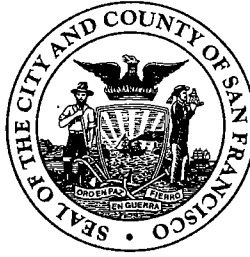


BOARD of SUPERVISORS



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

## MEMORANDUM

### LAND USE AND ECONOMIC DEVELOPMENT COMMITTEE SAN FRANCISCO BOARD OF SUPERVISORS

TO: Supervisor Scott Wiener, Chair  
Land Use and Economic Development Committee

FROM: Andrea Ausberry, Committee Clerk

DATE: March 17, 2014

SUBJECT: **COMMITTEE REPORT, BOARD MEETING**  
Tuesday, March 18, 2014

The following files should be presented as **COMMITTEE REPORTS** at the Board meeting, Tuesday, March 18, 2014. These items were acted upon at the Committee Meeting on March 17, 2014, at 1:30 p.m., by the votes indicated.

**Item No. 26**      **File No. 131121**

Ordinance amending the Planning Code, to amend the Third Street Alcohol Restricted Use District, to allow Alcoholic Beverage Control (ABC) Type 2, "Winegrower" licenses; and making environmental findings, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

#### RECOMMENDED AS A COMMITTEE REPORT

Vote: Supervisor Scott Wiener - Aye  
Supervisor Jane Kim - Aye  
Supervisor Malia Cohen - Aye

Item No. 27

File No. 140171

Resolution declaring the intent of the Board to order the vacation of portions of streets along with public service easements that may exist within the Hunters Point Shipyard Phase II Redevelopment Plan area, generally bounded the 1948 Bulkhead Line to the north, the 1941 Bulkhead Line to the east, Bancroft Avenue to the south, and Griffith Street to the west, including submerged areas; order the vacation of portions of streets along with public service easements that may exist within the Candlestick Point Redevelopment Plan area, generally bounded by Underwood Avenue, Arelious Walker Drive, Gilman Avenue, Donahue Street, Carroll Avenue, Alvord Street, Fitzgerald Avenue, the City and County of San Francisco County Line, Harney Way, Ingerson Avenue, and Hawes Street, including submerged areas; order the conditional vacation of portions of Griffith Street, Nichols Way, Cameron Way, Doublerock Street, Giants Drive, Hunters Point Expressway, Jamestown Avenue, Gilman Avenue, and Crisp Road for various purposes; reserve various easement rights in favor of the City and third party utilities, subject to conditions specified in this Ordinance; and setting a hearing date of April 8, 2014, for all persons interested in the proposed vacation of said street areas and public service easements.

**RECOMMENDED AS A COMMITTEE REPORT**

Vote: Supervisor Scott Wiener - Aye  
Supervisor Jane Kim - Aye  
Supervisor Malia Cohen - Aye

c: Board of Supervisors  
Angela Calvillo, Clerk of the Board  
Rick Caldeira, Deputy Legislative Clerk  
Jon Givner, Deputy City Attorney

File No. 140171

Committee Item No. 2

Board Item No. 27

# COMMITTEE/BOARD OF SUPERVISORS

## AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development Date March 17, 2014

Board of Supervisors Meeting Date 3.18.14

### Cmte Board

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|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/>            | <input type="checkbox"/>            | Motion                                       |
| <input checked="" type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input checked="" 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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Completed by: Andrea Ausberry Date March 12, 2014

Completed by:  Date 3.17.14

1 [Resolution of Intent - Street Vacation - Hunters Point Shipyard Phase II Redevelopment  
2 Plans - Candlestick Point]

3 **Resolution declaring the intent of the Board to order the vacation of portions of streets**  
4 **along with public service easements that may exist within the Hunters Point Shipyard**  
5 **Phase II Redevelopment Plan area, generally bounded the 1948 Bulkhead Line to the**  
6 **north, the 1941 Bulkhead Line to the east, Bancroft Avenue to the south, and Griffith**  
7 **Street to the west, including submerged areas; order the vacation of portions of streets**  
8 **along with public service easements that may exist within the Candlestick Point**  
9 **Redevelopment Plan area, generally bounded by Underwood Avenue, Arelious Walker**  
10 **Drive, Gilman Avenue, Donahue Street, Carroll Avenue, Alvord Street, Fitzgerald**  
11 **Avenue, the City and County of San Francisco County Line, Harney Way, Ingerson**  
12 **Avenue, and Hawes Street, including submerged areas; order the conditional vacation**  
13 **of portions of Griffith Street, Nichols Way, Cameron Way, Doublerock Street, Giants**  
14 **Drive, Hunters Point Expressway, Jamestown Avenue, Gilman Avenue, and Crisp Road**  
15 **for various purposes; reserve various easement rights in favor of the City and third**  
16 **party utilities, subject to conditions specified in this Ordinance; and setting a hearing**  
17 **date of April 8, 2014, for all persons interested in the proposed vacation of said street**  
18 **areas and public service easements.**

19  
20 WHEREAS, This vacation proceeding is for portions of the following streets within the  
21 Hunters Point Shipyard along with public service easements in the vacated streets or between  
22 them: Earl Street, Donahue Street, Coleman Street, Boalt Street, Alvord Street, Ship Street,  
23 Dock Street, Tevis Street, Von Schmidt Street, Pollock Street, Burke Avenue, Custer Avenue,  
24 Davidson Avenue, Evans Avenue, Fairfax Avenue, Galvez Avenue, Hudson Avenue, Innes  
25 Avenue, Jerrold Avenue, Kirkwood Avenue, LaSalle Avenue, McKinnon Avenue, Newcomb



1 Avenue, Oakdale Avenue, Palou Avenue, Quesada Avenue, Revere Avenue, Shafter Avenue,  
2 Thomas Avenue, Underwood Avenue, Van Dyke Avenue, Wallace Avenue, Yosemite Avenue,  
3 Armstrong Avenue, and an unnamed submerged waterfront street strip; portions of the  
4 following streets near Candlestick Point and/or Yosemite Slough along with public service  
5 easements that may exist in the vacated streets or between them: Tovar Avenue, Earl Street,  
6 Donahue Street, Hunters Point Expressway, Donner Avenue, Fitzgerald Avenue, Jamestown  
7 Avenue, Ingerson Avenue, Boalt Street, Alvord Street, Hollister Avenue, Dock Street, Bancroft  
8 Avenue, a triangular portion of Van Dyke Avenue southeast of Hawes Avenue, Giants Drive,  
9 Gilman Avenue, and Crisp Road; and the streets within the Alice Griffith Housing Project  
10 along with public service easements that may exist in the vacated streets or between them:  
11 Griffith Street, Nichols Way, Cameron Way, Doublerock Street, (collectively, the "Vacation  
12 Area"). Of the streets listed, the vacation will be conditional as to portions of the following  
13 streets: Griffith Street, Nichols Way, Cameron Way, Doublerock Street, Giants Drive, Hunters  
14 Point Expressway, Jamestown Avenue, Gilman Avenue, and Crisp Road. These street  
15 vacation actions are conducted under the general vacation procedures of the Public Streets,  
16 Highways and Service Easements Vacation Law (California Streets and Highways Code  
17 sections 8300 et seq.); and,

18 WHEREAS, Section 787(a) of the San Francisco Public Works Code provides that the  
19 street vacation procedures for the City and County of San Francisco (the "City") shall be in  
20 accordance with the applicable provisions of the California Streets and Highways Code and  
21 such rules and conditions as are adopted by the Board of Supervisors; and,

22 WHEREAS, The location and extent of the Vacation Area is more particularly described  
23 on the Department of Public Works; SUR Map No. 6010, Sheets 1 through 18, dated February  
24 20, 2014, copies of such maps are on file with the Clerk of the Board of Supervisors in File  
25 No. 140171 and are incorporated herein by reference; and,

1           WHEREAS, The proposed vacation of the Vacation Area is part of an action to  
2 implement the Hunters Point Shipyard Redevelopment Plan as amended on August 3, 2010  
3 and the Bayview Hunters Point Redevelopment Plan as amended on August 3, 2010 and the  
4 Candlestick Point-Hunters Point Shipyard Phase II Development Project (the "Project")  
5 pursuant to the Candlestick Point-Hunters Point Shipyard Phase II Disposition and  
6 Development Agreement (the "DDA") by and between CP Development Co. and the San  
7 Francisco Redevelopment Agency, now known as the Office of Community Investment and  
8 Infrastructure ("OCII"); and,

9           WHEREAS, The abovementioned Redevelopment Plans and related approvals are  
10 found in Ordinance Nos. 207-10, 208-10, 210-10, and 211-10, copies of which are on file with  
11 the Clerk of the Board in File Nos. 100578, 100579, 100658, and 100659, respectively, and  
12 incorporate herein by reference; and,

13           WHEREAS, The City proposes to quitclaim its interest in the Vacation Area; however,  
14 because many of these streets and easements will remain in use until specified times, certain  
15 portions of the Vacated Area as described more fully below would not be vacated until certain  
16 conditions are satisfied, as follows:

17           (a) Alice Griffith. Vacation of the Vacated Area shown on SUR Map No, 6010, sheets  
18 13 and 14, portions of Griffith Street, Nichols Way, Cameron Way, and Doublerock Street  
19 serving the Alice Griffith Housing Project along with public service easements in such streets  
20 or crossing the property separating them (1) shall be conditioned upon the granting of Sub-  
21 Phase Approval by OCII for the area that includes the Vacated Area referred to in this  
22 subparagraph, and (2) shall become effective and be implemented by the City prior to the  
23 execution of the license agreement or similar instrument between the City, the San Francisco  
24 Housing Authority, and CP Development Co. or its assignee under the DDA providing CP  
25 Development Co. or its assignee right to access and improve the property;

1 (b) Giants Drive. Vacation of the Vacated Area shown on SUR Map No. 6010, sheet  
2 4, a portion of Giants Drive, (a) shall be conditioned upon the granting of Sub-Phase Approval  
3 by OCII for the area that includes the Vacated Area referred to in this subparagraph; and (b)  
4 shall become effective and be implemented at the time OCII transfers title to the Vacated Area  
5 referred to in this subparagraph to CP Development or its assignee pursuant to the DDA;

6 (c) Hunters Point Expressway within Development Boundary. Vacation of the  
7 Vacated Area shown on SUR Map No. 6010, sheet 6 consisting of that portion of Hunters  
8 Point Expressway located within the Candlestick Point development boundary, (1) shall be  
9 conditioned upon the granting of Sub-Phase Approval by OCII for the area that includes the  
10 Vacated Area referred to in this subparagraph; and (2) shall become effective and be  
11 implemented at the time OCII transfers title to the Vacated Area referred to in this  
12 subparagraph to CP Development or its assignee pursuant to the DDA;

13 (d) Jamestown Avenue and Portion of Hunters Point Expressway Outside of  
14 Development Boundary. Vacation of the Vacated Area shown on SUR Map No. 6010, sheet 6  
15 consisting of Jamestown Avenue and that portion of Hunters Point Expressway located  
16 outside the Candlestick Point development boundary, (1) shall be conditioned upon the same  
17 conditions to closing of the trust exchange between the State Lands Commission and State  
18 Parks in this location; and (2) shall become effective and be implemented at the time such  
19 trust exchange is implemented as to the lands that include the Vacated Area referred to in this  
20 subparagraph; and,

21 (e) Gilman Avenue. Vacation of the Vacated Area shown on SUR Map No. 6010,  
22 sheet 7, portions of Gilman Avenue between Arelious Walker and Donahue, (1) shall be  
23 conditioned upon the granting of Sub-Phase Approval by OCII for the area that includes the  
24 Vacated Area referred to in this subparagraph; and (2) shall become effective and be  
25

1 implemented at the time OCII transfers title to the Vacated Area referred to in this  
2 subparagraph to CP Development or its designee pursuant to the DDA;

3 (f) Crisp Road. Vacation of the Vacated Area shown on SUR Map No. 6010, sheet 16  
4 consisting of the paper street portions of Oakdale Avenue, Arelious Walker Drive, Earl Street,  
5 Newcomb Avenue and Donahue Street located beneath Crisp Road shall be conditioned upon  
6 the granting of a Sub-Phase Approval by OCII for the area that: (1) includes the Vacated Area  
7 referred to in this subparagraph and (2) includes a request by CP Development Co. or OCII to  
8 effectuate the vacation described in this subparagraph. Provided the that conditions of  
9 Subparagraph (1) and (2) are satisfied, vacation of the subject portion of the Vacated Area  
10 shall become effective and be implemented at the time OCII transfers title to the Vacated Area  
11 referred to in this subparagraph to CP Development Co. or its assignee pursuant to the DDA;  
12 and,

13 WHEREAS, As to each of the Vacation Areas described in Subsections (a) through (f)  
14 of the preceding paragraph, where a particular Sub-Phase Approval encompasses some, but  
15 not all, of the identified Vacation Area, the proposed vacation would be implemented only as  
16 to the portion that is subject to Sub-Phase Approval, and subject to the reservations described  
17 in this Resolution. Remaining Vacation Areas not specifically identified in Subsections (a)  
18 through (f) of the preceding paragraph would be vacated immediately upon the approval and  
19 effectiveness of the Board of Supervisors' Ordinance approving vacation; and,

20 WHEREAS, In a letter dated November 21, 2014 (the "Planning Letter"), the City  
21 Planning Department determined that the proposed vacations and other actions contemplated  
22 herein are consistent with the General Plan and with the Eight Priority Policies of City  
23 Planning Code Section 101.1. A copy of said letter is on file with the Clerk of the Board of  
24 Supervisors in File No. 140171 and is incorporated by reference herein; and.

1           WHEREAS, In a letter dated February 13, 2014 (the "OCII Letter"), OCII determined  
2 that the proposed vacations and other actions contemplated herein are consistent with the  
3 Hunters Point Shipyard Redevelopment Plan, the Bayview Hunters Point Redevelopment  
4 Plan, and the Candlestick Point-Hunters Point Shipyard Phase II Development Project; and,

5           WHEREAS, In DPW Order No. 182274 dated February 24, 2014, a copy of which is on  
6 file with the Clerk of the Board of Supervisors in File No. 140171 and incorporated herein by  
7 reference, the Director of the Department of Public Works determined that: (a) for those  
8 portions of the Vacation Area proposed for conditional vacation, upon satisfaction of the  
9 applicable condition or conditions, the respective Vacation Area would no longer be necessary  
10 for the City's present or prospective future public street and sidewalk and public service  
11 easement purposes; (b) for all other areas, the proposed Vacation Area is no longer  
12 necessary for the City's present or prospective future public street and sidewalk and public  
13 service easement purposes, (c) for those portions of the proposed Vacation Area to be  
14 conditionally vacated, upon satisfaction of the applicable condition or conditions, the right-of-  
15 ways and parts thereof proposed for vacation will no longer be useful as a nonmotorized  
16 transportation facility, as defined in Section 887, because the Candlestick Point-Hunters Point  
17 Shipyard Phase II Development Project includes new facilities for bicycle and pedestrian  
18 movement that are equal to or in excess of what may currently exist; (d) for all other areas, in  
19 accordance with Streets and Highways Code Section 892 and 8314, the right-of-ways and  
20 parts thereof proposed for vacation are no longer be useful as a nonmotorized transportation  
21 facility, as defined in Section 887, because the Project includes new facilities for bicycle and  
22 pedestrian movement that are equal to or in excess of what may currently exist; (e) the  
23 proposed quitclaims of public right-of-way are consistent with the Bayview Hunters Point  
24 Redevelopment Plan and the Hunters Point Shipyard Redevelopment Plan, as both were  
25 amended on August 3, 2010, and (f) the value of such exchange for future public right-of-way

1 and other public benefits is equal or in favor of the City, and (g) although the consent of all  
2 property owners adjacent to the Vacation Areas was not obtained, the applicant made  
3 reasonable attempts to notify and obtain consent from all property owners adjacent to a  
4 Vacation Area consisting of a paper street and the proposed street vacations do not deprive  
5 any private landowner of access to the built public street grid; and,

6 WHEREAS, The public interest, convenience, and necessity require that the City  
7 reserve from the proposed vacation of the Vacation Area non-exclusive easements for the  
8 benefit of the City (and subject to possible grants by the City of temporary, immediately  
9 revocable licenses by the City in favor of AT&T, PG&E, and any other utilities) for any utilities,  
10 telecommunications facilities, or power and gas transmission facilities, respectively, located in,  
11 upon, and over any portion of the Vacation Area in which their respective in-place and  
12 functioning utilities are located as of the date of the ordinance approving vacation of the  
13 Vacation Area, to the extent necessary to maintain, operate, repair, and remove existing lines  
14 of pipe, conduits, cables, wires, poles, and other convenient structures, equipment and  
15 fixtures for the operation of such utilities. The non-exclusive easements proposed for  
16 reservation in this paragraph would be automatically extinguished when replacement utilities  
17 serving the affected area have been substantially completed and are operable. Except in the  
18 case where the reserved non-exclusive utility easements have merged into a fee interest held  
19 by the City (in which case they shall be deemed to be automatically extinguished), the City  
20 would execute a quitclaim of its interest in any easement reserved under this paragraph and  
21 shall cause such quitclaim to be recorded against the subject property upon the servient  
22 tenement owner demonstrating to the City that replacement utilities serving the affected area  
23 have been substantially completed and operable; and,

24 WHEREAS, The public interest, convenience, and necessity require that the City  
25 reserve from the proposed vacation of the Vacation Area temporary access for the benefit of

1 the public over portions of the Vacation Area to the extent required to preserve access  
2 between private property and the system of public streets in existence as of the date of the  
3 Ordinance approving the vacation of the Vacation Area. The access proposed for reservation  
4 in this paragraph would be automatically extinguished when replacement access serving the  
5 affected area has been substantially completed and is open to the public. Except in the case  
6 where the reserved access rights have merged into a fee interest held by the City (in which  
7 case they shall be deemed to be automatically extinguished), the City would execute a  
8 quitclaim of the temporary access reserved under this paragraph and shall cause such  
9 quitclaim to be recorded against the subject property upon the servient tenement owner  
10 demonstrating to the City that replacement access serving the affected area has been  
11 substantially completed and is open to the public; and,

12 WHEREAS, Subject to the reservations and conditions specified in this Resolution, (a)  
13 those portions of the Vacation Area proposed to be conditionally vacated will be unnecessary  
14 for prospective public use once the applicable condition has been satisfied; and (b) none of  
15 the remainder of the proposed Vacation Area is currently necessary for present or prospective  
16 public use; and,

17 WHEREAS, The United States Navy has rights for ingress and egress purposes for  
18 pedestrian, vehicular and other access to connect other parcels in the Hunters Point Shipyard  
19 as reserved in Quitclaim Deed recorded on December 3, 2004 at Reel 1776, Image 0207, as  
20 Document No. 2004-H861241-00, Official Records of the City and County of San Francisco,  
21 and corrected by Quitclaim Deed recorded on March 31, 2005 in Reel 1858, Image 0396 as  
22 Document No. 2005-H930323, Official Records. The Street Vacation does not affect the  
23 access rights of the Navy; and,

24 WHEREAS, Except as specifically provided above, the public interest, convenience,  
25 and necessity require that no other easements or other rights be reserved for any public or

1 private utility facilities that are in place in the proposed Vacation Area and that any rights  
2 based upon any such public or private utility facilities be extinguished upon Board approval of  
3 the vacation actions; now, therefore, be it

4           RESOLVED, That under sections 8320 et seq. of the California Streets and Highway  
5 Code, the Board of Supervisors hereby declares that it intends to order the vacation of the  
6 Vacation Area as shown on SUR Map No. 6010, sheets 1 through 18, which is incorporated  
7 hereby by reference, subject to the conditions, where applicable, and to the reservations  
8 described above; and, be it

9           FURTHER RESOLVED, That notice is hereby given that on the April 8, 2014, at 3:00  
10 P.M. in the Legislative Chambers of the Board of Supervisors, all persons interested in or  
11 objecting to the proposed vacation will be heard; and, be it

