

File No. 180476 Committee Item No. 4
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS
AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation Committee Date June 25, 2018

Board of Supervisors Meeting Date _____

Cmte Board

- | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER (Use back side if additional space is needed)

- | | | |
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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | FEIR Addendum 5 040918 - LARGE FILE (see link) |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PLN Ltr 050418 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PC Reso No. 20162 042618 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PC Reso No. 20163 042618 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PC Reso No. 20164 042618 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PC Executive Summary 042618 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Exhibit A |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Revised Gen Pln Maps |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Hearing Notice 062518 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Comm Rpt Request |
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Completed by: Erica Major Date 6/21/18
Completed by: _____ Date _____

1 [Planning Code, Zoning Map - Candlestick Point Activity Node Zoning Map Amendments]

2
3 **Ordinance amending the Planning Code by amending the Zoning Map Sheets to**
4 **remove Assessor's Parcel Block No. 4991, Lot No. 276, from the Candlestick Point (CP)**
5 **Activity Node Special Use District and the CP Height and Bulk District; adopting**
6 **findings under the California Environmental Quality Act; making findings of**
7 **consistency with the General Plan, and the eight priority policies of Planning Code,**
8 **Section 101.1; and making findings of public necessity, convenience, and welfare**
9 **under Planning Code, Section 302.**

10 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
11 **Additions to Codes** are in *single-underline italics Times New Roman font*.
12 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.
13 **Board amendment additions** are in double-underlined Arial font.
14 **Board amendment deletions** are in ~~strikethrough Arial font~~.
15 **Asterisks (* * * *)** indicate the omission of unchanged Code
16 subsections or parts of tables.

17 Be it ordained by the People of the City and County of San Francisco:

18 Section 1. California Environmental Quality Act Findings.

19 (a) On July 13, 2010, the Board of Supervisors approved Motion No. 10-110,
20 affirming the Planning Commission's certification of the final environmental impact report
21 ("FEIR") for the CP-HPS Phase 2 Project ("Project") in compliance with the California
22 Environmental Quality Act ("CEQA") (California Public Resources Code sections 21000 et
23 seq.) and the CEQA Guidelines (14 California Code of Regulations sections 15000 et seq.). A
24 copy of said Motion is on file with the Clerk of the Board of Supervisors in File No. 100862 and
25 available on the Board's website, and is incorporated herein by reference as though fully set
forth. The FEIR analyzed a mixed used development, including a stadium use at the Hunters
Point Shipyard and various project variants, including the development of up to 5,000,000

1 square feet of office, research and development space in lieu of a stadium.

2 (b) In accordance with the actions contemplated in 2010, this Board adopted
3 Resolution No. 347-10 concerning findings pursuant to CEQA, including a statement of
4 overriding considerations and a mitigation monitoring and reporting program (“CEQA
5 Findings”). Copies of said Resolution and supporting materials are in the Clerk of the Board
6 of Supervisors File No. 100572 and available on the Board’s website, and the Resolution and
7 supporting materials are incorporated herein by reference as though fully set forth.

8 (c) The Office of Community Investment and Infrastructure (“OCII”) has determined
9 in Addendum No. 5 for the Candlestick Point-Hunters Point Shipyard Phase 2 Project
10 (“Project”) that the actions contemplated at this time related to modifications to the Project (the
11 “Modified Project”) will not result in any new significant impacts or a substantial increase in the
12 severity of previously identified significant effects that would alter the conclusions reached in
13 the FEIR. A copy of Addendum No. 5 and supporting materials are in the Clerk of the Board
14 of Supervisors File No. 180475 and available on the Board’s website, and the findings in
15 Addendum No. 5 and supporting materials are incorporated herein by reference as though
16 fully set forth.

17 (d) On April 17, 2018, the Commission on Community Investment and Infrastructure
18 (“CCII”) adopted CCII Resolution No. 11-2018, by which the CCII determined that the analysis
19 conducted and the conclusions reached in the FEIR as to the environmental effects of the
20 Project, together with further analysis provided in Addendum No. 1, Addendum No. 4 and
21 Addendum No. 5 to the FEIR, remain valid and can be relied upon for approval of the Modified
22 Project in compliance with the CEQA.

23 (e) As part of Resolution No. 11-2018, the CCII made findings regarding the
24 modifications to 16 previously adopted mitigation measures as recommended in Addendum
25 No. 5 and as further set forth in Resolution No 11-2018 and approved the modifications to the

1 adopted mitigation measures. For two of these mitigation measures, Mitigation Measure TR-
2 16, Widen Harney Way, and UT-2, Auxiliary Water Supply System, the language reflects
3 minor changes CCII previously approved based on Addendum No. 1 and Addendum No. 4 as
4 reflected in CCII Resolutions Nos. 1-2014 and 13-2016. In addition, CCII Resolution No. 13-
5 2016 approved modifications to Mitigation Measure TR-23.1, Maintain Proposed Headways of
6 the 29 Sunset, to assure that transit travel times would be consistent with the FEIR analysis. A
7 copy of Resolution No. 11-2018 and supporting materials, including without limitation
8 Addendum No. 1 and Addendum No. 4, and copies of Resolution Nos. 1-2014 and 13-2016
9 are in the Clerk of the Board of Supervisors File Nos. 180515 and 180516 and available on
10 the Board's website, and are incorporated herein by reference as though fully set forth.

11 (f) The Board of Supervisors has reviewed and considered the CEQA Findings,
12 including the statement of overriding considerations that it previously adopted in Resolution
13 No. 0347-10, the findings in Addendum No. 5, the findings in CCII Resolution No. 11-2018,
14 and the findings in CCII Resolutions Nos. 1-2014 and 13-2016 concerning amendments to
15 adopted mitigation measures. The Board finds that the actions contemplated by this
16 ordinance are included in the actions identified in CCII Resolution 11-2018 for purposes of
17 compliance with CEQA. The Board hereby adopts the additional CEQA Findings in CCII
18 Resolution 11-2018 as its own, including approving the modifications to the 16 adopted
19 mitigation measures recommended for modification in Addendum No. 5. Additionally, the
20 Board approves the modifications previously approved by CCII to Mitigation Measures TR-16,
21 TR-23.1, and UT-2 for the reasons set forth in CCII Resolution Nos. 1-2014 and 13-2016.

22 Section 2. Planning Code Findings.

23 (a) On April 26, 2018, in Resolution No. 20163, the Planning Commission adopted
24 findings under Planning Code Section 302, determining that this ordinance serves the public
25 necessity, convenience, and general welfare. The Board of Supervisors adopts as its own

1 these findings. The Planning Commission Resolution is on file with the Clerk of the Board of
2 Supervisors in File No. 180476 and is incorporated herein by reference.

3 (b) On April 26, 2018, the Planning Commission, in Resolution No. 20163, adopted
4 findings that the actions contemplated in this ordinance are consistent, on balance, with the
5 City's General Plan, as amended, and eight priority policies of Planning Code Section 101.1.
6 The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk
7 of the Board of Supervisors in File No. 180476, and incorporated by reference herein.

8 Section 3. Under Sections 106 and 302(c) of the Planning Code, the following zoning
9 use designation amendments to Sheet SU-10 of the Zoning Map are hereby approved:

10

| Description of Property | Special Use District Hereby Removed |
|--------------------------------|-------------------------------------|
| Assessor's Block 4991, Lot 276 | Candlestick Point Activity Node |

11
12
13
14 Section 4. Under Sections 106 and 302(c) of the Planning Code, the following zoning
15 use designation amendments to Sheet HT-10 of the Zoning Map are hereby approved:

16

| Description of Property | Height and Bulk District To Be Superseded | Height and Bulk District Hereby Approved |
|-----------------------------------|--|---|
| Assessor's Block 4991, Lot 276 | CP | 40X |

17
18
19
20
21
22 Section 5. Effective and Operative Dates.

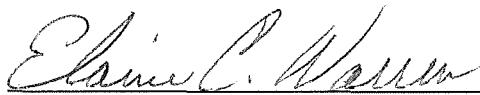
23 (a) This ordinance shall become effective 30 days after enactment. Enactment
24 occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or
25 does not sign the ordinance within ten days of receiving it, or the Board of Supervisors

1 overrides the Mayor's veto of the ordinance.

2 (b) This ordinance shall become operative on, and no rights or duties are affected
3 until the date that the ordinances approving amendments to the Bayview Hunters Point
4 Redevelopment Plan and amendments to the Candlestick Point Subarea Plan of the General
5 Plan both have become effective. Copies of said ordinances are on file with the Clerk of the
6 Board of Supervisors in File Nos. 180515 and 180516 .

7
8 APPROVED AS TO FORM:
9 DENNIS J. HERRERA, City Attorney

10
11 By:



12 Elaine C. Warren
13 Deputy City Attorney

14 n:\legana\as2018\1800496\01271317.docx

LEGISLATIVE DIGEST

[Planning Code, Zoning Map - Candlestick Point Activity Node Zoning Map Amendments]

Ordinance amending the Planning Code by amending the Zoning Map Sheets to remove Assessor’s Parcel Block No. 4991, Lot No. 276, from the Candlestick Point (CP) Activity Node Special Use District and the CP Height and Bulk District; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.

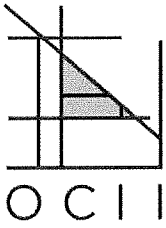
Existing Law

The Candlestick Point-Hunters Point Shipyard Phase 2 Project (“Project”) is a redevelopment project in the southeast part of San Francisco, consisting of land located at Candlestick Point and in the Hunters Point Shipyard. The Bayview Hunters Point Redevelopment Plan (“BVHP Plan”) sets out the land use controls for the Candlestick Point portion of the Project area. The BVHP Plan designates the Candlestick Point area as in Project Area B, Zone 1. The Planning Code incorporates the BVHP Plan development controls for Zone 1 through special zoning. Under the Planning Code, the Zone 1 area is currently zoned RH-2/Candlestick Point Activity Node Special Use District and CP Height and Bulk District. These zoning categories provide for development in Zone 1 in accordance with the BVHP Plan and related documents, such as the Candlestick Point Design for Development. The BVHP Plan designates the rest of Project Area B as Zone 2. The BVHP Plan provides that land use controls for development in Zone 2 are set forth in the Planning Code and development in Zone 2 is under the jurisdiction of the Planning Department.

Amendments to Current Law

The successor agency to the former Redevelopment Agency, commonly referred to as the Office on Community Investment and Infrastructure is proposing to shift a small portion of the Candlestick Point area, referred to as the Jamestown Parcel from Zone 1 to Zone 2 of the BVHP Plan Project Area B. To make the Planning Code consistent with this proposed amendment, the Planning Commission proposes to amend the Zoning Map of the Planning Code to take the Jamestown Parcel out of the Candlestick Point Activity Node Special Use District and the CP Height and Bulk district. As a result, the Jamestown Parcel will be subject to the zoning in the Planning Code that was in effect in the Candlestick Point area under the BVHP Plan before 2010, with a RH-2 zoning designation and 40X height and bulk limitation.

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office of
COMMUNITY INVESTMENT
and INFRASTRUCTURE

Please refer to our website for full FEIR:

<https://sfgov.legistar.com/View.ashx?M=F&ID=6242295&GUID=66F94A9D-1494-4C1A-ADD2-E8FE44A4FAD4>

Addendum 5 to the CP-HPS2 2010 FEIR

Addendum Date: **April 9, 2018**
Case No.: 2007.0946E
Project Title: Candlestick Point–Hunters Point Shipyard Phase II
EIR: 2007.0946E, certified June 3, 2010
Project Sponsor: CP Development Co., LLC
Lead Agency: Office of Community Investment & Infrastructure
OCII Staff Contact: José Campos – 415.749.2554
jose.campos@sfgov.org
City Staff Contact: Joy Navarrete – 415.575.9040
joy.navarrete@sfgov.org

Mark Farrell
MAYOR

Nadia Sesay
EXECUTIVE DIRECTOR

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Miguel Bustos
Mara Rosales
Darshan Singh
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SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20162

HEARING DATE: APRIL 26, 2018

Case Nos.: 2007.0946GPA-02 MAP-02
Project: Candlestick Point and Hunters Point Shipyard Phase 2
Zoning: Jamestown Parcel at Candlestick Point:
Existing: RH-2 / Candlestick Point Activity Node Special Use District / CP
Height and Bulk District
Proposed: RH-2 / 40-X Height and Bulk District
Hunters Point Shipyard:
HPS Use District / Hunters Point Shipyard Phase 2 SUD / HP Height and
Bulk District
Block/Lot: Jamestown Parcel at Candlestick Point:
Block 4991 / Lot 276
Hunters Point Shipyard:
Block 4591A / Lots 007, 079, 080, 081; Block 4591D / Lots 136 and 137

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Information:
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ADOPTING A RESOLUTION TO APPROVE AMENDMENTS TO THE CANDLESTICK POINT SUB-AREA PLAN OF THE BAYVIEW HUNTERS POINT AREA PLAN, THE HUNTERS POINT SHIPYARD AREA PLAN, AND AMENDMENTS TO MAPS THROUGHOUT THE GENERAL PLAN TO CONFORM TO THE SUBJECT CANDLESTICK SUB-AREA PLAN AMENDMENTS.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend General Plan Amendments to the Board of Supervisors; and

The Planning Department is proposing edits to the Candlestick Sub-Area Plan of the Bayview Hunters Point Area Plan, and the Hunters Point Area Plan to accommodate proposed changes to the Candlestick Point Hunters Point Shipyard Phase 2 Development Project ("CP HPS2 Project" or "Project").

The proposed amendments to the Candlestick Point Sub-Area Plan and the Hunters Point Area Plan will facilitate the development of the Hunters Point Shipyard ("HPS") and Candlestick Point ("CP"), as envisioned in the HPS Redevelopment Plan, and the Bayview Hunters Point ("BVHP") Redevelopment Plan.

A primary objective of both the HPS Redevelopment Plan and the BVHP Redevelopment Plan is to create economic development, affordable housing, public parks and open space and other community benefits by development of the under-used lands within the two Redevelopment Plan project areas. In 2010, the City approved combining the planning and redevelopment of these two areas provides a more cohesive overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and improves opportunities to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas. .

Approval actions in 2010 (“Original Approvals”) included, but were not limited to, General Plan amendments including the creation of the CP Sub-Area Plan and the HPS Area Plan, Planning Code amendments creating the CP Activity Node Special Use District (“SUD”) and the HPS Phase 2 SUD, amendments to the BVHP Redevelopment Plan and the HPS Redevelopment Plan and the adoption of Design for Development documents for both CP and HPS Phase 2.

More specifically, the Original Approvals included amendments to the BVHP Redevelopment Plan that divided the subject BVHP Project Area into Zone 1 and Zone 2. The Candlestick Point portion was designated as Zone 1, indicating that the Office of Community Investment and Infrastructure (“OCII”) (previously the San Francisco Redevelopment Agency) would retain jurisdiction over land use and would be the approval body for development approvals pursuant to State Redevelopment law. The rest of the BVHP Redevelopment Project Area was designated as Zone 2, indicating that the Planning Department would have jurisdiction over land use regulations, in accordance with a Delegation Agreement between the Planning Department and OCII.

Zone 1 includes the property once occupied by the Candlestick Stadium, its parking lot, the Candlestick Point State Recreational Area (CPSRA), the Alice Griffith Housing Authority site, several private parcels that are generally surrounded by the stadium site and the CPSRA, and Assessor’s Lot 276 of Block 4991, which is located on Jamestown Avenue above the stadium site (“Jamestown Parcel”).

The Original Approvals anticipated the potential construction of a new stadium at Hunters Point Shipyard for the San Francisco 49ers, as one of several potential development scenarios.

As a part of the Original Approvals, OCII and the City and County of San Francisco, entered into a Disposition and Development Agreement (“DDA”) with FivePoint (previously, Lennar Urban) (“Developer”) entitling the Developer to implement the Project pursuant to the provisions therein.

As part of the Original Approvals, an Area Plan under the General Plan was created for HPS to specifically align the HPS Redevelopment Plan with the General Plan. Similarly, the HPS Phse 2 SUD and HP Height and Bulk District were created to specifically refer all land use and development regulations to the HPS Redevelopment Plan. Consistent with the HPS Redevelopment Plan, the HPS Area Plan anticipated the construction of a stadium as one of several development scenarios.

As part of the Original Approvals, a Sub-Area Plan under the BVHP Area Plan of the General Plan was created for Candlestick Point (the Candlestick Point Sub-Area Plan) to specifically align provisions for Zone 1 of the BVHP Redevelopment Plan with the General Plan. Similarly, the Candlestick Point Activity Node SUD and the CP Height and Bulk District were created under the Planning Code to refer all land use and development regulations to the BVHP Redevelopment Plan for Zone 1. Consistent with the BVHP Redevelopment Plan, the boundaries of the Candlestick Point Sub-Area Plan, the Candlestick Point Activity Node SUD, and the CP Height and Bulk District include the Jamestown Parcel.

Subsequent to the Original Approvals, a new stadium for the 49ers was constructed in Santa Clara, removing the need to accommodate a stadium as a part of the Project.

Subsequent to the Original Approvals, the voters of San Francisco approved Proposition O, the “Hunters Point Shipyard/Candlestick Point Jobs Stimulus Proposition”, which established that office development would not be subject to the annual office cap regulated by Planning Code Sections 320 – 325.

As a result of these circumstantial changes, the Developer and OCII are pursuing refinements to the Project (“Project Refinements”). As a part of the Project Refinements, the BVHP Redevelopment Plan is proposed to be amended to remove the Jamestown Parcel from Zone 1 to clarify that it is not a part of

the Project being implemented by the Developer under the DDA. Similarly, as a part of the Project Refinements, the HPS Redevelopment Plan is proposed to be amended by removing description of a stadium and updating the text descriptions and graphic representations of the Project, among other changes.

This General Plan amendment would (1) amend the HPS Area Plan by removing discussion of the previously proposed stadium from the text; (2) amend the Hunters Point Area Plan Maps 2, "Context: Bayview Hunters Point Area Plan Area", Map 3, "Land Use", Map 4, "Extended Grid", Map 6, "Bay Trail and Bicycle Network", Map 7, "Pedestrian Circulation Network", and Map 8, "Open Space Network" by removing indications of the previously proposed stadium and conforming the block and street pattern to amended maps in the HPS Redevelopment Plan; (2) amend the CP Sub-Area Plan by removing the Jamestown Parcel from the boundaries of the Plan as shown in all of the Sub-Area Plan's Maps; (3) and making conforming changes regarding the revised boundaries to the CP Sub-Area Plan to all other maps in the General Plan.

The San Francisco Redevelopment Agency ("Redevelopment Agency"), together with the San Francisco Planning Commission of the City and County of San Francisco ("Planning Commission") acting as lead agencies under the California Environmental Quality Act ("CEQA") (California Public Resources Code sections 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq.), certified a Final Environmental Impact Report (hereinafter "FEIR") for the Candlestick Park-Hunters Point Shipyard Phase II Project ("Project") on June 3, 2010 by Motion No. 18096 and Resolution No. 58-2010, respectively. On July 14, 2010, the San Francisco Board of Supervisors affirmed the Planning Commission's certification of the FEIR (Motion No. M10-110). The FEIR analyzed a mixed used development, including a stadium use at the Hunters Point Shipyard and various project variants, including the development of up to 5,000,000 square feet of office, research and development space in lieu of a stadium.

On June 3, 2010, the Redevelopment Agency, by Resolution No. 59-2010 adopted findings pursuant to the California Environmental Quality Act, including a Mitigation Monitoring and Reporting Program ("MMRP") and a Statement of Overriding Considerations for the Project, and took various actions to approve the Project. On the same day, by Motion No. 18097 the Planning Commission also adopted findings pursuant to CEQA ("CEQA Findings") and took various approval actions related to the Project.

Since the certification of the FEIR the Planning Department, working with the Office of Community Investment and Infrastructure ("OCII", the successor agency to the San Francisco Redevelopment Agency), has issued several addenda to the FEIR to address project changes. The OCII has determined in Addendum No. 5 for the CP-HPS Phase 2 Project that the actions contemplated at this time related to modifications to the Project (the "Modified Project") will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effect that would alter the conclusions reached in the FEIR. A copy of Addendum No. 5 and supporting materials are in the Clerk of the Board of Supervisors File No. _____ and available on the Board's website, and the findings in Addendum No. 5 and supporting materials are incorporated herein by reference as though fully set forth.

On April 17, 2018, the Commission on Community Investment and Infrastructure ("CCII" or "Successor Agency Commission") adopted CCII Resolution No. 11-2018, by which the Successor Agency Commission determined that the analysis conducted and the conclusions reached in the FEIR as to the environmental effects of the Project, together with further analysis provided in Addendum No. 1,

Addendum No. 4 and Addendum No. 5 to the FEIR, remain valid and can be relied upon for approval of the Modified Project in compliance with the CEQA.

As part of Resolution No. 11-2018, the CCII made findings regarding the modifications to 16 previously adopted mitigation measures as recommended in Addendum No. 5 and as further set forth in Resolution No 11-2018 and approved the modifications to the adopted mitigation measures. For two of these mitigation measures, Mitigation Measure TR-16, Widen Harney Way, and UT-2, Auxiliary Water Supply System, the language reflects minor changes CCII previously approved based on Addendum No. 1 and Addendum No. 4 as reflected in CCII Resolutions Nos. 1-2014 and 13-2016. In addition, CCII Resolution No. 13-2016 approved modifications to Mitigation Measure TR-23.1, Maintain Proposed Headways of the 29 Sunset, to assure that transit travel times would be consistent with the FEIR analysis. A copy of Resolution No. 11-2018 and supporting materials, including without limitation Addendum No. 1 and Addendum No. 4, and copies of Resolution Nos. 1-2014 and 13-2016 are available under Case No. 2007.0946E, and are incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the CEQA Findings, including the statement of overriding considerations that it previously adopted in Motion No. 18097, the findings in Addendum No. 5, the findings in CCII Resolution No. 11-2018, and the findings in CCII Resolutions Nos. 1-2014 and 13-2016 concerning amendments to adopted mitigation measures.

A draft ordinance, **attached hereto as Exhibit A**, would amend the Candlestick Point Sub-Area Plan of the Bayview Hunters Point Area Plan, the Hunters Point Area Plan and amend maps throughout the General Plan to conform to the revised boundaries of the Candlestick Point Sub-Area Plan.

NOW THEREFORE BE IT RESOLVED, That the Planning Commission finds that the actions contemplated by this Resolution are included in the actions identified in CCII Resolution 11-2018 for purposes of compliance with CEQA. The Planning Commission hereby adopts the additional CEQA Findings in CCII Resolution 11-2018 as its own, including approving the modifications to the 16 adopted mitigation measures recommended for modification in Addendum No. 5. . Additionally, the Planning Commission approves the modifications previously approved by CCII to Mitigation Measures TR-16, TR-23.1, and UT-2 for the reasons set forth in CCII Resolution Nos. 1-2014 and 13-2016.

AND BE IT FURTHER RESOLVED, That the Planning Commission hereby finds that the General Plan amendments promote the public welfare, convenience and necessity for the following reasons:

1. The Project would continue to enable development that would eliminate blight in the Hunters Point Shipyard Redevelopment Project Area and Zone 1 (Candlestick Point) of the Bayview Hunters Point Redevelopment Project Area.
2. The General Plan amendments would provide clarity to the Candlestick Point Sub-Area Plan by removing the Jamestown Parcel and to the Hunters Point Shipyard Area Plan by removing discussion of the previously proposed stadium; the Area Plans would continue to set out objectives and policies that promote vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help revitalize the Bayview.
3. The General Plan amendments would provide clarity to the two respective Area Plans, which in turn, would continue to support development that could provide a wide range of employment opportunities in wide range of fields and employment levels. By removing the stadium as a

- possible development scenario from HPS, additional land would be made available for these employment opportunities.
4. The two Area Plans would continue to promote, the possibility of new emerging industries including green technology through the provision of a major new site and space for adjacent office and related uses. By removing the stadium as a possible development scenario from HPS, additional land would be made available for these new industries.
 5. The Area Plans with the amendments would continue to enable new development that would strengthen the economic base of the Project Area and the City as a whole; retail and other commercial functions in the Project Area would be strengthened through the ability to provide more space for research and development/office use, retail, and community-facility uses.
 6. Development enabled by the Area Plans will continue to include the opportunity for substantial new and restored publicly accessible open space.
 7. The General Plan amendments would enable development that would include substantial new housing opportunities, including a substantial amount of below market rate housing including the replacement of the Alice Griffith Public Housing development. By removing the Jamestown Parcel from the CP Sub-Area Plan, the Jamestown Parcel could develop with additional housing beyond what is planned for within the Project. By removing the stadium as a possible development scenario from HPS, additional land can be freed up for additional housing at HPS through a move even distribution between CP and HPS.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the General Plan amendments are in general conformity with the General Plan, and Planning Code section 101.1(b). On May 3, 2010, by Motion No. 18099, the Planning Commission adopted "Master General Plan and Planning Code Section 101.1 Finding" ("Original General Plan Findings") establishing that on balance, the Project under the Original Approvals consistent with the General Plan and Planning Code Section 101.1.

