COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 13 – 2016 Adopted March 15, 2016

APPROVING AMENDMENTS TO THE DESIGN FOR DEVELOPMENT, STREETSCAPE MASTER PLAN AND MAJOR PHASE 1 APPLICATION FOR CANDLESTICK POINT, AND CONFORMING CHANGES TO APPLICABLE PROJECT DOCUMENTS, AND ADOPTING ENVIRONMENTAL FINDINGS, INCLUDING AMENDING TWO ADOPTED MITIGATION MEAUSRES, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND THE DISPOSITION AND DEVELOPMENT AGREEMENT WITH CP DEVELOPMENT CO., LP, SUBJECT TO CITY APPROVALS TO THE EXTENT REQUIRED BY THE INTERAGENCY COOPERATION AGREEMENT AND THE PLANNING COOPERATION AGREEMENT; BAYVIEW HUNTERS POINT AND HUNTERS POINT SHIPYARD PROJECT AREAS

- WHEREAS, Under Chapter 5, Statutes of 2011, Assembly Bill No. 1X26 (Chapter 5, Statutes of 2011-12, First Extraordinary Session), and Assembly Bill No. 1484 (Chapter 26, Statutes of 2011-12, Regular Session) (collectively, as amended from time to time, the "Dissolution Law"), the Redevelopment Agency of the City and County of San Francisco ("SFRA" or the "Redevelopment Agency") was dissolved and the non-affordable housing assets and obligations of SFRA were transferred to the Successor Agency to the Redevelopment Agency of the City and County of San Francisco ("Successor Agency"), commonly known as the Office of Community Investment and Infrastructure ("OCII"), by operation of law; and,
- WHEREAS. On October 2, 2012 the San Francisco Board of Supervisors, acting as the legislative body of the Successor Agency, adopted Ordinance No. 215-12 (the "Implementing" Ordinance"), which Implementing Ordinance was signed by the Mayor on October 4, 2012, and which, among other matters: (a) acknowledged and confirmed that, as of the effective date of AB 1484, the Successor Agency is a separate legal entity from the City, and (b) established the Successor Agency Commission (the "Commission") and delegated to it the authority to (i) act in place of the Redevelopment Commission to, among other matters, implement, modify, enforce and complete the Redevelopment Agency's enforceable obligations, (ii) approve all contracts and actions related to the assets transferred to or retained by the Successor Agency, including, without limitation, the authority to exercise land use, development, and design approvals, consistent with applicable enforceable obligations, and (iii) take any action that the Dissolution Law requires or authorizes on behalf of the Successor Agency and any other action that the Commission deems appropriate, consistent with the Dissolution Law, to comply with such obligations; and,
- WHEREAS, The Board of Supervisors' delegation to the Commission includes the authority to grant approvals under specified land use controls for the Candlestick Point and Phase 2 of the Hunters Point Shipyard Project (the "Project"); and,
- WHEREAS, In connection with the Project, the Board of Supervisors on August 3, 2010, approved amendments to the Hunters Point Shipyard Redevelopment Plan and the Bayview Hunters Point Redevelopment Plan by ordinances 210-10 and 211-10, respectively (the "Redevelopment Plans"), the SFRA approved the Candlestick Point Design for Development and the Hunters Point Shipyard Phase 2 Design for Development (as

more particularly defined in the Phase 2 DDA, the "Design for Development") by Resolution 62-2010 and the SFRA and CP Development Co., LP (as more particularly defined in the Phase 2 DDA, "Developer") entered into a Disposition and Development Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard), dated for reference purposes as of June 3, 2010 (as amended and as the same may be further amended from time to time, the "Phase 2 DDA") by Resolution 69-2010. The Phase 2 DDA was amended on December 18, 2012 by a First Amendment to the Phase 2 DDA, pursuant to OCII Resolution No. 3-2012. The Phase 2 DDA was amended on September 12, 2014 by a Second Amendment to the Phase 2 DDA, pursuant to OCII Resolution No. 82-2014. Capitalized terms used but not otherwise defined in this Resolution have the meanings ascribed to or provided for them in the Phase 2 DDA; and,

- WHEREAS, The Phase 2 DDA establishes Developer's rights to develop within the parameters of the Redevelopment Plans and Design for Development ("D4D") and incorporates through exhibits and attachments various Project Documents including the Design Review and Document Approval Procedure ("DRDAP"), the Below-Market Rate Housing Plan, the Transportation Plan, the Infrastructure Plan, the Community Benefits Plan, the Parks and Open Space Plan, the Sustainability Plan, DDA Exhibits and other documents (all as more particularly described in the Phase 2 DDA, together, the "Project Documents"); and,
- WHEREAS, The Phase 2 DDA is an enforceable obligation under the Dissolution Law and shown on line HPSY 30 of the Recognized Obligation Payment Schedule f, which was approved by the Oversight Board and the California Department of Finance ("DOF"). On December 14, 2012, DOF issued a final and conclusive determination under California Health and Safety Code § 34177.5 (i) that the Phase 2 DDA and the HPS Phase 1 DDA are enforceable obligations that survived the dissolution of the Redevelopment Agency; and,
- WHEREAS, The Interagency Cooperation Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard) (as more particularly defined in the Phase 2 DDA, the "ICA") between OCII and the City establishes procedures for interdepartmental coordination related to the implementation of the Project. The ICA was executed by the Redevelopment Agency and the City, including by and through the San Francisco Port Commission, the San Francisco Public Utility Commission, the Department of Public Works, the San Francisco Fire Chief and Fire Marshall, the San Francisco Municipal Transportation Agency, the City Administrator, the Controller, the Mayor and the Clerk of the Board of Supervisors, and was consented to by Developer as a third party beneficiary thereof; and,
- WHEREAS, The Planning Cooperation Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard) (as more particularly defined in the Phase 2 DDA, the "Planning Cooperation Agreement") between OCII and the Planning Department of the City and County of San Francisco establishes procedures for coordination between OCII and the Planning Department related to the implementation of the Project, including with respect to the review and approval of Major Phase Applications or changes to D4D; and,
- WHEREAS, In accordance with the Phase 2 DDA (including the DRDAP), Developer must submit a Streetscape Plan, a Major Phase Application and a Sub-Phase Application before commencing construction on any phase of the Project; and,
- WHEREAS, On January 7, 2014, the Commission approved through Resolution No. 1-2014, a Streetscape Plan and a Major Phase Application for Major Phase 1 ("Major Phase 1 CP") for Candlestick Point; and,

- WHEREAS, Along with the approval of the Major Phase 1 CP and the Streetscape Plan, the Commission took the following actions: (1) amendments to the DDA Exhibits Schedule of Performance, Project Phasing Plan, Housing Plan, Land Use Plan including the schedule of transportation improvements; (2) approval of Master Signage Plan; and (3) issuance of an Addendum ("Addendum No. 1") to the Final Environmental Impact Report ("FEIR"); and,
- WHEREAS, In spring of 2015, the Developer submitted an application for Sub-Phases CP-02, CP-03, and CP-04 ("CP-02-03-04") within Major Phase 1 CP, which generally encompass the following: (1) Candlestick Center ("CP Center") the retail core of Candlestick, (2) the four most northern blocks of the Candlestick South neighborhood ("CP South"), which are directly across Harney Way from CP Center, and (3) the four most western blocks of the Candlestick North neighborhood ("CP North"), which are directly across Ingerson Avenue from CP Center; and,
- WHEREAS, The Developer's CP-02-03-04 proposal included specified revisions or refinements to the Project as originally described in the Major Phase 1 CP, Streetscape Master Plan, Candlestick Point D4D, Transportation Plan, Infrastructure Plan and certain exhibits in the DDA such as the Phasing Plan, Schedule of Performance, and Housing Map. The changes to the Major Phase 1 CP, Streetscape Plan, and Project Documents, are collectively referred to as Project Amendments ("Project Amendments"); and,
- WHEREAS, The Developer has submitted an amended Major Phase 1CP application for the Commission's approval, dated March 15, 2016. The Developer and OCII agree that all changes from the January 7, 2014 Major Phase 1 CP are contained in an administrative record kept by both parties, and that the March 15, 2016 Major Phase 1 CP shall be updated to include street names and other site orientation information on all Figures; and,
- WHEREAS, In accordance with the DRDAP, any proposed deviation from the Redevelopment Requirements or prior Approvals require a clear written statement by the Developer to indicate that the submission includes a proposed deviation request and a statement of the reasons for the requested deviation; and,
- WHEREAS, The Phase 2 DDA contemplated that, due to the size and complexity of the Project, and the length of the development program, changes to the Project would likely occur and the Project Documents therefore provided significant flexibility with Developer opportunity to request changes at any stage of the development program, subject to OCII and affected City department approvals; and,
- WHEREAS, Most of the Project Amendments are minor refinements, based on numerous considerations and, in part, City department requests, and OCII staff has determined that the Project Amendments are consistent with the Redevelopment Plans and consistent with the type of changes envisioned as possible under the Phase 2 DDA; and,
- WHEREAS, Final approval of the Project Amendments and conforming changes to the Project Documents, under this Resolution is subject to approval from the City and affected City departments to the extent required by the ICA and the Planning Cooperation Agreement; and,
- WHEREAS, The affected City departments have completed a thorough review of the Project Amendments and conforming changes to the Project Documents, and OCII staff expects to obtain all necessary City approvals; and,

- WHEREAS, OCII staff seeks Commission approval of the Project Amendments and conforming changes to the Project Documents; upon adoption of this Resolution, OCII staff and Developer will make the conforming changes to the Project Documents subject to any necessary City approvals; and,
- WHEREAS, Once the Project Amendments and conforming changes to the Project Documents have been approved by the City to the extent required by the ICA and the Planning Cooperation Agreement, the Project Amendments and revised Project Documents will be deemed finally approved by the Commission without further action from the Commission; and,
- WHEREAS, On June 3, 2010, the SFRA Commission by Resolution No. 58-2010 and the San Francisco Planning Commission by Motion No. 18096, certified the FEIR for the Project as adequate, accurate, and objective and in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA") and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq.); the Board of Supervisors affirmed the Planning Commission's certification of the FEIR by Motion No. 10-110 on July 14, 2010; and,
- WHEREAS, As part of its approval of the Project on June 3, 2010, in addition to certifying the FEIR, the SFRA Commission, by Resolution No. 59-2010 adopted findings pursuant to CEQA, regarding the alternatives, mitigation measures, and significant environmental effects analyzed in the FEIR, including a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations for the Project, which findings are incorporated into this Resolution by this reference; and,
- WHEREAS, Subsequent to the certification of the FEIR, the Planning Department, at the request of OCII issued Addendum No. 1 (dated December 11, 2013) to the FEIR as part of the 2014 Major Phase 1 CP and Streetscape Plan; and,
- WHEREAS, Addendum No. 1 addressed changes to the phasing schedule for the Project and corresponding changes to the schedules for implementation of related transportation system improvements in the Transportation Plan, including the Transit Operating Plan, the Infrastructure Plan and other public benefits; and minor proposed revisions in two adopted mitigations measures, TR-16 Widen Harney Way, and UT-2 Auxiliary Water Supply System; and,
- WHEREAS, OCII as the lead agency, has prepared, in consultation with the San Francisco Planning Department, prepared Addendum No. 4 (See Attachment A) to the FEIR, ("Addendum No. 4") which OCII staff issued on February 22, 2016. (Addenda Nos. 2 and 3 analyzed proposed changes to the Project, which are no longer being pursued.) Addendum No. 4 evaluates all of the proposed Project Amendments, including the D4D changes; and,
- WHEREAS, Addendum No. 4 identifies and discusses recommended modifications to two previously adopted transportation-related mitigation measures: Mitigation Measures TR-16 (regarding improvements to Harney Way) and TR-23.1 (regarding the 29-Sunset transit line). Addendum No. 4 concludes that the proposed modifications to these mitigation measures would not result in new or more severe impacts; and,
- WHEREAS, Mitigation Measure TR-16 Widen Harney Way ("Harney Way Improvements") was modified by Resolution 1-2014 pursuant to Addendum No. 1 to schedule implementation of the Harney Way Improvements prior to issuance of the occupancy permit for the Candlestick Point Sub-Phase CP-02, instead of the first grading permit for Major Phase 1 CP of the Project, and to provide for a two-way cycle track on Harney Way rather than the previously proposed bicycle lane; and,

- WHEREAS, Under the Project Amendments, Addendum no. 4 proposes a modification to Mitigation Measure TR-16 to divide the Harney Way Improvements into two phases of improvements in response to the delays in the San Francisco Municipal Transportation Agency ('SFMTA") finalizing the Bus Rapid Transit ('BRT") alignment along Harney. This Mitigation Measure would be modified to allow the Developer to limit the construction of the first phase of Harney Way improvements during Sub-Phase CP-02 to the area of Harney Way between Arelious Walker Drive and Executive Park Boulevard East. When the BRT alignment has been finalized, the Project Sponsor would complete the BRT lanes between Executive Park Boulevard East and Thomas Mellon Drive. Thus, the first phase of improvements would be completed prior to operation of the BRT, and the resulting construction schedule would not delay the start of BRT service; and,
- WHEREAS, Mitigation Measure TR23.1 as originally proposed in the FEIR included a mitigated cross-section design for Gilman Avenue that would modify the current cross-section design of Gilman by requiring the removal of 3 feet of sidewalk from each side of the street to add an additional lane travel lane to maintain headways for 29 Sunset bus route for the Project; and
- WHEREAS, During the design process, the approved FEIR Gilman Avenue cross-section was unsatisfactory for several reasons. SFMTA did not want sidewalk widths to be reduced to accommodate additional travel lanes; furthermore constructing the approved cross-section would require relocating utility pole lines, which was not part of Developer's obligation. A revised cross-section was designed that included one travel lane in each direction, one center left turn lane serving both directions, parking on both sides of the street, and transit priority signalization. The City agencies reviewed the revised Gilman Avenue concept and concurred that it would bring travel times for the 29 Sunset bus route to levels consistent with the mitigated FEIR scenario; and,
- WHEREAS, The revised Gilman Avenue design would require a modification to Mitigation Measure TR-23.1 as originally approved in the Streetscape Plan, Infrastructure Plan and Transportation Plan; and,
- WHEREAS, Based on the analysis in Addendum No. 4, OCII concludes that the analyses conducted and the conclusions reached in the FEIR on June 3, 2010, remain valid and the proposed Project Amendments, and the amendments to the Mitigation Measures as specified above, will not cause new significant impacts not identified in the FEIR, or substantially increase the severity of previously identified significant impacts, and no new mitigation measures will be necessary to reduce significant impacts; further, other than as described in Addendum No. 4, no Project changes have occurred, and no changes have occurred with respect to circumstances surrounding the proposed Project that will require major revisions of the FEIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects, and no new information has become available that shows that the Project will cause new or more severe significant environmental impacts and, therefore, no subsequent of supplemental environmental review is required under CEQA beyond Addendum No. 4 to approve the first Major Phase and Sub-Phase Applications; and,
- WHEREAS, On February 22, 2016, the FEIR, Addendum No. 4 and supporting documentation in preparing necessary findings for the Commission's consideration, was made available for review by the Commission and the public; and,

- WHEREAS, Copies of the FEIR and Addendum No. 4 and supporting documentation are on file with the Commission Secretary and are incorporated in this Resolution by this reference; and,
- WHEREAS, OCII staff has reviewed the Project Amendments, including the changes to Mitigation Measures TR-16 and TR 23.1 described in Addendum No. 4, and recommends approval of the Project Amendments and the changes to the Mitigation Measures; and,
- WHEREAS, The Hunters Point Shipyard Citizen's Advisory Committee ("CAC"), the Alice Griffith Tenants, and the Bayview Hunters Point community generally have participated in the review of the Project Amendments through a series of meetings held at Alice Griffith, the Hunters Point Shipyard and the Southeast Community Facility; and,
- WHEREAS, The CAC, at its meeting of September 14, 2015, reviewed and endorsed the Project Amendments and conforming changes to the Project Documents; now, therefore, be it
- RESOLVED, That the Commission has reviewed and considered the FEIR, together with Addendum No. 4 and the supporting documentation in OCII's files, and adopts the findings as set forth in Addendum No. 4 and the modifications to the Mitigation Measures TR-16 and TR 23.1 as set forth in Addendum No. 4; and be it further
- RESOLVED, That the Project Amendments, including the amended D4D, Streetscape Master Plan and Major Phase 1 CP, the changes to Mitigation Measures TR-16 and TR 23.1 and conforming changes to the Project Documents, are hereby approved, subject to any required City approvals; and be it further
- RESOLVED, That the Commission approval of the Project Amendments includes a condition that all necessary City approvals must be obtained, and upon the receipt of such City approvals, OCII staff shall make all conforming changes to the Project Documents without further action by the Commission, and this Resolution shall constitute approval of the Project Amendments; and be it further
- RESOLVED, That the Commission hereby authorizes and directs the OCII Director and such OCII staff as the OCII Director may designate, upon receipt of any necessary City approvals, to make conforming changes to the Project Documents so that they align with the Project Amendments; and be it further
- RESOLVED, That the Commission hereby authorizes and directs the OCII Director to take all actions as needed to effectuate this resolution and to cause the Project Amendments to be implemented as set forth in this Resolution, including the revisions to the Project Documents.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of March 15, 2016

Commission Secretary

Attachment A

Addendum 4 to FEIR



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450-0162016-002

Addendum 4 to Environmental Impact Report

Addendum Date:	February 22, 2016
	0007.0040E
Case No.:	2007.0946E
Project Title:	Candlestick Point-Hunters Point Shipyard Phase II
EIR:	2007.0946E, certified June 3, 2010
Project Sponsor:	CP Development Co., LP
Lead Agency:	Office of Community Investment & Infrastructure
OCII Staff Contact:	Lila Hussain – (415) 749-2431
	lila.hussain@sfgov.org
City Staff Contact:	Joy Navarrete – (415) 575-9040
	joy.navarrete@sfgov.org

REMARKS

The Addendum includes the following attached Exhibits, which provide technical analyses, graphics, and other information supporting the analysis in this Addendum:

		Exhibit A: Tier 1 Project Revisions
E N E	Edwin M. Lee MAYOR	Exhibit B: Tier 2 and 3 Project Revisions
		Exhibit C: Tower Location Analysis
	Tiffany Bohee EXECUTIVE DIRECTOR	Exhibit D: Candlestick Center Mixed Use Height Visuals
		Exhibit E: Candlestick Center Hotel Height Visuals
		Exhibit F: Fehr & Peers Office to Retail Conversion Letter (12/14/15)
N C	Mara Rosales CHAIR	Exhibit G: Fehr & Peers Candlestick Point Parking Letter (1/11/16)
		Exhibit H: OCII Commission Resolution No. 1-2014 (1/7/14)
	Miguel Bustos	Exhibit I: Fehr & Peers Harney Way Letter (12/9/15)
	Marily Mondejar	Exhibit J: Fehr & Peers Gilman Avenue Letter (8/13/15)
	Lean Pimentei Darshan Singh COMMISSIONERS	Exhibit K: Candlestick Point Tower Analysis from CPSRA
C		Exhibit L: Excerpts from CPSRA General Plan and California State Park and Recreation
0	One S. Van Ness Ave	Commission Approval Resolution 1-2013
1	5th Floor	Exhibit M: Fehr & Peers Arena Conversion Letter (12/21/15)
	San Francisco, CA 94103	Exhibit N: Candlestick Point Tower Visual Analysis
		Exhibit O: IBI Shadow Analysis and Memo
1	415 749 2400	Exhibit P: Ramboll Environ Air Quality and Climate Change Letter (1/22/16)
A	www.sfocii.org	Exhibit Q: CP Development Company Excavation Quantities at Candlestick Point Memo
		(1/26/16)
		Exhibit R: Fehr & Peers Loading Letter (2/18/16)

Background

On June 3, 2010, the San Francisco Planning Commission and the Redevelopment Agency Commission certified the Final Environmental Impact Report (FEIR) for the Candlestick Point –

Hunters Point Shipyard Phase II Project (Project), San Francisco Planning Department File Number 2007.0946E and San Francisco Redevelopment Agency File Number ER06.05.07. On July 14, 2010, the San Francisco Board of Supervisors affirmed the Planning Commission's certification of the FEIR (Motion No. M10-110).

Between June 3, 2010 and August 3, 2010, the Planning Commission, Redevelopment Agency, Board of Supervisors, and other City Boards and Commissions adopted findings of fact, evaluation of mitigation measures and alternatives, a statement of overriding considerations (File No. 100572) and a Mitigation Monitoring and Reporting Program (MMRP) in fulfillment of the requirements of the California Environmental Quality Act (CEQA). These entities then adopted various resolutions, motions and ordinances related to Project approval and implementation, including but not limited to: (1) General Plan amendments; (2) Planning Code amendments; (3) Zoning Map amendments; (4) Bayview Hunters Point Redevelopment Plan amendments; (5) Hunters Point Shipyard Redevelopment Plan amendments; (6) Interagency Cooperation Agreements; (7) Design for Development documents; (8) Health Code, Public Works Code, Building Code, and Subdivision Code amendments; (9) Disposition and Development Agreement, which included as attachments a Project Phasing Schedule, a Transportation Plan, and an Infrastructure Plan; (10) Real Property Transfer Agreement; (11) Public Trust Exchange Agreement; (12) Park Reconfiguration Agreement; and (13) Tax Increment Allocation Pledge Agreement.

1. Project Summary and Development Status

The Project covers approximately 702 acres along the southeastern waterfront of San Francisco: 281 acres at Candlestick Point (CP) and 421 acres at Hunters Point Shipyard (HPS Phase II). The FEIR evaluated several variants of the Project. At the time of Project approval, it was not known whether the 49ers football team would require a new stadium as part of the Project. As a result, the Project as approved authorized several different land use development scenarios:

- 1. the Project with a stadium as described in Chapter II of the FEIR with Candlestick Tower Variant 3D, Utility Variant 4, and Shared Stadium Variant 5;
- 2. the Project without the stadium, with R&D Variant 1, Candlestick Tower Variant 3D, and Utility Variant 4;
- 3. the Project without the stadium, with Housing/R&D Variant 2a, Candlestick Tower Variant 3D, and Utility Variant 4; and
- 4. Sub-alternative 4A, which provides for the preservation of four historic structures in Hunters Point Shipyard, and which could be implemented with either the stadium variants or non-stadium Variants (See Board of Supervisors CEQA Findings pp. 2-4).

Following Project approval, the 49ers relocated to the City of Santa Clara. As a result, the Project Sponsor decided to proceed with Option (3) above which provides for a mix of housing and research

and development at the stadium site (the "Housing/R&D Variant"). If either the R&D Variant or Housing/R&D Variant is implemented, it will be modified by implementation of Candlestick Tower Variant D and the Utilities Variant.

The Project is envisioned to be completed in phases, and calls for the developer to submit major phase applications covering large areas of development that address the conceptual land use proposal for that area, followed by sub-phase applications that provide more development details on specific portions of a major phase. Subsequent to the certification of the FEIR and the approvals listed above, the Project Sponsor sought approval of Major Phase 1 CP in the Candlestick Park area of the Project as well as a Master Streetscape Plan and Signage Plan. The Project Sponsor also sought changes in the previously approved Project Phasing Schedule, and the schedules for implementation of the Transportation Plan (including the Transit Operating Plan of the Infrastructure Plan), and of other public benefits. These changes were analyzed in Addendum No. 1 to the FEIR, published on December 11, 2013 (Addendum 1). The successor agency to the Redevelopment Agency, the Office of Community Investment and Infrastructure ("OCII") Commission, approved these Project proposals on January 7, 2014. The approved Major Phase 1 CP encompasses 16 blocks of new development in the Candlestick Park area of the project, including approximately 1,500 new homes and 1.1 million square feet of mixed commercial uses and approximately 50,000 square feet of community facilities. Major Phase 1 CP includes the entirety of the Alice Griffith replacement project and the Candlestick Point retail center destination featuring retail, housing and entertainment uses.

The Project Sponsor has now submitted an application for approval of Sub-Phases 02-03-04 of Major Phase 1 CP ("Sub Phases CP-02-03-04 Application"). The application as proposed requires modifications of the approved Project Candlestick Point Design for Development ("D4D"), and proposed transportation system changes that require modification of the Major Phase 1 CP Approval, including the Schedule of Performance, the Candlestick Point Infrastructure Plan, the Candlestick Point Hunters Point Shipyard Phase II Transportation Plan, and mitigation measures TR-MM.16, TR-MM.23.1, which are included in the approved Project MMRP.

This Addendum No. 4 to the FEIR, evaluates the proposed modifications to the Project, which are described in detail below in Section 3.¹

2. Proposed Sub-Phase Application Description, Proposed Project Modifications, Approval Actions

2.1 Sub-Phases 02-03-04

¹ OCII has also prepared two other addenda to the FEIR. Addendum No. 2, published on May 2, 2014, evaluated the potential environmental impacts of the Automatic Waste Collection System described in the FEIR as part of Utility Variant 4. The Project Sponsor is no longer pursing this option. Addendum No. 3 to the FEIR published on September 19, 2014 evaluated the potential environmental impacts of a proposal to demolish Candlestick Park stadium with explosives rather than conventional/mechanical demolition (Addendum 3). This proposal was not pursued by the Project Sponsor and the stadium was demolished using conventional/mechanical means.

Sub-Phases CP-02-03-04 would include approximately 1,565 residential units, approximately 635,000 square feet of regional retail at CP Center, approximately 50,000 square feet of community use, approximately 131,000 square feet of neighborhood retail, approximately 75,000 square feet of performance venue use distributed between two locations, approximately 220 hotel rooms, and approximately 134,5000 square feet of office use. A parking garage with approximately 2,700 spaces would be located below the CP Center and along Arelious Walker Drive. Necessary infrastructure, including utilities, transportation improvements, and open space improvements would be included with the development of these sub-phases. [See, Candlestick Point Sub-Phases CP-02-03-04 Application on file at OCII, One South Van Ness, San Francisco, CA 94103, c/o Lila Hussain.]

Table 1 below summarizes the land uses approved for Candlestick Point in 2010 and the modifications proposed with the Sub-Phases CP-02-03-04 Application.

Table 1: Candlestick Point Land Use – Approved vs. Proposed				
Candlestick Point Land Use	2010 Approved	2015 Proposed		
Housing Units	6,225 units	No change		
Neighborhood Retail	125,000 sf	131,000 sf (125,000 SF + 6,000 SF converted from 15,500 sf office)		
Community Facilities	50,000 sf	50,000 sf (Inclusive of floor space for a Fire Station, Safety Hub, International African Market Place, and CPSRA Welcome Center)		
Office	150,000 sf	134,500 sf (Reduction of 15,500 sf due to conversion to 6,000 SF retail)		
Performance Venue/Arena	10,000 seats 75,000 sf	1200 Seats 42,000 sf Film Arts Center 4400 Seats 33,000 sf Performance Venue		
Hotel	220 Rooms 150,000 sf	No Change		

2.2 Proposed Project Modifications Analyzed in Detail in Addendum

The proposed modifications addressed in this Addendum in detail are described below and in Exhibit A ("Tier 1 Project Revisions"). These modifications require revisions to certain Project documents including the CP D4D, the Major Phase 1 CP Application, the Mitigation Monitoring and Reporting Program (MMRP), the Transportation Plan, and the Infrastructure Plan. Other modifications that are not discussed in detail in this Addendum are also proposed that require revisions to some of these same documents.

In the case of any modifications not discussed in detail in the Addendum, OCII and the Planning Department have reviewed the changes and determined that no new or more severe environmental impacts would result from the changes because either the changes result in no physical changes to the environment or the nature of any physical changes are minor. Exhibit A summarizes proposed modifications that are discussed in the Addendum; for each modification discussed, Exhibit A identifies the specific elements of the Project documents requiring revisions. Exhibit B ("Tier 2 and 3 Project Revisions" and Change Logs) summarizes various modifications to Project documents including updates, refinements, clarifications, and editorial changes that are not discussed in detail in the Addendum. A brief summary of the refinements, clarifications, and editorial changes listed in Exhibit B (Tier 2 and 3 Project Revisions) is provided in the Addendum following the description of the modifications discussed in the Addendum in detail.

2.2.1: Tower Relocation: Towers G, J & K

The FEIR Tower Variant 3D included specific tower locations that corresponded with the tower zones identified in the D4D. Figure IV-16a (Vol IX, C&R-2426) in the FEIR shows the location of towers in Variant 3D. The proposed Project modifications would change the location of three towers. (See Exhibit C, Tower Location Analysis).

Tower G, located in CP Center (CP-02), would be moved west from the middle of the block to a location on Arelious Walker Drive near Jamestown Avenue. (See Exhibit C.) Tower G is proposed for relocation because of the practical difficulty of structural integration and construction timing concerns associated with co-locating the tower with the parking garage. The new location would be within CP-02 and outside the 2010 approved tower zone.

Towers J and K would be relocated in CP-04 immediately southeast of the approved locations. (See Exhibit C.) The towers are proposed for relocation because of the proposed increase in the depth of blocks in Sub-Phase CP-04. The approved block depths in CP-04 were established based on the expectation that these blocks would be developed for predominantly retail uses with a rear service alley. The Sub-Phases CP-02-03-04 Application now proposes to have residential townhomes lining the mid-block break, which means that approved blocks would not have sufficient depth to accommodate these townhomes. The proposed D4D modifications would increase the block depths in CP-04 to accommodate the townhomes. In response, the depth of the blocks immediately to the southeast of CP-04 would be reduced by the same amount and this change would be reflected in the future CP-10 and CP-11 Sub-Phase applications. The reduction in the block depths in CP-10 and

CP-11 would necessitate moving Towers J and K approximately 100 feet southeast of their approved locations. Tower K would remain within a 2010 approved tower zone. Tower J was approved with a fixed location and the proposed modification would establish a new fixed location.

2.2.2: Height Increases

Height Increase within CP Center on Western Corner of Harney Way & Ingerson Avenue Intersection: The Sub-Phases CP-02-03-04 Application proposes an increase in the maximum height at CP Center on the corner of West Harney Way and Ingerson Avenue from 85 feet to 120 feet. The proposed height increase would allow for a performance venue (accommodating a Film Arts Center) above a two-story anchor retail space. (See Exhibit D, p. 1 Candlestick Center Mixed Use Height Visuals.)

Height Increase for Development Within and Abutting CP Center. The approved height limit for the buildings along Harney Way and Ingerson Avenue within and adjacent to the CP Center is 65 feet. This height allows for a 20 foot ground floor of retail with four to five floors of residential units above. The Sub-Phases CP-02-03-04 Application and D4D modifications would increase the maximum height of these buildings to 80 feet, mandate a minimum floor-to-floor height of 20 feet for the ground floor retail, and restrict residential and commercial uses above the ground floor retail to a maximum of five floors. (See Exhibit D, pp. 2-3.)

Height Increase for CP Center at the Corner of Arelious Walker Drive and Harney Way. The Sub-Phases CP-02-03-04 Application and proposed D4D modifications include an increase in the height of the building located at the corner of Arelious Walker Drive and Harney Way from 65 feet to 80 feet. (See, Exhibit E, Candlestick Center Hotel Height Visuals.)This building would include the 220-room hotel, performance venue space, and office space. The increase in height is intended to ensure consistency in the built form along Harney Way and allow greater flexibility to design the building as an iconic entry statement to CP Center given its important location at the intersection of Arelious Walker Drive and Harney Way. The additional height would also allow for a taller floor-to-floor height at ground level, which would provide flexibility for different uses and amenities.

2.2.3: Conversion of Office Space to Neighborhood Retail Space

The 2010 approved Project, Variant 2A assumed that Candlestick Point would include 150,000 square feet of office use and 125,000 square feet of neighborhood retail use. The Sub-Phases CP-02-03-04 Application proposes to increase neighborhood retail use by 6,000 additional square feet, for a total of 131,000 square feet of neighborhood retail use. At the same time, the Project Sponsor proposes to forego development of 15,500 square feet of the 150,000 square feet of office use allowed under the approved Project. The remaining 134,500 square feet of office use would be included in the CP Center on the site with the hotel and performance venue space. (See Exhibit F, Fehr & Peers Office to Retail Conversion Letter, 12/14/15.)

2.2.4: Relocation of Displaced On-Street Parking Spaces to the CP Center Garage

The Sub-Phases CP-02-03-04 Application proposes changes to the number of on-street and offstreet parking spaces, which are discussed in detail in Exhibit G, Fehr & Peers CP Parking Memo, 1/11/16.

Per Exhibit G and Table 2 below, there is an overall increase of 241 parking spaces within Sub-Phase CP-02-03-04, which is comprised of an overall increase of 510 off-street parking spaces and a reduction of 269 on-street parking spaces.

Table 2: Car Parking Summary - Sub-Phase CP-02-03-04				
Туре	Location	FEIR (2010)	Sub-Phase Application (2016)	Difference (+/-)
	CP Center Garage	2,596	2,677	+81
Off-Street	Other Location	1,141	1,570	+429
	Total	3,737	4,247	+510
	CP Center Street Network	170	0	-170
On-Street	Other Location	260	161	-99
	Total	430	161	-269
	Total Parking	4,167	4,408	+241

In 2010, the maximum supply of off-street parking at CP-02-03-04 was 3,737 spaces, which was based on the maximum floor space entitlements for land uses within the Sub-Phase. The maximum supply was comprised of 2,596 spaces at CP Center, and 1,141 spaces provided on other blocks by other developers. It was assumed that all off-street parking at CP Center would be located within a structured parking garage. Based on the land uses proposed in the CP-02-03-04 Sub-Phase Application, a total of 4,246 total off-street parking spaces would be provided within Sub-Phase CP-02-03-04. This is comprised of 2,677 spaces in the CP Center parking garage and 1,570 spaces provided separately by other developers. This represents a net increase of 510 parking spaces within Sub-Phase CP 02-03-04.

In relation to on-street parking within Sub Phase CP-02-03-04, the FEIR assumed that 430 on-street car parking spaces would be constructed within the Sub-Phase CP-02-03-04 street network. It was identified that 170 of these parking spaces would be located on streets within CP Center (Earl Street, 8th Street and Bill Walsh Street), and 260 spaces located elsewhere within the CP-02-03-04 street network. With the preparation of design development and construction drawings for the street network, the CP-02-03-04 Sub-Phase Application identifies that the maximum amount on-street parking that can be accommodated within the CP-02-03-04 street network is now 161 spaces. This represents a decrease of 269 on-street car parking spaces. The reduction in on-street parking spaces is the result of the need for the street design to provide adequate clearances for emergency vehicles and accommodate essential sidewalk amenities such as fire hydrants, transit stops, transit shelters, and ADA facilities.

The CP-02-03-04 Sub-Phase Application proposes to relocate the 269 displaced on-street parking spaces to the CP Center garage. The relocation of the displaced on-street car parking spaces, combined with the land uses proposed within CP Center, will result in an overall increase of 81 parking spaces in the CP Center garage from what was identified in the FEIR. The FEIR did not specify construction details for the CP Center garage – the size of the garage is controlled by the height, bulk, and other development regulations applicable to CP Center. The additional 81 spaces can be accommodated within these development limitations and through refinements being made to the design of the space internal to the garage. Thus, because no garage design was specified in 2010 and because the FEIR assumed full build out of the allowable development program at the CP Center, the additional spaces would not increase in the size of development in the CP Center from that anticipated in 2010.

2.2.5: Change in Phasing of Harney Way Off-Site Improvements

Under FEIR Mitigation Measure TR-16 as modified pursuant to the Addendum 1 analysis (Addendum 1, p. 15), the Project Sponsor is required to construct certain off-site improvements to Harney Way. The changes identified in Addendum 1 and approved by the OCII Commission by Resolution dated January 7, 2014 are shown in Exhibit H. The Harney Way improvements include an initial configuration and a potential longer-term configuration involving a second phase of improvements. The initial configuration included improvements from Arelious Walker Drive to Thomas Mellon Drive prior to the occupancy permit for CP-02. This initial configuration would maintain the existing two travel lanes in each direction, add two BRT lanes on the north side, add a center median to accommodate left-turn lanes at intersections, add a median between the westbound travel lanes and BRT lands to accommodate a dedicated west bound right turn lane at Executive Park Boulevard East and an eastbound BRT stop just west of Executive Park Boulevard, provide a 12-foot sidewalk on the north side of Harney Way and provide a 13-foot two-way Class I bicycle facility on the south side separated from traffic by a five-foot median. (See, Exhibit I, 12/9/15 Fehr & Peers Harney Way Letter, Figure 1.)

Delays associated with two nearby major transportation projects – the extension of Geneva Avenue and the replacement of the US 101/Harney Way interchange - have delayed the final design of the BRT alignment. Given these delays, it is unlikely that the BRT alignment will be finalized by 2019. Consequently, the improvements anticipated in the initial configuration, which include several BRT related improvements, are affected by this delay. The timing of the second phase of improvements would not be affected by these delays.

The Project Sponsor proposes further modifying the MM TR-16 (which was previously modified in 2014 based on Addendum 1) as follows:

MM TR-16 Widen Harney Way as shown in Figure 5 in the Transportation Study. Prior to the issuance of the occupancy permit for Candlestick Point Sub-Phase CP-02, the The Project Applicant shall widen Harney Way as shown in figure 5 in the Transportation Study, with the modification to include a two-way cycle track, on the southern portion of the project right of way. <u>The portion</u>

between Arelious Walker Drive and Executive Park East (Phase 1-A) shall be widened to include a two-way cycle track and two-way BRT lanes, prior to issuance of an occupancy permit for Candlestick Sub-Phase CP-02. The remaining portion, between Thomas Mellon Drive and Executive Park East (Phase 1-B), shall be widened prior to implementation of the planned BRT route which coincides with construction of CP-07 and HP-04 in 2023, as outlined in the transit improvement implementation schedule identified in Addendum 1, based on the alignment recommendations from an ongoing feasibility study conducted by the San Francisco County Transportation Agency.

Prior to the issuance of grading permits for Candlestick Point Major Phases 2, 3, and 4, the Project Applicant shall fund a study to evaluate traffic conditions on Harney Way and determine whether additional traffic associated with the next phase of development would result in the need to modify Harney Way to its ultimate configuration, as shown in Figure 6 in the Transportation Study, unless this ultimate configuration has already been built. This study shall be conducted in collaboration with the SFMTA, which would be responsible for making final determinations regarding the ultimate configuration. The ultimate configuration would be linked to intersection performance, and it would be required when study results indicate intersection LOS at one or more of the three signalized intersections on Harney Way at mid-LOS D (i.e., at an average delay per vehicle of more than 45 seconds per vehicle). If the study and SFMTA conclude that reconfiguration would be necessary to accommodate traffic demands associated with the next phase of development, the Project Applicant shall be responsible to fund and complete construction of the improvements prior to occupancy of the next phase.

The proposed modification to MM TR-16, and corresponding modification of the Major Phase 1 CP Application, the Infrastructure Plan, and the Transportation Plan would allow the Project Sponsor to limit the construction of the first phase of improvements during Sub-Phase CP-02 to the area of Harney Way between Arelious Walker Drive and Executive Park Boulevard East, although the sidewalk on Harney Way would be completed all the way to the planned sidewalk and cycle track at Thomas Mellon Drive. When the BRT alignment has been finalized, the Project Sponsor would complete the BRT lanes between Executive Park Boulevard East and Thomas Mellon Drive. Thus, the first phase of improvements would be completed prior to operation of the BRT, and would not delay the start of BRT service. (See Exhibit I, Figure 2.) SFMTA has reviewed this proposed modification and verbally concurred.

2.2.6: Revisions to Configuration of Gilman Avenue

The approved Major Phase 1 CP Application Schedule of Performance requires the Project Sponsor to construct streetscape improvements on Gilman Avenue concurrently with the development of Sub-Phase CP-02. Gilman Avenue is currently configured to facilitate egress from the former Candlestick Park stadium, with one eastbound lane and two westbound lanes. As required by MM TR-23.1, the streetscape improvements would include two lanes of travel in each direction and on-street parking on both sides of the street. Sidewalks would be narrowed from 15 feet to 12 feet (This configuration is shown in Figure 1(A) in Exhibit J, 8/13/15 Fehr & Peers Gilman Avenue Letter). Mitigation measure MM TR-23.1 also requires one travel lane in each direction to be converted to transit-only for project impacts to transit travel times. (This configuration is shown in Figure 1(B) in Exhibit J).

The proposed configuration would retain 15-foot sidewalks and on-street parking, provide one lane of travel in each direction with a center turn lane, and modify the intersections between Third Street and Arelious Walker from all-way-stop-control to signal control. In addition, far-side bus stops with bulb outs would be located on the corridor at Ingalls Street and Griffith Street.

Mitigation measure MM TR-23.1 would be revised as follows and would bring the transit travel times for the 29 Sunset to levels consistent with the mitigated EIR scenario:

MM TR-23.1 <u>Maintain the proposed headways of the 29-Sunset.</u> To address project impacts to the 29-Sunset, prior to issuance of a grading permit for Phase I, the Project Applicant in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Gilman Avenue and Paul Avenue corridor, generally between Arelious Walker Drive and Bayshore Boulevard. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of the 29-Sunset.</u>

- For the five-block segment of Gilman Avenue between Arelious Walker Drive and Third Street, prohibit on-street parking on westbound Gilman Avenue during the AM and PM peak periods to provide for three westbound travel lanes. During the peak periods convert one of the three westbound travel lanes to transit-only. During off-peak periods, parking would be allowed, and buses would travel in one of the two mixed-flow lanes. The peak period transit lanes would impact 90 parking spaces.
- For the same five-block segment of Gilman Avenue between Arelious Walker Drive and Third Street, restripe the eastbound direction to provide two travel lanes, one of which would accommodate onstreet parking and one of which would be a mixed-flow travel lane. During the AM and PM peak periods, prohibit on-street parking in the eastbound direction, and operate one of the two eastbound lanes as transit-only lanes. The peak period transit lanes would impact 80 parking spaces.
- As an alternative to the two bulleted measures above, narrow the existing sidewalks on Gilman Avenue from Third Street to Griffith Street (four blocks) from 5 feet to 12 feet in width. The resulting 12-foot-wide sidewalks would be consistent with the Better Streets Plan guidelines. The reduction in sidewalk width would allow for the provision of a 7-foot-wide on-street parking lane, an 11-foot-wide transit-only lane, and a 10-foot-wide mixed-flow lane in each direction on Gilman Avenue. This would preserve on-street parking along the corridor and provide four-block transit-only lanes on Gilman Avenue between Griffith Street and Third Street. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic.
- Prohibit on-street parking on the north side of Paul Avenue, between Third Street and Bayshore Boulevard to create two westbound through lanes. Convert one westbound through lane to transitonly in the AM and PM peak periods. The peak period transit-only lane would impact 40 parking spaces. At the intersection of Paul Avenue and Bayshore Avenue, provide transit signal priority treatment (i.e., queue jump) to allow transit vehicles to maneuver into the mixed flow left-hand lane,

facilitating a left-turn movement immediately west of Bayshore Boulevard from westbound Paul Avenue to southbound San Bruno.

- <u>Implement traffic signal priority (TSP)</u>, which modifies the timing at signalized intersections to prioritize the movement of transit vehicles, at the intersections of Arelious Walker/Gilman Avenue, San Bruno Avenue/Paul Avenue, and Bayshore Boulevard/Paul Avenue.
- Implement a far-side stop in the eastbound and westbound directions at the intersection of Third Street/Gilman Avenue and a far-side stop in the westbound direction at the intersection of San Bruno/Paul Avenue.
- <u>Implement a peak period, transit-dedicated lane in the westbound direction along Paul Avenue</u> <u>between Third Street Bayshore Boulevard. The transit land would begin on Gilman Avenue and</u> <u>extend through the intersection to Paul Avenue.</u>

A study to evaluate the effectiveness and feasibility of the Project mitigation measures was completed (See Exhibit J, Fehr & Peers Gilman Ave. Addendum, 08/13/15). The monitoring program would evaluate the current conditions for the 29 Sunset to determine the implementation of the proposed measures above.

2.3. Proposed Minor Modifications of Project Documents Not Analyzed in Detail in Addendum

As noted above, certain Project documents, including the CP D4D, the Major Phase 1 CP Application, the CP Streetscape Master Plan, the Transportation Plan, and the Infrastructure Plan would be modified but are not discussed in detail in this Addendum because they do not raise environmental issues except for a few with respect to transportation. The few transportation-related issues raised by these modifications are discussed in the Transportation section as explained below. A complete list of these minor modifications is included in Exhibit B.

The modifications by and large clarify and clean up documents to reflect past approvals and elaborate on or make minor modifications to previously proposed design details. Briefly summarized, the modifications: (a) clarify design requirements and definitions; (b) update text and figures to reflect Project approvals received since 2010 and the Sub-Phases CP-02-03-04 Application; (c) delete references to the stadium option; (d) reorganize text for clarity; (e) amplify design requirements for items such as signage and building massing; (f) add details on design requirements for items such as pedestrian amenities and ground floor heights; (g) revise certain garage entry and curb cut requirements, CP Center internal access, building facades, and timing of certain improvements; (h) update the Streetscape Master Plan for items such as street furniture, paving materials, and landscaping materials; (i) update the Major Phase 1 CP Application to reflect the Sub-Phases CP-02-03-04 Application, including an update of the number of affordable housing units from 1025 to 1560; and provide for a portion of performance arts center space to be used for a movie theater.

Generally, these modifications are not further discussed in this Addendum, because OCII and the Planning Department have determined that these Project document modifications would not result in

physical changes sufficient to cause new or more severe significant environmental impacts. A few topics listed in Exhibit B are discussed at the end of the transportation section. These include the proposed garage entry and curb cut modifications, the reduction in performance venue seats as a result of the Film Arts Center proposal for the site at Harney Way and Ingerson, and change in internal circulation at the CP Center (See Section 4.3, Exhibit B Modifications Discussed in Transportation and Circulation Section, for additional discussion related to transportation.)

2.4 Project Approvals

The approvals required to implement the Project modifications addressed in this Addendum and the items listed in Exhibits A and B, include the following:

Table 3: Project Approvals					
	Project Approval	Agency			
1.	D4D Amendments	OCII Commission			
		Planning Commission			
2.	Sub-Phase CP-02-03-04	OCII Executive Director			
3.	Major Phase 1 CP Amendments	OCII Commission			
4.	MMRP Amendments	OCII Commission			
		Planning Commission			
5.	CP Master Streetscape Plan	OCII Commission			
6.	Transportation Plan	SFMTA			
7.	Infrastructure Plan	SFDPW, SFMTA, SFPUC. SFFD			

3. Analysis of Potential Environmental Effects

California Environmental Quality Act (CEQA) Section 21166 and CEQA Guidelines Section 15162 provide that once a lead agency has certified an EIR, no subsequent or supplemental EIR is required to support subsequent discretionary approvals of the project unless major revisions are required in the previous EIR due to substantial changes in the project, the circumstances under which the project is undertaken, or as a result of new information, which becomes available and was not known and could not have been known at the time of the EIR. CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency's decision not to require a subsequent EIR for a project that is already adequately covered in a previously certified EIR where some changes or additions are necessary in an EIR but none of the conditions calling for a subsequent or supplemental EIR have occurred. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

This Addendum describes the potential environmental effects of the modified Project compared to the impacts identified in the FEIR, and explains why the proposed modifications would not result in any new significant environmental impacts or a substantial increase in the severity of previously identified environmental impacts and would not require the adoption of any new or considerably different

mitigation measures or alternatives. Modifications to two previously adopted mitigation measures are proposed and analyzed herein.

4.1 Land Use and Plans

The FEIR determined that the Project would result in the following level of impacts: (1) no significant construction impacts; (2) LU-1, no significant impact on the physical division of an established community; (3) LU-2, less than significant impact as to conflict with plans, policies, or regulations; (4) LU-3, less than significant impacts on existing land use character; and (4) less than significant cumulative impacts.

Relocation of Towers G, J, and K

The proposed Project modifications include the relocation of Towers G, J, and K. The FEIR land use analysis considered the inclusion of towers at Candlestick Point in determining that the Project would result in less than significant land use and plans impacts. The proposed relocation of three towers would not result in any changes to the Project land uses or introduce a new land use. Because the proposed modified tower locations are within the planned new development area at Candlestick Point (Tower G in CP Center and Towers J and K in CP South) and as shown in Exhibit C, the modified locations would not result in physically dividing an established community. The Project would continue to comply with the General Plan, the Bayview Hunters Point Redevelopment Plan, the San Francisco Sustainability Plan and other applicable plans, policies, and regulations (e.g. noise regulations, regulations adopted to reduce air quality impact, regulations related to geology and hydrology, biological resource regulations, and other environmental regulatory requirements discussed throughout the FEIR) adopted for the purpose of avoiding or mitigating environmental effects. Thus, relocation of three towers would not affect the Project's consistency with a plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The relocation of the three towers would not change the FEIR's finding that development of Candlestick Point, with the inclusion of towers, would not have a substantial adverse impact on the existing character of the vicinity. The FEIR acknowledged that the Project would alter the land use character at Candlestick Point and result in a substantially different built environment. The FEIR noted that the scale of the proposed development, including the residential towers, which could be as high as 420 feet, would contrast with existing patterns. The FEIR also acknowledged that the Project's open space network would connect with the CP State Recreational Area (CPSRA) and that CPRSA lands would be reconfigured and improved as part of the Project. Towers J and K would be relocated a short distance within the interior of CP South and thus would not change the Project's impact on the existing character of the vicinity.

The relocation of tower G would move this tower closer to CPRSA. (Exhibit C.) Tower G would continue to be part of the CP Center, a dense concentrated area of development within the Project. As shown in Exhibit K, p. 1 (Candlestick Point Tower Analysis from CPSRA), the closest distance from the proposed tower G location to one corner of the CPSRA would be approximately 600 feet. This is an area of CPSRA located at the intersection of Harney Way and Arelious Walker and these

streets separate the proposed tower from the CPSRA. The majority of CPSRA, including the areas along the waterfront, would be a significantly greater distance from the relocated Tower G. (See Exhibit K, p. 1.) The proposed Tower G location previously accommodated the approximately 70,200 seat football stadium, which ranged in height from 70 to 114 feet and was surrounded by paved parking lots. (See Exhibit K, p. 1-4.) The change from the adjacent football stadium to the CP development, with towers, including the relocation of Tower G, would not represent a significant adverse impact on the existing character of the vicinity.

Existing residential development in the Project vicinity includes multi-family housing south of the CP Center along Harney Way and other lower density housing located across Jamestown and farther up the hill from the Project site. Tower G would be moved away from the lower density housing located across Jamestown and somewhat closer to the multi-family, multi-story development along Harney Way. The FEIR Land Use section acknowledged that the Project would alter the character of Candlestick Point and result in a substantially different built environment compared with the existing site and vicinity. (EIR, p. III.B-39.) In particular, the EIR analysis specifically acknowledged that Candlestick Point would include residential towers ranging from 220 feet to 420 feet in height. (EIR, p. III.B-39.) The relocation of tower G within the CP Center would not alter the land use analysis or conclusions in the EIR.

Additionally, the CPSRA General Plan as amended in 2013 acknowledges that the park is located in an intensely urban area surrounded by industrial and residential uses, and, formerly, the stadium. (See Exhibit L, Excerpts from the CPSRA General Plan and Approval Resolution.) The State Park and Recreation Commission Resolution 1-2013 acknowledged that "the Park is located in an urban area surrounded by the proposed Candlestick Point-Hunters Point Shipyard Phase II project, which will dramatically alter the neighborhood surrounding the park, replacing the existing Candlestick Park stadium, vacant lands and other areas with a large mixed use development." (See Exhibit L.) The CPSRA General Plan describes the vision and role of the park as "an urban state park" where its "urban edge is as long as its shoreline, with CPSRA as the intermediary where these very different environments meet and blend." (See Exhibit L.) The Plan notes that the "proposed redevelopment surrounding the park will greatly change the character of the urban edge. The park will provide a 'green front lawn' for the planned community of townhomes, high rises, and shopping districts. There will be many more people visiting the park, looking to enjoy the incredible water's edge recreation, as well as contact with nature and a respite from city life. Thus, future development of the park must carefully navigate this intermediary nature between the city and shoreline edges. CPSRA's spirit of place will continue to evolve, as a gradient of these urban and natural experiences." (See Exhibit L.) Thus, the CPSRA includes a vision and plans that accommodate the intense urban development underway at Candlestick Point. Given these factors, the relocation of tower G would not result in a substantial adverse land use impact on the existing character of the vicinity, including the CPSRA.

Therefore, the relocation of towers G, J, and K would not change the land use findings or mitigation measures in the FEIR, and no new mitigation measures would be required.

Height Increases

The proposed height increases would not change the Project's approved land uses. The height increases (15 feet-35 feet) for buildings located within the new development area are relatively modest. (See Exhibits D and E.) The increases in height would occur in the CP Center, which will accommodate dense urban development of varying heights. The most significant height increase would be at the corner of Harney Way and Ingerson for a building located in the interior of the new development area at a significant intersection. This is a prominent intersection where additional height would be an appropriate urban design feature. The height increases would not affect the existing lower density housing located across Jamestown and up the hill from the Project site because the distance, topography, and other project development would ensure that these height increases would not be noticeable from, or otherwise adversely affect the character of, these existing residential areas. Thus, these proposed height increases would not affect existing land uses, conflict with plans and policies designed to mitigate environmental impacts, or adversely affect the existing land use character of the area surrounding Candlestick Point. Consequently, the height increases would not result in new impacts or increases in the severity of previously identified impacts related to land use and plans and no new mitigation measures would be required.

Conversion of Office Space to Neighborhood Retail Space

The proposed conversion of 15,500 square feet of office use to 6,000 square feet of neighborhood retail use would maintain the overall mix of uses allowed in Candlestick Point, including residential, office, retail (neighborhood and regional), hotel, and open space/parks. The proposed use conversion would result in a robust neighborhood retail program that would meet the demand for shops and services in the new urban core of Candlestick Point and allow for neighborhood retail to be provided in various locations in the new neighborhoods. The remaining 134,500 square feet of office use would continue to allow appropriate office uses in Candlestick Point to serve residents and commercial uses. This minor change in the use allocation at Candlestick Point would not result in the physical division of an established community, conflict with plans, policies, or regulations designed to mitigate environmental impacts, or adversely affect the existing land use character since both office and neighborhood retail uses were already anticipated to be part of the development. Accordingly, there would be no new impacts or increases in the severity of previously identified impacts related to land use and plans and no new mitigation measures would be required.

Relocation of Displaced On-Street Parking Spaces to the CP Center Garage; Change in Phasing of Harney Way Off-Site Improvements; Revisions to Configuration of Gilman Avenue

The proposed Project modifications to the parking and transportation system would not result in any change to the types of land uses in the Project, would not change the density or intensity of the Project uses, and would not change the Project location. Thus, these proposed Project modifications would not change the FEIR's findings with respect to land use and plans impacts. Consequently, there would be no new impacts or increases in the severity of previously identified impacts related to land use and plans and no new mitigation measures would be required.

Additionally, given that the proposed Project modifications would have no new or more severe land use impacts, the FEIR land use and plans cumulative impact conclusions would remain less than significant.

4.2 Population, Housing and Employment

The FEIR determined that the Project would result in the following level of impacts: (1) PH-1, less than significant impacts as the Project would not induce substantial direct population growth during construction; (2) PH-2, less than significant impacts as the Project would not result in indirect population growth during operation; (3) PH-2a, less than significant impacts regarding indirect population growth during operation of Candlestick Point; (4) PH-2b, less than significant impacts regarding indirect population growth during operation of HPS Phase II; (5) PH-3, no impacts regarding the displacement of existing housing units or residents, necessitating the construction of new units elsewhere; (6) PH-3a, no impacts regarding displacement of existing housing units and residents at Candlestick Point, necessitating the construction of new units elsewhere; (7) PH-3b, no impacts regarding displacement of existing housing units and residents at HPS Phase II, necessitating the construction of new units elsewhere; (8) less than significant cumulative population, housing and employment impacts.

Tower Relocations

The relocation of three Project towers would not increase the overall intensity of development of the Project because these towers would accommodate the same amount and type of development contemplated by the FEIR for the towers. Thus, the tower relocation would not increase the FEIR's Project population and employment projections. Additionally, the tower relocations would not displace any existing housing units or residents, because the existing CP Center and CP South sites do not contain any existing housing units.

Height Increases

The proposed height increase would change the density range across the whole of Candlestick Point from 20-245 units per acre to 15-285 units per acre. While the density range would change, the total number of housing units at CP would not change and would remain at 6,225 units. Thus, no increase in the FEIR's population and employment projections would occur as a result of this density range change.

The height increases may slightly increase construction activities on the site, but the extent of this increase would be modest - 15 feet, approximately 1-story in most locations, and potentially 35 feet for the Film Arts Center location. In the context of the overall construction activity for the site, these relatively modest increases in potential building height would be unlikely to result in any additional population growth during construction, because any additional construction work would be done by workers already working on the Project. Thus, the height increase would not increase population or employment on the site because of construction activities.

Additionally, the height increase would not displace any existing housing units or residents, because the existing CP Center and CP South sites do not contain any existing housing units.

Conversion of Office Use to Neighborhood Retail Use

The proposed conversion of 15,500 square feet of office use to 6,000 square feet of neighborhood retail use would reduce the amount of square footage developed on the Project site. Thus, this proposed change would not increase population or employment on the site. Additionally, this proposed change would not displace any existing housing units or residents, because the existing CP Center and CP South sites do not contain any existing housing units.

<u>Relocation of Displaced On-Street Parking Spaces to the CP Center Garage; Change in Phasing of</u> <u>Harney Way Off-Site Improvements; Revisions to Configuration of Gilman Avenue</u>

The relocation of on-street parking spaces to the garage would not substantially increase the number of spaces in the garage. The FEIR assumed the CP Center garage would accommodate 2,596 spaces (FEIR, Figure III.D-12) and the current plan includes 2,677 spaces. No plans for the garage were available in 2010, but the FEIR assumed full build out of the CP Center. This increase in spaces would be accommodated by the allocation of space within the planned garage and in compliance with the development regulations applicable to CP Center. Thus, this relatively modest increase in spaces would be unlikely to result in any additional population growth during construction, because any additional construction work that might be necessary would be done by workers already working on the Project. Thus, the relocation of parking spaces would not increase population or employment on the site because of construction activities.

The proposed change in the phasing of the Harney Way improvements and the Gilman Avenue configuration revisions would result in some adjustments to previously approved Project elements. Certain Harney Way improvements would be shifted to a later phase and the scope of the Gilman Avenue improvements would be reduced. Thus, these changes would not increase population or employment on the site. Additionally, these proposed transportation changes would not displace any existing housing units or residents, because the locations of these improvements do not contain any existing housing units.

Therefore, given that the Project modifications would not result in any significant changes that would implicate the significance criteria for population, employment and housing, the Project modifications would not change or alter any of the FEIR's findings with respect to population, housing and employment impacts. All impacts would remain less than significant or no impact and no new mitigation measures would be required. Additionally, the FEIR population, housing and employment cumulative impact conclusions would continue to be less than significant.

4.3 Transportation and Circulation

This discussion evaluates the following proposed Project modifications to determine if they would result in new or more severe significant transportation and circulation environmental impacts: (a) the conversion of office space to neighborhood retail use; (b) the relocation of on-street parking to the CP Center garage; (c) the change in the phasing of Harney Way off-site improvements; and (d) the revisions to the approved configuration of Gilman Avenue. Transportation and circulation are documented in detail in the following exhibits: Conversion of Office Space to Neighborhood Retail reference Exhibit F (Fehr & Peers Office to Retail Memo, 12/14/15); Relocation of On-Street Parking reference Exhibit G (Fehr & Peers CP Parking Memo, 1/11/16); Harney Way Revised Off-Site Phasing reference Exhibit I (Fehr & Peers Harney Way Phasing Letter, 12/09/15); and Gilman Avenue Revised Cross-Section Off-Site Improvements reference Exhibit J (Fehr & Peers Gilman Ave Addendum, 08/13/15). In addition, a memorandum discussing transportation effects of the Performance Venue Revision, including the Film Arts Center, (discussed at the end of this Transportation and Circulation section) is included in Exhibit M (Fehr & Peers Arena Conversion Memo, 12/21/15. The FEIR project description refers to a "Performance Venue/Arena" at Candlestick Point. The Transportation and Circulation section of the EIR referred to this land use as an "Arena." In the Sub-Phases Application and in this Addendum, this land use is referred to as Performance Venue and the Film Arts Center is a performance venue use proposed for the building located at the western corner of Harney Way and Ingerson Avenue. In this transportation analysis, the land use will be referred to as "Arena/Performance Venue" to reflect the terms used in the FEIR)

The proposed tower relocations and height increases would not result in new significant transportation impacts or an increase in the severity of previously identified transportation impacts, because these modifications would not increase or change the type of development previously approved. Additionally, the tower relocations would occur within areas approved for development and thus would not significantly change expected circulation patterns. Although the height increases may involve additional construction work, the increase is modest in the context of the construction necessary for the Project and would be completed by workers and equipment already anticipated to be on-site and thus no significant additional construction traffic would be expected. Thus, no additional transportation and circulation construction impacts are expected from the relatively modest proposed height increases. Thus, the tower relocations and height increases are not further discussed below.

TR1-1: On-Site and Off-Site Construction Impacts

As described in the EIR, construction of the Project would result in significant and unavoidable transportation impacts in the Project vicinity due to construction vehicle traffic and roadway construction and would contribute to cumulative construction impacts in the Project vicinity. The EIR concluded implementation of mitigation measure MM TR-1, which would require the Applicant to develop and implement a construction traffic management plan to reduce the impact of construction activity on transportation facilities, would reduce the impacts caused by construction, but not to a less-than-significant level.

<u>Conversion of Office Space to Neighborhood Retail:</u> The conversion of office space to neighborhood retail would generate less occupied square-footage. Office space would decrease from 150 ksf to 134.5 ksf and local retail would increase from 125 ksf to 131 ksf; thus, the total office and local retail square footage would decrease from 275 ksf to 265.5 ksf, thereby decreasing the amount of construction. The Project revision does not result in any new significant construction impacts.

<u>Relocation of On-Street Parking</u>: The relocation of on-street parking does not result in any new significant construction impact because the additional parking spaces will not substantially increase the overall size of development at CP Center. The additional parking spaces would be accommodated by the allocation of space within the planned garage in compliance with the D4D development standards for CP Center.

<u>Harney Way Revised Off-Site Phasing</u>: The revised Harney Way construction plan would continue to construct the Harney Way cross-section; however, the construction would be completed in two phases (Phase 1-A and Phase 1-B.) Phase 1-B, Harney Way between Executive Park Boulevard East and Thomas Mellon Drive, shall be constructed prior to implementation of the planned BRT route and would likely coincide with other construction projects in the area. The Construction Traffic Management Program required by MM TR-1 would include specific provisions to manage the potential impacts on Harney Way. The overall amount of construction would remain approximately the same as presented in the EIR; therefore the Project revision does not result in any new significant construction impacts.

<u>Gilman Avenue Revise Cross-Section Off-Site Improvements</u>: The revised Gilman Avenue crosssection would decrease the amount of construction activity because the proposal would no longer widen Gilman Avenue. Therefore, the Project revision does not result in any new significant construction impacts.

The revised Project would not result in any new significant impacts to transportation and circulation during construction beyond those identified in the EIR, nor would it substantially increase in the severity of a significant impact identified in the EIR, and no new mitigation measures would be required (See Exhibit J, Fehr & Peers Gilman Ave Addendum, 08/13/15.)

Impacts TR-2 through TR-16: Traffic Impacts to Regional and Local Roadway System, Study Intersections, and Freeway Facilities

The EIR evaluated 60 intersections and several freeway facilities throughout the Project site and surrounding area. As described in the EIR, the Project would generate substantial amounts of new vehicular traffic resulting in a number of significant impacts and mitigation measures. Impacts TR-2 through TR-8 and TR-10 through TR-15, which identified several mitigation measures, were considered significant and unavoidable. Impact TR-9 was considered less than significant and TR-16 was considered less than significant with mitigation.

<u>Conversion of Office Space to Neighborhood Retail:</u> The conversion of office space to neighborhood retail would generate fewer AM peak hour trips and the same number of PM peak hour trips as

identified in the EIR and detailed in Exhibit F. (Fehr & Peers Office to Retail Memo, 12/14/15.) Therefore, the Project revision would not create any new significant traffic impacts because the total trips generated would remain the same or decrease.

<u>Relocation of On-Street Parking</u>: The relocation of on-street parking does not result in additional trips generated because under the FEIR analysis the total trips generated are based on land use factors, such as the amount of residential units, retail or office space, etc., not total parking or the location of parking (the analysis assumes that parking is located within the Project site); therefore the Project revision does not result in any new significant traffic impacts.

<u>Harney Way Revised Off-Site Phasing</u>: The revised Harney Way phasing plan would continue to provide two lanes of travel in both directions at all times, until monitoring requires construction of the ultimate configuration, as envisioned by MM TR-16. Thus, even with the phased implementation of the near-term configuration for Harney Way, the roadway would continue to have the same number of lanes and traffic capacity at all times. No additional significant traffic impacts [e.g. changes in LOS] were identified as a result of phasing the initial improvements to Harney Way because the vehicle configuration would remain the same as detailed in Exhibit I (Fehr & Peers Harney Way Phasing Letter, 12/09/15.)

<u>Gilman Avenue Revised Cross-Section Off-Site Improvements:</u> The Gilman Avenue revised crosssection would not influence the Project's travel demand; therefore, the Project revision would not result in additional impacts to locations away from Gilman Avenue. As indicated in the detailed analysis included in Exhibit J (Fehr & Peers Gilman Ave Addendum, 08/13/15), the revised crosssection would result in similar or lower average intersection delay and travel times along Gilman Avenue compared to the original cross-section analyzed in the EIR, and no additional significant impacts would occur on Gilman Avenue, itself.

The revised Project would not result in any new significant impacts to traffic circulation beyond those identified in the EIR, nor would it substantially increase in the severity of a significant impact identified in the EIR, and no new mitigation measures would be required.

Impacts TR-17 through TR-30: Impacts to Local and Regional Transit Operations and Capacity

The EIR described the Project's impacts to transit in Impacts TR-17 through TR-30. The EIR identified that with mitigation measures, the Project would provide adequate transit capacity to meet Project demand; therefore, TR-17 through TR-20 were determined to be less than significant. TR-21 through TR-27, which describe impacts to transit travel time, were considered significant and unavoidable because mitigation measures identified would require substantial outreach and design, such that the feasibility of the mitigation measures is uncertain. The EIR also identified TR-28 through TR-30, regional transit routes using nearby freeways. The EIR concluded that TR-28 and TR-30 were significant and unavoidable and TR-29 was less than significant.

<u>Conversion of Office Space to Neighborhood Retail:</u> As shown in Exhibit F (Fehr & Peers Office to Retail Memo, 12/14/15), the conversion of office space to neighborhood retail would generate fewer

AM peak hour trips and the same number of PM peak hour trips as the Project. Therefore, the Project revision would not influence the Project's travel demand, such that the revised Project would not cause additional significant transit impacts.

<u>Relocation of On-Street Parking</u>: The relocation of on-street parking does not result in additional transit trips generated, nor would it interfere with projected travel times. In fact, fewer on-street parking spaces may actually reduce the "friction" between transit and vehicles maneuvering into and out of parking spaces on-street. Therefore, the Project revision does not result in any new significant transit impacts.

<u>Harney Way Revised Off-Site Phasing</u>: The proposed phasing would not affect the Project's travel demand, such that the revised Project would not cause additional transit impacts related to transit ridership. The proposed phasing would require that the BRT facilities be constructed in a manner consistent with the alternative BRT alignment determined by the SFCTA and SFMTA prior to operation of the BRT system. MTA is in the process of evaluating the future BRT routes, including the 28 route which is planned to run along Harney Way. At this time, MTA has not completed environmental review or selected a preferred route. Consequently, the potential change in the routes for the BRT is uncertain and too speculative for further analysis. Therefore, transit service would not be affected by the proposed phasing of improvements to Harney Way.

<u>Gilman Avenue Revise Cross-Section Off-Site Improvements:</u> As described in Exhibit J (Fehr & Peers Gilman Ave Addendum, 08/13/15), the revised cross-section would not affect the Project's travel demand, such that the revised Project would not cause additional transit impacts identified in TR-17 through TR-22 or TR-24 through TR-30, which relate to transit routes that do not travel on Gilman Avenue. However, the EIR identified proposed MM TR-23, which would widen the Gilman Avenue cross-section between Third Street and Griffith Street. If the revised proposal for Gilman Avenue is adopted, implementing Mitigation MM-TR-23 will be infeasible. Therefore, MM-TR-23 has been revised to include feasible mitigations measures that would result in better transit operations than the original MM-TR-23.

The revised mitigation measure is as follows, with detailed supporting analysis included in Exhibit J.

For the five-block segment of Gilman Avenue between Arelious Walker Drive and Third Street, prohibit on-street parking on westbound Gilman Avenue during the AM and PM peak periods to provide for three westbound travel lanes. During the peak periods convert one of the three westbound travel lanes to transit-only. During off-peak periods, parking would be allowed, and buses would travel in one of the two mixed-flow lanes. The peak period transit lanes would impact 90 parking spaces.²

² To address the project impacts to the 29-Sunset, the DEIR included two mitigation measures, addressing the eastbound and westbound transit operations, and an alternative mitigation measure. Through discussions with City staff the mitigation measures identified were not desirable and removed from the final EIR, such that the alternative became the mitigation measure. The MMRP did not reflect this change; therefore, as part of Addendum 4, the two mitigation measures included in MM TR-23.1 are being removed in addition to the alternate described above.

- For the same five-block segment of Gilman Avenue between Arelious Walker Drive and Third Street, restripe the eastbound direction to provide two travel lanes, one of which would accommodate on-street parking and one of which would be a mixed-flow travel lane. During the AM and PM peak periods, prohibit on-street parking in the eastbound direction, and operate one of the two eastbound lanes as transit-only lanes. The peak period transit lanes would impact 80 parking spaces.¹
- As an alternative to the two bulleted measures above, narrow the existing sidewalks on Gilman Avenue from Third Street to Griffith Street (four blocks) from 15 feet to 12 feet in width. The resulting 12-foot-wide sidewalks would be consistent with the Better Streets Plan guidelines. The reduction in sidewalk width would allow for the provision of a 7-foot-wide on-street parking lane, an 11-foot-wide transit-only lane, and a 10-foot-wide mixed-flow lane in each direction on Gilman Avenue. This would preserve on-street parking along the corridor and provide four-block transitonly lanes on Gilman Avenue between Griffith Street and Third Street. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixedflow traffic.
- Prohibit on-street parking on the north side of Paul Avenue, between Third Street and Bayshore Boulevard to create two westbound through lanes. Convert one westbound through lane to transit-only in the AM and PM peak periods. The peak period transit-only lane would impact 40 parking spaces. At the intersection of Paul Avenue and Bayshore Avenue, provide transit signal priority treatment (i.e., queue jump) to allow transit vehicles to maneuver into the mixed flow lefthand lane, facilitating a left-turn movement immediately west of Bayshore Boulevard from westbound Paul Avenue to southbound San Bruno.
- Implement TSP at the intersections of Arelious Walker/Gilman Avenue, San Bruno Avenue/Paul Avenue, and Bayshore Boulevard/Paul Avenue
- Implement a far-side stop in the eastbound and westbound directions at the intersection of Third Street/Gilman Avenue and a far-side stop in the westbound direction at the intersection of San Bruno/Paul Avenue
- Implement peak period-transit dedicated lane in the westbound direction along Paul Avenue between Third Street/Bayshore Boulevard. The transit lane would begin on Gilman Avenue and extend through the intersection to Paul Avenue.

As explained in Exhibit J of the Appendix, the revised MM TR-23 would offer a better level of improvement to transit travel times compared to the original MM TR-23, and therefore, no additional significant impacts to transit are anticipated as a result of the proposed change to the Gilman Avenue cross-section.

Consequently, the revised Project would not result in any new significant impacts to transit beyond those identified in the EIR nor would it cause a substantial increase in the severity of a significant impact, and no new mitigation measures would be required with exception to MM TR-23, which would require a revised mitigation measure. The revised mitigation measure would result in better transit operations than the original mitigation measure identified in the EIR.

Impacts TR-31 and TR-32: Bicycle Circulation

The EIR described impacts to bicycle circulation in Impacts TR-31 and TR-32. The EIR concluded that TR-31 would result in a beneficial impact or no impact because the Project would construct bicycle facilities to serve the additional demand. TR-32 was identified as significant and unavoidable because the feasibility to implement MM TR-32 is uncertain.

<u>Conversion of Office Space to Neighborhood Retail:</u> The amount of office space converted to neighborhood retail was based on generating the same or fewer peak hour trips, as such, the conversion would generate fewer AM peak hour trips and the same number of PM peak hour trips as the Project analyzed in the EIR (See Exhibit F, Fehr & Peers Office to Retail Memo, 12/14/15.) Therefore, the Project revision would not increase the Project's travel demand and associated conflicts between auto traffic and bicycles such that the revised Project would not cause additional significant bicycle impacts.

<u>Relocation of On-Street Parking</u>: The relocation of on-street parking does not result in additional bicycle or vehicle trips generated because the total bicycle trips generated are based on land use factors, such as the amount of residential units, retail or office space, etc., not total parking or the location of parking. Further, the reduction in on-street parking supply may actually reduce the potential conflicts between bicycles and vehicles maneuvering into and out of on-street parking spaces, and from drivers opening their doors into bicycles on adjacent streets; therefore, the Project revision does not result in any new significant bicycle impacts.

<u>Harney Way Revised Off-Site Phasing</u>: The phased approach would include the full two-way cycletrack on the south side of Harney Way for the extent of the project's responsibility for improvements to Harney Way, between Arelious Walker Drive and Thomas Mellon Drive, as part of the very first phase. Therefore, the phasing will have no effect to bicycle conditions compared to what was described in the EIR and prior addenda.

<u>Gilman Avenue Revised Cross-Section Off-Site Improvements</u>: Neither the originally proposed configuration nor the revised configuration proposed dedicated bicycle facilities on Gilman Avenue. Both proposals continue to designate Gilman Avenue as a Class III facility. The provision of a single lane in each direction compared to two, as originally planned, may actually serve to calm traffic and reduce conflicts between cars and bicycles. Further, the revised cross-section actually widens the outside lane (that would accommodate the majority of bicyclists) from 11-feet to 12-feet, allowing more room for autos and bicycles. Therefore, since the revisions do not propose changes to the designation of bicycle routes nor to any physical infrastructure dedicated for bicycles, nor do they increase the potential for conflicts between bicycles and vehicles, the proposed changes will not result in any new significant bicycle impacts compared to those identified in the EIR. See Exhibit J (Fehr & Peers Gilman Ave Addendum, 08/13/15) for additional details. The revised Project would not result in any new significant impacts to bicycle circulation beyond those identified in the EIR or a substantial increase in the severity of a significant impact, and no new mitigation measures would be required.

Impacts TR-33 and TR-34: Pedestrian Circulation

The EIR described impacts to pedestrian circulation in Impacts TR-33 and TR-34. The EIR concluded that TR-33 would result in a beneficial impact or no impact because the Project would construct pedestrian facilities to serve the additional demand. TR-34 was identified as less than significant because the Project traffic would not substantially affect pedestrian circulation in the area.

<u>Conversion of Office Space to Neighborhood Retail:</u> The amount of office space converted to neighborhood retail was based on generating the same or fewer peak hour trips. As such, the conversion would generate fewer AM peak hour trips and the same number of PM peak hour trips as the Project. Therefore, the Project revision would not influence the Project's travel demand, such that the revised Project would not cause additional significant pedestrian impacts.

<u>Relocation of On-Street Parking</u>: The relocation of on-street parking does not result in additional pedestrian trips generated, but may change the pedestrian path of travel, as more pedestrians would travel between their destinations and the parking structure constructed as part of the candlestick retail center (Sub-Phase CP-02). However, the parking structure will be designed to meet existing design standards, which include provisions for pedestrian paths of travel. The final designs will be reviewed by the City as part of the issuance of construction permits to ensure that design standards are met; therefore, the Project revision does not result in any new significant pedestrian impacts.

<u>Harney Way Revised Off-Site Phasing</u>: The proposed phasing would widen the sidewalk from 8 to 12 feet between Arelious Walker and Executive Park Boulevard East. However, the sidewalk between Executive Park Boulevard and Thomas Mellon Drive would not be widened until the construction of the BRT lanes, prior to the operation of the BRT route. In the interim, the existing 8' sidewalk would remain along this section. Though the widening of a portion of the northern sidewalk would not occur for several years after opening of the Candlestick Point retail center, the retail center is not expected to generate a substantial number of new pedestrian trips along Harney Way and the existing facilities are expected to be adequate in the interim period. Therefore, the Project revision does not result in any new significant pedestrian impacts.

<u>Gilman Avenue Revised Cross-Section Off-Site Improvements</u>: The revised cross-section would keep the existing sidewalk width, instead of decreasing as originally proposed. The revised Project will result in improved pedestrian conditions compared to the originally proposed EIR cross-section which decreased the sidewalk widths by 3'. Therefore, the Project revision does not result in any new significant pedestrian impacts.

The revised Project would not result in any new significant impacts to pedestrian circulation beyond those identified in the EIR or a substantial increase in the severity of a significant impact, and no new mitigation measures would be required.

Impacts TR-35 and TR-36: Parking

The EIR identified Impacts TR-35 and TR-36, which determined that the Project would result in a shortfall of parking spaces compared to its projected demand. Table III.D-21 of the FEIR shows that total parking demand in the Candlestick Hunters Point Shipyard Project site is approximately 21,200 parking spaces and the maximum parking supply is approximately 18,900 parking spaces, a shortfall of approximately 2,300 spaces. Although the Project would result in a shortfall of parking spaces and would remove some existing on-street parking spaces, the Project's impacts to parking conditions would be less than significant. Exhibit G (Fehr & Peers CP Parking Memo, 1/11/16) details the current total parking proposed in CP Center and Figure III.D-12 of the FEIR shows the total parking supply in the Project Site. Total demand is expected to remain approximately the same, as described in Table III.D-20 of the FEIR.

<u>Conversion of Office Space to Neighborhood Retail:</u> The conversion of some office space to neighborhood retail would decrease the office parking supply and increase the retail supply in CP Center, as shown in Exhibit G. (Fehr & Peers CP Parking Memo, 1/11/16.) The conversion would decrease the total office and local retail parking supply; however the revised Project's parking supply would remain within the range of parking spaces identified in the EIR (See Figure III.D-12 in the FEIR.)

<u>Relocation of On-Street Parking</u>: The relocation of on-street to off-street parking does not affect the overall site total because parking would be relocated on-site; thus would not change the total supply Additionally, the EIR provided a range of parking provided within the Project site, and the total supply with the proposed relocation falls within the range. Therefore, the relocation of on-street parking does not result in additional significant parking impacts.

<u>Harney Way Revised Off-Site Phasing</u>: The proposed phasing would not impact parking because there is no on-street parking on Harney Way under existing conditions and none of the proposed configurations for Harney Way would provide parking. Therefore, the phased approach proposed would have no effect on parking.

<u>Gilman Avenue Revise Cross-Section Off-Site Improvements</u>: The proposed changes will not affect parking supply or demand within the proposed project nor along Gilman Avenue because the revised cross-section continues to provide on-street parking. See Figure 1, Exhibit J (Fehr & Peers Gilman Ave Addendum, 08/13/15). Therefore, the changes do not result in any new significant impacts to parking conditions.

The revised Project would not result in any new significant impacts associated with parking supply and demand beyond those identified in the EIR or a substantial increase in the severity of a significant impact, and no new mitigation measures would be required.

Impact TR-37: Loading

The EIR identified Impact TR-37 and determined that the Project would provide adequate loading supply and therefore concluded that impacts related to loading would be less than significant, and that no mitigation measures would be required. Additionally, the EIR states that if the loading demand

is not met on site and could not be accommodated within on-street loading zones, trucks would temporarily double-park and partially block local streets while loading and unloading goods, which would result in disruptions and impacts to traffic and transit operations, as well as bicycles and pedestrians. However, because any effects of unmet loading demand would be a temporary inconvenience, any excess demand would not result in a significant impact.

<u>Conversion of Office Space to Neighborhood Retail / Relocation of On-Street Parking:</u> Both the conversion of office space to neighborhood retail and the relocation of on-street parking will have small effects on loading. However, an analysis of loading demand shows that these effects will be less than significant because the change in daily and peak hour truck loading demand would be minimal and will likely be met on-site. Table 2 in Exhibit R (Fehr & Peers Loading Letter, 2/18/16), shows that the daily truck trip generation would decrease by 32 truck trips and increase the peak hour loading space demand by 2 spaces compared to the Project Proposal. The slight increase will likely be accommodated by off-street loading spaces on-site; however, if the loading demand is not met on-site and could not be accommodate by on-street loading zones, the additional trucks would temporarily double-park and partially block local streets. As stated in the EIR, because the effects of unmet loading demand would be a temporary inconvenience, any excess demand would not be significant. Therefore, the revised Project would not result in any new significant impacts related to loading.

<u>Harney Way Revised Off-Site Phasing</u>: There are currently no loading facilities on Harney Way, and none of the proposals would add loading. Therefore, the phased approach proposed would have no effect on loading in the area.

<u>Gilman Avenue Revise Cross-Section Off-Site Improvements</u>: The revised cross-section does not change the overall loading supply or demand. Thus, implementation of the revised design would not result in any new significant impacts related to loading.

The revised Project would not result in any new significant impacts to transportation associated with loading beyond those identified in the EIR or a substantial increase in the severity of a significant impact, and no new mitigation measures would be required.

Impacts TR-38 through TR-50: Stadium Impacts

The revised Project does not include construction of a new stadium. Furthermore, the existing stadium at Candlestick Point has already been demolished and the 49ers games are played elsewhere. Game day impacts for the revised Project are not applicable.

Impact TR-51 through TR-55: Arena/Performance Venue Impacts

The EIR included summarized impacts related to the operation of an Arena/Performance Venue in TR-51 through TR-55. The EIR identified that with mitigation measures, TR-51 (related to traffic) and TR-52 (related to transit) would remain significant and unavoidable. TR-53 through TR-55, which

summarized bicycle, pedestrian, and parking impacts, respectively, related to the operation of the Arena/Performance Venue were considered less than significant.

<u>Conversion of Office Space to Neighborhood Retail</u>: The conversion of office space to neighborhood retail would not affect the operation of the proposed Arena nor would the conversion generate additional trips to impact arena traffic operations (See Exhibit F, Fehr & Peers Office to Retail Memo, 12/14/15.) Therefore, the revised Project does not result in any new significant impacts related to the Arena.

<u>Relocation of On-Street Parking</u>: The relocation of on-street parking would not affect the operation of the Arena because the relocation of on-street parking would not change the total parking provided on-site. Therefore, the revised Project does not result in any new significant impacts related to the Arena/Performance Venue.

<u>Harney Way Revised Off-Site Phasing</u>: The revised Harney Way phasing plan would continue to provide two lanes of travel in both directions at all times, until monitoring requires construction of the ultimate configuration, as envisioned by MM TR-16. Thus, even with the phased implementation of the near-term configuration for Harney Way, the roadway would continue to have the same number of lanes and traffic capacity at all time, thereby will not result in additional impacts to Arena/Performance Venue operations.

<u>Gilman Avenue Revise Cross-Section Off-Site Improvements</u>: The Gilman Avenue revised crosssection would not influence the Project's travel demand; therefore, the Project revision would not result in additional significant impacts associated with the Arena/Performance Venue. As indicated in the detailed analysis, the revised cross-section would result in similar or better intersection delay and travel times.

The revised Project would reduce the capacity of the event space (Arena); therefore, the revised Project would not result in any new significant impacts to transportation associated with the event space and will likely lessen the severity of significant impacts identified in the EIR. (See Exhibit B Modifications discussed below for additional details.)

Impact TR-56: Air Traffic Impacts

The EIR determined that the Project would have a less than significant impact on air traffic. The revised Project would contain the same overall land uses and general development form and would not change the EIR's conclusion regarding air traffic. The revised Project would not create any new significant impacts with respect to air traffic and no additional mitigation measures are required.

Impact TR-57: Hazards due to Design Features

The EIR determined that the Project's transportation infrastructure would be designed in accordance with City standards, and would be reviewed and approved by the City prior to construction. As a result the Project's impacts to hazards would be less than significant. The revised Project would be

designed in accordance with City standards and would be reviewed and approved by the City. Therefore, no new significant impacts to design features have been identified.

Impact TR-58: Emergency Access

The EIR determined that the Project's transportation infrastructure would adequately facilitate emergency access and be designed to City standards, which include provisions that address emergency vehicles.

<u>Conversion of Office Space to Neighborhood Retail:</u> The office to retail conversion would not affect the transportation infrastructure such that it would impact emergency vehicle access. Additionally, the revised Project would be designed in accordance with City standards and would be reviewed and approved by the City. Therefore, no new significant impacts to emergency access have been identified.

<u>Relocation of On-Street Parking</u>: The relocation of on-street parking would not affect the transportation infrastructure such that it would impact emergency vehicle access. In fact, fewer on-street parking spaces may actually reduce the "friction" between emergency vehicles and vehicles maneuvering into and out of parking spaces on-street. Therefore, no new significant impacts to emergency access have been identified.

<u>Harney Way Revised Off-Site Phasing</u>: The proposed phasing would maintain the same number of traffic lanes as proposed in the EIR. Therefore, there would be no additional significant impact to emergency vehicle access with the proposed phasing.

<u>Gilman Avenue Revised Cross-Section Off-Site Improvements:</u> The revised Project would be designed in accordance with City standards and would be reviewed and approved by the City. As indicated in the detailed analysis (Exhibit J, Fehr & Peers Gilman Ave Addendum, 08/13/15), the revised cross-section would result in similar or better intersection delay and travel times. Therefore, no new significant impacts to emergency access have been identified.

The revised Project would not change the overall Project's transportation infrastructure. Additionally, the revised Project would be designed in accordance with City standards and would be reviewed and approved by the City. Therefore, no new significant impacts to emergency access have been identified.

Exhibit B Modifications Discussed in Transportation and Circulation Section

As noted in Section 3.3, Proposed Project Modifications Analyzed in Addendum, minor modifications that are not discussed in detail in this Addendum are also proposed and set out in Exhibit B. Planning and OCII have determined that these minor modifications either do not result in physical changes or result in such minor physical changes that they will not have different environmental effects from the effects analyzed in the FEIR. However, as explained in Section 3.3 Proposed Minor Modifications of Project Documents Not Analyzed in Detail in Addendum, a few of the minor

modifications could affect transportation or circulation impacts and those are discussed in this subsection. These include the proposed garage entry and curb cut modifications, the reduction in performance venue seats as a result of the Film Arts Center proposal for the site at Harney Way and Ingerson, and change in internal circulation at the CP Center.

<u>Parking Garage Entry and Curb Cut Widths:</u> The revised curb-cut widths would not influence the Project's travel demand; therefore, the Project revision would not result in additional impacts related to trip generation. The increased curb-width would extend the pedestrian crossing length; however, the garage entries will be designed to meet existing design standards and will comply with City regulations, which include adequate pedestrian treatments to facilitate pedestrian crossings with driveway ingress and egress. The final designs will be reviewed by the City as part of the issuance of construction permits to ensure that design standards are met; therefore, the Project revision does not result in any new significant impacts.

<u>Arena/ Performance Venue Conversion</u>: The Arena/ Performance Venue Conversion, including the Film Arts Center proposed at one performance venue location would not result in a substantial change in the Project's travel demand without an Arena Event as described in the EIR and would substantially decrease the number of PM peak hour trips with an Arena Event, as shown in Table 2 of Exhibit M (Fehr & Peers Arena Conversion Memo, 12/21/15.) With the Film Arts Center and a Performance Venue event (at the second location in CP Center for Performance Venue space), the revised Project would generate 678 fewer vehicle trips during the weekday PM peak hour. The Film Arts Center trip distribution and mode split is likely to behave similarly to retail uses and the second Performance Venue is likely to behave similarly to the originally assumed Arena; therefore, the mode splits and geographic distribution originally forecasted in the EIR are applicable.

The proposed land use revisions would likely result in localized changes to traffic volumes, because the change in traffic generation is relatively small compared to the project, and the relatively small increases would disperse relatively quickly farther away from the project. Thus, the revised Project will not create any new significant impacts compared to those identified in the EIR, nor would it substantially worsen the severity of those significant impacts that were identified in the EIR. Therefore, the results and conclusions from the EIR remain applicable to the Revised Project. A detailed study, included in Exhibit M, sets out these conclusions in detail. All impacts would remain less than significant, less than significant with mitigation, or significant and unavoidable, as previously identified, and no new mitigation measures would be required.

CP Center Internal Circulation Changes: Internal circulation related to vehicle, bicycle, and pedestrian travel to CP Center, such as garage driveway locations and circulation with CP Center, was not evaluated in detail in the EIR; however, the proposed designs are not inconsistent with FEIR assumptions and will be designed in accordance with applicable design standards. Although some driveways and curb cuts will be wider under the proposed D4D amendments, these wider widths will allow adequate access to certain garages for large loading vehicles and accommodate the large volume of vehicles anticipated at the CP Center garage. The enhancement of adequate access to the garages would reduce back-ups on local streets and double-parking by service and delivery vehicles. These benefits will reduce pedestrian and bike conflicts and enhance vehicle circulation
functioning. Additionally, appropriate design features to ensure pedestrian and bike safety (such as pavement treatments, signage, car alert signals, staffing at garage entrances) will be required by the D4D during detailed design review. Internal circulation modifications such as removing certain street extensions into CP Center will enhance pedestrian and bike access by reducing the potential for conflicts with vehicle traffic. Therefore, the proposed Project modifications would not adversely affect circulation assumptions or impacts identified in the FEIR.

4.4 Aesthetics

The FEIR determined that the Project would result in the following level of impact: (1) AE-1, less-thansignificant construction impacts on a scenic vista or scenic resource; (2) AE-2, less-than-significant construction impacts on visual character or quality with implementation of mitigation; (3) AE-3, construction impacts on light or glare that could obstruct day or night views; (4) AE-4, less-thansignificant Project impacts on scenic vistas; (5) AE-5, less-than-significant Project impacts on scenic resources; (6) AE-6, less-than-significant Project impacts on visual character; (7) AE-7, less-thansignificant Project impacts on light and glare with implementation of mitigation; or (8) less-thansignificant cumulative impacts.

Tower Relocations

Impact AE-4: Effects on Scenic Vistas. The FEIR found that the Project, including Tower Variant D, would not have a significant effect on scenic vistas and acknowledged that long-range views of the site would include the Project towers. Visual simulations for the proposed tower relocations are attached as Exhibit N, Candlestick Point Tower Visual Analysis.

Tower G would move closer to open space areas south and east of Harney Way in the CPSRA, and would appear more prominent from this corner of the park. From some vantage points to the east, Tower G would be visible in front of Bayview Hill. Nonetheless, much of the Bayview Hill would still remain in view, particularly towards the northeast. The visibility of Tower G from the north would be reduced under the proposed location. From the south, the towers would appear in slightly different locations than in 2010 but would otherwise be similar in appearance. Thus, long-range views of the site would not be significantly affected by the relocation of Tower G.

Towers J & K would move marginally closer to the CPSRA, by approximately 100 feet and within the interior of a developed neighborhood. Given that the relocation would be modest, this modification would not be detectable in long-range views of the site and would not result in new or more severe impacts.

Under the proposed tower relocations, views of the site would continue to be of an urban development with towers and mid-rise buildings. Given that this visual context was established under the 2010 Project approval, the proposed tower relocations would continue to be consistent with the expectations of those viewing the development from the adjoining open space network and beyond. The new tower locations would not restrict views of the Bay and important landforms would still be visible from different vantage points without significant loss of prominence. Therefore, the tower

relocations would not result in new significant scenic view impacts or increases in the severity of significant scenic view impacts previously acknowledged in the FEIR, and no new mitigation measures would be required.

Impact AE-5: Effect on Scenic Resources: Scenic resources at or near Candlestick Point include the CPSRA, Bayview Hill, Yosemite Slough, and the shoreline. In 2010, the FEIR found that the Project, including Tower Variant D, would not have a significant effect on scenic resources. The FEIR analysis focused on the change in the existing character of the site - from a stadium, parking lots, degraded urban areas – to a new, well-designed urban development, including towers, with integrated public parks, improvements to the CPSRA, and shoreline improvements.

As shown on the visual simulations in Exhibit N, the overall appearance of the tower relocations would be substantially similar to the Project and the other variants considered in the FEIR. The visual context of the site and associated scenic resources would continue to be of an urban development with towers and mid-rise buildings surrounded by an enhanced network of parks along the Bay shoreline. The new tower locations would not introduce new land uses or types of structures that were not previously considered and analyzed, and would not detract from long- or mid-range views compared to the 2010 approval. Other than a more prominent view of Tower G from one corner of the CPSRA located near the Harney Way and Arelious Walker intersection, the towers would appear similar to the 2010 locations. Thus, with the tower relocation, the impact would remain less than significant and no new mitigation measures would be required.

Impact AE-6 Effect on Visual Character: The FEIR found that the Project, including Tower Variant D, would not have a significant effect on the visual character or quality of the site or its surroundings. The FEIR acknowledged that the towers would be visible from various vantage points. As shown in Exhibit N, pp. 13-16, Tower G would no longer be visible in the view from Mariner Village towards Candlestick Point. It would appear more prominent from the corner of CPSRA at the intersection of Harney Way and Arelious Walker open space looking north away from the water and towards the development at CP Center. As shown in the FEIR, Tower G was clearly visible from the CPSRA. The new location of tower G is closer to the CPSRA and thus appears larger and more prominent from this vantage point in CPSRA than the approved location. Although Tower G would be more prominent from this location in CPSRA and would change the view from the 2010 plan, the overall character of the view north from this corner of CPSRA would continue to be of the dense CP Center. Additionally, the visual quality of this area of the Project site would be improved over the previous massive stadium surrounded by unpaved parking lots and little or no landscaping. The State Park and Recreation Commission has acknowledged in its 2013 CPSRA General Plan that the park is located in an urban area planned for a large mixed use development. As noted above in the "Land Use and Plans" the 2013 General Plan embraces this urban setting of the park, which will be a "green front lawn" for the new development. Thus, this new location would not result in a new significant impact on the visual character or quality of the site or its surroundings, or a substantial increase in the severity of a significant impact. No new mitigation measures would be required.

The proposed relocation of the towers would not change the analysis or conclusions in the FEIR with respect to Aesthetic impacts. The Project would continue to replace degraded urban areas, vacant

parcels, expanses of asphalt and dirt and outdated developments with a new, well-designed urban development including towers, parks, transportation facilities, and walkable mixed-use neighborhoods. The Project would continue to improve the visual quality of the site and provide new areas of open space, improvements to the CPSRA, and other amenities. Urban design guidelines would ensure high quality development and appropriate height transitions within the new development and between existing communities and new development. The towers would be required to comply with the D4D design guidelines, including bulk requirements. Proposed floor plates for the towers would not increase. Thus, with the proposed relocation of the towers, the impacts on visual character and quality of the site and its surroundings would remain less than significant and no new mitigation measures will be required.

Impact AE-7 Effect of Light and Glare: The FEIR found that the Project, including Tower Variant D, would not result in significant light and glare impacts with the implementation of mitigation measures MM AE-7a1 through MM AE-7a3. Because towers were included in the 2010 Project approvals and because the relocation would not increase the overall amount of development on the Project site, the proposed tower relocations would not introduce any new sources of light or glare in Candlestick Point, or increase the severity of approved sources of light or glare. Mitigation measures MM AE-7a1 through MM AE-7a3 would continue to apply to all development on the site, and would mitigate the potential for light and glare impacts to a less than significant level. Thus, under the proposed relocation of the towers, impacts on light and glare would remain less than significant. No new mitigation measures would be required.

Height Increases

As shown in Exhibits D and E, the increase in height for the Film Arts Center at the corner of Harney Way and Ingerson from 85 feet to 120 feet, the increase in the height of the building at Harney Way and Arelious Walker from 65 feet to 80 feet, and the increase in height for the buildings along Harney Way and Ingerson from 65 feet to 80 feet would be relatively minor in the context of a dense urban setting with multi-story buildings of varying heights, including several towers. These buildings would be largely internalized within the Candlestick Point project area and therefore would not result in new significant impacts to the scenic resources. These height modifications would not be noticeable in long-range views of the site, nor restrict any views of the Bay. Additionally, these buildings would be subject to mitigation measures MM AE-7a1-7a3, which would mitigate the potential for light and glare impacts to a less than significant level. Therefore, these proposed height increases would not result in the FEIR, and no new mitigation measures would be required.

Conversion of Office Use to Neighborhood Retail Use

The conversion would slightly reduce overall development because 15,500 square feet of office use would be replaced with 6,000 square feet of retail use. This conversion would not create new significant aesthetic impacts or significantly increase the impacts identified in the FEIR. The office to retail conversion would be accommodated in areas already planned for development and considered in the FEIR aesthetic analysis. Therefore, this land use conversion would not result in new

significant aesthetic impacts or an increase in the severity of significant impacts identified in the FEIR and no new mitigation measures would be required.

Relocation of Displaced On-Street Parking Spaces to the CP Center Garage; Change in Phasing of Harney Way Off-Site Improvements; Revisions to Configuration of Gilman Avenue

The proposed parking and transportation system modifications would not result in changes in the location of the Project or add new elements requiring the construction of additional Project structures. The relocation of parking spaces may result in a potential modest increase in the size of the CP Center garage, which would be unlikely to be noticeable in the dense urban context of the overall CP Center structure's height or bulk as identified in the FEIR, or create any new sources of light and glare other than those considered in the FEIR. Thus, these proposed modifications would not create new significant aesthetic impacts or significantly increase the impacts identified in the FEIR.

Therefore, the proposed Project modifications would result in no new significant aesthetic impacts and no more severe significant aesthetic impacts than identified in the FEIR and no new mitigation measures would be required. The FEIR aesthetic cumulative impact conclusions would remain less than significant.

4.5 Shadows

The FEIR determined that the Project would result in the following level of impacts : (1) SH-1a, less than significant impacts as implementation of the Project at Candlestick Point would not result in new structures with the potential to cast shadows on existing or proposed parks and open space in a manner that would have an adverse effect on the use of the open space; (2) SH-1b, less than significant impacts as implementation of the Project at HPS Phase II would not result in new structures with the potential to cast shadows on existing or proposed parks and open space in a manner that would have an adverse effect on the use of the open space; (3) SH-1, less than significant impacts as implementation of the Project would not result in new structures with the potential to cast shadows on existing or proposed parks and open space in a manner that would have an adverse effect on the use of the open space; (3) SH-1, less than significant impacts as implementation of the Project would not result in new structures with the potential to cast shadows on existing or proposed parks and open space; (3) SH-1, less than significant impacts as implementation of the Project would not result in new structures with the potential to cast shadows on existing or proposed parks and open space; (3) SH-1, less than significant impacts as implementation of the Project would not result in new structures with the potential to cast shadows on existing or proposed parks and open space in a manner that would have an adverse effect on the use of the open space in a manner that would have an adverse effect on the use of the open space in a manner that would have an adverse effect on the use of the open space in a manner that would have an adverse effect on the use of the open space; (4) less than significant cumulative shadow impacts.³

Tower Relocation/Height Increases

Exhibit O (IBI Shadow Analysis and Memo) includes the shadow studies showing the December 21st (worst case) shadow impacts from Candlestick Point development with the proposed tower relocations and height increases. The analysis has been prepared to identify shadow impacts from the relocated towers on Bayview Hill Park and Gilman Park (located outside the Project boundary) and the CPSRA, Bayview Gardens/Wedge Destination Park (BGWDP), Mini-Wedge Community Park (MWCP) and the Jamestown Hillside Community Park (JHCP) The provisions of Planning Code

³ The FEIR found that the Project under Tower Variants C and D, would have a significant and unavoidable shadow impact on Gilman Park (FEIR, Comments and Responses, p. 2445). Exhibit O shows that Towers G, J, and K would not contribute to this impact. Other shadow impacts of the towers were found to have a less than significant impact because they would not have an adverse effect on the use of open space (Impact SH-1a).

Section 295, commonly referred to Proposition K, apply only to Bayview Hill Park and Gilman Park and do not apply to CPSRA, BGWDP, MWCP, and JHCP. The shadow impacts were measured at three times during the day on winter solstice (10 a.m., 12 p.m., and 3 p.m.), which is consistent with the shadow analysis in the FEIR. These times were chosen to reflect the worst-case scenario, because shadows cast on the winter solstice are the longest of any time of the year due to the low angle of the sun, and therefore represent the greatest potential impact. The shadows in the FEIR layout and the layout for the analysis in Exhibit O were generated in Google Sketchup. The topography within the model is based on a survey of lands surrounding the site at 5 foot contour intervals, and the proposed topography within the Project site at 1 foot contour intervals. The shadow studies in Exhibit O show the 2010 shadow and 2016 shadows in different colors. Neither the tower relocations nor the increased building heights add new shadows to Bayview Hill Park or Gilman Park at any of the times studied.

At 10:00 a.m., the relocated Tower G would cast a minor increase in shadow (approximately 3%) on the JHCP open space area across Arelious Walker Drive and this small area of shadow would be gone by noon. The shadow would not have an adverse impact on the use of this area, because it is a relatively narrow strip of extremely steep land between two streets which does not contain any park amenities such as benches or play areas for children and is generally not usable due to the steep grade. Thus, the additional shade would not likely affect its use. At 10:00 a.m. the relocated Tower J would result in a minor increase in shadowing on the BGWDP. These increases in shadow would be minor and would not be a significant impact under the FEIR shadow significance criteria.

At 12:00 p.m., the relocated Tower G would not shadow any park or open space. At 12:00 p.m the relocated Tower J would add two slivers of shade to the BGWDP, similar to the shadow pattern already shown in the FEIR in Figure III-F-4 and approved under the 2010 Project approvals. Furthermore, the shadow from Tower J would shift away from the proposed Bus Rapid Transit station location (improving solar access to this high-activity zone) to a less activated portion of the park east of Ingerson. Tower J would also add a small amount of shadow to the MWCP. Tower K and the midrise building along Harney Way (Block 8a) would result in an increase of shadowing to the BGWDP of approximately 15-18 feet for one block length of approximately 200 feet. These slivers of shade would be unlikely to significantly affect use of the Project's wedge parks and would not be a significant impact under the FEIR shadow significance criteria.

At 3 p.m., the relocated Tower G would not add additional shadow on any park or open space. The relocated Tower J would add a small increase in shadow on CPSRA. The additional shadow would add approximately 10,000 square feet (.02 ac) of additional shadow to the shadow already cast at this location, which would represent approximately .02% of the total CPSRA area. The Project buildings approved in 2010 would already cast modest shadow impacts on CPSRA, generally in the late afternoon and evening. This small amount of additional shadow added to a shadow pattern that would occur under the approved development would be unlikely to adversely affect use of CPSRA. The small amount of additional shadow at this time of day would not be noticeable to most park users and significant areas of the park not in shadow at this time would be available to park users. Tower J would also add a minor increase in shadow to MWCP, which, when combined with the shadows expected in 2010, would shade the entirety of MWCP at this time. MWCP is part of the Project and

thus this increase in shading is not a Project impact on the existing environment. Additionally, this small wedge park, located between Project buildings, would be substantially in shadow at this time of the year and day from other Project buildings as acknowledged in the EIR (EIR, p. III.F-10.). The EIR found that that the orientation of the narrow wedge parks with respect to the path of the sun and the close proximity to Project buildings along the parks' southwestern boundaries combine to make these wedge parks most susceptible to new shade. (EIR, p. III.F-26.) The EIR acknowledged that the heights, layouts, and orientations of the Project buildings would result in variable levels of shading throughout the day on Project neighborhood parks, but public use of the proposed parks would not be adversely affected by these shade conditions. (EIR, p. III.F-26.) The new shadow would be consistent with the type of shadow impacts expected in the new highly urban development Project and would not result in a new significant shadow impact.

The shadow analyses prepared for the relocated towers and building height increase show that these proposed Project modifications would not result in a new significant impact or an increase in the severity of a previously identified significant impact. No new mitigation measures would be required. Additionally, the FEIR shadow cumulative impact conclusions would remain the same.

Conversion of /Office Use to Retail Use

The office to retail conversion would not create any new or more severe significant shadow impacts because this modification adjusts square footage but does not involve a change in building location or a height increase. This modification would reduce the overall amount of development and thus would not result in new or more severe shadow impacts.

Relocation of Displaced On-Street Parking Spaces to the CP Center Garage; Change in Phasing of Harney Way Off-Site Improvements; Revisions to Configuration of Gilman Avenue

The relocation of parking spaces would not result in new shadow impacts because these spaces will be relocated to the approved CP Center garage and would not involve a height increase for that structure. The transportation system modifications would not create new or more severe significant shadow impacts because these modifications propose horizontal construction and do not involve the construction of tall structures.

Therefore, the Project modifications would not change or alter any of the FEIR's findings with respect to shadow impacts. Additionally, the modifications would not affect the FEIR shadow cumulative impact conclusions and this impact would continue to be less than significant.

4.6 Wind

The FEIR determined that the Project would result in the following level of impacts: (1) W-1a, less than significant impacts, with implementation of mitigation measure W-1a, as implementation of the Project at Candlestick Point, with mitigation, would not include tall structures that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces; (2) W-1b, less than significant impacts, with implementation of mitigation

measures, as implementation of the Project at HPS Phase II would not include tall structures that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces; (3) W-1, less than significant impacts, with implementation of mitigation measures, as implementation of the Project would not include tall structures that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces; (a) W-1, less than significant impacts, with implementation of mitigation measures, as implementation of the Project would not include tall structures that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces; and (4) less than significant cumulative wind impacts.

Tower Relocations

Under the proposed tower relocations development would continue to occur on areas of the Project site analyzed for development in the FEIR. The FEIR wind analysis assumed multiple towers at Candlestick Point. Implementation of mitigation measure W-1a, designed to address wind impacts and adopted as part of the 2010 Project approvals, would be unchanged by the tower relocations. Mitigation MM W-1a requires a wind analysis to be undertaken at schematic design stage for high-rise buildings with a maximum height over 100 feet. The wind analysis will assess the potential impacts of the building and make design recommendations to minimize those impacts. Therefore, the proposed tower relocations would not result in in a new significant wind impact or a substantial increase in a previously identified significant wind impact. The wind impacts associated with the towers would remain less than significant with mitigation and no new mitigation measures would be required.

Height Increases

The proposed height increase for the buildings at the western corner of Harney Way and Ingerson Avenue and along Harney Way and Ingerson within and adjacent to the CP Center would be limited to 80 feet. The proposed height increase for the performance venue/film arts center location at the corner of West Harney Way and Ingerson would be up to 120 feet. Buildings approximately 100 feet in height or higher have the potential to create wind impacts. The proposed Project modifications would allow the height of one building – the performance venue at CP Center – to exceed 100 feet in height. The other proposed height increases would be below 100 feet. The FEIR assumed that some Project buildings would exceed 100 feet in height and mitigation measure W-1a was adopted as part of the Project approvals to address wind impacts from these buildings. This mitigation measure would be implemented during the design review process for individual buildings and would ensure that potential adverse wind impacts would be mitigated. Accordingly, there would be no new impacts or increases in the severity of previously identified impacts related to wind and no new mitigation measures would be required.

Conversion of Office Use to Neighborhood Retail Use

This proposed Project modification involves an adjustment to the allocation of square footage for certain Project land uses, would not require the construction of additional structures, and would not change the height of Project buildings. Thus, this proposed modification would not result in new or increased wind impacts.

Relocation of Displaced On-Street Parking Spaces to the CP Center Garage; Change in Phasing of Harney Way Off-Site Improvements; Revisions to Configuration of Gilman Avenue

The proposed Harney Way and Gilman Avenue modifications primarily involve horizontal construction and would not include construction of tall structures that could result in wind impacts. Consequently, these transportation system modifications would not change the Project's effects related to wind. The proposed relocation of on-street spaces to the CP Center garage would not increase the height of the garage which is subject to a 65-foot height limit and thus would not create significant wind impacts.

All development in the Project must comply with the wind mitigation measures, which have been designed by the City to ensure no significant wind impacts will result from tall buildings. Therefore, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to wind impacts. Additionally, the FEIR wind cumulative impact conclusions would continue to be less than significant.

4.7 Air Quality

The FEIR determined that the Project would result in the following level of impacts: (1) AQ-1, less than significant impacts, with implementation of mitigation measures, from construction emission of criteria pollutants; (2) AQ-2, less than significant impacts, with implementation of mitigation measures, from construction emissions of diesel particulate matter; (3) AQ-3, less than significant impacts, with implementation of mitigation measures, from construction emissions of toxic air contaminants; (4) AQ-4, significant and unavoidable impacts from mass emissions of criteria pollutants during project operations; (5) AQ-5, less than significant impact from carbon monoxide emissions due to motor vehicle trips during project operation; (6) AQ-6, less than significant impacts with implementation of mitigation measures from emissions of toxic air contaminants due to operation of research and development uses; (7) AQ-7, less than significant impact from vehicle emissions of PM_{2.5} during project operation; (8) AQ-8, less than significant impacts from odors during project operations; (9) AQ-9 less than significant related to conformity with regional air quality plan objectives; and (10) less than significant cumulative impacts, except for the project's contribution to significant cumulative impacts from emissions of toxic air contaminants and PM_{2.5}.

Ramboll Environ reviewed the prosed Project modifications for consistency with the FEIR air quality findings and the discussion below reflects their analysis and conclusions. (See, Exhibit P, 1/22/16 Ramboll Environ letter.)

Tower Relocations

Although the three towers would be relocated, the proposed relocations would not result in any change in the overall location of the Project or the amount of development evaluated in the FEIR. Because the tower relocation would not change the overall land use square footage of the Project, this modification would not alter the analysis of criteria air pollutant emissions (CAP) in the FEIR. This modification would have a negligible effect on the FEIR health risk assessment (HRA) performed for construction emissions because the towers would be relocated within the same sub-phases as analyzed in the FEIR. The HRA analysis in the FEIR assumed construction emission would be

distributed throughout the sub-phase, thus relocation of towers within the respective sub-phases would not change the analysis.

Height Increases

The proposed height increases would change the massing of the affected buildings, but would not change the floor area or the overall land use square footage of the Project. Although certain Project modifications such as the height increases may slightly increase construction activity, other modifications may slightly decrease construction activities. In any event, the overall amount of development and number of residential units at CP would be consistent with that analyzed in the FEIR such that no significant increase in construction activities would be expected from the Project modifications. Consequently, this modification would not alter the analysis of CAP in the FEIR, because the models used in the FEIR to estimate construction emissions are based on square footage. This modification would have a negligible effect on the FEIR health risk assessment (HRA) performed for construction emissions, because total construction emissions would be unchanged from the FEIR assumptions.

Conversion of Office Space to Neighborhood Retail Space

This analysis evaluates the proposed conversion of office floor space to local-serving retail floor space. The analysis is structured to determine the necessary reduction in the amount of office square footage that would be required to allow a 6,000-square-foot increase in neighborhood retail without increasing any of the Project criteria air pollutant (CAP) evaluated in the FEIR.

To evaluate the minimum size of office land use to be converted to 6,000 square feet of neighborhood retail without increasing the total Project operational criteria pollutant emissions, Ramboll Environ estimated 2030 criteria pollutant emissions associated with the proposed 6,000 square feet of local-serving retail using California Emission Estimator Model version 2013.2.2 (CalEEMod®).⁴ The proposed neighborhood retail is modeled as "Strip Mall", which is consistent with the land use category used for the local-serving (neighborhood) retail in the FEIR. The mobile source emission factors generated using California Air Resources Board (ARB)'s EMFAC2014 model are used to replace the CalEEMod® default that was based on EMFAC2011. EMFAC2014 incorporates new vehicle emissions standards and rules and regulations (e.g., Advanced Clean Cars and Truck & Bus Rule).

The Project criteria pollutant emissions presented in the FEIR were modeled using URBEMIS 2007 version 9.2.4 for year 2030.⁵ The minimum square footage of the approved office floor space entitlement that would be converted and its associated CAP emissions were scaled from the previous calculation presented in Appendix H1 of the FEIR by matching the worst case pollutant (i.e., NOx) of

⁴ CalEEMod® is a statewide program designed to calculate both criteria and GHG emissions from development projects in California. It was developed in collaboration with California air districts led by South Coast Air Quality Management District (SCAQMD) and is currently supported by several lead agencies for use in quantifying the emissions associated with development projects undergoing environmental review.

⁵ URBEMIS was the land use emissions inventory model recommended used for the EIR. It was widely used before the development of CalEEMod®.

the local-serving retail emissions discussed above. The emission comparison is summarized in Exhibit P, Table 1. As presented in Table 1, adding 6,000 square feet neighborhood retail development to the Project without increasing the emissions of any criteria pollutant previously estimated in the FEIR would require a removal of at least 10,300 square feet of office. The proposed Project modification would remove 15, 500 square feet of office space.

The proposed neighborhood retail development is designed to offer the community retail services (e.g., dry clean, barbershop, grocery and other businesses) within walking distance. The mobile source emissions in this analysis were evaluated using CalEEMod® default trip rates based on ITE Trip Generation, which does not reflect low trip generation rate due to the transit-oriented nature of the development plan. (See Exhibit P, Table 1.) Therefore, the estimated emissions for the proposed neighborhood retail uses are conservative. If a detailed site specific trip generation rate were available, it would be likely that less office space would need to be replaced due to lower emissions from mobile sources.

The construction emissions presented in the FEIR were calculated based on the Project construction schedule and equipment list. It is reasonable to assume the proposed neighborhood retail would be constructed over the same construction duration with the same equipment list. In addition, based on the operational criteria pollutant comparison discussed above, the equivalent neighborhood retail would be smaller in size than the office space to be removed. Therefore, converting office into local-serving retail would not generate increased criteria pollutant emissions, cancer risks, noncancer chronic hazard index (HI), or acute HI associated with the construction activities presented in the EIR.

Relocation of On-street Parking Spaces to CP Center Garage

The proposed relocation of certain on-street parking spaces to the CP Center garages is expected to have a negligible effect on construction activity, because the overall building envelope of the CP Center garage will not change from the garage size anticipated in the EIR. Consequently, there would be no change in the overall CAP emissions from that evaluated in the FEIR. This proposed modification would also have a negligible effect on the HRA as total construction emissions would not increase from the estimates in the FEIR.

Change in Phasing of Harney Way Off-Site Improvements

The proposed modification results from the need to bifurcate construction on Harney Way into two phases in order to harmonize phasing with other transportation improvements planned for this area. This proposed modification would not change the overall work planned for the Harney Way improvements; it would spread the same amount of work over a longer time. Because this proposed modification only divides the Harney Way improvements into two phases and does not increase the amount of activity, there is no change in the overall CAP emissions. This proposed modification would also have a negligible effect on the HRA as total construction emissions would not increase from the estimates in the FEIR.

Revisions to Configuration of Gilman Avenue

This modification will result in less construction. The original cross-section proposed to widen Gilman Avenue to accommodate two lanes in each direction, whereas under the revised proposal there will be one lane in each direction plus a left turn lane in the middle. The curb to curb width will be 49 feet 9 inches instead of 56 feet. This revision reflects a reduction in construction activity (i.e., building a smaller roadway), thus the construction activity would be reduced from the FEIR assumptions. As such, there would be no increase in overall CAP and GHG emissions. This would also have a negligible effect on the HRA as total construction emissions are reduced from the FEIR assumptions.

Consequently, the Project modifications would not affect air quality-related impact analyses. Therefore, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to air quality impacts. All Project impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR air quality cumulative impact conclusions would be unchanged.

