Exhibit A
To Planning Commission Resolution No. _____

Candlestick Point – Hunters Point Shipyard Phase 2 Development Project
General Plan Findings and Planning Code Section 101.1 Findings

The following constitute findings that the Candlestick Point – Hunters Point Shipyard Phase 2 Development Project (the Project) is, on balance, consistent with the General Plan and Planning Code Section 101.1.

These findings consider, and are conditioned upon, all required Planning Commission actions related to the Project including, but not limited to, adoption of Planning Code text and map amendments (Planning Code Amendments); amendments to the General Plan, including amendments to the Bayview Hunters Point Area Plan, adoption of the Candlestick Point Sub-Area Plan, and adoption of the Hunters Point Shipyard Area Plan (General Plan Amendments); and adoption of the amendments to the Bayview Hunters Point Redevelopment Plan (BVHP Redevelopment Plan) and the Hunters Point Shipyard Redevelopment Plan (Shipyard Redevelopment Plan) and approval of the Candlestick Point and Hunters Point Shipyard Phase 2 Design for Development Documents and corresponding technical amendments to the Hunters Point Shipyard Phase 1 Design for Development Document.

Additionally, these findings will apply to other Project actions and related documents including, but not limited to the Planning Cooperation Agreement, Real Property Transfer Agreement, Public Trust Exchange Agreement, _____[any more – Andrea please add].

BAYVIEW HUNTERS POINT AREA PLAN

The Bayview Hunters Point Area Plan (BVHP Area Plan) provides broad principles, objectives, and policies for community development in the Bayview neighborhood. The BVHP Area Plan discusses the need to arrest the demographic decline of the African American population; provide economic development and jobs, particularly for local residents; eliminate health and environmental hazards including reducing land use conflicts; provide additional housing, particularly affordable housing; provide additional recreation, open space, and public service facilities, and better address transportation deficiencies by offering a wider range of transportation options.

As a part of the adopted General Plan amendments (Planning Commission Reso____), the BVHP Area Plan was amended to implement the Project and reflect the fact that four years have passed since the BVHP Area Plan was last updated. Most significantly, a new Candlestick Point Subarea Plan was adopted as part of this Area Plan.

The Project, including General Plan Amendments / Planning Code text and map Amendments and all other Project documents referenced in these findings, are consistent with and implements the following BVHP Area Plan's Objectives and Policies.

OBJECTIVE 1 STIMULATE BUSINESS, EMPLOYMENT, AND HOUSING GROWTH WITHIN THE EXISTING GENERAL LAND USE PATTERN BY

RESOLVING CONFLICTS BETWEEN ADJACENT INDUSTRIAL AND RESIDENTIAL AREAS.

OBJECTIVE 4 DEVELOP AND MAINTAIN A SYSTEM FOR THE EASY MOVEMENT OF PEOPLE AND GOODS, TAKING INTO ACCOUNT ANTICIPATED NEEDS OF BOTH LOCAL AND THROUGH TRAFFIC.

POLICY 4.1 Develop a comprehensive network and schedule of roadway improvements to assure that Bayview maintains an adequate level of service at key intersections as the residential and work force population in the district increases.

POLICY 4.2 Develop the necessary improvements in public transit to move people efficiently and comfortably between different neighborhoods of Bayview Hunters Point, to and from Candlestick Park, and to and from Downtown and other parts of the region.

POLICY 4.5 Create a comprehensive system for pedestrian and bicycle circulation.

POLICY 4.6 Provide convenient regional access to Candlestick Park stadium without negatively impacting nearby residential streets.

OBJECTIVE 5 PRESERVE AND ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS.

POLICY 5.2 Conserve the existing supply of Federally subsidized lower income housing.

POLICY 5.3 Conserve and enhance the existing supply of public housing.

OBJECTIVE 6 ENCOURAGE THE CONSTRUCTION OF NEW AFFORDABLE AND MARKET RATE HOUSING AT LOCATIONS AND DENSITY LEVELS THAT ENHANCE THE OVERALL RESIDENTIAL QUALITY OF BAYVIEW HUNTERS POINT.

POLICY 6.1 Encourage development of new moderate density affordable ownership units, appropriately designed and located and especially targeted for existing Bayview Hunters Point residents.

POLICY 6.4 Encourage development of new affordable housing on the ridge portion of Hunters Point Shipyard to help improve the residential character and circulation pattern of the Hunters Point residential area.

POLICY 6.5	In the vicinity of Bayview Hill, encourage well-sited housing development that complements the natural areas and open space, as well as provides for local economic development.
OBJECTIVE 8	STRENGTHEN THE ROLE OF BAYVIEW'S INDUSTRIAL SECTOR IN THE ECONOMY OF THE DISTRICT, THE CITY, AND THE REGION.
POLICY 8.2	Achieve reuse of Hunters Point Shipyard.
OBJECTIVE 10	ENHANCE THE DISTINCTIVE AND POSITIVE FEATURES OF BAYVIEW HUNTERS POINT.
POLICY 10.1	Better define Bayview's designated open space areas by enabling appropriate, quality development in surrounding areas.
POLICY 10.3	Recognize, protect, and enhance cultural resources of native populations as an integral imprint on the land use pattern of Bayview Hunters Point.
OBJECTIVE 11	IMPROVE DEFINITION OF THE OVERALL URBAN PATTERN OF BAYVIEW HUNTERS POINT
POLICY 11.1	Recognize and enhance the distinctive features of Bayview Hunters Point as an interlocking system of diverse neighborhoods.
POLICY 11.2	Increase awareness and use of the pedestrian/bicycle trail system that links subareas in Bayview Hunters Point with the rest of the City.
OBJECTIVE 12	PROVIDE AND MAINTAIN ADEQUATELY LOCATED, WELL DESIGNED, FULLY EQUIPPED RECREATION FACILITIES AND ENCOURAGE THEIR USE.
POLICY 12.1	Make better use of existing facilities.
POLICY 12.3	Renovate and expand Bayview's parks and recreation facilities, as needed.
OBJECTIVE 13	PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE SHORELINE OF BAYVIEW HUNTERS POINT UNLESS PUBLIC ACCESS CLEARLY CONFLICTS WITH MARITIME USES OR OTHER NON-OPEN SPACE USES REQUIRING A WATERFRONT LOCATION.
POLICY 13.1	Assure that new development adjacent to the shoreline capitalizes on the unique waterfront location by improving visual and physical access to the water in conformance with urban design policies.