The Planning Commission finds that in light of the changes to the Project, including the subject General Plan Amendments, the Original General Plan Findings are still relevant and can be applied to the Project with the Project Refinements; therefore the Project with the Project Refinements, including the subject Amendments are, on balance, consistent with the General Plan and Planning Code Section 101.1. The findings attached to Resolution No. 18099 as Exhibit A, are hereby incorporated herein by this reference as if fully set forth.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 340, the Planning Commission recommends to the Board of Supervisors **approval** the General Plan amendments.

Resolution No. 20162
April 26, 2018

Case No: 2007.0946GPA-02
Candlestick Point – Hunters Point Shipyard Phase 2

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on April 26, 2018.



Jonas P. Iorin
Commission Secretary

AYES: Fong, Hillis, Johnson, Koppel, Moore, Richards

NOES: None

ABSENT: Melgar

ADOPTED: April 26, 2018



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20163

HEARING DATE: APRIL 26, 2018

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CA 94103-2479

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415.558.6377

Case Nos.: 2007.0946GPA-02 MAP-02
Project: Candlestick Point and Hunters Point Shipyard Phase II (see attached Map)
Zoning: Jamestown Parcel at Candlestick Point:
Existing: RH-2 / Candlestick Point Activity Node Special Use District / CP
Height and Bulk District
Proposed: RH-2 / 40-X Height and Bulk District
Hunters Point Shipyard:
HPS Use District / Hunters Point Shipyard SUD / HP Height and Bulk
District
Block/Lot: Jamestown Parcel at Candlestick Point:
Block 4991 / Lot 276
Hunters Point Shipyard:
Block 4591A / Lots 007, 079, 080, 081; Block 4591D / Lots 136 and 137

ADOPTING A RESOLUTION TO APPROVE AMENDMENTS TO THE SAN FRANCISCO ZONING MAPS BY AMENDING SECTIONAL MAPS SU10 TO AMEND THE BOUNDARIES OF THE CANDLESTICK POINT ACTIVITY NODE SPECIAL USE DISTRICT; AMENDING SECTIONAL MAP HT10 BY AMENDING THE BOUNDARIES OF THE CP HEIGHT AND BULK DISTRICT.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend Planning Code Map Amendments to the Board of Supervisors; and

The Planning Department is proposing amendments to the Planning Code by amending the Zoning Maps by amending the boundaries to the Candlestick Activity Node Special Use District ("SUD") and the CP Height and Bulk District by removing Assessor's Block 4991, Lot 276 from both. The Jamestown parcel would be redesignated as being within a 40-X Height and Bulk District.

The proposed amendments will facilitate the development of the Hunters Point Shipyard ("HPS") and Candlestick Point ("CP"), as envisioned in the Hunters Point Shipyard Redevelopment Plan, and the Bayview Hunters Point ("BVHP") Redevelopment Plan.

In 2010, the City approved combining the planning and redevelopment of these two areas to provide a more cohesive overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and improve opportunities to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas. This project is referred to as the Candlestick Point – Hunters Point Shipyard Phase 2 Project ("CP HPS2 Project" or "Project").

Approval actions in 2010 (“Original Approvals”) included, but were not limited to, General Plan amendments including the creation of the CP Sub-Area Plan and the HPS Area Plan, Planning Code amendments creating the CP Activity Node Special Use District (“SUD”) and the HPS Phase 2 SUD, amendments to the BVHP Redevelopment Plan and the HPS Redevelopment Plan and the adoption of Design for Development documents for both CP and HPS Phase 2.

More specifically, the Original Approvals included amendments to the BVHP Redevelopment Plan that divided the subject BVHP Project Area into Zone 1 and Zone 2. The Candlestick Point portion was designated as Zone 1, indicating that the Office of Community Investment and Infrastructure (“OCII”, the successor agency to the San Francisco Redevelopment Agency) would retain jurisdiction over land use and would be the approval body for development approvals pursuant to California Redevelopment Law. The rest of the BVHP Redevelopment Project Area was designated as Zone 2, indicating that the Planning Department would have jurisdiction over land use regulations, in accordance with a Delegation Agreement between the Planning Department and OCII.

Zone 1 includes the property once occupied by the Candlestick Stadium, its parking lot, the Candlestick Point State Recreational Area (“CPSRA”), the Alice Griffith Housing Authority site, several private parcels that are generally surrounded by the stadium site and the CPSRA, and Assessor’s Lot 276 of Block 4991, which is located on Jamestown Avenue above the stadium site (“Jamestown Parcel”).

The Original Approvals anticipated the potential construction of a new stadium at Hunters Point Shipyard for the San Francisco 49ers, as one of several potential development scenarios.

As a part of the Original Approvals, OCII and the City and County of San Francisco, entered into a Disposition and Development Agreement (“DDA”) with CP Development Co., LLC (“Developer”) entitling the Developer to implement the Project pursuant to the provisions therein.

As part of the Original Approvals, an Area Plan under the General Plan was created for Hunters Point Shipyard to specifically align the HPS Redevelopment Plan with the General Plan. Similarly, the HPS Phase 2 SUD and HP Height and Bulk District were created to specifically refer all land use and development regulations to the HPS Redevelopment Plan. Consistent with the HPS Redevelopment Plan, the HPS Area Plan anticipated the construction of a stadium as one of several development scenarios.

As part of the Original Approvals, a Sub-Area Plan under the BVHP Area Plan of the General Plan was created for Candlestick Point (the Candlestick Point Subarea Plan) to specifically align provisions for Zone 1 of the BVHP Redevelopment Plan with the General Plan. Similarly, the Candlestick Point Activity Node SUD and the CP Height and Bulk District were created under the Planning Code to refer all land use and development regulations to the BVHP Redevelopment Plan for Zone 1. Consistent with the BVHP Redevelopment Plan, the boundaries of the CP Sub-Area Plan, the CP Activity Node SUD, and the CP Height and Bulk District include the Jamestown Parcel.

Subsequent to the Original Approvals, a new stadium for the 49ers was constructed in Santa Clara, removing the need to accommodate a stadium as a part of the Project.

Subsequent to the Original Approvals, the voters of San Francisco approved Proposition O, the “Hunters Point Shipyard/Candlestick Point Jobs Stimulus Proposition”, which established that office development would not be subject to the annual office cap regulated by Planning Code Sections 320 – 325.

As a result of these circumstantial changes, the Developer and OCII are pursuing refinements to the Project (“Project Refinements”). As a part of the Project Refinements, the BVHP Redevelopment Plan

is proposed to be amended to remove the Jamestown Parcel from Zone 1 to clarify that it is not a part of the Project being implemented by the Developer under the DDA. Similarly, as a part of the Project Refinements, the HPS Redevelopment Plan is proposed to be amended by removing description of a stadium and updating the text descriptions and graphic representations of the Project, among other changes.

This Planning Code Map amendment would (1) amend Sectional Map SU10 by removing the Jamestown Parcel from the Candlestick Point Activity Node SUD; and (2) amend Sectional Map HT10 by redesignating the Jamestown Parcel from "CP" Height and Bulk to a "40X" Height and Bulk.

The San Francisco Redevelopment Agency ("Redevelopment Agency"), together with the San Francisco Planning Commission of the City and County of San Francisco ("Planning Commission") acting as lead agencies under the California Environmental Quality Act ("CEQA") (California Public Resources Code sections 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq.), certified a Final Environmental Impact Report (hereinafter "FEIR") for the Candlestick Park-Hunters Point Shipyard Phase II Project ("Project") on June 3, 2010 by Motion No. 18096 and Resolution No. 58-2010, respectively. On July 14, 2010, the San Francisco Board of Supervisors affirmed the Planning Commission's certification of the FEIR (Motion No. M10-110). The FEIR analyzed a mixed used development, including a stadium use at the Hunters Point Shipyard and various project variants, including the development of up to 5,000,000 square feet of office, research and development space in lieu of a stadium.

On June 3, 2010, the Redevelopment Agency, by Resolution No. 59-2010 adopted findings pursuant to the California Environmental Quality Act, including a Mitigation Monitoring and Reporting Program ("MMRP") and a Statement of Overriding Considerations for the Project, and took various actions to approve the Project. On the same day, by Motion No. 18097 the Planning Commission also adopted findings pursuant to CEQA ("CEQA Findings") and took various approval actions related to the Project.

Since the certification of the FEIR the Planning Department, working with the Office of Community Investment and Infrastructure ("OCII", the successor agency to the San Francisco Redevelopment Agency), has issued several addenda to the FEIR to address project changes. The OCII has determined in Addendum No. 5 for the CP-HPS Phase 2 Project that the actions contemplated at this time related to modifications to the Project (the "Modified Project") will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effect that would alter the conclusions reached in the FEIR. A copy of Addendum No. 5 and supporting materials are in the Clerk of the Board of Supervisors File No. _____ and available on the Board's website, and the findings in Addendum No. 5 and supporting materials are incorporated herein by reference as though fully set forth.

On April 17, 2018, the Commission on Community Investment and Infrastructure ("CCII" or "Successor Agency Commission") adopted CCII Resolution No. 11-2018, by which the Successor Agency Commission determined that the analysis conducted and the conclusions reached in the FEIR as to the environmental effects of the Project, together with further analysis provided in Addendum No. 1, Addendum No. 4 and Addendum No. 5 to the FEIR, remain valid and can be relied upon for approval of the Modified Project in compliance with the CEQA.

As part of Resolution No. 11-2018, the CCII made findings regarding the modifications to 16 previously adopted mitigation measures as recommended in Addendum No. 5 and as further set forth in Resolution No 11-2018 and approved the modifications to the adopted mitigation measures. For two of

these mitigation measures, Mitigation Measure TR-16, Widen Harney Way, and UT-2, Auxiliary Water Supply System, the language reflects minor changes CCII previously approved based on Addendum No. 1 and Addendum No. 4 as reflected in CCII Resolutions Nos. 1-2014 and 13-2016. In addition, CCII Resolution No. 13-2016 approved modifications to Mitigation Measure TR-23.1, Maintain Proposed Headways of the 29 Sunset, to assure that transit travel times would be consistent with the FEIR analysis. A copy of Resolution No. 11-2018 and supporting materials, including without limitation Addendum No. 1 and Addendum No. 4, and copies of Resolution Nos. 1-2014 and 13-2016 are available under Case No. 2007.0946E, and are incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the CEQA Findings, including the statement of overriding considerations that it previously adopted in Motion No. 18097, the findings in Addendum No. 5, the findings in CCII Resolution No. 11-2018, and the findings in CCII Resolutions Nos. 1-2014 and 13-2016 concerning amendments to adopted mitigation measures.

On April 26, 2018, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on the proposed Planning Code Map Amendments and has considered the information included in the File for these Amendments, the staff reports and presentations, public testimony and written comments, as well as the information provided about the Project from other City departments.

A draft ordinance, **attached hereto as Exhibit A**, would amend the Candlestick Point Activity Node Special Use District by removing the Jamestown Parcel from it and would redesignate the Jamestown Parcel from the CP Height and Bulk District to a 40X Height and Bulk District.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission finds that the actions contemplated by this Resolution are included in the actions identified in CCII Resolution 11-2018 for purposes of compliance with CEQA. The Planning Commission hereby adopts the additional CEQA Findings in CCII Resolution 11-2018 as its own, including approving the modifications to the 16 adopted mitigation measures recommended for modification in Addendum No. 5. Additionally, the Planning Commission approves the modifications previously approved by CCII to Mitigation Measures TR-16, TR-23.1, and UT-2 for the reasons set forth in CCII Resolution Nos. 1-2014 and 13-2016.

AND BE IT FURTHER RESOLVED, That the Planning Commission hereby finds that the Planning Code Map amendments promote the public welfare, convenience and necessity for the following reasons:

1. The Project would continue to enable development that would eliminate blight in the Hunters Point Shipyard Redevelopment Project Area and Zone 1 (Candlestick Point) of the Bayview Hunters Point Redevelopment Project Area.
2. The Planning Code Map amendments would provide clarity to the Project by removing the Jamestown Parcel. The Project would continue to provide a wide range of employment opportunities in wide range of fields and employment levels.
3. The Project with the amendments would continue to enable new development that would strengthen the economic base of the neighborhood and the City as a whole. By removing the Jamestown Parcel from the CP HPS2 Project, additional development potential could be realized that could further strengthen the economic base of the neighborhood and City.
4. The Project with the amendments would continue to enable development that would include substantial new housing opportunities, including a substantial amount of below market rate


housing including the replacement of the Alice Griffith Public Housing development. By removing the Jamestown Parcel from the CP Activity Node SUD, the Jamestown Parcel could develop with additional housing beyond what is planned for within the Project.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the Planning Code Map Amendments are in general conformity with the General Plan, and Planning Code section 101.1(b). On May 3, 2010, by Motion No. 18099, the Planning Commission adopted “Master General Plan and Planning Code Section 101.1 Finding” (“Original General Plan Findings”) establishing that on balance, the Project under the Original Approvals consistent with the General Plan and Planning Code Section 101.1.

The Planning Commission finds that in light of the changes to the Project, including the subject Planning Code Map Amendments, the Original General Plan Findings are still relevant and can be applied to the Project with the Project Refinements; therefore the Project with the Project Refinements, including the subject Amendments are, on balance, consistent with the General Plan and Planning Code Section 101.1. The findings attached to Resolution No. 18099 as Exhibit A, are hereby incorporated herein by this reference as if fully set forth.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 302, the Planning Commission recommends to the Board of Supervisors **approval** the Planning Code Map amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on April 26, 2018.



Jonas P. Ionin

Commission Secretary

AYES: Fong, Hillis, Johnson, Koppel, Moore, Richards

NOES: None

ABSENT: Melgar

ADOPTED: April 26, 2018



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20164

HEARING DATE: APRIL 26, 2018

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Case Nos.: 2007.0946GPA-02 MAP-02 GPR CWP-02
Project: Candlestick Point and Hunters Point Shipyard Phase II (see attached Map)
Zoning: Jamestown Parcel at Candlestick Point:
Existing: RH-2 / Candlestick Point Activity Node Special Use District / CP
Height and Bulk District
Proposed: RH-2 / 40-X Height and Bulk District
Hunters Point Shipyard:
HPS Use District / Hunters Point Shipyard SUD / HP Height and Bulk
District
Block/Lot: Jamestown Parcel at Candlestick Point:
Block 4991 / Lot 276
Hunters Point Shipyard:
Block 4591A / Lots 007, 079, 080, 081; Block 4591D / Lots 136 and 137

ESTABLISHING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO FOR PROPOSED AMENDMENTS TO THE BAYVIEW HUNTERS POINT REDEVELOPMENT PLAN AND THE HUNTERS POINT SHIPYARD REDEVELOPMENT PLAN

WHEREAS, In accordance with California Redevelopment Law, the Successor Agency to the San Francisco Redevelopment Agency (or the Office of Community Investment and Infrastructure or "OCII") is proposing to amend both the Bayview Hunters Point ("BVHP") Redevelopment Plan and the Hunters Point Shipyard ("HPS") Redevelopment Plan; and

The proposed amendments will facilitate the development of the Hunters Point Shipyard ("HPS") and Candlestick Point ("CP"), as envisioned in the two respective Redevelopment Plans.

A primary objective of both the HPS Redevelopment Plan and the BVHP Redevelopment Plan is to create economic development, affordable housing, public parks and open space and other community benefits by development of the under-used lands within the two Redevelopment Plan project areas. In 2010, the City approved combining the planning and redevelopment of these two areas provides a more cohesive overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and improves opportunities to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas. This project is referred to as the Candlestick Point – Hunters Point Shipyard Phase 2 Project ("CP HPS2 Project" or "Project").

Approval actions in 2010 ("Original Approvals") included, but were not limited to, General Plan amendments including the creation of the Candlestick Point Sub-Area Plan and the Hunters Point Shipyard Area Plan, Planning Code amendments creating the Candlestick Point Activity Node Special Use District ("SUD") and the Hunters Point Shipyard SUD, amendments to the Bayview Hunters Point

Redevelopment Plan and the Hunters Point Shipyard Redevelopment Plan and the adoption of Design for Development documents for both Candlestick and Hunters Point Shipyard Phase 2.

More specifically, the Original Approvals included amendments to the BVHP Redevelopment Plan that divided the subject BVHP Project Area into Zone 1 and Zone 2. The Candlestick Point portion was designated as Zone 1, indicating that the Office of Community Investment and Infrastructure (“OCII”) (previously the San Francisco Redevelopment Agency) would retain jurisdiction over land use and would be the approval body for development approvals pursuant to California Redevelopment Law. The rest of the BVHP Redevelopment Project Area was designated as Zone 2, indicating that the Planning Department would have jurisdiction over land use regulations, in accordance with a Delegation Agreement between the Planning Department and OCII. The Original Approvals also contemplated the construction of a football stadium at HPS.

Subsequent to the Original Approvals, a new stadium for the 49ers was constructed in Santa Clara, removing the need to accommodate a stadium as a part of the Project.

Subsequent to the Original Approvals, the voters of San Francisco approved Proposition O, the “Hunters Point Shipyard/Candlestick Point Jobs Stimulus Proposition”, which established that office development would not be subject to the annual office cap regulated by Planning Code Sections 320 – 325.

As a result of these circumstantial changes, the Developer and OCII are pursuing refinements to the Project (“Project Refinements”). As a part of the Project Refinements, the BVHP Redevelopment Plan is proposed to be amended to remove the Jamestown Parcel from Zone 1 to clarify that it is not a part of the Project being implemented by the Developer under the DDA. Similarly, as a part of the Project Refinements, the HPS Redevelopment Plan is proposed by revising the street grid and block pattern and land use designations and development caps, including in the area previously proposed for a new stadium (now referred to as the “Warehouse District”).

Pursuant to Sections 33346 and 33354.6 of the California Health and Safety Code regarding California Redevelopment Law, the planning policies and objectives and land uses and densities of the Redevelopment Plans must be found consistent with the General Plan prior to Redevelopment Plan approval or amendment by the Board of Supervisors.

The Planning Commission wishes to facilitate the physical, environmental, social and economic revitalization of the Bayview Hunters Point and Hunters Point Shipyard, using the legal and financial tools of a Redevelopment Plan, while creating jobs, housing and open space in a safe, pleasant, attractive and livable mixed use neighborhood that is linked rationally to adjacent neighborhoods.

The San Francisco Redevelopment Agency (“Redevelopment Agency”), together with the San Francisco Planning Commission of the City and County of San Francisco (“Planning Commission”) acting as lead agencies under the California Environmental Quality Act (“CEQA”) (California Public Resources Code sections 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq.), certified a Final Environmental Impact Report (hereinafter “FEIR”) for the Candlestick Park-Hunters Point Shipyard Phase II Project (“Project”) on June 3, 2010 by Motion No. 18096 and Resolution No. 58-2010, respectively. On July 14, 2010, the San Francisco Board of Supervisors affirmed the Planning Commission’s certification of the FEIR (Motion No. M10-110). The FEIR analyzed a mixed used development, including a stadium use at the Hunters Point Shipyard and various project variants, including the development of up to 5,000,000 square feet of office, research and development space in lieu of a stadium.

On June 3, 2010, the Redevelopment Agency, by Resolution No. 59-2010 adopted findings pursuant to the California Environmental Quality Act, including a Mitigation Monitoring and Reporting Program (“MMRP”) and a Statement of Overriding Considerations for the Project, and took various actions to approve the Project. On the same day, by Motion No. 18097 the Planning Commission also adopted findings pursuant to CEQA (“CEQA Findings”) and took various approval actions related to the Project.

Since the certification of the FEIR the Planning Department, working with the Office of Community Investment and Infrastructure (“OCII”, the successor agency to the San Francisco Redevelopment Agency), has issued several addenda to the FEIR to address project changes. The OCII has determined in Addendum No. 5 for the CP-HPS Phase 2 Project that the actions contemplated at this time related to modifications to the Project (the “Modified Project”) will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effect that would alter the conclusions reached in the FEIR. A copy of Addendum No. 5 and supporting materials are in the Clerk of the Board of Supervisors File No. _____ and available on the Board’s website, and the findings in Addendum No. 5 and supporting materials are incorporated herein by reference as though fully set forth.

On April 17, 2018, the Commission on Community Investment and Infrastructure (“CCII” or “Successor Agency Commission”) adopted CCII Resolution No. 11-2018, by which the Successor Agency Commission determined that the analysis conducted and the conclusions reached in the FEIR as to the environmental effects of the Project, together with further analysis provided in Addendum No. 1, Addendum No. 4 and Addendum No. 5 to the FEIR, remain valid and can be relied upon for approval of the Modified Project in compliance with the CEQA.

As part of Resolution No. 11-2018, the CCII made findings regarding the modifications to 16 previously adopted mitigation measures as recommended in Addendum No. 5 and as further set forth in Resolution No 11-2018 and approved the modifications to the adopted mitigation measures. For two of these mitigation measures, Mitigation Measure TR-16, Widen Harney Way, and UT-2, Auxiliary Water Supply System, the language reflects minor changes CCII previously approved based on Addendum No. 1 and Addendum No. 4 as reflected in CCII Resolutions Nos. 1-2014 and 13-2016. In addition, CCII Resolution No. 13-2016 approved modifications to Mitigation Measure TR-23.1, Maintain Proposed Headways of the 29 Sunset, to assure that transit travel times would be consistent with the FEIR analysis. A copy of Resolution No. 11-2018 and supporting materials, including without limitation Addendum No. 1 and Addendum No. 4, and copies of Resolution Nos. 1-2014 and 13-2016 are available under Case No. 2007.0946E, and are incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the CEQA Findings, including the statement of overriding considerations that it previously adopted in Motion No. 18097, the findings in Addendum No. 5, the findings in CCII Resolution No. 11-2018, and the findings in CCII Resolutions Nos. 1-2014 and 13-2016 concerning amendments to adopted mitigation measures. The Planning Commission finds that the actions contemplated by this Resolution are included in the actions identified in CCII Resolution 11-2018 for purposes of compliance with CEQA. The Planning Commission hereby adopts the additional CEQA Findings in CCII Resolution 11-2018 as its own, including approving the modifications to the 16 adopted mitigation measures recommended for modification in Addendum No. 5. Additionally, the Planning Commission approves the modifications previously approved by CCII to Mitigation Measures TR-16, TR-23.1, and UT-2 for the reasons set forth in CCII Resolution Nos. 1-2014 and 13-2016.

On May 3, 2010, by Motion No. 18099, the Planning Commission adopted “Master General Plan and Planning Code Section 101.1 Finding” (“Original General Plan Findings”) establishing that on balance, the Project under the Original Approvals consistent with the General Plan and Planning Code Section 101.1.

The Planning Commission finds that in light of the changes to the Project, including the subject Redevelopment Plan Amendments, the Original General Plan Findings are still relevant and can be applied to the Project with the Project Refinements; therefore the Project with the Project Refinements, including the subject Amendments are, on balance, consistent with the General Plan and Planning Code Section 101.1. The findings attached to Resolution No. 18099 as Exhibit A, are hereby incorporated herein by this reference as if fully set forth.

NOW, THEREFORE, BE IT RESOLVED, That the Planning Commission having considered this proposal at a public meeting on April 26, 2018 pursuant to Planning Code Sections 302(b) and 340, having heard and reviewed oral and written testimony and reports, and having reviewed and certified the Final Environmental Impact Report on the Redevelopment Plans as adequate, complete, and in compliance with CEQA, and having adopted findings regarding the subsequent addendum as described above, does hereby find the Bayview Hunters Point Redevelopment Plan, as amended, and the Hunters Point Shipyard Redevelopment Plan, as amended, and attached as Exhibits A and B respectively, in conformity with the General Plan as it is recommended to be amended.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on April 26, 2018.



