



India Basin Shoreline

The Community Vision

DRAFT

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Welcome to India Basín, San Francisco's sunniest neighborhood and warmest waterfront.

The purpose of creating this **India Basin Shoreline: The Community Vision** is to inform the planning process for revitalizing the India Basin Shoreline from the neighborhood point of view, by people who live in India Basin, have invested in India Basin, and see the incredible potential for executing best practices and environmental policies while creating a signature recreation space for the entire City to enjoy.

A community planning process led jointly by the San Francisco Planning Department (Planning) and the San Francisco Redevelopment Agency (Redevelopment) is underway for the India Basin Shoreline, also known as Redevelopment Survey Area C (Area C). In June, 2009, the Planning Department released their draft **India Basin Shoreline Subarea Plan**.

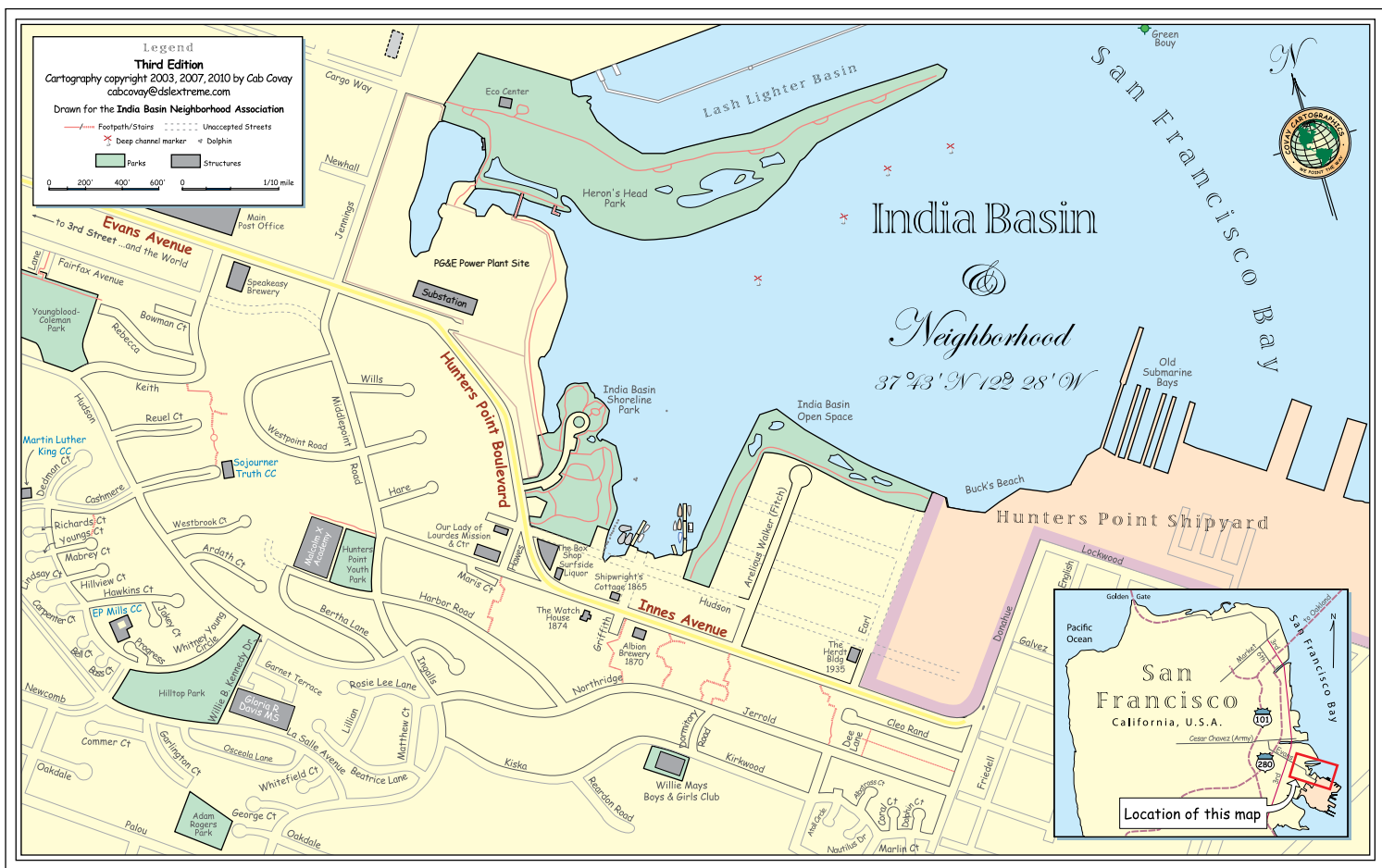
As major stakeholders in this community planning process, representatives of the India Basin Neighborhood Association (IBNA) participated in all public workshops and meetings, read and reviewed the draft of **India Basin Shoreline Subarea Plan**, and submitted comments in response.

In addition to submitting comments on the Subarea Plan, IBNA submits this India Basin Shoreline: The Community Vision for consideration by Planning and Redevelopment staff and commissions, civic leaders and the broader community. This document reflects what submitted comments cannot illustrate, the true neighborhood vision for the India Basin Shoreline –the heart of our community.

We base this **Community Vision** on concepts originally conceived by the community for the San Francisco Parks Renaissance program in 1999 and the India Basin Neighborhood Plan created in 2006. This document was developed during the spring and summer of 2009 by the Shoreline Planning Committee of the IBNA Board of Directors, by other IBNA members, and by residential and commercial neighbors. We offer it as a vision of our neighborhood. Special thanks to the Lennar Corporation for contributing funds toward creating this Community Vision in an effort to better integrate the Hunters Point Shipyard and India Basin neighborhoods.

Need B&W before pics





India Basin Is More than Just “Area C”

India Basin is the waterfront neighborhood that stretches from the port properties at Pier 98 to the Hunters Point Shipyard, and from the hilltop to the water. Redevelopment Survey Area C is the shoreline portion of the neighborhood, mostly privately held. The seventy-six acre Area C is but a subset of the larger India Basin neighborhood, which is itself at the crossroads of numerous master-planned developments and Redevelopment Project Areas. This new development is heavy on housing and light on jobs and amenities. Development of Area C must be planned in this context, to meet the economic and recreational needs of the larger community, and to ensure seamless social and infrastructure connections throughout the neighborhood.

In the 1870s, India Basin was a center for wooden boatbuilding, and became a hub for the Chinese shrimping industry around the turn of the 20th century. The US Navy's war efforts created thousands of jobs at the Shipyard during World War II, and hundreds of public housing units were built on the Hunters Point Hill in the years following. Two decades later, the Navy operations began shutting down. By the 1980s, the jobs had all but disappeared, leaving the local economy in shambles. The decades since have seen continuous deterioration of the area and ongoing discussion of how to revive the India Basin, Hunters Point, and Bayview neighborhoods.

Hunters View is one of the public housing projects in India Basin. Hunters View has received entitlements to rebuild and expand, providing long overdue relief to the residents of the currently dilapidated housing and adding market-rate housing to dilute the concentration of poverty. However, the Hunters View project falls short in providing open space or job-creating land uses, with less than 3 acres of public commons and only 6000 square

feet of retail. The Shipyard shares this housing-heavy development pattern, as will the inevitable rebuild of the Westbrook and Hunters Point East public housing projects.

This housing-dense hinterland leaves the India Basin Shoreline as the only location for providing the jobs, commercial and public space that the surrounding residents need. We have an opportunity now to develop the shoreline in a way that revitalizes the neighborhood economy and provides opportunity for all who live here.

The India Basin Neighborhood Association is not the only group to recognize that the India Basin Shoreline must serve a population outside its borders. The Redevelopment Plan for Project Area B, the larger redevelopment project area that includes the shoreline, calls for India Basin to be a waterfront recreation destination. The Bayview Concept Plan, which pre-dates the Redevelopment Plan, calls for India Basin to be a waterfront recreation destination. The strategic plan of the Bay Conservation and Development Commission (BCDC), dating back to the early 70s, calls for India Basin to be a waterfront recreation destination. This Community Vision echoes those calls.

Our Population Is Set To Quadruple

The current population of India Basin is approximately 5,000. We are at the center of numerous surrounding development projects that are expected to quadruple the population to 20,000 over the next ten years. Almost all of the new development in India Basin focuses on providing more housing for these new residents, but lacks the retail, business amenities and commercial space that turn “developments” into successful communities.

Every planning decision made now must take into account that four times as many people will be living here in a decade, added to which the large number of people visiting and working in the neighborhood. In order to provide sufficient amenities, jobs, and recreation space for the future population of India Basin, a large reserve of the India Basin Shoreline must be publicly-accessible, non-residential space.

Currently, there are few amenities in India Basin. More than two miles from the Hunters Point Third Street Corridor, residents have little or no access to food stores, restaurants, parks or community centers. If thoughtful planning, zoning, and development are not carefully strategized now, the future residents will also lack these local amenities.



Summary of Additional Development

Several large development projects in and around India Basin are either already entitled or substantially certain to be entitled within the next five to ten years. Entitled and proposed infill projects along Innes total nearly 200 units, not counting the inevitable development of Innes' many vacant lots. Only Shipyard Phase II creates open space of more than a nominal amount, and the bulk of that will serve as either parking lots or corporate lawns. The San Francisco Recreation & Parks Department characterized the amount of open space in the Hunters View development as inadequate.

	Current	Entitled	Full buildout
Hunters View <i>100% entitled</i>	267	800	800
Shipyard Phase I <i>100% entitled</i>	0	1600	1600
Shipyard Phase II <i>under environmental review with widespread political support</i>	0	0	2500 in India Basin (12500 total)
Westbrook & Hunters Point East <i>request for proposals extended in 2008, temporarily deferred</i>	400	400	1000 using same density ratios as Hunters View
Infill Projects	6	6	200-300
TOTAL UNITS	673	2806	6100-6200
Innes Ave. Cars Per Day			

Destination	Miles	By Car in minutes	By Public Transit in minutes
Warming Hut (Crissy Field)	4.1	10-15	46-51
Legion of Honor	4.7	13-19	42-46
900 Innes (India Basin)	5.3	18	30-60
Hunters Point Village (Shipyard)	6.0	20	35-60
Java Beach Café (Ocean Beach)	6.0	16	45-49
Jerry Garcia Amphitheatre	6.1	14	39-67
San Francisco Zoo	8.0	21	45-60
Fort Funston Dog Area	8.4	20-30	44-64
Golden Gate Bridge Visitors Center	8.8	16-20	33-43

How far is it?

Locations listed are those amenities that are closest, most commonly accessed by current residents. Today, except for items available at one liquor store, no basic needs can be met in a reasonable walk. Most destinations require at least one bus transfer. All distances are measured from the landmark Shipwright's Cottage at 900 Innes Avenue.