POLICY 13.2 Maintain and improve the quality of existing shoreline open space.

POLICY 13.3 Complete the San Francisco Bay Trail around the perimeter of the City which links open space areas along the shoreline and provides for maximum waterfront access.

POLICY 13.4 Provide new public open spaces along the shoreline -- at Islais Creek, Heron's Head, India Basin, Hunters Point Shipyard, and Candlestick Point/South Basin.

OBJECTIVE 14 ASSURE ADEQUATE NUMBERS, TYPES, AND LOCATIONS OF COMMUNITY FACILITIES AND SERVICES TO MEET THE NEEDS OF THE LOCAL COMMUNITY.

POLICY 14.1 Assure adequate maintenance programming and resident utilization of existing multi-purpose community facilities.

OBJECTIVE 15 COMBINES SOCIAL REVITALIZATION WITH PHYSICAL AND ECONOMIC REVITALIZATION EFFORTS.

The Project is consistent with and implements the Bayview Hunters Point Area Plan as it is proposed to be amended by the General Plan Amendment. It provides development that provides a wide range of job opportunities and a wide range of new housing types and affordability levels; includes the rebuilding of Alice Griffith assuring existing residents the ability to stay at the site; improves the shoreline and links the existing community to the Bay with a better network of connections and access; and enhances transportation opportunities. The Project will come with a robust package of community benefits including job training and placement programs for Bayview and San Francisco residents.

The Project calls for new fully integrated and holistically planned mixed use neighborhoods at Candlestick Point and Hunters Point Shipyard with different land programming than what was previously envisioned. However, in keeping generally with existing Objectives and Policies within the BVHP Area Plan, the Project includes complementary uses in near proximity to each other; a full complement of uses for residents, workers, and visitors; and thus, a reduced need for automobile trips. The Project includes a transportation system that can accommodate the increased density while reducing automobile use. The Project includes generous amount of open space programmed and designed for a broad range of users and activities along with a flexible approach to community facilities.

HOUSING ELEMENT

The principle objectives of the Housing Element are to provide new housing; retain the existing supply; enhance physical conditions and safety without jeopardizing use or affordability; support affordable housing production by increasing site availability and capacity; increase the effectiveness and efficiency of the affordable housing production system; protect the affordability of existing housing; expand financial

resources for permanently affordable housing; ensure equal access; avoid or mitigate hardships imposed by displacement; reduce homelessness and the risk of homelessness in coordination with relevant agencies and providers; pursue place making and neighborhood building principles in increasing the supply of housing; and strengthen citywide affordable housing programs through coordinated regional and state efforts.

The Project is consistent with and implements the following objectives and policies of the Housing Element:

OBJECTIVE 1	TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.
POLICY 1.5	Support development of affordable housing on surplus public lands.
POLICY 1.6	Create incentives for the inclusion of housing, particularly permanently affordable housing, in new commercial development projects.
POLICY 1.9	Require new commercial developments and higher educational institutions to meet the housing demand they generate, particularly the need for affordable housing for lower income workers and students.
OBJECTIVE 4	SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY
POLICY 4.1	Actively identify and pursue opportunity sites for permanently affordable housing.
POLICY 4.2	Include affordable units in larger housing projects.
POLICY 4.6	Support a greater range of housing types and building techniques to promote more economical housing construction and potentially achieve greater affordable housing production.
POLICY 5.2	Support efforts of for-profit and non-profit organizations and other community-based groups and expand their capacity to produce and manage permanently affordable housing.
POLICY 5.3	Create greater public awareness about the quality and character of affordable housing projects and generate community-wide support for new affordable housing.
POLICY 6.2	Ensure that housing developed to be affordable is kept affordable.

POLICY 6.5	Monitor and enforce the affordability of units provided as a condition of approval of housing projects.
OBJECTIVE 7	EXPAND THE FINANCIAL RESOURCES AVAILABLE FOR PERMANENTLY AFFORDABLE HOUSING.
POLICY 7.1	Enhance existing revenue sources for permanently affordable housing.
OBJECTIVE 8	ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.
POLICY 8.1	Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable rental units wherever possible.
POLICY 8.3	Ensure affirmative marketing of affordable housing.
POLICY 8.4	Encourage greater economic integration within housing projects and throughout San Francisco.
POLICY 8.6	Increase the availability of units suitable for users with supportive housing needs.
POLICY 8.8	Promote the adaptability and maximum accessibility of residential dwellings for disabled and elderly occupants.
POLICY 8.9	Encourage the provision of new home ownership opportunities through new construction so that increased owner occupancy does not diminish the supply of rental housing.
OBJECTIVE 9	AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT
POLICY 9.1	Minimize the hardships of displacement by providing essential relocation services.
POLICY 9.2	Offer displaced households the right of first refusal to occupy replacement housing units that are comparable in size, location, cost, and rent control protection.
POLICY 11.2	Ensure housing is provided with adequate public improvements, services, and amenities.
POLICY 11.3	Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

POLICY 11.10 Include energy efficient features in new residential development and encourage weatherization in existing housing to reduce overall housing costs and the long-range cost of maintenance.

The Project is consistent with and implements the Housing Element in that it accommodates up to 10,500 units of high density housing at Candlestick Point and Hunters Point Shipyard combined. The Project will supply a greater percentage of units to be dedicated for work force and affordable housing than would otherwise be required in the Planning Code. The rebuilding of the Alice Griffith Housing development, including the provision of at least one-to-one replacement housing at the development's existing affordability levels while at the same time ensuring against displacement of existing residents, is a key feature of the Project. Finally, the Project includes a full complement of supporting uses, including job-creating uses, recreational opportunities, and transportation alternatives.

COMMERCE AND INDUSTRY

The principle objectives for Commerce & Industry are to manage economic growth and change, maintain a sound and diverse economic base and fiscal structure, provide expanded employment opportunities for city residents particularly the unemployed and underemployed in a wide range of fields and levels, improve viability of existing businesses as well as attract new businesses – particularly in new industries, and assure entrepreneurial opportunities for local businesses.

The following objectives and policies are relevant to the Project:

OBJECTIVE 1 MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

POLICY 1.2 Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

POLICY 1.3 Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

The land use maps within the Candlestick Point Sub-Area Plan and the Hunters Point Shipyard Area Plan establish where office, retail, research and development, and light-industrial uses can be located. The BVHP Redevelopment Plan and the Shipyard Redevelopment Plan identify square footage caps for commercial uses. These together serve as the commercial land use and density maps for Candlestick Point and Hunters Point Shipyard.