Jonas P. Ionin
Commission Secretary

AYES: Fong, Hillis, Johnson, Koppel, Moore, Richards

NOES: None

ABSENT: Melgar

ADOPTED: April 26, 2018



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary

HEARING DATE: APRIL 26, 2018

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Date: April 12, 2018
Case Nos.: 2007.0946GPA-02 MAP-02 CWP-02 GPR
Project: Candlestick Point and Hunters Point Shipyard Phase 2
Zoning: Jamestown Parcel at Candlestick Point:
Existing: RH-2 / Candlestick Point Activity Node Special Use District / CP
Height and Bulk District
Proposed: RH-2 / 40-X Height and Bulk District
Hunters Point Shipyard:
HPS Use District / Hunters Point Shipyard SUD / HP Height and Bulk
District
Block/Lot: Jamestown Parcel at Candlestick Point:
Block 4991 / Lot 276
Hunters Point Shipyard:
Block 4591A / Lots 007, 079, 080, 081; Block 4591D / Lots 136 and 137
Project Sponsor: Office of Community Infrastructure and Development
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103
Staff Contact: Mat Snyder – (415) 575-6891
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ACTIONS SCHEDULED FOR THIS HEARING

The action before you at your April 26, 2018 hearing is for the following:

1. **Approval of General Plan Amendments** in association with proposed revisions to the Candlestick Point – Hunters Point Shipyard Phase 2 (“CP HPS2”) Project. The Amendments would include (1) revising the Candlestick Point Sub-Area Plan of the Bayview Hunters Point Area Plan by removing Assessor’s Block 4991 / Lot 276 (“Jamestown Parcel”) from the boundaries of the SubArea Plan; and (2) revising the Hunters Point Area Plan by removing mention of the previously-proposed stadium from the Plan’s text and its maps and by updating the graphics to align with the proposed Shipyard redesign.
2. **Approval of Planning Code Map Amendments.** The Map Amendments would amend Planning Code Sectional Maps SU10, and HT10 by revising the boundaries of the Candlestick Point Activity Node Special Use District (SUD) and CP Height and Bulk District to remove the Jamestown Parcel.
3. Finding the **Redevelopment Plan Amendments** for the Bayview Hunters Point Redevelopment Plan and the Hunters Point Shipyard Redevelopment Plan Consistent with the General Plan and Planning Code Section 101.1.
4. **Approving Amendments to the Candlestick Point Design for Development document,**

removing the Jamestown Parcel; and the completely revised Hunters Point Shipyard Design for Development Document.

PROJECT DESCRIPTION

Original Project and Approvals

In 2010, the City and County of San Francisco (City), and the San Francisco Redevelopment Agency (now the Office of Community Investment and Infrastructure or OCII) approved the Candlestick Point – Hunters Point Shipyard Phase II Development Project (“Project”). The Project consisted of the large scale mixed-use, multi-modal development at Candlestick Point and Hunters Point Shipyard, covering approximately 702 acres along the City’s southeastern waterfront, including a proposed stadium for the San Francisco 49ers. More specifically, at the time of the 2010 approval, the Project (Stadium Alternative) included the following elements:

- 10,500 residential housing units (7,850 units at Candlestick Point and 2,650 units at Hunters Point Shipyard);
- 2,500,000 sq. ft. of research and development and office uses at the Shipyard;
- Over 300 acres of new and restored open space and active recreation areas, which includes neighborhood parks within Candlestick Point and the Shipyard, new waterfront parks around the entire perimeter of the Shipyard connecting to the region’s Bay Trail, and a major renovation of the Candlestick Point State Recreation Area;
- Approximately 635,000 sq. ft. of regional retail on Candlestick Point;
- Approximately 250,000 sq. ft. of neighborhood-serving retail split between the Shipyard and Candlestick Point;
- Permanent new and renovated space for the existing Shipyard artists as well as an arts education center;
- New public and community facilities on both the Shipyard and Candlestick Point;
- A marina on the Shipyard.
- A stadium at the Shipyard for the San Francisco 49ers.

The Original Approvals included several alternative development scenarios in case a stadium was not constructed; one scenario among other aspects, allowed up to 5,000,000 sq. ft. of research and development / office use at the Shipyard.

The Jamestown Parcel was included as part of the Candlestick Point component of the Project, though it was owned by a private entity not associated with CP Development Co., LLC (“Developer”).

Entitlement Structure

The CP HPS2 Project Area is within two Redevelopment Project Areas, which in turn, are governed by two Redevelopment Plans: Candlestick Point is designated as “Zone 1” under the Bayview Hunters Point Redevelopment Plan, and Hunters Point Shipyard is governed under the Hunters Point Shipyard

Redevelopment Plan. As Redevelopment Project Areas, OCII has land use and development approval jurisdiction.

The original approvals included the following among other approvals:

- A Disposition and Development Agreement (DDA) between the City, OCII, and FivePoint (previously Lennar Urban) (Developer) establishing development rights by the Developer stipulated on conditions set therein;
- HPS Redevelopment Plan Amendments;
- BVHP Redevelopment Plan Amendments, designating Candlestick Point as “Zone 1”, indicating OCII would retain land use and entitlement jurisdiction;
- Creation of the Hunters Point Shipyard Area Plan and the Candlestick Point Sub-Area Plan to align with the Redevelopment Plans amendments;
- Creation of the Candlestick Activity Node SUD and the Hunters Point Shipyard SUD and the CP and HPS Height and Bulk District to refer land use controls to the respective Redevelopment Plans;
- Creation of Design for Development documents for both Candlestick and the Shipyard to provide specific development controls for the two Project Areas.

The Planning Commission’s role in the ongoing implementation of the CP HPS II Project includes approving any future requested amendments to General Plan, Planning Code, Redevelopment Plans and D4Ds. In addition, through the Cooperative Agreement between the Planning Department and OCII, Planning staff is consulted on design review for Major Phase applications and schematic design review of buildings.

Modified Project

The Developer is currently pursuing changes to the CP HPS2 Project (“Modified Project”). The major components of these changes include, but are not limited to:

- Allowing up to 4,265,000 sq. ft. of research and development / office use at the Shipyard (note: the Original Project included ,the FEIR analyzed, and the HPS Redevelopment Plan authorized, the potential of up to 5,000,000 sq. ft. of R&D / office as an Non-Stadium Variant);
- Redistribution of the development of residential units between the Shipyard and Candlestick as follows:
 - Approximately 7,218 units at Candlestick
 - Approximately 3,454 units at the Shipyard

(note: Original Project included and the FEIR analyzed up to 10,500 units altogether; the additional 172 units now proposed is equal to the number of units no longer being pursued in the Hunters Point Shipyard Phase 1 Project; those units are proposed to be developed to Phase 2 of the Shipyard).

- Addition of 410,000 sq. ft. of institutional use (proposal includes potential sites for an elementary school(s), middle school(s), and/or high school(s) ;
- Addition of green infrastructure including:
 - Geothermal heating and cooling;
 - Utility and building-scale battery storage system;
 - Centralized recycled water facility at the Shipyard that could serve entire development
- Addition of 276,000 sq. ft. of retail and “maker space” (i.e. small-scale production uses) at the Shipyard;
- Addition of a hotel at the Shipyard;

- Removal of the Jamestown Parcel from the Candlestick portion of the development;
- Establishment of a substantially re-envisioned urban design framework for the Shipyard as further described below;
- Enabling the ability to transfer up to 118,500 gsf of nonresidential use from HPS2 to CP, and to convert nonresidential uses within each respective area, subject to further review and analysis.

As such, the following amendments to the original entitlements approved by the Planning Commission are required:

- Amendments to the BVHP Redevelopment Plan removing the Jamestown Parcel from Zone 1 and designating it as part of Zone 2, thereby placing it in the Planning Department's jurisdiction wholly subject to the Planning Code and Zoning Maps;
- Amendments to the Candlestick Point Activity Node SUD and CP Height and Bulk District by removing the Jamestown Parcel;
- Amendments to the Candlestick Point Sub-Area Plan by removing the Jamestown Parcel from the Area Plan boundaries;
- Amendments to the HPS Redevelopment Plan, the HPS Design for Development, and the HPS Area Plan to reflect the removal of the stadium and the new urban design framework described below. Preparation of a new Hunters Point Shipyard D4D, implementing Master Developer's new vision for the site.

The Bayview Hunters Point Redevelopment Project Area and the Jamestown Parcel

As noted above, the Original Approvals included amendments to the BVHP Redevelopment Plan. A key aspect to these amendments divided the subject BVHP Project Area into Zone 1 and Zone 2. The Candlestick Point portion was designated as Zone 1, indicating that the Office of Community Investment and Infrastructure would retain jurisdiction over land use and would be the approval body for development approvals pursuant to State Redevelopment law. The rest of the BVHP Redevelopment Project Area was designated as Zone 2, indicating that the Planning Department would have jurisdiction over land use regulations, in accordance with a Delegation Agreement established between the Planning Department and OCII when the BVHP Redevelopment Project Area was created in 2006.

Zone 1 currently includes the property once occupied by the Candlestick Stadium, its parking lots, the Candlestick Point State Recreational Area, the Alice Griffith Housing Authority site, several private parcels that are generally surrounded by the stadium site and the SFSRA, and the Jamestown Parcel, which is located on Jamestown Avenue above the stadium site.

As part of the Original Approvals, a Sub-Area Plan under the BVHP Area Plan of the General Plan was created for Candlestick Point (the Candlestick Point Subarea Plan) to specifically align provisions for Zone 1 of the BVHP Redevelopment Plan with the General Plan. Similarly, the Candlestick Point Activity Node SUD and the CP Height and Bulk District were created under the Planning Code to refer all land use and development regulations to the BVHP Redevelopment Plan for Zone 1. Consistent with the BVHP Redevelopment Plan, the boundaries of the Candlestick Point SubArea Plan, the Candlestick Point Activity Node SUD, and the CP Height and Bulk District include the Jamestown Parcel.

Proposed revisions to the BVHP Redevelopment Plan, the CP Sub-Area Plan, the CP Activity Node SUD, the CP Height and Bulk District and the CP Design for Development ("D4D") document entail removing the Jamestown Parcel from the boundaries of Zone 1 and associated plans and districts.

The Hunters Point Shipyard Redevelopment Project Area and Proposed Project Refinements

Also as part of the 2010 Approvals, an Area Plan under the General Plan was created for Hunters Point Shipyard to specifically align the Hunters Point Shipyard Redevelopment Plan with the General Plan. Similarly, the Hunters Point Shipyard SUD and HPS Height and Bulk District were created to specifically refer all land use and development regulations to the HPS Redevelopment Plan. Consistent with the HPS Redevelopment Plan, the HPS Area Plan anticipated the construction of a stadium as one of several development scenarios.

Subsequent to the 2010 Approvals, a new stadium for the 49ers was constructed in Santa Clara, removing the need to accommodate a stadium within the Shipyard portion of the CP HPS II Project. Also, subsequent to the 2010 Approvals, the voters of San Francisco approved Proposition O, the “Hunters Point Shipyard/Candlestick Point Jobs Stimulus Proposition”, which established that office development within the CP HPS II Project area would not be subject to the annual office cap regulated by Planning Code Sections 320 – 325.

Perhaps most significantly, the Developer engaged Architect Sir David Adjaye to help re-envision the Shipyard. The proposed re-envisioned Shipyard now includes, but is not limited to the following: (1) a new 8.1-acre central park (“The Green Room”) and a strengthened open space around Dry Dock 4 (“The Water Room”); (2) a revised street grid in the Warehouse District (formerly HPS South) that uses the existing Shipyard street grid as a template for the new street grid; (3) other reconfiguration of the open space including the widening of the North Shoreline open space by one block, and the reconfiguration of the sports complex by consolidating it into a more compact and efficient area; (4) revising and strengthening the bicycle network by providing more separated bike paths removed from Crisp Avenue, the site’s major thoroughfare; (5) revising the heights throughout by increasing in some areas and decreasing in others but assuring the retention of key views particularly from the Phase 1 Hillside Park and (6) revising the locations of the proposed towers (while maintaining their heights).

Revised HPS2 Design for Development

To implement the new vision, the HPS D4D has been completely revised. Gensler was retained by the Developer to work with both OCII and Planning staff to assure the revised document not only implements the Shipyard’s new vision, but improves on the existing document in terms of clarity and usability. Design controls regarding setbacks, build-to lines, lot coverage, frontage activation, and relationship of the building frontages to the public right-of-way are addressed in the Revised D4D as they were in the previously approved D4D. However, unlike the previously approved D4D, the Revised D4D provides additional architectural controls that relate to a building’s potential size, requiring additional interventions for larger buildings.

The revised D4D also provides more controls for above-grade parking garages to assure sufficient activation and to assure that the garages can be potentially converted to other uses if less parking is found to be needed in the future. The revised D4D also provides incentives (but not requirements) to retain not only buildings identified as historic resources, but four other Navy structures that celebrate the Shipyard’s history and context.

HPS Redevelopment Plan Amendments

The Hunters Point Shipyard Redevelopment Plan proposed amendments include revising the maps to reflect the new vision, making minor changes to the land use section, including allowing hotel use in the

Wharf District, and allowing school uses more broadly across the site. Revisions to the Redevelopment Plan also clarify that certain green infrastructure is permitted and encouraged. Finally the revisions include adjustments to the development square footage caps to reflect the Modified Project as described above.

ENVIRONMENTAL REVIEW

The Planning Commission, the Redevelopment Commission and the Board of Supervisors certified the Final Environmental Impact Report in 2010. OCII, in collaboration with the Planning Department published several addenda to the FEIR, including Addendum No. 5, which analyzes the changes to the Project described here. OCII has concluded the Project Refinements will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that would alter the conclusions reached in the FEIR. The Commission on Community Investment and Infrastructure is scheduled to take action on the Addendum at their April 17, 2018 meeting ahead of the Commission's April 26, 2018 meeting.

HEARING NOTIFICATION AND PUBLIC COMMENT

Below is a summary of the completed notifications of this hearing required under the Planning Code.

| TYPE | REQUIRED PERIOD | REQUIRED NOTICE DATE | ACTUAL NOTICE DATE | ACTUAL PERIOD |
|--------------------|-----------------|----------------------|--------------------|---------------|
| Classified News Ad | 20 days | 4/6/18 | 4/4/18 | 22 days |
| Posted Notice | [not required] | | | |
| Mailed Notice | 20 days | 4/6/18 | 4/6/18 | 20 days |

BASIS FOR RECOMMENDATION

1. The Modified Project and all Commission actions thereto would enable development that would eliminate blight at Candlestick Point and Hunters Point Shipyard by updating the respective Redevelopment Plans to facilitate mixed-use development
2. The Modified Project and all Commission actions thereto enable vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help revitalize the Bayview.
3. The Modified Project and all Commission actions thereto support development that could provide a wide range of employment opportunities in a wide range of fields and employment levels. Development enabled by the amendments could support thousands of new permanent jobs at full build out and thousands of ongoing construction job opportunities throughout the buildout of the Project. By removing the stadium as a development scenario, additional land is made available for job creating uses.
4. The Modified Project and all Commission actions thereto promote, the possibility of new

emerging industries including green technology through the provision of a major new site and space for office and related uses. By removing the stadium as a development scenario, additional land is made available for these types of uses.

5. The Modified Project and all Commission actions thereto would strengthen the economic base of the Project Area and the City as a whole by strengthening retail and other commercial functions in the Project Areas and local community through the addition of more space for research and development, retail and community-facility uses. By removing the stadium as a development scenario, additional land is made available for these types of uses.
6. The Modified Project and all Commission actions thereto would enable development that would include substantial new housing opportunities, including a substantial amount of below market rate housing including the replacement of the Alice Griffith Public Housing development. By removing the Jamestown Parcel from Zone 1 of the BVHP Redevelopment Area, the Jamestown Parcel can be further developed beyond the limits of the BVHP Redevelopment Plan. By removing the stadium as a potential development scenario, additional land is made available to allow housing to be distributed more evenly across CP and HPS.

RECOMMENDATION:

1. Approval on All Actions

Attachments:

1. **Draft Planning Commission Resolution Amending the General Plan**
Exhibit A: Draft Ordinance Amending the General Plan
Attachment 1: Proposed Text Changes
Attachment 2: Proposed Map Changes
2. **Draft Planning Commission Resolution Amending the Planning Code Maps**
Exhibit A: Draft Ordinance Amending the Planning Code Maps
Attachment 1: Map of Proposed Changes
3. **Draft Planning Commission Resolution Finding the Amendments to the Redevelopment Plans consistent with the General Plan**
Exhibit A: Draft Amended BVHP Redevelopment
Exhibit B: Draft Amended HPS Redevelopment Plan
4. **Draft Planning Commission Motion Approving Amendments to the CP D4D and the HPS D4D**
Exhibit A: Draft Revised Hunters Point Shipyard Phase 2 D4D
5. **Addendum 5 to the CP HPS2 2010 FEIR**
6. **Master General Plan Findings**

Case Report
Hearing Date: March 22, 2018

CASE NO. 2010.0515EMTZ/GPR
Candlestick Point – Hunters Point Shipyard Amendments

Redsign\Legislation\CP HPS - Amendments Approvals - Ex Summary.docx

EXHIBIT A to HUNTERS POINT SHIPYARD AREA PLAN AMENDMENTS
PROPOSED EDITS TO THE HUNTERS POINT SHIPYARD AREA PLAN

INTRODUCTION AND PURPOSE

Hunters Point Shipyard is located in the southeast corner of San Francisco, approximately 1.3 miles northeast of the City and County line and approximately six miles south of Downtown. The shipyard itself is comprised of a largely flat 493 acre landfill peninsula. It is surrounded on three sides by water and is bordered on its land side by Hunters Point Hill.

The Hunters Point Shipyard served as a working naval shipyard between 1941 and 1974. The closing of the Shipyard was a major blow to the Bayview; about 5,100 jobs were suddenly lost – an event from which the Bayview Hunters Point community hasn't fully recovered. The United States Navy ceased operations at the Shipyard in 1974 and officially closed the base in 1988. The Shipyard was then included on the Department of Defense's 1991 Base Realignment and Closure (BRAC) list.

Planning for the Shipyard's redevelopment has been a long and complex process. In 1993, following designation of the Shipyard by the City's Board of Supervisors as a redevelopment survey area, the City and the Agency began a community process to create a plan for the economic reuse of the Shipyard and the remediation and conveyance of the property by the Navy. In 1997, after several years of community planning, the City and the Redevelopment Agency adopted the Hunters Point Shipyard Redevelopment Plan (Shipyard Redevelopment Plan) for the Shipyard and a Citizens Advisory Committee (CAC) was subsequently appointed. The CAC has been instrumental in guiding development at the Shipyard. One of the first actions they took was to establish general planning principles for the Shipyard which were developed through a number of public workshops and meetings. These principles have been incorporated into the goals and objectives outlined in this Area plan.

In March 2004, the Agency, in cooperation with the City, negotiated a comprehensive agreement with the Navy governing the terms and conditions of the hazardous materials remediation and conveyance of the Shipyard by the Navy to the Agency (the "Conveyance Agreement"). The Conveyance Agreement obligates the Navy to remediate hazardous materials on the Shipyard to levels consistent with the land uses designated in the original redevelopment plans for the Shipyard Redevelopment Plan as adopted in 1997 and to convey parcels to the Agency at no cost on a phased basis as the Navy successfully completes the remediation.

In 2003, the Agency entered into the Hunters Point Shipyard Phase 1 Disposition and Development Agreement ("Phase 1 DDA") with Lennar/BVHP Partners for the development of Parcel A on the Shipyard, which included the construction of infrastructure for up to 1,600 residential units, of which approximately 30% must be affordable and approximately 25 acres of public parks and open space. Parcel A was conveyed to the Agency by the Navy in 2005 and the Agency then closed escrow on its transfer of a portion of Parcel A to the Shipyard Developer under the terms of the Phase 1 DDA. A Design for Development document was also adopted. This development is currently underway and is widely referred to as Hunters Point Shipyard Phase I.

In May 2007, the Board of Supervisors adopted and the Mayor approved a resolution endorsing a Conceptual Framework for the integrated development of Candlestick Point and the remainders of the Shipyard – also known as Phase 2 (the "Conceptual Framework"). Combining the planning and redevelopment of these two project areas provides a more coherent overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and provides better ways to increase efficiencies to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both

Hunters Point Shipyard Area Plan

areas. The Conceptual Framework, envisioned a major mixed-use project, including hundreds of acres of new waterfront parks and open space, thousands of new units of housing, a robust affordable housing program, extensive job-generating retail and research and development space, permanent space for the artist colony that exists in the Shipyard and a site for a potential new stadium for the 49ers on the Shipyard.

In June 2008, San Francisco voters approved Proposition G, an initiative petition measure named The Bayview Jobs, Parks, and Housing Initiative, regarding plans to revitalize Phase 2 of the Shipyard and Candlestick Point. Proposition G: (i) adopted overarching policies for the revitalization of the Project site; (ii) authorized the conveyance of the City's land in Candlestick Point currently under the jurisdiction of the Recreation and Park Department, for development in furtherance of the Project, provided that there is a binding commitment to replace the transferred property with other property of at least the same acreage that will be improved and dedicated as public parks or open space in the Project ; (iii) repealed Proposition D and Proposition F relating to prior plans for the development of a new stadium and retail entertainment project on Candlestick Point; and (iv) urged the City, the Agency and all other governmental agencies with jurisdiction to proceed expeditiously with the Project.

The purpose of this Area Plan is to outline broad General Plan objectives and policies to meet both the Bayview community's desire to redevelop the Shipyard and Candlestick Point in accordance with the project envisioned in the Conceptual Framework and Proposition G. Maps and figures provided here, as well as within the Bayview Hunters Point Redevelopment Plan, shall serve as the General Plan maps for the Hunters Point Shipyard area.

EXISTING CONDITIONS

As described above, Hunters Point Shipyard is largely comprised of a landfill peninsula of approximately 490 acres and five miles of shoreline. The historic geography of the area has changed dramatically: Hunters Point Hill originally stretched ½ mile into the Bay, meeting the waters edge with steep banks. The Shipyard today was created with fill at the end of the peninsula largely by removing portions of the hill. Today, the Shipyard is characterized by largely flat topography, meeting the shoreline with man-built wharves, piers, dry docks and sea walls. The central and most northern sections of the Shipyard, however, are on higher elevations partially a part of original hill geography.

The Shipyard ~~includes~~ had included upwards of 135 buildings associated with ship repair, piers, dry-docks and other former navy uses, largely from the World War II era. Only a few of the building remain occupied with the largest constituent being the 300 artists located in seven buildings. Most of the site is undergoing environmental clean-up by the Navy, and has controlled access.

Currently, the only way in and out of the Shipyard is via Innes Avenue, which connects the area to Third Street (Bayview Hunters Point's main commercial and circulation thoroughfare), by way of Hunters Point Boulevard and Evans Avenue, through India Basin Shoreline, the neighborhood to the immediate northwest. There are other routes over Hunters Point Hill to Third Street and the rest of the City, but they are circuitous and not obvious choices. Crisp Road, on the northwestern side of Hunters Point Hill, does not currently allow through access.

The Shipyard is separated from Candlestick Point by Yosemite Slough and South Basin. Currently the only way to connect to Candlestick Point and neighborhoods further south and west is to transverse around the slough through the South Basin light industrial neighborhood.

RELATED PLANS

Hunters Point Shipyard Area Plan

The Bayview Hunters Point Area Plan

The Shipyard is not technically within the boundaries of the Bayview Hunters Point Area Plan (BVHP Plan). However, because of the Shipyard's significance to the Bayview community, it is discussed throughout. The BVHP Plan addresses the Bayview as a whole in spelling out goals and priorities for ongoing community development. Themes discussed throughout the BVHP Plan include arresting the demographic decline of the African American population; providing economic development and jobs, particularly for local residents; eliminating health and environmental hazards including reducing land use conflicts; providing additional housing, particularly affordable housing; providing additional recreation, open space, and public service facilities, and better addressing transportation deficiencies by offering a wider range of transportation options. While the BVHP Plan addresses some specific areas, most discussions are kept general and apply to the neighborhood as a whole. The BVHP Plan was updated in 2006 when most of the Bayview was incorporated into the Bayview Hunters Point Redevelopment Plan's Project Area. The Shipyard is discussed within the BVHP Plan in the context of its potential to serve as an area to focus residential and mixed-use development that would also create jobs for the community. The BVHP Plan has been updated again subsequent to the adoption of the Candlestick Point Sub-Area Plan and this Area Plan.

Candlestick Point Sub-Area Plan

In accordance with the Conceptual Framework and Proposition G, Candlestick Point was also targeted for revitalization and development. By providing a potential new location for the stadium at the Shipyard, Candlestick Point could be freed up for more housing, retail, and other associated uses that would better benefit from its synergistic location next to Candlestick Point State Recreation Area. Even though a part of the same overall planning effort, a Candlestick Point Sub-Area Plan has been prepared separately in recognition that it is within a separate redevelopment plan area.