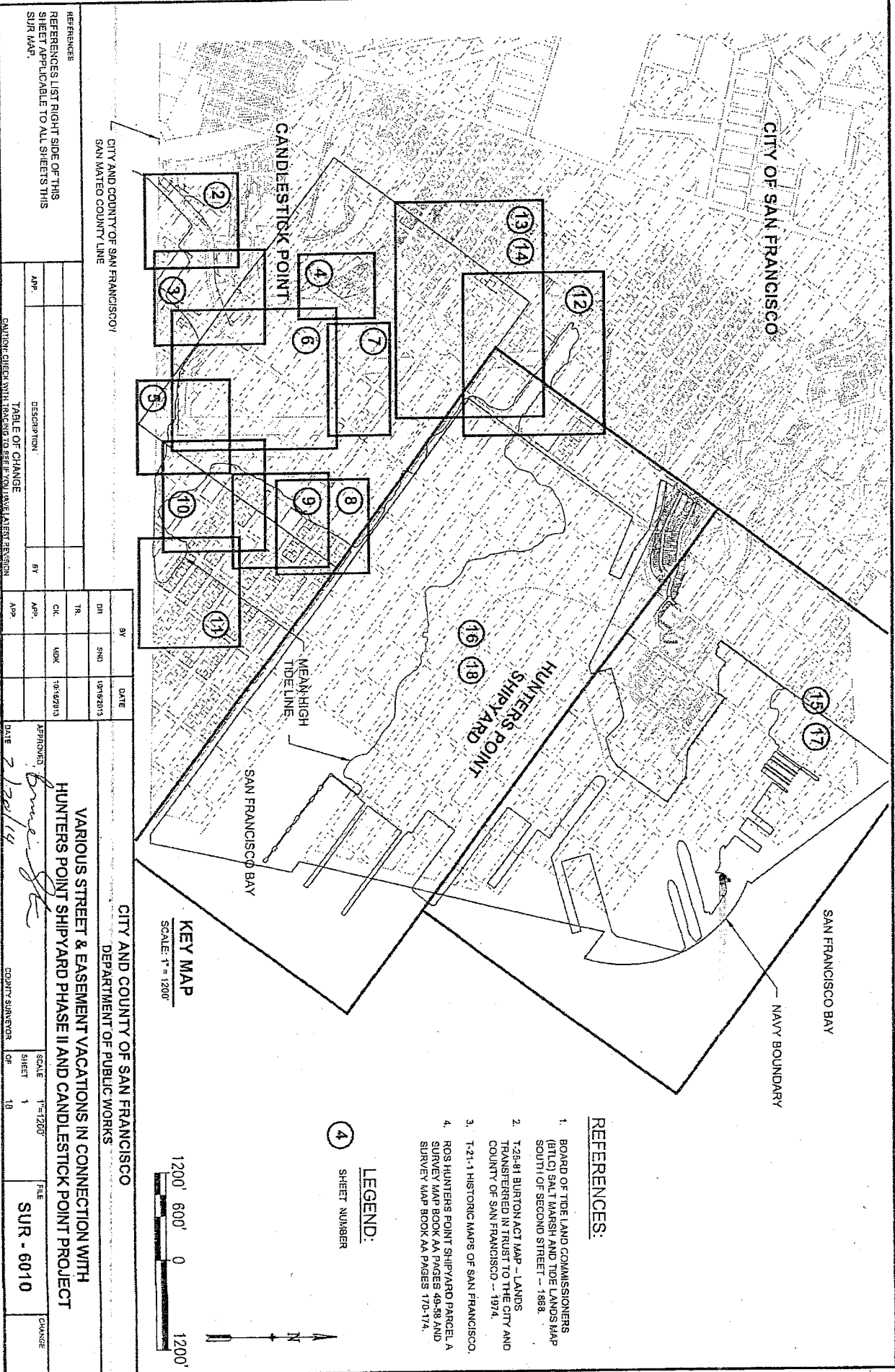
12           FURTHER RESOLVED, That the San Francisco Board of Supervisors acknowledges  
13 the Department of Public Works, Order No. 182274 findings, including among other things,  
14 that (a) for those portions of the Vacation Area to be conditionally vacated, upon satisfaction  
15 of the applicable condition or conditions, the respective Vacation Area will no longer be  
16 necessary for the City's present or prospective future public street and sidewalk and public  
17 service easement purposes; (b) for all other areas, the Vacation Area is no longer necessary  
18 for the City's present or prospective future public street and sidewalk and public service  
19 easement purposes, (c) for those portions of the Vacation Area to be conditionally vacated,  
20 upon satisfaction of the applicable condition or conditions, the right-of-ways and parts thereof  
21 proposed for vacation will no longer be useful as a nonmotorized transportation facility, as  
22 defined in Section 887, because the Candlestick Point-Hunters Point Shipyard Phase II  
23 Development Project includes new facilities for bicycle and pedestrian movement that are  
24 equal to or in excess of what may currently exist; (d) for all other areas, in accordance with  
25 Streets and Highways Code Section 892 and 8314, the right-of-ways and parts thereof



1 proposed for vacation are no longer be useful as a nonmotorized transportation facility, as  
2 defined in Section 887, because the Candlestick Point-Hunters Point Shipyard Phase II  
3 Development Project includes new facilities for bicycle and pedestrian movement that are  
4 equal to or in excess of what may currently exist; (e) the proposed quitclaims of public right-of-  
5 way are consistent with the Bayview Hunters Point Redevelopment Plan and the Hunters  
6 Point Shipyard Redevelopment Plan, as both were amended on August 3, 2010, and (f) the  
7 value of such exchange for future public right-of-way and other public benefits is equal or in  
8 favor of the City; and, be it

9           FURTHER RESOLVED, That the Board of Supervisors directs the Clerk of the Board  
10 to transmit to the Department of Public Works a certified copy of this Resolution, and the  
11 Board of Supervisors urges the Director of Public Works and the Clerk of the Board to publish  
12 and post this Resolution and to give notice of the hearing of such contemplated action in the  
13 manner required by law.

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REFERENCES LIST RIGHT SIDE OF THIS SHEET APPLICABLE TO ALL SHEETS THIS SUR MAP.

APP.	DESCRIPTION	BY	APP.

BY	DATE	DR	TR	CL	CHK
	04/12/2013				

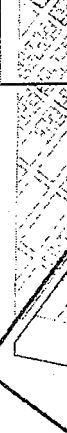
APPROVED: *[Signature]*  
 DATE: 2/20/14

CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS  
 COUNTY SURVEYOR  
 SCALE: 1"=1200'  
 SHEET 1 OF 10  
 FILE SUR - 6010  
 CHANGE

CITY AND COUNTY OF SAN FRANCISCO  
 SAN MATEO COUNTY LINE

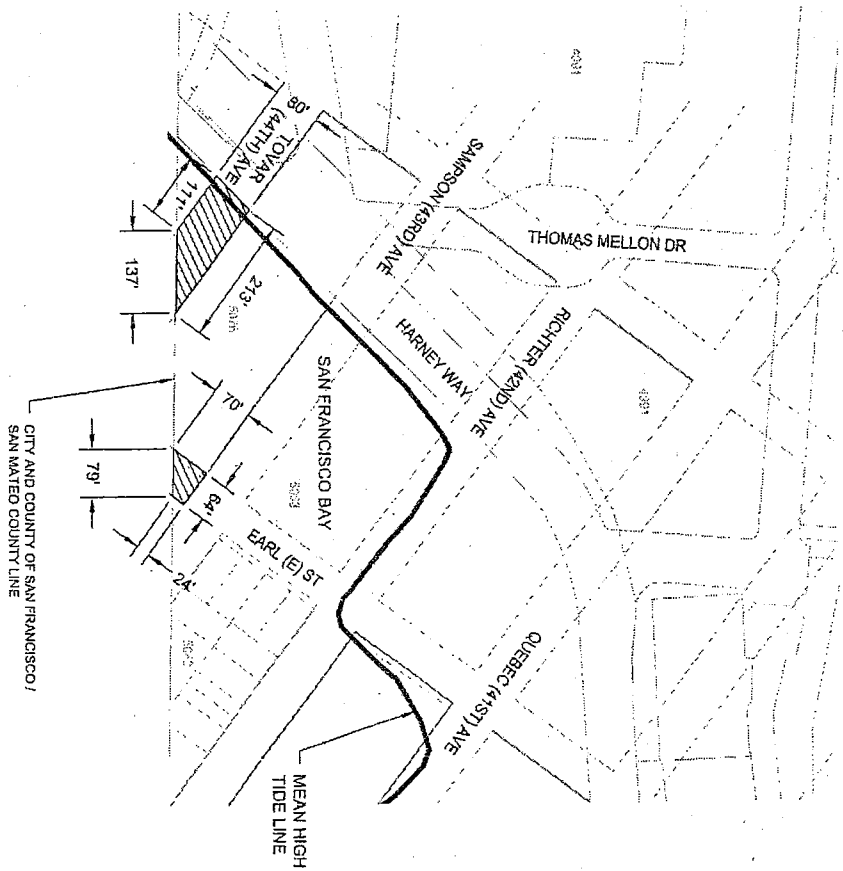
CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS

KEY MAP  
 SCALE: 1" = 1200'



LEGEND:  
 4 SHEET NUMBER

- REFERENCES:
1. BOARD OF TIDE LAND COMMISSIONERS (SITC) SALT MARSH AND TIDE LANDS MAP SOUTH OF SECOND STREET -- 1888.
  2. T-24-B BURTON ACT MAP - LANDS TRANSFERRED IN TRUST TO THE CITY AND COUNTY OF SAN FRANCISCO -- 1974.
  3. T-21-1 HISTORIC MAPS OF SAN FRANCISCO.
  4. ROS HUNTERS POINT SHIPYARD PARCEL A SURVEY MAP BOOK AA PAGES 49-58 AND SURVEY MAP BOOK AA PAGES 170-174.



CITY AND COUNTY OF SAN FRANCISCO /  
SAN MATEO COUNTY LINE

- LEGEND:
- ASSESSOR'S BLOCK NUMBER
  - STREET PROPOSED TO BE VACATED
  - BTLC STREET NAME



REFERENCES

- 1-17-18 OPENING OF HARNEY WAY FROM JAMESTOWN AVENUE TO COUNTY LINE
- 1-29-83 WIDENING OF HARNEY WAY FROM JAMESTOWN AVENUE TO ALAMA WAY

APR	DESCRIPTION	BY	DATE

DR.	BY	DATE	APPROVED	DATE	SCALE	SHEET	FILE	CHANGE
		10/16/2013			1"=200'	2	SUR - 6010	
		10/16/2013						

CITY AND COUNTY OF SAN FRANCISCO  
DEPARTMENT OF PUBLIC WORKS

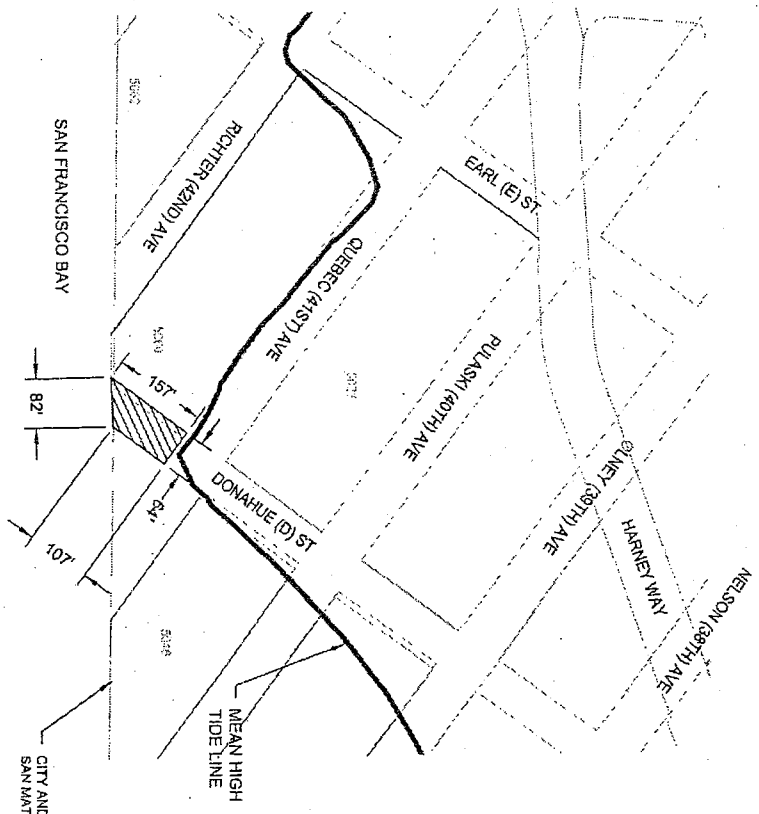
VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
HUNTERS POINT SHIPYARD PHASE II AND CANDLESICK POINT PROJECT

COUNTY SUBSECTION

- NOTES:
1. NOT USED.
  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
  4. DIMENSIONS SHOWN ARE APPROXIMATE.
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_

**NOTES:**

1. NOT USED.
2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
4. DIMENSIONS SHOWN ARE APPROXIMATE.
5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_



**LEGEND:**  
 3172 ASSESSOR'S BLOCK NUMBER  
 ( ) STREET PROPOSED TO BE VACATED  
 ( ) BTLC STREET NAME



REFERENCES

APR	DESCRIPTION	BY	DATE

TABLE OF CHANGE

APR	DESCRIPTION	BY	DATE

CAUTION: CHECK WITH TRACING TO SEE IF YOU HAVE A REVISION

**CITY AND COUNTY OF SAN FRANCISCO**  
 DEPARTMENT OF PUBLIC WORKS

**VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT**

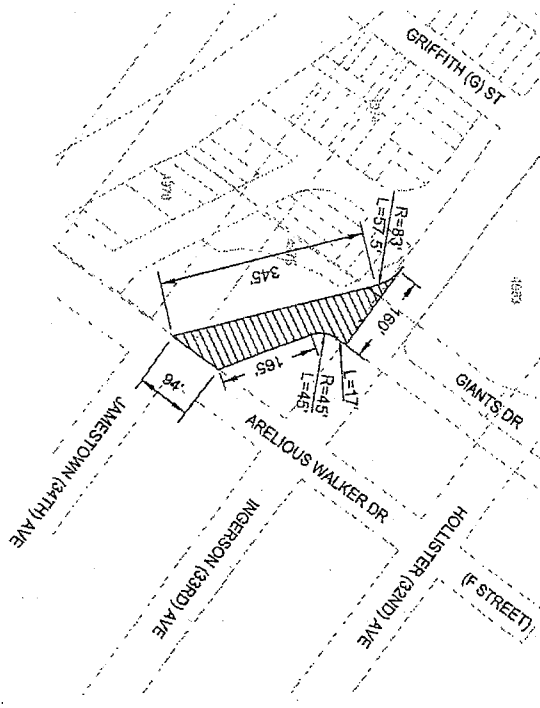
APPROVED: *Sed Sheet 1* DATE: 2/20/14

COUNTY SURVEYOR: \_\_\_\_\_ DATE: \_\_\_\_\_

SCALE: 1"=200'  
 SHEET: 3 OF 18

FILE: SUR - 6010

CHARGE: \_\_\_\_\_



LEGEND:  
 [Hatched Box] ASSESSOR'S BLOCK NUMBER  
 [Hatched Box] STREET PROPOSED TO BE VACATED  
 ( ) RT/C STREET NAME



REFERENCES  
 A-17-47 WIDENING AND EXTENSION OF  
 INGERSON AVENUE  
 A-17-48 WIDENING OF GIANTS DRIVE

DESCRIPTION	BY
TABLE OF CHANGE	APP
CAUTION: CHECK WITH INSURANCE AGENT TO VERIFY CURRENT LIABILITY INSURANCE COVERAGE	APP

BY	DATE
DR. GND	10/16/2013
TR	
CK. MKC	10/16/2013
APP	
APP	

CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS

VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
 HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT

APPROVED: See Sheet I [Signature]  
 DATE: 2/20/14

COUNTY SURVEYOR: SCALE 1"=200' FILE  
 SHEET 4 OF 18 SUR - 6010 CHANGE

- NOTES:**
1. NOT USED.
  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
  4. DIMENSIONS SHOWN ARE APPROXIMATE.
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_

REFERENCES  
 T-17-17 OPENING OF HUNTERS POINT EXPRESSWAY FROM GILMAN AVENUE TO COUNTY LINE

TABLE OF CHANGE

APP.	DESCRIPTION	BY	APP.

CANNOT CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION

BY	DATE	APPROVED	DATE
DIR	10/16/2013		
TR			
CHK	10/19/2013		
APP			

CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS

VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
 HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT

APPROVED: *See Sheet 1*  
 DATE: 2/20/14

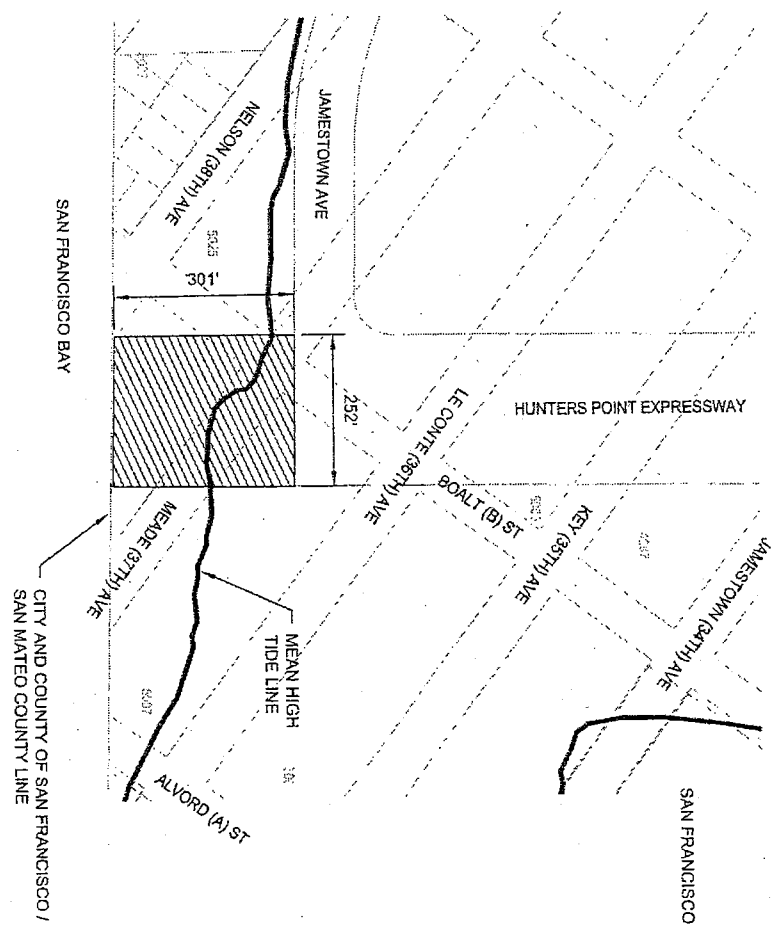
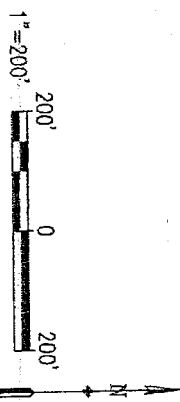
COUNTY ENGINEER: *[Signature]*

SCALE: 1"=200'  
 SHEET: 5 OF 18

FILE: SUR - 6010

CHANGE:

LEGEND:  
 ASSESSOR'S BLOCK NUMBER  
 STREET PROPOSED TO BE VACATED  
 BTLC STREET NAME



- NOTES:
1. NOT USED.
  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
  4. DIMENSIONS SHOWN ARE APPROXIMATE.
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_

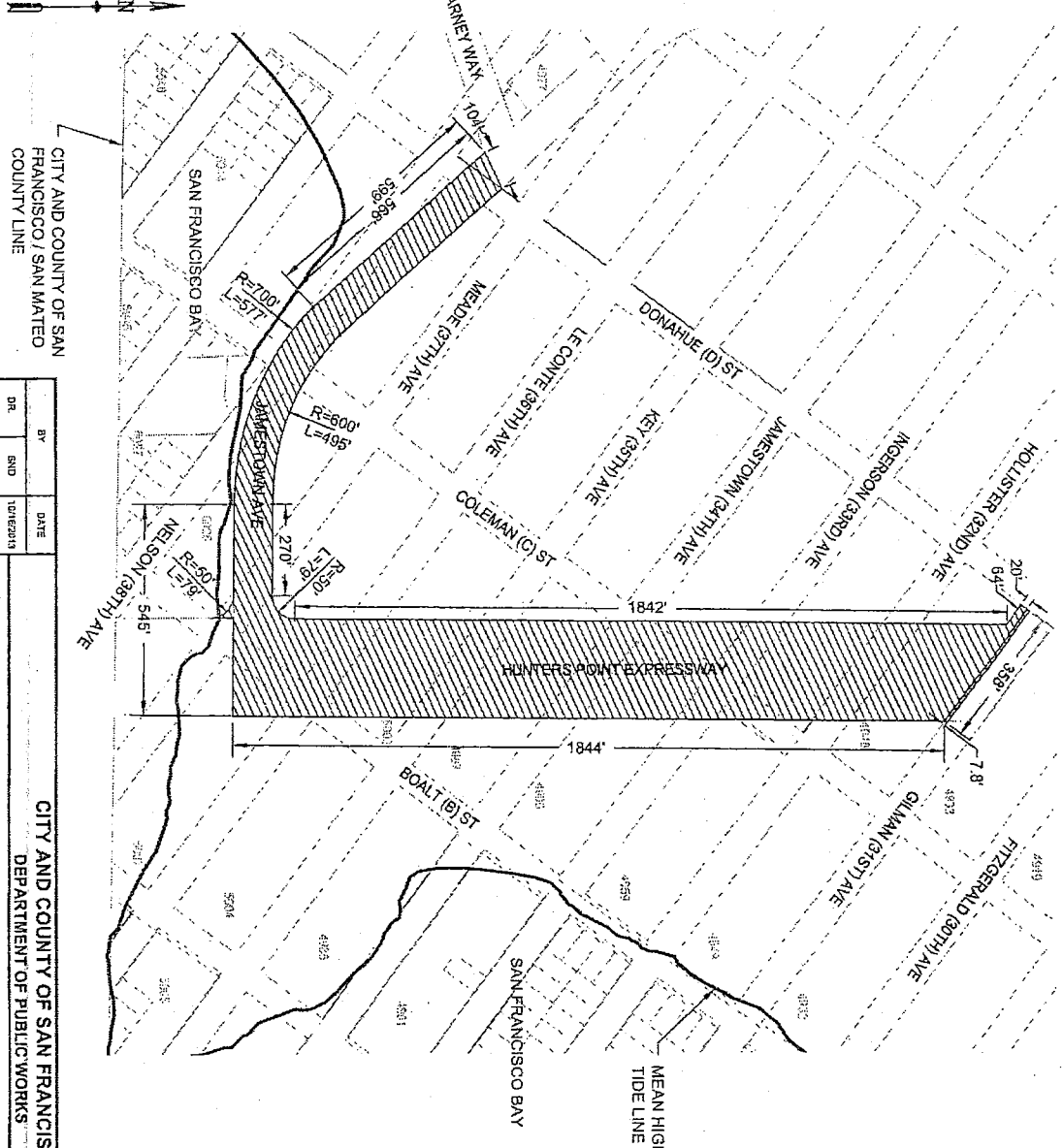
**NOTES:**

1. NOT USED.
2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
4. DIMENSIONS SHOWN ARE APPROXIMATE.
5. VACATION OF CERTAIN AREAS IS CONTINGENT UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_

- LEGEND:**
- ASSESSOR'S BLOCK NUMBER
  - STREET PROPOSED TO BE VACATED
  - BTLC STREET NAME



REFERENCES  
 SUR 74 BAYVIEW STADIUM  
 1-17-15 WIDENING OF GILMAN AVENUE  
 1-17-16 WIDENING OF HUNTERS POINT EXPRESSWAY TO REDONDO STREET



CITY AND COUNTY OF SAN FRANCISCO/ SAN MATEO COUNTY LINE

BY	DATE
DR	10/16/2013
TR	
ADR	10/16/2013
OK	
APR	

GAUTONK CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION

TABLE OF CHANGE

DESCRIPTION	BY	DATE
	DR	10/16/2013
	TR	
	ADR	10/16/2013
	OK	
	APR	

CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS

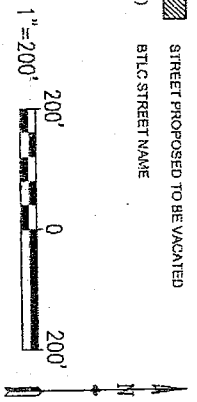
VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
 HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT

See Sheet 1  
 2/20/14

SCALE 1"=300'  
 SHEET 6 OF 18

FILE SUR - 6010

REFERENCES  
T-17-15 WIDENING OF GILMAN AVENUE



LEGEND:  
 20' ASSESSOR'S BLOCK NUMBER  
 STREET PROPOSED TO BE VACATED  
 ( ) BTLC STREET NAME

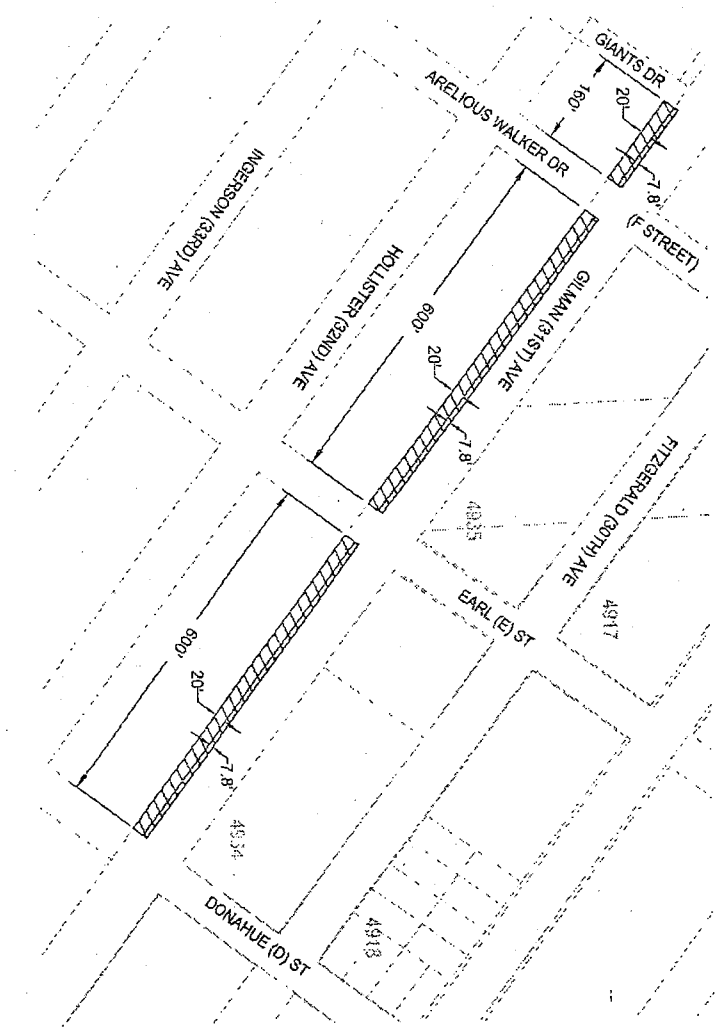


TABLE OF CHANGE

APP.	DESCRIPTION	BY	DATE
APP.			
APP.			