Desired Amenity	Common Destination	One-Way Distance	One-Way Walking Time
Community			
Public Meeting Space	Southeast Community Center	1.9 miles	45 minutes
Public Recreation Center	Joseph Lee Gym	1.3 miles	35 minutes
Legal Off-leash Dog Park	22 nd & Arkansas Streets	2.5 miles	55 minutes
Small Boat Launch	Islais Creek	1.3 miles	35 minutes
Services			
Library	Anna Walden Public Library	1.7 miles	40 minutes
Book Store	Christopher Books	2.7 miles	70 minutes
Cup of Coffee	Javalencia	1.3 miles	25 minutes
Purchase a Fast Pass	Wong's Meat Market	1.5 miles	30 minutes
Schools			
Elementary School	Malcom X Academy	0.3 miles	10 minutes
Middle School	Martin Luther King	2.2 miles	45 minutes
High School	Thurgood Marshall	2.1 miles	45 minutes
Essentials			
Diapers / Rx / Dog Food	Walgreen's	1.2 miles	25 minutes
Fresh Produce	Bayshore Market	2.4 miles	60 minutes
Sourdough Bread	Good Life 20 th Street	2.7 miles	70 minutes
Major Supermarket	Safeway Potrero Hill	3.8 miles	90 minutes
Entertainment			
Movie Theater	Metreon	3.9 miles	90 minutes
Live Music Venue	Bottom of the Hill	3.1 miles	60 minutes
Restaurant	Soo Fong	1.2 miles	25 minutes
Restaurant on the Water	The Ramp	2.5 miles	65 minutes

The Shoreline Meets Special Needs and Needs Special Protections

India Basin residents lack the most basic amenities that other San Franciscans enjoy. No revitalization will be successful until these kind of services can be found within walking distance of India Basin homes. The Shoreline is the obvious –and only –place to locate these amenities.

The waterfront doesn't need special protection in the rest of the City. With only one exception, San Francisco's shoreline is zoned as Parks & Open Space (which bans housing), Port Uses (which bans housing), Public Lands and Institutions (which bans housing), Production, Distribution & Repair (PDR) which bans

housing, or PDR-equivalent predecessors (which are being phased out because they fail to ban housing). The sole exception to this Citywide ban on shoreline housing is the segment of waterfront in Seacliff that is zoned Residential, a stretch where the private homes are up on a cliff and the entire usable portion of the shoreline is a public beach down below.

India Basin, however, contains the only remaining privately-held waterfront in San Francisco. Two of the current owners of large shoreline parcels have acquired their land subject to interim zoning controls that discourage an all-housing development, but those controls do not ban shoreline housing outright. BCDP has permitting authority over the first 100 feet of shoreline but does not set underlying zoning or height restrictions. Therefore, without special protections, our shoreline is vulnerable to being privatized by residential development.

San Francisco has continually reaffirmed its commitment to keeping the waterfront a shared resource. The number of shoreline housing units in San Francisco today is zero. Housing is expressly prohibited in all but three small segments of shoreline, two of which are controlled by obsolete zoning. In most of the City, housing is

banned along the shoreline. The India Basin Shoreline should be no exception.

A ban on shoreline housing would not render the waterfront portion of these parcels undevelopable but simply ensure that any development would be water-oriented and public serving. The opportunity exists now to make zoning decisions that locate denser residential buildings on the hill, as indicated in the San Francisco General Plan, and reserve land for public space on the centrally located waterfront. The India Basin Shoreline needs special protections to achieve this General Plan goal.

The city of San Francisco decided long ago that our waterfront was an inherently public asset, deserving of special protection. Every last inch of shoreline in San Francisco is accessible to the public – except for much of Area C. Almost all of the India Basin Shoreline is either for sale now, or the property of PG&E for which the City of San Francisco has both right of first refusal and right of first offer. Acquiring these shoreline parcels now will remove the speculative development pressure they currently face. Additionally, placing zoning restrictions on the shoreline before development or planning begins will ensure that this waterfront area will be protected as a public asset.

Visual #5 To Come



Community Goals & Development Values

The India Basin neighborhood seeks development that will benefit the entire community rather than a small subset of business, developers, or neighbors. Planning for India Basin and the Shoreline should not take place in a vacuum but in connection with development of the neighborhood as a whole, including Project Area B and adjacent developments. The time is now to lay the groundwork for regional revitalization.

The development values we have consistently identified include the following:

- **Comprehensive Planning:** Create a viable community that is well connected to the greater neighborhood.
 - **Economic Success:** Establish buffer zones between inherently conflicting land uses; encourage event, conference and hotel space to attract tourism; develop hubs of community activity for residents and local visitors; create jobs; and build family-scaled homes.
 - **Environmental Protections:** Set an overall height limit of 40 feet and establish a 300-foot wide Shoreline Zone Overlay to further refine land uses and heights to protect the natural environment while creating business and recreational opportunities.
 - **Transportation Improvements:** Build new routes and other infrastructure improvements to keep traffic moving, widen transportation options, and make it safer for cars, pedestrians, boaters and cyclists to move in and through the neighborhood.
 - **Recreation Opportunities:** Create a signature shoreline park that combines healthy active and passive recreation uses; a refurbished Shipwright's Cottage that will support boating, education and concessions and a Great Space for events.
- Our revitalized community will be accessible by boats, water taxis, bicycles and other alternatives; allow safe walking via connected trails and greenways; and have streets designed for smooth flow of cars, trucks and buses. We see business opportunities that will provide desired neighborhood amenities and job opportunities. We want to build greener than green by exceeding code requirements while respecting the Shoreline and preserving sound, light and air quality. We think creative re-use of existing structures is the greenest of all. Let's grow India Basin organically. We see an active waterfront recreation space with water access that allows for fishing, birding, skateboarding, swimming and boating. We envision a signature dog park and off-leash areas separate from playgrounds and picnic areas as well as an event space that will attract community and regional visitors who will, in turn, help support local businesses.
- Such goals and priorities have been shared in various formats with the Redevelopment Agency & Planning Department in 2008 and 2009 and are the framework used to develop this Community Vision. A more concise summary can be found on page 33.

A Tour of a Revitalized India Basin Shoreline

The most powerful way to understand the qualities of the India Basin Shoreline is to experience it by traveling the neighborhood in person. Only by experiencing the miracles of day-to-day life along the Shore –the morning light on the water, views to Mt. Diablo, the ever-changing tides, fog-free summer afternoons, migratory bird patterns –can this unique land be most appreciated.

The India Basin Neighborhood Association encourages all readers of this proposal to visit the neighborhood and imagine the revitalization as they do. Meanwhile, the following essays describe the community vision for our Shoreline, our neighborhood and our greater community.

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Launching from India basin Shoreline Park, the annual Bayview to Breakers kayak race attracts contestants from throughout the city each August.



India Basin Walking Tour Map





The revitalized view from the parking lot of Heron's Head Park looking east toward Hunters View shows a restored cooling lagoon enjoyed on a summer's day, a Class I Path, and the rear decks of Jennings Street's Restaurant Row.



[ART #7A drawing of Restaurant Row from the front]

1 Jennings Street: Restaurant Row

Jennings Street will be a thriving restaurant row serving the neighborhood, the workers, as well as the visitors who will be building their appetites by spending the day on the water. Bicyclists will enjoy truck-free and ocean view-filled cycling on the path constructed behind Restaurant Row along the water. The once-industrial cooling lagoon can now serve the community as a place to swim and fish. A waterfall that once flowed from the power plant into the lagoon, if reconstructed, would make an appealing feature for the surrounding office space.

This is the ideal location for non-residential development including ground-floor food service with office space above. Commercial- only zoning will provide a noise buffer between the residential neighborhood and the industrial region at the Port.

maybe a food photo here



Existing Conditions: Desolate Truck Route with a World-Class View

Jennings is currently a 64-foot wide public thoroughfare that runs from Cargo Way to Evans Street. It is a truck route and provides access to the US Post Office bulk mail facility. The north side of Jennings, outside of the India Basin Shoreline, is zoned for Production, Distribution and Repair (PDR) and is currently occupied by light industrial businesses. To the east at Cargo Way, Jennings becomes the entrance to active Port property on Piers 90-94, the City's recycling center on Pier 96, and Heron's Head Park at Pier 98. Crossing Evans westward the street becomes Middle Point Road and serves as an entrance to the Hunters View public housing development.

Desired Use: Entertainment and Dining Destination

The community envisions Jennings Street as a vibrant destination full of restaurants, shops and entertainment. It will act as buffer zone between industrial and late-night uses to the northwest and quieter commercial uses to the southeast, which will create a further buffer between night life and residential life. Zoning as commercial all of the property from Pier 98 to Evans to the water will provide a buffer between industrial and residential areas and allows for this vibrant use of the land that can include entertainment that will not conflict with housing.

Street front: Neighborhood- and Visitor-Serving Businesses

- 25 by 100-foot lots create an urban street face with ground-floor commercial along Jennings
- Upper stories provide 48,000 square feet of office and flexible commercial space
- Dining and nightlife venues have back decks with spectacular Bay views
- A Class I bicycle / pedestrian path along the lagoon connects Cargo Way and Evans and allows for parking lanes on Jennings
- Commercial only zoning on water side of Evans and Hunters Point Blvd.
- Continuation of Shoreline Zone Overlay to restrict overly-vertical building



Lagoon: Recreation Feature for Swimming and Birding

- Remediate and repurpose the cooling lagoon behind Jennings to create a water feature
- Relocate one of the Quonset huts currently on Jennings to this lagoon water feature to serve as a facility such as a bird-watching clubhouse
- Connect the Bay Trail and Class I Path to give non-motorized traffic a throughway to Jennings
- Continue the program of environmental education signs from the Eco Center and Heron's Head Park to the new lagoon water feature



[Art #5: photoshop of Quonset Hut repurposed as birdwatchers club]

Creative reuse of existing structures is an environmentally sound building practice that will allow India Basin to grow organically and immediately. Just as the Warming Hut was reused at Crissy Field, the Quonset huts used for administration at the PG&E Power Plant can be repurposed as clubhouses for birders, kayakers, or youth programming at an expanded India Basin Shoreline Park.



② Hillside Transition Area: Welcoming New Residents

- Make available approximately 69 20-foot wide residential lots for town homes fronting Evans and Hunters Point Blvd. connecting to Hunters View development
- Restrict curb cuts on Evans and Hunters Point Blvd.
- Create garage entrances from new access alley
- 30 units have 40-foot heights from Evans
- 31 units have 40-foot heights from new alley
- 7 units have 30-foot height from Hunters Point Blvd.
- Physically connect Hunters View to Hunters Point Blvd. via Hudson Avenue right-of-way
- Protect native plants on Serpentine Hill



The first glimpse of San Francisco Bay when heading south on Evans Street is greatly enhanced by the photographic removal of myriad utility poles currently marring the street. Utility undergrounding of Jennings, Evans, Hunters Point, and Innes are key to any neighborhood revitalization effort.