4.8 Noise and Vibration

The FEIR determined that the Project would result in the following level of impacts:

(1) NO-1a, less than significant impacts, with implementation of mitigation measures, as a result of construction at Candlestick Point on increased noise levels for both off-site and on-site sensitive receptors; however, the Project's construction noise impacts would occur primarily in noise-sensitive areas adjacent or near to active construction sites (which would vary in location and duration over the entire period the proposed Project would be under construction), they would not occur during recognized sleep hours, and would be consistent with the requirements for construction noise that exist in Sections 2907 and 2908 of the Municipal Code; (2) NO-1b, less than significant impacts, with implementation of mitigation measures, as a result of construction at HPS Phase II on increased noise levels for both off-site and on-site sensitive receptors; however, the Project's construction noise impacts would be temporary, they would also not occur during recognized sleep hours, and would be consistent with the requirements for construction noise that exist in Sections 2907 and 2908 of the Municipal Code; (3) NO-1, less than significant impacts, with implementation of mitigation measures, as a result of construction activities associated with the Project on increased noise levels for both offsite and on-site sensitive receptors; however, the Project's construction noise impacts would occur primarily in noise-sensitive areas adjacent or near to active construction sites (which would vary in location and duration over the entire period the proposed Project would be under construction); they would also not occur during recognized sleep hours, and would be consistent with the requirements for construction noise that exist in Sections 2907 and 2908 of the Municipal Code; (4) NO-2a, significant and unavoidable impacts, with implementation of mitigation measures, as a result of construction at Candlestick Point by creating excessive ground-borne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels. Although the Project's construction vibration impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 and 2908 of the Municipal Code, vibration levels would still be significant; (5) NO-2b, significant and

unavoidable impacts, with implementation of mitigation measures, from rock removal activities in the Alice Griffith and Jamestown districts resulting in vibration levels that exceed the FTA threshold of 80 VdB or could cause damage to structures from vibration caused by the fracturing of bedrock for excavation; (6) NO-2c, significant and unavoidable impacts, with implementation of mitigation measures, from construction at HPS Phase II that would create excessive ground-borne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete; (7) NO-2, significant and unavoidable impacts, with implementation of mitigation measures, from construction activities associated with the Project that would create excessive ground-borne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete; (8) NO-3, significant and unavoidable impacts, with implementation of mitigation measures, from construction activities associated with the Project that would result in a substantial temporary or periodic increase in ambient noise levels; (9) NO-4, less than significant impacts with implementation of the Project, including the use of mechanical equipment or the delivery of goods, on exposure to noise-sensitive land uses on or off site to noise levels that exceed the standards established by the City; (10) NO-5, less than significant impacts from the Project regarding the generation or exposure of persons on or off site to excessive ground-borne vibration; (11) NO-6, significant and unavoidable impacts with operation of the Project as it would generate increased local traffic volumes that could cause a substantial permanent increase in ambient noise levels in existing residential areas along the major Project site access routes; (12) NO-7, significant and unavoidable impacts, with implementation of mitigation measures, on noise during football games and concerts at the proposed stadium resulting in temporary increases in ambient noise levels that could adversely affect surrounding residents for the duration of a game or concert; (13) NO-8, less than significant impacts from Project exposure of residents and visitors to excessive noise levels from flights from San Francisco International Airport such that the noise would be disruptive or cause annoyance; and (14) less than significant cumulative noise and vibration impacts.

Tower Relocations/Height Increases/Conversion of Office Use to Neighborhood Retail Use

These proposed Project modifications would not result in changes to the overall location of the Project, the overall extent of operational activities, the overall nature of the Project land uses, the overall number of housing units, or an increase in the square footage of commercial development. Development would continue to occur on the same areas of the site analyzed for development in the FEIR. The proposed height increases might result in a slightly greater amount of construction activity, but these modest increases would not result in significant increases in noise impacts associated with the construction activities and would be within the scope of noise impacts expected for the overall Project. While the location of the three towers would change, the number of towers would remain the same and the towers would be located within the area analyzed for construction noise impacts in the FEIR. The office to retail land use conversion would reduce the overall amount of development because 6,000 square feet of retail space would be substituted for 15,500 square feet of office space. This reduction in development would offset any minor increase in construction activity related to the proposed height increase. Thus, no new noise construction impacts would be expected as a result of these proposed Project modifications.

Relocation of Displaced On-Street Parking Spaces to the CP Center Garage; Change in Phasing of Harney Way Off-Site Improvements; Revisions to Configuration of Gilman Avenue

The change in phasing of Harney Way improvements would change the construction timing of the planned improvements, but would not increase construction noise impacts assumed in the FEIR analysis. Revisions to Gilman Avenue would modify the street configuration but would not increase the scope of construction and thus construction noise impacts would not increase. The relocation of the on-street parking spaces to the CP Center garage would increase the number of spaces assumed in the garage. The Project Sponsor has stated it is likely that these spaces would be accommodated through space allocation within the same garage footprint that could be assumed for the garage. Thus, the overall amount of construction noise would not be expected to significantly increase. Moreover, the reduction in the amount of office space at CP would offset the potential for other slight increases in construction impacts such as those associated with the increased heights. Consequently, no additional construction impacts would be expected.

The FEIR assumed that sensitive residential receptors in and outside the Project area would be exposed to construction-related noise and vibration impacts and operational traffic noise impacts. Under the FEIR, this was identified as significant and unavoidable, and the Project approvals included adoption of all identified feasible mitigation measures to reduce these noise- and vibration-related impacts. This impact will remain the same under the proposed Project modifications. The proposed Project modifications would result in similar sensitive residential receptor exposure to construction and operational noise and vibration impacts and would not alter these assumptions or conclusions.

Therefore, the Project modifications would not change or alter any of the FEIR's findings with respect to noise and vibration impacts. All impacts would remain less than significant, less than significant with mitigation, or significant and unavoidable with mitigation, and no new mitigation measures would be required. Additionally, the FEIR noise and vibration cumulative impact conclusions would continue to be less than significant.

4.9 Cultural and Paleontological Resources

The FEIR determined that the Project would result in the following level of impacts: (1) CP-1a, less than significant impacts on the significance of an historical resource during construction at Candlestick Point; (2) CP-1b, significant and unavoidable impacts, with implementation of mitigation measures, due to a substantial adverse change in the significance of an historical resource at HPS Phase II; (3) CP-1, significant and unavoidable impacts, with implementation of mitigation measures, due to a substantial adverse change in the significance of a historical resource at the combined Candlestick Point and HPS Phase II (Project); (4) CP-2a, less than significant impacts, with implementation of mitigation measures, on the significance of archaeological resources, including prehistoric Native American, Chinese fishing camp, and maritime-related archaeological resources, including prehistoric Native American resources, on the significance of archaeological resources, including prehistoric Native American resources, Chinese fishing camps, and maritime related resources, with implementation of mitigation measures, on the significance of archaeological resources, including prehistoric Native American resources, Chinese fishing camps, and maritime related resources, with construction at HPS Phase II; (6) CP-2, less than significant impacts, with

implementation of mitigation measures, on the significance of archaeological resources, including prehistoric Native American resources, Chinese fishing camps, and maritime related resources with construction at Candlestick Point and HPS Phase II combined (7) CP-3a, less than significant impacts, with implementation of mitigation measures, on the significance of a paleontological resources during construction at Candlestick Point; (8) CP-3b, less than significant impacts, with implementation of mitigation measures, on the significance of a paleontological resources during construction at HPS Phase II; (9) CP-3c, less than significant impacts, with implementation of mitigation measures, on the significance of a paleontological resource during construction of the Yosemite Slough bridge, shoreline improvements, and the marina improvements activities, including in-water activities; (10) CP-3d, less than significant impacts, with implementation of mitigation measures, on the significance of a paleontological resource during pile driving associated with construction of the Yosemite Slough bridge, shoreline improvements, and the marina improvements (11) CP-3, less than significant impacts, with implementation of mitigation measures, on the significance of a paleontological resource during construction activities associated with the Candlestick Point and HPS Phase II Project; and (4) less than significant cumulative archaeological and paleontological impacts and significant and unavoidable cumulative historical resource impacts.

Proposed Modifications

The proposed Project modifications would not result in any changes to the overall location of the Project, the overall extent of construction or operational activities, the nature of the Project land uses, the overall number of housing units, or an increase in the square footage of commercial development. Although the increases in height may slightly increase construction activities, this potential construction increase would be offset by the proposed reduction in office space, which would reduce the overall construction. The FEIR assumed that excavation would occur across the entire development areas of the Project site and the off-site improvement areas. Generally, the FEIR acknowledged that Project construction activities would involve extensive construction to accommodate new development and site preparation could include deep excavations for large structures, installation of foundation piles, trenching for utilities, grading and compaction and other earth-disturbing activities. (EIR, pp. III.K-57, K-90.) Thus, these Project modifications would not result in additional excavation or other land alteration impacts that were not anticipated in the FEIR. Consequently, there would be no changes to the Project's effects related to cultural and paleontological resources. The mitigation measures have been designed to address to potential impacts at any depth of excavation, grading, or construction activities. Therefore, the Project modifications would not result in any changes in the FEIR's cultural and paleontological resources impact conclusions. All impacts would remain less than significant or significant and unavoidable with mitigation and no new mitigation measures would be required. Additionally, the FEIR cultural and paleontological resources cumulative impact conclusions would continue to be less than significant for archeological and paleontological impacts and significant and unavoidable for historical resource impacts.

4.10 Hazards and Hazardous Materials

The FEIR determined that the Project would result in the following level of impacts: (1) HZ-1, less than significant impacts, with implementation of mitigation measures, from exposure to known contaminants during construction activities; (2) HZ-2, less than significant impacts, with implementation of mitigation measures, from exposure to previously unidentified contaminants during construction; (3) HZ-3, less than significant impacts, with implementation of mitigation measures, from off-site transport and disposal of contaminated soil and groundwater during construction; (4) HZ-4, less than significant impacts from installation of underground utilities; (5) HZ-5, less than significant impacts, with implementation of mitigation measures, from installation of foundation support piles; (6) HZ-6, less than significant impacts, with implementation of mitigation measures, from soil handling, stockpiling, and transport within the project site boundaries during construction; (7) HZ-7, less than significant impacts, with implementation of mitigation measures, from contaminated surface runoff from construction sites; (8) HZ-8, less than significant impacts, with implementation of mitigation measures, from exposure to hazardous material releases that have not been fully remediated (9) HZ-9, less than significant impacts, with implementation of mitigation measures, from exposure to hazardous materials in conjunction with limited remediation activities during construction of the Yosemite Slough Bridge; (10) HZ-10, less than significant impacts, with implementation of mitigation measures, from exposure to hazardous materials during construction of shoreline improvements; (11) HZ-11, less than significant impacts, with implementation of mitigation measures, from exposure to hazardous materials while constructing infrastructure on Navy-owned property; (12) HZ-12, less than significant impacts, with implementation of mitigation measures, from remediation activities conducted in conjunction with development activities at HPS Phase II early transfer parcels; (13) HZ-13, less than significant impacts from exposures to hazardous materials contamination during construction of off-site roadway improvements; (14) HZ-14, less than significant impacts, with implementation of mitigation measures, from exposure of ecological receptors to hazardous materials from construction activities; (15) HZ-15, less than significant impacts, with implementation of mitigation measures, from exposure to naturally occurring asbestos from construction activities; (16) HZ-16, less than significant impacts from exposure to hazardous materials in buildings and structures; (17) HZ-17, less than significant impacts, with implementation of mitigation measures, from exposure of workers to hazardous materials during construction; (18) HZ-18, less than significant impacts, with implementation of mitigation measures, from construction activities with potential to generate hazardous air emissions within one-quarter mile of a school; (19) HZ-19, less than significant impacts, with implementation of mitigation measures, from release of contaminants from historic uses or fill; (20) HZ-20, less than significant impacts from routine use, storage, transport, or disposal of hazardous materials during Project construction; (21) HZ-21, less than significant impacts, with implementation of mitigation measures, from routine maintenance of properties; (22) HZ-22, less than significant impacts from routine use, storage, transport, or disposal of hazardous materials during Project operation; (23) HZ-23, less than significant impacts from exposure to hazardous materials caused by upset or accident conditions; (24) HZ-24, less than significant impacts, with implementation of mitigation measures, from hazardous air emissions associated with R&D uses within one-guarter mile of a school; (25) HZ-25, no impacts from safety hazards from conflicts with airport land use plans; (26) HZ-26, no impact from safety hazards from proximity to private air strips; (27) HZ-27, less than significant impact from fire hazards or conflicts with emergency response and

evacuation plans; and (28) less than significant cumulative impacts from hazards and hazardous materials.

Proposed Modifications

The proposed Project modifications would not result in changes to the overall location of the Project, the overall extent of construction or operational activities, the nature of the Project land uses, the overall number of housing units, or an increase in the square footage of commercial development. Although the increases in height may slightly increase construction activities, this potential construction increases would be offset by the proposed reduction in office space, which would reduce the overall construction. The FEIR assumed that excavation and operational activities would occur across the entire development areas of the Project site and the off-site improvement areas. Generally, the FEIR acknowledged that Project construction activities would involve extensive construction to accommodate new development and site preparation could include deep excavations for large structures, installation of foundation piles, trenching for utilities, grading and compaction and other earth-disturbing activities. (EIR, pp. III.K-57, K-90) Thus, these Project modifications would not result in additional excavation or other land alteration impacts that were not anticipated in the FEIR. Additionally, none of these modifications would involve new or increased use of hazardous materials. Consequently, there would be no changes to the Project's effects related to hazards and hazardous materials. The mitigation measures have been designed to address to potential impacts at any depth of excavation, grading, or construction activities. Therefore, the Project modifications would not result in any changes in the FEIR's hazards and hazardous materials impact conclusions. All impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR hazards or hazardous materials cumulative impact conclusions would continue to be less than significant.

4.11 Geology and Soils

The FEIR determined that the Project would result in the following level of impacts: (1) GE-1, 1a, 1b, less than significant impacts, with implementation of mitigation measures from construction on soil erosion; (2) GE-2, 2a, 2b, less than significant impacts, with implementation of mitigation measures, from construction on settlement from dewatering activities; (3) GE-3, less than significant impacts, with implementation of mitigation measures, from construction on destabilization of bedrock from rock removal activities; (4) GE-4, 4a, 4b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to seismically induced groundshaking; (5) GE-5, 5a, 5b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to seismically induced ground failure: (6) GE-6, 6a, 6b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to seismically induced landslides; (7) GE-7, 7a, 7b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to shoreline instability; (8) GE-8, 8a, 8b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to landslides; (9) GE-9, 9a, 9b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to

damage from settlement; (10) GE-10, 10a, 10b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to expansive soils; (11) GE-11, 11a, 11b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to corrosive soils; (12) GE-12, no impact from surface fault rupture; (13) GE-13, no impact from the use of soils incapable of supporting septic tanks or alternative wastewater systems; (14) GE-14, no impact from the destruction of unique geologic features; and (15) less than significant impacts, with implementation of mitigation measures, to cumulative geology and soils impacts.

Proposed Modifications

The proposed Project modifications would not result in changes to the overall location of the Project, the overall extent of construction or operational activities, the nature of the Project land uses, the overall number of housing units, or an increase in the square footage of commercial development. Although the increases in height may slightly increase construction activities, this potential construction increases would be offset by the proposed reduction in office space which would reduce the overall construction. The FEIR assumed that excavation and grading would occur across the entire development areas of the Project site and the off-site improvement areas. Generally, the FEIR acknowledged that Project construction activities would involve extensive construction to accommodate new development and site preparation could include deep excavations for large structures, installation of foundation piles, trenching for utilities, grading and compaction and other earth-disturbing activities. (FEIR, pp. III.K-57, K-90) Thus, these Project modifications would not result in grading or other land alteration impacts that were not anticipated in the FEIR. (See, Exhibit Q, CP Development Co. Excavation Quantities Memo.) Consequently, there would be no changes to The mitigation measures and regulatory the Project's effects related to geology and soils. requirements summarized in the FEIR have been designed to address to potential impacts at any depth of excavation, grading, or construction activities. Therefore, the Project modifications would not result in any changes in the FEIR's geology and soils impact conclusions. All impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR geology and soils cumulative impact conclusions would continue to be less than significant with the implementation of mitigation measures.

4.12 Hydrology and Water Quality

The FEIR determined that the Project would result in the following level of impacts: (1) HY-1, 1a, 1b, 1c, less than significant impacts, with implementation of mitigation measures, from construction regarding compliance with water quality standards and waste discharge requirements; (2) HY-2, less than significant impacts from construction on groundwater supplies and groundwater recharge; (3) HY-3, less than significant impacts from construction on erosion and siltation; (4) HY-4, less than significant impacts, with implementation of mitigation measures, from construction on flooding; (5) HY-5, less than significant impacts, with implementation of mitigation measures, from construction on storm sever system capacity; (6) HY-6, 6a, 6b, 6c, less than significant impacts, with implementation of mitigation measures, with implementation of mitigation measures, from construction on storm sever system capacity; (6) HY-6, 6a, 6b, 6c, less than significant impacts of the Yosemite Slough Bridge, from project operations regarding compliance with water quality standards

and waste discharge requirements; (7) HY-7, less than significant impacts, with implementation of mitigation measures, from project operations on water quality; (8) HY-8, no impact from project operations on groundwater supplies and groundwater recharge; (9) HY-9, less than significant impacts, with implementation of mitigation, from project operations on erosion or siltation effects; (10) HY-10, less than significant impacts, with implementation of mitigation, from project operations on flooding from surface runoff; (11) HY-11, less than significant impacts, with implementation of mitigation, from project operations on storm sewer system capacity; (12) HY-12, 12a, 12b, less than significant impacts, with implementation of mitigation, related to placing housing in a flood hazard area; (13) HY-13, 13a, 13b, 13c, less than significant impacts at Candlestick and the Yosemite Slough Bridge and less than significant impacts, with implementation of mitigation, at HPS Phase II related to placing structures within a flood hazard zone; (14) HY-14, less than significant impacts, with implementation of mitigation, regarding other flood risks; (15) HY-15, less than significant impacts related to seiche, tsunami, and mudflows; (16) less than significant cumulative hydrology and water quality impacts.

Proposed Modifications

The proposed Project modifications would not result in changes to the overall location of the Project. the overall extent of construction or operational activities, the nature of the Project land uses, the overall number of housing units, or an increase in the square footage of commercial development. Although the increases in height may slightly increase construction activities, these potential construction increases would be offset by the proposed reduction in office space which would reduce the overall construction. Development would continue to occur on the same areas of the site analyzed for development in the FEIR. The Project modifications would not involve significant additional grading, construction, other land alteration impacts, or new operational activities that were not anticipated in the FEIR, because these modifications involve relocation of certain approved Project components, modest height increases for approved building sites, and changes in the timing and configuration of off-site roadway improvements. The FEIR assumed that excavation, construction, and operational activities would occur across the entire development area of the Project site and the off-site improvement areas. Additionally the FEIR mitigation measures and compliance with the regulatory requirements for water guality, runoff control, and stormwater management will continue to ensure that Project impacts are mitigated in accordance with the FEIR analysis and conclusions. Therefore, the proposed Project modifications would not result in new significant impacts or a substantial increase in the severity of previously identified impacts with respect to hydrology and water quality impacts. All impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR hydrology and water quality cumulative impact conclusions would remain less than significant.

4.13 Biological Resources

The FEIR determined that the Project would result in the following level of impacts: (1) BI-1, no construction impact on regional conservation plans; (2) BI-2, less than significant impacts from construction on common species and habitat; (3) BI-3a and 3b, no construction impact on sensitive plants; (4) BI-4a, 4b, 4c, less than significant impacts, with implementation of mitigation measures,

from construction on waters of the United States and navigable waters; (5) BI-5a, 5b, no construction impacts at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II from construction on eelgrass beds; (6) BI-6a, 6b, less than significant impacts, with implementation of mitigation measures, from construction on sensitive bird species; (7) BI-7a, 7b. less than significant impacts at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II from construction on foraging habitat for raptors; (8) BI-8a, 8b, less than significant impacts from construction on the western red bat; (9) BI-9a, 9b, no impact at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II from construction on marine mammals and fish; (10) BI-10a, 10b, 10c, less than significant impacts from construction on mollusks; (11) BI-11a, 11b, 11c, less than significant impacts, with implementation of mitigation measures, from construction on special-status fish species; (12) BI-12a, 12b, 12c, less than significant impacts, with implementation of mitigation measures, from construction on essential fish habitat; (13) BI-13a, 13b, less than significant impacts at Candlestick and less than significant impact, with implementation of mitigation measures, at HPS Phase II from construction on wildlife movement; (14) BI-14a, 14b, less than significant impacts, with implementation of mitigation measures, from construction on local plans and policies; (15) BI-15a, 15b, no impact at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II from construction on contaminated soils or sediments; (16) BI-16a, 16b, less than significant impacts from project operations on sensitive birds and animals; (17) BI-17a, 17b, no impact from project operations on nesting American peregrine falcons; (18) BI-18a, 18b, no impact at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II, from project operations on sensitive aquatic species, mollusks, and designated essential fish habitat; (19) BI-19a, 19b, no impact at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II, from project operations on contaminated sediments; (20) BI-20a, 20b, less than significant impacts, with implementation of mitigation measures, from project operations on the movement of bird species; (21) BI-21a, 21b, less than significant, with implementation of mitigation measures, from project operations on local plans and policies; (22) BI-22, less than significant impacts, with implementation of mitigation measures, from project operations on specialstatus and/or legally protected species; (23) BI-23, less than significant impacts, with implementation of mitigation measures, from project operations on sensitive habitats; (24) BI-24, less than significant impacts, with implementation of mitigation measures, from project operations on wetlands and jurisdictional waters; (25) BI-25, less than significant impacts, with implementation of mitigation measures, from project operations on fish or wildlife movement; (26) BI-26, less than significant impacts, with implementation of mitigation measures, from project operations on local plans and policies; and (27) less than significant impacts, with implementation of mitigation measures, to cumulative biological resource impacts.

Proposed Modifications

The proposed Project modifications would not result in changes to the overall location of the Project, the overall location of construction or operational activities, the nature of the Project land uses, or the overall number of housing units or an increase in the square footage of commercial development. Even with the proposed Project modifications, development (construction and operational activities) would continue to occur on the same areas of the site analyzed for development in the FEIR. In

particular, the proposed tower relocations would shift the towers to sites previously identified for development. Thus, the new locations were fully considered in the analysis, conclusions and mitigation measures in the FEIR. The revised location for Tower G would be in a location previously occupied by the stadium. The stadium has been demolished and the site is devoid of vegetation. (See Exhibit K, p. 5.) Thus, there are no biological resources on this site. Consequently, the proposed tower relocations and other proposed Project modifications would not result in new significant impacts or a substantial increase in the severity of a previously identified biological resource impacts. Additionally the FEIR mitigation measures and compliance with the regulatory requirements designed to protect and mitigate for impacts to biological resources will continue to ensure that Project impacts are mitigated in accordance with the FEIR analysis and conclusions. All impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR biological resource cumulative impact conclusions would not change.

4.14 Public Services

The FEIR determined that the Project would result in the following level of impacts: (1) PS-1, less than significant impacts, with implementation of mitigation measures, from construction on police protection; (2) PS-2, less than significant impacts, with implementation of mitigation measures, from project operations on police protection; (3) PS-3, less than significant impacts, with implementation of mitigation measures, from construction on fire protection and emergency medical services; (4) PS-4, less than significant impacts from project operations on fire protection and emergency medical services; (5) PS-5, no impact from construction on schools; (6) PS-6, less than significant impacts from project operations on library services; (8) PS-8, less than significant impacts from project operations on library services; and (9) less than significant cumulative impacts, except for the project's contribution to significant cumulative impacts on police services.

Proposed Modifications

The proposed Project modifications would not result in changes to the overall location of the Project, the overall extent of operational activities, the nature of the Project land uses, the overall number of housing units or an increase in the square footage of commercial space, or overall Project population and employment projections (as discussed above). Although certain Project modification such as the height increases may slightly increase construction activities, other modifications may slightly reduce construction activities. In any event, the overall amount of development and number of residential units at CP would be consistent with that analyzed in the FEIR such that no significant increase in construction activities would be done by workers already working on the site and thus would not generate additional workers. Consequently, there would be no increase in the demand for public services. Therefore, the proposed Project modifications would not change or alter the FEIR's findings with respect to public service impacts. Project impacts would be required. Additionally,

the FEIR public service cumulative impact conclusions would continue to be less than significant except for the Project's contribution of significant impacts on police services.

4.15 Recreation

The FEIR determined that the Project would result in the following level of impacts: (1) RE-1, less than significant impacts as construction of the parks, recreational uses, and open space proposed by the Project would not result in substantial adverse physical environmental impacts beyond those analyzed and disclosed in the EIR; (2) RE-2, less than significant impacts, with implementation of mitigation measures, as implementation of the Project would not increase the use of existing parks and recreational facilities that would cause the substantial physical deterioration of the facilities to occur or to be accelerated, nor would it result in the need for, new or physically altered park or recreational facilities; (3) RE-3, less than significant impacts, as implementation of the Project would decrease the size of Candlestick Point State Recreation Area (CPSRA) but would not, overall, adversely affect the recreational opportunities offered by that park, nor would it substantially adversely affect windsurfing opportunities at the Project site; and (4) less than significant cumulative recreation impacts.

Tower Relocations

The FEIR and 2010 Project approvals included the towers proposed for relocation, thus the towers are not a new Project element. The proposed tower relocations would occur in areas planned for development and would not affect the location, amount, use, or type of park and open space approved within the Project. Additionally, the proposed tower relocations would not affect plans for the reconfiguration and improvement of the CPSRA and would not affect use of the park. The CPSRA General Plan as amended in 2013 acknowledges that the park is located in an intensely urban area surrounded by industrial and residential uses, and, formerly, the stadium. (See Exhibit L.) The State Park and Recreation Commission Resolution 1-2013 acknowledged that "the Park is located in an urban area surrounded by the proposed Candlestick Point-Hunters Point Shipyard Phase II project, which will dramatically alter the neighborhood surrounding the park, replacing the existing Candlestick Park stadium, vacant lands and other areas with a large mixed use development." (See Exhibit L.) The CPSRA General Plan describes the vision and role of the park as "an urban state park" where its "urban edge is as long as its shoreline, with CPSRA as the intermediary where these very different environments meet and blend." (See Exhibit L.) The Plan notes that the "proposed redevelopment surrounding the park will greatly change the character of the urban edge. The park will provide a 'green front lawn' for the planned community of townhomes, high rises, and shopping districts. There will be many more people visiting the park, looking to enjoy the incredible water's edge recreation, as well as contact with nature and a respite from city life. Thus, future development of the park must carefully navigate this intermediary nature between the city and shoreline edges. CPSRA's spirit of place will continue to evolve, as a gradient of these urban and natural experiences." (See Exhibit L.) Thus, the State Park and Recreation Department, in establishing goals and objectives for the park, has recognized that the park must be designed to function with the development. As such, the new surrounding development would be compatible with

its recreational goals for the park. The tower relocations will change the location of three towers but not the overall planned development and the development and park would remain compatible.

Towers J and K would be relocated within Candlestick Point South. (Exhibit C.) These towers would move approximately 100 feet closer to the CPSRA, but this relatively modest change would not be noticeable in the context of the larger development. Intervening development with lower heights in Candlestick Point South would continue to separate the towers from the CPSRA. Thus, the modest relocation of these towers would not adversely affect use of the CPSRA.

As shown on Exhibit K, p.1, Tower G would be a minimum of 600 feet from the closest point to one corner of CPSRA in the area known as the "Last Port" which parallels Harney Way. The relocated Tower G would be approximately 1,860 feet from the area of the park known as "Wind Meadow" and 1,682 feet from the area known as the Last Rubble." (Exhibit K, p.1). Given these distances from the CPSRA, the dense urban context that would be created by the approved Project, the intervening streets (Harney Way and Arelious Walker), landscaping and other development (CP south) between this tower and the park, the relocation of Tower G would not interfere with use of CPSRA. Tower G would be part of the large, dense CP Center and would fit within the urban context approved for development adjacent to the CPSRA. Moreover, Tower G would be located on a site formerly occupied by the football stadium, which was a dominant feature near the CPSRA and visible from many areas in the CPSRA. (Exhibit K, pp.1-4.) Scenic views from the park to the water would not be affected by the relocated Tower G, which would be located behind the viewer. Thus, the proposed location of Tower G would not contribute to the deterioration or degradation of the CPSRA or reduce it recreational opportunities.

Height Increases

The proposed modifications to allow modest height increases at CP Center would not result in any changes to the overall location of the Project, the overall extent of construction or operational activities, the nature of the Project land uses, or the overall number of housing units or an increase in the square footage of commercial development. Development would continue to occur on the same areas of the site analyzed for development in the FEIR. The proposed height increases are modest and would be limited to the CP Center so that no height increases are proposed near the CPSRA. No changes to the Project's park and open space system are proposed. These proposed changes would not affect the use of the CPSRA or any of its improvements.

<u>Relocation of Displaced On-Street Parking Spaces to the CP Center Garage; Change in Phasing of</u> <u>Harney Way Off-Site Improvements; Revisions to Configuration of Gilman Avenue</u>

These proposed modifications would have not affect recreation areas and do not implicate the FEIR recreation significance criteria.

Consequently, the relocated towers would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to recreation. No new

mitigation measures would be required. Additionally, with the relocated towers, the FEIR recreation cumulative impact conclusions would not change.

4.16 Utilities

The FEIR determined that the Project would result in the following level of impacts: (1) UT-1, less than significant impacts regarding the need for new or expanded water entitlements and resources; (2) UT-2, less than significant impacts, with implementation of mitigation measures, regarding the need for construction of new or expanded water treatment or conveyance facilities; (3) UT-3, 3a, 3b, less than significant impacts, with implementation of mitigation measures, regarding the need for expansion of off-site wastewater conveyance facilities; (4) UT-4, less than significant impacts regarding the potential to exceed wastewater treatment requirements of the Regional Water Quality Control Board; (5) UT-5, 5a, 5b, less than significant impacts, with implementation of mitigation measures, regarding construction-related solid waste generation; (6) UT-6, 6a, 6b, less than significant impacts regarding disposal of construction-related hazardous waste; (7) UT-7, 7a, 7b, less than significant impacts, with implementation of mitigation measures, regarding operational solid waste generation; (8) UT-8, 8a, 8b, less than significant impacts regarding disposal of operational generated hazardous waste; (9) UT-9, less than significant impacts, with implementation of mitigation measures, regarding compliance with solid waste regulations; (10) UT-10, less than significant impacts regarding dry utility infrastructure and service capacity; (11) less than significant cumulative utility impacts.

Proposed Modifications

The proposed Project modifications would not result in changes to the overall location of the Project, the overall extent of operational activities, the nature of the Project land uses, the overall number of housing units or an increase in the square footage of commercial space, or overall Project population and employment projections (as discussed above). Although the height increases may slightly increase construction activities, these potential construction increases would be offset by the net reduction in office space which would reduce overall construction. Additionally, the minor increases in construction activities would be done by workers already working on the site and thus would not generate additional workers. Consequently, there would be either minor or no increase in the demand for utility services from construction or operational activities. Therefore, the proposed Project modifications would not alter the FEIR's findings with respect to utility service impacts. Project impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR utility cumulative impact conclusions would remain less than significant.

4.17 Energy

The FEIR determined that the Project would result in the following level of impacts: (1) ME-1, less than significant impact from energy use during construction; (2) ME-2, less than significant impacts, with implementation of mitigation measures, from the use of large amount of electricity in a wasteful manner for the operation of buildings constructed under the Project; (3) ME-3, less than significant

impacts, with implementation of mitigation measures, from the use of large amount of natural gas in a wasteful manner for the operation of buildings constructed under the Project; (4) ME-4 less than significant impacts, with implementation of mitigation measures, from the use of large amount of energy in a wasteful manner for vehicle trips associated with the Project; and (5) less than significant cumulative impacts related to energy use during project construction and operation.

Proposed Modifications

The proposed Project modifications would not result in changes to the overall location of the Project, the overall extent of operational activities, the nature of the Project land uses, the overall number of housing units or an increase in the square footage of commercial space, or overall Project population and employment projections (as discussed above). Although the height increases may slightly increase construction activities, these potential construction increases would be offset by the net reduction in office space which would reduce overall construction. Additionally, any potential minor increases in construction activities would be done by workers already working on the site and thus would not generate additional workers. Although some of these changes may slightly increase energy use and some may slightly decrease energy use, on balance Project energy use would be substantially as estimated in the FEIR because the proposed Project modifications are not the type or scale of modifications that would substantially affect energy use. Therefore, the proposed Project modifications would not change the FEIR's findings with respect to energy impacts. All Project energy impacts would be required. Additionally, the FEIR energy cumulative impact conclusions would remain less than significant.

4.18 Greenhouse Gas Emissions

The FEIR determined that the Project would result in the following level of impacts: (1) GC-1, less than significant impact, as the Project would not result in a substantial contribution to global climate change by increasing GHG emissions in a manner that conflicts with the state goal of reducing GHG emissions in California to 1990 levels by 2020 (e.g., a substantial contribution to global climate change) or conflict with the San Francisco's Climate Action Plan by impeding implementation of the local GHG reduction goals established by the San Francisco 2008 Greenhouse Gas Reduction Ordinance; (2) less than significant cumulative greenhouse gas emissions impacts.

Ramboll Environ reviewed the proposed Project modifications for consistency with the FEIR air quality findings and the discussion below reflects their analysis and conclusions. (See Exhibit P.)

Tower Relocations

Ramboll Environ reviewed the proposed tower relocations and determined that the relocation of three towers would not affect the analysis of greenhouse gas (GHG) emissions in the FEIR because the overall square footage of the Project would not be increased.

Height Increases

Ramboll Environ reviewed the proposed increase in maximum building height for three locations in CP Center and determined that this modification would not affect the analysis of GHG emissions in the FEIR because, while the massing of the buildings would increase, the overall square footage of the Project would not be increased. Because the models used in the FEIR to estimate construction emissions are based on square footage; there would not be a material difference in the way the emissions are estimated. Therefore, this Project revision would not change the analysis in the FEIR.

Conversion of Office Space to Neighborhood Retail Space

Ramboll Environ evaluated whether this conversion of office use to neighborhood retail use would increase the GHG emissions findings in the FEIR. To evaluate the minimum size of office land use to be converted to 6,000 square feet of neighborhood retail without increasing the total Project operational GHG emissions, Ramboll Environ estimated the 2020 GHG emissions associated with proposed 6,000 square feet of neighborhood retail using CalEEMod®. The mobile source emission factors generated using California Air ARB's EMFAC2014 model are used to replace the CalEEMod® default as discussed in the Air Quality section above. In addition, the GHG emissions associated with energy incorporate the 2013 California Building Energy Efficiency Standards (Title 24) and Pacific Gas and Electric's 2020 carbon intensity factor.

The Project GHG emissions presented in the FEIR were calculated for year 2020. In the analysis for this Addendum, Ramboll Environ determined the minimum square footage of the previously approved office land use that would require removal from the Project to ensure that the proposed increase in neighborhood retail would not increase Project GHG emissions. The land use GHG emissions for this analysis are calculated using the same methodology presented in F E I R Appendix S (Climate Change Technical Report). As presented in Exhibit P, Table 2, adding 6,000 square feet local-serving retail development to the Project without increasing the GHG emissions previously estimated in the FEIR would require a removal of at least 9,200 square feet of previously approved office land use. The CalEEMod® default trip rates does not reflect low trip generation rate due to the nature of the development plan. Therefore, the estimated GHG emissions for the proposed local-serving retail are conservative. Since the office use would be reduced by 15,500 square feet, no increase in GHG emissions above the emissions estimated in the FEIR would occur with this modification.

The construction emissions presented in the FEIR were calculated based on the Project specific construction schedule and equipment list. It is reasonable to assume the proposed neighborhood retail would be constructed over the same construction duration with the same equipment list. In addition, based on the GHG emission comparison discussed above, the equivalent local-serving retail would be smaller in size than the office space proposed for removal/conversion. Therefore, converting office space to neighborhood-retail space would not generate increased GHG emissions associated with the construction activities analysis presented in the EIR.

Relocation of On-Street Parking Spaces to CP Center Garage

The proposed relocation of certain on-street parking to the CP Center garage is expected to have negligible effect on construction activity, because the overall building envelope of the CP Center garage either would not change from the garage size anticipated in the EIR. Consequently, there would be no change in the overall GHG emissions from that evaluated in the EIR.

Change in Phasing of Harney Way Off-Site Improvements

This proposed modification results from the need to bifurcate construction on Harney Way into two phases in order to harmonize phasing with other transportation improvements planned for this area. This proposed modification would not change the overall work planned for the Harney Way improvements; it would spread the same amount of work spread over a longer time. Because this proposed modification only divides the Harney Way improvements into two phases and does not increase the amount of activity, there would be no change to the GHG emissions.

Revisions to Configuration of Gilman Avenue

The original cross-section proposed to widen the Gilman to accommodate two lanes in each direction, whereas under the revised proposal there will be one lane in each direction plus a left turn lane in the middle – the curb to curb width will be 49 feet 9 inches instead of 56 feet. This modification reflects a reduction in construction activity (i.e., building a smaller roadway) that was analyzed in the FEIR. Consequently, there would be no increase in the overall GHG emissions from this proposed modification.

Accordingly, there would be no new impacts or increases in the severity of previously identified impacts related to greenhouse gas emissions and no new mitigation measures would be required. The impacts would remain less than significant, and no new mitigation measures would be required. Additionally, the FEIR greenhouse gas emissions cumulative impact conclusions would remain less than significant.

5. Conclusion

Based on the foregoing, OCII concludes that the analysis and conclusions reached in the FEIR certified on June 3, 2010 remain valid, and that no supplemental environmental review is required for the proposed modifications to the Project. The modified Project would neither cause new significant impacts nor result in the substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the Project that would cause significant environmental impacts to which the modified project would contribute considerably, and no new information has been put forward which shows that the modified Project would cause significant environmental impacts. Consequently, the Project changes do not require major revision of the FEIR, and the project sponsors may implement the proposed modifications without additional CEQA review,

consistent with California Public Resources Code Section 21166 and California Code of Regulations (CEQA Guidelines) Section 15164. Therefore, no supplemental environmental review is required beyond this Addendum.

Date of Determination: I do hereby certify that the above determination has been made pursuant to state and local requirements. Tiffany Bohee Executive Director Office of Community Investment and Infrastructure

Exhibit A: 02/05/16: Tier 1 Project Revisions

Date: February 5, 2016

CANDLESTICK POINT Proposed Project Revisions Associated with Development Plan Application for Sub-Phase 02-03-03 and Updates to Project Documents, Including: CP Major Phase 1 Application, CP Design for Development (D4D), CP Streetscape Master Plan, CP-HPS-Phase 2 MMRP, CP Transportation Plan

Proposed Revision	Existing Provision	Project Document(s)	
		Revision	
TIER 1: Substantive Project Revisions			
<u>1. Tower Relocation</u> : The sub-phase application proposes relocating Towers G, J and K. Tower G would be relocated within CP-02, but outside the approved tower zone. Tower J and K would be moved approximately 100 feet southeast. Tower K would remain in an approved tower zone and Tower K would be in a new fixed location.	D4D located Tower G in the approved tower location in the center of CP-02. D4D located Towers J and K in CP-South, approximately 100 feet north of the proposed location.	Major Phase 1 Application • Section 1.1 • Figure 6.1 • Figure 6.5 • Figure 6.6 • Figure 6.7 • Figure 6.8 D4D: The 4.2	
		 Table 4.3 Figure 4.3 Figure 8.1 	
2. <u>Height Increase – CP Center at corner of Harney Way and Ingerson Avenue</u> : The sub-phase application proposes to increase the height of the building at CP Center on the corner of Harney Way and Ingerson Avenue from 85 feet to 120 feet. The Film Arts Center will be developed at this location.	D4D limits height at this location to 85 feet.	Major Phase 1 Application • Section 1.1 • Figure 6.1 • Figure 6.3 • Figure 6.4 • Figure 6.5 • Figure 6.6 • Figure 6.7 • Figure 6.8 D4D:	
		Figure 4.3Figure 8.1	

Exhibit A: 02/05/16: Tier 1 Project Revisions

3. Height Increase - CP Center at corner of Arelious Walker Drive and Harney Way: The sub-phase	D4D limits height at this location to 65 feet.	Major Phase 1 Application
application proposes to increase the height of the CP center at the corner of Arelious Walker Drive and		• Section 1.1
Harney Way from 65 feet to 80 feet. A building containing a hotel, office and performance venue floor		
space will be developed at this location.		D4D:
		• Figure 4.3
		• Figure 8.1
<u>4. Height Increase – CP Center on both Sides of Harney Way & Ingerson Avenue at CP Center.</u> The sub-	D4D limits height at this location to 65 feet.	Major Phase 1 Application
phase application proposes to increase the height of buildings along Harney Way and Ingerson Avenue		• Section 1.1
from 65 feet to 80 feet. These buildings will be developed with retail land uses at ground floor, with a		• Figure 6.1
maximum of five stories of residential or commercial uses above. The D4D defines a maximum		• Figure 6.3
additional guidelines encouraging buildings to be designed with varied height to add architectural interest		• Figure 6.4
to the streetscape		• Figure 6.5
to the streetscape.		• Figure 6.6
		• Figure 6.7
		• Figure 6.8
		D4D·
		Section 4.2.2
		Figure 4.3
		Section 5.2.2
		Figure 5.5
		Section 5.3.2
		Figure 5.7
		Section 5.4.2
		Figure 5.0
		Figure 8.1
5. Conversion of Office Space to Neighborhood Retail Space: The sub-phase application proposes to	Project approvals provide for 150,000 square feet	Major Phase 1 Application
<u>s. conversion of office space to recignorhood recan space.</u> The sub-phase application proposes to convert 15 500 square feet of	of office and 125 000 Square feet of neighborhood	• Section 1.1
neighborhood retail space. This will result in the neighborhood retail floor space increasing from 125,000	retail use at Candlestick Point	• Figure 6.1
square feet to 131,000 square feet, and the office floor space decreasing from 150,000 square feet to		• Table 6.1
134,500 square feet.		
		Transportation Plan:
		• Table 4
		• Table 14
6. <u>Relocation of On-Street Parking</u> : The sub-phase application proposes to relocate 269 on-street spaces	430 on-street spaces	Major Phase 1 Application
of the planned 430 on-street spaces to the CP Center garage.		• Section 1.1
		• Section 8.6
		• Figure 8.7

Exhibit A: 02/05/16: Tier 1 Project Revisions

7. <u>Harney Way Revised Off-Site Phasing</u> : The sub-phase application proposes to divide construction of the off-site Harney Way roadway improvements into two phases: 1) from Arelious Walker Drive to Executive Park Boulevard East, and 2) from Executive Park Boulevard East to Thomas Mellon Drive. The sidewalk and cycle track along Harney Way would be completed as originally the planned from Arelious Walker Drive to Thomas Mellon Drive.	First phase of Harney Way improvements extended to Thomas Mellon Drive.	Major Phase 1 Application Section 1.1 Section 2.5 Section 8.1 MMRP: MM-TR-16
8. <u>Gilman Avenue Revised Cross Section</u> :	Two lanes of travel in each direction; on-street	Infrastructure Plan: • Section 2.1.3 A • Figure 2.1.3 Major Phase 1 Application
The sub-phase application proposes to revise the cross section configuration to retain 15-foot sidewalks and on-street parking on both sides of street. Only one travel lane in each direction and a center turn lane would be provided The intersections between Third Street and Arelious Walker would be signal controlled.	parking on both sides of street; 12-foot sidewalks. All-way stop sign at the intersections between Third Street and Arelious Walker.	 Section 1.1 Section 8.1 MMRP: MM-TR-23.1
		 Transportation Plan: Figure 7M Infrastructure Plan: Section 2.1.3 E Figure 2.1.5

Date: February 5, 2016

CANDLESTICK POINT

Tier 2 and Tier 3 Revisions Associated with Development Plan Application for Sub-Phase 02-03-03 and Updates to Project Documents, Including: CP Major Phase 1 Application, CP Design for Development (D4D), CP Streetscape Master Plan, CP-HPS-Phase 2 MMRP, CP Transportation Plan

Proposed Revision	Existing Provision	Project Document(s) Revision
TIER 2: D4D, Streetscape Plan, and Major Phase 1 Applica	tion Refinements and Clarificati	ons
1. <u>Additional Signage Provisions</u> : Provisions amended to provide a greater level of guidance for signage, specifically in relation to intent, variety, style, orientation, lighted signs, safety, new technology signs, temporary signage and prohibited signage. Specific standards for commercial and residential signage are removed.	 D4D: Existing provisions in Section 4.3.2 I 	D4D: • Section 4.4, p. 138-139
2. <u>Podium Heights</u> : Add provisions to the D4D to clarify massing and bulk controls for tower podiums and add maximum podium heights for each tower.	D4D: • No existing provisions	D4D: • Table 4.3 (p. 84), • Section 4.3.2 (p. 87) • Table 4.5 (p. 87)
3. <u>Ground Floor Retail Height In Mixed Use Residential District</u> : Add provisions to the D4D minimum floor-to-floor height of 15 feet for non-residential uses.	 D4D: Figure 4.6 – Minimum retail height of 12 feet for Mixed Use High Rise Section 4.3.1 B – All retail spaces shall be a minimum of 12 feet height 	D4D: • Figures 4.7 to 4.12 (p 97 to 102) • Section 4.3.1 (A) (p. 110) • Section 4.3.1 (B) (p. 116) Major Phase 1 Application: • Section 1.1 (pp. 4-5) • Section 6.1 (p. 52)
4. <u>Parking Garage Entry</u> and Curb Cuts Widths: Revise D4D to allow a maximum of 27 foot width for garage entrance and curb cuts if needed to accommodate large service vehicles and emergency services.	 D4D Section 4.3.1 D (p. 128) – Maximum combined parking & loading entry width 24 ft Section 4.4.3 (p. 152) – Maximum curb cut width 24 ft 	D4D: • Section 4.3.1 D (p. 123) • Section 4.4.3 (p. 144) Major Phase 1 Application: • Section 1.1 (pp. 4-5) • Section 8.7 (p. 79)
5. <u>CP Center Internal Access</u> : Eliminate extension of Earl Street and 8 th Street into CP Center and eliminate Bill Walsh Street. Add four pedestrian only corridors. Allow service vehicles to use one pedestrian corridor.	 D4D: Various figures, images and location plans show the extension of Earl Street and 8th Street into CP Center, with a new Bill Walsh Street. 	 D4D: Figure 2.1 (p. 21) Image: Density of residential and services is clustered around transit stops (p. 23)

Proposed Revision	Existing Provision	Project Document(s)
		Revision
		 Image: Parks and Open Space Illustrative Plan (p. 24) Figure 2.2: Parks and Open Space Network (p. 25) Figure 2.3 (p. 27) Figure 2.4 (p. 29) Figure 2.5 (p. 33) Figure 2.6 (p. 37) Figure 3.1 (p. 47) Figure 3.2 (p. 49) Figure 3.2 (p. 49) Figure 3.4: Parks and Open Space (p. 64) Figure 3.10: Conceptual Plan – Candlestick Point State Recreation Area (p. 72) Figure 4.1: Development Blocks (p. 77) Figure 4.2: Land Use Districts (p. 79) Figure 4.3: Building Heights (p. 85) Figure 4.4: Street Wall Conditions (p. 94) Figure 5.1: Character Neighborhoods (p. 155) Figure 5.6: Candlestick Center Illustrative Site Plan (p. 177) Figure 5.7: Candlestick Center Urban Design (p. 183) Figure 7.1: Block Plan (p. 201) Figure 7.2: Building Heights (p. 205) Figure 7.4: Jamestown Urban Design
		(p. 209)

Proposed Revision	Existing Provision	Project Document(s)
		Revision
Proposed Revision	Existing Provision	Project Document(s) Revision• Figure 8.1: Building Heights – Shipyard South R&D Option (p. 214)• Figure 9.3: Candlestick Center Block Plan (p. 228)• Location Plan (p. 35)• Location Plan (p. 50)• Location Plan (p. 51)• Image: Location of Retail Streets (p. 59)• Image: Location of Boulevard Streets (p. 60)• Image: Location of Local Streets (p. 61)• Image: Location of Alice Griffith Community Park (p. 65)• Image: Location of Candlestick Community Park – Final location to be determined in the future (p. 66)• Image: Location of Mini-wedge Community Park (p. 68)• Image: Location of Jamestown Hillside Community Park (p. 68)• Image: Location of State Recreation Area and Bay Trail (p. 70)• Location Plan (p. 95)• Location Plan (p. 97)• Location Plan (p. 99)• Location Plan (p. 90)
		 Location Plan (p. 101) Location Plan (p. 102)
		• Location Plan (p. 102)
		• Location Plan (p. 103)
		 Location Plan (p. 104)

Proposed Revision	Existing Provision	Project Document(s)
		Revision
		• Image: Street block orientated at 45° to
		prevailing winds (p. 106)
		• Location Plan (p. 150)
		 Location Plan (p. 151) Location Plan (p. 156)
		 Location Flan (p. 150) Location Plan (p. 164)
		 Location Plan (p. 174)
		• Location Plan (p. 184)
		• Section 5.3.3: Candlestick Center –
		Urban Design (pp. 194-195)
		Major Phase 1 Application:
		• Section 1.1 (pp. 4-5)
		• Figure 2.1 (p. 10)
		• Figure 2.2 (p. 12)
		• Figure 2.3 (p. 14)
		• Figure 2.4 (p. 17)
		• Figure 2.5 (p. 18)
		• Figure 2.6 (p. 19)
		• Figure 2.7 (p. 20)
		• Figure 2.8 (p. 21)
		• Figure 2.9 (p. 22)
		• Figure 5.1 (p. 36)
		• Figure 5.2 (p. 37)
		• Figure 6.1 (p. 40)
		• Figure 6.2 (p. 42)
		• Figure 6.3 (p. 43)
		• Figure 6.4 (p. 44)
		• Figure 6.5 (p. 45)
		• Figure 6.6 (p. 46)
		• Figure 6.7 (p. 47)
		• Figure 6.8 (p. 48)
		• Figure 7.1 (p. 54)

Proposed Revision	Existing Provision	Project Document(s)
		Revision
		• Figure 8.1 (p. 67)
		• Figure 8.2 (p. 69)
		• Location Plan (p. 70)
		• Location Plan (p. 71)
		• Location Plan (p. 72)
		• Location Plan (p. 73)
		• Figure 8.3 (p. 74)
		• Figure 8.4 (p. 75)
		• Figure 8.5 (p. 76)
		• Figure 8.6 (p. 77)
		• Figure 9.1 (p. 83)
		• Figure 9.2 (p. 85)
		• Figure 9.3 $(p, 86)$
		• Figure 9.4 $(p, 87)$
		• Figure 9.5 (p. 88)
		• Figure 9.6 (p. 89)
		• Figure 9.7 (p. 90)
		• Figure 9.8 (n. 91)
		• Figure 10.1 (n. 94)
		• Figure 10.5 $(p, 100)$
		• Figure 10.5 (p. 100)
6. Arelious Walker Entry Plaza: Add D4D provisions encouraging a vehicle/pedestrian entry plaza.	D4D:	D4D
	No existing provisions	• Section 5.3.2 S8 and G5 (p. 182)
		• Figure 5.7: Candlestick Center Urban Design (n. 183)
7. <u>CP Enter Parking Garage Entry and Curb Cuts Widths</u> : Add D4D provisions to allow garage entry and curb cuts widths up to	D4D:	D4D:
50 feet. All one parking garage entry and associated curb cut larger than 27 feet on Ingerson. Provide for a safe and comfortable	• Section 4.3.1 D, p. 128 – Maximum	• Section 4.3.1 D: Parking Structure (p.
pedestrian and bicyclist crossing.	combined parking & loading entry	123)
	width 24 ft	• Section 4.4.3: Loading, Mechanical
	• Section 4.4.3, p. 152 – Maximum curb	• Section 5.3.2 S7: Parking Structure
	cut width 24 ft	• Section 5.5.2 57. 1 arking structure

Proposed Revision	Existing Provision	Project Document(s) Revision
8. <u>Grocery Store Garage Door and Curb Cut Widths</u> : Add D4D provisions allowing a garage door and curb cut width greater than 27 feet for the grocery store to accommodate a loading dock. Incorporates requirements for screening and design features to ensure a safe and comfortable pedestrian and bicyclist crossing.	 D4D: Section 4.3.1 D (p. 128) – Maximum combined parking & loading entry width 24 ft Section 4.4.3 (p. 152) – Maximum curb cut width 24 ft 	D4D: • Section 5.2.2 G3: Grocery Store (p. 171)
9. <u>Blank Building Facades</u> : Revise D4D provisions to allow blank facades where floor area is below grade or for essential building service area and to avoid blank facades along paseos.	D4D:Blank facades prohibited.	 D4D: Section 4.3.1: Retail and Mixed Use (p. 116) Major Phase 1 Application: Section 6.6 (p. 52)
10. <u>Remove Parking Space Dimensions</u> : Remove D4D minimum parking space dimension requirements.	 D4D: Parallel parking spaces shall be a minimum of 7 ft by 22 ft; angled parking spaces shall be a minimum of 9 ft by 18 ft. 	D4D:Section 4.5.2: On-street Parking
11. <u>Cinema and Grocery Store Parking Ratio</u> : Update D4D to include off-street car parking ratios for Cinema and Grocery Store.	D4D:No existing provisions	 D4D: Table 4.7 (p. 140) Major Phase 1 Application: Table 8.3 (p. 87) Transportation Plan Table 9 (p. 60)
12. <u>Hotel Location</u> : Update D4D to reflect new hotel location at the corner of Harney Way and Arelious Walker.	 D4D:Hotel in location in middle of CP Center, but indicates the location may move. Maximum of two curb-cuts allowed on Earl Street or 8th Street for the provision of passage drop off and loading. 	 D4D: Section 4.3.1 B: Commercial – Hotel (p. 119) Figure 5.6: Candlestick Center Illustrative Site Plan (p. 177) Section 5.3.3 G3: Candlestick Center Urban Design (p. 195) Figure 5.10: Candlestick Center Urban Design (p. 197)

Exhibit B Page 6 of 10
Exhibit B: Tier 2 & 3 Project Revisions

Proposed Revision	Existing Provision	Project Document(s)
		Revision
		Major Phase 1 Application: • Section 1.1 (pp. 4-5) • Figure 2.2 (p. 12) • Figure 6.1 (p. 40) • Table 6.1 (p. 41) • Figure 6.6 (p. 45) • Figure 6.7 (p. 46) • Figure 6.8 (p. 47)
13 Width of Pedestrian Path to Water Mews in Mid-Block Breaks: D4D provision added to require a minimum 10 foot width for	D4D.	D4D:
pedestrian path to water mews.	 No existing provisions 	 Section 4.6.2: Mid-block Breaks (p. 147)
14. Alice Griffith Outdoor Seating: Add D4D provision to encourage outdoor seating in large sidewalk areas at the northern and	D4D:	D4D:
southern ends of Egbert Avenue.	No existing provisions	• Section 5.1.1: Alice Griffith General Description (p. 158)
15. Alice Griffith Setbacks: 9 foot setback to apply at Alice Griffith to properties fronting Donner Avenue, Fitzgerald Avenue	D4D:	D4D:
and G Street	• 10 foot setback	• Section 5.1.2 S4: Setbacks to Donner Avenue, Fitzgerald Avenue & G Street
16. Wedge Park Phasing: Accelerate development of Wedge Park 2a to Major Phase 1. Wedge Park 2b would remain in Major	Major Phase 1 Application:	Major Phase 1 Application:
Phase 2.	• Figure 2.9	• Section 2.5 (p. 22-23)
		• Figure 2.9 (p. 22)
17. Timing and Grading for Jamestown Avenue Improvements: Reconstruction of Jamestown Avenue will end approximately	Major Phase 1 Application:	Major Phase 1 Application:
1,000 feet sooner than originally contemplated in order to avoid significant grade differences between the road and adjoining	• Figure 2.9	• Section 2.5 (p. 22-23)
properties. Resurfacing of this section of roadway will be occur in Major Phase 2 along with the resurfacing of Jamestown to Third Street originally planned for Major Phase 2	Infractructure Plan:	• Figure 2.9 (p. 22)
Third Succe originary planned for Wajor Thase 2.	• Section 2.1.3 C (no changes required)	
	- Section 2.1.5.C (no changes required)	

Exhibit B: Tier 2 & 3 Project Revisions

18. Bulb-outs: Several bulb-outs along Ingerson and Harney have been removed to accommodate SFFD and SFPUC concerns.	CP Streetscape Master Plan:	Major Phase 1 Application:
	• Figure 5.3	• Section 1.1 (pp. 4-5)
	• Figure 5.4	
		CP Streetscape Master Plan:
		• Figure 5.4
		• Figure 5.5
19. Adjustment to CP-04 Boundary: The block depth in CP-04 would be increased to accommodate townhomes and this would	Major Phase 1 Application:	Major Phase 1 Application:
adjust the boundary of CP-04 approximately 100 feet southeast.	Major Phase 1 Application:	• Section 1.1 (pp. 4-5)
	• Section 1.1	• Figure 2.1 (p. 10)
	• Figure 2.1	• Figure 2.2 (p. 12)
	• Figure 2.2	• Figure 2.3 (p. 14)
	• Figure 2.3	• Figure 2.4 (p. 17)
	• Figure 2.4	• Figure 2.5 (p. 18)
	• Figure 2.5	• Figure 2.6 (p. 19)
	• Figure 2.6	• Figure 2.7 (p. 20)
	• Figure 2.7	• Figure 2.8 (p. 21)
	• Figure 2.8	• Figure 2.9 (p. 22)
	• Figure 2.9	• Figure 5.1 (p. 36)
	• Figure 5.1	• Figure 5.2 $(p, 37)$
	• Figure 5.2	• Figure 6.1 $(p, 40)$
	• Figure 6.1	• Figure 6.2 (p. 42)
	• Figure 6.2	• Figure 6.3 $(p, 43)$
	• Figure 6.3	• Figure 6.4 (p. 44)
	• Figure 6.4	• Figure 6.5 $(p, 45)$
	• Figure 6.5	• Figure 7.1 (p. 54)
	• Figure 6.6	• Figure 8.1 (p. 67)
	• Figure 6.7	• Figure 8.2 (p. 69)
	• Figure 6.8	• Location Plan (p. 70)
	• Figure 7.1	• Location Plan (p. 71)
	• Figure 8.1	• Location Plan (p. 72)
	• Figure 8.2	• Location Plan (p. 72)
	• Figure 8.3	• Figure 8.3 (\mathbf{n} 74)
	• Figure 8.4	• Figure 8.4 (n 75)
	• Figure 8 5	• Figure 8.5 $(n, 76)$
	• Figure 8.6	= Figure 8.6 (p. 77)
	• Figure 9.1	= Figure 0.1 (p. 77)
	Figure 0.2	• Figure 9.1 (p. 65)
	• Figure 9.2	

Exhibit B: Tier 2 & 3 Project Revisions

	 Figure 9.3 Figure 9.4 Figure 9.5 Figure 9.6 Figure 9.7 Figure 9.8 Figure 9.9 Figure 9.10 Figure 10.1 Figure 10.5 Various Location Plans 	 Figure 9.2 (p. 85) Figure 9.3 (p. 86) Figure 9.4 (p. 87) Figure 9.5 (p. 88) Figure 9.6 (p. 89) Figure 9.7 (p. 90) Figure 9.8 (p. 91) Figure 10.1 (p. 94) Figure 10.5 (p. 100)
20. <u>Performance Venue Modification</u> : The CP Center performance venue square footage would be divided between two locations. Approximately 42,000 square feet would be located at Harney Way and Ingerson for a 1,200 seat Film Arts Center and approximately 33,000 square feet would be located on the lot with the hotel at the corner of Arelious Walker and Harney Way.	 Major Phase 1 Application: Section 2.2 Table 2.1 Figure 2.2 Table 6.1 Figure 6.6 Figure 6.7 Figure 6.8 Depicts the 75,000 sf arena / performance venue entitlement Transportation Plan: Table 2, p. 3 Table 4, p. 20 Table 14, p. 64 	Major Phase Application: • Section 2.2 (p. 11) • Figure 2.2 (p. 12) • Figure 6.1 (p. 40) • Table 6.1 (p. 41) • Figure 6.6 (p. 45) • Figure 6.7 (p. 46) • Figure 6.8 (p. 47) Transportation Plan: • Table 2, p. 3 • Table 4, p. 20 • Table 14, p. 64
21. <u>Street Width Changes:</u> The width of right-of-ways at Candlestick Point were widened to ensure a 26 foot unobstructed access for SF Fire Department vehicles.	 Transportation Plan: Arelious Walker Drive between Ingerson Avenue and Gilman Avenue – 113 foot right-of-way Arelious Walker Drive between Ingerson Avenue and Harney Way – 109 foot right-of-way B Street – 51 foot right-of-way Gilman Avenue, east of Harney Way – 51 foot right-of-way 	 Major Phase 1 Application: Section 1.1 (pp. 4-5) Section 8.2 (pp. 70-73) Transportation Plan: Arelious Walker Drive between Ingerson Avenue and Gilman Avenue – 84 foot right-of-way Arelious Walker Drive between Ingerson Avenue and Harney Way

Exhibit B Page 9 of 10

22. <u>Building Height Percentages for Blocks with Multiple Height Zones:</u> Clarify building height massing for blocks with multiple	 Harney Way between Egbert Avenue and Donner Avenue – 58 foot right-of- way Ingerson Avenue between Harney Way and West Harney Way – 51 foot right- of-way D4D: 	 B Street – 56 foot right-of-way Gilman Avenue, east of Harney Way – 59 foot right-of-way Harney Way between Egbert Avenue and Donner Avenue – 78.5 foot right- of-way Ingerson Avenue between Harney Way and West Harney Way – 70 foot right- of-way D4D:
height zones by including a percentage of the developable block area that the higher height zone(s) cannot exceed.	No existing provision	• Section 4.2.2
		• Figure 4.3
Tier 3: Editorial Revisions to the D4D, Streetscape Plan,	and Major Phase 1 Application	
1. <u>D4D Updates/Approvals Since 2010</u> : Remove reference to stadium, reflect implementation of Variant 2A, updates to reflect	Refer to detailed attachment	D4D:
changes analyzed in Addendum 1, add certain mitigation measures from the FEIR, add neighborhood retail parking ratio		• Refer to attached change logs
2 D4D Relocation of Text: Jamestown provisions consolidated in new section 7 Shinyard South R&D variant consolidated in	Refer to detailed attachment	D4D [.]
new section 8. Block plans moved from section 5 to the Appendix.		Refer to attached change logs
3. Clarifying Changes to Text, Tables, Figures, and Images in D4D: Clarify descriptions of project elements, interpretations of	Refer to detailed attachment	D4D:
certain standards, add cross-reference, update text and graphics to reflect current plan, delete repetition, add definitions and other minor changes that do not affect the location, type, density, or intensity of the development. See attached change log sheet.		• Refer to attached change logs
4. Updates and Edits to the Streetscape Master Plan: See attached change log sheet, including street furnishings and paving	Refer to detailed attachment	Streetscape Master Plan:
selections and the substitution of a deciduous rather than coniferous trees.		• Refer to attached change logs
5. Updates and Edits to the Major Phase 1 Application: See attached change log sheet, including update of Affordable Housing	Refer to detailed attachment	Major Phase 1 Application:
from 1025 units to 1560 units.		Refer to attached change logs

Notes:

- 1. The Transportation Plan and Infrastructure Plan were updated in July 2014 to reflect modifications to street cross sections and these modifications were approved by the San Francisco Municipal Transportation Agency (8/3/14 letter from Edward Reiskin, Director of Transportation).\, San Francisco Public Utilities Commission (11/ 7/ 2014 letter from Michael Carlin, Deputy General Manager), and the San Francisco Fire Department (7/31/2014 letter from Joanne Hayes-White) in accordance with the approval process in the Interagency Cooperation Agreement.
- 2. As part of approval, obtain authority to update as necessary the FEIR tables and figures for the non-stadium variant 2a.

Exhibit B Page 10 of 10

Exhibit C: Tower Location Analysis Candlestick Point Design For Development _ Figure 4.3 Building Heights



Legend

- Fixed high-rise location IX Encouraged high-rise location Allowable high-rise location zone
 - Proposed high-rise location, 2015
- CP 02-03-04 SUB-PHASE BOUNDARY

Exhibit C Page 1 of 1

Exhibit D: Candlestick Center Mixed Use Height Visuals



Exhibit D Page 1 of 3

Exhibit D: Candlestick Center Mixed Use Height Visuals



Exhibit D Page 2 of 3

Exhibit D: Candlestick Center Mixed Use Height Visuals



Exhibit D Page 3 of 3



Exhibit E: Candlestick Center Hotel Height Visual







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Exhibit F: 12/14/15 Fehr & Peers Office to Retail Conversion Letter

June 25, 2015 (Updated December 14, 2015)

Ms. Joy Navarette San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

Ms. Lila Hussain Office of Community Investment and Infrastructure One South Van Ness, 5th Floor San Francisco, CA 94103

Subject: Candlestick Point – Office to Local Serving Retail Conversion

Dear Joy and Lila,

The Candlestick Point/Hunters Point Shipyard Phase II Project Final EIR (herein referred to simply as "EIR") was certified by the San Francisco Planning Commission and the San Francisco Redevelopment Commission in June 2010. Since that time, the Housing/R&D Variant (Variant 2A) has been advanced as the project. Variant 2A assumed the Candlestick Point site would include:

- 150,000 square feet of office
- 6,225 residential dwelling units (includes replacement of 256 then-existing units at Alice Griffith)
- 635,000 square feet of regional retail
- 125,000 square feet of neighborhood-serving retail
- 220 room hotel
- 50,000 square feet of community-serving uses
- 10,000-seat arena¹

Since the Project has been approved, the project sponsor has requested that we study the conversion of office to 6,000 square feet of local serving retail.

To maintain the same number of peak hour vehicle trips as was forecasted in the EIR's transportation analysis, the proposed size of office to be converted to neighborhood-serving retail has been based on the number of PM peak hour vehicle trips 6,000 square feet of local

¹ The Draft Sub-Phase CP 02 03 04 Application proposes to replace the arena with a proposed performance venue/nightclub with no more than 5,000 seats. However, since it is uncertain whether this represents a negligible change in the project, or whether that must undergo a separate review and approval process, this analysis evaluates the currently-approved land uses, which include an arena and not the performance venue.

Exhibit F: 12/14/15 Fehr & Peers Office to Retail Conversion Letter

serving retail space would generate. **Table 1** documents the number of PM peak hour vehicle trips. The PM peak hour was chosen for this analysis because it represents the period when the retail space would be most active. As shown, based on the rates used in the EIR, 6,000 square feet of local serving retail would generate 19 peak hour trips. The same number of trips would be generated by 15,500 square feet of office space. Therefore, the proposed change would result in a total of 131,000 square feet of local serving retail and 134,500 square feet of office at the Candlestick Point site.

TABLE 1: OFFICE TO NEIGHBORHOOD-SERVING RETAIL	CONVERSION
TABLE 1. OTTICE TO HEIGTBORTOOD SERVING RETAIL	CONVENSION

Land Use	Size (ksf)	PM Peak Hour Trip Rate ¹	PM Peak Hour Trips
Local Serving Retail	6	3.22	19
Office	15.5	1.25	19

Notes:

 Based on the effective vehicle trip generation rate used in the EIR, accounting for some internalization of trips that may occur within the development. This provides a conservative assumption by lowering the "credit" for external trip generation associated with the office and by using a "blended" rate for retail, which includes local serving and regional retail, resulting in a higher rate than simply using the effective rate for local serving retail only.
 Fehr & Peers, 2015

For questions or comments please contact Chris Mitchell or Sarah Nadiranto.

Sincerely,

FEHR & PEERS

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Chris Mitchell, PE Principal

Sarah Nadiranto, PE Transportation Engineer

SF08-0407

January 22, 2016

Ms. Joy Navarette San Francisco Planning Department 1650 Mission Street, 4th Floor San Francisco, CA 94103

Subject: Candlestick Point / Hunters Point Shipyard Phase II Revised Parking Ratio Assessment (SF08-0407)

Dear Joy:

As you know, the Candlestick Point/Hunters Point Shipyard Phase II Redevelopment Plan EIR was certified in July 2010. The Project's Transportation Plan and EIR outlined specific maximum offstreet parking supply ratios that could be constructed associated with various land uses. The Project's EIR also included a discussion of forecasted peak parking demand and a forecast of the on- and off-street parking supply that would be constructed if the maximum amount of on- and off-street parking were constructed.

Since that time, as project plans and details have been developed, the amount of on-street parking has been substantially reduced compared to what was described in the EIR to accommodate better clearance for emergency vehicles as well as the sidewalk amenities that will be provided (e.g., fire hydrants, transit stops and shelters, ADA facilities, etc.) where parking may be precluded. Further, the proposed off-street parking supply has been modified to reflect more specific land use development proposals. Because of this reduction in the overall amount of parking, the project sponsor has requested additional spaces be provided in the parking structure for the CP Retail Center equal to the number of off-street parking spaces that have been removed from the plan. The purpose of this letter is to describe the effect that this change would have on the analysis described in the Project's EIR.

On-Street Parking Supply

As part of the application for construction of CP-02-03-04, the project's street plans have been designed to a greater level of detail than available when the original EIR analysis was performed. The more detailed designs have resulted in a reduction from the original estimates of on-street parking. For those streets proposed to be constructed as part of CP 02-03-04, the original EIR estimates assumed that 430 on-street parking spaces could be constructed. Design considerations such as ADA design standards, fire hydrants, and utility equipment, would limit the number of on-street parking spaces and result in decreasing on-street parking supply from 430 to 161 parking spaces (a decrease of 269 parking spaces) just for those streets that comprise CP 02-03-04. This represents a reduction in overall parking supply at Candlestick Point compared to what was assumed in the EIR.

Exhibit G Page 1 of 5

Off-Street Parking Supply

The project sponsor is currently in the application process for Sub-phases CP-02-03-04. Table 1 presents the maximum amount of off-street parking supply permitted as part of CP-02-03-04 based on the original 2010 plan for Variant 2A as described in the EIR. The maximum off-street parking supply was calculated by multiplying the maximum parking ratios in the project's Transportation Plan and Design for Development document by the total amount of approved development by land use type.

The current application for CP-02-03-04 includes some refinements to the land uses within the CP Center, including:

- replacing 15.5 ksf of office space with 6 ksf of local serving retail
- the addition of a grocery store (which is considered part of the local-serving retail square footage already approved)
- the change from the originally contemplated arena to a smaller performance venue and movie theater, and
- the addition of 540 more housing units in this sub-phase (with a corresponding decrease in housing units to be supplied in future sub-phases, such that the total number of residential units in Candlestick Point remains the same).

For the cinema and grocery store, current Planning Code ratios from Planning Code Table 151.1 are applied. In the case of the grocery store, the current Planning Code ratio is the same as the ratio for regional retail. The Project Sponsor also requests that the loss of the 269 on-street parking spaces be supplied in the CP Center garage. Table 2 summarizes the proposed new parking calculation:

Exhibit G Page 2 of 5

Land Use	Proposed Amount	Maximum Supply Rate	Maximum Number of Spaces
Non-Residential Parking – CP Center (2010 Plan)			
Office	150 ksf	1 space / ksf	150 spaces
Hotel	220 rooms	0.25 spaces / room	55 spaces
Performance Arena	10,000 seats	1 space / 15 seats	667 spaces
Regional Retail	635 ksf	2.7 spaces / ksf	1,715 spaces
Local-Serving Retail	125 ksf	1 space / ksf ¹	125 spaces
	Non	-Residential Subtotal	2,712 spaces
Residential Parking – CP Center (2010 Plan)			
Housing Units – CP Center	280	1 space / unit	280 spaces
Housing Units – Elsewhere in Subphase	745	1 space / unit	745 spaces
		Residential Subtotal	1,025 spaces
		Grand Total	3,737 spaces

TABLE 1 CALCULATION OF MAXIMUM PERMITTED SUPPLY AT CP-02-03-04(ORIGINAL 2010 PLAN)

1. The Design for Development document states that parking for local-serving retail would be "shared with" parking for regional retail; however, it does not include a specific rate. The project's Transportation Plan and EIR transportation analysis was based on a maximum rate of 1 space per 1,000 square feet for local-serving retail. Therefore, that ratio is used in this calculation.

Land Use	Proposed Amount	Maximum Supply Rate ¹	Maximum Number of Spaces
CP Center Parking (Retail/Entertainm			
Regional Retail	635 ksf	2.7 spaces / ksf	1,715 spaces
Local Serving Retail	96 ksf ²	1 space / ksf	96 spaces
Office ³	134.5 ksf	1 space / ksf	35 spaces
International African Market Place and CPSRA Welcome Center	8 ksf	1 space / 2 ksf	4
Performance Venue	4,400 seats/standing (33 ksf)	1/15 seats ⁴	147 spaces
Movie Theater	1,200 seats (42 ksf)	1/8/10 seats ⁵	145 spaces
Lost On-Street Parking Spaces			269 spaces
Subtotal for Retail/Entertainment Uses			2,411 spaces
CP Center Residential & Community	Services Parking		
Harney/Ingerson Housing	265 units	1 space / unit	265 spaces
SFPD	1 ksf	1 / 2 ksf	1
Subtotal for CP Center Residential & Community Services Uses			266 spaces
Other CP 02-03-04 Uses Provided Se	eparately by Site Developers		
Community Uses (e.g. Fire Station/School)	41 ksf	1 / 2 ksf	21
Grocery	35 ksf	2.7 / 1 ksf	95
Residential Tower at CP Center	220 units	1 space / unit	220 spaces
Other Residential	1,080 units	1 space / unit	1,080 spaces
Hotel	220 rooms	0.25 spaces / room	55 spaces
Office Parking to be made available to future development sites on CP ³			100 spaces
Subtotal CP 02-03-04 Uses Provided Separately by Site Developers			1,570 spaces
		Grand Total ⁶	4,246 spaces

TABLE 2 CALCULATION OF MAXIMUM PERMITTED SUPPLY AT CP-02-03-04(REVISED 2015 PLAN)

Exhibit G Page 4 of 5

TABLE 2 CALCULATION OF MAXIMUM PERMITTED SUPPLY AT CP-02-03-04 (REVISED 2015 PLAN)

- 1. Some maximum rates have been revised from what was in the 2010 Transportation Plan, based on more specificity in proposed uses now compared to 2010. Detailed explanation for the revisions is included in the Subphase CP-02-03-04 Application.
- 2. Includes originally-approved 125 ksf of local-serving retail, less 35 ksf grocery store (which are considered a part of the local-serving retail) plus additional 6 ksf of local-serving retail proposed as a result of eliminating 15.5 ksf of approved office space (see letter to Planning Department and OCII, dated June 25, 2015).
- 3. Office parking shared with retail and entertainment. Number of parking spaces within the structure is reduced by approximately 75% (from 135 spaces to 35 spaces). The balance of entitled parking (100 spaces) will be made available for future development sites on Candlestick Point, provided by the site developer(s).
- 4. Assumes performance venue patrons will share parking with retail patrons. Reduce maximum number of spaces by half.
- 5. 1/8/10 seats = 1 parking space / 8 seats up to 1,000 seats + 1 parking space / 10 seats above 1,000 seats
- 6. Grand total excludes car-share parking spaces. A total of 50 car-share parking spaces will be in the CP Center parking structure and an additional 9 spaces will be provided separately by site developers, totaling 63 car-share spaces.

The revised proposed land uses and off-street parking supply for CP-02-03-04 would yield up to 509 more off-street parking spaces in this sub-phase than if the original land uses and parking ratios were used. However, the 2010 original plan did not account for the 25 Community Uses parking spaces and the grocery store, considered a local serving use, is now using a higher parking rate (2.7 parking space / 1 ksf compared to 1 parking space / 1 ksf). When adjusted for the fact that this sub-phase includes 540 additional housing units and their associated spaces (which are simply being relocated into this sub-phase from another future sub-phase, and do not affect the overall site total), the proposed parking supply would be nearly identical to the amount of off-street spaces previously proposed at the same time that the on-street parking supply has also been reduced by 269 spaces. In fact, the revised 2015 parking supply is less than the 2010 total with the added 540 housing units by approximately 30 parking spaces.

Given that further reductions to the on-street parking supply are likely as additional more detailed plans are developed for future sub-phases, we expect the overall on- and off-street parking supply to be lower than what was contemplated in the 2010 EIR. The reduction to overall parking supply would not result in new significant impacts nor would it substantially worsen any significant impacts identified in the EIR. If anything, fewer people would drive to the site and transit capacity is adequate to accommodate minor increases associated with less driving, if that were to materialize. The relocation of on-street parking does not affect the total trips generated or trip patterns assumed in the EIR because the primary paths of travel would remain the same. For questions or comments please contact Chris Mitchell or Sarah Nadiranto at (415) 348-0300.

Sincerely, FEHR & PEERS

Chris Mitchell, PE Principal

Sarah Nadiranto, PE Transportation Engineer

Exhibit G Page 5 of 5

Commission on Community Investment and Infrastructure

RESOLUTION NO. 1-2014 Adopted January 7, 2014

ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVING THE STREETSCAPE PLAN AND THE SIGNAGE PLAN FOR CANDLESTICK POINT AND THE MAJOR PHASE APPLICATION FOR MAJOR PHASE 1 AND CONFORMING CHANGES TO THE PROJECT DOCUMENTS PURSUANT TO THE DISPOSITION AND DEVELOPMENT AGREEMENT WITH CP DEVELOPMENT CO., LP, SUBJECT TO APPROVAL FROM THE AFFECTED CITY DEPARTMENTS AND MAYOR UNDER AND TO THE EXTENT REQUIRED BY THE ICA AND THE PLANNING COOPERATION AGREEMENT; BAYVIEW HUNTERS POINT AND HUNTERS POINT SHIPYARD PROJECT AREAS

- WHEREAS, Under Chapter 5, Statutes of 2011, Assembly Bill No. 1X26 (Chapter 5, Statutes of 2011-12, First Extraordinary Session), and Assembly Bill No. 1484 (Chapter 26, Statutes of 2011-12, Regular Session) (collectively, as amended from time to time, the "Dissolution Law"), the Redevelopment Agency of the City and County of San Francisco ("SFRA" or the "Redevelopment Agency") was dissolved and the non-affordable housing assets and obligations of SFRA were transferred to the Successor Agency to the Redevelopment Agency of the City and County of San Francisco ("Successor Agency"), commonly known as the Office of Community Investment and Infrastructure ("OCII"), by operation of law; and,
- WHEREAS, Subsequent to the adoption of AB 1484, on October 2, 2012 the Board of Supervisors of the City, acting as the legislative body of the Successor Agency, adopted Ordinance No. 215-12 (the "Implementing Ordinance"), which Implementing Ordinance was signed by the Mayor on October 4, 2012, and which, among other matters: (a) acknowledged and confirmed that, as of the effective date of AB 1484, the Successor Agency is a separate legal entity from the City, and (b) established the Successor Agency Commission (the "Commission") and delegated to it the authority to (i) act in place of the Redevelopment Commission to, among other matters, implement, modify, enforce and complete the Redevelopment Agency's enforceable obligations, (ii) approve all contracts and actions related to the assets transferred to or retained by the Successor Agency, including, without limitation, the authority to exercise land use, development, and design approvals, consistent with applicable enforceable obligations, and (iii) take any action that the Dissolution Law requires or authorizes on behalf of the Successor Agency and any other action that this Successor Agency Commission deems appropriate, consistent with the Dissolution Law, to comply with such obligations; and,
- WHEREAS, The Board of Supervisors' delegation to the Commission includes the authority to grant approvals under specified land use controls for the Candlestick Point and Phase 2 of the Hunters Point Shipyard Project (the "Project"); and,
- WHEREAS, In connection with the Project, the Board of Supervisors on August 3, 2010, approved amendments to the Hunters Point Shipyard Redevelopment Plan and the Bayview Hunters Point Redevelopment Plan by ordinances 210-10 and 211-10, respectively (the "Redevelopment Plans"), the SFRA approved the Candlestick Point Design for Development and the Hunters Point Shipyard Phase 2 Design for Development (as more particularly defined in the Phase 2 DDA, the "Design for Development") by Resolution 62-2010 and the SFRA and CP Development Co., LP (as more particularly

defined in the Phase 2 DDA, "Developer") entered into a Disposition and Development Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard), dated for reference purposes as of June 3, 2010 (as amended and as the same may be further amended from time to time, the "Phase 2 DDA") by Resolution 69-2010. The Phase 2 DDA was amended on December 18, 2012 by a First Amendment to the Phase 2 DDA, pursuant to OCII Resolution No. 3-2012. Capitalized terms used but not otherwise defined in this Resolution have the meanings ascribed to or provided for them in the Phase 2 DDA; and,

- WHEREAS, The Phase 2 DDA establishes Developer's rights to develop within the parameters of the Redevelopment Plans and Design for Development and incorporates through exhibits and attachments various Project Documents including the Design Review and Document Approval Procedure ("DRDAP"), the Below -Market Rate Housing Plan, the Transportation Plan, the Infrastructure Plan, the Community Benefits Plan, the Design for Development, the Parks and Open Space Plan and the Incorporated Sustainability Requirements and Sustainability Goals and other documents (all as more particularly described in the Phase 2 DDA, together, the "Project Documents"); and,
- WHEREAS, The Phase 2 DDA is an enforceable obligation under the Dissolution Law and shown on line HPSY 30 of the Recognized Obligation Payment Schedule for January to June 2014, which was approved by the Oversight Board and the California Department of Finance ("DOF"). On December 14, 2012, DOF issued a final and conclusive determination under California Health and Safety Code § 34177.5 (i) that the Phase 2 DDA and the HPS Phase 1 DDA are enforceable obligations that survived the dissolution of the Redevelopment Agency; and,
- WHEREAS, The Interagency Cooperation Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard) (as more particularly defined in the Phase 2 DDA, the "ICA") between OCII and the City establishes procedures for interdepartmental coordination related to the implementation of the Project. The ICA was executed by the Redevelopment Agency and the City, including by and through the San Francisco Port Commission, the San Francisco Public Utility Commission, the Department of Public Works, the San Francisco Fire Chief and Fire Marshall, the San Francisco Municipal Transportation Agency, the City Administrator, the Controller, the Mayor and the Clerk of the Board of Supervisors, and was consented to by Developer as a third party beneficiary thereof; and,
- WHEREAS, The Planning Cooperation Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard) (as more particularly defined in the Phase 2 DDA, the "Planning Cooperation Agreement") between OCII and the Planning Department of the City and County of San Francisco establishes procedures for coordination between OCII and the Planning Department related to the implementation of the Project, including with respect to the review and approval of Major Phase Applications; and,
- WHEREAS, In accordance with the Phase 2 DDA (including the DRDAP), Developer must submit a Streetscape Plan, a Signage Plan, a Major Phase Application and a Sub-Phase Application before commencing construction on any phase of the Project; and,
- WHEREAS, Developer has submitted a Streetscape Plan and a Signage Plan for Candlestick Point and a Major Phase Application for Major Phase 1 (collectively, the "CP Plans"). As part of the submittal of the CP Plans and as contemplated by the Phase 2 DDA, Developer has proposed refinements to the Project Documents that were adopted in 2010, including to the Phasing Plan, the Infrastructure Plan and the Transportation Plan (collectively, the "Project Refinements"). The Project Refinements are

Exhibit H Page 2 of 6

described in Attachment 6A-6N in the OCII memorandum prepared in connection with the approval of this Resolution; and,

- WHEREAS, The Signage Plan includes historic content to illustrate how the history of Candlestick Point and Hunters Point Shipyard may be conveyed through signage. Historic narratives reported in interpretive displays signs shall rely on resources such as the Bayview Library's Oral Histories Project and allow for additional community input through a process defined in collaboration with OCII and the Hunters Point Shipyard CAC; and,
- WHEREAS, Final approval of the CP Plans and conforming changes to the Project Documents, including the Project Refinements, under this Resolution is subject to approval from the affected City departments and Mayor under and to the extent required by the ICA and the Planning Cooperation Agreement; and,
- WHEREAS, OCII staff has determined that the CP Plans are complete under, and are consistent with, the Phase 2 DDA, the Project Documents, and the Redevelopment Plans, with the only modifications to the Project Documents being the Project Refinements; and,
- WHEREAS, The affected City departments have completed a thorough review of the CP Plans and conforming changes to the Project Documents, including the Project Refinements, under and in accordance with the ICA and the Planning Cooperation Agreement; OCII staff expects that the CP Plans and conforming changes to the Project Documents, including the Project Refinements, will be approved by the affected City departments under and to the extent required by the ICA and the Planning Cooperation Agreement; and,
- WHEREAS, OCII staff seeks approval of the Project Refinements as part of the approval of the CP Plans. Subsequent to the adoption of this Resolution and approval of the CP Plans and conforming changes to the Project Documents, including the Project Refinements, by the affected City departments under and to the extent required by the ICA and the Planning Cooperation Agreement, OCII staff and Developer will make conforming changes to the applicable Project Documents; and,
- WHEREAS, Once the CP Plans and conforming changes to the Project Documents, including the Project Refinements, have been approved by the affected City departments under and to the extent required by the ICA and the Planning Cooperation Agreement, the CP Plans and conforming changes to the Project Documents, including the Project Refinements, will be deemed finally approved by the Commission without further action from the Commission; and,
- WHEREAS, On June 3, 2010, the SFRA Commission by Resolution No. 58-2010 and the San Francisco Planning Commission by Motion No. 18096, certified the Final Environmental Impact Report ("FEIR") for the Project as adequate, accurate, and objective and in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA") and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq.); the Board of Supervisors affirmed the Planning Commission's certification of the FEIR by Motion No. 10-110 on July 14, 2010; and,
- WHEREAS, As part of its approval of the Project on June 3, 2010, in addition to certifying the FEIR, the SFRA Commission, by Resolution No. 59-2010 adopted findings pursuant to CEQA, regarding the alternatives, mitigation measures, and significant environmental effects analyzed in the FEIR, including a Mitigation Monitoring and

Reporting Program and a Statement of Overriding Considerations for the Project, which findings are incorporated into this Resolution by this reference; and,

- WHEREAS, Subsequent to the certification of the FEIR, the Planning Department, at the request of OCII and in response to the proposed Project Refinements as part of the first Major Phase and Sub-Phase Applications, issued an addendum to the FEIR ("Addendum No. 1"); and,
- WHEREAS, Addendum No. 1 addresses changes to the phasing schedule for the Project and corresponding changes to the schedules for implementation of related transportation system improvements in the Transportation Plan, including the Transit Operating Plan, the Infrastructure Plan and other public benefits; and minor proposed revisions in two adopted mitigations measures, TR-16 Widen Harney Way, and UT-2 Auxiliary Water Supply System; and,
- WHEREAS, Mitigation Measure TR-16 Widen Harney Way is proposed to be amended to provide for implementation prior to issuance of the occupancy permit for the Candlestick Point Sub-Phase CP-02, instead of the first grading permit for Major Phase 1 of the Project, and to provide for a two-way cycle track on Harney Way rather than the previously proposed bicycle lane; and,
- WHEREAS, Mitigation Measure UT-2 Auxiliary Water Supply System (AWSS) is proposed to be amended to no longer specify a loop system for the AWSS; and,
- WHEREAS, Based on the analysis in Addendum No. 1, the Planning Department concludes that the analyses conducted and the conclusions reached in the FEIR on June 3, 2010, remain valid and the proposed Project Refinements and the amendments to the two adopted mitigation measures will not cause new significant impacts not identified in the FEIR, and no new mitigation measures will be necessary to reduce significant impacts; further, other than as described in the Addendum No. 1, no Project changes have occurred, and no changes have occurred with respect to circumstances surrounding the proposed Project that will cause significant environmental impacts to which the Project will contribute considerably, and no new information has become available that shows that the Project will cause significant environmental impacts and, therefore, no supplemental environmental review is required under CEQA beyond the Addendum No. 1 to approve the first Major Phase and Sub-Phase Applications; and,
- WHEREAS, OCII staff has reviewed and considered the FEIR, Addendum No. 1, and supporting documentation in preparing necessary findings for the Commission's consideration, and has made the FEIR, Addendum No. 1, and supporting documentation available for review by the Commission and the public and these files are part of the record before the Commission; and,
- WHEREAS, Copies of the FEIR and Addendum No. 1 and supporting documentation are on file with the Commission Secretary and are incorporated in this Resolution by this reference; and,
- WHEREAS, The FEIR and the CEQA Findings adopted by the SFRA Commission by Resolution No. 59-2010 on June 3, 2010 reflected the independent judgment and analysis of the SFRA Commission, were and, except for the proposed minor amendments to Mitigation Measures TR-16 and UT-2, remain adequate, accurate and objective, and were prepared and adopted following the procedures required by CEQA; and,
- WHEREAS, OCII staff has reviewed the CP Plans and finds that they are acceptable and recommends approval of the CP Plans; and,

- WHEREAS, As noted above, the Phase 2 DDA is an enforceable obligation under the Dissolution Law. Review and approval of the CP Plans is an implementing action under the Phase 2 DDA; and,
- WHEREAS, Under the Phase 2 DDA, Developer is expected to propose Insurance Requirements as part of each Major Phase Application. Developer and OCII staff have substantially completed the Insurance Requirements for Major Phase 1 CP and are in final discussions regarding same, including with their respective insurance consultants. The OCII Director and Developer will agree upon the final Insurance Requirements for Major Phase 1 CP prior to commencement of construction. The Insurance Requirements include the form, amount, type, terms and conditions; and,
- WHEREAS, The Hunters Point Shipyard Citizen's Advisory Committee ("CAC"), the Alice Griffith Tenants, and the Bayview Hunters Point community generally have participated in the review of the CP Plans through a series of workshops held at Alice Griffith, the Hunters Point Shipyard and the Southeast Community Facility; and,
- WHEREAS, The CAC, at its meeting of December 9, 2013 reviewed and endorsed the CP Plans and conforming changes to the Project Documents, including the Project Refinements; now, therefore, be it
- RESOLVED, That the Commission has reviewed and considered the FEIR, together with Addendum No. 1 and any additional environmental documentation in the OCII's files, and adopts the CEQA Findings set forth in 59-2010 and amends them to incorporate the minor modifications to the Mitigation Measures TR-16 and UT-2, as set forth in Addendum 1 and in these findings as follows:

MM TR-16 Widen Harney Way as shown in Figure 5 in the Transportation **Study.** Prior to issuance of the *grading occupancy* permit for *Development Phase 1 of* the Project, Candlestick Point Sub-Phase CP-02, the Project Applicant shall widen Harney Way as shown in Figure 5 in the Transportation Study, *with the modification* to include a two-way cycle track, on the southern portion of the project right of way. Prior to the issuance of grading permits for *Candlestick Point Major* Phases 2, 3 and 4, the Project Applicant shall fund a study to evaluate traffic conditions on Harney Way and determine whether additional traffic associated with the next phase of development would result in the need to modify Harney Way to its ultimate configuration, as shown in Figure 6 in the Transportation Study, unless this ultimate configuration has already been built. This study shall be conducted in collaboration with the SFMTA, which would be responsible for making final determinations regarding the ultimate configuration. The ultimate configuration would be linked to intersection performance, and it would be required when study results indicate intersection LOS at one or more of the three signalized intersection on Harney Way at mid-LOS D (i.e., at an average delay per vehicle of more than 45 seconds per vehicle). If the study and SFMTA conclude that reconfiguration would be necessary to accommodate traffic demands associated with the next phase of development, the Project Applicant shall be responsible to fund and complete construction of the improvements prior to occupancy of the next phase.

MM UT-2 <u>Auxiliary Water Supply System</u>. Prior to issuance of occupancy permits, as part of the Infrastructure Plan to be approved, the Project Applicant shall construct an Auxiliary Water Supply System (AWSS) *loop* within Candlestick Point to connect to the City's planned extension of the offsite system off-site on Gilman Street from Ingalls Street to Candlestick Point. The Project Applicant shall construct an additional AWSS *loop* on HPS Phase II to connect to the existing system at Earl Street and Innes

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Avenue and at Palou and Griffith Avenues, with *looped* service along Spear Avenue/Crisp Road.

The Commission finds that these amendments are supported by the analysis in Addendum 1 and incorporates such analysis in these findings by this reference; and be it further

- RESOLVED, That the Streetscape Plan and the Signage Plan for Candlestick Point and the Major Phase Application for Major Phase 1, each dated January 7, 2014, are hereby approved, including approval of the Project Refinements; and be it further
- RESOLVED, That the Streetscape Plan and the Signage Plan for Candlestick Point and the Major Phase Application for Major Phase 1 will not be deemed finally approved by the Commission until the CP Plans and conforming changes to the Project Documents, including the Project Refinements, have been approved by the affected City departments under and to the extent required by the ICA and the Planning Cooperation Agreement. No further action is required by the Commission with respect to the Streetscape Plan or the Signage Plan for Candlestick Point or the Major Phase Application for Major Phase 1 or conforming changes to the Project Documents as approved by this Resolution, and this Resolution shall constitute Approval of the Streetscape Plan and the Signage Plan for Candlestick Point and Major Phase Approval for Major Phase 1 under the Phase 2 DDA, unless the conforming changes to Project Documents are not made consistent with this Resolution, in which case Developer will propose an alternative solution to ensure the conformity of the CP Plans to the Project Documents in accordance with the Phase 2 DDA; and be it further
- RESOLVED, That the Commission hereby authorizes and directs the OCII Director and such OCII staff as the OCII Director may designate, upon approval by the affected City departments of the CP Plans and conforming changes to the Project Documents, including the Project Modifications, under and to the extent required by the ICA and the Planning Cooperation Agreement, to together with Developer make changes to the Project Documents so that they conform to the CP Plans, including the Project Refinements, and to take such additional actions as the OCII Director deems necessary or appropriate in connection therewith, including approving the Insurance Requirements under the Phase 2 DDA, provided, however, that the OCII Director determines that such additional actions are not inconsistent with this Resolution and do not materially increase the burdens and responsibilities of OCII or materially decrease the benefits to OCII with respect of the Project; and be it further
- RESOLVED, That the Commission hereby authorizes and directs the OCII Director to take all actions as needed, to the extent permitted under applicable law and subject to the Project Documents (as modified pursuant hereto), to effectuate OCII's performance under the Project Documents (as modified pursuant hereto).

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of January 7, 2014.

Natasha Jones

Commission Secretary

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December 9, 2015

Ms. Joy Navarette San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

Subject: Candlestick Point/Hunters Point Shipyard Phase II: Implementaiton Phasing for Mitigation Measure MM TR-16 (Widening of Harney Way)

Dear Joy:

The *Candlestick Point/Hunters Point Shipyard Phase II Project Final EIR* (herein referred to as "EIR") was certified by the San Francisco Planning Commission and the San Francisco Redevelopment Commission in June 2010. Subsequently, the San Francisco Planning Commission and the Commission on Community Investment and Infrastructure certified an addendum to the EIR, dated December 11, 2013. Both the EIR and the Addendum include Mitigation Measure MM TR-16, which calls for the widening and reconfiguration of Harney Way west of the development area, between Arelious Walker Drive and Thomas Mellon Drive.

Currently, this section of Harney Way provides two auto travel lanes in each direction and an eight-foot sidewalk on the north side of the street. No sidewalk is provided along the south side of the street, although a parallel Class I shared use path is provided as part of the San Francisco Bay Trail within State Parks lands, just south of Harney Way.

Mitigation Measure MM TR-16 calls for an initial widening of Harney Way that would maintain two travel lanes in each direction, add two BRT lanes on the north side, add a center median to accommodate left-turn lanes at intersections, and add a median between the westbound travel lanes and the BRT lanes to accommodate a dedicated westbound right turn lane at Executive Park Boulevard East and an eastbound BRT stop just west of Executive Park Boulevard. The 2013 Addendum maintained this general configuration and called for provision of a 12-foot sidewalk on the north side of Harney Way and a 13-foot two-way Class I bicycle facility on the south side, separated from traffic by a five-foot median.

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A long-term configuration for Harney Way was also included as part of Mitigation Measure MM TR-16 that would replace the cycletrack with an on-street Class II bicycle lane in the westbound direction and an additional westbound travel lane. Eastbound bicyclists (and westbound cyclists who wish not to ride in the roadway) would be directed to the existing Class I shared use path through State Parks. The long-term configuration for Harney Way is illustrated in the Project's Transportation Plan and the Transportation Impact Study.¹

The Addendum also clarified the timing of implementation of this measure. The Addendum calls for the initial configuration to be constructed prior to occupancy of the Candlestick Point retail center (Candlestick Point Sub-Phase CP-02), with ongoing monitoring of traffic congestion levels that may ultimately trigger implementation of the longer-term configuration. The Addendum also specifies that the BRT service is not scheduled to begin for several years after completion of the initial configuration, until Major Phase 2, Subphase CP-07 and HP-04, which are currently anticipated by 2023.

It is our understanding that there is currently some uncertainty regarding the timing of the Geneva Avenue extension and replacement of the US 101 / Harney Way interchange. It is likely that the interchange will not be constructed prior to operation of the BRT system, which would preclude the originally conceived BRT alignment from operating in the early stages of development of the project.

As a result, the San Francisco County Transportation Authority (SFCTA) is currently conducting a study to define an alternate interim BRT alignment that uses some combination of existing tunnels underneath US 101 at Blanken Avenue and Alana Way. Because that alignment may affect the way in which the BRT lanes are constructed along Harney Way, the SFCTA and the City propose to construct the initial Harney Way Configuration in two phases. Phase 1, shown on **Figure 1**, would construct the initial Harney Way improvements between Arelious Walker and Executive Park Boulevard East, although the sidewalk and Class I cycletrack would be completed all the way to Thomas Mellon Drive. **Figure 2** details the intersection configuration and striping at the Harney Way and Executive Park Boulevard East intersection that would be constructed as part

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¹ The City is currently performing an evaluation of the Geneva Avenue extension and replacement of the US 101 / Harney Way interchange in collaboration with the City of Brisbane as part of several ongoing studies. The long-term configuration of Harney Way may need to be revised in the future based on the recommended configuration of the US 101 / Harney Way interchange. However, because those other studies are ongoing, no changes to the long-term configuration of Harney Way are currently proposed. Refer to the EIR for illustrations of the long-term configuration of Harney Way.

of Phase 1 of the initial configuration. It also illustrates the way in which the new Phase 1 striping will conform to the existing striping just west of Executive Park Boulevard East. Phase 2 of the initial improvements would construct the remaining portion of Harney Way, between Executive Park Boulevard and Thomas Mellon Drive, at a later time, prior to operation of the BRT, and in a way that matches the BRT alignment recommended in the SFCTA's study (and accommodates future permanent alignment).

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Figure 1

Harney Way Interim Configuration – Phase 1

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Source: BKF Engineers

Figure 2

Harney Way Interim Configuration – Phase 1 Detail

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Under this proposed phasing for the initial configuration of Harney Way, there would be no additional transportation impacts, as described below:

- Traffic. There would continue to be two lanes of travel in both directions at all times until monitoring required construction of the ultimate configuration, as envisioned by Mitigation Measure TR-16. The initial phase would also include construction of the westbound left-turn lane at Executive Park Boulevard East. Thus, even with the phased implementation of the near-term configuration for Harney Way, the roadway would continue to have the same number of lanes and traffic capacity at all times.
- Transit. The proposed phasing would require that the BRT facilities be constructed in a manner consistent with the alternative BRT alignment determined by the SFCTA and SFMTA prior to operation of the BRT system. Therefore, transit service would not be affected by the proposed phasing of improvements to Harney Way.
- 3. Bicycles. The phased approach proposed would include the full two-way cycletrack on the south side of Harney Way for the extent of the project's responsibility for improvements to Harney Way, between Arelious Walker Drive and Thomas Mellon Drive, as part of the very first phase. Therefore, the phasing will have no effect to bicycle conditions compared to what was described in the EIR Addendum.
- 4. Pedestrians. There would be a continuous sidewalk on the north side of the street. Between Arelious Walker Drive and Executive Park Boulevard East, the sidewalk would be widened to 12-feet including 6' of landscaping. However, the existing eight-foot sidewalk on the north side of Harney Way between Executive Park Boulevard East and Thomas Mellon Drive would remain, and would instead be widened to 12-feet simultaneously with the construction of the BRT lanes, prior to operation of the BRT route. Despite the fact that widening of a portion of the northern sidewalk would not occur for several years after opening of the Candlestick Point retail center, the retail center is not expected to generate a substantial number of new pedestrian trips along Harney Way and the existing facilities are expected to be adequate.
- 5. Parking. Although parking conditions are not considered an impact by the City of San Francisco, information is provided for informational purposes only. There is no on-street parking on Harney Way under existing conditions and none of the proposals for reconfiguration and widening of Harney Way would provide parking. Therefore, the phased approach proposed would have no effect on parking in the area.

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- 6. **Loading.** Similar to parking, there are currently no loading facilities on Harney Way, and none of the proposals would add loading. Therefore, the phased approach proposed would have no effect on parking in the area.
- 7. **Emergency Vehicle Access.** Because the phased implementation approach would maintain the same number of traffic lanes as the approach envisioned in the Addendum, there would be no effect to emergency vehicle access by using the proposed phased implementation.

We hope you have found this useful. Please do not hesitate to call if you have any questions.

Sincerely,

FEHR & PEERS

Cis Matter

Chris Mitchell, PE Principal

SF08-0407

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Exhibit J: 8/13/15 Fehr & Peers Gilman Letter FEHR PEERS

August 13, 2015

Ms. Joy Navarette San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

Ms. Lila Hussain Office of Community Investment and Infrastructure One South Van Ness, 5th Floor San Francisco, CA 94103

Subject: Draft Analysis of Transportation Effects of Proposed Revisions to Configuration of Gilman Avenue in Candlestick Point – Hunters Point Shipyard Phase II Development Plan

Dear Joy and Lila,

As you know, the *Candlestick Point/Hunters Point Shipyard Phase II Project Final EIR* (herein referred to simply as "EIR") was certified by the San Francisco Planning Commission and the San Francisco Redevelopment Commission in June 2010. Since that time, the Housing/R&D Variant (Variant 2A) has been advanced as the project. Some refinements to the project were proposed in late 2013, resulting in an EIR Addendum certified in December 2013.

One of the most substantial changes contemplated in the December 2013 Addendum was a change to the project phasing, such that the CP Retail Center would be advanced much sooner than originally contemplated. As part of this, certain off-site roadway infrastructure and transit service was proposed to occur sooner than originally contemplated to ensure that the near term transportation system would be adequate to serve the CP Retail Center. One key aspect of the infrastructure required to be constructed commensurate with the Candlestick Point (CP) Retail Center is improvements to Gilman Avenue.

Gilman Avenue has historically served not just as a neighborhood street, but also as one of three primary access routes to and from large events at Candlestick Park. As a result, it is currently configured to facilitate egress from the Park, with one lane eastbound and two lanes westbound (when Candlestick Park was in operation, parking was prohibited on the north side of the street on game days such that a third westbound lane was provided for stadium egress). The originallyproposed and approved concept for Gilman Avenue as part of the project EIR would make the

Exhibit J: 8/13/15 Fehr & Peers Gilman Letter

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street cross section more symmetric, providing on-street parking on both sides and two travel lanes in each direction. Sidewalks would be narrowed from 15 feet to 12 feet. The originallyproposed configuration is shown in in **Figure 1(A)**. At some point in the longer-term future, one of the travel lanes in each direction may be converted to transit-only as part of a mitigation measure for project impacts to transit travel times, as shown in **Figure 1(B)**.

Although a cross-section for Gilman Avenue had been developed in collaboration with the community during the project's planning process prior to the EIR, the City and project team felt it would be appropriate to re-engage the community prior to preparation of more detailed design to confirm the concept. Based on an initial round of outreach, the neighborhood, SMFTA, and the Planning Department all expressed concerns regarding the proposed reduction in sidewalk widths. Further, the originally-proposed changes would require relocation of existing utilities, and no funding is available for this work.

As a result, the project team has begun to test a new concept that would retain the existing sidewalk widths, and instead provide on-street parking and one travel lane in each direction, with a center turn lane. Far-side bus stops with bulb-outs would be located at Ingalls Street and Griffith Street. To compensate for the reduction in capacity associated with the reduction in auto lanes, the existing all-way stop controlled intersections would be converted to signalized intersections, which generally have a much higher throughput.

This letter documents Fehr & Peers' analysis findings associated with a revised concept for Gilman Avenue and incorporates some minor adjustment to traffic forecasts at the intersection of Arelious Walker Drive/Gilman Avenue associated with newly defined details for the CP Retail Center.

SUMMARY

The assessment indicates that the proposed design changes result in similar or better conditions than those presented in the EIR for all modes; therefore, no additional impacts are anticipated and no additional mitigation is required.

TRAVEL DEMAND

Although the land uses proposed as part of the project have not changed, the designs for the CP retail center have been developed to a more detailed level than when prior analyses were

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conducted. As a result, we now have better information regarding the size of the proposed parking structure and the relative size and location of the access points on the surrounding network. This more detailed information suggests that revisions to the overall traffic assignment associated with the CP Retail Center may be warranted.

Original EIR Assumptions

The parking structure associated with the CP retail center was intended to serve the following uses:

- 150,000 square feet of office
- 472 residential dwelling units
- 635,000 square feet of regional retail
- 125,000 square feet of neighborhood-serving retail
- 220 room hotel
- 10,000-seat arena¹

The EIR forecasted that these uses would generate 3,257 PM peak hour vehicle trips, including 1,490 inbound and 1,767 outbound trips. However, since further design of the CP retail center, an additional 192 residential units have been proposed for the CP center site (relocated from elsewhere in the CP site). Parking for 210 of the residential units and the hotel will be accessed from a separate entrance, adjacent to the retail center. Furthermore, the office is no longer proposed to be constructed at the CP center and instead will be proposed at some other location within CP.

Overall, the total number of vehicle trips generated from the Project will remain the same; however, the number of Project trips destined for the CP retail center garage (i.e., excluding trips associated with the office, the hotel, and 210 of the 472 residential units) would decrease to 2,969 PM peak hour trips, including 1,381 inbound and 1,588 outbound trips.

The proposed parking structure will accommodate approximately 2,900 spaces, which suggests that if all project trips for uses the structure is intended to serve were to use the garage, each

¹ The Draft Sub-Phase CP 02 03 04 Application proposes to replace the arena with a proposed 45,000 square foot performance venue/nightclub. However, since it is uncertain whether this represents a negligible change in the project, or whether that must undergo a separate review and approval process, this analysis evaluates the currently-approved land uses, which include an arena and not the performance venue.
Joy Navarette, San Francisco Planning Department Lila Hussain, Office of Community Investment and Infrastructure August 13, 2015 Page 4 of 20



space would have to turn over more than once per hour. This is not a realistic scenario; instead, the limited parking supply will likely cause travelers to switch modes to transit, bicycles, and walking. However, for purposes of this analysis, we have assumed that the originally-forecasted vehicle trips use the proposed parking structure.

Revised Design Assumptions

Figure 2 shows the Cumulative Plus Project volume assumptions used in the EIR. Note that of the intersections presented, only Third Street / Gilman Avenue and Arelious Walker / Gilman Avenue were analyzed in the EIR; intersection analyses at the other, smaller internal intersections were not evaluated in detail in the EIR. The analysis in the EIR assumed that the majority of project trips using the parking garage would access the site from Arelious Walker Drive. However, since completing the EIR, the CP Retail Center parking garage design has been designed to greater level of detail to include and define access points, including:

- Arelious Walker Drive (Primary, signalized, full access)
- Arelious Walker Drive (Secondary, right-in/right-out only)
- Harney Way (Signalized, egress only)
- Ingerson Avenue (Stop-controlled, right-in/right-out only)

Figure 3 shows the latest parking garage design and four access points.

Based on the current understanding of parking stall locations and access points, Fehr & Peers has refined the anticipated trip assignment through local intersections to better align with the current proposed layout. In addition, it has been determined that due to BRT operations along Harney Way, vehicles traveling southbound will not be able to turn right onto Arelious Walker Drive. This will not result in an adverse impact to intersection operations.

Figure 4 shows the trip assignment for trips associated with the parking structure based on the trip generation and distribution forecasts from the EIR and the most recent proposed layout of the parking structure.

Gilman Avenue Corridor

As described above, the EIR assumed conversion of Gilman Avenue to a four-lane roadway with a parking lane in each direction. To accomplish this, existing sidewalks would be reduced to 12 feet – still consistent with Better Streets Plan standards, but less than the existing 15 feet. Upon

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completing the EIR, the study team conducted several meetings with the neighborhood and City staff to review and discuss the Gilman Avenue corridor. Based on these discussions, it was more desirable to keep existing sidewalk widths and modify the travel way to accommodate the future traffic and transit. The Project team worked with SFMTA and others to define a potential revision to the cross-section that would keep the current 15-foot sidewalks and retain on-street parking. As noted earlier, the revised cross section would provide one lane of travel in each direction with a center turn lane and intersections between Third Street and Arelious Walker would be modified from all-way-stop-control (AWSC) to signal control. In addition, far-side bus stops with bulb-outs would be located on the corridor at Ingalls Street and Griffith Street. Figure 1(C) shows the revised cross section and Figure 4 shows the revised PM peak hour intersection volumes. As a result of the revised Gilman Avenue cross section and detailed access points to the CP Retail Center garage, the lane configuration and volume at Gilman Avenue / Arelious Walker has changed, though the total number of vehicles along the Gilman Avenue corridor has remained the same. The eastbound and westbound approach on Gilman Avenue would result in a one left turn lane, one through lane, and one right-turn lane. The northbound approach on Arelious Walker would provide one left turn lane, one through lane, and one shared through-right lane. The southbound approach would remain the same.

ANALYSIS

Transit Operations

This section describes the transit travel time analysis methodology and results, comparing the revised Gilman Avenue cross-section proposal with the originally-proposed section from the EIR. Consistent with the methodology presented in the EIR, transit travel time is the sum of three components: travel delay, transit re-entry delay, and passenger boarding delay.

There are several measures that can be used to reduce traffic congestion delay or transit re-entry delay, as described below.

Transit signal priority (TSP) modifies the timing at signalized intersections to prioritize the movement of transit vehicles through an intersection. If TSP is implemented at an intersection, consistent with the EIR methodology, the traffic congestion delay for transit is assumed to be eliminated.

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Queue jump lanes are bus priority lanes that are installed at signalized intersections (either as a separate pocket lane or in an existing right turn pocket lane) that, in conjunction with a special signal phase, allow a bus to enter the intersection before other traffic is allowed to proceed. If queue jump lanes are implemented at an intersection and co-located with a right turn, the traffic congestion delay for transit is assumed to be equal to the vehicle delay for the right turn movement.

Bus bulb-outs are extensions of the sidewalk curb at the corner of intersections that allow buses to stop without needing to exit the travel lane. Bus bulb-outs eliminate transit re-entry delay for each stop at which they are implemented.

Transit-dedicated lanes are travel lanes on a roadway that permit only transit vehicles to operate. The exception to this is at some intersections, where other vehicles wishing to make a right turn can use the transit lane as a pocket lane. Therefore, when co-located with right turn movements at an intersection, the traffic congestion delay for transit is assumed to be equal to the vehicle delay for the right turn movement.

Far-side stops are transit stops that are placed downstream of an intersection such that a transit vehicle is able to pass through an intersection before stopping to allow passengers to board and alight. It is generally accepted that a far-side bus stop would result in time-savings benefit compared to a near-side stop. Based on a VISSIM simulation assessment completed for AC Transit, it was found that moving a near-side to far-side bus stop resulted in travel time savings of 15 to 40 seconds². Although this strategy was not considered in the EIR, for the purpose of this assessment, it was assumed that moving a near-side stop to a far-side stop at a signalized intersection resulted in a travel time savings of 15 seconds, the most conservative of the identified range.

Significance Criteria

As noted in the EIR, the Project would cause a significant impact if it would increase travel times such that additional transit vehicles would be required to maintain the proposed headways. This was assumed to be the case if the Project would increase the transit travel time along a given route by more than $\frac{1}{2}$ of the proposed headway for the route. Route 29 Sunset, which will continue to travel along Gilman Avenue under Project conditions, has a proposed headway of 5

² Fehr & Peers, Line 51 Corridor Delay Reduction & Sustainability Project, 2013

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minutes. Therefore, if the increase in transit travel time associated with the Project is more than 2.5 minutes, the Project would cause a significant impact that requires mitigation.

Analysis Results

The EIR compared the increase in transit travel time from 2030 No Project conditions to the Proposed Project (and Project Variants) in order to identify significant impacts. The EIR identified that there would be a significant impact to transit travel time under Project Variant 2A, and that even with mitigation the impact would be significant and unavoidable. As mentioned earlier, since the completion of the EIR, some of the mitigations proposed for Gilman Avenue have been deemed infeasible. Therefore, the purpose of this analysis is to define the changes to the transit travel time analysis associated with the revised Gilman Avenue cross-section and identify feasible mitigation measures that can reduce the transit travel time to at least the same level as what was presented under mitigated conditions in the EIR. Table 1 presents the transit travel time associated with Project Variant 2A from the EIR and the revised, unmitigated Gilman Avenue cross-section.

Time	EIR (Project	Variant 2A)	EIR (PPV2A)	– Mitigated	Revised Gilman (No Mitigation)		
(min:sec)	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
Travel Delay	14:45	18:36	10:45	14:36	13:25	17:44	
Transit Re- Entry	3:52	1:43	2:13	1:20	2:13	1:34	
Passenger Boarding	9:55	9:19	9:55	9:19	9:55	9:19	
Total Time	28:32	29:38	22:54	25:17	25:33	28:37	
Notes: For Muni Route	29 Sunset only						

TARIF 1	PROJECT	TRANSIT	TRAVFI	TIMF -	WFFKDAY	ΡΜ ΡΕΔ	
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For Muni Route 29 Sunset only.

Source: Fehr & Peers, 2015

Table 1 shows that the revised Gilman Avenue cross-section has a better (i.e., lower) transit travel time than the unmitigated Project Variant 2A from the EIR, but is still approximately three minutes higher than the mitigated EIR scenario. Therefore, mitigation measures that could be

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implemented at some point in the future need to be implemented to bring the transit travel time to a level consistent with the mitigated Project Variant 2A scenario from the EIR.

The following is a revision to Mitigation Measure MM-TR-23.1 to bring the transit travel times for the 29 Sunset to levels consistent with the mitigated EIR scenario:

- Implement TSP at the intersections of Arelious Walker / Gilman Avenue, San Bruno Avenue / Paul Avenue, and Bayshore Boulevard / Paul Avenue.
- Implement a far-side stop in the eastbound and westbound directions at the intersection of Third Street / Gilman Avenue and a far-side stop in the westbound direction at the intersection of San Bruno Avenue / Paul Avenue.
- Implement a peak period, transit-dedicated lane in the westbound direction along Paul Avenue between Third Street and Bayshore Boulevard. The transit lane would begin on Gilman Avenue about 200 feet prior to Third Street and extend through the intersection to Paul Avenue. (Note that this component of the mitigation measures was included in the original mitigation measure for the 29 Sunset. Changes to the proposed crosssection on Gilman Avenue do not affect this component and it remains feasible).

Figures 5 and 6 depict the revised mitigation measure along Route 29.

Using the transit travel time saving methodologies discussed above for the mitigation measures, **Table 2** compares the transit travel time for the revised Gilman Avenue cross-section with the mitigated Project Variant 2A from the EIR.

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Time (minuses)	EIR – M	itigated	Revised Gilman - Mitigated			
Time (min.sec)	Eastbound	Westbound	Eastbound	Westbound		
Travel Delay	10:45	14:36	10:45	6:55		
Transit Re-Entry	2:13	1:20	1:58	1:20		
Passenger Boarding	9:55	9:19	9:55	9:19		
Total Time	22:54	25:17	22:38	17:34		
Notes: For Muni Route 29 Sunse	t only.					

TABLE 2 PROJECT TRANSIT TRAVEL TIME – WEEKDAY PM PEAK HOUR (MITIGATED)

For Muni Route 29 Sunset only. Source: Fehr & Peers, 2015

Since passenger ridership is assumed to remain the same (and therefore the time associated with passenger boarding), the proposed mitigation measures focus on reducing traffic congestion delay and transit re-entry delay where feasible. Most travel time savings are from reductions in traffic congestion delay through the implementation of TSP, far-side stops, and transit-dedicated lanes. As **Table 2** shows, the proposed mitigation measures for the revised Gilman cross-section would reduce the total travel time due to the proposed project to slightly below the mitigated conditions under the original EIR in the eastbound direction and about eight minutes lower in the westbound direction.

Traffic Operations

This section describes the methodology and traffic analysis results comparing the revised Gilman Avenue cross-section proposal with the originally-proposed section, and also accounting for shifts in traffic associated with the more detailed CP Center garage proposal.

Methodology

To remain consistent with transportation studies completed as part of the EIR in 2009, the study intersections were evaluated using the HCM 2000 methodology. For signalized intersections, this methodology determines the capacity for each lane group approaching the intersection. The LOS is then based on average delay per vehicle (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS is presented for the intersection. In San Francisco, LOS E and F are considered unacceptable operating conditions for

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signalized intersections. For unsignalized intersections, average delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn), for those movements that are subject to delay. For the purpose of this analysis, the operating conditions (LOS and delay) for unsignalized intersections are presented for the worst approach (i.e., the approach with the highest average delay per vehicle) for side-street STOP-sign controlled intersections, and average intersection delay is presented for all-way STOP controlled intersections. LOS calculation sheets are included in **Attachment A**.

Significance Criteria

The significance criteria used to evaluate the proposed revisions are the same as those stated in the EIR, Section 4.4 and summarized below.

The Project would result in a significant impact if:

- An intersection would result in a change in intersection operations from LOS D or better under the 2030 No Project condition to LOS E or LOS F, or from LOS E to LOS F, with the proposed Project
- If at an intersection that would operate at LOS E or LOS F under 2030 No Project conditions, and would continue to operate at LOS E or LOS F under Project conditions, the Project trips were reviewed to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F.
- If it would increase travel times such that additional transit vehicles would be required to maintain the proposed headways. This was assumed to be the case if the Project would increase the transit travel time along a given route by more than ½ of the proposed headway for the route.

Analysis Results

The EIR analyzed two of the five intersections along this corridor; this analysis evaluates all five intersections along Gilman Avenue to assess the overall throughput of the corridor under the original proposal and the revised proposal. **Table 3** shows the intersection LOS and delay results and **Table 4** describes the arterial LOS results from the assessment.

As shown in **Table 3**, under the original concept, the smaller AWSC intersections between Third Street and Arelious Walker Drive are projected to operate at LOS E or F with an average delay exceeding 55 seconds per vehicle. With the revised alternative, reducing Gilman Avenue to a

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single through lane in each direction with a shared turn lane and installing signals throughout, intersection operations improve substantially, compared to the originally proposed configuration.