CAUTION: CHECK WITH TACKLING TO SEE IF YOU HAVE LATEST REVISION

BY	DATE
DR.	10/18/2013
TR.	
CK.	10/18/2013
APP.	

CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS

VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
 HUNTERS POINT SHIPYARD PHASE II AND CANDELESTICK POINT PROJECT

APPROVED: *[Signature]* DATE: 2/20/14

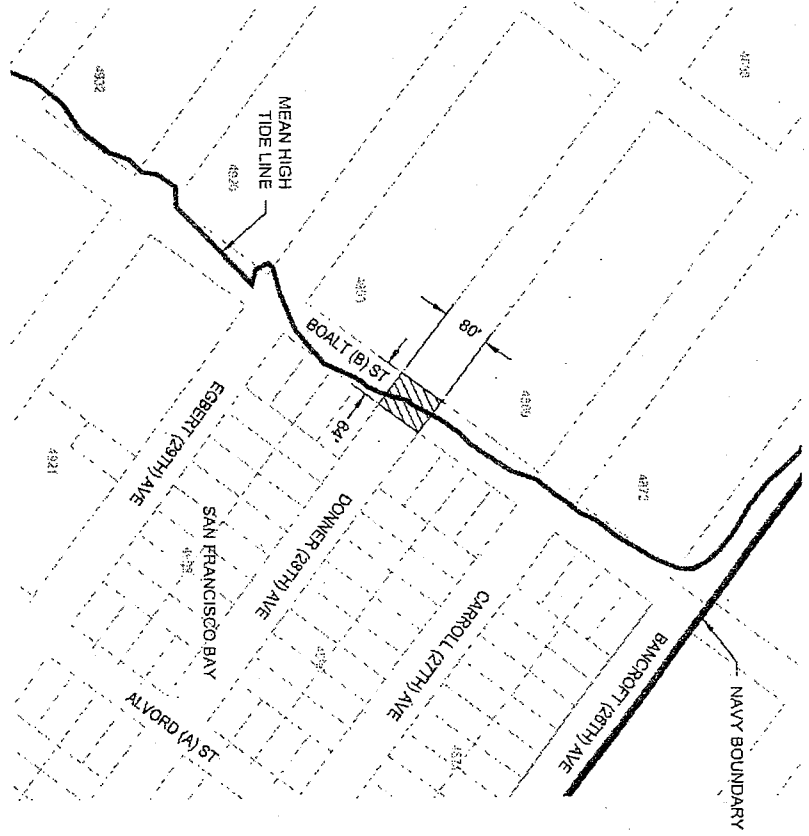
SCALE: 1" = 200'  
 SHEET: 7 OF 10

COUNTY SURVEYOR: [Signature]

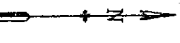
SUR - 6010

- NOTES:
1. NOT USED.
  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
  4. DIMENSIONS SHOWN ARE APPROXIMATE.
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_





- LEGEND:
- ASSESSOR'S BLOCK NUMBER
  - STREET PROPOSED TO BE VACATED
  - BTLIC STREET NAME



- NOTES:
1. NOT USED.
  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
  4. DIMENSIONS SHOWN ARE APPROXIMATE.
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_

REFERENCES

SUR 681

APP.	DESCRIPTION	BY	APP.

TABLE OF CHANGE

CAUTION: CHECK WITH THE ARCHITECT TO SEE IF YOU HAVE LATEST REVISION

AV	DATE
DR	10/18/2013
TR	
CK	10/18/2013
APP	

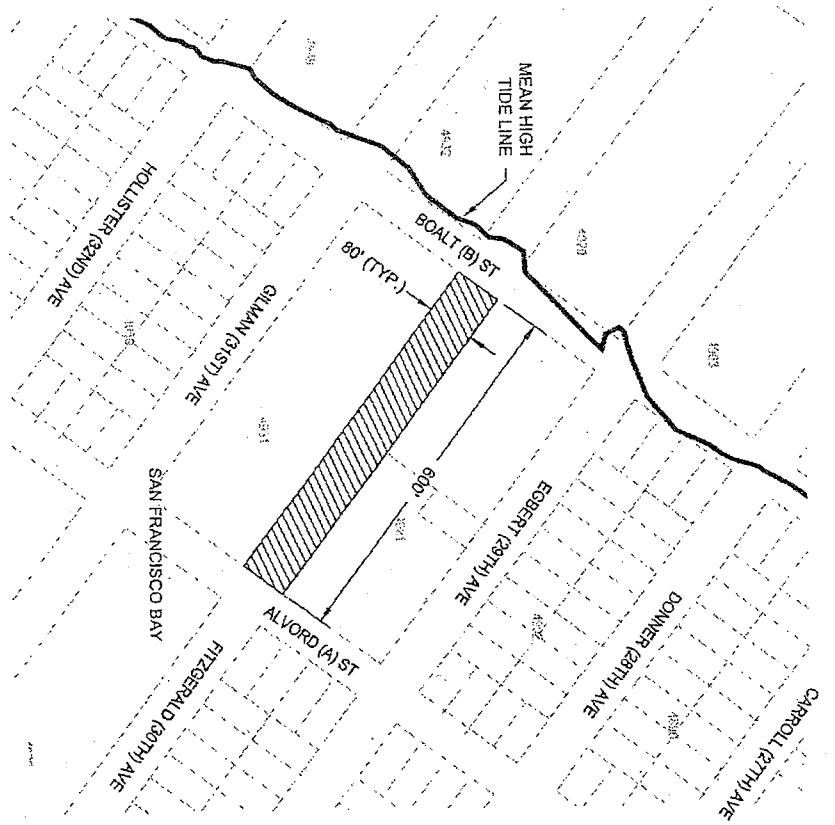
CITY AND COUNTY OF SAN FRANCISCO  
DEPARTMENT OF PUBLIC WORKS

VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT

APPROVED: *See Sheet 1*  
DATE: 2/20/14

SCALE: 1"=200'  
SHEET: 8 OF 18

FILE: SUR - 6010

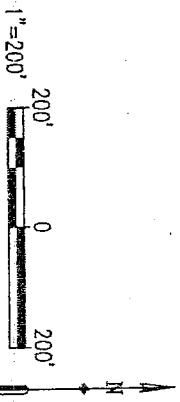


LEGEND:

ASSESSOR'S BLOCK NUMBER

STREET PROPOSED TO BE VACATED

BTLD STREET NAME



REFERENCES  
SUR 881

APP.	DESCRIPTION	DATE
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TABLE OF CHANGE  
CAUTION: CHECK WITH TRAFFIC TO SEE IF YOU HAVE LATEST REVISION

BY	DATE	APPROVED	DATE
DR	SND	10/10/2013	
TR			
CK	MDK	10/18/2013	
APP			

CITY AND COUNTY OF SAN FRANCISCO  
DEPARTMENT OF PUBLIC WORKS

VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT

APPROVED: *See Sheet 1*

DATE: 2/20/14

COUNTY SIGNATURE: \_\_\_\_\_

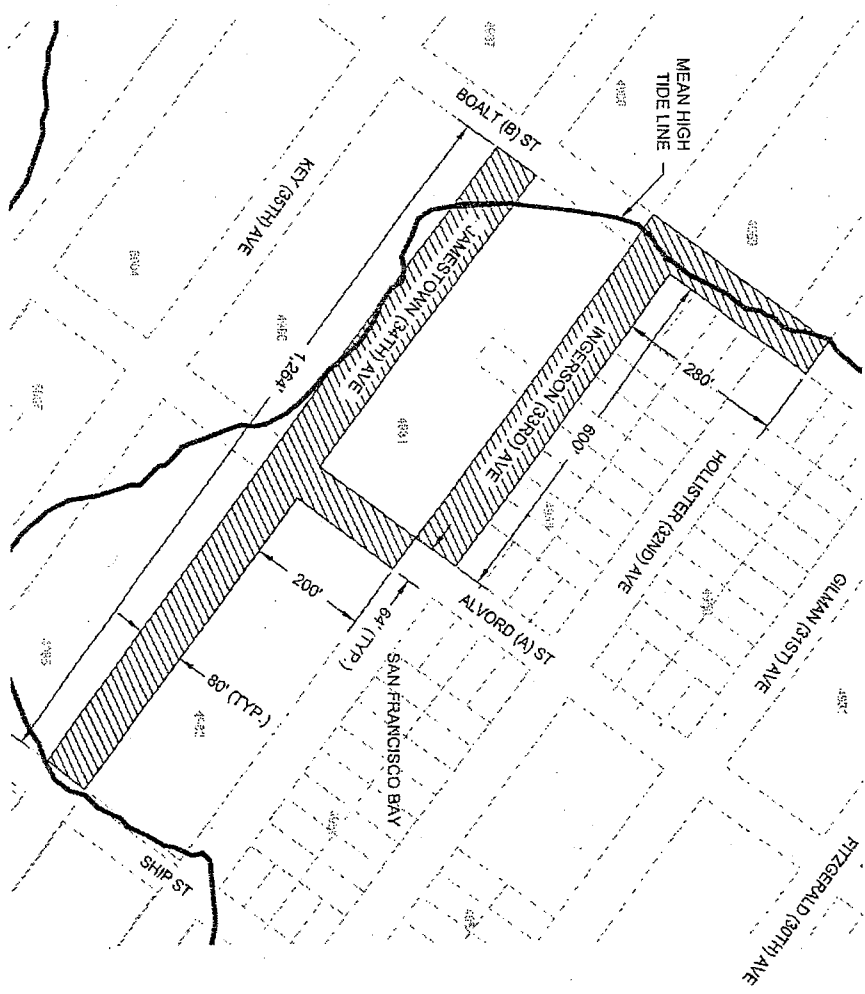
SCALE: 1"=200'

SHEET 9 OF 18

FILE: SUR - 6010

CHANGE:

- NOTES:
1. NOT USED.
  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
  4. DIMENSIONS SHOWN ARE APPROXIMATE.
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_



LEGEND:  
 ASSESSOR'S BLOCK NUMBER  
 STREET PROPOSED TO BE VACATED  
 BTLC STREET NAME



REFERENCES  
 SUR 601

APR.	DESCRIPTION	BY	APR.

CAUTION: CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION.

BY	DATE
DR.	10/18/2013
TR	
CK.	10/18/2013
MDR	
APR.	

CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS

VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
 HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT

APPROVED: *Sec Sheet 1*  
 DATE: 2/20/14

COUNTY SUPERVISOR OF SHEET 10 OF 18

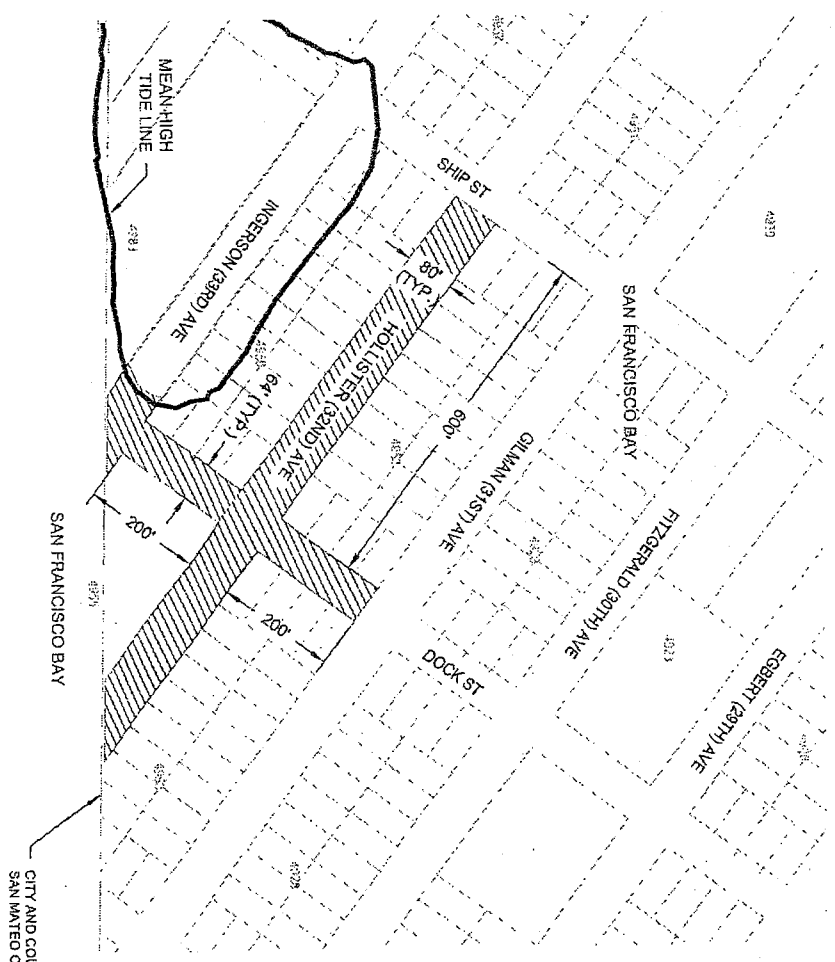
SCALE: 1"=200'

FILE: SUR - 60-10

CHANGE:

- NOTES:
1. NOT USED.
  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
  4. DIMENSIONS SHOWN ARE APPROXIMATE.
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_

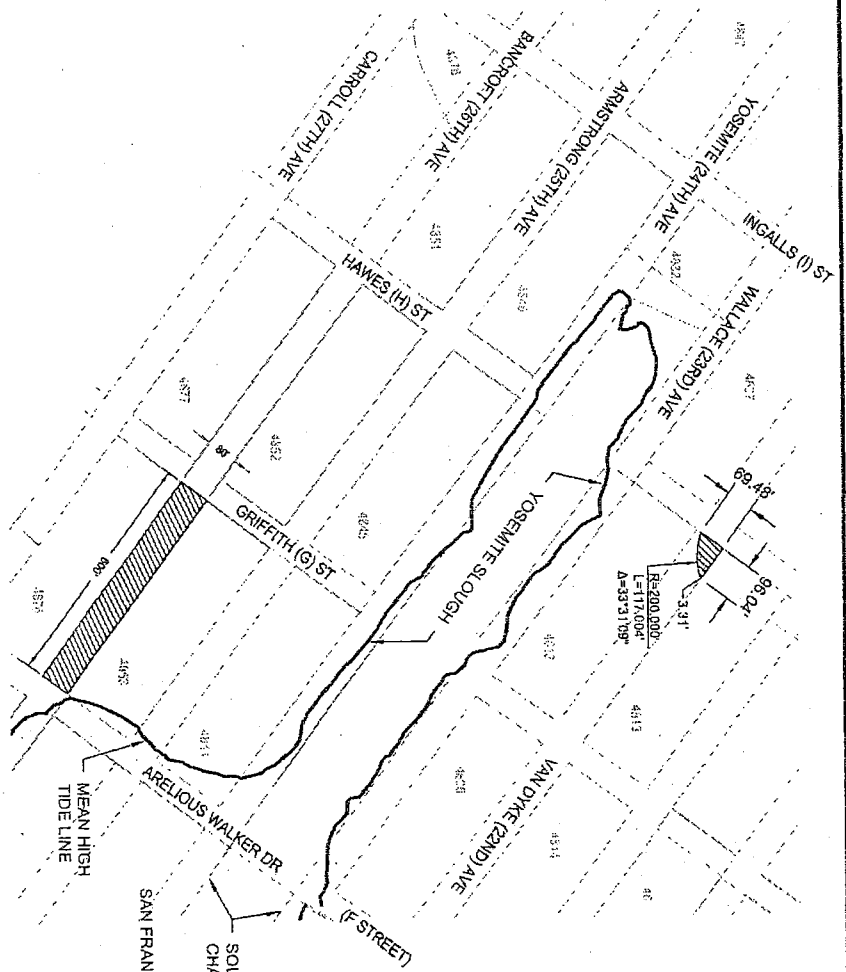
- NOTES:**
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  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
  4. DIMENSIONS SHOWN ARE APPROXIMATE
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_



- LEGEND:**
- ASSESSOR'S BLOCK NUMBER
  - STREET PROPOSED TO BE VACATED
  - BT/C STREET NAME



REFERENCES		SUR 881	
TABLE OF CHANGE		CAUTION: CHECK WITH READING TO SEE IF YOU HAVE LATEST REVISION	
BY	DATE	BY	DATE
DIR	SND 10/16/2013	DIR	SND 10/16/2013
TR		TR	
CK	MDR 10/16/2013	CK	MDR 10/16/2013
APP		APP	
APPROVED		DATE 2/20/14	
<p align="center"><b>CITY AND COUNTY OF SAN FRANCISCO</b> DEPARTMENT OF PUBLIC WORKS</p> <p align="center"><b>HUNTERS POINT SHIPYARD PHASE II AND CANDESTICK POINT PROJECT</b></p>		<p align="center">SCALE 1"=200'</p> <p align="center">SHEET 11 OF 18</p> <p align="center">FILE SUR - 6010</p>	
COUNTY SUPERVISOR		CHANCE	



- LEGEND:
- ASSESSOR'S BLOCK NUMBER
  - STREET PROPOSED TO BE VACATED
  - STLC STREET NAME

REFERENCES  
 SUR 881 VAN DYKE AVENUE (HAWES STREET  
 TO GRIFFITH STREET)  
 SUR 2488

DESCRIPTION	BY	DATE
APP		

BY	DATE
DR.	10/16/2013
TR.	
CK.	10/16/2013
APR.	

CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS

VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
 HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT

APPROVED: *See Sheet 1*  
 DATE: 2/20/14

SCALE: 1"=300'  
 SHEET 12 OF 18

FILE: SUR - 6010

CHANGED

- NOTES:
1. NOT USED.
  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_.
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_.
  4. DIMENSIONS SHOWN ARE APPROXIMATE.
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_.

