

An aerial photograph showing a dense urban and industrial landscape. On the left, a large body of water, possibly a harbor or bay, is visible with several piers and docks. The land is filled with a mix of industrial buildings, warehouses, and residential structures. A prominent feature is a large, curved pier extending into the water. The overall scene depicts a complex urban environment with significant industrial activity.

COORDINATING ACTIONS

Funding & Maintenance

STARTING A DIALOGUE

This section of the Action Plan identifies the current sources and gaps in funding and maintenance.

In general, the sources of funds and associated improvements are as follows:

- Lennar is required to construct and pay for streetscape amenities such as bicycle lanes, sidewalk upgrades for accessibility, pedestrian and roadway lighting, and street trees and resurfacing and restriping of Hunters Point Boulevard, Evans Street, and Innes Avenue from Jennings Street through Donahue Street prior to completion of residential development at Hunter's Point Shipyard north. Innes Avenue between Earl and Donahue Streets has been designed to greater detail than the other streets and is scheduled to begin construction shortly. The improvements between Jennings and Earl Streets are still in the concept design phase and will be refined as Lennar moves through the design process. The cross section will be impacted by Build Inc.'s decision to relocate the bike path from Innes to Hudson Street.
- PG&E intends to fund the planned improvements on and adjacent to their property on Jennings, Evans and Hunters Point Boulevard, but is under no obligation to do so.
- RPD will fund the improvements adjacent to and through the RPD Project including the Bay Trail Improvements.
- Build Inc. intends to fund and build the improvements adjacent to and within their property including extension of a Class 1 bike lane along the new Hudson Street.
- Public Works Department has approximately \$1 Million dollars in Bayview Transportation Improvements Projects (BTIP) funding to spend in this area for streetscape improvements including sidewalks, crosswalks, and bulb-outs. The Action Plan makes recommendations for where to spend this funding although DPW may elect to identify where and how to spend this funding through a separate outreach process.

For specific funding and maintenance agreements, please refer to the approved planning documents associated with the particular stakeholder.

Undesignated Funding

The following recommended improvements do not have an identified funding source for implementation:

- Jennings Street cycle track and streetscape re-configuration
- Cargo way cycle track improvements
- Hawes Triangle intersection improvements/reconfiguration including the southern stretch of Innes Avenue where the main road bends north to Hunters Point Boulevard
- Publicly-accessible stairwell and pedestrian crossing along the unimproved section of Hudson Street
- Rehabilitation of existing publicly accessible stairwells

Funding Coordination

The following streetscape sections have multiple funding sources and should be coordinated to maximize improvements and eliminate redundancies:

- Streetscape Improvements on Evans Street and Hunters Point Boulevard adjacent to the PG&E properties and the RPD Project
- Streetscape Improvements along Innes Avenue adjacent to the Build Inc Project and the RPD Project

Taking a Closer Look at Funding

The following pages discuss the planned and recommended improvements for each section of streetscape and summarize the funding opportunities and gaps for each area.



