

File No. 100574

Committee Item No. 3

Board Item No. \_\_\_\_\_

## COMMITTEE/BOARD OF SUPERVISORS

### AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development Date June 14, 2010

Board of Supervisors Meeting Date \_\_\_\_\_

#### Cmte Board

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

#### OTHER

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|---------------------------------------|--------------------------|--|
| * <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Exhibit A: Bayview Hunters Point Area Plan Proposed Text Amendments</u> |
| <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <u>Exhibit B: Candlestick Point Subarea Plan</u>                           |
| <input checked="" type="checkbox"/>   | <input type="checkbox"/> | <u>Exhibit C: Hunters Point Shipyard Area Plan</u>                         |
| <input type="checkbox"/>              | <input type="checkbox"/> | _____  |
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Completed by: Alisa Somera Date June 11, 2010

Completed by: \_\_\_\_\_ Date \_\_\_\_\_

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



1 [General Plan Amendments – Candlestick Point Activity Node and Hunters Point Shipyard  
2 Phase 2 Project]

3  
4 **Ordinance amending the San Francisco General Plan by amending the Bayview  
5 Hunters Point Area Plan, the Transportation Element, the Recreation and Open Space  
6 Element, the Commerce and Industry Element, maps and figures in various Elements,  
7 and the Land Use Index, and by adopting and adding the Candlestick Point Subarea  
8 Plan and the Hunters Point Area Plan, in order to facilitate the development of the  
9 Hunters Point Shipyard and Candlestick Point, as envisioned in the Hunters Point  
10 Shipyard Redevelopment Plan, the Bayview Hunters Point Redevelopment Plan, and  
11 the Conceptual Framework for integrated development of the Hunters Point Shipyard  
12 and Candlestick Point endorsed by the Board of Supervisors and the Mayor in May  
13 2007 and approved by the voters in 2008 through passage of Proposition G, the Jobs,  
14 Parks and Housing Initiative; adopting findings, including environmental findings and  
15 findings of consistency with the General Plan and Planning Code Section 101.1.**

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

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

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

21 A. The proposed amendments to the San Francisco General Plan's Bayview  
22 Hunters Point Area Plan, the Transportation Element, the Recreation and Open Space  
23 Element, the Commerce and Industry Element, maps and figures in various elements, the  
24 Land Use Index, adoption of the Candlestick Point Subarea Plan, and adoption of the Hunters  
25

1 Point Shipyard Area Plan will facilitate the development of the Hunters Point Shipyard and  
2 Candlestick Point, as envisioned in the Hunters Point Shipyard Redevelopment Plan, the  
3 Bayview Hunters Point Redevelopment Plan, and the Conceptual Framework for the  
4 integrated development of the Hunters Point Shipyard and Candlestick Point endorsed by the  
5 Board of Supervisors and the Mayor in May 2007 and approved by the voters through  
6 passage of Proposition G in 2008.

7 B. A primary objective of both the Hunters Point Shipyard Redevelopment Plan and  
8 the Bayview Hunters Point Redevelopment Plan is to create economic development,  
9 affordable housing, public parks and open space and other community benefits by  
10 development of the under-used lands within the two Redevelopment Plan project areas.  
11 Combining the planning and redevelopment of these two areas provides a more cohesive  
12 overall plan, including comprehensive public recreation and open space plans and integrated  
13 transportation plans, and improves opportunities to finance the development of affordable  
14 housing and the public infrastructure necessary to expedite the revitalization of both areas.

15 C. The Conceptual Framework endorsed by the Board of Supervisors and the  
16 Mayor, which is the basis for the last three years of planning for the integrated development  
17 project, envisions a major mixed-use project, including hundreds of acres of new waterfront  
18 parks and open space, thousands of new housing units, a robust affordable housing program,  
19 extensive job-generating retail and research and development space, permanent space for  
20 the artist colony that exists in the Shipyard, community uses, and a site for a potential new  
21 stadium for the 49ers on the Shipyard. The history, purpose, and benefits of the planning  
22 efforts for Hunters Point Shipyard and Candlestick Point, and the proposal for their integrated  
23 development, are fully described in the Findings for the companion ordinance that amends the  
24 text of the Planning Code. The Board hereby incorporates those findings herein by reference.  
25

1 D. On \_\_\_\_\_, 2010, by Resolution No. \_\_\_\_\_, the Planning Commission  
2 certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR")  
3 for the Candlestick Point – Hunters Point Shipyard Phase 2 Project. A copy of Planning  
4 Commission Resolution No. \_\_\_\_\_ is on file with the Clerk of the Board of Supervisors  
5 in File No. \_\_\_\_\_.

6 E. In accordance with the actions contemplated herein, this Board adopted  
7 Resolution No. \_\_\_\_\_ making findings pursuant to the California Environmental  
8 Quality Act. Said Resolution is on file with the Clerk of the Board of Supervisors in File No.  
9 100572.

10 F. Pursuant to San Francisco Charter Section 4.105 and Planning Code Section  
11 340, any amendments to the General Plan shall first be considered by the Planning  
12 Commission and thereafter recommended for approval or rejection by the Board of  
13 Supervisors. On \_\_\_\_\_, 2010, by Resolution No. \_\_\_\_\_, the Commission  
14 conducted a duly noticed public hearing on the General Plan Amendments pursuant to  
15 Planning Code Section 340, adopted the General Plan Amendments and recommended them  
16 for approval to the Board of Supervisors. A copy of Planning Commission Resolution No.  
17 \_\_\_\_\_ is on file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_.

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

23 Section 2. The Board of Supervisors hereby approves the following amendments to  
24 the Bayview Hunters Point (BVHP) Area Plan of the General Plan. These amendments are  
25 described generally below. The full text of the BVHP Area Plan with the additions and

1 deletions marked is Exhibit A to this ordinance, which is on file with the Clerk of the Board of  
2 Supervisors in File No. 100574.

3 Described generally, these amendments to the text of the BVHP Area Plan reflect the  
4 change in nature of the development proposed for the Candlestick Point (CP) node and the  
5 new proposal for the second phase of the Hunters Point Shipyard (HPS) development.

6 Most notably, the General Plan Amendments provide for development of a vibrant high-  
7 density mixed-use neighborhood at CP as a means to fully realize its shoreline location and to  
8 help in revitalizing the Bayview. While the BVHP Area Plan does not include HPS within its  
9 jurisdiction, HPS is discussed throughout because of its clear relationship with the Bayview.  
10 CP is largely discussed through separate subarea plans of the BVHP Area Plan. The current  
11 proposal for the Candlestick Point State Recreation Area (CPSRA) is recognized, notably the  
12 restoration of Yosemite Slough.

13 Section 3. The figures in the BVHP Area Plan are amended as follows:

14 **Figures**

15 Remove Figure 1 and renumber all the figures going forward.

16 Figure 2 (renumbered 1) – Conservation and Revitalization Program Summary. Revise  
17 Hunters Point Shipyard (HPS) to refer to the HPS Area Plan as well as the HPS  
18 Redevelopment Plan. Remove shading at Candlestick Point (CP), insert boundary around CP  
19 and refer to the CP Subarea Plan and the BVHP Redevelopment Plan.

20 Figure 3 (renumbered 2) – Redevelopment Activity Nodes. Revise the CP Activity Node  
21 boundary to include the Alice Griffith Housing Development.

22 Figure 4 (renumbered 3) – Generalized Land Use. Remove the CP SUD as a land use  
23 category; include boundaries of CP Subarea and notation referring to the CP Subarea Plan  
24 and the BVHP Redevelopment Plan; revise notation for HPS to refer to the HPS Area Plan as  
25 well as the HPS Redevelopment Plan.

1 Figure 5 – CP Perimeter Proposed Revitalization Area. Remove figure and renumber  
2 all figures going forward.

3 Figure 6 (renumbered 5) – Required Soil Testing Zone. Insert boundary around CP and  
4 refer to the CP Subarea Plan and the BVHP Redevelopment Plan; insert boundary around  
5 HPS to refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

6 Figure 10 (renumbered 8) – Proposed Area for Restricting Liquor Stores. Revise  
7 notation about HPS to refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

8 Figure 11 (renumbered 9) – Vehicle Circulation Plan. Rename the figure as "Existing  
9 Vehicle Circulation Plan"; insert boundaries around CP and refer to the CP Subarea Plan and  
10 the BVHP Redevelopment Plan.

11 Figure 12 (renumbered 10) – Major Transportation Improvements. Rename the figure  
12 "Proposed Truck Routing and Third Street LRT as of 2006."

13 Figure 13 (renumbered 11) – Candlestick Park Access Streets. Change the figure to  
14 Candlestick Park Access Streets as of 2006; revise notation about HPS to refer to the HPS  
15 Area Plan as well as the HPS Redevelopment Plan.

16 Figure 14 (renumbered 12) – Bike Routes and Pedestrian Trail. Rename the figure as  
17 "Existing Bike Routes and Pedestrian Trail" and remove the Proposed Bay Trail Extension;  
18 insert boundary around CP and refer to the CP Subarea Plan and the BVHP Redevelopment  
19 Plan Amendment; revise notations about HPS to refer to the HPS Area Plan as well as well as  
20 the HPS Redevelopment Plan.

21 Figure 17 (renumbered 15) – Parks and Open Space Locations. Rename the figure as  
22 "Existing Parks and Open Space Locations," insert *shape boundary* around CP and refer to the  
23 Redevelopment Plan/Subarea Plan; revise notation for HPS to refer to the HPS Area Plan as  
24 well as the HPS Redevelopment Plan.

1 Figure 18 (renumbered 16) – Community Facilities, Public Health and Safety Locations.  
2 Rename the figure "Existing Community Facilities, Public Health and Safety Locations."

3 Section 4. The Board of Supervisors hereby approves the following amendments to the  
4 Transportation Element:

5 NOTE Added: This Section refers to the Vehicle Circulation Plan map. Except where  
6 indicated, no increase in the vehicular capacity of any thoroughfare is intended.

7 **Harney Way**

8 Proposed to serve Candlestick Park Point, Hunters Point Shipyard, and their proposed  
9 mixed-use new freight, commercial and recreational development. Refer to South Bayshore the  
10 Candlestick Point Subarea Plan, the Bayview Hunters Point Area Plan, the Hunters Point Shipyard  
11 Area Plan, and the Hunters Point Shipyard Redevelopment Plan. Increase in vehicle capacity is  
12 anticipated.

13 Section 5. The Board of Supervisors hereby approves the following text amendments  
14 to the Recreation and Open Space Element:

15 **POLICY 2.1**

16 Provide an adequate total quantity and equitable distribution of public open spaces  
17 throughout the City.

18 There are two components to this policy. The first is that there should be enough public  
19 open space in total to serve the City's population. The second is that public open space  
20 should be evenly distributed throughout the city so that people do not have to travel too far to  
21 reach them.

22 The San Francisco Recreation and Park Department currently owns and manages over  
23 3,300 acres of open space. In addition, the State owns approximately 171 acres at  
24 Candlestick Point State Recreation Area, and the Federal Government owns approximately  
25 619 acres, which is managed by the National Park Service as part of the Golden Gate



1 National Recreation Area (GGNRA). This open space is shown in Map 1. The Candlestick Point  
2 State Recreation Area is subject to the provisions of Chapter 203 of the Statutes of 2009 ("Granting  
3 Act") as it may be amended from time to time.

4 **Hunters Point Naval Shipyard** (include page or section reference to indicate this is separate)

5 The Hunters Point Shipyard Redevelopment Plan and its companion Design for  
6 Development documents would provide a balanced open space system with sites strategically  
7 located throughout the Shipyard. The Plan enhances the Shipyard's existing natural amenities  
8 by retaining portions of the Bay Shoreline, vistas from hilltop sites, as well as reserving  
9 relatively flat sites for development of athletic fields and shoreline area for a small boat marina.

10 The Plan would reserve land and develop a mix of parks and open spaces distributed  
11 throughout the Shipyard that would accommodate active and passive recreational users. The  
12 intent is to accommodate residents and workers, as well as Shipyard visitors and residents of  
13 the ~~South~~ Bayview Hunters Point District. The Plan also calls for the possible location the 49ers  
14 Stadium and its associated dual-use playing fields / parking lot.

15 **Candlestick Point** (include page or section reference to indicate this is separate)

16 Encourage and facilitate implementation of the master plan for development of the 171  
17 acre Candlestick Point State Recreation Area, which extends from the County line north to  
18 Shafter Avenue along the Bay shoreline.

19 The State's master plan was last updated in 1987 and is slated to be revised in 2010. The  
20 Candlestick Point State Recreation Area is subject to the provisions of Chapter 203 of the Statutes of  
21 2009 ("Granting Act") as it may be amended from time to time. It calls for enhancement of wildlife  
22 habitat and development of water-oriented as well as other active and passive recreational uses. The  
23 natural marsh is to be restored near the mudflats at the north end of the park. Native trees, shrubs, and  
24 ground cover are to be planted in upland areas throughout the park to recreate the indigenous  
25 vegetation of the Bay region. The plan calls for construction of an interpretive center to promote

1 ~~environmental education. The plan also calls for creation of an island off shore to provide a resting~~  
2 ~~place for migratory birds. Another passive recreation area is planned at the southeast end of the park~~  
3 ~~at 'Sunrise Point' has been installed. The plan calls for construction of hiking trails throughout the~~  
4 ~~park. Jogging trails will link up with an exercise concourse. A separate network of bicycle trails will~~  
5 ~~connect the various activity centers of the park, and skirt the Bay shoreline. The plan also calls for~~  
6 ~~development of a community garden center, picnic areas, a campground with facilities for overnight~~  
7 ~~group camping, fishing piers and swimming beaches and a community cultural and recreation center.~~

8 ~~The plan provides for development of a number of water-oriented uses. A marina complex is~~  
9 ~~planned with space for a ferry landing and concessions, slips for permanent as well as day-time boat~~  
10 ~~tieup. The marina would include a lagoon for sailboats and other non-powered craft as well as a~~  
11 ~~restaurant and snack bar.~~

12 ~~Improvements currently call for the restoration of Yosemite Slough, replanting of indigenous~~  
13 ~~vegetation and construction of hiking and bike trails throughout, enhancements of picnic areas, and~~  
14 ~~active recreation among other things. Concessionaire for a food service is also considered.~~

15 Section 6. The Board of Supervisors hereby approves the following amendments to  
16 the Commerce and Industry Element:

17 **POLICY 5.9**

18 Redevelop Hunters Point Shipyard to provide employment in the light-industrial,  
19 maritime industrial, research & development, and cultural sectors, consistent with the Hunters  
20 Point Shipyard Redevelopment Plan.

21 The Hunters Point Shipyard Redevelopment Plan designates the location of planned  
22 land uses throughout the Shipyard. Land uses include a variety of light-industrial, research  
23  
24  
25

1 and development, cultural and educational uses, ~~maritime industrial~~, and mixed land uses. The  
2 Plan also includes residential and open space uses, discussed elsewhere in the Plan.

3 For specific policies governing Hunters Point Shipyard, see the Hunters Point Shipyard  
4 Redevelopment Plan and its accompanying Design for Development document.

5 Section 7. The Board of Supervisors hereby approves the following amendments to the  
6 maps and figures in the Elements of the General Plan as follows:

7 **Commerce and Industry**

8 Map 1 – Generalized Commercial and Industry. Insert boundary around CP and refer to  
9 the CP Subarea Plan and the BVHP Redevelopment Plan; revise notation about HPS to refer  
10 to the HPS Area Plan as well as the HPS Redevelopment Plan.

11 Map 2 – Generalized Commercial and Industry Density Plan. Insert boundary around  
12 CP and refer to the CP Subarea Plan and the BVHP Redevelopment Plan; revise notation  
13 about HPS to refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

14 Map 4 – Residential Service Areas of Neighborhood Commercial Districts and Use.  
15 Insert boundary around CP and refer to the CP Subarea Plan and the BVHP Redevelopment  
16 Plan; insert boundary around HPS and refer to the HPS Area Plan as well as the HPS  
17 Redevelopment Plan.

