File No. 110624 Committee Item No. 4
Board Item No. 39

COMMITTEE/BOARD OF SUPERVISORS

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Committee: Land Use and Economic Development **Date** June 20, 2011

Board of Supervisors Meeting **Date** June 20, 2011

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Completed by: Alisa Somera **Date** June 17, 2011
Completed by: Alisa Somera **Date** June 23, 2011

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document can be found in the file.

[General Plan Amendments - Executive Park Subarea Plan]

Ordinance amending the San Francisco General Plan by amending the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan, the Land Use Index and maps and figures in various elements and adopting findings, including environmental findings and findings of consistency with the General Plan and Planning Code Section 101.1.

NOTE: Additions are *single-underline italics Times New Roman*; deletions are ~~*strike-through italics Times New Roman*~~. Board amendment additions are double-underlined; Board amendment deletions are ~~strikethrough normal~~.

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

Section 1. The Board of Supervisors of the City and County of San Francisco hereby finds and determines that:

A. The proposed amendments to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan, the Land Use Index and the maps and figures in various elements of the General Plan will establish a new vision for the area of creating a vibrant, urban, pedestrian oriented mixed-use, predominantly residential neighborhood characterized by active publicly-accessible streets.

B. The General Plan amendments are necessary because the existing plan contemplates suburban-like office and hotel development where mixed-use residential development is now desirable. Since 1976, the San Francisco Executive Park Subarea has been the subject of several development plans, environmental analyses, and City actions.

(1) In 1976, the Planning Commission certified the San Francisco Executive Park Final EIR and approved a development of 833,000 square feet of office space, 174,000 square feet of hotel/meeting space and 75,000 square feet of retail space (about 1,100,000

square feet in total), plus 3,900 parking spaces. At the time, Amendments were made to the South Bayshore Plan to allow commercial uses at the location. ("1978 Development Plan").

(2) In 1980 and 1981, the Planning Commission approved minor changes to the 1978 Development Plan, which slightly altered the locations and amounts of the various land uses. The City issued permits for the construction of four office buildings and a restaurant under the 1978 Development Plan; three of the office buildings had been constructed by 1985 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500 square feet of retail space. The fourth office building and the restaurant were not constructed.

(3) In 1985, following certification of a subsequent environmental impact report, the Planning Commission approved a Planned Unit Development that revised the 1978 Development Plan that, when combined with the four office buildings and restaurant previously approved, provided for 1,644,000 square feet of office space, 234,000 square feet of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about 5,300 parking spaces. At the same time, the City developed the Executive Park Subarea Plan, an amendment to the General Plan, which memorialized the development program and urban form for the area. The City also approved related Planning Code Map amendments.

(4) In 1992, the developer sought and obtained a further revision to the Planned Unit Development, including minor General Plan amendments. This revision added 25,000 square feet of health club space, 10,000 square feet of child care space and an additional 10,000 square feet of restaurant space and increased the square footage of residential use but not the unit count. Five residential buildings, located in the eastern portion of the site, containing 304 units and 517 parking spaces have been constructed under this development proposal by TopVision. ("TopVision Phases I and II").

(5) In 1999, the Planning Commission certified a supplemental environmental impact report and extended and modified the prior 1985 Planned Unit Development authorization by adopting a residential variant, which provided for some additional residential development in the northwestern portion of the site ("2000 Planned Unit Development"). The City also amended the Executive Park Subarea Plan, replacing all of the Plan's figures and adding new text. The general land use program remained the same.

(6) In 2005, Signature Properties obtained approval under a separate Planned Unit Development for the northwestern portion of the Subarea Plan Area. Nearing completion, it will include up to 450 residential units, 14,000 square feet of retail space, and 588 parking spaces when built-out. The City adopted further amendments to the Executive Park Subarea Plan as part of this Planned Unit Development approval.

(7) In 2007 TopVision obtained approval under the 2000 Approved Development Plan for a Phase III development, which includes 465 units and about 776 parking spaces north of existing TopVision Phases I and II residential buildings on the eastern portion of the Subarea Plan Area.

(8) Existing and approved development projects in the Executive Park Subarea Plan Area currently include up to approximately 1,220 residential units, 307,600 square feet of office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013 residential parking spaces and 830 office parking spaces.

(9) The Yerby Company ("Yerby") has applied for approval to demolish OB-1 and replace it with a mixed use, predominantly residential development of up to 500 dwelling units and 750 subsurface parking spaces, and Universal Paragon Corporation ("UPC") has applied for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units and 1,677 subsurface parking spaces. These projects will require amendment of the

Executive Park Subarea Plan and related amendments to the Zoning Map and Planning Code. The proposed General Plan amendments would apply to the entire 71-acre Executive Park Subarea Plan Area, be consistent with existing development and approvals, and provide for the transition of the existing office park development within a 14.5 acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 additional residential units and about 73,000 gsf retail. These projects would complete the build-out of the Subarea Plan Area and accomplish its transition from the office park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

(10) Since 2006, proposed amendments to the Executive Park Subarea Plan and the development proposals of Yerby and UPC have been reviewed in public meetings by the Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood community and other stakeholders, including at meetings held before the Executive Park Citizens Advisory Committee, a body composed of property owners of Executive Park, the Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley Planning Alliance.

C. On May 5, 2011, by Motion No. 18350, the Planning Commission certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR") for the Executive Park project. A copy of Planning Commission Motion No. 18350 is on file with the Clerk of the Board of Supervisors in File No. **110626**.

D. In accordance with the actions contemplated herein, the Planning Commission adopted Motion No. 18351 concerning findings pursuant to the California Environmental Quality Act. Said Motion is on file with the Clerk of the Board of Supervisors in File No. **110626** and the Board incorporates those findings herein by this reference. Also on file with the Clerk of the Board in File No. **110626** is an Addendum prepared by the Planning Department dated June 7, 2011, finding that no new significant impacts would result

from a modification to the Project analyzed in the EIR that moves the tower closest to Highway 101 one parcel to the East; the Board incorporates the findings in the Addendum herein by this reference.

E. Pursuant to San Francisco Charter Section 4.105 and Planning Code Section 340, any amendments to the General Plan shall first be considered by the Planning Commission and thereafter recommended for approval or rejection by the Board of Supervisors. On May 5, 2011, by Resolution No. 18352, the Commission conducted a duly noticed public hearing on the General Plan amendments pursuant to Planning Code Section 340, adopted the General Plan amendments and recommended them for approval to the Board of Supervisors. A copy of Planning Commission Resolution No. 18352 is on file with the Clerk of the Board of Supervisors in File No. **110624**.

F. The Board of Supervisors finds that this ordinance is in conformity with the Priority Policies of Section 101.1 of the Planning Code and, on balance, consistent with the General Plan as it is proposed for amendment herein, and hereby adopts the findings set forth in Planning Commission Resolution No. 18352 and incorporates such findings by reference as if fully set forth herein.

Section 2. The Board of Supervisors hereby approves the following amendments to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan ("BVHP") of the General Plan. These amendments are described generally below.

A. The existing Executive Park Subarea Plan, which includes Objective 19, Policies 19.1 through 19.9, and Figures 18 through 21 of the Bayview Hunters Point Area Plan, provides for the creation of a balanced urban gateway to the city containing office, retail space and residential uses integrated with a "town center," promenades and open space, with a new residential community to the east. Figures 18 through 21 illustrate the San Francisco Executive Park Land Use Plan, Auto Access, Auto Egress and Urban Form Plan. The Board

of Supervisors hereby repeals in its entirety the text and figures of the existing Executive Park Subarea Plan, which are shown in Exhibit A to this ordinance, on file with the Clerk of the Board of Supervisors in File No. 110624.

B. The Board adopts as an entirely new Executive Park Subarea Plan the text and figures marked as Exhibit B to this ordinance, which is on file with the Clerk of the Board of Supervisors in File No. 110624. Described generally, the amendments to the text, maps and figures of the Executive Park Subarea Plan reflect the change in the nature of the development proposal for Executive Park from primarily an office development to a mixed-use predominantly residential neighborhood.

1. The amended text of the General Plan Amendments contained in the Executive Park Subarea Plan provides for the transition from an office park with some housing that is internally focused and gated to a mixed-used residential neighborhood with attractive public streets and open space connectivity. The amendments are designed to: (1) create a urban residential neighborhood, including the redevelopment over time of the office uses now there, (2) meet the daily needs of residents within the neighborhood by encouraging neighborhood – serving retail uses, (3) create a city street pattern supportive of an urban residential neighborhood, (4) encourage walking and bicycling, (5) reduce dependency on the automobile, (6)establish a residential community that reflects the scale and character of a typical San Francisco urban neighborhood, (7) create a distinctive skyline that complements Bayview Hill, the surrounding neighborhoods and the Bay and is viewed as a gateway to San Francisco from the south, (8) promotes the sustainability of resources, (9) provides and enhances community facilities in the neighborhood and (10) enhances and provides improved connections to public open space.

2. The amended figures in the Executive Park Subarea Plan contain the following entirely new figures:

Figure 1 – Context Map

Figure 2 – Neighborhood Map

Figure 3 – Existing Lot Pattern

Figure 4 – Existing Land Use Districts

Figure 5 – Proposed Land Use Districts

Figure 6 – Proposed Street Network

Figure 7 – Proposed Circulation Network

Figure 8 – Pedestrian Network and Public Open Space

Section 3. The Board of Supervisors hereby approves the following amendments to other figures in the Bayview Hunters Point Area Plan of the General Plan by updating Figures 4, 5, 8, 9, 12, and 15 to add a boundary around Executive Park and a referral notation to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

Section 4. The Board of Supervisors hereby approves the following amendments to the maps and figures in other Elements of the General Plan as follows:

Commerce and Industry

Map 1 – Generalized Commercial and Industry. Remove shading at Executive Park.

Map 2 – Generalized Commercial and Industry Density Plan. Remove shading at Executive Park.

Transportation

Map 6 – Vehicular Street Map. Insert boundary around Executive Park and refer to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

Map 11 – Pedestrian Network. Insert boundary around Executive Park and refer to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

Map 12 – Neighborhood Pedestrian Streets. Insert boundary around Executive Park and refer to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

Urban Design

Map 4 – Urban Design Guidelines for Height of Buildings. Insert boundary around Executive Park and refer to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

Map 5 – Urban Design Guidelines for Bulk of Buildings. Insert boundary around Executive Park and refer to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

Recreation and Open Space

Map 8 – Eastern Shoreline Plan. Add shading at the location of the Executive Park Open Space. Insert boundary around Executive Park and refer to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

Section 5. The Board of Supervisors hereby approves the following amendment to the General Plan to amend the Land Use Index:

Section I: Housing

Executive Park Subarea Plan of the Bayview Hunters Point Area Plan

Objective 1, Policies 1.1, 1.2, 1.3

Objective 2, 2.1

Housing Figures – Land Use Maps from the General Plan

Executive Park Subarea Plan of the Bayview Hunters Point Area Plan

Figure 5 – Proposed Land Use Districts

Commerce and Industry Figures – Land Use Maps from the General Plan

Executive Park Subarea Plan of the Bayview Hunters Point Area Plan

Figure 5 – Proposed Land Use Districts

Section III -- Recreation and Open Space

Executive Park Subarea Plan of the Bayview Hunters Point Area Plan

Objective 9, Policy 9.1

Objective 10, Policies 10.1, 10.2

Recreation and Open Space Figures – Land Use Maps from the General Plan

Executive Park Subarea Plan of the Bayview Hunters Point Area Plan

Figure 10 – Pedestrian Network and Open Space

Section VI – Population Density and Building Intensity

Executive Park Subarea Plan of the Bayview Hunters Point Area Plan

Objective 1, Policies 1.1, 1.2

Objective 6, Policy 6.1

Objective 7, Policy 7.1

Population Density and Building Intensity – Land Use Maps from the General Plan

Executive Park Subarea Plan of the Bayview Hunters Point Area Plan

Figure 4 – Existing Land Use Districts

Figure 5 – Proposed Land Use Districts

Figure 7 – Existing Height Districts

Figure 8 – Proposed Height Districts

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

By: Elaine C. Warren
Elaine C. Warren
Deputy City Attorney

FILE NO. 110624

LEGISLATIVE DIGEST

[General Plan Amendments – Executive Park Subarea Plan]

Ordinance amending the San Francisco General Plan by amending the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan, the Land Use Index and maps and figures in various elements and adopting findings, including environmental findings and findings of consistency with the General Plan and Planning Code Section 101.1.

Existing Law

The San Francisco General Plan consists of various Elements and Area Plans that set forth goals, policies and programs for the future physical development of the City and County that takes into account social, economic and environmental factors. Charter Section 4.105 provides that the Planning Commission "shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan."

Amendments to Current Law

This ordinance proposes amendments to the Executive Park Subarea Plan, which comprises a portion of the Bayview Hunters Point Area Plan. The amendments aim to facilitate the transition of the existing suburban-like office development in the area to a vibrant, urban, pedestrian oriented mixed-use, predominantly residential neighborhood characterized by active publicly-accessible streets. It also proposes amendments to various Elements of the General Plan to make these Elements consistent with the proposed amendments to the Subarea Plan.

Background Information

The San Francisco Executive Park Subarea, a 71 acre area bounded by Highway 101, San Francisco Bay to the south and Bayview Hill to the north has been the subject of several development plans, environmental analyses, and City actions since 1975. The original development plan envisioned low-density office uses and resulted in the construction of the existing office development that is on a portion of the site. In 1985, the City approved residential development in the undeveloped portions of the site and residential developments have been completed or are approved in those areas. The proposed amendments to the Subarea Plan would create a vision for mixed-uses that would be predominately residential, but would provide for smaller blocks, pedestrian and bicycle paths, new open space, community amenities, better connections to nearby open space areas and sufficient density to support active street uses. This ordinance is part of a package of amendments to the General Plan, the Zoning Map and the Planning Code that will facilitate the transition of the existing office park to a medium to high density, mixed-use, predominately residential area.

EXECUTIVE PARK
GENERAL PLAN AMENDMENTS

Exhibit A

to Draft Ordinance

Executive Park Subarea Plan Text and Figures

to be Superseded

Exhibit A

Executive Park Subarea Plan

Text To Be Superseded

Case No 2006.0422EMTUZ

~~OBJECTIVE 19~~
~~TO CREATE, AS A "GATEWAY TO THE CITY", AN ATTRACTIVE, BALANCED URBAN DEVELOPMENT WHERE OFFICE, RETAIL SPACE AND A HOTEL ARE INTEGRATED WITH A CENTRAL PLAZA, PROMENADES, AND OPEN SPACE, WITH A NEW RESIDENTIAL COMMUNITY.~~

~~The policies below shall apply to development of the Executive Park subarea. The Land Use Plan for the 71 acre Executive Park subarea appears in Figure 18. The Circulation Plan (Automobile Access) appear in Figures 19 the Urban Form (height and bulk) Plan appears in Figure 20.~~

~~Figure 18 - San Francisco Executive Park Land Use Plan~~

~~Figure 19 - San Francisco Executive Park Auto Access~~

~~Figure 20 - San Francisco Executive Park Auto Egress~~

~~Figure 21 - San Francisco Executive Park: Urban Form Plan~~

~~POLICY 19.1: URBAN DESIGN~~

~~The Executive Park development should function as an attractive "gateway" to the City as viewed from the water, freeway and other roadways. As such, the development must be designed and developed in such a way as to complement the area's natural resources, including the Bay View Hill form, the water and natural vegetation, and should incorporate architectural, signage/graphics and landscaping elements that complement rather than detract from or visually compete with these natural resources.~~

~~The massing of the development in Executive Park should be designed such that the ensemble of buildings, open space and the dramatic backdrop of Bay View Hill and the Bay work together to form a prominent, dramatic gateway to the South Bayshore community and to the City, while meeting all other policies of this plan. This massing also should be internally consistent, so that it helps form and define Executive Park as its own special place. The visual qualities of the total development, including its building orientation, massing, height, landscaping, color, texture and signage, should address views from the freeway in both directions and all other major public spaces and rights-of-way, including the water.~~

~~The color of buildings or other design elements should not attract the eye such that the visual prominence of the area's natural resources is diminished. Signage should be limited to business and identifying signs and should be effective but subtle and should not be internally illuminated nor feature electronically moving text or images. There should be no pedestrian bridges or arcades.~~

~~Buildings should be built with an urban, rather than suburban, ground floor treatment with well-lighted fenestration, a minimum of landscaped setbacks from the sidewalk, and, whenever possible, with pedestrian-interest uses.~~

~~POLICY 19.2 OFFICES~~

~~Develop a maximum of 1,700,000 square feet of office space. Locate all new office space, excluding office buildings OB-1, OB-2, OB-3, and OB-4 as shown on Figure 24, north of Executive Park Boulevard in buildings which range in height from 4 stories to 15 stories, becoming taller the closer they are to the center. The massing of the structures, stepping up and back from the street incrementally, should reflect the form of the hillside to the north and reinforce the urban character of the project. Each building should extend out to the edge of the street incorporating an arcade which covers the sidewalk. Office buildings may contain other, complementary uses such as child care, fitness center and retail services.~~

~~POLICY 19.3 TOWN CENTER~~

~~Develop a Town Center which features convenience personal service and retail activity to serve Executive Park workers, visitors and residents. This retail and personal service activity should be designed in such a fashion as to serve as a gathering place for the different users/occupants of the area; a place where workers and residents can meet and communicate. The Town Center should feature convenience goods and services that contribute to the dynamic, convenience shopping of a neighborhood center. The Town Center should be centrally located between existing and new development and should be easily identifiable by and accessible to workers and residents, and should incorporate outdoor seating areas.~~

~~POLICY 19.4 HOTEL~~

~~In the future, The Project Sponsor may deem it desirable to build a hotel to serve office uses in the area. If a hotel is deemed appropriate by the Planning Commission, it should be located ,and the building so oriented and designed, in such a way as to complement the Executive Park project as a visual "gateway" to the City and to styrengthen the pedestrian interest and livability of the Town Center. The Hotel should provide garage space for the hotel and the displaced surface parking under the hotel.~~

~~POLICY 19.5 RETAIL USES~~

~~Provide approximately 55,000 square feet of neighborhood sering retail space integrated with the office uses and situated primarily around the Town Center. Orient retail uses to serve office workers and residents of the area as well as those of surrounding communities. Provide~~

~~additional retail space within the hotel. In addition, allow a restaurant south of Alana Way. Allow additional square feet of space for a child care center and a fitness center/health club.~~

~~**POLICY 19.6 RESIDENTIAL COMMUNITY**~~

~~Seek to create an urban village at Executive Park by incorporating new housing to accommodate new workers to the area. Affordable housing to accommodate workers in new office buildings or a hotel should be well integrated with market rate housing on site. Develop housing primarily on the eastern portion of the site in two to eight story structure over one to two level parking podiums. Construct the housing following the form of the hillside contours. Include children's plan areas.~~

~~**POLICY 19.7 OPEN SPACE**~~

~~Develop approximately twenty six acres of the northern portion of the site as a permanent open space preserve to be improved by removing non native vegetation, replanting native vegetation in such a way as to minimize erosion and stabilize the hillside, and to maintain the hillside as a scenic resource for residents and visitors to the area and City. At a minimum of one location with the open space preserve, construct a hiking trail leading to a level vista point that offers views of the water to the south. This vista point should be furnished with benches, picnic tables, and trash receptacles.~~

~~Create a variety of landscaped zones on the hillside. The area adjacent to the freeway should be densely planted with trees and shrubs. Trees should be used to screen the parking structure as well as provide an appropriately scaled backdrop to the office buildings. The northern most zone adjacent to Bayview Hill Park should be planted with trees and shrubs which are similar to those already growing within it, visually integrating both sides of the hill. The central portion of the hill should be planted with smaller shrubs and cascading plant materials which will cover the hillside with low growing vegetation, thereby softening the quarried texture of the exposed rock.~~

~~Landscape the open area not used for streets and parking areas, except the 26 acre open space preserve, with ornamental plantings and coordinated flowering ground covers to provide a continuous series of related open spaces and to create a unified visual environment.~~

~~**POLICY 19.8 TRANSPORTATION MANAGEMENT PROGRAM**~~

~~The Executive Park management should continue to seek ways to increase public transit service and use by area workers and residents to reduce automobile traffic to and from the development and should develop and implement a comprehensive transportation management program (TMP) in cooperation with the City, transit operators, ridesharing agencies and other agencies or organizations, to provide alternative to single occupant vehicle use by commuters. This TMP may, at least in the short term, include the provision of private shuttle service to transport workers, residents, and visitors to public transit stations. This service to the area, in terms of hours of service or routes, and should not compete for ridership with public transit providers. .~~

~~Provide continuing on-site transportation brokerage services over the life of the project for subarea employees, residents and visitors, to coordinate a phased program of reduced trip-making by single-occupant vehicle for both commute and non-commute travel.~~