Funding

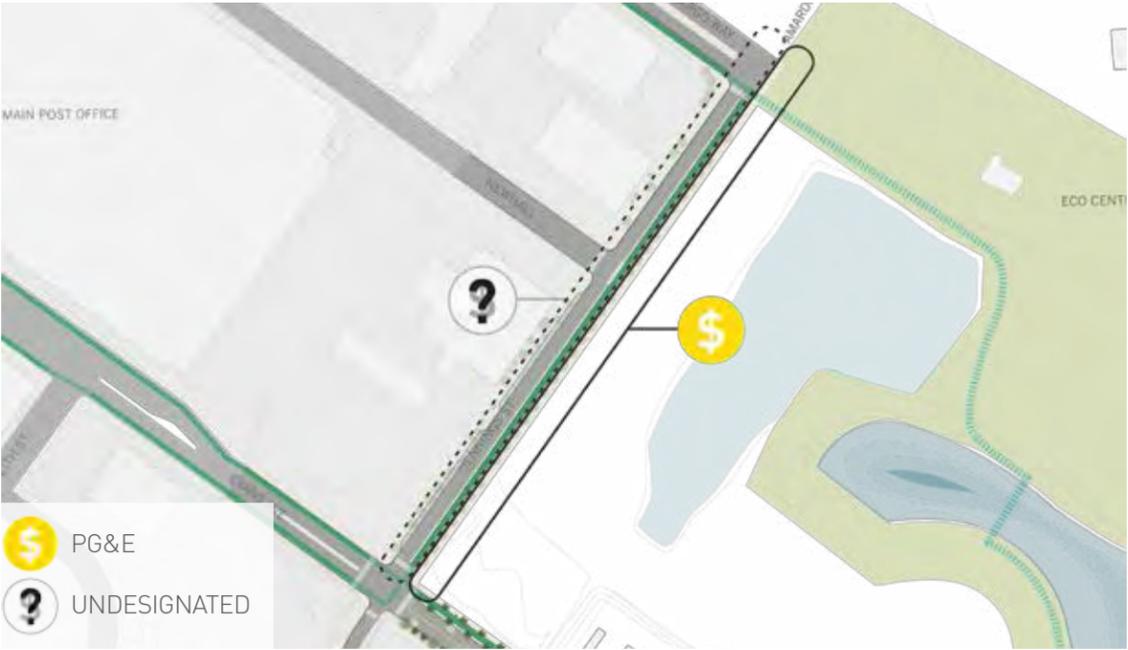
COORDINATING ACTION

- FUNDING**
- BUILD INC INDIA SPRINGS
 - PG&E
 - LENNAR
 - RPD
 - PUBLIC WORKS/MTA* (NO LOCATION IDENTIFIED)
 - UNDESIGNATED

*RPD Recreation & Parks Department
MTA Municipal Transportation Agency

Funding

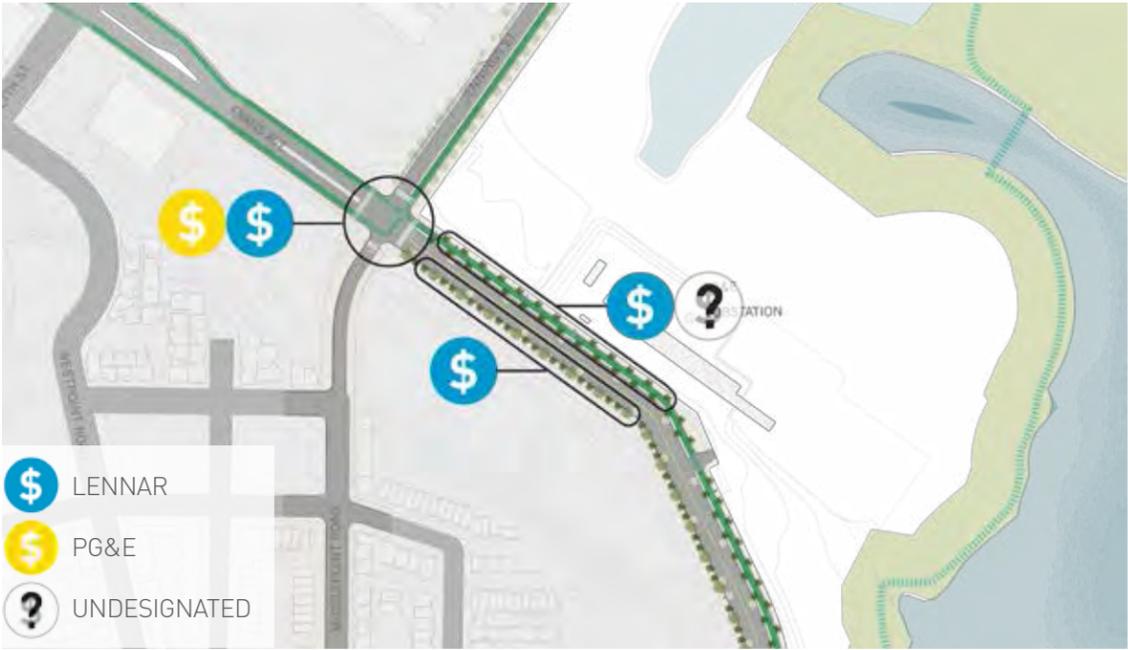
COORDINATING ACTION



JENNINGS STREET

PG&E intends to fund the planned improvements on and adjacent to their property (southeast side of street), but is under no obligation to do so.

