India Basin/Hunters Point Shoreline (Area C) Workshop #3 May 21, 2008

6:00- 8:30 PM

SUMMARY

Introduction

The third workshop for the India Basin/Hunters Point Shoreline planning process was held on May 21, 2008 at the Bayview Opera House. Approximately 40 people attended the workshop. The primary purpose of the workshop was to discuss **land use, open space, circulation, and building scale concepts** that will inform a general plan amendment, future zoning, and a redevelopment plan amendment for the area. The concepts were based on community input received to date, existing conditions and context analysis, and existing plan and policy direction.

Linda Richardson (member of the Bayview Hunters Point PAC and chair of the PAC Land Use, Planning and Transportation committee) and Kristine Enea (member of Bayview Hunters Point PAC) co-chaired the meeting. Ms. Richardson and Ms. Enea greeted participants, and described the goals of the planning process. Staff from the Planning Department and Redevelopment Agency provided an overview of the planning process and goals, existing conditions and context analysis, and outlined the four plan concepts, highlighting critical issues and questions to be discussed in small groups later in the evening.

Following staff's presentation, participants broke into four small groups to discuss the plan concepts in detail. Each participant received a workbook containing the four concept maps, and key questions pertaining to each concept. Following the small group sessions, a representative from each group presented a summary of their discussion to the audience.

There were many areas of consensus and agreement within and among the small groups; there were also key areas where workshop participants had varying ideas about how India Basin/Hunters Point Shoreline should develop in the future. The feedback from the small group discussions provides valuable direction for further developing and refining the plan concepts.

Summary of Major Themes

Following is a summary of the major themes from the small group discussions, organized by concept.

Land Use

• Workshop participants generally agreed with the land use districts that were presented, with some suggestions for uses that should/should not be included within the districts. For example, some participants suggested that a larger range of uses should be accommodated within the PG&E site (in addition to employment uses). There was not a consensus on the land uses for the India Basin "flats" area, although there was general agreement that this area should be mixed-use, with significant open space incorporated with any development, and lower intensity of development in the areas closest to the shoreline.

Workshop participants discussed a range of potential retail locations. There was not consensus about
a preferred location. Some community members expressed concern that retail on Hudson would
interfere with recreational and waterfront activities in this area, where others see this as a retail
destination. Arelious Walker and Jennings were also considered as potential retail locations.

Recreation and Open Space

- Open space and recreational amenities are high priorities for planning for India Basin. There was
 consensus on the need to incorporate significant open space priority zones in India Basin, and there
 was general agreement on the zones identified on the map.
- All of the groups agreed that an open space priority zone should be included in the India Basin "flats" area. However, there was not consensus regarding the location, configuration, or size of this zone. For example, it was suggested that open space should be oriented towards the waterfront, extending the existing India Basin Open Space area inland. Many of the participants discussed the importance of extending the open space planned on Parcel B of Hunters Point Shipyard (along Earl Street). Other groups suggested that smaller open space areas and linear parks should be incorporated throughout the flats area, as a way of breaking up development area.
- Several options for a potential location for a boat launch were discussed; there was not agreement about the best location for this facility. Many groups expressed the desire to have boat launch for people powered boats. Additional study on the area's tidal patterns and underwater topography will be needed to determine where a boat launch could be located.

Circulation

- There was agreement about several high-level circulation principles, such as enhancing walkability and the pedestrian environment, creating usable linkages to surrounding neighborhoods, and improving Hudson and Griffith as usable streets. There were suggestions to consider circulation options in addition to a traditional grid pattern.
- There were varying ideas about if bicycle facilities should be located on Hudson or on Innes, although many workshop participants agreed that bicyclists should use Hudson, since traffic on Innes will be heavy and fast-moving.
- While it was generally agreed that Hudson and Griffith should be improved, there was not consensus about how these streets should be used. Many workshop participants suggested that these should be mainly pedestrian and bicycle routes, with limited automobile access. Others proposed that Hudson should be improved for vehicular access on a portion of the roadway. There was consensus that Hudson should be a new and special type of road.
- The concept of a frontage road was discussed for both the flats and the PG&E site. Many workshop participants supported the idea of further studying a frontage road as a way to provide shoreline access and a development buffer, but thought it might be more appropriate for the flats than for PG&E. Many workshop participants agreed that the frontage road should not be a major road, perhaps only 1-2 lanes.

