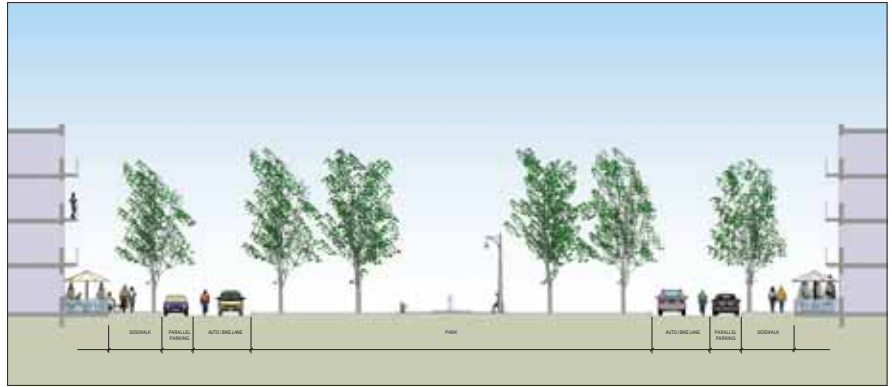


## Parkstreet



Dolores Boulevard, San Francisco

## Alice Griffith Parkstreet

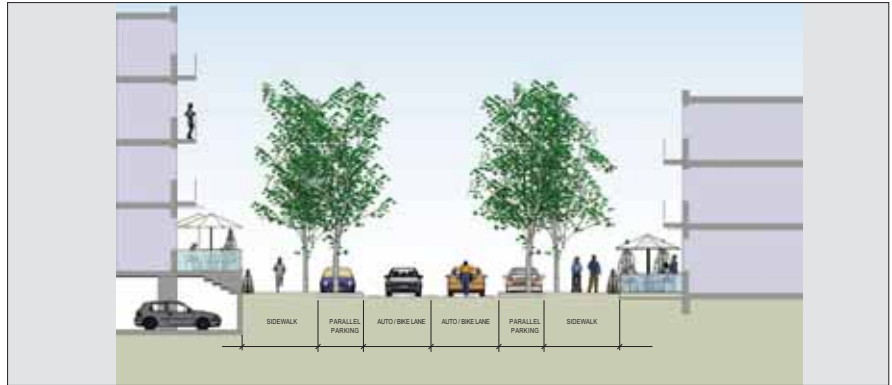


South Park, San Francisco



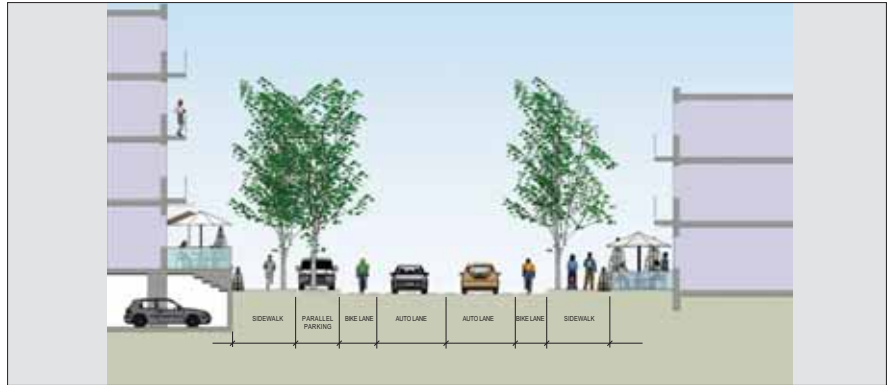
Precita Park, San Francisco

## Local 1A 2 Travel Lanes, 2 Parking Bays



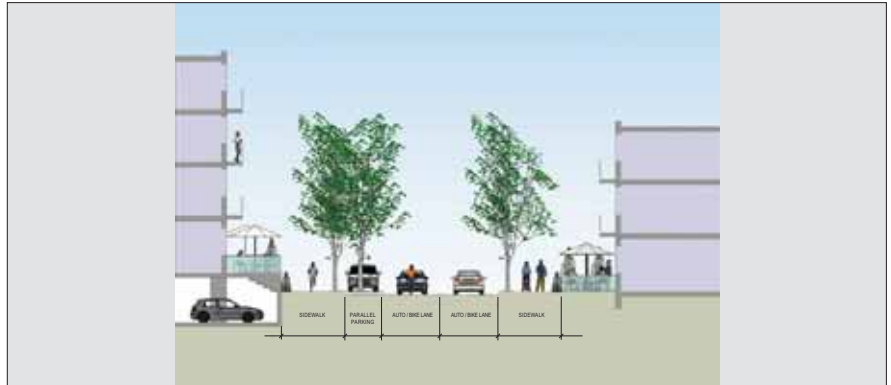
Waller Street, San Francisco

## Local 1B 2 Travel Lanes, 1 Parking Bay, 2 Bike Lanes



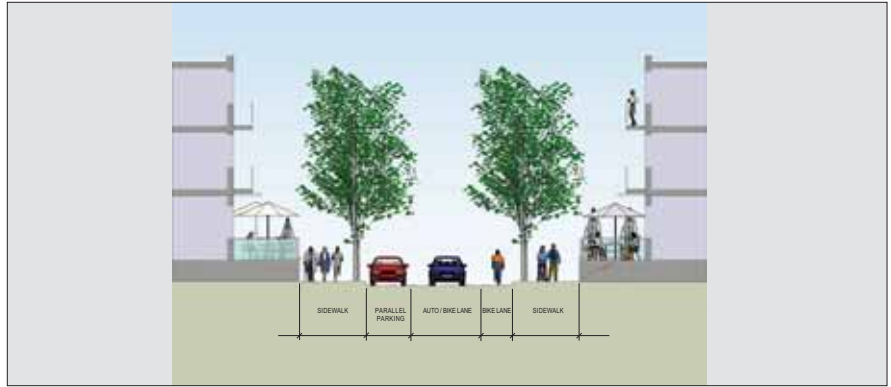
Walter Street, San Francisco

## Local 2 2 Travel Lanes, 1 Parking Bay



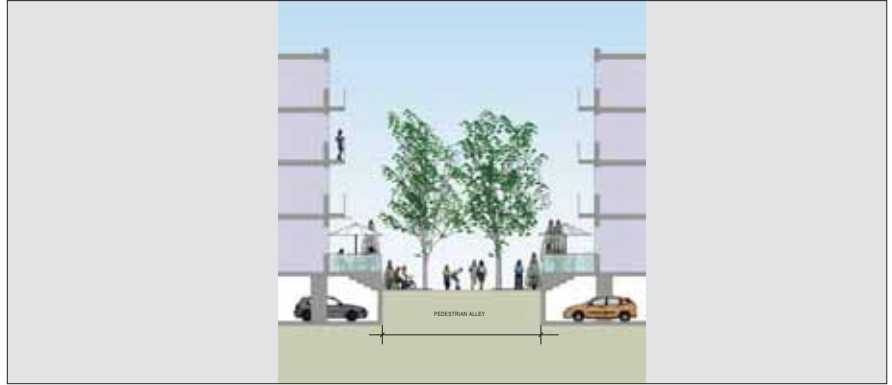
