



# SAN FRANCISCO PLANNING DEPARTMENT

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## Executive Summary

HEARING DATE: MARCH 22, 2018

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Suite 400  
San Francisco,  
CA 94103-2479

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Information:  
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*Date:* March 15, 2018  
*Case Nos.:* 2007.0946GPA-02 PCM-02  
*Project:* Candlestick Point and Hunters Point Shipyard Phase II (see attached Map)  
*Zoning:* Jamestown Parcel at Candlestick Point:  
Existing: RH-2 / Candlestick Point Activity Node Special Use District / CP Height and Bulk District  
Proposed: RH-2 / 40-X Height and Bulk District  
Hunters Point Shipyard:  
HPS Use District / Hunters Point Shipyard SUD / HP Height and Bulk District  
*Block/Lot:* Jamestown Parcel at Candlestick Point:  
Block 4991 / Lot 276  
Hunters Point Shipyard:  
Block 4591A / Lots 007, 079, 080, 081; Block 4591D / Lots 136 and 137  
*Project Sponsor:* Office of Community Infrastructure and Development  
One South Van Ness Avenue, 5<sup>th</sup> Floor  
San Francisco, CA 94103  
*Staff Contact:* Mat Snyder – (415) 575-6891  
[mathew.snyder@sfgov.org](mailto:mathew.snyder@sfgov.org)

### ACTIONS SCHEDULED FOR THIS HEARING

The action before you at your March 22, 2018 hearing is for the **Initiation of General Plan Amendments and Planning Code Map Amendments** in association with proposed revisions to the Candlestick Point – Hunters Point Shipyard Phase II (CP-HPS II) Project. The General Plan and Map Amendments would align with proposed amendments to the Bayview Hunters Point (BVHP) and Hunters Point Shipyard (HPS) Redevelopment Plans, which will be brought before the Planning Commission for approval in a few weeks concurrently with hearing on adoption of these subject amendments proposed for initiation.

The General Plan Amendments would amend: (1) the Candlestick Point SubArea Plan of the Bayview Hunters Point Area Plan by removing Assessor's Block 4991 / Lot 276 ("Jamestown Parcel") from the boundaries of the SubArea Plan; (2) Amend the Hunters Point Area Plan by removing mention of the previously-proposed stadium from the Plan's text and its Maps and to update the graphics to align with the proposed Shipyard redesign; and (3) Amend all Maps throughout the General Plan to conform with the new boundaries of the Candlestick Point SubArea Plan.

The Planning Code Map Amendments would amend Planning Code Sectional Maps SU10, and HT10 by revising the boundaries of the Candlestick Point Activity Node Special Use District (SUD) and CP Height and Bulk District to remove the Jamestown Parcel, consistent with amendments to the Bayview Hunters Point Redevelopment Plan and Candlestick Point SubArea Plan (as described below).

In addition to these actions, OCII and FivePoint (the CP-HPS II Project Master Developer) will be providing an informational presentation on proposed overall revisions to the CP-HPS II Project, including the proposed revisions to the Hunters Point Shipyard site design and overall layout as guided by FivePoint's architect Sir David Adjaye, that will be reflected in a completely revised Design for Development (D4D) document for the Shipyard.

Staff is recommending that a hearing date of April 26, 2018 be set for the Planning Commission to take action on all required actions for the CP-HPS II Project Amendments. In addition to approval of the General Plan and Map Amendments initiated on March 22 these actions will include (1) amendments to the Candlestick Point D4D, (2) amendments to the Hunters Point Shipyard D4D, (3) General Plan consistency findings regarding amendments to the Bayview Hunters Point Redevelopment Plan, and (4) General Plan consistency findings regarding amendments to the Hunters Point Shipyard Redevelopment Plan.

## **PROJECT DESCRIPTION**

### **Original Project and Approvals**

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

- 10,500 residential housing units (8,000 units at Candlestick Point and 2,500 units at Hunters Point Shipyard);
- 2,500,000 sq. ft. of research and development and office uses at the Shipyard;
- Over 300 acres of new and restored open space and active recreation areas, which includes neighborhood parks within Candlestick Point and the Shipyard, new waterfront parks around the entire perimeter of the Shipyard connecting to the region's Bay Trail, and a major renovation of the Candlestick Point State Recreation Area;
- Approximately 635,000 sq. ft. of regional retail on Candlestick Point;
- Approximately 250,000 sq. ft. of neighborhood-serving retail split between the Shipyard and Candlestick Point;
- Permanent new and renovated space for the existing Shipyard artists as well as an arts education center;
- New public and community facilities on both the Shipyard and Candlestick Point;
- A marina on the Shipyard.
- A stadium at the Shipyard for the San Francisco 49ers.

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

The Jamestown Parcel was included as part of the Candlestick Point component of the Project, though it was owned by a private entity not associated with FivePoint.

### **Entitlement Structure**

The CP HPS II Project Area is within two Redevelopment Project Areas, which in turn, are governed by two Redevelopment Plans: Candlestick Point is designated as “Zone 1” under the Bayview Hunters Point Redevelopment Plan, and Hunters Point Shipyard is governed under the Hunters Point Shipyard Redevelopment Plan. As Redevelopment Project Areas, OCII has land use and development approval jurisdiction.

The original approvals included to the following among other approvals:

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

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

### **Revised Project and Required Associated Approvals**

The Master Developer is currently pursuing changes to the CP HPS II Project. The major components of these changes include, but are not limited to:

- Allowing up to 4,265,000 sq. ft. of research and development / office use at the Shipyard;
- Redistribution of the development of residential units between the Shipyard and Candlestick as follows:
  - Approximately 7,218 units at Candlestick
  - Approximately 3,454 units at the Shipyard
- Addition of 410,000 sq. ft. of institutional use (proposal includes potential sites for an elementary school(s), middle school(s), and/or high school(s) ;
- Addition of green infrastructure including:
  - Geothermal heating and cooling;
  - Utility and building-scale battery storage system;

- Addition of 276,000 sq. ft. of retail and “maker space” (i.e. small-scale production uses) at the Shipyard;
- Removal of the Jamestown Parcel from the Candlestick portion of the development;
- Establishment of a substantially re-envisioned urban design framework for the Shipyard as proposed by FivePoint including:
  - The addition of a 8.1 acre central POPOS (“Green Room”);
  - Revised streets and development block layout reflecting that of the the existing Shipyard, particularly for the portion previously proposed for a stadium;
  - Revised heights and changes to the location of the Shipyard’s two proposed towers.

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

- Amendments to the BVHP Redevelopment Plan removing the Jamestown Parcel from Zone 1, thereby placing it in the Planning Department’s jurisdiction wholly subject to the Planning Code and Zoning Maps;
- Amendments to the Candlestick Point Activity Node SUD and CP Height and Bulk District by removing the Jamestown Parcel;
- Amendments to the Candlestick Point SubArea Plan by removing the Jamestown Parcel from the Area Plan boundaries;
- Preparation of a new Hunters Point Shipyard D4D, implementing FivePoint’s new vision for the site.

### **The Bayview Hunters Point Redevelopment Project Area and the Jamestown Parcel**

As noted above, the 2010 Approvals included amendments to the BVHP Redevelopment Plan. A key aspect to these amendments divided the subject BVHP Project Area into Zone 1 and Zone 2. The Candlestick Point portion was designated as Zone 1, indicating that the Office of Community Investment and Infrastructure would retain jurisdiction over land use and would be the approval body for development approvals pursuant to State Redevelopment law. The rest of the BVHP Redevelopment Project Area was designated as Zone 2, indicating that the Planning Department would have jurisdiction over land use regulations, in accordance with a Delegation Agreement established between Planning Department and OCII when the BVHP Redevelopment Project Area was created in 2006.

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

As part of the 2010 Approvals, a Subarea Plan under the BVHP Area Plan of the General Plan was created for Candlestick Point (the Candlestick Point Subarea Plan) to specifically align provisions for Zone 1 of the BVHP Redevelopment Plan with the General Plan. Similarly, the Candlestick Point Activity Node SUD and the CP Height and Bulk District were created under the Planning Code to refer all land use and development regulations to the BVHP Redevelopment Plan for Zone 1. Consistent with the BVHP Redevelopment Plan, the boundaries of the Candlestick Point SubArea Plan, the Candlestick Point Activity Node SUD, and the CP Height and Bulk District include the Jamestown Parcel.

### **The Hunters Point Shipyard Redevelopment Project Area and Proposed Project Refinement**

Also as part of the 2010 Approvals, an Area Plan under the General Plan was created for Hunters Point

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

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

As such, the Master Developer and OCII are pursuing refinements to the CP HPS II Project (“Project Refinements”). As a part of the Project Refinements, the BVHP Redevelopment Plan is proposed to be amended to remove the Jamestown Parcel from Zone 1 to clarify that it is not a part of the Project being implemented by the Master Developer under the DDA. Similarly, as a part of the Project Refinements, the HPS Redevelopment Plan is proposed to be amended to accommodate the land use and infrastructure development program of the revised proposal. Lastly, implementation changes in both the BVHP and HPS Plans would be made to allow for flexibility of land uses within the CP HPS II Project area .

## **REQUIRED COMMISSION ACTION**

Pursuant to Planning Code Section 340, the Planning Commission is required to initiate General Plan amendments.

Pursuant to Planning Code Section 302, the Planning Commission is required to initiate Planning Code Map amendments.

**RECOMMENDATION:** Initiate the General Plan Amendments and Planning Code Map Amendments and set a hearing date of April 26, 2018 for the Commission to take action on the proposed amendments along with other actions.

### **Attachments:**

**Draft Planning Commission Resolution Amending the General Plan**

**Draft Ordinance Amending the General Plan**

**Proposed Text Changes**

**Proposed Map Changes**

**Draft Planning Commission Resolution Amending the Planning Code Maps**

**Draft Ordinance Amending the Planning Code Maps**

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# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Resolution No.

