



Draft Environmental Impact Report

CANDLESTICK POINT–HUNTERS POINT SHIPYARD PHASE II

Volume IV: Draft EIR Appendix A to Appendix H2

SAN FRANCISCO REDEVELOPMENT AGENCY

File No. ER06.05.07

CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT

File No. 2007.0946E

State Clearinghouse No. 2007082168

DEIR Publication Date: November 12, 2009

San Francisco Redevelopment Agency Commission Public Hearing Date: December 15, 2009

San Francisco Planning Commission Public Hearing Date: December 17, 2009

DEIR Public Review Period: November 12, 2009–December 28, 2009

Written comments should be sent to:

**Environmental Review Officer—San Francisco Redevelopment Agency
One South Van Ness Avenue, Fifth Floor, San Francisco, CA 94103**

or

**Environmental Review Officer—San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103**

CANDLESTICK POINT–HUNTERS POINT SHIPYARD PHASE II DEVELOPMENT PLAN PROJECT Draft Environmental Impact Report

Volume IV: Draft EIR Appendix A to Appendix H2

San Francisco Redevelopment Agency File No. ER06.05.07
City and County of San Francisco Planning Department File No. 2007.0946E
State Clearinghouse No. 2007082168

San Francisco Redevelopment Agency
One South Van Ness Avenue, Fifth Floor, San Francisco, California 94103, and
City and County of San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, California 94103

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SAN FRANCISCO REDEVELOPMENT AGENCY
SAN FRANCISCO PLANNING DEPARTMENT

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Project Title: BAYVIEW WATERFRONT PROJECT

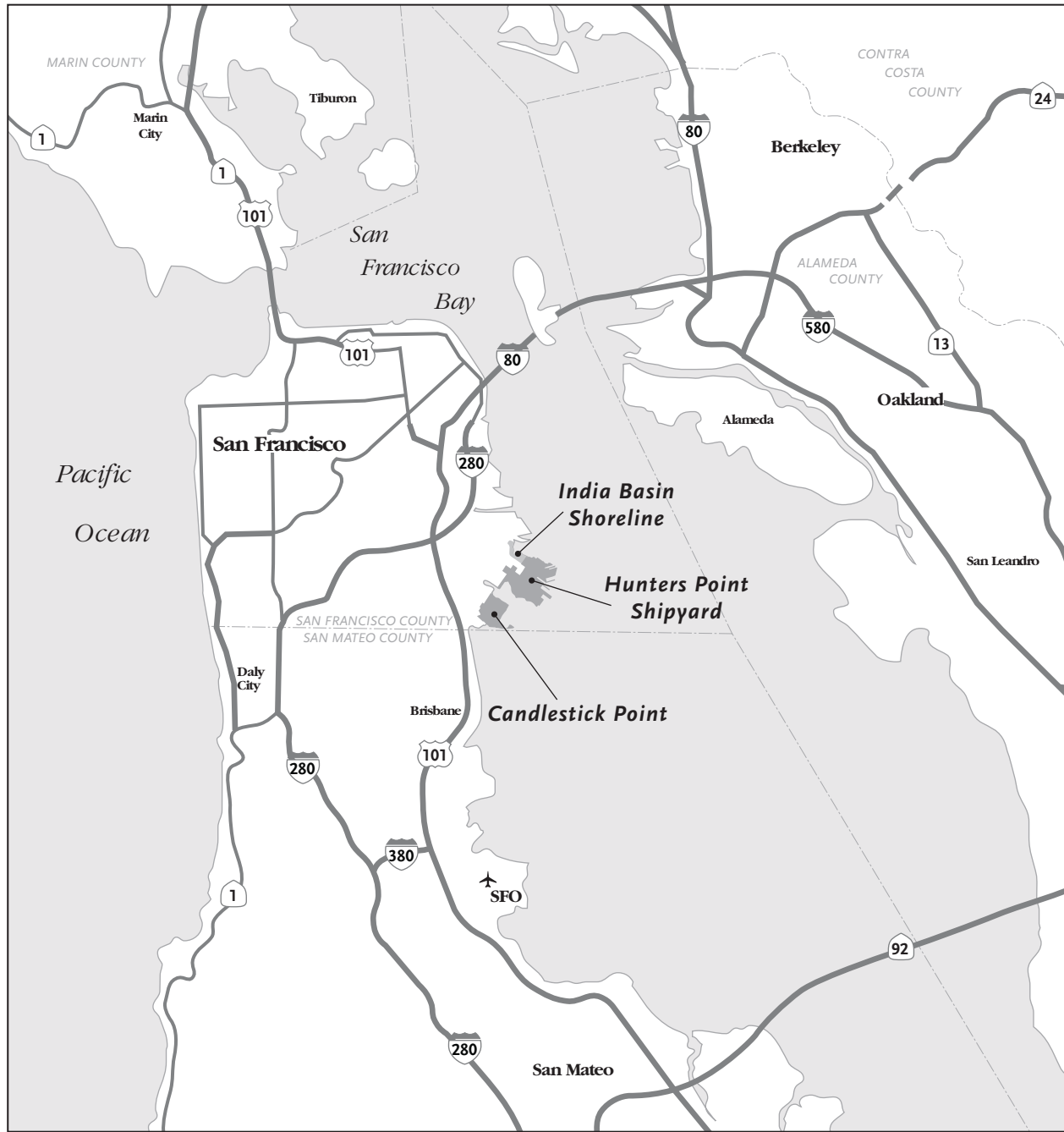
(SFRA File No. ER06.05.07

Planning Department File No. 2007.0946E)

The Bayview Waterfront Project would include new plans for the Candlestick Point, Hunters Point Shipyard, and India Basin Shoreline areas of San Francisco. The Project encompasses an approximately 780-acre area east of US 101 in the southeast area of the City and occupies the waterfront area from India Basin to approximately Candlestick Point. The plans consists of a new stadium for the San Francisco 49ers and a mixed-use community with residential, retail, office/research & development(R&D)/industrial, civic and community uses, and parks and recreational open space. To implement the Project, the existing Bayview Hunters Point (BVHP) Redevelopment Plan and Hunters Point Shipyard (Shipyard) Redevelopment Plan would need to be amended and conforming changes made to zoning and the Design for Development for the Shipyard Redevelopment Plan. The Bayview Waterfront Project also would include rezoning of Area C of the BVHP Survey Area. That portion of the BVHP Survey Area was not incorporated in the Bayview Hunters Point Project Area adopted by the Agency in March 2006. Area C is also referred to as the India Basin Shoreline.

PROJECT LOCATION: The Project site is the Bayview Hunters Point (BVHP) Redevelopment Project Area B (Candlestick Point), the Shipyard Redevelopment Project Area, and Area C (India Basin Shoreline) of the BVHP Survey Area. The site is approximately 780-acres in area, occupying the waterfront from India Basin to approximately Candlestick Point, and extending inland from the waterfront. The BVHP and Shipyard areas are in the southeast portion of San Francisco, generally bounded by Cesar Chavez Avenue Street to the north, US 101 to the west, the Visitacion Valley and Executive Park neighborhoods and the City and County of San Francisco – San Mateo County line and the City of Brisbane to the south, and San Francisco Bay to the east. See Figures 1 and 2.

CURRENT LAND USE: The Candlestick Point area of the BVHP Project Area is immediately east of Executive Park, with the Hunters Point Shipyard to the north and east, and Candlestick Point State Park along the Bay frontage. See Figure 2. Current land uses at Candlestick Point include Monster Park, the stadium owned by the City and County used by the San Francisco 49ers National Football League team, and associated parking lots and access roadways. The stadium and parking are under the jurisdiction of the San Francisco Recreation & Park Department. The Candlestick Point area also includes the Alice Griffith Housing, owned by the San Francisco Housing Authority, and several private parcels near Gilman Street and Jamestown Avenue, to the north of the stadium.

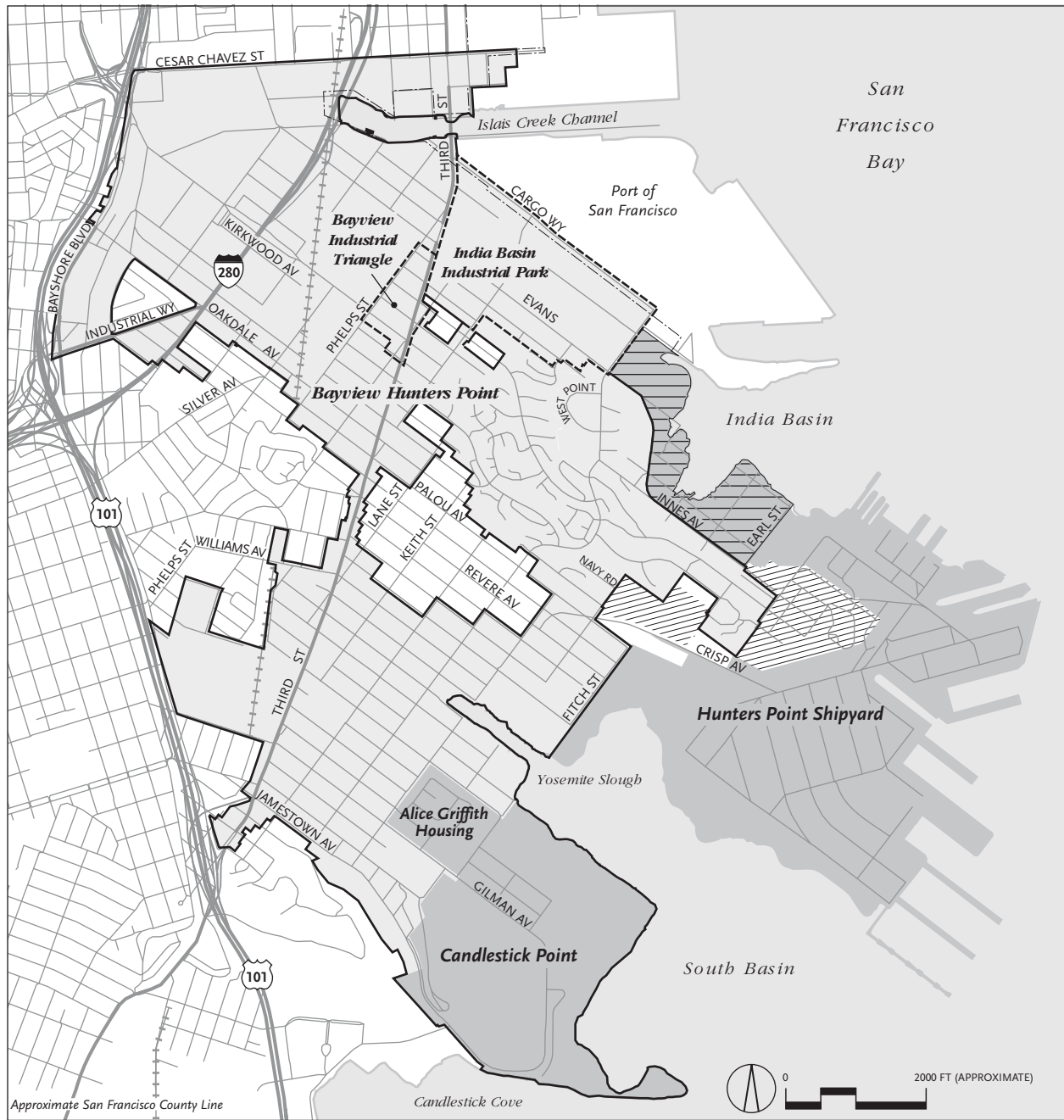


SOURCE: Clement Designs

8-29-07





Bayview Waterfront Project EIR

FIGURE 1: PROJECT VICINITY



SOURCE: Clement Designs, San Francisco Redevelopment Agency

8-29-07

- | | | | |
|---|--|--|--|
|  Bayview Hunters Point
Redevelopment Project Area |  Candlestick Point – Hunters Point
Shipyard Development Plan |  India Basin Shoreline Plan
(Area C) |  Shipyard Phase I
(Not a part) |
|---|--|--|--|

Bayview Waterfront Project EIR
FIGURE 2: BAYVIEW WATERFRONT PROJECT AREAS

The Shipyard, as shown on Figure 2, has extensive frontage on San Francisco Bay, and is bounded by the BVHP Project Area, and Area C of the BVHP Survey Area (India Basin Shoreline), to the west. The Shipyard includes many structures associated with ship repair, with piers and dry-docks, and ancillary storage, administrative, and other former Navy uses. Several former Navy buildings are currently leased and occupied as artist studios, and by light industrial tenants. In 1997, the Agency and City adopted a redevelopment plan for the Shipyard. Phase 1 of that redevelopment plan, a 75-acre portion of the Shipyard, is under construction with new housing on Parcel A. The Phase 1 area is not part of the proposed Project. Most of the Shipyard currently remains under the jurisdiction of the U.S. Navy.

The India Basin Shoreline area is northwest of the Shipyard, as shown on Figure 2. The India Basin Shoreline area currently contains residential uses and light industrial and boatyard operations along Innes Avenue, a 28-acre privately owned vacant parcel fronting the Bay east of Innes, India Basin Shoreline Park, and the former PG&E Hunters Point power plant, and an associated fuel tank farm, now being demolished.

PROJECT DESCRIPTION: The Bayview Waterfront Project to be evaluated in the EIR encompasses, as noted above, the new plans for the Candlestick Point, Hunters Point Shipyard and India Basin Shoreline areas of San Francisco. The Candlestick Point - Hunters Point Shipyard Development Plan portion of the project would consist of a new stadium for the San Francisco 49ers and a mixed-use community with residential, retail, office/R&D/industrial, civic and community uses and parks and recreational open space. This proposal also includes new infrastructure necessary to serve the development. The India Basin Shoreline Plan proposes to rezone a largely industrial zoned area to support a mix of residential, commercial and industrial uses.

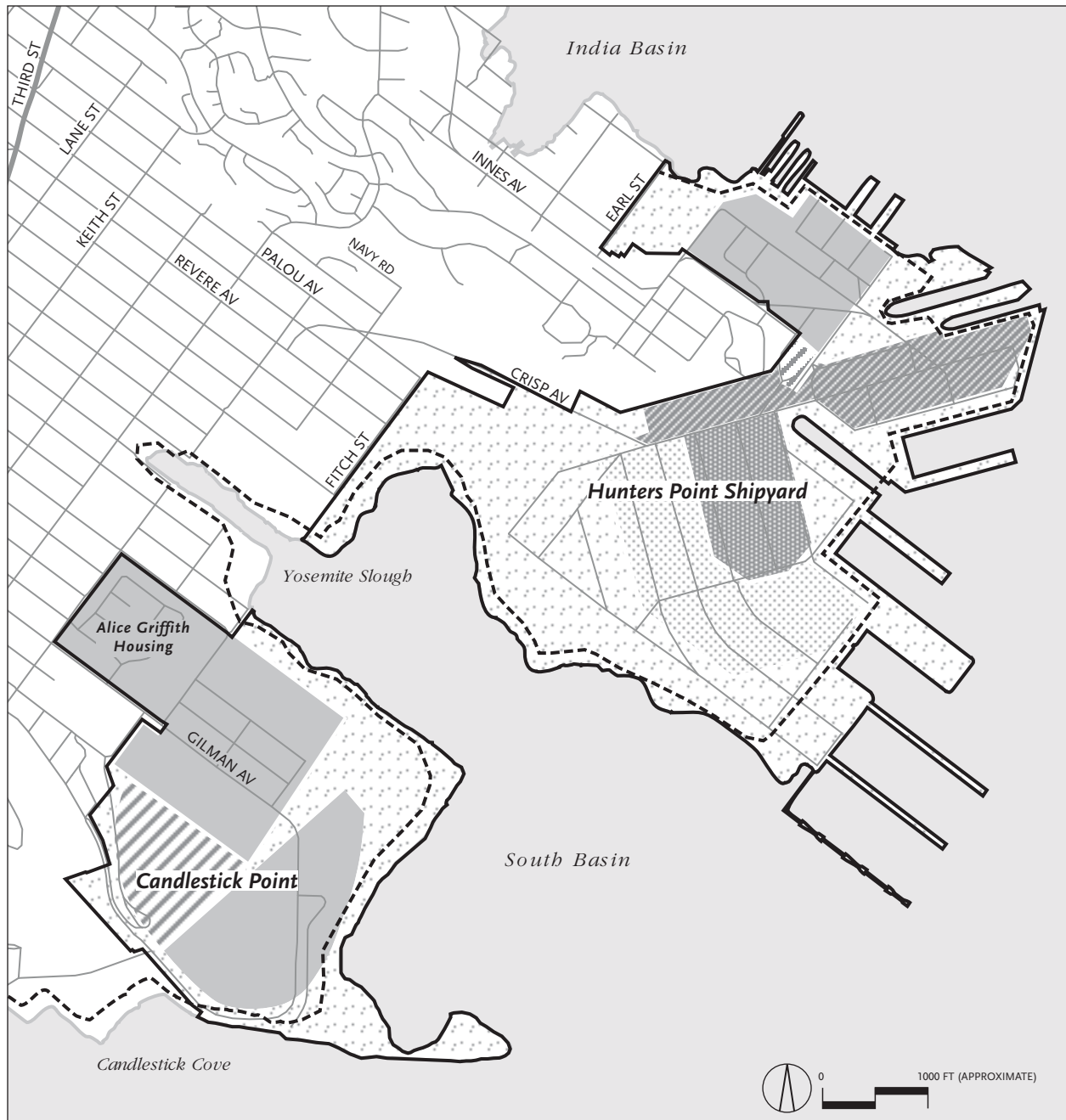
Lennar is the lead developer for the Candlestick Point - Hunters Point Shipyard Development Plan. The EIR will provide project-level review of the development plan. The India Basin Shoreline Plan will be a programmatic plan expected to be developed by various private parties. The EIR will provide program-level review for India Basin Shoreline area.

Table 1 below identifies the land area of the Project sites, totaling about 780 acres.

The Candlestick Point - Hunters Point Shipyard Development Plan

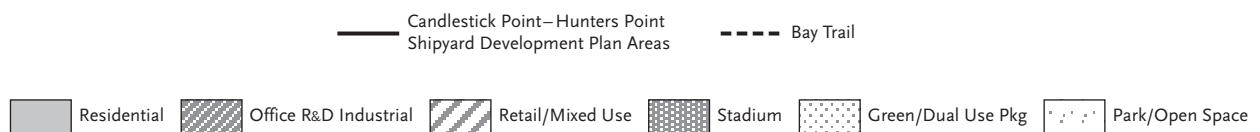
The proposed Candlestick Point - Hunters Point Shipyard Development Plan would be a mixed-use community with residential, retail, office/R&D/industrial, civic/community, parks/recreation/open space, and a new stadium for the San Francisco 49ers, as shown in Figure 3, and outlined in Table 2, below.