While a specific land use plan and design controls have been developed for Hunters Point Shipyard through Amendments to its Redevelopment Plan and associated Design for Development Document, the intent of this Area Plan is to distill planning principles that are reflected in these plans, and that relate back to other elements of the General Plan. As with other Area Plans, this plan provides broad planning parameters.

LAND USE

OBJECTIVE 1: REALIZE THE FULL POTENTIAL OF THE UNDERUTILIZED HUNTERS POINT SHIPYARD BY CREATING A COMPLETE AND THRIVING NEW NEIGHBORHOOD INTIMATELY CONNECTED TO THE BAYVIEW AND THE REST OF THE CITY, IN A WAY THAT FULLY REALIZES ITS SHORELINE LOCATION AND ACTS AS AN ECONOMIC CATALYST FOR THE REST OF THE BAYVIEW.

Policy 1.1 Create a balanced and complete mix of land uses.

Land use in San Francisco is to a large extent mixed use in nature. In such environments, neighborhood-serving retail, such as food stores, laundry services, and other sundry needs, are located adjacent to residential uses. Job-creating uses such as offices, workshops and institutions are also nearby providing residents opportunities to find employment in close proximity to their homes. Recreation and entertainment facilities are similarly interspersed throughout. Locating such uses in close proximity to each other makes life more convenient, decreases the need for car trips, and facilitates more use of the public realm in a more intimate and communal way. It is crucial that any new development be of similar mixed-use character. The mix of uses should facilitate daily life without an automobile, and should make it possible

to meet a significant portion of daily needs on foot or by bicycle.

Policy 1.2 Take full advantage of the underutilized site by providing high density sustainable development.

To create vital neighborhoods, it is also essential to assure density sufficient to support local retail and services and more robust transit service. Much of the Shipyard's 490-acres, is currently comprised of blighted and obsolete development that was associated with the former Navy operations and has not been in use in many years. The opportunity to leverage high-density development for the revitalization of this underutilized land and at the same time take advantage of the shoreline location is a unique opportunity for the Hunters Point Shipyard and surrounding community.

Developing at high densities is more sustainable in general while at the same time enabling the efficient use of innovative green development construction strategies.

Policy 1.3 Create a distinctive destination for the Bayview, the City, and the region.

The Shipyard's approximately five-miles of undeveloped shoreline is an unparalleled asset. ~~Locating the football stadium at the Shipyard would be a unique opportunity to create an iconic sports complex at the water's edge, repeating for San Francisco football what AT&T Park did for San Francisco baseball. Any plan needs to provide the 49ers with a clear viable option for typical football season operations, but should more particularly, emphasize the extraordinary opportunity it represents. Special attention should be given on how to treat stadium parking, including opportunities for the use of dual use turf in order to take advantage of the surface parking areas on non game days for active and passive recreation. Special attention also needs to be given how the stadium entry is treated relative to the streets and surrounding buildings and neighborhoods. However, development of the Shipyard should also consider other uses for the stadium site, should the 49ers not avail themselves to the opportunity to locate a stadium at the Shipyard. Any non stadium alternative should also be consistent with the objectives and provisions of the Shipyard Redevelopment Plan and associated Design for Development document.~~

Also unique to the Shipyard is the existing artist community which is considered one of the most thriving communities of artists in the region. New development should seize on the opportunity to build on this asset as a way to create a vibrant neighborhood. Artist galleries and other similar artist-based retail could be an important component to retail and commercial development.

The history of the Shipyard and surrounding community should also be celebrated as part of the development, in particular within the public realm. Celebrating the Shipyard's history is not only a worthwhile in its own right, it helps create a unique and special identity for new development adding overall value to the Shipyard and the Bayview neighborhoods.

The large expanse of undeveloped space also provides opportunities not practical in other areas of San Francisco and the region, such as the ability to accommodate focused campus-like development. In creating such development, care must be taken so that it does not take on the

characteristics of typical suburban office development. Such development must be public in nature with its street grid and circulation connecting to the rest of the City; parking must be appropriately treated so as to avoid broad swaths of surface parking typical of suburban campus development.

(INSERT – Map 03 – Land Uses (should generally match Redevelopment Map))

Policy 1.4 **Ensure that new land uses will accommodate diverse residential, worker, and visitor populations.**

Policy 1.5 **Acknowledge history as part of the land use and urban design plan.**

The project should include uses that acknowledge the history of the original native American inhabitants of the Hunters Point area and historic relationship of Bayview Hunters Point's African American community of the Shipyard and other communities with historic ties to the area.

A complete neighborhood must serve a wide variety of populations. Housing should serve a broad range of income levels, household size, and typology preferences. It should include housing for those at different stages of life, particularly for seniors, and consider housing for those with special needs. At the same time, the variety of housing types and populations served should be interspersed throughout as to avoid inadvertent spatial separation of residents of differing groups.

Similarly, employment opportunities should include jobs along the income spectrum. Any development will provide construction opportunities over a relatively long build out, however, development should include other permanent job opportunities including those in administrative, managerial, professional, maintenance, social entrepreneurship, entrepreneurship and other positions. Any transit plan should consider how to get the new residential population efficiently to other clustered job centers including Downtown, Hunters Point Shipyard and regional transit that serves the Peninsula and East Bay in an efficient manner that will encourage the use of public transportation.

COMMUNITY DESIGN AND BUILT FORM

OBJECTIVE 2 **CREATE A DIVERSE AND EXCITING URBAN NEIGHBORHOOD THAT IS ENGAGING, COMFORTABLE, AND HAS CONVENIENT ACCESS TO AMENITIES, OPTIMIZES ITS WATERFRONT SETTING AND REFLECTS SAN FRANCISCO BUILT FORM AND CHARACTER IN A CONTEMPORARY WAY.**

Policy 2.1 **Create a development that takes advantage of the shoreline location.**

As an area surrounded on three sides by water, the primary urban design consideration must be its shoreline location. Care must be taken to assure that shoreline open space is the focus of development.

Policy 2.2 **Ensure a block pattern and street network that relates to adjacent neighborhood, is coherent, and provides the development with organization**

and orientation.

Essential to any new neighborhood is its relationship to surrounding neighborhoods. Because of the topography of the Hunters Point Hill, its atypical block pattern to San Francisco, and its further disconnection by the undeveloped nature of India Basin Shoreline, there is no adjacent street grid to tie into. However, as a means of organizing new development and making it feel like a San Francisco neighborhood, a typical street grid with typically laid out blocks should be utilized. Equally important to assuring such integration is incorporating the same streetscape improvements envisioned for new development into the existing neighborhood, thereby knitting the new and existing into a single neighborhood fabric.

(INSERT – Map 04 – map diagram showing continuation of general block pattern)

(INSERT – Figures showing continuation of block pattern, break-up of blocks, and view corridors)

Policy 2.3 Create a street system where streets are clearly an element of the public realm.

Policy 2.4 Assure buildings meet the street in a way that defines the street's three-dimensional space as well as activates and enlivens it.

It is through the public realm elements, such as, streets, sidewalks, building facades, adjacent small spaces, parks that people experience the city and that neighborhoods derive their uniqueness and sense of place. Streets are to be thought of more than a means of mobility; they are places in their own right. Building faces must be designed to accommodate activation of the street: residential streets must feature landscaping and setbacks to allow for street-facing patios, stoops and entrances; retail streets must be designed to have a continuous set of storefronts typical of San Francisco neighborhood commercial districts. Where other uses face the street, such as office and research and development uses, other design interventions that enliven the façade must be included.

Policy 2.5 Provide a development with a variety of building heights and sizes as a means to create variety and avoid monotonous development.

The development of the new neighborhood has to be thoughtful in its phasing and eventual built-out. Because of the scale of Shipyard, overall development should be broken down into smaller districts with each having their own identity. Smaller districts are more manageable and legible and help in providing orientation.

To assure visual interest and avoid repetition, building sizes and types should be varied throughout. An overall strategy should assure some variety of building sizes across each block, but also designate building heights and sizes by their relationship with the development's districts, street hierarchy, and open space network. In general, buildings should step down toward the water; taller prominent streetwalls should be featured along important streets and open spaces. Predominant buildings heights should relate to their adjacent street and open space widths and areas.

(INSERT – figure showing typical 3D block configuration)

Policy 2.6 Encourage tall buildings (towers) as a way to create an identifiable place, contribute to a variety of building forms, and efficiently use land.

Tall buildings (towers) enable the efficient use of land and put more people near transit and supportive services, thus helping assure their viability. By putting greater densities on less land, more land can be freed up for the public realm. Towers in and of themselves help create identity and can be used to mark particularly important locations within a neighborhood. However, care must be taken in deciding their locations. Towers must maintain public view corridors through the area by means of height and bulk controls that ensure carefully spaced slender towers. Placement of towers must also preserve adequate light and air and minimize wind and shadow on public streets and open spaces. While it is important that towers be spaced far enough from each other to avoid crowding out the sky, they must not be placed so far from each other as to lose an overall coherent urban form. Similarly, towers should be varied in height so that the skyline takes on a dynamic form rather than presenting a single “benched” height when seen from a distance.

Policy 2.7 Assure high quality architecture of individual buildings that work together to create a coherent and identifiable place while being individually distinguishable.

Buildings and structures must not only work together to form a coherent whole, but should be individually attractive and distinguishable. Architects should be encouraged to be creative in meeting the sites’ programming needs within required development controls. Any development should incorporate sustainable technologies in innovative ways and express these technologies architecturally. All buildings must emphasize the human scale; while the Subarea Plan allows for large buildings, all buildings, regardless of their size, should be broken down vertically and horizontally so that they relate to the scale of the human body. The manner in which buildings meet the ground and the public realm is also crucial. Ground floor programming must directly address the adjacent street or public realm.

Quality materials and detailing will be extremely important to convey durability and permanence. Thoughtful application of materials and detailing is most crucial at the building base, where pedestrians experience the building close-up.

TRANSPORTATION AND CIRCULATION

OBJECTIVE 3 INCLUDE TRANSPORTATION IMPROVEMENTS THAT ARE INHERENTLY MULTI-MODAL, ARE SEAMLESSLY CONNECTED TO THE BAYVIEW AND THE REST OF THE CITY, AND PROVIDE RESIDENTS WITH THE ABILITY TO MEET DAILY NEEDS WITHOUT HAVING TO DRIVE.

Policy 3.1 Create a neighborhood with a safe, legible, and easily navigable street network.

New streets and rights-of-way should be extensions of the existing neighborhood street network. A grid street pattern connects seamlessly to the existing network and offers travelers various choices of routes. Streets should be designed with the principles and objectives of the City’s Better Streets Plan (currently in draft form) in mind. Street design should emphasize

pedestrian and bicyclist comfort and safety. Major routes to and from the Shipyard must serve pedestrians, bicyclists and transit riders, both for those traveling to specific destinations and for people who want to use streets for enjoyment and recreation.

Policy 3.2 Emphasize multi modal transportation as an integral feature of the street network.

Policy 3.3 Include enhanced transit that will not only serve the new community but improve transit for the Bayview and surrounding neighborhoods as well.

All streets throughout the community should be planned for multi-modal use. Street design should stress alternatives to the automobile and facilitate easier movement for transit, bicycles and pedestrians. Dedicated right-of-way for either bus rapid transit (BRT) or light rail transit (LRT) should be a major feature in any street network. BRT right-of-way should be connected to a broader regional BRT system connecting to CalTrain, BART, and the Third Street LRT. BRT stations should be strategically placed in the new neighborhood next to destination locations such as the potential 49ers Stadium, Arts Center, and R&D Neighborhood. Enhanced transit service should be planned to not only serve new residents and workers, but also those in the surrounding communities as well.

Beyond transit, a new development transportation strategy must focus on the pedestrian. The streets and adjacent buildings should be designed to ensure pedestrian comfort and interest. Sidewalk widths, street crossings, and ample street space dedicated to pedestrians will make traveling by foot easy and enjoyable. Land use patterns that provide clear destinations and short distances between supporting uses will help to make walking an obvious travel choice.

Facilitation of bicycle use is also important. The street network should accommodate travel by bicycle on most streets (excluding transit and freight routes) with particular routes indicated for special Class I and II treatment through the neighborhood. Planning for bicycles should include consideration for recreational use along the Bay Trail, efficient commuter bicycle routes connecting to existing City routes, and day-to-day use within the neighborhood.

(INSERT Map 05, 06, and 07 – Transportation Map showing BRT route, diagrammatic routing for bicycles, and pedestrians)

Policy 3.4 Identify Transportation Demand Management (TDM) measures to discourage the use of automobiles and encourages the use of bicycles, transit and walking.

An effective TDM program will reduce the amount of auto use and encourage residents, employees, and visitors to use alternative modes of travel, such as transit, walking and bicycling including at peak travel times. Such a program should be consistent with City policies and work with ongoing plans for nearby developments. The core of TDM strategies are to ensure that the true cost of driving is realized. Strategies include: setting parking rates that accurately reflect their cost of construction and other externalities caused by driving; selling or renting residential parking spaces separately from the units so that they are less expensive for those who choose not to own a car; and encouraging more efficient and economic use of parking resources by prioritizing parking for shared parking, van pools, and other alternative means of transportation. Similarly, TDM programs should make using transit more efficient by

providing a transit coordinator, and incorporating the cost of transit passes in HOA fees and as a part of employment compensation packages.

ECONOMIC DEVELOPMENT

OBJECTIVE 4 CREATE JOBS FOR ECONOMIC VITALITY.

Policy 4.1 **Include commercial uses that will provide jobs at both a wide range of fields, and at a wide range of income levels.**

Policy 4.2 **Support the local artists' community.**

Policy 4.3 **Create an appropriate mix of new businesses.**

A major theme throughout the adjacent Bayview Hunters Point Area Plan is to promote economic development largely through the provision of new job-generating uses. New development at the Shipyard will provide numerous construction jobs. But it should also look to ensuring a wide range of permanent jobs. It is essential that land uses create employment, business and entrepreneurial opportunities, cultural and other public benefits for Bayview and other San Francisco residents. Sufficient land should be set aside to provide diverse job-creating uses, such as research and development, light industrial, and office activities., and create opportunities for private entrepreneurship and small business development. The newly created parks and open space network should also provide opportunities for ongoing employment in open space maintenance and management.

In anticipation of the new construction and permanent jobs provided by new development, the City should incorporate job-training and job-preparedness programs for Bayview and other City residents. The City should partner with developers and community-based organizations on workforce programs to best meet employment needs of local residents and utilize it's existing workforce development infrastructure to ensure that local Bayview residents will be able to access the job opportunities created by the project. Similarly, land use programming should set aside space for local entrepreneurs and incubator activities.

OBJECTIVE 5 IN CREATING A NEW NEIGHBORHOOD, PRODUCE TANGIBLE ECONOMIC COMMUNITY BENEFITS, AND ENSURE THAT THE NEW DEVELOPMENT ACTS AS A CATALYST FOR FURTHER ECONOMIC AND COMMUNITY DEVELOPMENT THROUGHOUT THE BAYVIEW AND THE CITY.

Policy 5.1 **Assure that the new Hunters Point development is financially self sufficient.**

Any new development should be structured so that the financing for development and operation of the Project will not have a negative impact on the City's General Fund. Consideration should be given to land use densities and commercial uses that will be sufficient to generate revenues to make development financially viable and self-sufficient, help pay for transportation and other infrastructure improvements, and achieve other economic and public benefits.

RECREATION AND OPEN SPACE

OBJECTIVE 6 CREATE A WORLD CLASS SYSTEM OF OPEN SPACE THAT INCLUDES A SIGNIFICANT PORTION OF THE OVERALL HUNTERS POINT SHIPYARD, ENABLES IMPROVEMENTS THE SHORELINE ENHANCES ACCESS, PROVIDES A WIDE RANGE OF RECREATIONAL AND ECOLOGICAL RESTORATION OPPORTUNITIES, AND IS SEAMLESSLY INTEGRATED WITH THE EXISTING NEIGHBORHOOD.

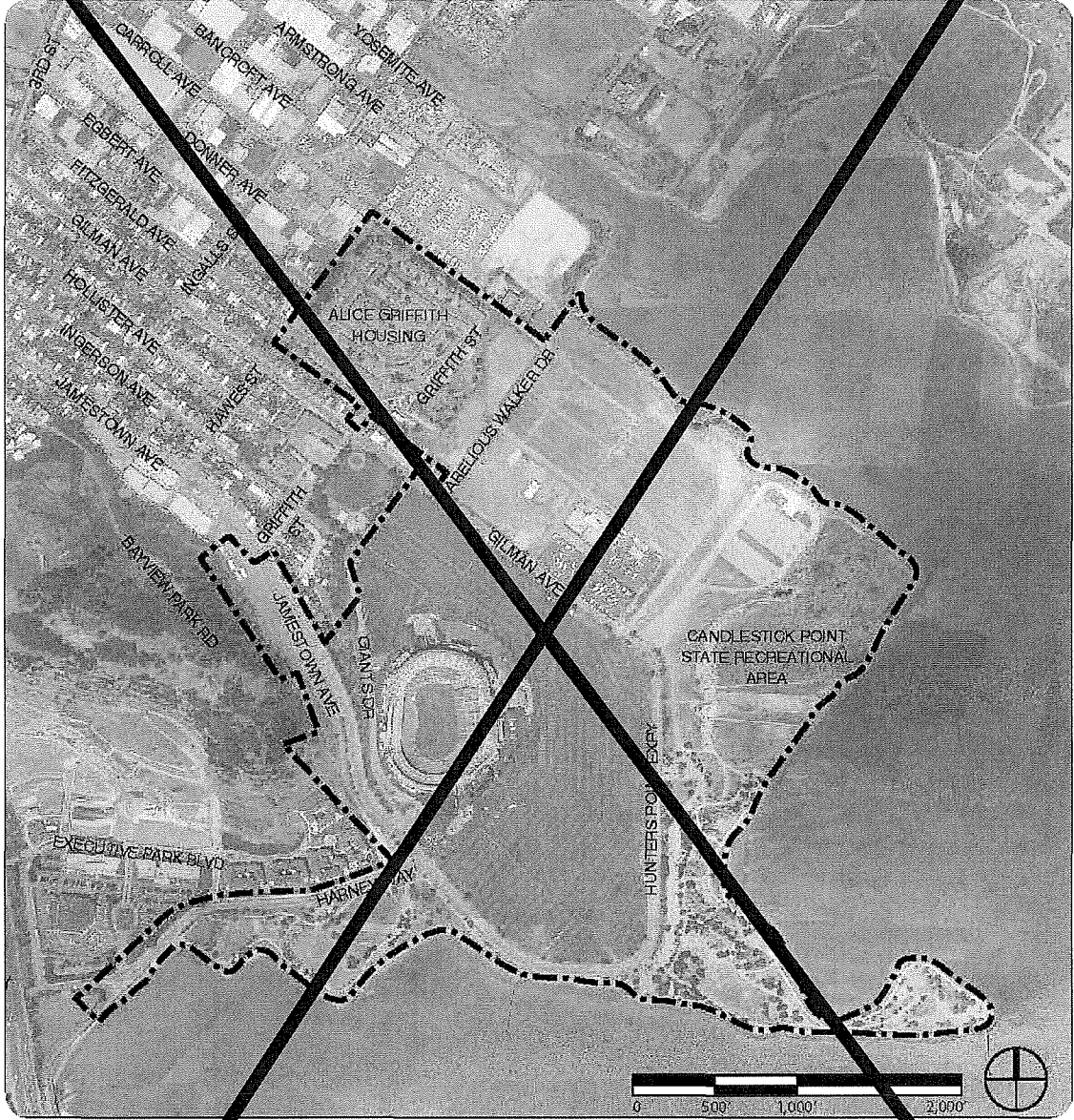
Policy 6.1 Provide a wide variety of types and scale of open space with a wide variety of recreational and conservation opportunities.


Any proposed development plan should emphasize open space and recreational opportunities. The open space system should consist of a wide variety of parks, with diverse sizes, characters and programs, including neighborhood and community parks, grassland ecology parks, waterfront promenades and opportunities for sports and active recreation. It should include both large scale spaces suitable for large events, and more intimate gathering spaces essential for a living and working neighborhood. New open space and parks should orient visitors to the neighborhood and waterfront and serve the recreational needs of residents in both the new and existing adjacent communities. The park system should also provide ecological services, such as storm water management and habitat. Additionally, lands granted to the Agency by the State of California that are subject to the Public Trust should be administered and reconfigured in a manner consistent with the public trust for commerce, navigation and fisheries and enhances their value for public trust purposes, in accordance with Chapter 203 of the Statutes of 2009 ("Granting Act").

(INSERT – Map 08 – Open Space network)

Candlestick Point – Hunters Point
Shipyard Phase II – Revised General
Plan Maps

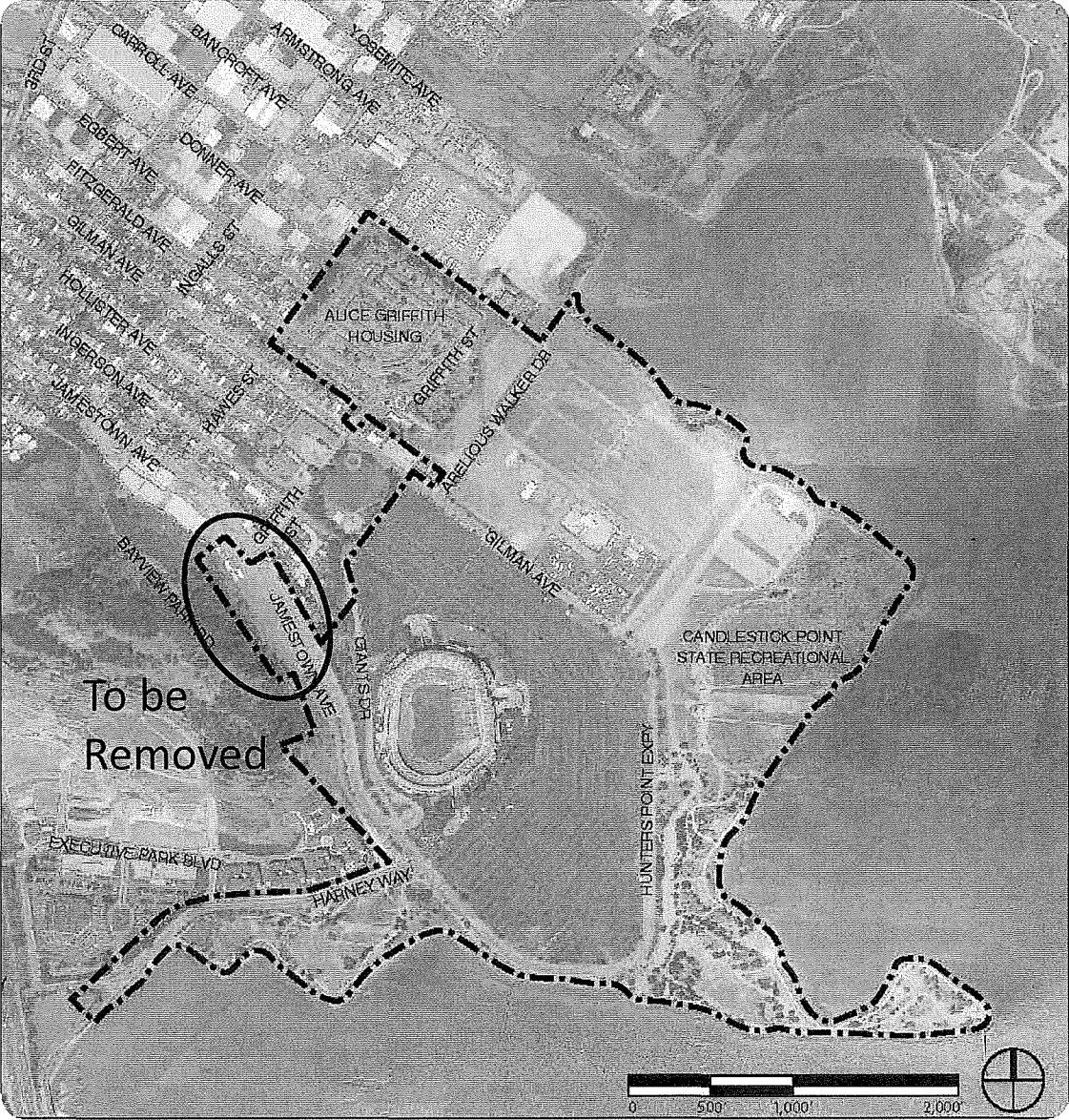
Map 01
CANDLESTICK POINT SUBAREA PLAN AREA