③ Economic Engine: Power Plant Site Emerges as Community Cultural Center

Since 1929, the entrance to India Basin's residential and commercial core has been marred by the hulking fixture of the Pacific Gas & Electric Company (PG&E) Hunters Point Power Plant. Rather than enjoying the magnificent sight of San Francisco Bay, residents and visitors have been assaulted by polluting stacks, a mismatched array of outbuildings, oil tanks, an open substation, and a high-tension superstructure. Through the diligent efforts of the community, this major source of pollution was decommissioned in 2005 and razed in 2008.

Existing Conditions: Decommissioned Power Plant

PG&E is scheduled to complete the removal of pollutants and restore the 30-acre property to levels that allow for unrestricted land use. The City and County of San Francisco have first right of refusal and right of first offer to obtain the property. The power plant site, while no longer operating, remains a community plague. PG&E performs minimal maintenance on sidewalks, walkways and greenery on and around its site.

Desired Use: Family Homes on the Hillside Overlooking a Waterside Stern Grove

Now is the time to turn India Basin's biggest scar into its greatest asset. Taking advantage of the unique waterfront location, fabulous weather, and stunning views, the power plant site can be the perfect location for commercial, educational, and entertainment venues. It will serve as the buffer between the India Basin Industrial Park and the growing residential community.

The PG&E property adjacent to Hunters View, known as the Tank Lots or the Hillside Transition Area, is an ideal location for town homes. This waterfront acreage on the east side of Evans allows for a mix of uses that will bring jobs to residents, revenue to local business owners, and tax revenue to the City. The centerpiece is a large, flexible, indoor-outdoor programmable space for meetings, music, film and theater events much like those held for over 30 years at Stern Grove on San Francisco's west side, but with better weather.

[ART #10 is lo-res or out of focus]



Waterfront Acreage: Programmable Great Space

- Programmable amphitheater with seating for 1,000 people
- Educational and/or cultural facility with revenue-generating event space
- Conference center for mid-sized meeting rental
- Filmmakers co-op creative space with indoor/ outdoor screening room facility
- Community rooms to serve current and future residents for meetings and events
- Sculpture garden

Substation: Architectural Feature

- Incorporate substation into Great Space design
- Allow light and view through structure to water
- Install educational kiosk to learn about electric grid

Beneath High Tension Lines: Parking

- Car and bike share facility that includes electric car hook-ups
- Parking lot for Great Space and Boating Center
- Enclosed dog run

Outdoor theaters such as San Francisco's Stern Grove are popular venues for daytime performances and evening community events.

Stern Grove's Trocadero community room hosts 120-140 guests, and the Grove itself can seat up to 10,000 for music and dance performances. The power plant site is suited to a more modestly-sized venue like the Mountain Winery in Saratoga, which seats 1750 and features such popular acts as Etta James, the Temptations and the Gypsy Kings.

Many cities have brought this intimate concert ambience to a waterfront setting like India Basin. Two venues similar to what we envision for the power plant site are:

Riverfest Amphitheater, Little Rock, Arkansas

<http://tinyurl.com/ltqm8h>

Riverfest accommodates a range of activities, from outdoor film screenings to a Cinco de Mayo festival to concerts by legends like B.B. King. Built in 1986, Riverfest can be rented for a nominal fee to host free public events year-round. Fixed seating capacity is 1375.

Brown-Forman Amphitheater, Louisville, Kentucky

<http://tinyurl.com/n2dvxm>

Brown-Forman offers dramatic views and a natural setting. The venue is open to the public but can be gated for events with paid admission. Brown-Forman is part of the Louisville Waterfront Park, which attracts 1.5 million visitors per year.

4 Safe Passage to the Waterfront: Traffic Flow Alternatives

Acquisition and zoning are but two vital components to ensure the successful future of India Basin; we must also ease the transportation pressure that thousands of new residents will exert on India Basin and the Shoreline. Specifically, Innes Avenue, a natural bottleneck that will only further be taxed by the thousands of new residents, needs critical attention. Creating new connections between existing neighborhoods by revising the street layout in Shipyard Phase I is key to the success, safety, and air quality for all of the connecting neighborhoods. Any true revitalization of India Basin is dependent on safely moving people into, out of, and through the community.

Existing Conditions: Bottlenecks, Traffic Jams, and Visual Clutter

India Basin has been long-neglected in street design and maintenance. The only alternative to cars are two cross-town bus lines and a stop-start bike lane through portions of the neighborhood. Hudson Avenue is among the last unpaved streets in San Francisco. Many other streets are indicated on paper but do not exist on the ground. There may be more utility poles per miles than anywhere in San Francisco. The first block of Hunters Point Blvd., for example, contains 35 utility poles. Some poles exist merely to hold up other

poles and others poles bear as many as 65 lines. Stairways from public housing developments on the hill are decrepit and dangerous. Crosswalks are oddly located and not well marked. Sidewalks are impassible along Jennings and do not exist along sections of both Evans and Innes.

Desired Use: A Model of the Better Streets Plan

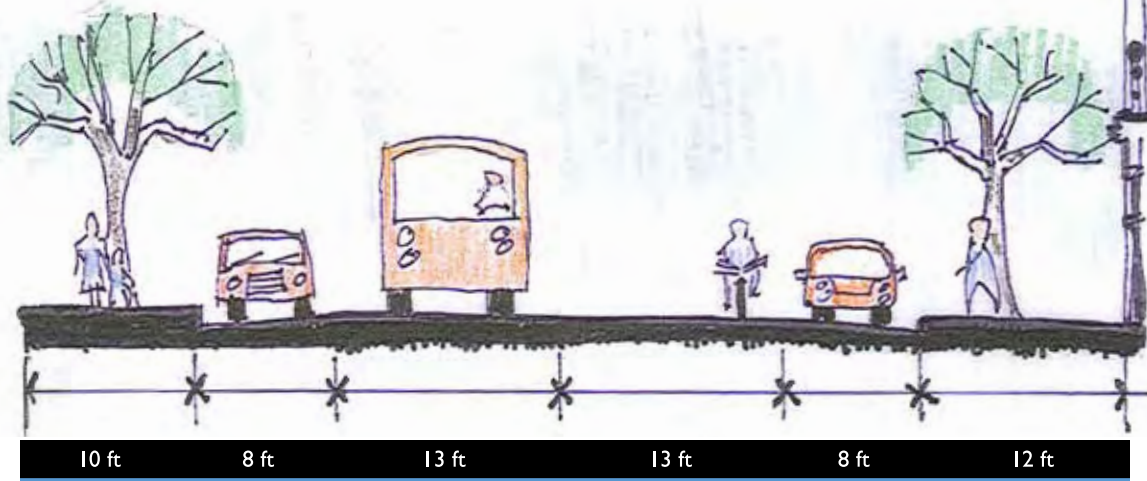
India Basin provides a unique opportunity to redesign an entire neighborhood implementing San Francisco's innovative Better Streets Plan. Desired improvements for safe passage include:

- Continuation of Blue Greenway and Bay Trail through India Basin
- Undergrounding utilities to provide more sidewalk space
- Well-marked crosswalks
- Street lighting using Dark Night Sky principles
- Bus shelters
- Eclectic streetscaping of both trees and plants, including protecting existing trees
- Bicycle racks and other street furniture matching Blue Greenway design

Because of the massive development planned in the neighborhood, all transportation adjustments must be coordinated in advance. No development in any part of India Basin should be approved for construction until transportation issues are solved. Utility undergrounding and other infrastructure upgrades should be coordinated with street realignments and other improvements.

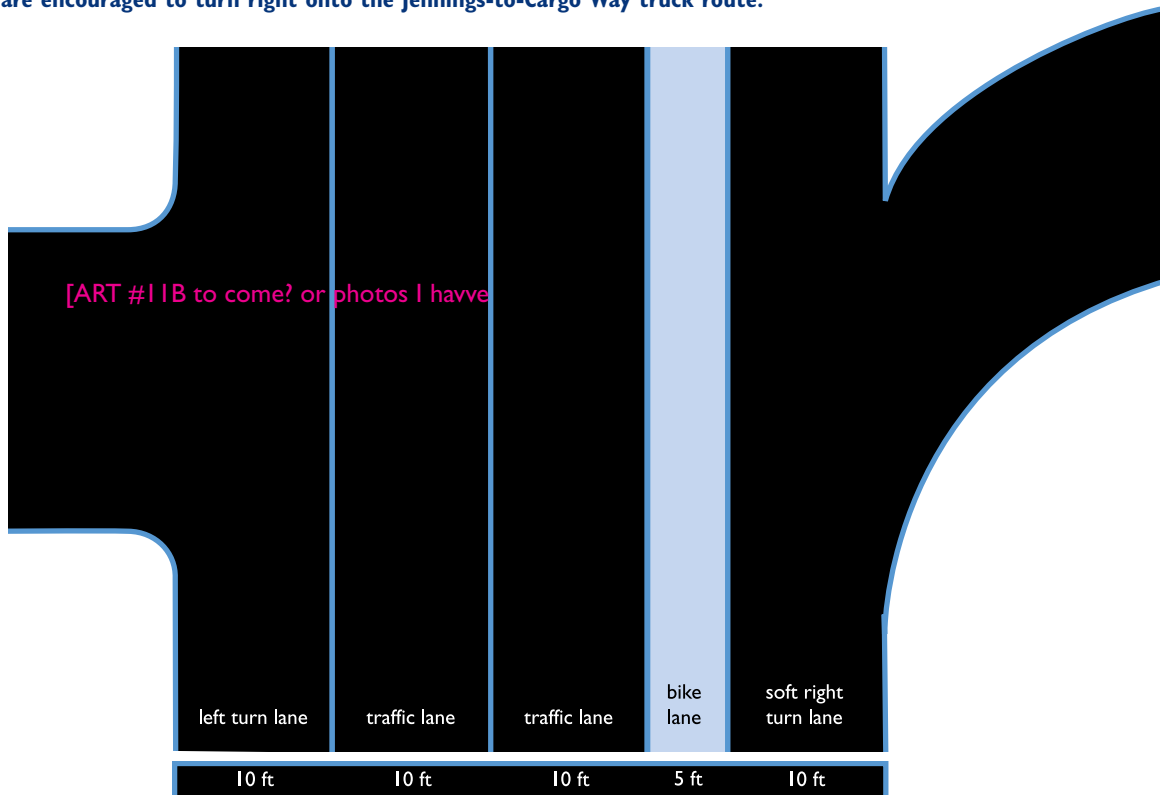
Jennings Street

This 64-foot wide street is badly damaged by roots and must be improved for use by trucks, buses, and cars to encourage its use as a route to the soon-to-be improved Cargo Way to its north. A wider sidewalk on the south side in front of mixed commercial developments allows for an active street life and retail opportunities such as produce stands and street furniture. The Burke Street right-of-way should be accepted as a plaza entrance to the Lagoon Water Feature and can also possibly serve as emergency vehicle and delivery access for the Jennings Street businesses.