At Hunters Point Shipyard, the Project would include approximately 2,500 new residential units, with a range of housing types that would include: stacked flats, attached townhomes, mid-rise and high-rise structures. The residential development would range from two to four story structures over parking, to buildings of 12 to 18 stories. The Project may include residential towers up to 35 stories. The residential land density would range from 50 units per acre up to 170



SOURCE: Clement Designs, San Francisco Redevelopment Agency

8-30-07



Bayview Waterfront Project EIR

FIGURE 3: CANDLESTICK POINT – HUNTERS POINT SHIPYARD DEVELOPMENT PLAN

TABLE 1
BAYVIEW WATERFRONT PROJECT SITE AREAS

	Existing Redevelopment Project Areas (acres)	Proposed Redevelopment Project Areas (acres)	Proposed Project (acres)
Bayview Hunters Point	1,499	1,499	
Candlestick Point ^a	[284]		284
India Basin Shoreline ^b		+76	+76
Total BVHP	1,499	1,575	360
Hunters Point Shipyard ^c	493	493	
Phase I ^d	[75]	-75	
		418	418
Total Project			778

Source: San Francisco Redevelopment Agency; Lennar.

Notes:

- Candlestick Point is within total existing BVHP Project Area of 1,499 acres.
- India Basin Shoreline Survey Area to be added to BVHP Project Area.
- Land area only. Shipyard Project Area also includes 443 acres of submerged lands.
- Phase I of the existing Shipyard Project Area now under construction would not be part of Bayview Waterfront Project.

TABLE 2
CANDLESTICK POINT –
HUNTERS POINT SHIPYARD DEVELOPMENT PLAN

	Shipyard	Candlestick Point	TOTAL	
Residential	2,500	6,500	9,000	dwelling units
Retail				
Regional	-	585,000	585,000	sq. ft.
Neighborhood	60,000		60,000	sq. ft.
Total Retail			645,000	sq. ft.
Office/R&D/Industrial ^a	2,000,000	150,000	2,150,000	sq. ft.
Football Stadium	69,000		69,000	seats
Arena/Performance Venue		8,000	8,000	seats

Source: Lennar.

Notes:

- R&D: Research and Development

units per acre. The housing would be intended for a range of income levels, and would provide both rental and for-sale units.

Pursuant to the 1997 Shipyard Redevelopment Plan, development would include a mix of research and development space, possible biotechnology space, and other industrial uses. The commercial uses would also provide approximately 80,000 square feet of neighborhood-serving retail.

The Shipyard would accommodate a new approximately 69,000-seat National Football League stadium for the San Francisco 49ers. The stadium parking plan would include “green parking” surfaces that would accommodate parking for stadium events, and would serve public recreational uses such as playing fields at other times. The Shipyard would also include approximately 2 million square feet of office/R&D/industrial uses in three- to six-story buildings.

Additionally, the EIR may consider a Candlestick Point - Hunters Point Shipyard Development Plan option with up to 10,000 residential units.

The EIR will also consider a Candlestick Point - Hunters Point Shipyard Development Plan that would substitute other uses for the football stadium. Without the stadium, there would be additional R&D space and residential uses distributed across the Candlestick Point - Hunters Point Shipyard area.

The Candlestick Point area of the BVHP Project Area is approximately 284 acres. It includes Monster Park, the existing San Francisco 49ers home stadium (also known as Candlestick Park Stadium) on a 77-acre site; Candlestick Point State Recreation Area, totaling approximately 134 acres; the 20-acre San Francisco Housing Authority site of the Alice Griffith Housing; 12 acres of land owned by the Port of San Francisco; privately owned parcels totaling 21 acres; and approximately 20 acres of streets and roadways. See Figure 3, above.

At Candlestick Point, the proposed Project would include approximately 6,500 new residential units (in addition to the 2,500 units in the Hunters Point Shipyard) and a regional retail center. Approximately one-third of the units are planned to be low-rise apartments and townhomes concentrated on the easternmost portion of the Candlestick Point area. About one-third would be in mid-rise buildings and the remaining one-third of the units in high-rise towers. Residential development proposed near existing neighborhoods and the Candlestick Point State Recreation Area would be primarily three- to four-story buildings. Remaining areas would be mid-rise buildings ranging from seven to 18 stories; and taller high-rise buildings in certain locations. Figure 3 shows the location of the proposed uses.

The residential land density at Candlestick Point would range from approximately 40 units per acre up to 130 units per acre. The housing would be intended for a range of income levels, and would provide both rental and for-sale units.

The Project would redevelop the San Francisco Housing Authority’s Alice Griffith site (also known as Double Rock Housing), replacing the 263 existing units with a total of about 925

units, consisting of one-for-one replacement public housing, affordable homeownership/rental and market rate for-sale units. These homes would be a mix of townhomes, stacked townhomes and four-story stacked flats.

The proposed regional retail center at Candlestick Point would be approximately 735,000 square feet, of which 150,000 square feet would be office space. The center would also include an 8,000-seat arena/performance venue. The proposed retail program would also include neighborhood-serving uses such as a grocery store; entertainment uses such as a multi-screen movie theatre and clubs with live music; large format retail; and restaurants. The center would be oriented around a retail 'Main Street' and might include some housing above retail.

The Candlestick Point - Hunters Point Shipyard Development Plan would include open space improvements. Through a proposed land exchange with the California Department of Parks and Recreation, portions of the existing Candlestick Point State Recreation Area would be improved and new State park area would be created at the Shipyard. There would be a net increase in State park land. The Project open space improvements would also allow for realignment of the Bay Trail in the southeastern portion of San Francisco. The Project would include a number of recreation facilities and sports fields, and smaller, neighborhood-oriented parks. At the Hunters Point Shipyard, a heritage park is proposed that would focus on the Shipyard's past.

To implement the Project, the U.S. Navy may transfer the Shipyard property to the City or Agency for reuse after the Navy has completed remediation in accordance with the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA"), Section 120, 42 U.S.C. Section 9620. Reuse may also occur concurrently with remediation under the provisions of CERCLA that authorize a title transfer prior to completion of remediation under certain conditions (referred to as an Early Transfer). Finally, CERCLA may authorize interim reuse activities to occur concurrently with remediation activities through a lease, either with or without provision for later deed transfer, provided the property is found suitable for the planned interim reuse activities.

It is anticipated that the Candlestick Point - Hunters Point Shipyard Development Plan would be under construction by the end of 2009 and that the 49ers football stadium would be completed by 2012. Full buildout of the plan is anticipated by 2025.

India Basin Shoreline Plan

The BVHP Survey Area included the "Hunters Point Shoreline Activity Node." Within that 131-acre Activity Node is an approximately 76-acre area that was not included in the adopted BVHP Project Area. See Figure 2, above. At the time of consideration of the BVHP plan in 2006, the Agency found that further land use analysis was needed before adoption of a future plan amendment and area-specific controls. This excluded portion of the BVHP Survey Area was designated Area C. Also referred to as the India Basin Shoreline, Area C, as noted above, has an existing mix of residential uses; a vacant parcel fronting the Bay; and the former PG&E Hunters Point power plant, currently being demolished. The India Basin Shoreline area is currently zoned for industrial use.

The Planning Department is considering rezoning to accommodate a mix of residential and commercial uses, along with some continued industrial use and development controls to facilitate mixed use development. The EIR will analyze an overall land use program for the India Basin Shoreline as a detailed site plan has yet to be undertaken. It is anticipated that the rezoning and other planning controls for the India Basin Shoreline would reflect community goals expressed earlier during BVHP planning to provide:

- New housing on available infill development sites northwest of Innes Avenue
- Mixed-use neighborhood southeast of Innes Avenue
- Small industrial or R&D businesses
- Neighborhood-serving retail and commercial services and some residential units
- Water-oriented neighborhood
- Space for artists
- New waterfront open space and recreational activities

Transportation Improvements

The Bayview Waterfront Project would require substantial transportation infrastructure to support new development. Transportation improvements related to or affecting the Project generally would fall into three categories including:

1. *Transportation improvements within the Project boundaries and necessary to serve the Project uses.* This category would encompass improvements such as new and improved streets and related circulation improvements including a new roadway on the Shipyard from the Innes gateway to the Crisp Road gateway and a new Candlestick Point arterial, transit-related improvements, and pedestrian and bicycle circulation improvements. Additionally, a new ferry terminal on the Hunters Point Shipyard shoreline to accommodate additional ferry service, and the construction of a bridge over Yosemite Slough are under consideration. A Hunters Point Shipyard Transit Center would be constructed adjacent to the new ferry terminal and a Candlestick Transit Center would be included in the Candlestick Point area. A traffic control center would be developed near the new stadium on the Shipyard to assist in managing game-day traffic. The transportation improvements in this category will be analyzed in the EIR.

2. *Transportation improvements that may be necessary to serve the Project and other local and regional development.* This category would include transportation improvements in the general area of the Project that would serve the Project but other local and regional development as well. Among transportation improvements that could be included in this category are, the widening of Harney Way from US 101 to Jamestown Avenue; Carroll Avenue improvements (reconstruction and re-striping); a Carroll Avenue extension from Third Street to Bayshore Boulevard; a Harney Way Bus Rapid Transit system from Bayshore Boulevard, possibly extending to the Shipyard, a Palou Transit Preferential Bus route, improvements on Illinois Street from Cesar Chavez to 25th Street and on 25th Street from Illinois to Pennsylvania Street, including the possible widening of the existing Illinois Street Bridge; and improvements to local intersections, including the intersection of Evans and Cesar Chavez. The EIR will evaluate whether, and the extent to

which, these or other improvements are necessary to serve the Project and other nearby development.

3. *Major transportation improvements proposed as separate projects.* Several major transportation projects are planned in the Project vicinity as part of local or regional transportation system improvements. Included in this category is a new US 101/Geneva/Harney interchange, with an extension of Geneva Avenue from Bayshore Boulevard, a Bayshore Transit Center, the Bayview Transportation Improvements Project (BTIP), and a new Oakdale Caltrain Station. The EIR will evaluate the implications of these transportation projects on the Project and other development in the area.

Infrastructure Improvements

The Project would require substantial new or improved utility infrastructure improvements, including but not be limited to, new water, sewer, drainage, and other services throughout the Project site:

- Low Pressure Water system – potable water and fire protection water from the University Mound Reservoir.
- Reclaimed Water – network of reclaimed water mains to serve future availability of reclaimed water used for dual plumbing in buildings and for irrigation of landscaped areas.
- High Pressure Water system – to serve fire flows and high-rise buildings.
- Separated Sanitary Sewer – to collect wastewater flows to be conveyed to the southeast Water Pollution Control Plant.
- Storm Drainage -- storm sewer system separate from the combined sewer system, designed to handle up to a five-year storm and ultimately discharge to San Francisco Bay.
- Overland Flow - for an event above a five-year storm and up to a 100-year storm, excess stormwater will be routed to San Francisco Bay by overland flow along the network of street gutters and roadway.
- Joint Trenches – to serve electrical, communications and gas utilities.

The EIR will evaluate the need for new or improved infrastructure and the proposed infrastructure improvements.

Redevelopment Plan Amendments

The Bayview Waterfront Project would require changes in the Redevelopment Area land use controls in the BVHP and Shipyard Redevelopment Plans. The adopted Shipyard Redevelopment Plan allows for a different mix of industrial and commercial uses on Shipyard Parcels C and D than the now-proposed Shipyard plan, either with or without the football stadium. The adopted BVHP Redevelopment Plan Candlestick Point Activity Node included a new San Francisco 49ers football stadium, and 1.2 million square feet of retail, instead of the now-proposed residential mixed-use plan. Accordingly, both the Shipyard and BVHP Redevelopment Plans would need to be amended to accommodate the proposed Project.

The BVHP Redevelopment Plan would be amended to add the India Basin Shoreline (Survey Area C) to the BVHP Project Area, and to add the zoning and land use controls resulting from the Planning Department rezoning efforts. The BVHP Plan would also be amended to allow public improvements to be financed and implemented.

PROJECT APPROVALS AND IMPLEMENTATION: The Bayview Waterfront Project requires numerous review and approval actions from the San Francisco Redevelopment Agency, the City and County of San Francisco, regional agencies, state agencies, and federal agencies, including:

San Francisco Redevelopment Agency Commission

City and County of San Francisco

Planning Commission
Municipal Transportation Agency
Recreation and Park Commission
Public Utilities Commission
San Francisco Housing Authority
Port Commission
Board of Supervisors

Regional Agencies

State Regional Water Quality Control Board
San Francisco Bay Conservation & Development Commission
Association of Bay Area Governments

State of California

Department of Parks & Recreation
Department of Fish & Game
Department of Transportation
State Lands Commission
Department of Toxic Substances Control

Federal Agencies

US Navy
US Army Corps of Engineers
US Fish & Wildlife Service
US Department of Housing & Urban Development


The Bayview Waterfront Project EIR will be a new EIR that will not supplement or tier off prior EIRs for the Bayview Hunters Point Redevelopment Plan or the Hunters Point Shipyard


Redevelopment Plan. The EIR will include a discussion of the projects compatibility with existing zoning and plans. Current public plans, policies and regulations pertinent to the Project site, based on the BVHP Plan, the Shipyard Plan, and nearby plans such as the proposed Executive Park General Plan Amendment, and the Visitacion Valley Project Area will be reviewed and summarized. The proposed Project will be evaluated in light of the General Plan, the Planning Code, and applicable City ordinances and regulations. Jurisdictions, regulations, policies, and guidelines of other City, regional, state, and federal agencies will be addressed. Plans for lands under the jurisdiction of Candlestick Point State Recreation Area will be reviewed.

PROBABLE ENVIRONMENTAL EFFECT TOPICS: The EIR will include the following topics, addressing existing conditions, Project-specific and cumulative effects, mitigation measures, and alternatives. The EIR will evaluate effects of a Candlestick Point-Hunters Point Shipyard Development Plan without a football stadium.

- Land Use and Zoning
- Visual Resources
- Population and Housing
- Cultural Resources
- Transportation and Circulation
- Noise
- Air Quality
- Wind
- Shadow
- Recreation
- Public Services and Utilities
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Energy
- Growth Inducement

DATE: August 31, 2007


Stanley Muraoka
Environmental Review Officer
San Francisco Redevelopment Agency


William Wycko
Acting Environmental Review Officer
San Francisco Planning Department

FILE NO. ER06.05.07

FILE NO. 2007.0946E

Comment Letters

Stanley
Muraoka/REDEV/SFGOV
09/12/2007 03:58 PM

To Bayview Waterfront
cc
bcc
Subject Comment on the Bayview Waterfront NOP

I received a voice message on Friday, September 7 from Bill Graziano, a resident of Palou Avenue in Bayview Hunters Point, and followed up with a phone conversation today. Mr Graziano is concerned about three topics:

1. Accessibility to the [South Basin] waterfront. Currently, there are industrial businesses along and off of Ingalls with property fronting the waterfront area. Consequently, there is no public access to the waterfront.
2. Aesthetics/neighborhood character. Related to the concern about waterfront access, is the concern about neighborhood character along the waterfront area, and how inviting (uninviting) the area is, particularly at night.
3. Traffic along Palou, particularly before and after events at the new 49ers stadium.

I believe topics 1 and 2 are appropriate for the land use and urban design discussions in the EIR and topics 1 and 3 are appropriate for inclusion in the transportation discussion.

Thanks,
Stan

Stanley Muraoka
Environmental Review Officer
San Francisco Redevelopment Agency
One South Van Ness Avenue, Fifth Floor
San Francisco, CA 94103

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fax: 415-749-2524
email: Stanley.Muraoka@sfgov.org



Sept 13, 2007

Dear Stan:

Sub: case # EROG-05.07 & 2007.0946 E
Bayview Waterfront Project.

Thank you for sending us the NOP of an EIR.

PLEASE INCLUDE US IN YOUR LIST OF
RECIPIENTS FOR THE DRAFT EIR &
ALL SUBSEQUENT DOCUMENTS PERTAINING
TO THIS PROJECT.

THANK YOU.

Lideep M-Rao.

✂ COMMENT: THE ZONING CHANGES PROPOSED MUST ENSURE
THAT EVEN ~~THE~~ ^{ALTHOUGH} THERE WILL BE INDUSTRIAL
COVERS & BUILDINGS, THE CLEANUP OF THE
SHIPYARD MUST BE TO RESIDENTIAL STANDARDS.



CITY OF BRISBANE

50 Park Place
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September 17, 2007

Stanley Muraoka
Environmental Review Officer
San Francisco Redevelopment Agency
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Re: EIR NOP- Cases ER06.05.07 and 2007.0946E (Bayview Waterfront Project)

Dear Mr. Muraoka:

Thank you for the opportunity to review the above-referenced Notice of Preparation. While the City of Brisbane generally concurs with the list of topics to be addressed in the forthcoming EIR, we have concerns with the characterization of certain transportation improvements on Pages 9 and 10 of the NOP.

Specifically, the new US 101/Geneva/Harney interchange and Geneva Avenue extension are referenced as "major transportation improvements which are proposed as separate projects" and that "The EIR will evaluate the implications of these transportation projects on the Project." This implies that the design and construction of these improvements are a given, when neither final designs nor funding strategies or commitments for implementation are currently in place, and construction timing is unknown. To more accurately reflect the relationship of the Project to these future transportation improvements, the City of Brisbane recommends that the Geneva interchange and Geneva extension projects be characterized as "transportation improvements that may be necessary to serve the Project and other local and regional development" and that the Project impacts be evaluated in this context.

Thank you for your consideration, and we look forward to reviewing the draft EIR when published. Should you have any questions regarding this letter, please contact me at 415.508.2120, or City Engineer Randy Breault at 415.508.2130.

Sincerely,

John A. Swiecki, AICP
Principal Planner

c: Randy Breault, City Engineer





DEPARTMENT OF PARKS AND RECREATION

Ruth G. Coleman, *Director*

Diablo Vista District
845 Casa Grande Road
Petaluma, California 94954

Stanley Muraoka
San Francisco Redevelopment Agency
One South Van Ness Avenue
San Francisco, CA 94103

September 21, 2007

RE: Bayview Waterfront Project Notice of Preparation of Draft Environmental Impact Report, SCH #2007082168

Dear Mr. Muraoka,

Thank you for the opportunity to comment on the Bayview Waterfront Project Notice of Preparation of Draft Environmental Impact Report, SCH #2007082168. Candlestick Point State Recreation Area (SRA) is of statewide significance because it is the first State Park System unit purposely acquired to bring State Park System values into an urban setting. In addition, Candlestick Point SRA provides critical open space and shoreline protection along the most significant estuarine system in California. Candlestick Point SRA provides open space and recreational opportunities to millions of citizens who live within the greater bay area urban context. Candlestick Point SRA includes approximately 134 acres, and was classified as a SRA by the State Park and Recreation Commission since it is capable of withstanding extensive human impact.

Candlestick Point SRA includes approximately three miles of bay shoreline. Of particular interest is the Yosemite Slough Habitat Restoration project, which is scheduled to begin during the spring of 2008. The Yosemite Slough project will restore tidal wetlands in a 34 acre parcel within the park unit, as well as providing interpretive trails and an interpretive center. State Parks is currently in talks with the United States Navy and looks forward to working with the Navy in their efforts to restore tidal and freshwater wetlands that are adjacent to Yosemite Slough. State Park staff has also been involved with the San Francisco Department of Public Works Third Street Bypass project.

The Candlestick Point SRA General Plan was adopted by the State park Commission on May 8, 1987. The Candlestick Point SRA General Plan provides guidance on all future and proposed development and management within the park unit. The Candlestick Point SRA General Plan includes the following objectives:

- Identify valuable land acquisition opportunities outside the existing park boundaries.