REFERENCED  
 PARCEL MAP 5217  
 SUR 881

TABLE OF CHANGE

CAUTION: CHECK WITH TRAINING TO SEE IF YOU HAVE LATEST REVISION

BY	DATE	DESCRIPTION
DR	SND	10/18/2013
DK	MDK	10/18/2013
BY	APP	

BY	DATE	DESCRIPTION
DR	SND	10/18/2013
DK	MDK	10/18/2013
BY	APP	

CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS

**VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
 HUNTERS POINT SHIPYARD PHASE II AND CANDLESICK POINT PROJECT**

APPROVED  
 See Sheet 1  
 DATE 2/20/14

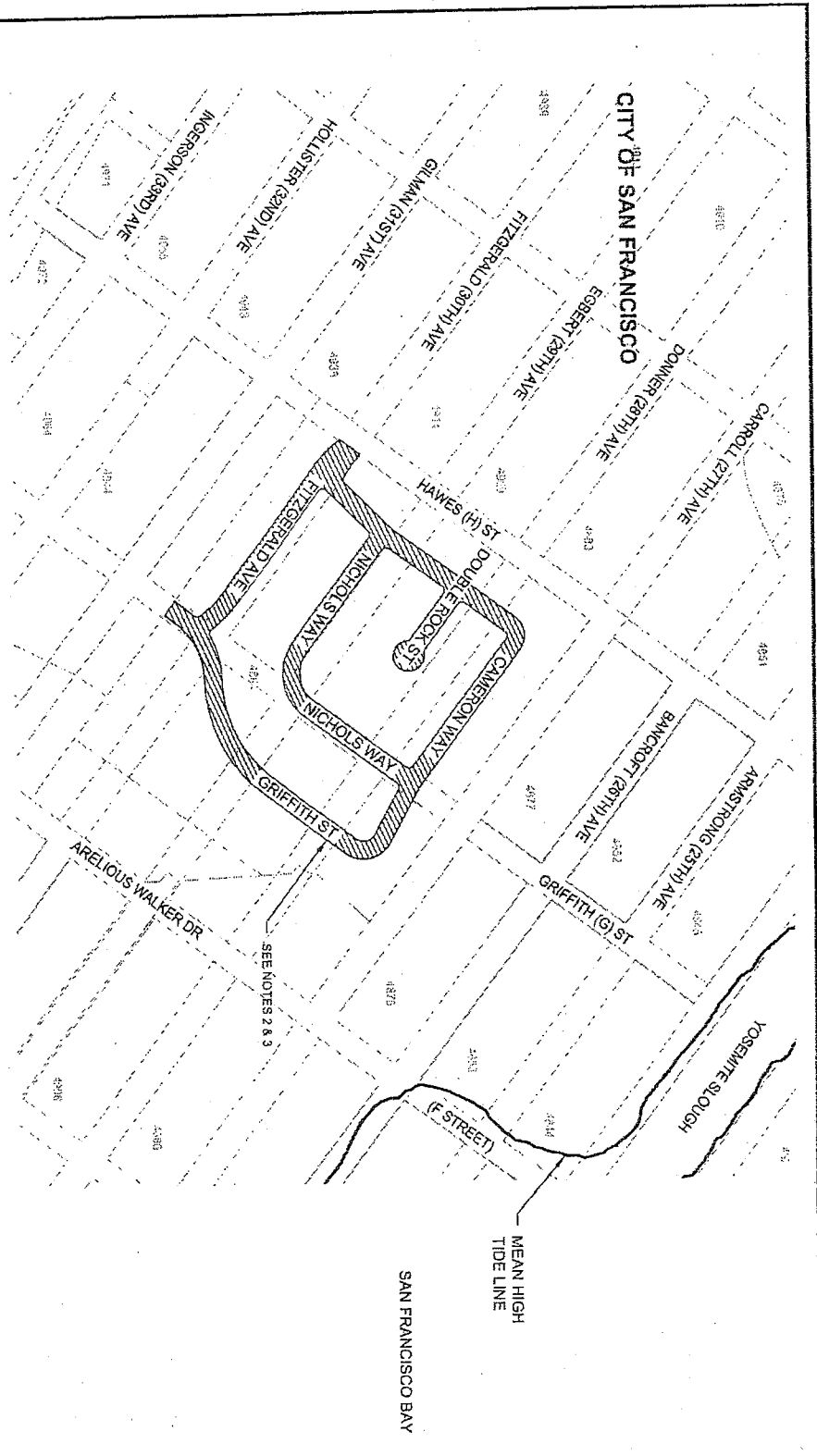
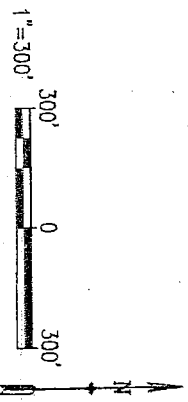
COUNTY SUPERVISOR

SCALE 1"=300'  
 SHEET 13 OF 18

FILE  
**SUR - 6010**

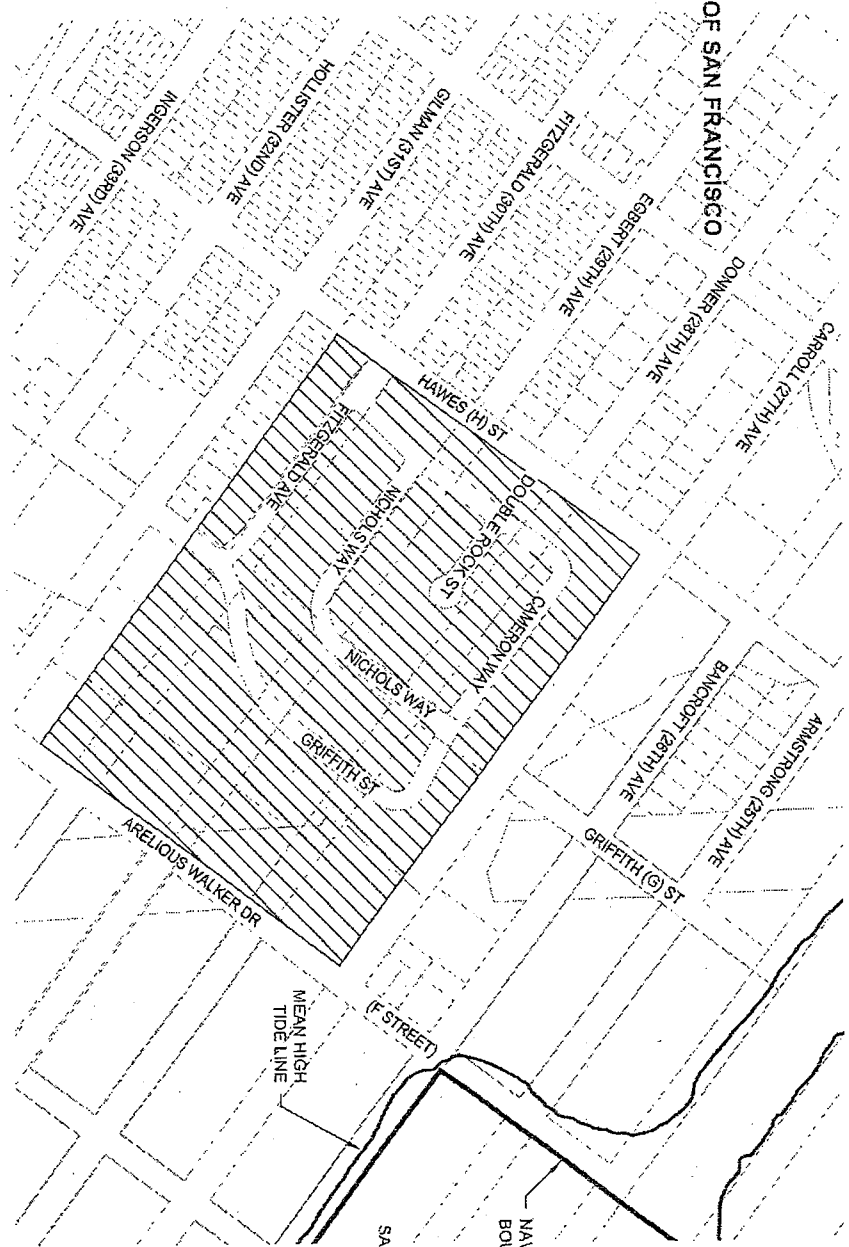
CHANGE

**LEGEND:**  
 ASSESSOR'S BLOCK NUMBER  
 STREET PROPOSED TO BE VACATED  
 BT/C STREET NAME



- NOTES:**
1. NOT USED.
  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
  4. NOT USED.
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_

CITY OF SAN FRANCISCO



LEGEND:  
 ASSESSOR'S BLOCK NUMBER  
 BLOCKS / AREAS PROPOSED TO HAVE PUBLIC SERVICE EASEMENTS VACATED  
 ( ) BTL/C STREET NAME

REFERENCES  
 PARCEL MAP 9217  
 SUR 891

TABLE OF CHANGE

APR.	DESCRIPTION	BY

CAUTION: CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

BY	DATE
DR.	10/15/2013
TR.	
CR.	10/15/2013
APR.	

CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS

VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
 HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT

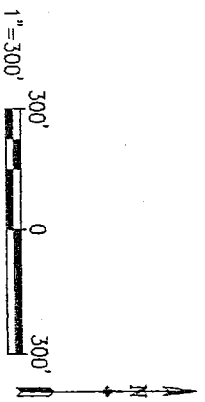
APPROVED: See Sheet 1  
 DATE: 2/20/14

COUNTY SUPERVISOR: [Signature]

SCALE: 1"=300'  
 SHEET: 14 OF 18

FILE: SUR - 6010

CHANGE:



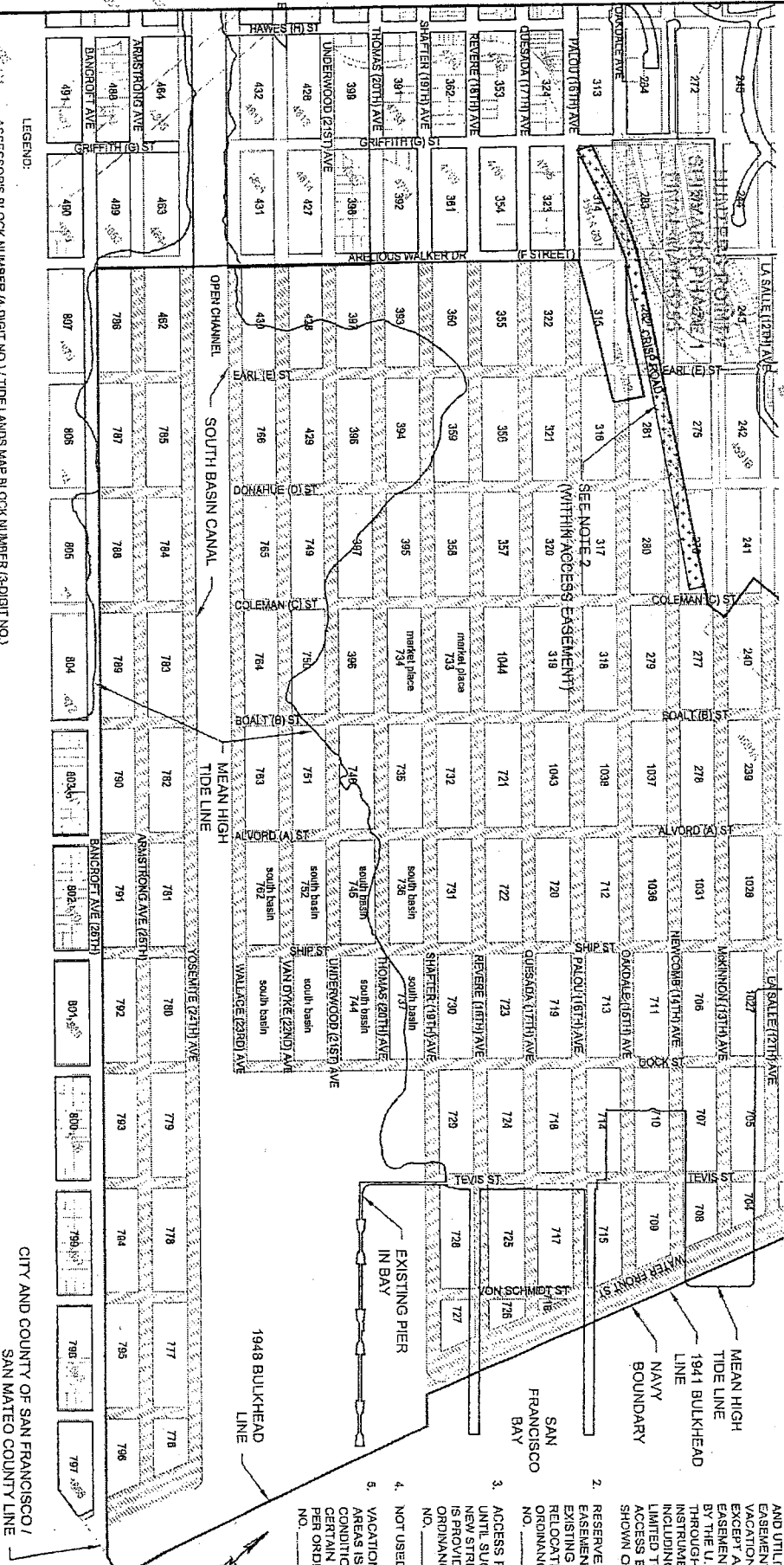
- NOTES:
1. NOT USED.
  2. RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
  3. ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
  4. NOT USED
  5. VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_





CITY OF  
SAN FRANCISCO

CONTINUED ON SHEET 15



LEGEND:  
ASSESSOR'S BLOCK NUMBER (4-DIGIT NO.) / TIDE LANDS MAP BLOCK NUMBER (3-DIGIT NO.)  
STREET PROPOSED TO BE VACATED  
ACCESS EASEMENT PER DEED FROM NAVY  
BTLC STREET NAME



REFERENCES  
FOS HUNTERS POINT SHIPYARD TOWELL MAP,  
SURVEY MAP BOOK 2 PAGES 135-147  
SUR 881

TABLE OF CHANGE

DESCRIPTION	BY	DATE
APPR		
OSBORNE		
BY		
APPR		

TABLE OF CHANGE

DATE	BY	DATE
APPR		
OSBORNE		
BY		
APPR		

CITY AND COUNTY OF SAN FRANCISCO  
DEPARTMENT OF PUBLIC WORKS  
VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
HUNTERS POINT SHIPYARD PHASE II AND CANDESTICK POINT PROJECT  
APPROVED  
See Sheet 1  
2/20/14  
COUNTY SUPERVISOR

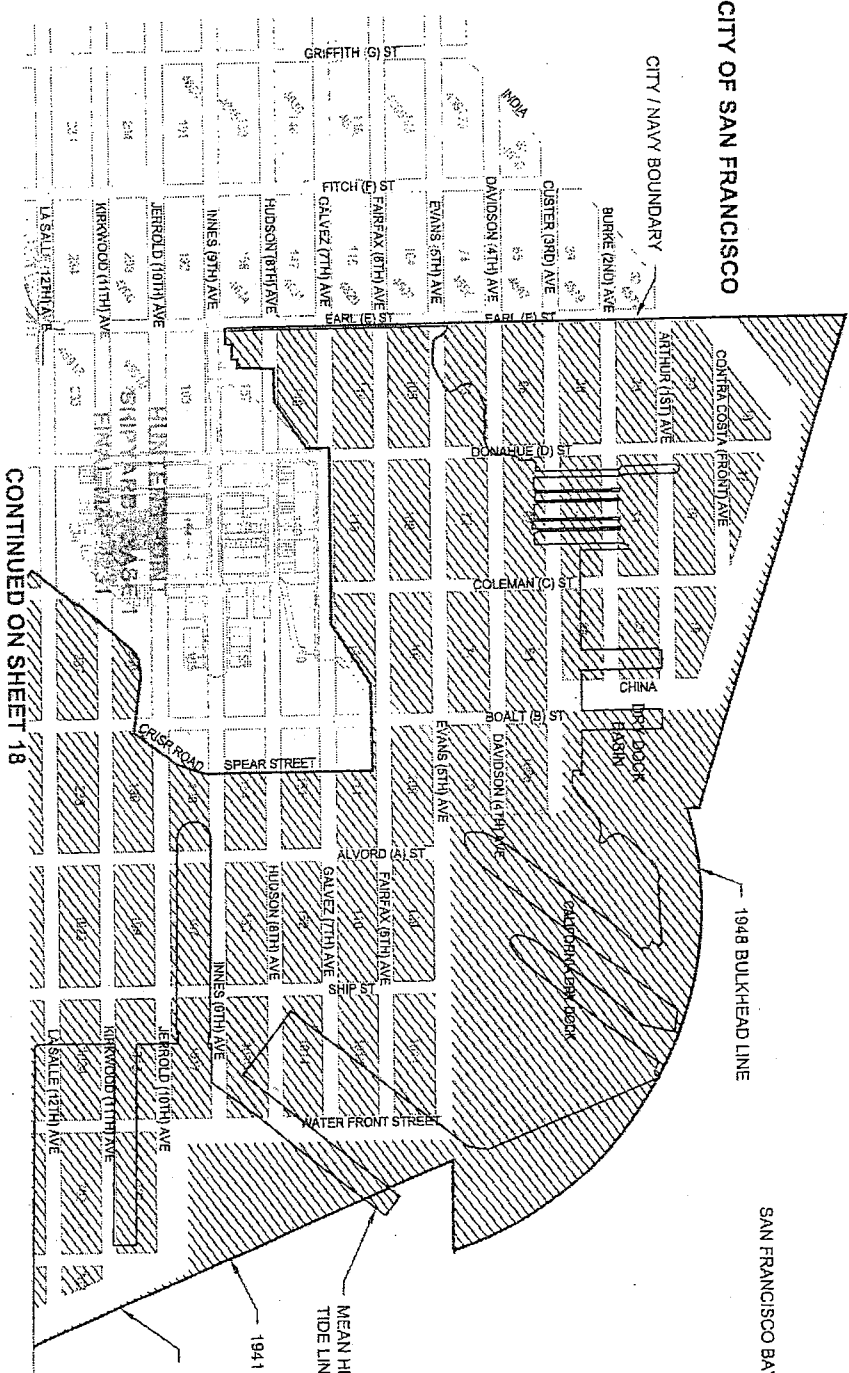
SCALE: 1"=600'  
SHEET 18 OF 18  
FILE SUR - 60710  
CHANGE

NOTES:

- VACATION INCLUDES ALL PUBLIC ACCESS AND UTILITY EASEMENTS IN THE VACATION AREA, EXCEPT ANY AND ALL EASEMENTS GRANTED BY THE U.S. NAVY THROUGH EXECUTED INSTRUMENTS, INCLUDING BUT NOT LIMITED TO THE ACCESS EASEMENT SHOWN ON SHEET 16.
- RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
- ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
- NOT USED.
- VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_

CITY OF SAN FRANCISCO

CITY / NAVY BOUNDARY



CONTINUED ON SHEET 18

NOTES:

- VACATION INCLUDES ALL PUBLIC ACCESS AND UTILITY EASEMENTS IN THE VACATION AREA, EXCEPT ANY AND ALL EASEMENTS GRANTED BY THE U.S. NAVY THROUGH EXECUTED INSTRUMENTS, INCLUDING BUT NOT LIMITED TO THE ACCESS EASEMENT SHOWN ON SHEET 18
- RESERVE UTILITY EASEMENTS UTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
- ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
- NOT USED.
- VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_

LEGEND:  
 ASSESSOR'S BLOCK NUMBER (4-DIGIT NO.) /  
 TIDE LANDS MAP BLOCK NUMBER (3-DIGIT NO.)  
 BLOCKS / AREAS PROPOSED TO HAVE PUBLIC SERVICE EASEMENTS VACATED  
 ( ) BTL/C STREET NAME



CITY AND COUNTY OF SAN FRANCISCO  
 DEPARTMENT OF PUBLIC WORKS

VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
 HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT

BY	DATE
GR.	12/16/2013
TR.	
MDR.	10/16/2013
APP.	

DESCRIPTION	BY
	APP.
	APP.

APPROVED  
 Sec Sheet 1  
 2/20/14

COUNTY SIGNATURE

SCALE 1"=600'  
 SHEET 17 OF 18

FILE SUR - 6010

CHARGE

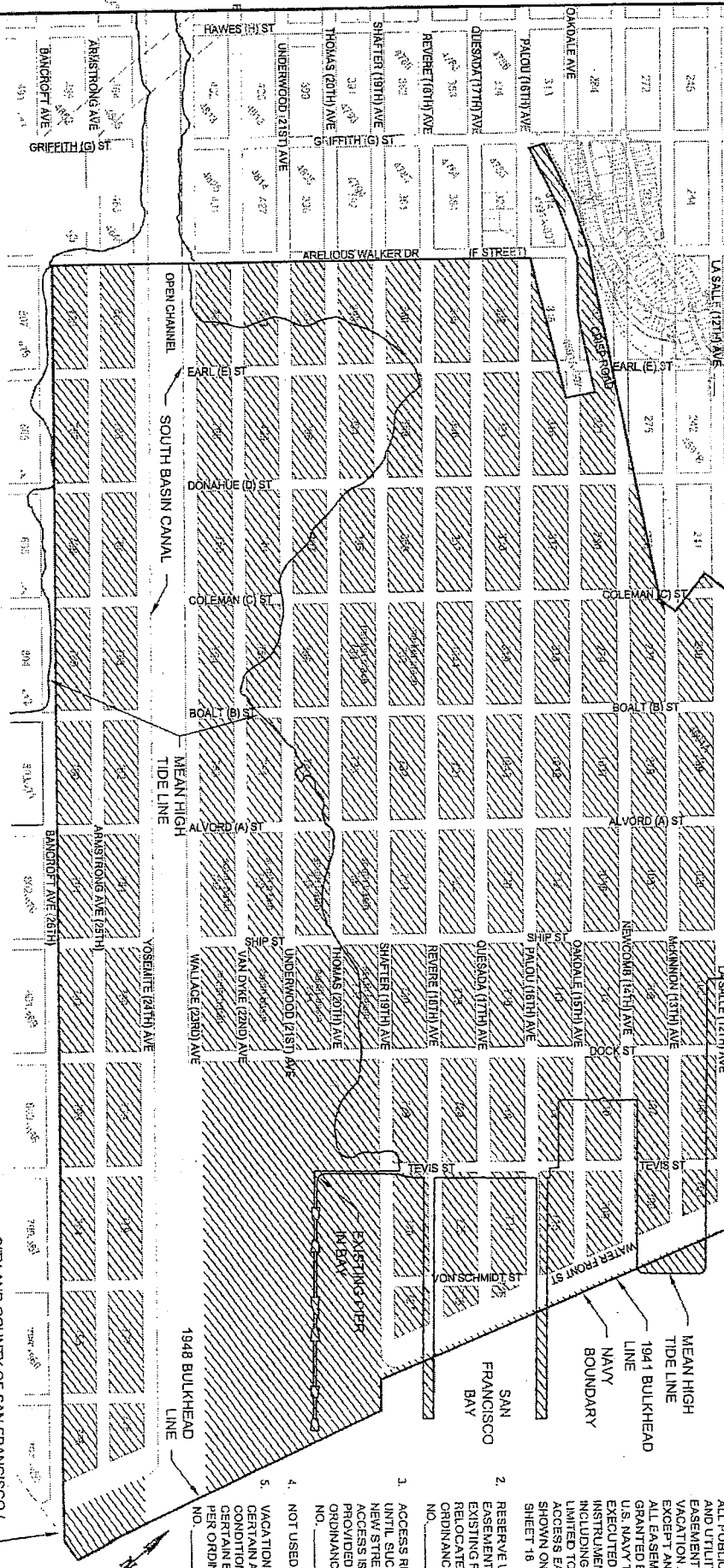
REFERENCES  
 SEE ABOVE

ROS HUNTERS POINT SHIPYARD (TOWILL MAP), SURVEY MAP BOOK 2 PAGES 135-147  
 ROS HUNTERS POINT SHIPYARD PARCEL A SURVEY MAP BOOK 2 PAGES 63-65  
 ROS 6431  
 FINAL MAP 4231  
 FINAL MAP 9295

CAUTION: CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

CITY OF  
SAN FRANCISCO

CONTINUED ON SHEET 17



CITY AND COUNTY OF SAN FRANCISCO /  
SAN MATEO COUNTY LINE



CITY AND COUNTY OF SAN FRANCISCO  
DEPARTMENT OF PUBLIC WORKS

VARIOUS STREET & EASEMENT VACATIONS IN CONNECTION WITH  
HUNTERS POINT SHIPYARD PHASE II AND CANDLESTICK POINT PROJECT

REFERENCE:  
ROG HUNTERS POINT SHIPYARD (TOWILL MAP),  
SURVEY MAP BOOK 2 PAGES 135-147  
SUR 881

LEGEND:

- ASSESSOR'S BLOCK NUMBER (ADJGT NO.)
- TIDE LANDS MAP BLOCK NUMBER (BDJGT NO.)
- BLOCKS / AREAS PROPOSED TO HAVE PUBLIC SERVICE EASEMENTS VACATED
- BULG STREET NAME

APP	DESCRIPTION	BY	DATE
APP			

APP	DATE	DESCRIPTION	BY	DATE
APP	2/20/14	See Sheet 1		

APP	DATE	DESCRIPTION	BY	DATE
APP	2/20/14	See Sheet 1		

NOTES:

- VACATION INCLUDES ALL PUBLIC ACCESS AND UTILITY EASEMENTS IN THE VACATION AREA, EXCEPT ANY AND ALL EASEMENTS GRANTED BY THE U.S. NAVY THROUGH EXECUTED INSTRUMENTS, INCLUDING BUT NOT LIMITED TO THE ACCESS EASEMENT SHOWN ON SHEET 16
- RESERVE UTILITY EASEMENTS UNTIL EXISTING FACILITY RELOCATED AS PER ORDINANCE NO. \_\_\_\_\_
- ACCESS RESERVED UNTIL SUCH TIME AS NEW STREET ACCESS IS PROVIDED AS PER ORDINANCE NO. \_\_\_\_\_
- NOT USED.
- VACATION OF CERTAIN AREAS IS CONDITIONED UPON CERTAIN EVENTS AS PER ORDINANCE NO. \_\_\_\_\_



# SAN FRANCISCO PLANNING DEPARTMENT

## General Plan Referral

*Date:* November 21, 2013  
*Case No.* Case No. 2007.0946R  
**Candlestick Point – Hunters Point Shipyard Phase II Various Street  
and Easement Vacations**

*Block / Lot:* See Attached Maps  
*Project Sponsor:* Lila Hussain  
Office of Community Investment & Infrastructure  
One South Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94108

*Applicant:* Same as Above

*Staff Contact:* Mat Snyder – (415) 575-6891  
[mathew.snyder@sfgov.org](mailto:mathew.snyder@sfgov.org)

*Recommendation:* Finding the project, on balance, is in conformity with  
the General Plan

*Recommended  
By:*   
John Rahaim, Director of Planning

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### BACKGROUND

We are in receipt of your request that the Planning Department consider a General Plan referral application concerning the vacation of a number of streets and easements in the area of Hunters Point Shipyard redevelopment Project Area and the Candlestick Point portion of the Bayview Hunters Point Redevelopment Project Area in furtherance of the implementation of the Candlestick Point – Hunters Point Shipyard Phase II Project ("Project").