The intersection of Gilman Avenue / Third Street is still projected to operate at LOS F, the revised proposal does not propose to change any lane configurations or affect travel demand at this intersection, so the revised proposal for Gilman Avenue has no effect on the EIR impact analysis. The remaining intersections operate at LOS D or better, which represents a substantial improvement from what was projected in the EIR.

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TABLE 3 LOS AND DELAY RESULTS ALONG GILMAN AVENUE CORRIDOR (CUMULATIVE PLUS PROJECT)

Intersection	Origin	al Design (AWS)	C)	Revised Design (Signals)				
Intersection	Control	Avg Delay (s)	LOS	Control	Avg Delay (s)	LOS		
Third Street / Gilman Avenue	Signal	>80	F	Signal	>80	F		
Jennings Street / Gilman Avenue	AWSC	>80	F	Signal	31	С		
Ingalls Street / Gilman Avenue	AWSC	>80	F	Signal	16	В		
Hawes Street / Gilman Avenue	AWSC	36	E	Signal	<10	А		
Arelious Walker / Gilman Avenue	Signal	36	D	Signal	40	D		

Bold indicates intersection operates at LOS E or LOS F.

Sources: Fehr & Peers, 2015

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Impact Analysis

Impact TR-1: On-Site and Off-Site Construction Impacts

As described in the EIR, construction of the Project would result in transportation impacts in the Project vicinity due to construction vehicle traffic and roadway construction and would contribute to cumulative construction impacts in the Project vicinity. The EIR concluded implementation of mitigation measure MM TR-1, which would require the Applicant to develop and implement a construction traffic management plan to reduce the impact of construction activity on transportation facilities, would reduce the impacts caused by construction, but not to a less-than-significant level.

The overall amount of construction anticipated to occur as part of the modified Project will be the same as originally conceived and described in the EIR or less because the proposed design does not relocate the existing curb or utilities. Instead the Project will resurface existing pavement, stripe new lane configurations, and construct new signals.

It is anticipated that the Project phasing would follow the assumed phasing documented in the December 2013 addendum (Analysis of Transportation Effects of Project Refinements to the Candlestick Point/Hunters Point Shipyard Phase II Project since Certification of the Project's Final EIR). Overall, although the timing and location of construction activities may vary within the site compared to what was originally anticipated, the construction activities are expected to create similar significant and unavoidable localized construction-related traffic impacts as were originally described in Impact TR-1 the EIR. Mitigation measure MM-TR-1, development of a Construction Traffic Management Program, would still apply, although impacts would continue to remain significant and unavoidable.

Therefore, construction of the modified project would not result in any new significant effects to transportation beyond those identified in the EIR or a substantial increase in the severity of a significant impact, and no new mitigation measures would be required.

Impacts TR-2 through TR-16: Traffic Impacts to Regional and Local Roadway System, Study Intersections, and Freeway Facilities

As described in the EIR, the Project would generate substantial amounts of new vehicular traffic resulting in a number of significant impacts and mitigation measures. More specifically, the EIR

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identified Impact TR-2, a significant impact related to the Project's overall increase in traffic generation in relation to the current roadway system capacity. The EIR identified Mitigation Measure MM TR-2, the development and implementation of the Project's Transportation Demand Management (TDM) plan as a means to lessen the severity of Project-generated traffic impact; however, Impact TR-2 would remain significant and unavoidable with mitigation. The EIR identified Impacts TR-3 through TR-8, which described locations where the Project would create new project-related impacts or contribute to significant cumulative impacts at study intersections. Mitigation Measures MM TR-4 (restriping at the intersection of Tunnel/Blanken), MM TR-6 (participating in the bi-county study and paying a fair share contribution toward improvements near the Geneva Avenue/US 101 interchange), MM TR-7 (restriping at the Amador/Cargo Way intersection), and MM TR-8 (participating in the bi-county study and paying a fair share contribution toward improvements near the Bayshore/Geneva intersection) were recommended to reduce the severity of Project-related impacts. However, due to uncertainty regarding implementation of mitigation measures, Impacts TR-3 through TR-8 were determined to remain significant and unavoidable with mitigation. The FIER also identified Impact TR-9, which described the project's less than significant impact to a number of other study intersections.

At a slightly larger scale, the EIR identified Impact TR-10, which describes the effect of Projectrelated traffic spilling over into nearby residential neighborhood streets. The EIR determined this impact to be significant, and referenced other mitigation measures described elsewhere in the EIR (including Mitigation Measure MM TR-2, the development and implementation of a TDM Plan) as appropriate strategies to reduce the severity of Impact TR-10. However, the EIR determined that the impact would remain significant and unavoidable with mitigation.

The EIR also identified a number of significant Project-related impacts to freeway facilities, including Impacts TR-11 through TR-15. No feasible mitigation measures were identified for Impacts TR-11 through TR-13 and these impacts would be significant and unavoidable. Mitigation Measures MM TR-14 and MM TR-15, which called for participation in the bi-county study and payment of a fair share contribution toward improvements near the Geneva Avenue / US 101 interchange area, were identified to reduce the severity of Impacts TR-14 and TR-15; however, since the implementation of these measures was uncertain, Impacts TR-14 and TR-15 would also remain significant and unavoidable.

Finally, the EIR identified Impact TR-16, a significant impact associated with the Project's contribution to traffic on Harney Way, which will be a primary access route for all modes between

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the Project site and regional transportation facilities (US 101, Bayshore Caltrain, Balboa Park BART, the Bay Trail, etc.). Mitigation Measure MM TR-16 called for the project to construct the initial phase of Harney Way at the outset of construction of the first major phase, which would reduce the Project's impact to less than significant.

The primary factors that influence the Project's travel demand have not changed; therefore, the modified Project's travel demand forecasts for buildout conditions will be identical to those described in the EIR. Based on the traffic analysis above, the revisions to the Project would not result in any additional impacts as the results indicate similar or better intersection delay and travel times.

Impacts TR-17 through TR-30: Impacts to Local and Regional Transit Operations and Capacity

Transit ridership demand and frequency is expected to be the same under the revised proposal as under the Proposed Project. Therefore, the proposed changes do not affect the EIR analysis and conclusions related to Impacts TR-17 through TR-22, or Impacts TR-24 through TR-30. However, the EIR identified Impact TR-23, which concluded that traffic congestion on Gilman Avenue would result in a significant impact for transit. The EIR states that the City and Project Applicant shall develop a monitoring program to determine the implementation extent and schedule to maintain transit proposed headways. When transit travel times degrade to a certain point, Mitigation Measure MM-TR-23 should be implemented. The adopted mitigation measure is as follows:

Convert one of the two travel lanes in each direction and narrow the existing sidewalks on Gilman Avenue from Third Street to Griffith Street (four blocks) from 15 feet to 12 feet in width. The resulting 12-foot-wide sidewalks would be consistent with the Better Streets Plan guidelines. The reduction in sidewalk width would allow for the provision of a 7-foot-wide on-street parking lane, an 11-foot-wide transit-only lane, and a 10-foot-wide mixed-flow lane in each direction on Gilman Avenue. This would preserve on-street parking along the corridor and provide four-block transit-only lanes on Gilman Avenue between Griffith Street and Third Street. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic.³

The EIR noted that additional outreach and analysis may be required to assess the feasibility of Mitigation Measure MM-TR-23, and therefore, the EIR found the impact to be significant and unavoidable. However, if the revised proposal for Gilman Avenue is adopted, implementing

³ The Draft EIR included several optional mitigation measures. However, based on further analysis, SFMTA determined that the other options were not feasible or desirable due to right of way constraints.

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Mitigation MM-TR-23 will be infeasible. Therefore, MM-TR-23 has been revised to include feasible mitigations measures that would result in better transit operations than the original MM-TR-23. Mitigation Measure MM-TR-23 should be revised, as follow:

- Implement TSP at the intersections of Arelious Walker / Gilman Avenue, San Bruno Avenue / Paul Avenue, and Bayshore Boulevard / Paul Avenue.
- Implement a far-side stop in the eastbound and westbound directions at the intersection of Third Street / Gilman Avenue and a far-side stop in the westbound direction at the intersection of San Bruno Avenue / Paul Avenue.
- Implement a peak period, transit-dedicated lane in the westbound direction along Paul Avenue between Third Street and Bayshore Boulevard. The transit lane would begin on Gilman Avenue about 200 feet prior to Third Street and extend through the intersection to Paul Avenue.
- Convert one of the two travel lanes in each direction and narrow the existing sidewalks on Gilman Avenue from Third Street to Griffith Street (four blocks) from 15 feet to 12 feet in width. The resulting 12-foot-wide sidewalks would be consistent with the Better Streets Plan guidelines. The reduction in sidewalk width would allow for the provision of a 7-footwide on-street parking lane, an 11-foot-wide transit-only lane, and a 10-foot-wide mixedflow lane in each direction on Gilman Avenue. This would preserve on street parking along the corridor and provide four-block transit-only lanes on Gilman Avenue between Griffith Street and Third Street. Treatment for transit-only lanes can range from striping to physical elevation changes to protect right-of-way from mixed-flow traffic

Implementing revised Mitigation Measure MM-TR-23 would result in a significant and unavoidable impact; however, the revised MM-TR-23 would result in better operations than what was reported in the approved EIR. Therefore, since the revisions do not propose more severe impacts to transit, the proposed changes and the revised Mitigation Measure MM-TR-23 do not result in any new significant impacts to transit operations and capacity.

Impacts TR-31 and TR-32: Bicycle Circulation

Neither the originally proposed configuration nor the revised configuration proposed dedicated bicycle facilities on Gilman Avenue. Both proposals continue to designate Gilman Avenue as a Class III facility. Therefore, since the revisions do not propose changes to the designation of

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bicycle routes nor to any physical infrastructure dedicated for bicycles, the proposed changes will have less than a significant impact to bicycle circulation.

Impacts TR-33 and TR-34: Pedestrian Circulation

Sidewalks will remain at 15' thereby keeping existing pedestrian facilities instead of decreasing the width. This will result in improved conditions compared to the scenario that was originally proposed, and therefore the changes do not result in any new significant impact to pedestrian circulation.

Impacts TR-35 and TR-36: Parking

The proposed changes will not affect parking supply in the proposed project nor along Gilman Avenue. Therefore, the changes do not result in any new significant impacts to parking conditions.

Impact TR-37: Loading

The EIR identified Impact TR-37 and determined that the Project would provide adequate loading supply and therefore concluded that impacts related to loading would be less than significant, and that no mitigation measures would be required. As the revised design does not change the overall loading requirements, implementation of the revised design would not result in any new significant impacts related to loading and no new mitigation measures would be required.

Impacts TR-38 through TR-50: Stadium Impacts

The EIR included a number of impacts related to operation of the proposed new NFL stadium in the Hunters Point Shipyard site. The revised design does not change the operation or travel demand of the proposed Stadium, therefore the implementation of the revised design would not result in any new significant impacts related to the Stadium and no new mitigation measures would be required.

Impact TR-51 through TR-55: Arena Impacts

The EIR included a number of impacts related to operation of the proposed Arena in the Hunters Point Shipyard site. The revised design does not change the operation or travel demand of the

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proposed Arena, therefore the implementation of the revised design would not result in any new significant impacts related to the Arena and no new mitigation measures would be required.

Impact TR-56: Air Traffic Impacts

The EIR determined that the Project would have a less than significant impact on air traffic. The revised design would contain the same overall land uses and general development form and would not change the EIR's conclusion regarding air traffic. The revised design would not create any new significant impacts with respect to air traffic and no additional mitigation measures are required.

Impact TR-57: Hazards due to Design Features

The EIR determined that the Project's transportation infrastructure would be designed in accordance with City standards, and would be reviewed and approved by the City prior to construction. As a result the Project's impacts to hazards would be less than significant. The revised design would also be designed accordance with City standards and would be reviewed and approved by the City. Therefore, no new significant impacts to design features have been identified and no mitigation measures are required.

Impact TR-58: Emergency Access

The EIR determined that the Project's transportation infrastructure would adequately facilitate emergency access and be designed to City standards, which include provisions that address emergency vehicles. The revised design would also be designed accordance with City standards and would be reviewed and approved by the City. Therefore, no new significant impacts to emergency access have been identified and no mitigation measures are required.

Cumulative Impacts

As noted in the EIR, the discussion of cumulative impacts was included with the discussion of project-related impacts in Impacts TR-1 through TR-58 and no additional cumulative impact discussion is necessary. Similar to what is described above and in the EIR, since the revised design would generate the same levels of travel demand at buildout and would have a similar transportation infrastructure, the modified Project's contribution to cumulative impacts would be the same as what is described in the EIR.

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CONCLUSION

In conclusion, the revised design, including proposed revisions to MM-TR-23, would not change or alter any of the EIR's findings with respect to transportation impacts. All impacts would remain less than significant, less than significant with mitigation, or significant and unavoidable, as previously identified, and no new mitigation measures would be required. Additionally, the EIR's transportation cumulative impact conclusions would not be altered.

For questions or comments, please contact Chris Mitchell or Sarah Nadiranto.

Sincerely,

FEHR & PEERS

ns Mtt

Chris Mitchell, PE Principal

Sarah Nadiranto, PE Transportation Engineer

SF08-0407

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Figures

- Figure 1 Proposed Cross-Sections: Gilman Avenue
- Figure 2 EIR Assumed Volumes and Study Intersection Locations
- Figure 3 CP Retail Center Parking Garage Site Plan
- Figure 4 Revised Design Assumed Volumes and Study Intersection Locations
- Figure 5 Gilman Avenue Transit Mitigation
- Figure 6 Paul Avenue/San Bruno Avenue Transit Mitigation

Attachments

Attachment A – LOS Calculations

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GILMAN AVENUE

				Gilman Avenue	Ilker
3rd S	nings St	galls St	twes St		relious We

A) EIR Proposed Conditions:



B) EIR Mitigated Conditions:



C) New Proposed Conditions:





Figure 1
Proposed Cross-Sections: Gilman Avenue

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			× ·	
1. Third St/Gilman Ave	2. Jennings St/Gilman Ave	3. Ingalls St/Gilman Ave	4. Hawes St/Gilman Ave	
Paul Ave 160 940 ↔ 130 Paul Ave 160 940 ↔ 130 Paul Ave 940 ↔ 130 Paul Ave 940 ↔ 130 Paul Ave 940 ↔ 940 ↔	INTERSECTION NOT STUDIED IN EIR	INTERSECTION NOT STUDIED IN EIR	INTERSECTION NOT STUDIED IN EIR	
5. Arelious Walker/Gilman Ave	6. Ingerson Ave/Parking Garage	7. Harney Way/Parking Garage	8. Arelious Walker/Parking Garage	
Gilman Ave	INTERSECTION NOT STUDIED IN EIR	INTERSECTION NOT STUDIED IN EIR	INTERSECTION NOT STUDIED IN EIR	
EIR Study Intersection	- Turn Lane	Traffic	Signal	



EIR Study Intersection Intersection Not Studied in EIR

n EIR XXX

Peak Hour Traffic Volume

Stop Sign



Figure 2 EIR Assumed Volumes and Study Intersection Locations

STOP

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P

Figure 3 CP Retail Center Parking Garage Site Plan

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1. Third St/Gilman Ave	2. Jennings St/Gilman Ave	3. Ingalls St/Gilman Ave	4. Hawes St/Gilman Ave
Paul Ave	Silman Ave Silman Ave 1,045 ↔ Silman Ave Silman Av	6 9 5 8 6 9 5 8 5 730 30 Gilman Ave 130 962 77 ★ 58 30 58 58 58 58 58 58 58 58 58 58	80 0 1 € 64 942 3 4 19 776 51 4 19 776 51 4 19 776 51 4 19 776 51 4 19 776 51 4 19 776 51
5. Arelious Walker/Gilman Ave	6. Ingerson Ave/Parking Garage	7. Harney Way/Parking Garage	8. Arelious Walker/Parking Garage
Gilman Ave	173 → 135 173 → 100 175 → 100	Parking Garage 156 545 156 545 156 156 156 156 156 156 156 15	C89 ↓ ↓ ↓ C89 ↓ ↓ ↓ C89 ↓ ↓ ↓ C89 ↓ ↓ ↓ C99 € C81 ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓
Study Intersection	XXX Peak Hour Traffic Volume	🗱 🛛 Traffic Signal	

Turn Lane

🐵 🛛 Stop Sign

P

Study Intersection Volumes and Lane Configuration

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Figure 4



Figure 5 Gilman Avenue

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Figure 6 Paul Avenue / San Bruno Avenue Transit Mitigations



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ATTACHMENT A – LOS CALCULATIONS



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Level Of Service Computation Report

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Original EIR LOS Analysis

		2000 H	ICM Operations (Futu PP Variant 2	re Volume Alternat A PM	tive)		
Intersection #1009	: 3rd St / Paul Av	e / Gilman Ave					
	Initial Vol: Lanes:	Signal=Protect/Rig 220 1770*** 0 1 1	hts=Include 260 0 1				
Sig Initial Vol: Lanes: Ric	nal=Permit hts=Overlap	Vol Cnt	Date: n/a	Signal=Permit Rights=Overlap	Lanes: Initial	/ol:	
160 0	•	Cycle Time	(sec): 100		1 220		
0	€	Loss Time	(sec): 12	- À	- 220		
940*** 1!	→	Critica	I V/C: 3.412	-	1 660	I	
0	*	Avg Crit Del (sec	/veh): 1386.8	*	- 1		
130 0	¥	Avg Delay (sec.	/veh): 786.0		- 0 60		
			LOS: F	1			
	•	∖ ◀↑ ↑	♠ ♦				
	Lanes: Initial Vol: 9	1 0 1 0*** 1310 Signal=Protect/Rig	1 0 60 hts=Include				
Street Name:		3rd St		Pa	ul Ave /	Gilman Ave	
Approach:	North Bo	und So	uth Bound	East	Bound	West Bo	und – P
		- K L	- 1 - K				- K
Min. Green:	12 49	49 12	49 49	24	24 24	24 24	24
Y+R:	5.0 5.0	5.0 5.0	5.0 5.0	5.0 5	.0 5.0	5.0 5.0	5.0
Volume Modul	 e:						
Base Vol:	90 1310	60 260	1770 220	160 9	40 130	60 660	220
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.	00 1.00	1.00 1.00	1.00
Initial Bse:	90 1310	60 260	1770 220	160 9	40 130	60 660	220
PasserByVol:	0 0	0 0	0 0	0	0 0	0 0	0
Initial Fut:	90 1310	60 260	1770 220	160 9	40 130	60 660	220
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.	00 1.00	1.00 1.00	1.00
PHF Adj:	0.98 0.98	0.98 0.98	0.98 0.98	0.98 0.	98 0.98	0.98 0.98	0.98
PHF Volume:	92 1337	61 265	1806 224	163 9	0 133	61 6/3	224
Reduced Vol:	92 1337	61 265	1806 224	163 9	59 133	61 673	224
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.	00 1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.	00 1.00	1.00 1.00	1.00
FinalVolume:	92 1337	61 265	1806 224	163 9	59 133	61 673	224
Saturation F	low Module:						
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 19	00 1900	1900 1900	1900
Adjustment:	0.90 0.88	0.88 0.90	0.89 0.89	0.28 0.	28 0.28	0.61 0.61	0.80
Lanes:	1.00 1.91	0.09 1.00	1.78 0.22	0.13 0.	76 0.11	0.17 1.83	1.00
Final Sat.:	1/18 3198	146 1/18	3005 373	/0 4	.09 57	194 2137	1519
Capacity Ana	' lysis Modul	e:		11	1	I	I
Vol/Sat:	0.05 0.42	0.42 0.15	0.60 0.60	2.35 2.	35 2.35	0.32 0.32	0.15
Crit Moves:	****		****	**	**		0.00
Green/Cycle:	0.12 0.49	0.49 0.12	0.49 0.49	0.27 0.	2/ 0.39	$0.27 \ 0.27$ 1 17 1 17	0.39
Uniform Del:	40.9 22.3	22.3 44.0	25.5 25.5	36.5 36	5.5 30.5	36.5 36.5	21.8
IncremntDel:	6.8 5.9	5.9 160.5	108 107.6	3477 34	77 2269	91.6 91.6	1.8
InitQueuDel:	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0	.0 0.0	0.0 0.0	0.0
Delay Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.	UU 1.00	1.00 1.00	1.00
User DelAdi.	4/./ 28.2 1.00 1 00	20.2 204.5	1.00 1 00	3513 35 1.00 1	00 1 00	1.00 1 00	23./ 1.00
AdjDel/Veh:	47.7 28.2	28.2 204.5	133 133.1	3513 35	13 2300	128.1 128	23.7
LOS by Move:	D C	C F	F F	F	F F	F F	С
HCM2kAvgQ:	3 22	22 18	59 59	174 1	74 166	22 22	5
Note: Queue	reported is	cne number	or cars pe	r Lane.	sibit I	Dogo (20 of 2

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Original EIR LOS Analysis



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HCM Unsignalized Intersection Capacity Analysis 2: Jennings Street & Gilman Avenue

3/26/2015

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		đÞ			đ þ			4			\$	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	85	1045	130	67	752	61	43	83	56	68	195	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	89	1100	137	71	792	64	45	87	59	72	205	153
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total (vph)	639	687	466	460	192	429						
Volume Left (vph)	89	0	71	0	45	72						
Volume Right (vph)	0	137	0	64	59	153						
Hadj (s)	0.10	-0.11	0.11	-0.06	-0.10	-0.15						
Departure Headway (s)	8.8	8.6	8.8	8.6	9.4	8.1						
Degree Utilization, x	1.0	1.0	1.0	1.0	0.50	0.97						
Capacity (veh/h)	412	423	412	428	369	432						
Control Delay (s)	287.5	319.5	117.2	103.6	21.4	64.2						
Approach Delay (s)	304.1		110.4		21.4	64.2						
Approach LOS	F		F		С	F						
Intersection Summary												
Delay			187.0									
Level of Service			F									
Intersection Capacity Utiliza	ition		97.9%	IC	CU Level o	of Service			F			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 3: Ingalls Street & Gilman Avenue

3/26/2015

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		đ þ			đ þ			\$			÷	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	130	962	77	30	730	58	31	83	12	35	216	119
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	137	1013	81	32	768	61	33	87	13	37	227	125
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total (vph)	643	587	416	445	133	389						
Volume Left (vph)	137	0	32	0	33	37						
Volume Right (vph)	0	81	0	61	13	125						
Hadj (s)	0.14	-0.06	0.07	-0.06	0.03	-0.14						
Departure Headway (s)	8.4	8.2	8.2	8.1	9.1	7.7						
Degree Utilization, x	1.0	1.0	0.95	1.0	0.34	0.83						
Capacity (veh/h)	438	447	432	445	365	389						
Control Delay (s)	262.2	192.1	59.2	70.5	16.6	38.2						
Approach Delay (s)	228.7		65.1		16.6	38.2						
Approach LOS	F		F		С	E						
Intersection Summary												
Delay			135.7									
Level of Service			F									
Intersection Capacity Utiliza	ition		88.3%	IC	CU Level o	of Service			E			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 4: Hawes Street & Gilman Avenue

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4î þ			đ þ			\$			\$	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	64	942	3	51	776	19	4	5	0	37	10	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	67	992	3	54	817	20	4	5	0	39	11	40
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total (vph)	563	499	462	428	9	89						
Volume Left (vph)	67	0	54	0	4	39						
Volume Right (vph)	0	3	0	20	0	40						
Hadj (s)	0.09	0.03	0.09	0.00	0.12	-0.15						
Departure Headway (s)	6.2	6.1	6.4	6.3	7.5	6.8						
Degree Utilization, x	0.97	0.85	0.82	0.75	0.02	0.17						
Capacity (veh/h)	576	580	551	556	463	512						
Control Delay (s)	53.2	33.0	31.4	24.8	10.6	11.2						
Approach Delay (s)	43.7		28.2		10.6	11.2						
Approach LOS	E		D		В	В						
Intersection Summary												
Delay			35.4									
Level of Service			E									
Intersection Capacity Utilizati	on		67.7%	IC	CU Level o	of Service			С			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis 1: 3rd Street & Gilman Avenue

3/26/2015

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ta ta	1	ሻ	A		ሻ	≜ †Ъ	
Volume (vph)	160	940	130	60	660	220	90	1310	60	260	1770	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			0.95	1.00	1.00	0.95		1.00	0.95	
Frt		0.99			1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected		0.99			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1824			3525	1583	1770	3516		1770	3480	
Flt Permitted		0.36			0.64	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		667			2257	1583	1770	3516		1770	3480	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	989	137	63	695	232	95	1379	63	274	1863	232
RTOR Reduction (vph)	0	4	0	0	0	43	0	4	0	0	9	0
Lane Group Flow (vph)	0	1290	0	0	758	189	95	1438	0	274	2086	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		2			6	3	7	4		3	8	
Permitted Phases	2			6		6						
Actuated Green, G (s)		28.5			28.5	44.0	8.1	41.0		15.5	48.4	
Effective Green, g (s)		28.5			28.5	44.0	8.1	41.0		15.5	48.4	
Actuated g/C Ratio		0.28			0.28	0.44	0.08	0.41		0.16	0.48	
Clearance Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		190			643	775	143	1441		274	1684	
v/s Ratio Prot						0.04	0.05	c0.41		0.15	c0.60	
v/s Ratio Perm		c1.93			0.34	0.08						
v/c Ratio		6.79			1.18	0.24	0.66	1.00		1.00	1.24	
Uniform Delay, d1		35.8			35.8	17.6	44.6	29.5		42.2	25.8	
Progression Factor		1.00			1.04	1.18	1.00	1.00		1.00	1.00	
Incremental Delay, d2		2615.6			91.1	0.1	11.1	23.3		54.4	112.6	
Delay (s)		2651.4			128.3	20.8	55.7	52.8		96.6	138.4	
Level of Service		F			F	С	E	D		F	F	
Approach Delay (s)		2651.4			103.1			52.9			133.6	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM 2000 Control Delay			635.0	H	ICM 2000) Level of	Service		F			
HCM 2000 Volume to Capacity	ratio		3.10									
Actuated Cycle Length (s)			100.0	S	um of los	st time (s)			15.0			
Intersection Capacity Utilization	า		163.8%	10	CU Level	of Service	;		Н			
Analysis Period (min)			15									
c Critical Lane Group												

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HCM Signalized Intersection Capacity Analysis 2: Jennings Street & Gilman Avenue

3/26/2015

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ţ,		5	4Î			\$			\$	
Volume (vph)	85	1045	130	67	752	61	43	83	56	68	195	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.99			0.96			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1770	1832		1770	1842			1764			1759	
Flt Permitted	0.21	1.00		0.06	1.00			0.69			0.88	
Satd. Flow (perm)	394	1832		111	1842			1238			1569	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	1100	137	71	792	64	45	87	59	72	205	153
RTOR Reduction (vph)	0	5	0	0	3	0	0	16	0	0	20	0
Lane Group Flow (vph)	89	1232	0	71	853	0	0	175	0	0	410	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	67.0	67.0		67.0	67.0			25.0			25.0	
Effective Green, g (s)	67.0	67.0		67.0	67.0			25.0			25.0	
Actuated g/C Ratio	0.67	0.67		0.67	0.67			0.25			0.25	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	263	1227		74	1234			309			392	
v/s Ratio Prot		c0.67			0.46							
v/s Ratio Perm	0.23			0.64				0.14			c0.26	
v/c Ratio	0.34	1.00		0.96	0.69			0.57			1.05	
Uniform Delay, d1	7.0	16.5		15.2	10.1			32.8			37.5	
Progression Factor	0.13	0.83		0.70	0.69			1.00			1.00	
Incremental Delay, d2	0.3	8.8		78.6	2.3			2.4			57.8	
Delay (s)	1.2	22.5		89.2	9.4			35.2			95.3	
Level of Service	А	С		F	А			D			F	
Approach Delay (s)		21.1			15.5			35.2			95.3	
Approach LOS		С			В			D			F	
Intersection Summary												
HCM 2000 Control Delay			31.3	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	city ratio		1.02									
Actuated Cycle Length (s)			100.0	S	um of lost	time (s)			8.0			
Intersection Capacity Utiliza	tion		104.3%	IC	CU Level o	of Service	;		G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 3: Ingalls Street & Gilman Avenue

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	¢Î,		۲.	4Î			4			4	
Volume (vph)	130	962	77	30	730	58	31	83	12	35	216	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.99			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1770	1842		1770	1842			1816			1774	
Flt Permitted	0.23	1.00		0.09	1.00			0.71			0.96	
Satd. Flow (perm)	433	1842		169	1842			1309			1712	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	1013	81	32	768	61	33	87	13	37	227	125
RTOR Reduction (vph)	0	3	0	0	3	0	0	4	0	0	17	0
Lane Group Flow (vph)	137	1091	0	32	826	0	0	129	0	0	372	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	68.0	68.0		68.0	68.0			24.0			24.0	
Effective Green, g (s)	68.0	68.0		68.0	68.0			24.0			24.0	
Actuated g/C Ratio	0.68	0.68		0.68	0.68			0.24			0.24	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	294	1252		114	1252			314			410	
v/s Ratio Prot		c0.59			0.45							
v/s Ratio Perm	0.32			0.19				0.10			c0.22	
v/c Ratio	0.47	0.87		0.28	0.66			0.41			0.91	
Uniform Delay, d1	7.5	12.6		6.3	9.3			32.0			36.9	
Progression Factor	0.27	0.29		0.62	0.78			1.00			1.00	
Incremental Delay, d2	1.3	2.3		5.3	2.4			0.9			23.0	
Delay (s)	3.3	5.9		9.2	9.6			32.9			59.9	
Level of Service	А	А		А	А			С			E	
Approach Delay (s)		5.7			9.6			32.9			59.9	
Approach LOS		А			А			С			E	
Intersection Summary												
HCM 2000 Control Delay			16.4	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	city ratio		0.88									
Actuated Cycle Length (s)			100.0	S	um of lost	time (s)			8.0			
Intersection Capacity Utiliza	tion		91.2%	IC	CU Level o	of Service	;		F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 4: Hawes Street & Gilman Avenue

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	¢Î		۲	et 🗧			\$			\$	
Volume (vph)	64	942	3	51	776	19	4	5	0	37	10	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			1.00			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1770	1862		1770	1856			1822			1714	
Flt Permitted	0.31	1.00		0.24	1.00			0.91			0.86	
Satd. Flow (perm)	575	1862		456	1856			1693			1499	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	67	992	3	54	817	20	4	5	0	39	11	40
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	31	0
Lane Group Flow (vph)	67	995	0	54	836	0	0	9	0	0	59	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	83.8	83.8		83.8	83.8			8.2			8.2	
Effective Green, g (s)	83.8	83.8		83.8	83.8			8.2			8.2	
Actuated g/C Ratio	0.84	0.84		0.84	0.84			0.08			0.08	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	481	1560		382	1555			138			122	
v/s Ratio Prot		c0.53			0.45							
v/s Ratio Perm	0.12			0.12				0.01			c0.04	
v/c Ratio	0.14	0.64		0.14	0.54			0.07			0.48	
Uniform Delay, d1	1.5	2.8		1.5	2.4			42.4			43.9	
Progression Factor	1.35	0.98		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.3	1.0		0.8	1.3			0.2			3.0	
Delay (s)	2.3	3.7		2.3	3.7			42.6			46.9	
Level of Service	А	А		А	А			D			D	
Approach Delay (s)		3.6			3.6			42.6			46.9	
Approach LOS		А			А			D			D	
Intersection Summary												
HCM 2000 Control Delay			5.7	Н	CM 2000	Level of	Service		А			
HCM 2000 Volume to Capac	city ratio		0.62									
Actuated Cycle Length (s)			100.0	S	um of lost	time (s)			8.0			
Intersection Capacity Utilizat	tion		66.1%	IC	U Level o	of Service	<u>;</u>		С			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 5: Gilman Avenue & Arelious Walker Drive

3/26/2015

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	+	1	٦	†	1	٦	≜1 }		۲.	A	
Volume (vph)	102	173	704	38	422	206	381	432	9	81	671	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3529		1770	3507	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3529		1770	3507	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	107	182	741	40	444	217	401	455	9	85	706	45
RTOR Reduction (vph)	0	0	39	0	0	93	0	1	0	0	5	0
Lane Group Flow (vph)	107	182	702	40	444	124	401	463	0	85	746	0
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	1	6	. 7	5	2		7	4		3	8	
Permitted Phases			6			2						
Actuated Green, G (s)	8.1	34.9	63.9	3.6	30.4	30.4	29.0	47.2		8.3	26.5	
Effective Green, g (s)	8.1	34.9	63.9	3.6	30.4	30.4	29.0	47.2		8.3	26.5	
Actuated g/C Ratio	0.07	0.32	0.58	0.03	0.28	0.28	0.26	0.43		0.08	0.24	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	130	591	977	57	514	437	466	1514		133	844	
v/s Ratio Prot	c0.06	0.10	c0.19	0.02	c0.24		c0.23	0.13		0.05	c0.21	
v/s Ratio Perm			0.25			0.08						
v/c Ratio	0.82	0.31	0.72	0.70	0.86	0.28	0.86	0.31		0.64	0.88	
Uniform Delay, d1	50.2	28.4	16.6	52.7	37.8	31.2	38.6	20.6		49.4	40.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	32.6	0.3	2.5	32.3	14.0	0.4	18.4	0.1		9.7	10.9	
Delay (s)	82.8	28.7	19.1	85.0	51.9	31.6	57.0	20.7		59.1	51.2	
Level of Service	F	С	В	F	D	С	E	С		E	D	
Approach Delay (s)		27.4			47.5			37.6			52.0	
Approach LOS		С			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			40.1	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	city ratio		0.87									
Actuated Cycle Length (s)			110.0	S	um of los	t time (s)			16.0			
Intersection Capacity Utiliza	ition		82.2%	IC	CU Level	of Service	:		E			
Analysis Period (min)			15									
c Critical Lane Group												

Exhibit K: Candlestick Point Tower Analysis from CPSRA



Exhibit K Page 1 of 5

Exhibit K: Candlestick Point Tower Analysis from CPSRA



Exhibit K Page 2 of 5
Exhibit K: Candlestick Point Tower Analysis from CPSRA



Exhibit K Page 3 of 5

Exhibit K: Candlestick Point Tower Analysis from CPSRA



Exhibit K Page 4 of 5

Exhibit K: Candlestick Point Tower Analysis from CPSRA



Exhibit K Page 5 of 5



DEPARTMENT OF PARKS AND RECREATION

Major General Anthony L. Jackson, USMC (Ret), Director

Resolution 1-2013 Adopted by the CALIFORNIA STATE PARK AND RECREATION COMMISSION at its regular meeting in Brisbane, California January 18, 2013

General Plan and Final Environmental Impact Report for Candlestick Point State Recreation Area

WHEREAS, the Director of California State Parks has presented to this Commission for approval the proposed General Plan and Final Environmental Impact Report ("Plan") for Candlestick Point State Recreation Area ("Park"); and

WHEREAS, the Park is the first and one of the few intensely urban units in the State Park System, surrounded by industrial and residential uses and Candlestick Park stadium; and

WHEREAS, the Park is located in an urban area surrounded by the proposed Candlestick Point-Hunters Point Shipyard Phase II project, which will dramatically alter the neighborhood surrounding the park, replacing the existing Candlestick Park stadium, vacant lands, and other areas with a large, mixed-use development; and

WHEREAS, California State Parks entered into a land exchange agreement with the City and County of San Francisco that will reconfigure the park boundary, adding land in some of the narrowest areas and removing it from others and in exchange, California State Parks will receive funding to improve and enhance Candlestick Point State Recreation Area, and

WHEREAS, this general plan will guide the development and management of the Park for public use and resource protection for the next 20 or more years, by establishing goals and guidelines to assist in the daily and long-term management of the park to ensure that its resources are protected, while encouraging a variety of recreation activities; and

WHEREAS, the Plan is subject to the California Environmental Quality Act (CEQA) and includes the Environmental Impact Report (EIR) as a part of a General Plan, pursuant to Public Resources Code (PRC) Section 5002.2 and the California Code of Regulations (CCR) Section 15166 (CEQA Guidelines), providing discussion of the probable impacts of future development, establishing goals, policies and objectives, and addressing all the requirements of an EIR; and

WHEREAS, the Plan and EIR function as a "tiered EIR" pursuant to PRC 21093, covering general goals and objectives of the Plan, and that the appropriate level of CEQA review will be conducted for each project relying on the Plan; and

WHEREAS, the Plan establishes a foundation to designate the remaining portions of lands at Candlestick Point State Recreation Area for park priority use in the Bay Plan managed and maintained by the San Francisco Bay Conservation and Development Commission (BCDC);

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NOW, THEREFORE BE IT RESOLVED: That this Commission has reviewed and considered the information and analysis in the Plan prior to approving the Plan, and this Commission finds and certifies that the Plan reflects the independent judgment and analysis of this Commission and has been completed in accordance with the California Environmental Quality Act; and be it

RESOLVED: In connection with its review of the Plan prior to approving the General Plan, this Commission independently finds that the environmental conclusions contained in the Environmental Analysis Section of the Plan are supported by facts therein and that each fact in support of the findings is true and is based on substantial evidence in the record and that mitigation measures or other changes or alterations have been incorporated into the Plan which will avoid or substantially lessen the potential impacts identified in the Plan; and be it

RESOLVED: The location and custodian of the Plan and other materials which constitute the record of proceedings on which the Commission's decision is based is: State Park and Recreation Commission, P.O. Box 942896, Sacramento, California 94296-0001, Phone 916/653-0524, Facsimile 916/653-4458; and be it

RESOLVED: The California State Park and Recreation Commission hereby approves the Department of Parks and Recreation's General Plan and certifies the Environmental Impact Report prepared for Candlestick Point State Recreation Area, dated January 2012; and be it

FURTHER RESOLVED: That a Notice of Determination will be filed with the Office of Planning and Research within five days of this approval.

Attest: This Resolution was duly adopted by the California State Park and Recreation Commission on January 18, 2013 at the Commission's duly-noticed public meeting at Brisbane, California.

By: ORIGINAL SIGNED BY Date: 1-18-13

Louis Nastro Assistant to the Commission For Major General Anthony L. Jackson, USMC (Ret), Director Secretary to the Commission Exhibit L: Excerpts from the CPSRA General Plan and Approval Resolution



S.1 Park Description

Candlestick Point State Recreation Area (CPSRA, or the park) is located in the City and County of San Francisco along the southeastern waterfront, adjacent to San Francisco Bay. It occupies 151 acres within San Francisco's Bayview Hunters Point neighborhood, and is surrounded by industrial uses, residential uses, and Candlestick Park stadium. As California's first urban state park, CPSRA provides access to open space, the Bay, and recreational opportunities in a highly urbanized and industrial area of San Francisco.

The shoreline of CPSRA is perhaps its most defining feature. The park skirts the western shore of San Francisco Bay for approximately 3.4 miles, offering access to the Bay and long-range scenic views. Visitors from the local and regional community engage in a wide range of day-use recreation activities, including trail use, picnicking, windsurfing, wildlife viewing, and beach use, among others.

Although CPSRA is built entirely on reclaimed land, the park conserves important natural and cultural resources. A rare open space resource in San Francisco's southeastern corner, CPSRA provides habitat for birds, small mammals, and other wildlife. The park's position along the Pacific flyway makes it a valuable stopover for migrating birds. CPSRA's history of use, from the Ohlone people, to Chinese fishing camps, to the filling of the Bay, enriches its story as the state's first urban state park.

- U.S. Environmental Protection Agency (USEPA)
- U.S. Department of the Navy (USNA)
- California State Lands Commission (SLC)
- California Department of Boating and Waterways (DBW)
- Ohlone Indian Tribe
- California State Parks Foundation
- San Francisco Bay Trail
- Literacy for Environmental Justice
- Sierra Club, San Francisco Bay Chapter
- Golden Gate Audubon Society
- California Native Plant Society
- Nature in the City
- Bay Access

Public outreach included a variety of methods: four public workshops; a webpage on State Parks' website; and mailing materials, including emails, postcards, flyers, and newsletters. Notices of the public meetings were placed at CPSRA and in local business storefronts.

S.4 Park Vision

The park vision describes the future desired outcome of CPSRA, expressing what the park represents and its role as a state park. The vision for CPSRA is as follows:

The vision of Candlestick Point SRA, California's first urban state park, is to bring state park values and mission into an urban setting. Visitors from the local community, state of California and farther afield will enjoy a range of opportunities to participate in recreational activities and experience nature along the San Francisco Bay. Sweeping views of the Bay, native coastal landscapes, tidal marshes, beaches, and areas for community gathering and activity will all contribute to the character of CPSRA. The park will encourage active, healthy lifestyles while at the same time serving as a respite from the urban surroundings of San Francisco and the larger Bay Area. Recreation programs and facilities will maximize access to the Bay and be developed in concert with CPSRA's natural surroundings, treading lightly on the land. CPSRA will enhance the public's understanding of the Bay – its natural history, stories of settlement and development, and future challenges related to sea level rise. The park will foster community and encourage stewardship, and in doing so, become a destination along the Bay for visitors both near and far. Exhibit L: Excerpts from the CPSRA General Plan and Approval Resolution

1.4 Sense of Place

What characteristics make CPSRA distinctive, and draw users to this unit? What inherent qualities should be protected, highlighted, and enhanced? The first response must be the relationship of the site with San Francisco Bay, with over three miles of coastline, and ever-changing, sweeping Bay views that include distant mountains and ridges to the east. The presence of the Bay can be sensed throughout the entire unit, either through direct recreational activities with the water, or as a backdrop sensed through the taste of salty cool air, the sounds of water birds, gusting winds, and lapping waves, or the open and bright expanse beyond a tree-protected meadow. The changing shoreline offers a variety in Bay experience, from wind-driven choppy waves, to quieter protected coves and beaches, to the inlet of Yosemite Slough, where the water is a narrow channel marked by the presence of the bird-covered "Double Rock" feature.

Also idiosyncratic are the often-present strong winds, traveling from the Pacific Ocean through the Alemany Gap and swirling around the adjacent Bayview Hill. While the wind poses challenges for human comfort, it is undeniably a distinct characteristic of the site, and is what makes CPSRA a world famous windsurfing area. Despite being an urban site, with the influence of the Bay, the wind, and the backdrop of the undeveloped Bayview Hill, the park offers a sense of being in contact with natural forces. It is seen as a source of respite and renewal, although at times a bracing one.

Nonetheless, CPSRA is an urban state park. Its urban edge is as long as its shoreline, with CPSRA as the intermediary where these very different environments meet and blend. The existing urban context of acres of parking lot and a rarely used stadium means the park is rather isolated, and often with few visitors. This factor in itself contributes to the sense of being an "urban getaway" for a quiet walk alone.

The land, which is almost entirely fill, is a created landscape, characterized by features that were either placed there or that naturalized over time. Large areas of the park are undeveloped, and apart from the natural factors previously mentioned, offer a sense of place that resembles an open canvas. The shape of the shoreline follows the tidal lots where the Bay was sold off in rectangular blocks to be filled for new land. The very shape of the park offers an authentic story that is part of the spirit of the area.

The proposed redevelopment surrounding the park will greatly change the character of the urban edge. The park will provide a "green front lawn" for the planned community of townhomes, high rises, and shopping districts. There will be many more people visiting the park, looking to enjoy the incredible water's edge recreation, as well as contact with nature and a respite from city life. Thus, future development of the park must carefully navigate this intermediary nature between the city and shoreline edges. CPSRA's spirit of place will continue to evolve, as a gradient of these urban and natural experiences. December 21, 2015

Ms. Joy Navarette San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

Ms. Lila Hussain Office of Community Investment and Infrastructure One South Van Ness, 5th Floor San Francisco, CA 94103

Subject: Candlestick Point – Revised Project Description

Dear Joy and Lila,

The *Candlestick Point/Hunters Point Shipyard Phase II Project Final EIR* (herein referred to simply as "EIR") was certified by the San Francisco Planning Commission and the San Francisco Redevelopment Commission in June 2010. Following the approval, the Housing/R&D Variant (Variant 2A) has been advanced as the project.

Since the Project has been approved, the project sponsor has proposed minor revisions to the approved land uses. Specifically, the sponsor is proposing to construct a portion of the previously-approved arena/performance venue space as a new movie theater, while retaining the balance of the previously-approved square footage for future performance venue. This letter summarizes the transportation analysis results conducted to determine whether this modification would result in changes to the conclusions from the EIR.

PROJECT LAND USE ASSUMPTIONS

As described in the EIR, Variant 2A (the Project) assumed the Candlestick Point site would include:

- 150,000 square feet of office
- 6,225 residential dwelling units (includes replacement of 256 then-existing units at Alice Griffith)
- 635,000 square feet of regional retail

- 125,000 square feet of neighborhood-serving retail
- 220 room hotel
- 50,000 square feet of community-serving uses
- 10,000-seat arena

Since the Project was approved, the project sponsor proposed to replace 15,500 square feet of office space with 6,000 square feet of local serving retail. This change resulted in either a net decrease or no net change to peak hour trip generation for the peak hours evaluated in the EIR (see memo to SF Planning Department and Office of Community Investment and Infrastructure, dated June 25, 2015).

Currently, the project sponsor is proposing to replace a portion of the approved arena with a movie theater; the remaining portion would be left as a performing arts theater/arena. **Table 1** summarizes the land use assumptions.

TABLE 1: LAND USE ASSUMPTIONS							
		Total ¹					
Land Use	Units	EIR / Variant 2A	Revised Land Uses with No Office ⁵	Revised Project to Include Movie Theater			
Regional Retail	ksf	635,000	635,000	635,000			
Local Serving Retail	ksf	125,000	131,000	183,000			
Office	ksf	150,000	134,500	0			
Performance Venue / Arena ²	seats	10,000	10,000	4,400			
Recreational Community Center	ksf	50,000	50,000	50,000			
County Park	acres	97	97	97			
Hotel	rooms	220	220	220			
Residential Units ³	dwelling units	6,225	6,225	6,225			
Movie Theater ⁴	seats	0	0	1,200			

Notes:

1. Bold indicates a change in land use assumption.

2. EIR and revised Project assume 75,000 sf arena and 33,000 sf arena, respectively. Number of Arena seats interpolated based on square-feet to seat ratio used in the EIR.

3. Residential units includes replacement of 256 then-existing units at Alice Griffith that would be replaced.

4. The revised Project movie theater is 42,000 sf.

5. See memo to SF Planning Department and Office of Community Investment and Infrastructure, dated June 25 2015 (Updated December 14, 2015).

This letter assesses the impacts of converting a portion of the originally-approved arena into a movie theater and includes the conversion of office to local serving retail.

PROJECT TRAVEL DEMAND

The EIR forecasted weekday AM (8:00 to 9:00 AM) and PM (5:00 to 6:00 PM) peak hour¹ trip generation by calculating person trips generated by each land use. Peak hour person trips were distributed to geographical origins/destinations throughout the Bay Area and by mode split. For this analysis, the trip rates, trip distribution, including internalization, and mode splits methodology are consistent with those used in the EIR.

The movie theater is a specific land use that was not included in the original traffic generation forecasts (although the trip generation rates for "shopping center" in the EIR analysis do include movie theaters). In this case, the analysis is based on the specific "movie theater" rates since the specific use is known. Trip generation rates provided by the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 9th Edition, were used to forecast movie theater trips. AM peak hour trip generate traffic during the AM peak hour and because the ITE data did not provide AM peak hour data. Movie Theater trips are likely to behave similarly to retail uses; therefore, the mode splits and geographic distribution originally forecasted for retail were applied to the theater trips as well.

Performance Venue (Arena) Travel Demand

The EIR analyzed traffic generation associated with the arena under conditions with and without an event. The "with event" analysis evaluates pre-event conditions for the weekday PM peak hour to address transportation impacts associated with sold-out events. As described in the EIR, the arena travel demand assumes that weekday evening events would begin at 7:00 PM. and about half of arena attendees (2,200 attendees) would arrive during the PM peak hour. The EIR forecasted that 20 percent of attendees would arrive by transit and the remaining 80 percent would arrive by car.

¹ In addition to the weekday AM and PM peak hours, the EIR evaluated the weekday daily and Sunday PM peak hour trip generation. For this study, only the weekday AM and PM peak hours were evaluated because they are the critical peak periods.

This results in approximately 440 transit users and 587 vehicles (assumes 3 spectators per auto) during the weekday PM peak hour associated with a sold-out event.

TABLE 2: WEEKDAY AM AND PM PEAK HOUR PERSON AND VEHICLE TRIPS							
Connerio	Perso	on Trips	Vehicle Trips				
Scenario	AM Peak Hour PM Peak Hour		AM Peak Hour	PM Peak Hour			
EIR No Event ¹	6,578	12,632	2,235	4,981			
EIR With Event ^{1, 2}	6,578	22,632	2,235	6,315			
Revised Project No Event	6,530	12,798	2,219	5,050			
Revised Project With Event ²	6,530	17,198	2,219	5,637			

Table 2 describes the total AM and PM peak hour person and vehicle trip generation.

Notes:

1. These numbers include the conversion of approved office space to retail, as described earlier. This land use change results in a slight change in AM and PM peak hour person trips to what was reported in the EIR.

2. Assumes no trips during the AM peak hour associated with a major event; however, does account for arena employees.

Source: Fehr & Peers, 2015

As shown in the table above, with the movie theater and without an event, the revised Project would generate 16 fewer vehicle trips during the weekday AM peak hour and 69 more vehicle trips during the weekday PM peak hour. With the movie theater and an event, the revised Project would generate 678 fewer vehicle trips during the weekday PM peak hour.

IMPACT ANALYSIS

The remainder of this report discusses the extent to which the proposed project revision would change any impact conclusions from the EIR.

TR1-1: ON-SITE AND OFF-SITE CONSTRUCTION IMPACTS

As described in the EIR, construction of the Project would result in transportation impacts in the Project vicinity due to construction vehicle traffic and roadway construction and would contribute to cumulative construction impacts in the Project vicinity. The EIR concluded implementation of mitigation measure MM TR-1, which would require the Applicant to develop and implement a

construction traffic management plan to reduce the impact of construction activity on transportation facilities, would reduce the impacts caused by construction, but not to a less-than-significant level.

The overall amount of construction anticipated to occur as part of the revised Project will be approximately the same as originally conceived and described in the EIR. The revised Project anticipates constructing the proposed movie theater with construction of sub-phases 02-03-04, while the event space venue may be constructed at a later time, within the CP-02 boundary. Overall, although the timing and location of construction activities may vary within the site compared to what was originally anticipated, the construction activities are expected to create similar significant and unavoidable localized construction-related traffic impacts as were originally described in Impact TR-1 the EIR. Mitigation measure MM-TR-1, development of a Construction Traffic Management Program, would still apply, although impacts would continue to remain significant and unavoidable.

Therefore, construction of the revised Project would not result in any new significant effects to transportation beyond those identified in the EIR or a substantial increase in the severity of a significant impact, and no new mitigation measures would be required.

IMPACTS TR-2 THROUGH TR-16: TRAFFIC IMPACTS TO REGIONAL AND LOCAL ROADWAY SYSTEM, STUDY INTERSECTIONS, AND FREEWAY FACILITIES

The EIR evaluated 60 intersections throughout the Project site and surrounding area. As described in the EIR, the Project would generate substantial amounts of new vehicular traffic resulting in a number of significant impacts and mitigation measures. More specifically, the EIR identified Impact TR-2, a significant impact related to the Project's overall increase in traffic generation in relation to the current roadway system capacity. The EIR identified Mitigation Measure MM TR-2, the development and implementation of the Project's Transportation Demand Management (TDM) plan as a means to lessen the severity of Project-generated traffic impact; however, Impact TR-2 would remain significant and unavoidable with mitigation. The EIR identified Impacts TR-3 through TR-8, which described locations where the Project would create new project-related impacts or contribute to significant cumulative impacts at study intersections. Mitigation Measures MM TR-4 (restriping at the intersection of Tunnel/Blanken), MM TR-6 (participating in the bi-county study and paying a fair share contribution toward improvements near the Geneva Avenue/US 101

interchange), MM TR-7 (restriping at the Amador/Cargo Way intersection), and MM TR-8 (participating in the bi-county study and paying a fair share contribution toward improvements near the Bayshore/Geneva intersection) were recommended to reduce the severity of Project-related impacts. However, due to uncertainty regarding implementation of mitigation measures, Impacts TR-3 through TR-8 were determined to remain significant and unavoidable with mitigation. The FIER also identified Impact TR-9, which described the project's less than significant impact to a number of other study intersections.

At a slightly larger scale, the EIR identified Impact TR-10, which describes the effect of Projectrelated traffic spilling over into nearby residential neighborhood streets. The EIR determined this impact to be significant, and referenced other mitigation measures described elsewhere in the EIR (including Mitigation Measure MM TR-2, the development and implementation of a TDM Plan) as appropriate strategies to reduce the severity of Impact TR-10. However, the EIR determined that the impact would remain significant and unavoidable with mitigation.

The EIR also identified a number of significant Project-related impacts to freeway facilities, including Impacts TR-11 through TR-15. No feasible mitigation measures were identified for Impacts TR-11 through TR-13 and these impacts would be significant and unavoidable. Mitigation Measures MM TR-14 and MM TR-15, which called for participation in the bi-county study and payment of a fair share contribution toward improvements near the Geneva Avenue / US 101 interchange area, were identified to reduce the severity of Impacts TR-14 and TR-15; however, since the implementation of these measures was uncertain, Impacts TR-14 and TR-15 would also remain significant and unavoidable.

Finally, the EIR identified Impact TR-16, a significant impact associated with the Project's contribution to traffic on Harney Way, which will be a primary access route for all modes between the Project site and regional transportation facilities (US 101, Bayshore Caltrain, Balboa Park BART, the Bay Trail, etc.). Mitigation Measure MM TR-16 called for the project to construct the initial phase of Harney Way at the outset of construction of the first major phase, which would reduce the Project's impact to less than significant.

The proposed land use revisions would likely result in localized changes to traffic volumes, because the change in traffic generation is relatively small compared to the project, and the relatively small increases would disperse relatively quickly farther away from the project. As a result, for the purpose of this analysis, a subset of 25 of the 60 EIR intersections was evaluated representing those

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intersections most likely to experience a measurable change to traffic volumes as a result of the proposed changes. Specifically, this analysis examined the following intersections (intersection numbers are consistent with the numbering from the EIR):

- 1. Third Street / 25th Street
- 2. Third Street / Cesar Chavez
- 3. Third Street / Cargo Way
- 4. Third Street / Evans Avenue
- 5. Third Street / Oakdale Avenue
- 6. Third Street / Palou Avenue
- 7. Third Street / Reverse Avenue
- 8. Third Street / Carroll Avenue
- 9. Third Street / Paul Avenue
- 10. Third Street / Ingerson Avenue
- 11. Third Street / Jamestown Avenue
- 12. Third Street / Le Conte / US 101 Northbound Off-Ramp
- 19. Bayshore Boulevard / Paul Avenue
- 26. Tunnel Avenue / Blanken Avenue
- 27. Geneva Avenue / US 101 Southbound Ramps (Alana Way / Beatty Road)
- 28. Harney Way / US 101 Northbound Ramps (Alana Way / Harney Way / Thomas Mellon)
- 29. Harney Way / Jamestown Avenue
- 30. Crisp Road / Palou Avenue / Griffith Street
- 34. Arelious Walker / Gilman Avenue
- 35. Amador Street / Cargo Way / Illinois Street
- 49. Bayshore Boulevard / Geneva Avenue
- 56. Third Street / Williams Avenue / Van Dyke Avenue
- 57. Third Street / Jerrold Avenue
- 59. Harney Way / Executive Park East
- 60. Harney Way / Thomas Mellon Drive

Weekday AM and PM peak hour intersection level of service (LOS) and delay are summarized in **Tables 3 and 4**, respectively. The tables compare the results for the 2030 No Project, 2030 Plus Project Variant 2A, and 2030 Plus revised Project. **Appendix A** summarizes intersection operations including delay, LOS, and volume-to-capacity (v/c) ratios for the AM and PM peak hours. Additionally, Appendix A includes the critical movement's Project's contribution at intersections operating at LOS E or F.

WEEKDAY AM PEAK HOUR – 2030 CONDITIONS (NO ARENA EVENT)							
Interneticul	No Project		Project – Variant 2A		Revised	Revised Project	
	Intersection-	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³
1.	Third Street / 25 th Street	>80	F	>80	F	>80	F
2.	Third Street / Cesar Chavez	>80	F	>80	F	>80	F
3.	Third Street / Cargo Way	>80	F	>80	F	>80	F
4.	Third Street / Evans Avenue	>80	F	>80	F	>80	F
5.	Third Street / Oakdale Avenue	21	С	24	С	23	С
6.	Third Street / Palou Avenue	>80	F	>80	F	>80	F
7.	Third Street / Reverse Avenue	35	С	48	D	43	D
8.	Third Street / Carroll Avenue	12	В	18	В	18	В
9.	Third Street / Paul Avenue	>80	F	>80	F	>80	F
10.	Third Street / Ingerson Avenue	5	А	6	А	6	А
11.	Third Street / Jamestown Avenue	29	С	53	D	51	D
12.	Third Street / Le Conte / US 101 Northbound Off-Ramp	50	D	50	D	48	D
19.	Bayshore Boulevard / Paul Avenue	>80	F	>80	F	>80	F
26.	Tunnel Avenue / Blanken Avenue	43	D	>80	F	>80	F
27.	Geneva Avenue / US 101 Southbound Ramps (Alana Way / Beatty Road)	>80	F	>80	F	>80	F
28.	Harney Way / US 101 Northbound Ramps (Alana Way / Harney Way / Thomas Mellon)	>80	F	>80	F	>80	F

TABLE 3: INTERSECTION LOS WEEKDAY AM PEAK HOUR – 2030 CONDITIONS (NO ARENA EVENT

TABLE 3: INTERSECTION LOS WEEKDAY AM PEAK HOUR – 2030 CONDITIONS (NO ARENA EVENT)								
	No Project		Project –	Project – Variant 2A		Revised Project		
Intersection	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³		
29. Harney Way / Jamestown Avenue ⁵	12	В	23	С	22	С		
30. Crisp Road / Palou Avenue / Griffith Street	57	E	46	D	45	D		
34. Arelious Walker / Gilman Avenue ⁵	>50 (EB)	F	30	С	30	С		
35. Amador Street / Cargo Way / Illinois Street	65	E	61	E	57	E		
49. Bayshore Boulevard / Geneva Avenue	>80	F	>80	F	>80	F		
56. Third Street / Williams Avenue / Van Dyke Avenue	18	В	29	С	28	С		
57. Third Street / Jerrold Avenue	49	D	>80	F	>80	F		
59. Harney Way / Executive Park East	25	С	25	С	25	С		
60. Harney Way / Thomas Mellon Drive	30	С	34	С	33	С		

Notes:

1. Based on intersection numbers identified in the EIR.

2. Delay in seconds per vehicle.

3. Intersections operating at LOS E or LOS F conditions highlighted in bold.

4. Year 2030 analysis includes signalization as part of Executive Park Development or new Harney Interchange.

5. Year 2030 analysis includes signalization as part of Project.

Source: Fehr & Peers, 2015

TABLE 4: INTERSECTION LOS							
WEEKDAY PI	M PEAK HOUR -	- 2030 CONDI	TIONS (NO ARENA	EVENT)			
	No Pr	oject	Project – Var	iant 2A	Revised I	Revised Project	
Intersection	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	
1. Third Street / 25 th Street	>80	F	>80	F	>80	F	
2. Third Street / Cesar Chavez	>80	F	>80	F	>80	F	
3. Third Street / Cargo Way	>80	F	>80	F	>80	F	
4. Third Street / Evans Avenue	>80	F	>80	F	>80	F	
5. Third Street / Oakdale Avenue	30	С	62	E	56	E	
6. Third Street / Palou Avenue	>80	F	>80	F	>80	F	
7. Third Street / Reverse Avenue	37	D	>80	F	>80	F	
8. Third Street / Carroll Avenue	14	В	63	E	62	E	
9. Third Street / Paul Avenue	>80	F	>80	F	>80	F	
10. Third Street / Ingerson Avenue	7	А	54	D	55	D	
11. Third Street / Jamestown Avenue	30	С	>80	F	>80	F	
12. Third Street / Le Conte / US 101 Northbound Off-Ramp	24	с	23	С	22	С	
19. Bayshore Boulevard / Paul Avenue	>80	F	>80	F	>80	F	
26. Tunnel Avenue / Blanken Avenue	>80	F	>80	F	>80	F	
27. Geneva Avenue / US 101 Southbound Ramps (Alana Way / Beatty Road)	>80	F	>80	F	>80	F	
28. Harney Way / US 101 Northbound Ramps (Alana Way / Harney Way / Thomas Mellon)	>80	F	>80	F	>80	F	
29. Harney Way / Jamestown Avenue ⁵	40	E	44	D	42	D	

TABLE 4: INTERSECTION LOS WEEKDAY PM PEAK HOUR – 2030 CONDITIONS (NO ARENA EVENT)								
Textore estimat	No Project		Project – Variant 2A		Revised Project			
Intersection	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³		
30. Crisp Road / Palou Avenue / Griffith Street	58	E	67	E	63	E		
34. Arelious Walker / Gilman Avenue ⁵	>50 (WB)	F	36	D	36	D		
35. Amador Street / Cargo Way / Illinois Street	60	E	66	E	62	E		
49. Bayshore Boulevard / Geneva Avenue	>80	F	>80	F	>80	F		
56. Third Street / Williams Avenue / Van Dyke Avenue	17	В	>80	F	>80	F		
57. Third Street / Jerrold Avenue	>80	F	>80	F	>80	F		
59. Harney Way / Executive Park East	25	С	26	С	26	С		
60. Harney Way / Thomas Mellon Drive	19	В	26	С	25	С		

Notes:

1. Based on intersection numbers identified in the EIR.

2. Delay in seconds per vehicle.

3. Intersections operating at LOS E or LOS F conditions highlighted in bold.

4. Year 2030 analysis includes signalization as part of Executive Park Development or new Harney Interchange.

5. Year 2030 analysis includes signalization as part of Project.

Source: Fehr & Peers, 2015

As shown in Tables 3 and 4, with the addition of the movie theater, the study intersections will continue to operate at the same LOS compared to Project Variant 2A during the AM and PM peak hour. 19 of the 25 study intersections would continue to operate at LOS E or F during the weekday AM or PM peak hour and 18 of those intersections would continue to experience a significant project impact. One of the intersections operating at LOS E or F, Bayshore Boulevard / Hester Avenue, was not projected to experience a significant project impact in the original EIR because the Project would not significantly contribute² to the intersection; however, the revised Project's contribution would not significantly contribute to the intersection; however, the revised Project's revised Project would not cause any additional intersections operating acceptably under the no project condition to operate unacceptably beyond those identified in the EIR.

Further, the revised Project will not make a considerable contribution to critical movements operating unacceptably beyond those identified in the EIR. The revised Project's contribution would not substantially worsen the intersections operations, as shown in Appendix A, by the negligible change in volume-to-capacity (v/c) ratios and percent contribution to the critical movements.³

The revised Project will not create any new significant impacts compared to those identified in the EIR, nor would it substantially worsen the severity of those significant impacts that were identified in the EIR. Therefore, the results and conclusions from the EIR remain applicable to the Revised Project.

Traffic Analysis Results with Event

The revised Project includes a 4,400 seat arena in the Candlestick Hunters Point area, compared to the 10,000 seat arena approved in the EIR. The transportation analysis in the EIR assumed the worst-case scenario, in which a 10,000 person event is held on a weekday evening.

² An intersection was considered a significant contribution if with the Project, the intersection was operating at LOS E or F and the Project was to contribute greater than 5-percent of Project traffic to a critical movement operating at LOS E or F.

³ As shown in Appendix A, the revised Project would increase the Project's contribution by 1-percent or less at study intersections operating at LOS E or F during the AM and PM peak hour, except at 2 intersections. At Third Street / Carroll Avenue and Third Street / Paul Avenue, the revised Project would contribute an additional 15 and 30 trips, respectively, during the weekday PM peak hour. However, the intersection's v/c ratio would remain approximately the same as reported in the EIR. Therefore, the revised Project's contribution would not substantially worsen the intersection's operations.

Since the revised Project would result in congested traffic prior to an arena event, traffic impacts associated with the arena during arena events would be *significant*. However, as shown in Tables 2 and 3, the revised Project will generate less trips than the approved Project Variant 2A with a sold-out arena event. Therefore the impacts associated with an Arena Event in the revised Project scenario will be less than the impacts reported in the EIR. Furthermore, the results and conclusions stated in the EIR are applicable to the revised Project.

As described in the section above, the revised Project will decrease the Project travel demand during the AM peak hour and increase the Project travel demand during the PM peak hour under conditions with no arena event. However, based on the traffic analysis described above, the revisions to the Project would not result in any additional impacts as the results indicate similar intersection delay and levels of service to what was described in the EIR.

IMPACTS TR-17 THROUGH TR-30: IMPACTS TO LOCAL AND REGIONAL TRANSIT OPERATIONS AND CAPACITY

The EIR described the Project's impacts to transit in Impacts TR-17 through TR-30. Impacts TR-17 through TR-20 identified that, with implementation of the Project's Transit Operating Plan (identified as Mitigation Measure MM TR-17), the Project would provide adequate transit capacity locally, at the standard Downtown screenlines, and regionally to meet its projected demand. With implementation of MM TR-17, Impacts TR-17 through TR-20 were determined to be less than significant.

The EIR also identified Impacts TR-21 through TR-27, which describe impacts to transit travel time associated with Project-generated traffic congestion on specific corridors affecting specific transit lines. Mitigation Measures MM TR-21 through MM TR-27 were identified and consist of three parts:

- Transit travel times should be monitored throughout the course of project buildout to determine whether Project-generated traffic is decreasing transit travel speeds.
- If speeds are decreasing, travel time reduction measures should be implemented on the affected corridors. These measures typically involve dedication of transit-only lanes.
- If reduction measures are either infeasible or not effective at improving travel speeds, new vehicles should be purchased to allow SFMTA to maintain planned service frequencies.

However, because implementation of these measures requires substantial additional outreach and design, the feasibility of these measures is uncertain, and Impacts TR-21 through TR-27 were determined to be significant and unavoidable.⁴

The EIR also identifies Impact TR-28, a significant and unavoidable impact to SFMTA transit express routes using US 101 that may be slowed down by Project-generated freeway traffic for which no mitigation measures were identified. Impact TR-29 was identified as a less than significant impact to SFMTA transit express routes using I-280 because project-generated traffic on this route would not be as substantial. Impact TR-30 would be a significant and unavoidable impact to other regional transit routes (such as SamTrans express routes) using regional facilities to which the Project would contribute substantial amounts of traffic congestion.

Transit ridership is expected to slightly increase under the revised proposal compared to Project Variant 2A. However, the increase in transit ridership is less than one percent, and is not likely to result in a measurable change to ridership, as described in **Table 5** below.

TABLE 5: WEEKDAY AM AND PM PEAK HOUR TRANSIT PERSON TRIPS						
Scenario	AM Peak Hour	PM Peak Hour				
EIR	884	1,801				
Revised Project	878	1,818				
Delta	-6 (<-1%)	+17 (<+1%)				

Notes:

1. Office to retail land use change results in slight change in AM and PM peak hour vehicle trips then reported in the EIR.

2. Assumes no major event during the AM peak hour, however does account for arena employees.

Source: Fehr & Peers, 2015

Additionally, the revised Project's impacts to traffic operations are expected to be similar to those described in the EIR, and the revised Project is not likely to result in any new significant impacts to

⁴ Since the EIR was approved, TR-23 and TR-MM-23 were reviewed and a revised TR-MM-23 was proposed. The revised mitigation measure would result in better operations along Gilman Avenue than what was reported in the approved EIR, however, would still result in a significant and unavoidable impact. Detailed analysis and discussion are included in an addendum addressed to the SF Planning Department and Office of Community Investment and Infrastructure in August 2015, titled *Draft Analysis of Transportation Effects of Proposed Revisions to Configuration of Gilman Avenue in Candlestick Point – Hunters Point Shipyard Phase II Development Plan.*

transit operations. Therefore, the revised Project is not expected to change the results of the impacts described in TR-17 through TR-30 in the EIR.

IMPACTS TR-31 AND TR-32: BICYCLE CIRCULATION

The EIR described impacts to bicycle circulation in Impacts TR-31 and TR-32. Impact TR-31 identified that through the implementation of the Project, bicycle facilities in the form of off-street Class I pathways, bicycle lanes (Class II facilities), or signed routes (Class III facilities) would be expanded to serve additional users, resulting in a beneficial impact of the Project or no impact. TR-31 concluded that the overall bicycle access and bicycling environment would improve within and in the vicinity of the Project and the proposed facilities would be adequate to meet the bicycle demand associated with the Project uses.

Impact TR-32 identified that the Project's proposed transit treatments and the increase in traffic volumes on Palou Avenue would result in impacts on bicycle travel between Griffith Street and Third Street (Bicycle Routes #70 and #170). Implementation of Mitigation Measure TR-32 (MM TR-32), determine the feasibility of relocating Bicycle Routes #70 and #170), would result in a significant and unavoidable impact because the feasibility of the relocation of the routes is uncertain at the time of the EIR. Since the EIR has been approved, SFMTA has studied possible alternatives, although the results of that study have yet to be determined; therefore TR-32 remains a significant and unavoidable impact.

The revised Project would include additional development within Candlestick Point with the addition of the movie theater and may increase bicycle travel within and adjacent to the Project area. The revised Project will not remove or add bicycle facilities to the proposed network. However, because the revised Project is only slightly changing the total peak hour traffic generation within the Project site and is not affecting the bicycle infrastructure proposed as part of the Project, the revised Project is not likely to result in any new significant impacts to bicycle circulation. Therefore, the revised Project is not expected to change the results of the impacts described in TR-31 and TR-32.

IMPACTS TR-33 AND TR-34: PEDESTRIAN CIRCULATION

The EIR described impacts of pedestrian circulation in TR-33 and TR-34. Similar to TR-31, the implementation of the Project would expand pedestrian facilities in the form of sidewalks and

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connecting the Project site to existing neighborhoods, resulting in a beneficial impact of the Project or no impact. TR-34 identified that implementation of the Project would result in an increase in traffic volumes in the Project vicinity that could increase pedestrian-vehicle and pedestrian-bicycle conflicts. However, the existing and proposed pedestrian facilities would be adequate to meet the pedestrian demand associated with the project land uses and the Project impacts on pedestrian circulation within and in the vicinity of the Project would be less than significant.

The revised Project would include additional development within Candlestick Point with the addition of the movie theater and may increase pedestrian travel within and adjacent to the Project area. However, the revised Project is not likely to result in any new significant impacts to pedestrian circulation; therefore, the revised Project is not expected to change the results of the impacts described in TR-33 and TR-34.

IMPACTS TR-35 AND TR-36: PARKING

The EIR identified Impacts TR-35 and TR-36, which determined that although the Project would result in a shortfall of parking spaces compared to its projected demand and would remove some existing on-street parking spaces, the Project's impacts to parking conditions would be less than significant. The EIR concluded there would be a range of between approximately 2,800 spaces and 20,000 spaces in the entire development area. The revised Project would include additional off-street parking supply in CP 02-03-04 as documented in **Table 6** below.

TABLE 6: SUMMARY OF PARKING SUPPLY COMPARISON IN CP 02-03-04 (ORIGNAL 2010 PLAN VS REVISED PROJECT)							
Land Use	Maximum Gunatu	Origina	al 2010 Plan	Revised Project			
	Maximum Supply Rate	Proposed Amount	Maximum Number of Spaces	Proposed Amount	Maximum Number of Spaces		
Office	1 space / ksf	150 ksf	150	134.5	135		
Regional Retail	2.7 space / ksf	635 ksf	1,715	635 ksf	1,715		
Local Serving Retail							
Grocery Store	2.7 space / ksf			35 ksf	95		
Other Local Serving Retail	1 space / ksf	125 ksf	125	96 ksf	96		
International African Market Place & CPSRA Welcome Center	1 space / 2 ksf			8 ksf	4		
Performance Venue	1 space / 15 seats	10,000 seats	667	4,400 seats	147		
Movie Theater	1 space / 8/10 seats ¹			1,200 seats	145		
Harney/Ingerson Housing	1 space / unit			265 units	265		
SFPD	1 space / 2 ksf			1 ksf	1		
Community Serving Uses	1 space / 2 ksf			41 ksf	21		
Residential Tower	1 space / unit	280 units	280	220 units	220		
Other Residential	1 space / unit	745 units	745	1,080 units	1,080		
Hotel	0.25 spaces / room	220 rooms	55	220 rooms	55		
	Lost On-Street Parking				-269		
	Grand Total		3,737		4,245		

Notes:

1. 1/8/10 seats = 1 parking space / 8 seats up to 1,000 seats + 1 parking space / 10 seats above 1,000 seats Source: Fehr & Peers, 2015

The revised Project would include additional development within Candlestick Point with the addition of the movie theater and may increase parking demand within and adjacent to the Project area. However, the revised Project is not likely to result in any new significant impacts to parking; therefore, the revised Project is not expected to change the results of the impacts described in TR-35 and TR-36.

IMPACT TR-37: LOADING

The EIR identified Impact TR-37 and determined that the Project would provide adequate loading supply and therefore concluded that impacts related to loading would be less than significant, and that no mitigation measures would be required.

The revised Project would include additional development within Candlestick Point with the addition of the movie theater and may increase daily and peak hour loading space demand within the Project area. However, the revised Project is not likely to result in any new significant impacts to loading; therefore, the revised Project is not expected to change the results of the impacts described in TR-37.

IMPACTS TR-38 THROUGH TR-50: STADIUM IMPACTS

The revised Project does not include construction of a new stadium. Furthermore, the existing stadium at Candlestick Point has already been demolished and the 49ers games are played elsewhere. Game day impacts for the revised Project are not applicable.

IMPACT TR-51 THROUGH TR-55: ARENA IMPACTS

The EIR included a 10,000 seat arena in the Candlestick Point area. As described in the section above, the revised Project would substantially reduce the capacity of the proposed event space from 10,000 seats to 4,400 seats. As shown in Table 2, above, the peak hour travel demand associated on conditions with an arena event would be lower with the revised Project compared to the project described in the EIR. Therefore, the implementation of the revised Project would not result in any new significant impacts and no new mitigation measures would be required.

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IMPACT TR-56: AIR TRAFFIC IMPACTS

The EIR determined that the Project would have a less than significant impact on air traffic. The revised Project would contain the same overall land uses and general development form and would not change the EIR's conclusion regarding air traffic. The revised Project would not create any new significant impacts with respect to air traffic and no additional mitigation measures are required.

IMPACT TR-57: HAZARDS DUE TO DESIGN FEATURES

The EIR determined that the Project's transportation infrastructure would be designed in accordance with City standards, and would be reviewed and approved by the City prior to construction. As a result the Project's impacts to hazards would be less than significant. The revised Project would also be designed accordance with City standards and would be reviewed and approved by the City. Therefore, no new significant impacts to design features have been identified and no mitigation measures are required.

IMPACT TR-58: EMERGENCY ACCESS

The EIR determined that the Project's transportation infrastructure would adequately facilitate emergency access and be designed to City standards, which include provisions that address emergency vehicles. The revised Project would also be designed accordance with City standards and would be reviewed and approved by the City. Therefore, no new significant impacts to emergency access have been identified and no mitigation measures are required.

CUMULATIVE IMPACTS

As noted in the EIR, the discussion of cumulative impacts was included with the discussion of project-related impacts in Impacts TR-1 through TR-58 and no additional cumulative impact discussion is necessary. Similar to what is described above and in the EIR, since the revised design would generate similar levels of travel demand at buildout and would have a similar transportation infrastructure, the modified Project's contribution to cumulative impacts would be the same as what is described in the EIR.

CONCLUSION

In conclusion, the revised Project would not change or alter any of the EIR's findings with respect to transportation impacts. All impacts would remain less than significant, less than significant with mitigation, or significant and unavoidable, as previously identified, and no new mitigation measures would be required. Additionally, the EIR's transportation cumulative impact conclusions would not be altered.

For questions or comments please contact Chris Mitchell or Sarah Nadiranto.

Sincerely,

FEHR & PEERS

Chris Mitchell, PE Principal

Jehn

Sarah Nadiranto, PE Transportation Engineer

SF08-0407

Attachments Appendix A – AM and PM Peak Hour Results Summary



Keymap



Existing

Proposed - October 26 2010

Proposed - August 06 2015



Candlestick Point EIR Visual Simulations August 10, 2015

06 – NB 101 Harney Way Off-Ramp





2015 RESIDENTIAL TOWER



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Existing





Candlestick Point EIR Visual Simulations August 10, 2015

06 – NB 101 Harney Way Off-Ramp



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Proposed October 26 2010





Candlestick Point EIR Visual Simulations August 10, 2015

06 – NB 101 Harney Way Off-Ramp





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Proposed June 03 2010





Candlestick Point EIR Visual Simulations August 10, 2015

06 – NB 101 Harney Way Off-Ramp





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Keymap



Existing

Proposed - October 26 2010

Proposed - August 06 2015



Candlestick Point EIR Visual Simulations August 10, 2015

09 – Open Space South of Harney towards Candlestick



CPHPS PHASE II 2010 RESIDENTIAL TOWER 2015 RESIDENTIAL TOWER

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Existing





Candlestick Point EIR Visual Simulations September 2, 2015

09 – Open Space South of Harney towards Candlestick



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Proposed October 26, 2010





Candlestick Point EIR Visual Simulations September 2, 2015

09 – Open Space South of Harney Towards Candlestick



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Distance between CPSRA and Proposed Tower G Location

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Tower Design Scenario #1 - Tower G: East-West Orientation





Candlestick Point EIR Visual Simulations September 2, 2015

09 – Open Space South of Harney Towards Candlestick



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Tower Design Scenario #2 - Tower G: North-South Orientation





Candlestick Point EIR Visual Simulations September 2, 2015

09 – Open Space South of Harney Towards Candlestick



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Keymap



Existing

Proposed - October 26 2010

Proposed - August 06 2015



Candlestick Point EIR Visual Simulations August 10, 2015

11 – SRA Towards Candlestick



2015 RESIDENTIAL TOWER



Existing





Candlestick Point EIR Visual Simulations August 10, 2015

11 – SRA Towards Candlestick



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Proposed October 26 2010





Candlestick Point EIR Visual Simulations August 10, 2015

11 – SRA Towards Candlestick



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Proposed June 03, 2015





Candlestick Point EIR Visual Simulations August 10, 2015

11 – SRA Towards Candlestick



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Keymap



Existing

Proposed - October 26 2010

Proposed - August 06 2015



Candlestick Point EIR Visual Simulations August 10, 2015

17 – Mariner Village Towards Candlestick





- 2015 RESIDENTIAL TOWER



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Existing





Candlestick Point EIR Visual Simulations August 10, 2015

17 – Mariner Village Towards Candlestick



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Proposed October 26 2010





Candlestick Point EIR Visual Simulations August 10, 2015

17 – Mariner Village Towards Candlestick







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Proposed June 03, 2015





Candlestick Point EIR Visual Simulations August 10, 2015

17 – Mariner Village Towards Candlestick





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xhibit O: IBI Shadow Analysis and Memo

700–1285 West Pender Street Vancouver BC V6E 4B1 Canada tel 604 683 8797 fax 604 683 0492 ibigroup.com

February 5, 2016

SHADOW STUDY OVERVIEW

Purpose

This shadow analysis has been prepared in order to identify the shadow impact from project changes at Candlestick Point on City parks outside of the Candlestick redevelopment project boundary. Specifically, these parks are Bayview Hill Park and Gilman Park. In addition, the analysis considers shadow impacts of the parks within the project boundary, including:

- Candlestick Point State Recreation Area (CPSRA), which is under State jurisdiction
- Bayview Gardens / Wedge Destination Park (BGWDP)
- Mini-Wedge Community Park (MWCP)
- Jamestown Hillside Community Park (JHCP)

The project changes that require shadow analysis are:

- Revised locations of Towers G, J, and K
 - Revised building heights along Harney Way and Ingerson Avenue:
 - Mixed-use Residential from 65' max height to 80' max height
 - Film Arts Center from 85' max height to 120' max height

These changes are described in more detail in Addendum 4 to the Candlestick Point - Hunters Point Phase 2 Final Environmental Impact Report (FEIR).

Process

The shadow impacts were measured at three times during the day on Winter Solstice (10 am, 12 pm and 3 pm), which is consistent with the Shadow Analysis in the FEIR.

Methodology

The shadows from both the 2010 layout and 2016 layout were generated in Google Sketchup. The topography within the model is based upon the survey of surrounding lands at 5 foot contour intervals, and the proposed topography within the site at 1 foot contour intervals.

Shadow differences have been measured by creating the shadows from the 2010 model in a different colour than those in the 2016 model, and using Photoshop to indicate areas where there is no overlap (i.e. there is a difference in shadow). Those areas that are consistent are not indicated, resulting in a clear picture that identifies shadow differences between the two models, seen by differing colors.

Two analyses are prepared as part of the analysis:

- 1. The first examines the shadow impact from all buildings at Candlestick. This analysis has been prepared to ensure there is clarity on the overall project shadow impact, beyond those that result from the design changes.
- 2. The second examines only the shadows from the building design changes. This analysis has been prepared to assist in the review of the impact based solely on the specific changes.

Results

The results of the analysis are based on a qualitative assessment of the shadow impact, focusing on the City parks outside of the project boundary, and the CPSRA and City parks noted above within the project boundary. The vast majority of increased shadow impact, especially in relation to the increased building height of the Mixed-use Residential buildings from 65' to 80', results in additional shadows cast on city streets at all three times analyzed (10am; 12pm; 3pm). Specific park related shadow impacts are discussed below.

City Parks outside Project Boundary

There are no shadow impacts on parks outside of the project boundary at any of the times analyzed when compared to the 2010 building layout.

IBI Group is a group of firms providing professional services. IBI Group Architects, formerly IBI/HB Architects, is a member of the IBI Group of firms. Principals in IBI Group Architects are: Martin G. B. Brückner, Architect AIBC, Ronald J. Eagleston, Architect AIBC, Tony S. Gill, Architect AIBC, Anita Leonoff, Architect AIBC, David M. Thom, Architect AIBC

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Exhibit O: IBI Shadow Analysis and Memo

CPSRA

There are no changes to the shadow impact on the CPSRA at 10am or 12pm. At 3 pm, there is a change in impact based on the relocation of Tower J, which shifted south due to a revision of the overall streets and blocks pattern within CP South. The relocation of Tower J results in a slight increase in shadow on the CPSRA at 3 pm when examining the shadows cast from all buildings (~10,000 sq.ft / 0.2 ac of additional shadow); however, when considering the shadows from only those blocks that have resulted in changes in tower locations and/or building heights, there is a sight decrease of shadow. The discrepancy in shadowing is because, when considering only those blocks that have changed, the shift in location of the tower to the south results in a net decrease in shadow, as more shadow was cast by Tower J at the north side in 2010 than at the south side in 2016. However, when considering all buildings, most of the shadow at the north from the 2010 placement falls within the shadow cast from other towers within CP South, and is therefore cancelled out by the other tower shadow.

It is noted that there has always been modest shadow impacts on the CPSRA, generally in the late afternoon / early evening, as described in the FEIR, and the new Tower J shift results in a very small impact on these results (0.2% extra shadow across the entire CPSRA area).

City Parks within Project Boundary

The 2016 tower locations show both an increase and decrease in overall shadow impact, dependent on the park and the time of the day.

At 10am, there is a no significant change in shadow across the BGWDP. At JHCP, the shifting of Tower G southwest has resulted in a minor increase of shadowing; however, the shadows in 2016 fall upon a very steep section of the park, well away from any areas suitable for outdoor activity. There is no net impact of shadows across the MWCP.

At 12pm, the shifting of Tower J southwest has resulted in a minor increase in the shadowing on BGWDP. Despite the increase in shadowing, the shadow has shifted from the location of the proposed Bus Rapid Transit, which will be a high-pedestrian zone, to a different section of the park that is less likely to be as heavily used. The shifting of Tower K to the southeast and the increased height of mid-rise buildings along CP South block 8a results in an increase of shadowing across the western most portion of the BGWDP, representing a band that is ~15-18' wide by approximately 200' in length. This shadow lies in the central portion of the park, keeping the northern end out of shadow. At the MWCP, there is an insignificant increase in shadowing at the western tip of the Park due to the shifting of Tower J eastward.

At 3pm, there is an increase in shadow impact on the MWCP resulting from the shifting of Tower J to the southeast. This increased shadow results in the entirety of the park being shadowed; however, it should be noted that in the 2010 building locations, the vast majority of the park was shadowed.

Other Considerations

Finally, though not related to the shadow impact on City Parks or the CPSRA specifically, the shift in the location of tower G results in the following positive changes to the experience of users within the City Parks:

- Significantly increases the distance of the tower from Gilman Park, resulting in a less visible tower skyline and visual impact from the park; and
- Greatly improves the view to the Bay from the primary lookout point atop the Bayview Hill.

In addition, the shifting of Tower G results in less shadow across the primary pedestrian pathways within CP Center – the regional retail center – which will improve the pedestrian experience.

Gavin Blackstock, MCIP RPP

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Exhibit O: IBI Shadow Analysis and Memo SHADOW STUDY: DECEMBER 21 - 10AM

2010 Tower Locations/ Building Heights



Shadow Study Based on Building Heights of 2010 D4D

- 1 CP State Recreation Area
- 2 Gilman Park (outside project)
- 3 Bayview Hill Park (outside project)
- 4 Yosemite Slough (outside project)

6	Mini-wedge Community Park	
6	Mini-wedge Community Park	

5 Bayview Gardens / Wedge Destination Park

- 7 Jamestown Hillside Community Park
- G Tower Name







Shadow Study Based on Building Heights of 2016 D4D

- Project Boundary State Recreation Area Boundary
- City Park Boundary (outside project)
- City Park Boundary (inside project)
- Boundaries of Revised Blocks in 2016



- Hill Park) or the CPSRA.



• No impact to City Parks outside of the project boundary (Gilman Park and Bayview

• Tower J results in a minor increase in park shadowing across the Bayview Gardens Wedge Park (~10' wide shadow band).

· Tower G relocation results in a minor increase of shadow on the to Jamestown Hillside Community Park (~ 3%); however, the shadowing has shifted to the steepest portion of the park, which will not be usable due to grades.

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Exhibit O: IBI Shadow Analysis and Memo SHADOW STUDY: DECEMBER 21 - 12PM

2010 Tower Locations/ Building Heights



Shadow Study Based on Building Heights of 2010 D4D

- 1 CP State Recreation Area
- 2 Gilman Park (outside project)
- 3 Bayview Hill Park (outside project)
- 4 Yosemite Slough (outside project)

6	Mini-wedge Community Park

7 Jamestown Hillside Community Park

5 Bayview Gardens / Wedge Destination Park

G Tower Name





2016 Tower Locations/ Building Heights



Shadow Study Based on Building Heights of 2016 D4D

- Project Boundary State Recreation Area Boundary
- City Park Boundary (outside project)
- City Park Boundary (inside project)
- Boundaries of Revised Blocks in 2016



- Hill Park) or the CPSRA.

Difference

- east of Ingerson.
- the northwest end.
- length (~200').

• No impact to City Parks outside of the project boundary (Gilman Park and Bayview

• Shadowing from Tower J on the Bayview Gardens Wedge Park has shifted from the proposed BRT stop (Harney Way @ Ingerson) to a less activated portion of the park,

• Tower J results in an insignificant increase in shadowing to the Mini-wedge Park at

• Tower K and the midrise building along Harney Way (CP South Block 8a) result in an increase of shadowing to the Bayview Gardens Wedge Park of ~15-18' for one block

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Exhibit O: IBI Shadow Analysis and Memo SHADOW STUDY: DECEMBER 21 - 3 PM

2010 Tower Locations/ Building Heights



Shadow Study Based on Building Heights of 2010 D4D

- 1 CP State Recreation Area
- 2 Gilman Park (outside project)
- 3 Bayview Hill Park (outside project)
- 4 Yosemite Slough (outside project)

(6	Mini-wedge Community Park
---	---	---------------------------

7 Jamestown Hillside Community Park

5 Bayview Gardens / Wedge Destination Park

G Tower Name





2016 Tower Locations/ Building Heights





Shadow Study Based on Building Heights of 2016 D4D

- **Project Boundary** State Recreation Area Boundary
- City Park Boundary (outside project)
- City Park Boundary (inside project)
- Boundaries of Revised Blocks in 2016

- Analysis
- Hill Park).

Difference

- Park.

• No impact to City Parks outside of the project boundary (Gilman Park and Bayview

· Minor increase in shadow within the CPSRA based on shift in location of Tower J due to road realignment within CP South.

• Towers J relocation results in minor increase of shadow to Mini-wedge Park; however, the shadow impact results in virtually no solar access onto the entirety of the

Exhibit O Page 5 of 5

Via electronic mail

Joy Navarrete Senior Environmental Planner San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103 joy.navarrete@sfgov.org

RE: EVALUATION OF AIR QUALITY AND CLIMATE CHANGE IMPACTS OF PROPOSED PROJECT REVISIONS ASSOCIATED WITH DEVELOPMENT PLAN APPLICATION FOR CP SUB-PHASE 02-03-04, CANDLESTICK POINT/HUNTERS POINT SHIPYARD PHASE II PROJECT, SAN FRANCISCO, CALIFORNIA

Dear Ms. Navarrete:

The *Candlestick Point/Hunters Point Shipyard Phase II Project Final EIR* (herein referred to as "EIR") was certified by the San Francisco Redevelopment Commission and the San Francisco Planning Commission in June 2010. We understand that the City and Office of Community Investment & Infrastructure are evaluating several Project Revisions associated with the development plan application for Sub-Phase 02-03-04 at Candlestick Point (CP). These Project Revisions include:

- 1. Relocation of three towers (Towers G, J and K);
- 2. Height increases for several locations in CP Center, specifically
 - (a) Increasing the height of buildings on both sides of Harney Way and Ingerson Avenue from 65 feet to 80 feet;
 - (b) Increasing the height of the building at the corner of Harney Way and Ingerson Avenue from 85 feet to 120 feet; and
 - (c) Increasing the height for the building at the corner of Arelious Walker and Harney Way from65 feet to 80 feet.
- 3. Conversion of 15,500 square feet approved office space to 6,000 square feet of local-serving retail;
- 4. Relocation of on-street parking spaces to the CP Center garage;
- 5. Dividing the construction the first phase of Harney Way improvements into two phases; and
- 6. Revising the cross-section of Gilman Avenue to reduce travel lanes and provide larger sidewalks.

This memorandum evaluates whether the air quality and greenhouse gas (GHG) impacts disclosed in the EIR are affected by these changes.

1. Relocation of Towers

The relocation of three towers would not affect the analysis of criteria air pollutant (CAP) and GHG emissions in the EIR as the overall square footage of the Project would not be altered. This Project revision would also have a negligible effect on the health risk assessment (HRA) from construction emissions as the towers would be relocated within the same sub-phases as previously analyzed. The HRA analysis in the EIR assumes construction emissions are distributed throughout the sub-phase, so relocation of the towers within the respective sub-phases would not change the analysis.

2. Height Increases in CP Center

The increase in maximum building height for three locations in CP Center would not affect the analysis of CAP and GHG emissions in the EIR because the overall square footage of the Project would not be altered. We understand that this would change the massing of the buildings; however, not the overall floor space for entitlements. Because the models used in the EIR to estimate construction emissions are based on square footage and not overall area; there would not be a material difference in the way the emissions are estimated. Therefore, this overall emissions for the Project revision would not change and therefore the revised analysis would be identical to the analysis in the EIR. This Project revision would also have a negligible effect on the HRA because total construction emissions would be unchanged from the EIR.

3. Conversion Office Floor Space to Local-Serving Retail

This analysis evaluates the proposed conversion of office floor space to local-serving retail floor space. The analysis is structured to determine the necessary reduction in the amount of office square footage that would be required to allow a 6,000 square foot increase in Local-serving Retail without increasing any of the Project criteria air pollutant (CAP) and greenhouse gas (GHG) emissions evaluated in the EIR. The detailed evaluation of operational criterial pollutant emission, operational GHG emissions, and construction emissions are discussed below.

3.1 Operational Criterial Pollutant Emissions

To evaluate the minimum size of office land use to be converted to 6,000 square feet of local-serving retail without increasing the total Project operational criteria pollutant emissions, Ramboll Environ estimated 2030 criteria pollutant emissions associated with the proposed 6,000 square feet of local-serving retail using California Emission Estimator Model version 2013.2.2 (CalEEMod®).¹ The proposed local-serving retail is modeled as "Strip Mall", which is consistent with the land use category used for the Local-serving Retail in the EIR. The mobile source emission factors generated using California Air Resources Board (ARB)'s EMFAC2014 model are used to replace the CalEEMod® default that was based on EMFAC2011. EMFAC2014 incorporates new vehicle emissions standards and rules and regulations (e.g., Advanced Clean Cars and Truck & Bus Rule).

¹ CalEEMod® is a statewide program designed to calculate both criteria and GHG emissions from development projects in California. It was developed in collaboration with California air districts led by South Coast Air Quality Management District (SCAQMD) and is currently supported by several lead agencies for use in quantifying the emissions associated with development projects undergoing environmental review.



The Project criteria pollutant emissions presented in the EIR were previously modeled using URBEMIS 2007 version 9.2.4 for year 2030.² The minimum square footage of the previously approved office floor space entitlement that would be converted and its associated CAP emissions were scaled from the previous calculation presented Appendix H1 of the EIR by matching the worst case pollutant (i.e., NOx) of the local-serving retail emissions discussed above. The emission comparison is summarized in Table 1.

As presented in Table 1, adding 6,000 square feet local-serving retail development to the Project without increasing the emissions of any criteria pollutant previously estimated in the EIR would require a removal of at least 10,300 square feet of office.

The proposed local-serving retail development is designed to offer the community retail services (e.g., dry clean, barbershop, grocery and other businesses) within walking distance. The mobile source emissions in this analysis were evaluated using CalEEMod® default trip rates based on ITE Trip Generation, which does not reflect low trip generation rate due to the transit-oriented nature of the development plan. Therefore, the estimated emissions for the proposed local-serving retail uses are conservative. If a detailed site specific trip generation rate were available, it would be likely that less office space would need to be replaced due to lower emissions from mobile sources.

3.2 Operational Greenhouse Gas Emissions

To evaluate the minimum size of office land use to be converted to 6,000 square feet of local-serving retail without increasing the total Project operational GHG emissions, Ramboll Environ estimated the 2020 GHG emissions associated with proposed 6,000 square feet of local-serving retail using CalEEMod®. The mobile source emission factors generated using California Air ARB's EMFAC2014 model are used to replace the CalEEMod® default as discussed in the previous section. In addition, the GHG emissions associated with energy incorporate the 2013 California Building Energy Efficiency Standards (Title 24) and Pacific Gas and Electric's 2020 carbon intensity factor.

The Project GHG emissions presented in the 2009 EIR were previously calculated for year 2020. In this analysis, the minimum square footage of the previously approved office land use that would be converted and its associated GHG emissions are calculated using the same methodology presented in Appendix S (Climate Change Technical Report) and are summarized in Table 2.

As presented in Table 2, an addition of 6,000 square feet local-serving retail development to the Project without increasing the GHG emissions previously estimated would require a removal of at least 9,200 square feet of previously approved office land use.

As discussed earlier, the CalEEMod® default trip rates does not reflect low trip generation rate due to the nature of the development plan. Therefore, the estimated GHG emissions for the proposed local-serving retails are conservative.

3.3 Construction Emissions

The construction emissions presented in the EIR were calculated based on the Project specific construction schedule and equipment list. It is reasonable to assume the proposed local-serving retail

² URBEMIS was the land use emissions inventory model recommended used for the EIR. It was widely used before the development of CalEEMod®.

would be constructed over the same construction duration with the same equipment list. In addition, based on the operational criteria pollutant and GHG emission comparison discussed above, the equivalent local-serving retail would be smaller in size. Therefore, converting office into local-serving retail would not generate increased criteria pollutant emissions, GHG emissions, cancer risks, noncancer chronic hazard index (HI), or acute HI associated with the construction activities presented in the EIR.

3.4 Summary

Based on the results of the comparison, the proposed addition of 6,000 square feet of local-serving retail would require a reduction of office floor space of at least 10,300 square feet to avoid increasing criteria pollutant emissions, or 9,200 square feet to avoid increasing GHG emissions. Criteria pollutant emissions would be the limiting factor for determining the size of the converted office land use. Therefore, a minimum of 10,300 square feet of office evaluated in the EIR is recommended as a like-for-like replacement for the proposed addition of 6,000 square feet of local-serving retail. The developer is proposing to convert 15,500 square feet of office, which would not increase the Project air quality or GHG impacts anticipated in the EIR.

4. Relocation of on-street parking spaces

The developer is proposing to relocate on-street parking to the CP Center garage. This is expected to have negligible effect on construction activity because we understand that the overall building envelope of the CP Center garage will not change from the garage size anticipated in the EIR. As such, there would be no change in the overall CAP and GHG emissions from that evaluated in the EIR. This would also have a negligible effect on the HRA as total construction emissions are unchanged from the EIR.

5. Dividing Harney Way improvements into two phases

We understand that this modification results from the need to bifurcate construction on Harney Way into two phases in order to harmonize phasing with other transportation improvements planned for this area. This would not change the overall work planned for the Harney Way improvements; it would merely mean the same amount of work spread over a longer time. As this revision only splits the Harney Way improvements into two phases and does not increase the amount of activity, there is no change in the overall CAP and GHG emissions. This would also have a negligible effect on the HRA as total construction emissions are unchanged from the EIR.

6. Revising Gilman Avenue cross-section

We understand that this modification will result in less construction. The original cross-section proposed to widen the Gilman to accommodate two lanes in each direction, whereas under the revised proposal there will be one lane in each direction plus a left turn lane in the middle – the curb to curb width will be 49 feet 9 inches instead of 56 feet. As this revision reflects a reduction in the construction activity (i.e., building a smaller roadway), the construction activity will be lower than that which was analyzed in the EIR. As such, there would be no increase in the overall CAP and GHG emissions. This would also have a negligible effect on the HRA as total construction emissions are reduced from the EIR.

Exhibit P Page 4 of 8

7. Conclusion

As discussed for each change above, the Project Revisions are not expected to materially change the results of the analyses conducted in support of the EIR.

If you have any questions about this analysis, please feel free to contact me. Thank you for the opportunity to assist you with this matter.

Yours sincerely

Michael Keinath, PE Principal

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Kai Zhao Manager

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Attachments:

Tables

 Table 1. Conversion of Office to Local-serving Retail with Equivalent Worst Case

 Criterial

 Pollutant Emissions

Table 2. Conversion of Office to Local-serving Retail with Equivalent GHG Emissions

Exhibit P Page 5 of 8

TABLES

Exhibit P Page 6 of 8

Table 1

Conversion of Office to Local-Serving Retail with Equivalent Worst Case Criterial Pollutant Emissions Candlestick Point-Hunters Point Shipyard Phase II Development Plan San Francisco, California

	Cine	Criteria Pollutant Emissions ⁴ (Ib/day)					
Land Use	Size (KSF)	ROG	NOx ³	со	SO ₂	PM ₁₀	PM _{2.5}
Local Retail ¹	6	0.27	0.32	1.6	0.008	0.88	0.24
Office (to be replaced) ^{2,3}	-10.3	-0.34	-0.32	-3.54	-0.010	-1.69	-0.32

Notes:

1. The criteria pollutant emissions associated with proposed local-serving retail land use are modeled for operation year 2030 using CalEEMod® with the incorporation of the mobile emissions factor generated using ARB's EMFAC 2014 model. The local-serving retail is modeled as a strip mall, which was consistent with the land used category for local-serving retail used in the EIR (see Appendix H1).

2. The criteria pollutant emissions associated with the office land use to be placed (presented as negative emissions) are scaled from the URBEMIS model output presented in Appendix H1 of the Candlestick Point-Hunters Point Shipyard Phase II Development Plan Project EIR by matching the emissions of the worst case pollutant (i.e., NOx) from the proposed local retail. The office land use was modeled as an office park in the URBEMIS model.

3. Based on the analysis, an addition of 6 KSF local-serving retail to the Project without exceeding the emissions of any criteria pollutant previously estimated in the EIR would require a removal of 10.3 KSF of previously approved office land use.

Abbreviations:

ARB: California Air Resources Board CalEEMod®: California Emissions Estimator Model CO: carbon monoxide EIR: Environmental impact Report KSF: thousand square feet lb: pound NOx: nitrogen oxides ROG: reactive organic gas SO₂: sulfur dioxide URBEMIS: Urban Emissions Model

References:

San Francisco Redevelopment Agency and San Francisco Planning Commission. Candlestick Point-Hunters Point Shipyard Phase II EIR: Volume IV Appendix H1.

Available at: http://www.sf-planning.org/modules/ShowDocument.aspx?documentid=334



Table 2

Conversion of Office to Local-Serving Retail with Equivalent GHG Emissions Candlestick Point-Hunters Point Shipyard Phase II Development Plan San Francisco, California

	GHG I (tonnes	GHG Emissions (tonnes CO ₂ e/year)			
Source	Local Retail ¹	Office (to be replaced) ²			
Energy	10.1	-41.3			
Mobile	137	-108			
Water	1.0	-0.9			
Area	0	0			
Waste	2.9	-0.5			
Total (annual emissions)	151	-151			
Size (KSF) ³	6	-9.2			

Notes:

1. The greenhouse gas emissions associated with proposed local-serving retail land use are modeled for year 2020 using CalEEMod® with the incorporation of the most recent carbon intensity factor published by PG&E, 2013 California Building Efficiency Standards (Title 24), and mobile emissions factor generated using ARB's EMFAC 2014 model. The local-serving retail is modeled as a strip mall, which was consistent with the land used category for local-serving retail used in the EIR.

2. The greenhouse gas emissions associated with the office land use to be replaced (presented as negative emissions) are calculated for year 2020 using the same methodology presented in Appendix S (Climate Change Technical Report).

3. Based on the comparison, an addition of 6 KSF local-serving retail to the Project without exceeding the greenhouse gas emissions previously estimated in the EIR would require a removal of 9.2 KSF of previously approved office land use.

Abbreviations:

ARB: California Air Resources Board CalEEMod®: California Emissions Estimator Model CO₂e: carbon dioxide equivalent EIR: Environmental impact Report KSF: thousand square feet Ib.: pound

References:

San Francisco Redevelopment Agency and San Francisco Planning Commission. Candlestick Point-Hunters Point Shipyard Phase II EIR: Volume IV Appendix S. Available at: http://www.sf-planning.org/modules/ShowDocument.aspx?documentid=316



MEMORANDUM

- To: Joy Navarette Senior Environmental Planner San Francisco Planning Department
- From: B.H. Bronson Johnson Director of Land Development CP Development Co., LP
- Date: January 26, 2016
- Subject: Excavation Quantities at Candlestick Point

Per the request of the City Planning Department, we have prepared the following memorandum to provide an update on excavation quantities at the Candlestick Point Redevelopment Project ("CP") as they compare to the certified Candlestick Point-Hunters Point Shipyard Phase II Development Plan Environmental Impact Report (the "EIR"). The design of the CP Retail Center ("CP Center"), which includes an underground parking structure, is still in schematic design and is subject to change prior to issuance of the final permit. Nonetheless, the information presented herein is based on the most recent design information we as the Master Developer, CP Development Co., LP have received from the CP Retail Center Developer.

EXCAVATION QUANTITY

There are currently 18 Sub-phases in the Candlestick Point Redevelopment Plan.

Page II-54 of the EIR presents Table II-12, *Summary of Project Site Grading Requirements*. At Candlestick Point, the estimated excavation quantity in Development Areas is 1,111,000 CY and the estimated excavation quantity in Open Space Areas is 156,000 CY. As an overall project analysis, we will compare the total estimated excavated quantity of 1,267,000 CY per the EIR, to the current estimated excavation quantities of each Sub-Phase of Development.

The current estimated quantities of excavation are shown in Table 1 below:

Table 1: Estimated quantities of Excavation at Candlestick Point.

Sub-Phase	Excavation Quantity	Construction Status	
CP-01 Excavation	14,390 CY	Complete	
CP-02 Pad Grading	571,000 CY	Approx. 30% Complete	
CP-02 Soil Nail Wall Excavation	137,300 CY	Not Started	
CP-02 Jamestown Re- Alignment	35,000 CY	Not Started	
CP-05 Excavation	22,100 CY	Not Started	
CP-08 Excavation	415,350 CY	Not Started	
CP-09 Excavation	74,450 CY	Not Started	
Total	1,269,590 CY		



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Exhibit Q: CP Dev Co Excavation Quantities Memo

All other Sub-phases not listed in this table have only fill quantities associated with the grading plan and no additional excavation is proposed.

Based on these current design quantities, we are within 0.2% of the estimated quantities of excavation contemplated in the EIR.

EXCAVATION DEPTH

Page III.L-25 of the EIR presents Table III.L-5, *Grading and Fill Conditions for Candlestick Point Geotechnical Subparcels*. This Table shows that Geotech Subparcel K1 (Candlestick Point Center) was estimated to have cuts up to 40 ft. The current grading design for the CP Center includes cuts between 15 feet and 25 feet in depth on the majority of the site, and up to approximately 46 ft in select areas where the existing site grades had been built up around the western perimeter of the former football stadium to provide access.

It is not anticipated that this increased excavation depth in a centralized location at CP Center will result in any additional impacts beyond what was considered in the EIR. The increased depth will occur in an area that has the same San Franciscan rock formations present in other areas of excavation within the Project site, and no new soil type is anticipated to be encountered. Additionally, although the excavation depth at this localized area would have a minor increase over the EIR estimate, the overall excavation volume for the site has not increased, resulting in no new impacts due to excavation quantity. Moreover, the minor increase in excavation depth would not require any additional mitigation measures because all impacts associated with excavation would be addressed through the requirement for site specific geotechnical investigations and resulting requirements for excavation and structural protective measures.

CONCLUSION

In conclusion, it is our opinion that the proposed excavation at Candlestick Point remains consistent with the approved EIR, will not generate any additional adverse environmental impacts nor necessitate any additional mitigation measures.



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Exhibit Q Page 2 of 2

Exhibit R: Fehr & Peers Loading Letter (2/18/16) FEHR PEERS

February 18, 2016

Ms. Joy Navarette San Francisco Planning Department 1650 Mission Street, Suite 400 San Francisco, CA 94103

Ms. Lila Hussain Office of Community Investment and Infrastructure One South Van Ness, 5th Floor San Francisco, CA 94103

Cc: Therese Brekke, Lennar Urban Chris O'Conner, Lennar Urban Maria Pracher, Sheppard Mullin

Subject: Candlestick Point – Office to Local Serving Retail Conversion

Dear Joy and Lila,

The *Candlestick Point/Hunters Point Shipyard Phase II Project Final EIR* (herein referred to simply as "EIR") was certified by the San Francisco Planning Commission and the San Francisco Redevelopment Commission in June 2010. Since that time, the Housing/R&D Variant (Variant 2A) has been advanced as the project. Variant 2A assumed the Candlestick Point site would include:

- 150,000 square feet of office
- 6,225 residential dwelling units (includes replacement of 256 then-existing units at Alice Griffith)
- 635,000 square feet of regional retail
- 125,000 square feet of neighborhood-serving retail
- 220 room hotel
- 50,000 square feet of community-serving uses
- 10,000-seat arena

Since the Project has been approved, the project sponsor has proposed to replace 15,500 square feet of office with 6,000 square feet of local serving retail and replace the 10,000 seat arena with a 4,400 seat performing arts venue and a 1,200 seat theater. This letter assesses the effects of converting a portion of the approved land uses as it relates to loading demand. **Table 1** summarizes the loading demand calculations for daily and peak hour truck trips and **Table 2** compares the daily truck trip generation and peak hour loading demand.

Exhibit R: Fehr & Peers Loading Letter (2/18/16)

Joy Navarette, San Francisco Planning Department Lila Hussain, Office of Community Investment and Infrastructure February 18, 2016 Page 2 of 3



TABLE 1: CANDLESTICK POINT LOADING DEMAND Peak Hour **Daily Truck Trip Daily Truck** Land Use Size Loading Generation Rate¹ Trips Space 635 ksf 0.22 9 **Regional Retail** 140 2 0.22 131 ksf 29 Local Serving Retail Office 134.5 ksf 0.21 29 2 0.22 8 Performing Arts Venue² 4.400 seats 1 0.22 **Community Center** 50 ksf 11 1 County Park³ 0.00 0 0 97 acres Hotel⁴ 220 rooms 0.09 14 1 Residential Units⁵ 6,225 dwelling units 0.03 234 14 Movie Theater⁶ 1,200 seats 0.22 1 10 475 Total 31

Notes:

1. Daily Truck Trip Generation Rates based on rates determined in the SF Guidelines. Rates based on 1,000 gross square feet of use.

2. Performing Arts Venue: 4,400 seats = 33 ksf

3. It was assumed that the County Park would not generate daily truck trips; therefore, was not included in this analysis.

4. Hotel: 220 rooms = 150 ksf

5. Residential Units: 6,225 dwelling units = 7,800 ksf

6. Movie Theater: 1,200 seats = 42 ksf

Fehr & Peers, 2015

TABLE 2: PROJECT LOADING DEMAND COMPARISON IN CANDLESTICK POINT 1

Scenario	Daily Truck Trip Generation	Peak Hour Loading Space Demand	
Project Proposal (2010) ¹	507	29	
Project Variant 2A ²	448	25	
Current Proposal	475	31	

Notes:

1. Information based on EIR results presented in Table III.D-22 (2010).

2. Information based on Project Variant 2A Memorandum provided by LCW Consulting (March 2010).

Fehr & Peers, 2015

Exhibit R: Fehr & Peers Loading Letter (2/18/16)

Joy Navarette, San Francisco Planning Department Lila Hussain, Office of Community Investment and Infrastructure February 18, 2016 Page 3 of 3



Daily and peak hour truck trip generation, summarized in Table 1, are based on rates and equations provided in the *SF Guidelines* and is consistent with the methodology used in the EIR. As shown in Table 1, the total daily and peak hour truck trips generated in Candlestick Point are estimated to be 475 and 31, respectively.

Impact TR-37 of the EIR states that loading operations would not result in a significant impact associated with a lack of adequate supply. Additionally, the EIR states that if the loading demand is not met on site and could not be accommodated within on-street loading zones, trucks would temporarily double-park and partially block local streets while loading and unloading goods which would result in disruptions and impacts to traffic and transit operations, as well as bicycles and pedestrians. However, because any effects of unmet loading demand would be a temporary inconvenience, any excess demand would not be significant.

As shown in Table 2, the estimated daily truck trip generation will decrease from the total estimated in the EIR and increase from Project Variant 2A. The peak hour loading space demand would slightly increase from the EIR and Project Variant 2A by 2 and 6 loading spaces, respectively. Neither the EIR nor Project Variant 2A included the Arena as part of the Candlestick Point loading demand calculations because Arena loading estimates were provided separate from the rest of the Project. Therefore, the slight increase in peak hour demand is a result of the inclusion of the revised land uses in Candlestick Point. The peak loading demand will likely be met on site, although trucks may temporarily double park for convenience, which would be a short-term inconvenience and would not be significant. Therefore, the Project's impacts related to loading operations would continue to be less than significant.

For questions or comments please contact Chris Mitchell or Sarah Nadiranto.

Sincerely,

FEHR & PEERS

Chris Mitchell, PE Principal

Sarah Nadiranto, PE Transportation Engineer

SF08-0407

Exhibit R Page 3 of 3

San Francisco, California

Design for Development



Editorial Note:

The 2016 D4D incorporated a number of updates to the version approved in 2010. To assist with identifying the changes, a color-coding system was used for information purposes.

Tier 1 – Substantive Project Updates: Modifications to provisions that were discussed in detail in Addendum 4 to the Candlestick Point Hunters Point Shipyard Phase 2 Final Environmental Impact Report

Tier 2 – Refinements & Clarifications: Modifications to provisions that were not discussed in detail in Addendum 4 to the Candlestick Point Hunters Point Shipyard Phase 2 Final Environmental Impact Report

Tier 3 – Editorial Updates: Minor modifications to provisions that were not discussed in detail in Addendum 4 to the Candlestick Point Hunters Point Shipyard Phase 2 Final Environmental Impact Report

San Francisco, California

Design for Development

Adopted June 3, 2010 by: San Francisco Planning Commission Motion No. 18104 San Francisco Redevelopment Commission Resolution No. 65-2010 Updated February 17, 2016

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Introduction

- 1.1 Summary of Document
- 1.2 Background
- 1.3 Site Location and Context
- 1.4 Access and Ownership
1 Introduction

1.1 Summary of Document

This Design for Development (D4D) document for Candlestick establishes the development standards and guidelines that will govern all future design and development at Candlestick. The D4D is the culmination of a multi-year community planning process. References throughout this document to the Shipyard are to Phase 2 of the Hunters Point Shipyard, the boundaries of which are shown in Figure 1.1.

On a macro-scale, the D4D is crafted to effectuate a specific urban form envisioned for Candlestick; on a finer scale, it outlines specific design regulations created to inspire attractive building architecture and functional public spaces as this new neighborhood comes to life over the coming decades. The Candlestick D4D document works in tandem with the D4D document for Phase 2 of the adjacent Hunters Point Shipyard Redevelopment Project Area. Taken together, the design regulations for both Project Areas aspire to fundamentally improve the built environment of Southeast San Francisco.

The Candlestick site lies within Zone 1 of the Bayview Hunters Point Redevelopment Project Area. The Bayview Hunters Point Redevelopment Plan (the BVHP Plan) has been amended to establish the allowable land uses for Candlestick. Thus, this Candlestick D4D is a companion document to, and authorized under, the BVHP Plan and was adopted by the Redevelopment Agency of the City and County of San Francisco (currently the Office of Community Investment & Infrastructure, successor to the San Francisco Redevelopment Agency), the public agency responsible for oversight of development within the BVHP Project Area. The BVHP Plan, in general, provides a vision for the area that eliminates blight and environmental deficiencies while supporting market rate and affordable housing, economic development, small businesses, emerging commercial-industrial sectors, public transit service, publicly accessible open space and participation by residents in deciding the future of the area.

The design standards and guidelines contained in this D4D apply to all development within the Candlestick site, including both the public and private realms, with the objective of implementing the vision set forth both in the BVHP Plan and in this D4D.

Companion Documents

The Candlestick D4D addresses land use, building design, open space and street design within Zone 1 of the BVHP Plan. The D4D should be used in conjunction with a series of other companion documents that have been approved for the Candlestick and Shipyard sites. These documents include:

- Bayview Hunters Point Redevelopment Plan,
- Infrastructure Plan,
- Transportation Plan,
- Streetscape Plan,
- Signage Master Plan,
- Parks, Open Space and Habitat Plan,
- Sustainability Plan, and
- Design Review and Document Approval Procedure (DRDAP).

Together, these documents supersede the San Francisco Planning Code in its entirety, except as otherwise provided for in the BVHP Plan.

Maximum floor space entitlement for the various land uses is outlined in the Candlestick Point & Hunters Point Shipyard Phase 2 (CPHPS2) Disposition & Development Agreement (as amended) and the CPHPS2 Final Environmental Impact Report (and associated Addendums).

Organization

This document has nine sections as follows:

- 1. Introduction Provides a summary of the document, describes the general background to the Candlestick redevelopment, site location, context and current access and ownership.
- 2. Vision Presents the overall concept, community goals and objectives, urban design principles and sustainability principles for the project. These are described for both Candlestick and the Shipyard, since a consolidated plan has been prepared for these two areas to develop a mixed-use community with a connected street and transit network and a shared open space and trails system. The overall vision provides the context for the Candlestick development plan, which is described in Section 3. The design standards and guidelines that are specific to Candlestick are located in Sections 4 and 5.

- **3. Proposed Plan** Describes Candlestick's plan structure and program in terms of land uses, urban form, development program, the street network, and the parks and open space system.
- 4. Land Use, Design Standards and Guidelines Establishes the overall standards and guidelines that regulate the form and character of the development for elements that span across the Candlestick site. These include land use, height, bulk, massing, buildings, parking and loading, and streetscape. *Standards* are mandatory actions, generally described in absolute terms such as by measurement or location. *Guidelines* are encouraged actions, which if adhered to in spirit will result in projects that best fit the vision for the site.
- 5. Neighborhood Standards and Guidelines There are five distinct neighborhoods within the Candlestick site: Alice Griffith, Candlestick North, Candlestick Center, Candlestick South and Jamestown. Because the Jamestown neighborhood is not contemplated for development by the Master Developer of the Candlestick and Shipyard projects, its standards and guidelines are treated separately in Section 7. A unique physical character is envisioned for each neighborhood and thus specific standards and guidelines are set forth for achieving the desired characteristics of such elements as at-grade retail, tower locations, street walls, mid-block breaks, and more.
- **6. Implementation** Presents the required procedures for implementing development plans for the individual parcels, granting variances and amending this document.
- **7.** Jamestown Establishes overall standards and guidelines for the neighborhood.
- 8. Shipyard South R&D Option Describes an alternate land use scenario for the Shipyard and the resulting impacts on the Candlestick development.
- **9. Appendices** Including term definitions, block plans, and case studies.