- Determine the potential environmental impacts of visitor activities and land uses within the park unit.
- Increase the quality of urban life, and install a sense of responsibility and pride in the environment around the city.
- Identify and understand the ecological life styles of the San Francisco shoreline and its natural and cultural resources.
- Identify the surrounding influences on the site and the recreational and human resources of the San Francisco Bay.
- Provide public accessibility to the shoreline of San Francisco Bay.
- Expand visitor opportunities for reflection, appreciation, and enjoyment of natural, cultural, recreational, and human resources.
- Identify the need for paid and voluntary public participation in building, maintaining, and programming the unit facilities.
- Establish policies for management, protection, and interpretation of the park resources.
- Recommend additional studies beyond the scope of the Candlestick Point SRA.

In addition to the above listed objectives, the Candlestick point SRA General Plan identifies the following activities that could be developed within the SRA:

- Concession facilities including a first class restaurant, bike rentals, small food service, bait and tackle shop, ferry service, and transient boat docking.
- Trails for hiking, biking, jogging, wheelchair, and emergency vehicle service access.
- Group and family picnic areas and campgrounds
- Fishing piers
- Non-powered boat rental and Wind surfing facilities
- Boating center and boat access facility
- Sand Beach and quiet areas
- Cultural program center
- Open grassy areas
- Service area (maintenance and service yard)

The Bayview Waterfront Project has identified Candlestick Point SRA as part of the project area, as outlined in Figure 2 of the NOP. Candlestick Point SRA currently has an approved general plan for the park unit. Any redevelopment proposals targeted within the Candlestick Point SRA, that are not consistent with the purpose and scope of the existing Candlestick Point SRA General Plan may require the following:

- 1) Extensive public input and review
- 2) Adoption by State Parks and the public
- 3) Possible amendments to the general plan
- 4) Update the existing general plan with a new general plan
- 5) Regulatory review and permitting approval
- 6) State Park real property and acquisition review and or approval
- 7) State Park Commission review and approval
- 8) Special land use planning studies
- 9) Special landfill, natural, cultural and recreational studies

While moving through the planning process it is critical to bring forward the primary purpose of the candlestick Point SRA; which is to make available to the people recreational opportunities, both passive and active, that are offered by the shoreline, waters, and environment of the San Francisco Bay and the adjacent bay waters. The Lands and resources of the site may be modified or enhanced to achieve optimum realization of this recreation potential. When determining what recreational activities should be provided and or developed at Candlestick Point SRA, the primary concern should be to meet the needs of the people (primarily urban dwellers) in conformity with maintaining a desirable physical setting on the bayshore.

The design criteria for Candlestick Point SRA improvements should create an environment which supports the physical, social, psychological, economic, and esthetic needs of both the local and regional bay area communities that will use the park unit in the future.

On page 8 of the NOP there is mention of a possible land exchange with State Parks for lands currently owned by the US Navy, and that there would be a net increase in State Park land. While this may sound good in concept, State Parks is aware of the Navy's parcel E, E2, and F Remediation Investigation and Feasibility Studies and has concern over the location and extent of hazardous substances, ground water contamination, radiological contamination, and PCB contamination in the parcel E, F, and E2 shoreline areas, and has concern over US Navy full and partial remediation measures in areas to be considered or targeted as part of a future land exchange. State Park staff has additional concerns over current US Navy tidal wetland design plans and shoreline restoration designs that may pose management challenges if identified as part of a land exchange.

Page 9 of the NOP focuses on transportation improvements within the project boundaries and mentions construction of a bridge over Yosemite Slough as being under consideration. To date, State Parks has taken the position that the bridge options, which have been identified as part of the City's Third Street Bypass project, are not consistent with the current general plan. The Yosemite Slough bridge options may also

compromise the Yosemite Slough tidal wetland restoration project as well as bisect an existing State Park. Through the planning process we look forward to identifying transportation alternatives.

Other concerns include storm water discharge into the bay from the project area. Storm water runoff should be collected and treated in accordance with all regulatory conditions, prior to being discharged into the bay and or shoreline areas within Candlestick Point SRA. While we understand there are runoff limits of capacity for long duration high intensity storm events, we also believe redevelopment is a prime opportunity to integrate state of the art engineering practices and options (such as bioswales, storm septors, underground collection systems and various forms of oil and grease separator systems), that can assist in the treatment process prior to being discharged into the bay and or shoreline areas of Candlestick Point SRA.

State Park staff have been actively involved with local planning issues that may directly or indirectly influence Candlestick Point SRA. State Park staff are aware of the Hunter's Point Redevelopment planning effort and are very excited to be part of this planning process. It is the sincere hope of State Parks that redevelopment efforts adopt plans that reflect local and regional interests. State Parks believes this is an excellent opportunity to create a state of the art urban park unit that will be a focal point of activity for decades to come. We look forward to being an integral part of the planning process.

Thank you for the opportunity to provide comment on the Bayview Waterfront Project Notice of Preparation of Draft Environmental Impact Report, SCH #2007082168. If you have any questions please contact me anytime.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stephen Bachman', with a long horizontal flourish extending to the right.

Stephen Bachman
Associate Park & Recreation Specialist
(707)769-5652 xtn 21

cc: Donald Monahan, District Superintendent
State Clearinghouse
Natural Resources Division
California Department of Water Resources

Arc Ecology

4634 Third Street
San Francisco, California 94124

October 1, 2007

Mr. Stanley Muraoka
Environmental Review Officer
San Francisco Redevelopment Agency
One South Van Ness Avenue 5th Floor
San Francisco, California 94103
By *e-mail*: Stanley Muraoka <Stanley.Muraoka@SFGOV.ORG>

RE: BAYVIEW WATERFRONT PROJECT NOTICE OF PREPARATION
SFRA File No. ER06.05.07

Dear Mr. Muraoka:

Thank you for the opportunity to submit our concerns about the Notice of Preparation referenced above. First I would like to acknowledge some promising features of the environmental review process as indicated by the NOP text:

- apparent effort to define a comprehensive project rather than to segment into separate EIRs;
- designation of all mandatory impact categories as potentially significant;
- decision not to supplement or tier this EIR off of previous EIRs;
- two scoping sessions.

Nonetheless, we have serious concerns about the NOP itself and its implications for adequate environmental review of this huge project – one that lacks the benefit of substantial public participation. The deficit of community involvement in the project's planning places a great burden on the environmental review process to devise alternatives that reflect the vision and goals of the Bayview-Hunters Point community. An NOP that reassures the public that they will ultimately have an opportunity to participate in planning a project that does not impose negative impacts on the surrounding community would help to gain public acceptance of a final project. Several features of the NOP and the EIR it promises would need to be modified to ensure such an outcome.

Our specific concerns fall into the following categories:

- NOP shortcomings
 - changes to the project since publication of the NOP
 - lack of an Initial Study
 - lack of a map of changes to the roadway system
 - public notice
- level of environmental review is unclear.
- non-mandatory impacts to analyze
- project alternatives
 - must bracket the uncertainties, conflicting views, and unresolved political questions about main features of the project (e.g., stadium, bridge over Yosemite Slough, conflicting State Park plan)
 - must provide for active public participation in their formation
 - need for full, rather than normal abbreviated environmental analysis

We request that you revise and recirculate the NOP, so that it provides

- a consistent project description that clearly distinguishes the project from potential mitigation measures;
- an Initial Study;
- a commitment to provide public notice to organizations and individuals that have participated in the planning and the environmental review processes for Bayview Hunters Point and the Hunters Point Shipyard redevelopment projects;
- a map of the changes to the roadway system within and serving the project;
- a commitment to prepare a Master EIR;
- a public participation process that will be used to develop project alternatives;
- a commitment to providing full environmental analysis of the project alternatives; and
- a commitment to analyze environmental justice, economic, and social impacts even though these are not required by CEQA.

Our concerns, described in greater detail, are attached.

Yours truly,

A handwritten signature in cursive script that reads "Eve Bach".

Eve Bach
Staff Economist/Planner

cc: Hunters Point Shipyard Citizens Advisory Committee
Bayview Hunters Point Project Area Committee
San Francisco Board of Supervisors²

ARC ECOLOGY CONCERNS ABOUT THE BAYVIEW WATERFRONT PROJECT NOP

I.NOP Shortcomings

Unclear Project boundaries

The environmental review staff distributed a revised diagram of the project at the September 25th Scoping Meeting that slightly revised the boundaries of the India Basin Shoreline Plan (Area C). However, the NOP maps are inconsistent with the NOP text (page 9) that identifies the construction of a bridge over Yosemite Slough as a transportation improvement “**within the Project boundaries** and necessary to serve the Project uses.” [emphasis added] In contrast, this text *is* consistent with maps displayed at the meeting, which included the area surrounding Yosemite Slough and the shoreline area along Candlestick Cove to the west of Candlestick Point as part of the project.

This inconsistency, and apparent official uncertainty about the definition of the Project is a symptom of a much bigger problem. The NOP currently treats the roadway changes, including the much-debated bridge over Yosemite Slough as if it is merely a mitigation for the development of the three sites. Since on-going, extensive studies of the bridge predate the current project, it is apparent that the roadway changes themselves represent a major project. The scale and the potential impact of the roadway changes are obscured by this treatment by the NOP, which presumably foreshadows the EIR.

Lack of an Initial Study

It is unfortunate that this NOP does not include an Initial Study, or even discussion (as opposed to a listing) of the Project's potentially significant environmental impacts. Even though an Initial Study is not required since the EIR will analyze all of the required impact areas,¹ omitting it deprives the public of information about the City's preliminary thinking about the Project's impacts, and precludes us from identifying specific gaps, and from providing supplementary information.

In the case of this Project, which is not the product of a public planning process, transparency about the City's views of its environmental impacts is especially needed. One of the purposes of an Initial Study is to “facilitate environmental assessment early in the design of a project.”² This early environmental assessment is also needed for further articulation of the preferred alternative, and for the design of project alternatives.

Lack of a map of changes to the roadway system

Greater transparency is also needed in the discussion of the major changes being considered to the neighborhood, city, and regional circulation system. The description of these changes is buried in the text of the NOP and is presented as if they are incidental to the Project rather than the major, highly controversial transportation project that has been under consideration for several years. A map of the changes is needed to inform the public as early as possible of a project that will have major impacts on their living environment.

Public notice

We are puzzled why Arc Ecology was not directly notified about this NOP, despite the fact that we have consistently participated in all planning processes for Shipyard redevelopment, and have commented extensively on all environmental review documents related to the Shipyard. A mailing list should be

1 PRC §15060

2 PRC § 15063(c)(4)

developed that notifies all members of the community who have demonstrated interest in this project, to be used to notify them of the availability of environmental review documents.

II. Level of environmental review is unclear.

“An EIR for a redevelopment plan may be a Master EIR, a program EIR, or a project EIR. An EIR for a redevelopment plan must specify whether it is a Master EIR, a program EIR, or a project EIR.”³

There appears to be some confusion or changes in the City's thinking about the level of environmental review that will be undertaken. The NOP states that the EIR will provide project-level review of the development plan and India Basin Shoreline area, and program level analysis for the India Base Shoreline Plan.⁴ At the scoping session, Planning Department staff announced that that entire EIR would be programmatic.

Given the scale and many interlocking governmental decisions that comprise this Project (e.g., revision of several elements of the City's General Plan and zoning, amendments to two redevelopment plans, revision of the master plan for state parklands, at least three large scale development projects, reconfiguration of circulation patterns for the entire southeast quadrant of the city), it is premature for this EIR to attempt to provide project-level analysis for any of its components.

Instead, this EIR should be structured as a Master EIR⁵ to provide an overview of the Project's combined environmental impacts, with subsequent project-level environmental review that thoroughly analyzes each of the components.

III. Non-mandatory impacts to analyze

Although CEQA does not mandate, neither does it prohibit the EIR from including an analysis of environmental justice impacts. Similarly, the economic and social impacts of the project should be thoroughly analyzed. This project is massive, and has the potential to irrevocably alter the demographics and economic base as well as the environmental conditions of the southeastern sector of the City. A holistic approach is needed.

IV. Project alternatives

Due to the unusually high level of uncertainty and public participation thus far associated with the sports stadium that is the central feature driving this Project, there is a greater than normal chance the a project alternative will ultimately be selected. The absence of public participation in the the design of the Project argues for alternatives that are the product of a community planning process. The controversy that has surrounded the proposed bridge across Yosemite Slough argues for environmental analysis of the alternative routes that have been elaborated in extensive studies over the past few years.

Since these alternatives could become preferred to the currently proposed Project, it is important that the EIR analyze them with the same level of rigor and detail as the proposed Project, instead of giving the perfunctory attention that is the fate of most EIR alternative projects.

3 PRC §15180 (a)

4 NOP page 4

5 PRC § 15176 - 15179



MEMORANDUM



SAN FRANCISCO REDEVELOPMENT AGENCY

Date: October 9, 2007
To: File
From: Stanley Muraoka
RE: Bayview Waterfront Project EIR

Call received October 4, 2007:

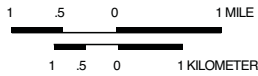
Brad McCrea
Acting Chief of Permits
San Francisco Bay Conservation and Development Commission
50 California Street, Suite 2600
San Francisco, CA 94111
bradm@bcdcc.ca.gov
415-352-3615

Mr. McCrea left the following voicemail message:

The project area shown in the NOP is within (1) BCDC priority use areas and the (2) 100 foot jurisdiction band; these should be shown on the map. Refer to the San Francisco Bay Plan at the BCDC website, particularly the plan maps that show recreation use areas at Candlestick Point and India Basin and a port priority use area [at the Shipyard]:

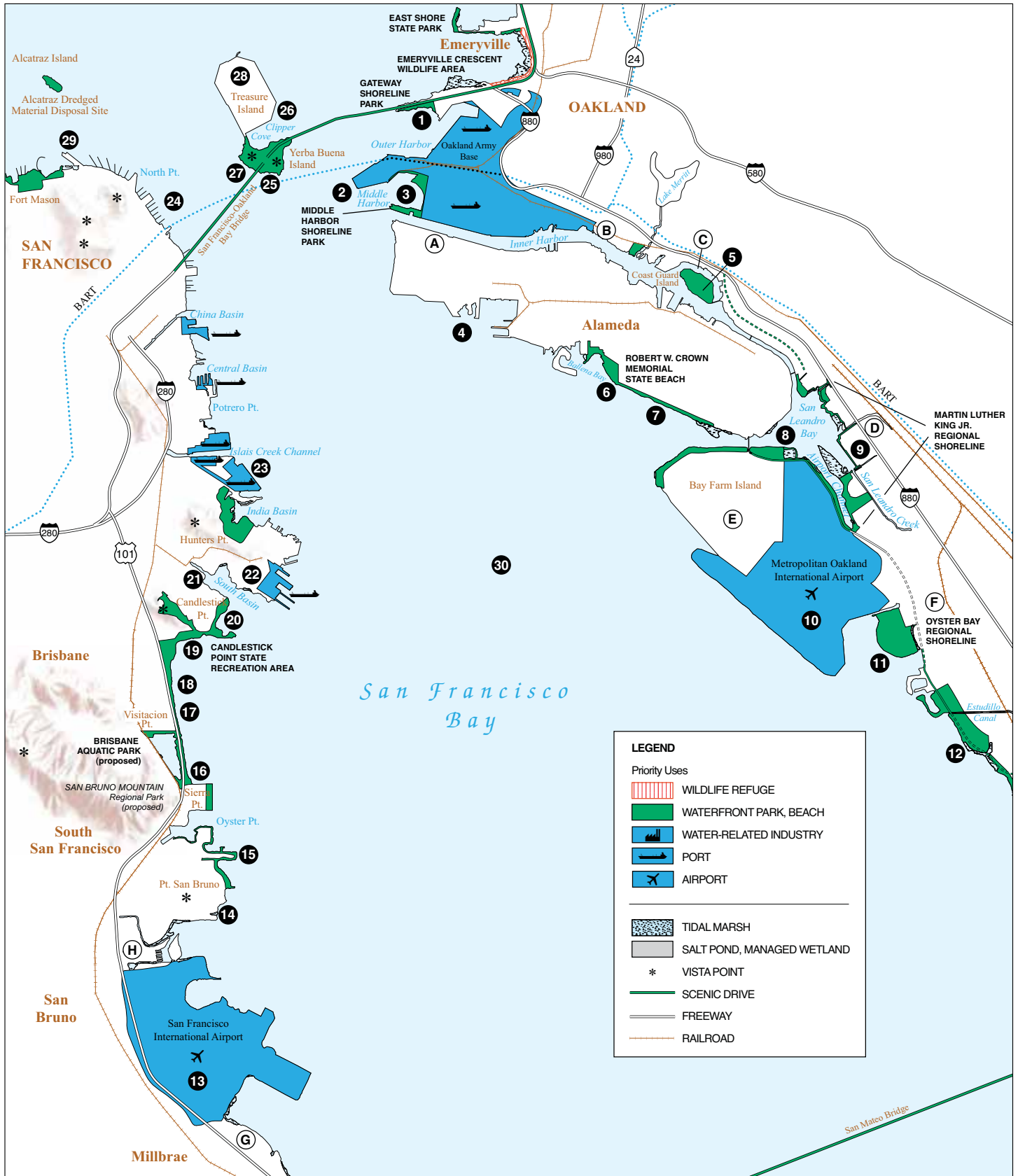
<http://www.bcdc.ca.gov/index.php?p=633>.

[BCDC] will be commenting on the Draft EIR.



Plan Map 5

Central Bay





September 27, 2007

Stanley Muraoka
San Francisco Redevelopment Authority
One South Van Ness, Fifth Floor
San Francisco, CA 94103

Subject: Bayview Waterfront Project Notice of Preparation of an EIR—Case #'s
ER06.05.07 and 2007.0946E

Dear Mr. Muraoka:

Thank you for the opportunity to comment on the above referenced document. The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed.

Background

The Bay Trail in San Francisco is approximately 24 miles long. 12 miles are complete, with the majority of the incomplete segments located south of the Oakland-San Francisco Bay Bridge. Two main goals of the Bay Trail Project are to locate the trail as close as possible to the shoreline, and to provide a fully separated, multi-use bicycle/pedestrian facility. The redevelopment of the Hunters Point Shipyard, Candlestick Point and India Basin represent a phenomenal opportunity to provide these historically park/open space-poor neighborhoods with high-quality waterfront access.

Plans and Policies

In the DEIR, please discuss the ABAG Bay Trail Plan and its policies, and how the proposed development will address each relevant topic. We are pleased to note that the proposed Bay Trail alignment in the NOP announcement for the Hunter's Point /Candlestick areas appear to be located in large part directly adjacent to the shoreline—a key goal of the Bay Trail Plan. It is of the utmost importance that this shoreline alignment not be sacrificed or moved inland for any reason. There is only one Bay edge and the residents of southern San Francisco have been denied meaningful access to this scarce resource for decades.

Please describe in detail, through plans and/or artist rendering, the proposed width and location of the trail, and proposed trail furnishings. It appears as though there may be several opportunities for people to use existing or refurbished piers over the water—please describe these opportunities.

India Basin

While the Bay Trail is clearly depicted in Figure 3, "Hunters Point Shipyard Development Plan Area", Figure 2, "Bayview Waterfront Project Areas" does not show the Bay Trail alignment in any of the planning areas. The Bay Trail currently exists on the northern side of India Basin Shoreline Park, with a significant and long-standing gap along the waterfront between India Basin and India Basin Open Space Preserve where a boatyard and the paper street "Hudson" currently exist. Please review the attached map and describe how the proposed development will incorporate this alignment at India Basin.