OBJECTIVE 2 MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

POLICY 2.1 Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

POLICY 2.3 Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location.

OBJECTIVE 3 PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.

POLICY 3.1 Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

POLICY 3.2 Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

POLICY 3.3 Emphasize job training and retraining programs that will impart skills necessary for participation in the San Francisco labor market.

POLICY 3.4 Assist newly emerging economic activities.

OBJECTIVE 4 IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.

POLICY 4.1 Maintain and enhance a favorable business climate in the city.

POLICY 4.2 Promote and attract those economic activities with potential benefit to the City.

POLICY 4.5 Control encroachment of incompatible land uses on viable industrial activity.

OBJECTIVE 5 REALIZE SAN FRANCISCO'S FULL MARITIME POTENTIAL.

POLICY 5.8 Encourage maritime activity which complements visitor activity and resident recreation.

POLICY 5.9 Redevelop Hunters Point Shipyard to provide employment in the industrial, maritime industrial, research & development, and cultural sectors, consistent with the Hunters Point Shipyard Redevelopment Plan.

To ensure economic success along with greater overall job opportunities, the Project includes a wide possible range of commercial job-generating uses, including green technology, research and development, and light industrial uses.In addition, the proposed amendments to the Shipyard Redevelopment Plan also provide for cultural and maritime activities (a 300-slip marina) to take advantage of the shipyard's shoreline location.

The newly adopted HPS Area Plan and the amended BVHP Redevelopment Plan and amended Shipyard Redevelopment Plan together provide a revised land-use program for Hunters Point Shipyard that allows for light-industrial, research and development, and cultural uses, residential development, and maritime activities (i.e. a 300-slip marina) that are complementary to the mixed use nature of the Project and the visitor-attracting objectives for the shoreline.

OBJECTIVE 6 MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

POLICY 6.1 Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

POLICY 6.2 Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society

POLICY 6.4 Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

POLICY 6.5 Discourage the creation of major new commercial areas except in conjunction with new supportive residential development and transportation capacity.

The General Plan Amendments and the amendments to the BVHP Redevelopment Plan and the Shipyard Redevelopment Plan provide for a balance of commercial and residential uses, and the need to assure robust multi-modal transportation.

POLICY 6.7 Promote high quality urban design on commercial streets.

POLICY 6.9 Regulate uses so that traffic impacts and parking problems are minimized.

The Project is consistent with and implements the Commerce and Industry Element by creating approximately 10,000 perm ant jobs and thousands of ongoing construction job opportunities throughout the build out of the Project. Both the Candlestick Point Subarea Plan and the Hunters Point Shipyard Area Plan contain policies that call for the commercial development on underutilized land that will include between 2.65 and 5 million square feet of research and development and office uses in addition to several other job creating uses. Furthermore, the Project includes a robust community benefit package of job training and placement commitments from the developer.

RECREATION AND OPEN SPACE ELEMENT

The principle objectives of the Recreation and Open Space Element are to preserve large areas of open space sufficient to meet the long-range needs of the Bay Region, develop and maintain a diversified and balanced citywide system of high quality public open space, provide a continuous public open space along the shoreline, and provide opportunities for recreation and the enjoyment of open space in every neighborhood.

The following objectives and policies are relevant to the Project:

OBJECTIVE 1 PRESERVE LARGE AREAS OF OPEN SPACE SUFFICIENT TO MEET THE LONG-RANGE NEEDS OF THE BAY REGION.

POLICY 1.1 Protect the natural character of regional open spaces and place high priority on acquiring open spaces noted for unique natural qualities.

POLICY 1.3 Increase the accessibility of regional parks by locating new parks near population centers, establishing low user costs, improving public transit service to parks and creating regional bike and hiking trails.

OBJECTIVE 2 DEVELOP AND MAINTAIN A DIVERSIFIED AND BALANCED CITYWIDE SYSTEM OF HIGH QUALITY PUBLIC OPEN SPACE.

POLICY 2.1	Provide an adequate total quantity and equitable distribution of public open spaces throughout the City.
POLICY 2.2	Preserve existing public open space.
POLICY 2.3	Preserve sunlight in public open spaces.
POLICY 2.6	Make open spaces accessible to people with special needs.
POLICY 2.7	Acquire additional open space for public use.
POLICY 2.8	Develop a recreational trail system that links city parks and public open space, ridge lines and hilltops, the Bay and ocean, and neighborhoods, and ties into the regional hiking trail system.
POLICY 2.9	Maintain and expand the urban forest.
POLICY 2.12	Expand community garden opportunities throughout the City.
POLICY 2.13	Preserve and protect significant natural resource areas.
OBJECTIVE 3	PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE SHORELINE UNLESS PUBLIC ACCESS CLEARLY CONFLICTS WITH MARITIME USES OR OTHER USES REQUIRING A WATERFRONT LOCATION.
POLICY 3.1	Assure that new development adjacent to the shoreline capitalizes on its unique waterfront location, considers shoreline land use provisions, improves visual and physical access to the water, and conforms with urban design policies.
POLICY 3.2	Maintain and improve the quality of existing shoreline open space.
POLICY 3.3	Create the Bay and Coastal Trails around the perimeter of the City which links open space along the shoreline and provides for maximum waterfront access.
POLICY 3.5	Provide new public open spaces along the shoreline.
OBJECTIVE 4	PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.
POLICY 4.5	Require private usable outdoor open space in new residential development.

POLICY 4.6 Assure the provision of adequate public open space to serve new residential development.

POLICY 4.7 Provide open space to serve neighborhood commercial districts.

The Project is consistent with and implements the Recreation and Open Space Element in that it includes approximately 336 acres of open space to be created, preserved, or improved in conjunction with new development. The Project includes a wide mix of open space and recreational opportunities including an improved and reconfigured Candlestick Point State Recreation Area (as authorized through SB 792). The Project also includes a wide distribution of City parks that would include playing fields and courts, community gardens, and dog runs among other activities. Generous amounts of land are to be improved or restored as natural areas. The Project provides for a continuous series of open spaces along the shoreline with the Bay Trail being one of its main features.