18 Map 5 – Generalized NC Land Use and Density Plan. Insert boundary around CP and  
19 refer to the CP Subarea Plan and the BVHP Redevelopment Plan; insert boundary around  
20 HPS and refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

21 **Community Facilities**

22 Map 2 – Fire Facilities Plan. Update Map to remove the fire facility in CPSRA.

23 Map 5 – Waste Water and Solid Waste Facilities Plan. Insert boundary around CP and  
24 refer to the CP Subarea Plan and the BVHP Redevelopment Plan; insert boundary around  
25 HPS and refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

1 **Transportation**

2 Map 6 – Vehicular Street Map. Insert boundary around CP and refer to the CP Subarea  
3 Plan and the BVHP Redevelopment Plan; insert boundary around HPS to refer to the HPS  
4 Area Plan as well as the HPS Redevelopment Plan.

5 Map 7 – Congestion Management Network. Insert boundary around CP and refer to the  
6 CP Subarea Plan and the BVHP Redevelopment Plan; insert boundary around HPS to refer to  
7 the HPS Area Plan as well as the HPS Redevelopment Plan.

8 Map 8 – Metropolitan Transportation System. Insert boundary around CP and refer to  
9 the CP Subarea Plan and the BVHP Redevelopment Plan; insert boundary around HPS to  
10 refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

11 Map 9 – Transit Preferential Streets. Insert boundary around CP and refer to the CP  
12 Subarea Plan and the BVHP Redevelopment Plan; insert boundary around HPS to refer to the  
13 HPS Area Plan as well as the HPS Redevelopment Plan.

14 Map 11 – Pedestrian Network. Insert boundary around CP and refer to the CP Subarea  
15 Plan and the BVHP Redevelopment Plan; insert boundary around HPS to refer to the HPS  
16 Area Plan as well as the HPS Redevelopment Plan.

17 Map 12 – Neighborhood Pedestrian Streets. Insert boundary around CP and refer to  
18 the CP Subarea Plan and the BVHP Redevelopment Plan; insert boundary around HPS to  
19 refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

20 Map 13 – Bicycle Route Map. Insert boundary around CP and refer to the CP Subarea  
21 Plan and the BVHP Redevelopment Plan; insert boundary around HPS to refer to the HPS  
22 Area Plan as well as the HPS Redevelopment Plan.

23 Map 15 – Freight Traffic Routes as well as HPS Redevelopment Plan. Insert boundary  
24 around CP and refer to the CP Subarea Plan and the BVHP Redevelopment Plan; insert  
25 boundary around HPS to refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

1 **Urban Design**

2 Map 2 – Plan for Street Landscaping and Lighting. Insert boundary around CP and  
3 refer to the CP Subarea Plan and the BVHP Redevelopment Plan; revise notation about HPS  
4 to refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

5 Map 4 – Urban Design Guidelines for Height of Buildings. Delete notation about CP  
6 SUD, insert boundary around CP and refer to the CP Subarea Plan and the BVHP  
7 Redevelopment Plan; insert boundary around HPS and refer to the HPS Area Plan as well as  
8 the HPS Redevelopment Plan.

9 Map 5 – Urban Design Guidelines for Bulk of Buildings. Delete notation about CP SUD;  
10 insert boundary around CP and refer to the CP Subarea Plan and the BVHP Redevelopment  
11 Plan; insert boundary around HPS and refer to the HPS Area Plan as well as the HPS  
12 Redevelopment Plan.

13 Map 7 – Plan for Protected Residential Areas. Take shading out of CP; insert  
14 boundary around CP and refer to the CP Subarea Plan and the BVHP Area Plan; insert  
15 boundary around HPS and refer to the HPS Area Plan as well as the HPS Redevelopment  
16 Plan.

17 Map entitled Street Areas Important to Urban Design and Views (Map not numbered).  
18 Insert boundary around CP and refer to the CP Subarea Plan and the BVHP Redevelopment  
19 Plan; insert boundary around HPS and refer to the HPS Area Plan as well as the HPS  
20 Redevelopment Plan.

21 **Recreation and Open Space**

22 Map 1 – Public Ownership of Existing Open Space. Insert boundary around CP and  
23 refer to the CP Subarea Plan and the BVHP Area Plan; insert boundary around HPS and refer  
24 to the HPS Area Plan as well as the HPS Redevelopment Plan.

1 Map 2 – Public Open Space Service Areas. Insert boundary around CP and refer to the  
2 CP Subarea Plan and the BVHP Redevelopment Plan; insert boundary around HPS and refer  
3 to the HPS Area Plan as well as the HPS Redevelopment Plan.

4 Map 4 – Citywide Recreation and Open Space Plan. Insert boundary around CP and  
5 refer to the CP Subarea Plan and the BVHP Redevelopment Plan; insert boundary around  
6 HPS and refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

7 Map 8 – Eastern Shoreline Plan. Insert boundary around CP and refer to the CP  
8 Subarea Plan and the BVHP Redevelopment Plan; insert boundary around HPS and refer to  
9 the HPS Area Plan as well as the HPS Redevelopment Plan.

10 Figure 3 – Service Areas. Remove shading around HP Shipyard; insert boundary  
11 around CP and refer to the CP Subarea Plan and the BVHP Redevelopment Plan; insert  
12 boundary around HPS and refer to the HPS Area Plan as well as the HPS Redevelopment  
13 Plan.

14 Map 9 – Neighborhood Recreation and Open Space Improvement Priority Plan. Insert  
15 boundary around CP and refer to the CP Subarea Plan and the BVHP Redevelopment Plan;  
16 insert boundary around HPS and refer to the HPS Area Plan as well as the HPS  
17 Redevelopment Plan.

18 Section 8. The Board of Supervisors hereby approves an amendment to the General  
19 Plan to adopt and add the Candlestick Point (CP) Subarea Plan to the Bayview Hunters Point  
20 Area Plan. The full text of the CP Subarea Plan with the additions and deletions marked is  
21 Exhibit B to this ordinance, which is on file with the Clerk of the Board of Supervisors in File  
22 No. 100574.

23 The CP Subarea Plan includes the following maps:

24 Map 1 – Candlestick Point Subarea Plan Area.

25 Map 2 – Context: Bayview Hunters Point Area Plan Area.

1 Map 3 – Land Use.

2 Map 4 – Block Pattern: Extended Grid.

3 Map 5 – Major Transit.

4 Map 6 – Bay Trail and Bicycle Network.

5 Map 7 – Pedestrian Circulation Network.

6 Map 8 – Open Space Network.

7 Section 9. The Board of Supervisors hereby approves an amendment to the General  
8 Plan to adopt and add the Hunters Point (HP) Area Plan. The full text of the HP Area Plan  
9 with the additions and deletions marked is Exhibit C to this ordinance, which is on file with the  
10 Clerk of the Board of Supervisors in File No. 100574.

11 The HP Area Plan includes the following maps:

12 Map 1 – Hunters Point Shipyard Area Plan Area.

13 Map 2 – Context: Bayview Hunters Point Area Plan Area.

14 Map 3 – Land Use..

15 Map 4 – Block Pattern: Extended Grid.

16 Map 5 – Major Transit.

17 Map 6 – Bay Trail and Bicycle Network.

18 Map 7 – Pedestrian Circulation Network.

19 Map 8 – Open Space Network.

20 Section 10. The Board of Supervisors hereby approves the following amendment to  
21 the General Plan to amend the Land Use Index:

22 *Candlestick Point – Hunters Point Shipyard Phase 2.*

23 *Section I: Housing*

24 *Candlestick Point Subarea Plan*

25 *Objective 1, Policies 1.4, 4.3*

1 Hunters Point Shipyard Area Plan

2 Objective 1, Policies 1.4, Policy 4.3

3 Housing Figures – Land Use Maps from the General Plan

4 Figure 1.16:

5 Candlestick Point Subarea Plan Map 3 – Generalized Land Use

6 Figure 1.17:

7 Hunters Point Shipyard Area Plan Map 3 – Generalized Land Use

8 Section II: Commerce and Industry Figures

9 Candlestick Point Subarea Plan

10 Objective 5, Policies 5.1, 5.2

11 Hunters Point Shipyard Area Plan

12 Objective 5, Policies 5.1, 5.2

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

14 Figure 2.21:

15 Candlestick Point Subarea Plan Map 3 – Generalized Land Use

16 Figure 2.22:

17 Hunters Point Shipyard Area Plan Map 3 – Generalized Land Use

18 Section III -- Recreation and Open Space

19 Candlestick Point Subarea Plan

20 Objective 6, Policies 6.1, 6.2, 6.3

21 Hunters Point Shipyard Area Plan

22 Objective 6, Policies 6.1, 6.2, 6.3

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

24 Figure 3.25:

25 Candlestick Point Subarea Plan Map 3 – Generalized Land Use



1 Figure 3.26:

2 Candlestick Point Subarea Plan Map 8 – Open Space Network

3 Figure 3.27:

4 Hunters Point Shipyard Area Plan Map 3 – Generalized Land Use

5 Figure 3.28:

6 Candlestick Point Subarea Plan Map 8 – Open Space Network

7 **Section VI – Population Density and Building Intensity**

8 Candlestick Subarea Plan

9 Objective 1, Policies 1.1, 1.2, 1.3

10 Objective 3, Policies 3.4, 3.5, 3.6

11 Hunters Point Area Plan

12 Objective 1, Policies 1.1, 1.2, 1.3

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

14 Candlestick Subarea Plan Map 3 – Generalized Land Use

15 Figure 6.30

17 Hunters Point Shipyard Area Plan Map 3 – Generalized Land Use

18 Figure 6.31

19 Section 11. OPERATIVE DATE. This ordinance shall become effective on the date that  
20 the ordinances approving the amendments to the Bayview Hunters Point Redevelopment Plan  
21 and the Hunters Point Shipyard Redevelopment Plan become effective.

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

By:   
JUDITH A. BOYAJIAN  
Deputy City Attorney

## LEGISLATIVE DIGEST

[General Plan Amendments - Candlestick Point Activity Node and Hunters Point Shipyard Phase 2 Project.]

**Ordinance amending the San Francisco General Plan by amending the Bayview Hunters Point Area Plan, the Transportation Element, the Recreation and Open Space Element, the Commerce and Industry Element, maps and figures in various Elements, and the Land Use Index, and by adopting and adding the Candlestick Point Subarea Plan and the Hunters Point Area Plan, in order to facilitate the development of the Hunters Point Shipyard and Candlestick Point, as envisioned in the Hunters Point Shipyard Redevelopment Plan, the Bayview Hunters Point Redevelopment Plan, and the Conceptual Framework for integrated development of the Hunters Point Shipyard and Candlestick Point endorsed by the Board of Supervisors and the Mayor in May 2007 and approved by the voters in 2008 through passage of Proposition G, the "Jobs, Parks and Housing Initiative; adopting findings, including environmental findings and findings of consistency with the General Plan and Planning Code Section 101.1; providing for an operative date.**

### 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 take 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 various Elements of the General Plan, as well as to Bayview Hunters Point Area Plan. It also proposes adopting and adding the Hunters Point Area Plan and the Candlestick Point Subarea Plan. The ordinance will become operative on the date that the ordinances approving the amendments to the Bayview Hunters Point Redevelopment Plan and the Hunters Point Shipyard Redevelopment Plan become effective.

### Background Information

Hunters Point Shipyard and Candlestick Point are part of the Bayview Hunters Point neighborhood and are in close proximity to one another, separated only by Yosemite Slough and the South Basin. Together, they comprise approximately 702 acres and make up the largest area of underused land in the City. For over a decade, the redevelopment of Candlestick Point and the Shipyard has proceeded on parallel, though largely separate, paths. But over the last three years, the City and the Redevelopment Agency have been working with the Bayview Hunters Point community on redeveloping the two sites together, as

envisioned in the Conceptual Framework endorsed by the Board of Supervisors and the Mayor in May 2007 and approved by the voters through passage of Proposition G in 2008.

This ordinance is part of a package of amendments to the General Plan, the Zoning Map, various parts of the Municipal Code, the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plans, and various Agreements that will implement the Candlestick Point – Hunters Point Shipyard Phase 2 Development Project, a project that will integrate the development of the two areas. The Project is designed to revitalize the area by (a) improving and creating hundreds of acres of public parks and open space, particularly along the waterfront, (b) significantly increasing the quality and quantity of affordable housing in Southeastern San Francisco, including the complete rebuilding of the Alice Griffith Housing Development, (c) providing thousands of commercial and construction job opportunities for San Francisco residents and businesses, especially in the Bayview Hunters Point community, (d) supporting the creation of permanent space on the Shipyard for existing artists, (e) elevating the site into a regional center for green development and the use of green technology and sustainable building design, (f) providing extensive transportation improvements that will benefit southeastern San Francisco generally, (g) attracting and sustaining neighborhood serving and cultural amenities and services, and (h) offering a world-class waterfront stadium site opportunity as the City's last and best chance to keep the 49ers in San Francisco over the long term.  
Point.

# Exhibit A

## **BAYVIEW HUNTERS POINT AREA PLAN PROPOSED TEXT AMENDMENTS DRAFT 3.17.10**

### INTRODUCTION

This plan is a tool for residents and the City to guide the future development of the Bayview Hunters Point district of San Francisco. It includes sections on Land Use, Transportation, Housing, Commerce, Industry, Recreation and Open Space, Urban Design, Community Facilities and Services, and Public Safety. Bayview Hunters Point, or simply the “Bayview”, is a predominantly industrial and residential district. Historically it has been the location of the City’s heaviest industries, some of its poorest residents, and its greatest concentration of public housing: characteristics that frequently placed it outside the mainstream of San Francisco life. But today the area is at a critical junction as urban growth is proceeding in a southeast direction toward the neighborhoods of Bayview Hunters Point, creating a situation whereby its problems can be translated into major opportunities for community, citywide and regional progress. Public and private development projects throughout southeast San Francisco, including the areas of South of Market, Mission Bay, the Bayshore Corridor, Hunters Point Shipyard, and the construction of the Third Street Light Rail are increasing the significance of Bayview Hunters Point in the future development of the City as a whole. This plan, based on many years of continued citizen input, seeks to provide guidelines for realizing Bayview’s growth potential in a manner that is in the best interest of the local residents and the City as a whole.

This edition of the plan incorporates amendments adopted by the Planning Commission in [M], 2010, and before that in March 2006. These amendments reflect new information, changing conditions, and additional policy directives that have evolved since the 1995 Area Plan update, and are the result of multi-year community planning processes facilitated by the Planning Department, the Redevelopment Agency, and other City Departments. Of particular note is the new title of this document. Formerly the “South Bayshore” Area Plan, the new “Bayview Hunters Point” chapter of the General Plan appropriately reflects the name that the community chooses for itself.

Several significant development projects referenced in the policy language and narrative of the 1995 Area Plan have moved from ideas to reality over the past ten years. Perhaps most notable, Phase I of the Third Street Light Rail, completed in 2006, extends Muni metro light rail service from the Caltrain station at Fourth and King Streets to Visitacion Valley and the county line. This major transit investment will connect Bayview residents to a wide range of opportunities throughout the City.