The Project received its master entitlements in 2010, which included but were not limited to, amendments to the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plans, amendments to the Bayview Hunters Point Area Plan, establishment of the Candlestick Point Sub-Area Plan and the Hunters Point Shipyard Area Plan, and the establishments of new Special Use Districts for the two areas. As part of these approvals, General Plan and Planning Code Section 101.1 findings were made under Planning Commission Motion No. 18101. These findings anticipated several actions including the right-of-way vacations, dedications, and easements such as those being proposed here.

## PROJECT DESCRIPTION

The Candlestick Point and Hunters Point Shipyard areas of San Francisco currently feature a complex pattern of streets (both visible and paper) and parcels (both on land and submerged), which, in turn, feature a complex and multi-layered pattern of ownership, easements, and other encumbrances. The Project envisions (and was approved for) and complete remapping of the blocks, lots, streets, and other rights-of-way to enable a new mixed-use community. As part of the implementation of the Project, a Public Trust Exchange Agreement was approved with the Port of San Francisco, The Redevelopment Agency, and California Department of Parks and Recreation, in part, enable the establishment of new streets and blocks, to release some land from various use encumbrances and prepare others to be impressed with the Public trust .

The actions proposed as a part of this General Plan Referral include the following:

- Vacation of a portion of Tovar Street (a submerged paper street south of Harney Way) (Sheet 2);
- Vacation of portion of Earl Street ( a submerged paper street south of Harney Way) (Sheet 2);
- Vacation of portion of Donahue Street (a submerged paper street south of Harney Way) (Sheet 3);
- Vacation of paper street (unnamed) north of Arelious Walker Drive which no longer anticipated to be improved as a street as part of the approved Project (Sheet 4);
- Vacation of the paper street portion of Hunters Point Expressway (partially submerged) which now proposed for open space and therefore incompatible with the approved Project (Sheet 5);
- Vacation of the improved portions of Jamestown Avenue and the Hunters Point Expressway that currently boarder Candlestick Park's parking lot, which are not planned to be used as streets as part of the approved Project; the notes on Map Sheet 6 indicate access to the right-of-way will be reserved until such time as new street access is provided; (Sheet 6);
- Vacation of portion of the width of Gilman between Giants Drive and the Hunters Point Expressway, which is not planned to be used as street space as part of the approved Project; the notes on Map Sheet 7 indicate access to the right-of-way will be reserved until such time as new street access is provided;; (Sheet 7);
- Vacation of portion of Donner Avenue (a partially submerged paper street to the southeast of CPSRA shoreline) (Sheet 8);
- Vacate a portion of Fitzgerald Avenue (a submerged paper street to the southeast of CPSRA shoreline) (Sheet 9);
- Vacation of portions of Jamesown Avenue, Alvord Street, and Ingerson Avenue, (submerged paper streets to the southeast of CPSRA shoreline) (Sheet 10);
- Vacation of portions of Hollister Avenue, Dock Street and Ingerson Avenue (submerged paper streets to the esat of the CPSRA shoreline) (Sheet 11);
- Vacation of a paper street portion of Bancroft Avenue, which is part of the CPSRA and the Yosemite Slough restoration project (Sheet 12);
- Vacate the improved internal Alice Griffith Street grid, where a new block pattern and street grid and now planned as part of the approved Project; the notes on Map Sheet 13 indicate access to the right-of-way will be reserved until such time as new street access is provided; (Sheet 13);

**GENERAL PLAN REFERRAL  
CANDLESTICK POINT HUNTERS POINT SHIPYARD  
PHASE II RIGHTS-OF-WAY AND PARCEL VACATIONS**

**CASE NO. 2007.0946R**

- Vacation of the existing blocks, parcels and utility easements within Alice Griffith, where a new block and street grid are now planned as part of the approved Project; the notes on Map Sheet 6 indicate access to the right-of-way and easements will be reserved until such time as new street access and new facilities are provided; (Sheet 14);
- Vacation of the existing paper streets (partially submerged) at Hunters Point Shipyard where a new block and street grid are now planned as part of the approved Project (Sheets 15 and 16);
- Vacation of the existing parcels and utility easements (partially submerged) at Hunters Point Shipyard where a new block and street grid are now planned as part of the approved Project (Sheets 17 and 18).

**ENVIRONMENTAL REVIEW**

On 11/16/2013, the Environmental Planning Section of the Planning Department determined that various actions described here were covered by the Final Environmental Impact Report for the Candlestick Point Hunters Point Shipyard Phase II Project certified by the Planning Commission and the former Redevelopment Commission respectively under Motion No. 18096 and Resolution 59-2010.

**GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION**

The Planning Department has found that the actions described above are consistent with and further the approved Project. As noted above, under Planning Commission Motion No. 18101, the Planning Commission made master General Plan and Planning Code Section 101.1 in conjunction with the master Project approvals. Because the proposed actions described above are consistent with the approved Project, which was found to be consistent with the General Plan and Planning Code section 101.1, these actions are hereby consistent with the General Plan and Planning Code section 101.1 (Planning Commission Motion 18101 and Exhibit A are attached).

<b>RECOMMENDATION:</b> <b>Finding the Project, on balance, in-conformity with the General Plan</b>
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**Exhibit A**  
**To Planning Commission Resolution No. 18101**

**Candlestick Point – Hunters Point Shipyard Phase 2 Development Project**  
**General Plan Findings and Planning Code Section 101.1 Findings**

The following constitute findings that the Candlestick Point – Hunters Point Shipyard Phase 2 Development Project (the Project) is, on balance, consistent with the General Plan and Planning Code Section 101.1.

These findings consider, and are conditioned upon, all required Planning Commission actions related to the Project including, but not limited to, adoption of Planning Code text and map amendments (Planning Code Amendments); amendments to the General Plan, including amendments to the Bayview Hunters Point Area Plan, adoption of the Candlestick Point Sub-Area Plan, and adoption of the Hunters Point Shipyard Area Plan (General Plan Amendments); and adoption of the amendments to the Bayview Hunters Point Redevelopment Plan (BVHP Redevelopment Plan) and the Hunters Point Shipyard Redevelopment Plan (Shipyard Redevelopment Plan) and approval of the Candlestick Point and Hunters Point Shipyard Phase 2 Design for Development Documents and corresponding technical amendments to the Hunters Point Shipyard Phase 1 Design for Development Document.

Additionally, these findings will apply to other Project actions and related documents including, but not limited to the Planning Cooperation Agreement, Real Property Transfer Agreement between the Redevelopment Agency and the City and County of San Francisco for certain City property at Candlestick Point (“Recreation and Park Land Transfer Agreement”), Interagency Cooperation Agreement, amendments to the Subdivision Code, amendments to the Health Code and related amendments to the Public Works Code and Building Code and the Public Trust Exchange Agreement.

**BAYVIEW HUNTERS POINT AREA PLAN**

*The Bayview Hunters Point Area Plan (BVHP Area Plan) provides broad principles, objectives, and policies for community development in the Bayview neighborhood. The BVHP Area Plan discusses the need to arrest the demographic decline of the African American population; provide economic development and jobs, particularly for local residents; eliminate health and environmental hazards including reducing land use conflicts; provide additional housing, particularly affordable housing; provide additional recreation, open space, and public service facilities, and better address transportation deficiencies by offering a wider range of transportation options.*

*As a part of the adopted General Plan amendments (Planning Commission Resolution No. 18098), the BVHP Area Plan was amended to implement the Project and reflect the fact that four years have passed since the BVHP Area Plan was last updated. Most significantly, a new Candlestick Point Subarea Plan was adopted as part of this Area Plan.*



*The Project, including General Plan Amendments / Planning Code text and map Amendments and all other Project documents referenced in these findings, are consistent with and implements the following BVHP Area Plan's Objectives and Policies.*

- OBJECTIVE 1** STIMULATE BUSINESS, EMPLOYMENT, AND HOUSING GROWTH WITHIN THE EXISTING GENERAL LAND USE PATTERN BY RESOLVING CONFLICTS BETWEEN ADJACENT INDUSTRIAL AND RESIDENTIAL AREAS.
- OBJECTIVE 4** DEVELOP AND MAINTAIN A SYSTEM FOR THE EASY MOVEMENT OF PEOPLE AND GOODS, TAKING INTO ACCOUNT ANTICIPATED NEEDS OF BOTH LOCAL AND THROUGH TRAFFIC.
- POLICY 4.1** Develop a comprehensive network and schedule of roadway improvements to assure that Bayview maintains an adequate level of service at key intersections as the residential and work force population in the district increases.
- POLICY 4.2** Develop the necessary improvements in public transit to move people efficiently and comfortably between different neighborhoods of Bayview Hunters Point, to and from Candlestick Park, and to and from Downtown and other parts of the region.
- POLICY 4.5** Create a comprehensive system for pedestrian and bicycle circulation.
- POLICY 4.6** Provide convenient regional access to Candlestick Park stadium without negatively impacting nearby residential streets.
- OBJECTIVE 5** PRESERVE AND ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS.
- POLICY 5.2** Conserve the existing supply of Federally subsidized lower income housing.
- POLICY 5.3** Conserve and enhance the existing supply of public housing.
- OBJECTIVE 6** ENCOURAGE THE CONSTRUCTION OF NEW AFFORDABLE AND MARKET RATE HOUSING AT LOCATIONS AND DENSITY LEVELS THAT ENHANCE THE OVERALL RESIDENTIAL QUALITY OF BAYVIEW HUNTERS POINT.
- POLICY 6.1** Encourage development of new moderate density affordable ownership units, appropriately designed and located and especially targeted for existing Bayview Hunters Point residents.

- POLICY 6.4 Encourage development of new affordable housing on the ridge portion of Hunters Point Shipyard to help improve the residential character and circulation pattern of the Hunters Point residential area.
- POLICY 6.5 In the vicinity of Bayview Hill, encourage well-sited housing development that complements the natural areas and open space, as well as provides for local economic development.
- OBJECTIVE 8 STRENGTHEN THE ROLE OF BAYVIEW'S INDUSTRIAL SECTOR IN THE ECONOMY OF THE DISTRICT, THE CITY, AND THE REGION.
- POLICY 8.2 Achieve reuse of Hunters Point Shipyard.
- OBJECTIVE 10 ENHANCE THE DISTINCTIVE AND POSITIVE FEATURES OF BAYVIEW HUNTERS POINT.
- POLICY 10.1 Better define Bayview's designated open space areas by enabling appropriate, quality development in surrounding areas.
- POLICY 10.3 Recognize, protect, and enhance cultural resources of native populations as an integral imprint on the land use pattern of Bayview Hunters Point.
- OBJECTIVE 11 IMPROVE DEFINITION OF THE OVERALL URBAN PATTERN OF BAYVIEW HUNTERS POINT
- POLICY 11.1 Recognize and enhance the distinctive features of Bayview Hunters Point as an interlocking system of diverse neighborhoods.
- POLICY 11.2 Increase awareness and use of the pedestrian/bicycle trail system that links subareas in Bayview Hunters Point with the rest of the City.
- OBJECTIVE 12 PROVIDE AND MAINTAIN ADEQUATELY LOCATED, WELL DESIGNED, FULLY EQUIPPED RECREATION FACILITIES AND ENCOURAGE THEIR USE.
- POLICY 12.1 Make better use of existing facilities.
- POLICY 12.3 Renovate and expand Bayview's parks and recreation facilities, as needed.
- OBJECTIVE 13 PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE SHORELINE OF BAYVIEW HUNTERS POINT UNLESS PUBLIC ACCESS CLEARLY CONFLICTS WITH MARITIME USES OR OTHER NON-OPEN SPACE USES REQUIRING A WATERFRONT LOCATION.

- POLICY 13.1      Assure that new development adjacent to the shoreline capitalizes on the unique waterfront location by improving visual and physical access to the water in conformance with urban design policies.
- POLICY 13.2      Maintain and improve the quality of existing shoreline open space.
- POLICY 13.3      Complete the San Francisco Bay Trail around the perimeter of the City which links open space areas along the shoreline and provides for maximum waterfront access.
- POLICY 13.4      Provide new public open spaces along the shoreline -- at Islais Creek, Heron's Head, India Basin, Hunters Point Shipyard, and Candlestick Point/South Basin.
- OBJECTIVE 14     ASSURE ADEQUATE NUMBERS, TYPES, AND LOCATIONS OF COMMUNITY FACILITIES AND SERVICES TO MEET THE NEEDS OF THE LOCAL COMMUNITY.
- POLICY 14.1      Assure adequate maintenance programming and resident utilization of existing multi-purpose community facilities.
- OBJECTIVE 15     COMBINES SOCIAL REVITALIZATION WITH PHYSICAL AND ECONOMIC REVITALIZATION EFFORTS.

*The Project is consistent with and implements the Bayview Hunters Point Area Plan as it is proposed to be amended by the General Plan Amendment. It provides development that provides a wide range of job opportunities and a wide range of new housing types and affordability levels; includes the rebuilding of Alice Griffith assuring existing residents the ability to stay at the site; improves the shoreline and links the existing community to the Bay with a better network of connections and access; and enhances transportation opportunities. The Project will come with a robust package of community benefits including job training and placement programs for Bayview and San Francisco residents.*

*The Project calls for new fully integrated and holistically planned mixed use neighborhoods at Candlestick Point and Hunters Point Shipyard with different land programming than what was previously envisioned. However, in keeping generally with existing Objectives and Policies within the BVHP Area Plan, the Project includes complementary uses in near proximity to each other; a full complement of uses for residents, workers, and visitors; and thus, a reduced need for automobile trips. The Project includes a transportation system that can accommodate the increased density while reducing automobile use. The Project includes generous amount of open space programmed and designed for a broad range of users and activities along with a flexible approach to community facilities.*

#### **HOUSING ELEMENT**

*The principle objectives of the Housing Element are to provide new housing; retain the existing supply; enhance physical conditions and safety without jeopardizing use or affordability; support affordable housing production by increasing site availability and capacity; increase the effectiveness and efficiency of the affordable housing production system; protect the affordability of existing housing; expand financial resources for permanently affordable housing; ensure equal access; avoid or mitigate hardships imposed by displacement; reduce homelessness and the risk of homelessness in coordination with relevant agencies and providers; pursue place making and neighborhood building principles in increasing the supply of housing; and strengthen citywide affordable housing programs through coordinated regional and state efforts.*

*The Project is consistent with and implements the following objectives and policies of the Housing Element:*

- OBJECTIVE 1      TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.
  
- POLICY 1.5      Support development of affordable housing on surplus public lands.
  
- POLICY 1.6      Create incentives for the inclusion of housing, particularly permanently affordable housing, in new commercial development projects.
  
- POLICY 1.9      Require new commercial developments and higher educational institutions to meet the housing demand they generate, particularly the need for affordable housing for lower income workers and students.
  
- OBJECTIVE 4      SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY
  
- POLICY 4.1      Actively identify and pursue opportunity sites for permanently affordable housing.
  
- POLICY 4.2      Include affordable units in larger housing projects.
  
- POLICY 4.6      Support a greater range of housing types and building techniques to promote more economical housing construction and potentially achieve greater affordable housing production.
  
- POLICY 5.2      Support efforts of for-profit and non-profit organizations and other community-based groups and expand their capacity to produce and manage permanently affordable housing.

- POLICY 5.3 Create greater public awareness about the quality and character of affordable housing projects and generate community-wide support for new affordable housing.
- POLICY 6.2 Ensure that housing developed to be affordable is kept affordable.
- POLICY 6.5 Monitor and enforce the affordability of units provided as a condition of approval of housing projects.
- OBJECTIVE 7 EXPAND THE FINANCIAL RESOURCES AVAILABLE FOR PERMANENTLY AFFORDABLE HOUSING.
- POLICY 7.1 Enhance existing revenue sources for permanently affordable housing.
- OBJECTIVE 8 ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.
- POLICY 8.1 Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable rental units wherever possible.
- POLICY 8.3 Ensure affirmative marketing of affordable housing.
- POLICY 8.4 Encourage greater economic integration within housing projects and throughout San Francisco.
- POLICY 8.6 Increase the availability of units suitable for users with supportive housing needs.
- POLICY 8.8 Promote the adaptability and maximum accessibility of residential dwellings for disabled and elderly occupants.
- POLICY 8.9 Encourage the provision of new home ownership opportunities through new construction so that increased owner occupancy does not diminish the supply of rental housing.
- OBJECTIVE 9 AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT
- POLICY 9.1 Minimize the hardships of displacement by providing essential relocation services.
- POLICY 9.2 Offer displaced households the right of first refusal to occupy replacement housing units that are comparable in size, location, cost, and rent control protection.

- POLICY 11.2        Ensure housing is provided with adequate public improvements, services, and amenities.
- POLICY 11.3        Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.
- POLICY 11.10       Include energy efficient features in new residential development and encourage weatherization in existing housing to reduce overall housing costs and the long-range cost of maintenance.

*The Project is consistent with and implements the Housing Element in that it accommodates up to 10,500 units of high density housing at Candlestick Point and Hunters Point Shipyard combined. The Project will supply a greater percentage of units to be dedicated for work force and affordable housing than would otherwise be required in the Planning Code. The rebuilding of the Alice Griffith Housing development, including the provision of at least one-to-one replacement housing at the development's existing affordability levels while at the same time ensuring against displacement of existing residents, is a key feature of the Project. Finally, the Project includes a full complement of supporting uses, including job-creating uses, recreational opportunities, and transportation alternatives.*

### **COMMERCE AND INDUSTRY**

*The principle objectives for Commerce & Industry are to manage economic growth and change, maintain a sound and diverse economic base and fiscal structure, provide expanded employment opportunities for city residents particularly the unemployed and underemployed in a wide range of fields and levels, improve viability of existing businesses as well as attract new businesses – particularly in new industries, and assure entrepreneurial opportunities for local businesses.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE 1        MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.
- POLICY 1.2        Assure that all commercial and industrial uses meet minimum, reasonable performance standards.
- POLICY 1.3        Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

*The land use maps within the Candlestick Point Sub-Area Plan and the Hunters Point Shipyard Area Plan establish where office, retail, research and development, and light-industrial uses can be located. The BVHP Redevelopment Plan and the Shipyard Redevelopment Plan identify square footage caps for*

*commercial uses. These together serve as the commercial land use and density maps for Candlestick Point and Hunters Point Shipyard.*

**OBJECTIVE 2**            **MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC  
BASE AND FISCAL STRUCTURE FOR THE CITY.**

**POLICY 2.1**            Seek to retain existing commercial and industrial activity and to attract new  
such activity to the city.

**POLICY 2.3**            Maintain a favorable social and cultural climate in the city in order to  
enhance its attractiveness as a firm location.

**OBJECTIVE 3**            **PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY  
RESIDENTS, PARTICULARLY THE UNEMPLOYED AND  
ECONOMICALLY DISADVANTAGED.**

**POLICY 3.1**            Promote the attraction, retention and expansion of commercial and industrial  
firms which provide employment improvement opportunities for unskilled  
and semi-skilled workers.

**POLICY 3.2**            Promote measures designed to increase the number of San Francisco jobs  
held by San Francisco residents.

**POLICY 3.3**            Emphasize job training and retraining programs that will impart skills  
necessary for participation in the San Francisco labor market.