Transportation Improvements

The announcement regarding the NOP references potential widening of Harney Way from US 101 to Jamestown Avenue, Carroll Avenue improvements and extension, and the possible widening of the Illinois Street Bridge. The long-term goal for the Bay Trail in this area is to secure and build a continuous, multi-use pathway directly adjacent to the shoreline and to eventually remove the on-street alignments on Keith, Phelps, Palou, Fitch, Carroll and Gilman streets. The Illinois Street Bridge and Harney Way will remain the spine alignment connecting Hunter's Point to the rest of the City to the north via Cargo Way, and to San Mateo County to the south via Harney Way. If any improvements are made to the recently-constructed Illinois Street Bridge, it will be important to ensure that bicycle and pedestrian facilities are provided as the Bay Trail recently supported the inclusion of these amenities with a \$250,000 construction grant to the Port of San Francisco.

If you have any questions regarding the Bay Trail in the Bayview Hunters Point Redevelopment Area, please do not hesitate to contact me at (510) 464-7909, or by e-mail at maureeng@abag.ca.gov.

Sincerely,



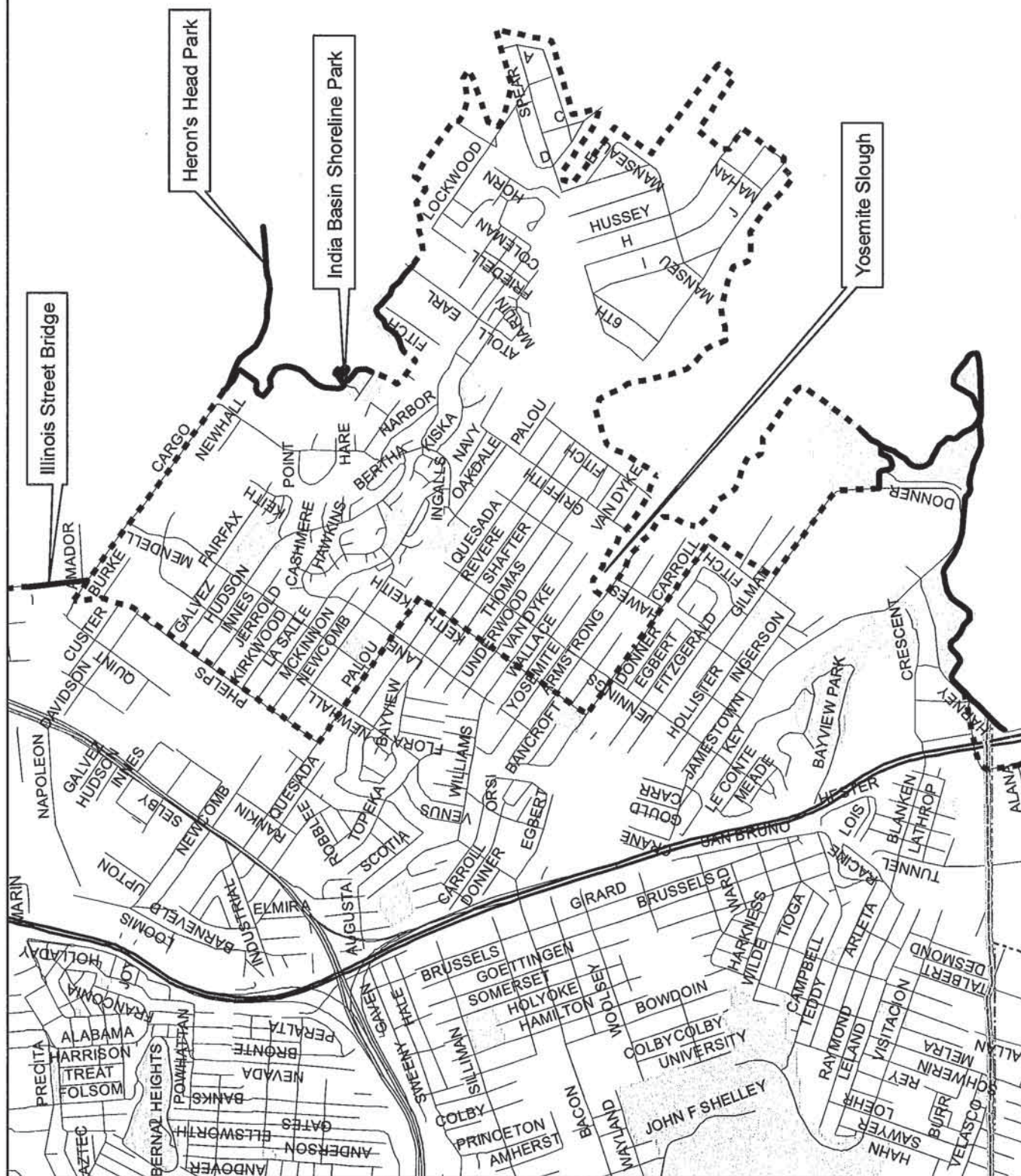
Maureen Gaffney
Bay Trail Planner

Enc: 1



India Basin/Hunter's Point/Candlestick Point

Proposed Bay Trail



DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY 711



*Flex your power!
Be energy efficient!*

October 1, 2007

Mr. Stanley Muraoko
San Francisco Redevelopment Agency
One South Van Ness Avenue
San Francisco, CA 94103

SF101173
SF-101
SCH#2007082168

Dear Mr. Muraoko:

Bayview Waterfront Project -- Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the proposed project. The comments presented below are based on the NOP of an Environmental Impact Report (EIR) for the Bayview Waterfront Project. As lead agencies, the San Francisco Planning Department and the San Francisco Redevelopment Agency are responsible for all project mitigation, including improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures in the EIR. Any required roadway improvements should be completed prior to the issuance of a certificate of occupancy. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agencies ensure resolution of the Department's concerns prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Traffic Impact Study

Our primary concern with the project is the potentially significant impact it may have to traffic volume and congestion on the State Highway System.

US 101 is a critical route for regional and interregional traffic in the San Francisco Bay Area. It is vital to commuting, goods movement, and recreational traffic and is one of the most congested freeways in the region. US 101 is a significant connection between San Francisco, the San Francisco International Airport, San Mateo and Santa Clara counties, as well as the Eastbay and Sacramento metropolitan regions. Although redevelopment and economic vitality are goals, consideration should be given to the impacts of recurrent traffic based primarily on the planned employment, residential, and retail development. The residential and employment population density per square mile should be determined.

Mr. Stanley Muraoka
October 1, 2007
Page 2

Consider developing and applying pedestrian and bicycling performance measures as a means of evaluating project impacts on pedestrians and bicyclists. These could include sidewalk crowding, intersection crossing distances, and speed of traffic. Mitigation measures resulting from this analysis could improve pedestrian and bicycle access to transit, thereby reducing traffic impacts on US 101. Also, please analyze secondary impacts on pedestrians and bicyclists that may result from any mitigation measures for traffic impacts. Please describe any pedestrian and bicycle mitigation measures that would in turn be needed as a means of maintaining and improving access to transit and reducing traffic impacts on US 101 (for example, pedestrian treatments to counteract safety impacts from widening intersections to accommodate more traffic).

The traffic impact study should also include the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.
3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.
5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We encourage the San Francisco Planning Department and the San Francisco Redevelopment Agency to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. Please see the Caltrans' *"Guide for the Preparation of Traffic Impact Studies"* at the following website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Please also address the impacts to noise and air quality in the EIR. What mitigation measures will be taken to offset the impacts? Also, include a detailed program to monitor the heavy metals and volatile organic compounds, if present.

Mr. Stanley Muraoka
October 1, 2007
Page 3

We look forward to reviewing the traffic study, including Technical Appendices, and EIR for this project. Please send two copies to the address at the top of this letterhead, marked ATTN: Lisa Carboni, Mail Stop #10D.

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E.

Should you have any questions regarding this letter, please call Lisa Carboni at (510) 622-5491.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: State Clearinghouse

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE

SAN FRANCISCO, CA 94102-3298

September 28, 2007

Stanley Muraoka
San Francisco Redevelopment Agency
One South Van Ness
San Francisco, CA 94103



RE: Bayview Waterfront Project, SCH# 2007082168

Dear Mr. Muraoka:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way (ROW).

Safety factors to consider include, but not limited to, improvements to existing at-grade highway-rail crossings due to the increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way. Any project that includes a modification to an existing crossing or proposes a new crossing is legally required to obtain authority from the Commission. If the project includes a new proposed crossing, the Commission will be a responsible party under CEQA and the impacts of the crossing must be discussed within the environmental documents.

Of specific concern is that the unused tracks leading to the former Hunter Pont Shipyard be removed as mitigation for any development in the area.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kevin Boles".

Kevin Boles
Environmental Specialist
Rail Crossings Engineering Section
Consumer Protection and Safety Division

**Appendix B Bayview Jobs, Parks, and Housing
Initiative (Proposition G),
November 20, 2007**

BAYVIEW JOBS, PARKS AND HOUSING INITIATIVE

2017 NOV 20 PM 3:05

Section 1. Title.

DEPARTMENT OF ELECTIONS

This Initiative shall be known and may be cited as the “Bayview Jobs, Parks and Housing Initiative.”

Section 2. Findings.

The People of the City and County of San Francisco (the “City”) make the following findings:

(a) Improving the quality of life of the residents of the Bayview Hunters Point community (the “Bayview”) is one of the City’s highest priorities. Expediting the revitalization of the Bayview will provide long overdue improvements that also will benefit the City as a whole. Both the Hunters Point Shipyard (the “Shipyard”) and Candlestick Point are part of the Bayview and together make up the largest area of underused land in the City. Combining planning and development for the remainder of the Shipyard that is not already underway (the “Shipyard Property”) and Candlestick Point as an integrated revitalization project will provide hundreds of acres of much needed public parks and public open space, significant jobs and economic development opportunities, particularly for residents and businesses of the Bayview, and a substantial number of new affordable and market-rate housing units, including a mix of rental and for-sale units. Integrated development of these areas can also provide a world-class site for a new stadium for the San Francisco Forty Niners (the “49ers”), including improvements in transportation and other infrastructure. The Shipyard Property and Candlestick Point, subject to any final adjustments as described in Section 9, are referred to in this Initiative as the “Project Site.” A map of these two areas is attached for reference as Exhibit A.

(b) The Shipyard was once a thriving, major maritime industrial center that employed generations of Bayview residents. Following World War II, the Shipyard was a leading hub of employment for the Bayview, providing logistics support, construction and maintenance for U.S. naval operations. At its peak, the Shipyard employed more than 17,000 civilian and military personnel, many of whom lived in the adjacent Bayview neighborhood. In 1974, the United States Department of the Navy (the "Navy") ceased operation of the Shipyard. The closure of the Shipyard had profoundly negative impacts on the economic base of the Bayview. In 1993, the United States Congress passed special legislation that gave the Navy authority to convey the Shipyard to the City.

(c) Candlestick Point includes: (i) the Alice Griffith Housing Development, also known as Double Rock ("Alice Griffith Housing"), which, although in need of repair or replacement for its residents, has few governmental resources for those repairs; (ii) the Candlestick Point State Recreation Area, much of which is severely under-improved, under-utilized and under-funded, and the restoration and improvement of which has been a long-term goal of the Bayview, the City and the State; and (iii) the City-owned stadium, named Monster Park, that is nearing the end of its useful life.

(d) The Yosemite Slough, which lies between Candlestick Point and the Shipyard Property, was once a pristine wetland area but has been subject to environmental distress caused by illegal dumping and neglect. The California State Parks Foundation and California State Parks are in the process of implementing the Yosemite Slough Restoration plan, which will reopen the Yosemite Slough to public access, create the largest contiguous wetland area in the City and make the wetlands pristine again.

(e) The City's lease of Monster Park to the 49ers is scheduled to expire in May 2013, although the 49ers have the right to extend that date by exercising certain extension options. In the fall of 2006, the 49ers announced their intention to explore relocating to Santa Clara. Since then, the 49ers have continued to evaluate the feasibility of building a new stadium both there and in San Francisco. Regardless of the 49ers' final decision, the City would like to proceed with the integrated revitalization of the Project Site, with or without a new stadium.

(f) Community and elected officials and San Francisco voters have consistently expressed their support for revitalizing the Project Site and demanded accountability from the federal government to clean up the Shipyard. In July 1997, the Board of Supervisors adopted and the Mayor approved a redevelopment plan for the Shipyard (the "Shipyard Redevelopment Plan"), and in June 2006, after a ten-year planning process, the Board of Supervisors adopted and the Mayor approved a redevelopment plan covering large portions of the Bayview, including most of Candlestick Point (the "Bayview Redevelopment Plan"). Both those redevelopment plans are designed to create economic development, affordable housing, parks and open space and other community benefits by developing underused lands like those comprising the Project Site. More recently, in May 2007 the Board of Supervisors and the Mayor approved a resolution endorsing a Conceptual Framework for the integrated development of the Project Site with 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 new stadium for the 49ers on the Shipyard Property.

(g) In furtherance of the Board's May 2007 resolution and in compliance with the California Environmental Quality Act ("CEQA"), on August 31, 2007 the Redevelopment

Agency of the City and County of San Francisco (the “Agency”) and the San Francisco Planning Department published a Notice of Preparation of an Environmental Impact Report (the “NOP”) and solicited public participation in determining the scope of an Environmental Impact Report (“EIR”) for the development of the Project Site. Both the NOP and the Conceptual Framework contemplate that integrated development of the Project Site should proceed whether or not the 49ers elect to build a new stadium on the Project Site and contemplate that, if a new 49ers’ stadium is not constructed because the 49ers move to Santa Clara or elsewhere, other uses, including additional green office, science and technology, research and development and industrial space or housing—or a combination of those uses—will be developed on the Project Site instead of the stadium and associated parking.

Section 3. Purpose.

In light of the findings set forth in Section 2 above, the purpose of this Initiative is to express the voters’ intent that the City and other applicable agencies move forward with the revitalization of the Project Site to provide tangible benefits for the Bayview in particular and the City generally and a new stadium site for the 49ers. Toward that end, the voters wish to repeal Propositions D and F, establish policies to guide the revitalization planning efforts, authorize the lease or conveyance of City-owned park land at Candlestick Point under certain conditions and encourage all local, state and federal agencies with applicable jurisdiction to take all steps necessary to proceed with the development of the Project Site consistent with this Initiative.

More specifically, the People of the City declare their purposes in enacting this Initiative to be as follows:

(a) Improving and creating additional public parks and public open space in the Bayview, particularly along the waterfront. This Initiative will permit the City's park property at Candlestick Point, including land currently used for Monster Park and associated surface parking, to be transferred for development consistent with the objectives described in Section 4 below. At the same time, this Initiative requires that any park property transferred by the City be replaced with other public park and public open space property of at least the same size in the Project Site, all as provided in Section 6 below. It also encourages the improvement of the Candlestick Point State Recreation Area and the extension of the Bay Trail along the Project Site's waterfront.

(b) Improving the quality, availability and affordability of housing in the Bayview. This Initiative encourages the development of new housing in the Project Site with a mix of rental and for-sale units, both affordable and market-rate.

(c) Improving the quality of Alice Griffith Housing. This Initiative encourages the rebuilding of Alice Griffith Housing as a part of the development of the Project Site, subject to consultation with the residents of Alice Griffith Housing and to approval by applicable government agencies. If such approvals are obtained and Alice Griffith Housing is included in the integrated development project, such development must be consistent with the objectives in subsection (3) of Section 4 below that relate to Alice Griffith Housing.

(d) Elevating the Project Site into a regional center for green development and the use of green technology. This Initiative encourages the use of green building construction practices and the incorporation of environmental sustainability principles in the design and development of the Project Site, including the use of renewable energy. In addition, this Initiative encourages the

inclusion of green development projects on the Project Site, such as green office, research and development or industrial projects, including a green office, science and technology, biotechnology or digital media campus.

(e) Providing commercial opportunities and jobs for the residents of the Bayview.

This Initiative encourages and anticipates construction and permanent jobs for local economically disadvantaged residents, particularly in the Bayview, and a range of economic development opportunities, including retail and commercial space.

(f) Encouraging the 49ers to remain in San Francisco. The 49ers are an important source of civic pride and have contributed to the Bayview. They are closely identified with San Francisco, having played in San Francisco since the 1940s and in Candlestick Point since the 1970s. This Initiative encourages the 49ers to remain in San Francisco by providing a world-class site for a new stadium on the Shipyard Property, together with supporting infrastructure.

(g) Repealing the earlier stadium mall framework and financing propositions. In June 1997, the City's voters adopted two ballot measures—Proposition D and Proposition F—relating to stadium and mall development at Candlestick Point. Proposition D authorized the City to use lease financing to borrow up to \$100 million toward building a new stadium at Candlestick Point. Proposition F changed various City zoning and other laws so that a new stadium, an entertainment and regional shopping center and new residential developments could be built. In the fall of 2006 the 49ers decided that the proposed stadium did not meet their needs. The plan envisioned by Propositions D and F for a stadium and adjoining retail and entertainment center partially financed through the use of a \$100 million bond issuance by the City is no longer viable. Accordingly, this Initiative repeals both Propositions D and F.

Section 4. Policies.

It is the Policy of the People of the City that, consistent with the objectives set forth in this Section 4 and subject to the public review process generally described in Sections 5 and 9 below, the City shall encourage the timely development of the Project Site with a mixed-use project that includes the following major uses, together with supporting transportation and other infrastructure improvements (collectively, the "Project"): (i) over 300 acres of public park and public open space improvements, including the improvement of the existing Candlestick Point State Recreation Area, the establishment of a new State park area on the Shipyard Property, the creation of a number of recreation facilities, sports fields and neighborhood-oriented parks and the extension of the Bay Trail along the waterfront of the Project Site; (ii) between about 8,500 and 10,000 residential housing units across the Project Site, including a mix of rental and for-sale units, both affordable and market-rate; (iii) about 600,000 square feet of regional retail on Candlestick Point and about 100,000 square feet of neighborhood-serving retail on the Shipyard Property; (iv) about 2,000,000 square feet of green office, science and technology, biotechnology or digital media office, research and development and industrial uses on the Shipyard Property and about 150,000 square feet on Candlestick Point, with more of such uses on the Project Site if the stadium is not built on the Shipyard Property; (v) if practicable, a site for an arena or other public performance venue; (vi) if the 49ers and the City determine it is feasible to build a new stadium for the 49ers and the 49ers elect in a timely manner to do so, a site on the Shipyard Property for a new National Football League stadium for the 49ers, including green parking surfaces that would both accommodate parking for stadium events and serve as public playing fields at other times; and (vii) if a new stadium is not built, then additional green office, science and technology, research and development and industrial space, or housing—or a combination of

those uses—instead of the stadium and associated parking. Development of the Project Site shall be consistent with the following objectives:

(1) The integrated development should produce tangible community benefits for the Bayview and the City, and in so doing should:

- Improve the Candlestick Point State Recreation Area to enhance public access to the waterfront and enjoyment of the Bay.
- Create new public recreational and public open spaces in the Project Site.
- Preserve the shoreline of the Project Site primarily for public park and public open space uses, including an extension of the Bay Trail along the Project Site's waterfront.
- Afford a range of job and economic development opportunities for local, economically disadvantaged individuals and business enterprises, particularly for residents and businesses located in the Bayview.
- Include neighborhood-serving retail.
- Subsidize the creation of permanent space on the Shipyard Property for the existing artists.
- Transform the contaminated portions of the Shipyard Property into economically productive uses or public open space, as appropriate.