The Jennings-Evans-Middle Point Intersection

This intersection that serves as a connection between the India Basin Shoreline and entrance to Hunters View has already been identified as problematic in the Hunters View EIR. It will be heavily traveled by cars, trucks, buses, and pedestrians. It should be widened to allow for a soft-stop right turn from Evans to Jennings so that vehicles heading north are encouraged to turn right onto the Jennings-to-Cargo Way truck route.



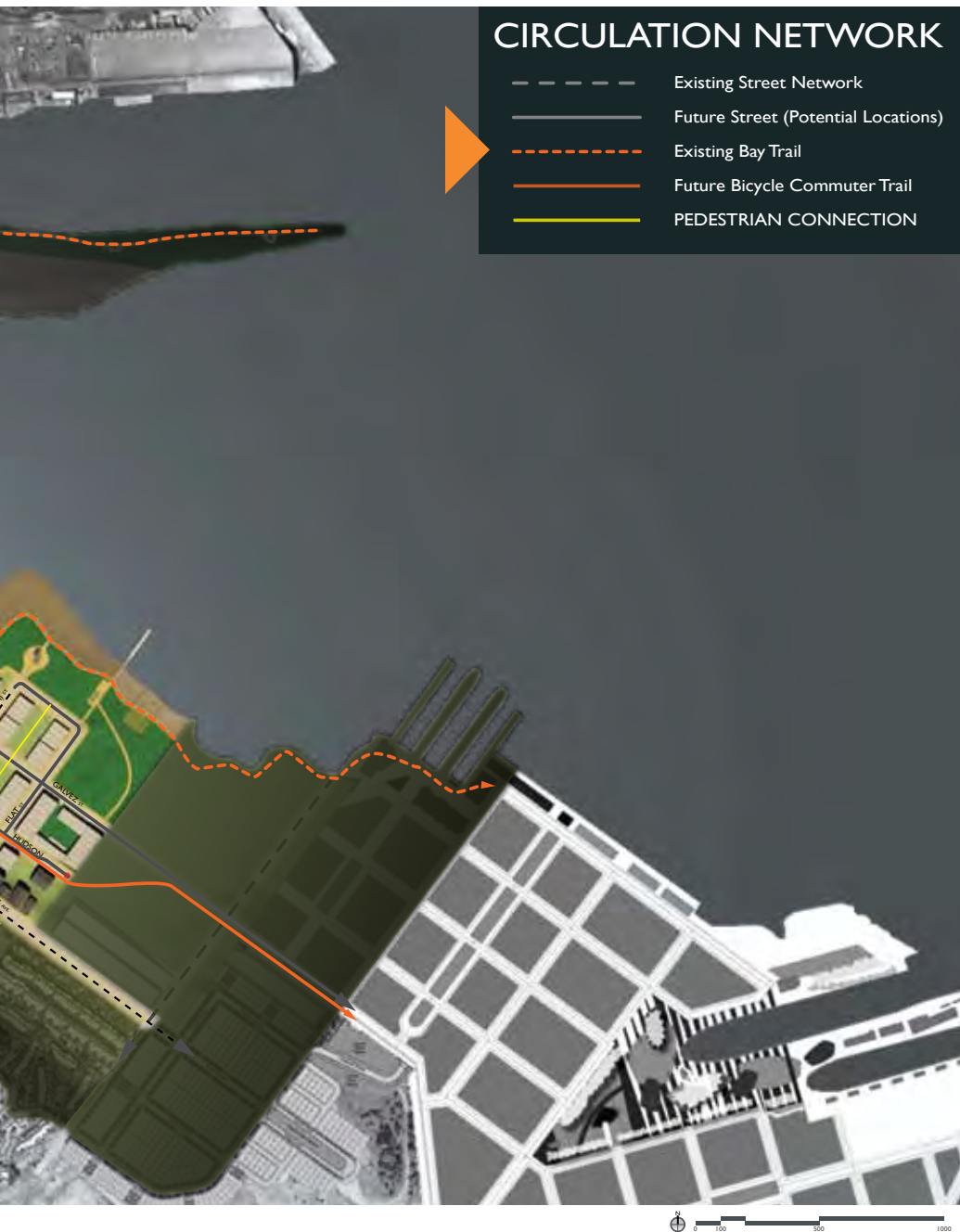
Parking

The best creative effort put into finding alternatives to cars does not replace the reality that people will be driving and parking in India Basin.

The Community Vision to accommodate cars includes:

- Concentrating parking facilities at the edges of the neighborhood
- Using the grade change east of Innes Avenue to build unobtrusive parking facilities near India Basin Shoreline Park and near Hudson Avenue and Earl Streets
- Minimizing curb cuts throughout the Shoreline area as well as designing new buildings with rear-access garage entrances and shared facilities where feasible
- Establishing car share and bike share facilities within the neighborhood





CIRCULATION NETWORK

- Existing Street Network
- Future Street (Potential Locations)
- - - Existing Bay Trail
- Future Bicycle Commuter Trail
- PEDESTRIAN CONNECTION

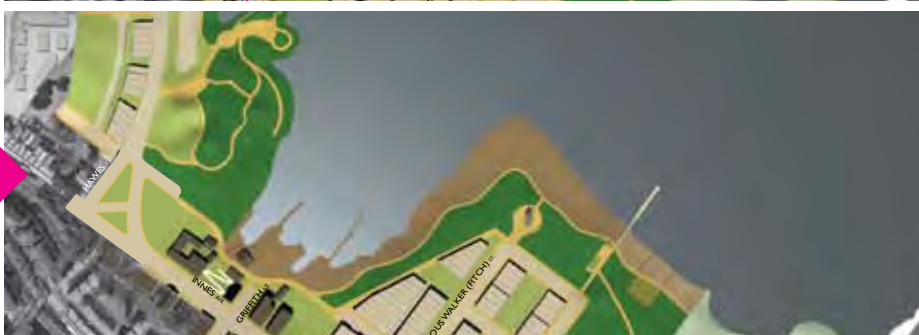
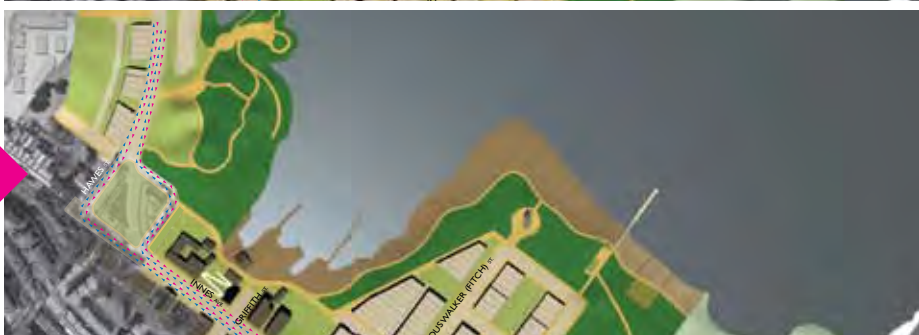
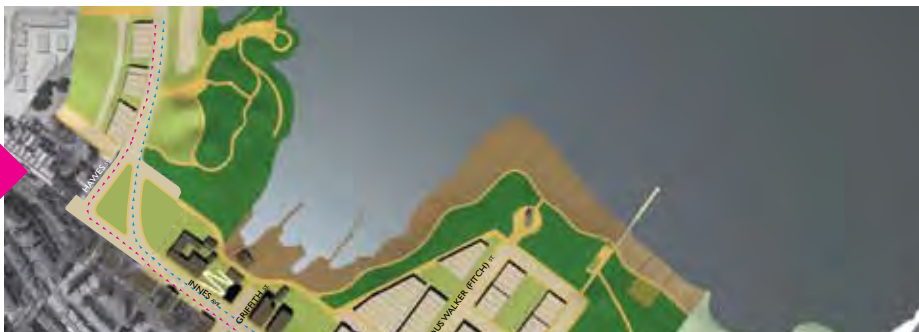
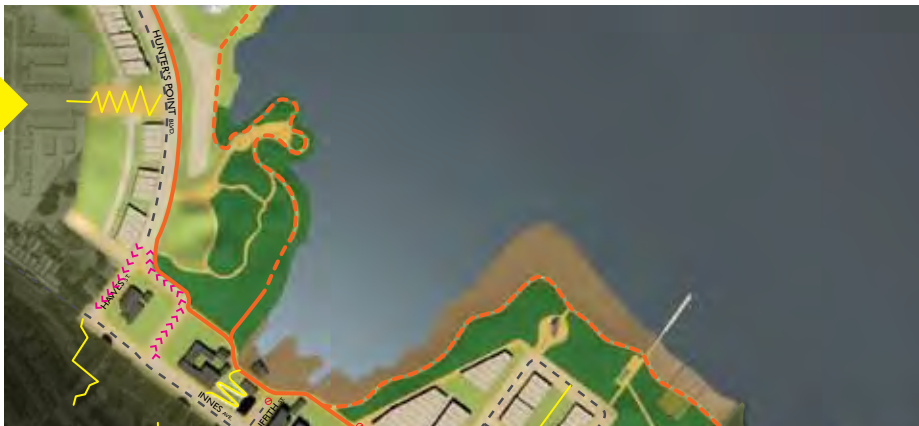
Class I Bicycle/Pedestrian Path

The non-motorized traffic spine for the India Basin Shoreline is a Class I Commuter Bicycle / Pedestrian Path that provides quick bike passage through India Basin, connects to the planned Class I Path along Cargo Way to the north and with a desired Class I Path through the Shipyard.

A Class I Commuter Bicycle / Pedestrian Path is a two lane, minimum 10-foot wide non-motorized road specifically designed for alternative transit, including bikes, pedicabs, and other human-powered options. Class I Path paving should be continuous from the Cargo Way Path design, decomposed granite or other porous and forgiving material, not asphalt or concrete. This special path will create miles of exclusive human use along the shore of India Basin with dramatic views of San Francisco, the Bay Bridge, and the East Bay, drawing visiting biking, walking and jogging enthusiasts to and from the area.

The Shoreline section of the Path, shown in the drawing on page 10-11, begins at Jennings near the entrance to Heron's Head Park. It travels behind the decks of buildings on Jennings to minimize contact with auto and truck traffic and create an exhaust-free bike route along the lagoon. The Path then merges onto Evans about one hundred feet southeast of the Evans-Jennings intersection, which allows vehicles going north on Evans to turn right on Jennings without having to merge across a bike lane. The Path continues on the water side of Evans and Hunters Point Blvd., turning into Hudson just past the India Basin Shoreline Park.





Connections from the Hillside to the Shoreline

Improved stairways from Hunters Point hill to public transit, new neighborhood-serving businesses, and waterfront parks will allow safe travel for residents of Hunters View to the commercial and recreational destinations planned for the India Basin Shoreline. Especially important is the Hudson and Hunters Point Blvd. intersection, which must be improved to provide safe passage for pedestrians. Crosswalk signs and solar-operated lights will increase safety and visibility for pedestrian crossing.