The user of this D4D should be conscientious in cross-referencing sections of this D4D in cases where a design standard may be described in more than one section. As organized, Section 4 provides design standards and guidelines universally applied throughout Candlestick, while Section 5 will often provide more detailed or rigorous standards pertaining to a particular neighborhood within Candlestick. For example, Candlestick site Street Wall requirements are contained in Section 4.2.4. However, more specific Street Wall requirements are proscribed in Section 5.2.2 for Candlestick North. In summary, users should read and understand the D4D in its entirety before proceeding with design and related analyses of a particular parcel's development potential.

1.2 Background

The Candlestick and Shipyard areas along the Bayview waterfront total 702 acres of land in the southeast portion of San Francisco. Redevelopment of these two areas, which are largely underdeveloped and separated from the urban grid of the city, represents a rare opportunity to create an entirely new shoreline community within the Bayview Hunters Point community featuring: waterfront parks, a number of distinctive residential neighborhoods and a much needed injection of commercial and retail uses.

The combined project areas include: the Candlestick Point State Recreation Area; the site of a former NFL stadium owned by the City and County and former home of the San Francisco 49ers; the Alice Griffith public housing development; and a decommissioned Naval Shipyard with dilapidated structures for ship repair, piers and drydocks, and storage and administrative spaces. A number of former Navy buildings are currently being used as artist studios and by light industrial tenants.

While Candlestick and the Shipyard are geographically distinct, their adjacency to one another has fostered a combined redevelopment planning effort resulting in a cohesive community plan. This plan establishes the vision for transforming this large land area from blight to new, thriving neighborhoods ringing San Francisco's southeastern waterfront.

Bayview residents have been long at work in establishing the overall vision and goals for revitalization for the Bayview Hunters Point area, which includes both of these sites. This work produced the 1969 Hunters Point Redevelopment Plan, the 1969 India Basin Industrial Park Redevelopment Plan, the 1995 South Bayshore Area Plan, the 1997 Hunters Point Shipyard Redevelopment Plan, and the 2006 Bayview Hunters Point Redevelopment Plan. The goals established in these plans include: the development of job creating uses; improvement of existing parks; and tangible physical and economic benefits for the Bayview Hunters Point community, a long underserved and physically isolated part of San Francisco. Now the City and the Bayview community have been afforded a unique chance to implement many of these goals. Hence, an integrated plan has been prepared working with resident committees and with a developer partner.



Candlestick – State Recreation Area in foreground, former stadium in mid-ground, Bayview Hill and Bayview neighborhood in background.



Candlestick - State Recreation Area at left, former stadium at center, Bayview Hill at right.



The Shipyard – Downtown San Francisco in background.



The Shipyard – Drydocks and piers in foreground, the Hunters Point Hilltop in background.



Site Location

1.3 Site Location and Context

The Candlestick and Shipyard project sites are located approximately five miles south of downtown San Francisco in the southeastern part of the city. The total acreage of the two sites is approximately 702 acres, excluding the Yosemite Slough restoration lands. As indicated on Figure 1.1, both sites have extensive shoreline frontage along the San Francisco Bay to the east and south, the South Basin and Yosemite Slough watershed which separates them, and India Basin to the north of the Shipyard. Hunters Point Hill and Bayview/Hunters Point neighborhood sits to the west of the Shipyard site. Whereas the same neighborhood and Bayview Hill Park are adjacent to the north and west sides of the Candlestick Point site.

Bayview Hill Park creates a natural geographic limit to development and a buffer to Highway 101 to the west of the Candlestick site. This City park has trails which overlook the entire Candlestick site and provide panoramic views of the Bay. Part of Hunters Point Hill is currently being developed as both the Hilltop and Hillside Phase I developments of the Hunters Point Shipyard project. The southeastern portion of the Hunters Point Hill is being developed as a park, which will link into the proposed Shipyard Phase II development.

Candlestick was the location of the former Candlestick Park (the former stadium of the San Francisco 49ers NFL team), the Candlestick Park State Recreation Area (CPSRA) and the Alice Griffith public housing development. The Shipyard is a former U.S. Naval Shipyard, which was operational between World War II and 1974, and is currently accommodating some artist studios and light industrial uses on a portion of the site.

The Shipyard provided the major source of employment for the Bayview/ Hunters Point neighborhood while it was operational. Subsequent to its closure, economic opportunity has declined in this part of the city as the site has remained largely unused since. Both the Candlestick and Shipyard projects will bring improved street and transit connections to the area, along with new employment uses that will substantially increase the community's economic activity.

To take advantage of this waterfront location, which provides the potential for some of the most significant open space area in the City, a major shoreline park will be created. New public connections to the waterfront will be provided. Further, a plan to restore the Yosemite Slough watershed, which feeds into the South Basin, will allow for an integrated park area to be created which extends from the CPSRA and includes the South Basin, Yosemite Slough and the southern shoreline of the Shipyard.





Legend

- € Bayshore Caltrain Station
- 2 Bayview Hill Park
- Hunters Point Shipyard Phase I Hilltop and Hillside
- Bayview Neighborhood
- Bayview Industrial Lands
- 3 4 5 6 7 8 9 10 India Basin
- Re-gunning Crane
- South Basin
- Yosemite Slough Watershed
- San Francisco Bay



State Recreation Area shoreline.



Alice Griffith housing.



Former Candlestick stadium



Existing State Recreation Area.

Legend



Unimproved State Recreation Area Lands



1.4 Candlestick Access and Ownership

The Candlestick site is shown in Figure 1.2.

Access to the site occurs primarily from Harney Way, which connects with Highway 101 approximately one half mile to the west. Local streets in the Bayview neighborhood, including Jamestown Avenue, Gilman Avenue and Carroll Avenue, link the site with 3rd Street to the north.

Current land ownership is divided among several entities: California State Parks which oversees the Candlestick Point State Recreation Area (CPSRA); the City and County of San Francisco which oversees the former stadium site; the San Francisco Housing Authority (SFHA) which owns the Alice Griffith Housing site; and private property owners who own lands comprising the Jamestown parcel and several small parcels north of the former Stadium site.

At present there are three primary uses on the site. The CPSRA is used by local residents and regional visitors as a day use facility and is discussed further below. A former stadium site, including related surface parking lots, was the home for the San Francisco 49ers. The Alice Griffith site currently accommodates 256 residential units operated by the SFHA. The private parcels north of the former stadium site are used for an RV Park, and previously served as additional stadium parking.

Candlestick Point State Recreation Area (CPSRA)

The State Recreation Area is the largest existing land use at Candlestick. It is unique in the California State Park system as the first park developed in an urban setting. Conceived in the late 1970's, the goals of the park are to bring the values of the State Park system to the city, to provide recreational and cultural facilities and to connect urban dwellers with the natural environment.

The land that the park sits on was created by fill during the construction of former Candlestick Stadium. The State of California purchased the landfill site creating a major new park to enhance the quality of urban life and to promote care for the environment. The total acreage of the CPSRA within the project site is 121 acres.

The 1978 CPSRA Master Plan has never been fully realized. The southern portion of the park is the most developed and actively used area, while the northern areas are largely undeveloped and under utilized.

Primary recreation activities on the southern portion of the park include walking, biking, picnicking, windsurfing and fishing. Developed facilities include, parking, rest rooms, fishing piers, picnic areas, public art and a network of trails including the Bay Trail. Landscaping consists of large berms and trees providing shelter from the wind, open lawn areas and unirrigated grasslands.



Figure 1.2 Candlestick Access and Ownership

Legend

 \square

Property Boundaries





2 Vision



Community park.



State Recreation Area.





2.1 Overall Concept

The Shipyard and Candlestick will rejuvenate and integrate with the existing Bayview/Hunters Point neighborhood to create a vibrant mixed-use district that provides a major focal point to the shoreline area of southeast San Francisco.

Development will be compact, provide a mix of land uses and be oriented to the transit stops along the new bus rapid transit (BRT) line which will serve the area with frequent transit service. There will be market-rate and affordable homes, community services, regional and neighborhood commercial retail, research and development space (R&D), a hotel, a performance arena, and an expansive waterfront park system that extends along the entire shoreline of Candlestick and the Shipyard.

Identifiable neighborhood districts will be created that will each have distinctive characteristics. These neighborhoods will be woven together and to Bayview/Hunters Point by an open space network, pedestrian pathways and landscaped streets that connect to the existing Bayview/Hunters Point street grid. Thus, convenient access will be provided between the new neighborhoods, Bayview/Hunters Point and the waterfront park system. All development will be based on the principles of sustainable building.

The illustrative site plan that emerges from this vision is shown in Figure 2.1. The development program for the two sites will deliver 10,500 residential homes, regional retail space, neighborhood serving retail land uses, office and R&D space, a hotel, performance venue, artists' studios, community facilities, and an expansive open space network. Maximum floor space entitlement for the various land uses is outlined in the CPHPS2 Disposition & Development Agreement (as amended) and the CPHPS2 Final Environmental Impact Report (and associated Addendums).

The Jamestown neighborhood is not anticipated to be developed by the Master Developer for the Candlestick Shipyard project. Therefore, development standards and guidelines are described separately in Section 7 of this D4D.

A detailed description of the Candlestick plan and program is provided in Section 3. The detailed plan and program for the Shipyard are found in the Hunters Point Shipyard D4D (under separate cover).





2.2 Goals and Objectives

Nine goals and objectives have been identified to provide vision and direction for the overall concept for the Shipyard and Candlestick sites. The objectives relate to creating a series of mixed-use, transit oriented neighborhoods for both the residential and R&D options for the Shipyard South Neighborhood. These objectives should be viewed in the larger context of more specific land use and design standards and guidelines that are made for Candlestick in Sections 3, 4 and 5.

The development of compact, mixed-use neighborhoods drives many of the other development goals at the Shipyard and Candlestick – from the design of the transportation network, the amount and type of recreational and passive open space to be developed, to the location of compact residential sub-neighborhoods within both the Shipyard and Candlestick.

These objectives, which are discussed in the following pages, are:

- 1. Density Generates Vitality
- 2. Open Space and Natural Features
- 3. Street and Block Connectivity
- 4. Transportation Network
- 5. Pedestrian and Bicycle Network
- 6. Built Environment
- 7. Urban Placemaking
- 8. Character Neighborhoods
- 9. Retail Services



Candlestick mixed-use core including towers and mid-rise.



Mixed-use streets with neighborhood shops and services.

1. Density Generates Vitality

The ultimate vision for Candlestick and the Shipyard is to develop a comprehensive community with a healthy balance of job and housing opportunities along with the accompanying local amenities such as retail shops, good transit service and open spaces, which includes the Bayview/Hunters Point neighborhood as part of that success. In order for this to happen, a critical mass of residents and jobs are needed to support the desired neighborhood amenities and create a lively appealing community.

The high residential densities proposed by the plan, ranging from approximately 15 to 285 units per acre, along with the significant amount of employment-generating space, will help achieve the critical mass to support the services planned for Candlestick and the Shipyard – public transit, an open space and recreation network, shopping and other community facilities – which are made feasible by virtue of a denser population center.

Equal in importance to sufficient density and a mix of land uses are the physical context and character of the neighborhood at build-out. The plan envisions a high quality environment in which people feel positive, easily oriented, safe and comfortable – where good urban design allows for the required level of density to be achieved at a human scale.



Retail main street with regional retail.



Higher densities allow for related amenities like community parks.



Density of residential and services is clustered around transit stops.



Precedent - Community park.



Precedent - Plaza.



State Recreation Area.

2. Open Space and Natural Features

The plan area has exceptional geographic features that include both the hills and the waterfront vistas for which San Francisco is famous. Bayview Hill and Hunters Point Hill act as bookends framing the western edges of the two sites, which also feature an inland watershed area – the Yosemite Slough – which leads to the South Basin between Candlestick and the Shipyard. The San Francisco Bay surrounds the northern, eastern and southern edges of the plan area, offering the opportunity to introduce new and improved access to existing major public spaces along the entire shoreline from south to north.

The Shipyard and Candlestick plan proposes to enhance the shoreline, the existing Candlestick Point State Recreation Area and other features, notably along the Shipyard's historic dry docks and its ancillary structures. A continuous series of open spaces are proposed along the shore. The plan will also extend the green space from the waterfront into the residential areas to form broad, wedge and rectangular shaped parks that introduce a strong sense of openness and connectivity to the Bay. Other open space linkages to the shore will be created with boulevards extending to the water from parks within inner neighborhoods.

Further description of the general character of the parks and open spaces is contained in Sections 3 through 5 of this document, while specific standards and guidelines are addressed in the companion report - 'Parks, Open Space and Habitat Concept Plan'.



Parks and Open Space Illustrative Plan.



Figure 2.2 Parks and Open Space Network

Legend

Project Area Parks & Open Space

Urban Parks
Other Parks & Open Space
Candlestick Point State Recreation Area
Sports Fields, Waterfront Recreation & Education

Parks & Open Space Outside Project Area

- Urban Parks
 - Other Parks and Open Space
 - Candlestick Point State Recreation Area
 - Sports Fields, Waterfront Recreation & Education
- Bay Trail
- Bay Water Trail



Existing Bayview grid will be extended.



Precedent - Bicycle lanes.



Precedent - Boulevard 'Park' Street.

3. Street and Block Connectivity

The Candlestick and Shipyard plan envisions a new community that will become an integral part of the city. This will be achieved, in large part, by the extension of the existing Bayview/Hunters Point neighborhood street grid pattern into the new development to achieve a strong physical connection between Candlestick and Hunters Point and the adjacent neighborhoods. The new street grid will allow for easy orientation and wayfinding and permit uninterrupted views from public thoroughfares to San Francisco Bay.

New streets will be extensions of the existing Bayview grid; streets will extend to the waterfront Candlestick Point State Recreation Area; paths will connect the streets to the waterfront; and the waterfront will have a new Bay Trail that completes the largest gap in this trail system. A critical element in the network is the connection of Candlestick and the Shipyard, which is achieved by means of a transit and pedestrian bridge over Yosemite Slough. These improvements are shown in Figure 2.3.

Bayview's existing grid of streets will be extended into Candlestick notably on Jamestown, Ingerson, Gilman, Egbert and Carroll Avenues. The culde-sac streets in the Alice Griffith Housing parcels will be removed so that the grid may continue unobstructed south into Candlestick. Harney Way will also be extended into Candlestick. Within the development itself, blocks will be divided by mid-block breaks (pedestrian mews or vehicular laneways), further promoting connectivity and walkability. At the Shipyard, Innes Avenue will linked to the grid in the Shipyard North neighborhood including Galvez Street, Robinson Avenue and Lockwood Street. In the west, Palou will be linked directly with Crisp, the main gateway street into the Shipyard. Also at the Shipyard, pedestrian trails provide additional connections between the project and HPS Phase I where steep topography precludes viable street connections.

Further description of the general character of the streets is provided in Section 3.2 of this document, while specific standards and guidelines are addressed in the companion Transportation Plan.



Connection of Bay Trail and Yosemite Slough Bridge (concept only - subject to detailed design).



Legend

- ⇉
 - Pedestrian Access into Site
 - Pedestrian Access to Parks/Open Spaces
 - Pedestrian mews/vehicular laneway
- 🗕 💻 🛛 Bay Trail



Muni bus and BRT.



Precedent - Easily accessible transit stations.



Precedent – Mixed-use development clustered around transit stops.

4. Transportation Network

General Discussion

A vastly improved transportation network, to include both thoroughfares and transit, is essential to successful development at Candlestick and the Shipyard.

The transportation strategy builds upon the MTA's Transit Efficiency Project recommendations for the area, by adding robust new transit facilities. A new Bus Rapid Transit (BRT) system will have its own right-of-way through the community, enabling efficient and predictable travel between BART, Caltrain, the T-Third light rail, the Shipyard and Candlestick.

Transit stops that provide BRT service are located at key intersections in both the Shipyard and Candlestick. As shown in Figure 2.4 most new development will be located within a five-minute walk of BRT stops, in addition to more frequent stops throughout the neighborhood.

Non-BRT Muni buses also service both sites. Primary access to Candlestick is along Gilman Avenue, with stops throughout the center of the development. At the Shipyard, Muni service extends along Palou Avenue from the south, and Innes Avenue from the north. Both routes terminate in the core of the development.

The BRT stops will encourage transit oriented development (TOD), meaning a mix of land uses of medium to high density that is compact in form and oriented to the street. With this compact development pattern, most residents and employees will be able to walk to a stop from home or their place of employment – which can significantly reduce auto trips in the neighborhood. Further, compact development promotes land conservation, which in this case means that almost half of the site can be used as open space for common enjoyment. TOD leads to more urban and vibrant neighborhoods and promotes sustainable city building.

By concentrating a mix of uses with the five-minute walking radius of BRT stops, residents also benefit from convenient access to other important daily needs including jobs, shopping, restaurants and other community services.



Legend



Bus Rapid Transit Route

Transit Stop

5 minute Walking Radius

Development Area

Yosemite Slough Bridge – Linking the Shipyard with Candlestick

A vital component to the transportation strategy is a convenient linkage between the Shipyard and Candlestick as a significant upgrade to the existing narrow and circuitous route around the Yosemite Slough. The Transportation Plan proposes to accomplish this by designating a right-ofway for transit, bicycles and pedestrians connecting the two destinations with an elegantly designed bridge across the Yosemite Slough.

The bridge would introduce a visible expression of the Shipyard and Candlestick's interdependence and offer a direct non-automobile route to the two neighborhoods. The bridge's design qualities, moreover, would become one of the community's identifying features and enable people to enjoy the Yosemite Slough from a new, elevated vantage point.

The Transportation Plan proposes that the bridge be limited to pedestrians, recreation uses (such as fishing) and public transportation. The bridge will play a crucial role in providing efficient, predictable transit that respects and highlights Yosemite Slough as a wonderful ecological resource that defines and links the community's two neighborhoods.

Harney Way – Vital Transportation Link

Harney Way is the main transportation entrance to the existing Candlestick Park. It borders the Candlestick Point State Recreation Area located along the shoreline and is the principal access point to Executive Park, an office complex now emerging as a significant residential neighborhood. Yet the appearance of this roadway has never measured up to its prominence. Harney Way will serve as a vital transportation route both for Executive Park and for the major new shopping and housing development planned for Candlestick.

Harney Way will be rebuilt to accommodate automobiles, bicycles, pedestrians and the planned bus rapid transit (BRT) line. Moreover, it will be recast as a City boulevard with landscaping appropriate to a street bordering a waterfront park. Similar to the bridge proposed at Yosemite Slough, dedicated lanes for the BRT system will be a distinguishing feature. Harney Way's auto lanes and BRT will be separated by a gracious, well-planted median strip.

Taken together, the BRT and median will constitute a desirable buffer between new development and the main roadways. The road will be built and designed as an attractive urban boulevard, providing a welcoming entry and gateway to the new Shipyard and Candlestick neighborhoods.



Location of Harney Way.



Harney Way with proposed BRT lanes, bike lane, pedestrian path, and boulevard median.



Precedent - Pedestrian trails.



Precedent - Generous sidewalks.



Precedent – Class 2 bicycle lanes on arterial and high traffic routes.



Precedent - Class 1 bike trails.

5. Pedestrian and Bicycle Friendly

Pedestrian Network

Streetscape design focuses on pedestrian amenities to ensure that all residents can enjoy the streets with comfort and safety. Streets feature short block sizes, bulb-outs at intersections, slow and narrow traffic lanes, street trees, sidewalk plantings, lighting and benches. Boulevard Park Streets and Retail Streets provide additional interest and activities for pedestrians, while the park systems include miles of paths for strolling. Mid-block breaks with pedestrian access offer quiet, car-free walks connecting neighborhoods with each other and with the park system. Hillside walks connect to Phase I Hillpoint Park (Hillpoint Park) and enhanced streetscapes connect with the existing Bayview and the Shipyard neighborhoods. Off-site street improvements along Innes, Palou and Gilman Avenues will enhance pedestrian mobility throughout the Bayview neighborhood.

Bicycle Network

The street network is designed to provide easy access for cyclists throughout the Candlestick and Shipyard sites with connections to the City's existing and proposed bikeway network and destinations beyond. The San Francisco Bay trail forms a continuous off-street recreation route along the shoreline, connecting Candlestick and the Shipyard. Linkages between the Bay Trail and the development will be included in various locations to enhance access between the facilities. Additional off-street bicycle routes bordering the edges of the urban development and parks provide safe routes for cyclists of all abilities. Neighborhood streets are designed to emphasize slow auto speeds and encourage shared use of the street. Bicycle lanes follow arterial and high-traffic routes. These routes are shown in Figure 2.5. Bicycle racks are provided along the streetscape, with high concentrations near retail, parks, and transit stops.



- Bike Class I
- Bike Class II
- Bike Class III
- Bay Trail/Blue Greenway

Bay Trail/Blue Greenway



Tower as focal point to public plaza.



Retail streets with continuous storefronts.



Residential Streets – street facing entrances and patios within a landscape setback.



Residences with setback for patio, landscaping and unit entrances.

6. The Built Environment

This D4D presents a compact urban environment that reflects the traditional growth patterns of many San Francisco neighborhoods, such as the Mission District, South of Market and North Beach. The development will have a unique identity with a sustainable, pedestrian friendly atmosphere resulting from building requirements that will promote active building frontages, attractively landscaped streets and setbacks, surrounded by a necklace of waterfront parks. Once a gated military base (Shipyard) and an under used State Park and former stadium site with vast surface parking (Candlestick), the area is planned to open up a vast new playground of outdoor activity, not only for new residents, but also for existing Bayview residents and all residents of San Francisco.

The overall vision places a high value on the public realm as this is the primary area where people experience the city and neighborhood. It is through the public realm elements – streets, sidewalks, building façades, adjacent small spaces, parks – that the neighborhoods derive much of their unique sense of place.

Streets will be more than just a means of mobility. Residential streets will feature landscaping and setbacks serving as a transition between the public and private realms. Street-facing patios, stoops, and primary and secondary entrances to ground floor homes will provide spaces for neighborly interaction while enhancing overall safety. Retail streets will be designed to have a continuous set of storefronts creating vibrant and animated streets, similar to many of San Francisco's neighborhood shopping areas.

This D4D has been developed with careful attention given to the location and size of residential towers, in relation to smaller buildings. Towers are placed to create a unified urban form when viewed from a distance. Special care has been taken to adequately separate tall buildings to ensure that streets and open spaces are not overwhelmed, especially by shadows. By including dense building types such as towers in the mix of buildings, more land can be allocated to open space.

Both residential and commercial buildings will be subject to scrutiny as they proceed through the Agency's design review process to ensure that they respect a human-scaled pedestrian environment and follow the standards and guidelines contained in this D4D.

Achieving an active, safe and engaging pedestrian experience is the objective for the design of building bases, whether the buildings are residential, retail or other uses. Rather than allowing the cold edifices of parking garages often found in new developments, an emphasis on multiple sidewalk-facing entries, maximizing windows, and opportunities for outdoor uses spilling onto the sidewalk are encouraged, and in many instances required.





1. Candlestick looking southeast – Alice Griffith in foreground, Candlestick South and CPSRA in background.



2. Candlestick looking west - Lower and finer grained buildings near CPSRA.

Note: Towers shown are one example of allowable tower locations (see Section 4.2.2 for details)



Gateway locations reinforced by important buildings and public spaces.



Precedent – Focal Points located at important crossroads.



Landmark - Shipyard crane.



Precedent – Continuous streetwall edges to frame streets and parks.



Precedent - Protect sightlines to the Bay.

7. Urban Placemaking

Unique places will create identifiable character throughout the development.

Development within the Candlestick and Shipyard sites will have visually exciting and memorable places that are linked to the site's people, history and physical character.

Several elements provide the catalyst for creating unique and diverse places, including the strong influence and pull of the waterfront and the vast open spaces that surround the site, including the Bay, Candlestick Point State Recreation Area and the Bayview and Hunters Point Hills. These elements can be reinforced and woven into the fabric of the neighborhood through a number of urban design applications (see Figure 2.6).

Gateways

Major entrances to the Candlestick and Shipyard sites, considered gateway locations, should be marked by significant architecture and public realm treatments to reinforce their importance. Entrances at the Shipyard include Innes, Palou and Crisp and a possible ferry terminal at the south end of Drydock 4. Entrances to Candlestick include Harney Way in the southwest and several Bayview streets to the west notably Carroll, Egbert and Gilman.

Focal Points

Several important focal points occur at the intersections of key streets, pathways and open spaces. Accordingly, the buildings and civic spaces at these locations should be of significant scale and stature. Focal points at the Shipyard include the points where dense urban development meets the drydocks. At Candlestick the most significant is at the intersection of the two wedge-shaped parks and the two retail streets (Harney and Ingerson). This location marks the confluence of the parks, retail streets, and the center of the tallest buildings. Other secondary nodes that should be acknowledged are the main intersections along the retail streets and the BRT stops.

Significant Features

Significant features should be reinforced by building or landscape landmarks. Significant features at the Shipyard include the re-gunning crane, the Hillside, the drydocks, and the piers. Significant features at Candlestick include the Candlestick Point State Recreation Area spit which itself is a visual terminus of Ingerson Street, and the corner of the Candlestick Point Center which marks the terminus of both wedge-shaped parks and Bayview Hill.

Edges – Streetwall and Park

Continuous building streetwalls should frame all parks and streets in order to create 'outdoor rooms' for these public spaces. Wider spaces can have proportionally taller buildings. Edges between the community and the waterfront parks should be clearly delineated, either by continuous public paths or public roads.

Sightlines and Viewsheds

Sightlines from the community to the Bay and other important landmarks should be maintained and reinforced. These include connections to the larger landscape: between the Shipyard and Candlestick and from the Shipyard to downtown. At the Shipyard, the viewshed from the top of Hillside Park (HPS Phase I) should be protected. Sightlines can be created with streets, lanes, pedestrian mews and parks.



Legend

- C Gateway
- Focal Point
- * Significant Feature
- Edge Streetwall and Park
- --> Sightline and Viewshed



Alice Griffith at Candlestick



Candlestick Center.



Shipyard North.

8. Character Neighborhoods

Neighborhoods will be defined by unique characteristics including identifiable parks, streets and building types.

The Candlestick and Shipyard project area has nine character neighborhoods. Each will have a distinctive mix of uses, building typologies and public realm attributes with a broad range of amenities within close walking distances of homes and workplaces. Easily identifiable characteristics will be found in each neighborhood – which will have either a predominantly residential or a commercial/employment orientation.

Character neighborhood design principles are described below. Specific descriptions, standards and guidelines are found in the following locations:

- For Candlestick neighborhoods Section 5 of this D4D;
- For Jamestown neighborhood Section 7 of this D4D; and,
- For the Shipyard neighborhoods the Hunters Point Shipyard D4D under separate cover.

Character Neighborhoods Design Principles

Range of uses within close proximity – Each character neighborhood contains a range of uses to enable daily activities to be accomplished within an easy walking distance from home or work. A mix of uses also contributes to a vital and flexible neighborhood, allowing a range of activities.

Coherence – Each character neighborhood will have coherence – an easily identifiable identity and sense of commonality. Identifiable local neighborhoods enable individuals to participate in community life and to maintain and improve their immediate surroundings by establishing a sense of ownership. Coherence can be achieved by the creation of distinct centers, edges and nodes.

Scale – To be understandable and manageable, character neighborhoods are limited in scale. The pedestrian shed, an approximate 5 to 10 minute walking distance, is a good guide. Character neighborhoods are sized to encourage community identification and management but still be large enough to encompass the variety of activities envisioned for these neighborhoods.

Variety – Each character neighborhood will have a variety of uses, spaces, housing types and tenures and workplaces. Character neighborhoods will not be defined by homogeneity but rather be interesting places with a fine-grained texture unified by well-defined common themes.

Mix of Public and Private Space – Each character neighborhood will be built up of both public spaces – parks, community spaces, and streets – and private spaces – homes, workplaces, and shops – providing places for both community and private life. The specific mix and makeup, and strategies for interfacing the private and public realms will be specific to the individual character neighborhood.



Legend

- ᡝ Shipyard North
- Shipyard Village Center
- 2 3 4 5 Research and Development
- Shipyard South
- Alice Griffith

Candlestick North

6

 $\overline{7}$

8

9

- Candlestick Center
- Candlestick South
- Jamestown-refer to Section 7
- Waterfront Open Space



Candlestick mixed-use streets



Vibrant retail precinct.

9. Retail Services

The Bayview Hunters Point neighborhood has been served by only limited retail services on Third Street for decades. Now, with 10,500 residential units planned for Candlestick and the Shipyard (plus approximately 1,400 homes underway at the already approved Phase I of the Shipyard and another 2,800 units emerging at nearby Executive Park), a significant opportunity exists to fill this long-standing need. Thus a large shopping center is planned in the Candlestick site. The center accomplishes four important objectives: 1) it meets a retail demand in the City's southeast sector; 2) it helps to generate revenue needed in order to build the community's infrastructure; 3) it offers many job opportunities for residents and; 4) it will become the town center for this extensive new community.

The Candlestick Center neighborhood, described in Section 5, is planned as a vibrant mixed-use retail precinct. The anticipated design is decidedly in contrast to a conventional suburban mall. Shops will line two pedestrian oriented main streets – Ingerson Avenue and Harney Way. Additional interior streets, walkways and plaza areas are proposed to emphasize the Center's pedestrian nature. Housing, commercial, a hotel and entertainment uses are also planned in the neighborhood to reinforce the mixed-use character.

At the Shipyard, retail will be oriented to the neighborhood in a main street configuration on Fisher Avenue. It will have a unique overlay of character provided by the blending of artists studios that are planned for the area.



Candlestick's mixed-use center at the corner of Ingerson Avenue and Harney Way.



Precedent – Native and regionally appropriate planting on the streets.



Precedent - Green architecture.



Precedent – Storm water management practices.



Precedent – Green roofs help mitigate storm water runoff.

2.3 Sustainability Design Principles

Note: The general intent for the sustainability strategy is described below. For a more comprehensive description of the project's sustainability objectives, please consult the companion 'Sustainability Plan'.

Sustainability Plan Vision

The project's sustainability vision statement is the following:

The Candlestick and Shipyard will be a neighborhood that is vital, accessible and integrated into the San Francisco Bay area. It will provide opportunities for residents to live, recreate, earn a living wage, obtain a good education, and raise a family in a safe, affordable and healthy environment.

The Candlestick and Shipyard projects will be models of sustainable urban design that stimulates the local clean technology economy, and addresses global environmental challenges such as climate change, rising energy costs and increasing water scarcity.

A comprehensive sustainability strategy has been developed for Candlestick and the Shipyard to demonstrate how the project will provide the Bayview community with amenities that it has not historically enjoyed: opportunities for local jobs at all skill levels, local retail options, a safe walkable community, and a variety of parks and open spaces.

The sustainability strategy also describes measures that will minimize the impact of the development on local infrastructure, resources and the environment, and measures to preserve the unique culture and diversity that defines the area. Project sponsors will apply for and aspire to obtain a LEED–ND (Neighborhood Development) Gold certification for the entire Candlestick and Shipyard community.

A detailed Sustainability Plan has been prepared and is a companion document to this D4D. Its main points are summarized by the following seven sustainability focus areas.







Sustainability Focus Areas

The following are seven focus areas for sustainability objectives at the Candlestick and Shipyard Projects.

- 1. **Economic Vitality and Affordability.** Enhance the competitiveness of the region and restore the vitality of the Bayview by fostering a vibrant local economy and supporting a mixed-income community.
- 2. **Community Identity and Cohesion.** Create a strong sense of community by integrating the new neighborhood with the rich culture and diverse history of the existing neighborhood.
- Public Well-Being and Quality of Life. Provide a healthy and safe neighborhood with sufficient community facilities, parks, essential services and public spaces to engender a high quality of life for residents of all ages and abilities.
- 4. Accessibility and Transportation. Significantly improve accessibility to the site and reduce traffic impacts on the surrounding area; promote walking and cycling as the primary modes of transportation within the development.
- 5. **Resource Efficiency.** Implement a whole-systems approach to energy conservation efficiency and sustainable supply that minimizes the need for fossil fuels.
- Significantly reduce greenhouse gas emissions by residents and businesses.
- Provide an integrated urban water system that achieves maximum synergy between the three core water disciplines — potable water, wastewater, and storm water — and enables the community to live within its natural water budget.
- Reduce, reuse and recycle appropriate solid waste materials, with a special emphasis on reusing construction materials and recycling organic wastes in an effort to divert waste from landfills.
- 6. **Environment and Habitat.** Protect and, wherever possible, enhance parks, natural habitats, soils, water bodies, air and climate.
- 7. Utilize Advanced Information and Communications Technologies (ICT). Integrate Information and Communications Technologies (ICT) such as smart grid and cellular broadband infrastructure into the development to allow residents to better manage energy and water resources, bolster local economic activity, improve access to real time information, and facilitate community communications and activity.

2016 CANDLESTICK POINT DESIGN FOR DEVELOPMENT


Proposed Plan for Candlestick

- 3.1 Plan Structure and Program
- 3.2 Public Streets
- 3.3 Public Parks and Open Space

3 Proposed Plan for Candlestick

3.1 Plan Structure and Program

Vision

The vision for the redevelopment of Candlestick, as shown in Figure 3.2, is for a compact, mixed-use community that rejuvenates and expands the existing Bayview neighborhood. This, in combination with planned development at the Shipyard, will create a significant new focal point for southeastern San Francisco.

Candlestick will be comprised of several unique neighborhoods, each characterized by local influences including the site's waterfront. The neighborhoods will be woven together and to the larger community by a large open space system comprised of parks, various greenways and trails, and a continuous waterfront park, part of which will be a refurbished Candlestick Point State Recreation Area.

Land Use

The BVHP Plan establishes Land Use Districts within Candlestick. Allowable land uses within each Land Use District are set forth in the BVHP Plan. The Land Use Districts established by the BVHP Plan are shown in Figure 4.2.

The proposed land uses at Candlestick Point include a substantial waterfront open space network, regional and neighborhood retail mixeduse buildings, hotel and entertainment facilities, residential housing in forms ranging from townhomes to high-rise buildings, and community uses. Maximum floor space entitlement for the various land uses is outlined in the CPHPS2 Disposition & Development Agreement (as amended) and the CPHPS2 Final Environmental Impact Report (and associated Addendums).

Urban Form

The overall urban form – the pattern of streets, blocks and open spaces – is configured in such a way as to link the center of the site to the shoreline's open space and views. The physical linkage is achieved by providing new, wedge-shaped parks that connect the waterfront Candlestick Point State Recreation Area to the center of the site, while the visual linkage is achieved through the perpendicular orientation of the streets to the shoreline.

The street and block pattern is an extension of the existing Bayview grid. It will be augmented by mid-block breaks (pedestrian mews and/or vehicular alleyways) in order to create a finer, pedestrian scale of blocks and buildings while increasing mobility and connectivity.



- \bigcirc Gateway
- ⊜ Focal Point
- * Significant Feature
- Edge Streetwall and Park
- --> Sightline

Within blocks, building massing frames important streets and open spaces while protecting views and sunlight. Blocks with lower density building forms are located nearest the existing Bayview community as a transition between existing and new areas and near the waterfront areas. Higher density forms are located near important nodes at the center of the community.

Individual buildings are programmed and proportioned to enhance their legibility at the pedestrian level by way of clearly defined building bases that contain active uses. This includes an extensive setback zone for the provision of ground oriented patios, residential entrances, and landscaped transition areas between the private and public realm.

Residential housing will be in a variety of forms and densities, including tuck-under townhomes, liner (podium) townhomes, low-rise, mid-rise, and high-rise (tower) buildings.

Most residential parking will be located in structures embedded within buildings. Parking for regional retail is located in a large structure that is wrapped on the retail centre side by store fronts and on the Arelious Walker Drive side by a combination of sloping terrain and landscape buffers. Additional convenience parking for retail is located on many streets adjacent to shops and services. Off-street surface parking, other than very small and occasional lots, is not proposed.

Transit opportunities will be provided by a bus rapid transit (BRT) system and non-BRT Muni transit buses that connects to the Caltrain and the 3rd Street light rail systems. The transit stops for these systems serve as the major focal points for intensified retail, commercial and residential development. Further detail regarding the approved land uses at Candlestick Point are contained in the BVHP Redevelopment Plan, the CPHPS2 Disposition & Development Agreement (as amended), and the CPHPS2 Final Environmental Impact Report (and associated Addendums).



Figure 3.2 Candlestick Illustrative Site Plan

Legend – Building Types







Candlestick looking southwest – Lower and finer grained buildings near CPSRA.





Candlestick looking northeast – CPSRA in foreground, Candlestick South in front, Candlestick Center to left.

Neighborhoods

Candlestick will consist of four distinctive neighborhoods: Candlestick Center, Candlestick North, Candlestick South, and Alice Griffith (see the Illustrative Site Plan – Figure 3.2). A general description of the neighborhoods follows, while specific standards and guidelines are contained in Section 5. A fifth neighborhood, Jamestown, may also be developed independently of the Candlestick and Shipyard projects. For specific standards and guidelines, refer to Section 7.

Candlestick Center

The focal point of Candlestick will be Candlestick Center, a mixed-use neighborhood located in the vicinity of Harney Way and Ingerson Avenue at the intersection of the two large wedge-shaped City Parks. Candlestick Center will have residential and/or commercial above retail uses, regional retail space, neighborhood retail space, a hotel, and entertainment uses. Buildings will be structured around retail streets with on-street parking and on pedestrian mews. The finest grain of buildings and individual stores will be located on Harney Way and Ingerson Avenue, whereas larger uses such as anchor stores will generally be located towards the interior of this neighborhood. Structured parking will be at the west side adjacent Arelious Walker Drive where the structure will be concealed by sloping terrain and landscaped screening. Rooftop treatment of the parking structure also presents an opportunity for implementing sustainable features such as renewable energy production (e.g., solar panels, wind turbines) and rainwater harvesting for landscaping irrigation.



Candlestick Center main street.

Candlestick North

Candlestick North will have mixed-use buildings on the north side of Ingerson Avenue. Residential buildings will be in forms ranging from low to mid to high rises. These will be structured in small blocks that will have pedestrian mews or vehicular laneways breaking the block at roughly its midpoint. Taller buildings will be located around the neighborhood's centrally located park and along the edge of the large, wedge-shaped park. Finer grained buildings will be located along the edges of the State Recreation Area providing a transition and protecting views of the Bay from inland locations.



Candlestick North at the edge of the centrally located community park.

Candlestick South

Candlestick South will have a mixed-use edge on the south side of Harney Way. The tallest buildings may be located immediately south of Harney Way, positioning the highest densities near services, including the BRT route that runs along Harney Way. Buildings will taper down in height going towards the water and the State Recreation Area. Blocks will be fine-grained and include mid-block breaks, which can be configured as either pedestrian mews or vehicular alleyways.



Candlestick South's waterfront streets and pedestrian promenades.

Alice Griffith

The Alice Griffith neighborhood, located north of Arelious Walker Drive, has a blend of market and affordable housing in townhomes and low-rise building forms that will total approximately 1,300 homes. The affordable housing will include replacement of the existing 256 units of public housing, low-income rental apartments and 'work-force' housing targeted to middle class families. The neighborhood is anchored by a City Park that extends through the center of the site along Egbert Avenue. This park is linked visually with the boulevard character of Egbert Avenue further south in order to create a sightline to the Bay.



Alice Griffith community park framed by townhomes and stack flats.

Jamestown

The Jamestown neighborhood is located to the west of Candlestick Center on Jamestown Avenue. Jamestown is not being developed by the Master Developer for the Candlestick and Shipyard projects. Therefore, development for Jamestown is discussed separately from the Sections 4 and 5 of this D4D in Section 7.

Should development be contemplated, this neighborhood will be predominantly residential and have a pedestrian connection to the Candlestick Center. It will have a blend of low-rise and mid-rise buildings that step with the sloping terrain while taking advantage of the opportunity for views of the Bay.

Specific standards, guidelines and plans for Jamestown are contained in Section 7 of this D4D, however the overarching principles and interpretations in Section 4 still apply.



Precedent - Residential patios and stoops.



Precedent - Blend of transportation modes.



Precedent - Pedestrian mews.



Precedent - Animated street edges.

3.2 Public Streets

This section of the D4D describes general intentions for the street hierarchy and design of Public Streets. More specific standards and guidelines are contained in the approved Transportation Plan (in relation to how public streets facilitate transportation), and approved Streetscape Plan (in relation to the design of public streets, including street furniture, trees and materials).

The Candlestick street network is designed for the efficient movement of people and goods throughout and beyond the community and is also an important component of the public realm and community character. Streets are a central element in creating safe and enjoyable neighborhoods. In keeping with the City and County of San Francisco's Transit First, Complete Streets, and Better Streets policies, the street system is designed to: prioritize walking, bicycling, and transit use; support the use of streets as public spaces for social interaction and community life; and be green spaces that enhance the City's ecological function.

An important feature of the streets network is the inclusion of mid-block breaks, which may be developed as either pedestrian mews or vehicular laneways. The breaks further reduce the scale of the blocks allowing for greater pedestrian movement through the community. A waterfront path within the park areas will create additional pedestrian and bicycle linkages around the development.

Streets are designed for:

Pedestrians, Bicycles, and Transit – Small block sizes centered on a dense, compact development pattern of mixed-use transit nodes creates short walking distances, while extensive bicycle routes create a desirable alternatives to the automobile;

Public Life and Community Identity – Streets are designed as outdoor rooms with attractive places to sit, stop, gather, and play. They provide opportunities for neighbors and visitors to meet one another, creating a vibrant community-oriented neighborhood experience. Unique plantings, furnishings, and public art create distinct and memorable neighborhood identities;

Safety – Major roadways and intersections are designed to be highly identifiable and include bike lanes and high visibility signage. Residential streets incorporate traffic calming measures such as curb extensions, raised crosswalks, tight corner radii, street trees, narrow lanes, short blocks, and other appropriate measures including bulb outs at street crossings.

Urban Ecology – Streets are part of the city's 'green infrastructure.' Street trees and plantings are used to help regulate climate, control storm water, cleanse air and water, and provide habitat;

Efficiency – A hierarchy of street types allows for the efficient movement of people and goods along designated priority corridors. Certain streets will allow for high degrees of movement and increased speeds where the majority emphasize calm and control.





Precedent - Sidewalks with street trees.



Precedent – Bicycle lanes incorporated into roadway.



Precedent - Bioswale storm water garden.

The creation of diverse street types, from quiet residential streets, to retail main streets, enhances the character of each region of the plan, facilitating wayfinding and promoting sense of place.

General public street categories include retail streets, boulevard park streets, local streets and mid-block breaks – public easements over private property which may be developed as either pedestrian mews or vehicular alleyways. The location and character of these streets is shown on the following pages. Within each of these broad street categories, there is further variety in their character and configuration. The character of streets is influenced by the building edges conditions and these are described in Section 4 of this document. The configuration of streets including specific lane and sidewalk widths, is described in the companion 'Transportation Plan'. Standards and guidelines for the streetscape are set forth in Section 4.6.



Location of Retail Streets.



Precedent - Patio areas on retail street sidewalks



Precedent - Generous sidewalks with street trees for pedestrian priority.

Legend

- Э Bulb-out with Special Paving
- 2 Sitting Area
- Street Trees
- 3 4 Garden-style Planing/Bioswale Storm Water Garden
- 5 Street Parking
- Street
- 6 7 8 9 Raised Crosswalk (speed table)
- Pedestrian Lighting
- Opportunity for Outdoor Seating

Retail Streets

Retail streets are meant to have a 'main street' feel provided by generously sized and furnished sidewalks, on-street parking, transit shelters and continuous retail frontage on both sides. The plan, section and images below show the general intent including the range of street widths and building heights appropriate to the street hierarchy, character and importance.





Note: Section and plan are conceptual; specific Standards and Guidelines are described in Section 4.5.2 and Transportation Plan.



Location of Boulevard Streets.



Precedent - Dolores Street in San Francisco.

Boulevard Park Streets

Intent

Boulevard Park Streets are intended to provide additional open space and views out to the Bay from inland parcels. They should have generous sidewalks and tree–lined medians. The plan, section and images below show the general intent including the range of street widths and building heights appropriate to the street hierarchy, character and importance.



Note: Section and plan are conceptual; specific street types are described in 'Transportation Plan.

Legend

- 1 Bulb-out with special paving
- 2 Bus stop with shelter and extended sidewalk zone
- 3 Sitting area
- (4) Street trees, double row
- Garden-style planting / bioswale storm water garden
- 6 Streetside parking (potential for permeable paving)
- (7) Bicycle/travel lane
- 8 Bicycle parking
- Raised crosswalk (speed table)
- (10) Private terraces, porches, and gardens
- (1) Pedestrian lighting



Location of Local Streets.

Precedent - On-street parking and street trees.

Legend

- 1 Bulb-out with special paving
- (2) Sitting area
- (3) Street trees
- (4) Garden-style planting / bioswale storm water garden
- (5) Streetside parking (potential for permeable paving)
- (6) Narrow, shared lanes
- (7) Raised crosswalk (speed table)
- (8) Private terraces, porches, and gardens
- (9) Bicycle parking
- (10) Pedestrian lighting at corners

Local Streets

Intent

Local Streets should provide access for neighborhoods and function as 'outdoor rooms' in order to encourage socializing and recreating. They should include on-street parking, street trees and generous sidewalks. The plan, section and images below show the general intent including the range of street widths and building heights appropriate to the street hierarchy, character and importance.



Note: Section and plan are conceptual; specific street sections are described in 'Transportation Plan.'



Location of Mid-block breaks



Precedent - Mid-block break: Pedestrian Mews.



Precedent - Mid-block break: Laneway.

Mid-block Break

Intent

Mid-block breaks are intended to allow public access through the middle of private development blocks in order to create a more porous circulation system and decrease the scale of building massing. Mid-block breaks are configured as either pedestrian mews or laneways, allowing vehicular movement in order to meet the requirements of adjacent buildings. The mid-block break will be a public easement on the private land of the development block. A conceptual residential pedestrian mews is depicted below. For further details, refer to Section 4.6.2.



Note: Section and plan are conceptual; specific Standards and Guidelines are described in Section 4.6.2 and Transportation Plan.

Legend

- Pedestrian Path 20-26 ft width; at grade of public sidewalk
- (2) Elevated Private Patio
- (3) Landscape buffer including street trees.



Precedent - Community Parks.



Precedent - Destination Parks.



Precedent – Park with family amenities.



Precedent - Playground.



Precedent – Lawn Areas for active recreation.

3.3 Public Parks and Open Space

Note: The general intent for parks and open space design at Candlestick is described below. For detailed design information, standards and guidelines refer to the companion 'Parks, Open Space and Habitat Plan'.

The parks and open space program at Candlestick, as illustrated in Figure 3.4, will express the desires of existing neighborhood residents, the needs of future residents, overall citywide needs, and the unique opportunities presented by the site. Together these characteristics help to create a variety of park types as described below.

Incorporating this broad range of needs, input and opportunities, the parks system includes a rich diversity of programs, providing a mix of both active and quiet spaces.

Within the park system, there are two classifications of park: Community and Cultural/Heritage.

Community Parks – Community parks offer a mix of active and passive areas of open lawns, dog runs, play areas, tot lots, community gardens, court games, and environmental education opportunities. These parks will serve the adjacent local neighborhood and will draw regular users from within a 10 minute walking radius. The community parks adjacent to the waterfront will also attract visitors from other parts of San Francisco and beyond.

Cultural/Heritage Parks – The cultural and historical elements of these parks are designed to attract a broad range of visitors. In addition to regular neighborhood use, these parks draw visitors from throughout San Francisco, the Bay Area, and beyond.

The parks and open space system will generally be located and provided as described and shown on the following pages.



- (1) (2) Alice Griffith Community Park
- Candlestick Community Park (Final Location to be Determined in the Future)
- 3 Bayview Gardens / Wedge Destination Park
- (4) (5) Mini-wedge Community Park
 - Jamestown Hillside Community Park

- 6 7 8 9 State Recreation Area
 - Yosemite Slough (outside project)
 - Gilman Park (outside project)
 - Bayview Hill Park (outside project)
- 10 Grasslands Ecology Park (the Shipyard)
 - Bay Trail



Location of Alice Griffith Community Park.



Aerial view looking north west.

3.3.1 City Park Descriptions

The development shall provide for five City Parks described generally as follows. Specific design shall be developed in consultation with the neighborhood.

1. Alice Griffith Community Park

The Alice Griffith Community Park will serve as the commons for the Alice Griffith neighborhood. The park will be located on Egbert Avenue, which will be a one-way couplet around the park. A continuous four story or greater street wall will surround the park edge in order to frame and animate the space.

The park will offer a mix of active and passive areas that could include an open lawn, play areas, a tot lot, a dog run, community gardens, a shade pavilion with barbecue and picnic tables, a basketball court, and a bioswale stormwater garden.

Figure 3.5 Conceptual Plan – Alice Griffith Community Park





Location of Candlestick Community Park – Final location to be determined in the future.



Aerial view looking north east.

2. Candlestick Community Park

Candlestick Community Park will be strategically located near the center of the built up area at Candlestick so that it serves as the 'living room' and meeting place for residents in the Candlestick North neighborhood. The final location of the park within the neighborhood will be determined in the future; however, if relocated, it will be in the central region of the Candlestick North Neighborhood, centrally located and well-served by the transportation network. Regardless of its location, the park will maintain the approximately 3 acre size shown below.

Compared to the waterfront and water view parks, Candlestick Community Park is meant to be a more urban experience. The park offers a mix of active and passive areas including, for example, an open lawn, a playground / tot lot, gardens, seating areas and volleyball and basketball courts.







Location of Bayview Gardens/Wedge Destination Park.

Aerial view looking south west.

3. Bayview Gardens / Wedge Destination Park

The Bayview Gardens/Wedge Park will be the 'Central Park' for the urban development of Candlestick, providing views of the South Basin and the Shipyard, and linking the center of Candlestick with the State Recreation Area. This park includes virtually all of the passive programs found elsewhere in the open space system; however, here they are condensed in a smaller area and delivered to the heart of the community. Specific emphasis here is placed on signature forms and landscape expressions. Within these forms are ecological gardens, a plaza, reflecting ponds, shade pavilions, children's playground, passive lawn areas and a bioswale storm-water garden. The southerly portion is an urban plaza, including a BRT stop and on street parking.

Figure 3.7 Conceptual Plan – Bayview Gardens / Wedge Destination Park





Location of Mini-wedge Community Park.



Aerial view looking south east.

4. Mini-wedge Community Park

The Mini-wedge Community Park provides dramatic views of the Bay and it serves as a primary connector between the urban core of Candlestick and the State Recreation Area beach area. Programmatic elements include a playground/tot lot, dog run, shade pavilion and open lawns with views to the bay. This park also serves an ecological function, intercepting and cleansing urban storm-water runoff before it enters the bay.

Figure 3.8 Conceptual Plan – Mini-wedge Community Park





Location of Jamestown Hillside Community Park.

5. Jamestown Hillside Community Park

This park is located at the base of the Bayview Hill Park. The existing site is a steep, rocky slope that was graded and terraced for the construction of the former Candlestick Stadium. Following the recommendations of the Bayview Hill Natural Areas Plan, this park area will be enhanced with new native plantings to increase that habitat value of the site and to help to create a habitat link between Bayview Hill and the Bay. The park will have access to Candlestick Center via a new Ingerson Avenue extension as well as at Jamestown Avenue and Arelious Walker Drive.

Figure 3.9 Conceptual Plan – Jamestown Hillside Community Park





Existing Bayview Hill landscape.



Location of State Recreation Area and Bay Trail.



Precedent - Main Park.



Precedent - Bay Trail.

3.3.2 State Recreation Area Description

The Candlestick Point State Recreation Area (CPSRA) is a unique opportunity in the State Recreation Area system and along the San Francisco Bay shoreline to create a model urban recreation area that links city residents and regional visitors to the diversity of estuary and upland habitats of the Bay and demonstrates integrated sustainable design principles for reclaiming fill areas for park uses.

Within the State Recreation Area, there are two main zones of activity.

Main Park – Although this park stands alone as a separate waterfront open space system, it is the primary connector that links the other various parks together and provides the regional link that makes this a greater system of open space. The zones of this park are the connective tissue of the open space system employing a simple, sensitive, and expressive palette of landscape materials to allow the park to grow over time. Native grasslands, woodland groves, and an ecological focus in these areas provide a system for choreographing the landscape experience. Examples of these CPSRA zones are the Last Rubble, the Point and the Last Port.

Bay Trail – Within the State Recreation Area, the Bay Trail links together all elements of the park and provides a system of clear connections to the regional green ways and waterways. This is the primary recreational route in the new open space system and will encourage users from adjacent neighborhoods, and other areas of the city to utilize the new open spaces of the development.

Area Planning Process

There will be a separate planning process for the CPSRA that will be undertaken by California State Parks. This process will include a General Plan addressing programming and policy, and a Master Plan addressing specific design. The State, City, community, and developer will work together to initiate the master planning process leading to the refurbishment of CPSRA.

The following principles are proposed for consideration in this design process. These are illustrated in the conceptual plan on the next page and in Figure 3.10.

- Design city parks and state recreation areas to feel from a user perspective as one park system despite potential programmatic and operational differences between jurisdictions.
- Develop a park that is programmed and designed for safe and active 18 – 24 hour daily use by the public.
- Design a pedestrian and bike accessible transition zone between all private development parcels and the park.
- Develop frequent routes into the park from the neighborhood aligning with the planned street network with major linkages with transit stops, bike routes and linear green way features.
- Create a mixture of passive and active spaces that activate the open space drawing neighbors and visitors to the waterfront.

- Provide duplicative trail systems including linkage to a Class One Bike Trail and multi-use recreation trail close to neighborhoods, a continuous Bay Trail close to the water, and multiple linkages between.
- Install multiple human powered boat access points including facilities for windsurfers south of Bayview Hill and kayak/canoe facilities in Yosemite Slough.
- Preserve and expand the existing pocket beach.
- Integrate stormwater treatment systems with the neighboring development to provide model/demonstration sustainability systems and habitat spaces.
- Utilize stainable design principles through park planning to expand the ecological functions of the recreation area and minimize resource consumption by park facilities, programs and users.
- Introduce limited commercial uses to provide food and recreational services for visitors.
- Balance dedicated parking facilities for the recreation area with available on and off street parking provided in the neighboring development and transit access to the area.
- Upgrade existing and install additional fishing and viewing piers into the bay.
- Provide multiple picnicking and barbecuing facilities to accommodate family and social gatherings in multiple areas of the park, and consider larger scaled gathering opportunities for events.
- Provide rest rooms and other support infrastructure.



Draft Concept Master Plan prepared by AECOM for California State Parks

CONCEPT MASTER PLAN

Dratt





Figure 3.10 Conceptual Plan – Candlestick Point State Recreation Area

2016 CANDLESTICK POINT DESIGN FOR DEVELOPMENT



Land Use, Design Standards and Guidelines

4.1 Land Use

- 4.2 Height, Bulk and Massing
- 4.3 Building Design
- 4.4 Signage
- 4.5 Parking and Loading
- 4.6 Streets

4 Land Use, Design Standards and Guidelines

This section, Land Use, Design Standards and Guidelines, covers elements applicable to all areas within Candlestick. (For elements specific to individual neighborhoods see Section 5 Neighborhood Standards and Guidelines).

Standards are mandatory actions, generally described in absolute terms such as by measurement or location. *Guidelines* are encouraged actions, which if adhered to in spirit will result in projects that best fit the vision for the site.

The section has six parts:

- 4.1 Land Use
- 4.2 Height, Bulk and Massing
- 4.3 Building Design
- 4.4 Signage
- 4.5 Parking and Loading
- 4.6 Streets
- 4.1 Land Use
- 4.1.1 Development Blocks

Intent

Development blocks should be similar in scale to the surrounding Bayview neighborhood whose blocks typically approximately 600 ft by 275 ft. Midblock breaks, in the form of pedestrian mews or vehicular laneways, have been added to several blocks. Open space has been located so that all development blocks have convenient access.

Standards

Block Location – Development blocks and mid-block breaks shall be located as close as possible to the location shown on Figure 4.1 on the following page.

Street Location – Streets shall be located as close as possible to the location shown on Figure 4.1. Final locations and dimensions shall be per the companion 'Transportation Plan'.

Park Location – Parks shall be located as close as possible to the location shown on Figure 4.1. Final locations and dimensions shall be per the companion 'Parks, Open Space and Habitat Concept Plan'.

Turning Radii – Certain corners within the development are rounded in order to accommodate buses and emergency vehicles. Those corners shall be rounded to accommodate a 41 ft curb turning radius (modeled as AASHTO WB-40).



- Block
- Neighborhood Boundary
- Street/Public Right of Way
- Open Space
- Mid-block Break/Public Easement
- Block Number

4.1.2 Land Use Districts

The BVHP Plan establishes Land Use Districts for the Candlestick site, which is in Zone 1 of Project Area B of the BVHP Plan. As shown on Figure 4.2, three Land Use Districts are established for Zone 1 as follows:

- Candlestick Mixed-Use Residential District
- Candlestick Center Mixed-Use Commercial District
- Open Space District

The permitted land uses within each of these Land Use Districts are set forth in the BVHP Plan. Development of structures and uses of land within Candlestick are required to conform to the BVHP Plan and this D4D. To provide context for the remainder of this document, the general types of uses permitted by the BVHP Plan in these Districts are summarized below. This D4D provides the detailed design guidelines and development standards for all development within the Candlestick site.

The **Candlestick Mixed-use Residential District** provides the major housing development area, which will be comprised of lower scale residential development in the northern part of the site and higher density mid-rise to high-rise residential in the central part of the site. A mixture of building types and unit sizes will be provided in a range of densities to accommodate a variety of households. Neighborhood retail is an allowed use in this District, and indeed is encouraged where it is located on the ground floor in central areas within the neighborhood. Personal service, civic and institutional uses, and parks are also permitted.

The **Candlestick Center Mixed-use Commercial District** is located in the southwest quadrant of the site. It serves to facilitate the development of high-density, mid-rise and high-rise housing integrated with ground floor commercial frontage containing retail uses along the primary streets. The mixed-use neighborhood is designed to encourage retail, commercial, hotel and cultural arts activities. This will be achieved through compact, horizontal mixed-use whereby different activities and land uses locate in close proximity to each other; or through vertical mixed-use which will allow for more than one land use category within a single building – such as a residential apartment complex with retail uses on the ground floor. Educational, community activity, and park and recreation uses are also permitted.

The **Open Space District** will provide for quality open spaces and public parks, including active recreation facilities such as playing fields, gardens and walking/bicycling trails. A hierarchy of open spaces will be provided across Candlestick to include small urban parks and plazas, tree-lined parkways along streets and major park spaces along the waterfront. Public serving buildings to a maximum of 40 ft shall be allowed, including gymnasiums, amphitheater, rest rooms, food-service facilities, restaurants, and buildings for the provision of recreation related services (for example sports equipment rental).



Candlestick Mixed-Use Residential District

Candlestick Center Mixed-Use Commercial District

Open Space District

Note: For Jamestown lots, see Section 7


Cluster high-rise buildings near center of neighborhood.



Cluster high-rise buildings near transit.



Respect view corridors.



Avoid wind tunneling by staggering tower locations.

4.2 Height, Bulk and Massing

This section describes the intent, standards and guidelines related to height, bulk and massing of blocks and buildings. It contains five subsections:

4.2.1 Building Type	s
---------------------	---

- 4.2.2 Height
- 4.2.3 Bulk & Massing
- 4.2.4 Street Wall
- 4.2.5 Sunlight/Shade
- 4.2.6 Wind

Height is regulated to provide a variety of walls that frame public space, and in some cases protect views. Within development blocks, the bulk of the building is regulated by building coverage at various height thresholds to ensure that the overall bulk of buildings is an appropriate scale and allows for light and view penetration to the street level. The massing of individual buildings is regulated by way of maximum lengths, diagonals, apparent face and upper floor stepback. At the finest grain, the building edge is regulated to ensure an appropriately scaled and detailed edge at the public interface. Finally, considerations of sunlight/shade and wind are regulated to ensure a comfortable environment in the public realm and in the buildings.

4.2.1 Building Types

Building types are defined as described in Table 4.1 below.

Table 4.1 Building Types



* Note: Mid-rise buildings above 85 ft to a maximum of 105 ft are only applicable in the Shipyard South R&D Option – see Section 8.

4.2.2 Height

Intent

Heights are regulated in order to achieve several objectives:

- Integrate the new development with the scale of the surrounding Bayview neighborhood.
- Cluster density near services like transit, shopping and jobs.
- Reinforce focal points located at the center of the development.
- Protect views and sun in specific locations and mitigate wind tunneling effects.

Standards

Parks and Open Space – The maximum allowable building height in a park or other open space is 40 ft.

Low-rise and Mid-rise – The location and height of low-rise and mid-rise buildings is shown in Figure 4.3. Where a block has multiple height zones, the building(s) shall conform to the maximum percentage(s) of the block's developable area depicted in Figure 4.3. For the purposes of this provision, the developable area is the area of the block excluding land required for a mid-block break and the applicable ground floor setback areas.

Landmark Building – A landmark building within CP Center at the corner of Harney Way and Ingerson Avenue shall be a maximum of 120 ft.

High-rise (Tower) – The location of high-rise buildings (towers) is shown in Figure 4.3. The standards (S) and guidelines (G) that regulate the location and height of high-rise buildings are set forth in Table 4.3.



High-Rise separation.

- Tower Location Towers are either fixed (noted as fixed location) or allowed within an allowable zone, within which an encouraged location is shown.
- Tower Benching In order to encourage variation in tower height and preserve the project skyline profile, any tower not built to the maximum allowable height shall maintain the same maximum height differential to the next closest tower (not including towers at maximum height), while not exceeding the maximum allowable height. For example, if Tower 1 has a maximum height of 240 ft, and Tower 2 has a maximum height of 280 ft, these two towers shall maintain a minimum 40 ft height difference.
- Tower Separation Towers shall be separated by a minimum 115' to minimize view obstruction, increase privacy, limit wind tunneling impacts, and limit lighting impacts.
- Buildings taller than 100 feet are required to be safe for birds as outlined in MM-BI-20a.1 of the Final Environmental Impact Report for Candlestick and the Shipyard project. For these buildings, or where recommended by the Agency, a qualified biologist is required to identify lighting-related measures to minimize the effects of the building's lighting on birds. Any recommendations made by the qualified biologist shall be thereafter implemented.



Tower Benching Intent - Maintain sculpted skyline and promote height variation.

Guidelines

Low-rise and Mid-rise – For blocks with multiple height zones, the precise location of the height change for the building(s) on the block is flexible, provided the heights remain generally consistent with the locations depicted in Figure 4.3.



Building Stepping along public frontages with a grade greater than 5% and height measurement on sloping sites.



Height measurement for Flat Roof & Pitched Roof on flat sites.

Building Stepping – Buildings shall step with grade along all public street frontages that have a grade greater than 5.0%, as outlined in Table 4.2 below:

Table 4.2Building Stepping Increments

MAXIMUM BUILDING STEP INCREMENT (ASSUMES 10 FT FLOOR-TO-FLOOR HEIGHT)							
	MAXIMUM STEP INCREMENT (LINEAL FEET)						
STREET GRADE	BUILDINGS WITH SHARED INTERNAL CIRCULATION*	BUILDINGS WITHOUT SHARED INTERNAL CIRCULATION					
Above 5% to 5.5%	200						
Above 5.5% to 6.0%	180						
Above 6.0% to 6.5%	165						
Above 6.5% to 7.0%	155	50					
Above 7.0% to 7.5%	145						
Above 7.5% to 8.0%	135						
Above 8.0%	125						

* Buildings with shared internal circulation (e.g. apartments) shall step at the increment where a floor can be added at the designed floor-to-floor height for the proposed buildings.

Height Measurement - Heights are measured as follows:

- Heights shall be measured from curb level of the fronting street to the top of a flat roof or mid-point of a sloped roof.
- For stepped buildings, the height measurement shall be taken from curb level of the fronting street, midpoint along the step increment.

Height Measurement Exceptions – The following appurtenant structures are exempt from building height measurements provided their height, measured from the top of the roof, does not exceed 10 ft or other height as noted:

- Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features provided they conform to Proposition K regulations where required.
- For Residential/Mixed-use/Commercial buildings mechanical and roof mounted elevator core equipment to a maximum of 18 ft, provided their combined coverage does not exceed 30% of the building roof area.
- Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.
- Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment/treatment equipment, solar water heating equipment.
- Enclosed amenity spaces to a height of 12 ft where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 20% of building roof area.

Building Heights

-			
Iahla / 3	Mavimum High_rico L	Odium Haighte and	Ruilding Hoighte
			Duliulity Libights
		0	0 0

HIGH-F	RISE MAXIMU	M BUILDING HEI	IGHTS
HIGH- RISE ¹	MAXIMUM OVERALL BUILDING HEIGHT (Ft)	MAXIMUM PRODIUM HEIGHT (Ft)	REMARKS
			S – Shall be located on Egbert Avenue to frame the park and reinforce the park street.
A	S – 220	S- 65	G – May be located anywhere within allowable zone, however is encouraged to be located on center line axis of Candlestick North neighborhood park in order to reinforce the park's rectangular shape and frame its northern edge.
В	S- 240	S – 65	S – Shall be located at the corner of Harney Way and Egbert Avenue in order to anchor the northeastern corner of Bayview Park and offer views of the park while not crowding the CPSRA.
			S – Shall be located on Earl Street in order to frame the park and reinforce the park street.
С	S – 220	S − 65⁴	G – May be located anywhere within allowable zone, however is encouraged to be located at the corner of Earl and Fitzgerald in order to optimize separation of towers A, C and E.
D	S – 320	S - 65 Fronting Gilman S - 85 ³ Fronting Harney	G – May be located anywhere within allowable zone, however is encouraged to be located on Gilman Avenue to optimize tower separation of towers C, D and E.
			S – Shall be located on Earl Street in order to reinforce the street.
E ²	S – 170	S- 65	G – May be located anywhere within allowable zone, however is encouraged to be located at the Gilman Avenue corner in order to frame the park.
F ²	S – 320	S – 85 ³	S – Shall be located at the corner of Ingerson and Harney Way in order to anchor the southern end of Bayview Park, reinforce the Avenue corner's central position in the neighborhood and offer views of the park.
			G – Encouraged to be at or near full allowable height in order to reinforce this central location.
G	S- 240	S – 65	S – Shall be located on Arelious Walker Drive in the southwest portion of Candlestick Center north of the intersection of Jamestown Avenue.
н	S- 240	S - 65	S – Shall be located at the corner of Gilman Avenue and Harney Way's southern extension in order to anchor the southeastern end of Bayview Park and offer views of the park.
I	S – 320	S- 65⁴	 S – Shall be located at the corner of Ingerson and Harney Way's southern extension in order to anchor the intersection of the two wedge-shaped parks and offer views of the parks. G – Encouraged to be at or near full allowable height in order to reinforce this central location.
J	S- 420	S - 65	S – Shall be located in the position indicated, roughly half way along 7 th Street between Harney Way and C Street in order to preserve a view shed from Bayview Hill Park to Candlestick Point.
			G - Encouraged to be at or near full allowable height in order to reinforce this central location.
			S – Shall be located on 9 th Street on east side of the mid-block break to optimize the separation from tower J.
K	S – 370	S – 65	G – May be located anywhere within the allowable zone, which provides for preservation of a viewshed from Bayview Hill Park to Candlestick Point.
			G - Encouraged to be at or near full allowable height in order to reinforce this central location.
L	S – 320	S – 65	 G – May be located anywhere within allowable zone which provides for preservation of a viewshed from Bayview Hill Park to Candlestick Point, however is encouraged to be located on Ingerson at the southern corner of the Mini-Wedge Park in order to anchor the park.
			G - Encouraged to be at or near full allowable height in order to reinforce this central location.
	S – Standard	·	¹ See Figure 4.3 for location of high-rise buildings. ² Pending the adoption of findings per planning code Section 295.

G – Guideline

^aPodium height may be increased to 105 ft under Shipyard South R&D Option – see Section 8 ^aPodium height may be increased to 85 ft under Shipyard South R&D Option – see Section 8



Allowable high-rise location zone

* See Table 4.1 for maximum heights.

Note: For Jamestown lots, see Section 7.



Project Boundary

Mid-Block Breaks

Maximum Percentage of Developable Area (see Section 4.2.2)

/////

XX%



Development block coverage.

4.2.3 Bulk & Massing

Intent

The following standards governing bulk and massing intend to facilitate building shapes that fit comfortably within their surroundings, are friendly and unimposing to pedestrians, achieve an attractive urban form, and are interesting. The mass of buildings should be shaped in such a way as to create fine-grained forms, reinforce the street and block pattern, and protect surrounding views and sunlight.

Standards

Development Block Coverage – Block coverage by all habitable and non-habitable buildings, including projections and structured parking, is limited as indicated in Table 4.4. A development block is defined as all land inside the legal property line. For the purpose of calculating coverage, the area of the block shall be exclusive of required setbacks and midblock breaks. Notwithstanding the parcel coverage standards, individual buildings within the parcel shall not exceed the sizes set forth in Table 4.5.

Table 4.4	Development Block Coverage

DEVELOPMENT BLOCK COVERAGE						
HEIGHT (FT)	COVERAGE					
0 - 40	100%					
40 – 65	75%					
65 +	50%					

Bulk Controls – Maximum floor plate sizes, plan lengths, and diagonals to limit the bulk of buildings are listed in Table 4.5. The maximum diagonal dimension shall be measured between the two points of a building's longest diagonal separation.

Massing Controls – Controls of apparent faces and stepback of upper floor(s) to limit the massing of buildings are also listed in Table 4.5.

Apparent Face – The unbroken plane of a building or 'apparent face' shall not exceed a maximum length without being broken by a change – either an offset in the horizontal plane, or a change in fenestration and/or material, or both in the case of high-rise buildings. There are different standards for the base section and upper section of the building to reflect the desire for a finer grain of building articulation at the street level. The base is defined low- and mid-rise buildings as the first 20 ft height minimum; for high-rise buildings as the first 35 ft height minimum. See Table 4.5.

Upper Floor(s) Stepback – The upper floor(s) of low and mid-rise buildings above a specified height shall step back a minimum of 20% of the floor plate size relative to the floor immediately below, as defined in Table 4.5 and Table 4.6.



Building plane articulation regulated by apparent face.

Podiums – High-rise buildings may have a podium, defined as a base whose plan dimensions are greater than those of the floors above. The podium height for high-rise buildings shall not exceed the podium height limit provided in Table 4.3. All podium floors with a maximum height (distance to ground) below 85 feet shall not be subject to the bulk controls (maximum floor plate, maximum plan length and maximum diagonal) for high-rise buildings shown in Table 4.5. All podium floors with a maximum height of 85'-105' shall be subject to the bulk controls for mid-rise buildings of 85-105 feet shown in Table 4.5. Notwithstanding these exceptions, the podium shall be subject to massing controls and all other applicable regulations. Further standards and guidelines for high-rise podiums are provided in Section 4.3, Building Design.

Additional standards regulating specific building types such as high-rise buildings are contained in Section 4.3.

Table 4.5 Massing – All Building Types

	BUILDING LENG	THS AND SIZES								
	BUILDING TYPE LOW-RISE		MID-	RISE	HIGH-RISE				LANDMARK BUILDING	
	BUILDING HEIGHT	MAX 65 FT	ABOVE 65 FT TO MAX 85 FT	ABOVE 85 FT TO MAX 105 FT*	ABOVE 105 FT TO MAX 180 FT	ABOVE 180 FT TO MAX 240 FT	ABOVE 240 FT TO MAX 350 FT	ABOVE 350 FT	MAX 120 FT	
ols	Max Floor Plate	n/a		15,000 sq ft	12,000 sq ft	10,500 sq ft	12,000 sq ft	12,500 sq ft	50,000 sq ft	
VIII N	Max Plan Length	n/a		210 ft	140 ft	140 ft	140 ft	145 ft	250 ft	
8	Max Diagonal	n	/a	n/a	170 ft	160 ft	170 ft	175 ft	350 ft	
	Max Apparent Face - Base ¹	30 ft								
	Min Change in Apparent Face – Base ¹	Offset	in the horizontal	plane of minimur	lane of minimum 2 ft depth and 3 ft length OR a major change in fenestration and/o					
	Max Apparent Face – Above Base ¹	30 ft	100 ft	100 ft	105 ft	100 ft	105 ft	110 ft	250 ft	
ASSING CONTROLS	Min Change in Apparent Face – Above Base ¹	Offset in the ho the building fa 1 ft depth and minor change and/or	rizontal plane of ce of minimum 1 ft length or a in fenestration material		Offset in the hor or a m	1				
	Upper Floors Stepback	Floors above 55 ft: 20% of floor plate directly below Abutting Mid Block Break: Floors above 35 ft - 1:1.2 plane	Floors above 65 ft: 20% of floor plate directly below Abutting Mid Block Break: Floors above 35 ft - 1:1.2 plane	Floors above 85 ft: 20% of floor plate directly below Abutting Mid Block Break: Floors above 35 ft - 1:1.2 plane						
Σ	High-rise Shaping	n/a			Additional standards regulating segmentation of the high-rise elevation and floor plan. See Section 4.3.1 A				n/a	
	Massing Image ²	Constant of	Cara and							

* Note: Mid-rise buildings above 85 ft to a maximum of 105 ft are only applicable in the Shipyard South R&D Option - see Section 8.

¹The base is defined as a minimum of the first 20' in height for low- and mid-rise buildings;

and as a minimum of the first 35' in height for high-rise buildings. ²Massing images for high-rise do not show podiums, which are permitted. Refer to Table 4.3 and Section 4.2.3.

4.2.4 Street Wall

The section has a definition of the key controls, sets forth the standards, and concludes with a series of cross sections that illustrate the standards by building use.

Intent

In order to control the quality and character of the block edges and street walls, and for controlling the expression of the mass of the buildings, standards for building uses are set forth for:

- A Setbacks
- B Build-to lines
- C Stepbacks
- **D** Projections

As a means of controlling the quality of the at-grade environments these streetwall controls also include considerations for grade separation, retail space heights and depths, and underground parking.









Stepbacks.

Build-to lines.



Projections.



Precedent – Residential setback provides private open space zone.



Precedent – State Recreation Area setback zone.



Retail has no setback in order to strengthen the relationship with sidewalk.

A – Setback

Intent

A building setback is the minimum required distance between the building face and the property line, or in some cases where buildings face a midblock break, between the building face and the middle of the mid-block break. Setbacks apply to the ground floor use of a building. Setback zones, where specified, should be used for the purpose of landscaping or for active uses such as patios and entrance areas. This D4D calls for extensive setbacks throughout the community affording a comfortable and pleasant pedestrian experience that will be a departure from the development practices of most other San Francisco neighborhoods where buildings typically abut against or are close to the property line.

Standards

Residential Setbacks – A minimum setback of 10 ft to building face is required for residential buildings to allow for the provision of private landscaping and street facing patios and stoops. The setback shall not vary along the predominant wall of a building once established (aside from minor variation which are described in Build-To Percentages).

Exceptions:

- 1. Residential use that is located above retail use (i.e. mixed-use) may extend to property line.
- 2. Portions of a residential building that are adjacent to or across the street from a park/open space shall have a minimum setback of 6 ft.
- 3. The street side of CP South blocks 3 and 5, due to the shallow block depth, shall have a minimum setback of 5 ft.

Mixed-Use/Commercial Setbacks – There are no required setbacks for mixed-use/commercial buildings, except for parking structures, which shall have an 18 inch setback.

For additional guidelines on establishing appropriate setbacks, please refer to Section 4.3.1 Building Types and Section 4.3.2 F Private Open Space.







Precedent – Recessed balconies exempted from build-to calculations.



Precedent – Recessed building entrances exempted from build-to calculations.



Precedent - Stepback at top floor.

B – Build-to Line

Intent

Build-to lines are intended to ensure that buildings are situated at or close to setback lines in order to create and maintain defined street walls. Street walls are important in the framing and animation of the public right of way. This framing intent is particularly important, for example, along the two wedge parks illustrated in Figure 3.4. A successful development of street wall will create defined 'outdoor rooms' which will invite greater activity of residents and visitors alike.

The build-to line is expressed as a percentage of the setback line for building faces that front a public street. For instance, with a 70% build-to line, 70% of all building faces fronting a public street must meet the setback, while no more than 30% of building faces may be behind the setback.

Standards

The build-to line standard for residential buildings is 70% and for mixeduse and commercial buildings is 85%.

Exemptions – Minor variations excluded from the calculation of the minimum build-to percentage are:

- For retail uses, recesses including entrances, walk-up window or street patio area shall not be allowed on more than 50% of the total frontage of the building and no recess shall be greater than 12 ft in depth.
- Recessed balconies.
- Recessed building entries to a maximum depth of 8 ft.
- Pass-through up to 2 floors in height.
- Recession in the building face for the purpose of building articulation.
- Stepback on the top floor or top two floors.
- Stepback for high-rise sculpting.

C – Stepback

Intent

A stepback is that portion of a building that must be stepped back from the setback line. Typically, this is regulated for the upper floor(s) of mid-rise buildings as a means of sculpting their mass.

Standards

Upper Floor(s) Stepback – The upper floor(s) of low and mid-rise buildings above a specified height shall stepback a minimum of 20% of the floor plate of the floor immediately below the specified height. The stepback requirement shall apply to:

- Any floor(s) of a Low Rise Building with a maximum height above 55 ft;
- Any floor(s) of a Mid Rise Building with a maximum height between 65 ft to a maximum of 85 ft; and



Precedent – Bay window projections within setback zone.

Any floor(s) of a Mid Rise Building with a maximum height between 85 ft to a maximum of 105 ft (Shipyard South R&D Option only – see Section 8).

Where abutting a Mid-Block Break that is a Pedestrian Mews or Vehicular Laneway, any portion of a low or mid-rise building above 35 ft shall step back at a plane ratio of 1:1.2 (see Table 4.6 and Figure 4.12).

Allowable uses with the stepback roof area include usable open space, landscaping, and railings. Mechanical space is not allowed.

D – Projection

Intent

A projection is that portion of a building that projects beyond the main building face. There are a number of types of projections as described below.

Standards

Habitable Projections – Habitable space within a projection means a portion of the building enclosed by walls and a roof. Typically this will be a bay window, corner element, or regularly occurring bay that extends through some or all floors of a building. A habitable space may project 3 ft beyond the building face, either into a setback zone or the public realm. No individual habitable projection may exceed 15 ft in length. All projections shall have a minimum clearance to the sidewalk of 9 ft.

Non-habitable Projections – non-habitable projections are spaces utilized by residents that are not enclosed by walls and a roof. Non-habitable spaces include all usable balconies, which may extend no more than 6 ft into a setback, or common open space or 3 ft into the public realm. No individual non-habitable projection may exceed 15 ft in length. All projections shall have a minimum clearance of 9 ft to the sidewalk.

Cumulative Projections – The cumulative total of all types of projections shall not exceed 67% of the building face.

Other Projections – Other allowable projections include:

- Decorative elements such as belt courses, cornices, sills and eaves to a maximum 2 ft 6 inches beyond the setback.
- Decks, patios and steps at the first floor of occupancy may project to the property line but not beyond.
- Fences, railings, chimneys, awnings and canopies may project to the property line but not beyond.
- Retail signs, canopies and awnings may project 5 ft beyond property line; a minimum 9 ft vertical clearance to the sidewalk shall be maintained.
- Sustainable elements such as solar shades and wind fins.

Table 4.6Street Wall Standards

The table below summarizes the main street wall standards by use. All buildings must comply with all other design requirements outlined in this D4D.

STREET WALL CONDITIONS										
		MINIMUM SETBACK (ft)		MINIMUM BUILD-TO LINE (%)		MINIMUM	MAXIMUM PROJECTION (ft)		GRADE SEPARATION ABOVE SIDEWALK (ft)	
USE		Residential Building	Mixed Use or Commer- cial Building	Residential Building	Mixed Use or Commer- cial Building	STEPBACK (%)	Habitable	Non- Habitable	Residential Ground Floor Unit	Residential Entry or Retail Ground Floor
А	Mid-rise – Candlestick Center Frame	n/a	0	n/a	85	20	3	6	n/a	at grade
В	High-rise – Candlestick Center Frame	n/a	0	n/a	85	n/a	3	6	n/a	at grade
с	Commercial – Parking Structure	n/a	1.5	n/a	85	n/a	3	6	n/a	at grade
D	Low-rise – Mixed-Use Residential District	10 ¹	0	70²	85	20	3	6	2-4	n/a
E	Low-rise – CPSRA Edge	30	20	50	85	20	3	6	2-4	n/a
F	Mid-rise – Mixed-Use Residential District	10 ¹	0	70	85	20	3	6	2-4	n/a
G	High-rise – Mixed-Use Residential District	10 ¹	0	70	85	n/a	3	6	2-4	n/a
Н	Mid-block Break – Pedestrian Mews or Vehicular Laneway	20 ⁴	20 ⁴	50	85	ratio³ 1:1.2	3	6	2-4	n/a
I	Mid-block Break – Commercial	n/a	20 ⁴	n/a	85	n/a	3	6	n/a	at grade
J	Landmark Building	n/a	0	n/a	85	n/a	3	6	n/a	at grade

n/a = not applicable or no standard

¹ When residential building fronts or is located across the street from a park/open space, the minimum setback shall be 6 ft. CP South blocks 3 and 5 shall have a minimum setback of 5 ft.

² Minimum build-to percentage is reduced to 50% for buildings fronting waterfront.

³ Building stepback shall be at a line of 1 horizontal to 1.2 vertical above 35 ft height to a maximum of 85 ft, thereafter being permitted to the full allowable height for the zone.

⁴ Setback for mid-block breaks is to be taken from the center line of the mid-block break.

⁵ Non-habitable projections may be a maximum of 6 ft, but may not project into the public realm by more than 3 ft.

Uses are defined as follows:

- A Mid-rise Candlestick Center Frame Mid-rise mixed-use buildings along both sides of Harney Way and Ingerson Avenue at Candlestick Center. Mandatory retail or other commercial uses with a minimum height of 20 ft shall be provided at ground level, with a maximum of five stories of residential or other uses above. Maximum building height per Figure 4.3 or Figure 8.1*.
- **B** High-rise Candlestick Center Frame High-rise mixed-use buildings with mandatory retail or other commercial uses with a minimum height of 20 ft at ground level, with residential or commercial uses above. Maximum building height per Figure 4.3 or Figure 8.1*.
- C Commercial Parking Structure Structured parking with retail allowed in base, residential or other uses above (which, if developed, must conform to standards for building type A and/or B). Maximum building height per Figure 4.3 or Figure 8.1*.
- D Low-rise Mixed-Use Residential District Low-rise residential buildings, or mixed-use buildings with limited ground floor retail. Maximum building height per Figure 4.3 or Figure 8.1*.
- E Low-rise CPSRA Edge Low-rise residential buildings, or mixeduse buildings with limited ground floor retail abutting the eastern boundary of the Candlestick Point State Recreation Area (CSPRA). Maximum building height per Figure 4.3 or Figure 8.1*.
- F Mid-rise Mixed-Use Residential District Mid-rise residential buildings, or mixed-use buildings with limited ground floor retail along the western side of Harney Way between Ingerson Avenue and Egbert Avenue. Maximum building height per Figure 4.3 or Figure 8.1*.
- **G** High-rise Mixed-Use Residential District High-rise residential buildings, or high-rise mixed-use buildings with limited ground floor retail. Maximum building height per Figure 4.3 or Figure 8.1*.
- H Mid-block Break Pedestrian Mews or Vehicular Laneway

 Low-rise or mid-rise residential or mixed use buildings facing a mid-block break that is a pedestrian mews or vehicular laneway.
 Maximum height at building face shall not exceed 35 ft, after which a stepback is required at a ratio of 1 horizontal to 1.2 vertical to a maximum of 85 ft and thereafter permitted to the full allowable height for the zone. Maximum building height per Figure 4.3 or Figure 8.1*.
- I Mid-block Break Commercial Commercial or mixed use buildings facing a mid-block break. Maximum heights per Figure 4.3 or Figure 8.1*.
- J Landmark Building A landmark building at Candlestick Center on the corner of Harney Way and Ingerson Avenue. Mandatory retail, commercial or other uses ancillary to the activities within the building with a minimum height of 20 ft shall be provided at ground floor level. Maximum building height is 120 ft.

* Figure 8.1 relates to the Shipyard South R&D Option - see Section 8.



- High-rise Candlestick Center Frame* В.
- C. Commercial - Parking Structure
- Low-rise Mixed-Use Residential District D.
- Low-rise CPSRA Edge E.
 - F. Mid-rise – Mixed-Use Residential District

- Mid-block Break Pedestrian Mews or Vehicular Laneway Η.
- Mid-block Break Pedestrian Mews only
- Mid-block Break Commercial Ι.
 - Landmark Building J.

* See Section 4.2.1 for allowable location zones for high-rise.

Note: For Jamestown lots, see Section 7.



Mid-rise – Candlestick Center Frame





High-rise – Candlestick Center Frame

SETBACK - There is no setback.

STEPBACK - There is no required stepback. Other high-rise shaping standards are contained in Section 4.3.2.

PROJECTION - Habitable Space: Maximum 3 ft. Non-Habitable: Maximum 6 ft (Maximum 3 ft into public realm).

BUILD TO LINE - Minimum 85% shall

RETAIL - Minimum height of 20 ft and a minimum average depth of 35 ft. Provide at least 60% fenestration to full height.

SEPARATION - Retail grade must meet the grade of the adjacent sidewalk.

U/G PARKING - May be built to the property line provided a minimum of 36 inch soil depth maintained where



3



Commercial – Parking Structure

to be visually unobtrusive. SCREENING – Where there is not an active use, the face of structure shall be screened with

SETBACK – Setback is 1.5 feet.

BUILD TO LINE – Minimum 85% shall be built to the setback line.

FLOOR TO FLOOR HEIGHT – Where applicable, a ground floor commercial use is to have a minimum floor-to-floor height of 15 ft.

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screens.

ROOF – Shall be landscaped with soft and hard landscaping

mechanical or vegetative



Low-rise – Mixed-Use Residential District

SETBACK – Residential Building – Building face must be set back 10 ft from the property line (see Table 4.6 for exceptions). Patio and underground parking may extend to the property line. Mixed Use / Commercial Building – There is no setback.

STEPBACK – Building floor plate shall stepback 20% in size above 55 ft height.

PROJECTION – Habitable Space: Maximum 3 ft. Non-Habitable: Maximum 6 ft (Maximum 3 ft into public realm).

BUILD TO LINE – Residential Building – Minimum 50% of building for the first 40 ft of height must be built to setback line. Mixed Use / Commercial Building – Minimum 85% of building for the first 40 ft of height must be built to setback line.

FLOOR TO FLOOR HEIGHT – Where applicable, a ground floor commercial use is to have a minimum floor-to-floor height of 15 ft.

BUILDING ENTRANCE – Maximum 8 ft recess.

SEPARATION – Ground floor units must be 2 ft to 4 ft above street; main building entry may be at street level.

U/G PARKING – May be built to the property line provided a minimum of 36 inch soil depth maintained where landscape provided.





STEPBACK – Building floor plate shall stepback 20% above 55 ft height.

SETBACK – Residential Building – Building shall be set back 30 ft from the property line. Patio and other private landscaping may extend 10 ft into setback. Mixed Use / Commercial Building – Building shall be set back 20 ft from the property line.

PROJECTION – Habitable Space:
Maximum 3 ft. Non-Habitable: Maximum 6 ft (Maximum 3 ft into public realm).
BUILD TO LINE – Residential Building – Minimum 50% of building for the first 40 ft of height must be built to setback line. At-Grade Retail – Minimum 85% of building for the first 40 ft of height

must be built to setback line. FLOOR TO FLOOR HEIGHT – Where applicable, a ground floor commercial use is to have a minimum floor-to-floor height of 15 ft.

BUILDING ENTRANCE – Maximum 8 ft recess. SEPARATION – Residential units must

be 2 ft to 4 ft above path; main building entry may be at street level.

U/G PARKING – May be built to the property line provided a minimum of 36 inch soil depth maintained where trees are provided.

CPSRA CYCLE TRACK EDGE

Edge treatment along CP North includes a separated cycle track and pedestrian sidewalk. All standards pertaining to buildings and private setbacks set forth above shall apply.

Figure 4.9 Low-rise – CPSRA Edge







Figure 4.10 Mid-rise – Mixed-Use Residential District

SETBACK – Residential Building – Building face must be setback 10 ft from property line. Patio and underground parking may extend to property line. Mixed Use / Commercial Building – There is no setback.

STEPBACK – Building floor plate shall stepback 20%:

• Above 65 ft for buildings to 85 ft height.

PROJECTION – Habitable Space: Maximum 3 ft. Non-Habitable: Maximum 6 ft (Maximum 3 ft into public realm).

BUILD TO LINE – Residential Building – Minimum 70% of building to 65 ft height must be built to setback line. Mixed Use or Commercial Building – Minimum 85% of building for the first 65 ft of height must be built to setback line.

FLOOR TO FLOOR HEIGHT – Where applicable, a ground floor commercial use is to have a minimum floor-to-floor height of 15 ft.

BUILDING ENTRY – Max. 8 ft recess. **SEPARATION** – Ground floor units must be 2 ft to 4 ft above street; main building entry may be at street level.

U/G PARKING – May be built to the property line provided a minimum of 36 inch soil depth maintained where landscape is provided.





High-rise – Mixed-Use Residential District

SETBACK – Residential Building – Building face shall be set back 10 ft from the property line. Patio may extend to the property line. Mixed Use / Commercial Building – There is no setback.

STEPBACK – There is no required stepback. Other high-rise shaping standards are contained in Section 4.3.1.

PROJECTION – Habitable Space: Maximum 3 ft. Non-Habitable: Maximum 6 ft (Maximum 3 ft into public realm).

BUILD TO LINE – Residential Building – Minimum 70% of building face must be built to setback line. Mixed Use or Commercial Building – Minimum 85% of building face must be built to setback line. FLOOR TO FLOOR HEIGHT – Where applicable, a ground floor commercial use is to have a minimum floor-to-floor height of 15 ft.

BUILDING ENTRANCE – Maximum 8 ft recess.

GROUND FLOOR HEIGHT – Units must be 2 ft to 4 ft above street; main building entry may be at street level.

U/G PARKING – May be built to the property line provided a minimum of 36 inch soil depth maintained where landscape is provided.





must be setback 20 ft from center line of mid-block break.

STEPBACK – Building shall step back at a plane of 1:1.2 above 35 ft height to a maximum of 85 ft height after which the height may be the maximum permitted for the zone.

PROJECTION – Habitable Space:
 Maximum 3 ft. Non-Habitable: Maximum 6 ft (Maximum 3 ft into public realm).
 BUILD TO – 50% of building face must be built to setback line. Mixed Use or Commercial Building – Minimum 85% of building face must be built to setback line.

SEPARATION – Units must be 2 ft to 4 ft above the pathway if fronting a pedestrian mews.

U/G PARKING – May be built to the property line provided a minimum of 36 inch soil depth maintained where landscape is provided.

FLOOR TO FLOOR HEIGHT – Where applicable, a ground floor commercial use is to have a minimum floor-to-floor height of 15 ft.

VEHICULAR LANEWAY STANDARDS

All standards for pedestrian mews set forth above shall apply to vehicular laneway, except there is no required separation.

Figure 4.12 Mid-block Break – Pedestrian Mews or Vehicular Laneway





Vehicular Laneway



Figure 4.13 Mid-block Break – Commercial

SETBACK – Building face must be setback 20 ft from center line of mid-block break.

PROJECTION – Habitable Space:
 Maximum 3 ft. Non-Habitable: Maximum 6 ft (Maximum 3 ft into public realm).
 BUILD TO LINE – Minimum 85% of building face must be built to setback line.
 RETAIL– Minimum height of 15 ft and a minimum average depth of 35 ft.
 Provide at least 60% fenestration to

full height.

U/G PARKING – May be built to the property line provided a minimum of 36 inch soil depth maintained where landscape is provided.







Sun path for Candlestick.

4.2.5 Sunlight/Shade

Intent

Parks and open space should have significant solar access. Buildings should be oriented and designed to mitigate solar heat gain.

Standards

High-rise Buildings – All proposed high-rise developments have been subject to a shadow analysis within the EIR in which certain towers cast shadows on Gilman Park and/or Bayview Hill Park. Should the San Francisco Recreation and Park Department not approve shadowing on one or both parks, a subsequent shadow analysis shall be required to determine maximum no-shadow height of non-conforming towers.

Guidelines

Park Shadowing – In order to minimize shadowing, the angle and direction of the sun should be a significant consideration in the placement and orientation of taller buildings. Taller buildings should be held back wherever possible from significant public parks, to avoid shadowing at times of day when parks are most used.

Building Shadowing – To reduce shadowing of adjacent buildings and associated open spaces, taller buildings should be located to the north of shorter buildings wherever possible.

Heat Gain Mitigation

- Shading strategies To reduce solar heat gain in buildings, sun shading strategies should be employed for west and south facing façades.
- Orientation Where possible, buildings should be aligned in a generally east/west direction. Given that the goals of wind mitigation and connection to the existing street grid have strongly influenced the 45 degree orientation of the street and block alignment (which in turn influences building alignment), it may not be possible to achieve optimum solar alignment in all cases.



Wind flows in street canyon.



Podium, canopy and street trees deflect winds.



Street and block oriented at 45° to prevailing winds.



Hunters Point Naval Shipyard Anemometer – Indicates the direction and intensity of prevailing winds at the site.

4.2.6 Wind

Intent

The effects of the prevailing westerly winds should be mitigated by careful orientation of streets and blocks, and by specific building strategies.

Standards

Building Design Wind Analysis – Prior to design approval of towers with a height of 100 ft or greater, or where recommended by the Agency, the Applicant shall retain a qualified wind consultant to provide a wind review to determine if the exposure, massing, and orientation of the building would result in wind impacts that could exceed the threshold of 26-mph-equivalent wind speed for a single hour during the year. The wind analysis shall be conducted to assess wind conditions for the proposed building(s) in conjunction with the anticipated pattern of development on surrounding blocks to determine if the Project building(s) would cause an exceedance of the wind hazard standard. The analysis shall be conducted as directed by the City's wind study guidelines, including, if required, wind tunnel modeling of potential adverse effects relating to hazardous wind conditions.

The Agency shall require the Applicant to identify design changes that would mitigate the adverse wind conditions to below the threshold of 26-mph-equivalent wind speed for a single hour of the year. These design changes could include, but are not limited to, wind-mitigating features, such as placing towers on podiums with a minimum 15 ft setback from street edges, placement of awnings on building frontages, street and frontage plantings, articulation of building façades, or the use of a variety of architectural materials.

Guidelines

Street and Block Orientation – Streets and blocks in the plan have been oriented close to 45 degrees from the prevailing wind direction in order to mitigate 'wind tunnel' funneling. This strategy has been employed as illustrated.

Pedestrian Zones – Pedestrian zones and other outdoor open spaces should be sheltered locations wherever possible.

Street Level – At the street level awnings and street trees should be encouraged in order to disrupt and reduce wind flows, particularly important in retail or café patio locations.

Tower Block Location – Staggered tower locations are preferable to aligned tower locations in order to reduce funneling.

Tower Alignment – Towers should not be aligned parallel to the prevailing wind direction.

Building Shape – Taller buildings should be designed to mitigate 'downwash' effects. Design features include rounded and/or complex geometry, a bustle/buttress (low or mid-rise extension at base of tower), and podiums.

4.3 Building Design

The standards and guidelines pertaining to building design and the mechanisms that will promote a positive built environment are contained in this section. It begins with the standards and guidelines that apply to the various building types by use, serving as a basis for differentiating buildings and creating variations in character within the neighborhoods. Following, there are standards and guidelines that apply to the general building elements for all building types within the development.

This section is organized as follows:

4.3.1 Building Types

- A Residential
 - Low-Rise
 - Mid-Rise
 - High-Rise
- B Commercial
 - Retail and Mixed Use
 - Office
 - Landmark Building
 - Hotel
- C Other
 - Community Use
 - Park Buildings
- D Parking Structure

4.3.2 General Building Elements

- A Base Activation
- **B** Façade Articulation
- C Materials and Colors
- D Corners
- E Roofs
- F Private Open Space
- G Sustainable Features
- H Building Lighting

4.3.1 Building Types

A variety of building types serving a range of functions are incorporated into the plan, as follows:

A – Residential

- Low-rise
- Mid-rise
- High-rise

B – Commercial

- Retail and Mixed Use
- Office
- Landmark Building
- Hotel

C – Other

- Community-use
- Park Buildings

D – Parking Structure



Precedent - Residential low-rise building.



Precedent - Residential high-rise building.







Precedent - Residential mid-rise building.



Precedent – Mixed-use building: retail with residential above.



Precedent – Performance Center



Precedent - Low-rise, tuck-under townhomes



Precedent - Low-rise, liner townhomes.



Precedent - Low-rise, stacked units.



Precedent - Mid-rise.



Precedent - High-rise.

A – Residential: General

Intent

Several key characteristics of residential buildings will differentiate Candlestick from many San Francisco neighborhoods. In particular, the lower floors of residential buildings are intended to engage the street by having activated ground floor uses and lush landscaping in setbacks, helping to animate the streets and create a vibrant pedestrian oriented neighborhood.

A variety of residential building types are proposed to structure and define development that include:

- Low-rise tuck-under townhomes.
- Low-rise free-standing units with individual garages or shared underground parking.
- Low-rise liner townhomes that are located at the face of the building and have shared podium or underground podium parking.
- Low-rise buildings to a maximum of 65 ft height with shared corridors and vertical circulation.
- Mid-rise buildings to a maximum of 105 ft* height with shared corridors and vertical circulation.
- High-rise buildings to a maximum of 420 ft height with shared corridors and vertical circulation.

* Note: Mid-rise buildings above 85 ft to a maximum of 105 ft is only applicable in the Shipyard South R&D Option – see Section 8.

These types control the intensity and form of development while allowing some flexibility for how buildings are used and how they evolve over time. Within blocks, several building types may be combined, thus creating diverse characteristics throughout the neighborhoods. Ground floor uses for all building types other than townhomes include residential units, live/work units, retail, or office space depending on location and subject to entitlement limitations.



Residential setback allows for patio zone.

Standards

Ground Floor Unit Entrances – Ground floor units fronting public streets, parks, or along pedestrian mews shall have an access point along the fronting building face in addition to the main access from interior corridor, lobby, or parking structure. Entrances shall occur at intervals no greater than 30 ft, and may be ganged together.

Grade Separation – Ground floor units shall be elevated between 2 ft and 4 ft above the street for privacy.

Ground Floor Height – Where applicable, a ground floor commercial use shall have a minimum floor to floor height of 15 ft.

Setbacks – A minimum setback of 10 ft to building face is required for residential buildings to allow for the provision of private landscaping and street facing patios and stoops. The setback shall not vary along the predominant wall of a building once established (aside from minor variation which are described in Build-To Percentages).

Exceptions:

- 1. Residential use that is located above retail use (i.e. mixed-use) may extend to property line.
- 2. Portions of a residential building that are adjacent to or across the street from a park/open space shall have a minimum setback of 6 ft.
- 3. The street side of CD South blocks 3 and 5, due to the shallow block depth, shall have a minimum setback of 5 ft.

Build-to Line – The minimum build-to percentage is 70% excluding stepback requirement for all residential except 50% where the building fronts or is located across the street from waterfront open space.

Stepback – The upper floor(s) of low and mid-rise buildings above a specified height shall step back a minimum of 20% of the floor plate of the floor immediately below the specified height. The stepback requirement shall apply to:

- Any floor(s) of a Low Rise Building with a maximum height above 55 ft;
- Any floor(s) of a Mid Rise Building with a maximum height between 65 ft to a maximum of 85 ft; and
- Any floor(s) of a Mid Rise Building with a maximum height between 85 ft to a maximum of 105 ft (Shipyard South R&D Option only – see Section 8).

Where abutting a Mid-Block Break that is a Pedestrian Mews or Vehicular Laneway, any floor(s) of a low or mid-rise building above 35 ft shall step back at a plane ratio 1:1.2 (see Table 4.6 and Figure 4.12).

Projections – Projections into the setback to 3 ft for habitable space and 6 ft for balconies and other non-habitable space are permitted.



Precedent – Townhome garage entrance.



Precedent – Residential courtyards accessible from public streets.

A - Residential: Low-Rise/Mid-Rise

Intent

Both low-rise and mid-rise building types should be designed to ensure visual interest from the street through changes in plane and a fine attention to architectural detail.

Low-rise buildings are the most common building type in the development, and thus have a profound effect on the streetscape. Care should be taken to ensure buildings engage the street, and are visually interesting on upper floors.

Mid-rise buildings are planned in strategic locations in order to emphasize and frame important spaces.

Standards

Townhome Garages – Street fronting townhome garages are prohibited on public streets, except for CP South blocks 3 and 5. Any townhomes that incorporate garages along a mid-block break, as well as those townhomes on CP South blocks 3 and 5, shall engage the mid-block break /street with design characteristics to limit the visual presence of garage doors, emphasizing the garage as secondary to the main entrance and front yard. The maximum number of garage doors per unit is one with a maximum width of 8 ft. Side-by-side garages are prohibited.

Guidelines

Freestanding Townhome Form ('Tuck-under') – Freestanding townhomes may be designed with individual character, or in a consistent style. Modular rhythm should be emphasized through the use of common elements such as bay windows, door recesses materials and fenestration. Variety in form at the pedestrian level is encouraged. Townhomes that form the base of a multi-story building should have elements and proportions that tie them to the building above.

Residential Courtyards – Residential courtyards that may be accessed or at least viewed from public streets and mews are encouraged.



Precedent – Elevation segmentation of primary and secondary planes.



Precedent – Primary plane of tower extends to full height.



Secondary plane no taller than 90% of primary plane for towers above 300 ft.

A - Residential High-rise (Tower)

Intent

Towers are meant to punctuate the low and mid-rise skyline at important locations. As individual buildings, they should be seen as slender and vertical planes whose proportion and detailing creates an elegant and simple composition.

The tower standards and guidelines are intended to demonstrate design possibilities within a basic framework. This approach will encourage a rich variety of buildings, while ensuring that towers are graceful beacons that contribute to the built form of the community.

Standards

Elevation segmentation – Towers should be conceived as vertical planes that are extrusions of the floor plates. There shall be a primary and a secondary plane. Both shall be generally unbroken in order to accentuate the verticality of the tower. For towers over 300 ft height, the primary plane shall be unbroken for the entire height of the tower, and the secondary plane(s) shall be subordinate in height so that the tower has a clearly defined top and does not have an overbearing mass.

Towers over 300 ft height shall have a minimum of two vertical planes, primary and secondary. The size of the primary plane shall be no more than 2/3's and no less than 1/3 of the full floor plate size (ie for a floor plate of 12,500 sq ft, the primary plane shall be between 4,200 sq ft and 8,350 sq ft). The primary plane shall be the full height of the tower. The secondary plane(s) shall be no taller than 90% of the height of the primary plane.



Elevation segmentation - Various examples.



Precedent – Distinct breaks in floor plans reduce apparent façade.

Floor plan segmentation – The edges of tower floor plans shall be broken into segments in order to more finely articulate the basic vertical form and avoid monolithic buildings that are out of proportion with the community's finely scaled buildings. Within these divisions there can be subdivisions to respond to specific unit layouts; however, simpler forms are encouraged. Segmentation can be in either symmetrical or non-symmetrical fashion.

Both the long and the short side of floor plates shall have a minimum of two segments and no segment shall exceed the maximum permitted apparent face (100 - 110 ft, depending on tower height, see Table 4.5 for specific requirements).



Floor plate segmentation - minimum two segments.



Precedent – Floor plan segmentation with a curved façade.

Floor plate segmentation - various examples.



Precedent – Tower base in proportion to tower shaft.



Precedent – Distinctive forms and materials are encouraged.



Precedent – Boot character consistent with adjoining tower.

Guidelines

Tower Base – Tower base (podium) and tower shaft should be in proportion. Shorter towers will look more elegant if they reach the street and if the podium they are set upon is short; taller towers may look more stable if set on a taller podium, although consideration should also be given to letting them reach the street level, particularly where they are intended by the urban design to be landmarks.

Innovation – Innovative materials and forms that creates distinctive buildings is particularly encouraged for towers, since they are intended to be landmarks.

Boot – Boots (low-rise or mid-rise extensions of towers) should have a character that is consistent with the tower in order to unify the two forms. Tower should be positioned at the end of the boot, so that the tower meets the ground. The tower should not sit on top of the boot.



Boot - Tower should sit at end of boot, not on top.



Build-to line exemptions.



Canopies and building recesses create inviting spaces.

B - Commercial: General

Intent

The following standards and guidelines apply to all commercial buildings. Standards and guidelines specific to the commercial building type are set forth on the following pages.

Standards

Setbacks - There are no required setbacks for commercial buildings.

Build-to Line – 85% of the building face shall be built to the property line. Patio spaces, entrances, publicly accessible plazas and walk-up windows are exempted provided they are stepped back no further than 12 ft from the property line and cumulatively for no more than 50% of the building face.

Projections – Projections are permitted for awnings, canopies, signage and lighting to a maximum of 5 ft into the public right-of-way provided they have a minimum of 9 ft clearance to the sidewalk.


Storefront bays articulated at regular increments.



Precedent - Storefront glazing.



Precedent – Retail entrances should be clearly distinguishable from residential entrances.



Precedent – Integrated canopy and distinct bays.

B - Commercial: Retail and Mixed-use

Note: See residential standards for residential levels above retail.

Intent

Retail should engage and enliven the street. Emphasis should be placed on using glazing and creating an architectural rhythm at the ground plane.

Standards

Sidewalk Relationship – Retail buildings shall be oriented to and meet the sidewalk at grade.

Storefronts Shall promote pedestrian interest at the ground level and provide visual connection to the store interior with:

- Store frontage shall have at least 60% glazing; glazing shall be transparent. Large multi-story retailer's upper floor levels shall also meet this glazing requirement.
- Outdoor displays and patios are encouraged, but shall maintain a minimum 6 ft wide clear pedestrian zone within the public sidewalk.
- Interior displays shall provide visual permeability into store interior.

Store Height and Depth – All retail spaces along both sides of Harney Way and Ingerson Avenue at CP Center shall be a minimum of 20 ft height and a minimum average of at least 35 ft in depth exclusive of service corridors. Minimum depth shall not apply to storefront liners of large format retail uses. All other retail uses shall have a minimum height of 15 ft.

Façade Articulation – Retail bays shall be no wider than 30 ft in order to create a fine-grained pattern of shops. Where a larger retailer is anticipated, bays can be combined; however the bay articulation shall be maintained. The impact of large retail stores can be mitigated by 'wrapping' exterior façades with smaller retail stores, thereby breaking up the façade and reducing large expanses of blank walls.

Blank Walls – Areas without entries or windows are prohibited on pedestrianoriented retail streets and paseos, except at building service areas and areas where floor elevation is not within 48" to sidewalk elevation due to grades (i.e. steep sections of Arelious Walker Drive). Blank walls shall be no longer than 8 ft along other retail street frontages. Display windows are not considered blank walls, provided they allow visual access into store interior.

Guidelines

Entrances – Retail entrances should be easily identifiable and distinguishable from residential entrances. They should be reinforced with such elements as recessed doorways, awnings, special lighting, fenestration, color and materials, and special paving. Multiple entrances to larger stores are encouraged.

Materials – Façades should be designed with high-quality materials that offer color, variety, and visual interest to the pedestrian (such as stone, tile masonry, brick or terra-cotta).

Canopies / Awnings – Canopies or awnings should be provided for the sun, wind and rain protection of pedestrians. Their design should be integrated with the building architecture. Permanent materials are encouraged over vinyl or fabric.



Precedent – Office entrance integrated into retail frontage.



Precedent - Office above retail.

B – Commercial: Office

Intent

Subject to entitlement limitations, offices may be located above some retail uses, predominantly within Candlestick Center. Where permissible, office design should be compatible with ground level uses while providing clear architectural distinction.

Additional small office spaces may be located throughout the site, but will be designed in accordance with ground level retail space.

Standards

Streetwall – All streetwall edges shall conform to general commercial standards. See B – Commercial:General and Figure 4.5, Figure 4.6 and Figure 4.14.

Guidelines

Entrance – Entrances to office uses should be clearly defined by an architecture vernacular consistent with the building above, tying the office space use to the ground plane. Lobby size and character should relate to the size and character of the office space above. Lobbies should be inviting spaces; public art is strongly encouraged.

Sustainable Features – Solar shading, green walls, and other design elements are encouraged to be incorporated into the building façade of office buildings.



Precedent - Engaging lobby.



Precedent - Frames and activates public plaza.

B - Commercial: Landmark Building

Intent

A landmark building is planned at Candlestick Center on the corner of Harney Way and Ingerson Avenue. The building will frame a public plaza at the intersection and have high-quality architectural treatment that reinforces its central location and community importance. The Building should have active uses that encourage day and evening use, such as retail and entertainment.

Standards

Required Ground Floor Commercial – Retail and ancillary uses that support the activities within the building shall be incorporated into the building façade to flank each side of the lobby.

Required Entrance Plaza – A public plaza shall be located in front of the building lobby. It shall incorporate public art and be adequately sized to serve as a gathering space and focal point.

Streetwall – All streetwall edges shall conform to general commercial standards with the exception of setbacks and build-to line, for which the building has no prescribed standards. If the building is set back from the property line, this zone shall be used for a plaza and landscaping in a manner that complements the buildings use and architectural character. See B – Commercial : General.

Guidelines

Lobby/Foyer – The primary entrance to the building should read as an extension to the public realm. Pedestrians should feel welcome to enjoy the building's unique architecture.

Iconic Architecture – As an iconic landmark, the building's architecture should highlight its importance through bold design, including form, materials, and color.

Plaza Climate Considerations – The location and design of the entrance plaza should incorporate solar and wind impact considerations.

Loading – The location of off-street loading requirements should take into consideration the need to minimize interference with pedestrian activity.



Precedent - Active frontage.



Precedent - Clearly defined entrance.

B – Commercial: Hotel

Intent

One hotel is planned within the Candlestick Center neighborhood. The hotel should be well designed and incorporated into the overall urban fabric, encouraging guests to participate in the life of the neighborhood.

Standards

Streetwall – All streetwall edges shall conform to general commercial standards. See B – Commercial: General, Figure 4.5 and Figure 4.6.

Active Frontage – Hotels shall have active and engaging uses at-grade, including check-in desk, concierge, valet, cafés, restaurants, or other retail uses, creating a strong connection between the public realm and building's interior.

Pedestrian Entrance – The hotel entrance shall be clearly defined with adequate signage and architecture treatments to ensure easy identification for guests and visitors alike. The entrance shall be located on a public street so that it plays an active role in strengthening the commercial fabric of the street.

Parking and Loading Entries – Shall be treated so their appearance is minimal and not a predominant feature of the hotel, and port-cocheres shall be designed to enhance the surrounding urban environment or treated so that their appearance is minimal. Where it doesn't undermine general site circulation and access, parking and loading entries shall be combined or coordinated with curb cuts and entry points to other garages within CP Center.

Guidelines

Blank Walls – Where a substantial length of windowless wall is found to be unavoidable, some combination of eye-level displays, contrast in wall treatment, offset wall line, outdoor seating, and/or engaging landscaping should be employed.



Precedent – Community center on Market Street.



Precedent – Fire station in San Francisco as part of the street fabric.



Precedent - Recreational facilities.

C – Other: Community Use

Intent

There are several development parcels allocated for community uses. The specific uses of these parcels will be determined in the future through community consultation, but may include: fire facilities, police facilities, daycare, senior's housing, recreational and meeting space, performance spaces, sub-stations and other uses deemed to benefit the community.

The purpose of the following standards and guidelines is to facilitate the design of the buildings that will be consistent with the architectural character, in particular commercial buildings.

Standards

Active Frontage – The building shall be sited at the street frontage in order actively engage the public and contribute to the fabric of the streetscape, unless it is within a park system where it shall be sited to be highly accessible to the majority of park users.

Community Developed Program – Program shall be determined through consultation with the community.

Sub-station Screening – Sub-stations shall be screened from view of public spaces (streets, parks) by a minimum of 8 ft high hedgerow or full screen fence.

Streetwall – All streetwall edges shall conform to general commercial standards. See B – Commercial: General and Figure 4.5 and Figure 4.6.

Guidelines

Transparency – Should provide a minimum 50% transparency within the vertical plane on the street-facing side(s), unless specific programming requirements preclude this.

Contextual Design – Where building is an integral part of the street wall, it should complement the scale, massing and general proportions of surrounding buildings.

Iconic Architecture – Where building stands alone, it should be an expressive design that has a simple roof form and unique elements that distinguish it as a civic building.



Precedent - Cafe/restaurant building.



Precedent - Restroom building.



Precedent - Amphitheater structure.

C - Other: Park Buildings

Intent

New park buildings will be located throughout the development to enhance the park experience for users. Small auxiliary buildings may include rest rooms and covered picnicking areas, while other larger buildings may be included, such as a gymnasium, gazebo, covered performance space, restaurant, and park staff office space.

Standards

Location and Design

- The maximum height of park buildings shall be 40 ft.
- Park buildings shall not have blank walls greater than 16 ft.
- Buildings shall be sited in areas of high activity within the park system, including as extensions of development streetwalls along major streets.
- Layout, fenestration and entrances shall encourage public use.
- Adequate signage shall be placed within the park system and streetscape to facilitate wayfinding.

Guidelines

Expressive Design and Character

- The building should have an expressive design that includes a simple roof form and unique elements that distinguish it as a publicly accessible building.
- New buildings within the park system should have a high degree of transparency and an architectural style and composition consistent with the surrounding neighborhood.

State Park – Buildings within the State Park are not subject to the standards and guidelines listed above; however, consultation with the City and public for any construction on State Park lands is recommended.



Precedent – Parking structure screening where active uses not feasible.



Precedent – Screened structure with photovoltaics on the roof-deck.



Precedent - Screening with graphic panels.



Precedent – Screening with active uses at street level and green wall.

D – Parking Structure

Intent

Parking structures, whether stand alone or part of a multi-use block or building, should be screened so that they do not negatively impact the streetscape or other public spaces. Façades should be wrapped by active uses or visual screens and roofs should be screened with landscaping or active uses. The standards described herein are for both independent free standing parking structures, and parking structures integrated into residential or commercial buildings. Additional details related to parking structures are included in Section 4.2.4 and Section 4.5, and Figure 4.7.

Standards

Wrapping Uses in Multi-Use Buildings – All multi-use buildings or blocks shall have active uses that wrap the street frontage so that parking is concealed internally.

Wrapping Uses in Single-Use Parking Structures – With the exception of the parking structure at Arelious Walker Drive, the street level building face of all single-use parking structures shall have active uses. For the street level of the structure at Arelious Walker Drive, and for levels above the street when there may not be active fronting uses, visual screening shall be utilized (see below).

Visual Screen – The face of parking structures, including the areas surrounding garage entrances, shall have at a minimum 'living' landscape wall screening or baffles where there is no active use. Active uses are encouraged wherever possible. Screening shall utilize a rhythm of entrances and bays in a scale compatible with the surrounding buildings. The height and design of any screen shall be sufficient to ensure that the headlights of vehicles will not be directly visible or cause nuisance to adjoining land uses.



Garage ingress/egress separation.



Combined ingress/egress maximum width.



Screened parking garage showing active use area.





Precedent – Residential parking entrance concealed by canopy and landscape.

Entrance – Unless otherwise provided for in this D4D, the combined parking ingress and egress entrance for structure off-street parking shall be a maximum width of 24 ft. This may be increased to a maximum of 27 ft where:

- access to off-street parking and loading is shared; or
- the extra width is needed to accommodate the fleet of emergency services or utility providers.

Separate parking ingress/egress shall be a maximum width of 11 ft and be spaced a minimum of 60 ft apart to re-establish the building façade. The sharing of parking entrances and loading is encouraged. The number of entrances is limited to a single ingress and egress unless a traffic impact analysis (TIA) substantiates the need for a second ingress/egress based on either volume or travel distance requirements. Shared parking entrances shall be a minimum of 40 ft from block corners and 20 ft from building entrances. The maximum width for a freestanding townhome entrance shall be 8 ft.

Landscaping – Underground parking structures that extend beyond the building face shall provide a minimum 36 in soil depth above where landscaping is provided.

Roof Deck – Parking stalls on any roof deck shall be 50% shaded through the use of landscaping (5 years from construction), photovoltaic trellises or any other appropriate high albedo shading techniques.

Materials, Finishes & Colors – All elements of the parking structure that will be visible from the public realm shall use textured and/or non-reflective materials, finishes and colors.

Lighting – Any lighting shall be concealed, focused on the intended area of illumination and directed away from surrounding land uses.

Guidelines

Entrance Concealment – Parking entrances should be situated away from direct sightlines and in areas that are away from high pedestrian or vehicular traffic areas, and concealed by the use of canopies, landscaping and setbacks.

4.3.2 General Building Elements

For all building types, there are various common characteristics that create a strong sense of place within the plan. These are:

- A Base Activation
- **B** Façade Articulation
- C Materials and Colors
- D Corners
- E Roofs
- F Private Open Space
- G Sustainable Features
- H Building Lighting



Precedent - Base Activation.