19th Street, San Francisco

### Local 3 1 Travel Lane, 1 Parking Bay, 1 Bike Lane

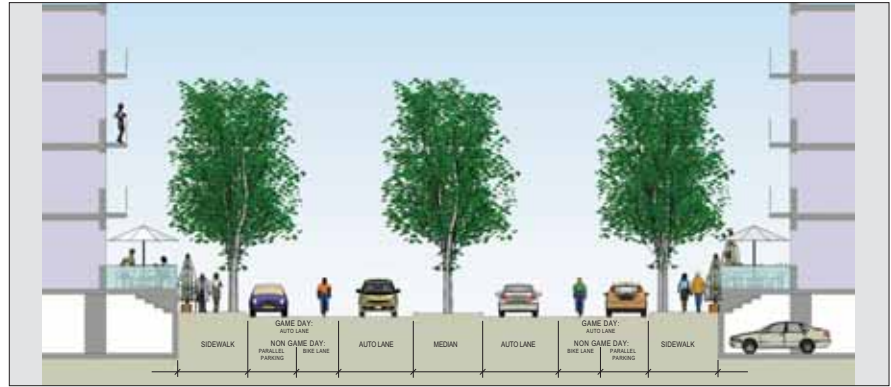


Germania Street, San Francisco

## Paseo (Pedestrian Alley)



## HPS 4 Lane Small Boulevard



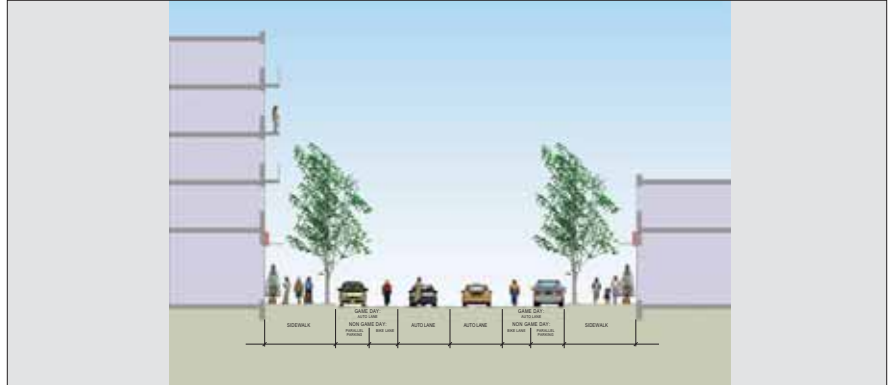
## HPS Bus Mall



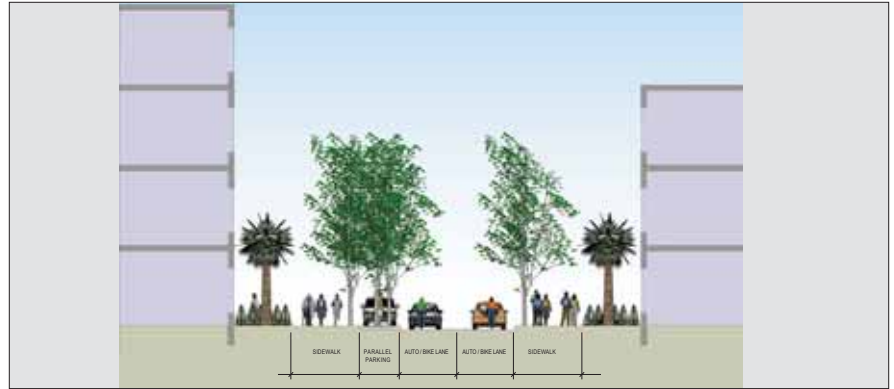
Portland, Oregon



## HPS Retail



## R&D Typical Street



## Galvez Alternative Alignment

Current Alignment (S-curve)



Possible Alignment (T-intersection)







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