Building Scale

- There was general agreement among workshop participants that building heights should step down
 moving towards the water, and that development in the area should respect topography and public
 views.
- Many of the workshop participants also supported the idea of locating taller buildings at strategic locations, in exchange for lower building heights in areas closer to the shoreline.
- Many participants also commented on design characteristics that could help preserve views and character in the area, such as building articulation, setbacks, and varied rooflines.

Small Group Summaries

Following is a list of comments received in each of the small group discussions, organized by concept and key question.

Map #1: Land Use Concept

- 1. In order to be successful, retail uses are typically "clustered" to create a critical mass and a vital shopping district. Several of the districts could allow new retail uses. What is the best location for a new neighborhood and visitor serving retail district?
- Along Arelious Walker, leading to the shoreline
- Along Hudson Avenue, between Griffith and Arelious Walker
- Along Innes Avenue
- Other locations?

Group 1:

- Innes considerations:
 - o There could be traffic conflicts, difficult to stop
 - o Bicycle routes on Innes vs. parking for retail uses
 - o Retail on Innes would be better access for Hunters View (traffic tradeoff)
- Hudson considerations:
 - o Could be a potential area for more retail (than the other 2 areas)
 - o Potential conflict with the waterfront uses
 - o Good option for bikes and pedestrians
 - o Retail node at Griffith and Hudson
- Arelious Walker considerations:
 - Access concern
- Grocery stores where should they be located in the larger area? Potential locations:
 - o Location in Hunters Point Shipyard/Candlestick Point
 - o 3rd and Evans

Group 2:

- Locate retail where there will be traffic (Innes corridor)
- Create a local "downtown" on Hudson
- Potential for 2 retail areas:

- o Near Hunters View
- Create a "destination" retail area
- Retail should be located near Hunters View
- Retail location depends on other land uses
 - o Grocery store should be located near residential density
 - o Grocery store on Hudson

Group 3:

- A good retail location is on Jennings
 - Create a link to Hunters View
 - o Great view opportunities for restaurants with decks, waterfront views
- Consider parking with retail. How much parking will be required? Where will it be located?
- Hudson is not a good retail location this should be part of a waterfront loop
- Arelious Walker is somewhat remote for neighborhood serving retail
 - o Could be a good location for galleries
 - o Orient to open space to the south

Group 4:

- Retail should be located along Jennings
- No consensus about the best location for retail: some felt along Innes was best because of its visibility; others throught along Arelious Walker was better;
- Retail should be near historic boat yards, but not replace them
- 2. At the last workshop, open space, housing and retail were discussed as appropriate uses for the Innovative Mixed-Use District (or the India Basin Flats). However, non-retail commercial uses, such as office, light industrial, artist space or research & development uses, might also be appropriate. These uses could create synergy with the green and clean technology commercial uses being proposed on the adjacent Hunters Point Shipyard. Should these types of commercial uses be allowed in this district or in a portion of the district? Which portion?

Group 1:

- There is concern about the type of industrial that could be located here
- Commercial and recreation uses to serve new residents
- Some new housing could be located here
- Uses that should not be permitted: heavy industrial and high-density residential

Group 2:

- Keep the shoreline open
- What is the usage level for the existing India Basin Park? (This could help determine additional park needs)
- Jobs/employment uses

• Important consideration – should jobs be located near housing? Create a skate park and soccer fields in the flats area

Group 3:

- This area should be all open space
 - o It is un-engineered landfill not suitable for development
 - o Should be opportunity for land swaps
- Light industrial, PDR uses
- Honor the historic shipbuilding past not appropriate for uses such as autoshops, awning stores.
- Waterfront hotel smaller size, create a link to open space areas
- Office, artist space, R&D
- Work with developers to integrate open spaces throughout the area

Group 4:

- Gated community or office park-like developments should not be permitted
- Organic, developed with a mix of uses
- Create buffers and transitions between housing and commercial uses that potentially create nuisances
- Light industrial is OK, heavy industrial should not be permitted
- Diverse mix of uses
- Artist studios
- High ratio of retail uses
- No housing close to the waterfront
- Require mixed-uses do not just allow them
- Good to organize land uses into Districts good to allow mix of uses in all districts while creating identity for each
- Allow more residential in PG&E portion;
- 3. The land use districts are intended to provide a range of land use options and allow flexibility in India Basin. Are there any land uses that are not included in the districts that you think should be included? Where these uses should be considered?