Hudson-Hawes-Innes Triangle

This no-stop intersection was designed to accommodate a transportation need very different from today: it was built to move thousands of cars at once into and out of the Shipyard for shift work. The street is design for speed, not safety. While this intersection must still transport significant traffic, the traffic is continuous rather than intermittent. Furthermore, increased population and improved waterfront access will place pedestrians in direct conflict with the subsequent increase in vehicular traffic.

Several alternatives have been suggested for this problematic intersection including:

- No design change and traffic enforcement to control speed
- Street changes to include hard rather than soft turns onto Innes
- A traffic circle or modified traffic circle

More study of this intersection is needed. Meanwhile, so that the best options can be utilized, no building permits should be issued for projects bordering this intersection until a better street design is determined.



Hudson Avenue Built for Bikes

The Class I Path continues on Hudson Avenue from Hunters Point Blvd. into the Historic Boating Center. This portion of the Path becomes shared-use with the Bay Trail and Blue Greenway. Limited motor vehicle access may be required for businesses and Boating Center access. Under the circumstances of all that is demanded of it, Innes Avenue absolutely cannot also carry bicycle lanes, thus the inspiration for the Path on Hudson.

Currently, the Hudson Avenue right-of-way crosses the Bay at the mid-point of the Boating Center. While several alternatives are being considered to cross the water, the community-preferred option is the upland option, which utilizes the historic pathway around the water, lessens the impact on the natural

shoreline, marries well with Boating Center, and better connects with the Grand Entrance from Innes into the Boating Center.


Past the Boating Center, the Path continues down Hudson while the Bay Trail turns onto the existing India Basin Open Space Path. About mid-way between Griffith and Arelious Walker (formerly Fitch Street) to approximately Earl Street, Hudson can accommodate both the Path and motor vehicle access for the planned development along Hudson and the India Basin Flats.

After crossing Arelious Walker (Fitch), the Path uses the view corridor commons before turning on Galvez Avenue to continue into the Shipyard. This alignment takes advantage of a smoother grade than following Hudson exclusively.

The view from new homes at Hunters View and the Hillside Transition area could be toward a lively marketplace, homes, offices, guest dock, and signature park with sculpture garden along the southern shore of India Basin.

photo #13g does not show much
delete? or get better one





Innes Avenue: Gateway, Not Thruway

Eighty-foot wide Innes Avenue is both India Basin's "Main Street" and the gateway to the Shipyard. Although Innes has been a residential street since the 1860s, it is being asked to provide 100% of the load of every car, truck and bus to the Shipyard development.

Innes is included on the list of off-site improvements for the Shipyard Phase II. Every effort must be made during this process to find ways to slow traffic on Innes, improve its safety, provide access to the existing homes and businesses along its route, and design alternative entrances to the Shipyard.

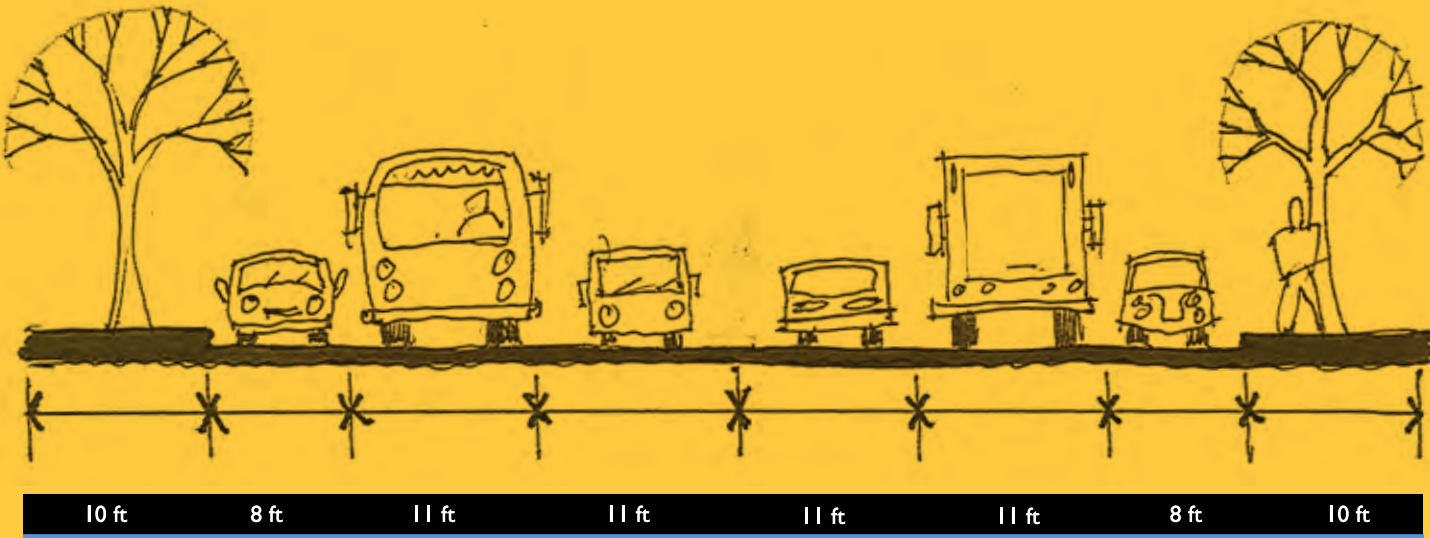
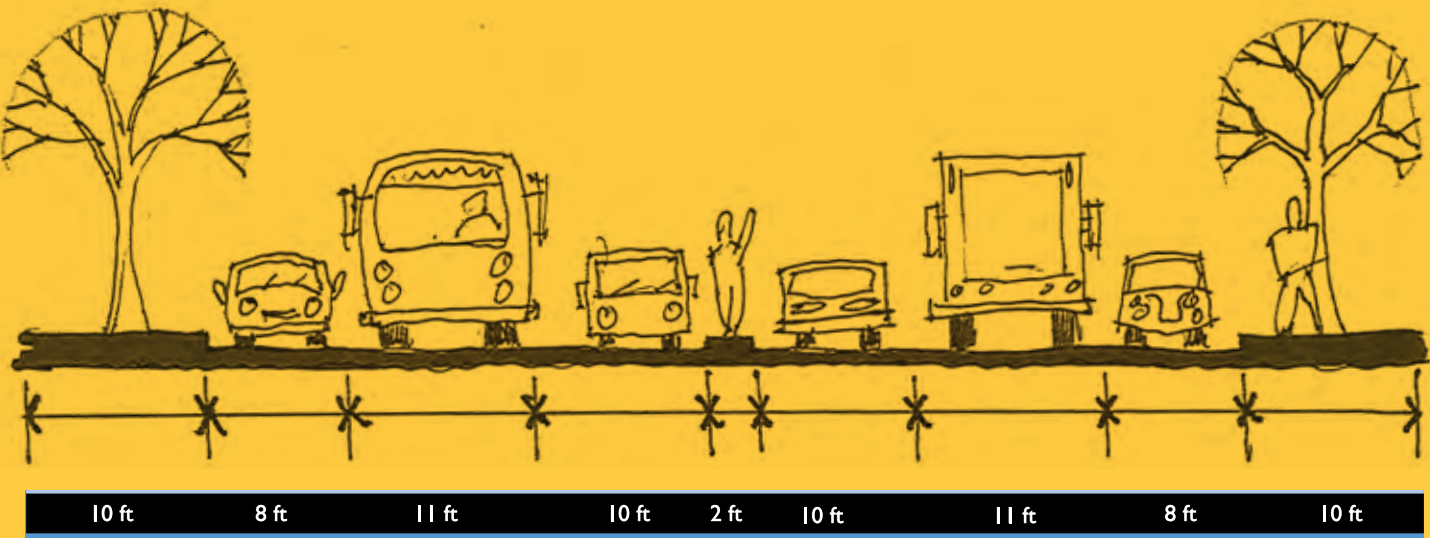
One incentive to slowing traffic on Innes is to enhance the trip by providing not-to-be-missed views of the Bay. Rather than a wall of buildings along Innes, efforts need to be made to preserve visual and pedestrian access to the water. Height limits along the east side of Innes should be

the reverse of tall corners – with lower heights at corners, and mid-block pedestrian alleyways to enhance view corridors to the water. Near 900 Innes Avenue, the Grand Entrance to the Historic Boating Center (see page XX) provides both a wide view corridor and a physical connection from the street to the water.

Mixed-use zoning on the India Basin Shoreline side of Innes will create pedestrian-scale storefronts. Limiting additional curb cuts will free parking for these businesses and further slow traffic.

Connections to the Shipyard

Easy access to the Shipyard is vital for continuity and traffic circulation. At Earl Street, Innes should remain two lanes in either direction with a squared intersection. Heading south, Innes can have one lane become a soft-stop right turn onto Donohue Street westbound to the existing Morgan Heights and Mariner's Village developments, and one lane going straight into Innes Court or left onto Donahue eastbound.





5 Building Community on the Water: Historic Boatyard Becomes a Boating Center

Beginning in the 1860s, India Basin became the center of wooden boat building on San Francisco Bay. All of the hay scows—including the Alma now at the Hyde Street Maritime Historic Park—were built here, as was Jack London’s Snark, and river boats used in WWII. About a dozen different companies thrived here, employing hundreds of workers. Wooden boat building and repair continued at India Basin well into the 1990s.

Existing Conditions:
Deteriorating Landmark
Shipwright’s Cottage

This old boatyard, generally known at 900 Innes, is the only privately-owned waterfront property in all of San Francisco. The property includes San Francisco historic landmark #250, the Hunters Point Shipwright’s Cottage, as well as several outbuildings. Since closing in the 1990s the boatyard has been a homeless encampment, a meth lab, and is now used for construction storage.



Desired Use: India Basin Boating Center

Using the Shipwright's Cottage as the centerpiece, create an exciting new recreation model for San Francisco: a center for human-powered boating in a publicly-owned facility managed by a community-based non-profit organization. Creating the India Basin Boating Center will not displace any existing housing or businesses but will balance recreational use by the community with preservation of the adjacent natural areas.