HEARING DATE: MARCH 22, 2018

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
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*Date:* March 15, 2018  
*Case Nos.:* 2007.0946GPA-02 PCM-02  
*Project:* Candlestick Point and Hunters Point Shipyard Phase II (see attached Map)  
*Zoning:* Jamestown Parcel at Candlestick Point:  
Existing: RH-2 / Candlestick Point Activity Node Special Use District / CP  
Height and Bulk District  
Proposed: RH-2 / 40-X Height and Bulk District  
Hunters Point Shipyard:  
HPS Use District / Hunters Point Shipyard SUD / HP Height and Bulk  
District  
*Block/Lot:* Jamestown Parcel at Candlestick Point:  
Block 4991 / Lot 276  
Hunters Point Shipyard:  
Block 4591A / Lots 007, 079, 080, 081; Block 4591D / Lots 136 and 137  
*Recommendation:* **Approval**

Planning  
Information:  
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**ADOPTING A RESOLUTION TO INITIATE AMENDMENTS TO THE CANDLESTICK POINT SUBAREA PLAN OF THE BAYVIEW HUNTERS POINT AREA PLAN, THE HUNTERS POINT AREA PLAN, AND AMENDMENTS TO MAPS THROUGHOUT THE GENERAL PLAN TO CONFORM TO THE SUBJECT CANDLESTICK SUBAREA PLAN AMENDMENTS.**

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

The Planning Department is proposing edits to the Candlestick SubArea Plan of the Bayview Hunters Point Area Plan, and the Hunters Point Shipyard Area Plan to accommodate proposed changes to the Candlestick Point Hunters Point Shipyard Phase 2 Development Project.

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

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

transportation plans, and improves opportunities to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas. Approval actions in 2010 (“Original Approvals”) included, but were not limited to, General Plan amendments including the creation of the Candlestick Point Subarea Plan and the Hunters Point Shipyard Area Plan, Planning Code amendments creating the Candlestick Point Activity Node Special Use District (“SUD”) and the Hunters Point SUD, amendments to the Bayview Hunters Point Redevelopment Plan and the Hunters Point Shipyard Redevelopment Plan and the adoption of Design for Development documents for both Candlestick and Hunters Point Shipyard.

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

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

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

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

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

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

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

Subsequent to the Original Approvals, the voters of San Francisco approved Proposition O, the “Hunters Point Shipyard/Candlestick Point Jobs Stimulus Proposition”, which established that office

development would not be subject to the annual office cap regulated by Planning Code Sections 320 – 325.

As a result of these circumstantial changes, the Master Developer and OCII are pursuing refinements to the Project ("Project Refinements"). As a part of the Project Refinements, the BVHP Redevelopment Plan is proposed to be amended to remove the Jamestown Parcel from Zone 1 to clarify that it is not a part of the Project being implemented by the Master Developer under the DDA. Similarly, as a part of the Project Refinements, the HPS Redevelopment Plan is proposed to be amended by removing description of a stadium and updating the text descriptions and graphic representations of the Project, among other changes.

On May 3, 2010, by Resolution No. 18096, the Planning Commission certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR") for the Candlestick Point – Hunters Point Shipyard Phase 2 revitalization project. A copy of Planning Commission Resolution No. 18096 is on file with the Clerk of the Board of Supervisors in File No. 100572.

In accordance with the actions contemplated herein, this Board adopted Resolution No.347-10 concerning findings pursuant to the California Environmental Quality Act. Said Resolution is on file with the Clerk of the Board of Supervisors in File No. 100572.

OCII as the lead agency, is determining whether the proposed project modifications will result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that would alter the conclusions reached in the FEIR and is preparing any necessary documentation of its analysis in compliance with CEQA.

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. As a part of the 2010 Approvals, by Motion No. 18102, the Planning Commission adopted Findings of Consistency with the General Plan and with Planning Code Section 101.1 establishing that, on balance, the overall Project is consistent with the General Plan and Planning Code Section 101.1.

An initial analysis for consistency with the priority findings has determined that the Project Refinements meets the findings in that it supports additional new neighborhood serving retail and opportunities for local businesses without unduly competing with existing retail clusters; that it continues to provide significant new housing opportunities particularly affordable housing, that it calls for the redevelopment underutilized land and not existing established neighborhoods thereby preserving existing neighborhood character; that it continues to call for the development of a robust transit, pedestrian, and bicyclist network; that it continues to provide for a wide range of new construction and permanent job opportunities without displacing existing industries, and that it continues to call for establishment or improvement of new parks and open space equal to roughly half of the project area. Analysis for consistency for the eight priority policies will be included in all final actions for the proposed General Plan Amendments.

The Candlestick Point – Hunters Point Shipyard Phase 2 development project is built on existing General Plan policies. An initial analysis of applicable General Plan objectives and policies has determined that the proposed Plan and General Plan, Zoning Map amendments thereto are, on balance, consistent with the General Plan as it is proposed to be amended. The proposed actions offer a compelling articulation and implementation of many of the concept outlined in the General Plan, especially the Housing, Commerce and Industry, Recreation and Open Space, Urban Design, and

Resolution No.  
Hearing Date: March 22, 2018

Case No 2007.0946 GPA-02  
Candlestick Point – Hunters Point Shipyard  
Phase 2 General Plan Amendments

Transportation Elements and the Bayview Hunters Point Area Plan. A final analysis for consistency with the General Plan will be included in the final actions for the General Plan Amendments.

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

**NOW, THEREFORE BE IT RESOLVED**, That pursuant to Planning Code Section 340, the Planning Commission Adopts a Resolution of Intent to Initiate amendments to the General Plan.

**AND BE IT FURTHER RESOLVED**, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced General Plan amendments contained in the draft ordinance, approved as to form by the City Attorney in **Exhibit A**, to be considered at a publicly noticed hearing on or after April 26, 2018.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on March 22, 2018.

Jonas Ionin  
Commission Secretary

AYES:

NOES:

ABSENT:

[General Plan Amendments – Candlestick Point and Hunters Point Shipyard Phase 2 Project.]

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

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

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

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

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

(b) A primary objective of both the HPS Redevelopment Plan and the BVHP Redevelopment Plan is to create economic development, affordable housing, public parks and open space and other community benefits by development of the under-used lands within the two Redevelopment Plan project areas. In 2010, the San Francisco Redevelopment Agency

1 (now the Successor Agency to the Redevelopment Agency of the City and County of San  
2 Francisco, commonly referred to as the Office of Community Investment and Infrastructure  
3 ("OCII") or the "Successor Agency",) and the City approved the Candlestick Point-Hunters  
4 Point Shipyard Phase 2 Project ("CP-HPS2 Project" or "Project"), which combined  
5 development in the HPS Redevelopment Plan area and the Candlestick Point portion of the  
6 BVHP Redevelopment Plan area into a cohesive overall plan, including comprehensive public  
7 recreation and open space plans and integrated transportation plans, and improves  
8 opportunities to finance the development of affordable housing and the public infrastructure  
9 necessary to expedite the revitalization of both areas. Approval actions in 2010 ("Original  
10 Approvals") included General Plan amendments creating the Candlestick Point Subarea Plan  
11 and the Hunters Point Area Plan, Planning Code amendments creating the Candlestick Point  
12 Activity Node Special Use District ("SUD") and the Hunters Point SUD, amendments to the  
13 BVHP Redevelopment Plan and the HPS Redevelopment Plan, the adoption of Design for  
14 Development documents for both Candlestick and Hunters Point Shipyard, and various other  
15 approvals.

16 (c) More specifically, the Original Approvals included amendments to the BVHP  
17 Redevelopment Plan that divided the subject BVHP Project Area into Zone 1 and Zone 2.  
18 The Candlestick Point portion was designated as Zone 1, indicating that OCII would retain  
19 jurisdiction over land use and would be the approval body for development approvals  
20 pursuant to State Redevelopment law. The rest of the BVHP Redevelopment Project Area  
21 was designated as Zone 2, indicating that the Planning Department would have jurisdiction  
22 over land use regulations, in accordance with a Delegation Agreement between the Planning  
23 Department and OCII.

24 (d) Zone 1 includes the property once occupied by the Candlestick Stadium, its  
25 parking lot, the Candlestick Point State Recreational Area ("CPSRA"), the Alice Griffith

1 Housing Authority site, several private parcels that are generally surrounded by the stadium  
2 site and the CPSRA, and Assessor's Lot 276 of Block 4991, which is located on Jamestown  
3 Avenue above the stadium site ("Jamestown Parcel").

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

7 (f) As a part of the Original Approvals, the Successor Agency and CP Development  
8 Company, LLC ("Developer") entered into a Disposition and Development Agreement ("DDA")  
9 entitling the Developer to implement the Project pursuant to the provisions therein.

10 (g) As part of the Original Approvals, the City approved an Area Plan under the  
11 General Plan for Hunters Point Shipyard specifically to align the Hunters Point Shipyard  
12 Redevelopment Plan with the General Plan (the Hunters Point ("HP") Area Plan). Similarly,  
13 the City approved the Hunters Point Shipyard Phase 2 SUD and HP Height and Bulk District  
14 specifically to refer all land use and development regulations to the HPS Redevelopment  
15 Plan. Consistent with the HPS Redevelopment Plan, the Hunters Point Area Plan anticipated  
16 the construction of a stadium as one of several development scenarios.

17 (h) As part of the Original Approvals, the City approved a Subarea Plan under the  
18 BVHP Area Plan of the General Plan for Candlestick Point (the Candlestick Point ("CP")  
19 Subarea Plan) specifically to align provisions for Zone 1 of the BVHP Redevelopment Plan  
20 with the General Plan. Similarly, the City approved the Candlestick Point Activity Node SUD  
21 and the CP Height and Bulk District to refer all land use and development regulations to the  
22 BVHP Redevelopment Plan for Zone 1. Consistent with the BVHP Redevelopment Plan, the  
23 boundaries of the CP Subarea Plan, the Candlestick Point Activity Node SUD, and the CP  
24 Height and Bulk District include the Jamestown Parcel.

25 ///

1 (i) Subsequent to the Original Approvals, the San Francisco 49ers constructed a  
2 new stadium in Santa Clara, removing the need for the Project to accommodate a stadium.