Other projects completed since the 1995 Plan update include the Portola Place housing development on the former Lucky Lager Brewery site and several affordable housing developments on Third Street. The City has also approved residential projects at the base of Bayview Hill and in the vicinity of Bayview Playground. The Police Station at Williams Avenue and Newhall Street has been serving the Bayview community since February 1997. Pier 98 was transformed into Heron’s Head Park in 1998 while another Port project, the Illinois Street Bridge, is scheduled for completion in December 2006 was recently completed. Hunters View received its approvals to transform the existing housing authority site into a mixed income, mixed-use neighborhood better connected to its surrounding neighborhood. The Housing

## Exhibit B

### CANDLESTICK POINT SUBAREA PLAN – A SUBAREA PLAN OF THE BAYVIEW HUNTERS POINT AREA PLAN DRAFT 05 11 10

#### I. INTRODUCTION AND PURPOSE

Candlestick Point is located at the southeastern corner of San Francisco, immediately north of the City and County line. Largely comprised of landfill, its peninsula formation features approximately two and a half miles of Bay shoreline. The area is best known as the site of the Candlestick Park football stadium. While the stadium has been a citywide asset, Candlestick Point as a whole has not met its full potential. Most of the City land surrounding the stadium is a minimally improved surface parking lot. The other main features of Candlestick Point are the 154 acre Candlestick Point State Recreation Area (CPSRA) established in 1977, and the Alice Griffith public housing complex constructed in 1962. Long term plans call for improving CPSRA as a multifaceted shoreline park, and relatively recent efforts have begun to plan for improvements to the Yosemite Slough portion of the park. However, to date only about half of CPSRA has been improved, and a large portion of the park still remains unimproved. The Alice Griffith public housing complex currently includes 256 dwelling units located on approximately 18 acres and configured along looped roads isolated from the surrounding street grid; the housing site only has a single point of access from the rest of the neighborhood. On top of these larger uses, there are also various privately owned parcels that include an RV Park and other miscellaneous uses.

Candlestick Point is a part of the Bayview Hunters Point neighborhood (Bayview). While the Bayview has an extremely active and engaged community, the area is physically isolated and historically lacks access to goods and services commonly found in other San Francisco neighborhoods. Efforts to revitalize the Bayview have been ongoing for decades. These efforts have resulted in several recent milestones, including the creation of the Bayview Hunters Point Project Area Committee, the citizen advisory body for the Bayview Redevelopment project and survey areas established in 1997, the creation and adoption of the Bayview Hunters Point Revitalization Concept Plan in 2002, development of a vision statement for the community and an amendment to the Bayview Hunters Point Redevelopment Plan to include most of the Bayview neighborhood and Candlestick Point in 2006, and amending the Bayview Hunters Point Area Plan of the General Plan in 2006. A significant strategy articulated in these documents by the community is the unrealized potential of Candlestick Point along with Hunters Point Shipyard as places for significant development that can act as catalysts for the revitalization of the greater Bayview Hunters Point communities.

Consistent with these planning efforts in 2007 the Board of Supervisors and the Mayor endorsed a Conceptual Framework for the integrated development of Candlestick Point and the Hunters Point Shipyard (Conceptual Framework). The Conceptual Framework envisioned a mixed-use development on both the Hunters Point Shipyard and Candlestick Point that includes including hundreds of acres of new waterfront parks and open space, thousands of new units of housing, a robust affordable housing program, extensive job-generating retail and research and development space, permanent space for the artist colony that exists in the Shipyard and a site for a potential new stadium for the 49ers on the Shipyard.

Furthermore, in June of 2008, San Francisco voters passed Proposition G, the Bayview Jobs, Parks and Housing Initiative. Proposition G: (1) adopted overarching policies for the revitalization of the Project site; (2) authorized the conveyance of the City's land in Candlestick Point currently under the jurisdiction of the Recreation and Park Department, for development as described above provided there is a binding commitment to replace the transferred property with other property of at least the same acreage that will be improved and dedicated as public parks or open space in the Project; (3) repealed Proposition D and Proposition F relating to prior plans for the development of a new stadium and retail entertainment project on Candlestick Point; and (4) urged the City, the Agency and all other governmental agencies with jurisdiction to proceed expeditiously with development as described above.

The purpose of the Subarea Plan is to outline broad General Plan objectives and policies for the redevelopment of Candlestick Point. As a Subarea Plan, it details community development policies at a greater level of specificity than that provided in the Bayview Hunters Point Area Plan and other General Plan Elements. Maps and figures provided here, as well as within the Bayview Hunters Point Redevelopment Plan, shall serve as the General Plan maps for the Candlestick Subarea.

## EXISTING CONDITION

The Candlestick Point Subarea is comprised of approximately 281 acres on a land fill peninsula at the southeastern corner of San Francisco. As described above, its major features are the Candlestick Park football stadium, the CPSRA, and the Alice Griffith public housing complex. Because of its largely undeveloped character, its connections to the rest of the City are limited, and include only two main routes, Jamestown Avenue and Gilman Avenue which are linked directly to Third Street, the Bayview's main commercial and circulation corridor. Hunters Point Expressway connects the ends of Jamestown and Gilman Avenues, and together these three streets form the main loop which characterizes Candlestick Point's circulation pattern. Harney Way connects this main loop to the Executive Park area and Highway 101, but there are very few additional circulation improvements. To the west of Hunters Point Expressway is the stadium's 55-acre parking lot; to the northeast is an RV Park and unimproved and poorly maintained land used for game day parking. Bayview Hill is another major geographic feature that is immediately east of the stadium. It both protects Candlestick Point from Highway 101 and geographically divides Candlestick Point from neighborhoods to the west. Opposite Bayview Hill to the east are Yosemite Slough and South Basin, which separate Candlestick Point from the Hunters Point Shipyard and neighborhoods further north. The expansive parking lot and Alice Griffith's closed-off and insular street system keep the Bayview street grid from extending through to the Bay's shoreline.

*(INSERT – MAP 01 – Aerial of CP with streets labeled, and outline of CP Area)*

## RELATED PLANS

### The Bayview Hunters Point Area Plan

As noted above, this Subarea Plan is a portion of the Bayview Hunters Point Area Plan (The BVHP Plan). The BVHP Plan addresses the Bayview as a whole in articulating goals and priorities for ongoing community development. Themes discussed throughout the BVHP Plan include arresting the demographic decline of the African American population, providing economic development and job opportunities, particularly for local residents, eliminating health and environmental hazards including reducing land use conflicts, providing additional housing, particularly affordable housing, providing additional recreation, open space, and public service facilities, and better addressing transportation

deficiencies by offering a wider range of transportation options and improving connections throughout the neighborhood and adjacent neighborhoods. While the Plan addresses some specific areas, most discussions are kept general and apply to the neighborhood as a whole. The BVHP Plan was updated in 2006 when most of the Bayview was incorporated into the Bayview Hunters Point Redevelopment Plan's Project Area. Prior to the 2006 update, the BVHP Plan recognized Candlestick Point as the Candlestick Point Perimeter Area, and largely addressed conflicts between bordering uses in the South Basin industrial neighborhood, the CPSRA and the Alice Griffith public housing site. At the time of the 2006 BVHP Plan amendment, the Candlestick Point Special Use District had been established through a 1997 voter initiative (which was repealed in 2008) which called for a new stadium and entertainment center. The BVHP Plan was updated in 2010 with the adoption of this Subarea, in recognition of the planned integrated development of Candlestick Point and Phase 2 of the Hunters Point Shipyard.

*(Insert Map 02 – Map of BVHP General Plan Area with CP and HPS identified)*

#### Hunters Point Shipyard Area Plan

The Conceptual Framework and Proposition G called for the planning of both Candlestick Point and the Hunters Point Shipyard as one integrated development project. Even though a part of the same overall planning effort, a Hunters Point Shipyard Area Plan has been prepared separately in recognition that it is within a separate redevelopment project area and not included the BVHP Plan.

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

## LAND USE

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

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

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



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

To create vital neighborhoods, it is also essential to assure density sufficient to support local retail and services and more robust transit service. Much of Candlestick Point's 281-acres, is currently comprised of parking and unimproved open space. The opportunity to leverage high-density development for the revitalization of this underutilized land and at the same time address the need to fully improve the State Park is a unique opportunity for the Bayview.

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

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

Candlestick Point's 2.5-miles of shoreline, and a 100-plus acre State Park within its boundaries are unique assets to the neighborhood, the City and the region. Adjacent development needs to be sensitive to the CPSRA and capitalize on the Park's shoreline and open space system by creating seamless connections between the Park, the new neighborhood, and the existing Bayview neighborhoods and adjacent neighborhoods such as those on the Hunters Point Shipyard. The CPSRA's open space network should be drawn into the new neighborhood, and likewise, the built edge of the neighborhood should engage the Park in a public manner. Public access to the Park should be retained and enhanced.

Candlestick Point could be considered for a location of a regional retail center featuring large format stores. These stores have had a hard time finding a place in San Francisco. This has resulted in Bayview and other San Francisco residents having to go outside of the City to meet some of their shopping needs. Because of its isolation from most established neighborhoods, and the large amount of developable land, it is an ideal location to place such a regional use. Such a center would (1) meet an unmet retail demand; (2) help generate tax revenue for the Bayview; (3) create job opportunities for local residents; and (4) contribute to creating a town center for the new community. Any such retail center should be mixed use and incorporate other uses such as residential, office, visitor / hotel, and other entertainment or public uses, most importantly on upper levels. Edges of the center should feel seamless and continual with the rest of the neighborhood with an unbroken system of streets that connect the center with the rest of the neighborhood. Similarly, the center should emphasize the public realm and not be insular from the rest of the neighborhood and integrate smaller businesses along side larger format retail.

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

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

This neighborhood must serve a wide variety of populations. Housing should serve a broad range of income levels, household size, and typologies. It should include housing for seniors, and consider housing for those with special needs. The Alice Griffith Housing public complex, a component of Candlestick Point needs particular attention. Redevelopment of Alice Griffith should be consistent with the tenants of HOPESF. Redevelopment of the Alice Griffith site should seek to integrate a variety of housing types along with the public housing units and populations served should be interspersed throughout as to avoid inadvertent spatial separation of residents of differing groups.

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

**OBJECTIVE 2 WHILE DEVELOPING CANDLESTICK POINT, ASSURE APPROPRIATE TREATMENT OF ARCHEOLOGICAL RESOURCES AND RESOURCES IMPORTANT TO NATIVE POPULATIONS AS UNIQUE, IRREPLACEABLE RECORDS OF THE PAST AND OF ONGOING CULTURAL SIGNIFICANCE.**

San Francisco has the oldest and most complex archeological record of any major urban area in California. It's archeological legacy is also a fragile, finite and non-renewable. San Francisco's historical archeological record dates to 1776 and its prehistoric record dates to more than 5,000 years before the present. The archeological record is the only surviving remains of some peoples (for example, prehistoric peoples and historically marginalized peoples) and of some historical phenomena. Even when a parallel documentary record exists, the archeological record may preserve a less filtered and biased view of the past. Since the media, methodologies, and theoretical frameworks through which documentary history and archeology have access to the past are so different, the contribution of archeology to the history and prehistory of San Francisco provides a special and sometimes the only voice of the past to the present.

At the same time, prehistoric sites are valued for reasons beyond their ability to provide data about the past. Archeological sites may have significance as a traditional cultural property when associated with the cultural values or practices of living Native Americans, such as the Ohlones (Costanoans).

Where archaeological resources cannot be avoided during implementation of the Candlestick Point/Hunters Point Shipyard Phase 2 Project, consistent with the archaeological mitigation measures in the Candlestick Point/Hunters Point Shipyard Phase 2 EIR, archeological resources should be preserved through appropriate archeological treatment including data recovery, analysis, written interpretation, recordation, and curation of the archeological data that has significant research value.

Moreover, special care must be given to assure sensitive treatment to such sites that are of cultural value to indigenous populations. Clear protocols should be used to engage relevant Native American groups on making decisions about such resources. Not only should such consideration be given to known possible archeological sites, but also in cases when such resources are inadvertently discovered.

## COMMUNITY DESIGN AND BUILT FORM

### **OBJECTIVE 3 CREATE A DIVERSE AND EXCITING URBAN NEIGHBORHOOD THAT IS ENGAGING, COMFORTABLE, AND HAS CONVENIENT ACCESS TO AMENITIES, OPTIMIZES ITS WATERFRONT SETTING AND REFLECTS SAN FRANCISCO BUILT FORM AND CHARACTER IN A CONTEMPORARY WAY.**

#### **Policy 3.1 Create a development that takes advantage of the shoreline location.**

As discussed above, the Candlestick Point State Recreation Area represents a major opportunity to create a unique amenity for the Bayview and San Francisco. Any development should include or assist in improving the Candlestick Point State Recreation Area (CPSRA) and support its ongoing maintenance. The State Department of Parks and Recreation is currently updating their General Plan for the CPSRA. The City and the Bayview community should strongly encourage coordination of these plan updates with the overall vision for Candlestick Point. As this plan mandates that development meet the Park in a public manner, park planners are encouraged to plan new CPSRA improvements so that the Park meets development in a similarly engaging way.

One of the major objectives for any improvement plan for the CPSRA is the completion of the Bay Trail. Contributing required segments of a multi-modal path through the heart of the Park should be a major feature of any improvement program. A separate multi-modal path should also be provided along the Park's edge as a way to define the boundary between the built neighborhood and the CPSRA.

#### **Policy 3.2 Ensure a block pattern and street network that is tied to the adjacent neighborhood, is coherent, and provides the development with organization and orientation.**

Essential to any new neighborhood on Candlestick Point is its integration with the surrounding Bayview neighborhood. An essential strategy to achieve this is to extend the Bayview Hunters Point street grid into the new development. Doing so will facilitate orientation and way-finding and will permit uninterrupted views from the public thoroughfares to the San Francisco Bay. Equally important to assuring such integration is incorporating the same streetscape improvements envisioned for new development into the existing neighborhood, thereby knitting the new and existing into a single neighborhood fabric.

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

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

**Policy 3.3 Create a street system where streets are clearly an element of the public realm.**

It is through the public realm elements, such as streets, sidewalks, building facades, adjacent small spaces, parks, that people experience the city and neighborhoods derive their uniqueness and sense of place. Streets are to be thought of more than a means of mobility; they are places in their own right. Building faces must be designed to accommodate activation of the street: residential streets must feature landscaping and setbacks to allow for street-facing patios, stoops and entrances; retail streets must be designed to have a continuous set of storefronts typical of San Francisco neighborhood commercial districts. New development should also draw on strategies outlined in the Better Streets Plan to achieve these goals.

**Policy 3.4 Provide a development with a variety of building heights and sizes as a means to create variety and avoid monotonous development.**

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

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

*(INSERT – figure showing typical 3D block configuration)*

**Policy 3.5 Encourage tall buildings (towers) as a way to create an identifiable place, contribute to a variety of building forms, and efficiently use land.**

Tall buildings (towers) enable the efficient use of land and put more people near transit and supportive services, thus helping assure their viability. By putting greater densities on less land, more land can be freed up for the public realm. Towers in and of themselves help create identity and can be used to mark particularly important locations within a neighborhood. However, care must be taken in deciding their locations. Towers must maintain public view corridors through the area by means of height and bulk controls that ensure carefully spaced slender towers. Placement of towers must also preserve adequate light and air and minimize wind and shadow on public streets and

open spaces. While it is important that towers be spaced far enough from each other to avoid crowding out the sky, they must not be placed so far from each other as to lose an overall coherent urban form. Similarly, towers should be varied in height so that the skyline takes on a dynamic form rather than presenting a single “benched” height when seen from a distance.

**Policy 3.6      Assure high quality architecture of individual buildings that work together to create a coherent and identifiable place while being individually distinguishable.**

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

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

## **TRANSPORTATION AND CIRCULATION**

**OBJECTIVE 4    INCLUDE TRANSPORTATION IMPROVEMENTS THAT ARE INHERENTLY MULTI-MODAL, ARE SEAMLESSLY CONNECTED TO THE BAYVIEW AND THE REST OF THE CITY, AND PROVIDE RESIDENTS WITH THE ABILITY TO MEET DAILY NEEDS WITHOUT HAVING TO DRIVE.**

**Policy 4.1      Create a neighborhood with a safe, legible, and easily navigable street network.**

New streets and rights-of-way should be extensions of the existing neighborhood street network. A grid street pattern connects seamlessly to the existing network and offers travelers various choices of routes. Streets should be designed with the principles and objectives of the City’s Better Streets Plan (currently in draft form). Street design should emphasize pedestrian and bicyclist comfort and safety. Major routes to and from Candlestick must serve pedestrians, bicyclists and transit riders, both for those traveling to specific destinations and for people who want to use streets for enjoyment and recreation.