- Encourage the timely development of the Project Site and its public benefits, whether or not the 49ers decide to remain in San Francisco, including developing alternate uses for the stadium site on the Shipyard Property that are consistent with the other objectives set forth in this Section 4, but recognizing that the overall financial feasibility of the development of the Project Site and the phasing of the integrated development depends on the 49ers' vacating the current site of Monster Park, whether to a new stadium on the Shipyard Property or elsewhere outside of the Project Site.

(2) **The integrated development should reunify the Project Site with the Bayview and should protect the character of the Bayview for its existing residents, and in so doing should:**

- Foster the creation of strong commercial, institutional, cultural and urban design ties between the development in the Project Site and the Bayview in particular and the City in general.
- Provide automobile, public transportation and pedestrian connections between the Shipyard Property and Candlestick Point to facilitate the integration of the Project Site and reunification with the Bayview.
- Afford substantial affordable housing, jobs and commercial opportunities for existing Bayview residents and businesses.

- Prohibit, in implementing the Project, the use of eminent domain to acquire any property that is currently residentially zoned, is improved with a building that contains one or more legally occupied dwelling units, is a church or other religious institution, or is publicly owned, including, without limitation, property owned by the Housing Authority of the City and County of San Francisco.

(3) The integrated development should include substantial new housing in a mix of rental and for-sale units, both affordable and market-rate, and encourage the rebuilding of Alice Griffith Housing, and in so doing should:

- Provide substantial opportunities for new affordable housing that is targeted to the lower income levels of the Bayview population, including new units that are suitable for families, seniors and young adults.
- Include housing at levels dense enough to: create a distinctive urban form and at levels sufficient to make the development of the Project Site financially viable, consistent with the objectives stated in subsection (6) below; attract and sustain neighborhood retail services and cultural amenities; create an appealing walkable urban environment served by transit; help pay for transportation and other infrastructure improvements; and achieve economic and

public benefits for the Bayview in particular and the City generally.

- Subject to consultation with Alice Griffith Housing residents and the receipt of all required governmental approvals, rebuild Alice Griffith Housing to provide at least one-for-one replacement units targeted to the same income levels as those of the existing residents and ensure that eligible Alice Griffith Housing residents have the opportunity to move to the new, upgraded units directly from their existing Alice Griffith Housing units without having to relocate to any other area.
- Include a mix of stacked flats, attached town homes and—in appropriately selected locations—low-rise, mid-rise and high-rise towers, to help assure the economic feasibility of the development and provide a varied urban design.

(4) The integrated development should incorporate environmental sustainability concepts and practices, and in so doing should:

- Apply sustainability principles in the design and development of public open spaces, recreation facilities and infrastructure, including wastewater, storm water, utility and transportation systems.
- Apply green building construction practices.

- Include energy efficiency and the use of renewable energy.
- Encourage green development projects, such as green office, research and development or industrial projects, including a green technology, biotechnology or digital media campus.

(5) **The integrated development should encourage the 49ers—an important source of civic pride—to remain in San Francisco by providing a world-class site for a new waterfront stadium and supporting infrastructure, and in so doing should:**

- Provide parking, transportation, transit and other infrastructure necessary for the operation of the stadium, including automobile, public transit and pedestrian connections between the Shipyard Property and Candlestick Point in order to facilitate the efficient handling of game day traffic.
- Prohibit the issuance by the City of lease revenue bonds or other debt that will be secured by or repaid from revenues on deposit in the City's General Fund to finance development of the new stadium.

(6) **The integrated development should be fiscally prudent, with or without a new stadium, and in so doing should:**

- Minimize any adverse impact on the City's General Fund relating to the development of the Project Site by relying to the extent feasible on the development to be self-sufficient.
- Promote financial self-sufficiency by: encouraging substantial private capital investment; leveraging land value created through the entitlement process for the Project Site; allowing the City or the Agency, subject to the review process generally described in Section 5 below, to contribute real property in the Project Site, so long as the contribution is linked to the provision of public benefits consistent with the objectives in this Section 4 or to the grant of rights to the City or the Agency to share in surplus revenues from development of the Project Site; and permitting the use of certain tax exempt financing tools such as the allocation of property tax-increment from the Project Site, the issuance of tax allocation bonds based on such increment and the issuance of community facilities (Mello-Roos) bonds secured by private property in the Project Site.
- Allow the Agency to use its city-wide Affordable Housing Fund to help finance affordable housing projects in the Project Site.
- Except as provided immediately above, prohibit the use of property tax increment from any part of a redevelopment area outside of the

Project Site to finance construction of improvements in the Project Site.

- To the extent feasible, use state and federal funds to pay for environmental remediation on the Project Site and help pay for transportation and other infrastructure improvements, and provide ways for other development projects outside the Project Site to pay their fair share for new infrastructure improvements.

Section 5. Governmental and Public Review of Development Plan.

Any development plan proposed for the Project Site, including the Project, will be subject to extensive public review and input. For example, any development plan will require public approvals from the City and the Agency, including conforming amendments to the City's General Plan and the existing Bayview Redevelopment Plan and Shipyard Redevelopment Plan, following environmental review under CEQA. Further, under federal and state laws, aspects of the development plan may also be reviewed by various regional, state and federal agencies, which may include the State Department of Parks and Recreation, the San Francisco Bay Conservation and Development Commission, the State Lands Commission, the State Regional Water Quality Control Board and the Navy.

Section 6. Disposition of City Land at Candlestick Point.

Under San Francisco Charter Section 4.113, the voters of the City approve the following (each a "Permitted Transfer"): (1) the sale, conveyance or lease for non-recreational purposes of any of the park land that is under the jurisdiction of the San Francisco Recreation and Park Commission and located within the boundary of Candlestick Point, including the property

currently used in connection with the existing stadium and related parking areas; and (2) the construction, maintenance and use for non-recreational purposes of any structure on such property. Each Permitted Transfer may be free from any restriction that the affected real property be used for park or recreation purposes, so long as: (a) the City's approval of such Permitted Transfer requires a binding obligation to create new public park or public open space land areas, at least equal in size to the real property subject to the Permitted Transfer, that are located in the Project Site; and (b) the Board of Supervisors finds in approving a Permitted Transfer at the conclusion of the review process generally described in Section 5 above, that: (i) new land areas are suitable for public park or public open space and will be dedicated for such uses; and (ii) the Permitted Transfer furthers development of the Project Site consistent with the objectives set forth in Section 4 above. The voters' approvals granted under this Section 6 are not intended to modify or abrogate any existing legal commitment of the City or to limit any other authority to sell, convey, lease or otherwise transfer any other City-owned land in the Project Site or to build, maintain or use any such land or structures on such land under any City ordinance or other applicable law.

Section 7. Repeal of Proposition D.

The approval of the voters to lease-finance a stadium development at Candlestick Point, in principal amount not exceeding \$100 million, as more particularly set forth in Proposition D adopted in June 1997, a copy of which is attached for reference as Exhibit B, is repealed in its entirety. Accordingly, the City no longer has voter authority as required under its Charter to issue lease revenue bonds under Proposition D for a stadium development.

Section 8. Repeal of Proposition F.

Proposition F, adopted by the voters on June 3, 1997, a copy of which is attached for reference as Exhibit C, is repealed in its entirety.

Section 9. Implementing Actions.

The People of the City encourage the City, the Agency and other public agencies with applicable jurisdiction to proceed as expeditiously as possible to implement this Initiative, including, but not limited to, adopting land use controls for the Project Site consistent with the objectives set forth in Section 4 above and subject to the review process generally described in Section 5 above.

As a result of the public process generally described in Section 5 above and certain variables, including, for example and without limitation, market changes, economic feasibility and the timing of the 49ers departure from Monster Park, the final development plan for the Project Site may be materially different from the Project and the boundaries of the Project Site may be materially different from those identified on Exhibit A. The People of the City encourage the Board of Supervisors and other public agencies with applicable jurisdiction to approve such final development plans at the conclusion of the review process generally described in Section 5 above, so long as the Board of Supervisors and the Mayor then determine that such plans are generally consistent with the objectives set forth in Section 4 above.

Section 10. Interpretation.

The title of this Initiative and the captions preceding the sections of this Initiative are for convenience of reference only. Such title and captions shall not define or limit the scope or purpose of any provision of this Initiative. The use of the terms "including," "such as" or words of similar import when following any general term, statement or matter shall not be construed to

limit such term, statement or matter to the specific items or matters, whether or not language of non-limitation is used. Rather, such terms shall be deemed to refer to all other items or matters that could reasonably fall within the broadest possible scope of such statement, term or matter. The use of the term "or" shall be construed to mean and/or.

Section 11. Severability.

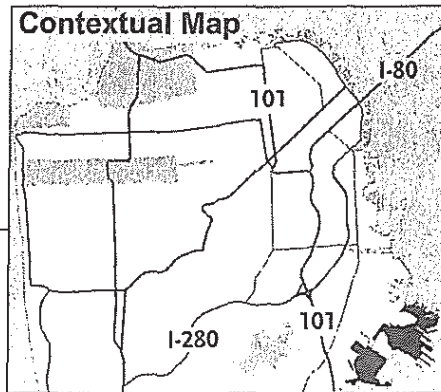
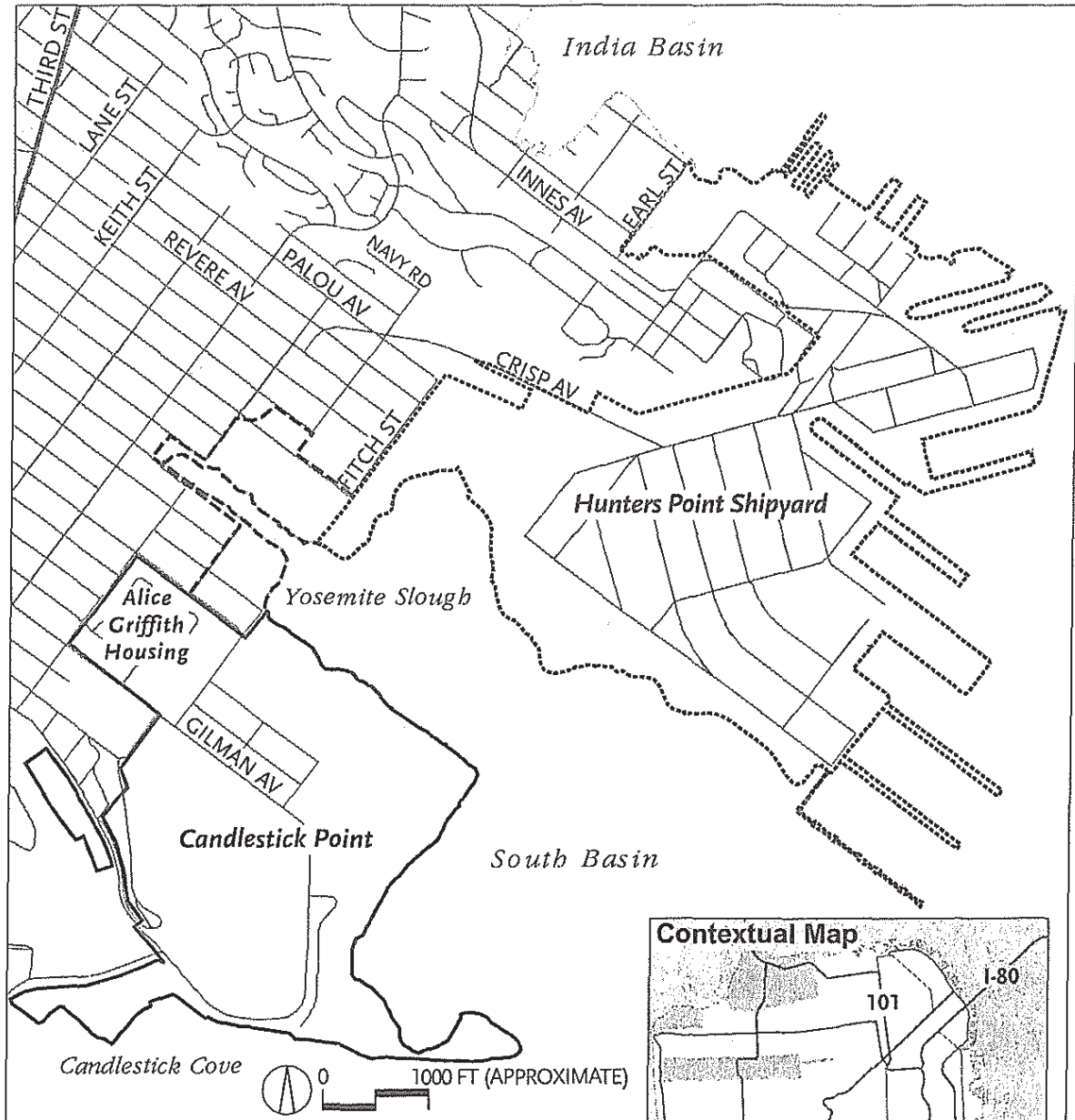
If any provision of this Initiative or any application thereof to any person or circumstance is held invalid, such invalidity shall not affect any provision or application of this Initiative that can be given effect without the invalid provision or application. To this end, the provisions of this Initiative are severable.

Attachments:

- Exhibit A Map of the Shipyard Property and Candlestick Point
- Exhibit B Proposition D (June 1997)
- Exhibit C Proposition F (June 1997)

EXHIBIT A

Map of the the Shipyard Property and Candlestick Point



- Candlestick Point
- Shipyard Property
- - - Candlestick Point State Recreation Area Wetlands Restoration Project

EXHIBIT B

PROPOSITION D

SUBMITTING A BALLOT PROPOSITION FOR THIS YEAR'S JUNE 3RD SPECIAL ELECTION, AUTHORIZING THE CITY TO LEASE-FINANCE A STADIUM DEVELOPMENT AT CANDLESTICK POINT, IN PRINCIPAL AMOUNT NOT EXCEEDING \$100,000,000, PROVIDED NO CITY TAXES ARE INCREASED OR NEWLY IMPOSED WITHOUT PROPOSITION 218 VOTER APPROVAL; AND FINDING THE LEASE-REVENUE BOND PROPOSITION IS IN CONFORMITY WITH THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1 AND THE CITY'S GENERAL PLAN.

• RESOLVED, That pursuant to Charter Section 9.108, the Board of Supervisors hereby submits to the electorate of the City and County of San Francisco the following proposition:

Shall the City lease-finance a stadium development at Candlestick Point, in principal amount not exceeding \$100,000,000, provided no City taxes are increased or newly imposed without Proposition 218 voter approval.

The proposition shall be submitted to the electorate at the Special Election to be held on June 3, 1997. The proposition shall be placed on the ballot as a separate proposition in the form set forth above; and, be it

• FURTHER RESOLVED, That the stadium development shall consist of the development, acquisition and/or construction of the stadium and related infrastructure, facilities, structures, equipment and furnishings, in whole or in part (collectively, the "**Stadium Development**"); and, be it

• FURTHER RESOLVED, That the term "infrastructure" shall mean the physical systems and services which support, in whole or in part, the Stadium Development and its users, including, but not limited to, parking, streets, highways, water systems and sewer systems; and, be it

• FURTHER RESOLVED, That the term "Candlestick Point" shall mean Candlestick Point, the adjacent land and any other lands deemed necessary by the Board of Supervisors for the completion of the Stadium Development; and, be it

• FURTHER RESOLVED, That the authorized principal amount of \$100,000,000 shall be used to finance (1) a portion of the total cost of the Stadium Development; (2) cost of issuance; (3) capitalized interest; (4) reserve accounts; and (5) any other related cost designated by the Board of Supervisors; and, be it

• FURTHER RESOLVED, That the City shall not impose any new taxes or increase or extend any existing taxes for the Stadium Development without voter approval to the extent required by Proposition 218 passed by the voters on November 5, 1996; and, be it

• FURTHER RESOLVED, That the Board of Supervisors having reviewed the proposed legislature, finds and declares that the proposed lease-revenue bond proposition is, on balance, in conformity with the General Plan and is consistent with the Eight Priority Policies of the Planning Code Section 101.1 and hereby adopts the findings of the City Planning Department, as set forth in Planning Commission Resolution No. 14295, adopted February 6, 1997 and incorporates said finding by reference; and, be it

• FURTHER RESOLVED, That the City shall not issue the bonds until the following conditions have been negotiated and concluded with the Mayor's Office:

1. The Forty-Niners shall provide a written commitment to the City that it will play all of its home games in the stadium until the retirement of the City's bonds for the Stadium Development.
2. A certification from the Controller that the total net proceeds of bonds available for construction shall not exceed \$100,000,000. The City's contribution for construction shall be reduced by any net proceeds received from any tax allocation bonds that the Redevelopment Agency elects to issue based on tax increment generated by the Project.
3. The City determines, through the Mayor's office, that sufficient financial commitments are in place to construct an adjacent retail shopping center.
4. A written commitment to comply with all the requirements of Administrative Code Sections 12B and 12C that are applicable to the Stadium Development, including nondiscrimination in benefits based on domestic partner status.
5. A written commitment to provide an opportunity for 1000 permanent jobs at the Project to recipients of general assistance who become eligible through a training program.
6. A written commitment to use good faith efforts to provide that 50% of the construction jobs will be held by residents of the Bay-View Hunters Point-South Bayshore Community and 25% of permanent jobs available at the Project will be held by the community residents.
7. A written commitment that the City will only be responsible for no more than 50% of football related operations and maintenance expenses of the stadium, based on a budget approved by the City and the Forty-Niners.
8. A written commitment that there will be adequate provision for labor union representation at the project, including a card check neutrality agreement.
9. A written commitment to pay any reduction in property tax revenues due to a reassessment to the extent necessary to service any tax allocation bonds issued for the Stadium Development.

10. The City, through the Mayor's office, has determined that the City's contribution towards construction of the Project will be provided on a 20/80 prorata basis.
11. For purposes of these conditions, Project shall be defined to mean both the Stadium Development and the proposed shopping retail center to be located at Candlestick Point. The Mayor shall deliver a certificate to the Board of Supervisors that the foregoing conditions have been met. Upon the Board of Supervisors approving the issuance of the bonds, such certificate shall be final and conclusive in all respects as to the satisfaction of all the foregoing conditions. Bonds includes bonds, lease-financing arrangements, and certificates of participation.

EXHIBIT C

PROPOSITION F

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

Section 1. [Policy, Purpose]

It shall be the Policy of the People that a new professional football stadium, retail shopping and entertainment center, and related open space and parking be constructed, developed and operated at Candlestick Point consistent with the following principles:

The San Francisco Forty Niners are an invaluable source of civic pride and an integral part of San Francisco's image as a world-class city. The City and County of San Francisco must take immediate action to ensure that the Forty Niners have a suitable stadium in which to play their home games after the current lease at the existing stadium known as 3COM Park at Candlestick Point (formerly known as Candlestick Park) expires.

The City and County of San Francisco should have a state-of-the-art professional football stadium suitable for hosting the National Football League's Super Bowl on a regular basis.

Candlestick Point and the surrounding area is the most suitable location within San Francisco for the construction of a new professional football stadium for the San Francisco Forty Niners and retail shopping and entertainment center that will assist in revitalizing the economy of the Bayview-Hunters Point-South Bayshore area and provide jobs.