**POLICY 3.4**            Assist newly emerging economic activities.

**OBJECTIVE 4**            **IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND  
THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW  
INDUSTRY.**

**POLICY 4.1**            Maintain and enhance a favorable business climate in the city.

- POLICY 4.2 Promote and attract those economic activities with potential benefit to the City.
- POLICY 4.5 Control encroachment of incompatible land uses on viable industrial activity.
- OBJECTIVE 5 REALIZE SAN FRANCISCO'S FULL MARITIME POTENTIAL.
- POLICY 5.8 Encourage maritime activity which complements visitor activity and resident recreation.
- POLICY 5.9 Redevelop Hunters Point Shipyard to provide employment in the industrial, maritime industrial, research & development, and cultural sectors, consistent with the Hunters Point Shipyard Redevelopment Plan.

*To ensure economic success along with greater overall job opportunities, the Project includes a wide possible range of commercial job-generating uses, including green technology, research and development, and light industrial uses. In addition, the proposed amendments to the Shipyard Redevelopment Plan also provide for cultural and maritime activities (a 300-slip marina) to take advantage of the shipyard's shoreline location.*

*The newly adopted HPS Area Plan and the amended BVHP Redevelopment Plan and amended Shipyard Redevelopment Plan together provide a revised land-use program for Hunters Point Shipyard that allows for light-industrial, research and development, and cultural uses, residential development, and maritime activities (i.e. a 300-slip marina) that are complementary to the mixed use nature of the Project and the visitor-attracting objectives for the shoreline.*

- OBJECTIVE 6 MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.
- POLICY 6.1 Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.



- POLICY 6.2 Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society
- POLICY 6.4 Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.
- POLICY 6.5 Discourage the creation of major new commercial areas except in conjunction with new supportive residential development and transportation capacity.

*The General Plan Amendments and the amendments to the BVHP Redevelopment Plan and the Shipyard Redevelopment Plan provide for a balance of commercial and residential uses, and the need to assure robust multi-modal transportation.*

- POLICY 6.7 Promote high quality urban design on commercial streets.
- POLICY 6.9 Regulate uses so that traffic impacts and parking problems are minimized.

*The Project is consistent with and implements the Commerce and Industry Element by creating approximately 10,000 perm ant jobs and thousands of ongoing construction job opportunities throughout the build out of the Project. Both the Candlestick Point Subarea Plan and the Hunters Point Shipyard Area Plan contain policies that call for the commercial development on underutilized land that will include between 2.65 and 5 million square feet of research and development and office uses in addition to several other job creating uses. Furthermore, the Project includes a robust community benefit package of job training and placement commitments from the developer.*

#### **RECREATION AND OPEN SPACE ELEMENT**

*The principle objectives of the Recreation and Open Space Element are to preserve large areas of open space sufficient to meet the long-range needs of the Bay Region, develop and maintain a diversified and balanced citywide system of high quality public open space, provide a continuous public open space along the shoreline, and provide opportunities for recreation and the enjoyment of open space in every neighborhood.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE 1 PRESERVE LARGE AREAS OF OPEN SPACE SUFFICIENT TO MEET THE LONG-RANGE NEEDS OF THE BAY REGION.

- POLICY 1.1 Protect the natural character of regional open spaces and place high priority on acquiring open spaces noted for unique natural qualities.
- POLICY 1.3 Increase the accessibility of regional parks by locating new parks near population centers, establishing low user costs, improving public transit service to parks and creating regional bike and hiking trails.
- OBJECTIVE 2 DEVELOP AND MAINTAIN A DIVERSIFIED AND BALANCED CITYWIDE SYSTEM OF HIGH QUALITY PUBLIC OPEN SPACE.
- POLICY 2.1 Provide an adequate total quantity and equitable distribution of public open spaces throughout the City.
- POLICY 2.2 Preserve existing public open space.
- POLICY 2.3 Preserve sunlight in public open spaces.
- POLICY 2.6 Make open spaces accessible to people with special needs.
- POLICY 2.7 Acquire additional open space for public use.
- POLICY 2.8 Develop a recreational trail system that links city parks and public open space, ridge lines and hilltops, the Bay and ocean, and neighborhoods, and ties into the regional hiking trail system.
- POLICY 2.9 Maintain and expand the urban forest.
- POLICY 2.12 Expand community garden opportunities throughout the City.
- POLICY 2.13 Preserve and protect significant natural resource areas.
- OBJECTIVE 3 PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE SHORELINE UNLESS PUBLIC ACCESS CLEARLY CONFLICTS WITH MARITIME USES OR OTHER USES REQUIRING A WATERFRONT LOCATION.
- POLICY 3.1 Assure that new development adjacent to the shoreline capitalizes on its unique waterfront location, considers shoreline land use provisions, improves visual and physical access to the water, and conforms with urban design policies.
- POLICY 3.2 Maintain and improve the quality of existing shoreline open space.

- POLICY 3.3 Create the Bay and Coastal Trails around the perimeter of the City which links open space along the shoreline and provides for maximum waterfront access.
- POLICY 3.5 Provide new public open spaces along the shoreline.
- OBJECTIVE 4 PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.
- POLICY 4.5 Require private usable outdoor open space in new residential development.
- POLICY 4.6 Assure the provision of adequate public open space to serve new residential development.
- POLICY 4.7 Provide open space to serve neighborhood commercial districts.

*The Project is consistent with and implements the Recreation and Open Space Element in that it includes approximately 336 acres of open space to be created, preserved, or improved in conjunction with new development. The Project includes a wide mix of open space and recreational opportunities including an improved and reconfigured Candlestick Point State Recreation Area (as authorized through SB 792). The Project also includes a wide distribution of City parks that would include playing fields and courts, community gardens, and dog runs among other activities. Generous amounts of land are to be improved or restored as natural areas. The Project provides for a continuous series of open spaces along the shoreline with the Bay Trail being one of its main features.*

*The Project does include tall buildings (towers) within both Candlestick Point and Hunters Point Shipyard. Design guidelines and development standards included in the Design for Development documents dictate careful and thorough consideration of the placement of towers relative to the open space network, so that impacts are minimized on balance. Any towers that could potentially impact properties under the jurisdiction of the Department of Recreation and Parks would be required to complete shadow studies to assure that they meet the requirements of Planning Code Section 295.*

### **TRANSPORTATION**

*The Transportation Element is largely concerned with the movement of people and goods. It addresses the need for multi-modal streets and facilities, implementation of the City's transit-first policy, the need to limit parking and auto capacity on the roads, and ways to incentivize travel by transit, bike and by foot. It also addresses the relationship between transportation and land use and how the two should be coordinated to reduce the need for auto trips.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE 1 MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO

AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION  
WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT  
OF THE BAY AREA.

- POLICY 1.1      Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects.
- POLICY 1.2      Ensure the safety and comfort of pedestrians throughout the city.
- POLICY 1.3      Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.
- POLICY 1.4      Increase the capacity of transit during the off-peak hours.
- POLICY 1.5      Coordinate regional and local transportation systems and provide for interline transit transfers.
- POLICY 1.6      Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.
- OBJECTIVE 2      USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.
- POLICY 2.1      Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.
- POLICY 2.2      Reduce pollution, noise and energy consumption.
- POLICY 2.4      Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.
- POLICY 2.5      Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.
- POLICY 2.6      In conversion and re-use of inactive military bases, provide for a balanced, multi-modal transportation system that is consistent with and complementary to the planned land use and the local and regional transportation system.

- OBJECTIVE 9 IMPROVE BICYCLE ACCESS TO SAN FRANCISCO FROM ALL OUTLYING CORRIDORS.
- POLICY 9.2 Where bicycles are prohibited on roadway segments, provide parallel routes accessible to bicycles or shuttle services that transport bicycles.
- OBJECTIVE 11 ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.
- POLICY 11.1 Maintain and improve the Transit Preferential Streets program to make transit more attractive and viable as a primary means of travel.
- POLICY 11.3 Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.
- OBJECTIVE 12 DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.
- POLICY 12.1 Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.
- POLICY 12.2 Build on successful efforts implemented at numerous private sector worksites, such as the downtown Transportation Brokerage Program and voluntary programs, and adapt such programs for application in new areas as appropriate.
- POLICY 12.3 Implement private and public sector TDM programs which support each other and explore opportunities for private-public responsibility in program implementation.
- POLICY 12.4 Encourage private and public sector cooperation in the promotion of alternative work programs designed to reduce congestion and the number of automobile trips.
- OBJECTIVE 13 PROMOTE THE DEVELOPMENT OF MARKETING STRATEGIES THAT ENCOURAGE AND FACILITATE THE USE OF TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE FOR

SHOPPING, RECREATION, CULTURAL, AND OTHER NON-WORK  
TRIPS.

- POLICY 13.1 Encourage the use of alternatives to the automobile for all age groups in the advertisement of business, recreational and cultural attractions by identifying their proximity to transit facilities and significant landmarks.
- OBJECTIVE 14 DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.
- POLICY 14.1 Reduce road congestion on arterials through the implementation of traffic control strategies, such as traffic signal-light synchronization (consistent with posted speed limits) and turn controls, that improve vehicular flow without impeding movement for pedestrians and bicyclists.
- POLICY 14.2 Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.
- POLICY 14.4 Reduce congestion by encouraging alternatives to the single occupant auto through the reservation of right-of-way and enhancement of other facilities dedicated to multiple modes of transportation.
- POLICY 14.8 Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.
- OBJECTIVE 15 ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.
- POLICY 15.1 Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.
- OBJECTIVE 16 DEVELOP AND IMPLEMENT PROGRAMS THAT WILL EFFICIENTLY MANAGE THE SUPPLY OF PARKING AT EMPLOYMENT CENTERS THROUGHOUT THE CITY SO AS TO DISCOURAGE SINGLE-OCCUPANT RIDERSHIP AND ENCOURAGE RIDESHARING, TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE.

- POLICY 16.1 Reduce parking demand through the provision of comprehensive information that encourages the use of alternative modes of transportation.
- POLICY 16.3 Reduce parking demand through the provision of incentives for the use of carpools and vanpools at new and existing parking facilities throughout the City.
- POLICY 16.4 Manage parking demand through appropriate pricing policies including the use of premium rates near employment centers well-served by transit, walking and bicycling, and progressive rate structures to encourage turnover and the efficient use of parking.
- POLICY 16.5 Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses
- POLICY 16.6 Encourage alternatives to the private automobile by locating public transit access and ride-share vehicle and bicycle parking at more close-in and convenient locations on-site, and by locating parking facilities for single-occupant vehicles more remotely.
- OBJECTIVE 18 ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.
- POLICY 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles and bicycles.
- POLICY 18.4 Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:
- Sidewalk bulbs and widenings at intersections and street entrances;
  - Lane off-sets and traffic bumps;
  - Narrowed traffic lanes with trees, landscaping and seating areas; and
  - colored and/or textured sidewalks and crosswalks.
- POLICY 18.5 Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.
- OBJECTIVE 20 GIVE FIRST PRIORITY TO IMPROVING TRANSIT SERVICE THROUGHOUT THE CITY, PROVIDING A CONVENIENT AND

EFFICIENT SYSTEM AS A PREFERABLE ALTERNATIVE TO  
AUTOMOBILE USE.

- POLICY 20.1 Give priority to transit vehicles based on a rational classification system of transit preferential streets
- POLICY 20.2 Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.
- POLICY 20.3 Develop transit preferential treatments according to established guidelines.
- POLICY 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.
- POLICY 20.9 Improve inter-district and intra-district transit service.
- POLICY 20.14 Engage new technologies that will emphasize and improve transit services on transit preferential streets.
- OBJECTIVE 23 IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.
- POLICY 23.1 Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.
- POLICY 23.2 Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested and where residential densities are high.
- POLICY 23.3 Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.

*The Project does contemplate the narrowing of sidewalks on a portion of Ingalls to assure adequate room for continued light-industrial on-street loading and parking while increasing the road's capacity to handle additional traffic from the development. Such action is necessary to implement several important objectives and policies of the Commerce and Industry Element, including improving viability of existing industry and maintenance of a diverse economic base. To harmonize these policies with those designed to protect pedestrian circulation, the Project minimizes the narrowing along Ingalls to the extent feasible.*



- POLICY 23.4 Tow-away lanes should not be approved, and removal should be considered, if they impair existing and potential pedestrian usage and level of service on abutting sidewalks, as well as the needs of transit operation on the street.
- POLICY 23.5 Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs.
- POLICY 23.6 Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.
- OBJECTIVE 24 IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.
- POLICY 24.2 Maintain and expand the planting of street trees and the infrastructure to support them.
- POLICY 24.3 Install pedestrian-serving street furniture where appropriate.
- POLICY 24.5 Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or “living streets”, especially in neighborhoods deficient in open space.
- OBJECTIVE 26 CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.
- OBJECTIVE 27 ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.
- POLICY 27.9 Identify and expand recreational bicycling opportunities.
- POLICY 27.10 Accommodate bicycles in the design and selection of traffic control facilities.
- POLICY 27.12 Ensure completion of the Bay Trail in San Francisco.
- OBJECTIVE 28 PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.
- POLICY 28.1 Provide secure bicycle parking in new governmental, commercial, and residential developments.
- POLICY 28.2 Provide secure bicycle parking at existing city buildings and facilities and encourage it in existing commercial and residential buildings.

- POLICY 28.3 Provide parking facilities which are safe, secure, and convenient.
- POLICY 28.5 Provide bicycle parking at major recreational facilities and at all large sports, cultural, or other heavily attended events.
- OBJECTIVE 30 ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.
- POLICY 30.1 Assure that new or enlarged parking facilities meet need, locational and design criteria.
- POLICY 30.2 Discourage the proliferation of surface parking as an interim land use, particularly where sound residential, commercial or industrial buildings would be demolished pending other development.

*The Candlestick Point Subarea Plan, the Hunters Point Shipyard Area Plan, the BVHP Redevelopment Plan and the Shipyard Redevelopment Plan generally discourage surface parking, except in connection with the football stadium. However, as recognized in these plans, in some instances, surface parking may be appropriate on an interim basis through the phasing of the Project.*

- POLICY 30.7 Limit and screen from view from public access areas parking facilities over the water, and near the water's edge where such parking interferes with public access.
- OBJECTIVE 31 ESTABLISH PARKING RATES AND OFF-STREET PARKING FARE STRUCTURES TO REFLECT THE FULL COSTS, MONETARY AND ENVIRONMENTAL, OF PARKING IN THE CITY.
- POLICY 31.1 Set rates to encourage short-term over long term automobile parking.
- POLICY 31.3 Encourage equity between drivers and non-drivers by offering transit fare validations and/or cash-out parking programs where off-street parking is validated or subsidized.
- OBJECTIVE 34 RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.
- POLICY 34.1 Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

- POLICY 34.3 Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.
- OBJECTIVE 35 MEET SHORT-TERM PARKING NEEDS IN NEIGHBORHOOD SHOPPING DISTRICTS CONSISTENT WITH PRESERVATION OF A DESIRABLE ENVIRONMENT FOR PEDESTRIANS AND RESIDENTS.
- POLICY 35.1 Provide convenient on-street parking specifically designed to meet the needs of shoppers dependent upon automobiles.
- POLICY 35.2 Assure that new neighborhood shopping district parking facilities and other auto-oriented uses meet established guidelines.

*The Project is consistent with and implements the Transportation Element in that it establishes land use patterns with complementary uses in close proximity to one another and uses are sensibly limited to planned transit, pedestrian, bicycle, and other transportation improvements. The Project includes new streets and transportation facilities that emphasize travel by transit, bike and by foot. It includes robust pedestrian streetscape improvements that make travelling by bike and by foot safe, comfortable and enjoyable. In addition, these improvements reach into existing neighborhoods so as to form a single urban fabric and transportation network encompassing the new development and the surrounding areas. The Project includes a dedicated right-of-way for transit to assure its prominence and reliability, including a direct connection to Hunters Point Shipyard over a new bridge over Yosemite Slough. The Project's Transportation Plan also calls for both the extension of an existing transit line, as well as new lines to serve worker populations. Such transit improvements will serve existing neighborhoods as well as the new development. The Project limits the number of off-street parking spaces and manages parking and loading in a strategic way to assure land use efficiency and urban design considerations over parking convenience.*

#### **URBAN DESIGN PLAN**

*The Urban Design Element addresses the physical character and order of the City. It establishes objectives and polices dealing with the city pattern, conservation (both of natural areas and historic structures), major new developments, and neighborhood environment. It discusses meeting "human needs", largely by assuring quality living environments, and by protecting and enhancing those characteristics of development that make San Francisco special.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE 1 EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

- POLICY 1.1 Recognize and protect major views in the city, with particular attention to those of open space and water.
- POLICY 1.2 Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.
- POLICY 1.3 Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.
- POLICY 1.4 Protect and promote large-scale landscaping and open space that define districts and topography.
- POLICY 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.
- POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.
- POLICY 1.7 Recognize the natural boundaries of districts, and promote connections between districts.
- OBJECTIVE 2 CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.
- POLICY 2.1 Preserve in their natural state the few remaining areas that have not been developed by man.

*The Project calls for the reconfiguration of the Candlestick Point State Recreation Area as provided for in SB 792. While there would be a small net reduction in acreage to the State Park, the Candlestick Point Sub-Area Plan calls for full improvement of these shoreline park and open space areas, including substantial area that is currently unimproved, offers limited access, and is only used periodically for stadium parking. The Project thus enables a fully realized Candlestick Point State Recreation Area, consistent with the vision set forth in SB 792 and the State Parks General Plan. Furthermore, the Project would accommodate the creation of an additional 240 acres of parks and open space in addition to the Candlestick Point State Recreation Area.*

- POLICY 2.2 Limit improvements in other open spaces having an established sense of nature to those that are necessary, and unlikely to detract from the primary values of the open space.
- POLICY 2.3 Avoid encroachments on San Francisco Bay that would be inconsistent with the Bay Plan or the needs of the city's residents.

- POLICY 2.4 Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.
- POLICY 2.7 Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.
- POLICY 2.8 Maintain a strong presumption against the giving up of street areas for private ownership or use, or for construction of public buildings.
- POLICY 2.9 Review proposals for the giving up of street areas in terms of all the public values that streets afford.
- POLICY 2.10 Permit release of street areas, where such release is warranted, only in the least extensive and least permanent manner appropriate to each case.
- OBJECTIVE 3 MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.
- POLICY 3.1 Promote harmony in the visual relationships and transitions between new and older buildings.
- POLICY 3.3 Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.
- POLICY 3.4 Promote building forms that will respect and improve the integrity of open spaces and other public areas.
- POLICY 3.5 Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.
- POLICY 3.7 Recognize the special urban design problems posed in development of large properties.
- POLICY 3.8 Discourage accumulation and development of large properties, unless such development is carefully designed with respect to its impact upon the surrounding area and upon the city.
- OBJECTIVE 4 IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.
- POLICY 4.1 Protect residential areas from the noise, pollution and physical danger of excessive traffic.

- POLICY 4.2 Provide buffering for residential properties when heavy traffic cannot be avoided.
- POLICY 4.3 Provide adequate lighting in public areas.
- POLICY 4.4 Design walkways and parking facilities to minimize danger to pedestrians.
- POLICY 4.5 Provide adequate maintenance for public areas.
- POLICY 4.6 Emphasize the importance of local centers providing commercial and government services.
- POLICY 4.7 Encourage and assist in voluntary programs for neighborhood improvement.
- POLICY 4.8 Provide convenient access to a variety of recreation opportunities.
- POLICY 4.9 Maximize the use of recreation areas for recreational purposes.
- POLICY 4.10 Encourage or require the provision of recreation space in private development.
- POLICY 4.11 Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.
- POLICY 4.12 Install, promote and maintain landscaping in public and private areas.
- POLICY 4.13 Improve pedestrian areas by providing human scale and interest.

*The Project is consistent with and implements the Urban Design Element in that it enables the establishment of new vibrant mixed-use neighborhoods on currently underutilized land. Pursuant to the policies of the new Candlestick Point Sub-Area Plan, Bayview Hunters Point Area Plan, and amendments to the BVHP Redevelopment Plan and the Shipyard Redevelopment Plan, development patterns typical of San Francisco would be applied to the new neighborhoods. These would include but not be limited to: the extension of the existing street grid, incorporation of ample open space with a wide variety of configurations and programming, particular attention placed on the design of streets and other public realm elements, with particular attention given to how buildings interface with the public realm, and emphasis on pedestrian and bicyclist safety and comfort in the design of the streets.*

*The Project would be large scale in nature. However, the development standards and design guidelines contained in the Design for Development documents ensure that the development fits within its San Francisco context. Policies within these regulating plans call for fine-grained networks of typical San Francisco-sized blocks, a wide variety of building types and sizes, and the need to provide a human-scale*

*interface with the street and public realm. To assure that large buildings and towers do not overwhelm their surroundings, the Design for Development documents contain policies that require a full host of design and siting considerations including, but not limited to, the following: (1) the effect of such buildings on shadows, wind, and views; (2) the aesthetic effect of large buildings and towers on the surrounding streets; (3) the perception of such buildings from afar; and (4) the relationship of such buildings to geographic features such as Bayview Hill, Hunters Point Hill, and the surrounding Bay.*

*In keeping with the Urban Design Element's preservation related objectives and policies, the Shipyard Redevelopment Plan and its associated documents calls for the preservation of several significant buildings and the construction of a heritage park that will, among other things, commemorate the Shipyard's history. The Project proposes that other cultural elements be incorporated into the design, including elements that will celebrate the local African-American population and the Shipyard's existing artists.*

#### **ENVIRONMENTAL PROTECTION ELEMENT**

*The Environmental Protection Element is concerned with protecting the natural environment within San Francisco's urban context. The element provides objectives and policies for the following topics: the Bay, ocean and shoreline, air, fresh water, land, flora and fauna, transportation noise, and energy.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE 1**      **ACHIEVE A PROPER BALANCE AMONG THE CONSERVATION, UTILIZATION, AND DEVELOPMENT OF SAN FRANCISCO'S NATURAL RESOURCES.**
- Policy 1.1          Conserve and protect the natural resources of San Francisco.
- Policy 1.2          Improve the quality of natural resources.
- Policy 1.3          Restore and replenish the supply of natural resources.
- Policy 1.4          Assure that all new development meets strict environmental quality standards and recognizes human needs.
- OBJECTIVE 3**      **MAINTAIN AND IMPROVE THE QUALITY OF THE BAY, OCEAN, AND SHORELINE AREAS.**
- Policy 3.1          Cooperate with and otherwise support regulatory programs of existing regional, state, and federal agencies dealing with the Bay, ocean, and shorelines.
- Policy 3.2          Promote the use and development of shoreline areas consistent with the General Plan and the best interests of San Francisco.