~~POLICY 19.8[10] PARKING~~

~~Limit the total number of commuter parking spaces to the extent reasonable and feasible and without adverse impact on adjacent areas, to encourage alternatives to single-occupant vehicle for employee travel.~~

~~Develop parking facilities to adequately serve the uses in all commercial buildings, with preferential rideshare and short-term visitor/patron parking provided closest to building entrances, design any commercial parking structure to blend visually with the hillside, and soften the visual impact of parking facilities with landscaping. If long-term transit use goals are met by area workers and residents, or if parking resources are not needed at night or on week-ends by residents or workers, surplus parking should be made available for use by commuter parking for the City.~~

~~POLICY 19.9 TRANSIT~~

~~The City has a long-term goal of providing improved transit service to Executive Park and its recreational environs. In the short-term, Executive Park should provide continuing shuttle service throughout the day and evening hours when area workers need it between the subarea, downtown and other regional transportation terminals as a supplement to public transit service, with sufficiently short headways to encourage their use and reduce dependency on autos for both commute and non-commute transportation needs. Such shuttle service shall be evaluated every three years to determine if patronage and market are sufficient to support public transit service for both commute and non-commute needs at the same levels of service.~~

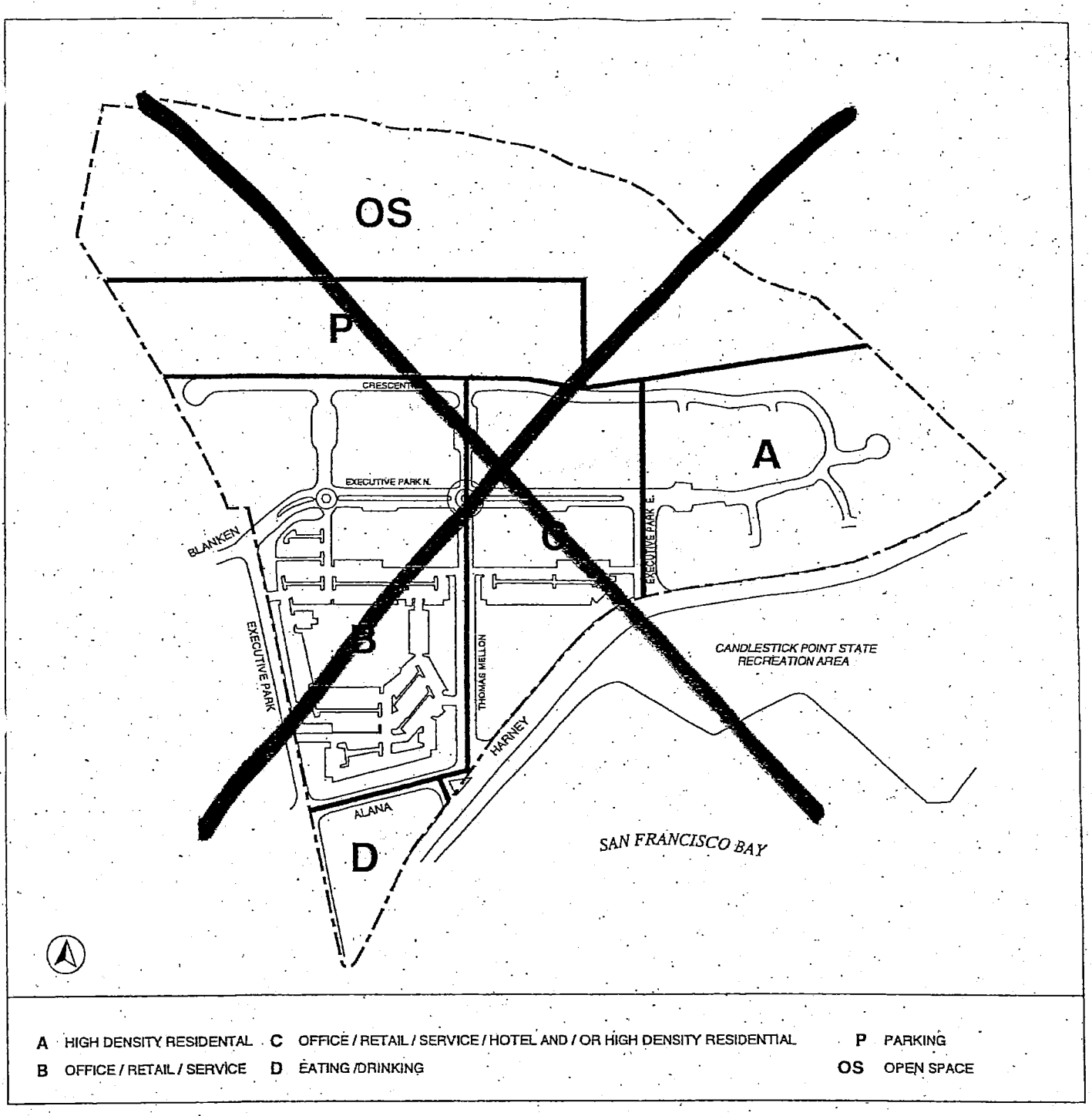


FIGURE 18
SAN FRANCISCO EXECUTIVE PARK
LAND USE PLAN

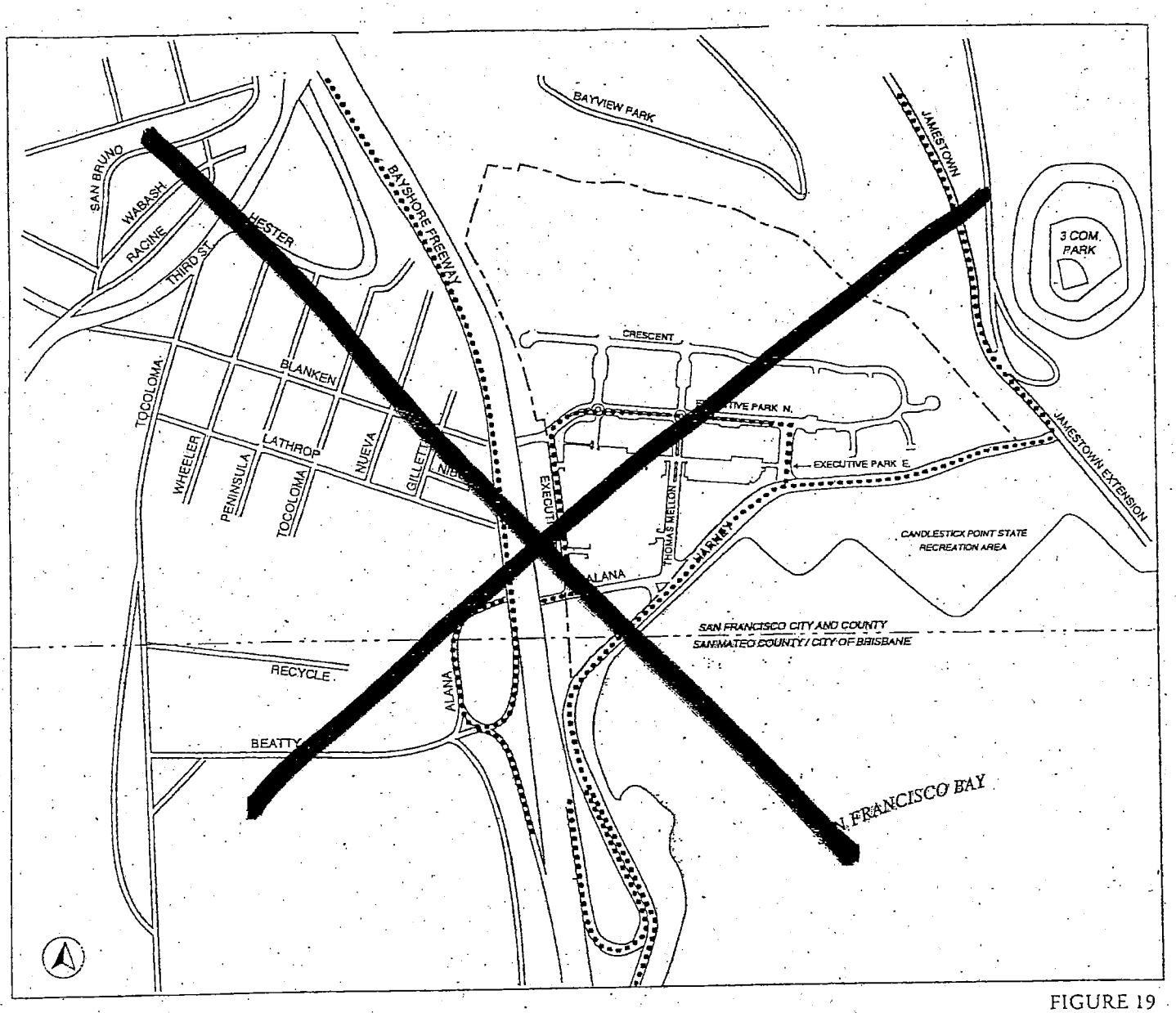
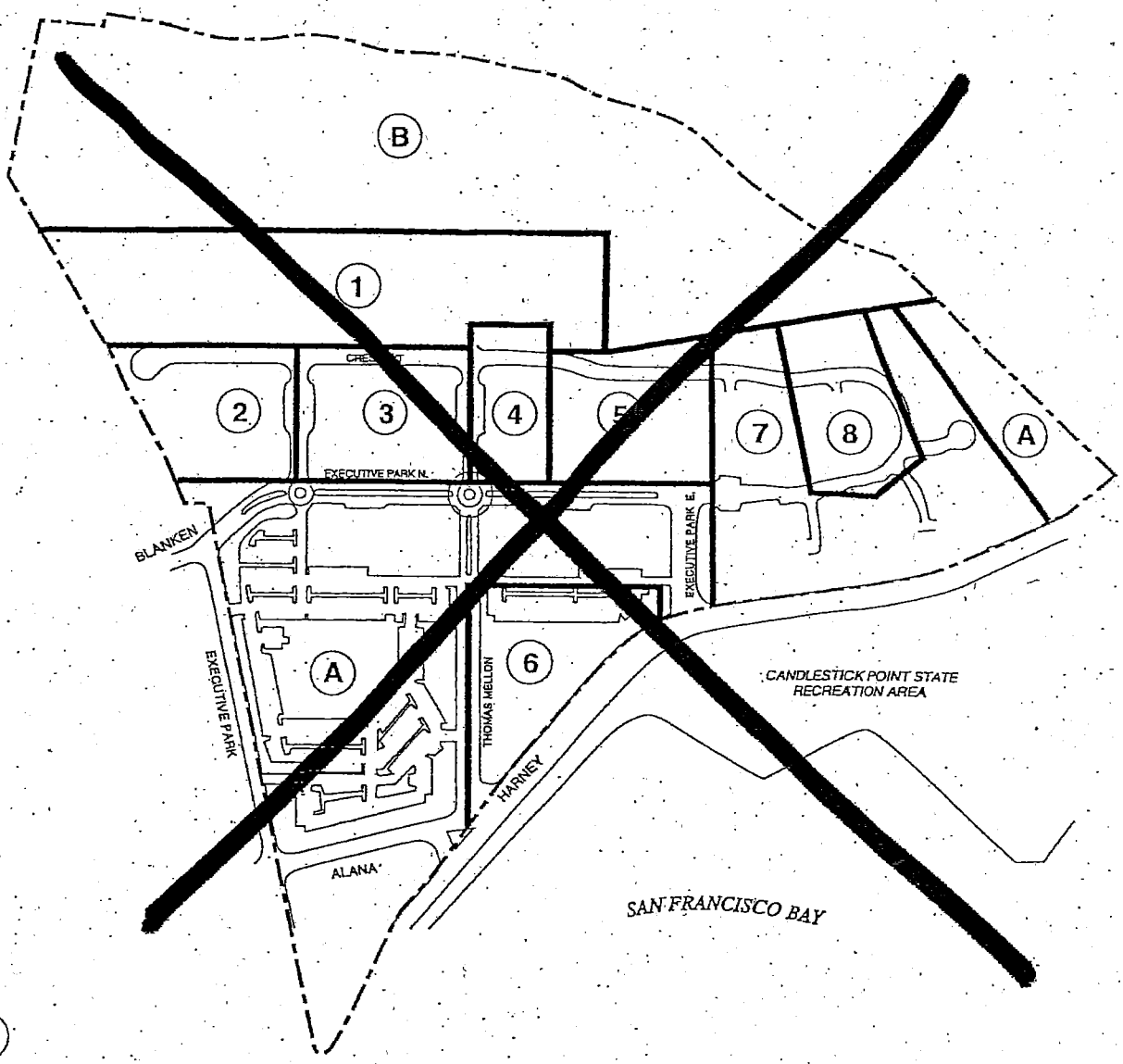


FIGURE 19
SAN FRANCISCO EXECUTIVE PARK.
AUTO ACCESS



ZONE	HEIGHT	BULK
1	40	X
2	100	G
3	140	H
4	200	I
5	165	I
6	80	X
7	60	X
8	80	X
A	40	X
B	OS	

BULK LIMITS

Symbol	Height Above Which Maximum Dimensions Apply	Maximum Building Length	Maximum Diagonal Dimension
G	80	170	200
H	100	170	200
I	150	170	200
X	Bulk Limits Not Applicable		

FIGURE 20
SAN FRANCISCO EXECUTIVE PARK
URBAN FORM PLAN

EXECUTIVE PARK
GENERAL PLAN AMENDMENTS

Exhibit B

to Draft Ordinance

Executive Park Subarea Plan Text and Figures

Amended as Proposed

EXHIBIT B

Text of the Executive Park Subarea Plan

[place for Figure 1 Context Map, Figure 2 Neighborhood Map and Figure 3 Existing Lot Pattern]

INTRODUCTION

This is the Subarea plan for Executive Park. It contains objectives and policies to guide land use decisions, and background to them.

Where is Executive Park

Executive Park is a Subarea of the Bayview/Hunters Point neighborhood in southeastern San Francisco. The Executive Park Subarea comprises the southernmost 71 acres of Bayview. It is bounded on the west by US Highway 101, on the east by the Candlestick Point Special Use District, on the north by Bayview Hill, and on the south by Candlestick State Park and San Francisco Bay.

Executive Park faces south towards San Francisco Bay. While the area itself lies within Bayview Hunters Point, Executive Park is closely connected to Visitacion Valley and the Little Hollywood neighborhoods west of Highway 101. Being on the south side of Bayview Hill separates it physically from Bayview Hunters Point. Candlestick Point, and the 49ers Stadium and parking lot is to the immediate east. Executive Park's focus on the Bay and its street network both orient the area to the neighborhoods to the west and to the south.

Neighborhood Vision

Executive Park is now an office park with some housing on the far eastern end. The office buildings are surrounded by surface parking and some of the housing is internally focused and gated. The area as it exists does not provide a physical framework for supporting a vital San Francisco neighborhood. The Executive Park Subarea Plan challenges this pattern. It envisions a new San Francisco neighborhood: a mixed-used residential neighborhood with attractive public streets and open space connectivity. This pervasive public quality would be achieved through a street and open space system that knits all the various neighborhood parts together and in turn links the neighborhood to its surroundings. The plan focuses on providing a welcoming environment for visitors and residents to the area through the creation of good streets, good urban design, and sound land use policies.

Plan Goals

The Executive Park Sub-area Plan sets forth objectives and policies to aide the area's transition to a residential neighborhood. It is based on the following goals.

1. Create a new residential neighborhood to help address the city's and the region's housing needs, support regional transit use, and strengthen community facilities and services, including neighborhood-serving retail.
2. Create a livable urban community with easy access to the waterfront and well-designed streets and open spaces.
3. Create a pedestrian-oriented urban environment that encourages walking.
4. Enhance public linkages within the area and to nearby neighborhood commercial districts.
5. Encourage residents, workers, and visitors to use alternative modes of transportation.
6. Provide a home for some 8,000 residents in as approximately 2,800 dwelling units.

01 LAND USE

In recent years there has been a shift in land use in Executive Park from office to housing. This plan capitalizes on this interest in residential development, taking advantage of the area's proximity to open space and transit to create a mixed-use residential neighborhood that balances housing density and livability, provides the services needed to support the residential population, and supports and encourages the neighborhood-serving uses in adjacent neighborhoods.

OBJECTIVE 1

CREATE A SENSITIVELY PLANNED AND DESIGNED URBAN RESIDENTIAL NEIGHBORHOOD IN EXECUTIVE PARK, INCLUDING THE REDEVELOPMENT OVER TIME OF THE OFFICE USES NOW THERE.

POLICY 1.1

Create an urban neighborhood that balances density with livability.

Development within Executive Park must be dense enough to create a lively residential neighborhood of active, gracious streets and sufficient public amenities, with outstanding livability and quality of life.

POLICY 1.2

Create a neighborhood form that supports residential density.

The intent of the plan is to encourage high residential densities but in a way that assures high quality livability and excellent urban design. For the portions of the Executive Park Plan area that have not yet been entitled, the targeted density level would be one dwelling unit for every 400 square feet of lot area, the density level of existing RM-3 (Residential, Mixed, Medium Density) Districts and RC-3 (Residential-Commercial Combined, Medium Density) Districts, the same zoning districts that include portions of the Marina, Nob Hill, North Beach, among others. Densities would be based on existing lot configuration, but would be applied to resultant lot configuration even after portions of the lots are dedicated to creating a new internal street grid and possibly to reconfigurations of Harney Way and Alana Way. The intent is also to allow densities to be spread unevenly over the site, similar to many San Francisco neighborhoods. While some portions of the yet-to-be-entitled blocks will be at lower densities and heights, others will feature residential towers.

POLICY 1.3

Create a neighborhood supportive of diverse families and mixed incomes.

A diverse neighborhood provides a number of benefits ranging from increased social interaction, reduction of crime, and long-term benefits to children. This new residential neighborhood should benefit from the benefits of diversity and in doing so, increase livability in the area. Executive Park development should be consistent with dwelling unit bedroom requirements elsewhere in the City and strive to provide even greater number of units suitable to families where possible.

OBJECTIVE 2

MEET THE DAILY NEEDS OF RESIDENTS WITHIN THE NEIGHBORHOOD.

POLICY 2.1

Encourage the development of centralized neighborhood-serving retail uses to serve the daily needs of residents.

Create a town center within an easy walk for all residents to allow them to shop via foot or bicycle for daily needs, while depending on larger commercial districts like Leland Avenue in Visitacion Valley and anticipated retail at Candlestick Point for less frequent shopping needs. Small-scale retail uses should be scattered throughout the area as it grows. The retail services provided within Executive Park should not unduly compete with existing neighborhood commercial districts outside the Sub-area Subarea. The main core of retail should be at the Town Center at Thomas Mellon and Executive Park Boulevard, but allowing retail throughout.

POLICY 2.2

Improve physical connections that would encourage residents to shop in nearby neighborhood commercial districts, such as Leland Avenue.

As part of any development, a comprehensive plan for streetscape improvements should be created to clearly lay out street design for Thomas Mellon, Executive Park, Executive Park East, Executive Park West, and the new proposed streets within them. Such a plan should strive to improve the pedestrian and bicycle connection to Leland Avenue (the neighborhood commercial district for Visitacion Valley) in order to minimize the geographic barriers that currently exist. Similarly, the Visitacion Valley Community Facilities and Infrastructure Fee and Fund, identify streetscape improvements that could include the Blanken Avenue Tunnel as a possible use of funds collected through the program. Executive Park developers, residents and other interested parties should work with residents to the west in advocating for, and planning a seemless connection from Executive Park, through the Blanken tunnel to the Little Hollywood and Visitacion Valley neighborhoods. Such seemless connection would not only connect existing and future residents of Executive Park to existing neighborhoods westward, but would enable easier access Visitacion Valley and Little Hollywood to Candlestick Point State Recreation Area and new development eastward.

[place for Figure 4 Existing Land Use Districts, and Figure 5 Proposed Land Use Districts]

02 STREETS AND TRANSPORTATION

OBJECTIVE 3

CREATE A CITY STREET PATTERN SUPPORTIVE OF AN URBAN RESIDENTIAL NEIGHBORHOOD.

POLICY 3.1

Establish a new internal street grid between Harney Way, Alana Way, Executive Park Boulevard, Executive Park West and Executive Park East that would divide the existing site into smaller blocks more in keeping with the typical San Francisco built pattern.

The end goal is to ensure the development of a residential street pattern that reflects the fine grain of adjacent neighborhoods, organizes neighborhood activities, is walkable, landscaped, and adequately furnished, lit at night, and equally designed for all modes of travel. The proposed street network is provided in Figure 6.

The newly established streets should accomplish the following:

1. Recognize and correct the inadequacies of the existing street system to support a new residential community,
2. Improve the physical and visual connections to the Bay and to other neighborhoods,
3. Allow for better circulation in and around the Executive Park Subarea,
4. Establish main points of entry into the Subarea,

5. Identify areas within the neighborhood for community activity,
6. Highlight streets of particular significance,
7. Connect public spaces throughout the Subarea, and
8. Focus on landscaping, sidewalk widenings, street lighting, and street furniture to coordinate the development and character of individual development sites.