3 (j) In 2016, the voters of San Francisco approved Proposition O, the "Hunters Point  
4 Shipyard/Candlestick Point Jobs Stimulus Proposition", which established that office  
5 development would not be subject to the annual office cap regulated by Planning Code  
6 Sections 320 – 325. In 2017, the City approved amendments to the HPS Redevelopment  
7 Plan and the BVHP Redevelopment Plan to reflect this voter approved proposition.

8 (k) The Developer and OCII are now pursuing refinements to the Project ("2018  
9 Modified Project Variant" or "Modified Project") to facilitate the redevelopment of the area. As  
10 a part of the Modified Project, OCII is proposing to amend the BVHP Redevelopment Plan to  
11 remove the Jamestown Parcel from Zone 1 to clarify that it is not a part of the Project being  
12 implemented by the Developer under the DDA. Similarly, as a part of the Modified Project,  
13 OCII is proposing to amend the HPS Redevelopment Plan by removing accommodation of a  
14 stadium, among other changes.

15 (l) California Environmental Quality Act.

16 (1) On July 13, 2010, the Board of Supervisors approved Motion No. 10-  
17 0110, affirming the Planning Commission's certification of the final environmental impact  
18 report for the CP-HPS Phase 2 Project ("FEIR") in compliance with the California  
19 Environmental Quality Act ("CEQA") (California Public Resources Code sections 21000 et  
20 seq.). A copy of said Motion is on file with the Clerk of the Board of Supervisors in File No.  
21 100862 and available on the Board's website, and is incorporated herein by reference as  
22 though fully set forth. The FEIR analyzed various Project Variants in addition to the stadium  
23 use, including the development of up to 5,150,000 square feet of office, research and  
24 development space.

25 ///

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

7           (3) The OCII has determined in Addendum No. 5 for the CP-HPS Phase 2  
8 Project that the actions contemplated at this time related to the Modified Project will not result  
9 in any new significant impacts or a substantial increase in the severity of previously identified  
10 significant effect that would alter the conclusions reached in the FEIR. A copy of Addendum  
11 No. 5 and supporting materials are in the Clerk of the Board of Supervisors File No. \_\_\_\_\_  
12 and available on the Board's website, and the findings in Addendum No. 5 and supporting  
13 materials are incorporated herein by reference as though fully set forth.

14           (4) The Board has reviewed and considered the CEQA Findings, including  
15 the statement of overriding considerations that it previously adopted in Resolution No. 0347-  
16 10, and the findings in Addendum No. 5, and hereby adopts these additional CEQA Findings  
17 as its own. The Board additionally finds that: (1) implementation of the Modified Project does  
18 not require major revisions in the FEIR due to the involvement of new significant  
19 environmental effects or a substantial increase in the severity of previously identified  
20 significant effects; (2) no substantial changes have occurred with respect to the circumstances  
21 under which the project analyzed in the FEIR will be undertaken that would require major  
22 revisions to the FEIR due to the involvement of new significant environmental effects, or a  
23 substantial increase in the severity of effects identified in the FEIR; and (3) no new information  
24 of substantial importance to the project analyzed in the FEIR has become available which  
25 would indicate that (A) the Modified Project will have significant effects not discussed in the

1 FEIR; (B) significant environmental effects will be substantially more severe; (C) mitigation  
2 measures or alternatives found not feasible which would reduce one or more significant  
3 effects have become feasible; or (D) mitigation measures or alternatives which are  
4 considerably different from those in the FEIR will substantially reduce one or more significant  
5 effects on the environment.

6 (m) Planning Code Findings.

7 (1) Under San Francisco Charter, Section 4.105 and Planning Code Section  
8 340, any amendments to the General Plan shall first be considered by the Planning  
9 Commission and thereafter recommended for approval or rejection by the Board of  
10 Supervisors. On \_\_\_\_\_, 2018, the Planning Commission conducted a duly noticed  
11 public hearing on the General Plan amendments pursuant to Planning Code, Section 340, and  
12 by Resolution \_\_\_\_\_, found that the public necessity, convenience and general welfare  
13 required the proposed General Plan amendments, adopted the General Plan amendments,  
14 and recommended them for approval to the Board of Supervisors. A copy of the Planning  
15 Commission Resolution No. \_\_\_\_\_, is on file with the Clerk of the Board of Supervisors in  
16 File No. \_\_\_\_\_, and incorporated by reference herein.

17 (2) On \_\_\_\_\_, 2018, the Planning Commission, in Resolution No.  
18 \_\_\_\_\_, adopted findings that the actions contemplated in this ordinance are consistent, on  
19 balance, with the City's General Plan, as amended, and eight priority policies of Planning  
20 Code, Section 101.1. The Board adopts these findings as its own. A copy of said Resolution  
21 is on file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_, and incorporated by  
22 reference herein.

23 Section 2. The General Plan is hereby amended by revising the CP Subarea Plan  
24 boundaries on each of the following CP Subarea Plan maps by removing the Jamestown  
25 Parcel from the CP Subarea Plan area:

1 Map 1 – Candlestick Point Subarea Plan Area.

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

3 Map 3 –Land Use.

4 Map 4 – Block Pattern: Extended Grid.

5 Map 5 – Major Transit.

6 Map 6 – Bay Trail and Bicycle Network.

7 Map 7 – Pedestrian Circulation Network.

8 Map 8 – Open Space Network.

9 Section 3. The General Plan is hereby amended by revising the BVHP Area Plan of  
10 the General Plan by revising the maps throughout the General Plan that include references to  
11 the CP Subarea Plan by changing the boundaries of the CP Subarea Plan to match the  
12 revised boundaries that remove the Jamestown Parcel from the CP Subarea Plan.

13 Section 4. The General Plan is hereby amended by amending the HP Area Plan to  
14 remove discussion of the previously planned stadium and to amend the maps to indicate the  
15 revised block pattern without the stadium. The full text of the HP Area Plan with the additions  
16 and deletions is shown in Exhibit A to this ordinance, which is on file with the Clerk of the  
17 Board of Supervisors in File No. \_\_\_\_\_. The HP Area Plan maps that are amended  
18 are as follows:

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

20 Map 3 – Land Use.

21 Map 4 – Block Pattern: Extended Grid.

22 Map 6 – Bay Trail and Bicycle Network.

23 Map 7 – Pedestrian Circulation Network.

24 Map 8 – Open Space Network.

25 ///

1           Section 5. Effective and Operative Dates.

2           (a)    This ordinance shall become effective 30 days after enactment. Enactment  
3 occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or  
4 does not sign the ordinance within ten days of receiving it, or the Board of Supervisors  
5 overrides the Mayor's veto of the ordinance.

6           (b)    This ordinance shall become operative on, and no rights or duties are affected  
7 until the date that the ordinances approving amendments to the Bayview Hunters Point  
8 Redevelopment Plan and amendments to the Hunters Point Shipyard Redevelopment Plan  
9 both have become effective. Copies of said Ordinances are on file with the Clerk of the Board  
10 of Supervisors in File Nos. \_\_\_\_\_ and \_\_\_\_\_.

11           Section 6. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors  
12 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,  
13 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal  
14 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment  
15 additions, and Board amendment deletions in accordance with the "Note" that appears under  
16 the official title of the ordinance.

17  
18 APPROVED AS TO FORM:  
19 DENNIS J. HERRERA, City Attorney


20  
21 By:   
22 Elaine C. Warren  
23 Deputy City Attorney  
24 n:\egana\as2018\1800496\01260728.docx  
25