Group 2:

- General comment: first take on the land use concept is a good start
- Maintain the serpentine hillside as open space
- Where will schools, community center, and library be located?

Group 3:

Houseboat community

Group 4:

• Consider more uses on the PG&E site, particularly residential

Map #2: Recreation and Open Space Priority Zones

4. A key goal for the future of the India Basin Flats is the creation of new public open spaces as part of new development in this area. Should a new park in this area be located along the water (near the existing open space) or should a new park be located in the middle of the site?

Group 1:

- Hunters Point Shipyard Parcel B is planned for open space. Open space should be located next to this
 area, to create a connection.
- Earl Street is an important connection
- Potential to create linear parks throughout the site
- Use is important need more active open space areas.
- An inland park is a good opportunity for active, neighborhood-serving open space.

Group 2:

- Extend the shoreline band, make a continuous park
- Create smaller parks within the flats area
- Consider a parcel trade opportunity. Open space does not need to be financed by new development.

Group 3:

- Open space in this area should not just be "green". Model of active recreation uses, with a business component
 - o Beach Chalet, Stow Lake concessions, etc.
- Create links to the open space in Hunters Point Shipyard Parcel B. Open space should be oriented to create links, and be seamless.

Group 4:

- Open space should be located along Earl, to connect to open space in Hunters Point Shipyard Parcel
 B.
- Prioritize waterfront open space

5. What is the best location for small, human powered boat access to the water in India Basin?

Group 1:

Boat access at Griffith could create potential conflicts with a bike route on Hudson

Group 2:

- A marina could be located off of the flats area
- A small boat launch could be located at Griffith

Group 3:

• In the Maritime Center District

- The Maritime Center District might not be a good location low tide, mud flats (not deep enough)
- At the end of Arelious Walker Drive

Group 4:

- Boat access should be in the maritime mixed-use area
- Emphasize people-powered boats

6. Are there any recreation and open space priority zones missing from the map?

Group 1:

- Connecting the Bay Trail (already shown on the map)
- Hillside open space proposal is important. Habitat area, and good connections to Hunters View.

Group 2:

• Create a wider open space band on the PG&E site – connect the open space pieces

Group 3:

- The lagoon and surrounding area (on the PG&E site) is a good location for open space
- Concern about the open space location in the Hillside Transition District. Is this a good location for open space/recreation, since it is under the power lines?

Group 4:

• Keep the cooling pond on the PG&E site

Map #3: Circulation Concept

7. Should Hudson and Griffith be improved to accommodate vehicular traffic, as shown on the Circulation Concept map? Consider that most retailers prefer locating on streets that carry auto traffic for visibility.

Group 1:

- Auto use on Hudson and Griffith should be discouraged
- Maritime access is important
- Limited vehicular access on Griffith

Group 2:

- Retail uses need access and parking
- Consider options for creating connections into the Shipyards (in addition to the S-curve)
- Improve Hudson for vehicular traffic between Griffith and Earl
- The historic area needs to be protected

Group 3:

- Consider curving roads- there is no need to stick to a grid
- Create links to new development to the south (Hunters Point Shipyard)

Group 4:

- Griffith should be bike and pedestrian access only
- No vehicular traffic on Hudson
- No consensus some thought Griffith should be used to help take the load off of Innes
- 8. Should bicycle facilities, such as bike lanes, be created on Hudson Avenue, or should cyclists continue to use Innes Avenue? Or both? (*Note technical feasibility and design would be explored, if this is a preferred option*).

Group 1:

Hudson is better for bikes

Group 2:

- Hudson should be improved with the Bay Trail for bikes and pedestrians.
- Innes is unbearable for bikes

Group 3:

- Innes seems like a natural location for bicycle facilities
- Create a small pedestrian/bike bridge on Hudson
- Cars should stay on Innes separate bikes and pedestrians from the cars (keep them on Hudson)

Group 4:

- Innes should be bike accessible needs traffic calming
- Focus on Hudson should be on "strolling" no fast bikes, but bikes are OK
- No formal bike lanes on Innes the street is too narrow
- Consider a dual-direction bike lane, running from Cargo Way to Hunters Point Boulevard to Hudson. Could be good for commuters.
- 9. The Circulation Concept shows a "frontage road" along the shoreline on the India Basin Flats and PG&E site. A frontage road can provide access to the water, and creates a buffer between any development and the waterfront. Should a frontage road like the one shown be considered in planning for this area?