POLICY 3.2

Ensure existing street and new proposed streets are deigned and constructed in a way that promotes pedestrian and bicycle usage, clarifies travel ways and purpose of different streets, and is aesthetically coherent and pleasant.

Based on the proposed street network provided in Figure 6, a more detailed comprehensive streetscape plan is to be developed to not only finalize standards for street cross sections, but to find a palate of streetscape improvements and plantings that can coherently be installed across Executive Park.

POLICY 3.3

Reconfigure the intersection of Harney Way, Mellon Drive and Alana Way to support the Subarea's new role as a residential neighborhood.

Improvements to the intersection of Harney Way, Alana Way and Thomas Mellon Drive have been required of the entitled Projects of the residential development north of Executive Park Boulevard.

On top of needing to better handle new traffic volumes by the entitled projects, the intersection of Harney Way, Mellon Drive, and Alana Way is currently not conducive to a residential neighborhood. It is clear that the intersection needs to be reconfigured and simplified to better accommodate pedestrians and better connect the Executive Park neighborhood (along with Little Hollywood and Visitacion Valley) to the Bay shore across Harney. However, it is anticipated that Harney will be widened and reconfigured to handle heavier traffic volumes and to provide dedicated transit lanes to accommodate additional development at Candlestick Point and Hunters Point Shipyard. Also anticipated is a new Harney / Highway 101 Interchange. Studies are ongoing as to the best solution for Harney and the interchange and what their spatial needs will be.

One possible solution that had been contemplated would separate the Alana Way and Thomas Mellon interfaces with Harney as two separate intersections, with each Alana and Thomas Mellon turning to meet Harney at 90-degree angles. At this time, this proposal is not being pursued. This solution should still be considered if future conditions allow, but should not be depended upon.

POLICY 3.4

Require that buildings and their uses along Harney and Alana face those streets with appropriate entries, setbacks or other features that will enable appropriate activation of Harney and Alana as urban streets, regardless of the final configuration.

POLICY 3.5

Establish a mechanism that will assign responsibility in an equitable way on the implementation of streetscape and infrastructure improvements along with other possible off-site improvements.

OBJECTIVE 4

ENCOURAGE WALKING AND BICYCLING AS THE PRIMARY MEANS OF ACCESSING DAILY SERVICES AND NEEDS.

The development of a streetscape master plan will enable the full realization and articulation of the circulation network. (Figure 7) The circulation network illustrates the pattern of circulation throughout the area, including bikes, pedestrians, and local vehicle traffic. The circulation network establishes safe and attractive travel routes for all modes of transportation. It calls for the addition of sidewalks on streets where currently there are none, and an eventual gracious pedestrian crossing at Harney Way to Candlestick State Park. New bike facilities should also be established throughout consistent with the City's Bike Plan and any other relevant MTA policies.

POLICY 4.1

Create a pedestrian network that includes streets devoted to or primarily oriented to pedestrian use.

Walking should be a clear and comfortable choice. All streets should be walking streets, and the pedestrian network should include public plazas and open spaces. Land uses adjacent to the major links in the pedestrian network should be of interest to pedestrians. Conflicts between pedestrians and vehicular traffic should be minimized and street crossings should be gracious.

The proposed pedestrian network should connect pedestrians to the new town center for the Subarea, to parks and open spaces, and to adjacent neighborhoods. The pedestrian network concepts are shown in the proposed Pedestrian Network and Public Open Space in Figure 9.

POLICY 4.2

Improve pedestrian areas by ensuring human scale and interest.

In addition to landscaping, other features along streets add to the comfort and interest of pedestrians. Sidewalk paving and furnishings, if designed in a unified way, make walking more

pleasurable. Gentle changes in level have the same effect. In commercial areas, continuous and well-appointed shop windows are invitations both to movement and to strolling. Transit stops should be gracious, with benches and shelters.

POLICY 4.3

Provide for safe and convenient bicycle use as a viable means of transportation.

Bikes should be provided for throughout the plan area in a way that assures travel by bike is comfortable, safe, and accessible and is consistent with the City's Bike Plan and any other bike-related policies. The development of a Streetscape Master Plan should include provisions for bicycle travel and parking. Designations for bicycle travel should be consistent with the City's bike plan and any related MTA bicycle related policies.

POLICY 4.4

Provide ample, secure and conveniently located bicycle parking.

OBJECTIVE 5

REDUCE DEPENDENCY ON THE AUTOMOBILE.

Executive Park local service is provided by San Francisco Municipal Railway (MUNI) bus and light rail lines. The Third Street Light Rail Line runs on Bayshore Boulevard, with stops at the CalTrain Bayshore Station, and at Sunnydale and Arleta Avenues. Executive Park is also served with an existing shuttle system, a part of the area's Transportation Management Program.

A new Bus Rapid Transit (BRT) system that would run from the Balboa Bart Station to Candlestick Point and Hunters Point is now planned. The right-of-way for such transit could run along Harney in front of Executive Park along its own right-of-way.

POLICY 5.1

Provide a range of transportation opportunities to the residents of Executive Park.

There is currently an Executive Park Transportation Management Program in place. It was created to divert office workers from their cars to transit. The Transportation Management Program should be revised to include the management of the transportation demand that would be expected from planned new residential development. It should aim to maximize the number of people who arrive at Executive Park by public transit, by the Executive Park shuttle service, and by carpools and vanpools. The program should also facilitate car sharing, and expand the existing shuttle service both in number of trips as well as number of stops. The Transportation Management Plan could also include the provision of transit passes to the area's residents.

POLICY 5.2

Encourage the expansion of transit services to the area.

Harney Way is a main street to Executive Park, and a major access to the Bayview, Candlestick Point State Park, and other uses to the east. As new development occurs in these areas, Harney Way or alternative routes through Executive Park should accommodate the option to extend transit services and sufficient vehicle capacity to serve these areas commensurate with creating a gracious boulevard bringing the Executive Park neighborhood to the waterfront.

POLICY 5.3

Discourage the ownership of automobiles by unbundling parking from the provision of housing.

No one should be required to rent parking they do not want nor need. The cost of parking is often aggregated in other costs, however, especially in rents for residential property. This forces people to lease parking, with no consideration of need or the availability of alternatives to driving. To avoid this, parking costs should be made visible and disaggregated from residential rents or the cost of for-sale units.

[sidebar] Better Streets Plan

The Better Streets Plan (BSP), of San Francisco, approved in December 2010, sets out new standards for streetscape improvements building on existing requirements, which are codified in Planning Code Section 138.1. The Plan was created to lay out a unified set of policies and guidelines which emphasize and improve the City's public realm.

The BSP describes streets and the public realm in a systematic way that clarifies their function and how to best organize and improve the public realm. It provides standards for street typologies, lays out which improvements are appropriate for each street type, and describes specific guidelines for each element.

A Streetscape Master Plan will be required prior to the first approval for development at Executive Park. Staff will review the Streetscape Master Plan against the guidelines and principles of the Better Streets Plan, and may require specific streetscape and sidewalk elements.

03 URBAN DESIGN

OBJECTIVE 6

ESTABLISH A RESIDENTIAL COMMUNITY THAT REFLECTS THE SCALE AND CHARACTER OF A TYPICAL SAN FRANCISCO URBAN NEIGHBORHOOD.

POLICY 6.1

Provide a consistent streetwall that defines the street as a useable, comfortable civic space.

POLICY 6.2

Require an engaging transition between private development and the public realm.

Development must complement and enhance the neighborhood environment. In recent years, Executive Park has seen the construction of a gated residential enclave and office buildings that contribute little to the pedestrian environment, exacerbated by above ground parking and featureless walls facing the street. Applying clear development standards and design guidelines can result in buildings that contribute positively to the neighborhood and to the city.

OBJECTIVE 7

CREATE A DISTINCTIVE SKYLINE THAT COMPLIMENTS THE LARGER FORM OF BAYVIEW HILL, THE SURROUNDING NEIGHBORHOODS AND THE BAY, AND IS A GATEWAY TO SAN FRANCISCO FROM THE SOUTH.

POLICY 7.1

Preserve public views of the bay from the neighborhood and through the neighborhood from key distinct public locations.

New buildings that extend to heights greater than 85 feet should not block significant views of public open spaces, especially large parks and the Bay. Buildings near these open spaces should permit visual access, and in some cases physical access, to them. This plan uses height limits and design guidelines to define the area's public realm and building form to preserve public views and affect the variety, activity, and liveliness of the area.

POLICY 7.2

Respect the form of Bayview Hill and follow the policies already established in the Urban Design Element that address building heights near the waterfront.

New buildings should accentuate the topography of Bayview Hill while allowing for visual permeability to the Bay.

POLICY 7.3

Ensure that existing and new streets and open spaces receive adequate sunlight and sky access.

Maximize sky exposure from street level and maintain an airiness to the skyline for neighborhood livability. Application of the design guidelines described in this plan will achieve this policy.

POLICY 7.4

Allow buildings greater than 85 feet in height only if they meet all of the criteria in the Design Guidelines.

The arrangement of buildings over 85 feet can be a strong determinant of livability of the immediate area at street level. The presence of buildings over 85 feet must be tailored to support a living environment. Care must be taken to maintain sunlight to public spaces including parks and streets.

OBJECTIVE 8

PROMOTE THE SUSTAINABILITY OF RESOURCES.

POLICY 8.1

In the design and construction of new buildings, streets, and open space in Executive Park, use best practices for sustainable design and resource conservation.

Sustainability addresses topics including energy, hazardous materials, water, human health, parks, open spaces, streetscapes, transportation and building methodologies and technologies. Promote resource conservation and rehabilitation of the built environment, using an environmentally sensitive "green building standards" approach to development.

Ongoing commitment to conservation saves, recycles, rehabilitates and reuses valuable materials. The components of green building standards include resource-efficient design principles both in rehabilitation and deconstruction projects, the appropriate selection of materials, space allocation within buildings and sites for recycling, and low-waste landscaping techniques. The salvage and reuse of construction and demolition materials that are structurally sound as part of new construction and rehabilitation projects promotes the principles of green building standards and achieves sustainability.

[place for Figure 8 Existing Height Districts, and Figure 9 Proposed Height Districts]

04 COMMUNITY FACITIES – RECREATION AND OPEN SPACE

OBJECTIVE 9

PROVIDE AND ENHANCE COMMUNITY FACILITIES TO SERVE EXISTING AND FUTURE RESIDENTS.

POLICY 9.1

Encourage development that provides the necessary community facilities to serve the intended population and to create a livable neighborhood.

A great neighborhood has a variety of gathering places such as parks and playgrounds, a full range of public services for residents such as libraries and schools, and its own special character shaped by its physical setting, streets, buildings, open spaces, and residents. Development in Executive Park should recognize these requirements for creating a neighborhood, and they should be integral to the planning and design of individual sites within the Subarea.

A key goal of this plan is to create an urban neighborhood that supports the anticipated housing development at Executive Park but also contributes to the strengthening, improvement, and enhancement the neighborhoods to the west. If the plan is realized, new residents will create significant new needs. While new development will generate real estate transfer taxes and annual property tax increases, pay citywide school fees and meet inclusionary housing requirements, additional investments in parks, streets, and community facilities and services – beyond what can be provided through property tax revenue – may be essential to meeting the needs of new residents.

The Visitation Valley Community Facilities and Infrastructure Fee and Fund was established in November 2005. This ordinance imposed a fee on new residential development in the Visitacion Valley area and established a "Visitacion Valley Community Facilities and Infrastructure Fund" to mitigate impacts from new residential development in Executive Park and elsewhere on public infrastructure in Visitacion Valley. A Nexus Study has been completed to describe the relationship between new development and the need for new infrastructure and facilities. The Nexus Study establishes that growth in Visitacion Valley, including Executive Park, will generate needs for a new library, street improvements, transit improvements, community facilities, childcare and parks and recreation amenities. The Fee and Fund will enable the City to provide necessary public infrastructure to new residents while increasing neighborhood livability and investment in the area. Improvements could include the following:

Active Recreational Spaces: development of neighborhood playground, pool, and outdoor education center.

Library Facilities: construction of a new neighborhood library in Visitacion Valley.

Community Facilities: development of community meeting spaces.

Streetscape Improvements: Blanken Avenue improvements including but not limited to sidewalk widening and lighting improvements, .

OBJECTIVE 10

ENHANCE PUBLIC OPEN SPACE AND CONNECTIONS TO IT.

POLICY 10.1

Provide convenient access to a variety of recreation opportunities.

Recreation space should be provided to serve all age groups and interests. Some recreation space should be within walking distance of every dwelling. The more visible the recreation space is in each neighborhood, the more it will be appreciated and used.

Recreation space should be easily accessible, and be connected by gracious streets, walkways and bicycle paths. San Francisco Bay is among the major recreation resources of the city, and visual and physical access to the Bay should be maximized.

Public open spaces within the new developments should be designed with its intended use and adjacencies in mind. Its deign and construction should be done in coordination with the design and construction of the new streets. Open spaces should be part of a larger coherent network of streets, paths and larger regional open spaces including bayview Hill Park and the Candlestick Point State Recreation Area. See Pedestrian Network and Public Open Space (Figure 9).

POLICY 10.2

Provide adequate maintenance for public and publicly accessible areas.

In view of the importance attached to the cleaning, paving and other maintenance of streets as an index of neighborhood upkeep, and as a stimulant to private improvements, these types of programs should be carried on continuously and effectively.

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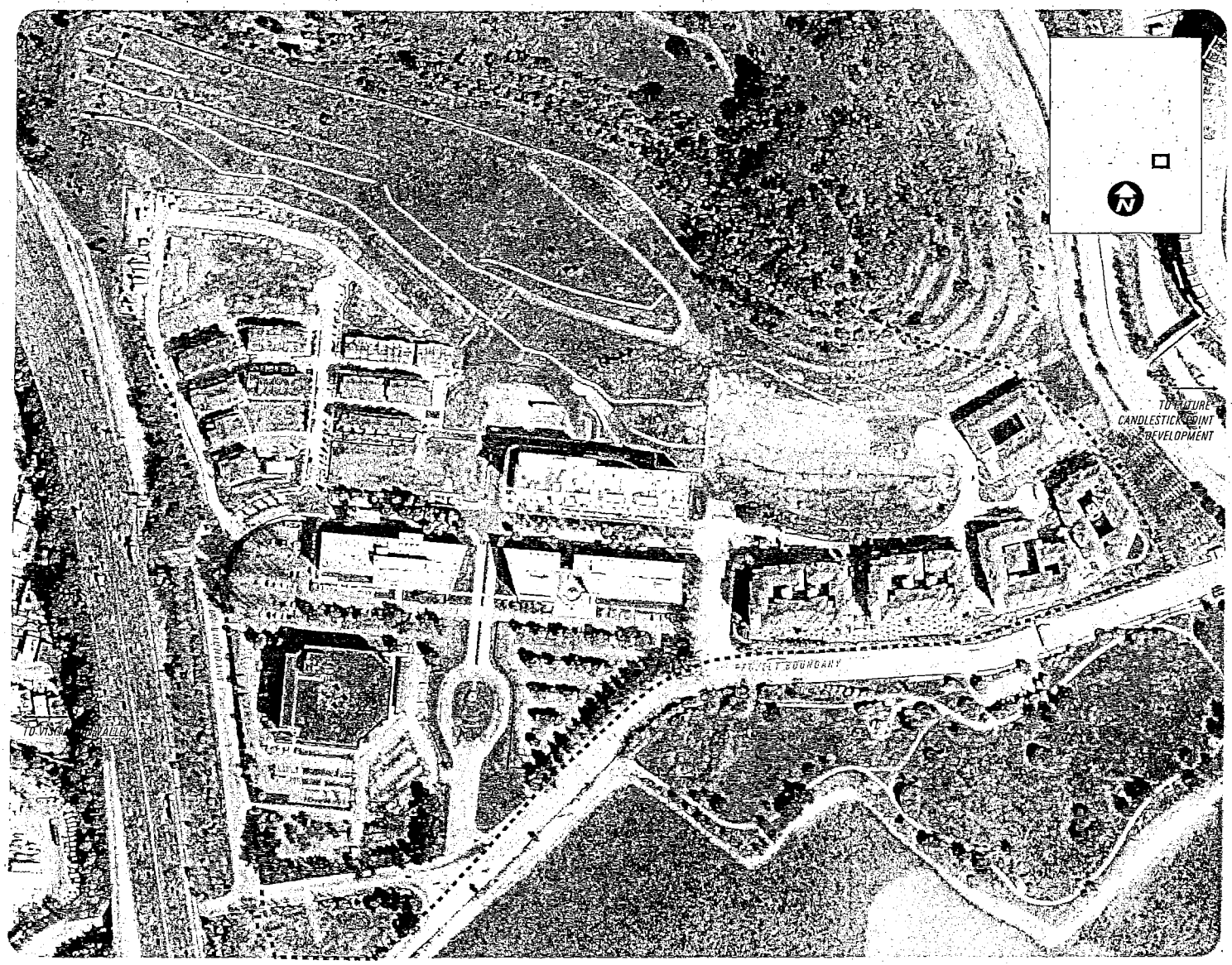
[place for Figure 10 Pedestrian Network and Public Open Space]