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

## INTRODUCTION AND PURPOSE

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

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

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

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

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

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

## Hunters Point Shipyard Area Plan

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

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

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

### EXISTING CONDITIONS

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

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

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

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

### RELATED PLANS

### The Bayview Hunters Point Area Plan

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

### Candlestick Point Sub-Area Plan

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

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

## LAND USE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## COMMUNITY DESIGN AND BUILT FORM

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

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

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

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

### **and orientation.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **TRANSPORTATION AND CIRCULATION**

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

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

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

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

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

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

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

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

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

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

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

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

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

## **ECONOMIC DEVELOPMENT**

### **OBJECTIVE 4 CREATE JOBS FOR ECONOMIC VITALITY.**

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

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

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

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

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

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

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

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

RECREATION AND OPEN SPACE

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

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

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

*(INSERT – Map 08 – Open Space network)*

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

Map 01  
CANDLESTICK POINT SUBAREA PLAN AREA



 Candlestick Point Subarea Plan Boundary

Map to be revised

Map 01  
CANDLESTICK POINT SUBAREA PLAN AREA



 Candlestick Point Subarea Plan Boundary

Proposed Revision to Map

Map 02

CONTEXT: BAYVIEW HUNTERS POINT AREA PLAN AREA



 BHP Area Plan Boundary


 Candlestick Point Subarea Plan Boundary


 Hunters Point Shipyard Area Plan Boundary


Map to be revised

## MAP 2: PLAN AREAS



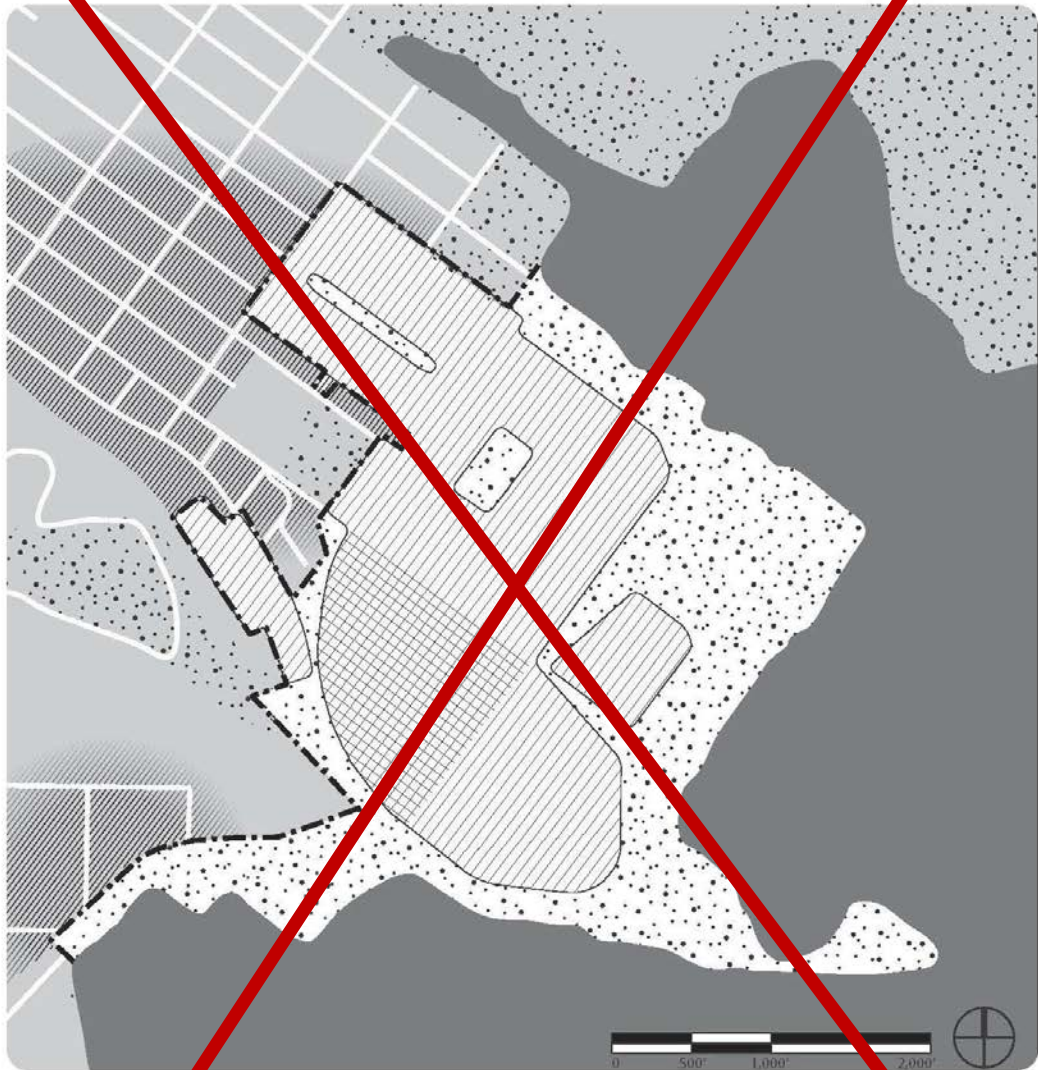
 BVHP Area Plan Boundary

 Candlestick Point  
Subarea Plan Boundary

 Hunters Point Shipyard  
Area Plan Boundary

Proposed Revision to Map

Map 03  
LAND USE



LEGEND

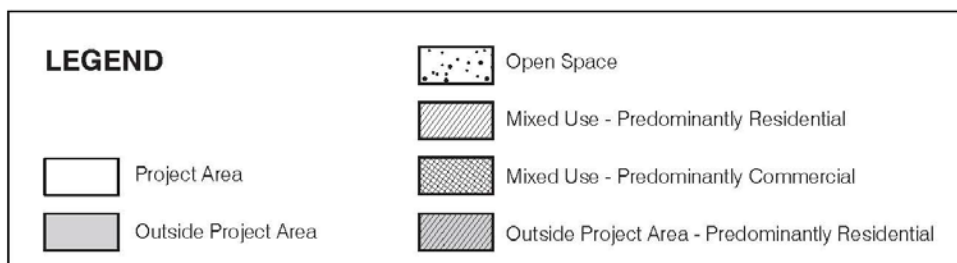
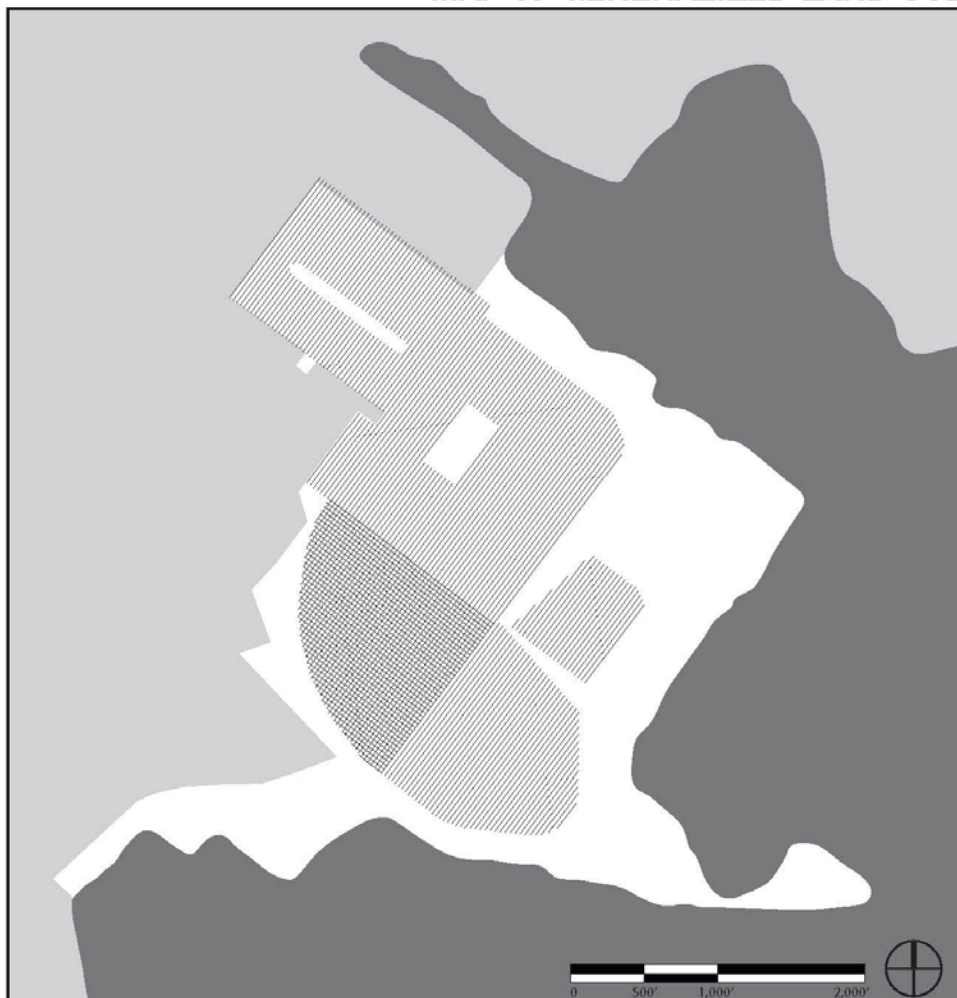
- Project Area
- Outside Project Area

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

Map to be revised

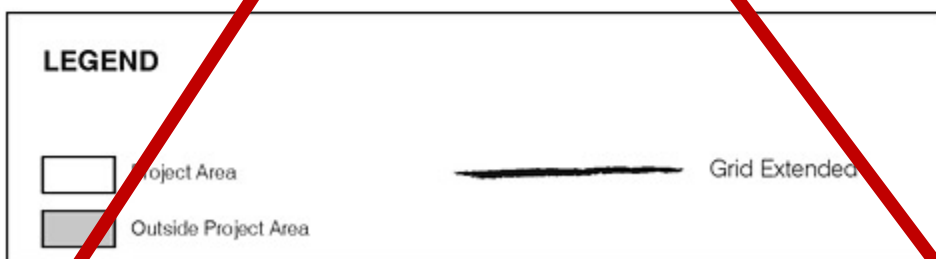
# Candlestick Point SubArea Plan

**MAP 3: GENERALIZED LAND USE**



Proposed Revision to Map

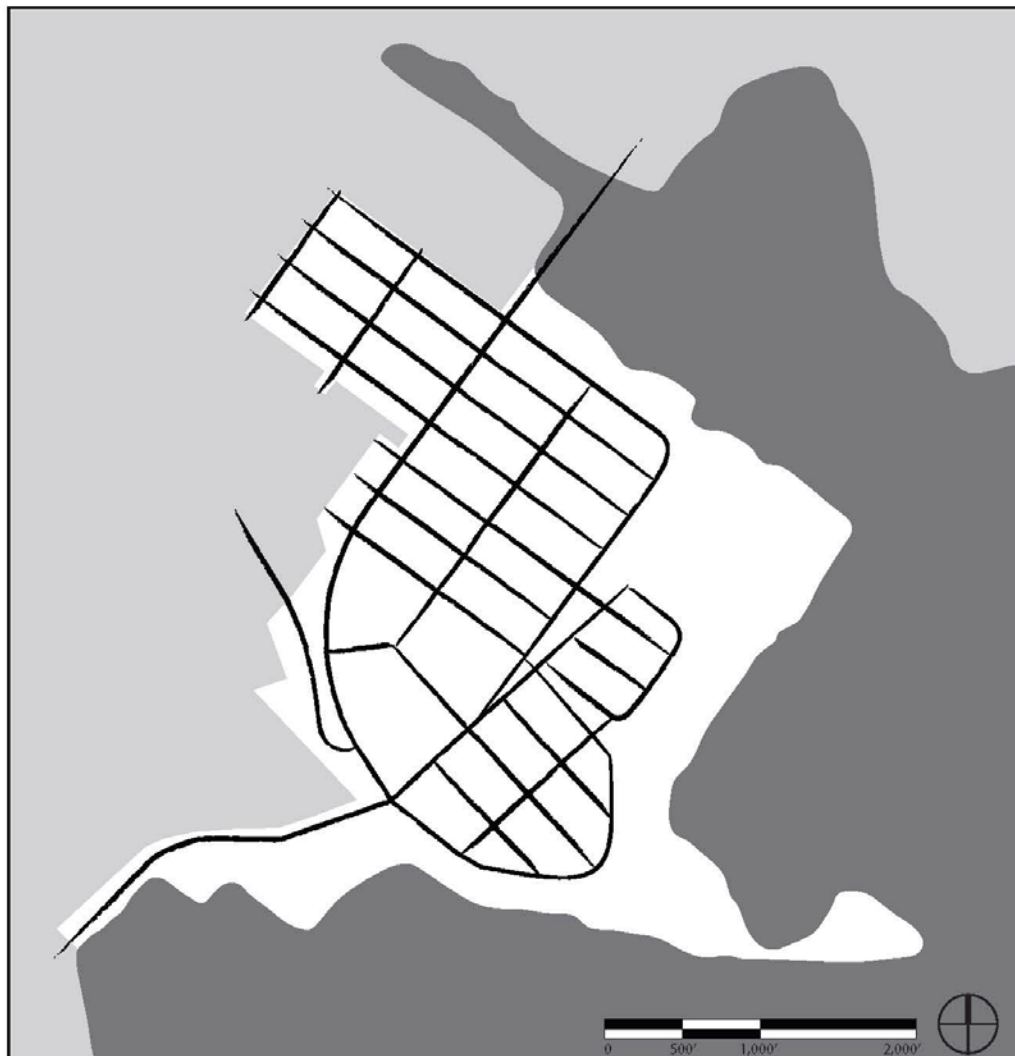
## [MAP 4 – BLOCK PATTERN AND EXTENDED STREET GRID]





