SFHAC ENDORSEMENT APPLICATION

Project Sponsor: Hunters Point Development Company, Inc.

Location of Project: Hunters Point Naval Shipyard, Parcel A

Brief Project Description: (uses, height, unit mix, etc)

Phase 1 of the Hunters Point Shipyard is entitled for the development of approximately 1,400 homes and 9,000 s.f. of retail commercial space. The overall area of the project is 60 acres and will contain approximately 25 acres of open space. The shipyard density ranges from 30-135 units/acre. Phase 1 is divided into two distinct neighborhoods: Hilltop and Hillside.

This presentation focuses on only the first four blocks to be developed on the Hilltop: Blocks 50, 51, 53 and 54. These blocks have been designed for 245 homes in a mix of condominium flats and townhomes. In addition to the residential and commercial uses, Phase 1 will include 16 new pocket parks, and a larger HillPoint regional park that overlooks Candlestick Point and the San Francisco Bay.

Previous Phase 1 land uses included military barracks and related improvements. These improvements have been demolished, and infrastructure work for the Hilltop area will be completed in the next several months. Building heights on the Hilltop do not exceed 45 feet. Townhomes are three stories with garages on the ground floor. The condominium flats are three to four stories over parking.

The first four blocks have the following development programs:

-Block 50: 25 townhomes

- 18 2-bdrms
- 7 3-bdrms

-Block 51: 63 flats (3-4 stories)

- 1 studio
- 31 1-bdrms
- 30 2-bdrms
- 1 3-bdrms

-Block 53: 93 homes

- 29 townhomes: 21 3-bdrms, 8 2-bdrms
- 64 flats: 26 1-bdrms, 38 2-bdrms

-Block 54: 66 homes

- 30 townhomes: 12 2-bdrms, 18 3-bdrms
- 36 flats: 20 1-bdrms, 16 2-bdrms

Project Architects:

-Block 50: BDE Architecture

-Block 51: Ian Birchall & Associates

-Blocks 53/54: Kava Massih & Associates (with Van Meter Williams Pollack/Full Circle Architecture preparing construction documents)

Maximum building height is 45 feet.

Existing Zoning: (height and use): Residential up to 45 feet

Exceptions, Variances, Conditional Use Approvals and Code Changes Requested: None

Approval Schedule:

Blocks 50/51: Approved, construction start planned for early 2010

Blocks 53/54: Schematic Design approved by Redevelopment Commission on November 3, 2009, construction start planned for October 2010

Project Planner Assigned: Redevelopment Agency, Thor Kaslofsky

The following guidelines will be used to evaluate the project. Under each guideline, please indicate briefly whether and how the project meets the guideline:

Land Use: Housing should be an appropriate use of the site given the context of the surrounding neighborhood and should enhance neighborhood livability.

Re-use of abandoned naval base that has been rezoned for residential. The surrounding community consists of a mix of townhomes, duplexes, low-rise apartments and public housing. The redevelopment of the naval base will convert vacant underutilized land into a thriving new community and deliver many economic benefits (jobs, tax base, market rate and affordable housing) to this historically economically disadvantaged section of San Francisco. Eventually, when Phase 2 and Candlestick Point are developed, the current Bayview neighborhood will be enhanced with a better transportation network, many more amenities, both in terms of physical open space and convenience retail, and Shipyard-based employment in "greentech" and commercial industries.

<u>Density</u>: The project should have the maximum housing unit density allowable under current zoning for the project site. Extra support may be given to projects that further propose increased density above the base zoning, particularly in areas that are transit accessible.

These four blocks are below allowable density due to steep topography of the site that deterred higher density building types such as podium construction. Total allowable density for the four blocks is 353 homes. 247 will be constructed.

<u>Affordability</u>: The SFHAC recognizes that the need for affordable housing in San Francisco is a critical problem and gives preference to projects that propose creative ways to improve unit affordability. Projects that include below market rate units above the legally mandated minimums will receive special support.

15% of the homes will be BMRs priced at 50% to 80% of AMI. This is substantially below typical affordability levels for "for-sale" product. Home prices will range from approximately $100,000 to $200,000.

<u>Transit Orientation and Parking</u>: In districts where the minimum parking requirement is one parking space per residential unit (1:1) or more, the SFHAC will not, except in extraordinary circumstances, support a project with parking in excess of 1:1. In districts where the minimum parking requirement is less than 1:1, SFHAC will only support additional parking up to 1:1 if the need for additional is clearly established. The SFHAC prefers creative strategies to reduce the need for parking, such as transit linkages, bicycle storage, provision of space for car-share vehicles on-site or nearby, and un-bundling parking cost from residential unit cost.

Blocks 50/51: 1:1 parking

Blocks 53/54: 1.35:1 parking

Muni bus line service will be expanded through the site as the population and ridership expand. A bus stop is being added in front of Block 51. Bike storage is provided on-site with a minimum of 1 bike stall per 4 homes. Car-share will be added as the resident population expands over time.

<u>Preservation</u>: If there are structures of significant historic or cultural merit on the site, their retention and/ or incorporation into the project is encouraged. If such structures are to be demolished, there should be compelling reasons for doing so.

There are no historic or cultural buildings on the site.

<u>Design</u>: The project should promote principles of good urban design: pedestrian, bicycle and transit friendly site planning; contextual design such as compatibility of style, scale and facades with existing neighborhood character where appropriate; increased density while maintaining compatibility with streetscape and neighborhood scale. We expect design treatments to protect the pedestrian realm, with curb cuts minimized and active ground floor uses provided.

The Shipyard design principles will focus on creating a sense of community and enhancing the pedestrian experience. The project will include small blocks to maximize the number of front entrances onto the sidewalk to promote the pedestrian scale. Curb cuts will be minimized with most town homes featuring rear entry garages via back alleys. There will be 16 pocket parks developed in addition to two larger parks adjacent to these four blocks.

<u>Greening and Energy Efficiency:</u> Extra consideration will be given to projects that incorporate energy efficient materials and green building principles.

-Block 51: will seek LEED-Gold rating

-Block 50: GreenPoint Rating in excess of 100 points

-Blocks 53 and 54: Rating aspiration to be determined but will likely be one of the above

All buildings will have rooftop photovoltaic panels, with solar power generated sold to SFPUC which will provide solar power to residential customers in these buildings.

<u>Community Input:</u> Projects for which the developer has made a good faith effort to communicate to the community and to address legitimate neighborhood concerns, without sacrificing SFHAC's objectives, will receive more SFHAC support.

-10 years of community meetings have occurred to multiple groups, including:

- Shipyard Citizens Advisory Committee (including its Housing Subcommittee and Planning and Land Use Subcommittee), which has endorsed The Shipyard development and in particular the designs of these four blocks;
- India Basin Neighborhood Association
- San Francisco Labor Council
- Redevelopment Agency (Commission has approved design for all four blocks)

-Major Community Benefits Package include ($6.5m budget):

- Construction Assistance Program
- Community Builder Program
- Homebuyer Workshops
- Job Training
- Mentorship Protégé Program