 Candlestick Point Subarea Plan Boundary

Map to be revised

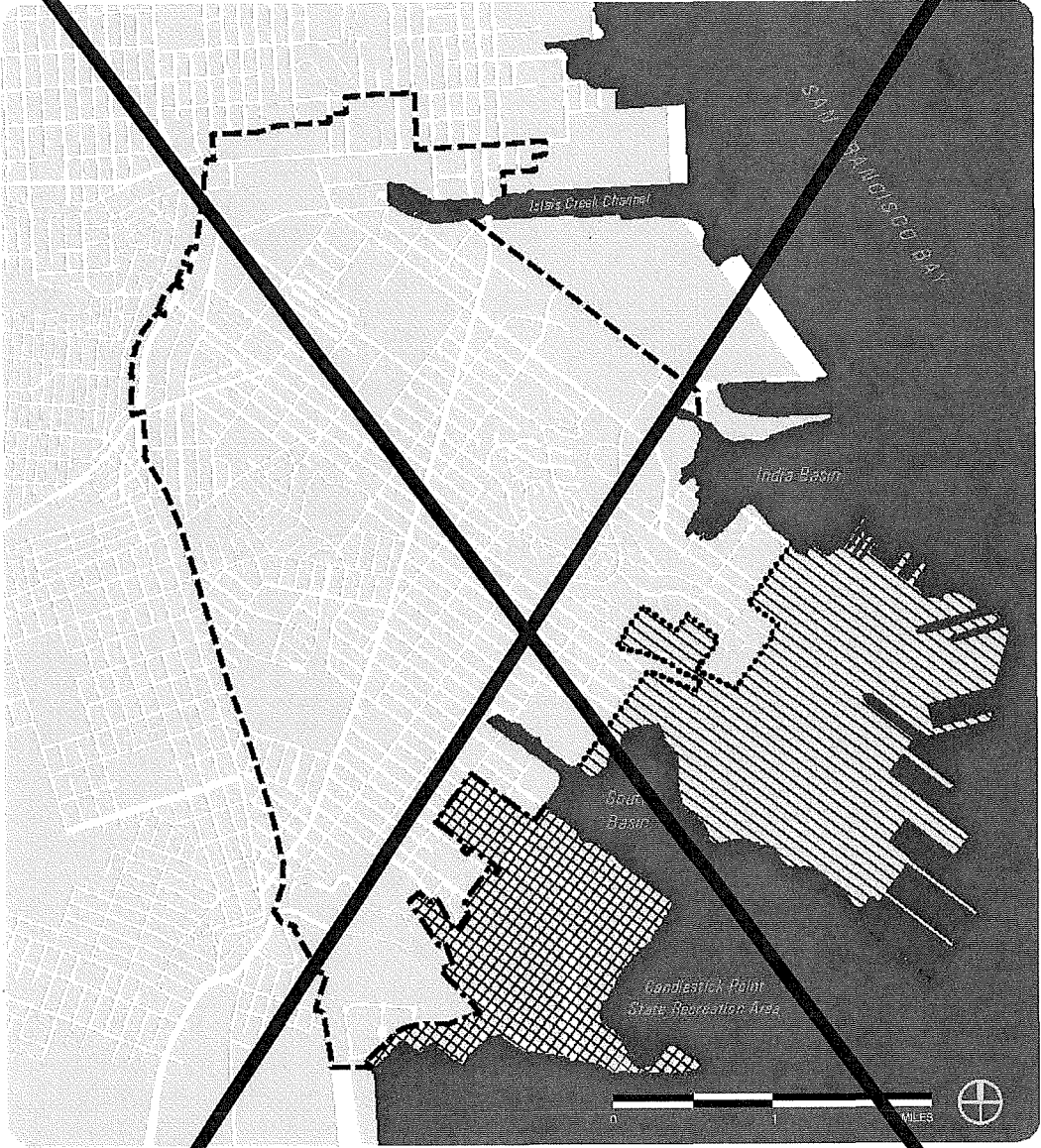
Map 01
CANDLESTICK POINT SUBAREA PLAN AREA



 Candlestick Point Subarea Plan Boundary

Proposed Revision to Map

Map 02
CONTEXT: BAYVIEW HUNTERS POINT AREA PLAN AREA



 BAYVIEW HUNTERS POINT AREA PLAN AREA

 Candlestick Point Subarea Plan Boundary

 Hunters Point Shipyard Area Plan Boundary

Map to be revised

MAP 2: PLAN AREAS



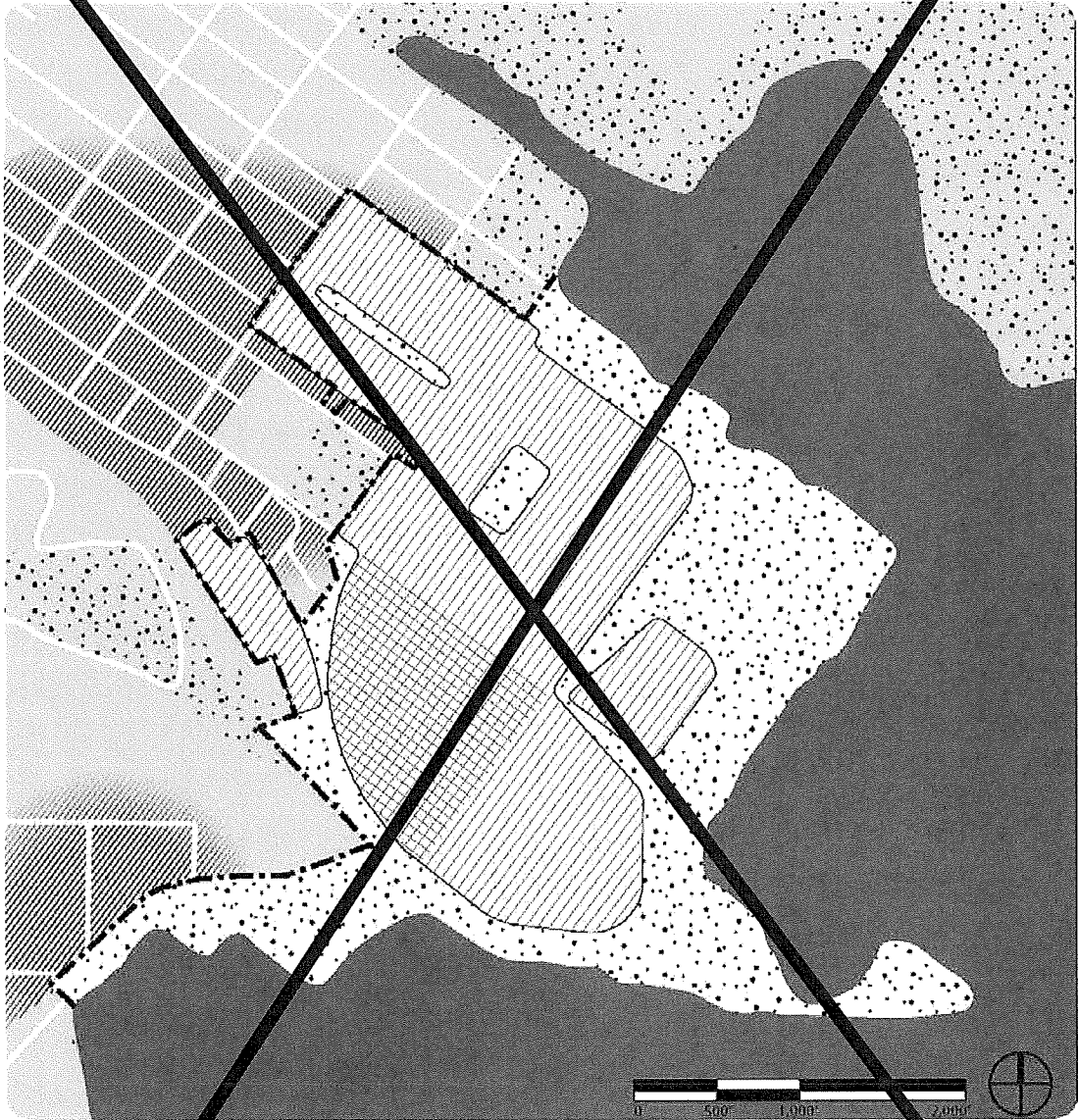
 BVHP Area Plan Boundary

 Candlestick Point
Subarea Plan Boundary

 Hunters Point Shipyard
Area Plan Boundary

Proposed Revision to Map

Map 03
LAND USE



LEGEND

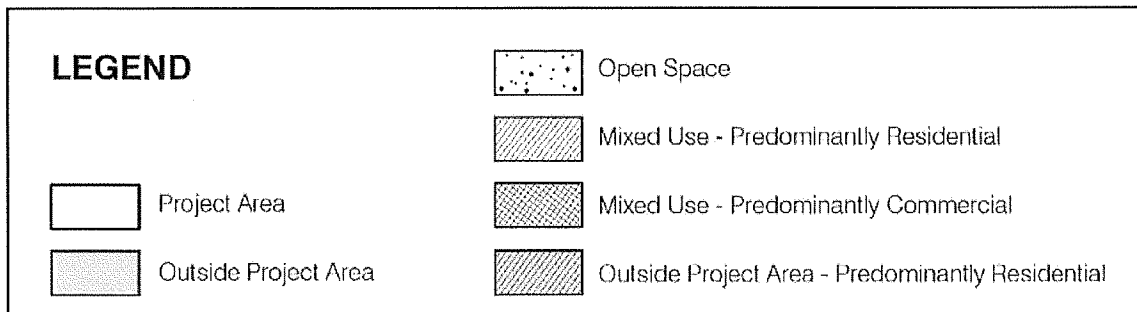
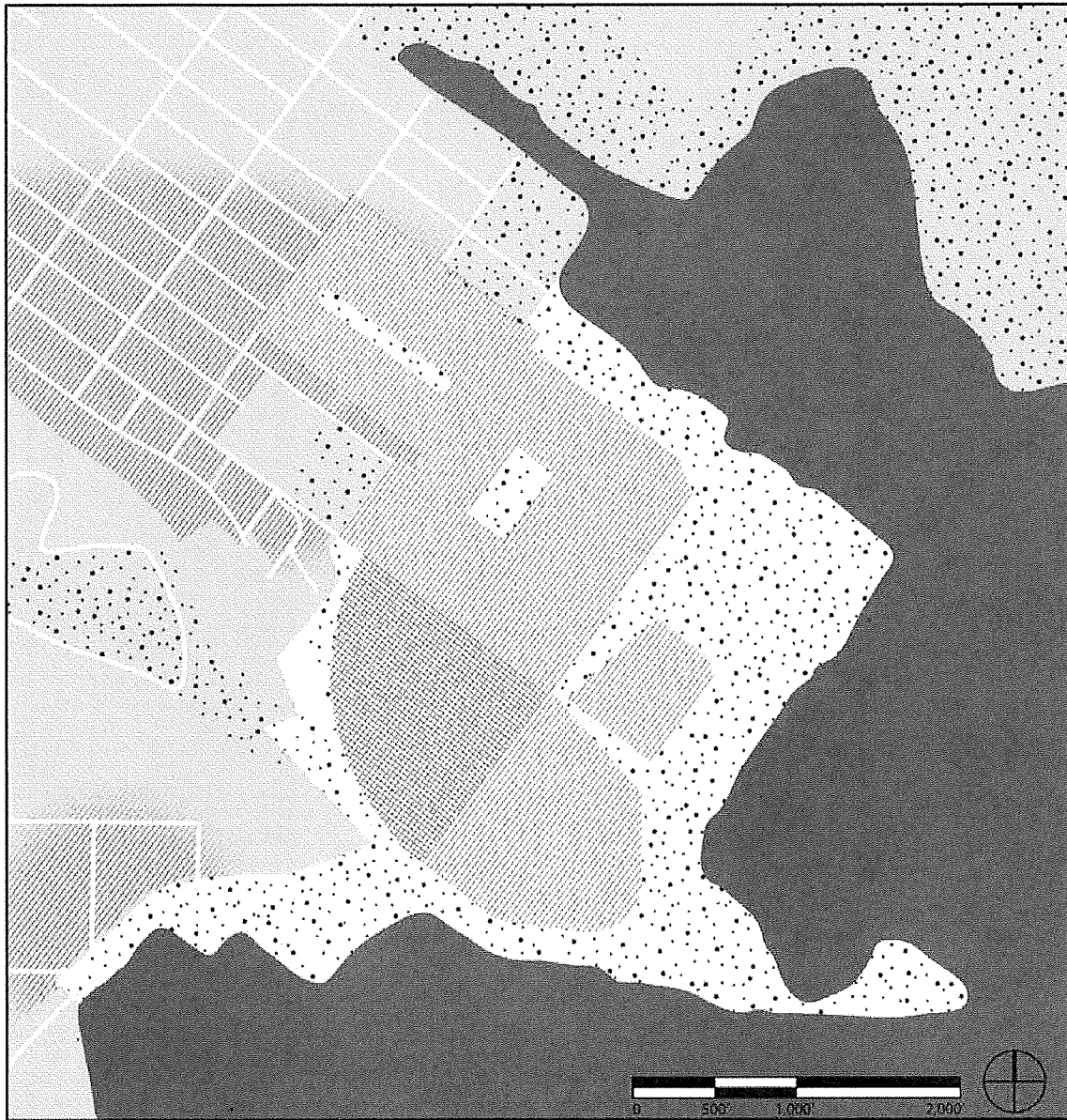
- Project Area
- Outside Project Area

- Open Space
- Mixed Use - Predominantly Residential
- Mixed Use - Predominantly Commercial
- Outside Project Area - Predominantly Residential

Map to be revised

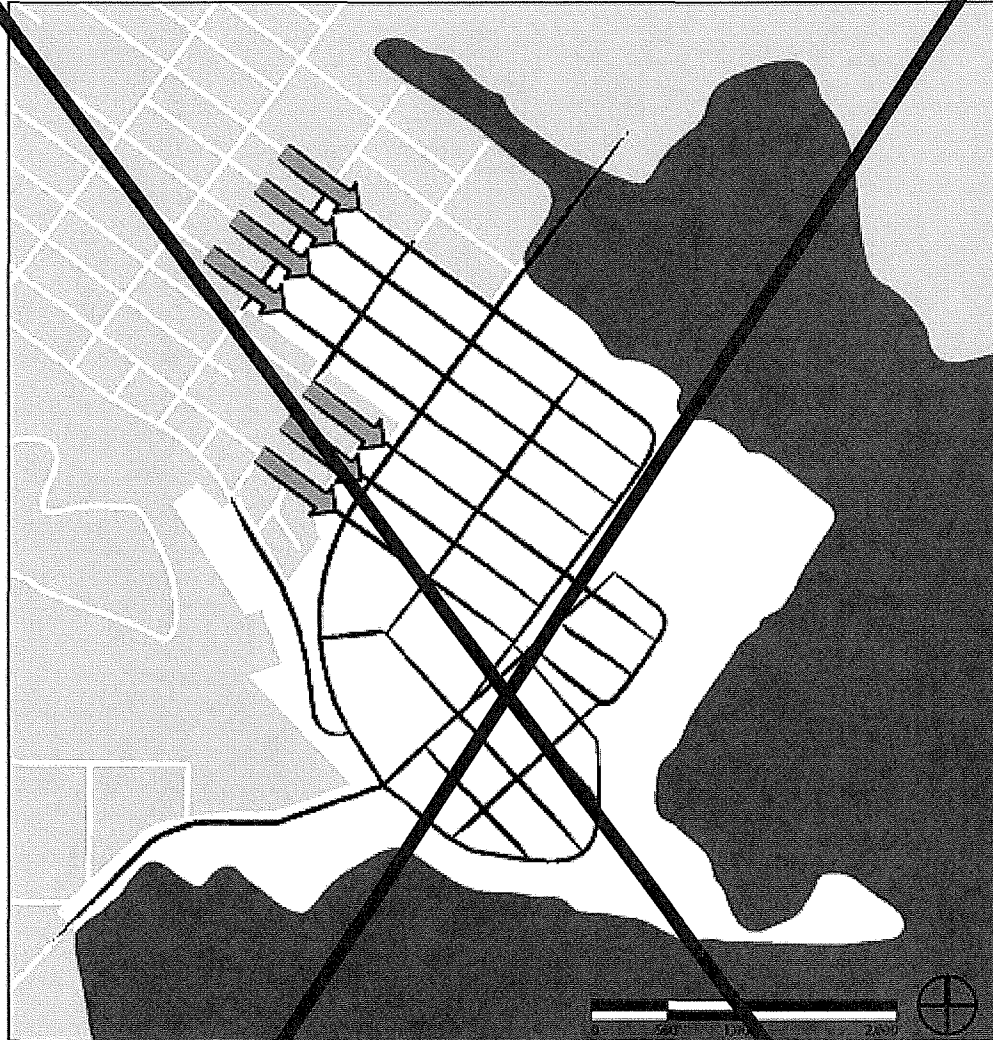
Candlestick Point SubArea Plan

MAP 3: GENERALIZED LAND USE





Proposed Revision to Map

[MAP 4 – BLOCK PATTERN AND EXTENDED STREET GRID]



LEGEND

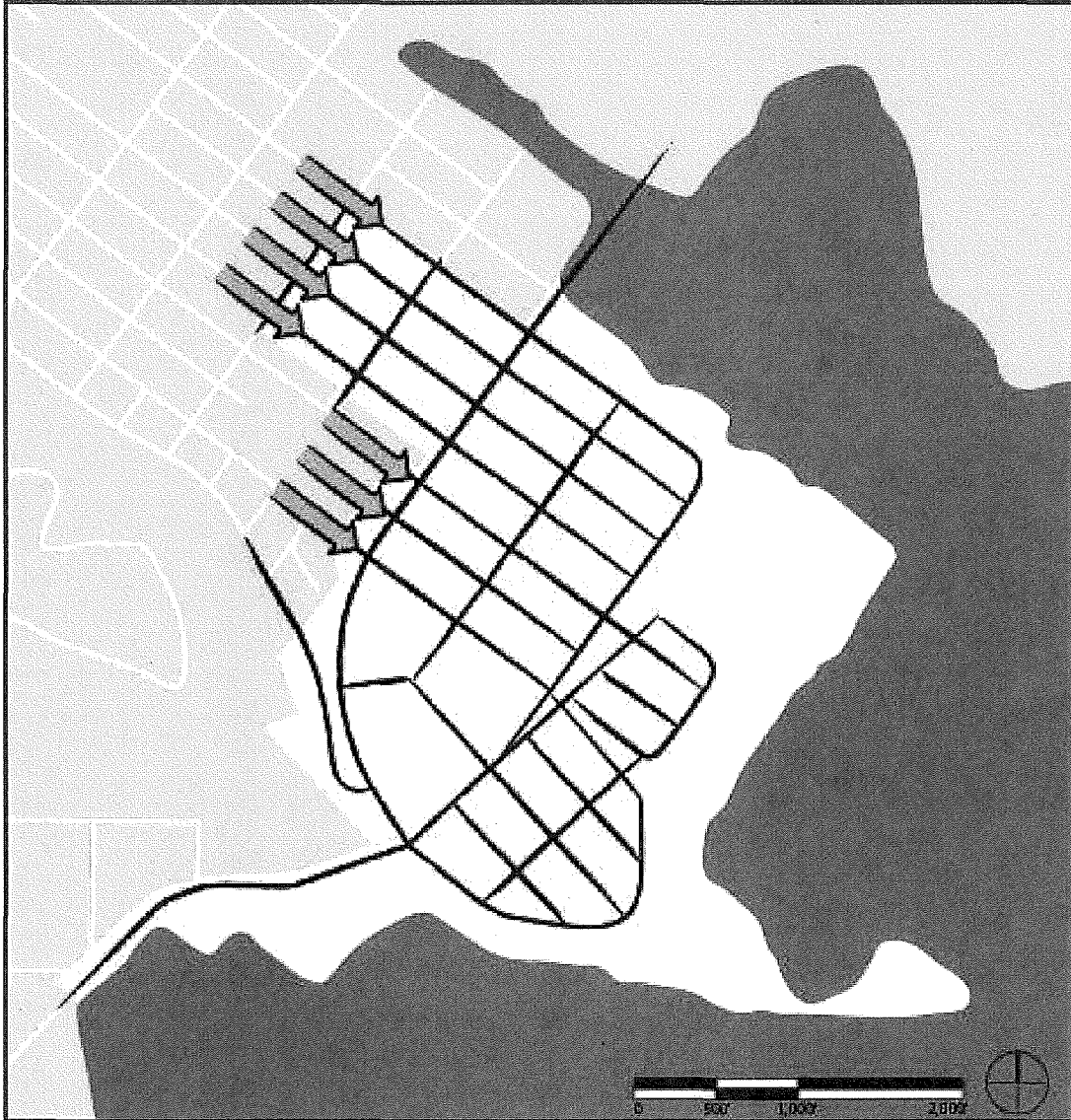
-  Project Area
-  Outside Project Area

 Grid Extended


Map to be revised


Candlestick Point SubArea Plan

MAP 4: EXTEND GRID



LEGEND

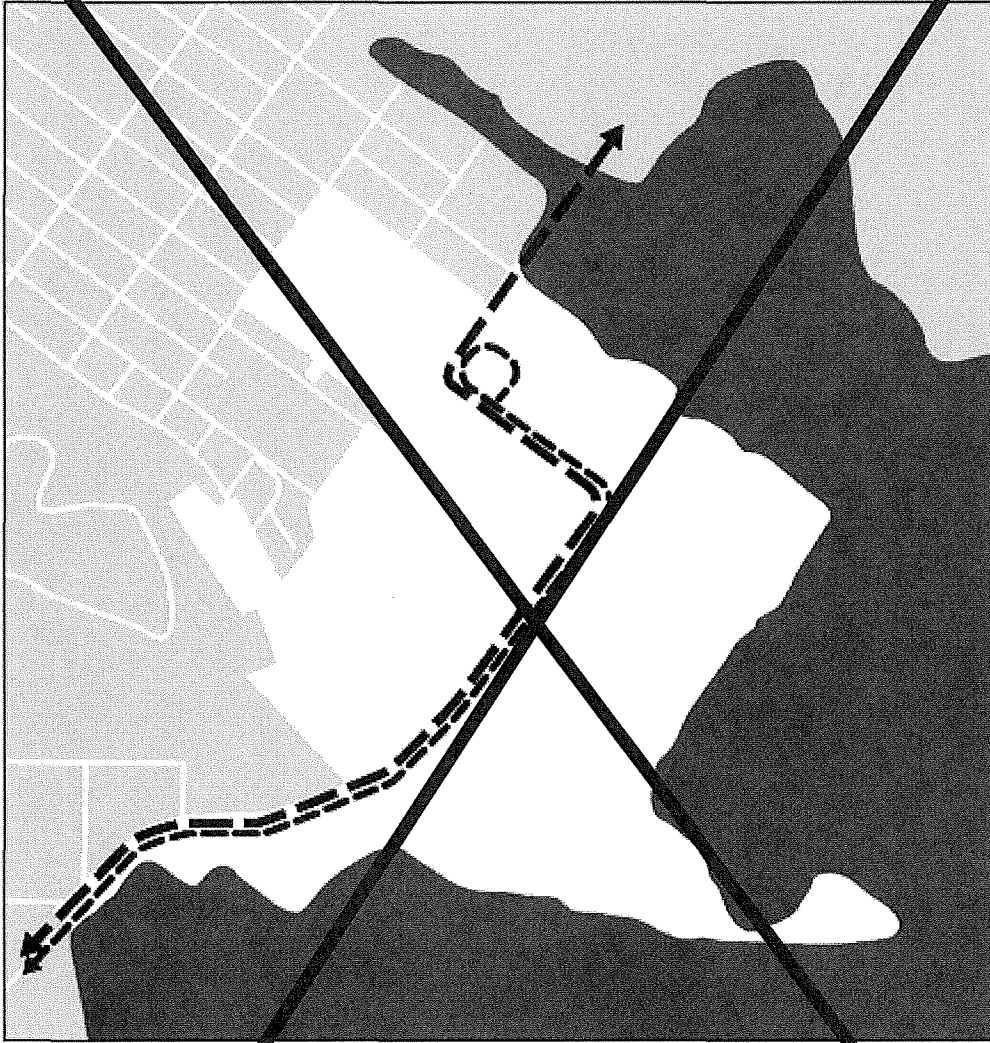
 Project Area

 Outside Project Area

 Grid Extended

Proposed Revision to Map

[MAP 6 – MAJOR TRANSIT]