**Policy 4.2      Emphasize multi modal transportation as an integral feature of the street network.**

**Policy 4.3**      **Include enhanced transit that will not only serve the new community but improve transit for the Bayview and surrounding neighborhoods as well.**

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

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

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

*(INSERT Map 05 (or more) – Transportation Map showing BRT route, diagrammatic routing for bicycles, and pedestrians)*

**Policy 4.4**      **Identify Transportation Demand Management (TDM) measures to discourage the use of automobiles and encourages the use of bicycles, transit and walking.**

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

programs should make using transit more efficient by providing a transit coordinator, and incorporating the cost of transit passes in HOA fees and as a part of employment compensation packages.

## ECONOMIC DEVELOPMENT

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

**Policy 5.1 Assure that new Candlestick development is financially self sufficient.**

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

**Policy 5.2 Include commercial uses that will provide jobs at both a wide range of fields, and at a wide range of income levels.**

A major theme throughout the Bayview Hunters Point Area Plan is to promote economic development largely through the provision of new job-generating uses. New development at Candlestick Point will provide ongoing construction jobs throughout the buildout of the project, but it should also look to ensuring a wide range of permanent jobs. Sufficient land should be set aside to provide diverse job-creating uses. A commercial core should include a mix of uses, in order to provide a variety of employment opportunities as well as a range of needed services. Such jobs should be within the retail, managerial and service sectors (office), as well as within the hospitality field and create opportunities for private entrepreneurship and small business development.

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

**Policy 5.3 Create below market rate housing at a range of income levels that will serve and support the existing community and create opportunities for home ownership.**

The Bayview Hunters Point Area and the City is in need of additional below-market rate housing at a range of income levels. The development of Candlestick Point and Phase 2 of the Hunters Point Shipyard represents a unique opportunity to create not only retail and open space amenities, but also a sizeable amount of affordable housing offered at below market rates and rebuild the Alice Griffith public housing development. Development in this area should support and create affordable housing that is affordable at a range of income levels and include opportunities for affordable home ownership. Additionally, development in this area should support and contribute to the rebuilding of the Alice Griffith public housing development into a mixed-income community that provides for the replacement of the public housing units and incorporates HOPESF principals.

## RECREATION AND OPEN SPACE

**OBJECTIVE 6 CREATE A WORLD CLASS NETWORK OF OPEN SPACE THAT INCLUDES A SIGNIFICANT PORTION OF THE OVERALL CANDLESTICK POINT AREA, ENABLES IMPROVEMENTS TO THE CPSRA, ENHANCES ACCESS, PROVIDES A WIDE RANGE OF RECREATIONAL OPPORTUNITIES, AND IS SEAMLESSLY INTEGRATED WITH THE EXISTING NEIGHBORHOOD.**

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

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

*(INSERT – Map 06 – Open Space network)*

**Policy 6.2 Improve the Candlestick Point State Recreation Area to enhance access by residents and visitors to the waterfront, and create great new public recreational and open spaces in the Project Site.**

Because the CPSRA is such a large portion of the Plan Area, its improvement will be pivotal to any development's success. Much of the CPSRA is unimproved and largely



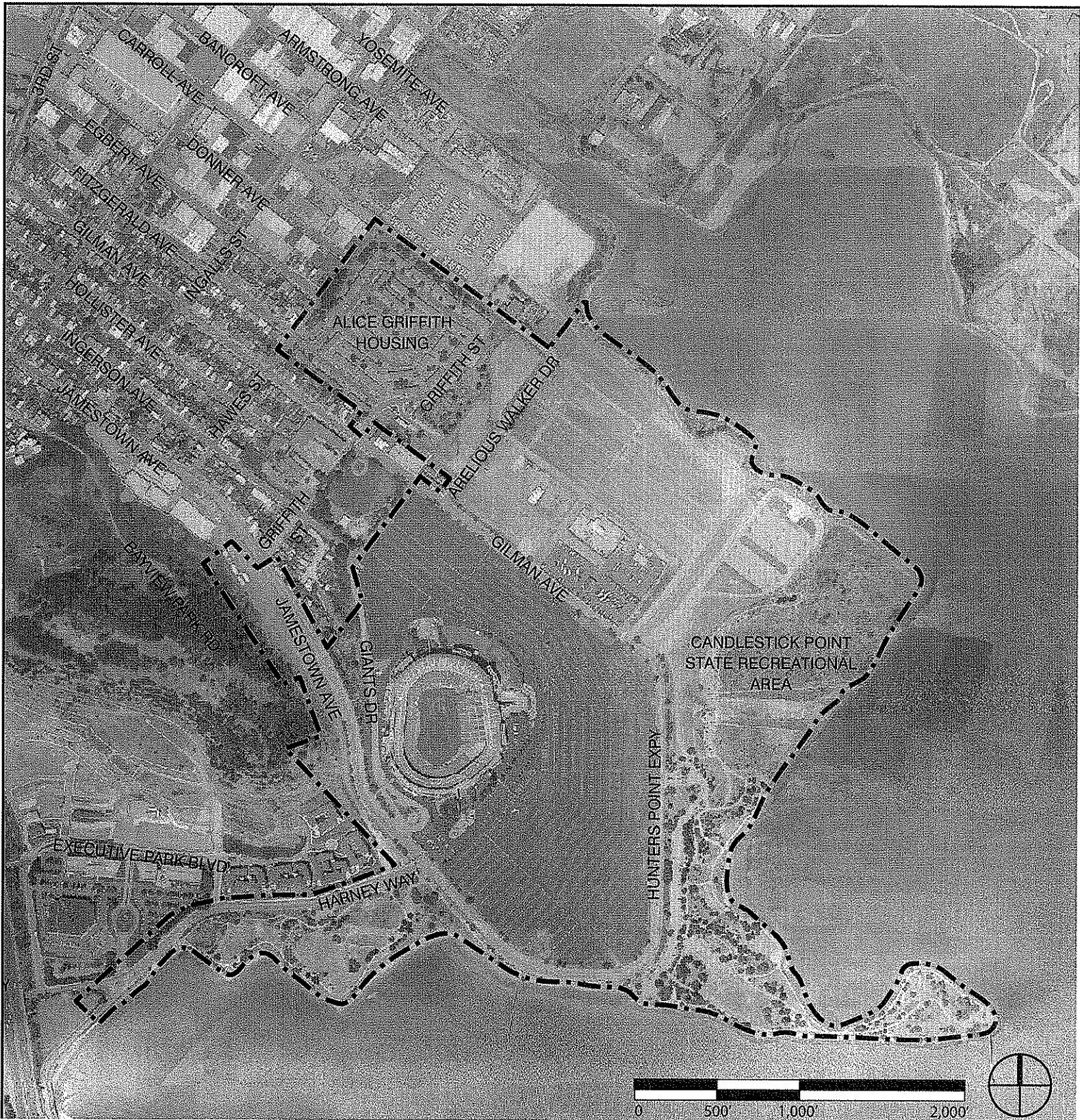
inaccessible; these portions currently provide limited recreational benefit to the community. In 2009 the State Legislature passed and enacted in January of 2010, SB 792, which provides for the reconfiguration of the Candlestick State Point Recreation Area and improvements to the State Park lands, in connection with the development of Candlestick Point and Phase 2 of the Hunters Point Shipyard. A map of the current configuration is on file with the Planning Department. A holistic development design that considers not only the Park itself, but how it connects and relates to new development and the neighborhood should be encouraged.

Final improvements to the CPSRA will be determined by the California Department of Parks and Recreation's process for updating the CPSRA's General Plan. Because CPSRA is a State Park, its programming will need to be kept within the parameters of the mandate given to it by the State. While determining an updated program for the Park will be the duty of State planners, they are strongly encouraged to coordinate their efforts with any new built development at Candlestick, and to keep in mind characteristics that reflect its urban context in San Francisco.

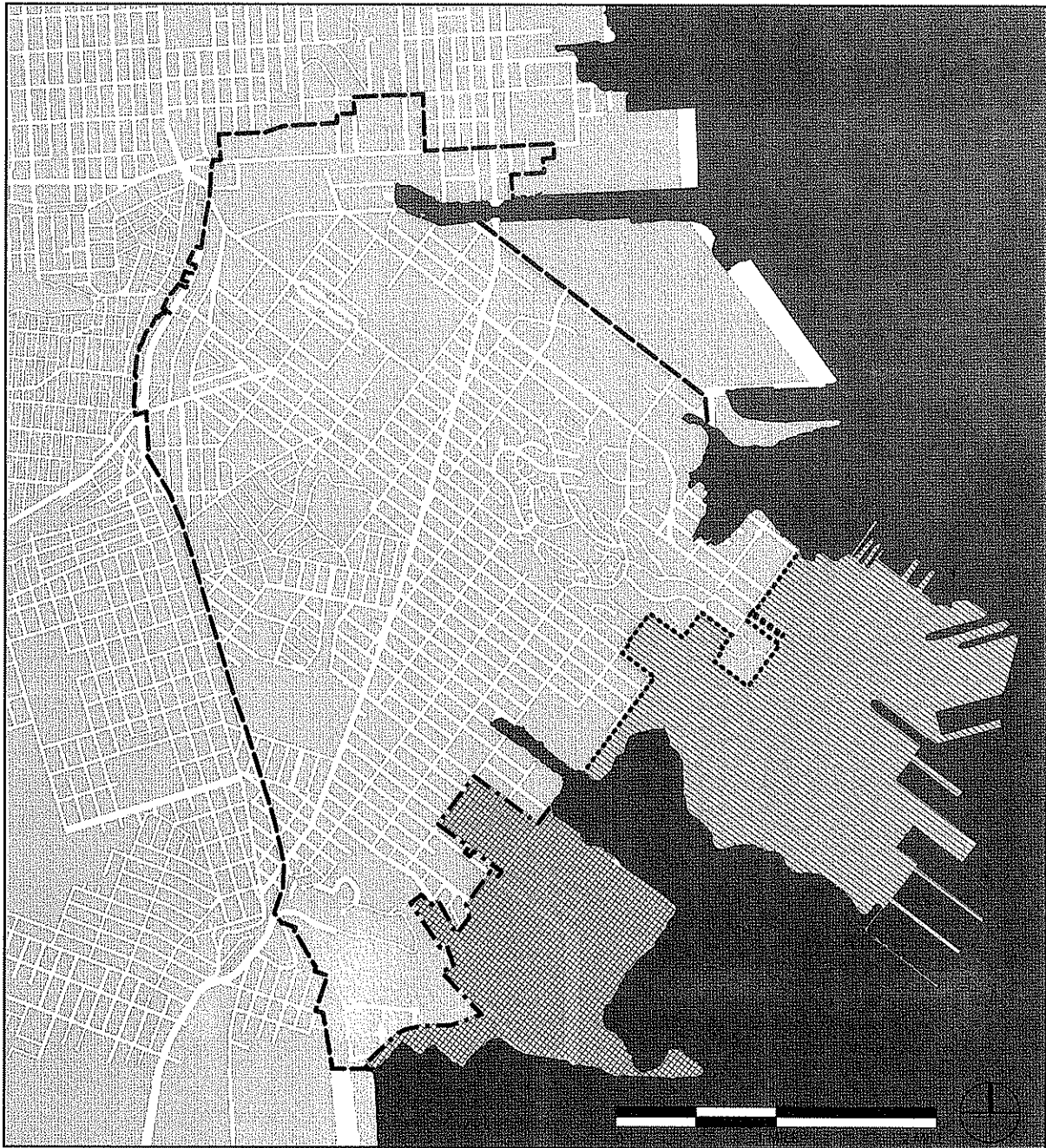
The San Francisco built form is celebrated for its well coordinated relationship between buildings and open space: buildings look out to and provide entrances from the borders of open space; the built edge provides well defined visual boundaries to parks of all sizes; well defined public rights-of-way including frontage roads and pedestrian walkways provide comfortable buffers between buildings and parks, which clearly signify the priority placed on public access and use. These characteristics would ideally be reflected in an updated CPSRA General Plan and improvement program for Candlestick Point State Recreation Area.

**Policy 6.3 Celebrate the history of the site, including the history of indigenous populations, by incorporating interpretive elements throughout the development.**


Candlestick Point has a rich and layered history, which should be expressed and celebrated throughout the development. Opportunities should be explored to celebrate the history of Candlestick Park Stadium, the African American community's settlement of Bayview, and the history of Native American populations. Community members close to different aspects of Candlestick's history should be invited to participate in planning commemorative elements in the streetscape, open space planning, public art or other community-related facilities.