The stadium shall be designed and constructed by the San Francisco Forty Niners, or an affiliate thereof, or a developer selected by the San Francisco Forty Niners or an affiliate thereof, through a combination of public and private financing.

The stadium shall be constructed in conjunction with the retail shopping and entertainment center.

The City and County of San Francisco shall retain ownership of the land upon which the stadium and retail shopping and entertainment center shall be built.

The City and County of San Francisco shall enter into one or more ground leases with the San Francisco Forty Niners, or an affiliate thereof, or the developer of the stadium and/or retail shopping and entertainment center, selected by the San Francisco Forty Niners or its affiliate, for the stadium and retail shopping and entertainment center site.

Development of the stadium and retail and entertainment center shall incorporate open space and shall be consistent with the purposes of the Candlestick Point State Recreation Area and the recreational opportunities presently available in that area, including shoreline trails and shoreline access to San Francisco Bay.

The existing stadium shall be demolished once the new stadium is completed and ready for occupancy, provided that the Giants baseball team has relocated to a new facility.

The stadium and retail shopping and entertainment center will produce substantial economic and public benefits for San Francisco residents generally and for the residents and business owners of the Bayview-Hunters Point-South Bayshore community specifically.

The stadium and retail shopping and entertainment center, and all related parking, will satisfy any public trust requirements and restrictions applicable to any portion of the site consisting of former tidelands and submerged lands.

Section 2. [Implementation]

Promptly following the effective date of this ordinance, the City and County of San Francisco, through the Board of Supervisors, the Planning Commission, Redevelopment Agency and other appropriate officials, boards or commissions, shall proceed to cooperate with the San Francisco Forty Niners, or its affiliate, in taking all action necessary to achieve the purposes of this ordinance, including but not limited to assisting in the negotiations for property acquisition and applying for conforming amendments to all applicable state and regional plans and regulations.

Section 3. [Election Under Charter Section 4.113]

Pursuant to San Francisco Charter Section 4.113, the electors of the City and County of San Francisco hereby approve the lease for non-recreational purposes of, and the construction, development, operation, maintenance, repair and replacement of structures for non-recreational purposes on, any and all of the park land presently under the jurisdiction of the City's Recreation and Park Commission and located within the boundaries of the Candlestick Point Special Use District as defined in this ordinance, including the property currently used for the existing stadium and paved stadium parking.

Section 4. [General Plan; Amendment]

The General Plan of the City and County of San Francisco is hereby amended as follows:

(a) Figure 3 ("Generalized Land Use and Density") of the South Bayshore Area Plan Element shall be amended to redesignate the property generally bounded by Jamestown Avenue Extension, Giants Drive, Gilman Avenue, Arlious Walker Drive (Fitch Street), Carroll Avenue, Griffith Street, and San Francisco Bay, as the "Candlestick Point Special Use District."

(b) Figure 4 ("Candlestick Point Perimeter Proposed Revitalization Area") of the South Bayshore Area Plan Element shall be amended to indicate that the property within the Candlestick Point Special Use District shall be devoted to "Stadium, Commercial, Parking and Open Space" uses.

(c) New Policy 7.4 shall be added to the South Bayshore Area Plan Element to read as follows:

POLICY 7.4

Encourage commercial development within the Candlestick Point Special Use District that will complement a new sports stadium and the other commercial areas within the South Bayshore Area and the City, and that will create job opportunities for South Bayshore residents.

The existing sports stadium within this district may be replaced with a new professional football stadium of a size and character suitable for hosting the National Football League's Super Bowl on a regular basis. The construction of a new football stadium should be accompanied by development of retail and entertainment uses complementary to the stadium that will assist in revitalizing the economy of the area and create employment opportunities for South Bayshore residents. The City should require developers of new uses within the district to make good faith efforts to provide both construction and permanent jobs to South Bayshore residents.

Commercial development within the district should consist primarily of destination-oriented uses that will supplement, and not substitute for, neighborhood-serving retail services within the South Bayshore area and particularly in the Third Street core commercial area. Structures to house retail and entertainment uses within the Candlestick Point Special Use District should be integrally linked to, and should be planned and developed as a comprehensive unit with, the stadium complex. The existing shoreline trail should be retained and enhanced. In addition, commercial development within the district should incorporate open space areas to the extent feasible. Transportation and transit improvements should be made in conjunction with development within the district. The City, with public input, should coordinate development within the Candlestick Point Special Use District with on-going revitalization efforts for the South Bayshore area.

(d) Map 1 of the Recreation and Open Space Element shall be amended so that all property within the Candlestick Point Special Use District that is shown as property owned by the "Recreation and Park Department" shall be shown instead as property owned by "Other City Departments".

(e) Maps 2, 4, 8 and 9 of the Recreation and Open Space Element shall be amended by deleting all property within the Candlestick Point Special Use District from the "Existing Public Open Space" designation on Maps 2 and 4; the "Public Open Space" designation on Map 8; and the "Public Recreation and Open Space" designation on Map 9.

(f) Map 2 of the Commerce and Industry Element shall be amended to add a notation for all property within the Candlestick Point Special Use District that states, "Candlestick Point Special Use District; see applicable Planning Code provisions."

(g) Map 4 of the Urban Design Element shall be amended to add a notation for all property within the Candlestick Point Special Use District that states, "Candlestick Point Special Use District; see applicable Planning Code provisions."

(h) The Land Use Index shall be amended to conform to the amendments made above in subsections (a) through (g) in this Section 4.

Section 5. [Special Use District].

Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by adding Section 249.19 to read as follows:

“Section 249.19 Candlestick Point Special Use District.

A Special Use District entitled the “Candlestick Point Special Use District,” the boundaries of which are designated on Sectional Map No. 10 SU of the Zoning Maps of the City and County of San Francisco, and which is generally bounded by Jamestown Avenue Extension, Giants Drive, Gilman Avenue, Arelious Walker Drive (Fitch Street), Carroll Avenue, Griffith Street, and San Francisco Bay, is hereby established for the purposes set forth below. The following provisions shall apply within the Candlestick Point Special Use District:

(a) Purposes. The following controls, imposed in the Candlestick Point Special Use District, shall accommodate the development of a stadium suitable for professional football and the National Football League’s Super Bowl (“Stadium”) and a retail shopping and entertainment center (“Retail/Entertainment Center”), together with open space and related parking facilities (collectively, the “Combined Project”), as principal uses, and other uses as conditional uses.

(b) Controls. The specific controls set forth herein shall apply only to the principal uses and conditional uses described in this Section 249.19(b). Any other development not described herein shall be governed by the underlying zoning controls.

(1) Principal Uses. The following uses shall be permitted as principal uses in this Special Use District:

(i) Stadium: A stadium, primarily to be used for professional football, but which may also be used for other sporting events or outdoor entertainment events, and which may include other assembly and entertainment uses, and other uses related to the stadium, including retail sales and personal service uses, sports clubs, restaurants and office uses accessory to the stadium (which shall not be deemed an “office development” subject to the provisions of Planning Code Sections 309 through 325 et seq.).

(ii) Retail/Entertainment Center: A Retail/Entertainment Center which may include any type or size of retail establishment, restaurant, bar, entertainment use (including but not limited to movie theaters), amusement enterprise (including but not limited to arcades, nightclubs, bowling alleys, and skating rinks), and amusement park. Principal uses allowed under this subsection (ii) shall be limited to a total of 1,400,000 square feet of occupied floor area.

(iii) Open Space: Areas devoted to landscaping, shoreline access, shoreline trails, and active or passive recreational uses. The areas used for passive or active recreational uses may also be used as temporary parking areas to support stadium events, provided that such areas shall not be paved and shall include drainage and other improvements appropriate for both open space and temporary parking uses.

(iv) Parking: Off-street vehicle parking, provided by surface parking lots or underground or above ground parking garages to serve the Stadium and Retail/Entertainment Center.

(2) Conditional Uses. The Planning Commission may authorize the following uses within the Special Use District as a conditional use:

(i) Any principally permitted uses allowed under Section 249.19(b)(1)(ii) which exceed a total of 1,400,000 square feet of occupied floor area.

(ii) Any use not specified in subsection (b)(1) above and permitted in any C District, as that term is defined in Planning Code Section 102.5.

(3) Prohibited Uses. Adult entertainment establishments, as defined in Planning Code Section 790.36, massage establishments as defined in Planning Code Section 790.60 and any type of gaming, wagering or gambling establishment, shall not be permitted within the Special Use District.

(4) Floor Area Ratio. There shall be no floor area ratio limitation for the Combined Project or any approved conditional use.

(5) Design Review By Planning Commission. Any application for a new structure, or major alteration of an existing structure, to house a use permitted by this section as a principal use under Section 249.19(b)(1) shall be subject to design review and approval by the Planning Commission. The Planning Commission shall approve such application if it finds that the proposed development meets the applicable height, bulk, floor area limitation and parking standards of this Section 249.19(b), and is consistent with the Priority Policies set forth in Planning Code Section 101.1, and that the architectural design of the structures, the landscaping, and the quantity and design of usable open space are appropriate for the intended use, location and purpose of the structure(s). The Planning Commission shall take final action on any completed application for a development permitted by this section within 60 days of its first public hearing on the application. The procedures and criteria in this subsection shall govern in lieu of the discretionary review process set forth in Section 26 of Part III of the San Francisco Municipal Code. The fee for review of any application under this subsection shall be based on the cost of the time and materials (calculated at a rate of \$77/hour as may be adjusted by the Consumer Price Index) up to a maximum fee of \$14,800.

(6) Parking. Parking shall be governed by Article 1.5 of the Planning Code unless otherwise specified in this subsection.

(i) Planning Code Section 159 and subsections (a), (b), (h) and (p) of Planning Code Section 155 shall not apply to parking provided within the Special Use District. Planning Code Sections 155(i) and (j) shall apply only to the amount of parking required under Section 151.

(ii) For the purposes of calculating minimum required parking under Planning Code Section 151, in no case shall the total number of required parking spaces for the

Combined Project exceed the greater of either the parking spaces calculated for the Stadium or the parking spaces calculated for the Retail/Entertainment Center, standing alone.

(7) Appeal. The Planning Commission's determination on the design of the Combined Project pursuant to Section 249.19(b)(5) shall be a final determination on all design issues, except that the Arts Commission shall review the design, if required by Charter Section 5.103. Notwithstanding the provisions of Section 26 of Part III of the San Francisco Municipal Code, review by the Board of Appeals on the issuance of any demolition permit, building or site permit in this Special Use District shall be limited to compliance with the San Francisco Building Code, Health Code and Fire Code.

(c) State Park Land. To the extent any land owned or otherwise under the jurisdiction or control of the California Department of Parks and Recreation is included within the boundaries of the Special Use District, any development on such land shall be consistent with the purpose of the Candlestick Point State Recreation Area and shall continue to make available to the people the recreational opportunities that are offered by the shoreline, waters and environment of San Francisco Bay. To this end, no development shall be permitted within 120 feet of the shoreline of the San Francisco Bay, as measured at mean low tide.

Section 6. [Height Limit; Exceptions]

(a) Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by adding Section 263.14 to read as follows:

“Section 263.14. Height Restrictions for Candlestick Point Special Use District.

In the 60/150-200-X Height and Bulk District as designated on Sectional Map No. 10H of the Zoning Map, the height limit shall be 60 feet, except that heights up to 200 feet shall be permitted for any stadium use permitted within the Candlestick Point Special Use District. An exception to the 60 foot height limit may be granted by the Planning Commission as a conditional use within the Candlestick Point Special Use District, up to a maximum height of 150 feet. In the event any stadium constructed within the Special Use District is integrated into a retail shopping center or other structure, any transitional structures which connect or otherwise attach the stadium to the other structure shall be considered part of the stadium for purposes of determining the permissible height of the transitional structure. All structures within the Candlestick Point Special Use District shall be exempt from the provisions of Planning Code Section 295.

(b) Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by adding subsection (L) to Section 260(b)(1) to enact the following exemption from height limits otherwise established by the City Planning Code:

“(L) In the Candlestick Point Special Use District, light standards for the purpose of the lighting the stadium, scoreboards associated with the stadium, and flagpoles and other ornamentation associated with the stadium.”

Section 7. [Signs]

Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by adding Section 608.51 to read as follows:

“Section 608.4A. Signs for Uses Within the Candlestick Point Special Use District.

Any sign that directs attention to a business, commodity, service, industry or other activity that is or will be sold, offered or conducted within the Candlestick Point Special Use District and that either is greater than 200 square feet in area or extends above the roofline of the building upon which the sign is located (“SUD Sign”) shall be permitted within the Candlestick Park Special Sign District if approved by the Planning Commission as a conditional use. Planning Code Sections 608.4, 608.5 and 609.2, or any other regulation applicable to signs within the Candlestick Park Special Sign District, shall not apply to SUD Signs. SUD Signs shall conform to the restrictions set forth in Planning Code Section 607 for signs in C-3 Districts, except that there shall be no height limit for SUD Signs. The Planning Commission may authorize an SUD Sign as a conditional use if the design of the sign and any associated sign structure is appropriate for the intended use and location. This criterion shall be in lieu of the criteria set forth in Planning Code Section 303(c)(1) through (4). Any scoreboard or sign within a stadium located in the Candlestick Point Special Use District shall be exempt from regulation under Article 6 of the Planning Code. Principally permitted signs within the Special Use District shall be consistent with a sign program submitted and approved by the Planning Commission as part of the design review process for the Candlestick Point Special Use District.

Section 8. [Special Use District Boundaries; Zoning Maps]

(a) The boundaries of the Candlestick Point Special Use District created by this Ordinance are shown in Figure 1 attached hereto, which is provided for general orientation purposes only.

(b) Special Use Map. Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by amending Sectional Map No. 10 SU of the Zoning Maps of the City and County of San Francisco to include the Candlestick Point Special Use District, the boundaries of which are hereinafter described.

The Special Use District shall include property bounded as follows, with street boundaries following the centerline of the referenced streets: Beginning at the point which is the intersection of Giants Drive and Gilman Avenue (the point of beginning), along Gilman Avenue to Arelious Walker Drive (also known as Fitch Street), along Arelious Walker Drive to Carroll Avenue, along Carroll Avenue to Griffith Street (a mapped but unconstructed street), along Griffith Street to the San Francisco Bay shoreline, then continuing south along the San Francisco Bay shoreline to Alvord Street (a mapped but unconstructed street), then continuing south and west along a line extending from Alvord Street to the San Francisco Bay shoreline, continuing east along the San Francisco Bay shoreline to Coleman Street (a mapped but unconstructed street), then north and east along Coleman Street to Jamestown Avenue Extension, then along the Jamestown Avenue Extension to the farthest west point of Assessor’s Block No. 5000, then

along the north west border of Assessor's Block No. 5000 to Giants Drive, then along Giants Drive to the intersection of Giants Drive and Gilman Avenue (the point of beginning).

<u>Existing Use Districts</u>	<u>Use District Hereby Approved</u>
<u>P, M-1, M-2, RH-2</u>	<u>To Existing Use Districts Add the Candlestick Point Special Use District Overlay</u>

(c) Height and Bulk. Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by amending Sectional Map No. 10 H of the Zoning Maps to enact the following changes in the height and bulk classifications for the property within the Candlestick Point Special Use District, as more particularly described in subsection (b) in this Section 8.

<u>Height and Bulk Districts to be Superseded</u>	<u>Height and Bulk District Hereby Approved</u>
<u>OS; 40-X</u>	<u>60/150-200-X</u>

Section 9. [Waterfront Plan]

Chapter 61 of the San Francisco Administrative Code ("Waterfront Land Use"), adopted by the People of the City and County of San Francisco pursuant to Proposition H, is hereby amended as follows:

(a) Section 61.2(d) shall be amended by adding the following subsection:

"(3) This provision shall not be applicable to any new development within the Candlestick Point Special Use District."

(b) Section 61.4 shall be amended by adding the following subsection:

"(i) Within the Candlestick Point Special Use District, any use that is permitted as a principal or conditional use under Planning Code Section 249.19."

Section 10. [Public Contracting Provisions]

Notwithstanding any provision of the San Francisco Municipal Code (the "Municipal Code") or any other ordinance or regulation of the City and County of San Francisco to the contrary, the Stadium, Retail/Entertainment Center and related physical improvements and infrastructure to be constructed in the Candlestick Point Special Use District shall not be deemed to be a "public work or improvement" as that term or any similar term is used in any provision of the Municipal Code or any other ordinance or regulation of the City and County of San Francisco,

including but not limited to, Chapter 6 of the San Francisco Administrative Code. No provision of the Municipal Code, nor any other ordinance or regulation of the City and County of San Francisco shall be deemed to require the person or entities, including the City and County of San Francisco, constructing any portion or all of the Stadium, Retail/Entertainment Center and related improvements and infrastructure, to follow any particular procedure, comply with any bidding or advertising requirements, or otherwise engage in any particular practice with respect to the selection of contractors or sub-contractors for the award of contracts or subcontracts for the design, construction, purchase of materials, management or operation of any portion or all of the stadium, retail shopping and entertainment center and associated improvements; provided, however, the design and construction of the Stadium, Retail/Entertainment Center and related improvements and infrastructure shall be subject to the applicable provisions of Chapter 12B, 12C and 12D of the San Francisco Administrative Code and to the terms and conditions of any public financing and the ground lease or leases. It is the intent of the people of the City and County of San Francisco, in adopting this section of this Ordinance, that the design and construction of the Stadium, Retail/Entertainment Center and related improvements and infrastructure shall be done in an expeditious manner, and shall not be undertaken as if such design and construction were the design and construction of conventional public work or improvement. This section shall be liberally construed to fulfill this intent.

Section 11. [Redevelopment Agency]

The Candlestick Point Special Use District is within the South Bayshore Redevelopment Survey Area. In the event that a Redevelopment Project Area is adopted which includes the Combined Project, the Combined Project shall be subject to the authority of the Redevelopment Agency of the City and County of San Francisco authority pursuant to state law.

Section 12. [Compliance With Laws]

Except as otherwise specified herein, the construction of the Combined Project shall be subject to all federal, state and local laws, ordinances and regulations (as the same may be amended), including but not limited to the California Environmental Quality Act (Public Resources Code Section 21000, et seq.).