- OBJECTIVE 7      ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.
- POLICY 7.1      Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.
- POLICY 7.3      Require that filling of land adhere to the highest standards of soils engineering consistent with the proposed use.
- OBJECTIVE 8      ENSURE THE PROTECTION OF PLANT AND ANIMAL LIFE IN THE CITY.
- Policy 8.1      Cooperate with and otherwise support the California Department of Fish and Game and its animal protection programs.
- Policy 8.2      Protect the habitats of known plant and animal species that require a relatively natural environment.
- Policy 8.3      Protect rare and endangered species.
- OBJECTIVE 10     MINIMIZE THE IMPACT OF NOISE ON AFFECTED AREAS.
- OBJECTIVE 11     PROMOTE LAND USES THAT ARE COMPATIBLE WITH VARIOUS TRANSPORTATION NOISE LEVELS.
- Policy 11.1      Discourage new uses in areas in which the noise level exceeds the noise compatibility guidelines for that use.
- Policy 11.3      Locate new noise-generating development so that the noise impact is reduced.
- OBJECTIVE 15     INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.
- POLICY 15.3      Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

*The Project is consistent with and implements the Environmental Protection Element in that it calls for mixed-use, high density, transit-friendly, sustainable development. Moreover, the Project provides for the improvement and restoration of approximately 261 acres along the shoreline. A reconfiguration of the Candlestick Point State Park Recreation Area has been authorized under SB 792 to accommodate these improvements. The Candlestick Point – Hunters Point Shipyard Phase II Environmental Impact Report (*



*CP-HPS II EIR) considers potential impacts to biological resources, air quality, noise emissions, hazardous material and shoreline related land uses, among many other topics. The CP-HPS II EIR concludes that any potential impacts to biological resources can be mitigated to less than significant levels. The CP-HPS II EIR reaches similar conclusions regarding hazardous material, water quality, and energy. Development of the neighborhoods envisioned in the amended Bayview Hunters Point Redevelopment Plan and Hunters Point Redevelopment Plan would be required to meet City, Regional, State and Federal regulations regarding the protection of potentially vulnerable biological resources, hazardous material clean-up, water quality, emission standards for air quality and noise. The CP- HPS II EIR identifies potential significant and unavoidable impacts regarding noise and air pollutant emissions; these impacts are largely traffic and construction related and are substantially due to the Project's scale and intensity. The Project and all related City approvals are nonetheless consistent with the Environmental Protection Element as the Project satisfies and implements the preponderance of Element's objectives and policies: the Project furthers the Element's emphasis on the need to coordinate land use and transportation and on efficient, compact, and sustainable development; the Project furthers the Element's encouragement of improving and restoring the shoreline and other open spaces.*

#### **COMMUNITY FACILITIES ELEMENT**

*The Community Facilities element addresses police facilities, neighborhood center facilities, fire facilities, library facilities, public health facilities, and touches upon educational facilities, institutional facilities (colleges, etc.) wastewater facilities, and solid waste facilities.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE 3** ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES
- POLICY 3.6** Base priority for the development of neighborhood centers on relative need.
- OBJECTIVE 4** PROVIDE NEIGHBORHOOD CENTERS THAT ARE RESPONSIVE TO THE COMMUNITY SERVED.
- POLICY 4.1** Assure effective neighborhood participation in the initial planning, ongoing programming, and activities of multi-purpose neighborhood centers
- OBJECTIVE 5** DEVELOPMENT OF A SYSTEM OF FIREHOUSES WHICH WILL MEET THE OPERATING REQUIREMENTS OF THE FIRE DEPARTMENT IN PROVIDING FIRE PROTECTION SERVICES AND WHICH WILL BE IN HARMONY WITH RELATED PUBLIC SERVICE FACILITIES AND WITH ALL OTHER FEATURES AND FACILITIES OF LAND DEVELOPMENT AND TRANSPORTATION PROVIDED FOR A OTHER SECTIONS OF THE GENERAL PLAN

**OBJECTIVE 6** DEVELOPMENT OF A PUBLIC LIBRARY SYSTEM IN SAN FRANCISCO WHICH WILL MAKE ADEQUATE AND EFFICIENT LIBRARY SERVICE FREELY AVAILABLE TO EVERYONE WITHIN THE CITY, AND WHICH WILL BE IN HARMONY WITH RELATED PUBLIC SERVICE FACILITIES AND WITH ALL OTHER FEATURES AND FACILITIES OF LAND DEVELOPMENT AND TRANSPORTATION PROVIDED FOR IN OTHER SECTIONS OF THE GENERAL PLAN

*The Project is consistent with and implements the Community Facilities Element in that it provides for mixed-use development that includes public uses and community facilities. The Project generally calls for a flexible approach to providing community facilities. It includes approximately 50,000 square feet at Hunters Point Shipyard, along with an additional 50,000 square feet at Candlestick Point that could be used for a wide range of community uses. Among the currently identified uses would be a fire station at Hunters Point Shipyard and a library reading room. The Project also includes a community benefit package that would address needs for educational and health facilities. Because of the long build-out of the Project, the ability to program individual parcels has been largely left open to assure that the appropriate community facility can be identified when the needs arise.*

**PUBLIC SAFETY ELEMENT**

**OBJECTIVE 2** REDUCE STRUCTURAL AND NON-STRUCTURAL HAZARDS TO LIFE SAFETY, MINIMIZE PROPERTY DAMAGE AND RESULTING SOCIAL, CULTURAL AND ECONOMIC DISLOCATIONS RESULTING FROM FUTURE DISASTERS.

**POLICY 2.1** Assure that new construction meets current structural and life safety standards.

**POLICY 2.3** Consider site soils conditions when reviewing projects in areas subject to liquefaction or slope instability.

**POLICY 2.9** Consider information about geologic hazards whenever City decisions that will influence land use, building density, building configurations or infrastructure are made.

**POLICY 2.12** Enforce state and local codes that regulate the use, storage and transportation of hazardous materials in order to prevent, contain and effectively respond to accidental releases.

*The Project is consistent with and implements the Community Safety Element. All improvements, including infrastructure, buildings and open space improvements will be constructed to local seismic standards, taking into account, among other considerations, the geological condition of the soil and where applicable, remediation activity. The Project is proposed to be built to accommodate sea level rise due to global warming.*

### ARTS ELEMENT

*The Arts Element is concerned with, among other things, providing guiding principles for the City and County of San Francisco relative to the arts; validating and increasing the role of the arts as a major economic force in the region, and protecting arts organizations and artists through the adoption of policies that will withstand changes in political climate.*

*The following objectives and policies are relevant to the Project:*

- OBJECTIVE I-1      RECOGNIZE THE ARTS AS NECESSARY TO THE QUALITY OF LIFE FOR ALL SEGMENTS OF SAN FRANCISCO
- POLICY I-3.3      Strive for the highest standards of design of public buildings and grounds and structures placed in the public right of way.
- POLICY III-1.3      Protect and assist in the creation of artists' live/work spaces
- POLICY III-2.2      Assist in the improvement of arts organizations' facilities and access in order to enhance the quality and quantity of arts offerings
- OBJECTIVE VI-1      SUPPORT THE CONTINUED DEVELOPMENT AND PRESERVATION OF ARTISTS' AND ARTS ORGANIZATIONS' SPACES.
- POLICY VI-1.6      Insure the active participation of artists and arts organizations in the planning and use of de-commissioned military facilities in San Francisco.
- POLICY VI-1.11      Identify, recognize, and support existing arts clusters and, wherever possible, encourage the development of clusters of arts facilities and arts related businesses throughout the city.

*The Project is consistent with and implements the Arts Element in that it provides for the preservation and improvement of the existing Hunters Point artist colony (Building 101) along with the reconstruction of other Shipyard artists studios so as to provide approximately 255,000 square feet of improved artist studio and related arts space. The Project locates this space within a central Hunters Point Shipyard village center cultural district with an emphasis on arts-related uses. In addition, the Design for Development documents, which include governing development standards and design guidelines governing the Project, require development of a high quality public realm.*

### AIR QUALITY ELEMENT

*The Air Quality Element is concerned, in part, with reducing the level of pollutants in the air, thus protecting and improving public health, welfare and the quality of life of the citizens of San Francisco and*

*the residents of the metropolitan region. It emphasizes that opportunities for economic growth in the area can be enhanced through implementation of transportation, land use and other policies in harmony with clean air goals.*

*The following objectives and policies are relevant to Project:*

- OBJECTIVE 3**            **DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.**
- POLICY 3.1**            Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.
- POLICY 3.2**            Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development
- POLICY 3.6**            Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system
- POLICY 3.8**            Promote the development of non-polluting industries and insist on compliance with established industrial emission control regulations by existing industries.
- POLICY 3.9**            Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals
- OBJECTIVE 5**            **MINIMIZE PARTICULATE MATTER EMISSIONS FROM ROAD AND CONSTRUCTION SITES.**
- POLICY 5.1**            Continue policies to minimize particulate matter emissions during road and building construction and demolition.
- OBJECTIVE 6**            **LINK THE POSITIVE EFFECTS OF ENERGY CONSERVATION AND WASTE MANAGEMENT TO EMISSION REDUCTIONS.**
- POLICY 6.2**            Encourage recycling to reduce emissions from manufacturing of new materials in San Francisco and the region.

*The Project is consistent with and implements the Air Quality Element in that it calls for mixed-use, high density, multi-modal, sustainable development that will enable efficient use of land and encourage travel by*

Exhibit A to Resolution No. 18101  
Hearing Date: June 3, 2010

Case No 2007.0946BEMTZRU  
Candlestick Point – Hunters Point Shipyard Phase 2  
General Plan Findings and Planning Code Section  
101.1 Findings

*transit, bicycle and by foot, thereby reducing auto use. The Design for Development documents governing development of the Project encourage other sustainable features including storm water “low-impact” development, energy-saving design, and robust tree planting and landscaping through the streets and open spaces. While the CP-HPS II EIR identifies potential significant and unavoidable impacts regarding air pollutant emissions, the impacts are largely traffic related, which, in turn, is substantially due to the Project’s scale. The Project is nonetheless consistent with the Air Quality Element because it satisfies and implements the preponderance of Element’s objectives and policies; most importantly, the Project furthers the Element’s emphasis on coordinating land use and transportation and on efficient and compact development.*

**General Plan Priority Finding  
(Planning Code Section 101.1 Findings)**

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. As described below, the Project is consistent with the eight priority policies set forth in Planning Code Section 101.1(b).

1. That existing neighborhood serving retail uses be preserved and enhanced and future opportunities for resident employment in or ownership of such businesses enhanced.

*The Project will preserve and enhance existing neighborhood serving retail uses. The Project includes 885,000 square feet of retail use, including 250,000 square feet of neighborhood serving retail across Candlestick Point and Hunters Point Shipyard. The proposed new retail will not unduly compete with existing neighborhood commercial districts. Indeed, the substantial new residential, research and development, and office uses to be developed as part of the Project will provide additional patrons for existing neighborhood commercial districts, including Third Street. As a part of the CP-HPS II EIR, an urban decay analysis was conducted to assure that the proposed new retail would not unduly compete and cause urban decay to surrounding retail clusters. The analysis concluded that the project would not cause such decay.*

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

*The Project includes new development on largely undeveloped and underutilized land; it does not call for the redevelopment of existing established neighborhoods. No existing dwelling units outside of Alice Griffith are being contemplated for demolition as part of the project. Alice Griffith will be rebuilt and will include replacement affordable housing units at the same affordable levels. The phasing of the reconstruction of Alice Griffith will ensure that eligible residents may move to their newly updated units from their existing homes without displacement off-site. Furthermore, the Project calls for the new developments to be integrated into the existing Bayview residential fabric by extending the existing street grid into the development, and extending proposed streetscape improvements into the existing neighborhood.*

3. That the City's supply of affordable housing be preserved and enhanced.

*The Project calls for development that would have a positive effect on the City's affordable housing stock. The Project would provide up to 10,500 new dwelling units. A*

*large percentage (approximately 32%) of these new units would be below market rate and affordable to a range of incomes, including workforce housing units as well as units for very low, low, and moderate income households. A major component of new development would be the rebuilding of Alice Griffith. Alice Griffith units would be replaced on a one-to-one basis with new mixed income buildings. Phasing of construction would ensure that eligible residents may move to their newly upgraded units from their existing homes without displacement off-site. Alice Griffith would be improved with new housing structures, a more integrated street grid, community facilities and open space.*

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

*The Project's mix of adjacent and complementary land uses and the accompanying transportation and circulation network aim to reduce car usage and encourage walking, bicycling and transit usage. The Project includes significant transit infrastructure enhancements including dedicated transit lanes and transit-priority signaling; enhancements to several existing MUNI lines; and creation of several new lines, including a Bus Rapid Transit line; and new express buses. The capacity of selected street segments would be enhanced to accommodate peak demand associated with the proposed stadium. The Project includes Transportation Demand Management (TDM) measures, including management of the parking supply, that encourage residents, workers, and visitors to use alternative modes of transportation. Thus, on balance, while the Project will increase traffic in its vicinity, it will not impede MUNI transit service or overburden streets or neighborhood parking.*

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

*The Project would not adversely affect the industrial sector or service sectors. To the contrary, the Project will enhance resident employment and economic opportunity. The Project would include up to 2,650,000 square feet for job-generating uses in a wide range of possible fields including research and development, green technology, life sciences, clean technology, general office, and light industrial. There is the potential for an additional 2,500,000 square feet of such uses if the stadium is not developed. The existing arts colony at Hunters Point Shipyard would be maintained and enhanced. Other jobs would be made available as part of the development's retail and significant open space components. No existing industrial uses would be removed by the project.*

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

*All new construction would be subject to the City's Building Code, Fire Code and other applicable safety standards. Thus, the Project would improve preparedness against injury and loss of life in an earthquake by prompting development that would comply with applicable safety standards, unlike many of the aging existing buildings, particularly at the Shipyard.*

7. That landmarks and historic buildings be preserved.

*Structures found to be eligible for listing on the National Register of Historic Places, including Dry Docks 2, 3, and 4, the pumphouses (Buildings 205 and 140), the Gatehouse (Building 204), and the Tool Building (Building 207) would be preserved as the Hunters Point Shipyard Dry Dock and Naval Shipyard Historic District. Furthermore, the Project calls for the establishment for a Heritage Park that, among other things, will celebrate and commemorate the working history of the Shipyard. Buildings identified potential contributors to the Historic District would be further evaluated to determine the feasibility of their preservation and adaptive reuse. Thus, the Project would not adversely affect the preservation of landmarks and historic buildings, particularly in light of the other Priority Policies calling for creation of opportunities for resident employment and affordable housing*

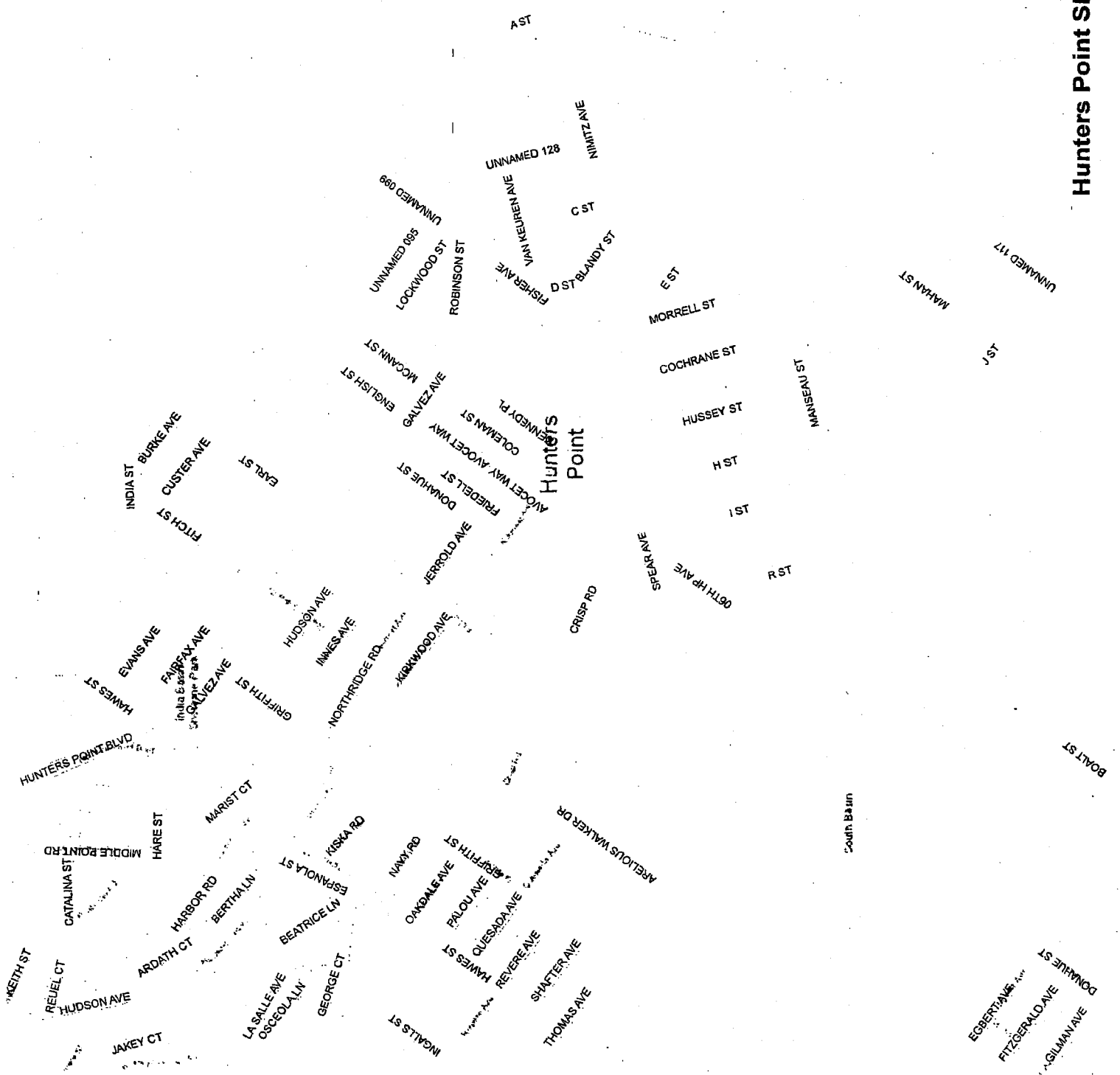
8. That our parks and open space and their access to sunlight and vistas be protected from development.

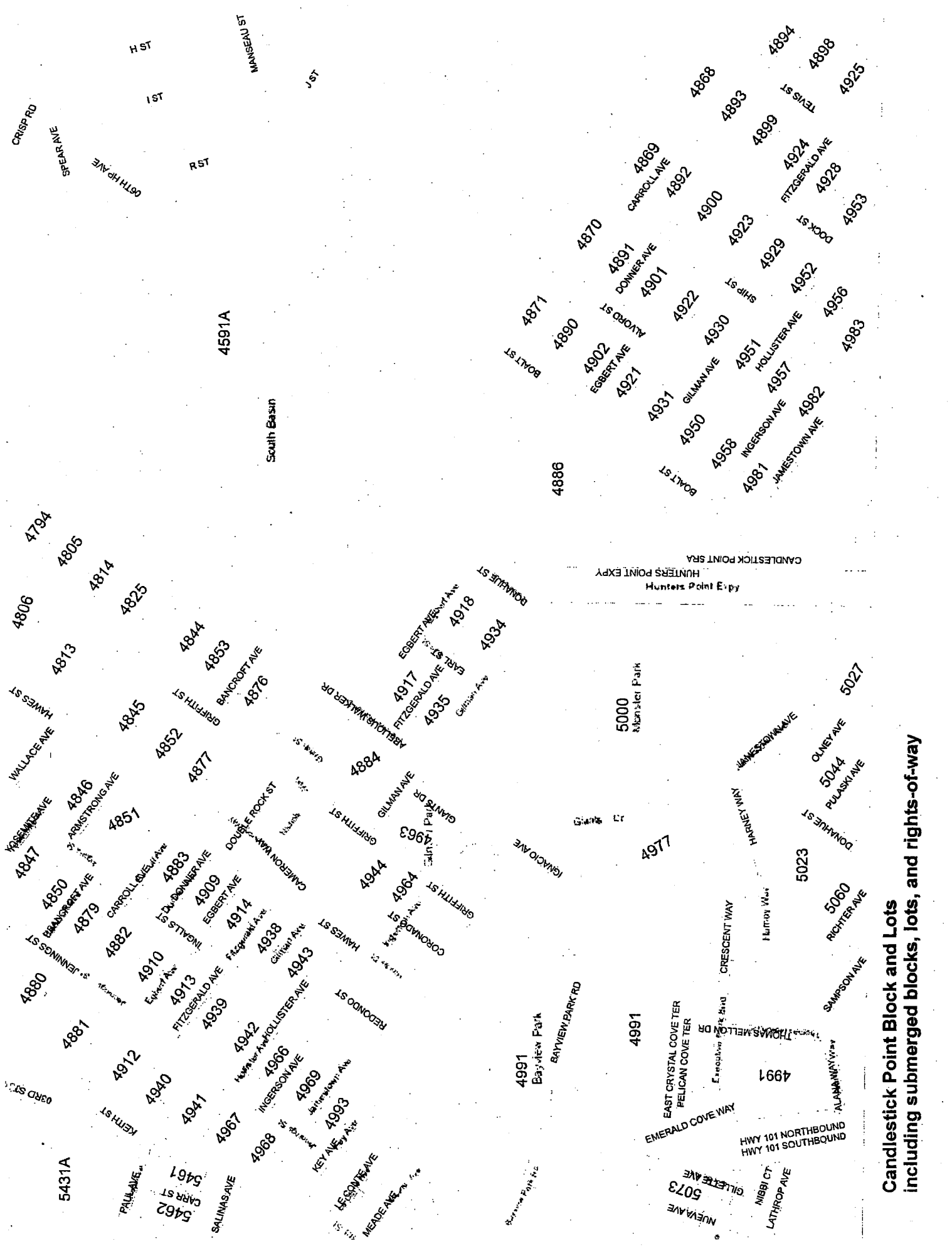
*The Project would not adversely affect existing open spaces or their access to sunlight and vistas. The Project would include approximately 336 acres of open space (roughly half the land area of the site) including the improved Candlestick Point State Recreation Area, and development of new dual use sports fields as part of the stadium alternative. A reconfiguration of the Candlestick Point State Recreation Area has been authorized through SB 792 that will help with its ongoing planning, operation, and maintenance, as well as its integration into the redevelopment of Candlestick Point and the Hunters Point Shipyard. Parks and open space would be programmed for a wide variety of passive and active recreational opportunities and would assure all residents, workers, and visitors will have nearby access to open space. The Project includes extension of the City's street grid in a manner that will help assure preservation of public views to the Bay. In addition, the Design for Development documents call for the careful placement of tall buildings to guard against undo shadow and wind impacts to the public realm.*





Hunters Point Shipyard Block and Lots

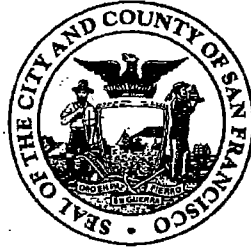




**Candlestick Point Block and Lots**  
 including submerged blocks, lots, and rights-of-way

**Office of Community  
Investment and Infrastructure**  
(Successor to the San Francisco  
Redevelopment Agency)

One South Van Ness Avenue  
San Francisco, CA 94103  
415.749.2400



EDWIN M. LEE, Mayor

Christine Johnson, Chair  
Mara Rosales, Vice-Chair  
Theodore Ellington  
Marilyn Mondejar  
Darshan Singh  
Tiffany Bohee, Executive Director

February 13, 2014

450-013.14-216

To: Mohammed Nuru  
Director, Department of Public Works  
City Hall Room 348

Subject: Redevelopment Plan Consistency Letter

The Successor Agency, also known as Office of Community Investment and Infrastructure, hereinafter "OCII", is in receipt of your request Redevelopment Plan consistency finding for the proposed vacation of a number of streets and easements in the area of Hunters Point Shipyard redevelopment Project Area and the Candlestick Point portion of the Bayview Hunters Point Redevelopment Project Area.