The Project does include tall buildings (towers) within both Candlestick Point and Hunters Point Shipyard. Design guidelines and development standards included in the Design for Development documents dictate careful and thorough consideration of the placement of towers relative to the open space network, so that impacts are minimized on balance. Any towers that could potentially impact properties under the jurisdiction of the Department of Recreation and Parks would be required to complete shadow studies to assure that they meet the requirements of Planning Code Section 295.

TRANSPORTATION

The Transportation Element is largely concerned with the movement of people and goods. It addresses the need for multi-modal streets and facilities, implementation of the City's transit-first policy, the need to limit parking and auto capacity on the roads, and ways to incentivize travel by transit, bike and by foot. It also addresses the relationship between transportation and land use and how the two should be coordinated to reduce the need for auto trips.

The following objectives and policies are relevant to the Project:

OBJECTIVE 1 MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.1 Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects.

POLICY 1.2 Ensure the safety and comfort of pedestrians throughout the city.

POLICY 1.3	Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.
POLICY 1.4	Increase the capacity of transit during the off-peak hours.
POLICY 1.5	Coordinate regional and local transportation systems and provide for interline transit transfers.
POLICY 1. 6	Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.
OBJECTIVE 2	USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.
POLICY 2.1	Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.
POLICY 2.2	Reduce pollution, noise and energy consumption.
POLICY 2.4	Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.
POLICY 2.5	Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.
POLICY 2.6	In conversion and re-use of inactive military bases, provide for a balanced, multi-modal transportation system that is consistent with and complementary to the planned land use and the local and regional transportation system.
OBJECTIVE 9	IMPROVE BICYCLE ACCESS TO SAN FRANCISCO FROM ALL OUTLYING CORRIDORS.
POLICY 9.2	Where bicycles are prohibited on roadway segments, provide parallel routes accessible to bicycles or shuttle services that transport bicycles.
OBJECTIVE 11	ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

POLICY 11.1	Maintain and improve the Transit Preferential Streets program to make transit more attractive and viable as a primary means of travel.
POLICY 11.3	Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.
OBJECTIVE 12	DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.
POLICY 12.1	Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.
POLICY 12.2	Build on successful efforts implemented at numerous private sector worksites, such as the downtown Transportation Brokerage Program and voluntary programs, and adapt such programs for application in new areas as appropriate.
POLICY 12.3	Implement private and public sector TDM programs which support each other and explore opportunities for private-public responsibility in program implementation.
POLICY 12.4	Encourage private and public sector cooperation in the promotion of alternative work programs designed to reduce congestion and the number of automobile trips.
OBJECTIVE 13	PROMOTE THE DEVELOPMENT OF MARKETING STRATEGIES THAT ENCOURAGE AND FACILITATE THE USE OF TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE FOR SHOPPING, RECREATION, CULTURAL AND OTHER NON-WORK TRIPS.
POLICY 13.1	Encourage the use of alternatives to the automobile for all age groups in the advertisement of business, recreational and cultural attractions by identifying their proximity to transit facilities and significant landmarks.
OBJECTIVE 14	DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.1	Reduce road congestion on arterials through the implementation of traffic control strategies, such as traffic signal-light synchronization (consistent with posted speed limits) and turn controls, that improve vehicular flow without impeding movement for pedestrians and bicyclists.
POLICY 14.2	Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.
POLICY 14.4	Reduce congestion by encouraging alternatives to the single occupant auto through the reservation of right-of-way and enhancement of other facilities dedicated to multiple modes of transportation.
POLICY 14.8	Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.
OBJECTIVE 15	ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.
POLICY 15.1	Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.
OBJECTIVE 16	DEVELOP AND IMPLEMENT PROGRAMS THAT WILL EFFICIENTLY MANAGE THE SUPPLY OF PARKING AT EMPLOYMENT CENTERS THROUGHOUT THE CITY SO AS TO DISCOURAGE SINGLE-OCCUPANT RIDERSHIP AND ENCOURAGE RIDESHARING, TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE.
POLICY 16.1	Reduce parking demand through the provision of comprehensive information that encourages the use of alternative modes of transportation.
POLICY 16.3	Reduce parking demand through the provision of incentives for the use of carpools and vanpools at new and existing parking facilities throughout the City.
POLICY 16.4	Manage parking demand through appropriate pricing policies including the use of premium rates near employment centers well-served by transit, walking and bicycling, and progressive rate structures to encourage turnover and the efficient use of parking.

POLICY 16.5 Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses

POLICY 16.6 Encourage alternatives to the private automobile by locating public transit access and ride-share vehicle and bicycle parking at more close-in and convenient locations on-site, and by locating parking facilities for single-occupant vehicles more remotely.

OBJECTIVE 18 ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

POLICY 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles and bicycles.

POLICY 18.4 Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:

- Sidewalk bulbs and widenings at intersections and street entrances;
- Lane off-sets and traffic bumps;
- Narrowed traffic lanes with trees, landscaping and seating areas; and
- colored and/or textured sidewalks and crosswalks.

POLICY 18.5 Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

OBJECTIVE 20 GIVE FIRST PRIORITY TO IMPROVING TRANSIT SERVICE THROUGHOUT THE CITY, PROVIDING A CONVENIENT AND EFFICIENT SYSTEM AS A PREFERABLE ALTERNATIVE TO AUTOMOBILE USE.

POLICY 20.1 Give priority to transit vehicles based on a rational classification system of transit preferential streets

POLICY 20.2 Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

POLICY 20.3 Develop transit preferential treatments according to established guidelines.

POLICY 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.

POLICY 20.9 Improve inter-district and intra-district transit service.

POLICY 20.14 Engage new technologies that will emphasize and improve transit services on transit preferential streets.

OBJECTIVE 23 IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

POLICY 23.1 Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

POLICY 23.2 Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested and where residential densities are high.

POLICY 23.3 Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.

The Project does contemplate the narrowing of sidewalks on a portion of Ingalls to assure adequate room for continued light-industrial on-street loading and parking while increasing the road's capacity to handle additional traffic from the development. Such action is necessary to implement several important objectives and policies of the Commerce and Industry Element, including improving viability of existing industry and maintenance of a diverse economic base. To harmonize these policies with those designed to protect pedestrian circulation, the Project minimizes the narrowing along Ingalls to the extent feasible.

POLICY 23.4 Tow-away lanes should not be approved, and removal should be considered, if they impair existing and potential pedestrian usage and level of service on abutting sidewalks, as well as the needs of transit operation on the street.

POLICY 23.5 Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs.