Since there is no funding identified for the improvements on the northwest side of the street, BTIP funds could be applied to this stretch of Jennings. The funds could be used to build out the cycletrack and streetscape improvements to connect the Cargo Way cycle track and the bicycle facilities planned for Evans Street and Hunters Point Boulevard.



EVANS AVENUE (HPB)

PG&E’s improvements along Jennings will likely happen first. Shortly thereafter and as part of the off-site improvements for the Shipyard, the street will be resurfaced and improved per the Hunter’s Point Shipyard Phase 2 Infrastructure Plan. A traffic signal at the intersection of Evans and Jennings will be installed. The exact location of the signal and the improvements should be coordinated between PG&E and Lennar to avoid redundancies.

Furthermore, PG&E is contemplating moving the substation, which will require major roadwork on Evans and Hunters Point Boulevard. If the substation is anticipated to be moved within the next 5 years, Lennar may want to consider reallocating their improvement funds for this portion of the streetscape and street. For example, the recommended improvements include a Class I, grade separated two-way cycle track with a planted median which is an upgrade from the Class II bike lanes that are shown in the CPHPS Infrastructure Plan. Since this improvement does not have an identified funding source, it could be added to the improvements if PG&E and Lennar coordinate the improvements such that temporary lower cost upgrades are installed until redevelopment of the substation at which time cost savings from the Shipyard off-site improvements combined with PG&E’s streetscape budget could fund full build out of the recommended streetscape plan including the Class 1 separated cycle track.

COORDINATING ACTIONS

Funding

COORDINATING ACTION

COORDINATING ACTIONS



HUNTERS POINT BOULEVARD

Evans Street east of Jennings and Hunters Point Boulevard should have a consistent street section to create a gateway for India Basin. The same recommended improvements and funding situation applies to both Evans Street and Hunters Point Boulevard.

Both PG&E and the Recreation and Parks Department have expressed interest in accessible connections for the uphill communities down to the waterfront open space, including a new stairwell down the hillside from Hunters View along the publicly-owned but unimproved extension of Hudson Street and a pedestrian crosswalk across Innes Avenue. Given the parkway-like conditions of this stretch of road with no active frontages, a pedestrian-activated signal would likely be required for safe crossing. Both stair improvements and the adjacent pedestrian crossings do not have an identified funding source, but could be incorporated into the RPD, Lennar, or PG&E budget if savings/duplication is identified elsewhere.



INNES AVENUE FROM HAWES STREET TO GRIFFITH STREET

The Shipyard off-site improvement obligations will fund improvements on this section of roadway with the exception of Innes Avenue west of where the road splits at the Hawes Triangle. The cycle track on Hudson Street west will be included in the funding for the RPD Project and the Bay Trail improvements.