Precedent - Distinctive corner.



Precedent - Distinctive roof.



Precedent - Lighting at entrance.



Precedent - Façade articulation.



Precedent - Coordinated color palette.



Precedent - Sustainable elements.



Precedent - Signage integrated into form.



Retail/entertainment/office added to edge of podium on mixed-use streets.



Residential townhomes and lobbies lining podium on residential streets.



Precedent - Townhomes lining podium.



Precedent - Retail lining podium.



Precedent - Entrance clearly defined.



Precedent – Individual entrances facing street.

A – Base Activation

Intent

The base of buildings should animate the street by containing active uses supported by generous windows, entrances and outdoor spaces at the street level. Active uses include street-level residential units with streetfacing entrances, retail and restaurants that meet and engage the sidewalk with ample glazing, displays and inviting entrances, entertainment, commercial offices (subject to entitlement limitations) and lobbies.

Standards

At-grade Activation – In order to activate the ground plane along public streets and mid-block breaks, uses at-grade shall be active. These include residential, retail, office (subject to entitlement limitations), lobbies and corridors.

Blank Wall – A blank wall is defined as having no active uses including no glazing or doorways, excluding parking garage entrances. A building facing a street, mid-block break, or open space shall have no single blank walls more than 16 ft in length for residential buildings and 8 ft for commercial buildings. The total amount of blank wall shall be limited to 20% or a total of 40 ft of building face, whichever is greater.

Main Building Entrance – The main building entrance shall be prominent and expressed by such elements as taller volumes, recessed doorways, canopies, lighting, public art, water features, special materials and paving. Entrances shall be easily identifiable and well lit for convenience, visual interest and increased safety.

Individual Entrances – All ground floor units facing a public right of way or pedestrian mews shall have street-facing entrance area (patio/stoop) that serves as a transitional area between the building and public realm. Design shall emphasize safety, security, and render the entrance easily identifiable and visually appealing. Entrances shall define private space by creating a sense of 'territoriality' while remaining visually accessible from the street.



Precedent – Activation of street with residential.



Precedent – Garage entrance off private driveway.



Precedent – Artful elements incorporated into façade.



Eyes-on-the street design principles encourages safety.

Garage Entrances – Entrances to individual residential garages shall be limited to one per unit to a maximum 8 ft width. Entrances may be located on private lanes including in mid-block breaks. They are not permitted on public streets except for CP South blocks 3 and 5 (for standards on common parking structure entrances, see 4.5.1).

Guidelines

Neighborhood Retail – Neighborhood serving retail is encouraged in the base of residential buildings at higher pedestrian traffic areas.

Decorative Elements – Decorative elements that evoke the community character are encouraged. These include use of color, banners and signage.

Artful buildings – Buildings themselves are encouraged to be artfully designed. This may include dynamic building elements or public art that is incorporated into building façades or entrances and lobbies.

Safety – Buildings and public space should be made safe by ensuring natural surveillance and clear legible boundaries and pathways. 'Eyes on the street' principles should be employed by locating doors, windows, and open spaces to face public streets and parks.



Vertical articulation of high-rise – Base, middle, top.



Base section – Retail and residential conditions.



Middle section.



Top section.

B – Façade Articulation

Intent

The façade of buildings should be purposefully articulated (i.e. defined, made clear) in order to make legible the various building functions (i.e. lobby, residential and retail) and segments (i.e. base, middle, top), and reduce its apparent mass.

The building façade should also help create a strong sense of identity for the building and be designed at one holistic scale where the massing, building details, and entries are proportionally related.

Standards

•

Vertical Articulation – The three segments of the building, base, middle and top, shall be articulated by such elements as cornices, string courses, stepbacks, recesses and projections, changes in floor height, and changes in color and material.

- Base Section Retail/Residential
 - Shall relate directly with the street and add to the vitality of the public realm.
 - Shall 'ground' the building;
 - Retail shall have maximal glazing, and characterful signage and awnings (see Section 4.3.1 B).
 - Residential shall be defined through active elements such as doors, patios and stoops, and/or material and/or color differences.
- Mid Section
 - Shall define the principle building façade.
 - Shall differentiate from base- and top-sections through the use of materials and/or color.
- Top Section
 - Shall define roof line.
 - Penthouse units shall be stepped back from primary building face (see Section 4.2).



Precedent – Horizontal articulation by massing, materials and details.



Precedent – Horizontal articulation by rhythm of bays.



Precedent - Townhome base.



Balconies as integral part of façade articulation.

Horizontal Articulation – The first 20 ft height of the building faces shall have a rhythm of modules that serves to break down the scale of the building face. The maximum dimension of any module shall be 30 ft. A module shall be defined as a portion of the façade that is differentiated from the adjacent façade by a change in the line of the face of building, and/or a substantial change in material color or fenestration. Characteristics between modules should relate to one another to achieve a unified composition.



Horizontal articulation by differentiated modules.

Guidelines

Fenestration – Windows should be proportioned relative to the scale of use. They should be elegant in form and complement the palate of other elements.

Balconies – Balconies should be designed as an integral component of the building form in order to not appear 'tacked on'. Full depth balconies are encouraged. Shallow depth 'Juliet' balconies are allowed, but balconies with a depth of under 6 ft may not be counted as open space.

Sustainable Features – Green (planted) walls, photovoltaics, and other sustainable features that reduce the overall energy consumption of a building are encouraged. Buildings façades should be designed to take advantage of passive solar design principles and maximize natural ventilation and interior day lighting.

Innovation – Innovation in building form, sustainability, and energy use is encouraged providing it meets the overall intent of the building design guidelines.

Lighting – Lights should be subtle and reinforce the overall façade design.



Precedent - Durable materials.



Precedent -Coordinated materials and colors.



Precedent – Consistent palette of materials creates clear building identity.



Precedent – Materials and their proportionate use reinforce the building form.

C — Materials and Colors

Intent

Building materials and colors should be carefully selected to achieve an overall built form that accentuates the uniqueness of individual buildings, and adds to the fabric of the street. Materials should be high quality and durable, and should suit the local environment. Materials on any one building should be carefully chosen to form a pleasing and controlled composition of the elevations and building mass.

Standards

Walls – Permitted materials include: high quality finish cast in place or precast concrete, unitized ceramic panels, high quality non-reflective metal panels, brick, stone, wood, stucco, cement fibre lap, curtain wall glazing systems and photovoltaics forming an exterior wall system.

Glass Types – All glass inclusive of the glazing system, shall perform to the minimum or better of the State Energy Standards. Innovation related to sustainability is encouraged in the choice of glass and glazing products. Not permitted: reflective glass; greater than 10% tinted glass.

Durable Materials – Materials shall be durable and of high quality and respond to the site's maritime climate by utilizing appropriate envelope systems.

Guidelines

Smart Buildings – The use of intelligent building skins, such as selfcleaning façades and glass, is encouraged.

Local and Sustainable Materials – To the extent possible, locally sourced materials should be used to help establish a palette that works with climate, light, history, and culture. Sustainable and recycled materials are highly encouraged.

Building Form – Materials and colors should highlight and reinforce unique forms within a building, such as base and corner elements, entrances, and other features.

Colors – Building should be composed of a well controlled and balanced palette of colors and textures. The color and material palette should contribute in a thoughtful manner to the overall fabric of the neighborhood.



Precedent – Reinforce buildings' corners at important intersections.



Precedent - Commercial at corner.



Precedent - High-rise bustle at corner.



Precedent - Unique element reinforcing corner.

D – Corners

Intent

Key intersections within the plan serve as gateways into the overall development or neighborhoods; these locations are identified in Section 5, Neighborhood Standards and Guidelines. Building corner design at these locations will help create a unique emphasis on such gateways and establish an overall character for the neighborhood. Buildings at all other street corners should also be carefully designed to reinforce the importance and visibility of these locations.

Corners are important elements of the public realm; therefore, mechanical, service, exposed parking and loading are prohibited at block corners.

Guidelines

Corner Expression – Buildings at intersection locations should have special architectural treatments that reinforce the street corner's importance as a public realm element. This may be achieved through a change in massing, a contrasting façade finish and/or transparency.

Materials – Building materials should turn the corner. Where materials change from one façade to the next, such a change should be thoughtfully developed as an integral part of the design theme for the building.



Articulated roof.



Sheltering roof.



Precedent - Green roof.



Precedent - Solar panels.

E – Roofs

Intent

Building roofs will be visible in many cases from surrounding buildings or neighborhoods. Accordingly, roofs should be an integral aspect of the building and an expressive opportunity that should be attractive and usable for outdoor use, energy production, or stormwater storage.

Standards

Mechanical Equipment – Rooftop mechanical equipment including elevator/stair cores more than above 6 ft above the roof line shall be screened from view of neighboring units. The mechanical screens shall form part of the building top composition and consist of materials consistent with the overall building color and material palette. The maximum permitted coverage by mechanical equipment is 30% of the roof top area for all buildings.

Solar Energy – Buildings shall provide 'solar ready' infrastructure such as solar panel curb standoffs, conduits, and roof water spigots that minimize the cost and effort of adding solar capacity at a later date. As an alternative, infrastructure shall be provided for solar hot water panels, minimizing future disruption to the building envelope and roof membranes.

Stormwater – Roofs shall be designed to accommodate water quality objectives. See Section 4.3.2 G and separate 'Infrastructure Plan' and 'Sustainability Plan' for more details.

Guidelines

Fifth Façade – Where roofs are viewed from above they should be considered as a 'fifth façade' and designed to provide an attractive view from above.

Articulation – The roof line should be articulated to reinforce its role as the top of the building and should form an integral part of the overall building composition. Expressive and sculptural roof forms that will be seen from a distance are encouraged. Wherever possible, roof mechanical exhaust vent and equipment projections should be clustered and set back from the edge of buildings that are visible from the street or points above.

Color – The use of high albedo and landscaped roof is encouraged to prevent heat island effect.

Usable Roof Terraces – Usable terraces on building roofs and podiums are encouraged where possible. Trellises and open structures should be designed as part of the overall roof composition.

Green Roof – Green roofs are encouraged and should be insulated to minimize heat and noise transfer and use regionally appropriate plant species to minimize water consumption requirements. Drip or bubbler systems to establish green roof plants are permitted, but once the planting has been established the temporary irrigation systems should be disconnected and rendered unusable.



Townhome entrances and elevated patios with privacy screening.



Precedent - Patio extends livable space.

F - Private Open Space

Intent

Buildings have three distinct open spaces:

- Private at-grade patios and stoops within the building setback zone.
- Private above grade balconies and rooftop decks.
- Common (shared) open spaces.

Private at-grade patios and stoops create spaces for individual expression and opportunities for casual neighborly encounters. They should contribute to a safe and engaging public realm by having direct access from the street.

Private above-grade outdoor open spaces should be designed to a high standard and be carefully programmed and located to ensure usability. Private open spaces include terraces, patios, balconies, and possibly rooftop space, and are intended for the use of individual residents within a unit.

Common open spaces are intended for the use of all residents within a building or building cluster, and include rooftop spaces and internal courtyards.



Private open space zones.

Precedent - Private balcony.



Precedent - Common open space.



Elevated and screened patio.



Precedent – Landscaping for privacy of patios.



Precedent - Maximize solar access.



Precedent – Common outdoor space with variety of program elements.

Standards

Total Open Space Area – Every building shall have a minimum net usable open space equivalent to 60 sq ft per unit. Areas underneath a projection that has less than 9 ft clearance shall not be included. At the developers' option, open space shall be permitted as either Private Open Space or Private Common Open Space or any combination of both.

Private Open Space – Individual private open spaces shall be a minimum of 36 sq ft. Areas underneath a projection that has less than 9 ft clearance shall not be included. Open space with a dimension of less than 6 lineal ft in any direction shall not be counted towards total.

Private Common Open Space – Shall be a minimum of 100 sq ft open space. Areas underneath a projection that has less than 9 ft clearance and areas with a dimension of less than 10 lineal ft in any direction shall not be counted towards total.

At-grade Open Space – The setback zone of all residential buildings shall be used either to create high quality, usable open space for street-facing units, or in the case of building entrances to create a transition zone between private use and the public realm. Permitted uses within the setback zone include street-facing stairs, stoops, porches, patios, landscaping, driveways and entry plazas. The setback zone shall be landscaped with high quality materials from the building edge to the public sidewalk.

Grade Separation – Ground floor units shall be elevated above the street by between 2 ft and 4 ft.

Fences and Gates – Fences and gates shall be a maximum height of 4 ft as measured from their base.

Lighting – All lighting fixtures shall be low intensity or low-level of intensity and unobtrusive.

Stormwater Treatment - Standards are contained in Section 4.3.2 G.



Precedent - Patio in setback zone.



Precedent – Wall, fence and planting combine to enclose patio space.



Precedent - Common space with seating areas.



Precedent - Private gardens on podium.



Precedent – Flowing water to mitigate Pre surrounding noise.

Guidelines

At-grade design – stoops and patios at grade should be designed in order to achieve usable space for residents, while also providing safety measures to ensure the space is defensible. Defensible design includes gates and railings, and appropriate landscaping to provide buffer from street while also allowing visual connections between the street and residence.

Orientation – Orientation of all open spaces should maximize solar access and views. Balconies on high-rise towers are encouraged to be located away from building corners that face the prevailing wind direction.

Safety - Common spaces should be inviting, interesting, and safe.

Rooftop / Podium Deck Design – Deck design should provide visual interest from surrounding overview homes.

Common Space Programming – A variety of programming uses should be provided to appeal to various constituents. This may include planters, paved areas, pools and play areas.

Plant Palette - Native and climate appropriate plants are encouraged.

Irrigation – Water demand should be minimized by carefully controlling irrigation timing and application.



Precedent – Common open space on podium.



Precedent - Privacy separation.



Precedent - Stormwater capture and treatment.



Precedent - Passive energy system.

G – Sustainable Features

Intent

Sustainable development practices are highly encouraged in implementing the sustainability vision summarized in Section 2.3. A variety of standards and guidelines are described below to ensure that baseline practices are followed.

Buildings and their associated landscapes should utilize industry-leading sustainability features. Innovative sustainable approaches at all levels are strongly encouraged.

Standards

Stormwater Treatment – Storm runoff from development parcels shall be treated before draining to the stormwater system; this shall be accomplished using low impact development treatment measures as prescribed in the 'San Francisco Stormwater Design Guidelines'. For volume based treatment methods, the LEED sustainable sites Credit 6.2 shall be followed.

Green Building Ordinance – All new buildings shall be subject to the City and County of San Francisco Green Building Ordinance.

Reclaimed Water – Reclaimed water infrastructure (purple pipe) shall be installed as part of land development.

Climate Appropriate Vegetation – All buildings shall use climate appropriate vegetation that does not require permanent irrigation for landscaping open spaces, rooftops and green walls.

Title 24 (2008) Energy Standards – All new buildings shall be designed to exceed Title 24 (2008) energy standards by at least 14%.

Landfill Diversion – Construction of new buildings and demolition of existing buildings shall require that at least 75% of generated debris and waste be diverted from landfill with a goal of 90%.

Recycling – Dedicated recycling facilities are required for all buildings.

Concrete – Concrete used in building construction shall include at least 25% fly ash or slag.

Solar Ready – All new buildings shall be required to provide 'solar ready' infrastructure such as solar panel standoffs, conduit or roof water spigots that minimize the cost and effort of adding solar capacity at a later date.



Precedent - Wind turbine.



Precedent - Solar screens.



Precedent - Solar panels.

Guidelines

- Sustainable elements should contribute to the cohesive whole of the building and site design.
- Encourage building form, orientation and thermal mass that optimize solar radiation, natural ventilation and day lighting.
- Reduce heat-islands by providing light colored / high albedo materials, pervious landscape, high emissivity roofing and green roofs.
- Eliminate light trespass from the building and site, improve night sky access and reduce development impact on nocturnal environments.
- Use regionally manufactured building materials.
- Use durable, thermally efficient roofs, walls and windows that reduce heating and cooling and enhance thermal comfort.
- Use landscaping that requires little or no irrigation or application of synthetic chemicals.
- Rainwater is encouraged to be harvested for on-site uses such as irrigation.
- Use efficient HVAC and electrical lighting systems.
- Use water efficient supply and waste fixtures.
- Reduce the use of finite raw materials and long-cycle renewable materials by replacing them with rapidly renewable materials.
- Use building products that incorporate recycled content materials.
- Where possible, wood-based materials and products should be certified by the Forest Stewardship Council.
- Use adaptable interior designs, providing visual access to the outdoors and access to daylight.
- Use interior finishes and installation methods that have lower toxic emissions.
- Incorporate 'smart metering' building management systems and feedback panels into homes.
- Incorporate bird-friendly building design elements (e.g. non-reflective tinted glass).



Precedent – Lighting and building style integrated.



Precedent - Entry stairway lighting.

H – Building Lighting

Note: For information on street and park lighting, refer to the companion 'Parks, Open Space, and Habitat Concept Plan' and 'Streetscape Plan'.

Intent

Lighting on buildings shall be integrated into the architectural design to creatively illuminate pedestrian areas and highlight building elements without impacting surrounding land uses and the streetscape.

Standards

Fixtures – All lighting fixtures shall be low intensity or low level of intensity and unobtrusive. Lighting shall be focused directly on the intended area of illumination and away from surrounding land uses. Full cutoff or fully shielded fixtures shall be used in order to avoid light being directed upwards or outwards. Zero candela intensity shall occur at an angle of 90° or greater above nadir. Additionally, no more than 10% candela intensity shall occur at an angle greater than 80° above nadir.

Guidelines

Pedestrian Areas – Pedestrian areas should have adequate illumination for safety.

Retail – Lighting should integrate with retail signage, storefront windows and other building elements to enhance visual interest.

Residential –

- Lighting should be sensitive to nearby residential developments by:
 - Limiting Glare.
 - Minimizing spill light beyond the property boundary.
- Within a development, common outdoor lighting should be designed to mitigate light trespass into adjacent units.

Energy Consumption – Sensor or timer-based shut off controls should be used for residential, pedestrian and parking areas.



Precedent – Signage should allow views in and out of the premises.



Precedent – Window displays should be visually interesting and use product display in lieu of signs and banners.



Precedent – Signs that contain visual representations rather than text are encouraged.



Precedent – The illumination source should be concealed

4.4 Signage

The following signage controls are intended to provide basic direction for how signage is displayed. More detailed signage provisions will be contained in the 'Candlestick Point Signage Master Plan'. Information on street and park signage may also be contained in the 'Parks, Open Space, and Habitat Concept Plan'.

General

Intent

Signage should be artful, creative, add visual interest to the street, and complement overall building and site design. Signage utilized to identify a business or community use should be clearly identifiable, yet not be visually objectionable. Signage in the Mixed-use Residential and Open Space districts should be discreet, kept to a minimum and maintain a suitable level of amenity for residents and users of the public domain.

Guidelines

Variety – A variety of signage types serving a range of functions should be provided in a way that is responsive to the built form, site design, district character and streetscape appearance.

Location – Signs should not obscure architectural elements such as pilasters, cornice lines, capping or openings.

Legibility - Sign typefaces should be clearly legible.

Materials – Signs should be designed with high quality materials consistent with the overall building architecture.

Style – Signs that are visually representational rather than textual are encouraged. Signs should be artful, creative, and highly graphic.

Orientation – Signs should be positioned and oriented to be easily visible to pedestrians.

Lighted Signs

- The brightness of any illuminated sign should be limited to the minimum necessary for it to be operationally functional and compatible with the light level of the streetscape it is located in.
- Wherever possible, signs should be designed so that their brightness does not cause glare or detract from the amenity of nearby residential land uses.
- The light source, junction boxes, tubing, conduits and raceways should be concealed or incorporated into the design of the sign structure.

Safety – Sign design and operation must be safe for users of the public domain, including motorists, bicyclists and pedestrians.



Precedent – Use of new technology signs is appropriate provided there is no amenity or safety impact.



Precedent - Temporary contractor signs.



Precedent - Temporary for sale sign.

New Technology Signs – Signage using new forms of technology, such as dynamic content signs, digital displays or light projections, may be appropriate where designed, located, oriented and operated in a manner that avoids any negative amenity or safety impact on nearby residential land uses, motorists or bicyclists. This may include (but is not limited to):

- Limiting the hours of operation of the sign;
- Limiting the amount animation, or ensuring the content on dynamic content or digital signs has a minimum dwell time and transition time;
- Limiting sign brightness;
- Locating the sign inside a business premises and set back from window glazing; and
- Orienting the face of the sign away from the adjoining street network and land uses.

Temporary Signage – Temporary signage, such as contractor signs, real estate signs and special promotional signs, are appropriate where they are limited in size.

- Contractors One sign for persons or businesses connected to work on buildings under actual construction or alteration. Signs shall not exceed 12 sq ft in size. Signs must be removed within seven days following completion of the contract.
- For Sale / Lease One sign is allowed for each street frontage of the total parcel involved. The sign shall not be greater than 10 ft tall, and may not extend above the roof line if attached to the building. Sign area shall not exceed 6 sq ft for each lot or for each 3,000 sq ft in such total parcel, whichever permits the larger area; no sign shall exceed 18 sq ft. Signs must be removed within seven days following removal of the property from the market.
- Temporary signs should be displayed for a limited duration and removed immediately following the conclusion of the relevant activity. Where possible, temporary signage should be coordinated and integrated with other signage.
- Temporary signs should not be displayed or presented in a way that presents a public hazard, such as on the roof of a building or awning.

Prohibited Signage - The following sign types are prohibited:

- Permanent or temporary billboards (except as otherwise provided for in Section 4.3.10 of the BVHP Plan).
- Signage with reflective materials, colors and finishes.
- Signage with sound, vibration, odor or other emissions, unless the emission is necessary as part of a community message or to meet ADA standards.
- Signage that replicates, mimics or could be mistaken as a traffic control device.
- Signage that obstructs the passage or sightlines of motorists, bicyclists or pedestrians.
- Billposting, except where undertaken with the approval of the City or Agency.

4.5 Parking and Loading

4.5.1 Off-street Parking

Intent

Off-street parking in shared structures should be provided for all land uses in convenient locations that are visually concealed from view of the street by active users. Additional standards and guidelines are contained in Section 3.2, Section 4.2.4, Section 4.3.1D, and Section 5.

Standards

Numbers/Ratio – The maximum amount of off-street parking by use is described below. For residential parking, the maximum represents a cumulative total number of spaces equal to one space per unit. In the event some residential buildings provide for less than one space per unit, these unallocated spaces may be re-allocated to other residential buildings. But in no event shall the residential parking ratio exceed 1:1 at any given time. Re-allocation of any unused parking spaces shall be identified during the Design Review and Document Approval Procedure submission by sponsor. For additional detail, refer to the companion 'Transportation Plan'.

Table 4.7 Maximum Off-Street Parking

USE	MAXIMUM
Residential	1 space/unit
Regional Retail	2.7 spaces/1000 sq ft
Office	1 space/1000 sq ft
Neighborhood Retail	1 space/1000 sq ft
Community Uses	1 space/2000 sq ft
Hotel	0.25 space/guest room
Performance Venue	1 space/15 seats
Cinema Parking	Where the number of cinema seats exceeds 50, one space for each eight seats up to 1,000 seats, plus one space for each 10 seats in excess of 1,000.
Grocery Store	2.7 spaces/1000 sq ft

Bicycles – Shall be located in a secured and convenient location that is near the garage entrance and does not conflict with autos. The standards for bicycle parking by use are listed in Table 4.8 and Table 4.9.

units over 50.

1 Class 1 space for every 3 bedrooms

None required

-	- ·
	MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED
Dwelling units in all Districts	For projects up to 50 dwelling units: 1 Class 1 space for every 2 dwelling units.
	For projects over 50 dwelling units: 25 Class 1 spaces, plus 1 Class 1 space for every 4 additional dwelling

Table 4.8 Bicycle Parking Spaces for Residential Uses

Table 4.9Bicycle Parking Spaces for Commercial Uses

Group Housing

disabled persons

Dwelling units dedicated to senior citizens or physically

COMMERCIAL USE	MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED
New commercial buildings whose primary use consists of medical or other professional services, general business offices, financial services, business and trade schools, and development or manufacturing.	Where the gross square footage of the floor area exceeds 10,000 sq ft but is no greater than 20,000 ft, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
	Where the gross square footage of the floor area exceeds 20,000 sq ft but is no greater than 50,000 feet, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.
	Where the gross square footage of the floor exceeds 50,000 sq ft, 12 bicycle spaces are required of at which at least 4 must be Class 1 spaces.
New commercial buildings whose primary use consists of retail, eating and drinking, or personal services.	Where the gross square footage of the floor area exceeds 25,000 sq ft but is no greater than 50,000 ft, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
	Where the gross square footage of the floor area exceeds 50,000 sq ft but is no greater than 100,000 ft, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.
	Where the gross square footage of the floor exceeds 100,000 sq ft, 12 bicycle spaces are required of at which at least 4 must be Class 1 spaces.
New commercial buildings whose primary use consists of parking spaces for rent or other fee to the general public, and facilities which offer automobile parking space solely to building tenants, or a combination of both.	Every garage shall supply a minimum of 6 bicycle spaces regardless of the number of automobile spaces
	Where the number of automobile spaces is between 120 and 500, 1 bicycle space shall be provided for every 20 auto spaces
	Where the number of auto spaces is more than 500, 25 bicycle spaces shall be provided plus 1 additional space for every 40 auto spaces over 500 spaces, up to a maximum of 50 bicycle spaces



Precedent - Car-share parking spaces.



Precedent - Car-share vehicle.

Car-sharing – Local car-share organizations will have access to both on-street and off-street parking in order to provide car-share vehicles throughout the Project site. Car-share services are intended to reduce the overall parking demand by reducing the need for private vehicle ownership. Car-share vehicles are owned and maintained by the car-share service; members access vehicles when needed, paying based on how much they drive.

If it is demonstrated to the satisfaction of the Agency that no certified car-share organization can make use of the dedicated car-share parking spaces, the spaces may be occupied by non-car share vehicles; provided, however, that upon (90) days of advance written notice to the property owner from a certified car-sharing organization, the property owner shall terminate any non-car-sharing leases for leases for such spaces and shall make the spaces available to the car-share organization for its use of such space.

 Required Car-share Spaces – For new buildings, car-share spaces shall be provided as follows:

|--|

RESIDENTIAL UNITS	REQUIRED CAR-SHARE PARKING SPACES
0 - 49	0
50 - 200	1
201 or more	2, plus 1 for every 200 additional dwelling units over 200

Table 4.11 Required Car-share/Non-residential

PROVIDED NON-RESIDENTIAL PARKING SPACES	REQUIRED CAR-SHARE PARKING SPACES
0 - 24	0
25 - 49	1
50 or more	1, plus 1 for every 50 additional parking spaces over 50

 Location – Required car-share vehicle spaces shall be located within 800 ft of the building site. Spaces may be located on-street or offstreet at the discretion of the Executive Director.

Unbundled Residential Parking – With the exception of stand-alone affordable housing developments, in all residential developments with more than 10 units excluding individually parked townhomes, residential parking shall be unbundled and sold or leased separately from units. Unbundling parking makes the cost of parking visible to households, and may encourage some residents to save money by opting for a single off-street space or no dedicated parking.



Precedent - Angled retail parking.



Precedent - Parallel parking.

4.5.2 On-street Parking

Intent

On-street parking will be provided in select street locations for the short term convenience of residents and visitors.

Standards

Location – Parking for the use of the general public shall be provided on the streets shown in Figure 4.15.

Guidelines

Parking Bays – Curb bulb-outs that define on-street parking zones are encouraged where possible.

Figure 4.15 On-street Parking Locations





Screen loading areas.



Precedent – Loading located on short side of block.



Enclosed mechanical equipment.

4.5.3 Loading, Mechanical Equipment and Meters

Intent

The service component of buildings should be shielded from view of primary public areas such as significant streets and parks.

Standards

Off-street Loading Areas – Off-street loading spaces are not required for residential and retail uses. If off-street loading spaces are supplied, they shall be a minimum length of 35 ft, minimum width of 12 ft, and minimum height of 14 ft and they shall not exceed 59 spaces for the entire Candlestick project. Where off-street loading spaces are not supplied on-street curb management practices must be utilized, meaning there shall be no disruption to transit operations or auto traffic at peak travel times or on critical routes.

Location – Loading areas and utility meters shall be located on mid-block breaks where possible. Where there is no mid-block break, locate loading and meters on the short dimension of the block.

Curb Cuts – The maximum width of a curb cut shall be 24 ft. This may be increased to a maximum of 27 ft where:

- access to off-street parking and loading is shared; or
- the extra width is needed to accommodate the fleet of emergency services or utility providers.

Curb cuts shall be a minimum of 30 ft from the end of a street corner radius.

Screening – Loading areas, trash storage and mechanical equipment and meters shall be enclosed within structures and hidden from view of the public realm.

Guidelines

Shared Entrances – Shared loading and parking entrances are encouraged.



Precedent - Plaza bench.



Precedent - Sidewalk bench.



Precedent - Bike rack.

4.6 Streets

Street standards are set forth for streetscape (furnishings) aspects of public streets. Section 3.2 contains conceptual illustrations for the various primary street types, while additional standards controlling other aspects of the street such as the width of rights of way, lanes and sidewalks are contained in the Transportation Plan. Standards are also set forth herein for mid-block breaks, which are public easements on private land.

4.6.1 Streetscape

Note: Because construction of the project will occur over a period of many years Master Specifications are recommended to insure consistency of design, materials, and construction quality over the long range build-out of the project. Master specifications, based on the Streetscape Master Plan, have been developed with the design of the first phase of the project.

Standards

Sidewalks – Standard sidewalk paving shall be concrete. Sidewalk paving shall also include special treatments such as concrete with integral color, special scoring patterns, and special finishes, or unit pavers.

Curb/Gutter – Standard curb/gutter shall be concrete per City Standard. In certain areas, curb and gutters may include special features such as wider curb widths, integral color and special finishes, or use of stone.

BRT Lanes – BRT lanes shall be distinguished by special paving that may be concrete with integral color and special texture or colored asphalt. In some areas BRT lanes may also include planted strips between tire tracks.

Sustainable Landscaping – Street landscaping shall consist of native and regionally appropriate planting. Street landscaping shall be strategically planted to help regulate climate, control stormwater, cleanse air and water, and provide habitat.

Trash/Recycling/Compost Receptacles – Shall be provided on retail streets, bus stops and in furnishing zones or on bulb-outs near the street corner.

Benches and seating – Shall be provided on retail and park boulevard streets and in bulb-out areas. Benches and seating should be oriented to create social spaces. Additionally, locate seating along steep streets and paths to provide a place to rest.



Precedent - Pedestrian scale lighting.



Precedent - Vehicle scale lighting.

Bicycle Racks

- On public streets, provide bicycle racks on streets fronted by retail, commercial, multi-unit housing, and public service buildings. Additionally, provide bicycle racks adjacent to transit stops, and park entrances.
- Locate bicycle racks in the furnishing zone and on bulb-outs or curbextensions so that parked bicycles do not to block the pedestrian throughway.

Newspaper Racks

 If newspaper racks are installed, they shall be installed in retail zones and near transit stops, located in the furnishings zone or on bulb-outs.

Tree Grates

 Use tree grates where pedestrian traffic is high and where sidewalk space is limited.

Utility vaults

• Locate utility vaults in the furnishings zone where possible. Group and arrange vault covers in an orderly fashion.

Street Lighting

- Locate street lighting in the furnishing zone.
- Lamps should use high-efficiency technology such as LED to minimize energy consumption.
- Design lighting to maximize public safety while minimizing light pollution.

Guidelines

Permeable Parking Lanes – Permeable parking lanes may be porous asphalt, porous concrete, permeable pavers, or concrete-grass-block grid.

Special Crosswalks – Special crosswalk paving may be colored, imprinted asphalt, concrete with integral color and special texture, or unit pavers. Raised crosswalks are encouraged where they will not impede transit or truck routes.

Customized Style – Elements and furnishings such as bicycle racks, tree grates, benches and lighting are encouraged to be customized.



Precedent - Residential pedestrian mews.



Precedent - Residential vehicular laneway.

4.6.2 Mid-block Breaks

Mid-block breaks are intended to allow public access through the middle of private development block in order to create a more porous circulation system and decrease the scale of building massing.

Residential

Intent

The mid-block break will be a public easement on the private land of the development block. The easement may be developed as either a pedestrian mews or a vehicular laneway at the discretion of the developer.

Standards

Mews vs. Laneway – All mid-block breaks shall be either pedestrian mews or vehicular laneways or a combination of both. The Streetscape Master Plan has identified specific mid-block breaks defined pedestrian 'paths to water' that must at all times maintain a minimum 10 ft pedestrian way. These pedestrian ways may be separate from, or included within, the 20 ft emergency vehicle access.

Public Access – Mid-block breaks shall have unrestricted public access.

Building Face-to-face Dimension – The minimum building face-to-face dimension, exclusive of projections, shall be 40 ft.

Path Dimension – The minimum pedestrian path dimension for pedestrian mews shall be 10 ft.

Drive Aisle Dimension – The maximum drive aisle dimension for vehicular laneways shall be 16 ft.

Garage Entrances

- Garage entrances to individual units shall be restricted to one per unit at a maximum width of 8 ft.
- Garage entrances to common parking structures shall be regulated per Section 4.3.1 D.
- Garage entrances for all types cumulatively shall be restricted to no more than 45% of the block face.
- Garage entrances shall not extend beyond the main building face; garage entrances that are recessed behind the building face are encouraged.

Grade Elevation – Paths and drive aisles shall be at the grade of the public sidewalk.

Surfaces – Hard surfaces shall be restricted to 70% of the ground plane.

Street Trees – A double row of street trees shall be planted at a spacing that is encouraged to match the town home modules, and in any case is not greater than 30 ft on center.



Precedent – Commercial mid-block break.

Main Entrance – The main entrance to the unit shall be located on the mid-block break side of the building.

Activation – The street level building face that is not garage shall be activated with ample glazing, entrances, stoops and porches.

Lighting – Adequate lighting shall be provided to ensure pedestrian and vehicular safety.

Guidelines

Entrance Elements – Entrance elements that reinforce the main unit entrance such as porches, stoops and terraces are encouraged.

Community Spaces – Social spaces, seating and places for informal play are encouraged.

Landscaping – The mid-block break is intended to be an outdoor room. Rich landscaping is encouraged so that the drive aisle (in the case of a vehicular laneway) is subordinate. This includes street trees, shrub beds, patios and steps, benches and lighting.

Permeable Ground – Permeable paving and stormwater gardens are encouraged.

Minimizing Vehicle Speeds – Features to reduce vehicle speeds are encouraged, such as narrow drive aisle and offsets in the drive aisle alignment.

Commercial

Intent

Commercial mid-block breaks are intended to allow public access through the middle of private development blocks and meet the requirements of the adjacent building. The mid-block break will be a public easement on the private land of the development block.

Standards

Pedestrian Access – All mid-block breaks shall provide a minimum 10 ft pedestrian only access in the form of a grade separated sidewalk along the entire length of the break. The access can be configured as two 5 ft sidewalks on either side of the mid-block break, or as one 10 ft sidewalk.

Public Access - Mid-block breaks shall have unrestricted public access.

Street Trees – Street trees shall be planted at a spacing of no more than 30 ft on center within the pedestrian access zone, and shall serve as a buffer between the sidewalk and vehicular lane(s).

Garage & Loading Entrances

- Garage & loading entrances shall be no more than 20% of the block face.
- Garage & loading entrances shall not extend beyond the main building face; and are encouraged to be recessed behind the building face.
- Garage & loading entrances shall not be closer than 20 ft to the corner of the building at the entry to the mid-block break.

Grade Elevation – Paths and drive aisles shall be at the grade of the public sidewalk.

Building Face-to-face dimension – The minimum building face-to-face dimension, exclusive of projections, shall be 40 ft.

Drive Aisle Dimension – The minimum drive aisle dimension for vehicular laneways shall be: 20 ft for two-way laneways; 16 ft for one-way laneways.

Lighting – Adequate lighting shall be provided to ensure pedestrian and vehicular safety.

Guidelines

Activation – The corners of mid-block breaks should be active. Commercial activities are encouraged to wrap the corner to a minimum of 20 feet into the mid-block break.

Permeable Ground – Permeable paving and stormwater gardens are encouraged.

Minimizing Vehicle Speeds – Features to minimize vehicle speeds are encouraged.



Mid-block Break Residential

Pedestrian Mews.



Legend

- (1) Pedestrian Path min 10 ft width; at grade of public sidewalk
- (2) Elevated Private Patio

.

 Landscape buffer including street trees at max spacing of 30 ft on center.



(1) Drive Aisle – max 16 ft width; at grade of public sidewalk

Landscape buffer including street trees at max spacing of 30 ft

150 SECTION 4 - OVERALL STANDARDS & GUIDELINES

(4) Pedestrian Entrance

Legend

(3)

2 Driveway

on center.



Mid-block Break - Commercial



Legend

- 1 Pedestrian Path min 10 ft width
- 2 Drive Aisle
- (3) Landscape buffer including street trees at max spacing of 30 ft on center.



 $\ensuremath{\mathsf{Example:}}$ Drive aisle in center with path one side, combination of loading & landscaping other side.


Neighborhood Standards and Guidelines

- 5.1 Alice Griffith
- 5.2 Candlestick North
- 5.3 Candlestick Center
- 5.4 Candlestick South

5 Neighborhood Standards and Guidelines

General

Section Summary

This section describes the standards and guidelines that are specific to the five "character" neighborhoods within Candlestick (for the Jamestown neighborhood, see Section 7). Each neighborhood is described in terms of its general character, design rationale, standards and guidelines, and any special studies which have been undertaken as a means of testing the neighborhoods standards and guidelines.

Neighborhoods Summary

There are five distinct character neighborhoods at Candlestick as shown in Figure 5.1. They are designed to have a range of building types, from predominantly low-rise in Alice Griffith to a blend of taller buildings including high-rises at the confluence of Candlestick North, South and Center. Across all five neighborhoods the ground floor will be activated with residential or commercial uses, thereby enhancing the pedestrian experience and creating a unique sense of place. Each neighborhood has defining open spaces, including parks and urban plazas. The neighborhoods are:

Alice Griffith – serves as a linkage between the development and the surrounding Bayview neighborhood. Heights have been kept low to mesh with the surrounding urban fabric. The Bayview street grid extends through the site in order to express the connectivity to adjacent blocks and eliminate the existing 'island' of public housing that is disconnected from the adjacent neighborhood.

Candlestick North – has a mixture of housing types and heights. A vibrant retail main street lies to the south of the neighborhood, while two major parks are included with a range of uses. Mid-rise and high-rise buildings frame important open spaces; up to six high-rise towers take advantage of spectacular views over the parks and Bay beyond.

Candlestick Center – is the mixed-use core of the Candlestick development. An economic and jobs backbone, Candlestick Center has a mix of neighborhood and regional retail, commercial, housing, a hotel site, and public plazas.

Candlestick South – has five high-rise towers concentrated towards its north side, but maintains an intimate scale in response to the State Recreation Area through smaller scaled buildings along its south and east park sides. A small wedge shaped park links the neighborhood with the State Recreation Area beach zone.

Jamestown – see Section 7.

Block plans indicating dimensions and parcel areas for each of the neighborhoods are included in Appendix B.



- Alice Griffith
- Candlestick North
- Candlestick Center
- 1 2 3 4 5 Candlestick South
- Jamestown See Section 7

5.1 Alice Griffith











Precedent - Park street.



Precedent – Four to five story residential buildings.



Precedent - Low-rise residential building.



Precedent - Internal courtyard.

5.1.1 Alice Griffith – General Description

Alice Griffith community, located north of Arelious Walker Drive, is currently the home of a public housing community. The site will be transformed into a mixed-income community with a diverse range of housing types and better connections to the surrounding neighborhood. The existing number of affordable homes will be fully replaced on site in a phased sequence that ensures residents can move directly into new homes without displacement.

Land Use / Built Form – Alice Griffith will be a predominantly residential neighborhood. Buildings will generally be four to five stories along streets, with two and three story townhomes along alleyways. Building façades will be articulated in order to maintain a fine-grained scale. The existing highly terraced topography will be re-contoured at more consistent grades in order to facilitate mobility and development.

Open Space – The focus of the community is the centrally located community park that stretches almost the length of the neighborhood, bisected by Griffith Street. It may contain community gardens, tot lots, sports courts, picnic areas and other amenities. Egbert Avenue will become a one-way couplet surrounding the park. The residential buildings fronting this street will be the highest in the neighborhood, providing a streetwall that frames and defines the edges of the park.

In addition, opportunities for outdoor seating associated with commercial and community uses, as well as public art, are encouraged within the large sidewalk areas at the northern and southern ends of Egbert Ave.

Streets – The existing grid of streets (Carroll, Donner, Egbert, Fitzgerald, and Gilman running north/south and Griffith running east/west) will be extended through the site, thereby connecting the community back into the larger Bayview fabric. Egbert Avenue is configured as a large parkway, with parallel parking and Class II bike lanes on each side. Arelious Walker Drive serves as the primary truck and auto route between Highway 101 to the south and Candlestick. Wide sidewalks along Arelious Walker Drive serve to connect the two southernmost blocks to the remainder of the neighborhood.

Most steep grades and hills that are barriers to pedestrian and vehicular movement will be removed; mid-block breaks (small local streets, laneways or pedestrian mews) are required on parcels with restrictive grading, creating pedestrian linkages from the central Alice Griffith Community Park to the State Recreation Area system and Gilman Park.



Figure 5.2 Alice Griffith Illustrative Site Plan

Legend

- Low-rise Residential
 - Alice Griffith Community Park
 - Candlestick Point State Recreation Area
- 1 2 3 4 Candlestick Community Park
 - Candlestick North Neighborhood
- 5 6 7
- BRT Stop

Gilman Park

Yosemite Slough Restoration Site



Conceptual design – Stacked flats along community park.



Precedent - Community gardens in park.



Precedent - Low-rise townhomes along local street.



View of Alice Griffith looking south.

5.1.2 Alice Griffith – Urban Design

Refer to Figure 5.3 for the location of the following standards and guidelines.

A block plan indicating dimensions and parcel areas is included in Appendix B.

Standards

S1. Street Wall Height

- Minimum height 40 ft A street wall to a minimum of 40 ft shall be built on all blocks that front Alice Griffith Community Park.
- Proposition K Blocks 6 and 7 shall have a maximum height of 40 ft to assure no shadows on Gilman Park except as permitted by Proposition K.

S2. Mid-block Breaks

- Shall be provided on the blocks indicated on Figure 5.3 the precise location may vary from what is shown.
- S3. Griffith Street Public Access from Gilman Ave
 - Public entry to and from the site along Griffith Street between blocks 8 and 14 shall be a pedestrian-only path based on final grading.

S4. Setbacks to Donner Avenue, Fitzgerald Avenue & G Street

- Development blocks 1, 2, 11, 12, 17, 18, 19 and 20 on Donner Avenue, development blocks 4, 5, 8, 9, 13, 14, 15 and 16 on Fitzgerald Avenue, and development blocks 2, 4, 9 and 11 on G Street shall have a minimum building setback of 9ft.

Guidelines

G1. Mid-block Breaks – Pedestrian mews are preferable to laneways.

G2. Building Heights

- Building heights should be varied within the district, with shorter buildings along Hawes Street, the southwesterly side of Fitzgerald Avenue and the northern portion of Carroll Avenue to serve as a transition to the surrounding neighborhood. Taller buildings should be built along the community park, up to a maximum of six stories.

G3. Encouraged Ground Floor Commercial/Community Use

- Additional ground floor commercial, community space or live/work units are encouraged around BRT transit stops, benefiting transit users and residents, and at the northern end of Egbert Avenue. Encouraged use is neighborhood-serving retail and/or community space.

G4. Important Intersections

- The corner of Arelious Walker Drive and Carroll Avenue is a gateway into the site. Architectural elements should be utilized to accentuate and differentiate this entry point.

G5. Gilman Properties Interface

- Building design on Blocks 5, 8, 14, and 15 should respect backyards of existing homes on Gilman by providing adequate stepbacks.



Figure 5.3 Alice Griffith Urban Design

Legend

- S1 Residential Street Wall 40 ft Minimum
- S2/G1 Mid-block Break (pedestrian mews or vehicular laneways)
- S3 Griffith Street Public Right-of-Way (Pedestrian path)
- S4 Setbacks to Donner Avenue, Fitzgerald Avenue & G Street
- Parks

Ù

(#)

- G3 Encouraged Ground Floor Commercial or Community Facilities Space
- G4 Important Intersections
- Block Numbers

5.2 Candlestick North











Precedent - Park Street.



Precedent - Mid-block break.



Precedent - Residential patio zone.

5.2.1 Candlestick North – General Description

Candlestick North is a compact mixed-use community with the greatest number of homes in Candlestick, animated neighborhood streets, and engaging parks and a main street filled with shops and services.

Land Use / Built Form – The neighborhood contains a mix of low-rise, mid-rise and high-rise mixed-use and residential buildings that frame and focus civic life on the parks and streets. Mixed-use buildings along the main street (Ingerson Avenue) create an animated retail atmosphere. Eight to ten story residential buildings frame the Bayview Gardens Wedge Park, while shorter residential buildings line both park streets (Egbert Avenue and Earl Street) and the central Candlestick Community Park.

Up to six towers are strategically located to overlook the Candlestick Community and Wedge Parks, and to emphasize key intersections within the plan. Low-rise residential buildings make up the majority of remaining buildings, including two and three story townhomes along mid-block breaks that establish a more intimate pedestrian scale. Additional retail opportunities are located in the bases of buildings at the BRT stops on both ends of the community and along the Wedge Park.

Open Space – Parks and open spaces are plentiful; almost all blocks are adjacent to open space. The Bayview Gardens Wedge Park and State Recreation Area surround the bay sides of the neighborhood. A three-acre Candlestick Community Park will be located near its center; the final location of this park will be determined in the future. The parks meet the needs of residents and visitors, and offer a distinctly urban character compared to the more naturalized character of the State Recreation Area.

Two 'Park Streets', Egbert Avenue and Earl Street, run perpendicular through the neighborhood. The park streets provide breathing room within the plan, while serving as sustainable elements.

Streets – Streets vary considerably in character. The dynamic main street (Ingerson Avenue) has on-street parking and broad sidewalks with plaza zones. Ingerson is designed to accommodate high pedestrian and bicycle traffic, in addition to automobile uses. The Egbert Avenue and Earl Street parkways run through the center of the neighborhood, linking the adjacent communities of Alice Griffith and Candlestick Center and providing views to the Bay. Arelious Walker Drive is the main truck and auto route through the development. It has large sidewalks, medians, bike lanes, and parallel parking to buffer residential uses. A BRT street runs on Harney Way along the north edge of the Wedge Park then northward on Egbert Avenue to Arelious Walker Drive, linking Candlestick to the Shipyard and the Bayshore Caltrain Station. Local streets have bulb-outs, ample pedestrian crossings, and other traffic calming measures. Generous, tree-lined sidewalks and building setbacks provide a stoop or terrace transition between homes and the street. Pedestrian mews or vehicular laneways at mid-block create additional linkages to the Bay.



Figure 5.4 Candlestick North Illustrative Site Plan

Legend

- Low-rise Residential
- Mid-rise Residential
- High-rise Tower
- Mixed-use
 Alice Griffit
 Alice Griffit
 Candlesticl
 (Final Lange
 - Alice Griffith Community Park
 - Alice Griffith Neighborhood

Candlestick Community Park (Final Location to be determined in the future. See Section 3.3 for location criteria)

- Candlestick Point State Recreation Area
- Bayview Gardens/Wedge Destination Park
- Candlestick Center Neighborhood
- Candlestick South Neighborhood
- BRT Stops



Precedent - Community park.



Precedent - Retail and sidewalk on Ingerson Avenue.



Precedent - Residential buildings fronting park street.



View of Candlestick North looking west.

5.2.2 Candlestick North - Urban Design

Refer to Figure 5.5 for the location of the following standards and guidelines.

A block plan indicating dimensions and parcel areas is included in Appendix B.

Standards

S1. Mixed-use Zone / Required Ground Floor Commercial

- Ingerson Avenue shall be a mixed-use zone along its frontage within the neighborhood.
- Ground floor use on Ingerson Avenue shall be commercial; retail is encouraged; live/work is allowed.

S2. Minimum Street Wall Heights

- Minimum height 35 ft A street wall to a minimum of 35 ft shall be built fronting the entirety of Ingerson Avenue.
- Minimum Height 40 ft A street wall to a minimum of 40 ft shall be built along the entirety of Earl Street, Egbert Avenue, and surrounding the community park
- Minimum height 60 ft A street wall to a minimum of 60 ft shall be built on Block 7b along the park edge, and on blocks 8a and 8b fronting Earl Street.
- Minimum height 80 ft A continuous street wall to a minimum of 80 ft shall be built fronting the Bayview Gardens Wedge Park on Blocks 9a, 9b, 11a, and 11b.

S3. Towers

- Towers shall be located within the tower zones described in Section 4.2.2 Heights. If moved from the preferred location, towers shall be sited fronting major streets and/or frame parks and important public places, and shall require a shadow and wind analysis as per Section 4.2.5 and Section 4.2.6 respectively.
- No more than 6 towers shall be located within Candlestick North neighborhood. The towers on blocks 7b and 11a, if developed, shall not be relocated from the position shown. All other towers may be relocated within the allowable tower zone. Shown in Section 4.2.
- S4. Mid-block Breaks Shall be provided within the blocks indicated on Figure 5.5. The breaks on Block 5 and 6 shall be pedestrian mews; laneways are prohibited. The precise location of the midblock breaks shown on Figure 5.5 may vary slightly from what is shown, however they are mandatory for the block.

S5. City Park

 A City Park of approximately 3 acres shall be provided within the central portion of the neighborhood. The final location of the park will be determined in the future, and will depend on which parcels within Candlestick North are acquired for development. See Section 3.3 for general criteria, currently shown on Block 12 for illustrative purposes.

S6. State Park Edge

- A publicly accessible walkway/emergency access shall be provided as shown in Figure 4.9.

Guidelines

G1. Encouraged Ground Floor Commercial

- Additional ground floor commercial is encouraged around BRT transit stops, benefiting transit users and residents. Encouraged use is neighborhood-serving retail.

G2. Important Intersections

- The corners of Arelious Walker Drive/Ingerson Avenue, Harney Way/Ingerson Avenue, Carroll Avenue/Arelious Walker Drive are important intersections, serving as either gateways into the site or zones of high pedestrian activity. Architectural elements should be utilized to accentuate and distinguish these entry points.
- G3. Grocery Store A grocery store, if developed, should be located in a prominent and easily accessible location along Ingerson Avenue. Where necessary to accommodate the grocery store's loading dock, the garage door and curb cut width may exceed the maximum standards in Section 4.3.1 D and 4.5.3 where:
 - Access to the loading dock and any on-site car parking is combined and located on the O Street frontage;
 - Any on-street loading or ADA parking that is impacted by the location of the curb cut on O Street is accommodated in an alternative location in immediate proximity of the site;
 - The loading dock is shielded from public view when not in use and designed in a manner that visually integrates with the building's architecture and street wall; and
 - The garage entry and the curb cut is designed in a manner that provides a continual, safe and comfortable crossing for pedestrians and bicyclists along the adjoining public street.
- **G4. Mid-block Breaks** Pedestrian Mews are preferable to laneways to enhance the overall pedestrian circulation network.
- **G5. Height Variation –** For buildings along Ingerson Avenue and Harney Way, building heights are encouraged to be varied to add architectural interest to the streetscape.



Legend

- S1 Mixed-use Zone/Required Ground Floor Commercial
 S2/G5 Mixed-use Street Wall 35' Minimum
 S2 Residential Street Wall 40' Minimum
 S2 Residential Street Wall 60' Minimum
 S2 Residential Street Wall 80' Minimum
 S3 Tower Locations (refer to Section 4.2.2 for the location of allowable tower zones)
 S4 Mid-block Break Pedestrian Mews
 SECTION 5 NEIGHBORHOOD STANDARDS & GUIDELINES
- S4/G4 Mid-block Breaks
 S5 Parks
 S6 State Park Edge
 G1 Encouraged Ground Floor Commercial
 G2 Important Intersections
 G3 Grocery Store
- (#) Block Numbers

2016 CANDLESTICK POINT DESIGN FOR DEVELOPMENT

5.3 Candlestick Center









Precedent - Vibrant retail street



Precedent - Mixed-use development.



Precedent - Internal pedestrian mews.



Precedent - Animated retail street.

5.3.1 Candlestick Center - General Description

Candlestick Center is the heart and focus of activity for Candlestick. It is a mixed-use neighborhood with regional shops and services, commercial uses, hotel, public uses and residential low-rises. The illustrative plan for the neighborhood is shown in Figure 5.6. The diagrams provided here show the current proposal for Candlestick Center. Circulation and streets could be adjusted if the general performance criteria are met.

Land Use / Built Form – Candlestick Center is comprised of 635,000 sq ft of mixed-use regional retail in a variety of forms ranging from small commercial retail units (CRU's) along the two main streets – Ingerson Avenue and Harney Way – with secondary uses above, to larger format stores accessed by internal streets and pedestrian mews. The scale of the large format stores will be reduced through wrapping with other uses and/or fenestration. Above retail, uses may include residential, office space, a hotel or additional commercial space, subject to entitlement limitations.

A landmark building on the corner of Harney Way and Ingerson Avenue will frame a public plaza at this important intersection. The iconic building will have high-quality architectural treatment and active day and evening uses (such as retail and entertainment) that anchor development at Candlestick Center and reinforce its central location and community importance.

A three to four story parking structure will serve the center. Its edges along internal streets will be lined with shops while edges fronting Arelious Walker Drive will be screened with landscaping and other concealing devices. The parking structure roof will have a variety of uses that may include additional parking, a hotel, residential buildings, commercial, utilities, a variety of 'green' uses including gardens and power generation possibly in the form of solar panels, and publicly accessible recreation uses. Should parking be provided on the roof deck, it will be screened from view of the Bayview Hill and taller buildings through landscaping, solar screening or other appropriate means.

Open Space – The public realm will have a very urban flavor. Comprised of pedestrian oriented sidewalks and mews, plazas and courts, these spaces will offer a range of scales and characters. Those along the main streets and at key intersections will be larger and livelier, while others at the interior of the site and along pedestrian mews will have a more intimate scale and character. A BRT plaza is included as an extension of the Bayview Gardens Wedge Park into the neighborhood. The plaza may have kiosks and small vendors, as well as ample seating, public art, and landscaping. All plazas will be fully accessible to the public, as are streets.

Streets – Two mixed-use main streets, Ingerson Avenue and Harney Way, wrap the edge of the site. On the eastern edge, Ingerson Avenue has 2 travel lanes and 2 lanes of parking. On the southern edge, Harney Way is a boulevard with 2 vehicle travel lanes and parking on the south side and 2 BRT travel lanes on the north side. Internal retail streets may provide service access points. Arelious Walker Drive, an arterial street, lines the western edge of the neighborhood and is anchored primarily by a multi-level parking structure, which will be screened and made visually interesting.





Legend

Mixed-use – Mid-rise Mixed Use Buildings: Retail ground floor with Residential and/or Office ¹ above
High-rise Residential Over Parking
Mixed-use: Hotel Over Retail and/or Parking
Mixed-use: Anchor Land Uses
Commercial
Parking/Loading

Pedestrian Zone

10345673

Landmark Building	and Plaza
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Candlestick North Neighborhood

Bayview Gardens Wedge Destination Park

Mini-wedge Community Park

- Candlestick South Neighborhood
- BRT Stop and Plaza

Pedestrian Zone with Service Vehicle Access

¹ Subject to entitlement limitations



Precedent - Public plaza.



Precedent - Mixed-use buildings.



Precedent - Public art, important in the placemaking of a neighborhood center.



Candlestick Center – Landmark Building and plaza at the corner of Harney Way and Ingerson Avenue.

5.3.2 Candlestick Center – Urban Design

Refer to Figure 5.7 for the location of the following standards and guidelines.

A block plan indicating dimensions and parcel areas is included in Appendix B.

Standards

S1. Mixed-use Zone / Minimum Height

- Buildings fronting Ingerson Avenue and Harney Way shall be:
 - Mixed-use with either commercial or residential uses above at grade retail; or
 - Hotel with activating ground floor uses, such as lobby, bar, or restaurant.
- A continuous street wall shall be built to a minimum height of 35 ft for all buildings along Ingerson Avenue and Harney Way, as shown in Figure 5.7.

S2. Required Ground Floor Commercial

- Ground floor commercial to a minimum floor-to-floor height of 20 ft shall be located along Ingerson Avenue and Harney Way and internal streets and pedestrian mews.
- Ground floor commercial shall not have a minimum average depth less than 35 ft, exclusive of service corridors.
- Commercial modules shall be no greater than 30 ft width, though a single retailer may combine and occupy modules. (See Section 4.3.1 B for details.)

S3. Public Plazas

- A designated public plaza shall be located at the southwest corner of Ingerson Avenue and Harney Way and shall contain public art and be adequately sized to serve as a primary gathering space and focal point to the neighborhood.
- A designated public plaza shall be located in the wedge-shaped block between the Harney Way BRT lanes and the vehicle lanes, serving as an extension of the Bayview Gardens Wedge Park into the heart of the development. It shall serve primarily as a BRT/transit stop and contain public art, shade trees and comfortable seating areas.

S4. Architectural Reinforcement

 Building(s) surround the public plaza at the corner of Ingerson Avenue and Harney Way shall be designed with distinguishing architectural features and/or scale to frame the plaza and help create a unique sense of place.

S5. Service Vehicle Access for CP Center

- Service vehicle for CP Center should access from the intersection of Earl Street and Ingerson Avenue at the northeast, and exit to 8th Street and Harney Way at the southeast.
- Traffic within CP Center area is one way.

S6. Pedestrian Mews

- The eastern portion of the site shall have two high quality publicly accessible pedestrian-only retail mews punctuating the block, running in both north-south and east-west directions approximately as shown in Figure 5.7.
- Mews width shall be a minimum dimension of 15 ft. Mews width shall take into consideration the surrounding scale of vertical development in order to maintain a comfortable pedestrian experience.

S7. Parking Structure

- Parking structures serving the neighborhood and surrounding neighborhood retail requirements shall be located within the district.
- The majority of the parking requirement shall be provided in structure(s) located along Arelious Walker Drive.
- Notwithstanding the limits on garage entry widths in Section 4.3.1D:
 - The main entry for the CP Center garage along Arelious Walker Drive may have a maximum width of 50 ft. In this case, the parking entry must be designed in a manner that provides a continual, safe and comfortable crossing for pedestrians and bicyclists in front of the garage entry.
 - One garage entry larger than 27 ft wide may be permitted off Ingerson Avenue provided:
 - It aligns with either O Street or M Street.
 - It is designed in a manner that visually integrates with the Ingerson Avenue street wall.
 - The width of the entry and the number of lanes corresponds with the width and number of lanes of the aligned street.
 - The path of pedestrian travel along Ingerson Avenue remains continual and a safe and comfortable crossing in front of the garage entry is provided.
- Any portion of parking structure fronting Arelious Walker Drive shall be screened with landscaping or other appropriate elements (see also Section 4.3.1). All other above grade faces shall be screened with commercial uses or adequate material or planting screens.
- Should parking be provided on a roof deck, it shall be screened from view of the Bayview Hill and taller buildings through landscaping, solar screening or other appropriate means.

S8. Arelious Walker Entry Plaza

For any public or private grade level entry plaza (vehicular entry point or turn-off) abutting Arelious Walker near Jamestown Avenue, such entry plaza shall be publicly accessible at all times and designed / treated as an integrated element of the public domain. Buildings that face onto such entry plazas shall incorporate active ground floors facing towards the plaza. The treatment of buildings along Arelious Walker Drive that are adjacent to the plaza should include consistent active frontage to ensure the plaza does not feel isolated or private. The treatment of such plazas shall prioritize pedestrian needs over vehicular needs and enable entry into the core of Candlestick Center.

Guidelines

G1. Residential and Office – Encouraged uses above ground floor are residential and office (subject to entitlement limitations), particularly for buildings fronting Harney Way and Ingerson Avenue.

G2. Hotel

- A hotel location is allowed in the neighborhood and its location should be at a prominent, highly visible site.
- The hotel lobby should be easily identifiable and front a street.
- Private open space should be included in any hotel design, which may include the building rooftop.

G3. Parking Structure Rooftop

- Any portion of parking structure rooftop that is not parking, residential or commercial use should be designed with green features (such as solar shading), or active recreation uses (such as sports courts).
- Subject to parking needs, some portion of the rooftop should be considered for usable open space.

G4. Lobbies

- Above grade uses other than retail should have lobbies that are easily identifiable, secure, and well lit.

G5. Arelious Walker Entry Plaza

- The Arelious Walker Entry Plaza, if provided, should be aligned with Jamestown Avenue so as to feel like an extension of the Jamestown right-of-way.
- **G6.** Height Variation Building heights along Harney Way and Ingerson Avenue are encouraged to be varied to add architectural interest to the streetscape.



Figure 5.7 Candlestick Center Urban Design

Legend

	S1/G6 – Mixed-use Street Wall 35 ft Minimum Height	 S6 – Pedestrian Mews (approximate location)
	S2 – Required Ground Floor Commercial (also required on internal streets; location to be determined)	Park
	S3 – Public Plaza	S8/G5 – Arelious Walker Entry Plaza
	S4 – Architectural Reinforcement	G1 – Encouraged Office ¹ or Residential
\rightarrow	S5 – Service Vehicle Access (one way)	G2 – Encouraged Hotel Location
		¹ Subject to entitlement limitations

5.4 Candlestick South













Precedent - Articulated streetwall.



Precedent - Homes on the park.



Precedent - High-rise with bustle.



Precedent - Edge fronting CPSRA.

5.4.1 Candlestick South – General Description

Candlestick South derives its character from both the Harney Way retail street and the activity of the beach and surrounding Candlestick Point State Recreation Area (CPSRA). A mix of low-rise and high-rise buildings are complemented by a fine grained streets and lanes system that links residents to the Mini-wedge Community Park, Bayview Gardens Wedge Destination Park, and the surrounding CPSRA.

Land Use / Built Form – Mixed-use buildings define the southern half of Harney Way creating a vibrant retail street. The bulk of the neighborhood is comprised of low-rise flats and townhomes. Both wedge parks are framed with strong street walls to help define the spaces, while townhomes or flats border the CPSRA. Up to five high-rise towers punctuate the neighborhood with extraordinary views to the Bay, while serving as visual landmarks. The high-rise towers have been strategically located to bring the bulk of residential density to the heart of Candlestick, in close proximity to shopping, services, and public transit. Towers are predominantly stepped back from the CPSRA emphasizing a less formal park experience. Further, the proposed towers located south of the Mini-wedge Community Park shall be situated in a manner that preserves a view corridor from the top of Bayview Hill to Candlestick Point.

Open Space – The Mini-wedge Community Park forms the heart of the community and complements the larger Bayview Gardens Wedge Park within Candlestick North. The Mini-wedge is oriented to focus views to the CPSRA beach and the point of land that gives Candlestick its name. The community's eastern and southern edges are wrapped by the CPSRA, creating views to the bay and easy access to recreation.

Streets – A defining element of this community is its mixed-use main street, Harney Way. This primary commercial street for this community will be a retail boulevard with dedicated bus rapid transit (BRT) lanes in each direction and a vehicle travel lane in each direction. Other streets in the community are local serving, and mid-block breaks offer greater connectivity to the parks and water's edge. A laneway is included parallel to Harney Way to serve commercial uses.



Figure 5.8 Candlestick South Illustrative Site Plan

Legend

- Low-rise Residential
 - High-rise Tower
 - Mixed-use

Mini-wedge Community Park

CPSRA Beach

1234567

- Bayview Gardens/Wedge Destination Park
- Candlestick Point State Recreation Area
- Candlestick Center Neighborhood
- Candlestick North Neighborhood
- BRT/Transit Stop and Plaza


Community gardens.



CPSRA – Great lawn.



CPSRA – Wind surfing beach.



View of Candlestick South looking west.

5.4.2 Candlestick South Urban Design

Refer to Figure 5.9 for the location of the following standards and guidelines.

A block plan indicating dimensions and parcel areas is included in Appendix B.

Standards

S1. Mixed-use Zone / Required Ground Floor Commercial

- Harney Way, between Arelious Walker Drive and Ingerson Avenue shall be a mixed-use zone along its frontage within the neighborhood
- Ground floor use shall be commercial along the aforementioned streets with a minimum floor-to-floor height of 12 ft.

S2. Street Wall Heights

- Minimum height 35 ft A mixed-use street wall to a minimum of 35 ft shall be built along Harney Way between Arelious Walker Drive and Ingerson Avenue.
- Minimum height 40 ft A street wall to a minimum of 40 ft shall be built along Harney Way between Ingerson Avenue and Gilman Avenue, and on both sides of the Mini-wedge Community Park.

S3. Towers

- Towers shall be located within the tower zones described in the Heights Section 4.2.2. If moved from the preferred location, towers shall be sited fronting major streets and/or frame parks and important public places, and shall require a shadow and wind analysis as per Section 4.2.5 and Section 4.2.6 respectively.
- No more than 5 towers shall be located within Candlestick South neighborhood. The towers on blocks 1 and 4a, if developed, shall not be relocated from the position shown. All other towers may be relocated within the tower zone. The view corridor indicated in 5.2.1 must be maintained.

S4. Mid-block Breaks

- Shall be provided within the blocks indicated on Figure 5.9. Actual locations may vary slightly from that shown; however, all blocks indicated must contain a mid-block break.

S5. CPSRA Edge

- A publicly accessible walkway/emergency access shall be provided as shown in Figure 5.9.

Guidelines

G1. Encouraged Ground Floor Commercial

- Additional ground floor commercial is encouraged along the Bayview Gardens Wedge Destination Park and Mini-wedge Community Park.
- Encouraged use is neighborhood-serving retail.
- Retail uses when provided are encouraged to be located at street corners, particularly the corner of Ingerson Avenue and Harney Way.

G2. Important Intersections

- The corners of Arelious Walker Drive and Harney Way, and Harney Way and Ingerson Avenue are important intersections, serving as either gateways into the site or zones of high pedestrian activity. Architectural elements should be utilized to accentuate and differentiate these intersections.

G3. Height Variation

- For buildings along Harvey Way, building heights are encouraged to be varied to add architectural interest to the streetscape.



Legend





(#)

S5 – State Park Edge

Park

- G1 Encouraged Ground Floor Commercial
- G2 Important Intersections
- Block Numbers

2016 CANDLESTICK POINT DESIGN FOR DEVELOPMENT



Implementation

6.1 Design Review Process

6 Implementation

6.1 Design Review Process

Implementation

Implementation of this D4D shall be in accordance with the BVHP Plan as well as any disposition and development agreement or owner participation agreement entered into by the Redevelopment Agency of the City and County of San Francisco, as more fully described below.

Bayview Hunters Point Redevelopment Plan

Candlestick lies within Zone 1 of the Bayview Hunters Point Redevelopment Project Area. This D4D provides the detailed design standards and guidelines for development within Zone 1 of this Redevelopment Project Area.

Review and Approval of Design Documents

Any disposition and development agreement pertaining to Candlestick (Zone 1) shall abide by the Design Review and Document Approval Procedure (DRDAP). The DRDAP shall establish the processes by which applications for various Agency approvals required under a disposition and development agreement or owner participation agreement are to be submitted and reviewed by the Agency and other City agencies as well as the standards by which such approvals are to be granted by the Agency. The DRDAP shall further establish the processes and timelines for Agency review of architectural and design documents – such as schematic design documents, design development documents, and construction documents – for various improvements within the area subject to the disposition and development agreement or owner participation agreement.

In addition, it is anticipated that the Agency and City agencies having jurisdiction over the development contemplated by this Design for Development will enter into one or more Interagency Cooperation Agreements that will set forth the City agencies' obligations in connection with review and approval of applications pursuant to the DRDAP as well as review and approval of various permits, subdivision maps, and other authorizations required from the City.

As provided in the BVHP Plan, Agency review of any application relating to development within Candlestick shall be evaluated for consistency with the standards set forth in the Redevelopment Plan and the standards set forth in this D4D and shall follow the process set forth in the applicable DRDAP.

Variances

The owner or developer of any property that is subject to this D4D may make a written request for a variance from the development standards, design guidelines, or any other provision within this D4D or the BVHP Plan pursuant to Section VII of the BVHP Plan. Such request for a variance shall state fully the grounds of the application and the facts pertaining thereto.

The Redevelopment Agency Commission may grant a variance from the development controls of this D4D or the BVHP Plan under the following circumstances:

- Due to unique physical constraints or other extraordinary circumstances applicable to the property, the enforcement of development regulations without a variance would otherwise result in practical difficulties for development and create undue hardship for the property owner or developer or constitute an unreasonable limitation beyond the intent of the BVHP Plan; and
- The granting of a variance would be in harmony with the goals of the BVHP Plan and would not be materially detrimental to the public welfare or materially injurious to neighboring property or improvements in the vicinity.

The Agency's determination to grant or deny a variance will be final and will not be appealable to the Planning Department.

Process for Amendment

Amendments to this D4D shall be approved by both the San Francisco Planning Commission and the Agency Commission.



Jamestown

7.1	General Description		
7.2	Standards & Guidelines		
73	Urban Design		

7 Jamestown

Section Summary

This section describes the standards and guidelines that are specifically applicable to the Jamestown neighborhood. The Jamestown neighborhood is not contemplated for development by Master Developer of the Candlestick or Shipyard project. However, given the neighborhood forms part of the Bayview Hunters Point Redevelopment Plan, development standards and guidelines are still required in the event that development is contemplated by current or future landowners. Incorporating development standards and guidelines for Jamestown into the D4D also ensures that any future development outcomes will be coordinated and consistent with the planning for Candlestick.

Consistent with Sections 4 and 5 of this D4D, standards are mandatory actions, generally described in absolute terms such as by measurement or location. Guidelines are encouraged actions, which if adhered to in spirit will result in projects that best fit the vision for the site.

Where a standard or guideline is not specifically provided for in this section for the Jamestown lots, the standards and guidelines contained in Section 4 shall apply.

7.1 General Description

The Jamestown neighborhood is located to the west of Candlestick Center on Jamestown Avenue. Lying above the rest of Candlestick along Jamestown Avenue, the neighborhood offers panoramic views to the Bay and new development below, and serves as a picturesque transition between Bayview Hill and Candlestick. The neighborhood has excellent connection to the Candlestick Center, providing residents with have access via Jamestown Avenue and Griffith Street.

The vision for Jamestown is a neighborhood that is predominantly residential with a blend of low-rise and mid-rise buildings that step with the sloping terrain while taking advantage of the opportunity for views of the Bay. The amenity of the neighborhood is expected to be reinforced through a pedestrian connection to the Candlestick Center.



Park
 Neighborhood Boundary

Development Block

Street – Public Right of Way

Public Easement – Mid-block Break

7.2 Standards & Guidelines

7.2.1 Block Plan

Standards

Block dimensions are shown in Figure 7.1 for all development blocks within the Jamestown neighborhood. The table below indicates the area of each development block in the neighborhood. Final dimensions and areas will be defined in the sub-division mapping process where required.

Table 7.1Jamestown Block Areas

JAMESTOWN BLOCK AREAS		
BLOCK NUMBER	AREA (acres)	
1	3.55	
2	1.75	
3	1.51	
Total *	6.81	

* Total does not include open spaces and streets.

7.2.2 Land Use & Built Form

Standards

- Land uses shall be in accordance with the Residential Mixed Use District in the Bayview Hunters Point Redevelopment Plan.
- Lower buildings shall be sited on the northern portion of the parcel, with higher buildings to the south.
- Pedestrian linkages to the trail system on Bayview Hill shall be provided from the development parcel.
- Buildings shall be located to form a strong street wall along Jamestown Avenue, while maintaining breaks that relate to the surrounding street system.
- All other land use standards for Jamestown shall be consistent with those outlined Section 4.1.

Guidelines

- Buildings should take advantage of the rising grade through terracing

 along the sloping roadway and corresponding to the grade change of Bayview Hill while creating opportunities for rooftop terraces.
 Building masses should be clustered to reduce the overall scale, while providing access points to the Bayview Hill open space.
- Where provided, parking structures should be terraced against Bayview Hill. The rooftop areas should be used for private common open spaces.
- All other land use guidelines for Jamestown shall be consistent with those outlined in Section 4.1.

7.2.3 Building Height

Standards

• Building heights in the Jamestown neighborhood shall be in accordance with Figure 7.4.



Legend



High-Rise Tower Location*

Fixed high-rise location

7.2.4 Street Wall Conditions

Standards

• Street wall conditions in the Jamestown neighborhood shall be in accordance with Figure 7.3.



Legend

- Low-rise Residential Mixed-Use District
- Mid-rise Residential Mixed-Use District
- Mid-block Break Pedestrian Mews or Vehicular Laneway
- Mid-block Break Pedestrian Mews only
- Mid-block Break Commercial

* See Section 4.2.2 for allowable location zones for high-rise.

7.3 Urban Design

Refer to Figure 7.4 for the location of the following standards and guidelines.

Standards

S1. Street Wall Height

 Minimum height 30 ft – A residential street wall to a minimum of 30 ft shall be built along Jamestown Avenue.

S2. Development Pattern Extension

 Development shall respond to the surrounding street pattern of Griffith Street and Gilroy Street by providing consistent site access along these axes.

S3. Street Network

- Jamestown Avenue services all lots in this neighborhood. Accordingly, there are no additional public roads required.

S4. Parking

- On-street parallel car parking bays shall be provided having regard to Section 4.5.2.

Guidelines

G1. Building Scale

 Buildings should be designed with lower heights (maximum 65 ft) on Lots 2 and 3 in order to blend with the surrounding neighborhood.

G2. Building Siting / Massing

- Buildings should respond to the grades of Jamestown Avenue and Bayview Hill. See standards Section 4.2.3.

G3. Private Open Space

- Buildings should provide generous rooftop and patio open spaces, taking advantage of the views to the bay.
- All exposed parking roof-decks should be landscaped in a manner that provides a transition to the natural landscape of and blend with the Bayview Hill.

G4. Views

- Buildings should be designed to maximize the views from the Jamestown parcel, which is roughly 80 ft higher that the rest of the development and has spectacular exposure.

G5. Connection to CP Center

- An additional pedestrian connection is encouraged between Jamestown and CP Center.



Legend

- S1 Residential Street Wall 30 ft Minimum
- S2 Development Pattern Extension
- S3 Street Design
- S4 Parking
- G5 Encouraged Pedestrian Connection
- Park
- # Block Number



Shipyard South R&D Option

ATTON AND

8.1 General Description

8 Shipyard South R&D Option

8.1 General Description

The CPHPS2 Disposition and Development Agreement includes a mixture of housing and R&D in the southern portion of the Shipyard. The CPHPS2 Final Environmental Impact Report analyzed and approved a number of variants, including a scenario where the Shipyard South neighborhood is developed as exclusively R&D. This would result in 5.0 million sq ft of R&D at the Shipyard, with up to 1,625 residential units shifted from the Shipyard to Candlestick.

This section outlines how the additional density at Candlestick would be accommodated should the R&D Option be implemented by the Master Developer.

8.1.1 Building Heights

In the Shipyard South R&D Option, up to 1,625 units may be transferred from the Shipyard to Candlestick. To reflect the change:

- The maximum height of the mid-rise buildings along the west side of Harney Way between Ingerson Avene and Egbert Avenue (including the podiums for Tower F and Tower D if located on Harney Way) would be increased to 105 ft;
- The maximum height of buildings along the east side of Harney Way between Ingerson Avenue and Hollister Avenue (including the podium of Tower I) would be increased to 85 ft; and
- **3.** The height of buildings along the east side of Earl Street between Gilman Avenue and Egbert Avenue (including the podium of Tower C) would increase from 65 ft to 85 ft.

All other heights, including towers, would remain the same as the baseline option. The revised heights diagram is shown in Figure 8.1.



Encouraged high-rise location

Allowable high-rise location zone

* See Table 4.1 for maximum heights.

Note: For Jamestown lots, see Section 7.

Project Boundary

Mid-Block Breaks

Maximum Percentage of Developable Area (see Section 4.2.2)

/////

XX%



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Appendix

- 9.1 Appendix A Term Definitions
- 9.2 Appendix B Block Plans
- 9.3 Appendix C Case Studies

9 Appendix

9.1 Appendix A – Term Definitions

Agency	The office of Community Investment and Infrastructure, or Successor Agency to the San Francisco Redevelopment Agency.	
Block	An area of land bounded by public lands, including streets or parks.	
Building	Any structure having a roof supported by columns or walls.	
Building Entry	Any point of a building associated with the accessibility of the user, not including service or loading access.	
Building Face	The major or primary plane of the exterior wall of the building. The term is often used in context with its relationship to an adjacent street or public area.	
Building Height	The vertical distance between finished grade and the top of a building. The building top is defined as the top of the finished roof in the case of a flat roof, and the average height of the rise in the case of a pitched or stepped roof.	
Building Projection	A portion of the building that extends beyond the primary building face, either into a setback or beyond the property line.	
Build-to Line	The primary building face, of which a certain percentage of the building must be built to.	
Bulk	The maximum physical dimensions of built volume. Standards include maximum plan dimension and maximum floor plate size.	
Class I Bicycle	Spaces in secure, weather-protected facilities	
Parking Space(s)	intended for use as long-term, overnight, and work-	
	day bicycle storage by dwelling unit residents, non-	
	residential occupants, and Employees.	
	Discusion and the second in a second life in the second second	
Class II Bicycle	Bicycle racks located in a publicly-accessible,	
Parking Space(s)	nignly visible location intended for transient or	
	building or use.	

Court	Any space on a lot other than a yard which, from a point not more than two ft above the floor line of the lowest story in the building on the lot in which there are windows from rooms abutting and served by the court, is open and unobstructed to the sky, except for obstructions permitted by the San Francisco Planning Code. An "outer court" is a court, one entire side or end of which is bounded by a front setback, a rear yard, a side yard, a front lot line, a street, or an alley. An "inner court" is any court which is not an outer court.
Dwelling Unit	A residential use that consists of a suite of one or more rooms and includes sleeping, bathing, cooking, and eating facilities.
Façade	Any vertical exterior face or wall of a building that is adjacent to or fronts on a street, public or semi-private right-of-way, park, or plaza.
Floor Area, Gross	The sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) which encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.
Floor Area Ratio	The ratio of the gross floor area of all the buildings on a lot to the area of the lot. In cases in which portions of the gross floor area of a building project horizontally beyond the lot lines, all such projecting gross floor area shall also be included in determining the floor area ratio.
Floor, Ground	The lowest story of a building, other than a basement or cellar as defined in the Building Code.
Focal Point	An area within the public realm that is at a major intersection or within the park system, which will have a high degree of pedestrian use due to the immediately adjacent uses.

Gateway	A primary vehicular or pedestrian point of entry into the development project, typically at a key intersection between two or more public streets.
Ground Floor Retail Required	The percentage of building frontage facing the street that requires ground floor space suitable for retail use.
Guideline	Design recommendations for both private and public design and construction activities within the development project.
Live / Work Unit	A structure or portion of a structure combining a residential living space for a household or group of persons with an integrated work space principally used by one or more of the residents of that unit. Work spaces uses in a Live/Work Unit must comply with the other non-residential uses allowed within the respective land use District.
Modulation	Major variation in the massing, height, or setback of a building (as a means of reducing the structure's perceived bulk).
Neighborhood Retail	A commercial use that provides goods and/or services directly to the customer, whose primary clientele is customers who live or work nearby and who can access the establishment directly from the street in a walk-in basis. This use may provide goods and/or services to the business community, provided that it also serves the general public. This use would include those that sell, for example, groceries, personal toiletries, magazines, smaller scale comparison shopping; personal services such as laundromats, health clubs, formula retail outlets, hair or nail salons; and uses designed to attract customers from the surrounding neighborhood. Retail uses can also include outdoor activity areas, open air sales areas, and walk- up facilities (such as ATMs or window service) related to the retail sale or service use and need not be granted separate approvals for such features.
Property Line	The boundary line between two pieces of property.

Regional Retail	A commercial use that provides goods and/or services directly to the customer, whose primary clientele is customers who live throughout the surrounding region and may include both small and large format tenants up to 120,000 square feet. This use would include those who sell apparel, electronics, furniture, durable goods, specialty items, formula retail outlets, and other more expensive, and less frequently purchased items; beyond the surrounding neighborhood. Regional Retail sales and services can include counter and other walk-up facilities as well as adjacent outdoor activity areas accessory to such uses.
Setback	A required distance that the Building Face shall be built in relation to the property line. Buildings with a setback of zero ft are built at the property line.
Setback, Landscaping	The portion of the required setback area that shall be and remain unpaved and devoted to plant material, including the use of native/drought resistant plant material.
Setback, Required	The minimum required distance between a building or a structure and the adjacent public right-of-way line; or any adjacent private vehicle access way easement, excluding private driveways; or any interior property line. A required distance that the Building Face shall be built in relation to the property line. Buildings with a setback of zero ft are built at the property line.
Mid-block Break	A pedestrian pathway that provides a mid-block connection - either between parallel street frontages or between street frontages and rear parking areas. Mid-block breaks are landscaped and may also include front doors to residential or retail uses. They are intended for public pedestrian use and provided through public easements over private land.
Standard	The specific rules or measures establishing a level of quality or quantity, or a condition that must be complied with or satisfied

Stepback	The distance that upper levels of a building may be set back from the primary building face.	
Street	A right-of-way, 30 ft or more in width, permanently dedicated to common and general use by the public, including any avenue, drive, boulevard, or similar way, but not including any freeway or highway without a general right of access for abutting properties.	
Street Property Line	The boundary line between a street and an abutting property.	
Streetwall	A continuous façade of buildings generally built along the property line facing a street or open space.	
Tower Bustle	A portion of a tower that extends horizontally past the main vertical form of the building. Generally confined to the lower four to six floors of the tower.	
Units Massing	The overall exterior shape of a building or structure; the proportion aspect of the elements of the form.	
Use	The purpose for which land or a structure, or both, are designed, constructed, arranged or intended, or for which they are occupied or maintained, let or leased.	
Wall	Any streetwall area that is not transparent, including solid doors and mechanical area wall(s).	
Vehicular Laneway	A vehicular access way located on a private parcel, but having a public easement over it.	

9.2 Appendix B – Block Plans

Block plans for the four neighborhoods are provided as reference. They indicate the block and street dimensions.

9.2.1 Alice Griffith – Block Plan

Block dimensions are shown in Figure 9.1 for all development blocks within the Alice Griffith neighborhood.

The chart below indicates the area of each development block in the neighborhood. Final dimension and areas will be defined by the sub-division mapping process.

Table 9.1 Alice Griffith Block Areas

ALICE GRIFFITH BLOCK AREAS	
BLOCK NUMBER	AREA (acres)
1	1.45
2	1.23
4	1.23
5	0.81
6	0.80
7	0.82
8	0.72
9	1.02
11	1.03
12	1.14
13	1.13
14	0.79
15	0.75
16	1.11
17	1.12
18	1.31
19	1.35
20	1.22
TOTAL*	19.02

* Total does not include open spaces and streets.


Neighborhood Boundary

Development Block

Street – Public Right of Way

(Pedestrian connection between along Griffith St. between Fitzgerald Ave. and Gilman Ave.)

Public Easement – Mid-block Breaks

9.2.2 Candlestick North – Block Plan

Block dimensions are shown in Figure 9.2 for all development blocks within the Candlestick North neighborhood. Certain corners are rounded to accommodate bus and fire truck turning radii (see Section 4.1.1).

The chart below indicates the area of each development block in the neighborhood. Final dimension and areas will be defined in the sub-division mapping process.

CANDLESTICK NORTH BLOCK AREAS	
BLOCK NUMBER	AREA (acres)
1a	1.45
1b	1.45
2a	1.31
2b	1.31
3a	1.40
3b	1.50
4a	1.14
4b	1.16
5a	1.00
5b	1.00
6a	1.00
6b	0.96
7a	1.16
7b	1.28
8a	1.27
8b	1.36
9a	1.42
9b	1.52
10a	1.31
10b	1.31
11a	1.46
11b	1.46
12	3.12
TOTAL*	31.35

Table 9.2 Candlestick North Block Areas

* Total does not include open spaces and streets



Legend

Neighborhood Boundary

Development Block

Parks

- Street - Public Right of Way
- ///// Public Easement – Mid-block Break

9.2.3 Candlestick Center – Block Plan

Block dimensions are shown in Figure 9.3 for the Candlestick Center neighborhood development block. Certain corners are rounded to accommodate bus and fire truck turning radii.

The chart below indicates the area of the development block in the neighborhood. Final dimension and areas will be defined in the sub-division mapping process.

Table 9.3Candlestick Center Block Areas

CANDLESTICK CENTER BLOCK AREAS	
BLOCK NUMBER	AREA (acres)
1	22.29
Total *	22.29

* Total does not include open spaces and streets



Legend

- Parks/Plaza
- Neighborhood Boundary
- Development Block
- Street Public Right of Way
- Public Easement Mid-block Break

9.2.4 Candlestick South – Block Plan

Parcel dimensions are included shown in Figure 9.4 for all development blocks within the Candlestick South Neighborhood. Certain corners are rounded to accommodate bus and fire truck turning radii (see Section 4.1.1).

The chart below indicates the area of each development block in the neighborhood. Final dimension and areas will be defined in the sub-division mapping process.

Table 9.4 Candlestick South Block Areas

CANDLESTICK SOUTH BLOCK AREAS	
BLOCK NUMBER	AREA (acres)
1	1.70
2a	0.77
2b	1.03
3	0.31
4a	1.05
4b	1.03
5	0.31
6a	1.15
6b	1.15
7a	1.08
7b	1.25
8a	1.21
8b	1.21
9a	1.25
9b	1.26
10a	1.30
10b	0.94
11a	1.53
11b	1.32
12a	1.62
12b	1.44
TOTAL*	23.90

* Total does not include open spaces and streets



Legend

Park Neighborhood Boundary

Development Block

Street - Public Right of Way

///// Public Easement – Mid-block Break

9.3 Appendix C – Additional Studies

A number of additional studies have been developed for a variety of parcels. These may help to inform design decisions, regarding the Standards and Guidelines set forth in this document. These studies were undertaken prior to the formulation of the D4D and may not conform to current block configurations and/or al Standards and Guidelines.

9.3.1 Alice Griffith – Additional Studies

A representative block study for a block containing predominantly low-rise flats has been included for reference. In this study, a mixture of townhomes and flats wraps an internal garage. An internal courtyard is located on the parking rooftop. The parking garage is shown at grade, but could be built underground in order to create a stoop condition for at-grade units.



Legend

Park Street
Local Street
Townhomes
Low-rise Flats
Parking Rooftop Landscaping



9.3.2 Candlestick North – Additional Studies

A representative block study for a mixed-use block containing low-rise flats and townhomes, as well as mid-rise and high-rise flats has been included for reference. In this study, mainly low-rise flats are located over retail. Townhomes front the pedestrian mews in order to create a human scale. Above grade parking is screened by at-grade retail or residential uses. A high-rise tower anchors one corner of the retail street, with the main tower mass meeting the street. A mid-rise bustle extends from the tower, framing an important park.





1	Retail Street
2	Local Street
3	Pedestrian Mews
4	Townhomes along Mews
5	Flats over Retail
6	Low-rise Flats
$\overline{7}$	Mid-rise bustle frames Wedge Park
(8)	High-rise tower anchors corner.





9.3.3 Candlestick South – Additional Studies

A representative block study for a mixed-use block containing low-rise and high-rise flats, and retail has been included for reference. In this study, low-rise flats are located above retail along the main street. A laneway separates the two portions of the block, serving as loading access for retail, as well as parking access. A high-rise tower and accompanying lowrise flats wrap a parking structure, with private open space located above the parking rooftop.



Legend

1	Retail Street
2	Local Street
3	Laneway
4	Flats over Retail
5	Low-rise Flats lining P Podium
6	High-rise Tower
7	Podium Landscaping

Parking





ATTACHMENT P

Original document approved January 7, 2014 Final Draft for Approval January 19, 2016



LENNAR URBAN

COOPER, ROBERTSON AND PARTNERS

INDUSTRIAL DESIGN & STREETSCAPE

MELK LANDSCAPE ARCHITECTURE PC

LANDSCAPE ARCHITECTURE

SHERWOOD DESIGN ENGINEERS

1.INTRODUCTION

2. CONCEPTUAL FRAM

- 2.1 SITE INFLUENCES
- 2.2 NEIGHBORHOOD CHAR
- 2.3 HISTORY AND CULTURE:

3. STREET TYPOLOGIE

- 3.1 STREET TYPOLOGIES
- 3.2 THE SPINE CHARACTER

4. STREETSCAPE ZON

- 4.1 SIDEWALK ZONES
- 4.2 STREET ZONES

5. STREETSCAPE ELEN

- 5.1 PAVING MATERIALS
- 5.2 STREET TREES
- 5.3 STORMWATER TREATMEN
- 5.4 SOIL CELLS
- 5.5 LANDSCAPE PLANTING
- 5.6 STREET FURNITURE
- 5.7 STREET LIGHTS
- 5.8 UTILITY COVERS
- 5.9 STREETSCAPE ELEMENT

6.TYPICAL STREET LAYOUTS

- 6.1 STREETSCAPE ELEMENT
- 6.2 TYPICAL STREET CORNE
- 6.3 THE SPINE (FULL) : HAR
- 6.4 THE SPINE (FULL) : EGB
- 6.5 PERIMETER STREET: CAI
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INTRODUCTION

Purpose of this Document

This Streetscape Master Plan presents an overall vision for the streetscape and public realm in Candlestick Point within the Bayview Hunters Point Redevelopment Plan area. A complementary Streetscape Master Plan for Hunters Point Shipyard will be prepared and submitted to the City at the same time that the first Major Phase application for the Phase 2 development at Hunters Point Shipyard is submitted to the City for approval.

The Streetscape Master Plan furthers place-making and identity building for the project master plan, the surrounding community, and the City as a whole. The plan also positions the streetscape as an integral component of an innovative, performing landscape, and welcoming public realm by establishing guidelines for furnishings, paving, landscaping, stormwater management, sidewalk bulb-outs and other streetscape elements. Where applicable, guidelines from the Better Streets Plan and City standards have been incorporated into this document.

The Candlestick Point Streetscape Master Plan was originally approved by the OCII Commission on January 7, 2014. Since then, several project refinements have occurred that required an update to the approved Streetscape Master Plan. The refinements are generally related to:

- An interdepartmental process to reconfigure street cross sections for emergency vehicle access
- Paving options- Street tree selection
- The configuration of the Spine
- Stormwater treatment updates

A complete summary of these revisions is set forth in a staff report to the OCII Commission prepared in support of this Streetscape Master Plan.

Project Background

In June 2010, the former Redevelopment Commission took a series of actions to approve the Candlestick Point/Hunters Point Shipyard Phase 2 development (CPHPS2 or, the Project) including the approval of the Phase 2 Disposition and Development Agreement (DDA) with CP Development Co., LP (the Developer). The DDA includes Design Review and Approval Procedures ("DRDAP"). Requirements of the DRDAP include the preparation of Streetscape and Signage Plans to guide design of the public realm and the submission of Major and Sub-Phase Applications for approval that detail project design for specific geographic areas at each step of the development's progress.

The Project includes: the Candlestick Point State Recreation Area; the former site of the San Francisco 49ers NFL stadium; the Alice Griffith public housing development; and a decommissioned Naval Shipyard with dilapidated structures for ship repair, piers and drydocks, and storage and administrative spaces. A number of former Navy buildings are currently being used as artist studios and by light industrial tenants.

Bayview residents have been long at work in establishing the overall vision and goals for revitalization for the Bayview Hunters Point area, which includes both of these sites, beginning with the 1969 Hunters Point Redevelopment Plan, the 1969 India Basin Industrial Park Redevelopment Plan, the 1995 South Bayshore Area Plan, the 1997 Hunters Point Shipyard Redevelopment Plan, and the 2006 Bayview Hunters Point Redevelopment Plan. In 2007, the San Francisco Board of Supervisors endorsed a Conceptual Framework that set forth goals and principles to govern the redevelopment of the Candlestick Point - Hunters Point Shipyard areas. Implementation of the Project would include amendments to the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plans, the San Francisco General Plan and the San Francisco Planning Code. City staff prepared an Environmental Impact Report (EIR) on the proposed Project that was certified by the Planning and former Redevelopment Commissions on June 3, 2010, Both Commissions also approved Design for Development (D4D) documents to serve as the Project zoning code. The D4D includes specific standards and guidelines, including site coverage, building height, bulk and setbacks.

On August 3, 2010, The Board of Supervisors adopted Redevelopment Plan Amendments, General Plan Amendments, amendments to the Planning Code and Zoning Map, and other plans necessary for Project implementation.

Site Location and Context

The Candlestick Point and Hunters Point Shipyard areas are located approximately five miles south of downtown San Francisco in the southeastern part of the city. As indicated to the right, both sites have extensive shoreline frontage along the San Francisco Bay to the east and south, the South Basin and Yosemite Slough watershed which separates them, and India Basin to the north of the Shipyard. Hunters Point Hill and the Bayview / Hunters Point neighborhood sits to the west of the Shipyard site, whereas the same neighborhood and Bayview Hill Park are adjacent to the north and west sides of the Candlestick Point site.

Bayview Hill Park creates a natural geographic limit to development and a buffer to Highway 101 to the west of the Candlestick Point site. This City Park has trails which overlook the entire Candlestick Point site and provide panoramic views of the Bay.

Candlestick Point is the former location of Candlestick Park (the home stadium of the San Francisco 49ers NFL team), and the current location of the Candlestick Park State Recreation Area (CPSRA) and the Alice Griffith public housing development. The Shipyard is a former U.S. Naval Shipyard, which was operational between World War II and 1974, and is currently accommodating some artist studios and light industrial uses on a portion of the site.

The Hunters Point Shipyard provided the major source of employment for the Bayview / Hunters Point neighborhood while it was operational. Subsequent to its closure, economic opportunity has declined in this part of the city as the site has remained largely unused since. Both the Candlestick

Figure 1.1 – Site Context











Legend

- $(\mathbf{1})$ Bayshore Caltrain Station
- 2 Bayview Hill Park
- 3 Hunters Point Shipyard Phase I - Hilltop and Hillside
- (4) Bayview Neighborhood
- (5) Bayview Industrial Lands
- 6 India Basin
- $\overline{7}$ Candlestick Park Stadium
- 8 Re-gunning Crane
- 9 South Basin
- (10) Yosemite Slough Watershed
- (11)San Francisco Bay

1. INTRODUCTION

Point and Hunters Point Shipyard projects will bring improved street and transit connections to the area, along with new employment uses that will substantially increase the community's economic activity.

To take advantage of this waterfront location, which provides the potential for some of the most significant open space area in the City, a major shoreline park will be created. New public connections to the waterfront will be provided. Further, a plan to restore the Yosemite Slough watershed, which feeds into the South Basin, will allow for an integrated park area to be created which extends from the CPSRA and includes the South Basin, Yosemite Slough and the southern shoreline of the Shipyard.

Project Overview

The Hunters Point Shipyard and Candlestick Point areas will rejuvenate and integrate with the existing Bayview / Hunters Point neighborhood to create a vibrant mixed-use district that provides a major focal point to the shoreline area of southeast San Francisco.

Development will be compact, provide a mix of land uses and be oriented to the transit stops along the new bus rapid transit (BRT) line which will serve the area with frequent transit service. There will be market-rate and affordable homes, community services, regional and neighborhood commercial retail, research and development space (R&D), a hotel, a performance arena, and an expansive waterfront park system that extends along the entire shoreline of Candlestick and the Shipyard.

Identifiable neighborhood districts will be created that will each have distinctive characteristics. These neighborhoods will be woven together to Bayview / Hunters Point by an open space network, pedestrian pathways and landscaped streets that connect to the existing Bayview / Hunters Point street grid. Thus, convenient access will be provided between the new neighborhoods, Bayview / Hunters Point and the waterfront park system. All development will be based on the principles of sustainable building.

The illustrative site plan and overall development program that emerges from this vision are shown to the right. The program for the two sites includes 10,500 residential homes, 250,000 sq ft of neighborhood retail, 635,000 sq ft of regional retail, 3.15 million sq ft of office and R&D space, a hotel, arena, artists' studios, community facilities, and a 328 acre open space network.

Figure 1.3 – Illustrative Plan



Community Use Mixed-use Retail/commercial Low rise Residential Mid rise Residential High rise Residential Research & Development







2.1 SITE INFLUENCES

Site Influences

Every site in the city is affected by an arrangement of influences that evoke memories, give character, and define possibilities. Such influences might be subtle or overt, physical or symbolic, specific or subtle, but together they tell a story of place that can inspire design that is truly rooted in place, responsive to history, and open to future.

Candlestick Point is rich in history and culture, ecology, and physical influences, offering touchstones for creating a unique streetscape design.

Combining these site influences with the development master plan for Candlestick Point creates a distinctive conceptual framework for the public streets on the site. This framework underlies a unique story of place and identity that is expressed with identifiable neighborhoods, opportunities for special moments, and integrated infrastructure systems.







2.2 NEIGHBORHOOD CHARACTER

Neighborhood Character

Defining neighborhoods and creating a legible urban environment that creates a sense of place is a particular challenge in large redevelopments. Given its scale, it is critical that Candlestick Point be perceived as a cluster of neighborhoods, each with its own character yet part of a cohesive whole.

There are four distinct neighborhoods within the Candlestick site: Alice Griffith, Candlestick North, Candlestick Center and Candlestick South. A unique physical character is envisioned for each neighborhood, which will be defined through building scale and massing, architectural design, parks and public space, including the streets.

Alice Griffith

Alice Griffith will be a predominantly residential neighborhood serving mixed-income households with a diverse range of housing types. Buildings will generally be four to five stories along streets, and two and three story townhomes along mid-block breaks. Building façades will be articulated in order to maintain a fine-grained scale.

The focus of the community is the centrally located community park that stretches almost the length of the neighborhood. The existing grid of streets will be extended through the site, thereby connecting the Candlestick Point community back into the larger Bayview fabric and linking the Bayview community to the water. The streetscape in Alice Griffith will reinforce the connections between the new and existing communities, and introduce natural elements to build connections to the expansive bayside open spaces.

Candlestick North

Candlestick North is a compact mixed-use community with the greatest number of homes in Candlestick, animated neighborhood streets, engaging parks, and a main street filled with shops and services.

The neighborhood contains a mix of low-rise, mid-rise and high-rise mixeduse and residential buildings that frame and focus civic life on the parks and streets. Mixed-use buildings along the main street (Ingerson Avenue) create an animated retail atmosphere. Eight to ten story residential buildings frame the Bayview Gardens Wedge Park, while shorter residential buildings line both park streets (Egbert Avenue and Earl Street) and the central Candlestick Community Park.

A tower at the corner of Ingerson and Harney is strategically located to overlook the Candlestick Community and Wedge Parks, and to emphasize key intersections within the plan. Low-rise residential buildings make up the majority of remaining buildings, including two and three story townhomes along mid-block breaks that establish a more intimate pedestrian scale. Additional retail opportunities are located in the bases of buildings at the BRT stops on both ends of the community and along the Wedge Park.

Figure 2.1 – Neighborhood Boundaries



2.2 NEIGHBORHOOD CHARACTER

Parks and open spaces are plentiful in Candlestick North; almost all blocks are adjacent to open space. The Bayview Gardens Wedge Park and State Recreation Area surround the bay sides of the neighborhood and a threeacre Candlestick Community Park will be located near its center. Two 'Park Streets', Egbert Avenue and Earl Street, run perpendicular through the neighborhood. The park streets provide breathing room within the plan, while serving as sustainable elements. The parks meet the needs of residents and visitors, and offer a distinctly urban character compared to the more naturalized character of the State Recreation Area.

Candlestick North streets vary considerably in character. The dynamic main street (Ingerson Avenue) has on-street parking and broad sidewalks with plaza zones. Ingerson is designed to accommodate high pedestrian and bicycle traffic, in addition to automobile uses. The Egbert Avenue and Earl Street parkways run through the center of the neighborhood, linking the adjacent communities of Alice Griffith and Candlestick Center and providing views to the Bay. Arelious Walker Drive is the main truck and auto route through the development. It has large sidewalks, medians, bike lanes, and parallel parking to buffer residential uses. A BRT street runs on Harney Way along the edge of the north edge of the Wedge Park then northward on Egbert Avenue to Arelious Walker Drive, linking Candlestick to the Shipyard and the Bayshore Caltrain Station.

Local streets have bulb-outs, ample pedestrian crossings, and other traffic calming measures. Generous, tree-lined sidewalks and building setbacks provide a stoop or terrace transition between homes and the street. Share public ways at mid-block create additional linkages to the Bay. The streetscape in Candlestick North will provide havens for pedestrians and extend the park to every door.

Candlestick Center

Candlestick Center is the heart and focus of activity for Candlestick. It is a mixed-use neighborhood with regional shops and services, offices, hotel, public uses and residential low-rises.

Candlestick Center is comprised of 635,000 sq ft of mixed-use regional retail in a variety of forms ranging from small commercial retail units (CRU's) along the two main streets – Ingerson Avenue and Harney Way – with secondary uses above, to larger format stores accessed by internal streets and pedestrian mews. The scale of the large format stores will be reduced through wrapping with other uses and / or fenestration. Above retail, uses may include residential, office space, a hotel or additional commercial space.

A performance arena is envisioned to anchor the neighborhood, sitting at the corner of Ingerson Avenue and Harney Way. This important corner will have a public plaza reinforced by surrounding buildings with distinguishing architectural features and/or scale.

The public realm will have a very urban flavor. Comprised of pedestrian oriented sidewalks and mews, plazas and courts, these spaces will offer a range of scales and characters. Those along the main streets and at key intersections will be larger and livelier, while others at the interior of the site and along pedestrian mews will have a more intimate scale and character. A BRT plaza is included as an extension of the Bayview Gardens Wedge Park into the neighborhood. The plaza may have kiosks and small vendors, as well as ample seating, public art, and landscaping. All plazas will be fully accessible to the public, as are streets.

Two mixed-use main streets, Ingerson Avenue and Harney Way, wrap the edge of the site. On the eastern edge, Ingerson Avenue has 2 travel lanes and 2 lanes of parking. On the southern edge, Harney Way is a boulevard with 2 vehicle travel lanes and parking on the south side and 2 BRT travel lanes on the north side. Most service access points are located on these streets. Arelious Walker Drive, an arterial street, lines the western edge of the neighborhood and is anchored primarily by a multi-level parking structure, which will be screened and made visually interesting

Both a local and regional destination, Candlestick Center will be an active place, defined by authentic urban streets, not contrived "lifestyle" environments. Streetscapes will reinforce the streets as the core of the public realm and settings for both lively programs and unexpected encounters.

Candlestick South

Candlestick South derives its character primarily from the surrounding Candlestick Point State Recreation Area (CPSRA). A mix of low-rise and highrise buildings are complemented by a fine grained streets and lanes system that links residents to the Mini-wedge Community Park, Bayview Gardens Wedge Destination Park, and the surrounding CPSRA.

Mixed-use buildings define the southern half of Harney Way creating a vibrant retail street. The bulk of the neighborhood is comprised of low-rise flats and townhomes. Both wedge parks are framed with strong street walls to help define the spaces, while townhomes or flats border the CPSRA. Up to five high-rise towers punctuate the neighborhood with extraordinary views to the Bay, while serving as visual landmarks.

The Mini-wedge Community Park forms the heart of the community and complements the larger Bayview Gardens Wedge Park within Candlestick North. The Mini-wedge is oriented to focus views to the CPSRA beach and the point of land that gives Candlestick its name. The community's eastern and southern edges are wrapped by the CPSRA, creating views to the bay and

easy access to recreation.

A defining element of this community is its mixed-use main street, Harney Way. This primary commercial street for this community will be a retail boulevard with dedicated bus rapid transit (BRT) lanes in each direction and a vehicle travel lane in each direction. Other streets in the community are local serving, and at mid-block there are mid-block breaks offering greater connectivity to the parks and water's edge.

Surrounded by green on three sides, Candlestick South will be a neighborhood set within the shoreline park. It is imagined as place defined by its green setting; one in which non-traditional streets promote ecological balance and prioritize community over cars.

2.3 HISTORY AND CULTURE: SPECIAL MOMENTS

Figure 2.2 – Special Moments

Each neighborhood will have a special place (e.g. neighborhood park) and an important street (or streets) which lead to the water. The interconnected network of public spaces is a connective tissue and a tool to develop the character for each neighborhood.

Each place becomes the opportunity to develop narratives (historic, cultural, etc.) through wayfinding or artwork installations.

Special places, neighborhood parks, important streets, such as The Spine and retail streets, view corridors and points of contact with the waterfront become potential locations and opportunities for art installations to be embedded in the overall streetscape plan. These special moments will further be designed in Sub-Phase submittals.

Expressions of special moments may include:

- Sculpture
- Narratives (historical, cultural, etc.)
- Wayfinding devices
- Site artifacts and "found objects"
- Landscape installations and environment
- Lighting
- Public pedestrian infrastructure
- Bridge opportunities











STREET TYPOLOGIES З.

3.1 STREET TYPOLOGIES

A framework of streetscape typologies establishes order and hierarchy in Candlestick Point's streetscape by relating streets of similar character and function together.

In many cases, the CPHPS2 streetscape typologies directly overlap with typologies in the Better Streets Plan, but in cases such as The Spine, multiple Better Streets Plan categories will exist in the single street typology, as it is the role of The Spine to have a singular and consistent character through Candlestick Point and Hunters Point Shipyard. Specific references to Better Streets categories are made on the following Streetscape Matrix.

As outlined on the next page, Street typology design narratives inform how streetscape elements are selected, arranged, and detailed. Each streetscape typology has unique characteristics that relate to the overall neighborhood vision and are rooted in unique site influences.

Figure 3.1 – Street Typologies



3.1 STREET TYPOLOGIES

THE SPINE

Iconic and Civic Scaled

The Spine is comprised of several typologies (Residential, Commercial, Park), which are unified as a main thoroughfare by a distinctive design. The Spine is a place "to see and be seen" and provides a special identity for Candlestick Point and Hunters Point Shipyard

Better Streets Plan Typology Analogs:

- Civic (Ceremonial)

- Boulevard

RESIDENTIAL STREET

Consistent and Calm

Residential streets are calm streets to set neighborhood life and engagement. Each neighborhood will have unique landscaping, paving details, and other streetscape elements that will create distinctive neighborhood streetscapes.

Better Streets Plan Typology Analogs:

- Residential Throughway
- Neighborhood Residential



Energetic, Colorful, and Engaging

Embedded with the rich sports history of Candlestick Park, a collection of flexible spaces, programmed for a multitude of activities, commercial streets and open spaces can provide spaces for concerts, outdoor films, and other community events.

Better Streets Plan Typology Analogs:

- Commercial Throughway
- Neighborhood Commercial



PARK STREETS

Diverse, Expressive, and Active

Park Streets are special landscape corridors to connect parks and lead the public to the waterfront. Wide swaths of landscaping along Park Streets provide opportunities for recreation and stormwater management.

Better Streets Plan Typology Analogs: - Parkway

- Park Edge



Better Streets F Analogs:

- Neighborhooc

- Park Edge





PERIMETER STREETS

Visually Porous and Pedestrian

i jog or a bike o relax and er". Perimeter her design blend the built ironments.

an Typology

Residential

MID-BLOCK BREAKS

Intimate, Privately Designed

Privately developed, with a public easement, mid-block breaks may have flower stands, small cafes, and other amenities. Predominately a pedestrian only street, mid-block breaks also provide vehicular access when built as a mid-block laneway.

Better Streets Plan Typology Analogs:

- Shared Public Way



3.2 THE SPINE CHARACTER

The Spine is the civic backbone of the new neighborhoods, a city scale street that connects to the surrounding community and provides a unifying link between Hunters Point Shipyard and Candlestick Point. Akin to Market Street and Van Ness Avenue in the center of the City, The Spine visually creates consistency and makes connections with iconic and bold design elements. Using streetscape elements that are engaging, dynamic and exclusive to The Spine, the street becomes an instantly recognizable and organizing element in the public realm.

Functionally, the Spine links the major open spaces and special places, and defines the northern and southern gateways, making it the most travelled street in Candlestick Point. The Spine is also the most multi-modal street in Candlestick Point with BRT, cars, bus, bike and pedestrian networks all uniquely designed to help way-finding between the multiple neighborhoods and special places.

Streetscape elements on The Spine reflect the civic importance of the street. The lighting, landscaping, paving, and furniture are bold and instantly recognizable as unique in the overall public realm.

Visually distinct, various types of Gingko will unify and provide orientation to reinforce the Spine Streets' character as the main iconic and civic-scaled boulevards. Each Ginkgo cultivar is selected to correlate the appropriate size and growth habit to each distinct spine typology. Together, they make The Spine immediately visible in the landscape of the community.

Complementing this verticality is a potential special materials treatment for The Spine, a patterned paving with a special graphic. The graphic, which will be continuous along the entire length of the Spine, is inspired by two historical influences at the site. At Candlestick Point, the strong roots of the African American community are reflected in a pattern inspired by African art. The paving pattern at Hunter's Point Shipyard is based on the Dazzle camouflage schemes painted on pre-radar era navy ships.

Streetscape elements such as landscape planters, furniture and biofiltration basins along The Spine could also take on the contours of the Dazzle pattern thereby reinforcing the street's unique visual identity. Elements of The Spine will also be incorporated in the future Slough bridge design, further supporting the connection between Candlestick Point and Hunters Point Shipyard.

Spine Intensities

The Spine has varying degrees of intensity. "Spine Full" applies to segments of The Spine within denser, more active areas of the development, such as commercial corridors. "Spine Light" applies to the project entry roads and less-developed areas between Candlestick Point and Hunters Point Shipyard. "Spine Light" may have different and/or fewer streetscape elements than "Spine Full". Lights, trees and other design elements may remain unchanged between typologies to provide consistent and uniform character along the length of The Spine.



Various types of Gingko will contribute to the monumentality of the Spine



Special furnishing zone paving precedent: Miami, Florida



Conceptual Dazzle pattern for Spine furnishing zone in Candlestick Point and Hunter's Point Shipyard, or similar



SS Independence with Dazzle paint

3.2 THE SPINE CHARACTER





3.3 MULTI-USE PATH CHARACTER

The areas on the border between development and parks will be multi-use path(pedestrians, bicycles) closed to vehicle traffic, except emergency vehicles as determined in the interdepartmental review of cross sections for emergency vehicle access. Ownership of these areas has yet to be determined and will be addressed at the time of development.

Lighting on the Multi-Use Path could be building mounted and set in paving as needed. Paver pattern will be related to adjacent sidewalks, or adjacent waterfront park spaces. Other streetscape elements will be consistent with the neighborhood elements defined in the Streetscape Master Plan.



Hafencity, Hamburg, Germany



Schaefer Landing, Brooklyn



Battery Park City, NYC

Figure 3.3 – Multi-Use Path Intensities







4. STREETSCAPE ZONES


4. STREETSCAPE ZONES

4.1 SIDEWALK ZONES

Sidewalk Zones

The sidewalk consists of 3 primary zones: Throughway Zone, Furnishing Zone, Edge Zone. Each zone has a distinct functional role and set of design considerations.

1. Throughway Zone: The portion of the sidewalk for pedestrian travel along the street. The sidewalk throughway's zone shall be at minimum, 6'. At the time a Sub-Phase Application is submitted, OCII may request that the developer grant a public easement up to a maximum of 2 feet within the 10' residential setback to create an 8' throughway. Widths vary between 6' and 12'.

2. Furnishing Zone: The portion of the sidewalk used for street trees, landscaping, biofiltration, transit stops, street lights, and street furniture. Widths are at minimum 4' wide and more typically 5" to 7" wide.

3. Edge Zone: The Edge Zone is used by people getting in and out of vehicles parked at the curbside. The Edge Zone may have streetscape elements, provided that a 4' pathway from the curb to the throughway is maintained.

Bulb-outs

Streets in neighborhoods are both connections between places and the setting for community. Bulb-outs create more sidewalk space at selected locations and provide an opportunity to enhance the street as an important public space in the neighborhood, while also creating a safer pedestrian environment.

Furnished bulb-outs in Candlestick Point are organized in typologies that response to their streets or relationship to the Bay. Bulb-outs on paths to the water may incorporate elements that reinforce connection to the water, without necessarily using water. Bulb-out design should create special moments in the streetscape and provide visitors with memorable walks to the Bay.

Unfurnished bulb-outs in commercial areas should be developed by adjacent retailers to enhance surrounding food and beverage provisions, and provide places for enjoying the City's street life.



Figure 4.1 – Sidewalk Zones



4. STREETSCAPE ZONES

4.1 SIDEWALK ZONES

Bulb-Out Location and Sizing

Conceptual bulb-out sizes and locations are shown to the right. Standard bulb-outs are the length of 1 parking space, while extended bulb-outs are the length of 2 spaces.

Corner bulb-outs are recommended for pedestrian safety at key intersections and along three pedestrian routes to the waterfront where they function as an extension of the waterfront park into the neighborhood.

Specific location and sizing of bulb-outs will be determined at Sub-Phase submittal phases.



Figure 4.2 – Example of Furnished Bulb-out





STREETSCAPE ZONES 4.

4.2 STREET ZONES

BRT Lanes & Cycle Track

The BRT and cycle track will have distinctive colors, with painting or colored concrete, to increase pedestrian safety and for ease of navigation.

- BRT lane materials BRT lane materials subject to discussion with City agencies
- Cycle track materials

- Typical: Asphalt with green paint striping near intersections and other areas where denoting the cycle track is necessary. Different materials may be used in areas where the design team has coordinated with City agencies to identify a special treatment.

- In wedge plaza: Cycle track will be pavers.

- Non-reflective treatment material - Streetbond. Reflective treatment material for intersections/driveways - Reflective Thermoplastic.

Exact color and application method to be determined at Sub-Phase submittal phases.





LEGEND

- BRT route
- BRT stop
- Cycle track

Figure 4.4 – BRT and Cycle Track Networks









Streetscape elements create comfortable, interesting, and usable spaces in the public realm, and the unique design at Candlestick Point supports the creation of distinct neighborhood identity and streetscape typologies.

Included in sidewalk elements are the following:

- Paving materials
- Street trees
- Stormwater treatment
- Landscape planting
- Benches
- Bike racks
- Newsracks
- Trash / recycling receptacles
- Street lights
- Utility covers

The plans and guidelines provided in this section are based on concept level design. Streetscape designs will be further developed and submitted for review for each Sub-Phase.



5.1 PAVING MATERIALS

Throughway Zone Material

A zone for pedestrian travel along the street, the throughway zones will provide a consistent and uniform path of travel in the sidewalk.

Special paving may occur on Candlestick Center commercial frontages, and along parts of The Spine, to reinforce neighborhood character and enhance special moments.

The design of all pavers will address accessibility, maintenance, and comfort considerations. Concrete finishes should be saw-cut and smooth finish concrete. Curb ramps will be paved with contrasting color concrete to enhance visibility.





12X24 Graphite Concrete unit pavers,

POTENTIAL SPECIAL MATERIAL

Concrete paving with sparkle treatment, or similar



12X24 Graphite Concrete unit pavers, or similar

PAVING MATERIALS 5.1

Furnishing Zone Material

General Note

Furnishing zones have materials and patterning that will help define neighborhood identity and special streets across Candlestick Point. The specific color and pattern of the furnishing zones will be determined at the time of development.

In the base case, each neighborhood will have a unique pattern and / or color scheme in the paver design that supports the notion of neighborhood differentiation; Residential, Park, Perimeter, the Spine, and Commercial streets

THE SPINE

Iconic and Civic-Scale

A repetitive, and slightly random, pattern of large pavers and bold colors to reinforce the role of the Spine as an iconic civic and ceremonial street.

COMMERCIAL

Animated and Engaging

Paver patterns with integration of contrasting colors or potential integration of solar pavers or ground lighting create a lively commercial sidewalk zone.





Concrete unit paver as shown, or similar





Wide Crosswalks

Per Better Streets Plan Chapter 5.1, Wide Crosswalks connecting parks and commercial streets may use 'Special Intersection Paving' and 'Raised Crosswalks and Intersections'



MID-BLOCK BREAK

Consistent and Domestic

Paver patterns that relate to adjacent sidewalks, yet have smaller scale or more residential patterning.



PAVING MATERIALS 5.1

RESIDENTIAL

Textural and Patterned

Changes in paver patterns and textures create subtle, yet distinct, differences between each residential neighborhood. Slight changes in paver color may also be used to distinguish paver design between neighborhoods.

PARK PERIMETER

Placemaking

Entries to parks and other special moments along Perimeter and Park Streets are marked by variations in paver pattern, scale, texture, or color.

Potential Paving Textures





Alice Griffith



4X8 Agave concrete unit paver with Del Sol aggregate in a herringbone pattern







Entries

Gateways

Moments

Moments

Special Waterfront

LEGEND

Figure 5.1 – Open Space Entries and Other Special Moments for Potential Special Paving





Potential Paving Patterns



5.2 STREET TREES

Street trees are the most memorable and visible elements in the streetscape. As such, their differentiation is critical to creating unique character among Candlestick Point's various street typologies and neighborhoods.