Context Map

0 Feet 1,000

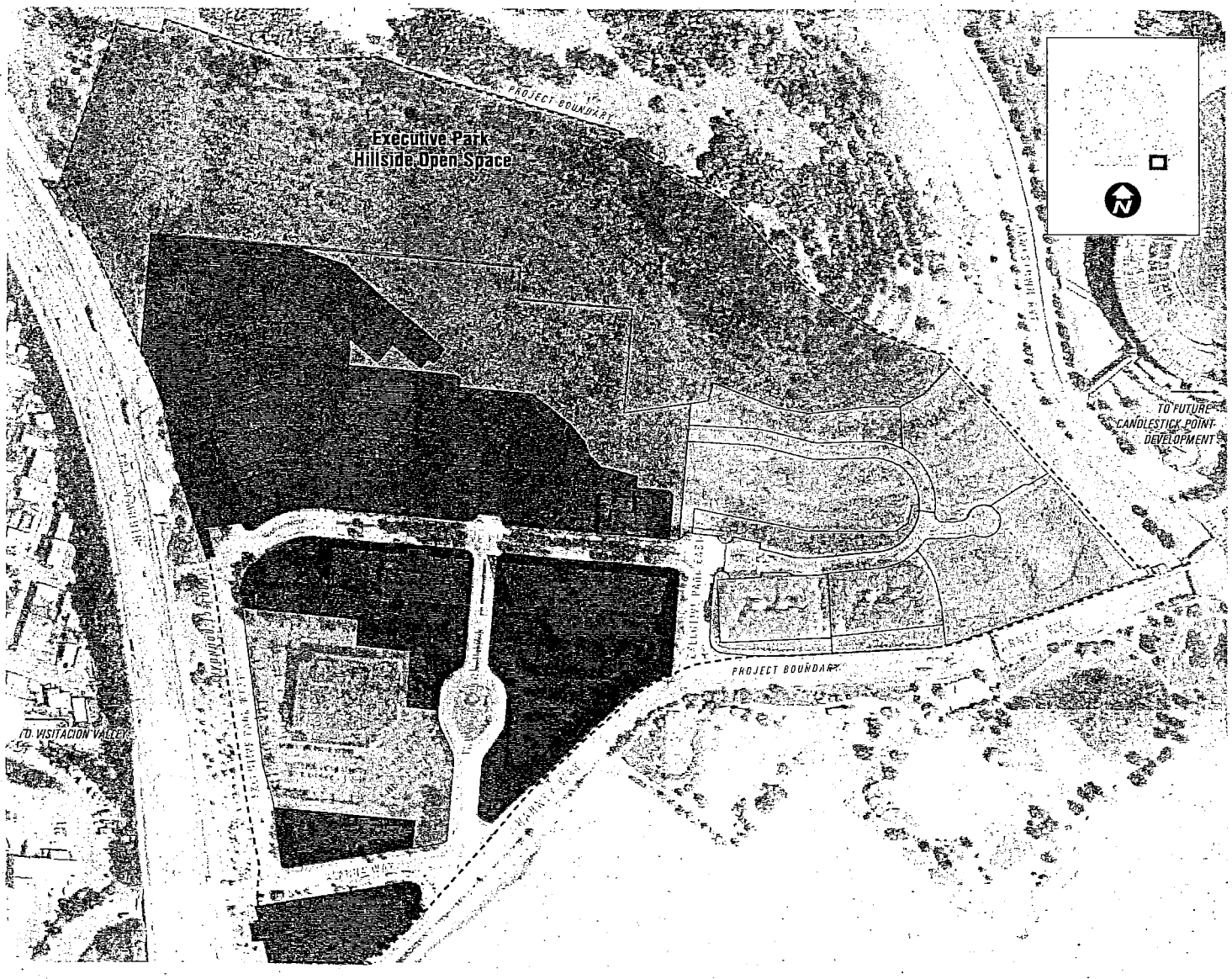
FIGURE 01



Neighborhood Map

0 Feet 500

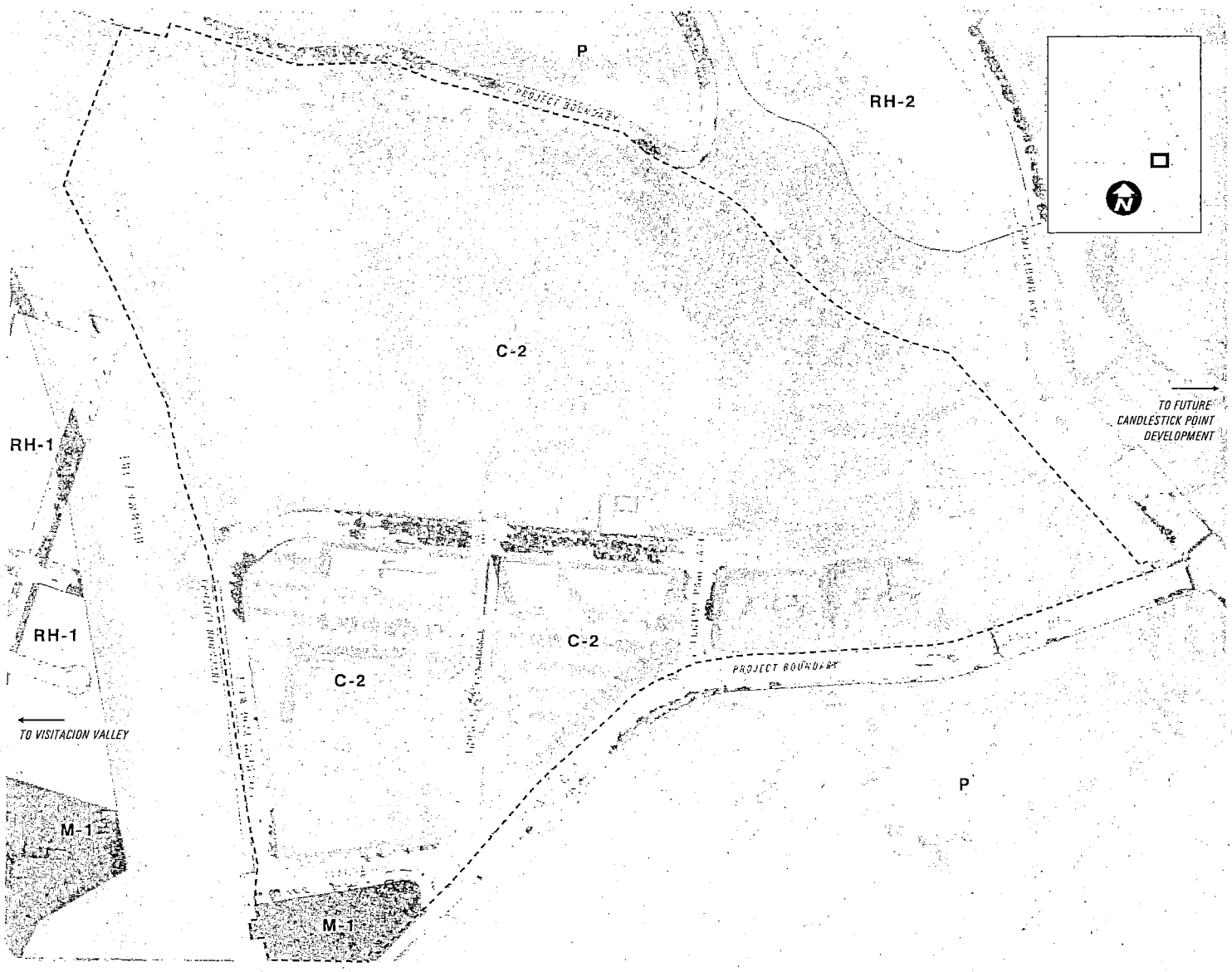
FIGURE 02



Existing Lot Pattern

0 Feet 500

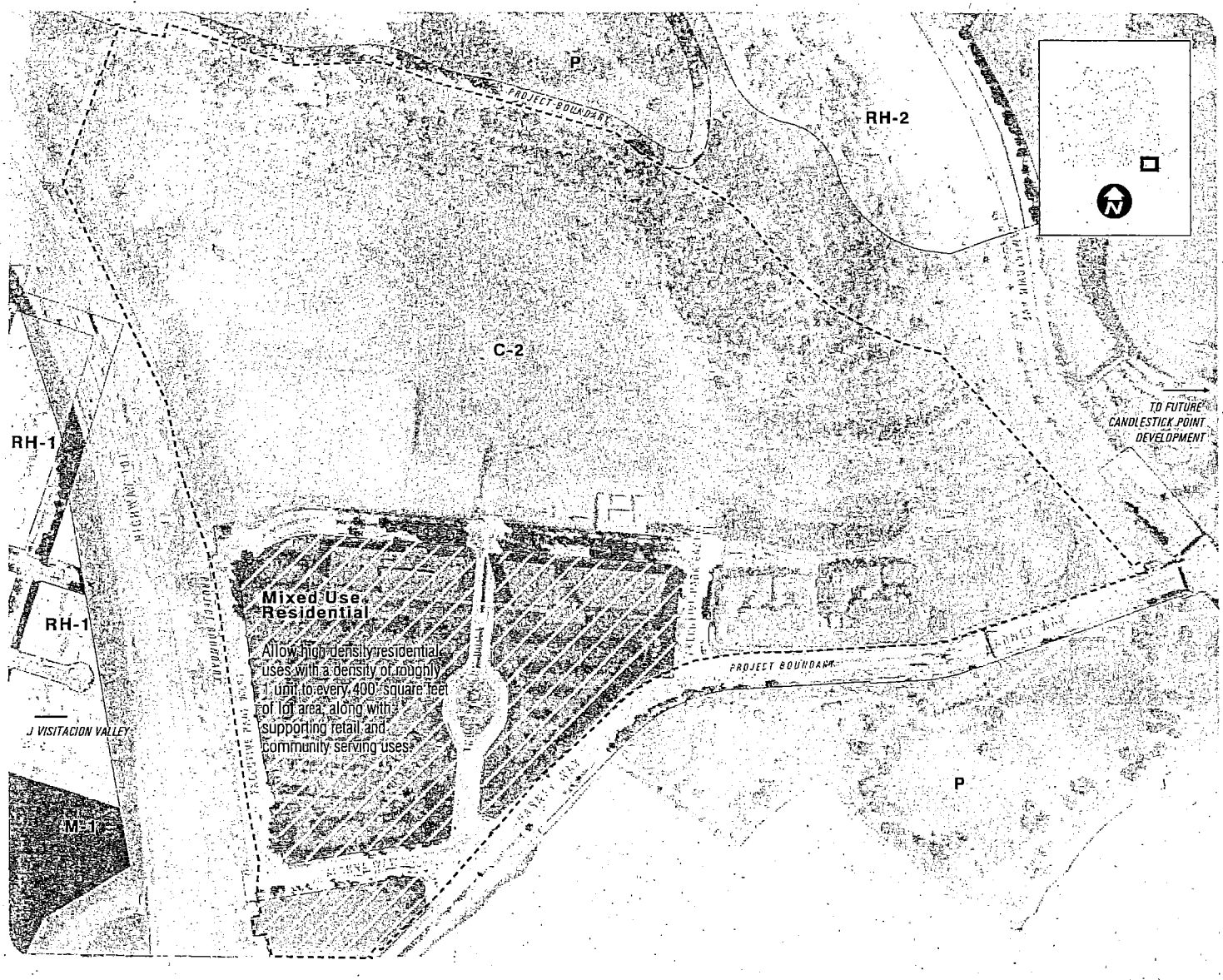
FIGURE 03



Existing Land Use Districts

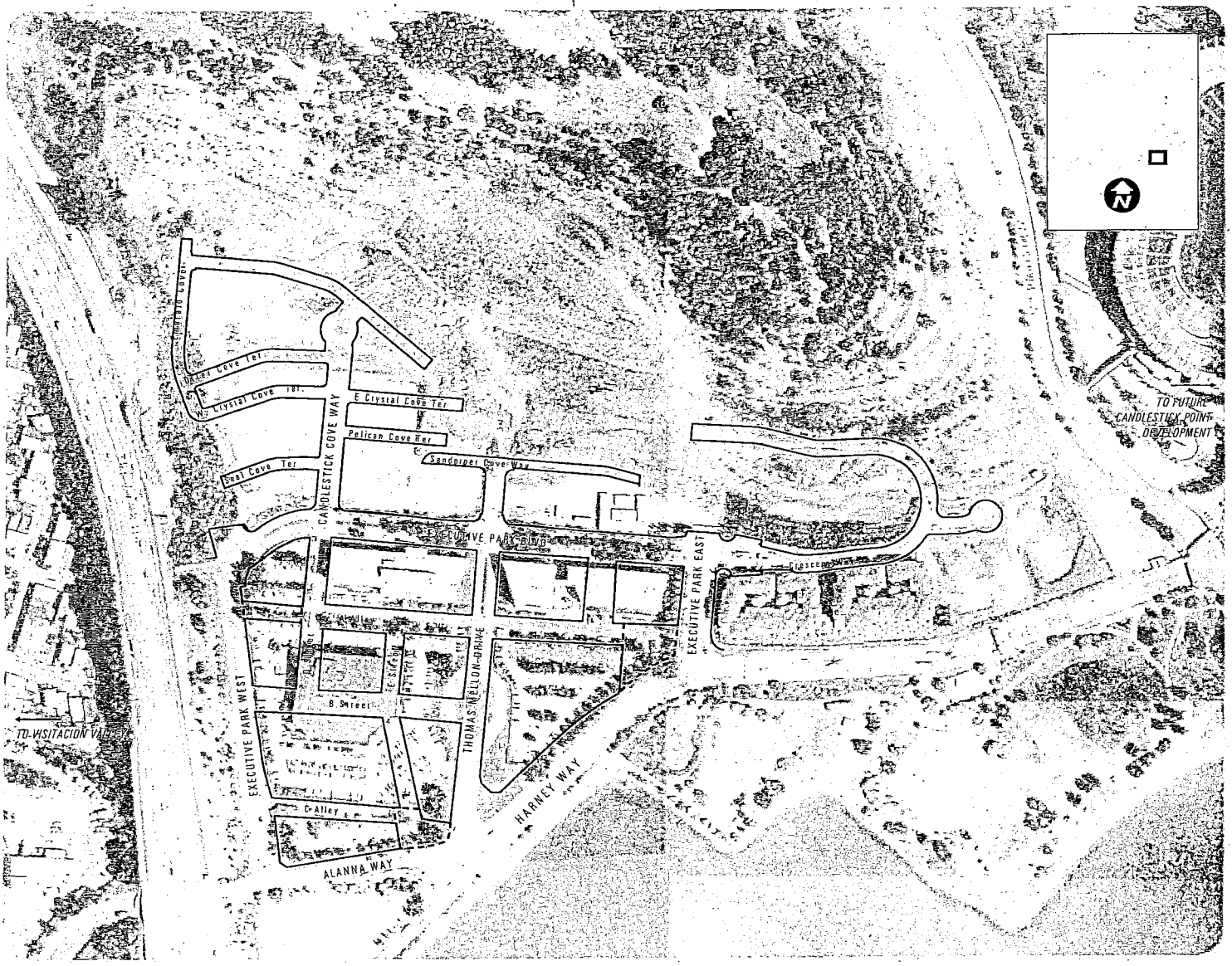
0 Feet 500

FIGURE 04



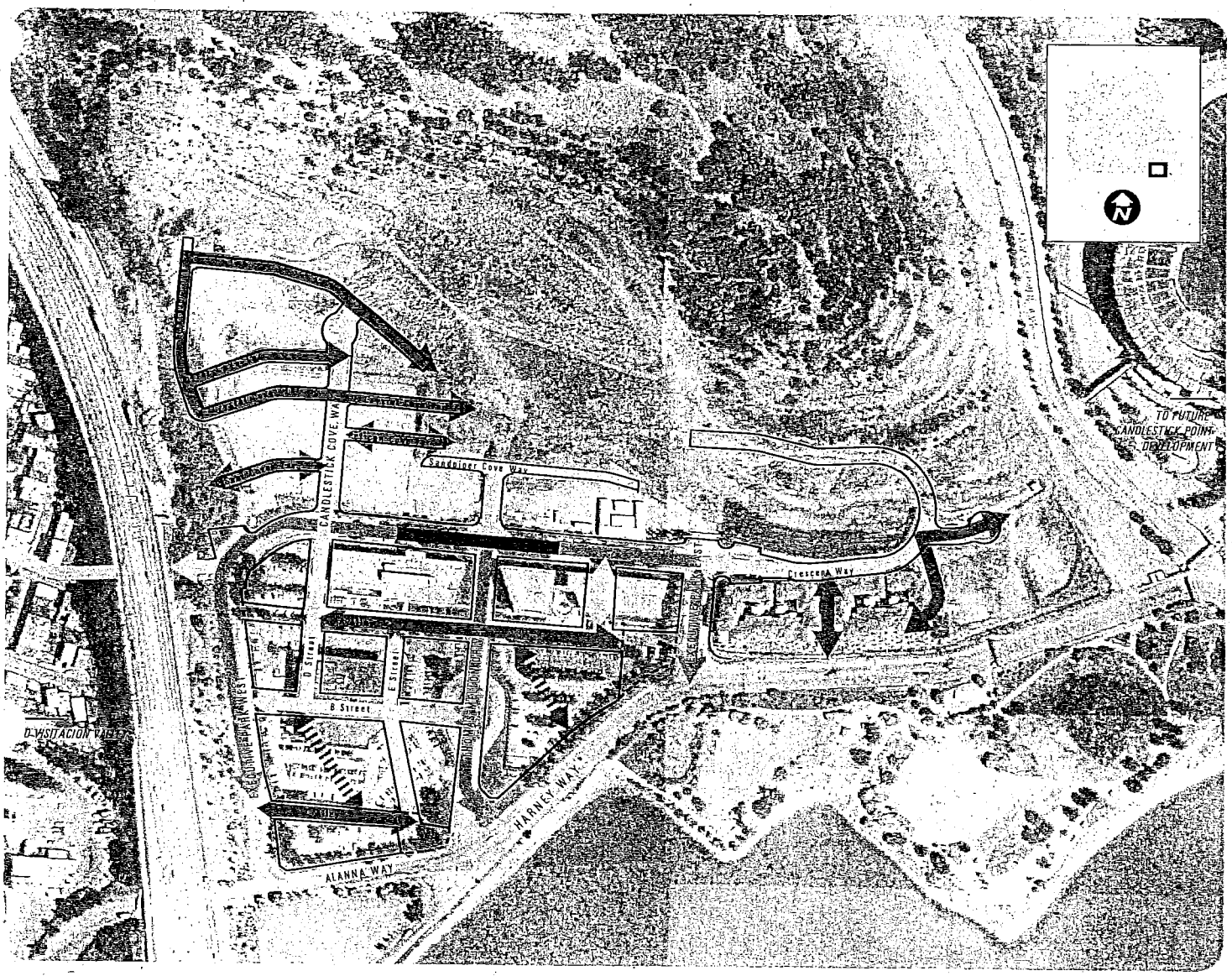
Proposed Land Use Districts

FIGURE 05



Proposed Street Network

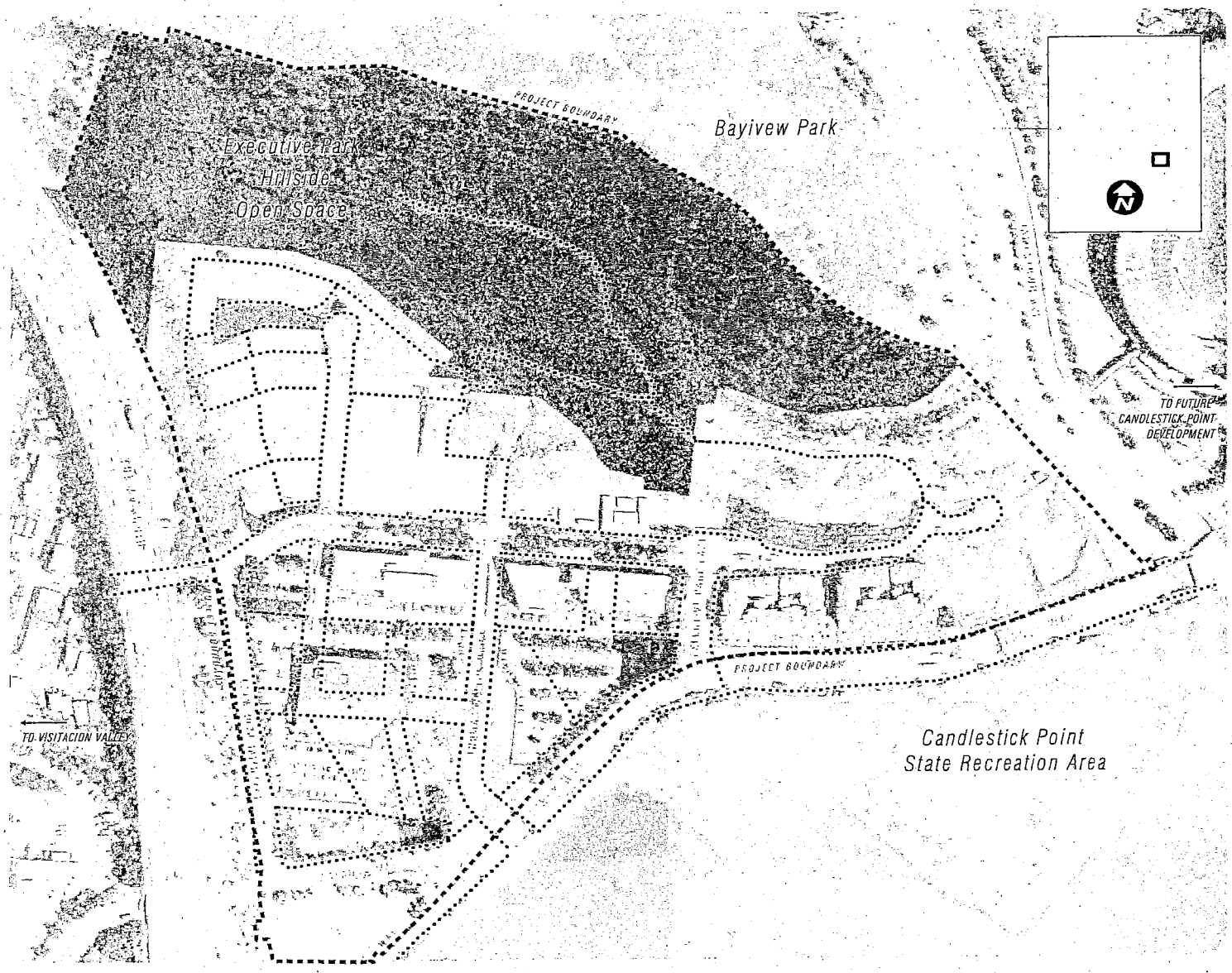
FIGURE 6



Proposed Circulation Network

FIGURE 07

- Neighborhood Commercial
- Neighborhood Residential - Larger Scale
- Neighborhood Residential
- Alley
- Paseo
- Harney Way - Possible Alignment (Specific improvements under seperate project)