- Provide active recreational opportunity for sailing, kayaking, canoeing, and rowing
- Rehabilitate the historic wharf for passive recreation including fishing, bird watching, and viewing beautiful Mt. Diablo and the East Bay
- Creatively reuse surviving buildings for youth workforce development space to teach boat building as a carpentry pre-apprenticeship program
- Develop a maritime environmental education facility to teach children and youth maritime skills
- Use Shipwright's Cottage as event space celebrating historic value of the neighborhood in San Francisco's maritime history
- Generate revenue for maintenance from usage fees, community and foundation support, and concessions such as boat sales and rentals, bike sales and rentals, a bait shop, event rentals, and food /beverage service

Health and Economic Benefits

- Opens shoreline and water access for all
- Establishes a place for local children, youth, and families to learn boating skills, water safety, neighborhood history, and environmental awareness while enjoying maritime activities and the healthy team-building that it inspires
- Provides a new activity for visiting children, youth, and adults allowing this neighborhood to show off its assets and capture its share of tourism dollars
- Generates business ownership opportunities and jobs and synergistic income for existing local businesses that will become natural stopping places for people visiting the shoreline



Land Needs

Creating the Boating Center

- Incorporate Hudson Avenue pedestrian and bicycle access
- Use the Griffith Street right-of-way as a vehicle entrance and business access
- Open Bay Trail access to the water and Water Trail access to the shore
- Lots 4646 001/002/019/003A/003 Create a grand entrance to the boatyard from Innes Avenue. Using the three lots adjacent to the Shipwright's Cottage, establish a switch-back trail that allows for ADA and bicycle access from the street and bus stop to the Boating Center facility and a visual link from the street to the facility and waterfront

- Lot 4629A 010 Develop for concession sales to serve visitors and community use that also financially support the Boating Center

- Lots 4622 Provide direct access to the water
- Lots 4630 002 /006 Connect to existing Paths in India Basin Shoreline Park and India Basin Open Space to create a destination waterfront facility

Think of youth and adults having whale boat races on the Bay! Placing seven lots of the former boatyard into the public trust links the existing India Basin Shoreline Park and India Basin Open Space. This unique land—including the Hudson Avenue and Griffith Street rights-of-ways—could be enjoyed for educational and maritime recreation. On the Bay Trail with water access, it can become a

jewel in the Blue Greenway necklace of waterfront parks. We are a City built on its waterfront yet we have no maritime recreation center for community members. India Basin's greatest assets are the waterfront and good weather, a perfect pairing for maritime recreation. Acquisition and revitalization of this property:

- Expands a neighborhood park into a regional destination that will support the restaurants and retail establishments envisioned in the development plans
- Celebrates the rich maritime history of the neighborhood
- Encourages a healthy lifestyle in members of the community
- Allows existing residents and new residents quality interactions

Model Boating Education Programs: Seattle's Center for Wooden Boats and Virginia's Alexandria Seaport Foundation

There are several successful models of creative reuse of former boat building facilities for human-powered boating centers, maritime education, and pre-apprenticeship boat building programs including these two inspirational examples:

Center for Wooden Boats, Seattle, Washington **www.cwb.org**

Founded in 1983, this non-profit organization operates on public land on Lake Union. Operations include a boating education center that attracts school groups, houses afterschool and summer programs, and invites individual and family use. A recreational sailing facility is open year round and they host special events. Altogether CWB attracted 75,000 visitors with a \$2 million budget in 2008.

Alexandria Seaport Foundation, Alexandria, Virginia **www.alexandriaseaport.org**

ASF helps young people turn their lives around and provides families, community groups, and schools with meaningful educational, social, and recreational experiences. An pre-apprentice boat-building partnership between the non-profit organization and the United Brotherhood of Carpenters steers young people from juvenile justice programs into paid internships. The youth learn to build boats while earning their GED, gain valuable social skills and carpentry experience that enable them to join professional apprenticeship programs. ASF has been operating for 15 years with a 2008 budget of \$900,000.



6 Creating a Village: Homes, Retail and Recreation on the Flats

India Basin Flats comprise sixteen acres of privately owned property bounded by Earl Street, Hudson Avenue, and the India Basin Open Space, a natural area featuring a section of the San Francisco Bay Trail.

The land area now known as the India Basin Flats did not exist fifty years ago. The Flats are un-engineered landfill created in the 1960s by the Ferrari Brothers and now owned by the Acosta Family. The City vacated the public streets within The Flats in exchange for the creation of the India Basin Open Space along the shoreline. The Bay Trail runs through most of The Flats, starting about 200 feet southeast of the intersection of Hudson and Griffith, running parallel to the shoreline at a distance of 50-100 feet from mean high tide, and ending at the Earl Street right of way. Aurelius Walker (Fitch) runs from Innes to a cul-de-sac near the entrance to the India Basin Open Space. Most of the India Basin Open Space was recently fenced off to humans, without any public input, as part of a wetlands creation project paid for by the San Francisco Airport, rendering most of the India Basin Open Space unusable for people. Protected wetlands or not, the marshy mudflats of this open space cannot be programmed with recreational activities.

Creating new homes of varying size and style along with a set of regional recreation destinations is consistent with the Bayview Concept Plan and fits the goals of the Project Area B Redevelopment Plan. A well-designed street grid and alternative transit options are vital to the success of the 21st Century village concept and also provide a seamless connection between India Basin and the Shipyard.



Community Benefits

- A new cluster of detached single-family homes
- Opportunities for food-service businesses
- Office and other flexible commercial space
- Water transportation access
- Bicycle and pedestrian access throughout The Flats
- Pedestrian access to the water
- Multiple view corridors from community to the water
- Recreation opportunities for people and dogs
- Improved transit connection into the Shipyard



Residential Village

- Forty new 25 by 100 foot residential lots on 4630, 4621, 4620 blocks of Galvez, Flat Street, and Hudson with 40-foot height limits designed to be sold and developed as single-family homes to maintain the character of the neighborhood and provide a variety of residences in contrast to the thousands of uniform townhomes and apartments being developed in and around India Basin
- Approximately 85 units in multiple-unit building in block 4644, similar to existing condominiums on Innes between Arelious Walker and Griffiths.

The view from Hudson Avenue shows a new India Basin Marketplace of food vendors and other small businesses, attracting existing and new residents and visitors to shop and to visit the signature shoreline park that wraps around the waterfront.



courtesy: America True

Neighborhood children ages 8 to 18 enjoy a day on the Bay every summer when sailors from America True visit India Basin to share their skills.

7 Water Transit: New Guest Pier

The Flats provide an excellent opportunity to make India Basin not just a collection of homes, but a livable community. Imagine single-family homes, a food marketplace, water transportation, and office space circling a collection of recreation spots at the waterfront, all accessible by the Class I Bicycle / Pedestrian Path and new street grid, and you will see a village that can be a model community illustrating the concepts developed at the United Nations Global Warming Center slated to be located a mile away at the Shipyard.

The new central street, called Flat Street for the time being, extends to the 200-foot long Flat Street Wharf. The Flat Street Wharf serves as a water taxi dock and guest pier for short-term boat docking of 8 to 10 boats. People visiting by boat will have the opportunity to

use the parks, shop at the marketplace, attend events, support businesses and visit friends and family residing in India Basin.

New Street Alignment

- Establish an open space commons from Innes to the India Basin Open Space that provides public access to the shoreline
- Create a new street, temporarily called Flat Street, perpendicular to Innes between Arelious Walker (Fitch) and Earl
- Ease transit into and out of the Shipyard via a new “eastern” entrance on Galvez Street
- Establish a view corridor from the Shipyard to India Basin and downtown
- Ensure smooth grade transition between Parcel B of the Shipyard and the Flats



Triangle Property North of Arelious Walker(Fitch) Street: Marketplace

- Establish a 25,000 square foot permanent home for casual food vendors and dining
- Encourage businesses similar to the Warming Hut at Crissy Field where café, retail, bookstore, and gathering places are all combined
- Establish space for permanent farmer's market, of which there are currently three in San Francisco looking for a home



The San Francisco Recreation and Open Space Element's call for a signature waterfront park can be answered at India Basin by expanding and connecting existing park properties, adding amenities including a dog agility course, and providing alternative transit access via a guest pier. A signature waterfront park will serve as a regional recreation destination that brings economic benefits to the community.

Along Arelious Walker (Fitch) Street: Mixed Use

- On the north side – commercial with ground floor retail and flexible office space above
- On the south side – 16 lots for mixed use with ground floor retail and 32 residential above



Design guidelines for new buildings should respect the existing eclectic array of architecture built in the neighborhood over three different centuries including The Watch House (1874), The Herdt Building (1935), and 869 Innes (2003).

Models: Pier I 1/2 in San Francisco, Angel Island, Tiburon, Jack London Square.

8 A Place to Play: Signature Active Space

With the exception of the park planned for Parcel B of the Shipyard, very little open space will exist without integrating the India Basin Shoreline to this park to expand access. The integration will create a signature park for the City that can attract visitors and support a regional center of commerce that will meet the needs of the permanent population.

Using the Shoreline Zones of no building, designate approximately 7 acres of public recreational land adjacent to the India Basin Open Space with a seamless connection to the Shipyard Park in IR-07 and IR-18 of Parcel B. This will create a unified waterfront-facing park that is large enough to serve what is known in the parks community as a “signature space.” A signature space is suitable for large events and varied programming, similar to Crissy Field or Sharon Meadow in Golden Gate Park. A signature park on the southeast section of San Francisco is indicated in the Recreation and Open Space Element of the City’s General Plan. The Redevelopment Commission conditioned their approval of Shipyard Phase I specifically on the integration of the Shipyard and the existing neighborhood. This signature space would fulfill the requirements and desires of all.

Extreme Sport Spot

A signature park can meet many recreation needs not served elsewhere in San Francisco, such as an extreme skate park, accessed by a skate lane on Hudson, and a moto-cross bike course accessible via the Class I Path.



San Francisco’s Best Agility Dog Park

South of the India Basin Open Space protected for wetlands, a water feature will connect an agility dog park with dog showers and amenities for human companions. There is currently no agility dog park in San Francisco and no legal place where dogs have Bay access to play off-leash in the water. In keeping with the desired eclectic style of India Basin, the agility dog park could be marked by becoming the permanent home for the collection of Doggie Diner heads owned by artist John Law.

Model: Point Isabel in Richmond, CA, with dog showers and water access.



San Francisco Animal Care and Control estimates that there are .15 dogs for every human San Franciscan. Using that statistic, if India Basin and environs is growing by 20,000 people in the next decade, it can also expect approximately 3,000 new neighborhood dogs.

A new waterfront village can provide much-desired recreation facilities that service multiple constituents such as an extreme sport park for bicycle and skateboard stunt practice and water access area for dogs. A central parking lot serves sport enthusiasts and customers for the Market Place businesses nearby. According to the Project for Public Spaces, active, constantly evolving programming is essential to waterfront success and also helps generate revenues.

Summary & Key Development Features: Focus on Public Space for a Growing Community

The India Basin Shoreline is a waterfront that never sees fog. Lots in the India Basin Shoreline include some of the last remaining stretches of natural shoreline in San Francisco. Our Shoreline is a rare resource that must be treated with respect and careful foresight to prevent negative impacts on the San Francisco Bay. Together we can turn this rare resource into a destination for the entire City to enjoy while transforming a long-neglected neighborhood into a vibrant community.

Almost all of the India Basin Shoreline is either currently for sale, or is PG&E property for which the City of San Francisco has both right of first refusal and right of first offer. Acquiring these shoreline parcels now will remove the speculative development pressure they currently face and allow for careful planning to ensure that this waterfront area will be protected as a public asset.