Map to be revised

# Candlestick Point SubArea Plan

**MAP 4: EXTEND GRID**



## LEGEND

-  Project Area
-  Outside Project Area

 Grid Extended

**Proposed Revision to Map**

## [MAP 6 – MAJOR TRANSIT]

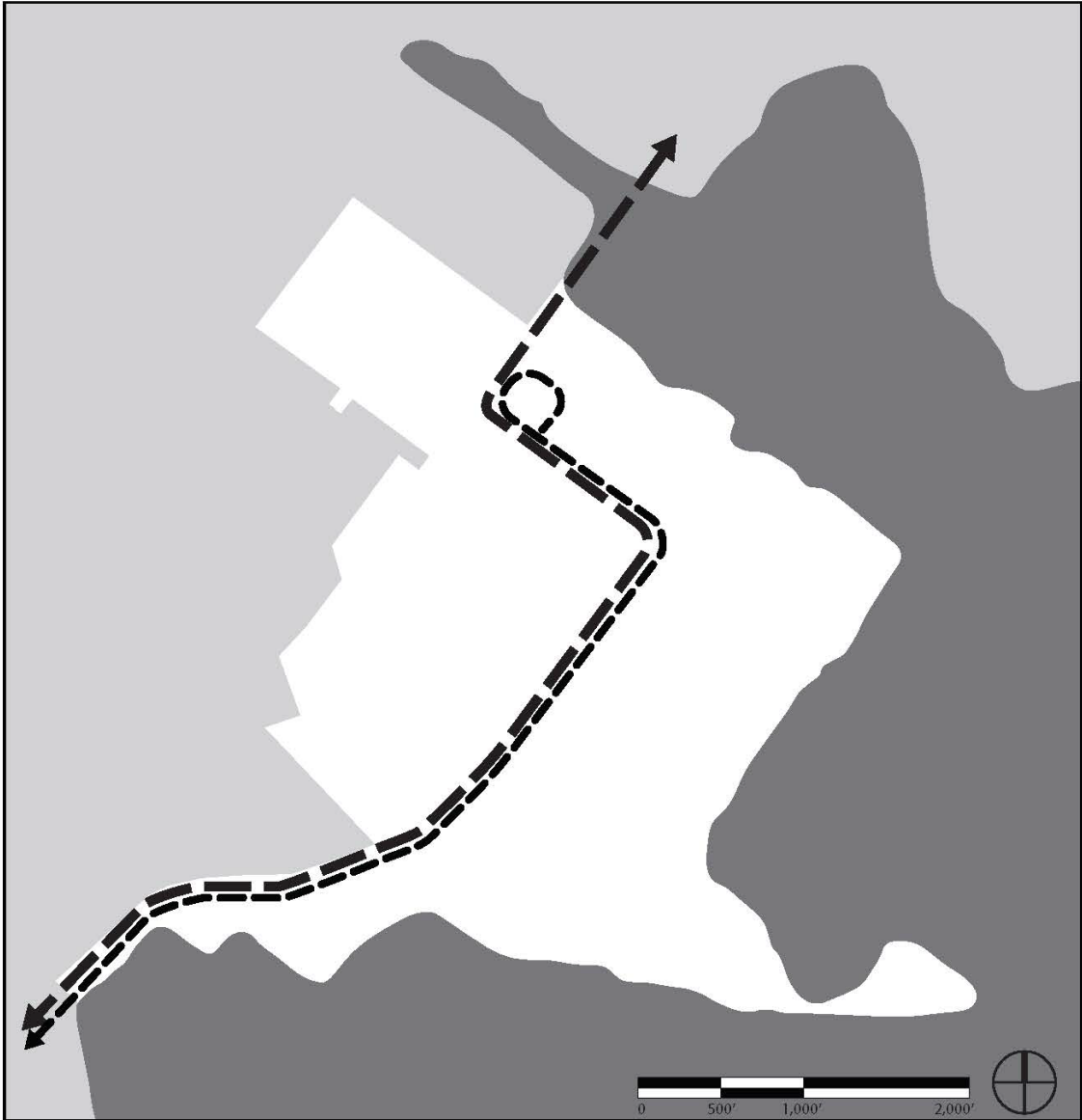


← — — — — → Dedicated Transit R.O.W

← — — — — → Downtown Express Bus

Map to be revised

**MAP 5: TRANSIT**



**LEGEND**



Project Area



Outside Project Area



Dedicated Transit R.O.W



Downtown Express Bus

**Proposed Revision to Map**

[MAP 6 – BAY TRAIL AND BICYCLE NETWORK]