Pedestrian Network and Public Open Space

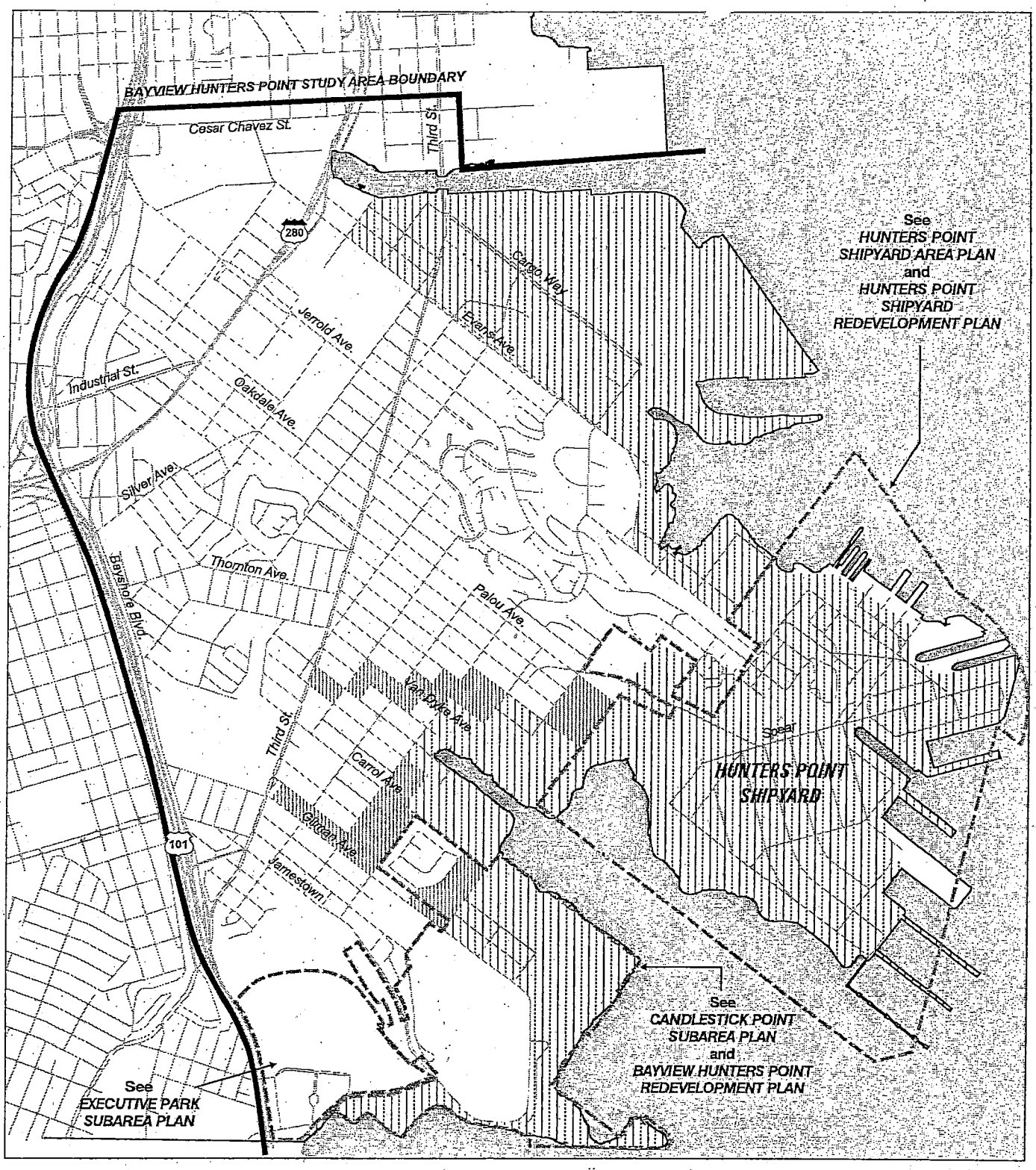
FIGURE 8

Existing Public Parks and Open Space

Set Aside Open Space

EXECUTIVE PARK
GENERAL PLAN AMENDMENTS

General Plan Maps
Amended as Proposed

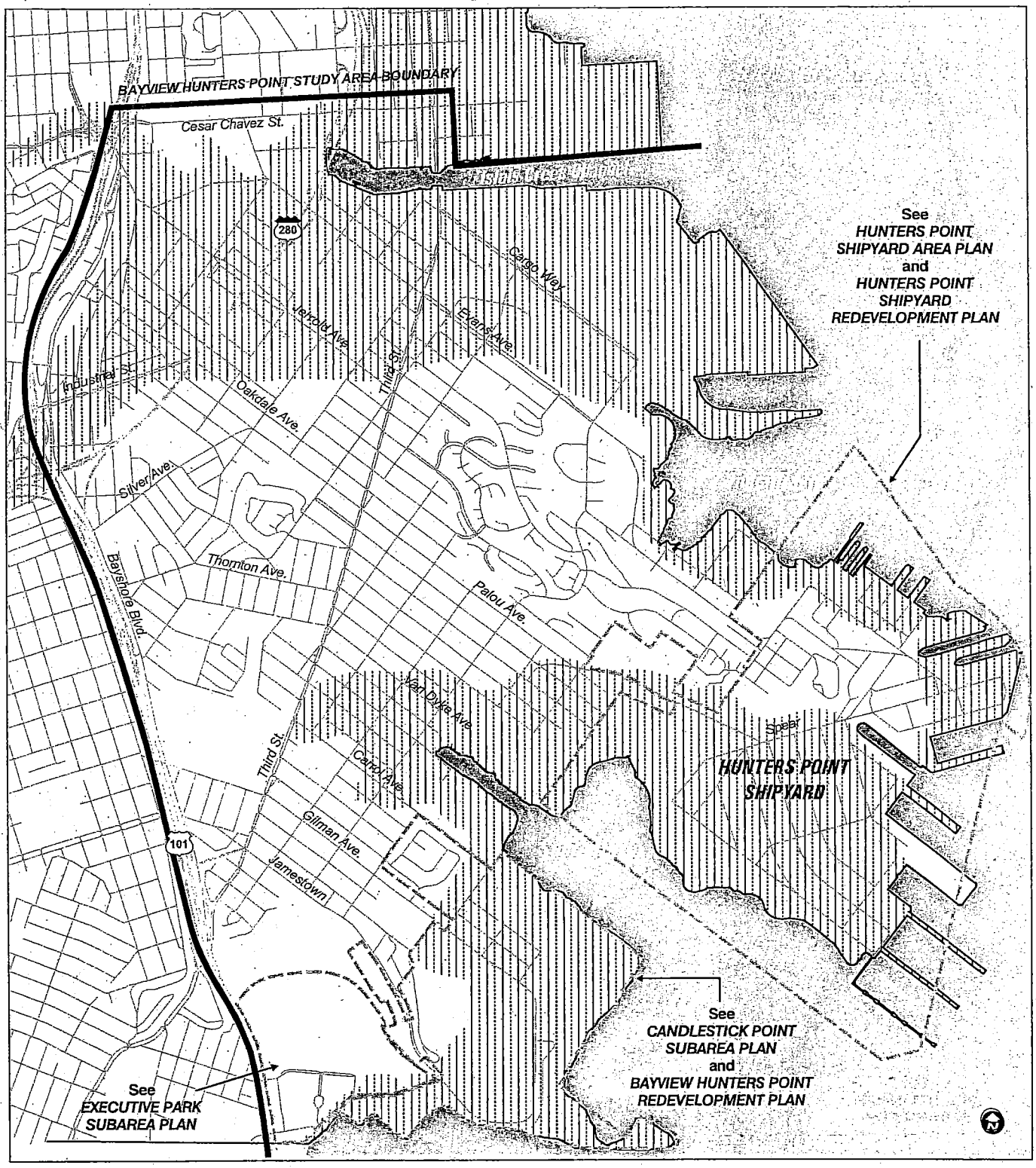


REQUIRED SOIL TESTING ZONE (Hazardous Materials)

FIGURE 4

Additions to Existing Testing Zone

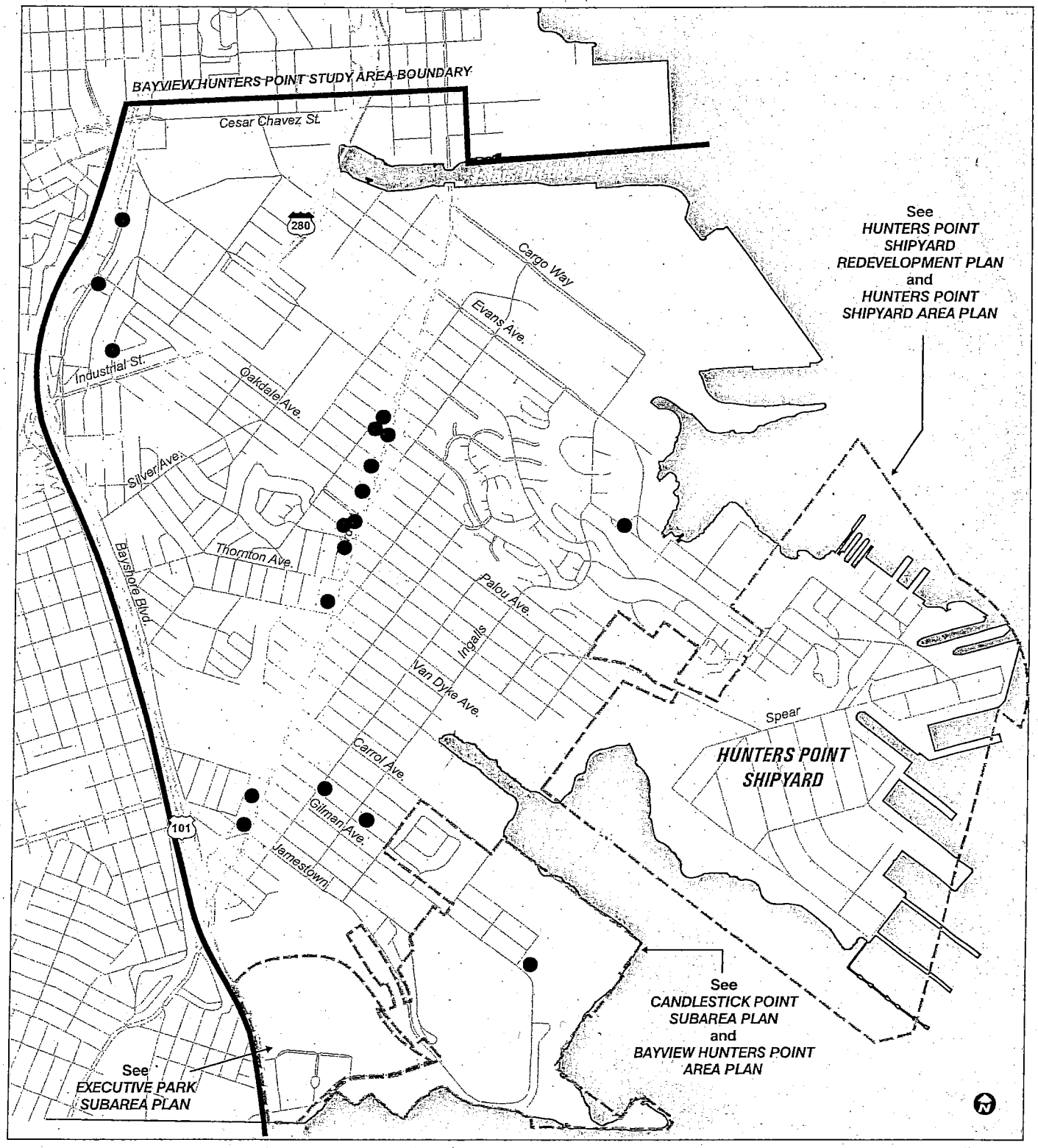
Testing Zone



AREAS OF MAJOR POTENTIAL LIQUEFACTION HAZARD

FIGURE 5

Source: John A. Blume & Associates, Engineers, June 1974



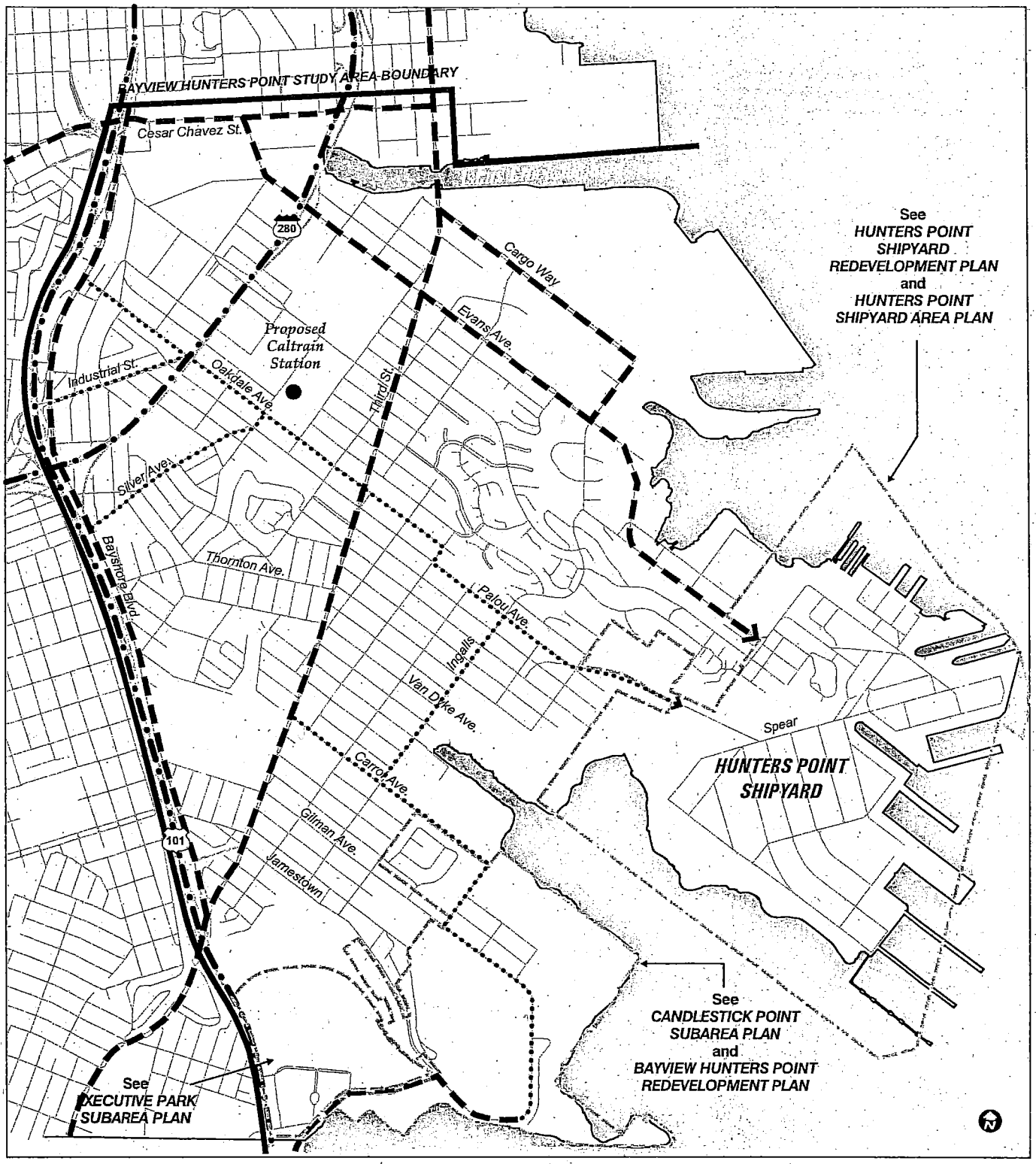
PROPOSED AREA FOR RESTRICTING LIQUOR STORES

FIGURE 8

● Existing Liquor Store Location in Redevelopment Project Area

▭ Area for Restricting Liquor Stores

Source: San Francisco Redevelopment Agency, 2004



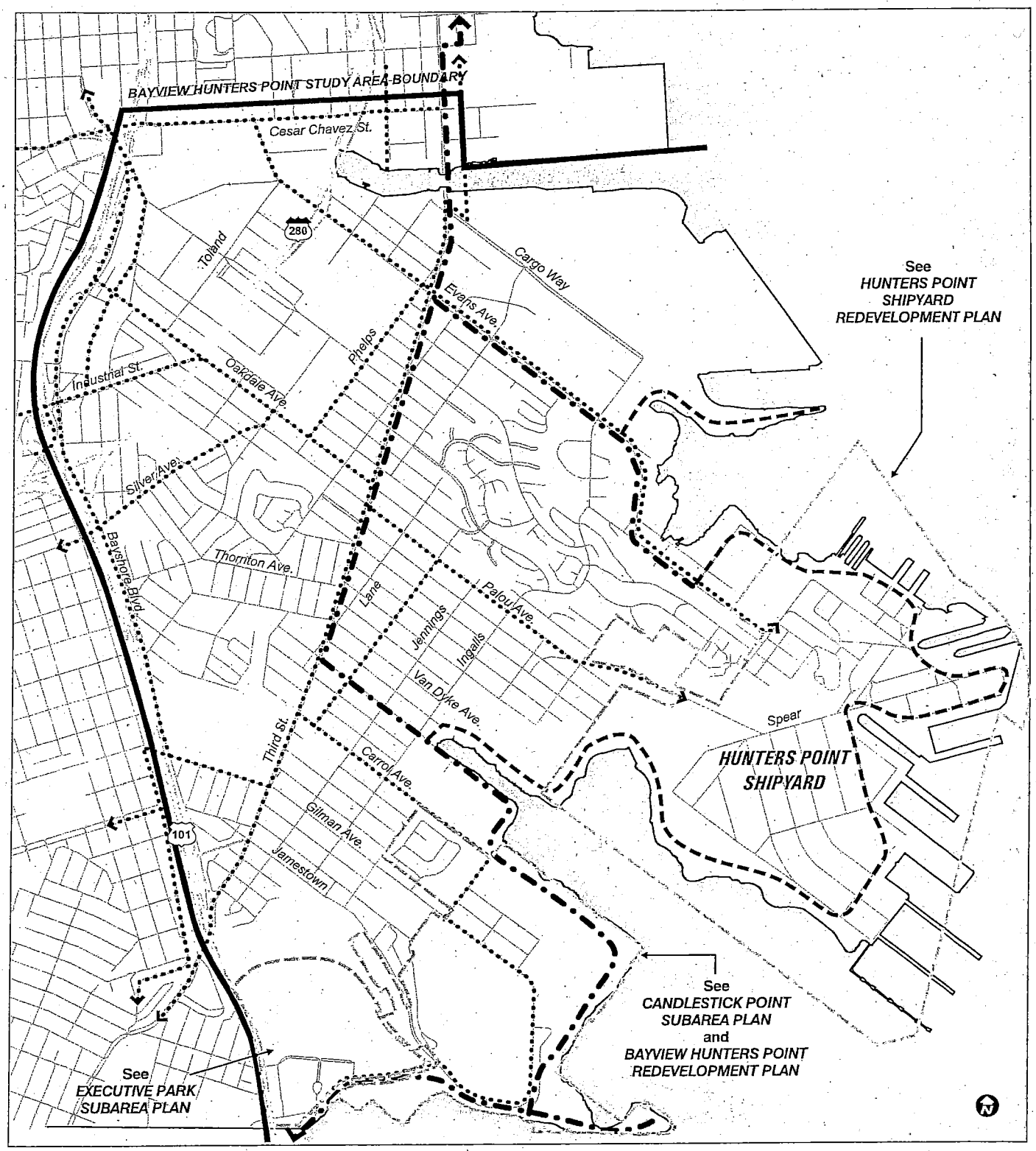
EXISTING VEHICLE CIRCULATION PLAN
As of 2006