## MAP 2: PLAN AREAS



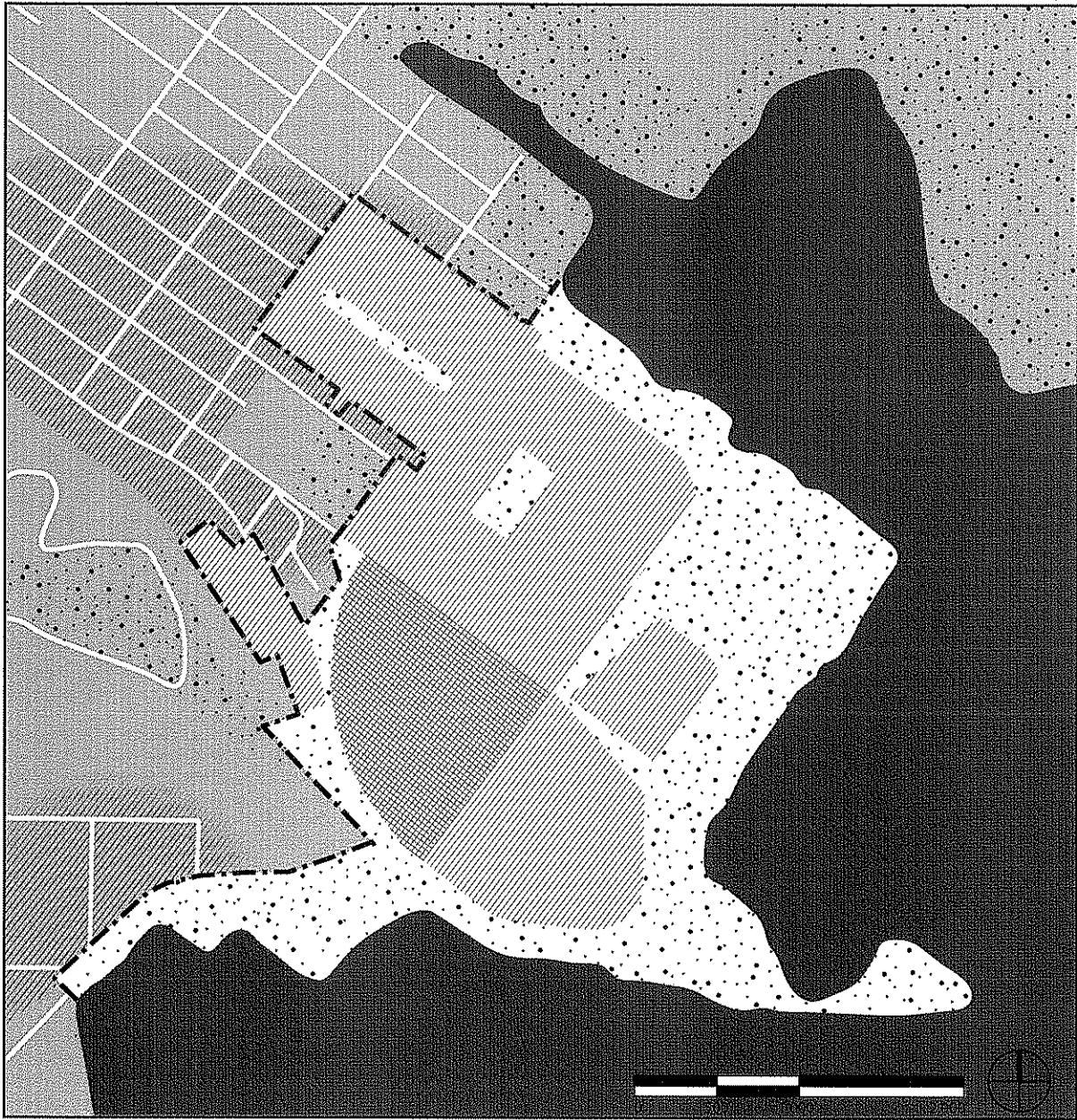
### LEGEND

 BVHP Area Plan Boundary



 Candlestick Point  
Subarea Plan Boundary





 Hunters Point Shipyard  
Area Plan Boundary

### MAP 3: GENERALIZED LAND USE

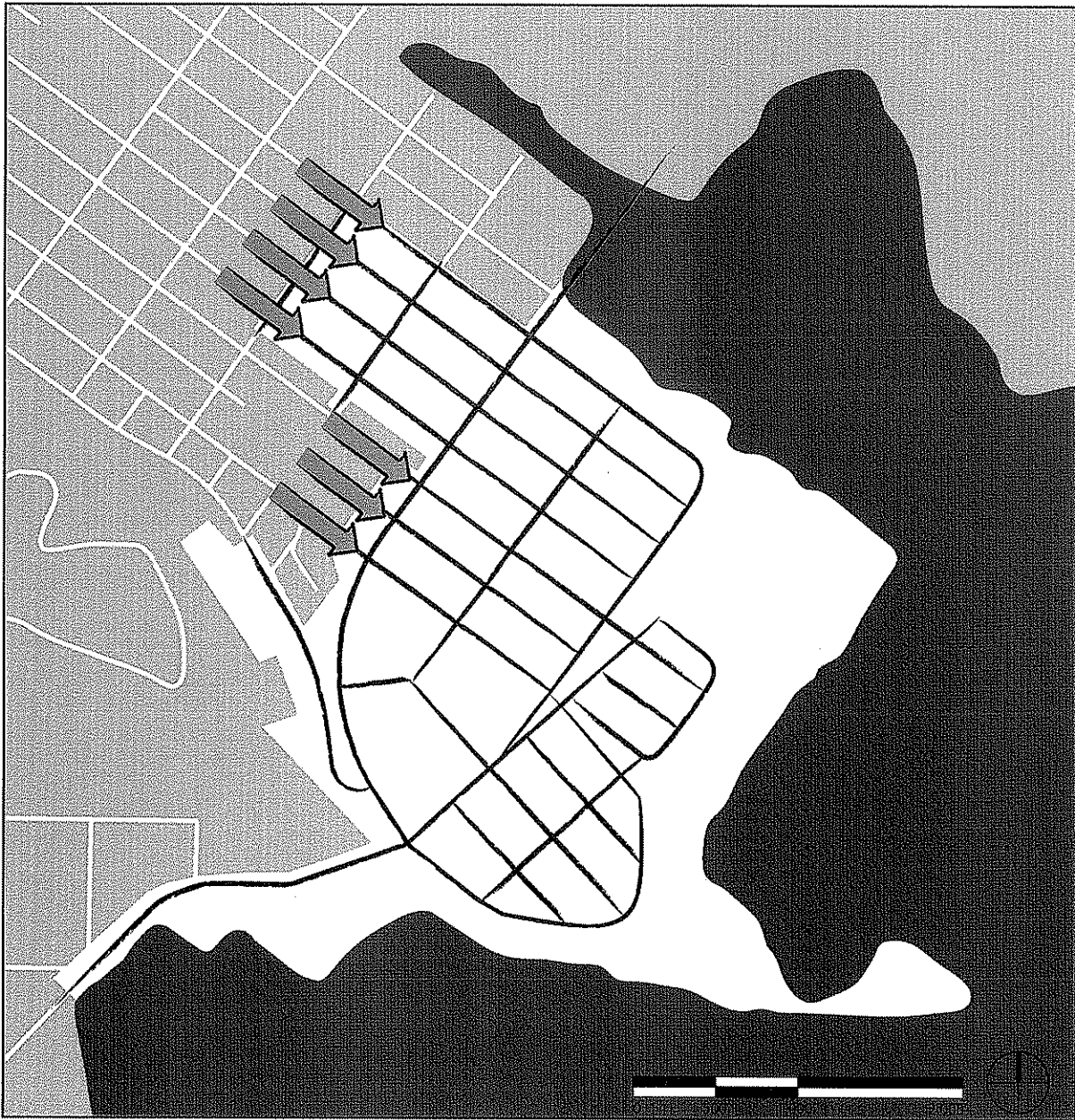


#### LEGEND



-  Project Area
-  Outside Project Area

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

# MAP 4: EXTEND GRID

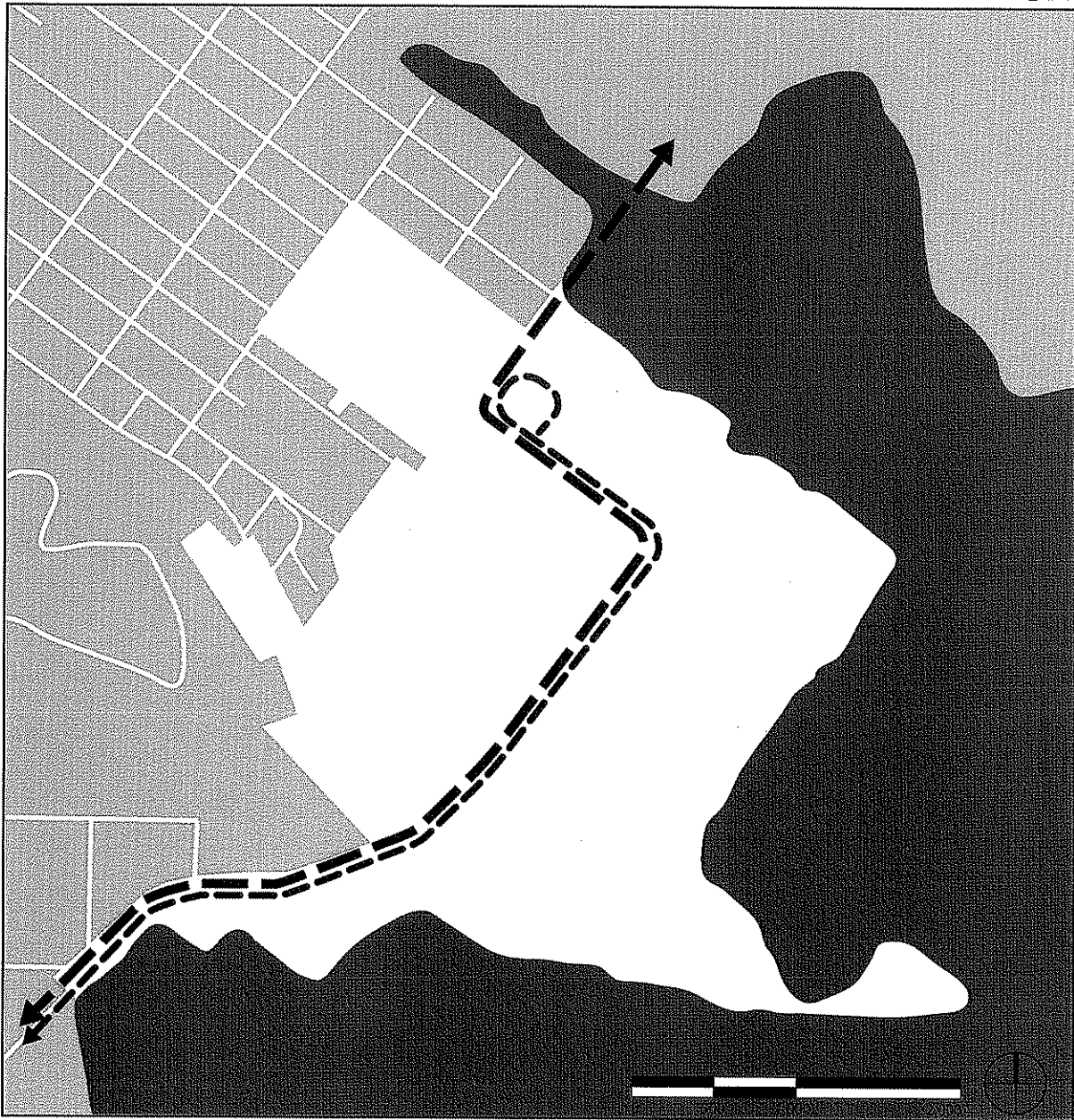


## LEGEND

-  Project Area
-  Outside Project Area


 Grid Extended

# MAP 5: TRANSIT



## LEGEND

 Project Area

 Outside Project Area

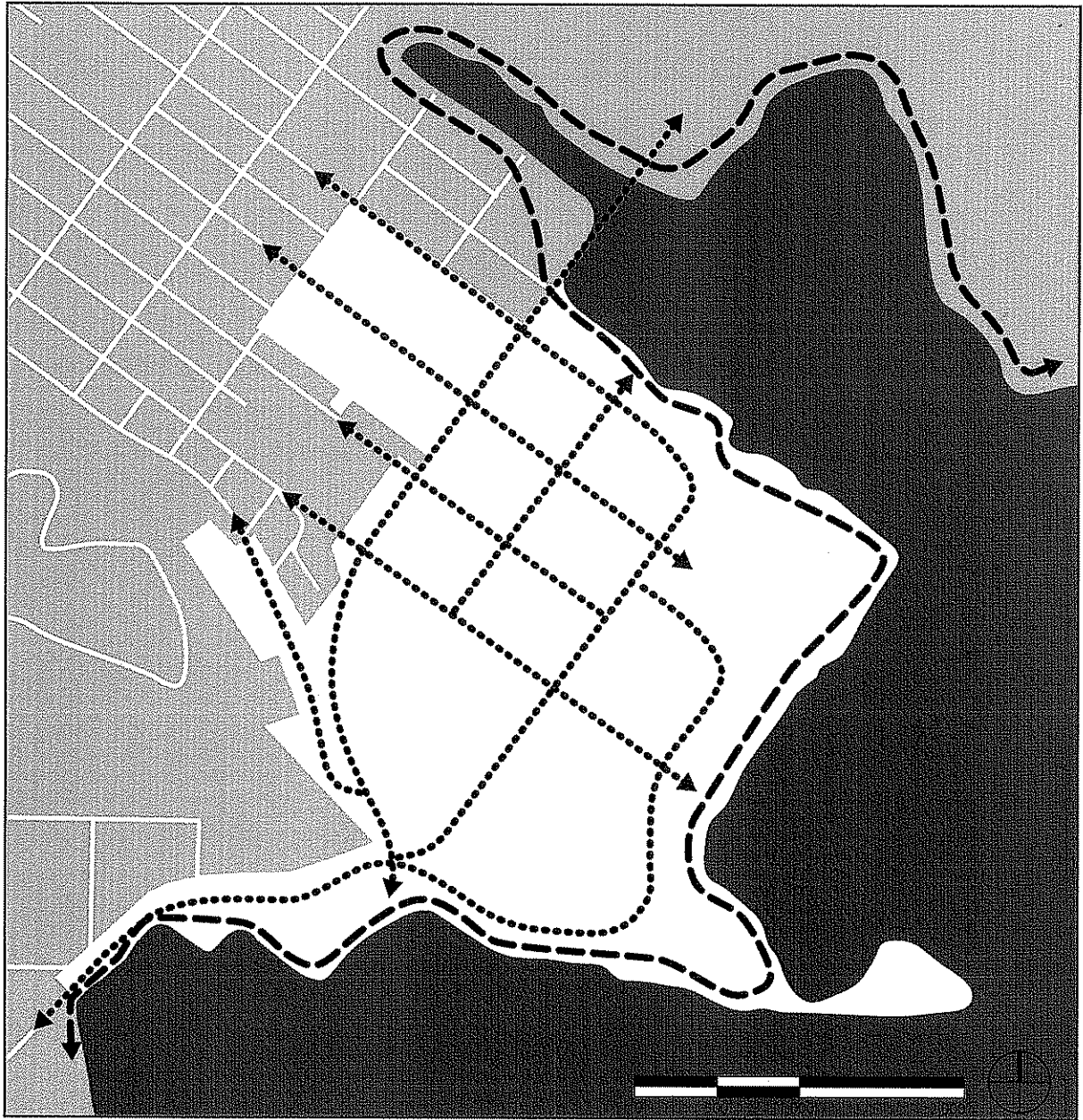


Dedicated Transit R.O.W







Downtown Express Bus

# MAP 6: BAY TRAIL AND BICYCLE NETWORK

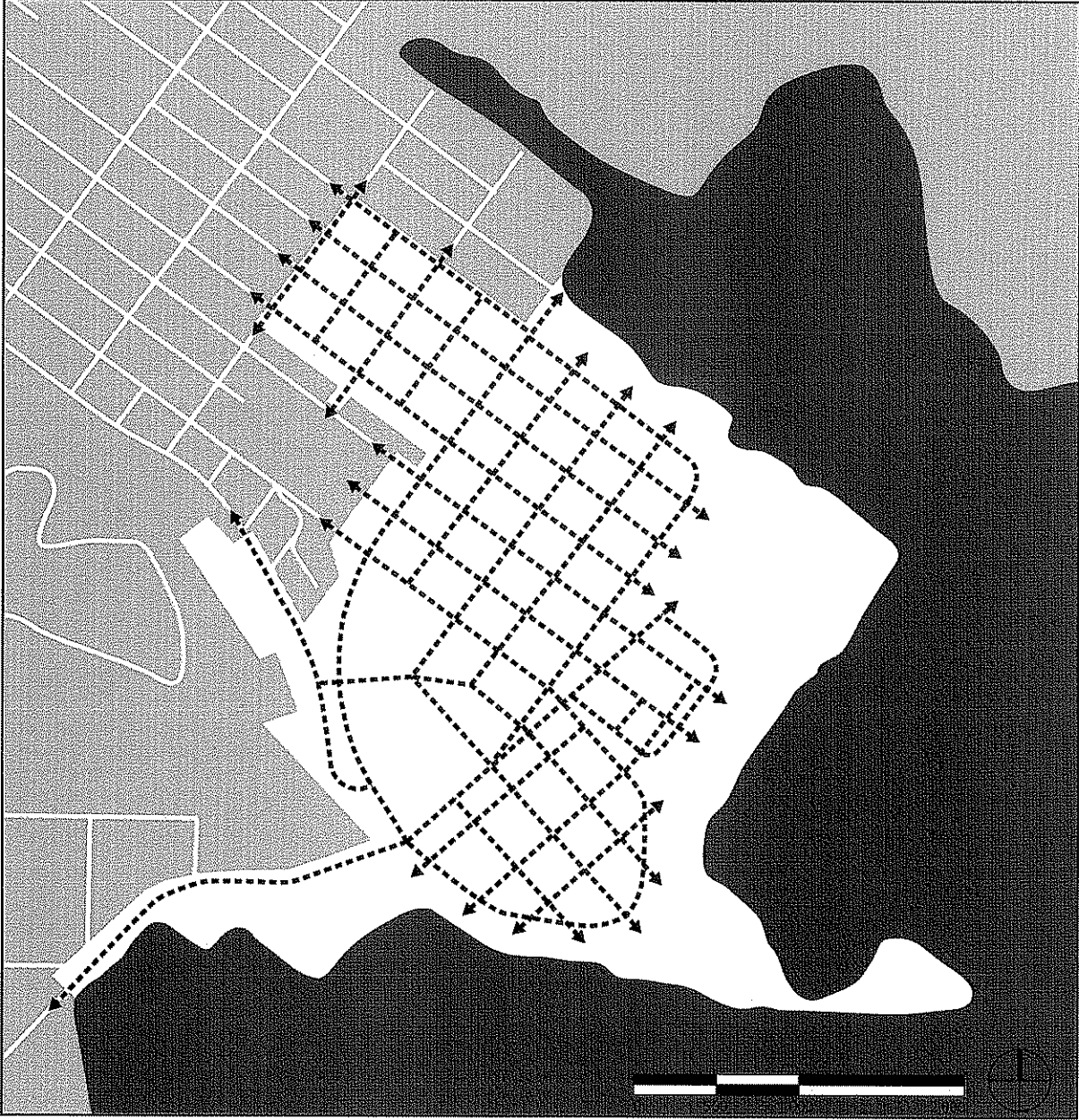


## LEGEND


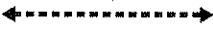

-  Project Area
-  Outside Project Area

-  Bay Trail
-  Main Bicycle Routes

# MAP 7: PEDESTRIAN CIRCULATION NETWORK

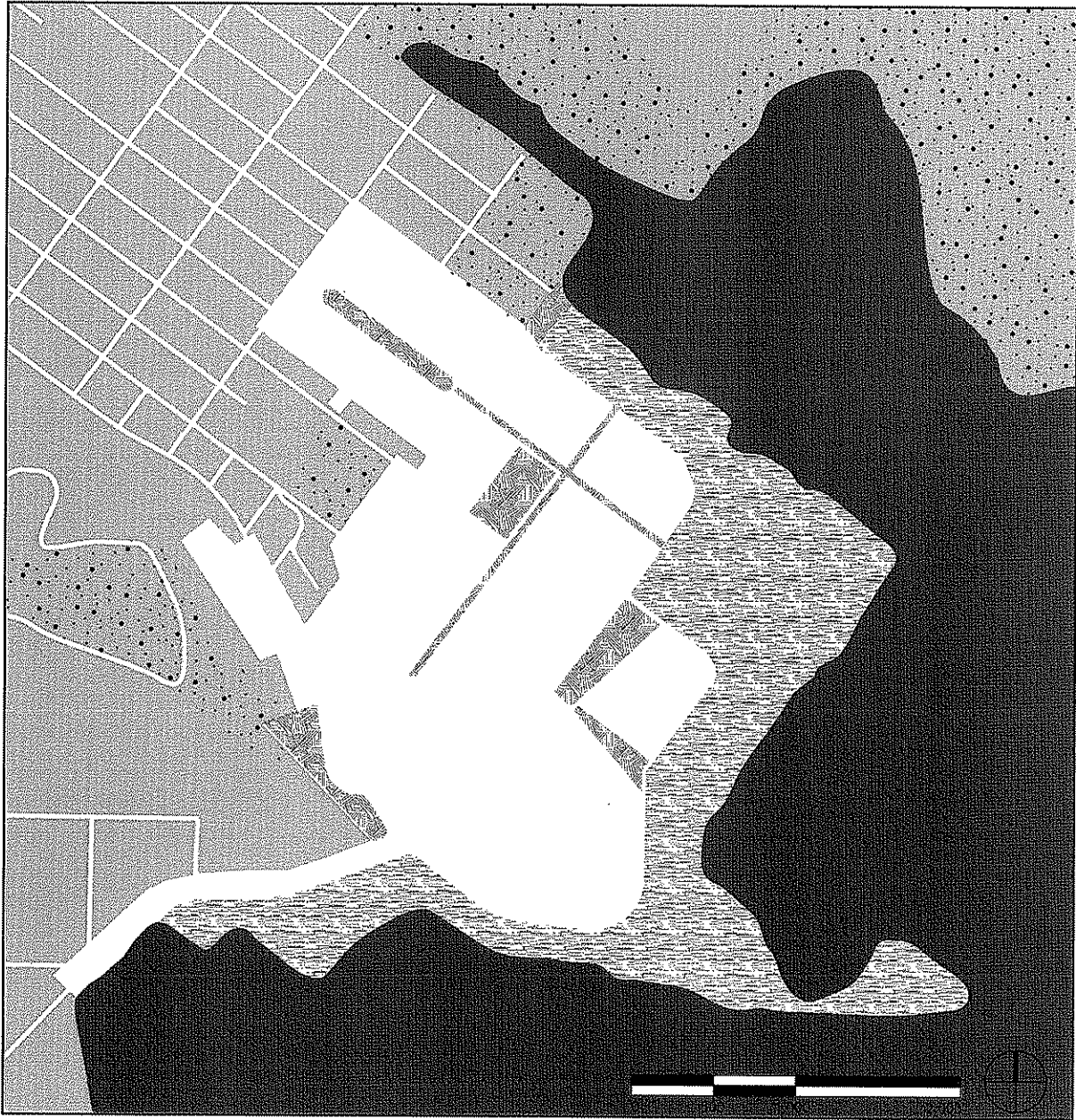


**LEGEND**



 Project Area	 Sidewalks and Pedestrian Paths
 Outside Project Area	



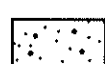


# MAP 8: OPEN SPACE NETWORK



## LEGEND

-  Project Area
-  Outside Project Area

-  CPSRA Approximate Boundaries
-  Neighborhood Parks and Open Space
-  Open Space Outside Project Area

## Exhibit C

### HUNTERS POINT SHIPYARD AREA PLAN

DRAFT: May 11, 2010

#### **INTRODUCTION AND PURPOSE**

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

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

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

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

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

In May 2007, the Board of Supervisors adopted and the Mayor approved a resolution endorsing a Conceptual Framework for the integrated development of Candlestick Point and the remainders of the Shipyard – also known as Phase 2 (the "Conceptual Framework"). Combining the planning and redevelopment of these two project areas provides a more coherent overall plan, including comprehensive public recreation and open space

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plans and integrated transportation plans, and provides better ways to increase efficiencies to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas. The Conceptual Framework, envisioned a major mixed-use project, including hundreds of acres of new waterfront parks and open space, thousands of new units of housing, a robust affordable housing program, extensive job-generating retail and research and development space, permanent space for the artist colony that exists in the Shipyard and a site for a potential new stadium for the 49ers on the Shipyard.

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

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

## EXISTING CONDITIONS

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

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

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

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

through the South Basin light industrial neighborhood.

## RELATED PLANS

### The Bayview Hunters Point Area Plan

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

### Candlestick Point Sub-Area Plan

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

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

## LAND USE

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

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

Land use in San Francisco is to a large extent mixed use in nature. In such environments, neighborhood-serving retail, such as food stores, laundry services, and other sundry needs, are located adjacent to residential uses. Job-creating uses such as offices, workshops and institutions are also nearby providing residents opportunities to find employment in close proximity to their homes. Recreation and entertainment facilities are similarly interspersed

throughout. Locating such uses in close proximity to each other makes life more convenient, decreases the need for car trips, and facilitates more use of the public realm in a more intimate and communal way. It is crucial that any new development be of similar mixed-use character. The mix of uses should facilitate daily life without an automobile, and should make it possible to meet a significant portion of daily needs on foot or by bicycle.

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

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

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

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

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

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

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

The large expanse of undeveloped space also provides opportunities not practical in other areas

of San Francisco and the region, such as the ability to accommodate focused campus-like development. In creating such development, care must be taken so that it does not take on the characteristics of typical suburban office development. Such development must be public in nature with its street grid and circulation connecting to the rest of the City; parking must be appropriately treated so as to avoid broad swaths of surface parking typical of suburban campus development.

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

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

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

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

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

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

**OBJECTIVE 2 WHILE DEVELOPING HUNTERS POINT SHIPYARD, ASSURE APPROPRIATE TREATMENT OF ARCHEOLOGICAL RESOURCES AND RESOURCES IMPORTANT TO NATIVE POPULATIONS AS UNIQUE, IRREPLACEABLE RECORDS OF THE PAST AND OF ONGOING CULTURAL SIGNIFICANCE.**

San Francisco has the oldest and most complex archeological record of any major urban area in California. It's archeological legacy is also a fragile, finite and non-renewable. San Francisco's historical archeological record dates to 1776 and its prehistoric record dates to more than 5,000 years before the present. The archeological record is the only surviving remains of some peoples (for example, prehistoric peoples and historically marginalized peoples) and of some historical phenomena. Even when a parallel documentary record exists, the archeological record may preserve a less filtered and biased view of the past. Since the media, methodologies, and theoretical frameworks through which documentary history and archeology have access to the

past are so different, the contribution of archeology to the history and prehistory of San Francisco provides a special and sometimes the only voice of the past to the present.

At the same time, prehistoric sites are valued for reasons beyond their ability to provide data about the past. Archeological sites may have significance as a traditional cultural property when associated with the cultural values or practices of living Native Americans, such as the Ohlones (Costanoans).