POLICY 23.6 Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

OBJECTIVE 24 IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

POLICY 24.2	Maintain and expand the planting of street trees and the infrastructure to support them.
POLICY 24.3	Install pedestrian-serving street furniture where appropriate.
POLICY 24.5	Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or "living streets", especially in neighborhoods deficient in open space.
OBJECTIVE 26	CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.
OBJECTIVE 27	ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.
POLICY 27.9	Identify and expand recreational bicycling opportunities.
POLICY 27.10	Accommodate bicycles in the design and selection of traffic control facilities.
POLICY 27.12	Ensure completion of the Bay Trail in San Francisco.
OBJECTIVE 28	PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.
POLICY 28.1	Provide secure bicycle parking in new governmental, commercial, and residential developments.
POLICY 28.2	Provide secure bicycle parking at existing city buildings and facilities and encourage it in existing commercial and residential buildings.
POLICY 28.3	Provide parking facilities which are safe, secure, and convenient.
POLICY 28.5	Provide bicycle parking at major recreational facilities and at all large sports, cultural, or other heavily attended events.
OBJECTIVE 30	ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.
POLICY 30.1	Assure that new or enlarged parking facilities meet need, locational and design criteria.

POLICY 30.2 Discourage the proliferation of surface parking as an interim land use, particularly where sound residential, commercial or industrial buildings would be demolished pending other development.

The Candlestick Point Subarea Plan, the Hunters Point Shipyard Area Plan, the BVHP Redevelopment Plan and the Shipyard Redevelopment Plan generally discourage surface parking, except in connection with the football stadium. However, as recognized in these plans, in some instances, surface parking may be appropriate on an interim basis through the phasing of the Project.

POLICY 30.7 Limit and screen from view from public access areas parking facilities over the water, and near the water's edge where such parking interferes with public access.

OBJECTIVE 31 ESTABLISH PARKING RATES AND OFF-STREET PARKING FARE STRUCTURES TO REFLECT THE FULL COSTS, MONETARY AND ENVIRONMENTAL, OF PARKING IN THE CITY.

POLICY 31.1 Set rates to encourage short-term over long term automobile parking.

POLICY 31.3 Encourage equity between drivers and non-drivers by offering transit fare validations and/or cash-out parking programs where off-street parking is validated or subsidized.

OBJECTIVE 34 RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

POLICY 34.1 Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

POLICY 34.3 Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

OBJECTIVE 35 MEET SHORT-TERM PARKING NEEDS IN NEIGHBORHOOD SHOPPING DISTRICTS CONSISTENT WITH PRESERVATION OF A DESIRABLE ENVIRONMENT FOR PEDESTRIANS AND RESIDENTS.

POLICY 35.1 Provide convenient on-street parking specifically designed to meet the needs of shoppers dependent upon automobiles.

POLICY 35.2 Assure that new neighborhood shopping district parking facilities and other auto-oriented uses meet established guidelines.

The Project is consistent with and implements the Transportation Element in that it establishes land use patterns with complementary uses in close proximity to one another and uses are sensibly limited to planned transit, pedestrian, bicycle, and other transportation improvements. The Project includes new streets and transportation facilities that emphasize travel by transit, bike and by foot. It includes robust pedestrian streetscape improvements that make travelling by bike and by foot safe, comfortable and enjoyable. In addition, these improvements reach into existing neighborhoods so as to form a single urban fabric and transportation network encompassing the new development and the surrounding areas. The Project includes a dedicated right-of-way for transit to assure its prominence and reliability, including a direct connection to Hunters Point Shipyard over a new bridge over Yosemite Slough. The Project's Transportation Plan also calls for both the extension of an existing transit line, as well as new lines to serve worker populations. Such transit improvements will serve existing neighborhoods as well as the new development. The Project limits the number of off-street parking spaces and manages parking and loading in a strategic way to assure land use efficiency and urban design considerations over parking convenience.

URBAN DESIGN PLAN

The Urban Design Element addresses the physical character and order of the City. It establishes objectives and polices dealing with the city pattern, conservation (both of natural areas and historic structures), major new developments, and neighborhood environment. It discusses meeting "human needs", largely by assuring quality living environments, and by protecting and enhancing those characteristics of development that make San Francisco special.

The following objectives and policies are relevant to the Project:

OBJECTIVE 1 EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.1 Recognize and protect major views in the city, with particular attention to those of open space and water.

POLICY 1.2 Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.

POLICY 1.3 Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

POLICY 1.4 Protect and promote large-scale landscaping and open space that define districts and topography.

POLICY 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.

POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.

POLICY 1.7 Recognize the natural boundaries of districts, and promote connections between districts.

OBJECTIVE 2 CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

POLICY 2.1 Preserve in their natural state the few remaining areas that have not been developed by man.

The Project calls for the reconfiguration of the Candlestick Point State Recreation Area as provided for in SB 792. While there would be a small net reduction in acreage to the State Park, the Candlestick Point Sub-Area Plan calls for full improvement of these shoreline park and open space areas, including substantial area that is currently unimproved, offers limited access, and is only used periodically for stadium parking. The Project thus enables a fully realized Candlestick Point State Recreation Area, consistent with the vision set forth in SB 792 and the State Parks General Plan. Furthermore, the Project would accommodate the creation of an additional 240 acres of parks and open space in addition to the Candlestick Point State Recreation Area.

POLICY 2.2 Limit improvements in other open spaces having an established sense of nature to those that are necessary, and unlikely to detract from the primary values of the open space.

POLICY 2.3 Avoid encroachments on San Francisco Bay that would be inconsistent with the Bay Plan or the needs of the city's residents.

POLICY 2.4 Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

POLICY 2.7 Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

POLICY 2.8 Maintain a strong presumption against the giving up of street areas for private ownership or use, or for construction of public buildings.

POLICY 2.9 Review proposals for the giving up of street areas in terms of all the public values that streets afford.

POLICY 2.10	Permit release of street areas, where such release is warranted, only in the least extensive and least permanent manner appropriate to each case.
OBJECTIVE 3	MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.
POLICY 3.1	Promote harmony in the visual relationships and transitions between new and older buildings.
POLICY 3.3	Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.
POLICY 3.4	Promote building forms that will respect and improve the integrity of open spaces and other public areas.
POLICY 3.5	Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.
POLICY 3.7	Recognize the special urban design problems posed in development of large properties.
POLICY 3.8	Discourage accumulation and development of large properties, unless such development is carefully designed with respect to its impact upon the surrounding area and upon the city.
OBJECTIVE 4	IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY .
POLICY 4.1	Protect residential areas from the noise, pollution and physical danger of excessive traffic.
POLICY 4.2	Provide buffering for residential properties when heavy traffic cannot be avoided.
POLICY 4.3	Provide adequate lighting in public areas.
POLICY 4.4	Design walkways and parking facilities to minimize danger to pedestrians.
POLICY 4.5	Provide adequate maintenance for public areas.
POLICY 4.6	Emphasize the importance of local centers providing commercial and government services.