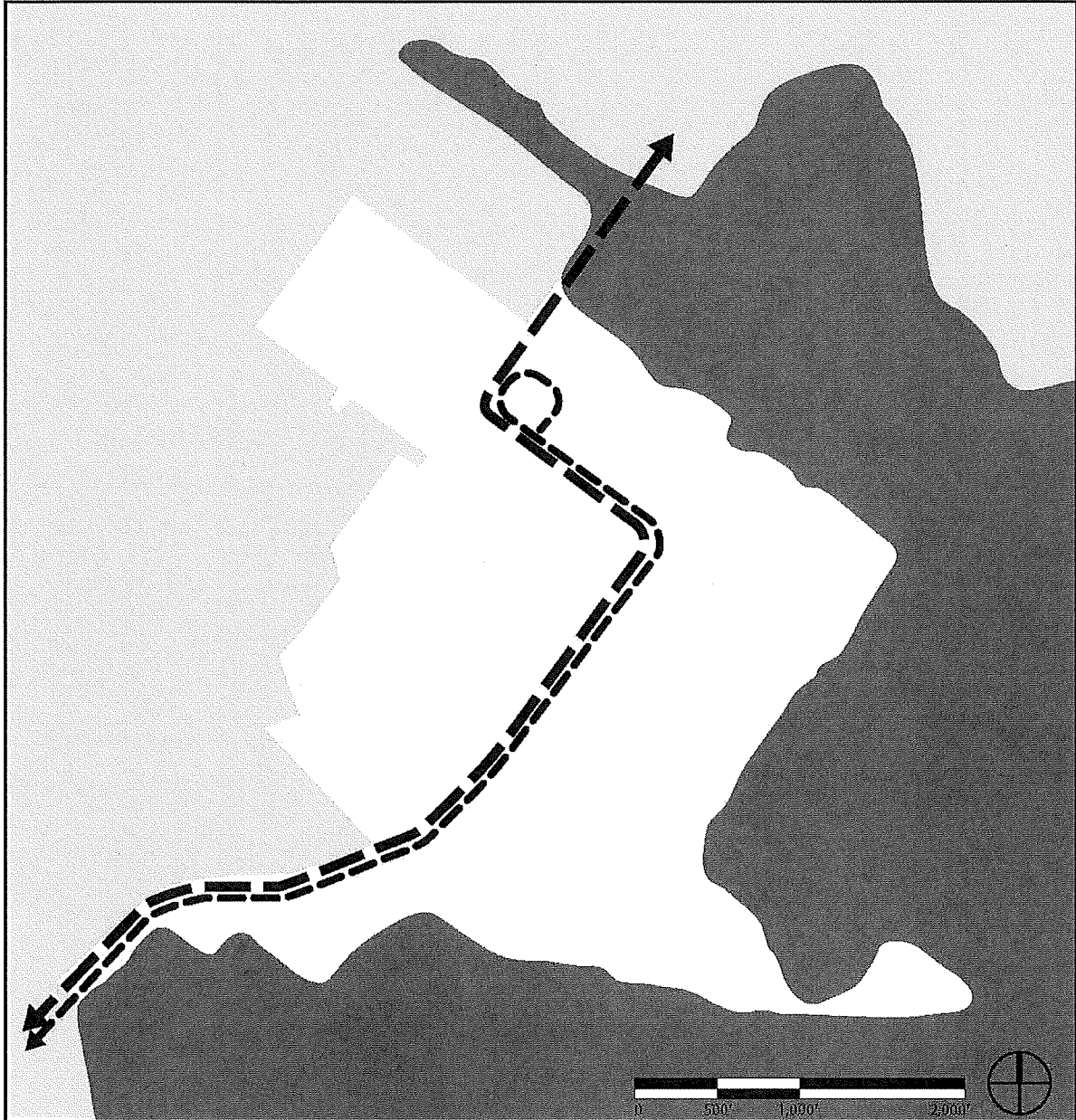


← - - - - - → Dedicated Transit R.O.W

← - - - - - → Downtown Express Bus

Map to be revised

MAP 5: TRANSIT



LEGEND



Project Area



Dedicated Transit R.O.W



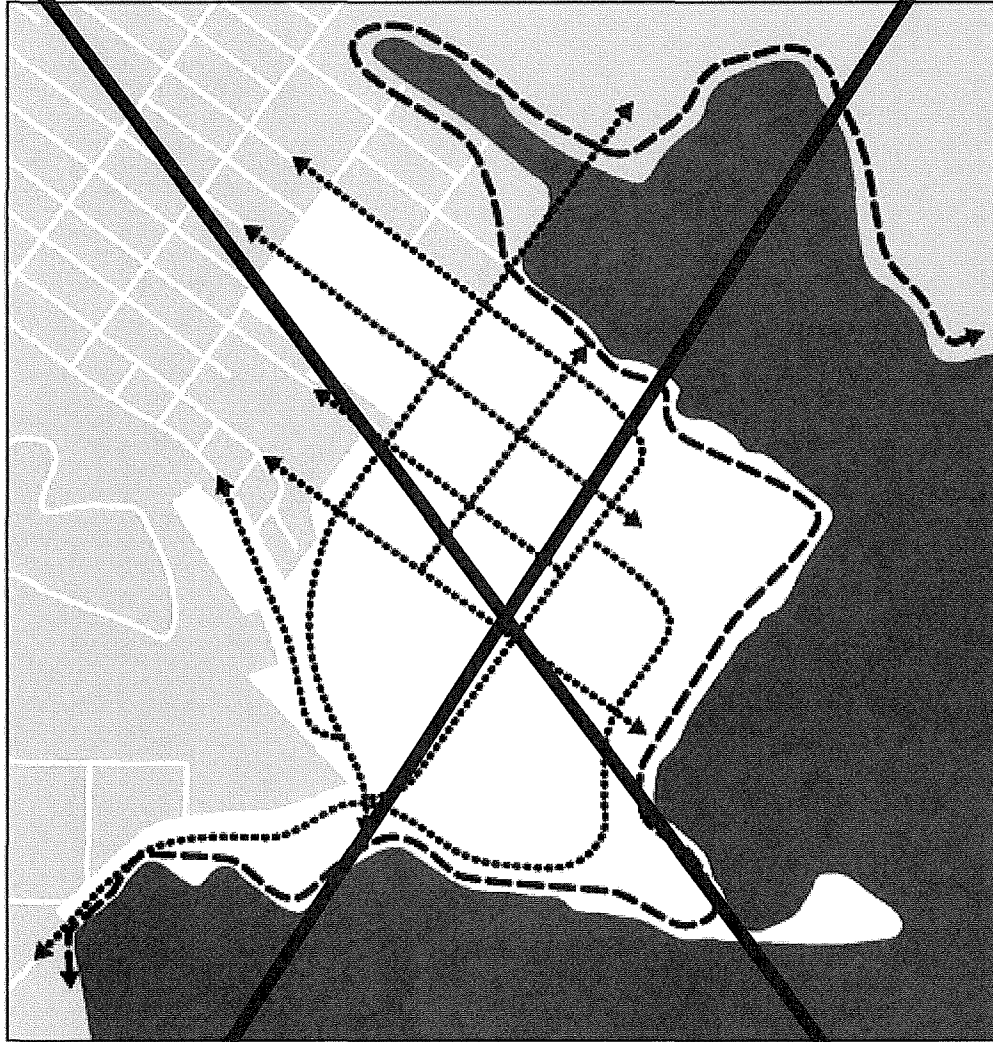
Outside Project Area



Downtown Express Bus

Proposed Revision to Map

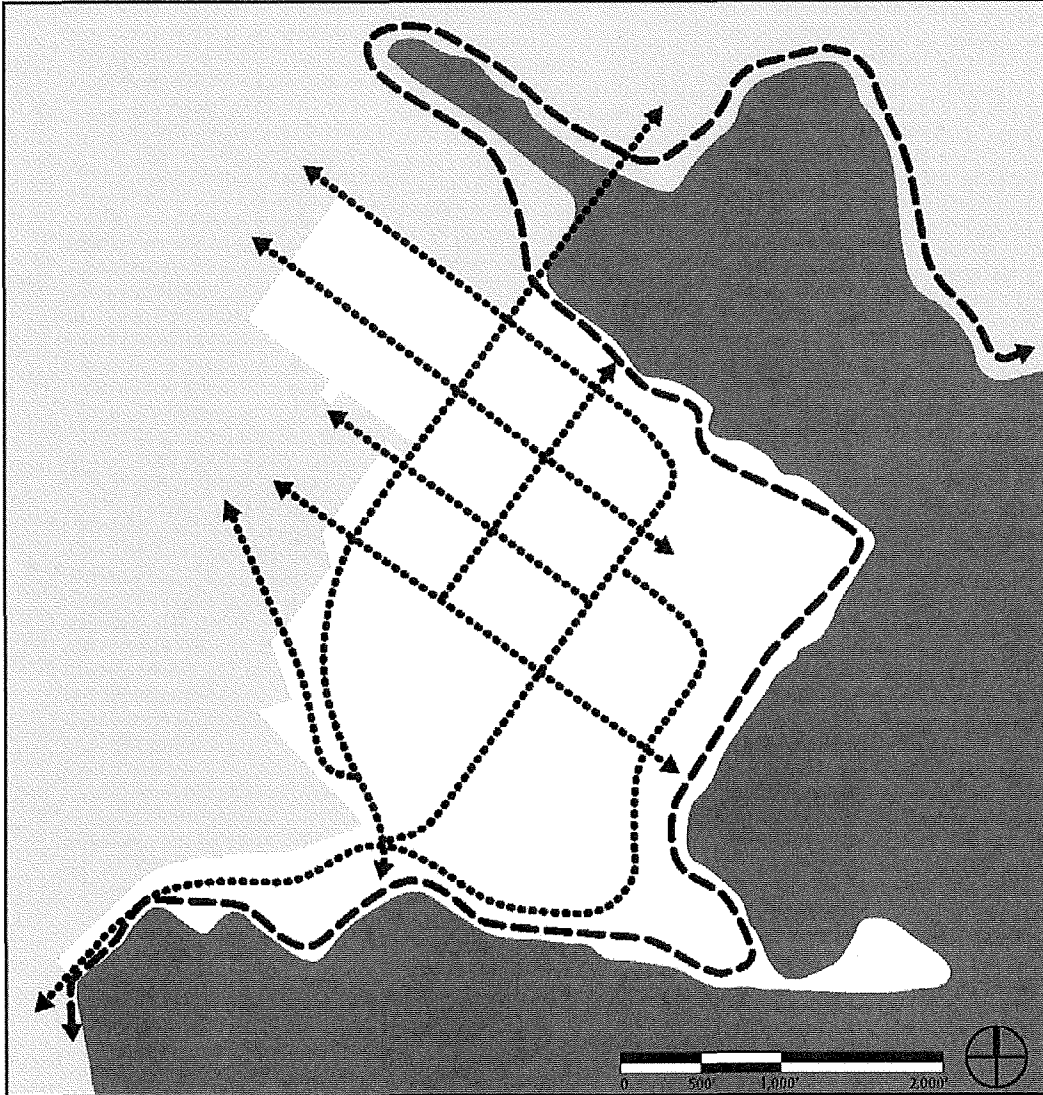
[MAP 6 – BAY TRAIL AND BICYCLE NETWORK]



←-----→ Bay Trail
←.....→ Main Bicycle Routes


Map to be revised

MAP 6: BAY TRAIL AND BICYCLE NETWORK



LEGEND

 Project Area

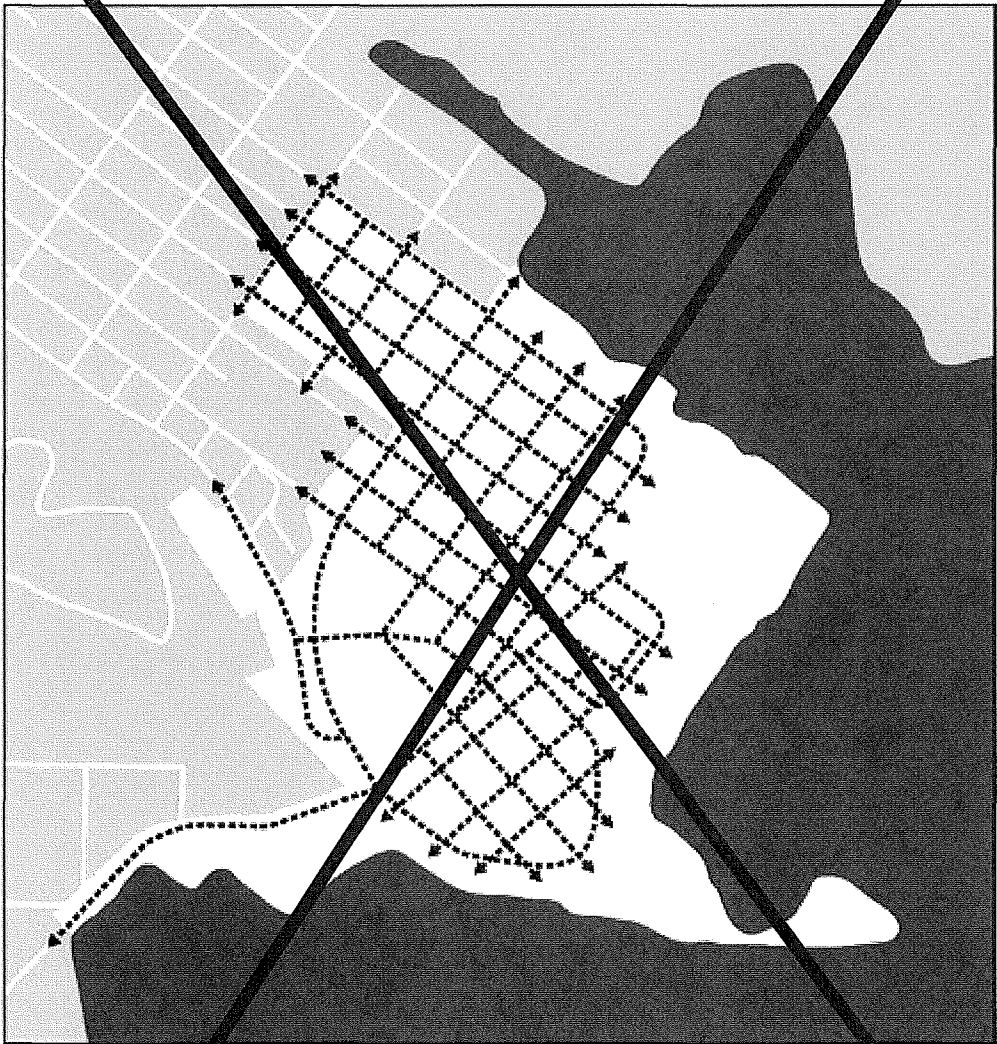
 Outside Project Area

 Bay Trail

 Main Bicycle Routes

Proposed Revision to Map

[MAP 7 – PEDESTRIAN AND CIRCULATION NETWORK]

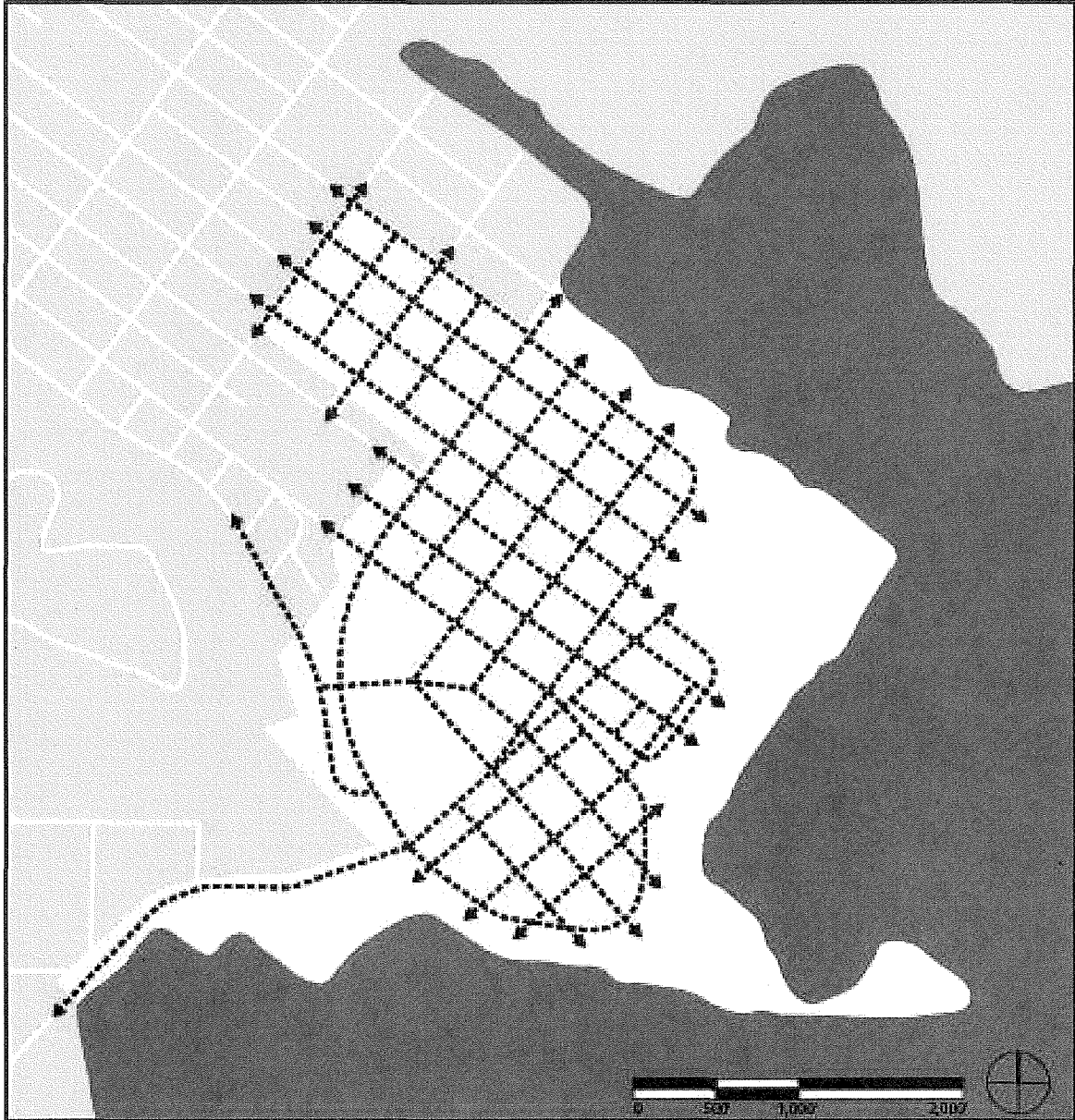


Sidewalks and
Pedestrian Paths

Map to be revised

Candlestick Point SubArea Plan

MAP 7: PEDESTRIAN CIRCULATION NETWORK



LEGEND



Project Area



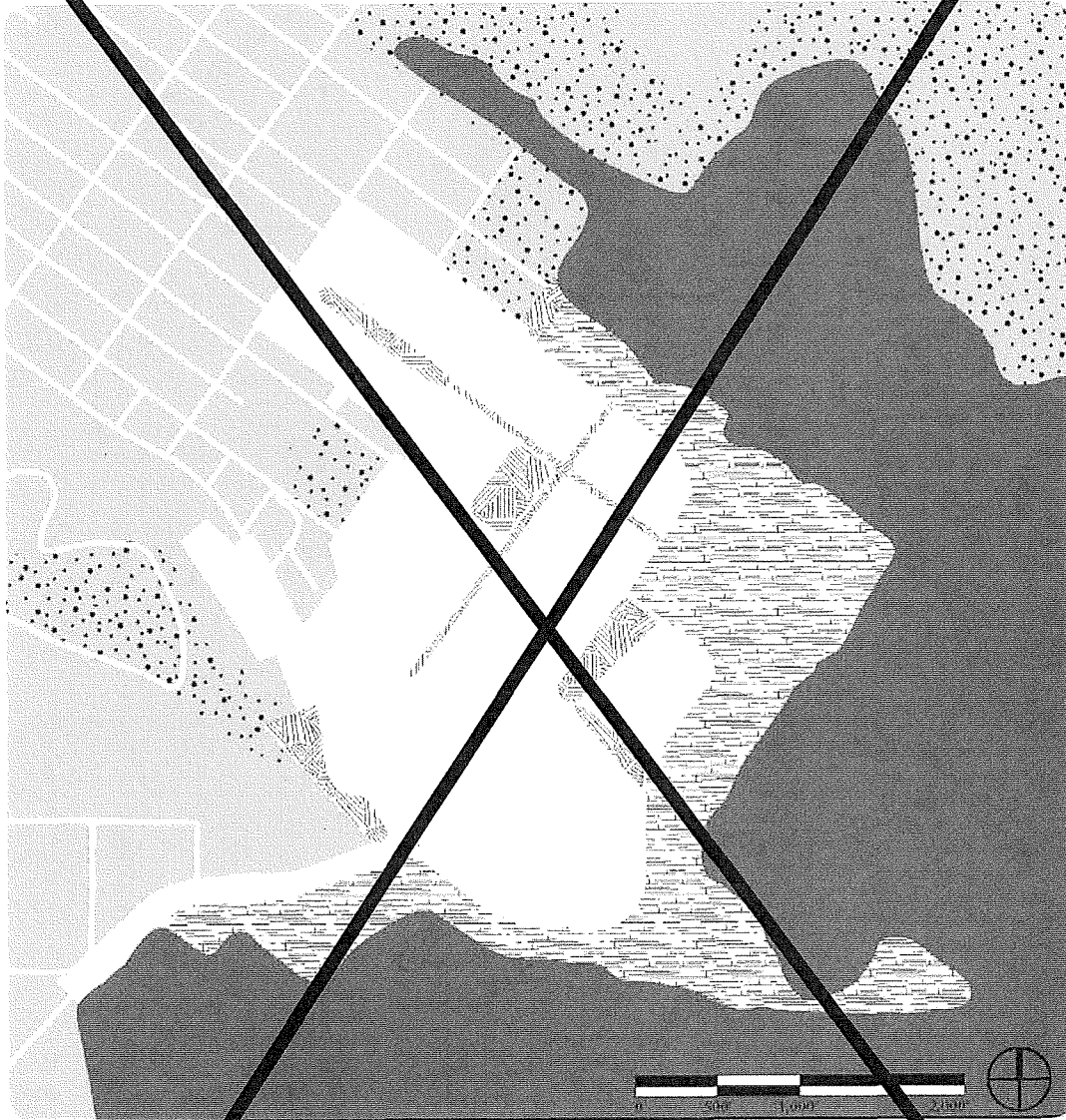
Outside Project Area



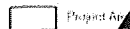




Sidewalks and
Pedestrian Paths

Proposed Revision to Map

Map 08
OPEN SPACE NETWORK



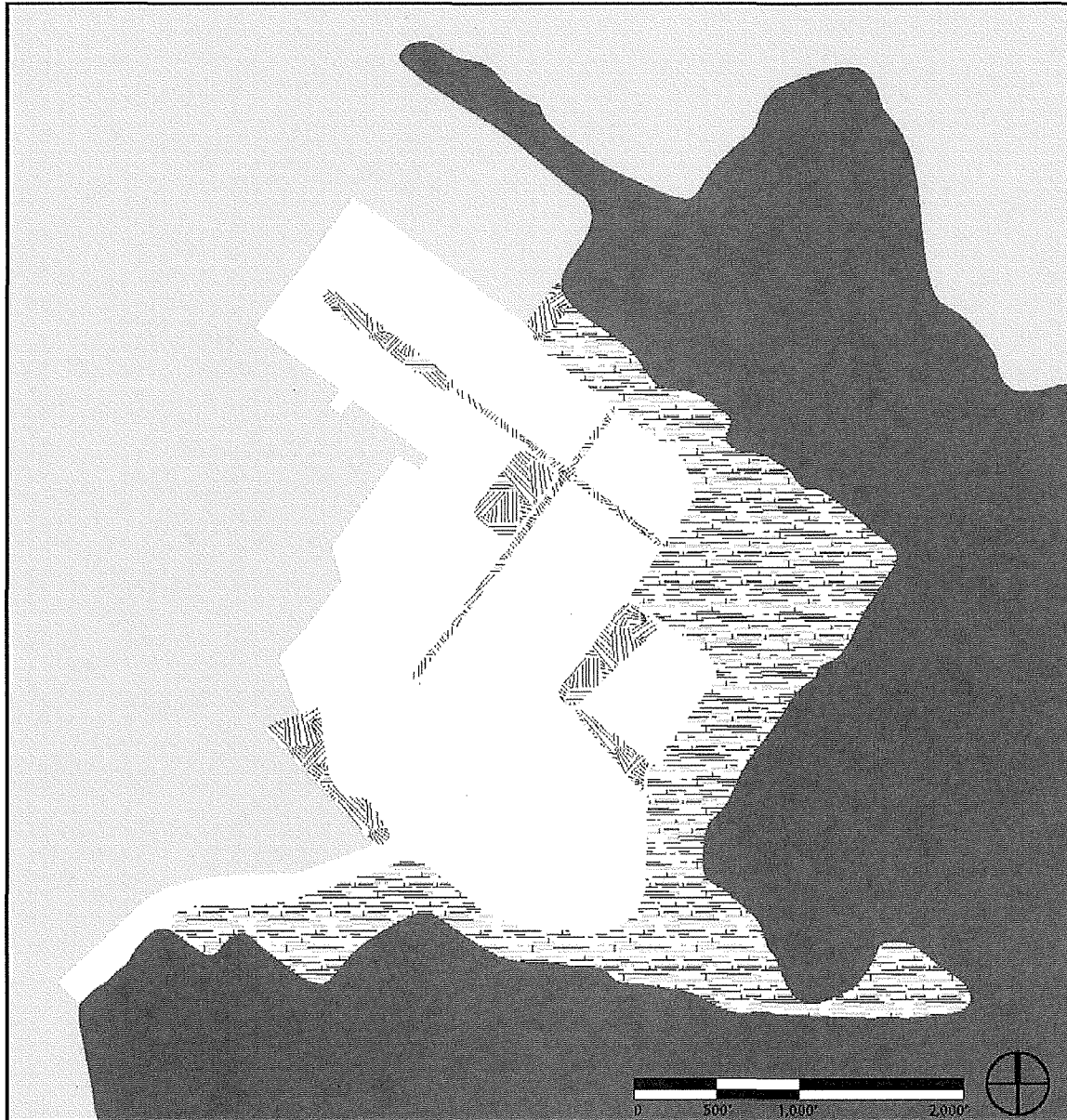
LEGEND

-  Project Area
-  Outside Project Area
-  CPBRA Approximate Boundaries
-  Neighboring Parks and Open Space
-  Open Space Outside Project Area