Because services are lacking for current residents, and thousands more residents are expected to move into developments surrounding India Basin, there should be a heavy proportion of non-residential uses—restaurant, retail, services, and offices—with a preference for local ownership to stimulate the local economy.

To encourage a more eclectic and organic growth to augment the large number of surrounding planned use developments, we encourage subdivision of large parcels into smaller lots for individual sale and development over time. Smaller lots will encourage building with varied roof lines, space in between structures, and setbacks for upper stories.

A continuous open shoreline is vital to the community vision. Low building heights close to the water, graduating to taller buildings on the hill is both the community desire and in conformance with the San Francisco General Plan. Density should graduate from open space at water's edge, to low residential density within the shoreline area, to greater density on the hills overlooking the Basin.

The community vision for India Basin development is a people-friendly, pedestrian-scale neighborhood that preserves historic maritime sites and creates an identifiable and marketable character while utilizing state-of-the-art environmentally friendly design and building techniques.

We encourage an eclectic mix of new architecture combined with the India Basin Historic Survey's recommendations to protect and creatively reuse existing buildings. To honor the migration of many local residents from the American South, a look and feel of a "New Orleans West" can be captured through the use of wood siding, balconies, artistic iron work, upper-story setbacks, and roof articulation.

Respecting the waterfront location by providing abundant natural light and high air quality for residents, maintaining open vistas and multiple access points to the bay and protecting the natural habitats for flora, fauna, birds, and children of all ages are key to our vision.

Supporting alternative transportation by designing public transit hubs, completing the Bay Trail and Blue Greenway corridors, establishing water taxi and other boat docks, and creating a Class I Bicycle / Pedestrian path throughout the neighborhood will all combine to create a human-scaled, visitor-friendly neighborhood.

We do not envision a master-planned development, but instead a plan that lays the infrastructure that allows for our neighborhood to develop organically over time. Land Use and Design Guidelines that best utilize the land, topography, views, existing buildings, planned developments, and connections to community will ensure that the seeds of vision planted today will grow into a model community tomorrow.

Priorities and Key Features

Community Priority	Key Development Features
Comprehensive Planning	<ul style="list-style-type: none"> • Shoreline Height and Land Use Zones emphasize Bay access • Zoning buffers homes from nightlife and industrial uses • Town homes on Hillside Transition area link to Hunters View • Community Center at power plant site provides space for community gatherings • Street design aligns with Hunters View and Shipyard • Mix of rental and home ownership opportunities with unit size skewed toward families • Pedestrian-scaled heights and neighborhood-scales building footprints establishes village ambience
Economic Success	<ul style="list-style-type: none"> • Cultural center provides permanent jobs • Great Space allows for paid events, festivals, and programs • Jennings Street Restaurant Row provides food retail and restaurants business opportunities • Permanent Farmer's Market provides small business opportunities and healthy food access for residents and visitors • Office spaces increase business and job opportunities
Transportation Improvements	<ul style="list-style-type: none"> • Class I Commuter Bike and Pedestrian Path through community • Water taxi and guest boat dock utilizes Bay for transit • Streets designed to safely move increased car and truck traffic • Staircases and cross walks made safe for pedestrian access to amenities and waterfront • Parking lots on neighborhood edges near commercial, recreation, cultural centers • Car and bike share facilities near residential areas
Environmental Protections	<ul style="list-style-type: none"> • Shoreline Zone Overlay protects Serpentine Hill native plants area • Limited development near India Basin Open Space wetlands protects shore birds • Protected power plant lagoon serves as migratory bird sanctuary • Creatively reusing existing buildings keeps building materials out of landfills • Green building methods used throughout India Basin ShorelineDark night lighting protects migratory birds and saves energy
Recreational Opportunities	<ul style="list-style-type: none"> • India Basin Shoreline Park expands to become City signature park • Canoe and kayak launch at historic India Basin Boating Center • Bay Trail and Blue Greenway walking paths completed along waterfront • New dog run in India Basin Shoreline Park • Premier water-access dog agility park in San Francisco • Cultural center and signature park provide space for child care, afterschool, and camp programs • PG&E cooling lagoon repurposed as a Southeast Aquatic Park

Development Projections

BY RON BLATMAN

Located between the India Basin Industrial Park and Hunters Point Shipyard development, the India Basin Shoreline it is the primary link between Hunters Point and the rest of the City. More importantly the area constitutes the very front door leading to the enormous Shipyard redevelopment project. This extremely desirable location, along the shore of San Francisco Bay presents a rare opportunity to create a vibrant, family-oriented community featuring both local and regional services as well as recreational and cultural attractions.

The goal is to create a viable development plan while remaining cognizant of neighborhood desires to serve as an “intermediate” scaled zone in between the two much larger and denser developments at Hunters View above to the west and Hunters Point to the south. As a result, this IBNA plan calls for ample open space, primarily in a signature shoreline park, as well as height limits not to exceed 40 feet throughout the area to encourage a village community look and feel.

This development plan calls for a total of 287 residential units, primarily composed in smaller-scaled structures of between one and three units. There are provisions for 114,000 square feet of retail, restaurant and entertainment space including a 25,000 square foot fresh food marketplace along the Shoreline. There are also 160,000 square feet of office / flex space to promote the area as a job generator.

Given its location along the Bay, the area also affords the tremendous opportunity to create a signature shoreline park in tandem with the Hunters Point open space planned for just south of India Basin. The shoreline park would comprise approximately 7.5 acres.

At the northern edge of the India Basin Shoreline, the former PG&E power plant site, are cultural and performance facilities including a 1,000 seat bay front amphitheater, and a 10 to 20,000 square foot pavilion for public use. In the middle of the neighborhood the historic Boatyard would become a maritime history center focusing on the southern waterfront’s colorful past.

For purposes of development analysis, the India Basin Shoreline has been divided into six zones:

- The Flats
- Innes Avenue and infill
- The Curve (PG&E site)
- Power plant site (PG&E)
- The Boatyard
- Signature Shoreline Park

The Flats

Situated on the southeastern portion of the larger India Basin neighborhood, The Flats is a largely undeveloped property of x acres. The community consensus is to see this area transformed into a compact residential / commercial community

featuring a 25,000 square foot fresh food marketplace abutting the Shoreline Park.

Fitch Street is envisioned as a lively commercial street lined on both sides with shops, services and restaurants above which would be both residential and commercial uses. Eating and nightlife establishments would be encouraged to locate along part of the promenade facing the Bay – an amenity in short supply along San Francisco’s miles of waterfront.

The preferred development scenario for The Flats calls for approximately 75,000 square feet of retail, restaurant and marketplace space, 20,000 square feet of office / flex space and 72 mostly family-oriented residences. Under this scenario the area would hold 80 traditional 25 by 100 foot city lots. Height limits range from 20 to 40 feet.

Forty of the 72 residences would be single-family homes clustered in the southern part of The Flats bordering the Shoreline Park on two sides. One of the key neighborhood goals is to maintain and enhance family-friendliness — including single-family homes as part of the larger unit will ensure this goal be achieved.

Area residents desire to keep heights and densities relatively low in The Flats and along the Shoreline Park. This is in keeping with long-established San Francisco planning guidelines of lower heights in low-lying areas with higher structures rising from higher elevations to maintain the stepped characteristics of a city built on hills.

A second factor arguing for low-rise structures of two-to-three floors in this area is that much of the site is reputed to have unstable soil conditions. Remedying this would necessitate huge infrastructure costs and all involved feel it is better to plan for smaller-scale wood-frame buildings easily built on simple mat foundations.

Innes Avenue and Infill

This area covers Innes Avenue, the primary gateway into Hunters Point and the area's sole arterial roadway and transit corridor, as well as the west side of Hudson Street just below Innes. The preference here is for primarily residential development.

The development potential for undeveloped lots along Innes yields 85 units in two, three and four level buildings similar in scale to existing structures. In keeping with the desire for family-friendliness, average unit sizes skew large — 1,000 to 1,500 square feet that will accommodate families with children. Height limits range from 30 to 40 feet.

As Innes offers views of the Bay from its raised elevation, two stretches along the street in this plan have been left open as view corridors. One leads down to the historic Boatyard, the other slopes down from Innes to Hudson and continues as open space as the rear yards of the two residential blocks directly to the east.

The Curve

Formerly the site of PG&E tanks, the Curve runs along the uphill west side of Innes from Hawes to Jennings. Part of the site is directly across from the PG&E substation and former power plant site. Subject to satisfactory cleanup, the site affords an excellent opportunity for residential development with views of India Basin Shoreline Park and the Bay available from most units.

In keeping with the planned Hunters View reconfiguration and expansion just above, 130 units are recommended for development at the Curve. Forty-five of these would be in fifteen 40 foot high buildings with three units stacked over parking while 82 units in 41 buildings would be traditional flats similar to those found in the Richmond and Marina districts. Seven single-family homes would also be built due to lower height limits in order to preserve a key view corridor from Hunters View.

Power Plant

The power plant would not be simply a neighborhood-serving collection of amenities but a citywide destination. This site of the former PG&E power plant (now demolished), as well as the x acre waterfront location will function as a major employment center, restaurant and nightlife corridor, and community cultural and performing arts showplace.

The plan calls for 192,000 square feet of commercial space in 40 foot high structures along Jennings Avenue at the northern edge of the property. 144,000 square feet of office / flex space would be on three floors above a row of retail, restaurant and entertainment spaces. All of this would overlook or open onto a landscaped lagoon featuring a substantial waterfall, a remnant of the former power plant.

Elsewhere on the site would be a multipurpose pavilion for public events in the 10,000 to 20,000 square foot range. Closer to the Bay would be a 1,000 seat amphitheater serving as a performance facility for many of the eastern neighborhoods of the city. A range of programming is expected, including a summer concert series emulating that of Stern Grove but on a smaller and sunnier scale.

The Boatyard

The historic Boatyard would be renovated and upgraded as part of the new Shoreline Signature Park.

Signature Shoreline Park

At 7.5 acres, this new park wrapping around The Flats has tremendous potential to be a citywide resource for everyone from strollers and skateboarders to dog walkers, kayakers and kite flyers. In keeping with the city's desire to create "signature" parks at strategic points along the southern waterfront, this new park combined with the adjacent open space as part of the Hunters Point redevelopment fulfills that goal.