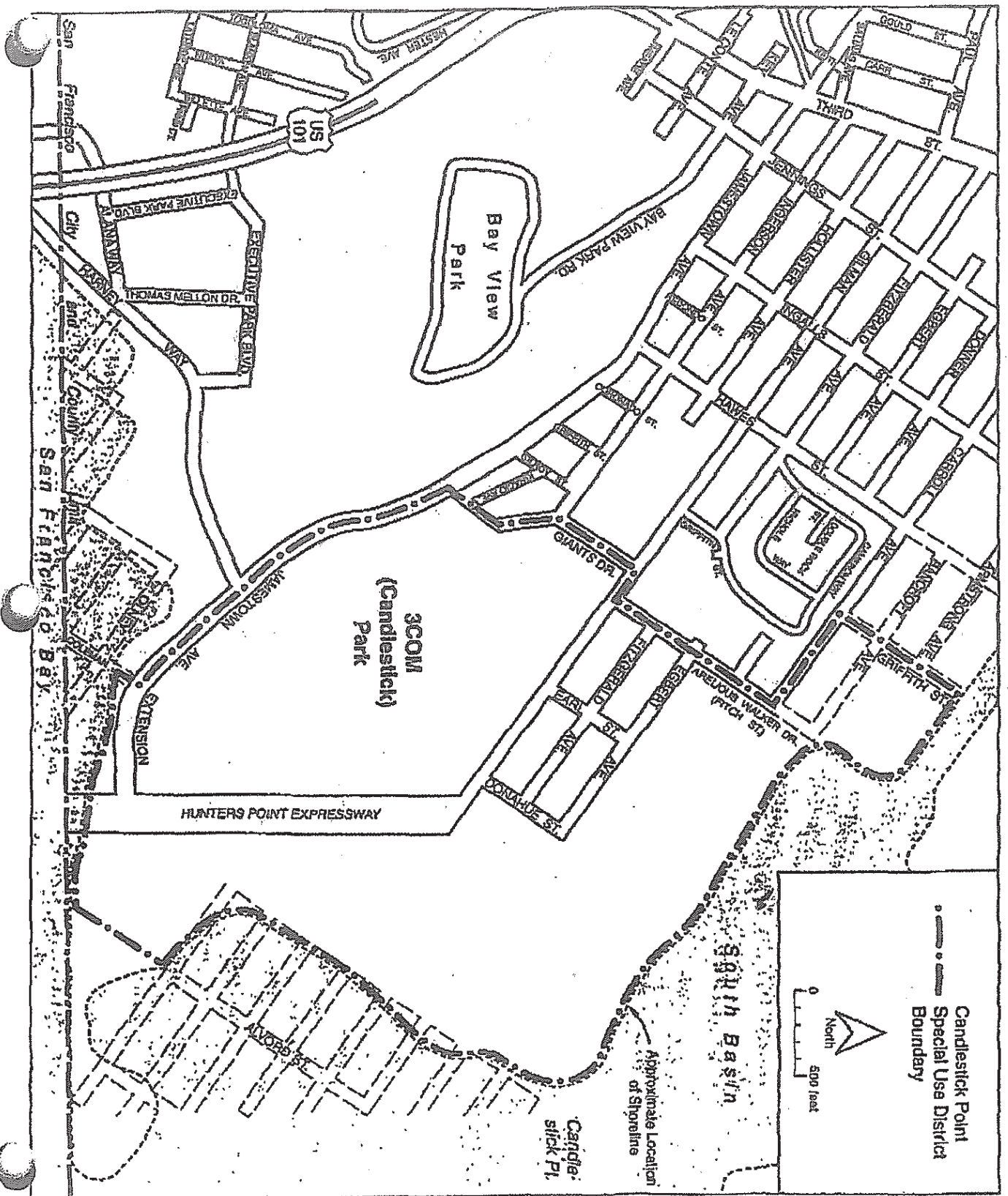
Section 13. [Amendment]

Any provision of this ordinance may be amended by the Board of Supervisors and shall not require the vote of the electors of the City and County of San Francisco, provided that such amendments are consistent with the purpose and intent of this ordinance.

Section 14. [Severability]

If any provision of this ordinance, or any application thereof to any person or circumstance, is held invalid, such invalidity shall not affect any provision or application of this ordinance that can be given effect without the invalid provision or application. To this end, the provisions of this ordinance are severable.

Figure



**Appendix C1 PBS&J Environmental Justice
Report, November 2009**

Appendix C1 Environmental Justice

A. INTRODUCTION

This Environmental Justice section discusses existing Environmental Justice (EJ) communities within and surrounding the Project site and examines the potential for construction or operation of the Project to result in disproportionately high and adverse human health or environmental effects on minority populations or low-income populations. Environmental Justice is not a required area of study under the *California Environmental Quality Act*. This analysis is being provided for informational purposes only and for Navy use in their supplemental Environmental Impact Statement for the Hunters Point Shipyard Base Reuse.

Environmental Justice

Executive Order (EO) 12898 (1994), “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” provides that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” (Council of Environmental Quality [CEQ] 1997)

Federal agencies should consider the composition of the affected area to determine whether minority populations, low-income populations, or Indian tribes are present in the area affected by the proposed action, and if so whether there may be disproportionately high and adverse human health or environmental effects on minority populations, low-income populations, or Indian tribes (CEQ 1997).

An EJ community is defined when one or more of the following three criteria are met:

1. The minority population in the community is equal to or greater than 50 percent
2. The minority population in the community is 10 or more basis points higher than that of the “base” community (city or county, depending on location)
3. The poverty level in the community is 10 or more basis points higher than the “base” community

Protection of Children

EO 13045 (2007), “Protection of Children from Environmental Health Risks and Safety Risks” requires that “each Federal agency (a) shall make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children: and (b) shall ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risk or safety risks.”

B. SETTING

Minority Populations

Ethnicity data were obtained from Claritas (2008), a company specializing in demographic data, United States Census Bureau (US Census) (2000) data, and from the California Department of Finance (DOF) (2007).

The study area for the Project includes 28 Block Groups within the Bayview neighborhood, as illustrated by Figure 1 (Environmental Justice Communities). As the name implies, Block Groups are a combination of census blocks. Census blocks are a subdivision of a census tract or block numbering area and are the smallest geographic entity for which the decennial census tabulates and publishes sample data.

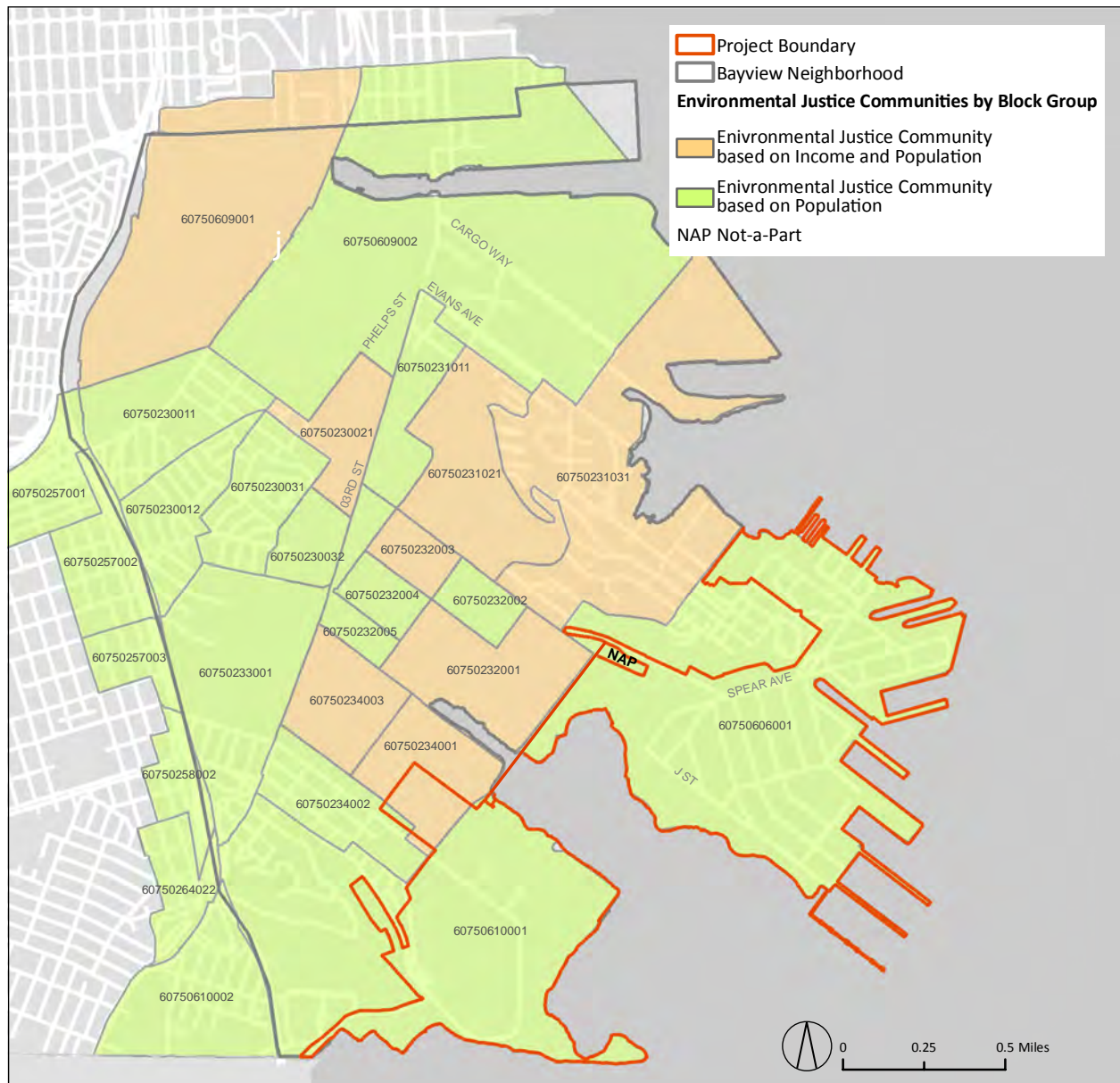
The proportion of ethnic minorities were estimated for each community by dividing the total number of Black, Indian/Alaskan, Asian, Hawaiian/Pacific Islander, and Hispanic persons by the total number of persons per block group. Statistics for San Francisco, the San Francisco-Oakland-Fremont Metropolitan Statistical Area (MSA), and the State of California were included in this study for comparison purposes and to be used as the base community. Refer to Table 1 (Study Area Ethnic Profile) for a breakdown of ethnicity by block group and base community.

On average there is a larger percentage of ethnic minorities in the study area than in the larger base communities that consist of San Francisco, the San Francisco–Oakland-Fremont MSA, and the State of California. With respect to the Project site, the HPS Phase II site consists of the majority of Block Group 60750606001, which has a total minority population of 92 percent. The Candlestick Point site is made up predominantly of almost all of Block Group 60750610001, which has a total minority population of 84.3 percent, a portion of Block Group 60750234001, which has total minority population of 89.2 percent, and a sliver of Block Group 60750234002, which has a total minority population of 89.3 percent, as shown in Table 1.

The Block Groups in the study area combined have almost a 90 percent total minority population; only one Block Group in the study area has a total minority population less than 50 percent (Block Group 60750251003). The minority population of the study area and the Project site are well over 10 percentage points higher when compared to any of the base communities, which range from 54.3 percent to 57.0 percent minority population, as reflected in Table 1, and all but one Block Group is also equal to or greater than 50 percent minority. Therefore, the entire study area, including the Project site, is an EJ community based upon the minority population.

Child Population

Population data were obtained from Claritas (2008), for the child population by Block Group in 2004. The Claritas data contained a breakdown of population by age; all residents under the age of 18 years were counted to derive the child population in both the study area and Project site.



SOURCE: Claritas, November 2008.

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FIGURE 1



Candlestick Point — Hunters Point Shipyard Phase II EIR
ENVIRONMENTAL JUSTICE COMMUNITIES

Table 1 Study Area Ethnic Profile								
Area Block Groups (Key to Figure 1)	Population	Percent White	Percent African American	Percent American Indian/ Alaska Native	Percent Asian	Percent Hawaiian/ Pacific Islander	Percent Hispanic	Percent Minority Races (all) (Total Pop minus White)
Project Site								
60750234001 (Candlestick Point)	986	10.8%	54.4%	0.3%	1.8%	13.5%	26.9%	89.2%
60750610001 (Candlestick Point)	971	15.7%	31.3%	0.0%	31.7%	0.3%	27.4%	84.3%
60750234002 (Candlestick Point)*	2,182	10.7%	25.9%	0.1%	23.9%	3.8%	40.9%	89.3%
60750606001 (Hunters Point Shipyard)	678	8.0%	60.8%	0.9%	20.5%	1.6%	13.4%	92.0%
Average percentage of the Project Site Block Groups	4,817	11.3%	43.1%	0.3%	19.5%	4.8%	27.1%	88.7%
Study Area (Includes Project Site)								
60750230011	2,182	9.9%	16.3%	0.7%	56.3%	0.6%	20.9%	90.1%
60750230012	2,972	8.4%	18.6%	0.2%	62.7%	1.2%	10.4%	91.6%
60750230021	2,587	12.5%	36.6%	0.4%	15.7%	0.1%	37.6%	87.5%
60750230031	2,758	10.1%	23.3%	0.0%	53.0%	1.3%	14.5%	89.9%
60750230032	1,243	7.7%	42.1%	0.5%	22.1%	2.2%	29.6%	92.3%
60750231011	1,268	16.1%	33.4%	0.5%	30.8%	0.6%	25.9%	83.9%
60750231021	3,314	7.9%	67.3%	0.2%	13.1%	0.8%	12.5%	92.1%
60750231031	4,397	3.6%	73.0%	0.2%	2.4%	13.5%	6.1%	96.4%
60750232001	546	4.6%	45.4%	0.0%	11.5%	2.0%	37.7%	95.4%
60750232002	1,056	5.0%	51.0%	0.9%	17.0%	3.5%	24.2%	95.0%
60750232003	1,044	7.3%	53.1%	0.3%	4.1%	0.5%	37.5%	92.7%
60750232004	1,084	14.7%	39.7%	3.1%	11.1%	1.0%	37.6%	85.3%
60750232005	672	10.1%	37.8%	1.3%	27.1%	0.7%	22.2%	89.9%
60750233001	2,740	6.8%	12.4%	0.5%	65.3%	1.2%	15.4%	93.2%
60750234003	251	12.7%	57.0%	0.0%	12.0%	2.8%	11.2%	87.3%
60750251003	798	51.8%	7.8%	0.1%	18.3%	0.1%	25.7%	48.2%
60750257001	2,254	15.0%	3.0%	0.2%	67.5%	0.0%	18.2%	85.0%

Table 1 Study Area Ethnic Profile								
Area Block Groups (Key to Figure 1)	Population	Percent White	Percent African American	Percent American Indian/ Alaska Native	Percent Asian	Percent Hawaiian/ Pacific Islander	Percent Hispanic	Percent Minority Races (all) (Total Pop minus White)
60750257002	1,729	12.3%	2.7%	0.3%	62.3%	1.8%	22.3%	87.7%
60750257003	1,193	14.2%	4.4%	0.6%	55.0%	0.3%	26.8%	85.8%
60750258002	812	14.7%	14.9%	0.1%	50.6%	0.0%	22.9%	85.3%
60750264022	1,534	11.8%	9.9%	0.2%	60.9%	0.9%	17.3%	88.2%
60750609001	260	28.5%	43.8%	0.0%	10.0%	3.1%	25.0%	71.5%
60750609002	353	44.5%	38.0%	0.3%	0.8%	0.0%	20.4%	55.5%
60750610002	1,846	11.2%	5.3%	0.0%	75.6%	1.3%	6.8%	88.8%
Average percentage Total of the Study Area Block Groups	43,710	11.0%	32.2%	0.4%	36.0%	2.7%	20.4%	89.0%
Base Communities								
San Francisco City/County	810,078	45.1%	6.7%	0.3%	31.1%	0.5%	13.5%	54.9%
San Francisco-Oakland-Fremont Metropolitan Area	4,379,449	45.7%	8.3%	0.4%	21.2%	0.7%	21.0%	54.3%
California State	38,246,598	43.0%	5.9%	0.8%	11.4%	0.6%	36.2%	57.0%

SOURCE: Claritas 2008. State of California, Department of Finance 2007.

* Minority Environmental Justice Community

a. Total population of Project Site/Study Area Block Groups

The HPS Phase II site, which consists of the majority of Block Group 60750606001 has a total child population of 27.1 percent, while the three block groups that make up the Candlestick Point site; 60750610001, 60750234001 and 60750234002, has a child population 25.6 percent, 45.0 percent, and 21.9 percent respectively in 2004 (Clarita 2008). Overall, the child population in the study area in 2004 was 27.6 percent of the total population of 44,220 residents. Although children do not constitute a substantial percentage of the population within the study area, children are present in residential and recreational areas, and in certain institutions (e.g., schools, daycares, private schools). A substantial number of schools and daycares, as well as parks and playgrounds where children typically congregate, can be found in the study area.

Poverty Levels

Economic data were also obtained from Claritas (2008). The Claritas data contained household and poverty estimates by block group within the study area. City and county level data was obtained from the US Census (2008a and 2008b).

The US Census defines the average poverty level in the United States for a family of four as a maximum annual income of \$21,203 or less for the year 2007 (US Census 2008b). Table 2 (Study Area Poverty Statistics) shows the percentage of the total number of households within the given Block Group that are below the poverty level. With respect to the criteria that determines whether a Block Group would be considered an EJ community, it must have a poverty level (in this case, expressed as a percent of total households below the poverty level) that is 10 or more basis points higher than the base community.

Table 2 Study Area Poverty Statistics		
Area Block Groups (Key to Figure 1)	Percent of Households Below Poverty Level	Environmental Justice Community
60750234001 (Candlestick Point)	40.1%	Yes
60750610001 (Candlestick Point)	3.9%	
60750234002 (Candlestick Point)	15.9%	
60750606001 (Hunters Point Shipyard Phase II)	16.7%	
Average of the Project Site Block Groups	23.1%	
60750230011	8.5%	Yes
60750230012	11.8%	
60750230021	24.8%	
60750230031	3.5%	
60750230032	16.3%	Yes
60750231011	15.9%	
60750231021	25.2%	
60750231031	53.4%	
60750232001	19.2%	Yes
60750232002	15.0%	

Table 2 Study Area Poverty Statistics		
Area Block Groups (Key to Figure 1)	Percent of Households Below Poverty Level	Environmental Justice Community
60750232003	20.1%	
60750232004	8.7%	
60750232005	4.1%	
60750233001	10.7%	
60750234003	48.0%	Yes
60750251003	6.8%	
60750257001	15.1%	
60750257002	12.8%	
60750257003	2.4%	
60750258002	1.8%	
60750264022	1.3%	
60750609001	24.2%	Yes
60750609002	0.0%	
60750610002	11.1%	
Average of the Study Area Block Groups	15.6%	
Base Communities		
City and County of San Francisco	10.6%	
San Francisco-Oakland-Fremont Metropolitan Area	9.0%	
California State	12.4%	

SOURCE: Claritas 2008.

The poverty populations of the Block Groups in the study area range from zero to 53.4 percent. Using the City and County of San Francisco as the base community, any Block Group on Table 2 that reflects at least 20.6 percent of the total households below the poverty level (which is 10 percentage points above the percentage reflected for the City and County) would be considered an EJ community from the perspective of income. As shown in Table 2, there are six Block Groups identified as low-income EJ communities based on the percentage of households below the poverty level that are 10 or more basis points higher than the base community.

The HPS Phase II site, which consists of the majority of Block Group 60750606001, is not an EJ community based upon income because it has a poverty population level of only 16.7 percent, which is less than 10 percentage points higher than the base communities. Candlestick Point is made up of almost all of Block Group 60750610001, which has a poverty population level of 3.9 percent, a portion of Block Group 60750234001, which has a poverty population level of 40.1 percent, and a sliver of Block Group 60750234002, which has a poverty population level of 15.9 percent. As such, only a portion of Candlestick Point (Block Group 60750234001) is considered an EJ community based on income (refer to Table 2).

For informational purposes, the median household income of the Block Groups in the study area ranges from \$14,537 to \$91,146. The median household incomes of the base communities range from \$59,928 for the State of California to \$75,747 for the San Francisco-Oakland-Fremont MSA.