The Project received its master entitlements on August 3, 2010, which included but were not limited to, amendments to the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plans, amendments to the Bayview Hunters Point Area Plan, establishment of the Candlestick Point Sub-Area Plan and the Hunters Point Shipyard Area Plan, and the establishments of new Special Use Districts for the two areas. The abovementioned Redevelopment Plans and related approvals are found in Ordinance **Nos. 207-10, 208-10, 210-10, and 211-10**, copies of which are on file with the Clerk of the Board of Supervisors in **File Nos. 100578, 100579, 100658, and 100659**, respectively, and incorporate herein by reference.

These project entitlements anticipated several actions including the right-of-way vacations, dedications, and easements such as those being proposed here. The street vacations proposed on the enclosed drawings SUR 6010, sheets 1 through 18 comprised of streets, public service and utility and access easements, are necessary to fulfill the objectives of the Hunters Point Shipyard Redevelopment Plan, the Bayview Hunters Point Redevelopment Plan and the Candlestick Point – Hunters Point Shipyard Phase 2 Disposition and Development Agreement between OCII and CP Development Co. LP.

OCII has reviewed the street vacations described on drawings SUR 6010, sheets 1 through 18, the draft Department of Public Works Order and the draft Street Vacation map concerning the various street vacations proposed, finds them consistent with the Hunters Point Shipyard Redevelopment Plan, as amended on August 3, 2010, the Bayview Hunters Point Redevelopment Plan, as amended on August 3, 2010, and the Candlestick Point-Hunters Point Shipyard Phase II

Redevelopment Project, as amended on August 3, 2010, and recommends that the Board of Supervisors approve the proposed street vacation. (Ordinance Nos. 207-10, 208-10, 210-10 and 211-10 are attached).

Thank you for assistance on this matter.

Regards,



Tiffany Bohee  
Executive Director

Enclosure:

cc: Wells Lawson, Office of Community Investment and Infrastructure



Office of the City and County Surveyor  
1155 Market Street, 3rd Floor  
San Francisco, Ca 94103  
(415) 554-5827 ■ www.sfdpw.org



**Edwin M. Lee, Mayor**  
**Mohammed Nuru, Director**

**Bruce R. Storrs, City and County Surveyor**

**DPW Order No: 182274**

Recommendation to vacate, pursuant to California Streets and Highways Code Sections 8300 *et seq.* and Section 787 of the San Francisco Public Works Code to: 1) vacate portions of streets along with public service easements that may exist within the Hunters Point Shipyard Phase II Redevelopment Plan area, generally bounded the 1948 Bulkhead Line to the north, the 1941 Bulkhead Line to the east, Bancroft Avenue to the south, and Griffith Street to the west, including submerged areas; 2) vacate portions of streets along with public service easements that may exist within the Candlestick Point Redevelopment Plan area, generally bounded by Underwood Avenue, Arelious Walker Drive, Gilman Avenue, Donahue Street, Carroll Avenue, Alvord Street, Fitzgerald Avenue, the San Francisco County Line, Harney Way, Ingerson Avenue, and Hawes Street, including submerged areas; 3) conditionally vacate portions of Griffith Street, Nichols Way, Cameron Way, Doublerock Street, Giants Drive, Hunters Point Expressway, Jamestown Avenue, Gilman Avenue, and Crisp Road for various purposes; and 4) reserve various easement rights in favor of the City and third party utilities, subject to conditions specified in the recommended Ordinance.

WHEREAS, Public streets and sidewalks generally are owned in fee by the City and County of San Francisco as a public right-of-way. In some instances, the City and County of San Francisco only has an easement for public right-of-way purposes; and

WHEREAS, Prior to any final action to vacate streets and public easements, the Board of Supervisors proposes to adopt a Resolution of Intention (the "Resolution of Intention"), to set a hearing date to consider the following : 1) order the vacation of portions of streets along with public service easements that may exist within the Hunters Point Shipyard Phase II Redevelopment Plan area, generally bounded the 1948 Bulkhead Line to the north, the 1941 Bulkhead Line to the east, Bancroft Avenue to the south, and Griffith Street to the west, including submerged areas; 2) order the vacation of portions of streets along with public service easements that may exist within the Candlestick Point Redevelopment Plan area, generally bounded by Underwood Avenue, Arelious Walker Drive, Gilman Avenue, Donahue Street, Carroll Avenue, Alvord Street, Fitzgerald Avenue, the City and County of San Francisco County Line, Harney Way, Ingerson Avenue, and Hawes Street, including submerged areas; 3) order the conditional vacation of portions of Griffith Street, Nichols Way, Cameron Way,



Doublerock Street, Giants Drive, Hunters Point Expressway, Jamestown Avenue, Gilman Avenue, and Crisp Road for various purposes; 4) reserve various easement rights in favor of the City and third party utilities, subject to conditions specified in the recommended Ordinance. Together, the streets and public service easements described in this Section are collectively known as the "Vacation Area"; and

WHEREAS, The vacation of the Vacation Area is necessary to fulfill the objectives of the Hunters Point Shipyard Redevelopment Plan, as amended on August 3, 2010, the Bayview Hunters Point Redevelopment Plan, as amended on August 3, 2010, and the Candlestick Point-Hunters Point Shipyard Phase II Development Project (the "Project") pursuant to the Candlestick Point-Hunters Point Shipyard Phase II Disposition and Development Agreement (the "DDA") by and between CP Development Co. and the San Francisco Redevelopment Agency, now known as the Office of Community Investment and Infrastructure ("OCII"); and

WHEREAS, The Vacation Area is specifically shown on SUR Map 6010, dated February 20, 2014; and

WHEREAS, The vacations will remove encumbrances from paper streets that are not currently used for street purposes and that will, following implementation of the approved plans and agreements, be impressed with the public trust. The Public Trust Exchange agreement approved as part of the Project will, among other things, allow for the reconfiguration of the lands impressed with the public trust for navigation, commerce and fisheries, along with restrictions imposed by related statutes (collectively, "the public trust"). As a general policy, the State Lands Commission requires that lands to be impressed with the trust be free of encumbrances on title, such as street easements or rights-of-way. Many of the proposed street vacations are intended to remove encumbrances from the title of lands to be impressed with the public trust as part of the Project or currently impressed with the trust. Many such paper streets are on submerged lands in the Bay, which are very unlikely to ever be used for street purposes. With an abundance of caution, however, this proposal does not vacate all of the submerged paper streets in the Project area. Sufficient portions of the paper streets will be left unvacated to provide nominal access to privately-owned submerged parcels within the Project area; and

WHEREAS, The Designs for Development and General Plan amendments approved as part of the Project set out detailed site plans for the development area, including entirely revised street grids and block patterns, along with more specific development controls. The streets and easements proposed for vacation are incompatible with the new street grids; the proposed vacations would facilitate the conversion from the existing grid to the approved grid and the platting of new street, block and easements in furtherance of the original project approvals; and

WHEREAS, Many of the paper streets are on land within the Candlestick Point State Recreation area and held in fee by the State of California. These streets are not compatible with the park and open space uses that occupy the land currently and for the foreseeable future; and



WHEREAS, The City proposes to quitclaim its interest in the Vacation Area. Because they will remain in use until specified times, certain portions of the Vacated Area as described more fully below shall not be vacated until certain conditions are satisfied, as follows:

(1) Alice Griffith. Vacation of the Vacated Area shown on SUR Map No. 6010, sheets 13 and 14 – portions of Griffith Street, Nichols Way, Cameron Way, and Doublerock Street serving the Alice Griffith Housing Project along with public service easements in such streets or crossing the property separating them (a) shall be conditioned upon the granting of Sub-Phase Approval by OCII for the area that includes the Vacated Area referred to in this subparagraph; and (b) shall become effective and be implemented by the City prior to the execution of the license agreement or similar instrument between the City, the San Francisco Housing Authority, and CP Development Co. or its assignee under the DDA providing CP Development Co. or its assignee rights to access and improve the property.

(2) Giants Drive. Vacation of the Vacated Area shown on SUR Map No. 6010, sheet 4 – a portion of Giants Drive – (a) shall be conditioned upon the granting of Sub-Phase Approval by OCII for the area that includes the Vacated Area referred to in this subparagraph; and (b) shall become effective and be implemented at the time OCII transfers title to the Vacated Area referred to in this subparagraph to CP Development Co. or its assignee under the DDA.

(3) Hunters Point Expressway within Development Boundary. Vacation of the Vacated Area shown on SUR Map No. 6010, sheet 6 consisting of that portion of Hunters Point Expressway located within the Candlestick Point development boundary: (i) shall be conditioned upon the granting of Sub-Phase Approval by OCII for the area that includes the Vacated Area referred to in this subparagraph; and (ii) shall become effective and be implemented at the time OCII transfers title to the Vacated Area referred to in this subparagraph to CP Development or its assignee pursuant to the DDA.

(4) Jamestown Avenue and Portion of Hunters Point Expressway Outside of Development Boundary. Vacation of the Vacated Area shown on SUR Map No. 6010, sheet 6 consisting of Jamestown Avenue and that portion of Hunters Point Expressway located outside the Candlestick Point development boundary: (i) shall be conditioned upon the same conditions to closing of the trust exchange between the State Lands Commission and State Parks in this location; and (ii) shall become effective and be implemented at the time such trust exchange is implemented as to the lands that include the Vacated Area referred to in this subparagraph.

(5) Gilman Avenue. Vacation of the Vacated Area shown on SUR Map No. 6010, sheet 7 – portions of Gilman Avenue between Arelious Walker and Donahue – (a) shall be conditioned upon the granting of Sub-Phase Approval by OCII for the area that includes the Vacated Area referred to in this subparagraph; and (b) shall become effective and be implemented at the time OCII transfers title





to the Vacated Area referred to in this subparagraph to CP Development Co. or its assignee under the DDA.

(6) Crisp Road. Vacation of the Vacated Area shown on SUR Map No. 6010, sheet 16 consisting of the paper street portions of Oakdale Avenue, Arelious Walker Drive, Earl Street, Newcomb Avenue and Donahue Street located beneath Crisp Road shall be conditioned upon the granting of a Sub-Phase Approval by OCII for the area that: (a) includes the Vacated Area referred to in this subparagraph and (b) includes a request by CP Development Co. or OCII to effectuate the vacation described in this subparagraph. Provided that the conditions of Subsection (a) and (b) are satisfied, vacation of the subject portion of the Vacated Area shall become effective and be implemented at the time OCII transfers title to the Vacated Area referred to in this subparagraph to CP Development Co. or its assignee pursuant to the DDA; and

WHEREAS, All remaining Vacation Areas not specifically identified above in Sections 1 through 6 above shall be vacated immediately upon the effectiveness of the vacation ordinance; and

WHEREAS, On November 21, 2013, the Department of City Planning (Case No. 2007.0946R) found that the proposed Vacation is on balance and in conformity with the General Plan, Planning Code Section 101.1, and the California Quality Act; and

WHEREAS, Pursuant to the California Streets and Highway Code, the Department of Public Works, Bureau of Street Use and Mapping (the Department) has initiated the process to vacate the Vacation Area; and

WHEREAS, The Department sent notice of the proposed street vacation, draft SUR drawing and a DPW referral letter to the Department of Technology, Municipal Transportation Agency, Department of Public Health, Fire Department, Water Department, Bureau of Light, Heat and Power, Infrastructure Design and Construction, Operations, Public Utility Commission, Pacific Gas and Electric, AboveNet Communications, Astound Broadband, American Telegraph & Telephone, Bay Area Rapid Transit, Caltrans, Comcast Cable Company, ExteNet Systems Inc., Global Crossing, Level 3 Communications, NRG Energy Center, Point 2 Point Inc., Qwest Communications, Sprint/Nextel, Time Warner Telecom, Verizon (MCI), and XO Communications. No utility company or agency objected to the proposed vacation provided that any and all of their easements remain in place until their utility could be relocated. In addition, although the consent of all property owners adjacent to the Vacation Areas was not obtained, the applicant made reasonable attempts to notify and obtain consent from all property owners adjacent to a Vacation Area consisting of a paper street and the proposed street vacations do not deprive any private landowner of access to the built public street grid; and

WHEREAS, The public interest, convenience, and necessity require that, except as specifically provided herein, no other easements or other rights should be reserved by City for any public or private utilities or facilities that are in place in the Vacation Area



and that any rights based upon any such public or private utilities or facilities should be extinguished; and

WHEREAS, Pursuant to the Streets and Highways Code Section 892, the Department determines that the Vacation Area is unnecessary for non-motorized transportation as there are multiple streets surrounding that Vacation Area that remain available for such transportation and those members of the public availing themselves of non-motorized transportation will not be inconvenienced by the proposed street vacation; and

WHEREAS, The Director of Public Works for the City and County of San Francisco has determined the following:

- (1) The vacation is being carried out pursuant to the California Streets and Highways Code sections 8300 et seq.
- (2) The vacation is being carried out pursuant to section 787 of the San Francisco Public Works Code.
- (3) The Vacation Area to be vacated is shown on SUR 6010, dated February 20, 2014, on file in the office of the City and County Surveyor.
- (4) The Vacation Area is unnecessary for the City's present or prospective public street, sidewalk, or public service easement purposes as described herein.
- (5) Pursuant to the Streets and Highways Code Section 892, the Vacation Area is not necessary for non-motorized transportation for the reasons set forth herein, and therefore has no use as a non-motorized transportation facility.
- (6) Public and private utilities or utility facilities affected by the Vacation Area will be relocated.
- (7) The public interest, convenience and necessity require that, except as provided in this Order, no other easements or other rights be reserved for any public or private utilities or facilities that are in place in such Vacation Area and that any rights based upon any such public or private utilities or facilities may be extinguished.

**NOW THEREFORE BE IT ORDERED THAT,**

The Director recommends the approval of all of the following documents either attached hereto or referenced herein:

- (1) The Resolution of Intention, being a resolution declaring the intention of the Board of Supervisors to vacate portions of Candlestick Point and a portion of Hunters Point Shipyard;
- (2) Ordinance to vacate the Vacation Area, being a portion of Candlestick Point and a portion of Hunters Point Hunters Point Shipyard;
- (3) Vacation Area SUR Map No. 6010.



The Director further recommends the Board of Supervisors proceed with the legislation to vacate said portions of Candlestick Point and Hunters Point.

In addition, the Director recommends that the Board of Supervisors: (1) conditionally vacate the specified street areas according to the terms set forth in this Order; (2) approve all actions set forth herein and heretofore taken by the Officers of the City with respect to this vacation; and (3) authorize the Mayor, Clerk of the Board, Director of Property, County Surveyor, and Director of Public Works to take any and all actions which they or the City Attorney may deem necessary or advisable in order to effectuate the purpose and intent of this Ordinance.

Attachments:

1. SUR 6010, dated February 20, 2014.
2. Planning Department's letter dated November 21, 2013

2/24/2014

2/24/2014

**X** Bruce R. Storrs

---

Storrs, Bruce  
City and County Surveyor

**X** Mohammed Nuru

---

Nuru, Mohammed  
Director



BOARD of SUPERVISORS



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

## MEMORANDUM

TO: Olson Lee, Director, Mayor's Office of Housing and Community Development  
Mohammed Nuru, Director, Department of Public Works  
John Rahaim, Director, Planning Department  
John Updike, Director, Real Estate  
Barbara Smith, Executive Director, Housing Authority  
Tiffany Bohee, Executive Director, Office of Community Investment and Infrastructure

FROM: Andrea Ausberry, Clerk, Land Use and Economic Development Committee  
Board of Supervisors

DATE: March 7, 2014

SUBJECT: LEGISLATION INTRODUCED

---

The Board of Supervisors' Land Use and Economic Development Committee has received the following proposed legislation, introduced by Supervisor Cohen on February 25, 2014:

**File No. 140171**

**Resolution declaring the intent of the Board to order the vacation of portions of streets along with public service easements that may exist within the Hunters Point Shipyard Phase II Redevelopment Plan area, generally bounded the 1948 Bulkhead Line to the north, the 1941 Bulkhead Line to the east, Bancroft Avenue to the south, and Griffith Street to the west, including submerged areas; order the vacation of portions of streets along with public service easements that may exist within the Candlestick Point Redevelopment Plan area, generally bounded by Underwood Avenue, Arelious Walker Drive, Gilman Avenue, Donahue Street, Carroll Avenue, Alvord Street, Fitzgerald Avenue, the City and County of San Francisco County Line, Harney Way, Ingerson Avenue, and Hawes Street, including submerged areas; order the conditional vacation of portions of Griffith Street, Nichols Way, Cameron Way, Doublerock Street, Giants Drive, Hunters Point Expressway, Jamestown Avenue, Gilman Avenue, and Crisp Road for various purposes; reserve various easement rights in favor of the City and third party utilities, subject to conditions specified in this Ordinance; and setting a hearing date of April 8, 2014, for all persons interested in the proposed vacation of said street areas and public service easements.**

If you have any additional comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

c: Sophie Hayward, Mayor's Office of Housing and Community Development  
Eugene Flannery, Mayor's Office of Housing and Community Development  
Bruce Storrs, Department of Public Works  
Javier Rivera, Department of Public Works  
Frank Lee, Department of Public Works  
AnMarie Rodgers, Planning Department  
Sarah Jones, Planning Department  
Scott Sanchez, Planning Department

Jeanie Polling, Planning Department  
Nannie Turrell, Planning Department  
Kyle Pederson, Housing Authority  
Natasha Jones, Office of Community Investment and Infrastructure

Member, Board of Supervisors  
District 8



City and County of San Francisco

*Orig: LU Clerk  
COB  
Reg Dep*

**SCOTT WIENER**  
威善高

---

DATE: March 10, 2014

TO: Angela Calvillo  
Clerk of the Board of Supervisors

FROM: Supervisor Wiener  
Chairperson Land Use and Economic Development Committee

RE: Land Use and Economic Development Committee  
COMMITTEE REPORT

---

RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO  
2014 MAR 10 PM 1:17  
*SW*

Pursuant to Board Rule 4.20, as Chair of the Land Use and Economic Development Committee, I have deemed the following matter is of an urgent nature and request it be considered by the full Board on March 18<sup>th</sup>, 2014, as a Committee Report:

**140171 Street Vacation Order - Hunters Point Shipyard Phase II Redevelopment Plans - Candlestick Point**

Resolution declaring the intent of the Board to order the vacation of portions of streets along with public service easements that may exist within the Hunters Point Shipyard Phase II Redevelopment Plan area, generally bounded the 1948 Bulkhead Line to the north, the 1941 Bulkhead Line to the east, Bancroft Avenue to the south, and Griffith Street to the west, including submerged areas; order the vacation of portions of streets along with public service easements that may exist within the Candlestick Point Redevelopment Plan area, generally bounded by Underwood Avenue, Arelious Walker Drive, Gilman Avenue, Donahue Street, Carroll Avenue, Alvord Street, Fitzgerald Avenue, the City and County of San Francisco County Line, Harney Way, Ingerson Avenue, and Hawes Street, including submerged areas; order the conditional vacation of portions of Griffith Street, Nichols Way, Cameron Way, Doublerock Street, Giants Drive, Hunters Point Expressway, Jamestown Avenue, Gilman Avenue, and Crisp Road for various purposes; reserve various easement rights in favor of the City and third party utilities, subject to conditions specified in this Ordinance; and setting a hearing date of April 8, 2014, for all persons interested in the proposed vacation of said street areas and public service easements.

This matter will be heard in the Land Use and Economic Development Committee on March 17<sup>th</sup> 2014, at 1:30 p.m.

# Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp  
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee.  
An ordinance, resolution, motion, or charter amendment.
- 2. Request for next printed agenda without reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [ ] inquires"
- 5. City Attorney request.
- 6. Call File No. [ ] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. [ ]
- 9. Request for Closed Session (attach written motion).
- 10. Board to Sit as A Committee of the Whole.
- 11. Question(s) submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

**Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative**

Sponsor(s):

COHEN

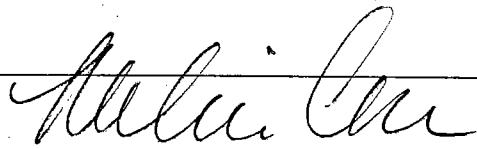
Subject:

Resolution of Intent - Street vacation - candlestick point / Hunters point Phase 2

The text is listed below or attached:

Attached

Signature of Sponsoring Supervisor:



For Clerk's Use Only:

140171