Map to be revised

Candlestick Point SubArea Plan

[MAP 8 – OPEN SPACE NETWORK NETWORK]



LEGEND



Project Area



Outside Project Area



CPSRA Approximate Boundaries



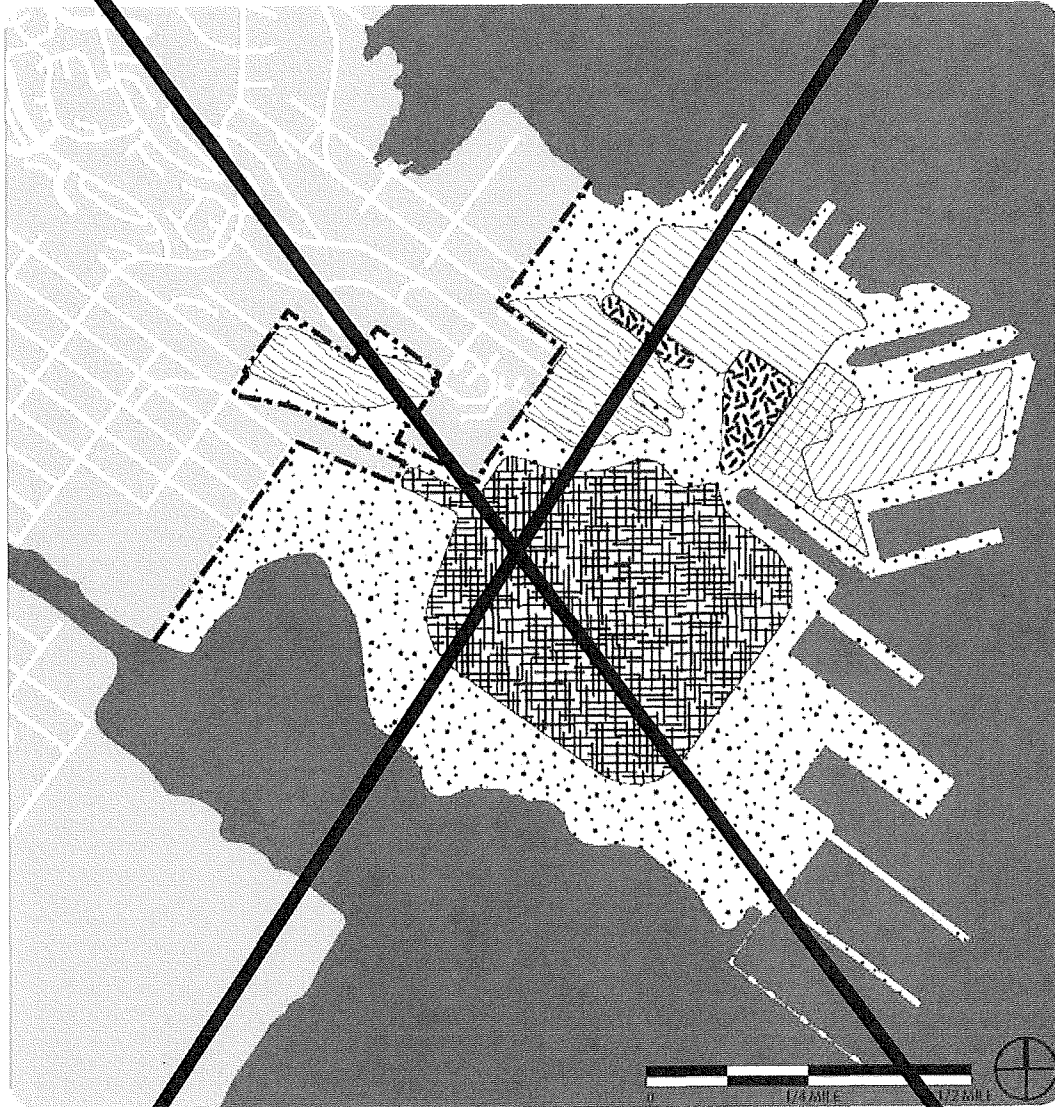
Neighborhood Parks and Open Space



Open Space Outside Project Area

Proposed Revision to Map

Map 03
LAND USE



LEGEND

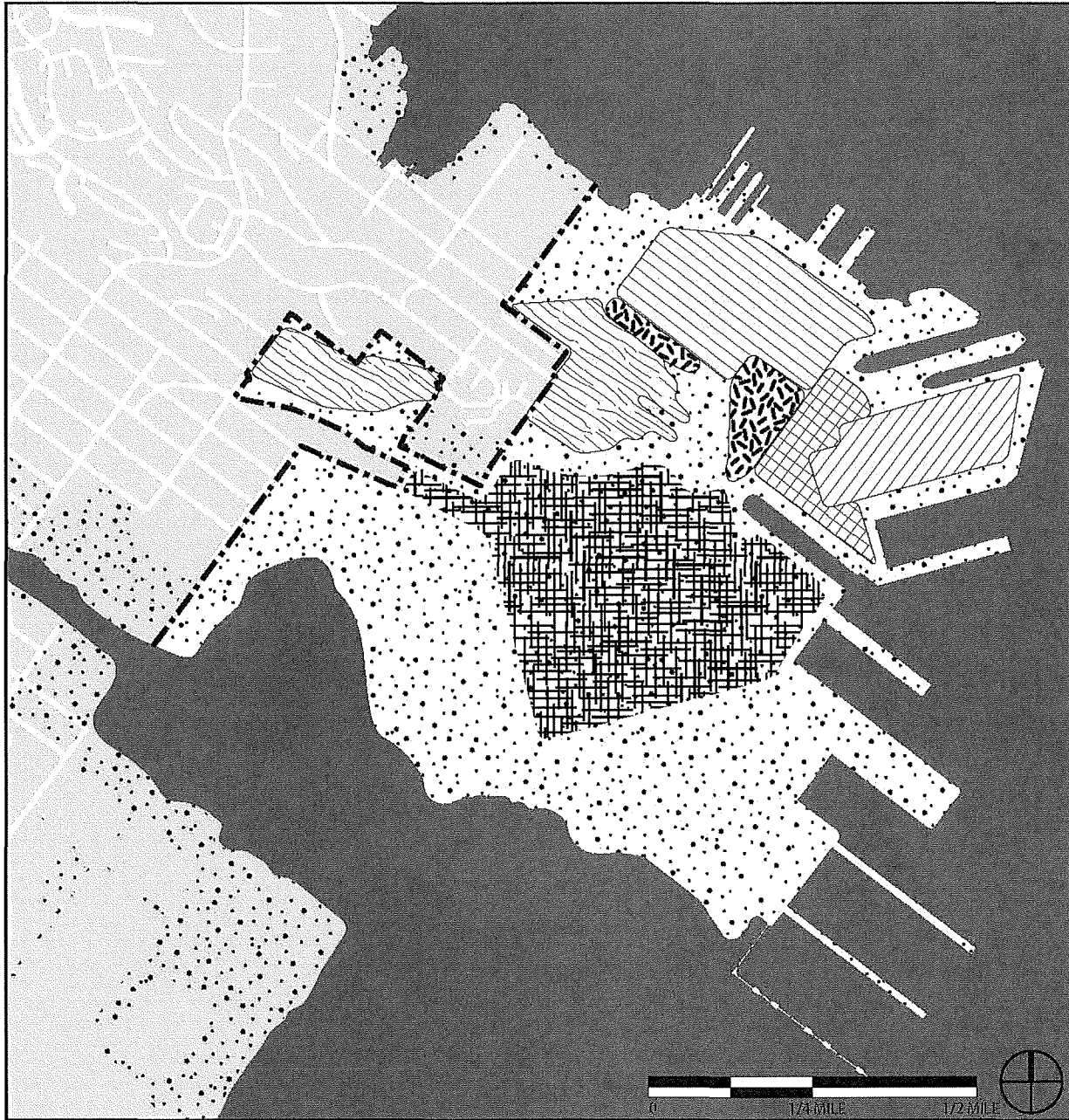
- Project Area Boundary
- Outside Project Area
- HPS Shadow Open Space
- Multi-Use (HPS South)*
- Predominantly Residential (Hill Top Housing)
- Predominantly Residential (HPS North)
- Predominantly P&D
- P&D Residential Parcel
- Predominantly Arts Related Commercial (40% Usage Goals)

*Multi-Use (HPS South) includes Stadium use, R&D and Open Space, or if the stadium is not constructed, Mixed Use including Residential, R&D and Open Space, subject to the restrictions in the Hunters Point Shipyards Redevelopment Plan.

Map to be revised

Hunters Point Shipyard Area Plan

MAP 3: GENERALIZED LAND USE

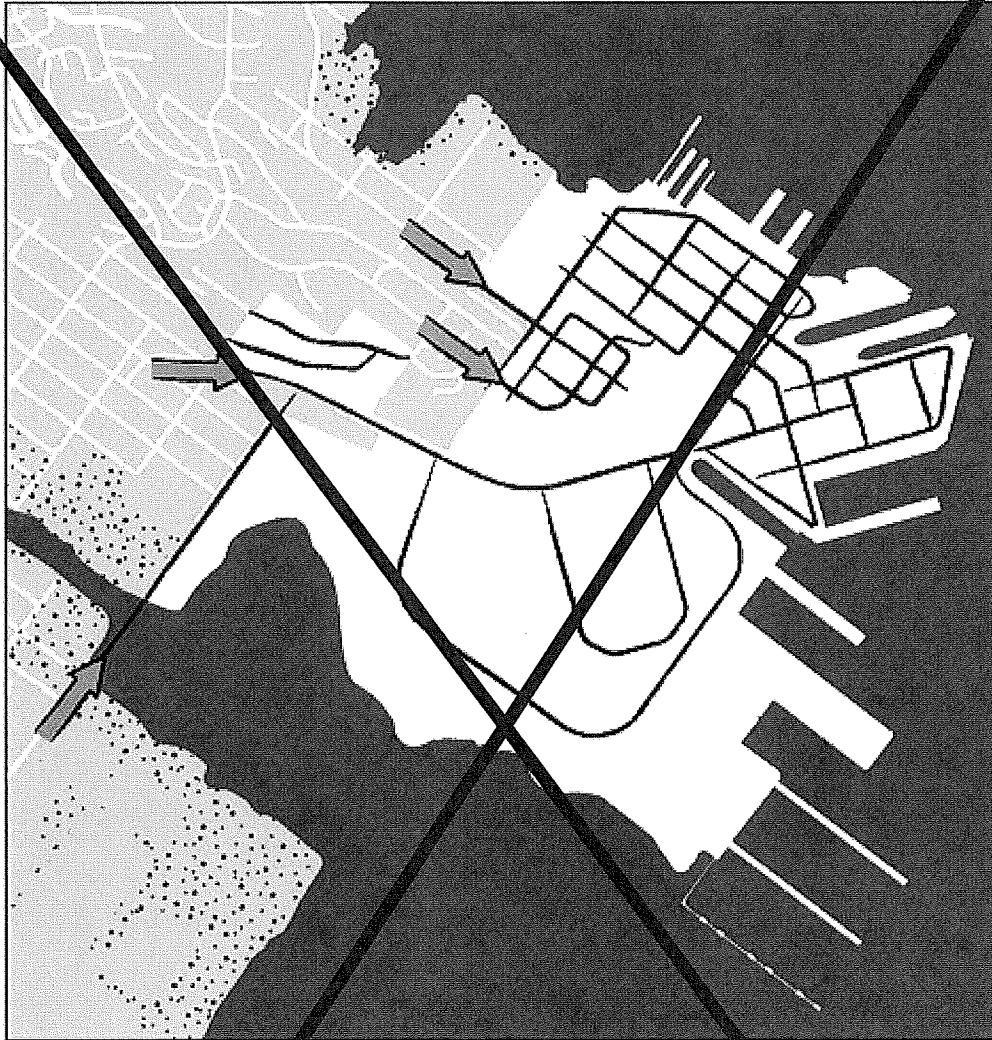


LEGEND

- | | |
|----------------------------|--|
| Project Area Boundary | Predominantly Residential (HPS South Housing) |
| Outside Project Area | Predominantly Residential (HPS North) |
| HPS Shoreline Open Space | Predominantly R&D |
| Multi-Family (HPS South) * | R&D Residential Permitted |
| | Predominantly 2nd-5th Related Commercial/Industrial (R&I) Usage (Office) |

Proposed Revision to Map

[MAP 4 – EXTENDED GRID]

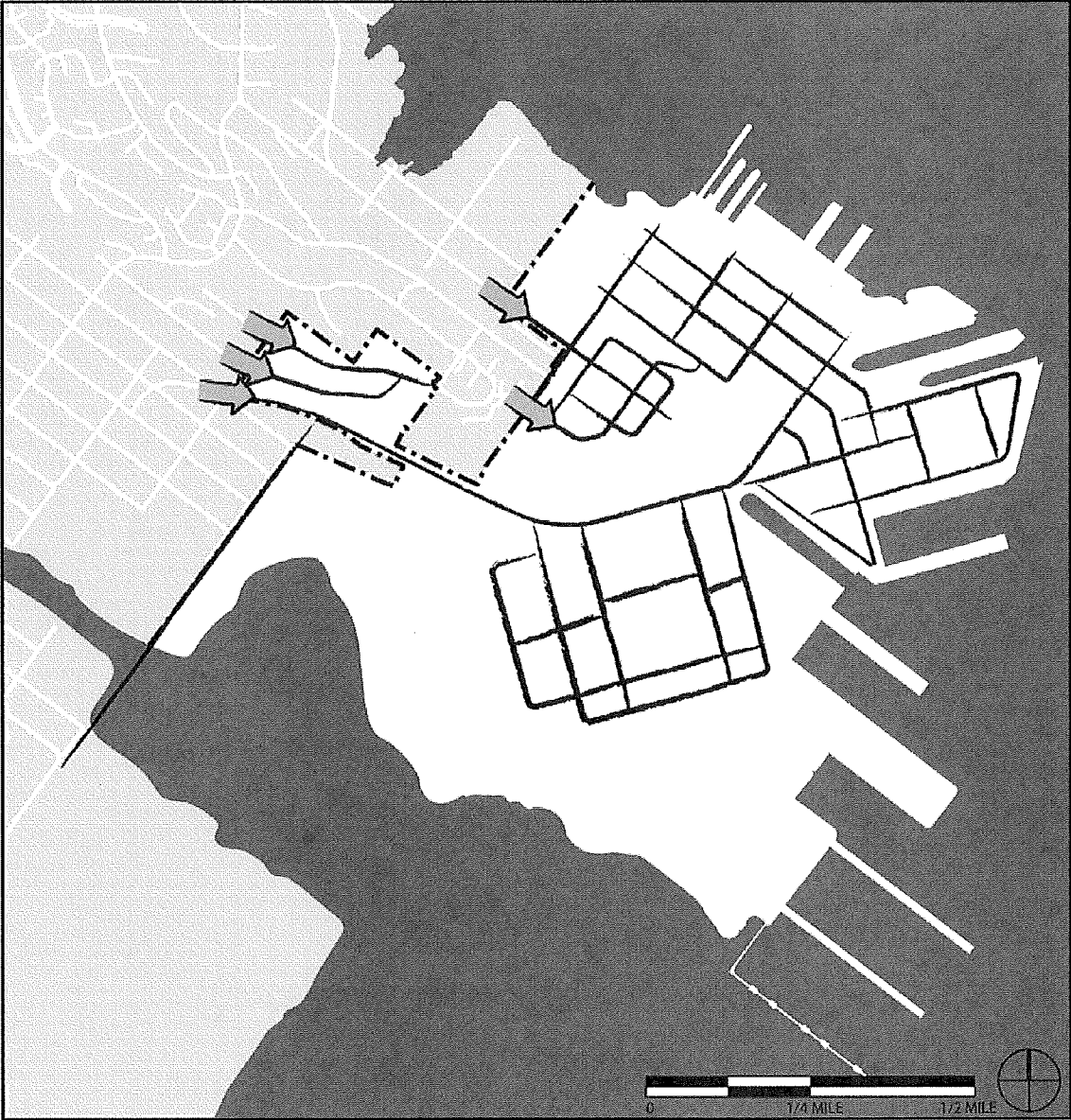


(In the event the 49ers do not avail themselves of the opportunity to build a new stadium in the southern portion of Hunters Point Shipyard, the street grid in that area would be extended to follow a pattern similar to that shown in the northern portion of Hunters Point Shipyard.)


Map to be revised


Hunters Point Shipyard Area Plan


MAP 4: EXTEND GRID



LEGEND

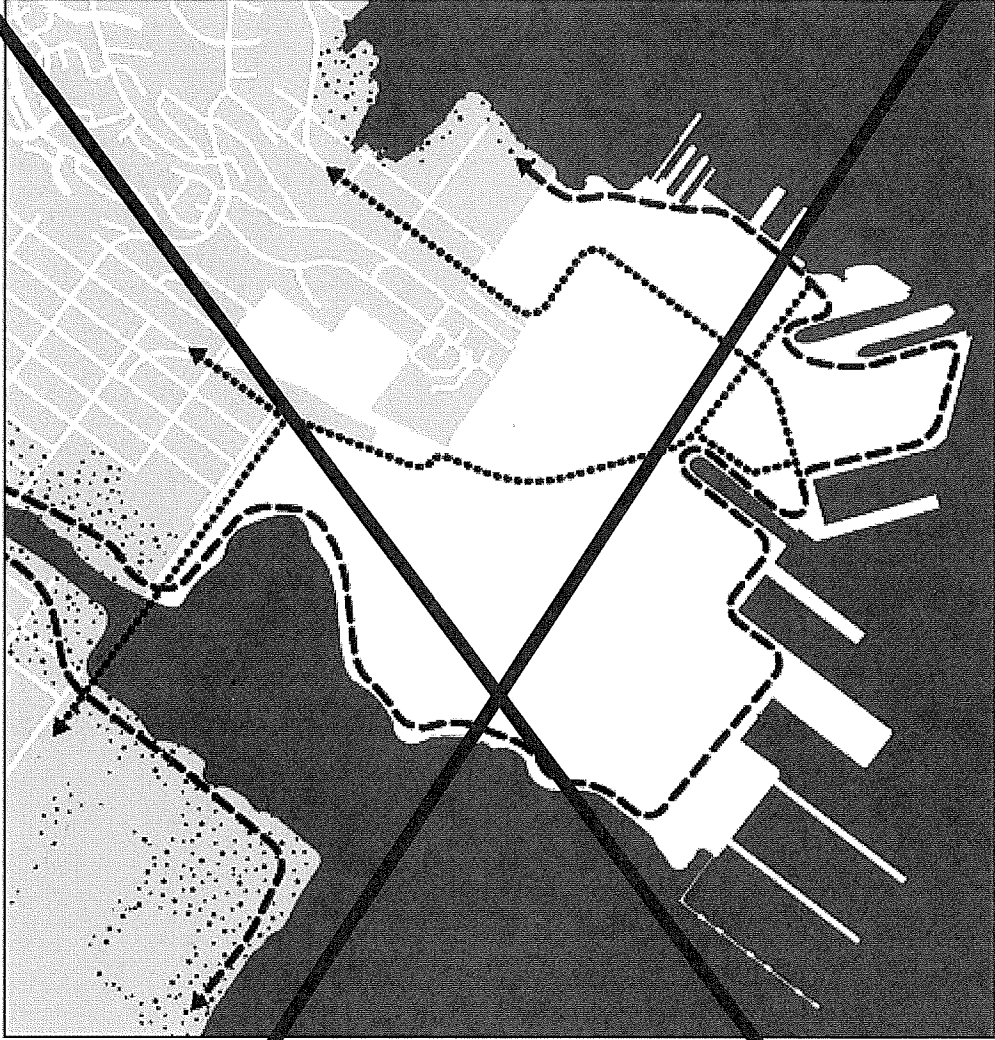
 Grid Extended

 Project Area

 Outside Project Area

Proposed Revision to Map

[MAP 6 – BAY TRAIL AND BICYCLE NETWORK]