Where archaeological resources cannot be avoided during implementation of the Candlestick Point/Hunters Point Shipyard Phase 2 Project, consistent with the archaeological mitigation measures in the Candlestick Point/Hunters Point Shipyard Phase 2 EIR, archeological resources should be preserved through appropriate archeological treatment including data recovery, analysis, written interpretation, recordation, and curation of the archeological data that has significant research value.

Moreover, special care must be given to assure sensitive treatment to such sites that are of cultural value to indigenous populations. Clear protocols should be used to engage relevant Native American groups on making decisions about such resources. Not only should such consideration be given to known possible archeological sites, but also in cases when such resources are inadvertently discovered.

## COMMUNITY DESIGN AND BUILT FORM

### **OBJECTIVE 3 CREATE A DIVERSE AND EXCITING URBAN NEIGHBORHOOD THAT IS ENGAGING, COMFORTABLE, AND HAS CONVENIENT ACCESS TO AMENITIES, OPTIMIZES ITS WATERFRONT SETTING AND REFLECTS SAN FRANCISCO BUILT FORM AND CHARACTER IN A CONTEMPORARY WAY.**

#### **Policy 3.1 Create a development that takes advantage of the shoreline location.**

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

#### **Policy 3.2 Ensure a block pattern and street network that relates to adjacent neighborhood, is coherent, and provides the development with organization and orientation.**

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

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

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

**Policy 3.3 Create a street system where streets are clearly an element of the public realm.**

**Policy 3.4 Assure buildings meet the street in a way that defines the street's three-dimensional space as well as activates and enlivens it.**

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

**Policy 3.5 Provide a development with a variety of building heights and sizes as a means to create variety and avoid monotonous development.**

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

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

*(INSERT – figure showing typical 3D block configuration)*

**Policy 3.6 Encourage tall buildings (towers) as a way to create an identifiable place, contribute to a variety of building forms, and efficiently use land.**

Tall buildings (towers) enable the efficient use of land and put more people near transit and supportive services, thus helping assure their viability. By putting greater densities on less land, more land can be freed up for the public realm. Towers in and of themselves help create identity and can be used to mark particularly important locations within a neighborhood. However, care must be taken in deciding their locations. Towers must maintain public view corridors through the area by means of height and bulk controls that ensure carefully spaced slender towers.



Placement of towers must also preserve adequate light and air and minimize wind and shadow on public streets and open spaces. While it is important that towers be spaced far enough from each other to avoid crowding out the sky, they must not be placed so far from each other as to lose an overall coherent urban form. Similarly, towers should be varied in height so that the skyline takes on a dynamic form rather than presenting a single "benched" height when seen from a distance.

**Policy 3.7**      **Assure high quality architecture of individual buildings that work together to create a coherent and identifiable place while being individually distinguishable.**

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

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

## **TRANSPORTATION AND CIRCULATION**

**OBJECTIVE 4**    **INCLUDE TRANSPORTATION IMPROVEMENTS THAT ARE INHERENTLY MULTI-MODAL, ARE SEAMLESSLY CONNECTED TO THE BAYVIEW AND THE REST OF THE CITY, AND PROVIDE RESIDENTS WITH THE ABILITY TO MEET DAILY NEEDS WITHOUT HAVING TO DRIVE.**

**Policy 4.1**      **Create a neighborhood with a safe, legible, and easily navigable street network.**

New streets and rights-of-way should be extensions of the existing neighborhood street network. A grid street pattern connects seamlessly to the existing network and offers travelers various choices of routes. Streets should be designed with the principles and objectives of the City's Better Streets Plan (currently in draft form) in mind. Street design should emphasize pedestrian and bicyclist comfort and safety. Major routes to and from the Shipyard must serve pedestrians, bicyclists and transit riders, both for those traveling to specific destinations and for people who want to use streets for enjoyment and recreation.

**Policy 4.2**      **Emphasize multi modal transportation as an integral feature of the street network.**

**Policy 4.3**      **Include enhanced transit that will not only serve the new community but**

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**improve transit for the Bayview and surrounding neighborhoods as well.**

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

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

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

*(INSERT Map 05 (or more) – Transportation Map showing BRT route, diagrammatic routing for bicycles, and pedestrians)*

**Policy 4.4 Identify Transportation Demand Management (TDM) measures to discourage the use of automobiles and encourages the use of bicycles, transit and walking.**

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

## **ECONOMIC DEVELOPMENT**

### **OBJECTIVE 5 CREATE JOBS FOR ECONOMIC VITALITY.**

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- Policy 5.1**      **Include commercial uses that will provide jobs at both a wide range of fields, and at a wide range of income levels.**
- Policy 5.2**      **Support the local artists' community.**
- Policy 5.3**      **Create an appropriate mix of new businesses.**

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

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

**OBJECTIVE 6 IN CREATING A NEW NEIGHBORHOOD, PRODUCE TANGIBLE ECONOMIC COMMUNITY BENEFITS, AND ENSURE THAT THE NEW DEVELOPMENT ACTS AS A CATALYST FOR FURTHER ECONOMIC AND COMMUNITY DEVELOPMENT THROUGHOUT THE BAYVIEW AND THE CITY.**

- Policy 6.1**      **Assure that the new Hunters Point development is financially self sufficient.**

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

**RECREATION AND OPEN SPACE**

**OBJECTIVE 7 CREATE A WORLD CLASS SYSTEM OF OPEN SPACE THAT INCLUDES A SIGNIFICANT PORTION OF THE OVERALL HUNTERS POINT SHIPYARD, ENABLES IMPROVEMENTS THE SHORELINE ENHANCES ACCESS, PROVIDES A WIDE RANGE OF RECREATIONAL AND ECOLOGICAL RESTORATION OPPORTUNITIES, AND IS**

**SEAMLESSLY INTEGRATED WITH THE EXISTING NEIGHBORHOOD.**

**Policy 7.1 Provide a wide variety of types and scale of open space with a wide variety of recreational and conservation opportunities.**