FIGURE 9

Freeway

Major Thoroughfares

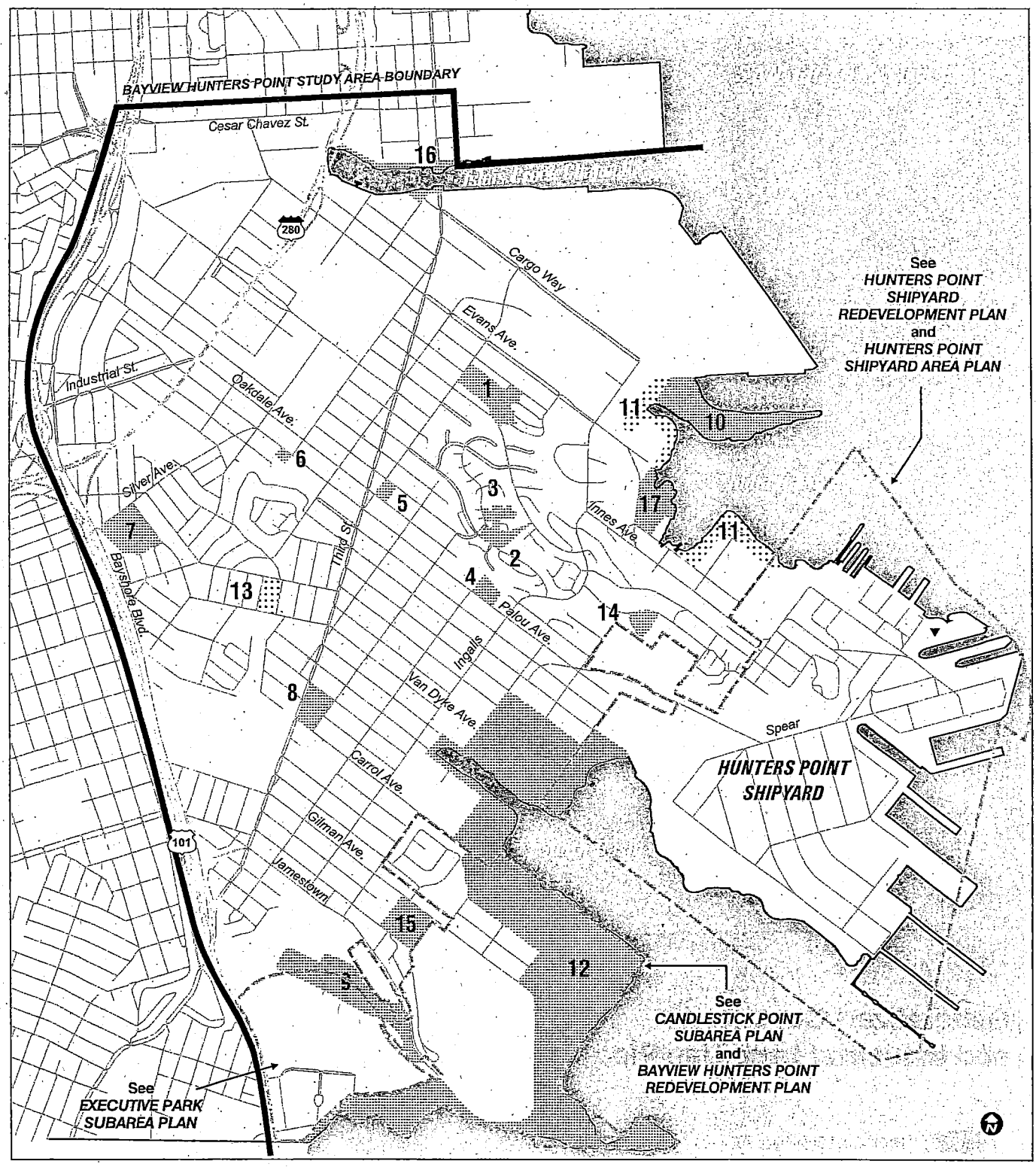
Secondary Thoroughfares



EXISTING BIKE ROUTES AND PEDESTRIAN TRAIL
As of 2006

FIGURE 12

- Bicycle Network
- Proposed Bay Trail Extension
- Existing Bay Trail Route



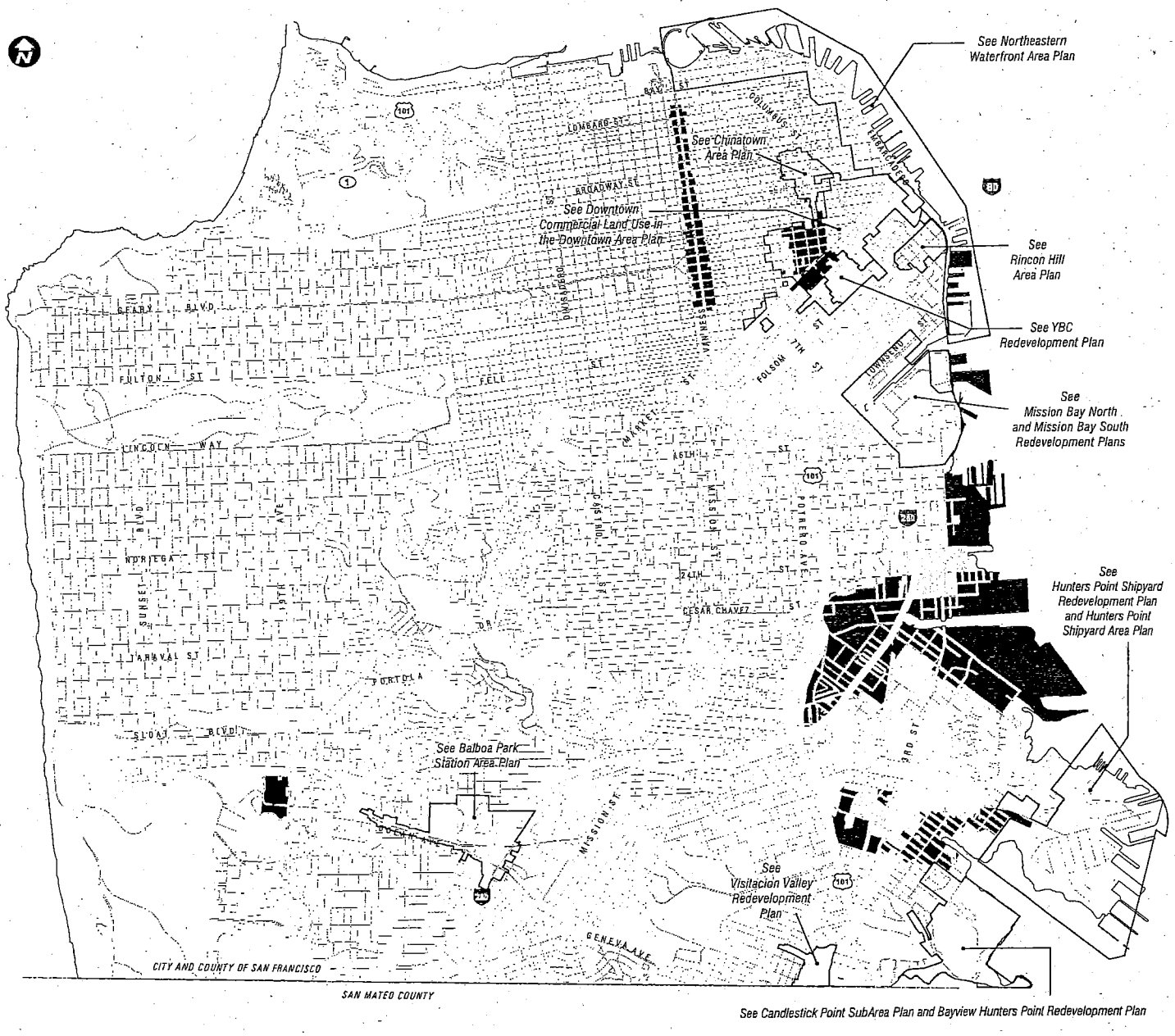
EXISTING PARKS AND OPEN SPACE LOCATIONS
As of 2006

FIGURE 15

Existing Parks and Open Space

Proposed Parks and Open Space

1. Youngblood Coleman
2. Hilltop Park
3. Ridgetop Plaza
4. Adam Rogers
5. Joseph Lee Recreation Center
6. Palou/Phelps Mini Park
7. Silver Terrace Playground
8. Bayview Playground
9. Bayview Park
10. Heron's Head Park
11. India Basin Public Shoreline
12. Candlestick Pt. State Rec. Area
13. Historic Farm Site
14. Milton Meyers Rec. Center (Hunters Point Rec. Center)
15. Gilman Playground
16. Islais Creek Public Access (Port)
17. India Basin Shoreline Park



Generalized Commercial and Industrial Land Use Plan

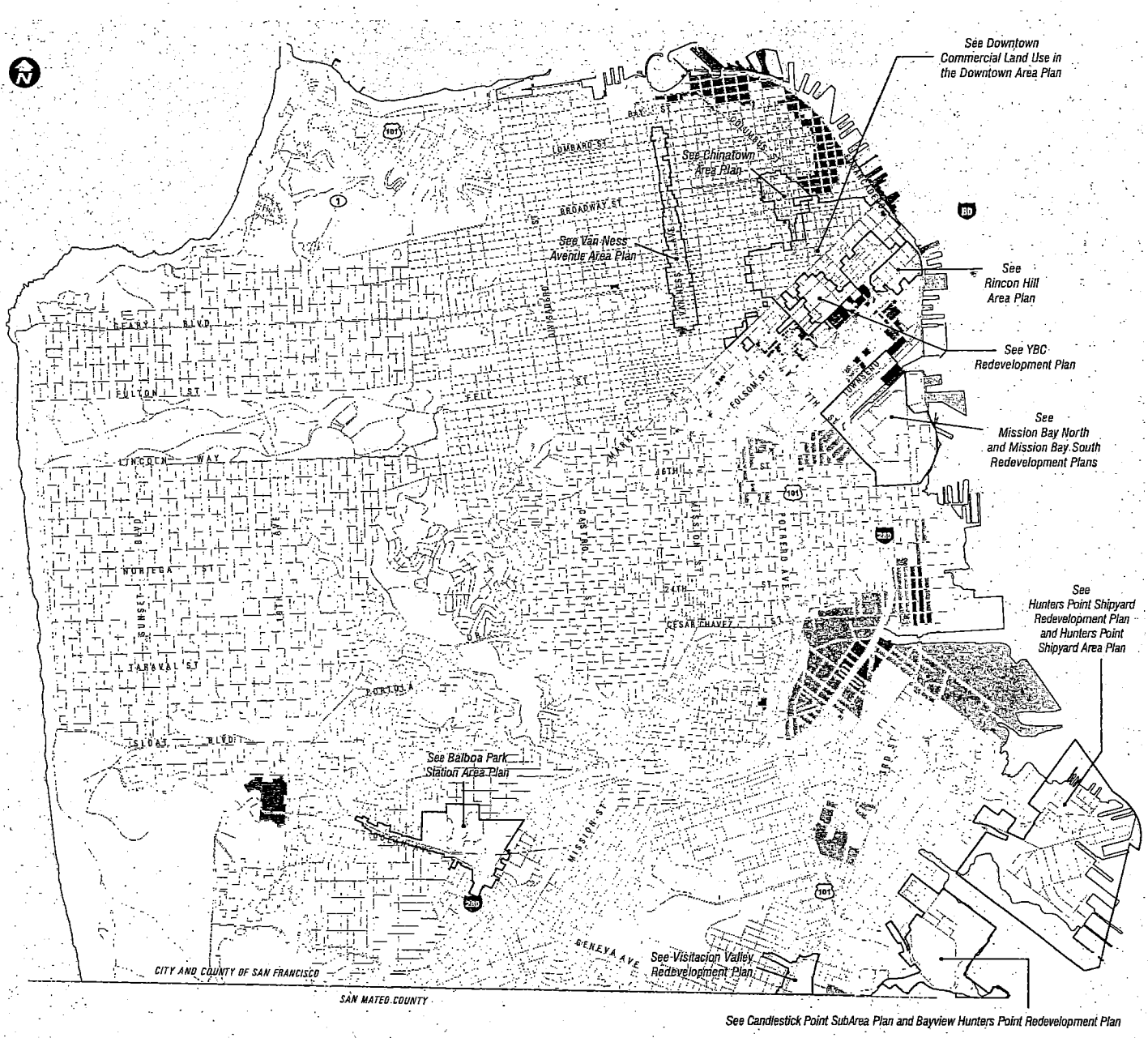
0 Miles 1

MAP 01

- Major Shopping
- Business and Services
- Light Industry
- General Industry

Note:
For Neighborhood Commercial Areas, see Map 5: Generalized Neighborhoods Commercial Land Use and Density Plan.

Note:
This map does not illustrate mixed-use areas, which may also contain elements of commerce and industry.



Generalized Commercial and Industrial Density Plan
(Excludes Neighborhood Commercial Areas)

0 Miles 1

MAP 02

Commercial (C-2)	Industrial (M-1, M-2, PDR)	Res/Com (MU, UMU, SoMa)
3.6:1 FAR	3.0:1 FAR	2.5:1 FAR
	4.0:1 FAR	3.0:1 FAR
FAR = Floor Area Ratio	5.0:1 FAR	4.0:1 FAR
	6.0:1 FAR	5.0:1 FAR
	9.0:1 FAR	6.0:1 FAR
		7.5:1 FAR

Note:
In Commercial and Industrial districts, both FAR and dwelling unit density controls apply. In Mixed Residential Commercial districts, FAR limits apply to nonresidential uses and dwelling unit limits apply to residential uses. See Map 3 in the Housing Element for dwelling unit densities. an additional 25% FAR may be added on corner lots in non C-3 districts. Public use areas are excluded.

MAP APPROVED BY THE BOARD OF SUPERVISORS

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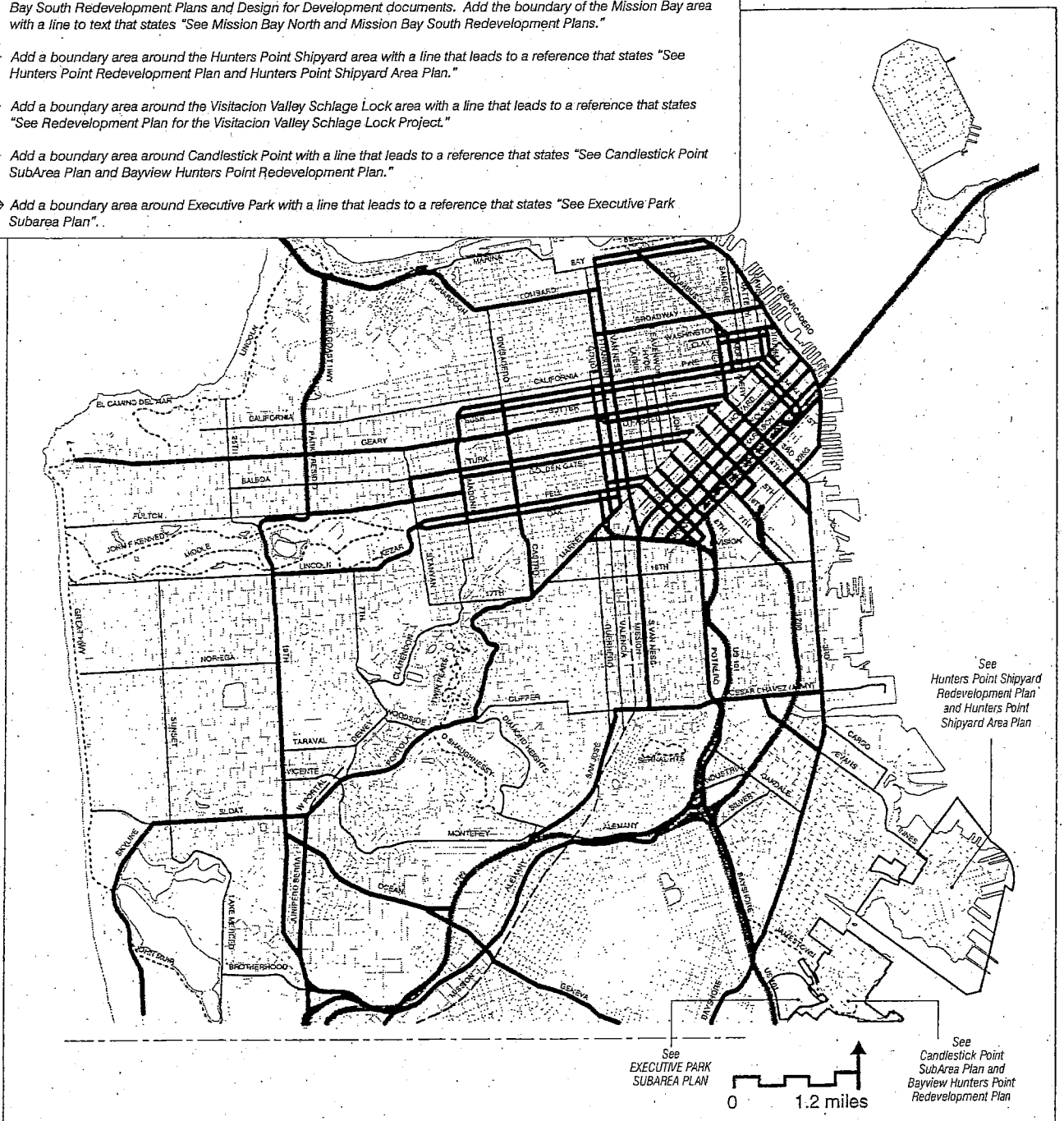
→ *Amend the area for Mission Bay to reflect the street grid and street hierarchy of the Mission Bay North and Mission Bay South Redevelopment Plans and Design for Development documents. Add the boundary of the Mission Bay area with a line to text that states "See Mission Bay North and Mission Bay South Redevelopment Plans."*

→ *Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."*

→ *Add a boundary area around the Visitacion Valley Schlage Lock area with a line that leads to a reference that states "See Redevelopment Plan for the Visitacion Valley Schlage Lock Project."*

→ *Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."*

→ *Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan".*



VEHICULAR STREET MAP

Map 6

CMP Network Streets

- Freeway
- Major Arterial
- Transit Conflict Street

Other Streets

- Secondary Arterial
- Recreational Street

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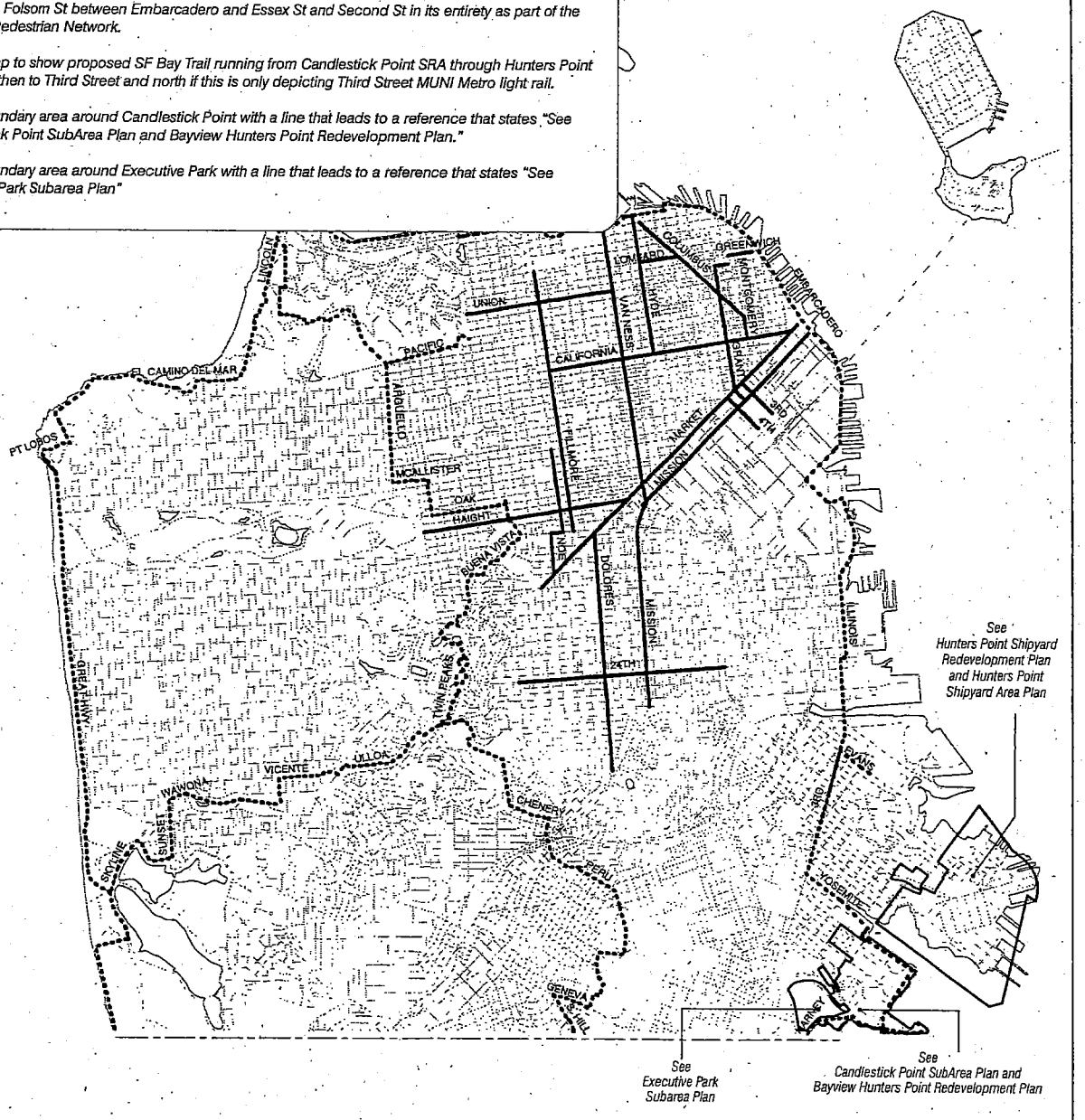
→ *Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."*

→ *Designate Folsom St between Embarcadero and Essex St and Second St in its entirety as part of the Citywide Pedestrian Network.*

→ *Revise map to show proposed SF Bay Trail running from Candlestick Point SRA through Hunters Point Shipyard, then to Third Street and north if this is only depicting Third Street MUNI Metro light rail.*