Group 1:

- Small (narrow/slow moving) frontage road
- Split opinions on car access on the frontage road
- Cars should be limited. Bikes and pedestrian access is most important

Group 2:

- Create a park and a path
- Create an access road with parking (access to the open space/shoreline)
- Frontage road is a good idea, but should be a small road.

Group 3:

- Use the "Marina Green" model for the edge road around the flats
- Explore a ring road further for the flats area
- Frontage road does not make sense for the PG&E site this should be a narrow, pedestrian walk (not a vehicular route)

Group 4:

- Blocks pattern should be at a finer scale oriented to the water
- Orientation of the grid should create a crescent shape along the border with Hunters Point Shipyard (Earl Street)
- Frontage road is a great idea
 - o Access road
 - o Small scale, narrow
- Instead of a frontage road, consider a wide walkway for bikes and peds, or a slow moving road (5 mph limit)
- Create 45 degree parking on Arelious Walker
- Wider streets with no curb cuts parking access should be from rear alleys

10. Are there any key pedestrian connections, in addition to completing the Bay Trail and improving the hillside staircases, which need to be considered?

Group 2:

Improve pedestrian connections/trails from Hunters View to the PG&E site

Group 3:

• Pedestrian improvements on Innes and Hudson

Group 4:

Create more pedestrian linkages – alleys, i.e. Hickory Street in Hayes Valley

Map #4: Building Scale Concept

11. The building scale concept is based on transitioning building heights down towards the water to respect views of the water, and encourage shoreline access and vary heights throughout the area. The map also identifies several strategic areas where tall buildings (up to 8 stories) might be appropriate given surrounding topography, and could help create a distinct focal point within India Basin. These areas include:

• Portions of the PG&E site

- The corner of Arelious Walker & Innes
- Portions of Earl Street along the future park in the Hunters Point Shipyard and the corner of Earl and Innes.

Are these appropriate locations for taller buildings in India Basin? Are there other locations that are also appropriate? Why or why not?

Group 1:

- There are economic issues with building on fill areas. Lower building heights should be located on the mud flats area, with taller buildings near Innes.
- Views of the water are important concern about blocking views with the water with higher heights on Innes and Hudson (in the SE corner of the Plan Area)
- Don't create a wall of buildings
- No big bulky blocks of buildings
- Consider creating a bonus system for increasing heights
- Maintain views from the street within the India Basin area
- There is a conflict with having tall buildings in the open space hillside area

Group 2:

- Concern about 8-story buildings along Innes and Hudson between Arelious Walker and Earl
- Look at Foster City for an example of offices built along the water
- Taller buildings on the PG&E site retail with housing above
- PG&E tank sites could accommodate 3-5 stories

Group 3:

- Height should be located across from the cliffs (on Innes, southern portion of the Plan area), since views would not be obscured
 - o 85' on Hudson, 65' on Innes
- Height should match the topography of the area
- Height should be located on the PG&E parcel, particularly on Jennings
- Building heights should step down to the water, with a 300' transitional band of lowering heights.
- The corner of Arelious Walker and Innes could be a good location for a taller building (125')
 - o Residential development should accommodate family units (2-3 bedroom units)

Group 4:

- Taller buildings should be located at the corner of the PG&E site
- Cluster of buildings below Hunters View
- Building heights should step down into the park/waters edge
- An open space "gate" should be low-scale and allow visibility
- The old PGE tank site is a great location for density
- Building heights along the shoreline should be lower

• Building heights on the "Flats" should be concentrated under the embankment across Innes (I think southeast corner of Innes and Arelious Walker) and step down to the south and toward the water

12. Finally, please comment on which photographs on the map you find the most architecturally attractive and describe why.

Group 1:

- Good qualities articulation and space between buildings, mid-block alleys, break-up massing
- Photos we like: H is close to what we want
- Photos we don't like: E (looks like a wall), I
- Visual interest at the street level should be required

Group 2:

- Photos we like: C,H
- Photos we don't like: I (not a good model)
- Development in the maritime district should reflect the character of the area
- A mix of architectural styles is good, avoid too much "matching"

Group 3:

Photos we like: C,H,KPhotos we don't like: I

Group 4:

Buildings should have setbacks – no flat facades