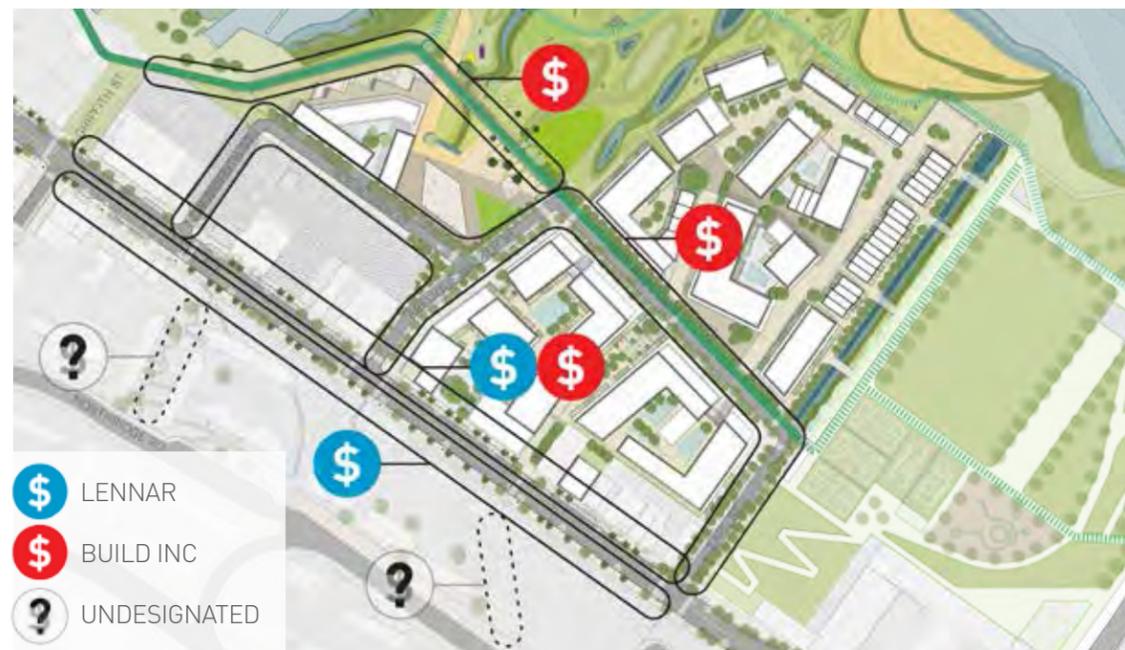
Innes Avenue between Hawes and Griffith represents the only area where there are active frontages on both sides of the street. Most of the hillside land uses are residential with some commercial uses and other infill opportunities. The recommended extension zone (the 8' between the curb and the traffic lane) improvements include the following

- driveway extensions
- street furniture bulb-outs and sidewalk extensions
- transit shelter sidewalk extensions
- parking and loading lane paving

There is no funding identified for these improvements nor the proposed Hawes Triangle improvements including the traffic calming bulb-outs and the stairs at the end of Hawes leading up to Westbrook. Each of these improvements could be funded by BTIP or Lennar from savings in reduced scope of improvements elsewhere in the study area.