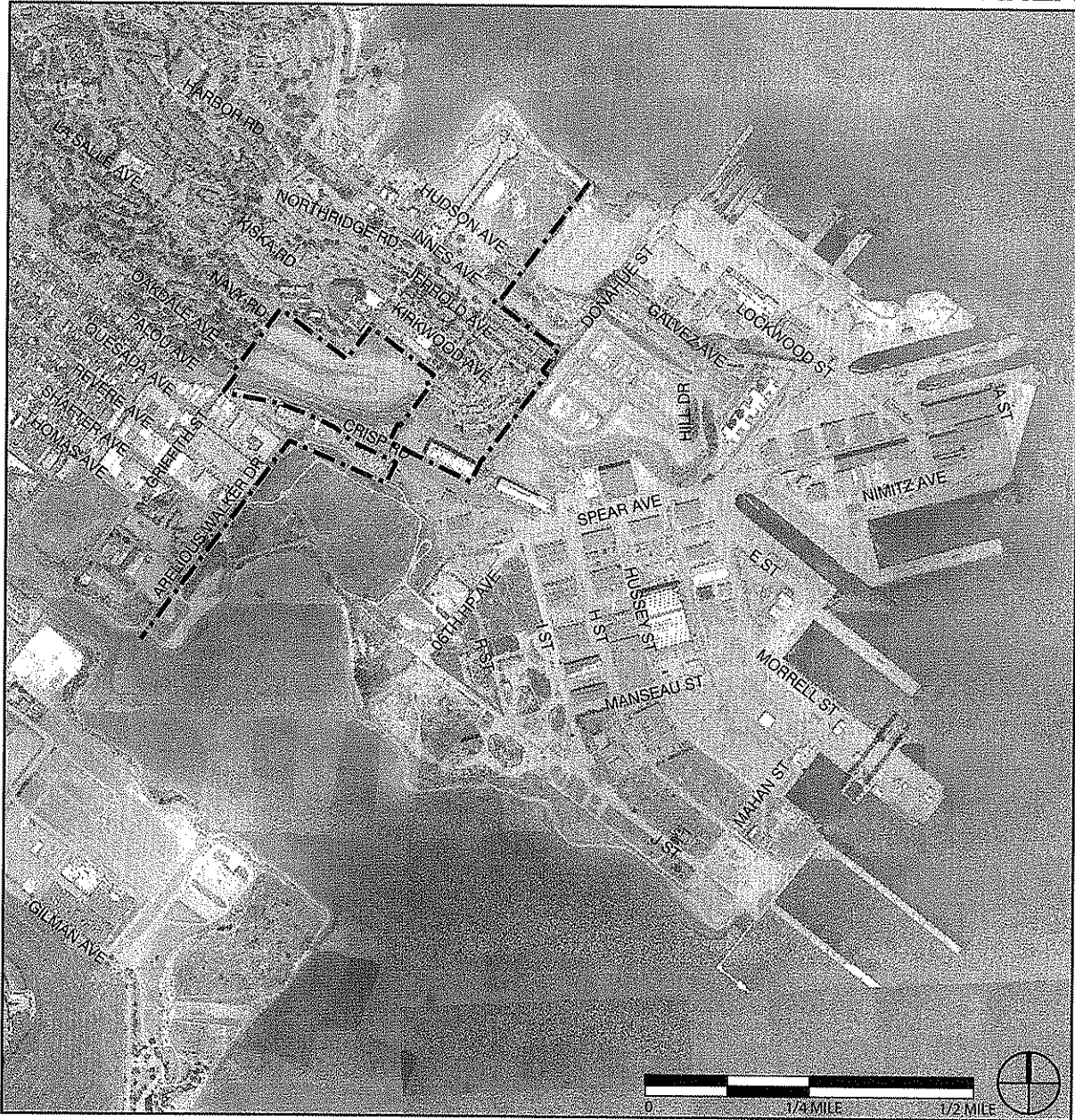
Any proposed development plan should emphasize open space and recreational opportunities. The open space system should consist of a wide variety of parks, with diverse sizes, characters and programs, including neighborhood and community parks, grassland ecology parks, waterfront promenades and opportunities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

**Policy 7.3 Celebrate the history of the site, including the history of indigenous populations, by incorporating interpretive elements throughout the development.**

Hunters Point Shipyard has a rich and layered history, which should be expressed and celebrated throughout the development. Opportunities should be explored to celebrate the history of the Naval Shipyard, pre-Naval maritime and fishing activity, the African American community's settlement of Bayview and Hunters Point Hill, and the history of Native American populations. Community members close to different aspects of the Shipyard's history should be invited to participate in planning commemorative elements in the streetscape, open space, public art or other community-related facilities.

*(INSERT – Map 06 – Open Space network)*

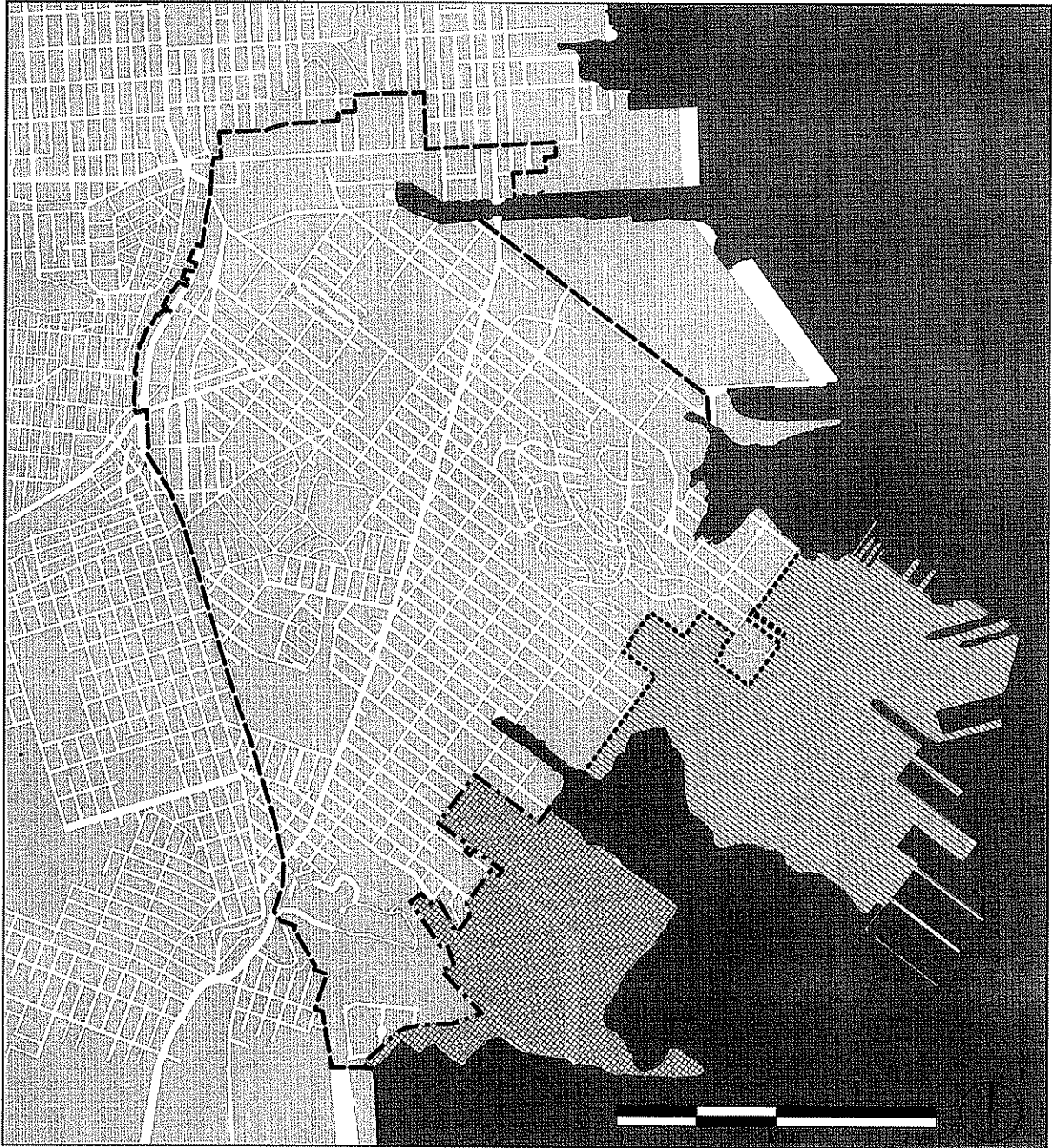
# MAP 1: HUNTERS POINT SHIPYARD AREA PLAN AREA



## LEGEND

 Hunters Point Shipyard Area Plan Boundary


## MAP 2: PLAN AREAS



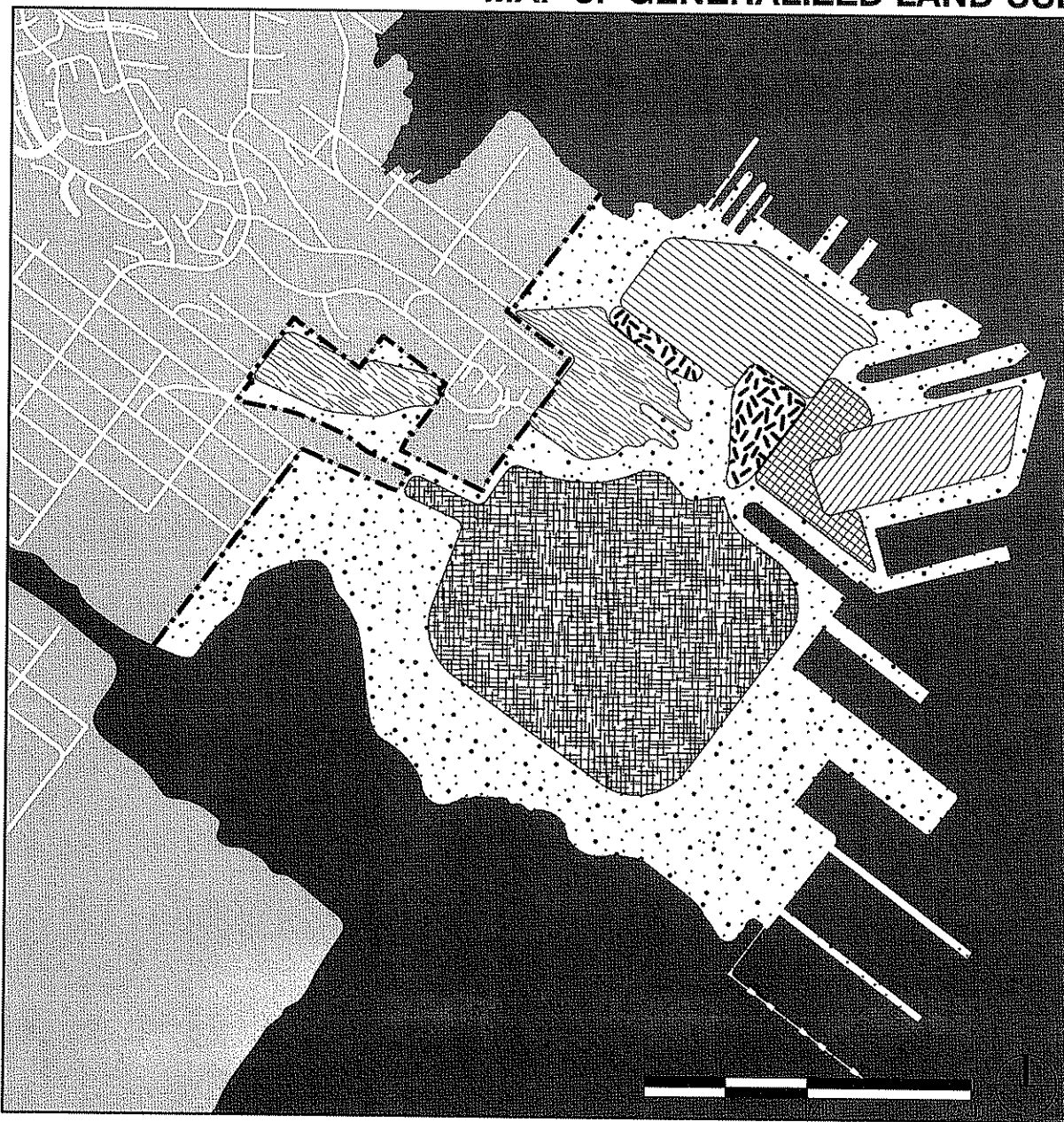
### LEGEND










 BVHP Area Plan Boundary

 Candlestick Point  
Subarea Plan Boundary

 Hunters Point Shipyard  
Area Plan Boundary

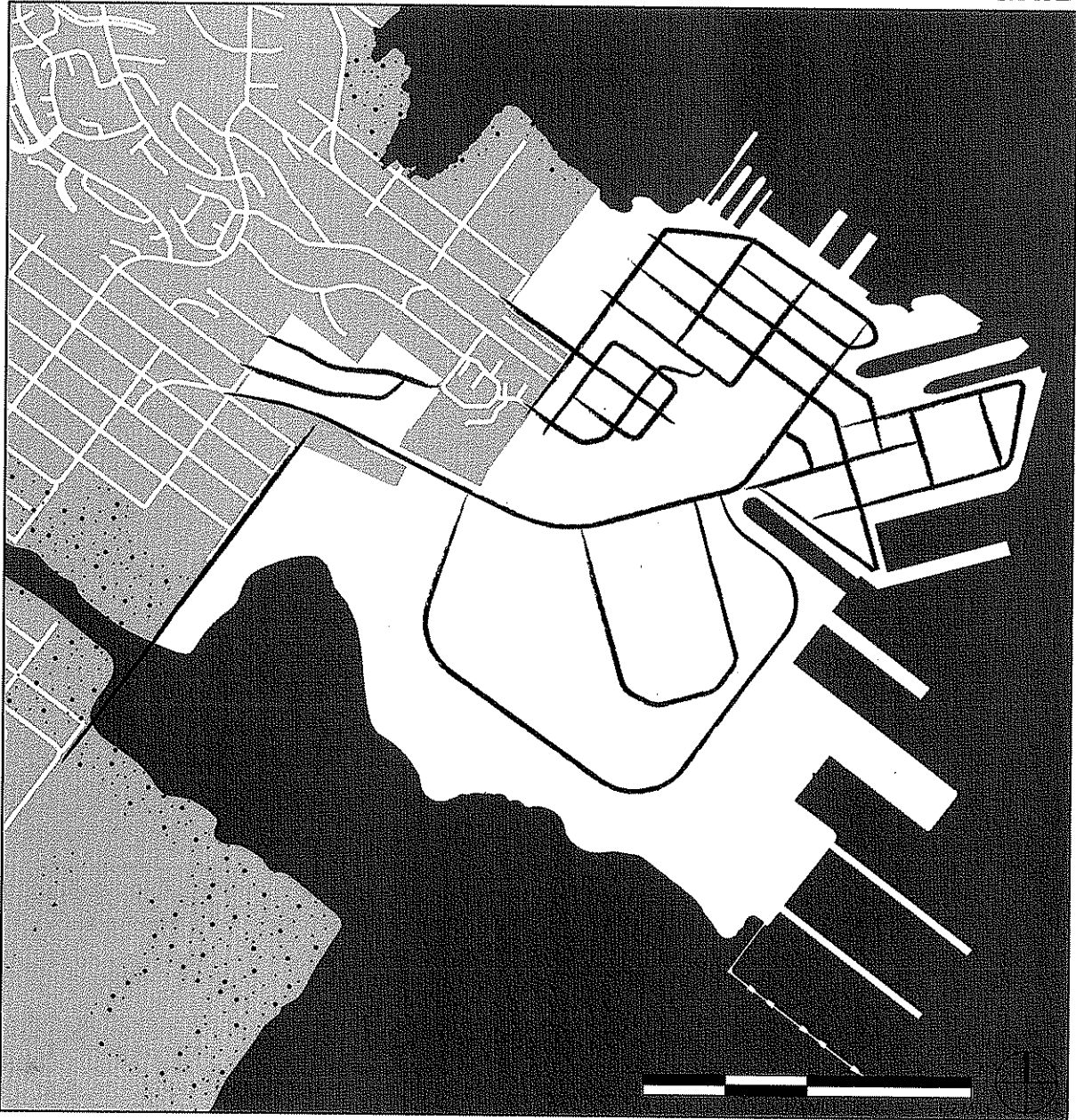
# MAP 3: GENERALIZED LAND USE



LEGEND	
	Project Area Boundary
	Outside Project Area
	HPS Shoreline Open Space
	Multi-Use (HPS South)*
	Predominantly Residential (Hill Top Housing)
	Predominantly Residential (HPS North)
	Predominantly R&D
	R&D Residential Permitted
	Predominantly Arts Related/Commercial/Retail (HPS Village Center)