Indian Tribes and Trust Assets

There are 564 Indian Tribes recognized by the federal government.¹ This recognition establishes a tribe as an entity with the capacity to engage in government-to-government relations with the United States or individual states, and also as one eligible to receive federal services. Federal recognition is established as a result of historical and continued existence of a tribal government by EO or legislation, and through the federal recognition process recently established by Congress.

The relationship between the United States government and those tribes is characterized as one between sovereigns (i.e., between a government and a government). The federal government is obligated under the Federal-Tribal Trust to protect Tribal interests, a duty that is referred to as trust responsibility. This trust doctrine is further defined through laws, EOs, judicial decisions, and agreements (Bureau of Indian Affairs [BIA] 2009).

Indian trust assets (ITAs) are legal interests in assets that are held in trust by the United States Government for federally recognized Indian tribes or individuals. The trust relationship usually stems from a treaty, EO, or act of Congress. The Secretary of the interior is the trustee for the United States on behalf of federally recognized Indian tribes. “Assets” are anything owned that holds monetary value. “Legal interests” means there is a property interest for which there is a legal remedy, such as a compensation or injunction, if there is improper interference. Assets can be real property, physical assets, or intangible property rights, such as a lease, or right to use something. Indian trust assets cannot be sold, leased, or otherwise alienated without United States’ approval (Department of the Interior [DOI] 2007). Trust assets may include lands, minerals, and natural resources, as well as hunting, fishing, and water rights, Indian reservations, rancherias, and public domain. The Native American Heritage Commission (NAHC) did not indicate that ITAs exist in the vicinity of the project or study areas, as further discussed in Section III.J (Cultural Resources and Paleontological Resources) of the EIR.

No Native American tribes, groups, or individuals have identified any specific ITAs during the public participation process for this project. Refer to Section III.J for an extensive discussion of the history of Native Americans in the study area and steps taken to coordinate with local Indian Tribes.

C. IMPACTS

Significance Criteria

The purpose of EO 12898 and EO 13045 is to avoid placing a disproportionately high share of the adverse environmental or economic effects resulting from federal policies and actions on minority and low-income populations or children.

¹ Department of the Interior. www.doi.gov/bia (accessed on October 12, 2009).

The purpose of an EJ analysis is to determine whether adverse environmental impacts would disproportionately affect minority and low-income communities or children compared to other communities in the project area. Impacts related to EJ would be significant if a project-related activity would have a disproportionate effect on EJ populations. A disproportionate effect is defined as an effect that is predominantly borne, more severe, or of a greater magnitude in areas with EJ populations than in other areas (CEQ 1997).

Analytic Method

This section was prepared primarily by compiling and evaluating existing information, obtained from Claritas, the US Census, and DOF. An EJ community is defined when (1) the minority population in the community is equal to or greater than 50 percent; (2) the minority population in the community is 10 or more basis points higher than that of the base community (city or county, depending on location); or (3) the poverty level in the community is 10 or more basis points higher than the base community. Using this criteria it was determined that the entire study area, including the Project site, is an EJ community based upon the minority population and a portion of the study area is an EJ community based upon income levels. A review of the potential effects of the Project was conducted to identify if significant effects could disproportionately fall on minorities, low-income populations, or children.

Project Impacts

■ No Action

Under the No Action Alternative, the Project would not be constructed and no disturbance to populations in any of the Block Groups would occur. Therefore, no direct or indirect impacts to any of the populations within the Study Area Block Groups would occur. However, none of the beneficial impacts associated with the Project, as described in Chapter II (Project Description), such as the revitalization of the Bayview Hunters Point community through increased business and employment opportunities; housing options at a range of affordability levels; improved public recreation and open space amenities; an integrated transportation, transit, and infrastructure plan; and other economic and public benefits would occur. Blighted and impoverished conditions in the Bayview area would remain and the community could deteriorate further due to the lack of job opportunities, which can contribute to high unemployment rates and a high concentration of low-income residents. The lack of quality open space and recreation opportunities in the area, as well as the limited public transportation providing connections through the area, and the City as a whole, and the diminishing quality of affordable housing in the area would continue. Moreover, the improvements to the public recreation and open space amenities would not occur and the community would not benefit from the improvements to be constructed by the Project, such as the extension and enhancement of the Bay Trail. Similarly, the community would continue to have disconnected public transportation and pedestrian connectivity. In short, the Block Groups would continue to be disadvantaged.

■ Proposed Action

The Project proposes development of 10,500 residential units with an associated population of 24,465 residents; 885,000 gross square feet (gsf) of retail; 150,000 gsf of office; 2.5 million gsf of Research & Development uses; a 220-room, 150,000-gsf hotel; 255,000 gsf of artist/art center space; 100,000 gsf of community services; 240 acres of new parks, sports fields, and waterfront recreation areas, as well as 96.7 acres of new and improved State parkland; a 69,000-seat 49ers stadium; and a 75,000 gsf performance arena. The permanent employee population associated with the Project would be 10,730. Development would occur on two sites: Candlestick Point and HPS Phase II. Development on Candlestick Point would include demolition (and replacement on a 1:1 basis) of 256 public housing units, demolition of the 70,207-seat 49ers stadium, and a net reduction of CPSRA land. However, 96.7 acres of the 120.2-acre CPSRA would remain and the Project would provide significant funding for park improvements and ongoing operation and maintenance as described in Section III.P (Recreation). There is no existing housing in HPS Phase II. In addition, all of the vacant, and some leased, Navy buildings would be demolished, except for Buildings 140, 203, 204, and 205, which would be rehabilitated, and Drydocks 2 and 3.

According to EO 12898 an EJ analysis should identify whether a proposed federal action would result in “disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Similarly, EO 13045 states federal agencies must make it a priority to determine whether a proposed federal action would result in “environmental health risks and safety risks that may disproportionately affect children.”

Chapter III (Environmental Setting, Impacts, and Mitigation Measures) of the EIR analyzes and discloses all of the adverse impacts of the Project. The environmental topics that could result in human health or environmental effects and are addressed in this EJ analysis include Section III.H (Air Quality), Section III.K (Hazards and Hazardous Materials), Section III.I (Noise), and Section III.M (Hydrology and Water Quality). Additional issues areas that could affect quality of life, and are also addressed in this EJ analysis, include: Section III.C (Population, Housing, and Employment), Section III.E (Aesthetics), and Section III.O (Public Services). The following paragraphs summarize the findings of the EIR with regard to these topics.

I.A AIR QUALITY (TOXIC AIR CONTAMINANTS)

The Project would include sources of hazardous or toxic air emissions including processes; vehicle use; and proximity to existing or relocated sources of diesel or other toxic air emissions, such as freeways and railroads and off-site industries and businesses, as discussed extensively in Section III.H of the EIR (and the associated air quality technical appendix). The Health Risk Assessment prepared for the Project estimated the cumulative excess lifetime cancer risk and chronic noncancer Hazard Index (HI)² due to toxic air contaminants emissions and determined that the maximum estimated cumulative excess lifetime cancer risks and HIs within areas designated for residential use were found not to exceed the Bay Area Air Quality Management District current or proposed significance thresholds for carcinogenic and

² The Hazard Index reflects that standard or criteria above which an impact would occur. The specific HI assumed in the HRA for this Project is defined and described in Section III.H (Air Quality).

noncarcinogenic health risks. The HRA also concluded that during construction of the Project the maximum non-cancer hazard index (HI) would be below the BAAQMD's significance threshold of 1.0 and the proposed revised HI threshold of 0.5, and the Project would not result in the exposure of people to diesel particulate matter of airborne concentrations of contaminated dust. In addition, the Project would not expose receptors to concentrations of $PM_{2.5}$, associated with increased vehicle trips and vehicle emissions along local roadways, in excess of the San Francisco Department of Public Health threshold. Implementation mitigation measure MM AQ-1.1 would reduce potentially significant impacts to a less-than-significant level.

One significant and unavoidable impact relating to air quality was identified. As a result of increased external motor vehicle trips, Project emissions of ROG, NO_x , PM_{10} , and $PM_{2.5}$ would exceed the BAAQMD thresholds. Although no feasible mitigation is available to reduce this impact, the Project would incorporate features intended to reduce motor vehicle trips, and would be designed as a dense, compact development with mixed land uses that would facilitate pedestrian, bicycle, and transit travel. Increased vehicle traffic is a direct result of increased development and densities in the area, as well as the increased availability of housing and employment opportunities, and is necessary for the revitalization of the Project site; these impacts would not fall disproportionately high or adversely on the EJ communities in the study area. Any development that would occur in the study area would result in similar impacts, which are not unique to this particular Project and would not disproportionately affect residents. As such, although this impact is considered significant and unavoidable, it would not disproportionately affect EJ communities located in the Bayview community. Refer to Section III.H for a greater discussion of air quality impacts.

I.B HAZARDS AND HAZARDOUS MATERIALS

Potentially adverse effects relating to hazardous materials and waste have been reduced through implementation of mitigation measures MM HZ-1 through MM HZ-23, which are identified in Section III.K of the EIR. The Project does not propose any uses that would require the handling of acutely hazardous materials. In the event that hazardous materials or previously unknown contamination are discovered during construction, implementation of the proposed mitigation measures, as well as adherence to applicable regulations would reduce the likelihood of contaminants being conveyed to people or near shore and aquatic habitats and associated species. Remediation of the HPS Phase II site is ongoing due to the presence of chemicals and radioactive materials in various locations, and would continue to be implemented with or without the Project. No significant and unavoidable impacts relating to hazards would occur. Therefore, no disproportionate impacts on the EJ populations would occur.

I.C NOISE

Construction of the Project would result in a significant and unavoidable impact relating to ground-borne vibration levels in residential neighborhoods; however, this is a temporary impact. Operation of the Project would result in an increase in local traffic volumes that would cause a substantial permanent increase in ambient noise levels in existing residential areas, as described in Section III.I of the EIR (and the associated stadium noise technical appendix). This impact is a direct consequence of increased

development and densities, and would occur in any area targeted for growth and redevelopment. Although this impact is considered significant and unavoidable, it would not be considered a disproportionate effect on EJ communities located in the Bayview community, as the Project site was not selected in order to avoid impacts in other areas, but rather to improve the conditions of the Project site through revitalization and development. All other noise impacts have been reduced to a less than significant level through implementation of mitigation measures MM NO-1 through MM NO-5, which are identified in Section III.I of the EIR.

I.D HYDROLOGY AND WATER QUALITY

No significant and unavoidable impacts relating to hydrology and water quality would occur as a result of the proposed project, as discussed in Section III.M of the EIR. The Project would result in the introduction of additional impervious surfaces on the Project site causing more contaminants to flow through the sewer and stormwater system; however, through implementation of MM HY-1 through MM HY-14, which are identified in Section III.M, and compliance with all applicable regulations, all impacts would be reduced a less-than-significant level. Therefore, no disproportionate impacts on the EJ populations would occur.

I.E EMPLOYMENT

Development at the Project site would create approximately 10,730 permanent jobs by 2030 (refer to Table III.C-7 provided in Section III.C of the EIR). The increased availability of jobs in the Bayview community would address the needs of the community and would contribute to the revitalization of the neighborhood. Anticipated growth would not exceed the City's population projections, and would not result in any adverse impacts. Instead, the creation of jobs could be considered a beneficial impact for EJ communities and those households living below the poverty level. Therefore, no disproportionate impacts on the EJ populations would occur.

I.F AESTHETICS

The Project would not result in any significant impacts relating to the visual quality of the Project site or the Bayview area, as described in Section III.E of the EIR. The Project would replace degraded urban areas, vacant parcels, expanses of asphalt and dirt, and outdated residential development with new, well-designed urban development. The Project would improve the existing quality of the site by providing new areas of open space, enhanced connectivity to the shoreline, and pedestrian amenities such as outdoor plazas, walking paths, outdoor eating areas, sidewalks, street-side landscapes, and improved lighting. Therefore, the Project would not substantially degrade the visual character or quality of the Project site or its surroundings, rather the Project would improve the visual quality of the Project site, which contains vacant properties, expanses of parking lot, deteriorated structures, and piles of rubble. Therefore, no disproportionate impacts on the EJ populations would occur.

I.G POLICE AND FIRE SERVICES

The level of service provided by both the San Francisco Police Department and San Francisco Fire Department would not be reduced as a result of the Project, as described in Section III.O of the EIR. As part of the Project, up to 100,000 gsf divided equally between Candlestick Point and HPS Phase II would be designated for community serving uses, such as fire, police, healthcare, daycare, places of worship, senior centers, library, recreation center, community center, and/or performance center uses. A portion of the designated community serving uses could be utilized for a new SFPD facility (counter, storefront, or other configuration) and/or a new SFFP station to address increased demands created by the Project. Potential impacts associated with the construction of these facilities have been addressed and would not require further environmental review beyond the review provided in the Candlestick Point-Hunters Point Shipyard Phase II EIR. As such, the quality and level of police and fire services provided to the Project site would not be degraded, and the EJ communities would not be disproportionately affected as a result of the Project.

Conclusion

As described above under the Air Quality and Noise discussions, three significant and unavoidable impacts would occur. Temporary construction impacts associated with noise would occur; however, these effects are short-term in nature and effects would not fall disproportionately on an EJ community because they are a consequence of development intended to revitalize that community. Significant and unavoidable air quality and noise impacts occurring during operation of the Project are a result of increased vehicle traffic in the area due to the proposed increase in both residential and commercial development. As increased vehicle traffic is a direct result of increased development and densities in the area, as well as the increased availability of housing and employment opportunities, and is necessary for the revitalization of the Project site, these impacts would not fall disproportionately high or adversely on the EJ communities in the study area. Any development that would occur in the study area would result in similar impacts, which are not unique to this particular Project and would not disproportionately affect residents. Because the Project would meet the Project objectives, thereby beneficially affecting EJ communities in the study area and improving the quality of life for the residents, implementation of the Project would not pose disproportionately high or adverse impacts to minority or low-income populations or environmental health and safety risks to children.

■ Project Objectives/Proposition G

In May 2007, the Board of Supervisors and the Mayor approved a resolution endorsing a Conceptual Framework for the integrated planning of both Hunters Point Shipyard and Candlestick Point. The City's overarching goal for the Project is to revitalize the Bayview Hunters Point community by providing economic and public benefits. Subsequent to the Conceptual Framework, the San Francisco Redevelopment Agency and the Bayview Hunters Point Project Area Committee afforded the public and the local communities numerous opportunities to provide comments and be involved in the revitalization of the community via notices, meetings, internet website, and workshops. The Proposed Action was developed through extensive community involvement and input, which led to the creation of the

Bayview Jobs, Parks and Housing Initiative. Objectives of the Initiative (also known as Proposition G) have been incorporated into this EIR as the Project's objectives.

The redevelopment of Candlestick Point and HPS Phase II would be consistent with the following Project objectives, which would have beneficial effects to the EJ communities because it would:

- Create a range of job and economic development opportunities for local, economically disadvantaged individuals and business enterprises, particularly for residents and businesses located in the Bayview.
- Provide automobile, public transportation, and pedestrian connections between the Shipyard, Candlestick Point, and the larger Bayview neighborhood.
- Create substantial affordable housing, jobs, and commercial opportunities for existing Bayview residents and businesses.
- Provide new affordable housing that is targeted to the lower income levels of the Bayview population, including new units that are suitable for families, seniors, and young adults.
- Include housing at levels dense enough to create a distinctive urban form and at levels sufficient to make the CP-HPS Development Plan financially viable; attract and sustain neighborhood retail services and cultural amenities; create an appealing walkable urban environment served by transit; help pay for transportation and other infrastructure improvements; and achieve economic and public benefits for the Bayview in particular and the City generally.
- Upon consultation with Alice Griffith Housing residents and the receipt of all required governmental approvals, rebuild Alice Griffith Housing to provide one-for-one replacement units targeted to the same income levels as those of the existing residents and ensure that eligible Alice Griffith Housing residents have the opportunity to move to the new, upgraded units directly from their existing Alice Griffith Housing units without having to relocate to any other area.
- Create new public recreational and public open spaces in the CP-HPS Development Plan.
- Transform the contaminated portions of the Shipyard Property into economically productive uses or public open space, as appropriate.

In addition to creating job and economic development opportunities in the Bayview area, providing affordable housing, providing significant new and improved open space and recreational areas, and improving transportation and pedestrian connectivity in the community, the Project would redevelop the SFHA's Alice Griffith site. The Project has committed to replacing the 256 existing units on the Alice Griffith site, with a total of about 1,210 units in the same area, consisting of one-for-one replacement of public housing (256 units) with for-sale and rental units of varying affordability levels. In addition, a total of 3,345 affordable and below-market units would be provided throughout the Project site. This would provide affordable housing to the current low-income residents, and create new housing opportunities for those eligible. The Alice Griffith public housing would be rebuilt to provide at least one-for-one replacement units targeted to the same income levels as those of the existing residents and ensure that eligible Alice Griffith Housing residents have the opportunity to move to the new, upgraded units directly from their existing Alice Griffith public housing units without having to relocate to any other area. The Proposed Action would also improve the neighborhood services, infrastructure, amenities, recreation opportunities, and aesthetics to the local communities.

D. REFERENCES

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**Appendix C2 Rahaim, John, SF Planning Director
to Carlin, Michael, SFPUC:
Projections of Growth by 2030,
July 9, 2009**



SAN FRANCISCO PLANNING DEPARTMENT

July 9, 2009

Michael P. Carlin
Deputy General Manager, SFPUC
1155 Market St, 11th Floor
San Francisco, CA 94103

Subject: Projections of growth by 2030

Dear Michael:

Thank you for your letter dated March 11, 2009 requesting the Planning Department's projections of growth by 2030 in order to satisfy your mandates in connection with assessing water supply and demand in the years to come, and more specifically for preparing water supply assessments for individual projects moving forward.

The Planning Department routinely prepares projections for the purposes of analyzing impacts of plans and projects undergoing the environmental review process. While the assumptions of these sets may vary depending on the circumstances surrounding a specific project, the Department recently completed a citywide projection capturing citywide growth expectations by 2030 designed to closely match the recently adopted ABAG Projections 2009 target, but taking into account local knowledge of projects currently in various stages of the entitlement process, commonly referred to as the development pipeline. Table 1 shows the projections for 2030.

Table 1 Development Projections

	2000	2005	2030	Growth 2000-2030	Growth 2005-2030
Households	329,700	341,478	403,292	73,592	61,814
HH Population	756,976	783,441	916,800	159,824	133,359
Jobs	642,500	553,090	748,100	105,600	195,010

Source: ABAG, San Francisco Planning Department

As the question may arise whether particular projects were included, the Planning Department for the purposes of these numbers assumed full buildout over the course of the forecast period of three large development programs currently undergoing environmental review, namely Treasure Island, Bayview Waterfront, and Park Merced projects.

More generally, we included entitled pipeline projects, and projects larger than 500 units, or large commercial projects per criteria set forth in California Water Code §10912(a) as these are the projects for which individual water supply assessments would otherwise need to be made in the near future.

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We are looking forward to continuing the larger regional growth dialogue with PUC and other regional stakeholders.

Sincerely,

A handwritten signature in black ink, appearing to read "John Rahaim", with a long horizontal flourish extending to the right.

John Rahaim

Director of Planning

CC: Aksel Olsen
Teresa Ojeda
File