→ *Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."*

→ *Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan"*



CITYWIDE PEDESTRIAN NETWORK

Map 11

Citywide Pedestrian Network Street

Bay, Ridge and Coast Trail

MAP APPROVED BY THE BOARD OF SUPERVISORS

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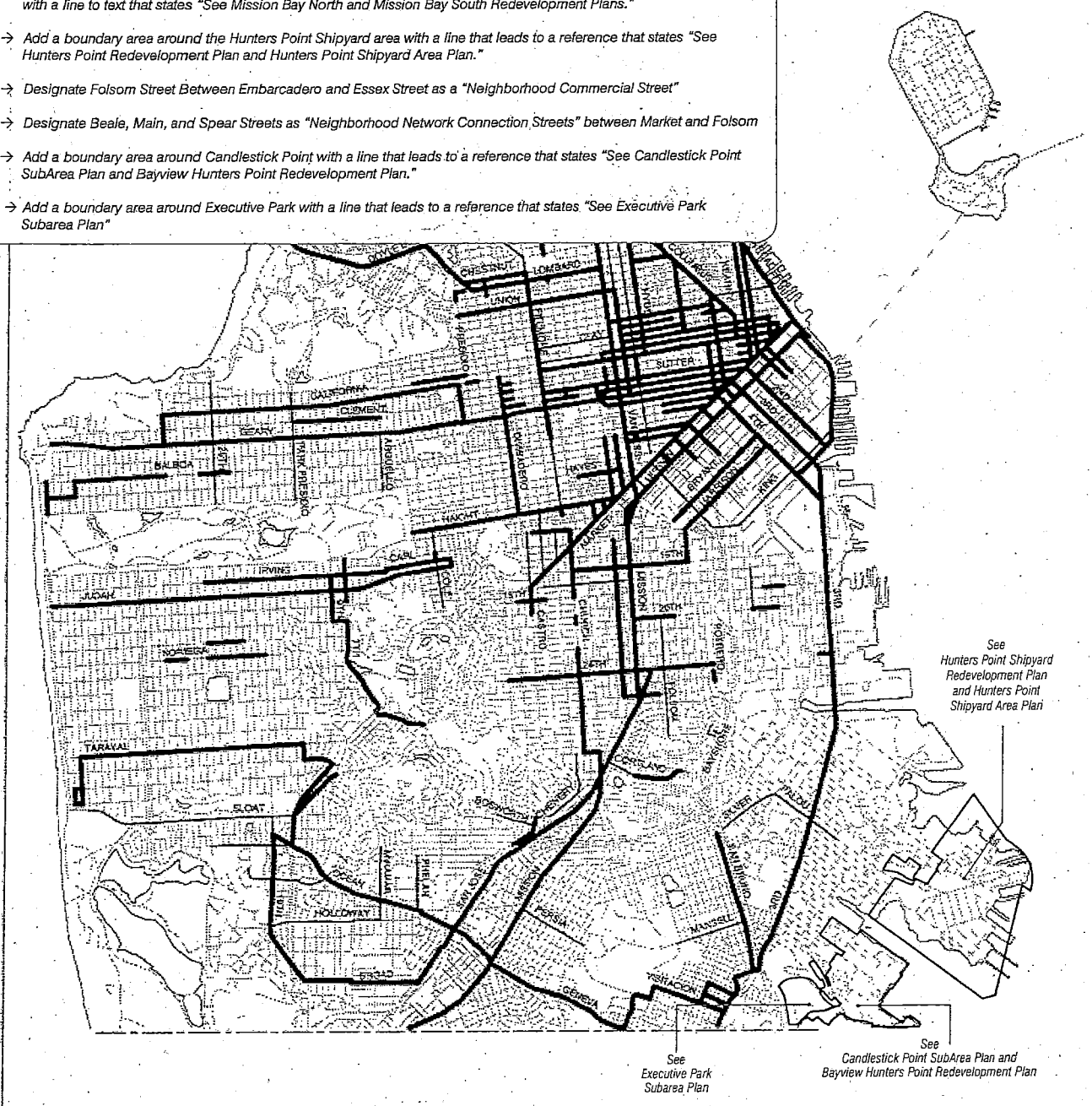
- → *Amend the area for Mission Bay to reflect the street grid and pedestrian network of the Mission Bay North and Mission Bay South Redevelopment Plans and Design for Development documents. Add the boundary of the Mission Bay area with a line to text that states "See Mission Bay North and Mission Bay South Redevelopment Plans."*
- → *Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."*
- → *Designate Folsom Street Between Embarcadero and Essex Street as a "Neighborhood Commercial Street"*
- → *Designate Beale, Main, and Spear Streets as "Neighborhood Network Connection Streets" between Market and Folsom*
- → *Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."*
- → *Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan"*

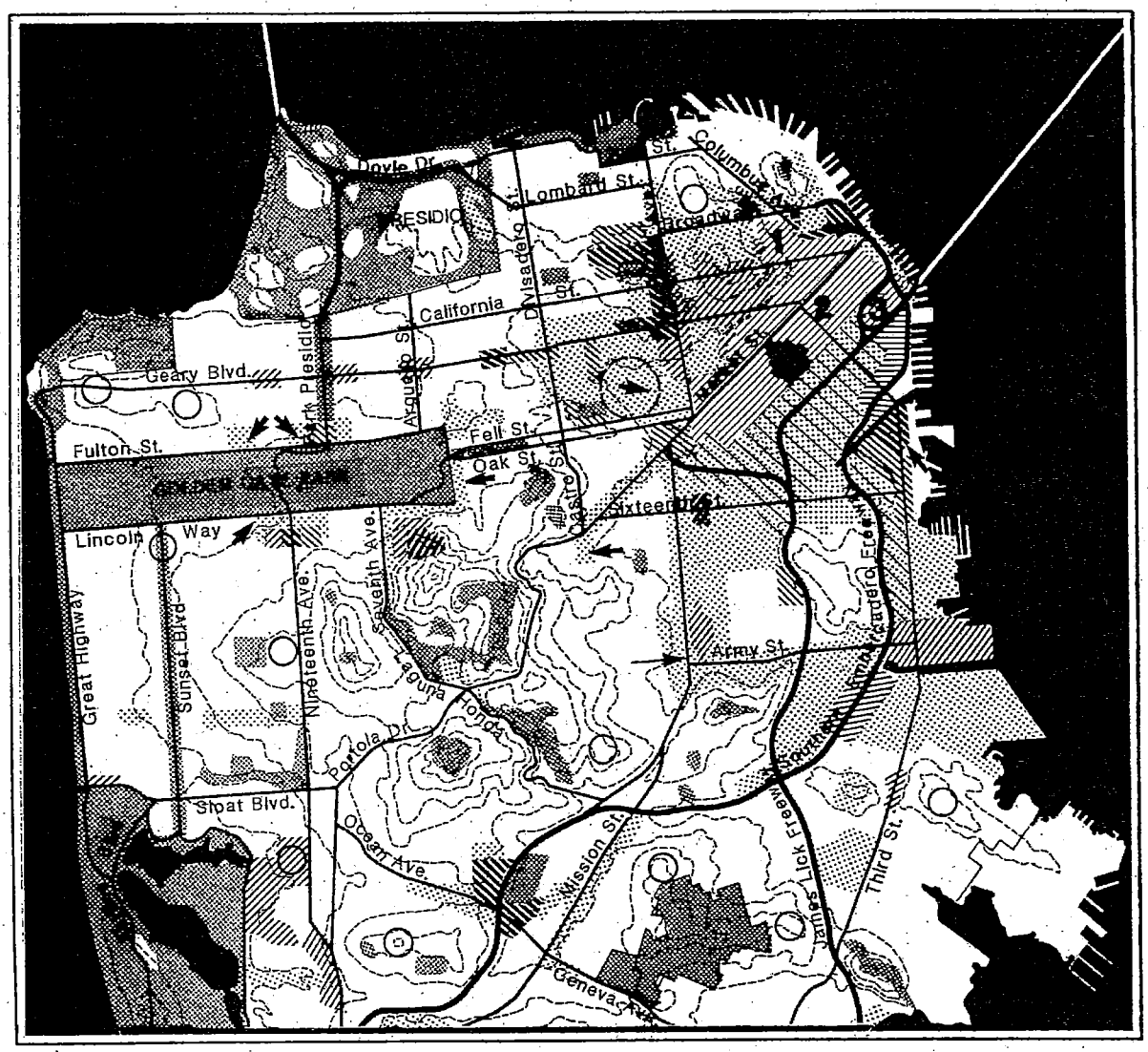


NEIGHBORHOOD PEDESTRIAN STREETS

Map 12

Neighborhood Commercial Street

Neighborhood Network Connection Street



URBAN DESIGN GUIDELINES FOR HEIGHT OF BUILDINGS

Map 4

- 0–40 ft
- 41–88 ft
- 89–160 ft
- 161–240 ft
- 241–400 ft

- OPEN SPACE
  Any Development Subject To Review
- MAXIMUM HEIGHT
  Elevation Of Freeway
- POINT TOWERS IN VICINITY

1. See Chinatown Area Plan
2. See Downtown Plan
3. See Rincon Hill Plan

→ LOWER END OF RANGE
→ MIDDLE OR LOWER END OF RANGE

0 ONE MILE

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→ *Delete the shaded areas within the Mission Bay area and add a boundary around the Mission Bay area with a line that leads to a reference that states "See Mission Bay North and Mission Bay South Redevelopment Plans." For Assessor's Blocks 3796 (Lots 1 and 2), 3797(Lot 1), and a portion of 3880, place an asterisk on the parcels with a reference on the bottom of the page that states "See the Mission Bay Guidelines adopted by the Planning Commission."*

→ *Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."*

→ *Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."*

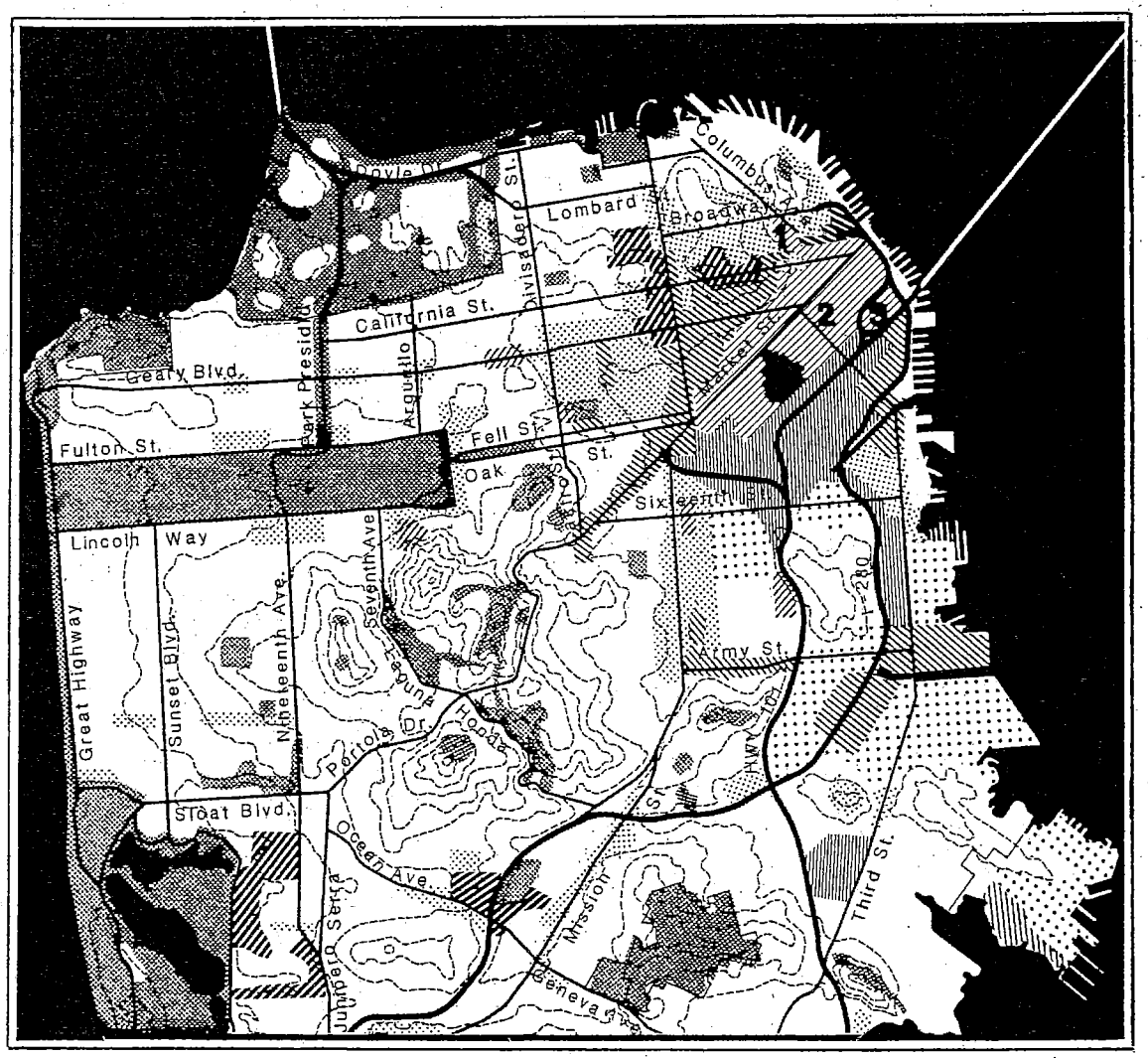
→ *Add: "See Mission Bay Guidelines adopted by the Planning Commission"*

→ *Add reference under #2 to Transbay:" See Downtown Plan and Transbay Redevelopment Development Controls and Design for Development Plan"*

→ *Add a boundary area around the Balboa Park Station plan area with a line that leads to a reference that states "See the Balboa Park Station Area Plan."*

→ *Add a boundary area around the Visitacion Valley Schlage Lock area with a line that leads to a reference that states "See Redevelopment Plan for the Visitacion Valley Schlage Lock Project."*

→ *Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan"*



URBAN DESIGN GUIDELINES FOR BULK OF BUILDINGS

Map 5

Guidelines Apply Above Height Of	Guidelines For Maximum Plan Dimension	Guideline For Maximum Diagonal Plan Dimension
40 ft	110 ft	125 ft
80 ft	110 ft	125 ft
40 ft *	110 ft *	140 ft *
40 ft	250 ft	300 ft
60 ft	250 ft	300 ft
150 ft	250 ft	300 ft

0 ONE MILE

Bulk Regulated By Height Controls

OPEN SPACE: Any Development Subject To Review

1. **See Chinatown Area Plan**
2. **See Downtown Plan**
3. **See Rincon Hill Plan**

*** Also Applies To Point Towers Where Designated In Urban Design Guidelines For Height Of Buildings.**

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→ *Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."*

→ *Add reference under #2 to Transbay: See Downtown Plan and Transbay Redevelopment Development Controls and Design for Development Plan.*

→ *Delete shadings, add + at AB3796 (lots 1&2), 3797 (lot 7) and part of 3880; and add: "See Mission Bay North and South Redevelopment Plans."*

→ *Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."*

→ *Add + under "*Also Applies..." and add: "See Mission Bay Guidelines adopted by the Planning Commission"*

→ *Add a boundary area around the Balboa Park Station plan area with a line that leads to a reference that states "See the Balboa Park Station Area Plan."*

→ *Add a boundary area around the Visitacion Valley Schlage Lock area with a line that leads to a reference that states "See Redevelopment Plan for the Visitacion Valley Schlage Lock Project."*

→ *Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan"*

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→ *Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."*

→ *Delete Bayview Hill from map*

→ *Amend to include "PROPOSED RECREATION TRAILS" as shown on Map 4 and noted in attached (Map 8)*

→ *Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."*

→ *Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan"*

Map 8
EASTERN SHORELINE PLAN

SHORELINE ZONE

All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

Maintain And Improve The Quality Of Existing Shoreline Open Space & Recreation

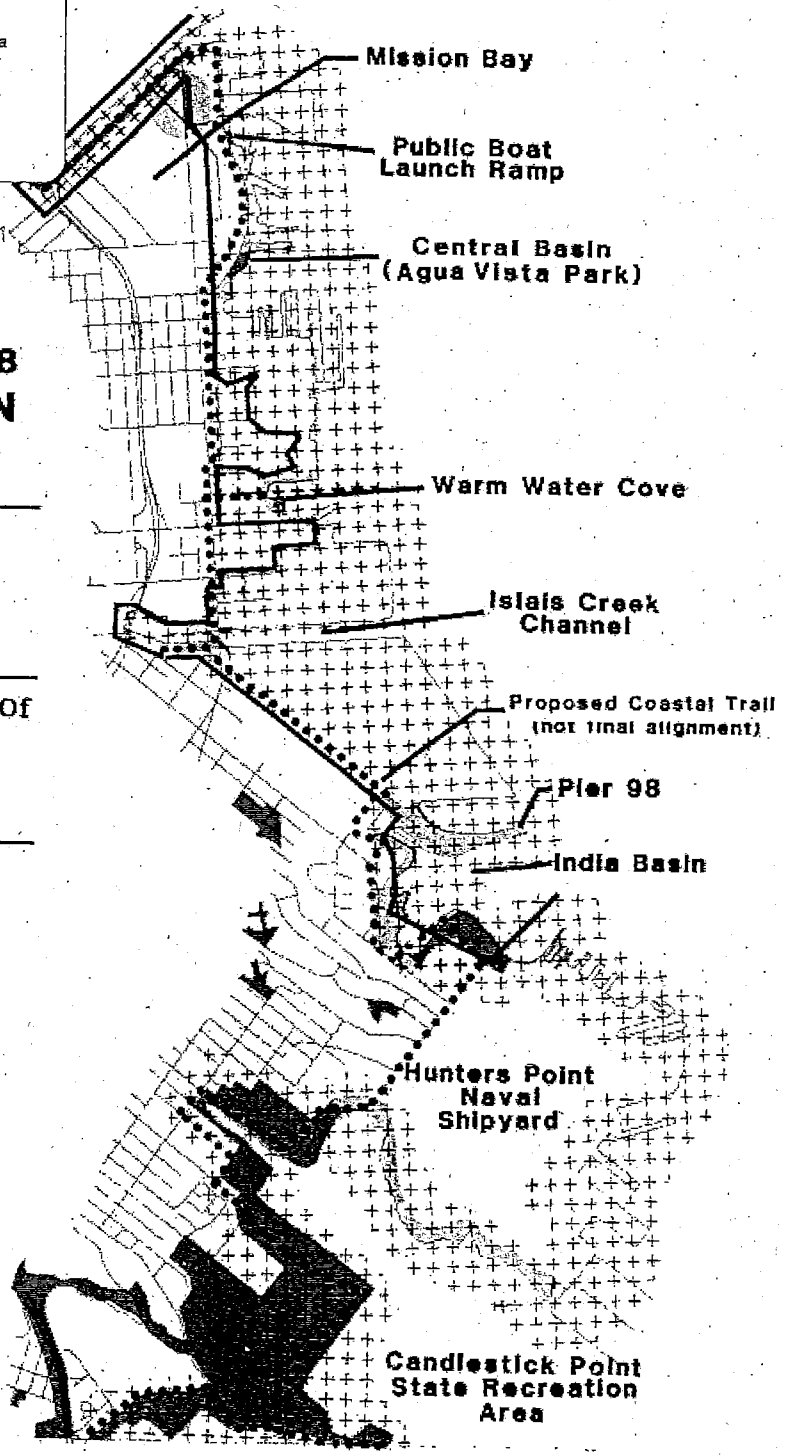
PROPOSED PUBLIC OPEN SPACE

Provide New Open Space Along The Shoreline

Provide New Open Space In The General Vicinity

Proposed Shoreline Trail

Port Jurisdiction



SAN FRANCISCO
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May 11, 2011

Ms. Angela Calvillo, Clerk
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: **Transmittal of Planning Department Case Number 2006.0422EMTUZ: Executive Park General Plan and Planning Code Amendments**

BOS File No: _____ (pending)
Planning Commission Recommendation: *Approval*

Dear Ms. Calvillo,

On May 5, 2011 the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinances.

Executive Park is a 71 acre area in the southeastern part of the City located east of Highway 101 at the City and County southern boundary. The Executive Park Subarea Plan of the Bayview Hunters Point provides general policies to guide development. A portion of the larger Executive Park area consists of an office park. These Ordinances will facilitate the transition of the existing office park to a medium to high density, mixed-use, predominately residential area.

The proposed Ordinances initiated by the Planning Commission would amend the General Plan and the Planning Code as follows:

1. **General Plan Amendments:** The General Plan amendments consist of changes to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan to accommodate a transition from predominately office use to mixed-use / predominately residential use. The overall goal is to create a vibrant, urban, pedestrian oriented neighborhood characterized by active publicly-accessible streets. Other corresponding minor General Plan amendments are also proposed to various maps and figures throughout and to the Land Use Index.

2. **Planning Code Text Amendments:** The text amendments consist of establishing the Executive Park Special Use District (SUD) (Section 249.54), height controls specifically tailored to the SUD (Section 263.27), and a new 309 Design Review process for projects within Executive Park (Section 309.2).

The text amendments include the provision for three towers at specific locations. It should be noted that the Commission, as part of their action, recommended to the Board that they consider adjusting the tower placement provisions as follows:

> *The Commission has considered a proposal to move the tower closest to the Highway one parcel to the East. The Commission urges the Board to request the Department to study such a proposal under CEQA and, if feasible with no more than an addendum to the Environmental Impact Report, to consider such an amendment at the Board. The Commission has considered this issue for purposes of Planning Code Section 302(d).*

3. **Zoning Map Amendments**: The map amendments consist of rezoning the portion of Executive Park surrounded by Harney Way, Executive Park Boulevard West, Executive Park Boulevard, and Executive Park Boulevard from M-1 and C-2 to RC-3; include the subject parcels within the new Executive Park SUD, and include those parcels north of Alana and Harney within the 65/240-EP Height and Bulk District.

The proposed Amendments were analyzed in *the Executive Park Amended Subarea Plan and The Yerby Company and Universal Paragon Corporation Development Projects Environmental Impact Report* (the "EIR") . The Commission certified the EIR and adopted CEQA findings at the same hearing (Planning Commission Motion Nos. 18350 and 18351 respectively).