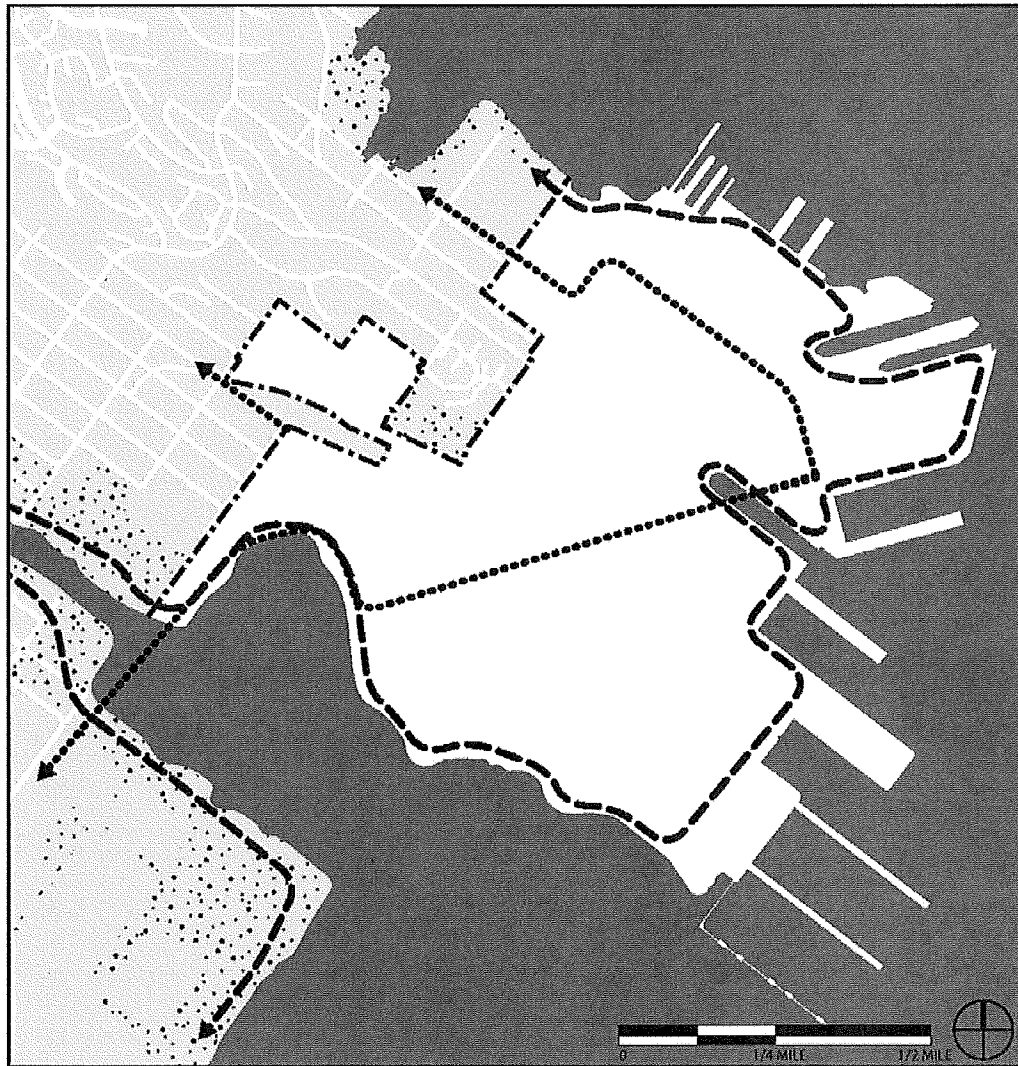


←.....→ Main Bicycle Routes
←-----→ Bay Trail

Map to be revised

Hunters Point Shipyard Area Plan

MAP 6: BAY TRAIL AND BICYCLE NETWORK



LEGEND



Project Area



Outside Project Area



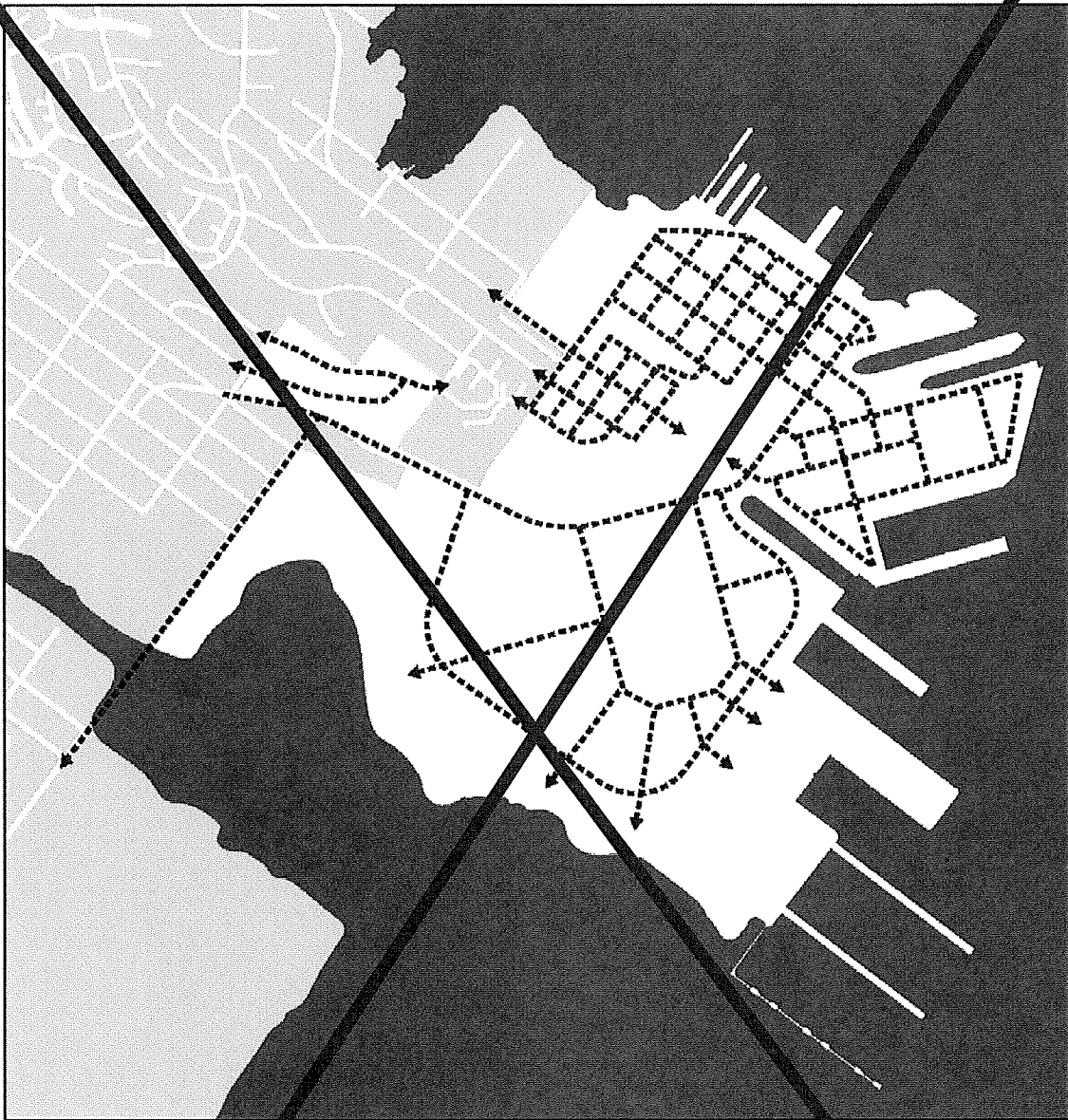
Bay Trail



Main Bicycle Routes

Proposed Revision to Map

[MAP 7 – PEDESTRIAN AND CIRCULATION NETWORK]



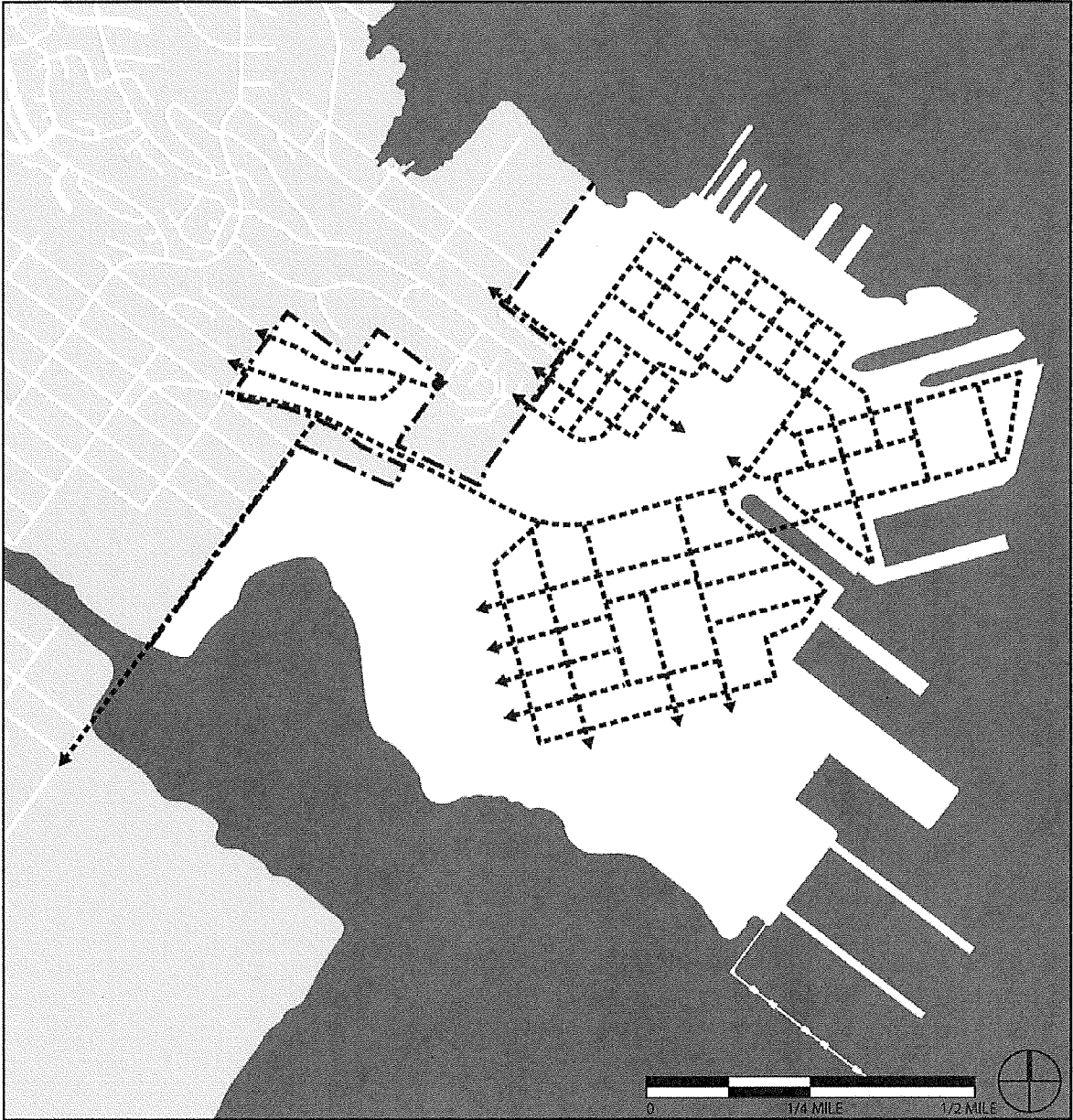
-----> Sidewalks and Pedestrian Paths

(In the event the 49ers do not avail themselves of the opportunity to build a new stadium in the southern portion of Hunters Point Shipyard, sidewalks and pedestrian paths in that area would follow a pattern similar to that shown in the northern portion of Hunters Point Shipyard.)

Map to be revised

Hunters Point Shipyard Area Plan

MAP 7: PEDESTRIAN CIRCULATION NETWORK



LEGEND

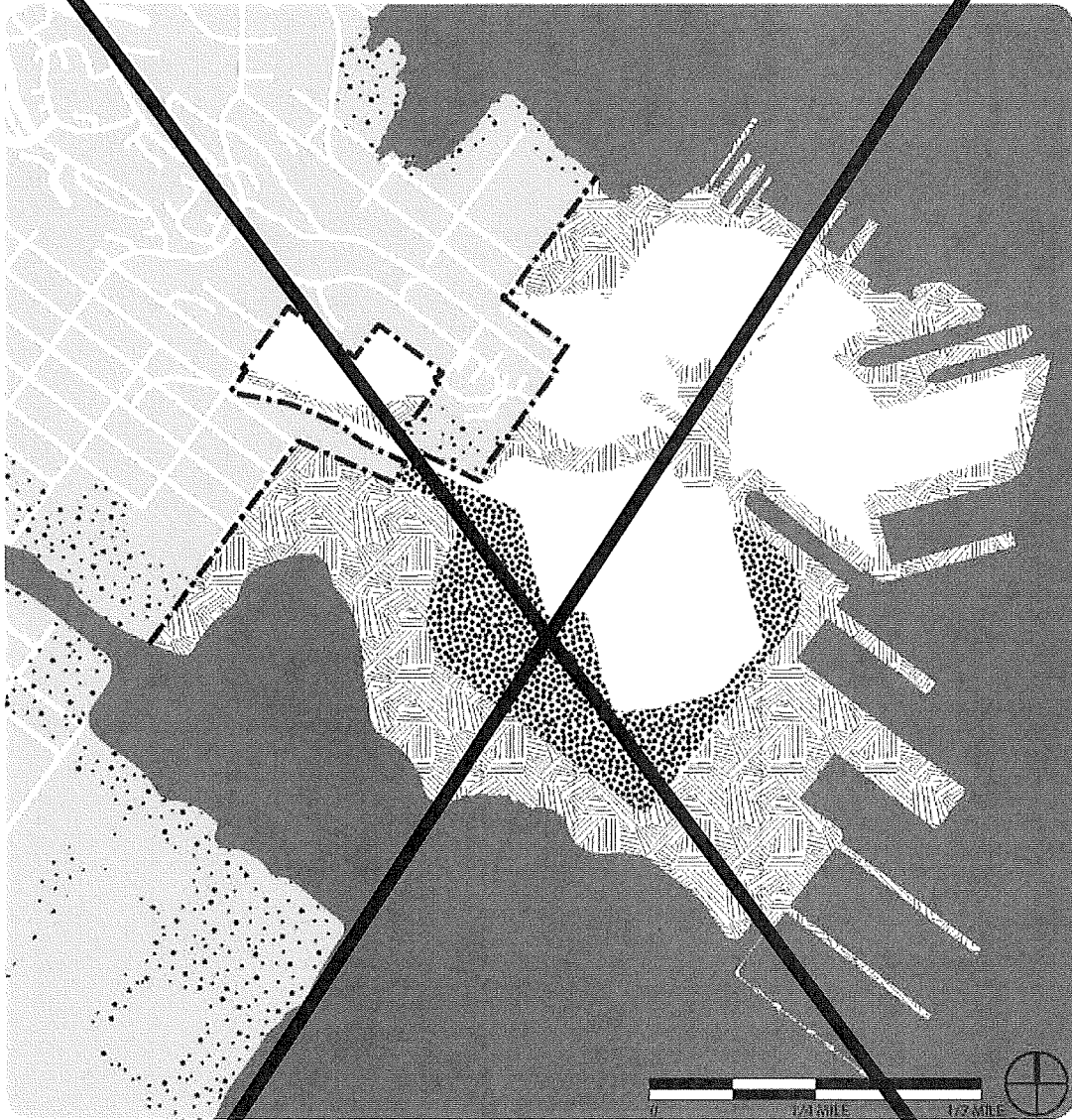
←-----→ Sidewalks and Pedestrian Paths

□ Project Area


□ Outside Project Area

Proposed Revision to Map


Map 08
OPEN SPACE NETWORK





LEGEND

 Project Area Boundary

 Outside Project Area

 Open Space Outside Project Area

 Sports and Multi-Use Fields

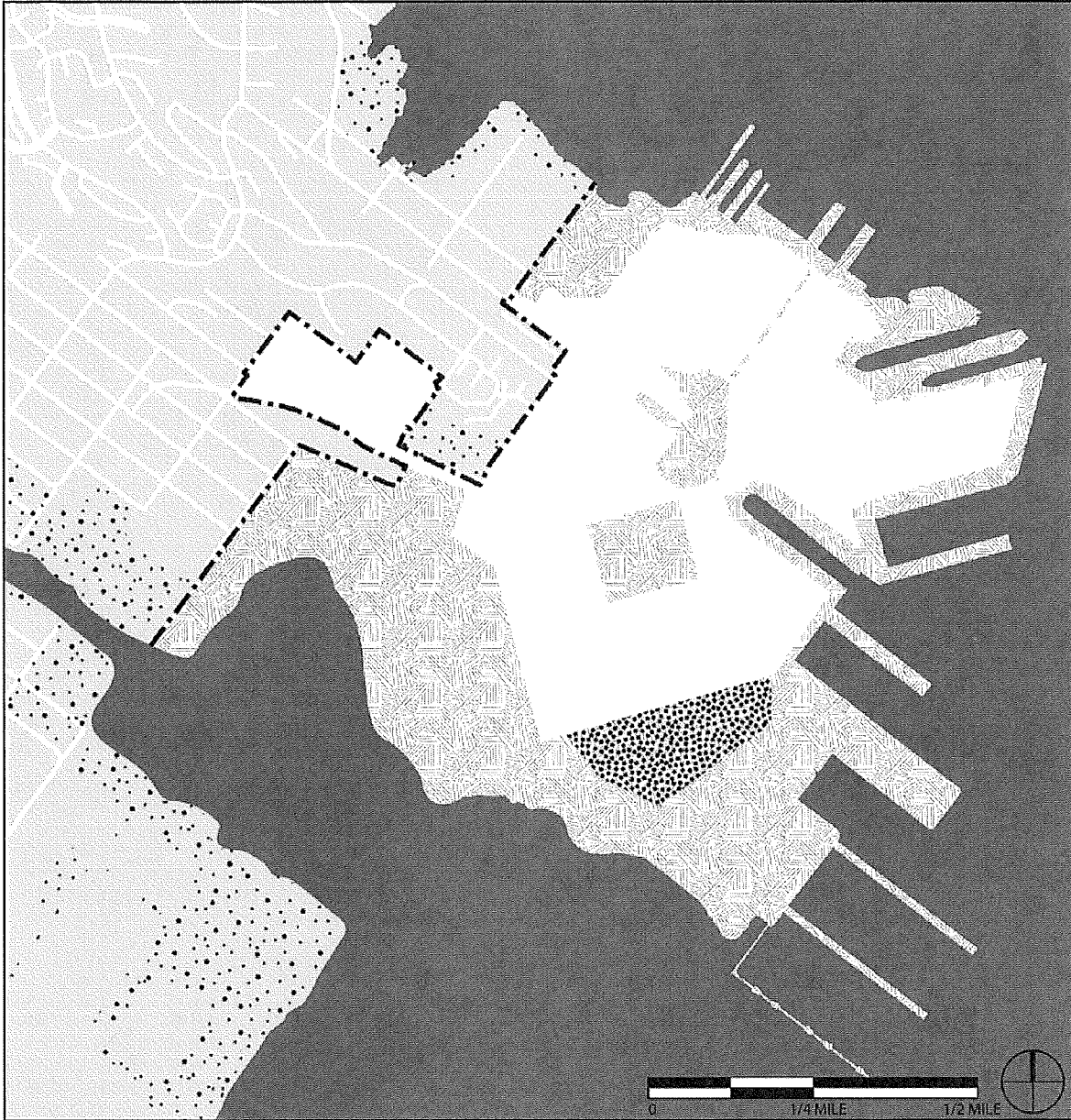
 Parks and Open Space

(In the event the 49ers do not avail themselves of the opportunity to build a new stadium at the southern portion of Hunters Point Shipyard, Open Space in that area would include Sports and Multi-Use Fields and neighborhood parks.)



Map to be revised




Hunters Point Shipyard Area Plan

MAP 8: OPEN SPACE NETWORK



LEGEND

-  Project Area
-  Outside Project Area

-  Sports and Multi-Use Fields
-  Parks and Open Space
-  Open Space Outside Project Area

Proposed Revision to Map

Candlestick Point – Hunters Point
Shipyard Project Modifications

2. **Planning Code Map Amendments:** the Map Amendments, initiated on March 22, 2018, include amending Planning Code Sectional Map SU10, and HT10 by revising the boundaries of the Candlestick Point Activity Node SUD and the CP Height and Bulk District by removing the Jamestown Parcel.
3. **Findings of General Plan Consistency:** Pursuant to Sections 33346 and 33354.6 of the California Health and Safety Code regarding California Redevelopment Law, the planning policies and objectives and land uses and densities of the Redevelopment Plans must be found consistent with the General Plan prior to Redevelopment Plan approval or amendment by the Board of Supervisors. The Planning Commission made such findings as provided in Commission Resolution 20164.

The Planning Commission, the Redevelopment Commission and the Board of Supervisors certified the Final Environmental Impact Report in 2010. OCII, in collaboration with the Planning Department published several addenda to the FEIR, including Addendum No. 5, which analyzes the Project Modifications. CCII, by Resolution No. 11-2018, among other findings, found that the Project Modifications will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that would alter the conclusions reached in the FEIR. The Planning Commission adopted these findings by reference, which are incorporated into the respective approval resolutions.

At the April 26, 2018 hearing, the Commission voted to recommend approval of the proposed Ordinances. Please find attached documents relating to the Commission's action.

If you have any questions or require further information please do not hesitate to contact me.

Sincerely,



Aaron D. Starr
Manager of Legislative Affairs

cc: Sophia Kittler, Aide to Supervisor Kim
Elaine Warren, Deputy City Attorney
Erica Major, Office of the Clerk of the Board
John Carroll, Office of the Clerk of the Board
Jose Campos, OCII
Aaron Foxworthy, OCII

Candlestick Point – Hunters Point
Shipyards Project Modifications

Attachments (one copy of the following):

Planning Commission Resolution No. 20162 (General Plan Amendments)
Planning Commission Resolution No. 20163 (Map Amendments)
Planning Commission Resolution No. 20164 (General Plan Consistency Findings for
Redevelopment Plan Amendments)

Planning Commission Executive Summary
General Plan Amendments Draft Ordinance* and Legislative Digest
Revised Text to the HPS Area Plan
Revised Maps to the CP Sub-Area Plan and the HPS Area Plan
Planning Code Map Amendments Draft Ordinance* and Legislative Digest

Addendum 5 to the CP-HPS2 2010 FEIR

*official redline version and two copies included in this transmittal to the Clerk of the Board

*I:\Citywide\Community Planning\Southeast BVHP\Candlestick HP Lennar\Post Approval Review\HP Phase 2 Redsign\Legislation\BOS Packet\CP
HPS 2018 Mods - BOS transmittal.doc*

Member, Board of Supervisors
District 4



City and County of San Francisco

50B
Leg Clerk
Leg Dep

KATY TANG

2018 JUN 18 PM 2:49
AK
BOARD OF SUPERVISORS
SAN FRANCISCO

DATE: June 18, 2018

TO: Angela Calvillo
Clerk of the Board of Supervisors

FROM: Supervisor Katy Tang, Chair, Land Use and Transportation Committee

RE: Land Use and Transportation Committee
COMMITTEE REPORTS

Pursuant to Board Rule 4.20, as Chair of the Land Use and Transportation Committee, I have deemed the following matters are of an urgent nature and request they be considered by the full Board on Tuesday, June 26, 2018, as Committee Reports:

180475 General Plan Amendment - Candlestick Point and Hunters Point Shipyard

Ordinance amending the General Plan in connection with revisions to the Candlestick Point and Hunters Point Shipyard Phase 2 Project in order to facilitate redevelopment; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 340.

180476 Planning Code, Zoning Map - Candlestick Point Activity Node Zoning Map Amendments

Ordinance amending the Planning Code by amending the Zoning Map Sheets to remove Assessor's Parcel Block No. 4991, Lot No. 276, from the Candlestick Point (CP) Activity Node Special Use District and the CP Height and Bulk District; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.

COMMITTEE REPORT MEMORANDUM

Land Use and Transportation Committee

**180549 Below-Market Rate Housing Plan Amendment - Candlestick
Point-Hunters Point Shipyard Phase 2 Project**

Resolution of the Board of Supervisors, acting in its capacity as the Successor Agency to the former Redevelopment Agency of the City and County of San Francisco, approving an amendment to the Below-Market Rate Housing Plan for the Candlestick Point-Hunters Point Shipyard Phase 2 Project in the Hunters Point Shipyard Redevelopment Project Area and Bayview Hunters Point Redevelopment Project Area, subject to Oversight Board and California Department of Finance approval; and making environmental findings under the California Environmental Quality Act.

These matters will be heard in the Land Use and Transportation Committee at a Regular Meeting on Monday, June 25, 2018, at 1:30 p.m.

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE AND TRANSPORTATION COMMITTEE

NOTICE IS HEREBY GIVEN THAT the Land Use and Transportation Committee will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

Date: Monday, June 25, 2018

Time: 1:30 p.m.

Location: Legislative Chamber, Room 250, located at City Hall
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

Subject: **File No. 180475.** Ordinance amending the General Plan in connection with revisions to the Candlestick Point and Hunters Point Shipyard Phase 2 Project in order to facilitate redevelopment; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 340.

File No. 180476. Ordinance amending the Planning Code by amending the Zoning Map Sheets to remove Assessor's Parcel Block No. 4991, Lot No. 276, from the Candlestick Point (CP) Activity Node Special Use District and the CP Height and Bulk District; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official public record in this matter, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102. Information relating to these matters are available in the Office of the Clerk of the Board. Agenda information relating to these matters will be available for public review on Friday, June 22, 2018.


for Angela Calvillo, Clerk of the Board

DATED/PUBLISHED/MAILED/POSTED: June 13, 2018

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1 DR CARLTON B GOODLETT PL #244
SAN FRANCISCO, CA 94102

COPY OF NOTICE

Notice Type: GPN GOVT PUBLIC NOTICE
Ad Description EDM File Nos. 180475 and 180476 - Candle Stick
General Plan/Planning/Zoning

To the right is a copy of the notice you sent to us for publication in the SAN FRANCISCO EXAMINER. Thank you for using our newspaper. Please read this notice carefully and call us with ny corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

06/14/2018

The charge(s) for this order is as follows. An invoice will be sent after the last date of publication. If you prepaid this order in full, you will not receive an invoice.

EXM# 3143722

NOTICE OF PUBLIC HEARING BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE AND TRANSPORTATION COMMITTEE
MONDAY, JUNE 25, 2018 - 1:30 PM CITY HALL, COMMITTEE ROOM, ROOM 263 1 DR. CARLTON B. GOODLETT PLACE, SAN FRANCISCO, CA

NOTICE IS HEREBY GIVEN THAT the Land Use and Transportation Committee will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard: File No. 180475. Ordinance amending the General Plan in connection with revisions to the Candlestick Point and Hunters Point Shipyard Phase 2 Project in order to facilitate redevelopment; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 340. File No. 180476. Ordinance amending the Planning Code by amending the Zoning Map Sheets to remove Assessor's Parcel Block No. 4991, Lot No. 276, from the Candlestick Point (CP) Activity Node Special Use District and the CP Height and Bulk District; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302. In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official public record in this matter, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102.

Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, June 22, 2018. - Angela Calvillo, Clerk of the Board.