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

**MAP 4: EXTEND GRID**



**LEGEND**



Project Area



Outside Project Area

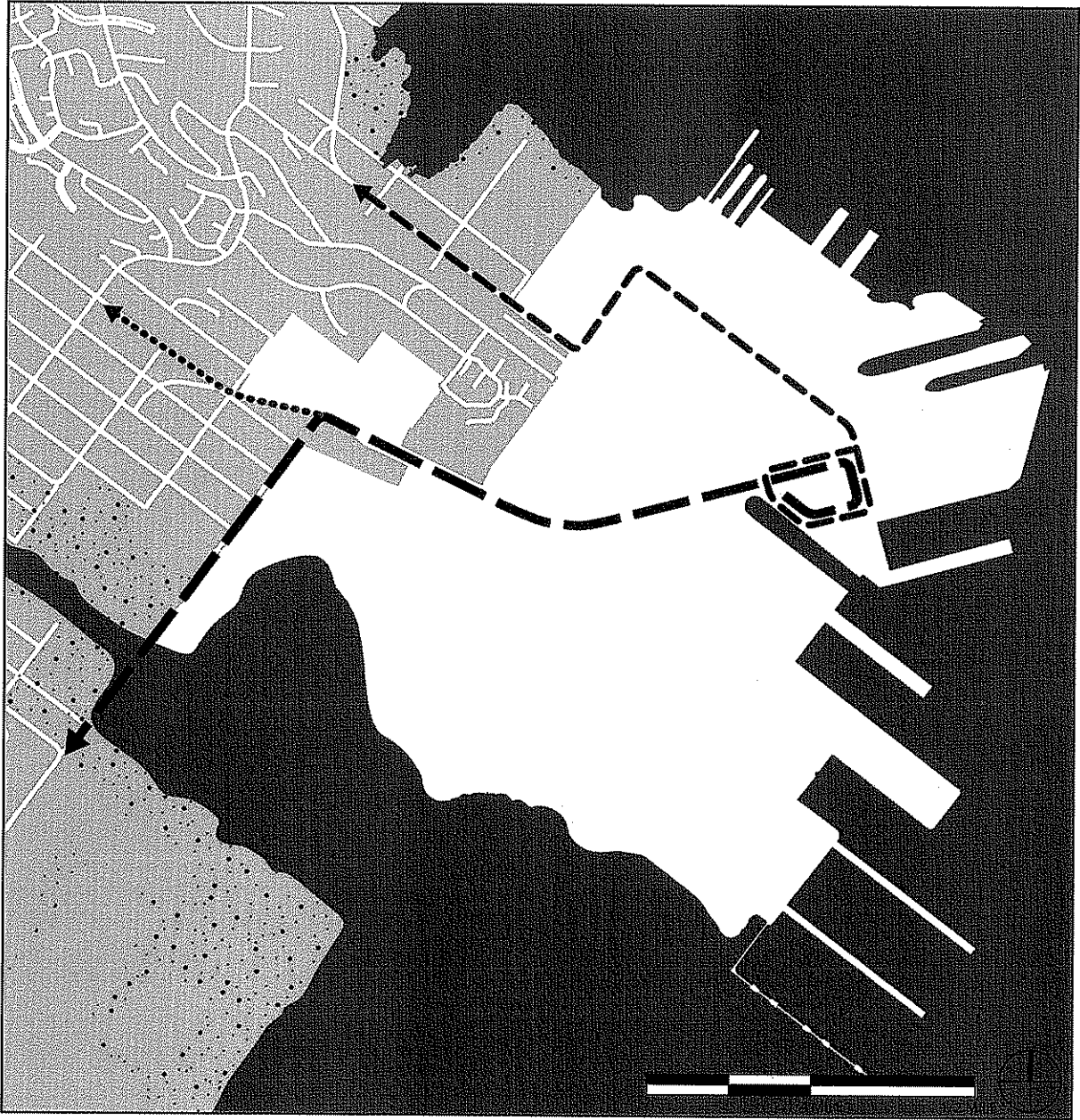


Grid Extended

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



# MAP 5: TRANSIT



## LEGEND

 Project Area

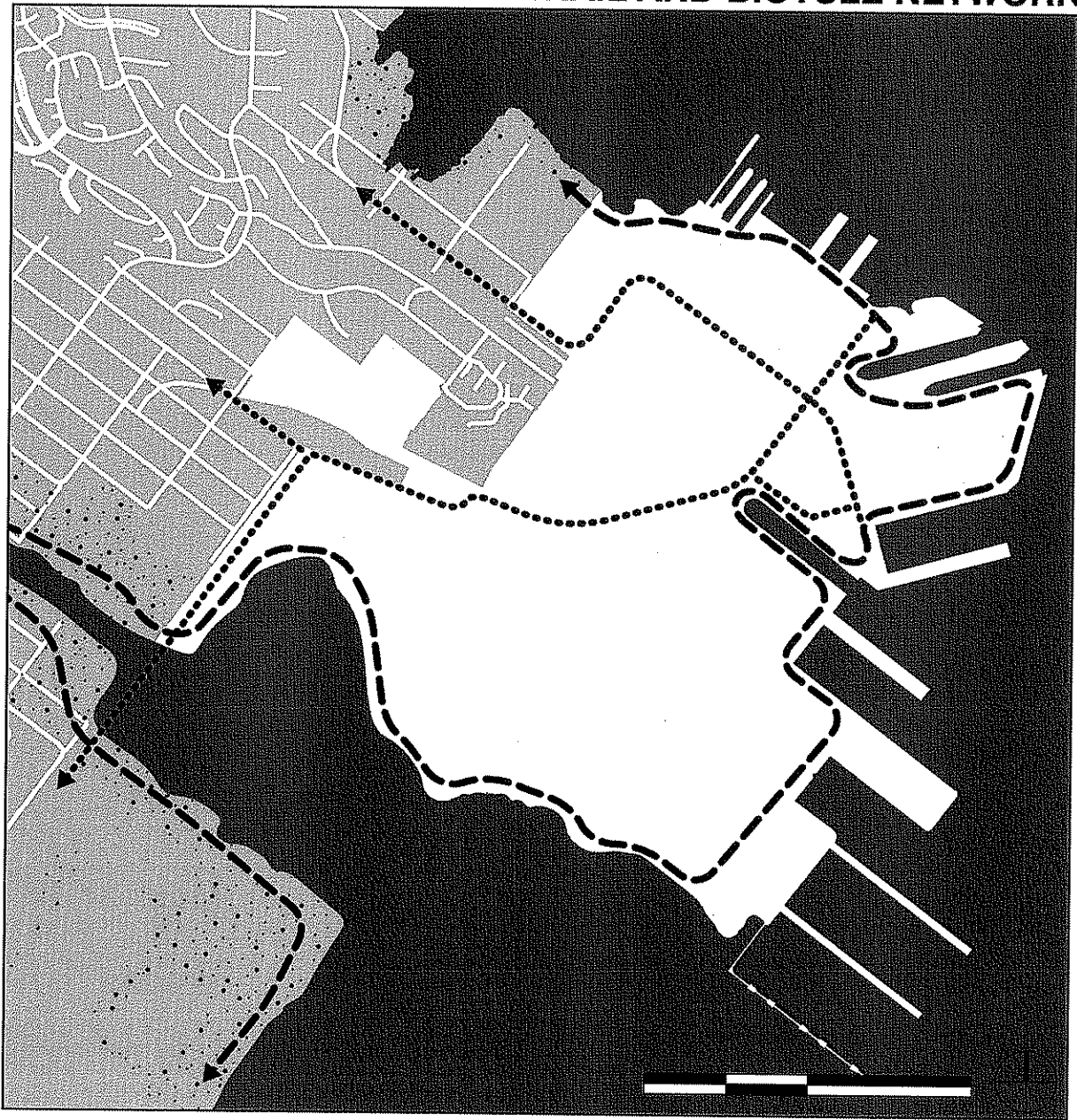
 Outside Project Area

 Dedicated Transit R.O.W

 Downtown Express Bus

 Transit Preferential Street

# MAP 6: BAY TRAIL AND BICYCLE NETWORK



## LEGEND



Project Area



Outside Project Area

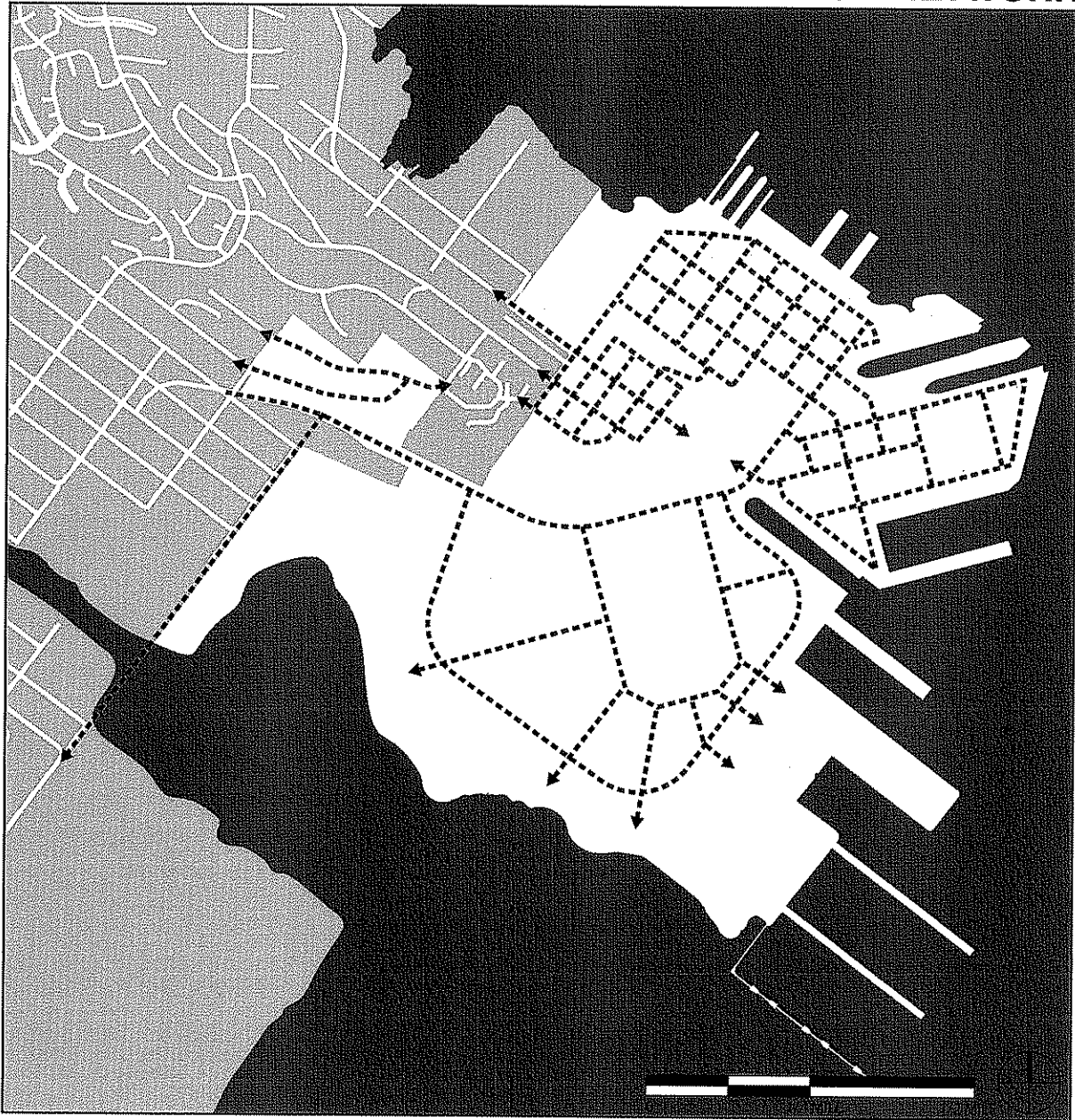


Bay Trail






Main Bicycle Routes

# MAP 7: PEDESTRIAN CIRCULATION NETWORK



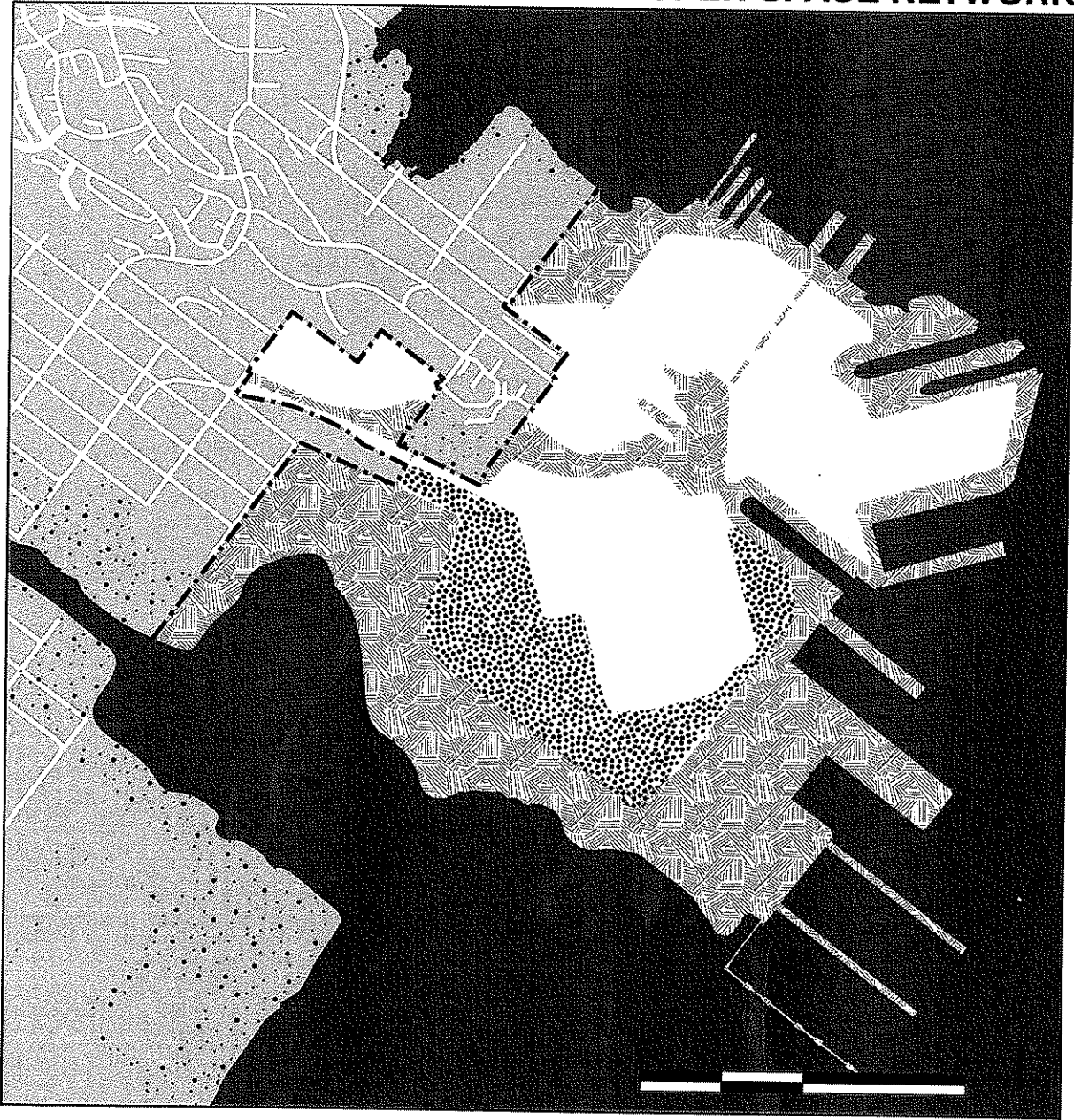
## LEGEND

-  Project Area
-  Outside Project Area

 Sidewalks and Pedestrian Paths

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


# MAP 8: OPEN SPACE NETWORK





## LEGEND

 Project Area Boundary

 Outside Project Area

 Open Space Outside Project Area

 Sports and Multi-Use Fields

 Parks and Open Space

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