Funding

COORDINATING ACTION

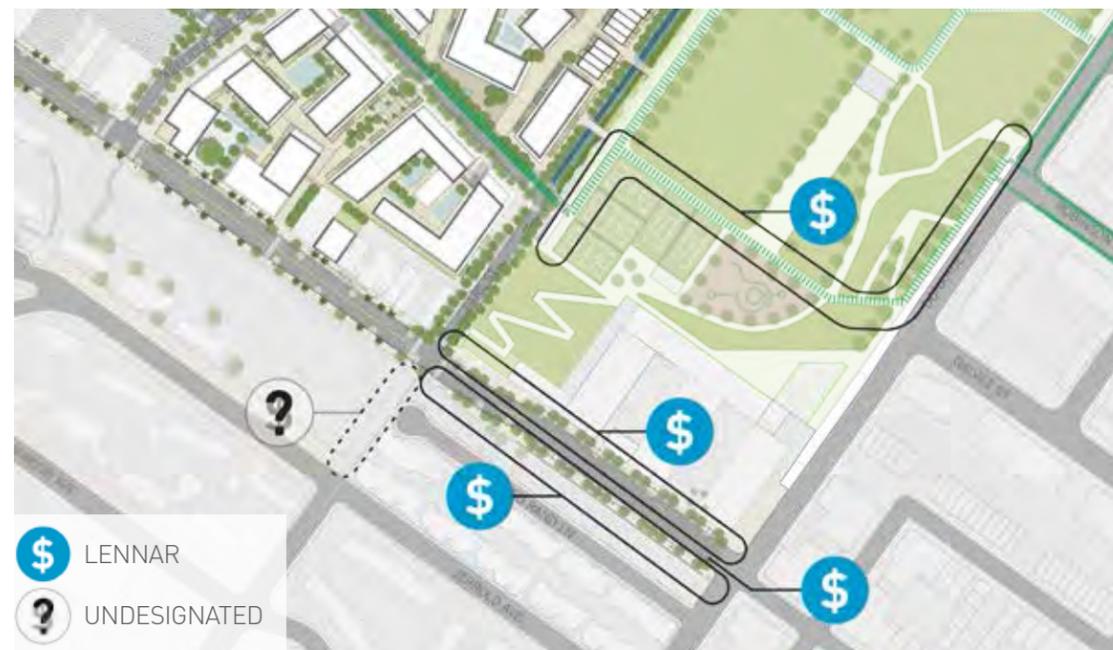


INNES AVENUE FROM GRIFFITH STREET TO EARL STREET

The Shipyard off-site improvements include this portion of roadway, although there may be some overlap with the Build Inc. Project. The Build Inc. Project has just embarked on its entitlement process and the details for funding public realm streetscape improvements are yet to be resolved. However, the recommended class 1 bikeway, traffic signals, crosswalks, bulb-outs, sidewalk extensions, driveway extensions, and transit stop sidewalk extensions included in this report are shown in coordination with the Build Inc. and RPD Projects and will be considered under the forthcoming Environmental Impact Review.

Additionally, the following streetscape improvements will be considered as part of the entitlements for Build Inc's project in India Basin:

- New Griffith Street is a proposed right-of-way (Neighborhood Commercial street type) that will replace the currently unaccepted street at Griffith Street.
- Hudson Street between New Griffith and Arelious Walker will be re-graded, re-aligned and re-classified as an accepted street (Neighborhood Commercial street type).
- Arelious Walker (Neighborhood Commercial street type) will be re-graded and re-aligned to connect with Hudson and New Hudson Streets.
- The western portion of Earl Street will be re-graded and re-classified as an accepted street as part of the Build Inc. Project with the eastern portion of the street converted to a pedestrian only publicly accessible walkway funded as part of the Build Inc. Project.
- Accompanying streetscape improvements on New Griffith, Hudson, New Hudson, Arelious Walker and Earl Street will be negotiated as part of the forthcoming entitlement process.



INNES AVENUE FROM EARL STREET TO DONAHUE STREET

Streetscape improvements on Earl Street along Northside Park should be coordinated between Lennar and Build Inc. The Bay Trail and cycle track passing through the Build Inc. project site will be funded as part of Build Inc.'s development. Lennar could consider installing temporary improvements on the bayside of this portion of Innes Avenue and use the savings from having to put in the full spectrum of streetscape amenities to upgrade the stairs up the hillside at Earl Street or improvements at the Hawes and Innes intersection.

The Shipyard off-site improvement obligations in the near-term will fund the following improvements on this section of roadway: roadway re-alignment, street re-surfacing and re-striping, street trees, pedestrian lighting, crosswalk re-striping, sidewalk repair and expansion, cycletrack connection through Northside Park, and bicycle parking. Since there are no active land uses on the hillside of the street, Lennar has indicated a preference to focus pedestrian amenities on the active waterfront side of the street where ground-floor retail/commercial and Northside Park will be located. An existing switchbox at the corner of Earl and Innes next to Northside Park creates particular design challenges that could be incorporated into a larger public space design.

Maintenance

DISCUSSION

Lennar/CPHPS Off-site

Through the CPHPS redevelopment project, Lennar is responsible for constructing a series of off-site improvements, potentially with an establishment period maintenance, and the establishment of community finance districts (CFD) for long-term maintenance of public amenities within their project boundaries, such as Northside park. Streetscape maintenance will revert to property owners after any maintenance establishment period Lennar agrees to provide. The CFD will not fund the maintenance of public right-of-ways. The current schedule has construction of the Innes off-site beginning in late 2017.

Build Inc Project at India Basin

Build Inc.'s properties represent a significant frontage along Innes Avenue, where additional amenities and streetscape improvements may be considered. Build Inc. intends to establish a master Homeowners Association or a Community Facilities District to finance long term maintenance of the streetscape improvements fronting their property.

PG&E Maintenance

PG&E will maintain all of their Jennings streetscape improvements outlined in this report. Additional funding and maintenance for streetscape improvements along Evans and Hunters Point Boulevard should take advantage of other planned improvements and coordinate plans and designs where possible.

Private Owners

As in most cases in San Francisco, property owners are required to maintain the sidewalk and streetscape plantings that front their properties. A community benefits district or a community facilities district could create a maintenance agreement to ensure consistent maintenance for the streetscape areas in India Basin.

Recreation & Parks Department

The Recreation and Parks Department will have significant amounts of streetscape frontage along Innes and Hunters Point Boulevard at India Basin Shoreline Park and 900 Innes. The maintenance agreements for the streetscape frontages along the parks also require further clarification, but will likely be funded by a Community Finance District.