At the May 5, hearing, the Commission voted to recommend **approval** of the proposed Ordinances. Please find attached documents relating to the Commission's action.

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

Sincerely,

John Rahaim
Director of Planning

cc:
Mayor's Office, Starr Terrell
Supervisor Malia Cohen
Supervisor Eric Mar
Supervisor Scott Wiener

Attachments (one copy of the following):

Planning Commission Resolution No. 18352	(General Plan Amendments)
Planning Commission Resolution No. 18353	(Planning Code Text Amendments)
Planning Commission Resolution No. 18354	(Zoning Map Amendments)

Planning Commission Executive Summary for Case No. 2006.0422EMTUZ

General Plan Draft Ordinance (original sent via interoffice mail)
Planning Code Text Draft Ordinance (original sent via interoffice mail)
Zoning Map Draft Ordinance (original sent via interoffice mail)

Planning Commission Motion No. 18350 (EIR Certification)
Planning Commission Motion No. 18351 (CEQA Findings)

Definition of Harney Way Setback Line (original sent via interoffice mail)

Executive Park Design Guidelines (approved by Planning Commission Resolution 18355)

I:\Citywide\Community Planning\Southeast BVHP\Executive Park\Work Products in Progress\BOS Transmittal Packet\Ex Park - BOS transmittal.doc

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Planning Commission Resolution No. 18352

HEARING DATE: MAY 5, 2011

Date:	April 21, 2011
Case No.:	2006.0422EMTUZ
Project:	Executive Park – General Plan Amendments
Location:	Highway 101 and Harney Way
Staff Contact:	Mat Snyder – (415) 575-6891 mathew.snyder@sfgov.org
Recommendation:	Approve Amendment

APPROVING AMENDMENTS TO THE EXECUTIVE PARK SUBAREA PLAN OF THE BAYVIEW HUNTERS POINT AREA PLAN, THE LAND USE INDEX ALONG WITH OTHER MINOR GENERAL PLAN MAP AMENDMENTS MAKING VARIOUS FINDINGS, INCLUDING CEQA FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

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

Pursuant to Planning Code Section 340(c) Yerby Company ("Yerby") and Universal Paragon Corporation ("UPC") (together, "Project Sponsors"), owners of the properties located between, Harney Way, Executive Park Boulevard North , Executive Park Boulevard, submitted applications to amend the General Plan. In working with the Project Sponsors, the Planning Department is proposing amendments to the General Plan by amending the Executive Park Subarea Plan and the Bayview Hunters Point Area Plan, the Land Use Index, along with other minor amendments throughout the General Plan Elements.

This General Plan Amendment application is part of a larger project that includes three components: (1) a development project sponsored by UPC that would include up to 1,100 dwelling units, approximately 70,000 gross square feet of retail, and approximately 1,677 off-street parking spaces (2) a development project sponsored by Yerby Co. that would include up to 500 dwelling units and approximately 750 off-street parking spaces; and (3) the subject General Plan amendments along with Planning Code Map and Text amendments.

The subject General Plan amendments along with the proposed Planning Code provisions would transition the subject site from an office park to a mixed-use predominately residential neighborhood.

The history of Executive Park starts in the mid 1970s. In 1976, the Planning Commission certified the San Francisco Executive Park Final EIR which included 833,000 square feet of office space, 174,000 square feet of hotel/meeting space and 75,000 square feet of retail space (about 1,100,000 square feet in total), plus 3,900 parking spaces At the time, Amendments were made to the South Bayshore Plan to

allow commercial uses at the location. In 1978, a master development plan ("1978 Development Plan") was created to guide development based on the Project analyzed in the 1976 EIR.

In 1980 and 1981, the Planning Commission approved minor changes to the 1978 Development Plan, which slightly altered the locations and amounts of the various land uses. The City issued permits for the construction of four office buildings and a restaurant under the 1978 Development Plan; three of the office buildings had been constructed by 1985 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500 square feet of retail space. The fourth office building and the restaurant were not constructed.

In 1985, following certification of a subsequent environmental impact report, the Planning Commission approved a Planned Unit Development that revised the 1978 Development Plan that, when combined with the four office buildings and restaurant previously approved, provided for 1,644,000 square feet of office space, 234,000 square feet of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about 5,300 parking spaces At the same time, the Executive Park Subarea Plan was established as part of the South Bayshore Area Plan to memorialize the development program and urban form through a General Plan Amendment. Related Planning Code Map amendments were also approved.

In 1992, the developer sought and obtained a further revision to the 1985 Planned Unit Development. This revision added 25,000 square feet of health club space, 10,000 square feet of child care space and an additional 10,000 square feet of restaurant space and increased the square footage of residential use but not the unit count. Five residential buildings, located in the eastern portion of the site, containing 304 units and 517 parking spaces have been constructed under this development proposal by TopVision. ("TopVision Phases I and II"). Minor General Plan amendments were approved in conjunction with this approval

In 1999, the Planning Commission certified a supplemental environmental impact report, and in 2000, approved a Planned Unit Development that extended and modified the prior 1985 Planned Unit Development authorization by including a residential variant, which provided for some additional residential development in the northwestern portion of the site. Amendments to the Executive Park Subarea Plan that replaced all of the Plan's figures and added text were adopted in conjunction with these approvals. The general land use program remained the same.

In 2005, Signature Properties development project was approved under a separate PUD for the northwestern portion of the Subarea Plan Area. Nearing completion, it will include up to 450 residential units, 14,000 square feet of retail space, and 588 parking spaces when built-out. Amendments to the Executive Park Subarea Plan were adopted as a part of this Planned Unit Development authorization.

In 2007 TopVision obtained approval under the 2000 Approved Development Plan for a Phase III development, which includes 465 units and about 776 parking spaces north of existing TopVision Phases I and II residential buildings on the eastern portion of the Subarea Plan Area.

Existing and approved development projects in the Executive Park Subarea Plan Area currently include up to approximately 1,220 residential units, 307,600 square feet of office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013 residential parking spaces and 830 office parking spaces.

The Yerby Company ("Yerby") has applied for approval to demolish OB-1 and replace it with a mixed use, predominantly residential development of up to 500 dwelling units and 750 subsurface

parking spaces, and Universal Paragon Corporation ("UPC") has applied for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units and 1,677 subsurface parking spaces. These projects will require amendment of the Executive Park Subarea Plan and related amendments to the Zoning Map and Planning Code. The proposed General Plan amendments would apply to the entire 71-acre Executive Park Subarea Plan Area, be consistent with existing development and approvals, and provide for the transition of the existing office park development within a 14.5 acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 additional residential units and about 73,000 gsf retail. These projects would complete the build-out of the Subarea Plan Area and accomplish its transition from the office park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

Since 2006, proposed amendments to the Executive Park Subarea Plan and the development proposals of Yerby and UPC have been reviewed in public meetings by the Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood community and other stakeholders, including at meetings held before the Executive Park Citizens Advisory Committee, a body composed of property owners of Executive Park, the Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley Planning Alliance.

On April 7, 2011, pursuant to Planning Code sections 340 and the Commission initiated the General Plan amendments by Resolution No. 18310, including amendments to the Executive Park Subarea Plan, Land Use Index and other minor amendments to maps and figures throughout the General Plan; and scheduled a public hearing to consider the amendments; and

On May 5, 2011, by Motion No. 18350, the Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"); and

On May 5, 2011, by Resolution No. 18351, the Commission adopted findings in connection with its consideration of, among other things, the adoption of amendments to the Executive Park Subarea Plan and related zoning text and map amendments, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth; and

A draft ordinance, substantially in the form **attached hereto as Exhibit A**, approved as to form, would amend the Executive Subarea Plan, the Land Use Index along with other minor amendments to maps and figures throughout the General Plan.

NOW THEREFORE BE IN RESOLVED, That the Planning Commission hereby finds that the General Plan amendments promote the public welfare, convenience and necessity for the following reasons:

1. The General Plan amendments would enable the creation of a mixed-use predominately residential project that would include upwards of 1,600 additional units of housing on a portion of the Executive Park site that features an underutilized insular suburban-style office park that does not sufficiently take advantage of its shoreline location.
2. The General Plan amendments include an entire revised Executive Park Subarea Plan that sets out objectives and policies that promote vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help connect and integrate adjacent neighborhoods.

3. The General Plan amendments support development that will provide employment opportunities in construction, residential property management and operation, and related retail and services.

4. The General Plan amendments call for a robust system of streets and open space where there currently is none.

5. The General Plan amendments anticipate future improvements to regional transportation infrastructure thereby providing a framework where future development will appropriately interface with expected future infrastructure..

6. The General Plan amendments include objectives and policies that promote multi-modal transportation with all new streets designed for multiple modes of transport, emphasizing travel by foot and by bicycle.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the General Plan amendments are in general conformity with the General Plan as provided in Exhibit B:

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the General Plan amendments in general conformity with Planning Code Section 101.1 as provided in Exhibit B:

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

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 5, 2011.

Jonas Ionin
Acting Commission Secretary

AYES: President Olague, Commissioners Miguel, Antonini, Borden, Moore, Suguya, and Fung

NOES:

ABSENT:

Word doc: MMS I:\Citywide\Community Planning\Southeast BVHP\Executive Park\Work Products in Progress\BOS Transmittal Packet\18352.doc

Exhibit B
To Planning Commission Resolution No. 18352

Executive Park General Plan, Planning Code and Zoning Map Amendments
General Plan Findings and Planning Code Section 101.1 Findings

The following constitute findings that Executive Park General Plan, Planning Code, and Zoning Map Amendments (the Project) is, on balance, consistent with the General Plan and Planning Code Section 101.1. These findings are made on behalf of Planning Commission Resolutions for the approval of General Plan Amendments, Planning Code Text Amendments, Planning Code Zoning Map Amendments, and the adoption of Design Guidelines.

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.

The Project, including General Plan Amendments / Planning Code text and map Amendments, are consistent with and implements the following BVHP Area Plan's Objectives and Policies.

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 4.5	Create a comprehensive system for pedestrian and bicycle circulation.
OBJECTIVE 5	PRESERVE AND ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS.
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 6.5	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 10	ENHANCE THE DISTINCTIVE AND POSITIVE FEATURES OF BAYVIEW HUNTERS POINT.
POLICY 10.1	Better define Bayview's designated open space areas by enabling ppropriate, quality development in surrounding areas.

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 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.

The Project meets and furthers the Objectives and Policies of the Bayview Hunters Point Area Plan in that it provides a new mixed-use predominately residential neighborhood in the location of an existing disconnected and insular office park. The new residential community will better connect existing neighborhoods and recent residential development together more cohesively, without effecting any existing Bayview neighborhoods. It will take advantage of its location near the shoreline by increasing densities near regional open space resources, and by creating an urban form that will create a dynamic southern gateway to San Francisco. The Project's urban form will complement Bayview Hill and the shoreline. The Project calls for the creation of a fine-grained street grid more typical of residential development in the Bayview and throughout the City. The new street grid will improve connectivity of surrounding neighborhoods and development, while encouraging travel by bike and by foot.

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.
OBJECTIVE 4	SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY
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 6.5	Monitor and enforce the affordability of units provided as a condition of approval of housing projects.
OBJECTIVE 8	ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.
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.
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 1,600 units of high density housing at Executive Park. New development enabled by the Project will participate in the City's inclusionary housing program, thereby increasing the supply of affordable housing in San Francisco. Finally, the Project includes provisions for community-serving retail and allows many community facility uses. The Project calls for new streetscape and open space infrastructure to serve both new residents and existing residents in surrounding communities. The Design Guidelines component of the Project calls for a sustainable approach to development.

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 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.

POLICY 6.7 Promote high quality urban design on commercial streets.

The Project meets and furthers the Objectives and Policies of the Commerce and Industry Element by reinforcing the typical San Francisco pattern of including resident serving uses along with residential development. The Amendments will generally permit small scale retail and community related uses throughout requiring it within the Executive Park "town-center", which will accommodate up to 71,000 square feet of commercial use. The Amendments require that neighborhood commercial retail be established in a pedestrian-oriented active environment typical of San Francisco neighborhoods and specifically called for in the Commerce and Industry Element. The provision of retail space will provide entrepreneurial opportunities for local residents and workers. Of course, new development accommodated by the Executive Park Amendments will provide construction business opportunities along with opportunities for property management and maintenance.

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 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 2.9	Maintain and expand the urban forest.
POLICY 2.13	Preserve and protect significant natural resource areas.
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 meets and furthers the Objectives and Policies of the Recreation and Open Space by creating a new street and open space network within an existing expansive parking lot. The new street network will improve connectivity from existing residential neighborhoods and developments to the CPSRA and shoreline and to the Bayview Hill Open Space, which was created by an earlier phase of Executive Park development. The Amendments recognize Executive Park immediate location next to two regional open space resources and calls for the creation of small intimate urban spaces to complement the larger expansive spaces. The Project reserves space that will provide the best public views of the shoreline as public open space.

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 1.2	Ensure the safety and comfort of pedestrians throughout the city.
POLICY 1. 6	Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.
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.
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 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.

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.
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.
OBJECTIVE 28	PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.
POLICY 28.1	Provide secure bicycle parking in new governmental, commercial, and residential developments.
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 34.3	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.

The Project meets and furthers the Objectives and Policies of the Transportation Element by requiring the creation of a new fine-grained street grid in place of existing expansive surface parking. The Project accommodates the creation of a new mixed-use predominately development in a pattern that encourages walking, bicycling and using transit. The Project calls for the creation of a Streetscape Master Plan to assure a quality public realm environment with a coordinated approach to street amenities including but not limited to pedestrian oriented street lamps, street trees and other landscaping, and other furniture. The Project also calls for streetscape improvements that will calm auto traffic while assuring pedestrian comfort and enjoyment. The Project accommodates mid to high density development at a location where a future bus rapid transit (BRT) system is anticipated, thereby furthering the Element's emphasis on land use and transportation coordination. The Project particularly accommodates planned BRT by restricting and discouraging development on land that may be needed for its implementation.

URBAN DESIGN ELEMENT

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 1.5	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.
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 3.3	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 4.3	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 4.8 Provide convenient access to a variety of recreation opportunities.

POLICY 4.10 Encourage or require the provision of recreation space in private development.

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 furthers the Urban Design Element in that it enables the establishment of a new vibrant mixed-use neighborhoods on currently underutilized land. Pursuant to the policies of the amended Executive Park Subarea Plan of the Bayview Hunters Point Area Plan, the Project calls for development patterns typical of San Francisco be applied to the new neighborhood. These patterns include but not be limited to: breaking up the existing block pattern with a more fine-grained block pattern, 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 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 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, and, while buildings would be larger than in most typical San Francisco neighborhoods, policies require proving human-scale interface with the street and public realm. Similarly, while the Project allows for three residential towers, the Project's new controls will assure that the placement and design of the towers will not compliment and distract from views of Bayview Hill and the shoreline.

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 1.4 Assure that all new development meets strict environmental quality standards and recognizes human needs.

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. The Executive Park 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.

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 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. The Project allows for community serving uses on the ground floor throughout the development. Whether or not community uses will eventually establish themselves will depend on community needs and demands as development enabled by the Project gets built out. The Visitacion Valley Community Facilities Fee and Fund was established to help assure that community-related improvements can be made in conjunction with new development The

Visitation Valley Nexus Study establishes that funds could be used for community centers and neighborhood library improvements among other things.

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.

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 the 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 3.9	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 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-us predominately residential, high density , sustainable development that will enable efficient use of land and encourage travel by transit, bicycle and by foot, thereby reducing auto use. The Design Guidelines 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 Executive Park EIR identifies potential significant and unavoidable impacts regarding air pollutant emissions, the impacts are largely traffic and construction 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 would accommodate roughly 70,000 square feet of new retail uses, focused on a long-planned "town center" at Executive Park. The retail uses are envisioned to be local serving. The project does not include the removal of any existing neighborhood serving retail and is not expected to unduly compete against long established neighborhood retail centers like Leland Avenue in Visitacion Valley.

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 accommodates new development on land currently improved by suburban style office buildings and surface parking. It would not accommodate removing or changing the character of existing residential neighborhoods. The proposed amendments would subject new development to the City's inclusionary housing program and the family-sized units requirements of Planning Code Section 307.6. The Project lays out requirements to assure the new development has characteristics of mixed-use neighborhoods throughout San Francisco, including but not limited to a fine-grained system of residential streets, well modulated buildings with active frontages, with the ability to establish residential serving retail and community uses.

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 accommodate up to 1,600 new units, which would be subject to the City's inclusionary housing program. The Project would not accommodate the removal of any dwelling units.

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

The Project anticipates new transit related infrastructure improvements and provides regulations to assure that new development at Executive Park would not interfere with long-terms plans for Bus Rapid Transit. The new Executive Park-related zoning would require all building along Harney Way be setback to assure that adequate space is left aside for future transportation-related improvements. At the same time, the zoning creates a mechanism whereby allowed densities on parts of the site that are expected to be needed for future infrastructure can be applied elsewhere. Another main component of the Project is the required creation of a pedestrian-oriented street and open space network that will encourage alternative modes of transportation. The Amendments will allow parking at generally the same levels allowed by existing Planning Code provisions. Development accommodated by the amendments is not expected to negatively effect 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. No such uses would be displaced by the sectors. Construction activity generated by the amendments, however, will support these sectors.

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.

7. That landmarks and historic buildings be preserved.

The Project would not accommodate the removal, demolition, or of any known landmarks or historic buildings.

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

The Project would not significantly adversely affect existing open spaces or their access to sunlight and vistas. The proposed project would provide a new street grid that will better accommodate travel from neighborhoods west of the site to the Candlestick Point State Recreation Area and shoreline and the Bayview Hill Open Space. While towers would be accommodated by the amendments, they would only be allowed where they meet the

performance criteria provided in the new regulations. These would assure such taller buildings would not unduly effect vistas of Bayview Hill or of the shoreline. New building accommodated by the Project would not create any significant shadows on protected open space (The EIR determined that a de minimis shadow could be created by one of the buildings).

BOARD of SUPERVISORS

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NOTICE OF PUBLIC HEARING

LAND USE & ECONOMIC DEVELOPMENT COMMITTEE

SAN FRANCISCO BOARD OF SUPERVISORS

NOTICE IS HEREBY GIVEN to the general public, property owners, and interested parties that the Board of Supervisors' Land Use & Economic Development Committee will hold a public hearing to consider amendments to the Executive Park Subarea Plan. The legislation package includes the following proposed ordinances:

Date: **Monday, June 13, 2011**

Time: **1:00 p.m.**

Location: **Committee Room 263 located at City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA**

Subject: **Executive Park Subarea Plan and Special Use District**

File No. 110624. Ordinance amending the San Francisco General Plan by amending the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan, the Land Use Index and maps and figures in various elements and adopting findings, including environmental findings and findings of consistency with the General Plan and Planning Code Section 101.1.

File No. 110625. Ordinance amending the San Francisco Planning Code by adding Section 249.54 to establish the Executive Park Special Use District; adding Section 263.27 to establish Special Height Provisions for the Executive Park Special Use District and the 65/240 EP Height and Bulk District; amending Table 270 to provide that the Table is not applicable to the Executive Park Special Use District; and adding Section 309.2 to establish Permit Review Procedures in the Executive Park Special Use District; adopting findings, including environmental findings, Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

File No. 110626. Ordinance amending the San Francisco Planning Code by amending Sectional Maps SU10 of the Zoning Map of the City and County of San Francisco to establish the Executive Park Special Use District; amending Sectional Map HT10 to establish the 65/240-EP Height and Bulk District; amending Sectional Map ZN09 to change certain Executive Park parcels from C-2(Community Business) and M-1(Light Industrial) to RC-3(Residential-Commercial Combined, Medium Density); adopting findings, including environmental findings, Planning Code Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

A copy of these measures and supporting data are available in the above-mentioned files of the Clerk of the Board of Supervisors. For more information regarding the above matters, call (415) 554-5184 or write to: Clerk's Office, Board of Supervisors, Room 244, City Hall, San Francisco, CA 94102.

Persons who are unable to attend the hearing may submit written comments regarding this matter prior to the beginning of the hearing. These comments will become part of the official public record.

PUBLISHED and MAILED: June 3, 2011

Angela Calvillo, Clerk of the Board

BOARD of SUPERVISORS

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PROOF OF MAILING

Legislative File Nos. 110624, 110625, 110626

Description of Items: June 13, 2011 Land Use and Economic Development Committee Hearing at City Hall, Room 263 at 1:00 p.m.

Executive Park Subarea Plan and Special Use District

- File No. 110624 – General Plan Amendment
- File No. 110625 – Planning Code Amendment, Special Use District
- File No. 110626 – Zoning Map Amendment, Special Use District

I, Annette Lonich, an employee of the Office of the Clerk of the Board Supervisors, mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: June 3, 2011

Time: 2:40 pm

USPS Location: 400 Van Ness Ave.

Mailbox/Mailslot Pick-Up Times (if applicable): 4:00 p.m.

Signature: Annette Lonich

Instructions: Upon completion, original must be filed in the above referenced files.