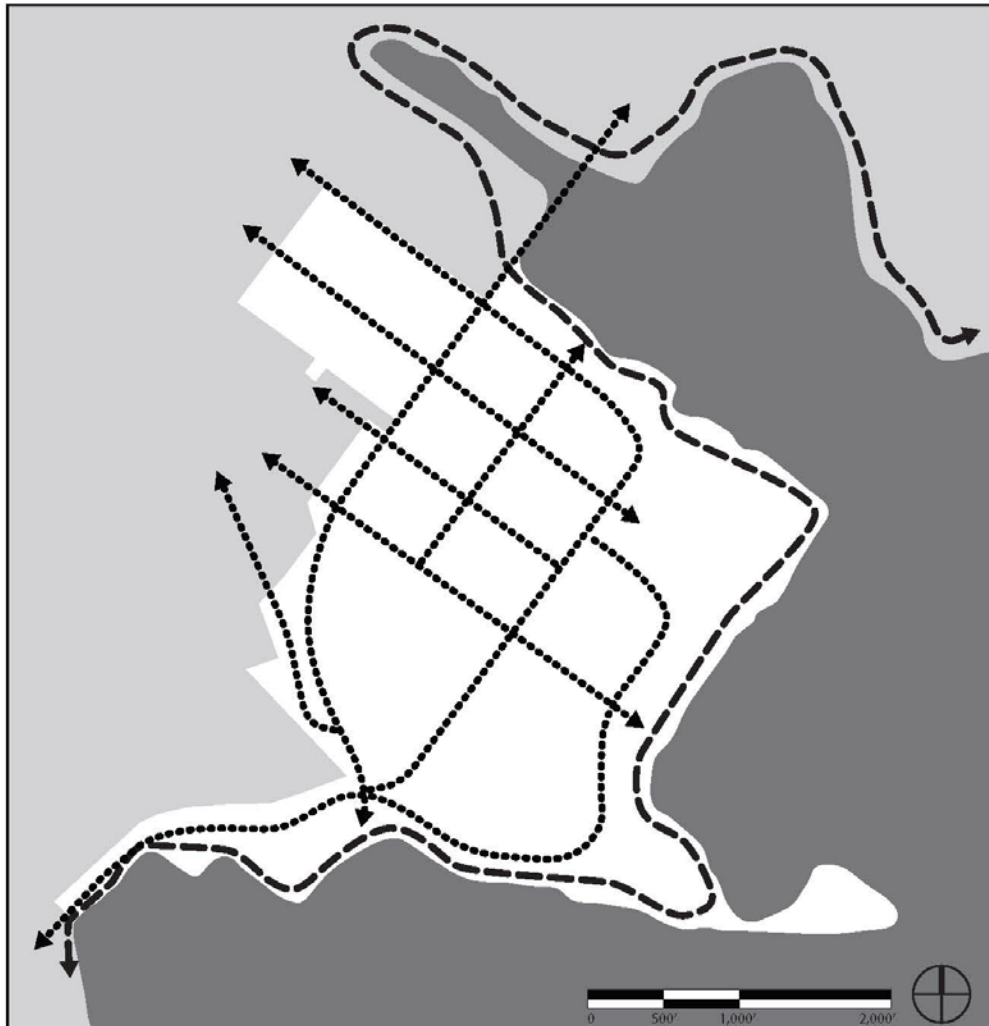
Bay Trail




Main Bicycle Routes

Map to be revised

MAP 6: BAY TRAIL AND BICYCLE NETWORK



**LEGEND**

 Project Area

 Outside Project Area

 Bay Trail

 Main Bicycle Routes

Proposed Revision to Map

## [MAP 7 – PEDESTRIAN AND CIRCULATION NETWORK]

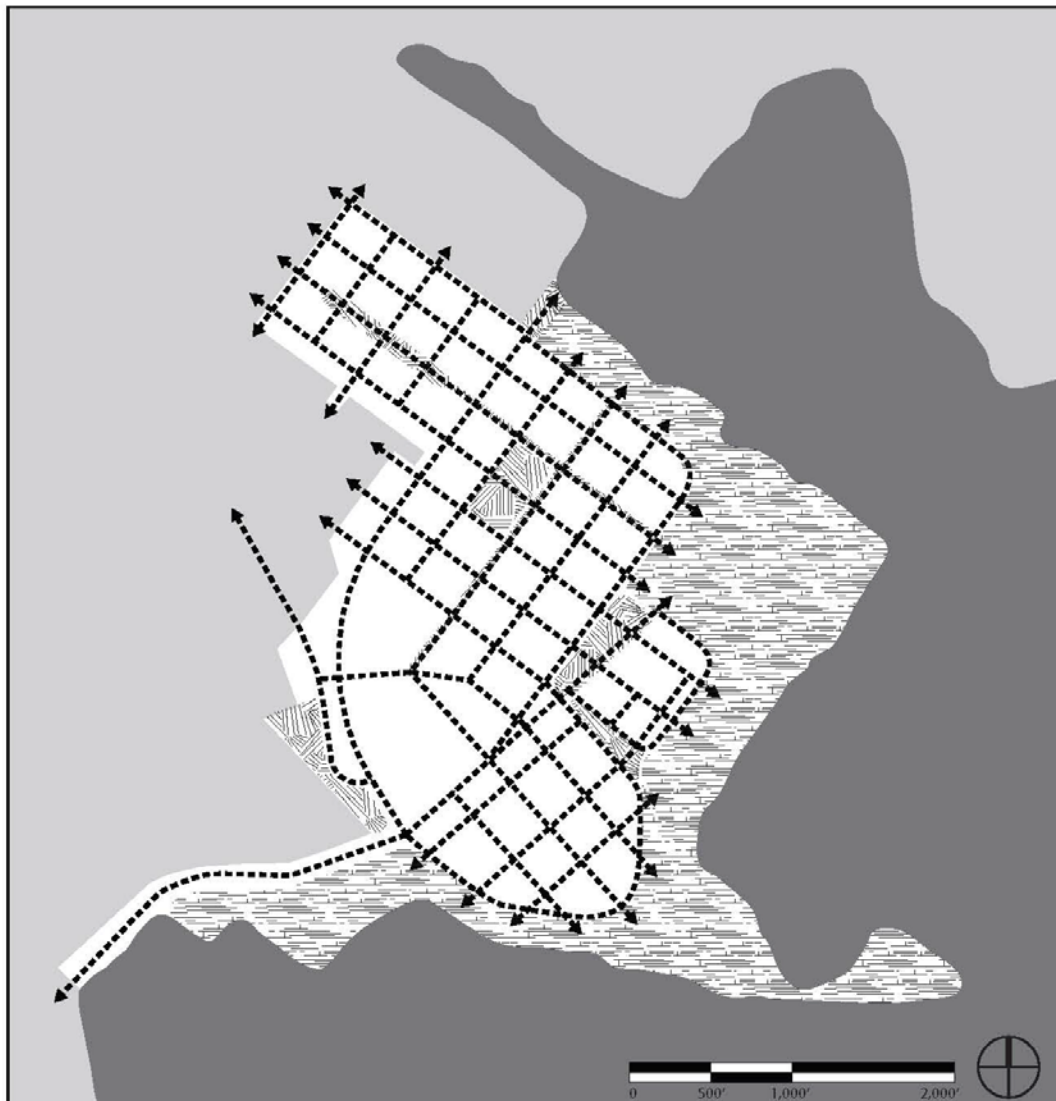


←-----→ Sidewalks and  
Pedestrian Paths



Map to be revised


# Candlestick Point SubArea Plan

**MAP 7: PEDESTRIAN CIRCULATION NETWORK**



## LEGEND

-  Project Area
-  Outside Project Area






 Sidewalks and Pedestrian Paths

Proposed Revision to Map

Map 08  
OPEN SPACE NETWORK



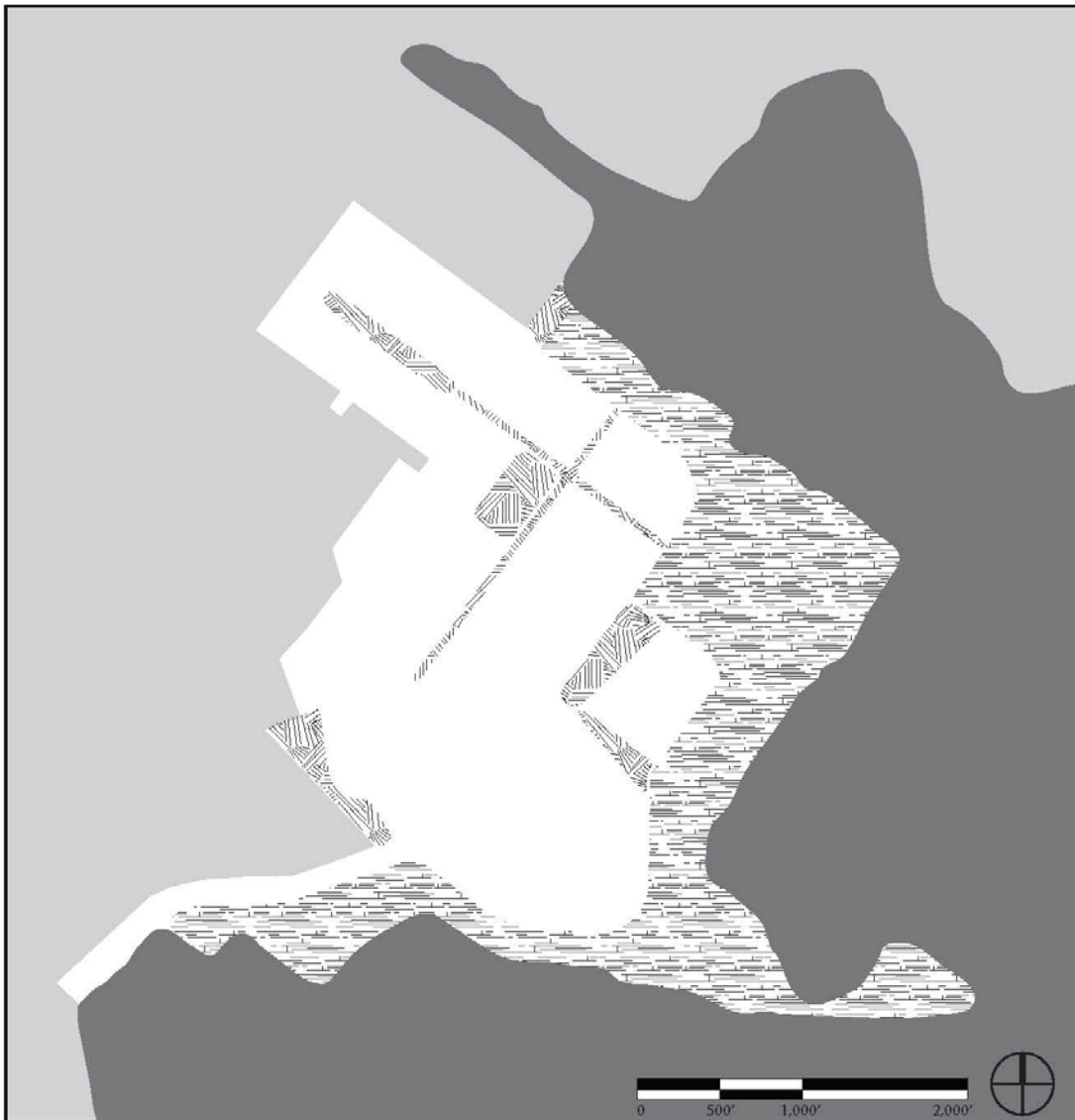
LEGEND

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






Map to be revised

# Candlestick Point SubArea Plan

## [MAP 8 – OPEN SPACE NETWORK NETWORK]



### LEGEND

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

Proposed Revision to Map

Map 03  
LAND USE



LEGEND

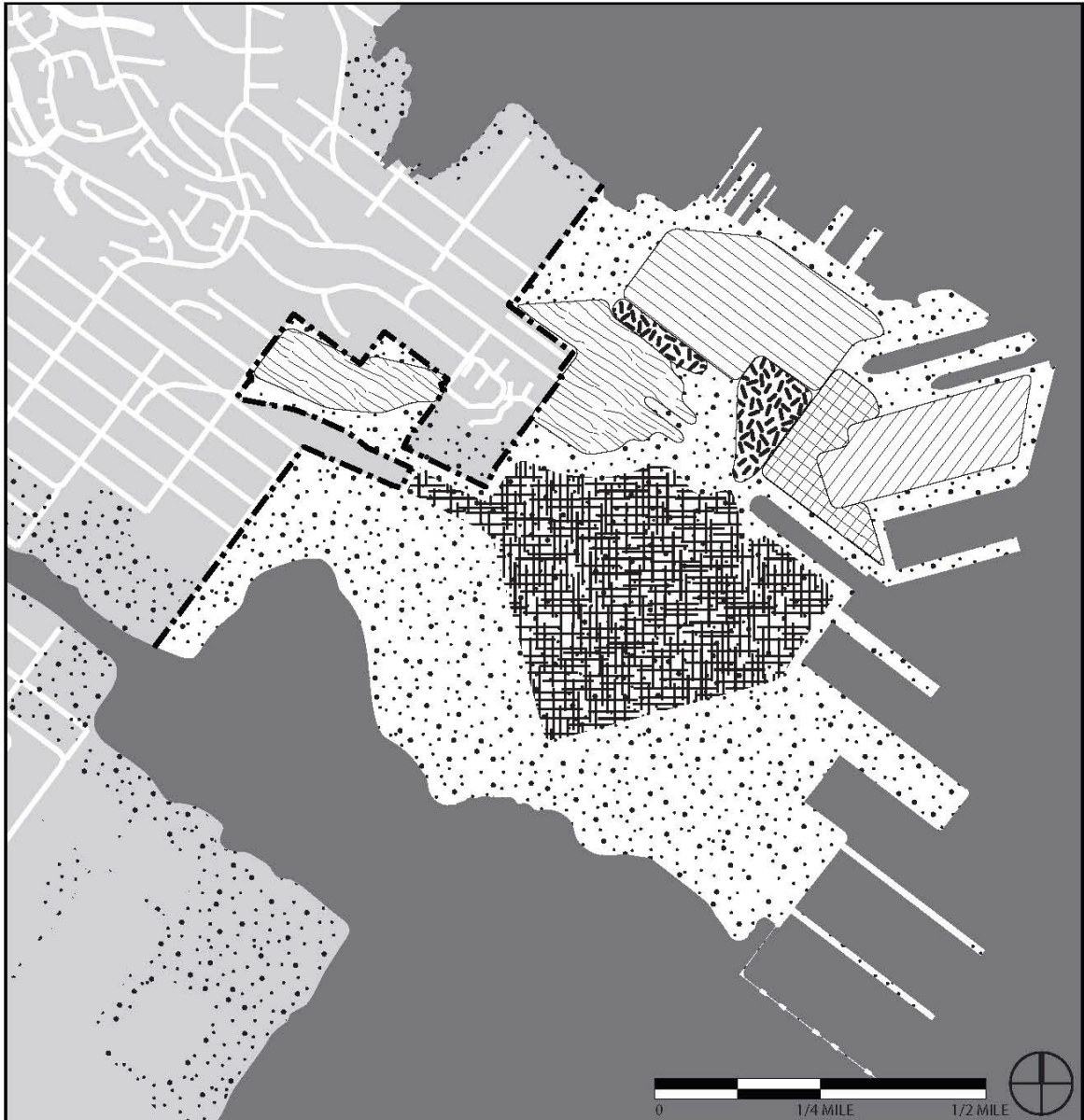
- |                          |   |
|--------------------------|---|
| Project Area Boundary    | Predominantly Residential (Hill Top Housing)                      |
| Outside Project Area     | Predominantly Residential (HPS North)                             |
| HPS Shoreline Open Space | Predominantly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