San Francisco Housing Authority

The SFHA owns the hillside along Innes between Arelious Walker and Donahue Streets. CPHPS is funding the streetscape improvements in this area, but SFHA will be required to maintain the streetscape long-term. This is a long stretch of streetscape with no active frontages that the SFHA will be obligated to maintain.

San Francisco Public Works & MTA

Public Works is responsible for the maintenance of streets within the public right of way. Transit shelters are owned and maintained by a private contractor to the city directed by MTA. There has been no agreement reached about the maintenance of cycle tracks, but Public Works maintains streets within the public right of way.

Assessment Districts

The following types of assessment districts should be evaluated as part of the development of India Basin to ensure consistent maintenance:

- Community Benefit District (CBD)/Business Improvement District (BID)
 - » Property and business owners contribute special assessments to district. Assessment methodology varies (generally depends on parcel size, property size, use of property as well as other factors). Funds can be used for maintenance, safety, capital improvements, marketing and special events (have to add to existing services). All funds go to managing non-profit organization, which is overseen by a board.
- Green Benefit District:
 - » A Community Benefit District focused on maintaining/capital improvements of public realm (outdoor spaces open to public). Maintenance services such as tree care/irrigation systems maintenance, graffiti patrol, trash patrol, overall care of public realm areas. The funding mechanism is similar to CBDs/BIDs.
- Communities Facilities District (Mello-Roos District)
 - » Levy of special tax on real property within district. Tax revenues used to pay directly for services/facilities or bonds issued. Services cannot supplant services already available before CFD. Possible services are: environmental clean up, maintenance of open space, flood and storm protection, police protection, fire protection, ambulance services (more services if the district is formed by registered voters instead of landowners). The district is managed by local public agency and strong enforcement of tax payment (Rights to accelerated foreclosure). After bonds are paid off, district can still levy smaller tax for maintenance services. Tax methodology is flexible.

Maintenance

DISCUSSION

COORDINATING ACTIONS



- MAINTENANCE**
- BUILD INC INDIA SPRINGS
 - PRIVATE OWNERS
 - PG&E
 - LENNAR
 - SFHA*
 - RPD
 - PUBLIC WORKS
 - UNDESIGNATED

*SFHA San Francisco Housing Authority
RPD Recreation & Parks Department

Next Steps

The India Basin Transportation Action Plan presents a preliminary roadmap for coordination and collaboration on streetscape and transportation improvements in India Basin. While this is a non-binding document, it was prepared with varying levels of input and coordination between all participating City Agencies, private landowners, and community stakeholders. Since each street segment requires different stakeholder input and has different, often overlapping funding obligations, this Action Plan could be used as an advocacy tool to make sure that the available funds are spent in the best way and the streets enhance mobility for all users. Assembling the Action Plan was a coordinated effort, and carrying forward the recommended improvements will need to be collaborative as well. The Lennar, PG&E, Public Works BTIP, and Build Inc. improvements all have different time frames, so to ensure the recommended improvements are implemented in a cost-effective and efficient manner all stakeholders are encouraged to carry forward different aspects of the Action Plan as the schematic designs and transit plans are advanced to the next design phase. Community members are also encouraged to reference the Action Plan as an advocacy tool for future improvements. A more targeted community outreach process will occur as the design process progresses.

The following actions represent some of the immediate next steps in planning for India Basin improvements:

- Public Works to reach out to community to identify and prioritize locations for spending BTIP funds
- RPD to lead a design competition for the RPD Project commencing in the Fall of 2015
- Lennar starting schematic design for Innes between Donahue and Jennings in Fall 2015
- Build Inc anticipated to receive entitlements, including approval of design guidelines in the first quarter of 2017
- PG&E to complete shoreline remediation and restoration along the Hunters Point Shoreline. This work is anticipated to begin in the Fall of 2015 and will continue into early 2016. The timing of this work is contingent upon the issuance permits from regulatory bodies.
- PG&E to begin construction of streetscape improvements at the corner of Evans and Jennings in the Fall of 2015, concurrently PG&E is working to permit the balance of the work along Jennings in 2015.