POLICY 4.7 Encourage and assist in voluntary programs for neighborhood improvement.

POLICY 4.8 Provide convenient access to a variety of recreation opportunities.

POLICY 4.9 Maximize the use of recreation areas for recreational purposes.

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

POLICY 4.11 Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

POLICY 4.12 Install, promote and maintain landscaping in public and private areas.

POLICY 4.13 Improve pedestrian areas by providing human scale and interest.

The Project is consistent with and implements the Urban Design Element in that it enables the establishment of new vibrant mixed-use neighborhoods on currently underutilized land. Pursuant to the policies of the new Candlestick Point Sub-Area Plan, Bayview Hunters Point Area Plan, and amendments to the BVHP Redevelopment Plan and the Shipyard Redevelopment Plan, development patterns typical of San Francisco would be applied to the new neighborhoods. These would include but not be limited to: the extension of the existing street grid, incorporation of ample open space with a wide variety of configurations and programming, particular attention placed on the design of streets and other public realm elements, with particular attention given to how buildings interface with the public realm, and emphasis on pedestrian and bicyclist safety and comfort in the design of the streets.

The Project would be large scale in nature. However, the development standards and design guidelines contained in the Design for Development documents ensure that the development fits within its San Francisco context. Policies within these regulating plans call for fine-grained networks of typical San Francisco-sized blocks, a wide variety of building types and sizes, and the need to provide a human-scale interface with the street and public realm. To assure that large buildings and towers do not overwhelm their surroundings, the Design for Development documents contain policies that require a full host of design and siting considerations including, but not limited to, the following: (1) the effect of such buildings on shadows, wind, and views; (2) the aesthetic effect of large buildings and towers on the surrounding streets; (3) the perception of such buildings from afar; and (4) the relationship of such buildings to geographic features such as Bayview Hill, Hunters Point Hill, and the surrounding Bay.

In keeping with the Urban Design Element's preservation related objectives and policies, the Shipyard Redevelopment Plan and its associated documents calls for the preservation of several significant buildings and the construction of a heritage park that will, among other things, commemorate the Shipyard's history. The Project proposes that other cultural elements be incorporated into the design, including elements that will celebrate the local African-American population and the Shipyard's existing artists.

ENVIRONMENTAL PROTECTION ELEMENT

The Environmental Protection Element is concerned with protecting the natural environment within San Francisco's urban context. The element provides objectives and policies for the following topics: the Bay, ocean and shoreline, air, fresh water, land, flora and fauna, transportation noise, and energy.

The following objectives and policies are relevant to the Project:

OBJECTIVE 1	ACHIEVE A PROPER BALANCE AMONG THE CONSERVATION, UTILIZATION, AND DEVELOPMENT OF SAN FRANCISCO'S NATURAL RESOURCES.
Policy 1.1	Conserve and protect the natural resources of San Francisco.
Policy 1.2	Improve the quality of natural resources.
Policy 1.3	Restore and replenish the supply of natural resources.
Policy 1.4	Assure that all new development meets strict environmental quality standards and recognizes human needs.
OBJECTIVE 3	MAINTAIN AND IMPROVE THE QUALITY OF THE BAY, OCEAN, AND SHORELINE AREAS.
Policy 3.1	Cooperate with and otherwise support regulatory programs of existing regional, state, and federal agencies dealing with the Bay, ocean, and shorelines.
Policy 3.2	Promote the use and development of shoreline areas consistent with the General Plan and the best interests of San Francisco.
OBJECTIVE 7	ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.
POLICY 7.1	Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.
POLICY 7.3	Require that filling of land adhere to the highest standards of soils engineering consistent with the proposed use.
OBJECTIVE 8	ENSURE THE PROTECTION OF PLANT AND ANIMAL LIFE IN THE CITY.

Policy 8.1	Cooperate with and otherwise support the California Department of Fish and Game and its animal protection programs.
Policy 8.2	Protect the habitats of known plant and animal species that require a relatively natural environment.
Policy 8.3	Protect rare and endangered species.
OBJECTIVE 10	MINIMIZE THE IMPACT OF NOISE ON AFFECTED AREAS.
OBJECTIVE 11	PROMOTE LAND USES THAT ARE COMPATIBLE WITH VARIOUS TRANSPORTATION NOISE LEVELS.
Policy 11.1	Discourage new uses in areas in which the noise level exceeds the noise compatibility guidelines for that use.
Policy 11.3	Locate new noise-generating development so that the noise impact is reduced.
OBJECTIVE 15	INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.
POLICY 15.3	Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

The Project is consistent with and implements the Environmental Protection Element in that it calls for mixed-use, high density, transit-friendly, sustainable development. Moreover, the Project provides for the improvement and restoration of approximately 261 acres along the shoreline. A reconfiguration of the Candlestick Point State Park Recreation Area has been authorized under SB 792 to accommodate these improvements. The Candlestick Point – Hunters Point Shipyard Phase II Environmental Impact Report (CP-HPS II EIR) considers potential impacts to biological resources, air quality, noise emissions, hazardous material and shoreline related land uses, among many other topics. The CP-HPS II EIR concludes that any potential impacts to biological resources can be mitigated to less than significant levels. The CP-HPS II EIR reaches similar conclusions regarding hazardous material, water quality, and energy. Development of the neighborhoods envisioned in the amended Bayview Hunters Point Redevelopment Plan and Hunters Point Redevelopment Plan would be required to meet City, Regional, State and Federal regulations regarding the protection of potentially vulnerable biological resources, hazardous material clean-up, water quality, emission standards for air quality and noise. The CP- HPS II EIR identifies potential significant and unavoidable impacts regarding noise and air pollutant emissions; these impacts are largely traffic and construction related and are substantially due to the Project's scale and intensity. The Project and all related City approvals are nonetheless consistent with the Environmental Protection Element as the Project satisfies and implements the preponderance of Element's objectives and policies: the Project furthers the

Element's emphasis on the need to coordinate land use and transportation and on efficient, compact, and sustainable development; the Project furthers the Element's encouragement of improving and restoring the shoreline and other open spaces.