The use of street trees will be maximized in the project where possible.

STREET TREES

RESIDENTIAL

BASE CASE

In coordination with the San Francisco Department of Urban Forestry and HortScience, an expert local arborist, a collection of street trees have been identified for their character and potential to thrive in the unique Candlestick Point climate.

Additional tree selections that maintain character, scale, and site suitability may be considered at Sub-Phases submittals. A full list of recommendations and planting details can be found in chapter 7.

Street tree pits will have Blue Path Fines DG, or similar material.



Blue Path Fines DG

Neighborhood specific with unique features

As the most prevalent street type in Candlestick Point, residential street trees will reinforce the diversity of neighborhoods by allowing a variety of species, similar in size and function. Generally, residential street trees have been selected based on the following criteria:

- Bark, foliage or flower interest
- Medium to large size
- Multiple species
- Mix of broadleaf evergreen & deciduous species

5.2 STREET TREES

Alice Griffith









Large shade trees to provide full canopies

New Zealand Christmas Tree

'Kwanzan' Flowering Cherry 'Elegant' Water Gum



'Emer II' Allee Chinese Elm







Allee Chinese Elm

Brisbane Box

Candlestick South Distinctive trunks and bark support eco-village character



Cajeput Tree



Elm

Marina Strawberry Tree

Candlestick North



Deciduous, great fall color



Chinese Pistache

Fruitless Sweetgum



Golden Rain Tree*





Chinese Scholar Tree

*Only recommended for sites protected from the wind

5.2 STREET TREES

THE SPINE

Monumental, tall and columnar

Visually distinct, various types of Ginkgo will unify and provide orientation to reinforce the Spine Streets' character as the main iconic and civic-scaled boulevards. Each Ginkgo cultivar is selected to correlate the appropriate size and growth habit to each distinct spine typology.

- Deciduous tree
- Columnar form will be varied by Ginkgo cultivar
- Height will be varied from 25-50'

Ginkgo biloba

'Saratoga'

• Multiple types of cultivar,

A. Park Edge



Ginkgo biloba 'Autumn Gold'





Ginkgo biloba 'Princeton Sentry'



5.2 STREET TREES

PARK

Expressive and active blooms

Formal and uniform, suitable for planting in double-row allees. Species will reinforce the character of these park edge

boulevard streets, intended to provide additional open space

and to frame views out to the Bay waterfront. • Mix of broad canopy trees with smaller

- ornamental accent trees
- Seasonal interest in flowers & leaves
- Multiple species
- Broadleaf evergreen or deciduous





Showing and breezy

COMMERCIAL

Typically located at park edge perimeters near the waterfront, Perimeter street trees will be visually open and porous, with weeping foliage, 'breezy' in appearance, and wind tolerant. • Foliage that moves in the wind

- Broadleaf evergreen species
- Single species or alternate species
- Wind tolerant





Potential Broad Canopy Species

Potential Ornamental Accent Species





'Kwanzan' Flowering Cherry





White Alder



Red Flowering

Holly Oak

- - Primose Tree Willowleaf Peppermint

Smaller, ornamental and offer seasonal changes

A variety of compact ornamental flowering trees offering seasonal interest and pedestrian scale. To help define neighborhoods, the tree species used should be neighborhood specific.

- Seasonal color in flowers & leaves
- Narrow compact canopy
- Small to medium size
- Multiple species, similar in look & form

Olive Tree 'Swan Hill'



Plum





Olive Tree



Golden Catalina Rain Tree* Ironwood

Native Willow







Gum



Light, hardy and high canopies

Taller, high canopy street trees suitable for retail and commercial frontages.

- High, narrow or open canopy
- Taller than 40' high at maturity
- Evergreen or deciduous
- Multiple species









Ginkao biloba 'Princeton Sentry'

Victorian Box Brisbane

Box

Bronze Loquat

5.3 STORMWATER TREATMENT

Stormwater biofiltration is a landscaping tool used to sustainably treat stormwater runoff and to create distinctive streetscape character.

The biofiltration features are designed to filter stormwater through landscaped planters in the streetscape, cleansing the water of pollutants and reducing harmful runoff into downstream water sources. The types of stormwater treatment facilities include flow-through planters, semi-structured bioretention within medians, rain gardens and bioswales.

The biofiltration system's flow-through planters and vegetated areas will reinforce special neighborhood character and street typologies by aligning plant selection and enclosure design with neighborhood and street typology design narratives. Monochromatic plantings, wooden boardwalks, builtin seating and special materials are some of the features that may be employed to create this variation in design. Lin Creek Pebble Stone Mulch, or similar material, may also be incorporated in the flow-through planters and vegetated areas.

Approximate percentage of frontage required for these biofiltration facilities is shown on the following page. Final percentages will be determined with the final design of streets for each Sub-Phase.



Lin Creek Pebble

Stone Mulch

Roadside biofiltration



Infiltrated boardwalk



The majority of the storm water runoff in Candlestick Point will be treated using flow-through planters within the City sidewalks. The flow-through planters will typically be designed with concrete sidewalls, bioretention planting within amended soils to provide water quality treatment, and either open bottoms to allow for infiltration, or closed bottoms with underdrains depending on the location and the quality of the underlying native soils. The flow-through planters will have slightly different design elements depending on adjacent parking or travel lane conditions.

COMMERCIAL

Extensive biofiltration facilities are not desirable along Commercial Streets because of their high volumes of pedestrian traffic and role as active gathering places. If necessary, flow-through planters may be included on Commercial Streets.

Treatment along Ingerson and Harney/West Harney is proposed in soil cells.

BIOFILTRATION FACILITIES

PARK

In addition to flow-through planters, Park Streets may also feature other approved types of biofiltration within their wide medians and park-like landscaped areas.

Rain Gardens

Rain gardens are shallow landscape areas that can collect, slow, filter, and absorb large volumes of water, delaying discharge into the watershed system and providing water quality treatment. They are similar to flow-through planters but with soil, not concrete, sidewalls. This technique is generally less expensive, but can only be used in areas which are set-back a sufficient distance from the roadway and building foundations. Linear parks within the street right-of-way or larger medians may have good opportunities for this style of bioretention.

Bioswales

Bioswales are shallow landscaped areas designed to capture, convey, and potentially infiltrate storm water runoff as it moves downstream. They are primarily used to convey stormwater runoff on the land's surface while also providing water quality treatment. As water flows through a vegetated swale, it is slowed by the interaction with plants and soil, allowing sediments and associated pollutants to settle out. Some water soaks into the soil and is taken up by plants, and some may infiltrate further if native soils are well drained. The remaining water that continues to flow downstream travels more slowly than it would through pipes in a traditional stormwater conveyance system. Bioswales can be employed within medians and linear parks.

Median Bioretention

Within the medians, similar bioretention facilities can be created. These areas will have linear concrete sidewalls to maintain necessary separation between the bioretention areas and the roadway subgrade. However, these areas will not need to have concrete sidewalls on all four edges, allowing for a less expensive and more flexible design. These can also be used to differentiate character between neighborhoods and allow for more pedestrian space within the sidewalk and building frontage zones.



Water conveyance

POTENTIAL SPECIAL

5.3 STORMWATER TREATMENT

Typical Biofiltration Plant Palettes

Biofiltration Plant Palette A







Baumea rubiginosa / striped Rush (1-3 ft.)

Chondropetalum tectorum/ Dwarf Cape Rush (2-3 ft)

Juncus patens/ California Gray Rush (2 ft)

Carex comosa Bristly Sedge

(1-4 ft.)

Biofiltration Plant Palette B



Fragaria chiloensis Carex tumulicola Berkeley Sedge (1/2 ft.) Beach Strawberry

Biofiltration Plant Palette C

Biofiltration Plant Palette D



Carex tumulicola 1/2 ft.)

Juncus Leseurii/

Common rush



Fragaria chiloensis

Beach Strawberry

Berkeley Sedge (

Sisyrinchium Bellum

Grass/ Blue- Eyed Grass (4 in. - 2 ft.)

Sisyrinchium californicum/ Yellow-Eyed Grass (6 in. - 2 ft)



Sesleria autumnalis/

Autumn Moor Grass

(8–18 in.)



Juncus effusua Pacific Rush





Polystichum munitum/ Western Sword Fern (2-4 ft)





Rhamnus californica

Coffeeberry (3-4 ft.)

'Seaview' Dwarf

SOIL CELLS 5.4

Soil Cells - Integrated Tree Planting Soil and Stormwater Treatment System

Soil Cells are a modular system that provides structural support for suspended paving. This system is used to provide urban trees with healthy, uncompacted planting soil beneath paving that can support H20 vehicular loading. This un-compacted soil results in optimal root growth that supports large trees. A void space within the cells holds water and air, reducing the risk of buckled pavement caused by roots seeking moisture and air at the surface. As a result, tree and sidewalk maintenance are minimized and trees live longer. The soil in Soil Cells also has the capacity to treat stormwater.

Given the many constraints and demand for space on streets in the Candlestick Point development, Soil Cells will be used to create an integrated system for tree planting soil and stormwater treatment with the benefit of:

- Providing more street trees (in some cases more than twice the trees)
- Growing healthier trees and treating stormwater
- Creating space for sidewalk dining and other uses, especially on retail streets
- Providing greater flexibility in street design

With regards to stormwater management, stormwater from the curb is directed into a catch basin or forebay, and then distributed through perforated distribution pipes at the top of the planting soil. Similar to flow through planters, the water is cleansed as it passes through the soil, soil microbes, and tree roots. The treated water is then collected in a sub-drain and returned to the storm drain main. Because the site is on existing fill of the Bay, the soil cell trenches will be lined to prohibit infiltration. The treatment soil will be above the hydraulic grade line of the storm drain main. In a large storm event, a separate bypass catch basin system along the curb will take excess water directly to the storm drain main.

Utility clear zones are planned in coordination with the tree and Soil Cell system such that no utility laterals will cross through the Soil Cells. The only infrastructure within the Soil Cell zone will be that which is directly a part of the Soil Cell system - stormwater inlet and outlet drain pipes, clean outs, and the irrigation system. In addition to utility clear zones for planned laterals, extra clear zones will be provided on each block face to allow for potential future utility lateral connections.

As a first of its kind installation in San Francisco, the Soil Cells are considered a pilot project and the maintenance of both the street trees as well as the integrated stormwater treatment system will be maintained by the Candlestick HOA or until such time that the City may choose to take on maintenance responsibility.



SUPPORT TRAFFIC LOADING WHILE **PROVIDING UNCOMPACTED SOIL VOLUMES** FOR LARGE TREE GROWTH AND ON-SITE STORMWATER MANAGEMENT.



SOIL CELLS 5.4



Soil cells cross section



5.5 LANDSCAPE PLANTING

Landscaping in sidewalks and stormwater facilities will support unique neighborhood character and add variety and softness to the Candlestick Point streetscape. Each neighborhood will vary planting colors, forms, and textures to reinforce it's special character. In addition to neighborhood specific palettes, 2 street typologies will have unique planting palettes across multiple neighborhoods: The Spine and Mid-Block Breaks. The Spine will have bold and monochromatic plantings, supporting its role as Candlestick Point's iconic and civic street. Mid-Block Break planting will be more community oriented, and could include small-scale flower and vegetable gardens.

Sidewalk plant palettes have been developed to include a mix of locallyadapted Mediterranean plants, succulents from various arid climates and native California plants noted for their interesting form, flowers, and/or foliage. These plants are well-adapted to local San Francisco microclimates and most are also recommended for sidewalk landscaping by the SFDPW's Urban Forestry division.

Bioretention plant palettes (including shrub, ground cover & perennial) consider wetter circumstances and seasonal inundation conditions associated with bio-filtration and storm water management areas. Most are also recommended for low impact design (L.I.D.) by the San Francisco Public Utility Commission's (SFPUC's) San Francisco Stormwater Design Guidelines.

THE SPINE

Bold, distinctive and colorful plant forms





Ceanothus griseus horizontalis 'Yankee Point'/ Yankee Point Ceanothus (2–3 ft.)

Nepeta x faassenii / Dietes 'bicolor' Ornamental Catmint (1 ft.) Fortnight Lily (2-3 ft.)





Limonium pereziim Sea Lavender (18 in.)

Eschscholzia californica California Poppy

MID-BLOCK BREAK

Community gardens



LANDSCAPE PLANTING

BASE CASE





Anigozanthos hybrids Kangaroo Paw



Salvia gregii Autumn Sage (3 ft.)



Echium fastuosum Pride of Madiera



LANDSCAPE PLANTING

BASE CASE

Candlestick South Sun-loving and drought-tolerant plants with visually striking forms, flowers and foliage



Beach Aster



Graptoveria 'Debbi' Graptoveria



Candlestick Center Colorful flowering shrubs, ground covers and perennials that enliven the streetscape



Chinese Fringe Flower (6-10ft.)



horizontalis 'Yankee



Nandina domestica 'Fire Power' Nandina (1-2 ft.)



Erigeron karvinskianus Santa Barbara Daisy







Phormium tenax hybrids 'Jack Spratt' New Zealand Flax (dwarf varieties) 1ft.



Loropetalum Chinense



Ceanothus griseus





RESIDENTIAL

Alice Griffith

Correa 'Dusky

Bells' / Australian

Fuschia (2 to 2 1/2 ft.)

Fragaria chiloensis Beach Strawberry



Helleborus foetidus Bear's Foot

CANDLESTICK POINT STREETSCAPE MASTER PLAN



Heuchera maxima Island Alum Root



Helleborus orientalis Lenten Rose



Polystichum munitum/ Western Sword Fern (2–4 ft)



Loropetalum Chinense Chinese Fringe Flower (6-10ft.)

FINAL DRAFT FOR APPROVAL JANUARY 19, 2016



Hemerocalis var,











Stipa tenuissima Mexican Feather Grass

Ornamental grasses and flowering perennials

Phormium

'Tiny Tiger'



'Provence'

Lavendula intermedia

Typical sidewalk planting selections, palettes calibrated by neighborhood

Tulbaghia violacea 'Silver Lace' Variegated Society Garlic



Dieties iridioides /

African Iris

Creeping Sage

Salvia sonomensis





Aeonium arboreum varieties Tree Aeonium



Erigeron karvinskianus Santa Barbara Daisey



Anigozanthos hybrids Kangaroo Paw



Senicio serpens Blue Chalksticks



Nandina domestica 'Harbor Dwarf'



Fragaria chiloensis Beach Strawberry



Mahonia repens dwarf Creeping Oregon Grape Dwarf



Hemerocalis var, Daylily varieties

5.6 STREET FURNITURE

Inspired by the site's maritime history, unique physical setting, and distinct ecology, Candlestick Point's street furniture will support neighborhood identity through variation, respond to specific site influences, and create a consistent design palette.

Variation in street furniture will include form, materially and scale, and be designed to retain the notion that all the elements belong to the same streetscape family.

Manufactured and custom designed street furniture options continue to be explored in concert with City staff, with specific consideration being made for accessibility, durability, and maintenance issues. Specific selections will be made for Sub-Phase submittals.

The following pages illustrate base case and special alternate options for a broad range of street furniture elements:

- Bench
- Bike rack
- Newsrack
- Trash / recycling receptacle

BENCHES

BASE CASE (AS SHOWN, OR SIMILAR)

ALL STREETS Manufactured Bench Options



Woody by MM Cite





Neoliviano by Landscapeforms

Portiqoa by MM Cite, or similar



MultipliCITY by Landscapeforms



FGP by Landscapeforms

Manufactured Bench Options

POTENTIAL SPECIAL BENCHES

ALL STREETS



Rough & Ready by Streetlife



CorTen Seat Strips by Streetlife



)



Preva Urbana by MM Cite, or similar





THE SPINE

Powder Coat-Black RAL 9005



9,2016 CANDLESTICK POINT STREETSCAPE MASTER PLAN

THE SPINE

Social and Civic-Scaled

Large scale benches shaped for social interaction, made of primarily of concrete and other monolithic materials.

May include the following selections, or similar



Woody by MM Cite



Flexible and Durable

Places to sit, lean on, eat over, and engage with the public realm in a multitude of ways. A wide range of materials and finishes support the flexible nature of these benches.

Neoliviano by Landscapeforms



Clustered and Comfortable

Grouped around main entries to parks and special moments in the streetscape, these primarily wooden benches will have backs, arm rests, and other comfort features to accommodate extended sitting time.



Portiqoa by MM Cite, or similar

RESIDENTIAL

Neighborhood Specific

Made primarily of wood, these benches relate to other street furniture by subtly incorporating metal, concrete and other materials.

Alice Griffith

Welcoming and more domestic in form and style than other neighborhoods



Preva Urbana by MM Cite, or similar

Candlestick South

Softer material with more flexible forms that relate to the adjacent State park



FGP by Landscapeforms

Candlestick North

Clean lines, slightly larger and more communal in configuration than other neighborhoods, these benches respond to the higher residential densities and adjacent commercial uses.





MultipliCITY by Landscapeforms



Socrates by Escofet



Preva Urbana by MM Cite, or similar

MID-BLOCK BREAK

Informal and private

Lightweight and moveable chairs, benches, and stools make these more informal spaces private garden streets for local residents.

Park chair by Neuland IndustrieDesign, or similar

STREET FURNITURE 5.6

Bike racks, news racks, and other street furniture should have a consistent palette and visual relationship to minimize visual clutter in the streetscape.

To the right are examples of potential street furniture.

OTHER STREET FURNITURE

BASE CASE

ALL STREETS

Standard Furniture and Bike Racks

Installations larger than 3 racks shall be placed "Bike Corrals" in the parking zone of the street.







Chase Park by Landscape Forms, or similar



ALL STREETS

Powder Coat -Grey, RAL 840 M

THE SPINE

Powder Coat-Black RAL 9005

POTENTIAL SPECIAL



ALL STREETS

Powder Coat -Grey, RAL 840 M



THE SPINE

Powder Coat-Black RAL 9005





Figure 5.4 - Street Furniture in Alice Griffith and Candlestick North

5.6 STREET FURNITURE

Furniture Locations

Street furniture locations respond to specific street typologies, adjacent land uses and transit stops. General locations are shown to the right. Specific locations will be determined on a block-by block basis at Sub-Phase submittal phases of design and all sidewalk furniture should be installed as per the dimensional and clearance requirements and accessibility guidelines established by the City of San Francisco in the Better Streets Plan, SFDPW Sidewalk Landscape Guidelines, and applicable DPW orders, unless otherwise noted.

Benches: All seating areas will include accessible elements including a minimum of 36" level surface area adjacent to each bench to allow for companion seating. Smaller benches may be oriented perpendicular to the path of travel to allow for companion seating space. Accessible seating locations are to be identified with a permanent sign. Seating must be set back at minimum 2 feet and tables set back at minimum 2.5 feet from the throughway zone.

Bike racks: Bike rack installations up to 3 racks may be located in the Furnishing Zone outside of the Corner Clear Zone. Installations near corners should be designed as an "alcove" with diverting elements such as a trashcan, tree, or planter (min. 42" in height) between the racks and corner. Installations larger than 3 racks shall be placed in "Bike Corrals" in the parking zone of the street.





5.6 STREET FURNITURE

Figure 5.5 – Street Furniture in Candlestick Center and Candlestick South



Figure 5.6 – Street Furniture on Harney Way

5.7 STREET LIGHTS

Street lights are one common element uniting many different typologies and neighborhoods in Candlestick Point. The Spine is the only typology that receives a special lighting condition. Street lights have bee selected from the catalogue of standards provided in SFPUC's "A Guide to San Francisco Street Lights".

Street lights along The Spine support its role as a singular and unifying element by use of the tallest roadway and pedestrian lights in Candlestick Point. The midblock breaks and internal streets at Candlestick Center may have the smallest lighting, including bollards and building mounted fixtures.

Conceptual spacing and optic assumptions are outlined in this section. LED optics will be utilized on all street lights, per City standards. Spacing to be refined at Sub-Phase submittal phase. All street lighting will be designed to ensure that the overall light levels conform to SF DPW standards. Higher foot-candle standards should be developed for bus stops and other areas of significant pedestrian activity. Streetlights should typically be located away from the curb and the area between two parking spaces (typically within a 4' area generally defined as the last 2' of two adjacent spaces).



PARK AND PLAZA LIGHTS

Manufacturer/Model: Louis Poulsen/LP-170 Size:12' Height Pole

Materials/ Finish: Cast aluminum SFPUC Approved Light



BASE CASE



Powdercoat RAL 840-M, Pole and fixture



Graphite grey pole and fixture

PEDESTRIAN STREET LIGHTS

For most streets, adequate pedestrian lighting will be provided by street lights. Pedestrian lights may be used along sidewalks in cases where streetlights do not provide sufficient illumination for pedestrians.

BASE CASE

SFPUC's "A Guide to San Francisco Street Lights" Type: LS101

Fixture: Philips Roadstar

Pole: Valmont 16' height

See SFPUC's "A Guide to San Francisco Street Lights" for pole and fixture details

THE SPINE

Galvanized pole, Powder Coat-Black RAL 9005, textured





Figure 5.11 -LS101

5.7 STREET LIGHTS

PEDESTRIAN STREET LIGHTS

POTENTIAL SPECIAL

ALL STREETS

Other pedestrian lights may be used to complement the design of certain special moments in the streetscape, such as along the park-like landscapes of the Park Streets. Whenever possible, pedestrian lights will be selected from A Guide to San Francisco Street Lights. Custom light selections may also be made in consultation with SFPUC and DPW. All light selections will be submitted for review as part of the Sub-Phase Application and Improvement Plan submittals.

Custom Street Light

Custom street lights may be designed and used in lieu of City standards. Custom street lights used in San Francisco, pictured below, provide a unique and unifying element to the streetscape that instantly contributes to the sense of place. Designs will be in concert with the street furniture materials and forms. Initial custom pole concepts include simple tapered profiles with corten steel, wood, and powder coated finishes. Attached light fixtures will be positioned and calibrated to achieve maximum efficiency with a minimum of elements.









5.8 UTILITY COVERS

Using uniform utility vault materials across Candlestick Point will minimize the variety of materials and ground plane textures in the streetscape. Custom utility covers may be used in special areas

All utility covers will have a smooth slip-resistant surface treatment.

Traffic signal boxes, utility boxes, and backflow preventers will be painted a uniform color.

The sidewalk at the curb returns should not contain any pull boxes or utility vaults and should be free of vertical elements.

UTILITY COVERS

BASE CASE





SF standard utility box, or similar



Typical backflow preventer covers, or similar





UTILITY VAULT

POTENTIAL SPECIAL COVER

ALL STREETS



SF standard utility box with cover artwork



Mission Bay custom utility vault

5.9 STREETSCAPE ELEMENTS MATRIX

		THE Iconic and	SPINE Civic Scaled	RESIDENT Consisten		
	POTENTIAL STREET TREES	A. Park EdgeB. ResidenImage: Strate of the	tial/PedestrianC. Retail EdgeImage: Addition of the sector of the sect	Neighborhood specific with unique featureImage: Spe	25	Light, hardy a
	LANDSCAPE PLANTING		Bold monochromatic planting palette potentially designed to be integrated into the overall design of The Spine		Neighborhood specific palettes	
		Base	Potential Special Material / Furniture	Base	Potential Special Material / Furniture	
	EDGE ZONE	Concrete with silicon carbide sparkle		Standard concrete	Concrete with silicon carbide sparkle	Concrete with
-	Sidewalk Throughway Zone	Charcoal colored Concrete with silicon carbide sparkle	12X24 Graphite Concrete unit pavers, or similar	Standard concrete	Concrete with silicon carbide sparkle	Concrete with
	SIDEWALK FURNISHING ZONE	Concrete unit pavers		Concrete unit pavers		Concrete un
	STREET FURNITURE	Woody by MM Cite Preva Urbana by MM Cite	Rough & CorTen Seat Streetlife Cortection Seater Streetlife	Preva Urbana in Alice Griffith MultipliCITY in Candlestick North Griffith	Rough & CorTen Seat Streetlife Corfet Seat	Neoliviano by Landscapefor
	STREET LIGHTS	San Francisco Street Light Plan type: LS102		San Francisco Street Light Plan type: LS102 / LS100		Galvar Grey R Alumir Coat-(

COMMERCIAL

Energetic, Colorful, and Engaging

and high canopies











Golden Rain Tree*

Victorian Box Brisbane Box

Bronze Loquat Ginkgo biloba 'Princeton Sentry'



or similar

th silicon carbide sparkle



12X24 Graphite Concrete unit pavers,



nit pavers



rms



San Francisco Street Light Plan type: LS102 / LS100

nized pole, Powder Coat-RAL 840-M, textured inum light fixture, Powder -Grey RAL 840-M textured



Rough & Ready by Streetlife

CorTen Seat Delicias by Strips by Streetlife



Escofet

5.9 STREETSCAPE ELEMENTS MATRIX

PARK S Diverse, Express	STREETS	PERIMETER STREETS Visually Porous and Pedestrian		
Expressive and active blooms		Showing and breezy		Smaller, ornan
Potential Broad Canopy Species	Potential Ornamental Accent Species			
Ginkgo 'Autumn White Alder Red Flow	Weing mOlive Tree 'Swan Hill'Kwanzan Cherry	Holly OakNative Willow	Fimose TreeWillowleaf Peppermint	Krauterves
	Neighborhood specific palettes		Neighborhood specific palettes	
Base	Potential Special Material / Furniture	Base	Potential Special Material / Furniture	
Standard concrete	Concrete with silicon carbide sparkle	Standard concrete	Concrete with silicon carbide sparkle	
Standard concrete	Concrete with silicon carbide sparkle	Standard concrete	Concrete with silicon carbide sparkle	
Concrete unit pavers		Concrete unit pavers		
Portiqoa by MM Cite, or similar	Rough & CorTen Seat Strips by Streetlife Cortection Seat	Portiqoa by MM Cite, or similar	Rough & CorTen Seat Strips by Streetlife Corfet Second	
San Francisco Street Light Plan type: LS102 / LS100 Galvanized pole, Powder Coat- Grey RAL 840-M, textured Aluminum light fixture, Powder Coat-Grey RAL 840-M textured		San Francisco Street Light Plan type: LS102 / LS100 Galvanized pole, Powder Coat- Grey RAL 840-M, textured Aluminum light fixture, Powder Coat-Grey RAL 840-M textured		

MID-BLOCK BREAK

Intimate, Privately Designed

mental and offer seasonal changes





suvius

Base

Weeping Bottlebrush Olive Tree



Potential Special Material / Furniture

Community Gardens



Cobble pavers



Concrete unit pavers



Potential special furniture

Pedestrian, building mounted, ground lighting







The street cross-sections shown in Chapter 6 of this document represent are substantially in conformance with the cross-sections represented in the Vesting Tentative Subdivision Map (VTSM). There is always some consideration for minor street section revisions as the design progresses from the Infrastructure Plan to the VTSM to 100% public improvement plans. The final cross sections may change slightly in response to detailed design considerations and input from the DPW Task Force and other City affected Departments. One such cross-section that deviates from the VTSM is Arelious Walker Drive south of Ingerson Avenue, which now includes a pedestrian sidewalk on the western side of the street.



6.1 STREETSCAPE ELEMENT PLACEMENT MATRIX

Table 6.1 - Placement Guidelines Summary Chart

STREETSCAPE ELEMENT	THE SPINE	RESIDENTIAL STREET	PARK STREET	COMMERCIAL	PERIMETER STREET	MID-BLOCK BREAK
Benches	In furnishing zone, at mid- blocks or corners, set back from throughway zone to maintain clear passage	In furnishing zone or bulb-outs, at mid-blocks and corners, set back from throughway zone to maintain clear passage	In furnishing zone, at mid- blocks or corners, set back from throughway zone to maintain clear passage	In furnishing zone, at mid-blocks, set back from throughway zone to maintain clear passage	In furnishing zone, at mid- blocks or corners, set back from throughway zone to maintain clear passage	Permitted
Bike Racks	In furnishing zone, at transit stops, entries to open spaces, and near building entrances	In furnishing zone or bulb-outs, clustered near intersections and building entrances	In furnishing zone or bulb-outs, clustered near intersections, near building entrances, and at primary entries to parks	In furnishing zone or bulb-outs, clustered near intersections, and near building entrances	In furnishing zone or bulb-outs, clustered near intersections, building entrances and access to open spaces	Permitted
Newsracks	In furnishing zone, at transit stops and high-traffic pedestrian areas	At transit stops in furnishing zone	Discouraged	In furnishing zones, at transit stops and high-traffic pedestrian areas	Discouraged	Discouraged
Trash / Recycling Receptacles	In furnishing zone, at transit stops, at entries to open spaces and high-traffic pedestrian areas. Per Better Streets Plan, every 200' of commercial frontage	In furnishing zone near intersections	In furnishing zone, at primary entries to parks and near intersections	In furnishing zone or bulb-outs, clustered near intersection and every 200' as outlined in Better Streets Plan	In furnishing zones, at primary entries to parks and near intersections	Permitted
Utility Vaults	Permitted in all sidewalk zones, preferred location is edge zone, followed by throughway	Permitted in all sidewalk zones, preferred location is edge zone, followed by throughway	Permitted in all sidewalk zones, preferred location is edge zone, followed by throughway	Permitted in all sidewalk zones, preferred location is edge zone, followed by throughway	Permitted in all sidewalk zones, preferred location is edge zone, followed by throughway	Discouraged
Utility Boxes	In furnishing zone, preferably away from high-traffic areas	In furnishing zone, preferably away from high-traffic areas	In furnishing zone, preferably away from high-traffic areas	In furnishing zone, preferably away from high-traffic areas	In furnishing zone, preferably away from high-traffic areas	Discouraged
Street Lights	In furnishing zone and medians, at standard spacing	In furnishing zone, at standard spacing	In furnishing zone and medians, at standard spacing	In furnishing zone and medians, at standard spacing, potentially in ground plane, bollards and building mounted in retail areas	In furnishing zone, at standard spacing	Small scale, bollards and building mounted
Street Trees	In furnishing zone and medians, at standard spacing	In furnishing zone, at standard spacing	In furnishing zone and medians, at standard spacing	In furnishing zone, at standard spacing	In furnishing zone, at standard spacing	Permitted
Landscape Planting	Permitted in sidewalk furnishing zone, curb extensions and medians	Permitted in sidewalk furnishing zone, curb extensions and medians	Permitted in sidewalk furnishing zone, curb extensions and medians	Permitted in sidewalk furnishing zone, curb extensions and medians	Discouraged	Permitted
Stormwater Treatment	Flow-through planters in furnishing zone or soil cells with SFPUC approval	Flow-through planters in furnishing zone or soil cells with SFPUC approval	Flow-through planters in furnishing zone or soil cells with SFPUC approval	Soil cells with SFPUC approval	Flow-through planters in furnishing zone or soil cells with SFPUC approval	N/A

6.2 TYPICAL STREET CORNER LAYOUT

Typical street corners are the preferred location for clustering some utilities, furnishings, and other streetscape elements.

No sidewalk furnishings shall be within the Corner Clear Zone, except as required for pedestrian or vehicular safety. The first sidewalk furnishing element adjacent to the Corner Clear Zone shall be a minimum of 42" in height to divert pedestrian traffic to the sidewalk throughway Zone.

The conceptual layout to the right shows the placement of typical furnishings, biofiltration, lighting, and signage. Exact location of these elements to be determined as each sub-phase of the project is designed.

A representative sample of typical street layouts and sections are shown on the following pages. Crosssections for all streets can be found in the CPHPS2 Infrastructure Plan. Figure 6.1 – Typical Street Corner Layout









- Cm Roadway Light
 - Traffic Signal with Vehicular Directional Blade Sign Trash / recycling Receptacle
 - Newsracks (3 units)
 - Bike rack
 - Bench
 - Utility Box
 - Utility Vault

6.3 THE SPINE (FULL) : HARNEY WAY (NORTH OF ARELIOUS WALKER)

Neighborhood specific streetscape elements:

- Sparkle concrete in furnishing zone
- Potential special material : Custom pattern in furnishing zone (as shown)
- Furniture and landscape areas shaped to contours of custom pattern.







6.4 THE SPINE (FULL) : EGBERT AVENUE

Neighborhood specific streetscape elements:

- Sparkle concrete in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)
- Potential special material : Custom pattern in furnishing zone (as shown)
- Furniture and landscape areas shaped to contours of custom pattern. (as shown)



- Landscape Planting
 - BRT Route

*

Tree

Building Parcel

Building Setback

Throughway Zone

Flow-through Planter

Furnishing Zone

SIDEWALK

I ANF

Edge Zone

- c→ Roadway Light
 - Trash / Reclycling Receptacle
 - Newsrack

_

Bike Rack




6.5 PERIMETER STREET: CANDLESTICK PARK DRIVE

Neighborhood specific streetscape elements:

- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)
- Sidewalk will be provided on the south side of the street through the State Park planning process



Tree	
Building Parcel 🗢	→ Roac
Building Setback	Benc
Throughway Zone	Bike
Furnishing Zone	
Edge Zone	
Flow-through Planter	State





dway Light ch

Rack

e Park







6.6 **RESIDENTIAL STREET: TYPICAL**

Neighborhood specific streetscape elements:

- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)







1,000



6.7 **RESIDENTIAL STREET: FITZGERALD AVENUE**

Neighborhood specific streetscape elements:

- Paving pattern in furnishing zone
- Potential special material : Concrete with silicon carbide sparkle in throughway (as shown)
- Furniture detailing/materials
- Landscape (trees and biofiltration)











6.8 COMMERCIAL: ARELIOUS WALKER (SOUTH OF INGERSON AV)

Neighborhood specific streetscape elements:

- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)















6.9 COMMERCIAL STREET: INGERSON AVENUE (WEST OF HARNEY WAY)

Neighborhood specific streetscape elements:

- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)











Roadway Light



CANDLESTICK POINT STREETSCAPE MASTER PLAN

6.10 PARK STREET: EARL STREET (SOUTH OF GILMAN)

Neighborhood specific streetscape elements:

- Paving pattern in furnishing zone
- Potential special material : Concrete with silicon carbide sparkle in throughway (as shown)
- Furniture detailing/materials
- Landscape (trees and biofiltration)









Landscape Planting Contraction Roadway Light Newsrack



Bench



PARK STREET: EGBERT AVENUE (WEST OF ARELIOUS WALKER) 6.11

Neighborhood specific streetscape elements:

- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)







PARK STREET: EARL STREET (NORTH OF GILMAN AV.) 6.12

Neighborhood specific streetscape elements:

- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)









- Trash / Recylcling Receptacle









STREET TREE PLANTING GUIDELINES & DETAILS 7.1

General Guidelines

A list of preferred street trees for each street type has been assembled with the help of an expert team of horticulturists, including HortScience, renowned and well respected California based consulting arborists. Review by the SFDPW's Division of Urban Forestry was also part of the selection process. Recommended tree species were selected using the following criteria:

- Character
- Scale
- Micro-climate, especially the frequent periodic cold and salt-laden wind and fog
- Native and acclimated species that are water-conserving
- Moisture tolerance
- Density
- Urban performance
- Soils
- Management and maintenance
- Visibility guidelines

Street Tree Planting

Tree Spacing:

Tree spacing shall be consistent and appropriate for the scale of the selected tree species. Typical street tree spacing will meet San Francisco Planning Code guidelines by providing 1 tree of minimum 36" box size for each 20' of street frontage. Medium and large trees may be spaced every 20-35', per Better Streets Plan spacing guidelines. Typically, street trees shall be planted on both sides of the street and in medians 5 feet or greater in width. Tree size, height and canopy form shall be regular and consistent in each street type unless otherwise noted. Approximately 2,500 street trees are estimated to be planted in Candlestick Point.

Visibility at Intersections:

At intersections, trees shall be planted in accordance with the Department of Public Works Director's Order No. 169,946; or a minimum of 25 feet on the approach side, and 5 feet from the crosswalk on the far side of any intersection. Trees and plantings located in the sidewalk area shall not obscure traffic signals, signs or street lights.

Tree Size:

Typical tree size at planting shall be 36" box size minimum, unless otherwise noted.

Tree Wells:

Tree wells should be 4 feet wide by 4 feet long, minimum. A larger typical tree well size of 5 feet wide by 5 feet long is recommended. The minimum tree well size should also be determined based on the sidewalk width. This is in accordance with the DPW Director's Order 169,946.

Planting & Installation:

Planting and installation techniques shall be in accordance with the highest level of horticultural practice and are to meet City standards. This includes conformance with the urban greening requirements and guidelines of the SF Better Streets Plan. All planting pits are to include underdrainage and horticulturally excellent planting medium. All new trees shall be irrigated and robustly staked to support the trees against the strong prevailing winds. A high level of attention to horticultural best practices will promote the long term viability and sustainability of the street trees.

Preferred and Alternative Tree Species:

The Plan encourages street tree species to be selected from the proposed preferred list for each respective street type. Street tree species not included in the proposed list are permissible as substitutions, if they meet the listed formal, character, and horticultural criteria and, if selected by a certified arborist and approved by the SFDPW Department of Urban Forestry. The selection of alternative tree species shall comply with the requirements of this type.

It is intended that a single tree species (or species mix) be planted the entire length of a named street. Once a specific species (or species mix) has been planted on a portion of a street, the same species must be installed on the remainder of the blocks in order to provide a consistent horticultural theme. For streets that, by virtue of their length, significantly change character, street width or typology along their length (For example: Arelious Walker Drive, Harney Way, Egbert Avenue, Crisp Avenue and Fischer Street), the street typology shall govern the tree species selection.

Master Streetscape Plan and must follow the street tree characteristics listed for street trees in Section 5, 'Streetscape Elements' for each particular street

STREET TREE PLANTING GUIDELINES & DETAILS 7.1

Soil volume & Tree growth

A street tree's ability to grow and stay healthy is largely dependent on the amount of rooting space provided. Larger soil volumes will generally yield larger trees. Provide sufficient soil volumes for tree species planted. For use as a general guideline, a minimum soil volume of 8 cubic yards per tree is recommended with at least 3 feet 6 inches of soil depth. However, it will be advantageous to exceed this minimum to ensure the long term health and viability of newly planted street trees. Illustrations to this point are on the following pages.

Several design methods can be used to achieve adequate soil volumes:

• Continuous Planting Trench:

Wherever possible, trees should be installed in a continuous planting trench with at least 3 feet 6 inches of soil depth. Where there is no sidewalk paving, such as in open landscape and median areas, this is easily achieved. In paved areas, alternate methods must be used to support the sidewalk areas between the tree wells. (This method is compatible with Planting Condition 1: Open Planters/Parkway Strips described on the following pages).

• Open Soil Areas:

Open soil areas are unpaved areas surrounding a tree, typically open planting areas or ornamental gravel mulch areas. (This method is compatible with Planting Condition 1: Open Planters/Parkway Strips).

• Structural Soils:

Use of structural soils is only recommended when other alternatives are not available. They support sidewalk pavements while also preventing excess compaction and allowing adequate void spaces for needed oxygen exchange, water drainage and root growth. By allowing the penetration of the roots into the structural soil level, rather than above the surface, pavement heaving will also be inhibited. Structural soils have the additional benefit of being highly permeable and free-draining. (This method is compatible with Planting Condition 2: Tree Wells).

• Tree Cells:

'Soil Cell' type tree cells support sidewalk pavements via a modular cellular frame and deck structure while also preventing compaction and allowing adequate porosity in a manner similar to structural soils, but using conventional planting soil as backfill. (This method is compatible with Planting Condition 2: Tree Wells).

• Root Paths:

Root paths are constructed paths that use aeration or drainage strips to give roots a way to grow under paving and connect to adjacent green spaces or open planting areas. (This method is compatible with Planting Condition 2: Tree Wells).

Street Tree Planting Guidelines & Details

Planting and installation techniques for street trees are to be in accordance with the highest level of good horticultural practice. This includes, in addition to providing adequate volumes of high-quality planting soil medium, providing: 1) continuous underdrains (typically 4-inch diameter perforated pipe in a 12-inch by 12-inch bed of drain rock wrapped in filter fabric); 2) heavy-duty tree staking or guying to deal with the Candlestick Point's strong prevailing winds; and 3) high-efficiency tree bubblers

• Storm Water Management:

Many of the streetscape plantings at Candlestick Point will perform a vital role in capturing, treating and retaining storm water runoff from adjacent streets and sidewalks. To achieve this, many streets will incorporate bioswales, flow-through biofiltration tree well planters and bioretention areas. The prevalence of these features will require the use of sandy loam soil mixes with high percolation rates, structural soils and underdrains to ensure soil permeability and adequate infiltration rates. It will also require the use of trees, shrubs and ground covers that can tolerate seasonal inundation and saturated soil conditions.

Figure 7.1 – Soil Volume & Tree Growth





Soil Volume=± 4 Cubic Yards

Soil Volume=± 12 Cubic Yards



Soil Volume=± 20 Cubic Yards

7.1 STREET TREE PLANTING GUIDELINES & DETAILS

General planting guidelines and details for three typical street tree planting scenarios are presented on the following pages:

- Condition 1: Open Planters/Parkway Strips
- Condition 2: Tree Wells

Planting Condition 1 - Street Trees in Open Planting Areas / Parkway strips

On residential and non-commercial streets where the curbside sidewalk landscape zone (also referred to as the 'parkway strip' or 'furnishing zone') is not being used for flow-through biofiltration, street trees may be planted in open planting areas. These parkway strips will typically feature shrub, perennial and ground cover plantings to add visual interest and richness to the streetscape.

The length and width of the parkway strips will vary, but a width of 4 to 5 feet is typical. The planted areas will generally be extended to include the end block and mid block bulb-outs. On streets where there is parallel parking, a 2 foot curbside stepout will be provided and the parkway strip will need to be interrupted with walkway passages. Providing one walkway passage per parallel parking stall is recommended. On streets where there is no curbside parking, the stepout can be omitted and the parkway strips can be longer, without interruption.

Tree planting soil volumes should be maximized by providing continuous planting trenches a minimum of 3'-6" deep and underdrainage should be provided. (Figure 7.2, Section B-B).

Median Plantings: On streets with medians, a general guideline is to provide street trees in open planted areas on any median that is 5 feet or greater in width. On narrower medians, it is generally recommended to provide a paved surface and omit trees and other landscape plantings. Site visibility at uncontrolled intersections should be analyzed to determine the maximum height of the shrubs.

Compatibility with Stormwater Treatment & Bioswales: This planting condition is generally compatible with streets where a percentage of the frontage will be required for stormwater management flow-through biofiltration facilities. When bioswales or other open storm water management features are incorporated into parkway strips or medians, trees and understory plants that can tolerate seasonal inundation should be specified.





Planting Areas

Section A-A

Figure 7.2 – Street Tree Planting Condition 1: Street Trees in Open

7.1 STREET TREE PLANTING GUIDELINES & DETAILS



Section B-B

*Maintenance of underdrain - SFPUC will not maintain the underdrains



7.1 STREET TREE PLANTING GUIDELINES & DETAILS

Planting condition 2 -Street Trees in Tree Wells

On commercial and retail streets, accommodating higher volumes of pedestrian traffic moving to and from curbside parking will often require that the curbside sidewalk landscape zone is minimized. Street tree plantings in these areas will typically be in tree wells. The understory of the wells can be treated in a variety of ways: either planted, paved with ornamental gravel or unit pavers.

The size of tree wells can vary, however, a minimum size of 4 feet by 4 feet is required. In order to optimize the health of the street trees, the use of larger, 5 feet by 5 feet tree wells is recommended.

As elsewhere, tree planting soil volumes should be maximized. In tree well planting situations, the recommended approach is to provide extended trenches of structural soil, a minimum of 5 feet wide by 5 feet long and 3'-6" deep, under the adjacent pavement areas on either side of the open tree well.

Understory Plantings: Understory plantings in tree wells should generally be limited to lower-growing species, no more than 3 feet in height.

Stormwater management is mostly proposed in soil cells on retail streets. A small portion is proposed to be centralized in the Wedge Park.







Section A-A

3'-6"

Figure 7.3 – Street Tree Planting Condition 2: Street Trees in Tree



7.1 STREET TREE PLANTING GUIDELINES & DETAILS



Section B-B

*Maintenance of underdrain - SFPUC will not maintain the underdrains



7.2 PLANT MATERIALS PALETTE

Street Trees

The following trees are adapted to tough urban conditions, and are tolerant of wind and fog, poor soils and bayfront/ coastal conditions. Most are also recommended for San Francisco's streets by the SFDPW and the Friends of the Urban Forest.

SCIENTIFIC NAME	COMMON NAME	HEIGHT	WIDTH	SIZE*	SCIENTIFIC NAME	COMMON NAME	HEIGHT	WIDTH	SIZE*
Aesculus x carnea	Ruby Red Horsechestnut	40	30	Medium	Magnolia grandiflora 'Little Gem'	Dwarf Southern Magnolia ^	25	15	Small
Arbutus x 'Marina'	Marina Strawberry Tree**#	30	30	Medium	Melaleuca linariifolia	Flaxleaf Paperbark	30	25	Medium
Arbutus unedo	Strawberry Tree	30	30	Medium	Melaleuca quinquenervia	Cajeput Tree**	40	25	Medium
Betula jacquemontii	Himalayan Birch	60	30	Medium	Metrosideros excelsus	New Zealand Christmas Tree**	30	30	Medium
Callistemon viminalis	Weeping Bottlebrush**	30	15	Small	Olea europea 'Swan Hill'	Fruitless European Olive**	30	30	Medium
Cupaniopsis anacardioides	Carrotwood	40	30	Medium	Pinus canariensis	Canary Island Pine**	80	35	Medium
Cupressus macrocarpa	Monterey Cypress**#	40	40	Large	Pinus contorta	Shore Pine	35	35	Medium
Eriobotrya deflexa	Bronze Loquat	30	30	Medium	Pinus pinea	Italian Stone Pine**#	80	60	Large
Eucalyptus cinerea	Silver Dollar Tree#	55	45	Large	Pinus torreyana	Torrey Pine	60	50	Large
Eucalyptus citriodora	Lemon-Scented Gum#	80	45	Large	Pistacia chinensis	Chinese Pistache**	50	50	Large
Eucalyptus ficifolia	Red Gum**#	45	60	Large	Pittosporum undulatum	Victorian Box**	40	40	Large
Eucalyptus leucoxylon	White Ironbark#	80	45	Large	Platanus acerifolia 'Bloodgood'	Bloodgood London Plane Tree	80	40	Large
Eucalyptus maculata	Spotted Gum**#	120	60	Large	Platanus acerifolia 'Columbia'	Columbia London Plane Tree	80	40	Large
Eucalyptus microtheca	Coolibah Gum#	60	50	Large	Podocarpus gracilior	Fern Pine**	60	20	Medium
Eucalyptus nicholii	Willow-Leafed Peppermint**#	48	35	Medium	Prunus cerasifera 'Krauter Vesuvius'	Purpleleaf Plum**	20	20	Medium
Eucalyptus polyanthemos	Silver Dollar Gum#	75	45	Large	Prunus serrulata 'Kwanzan'	Kwanzan Flowering Cherry	30	20	Medium
Eucalyptus rudis	Swamp Gum#	60	40	Large	Quercus ilex	Holly Oak	60	60	Large
Fraxinus americana	White Ash#	80	50	Large	Quercus virginiana	Southern Live Oak	60	90	Large
Fraxinus latifolia	Oregon Ash#	60	40	Large	Rhus lancea	African Sumac	30	35	Medium
Geijira parviflora	Australian Willow**	30	30	Medium	Sequoia sempervirens var.	Coast Redwood**#	100	30	Medium
Ginkgo biloba 'Autumn Gold'	Maidenhair Tree**	40	30	Medium	Sophora japonica	Chinese Scholar Tree	70	70	Large
Ginkgo biloba 'Princeton Sentry'	Maidenhair Tree **	50	20	Medium	Tristania laurina 'Elegant'	Little Leaf Tristania	45	30	Medium
Ginkgo biloba 'Saratoga'	Maidenhair tree	30	30	Medium	Ulmus x 'Frontier'	Frontier Elm	40	30	Medium
Koelreuteria paniculata	Golden Rain Tree**^	35	40	Medium	Ulmus parvifolia 'Emer II'	Allee Chinese Elm**	70	60	Large
Laurus nobilus 'Saratoga'	Bay Laurel	30	30	Medium	Ulmus parvifolia 'Drake'	Chinese Evergreen Elm**	60	60	Large
Lagunaria patersonia	Primrose Tree	50	40	Large					
Liquidambar styraciflua 'Festival'	American Sweetgum**#	60	25	Medium					
Liquidambar styra. 'Rotundiloba'	Friutless Sweetgum **#	60	25	Medium					
Lophostemon confertus	Brisbane Box**	45	25	Medium	* = Per San Francisco Better Streets F	Plan Guidelines: Small (< 20' crown), N	/ledium (20-35	ōʻcrown), Large	⇒ (>35' crown)
Lyonothamnus floribundus asplenifolius	Catalina Ironwood**	35	15	Small	** = First tier street tree recommenda	ation			
Magnolia grandiflora 'Samuel Sommers'	Southern Magnolia**^	40	30	Medium	\wedge = Only recommended for sites pro	otected from the wind			

= Only recommended for larger areas and medians where there is sufficient set back from curb or pedestrian throughway to accommodate branching structure and trunk/root growth.

7.2 PLANT MATERIALS PALETTE

Trees For Park Areas

The following trees are larger in scale, are coniferous evergreens, have unique form or foliage, are adapted to the project's site conditions and are suitable for use in park sites and other larger open space areas.

SCIENTIFIC NAME	COMMON NAME	HEIGHT	WIDTH	SIZE*
Aesculus x carnea	Ruby Red Horsechestnut	40	30	Medium
Casuarina stricta	Drooping She-Oak	35	35	Medium
Cedrus deodara	Deodar Cedar	80	40	Large
Cupressus macrocarpa	Monterey Cypress	40	40	Large
Eucalyptus citriodora	Lemon-Scented Gum	80	45	Large
Eucalyptus ficifolia	Red Gum	45	60	Large
Eucalyptus leucoxylon	White Ironbark	80	45	Large
Eucalyptus maculata	Spotted Gum	120	60	Large
Eucalyptus microtheca	Coolibah Gum	60	50	Large
Eucalyptus nicholii	Willow-Leafed Peppermint	48	35	Medium
Eucalyptus polyanthemos	Silver Dollar Gum	75	45	Large
Eucalyptus rudis	Swamp Gum	60	40	Large
Eucalyptus saligna	Sydney Blue Gum	100	40	Large
Phoenix canariensis	Canary Island Date Palm	60	50	Large
Pinus canariensis	Canary Island Pine	80	35	Medium
Pinus contorta	Shore Pine	35	35	Medium
Pinus pinea	Italian Stone Pine	80	60	Large
Pinus torreyana	Torrey Pine	60	50	Large
Platanus acerifolia 'Bloodgood'	Bloodgood London Plane Tree	80	40	Large
Platanus acerifolia 'Columbia'	Columbia London Plane Tree	80	40	Large
Platanus racemosa	California Sycamore	80	50	Large
Populus fremontii 'Nevada Male'	Fremont Cottonwood	60	30	Medium
Populus nigra 'Afghanica'	Theves Poplar	60	15	Small
Quercus agrifolia	Coast Live Oak	60	80	Large
Quercus ilex	Holly Oak	60	60	Large
Schinus molle	California Pepper	40	40	Large
Sequoia sempervirens var.	Coast Redwood	100	30	Medium
Washingtonia robusta	Mexican Fan Palm	100	10	Small

* = Per San Francisco Better Streets Plan Guidelines: Small (< 20' crown), Medium (20-35 ' crown), Large (>35' crown)

Understory Plantings

The following plant palette represents a mix of locally-adapted, Mediterranean plants, succulents from various arid climates and native California plants noted for their interesting form, flower, and/or foliage. These plants are welladapted to local San Francisco microclimates and most are also recommended for sidewalk landscaping by the SFDPW's Division of Urban Forestry.

SCIENTIFIC NAME

Acanthus mollis Achillea filipendulina Achillea millefolium var. Aeonium arboretum var. Aeonium decorum 'Sunburst' Agave attenuata'Nova' Agapanthus dwarf hybrids Agave attenuata 'Nova' Anigozanthos hybrids Anemone x hybrida Arctostaphylos 'Emerald Carpet' Arctostaphylos uva ursi Armeria maritima Artemisia 'Powis Castle' Baccharis pilularis' Twin Peaks' Calamagrotis nutkaenis Ceanothus gloriosus Ceanothus griseus horizontalis Ceanothus g.h. 'Yankee Point' Ceanothus thyrsiflorus repens Chondropetalum tectorum Cistus salvifolius 'Prostratus' Clivia miniata hybrids Coleonema pulchrum Correa 'Dusky Bells' Correa 'Ivory Bells' Cycas revoluta Dicksonia antartica Delosperma cooperi Dietes bicolor Dietes iridioides Dodonea viscosa 'Pupurea' Echeveria agavoides Echium fastuosum

Bear's Breeches Fernleaf Yellow Common Yarrow Tree Aeonium Sunburst Aeonium Foxtail Agave Dwarf Lily-of-the-Nile Dwarf Foxtail Agave Kangaroo Paw Japanese Anemone Groundcover Manzanita Radiant Bearberry Sea Thrift / Sea Pink Silver Sage Dwarf Coyote Brush Pacific Reed Grass Point Reyes Ceanothus Carmel Creeper Yankee Point Ceanothus Low Blue Blossom Dwarf Cape Rush Sageleaf Rockrose Clivia- Yellow Hybrids Pink Breath of Heaven Pink Australian Fuschia White Australian Fuschia Sago Palm Tasmanian Tree Fern Hardy Iceplant Fortnight Lily African Iris Purple Hopseed Bush Hens and Chicks Pride of Madiera

COMMON NAME

7.2 PLANT MATERIALS PALETTE

Understory Plantings (cont.)

SCIENTIFIC NAME

Elymus magellanicus Erigeron glaucus Erigeron karvinskianus Eriogonum fasciculatum Escallonia 'Newport Dwarf' Eschscholzia californica Equisetum hyemale Erigeron karvinskianus Euphorbia characias wulfenii Festuca californica Festuca glauca 'Siskiyou Blue' Festuca glauca Ficus pumila Fragaria chiloensis Graptoveria 'Debbie' Helleborus foetidus Helleborus orientalis Hemerocallis var Heuchera maxima var Heuchera micrantha Iris douglasii var. Jasminum polyanthum Kniphofia uvaria 'Dwarf Yellow' Knifphofia galpini Lavandula stoechas 'Otto Quast' Lavandula dentata 'Candicans' Lavandula x intermedia 'Grosso' Limonium perezii Loropetalum chinensis Mahonia repens Miscanthus 'Morning Light' Muhlenbergia rigens Myrtus communis 'Compacta' Nandina domestica 'Fire Power'

COMMON NAME

Blue Wheatgrass, Magellan Wheatgrass **Beach** Aster Santa Barbara Daisy California Buckwheat Dwarf Ecallonia California Poppy Horsetail Santa Barbara Daisy Euphorbia var. California Fescue Blue Fescue var Common Blue Fescue Creeping Fig Sand Strawberry Graptoveria Bear's Foot Hellebore Lenten Rose Daylily varieties Island Alum Root Coral Bells Pacific Coast Hybrid Iris Pink Jasmine Yellow Poker Orange Flame Spanish Lavender French Lavender Fat Bud French Lavender Sea Lavender Chinese Fringe Flower Creeping Oregon Grape Morning Light Silver Grass Deergrass Dwarf Myrtle Dwarf Heavenly Bamboo

SCIENTIFIC NAME

Nandina domestica 'Harbor Dwarf' Nassella pulchra Nepeta x faassenii Olea europea 'Montra' Ophiopogon japonicus Osteospermum fruticosum Pennisetum 'Eaton Canyon' Penstemon heterophyllus var. Phormium tenax hybrids Pittosporum crassifolium Pittosporum tobira 'Variegata' Pittosporum tobira 'Wheelers Dwarf' Polystichum munitum Rhamnus californica 'Seaview' Rosmarinus officianalis var. Rubus pentalobus Salvia clevelandii Salvia gregii Salvia leucantha Salvia sonomensis Santonlina chamaecyparissus Senecio cineraria Senecio serpens Seslaria autumnalis Sollya heterophylla Stipa tenuissima Symphoricarpus albus Tibouchina urvilleana Teucrium chamaedrys Teucrium fruticans 'Compactum' Tulbaghia violacea 'Silver Lace'

COMMON NAME

Dwarf Heavenly Bamboo Purple Needlegrass **Ornamental Catmint** Little Ollie Dwarf Olive Mondo Grass Trailing African Daisy Dwarf Red Fountain Grass Penstemon varieties New Zealand Flax (dwarf varieties) Karo Variegated Tobira Wheelers Dwarf Tobira Western Sword Fern Dwarf Coffeeberry Rosemary var. **Creeping Bramble** Cleveland Sage Autumn Sage Mexican Sage Creeping Sage Lavender Cotton Dusty Miller **Blue Chalksticks** Autumn Moor Grass Australian Bluebell Creeper Mexican Feather Grass Common Snowberry **Princess Flower** Wall Germander **Bush Germander** Variegated Society Garlic

7.2 PLANT MATERIALS PALETTE

Biofiltration / L.I.D. Understory Plantings

The following understory (shrub, ground cover & perennial) plantings are adapted to wetter circumstances and seasonal inundation conditions associated with biofiltration and storm water management areas. Most are also recommended for low impact design (L.I.D.) by the San Francisco Public Utility Commission's (SFPUC's) San Francisco Stormwater Design Guidelines.

SCIENTIFIC NAME

Baumea rubiginosa Bouteloua dactyloides Calamagrostis nutkaensis Carex comosa Carex densa Carex tumulicola Chondropetalum tectorum Distichlis spicata Elymus glaucus Epilobium canum spp. Canum Equisetum hyemale Erigeron glaucus Festuca idahoensis Festuca rubra Fragaria chiloensis Fragaria vesca Juncus effusus Juncus leseurii Juncus patens Juncus xiphiodes Mimulus aurantiacus Mimulus guttatus Miscanthus sinensis 'Morning Light' Muhlenbergia rigens Nassella pulchra Polystichum munitum Rhamnus californica 'Seaview' Seslaria autumnalis Sisyrinchium bellum Sisyrinchium californicum Symphoricarpos albus

COMMON NAME

Striped Rush Buffalo Grass Pacific Reedarass Bristly Sedge; Longhair Sedge Dense Sedge Berkeley Sedge Dwarf Cape Rush Salt Grass Blue Wild Rye California Fuchsia Scourgrush Horsetail Seaside Daisy Idaho Fescue Red Fescue Sand Strawberry Mountain Strawberry Pacific Rush Common Rush California Grey Rush Irisleaf Rush Sticky Monkeyflower Creek Monkeyflower Morning Light Silver Grass Deergrass Purple Needlegrass Western Sword Fern Dwarf Coffeeberry Autumn Moor Grass **Blue-Eyed Grass** Yellow-Eyed Grass Common Snowberry

The following plant palette represents a mix of native plants recommended by the 'SF Green Connections Route Ecology Guides' intended to maximize habitat value for local wildlife and to encourage park and open space and street designs that enhance ecology within the City's urban neighborhoods. Many are water's edge plants or halophytes that are characteristic of the bayfront's beaches and tidal salt water marshes.

SCIENTIFIC NAME

Abronia umbellata Acmispon glaber Baccharis pilularis 'Twin Peaks' Camissonia cheiranthifolia Danthonia californica Distichlis spicata Festuca californica Fragaria chiloensis Frankenia salina Sarcocornia pacifica (Salicornia virginica)

COMMON NAME

Pink Sand Verbena Deer Weed Dwarf Coyote Brush Beach Evening Primrose California Oatgrass Saltgrass California Fescue Sand Strawberry Alkali Heath Pickleweed

7.3 DISABLED PARKING AND LOADING DETAILS

Disabled parking stalls and Passenger Loading Zones will be located on the public streets throughout the project. The number of disabled stalls and passenger loading zones within the blocks designated to include these spaces are shown to the right. The typical layout details for the disabled parking and passenger loading zones are shown on the opposite page.



Figure 7.4 – Number of ADA loading zone stalls adjacent to sidewalks

7.3 DISABLED PARKING AND LOADING DETAILS









NOTE: ADA PARKING STALLS AND LOADING ZONES ARE PREFERRED AT END OF BLOCK, BUT IF THEY CONFLICT WITH OTHER IMPROVEMENTS, THEN THEY WILL OCCUR MID-BLOCK WHERE ADJACENT SIDEWILK IS 14 JUN





SECTION A-A NT5



7.4 STREETSCAPE ELEMENT DETAILS

SW Treatment Type 1

Treatment in sidewalks adjacent to parking should be estimated using 4 ft by 16ft. long treatment boxes on average.



Figure 7.5 – SW Treatment Type 1: Flow-through planter w/ hard edge, adjacent to street parking 4ft. X 16ft, nts.

7.4 STREETSCAPE ELEMENT DETAILS

SW Treatment Type 2

Treatment in sidewalks where parking is not planned can have wider boxes. These are 6 ft. wide by 16 ft. long on average (i.e. 6 ft. of planted width).



Figure 7.6 – SW Treatment Type 2: Flow-through planter w/ hard edge, with no street parking 6 ft. X 16 ft, nts.

7.4 STREETSCAPE ELEMENT DETAILS





Note: Dimensions shown are examples only. Final dimensions and sizes to be reviewed and approved with the Improvement Plans and Stormwater Control Plans.



Figure 7.8 – Infiltrating Flow-through planter option for treatment type 1 and 2, nts



7.5 STREETSCAPE MAINTENANCE

The streetscape improvements shown in this document will be implemented over time incrementally, through both private and pubic mechanisms and funding sources. Potential maintenance responsibilities for streetscape elements are shown on the table to the right.

Some minor variations in streetscape elements may be necessary or desirable due to unique or unforeseen circumstances, as well as to accommodate piecemeal and gradual build out of the streetscapes over time. All streetscape improvement designs submitted in Major Phase and Sub-Phase Applications are subject to a finding of consistency and approval by OCII.

The Department of Public Works is the permitting agency for improvements within the public right-of-way. All technical specifications not described in this document must meet pertinent Better Streets Plan guidelines and other applicable City standards and are subject to detailed design review and approval by DPW and other relevant agencies. Maintenance of any streetscape elements by City department is subject to City approval and acceptance.

The Streetscape Routine Maintenance Responsibility Matrix represents the framework for a Memorandum of Understanding for the Maintenance of Candlestick Point Streetscape Elements between the Developer, the San Francisco Public Utilities Commission, the San Francisco Department of Public Works, the San Francisco Municipal Transit Authority, the Office of Community Investment and Infrastructure, Recology, Pacific Gas and Electric, other parties as necessary (MOU). This MOU will further define maintenance responsibilities for streetscape elements at Candlestick Point.

Streetscape Routine Maintenance Responsibility Matrix

Streetscape Element	Master HOA/ Fronting Property Owner	SFPUC	Utility Provider (e.g. PG&E, Recology)	DPW	SFMTA	Park Owner/ CFD/BID	Clear Channel
Sidewalks	x						
Street Trees	х						
Landscape Planting	Х						
Benches	х						
Bike Racks					Х		
Bulb-outs				Х			
Trash/Recycling Recepticles				Х			
Storm Water Treatment Facilities in Public Right-of-Way		X					
Medians				Х			
Utility Vaults/Utility Boxes		X	Х				
Bus Stop Shelters							х
Pedestrian, Bicycle, and Vehicular Signage and Striping in the public Right- of-Way					X		
Interpretive Signage						x	
Street Lights		X					
All Elements in Parks (e.g. Stormwater Treatment Facilities, Furnishings, Signage)						X	
CP-02-03-04 Soil Cell Pilot Project	Х						

7.5 STREETSCAPE MAINTENANCE

Funding Sources for Private Streetscape Maintenance

The maintenance of streetscape improvements located in the public right-of-way may be managed and funded through various assessments that will likely be sourced from community facilities districts (CFDs), master homeowner associations (MHAs), and, possibly, business improvement districts (BIDs).

Community Facility Districts

The Developer and the OCII (Successor to the Redevelopment Agency) have agreed to propose specifications for a Maintenance Community Finance District (CFD) to finance ongoing park maintenance within the Project Site. The CFD will be supported by Maintenance Special Taxes for Taxable Residential Units will be equal to one tenth of one percent (0.1%) of the projected sales price of those Taxable Residential Units. The OCII and Developer will determine the amount of Maintenance Special Taxes to be levied on Taxable Parcels that are not Taxable Residential Units based on Developer's development plans and the market for CFD-encumbered non-residential property. Developer and the Agency anticipate that the proceeds of Maintenance Special Taxes levied in a Maintenance CFD will pay all costs of ongoing Park Maintenance.

Master Homeowner Associations for Residential Use

One or more master homeowner (or property) associations will be established as a private master community association. Membership in the master associations will be mandated for only those residences currently within the established boundaries of the master association and will include a monthly assessment to offset the operating, reserve and administrative costs associated with the areas owned and maintained by the master association.

The Master Association will own and maintain common area property, and can also be responsible for providing oversight and funding for the association websites, monumentation, monumentation lights, concrete within the association, public art, irrigation controllers, bio filtration planters, tree grates, tree replacement, and landscaping, and any other property deemed to be under the maintenance obligations of the association(s).

The Master Association will also be responsible to implement overall community rules and design guidelines and all legal operating documents.

a. Sub-Associations

In addition to the Master Associations, certain streetscape improvements may fall under the purview of building specific homeowner associations, or sub-associations. Established boundaries whereby these sub-associations may be obligated to fund and manage streetscape maintenance can include the sidewalks and planting strips fronting the buildings, or other adjacent privately-owned but publicly accessible right of ways, including parks or private streets. Membership in these Sub-Associations will include a monthly assessment to offset the operating, reserve and administrative costs associated with the areas owned and/or maintained by the Sub-Association (examples may include building structures, gates, security, community recreation facilities, etc.)

Business Improvement Districts for Commercial and Office Use

A business improvement district (BID) is a defined area within which businesses pay an additional tax (or levy) in order to fund projects within the district's boundaries. The BID is often funded primarily through the levy but can also draw on other public and private funding streams. BIDs provide services, such as cleaning streets, providing security, making capital improvements, construction of pedestrian and streetscape enhancements, and marketing the area. The services provided by BIDs are supplemental to those already provided by the municipality. BIDs would be most appropriately located in the commercial areas of the project.

CANDLESTICK POINT

MAJOR PHASE 1 CP APPLICATION

APPROVED - RESOLUTION NO. 1 - 2014, JANUARY 7, 2014

UPDATED: MARCH 8, 2016

FINAL DRAFT FOR APPROVAL



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INTRODUCTION

PURPOSE OF THIS APPLICATION 1.1

In January of 2014, implementation of the Candlestick Point-Hunters Point Shipyard Phase 2 project (Project) reached an important milestone - the approval of the first Major Phase Application (Major Phase 1 CP). This represented the first of the Project's four Major Phases of development that will span the next twenty years.

The Major Phase Application was submitted by the Developer in accordance with the Disposition and Development Agreement for Candlestick Point and Phase 2 of the Hunters Point Shipyard, dated June 3, 2010 (as amended, the "DDA"). The purpose of the Major Phase Application is to provide City staff and the community with a consolidated set of plans and reports for the specific geographic area that comprises the first Major Phase of development of the Project, which will occur on the Candlestick Point. In accordance with Section 22.7 of the DDA, Appendix G outlines insurance requirements required of the Developer in connection with this Major Phase.

Appendix H summarizes material conditions that must be satisfied under the DDA during the course of the Major Phase.

Since the approval of the Major Phase 1 CP Application, several Project refinements have been made in consultation with staff from the Office of Community Investment and Infrastructure (OCII), Successor Agency to the San Francisco Redevelopment Agency, multiple City multiple departments, and the Developer's consultant team. The updates to the plans were analyzed under the California Environmental Quality Act (CEQA) and a Fourth Addendum to the Project Environmental Impact Report (EIR) was prepared. The CEQA analysis determined that the conclusions reached in the Final EIR, certified on June 3, 2010, remain valid; that the proposed revisions to the project will not cause new significant impacts not identified in the EIR; and that no new mitigation measures will be necessary to reduce significant impacts. A complete summary of these revisions is set forth in a staff report to the OCII Commission prepared in support of this Major Phase Application. A brief summary of these refinements is below.

Concurrent with this Major Phase Application, the Developer has also prepared and submitted updates to the Candlestick Point Streetscape Master Plan and Design for Development (D4D) to ensure consistency between the Project's controlling documents. Updates to these Project documents and the Major Phase Application include the following:

- Interdepartmental refinements to all Candlestick Point public right-ofway cross sections
- Adjustment to the Sub-Phase CP-04 Boundary to increase block depths
- Tower shifts related to increase in CP-04 block depths and constructability of the original CP-02 tower location
- Relocation of displaced on-street parking to the CP Center garage
- Conversion of Office Space to Neighborhood Retail
- Height increases
- Removal of some bulb-outs, at the direction of SFPUC and SFFD



- Phasing of Harney Way improvements at the direction of SFMTA
- Interdepartmental recommendation to revise the street cross section for Gilman Avenue

Updates to the Major Phase Application, Streetscape Master Plan and D4D were presented to the Hunters Point Shipyard Citizens Advisory Committee (CAC) for review and comment, as required by the design review and approval process for the Project. The CAC endorsed this updated Major Phase Application on September 14, 2015.

Street Cross-Sections – Post approval of the Major Phase Application, OCII engaged an inter-departmental team to review each of the cross-sections on Candlestick Point to ensure that appropriate clearances for emergency vehicle access were provided, while at the same time an intimate, neighborhood character was retained. These discussions culminated in the approval of a new set of street cross-sections for all of Candlestick Point in June 2014. The cross-sections are included in recent updates to the Major Phase Application, Infrastructure Plan, Transportation Plan, Streetscape Plan and Design for Development documents, and shown on the Candlestick Point Vesting Tentative Subdivision Map (No.7878). The new cross-sections for CP-02-03-04 are included in this Major Phase Application. These cross sections will continue to be refined as the design process progresses.

Adjustment to the Sub-Phase CP-04 Boundary - The Developer is proposing to increase the depth of the blocks within Sub-Phase CP-04 and concurrently, adjust the Sub-Phase boundary for CP-04. The CP-04 block depths, approved June 3, 2010, are substantially less than other blocks at Candlestick Point because they were originally conceived to be predominately retail blocks with a service alley (the mid-block break) along the back of these blocks. After rethinking the development planned for these blocks in relation to CP-02 and CP-03, the Developer now proposes to increase the block boundaries by the depth of a townhome. Townhomes could then line the mid-block break. This proposal allows greater variety in housing types and more efficient land use on these blocks.

One implication of this boundary adjustment is that block CPS 6b, an OCII affordable housing lot on the opposite side of the new boundary, has been reduced in size. However, block CPS 11a, another OCII lot, has increased in size. The Project Housing Map dated January 7, 2014, identifies 165 units on block CPS 6b. The same map identifies only 90 units on block CPS 11a. As directed by OCII, this Sub-Phase application identifies 150 units on block CPS 11a, 60 more units than were initially programmed for the site. A fit test of the housing programmed for CPS 6b showed that 148 of the 165 units programmed for the site could be accommodated with the proposed block dimensions. The additional units on block CPS 11a more than make up for the loss of 17 units on CPS 6b. The boundary adjustment will be reflected in Final Transfer and Subdivision Maps for these blocks.

Tower Locations – The proposed Tower G location at CP Center, (CP-02), is outside the approved tower zone. Planning for the site revealed structural integration and construction timing concerns with a tower that was collocated with the parking garage. The proposed shift moves the tower and its core structural components off the garage.

As described above, the Developer proposes to increase the depth of the blocks within Sub-Phase CP-04, and concurrently adjust the Sub-Phase boundary for CP-04. This shift of the CP-04 boundary results in an equivalent shift in the boundary of Sub-Phases just east of CP-04, Sub-Phases CP-10 and CP-11. As a result, towers J and K within CP-10 and CP-11 will shift as well.

Input from the California Department of Parks and Recreation (State Parks) was solicited during the review of these proposed tower locations. Visual and shadow analyses for the new proposed sites of Towers G, J, and K have been performed, reviewed, and accepted by the City, and are reflected in an updated D4D for approval by the Planning Commission and the OCII Commission.

On-Street Parking Replacement – Parallel parking stall dimensions in Section 143 of the 2010 D4D were used to estimate the number of total on-street parking spaces for the project (2010 Transportation Plan, Page 68). In the course of engineering CP-02-03-04, the Developer and design team determined that the actual number of on street parking spaces is significantly reduced once other design considerations, such as fire hydrants and driveway cuts, are taken into account. Given the constraints to creating onstreet parking, CP-02-03-04 accommodates only 161 of the 430 on-street parking spaces initially estimated to be available within the site plan – a loss of 269 parking spaces. SF Planning staff determined that the best way to make up for the lost parking is to add the 269 lost parking spaces to the aaraae below CP Center.

Conversion of Office Space to Neighborhood Retail – Site planning for CP-02-03-04 revealed demand for neighborhood serving retail that exceeded the original entitlement of 125,000 gsf of space intended for that use. Given these market conditions, the Developer proposes to convert 15,500 gsf of office space to 6,000 gsf of neighborhood retail based on transportation, air quality, and GHG analysis. This increase in the total amount of neighborhood serving retail will result in a robust neighborhood retail program which meets demand for shops and services in the new urban core of Candlestick Point.

Height Increases – The Mixed Use development along Harney Way and Ingerson Avenue (1 floor of retail with 4-5 stories of residences above), is zoned for a maximum height of 65 feet. The developer proposes to allow these heights to increase to 80 feet, while at the same time restricting the number of residential floors above retail to five. The increased height is proposed to allow for greater retail floor to floor height and to allow variety in the architecture and design of the residential buildings.

The proposed D4D modifications include an increase in the height of the 220-room hotel from 65 feet to 80 feet. The increase in height would ensure consistency in the built form along Harney Way, and allow greater flexibility to design the building as an iconic entry statement to CP Center given its important location at the intersection of Arelious Walker Drive and Harney Way. The additional height would also allow for a taller floor-to-floor height at ground level, which would provide flexibility for different uses and amenities. No increase to the number of hotel rooms or the floor space (150,000 square feet) is proposed.

A Film Arts Center is planned at Candlestick Center on the corner of Harney

Way and Ingerson Avenue. The building will frame a public plaza at the intersection and have high-quality architectural treatment that reinforces its central location. The iconic building will have active day and evening uses (such as retail and entertainment) that anchor development at Candlestick Center and reinforce its community importance. The allowable height of this building has increased from 85' to 120'. This height increase will allow the building to be an architectural anchor in the neighborhood, and a focal point for the community.

Bulb-outs – At the direction of the San Francisco Public Utilities Commission, (SFPUC), and the San Francisco Fire Department, (SFFD), several bulb-outs planned along Ingerson Avenue and Harney Way have been removed from the Improvement Plans. SFPUC does not allow utilities underneath bulb-outs, and the bulb-outs interfere with SFFD turning requirements. In addition, the Better Streets Plan requires streets within commercial areas to be designed for vehicular access of a "SU-30" truck. This requirement has also been a factor in removing bulb-outs.

Gilman Avenue Off-Site Cross Section – A survey of Gilman Avenue (including the location of utilities and driveways) revealed that the approved cross section would require either the reduction of sidewalk widths or the relocation of utility poles. To avoid these issues, the civil and traffic engineers employed by the Developer worked with staff from OCII, SF Planning, SFMTA and SFDPW to design a cross section for Gilman Avenue that differs from that shown in the Infrastructure Plan. Fehr & Peers prepared analysis and findings associated with a revised concept for Gilman Avenue to provide 1 lane of traffic in each direction and a central right and left turn lane that will allow automobiles and buses to travel without the hindrance of turning movements. The new cross-section also provides a sidewalk "furnishing zone" for street trees and benches.

Harney Way Off-Site Phasing – The Candlestick Park Infrastructure Plan identifies Harney Way between Arelious Walker Drive and Thomas Mellon Circle as an off-site improvement. At present, there is uncertainty regarding the timing of the extension of Geneva Avenue and replacement of the US 101 / Harney Way interchange. It is likely that the interchange will not be constructed prior to operation of the BRT system, which would preclude the originally conceived BRT alignment. The San Francisco County Transportation Authority (SFCTA) is currently conducting a study to define an alternate BRT alignment that uses some combination of existing tunnels underneath US 101 at Blanken Avenue and Alana Way. Because that alignment may affect the way in which the BRT lanes are constructed along Harney Way, the SFCTA and the City would like to postpone reconstruction of Harney Way between Executive Park Boulevard East and Thomas Mellon Drive. This would mean that in Major Phase 1, Harney Way would be constructed between Arelious Walker Drive and Executive Park East only, although the sidewalk and Class I cycletrack would be completed all the way to Thomas Mellon Drive. The BRT lanes between Executive Park Boulevard East and Thomas Mellon Drive would then be constructed consistent with a permanent alignment, to be determined at a later date, but still prior to operation of the BRT.

INTRODUCTION 1.

INTRODUCTION TO CANDLESTICK POINT-HUNTERS POINT SHIPYARD PHASE 2 1.2

Candlestick Point-Hunters Point Shipyard Phase 2 will be a model of integrated planning and sustainable design. The site is located on 702 acres along the southeastern waterfront in San Francisco. The site includes Hunters Point Shipyard, the former location of the San Francisco 49er's Candlestick Park stadium, the Candlestick Point State Recreation Area (CPSRA), as well as the Alice Griffith public housing complex.

The Project seamlessly integrates new housing, retail, commercial and parks into adjacent neighborhoods with a new street arid that ties into existing City streets. New bike routes and the extension of the Bay Trail / Blue Greenway throughout the Project site tie the Project back to the City. Most importantly, the Project extends existing transit service, creates new transit services that connect the Project to Caltrain, and BART and provides new downtown shuttles from both Candlestick and the Shipyard.

In addition to the compact physical plan, the Project will be in the forefront of sustainable "green" development practices. The community is pre-certified LEED-ND Gold from the U.S. Green Building Council.





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APPROVED - RESOLUTION NO. 1-2014 - JANUARY 7, 2014 - UPDATED: MARCH 8, 2016 MAJOR PHASE 1 CP APPLICATION

- 2.1 SURROUNDING LAND USES
- 2.2 EIR APPROVED PROJECT LAND USE
- 2.3 PARKS & OPEN SPACE
- 2.4 TRANSPORTATION

2.5

PROJECT PHASING & SCHEDULE OF PERFORMANCE



SURROUNDING LAND USES 2.1

The Project site is part of the larger Bayview Hunters Point neighborhood, an area characterized by well-established residential neighborhoods, commercial uses, and industrial areas. Existing land uses in this neighborhood are described below by type of use: commercial/retail, civic and institutional, residential, industrial, and open space and recreation.

Commercial and retail uses are distributed throughout the neighborhood. Third Street, which includes neighborhood-serving retail shops and other commercial businesses, is the central north/south corridor through the community. This corridor includes a variety of shops, eating establishments, cleaners, beauty supply stores, hardware stores, groceries, and liquor stores. Bayview Plaza near Evans Avenue provides a cluster of retail uses, including a Walgreens, a copy shop, several restaurants, and offices. Along Bayshore Boulevard and in proximity to the I 280 and US 101 freeways in the northern part of the neighborhood are a number of auto-oriented retail uses, including large-scale commercial uses with off-street parking frontages, home improvement businesses, and fast food establishments.

A number of civic, institutional, religious, and social service uses are also centered on Third Street. Such uses include the Bayview Opera House and Plaza at Third and Oakdale, a central feature of the Bayview Hunters Point community; Bayview Hunters Point Multipurpose Senior Center; the Southeast Health Center; the Anna E. Waden Library; and the Southeast Community Facility, which houses a City College campus and a job training and career program and is a site for community meetings and civic events. Other institutional and social services, including the Bayview YMCA, are found on Hunters Point Hill.

Residential portions of the Bayview Hunters Point neighborhood are east and west of Third Street from US 101 to the Hunters Point Shipyard. A majority of the existing residential uses are single-family units. However, there are older multifamily units distributed on the lower slopes of Bayview Hill and new multi-family units along Jamestown Avenue, Williams Avenue, and Innes Avenue. Mixed-use developments, including multi-family housing, are also being developed along the Third Street corridor. In addition, much of the residential development on Hunters Point Hill consists of multi-family housing units.

Industrial uses are found in the northern portion of the Bayview Hunters Point neighborhood, west and east of Third Street. This area includes many production, distribution, and repair (PDR) uses and mixed-use development. Immediately west of Third Street and south of the Islais Creek Channel, large industrial uses, such as regional moving and storage companies and wholesale distributors are intermingled with a range of small, local businesses, such as auto parts distributors and bulk mail assembly services. The San Francisco Produce District is in this area.

Light industrial and PDR uses occupy the South Basin industrial area surrounding Yosemite Slough, extending west to US 101. The South Basin industrial area contains a variety of small-scale industrial uses, such as auto repair shops, food distributors, bulk warehouses, and recycling facilities. The India Basin Industrial Park, to the northwest of India Basin and the Hunters Point Shipyard and south of the Islais Creek Channel, includes a major distribution facility for the US Postal Service, light industrial, commercial service and multimedia businesses, and some retail businesses located at Bayview Plaza at the southeast corner of Third Street and Evans Avenue. Vacant parcels and buildings are distributed throughout all of the identified industrial areas.

Figure 2.1 – Vicinity Map with Surrounding Land Uses



APPROVED - RESOLUTION NO. 1-2014 - JANUARY 7, 2014 - UPDATED: MARCH 8, 2016 MAJOR PHASE 1 CP APPLICATION

2.2 EIR APPROVED PROJECT LAND USE

This page represents the Project land use as entitled in 2010. As the Project is built out, exact square footages will vary. This is the case in Major Phase 1 CP. Refer to Section 6 for details on the land use program for Major Phase 1 CP.

Residential

The Project consists of 10,500 for-sale and rental residential units, including approximately 7,155 Market Rate Units and approximately 3,345 Below-Market Rate Units. The homes range in size from studios to four bedrooms. Housing types include two- and three-story townhomes over parking, fourto seven-story low-rise flats over podium parking, eight- to 21-story mid-rise flats, and 22- to 42-story high-rise towers. Commercial uses and community services will be located in the lower floors of some residential buildings.

Regional Retail

A regional retail center of up to 635,000 gross square feet (gsf) is proposed on the Candlestick Point. Retailers could include a variety of general merchandise, apparel, food service and restaurants, and entertainment related businesses to serve the regional market. Community services may also be allowed on sites designated for regional retail uses.

Neighborhood Retail

Neighborhood retail sites are designated at both the Candlestick Point and the Hunters Point Shipyard, and in addition, small-scale neighborhood retail uses could be established throughout the Project site depending on demand. The Project was originally entitled for 250,000 gsf of neighborhood retail. Since then, some office space has been converted to neighborhood retail, as discussed in Section 1.1 of this Major Phase Application. This space could include convenience goods (e.g., food, drugs and groceries) and personal services (e.g., laundry, dry cleaning, barbering, and shoe repair) for daily needs of the immediate neighborhood. The allocation of square footages is discussed in detail in Section 6.1 of this Major Phase Application.

Office

The project was originally entitled for up to 150,000 gsf of office uses on the Candlestick Point. As market analysis showed demand for neighborhood retail at Candlestick Point that exceeded the Project's entitlement, some of this space was converted to the equivalent amount of Neighborhood Retail. The staff report accompanying this Major Phase Application describes this conversion in detail. The allocation of square footages is discussed in detail in Section 6.1 of this Major Phase Application.

Research and Development

Hunters Point Shipyard Phase 2 is the planned site of up to 3,000,000 gsf of research and development (R&D) space. The R&D facilities could serve a wide range of possible office, laboratory, and light industrial uses including emerging industries and technologies such as green technology and biotechnology. Hotel

A 220-room hotel is proposed on the Candlestick Point.

Artists' Studios/Arts Center

Up to 225,000 gsf of artists' studios and accessory neighborhood retail is proposed on the Hunters Point Shipyard and 30,000 gsf is anticipated to be dedicated for the construction of an arts center.

Community Facilities

Community serving uses are proposed at sites on both the Candlestick Point (up to 50,000 gsf) and the Hunters Point Shipyard (up to 50,000 gsf). Proposed uses include a fire station on 0.5 acre at the Hunters Point Shipyard. In addition, uses may include police facilities, healthcare, day-care, senior centers, library, recreation centers, and community centers.

Parks and Open Space

An estimated 327 acres of new public parks, sports fields, and other open space is planned for the Project.

Marina

A 300-slip marina is proposed at the Hunters Point Shipyard. A marina could include utilities at each slip and a sewage pump-out. Landside amenities could include a classroom facility to teach sailing, restrooms, and showers.

Performance Venue/Arena/Film Arts Center

The Project was originally entitled for a 10,000 seat, 75,000 gsf Performance Venue/Arena. After a significant amount of financial analysis and consultation with potential operators, a performance venue of this size was determined to be financially infeasible. Currently, a 42,000 gsf Film Arts Center for theatre film productions, film festivals, concerts, speaking engagements, or educational events, is proposed at the Candlestick Point. The balance of the original 75,000 gsf performance venue entitlement (33,000 gsf) will be developed in another building within CP-02. The allocation of square footages is discussed in detail in Section 6.1 of this Major Phase Application.

Table 2.1 – 2010 Land Use Summary¹

LAND US

Residential Densi (15-75 Units Per A

Residential Densi (50-125 Units Per J

Residential Densit (100-175 Units Per

Residential Densi (175-285 Units Per

Total Residents Ur

Neighborhood R

Regional Retail (C

Office (GSF)

Performance Ver

Hotel (GSF)

Research & Deve (GSF)

Total Commercia

Artists' Studio/Art (GSF)

Community Use (

Total Parks & Ope (AC)

¹ Distribution of units among residential densities is estimated above. This distribution will shift with the design process and market conditions.

Source: 2010 Final EIR

SE	CANDLESTICK POINT	HUNTERS POINT SHIPYARD 2	PROJECT TOTAL	
ty I (Units) cre)	922	1,275	2,197	
ty II (Units) Acre)	3,893	2,235	6,128	
ty III (Units) ⁻ Acre)	600	455	1,055	
ty IV (Units) Acre)	810	310	1,120	
nits	6,225	4,275	10,500	
ətail (GSF)	125,000	125,000	250,000	
GSF)	635,000	-	635,000	
	150,000	-	150,000	
nue (GSF)	75,000 (10,000 Seats)	-	75,000 (10,000 Seats)	
	150,000 220 Rooms	-	150,000 220 Rooms	
elopment	-	3,000,000	3,000,000	
II Area	1,135,000	3,125,000	4,260,000	
Centre	-	255,000	255,000	
GSF)	50,000	50,000	100,000	
en Space	106	221 327		

2.2 PROJECT LAND USE

Figure 2.2 – Project Land Uses



LEGEND

Residential Density I (15-75 Units Per Acre)
Residential Density II (50-125 Units Per Acre)
Residential Density III (100-175 Units Per Acre)
Residential Density IV (175-285 Units Per Acre)
Neighborhood Retail
Regional Retail
Performance Venue
Hotel
Office
Research & Development
Parking
Community Use
Parks & Open Space
Major Phase 1 CP

PROJECT OVERVIEW 2.

PARKS & OPEN SPACE 2.3

Existing Parks and Open Space Outside of the Project Area

The existing and previously planned parks adjacent to the Project Site include urban, neighborhood parks such as Adam Rogers Park, Hilltop Park, Ridgetop Plaza, and Little Hollywood Park. In Hunters Point, Adam Rogers Park includes a community garden, basketball court, playground, and BBQ area. Hilltop Park has a skateboard park, amphitheater, playground and picnic tables. Ridgetop Plaza is a small plaza offering views of the area. Near Candlestick Point, Little Hollywood Park has a playground and basketball court. Milton Meyer Recreation Center in Hunters Point and Gilman Park in Candlestick Point primarily offer sports facilities with indoor and outdoor basketball, baseball, and tennis courts as well as children's play areas. The planned Hillside and Hilltop Parks in Hunters Point Shipyard Phase 1 provide areas for recreation, gathering, pedestrian connections and children's play. Pocket parks address neighborhood needs for open space.

Nearby natural park areas include India Basin Shoreline Park and Heron's Head Park to the north of Hunters Point, and Bayview Hill Park at the southern edge of Candlestick Point. Candlestick Point State Recreation Area, while largely within the Project Site, also includes the 34-acre Yosemite Slough, just outside of the Project Site. Yosemite Slough is being restored by the State Parks Department in partnership with the non-profit California State Parks Foundation. The partially completed restoration project will include 12 acres of tidal wetlands and marsh, habitat for shore birds, and connections to the Bay Trail/Blue Greenway.

Existing Parks Inside the Project Area

Candlestick Point State Recreation Area

Approximately 97 acres of the Candlestick Point State Recreation Area (CPSRA) are included within the Project Site. At the southern portion of the CPSRA, existing features include planting, pathways, a beach, fishing piers, picnic areas, parking, and restrooms. The northern portion of the CPSRA is less developed and includes native planting areas and gravel parking lots that have been used as parking for the 49ers on game days.

Bayview Hill

Bayview Hill offers dramatic views of San Francisco, San Bruno Mountain, and the Bay. The park is home to a diverse collection of plants and animals. including wildflower grasslands, several species of snakes and lizards, redtailed hawks, and great horned owls, all of which visitors can observe along the walking path that begins at Key Avenue. A small portion of the southeast slope of the park is located within the Project boundaries, though steep slopes and quarry-faces currently preclude visitor access to this area.

Project Parks and Open Space Highlights

The Project will create a continuous network of interconnected recreational facilities, promoting the use of the existing parks, such as the Candlestick Point State Recreation Area, as well as new parks, sports fields, and active urban recreation uses. A network of pedestrian and bike pathways will connect Project uses to adjacent neighborhoods and ensure unrestricted public access to the parks and open space on the Project site and the San Francisco Bay shoreline.

Extensive Parkland

Approximately 327 acres will be dedicated to new and improved parks, open space, and habitat areas. These areas cover nearly half the site's acreage and represent San Francisco's largest park development since Golden Gate Park.

Neighborhood Parks

New neighborhood parks will serve existing and future neighborhood residents with places for community gathering and a broad range of outdoor recreation and leisure activities.

Sports Field Complex

A new Community Sports Field Complex will help to meet the City's unmet demand for lighted sports fields. The sports fields will accommodate youth, high school, and adult field sports and will be suitable for regional tournaments.

Cultural Heritage Park

The Heritage Park will relate the history of Hunters Point to visitors from throughout the Bay Area and beyond. Historic buildings within the park will be retained and may be used as museum spaces.

Trails Network

The San Francisco Bay Trail/Blue Greenway will provide a continuous recreational multi-use trail along the Candlestick and Hunters Point waterfront, filling a gap in the regional network planned to eventually encircle the entire Bay. Similarly, kayak and windsurf launch points will enhance access to the regionally-planned Bay Area Water Trail. For commuters and neighborhood cyclists, a secondary network of off-street multi-use trails will link parks and neighborhoods with the on-street bicycle network.

Habitat Enhancements

New parks, open space, and habitat restoration areas will support the biodiversity and ecology of the San Francisco Bay shoreline. The plan features new native grasslands, wetlands, extensive planting of native trees and shrubs, and a net removal of bay fill.

Green Infrastructure and Urban Sustainability

Parks and open space will be designed as "green infrastructure" integrating urban design and infrastructure with natural systems. Elements of this system could include ecological storm water treatment systems, vegetated parking, and street-side and median boulevard parks.



PROJECT OVERVIEW 2.

PARKS & OPEN SPACE 2.3

Table 2.2 – Parks & Open Space Areas^{1,2}

Park Name	Acreage
Hunters Point	
Urban Parks	
1 Northside Parks	12.8
2 Waterfront Promenade North	7.3
(3) Heritage Park	16.0
Waterfront Promenade South	24.6
5 Grasslands Ecology Park	86.9
6 Shipyard Wedge Park	4.6
7) Shipyard South Park	0.8
Subtotal	153.0
Sports Fields, Waterfront Recreation & Education	
8 Waterfront Recreation & Education Park	6.7
9 Multi-use Fields	24.7
(10) Community Sports Field Complex	31.7
(11) Maintenance Yard	4.8
Subtotal	67.9
Other Parks & Open Space (*excluded from total acreage)	
(12) Horne Boulevard Park	0.6
(13) Shipyard Hillside Open Space	2.6
(14) Re-gunning Crane Pier Habitats	9.5
Subtotal	12.7
HUNTERS POINT SUBTOTAL	220.9
Candlestick Point	
Urban Parks	
(15) Alice Griffith Neighborhood Park	1 4 4
(16) Candlestick Point North Neighborhood Park	3.11
(17) Wedge Park	3.74
(18) Mini Wedge Park	0.82
Subtotal	9.11
Other Parks & Open Space (excluded from total acreage)	
Source: Vesting Tentative Subdivision Map No. 7878, June 19, 2014	0.07
(19) Earl Boulevard Parks	0.3/
(20) Jamestown walker Slope	3.88
(21) Bayview Hillside Open Space	2.85
Candlestick Point State Recreation Area	7.10
Source: Parks, Open Space, and Habitat Concept Plan, Approved June 3, 2010	
(22) South Basin Shoreline (Grasslands South 1 [5.1 ac] + South 2 [5.3 ac])	10.4
(23) Candlestick Meadow (Bayview Gardens [9.5 ac] + The Last Rubble [24.5 ac])	34.0
(24) The Heart of the Park (Wind Meadow [11.3 ac] + Heart of the Park [15.5 ac])	26.8
25) The Point	6.1
(26) The Neck	4.9
(27) Last Port	14.6
Subtotal	96.8
CANDLESTICK POINT SUBTOTAL	105.91
GRAND TOTAL	326.81
THE WAY THE TOTAL DOTAL DOTAL FROM LENKA L-POPTOLEION, ODDIOVAG, JONLOV 2013	

Parentheses indicate park names from CPSRA General Plan, approved January 2013 Parentheses indicate park name from Schedule of Performance

²The park acreages within the area of Vesting Tentative Subdivision Map No. 7878, dated June 19, 2014 are based on the final street and block alignments, and have been measured to the nearest hundredth of an acre. The CPSRA and Hunters Point park acreages have not been measured to this level of precision, and are estimated to the nearest tenth of an acre.

Figure 2.3 – Parks & Open Space Network



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2.3 PARKS & OPEN SPACE

Candlestick Point State Recreation Area

As California's first urban state park, Candlestick Point State Recreation Area (CPSRA) provides access to open space, the Bay, and recreational opportunities in a highly urbanized area of San Francisco.

The shoreline of CPSRA is perhaps its most defining feature. The park skirts the western shore of San Francisco Bay for approximately 3.25 miles, offering access to the Bay and long-range scenic views. Visitors from the local and regional community engage in a wide range of day-use recreation activities, including trail use, picnicking, windsurfing, wildlife viewing, and beach use, among others.

The park stewards important natural and cultural resources. A rare open space resource in San Francisco's southeastern corner, CPSRA provides habitat for birds, small mammals, and other wildlife. The park's position along the Pacific flyway makes it a valuable stopover for migrating birds. CPSRA's history of use, from the Ohlone people, to Chinese fishing camps, to the filling of the Bay, enriches its story as the state's first urban state park.

The Project includes the reconfiguration of the boundaries of CPSRA, as well as park improvements and an ongoing source of funding for park operation and maintenance, as approved by Senate Bill 792 (SB 792). After reconfiguration, CPSRA will encompass 96.8 acres, which will be improved according to the CPSRA General Plan. The General Plan proposes park improvements and new facilities throughout seven geographic areas within the park, as described below:

The State Park is divided into many smaller sub-areas, described below.

Grasslands North & South

This area of the existing State Park is largely undeveloped and has been used for game-day stadium parking. A new Grasslands North & South area could be improved with native grasslands, glade lawns, and earthworks shaped to provide shelter from the wind and enhance views. Site features could include overlooks, restrooms, and parking.

Bayview Gardens North

Bayview Gardens North was formerly developed as a boat launch, but siltation of the South Basin has caused this use to be abandoned. The existing paved parking area is used for gameday stadium parking. Located between the bay and the proposed Bayview Gardens / Wedge Park, the Bayview Gardens North area offers the greatest integration of urban and naturalized open spaces anywhere in the open space system and will be a strong visual gateway to the State Parks and the bay. Bioswales, storm water 'Eco-Gardens,' and a potential salt-marsh restoration are central features of this area.

The Last Rubble

Until recently, the Last Rubble area was characterized by large piles of rubble and debris, remnants of the site's previous use as a dumping ground. The California Integrated Waste Management Board completed a rubble and debris removal project in April 2009. As a result of this, the majority of the rubble and debris was either removed or crushed on site. This area of the State Park remains underutilized and is not currently programmed for recreation, with the exception of a walking path. As the Last Rubble Area will be located adjacent to a substantial urban population, this area could be transformed into a new center for the State Park, with a wide variety of program elements. The park ranger station/visitor's center could be located here as well as a "Great Meadow" for passive recreation and park events. Other features may include parking, picnic areas, overlook terraces, restrooms, and a restaurant/café.

Wind Meadow

The Wind Meadow includes part of the existing State Park, including the Main Beach. This area will be reconfigured to meet the new urban development edge and interface with the Mini-Wedge Neighborhood Park. This area will contain a secondary entry and parking lot, and gateway entry kiosk for the State Park. Features here may include new restrooms, picnic areas, waterfront overlooks, expanded tidal wetlands, and access to the water.

The Heart of the Park

The Heart of the Park is part of the existing developed State Park. New park area will be added and the existing landscape structure will be retained and enhanced. Planting and overall aesthetics will be improved, pedestrian pathways will be renewed and added, and program areas will be developed for greater use. Site features could include upgraded restrooms, overlook terraces, large and small group picnic areas, and an interpretive amphitheater.

The Point

The landscape of The Point will be revitalized with improvements focused on pedestrian circulation, safety and way finding; intensifying areas for increased use; improving the overall park aesthetics and landscape ecology; and reconnecting visitors to the bay shoreline. Native grasslands and shorelines will be restored and stabilized, providing areas for activities such as strolling, picnics, kite flying, and fishing.

The Neck

The Neck is a narrow, eroded section of the State Park that includes a beach and pier. Park area will be added here to increase the width of the park and provide a continuous park experience along the shoreline. New features here could include a parking lot, windsurf/kayak launch, overlook, and picnic greas.

Last Port

The landscape of the Last Port will be revitalized with improvements focused on pedestrian circulation, safety and way finding; intensifying areas for increased use; improving the overall park aesthetics and landscape ecology; and reconnecting visitors to the bay shoreline. Native grasslands and shorelines will be restored and stabilized, providing areas for activities such as strolling, picnics, kite flying, fishing, and direct access to the bay for swimming, kayaking, and windsurfing.

2.4 SIGHTLINES AND VIEW CORRIDORS

Sightlines from the community to the Bay and other important landmarks should be maintained and reinforced. View corridors bring a host of benefits; they provide important links to the Candlestick Point State Recreation Area, they act as a wayfinding tool, and they bring a sense of connectivity to the community. Figure 2.4 identifies significant view corridors within Major Phase 1 CP.

Each neighborhood will have a special place (e.g. neighborhood park) and an important street (or streets) which lead to the water. The interconnected network of public spaces is both a connective tissue and tool to develop the character of each neighborhood. Each place hosts the opportunity to develop narratives (historic, cultural, etc.) through wayfinding or artwork installations.

Special places, neighborhood parks, important streets such as The Spine and retail routes, view corridors and points of contact with the waterfront become opportunities for art installations to be embedded in the overall streetscape plan.

The Public Trust Exchange Agreement does not identify any view corridors on Candlestick Point.

Figure 2.4 – View Corridors





2.5 TRANSPORTATION

The street and circulation network for the Project is designed to facilitate efficient movement of people and goods throughout and beyond the community, but also establishes a welcoming public realm and community character. To that end, the street network extends the existing grid of the adjacent Bayview neighborhood, using typical Bayview block sizes.

In addition, a new bridge at Yosemite Slough will create a critical linkage between Hunters Point Shipyard, Candlestick Point, and regional transportation hubs such as US 101, Caltrain, BART, and Muni Metro.

In keeping with the City's Transit First, Complete Streets, and Better Streets policies, the street system is designed to prioritize walking, bicycling, and transit use; support the use of streets as public spaces for social interaction and community life; and provide green spaces that enhance the City's ecological function.

More information regarding the Project's transportation network can be found in the Infrastructure Plan, Transportation Plan, and Streetscape Master Plan.

2.5 TRANSPORTATION

Vehicular Network

Existing roadways will be improved and new facilities built to ensure efficient vehicle circulation within the site and connections to regional traffic facilities.

- Harney Way will provide the primary auto access between Candlestick Point and US 101. The Project will improve and reconfigure the roadway to provide at least two auto lanes in each direction, left-turn lanes where appropriate, two bus rapid transit (BRT) lanes, a cycletrack and sidewalk. This will provide efficient auto access between the Candlestick Point site and US 101, and portions of the City to the west. Figure 2.4 shows two possible BRT route continuations for the Harney Way off-site improvements. SFMTA is currently conducting a study of the BRT route which will determine the configuration of the Harney Way off-site improvements.
- Gilman Avenue will have an enhanced streetscape design, including street trees, sidewalk plantings, furnishings and paving treatments will enhance pedestrian safety and visually tie together the proposed project with the greater Bayview neighborhood. Between Arelious Walker Drive and Third Street, Gilman Avenue will be re-configured to provide four new signals, one travel lane in each direction, and a center turn lane.
- **Ingerson Avenue** and **Jamestown Avenue** are two primary routes between the Project site and the Third Street retail core in the Bayview neighborhood. These two avenues are planned to be resurfaced and restriped as part of the second Major Phase for the Candlestick Point.
- Carroll Avenue, Ingalls Street, Thomas Avenue and Griffith Street form an important route for automobile travel corridor between Candlestick Point and Hunters Point Shipyard will be improved to provide two lanes in each direction during peak periods.
- Palou Avenue is a "Transit Priority Street" and will receive streetscape improvements during the second Major Phase of Hunters Point Shipyard. In addition, six new traffic signals will be installed at major intersections to provide transit priority through the corridor.
- Innes Avenue provides the primary auto access between Hunters Point Shipyard and US 101 and Interstate 280, as well as the northern portions of San Francisco. The avenue includes two lanes of travel in each direction, parking and sidewalks. The Project will provide streetscape improvements to Innes Avenue to create an attractive gateway into the Project Site. These improvements are planned as part of the first Major Phase for the Hunters Point Shipyard.



Figure 2.5 – Transportation Network



2.5 TRANSPORTATION

Pedestrian Network

The Project is designed to actively encourage the use of walking as a primary travel mode. Smaller blocks will decrease the average distance that pedestrians are required to walk, thereby increasing the likelihood that local trips will be made by foot, rather than by car. Further, the sidewalk system within the project site has been designed to provide generous 12-foot sidewalk zones throughout, increasing to 15-foot sidewalk zones near busier retail areas.

The new Yosemite Slough Bridge will be an important pedestrian connection between Candlestick Point and Hunters Point Shipyard.

Figure 2.6 – Pedestrian Circulation





2.5 TRANSPORTATION

Bicycle Network

The Project will be served by an expanded network of bicycle routes. The street network is designed to connect the Project area to surrounding neighborhoods, and to increase bicycle access to new destinations and regional transit. The bicycle network within the Project includes Class I, Class II, and Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists or pedestrians. Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles, while Class III bikeways are bike routes that allow bicycles to share travel lanes with vehicles. Overall, whether they are bicycle routes or not, all new neighborhoods streets are designed to emphasize slow auto speeds (15-25 mph) and encourage shared use of the street for autos and bicycles.

The Bay Trail / Blue Greenway forms a continuous off-street recreation route along the shoreline, connecting the Shipyard with Candlestick. Project improvements will provide a missing link in the Bay Trail / Blue greenway. The trail will provide a mixed-pedestrian and Class I bicycle facility. Construction of the Bay Trail / Blue Greenway will be part of later phases of the development per the Schedule of Performance.

Bicycle racks are provided on streets, with high concentrations near retail, parks, and transit stops. New buildings will also provide bicycle parking at levels consistent with the approved Design for Development.

The proposed bicycle network is illustrated in Figure 2.6.



Figure 2.7 – Bicycle Networks



2.5 TRANSPORTATION

Transit Network – MUNI Routes

The Project is intended to achieve a near doubling of the current mode share of transit in the vicinity of Candlestick Point and Hunters Point Shipyard. At full buildout the Project will include substantial improvements to the transit network, including route extensions and service frequency improvements. Improvements to transit service as a result of the Project will improve neighborhood, city, and regional transit access to the waterfront and the associated increase in frequencies will offer improved service to existing users along the routes serving the Candlestick Point.

Figure 2.8 – Transit Networks





2.5 TRANSPORTATION

Transit Network - BRT

A new Bus Rapid Transit (BRT) system that runs in a dedicated right of way, shown in Figure 2.8, will connect the Candlestick Point and Hunters Point Shipyard with regional transit connections to the T-Third Muni Metro, Caltrain Bayshore Station, and BART and Muni Metro at the Balboa Park Station. This BRT will run on a new bridge across the Yosemite Slough.

Figure 2.9 – Bus Rapid Transit



LEGEND

Bus Rapid Transit
 Transit Stop with 5-minute Walking Radius
 Major Phase 1 CP Boundary

2.6 PROJECT PHASING & SCHEDULE OF PERFORMANCE

Project Phasing

The Project is planned to be built in four Major Phases over a span of approximately twenty years. Each Major Phase contains an area in the Candlestick Point and an area in the Hunters Point Shipyard, which are treated in separate Major Phase Applications. This results in eight Major Phase Applications. Each Major Phase is divided into Sub-Phases. The Project includes a total of thirty five Sub-Phases – eighteen in the Candlestick Point and seventeen in the Hunters Point Shipyard. A Sub-Phase Application will be submitted for each Sub-Phase within a Major Phase, and the approval of each Sub-Phase will follow (or be concurrent with) the approval of the applicable Major Phase Application. Multiple Sub-Phases may be included in one consolidated Application, per the DDA.

Schedule of Performance

The Schedule of Performance establishes dates for submittal of the Major Phase and Sub-Phase Applications, as well the Commencement and Completion of certain Associated Public Benefits and Infrastructure components of the Project. Listed within the Schedule of Performance are the various Open Space elements, off-site improvements, and other key improvements associated with each Major Phase and Sub-Phase. The entire Schedule of Performance reflecting Major Phase 1 CP, future Major Phases and their associated Sub-Phases can be found in Appendix B.

The original submission of this Major Phase Application fulfilled the obligation to submit a Major Phase Application by October 1, 2013. Since the original approval of the Major Phase 1 CP Application on January 7, 2014, several to the Project refinements have occurred that precipitated an update to the Major Phase Application. The Major Phase 1 CP Application is being resubmitted to the OCII Commission for approval of these refinements.

This update to the Major Phase Application includes refinements to the Project Phasing and Schedule of Performance. The affected areas include Jamestown Avenue, Harney Way, Wedge Park 2, and Gilman Avenue. These changes are reflected in Figure 2.9 and Appendix B.

Several Associated Public Benefits and Community Benefits are planned for Major Phase 1 CP, which are outlined in the Major Phase 1 CP Overview section and described in greater detail in subsequent sections.



Figure 2.10 – Candlestick Point / Hunters Point Shipyard Phase 2 – Major Phases



The development of Major Phase 1 CP will be in compliance with the Schedule of Performance and all proposed changes to the Schedule of Performance.

Refinements to Project phasing and the Schedule of Performance affect the following locations:

Jamestown: Per the 2010 Candlestick Point Infrastructure Plan, the on-site Jamestown Avenue improvements are planned to extend from Arelious Walker Drive to the southeastern corner of the property line of 833-989 Jamestown Avenue (approximately Jamestown Avenue at Griffith Street). The proposed improvement plans once included re-grading Jamestown from Arelious Walker Drive to Griffith Street to achieve a more gradual road profile. However, as pointed out by the DPW Task Force, these proposed improvements would have created a grade difference between Jamestown Avenue and the property owned by Jamestown Realty. In this scenario, creating a driveway for the Jamestown Realty property would require grading into the site, resulting in a reduction of developable land.

The scope of the improvements was reduced to avoid impacting the Jamestown Realty property. The Developer still plans to re-grade the street to achieve the required road alignment. However, the re-grading no longer extends all the way to the intersection of Jamestown and Griffith. Rather, the CP-02-03-04 limit of work on Jamestown is approximately 1,000 closer to Arelious Walker Drive along Jamestown Avenue. The boundary between Major Phases 1 and 2 shown in Figure 2.9 represents the limit of work for the CP-02-03-04 Jamestown Improvements. The DPW Task Force was actively involved in determining how to avoid impacting the Jamestown Realty property.

The portion of Jamestown Avenues that fronts the Jamestown Realty property will be resurfaced and restriped. This will avoid a grade difference between the street and the Jamestown Realty property.

The off-site Jamestown Avenue improvements, as defined by the Infrastructure Plan, includes resurfacing and restriping Jamestown Avenue between the southeastern property line of 833-989 Jamestown Avenue and the easternmost curb returns on Third Street. This work is to occur in association with CP-09 in the second major phase, per the Schedule of Performance.

Because the scope of work for the portion of Jamestown Avenue that fronts the Jamestown Realty Property is the same as the scope of the Jamestown Avenue off-site improvements, both pieces of work will be constructed at the same time: in the second Major Phase at Candlestick Point. The resurfacing of these portions of the roadway will be completed such that Jamestown Avenue will form one continuous street before and after the off-site improvements are completed.

Harney: At present, there is uncertainty regarding the timing of an extension of Geneva Avenue and the replacement of the US 101 / Harney Way interchange. These two projects have the potential to change BRT alignment on Harney. The Harney Way off-site improvements have been split into two phases to allow the ultimate BRT Route to be finalized. In the event that these projects do change BRT alignment on Harney, this change in phasing to the Harney improvements will prevent wasteful duplication of work.

Wedge Park 2: The development of Sub-Phases CP-02-03-04 requires the construction of a pump structure and Muni layover located in Wedge Park 2. To account for this, Wedge Park 2 is now split into two pieces-Wedge Park 2a, and Wedge Park 2b. Wedge Park 2a is included in CP-03, and Wedge Park 2b is included in CP-07.

Gilman Avenue: The first addendum to the EIR accelerated the off-site Gilman Avenue improvements from CP-03 to CP-02.

CP-02: The Application Outside Date for Sub-Phase CP-02 is proposed to shift from December 2014 to December 2015 to match the Application Outside Date for CP-03 and CP-04. Aspects of the planned development program in CP-02, CP-03 and CP-04 changed; these changes didn't conform to the existing D4D, Streetscape Plan, and Major Phase 1 CP Application. Consequently, these documents had to be amended; and these amendments had to be reviewed and approved by multiple City departments. This led to a delay in the CP-02 application and development program. This shift of the CP-02 date will also make the Schedule of Performance reflect the fact that a Sub-Phase Application was submitted concurrently for Sub-Phases CP-02, CP-03 and CP-04.

REFINEMENTS TO THE CANDLESTICK

POINT INFRASTRUCTURE PLAN

Refinements to the Candlestick Point Infrastructure Plan. Several refinements have been made to the Candlestick Point Infrastructure Plan in response to the iterative design process and conversations with various City agencies.

At the direction of SFMTA, fewer BRT stops are proposed in this Major Phase Application than are referenced in the Candlestick Point Infrastructure Plan.

The utility systems detailed in the CP Infrastructure Plan have been refined through the design process. These refinements are to be expected as designs move from a schematic level (the CP Infrastructure Plan) to a more detailed level (construction drawings). This page intentionally left blank

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APPROVED - RESOLUTION NO. 1-2014 - JANUARY 7, 2014 - UPDATED: MARCH 8, 2016 MAJOR PHASE 1 CP APPLICATION



COMMUNITY BENEFITS З.

COMMUNITY BENEFITS PLAN 3.1

The Project includes a robust Community Benefits Plan (Exhibit G of the DDA) that is designed to ensure that the social goals and objectives of the Project are delivered to the Bayview-Hunters Point neighborhood and the City at large. The Community Benefits Plan outlines a series of programs and funding opportunities that are targeted at improving the quality of life in five key areas: Education; Community Health and Wellness; Community Facilities; Business Development and Community Asset Building; and

Summary of Community Benefits Provided to Date

- 2010 \$500,000 to the Alliance for District 10 (AD-10) Implementation Committee (IC) to fund two programs during the Summer of 2011.
- 2012 more than \$7,200,000 to be invested in District 10 in the areas of Workforce Development (more than \$1,500,000) and Affordable Housing (more than \$5,700,000).

Summary of Community Benefits for Major Phase 1 CP

Development of Major Phase 1 CP is expected to include approximately 2,214 units (1,275 market-rate units) of housing. Based on this estimate, the following Community Benefits are anticipated to be provided:

- \$500,000 Scholarship Fund Contribution following Major Phase Approval
- \$500,000 Education Improvement Fund Contribution following Major Phase Approval
- \$100,000 Wellness Contribution following Major Phase Approval
- \$250,000 Healthcare Predevelopment Contribution following Major Phase Approval
- \$300,000 Scholarship Fund Contribution following transfer of land for the 1,000th Unit
- \$950,000 Education Improvement Fund Contribution following transfer of land for the 1,000th Unit
- \$6,500,00 for Community First Housing Fund Contribution (estimated) on land transfer milestones
- \$2,275,000 for Workforce Development Fund Contribution (estimated) on land transfer milestones
- \$250,000 Construction Assistance Fund Contribution annually for construction assistance during construction of Major Phase 1 CP
- \$250,000 Credit Support Contribution annually for credit support during construction of Major Phase 1 CP
- \$2,587,000 Community Benefits Fund contribution (estimated)

Community Funding. Table 3.1 tracks the Developer's compliance with the Community Benefits Plan.

Education

As part of the Project, contributions totaling \$3,500,000 will be made to the Lennar Bayview Scholarship Fund to assist residents of the Bayview-Hunters Point Community with tuition and expenses associated with higher learning. A part of this scholarship fund will also be used to fund the Will Bass Memorial Educational Travel Scholarship which provides funding for educational travel to Africa or Asia. As part of the approval of the Major Phase Application for Major Phase 1 CP, Developer made an initial contribution of \$500,000 to the Scholarship Fund. Additional contributions of \$300,000 will be made 60 days after the Developer is credited for each thousandth residential unit (i.e., 1,000th, 2,000th, etc.).

In addition to the Scholarship Fund, contributions totaling \$10,000,000 will also be made to the Lennar Bayview Education Improvement Fund. These funds can be used to support enhancements to educational facilities within the Bayview-Hunters Point Community. The initial contribution of \$500,000 was made upon approval of the Major Phase Application for Major Phase 1 CP. Subsequent payments of \$950,000 are due after the Developer is credited for each thousandth residential unit (i.e., 1,000th, 2,000th, etc.).

Community Health and Wellness

In an effort to improve access to healthcare for the Bayview-Hunters Point residents, the Project includes a \$2,000,000 Wellness Contribution to be used for the expansion of the Southeast Health Center or in the event that the funds are not needed or exhausted for the Southeast Health Center, for the creation or expansion of the Center for Youth Wellness. The initial contribution of \$350,000 was provided upon the approval of the Major Phase CP Application for Major Phase 1 CP. Those funds will be used for the predevelopment expenses associated with providing the Wellness Facilities.

The remaining funds will be provided when authorization from the appropriate public agency has been provided for the construction of the improvements.

Community Facilities

These include:

- establish an Arts Center.

In addition to the facilities described above, the Community Benefits Plan also provides for an allocation of Community Facilities Space and Lots. The amount of Community Facilities Space is based on the amount of retail space developed within the Project, but will not exceed 65,000 square feet in total. Some specific uses that are contemplated for this space are:

The Project includes approximately 4.8 acres of land identified as Community Facility Lots. The use of these lots is left to the discretion of OCII, but they should be used to enhance the quality of life of residents of the Bayview Hunters Point community. This Major Phase Application includes one Community Facilities Lot at the corner of Arelious Walker Drive and Ingerson Avenue.

The Community Benefits Plan includes several opportunities for the inclusion of community facilities within the new Candlestick/Hunters Point development.

• Arts and Cultural Facilities - The Project includes the construction of new studio space to accommodate the artists currently located at Hunters Point Shipyard. Building 101, where most of the existing artists are located, will remain in place, and new infrastructure to service the building will be provided. In addition, the Project includes a parcel to allow the artists to

• Emerging Business Incubator – The Project includes the rehabilitation of Building 813 by the City or OCII to serve as a center for the incubation of emerging technologies. These can include such uses as clean tech, biotech, green businesses, arts and digital media companies.

• Civic Facilities – The Project includes a reservation of a 1/2 acre lot on Hunters Point Shipyard for a future Fire Station.

 International African Marketplace – An indoor African Marketplace that will serve as an African-themed, festive setting for the display and sale of arts, crafts, sculptures, fabrics and clothing. In addition, a space will be provided within the park program to serve as an occasional outdoor venue for a similarly themed marketplace.

• Library Reading Rooms – Library reading rooms and automated book pickup and drop-off locations will be provided.

 Candlestick Point State Recreation Area – Approximately 3,000 square feet for a welcoming or information center for the CPSRA.

COMMUNITY BENEFITS З.