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

Map to be revised

# Hunters Point Shipyard Area Plan

**MAP 3: GENERALIZED LAND USE**



Proposed Revision to Map

## [MAP 4 – EXTENDED GRID]



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

Map to be revised

# Hunters Point Shipyard Area Plan

**MAP 4: EXTEND GRID**



Proposed Revision to Map

## [MAP 6 – BAY TRAIL AND BICYCLE NETWORK]

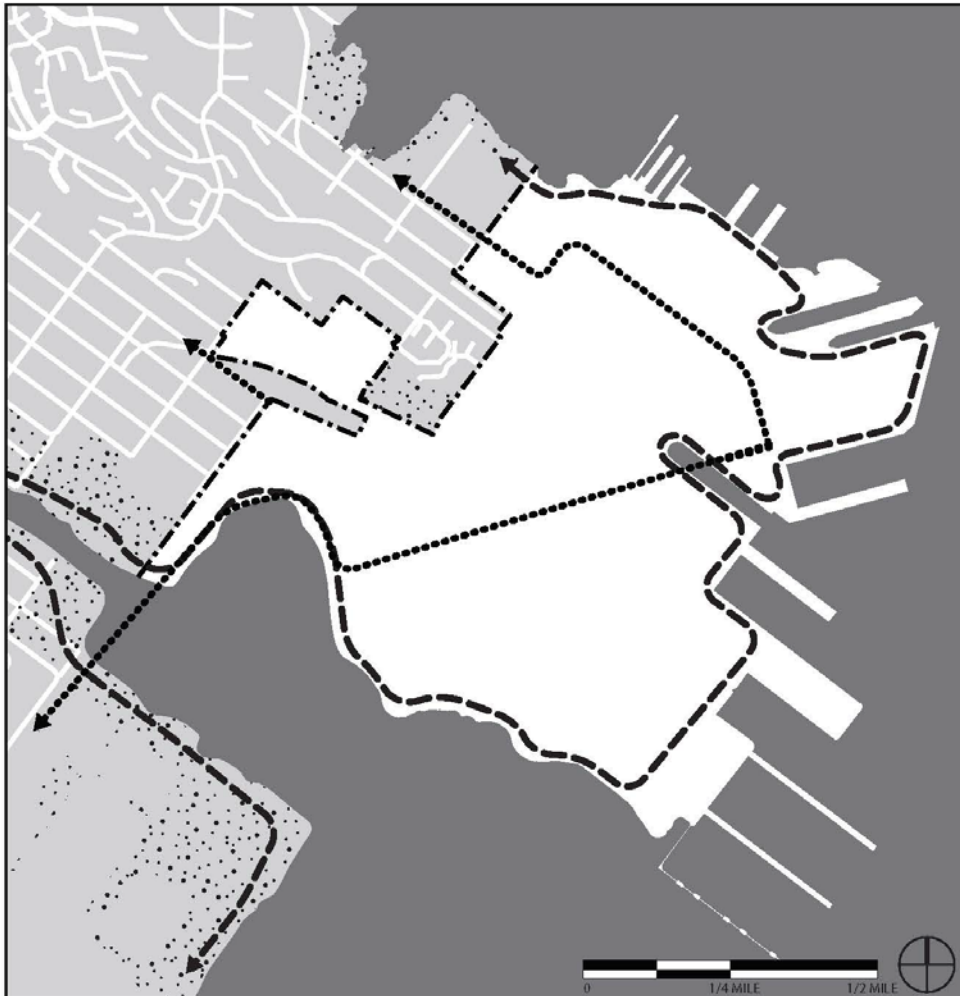


↔ Main Bicycle Routes  
↔ Bay Trail

Map to be revised

# Hunters Point Shipyard Area Plan

MAP 6: BAY TRAIL AND BICYCLE NETWORK



## LEGEND



Project Area



Outside Project Area



Bay Trail



Main Bicycle Routes

Proposed Revision to Map

## [MAP 7 – PEDESTRIAN AND CIRCULATION NETWORK]



Sidewalks and Pedestrian Paths

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



Map to be revised

# Hunters Point Shipyard Area Plan

**MAP 7: PEDESTRIAN CIRCULATION NETWORK**



## LEGEND

-  Project Area
-  Outside Project Area

←-----→ Sidewalks and Pedestrian Paths

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

**Proposed Revision to Map**

Map 08  
OPEN SPACE NETWORK



LEGEND

- Project Area Boundary
- Outside Project Area
- Open Space Outside Project Area

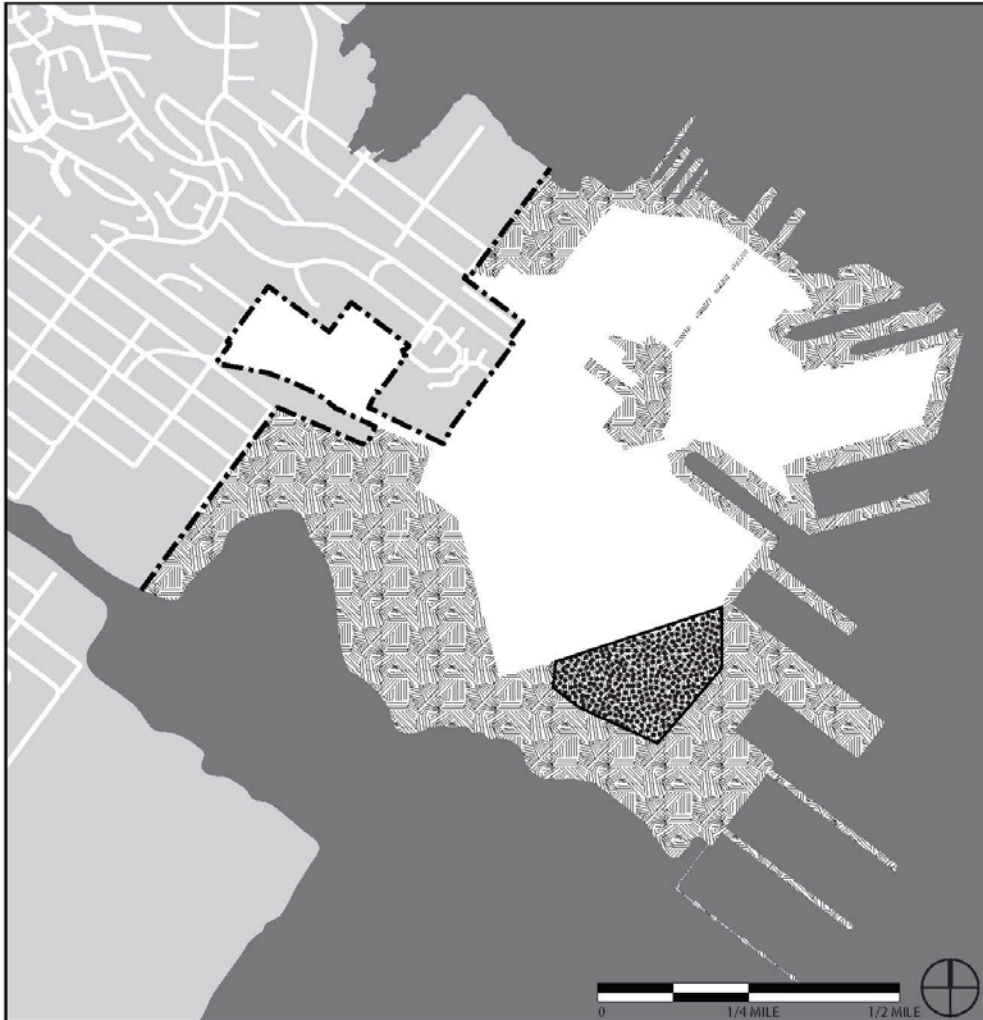
- Sports and Multi-Use Fields
- Parks and Open Space

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






Map to be revised

# Hunters Point Shipyard Area Plan

**MAP 8: OPEN SPACE NETWORK**



## LEGEND

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

Proposed Revision to Map





# SAN FRANCISCO PLANNING DEPARTMENT

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## DRAFT Planning Commission Resolution No.