COMMUNITY FACILITIES ELEMENT

The Community Facilities element addresses police facilities, neighborhood center facilities, fire facilities, library facilities, public health facilities, and touches upon educational facilities, institutional facilities (colleges, etc.) wastewater facilities, and solid waste facilities.

The following objectives and policies are relevant to the Project:

OBJECTIVE 3 ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES

POLICY 3.6 Base priority for the development of neighborhood centers on relative need.

OBJECTIVE 4 PROVIDE NEIGHBORHOOD CENTERS THAT ARE RESPONSIVE TO THE COMMUNITY SERVED.

POLICY 4.1 Assure effective neighborhood participation in the initial planning, ongoing programming, and activities of multi-purpose neighborhood centers

OBJECTIVE 5 DEVELOPMENT OF A SYSTEM OF FIREHOUSES WHICH WILL MEET THE OPERATING REQUIREMENTS OF THE FIRE DEPARTMENT IN PROVIDING FIRE PROTECTION SERVICES AND WHICH WILL BE IN HARMONY WITH RELATED PUBLIC SERVICE FACILITIES AND WITH ALL OTHER FEATURES AND FACILITIES OF LAND DEVELOPMENT AND TRANSPORTATION PROVIDED FOR A OTHER SECTIONS OF THE GENERAL PLAN

OBJECTIVE 6 DEVELOPMENT OF A PUBLIC LIBRARY SYSTEM IN SAN FRANCISCO WHICH WILL MAKE ADEQUATE AND EFFICIENT LIBRARY SERVICE FREELY AVAILABLE TO EVERYONE WITHIN THE CITY, AND WHICH WILL BE IN HARMONY WITH RELATED PUBLIC SERVICE FACILITIES AND WITH ALL OTHER FEATURES AND FACILITIES OF LAND DEVELOPMENT AND TRANSPORTATION PROVIDED FOR IN OTHER SECTIONS OF THE GENERAL PLAN

The Project is consistent with and implements the Community Facilities Element in that it provides for mixed-use development that includes public uses and community facilities. The Project generally calls for a flexible approach to providing community facilities. It includes approximately 50,000 square feet at Hunters Point Shipyard, along with an additional 50,000 square feet at Candlestick Point that could be

used for a wide range of community uses. Among the currently identified uses would be a fire station at Hunters Point Shipyard and a library reading room. The Project also includes a community benefit package that would address needs for educational and health facilities. Because of the long build-out of the Project, the ability to program individual parcels has been largely left open to assure that the appropriate community facility can be identified when the needs arise.

PUBLIC SAFETY ELEMENT

OBJECTIVE 2 REDUCE STRUCTURAL AND NON-STRUCTURAL HAZARDS TO LIFE SAFETY, MINIMIZE PROPERTY DAMAGE AND RESULTING SOCIAL, CULTURAL AND ECONOMIC DISLOCATIONS RESULTING FROM FUTURE DISASTERS.

POLICY 2.1 Assure that new construction meets current structural and life safety standards.

POLICY 2.3 Consider site soils conditions when reviewing projects in areas subject to liquefaction or slope instability.

POLICY 2.9 Consider information about geologic hazards whenever City decisions that will influence land use, building density, building configurations or infrastructure are made.

POLICY 2.12 Enforce state and local codes that regulate the use, storage and transportation of hazardous materials in order to prevent, contain and effectively respond to accidental releases.

The Project is consistent with and implements the Community Safety Element. All improvements, including infrastructure, buildings and open space improvements will be constructed to local seismic standards, taking into account, among other considerations, the geological condition of the soil and where applicable, remediation activity. The Project is proposed to be built to accommodate sea level rise due to global warming.

ARTS ELEMENT

The Arts Element is concerned with, among other things, providing guiding principles for the City and County of San Francisco relative to the arts; validating and increasing the role of the arts as a major economic force in the region, and protecting arts organizations and artists through the adoption of policies that will withstand changes in political climate.

The following objectives and policies are relevant to the Project:

OBJECTIVE I-1 RECOGNIZE THE ARTS AS NECESSARY TO THE QUALITY OF LIFE FOR ALL SEGMENTS OF SAN FRANCISCO

POLICY I-3.3 Strive for the highest standards of design of public buildings and grounds and structures placed in the public right of way.

POLICY III-1.3 Protect and assist in the creation of artists' live/work spaces

POLICY III-2.2 Assist in the improvement of arts organizations' facilities and access in order to enhance the quality and quantity of arts offerings

OBJECTIVE VI-1 SUPPORT THE CONTINUED DEVELOPMENT AND PRESERVATION OF ARTISTS' AND ARTS ORGANIZATIONS' SPACES.

POLICY VI-1.6 Insure the active participation of artists and arts organizations in the planning and use of de-commissioned military facilities in San Francisco.

POLICY VI-1.11 Identify, recognize, and support existing arts clusters and, wherever possible, encourage the development of clusters of arts facilities and arts related businesses throughout the city.

The Project is consistent with and implements the Arts Element in that it provides for the preservation and improvement of the existing Hunters Point artist colony (Building 101) along with the reconstruction of other Shipyard artists studios so as to provide approximately 255,000 square feet of improved artist studio and related arts space. The Project locates this space within a central Hunters Point Shipyard village center cultural district with an emphasis on arts-related uses. In addition, the Design for Development documents, which include governing development standards and design guidelines governing the Project, require development of a high quality public realm.

AIR QUALITY ELEMENT

The Air Quality Element is concerned, in part, with reducing the level of pollutants in the air, thus protecting and improving public health, welfare and the quality of life of the citizens of San Francisco and the residents of the metropolitan region. It emphasizes that opportunities for economic growth in the area can be enhanced through implementation of transportation, land use and other policies in harmony with clean air goals.

The following objectives and policies are relevant to Project:

OBJECTIVE 3 DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

POLICY 3.1 Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and

compact development where an extensive transportation infrastructure exists.

POLICY 3.2 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development

POLICY 3.6 Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system

POLICY 3.8 Promote the development of non-polluting industries and insist on compliance with established industrial emission control regulations by existing industries.

POLICY 3.9 Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals

OBJECTIVE 5 MINIMIZE PARTICULATE MATTER EMISSIONS FROM ROAD AND CONSTRUCTION SITES.