3.1 COMMUNITY BENEFITS PLAN

Business Development and Community Asset Building

The Community Benefits Plan includes opportunities to expand the involvement of the local business community in the financial success of the Project. The three principal programs that provide these opportunities are:

- Community Builder Program During the build out of the Project, five hundred (500) units will be made available for development by or with the assistance of Community Builders selected from a pool of qualified businesses. OCII will make every effort to involve community partners in the development of not less than three hundred (300) units of the affordable housing developed by OCII.
- **Contractor Assistance** To further the opportunities for local community involvement in the development of the Project, the Community Benefit Plan includes additional financing for construction assistance activities including: (i)technical support to contractors seeking work on the Project with respect to the public bidding process or other public benefits; (ii) workshops to address issues relevant to the construction industry (e.g., worksite safety, accounting, legal, etc.); and (iii) a trucking program for operators residing or based in the Bayview-Hunters Point community. The total funding for these activities is \$2,500,000. The initial payment of the \$250,000 per year obligation became due with the commencement of infrastructure on Sub-Phase CP-01 and payments will continue on an annual basis during which construction continues on the Project. The Developer has spent \$265,000 over two years, a shortfall of \$235,000. Any shortfall at the end of the 10 year term will be paid to the Community Benefits Fund, or the Developer will continue the CAP beyond the 10 year term. The program benefits local contractors, with priority given to those from District 10. In addition to construction assistance, the Developer will pay \$1,000,000 to the OCII for a surety bond and credit support program connected to the Project. The initial contribution to this program of \$250,000 was paid after approval of the Major Phase 1 CP Application. The remaining \$750,000 is due in three equal payments upon the approval of the remaining three Major Phase applications.
- Community Real Estate Broker Program For each residential development constructed within the Project by the Developer or an affiliate of the Developer, a good faith effort will be made to assist the local brokerage community to secure the sale of the units. This will include: (i) first opportunities to preview and show units to their clients; (ii) invitations to marketing events for the units; (iii) marketing materials for distribution to clients; (iv) opportunities to participate in homebuyer workshops for the units; and (v) an additional 1% incentive for Community Brokers on the Market Rate Sales, on top of the 2.5% commission for all properties, both Below Market Rate and Market Rate.

Community Benefits Funding

As part of the Community Benefits Plan, OCII will establish a Community Benefits Fund that can be used for a wide range of programs within the Bayview Hunters Point community – including social services, affordable housing, education, the arts, and public safety. As Market Rate Units within the Project are sold one-half of one percent (0.5%) of the initial sale price of each unit will go to the Community Benefits Fund at the close of escrow. Unit sales in this Major Phase are expected to generate \$2,587,000 for the Fund. This value is based on estimated sales prices and is subject to change based on market conditions.

3.2 CORE COMMUNITY **BENEFITS AGREEMENT**

In addition to the programs set forth in the Community Benefits Plan, the Project also includes additional funding for Supervisorial District 10 that is set forth in a Core Community Benefits Agreement (CBA). The Core Community Benefits Agreement was signed in May 2008 between the Developer and The Alliance for District 10. The agreement called for the creation of an Implementation Committee (IC) consisting of representatives from The San Francisco Labor Council, the Alliance of Californians for Community Empowerment, the San Francisco Organizing Project, The Mayor's Hunters Point Shipyard Citizens Advisory Committee, The Hunters Point Project Area Committee, the Developer: and the 7th community member at large. The IC is responsible for managing CBA funding from the Candlestick Hunters Point Shipyard Project for Work Force Development Programs (\$8,925,000) and Affordable Housing (\$28,350,000), and has retained the San Francisco Foundation to assist in these efforts. The funding is provided in installments based on development milestones and is estimated to total \$8,775,000 for Major Phase 1 CP.

Summary of core community benefits provided to date:

- (more than \$5,700,000).

• 2010 – \$500,000 to the Alliance for District 10 (AD-10) Implementation Committee (IC) to fund two programs during the Summer of 2011.

• 2012 – more than \$7,200,000 to be invested in District 10 in the areas of Workforce Development (more than \$1,500,000) and Affordable Housing

CHHPS2 Community Benefits Plan Element	Summary of Requirement	Applicable to Major Phase 1 CP	Compliance Status	٢
Construction Assistance Program	Developer will provide \$2.5 million (\$250,000/year for up to 10 years)	Yes	Compliant	To date, the Phase 2 CAP has been operating for almost two y approximately \$265,000, resulting in a shortfall of approximatel Master Developer will either provide the resulting shortfall to the term until the totality of the \$2.5 million obligation is satisfied.
Community Builder Program	Developer will make available 500 units for development by Community Builders	No	N/A	Given that the residential units proposed within Major Phase 1 at Alice Griffith or the mixed-use development of the Candlest these residential units be excluded from the pool of Communit future phases of the Project to include a higher portion of Com
Interim African Marketplace	Developer will make space available for International African Marketplace	Yes	Compliant	To be constructed within CP-04.
Community Facilities Space	Developer (or Vertical Developers, as applicable) shall make available to the Agency 7.5% of the aggregate retail space in the Project, but not to exceed a maximum of 65,000 gross square feet	Yes	Compliant	Community Facilities Space strategy created in collaboration
Community Facilities Lots	Developer (or Vertical Developers, as applicable) shall complete the Infrastructure for the approximately four and eight tenths (4.8) acres of land identified on the Development Plan as "Community Facilities Lots"	Yes	Compliant	Community Facilities Lots strategy created in collaboration wit
Community Real Estate Broker Program	For each Residential Project in which Vertical Developer is Developer or its Affiliate, Vertical Developer shall use good faith efforts to provide licensed brokers and salespersons with offices in BVHP with the first opportunity to preview and show units, invitations to marketing events, marketing materials, and opportunities at homebuyer workshops	Yes	Compliant	No units available to date for this program.
Business Incubator Space Program	Developer shall reasonably cooperate with the Agency and the City, and as the case may be in consultation with the PAC and CAC, to facilitate the rehabilitation of Building 813 on the Hunters Point Shipyard	No	Compliant	The Business Incubator Space Program applies to Hunters Point
Scholarship Fund	Developer shall contribute (or cause the contribution of) Three Million Five Hundred Thousand Dollars to the Lennar Bayview Scholarship Fund	Yes	Compliant	Master Developer has made first \$500,000 payment in accordo Community Benefits Fund.
Education Improvement Fund	Developer shall contribute (or cause the contribution of) Ten Million Dollars to the Lennar Bayview Education Improvement Fund to be used to support education enhancements within Bayview Hunters Point	Yes	Compliant	Master Developer has made first \$500,000 payment in accordo
Community Health and Wellness Contributions	Developer shall contribute (or cause the contribution of) Two Million Dollars to be used to expand, develop, finance and/or create a center focused on the health and well being of children, youth and their families, which center may include the Southeast Health Center	Yes	Compliant	Master Developer has made first \$100,000 Wellness Contributio accordance with the Phase 2 DDA. The funds have been trans
Community Benefits Fund	The Agency shall establish and maintain a the Community Benefits Fund to be funded under this Article 6 and as otherwise specified in the DDA (including this Community Benefits Plan). 100% of the Community Benefits Fund shall be reinvested by the Agency in the Project Site and Bayview Hunters Point	Yes	Compliant	The initial home closings for Phase 2 and associated payments 2018.

Table 3.1 - Major Phase 1 CP Community Benefits Compliance

Note: This table summarizes requirements of the Community Benefits Plan, but it does not describe them fully or comprehensively. Full details can be found in the Community Benefits Plan (Exhibit G of the Disposition and Development Agreement).

Note

vears, during which the Phase 2 Master Developer has expended y \$235,000. In accordance with the Phase 2 CBA, the Phase 2 e Legacy Foundation, or continue the CAP beyond the 10 year

CP are all associated with either the early phases of development tick Point regional retail center, it is the Applicant's request that ty Builder Units for this Major Phase Application. This will require munity Builder Lots to achieve the Project–wide goal of 500 units.

with OCII.

h OCII.

Shipyard, not Candlestick Point.

ance with the Phase 2 DDA. The funds are being held in the

ance with the Phase 2 DDA. The funds are being held by OCII.

n and the \$250,000 contribution for the Southeast Health Center in sferred to the Department of Public Health.

to the Community Benefits Fund are currently anticipated in late

4. SUSTAINABILITY & ENVIRONMENT

- 4.1 **SUSTAINABILITY**
- ENVIRONMENTAL MITIGATIONS 4.2





4. SUSTAINABILITY & ENVIRONMENT

4.1 SUSTAINABILITY

The Sustainability Plan, a part of the DDA, provides seven "sustainability focus areas" that define sustainability goals for the Project. Below we list the sustainability focus areas, and discuss how each of them will be addressed in Major Phase 1 CP.

Economic Vitality and Affordability

Enhance the competitiveness of the region and restore the vitality of the Bayview by fostering a vibrant local economy and supporting a mixed-income community.

This sustainability goal is being realized in Major Phase 1 CP through the mixed-use, mixed-income development program. Housing will be provided for households with wide-range of incomes, and many employment opportunities will be provided at Candlestick Point Center, a regional commercial destination that will be built in Sub-Phase CP-02.

Community Identity and Cohesion

Create a strong sense of community by integrating the new neighborhood with the rich culture and diverse history of the existing neighborhood.

The development in Major Phase 1 CP will connect both physically and culturally to the existing neighborhood. The existing community will immediately be integrated into the new development, as the first housing to be built will be replacement units for the current residents of the Alice Griffith Public Housing. Physical cohesion with the broader neighborhood will be created by extending the existing street grid through the Alice Griffith neighborhood and into the heart of Candlestick Point. Historical and cultural stories of the area will be told through signage and public art programs.

Public Well-Being and Quality of Life

Provide a healthy and safe neighborhood with sufficient community facilities, parks, essential services and public spaces to engender a high quality of life for residents of all ages and abilities.

Parks and open space are an important component of Major Phase 1 CP. As with all future Major Phases, parks and open space are scheduled to be built ready for use as neighborhoods are occupied (Mitigation Measure RE-2). As described in the Community Benefits section, the Community Facilities Lot in Major Phase 1 CP will also enhance the quality of life for residents of the community.

Another component of public well-being is resilience in the face of climate change. The project site will be graded so that finished floor elevations are 3.5 feet above the Base Flood Elevation ("BFE"), and streets and pads are 3 feet above BFE to allow for potential sea level rise (Mitigation Measure HY-12a.1).







SUSTAINABILITY & ENVIRONMENT

SUSTAINABILITY 4.1

Accessibility and Transportation

Significantly improve accessibility to the site and reduce traffic impacts on the surrounding area; promote walking and cycling as the primary modes of transportation within the development.

In keeping with the City's Transit First, Complete Streets, and Better Streets policies, the street system in Major Phase 1 CP is designed to prioritize walking, bicycling and transit use. Transit service will be extended to the site to ensure that project is well-served by transit from the outset. This includes extension of the 29 Sunset to the retail center, with frequency of service doubled from every 10 minutes to every 5 minutes during peak periods. Additionally, although the BRT system may not be implemented until subsequent Major Phases, the 56 Rutland may be extended to serve the retail center and augment the 29 Sunset service, by providing a direct connection to the T Third light rail, Bayshore Caltrain Station, and the 9 San Bruno bus line.

Resource Efficiency

Implement a whole-systems approach to energy conservation efficiency and sustainable supply that minimizes the need for fossil fuels.

Many steps are being taken in Major Phase 1 CP to reduce demand for natural resources including water, power, and building materials. Potable water demand will be reduced with the installation of the recycled water (RCW) system. The RCW system, which is new infrastructure for the City of San Francisco, will reuse arey water primarily for irrigation and toilet flushing. The use of climate appropriate vegetation will further reduce the demand for water to irrigate landscaping.

Energy conservation will be accomplished in Major Phase 1 CP through the sustainable design of infrastructure and buildings. All new buildings will include ENERGY STAR appliances (Mitigation Measure MM GC-3) and will be designed to exceed Title 24 (2008) energy standards by at least 15%. Streetlights will be efficient light emitting diode ("LED") fixtures (Mitigation Measure GC-4).

Material waste will be reduced during the construction and operations of Major Phase 1 CP. A Site Waste Management Plan ("SWMP") will be produced to describe how the Project shall minimize waste generation beyond the methods required by existing City regulatory policies, with the goal of achieving a diversion rate of at least 72 percent (Mitigation Measure UT-7a).

Environment and Habitat

Protect and, wherever possible, enhance parks, natural habitats, soils, water bodies, air and climate.

Environmental protections are widespread in Major Phase 1 CP. Extensive storm water treatment facilities will filter runoff from the Project Site prior to discharging to the Bay. Air quality will be closely monitored during construction to maintain healthy levels of emissions and dust.

Plants and animals will be protected by providing new and improved habitats and through monitoring of existing habitats. For example, nesting birds and burrowing owls will be monitored as required by Mitigation Measures BI-6a, BI-6a, 1 and BI-6b. Significant trees will also be preserved and/or replaced, as required by Mitigation Measure BI-14a.

Utilize Advanced Information and Communications Technologies (ICT)

Integrate Information and Communications Technologies (ICT) such as smart grid and cellular broadband infrastructure into the development to allow residents to better manage energy and water resources, bolster local economic activity, and improve access to real time information, and facilitate community communications and activity.

High speed wireless internet access will be provided within the common areas of Major Phase 1 CP, which will encourage communication, commerce, and access to online resources.

4. SUSTAINABILITY & ENVIRONMENT

4.2 ENVIRONMENTAL MITIGATIONS

The Final Environmental Impact Report (Final EIR) for the Candlestick Point/ Hunters Point Shipyard Phase 2 project, certified in June 2010, was prepared in conformance with the requirements of the California Environmental Quality Act (CEQA). The purpose of the EIR was to identify the significant environmental impacts of the Project, to identify alternatives to the Project, and to indicate the manner in which those significant effects could be mitigated or avoided.

The EIR evaluates the Project's environmental effects at a project level and examines all phases of the Project, including planning, construction, and operation, as well as the direct, indirect, and cumulative impacts that might result. It is anticipated that each discretionary approval related to the implementation of the Project will rely on this EIR and will not require preparation of subsequent environmental documentation, unless otherwise required by CEQA.

Mitigation Monitoring and Reporting Program

The Environmental Mitigation Monitoring and Reporting Program (MMRP) has been established to provide for the monitoring of mitigation measures required of the Project, as set forth in the Final EIR. Prior to the issuance of building permits, while detailed development plans are being prepared for approval by OCII and/or City staff, OCII and/or City staff will be responsible for ensuring compliance with mitigation monitoring applicable to the project construction, development, and design phases.

The status of all applicable mitigation measures is included in APPENDIX A.









MAJOR PHASE 1 CP OVERVIEW

MAJOR PHASE SUMMARY PHASING & SCHEDULE OF PERFORMANCE **DEVELOPMENT BLOCKS**

5.

5.2

5.3







5. MAJOR PHASE 1 CP OVERVIEW

5.1 MAJOR PHASE SUMMARY

The first Major Phase at Candlestick Point is comprised of sixteen blocks of new development, more than 2,000 homes, 1.1 million square feet of mixed commercial uses, and up to 50,000 square feet of community uses. The development will be dominated by two significant projects: the redevelopment of a major portion of the San Francisco Housing Authority (SFHA) Alice Griffith public housing site and the construction of Candlestick Point Center, a mixed-use destination featuring housing, retail and entertainment.

The Alice Griffith project will replace the existing 256 public housing units currently on the site without displacing residents, and provide additional rental housing units affordable to households of a broad range of incomes. Candlestick Point Center will include regional retail, hotel, entertainment, and residential uses on the site where Candlestick Park Stadium once stood.

A series of infrastructure improvements will be support and this development, including new streets, utilities, and open spaces. Public spaces will serve neighbors and visitors alike with a mix of gathering places for a range of active and passive pursuits. The new neighborhoods in Major Phase 1 CP will be easily accessible, with roadway improvements to serve automobiles, bicycles, pedestrians, and public transit.

Major Phase 1 CP is scheduled to be built in five Sub-Phases over a span of approximately seven years. Infrastructure construction began on Sub-Phase CP-01 in late 2014.

Subsequent to the approval and execution of the DDA and the initial approval of this Major Phase Application in January 2014, several refinements were made to the Project as part of the preparation of the CP-02-03-04 Sub-Phase Application. These refinements were made in consultation with City staff, OCII staff, and the Developer's consultant team and are described in Section 1.1. A complete description of the revisions can be found in an OCII staff report to the OCII Commission in support of this Application.

The Major Phase 1 CP Application has been updated to reflect the project refinements made in the preparation of the CP-02-03-04 Sub-Phase Application. The updated Major Phase 1 CP Application is brought before the OCII Commission for Approval of these refinements. Approval of the updated Major Phase 1 CP Application will enable the OCII Director to Approve the CP-02-03-04 Sub-Phase Application.



5. MAJOR PHASE 1 CP OVERVIEW

5.2 PHASING & SCHEDULE OF PERFORMANCE WITHIN MAJOR PHASE 1 CP

Major Phase 1 CP Phasing

Major Phase 1 CP is comprised of five Sub-Phases, which are scheduled to be built over the next 7 years. The Sub-Phases are delineated in Figure 5.1 and the program of land uses for each can be found in Table 6.1.

The Development of Major Phase 1 will commence with Sub-Phase CP-01, to be followed by CP-02. CP-03 and CP-04 will follow CP-02, and the development of CP-05 will conclude Major Phase 1. Most of the Candlestick Park site that is not under construction will be used for temporary parking and staging areas. Some interim infrastructure improvements will be necessary, which are detailed in subsequent Sub-Phase Applications and permit sets. See Appendix F for preliminary construction phasing information.

Schedule of Performance

Below are the public improvements associated with Major Phase 1 as required by the Schedule of Performance. These improvements are outlined in the Project Overview section and described in greater detail in subsequent sections (see APPENDIX B).

Open Space Lots:

- Bayview Hillside Open Space
- Jamestown Walker Slope
- Wedge Park 1
- Wedge Park 2a
- Alice Griffith Neighborhood Park 1

More information about the open spaces planned for Major Phase 1 CP can be found in the Parks and Open Space section of this application.

Off-Site Street Improvements:

- Gilman Avenue
- Harney Way 1

More information about the off-site street improvements planned for Major Phase 1 CP can be <u>found in the Transportation section of this application</u>.



Figure 5.1 - Candlestick Point - Major Phases and Sub-Phases



5. MAJOR PHASE 1 CP OVERVIEW

5.3 DEVELOPMENT BLOCKS

Table 5.1 – Development Block Areas¹

NEIGHBORHOOD	BLOCK NUMBER	SUB-PHASE	AREA (SQ FEET)	
	1	CP-01	62,555.5	
	2	CP-01	53,730	
	4	CP-01	53,431.5	
Alice	5	CP-01	35,490	
Cimin	8	CP-05	31,897.32	
	9	CP-05	44,499.4	
	14	CP-05	34,834.8	
	1a	CP-03	63,021.14	
Candlestick	2a	CP-03	57,190.4	
North	10a	CP-03	57,190.4	
	11a	CP-03	63,713.68	
Candlestick Point Center	1	CP-02	971,364	
	6a	CP-04	50,153.3	
Candlestick	8a	CP-04	52,722.4	
South	9a	CP-04	54,243	
	11a ²	CP-04	66,542	
TOTAL			1,752,578.84	

¹These block dimensions represent developable area, they exclude the area of the mid-block break.

²Block CPS 11a is irregularly shaped, it is not a rectangle. The area shown in Table 5.1 represents the true size of the block.

Table 5.2 – Developable Sub-Phase Areas

SUB-PHASE	TOTAL AREA (SQ FEET)
CP-01	205,207
CP-02	971,364
CP-03	241,115.62
CP-04	223,660.70
CP-05	111,231.52
TOTAL	1,752,578.84

Figure 5.2 – Development Block Dimensions



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APPROVED - RESOLUTION NO. 1-2014 - JANUARY 7, 2014 - UPDATED: MARCH 8, 2016 MAJOR PHASE 1 CP APPLICATION

6. LAND USE & MASSING

- 6.1 LAND USE SUMMARY
- 6.2 HOUSING
- 6.3 SITE SECTIONS
- 6.4 BUILDING HEIGHTS, BULK & MASSING
- 6.5 STREET WALL
- 6.6 BUILDING GROUND FLOOR TREATMENT



6. LAND USE & MASSING

6.1 LAND USE SUMMARY

The first Major Phase on Candlestick Point (1 CP) includes residential development in the Alice Griffith neighborhood, and a mix of residences, neighborhood retail, regional retail, office space, and entertainment uses at the CP Center. The CP Center site is also approved for a hotel. A mix of local serving retail, housing and offices is proposed along Ingerson and Harney Way. In addition, a Community Facilities block is sited at the corner of Arelious Walker and Ingerson. The Wedge Plaza, Wedge Park 2a, and Alice Griffith Neighborhood Park 1 will be newly constructed, and Bayview Hillside Open Space and James town Walker Slope will be improved. Streetscape improvements are proposed along Gilman Avenue and Harney Way. A map depicting Major Phase 1 CP is shown in Figure 6.1.

It should be understood that the land uses shown in this Major Phase application are conceptual and will be refined in response to the design process and market conditions. Sub-Phase applications for the Sub-Phases within Major Phase 1 will provide revised and more detailed land use plans.

Figure 6.1 – Major Phase 1 CP Land Use



LEGEND

Residential Density I (15-75 Units Per Acre)
Residential Density II (50-125 Units Per Acre)
Residential Density III (100-175 Units Per Acre)
Residential Density IV (175-285 Units Per Acre)
Neighborhood Retail
Regional Retail
Performance Venue
Hotel
Office
Parking
Community Use
Parks & Open Space
Major Phase 1 CP

LAND USE & MASSING 6.

6.1 LAND USE SUMMARY

Table 6.1 – Land Use by Sub-Phase

LAND USE	SUB PHASE CP-01	SUB PHASE CP-02	SUB PHASE CP-03	SUB PHASE CP-04	SUB PHASE CP-05	SUB PHASE CP-14	MAJOR PHASE 1 CP TOTAL	CANDLESTICK POINT ENTITLEMENT
Residential Density I (units) (15-75 Units Per Acre)	19	-	0	-	37	-	56	-
Residential Density II (units) (50-125 Units Per Acre)	306	350	130	540	142	-	1,468	-
Residential Density III (units) (100-175 Units Per Acre)	-	-	140	-	-	-	140	-
Residential Density IV (units) (175-285 Units Per Acre)	-	220	330	-	-	-	550	-
Total Residents Units	325	570	600	540	179	-	2,214	6,225
Neighborhood Retail (GSF)	-	1,000 (1)	65,000	65,000	-	-	131,000	131,000
Regional Retail (GSF)	-	635,000	-	-	-	-	635,000	635,000
Office (GSF)	-	134,500	-	-	-	-	134,500	134,500
Performance Venue	-	75,000	-	-	-	-	75,000	75,000
Hotel (GSF)	-	150,000 (220 Rooms)	-	-	-	-	150,000 (220 Rooms)	150,000
Research & Development (GSF)	-	-	-	-	-	-	-	-
Total Commercial Area (GSF)	-	995,500	65,000	65,000	-	-	1,125,500	1,125,500
Community Use (GSF)	-	1,000	41,000	5,000	-	3,000 ²	47,000	50,000
Total Parks & Open Space (AC)	0.0	7.5	1.1	0.0	0.72		9.32	-

¹The 1,000 gsf of neighborhood retail in CP-02 is reserved for a cafe in the Wedge Plaza. ²The 3,000 gsf entitlement reserve for Community Use is for the CPSRA Welcome Center.
6.2 HOUSING

The first Major Phase of development at Candlestick Point is planned to include approximately 2,069 residential units. More than 900 units are anticipated to be below market rate, which greatly exceeds the overall project target of approximately 32% below-market rate units. The below market-rate units included in Major Phase 1 CP are comprised of several housing types, which will serve a broad range of incomes:

- Alice Griffith Replacement Units The affordability of the Alice Griffith units is determined by the Federal Department of Housing and Urban Development. The below market-rate housing includes the 1:1 replacement of all 256 public housing units at Alice Griffith. The Project provides for the phased replacement of these public housing units so that residents will be able to move directly into new units without having to relocate off-site.
- Agency Affordable Units These units will serve households earning up to 60% Area Median Income (AMI), the federal metric used to determine housing affordability.
- Inclusionary Units These units will serve households earning between 80% and 120% of AMI. Of the total units on each Market Rate Lot, between 5% and 20% will be Inclusionary Units.
- Workforce Units These units will serve households earning between 121% and 160% of AMI. Up to 40% of the total units on each Market Rate Lot may be Workforce Units.

A summary of the housing in Major Phase 1 CP is shown in Table 6.2. The proposed location of Below-Market Rate lots is shown in Figure 6.2. Additional housing data can be found in Appendix C.

Table 6.2 – Housing

	SUB- PHASE CP-01	SUB- PHASE CP-02	SUB- PHASE CP-03	SUB- PHASE CP-04	SUB- PHASE CP-05	MAJOR PHASE 1 CP TOTAL
Alice Griffith Units	220	-	-	-	36	256
Agency Affordable Units	105	-	140	150	143	538
Workforce Units	-	-	-	-	-	-
Inclusionary Units	-	58	47	40	-	145
Market Rate Units	-	512	413	350	-	1,275
Total Housing Units	325	570	600	540	179	2,214

Figure 6.2 – Location of Below Market Rate Lots



6.3 SITE SECTIONS



Figure 6.3 – Section A-A: Site Section Across CP Center



Figure 6.4 – Section B-B: Site Section Through Major Phase 1 CP - Starting from the left: AG-5, AG-4, AG-2 and AG-1



6.4 BUILDING HEIGHTS, BULK & MASSING

Building heights, bulk, massing and other detailed Project design specifications are controlled by the Design for Development, a document governing all development in the Project area.

Design principles include:

- Locating lower density building forms nearest to the existing Bayview community,
- Formation of skylines for aesthetic effect as viewed from throughout the City and surrounding area,
- Creating landmarks for urban place-making,
- Clustering higher density near important nodes,
- · Linking highest density with adjacency to transit stops,
- Minimizing impacts on public open space, and
- Framing view corridors including the view from Bayview Hill.

Larger buildings are placed in strategic locations to emphasize street walls and frame the public realm. Towers are located at key intersections, facilitating wayfinding, while creating a scenic skyline from afar. While OCII and the Developer believe that the tower configuration illustrated represents the optimal development scenario, vertical development of the Project will occur over 15 to 20 years and a minimal amount of flexibility in tower locations is needed to ensure that the Project is able to respond to changing construction technologies, community priorities, site-specific urban design goals, and real estate market demands.

The Design for Development allows for this basic flexibility while adhering to the tower location principles described above by creating allowable "tower zones" for high-rise buildings.





6.4 BUILDING HEIGHTS, BULK & MASSING

Figure 6.6 – Major Phase 1 CP Massing Looking North



BUILDING HEIGHTS, BULK & MASSING 6.4

Figure 6.7 – Major Phase 1 CP Massing



6.4 BUILDING HEIGHTS, BULK & MASSING

Figure 6.8 – Major Phase 1 CP Massing Looking South

AND STATES LEGEND Residential Density I (15-75 Units Per Acre) Residential Density II (50-125 Units Per Acre) Residential Density IV (175-285 Units Per Acre) Neighborhood Retail Regional Retail

100001

Performance Venue Hotel

- Office
- Parking
- Parking

Community Facility



LAND USE & MASSING 6.

BUILDING HEIGHTS, BULK & MASSING 6.4

Intent

The following standards governing bulk and massing intend to facilitate building shapes that fit comfortably within their surroundings, are friendly and unimposing to pedestrians, achieve an attractive urban form, and are interesting. The mass of buildings should be shaped in such a way as to create fine-argined forms, reinforce the street and block pattern, and protect surrounding views and sunlight.

Standards

Development Block Coverage – Block coverage by all habitable and nonhabitable buildings, including projections and structured parking, is limited as indicated in Table 6.3. A development block is defined as all land inside the legal property line. For the purpose of calculating coverage, the area of the block shall be exclusive of required setbacks and mid-block breaks. Notwithstanding the parcel coverage standards, individual buildings within the parcel shall not exceed the sizes set forth in Table 6.4.

Bulk Controls - Maximum floor plate sizes, plan lengths, and diagonals to limit the bulk of buildings are listed in Table 6.4. The maximum diagonal dimension shall be measured between the two points of a building's longest diagonal separation.

Massing Controls – Controls of apparent faces and stepback of upper floor(s) to limit the massing of buildings are also listed in Table 6.4.

Apparent Face – The unbroken plane of a building or 'apparent face' shall not exceed a maximum length without being broken by a change either an offset in the horizontal plane, or a change in fenestration and/or material, or both in the case of high-rise buildings. There are different standards for the base section and upper section of the building to reflect the desire for a finer grain of building articulation at the street level. The base is defined low- and mid-rise buildings as the first 20 ft height minimum; for high-rise buildings as the first 35 ft height minimum. See Table 6.4.

Upper Floor(s) Stepback – The upper floor(s) of low and mid-rise buildings above a specified height shall step back a minimum of 20% of the floor plate size relative to the floor immediately below, as defined in Table 6.4 -Massing, All Building Types and Table 4.5 of the Candlestick Point D4D.

Podiums – High-rise buildings may have a podium, defined as a base whose plan dimensions are greater than those of the floors above. The podium height for high-rise buildings shall not exceed the podium height limit provided in Table 4.3 of the Candlestick Point D4D. All podium floors with a maximum height (distance to ground) below 85 feet shall not be subject to the bulk controls (maximum floor plate, maximum plan length and maximum diagonal) for high-rise buildings shown in Table 6.4 - Massing, All Building Types. All podium floors with a maximum height of 85'-105' shall be subject to the bulk controls for mid-rise buildings of 85-105 feet shown in Table 6.4 -Massing, All Building Types. Notwithstanding these exceptions, the podium shall be subject to massing controls and all other applicable regulations.

Table 6.3 – Development Block Coverage

DEVELOPMENT BLOCK COVERAGE				
HEIGHT (FT)	COVERAGE			
0 - 40	100%			
40 - 65	75%			
65 +	50%			



Figure 6.9 – Development Coverage

LAND USE & MASSING 6.

BUILDING HEIGHTS, BULK & MASSING 6.4

Figure 6.10 – Apparent Face

Table 6.4 – Massing - All Building Types



	BUILDING LENGTHS AND SIZES								
	BUILDING TYPE	LOW-RISE	MID-RISE		HIGH-RISE			LANDMARK BUILDING	
	BUILDING HEIGHT	MAX 65 FT	ABOVE 65 FT TO MAX 85 FT	ABOVE 85 FT TO MAX 105 FT	ABOVE 105 FT TO MAX 180 FT	ABOVE 180 FT TO MAX 240 FT	ABOVE 240 FT TO MAX 350 FT	ABOVE 350 FT	MAX 120 FT
BULK CONTROLS	Max Floor Plate	n/a	n/a	15,000 sq ft	12,000 sq ft	10,500 sq ft	12,000 sq ft	12,500 sq ft	50,000 sq ft
	Max Plan Length	n/a	n/a	210 ft	140 ft	140 ft	140 ft	145 ft	250 ft
	Max Diagonal	n/a	n/a	n/a	170 ft	160 ft	170 ft	175 ft	350 ft
MASSING CONTROLS	Max Apparent Face - Base ¹	30 ft							
	Min Change in Apparent Face – Base ¹		Offset in t	the horizontal plane of minimum 2 ft depth and 3 ft length OR a major change in fenestration and/or material					
	Max Apparent Face – Above Base ¹	30 ft	100 ft	100 ft	105 ft	100 ft	105 ft	110 ft	250 ft
	Min Change in Apparent Face – Above Base ¹	Offset in the horizontal plane of minimum 1 ft depth and 1 ft length OR a major change in fenestration and/or material			e horizontal plane of minimum 10 ft depth and 10 ft length OR a major change in fenestration and/or material				
	Upper Floors Stepback	Floors above 55 ft: 20% of floor plate directly below Abutting Mid Block Break: Floors above 35 ft - 1:1.2 plane	Floors above 65 ft: 20% of floor plate directly below Abutting Mid Block Break: Floors above 35 ft - 1:1.2 plane	Floors above 85 ft: 20% of floor plate directly below Abutting Mid Block Break: Floors above 35 ft – 1:1.2 plane	Floors above 85 ft: 20% of floor plate directly below Abutting Mid Block Break: loors above 35 t - 1:1.2 plane				
	High-rise Shaping	n/a			Additional standards regulating segmentation of the high-rise elevation and floor plan.			n/a	
	Massing Image ²								

* Note: Mid-rise buildings above 85 ft to a maximum of 105 ft are only applicable in the Shipyard South R&D Option. ¹The base is defined as a minimum of the first 20' in height for low- and mid-rise buildings; and as a minimum of the first 35' in height for high-rise buildings. ²Massing images for high-rise do not show podiums, which are permitted.

LAND USE & MASSING 6.

STREET WALL 6.5

The section of the Candlestick Point D4D has a definition of the key controls, sets forth the standards, and concludes with a series of cross sections that illustrate the standards by building use.

Intent

In order to control the quality and character of the block edges and street walls, and for controlling the expression of the mass of the buildings, standards for building uses are set forth for:

- А Setbacks
- R Build-to lines
- Projections С
- D Stepbacks

As a means of controlling the quality of the at-grade environments these streetwall controls also include considerations for grade separation, retail space heights and depths, and underground parking.





STEPBACKS.



PROJECTIONS.

A – Setback

A building setback is the minimum required distance between the property line and the nearest face of the building. Setbacks apply to the ground floor use of a building. Setback zones, where specified, should be used for the purpose of landscaping or for active uses such as patios and entrance areas. The D4D calls for extensive setbacks throughout the community affording a comfortable and pleasant pedestrian experience that will be a departure from the development practices of most other San Francisco neighborhoods where buildings typically abut against or are close to the property line.

Standards

Residential Setbacks – A minimum setback of 10 ft to building face is required for residential buildings to allow for the provision of private landscaping and street facing patios and stoops. The setback shall not vary along the predominant wall of a building once established (aside from minor variation which are described in Build-To Percentages). In cases where residential blocks are fronted by sidewalks with a 6 ft throughway, a public easement may be employed in the setback to provide a wider throughway. At the time a Sub-Phase Application is submitted, OCII may request that the developer grant a public easement up to a maximum of 2 ft within the 10-foot residential setback to create an 8-foot throughway.

Exceptions:

- 1. Residential use that is located above retail use (i.e. mixed-use) may extend to property line.
- 2. Portions of a residential building that are adjacent to or across the street from a park/open space shall have a minimum setback of 6 ft.
- 3. The street side of CP South blocks 3 and 5, due to the shallow block depth, shall have a minimum setback of 5 ft.

Mixed-Use / Commercial Setbacks - There are no required setbacks for mixed-use/commercial buildings, except for parking structures, which shall have an 18 inch setback.



PRECEDENT - RESIDENTIAL SETBACK PROVIDES PRIVATE OPEN SPACE ZONE.



RETAIL HAS NO SETBACK IN ORDER TO STRENGTHEN THE RELATIONSHIP WITH SIDEWALK.

B – Build-to Line

Build-to lines are intended to ensure that buildings are situated at or close to setback lines in order to create and maintain defined street walls. Street walls are important in the framing and animation of the public right of way. A successful development of street wall will create defined 'outdoor rooms' which will invite greater activity of residents and visitors alike.

The build-to line is expressed as a percentage of the setback line for building faces that front a public street. For instance, with a 70% build-to line, 70% of all building faces fronting a public street must meet the setback, while no more than 30% of building faces may be behind the setback.

Standards

The build-to line standard for residential buildings is 70% and for mixed-use and commercial buildings is 85%.

Exemptions – Minor variations excluded from the calculation of the minimum build-to percentage are:

For retail uses, recesses including entrances, walk-up window or street patio area shall not be allowed on more than 50% of the total frontage of the building and no recess shall be greater than 12 ft in depth.

- Recessed balconies.

- Stepback for high-rise sculpting.



MINOR VARIATIONS EXCLUDED FROM BUILD-TO LINE CALCULATIONS.

• Recessed building entries to a maximum depth of 8 ft.

• Pass-through up to 2 floors in height.

• Recession in the building face for the purpose of building articulation.

Stepback on the top floor or top two floors.



PRECEDENT - RECESSED BALCONIES EXEMPTED FROM BUILD-TO CALCULATIONS.

6.5 STREET WALL

C – Stepback

A stepback is that portion of a building that must be stepped back from the setback line. Typically, this is regulated for the upper floor(s) of mid-rise buildings as a means of sculpting their mass.

Standards

Upper Floor(s) Stepback – The upper floor(s) of low and mid-rise buildings above a specified height shall stepback a minimum of 20% of the floor plate of the floor immediately below the specified height. The stepback requirement shall apply to:

- Any floor(s) of a Low Rise Building with a maximum height above 55 ft;
- Any floor(s) of a Mid Rise Building with a maximum height between 65 ft to a maximum of 85 ft; and
- Any floor(s) of a Mid Rise Building with a maximum height between 85 ft to a maximum of 105 ft (Shipyard South R&D Option only see Section 8 of Candlestick Point D4D).

Where abutting a Mid-Block Break that is a Pedestrian Mews or Vehicular Laneway, any portion of a low or mid-rise building above 35 ft shall step back at a plane ratio of 1:1.2 (see Table 4.6 and Figure 4.12 of Candlestick Point D4D).

Allowable uses with the stepback roof area include usable open space, landscaping, and railings. Mechanical space is not allowed.



PRECEDENT - STEPBACK AT TOP FLOOR.

D – Projection

A projection is that portion of a building that projects beyond the main building face. There are a number of types of projections as described below.

Standards

Habitable Projections – Habitable space within a projection means a portion of the building enclosed by walls and a roof. Typically this will be a bay window, corner element, or regularly occurring bay that extends through some or all floors of a building. A habitable space may project 3 ft beyond the building face, either into a setback zone or the public realm. No individual habitable projection may exceed 15 ft in length. All projections shall have a minimum clearance to the sidewalk of 9 ft.

Non-habitable Projections – non-habitable projections are spaces utilized by residents that are not enclosed by walls and a roof. Non-habitable spaces include all usable balconies, which may extend no more than 6 ft into a setback, or common open space or 3 ft into the public realm. No individual non-habitable projection may exceed 15 ft in length. All projections shall have a minimum clearance of 9 ft to the sidewalk.

Cumulative Projections – The cumulative total of all types of projections shall not exceed 67% of the building face.

Other Projections - Other allowable projections include:

- Decorative elements such as belt courses, cornices, sills and eaves to a maximum 2 ft 6 inches beyond the setback.
- Decks, patios and steps at the first floor of occupancy may project to the property line but not beyond.
- Fences, railings, chimneys, awnings and canopies may project to the property line but not beyond.
- Retail signs, canopies and awnings may project 5 ft beyond property line; a minimum 9 ft vertical clearance to the sidewalk shall be maintained.
- Sustainable elements such as solar shades.



PRECEDENT - BAY WINDOW PROJECTIONS WITHIN SETBACK ZONE.

6.6 BUILDING GROUND FLOOR TREATMENT

Residential

Several key characteristics of residential buildings will differentiate Candlestick from many San Francisco neighborhoods. In particular, the lower floors of residential buildings are intended to engage the street by having activated ground floor uses and lush landscaping in setbacks, helping to animate the streets and create a vibrant pedestrian oriented neighborhood.

Standards

Ground Floor Unit Entrances – Ground floor units fronting public streets, parks, or along pedestrian mews shall have an access point along the fronting building face in addition to the main access from interior corridor, lobby, or parking structure. Entrances shall occur at intervals no greater than 30 ft, and may be ganged together.

Grade Separation – Ground floor units shall be elevated between 2 ft and 4 ft above the street for privacy.

Townhome Garages – Street fronting townhome garages are prohibited on public streets, except for CP South blocks 3 and 5. Any townhomes that incorporate garages along a mid-block break, as well as those townhomes on CP South blocks 3 and 5, shall engage the mid-block break /street with design characteristics to limit the visual presence of garage doors, emphasizing the garage as secondary to the main entrance and front yard. The maximum number of garage doors per unit is one with a maximum width of 8 ft. Side-by-side garages are prohibited.

Guidelines

Freestanding Townhome Form ('Tuck-under') – Freestanding townhomes may be designed with individual character, or in a consistent style. Modular rhythm should be emphasized through the use of common elements such as bay windows, door recesses materials and fenestration. Variety in form at the pedestrian level is encouraged. Townhomes that form the base of a multi-story building should have elements and proportions that tie them to the building above.

Residential Courtyards – Residential courtyards that may be accessed or at least viewed from public streets and mews are encouraged.



PRECEDENT - GRADE SEPARATED PATIO

PRECEDENT - RESIDENTIAL COURTYARD

Retail

Retail should engage and enliven the street. Emphasis should be placed on using glazing and creating an architectural rhythm at the ground plane.

Standards

Setbacks - There are no required setbacks for commercial buildings.

Build-to Line – 85% of the building face shall be built to the property line. Patio spaces, entrances, publicly accessible plazas and walk-up windows are exempted provided they are stepped back no further than 12 ft from the property line and cumulatively for no more than 25% of the building face.

Projections – Projections are permitted for awnings, canopies, signage and lighting to a maximum of 5 ft into the public right-of-way provided they have a minimum of 9 ft clearance to the sidewalk.

Sidewalk Relationship – Retail buildings shall be oriented to and meet the sidewalk at grade.

Storefronts Shall promote pedestrian interest at the ground level and provide visual connection to the store interior with:

- Store frontage shall have at least 60% glazing; glazing shall be transparent. Large multi-story retailer's upper floor levels shall also meet this glazing requirement.
- Outdoor displays and patios are encouraged, but shall maintain a minimum 6 ft wide clear pedestrian zone within the public sidewalk.
- Interior displays shall provide visual permeability into store interior.

Store Height and Depth – All retail spaces along both sides of Harney Way and Ingerson Avenue at CP Center shall be a minimum of 20 ft height and a minimum average of at least 35 ft in depth exclusive of service corridors. Minimum depth shall not apply to storefront liners of large format retail uses. All other retail uses shall have a minimum height of 15 ft.

Façade Articulation – Retail bays shall be no wider than 30 ft in order to create a fine-grained pattern of shops. Where a larger retailer is anticipated, bays can be combined; however the bay articulation shall be maintained. The impact of large retail stores can be mitigated by 'wrapping' exterior façades with smaller retail stores, thereby breaking up the façade and reducing large expanses of blank walls.

Blank Walls – Areas without entries or windows are prohibited on pedestrian oriented retail streets and paseos, except at building service areas and areas where floor elevation is not within 48" to sidewalk elevation due to grades (i.e. steep sections of Arelious Walker Drive). Blank walls shall be no longer than 8 ft along other retail street frontages. Display windows are not considered blank walls, provided they allow visual access into store interior.

Guidelines

Entrances – Retail entrances should be easily identifiable and distinguishable from residential entrances. They should be reinforced with such elements as recessed doorways, awnings, special lighting, fenestration, color and materials, and special paving. Multiple entrances to larger stores are encouraged.

Materials – Façades should be designed with high-quality materials that offer color, variety, and visual interest to the pedestrian (such as stone, tile masonry, brick or terra-cotta).

Canopies / Awnings – Canopies or awnings should be provided for the sun, wind and rain protection of pedestrians. Their design should be integrated with the building architecture. Permanent materials are encouraged over vinyl or fabric.



INVITING SPACES.



PRECEDENT – RETAIL ENTRANCES SHOULD BE CLEARLY DISTINGUISHABLE.

CANOPIES AND BUILDING RECESSES CREATE



STOREFRONT BAYS ARTICULATED AT REGULAR INCREMENTS.



PRECEDENT – INTEGRATED CANOPY AND DISTINCT BAYS.

- 7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE
- 7.2 ALICE GRIFFITH NEIGHBORHOOD PARK
- 7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE
- 7.4 WEDGE PARK



7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE

The first major phase of development at Candlestick Point includes the development of 8.32 acres of parks and open space. This includes:

- Alice Griffith Neighborhood Park (0.72 acres) A neighborhood park with a variety of active and passive recreation opportunities, including picnic areas, children's play areas, a basketball court, community gardens, open lawn area, shaded seating, and a dog run.
- Wedge Plaza (0.77 acres) The Wedge Park is Candlestick Point's "Central Park", connecting the urban core with the CPSRA and views of Hunters Point and the Bay. This park spans three blocks and changes in character from an urban plaza, a formal urban park space, and a simpler urban green that connects with the CPSRA. Specific emphasis here is placed on signature forms and landscape expressions. Within these forms are ecological gardens, children's playgrounds, and passive lawn areas.
- Wedge Park 2a (1 acre) Wedge Park 2a will be included in Major Phase 1 CP. It will include pump stations, a bike share facility, and a MUNI bus driver layover area. The remainder of the Wedge Park (1.97 acres) will be completed in the second and third major phases.
- Jamestown Walker Slope (3.88 acres) Planting enhancements on the slope will focus on native species and habitat.
- **Bayview Hillside Open Space (2.85 acres)** Following the recommendations of the Bayview Hill Natural Areas Plan, this open space area will be enhanced with new native plantings to increase the habitat value of the site and to help to create a better habitat link between Bayview Hill and the Bay.
- Earl Street Boulevard Park (0.10 acres) Earl Street will have a special quality with a 33' wide pedestrian promenade as its western sidewalk between Ingerson and Gilman Avenue, and between Egbert Avenue and the CPSRA. This promenade will link the retail center with the Candlestick Point Neighborhood Park and the CPSRA. The pedestrian promenade zone will feature room for socializing and enhanced planting spaces (including stormwater bio-retention plantings). The Earl Street Boulevard Park will have temporary landscaping until the first block of the Boulevard Park is completed in CP-06 and CP-07.

A summary of all parks and open space areas connected to the Major Phase is shown in the adjacent map and table (see also APPENDIX D).

Table 7.1 – Major Phase 1 CP Parks and Open Space Acreages

PARK NAME	ACREAGE
Urban Parks	
1 Alice Griffith Neighborhood Park	0.72
2 Wedge Plaza	0.77
3 Wedge Park 2a	1.00
Other Parks & Open Space	
(4) Jamestown Walker Slope	3.88
5 Bayview Hillside Open Space	2.85
6 Earl Street Boulevard Park	0.10
Total	9.32

Figure 7.1 – Major Phase 1 CP Parks and Open Space



7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE



Perspective view of Wedge Park 2a

7.2 ALICE GRIFFITH NEIGHBORHOOD PARK

Background

This Schematic Design for Alice Griffith Neighborhood Park is based on a refinement of the Concept design developed between 2007 and 2010. The park will be constructed with Sub-Phase CP-05. The concept design included input from community and neighborhood residents gathered through community workshops, presentation to the Bayview Hunters Point Project Area Committee, Hunters Point Shipyard Citizens Advisory Committee, as well as the City Recreation and Parks Commission. The Schematic Design provides additional details and updates the location of features based on further analysis of sun, wind, and the adjacent street and land use context. This Schematic Design submittal will be followed with a Design Development process which will gather further input from the community before the design of the park is finalized and constructed.

Design Concept: Neighborhood Commons

Alice Griffith Neighborhood Park is designed as a neighborhood commons- a place for neighbors to get to know each other, socialize and celebrate their commonalities and differences. Extending in length northeast-southwest, the park reaches toward the existing Bayview neighborhoods, inviting existing neighborhood residents to use this open space to connect with their new neighbors.

The park is designed as a series of "outdoor rooms" organized along a promenade, creating places for people of varied ages and interests to be in each other's presence but not in each other's way.

Activities & Program

The "outdoor rooms" provide for a mix of both specialized and flexible uses, including:

- 1 **Picnic Pavilion** At the center of the park, the Picnic Pavilion supports group picnicking and barbecuing. An iconic shade structure creates a memorable identity and central focal point for the park while providing shelter from the sun. A restroom and storage building may be incorporated into the pavilion structure.
- 2 **Childrens' Play Area** Children's play area includes areas for pre-school and school-age children with play equipment and poured-in-place decorative resilient surfacing.
- 3 **Basketball Court** A basketball court, with perimeter fencing and seating areas from which to watch the game-play.
- 4 **Community Garden & Flower Garden** A community garden with fruit trees, garden plots, and tool shed will serve as a replacement for the existing Alice Griffith Community Garden. The garden is located to maximize sun and to be near planned senior housing. The Community Garden will be protected by decorative, artistic fencing, the design of which may reflect the variety of community cultural traditions related to gardens and food. An ornamental Flower Garden with seating areas surrounds the Community Garden, forming a manicured garden buffer between the Community Garden and the street.

Figure 7.2 - Alice Griffith Neighborhood Park - Illustrative Plan



OPEN SPACE 7.

7.2 ALICE GRIFFITH NEIGHBORHOOD PARK

- Open Lawn A broad, open swath of lawn provides a flexible space for (5)informal play and picnicking. The lawn can also support gathering for organized events such as neighborhood movie nights.
- East Entry Plaza The east entry plaza provides a tree-shaded meeting (6)and sitting area adjacent to the community Gardens and Open Lawn. This plaza is flexible with the ability to install temporary stage or screen for occasional organized events and gatherings at the Open Lawn.
- West Entry Plaza The West Entry Plaza provides seating and meeting $\overline{7}$ areas between the Dog Run and Basketball Court.
- (8) Promenade - The park is linked by a broad promenade on the north side of the park. Deciduous trees provide shade in summer and allow for sun in winter. Along the promenade are a variety of seating areas, including small tables for games such as checkers or chess.
- Dog Run At the west end of the park, a fenced, natural-surfaced dog (9)area provides an off-leash dog area. The dog area is softened by a perimeter buffer that includes natural plantings, stormwater gardens and low, decorative fencing.

Access & Circulation

Park entrances are highlighted at each intersection with enhanced pedestrian crosswalks, signage, and entry plaza spaces including benches, ornamental plantings, and shade tree groves. While the north side of the park has the primary pedestrian promenade, the south side of the park also includes a walk and connecting pathways, providing a variety options for strolling though and around the park. The east and west ends of the park are marked by plantings, signage, and provide opportunities for public art to serve as gateways into the Alice Griffith Neighborhood.

Sustainability Features

- Stormwater treatment Runoff from hardscape within the park and the adjacent roadway will be treated through flow-through and infiltration planters, and rain gardens. Flow-through planters typically have concrete sidewalks, bioretention planting in amended soils that provide water quality treatment, and either open bottoms to allow for infiltration, or closed bottoms with underdrains depending on the location and quality of the underlying native soils. Rain gardens are shallow landscape areas (without concrete sidewalks) that collect, slow, filter, and absorb large volumes of water, delaying discharge into the watershed and providing water quality treatment.
- Community Garden provides opportunities to grow local food and connect with neighbors.
- Native and drought tolerant plantings.
- Weather-responsive irrigation controllers, efficient spray heads, subsurface drip irrigation, reclaimed-water ready system.
- Bicycle parking.



Figure 7.3 - Alice Griffith Neighborhood Park - Section 1









7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE

Background

Two hillside sites at the base of Bayview Hill will be improved within the project boundary near the reconfigured roadways of Harney Way, Jamestown Avenue, and Arelious Walker Boulevard.

Jamestown Walker Slope – This site is the existing slope between Jamestown Avenue and Candlestick Park Stadium road. The Candlestick Park Stadium road will be replaced with a new street, Arelious Walker Boulevard.

Bayview Hillside Open Space – At the southeast edge of Bayview Hill, this site has been significantly graded with quarry faces and terraces with thin, rocky soils over bedrock. This site includes stands of non-native, invasive blue gum eucalyptus and french broom. The lowest portions of the site contains parking areas along Jamestown Avenue and Harney Way.

Above the project site, Bayview Hill contains a diverse array of habitats such as grasslands, shrub- and tree-dominated areas, and a large number of sensitive plant species. The area provides wildlife habitat for a variety of resident and migratory bird species, as well as reptiles, mammals, and amphibians. It is also home to one of only a few populations of the endangered Mission blue butterfly. Bayview Hill has been identified as an important natural area and is managed under the SF Department of Parks and Recreation's Natural Areas Program.

Design Concept: Natural Connections

These two sites will be re-vegetated to enhance habitat value and improve the connection between hilltop habitats and habitats in Candlestick Point State Recreation Area and the bay. Utilities such as electrical boxes will be located in Bayview Hillside Open Space.

Revegetation and Habitat Improvements

- (1) **Existing Vegetated Hillslopes** will be improved through removal of non-native, invasive species, stabilization of eroding slopes, and revegetation with native species that improve habitat values including food, nectar, and larval host plants.
- 2 **Coast Live Oak Woodland** softens interface with adjacent buildings and privately owned parking lot, screens views of quarry-faces and increases the area of this historic habitat type at Bayview Hill.
- 3 Native Grassland at the toe of Bayview slope provides open vistas and connects and provides continuity with the State Recreation Area's predominant grassland vegetation type.
- 4 **Coast Live Oak Street Edge** Coast live oaks planted beyond the back of sidewalk will grow to eventually create a majestic tree lined Jamestown Avenue, incorporating this tree native to the hill with the urban form of the city.

Figure 7.4 – Bayview Hillside Open Space / Jamestown Walker Slope - Illustrative Plan



7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE





Figure 7.5 – Bayview Hillside Open Space- Section 1





7.4 ALICE GRIFFITH COMMUNITY GARDEN

Background

The redevelopment of the Alice Griffith neighborhood requires the relocation of the Alice Griffith Community garden, as housing will take the place of the original garden. The garden is currently located at an interim site within Alice Griffith. Ultimately, the garden will be located at the corner of the Jamestown Walker Slope open space parcel at the corner of Arelious Walker Drive and Ingerson Avenue.

Community Engagement

A robust community engagement process determined the final site for the garden. The following groups were consulted:

- Alice Griffith Tenants Association
- Bret Harte, administration and students
- Hunters Point Family
- MBS and Urban Strategies
- OCII

Design Elements

The community engagement process highlighted certain design elements that are important to the functioning of the Alice Griffith Community Garden. These include:

- Level access to the garden
- Drop-off area for supplies
- Area for the garden's storage container
- Gathering space
- Security fencing
- Space to re-plant the garden's existing fruit trees
- Art

Key stakeholders will continue to inform the plan for the garden as the design moves from concept to construction drawings. Figure 7.6 represents the current concept plan for the garden. This concept will be refined as the design process progresses.

Figure 7.6 - Alice Griffith Community Garden - Illustrative Plan





INGERSON AVENUE SITE ALICE GRIFFITH COMMUNITY GARDEN RELOCATION

09.14.15

7.5 WEDGE PLAZA AND WEDGE PARK 2A

Background

The Wedge Plaza is the southern tip of the larger Wedge Park which links Candlestick's urban retail core with the Candlestick Point State Recreation Area and views across the South Basin to Hunters Point. While the Park's character changes along its length, from the harder, more urban character of the plaza, to the greener, formal gardens and open spaces at its middle, and the more open areas where it connects with the natural zones of the State Recreation Area, the Park will contain elements that create a sense of continuity between these areas.

Design Concept: Social Hub

The thin, long, wedge shape of the plaza gives it the qualities of both a plaza and a promenade. As a broad pedestrian corridor, the Wedge Plaza links adjacent entertainment, retail and civic destinations (the Film Arts Center, Wedge Park, and transit stops). Along its length the plaza offers opportunities to linger and enjoy the urban energy of the space – creating a social hub. Additionally, the Plaza contains larger structures and gathering spaces, while its eastern and western edges preserve a sense of openness and extensive views.

Along the tail end of the plaza, a series of seating areas shaded by trees and umbrellas provide places for individuals and small groups to sit together, perhaps enjoying food purchased from nearby establishments. This area can also be adapted to support small kiosks or tables for markets or community events. At the north west portion of the plaza, a flush wood deck under a canopy of trees provides a flexible and casual space apart from the plaza's main circulation flows. Long, custom wood benches define the edges of the deck space and provide flexible seating where one can either face out to the flow of circulation (perhaps while waiting for the bus or to meet a friend) or inward to the intimate deck area. Adjacent to the deck, a small café is located at the widest end of the plaza near the transit stops and Film Arts Center, providing a convenient destination to draw people to the plaza and extend use throughout the day and evening. The café building is a glassy, open-feeling structure with glass doors connecting it to the deck space, creating a seamless connection between indoors and out as well as providing views to the park and plaza spaces.

As Wedge Park 2a is impressed with the Public Trust, the park will provide public recreation access to the San Francisco Bay waterfront and will provide for trust consistent uses including regional serving open spaces, views to the water where the topography permits, and access to the San Francisco Bay Trail. Refer to the 95% infrastructure plans for details on the utility connections to Wedge Plaza and Wedge Park 2a.

Figure 7.7 - Wedge Plaza - Illustrative Plan



7.5 WEDGE PLAZA AND WEDGE PARK 2A

Plaza Components:

(1) Paving Pattern – The paving pattern provides interest to the ground plane, experienced from multiple scales and perspectives. The pattern is inspired by the rippling qualities of light and water at the bay edge.

2 Shaded Seating Pockets – Space for tables and chairs or event/market kiosks beneath arbor structures.

3 Deck – Flush wood deck with built in and flexible seating spaces. Trees and recessed lighting enhance the intimate character of the space.

4 Café Building – A small, glassy café building with large glass doors opening onto the deck encourages greater use of the plaza. The café building includes a small kitchen prep space, storage, limited indoor seating, and restrooms which serve plaza visitors.

(5) Benches – Custom fixed benches integrated with the deck and along the plaza promenade with recessed lighting invite evening use.

(6) Mast Lighting – Mast lighting scaled to the space provides overall illumination to the plaza and minimizes the number of poles.

(7) Bicycle Parking – Placed at both ends of the plaza to serve cyclists using the cycle track, plaza, bus stops, and adjacent retail areas.

(8) Interpretive elements – The history of the site may be interpreted through text and graphics integrated into the paving and seating elements.

(9) Trees – Overhead, a high, lush and open canopy of zelkova, birch, and ginkgo.

(10) Cycle Track – The cycle track is integrated with the plaza paving design, suggesting a slower speed of travel in this zone and inviting cyclists to stop and enjoy the space. A curb and planting separate the cycle track from adjacent pedestrian spaces and transit lanes.



Figure 7.8 - Wedge Plaza - Section 1



Figure 7.9 - Wedge Plaza - Section 2





Figure 7.10 – ADA compliant paving pattern, custom designed benches, European pocket plaza







BIRCH

MAIDENHAIR TREE



ZELKOVA



(1) **Transit Boarding Island** – The 10' wide transit boarding island accommodates loading and unloading of two buses simultaneously. On the western side, a high curb facilitates bus boarding. On the eastern side the high curb transitions to flush crossing points at the center. The north side of the boarding island encourages disembarking passengers to cross over to the plaza at specific locations to minimize conflict with cyclists on the cycle track.

(12) **Drop Off / Pick Up Zone** – During the daytime, a loading zone along the east edge of the plaza can accommodate simultaneous loading / unloading of two tourist buses. Clear paths of travel extend from the drop off / pick up zone to the retail center, while the café and adjacent seating provide a comfortable place for gathering. During the evening, the zone may accommodate cabs and valet parking for the Film Arts Center.

13 Shade Structure– Larger groups of people can be accommodated comfortably with the communal tables and chairs beneath the structure.

Storm Water Treatment

Storm water from the Wedge Park will be treated in sub-surface soil cells within the plaza, before directed to the storm drain main connecting to the bay.

7.6 EARL STREET BOULEVARD PARK

Earl Street will have a special quality with a 33' wide pedestrian promenade along its western edge. Figure 7.11 illustrates the final configuration and Figure 7.12 represents the design plan for Earl Street Boulevard Park. This promenade links the retail center with the Candlestick Point Neighborhood Park and the CPSRA. The pedestrian promenade zone allows room for socializing and enhanced planting spaces.

Sub-Phase CP-03 includes only a half-block of the Earl Street Boulevard Park. This half-block stretch of the Earl Street Boulevard Park will have an interim condition until the first full block of the Boulevard Park is designed and constructed in Sub-Phases CP-06 and CP-07. Delaying the design and full buildout of the Boulevard Park will allow designers to consider a wider context in the planning process, allowing for a continuous and coherent pedestrian promenade.

In the interim, a 15ft-wide planting bed containing a mixture of trees, shrubs, and perennials will soften the façade of the buildings, provide shade and color, and provide a definition of space. This temporary landscaping will provide maximum flexibility for the future design. A 6ft-wide path will provide access to the buildings. Seating will be incorporated.

To avoid future stormwater conflicts and proposed utilities beneath the western sidewalk, Earl Street will be graded toward the bio-filtration zone in the eastern sidewalk. This will ensure that the interim park zone is free of obstructions and infrastructure that would otherwise compromise the implementation of a uniquely important connecting street.`

Near the Earl Street Boulevard Park will be the site of a bicycle sharing facility providing an accessible, sustainable mode of transit on a key corridor that links the urban outlet center, residential neighborhoods, neighborhood parks, and State Parks. The Developer will work with a vendor to install the facility. The timing of this installation has yet to be determined.





8.1 TRANSPORTATION SUMMARY
8.2 STREET CROSS SECTIONS
8.3 PEDESTRIAN NETWORK
8.4 BICYCLE NETWORK
8.5 PUBLIC TRANSIT
8.6 ON-STREET PARKING
8.7 OFF-STREET PARKING & LOADING



TRANSPORTATION 8.

TRANSPORTATION SUMMARY 8.1

Off-Site Street Improvements

Major Phase 1 CP will involve off-site improvements to two of the primary access points into Candlestick Point. First, Major Phase 1 CP will include reconfiguring the existing portion of Gilman Avenue between Third Street and Arelious Walker to include new pavement, restriping to include one travel lane in each direction, four new traffic signals, left turn lanes, on-street parking on both sides, and new sidewalks with landscaping.

Additionally, Major Phase 1 CP will include reconstruction of Harney Way between Executive Park East and Arelious Walker Drive. With its access to Highway 101, Harney Way will function as the southern gateway to the Project. The existing four-lane road will be rebuilt as a new five-lane road with right-of- way for an additional auto lane to be built in the future if needed to serve increased traffic levels. The portion between Arelious Walker Drive and Executive Park East will be built first, and the portion between Thomas Mellon and Executive Park East will be built subsequently, pending the outcome of ongoing study of BRT routing by the San Francisco County Transportation Authority.

More detail on off-site improvements is available in the introduction to this document, and in the 4th Addendum to the Project's EIR.

New On-Site Streets

Internal to the site, Candlestick Point will be served by a new four-lane roadway – Arelious Walker Drive – approximately following the current path of Giants Drive and Arelious Walker Drive. This roadway will provide access to parking for the regional retail center and an auto connection between the Alice Griffith neighborhood and US 101. Arelious Walker Drive will also provide two BRT lanes between Egbert Avenue and Carroll Avenue as part of the larger BRT network. Between Gilman Avenue and Carroll Avenue, only the street section west of the median, not including the median, will be constructed in Major Phase 1. The interim condition, which provides one travel lane in each direction along Arelious Walker Drive, should be adequate for the number of housing units expected as part of Major Phase 1 CP, and will serve to connect the four development blocks together and provide connections to Carroll Avenue and Gilman Avenue, two primary east-west connections to the greater Bayview neighborhood. The remaining street section will be constructed in the second Major Phase. Arelious Walker will be classified as a Class III bicycle route, providing access to numerous east-west routes to the Bayview neighborhood.

Ingerson Avenue will be extended from its current terminus at Giants Drive to an extended Harney Way. Ingerson Avenue will provide the northern frontage of the retail center planned as part of CP-02 and will provide one travel lane in each direction along with on-street parallel parking adjacent to the retail center. Ingerson Avenue will be designated as a Class III bicycle route connecting Arelious Walker Drive and the proposed cycletrack on West Harney Way.

In addition to the proposed off-site improvements to Harney Way, the roadway will be extended into the site to just north of Ingerson Avenue

providing a connection between the retail center and US 101. Harney Way will split into Harney Way and West Harney at the Wedge Park, with BRT lanes operating on the western side of the park and one auto lane in each direction operating on the east side of the park. Prior to initiation of the BRT service, these lanes may be used by interim transit routes, such as the 56 Rutland.

East of the Wedge Park, one-block segments of Candlestick Park Dr. (south), 9th Street, 8th Street, 7th Street, and Candlestick Park Dr. (north) will be constructed providing loading and garage access to four development parcels east of Harney Way. Each of these streets provides one travel lane in each direction. A north-south mid-block break will be constructed parallel to Harney Way, just east of the four development parcels.

Within the Alice Griffith neighborhood, a three-block section of Fitzgerald Avenue, a two block section of Egbert Avenue, and a one-block section of Carroll Avenue and Donner Avenue will provide east-west circulation. Each of these streets will provide one travel lane in each direction, with Egbert Avenue bisected by the Alice Griffith park. Eqbert Avenue will also have Class II bicycle lanes west of Arelious Walker (around the park). In the northsouth direction, G Street will connect between Donner Avenue and Fitzgerald Avenue, but will not connect through the median park on Egbert Avenue. (As part of Sub-Phase CP-01, G Street will temporarily form the western border of the park providing the only north-south connection in the area; however, as additional Sub-Phases are constructed, the median park will no longer break at G Street). H Street will also provide north-south connectivity, between Egbert Avenue and Fitzgerald Avenue. Both of these north-south streets (G Street and H Street) will provide one travel lane in each direction.

Similarly, north of Ingerson Avenue, one-block segments of O Street, Earl Street, and M Street will be constructed providing loading and garage access to four development parcels north of Ingerson Avenue. Each of these streets will provide one travel lane in each direction, and Earl Street will provide class II bicycle lanes. An east-west mid-block break will be constructed parallel to Ingerson Avenue, just north of the four development parcels. The easternmost block of the mid-block break will facilitate a temporary bus loop for the 29 Sunset and the 56 Rutland, as shown in Figure 8.6.

Dimensions for cross-sections for each street proposed as part of Major Phase 1 are shown in Section 8.2.

Transportation Demand Management

Transportation Demand Management (TDM) programs are implemented to reduce dependence on private automobiles. A description of the Project's TDM programs follows. More detail can be found in the Transportation Plan. The TDM program for this Major Phase will include many of the physical and programmatic TDM components proposed as part of the overall Project's TDM program. The TDM elements that will be incorporated into this Major Phase fall into two categories. The first category are those specifically oriented around the physical design of the project, including car and bike parking policies and strategies, car and bike share services, enhanced bicycle facilities, car pool pick up points, and narrow, calmed streets. The second category includes programmatic elements. Specific programmatic elements to be incorporated as part of this Major Phase include the following:

- - Information boards and kiosks
- Participation in the Commuter Benefits program (tax-free paycheck deductions for transit and bicycle commute-related expenses)
- Employee eco-passes (employer pre-paid transit passes)
- Guaranteed ride home program
- Carpool/vanpool matching services
- An on-site Transportation Coordinator, charged with administering the programs above and monitoring their effectiveness

• Robust Transit Service – Transit service will be extended to the site to ensure that project is well-served by transit from the outset. This includes extension of the 29 Sunset to the retail center, along with doubling the frequency of service from every 10 minutes to every 5 minutes during peak periods. Additionally, although the BRT system may not be implemented until subsequent Major Phases, the 56 Rutland may be extended to serve the retail center and augment the 29 Sunset service, by providing a direct connection to the T Third, Bayshore Caltrain Station, and the 9 San Bruno buses.

• Employee TDM Programs - All employers, including the retail center tenants, will be required to participate in TDM programs that encourage use of transit and facilitate walking and bicycling among their employees. Although more details will be developed as part of the implementation of individual Sub-Phases (primarily, Sub-Phase CP-02 with respect to employee programs), the employee-focused TDM program requirements include:

• **Resident Eco-Pass** – All residents will be required to purchase a transit pass and pay a TDM fee which provides funding for enhanced transit service, and an incentive for transit-inclined residents to live in the Plan Area.

8.1 TRANSPORTATION SUMMARY

Street and Block Pattern

The overall urban form – the pattern of streets, blocks, and open spaces – is configured to physically and visually link the existing Bayview neighborhood, and the centers of the Candlestick Point, to the shoreline's open space and views.

The street and block pattern is an extension of the existing Bayview grid. This street pattern allows the axes of most streets to lie perpendicular to the Bay shoreline with terminating vistas of the Bay. At Candlestick, physical and visual linkages are achieved by providing new, wedge-shaped parks that connect the waterfront of the CPSRA to the center of the site and through the perpendicular orientation of the streets to the shoreline. As in some other San Francisco neighborhoods, the pattern of streets and blocks will be augmented by mid-block breaks to create a finer, pedestrian scale of blocks and buildings while increasing mobility and protecting or improving sightlines.

Figure 8.1 – Primary Streets



TRANSPORTATION SUMMARY 8.1

Street Typologies

The following street types (and their associated description from the Better Streets Plan, adapted to this project) are included in this Major Phase:

Commercial Streets

- Neighborhood Commercial Street Neighborhood commercial streets, such as Harney Way near Ingerson, and Ingerson between Arelious Walker and Harney, are modeled after many of San Francisco's most vibrant streets which handle continuous activity throughout the day. They are the streets where residents do their daily errands, meet with friends, and shop and play on the weekends. Short-term parking for customers and space for loading facilities are essential components of commercial districts. However, parking and loading facilities often compete for the same space as desired features such as corner bulbouts or pedestrian plazas. Managing parking and loading facilities efficiently and effectively can serve the needs of local businesses while enabling improvements to the public realm.
- Commercial Throughway Commercial throughways such as Harney Way near Executive Park move significant volumes of people across longer distances in a variety of travel modes and attract them to shop, eat, and play from across the city. Vehicular traffic on these throughways tends to be relatively fast and continuous and transit service is often frequent. These streets should have a comfortable pedestrian realm with significant pedestrian amenities and public spaces.

Residential Streets

- Neighborhood Residential Street Neighborhood residential streets are quieter residential streets with relatively low traffic volumes and speeds. Though they have low levels of activity relative to other street types, they play a key role in supporting the social life of the neighborhood. Residential streets should feel safe, comfortable, and cared for. Residents may think of the street outside their home as an extension of their home or a neighborhood commons. Improvements should focus on slowing traffic, providing useable space and amenities, and making improvements that encourage residents to take pride and ownership of the streetscape outside their front door.
- Residential Throughway Residential throughways such as Innes Avenue and Donahue Street have higher levels of faster-moving traffic with residential land uses. In many locations elsewhere in the City, residential throughways are not designed to serve residential uses, and can be unpleasant to walk or live along. For this project, residential throughways include streetscape improvements that focus on buffering the sidewalk and adjacent homes from vehicles passing in the street and providing a generous, useable public realm. For example, they may include through landscaping, curb extensions, or widened sidewalks where roadway space allows.

Mixed-Use Street - Mixed-use streets such as those adjacent to Production, Distribution, and Repair (PDR) uses in the Bayview serve a variety of lowintensity industrial uses, as well as a growing number of residences, shops, and services. Their use and character are frequently in a state of change, and streets must reflect this changing character and serve a variety of needs. Mixed-use streets are often wide streets, with high volumes of fast-moving traffic. Streetscape treatments should include landscaping, pedestrian safety elements, public space uses, and other amenities to complement current and future land use.

Park Streets

- **Parkway** Parkways, such as Eabert Avenue within the Alice Griffith neighborhood, have broad well-landscaped medians and sidewalks that provide recreational paths, while moving vehicles, bikes, and pedestrians across the city. These streets can function not only as transportation corridors, but also as linear parks, creating a green network. Multi-use trails, open space, and stormwater management features allow green spaces to be used for pedestrian travel, open space, and ecological functions.
- Park Edge Street Streets that border major parks or the waterfront have one set of conditions on one side of the street and a distinctly different set of conditions on the other. Park edge streets often have fewer spatial constraints on the park edge side but unique demands of high pedestrian volumes or special activities associated with them. These streets should have a generous park edge with landscaping, lighting, furnishings, and multi-use trails.

Mid-Block Break – Mid-block breaks are small scale, single-surface streets that prioritize pedestrian use, but permit vehicles and bicycles. Mid-block breaks should be designed to emphasize their pedestrian scale and calm traffic. They enable a generous pedestrian realm on narrow streets, and they create pockets of usable open space to act as front yards in open space-deficient neighborhoods.

Pedestrian Network

The Project is designed to actively encourage the use of walking as a primary travel mode. Smaller blocks will decrease the average distance that pedestrians are required to walk, thereby increasing the likelihood that local trips will be made by foot, rather than by car. Further, generous 12-foot sidewalks are planned throughout, increasing to 15-foot sidewalks near busier retail areas.

Design Principles

The following design principles for street facilities has been developed:

Travel Lanes - Streets Without Transit

- 10' Standard

On-street Parking

- 8' Standard

Bike Lanes

Sidewalks

All sidewalks either 12', 13' or 15', with a few exceptions near linear parks, or where additional width is required to accommodate bioretention facilities. The sidewalk throughway zone shall be at minimum 6 feet.

Other Exceptions

These standards may result in some streets having different dimensions on different segments (e.g., streets with transit on one or two blocks may require 12' lanes on those blocks, but 10' lanes on the rest of the street). As a result, strict application of the above rules could result in streets that are either offset, or rights of way that are not consistent along the street, both of which are undesirable. Further, in some locations, lane widths have been adjusted through a collaborative process between Lennar, OCII, SFMTA, DPW, the Planning Department, and the SF Fire Department to ensure adequate clearance is provided for emergency vehicle access. In these cases, some dimensions may be increased from the minimums described above.

• 11' Adjacent to raised curb, except in exclusively residential areas where 10' may be proposed adjacent to a curb

• 9' when adjacent to a Class II bike facility

• 6' Standard when adjacent to curb

• 5' when adjacent to (9') on-street parking

13' two-way cycletrack (6.5' in each direction)

8.1 TRANSPORTATION SUMMARY

Table 8.1 – Travel Lanes - Streets with Transit

DESIRED LANE WIDTH				
ADJACENT USE TO RIGHT SIDE OF VEHICLE	ADJACENT TO TRAFFIC LANE OPERATING IN OPPOSING DIRECTION	ADJACENT TO TRAFFIC LANE OPERATING IN SAME DIRECTION		
Curb with no parking	12'	12'		
8' parking lane	12'	11'		
Bike lane	11'	11'		





TRANSPORTATION 8.

8.2 STREET CROSS SECTIONS



The street cross-sections shown in Chapter 8 of this document represent are substantially in conformance with the cross-sections represented in the Vesting Tentative Subdivision Map (VTSM). There is always some consideration for minor street section revisions as the design progresses from the Infrastructure Plan to the VTSM to 100% public improvement plans. The final cross sections may change slightly in response to detailed design considerations and input from the DPW Task Force and other City affected Departments. One such cross-section that deviates from the VTSM is Arelious Walker Drive south of Ingerson Avenue, which now includes a pedestrian sidewalk on the western side of the street.

Neighborhood Throughway - 122' to 125' Row P 6'± 6' 12'± TO 1 TRAVEL TRAVEL LANE BUS STOP LANE LANE TURN SCAPE PATH Neighborhood Throughway - 84' Min Row P Aria SIDEWALK TRAVEL TRAVEL TRAVEL TRAVEL SIDEWALK Neighborhood Throughway - 109' Min Row P 32

TRAVEL

SIDEWALK

Interim Condition:

TRAVEL

2-way Travel Long-Term Condition:

1-Way Travel

P



Neighborhood Throughway - 80' Min Row



8.2 STREET CROSS SECTIONS





PARK WIDTH VARIES

8.2 STREET CROSS SECTIONS



Neighborhood Residential - 54' Min Row



Neighborhood Residential - 66' Min Row



Neighborhood Residential - 58' Min Row













P





Neighborhood Residential - 62' Min Row



8.2 STREET CROSS SECTIONS





Parkway - 156' Min Row









8.3 PEDESTRIAN NETWORK

All streets within Major Phase 1 will provide sidewalks between 12' and 17.5' wide, consistent with guidance from the Better Streets Plan. Streets feature short block sizes, bulb-outs and crosswalks at intersections, slow and narrow traffic lanes, street trees, sidewalk plantings, lighting, seating and furnishings, and wayfinding signage. Boulevard Park Streets and Retail Streets provide additional interest and activities for pedestrians, while the park system includes miles of paths for strolling. Pedestrian mews – mid-block breaks with pedestrian only access offer quiet, car-free walks connecting the heart of the neighborhoods and connect with the park system. Off-site street improvements along Gilman Avenue and Harney Way will enhance pedestrian mobility throughout the Bayview neighborhood.

Figure 8.3 – Pedestrian Circulation





8.4 BICYCLE NETWORK

At the heart of Major Phase 1 CP is the construction of the first segment of a new two-way cycletrack along Harney Way through the Wedge Park, where cyclists can connect to the new retail center. The cycletrack will eventually connect to the San Francisco Bay Trail/Blue Greenway and to recreational paths on the Project site.

Bikeways are typically classified as Class I, Class II, or Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by cyclists or pedestrians. Class II bikeways are bike lanes striped with the paved areas of roadways and established for the preferential use of bicycles, while Class III bikeways are signed bike routes that allow bicycles to share travel lanes with vehicles.

Class II bicycle lanes will be provided around the central park in the Alice Griffith neighborhood and along Earl Street. Ingerson Avenue and Arelious Walker Drive will each be designated as Class III bicycle routes within the project site. Additionally, Gilman Avenue, from Arelious Walker to Third Street will be designated and designed as a Class III bicycle route in the City's bicycle network with appropriate signage and pavement markings (sharrows).

The proposed bicycle network is illustrated in Figure 8.4.







8.5 PUBLIC TRANSIT

Ultimately, the 29-Sunset, which currently terminates near Gilman and Arelious Walker, will serve Candlestick Point via Gilman Avenue, Earl Street, Ingerson Avenue, and West Harney Way, as shown in Figure 8.5. The infrastructure provided as part of Major Phase 1 CP accommodates this extension to the retail center with an interim route along Ingerson Avenue temporarily using a one-block portion of the mid-block break to turn around. The temporary extension of the 56 Rutland would use Harney Way and would turn around along the same temporary route as the 29. The temporary extension of the 56 Rutland will be eliminated when the BRT route begins operation.

Major Phase 1 CP will include construction of the first portion of the infrastructure for the BRT, including Harney Way and West Harney Way. Although the BRT will not begin operation during Major Phase 1 CP, shorter-haul shuttles and the temporary extension of the 56 Rutland MUNI Route may provide a connection between the retail site and regional transit such as BART and Caltrain.

Figure 8.6 – MUNI Route 29 and Route 56 Interim Routes



Figure 8.5 – Final Transit Routes



8.6 **ON-STREET PARKING**

The parking program is designed to reduce the usage of private automobiles through pricing, supply, new technologies, and effective monitoring programs. All on- and off-street parking will be paid parking. Most residential parking will be located in structures embedded within the buildings. Parking for the regional retail will be located in a large underground structure with an above-grade portion at Arelious Walker Drive. The exposed portion of the structure will be wrapped to conceal the garage.

Additional convenience parking for retail is located on many streets adjacent to shops and services.

Table 8.2 – Estimated On-street Parking & ADA Parking

NEIGHBORHOOD	ESTIMATED # SPACES	# ADA SPACES	# LOADING ZONE
Alice Griffith	94	4	0
CP Center	161	15	3
Total	255	19	3

Figure 8.7 – On-street Parking



LEGEND



Major Phase 1 CP Boundary

*Note: Number of spaces is an estimate. Likely to be reduced as block access and stormwater features are designed.
8. TRANSPORTATION

8.7 OFF-STREET PARKING & LOADING

Off-street Parking

Intent

Off-street parking in shared structures should be provided for all land uses in convenient locations that are visually concealed from view of the street by active users.

Standards

Numbers / Ratio – The maximum amount of off-street parking by use is described below. For residential parking, the maximum represents a cumulative total number of spaces equal to one space per unit. In the event some residential buildings provide for less than one space per unit, these unallocated spaces may be re-allocated to other residential buildings. But in no event shall the residential parking ratio exceed 1:1 at any given time. Reallocation of any unused parking spaces shall be identified during the Design Review and Document Approval Procedure submission by sponsor.

Table 8.3 – Maximum Off-Street Parking¹

USE	MAXIMUM
Residential	1 space/unit
Regional Retail	2.7 spaces / 1000 sq ft
Office	1 space / 1000 sq ft
Neighborhood Retail	1 space/1000 sq ft
Community Uses	1 space/2000 sq ft
Hotel	0.25 space/guest room
Performance Venue	1 space/15 seats
Cinema Parking	Where the number of cinema seats exceeds 50, one space for each eight seats up to 1,000 seats, plus one space for each 10 seats in excess of 1,000
Grocery Store	2.7 spaces / 1000 sq ft

¹269 on-street parking spaces were lost in Sub-Phases CP-02-03-04 due to constraints such as driveways, fire hydrants, ADA design standards, etc. To make up for lost on-street parking, these spaces will be added to the parking garage below CP-02. The Developer collaborated with OCII and SF Planning to develop this approach.

Bicycles – Bicycles shall be located in a secured and convenient location that is near the garage entrance and does not conflict with autos. The standards for bicycle parking by use are listed in Table 8.4 and Table 8.5.

Table 8.4 - Bicycle Parking Spaces for Residential Uses

RESIDENTIAL USE	MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED			
	For projects up to 50 dwelling units: 1 Class 1 space for every 2 dwelling units.			
Dwelling units in all Districts	For projects over 50 dwelling units: 25 Class 1 spaces, plus 1 Class 1 space for every 4 additional dwelling units over 50.			
Group Housing	1 Class 1 space for every 3 bedrooms			
Dwelling units dedicated to senior citizens or physically disabled persons	None required			

Table 8.5 – Bicycle Parking Spaces for Commercial Uses

COMMERCI

New commercial buildings whose p use consists of me or other profession services, general k offices, financial so business and trade and developmen manufacturing.

New commercial whose primary use consists of retail, e and drinking, or po services.

New commercial whose primary use of parking spaces or other fee to the pubic, and facilitie offer automobile p space solely to but tenants, or a com of both.

AL USE	MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED
primary	Where the gross square footage of the floor area exceeds 10,000 sq ft but is no greater than 20,000 ft, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
edical nal business ervices, e schools,	Where the gross square footage of the floor area exceeds 20,000 sq ft but is no greater than 50,000 feet, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.
it or	Where the gross square footage of the floor exceeds 50,000 sq ft, 12 bicycle spaces are required of at which at least 4 must be Class 1 spaces.
	Where the gross square footage of the floor area exceeds 25,000 sq ft but is no greater than 50,000 ft, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
buildings e eating ersonal	Where the gross square footage of the floor area exceeds 50,000 sq ft but is no greater than 100,000 ft, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.
	Where the gross square footage of the floor exceeds 100,000 sq ft, 12 bicycle spaces are required of at which at least 4 must be Class 1 spaces.
buildings e consists	Every garage shall supply a minimum of 6 bicycle spaces regardless of the number of automobile spaces
s for rent e general es which	Where the number of automobile spaces is between 120 and 500, 1 bicycle space shall be provided for every 20 auto spaces
parking Jilding Ibination	Where the number of auto spaces is more than 500, 25 bicycle spaces shall be provided plus 1 additional space for every 40 auto spaces over 500 spaces, up to a maximum of 50 bicycle spaces

8. TRANSPORTATION

8.7 OFF-STREET PARKING & LOADING

Car-sharing – Local car-share organizations will have access to both on-street and off-street parking in order to provide car-share vehicles throughout the Project site. Car-share services are intended to reduce the overall parking demand by reducing the need for private vehicle ownership. Car-share vehicles are owned and maintained by the car-share service; members access vehicles when needed, paying based on how much they drive.

If it is demonstrated to the satisfaction of the Agency that no certified carshare organization can make use of the dedicated car-share parking spaces, the spaces may be occupied by non-car share vehicles; provided, however, that upon (90) days of advance written notice to the property owner from a certified car-sharing organization, the property owner shall terminate any non-car-sharing leases for leases for such spaces and shall make the spaces available to the car-share organization for its use of such space.

• **Required Car-share Spaces** – For new buildings, car-share spaces shall be provided as follows:

Table 8.6 - Required Car-share/Residential

RESIDENTIAL UNITS	REQUIRED CAR-SHARE PARKING SPACES			
0 - 49	0			
50 - 200	1			
201 or more	2, plus 1 for every 200 additional dwelling units over 200			

Table 8.7 - Required Car-share / Non-residential

PROVIDED NON-RESIDENTIAL PARKING SPACES	REQUIRED CAR-SHARE PARKING SPACES
0 - 24	0
25 - 49	1
50 or more	1, plus 1 for every 50 additional parking spaces over 50

• Location – Required car-share vehicle spaces shall be located within 800 ft of the building site. Spaces may be located on-street or off-street at the discretion of the Executive Director.

Unbundled Residential Parking – With the exception of stand-alone affordable housing developments, in all residential developments with more than 10 units, excluding individually parked townhomes, shall be unbundled and sold or leased separately from units. Unbundling parking makes the cost of parking visible to households, and may encourage some residents to save money by opting for a single off-street space or no dedicated parking.

Off-street Loading

The service component of buildings should be shielded from view of primary public areas such as significant streets and parks.

Standards

Off-street Loading Areas – Off-street loading spaces are not required for residential and retail uses. If off-street loading spaces are supplied, they shall be a minimum length of 35 ft, minimum width of 12 ft, and minimum height of 14 ft and they shall not exceed 59 spaces for the entire Candlestick project. Where off-street loading spaces are not supplied, on-street curb management practices must be utilized, meaning there shall be no disruption to transit operations or auto traffic at peak travel times or on critical routes.

Location – Loading areas and utility meters shall be located on mid-block breaks where possible. Where there is no mid-block break, locate loading and meters on the short dimension of the block.

Curb Cuts – The maximum width of a curb cut shall be 24 ft. This may be increased to a maximum of 27 ft where:

- access to off-street parking and loading is shared; or
- the extra width is needed to accommodate the fleet of emergency services or utility providers.

Curb cuts shall be a minimum of 30 ft from the end of a street corner radius.

Screening – Loading areas, trash storage and mechanical equipment and meters shall be enclosed within structures and hidden from view of the public realm.

Guidelines

Shared Entrances – Shared loading and parking entrances are encouraged.



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APPROVED - RESOLUTION NO. 1-2014 - JANUARY 7, 2014 - UPDATED: MARCH 8, 2016 MAJOR PHASE 1 CP APPLICATION

- 9.1 STORM WATER TREATMENT
- 9.2 STORM DRAIN
- 9.3 SANITARY SEWER
- 9.4 LOW PRESSURE WATER
- 9.5 AUXILIARY WATER SUPPLY
- 9.6 RECYCLED WATER
- 9.7 JOINT TRENCH
- 9.8 EXISTING CONDITIONS GEOLOGY AND SOILS



UTILITIES 9.

STORM WATER TREATMENT 9.1

Storm water treatment systems are intended to limit disruption and pollution of natural water flows by managing storm water runoff. Best Management Practices (BMPs) are techniques for more sustainably treating storm water from roofs and hardscaped areas. BMPs include employing bioretention and biofiltration techniques to cleanse storm water of pollutants and reduce harmful runoff into downstream water sources. BMPs will be implemented on private development parcels, in the right-of-way of public streets or in parks and open space.

Private Development Parcels

Storm water runoff from development parcels shall be treated before draining to the storm water system. Specific designs will be developed on a case-by-case basis for each parcel, and all treatment shall be accomplished using BMPs as prescribed in the San Francisco Public Utilities Commission's San Francisco Stormwater Design Guidelines. Treatment options may include vegetated roofs, cisterns to harvest rainwater for reuse, bioretention, constructed wetlands, and detention ponds.

Parks and Open Space

Around their perimeter, many parks and open spaces will have flow-through planters, which are described below. The broad landscaped areas of parks may also include the implementation of other BMPs, including rain gardens and bioswales. BMPs within the parks will be maintained through a Community Finance District (CFD).

- Rain Gardens Rain gardens are shallow landscape areas that can collect, slow, filter, and absorb large volumes of water, delaying discharge into the watershed system and providing water quality treatment. They are similar to flow-through planters but with soil, not concrete, sidewalls. This technique is generally less expensive, but can only be used in areas which are set-back a sufficient distance from the roadway and building foundations.
- Bioswales Bioswales are shallow landscaped areas designed to capture, convey, and potentially infiltrate storm water runoff as it moves downstream. They are primarily used to convey stormwater runoff on the land's surface while also providing water quality treatment. As water flows through a vegetated swale, it is slowed by the interaction with plants and soil, allowing sediments and associated pollutants to settle out. Some water soaks into the soil and is taken up by plants, and some may infiltrate further if native soils are well drained. The remaining water that continues to flow downstream travels more slowly than it would through pipes in a traditional stormwater conveyance system.



Storm water runoff from City rights-of-way will be treated using BMP measures that may include flow-through planters, semi-structured bioretention within medians, rain gardens and bioswales. BMP facilities in the public right-of-way will be maintained by the City.

- and building frontage zones.

Approximate percentage of frontage required for these biofiltration facilities is shown on the following page. Final percentages will be determined with the final design of streets for each Sub-Phase.



Infiltrated boardwalk



Roadside biofiltration



Water conveyance



Vegetated swale

• Flow-Through Planters – The majority of the storm water runoff in Candlestick Point will be treated using flow-through planters within sidewalk furnishing zones. The flow-through planters will typically be designed with concrete sidewalls, bioretention planting within amended soils to provide water quality treatment, and either open bottoms to allow for infiltration, or closed bottoms with underdrains, depending on the location and the quality of the underlying native soils. The flowthrough planters will have slightly different design elements depending on adjacent parking or travel lane conditions.

Median Bioretention – Within the medians, similar bioretention facilities can be created. These areas will have linear concrete sidewalls to maintain necessary separation between the bioretention areas and the roadway subgrade. However, these areas will not need to have concrete sidewalls on all four edges, allowing for a less expensive and more flexible design. These can also be used to differentiate character between neighborhoods and allow for more pedestrian space within the sidewalk

 Centralized Treatment for Commercial Streets – Extensive biofiltration facilities are not desirable along Commercial Streets because of their high volumes of pedestrian traffic and role as active gathering places. If necessary, flow-through planters may be included on Commercial Streets. However, the preferred method of treating stormwater from Commercial Streets will be to treat it in a centralized facility or with soil cells.

• Soil Cells – Along the retail portion of Harney Way and Ingerson Avenue, stormwater runoff will be treated in soil cells beneath the sidewalk paving. The soil cell is a modular system that supports suspended paving while providing a volume of un-compacted planting soil beneath the sidewalk. One advantage it offers is that it allows more street trees than a flow through planter system, while also providing additional paved space in furnishing zones for uses such as sidewalk dining.

9.1 STORM WATER TREATMENT



Figure 9.1 - Approximate Percent of Linear Street Frontage Required for Biofiltration Facilities

LEGEND

Approximate percent of linear street frontage required for biofiltration facilities

50-59%
40-49%
30-39%
20-29%
10-19%
Soil Cell System
Centralized Treatment Site
Stormwater runoff from commercial streets will be piped to centralized bioretention facility.
Final percentages will be determined with the final designs of the streets.

9.2 STORM DRAIN

The proposed storm drain mains will be located in the street right-of-way. The majority of storm water runoff within the Project area currently flows to the existing combined sewer system. The new sanitary sewer and storm drain collection systems will be separated, and ultimately no storm water from new development will be discharged to the existing combined sewer. The separated storm drain system will convey storm water runoff to outfalls that discharge to San Francisco Bay. The proposed outfalls will be constructed in Major Phases 2, 3, and 4.

In the interim, storm water from new development will be directed to the existing combined sewer that handles sewer and storm water flows. The total combined peak discharge to the existing combined sewer will not increase. An analysis showing that the temporary storm drain connections will not increase flows to the existing combined sewer system will be submitted to the City for review and approval with each Sub-Phase application. These analyses will be submitted to the City until the storm drain system is separated from the existing combined sewer.

Sanitary sewer flows will increase due to the new development. The increased sewer flow to the existing combined sewer will be offset by decreasing storm water flowing to the existing combined sewer. This will be accomplished by redirecting some storm water runoff that currently discharges to the existing combined sewer to two existing storm drain outfalls to the south, by converting existing impervious areas which generate flows to the existing combined sewer to pervious areas, and/or by providing temporary storm water detention facilities.

Where storm water is redirected to the two existing storm drain outfalls, the peak storm water discharge will not increase. The increase in drainage area that will lead to an increase in storm water discharge will be offset by converting existing impervious areas to pervious areas and/or by providing temporary storm water detention facilities.

The Sub-Phase CP-01 storm drain system will temporarily connect directly to the existing combined sewer in Arelious Walker.

Storm drain systems for Sub-Phases CP-02, CP-03, and CP-04 will discharge and flow across the existing Candlestick Park parking lot to the existing storm drain outfall to the south, subject to SFPUC review.

The Sub-Phase CP-05 storm drain system will connect to the Sub-Phase CP-01 storm drain system and temporarily flow to the existing combined sewer in Arelious Walker.

When the permanent outfalls are constructed in the later phases, this temporary connection will be removed so that all stormwater from the proposed development is directed to the new outfalls.

Permanent stormwater treatment facilities will be installed in each Sub-Phase. Stormwater treatment requirements will be met in each Sub-Phase, including during the temporary storm connection to the existing combined sewer.

9.2 STORM DRAIN







9.3 SANITARY SEWER

Sanitary sewer mains will be located in the street right-of-way.

Sanitary Sewer (SS) mains in CP-01 will flow directly to the existing combined sewer facility at Arelious Walker. SS mains in CP-02, CP-03, and CP-04 will flow to the pump station located at the intersection of West Harney Way and Ingerson Avenue. The flow will then be conveyed via force main and discharge to a manhole in Arelious Walker between Gilman Avenue and Ingerson Avenue. The sanitary sewer will then be conveyed via a gravity pipe to the existing combined sewer. SS mains in CP-05 will flow to a lift station at the intersection of G Street and Fitzgerald Avenue and will be lifted to flow to the existing combined sewer in Arelious Walker.

Sanitary sewer mains are not planned in Arelious Walker between Ingerson Avenue and Jamestown Avenue because sanitary sewer flows generated by the CP retail development are expected to be served primarily by sanitary sewer mains either in Ingerson Avenue or Harney Way/West Harney Way.

Sanitary sewer mains are not planned in Jamestown Avenue because the Project does not include any developments along Jamestown Avenue.

The existing combined sewer in Griffith Street and Fitzgerald Avenue east of Griffith Street will be relocated to Gilman Avenue, between Griffith Street and Arelious Walker. The relocated combined sewer will be a 54-inch diameter pipe to provide the same storage volume as the existing combined sewer.

An existing 24-inch combined sewer in Gilman Avenue, between Giants Drive and Arelious Walker, will be relocated. The relocated 24-inch combined sewer main will connect the existing combined sewer in Giants Drive to the relocated 54-inch combined sewer in Gilman Avenue.

The remaining existing on-site combined sewer will be demolished in phases consistent with the Project phasing.

Figure 9.3 – Separated Sanitary System



9.4 LOW PRESSURE WATER

The City's low pressure water system (LPW) is the primary supply for domestic and fire suppression purposes.

Except for the existing 12-inch water main in Jamestown Avenue, the existing water mains within Sub-Phases CP-01 through CP-05 will be demolished. The existing 12-inch water main in Jamestown Avenue will be rerouted to match the new Jamestown Avenue street alignment.

Low pressure water mains will be located in the street rights-of-way.

New water mains along Gilman Avenue, Carroll Avenue, Arelious Walker, Ingerson Avenue, West Harney Way, and Harney Way will be constructed to support the development of Major Phase 1 CP. Temporary connections to existing facilities within the remaining Alice Griffith neighborhood will be provided.

The project LPW system will connect to the existing City LPW as follows:

- Connect to the existing 12-inch main in Harney Way.
- Connect to the existing 8-inch main in Jamestown Avenue.
- Connect to the existing 16-inch main in Ingerson Avenue at the Ingerson Avenue and Giants Drive intersection.
- Connect to the existing 8-inch water main in Gilman Avenue at the intersection of H Street and Gilman Avenue.
- Connect to the existing 16-inch and 8-inch mains near the intersection of Gilman Avenue and Arelious Walker Street.
- Connect to the existing 8-inch main in Carroll Ave at the Carroll Avenue and Hawes Street intersection
- Temporarily connect to the existing water main in Alice Griffith near the intersection of Egbert Avenue and G Street.



LEGEND W Existing Low Pressure Water Proposed Low Pressure Water

Connection Point

Major Phase 1 CP Boundary

Figure 9.4 – Low Pressure Water

9.5 AUXILIARY WATER SUPPLY

In addition to the LPW system, the City operates the Auxiliary Water Supply System (AWSS), which provides high pressure water for fire protection.

For Major Phase 1 CP, AWSS lines will be constructed in Carroll Avenue, Arelious Walker Drive, Earl Street, Ingerson Avenue, Harney Way, and West Harney Way.

The proposed off-site AWSS line on Carroll Avenue between Ingalls Street and Hawes Street will be installed by the City.

Figure 9.5 – Auxiliary Water Supply





9.6 RECYCLED WATER

The City's recycled water (RCW) system will be used primarily for irrigation and toilet flushing.

RCW mains will be located in street rights-of-way, with two exceptions: RCW mains will cross through Alice Griffith Park at G Street and H Street.

The City currently does not have an RCW system to supply the Project with recycled water.

The RCW will be served from interim cross-connections to the LPW system until an independent RCW supply is developed by the City. A double check detector assembly will be installed at each cross-connection to prevent backflow from the RCW to the LPW.

The RCW system will connect to the LPW system as follows:

- Temporarily connect to the proposed 16-inch main in Arelious Walker, between realigned Jamestown Avenue and Harney Way
- Temporarily connect to the existing 8-inch main in Jamestown Avenue
- Temporarily connect to the proposed 12-inch main in Carroll Avenue at the boundary of Sub-Phase CP-01
- Temporarily connect to the proposed 12-inch main in Arelious Walker at approximately the Gilman Avenue and Arelious Walker intersection

Figure 9.6 – Recycled Water





UTILITIES 9.

9.7 JOINT TRENCH

A joint utility trench system will include the following dry utilities: electric, gas, Figure 9.7 - Joint Trench telephone, cable TV and any ancillary communication facilities required by the San Francisco Public Utilities Commission (SFPUC).

Joint utilities shall be placed in a common trench located in the franchised area, under the sidewalk for mechanical protection. They will be installed in such a way as to maintain the City's standard clearances from wet utilities and improvements. Vaults, boxes, manholes and enclosures housing equipment will be installed in the franchised area as well; their locations will be coordinated with wet utilities, other civil and architectural improvements and street lights.

Figure 9.7 illustrates the general location of proposed joint trench facilities, an overhead line relocation on Harney Way, and joint utility source locations. The utility systems in the joint trench are described briefly below.

Electric facilities provided by either PG&E or SFPUC will include conduits, boxes, vaults, cables and devices such as switches, transformers, capacitor banks, and meters. The electric distribution system will consist of 600 and 200 amp 12kV underground primary distribution circuits throughout the project; transformers placed in strategic areas will supply residential, commercial and support facilities with secondary voltages below 600V.

The majority of equipment within the urban footprint will be subsurface. Some subsurface transformers may not be allowed due to water table or corrosive characteristics of the soil. This is to be determined by the electric utility on a case by case basis. Transformers supplying energy to residential and commercial customers may be located either in the franchised area, or on private property where adequate operating space and access is provided. Some pad mounted equipment will be necessary. This equipment will be placed on the periphery wherever possible to minimize negative impacts on aesthetics within the urban plan.

All utilities on Harney Way between Executive Park Blvd. and Arelious Walker Drive will be undergrounded shown as the Proposed Joint Trench on Figure 9.7.

Gas facilities provided by PG&E will consist of steel or plastic gas pipe, fittings, appurtenances and metering equipment.

Telephone facilities provided by AT&T and cable TV facilities will consist of conduits, boxes, vaults and amplifiers to facilitate the installation and operation of copper and fiber optic cables as proposed by communication providers.

Street lighting systems will consist of steel conduits, boxes, wiring and lighting units. A lighting unit will consist of a foundation, pole, mast arm, luminaire(s) and photocell. The street lighting system will utilize LED type lighting and provide photometric and lighting characteristics that are compliant with San Francisco Department of Public Works Standard Plans and Specifications.



9.8 EXISTING CONDITIONS - GEOLOGY AND SOILS

The development of Major Phase 1 CP is feasible from a geotechnical perspective. The project site features relatively dissimilar geotechnical conditions, which are considered and addressed in the design of the planned development. The geotechnical conditions for Major Phase 1 CP are summarized in this section and detailed in a geotechnical report for Major Phase 1 CP, which is included in Appendix A.

The historic predevelopment shoreline follows the southern and eastern edges of the Candlestick Point Center (CP Center) and Alice Griffith (AG) Redevelopment portions of the site. To the north of the historic shoreline, the site is predominated by shallow bedrock that is weathered near the existing ground surface and increases in strength with depth. To the south and east of the shoreline (towards the Bay), the site is underlain by fill over soft, compressible Bay deposits (Young Bay Mud). The fill is up to 40 feet thick at the CP Center site and 50 feet thick at AG. The Young Bay Mud is generally between 10 and 15 feet thick, however, the Young Bay Mud is as thick as 50 feet in a limited portion of the CP Center site near the future intersection of Harney Way and Ingerson Avenue. The depth to bedrock to the bayside of the historic shoreline increases with distance from the shoreline. These two conditions (inland and bayward of the historic shoreline) provide dissimilar geotechnical constraints that will be addressed as follows:

- Shallow bedrock in the area of the CP Center site within the footprint
 of the existing Candlestick Park and near Cameron Way, the shallow
 bedrock will present constraints relative to excavatibility. These constraints
 will be mitigated through use of larger grading equipment and additional
 time and effort to excavate. The grading contractor will also process
 oversized material to reuse rock in areas of fill and reduce material offhaul.
- Fill to the bay side of the historic shoreline, considerable amounts of fill is present. This fill is non-engineered and subject to liquefaction. The fill also contains considerable amounts of oversized material. Where feasible, fill conditions will be mitigated by removal and re-compacting or in-situ densification. Excavations into the fill will likely encounter groundwater requiring dewatering and treatment of the water removed prior to discharge.
- Young Bay Mud Young Bay Mud settles under new loads from fill placement and building construction. Where feasible, we will mitigate this settlement with surcharging to pre-settle the soil or using lightweight fill to compensate for new fill without increasing the weight. Buildings over Young Bay Mud at AG will likely be founded on deep foundations, such as driven piles. Excavations into the Young Bay Mud will need to be laid back at milder slopes than typical or shored due to soft soil conditions.

Bedrock in the area of the project may contain naturally occurring asbestos. Some fill was constructed out of material derived from the nearby bedrock. Cuts into the existing bedrock and earthwork in the fill may encounter naturally occurring asbestos and a dust mitigation plan may be required to control airborne particles. These constraints will be mitigated by implementation of Asbestos Control and Dust Control Plans during grading, as appropriate.



Figure 9.8 – Existing Conditions - Geology and Soils

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- 10.1 EXISTING OWNERSHIP
- 10.2 PROPOSED SUBDIVISION MAPPING PROCESS

10.3 PUBLIC TRUST LANDS & CANDLESTICK POINT STATE RECREATION AREA AGREEMENTS

EXISTING OWNERSHIP 10.1

City Land

Major Phase 1 CP is comprised primarily of land currently owned by the City and County of San Francisco and the Developer. The southern section of Major Phase 1 CP was once occupied by the Candlestick Park stadium. The stadium has been demolished, and all that remains are old stadium parking lots and roadways. The majority of the old stadium site is owned by the Developer. Some portions of the old stadium site - namely portions of future Ingerson Avenue, West Harney Way, and Harney Way - are owned by OCII. OCII also owns portions of Jamestown Avenue and the Bayview Hillside Open Space across from the portion of the old stadium site and abutting Jamestown Avenue. The northern section of Major Phase 1 CP contains Alice Griffith public housing. In this portion of Major Phase 1 CP, certain blocks and future street areas have been subdivided, with Alice Griffith replacement blocks retained by the City (through the San Francisco Housing Authority) and certain street and future park areas owned by OCII.

State Land

The Candlestick Point State Recreation Area is owned by the State of California.

Private Land

Major Phase 1 CP includes a small sliver of privately owned land along the current right-of-way of Harney Way between Jamestown Avenue and Alana Way, adjacent to the Executive Park development. OCII intends to acquire the land in order to realize planned roadway improvements along Harney Way.

Auction Lots

Section 17.2 of the DDA requires that at least twenty five percent of the Residential Lots, excluding Agency Lots, Alice Griffith Lots and Community Building Lots, in each Major Phase that contains Residential Projects shall be offered for sale by an auction or other competitive process approved by the Developer and OCII. The proposed location of the Auction Lots is to be identified in the Major Phase Application. However, it is subject to change in the Sub-Phase Applications.

Given that the Residential Lots contained within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or the mixed-use development of the Candlestick Point regional retail center, it is the Applicant's request that these Residential Lots be excluded from the

Figure 10.1 – Existing Ownership

pool of Auction Lots for this Major Phase Application. This will require future phases to include a higher portion of Auction Lots to achieve the Projectwide percentage of 25% at build-out.

Community Builder Lots

Section 5.1 of the Community Benefits Plan requires that, during the build out of the Project, 500 units (not including Agency Affordable Units) will be made available for development by or with the assistance of Community Builders. The "Community Builder Units", provided across a spectrum of affordability levels, will be distributed throughout the Project Site on "Community Builder Lots". Community Builder Lots are to be identified in Major Phase Applications and approved by OCII in the Major Phase Approval.

Given that the residential units proposed within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or the mixed-use development of the Candlestick Point regional retail center, it is the Applicant's request that these residential units be excluded from the pool of Community Builder Units for this Major Phase Application. This will require future phases of the Project to include a higher portion of Community Builder Lots to achieve the Project-wide goal of 500 units.

PROPOSED SUBDIVISION MAPPING PROCESS 10.2

Concurrent with the review and approval of this Major Phase Application, the Developer will submit an application to the City's Bureau of Street-Use and Mapping for the approval of Transfer Maps and Subdivision Maps for the Project. The following outlines the general mapping strategy for the Project, but the sequence and process is subject to further refinement based on discussions with City and OCII staff.

All Tentative Maps shown in this application are for informational purposes only. These maps are preliminary drafts and are subject to review by the City for compliance with the requirements of the Subdivision Map Act or applicable local regulations controlling the subdivision of land. Reviewers are cautioned to reference the separate Applications for Final Maps being submitted concurrently to the Department of Public Works.

Transfer Maps

Tentative Transfer Map: The Tentative Transfer Map (Figure 10.2) shows the layout of large parcels to be conveyed from OCII to the Developer pursuant to the DDA.

Phased Final Transfer Maps: The Phased Final Transfer Maps, when recorded, will legally establish these large parcels for purposes of conveying the parcels from OCII to the Developer. These maps do not confer any specific development rights; they are for conveyancing or financing purposes only.

Subdivision Maps

Vesting Tentative Subdivision Map - Candlestick Point: The Vesting Tentative Subdivision Map vests the Developer's rights with respect to the Candlestick Point portion of the CP/HPS Phase 2 Project. The Developer will request those discretionary extensions to the life of this Vesting Tentative Subdivision Map allowed by the Map Act and contemplated by the Interagency Cooperation Aareement. The Developer will also use Phased Final Subdivision Maps to further extend the life of this Vesting Tentative Subdivision Map as permitted under the Map Act and the CP/HPS Subdivision Code.

The Vesting Tentative Subdivision Map includes the general configuration (in some instances conceptually) for vertical development parcels within Candlestick Point. Its approval includes any conditions of approval that must be satisfied before the final phased subdivision of certain vertical development parcels and/or development on these parcels can occur.

Phased Final Subdivision Maps: The Phased Final Subdivision Map, when recorded, will legally establish the development parcels within each Sub-Phase of the project that have been shown on the Vesting Tentative Subdivision Map and will allow for the sale, lease, or finance – and ultimate development – of these parcels. This map will also depict required dedications and infrastructure improvements.

Alice Griffith

Tentative Subdivision Map for Alice Griffith: This map shows the layout of development parcels within Sub-Phase CP-01 – the first phase of the Alice

Griffith project (see Figure 10.3). Its approval will include any conditions of approval that must be satisfied before the final subdivision and development of these parcels can occur.

Final Subdivision Map for Alice Griffith: This map, when recorded, will legally establish the development parcels within Alice Griffith that have been shown on the Alice Griffith Tentative Subdivision Map and will allow for the sale, lease, or finance – and ultimate development – of the parcels within Alice Griffith. This map will also depict required dedications and infrastructure improvements.

Approximate Lot Sizes

Table 10.1 details the approximate lot sizes for Major Phase 1 CP. These numbers are estimates, and will be refined as the mapping process proceeds.

Table 10.1 – Approximate Lot Sizes

Sub-Phase	Lot	Approximate Size (SF)
CP-01	See Final Map	n/a
	Regional Retail	635,000
	FAC	42,000
	Office	134,500
	Performance Venue	33,000
CP-UZ	Hotel	150,000
	Parking	1,075,000
	Apartments Total (5 lots)	350,000
	Residential Tower	250,000
	CPN 1a	OCII
	CPN 2a Retail	35,000
	CPN 2a Residential	100,000
CP-03	CPN 10a Retail	15,000
	CPN 10a Residential	OCII
	CPN 11a Retail	15,000
	CPN 11a Residential	450,000
	CPS 6a Retail	15,000
	CPS 6a Residential	100,000
	CPS 8a Retail	10,000
	CPS 8a Residential	100,000
CP-04	CPS 9a Retail	30,000
	CPS 9a Residential	100,000
	CPS 11a Retail	10,000
	CPS 11a Residential	OCII
CP-05	TBD	n/a

PROPOSED SUBDIVISION MAPPING PROCESS 10.2

Figure 10.2 – Candlestick Point Tentative Transfer Map - For Illustrative Purposes Only

PROPOSED SUBDIVISION MAPPING PROCESS 10.2

Figure 10.3 – Sub-Phase CP-01 Final Map

	LENGTH							
	61.67	(4)(N72'54'23")	E 61.63')(3)				
	80.01	(3)		LINE	TABLE	-	11	1
i	27.50	1	NO	BEAR	NG	LENG	TH	1
1	7,50'		L14	N5318	15"W	22.9	13'	1
	30.53'	(3)	L15	N36'42	02"E	139.	95'	
	100.01'	(3)	L16	N5316	15"W	17.9	6'	
1	0.32	(3)(4)(7)	L17	N01'48'	32"W	35.9	97'	1
1	59.52	(3)(4)	L18	N01'48	32"W	108.	27'	(108.
í	68.31'	(3)(4)(7)	L19	N01'48'	32"W	72.3	50'	
ŝ	24.00	(3)(4)(7)	L20	N35'41'	45°E	133.	37'	
Ň	22.91		L21	N36'41'	45"E	194.	12'	
1	22.92	1	-			Di F		_
2	56.00'	1	1.00	CU	AVE 1	ABLE	-	-
1		1	NO	RADIUS	DE	LTA	LE	NGTH
			C1	50.00'	90.0	0'17"	.7	8,54

NOTES

LINE TABLE

BEARING

- ALL DISTANCES ON THIS MAP ARE GROUND DISTANCES.
- ALL DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF. THE PROPOSED ASSESSOR PARCEL NUMBERS ARE FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE RELIED UPON FOR ANY OTHER PURPOSE
- SEE SHEET 5 FOR LEGEND. PORTION OF DN 2014-J915946, NOT A PART OF THIS MAP, WILL BE INCORPORATED IN FUTURE PHASES OF DEVELOPMENT.
- SUBJECT TO AN EASEMENT IN FAVOR OF COMCAST OF CALIFORNIA III, INC. PER 2013-J578235. THE EXACT LOCATION OF WHICH IS NOT DEFINED OF RECORD.
- SEE SHEET 3 FOR BASIS OF BEARINGS. THIS SUBDIVISION IS A PORTION OF TIDELAND BLOCKS 512, 513, 533, 536, 808, AND 828. BEING ALL THAT PORTION OF EGBERT AVENUE NOT PREVIOUSLY VACATED AS SHOWN ON THAT MAP ON FILE WITH THE CITY AND COUNTY SURVEYOR TITLED SUR-3361 AND DATED JUNE 5, 1961 AND LYING BETWEEN EGBERT AVENUE AND FITCH STREET (NOW ARELIOUS WALKER DRIVE): AND AS DESCRIBED BY MEASUREMENTS CONSISTENT WITH THAT RECORD OF SURVEY NO. 7753 FILED IN BOOK EE OF SURVEY MAPS AT PAGES 232 TO 248 IN THE
- OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAM FRANCISCO. BASED ON INFORMATION SHOWN ON SUR 3361 AND IN DN 1960-J38136, IT HAS BEEN 10. DETERMINED THAT THE EXCESS AND OVERAGE IN DISTANCES HAS HISTORICALLY BEEN APPLIED TO THE STREET WIDTHS BETWEEN CARROLL AVENUE AND GILMAN AVENUE WHILE PRESERVING THE 200 FOOT BLOCK WIDTHS

FINAL MAP NO. 8369 CANDLESTICK POINT ALICE-GRIFFITH PHASE CP-01

CONSISTING OF 7 SHEETS BEING A SUBDIVISION OF ALL OF PARCEL B AND A PORTION OF PARCEL A OF PARCEL MAP 5217, FILED IN BOOK 48 OF PARCEL MAPS, AT PAGE 1, SAN FRANCISCO COUNTY RECORDS, AND ALL OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCUMENT NO. 2014-J915944, AND A PORTION OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCUMENT NO. 2014-J915946, SAN FRANCISCO COUNTY RECORDS. AND A PORTION OF EGBERT AVENUE

PROPOSED SUBDIVISION MAPPING PROCESS 10.2

Figure 10.4 – Candlestick Point Tentative Subdivision Map - For Illustrative Purposes Only

PUBLIC TRUST LANDS & CANDLESTICK POINT STATE RECREATION AREA AGREEMENTS 10.3

The Candlestick Point State Recreation Area Reconfiguration, Improvement and Transfer Agreement ("Parks Agreement") and the Hunters Point Shipyard/ Candlestick Point Title Settlement, Public Trust Exchange and Boundary Line Agreement ("Trust Exchange Agreement") are agreements among OCII (formerly the SF Redevelopment Agency), the City, the Port of San Francisco, the State Lands Commission, and the California Department of Parks and Recreation (State Parks). These Agreements, and their intent, are described in the following sections.

Parks Agreement

The purpose of the Park Agreement is to provide for the reconfiguration and improvement of the Candlestick Point State Recreation Area (CPSRA), and to facilitate the redevelopment of areas surrounding the CPSRA, in accordance with Senate Bill 792 which was approved by the California Legislature and signed by the Governor in 2009.

SB 792 authorized the director of State Parks ("Director") to enter into an agreement for the transfer of certain lands within the CPSRA to OCII in exchange for consideration including lands transferred from OCII to State Parks, funding for operation and maintenance of the CPSRA, and funding for the planning and construction of improvements to be added to the CPSRA, having an aggregate value of at least fifty million dollars (\$50,000,000).

The land transfers take place in phases concurrent with the redevelopment of adjacent lands at Candlestick Point. At each phase, OCII provides a pro rata share of operation and maintenance funds and park improvements, based on the acreage of land received from the State in that phase.

In connection with Sub-Phases CP-02, CP-03 and CP-04, OCII will receive CPSRA lands needed for the widening and improvement of Harney Way. OCII will transfer to the State "Park Addition" lands, as shown in Figure 10.5, which will widen the park along its valuable shoreline.

Trust Exchange Agreement

In addition to the conveyances described in the Park Agreement, transfers under the Trust Exchange Agreement will improve the configuration of lands within Candlestick Point that are subject to the public trust for commerce, navigation and fisheries ("public trust" or "trust"), and lift the trust from the remainder of the Project site.

The trust protects the public's interest in the State's waters, shorelines and filled lands that were formerly underwater, like much of the Project site. Land subject to the trust is reserved for uses consistent with that interest, primarily water-related uses such as recreation or maritime commerce. Prior to the Trust Exchange Agreement, the configuration of trust and non-trust lands within Candlestick Point (and neighboring HPS) was such that these purposes could not be fully realized. A substantial portion of the trust lands were cut off from access to navigable waters, or were paper streets laid out in a grid pattern that was not useful to the trust. Most of these lands were no longer needed or required for the promotion of the public trust, while other lands within the CPHPSII project area adjacent to the waterfront or otherwise of high value to the trust were not subject to the public trust.

To remedy this situation, the Trust Exchange Agreement provides for a series of land exchanges that will place the trust along the entire CP/HPS shoreline and on other lands with high value to the trust, and remove the trust from interior lands that are cut off from the water, thereby removing impediments to their redevelopment. In each exchange, the public entities holding subject lands, chiefly OCII, transfer the property to the State Lands Commission, which then conveys land to its owner - OCII, the City or State Parks - subject to or free of the trust as appropriate. Land that has been freed from the trust is then available for any use, including transfer to the Developer and subsequent redevelopment.

PUBLIC TRUST LANDS & CANDLESTICK POINT STATE RECREATION AREA AGREEMENTS 10.3

Public Trust Lands

Under the public trust doctrine, most tide and submerged lands are sovereign lands that are held on behalf of the people of the state, to be used for public trust purposes. Maritime uses, parks and open space, restaurants and other visitor serving uses, historic preservation, and environmental conservation are examples of trust-consistent uses. Uses that are generally considered inconsistent with the trust include residential, general office, general commercial and local-serving retail. The filling and reclamation of tide and submerged lands generally does not necessarily terminate public trust restrictions.

