1.2 PROJECT OVERVIEW, PHASING AND MAJOR PHASE OVERVIEW

PROJECT OVERVIEW

Treasure Island and Yerba Buena Island are in the San Francisco Bay, about halfway between the San Francisco mainland and Oakland. The Islands are the site of the former Naval Station Treasure Island (NSTI), which is owned by the U.S. Navy. NSTI was closed on September 30, 1997, as part of the Base Realignment and Closure Program. The Islands also include a U.S. Coast Guard Station and Sector Facility, a U.S. Department of Labor Job Corps campus, and Federal Highway Administration land occupied by the San Francisco-Oakland Bay Bridge and tunnel structures.

The Project facilitates the City’s long-term goal of implementing the creation of a new City neighborhood on Treasure Island and Yerba Buena Island that provides extensive public benefits to the City such as significant amounts of new affordable housing, increased public access and open space, transportation improvements, extensive infrastructure improvements, and recreational and entertainment opportunities, while creating jobs and a vibrant, sustainable community. In particular, the Project provides an innovative transportation program designed to maximize transit usage and opportunities for walking and biking, with a dense mixed-use urban core in close proximity to transit, and provides a model for sustainable development. The Project provides for the creation of approximately 300-acres of parks and open space; bicycle, transit, and pedestrian facilities; a ferry terminal and inter-modal transit hub; and new and/or upgraded public services and utilities, including a new or upgraded wastewater treatment plant.

Three historic buildings on Treasure Island will be adapted to house up to 311,000 sq. ft. of commercial space. There is an opportunity to adaptively reuse nine historic buildings and four garages on Yerba Buena Island. The Navy will remediate hazardous materials to standards consistent with applicable Federal laws governing base closure prior to transfer. Geotechnical improvements will be made to stabilize Treasure Island and the causeway that connects it to Yerba Buena Island. Build out will be implemented in phases, anticipated to occur from approximately 2017 through 2034, depending on market conditions.

The Project’s urban form is intended to be distinctive, place-based, and experience-focused, establishing a memorable identity on the Bay. Treasure Island is arranged with a series of fine-grained, walkable blocks. The new homes on Treasure Island will form two neighborhoods – one along the island’s western edge with spectacular views back to the City, and a second stretching to the east along Clipper Cove with views of the new Bay Bridge and the East Bay hills. Each neighborhood will feature a distinctive mix of parks, and both will be enveloped by a regional waterfront park system that will occupy the majority of land on the island. The east and west neighborhoods will have a retail main street linking the historic buildings along clipper cove to the west-facing ferry and bus facilities. On Yerba Buena Island, the rugged natural topography informs the placement and form of development, which is focused on views and relationship to natural habitats. Yerba Buena Island’s limited development footprint allows preservation of natural vegetation and landform along with historic structures and gardens.
PROJECT PHASING

The Project Site has been divided into four Major Phases and, within each Major Phase, various Sub-Phases, each of which is illustrated in Figure 1.3 (Current Major Phase Site Plan). Subject to the terms and conditions of the DDA, TIDA will convey portions of the Project Site owned or acquired by TIDA to the Developer, and such portions shall be developed by Developer in phases under the DDA. TIDA Approval of each Major Phase Application is required before, or concurrently with its consideration of and grant of a Sub-Phase Approval for any Sub-Phase in that Major Phase. Major Phase 1, comprised of 11 Sub-Phases, was approved by the TIDA Board in May 2015. This application covers all of the remaining area in Major Phase 1.

With this application, TICD proposes to slightly alter the phasing presented in the Major Phase 1 Application. As indicated in Figures 1.2 and 1.3, TICD proposes to include in this Sub-Phase, and to bring into Major Phase 1 the area previously labeled area 3C, as well as the non-developable area comprising Eastern Shoreline Park, and the adjacent Second Street. The proposal also includes moving from Major Phase 1 to Major Phase 3 the non-developable area intended to become part of the urban farm that was previously labeled as the northern portion of area 1F. This sequencing is more logical in bringing usable public open space on line in conjunction with adjacent residential and commercial development, and allowing development and infrastructure to be built in a more compact way. Specifically, the Eastern Shoreline Park will provide a greater public amenity for residents and island businesses than would the area moving to Major Phase 3, which is part of a much larger amenity that will be provided in the future. 1H and 1I have been added to include the larger centralized stormwater treatment area required based upon refined calculation of the Sub-Phase 3 treatment flows. Including the development area now labeled 1G will allow TICD to move forward in the schedule the public parcel for the future police and fire station as well as aligning the public parking parcels with the retail district in Major Phase 1. This will help ensure the success of this Sub-Phase and round out development on the south and east boundaries of the Job Corps property during one phase. The Schedule of Performance has been updated to align with the modifications to phasing presented above. See Section 1.4 of this Application.
Within these six Sub-Phases are new development blocks that form the commercial core of the Island Center District described in the Design for Development. The Island Center will be a mixed use district with repurposed historic buildings, a retail main street, an inviting network of lively spaces, and marina and water access via an extension of Clipper Cove Promenade, the westernmost stretch of which will be constructed as part of area 1B (Sub-Phase 2).

Much of the Sub-Phase 3 area is under a 240 ft flex zone, allowing TICD flexibility in placing taller buildings in the most appropriate locations in the new area. The result will be a predominantly 3-6 story building fabric, punctuated by high-rise buildings along California Avenue, and neighborhood towers to the east.

Sub-Phase 1A is the commercial and community core of Treasure Island. This area contains the historic Buildings 2 and 3, former hangars that will be restored and developed into commercial space. West of Building 2 there is a new retail street lined with shops and housing above that will link Building 2 with Building 1 and the transit hub further to the west. The southern edge of Sub-Phase 1A is Clipper Cove Promenade, an active open space walkway proceeding along Clipper Cove with access to the new Marina. Clipper Cove Promenade serves many functions, acting as a main walking path to the Sailing Center and the Eastern Shoreline Park, providing access to the marina, providing a major cycling thoroughfare in a class IV cycle track, and providing a portion of the transit circulation with MUNI and AC Transit buses utilizing the westernmost block.

Sub-Phases 1D and 1F consist of residential development lots that establish the typical development pattern of the Eastside neighborhood.
Sub-Phase 1G allows for the development of parking structures to serve the commercial core in the Island Center, parking for visitors to the island’s recreational amenities, and potentially Island residents.

Sub-Phases 1H and 1I are included in a slightly expanded area north of Fourth Street and are un-developable parcels that provide area for stormwater gardens.