POLICY 5.1 Continue policies to minimize particulate matter emissions during road and building construction and demolition.

OBJECTIVE 6 LINK THE POSITIVE EFFECTS OF ENERGY CONSERVATION AND WASTE MANAGEMENT TO EMISSION REDUCTIONS.

POLICY 6.2 Encourage recycling to reduce emissions from manufacturing of new materials in San Francisco and the region.

The Project is consistent with and implements the Air Quality Element in that it calls for mixed-use, high density, multi-modal, sustainable development that will enable efficient use of land and encourage travel by transit, bicycle and by foot, thereby reducing auto use. The Design for Development documents governing development of the Project encourage other sustainable features including storm water "low-impact" development, energy-saving design, and robust tree planting and landscaping through the streets and open spaces. While the CP-HPS II EIR identifies potential significant and unavoidable impacts regarding air pollutant emissions, the impacts are largely traffic related, which, in turn, is substantially due to the Project's scale. The Project is nonetheless consistent with the Air Quality Element because it satisfies and implements the preponderance of Element's objectives and policies; most importantly, the Project furthers the Element's emphasis on coordinating land use and transportation and on efficient and compact development.

General Plan Priority Finding
(Planning Code Section 101.1 Findings)

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. As described below, the Project is consistent with the eight priority policies set forth in Planning Code Section 101.1(b).

1. That existing neighborhood serving retail uses be preserved and enhanced and future opportunities for resident employment in or ownership of such businesses enhanced.

   The Project will preserve and enhance existing neighborhood serving retail uses. The Project includes 885,000 square feet of retail use, including 250,000 square feet of neighborhood serving retail across Candlestick Point and Hunters Point Shipyard. The proposed new retail will not unduly compete with existing neighborhood commercial districts. Indeed, the substantial new residential, research and development, and office uses to be developed as part of the Project will provide additional patrons for existing neighborhood commercial districts, including Third Street. As a part of the CP-HPS II EIR, an urban decay analysis was conducted to assure that the proposed new retail would not unduly compete and cause urban decay to surrounding retail clusters. The analysis concluded that the project would not cause such decay.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

   The Project includes new development on largely undeveloped and underutilized land; it does not call for the redevelopment of existing established neighborhoods. No existing dwelling units outside of Alice Griffith are being contemplated for demolition as part of the project. Alice Griffith will be rebuilt and will include replacement affordable housing units at the same affordable levels. The phasing of the reconstruction of Alice Griffith will ensure that eligible residents may move to their newly updated units from their existing homes without displacement off-site. Furthermore, the Project calls for the new developments to be integrated into the existing Bayview residential fabric by extending the existing street grid into the development, and extending proposed streetscape improvements into the existing neighborhood.

3. That the City's supply of affordable housing be preserved and enhanced.

   The Project calls for development that would have a positive effect on the City's affordable housing stock. The Project would provide up to 10,500 new dwelling units. A

large percentage (approximately 32%) of these new units would be below market rate and affordable to a range of incomes, including workforce housing units as well as units for very low, low, and moderate income households. A major component of new development would be the rebuilding of Alice Griffith. Alice Griffith units would be replaced on a one-to-one basis with new mixed income buildings. Phasing of construction would ensure that eligible residents may move to their newly upgraded units from their existing homes without displacement off-site. Alice Griffith would be improved with new housing structures, a more integrated street grid, community facilities and open space.

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

The Project's mix of adjacent and complementary land uses and the accompanying transportation and circulation network aim to reduce car usage and encourage walking, bicycling and transit usage. The Project includes significant transit infrastructure enhancements including dedicated transit lanes and transit-priority signaling; enhancements to several existing MUNI lines; and creation of several new lines, including a Bus Rapid Transit line; and new express buses. The capacity of selected street segments would be enhanced to accommodate peak demand associated with the proposed stadium. The Project includes Transportation Demand Management (TDM) measures, including management of the parking supply, that encourage residents, workers, and visitors to use alternative modes of transportation. Thus, on balance, while the Project will increase traffic in its vicinity, it will not impede MUNI transit service or overburden streets or neighborhood parking.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project would not adversely affect the industrial sector or service sectors. To the contrary, the Project will enhance resident employment and economic opportunity. The Project would include up to 2,650,000 square feet for job-generating uses in a wide range of possible fields including research and development, green technology, life sciences, clean technology, general office, and light industrial. There is the potential for an additional 2,500,000 square feet of such uses if the stadium is not developed. The existing arts colony at Hunters Point Shipyard would be maintained and enhanced. Other jobs would be made available as part of the development's retail components. No existing industrial uses would be removed by the project.

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

All new construction would be subject to the City's Building Code, Fire Code and other applicable safety standards. Thus, the Project would improve preparedness against injury and loss of life in an earthquake by prompting development that would comply with applicable safety standards, unlike many of the aging existing buildings, particularly at the Shipyard.

7. That landmarks and historic buildings be preserved.

Structures found to be eligible for listing on the National Register of Historic Places, including Dry Docks 2, 3, and 4, the pumphouses (Buildings 205 and 140), the Gatehouse (Building 204), and the Tool Building (Building 207) would be preserved. Furthermore, the Project calls for the establishment for a Heritage Park that, among other things, will celebrate and commemorate the working history of the Shipyard. Buildings identified as part of the California Register extended District would be further evaluated to determine the feasibility of their preservation and adaptive reuse. Thus, the Project would not adversely affect the preservation of landmarks and historic buildings, particularly in light of the other Priority Policies calling for creation of opportunities for resident employment and affordable housing..

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

The Project would not adversely affect existing open spaces or their access to sunlight and vistas. The Project would include approximately 336 acres of open space (roughly half the land area of the site) including the improved Candlestick Point State Recreation Area, and development of new dual use sports fields as part of the stadium alternative. A reconfiguration of the Candlestick Point State Recreation Area has been authorized through SB 792 that will help with its ongoing planning, operation, and maintenance, as well as its integration into the redevelopment of Candlestick Point and the Hunters Point Shipyard. Parks and open space would be programmed for a wide variety of passive and active recreational opportunities and would assure all residents, workers, and visitors will have nearby access to open space. The Project includes extension of the City's street grid in a manner that will help assure preservation of public views to the Bay. In addition, the Design for Development documents call for the careful placement of tall buildings to guard against undo shadow and wind impacts to the public realm.