Much of the land at Candlestick Point and Hunters Point was created by fill. The complicated title history of these filled lands, including several state statutes authorizing sale of certain of the lands to private parties, a statutory grant of trust lands to the City, and the federal government's condemnation of large portions of the Shipyard, have resulted in a complicated pattern of ownership and substantial uncertainty as to the existence and location of the public trust. Most of the trust lands at the site consist of a patchwork of "paper streets", much of which has been cut off from the water and does not correspond with the existing street arid. Meanwhile, a substantial portion of the lands along the shoreline has likely been removed from the trust.

To remedy this situation, in May 2011 the Governor signed the Candlestick Point State Recreation Area Reconfiguration, Improvement and Transfer Agreement (the "Park Agreement") and the Hunters Point Shipyard/ Candlestick Point Title Settlement, Public Trust Exchange and Boundary Line Agreement (the "Trust Agreement"). The ultimate configuration of Trust Lands from these actions is shown on Figure 10.5.

On the same date Candlestick Park property originally acquired from the San Francisco Recreation and Parks Department was transferred from OCII to Developer, OCII and the State Lands Commission completed the associated trust exchange phase pursuant to the Trust Exchange Agreement. Through the trust exchange, the State Lands Commission impressed the public trust upon certain street areas (Ingerson Avenue and Harney Way) as well as certain areas that will become part of CPSRA pursuant to the Park Agreement. Other areas, including the approximately 70 acres transferred to the Developer, were conclusively freed of the public trust.

Figure 10.5 – Public Trust Lands

APPROVED - RESOLUTION NO. 1-2014 - JANUARY 7, 2014 - UPDATED: MARCH 8, 2016 MAJOR PHASE 1 CP APPLICATION

APPENDIX A – MAJOR PHASE 1 CP MITIGATION MONITORING REPORT (MMRP)

Mitigation compliance report with description, and timing of the Mitigation Measures to be completed during Major Phase 1 CP.

						IMPLEMENTAT
EIR / EIS Document	Mitigation Measure II #	Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status Note
AIR QUA	ALITY					
CP-HPS II	MM AQ 02.1	Implement	Emission Control Device Installation on Construction			
		1	Prior to issuance of construction site permit, submit construction document to include reference to use of appropriate Emission Control Technology during construction to meet USEPA Tier 2 standards outfitted with CA ARB Level 3 VDECS for OCII and DBI approval	Prior to Construction	Project Applicant / Contractor	Plans to be submitted with application for gr
			NOTE: The California Air Resource Board (CARB) received Environmental Protection Agency (EPA) authorization to enforce the In-Use Off-Road Diesel Vehicle Regulation require large diesel fueled construction fleets to meet Tier 4 standards beginning in 2014. This standard, supersedes the standard in the EIR			
		2	Contractor submits quarterly report and compliance of activity through 4th year of construction, and annually thereafter, until deemed complete to Agency	During Construction	Project Applicant / Contractor	Contractor to submit quarterly reports com
CP-HPS II AG	MM AQ 02.2 MM 2.5	Implement	Accelerated Emission Control Device Installation on Construction Equipment Used for Alice Griff	ith Parcels		
		1	Use Emission Control Technology During Construction to meet US EPA Tier 4 engine standards for particulate mater control (or equivalent) throughout Alice Griffith Parcels (CP-01 through CP-05)	Prior to Construction	Project Applicant / Contractor	Only Applicable to Alice Griffith construction
		2	Contractor submits quarterly report and compliance of activity through duration, until deemed complete to Agency	During Construction	Project Applicant / Contractor	Only Applicable to Alice Griffith construction
AESTHE	TICS					
CP-HPS II	MM AE 02	Mitigation f	for Visual Character / Quality Impacts During Construction			
		1	Prior to issuance of first permit for each phase of construction, submit construction Staging, Access and Parking Plan	Prior to Construction	Project Applicant / Contractor	Plans to be submitted with application for gr
		2	Screen staging site, clean vehicles before leaving site, sweep daily throughout construction.	During Construction	Project Applicant / Contractor	Contractor to implement during construction
		3	Contractor to submit quarterly report of compliance activity until deemed complete by OCII	During Construction	Project Applicant	Contractor to submit quarterly reports com
CP-HPS II	MM AE 07a.1	Lighting Di	rection / Fixtures and Screening Walls to Minimize Glare and Light Spill			
		1	Parking and Security lighting to be directed away from adjacent land uses. Parking Structures to have screening walls to block headlights	Prior to Constuction	Project Applicant	Parking, and Security lighting detail to be be check and vertical building permit.
CP-HPS II	MM AE 07a.2	Low-level /	Unobtrusive Light Fixtures			
		1	Landscape illumination and signage lighting shall use low-level, unobtrusive fixtures	Prior to Constuction	Project Applicant	Landscape illumination and signage lighting DBI/DPW for plan check and vertical building
CP-HPS II	MM AE 07a.3	Lighting Pl	an			
		1	Prepare Lighting Plan to include beam spreads, photmetric calculations, locations and typs of fixtures meeting minimum illumination requirements, exterior colors, foundation details.	Prior to SubPhase Approval/Constuction	Project Applicant	Submit Lighting Plan to OCII prior to SubPh illumination and signage detail at to be be su check and vertical building permit.
CP-HPS II	MM AE 07a.4	Non-reflect	tive Exterior Surfaces to Minimize Glare Impacts			
		1	Structures shall use textured or other non-reflective materials	Prior to Constuction	Project Applicant	Building design to be be submitted to OCII f building permit.
BIOLOG	ICAL RESOL	IRCES				
CP-HPS II AG	MM BI 06a.1 14.1	Impact Avo	vidance and Pre-Construction Surveys for Nesting Special-Status and Legally Protected Avian Sp	ecies		
		1	Time construction outside breeding season (build September 1st until January 31st) avoids potential conflicts	Advisory	Project Applicant	No actions needed if construction occurs So to commencement of work in a given area F
		2	Obtain City approval of a qualified biologist. Survey for nesting birds not more than 15 days prior to construction activities that occur between February 1 and August 31. Submit of nesting bird survey findings to OCII and consult with CDFW as appropriate.	Prior to Construction	Project Applicant / Contractor / Biologist	Survey to be conducted by qualified biologis 1 through August 31
		3	If occupied burrows, establish 250' buffer. Buffer may be reduced as determined by biologist. Letter/Report to be submitted to City/CDFW	During Construction	Project Applicant / Contractor / Biologist	As directed by biologist, contractor to estab

NOI

rading permit and each subsequent construction permit

menicing with first grading permit

rading permit and each subsequent construction permit

menicing with first grading permit

e submitted to OCII for design review and to DBI/DPW for plan

g detail to be be submitted to OCII for design review and to ng permit.

hase approval for street lights. Building, parking, landscape submitted to OCII for design review and to DBI/DPW for plan

for design review and to DBI/DPW for plan check and vertical

Sep 1-Jan 31; otherwise, conduct pre-construction surveys prior Feb 1 - Aug 31

st no more than 15 days prior to construction activities February

blish construction buffer if nests found

						IMPLEMENTAT
EIR / EIS Document	Mitigation Measure IE #) Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status Note
CP-HPS II	MM BI 06a.2	Burrowing	Owl Protocol Surveys and Mitigation			
		1	Obtain City approval of a qualified biologist. Conduct pre-construction surveys in accordance with CDFW protocol no more than 30 days prior to initiation of construction. Submit burrowing owl survey findings to OCII and consult with CDFW as appropriate.	Prior to Construction	Project Applicant / Contractor / Biologist	Pre-construction surveys to be conducted b than 30 days prior to initiation of construction
		2	If unoccupied burrows found during non-breeding season (September 1 through January 31), collapse burrows	Prior to Construction	Project Applicant	Burrows to be collapsed/obstructed as requ
		3	No construction w/in 250' buffer during breeding season (February 1 and August 31); a buffer of 165' during non-breeding season (September 1 through January 31). If burrow occupied by nesting pair, 6.5 contiguous acres adjacent to nest to be maintained until nesting season is over.	During Construction	Project Applicant / Contractor / Biologist	Buffer to be established as required
		4	Upon determination that impacts to occupied burrows are unavoidable, and prior to construction activities, relocate owls: prepare Burrowing Owl Habitat Management Plan and submit to CDFW for approval along with copy of to OCII.	Prior to Construction	Project Applicant / Contractor / Biologist	Plan to be prepared and implemented if req
		5	Contractor to submit quarterly report of compliance for each situation's requirements until deemed complete by OCII	Quarterly Reporting	Project Applicant / Contractor	Quarterly reports to be prepared
CP-HPS II AG	MM BI 14a 14.3	Preservatio	on and Replacement of Significant Trees, and Preservation and Planting of Street Trees			
		1	Avoid tree removal that meet size specifications of Public Works Code Article 16 to maximum extent feasible. Any trees removed are to be replaced on a 1:1 basis	During Construction	Project Applicant	Tree Survey submitted with Major Phase Ap
		2	Plant trees per DPW Article 16 and Planning Code Section 143. Street-tree installation and maintenance per Public Works Code Article 16.	During Construction	Project Applicant	Streetscape Plan submitted with Major Pha
		3	Prepare Tree Protection Plan for construction activities within the dripline of a significant tree and secure plan approval prior to issuance of a demolition or building permit	Prior to Construction	Project Applicant / Contractor / Arborist	Tree Protection Plans to be submitted with
		4	Contractor to prepare quarterly report of compliance	During Construction	Project Applicant / Contractor	Quarterly reports to be prepared
CP-HPS II	MM BI 20a.1	Lighting Me	easures to Reduce Impacts to Birds			
		1	Consult with biologist during design of any building greater than 100' tall. Obtain City approval of a qualified biologist. Prepare report of alternatives considered and submit to the City for approval.	Vertical Approval	Project Applicant	Consultation will be required for the constru Harney. 2010 approvals also included a 24- location, the March 2016 Major Phase 1 CF retail center to the back of the site along Arc as well. Consultation may be required for th and Ingerson Avenue, depending on its fina
CP-HPS II	MM BI 20a.2	Building De	esign Measures to Minimize Bird Strikes			
		1	Consult with biologist during design of any building greater than 100' tall (See Height Map in D4D to identify buildings). Prepare report of alternatives considered and submit to the City for approval.	Vertical Approval	Project Applicant	Consultation will be required for the constru Harney. 2010 approvals also included a 24- location, the March 2016 Major Phase 1 CF retail center to the back of the site along Ar- as well. Consultation may be required for th and Ingerson Avenue, depending on its fina
CULTUR	AL RESOUR	CES & F	PALEONTOLOGICAL RESOURCES			
CP-HPS II	MM CP 02a	Mitigation t	o Minimize Impacts to Archaeological Resources at Candlestick Point - Archaeological Testing I	Program:		
		1	Prior to issuance of any permit authorizing soils disturbance prepare and secure Planning Department's approval of an Archaeological Testing Plan,	Prior to Construction	Project Applicant / Archaeologist	Archaeological Testing Plan for Sub-Phase Planning Department. Archaeological Testir Improvement area approved by City Plannir
		2	Conduct Archaeological testing	Prior to Construction	Project Applicant / Archaeologist	 Archaeological Testing for Sub-Phase Cf properties present so no mitigation or monit 03-04 took place in late 2015/early 2016; 3) Improvements along Gillman Ave will take p not occur until a later date when testing acc
		3	Submit Archaeological testing report. If significant archaeological resource present, a) redesign project or b) undertake Archeological Data Recovery.	Prior to Construction	Project Applicant / Archaeologist	CP-01 testing report recommended no furth 04 draft testing report detailing results will b
		4	Develop Data Recovery Program in consultation with ERO prior to commencement of soils disturbing	Prior to Construction	Project Applicant /	If data recovery is required, the Data Recov

5

construction activity

Data Recovery Program

Execute appropriate Data Recovery Program activity during and subsequent to construction activity, as per

ION

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y a qualified biologist and findings submitted to CDFW no more n.

ired

uired

oplication identifies significant trees to be removed

se Application consistent with City requirements

65% CDs

ction of a 32-story tower planned for the corner of Ingerson and story tower in the center of Candlestick Center, the regional retail ² Application proposes to shift this tower from the center of the elious Walker Drive. Consultation will be required for this tower e landmark building within CP-02 at the corner of Harney WAy I height

ction of a 32-story tower planned for the corner of Ingerson and story tower in the center of Candlestick Center, the regional retail Paplication proposes to shift this tower from the center of the elious Walker Drive. Consultation will be required for this tower le landmark building within CP-02 at the corner of Harney WAy I height

CP-01 submitted in November 2013 and then approved by City g Plan for Sub-Phases CP-02, 03, 04, 05 and Off-Site Roadway g Department in July 2015.

P-01 completed in and Approved in March 2015. No historic oring required. 2) Archaeological Testing for Sub-Phases CP-02-Archaeological Testing for MP 1 Off-Site Roadway lace 2016; 4) Archaeological Testing for Subphase CP-05 will eess to the site is available.

er work regarding historical archaeological resources. CP-02-03e submitted in March 2016.

If data recovery is required, the Data Recovery Program will be prepared in consultation with the ERO within three months of a determination that significant archaeological resources are present.

If Archaeological Data Recovery for Major Phase 1 is required, recovery will be conducted per Data

Archaeologist

Project Applicant / Archaeologist

Recovery Plan.

Prior to Construction/During

Construction

Page 2 of 11

						IMPLEMENTA
EIR / EIS I Document	Mitigation Measure IC #	Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status N
		6	Upon completion of Data Recovery Program, prepare and submit Data Recovery Report to be to ERO for approval	Prior to Construction/During Construction	Project Applicant / Archaeologist	If Archaeological Data Recovery for Majo and submitted to ERO for approval within
		7	Develop work program scope for Archaeological Monitoring Program in consultation with ERO	Prior to Construction	Project Applicant / Archaeologist	If ERO in consultation with archaeologica is required it will be prepared witihn 1 mo
		8	Quarterly MMRP report to include reporting on any/all Archaeological Mitigation Measure tasks completed.	During Construction	Project Applicant / Archaeologist	If required, monitoring activity to occur du
		9	Final Monitoring Report to be submitted to ERO for approval upon completion of Monitoring Program	Submitted to ERO upon completion of Monitoring Program	Project Applicant / Archaeologist	ERO approval of Final Report
		10	Archeological resources report due prior to determination of substantial completion of infrastructure at each sub-phase.	Prior to determination of substantial completion of infrastructure at each sub-phase.	Project Applicant / Archaeologist	ERO approval of Final Report
		11	For vertical development, Archeological resources report due prior to issuance of Certificate of Temporary or Final Occupancy, whichever occurs first.	Prior to issuance of Certificate of Temporary or Final Occupancy, whichever occurs first	Project Applicant / Archaeologist	ERO approval of Final Report
		12	Notify Coroner and Most Likely Descendant (MLD) upon discovery; and <i>if applicable, California State Native American Heritage Commission.</i> Make reasonable efforts to develop an agreement for treatment	During Construction	Project Applicant / Contractor	Contractor to meet requirement
CP-HPS II	MM CP 03a	Paleontolog	gical Resources Monitoring and Mitigation Program			
		1	Design of Paleontological Resources Monitoring and Mitigation Program (PRMMP) and submit for ERO approval prior to soils disturbing activity	Prior to soils disturbing activity	Project Applicant / Paleontologist	PRMMP testing plan CP-01 prepared Ma PRMMP for CP-02-03-04-05 prepared in
		2	Monitoring of site for paleo resources and/or data recovery pursuant to PRMMP, to occur throughout soils disturbing activity in areas where activity could disturb previously undisturbed sediment or rocks.	During Construction	Project Applicant / Paleontologist	Construction activity to be monitored as r
	OUSE GAS	EMMISS	IONS	unity		
CF-HF3 II	WIW GC 01	1	Streetscape and Schematic Open Space Plans to include proposed landscaping	SubPhase Approval	Project Applicant	Candlestick Point Streetscape Plan (inclu
						September 19, 2013. An estimated 2500 Space design for Alice Griffith Neighborh submitted September 19, 2013.
CP-HPS II	MM GC 02	Greenhous	e Gas Emissions Goals: Exceed the 2008 Standards for Title 24 Part 6 energy efficiency stan	dards for homes and businesses would	d by at least 15 percent	
		1	Design buildings to demonstrate compliance with mitigation design standards	Vertical Approval	Project Applicant	Mitigation to be implemented at the time t
CP-HPS II	MM GC 03	Greenhous	e Gas Emissions Goals: Install ENERGY STAR appliances, where appliances are offered by	homebuilders		
		1	Install ENERGY STAR appliances	Vertical Approval	Project Applicant	Mitigation to be implemented at the time t
CP-HPS II	MM GC 04	Greenhous	e Gas Emissions Goals: Use light emitting diode (LED) based energy efficient street lighting			
		1	Streetscape Plan to specify LED street lighting	SubPhase Approval	Project Applicant	Candlestick Point Streetscape Plan subm
GEOLOG	Y AND SOIL	.S				
CP-HPS II	MM GE 02a	Mitigation t	o Minimize Dewatering Impacts During Construction			
		1	Prior to issuance of any permit for a construction permit involving dewatering that could affect structures on adjacent or nearby properties, permit application shall comply with Section 1803.1 of SF Building Code and include methods and techniques will not result in unacceptable settlement at adjacent or nearby properties	Prior to Construction	Project Applicant / Contractor	Dewatering is currently not planned in are Should that change, a study will be perfo submittal of 100% Infrastructure CDs and
		2	Monitor to detect ground settlement during construction activities	During Construction	Project Applicant / Contractor	Dewatering is currently not planned in arr Should that change, a study will be condi submittal of 100% Infrastructure CDs an necessary.
		3	Implement DBI approved dewatering and/or ground stabilization methods, including any identified required corrective measures	During Construction	Project Applicant / Contractor	Dewatering is currently not planned in are Should that change, a study will be condu submittal of 100% Infrastructure CDs an including any identified required correctiv
CP-HPS II	MM GE 03	Mitigation t	o Minimize Rock Fragmentation Impacts During Construction			

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or Phase 1 is undertaken, a Data Recovery Report will be prepared n nine months of completion of fieldwork

I consultant determines that an Archaeological Monitoring program nth.

ring site excavation and construction per monitoring program.

arch 2013.

March of 2015, submitted to the City in June of 2015.

equired by PRMMP.

Iding street trees proposed for each neighborhood) submitted Street Trees will be planted in Major Phase 1. Schematic Open ood Park included in original 1 CP Major Phase application

he City approves Vertical Design for each building

he City approves Vertical Design for each building

itted for approval March 15, 2015 specifies use of LED streetlights

eas in the vicinity of existing structures within Major Phase 1 CP. rmed in conformance with Section 1803.1 of SFBC prior to d the necessary DBI permits will be acquired.

eas in the vicinity of existing structures within Major Phase 1 CP. ucted in conformance with Section 1803.1 of SFBC prior to d monitoring will be performed to detect ground settlement as

eas in the vicinity of existing structures within Major Phase 1 CP. ucted in conformance with Section 1803.1 of SFBC prior to d DBI approved dewatering and/or ground stabilization methods, re measures, will be implemented as necessary.

						IMPLEMENTATI
EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status Note
		1	Prior to issuance of any permit for a construction permit involving controlled rock fragmentation that could affect structures on adjacent or nearby properties, submit permit application to comply with Section 1803.1 of SF Building Code and include methods and techniques to prevent unacceptable vibration and/or settlement or lateral movement of structures at adjacent or nearby properties	Prior to Construction	Project Applicant / Contractor	Rock fragmentation is currently not planned 1 CP. Should that change, a study will be c submittal of 100% Infrastructure CDs and r settlement or lateral movement of structure
		2	Monitor to detect ground settlement	During Construction	Project Applicant / Contractor	Rock fragmentation is currently not planned 1 CP. Should that change, a study will be c submittal of 100% Infrastructure CDs and r
		3	Implement DBI approved excavation plan and corrective measures.	During Construction	Project Applicant / Contractor	Rock fragmentation is currently not planned 1 CP. Should that change, a study will be c submittal of 100% Infrastructure CDs and E implemented.
AG	3.3b	4	Install cut trench between vibration zone and existing structures, as applicable	During Construction	Project Applicant / Contractor	This will be completed during construction i
CP-HPS II	MM GE 04a.1	Site-Specifi	ic Geotechnical Investigation with Seismic Analyses			
		1	Prior to issuance of construction site permit, submit a) Site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE); b) Project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A "Guidelines for Evaluating and Mitigating Seismic Hazards in California" with all engineering practices and analyses of peak ground accelerations and structural design to be consistent with SFBC standards for DBI approval of design requirements for foundations and all other improvements associated with permit application for DBI approval.	Prior to Construction	Project Applicant / Geologist	Two design-level geotechnical reports, which a licensed GE and transmitted for City revier geotechnical reports - one for CP Center an conformance with the requirements of the S Mapping Act, and requirements contained ir separate geotechnical report will be prepare permit application.
			Note: DBI to form Geotechnical Peer Review Committee prior to approval of site-specific geotechnical investigations DBI/Peer Review Committee to review and approval of site-specific, design-level geotechnical investigation			
			and project plans prior to issuance of construction site permit			
CP-HPS II	MM GE 04a.2	Seismic De	sign Compliance Documentation			
		1	Submit design compliance documentation to HUD prior to the issuance of the building permits for Alice Griffith	Prior to Construction	Project Applicant	A separate geotechnical report will be prepa each vertical development within Alice Griffil application.
		2	Provide confirmation of HUD compliance to DBI prior to the issuance of building permits for the replacement of the Alice Griffith Public Housing site	Prior to Construction	Project Applicant	A separate geotechnical report will be prepa each vertical development within Alice Griffii with confirmation of compliance from HUD.
CP-HPS II	MM GE 05a	Site-Specif	ic Geotechnical Investigation with Analyses of Liquefaction, Lateral Spreading and/or Settlement			
		1	Prior to issuance of construction site permit, submit a) Site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE); b) Project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A "Guidelines for Evaluating and Mitigating Seismic Hazards in California" with all engineering practices and analyses of peak ground accelerations and structural design to be consistent with SFBC standards for DBI approval of design requirements for foundations and all other improvements associated with permit application for DBI approval.	Prior to Construction	Project Applicant	N/A
CP-HPS II	MM GE 06a	Site-Specifi	ic Geotechnical Investigation with Landslide Risk Analyses			
		1	Prior to issuance of construction site permit, submit a) Site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologies (CEG) or California Registered Geotechnical Engineer (GE); b) Project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A "Guidelines for Evaluating and Mitigating Seismic Hazards in California" with all engineering practices and analyses of peak ground accelerations and structural design to be consistent with SFBC standards for DBI approval of design requirements for foundations and all other improvements associated with permit application for DBI approval.	Prior to Construction	Project Applicant	Two design-level geotechnical reports, which a licensed GE and transmitted for City revier geotechnical reports - one for CP Center an conformance with the requirements of the S Mapping Act, and requirements contained in separate geotechnical report will be prepare permit application.
			Note: DBI to form Geotechnical Peer Review Committee prior to approval of site-specific geotechnical investigations			
			DBI/Peer Review Committee to review and approval of site-specific, design-level geotechnical investigation and project plans prior to issuance of construction site permit			
CP-HPS II	MM GE 10a	Site-Specif	ic Geotechnical Investigation with Expansive Soils Analyses			

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in areas in the vicinity of existing structures within Major Phase onducted in conformance with Section 1803.1 of SFBC prior to tethods and techniques to prevent unacceptable vibration and/or at adjacent or nearby properties would be implemented.

in areas in the vicinity of existing structures within Major Phase onducted in conformance with Section 1803.1 of SFBC prior to nonitor to detect ground settlement would be implemented.

in areas in the vicinity of existing structures within Major Phase onducted in conformance with Section 1803.1 of SFBC prior to BI approved excavation plan and corrective measures would be

Major Phase 1 CP as applicable.

h comprise the Major Phase 1 CP area, have been prepared by w with the original Major Phase 1 CP Application in 2014. The d the other for Alice Griffith - provide seismic analysis in an Francisco Building Code (SFBC), the Seismic Hazards t CGS Special Publication 117A for the infrastructure project. A d for each vertical development and submitted as part of the DBI

ared by a licensed GE in compliance with HUD requirements for the and submitted to HUD prior to the DBI building permit

red by a licensed GE in compliance with HUD requirements for thand submitted as part of the DBI building permit application

h comprise the Major Phase 1 CP area, have been prepared by w with the original Major Phase 1 CP Application in 2014. The d the other for Alice Griffith - provide seismic analysis in an Francisco Building Code (SFBC), the Seismic Hazards n CGS Special Publication 117A for the infrastructure project. A d for each vertical development and submitted as part of the DBI

						IMPLEMENTA
EIR / EIS Document	Mitigation Measure IE #	Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status Not
		1	Prior to issuance of construction site permit, submit a) Site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE); b) Project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC) for DBI approval of design requirements for foundations and all other improvements associated with permit application for DBI approval.	Prior to Construction	Project Applicant	Two design-level geotechnical reports, whi a licensed GE and transmitted for City revi geotechnical reports - one for CP Center a conformance with the requirements of the project. A separate geotechnical report will of the DE carrini perilegion
			Note: DBI to form Geotechnical Peer Review Committee prior to approval of site-specific geotechnical investigations			or the DBi permit application.
			DBI/Peer Review Committee to review and approval of site-specific, design-level geotechnical investigation and project plans prior to issuance of construction site permit			
CP-HPS II	MM GE 11a	Site-Specif	ic Geotechnical Investigation with Corrosive Soils Analyses			
		1	Prior to issuance of construction site permit, submit a) Site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE); b) Project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC) for DBI approval of design requirements for foundations and all other improvements associated with permit application for DBI approval. Note: DBI to form Geotechnical Peer Review Committee prior to approval of site-specific geotechnical	Prior to Construction	Project Applicant / Geologist	Two geotechnical reports which comprise t transmitted for City review with the original for CP Center and the other for Alice Griffi following the completion of building pad gra reviewed by DBI during the building permit
			investigations DBI/Peer Review Committee to review and approval of site-specific, design-level geotechnical investigation and project plans prior to issuance of construction site permit			
HYDRO	LOGY AND W	/ATER Q	UALITY			
CP-HPS II	MM HY 01a 1	Storm Wate	er Pollution Prevention Plan: Combined Storm Sewer System			
		1	Submit site-specific SWPPP to SFPUC for approval prior to initiating construction activity in any area draining to combined sewer system	Prior to Construction	Project Applicant	Site-Specific SWPPP prepared for CP-01 prepared October 2014. Site-Specific SWF
		2	Conduct construction monitoring and reporting ongoing throughout construction period	During Construction	Project Applicant/Contractor	Site-Specific SWPPP prepared for CP-01 prepared October 2014. Site-Specific SWF
		3	Before and after a storm event, and once each 24-nour period during extended storms Quarterly MMRP reports to SFPUC to include reporting on compliance with this measure, until completion of construction.	During Construction	Project Applicant	Site-Specific SWPPP prepared for CP-01 prepared October 2014. Site-Specific SWF
CP-HPS II	MM HY 01a.2	Stormwate	r Pollution Prevention Plan: Separate Storm Sewer System			
		1	Submit site-specific SWPPP to SFRWQCB for approval prior to initiating construction activity in any area draining to separate storm sewer system (see also MM HY-1a.3 for more specific requirements related to groundwater dewatering)	Prior to Construction	Project Applicant	N/A
		2	Conduct construction monitoring and reporting ongoing throughout construction period	During Construction	Project Applicant	N/A
		3	Quarterly MMRP reports to SFRWQCB and OCII to include reporting on compliance with this measure, until completion of construction.	During Construction	Project Applicant	N/A
		4	Annual post construction period reporting to SFRWQCB and OCII to include reporting on compliance with this measure.	Post Operation/Occupancy Ongoing Monitoring	Project Applicant	N/A
CP-HPS II	MM HY 01a.3	Groundwat	er Dewatering Plan			
		1	Prior to initiating construction activity in any area draining to separate sewer system, Groundwater Dewatering Plan to be a specific component of SWPPP, to be submitted to SFRWQCB for approval	Prior to Construction	Project Applicant	Dewatering is currently not planned in area SWPPP will be submitted to SWRQCB pr
		2	Conduct construction monitoring and reporting ongoing throughout construction period	During Construction	Project Applicant	Construction monitoring and reporting will
		3	Quarterly MMRP reports to SFRWQCB and OCII to include reporting on compliance with this measure, until completion of construction.	During Construction	Project Applicant	Quarterly MMRP reports will be provided to construction in Major Phase 1 CP.
		4	Conduct post construction BMPs monitoring and maintenance in accordance with SWPPP	Post Operation/Occupancy Ongoing Monitoring	Project Applicant	Post construction BMPs monitoring and m 1 CP.
CP-HPS II	MM HY 06a.1	Regulatory	Stormwater Requirements			
		1	Create Stormwater Control Plan (SCP) and Stormwater Drainage Master Plan (SDMP) and submit for SFPUC approval as part of development application.	SubPhase Approval	Project Applicant	Grading and Stormwater Drainage Master Preliminary SCP will be submitted with 65% construction.
CP-HPS II	MM HY 06a.2	Recycled V	Vater Irrigation Requirements			

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ich comprise the Major Phase 1 CP area, have been prepared by iew with the original Major Phase 1 CP Application in 2014. The ind the other for Alice Griffith - provide expansive soils analyses in San Francisco Building Code (SFBC) for the infrastructure be prepared for each vertical development and submitted as part

the Major Phase 1 CP area have been published for and Major Phase Application in 2014. The geotechnical reports - one th - recommend that corrosivity analysis be prepared in the ading to be incorporated into the vertical development design and process.

April 2014. Site-Specific SWPPP prepared for CP-02-03-04 PPP to be prepared for CP-05.

April 2014. Site-Specific SWPPP prepared for CP-02-03-04 PPP to be prepared for CP-05.

April 2014. Site-Specific SWPPP prepared for CP-02-03-04 PPP to be prepared for CP-05.

is in the vicinity of existing structures within Major Phase 1 CP. A ior to the start of construction activities in Major Phase 1 CP.

be conducted during groundwater throughout construction period.

SFRWQCB and OCII during groundwater until completion of

aintenance will be in accordance with the SWPPP in Major Phase

Plan (SDMP) submitted to City staff August 16, 2013. % CDs, and Final SCP prior to issuance of permits for

						IMPLEMENTATI
EIR / EIS Document	Mitigation Measure IE #	Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status Note
		1	Prior to application of recycled water at project site for landscaping irrigation, submit Operations and Management Plan, and Irrigation Management Plan to both SFRWQCB and SFPUC approval	Prior to Operations and/or Occupancy	Project Applicant	NA - Recycled water line will be constructed source. Recycled water source will not be a
		2	Conduct monthly monitoring of recycled water applied.	Post Operation/Occupancy Ongoing Monitoring	Project Applicant	NA - Recycled water line will be constructed source. Recycled water source will not be a
CP-HPS II	MM HY 12a.1	Finished G	rade Elevations Above Base Flood Elevation			
		1	Design streets and pads to be 3' above BFE	SubPhase Approval	Project Applicant	Base Flood Elevation is 98.2' (CCSF Datum elevation and as more specifically defined in
		2	Design finished floor elevations to be 3.5 feet above BFE	Vertical Approval	Project Applicant	Base Flood Elevation is 98.2' (CCSF Datum Floor Elevations are typically designed to cc
HAZARD	S AND HAZ	ARDOUS	S MATERIALS			
CP-HPS II AG	MM HZ 01a 3.1a	Article 22A	Site Mitigation Plans. (Applies only to Candlestick Point.)			
		1	Site investigation required and if presence of hazardous materials found, prepare Site Mitigation Plan prior to obtaining a site, building or other permit from the City for development activities involving subsurface disturbance at portions of Candlestick Point bayward of the high tide line	Prior to Construction	Project Applicant	A Site Use History and Site Investigation (SI Francisco Department of Public Health (SFI 4, 2014.
		2	Implement Plan during excavation, containment, or treatment of hazardous materials throughout construction activity	During Construction	Project Applicant	A site mitigation plan will be implemented du materials throughout the construction activit
		3	Conduct monitoring and follow-up testing	During Construction	Project Applicant	Monitoring and follow-up testing will be cond Phase 1 CP.
CP-HPS II AG	MM HZ 02a.1 3.1B	Unknown C	Contaminant Contingency Plan			
		1	Prior to obtaining the first site, building or other permit for development activities involving subsurface disturbance, prepare Contingency Plan to address Unknown Contaminants and submit for DPH approval	Prior to Construction	Project Applicant	Unknown Contaminant Contingency Plan fo
		2	Implement Plan throughout construction activity	During Construction	Project Applicant	The Unknown Contaminant Contingency Pl Major Phase 1 CP.
CP-HPS II	MM HZ 02a.2	Site-Specif	ic Health and Safety Plans			
		1	Prior to obtaining the first site, building or other permit for the Project from the City for development activities involving subsurface disturbance, prepare HASP in compliance with federal and state OSHA and submit for SFDPH approval	Prior to Construction	Project Applicant	A CP-01 HASP was prepared April 28, 201- required by the mitigation.
		2	Implement Plan which shall include personnel protective equipment and emergency response procedures throughout construction activity	During Construction	Project Applicant	The approved HASP will be implemented the
CP-HPS II	MM HZ 05a	Foundation	n Support Piles Installation Plan			
		1	Prepare and submit plan for DHP/DBI's approval prior to obtaining a permit from the City that authorizes installation of deep foundation piles	Prior to Construction	Project Applicant	A Foundation Support Piles Installation Plan the City in Major Phase 1 CP.
AG	3.3a	Asbestos l	dentification and Abatement Mitigation			
		1	BAAQMD shall be notified ten days in advance of any proposed demolition or abatement work	Prior to Construction	Project Applicant	This will be completed during construction in
		2	The local office of the State Occupational Safety and Health Administration (OSHA) shall be notified of any abatement work	Prior to Construction	Project Applicant	This will be completed during construction in
		3	Asbestos removal contractors shall be certified as such by the Contractors Licensing Board of the State of California.	Prior to Construction	Project Applicant	This will be completed during construction in
		4	Property owner must have Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento	Prior to Construction	Project Applicant	This will be completed during construction in
		5	Contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material	During Construction	Project Applicant	This will be completed during construction in
		6	The contractor and hauler of material shall file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it	During Construction	Project Applicant	This will be completed during construction in
CP-HPS II AG	MM HZ 15 3.3b	Asbestos [Dust Mitigation Plans and Dust Control Plans			

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d and ready for use when the PUC provides a recycled water wailable through the planned buildout of Major Phase 1

and ready for use when the PUC provides a recycled water vailable through the planned buildout of Major Phase 1

). Streets and pads to be designed at minimum 101.2' the Subdivision Regulations

). Finished Floor elevation to be at minimum 101.7' Finished nstructed at 102.7

I) Work Plan for Article 22A compliance was approved by San DPH) for CP-01 in May of 2014, and for CP-02-03-04 December

ring excavation, containment, or treatment of hazardous y in Major Phase 1 CP.

ducted as required under the jurisdiction of SFDPH in Major

r Candlestick Point was prepared March 14, 2014

an will be implemented throughout the construction activity in

4. A HASP plan for the other sub-phses will be prepared as

nroughout construction in Major Phase 1 CP.

will be prepared as appropriate prior to obtaining a permit from

n Sub-Phase

n Sub-Phase

n Sub-Phase

n Sub-Phase

n Sub-Phase

n Sub-Phase

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EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status N
		1	Prior to any grading or construction, the project sponsor shall collect soil samples and analyze the potential for NOA to occur in the soil at the Project Site	Prior to Construction	Project Applicant	Two design-level geotechnical reports, w a licensed GE and transmitted for City re geotechnical reports - one for CP Center and indicate the presence of NOA. An At
		2	If tests indicate that NOA is present in the soil on-site, the project sponsor shall prepare and submit to BAAQMD for approval an Asbestos Dust Mitigation Plan (ADMP) for the site, in accordance with the state Asbestos ATCM	Prior to Construction	Project Applicant	An ADMP and DCP were prepared and a was recived from BAAQMD on April 15 2
		3	Implement plan and conduct air monitoring as required throughout construction activity	During Construction	Project Applicant	The approved ADMP and DCP will be im Phase 1 CP.
AG	3.3C	Lead Base	d Paint			
		1	Prior to any proposed demolition or abatement work, the project sponsor shall provide the DBI Director with any information applicable under Chapter 34 of the San Francisco Building Code.	Prior to Construction	Project Applicant	This will be completed during construction
		2	Contractor will follow any regulations under Ch 34 of the building code that apply to working with lead based paints	During Construction	Project Applicant	This will be completed during construction
NOISE A		ON				
CP-HPS II	MM NO 01a.1	Construction	on Document Mitigation to Reduce Noise Levels During Construction			
		1	Incorporate noise mitigations in construction documents	Prior to Construction	Project Applicant	Noise mitigations will be incorporated into Phase 1 CP.
		2	Designate a Noise Coordinator prior to issuance of construction site permit	Prior to Construction	Project Applicant	A Noise Coordinator will be designated p
		3	Implement mitigation measures to reduce noice levels during construction	During Construction	Project Applicant	Mitigation measures will be implemented
		4	Submit quarterly report to OCII	During Construction	Project Applicant	Quarterly noise mitigation reports will be
CP-HPS II	MM NO 01a.2	Noise-redu	Icing Pile Driving Techniques and Muffling Devices			
		1	Use state of the art noise shielding and muffling	During Construction	Project Applicant	State of the art noise shielding and muffli
		2	Resident Notification 48 hours prior to pile driving	During Construction	Project Applicant	Residents will be notified 48 hours prior t
		3	Submit quarterly report to OCII	During Construction	Project Applicant	Quarterly pile driving technique reports w
CP-HPS II	MM NO 02a	Pre-constr	uction Assessment to Minimize Pile Driving Impacts			
		1	Perform Geotechnical preconstruction assessment prior to issuance of construction site permit	Prior to Construction	Project Applicant	MBS performing geotechnical work and r
		2	Conduct monitoring to detect ground settlement or lateral movement to be submitted to DBI	During Construction	Project Applicant	Geotechnical monitoring conducted by M results submitted to submitted to DBI. Th
		3	Submit quarterly report to OCII	During Construction	Project Applicant	Quarterly pile driving impact reports will b
CP-HPS II	MM PS 01	Site Securi	ity Measures During Construction			
		1	Install fencing, screening, security lighting during site preparation and in advance of construction of individual buildings,	Prior to Construction	Project Applicant	Security fencing, screening, security ligh construction of individual buildings in Maj
		2	During non-construction hours, the site must be secured and locked, and ample secuirty lighting be provided	During Construction	Project Applicant	The site will be secured and locked with a Major Phase 1 CP.
		3	Contractor to submit quarterly report of compliance activity until deemed complete by OCII	During Construction	Project Applicant	The contractor will submit a quarterly sec Major Phase 1 CP.
CP-HPS II	MM RE 02	Phasing of	parkland with respect to residential and/or employment-generating uses			

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hich comprise the Major Phase 1 CP area, have been prepared by view with the the original 2014 Major Phase 1 CP Application. The and the other for Alice Griffith - provide analysis of soil samples DMP for the project will be prepared.

ubmitted to BAAQMD and SFDPH, a letter approving these plans 014 and SFDPH via email April 25, 2014.

blemented respectively during earth disturbing activity in Major

n in Major Phase 1 CP.

n in Major Phase 1 CP.

construction documents prior to submittal of 100% CDs in Major

ior to issuance of construction site permit in Major Phase 1 CP.

to reduce noise levels during construction in Major Phase 1 CP.

submitted to OCII during construction in Major Phase 1 CP.

ng will be used during construction in Major Phase 1 CP.

o pile driving in Major Phase 1 CP.

ill be submitted to OCII during construction in Major Phase 1 CP.

eporting to the City quarterly.

IBS for CP-01 to detect ground settlement or lateral movement, his work will occur with Sub-Phase CP-02-03-04-05.

e submitted to OCII during construction in Major Phase 1 CP.

ting will be installed during site preparation and in advance of jor Phase 1 CP.

ample security lighting be provided during non-construction hours in

urity report of compliance activity until deemed complete by OCII in

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status Notes
		1	Schedule Park(s) construction such that 5.5 acres parkland per 1000 residents/employee	Vertical Approval	Project Applicant	Design Development drawings for Bayview Hills Wedge Plaza submitted with the CP-02,-03,-04 7.5 acres. In addition, over 120 acres of Candle residents. The total resident population associat CP is 5,159 (using the population per household parkland acres/1000 residents the total of acres acreage provided at CPSRA and 1CP exceed th
		2	Parks to be completed and operational within 12 months of certificate of occupancy	Prior to Operations and/or Occupancy	Project Applicant	Per the Schedule of Performance, parks to be c occupancy
TRANSP		AND CIR	CULATION			
CP-HPS II	MM TR 01	Candlestic	c Point–Hunters Point Shipyard Phase II Construction Traffic Management Program			
		1	Prepare Construction Traffic Management Program at first sub-phase approval; Update and secure DPW and MTA approval prior to each subsequent sub-phase approval	SubPhase Approval	Project Applicant / Contractor	Construction Traffic Management Plan to be pre CP-01; updated with each subsequent sub-pha
CP-HPS II	MM TR 02	TDM Plan				
		1	Implement Travel Demand Management Plan (TDM) Plan	Prior to Operations and/or Occupancy	Project Applicant	The TDM Plan was submitted as part of DDA ap Major Phase Application
		2	Conduct annual TDM Plan Monitoring	Post Operation/Occupancy Ongoing Monitoring	Project Applicant	Annual monitoring will begin at the completion of
CP-HPS II	MM TR 06	Mitigations	and associated fair-share funding measures for cumulative regional roadway system impacts	3		
		1	Ongoing as part of the Harney Interchange Project	Ongoing Monitoring	Project Applicant / SF County Transportation Authority (SFCTA) / SFMTA / SFDPW / Caltrans / City of Brisbane	Applies at the time an applicable fair share mech
		2	Ongoing as part of the Geneva Avenue Extension Project	Ongoing Monitoring	Project Applicant / SF County Transportation Authority (SFCTA) / SFMTA / SFDPW / Caltrans / City of Brisbane	Applies at the time an applicable fair share mech
CP-HPS II	MM TR 16	Widen Harr	ney Way as shown in Figure 5 in the Transportation Study			
		1	Widen Harney Way as shown in Figure 5 in the Transportation Study prior to issuance of the occupancy permit for Major Phase 1	Prior to Construction	Project Applicant	Memo submitted to Wells Lawson, OCII, Augus Project development without a stadium. (Previo on Hunters Point Shipyard). Without a new star forecast to occur during Sub-Phases CP-04 and Way does not preclude the work from being dor
						Harney to be widened per Figure 5 in Transport
CP-HPS II	MM TR 17	Implement	the Project's Transit Operating Plan			
		1	Identify cumulative trips and associated transit improvements, if any.	Vertical Approval	Project Applicant	Approximately 970 PM peak hour transit trips ge
		2	Before implementing any major revisions to service changes proposed in the Transit Operating Plan, SFMTA shall submit a memorandum to the San Francisco Planning Department's Environmental Review Officer, describing the proposed changes and technical analysis demonstrating compliance with mitigation criteria for ERO approval.	Vertical Approval	SFMTA	Based on level of transit trips generated by deve initiated. Prior to Sub-Phase CP-02, Lennar to implementation timing, based on updated phasir
		3	As specified in Transit Operating Plan and Transportation Plan, SFMTA shall implement transit service	Prior to Operations and/or Occupancy	SFMTA	Based on level of transit trips generated by deve initiated. Prior to Sub-Phase CP-02, Lennar to implementation timing, based on updated phasir
CP-HPS II	MM TR 21.1	Maintain the	e proposed headways of the 9-San Bruno			
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Memo sub March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	When transit delay reaches a specific threshold as defined in the monitoring program (near, but prior to the trigger for timplementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project Applicant	SFMTA and SFDPW to define improvements
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Project Applicant	Applicant to fund improvements per Proposed M MTA and Wells Lawson, OCII, March 28, 2013
CP-HPS II	MM TR 21.2	Purchase a	dditional transit vehicles as necessary to mitigate the Project impacts and Project contributio	n to cumulative impacts to headways	on the 9-San Bruno	

side Open Space, Jamestown Walker Slope, and the 4 Sub-Phase Application. These parks and open spaces total stick Point State Recreation Area is available for use by ted with the 2,214 units to be constructed in Major Phase 1 estimate of 2.33 reported in the EIR). At a ratio of 5.5 s of parkland needed to serve this population is 20 acres. The his requirement.

ompleted and operational within 12 months of certificate of

epared and approved by DPW and MTA prior to approval of se application

approval in 2010. TDM measures to be implemented per

of Major Phase 1 buildout

hanism is adopted by the responsible agencies.

nanism is adopted by the responsible agencies.

st 27, 2013 describing an updated traffic analysis based on ous trip calculations assumed the construction of a stadium dium, the trips triggering the construction of Harney are d HP-03. The requirement for late construction of Harney ne sooner (i.e., CP-02).

ation Study prior to issuance of CP-02 occupancy permit..

enerated by Major Phase 1.

elopment in Major Phase 1, 29-Sunset and CPX to be work with SFMTA to development plans/timing with

elopment in Major Phase 1, 29-Sunset and CPX to be work with SFMTA to development plans/timing with

bmitted to Peter Albert, MTA and Wells Lawson, OCII,

lethodology for Monitoring Memo submitted to Peter Albert,

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EIR / EIS Document	Mitigation Measure I #	D Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status No
		1	SFMTA shall purchase transit vehicles if TR 21.1 feasibility analysis demonstrates that there are no effective physical improvements	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required p
CP-HPS II	MM TR 22.1	Maintain th	e proposed headways of the 23-Monterey, 24-Divisidero and the 44-O'Shaughnessy			
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Mer March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	When transit delay reaches a specific threshold as defined in the monitoring program (near, but prior to the trigger for timplementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project Applicant	SFMTA and SFDPW to define improvement
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Project Applicant	Applicant to fund improvements per Propo MTA and Wells Lawson, OCII, March 28,
CP-HPS II	MM TR 22.2	Purchase a	additional transit vehicles as necessary to mitigate the Project impacts and Project contribution	n to cumulative impacts to headways of	on the 23-Monterey, the 2	4-Divisadero and the 44-O'Shaughnessy
		1	SFMTA shall purchase transit vehicles If TR 22.1 feasibility analysis demonstrates that there are no effective physical improvements	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required p
CP-HPS II	MM TR 23.1	Maintain th	e proposed headways of the 29-Sunset			
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Mer March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	When transit delay reaches a specific threshold as defined in the monitoring program (near, but prior to the trigger for timplementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project Applicant	SFMTA and SFDPW to define improvement
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Project Applicant	Applicant to fund improvements per Propo MTA and Wells Lawson, OCII, March 28,
CP-HPS II	MM TR 23.2	Purchase a	additional transit vehicles as necessary to mitigate the Project impacts and Project contribution	n to cumulative impacts to headways o	on the 29-Sunset	
		1	SFMTA shall purchase transit vehicles If TR 23.1 feasibility analysis demonstrates that there are no effective physical improvements	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required p
CP-HPS II	MM TR 24.1	Maintain th	e proposed headways of the 48-Quintara-24th Street			
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Mer March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	When transit delay reaches a specific threshold as defined in the monitoring program (near, but prior to the trigger for timplementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project Applicant	SFMTA and SFDPW to define improveme
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Project Applicant	Applicant to fund improvements per Propo MTA and Wells Lawson, OCII, March 28,
CP-HPS II	MM TR 24.2	Purchase a	additional transit vehicles as necessary to mitigate the Project impacts and Project contribution	n to cumulative impacts to headways of	on the 48-Quintara-24th S	Street
		1	SFMTA shall purchase transit vehicles If TR 24.1 feasibility analysis demonstrates that there are no effective physical improvements	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required p
CP-HPS II	MM TR 25	Purchase a	additional transit vehicles to mitigate the Project impacts and Project contribution to cumulativ	e impacts to headways on 54-Felton		
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Mer March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	SFMTA shall purchase additional transit vehicles to mitigate impacts to headways on 54-Felton	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required p
CP-HPS II	MM TR 26.1	Maintain th	e proposed headways of the T-Third			

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er feasibility analysis

mo submitted to Peter Albert, MTA and Wells Lawson, OCII,

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osed Methodology for Monitoring Memo submitted to Peter Albert, 2013

er monitoring

mo submitted to Peter Albert, MTA and Wells Lawson, OCII,

nts

osed Methodology for Monitoring Memo submitted to Peter Albert, 2013

er feasibility analysis

mo submitted to Peter Albert, MTA and Wells Lawson, OCII,

nts

osed Methodology for Monitoring Memo submitted to Peter Albert, 2013

er feasibility analysis

mo submitted to Peter Albert, MTA and Wells Lawson, OCII,

er monitoring

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EIR / EIS Document	Mitigation Measure IC #	Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status No
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	SubPhase Approval	Project Applicant	Proposed Methodology for Monitoring Men March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	When transit delay reaches a specific threshold as defined in the monitoring program (near, but prior to the trigger for timplementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project Applicant	SFMTA and SFDPW to define improveme
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Project Applicant	Applicant to fund improvements per Propo MTA and Wells Lawson, OCII, March 28, 5
CP-HPS II	MM TR 26.2	Purchase a	dditional transit vehicles as necessary to mitigate the Project impacts and Project contribution	on to cumulative impacts to headways o	on the T-Third	
		1	SFMTA shall purchase transit vehicles If TR 26.1 feasibility analysis demonstrates that there are no effective physical improvements	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required pe
CP-HPS II	MM TR 27.1	Ensure tran	isit preferential treatment is accounted for in the design of the Geneva Avenue Extension			
		1	Ongoing SFMTA and SFCTA responsibility as part of the Geneva Avenue Extension Project		SFMTA / SFCTA	Draft EIR for Brisbane Baylands project in SFMTA should confirm and monitor
CP-HPS II	MM TR 27.2	Purchase a	dditional transit vehicles as necessary to mitigate the Project impacts and Project contribution	on to cumulative impacts to headways o	on the 28L-19th Avenue/G	eneva Limited
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Men March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	If TR 27.1 has been implemented and transit travel time thresholds per the monitoring plan are exceeded, SFMTA shall purchase additional vehicles as needed.	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required pe
CP-HPS II	MM TR 32	Determine t	the feasibility of relocating Bicycle Routes #70 and #170			
		1	Prior to issuance of Grading Permits for Phase 1, Project Applicant to provide FUNDING for a SFMTA study to determine the feasibility of relocating Bicycle Routes #70 and #170.	HPS Sub-Phase Approval	Project Applicant	NA - This measure was designed to mitiga Avenue, which would happen as part of de of this Major Phase.
		2	SFMTA to complete study to determine the feasibility of relocating Bicycle Routes #70 and #170	HPS Sub-Phase Approval	SFMTA	NA - This measure was designed to mitiga Avenue, which would happen as part of de of this Major Phase.
CP-HPS II	MM TR 51	Transportat	tion Management Plan (TMP)			
		1	Arena Operator to prepare <u>Transportation Management Plan</u> and submit for SFMTA approval prior to opening day of the Arena	Prior to Operations and/or Occupancy	Arena Operator	Mitigation to be implemented if an arena or
UTILITIE	S					
CP-HPS II	MM UT 02	Auxiliary W	ater Supply System			
		1	Construct AWSS within Candlestick Point to connect to the City's planned extension of the off-site system off- site on Gilman Street from Ingalls Street to Candlestick Point	Prior to Operations and/or Occupancy	Project Applicant	AWSS System to be implemented per Ma resubmitted for reapproval in March 2016.
CP-HPS II	MM UT 03a	Wet-Weathe	er Wastewater Handling			
		1	Demonstrate in writing to SFPUC no net increases in wastewater discharges during wet weather prior to approval of wastewater infrastructure construction documents for new developments	SubPhase Approval	Project Applicant	Applicant and PUC staff have worked toge will be submitted along with 100% constru
CP-HPS II	MM UT 05a	Constructio	on Waste Diversion Plan			
		1	Prepare and submit Construction Waste Diversion Plan for Director of SF Department of the Environment's approval demonstrating 75% diversion prior to obtaining a demo or building permit.	Prior to Construction	Project Applicant	Construction Waste Diversion Plan to be s Phase
CP-HPS II	MM UT 07a	Site Waste	Management Plan			
		1	Prepare and submit <u>Site Waste Management Plan</u> for Director of SF Department of the Environment's approval demonstrating 72% diversion prior to issuance of building permits for the Project site	Prior to Construction	Project Applicant	Site Waste Management Plan to be subm
WIND						
CP-HPS II	MM W 01a	Buildina De	sign Wind Analysis			

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no submitted to Peter Albert, MTA and Wells Lawson, OCII,

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sed Methodology for Monitoring Memo submitted to Peter Albert, 2013

er feasibility analysis

dicates that BRT has been planned for Geneva Ave. Extension;

no submitted to Peter Albert, MTA and Wells Lawson, OCII,

r monitoring

ate impacts associated with new/increased transit service on Palou evelopment on HPS. No development in HPS is proposed as part

ate impacts associated with new/increased transit service on Palou evelopment on HPS. No development in HPS is proposed as part

r performance venue is constructed in the first Major Phase

jor Phase Application submitted originally September 19, 2013,

other on modeling the Project impacts. A Final Report to the City ction documents for each Sub-Phase

submitted along with 100% construction drawings for each Sub-

itted along with 100% construction drawings for each Sub-Phase

						IMPLEMENTAT
EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	Implementation Responsibility	Major Phase Implementation Status Not
		1	Conduct wind analysis as recommended by OCII, at schematic lot application/plan check of hi-rise structures above 100 feet.	Vertical Approval	Project Applicant	Wind analysis to be conducted per OCII fo
		2	If necessary, change design to mitigate wind affects for DBI approval	Vertical Approval	Project Applicant	Mitigation to be implemented to the tower on necessary.

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r towers at Ingerson and Harney and at the Candlestick Center

designs at Ingerson and Harney and at the Candlestick Center if

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APPENDIX B – SCHEDULE OF PERFORMANCE

MAJOR PHASE 1 CP APPLICATION APPROVED - RESOLUTION NO. 1-2014 - JANUARY 7, 2014 - UPDATED: MARCH 8, 2016



Schedule of Performance (Non-Stadium Alternative)

EXHIBIT D-B

Schedule of Performance (Non-Stadium Alternative)

	Sub-Phase	Associated Public Benefit	Application Outside Date	Commencement Outside Date	Completion Outside Date
Major Phase 1					
Vision Phase 1 HD			6/20/4E		6/20/22
Major Phase 1 HP			6/30/15	0/00/47	0/29/22
	HP-01		6/30/15	6/29/17	6/29/20
		Building 101 Infrastructure		6/29/17	6/29/18
		Artist Replacement Space		6/29/17	6/29/19
		Innes Avenue		6/29/19	6/29/20
		Horne Blvd Park 1		6/29/19	6/29/20
	HP-02		6/29/16	6/30/18	6/29/21
		Northside Park 1		6/29/20	6/29/21
		Northside Park 2		6/29/20	6/29/21
		Horne Blvd Park 2		6/29/20	6/29/21
			6/20/17	6/20/10	6/20/22
	TIF-03	Materia Deservation and Martha	0/29/17	0/30/19	0/29/22
		Waterfront Promenade North 1		6/29/21	6/29/22
		Waterfront Promenade North 2		6/29/21	6/29/22
		Horne Blvd Park 3		6/29/21	6/29/22
lajor Phase 1 CP			10/1/13	10/4/45	12/29/21
	66-01		10/1/13	10/1/15	9/30/17
	CP-02		12/31/15	12/30/17	12/29/20
		Bayyiew Hillside Open Space		12/30/19	12/29/20
		Jamestown Walker Slope		12/20/10	12/20/20
				12/30/19	12/29/20
		Harney Way 1		12/30/19	12/29/20
		Wedge Park 1		12/30/19	12/29/20
		Gilman Ave		12/30/19	12/29/20
	CP-03		12/31/15	12/31/17	12/30/20
	2. 00	Wedge Park 2a		12/31/19	12/30/20
			10/04/45	40/00/47	10/00/10
	CP-04		12/31/15	12/30/17	12/30/19
	CP-05		12/30/16	12/30/18	12/29/21
		Alice Griffith Neighborhood Park 1		12/29/20	12/29/21
Major Phase 2					
Major Phase 2 HP			6/29/2018		6/27/25
	HP-04		6/29/18	6/28/20	6/28/23
		Heritage Park 1		6/28/22	6/28/23
	HP-05		6/29/19	6/28/21	6/28/24
	111-05	Llaritana Dark 2	0/29/19	0/20/21	0/20/24
		Heritage Park 2		6/28/23	6/28/24
					- /
	HP-06	.	6/28/20	6/28/22	6/27/25
		Shipyard Hillside Open Space		6/27/24	6/27/25
		Palou Ave		6/27/24	6/27/25
		Ingalls/Thomas/Carroll/Griffith		6/27/24	6/27/25
		Yosemite Slough Bridge		6/27/24	6/27/25
lajor Phase 2 CP			12/30/2017		12/28/2027
	CP-06		12/30/17	12/30/19	12/29/22
		Earl Boulevard Park 1 and 2		12/29/21	12/29/22
		Harney Way 2		12/29/21	12/29/22
	CP-07		12/30/18	12/29/20	12/29/23
	0. 01	Wedge Park 2b	12/00/10	12/29/22	12/29/23
		-			
	CP-08		12/30/19	12/29/21	12/28/24
		Alice Griffith Neighborhood Park 2		12/29/23	12/28/24
	CP-09		12/29/20	12/29/22	12/28/25
	01 00	Inderson Avo	12,20,20	12/20/24	12/20/20
		Jamestown Ave		12/28/24	12/28/25
	CP-10		12/29/21	12/29/23	12/29/26
		Last Port		12/28/25	12/29/26
		The Neck		12/28/25	12/29/26
	CP-11		12/29/22	12/28/24	12/28/27
	06-11		12/23/22	12/20/24	12/20/21
		wini-Wedge Park 1		12/28/26	12/28/27

	Sub-Phase	Associated Public Benefit	Application Outside Date	Commencement Outside Date	Completion Outsid Date
Major Phase 3					
Major Phase 3 HP	HP-07		6/28/21 6/28/21	6/28/23	6/26/30 6/27/25
	HP-08	Waterfront Promenade South 1b	6/28/22	6/27/24 6/27/26	6/27/27 6/27/27
	HP-09		6/28/23	6/27/25	6/27/27
	HP-10		6/27/24	6/27/26	6/26/28
	HP-11	Waterfront Promenade South 1a Waterfront Promenade North Pier	6/27/25	6/27/27 6/26/29 6/26/29	6/26/30 6/26/30 6/26/30
Major Phase 3 CP			12/29/23		
	CP-12	Boulevard Park North CP Neighborhood Park	12/29/23	12/28/25 12/28/27 12/28/27	12/27/28 12/27/28 12/27/28
	CP-13		12/28/24	12/28/26	12/27/29
		Boulevard Park South		12/27/28	12/27/29
		Wedge Park 3 Bayview Gardens		12/27/28 12/27/28	12/27/29 12/27/29
	CP-14	The Least Dubble	12/28/25	12/28/27	12/27/30
		The Last Rubble		12/27/29	12/27/30
	CP-15		12/28/26	12/27/28	12/27/31
		The Heart of the Park The Point		12/27/30 12/27/30	12/27/31 12/27/31
	CP-16		12/28/27	12/27/29	12/26/32
		Wind Meadow Mini-Wedge 2		12/27/31 12/27/31	12/26/32 12/26/32
Major Phase 4					
Major Phase 4 HP			6/27/26		6/24/36
	HP-12	Shipyard South Park 1	6/27/26	6/26/28 6/26/30	6/26/31 6/26/31
	HP-13		6/27/27	6/26/29	6/25/32
		Waterfront Promenade South 2a		6/26/31	6/25/32
		Waterfront Promenade South 2b		6/26/31	6/25/32
		Waterfront Promenade South Pier Shipyard South Park 2		6/26/31 6/26/31	6/25/32 6/25/32
	HP-14		6/26/28	6/26/30	6/25/33
		Shipyard South Boulevard Park Shipyard Wedge Park 1		6/25/32 6/25/32	6/25/33 6/25/33
	HP-15		6/26/29	6/26/31	6/25/34
		Grassland Ecology Park South		6/25/33	6/25/34
		Community Sports Fields Complex B		6/25/33	6/25/34
		Multi-Use Fields		6/25/33	6/25/34
		Regunning Crane Pier		6/25/33	6/25/34
	HP-16		6/26/30	6/25/32	6/25/35
		Shipyard Wedge Park 2 & 3 Community Sports Fields Complex A		6/25/34 6/25/34	6/25/35 6/25/35
	HP-17		6/26/31	6/25/33	6/24/36
		Maintenace Yard Grassland Ecology Park North	0/20/01	6/25/35 6/25/35	6/24/36 6/24/36
Major Phase 4 CP			12/27/28	10/07/00	12/26/34
	GP-17	Farl Boulevard Park 2	12/21/28	12/21/30	12/20/33
		Grasslands South 1		12/26/32	12/26/33
	CP-18		12/27/29	12/27/31	12/26/34
		Grasslands South 2		12/26/33	12/26/34



Changes to the Schedule of Performance

Improvement	Approved Schedule of Performance Major Phase Sub-Phase Outside Completion Date	Proposed Schedule of Performance Major Phase Sub-Phase Outside Completion Date	Change	Cause
Jamestown Avenue Off-Site	Major Phase 1 CP-09 12/28/25	Major Phase 1 CP-09 12/28/25	The limit of work for the Major Phase 1 CP Jamestown Avenue improvements has been reduced by approximately 500 feet. This work will now be completed in Sub-Phase CP- 09 along with the Jamestown off-site Improvements as defined in the Candlestick Point Infrastructure Plan. The timing of the off-site Jamestown improvements has not changed.	The Candlestick Point Infrastructure Plan identifies the off-site improvement of Jamestown Avenue as follows: "Work will occur on Jamestown Avenue between the southeastern property line of 833-989 Jamestown Avenue Third Street as shown on Figure 2.1.5. The Developer will implement the improvements identified in a Technica limits of work for each of the following potential types of work on Jamestown Avenue: Resurface Street, Overla Currently, the approved Schedule of Performance links the Jamestown off-site improvements to Sub-Phase CP- Date of 12/28/2024 and a Completion Outside Date of 12/28/25. Neither the scope nor the timing of the Jamestown Off-Site improvements is changing. The change to Jamestown relates to a portion of the street that lies within the Project Boundary, between the M boundary and the southeastern property line of 833-989 Jamestown Avenue. As currently approved, the improv occur in Major Phase 1. The proposed change moves the improvement of this part of Jamestown to Major Phase occur at the same time as the Jamestown off-site improvements as defined in the Candlestick Point Infrastructu Previous versions of the Developer's improvement plans included re-grading the section of Jamestown betwee boundary and the southeastern property line of 833-989 Jamestown Avenue. In their review of these plans, the that regrading this portion of Jamestown would create a grade difference between Jamestown and adjacent der developable land and respond to DPW's comments, this portion of Jamestown will no longer be re-graded. It will developable land and respond to DPW's comments, this portion of Jamestown will no longer be re-graded. It will developable land and respond to DPW's comments, this portion of Jamestown will no longer be re-graded. It will developable land and respond to DPW's comments, this portion of Jamestown will no longer be re-graded. It will developable land and respond to DPW's comments, this portion of Jamestown will no longer be re-graded. It will developable land and r
Harney Way Off-Site	Major Phase 1 CP-02 12/30/19	Harney Way 1 Major Phase 1 CP-02 12/29/20 Harney Way 2 Major Phase 2 CP-06 12/29/22	Harney Way has been split into two phases. Harney Way 1 will be completed with CP-02, Harney Way 2 will be completed with CP-06.	The Candlestick Park Infrastructure Plan identifies Harney Way between Arelious Walker Drive and Thomas Mel improvement. At present, there is uncertainty regarding the timing of the extension of Geneva Avenue and rep interchange. It is likely that the interchange will not be constructed prior to operation of the BRT system, which conceived BRT alignment. The San Francisco County Transportation Authority (SFCTA) is currently conducting a study to define an alternate BRT alignment that uses some combinat US 101 at Blanken Avenue and Alana Way. Because that alignment may affect the way in which the BRT lanes are SFCTA and the City would like to postpone reconstruction of Harney Way between Executive Park Boulevard Eas would mean that in Major Phase 1, Harney Way would be constructed between Arelious Walker Drive and Execu- sidewalk and Class I cycletrack would be completed all the way to Thomas Mellon Drive. The BRT lanes between Thomas Mellon Drive would then be constructed consistent with a permanent alignment, to be determined at a operation of the BRT.
Wedge Park 2	Major Phase 2 CP-07 12/29/23	Wedge Park 2a Major Phase 1 CP-03 12/30/20 Wedge Park 2a Major Phase 2 CP-07 12/29/23	Wedge Park 2 has been split into two phases. Wedge Park 2a will be completed with CP-02, Wedge Park 2b will be completed with CP-07.	Park utility buildings located in Wedge Park 2a are required to support CP-02-03-04. This requires that Wedge Pa development of CP-02-03-04.
Gilman Avenue	Major Phase 1 CP-03 12/30/20	Major Phase 1 CP-02 12/29/20	Gilman off-site improvements to be completed in CP-02.	Project phasing changes associated with EIR Addendum 1 accelerated the Gilman Avenue off-site improvement: would accelerate the Outside Completion Date. However, the Outside Completion Date for Gilman is not chang Date for CP-02 and the Outside Completion Date for all CP-02 Associated Public Benefits (including Gilman) shift
CP-02 Submittal Date and Associated Public Benefits (APBs)	Major Phase 1 CP-02 Application 12/30/14 CP-02 APBs 21/30/19	Major Phase 1 CP-02 Application 12/30/15 CP-02 APBs 21/29/20	CP-02 submittal date moved to December 2015, Associated Public Benefits to be complete December 2020	The Application Outside Date for Sub-Phase CP-02 is proposed to shift from December 2014 to December 2015 to for CP-03 and CP-04. Aspects of the planned development program in CP-02, CP-03 and CP-04 changed; these cha D4D, Streetscape Plan, and Major Phase 1 CP Application. Consequently, these documents had to be amended; a reviewed and approved by multiple City departments. This led to a delay in the CP-02 application and developm date will also make the Schedule of Performance reflect the fact that a Sub-Phase Application was submitted co 03 and CP-04.

Note: These changes are discussed in greater detail in section 2.6 of the Major Phase 1 CP Application

and the easternmost curb returns on I Memorandum, which describe the y Street and/or Restripe Street."

09 with a Commencement Outside

Aarch 2016 Major Phase 1 CP ement of this part of Jamestown is to 2, CP-09. These improvements will Ire Plan.

In the March 2016 Major Phase 1 CP DPW Task Force identified the fact velopment lots. To avoid reducing ill be resurfaced and restriped.

lon Circle as an off-site lacement of the US 101 / Harney Way would preclude the originally

ion of existing tunnels underneath e constructed along Harney Way, the st and Thomas Mellon Drive. This utive Park East only, although the n Executive Park Boulevard East and a later date, but still prior to

ark 2a be accelerated to support the

s from CP-03 to CP-02. Normally, this ing because the Application Outside ted out one year.

o match the Application Outside Date anges didn't conform to the existing and these amendments had to be nent program. This shift of the CP-02 uncurrently for Sub-Phases CP-02, CP-

APPENDIX C - MAJOR PHASE 1 CP HOUSING DATA TABLE



HOUSING DATA TABLE¹

Maior Phase:	MP 1 CP												
Sub-Phase:	CP-01												
Residential Block Number	Residential Lot Location	Major Phase/Sub Phase Order of Lot Transfer	Max Building Height	Acreage	Density (Units/acre)	Residential Density	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	Nu Inc @
AG 1	L	2	65	1.56	78	II (50-125 units)	122	93	29	0	0)	0
AG 2	2	1	65	1.24	75	II (50-125 units)	93	58	35	0	C)	0
AG 4	1	1	65	1.24	73	II (50-125 units)	91	56	35	0	0)	0
AG S	5	2	65	0.83	23	l (15-75 units)	19	13	6	0	0)	0
Sub-Phase Subtota	I			4.87			325	220	105	0	C)	0
Major Phase:	MP 1 CP												
Sub-Phase:	CP-02												
Residential Block Number	Residential Lot Location	Major Phase/Sub Phase Order of Lot Transfer	Max Building Height	Acreage	Density (Units/acre)	Residential Density	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	N In @
CPC (CP Center)	1	Varies throughout	22.29	26	II (50-125 units/acre) IV (175-285 units/acre)	570	0	0	512	8		10
Sub-Phase Subtota	1						570	0	0	512	8	8	10
Major Phase:	MP 1 CP												
Sub-Phase:	CP-03												
Residential Block Number	Residential Lot Location	Major Phase/Sub Phase Order of Lot Transfer	Max Building Height	Acreage	Density (Units/acre)	Residential Density	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	Ni Ini @
CPN 1a	a	2	80	1.45	0	II (50-125 units/acre)	0	0	0	0	C)	0
CPN 2a	a	1b	80	1.31	99	I (15-75 units/acre)	130	0	0	117	2		2
CPN 10a	a	3	80	1.31	107	ll (50-125 units/acre)	140	0	140	0	C)	0
CPN 11a	9	1a	320	1.46	226	IV (175-285 units/acre)	330	0	0	296	5		5
Sub-Phase Subtota	I						600	0	140	413	7	,	7
Major Phase:	MP 1 CP												
Sub-Phase:	CP-04												
Residential Block Number	Residential Lot Location	Major Phase/Sub Phase Order of Lot Transfer	Max Building Height	Acreage	Density (Units/acre)	Residential Density	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	N In @
CPS 6a	a	1a	80	1.30	100	II (50-125 units/acre)	130	0	0	117	2		2
CPS 8a	a	1b	80	1.32	98	II (50-125 units/acre)	130	0	0	116	2	1	2
CPS 9a	a	2	80	1.37	95	II (50-125 units/acre)	130	0	0	117	2	2	2
CPS 11a	a	3	80	1.65	91	II (50-125 units/acre)	150	0	150	0	0		0
Sub-Phase Subtota	I						540	0	150	350	6	j	6
	1 .												
Major Phase:	MP 1 CP												
Sub-Phase: Residential Block Number	Residential Lot Location	Major Phase/Sub Phase Order of Lot Transfer	Max Building Height	Acreage	Density (Units/acre)	Residential Density	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	Ni Inc
AG 8	3	1	65	0.75	24	I (15-75 units)	18	13	5	0	0		0
AGS	9	1	65	1.05	135	II (50-125 units)	142	10	132	0	0		0
AG 14 Sub-Phase Subtota	*		65	0.81	23	i (15-75 units)	19	13	6 1/12	0	(0
Jub i huse SubiOld	ч	I.	1	2.01	1		1/9		143	0		1	
							PROJECT SU	JMMARY					
							Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	Nu Inc @
Sub-Phase Totals							2214	256	538	1275	21		23
Sub-Phase Percentages	of Major Phase Tot	al Units					100.0%	11.6%	24.3%	57.6%	0.9%	1.0)%
Current Tetal Unit Co													
ICUITERIL TOTAL UNIT CIEC	lite		10/	Current Ct.	Alone Merel C	arca Cradita						0	
Current Market Pate C	lits redits		184	Current Star	dited Stand-Ale	orce Credits						0	
Current Market Rate Current Below Market	lits redits Rate Credits		184 0 184	Current Star Status of Cre Sub-Phase C	nd-Alone Workfo edited Stand-Alo Only: Workforce	orce Credits one Workforce Units Administrator (if applicable)						0 0 0	

¹ The number and distribution of Inclusionary Units in this Sub-Phase Application in and among each block is for illustrative purposes only. The number and distribution of Inclusionary Units in and among each block is subject to change as the design and program for each block is finalized. Final unit counts, depth of affordability and distribution of Inclusionary Units will be determined in accordance with the DDA.

If Developer decreases the percentage of Inclusionary Units or Workforce Units on a Lot from the number that was identified in a Sub-Phase Approval, it shall notify the Agency of the proposed alternative location of such Inclusionary or Workforce Units. Subject to the foregoing and Section 2.5(d) (section F-15 of the DDA), Workforce Units may be included within either a Stand-Alone Workforce Project or a Market Rate Project.

0	0	<u>@140%</u> 0	0	0
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0	0	0	0	0
0	0	0	0	0
nber	Number	Number WkForce	Number	Number
Jnits D0%	InclUnits @120%	Units @140%	WkForce Units @150%	WkForce Units @160%
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8	32	0	0	C
ber	Number	Number	Number	Number
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00%	@120%	@140%	Units @150%	@160%
2	7	0	0	0
0	0	0	0	C
5	19	0	0	C
nber Jnits	Number InclUnits	Number WkForce Units	Number WkForce	Number WkForce Units
00%	@120%	@140%	Units @150%	@160%
2	7	0	0	C
2	8	0	0	0
0	0	0	0	0
6	22	0	0	C
nber	Number	Number	Number	Number
	InclUnits @120%	WkForce Units @140%	WkForce Units @150%	WkForce Units @160%
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0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 Number WkForce Units @140%	0 Number WkForce Units @150%	Number WkForce Units @160%

APPENDIX D – MAJOR PHASE 1 CP PARKS & OPEN SPACE SCHEMATIC DESIGN

(24" x 36" map set delivered/available under separate cover. Digital file on enclosed CD)



CANDLESTICK POINT MAJOR PHASE 1 **PARKS + OPEN SPACE** SCHEMATIC DESIGN

San Francisco, California December 16, 2015





CLIENT Lennar One California Street, Suite 2700 San Francisco, CA 94111

DESIGN TEAM

RHAA Landscape Architects 323 Geary Street San Francisco, CA 94102

ooper, Robertson & Par

melk urban design LLC 11 John Street, Suite 26

DRAWING INDEX

- L1.0 Context Plan Existing Structures & Contours
- L1.1 Context Plan Future Infrastructures L1.2 Context Plan Opportunities & Constraints
- L2.0 Alice Griffith Neighborhood Park Site Plan Illustrative L2.1 Alice Griffith Neighborhood Park Site Plan Circulation
- L2.2 Alice Griffith Neighborhood Park Site Plan -Graduald, Hardscape & Furnishings
 L3.0 Bay View Hillside Open Space I Jamestown Walker Slope Site Plan Illustrative
- L3.1 Bay View Hillsdo Open Space I Jamestown Walker Slope Site Plan Circulation
 L3.2 Bay View Hillside Open Space I Jamestown Walker Slope Site Plan Grading, Hardscape & Furnishing
- L4.0 Wedge Park Site Plan Illustrative L4.1 Wedge Park Site Plan - Circulation
- L4.2 Wedge Park Site Plan Grading, Hardscape & Furnishings





Lennar Urban

Candlestick Major Phase 1

One California Street, Suite 2700 San Francisco, CA 94111

PROJECT NUMBER 08007b

SUBMITTAL

Schematic Design

DATE

December 16, 2013

CONSULTANTS

REVISIONS

No.	Date	Description

Drawn By: MI Checked By: NL

REGISTRATION AND SIGNATURE

LEGEND

3	(E) BUILDING FOOTPRINT
U	(E) ELEVATION CONTOUR
_	PROJECT BOUNDARY
-	PARK / OPEN SPACE PROPERTY LINE
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SHEET TITLE Context Plan - Existing Structures and Contours

750





Lennar Urban

Candlestick Major Phase 1

One California Street, Suite 2700 San Francisco, CA 94111

PROJECT NUMBER

08007b

SUBMITTAL

Schematic Design

DATE

December 16, 2013

CONSULTANTS

REVISIONS

No.	Date	Description

Drawn By: MI Checked By: NL

REGISTRATION AND SIGNATURE

SHEET TITLE Context Plan - Future Infrastructure

1





Lennar Urban

Candlestick Major Phase 1

One Ca**l**ifornia Street, Suite 2700 San Francisco, CA 94111

PROJECT NUMBER

08007b

SUBMITTAL

Schematic Design

DATE

December 16, 2013

CONSULTANTS

LEGEND

LEGEND	
PF	OJECT BOUNDARY
——— PA PF	RK / OPEN SPACE ROPERTY LINE
OPPORT	JNITIES
01 OPPORT HABITAT BAYVIEW CANDLES	UNITY TO IMPROVE CONNECTION BETWEEN / HILL NATURAL AREA + STICK POINT BAY FRONT
O2 OPPORT TRAIL + S BAYVIEW	UNITY FOR FUTURE STAIRS LINKING TO / HILL PARK
CONSTR	AINTS
C1 PREVAIL	NG WIND
	\rightarrow
C2 SHADED	AREAS
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	DECEMBER 21 - NOON
	DECEMBER 21 - 3 PM
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REVISIONS

No.	Date	Description

Drawn By: MI Checked By: NL

REGISTRATION AND SIGNATURE

sheet title Context Plan -**Opportunities &** Constraints

2





Lennar Urban

Candlestick Major Phase 1

One Ca**l**ifornia Street, Suite 2700 San Francisco, CA 94111

project number 08007b

SUBMITTAL

Schematic Design

DATE

December 16, 2013

CONSULTANTS

REVISIONS

Drawn By: Checked By:

REGISTRATION AND SIGNATURE

Alice Griffith Neighborhood Park Site Plan **Illustrative**



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123 Geery Avenue, Suite 802, San Francisco, CA 84102 T 415 851 7800 F 415 851 7808 www.rhme.com

Lennar Urban

Candlestick Major Phase 1

One California Street, Suite 2700 San Francisco, CA 94111

PROJECT NUMBER 08007b

SUBMITTAL

Schematic

Design

DATE

December 16, 2013

CONSULTANTS

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SHEET TITLE Alice Griffith Neighborhood Park Site Plan Grading, Hardscape & Furnishings





Lennar Urban

Candlestick Major Phase 1

One California Street, Suite 2700 San Francisco, CA 94111

PROJECT NUMBER 08007b

SUBMITTAL

Schematic Design

DATE

December 16, 2013

CONSULTANTS

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Date	Description
	Date

Drawn By: MI Checked By: NL

REGISTRATION AND SIGNATURE

SHEET TITLE

Bayview Hillside Open Space / Jamestown Walker Slope Site Plan Illustrative







Lennar Urban

Candlestick Major Phase 1

One California Street, Suite 2700 San Francisco, CA 94111

project number 08007b

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SUBMITTAL

Schematic Design

DATE

December 16, 2013

CONSULTANTS

REVISIONS

Drawn By: MI Checked By: NL

REGISTRATION AND SIGNATURE

SHEET TITLE

Bayview Hillside Open Space / Jamestown Walker Slope Site Plan

Circulation

L3.1





Lennar Urban

Candlestick Major Phase 1

One Ca**l**ifornia Street, Suite 2700 San Francisco, CA 94111

PROJECT NUMBER 08007b

SUBMITTAL

Schematic Design

DATE

December 16, 2013

CONSULTANTS

No.	Date	Description

Drawn By: MI Checked By: NL

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sнеет тітLe Bayview Hillside Open Space / Jamestown Walker Slope Site Plan Grading, Hardscape & Furnishings

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Candlestick Major Phase 1

One California Street, Suite 2700 San Francisco, CA 94111

PROJECT NUMBER

08007b

SUBMITTAL

Schematic Design

DATE

December 16, 2015

CONSULTANTS

REVISIONS

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SHEET TITLE Wedge Park Site Plan Illustrative



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Grading, Hardscape,

4.2

APPENDIX E - MAJOR PHASE 1 CP **GEOTECHNICAL REPORT**

Comprehensive site-specific geotechnical investigation, covering geological conditions of Major Phase 1 CP in two separate reports - Alice Griffith (including Sub-Phases CP-01 and CP-05) and CP Center (including Sub-Phases CP-02, CP-03, and CP-04) prepared by ENGEO Incorporated.

(Document delivered/available under separate cover. Digital file on enclosed CD)



APPENDIX F - PRELIMINARY CONSTRUCTION PHASING

LENNAR URBAN// CP CENTER CONSTRUCTION PHASING



Grading and Surcharge



DBI Grading Permit# 201411252500

Start: July 2015 Placement Complete: Nov Surcharge Complete: Mar 2016

Stage 2 (Block by Block Start: Dec 2015 Placement Complete: 2016 Surcharge Complete: 2016-

DPW Excavation Permit# TBD

Permit Received: Mar 2016 Start: Mar 2016 Complete: Nov 2016

Onsite Borrow Plan



- ٠

Phasing Details

• Contractor to use subgrade excavation material for podium structure for Stage 2 surcharge.

Infrastructure contractor to turn over site to vertical contractor with subgrade rough grading completed

DPW Surcharge



Phasing Details

Plans to be submitted by Fehr & Peers to address interim crosswalk and maintenance of traffic over surcharge

Installation of wicks and surcharge in existing roadway will require a 1 week shut down of the intersection

Utility relocation work required to remove existing lines from under surcharge

Arelious Walker Soil Nail Wall



Permit 3 -DBI Shoring & Excavation Permit# 201511172873

Filed: Nov 17, 2015 Permit Expected: Feb 2016 Construction Start: Mar 2016 Construction Complete: Dec 2016

Arelious Walker Grading & Utility Relocate



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- •



Phasing Details

Existing water line to be removed after grading and new line is installed

Interim excavation of new AW alignment not to enter existing ROW

Removal of St. Francis required

Main Infrastructure Permit



Permit 4 -DPW Street Improvement Permit#

Permit Anticipated: March 2016 Construction Start: March 2016 Backbone Streets Complete: Dec 2017

Side Streets Complete: Phased with vertical development in respective block

Jamestown Grading Sequence



Phasing Details

Shut down of Jamestown Ave will be required to perform grading.

Utility Reroute around cut area will be required

• To be completed after opening of retail center

Interim connection between exiting Jamestown alignment and new AW will be required

Wedge Park Plaza



Permit 5 -Open Space Permit# TBD

Permit Anticipated: Spring 2017 Construction Start: June 2017 Completed: Nov 2017

Scope of improvements in Wedge Park 2 area to be determined

Harney Way Offsites



Permit 6 -DPW Street Improvement Permit#

Permit Anticipated: Sep 2016 Construction Start: Sep 2016 Construction Complete: Dec 2017

State Parks ROE needed to begin geotechnical investigations to determine surcharging requirements

Storm Drain Outfall# 2



Permit 7 -DPW Street Improvement Permit#

SFPUC Outfall Permit# TBD RWQCB Permit #TBD

Detention Basin designed to accommodate SD flows until SD line can be accepted

Gilman Ave Offsite



Permit 8 -DPW Street Improvement Permit#

Permit Anticipated: June 2016 Construction Start: June 2016 Construction Complete: Oct 2017

Traffic phasing to be contractor submittal based on final improvement plans

Gilman / CP-01 / CP-03 Intersection Coordination



- •
- •
- •

Phasing Details

Phasing of improvements shown in 3 different plan sets to be coordinated

Curb Ramps installed in CP-01 to be removed and replaced

Match line of CP-03 and Gilman offsite to be designed for connection

Hillside Open Space



Permit 9 -Open Space Permit# TBD

Permit plan submittal TBD

Open space improvements to have separate permit

Rough grading to be done under Infrastructure permit

Community Garden may require separate permit

Harney/Jamestown Intersection



Overlay of proposed grading onto existing conditions.
Harney Way Widening



New surface improvements at Harney Way

Existing Pedestrian Access



Proposed Pedestrian Access



Proposed Interim Crosswalk



Traffic Plan During CP-0234 Construction







Proposed Traffic Plan at Completion of CP-0234





APPENDIX G – INSURANCE REQUIREMENTS



EXHIBIT F

DDA INSURANCE REQUIREMENTS

(CP/HPS2 - Horizontal) Major Phase 1

Definitions: Α.

"Approval" has the meaning set forth in the CP/HPS2 DDA. 1.

2. "City Parties" means, collectively, the Office of Community Investment and Infrastructure (the "Agency"), the City and County of San Francisco, and their respective supervisors, commissioners, officers, agents and employees.

"Commencing" has the meaning set forth in the CP/HPS2 DDA. 3.

4. "Completed" has the meaning set forth in the CP/HPS2 DDA.

5. "Construction Contractor" means any person, corporation, partnership, trust, company or any other entity that is acting as a general contractor in a direct or indirect contract with the Developer for Work for a Specific Project.

6. "Construction Subcontractor" means any person, corporation, partnership, trust, company, or any other entity that is in direct contract with a Construction Contractor for the performance of Work for a Specific Project.

"Design Consultant" means any person, corporation, partnership, trust, company 7. or any other entity that has a direct contract with Developer for architectural services, engineering, landscape architectural services or any other professional design services for a Specific Project.

"Design-Build Contractor" means as any person, corporation, partnership, trust, 8. company, or any other entity that has a contract to perform any design services and Work for a Specific Project.

9. "Developer" means CP Development Co., LP, a Delaware limited partnership or its Transferees under the CP/HPS2 DDA.

"Infrastructure" has the meaning set forth in the CP/HPS2 DDA. 10.

11. "Major Phase" has the meaning set forth in the CP/HPS2 DDA.

"Pollution Work" means, collectively, any Work that involves disturbance of 12. soil, groundwater, lead-based paint, asbestos containing materials or the removal, transportation and disposal of Hazardous Substances, as defined in the CP/HPS2 DDA.

"Project" has the meaning set forth in the CP/HPS2 DDA. 13.

14. "Specific Project" means each portion of the Infrastructure in the Project that is under construction.

15. "Sub-Phase" has the meaning set forth in the CP/HPS2 DDA.

17.

"Work" means the furnishing of any physical construction or labor for the 18. Specific Project required for or in connection with the construction and completion of the Specific Project.

В. **Insurance Requirements:**

Developer shall procure and maintain, or cause to be procured and maintained, throughout the Major Phase, the insurance policies set forth herein. Developer is permitted to obtain or substitute any of the insurance required with project-specific insurance, including Owner Controlled Insurance Programs (OCIPs) and Contractor Controlled Insurance Programs (CCIPs), if such project-specific insurance meets each of the requirements set forth in the following sections.

Workers' Compensation and Employers' Liability Insurance:

Minimum Scope and Limits. Worker's Compensation Insurance with Employer's Liability insurance with limits of the following (or any higher limits as required by applicable law):

Coverage A. Statutory Benefits - State of Hire Coverage B. Employers' Liability limits of:

Bodily Injury by accident Bodily Injury by disease Bodily Injury by disease

<u>Policy Term</u>. The policy shall be maintained for the duration of the Specific Project or such longer period as may be required by law.

Waiver of Subrogation. Developer shall obtain an endorsement that requires the insurer to waive all rights of subrogation against the City Parties for losses arising from work performed by or on behalf of Developer. Developer shall waive all rights against the City Parties for loss or damage to the extent covered by the Worker's Compensation Insurance or Employers' Liability Insurance. If the policies of insurance referred to in this Section require an endorsement or consent of the insurance company to provide for continued coverage where there is a waiver of subrogation, the owners of such policies will cause them to be so endorsed or obtain such consent.

Automobile Liability Insurance: 1.

"Substantial Completion" has the meaning set forth in the CP/HPS2 DDA.

\$1,000,000 each accident \$1,000,000 policy limit \$1,000,000 each employee

Minimum Scope. Insurance Services Office form number CA 00 01 covering Automobile Liability.

Minimum Limits. \$1,000,000 combined single limit per accident for bodily injury and property damage.

Policy Term. The policy shall be maintained for the duration of the Specific Project.

Acceptability. Developer shall ensure that the insurance is placed with insurers with a then current A.M. Best's rating of no less than "A(-):VIII" or higher, licensed to do business in the State of California or, if not rated by A.M. Best, then a comparable rating from a nationally recognized rating agency approved by the Agency Director.

Additional Insureds. The City Parties are to be covered as additional insureds with respect to liability arising out of the automobiles owned, leased, hired or borrowed by Developer for the Specific Project, or that are otherwise used in connection with the Specific Project.

Primary Coverage. For claims arising out of work on the Specific Project, Developer's insurance coverage shall be primary insurance with respect to the City Parties. Any insurance or self-insurance maintained by the City Parties shall be excess of Developer's insurance and shall not contribute to it or limit the amounts payable by Developer's insurer.

Waiver of Subrogation. Developer shall obtain an endorsement that requires the insurer to waive all rights of subrogation against the City Parties. Developer shall waive all rights against the City Parties for loss or damage to the extent covered by the Automobile Liability Insurance. If the policies of insurance referred to in this Section require an endorsement or consent of the insurance company to provide for continued coverage where there is a waiver of subrogation, the owners of such policies will cause them to be so endorsed or obtain such consent.

Commercial General Liability Insurance: 2.

Minimum Scope. Insurance Services Office ("ISO") Commercial General Liability coverage (occurrence form CG 0001 or its equivalent) combined single limit for bodily injury and property damage, including coverage for Contractual Liability, independent contractors, Explosion, Collapse, and Underground ("XCU"), Personal Injury, Broad-Form Property Damage to apply to products, and completed operations or its equivalent.

Minimum Limits. Developer shall maintain limits no less than: Each Occurrence: \$5,000,000; General Aggregate: \$5,000,000; Products/Completed Operations Aggregate: \$5,000,000; and such amounts increased to \$7,000,000 if claims investigation or legal defense costs are included in the maximum.

Policy Term. The insurance shall be maintained for the duration of the Specific Project and either for (i) ten (10) years from the date of Substantial Completion of the Specific Project or (ii) such insurance shall have Products and Completed Operations coverage for ten (10) years from the date of Substantial Completion of the Specific Project.

Insurance.

Additional Insureds. Additional Insured Endorsement(s) will be issued covering the City Parties.

Coverage. Premises and Operations coverage and liability to cover Developer's liability arising out of Work performed by Construction Contractors and Construction Subcontractors.

Deductibles and Self-Insured Retentions. Any deductibles or SIRs greater than \$100,000 will be approved by the Agency Director and will be the responsibility of Developer and/or Construction Contractors or Construction Subcontractors to pay.

Primary Coverage. For claims arising out of or relating to work on the Specific Project, Developer's insurance coverage shall be primary insurance with respect to the City Parties. Any insurance or self-insurance maintained by the City Parties shall be excess of Developer's insurance and shall not contribute to it or limit the amounts payable by Developer's insurer.

Waiver of Subrogation. Developer shall obtain an endorsement that requires the insurer to waive all rights of subrogation against the City Parties. Developer shall waive all rights against the City Parties for loss or damage to the extent covered by the Commercial General Liability Insurance. If the policies of insurance referred to in this Section require an endorsement or consent of the insurance company to provide for continued coverage where there is a waiver of subrogation, the owners of such policies will cause them to be so endorsed or obtain such consent.

Application. Developer's insurance shall apply separately to each insured person or entity against whom a claim is made or suit is brought, except with respect to the aggregate limits of the insurer's liability, and rights or duties specifically assigned to the first or other named insureds.

Developer may structure the Commercial General Liability insurance program as an Owner (or Contractor) Controlled Insurance Program ("OCIP" or "CCIP") for all of the Specific Projects. Any OCIP or CCIP shall be Approved by the Agency Director.

3. **Umbrella/Excess Liability Insurance:**

> Excess liability coverage on a follow-form basis, in excess to the Commercial General Liability coverage stated above, with limits for each occurrence and in the

Form. Coverage must be on an "occurrence" form for the General Liability

aggregate to be determined by Developer with the Approval of the Agency Director as part of the applicable Sub-Phase Application. [how much for first Subphases?] The limits will be dependent on a variety of factors, including, among other things, the size and nature of the Specific Project, the amount and type of Infrastructure to be Completed (e.g., amount and type of transportation or park improvements), the risk involved and the then current insurance market.

(b) Developer may structure the Commercial General Liability insurance program as an Owner (or Contractor) Controlled Insurance Program ("OCIP" or "CCIP") for all of the Specific Projects.

4. Other Insurance Provisions for the Workers Compensation and Employers' Liability; Automobile Liability and Commercial General Liability Insurance **Coverages:**

Cancellation. The policies will have standard cancellation/non-renewal clauses, conforming to the California Insurance Code, and meeting the requirements set forth in Section 1(g) above.

Primary and Excess Coverage. All required limits of insurance may be purchased or placed through a combination of primary and excess insurance policies.

Acceptability. Developer shall ensure that the insurance is placed with insurers with a then current A.M. Best's rating of no less than "A(-):VIII" or higher, licensed to do business in the State of California or, if not rated by A.M. Best, then a comparable rating from a nationally recognized rating agency approved by the Agency Director.

Verification of Coverage. Developer must furnish the Agency with certificates of insurance evidencing coverage and satisfy the other requirements set forth in <u>Section 13(d)</u> below.

5. **Professional Liability Insurance:**

Professional Liability Insurance or Errors and Omissions Insurance will be required to be carried by Design Consultants and Design-Build Contractors or, in the alternative, any of their subcontractors or subconsultants.

> Minimum Scope. Professional Liability or Errors and Omissions insurance shall include prior acts coverage, at least back to commencement of services for the Specific Project, to cover their specific services and contractual liability under the applicable contracts, to the extent such liability is insurable under Professional Liability or Errors and Omissions insurance.

> Minimum Limits. The limits of any Professional Liability or Errors and Omissions shall not be less than \$1,000,000 per claim/\$2,000,000 aggregate, or the applicable Design Consultant's standard limit carried, whichever is higher, with a deductible or SIR amount not greater than \$100,000.

Policy Term. The policy shall be maintained for the duration of the Design Consultant's and Design-Build Contractor's contracts and for a period of five (5) years after Substantial Completion of the applicable Design Consultant's or Design-Build Contractor's services.

Other Insurance Requirements.

Acceptability. Developer shall require its Design Consultants and Design-Build Contractors to ensure that the insurance is placed with a then current A.M. Best rating of not less than "A(-):VIII" or higher, licensed to do business in the State of California or, if not rated by A.M. Best, then a comparable rating from a nationally recognized rating agency approved by the Agency Director.

services relating to Work for the Specific Project.

Construction Contractors', Design-Build Contractors' and Design 6. **Consultants' Insurance Coverages:**

Developer will require Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants to procure and maintain the following insurance for work and services performed at the Project.

Workers' Compensation and Employers' Liability.

Minimum Scope and Limits. Workers' Compensation in statutory amounts with Employers' Liability insurance with limits of the following (or any higher limits as required by applicable law):

Coverage A. Statutory Benefits- State of Hire Coverage B. Employers' Liability limits of:

Bodily Injury by accident Bodily Injury by disease Bodily Injury by disease

Policy Term. The policy shall be maintained for the duration of the contracts with Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants for a Specific Project, or such longer period as required by applicable law.

Waiver of Subrogation. Developer shall require its Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design-Consultants to waive all rights of subrogation in favor of Developer, the City Parties and each other for loss or damage to the extent covered by Workers'

Verification of Coverage. Developer shall require its Design Consultants and Design-Build Contractors to furnish Developer, and the Agency, with certificates of insurance evidencing coverage. All certificates and endorsements are to be received by Developer and the Agency before the Design Consultant begins

\$1,000,000 each accident \$1,000,000 policy limit \$1,000,000 each employee

Compensation, Employers' Liability insurance, or any other employment-related insurance applicable to the Work, except such rights as they may have to the proceeds of such insurance. Each such party will waive all rights against each other, and against Developer and the City Parties, for loss or damage to the extent covered by the Workers' Compensation, Employers' Liability insurance, or other employment-related insurance applicable to the Work. If the policies of insurance referred to in this Section require an endorsement or consent of the insurance company to provide for continued coverage where there is a waiver of subrogation, the owners of such policies will cause them to be so endorsed or obtain such consent.

Automobile Liability Insurance.

Minimum Scope. Insurance Services Office form number CA 00 01 covering Automobile Liability.

Minimum Limits. \$1,000,000 combined single limit per accident for bodily injury and property damage.

Policy Term. The policy shall be maintained for duration of the contracts with Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants for a Specific Project.

All Autos Covered. Developer and the City Parties are to be covered as insured with respect to liability arising out of the automobiles owned, leased, hired, or borrowed by Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants for the Specific Project or used to access the Specific Project.

Primary Coverage. For claims arising out of services relating to the Specific Project, Construction Contractors' (and their Construction Subcontractors') Design-Build Contractors' and Design Consultants' insurance coverage shall be primary insurance with respect to the City Parties. Any insurance or selfinsurance maintained by the Agency or the City Parties shall be excess of Construction Contractors' (and their Construction Subcontractors') Design-Build Contractors' and Design Consultants' insurance and shall not contribute with it.

Commercial General Liability Insurance. The following Commercial General Liability insurance shall be required for (i) Construction Contractors (their Construction Subcontractors), Design-Build Contractors, and Design Consultants that are (i) not enrolled in an OCIP or CCIP for the Specific Project for their on-site or off-site Work, and (ii) for Construction Contractors (or their Construction Subcontractors) Design-Build Contractors and Design Consultants that are enrolled in an OCIP or CCIP for the Specific Project for their off-site Work:

Minimum Scope. Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001).

Minimum Limits. Each Occurrence: \$1,000,000; General Aggregate: \$2,000,000; Products/Completed Operations Aggregate: \$2,000,000; and Personal and Advertising Injury: \$1,000,000.

Policy Term. The policy shall be maintained for the duration of the contracts with Construction Contractors (and their Construction Subcontractors) and Design-Build Contractors for a Specific Project until either (i) five (5) years from the date of Substantial Completion of the Specific Project or (ii) such insurance shall have Products and Completed Operations coverage for five (5) years from the date of Substantial Completion of the Specific Project. The policy shall be maintained for the duration of the contracts with each Design Consultant until two (2) years from date of completion of its services on the Specific Project.

Coverage must be on an "occurrence" form.

(5) An Additional Insured Endorsement(s). Additional Insured Endorsement(s) shall be issued to cover the City Parties and Developer. The policy shall stipulate that the insurance afforded to the Additional Insureds (Developer and all the City Parties) shall apply as primary insurance and that any other insurance carried by Developer and the City Parties (and any other entity and individual required to be named as additional insured) will be excess only and will not contribute with this insurance. The policy shall contain substantially similar language to the following: "Such coverage as is afforded by this policy for the benefit of the additional insured(s) is primary for claims and or damages arising out of the project then under construction and any other coverage maintained by such additional insured(s) shall be non-contributing with the coverage provided under this policy."

(6) Premises and Operations coverage with no explosions, collapse, or underground damage exclusion.

Independent Contractors' Liability to cover Contractor's liability arising (7) out of work performed by its subcontractors.

Broad-Form Property Damage. (8)

The policy may not be subject to a SIR that exceeds \$25,000. Any and all (9) SIRs must be susceptible of being satisfied under the policy through payments by the named insured or its agents, and any additional insureds or co-insures. If a SIR applies, the Allocated Loss Adjustment Expense (including defense costs) shall satisfy the SIR.

7. **Design Consultants:**

Other Insurance Provisions for all Commercial General Liability, Workers' Compensation and Automobile Liability Insurance Coverages for Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and

<u>Cancellation</u>. The policies will all have standard reduction/cancellation/non-renewal clauses, conforming to the California Insurance Code.

<u>Primary and Excess Coverage</u>. All required limits of insurance may be purchased or placed through a combination of primary and excess insurance policies.

<u>Acceptability</u>. Developer shall require its Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants to ensure that the insurance is placed with insurers with a then current A.M. Best's rating of no less than "A(-):VIII" or higher, licensed to do business in the State of California or, if not rated by A.M. Best, then a comparable rating from a nationally recognized rating agency approved by the Agency Director.

<u>Verification of Coverage</u>. Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants must furnish Developer and, upon request, the Agency, with certificates of insurance evidencing coverage and satisfy the other requirements set forth in <u>Section 13(d)</u> below. All certificates and endorsement are to be received by Developer before Work or services commence on the Specific Project.

(e) Construction Contractors' (and their Construction Subcontractors'), Design-Build Contractors' and Design Consultants' insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability, and rights or duties specifically assigned to the first or other named insured.

8. <u>Property Insurance for Construction Contractors (and their Construction</u> <u>Subcontractors) and Design-Build Contractors</u>:

<u>Minimum Scope and Limits</u>. "Special Cause of Loss" property insurance (commonly referred to as "all risk" or "special perils" coverage) in an amount equal to the full replacement cost of Construction Contractor's (their Construction Subcontractor's and Design-Build Contractor's property for which it has title and/or risk of loss. All policy proceeds shall be used for the repair or replacement of the property damaged or destroyed.

<u>Policy Term</u>. The policy shall be maintained for the duration of the contracts with Construction Contractors (and their Construction Subcontractors) and Design-Build Contractors for a Specific Project and continue until the property is delivered to Developer.

<u>Waiver of Subrogation</u>. Developer will require it's Construction Contractors (and their Construction Subcontractors) and Design-Build Contractors to include a waiver of rights of recovery clause in favor of Developer and the City Parties for losses arising from work or services performed for a Specific Project. Construction Contractor (and their Construction Subcontractors) and Design-Build Contractors will waive all rights against each other and against Developer, the City Parties and all other subcontractors for loss or damage to the extent covered by All-risk Property insurance or any other property or equipment insurance applicable to the work or services, except such rights as they may have

to the proceeds of such insurance. If the policies of insurance referred to in this Section require an endorsement or consent of the insurance company to provide for continued coverage where there is a waiver of subrogation, the owners of such policies will cause them to be so endorsed or obtain such consent.

9. <u>Contractors Pollution Insurance</u>:

In connection with any Pollution Work, Developer will or shall require its Construction Contractors and Design-Build Contractors or in the alternative their subcontractors or subconsultants that will be performing the Pollution Work (collectively, "**Pollution Contractors**") to obtain the following insurance coverages:

<u>Minimum Scope and Limits</u>. Contractors Pollution Liability insurance applicable to Pollution Work with limits of not less than Two Million Dollars (\$2,000,000) for each claim or occurrence and Two Million Dollars (\$2,000,000) aggregate, per policy period of one year, or for the duration of the Pollution Work if longer than one year. If such activity involves or may involve lead-based paint or asbestos identification / remediation, such insurance shall not contain lead-based paint or asbestos exclusions.

<u>Policy Term</u>. The policy shall be maintained for the duration of the Pollution Contractors' contract and for a period of at least five (5) years after completion of the Pollution Work.

<u>Self-Insured Retentions</u>. Any Contractors Pollution Liability insurance policy containing a SIR greater than One Hundred Thousand Dollars (\$100,000) shall be disclosed to Developer and the Agency and shall be subject to the Agency's Approval. If any policy is subject to a SIR, then such SIR shall contain or be endorsed to provide that the SIR may be satisfied by (i) the named insured, or (ii) Developer, or (iii) the City Parties and its successors and assigns. If a SIR applies the Allocated Loss Adjustment Expense (including defense costs), shall satisfy the SIR.

<u>Claims Made Forms</u>. The Contractors Pollution Liability coverages may be written on a claims made or occurrence form, but in either case shall meet the following requirements.

The retroactive date must be shown, and must be before the effective date of the contract or subcontract of the Pollution Contractor or the date such Pollution Work commences, whichever is later.

If coverage is reduced, canceled or non-renewed, and not replaced with another claims made or occurrence policy form with a retroactive date before the effective date of the contract or subcontract of the Pollution Contractor or the date such Pollution Work commences, whichever is later, the Pollution Contractor must purchase an extended period coverage for a minimum of five (5) years after completion of such Pollution Work.

Endorsements. All Contractors Pollution Liability insurance shall be endorsed to provide the following:

The City Parties are to be covered as additional insureds.

Such Contractors Pollution Liability policies are primary insurance to any other insurance available to the additional insureds, with respect to any claims arising out of the Specific Project and the Pollution Contractor's contract. Such policies shall also provide for severability of interests. For any claims that may arise from or in connection with the Specific Project, Pollution Contractor's insurance shall be primary insurance with respect to Developer and City Parties. Any insurance or self-insurance maintained by Developer or City Parties shall be excess of Pollution Contractor's insurance and shall not contribute with it.

Non-Owned Disposal Site coverage.

Cancellation. Thirty (30) days' advance written notice of reduction or cancellation in coverage or ten (10) days' advance written notice in case of non-payment.

Claims Requirements. A copy of the claims reporting requirements must be submitted to Developer before any Pollution Work commences.

Primary and Excess Coverage. All required limits of insurance may be purchased or placed through a combination of primary and excess insurance policies.

Acceptability. Developer shall require its Pollution Contractors to ensure that the insurance is placed with insurers with a then current A.M. Best's rating of no less than "A(-):VIII" or higher, licensed to do business in the State of California or, if not rated by A.M. Best, then a comparable rating from a nationally recognized rating agency approved by the Agency Director.

Verification of Coverage. Developer must furnish the Agency with certificates of insurance evidencing coverage and satisfy the other requirements set forth in Section 13(d) below. All certificates and endorsement are to be received by the Agency before the Pollution Work commences on the Specific Project.

Waiver and Adjustments to Insurance Requirements: 10.

(a) <u>Waiver of Developer's Insurance Requirements</u>. Developer and the City Parties understand that the design and construction of the Project will span many years, will include multiple distinct sets of improvements built in different Major Phases and Sub-Phases, and will be developed by different developers utilizing numerous Construction Contractors, Design-Build Contractors and Design Consultants. Developer and the City Parties further understand that there are community benefits objectives for the Project, including but not limited to, the hiring of local Construction Subcontractors and Design Consultants. In addition, the availability of commercially reasonable insurance coverages is dependent upon the market at the time of the Specific Project. Based upon the foregoing, Developer may, from time to time, request a waiver from or amendment to the insurance that it or its Construction Contractors, Construction

Subcontractors, Design-Build Contractors and/or Design Consultants are required to carry under these Insurance Requirements. The Agency shall use good faith efforts to respond to Developer's waiver or amendment request in an expeditious manner. The Agency Director may issue a waiver in any specific instance, or may in appropriate circumstances bring the matter to the [Commission/Board] for consideration.

11. Miscellaneous:

Minimum Limits. The insurance limits set forth in these Insurance Requirements are minimum limits, scopes and requirements of insurance only. Nothing herein should be construed to limit the actual limits, scopes, types or requirements of the insurance that Developer may acquire or that Developer will require of any of its Construction Contractors, Construction Subcontractors, Design-Build Contractors, Design Consultants, or any other person performing any services or Work or providing any materials or supplies for the Project, the Sub-Phase or any Specific Project. Developer, in its sole and absolute discretion, can require additional limits, scopes, types and requirements of insurance without notice to the Agency provided that the minimum requirements set forth herein are met, or a written waiver has been received. If additional limits and/or coverages are obtained, to the extent permitted, such insurance shall also be for the benefit of the Agency.

Increases. Not more often than every five (5) years and upon not less than sixty (60) days prior written notice, the Agency may require Developer to increase the insurance limits set forth above if the Agency finds in its reasonable judgment that it is the general commercial practice in San Francisco to carry insurance in amounts substantially greater than those amounts carried by Developer with respect to risks comparable to those associated with Developer's activities. Before requiring any increase in insurance, the Agency and Developer shall meet and confer in good faith to determine whether such increase is necessary. The cost of any increases to requirements will be reimbursed to Developer by the (Agency/Agency).

No Limitation on Other Coverage. Developer's compliance with the provisions of these Insurance Requirements shall in no way relieve or decrease Developer's other obligations under the CP/HPS2 DDA (including any indemnification obligation) or under any other agreement relating to the Project.

Verification of Coverage. Developer (and, upon request, each Construction Contractor, Construction Subcontractor, Design-Build Contractor and Design Consultant) must furnish the Agency with certificates of insurance and with endorsements evidencing coverage required by these Insurance Requirements. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. All Developer's certificates and endorsements are to be received before the applicable Work or services commence (or before the applicable Work or service is performed by a Construction Contractor, Construction Subcontractor, Design-Build Contractor, or Design Consultant, when a copy of the certificate or endorsement is requested). The Agency reserves the right to require, and Developer (and each Construction Contractor, Construction Subcontractor, Design-Build Contractor and Design Consultant) agrees to provide, complete, certified copies of all required insurance policies, including endorsements, demonstrating the coverage required by these specifications in connection with any loss, claim, lawsuit, or denial of coverage.

<u>Developer's Requirements for Environmental Insurance</u>. Developer's requirements for Environmental Insurance is addressed in Exhibit A, attached hereto.

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APPENDIX H - DDA MATERIAL CONDITIONS

APPROVED - RESOLUTION NO. 1-2014 - JANUARY 7, 2014 - UPDATED: MARCH 8, 2016 MAJOR PHASE 1 CP APPLICATION

тысык 415,335,1770 — 1 басылан 5т., 5.ш. 3200 такык 415,995,1778 — Бект Бектерик, сан 94104

Summary of Material Conditions of the DDA			
The DRDAP requires a summary of material conditions that must be satisfied under t below and detailed in this Major Phase Application and the DDA.	he DDA during the course of the Major Phase. These conditions are summarized		
			-
DDA Requirement DDA Section 17.2: Auction of Market Rate Lots. At least twenty five percent (25%) of the Residential Lots, excluding Agency Lots, Alice Griffith Lots and Community Builder Lots (each, an "Auction Lot"), in each Major Phase that contains Residential Projects shall be offered for sale by an auction or other competitive process Approved by Developer and the Agency as set forth in a Major Phase Approval or Sub-Phase Approval (the "Auction Methodology"). The proposed location of the Auction Lots shall be first identified in the Major Phase Application, but shall be subject to change in the Sub-Phase Applications as set forth in the DRDAP.	Status The following language was approved in January 2014 with the original approval of the Major Phase 1 CP Application: Given that the Residential Lots contained within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or are part of the mixed- use development of the Candlestick Point regional retail center, it is the Applicant's request that these Residential Lots be excluded from the pool of Auction Lots for this Major Phase Application. This will require future phases to include a higher portion of Auction Lots to achieve the Project–wide percentage of 25% at build-out. As approved in 2014, the Major Phase 1 CP Application did not identify Auction Lots.	DDA Requirement Community Benefits Plan Section 1.1: Scholarship Program (i) Five Hundred Thousand Dollars (\$500,000) on the date that is ninety (90) days after the first Major Phase Approval and (ii) Three Hundred Thousand Dollars (\$300,000) on the date that is sixty (60) days after the date that Developer obtains each thousandth (e.g. the 1,000th, 2,000th, 3,000th, etc.) Unit Credit, as described in the Below- Market Housing Plan.	Status The Developer contributed \$500,000 to the Lennar Bayview Scholarship Fund after the original Major Phase 1 CP Approval in January 2014. Per the Community Benefits Plan, Three Hundred Thousand Dollars (\$300,000) will be contributed to the same fund on the date that is sixty (60) days after the date that Developer obtains each thousandth (e.g. the 1,000th and 2,000th for Major Phase 1 CP) Unit Credit, as described in the Below-Market Housing Plan.
DDA Section 19.8 Agency Annual Fee 19.8.1 Developer shall pay the Agency an "Agency Annual Fee" in the following amounts and within thirty (30) days of the following dates: (a) One Hundred Fifty Thousand Dollars (\$150,000) on the date that is ninety (90) days following the date that Developer obtains Major Phase Approval for the Initial Major Phase; (b) One Hundred Fifty Thousand Dollars (\$150,000) on the first (1st) and second (2nd) anniversaries of the date payment is date in clause (a) above; and (c) One Hundred Thousand Dollars (\$100,000) on the third (3rd) and each successive anniversary of the date payment is due in clause (a) above	The Developer has paid and will continue to pay the Agency Annual Fee.	Community Benefits Plan Section 1.2 Education Improvement Fund: (i) Five Hundred Thousand Dollars (\$500,000) on the date that is ninety (90) days after the first Major Phase Approval and (ii) Nine Hundred Fifty Thousand Dollars (\$950,000) upon the date that Developer obtains each thousandth (e.g. the 1,000th, 2,000th, 3,000th, etc.) Unit Credit.	The Developer contributed \$500,000 to the Lennar Bayview Education Improvement Fund after the original Major Phase 1 CP Approval in January 2014. Per the Community Benefits Plan, Nine Hundred Fifty Thousand Dollars (\$950,000 will be contributed to the same fund on the date that Developer obtains each thousandth (e.g. the 1,000th and 2,000th for Major Phase 1 CP) Unit Credit, as described in the Below-Market Housing Plan.
DDA Chapter 22.7 Insurance Requirements: As a part of each Major Phase Application, Developer shall propose the form, amount, type, terms and conditions of insurance coverages required of Developer in connection with such Major Phase, including those required under Section 11.3, and the final insurance requirements shall be included in each Major Phase Approval (the "Insurance Requirements").	The Insurance Requirements are included in this Major Phase Application as Appendix G.	Community Benefits Plan Section 2.1 Wellness Contribution: (i) One Hundred Thousand Dollars (\$100,000) to the Agency on the date that is ninety (90) days after the first Major Phase Approval, to be used by the Agency for predevelopment expenses in connection with the proposed expansion of the Southeast Health Center.	The Developer contributed \$100,000 to the Agency after the original Major Phase 1 CP Approval in January 2014 to be used by the Agency for predevelopment expenses in connection with the proposed expansion of the Southeast Health Center.
Exhibit E-A: Exhibit E-A Outlines the documents to be submitted for Major Phase Applications.	The list of documents outlined in Exhibit E-A has been reviewed and approved by OCII staff.	Community Benefits Plan Section 2.2 Southeast Health Center: Developer shall contribute (or cause the contribution of) Two Hundred and Fifty Thousand Dollars (\$250,000) in all cash (the "Healthcare Predevelopment Contribution") to the Agency (or its designee) to be used for predevelopment expenses associated with the expansion of the Southeast Health Center, including an assessment of the programmatic needs of an expanded center in light of other health care services in the area. The obligation to contribute the Healthcare Predevelopment Contribution shall accrue and be made on the date that is ninety (90) days after the first Major Phase Approval.	The Developer contributed \$250,000 to the Agency as the Healthcare Predevelopment Contribution after the original Major Phase 1 CP Approval in January 2014
Below Market Rate Housing Plan Section 2.1.a.2: Developer shall preliminarily identify the number of anticipated Below-Market Rate Units for each anticipated Residential Project in a Major Phase Application.	The Major Phase 1 CP Housing Data Table, Appendix C of the Major Phase Application, preliminarily identifies the number of anticipated Below-Market Rate Units for each anticipated Residential Project in the Major Phase Application.	Community Benefits Plan Section 3.1 General: Developer (or Vertical Developers, as applicable) shall (A) make available to the Agency seven and a half percent (7.5%) of the aggregate retail space in the Project (but not to exceed a maximum of 65,000 gross square feet) (the "Community Facilities Space"), as more particularly set forth in Section 3.2), (B) Complete the Infrastructure for the approximately four and eight tenths (4.8) acres of land identified on the Development Plan as "Community Facilities Lots" (the "Community Facilities Lots")	The Community Facilities Space and Community Facilities Lots will be provided per the DDA.
Below Market Rate Housing Plan Section 2.1.a.4: As set forth in the DDA, twenty- five percent (25%) of the Market Rate Lots and Stand-Alone Workforce Lots in each Major Phase shall be offered for sale to Vertical Developers by an auction or other process Approved by Developer and the Agency.	The following language was approved in January 2014 with the original approval of the Major Phase 1 CP Application: Given that the Residential Lots contained within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or are part of the mixed- use development of the Candlestick Point regional retail center, it is the Applicant's request that these Residential Lots be excluded from the pool of Auction Lots for this Major Phase Application. This will require future phases to include a higher portion of Auction Lots to achieve the Project—wide percentage of 25% at build-out. As approved in 2014, the Major Phase 1 CP Application did not identify Auction Lots.	Community Benefits Plan Section 5.1 Community Builder Program: (a) Community Builder Program. During the build out of the Project, five hundred (500) Units (not including Agency Affordable Units) across a spectrum of affordability levels (the "Community Builder Units") will be made available for development by or with the assistance of Community Builders. The Community Builder Units will be distributed throughout the Project Site on Lots that are identified and Approved by the Agency in the Major Phase Approval for each Major Phase which contains Residential Projects (each such Lot, a "Community Builder Lot").	The following language was approved in January 2014 with the original approval of the Major Phase 1 CP Application: Given that the residential units proposed to be developed within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or are part of the mixed-use development of the Candlestick Point regional retail center, it is the Applicant's request that these residential units be excluded from the pool of Community Builder Units for this Major Phase Application. This will require future phases of the Project to include a higher portion of Community Builder Lots to achieve the Project–wide goal of 500 units.
Below Market Rate Housing Plan Section 2.3 Major Phase and Sub-Phase Housing Data Tables: In order to track Developer's compliance with this Below-Market Rate Housing Plan, Developer shall submit a Housing Data Table as part of each Major Phase Application.	The Major Phase 1 CP Housing Data Table is included as Appendix C of the Major Phase Application.	Community Benefits Plan Section 5.2: (b) Insurance and Credit Support. In addition to the contributions set forth in Section 5.2(a), Developer shall contribute (or cause the contribution of) One Million Dollars (\$1,000,000) in all cash (the "Credit Support Contribution") to the Agency. The Agency shall use the Credit Support Contribution as part of a surety bond and credit support program solely in connection with the Project. Such program, which will augment the Agency's existing surety bond program, will provide security to assist contractors from BVHP in obtaining insurance and credit support that may be required in order to participate in the development of the Project. The obligation to contribute the Credit Support Contribution shall accrue and be made in installments of Two Hundred Fifty Thousand Dollars (\$250,000) on the date that is sixty (60) days after each of the first four (4) Maior Phase Approvals.	The Developer satisfied this obligation after the original approval of the Major Phase Application in January 2014.

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