HEARING DATE: MARCH 22, 2018

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

*Date:* March 15, 2018  
*Case Nos.:* 2007.0946GPA-02 PCM-02  
*Project:* Candlestick Point and Hunters Point Shipyard Phase II (see attached Map)  
*Zoning:* Jamestown Parcel at Candlestick Point:  
Existing: RH-2 / Candlestick Point Activity Node Special Use District / CP  
Height and Bulk District  
Proposed: RH-2 / 40-X Height and Bulk District  
Hunters Point Shipyard:  
HPS Use District / Hunters Point Shipyard SUD / HP Height and Bulk  
District  
*Block/Lot:* Jamestown Parcel at Candlestick Point:  
Block 4991 / Lot 276  
Hunters Point Shipyard:  
Block 4591A / Lots 007, 079, 080, 081; Block 4591D / Lots 136 and 137  
*Recommendation:* **Approval**

Planning  
Information:  
**415.558.6377**

**FORMULATING A RESOLUTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO ZONING MAPS BY AMENDING SECTIONAL MAPS SU09 AND SU010 TO AMEND THE BOUNDARIES OF THE CANDLESTICK POINT ACTIVITY NODE SPECIAL USE DISTRICT; AMENDING SECTIONAL MAPS HT09 AND HT010 TO AMEND THE BOUNDARIES OF THE CP HEIGHT AND BULK DISTRICT.**

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

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

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

In 2010, the City approved combining the planning and redevelopment of these two areas provides a more cohesive overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and improves opportunities to finance the development of

affordable housing and the public infrastructure necessary to expedite the revitalization of both areas. Approval actions in 2010 (“Original Approvals”) included, but were not limited to, General Plan amendments including the creation of the Candlestick Point Subarea Plan and the Hunters Point Shipyard Area Plan, Planning Code amendments creating the Candlestick Point Activity Node Special Use District (“SUD”) and the Hunters Point SUD, amendments to the Bayview Hunters Point Redevelopment Plan and the Hunters Point Shipyard Redevelopment Plan and the adoption of Design for Development documents for both Candlestick and Hunters Point Shipyard.

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

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

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

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

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

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

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

As such, the Master Developer and OCII are pursuing refinements to the Project (“Project Refinements”). As a part of the Project Refinements, the BVHP Redevelopment Plan is proposed to be amended to remove the Jamestown Parcel from Zone 1 to clarify that it is not a part of the Project being implemented by the Master Developer under the DDA. Similarly, as a part of the Project Refinements,

the HPS Redevelopment Plan is proposed to be amended by removing accommodation of a stadium, among other changes.

On May 3, 2010, by Resolution No. 18096, the Planning Commission certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR") for the Candlestick Point – Hunters Point Shipyard Phase Project. A copy of Planning Commission Resolution No. 18096 is on file with the Clerk of the Board of Supervisors in File No. 100572.

In accordance with the actions contemplated herein, this Board adopted Resolution No.347-10 concerning findings pursuant to the California Environmental Quality Act. Said Resolution is on file with the Clerk of the Board of Supervisors in File No. 100572.

OCII as the lead agency, is determining whether the proposed project modifications will result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that would alter the conclusions reached in the FEIR and is preparing any necessary documentation of its analysis in compliance with CEQA.

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. As a part of the 2010 Approvals, by Motion No. 18102, the Planning Commission adopted Findings of Consistency with the General Plan and with Planning Code Section 101.1 establishing that, on balance, the overall Project was consistent with the General Plan and Planning Code Section 101.1

An initial analysis for consistency with the priority findings has determined that the Project Refinements meets the findings in that it supports additional new neighborhood serving retail and opportunities for local businesses without unduly competing with existing retail clusters; that it continues to provide significant new housing opportunities particularly affordable housing, that it calls for the redevelopment underutilized land and not existing established neighborhoods thereby preserving existing neighborhood character; that it continues to call for the development of a robust transit, pedestrian, and bicyclist network; that it continues to provide for a wide range of new construction and permanent job opportunities without displacing existing industries, and that it continues to call for establishment or improvement of new parks and open space equal to roughly half of the project area. Analysis for consistency for the eight priority policies will be included in all final actions for the proposed General Plan Amendments.

The Candlestick Point – Hunters Point Shipyard Phase 2 development project is built on existing General Plan policies. An initial analysis of applicable General Plan objectives and policies has determined that the proposed Plan and General Plan, Zoning Map amendments thereto are, on balance, consistent with the General Plan as it is proposed to be amended. The proposed actions offer a compelling articulation and implementation of many of the concept outlined in the General Plan, especially the Housing, Commerce and Industry, Recreation and Open Space, Urban Design, and Transportation Elements and the Bayview Hunters Point Area Plan. A final analysis for consistency with the General Plan will be included in the final actions for the General Plan Amendments.

A draft ordinance, **attached hereto as Exhibit A**, would amend the Candlestick Point Activity Node SUD and the CP Height and Bulk District. A draft ordinance, **attached hereto as Exhibit A**, would amend the Planning Code Zoning Maps by removing Block 4991, Lot: 276 from the boundaries of the Candlestick Point SUD and CP Height and Bulk District .

Resolution No.  
Hearing Date: March 22, 2018

Case No 2007.0946 PCM-02  
Candlestick Point – Hunters Point Shipyard  
Phase 2 General Plan Amendments

**NOW, THEREFORE BE IT RESOLVED**, That pursuant to Planning Code Section 302, the Planning Commission Adopts a Resolution of Intent to initiate amendments to the Planning Code Zoning Maps.

**AND BE IT FURTHER RESOLVED**, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced Planning Code zoning map amendments contained in the draft ordinance, approved as to form by the City Attorney in **Exhibit A**, to be considered at a publicly noticed hearing on or after April 26, 2018.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on March 22, 2018.

Jonas Ioinin  
Commission Secretary

AYES:

NOES:

ABSENT:

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

**Ordinance amending the Planning Code by amending the Zoning Map Sheets SU-10 and HT-10 to remove Block 4991/Lot 276 from the Candlestick Point Activity Node Special Use District and the Candlestick Point Height and Bulk District; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.**

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

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

Section 1. California Environmental Quality Act.

(a) On July 13, 2010, the Board of Supervisors approved Motion No. 10-0110, affirming the Planning Commission's certification of the final environmental impact report for the CP-HPS Phase 2 Project ("FEIR") in compliance with the California Environmental Quality Act ("CEQA") (California Public Resources Code sections 21000 et seq.). A copy of said Motion is on file with the Clerk of the Board of Supervisors in File No. 100862 and available on the Board's website, and is incorporated herein by reference as though fully set forth. The FEIR analyzed various Project Variants in addition to the stadium use, including the development of up to 5,150,000 square feet of office, research and development space.

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

8 (c) The Successor Agency to the Redevelopment Agency of the City and County of  
9 San Francisco, commonly referred to as the Office of Community Investment and  
10 Infrastructure ("OCII") has determined in Addendum No. 5 for the CP-HPS Phase 2 Project  
11 that the actions contemplated at this time related to proposed modifications to the CP-HPS  
12 Phase Project, referred to in the Addendum No. 5 as the 2018 CP-HPS2 Modified Project, will  
13 not result in any new significant impacts or a substantial increase in the severity of previously  
14 identified significant effect that would alter the conclusions reached in the FEIR. A copy of  
15 Addendum No. 5 and supporting materials are in the Clerk of the Board of Supervisors File  
16 No. \_\_\_\_\_ and available on the Board's website, and the findings in Addendum No. 5 and  
17 supporting materials are incorporated herein by reference as though fully set forth.

18 (3) The Board has reviewed and considered the CEQA Findings, including  
19 the statement of overriding considerations that it previously adopted in Resolution No. 0347-  
20 10, and the findings in Addendum No. 5, and hereby adopts these additional CEQA Findings  
21 as its own. The Board additionally finds that: (1) implementation of the 2018 CP-HPS2  
22 Modified Project does not require major revisions in the FEIR due to the involvement of new  
23 significant environmental effects or a substantial increase in the severity of previously  
24 identified significant effects; (2) no substantial changes have occurred with respect to the  
25 circumstances under which the project analyzed in the FEIR will be undertaken that would

1 require major revisions to the FEIR due to the involvement of new significant environmental  
2 effects, or a substantial increase in the severity of effects identified in the FEIR; and (3) no  
3 new information of substantial importance to the project analyzed in the FEIR has become  
4 available which would indicate that (A) the 2018 CP-HPS2 Modified Project will have  
5 significant effects not discussed in the FEIR; (B) significant environmental effects will be  
6 substantially more severe; (C) mitigation measures or alternatives found not feasible which  
7 would reduce one or more significant effects have become feasible; or (D) mitigation  
8 measures or alternatives which are considerably different from those in the FEIR will  
9 substantially reduce one or more significant effects on the environment.

10 Section 2. Planning Code Findings.

11 (a) On \_\_\_\_\_, 2018, in Resolution No. \_\_\_\_\_, the Planning Commission  
12 adopted findings under Planning Code Section 302, determining that this ordinance serves  
13 the public necessity, convenience, and general welfare. The Board of Supervisors adopts as  
14 its own these findings. The Planning Commission Resolution is on file with the Clerk of the  
15 Board of Supervisors in File No. \_\_\_\_\_ and is incorporated herein by reference.

16 (b) On \_\_\_\_\_, 2018, the Planning Commission, in Resolution No. \_\_\_\_\_,  
17 adopted findings that the actions contemplated in this ordinance are consistent, on balance,  
18 with the City's General Plan, as amended, and eight priority policies of Planning Code,  
19 Section 101.1. The Board adopts these findings as its own. A copy of said Resolution is on  
20 file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_, and incorporated by  
21 reference herein.

22 ///

23 ///

24 ///

25 ///

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

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

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

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

Section 5. Effective and Operative Dates.

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

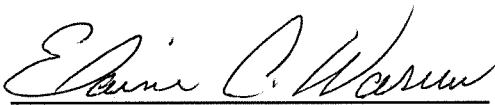
(b) This ordinance shall become operative on, and no rights or duties are affected until the date that the ordinances approving amendments to the Bayview Hunters Point Redevelopment Plan and amendments to the Candlestick Point Subarea Plan of the General Plan both have become effective. Copies of said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

///

1           Section 6. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors  
2 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,  
3 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal  
4 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment  
5 additions, and Board amendment deletions in accordance with the "Note" that appears under  
6 the official title of the ordinance.

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

10  
11 By:



12 Elaine C. Warren  
13 Deputy City Attorney

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