Area C Proposed Development Plan

	Units	Lots	Gross Sq. Ft.	Bldg.Height (Floors)	Bulk	Unit. Const. Cost	Unit Soft Cost	Residual Land Value	Unit Total Cost	Unit Price	Total Cos	Total Price
RESIDENTIAL Construction Cost: Assumes Type I, wood-frame construction. \$200/sq ft for living area; \$125 for garage. Soft Cost: Assumes 40% of hard construction cost. Selling Price: Assumes 15% profit margin over total cost. Infrastructure cost not included.												
Flats												
Residential (Houses)	40	40	120,000	30 (3)	25 x 40	\$525,000	\$210,000	\$100,000	\$835,000	\$960,250		
Residential over (2 Flats)	32	16	32,000	40(3)	25 x 40	\$262,500	\$105,000	\$ 80,000	\$447,500	\$514,625		
Sub-Total	72	56	152,000									
The Curve (PG&E tanks)												
Residential (Houses)	7	7	21,000	30 (3)	25 x 40	\$525,000	\$210,000	\$100,000	\$835,000	\$960,250		
Residential (2 Flats)	78	39	117,000	30 (3)	25 x 40	\$262,500	\$105,000	\$ 80,000	\$447,500	\$514,625		
Residential (3 Flats)	45	15	60,000	40 (4)	25 x 40	\$241,667	\$ 96,667	\$ 80,000	\$418,334	\$481,084		
Sub-Total	130	61										
Innes and infill												
Residential (2 Flats)	16	8	24,000	30 (3)	25 x 40	\$262,500	\$105,000	\$ 80,000	\$447,500	\$514,625		
Residential (3 Flats)	69	23	92,000	40 (4)	25 x 40	\$241,667	\$ 96,667	\$ 80,000	\$418,334	\$481,084		
Sub-Total	85	31										
Total Houses	47	47	2,000 sq ft on two flrs living over 1,000 sq ft ground flr garage								\$39,245,000	\$45,131,750
Total 2 Flats	126	63	1,000 sq ft per flat on one flr living over 1,000 sq ft shared ground flr garage								\$56,385,000	\$64,842,750
Total 3 Flats	114	38	1,000 sq ft per flat on one flr living over 1,000 sq ft shared ground flr garage								\$47,690,076	\$54,843,587
Total Residential	287	148									\$143,320,076	\$164,818,087



Local youth-led non-profit painted this shipping container found at the entrance to Heron's Head Park

	Lots	Gross Sq. Ft.	Bldg. Height (Floors)	Bulk	Bldg. Const. Cost	Bldg. Soft Cost	Residual Land Cost**	Bldg. Total Cost	Total Cost	Total Price
RETAIL/RESTAURANT Construction Cost: Assumes Type I, wood-frame construction. \$160/sq ft for building shell. \$100/sq ft bldg interior. **\$200/sq ft total for Marketplace. Soft Cost: Assumes 40% of hard construction cost. Land Cost: Assumes \$50/sq ft. ** Residual Land Cost is for commercial use only. In Flats, add \$160,000 per building/lot for 2 residential units above per Residential Table. For Power Plant, add Office Flex Land Cost to Retail for building/lot total. Infrastructure cost not included.										
Flats										
Retail/Restaurant	16	60,000	40 (1)	25 x 40	\$ 260,000	\$ 104,000	\$ 50,000	\$ 414,000	\$ 6,624,000	\$ 7,617,600
Retail/Restaurant	13	16,250	30 (1)	25 x 50	\$ 325,000	\$ 130,000	\$ 62,500	\$ 517,500	\$ 6,727,500	\$ 7,736,625
Retail/Restaurant	2	5,000	30 (1)	25 x 100	\$ 650,000	\$ 260,000	\$ 125,000	\$ 1,035,000	\$ 2,070,000	\$ 2,380,500
Marketplace	9	24,975	20 (1)	225 x 111	\$ 4,995,000	\$ 1,998,000	\$ 1,248,750	\$ 8,241,750	\$ 8,241,750	\$ 9,478,013
Sub-Total	40	66,250								
Power Plant										
Retail/Restaurant		48,000	40(1)	25 x 60	\$ 390,000	\$ 97,500	\$ 75,000	\$ 562,500	\$ 18,000,000	\$ 20,700,000
Total Retail/Restaurant	40	110,225							\$41,663,250	\$47,912,738

	Lots	Gross Sq. Ft.	Bldg. Height (Flrs)	Bulk	Bldg. Const. Cost	Bldg. Soft Cost	Land Cost	Total Cost		
OFFICE/FLEX Construction Cost: Assumes Type I, wood-frame construction. \$160/sq ft for building shell. \$100/sq ft bldg interior. Soft Cost: Assumes 40% of hard construction cost. Residual Land Cost: Assumes \$50/gross sq ft in Flats. Infrastructure cost not included										
Flats										
Office/Flex Over	13	16,250	30 (1)	25 x 50	\$ 325,000	\$ 130,000	\$ 62,500		\$ 6,727,500	\$ 7,736,625
Power Plant										
Office/Flex Over	32	96,000	40 (3)	25 x 60	\$ 390,000	\$ 156,000	\$ 225,000		\$24,672,000	\$ 28,372,800
Total Office/Flex	45	112,250							\$31,399,500	\$36,109,425
TOTAL AREA C DEVELOPMENT Infrastructure Costs Not Included									\$248,840,250	

	Gross Sq. Ft.	Height (Flrs)	Bulk	Const. Cost	Soft Cost	Land Cost	Total Cost
CULTURAL/HISTORIC Construction Cost: Assumes Type I, wood-frame construction. \$250/sq ft for building. Soft Cost: Assumes 25% of construction cost with no debt.							
Power Plant							
Community Pavilion	10,000	30 (1-2)	100 x 100	\$ 2,500,000	\$ 625,000	0	\$3,125,000
Amphitheater: capacity 1,000+							
Historic Boatyard							
Community Use							
	Sq. Ft.	Area					
RECREATIONAL							
Signature Shoreline Park							
	327,000	7.5 acres	??? This Still here?				

Zoning and Infrastructure Diagrams

Land Use

The IBNA Plan respects all existing residents and permanent structures

Update existing M1 zones to PDR

- remains consistent with updates elsewhere in Bayview
- preserves artists Box Shop
- preserves Meisweinkel workyard

The first diagram on the following pages shows permitted and prohibited uses in each of five zoning districts, plus a Maritime Historic District overlay and a Shoreline Zone overlay, defined as follows:

P (Public Use): existing open space stays open; no new occupied buildings within 60’ of shore (but a hut for kayak storage, for example, would be a permissible use because it wouldn’t be occupied by people, only kayaks)

RM-I (Residential, Mixed Housing Types): all residential, stacked flats preferred, would allow apartments, no commercial uses

MUO (Mixed Use Office): flex office, commercial, restaurant and retail, no industrial uses, no residential

NCD (Neighborhood Commercial): same definition as in the Planning Department’s proposed plan, would allow residential

PDR Special (Production, Distribution & Repair with Arts & Maritime overlay): allows light industrial uses consistent with current uses, e.g., The Box Shop, Meisweinkel Plaster & Drywall, and encourages water-oriented industry such as boatbuilding, sailmaking and surfboard shaping, also encourages industrial arts such as metal sculpture; no residential

Maritime Historic District: the seven lots identified in the 2008 India Basin Historic Survey as delineating the historic boatyard area would have a special overlay to inhibit demolition of existing structures and encourage restoration and historically accurate uses

Heights Resulting from Shoreline Zone Overlay

All of the land in the Area C is currently zoned for 40’ height. This Community Vision proposes to keep that overall height cap and opposes any gratuitous increase in heights.

In addition to the 40’ max height, we propose to overlay a Shoreline Zone that would restrict heights and uses within 300’ of the shoreline. For reference, 300’ is the same depth as the Marina Green.

The attached Height District diagram shows the height reductions resulting from the Shoreline Zone Overlay. If any portion of a lot falls within the Shoreline Zone Overlay, the height of the entire lot is limited as dictated by the Shoreline Zone. Where the overlay creates a counterintuitive result in the MUO district at the end of Arelious Walker (Fitch), the height limits could be reversed, so that height of the lot closest to the water would be set at 20’ and the height of the lot closer to Hudson would be set at 30’, in accordance with the San Francisco General Plan priority to step down heights closer to the water.

Traffic Circulation Diagram

The attached Traffic Circulation Diagram provides a comprehensive picture of the many transportation improvements referred to throughout this Community Vision.

Name?

Distance from Mean Tide	Allowed Land Use	Building Height
0 to 60 feet	No New Occupied Buildings*	20 feet
60 to 180 feet	No Residential	30 feet
180 to 300 feet	No Residential	40 feet

*No new occupied buildings means that any existing structure and use would be grandfathered in, and new buildings used for storage, such as a kayak hut, would be permitted, subject to BCDC approval.



PROPOSED ZONING DISTRICTS

- | | |
|---|---|
|  P (Public Use) |  NCD (Neighborhood Commercial District) |
|  RM-I (Residentail, Mixed Housing Types) |  PDR (Production, Distribution & Repair - Arts & Maritime) |
|  MUO (Mixed Use Office) | |



PROPOSED HEIGHTS LEGEND

- OPEN SPACE
- BUILDING HEIGHTS UPTO 20'
- BUILDING HEIGHTS UPTO 30'
- BUILDING HEIGHTS UPTO 40'

· Subject to other trade off.



SHORELINE ZONE

COAST LINE ~ 60' NO NEW OCCUPIED BUILDINGS

60' ~180' PUBLICLY ACCESSIBLE
BUILDING HEIGHTS UPTO 20'

180' ~ NON RESIDENTIAL
BUILDING HEIGHTS UPTO 30'



CIRCULATION NETWORK

- Existing Street Network
- Future Street (Potential Locations)
- Existing Bay Trail
- Future Bicycle Commuter Trail
- PEDESTRIAN CONNECTION



Creative Team

Ralph Belton, AIA, a principal in SRG Partnership Inc., has contributed an amazing level of professional architectural advice and service to this plan—pro bono. Among SRG's other local projects are a redesign of Malcolm X Elementary, the only public school in India Basin. Our community envisions the day when Malcolm X students will walk a tree-lined path to the waterfront and learn math by sailing on the Bay from the India Basin Boating Center.

The India Basin Neighborhood Association (IBNA) has been advocating for its community since 1994. IBNA's mission is to preserve the maritime history, natural beauty, diverse character, and unique ambiance of the vibrant mixed-use neighborhood of India Basin through community organizing. The state-recognized non-profit organization is managed by an all-volunteer Board of Directors elected by the membership.

2009 IBNA Board of Directors:

Kristine Enea, Chair	Richard Laufman
Jill Fox	Pauline Peele
Michael Hamman	Brian Stott
Alex Lantsberg	Robert van Houten

The IBNA Shoreline Committee of the Board is a special group of community volunteers who have spent countless hours creating this vision for the India Basin Shoreline:

Kristine Enea, India Basin resident since 2005
Jill Fox, India Basin resident since 1992
Michael Hamman, India Basin resident since 1997
Alex Lantsberg, India Basin resident since 1999

Additional Contributors:

Ron Blatman, financial analyst
J Carpinelli Design, graphic design
Timothy Cho, architectural artist
Melita Rines, project manager
Marlo Sarmiento, photo editing
Alex Shonkoff, photography
Jennifer de Thomas, editor



During the heyday of the Hunters Point Shipyard many retail establishments—including the Shrimp Boat seafood market and restaurant—thrived along Innes Avenue. The growth from 5,000 to 15,000 India Basin residents over the next ten years should once again support an array of neighborhood-serving businesses.

